

**CHARLOTTE DOUGLAS INTERNATIONAL AIRPORT
AIRPORT ADVISORY COMMITTEE**

**Minutes from the June 2, 2011 meeting
Piedmont Conference Room
8:00 a.m.**

Present

Shawn Dorsch, Vice Chair
Tim Gause
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

Absent

Andrew Riolo, Chair

1. Call to Order

Aviation Director Jerry Orr called the meeting to order at 8:00 a.m.

2. Pledge of Allegiance

3. Approval of the May 5, 2011 Minutes

The minutes were approved as written.

4. Business Agenda

1. Terminal Signage Package

Action: Award the low bid contract of \$174,000.00 to Richa Graphics for replacing signage throughout the terminal.

Background:

- This contract will allow for purchase and installation of new signage on baggage claim areas, curbside signs, new FIS area, Ticketing lobby, security checkpoint, and several sign modifications throughout the concourses.

Contract Terms

- This contract was bid as lump sum
- Contract time is 150 calendar days
- This project was bid informally. Four companies were solicited for bids on May 2, 2011. On bid opening date of May 24, 2011 one bid was received.

Small Business Opportunity

SBE goals are not established for informal bids.

Summary of Bids

Richa Graphics	\$174,000.00
Southwood	no bid received
SignArt	no bid received
The Bowers Group	no bid received

Council Date: June 13, 2011

Edwards: With the construction occurring, does this include temporary signage that may need to be used?

Orr: No temporary signage, although there is some signage that has a short lifespan.

Motion: McMahan

Second: Pretty

Vote: 9-0 (Dorsch absent for vote)

2. Runway Reconstruction Change Orders

- Action:**
- A. Approve Change Order #2 in the amount of \$2,939,920 with Hi-Way Paving, Inc. for additional scope items for the reconstruction of Runway 18C/36C.**
 - B. Approve Change Order #3 in the amount of \$2,905,667 with Hi-Way Paving, Inc. for acceleration of the construction schedule for the reconstruction of Runway 18C/36C.**
 - C. Adopt a budget ordinance in the amount of \$5,845,587 from the Airport Discretionary Fund.**

Background:

- In January, City Council approved a contract with Hi-Way Paving, Inc. in the amount of \$17,864,856.80 for the reconstruction of Runway 18C/36C and Taxiway 'E', which runs parallel to the runway.
- In April, Council approved Change Order #1 in the amount of \$388,560 for LED centerline lighting, which was bid as an alternate but under a moratorium by the Federal Aviation Administration (FAA) when the base contract was approved. FAA lifted the moratorium in March 2011.
- The design for the reconstruction anticipated maintaining some of the sub-surface pavement so the contractor did not have to expose the dirt under the runway during construction.
- The first phase of the contract reconstructed a portion of Taxiway 'E' while it was closed for other work in the vicinity of the taxiway. During that work, the contractor was unable to maintain the remaining pavement and had to remove it prior to repaving the taxiway. This condition prompted the engineer to do additional pavement testing in other locations to determine if some of the pavement could remain during the main phase of the project.
- The additional testing showed numerous areas on the runway and taxiway where the sub-surface pavement would need to be removed.
- Change Order #2 will cover the additional costs of removing all of the concrete on the runway and taxiway, and replacing it with new pavement.
- The main phase of the reconstruction will require a closure of the runway for 90 days starting August 15th. US Airways has requested an acceleration of that schedule due to the extensive operational costs they will incur during the closure.

- Change Order #3 will cover the costs for the contractor to accelerate the schedule to reduce the closure to 70 days. This cost includes the additional equipment and man-hours necessary to accelerate the work.
- Finishing 20 days early will save US Airways approximately \$3,300,000 in operating costs.

Contract Terms

- Change Order #2 is based on unit prices.
- Change Order #3 is a negotiated fee.

Disadvantaged Business Opportunity

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

Council Date: June 13, 2011

McMahan: Do you expect to still do the 30 feet down the middle?

