

**CHARLOTTE DOUGLAS INTERNATIONAL AIRPORT  
AIRPORT ADVISORY COMMITTEE**

**Minutes from the May 5, 2011 meeting  
Piedmont Conference Room  
8:00 a.m.**

**Present**

Andrew Riolo, Chair  
Shawn Dorsch, Vice Chair  
Ed McMahan  
Crystal Jackson  
C. Morgan Edwards  
Stan Vaughan  
Scott Culpepper  
George Pretty  
Todd Fuller  
Russ McMillan

**Staff Present**

TJ Orr, Aviation Director  
Erika Helm, Community Outreach Specialist  
Jennifer Long, Customer Relations Specialist  
Jack Christine, Assistant Aviation Director of Development  
Haley Gentry, Public Affairs Manager

**Absent**

Tim Gause

**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 April 7, 2011 Minutes**

The minutes were approved as written.

**4. Business Agenda**

**1. Procurement of Carpet**

- Action:**
- A. Approve the purchase of Tandus Flooring carpet as authorized by the sole source purchasing exception of G.S. 142-129 (e)(6), and**
  - B. Award a sole-source contract with Tandus Flooring of Dalton, GA in the amount not to exceed \$1,200,000 for the purchase of carpet for the airport terminal and concourses.**

**Background:**

**Policy**

- G.S. 143-129 (e) (6) (ii) provides that formal bidding requirements do not apply when:
  - Performance or price competition are not available
  - A needed product is available from only one source of supply
  - Standardization or compatibility is the overriding consideration

**Explanation**

- In March 2009, the airport solicited five major carpet manufacturers to provide and install a carpet test mock up in Concourse E for an evaluation period of nine months.

- The carpet mock up was to evaluate each manufacturer's carpet in the actual environment on sustainability, wearability, replacement, warranty, and cost.
- After approximately eighteen (18) months of evaluation, the airport selected Tandus Flooring as providing the best carpet product based on the above criteria.
- There is approximately 55,000 square yards of public space that has carpet flooring.

#### **Contract Terms**

- The carpet will be purchased on an on-going basis over the next sixteen (16) months to facilitate the replacement of the existing carpet throughout the terminal facility and concourses.
- The price for this carpet has several price breaks with the least cost being at a minimum order of 10,000 square yards.

#### **Small Business Opportunity**

No SBO goals are established for the purchase of goods and equipment (Appendix Section 18 of the SBO policy).

**Council Date:** May 23, 2011

Fuller: How long has the carpet been in?

Orr: Since around 1987.

Fuller: Will the carpet be in squares?

Orr: Most of it will be rolled-goods, but there will be some squares. Based on our performance and the level of service, carpet squares is not that good.

Motion: Edwards

Second: McMahan

Vote: 10-0

## **2. Video Technology Package**

**Action: Award the low bid contract of \$1,352,700.00 to The Bowers Group, LLC for replacing video displays throughout the terminal.**

#### **Background:**

- This update will provide updated gate, baggage claim, arriving and departing Flight Information LCD displays throughout the terminal.
- The Airport has a contract with ComNet Software to handle maintenance of FIDS displays, approved by Council on January, 25, 2011.

#### **Contract Terms**

- This contract was bid on a unit cost.
- Contract time is 150 calendar days

#### **Small Business Opportunity**

No SBO goal was set for this contract because subcontracting opportunities were not identified (Part C; Section 2.4 of the SBO Policy).

#### **Summary of Bids**

The Bowers Group, LLC	\$1,352,700.00
Johnson Controls, Inc.	\$1,420,295.26
GC&E System Group	\$1,427,835.67

SPL Integrated Solutions \$1,429,454.67  
 Charlotte Sound & Visual Systems, Inc. \$1,624,500.00

**Council Date:** May 23, 2011

Edwards: Will this provide arrival screens on this side of the security checkpoints?

Orr: Yes, there will be a set on each concourse.

Motion: McMahan

Seconds: Edwards

Vote: 10-0

### 3. Concourse Electrical Upgrades

**Action:**    **A. Award the low bid contract of \$111,000.00 to 586 Electric for electrical upgrades for Concourses B & C.**

**B. Adopt a budget ordinance in the amount of \$111,000 from the Airport Discretionary Fund.**

#### Background:

- US Airways leases the gates on Concourses B & C under the Airline Use Agreement. These gates include jetbridges that provide access for passengers between the aircraft and the terminal.
- The jetbridges include air conditioning units and power units that are connected to the aircraft while it is at the gate. These systems allow the aircraft to be cooled and powered without running an auxiliary power unit on the aircraft, which more environmentally friendly by reducing carbon emissions.
- US Airways has asked for the City to upgrade the air conditioning units to provide additional cooling capacity. In order to upgrade the units, the electrical cabling and equipment supplying those units must first be upgraded.
- This contract will provide the necessary electrical upgrades on Concourses B & C to accept the new air conditioning units.
- Four companies were solicited for bids – 1 SBE Company and 3 non-SBE companies.

