

**CHARLOTTE DOUGLAS INTERNATIONAL AIRPORT  
AIRPORT ADVISORY COMMITTEE**

**Minutes from the February 3, 2011 meeting  
Piedmont Conference Room  
8:00 a.m.**

**Present**

Andrew Riolo, Chair  
Shawn Dorsch, Vice Chair  
Russ McMillan  
Crystal Jackson  
Colvin Edwards  
Todd Fuller  
Ed McMahan  
George Pretty  
Tim Gause  
Stan Vaughan  
Scott Culpepper

**Staff Present**

TJ Orr, Aviation Director  
Erika Helm, Community Outreach Specialist  
Jennifer Long, Customer Relations Specialist  
Haley Gentry, Public Affairs Manager

**1. Call to Order**

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

**2. Pledge of Allegiance**

**3. Approval of the January 6, 2011 Minutes**

The minutes were approved as written.

**4. Business Agenda**

**1. Airport Recycling Center (A.R.C.)**

- Action:**
- A. Approve a three (3) year management contract with Go Green, Reduce Reuse Resell, Inc. ("Go Green") for the operation and management of the Airport Recycling Center ("ARC") under which Go Green will receive a fifty percent (50%) share of revenue generated by the sale of recyclable materials and consultant fees not to exceed \$28,200.00.**
  - B. Approve a solicitation to purchase equipment for the ARC not to exceed \$1,000,000.00**
  - C. Approve a solicitation for certain demolition work on the interior of the ARC facility not to exceed \$40,000.00.**
  - D. Approve a solicitation to up-fit the electrical and HVAC systems at the ARC facility not to exceed \$50,000.00.**
  - E. Issue a Request for Proposals ("RFP") for waste removal and hauling from the Airport terminal to the ARC.**

**Background:**

- The Airport proposes to award a management contract to Go Green for the operation and management of the ARC. Go Green conducted a waste audit for the Airport in May 2009. Go Green has since worked with the Airport as a consultant and prepared the initial proposal for the development of the ARC at the Airport.

- The ARC will process the Airport's waste stream to capture all recyclable items thereby reducing the environmental impact of the Airport and creating a more sustainable waste disposal program.
- The ARC will have the capability to compost certain non-recyclable materials such as food waste and waxed paper products.
- Go Green will oversee the sale of all recyclable goods and compost generated by the ARC on the City's behalf.
- To prepare the ARC facility for operation, the City will solicit bids for (i) the demolition of the interior of the ARC facility; and (ii) the up-fit of the electrical and HVAC systems of the ARC facility.
- The City will solicit competitive pricing for the equipment needed to operate the ARC, including balers, conveyors and composting equipment.
- The City will issue an RFP for the transfer of all waste from the Airport terminal to the ARC and the disposal of any non-recyclable waste.
- Once the ARC is operational, the Airport estimates that 7,000 tons of the 10,000 tons of Airport waste that is presently disposed of in the landfill will be recycled or composted.
- Within three (3) years, the Airport will be able to reduce its waste disposal costs resulting in substantial savings for the Airport and its tenants.

#### **Contract Terms**

- Go Green will manage and operate the ARC pursuant to a management contract with a three (3) year initial term and two (2) one (1) year extensions exercisable by the City.
- The City will pay all operating expenses for the ARC in accordance with an annual budget prepared by Go Green and approved by the Aviation Director. Operating expenses are estimated to be \$420,000.00 per year.
- Go Green will be paid fifty percent (50%) of all revenue generated by the sale of recyclable goods and compost.
- Go Green will be paid consultant fees on an hourly basis not to exceed \$28,200.00 in connection with the start-up of the ARC.
- Go Green will be entitled to fifty percent (50%) of any carbon credits earned through an approved carbon credit project developed and implemented by Go Green at the ARC.

#### **Small Business Opportunity**

Established SBE Goal: 0%

Committed SBE Goal: 0%

For professional service-based contracts, the City negotiates SBE goals after the proposal selection process. No SBE goal was set for this project because subcontracting opportunities were not identified.