Orr: It is 50 feet. There are two lanes that are 25-foot slabs.

McMahan: All the money from the new runway and this runway is paid for by the City from bond money. Do we get any grants?

Orr: We issue variable rate general airport revenue bonds, which is a debt of airport revenue, not the tax payer. Because we have a letter of intent for future grants with the FAA, each year we get a portion of grant money. Seventy-five percent of this construction is eligible for funding under the AIP Program (FAA grant money). That's the money that is generated from passenger ticket tax, cargo taxes and aviation fuel taxes. Ultimately, 75 percent of this will be paid through those federal grants. As those grants come in, we will call a like amount of those variable rate bonds. The debt service on those variable rate bonds is paid by the PFC revenues that we collect from passengers. That's \$3 per boarded passenger.

Vaughan: If I understand correctly, on the surface, it looks like we are spending \$3 million to save US Airways \$3 million.

Orr: It may look that way. But remember that we consider ourselves partners with the airlines here, not just US Airways. Our goal is to provide the most efficient and effective airfield that we can to benefit their operation. It is all about money on the bottom line. We want to make their operation efficient and effective as possible. That is truly the way you attract more air service in today's environment.

Vaughan: I would imagine repaving a runway has got to impact the operation.

Orr: Absolutely. It will impact the passengers as well.

Vaughan: Are we using the new runway for take-offs and landings?

Orr: No, we have not used it yet for take-offs. But when this runway closes for repairs, we will be using the new runway for take-offs.

Vaughan: I recall the issue with that is the tower has poor visual access to the runway?

Orr: There are some challenges and we are dealing with that. It won't be as efficient as using this runway, but it will be better than using no runway.

Motion: Pretty

Second: Vaughan

Vote: 10-0

Dorsch arrives at 8:10 a.m.

3. Airport Rental Car Contract Facilities Charge Increase

Action: Adopt an ordinance increasing the Contract Facility Charge "CFC" on vehicles rented at the Airport to fund construction, maintenance, and operation of current and future rental car facilities from \$3.50 to \$4.00.

Background:

- In May 2007, City Council adopted an ordinance imposing a CFC of \$3.50 per contract per day for all vehicles rented at the Airport.
- The purpose of the charge was to fund construction, maintenance, and operation of the rental car concession facilities on site.
- Since 2007, the Airport and the rental car concessionaires have been engaged in the planning and design of a consolidated rental car facility, which when completed will enhance customer service, save the concessionaires considerable money, and remove thousands of bus trips from the Airport roadways, easing congestion and improving air quality.
- The cost of the new facility is estimated to be \$85 million.
- The Airport plans to issue bonds secured by CFC revenues and rental car company guarantees with which to build these facilities. To make this feasible, the amount of the CFC needs to be increased to \$4.00 per contract per day.

Council Date: June 13, 2011

McMahan: Will the rental cars park in the lower level of the new parking deck?

Orr: It will be the bottom three levels. The bottom level will be the service level. It is called a QTA—Quick Turn Facility. It has fueling, wash and a cleaning facility. The second and third floor will be for the rental cars.

Fuller: Will there be a fuel line ran there or how will that work?

Orr: We haven't finalized that, but we will either run a fuel line from our tank farm or have some additional tanks near the facility.

Edwards: Will the rental cars still have spaces outside of the deck?

Orr: They will still have some spaces on the far side of Wilkinson Blvd. for their heavy service and extra cars.

Dorsch: Will there be any rental car companies not in there?

Orr: That's a trick question. In a free market anybody who owns a rental car company can come in here and operate. There is only one, and that's Advantage Rental Car. The rental car market is like the airline industry, fairly volatile.

Vaughan: Will it be a security hazard to have fuel tanks that close to the terminal?

Orr: There will be intense security measures around them.

Motion: Vaughan

Second: Pretty

Vote: 10-0

4. Airport Truck Purchase

Action: Award a contract to the low bid of \$59,894.10 to Tindol Ford for the purchase of three trucks.