#### Contract Terms

- This is a lump sum contract for 60 calendar days.

#### Small Business Opportunity

The project cost was estimated to be less than \$200,000 so an informal bid process was conducted and no SBO goal was not established.

#### Summary of Bids

586 Electric Co. - \$111,000.00

Starr Electrical Co. - \$ 111,200.00

Howard Brothers Electric - \$133,500.00

RDS Electrical - \$141,578.00

**Council Date:** May 23, 2011

Riolo: Does everyone understand how this system works when an airplane parks? When you pull up to the gate, you leave an engine running. When the jetway gets up to the airplane, that's when the air conditioning duct gets connected. That's when you turn the engine off. The demand from the Airbuses

is greater than the Boeing. If the supply is not sufficient on the Airbuses, you then have to leave the auxiliary power unit running; this burns fuel and causes pollution. So this will help us in many ways.

Motion: Dorsch  
 Second: Culpepper  
 Vote: 10-0

#### **4. Property Transaction**

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

**Project:** Airport Master Plan Land Acquisition

**Owner(s):** Kevin Domer Reeves and Shannon Dee Reeves

**Property Address:** \* Virginia Circle

**Property to be acquired:** 6.2 acres

**Improvements:** vacant land

**Purchase Price:** \$74,000.00

**Remarks:** The purchase price was determined by an independent appraisal and was reviewed by a second 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:** vacant land

**Tax Value:** \$14,300

**Tax Code:** 055-362-11

**Council Date:** May 23, 2011

Dorsch: How much land is there left for us to acquire?

Orr: In Moores Park?

Dorsch: Yes.

Orr: About five lots.

Motion: McMahan  
 Second: Dorsch  
 Vote: 10-0

#### **5. Status Reports**

##### **1. FAR Part 150 Update**

Jack Christine provides the committee with an update on the FAR Part 150 Program.

- The Noise Compatibility Program and Noise Exposure Maps were submitted to FAA for approval on April 18, 2011.
- The Noise Exposure Maps cover 2010 actual operations and 2015 future operations.
- Both maps assume use of the new parallel runway.
- The Noise Compatibility Program recommends maintaining the measures from the existing program approved in 1997, and includes a modification to one measure and two new measures:
  - Modify the hours of preferential runway use by allowing use of the parallel runways at 6am instead of 7am
  - Offer noise mitigation for homes in the 2010 and 2015 60 DNL noise contour. The FAA typically only offers noise mitigation up to the 65 DNL noise contour. For us, the 2010 60 DNL is very close to the 65 DNL that was approved in 1997. The Airport has

already invested money to mitigate homes in that area and we want to continue to preserve that as we move forward.

- FAA has six months to approve the maps and the measures in the program.
- If approved, each measure gets approved individually.

Vaughan: Does what we submitted address the concerns this committee has received from the people in the Lake Wylie area?

Christine: The program does acknowledge that RNAV is now being used by the FAA for departure traffic. The measures do not address RNAV because the impacts that we are hearing from folks in Lake Wylie and further out are outside of the noise contours. So Part 150 doesn't allow us any type of mitigation option to assist them. But the document does reference our engagement with the FAA, US Airways and others to try and minimize those impacts.

Orr: This program does not address any of the noise complaints that we have received in the last year. That is because we have mitigated the people who live in the existing noise contour. RNAV would not fall under the purview of Part 150. Nevertheless, we still put language in the update that from our perspective puts them on notice that RNAV is causing environmental issues in Charlotte.

Dorsch: I assume that they are hearing this from other people and not just us?

Orr: Yes, they are.

Culpepper: Can you explain what you mean when you reference the 60 DNL being the first for the FAA to approve?

Christine: Typically, in all the Part 150 Programs across the country, the FAA has stopped at the 65 DNL noise contours for mitigation. That particular contour was based on an analysis that anything below 65 is not an environmental issue. Nevertheless, people who are standing on that side of the line don't see a difference from the people standing on the inside of that line. We feel that it is incumbent upon us to try and help those people also.

