

**CHARLOTTE DOUGLAS INTERNATIONAL AIRPORT
AIRPORT ADVISORY COMMITTEE**

**Minutes from the July 7, 2011 meeting
Piedmont Conference Room
8:00 a.m.**

Present

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

Staff Present

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

Citizens Present

Russ Davey
Tom Martin

Absent

Crystal Jackson
Russ McMillan
Tim Gause

1. Call to Order

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

2. Pledge of Allegiance

3. Approval of the June 2, 2011 Minutes

The minutes were approved as written.

4. Business Agenda

1. Airport Valet Contract Extension

Action: Approve a one-year contract extension with Park, Inc. of Charlotte, North Carolina for the management of the Valet parking operation at the Airport.

Background:

- On July 28, 2003, Council approved a five-year management contract with Park, Inc. (formerly Parking Solutions) to manage the curbside valet parking at the Airport.
- On February 26, 2007, Council approved a contract amendment to add Business Valet, a remote valet service, on Wilkinson Boulevard in anticipation of the construction of a parking deck.
- On May 27, 2008, Council approved a three-year contract extension with Park, Inc. to manage curbside and business valet parking at the Airport.
- Based on the contractor's performance record, quality of service and personnel, the Airport would like to extend this agreement for an additional year.
- Park, Inc. is paid a flat fee of \$900 per month and is eligible for an incentive fee of 5% of annual profits. Additionally, Park, Inc. is reimbursed for allowable expenses according to an annual budget approved by the Aviation Director in advance.

- Park, Inc. earned \$127,825.92 in FY-10, while gross revenues to the Airport were \$4,039,555.09. The approved operating budget for FY12 is \$1,360,198 with gross revenues estimated at \$4.77 million.

Small Business Opportunity

Established SBE Goal: 0%

Committed SBE Goal: 0%

Pursuant to Part B: Section 2.4 of the SBO Program, no SBO utilization goal was set for this contract because subcontracting is not anticipated.

Council Date: July 25, 2011

Motion: Dorsch

Second: McMahan

Vote: 8-0

2. Multifunction Snow Plow and Broom Purchase

Action: Approve the purchase of a Fresia 2000 Multifunction Snow Plow from Fortbrand Services, Inc. in the amount of \$163,000.

Background:

- In November 2010, Aviation solicited through an RFP the lease of a multifunction snow plow and broom for a five month period to test and evaluate the capabilities of this equipment.
- Fortbrand Services was the only vendor who submitted a proposal.
- As part of the RFP submission, Fortbrand Services proposed a five month lease in the amount of \$35,000 with an option to purchase at the end of the lease.
- The Fresia 2000 multifunction snow plow performed flawlessly during the January 2011 snow storm enabling the airport to keep the entire airport operating during the winter event.
- In addition to snow removal, the Fresia 2000 can be utilized to remove rubber build up on the runway pavement surfaces in conjunction with an environmentally friendly chemical. This process will save the airport approximately \$22,000 annually on rubber removal costs. Aviation has already utilized this equipment twice during the lease period to perform rubber removal.
- The purchase of this multifunction snow plow is included in Aviation's 2012 Capital Outlay Budget.
- The purchase option of the lease expires on July 31, 2011.

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: July 25, 2011

Fuller: You are only purchasing one?

Orr: Yes, we are only getting one this year. We have a dozen large dump trucks that are mounted with snow plow blades, as well as front end loaders and motor graders.

Edwards: What do you do with what gets collected? Do you recycle it?

Orr: It is dissolved. We vacuum up as much of it as we can and the chemical dissolves a lot of it.

Fuller: Maintenance on this is relatively inexpensive?

Orr: It is new and needed very little maintenance so far. We won't have to use it a lot, so there hasn't

been a need for a lot of maintenance.

Fuller: So it should pay for itself in less than 10 years or so?

Orr: Based on savings from the rubber removal, it will pay for itself in less than four years.

Pretty: What's the lifespan?

Orr: For a truck like this, if you take care of it, 15 to 20 years. We have some dump trucks I suspect that are 20 years old.