Background:

- This is a purchase of three pickup trucks for airfield maintenance work crews that are replacing a 1991 Chevrolet 2500 with 89,980 miles and \$13,238 in repair costs, 1992 Ford F250 with 94,556 miles and \$10,593 in repair costs, and 2000 Chevrolet 2500 with 105,759 miles and \$7,259 in repair costs.
- These trucks are in the FY11 Aviation Capital Outlay budget.

Bids

- Tindol Ford \$59,894.10
- Young Ford \$59,919.00
- Capital Ford of Wilmington \$60,645.00

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).

Council Date: June 13, 2011

Motion: McMahan

Second: Culpepper

Vote: 10-0

5. Airport Telecommunications Contract

Action: Approve a contract with AT&T in the amount of \$137,935.94 for maintenance of the Airport's telecommunications system.

Background:

- Since the new terminal opened in 1982, the Airport has contracted for a dedicated on-site technician to maintain its AT&T Centrex telephone system, managing the lines and switches for the Airport's entire telecommunication system.
- The telephone system currently has over 3,100 lines.
- The cost of the technician is spread over all users of the Airport system, with the Airport paying AT&T and charging back to its tenants through rates and charges.
- This agreement will extend the contract with AT&T for another year at the same cost as last year's contract.

Small Business Opportunity

Established SBE Goal: 0%

Committed SBE Goal: 0%

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

Council Date: June 13, 2011

Motion: Vaughan

Second: Culpepper

Vote: 10-0

6. Airport Purchase of Three Used, Extended Range Electric Buses

Action: A. Approve the purchase of three 42 foot, 33 passenger Extended Range Electric Buses, as authorized by the sole source purchasing exemption of G.S. 143-129(e)(6), and

B. Approve a contract with DesignLine Corporation for the purchase of three used, 42 foot Extended Range Electric Buses in the amount of \$1,350,000.

Background:**Sole Source Exception**

- G.S. 143-129 (e)(6) 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 or supply; or
 - Standardization or compatibility is the overriding consideration.
- Sole sourcing is necessary because the buses are only available from DesignLine.
- Purchases made under the sole source exemption require City Council approval.

Explanation

- In October 2007, the Aviation Department acquired two 35 foot hybrid DesignLine buses for parking shuttle use with assistance from a \$40,000 grant from NC State University.
- In June 2010, the Aviation Department acquired five 35 foot hybrid DesignLine buses for parking shuttle use with assistance from a \$1,000,000 grant from Triangle J Council of Government.
- DesignLine USA is offering a substantial discount for these used buses with full warranty.
- The purchase price of \$450,000 per unit including the three-year unlimited mileage, bumper-to-bumper warranty. The list price for a new 42 foot, 33 passenger bus is \$605,000.
- These buses are listed in Aviation's FY2011 Capital Outlay Budget.

Small Business Opportunity

Pursuant to Section 2.21 of the Program policy regarding purchases without competitive bidding, this contract is exempt from the Small Business Opportunity Program.

Council Date: June 13, 2011

Fuller: Are these buses being added to the fleet or replacing buses?

Orr: They will be added to the fleet and will replace older diesel model buses.

Fuller: So three diesels will go out of the fleet?

Orr: Yes.

Fuller: We are not getting these because we have had an increase in passengers being served?

Orr: No, in order to meet our headway we have excess capacity on our shuttle buses most of the time. So these won't increase our number of buses in the fleet.

Edwards: Do you have a phase out plan for the remaining diesel buses?

Orr: We have a phase out plan for all the buses. The diesel powered are the oldest. We will probably continue to use the smaller diesel powered buses for a while because there is not a reasonable substitute. We size our buses to the anticipated loads based on the time of day.

McMahan: Do you recall what we paid for the other buses we previously purchased versus the price we are paying now?

Orr: I believe they were \$535,000.

McMahan: How many miles do these buses have on them?

Orr: I am not sure, but I would imagine around 5,000 to 10,000. We put about 3,000 miles per month on a bus and it is hard use.