**Council Date:** February 14, 2011

Culpepper: Do you have an estimate for how long it will take to recoup the initial investment?

Orr: If you look at it from investment recovery, probably six or seven years. We will pay for the equipment with bonds and amortize that over a longer period of time so that we would break even a lot quicker.

Motion: McMahan

Second: Dorsch

Vote: 11-0

## 2. Airport Communications Design Contract

**Action:** Approve a contract with DB Consulting, Inc. in the amount of \$120,000 for master planning and design services for communications systems at the Airport.

**Background:**

- The terminal building and related facilities requires very extensive communications systems that provide data and information to tenants, passengers, and Aviation Department staff. These systems will expand as the facilities expand.
- This contract will provide funding for the master planning and design of communications systems, such as the access control system, public address system, cabling infrastructure, and the Airport's video system both in the existing terminal and expansions of the facilities at the Airport. Expansions will include the East Terminal Expansion, the Hourly/Rental Car Parking Deck, the Concourse 'E' expansion, and other projects as assigned by the Aviation Director.
- DB Consulting was selected for this contract because of their extensive experience with Airport communications systems, and their specific experience with the communications systems at the Airport.

**Contract Terms**

- This contract is based on a negotiated fee.
- The contract duration is 12 months.

**Small Business Opportunity**

Established SBE Goal: 0%

Committed SBE Goal: 0%

For professional service-based contracts, the City negotiates SBE goals after the proposal selection process. No SBE goal was set for this project because subcontracting opportunities were not identified.

**Council Date:** February 14, 2011

Motion: Dorsch

Second: McMahan

Vote: 11-0

## 3. Airport Entrance Road Design Contract

**Action:** Approve a contract in the amount of \$1,943,619 with HNTB North Carolina, P.C. for engineering services for the Airport Entrance Road.

**Background:**

- In 1975, the NCDOT Transportation Improvement Program (TIP) included a project to design and construct an Airport Entrance Road from I-85 to the Airport.
- NCDOT did design the road; however, the construction funding has continuously been pushed into the later years of the TIP and the road has not been built.
- Because of significant growth in local passengers since 1975, the NCDOT road design has become inadequate.
- In October 2007, City Council approved a contract in the amount of \$679,893 with HNTB to provide master planning services that included vehicle modeling, preliminary engineering and cost estimates for a new entrance road design.
- HNTB has developed a roadway design under that contract; however, the estimated cost of that road system, approximately \$60 million, was more than the funds available for the project, approximately \$20 million.

- In April 2010, City Council approved a change order in the amount of \$351,050 to provide funds for HNTB to develop a road scheme that utilized as much of the future roadway alignment and existing road system as possible, but reduce the project scope to fit within the available funds. HNTB delivered a package that represents 30% design plans under that contract.
- This contract will take this new alignment and provide construction documents, bidding services, and construction administration for the road section, access control for the entry and exit plazas for public parking, and dynamic signage for the roadway that provides customers with pertinent information about parking and special advisories as they approach the Airport.
- HNTB was selected for this contract because of their extensive experience in road design, their positive working relationship with NCDOT, and specific experience with the development of the plans for this road network.
- The Airport has also advertised a Request of Qualifications for engineering services related to the design of four bridges that are required for this road network. Council will be asked to approve a contract for these services at a later Business Meeting.

### **Contract Terms**

- This change order was negotiated as a lump sum fee.
- The contract duration for design is nine months.

### **Disadvantaged Business Opportunity**

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:** February 14, 2011

Orr: As part of the roadway, there are four bridges to be designed. That piece has been broken out separately. We have asked for proposals from engineers to design those bridges. We will ask for two volunteers from this committee to help us make a selection. That will be a future contract.

Edwards: This will provide two entrances to the Airport?