Motion: Fuller

Second: Dorsch

Vote: 8-0

3. Passenger Loading Bridge Repair Parts

- Action:**
- A. Approve the purchase of passenger loading bridge equipment, material and repair parts from John Bean Technologies, as authorized by the sole source purchasing exemption of G.S. 143-129(e)(6),**
 - B. Approve a one year contract with John Bean Technologies for equipment, material and repair parts used for the passenger loading bridges in the amount of \$100,000.00,**
 - C. Authorize the City Manager to extend the contract for two additional one-year terms with possible price adjustments as stipulated by the contract at the time of renewal.**

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 there is only one supply source
- Purchases made under the sole source exemption require City Council approval.

Explanation

- The Aviation Department owns and maintains 58 passenger loading bridges, 66 ground power units, and 45 pre-conditioned air units manufactured by either John Bean Technologies, Thyssen or Dew.
- The current list of John Bean equipment that is used to provide power and conditioned air to the aircraft while it is docked to the concourses include:
 - 42 Passenger Loading Bridges (Jetways)
 - 46 Ground Power Units
 - 31 Pre-Conditioned Air Units
- John Bean Technologies is the manufacturer of this specialized airport equipment and the original equipment manufacturer parts are required to maintain performance standards, standardization, and compatibility with existing equipment.
- Last year, the Aviation Department spent over \$85,000 with John Bean Technologies to acquire OEM and proprietary parts and materials.

Small Business Opportunity

Established SBE Goal: 0%

Committed SBE Goal: 0%

Sole source contracts are exempt (Appendix Section 23.2 of the SBO policy).

Council Date: July 25, 2011

Edwards: Are the jet bridges air controlled? I have noticed in the winter time they feel like a refrigerator and in the summer time they feel like an oven.

Orr: There are actually air conditioners on all these jetways. They are also supposed to be pre-conditioned. This also helps to keep the airplane cool.

Fuller: I recall a couple months ago us approving some concourse electrical upgrades.

Orr: Yes, the Airbus requires more electrical power than the Boeing planes. So we have to rewire the concourses and upsize the units out on the jetways.

Fuller: They all tap-in to the same power source?

Orr: The air conditioning unit is specifically to cool the airplane and you do it through a hose.

Motion: Edwards

Second: Fuller

Vote: 8-0

Vaughan: I never noticed before the Star Alliance logo being advertised on the plane.

Orr: On the US Airways airplane, on the door, it will still say, "Operated by US Airways." Star Alliance requires each of their members to promote it on eight percent in the livery.

Edwards: Does it have US Airways on the tail too?

Riolo: I don't think so. You will notice that Lufthansa will have eight percent, United will have eight percent and every member that is a member of Star Alliance will have eight percent of their airplanes painted that way. When you become a member, you don't have to have eight percent right away, it is as they cycle through the painting jobs.

4. North Carolina Department of Transportation Grant

Action: A. Adopt a resolution accepting a North Carolina Department of Transportation (NCDOT) Grant in the amount of \$500,000, and

B. Adopt a budget ordinance to appropriate funds received from the North Carolina Department of Transportation (NCDOT) grants in the amount of \$500,000.

Background:

- Each year, the NCDOT Division of Aviation allocates funds for the State's Aid to Airports grant program to the state's airports.
- Charlotte, Raleigh, and Greensboro Airports' allotment from this fund is \$500,000 each for FY11.
- This grant will fund a portion of the Runway 18C/36C Rehabilitation project.

Council Date: July 25, 2011

Edwards: Do you get any special grants from Raleigh or does it come directly from Washington?

Orr: Most of our grant money comes from Washington. We get about a 17 percent return on that money because that money also pays for the operation of the FAA.

Riolo: It should be noted that we are 250 percent bigger than Raleigh and almost 500 percent bigger than Greensboro.

Motion: Riolo

Second: Dorsch
Vote: 8-0

5. Airfield Lighting Repair Parts

- Action:**
- A. Approve the purchase of airfield lighting equipment and parts for repairs, as authorized by the sole source purchasing exemption of G.S. 143-129(e)(6), and**
 - B. Approve a three year contract with Siemens ADB Airfield Solutions for equipment and repair parts used for the airfield and runways in the amount of \$300,000.00,**
 - C. Authorize the City Manager to extend the contract for two additional one-year terms with possible price adjustments as stipulated by the contract at the time of renewal.**

Background:

- 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 virtually all of the airfield lighting and computer system is Siemens ADB equipment.
- Purchases made under the sole source exemption require City Council approval.