Fuller: The three diesel buses we are replacing, would you say they are nearing the end of their service life?

Orr: Yes. They are probably 2005 or 2006 models. They probably have over 300,000 miles on them.

Vaughan: Are they the only source for these buses?

Orr: They are the only source for Design Line buses, but there are competitor buses. There is a company out of Greenville and their all electric bus retails for about \$900,000.

Motion: Edwards
 Second: Jackson
 Vote: 10-0

7. Airport Taxi Operating Agreements

Action: Approve the Community Safety Committee recommendation to execute agreements with Taxi USA, LLC d/b/a Yellow Cab, Crown Cab, Inc., and City Cab, LLC, for Airport Taxi Service effective July 18, 2011.

Background:

- During the March 28, 2011 City Council meeting, a referral was approved for the Community Safety Committee to review the Airport Taxi Service Request For Proposal ("Airport Taxi RFP") process and to provide a recommendation at the June 13, 2011 City Council business meeting.
- Staff provided the Community Safety Committee with copies of all nine proposals submitted for consideration by taxi companies.
- The Aviation Director discussed recently asked questions regarding the Airport Taxi Service Request for Proposal which included:
 - What was the selection process?
 - Did the Hospitality and Tourism Alliance ("HTA") influence the selection process?
 - Does City Cab have taxis?
 - Does City Cab have the capacity for Airport Operating Agreements?
 - Are 105 taxi permits sufficient for customer demand?
 - Are drivers going to be put out of work?
 - Are the taxi drivers going to have to pay more to their companies?
 - Are the drivers going to make more money?
 - Why select 3 companies instead of 12?
- After discussion, the Committee voted 3-0 (Cannon, Kinsey and Peacock) to recommend Airport Taxi Operating Agreements ("Operating Agreements") to Taxi USA, Crown Cab, and City Cab.

Taxi Agreements

- In November 2008, the Airport gave Council a dinner briefing explaining the need to improve the quality of taxi service for Airport customers.
- Since the 2008 dinner briefing, a detailed analysis of the current operation was conducted. The findings are as follows:
 - Currently, 12 different companies hold agreements for taxi service at the Airport, leading to inconsistent service.
 - The number of permitted vehicles typically far exceeds demand, except for a few peak times during the week.
 - There are often significant wait times for each permitted taxi between dispatches for Airport fares.
- Staff gathered input from the taxi industry.
 - Staff surveyed all Airport drivers and received 91 responses.
 - Staff met with all taxicab companies who operate at the Airport.
 - Staff had multiple discussions with the Independent Taxicab Owners & Operators Association, the Airport Taxi Association, and individual drivers.
- The Airport proactively increased the resources dedicated to managing the ground transportation system.
 - The Airport appointed a Ground Transportation Manager.
 - The Airport doubled the number of taxi inspectors.