Orr: There will be two principle entrances to the Airport. One will be off Wilkinson Blvd. and I-85 and the other will be from Josh Birmingham.

Vaughan: In looking at the design as the road approaches the terminal, is that as an abrupt stop and left turn as it appears in the drawing?

Orr: It is not as abrupt as it appears, but it is certainly to encourage you to slow down as you approach the terminal.

McMahan: What's the timing of this?

Orr: We will award this contract and bid the construction in late spring/early summer and start this year. We will have to build it in pieces.

Motion: Pretty

Second: Vaughan

Vote: 11-0

Riolo: This is a great time to have members volunteer for the selection committee of the bridge design Jerry mentioned.

Shawn Dorsch and Scott Culpepper volunteer to serve on the Selection Committee.

#### 4. Concourse "E" Expansion Change Order

**Action: Approve Change Order #1 with Edison Foard, Inc. in the amount of \$190,444 for the construction of the Concourse "E" Expansion.**

**Background:**

- In February 2010, Council approved a contract with LS3P & Associates, Ltd. to design a 120 foot four-gate expansion to Concourse "E" to accommodate an additional 6 US Airways Express flights.
- In April 2010, City Council approved a contract in the amount of \$2,986,000 to construct the four gates and add two additional passenger loading bridges.
- This change order will fund a change in building foundations due to unsuitable soils under the expansion area. It also funds modifications to one of the passenger loading bridges so it can be utilized at a different gate and changes to the buildings HVAC system, both of which will help facilitate the construction of the next expansion to the concourse.

**Contract Terms**

- This contract duration is 225 calendar days.
- The project was bid on a lump sum basis. The change order amount is a negotiated fee.

**Small Business Opportunity**

Established SBE Goal: 9%

Committed SBE Goal: 6.13%

All additional work involved in this change order will be performed by the current contractor and existing subcontractors.

**Council Date:** February 14, 2011

Riolo: Remember that this expansion will have two international gates on it which will help us with the congestion on Concourse D. In addition, remember that beginning in May, we will add nonstop service to Dublin and Madrid. Sao Paulo, Brazil will probably start in December.

Dorsch: In a previous meeting you talked about taking the underground fuel system and making it a closed system. Where does that come in?

Orr: We put a 16 inch fuel line that is in the ground already. We will pick-up where it is and add to it into the pumps. That will give us redundancy. Because of that, if you were to open up all those valves at one time now and try to fuel airplanes you wouldn't get any fuel out on the end. Just like you do with power, you feed from both directions.

Edwards: How is Customs going to deal with the international flights on E?

Orr: We will have room on E to build an auxiliary international arrivals hall that Customs could staff for two gates. We would expand the facility and Customs would have to add more people. The congestion Drew mentioned is actually there now even without the new international flights.

Riolo points out the overrun area in an aerial photo to the committee on Runway 18L/36R, made of EMAS (Engineered Material Arresting System). He also indicates the new taxiway that comes from the General Aviation area.

Fuller: Fuel in a closed loop; is it self contained or connected to Colonial Pipeline?

Orr: The closed loop is closed up to the output side of the pump at the fuel farm. Then there are a bunch of diesel driven pumps and the storage tanks and two input lines, one that is Colonial and one that is Plantation comes from Paw Creek. From Paw Creek is where the Colonial line and the Plantation line that runs from Galveston and New Orleans up the east coast to Boston and they cross at Paw Creek. So the fuel comes from the refinery to Paw Creek and goes into a big storage tank and then

either Colonial or Plantation into our tanks.

Fuller: So one hundred percent of the jet fuel is piped in?

Orr: Yes. There have been occasions when we have trucked some in, but that's in cases like Hurricane Katrina. We run through about 23 million of gallons of jet fuel a month and a super tanker can carry eight to 10,000 gallons. So you can do the math and figure out how many tanker trucks we are taking off of the local roads by running the fuel through that pipeline. The pipeline is a closed system, so there are no hydro-carbons released into the air. Our storage tanks have internal floating lids on them which will minimize the hydro-carbons that escape into the atmosphere. When you fuel the airplane it is all in a closed system all the way into the wing of the airplane. So the only hydro-carbons released in that process are what come out of the pressure released valve in the top of the wing. It is really an environmentally-sensitive system.