Explanation

- The Aviation Department maintains all of the runway and taxiway airfield lighting system with a team of five in-house airfield electricians.
- The airfield lighting consists of runway edge lights, centerline lights, and touchdown zone lights and taxiway edge lights and centerline lights, along with runway and taxiway directional signs.
- The lighting system is powered by three airfield electrical vaults located in separate areas on the airfield where transformers and computer equipment are located that operate and provide the electricity to the lighting system.
- There are 7,598 lighting fixtures and signs, four emergency generators that provide 100% backup, approximately 600 miles of electrical cable and eight computer stations that operate the complex airfield lighting system.
- The predominant vendor and supplier of this equipment is ADB Siemens Airfield Solutions. Most of the parts of this system are either OEM (Original Equipment Manufacturer) or proprietary as this relates to the computer equipment.
- This contract will provide for the purchase of various runway and taxiway lighting repair parts and equipment.
- The contract shall be for a period of three consecutive years beginning July 1, 2012 with two one-year extensions at the City's sole discretion. The total cost for the first three years is \$300,000.00.
- The Aviation Department has spent over the last several years approximately \$80,000/year with ADB Siemens Airfield Solutions.
- This contract is being executed as a sole source purchase due to the necessity for standardization and compatibility with existing Siemens ADB equipment. The airport has virtually all Siemens ADB airfield lighting equipment.

Small Business Opportunity

Established SBE Goal: 0%

Committed SBE Goal: 0%

Sole source contracts are exempt (Appendix Section 23.2 of the SBO policy).

Council Date: July 25, 2011

Motion: Dorsch

Second: Vaughan

Vote: 8-0

5. Elections

Stan Vaughan, Russ McMillan and Ed McMahan served on the Nominating Committee. The Nominating Committee nominated Andrew Riolo for Chair and Shawn Dorsch for Vice Chair. No other nominations were made and no objections were made. Therefore, Riolo was appointed as Chair and Dorsch was appointed as Vice Chair.

6. Status Reports

1. Community Noise

Russ Davey addresses the committee and distributes handouts to the committee that highlight the flight paths over her residence, as well as the frequency of the flights, which shows over 9,000 flights in one month.

Davey: I live fourteen miles from the Airport. The airplanes are in flight for ten miles before they get to my house and they are somewhere between 3,500 and 4,500 feet. One yesterday was down as low as 2,000 feet. My neighbor just bought his house and is in shock at the amount of flights. He got a great deal on a bank owned home and now wants to go back to the bank. He is upset about this. In the minutes from your October meeting, which I attended, it lists my comments. The committee then made a motion, which Vaughan initiated, to see what can be done for the dispersion of flights. I have lived in my house for 29 years, built it in 1982. For 28 of those years, we had a dispersion of flights. I would see airplanes, but not like I see today. Has the committee had any follow-up to the motion on this? I have not been able to attend all meetings since, so I may have missed something.

Vaughan: Jerry, can you respond to that?

Orr: I can tell you what we have been doing. We have been meeting with the FAA. The FAA has what's called an OAPM in progress, which is a study by the FAA, and the airlines are involved. The purpose is to design routes for arriving and departing the airport environment that are the most efficient with respect to operating the airplanes. We have participated in those meetings and have raised the issue. The RNAV procedures, particularly on departures, they focus all the airplanes on very narrow corridors, which causes an undue burden on certain areas and they should take that into consideration when they design these routes. They have acknowledged that. As to what extent that will end up in their final work product, we are not sure because we have not seen it. We have also been engaged in conversations with the airlines and FAA on a more local basis to fully understand how and what extent we can have any impact on the design of RNAV routes. I think it is important for us to understand that we may or may not be able to cause a significant shift in how the FAA handles traffic, but when we ask them to do something, we need to be sure that it is what we want them to do. Because if they do it, then we are likely not going to be able to go back and say, "That did not turn out well and we want you to do something else." It is a great deal of effort and expense on the part of the FAA to change their procedure. So we need to be certain what we want them to do.