- The Airport invested in technology that will increase efficiency.
- On several occasions in the fall of 2010 and on February 14, 2011, Aviation discussed with Council the Airport Taxi RFP and the plan to improve taxi service.
- The new rules that will take effect along with the new Operating Agreements establish Airport standards, including the requirement for upgraded vehicles. These rules are part of the contract and will apply only to those taxi companies who hold Operating Agreements.
- The new taxi system will use an efficiency approach to taxi permits which will better balance supply and demand. The Airport will initially issue a total of 105 permits to serve the Airport in shifts of approximately 50 hours per week (Standard Permits). The Airport will also issue 51 permits to operate as needed during peak times (Peak Time Permits). It is anticipated that the companies will likely be asked to call in taxis holding Peak Time Permits for approximately 10-20 hours each per week.
- On September 20, 2010, the Airport issued the Airport Taxi RFP and received nine proposals by the October 11, 2010 deadline. The Selection Committee, comprised of Jerry Orr (Aviation), Drew Riolo (Airport Advisory Committee), Major Tim Danchess (Police), and Tim Newman (Charlotte Regional Visitors Authority), analyzed the proposals and decided to interview the five companies who had submitted the best proposals. After those discussions, the Selection Committee unanimously agreed that the three companies who should be recommended for Operating Agreements were Taxi USA d/b/a Yellow Cab, Crown Cab, and Kashmary Enterprises d/b/a King Cab.
- Subsequently, the Airport found out that two of the three current owners of Kashmary Enterprises had recent and relevant federal felony convictions dated 2006.
 - The Passenger Vehicle for Hire Unit (PVH) of the Charlotte- Mecklenburg Police Department had previously reviewed their records and determined that Kashmary Enterprises was eligible to continue to hold a Company Operating Certificate (COC). Since the company holds a valid COC from PVH, it was eligible to submit a proposal under the Airport Taxi RFP.
- The City Manager ultimately determined it would not be in the City's and the public's best interests to issue an Operating Agreement to Kashmary Enterprises and recommends instead the Selection Committee's first alternate, City Cab, LLC.
- The City Manager recommends that Council consider approving agreements as follows:
 - Taxi USA, LLC d/b/a Yellow Cab for 45 Standard Permits and 24 Peak Time Permits
 - Crown Cab, Inc. for 45 Standard Permits and 24 Peak Time Permits
 - City Cab, LLC for 15 Standard Permits and 3 Peak Time Permits
- The number of standard and peak time permits for City Cab is directly related to its capacity to produce vehicles for service. City Cab, Inc. is a newly formed consortium of drivers, as allowed under the Airport Taxi RFP.

Contract Terms

- The Operating Agreements will be effective July 18, 2011 and may be renewed annually.
- The companies will pay the Airport a permit fee of \$500/year for Standard Permits but will pay no permit fee for the Peak Time Permits.
- The companies will pay the Airport a trip charge of \$1 per trip for both the Standard and Peak Time Permits for each trip the permitted taxi takes after being dispatched by the Airport to serve an on-demand customer.
- The Aviation Director can increase the number of permits during the term of the agreement and can increase or decrease upon renewal. The companies can opt to accept fewer permits than the number offered or issued and have those reallocated, with the concurrence of the Aviation Director.
- The companies will provide permitted taxis with a GPS system and backseat credit card technology. Permitted taxis will display a uniform Airport decal.
- The Companies will use vehicles that are of a model year no more than three years old when it enters Airport taxi service and that remain in service no more than three years.

For example, if a 2008 vehicle received an Airport permit July 18, 2011, it would be eligible to retain that permit until July 17, 2014. By the end of its service, a taxi could be six years old.

- Comparable airports have similar requirements. Raleigh/Durham International requires taxis to be new when they enter service and allows them to be used for five to six years. Baltimore/Washington International requires taxis to be no more than six years old.

Council Date: June 13, 2011

No Vote Required

McMahan: RDU has great cabs. They are all painted the same color and say "Airport" on them. There is a huge fleet. Is that owned by the Airport Authority?

Orr: It is not exactly owned by the authority. They have a contract with a stand manager that manages the cab operations. Then they contract with either companies or owner-operators that agree to standards and paint their cabs a certain color and put RDU on them. There are two ordinances here. There is Chapter 4 and Chapter 22. One is the aviation section of the ordinance that gives the Aviation Director authority to establish reasonable service standards at the airport. The other section is the PVH (Public Vehicle for Hire) ordinance. That establishes standards for the rest of the taxis in the City and the black cars and other type vehicles. We take the PVH ordinance as our baseline. The PVH ordinance currently says that in order to drive a taxi cab and be permitted by the City of Charlotte, you must be associated with a taxi company. So that's why we are dealing with taxi companies.

Edwards: Remember this is a matter of governance. They operate as an Authority and we don't.

Vaughan: We all know the history on this and what has occurred during this process and that one of the recommended companies was replaced. Are you comfortable with that replacement?

Orr: I really can't comment on that because I am currently being sued over that issue.

Edwards: You think that may create a delay?

Orr: I cannot comment.