Culpepper: So it is just lowering the bar some?

Christine: Yes.

Edwards: What is the mileage radius within that noise contour?

Orr: It is not a radius; it is a noise environment, so it follows the airplane. In other words, the contours are elongated off the ends of the runways.

Edwards: What's the maximum distance the contour went out?

Orr: The 65 DNL went out about five miles in 1996, today it goes out about two miles.

Culpepper: What are the noise levels in those areas that are outside the contour, but still complaining about noise?

Christine: We have measured the noise in some of those areas where some of the people live that have come and talked to this committee. We can get you that information.

Orr: It is really a trick question. What you may be asking is the maximum single event noise level from one airplane, which is different from each airplane. It is a function of how much power you have on, how high you are, atmospheric conditions, etc. You can't relate a single event to a noise contour. A noise contour, DNL, is based on a yearly average of noise energy. So it is like noise being rain drops that you put in a bucket for a year. There is absolutely no relation between 65 DNL and 65 decibels from a single event.

Culpepper: Have we measured the noise contour out that far?

Orr: We have measured the contour and the single event. At 65 DNL, the single event would be about 75 decibels for a period of 10 seconds. The further out you go, the lower the maximum, but the longer the duration. One of the problems is the ambient background noise.

Culpepper: I am glad we are putting some language in there about these concerns.

Orr: We did put the language in, but the FAA will probably strike it. But we will continue to raise the issue.

Fuller: Give me the synopsis or paraphrase the language that was included.

Christine: The paraphrase of the language is that we acknowledge that the FAA has changed their procedures to use of RNAV for departures off the runway and that this has produced some environment impacts further outside the study area for the Part 150. We state that the Airport is

engaging the FAA on different levels of the organization to analyze what can be done to minimize those impacts.

McMahan: Have you received any feedback from the FAA?

Christine: Not yet, they have six months.

Orr: We expect them to reply before the six months. If the FAA accepts these new contours, our program says we will offer insulation out to 65 DNL. We have offered that on several occasions to everybody who lives there. Despite that, not everyone has accepted that. As soon as those contours are approved, they are no longer eligible. We have sent letters to these people making them aware that this is their last chance.

Dorsch: In those letters sent, have you explained to these people that the contours are going to change?

Orr: Yes.

Christine: We even included the maps so they could see the differences.

Riolo: What's the median cost for noise mitigation on those homes to 60?

Christine: We normally spend about \$20,000 for the insulation process per home. That's new storm doors, central air conditioning, additional insulation, etc.

Orr: I would say \$10,000 to \$20,000 out along the edges of the 65.

Riolo: Also note the preferential runway use to 6am. That will help out a lot. Have you heard any complaints since the closure of 5/23?

Orr: We haven't had any complaints from the FAA or the airlines, but we have heard complaints from neighborhoods.

Riolo: Normally, before 7am, we only use 5/23. But right now, 5/23 is closed to widen it for the deicing operations. Right now we are using the north/south parallels. It makes for a more efficient operation.

## 2. Construction Update

Jack Christine provides the committee a construction update.

### **New Hourly/Rental Car Parking Deck**

- The Airport has closed about 70 spaces in the Daily surface lot to install water lines, new power lines and communications conduits so that we can provide all the services we will need to the new deck when we start construction.
- We are also widening the exit row on the backside of the Daily Parking Decks to add a toll plaza there.
- The parking lot will reopen in about three weeks.

Riolo: This construction is for the new rental deck?

Christine: Yes, this is some prep-work we wanted to get done now so that when we start the project we can hit the ground running. This will help expedite the construction.

Riolo: What's the exact location of this new deck?

Christine: Where the current Hourly Parking Deck is located now. We will build this new deck in pieces. We will build the back half of the deck first, which will be located where the Daily surface lot is now. Once that portion is complete, we will open it up and then tear down the existing Hourly Parking Decks for the front half.

McMahan: Will you expand the exit toll plaza after all this construction?

Orr: The current Hourly toll plaza comes out because the deck will occupy that space. The current Daily toll plaza gets expected.

McMahan: That is a complaint I hear often from people trying to get out of the deck.

Orr: Yes, there is a back-up on Thursday and Friday evenings over a period of about an hour. We are in the process of adding a Revenue Control System.