Motion: McMahan

Second: Fuller

Vote: 11-0

## **5. Status Reports**

### **1. Yearend Stats**

Total Passengers:

38,254,207; 11 percent increase over 2009

Total Passengers Boarded:

19,096,963; 11 percent increase over 2009 (CLT is currently the 8<sup>th</sup> busiest airport in the country based on passengers boarded).

Local Passengers Boarded:

4,270,560; 3 percent increase over 2009

Aircraft Operations:

529,101; 4 percent increase over 2009

Parking Lot Revenues:

\$31,456,411; 5 percent increase over 2009

Parking Lot Transactions:

2,126,809; 1 percent decrease over 2009

Rental Car Gross Revenues:

\$99,136,868; 4.5 percent increase over 2009

Concession Sales:

\$146,173,695 (\$99,550,250 for F&B and \$46,623,445 for Retail); 7 percent increase over 2009

Edwards: Does the aircraft operations only reflect commercial?

Orr: No, it reflects all operations. It reflects every airplane that lands or takes off here.

Fuller: Based on the amount of local traffic, will that number justify the need for light rail?

Orr: I think it does. But "justifies light rail" is an oxymoron because no light rail pays for itself, so it's subsidized. I don't know of any major city that has a light rail system where it doesn't go to the international airport.

Fuller: Back in 2007 during the debate, the plans did not include the Airport, but instead a trolley or bus line, but not rail oriented.

Orr: I make that point every time I am asked. It is something we need to keep on the front burner. We have designed our roadway entrance system to accommodate that. There is enough flexibility in that where you could do it one of two ways. You could build the light rail and it could either come down the middle of Wilkinson Blvd. or the railroad right away. It would even be a line that would go through Belmont and Gastonia. We would have a station where our Business Valet parking deck is located and transfer to a vehicle that would get you to the terminal. Or the Airport would have the terminal and it would follow the new road loop. The new road loop really facilitates that because it comes in at point and makes a big loop.

Edwards: It could also benefit the economic enhancement downtown with people who have a three to four hour layover. Their choices now of what to do are very limited and this would add to that.

Orr: That's true. Downtown is the largest employment center in the county and the Airport is number four. One of the largest blue collar populations lives right there in the middle. It's a straight shot from here to downtown. One of the biggest problems they have downtown with the hotels and restaurants is for the service level workers. Based on how much it costs to park downtown and how much it costs to maintain a car, and being able to get to your home and to work and back, having mass transit is essential for workers.

Vaughan: If a person flies into Charlotte and spends two or three days here on business, is he in that local traffic figure?

Orr: Yes. Those are people who start their trip here. That local number is actually a little higher because it does not include our international boardings.

Riolo: To put those numbers into perspective, what the Airport does every day is host a Carolina Panther's football game. If you look at how many aircraft operations we have and break that down, and go outside the noise abatement restrictions we have, there is an aircraft taking off or landing here every 40 seconds.

Dorsch: What's the total revenue for the Airport?

Orr: About \$146 million.

Riolo: Who is the highest concession in sales?

Orr: Chili's. Each Starbucks outlets will generate about \$1 million in sales and we have seven.

McMahan: You also generate revenue off of the rental car tax.

Orr: Yes, total rental car tax runs about 18 percent I believe.

Fuller: Wonder if that has something to do with the rail line, assuming that some of those people would stop renting cars?

Culpepper: The total revenue, what does that include?

Orr: Everything we take in such as rents, landing fees, etc.