8. Airport Medical Services

Action: Approve a contract with Mecklenburg EMS Agency for on-site medical response for the Airport Terminal for \$389,245 per year.

Background:

- Airport Police responds to an average of 1,360 medical incidents each year within the terminal. CMPD's Task Force Report recommends Airport Police focus on security and eliminate their EMT responsibility
- MEDIC onsite teams will be skilled and equipped to provide paramedic level care with the ability to rapidly treat a full myriad of serious illnesses including, cardiac arrests, heart attacks, diabetic shock, etc.
- MEDIC will fully staff an Advance Life Support Team 16 hours per day, 7 days per week. For average cost of labor at \$389,245 dollars per year.
- Response time to seriously ill customers will decrease; the level at the Airport will increase due to the removal of a distraction over the primary objectives of Airport Police.

Council Date: June 27, 2011

Edwards: This will provide four people?

Orr: Well it operates as a team. It will provide two officers for a total of 16 hours a day.

Edwards: That equals four people?

Orr: On that day, yes.

Vaughan: Will this increase costs?

Orr: Yes.

Dorsch: What is the reasoning behind this to have them only restricted to the terminal and not out-and-about? What if you need someone over at Wilson or something for a medical call?

Orr: They will have vehicular access. Remember that we have 59 Charlotte Firefighters stationed at the Airport.

Edwards: The medical facility that we have is on this floor, right?

Orr: Yes.

Edwards: How will that relate to this activity?

Orr: That is an independent, for-profit operator. They will work hand and hand. Those facilities are available to anybody. If you want to be transported to the hospital or need to be, this helps facilitate that.

Fuller: The report done by the Chief, is that driven by another incident that occurred where someone needed medical attention or something specific happened?

Orr: No other incident. It was the police department's judgment that the current officers at the airport, with multiple duties, that it took away time from them being police.

Edwards: Will the Airport's officers remain EMT certified?

Orr: That will be their option. If they want to keep that, we will allow that, as well as any other personnel.

Dorsch: What's our turnover with police?

Orr: Years ago it was high, but currently it has stabled. We have a lot of ex-military people on our police force and they like this environment and perhaps don't want to be street cops.

Edwards: Do you have money in the budget to cover this?

Orr: We are adding money in the budget to cover this.

Motion: Edwards

Second: Jackson

Vote: 10-0

5. Nominating Committee

Stan Vaughan, Russ McMillan and Ed McMahan will serve on the Nominating Committee. Elections will be held in July for the offices of Chair and Vice Chair.

6. Status Reports

1. Community Noise

Orr: We have submitted our Part 150 Program to the FAA and is under review. Until it is approved, we are still operating the Part 150 under our 1996 contours. What that means is we offer insulation for homes that are within 65 LDN. Homes in the 65 LDN for the 1996 contours, was much larger than 65 LDN on our new contours. That is due to the noise reduction in 2000 when all stage two aircraft were phased out. And all commercial aircraft had to meet stage three standards, which are much quieter airplanes. So that means that certain areas today are eligible, but when the FAA approves the updated contours, they will no longer be eligible. So we have sent them letters making them aware. We have had 35 people respond and will be insulating their houses. We expect FAA to approve these contours any day.

Vaughan: I would presume that anyone who has requested the insulation prior to the approval will still be eligible?

Orr: Anyone that requests before the change will be in the program. There will be some people who say "I didn't know."

Dorsch: Is this driven by the new runway?

Orr: It includes the new runway.

Dorsch: If we didn't build the new runway, would we be updating?

Orr: The contour lines would be slightly longer.

Dorsch: But we would have still gone through a review which would resize the current contours?

Orr: Yes. Typically you are supposed to update it every five years. We stretched it out because we knew the contours would shrink after 2000, and indeed they did. You may remember that in all our Part 150 submittals, we have asked the FAA to consider insulation out to 60 LDN. We don't expect them to approve that because of the precedent it would set at other airports around the country. But in our case, 60 LDN with the current measurements would pretty much replicate the 65 LND in the 1996 contours. So all this would really do in our case is make those people remain eligible. But the FAA is highly unlikely to approve that.