### Revenue Control System Upgrade

- The system we have now was installed in 1982, when the terminal was built.
- The new system provides for all new equipment, credit card entry and exit, self service options, as well as traditional ticket in/cashier out capabilities, along with numerous security controls.
- The system also replaces all the gates and back of the house equipment.
- This project is currently underway and scheduled to be completed in February.
- There will be a phased transition for each lot for moving from the old system to the new system.
- The system also has the capability to allow the Airport to catalog, login and dispatch taxi cabs from the holding area.

### Deicing Operations

- Construction began April 4th for a centralized deicing operation at CLT.
- The project will provide asphalt pads along Runway 5/23 for expedited deicing during inclement weather.
- For this project, which is underway, the Airport has temporarily closed Runway 5/23 to allow crews to install the asphalt pads. The runway is scheduled to reopen on May 19th.
- Additionally, during this project, we were able to make repairs to a portion of Taxiway Echo, which will be fully repaired as part of the Rehab Project for the center runway, which is scheduled for late summer.

Edwards: The capturing of the run-off, is that going to be handled and processed here or piped out somewhere else?

Christine: We originally intended to install a collection system as part of the deicing pads, a trench drain system to a collection tank. Right now, all we have done is install the pads. We are looking at a couple different options on how to do the reclamation because EPA is getting a little more firm on what we are required to do. One of the things we are looking at is the use of vacuum trucks. They would work in the same areas as the deicing trucks to vacuum up more concentrated glycol. One of the things we are concerned about is regarding the original plan in that there will be a lot of water mixed in with the glycol to the collection tank. So we may not be able to meet the requirements by not picking up enough concentration. The vacuum trucks would vacuum up the glycol, take it to the collection tank and then we can process it and sale off the pure product or Contego (the Airport's deicing operator) may do that for us.

Edwards: But you will still have to have collection for run-off?

Christine: No, as long we are vacuuming up the concentrated glycol, the rest of the run-off does what it normally does, which is run-off the sides of the runway into the grass ditches and runs into the storm water system. The key is getting the concentration picked-up.

### Runway Rehab

- The center runway will close August 15<sup>th</sup> for rehab work.
- We will be replacing the center 50 feet of pavement for the full length of the runway.
- That will reestablish the useful life for the runway, which originally opened in 1979.
- When redoing the pavement, we will also redo all the in-pavement lights and the touchdown zone lights to LEDs. That will save money on the electric bill and maintenance because the LED lights last a lot longer.

Dorsch: How long will the runway be shutdown?

Christine: Three months. We anticipate reopening the runway November 19<sup>th</sup>, just before Thanksgiving.

Vaughan: During this period, will we use the new runway for take-offs and landings?

Christine: Yes. We are also working with US Airways and the FAA for effective ways of crossing the center runway to allow access to and from the westerly parallel runway.

Vaughan: How will the tower deal with their blind spots with this additional activity to that runway?

Christine: The tower can use the new runway for departures as long as the ASDE-X Radar is

operational. That is the solution they came up with when designing the new runway. That means they will have the ability to see everything via radar. I also want to mention that the West Blvd. relocation is nearing completion. The contractor is scheduled to be completed June 15<sup>th</sup>. We are almost down with all the grading and have some paving work left to complete. We will be installing a detour for 30 days beginning May 16<sup>th</sup> that will move the traffic around the intersection to allow us to complete the tie-in work for the new road. We have been working with NCDOT on that. The State is paving the ramps at the interchange at I-485 and should have that complete by July 15<sup>th</sup>. If you travel in from I-485 on Wilkinson Blvd., you will see that the intersection on the connector road that ties into Old Dowd Road is nearly complete. That project should be completed by the end of this month. That should help take some of the pressure off of the intersection at Little Rock Road and Wilkinson Blvd. That is the first step to the much larger project for the new Airport entrance road, which is currently under design.

### 3. Wilson Air Center

Jack Christine provides an update on projects the Airport is working on with Wilson Air Center.

#### **Ramp Area**

- Rehab and resurface the ramp in front of the terminal.
- Replace sections of asphalt with concrete.
- The Airport is receiving proposals for these improvements now and plans to be under construction by late summer.

#### **Parking and Front of Terminal**

- Parking in front of the FBO terminal will be redesigned. Currently, the parking runs east to west. We will turn that north to south and add a paved walkway. Exterior artwork will also be added.
- The terminal's front canopy will also be replaced.