Davey: I guess I interpreted the minutes from when I was in attendance at that meeting, and I felt like the Advisory Committee was going to play an active role. I thought the committee was going to ask the FAA for dispersion and Mr. Orr said, "Certainly." That indicated to me that the committee was going to be involved. This committee represents the citizens of this community. Maybe I don't understand what this committee really does. It seemed to me that someone was going to make an effort to represent

the community and all the people living underneath these flight paths. As the FAA goes through its evaluation of the airspace, I would love it if the Advisory Committee was backing-up having dispersion and getting the planes up higher. Does the committee not perform in that type of a function?

Orr: The committee's charge in that situation would be to advise the Aviation Director or to advise City Council.

Davey: Has City Council been notified by this committee?

Orr: City Council has been notified and they are aware of all noise complaints and have been briefed several times on the issues.

Davey: By whom?

Orr: Myself.

Davey: The committee doesn't interact with City Council?

Orr: The committee interacts with the City Council in that when we take an action to City Council, it is approved, recommended or not recommended by the Advisory Committee, and Council is not bound by that recommendation and neither are they bound by my recommendation.

Edwards: Regarding this policy for when they began this type of process, is this something that has been done on a national basis at all airports?

Orr: Yes.

Edwards: So this is something they studied and came up with for whatever rationale they came up with, and it is being dealt with?

Orr: Yes and no. If you look at the range of the way we could address this, we could stand back and say, "That's out of our hands. That's the federal government, and we have no control over the federal government." On the other extreme, we could yell and scream at the federal government in which case they would probably tell us that's their prerogative and to sit down. We like to be in the middle where we work in a partnership and collaborate with the federal government through the FAA, and come up with a process and procedures that meet their needs and our needs and the community's needs. That's where I think our efforts have been focused.

Edwards: I guess what I am really asking is if there are other airports addressing these same issues because I think a single airport may not get as much attention as multiple airports.

Orr: Here is the problem in that. RNAV at some airports is highly beneficial to the community. There are a lot of airports where the runway ends at the water. So RNAV that directs airplanes out through an uninhabited area is a highly beneficial procedure. Our main issue back in 1979 was that we needed something like RNAV because the airplanes were taking off from the runway and flying over the immediate neighborhoods. We thought if we could get them all in one area we could then deal with that one area. That day has passed. The problem is not close in now, the problem is out there, way out there. That makes it a different problem and one would think you need a different solution. RNAV has the ability of putting all those airplanes on one track, it also has the capability of establishing multiple tracks. So instead of having one route with 300 flights, you could have three departure routes, RNAV, with 100 flights. I am not convinced that saying, "Don't do RNAV and completely disregard RNAV and go back to vector flights," is the end answer. We need to be sure and that we are very clear with the FAA in telling them what we want so that if they do what we want, it turns out being what we want. We don't want to just move the problem somewhere else.

McMahan: Did you say a factor of this is efficiency in the operation?

Orr: Yes and you have to balance that. We could obviously close the Airport and Mr. Davey would not see another airplane, and that's an obvious extreme. We have to balance the needs of all the community with the members of the community.

McMahan: Is RNAV putting the planes in a more direct route to get them to their destination quicker? Maybe it is an advantage to the airlines.

Orr: RNAV is not putting the airplanes in a direct route and is not saving fuel. It is a more regimented system, which you can argue that it promotes safety and increases capacity because it is less work load on the controllers and makes it more orderly.

McMahan: So it is not so much an advantage to the airlines, but to the controllers?

Orr: What most pilots would like is to take off, climb to altitude and go a straight line to where they want to go. But when you have many planes in the air, you have to have some rules. The theory

behind Next Gen is that we work towards that and where more of that burden is on the pilot and less on the controller where the airplanes are able to use more of that airspace, but still keep themselves separated.

Pretty: I know we have discussed this with the FAA in terms of changing altitudes and holding planes.

Orr: That is a similar, but different discussion. These routes are designed both horizontally and vertically. The way they are designed vertically is the departures tunnel out over the arrivals. What that does is artificially hold those airplanes down lower. Pilots would like to take-off, get up to altitude, and then turn on the automatic pilot.