McMahan: Why do the contour lines along the new runway not extend as far out as the other runways?

Orr: Because the new runway is primarily for landings only. We have received a lot of noise complaints recently and we will talk more in detail at our next meeting. We have measured that noise and what we have observed is the peak noise measurement out of the data didn't come from an airplane. But we are going to go back and look through the data, which is an extensive process, and work on calling out the noises that are not aircraft noises. We will have a lot more data and will spend more time on this next month.

2. Runway Rehab

Orr shares a diagram schedule with the committee for the runway rehab project.

Orr: We closed the crosswind runway last month to add the pads for the deicing operation. While we did that, we repaved parts of Taxiway E so that we would have it available when we close other parts of the taxiway. We have devised a plan and the crews will be working 22 hours a day, running two paving plants in order to get the runway open 20 days earlier.

Edwards: Where do you anticipate putting the new international terminal?

Orr: Right now our international gates are the 13 gates on Concourse D. We have a plan to add on to Concourse E to allow for second level boarding. That's because the regional jets are getting bigger. That permits us to have an auxiliary Customs inspection space underneath that area, as well as use gates on the end for international arrivals. The next step is to build the parking deck in front of the terminal and move the rental cars in there, freeing up the space currently used for the rental car operation. That space can then be used to build an international terminal that could hold approximately 25 international gates.

Dorsch: The baggage system here, I assume we have conveyor belts that run to all the different concourses?

Orr: We do not. Some airports do, but it costs a tremendous amount of money. It takes more time to move a bag by conveyor than it does the baggage carts, and it is much more flexible. What that means is once you send the bag to the wrong gate by conveyor, you can't correct it. We have decided to continue moving the bags by the traditional method, with the use of the carts. We have a lot of transfer traffic and this is the best way to get the luggage from plane to plane. That allows for shorter connection times. With our new TSA bag room, we will cleanout some of the bag make-up area on the ground floor, and prior to doing that, we will build an extension to the building to accommodate the current activity. The US Airways bag room will remain in the middle. We will have two dedicated TSA screening areas.

Vaughan: Going back to the runway rehab contract, we are requesting that they finish 20 days sooner. Is there a penalty if they don't?

Orr: Absolutely.

Vaughan: Can they use weather as an excuse?

Orr: It excludes weather.

3. Retail Update

Paradies, our new retail operator, is opening new stores daily and I encourage you to go and take a look at them. We don't have enough data yet to compare sales to the previous locations, but we will soon. But early indications are that they are meeting and exceeding in performance.

4. Director's Report

1. Volunteer Celebration Held

- Airport Volunteers were honored at their annual celebration on May 24.
- The volunteers scored 100 percent on the Airport's Customer Satisfaction Survey.

2. Rotary Flight of Honor—May 21st

- The Rotary District 7680 sponsored another "Rotary Flight of Honor" from CLT on May 21.
- A US Airways Airbus 321 (chartered flight), transported 120 WWII veterans from CLT to Washington DC for the day to see the WWII Memorial.
- The Flight of Honor is a service project of Rotary District 7680 which honors the lives, valor and courage of World War II veterans who live in mid-western North Carolina.
- Another Rotary Flight is scheduled in September.

3. NTF Held Meeting—May 12

- The Neighborhood Task Force is a subcommittee of this committee.
- We currently have four vacancies and are taking applications and we will have recommendations to share soon.

4. Neighborhood Update Published (Copies in Member's books)

Meeting adjourned at 9:00 a.m.



T. J. Orr, Aviation Director

Distribution:

Mayor & City Council

Curt Walton, City Manager

Stephanie Kelly, City Clerk

Jeanne Peek, City Boards and Commissions Clerk

Ronnie Bryant, President/CEO, Charlotte Regional Partnership

Bob Morgan, Charlotte Chamber