#### **AIN Survey**

- Wilson Air Center was ranked ninth best FBO in the Americas (North, Central and South America and the Caribbean) by Aviation International News.
- Ninth place is a significant jump after being ranked 19th last year.
- The rankings were based on a survey questionnaire by Aviation International News that asked readers to evaluate FBOs they have visited in the last year in four categories: line service; passenger amenities, pilot amenities and facilities.
- Enclosed in each member's book are the full survey results as well as additional information on the Top 10 FBOs.

Pretty: Is the activity at the FBO moving back up?

Orr: Yes, very slowly. But nowhere near where it was in 2007.

Edwards: Did Bank of America and Wachovia get rid of their aircraft?

Orr: Wachovia got rid of everything, including their aircraft and facilities. Bank of America has fewer airplanes.

Dorsch: Are there any stats on the new taxiway? I know on almost all the flights I have been on lately, they taxi us across 18L and wait on the taxiway.

Christine: Taxiway Delta?

Dorsch: Yes, I see jets sitting there all the time now.

Christine: They are using it a lot. I don't have all the data, but we can look at that. It has helped them a lot in terms of aircraft that have not gotten there gate release yet, to get them out of the queue, so that they can keep the operation running on Taxiway Charlie.

Dorsch: I thought that would be mostly used by the Guard or Wilson, but I see airlines using it all the time. Are there any plans to extend the taxiway from to the south end?

Orr: That is driven entirely by funding from the FAA. I believe that internally they are committed to doing that, but that does not translate into dollars. It is designed and ready to bid, we just need the



funding.

#### 4. Director's Notice

##### **Lifespan**

- 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.
- Fifteen LifeSpan participants currently work at the Airport, mostly as Restroom Attendants.
- The Aviation Department recently presented a check to LifeSpan for its Community Activity and Employment Transition Program (CAET).
- Funds were raised from CLT's fourth annual Runway 5K Run, held October 30, 2010.
- The event drew 3,317 participants.

#### **2. US Airways Ranks #1 in Airline Quality Rating Report**

- Article on the ranking is located in each member's book.

#### **3. NCAA Conference Recap (Morgan and/or Shawn)**

Dorsch: I thought Mark Wiebke from Airport staff did a great job. He is the President of the North Carolina Airports Association. The conference was in Greensboro. It was very nice.

Edwards: The opening session included remarks from Secretary Gene Conti of NCDOT. His gave an overview of department current activities and their relationship to the airport programs and projects. He also reviewed current funding sources and distribution. He mentioned that some major airports receive direct FAA grant, but most get a combination of state and/or FAA grants via the state Division of Aviation. The Assistant Secretary of the Chamber of Commerce provided a luncheon presentation centered on the role of aviation for economic impact of state developmental activities. There were four general sessions and I attended all of them. I also attended the conference last year and I just wanted to thank everyone for allowing me to attend this year's. I thought this year's was better because everything was located within one hotel. Last year's, at Sunset, was too spread out. This year, they covered a wide variety of topics including solar panels and environmental issues. If anyone has any questions, I'd be happy to talk to them. Next year's conference will be in New Bern and the following year will be in Raleigh followed by Grove Park in 2014. Shawn did a great job talking about Flight 1549. We owe him a round of applause for making us look good.

Riolo: If you are free on June 11<sup>th</sup>, Shawn would love for you to attend to the welcoming celebration of Flight 1549.

Dorsch: We will be sending out something more official a little closer to time.

#### **4. Fitch Affirms Charlotte North Carolina Airport Revs 'A+'; Outlook Stable**

- Fitch and Standard & Poors notified the Airport that they have done a very in depth analysis of our bond ratings.
- Both reaffirmed our ratings and stable outlook.
- This effects what the Airport pays in debt service on debt.
- The Airport's capital program is demand-driven, as opposed to "build it and they will come."
- Detailed information is located in each member's book.

#### **Miscellaneous Discussion**

Riolo: If you have time, walk around the terminal and notice all the construction going on with the concessions. Also, mid-month, we will begin nonstop service to Dublin and Madrid.

Vaughan: How is the transition going for Paradies? I noticed Brighton is open.

Gentry: It is going very well. We were able to get the PGA Tour Shop open just in time for the Wells Fargo Golf Tournament. It is located on the D/E connector. Yes, Brighton opened. We will also have

several more open in the next week. We are entering into our second phase. Paradies is following through on everything.

Vaughan: How are the small businesses doing with the transition?

Gentry: They are doing very well and are very happy. They are very pleased with the local management of Paradies and with the pricing structure of merchandise.

**Meeting adjourned at 9:03 a.m.**



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T. J. Orr, Aviation Director

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