Riolo: If someone were to give you an airplane and say it is your airplane for the weekend and all you have to do is pay for the gas, a pilot would like to climb to altitude as quickly as he can, get up as fast as he can. Once he gets up to altitude, the airplane will have the best lift over drag ratio for that timeframe, and then coast down to landing. That would be the most efficient way to do that. However, as Jerry was saying, you have to balance that with everybody else that's up there. That's where the balancing act is. What we are talking about is the immediate departure and how you climb to altitude quickly. A lot of times it is the arriving traffic that is the obstacle from getting to altitude quickly because the airplanes that are coming in from all directions want to get down to an altitude so that they will be in position for the traffic pattern to land. So you can't take off immediately and climb to 10,000 feet and then up to 30,000 or 40,000 feet because the arriving traffic is coming down to altitudes of around 5,000, and in Charlotte it's about 4,000. So on an RNAV departure, the altitude would say to climb immediately to 8,000 feet, but a lot of times you are restricted to 3,000 because of the conflicting arriving traffic.

Davey: What do they do at many of the California airports on the east coast? They take off and they go to altitude. Are they flying with the arrivals underneath?

Riolo: It depends on what part of the pattern you are in. Normally the arrival traffic on the initial altitude is above you. After that, as you climb out and get away from the airport, it will be below you. So it depends on the phase of flight.

Davey: California has been very successful. My cousin is a pilot out there and he says they come off the ground and they go to altitude.

Riolo: A lot of those airports are out over the ocean.

Davey: Well in Fresno, that's where he flies out of, they have been very strict about that. When you go on the internet, California is in a category all their own. They have been very successful with the public. I know I am out of time, but I want to go on record here. The Airport was kind enough to do a sound study at my house. It came out with a day/night sound level, on average, at 57. This average is really an instrument used in the studies where they have contour lines and they have penalties for night noise. I don't think it is even applicable to my residence which is a rural environment with no noise at all at night. So you are taking what happens from 6:00 to 11:00 and averaging it out. That should be weighted the other way. This is a new problem and the DNL rating is not applicable. At my house, I had 70 events at a 75 or higher decibel, I had 15 events above 80 and nine events above 85. That's loud and an expedient curve, it is not a flat curve. This is in violation of the City Ordinance, their Noise Ordinance. That is pretty interesting in itself. I just wanted to go on record and tell you what your noise evaluation found out.

Vaughan: Let me go back and answer part of your question regarding what we, as the committee, have done. I know that in the last year this subject has been on our agenda at least four or five times. So it is not like we talked to you and then just forgot about it. We have pushed the director to the extent in which we have the authority, to look into the issue and to go to the FAA with these concerns. We have done that. Unfortunately, I have even become much more aware from where I live. Because of that, I too hear more airplanes. It is not a problem for me. I live in south Charlotte and what I have noticed is more noise at night around 10:00 and 11:00. I know that in the daytime, I see a lot of airplanes. They must be high enough because the noise is not an issue. All I am saying is, it is obvious that they are flying places other than just in your direction. That certainly doesn't mean that it is a fair percentage. I have a place at Lake Norman and I know what I see most of the time there is arriving flights. They are backed up one after the other, flying fairly low over the lake. I guess I am just not as effected as you are. This has been on our agenda several times. Ultimately we are at the mercy of the FAA.

Davey: It is not that I don't want planes to fly over my house. That is not my point. But it is occurring every 90 seconds and 9,000 times in one month and it is every day. Out in the country, as opposed to south Charlotte, we don't have the road noise and the cars and traffic. That's why it becomes more obvious at night as things quiet down. You can then hear the 10:00 push. The ambient noise is quieter so it really stands out.

Orr: Is this second sheet all the FAA gave you?

Davey: No, I have an entire disc. I have the height and the variations of latitude and longitude.

Edwards: I think the question is what can we do that would create an impact? You mentioned 1979 as to when this would have worked. I don't know if anyone has looked at the difference in traffic and the traffic level from 1979 to now is significantly increased and will probably increase more in the next five or 10 years.

Orr: There are considerably a larger number of flights, but the aircraft are considerably quieter.

Edwards: Mr. Chairman, I guess the real question is what can we do that would have an impact.