## **2. Taxis**

Orr: Those of you that have been on this committee know that we have talked about taxis for many years. My first assignment was regarding taxis. Taxis are a problem everywhere. Having a quality taxi system is important as a city grows. We don't have a really good system in the city. By the time the convention gets here, we need to have an improved system. That is just my opinion. We will catch a lot of flack if we don't make some improvements. Our preference is to contract with one taxi company. That would be the most cost effective and generate the most revenues for us. It would have the highest likelihood of developing into a quality system.

There are 16 licensed cab companies in the city and we currently contract with 12 of them to provide service from the Airport. Twelve is too many. It means the taxi pick-up stand is a rainbow of vehicles, quality of vehicles, colors of vehicles and more. We have been on a painful course to try and correct this. The Airport Taxi Drivers Association has strongly opposed to the union, to which the drivers may or may not belong to, our efforts. One of the company's has sued us over our proposal for being denied an opportunity to provide service and they did not submit a proposal when we advertised for proposals. We are proposing to contract with three companies. We had a selection committee that reviewed the proposals and selected those three. We are going to issue 105 permits; 35 to each company. We currently have 144 permits out. Then we are going to issue 51 part-time permits to the

same three companies. Previously we have charged \$1,250 a year to permit a taxi at the Airport. We were going to propose raising that to \$3,000. We decided instead to charge \$500 and charge a \$1 per trip fee. Most of the drivers are owner-operators. The equity created by that is the driver that gets the fare pays a very proportionate share of the cost of being able to operate at the Airport.

Our goal is high quality vehicles, high quality service and quality drivers. Vehicles will have to be no older than three years when they enter into service and they can stay in service no longer than three years. The Airport is putting in an automated system for keeping track of the dispatches and calling up the cabs. We want enough cabs so that there is always a cab available, but not too many cabs. If you have too many cabs they are all sitting out there waiting for a fare and a good driver can't make a living that way. We will have more stringent rules and requirements. On February 14 we will ask City Council to approve the new system.

Edwards: I think this airport is the only airport in the NC system that reports to the City. As a result, at other airports, this decision would be ours to make instead of City Council. Council tends to side with the larger audience. I just want to make that comment. Here, all of our actions have to be approved by City Council. Many moons ago, this used to be an airport authority. For instance, RDU is an authority run by three different counties. We are owned and operated by the City and are therefore a department of the City. We have to report to City Council. If this was an authority, this committee would have the authority to set those regulations.

Culpepper: The opposition from the taxi association, are they more opposed to the requirements of the vehicles or the fact that we are proposing only three companies?

Orr: Both. There are 600 permitted taxi drivers in the city, with 144 that serve the airport. There position is that they have been the drivers servicing the Airport and therefore have acquired the right to be the drivers at the Airport. We would like the best drivers available and I do not feel that the 144 drivers have acquired property rights just for providing service here. The Passenger Vehicle Ordinance of the City of Charlotte, which governs vehicles for hire, says that every driver must be associated with a company. Therefore, we can't deal directly with individual owner/operators. We have to deal with a company. We are a part of the City. Therefore, we take the PVH (Passenger Vehicle for Hire) as our baseline. Under the City Ordinance, the Aviation Director has the authority to add additional requirements for those companies who wish to serve the Airport. So that's the framework to which we are acting.

Culpepper: So you can already make these requirements?

Orr: Yes. Under the City Ordinance, the Aviation Director can establish rules and regulations that govern taxi service at the Airport. If it is less than a one year contract it doesn't require Council's approval.

Fuller: Will there be a uniform color?

Orr: We gave-up on that. So there will be three colors.

Jackson: Will the drivers be required to be English-speaking?

Orr: They will be required to have a working knowledge of English.

Vaughan: Can Jennifer send us a copy of what is being proposed to City Council?

Orr: Absolutely.

Dorsch: Having personally had so many bad experiences with the taxis, I feel strongly that this is something that needs to be dealt with.

Culpepper: How will this affect private limousine service?

Orr: Not at all, it is separate.

Culpepper: If you are downtown and need a ride to the Airport, how will you know what taxi is authorized to provide service to the Airport?