Riolo: I think we have done what we can do. We are tasked as an advisory committee. We advise the Aviation Director and the City Council. We have made both of those bodies aware of the feedback we have received from citizens during these meetings. The minutes will reflect how much time we have devoted to this since we have been made aware of it. I think today is a perfect example. We have a rule of three minutes for each guest speaker. But with the intensity of this, we will allow the citizens to go ahead and voice all their concerns, in which we are receptive to. Another example of that is we will proceed on to our time allowed for this meeting and what we will do certainly is let Mr. Martin speak freely for the amount of time he would like. The other items on our agenda will be postponed to another meeting. We take this seriously with great consideration and have adjusted our agenda accordingly.

Culpepper: Please keep us abreast of what's going on in terms of the process and providing us status updates and what we are going to ask the FAA for.

Orr: We think we know what we are going to ask the FAA for. I think I have determined that we are going to get one bite at this apple and we need to do it right.

Fuller: I think what's being asked, regarding the October minutes from nine months ago, is what we do independently, whether it is good, bad or ugly, that this committee on its own, be in a leverage position and go to the FAA. Or should it be funneled through the Aviation Director and we act as a conduit?

Riolo: I would prefer that we be a conduit. I think that is our position as an Advisory Committee. We certainly do take considerations from the citizens who speak to us. We also listen to concerns expressed to us from the airlines and FAA. The way to do all this is through the Aviation Director's office, which has contact through all those parties.

Vaughan: We need to keep this on our agenda and to make sure Jerry is doing what he says he is. I have not seen any indications that he is not. I think he is just trying to be sure that when we really holler, we have a solution.

Riolo: Sometimes the message gets a little distorted as we go through the procedures. For example, we have talked about this and talked about RNAV procedures and the problems that are involved with single track, we took a consideration and looked at it, it was a consideration of past practices and how we go forward with that. What I immediately heard after that meeting was that the Advisory Committee was going to go to the FAA and have the RNAV procedures changed. That is not correct and not what we agreed to. So a lot of the feedback we get and kickback we get is not exactly the message we send out.

Tom Martin addresses the committee.

Martin: I appreciate the opportunity to come and address this group. I am just tailing on what Russ was saying. We know each other and are friends and I live down the road from him. I am a little further out from the Airport but I am on the same track he talked about. I have a beautiful place on Lake Wylie and have been a resident of Charlotte for 31 years. I bought a piece of property on the lake, a nice wooded lot. It is our dream home. It was quiet and we invested all of our life savings in it.

Just recently, about a year and a half ago, my wife and I decided to build a detached garage apartment with living corridors above it. The concept was that she and I would retire and live there and my daughter's family would live in the main house and take care of us. We planned to stay there for the rest of our lives. We can't afford a beach house and we can't afford a mountain house. This is our version of a mountain-beach house and it is our only residence. This is devastating. Russ Davey has 9,000 planes going over his house, and I am getting those. But in addition to that, when the wind changes, I get another flight path that comes from the north. I usually start hearing them about 5:30 a.m. and they are flying directly over my house on a minute and a half interval. So add that to his numbers. And then occasionally I get some out south across my house. So I am getting it from three directions. I don't know what my total is. Mr. Andress says it is averaging 220 to 240 a day. I need him to come back and count with me because when I came home yesterday and got out of my car, I stood out there and counted. I had nine planes fly over my house within minutes. So that does not add up to 220 a day. The flights start very early. I get up at 5:00 a.m. and I crack the door open on my screened in back porch, which is where we live outside all the time, and I start hearing them at about 5:30 a.m. As I lay in bed at night trying to get some sleep, at about 10:15 p.m., with my white noise machine running, I hear them flying over us at 11:00 p.m. and try to get some sleep. This is my life, 365 days a year. It may be for the rest of my life unless you change this thing. I am just putting a human face on this. When you are running a business, an Airport business, there is a human factor involved. I hear about buying snow plows and trying to get more flights in and out of the Airport, there are a lot of people living under these flight paths. Their lives are drastically changing, especially those who are on this concentrated path. I don't know what the value of my property has gone down to, but it will sale for \$100,000 to \$150,000 less than it would without these flights. The problem is, the Airport is looking at a business decision in terms of efficiency here, and the costs are being passed on to me. I am bearing the costs. But I am just one person; there are thousands of people being impacted by this. What is my health worth? What is my mental health and my physical health worth? What is my property value worth? That's your costs, but I am bearing it for you. I did check and approximately 75 percent of your passengers, and there are 32 million per year, three-fourths of them are people just passing through. This is not people where this is their destination, not supporting headquarters and businesses. The rest are people like me who might fly once a year. I didn't move to Charlotte because of the Airport. Is ten percent of the passenger flights really supporting businesses here. There is a balance and there needs to be a balance. It is not fair that we are taking the brunt of this. You have got to do something about it. You have three choices. The number of flights coming out of here is a business decision. The Charlotte Airport is a Charlotte business, run by Charlotte. The height of the airplanes is a problem and the path is a problem. You change any one of those and you solve a lot of people's problems. Reducing the number of flights, I can understand that might be a hard thing to do. But that is something to consider for the future. How many flights can this city tolerate? You are impacting the quality of life for a lot of people who live here. And it is getting worse and worse and a lot of people are noticing that. When we built this house, the Airport wasn't a factor. It was quiet and beautiful. We have a beautiful wrap-around screened in porch. We have a dining room table out there, we have a couch out there, and we live out there. I am in the field of horticulture; I work in my yard all the time. I live on the lake and my life it outside. So it is not a matter of insulating my house, because I would still hear the planes when I am in bed at night. I have six inch insulated walls on my house and great windows and I can still hear them. I brought a copy of the Noise Ordinance that was just passed because people were complaining about noise and they did something about it. There is a chronic commercial/industrial noise section in it and the Airport violates it all the time. I don't know why the Airport is not in compliance. That's one thing. The City of Charlotte has other Key Business Units. I am familiar with some of them, and Storm Water is one. They were going to plant street trees for a neighborhood and put in sidewalks. They have had about four or five public meetings. They have listened and took questions from the home owners. They have done face-to-face visits with 24 property owners and I am sure there are only about 30 in the neighborhood. They are going to make changes. So when you go to my house and my neighbor's house, and you ruin our lives and our property values, I have not ever had anyone come to me to get my input. You are not running in a vacuum here, you have got to consider people's lives and people's health. I have hypertension. I went to a doctor's


appointment recently for a check-up and my blood pressure is up. My wife will probably tell you that my personality has changed. Unless something changes, my life is going to be short. What is my life worth? What is my family's life worth? What is my neighbor's life worth? You can't just run this business without considering that. My wife is just retired and just got diagnosed with cancer. I would like for her to be able to sit out on the back porch and have some peace and quiet. This is an important issue to me. I hope you can do something about this. There is a lot of emotion involved here and a lot of people involved. If it's the FAA, we need to work on them. If it's the business of the Airport that is part of the problem, we need to work on that, on the business model. You can't just turn your backs to the people who are having their lives devastated.

Riolo: Thank you Mr. Martin. We certainly appreciate you coming and speaking to us from the heart. Does anyone have any questions for Mr. Martin? Again, I give my appreciation for coming and speaking to us from the heart and we invite you back again. Without objection from the other members, we will table the other status items for the next meeting. Are there any objections to that? One item we do want to cover is the recognition of Stan. We want to recognize him for the time he spent on this committee. Stan has served two terms, for a total of six years. He has also served as Chair of this committee.

Vaughan is recognized and given a US Airways model airplane by the Chair.

Vaughan: Thank you Drew. It has been a fast six years. Jerry and I were talking before the meeting and I asked him what kind of controversies he has had this week, because it wouldn't be the Airport if there were not controversy. I remember years ago, because of the two gentleman that are here today, that years ago when I was in Japan there were all kinds of protests at the airport. I was told it was the farmers and they do it every year because 50 years ago, they took their land. There is always controversy. But these gentleman are right, we do have to balance good against the other issues. I know Jerry has worked very hard to do that. When you have City government, State government and Federal government, there is only so much you can do. But I feel confident that Jerry takes your concerns to heart and he is working behind the scenes to see what can be done. I have had a great time on this committee and enjoyed working with all these different people.

Meeting adjourned at 9:05 a.m.



T. J. Orr, Aviation Director

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