Orr: There will be a clear decal that identifies the taxi. But any taxi can take you to the Airport. So no one is being denied that opportunity, they just can't pick up at the Airport.

McMahan: Will each company be required to provide a certain amount of cabs each day?

Orr: Yes and we will schedule that, plus additional cabs with those part-time permits. What we really want to do is schedule the cabs to be here when they are needed and not here when they are not needed.



Pretty: I travel a lot, and the appearance of the cab is the first impression you have of the city.

Orr: Of course it is.

Edwards: This is an age-old problem.

Orr: We will also do a background investigation and badge each driver.

Riolo: During this process, one of the main things we looked at was high quality drivers. What surprised us was working at an Airport does not attract the highest quality driver. They would rather be out in the City, hustling and picking-up and dropping-off fares than want to be at the Airport. The Airport drivers would rather spend their day hanging out at the taxi stand playing Dominos and Pinochle. So when you try to reduce the time, they oppose that because they want to be here with their friends.

### **3. Construction Update**

#### East Terminal Expansion

- Work to expand the east end of the terminal is underway and will add 56,000 square feet of space.
- Included in the expansion is the addition of a fifth security checkpoint (with four lanes), airline office space and public circulation space.
- The international arrivals baggage claim and baggage re-check areas will also increase in size.
- Completion date for this project is last spring 2012.

#### New Hourly Parking Deck

- Construction of the new Hourly Parking Deck is scheduled to begin this summer.
- The seven level deck will contain 7,000 parking spaces.
- It will be built in two phases, starting with construction of the back half of the deck in the existing Daily surface lot.
- Once that portion is completed, the two existing Hourly Decks will be torn down and the front half of the deck will be built.
- The new deck is anticipated to take three years to build.

Dorsch: How many spaces are in the Daily decks?

Orr: They each have 3,200 spaces.

#### Curbside Roadway Expansion

- The start date of this project is still being determined.
- Construction could begin as early as this summer or be postponed until after the new Hourly Deck is completed.
- Construction of the new Hourly Deck will provide room to widen the roadway in front of the terminal and expand Ticketing and Baggage Claim by 150,000 square feet by adding 90 feet to the front of the building.
- The roadway expansion will take a year to complete.

Riolo: Note in the rendering how much we expand the roadway lanes and how they feed into the curbside, because there is currently a lot of congestion in those areas. That will relieve that congestion.

Dorsch: I see you have two roadways feeding into the terminal.

Orr: The first three lanes closest to the terminal are for commercial vehicles and the other five are for passenger vehicles, with an unloading sidewalk between them. On the lower level is the same thing.

#### Baggage Claim Renovations

- This spring, crews will begin renovations in Baggage Claim. The area will receive a new ceiling, lighting, walls and floor.
- The upgrades are expected to be complete in late fall.

McMahan: Will this be done before the convention?

Orr: Yes, this will be done this year. What will be going on during the convention is our in-line baggage system, but that it all behind the wall.

Culpepper: As part of the renovation, will there be more screens added to tell you where your luggage is coming in?

Orr: Yes.

Jackson: What will be done to the flooring?

Orr: The flooring will be terrazzo. It will be much lighter.

Dorsch: Is the terrazzo for wear-and-tear so that you don't have to continue spending money on replacing carpet?

Orr: It is for the aesthetics of how it looks and also makes it much lighter. Carpet looks its best the day you put it down and then it never looks that good again no matter how much money you spend on maintenance. Terrazzo can be sanded and made to look brand new. The ceiling is currently out in some places because we have already modified the conveyor system to accommodate the in-line system.

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

##### 1. Film Project—TV Pilot (Erika)

- On January 17 and 18, a film crew shot scenes for an upcoming Showtime pilot called "Homeland."
- Airport locations used for the project included the old terminal, Hawkaire and the Carolinas Historic Aviation Museum.
- Scenes for the show are currently being shot by 20<sup>th</sup> Century Fox for Showtime.
- If "Homeland" gets picked up by the cable network, TV crews will be back in Charlotte June through October to film additional episodes.
- The show centers around U.S. Marine Sgt. Scott Brody (played by actor Damian Lewis), who spent ten years as a prisoner of war in Baghdad. He is presumed dead. After being rescued, Brody is reunited with his family.
- CIA agent Carrie Anderson (played by Claire Danes), however, receives a tip that Brody is plotting an attack on the United States. Anderson's goal is to undercover the truth.
- The show is pegged as a family drama with elements of suspense.
- Those involved with "Homeland" have worked on the popular TV hits "24", "The X-Files" and "Dexter."

##### 2. North Carolina Airports Association Conference

- April 27 – 29
- Greensboro, NC
- Copy of the planned Agenda is in each member's book.
- The Airport will pay for two members to attend.

#### **Miscellaneous Discussion**

Riolo: Before we conclude, we do have an open forum and I would like to allow our guests a few minutes to address the committee.

Pahl Davis: My issues are with RNAVs and the low flying aircraft in very concentrated areas. The FAA has not been very receptive in dealing with these concerns and I just wanted to know if any progress has been made addressing these concerns with the FAA as it relates to RNAVs.

Janice Uhler: I have also been affected by the same issues. I live a distance from the Airport and have noticed a huge increase in the planes flying over my house. They are very loud, very low and very slow. I have a sister living in Savannah who says she can now see my farm as she approaches the Airport. I know people say that if you live close to the Airport you should expect this. My question is how far out should a person expect this?

Riolo: Where do you live?

Uhler: I am curious what you think. Do you think I am far enough out?

Riolo: Well we don't know where you live.

Uhler: I am over seventeen miles away from this Airport.

Riolo: North, south, etc.?

Uhler: South and over seventeen nautical miles from the Airport. I can read the lettering on the aircraft and they are so loud. And when they come over, it is one after another after another. It just makes no sense at that many miles out; these planes are nearly landing in my pasture. I don't know where to start. I have talked to my neighbors and they have noticed it too but I don't know what to do. Is it a temporary thing? My place has always been quiet and now it is loud every hour. I just wanted to come today to start somewhere.

Davis: It is a serious issue and Jerry knows that it is. But the FAA is not listening to our concerns.

Orr: At seventeen miles out, you have to start with the FAA. We don't have any control over the airplanes flying at that distance. They are obviously there because the Airport is here, but flight tracts at that distance are an FAA issue. We can tell you how high the airplanes are and what the noise levels are, but we cannot make them go somewhere else, other than through the FAA. We are working on that, but it will not happen quickly.

Uhler: That is some of my questions, such as how high are the planes and how high did they used to be before?

Orr: Yes, I can tell you all that, but I need to know exactly where you live. If you provide your address we can contact you and tell you those things.

Riolo: Haley Gentry, the Airport Public Affairs Manager can assist you with getting that information.

Vaughan: I have a question about the letter we received from John Mica regarding privatizing airport security. Last I heard is that the President has issued a federal order refusing funds for privatizing airport security.

Orr: That is correct.

Vaughan: Will we have this discussion on our Agenda at some point?

Orr: Yes, we can certainly do that.

Fuller: Has the FAA been unresponsive regarding these RNAV concerns?

Orr: We have received lots of pushback, but we are continuing to pressure them.

Riolo: There are a couple other items that were high profile this past month, the deicing and control tower. There is a lot of background information on that. If you would like to stay and discuss that with Jerry he can certainly feel you in on the background. They both have some depth to them.

**Meeting adjourned at 9:10 a.m.**



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T. J. Orr, Aviation Director

Distribution:

Mayor & City Council

Curt Walton, City Manager

Stephanie Kelly, City Clerk

Jeanne Peek, City Boards and Commissions Clerk

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Bob Morgan, Charlotte Chamber