

**CHARLOTTE DOUGLAS INTERNATIONAL AIRPORT
AIRPORT ADVISORY COMMITTEE**

**Minutes from the August 4, 2011 meeting
Piedmont Conference Room
8:00 a.m.**

Present

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

Staff Present

TJ Orr, Aviation Director
Erika Helm, Community Outreach Specialist
Jennifer Long, Customer Relations Specialist
Haley Gentry, Asst. to the Aviation Director

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 July 7, 2011 Minutes

The minutes were approved as written.

4. Business Agenda

1. Airport Roadway Maintenance

Action: Award a contract to the lowest responsive bidder for maintenance of selected Airport roadways.

Background:

- Project will include needed repair to six roadways surrounding the airport.
- Included in this project is the repair of selected sections of the current Airport Entrance Road.
- The selected six roadways have seen consistent traffic due to the rapid growth in passenger travel.
- This project will also allow for the repair of bridge on Harlee Avenue that is currently used by airport passengers, Business Valet shuttle buses, and Long Term parking lot number four.

Contract Terms

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

Small Business Opportunity

An SBE goal of 11% has been set for this project.

Summary of Bids

Bids will be received on August 4th at 10:00 a.m.

Estimated Budget

\$350,000

Council Date: August 22, 2011

Motion: Gause
 Second: Dorsch
 Vote: 10-0

2. Airport Recycling Center Equipment

Action: Award a contract to Recycling Equipment Inc. in the amount of \$635,225.00 for the purchase of a conveyor system and two (2) balers for the Airport Recycling Center.

Background:

- On April 11, 2011, Council approved a three-year management contract with Go Green, Reduce Reuse Resell, Inc. ("Go Green") for the operation and management of the Airport Recycling Center ("ARC"), which is estimated to process 10,000 tons of trash annually.
- The conveyor and balers are the first of the equipment needed for the ARC.
- Recycling equipment includes the delivery, installation, and 2 year warranty on the conveyor system, bag opener, and two dual ram auto tie balers.
- The conveyor system designed for the ARC will transport the materials into the facility and a sort belt to be sorted into each product class.
- After the sorting is complete the balers will baler the product into tight compact bales to be sold.

Summary of Bids

Recycling Equipment Inc. \$635,225.00

IPS Balers Manufacturing Inc. \$507,760.00 (this is for balers only)(does not include any conveyor or bag opener)

Council Date: August 22, 2011

Motion: Dorsch
 Second: Culpepper
 Vote: 10-0

3. Deicing Refilling Station – Site Preparation

Action: Award a contract to the lowest responsive bidder for site preparation work for Deicing Refilling Station.

Background:

- This project is for the grading in preparation for the installation of Glycol dispensing systems.
- Glycol dispensing system will allow for multiple trucks to be filled with Glycol deicing fluid and fuel at the same time.
- The airport anticipates receiving bids for the dispensing system including tanks and pumps by fall 2011.

Contract Terms

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

Disadvantage Business Opportunity

An SBE goal of 7% has been set for this project.

Summary of Bids

Bids will be received on August 4th at 2:00 p.m.

Estimated Budget

\$365,000

Council Date: August 22, 2011

Fuller: How many days in a given year are we in deicing operations?

Orr: About 10 days, but those days vary a lot. It may be an hour one day or 24 hours. In addition to that, there is frost deicing. We have to do that probably 50 or 60 days a year.

Culpepper: Is frost deicing the same process?

Orr: It is essentially the same process, but you use much less fluid.

Edwards: Wasn't last year an exceptional year where we used more than usual?

Orr: We used a lot of glycol, but it was under the amount we budgeted. But we did use a lot of glycol. We had a bad ice storm.

Riolo: Operationally, this action should be titled deicing and anti-icing refilling station. When there is precipitation in the air that's freezing, there is a graph that we refer to which looks at temperature, dew point and the amount of snow, freezing rain or ice that you have in the air that you apply certain levels of this to put you at anti-icing to stop the frost from appearing on the airplane from the time it is done to the time it takes off.

Orr: The trucks have both types of fluid. The operator can switch from deicing to anti-icing. We can take you sometime to our facility and show you the computer controlled training simulators we have set up.

Riolo: This got very technical because in the late 1980s, a US Airways flight going from LaGuardia to Cleveland got deiced at the gate. But there was not ant-icing performed. And at La Guardia, where you have to wait in line for take-off, there was precipitation in the air and snow adhered to the wing, which weighed the airplane down and the plane went into the Long Island Sound. After that, it got very technical with charts and check-lists.

Edwards: That happened at Reagan too.

Riolo: Yes, that was Air Florida. That was very similar. The problem with Air Florida is that it moved behind a Northwest jet thinking the exhaust would deice and anti-ice what was on the wings. But what it did was turn the snow into ice and that clogged the PO Tubes of the air speed indicators. They did get off the ground, but immediately lost lift.

Motion: Dorsch

Second: Edwards

Vote: 10-0

4. Long Term Parking Lot 4 Canopy

Action: Award the low bid contract of \$137,000.00 to Edison Foard, Inc. for manufacturing and installation of a canopy for Parking Revenue Control System at Long Term Parking Lot 4.

Background:

- This will allow manufacturing and installation of a canopy to protect the Parking Revenue Control System.
- Parking Revenue Control System was approved by Council on September 27, 2010.

Contract Terms

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

Small Business Opportunity

An SBE goal of 8% has been set for this project.

Summary of Bids

Edison Foard, Inc.	\$137,000.00
Shelco, Inc.	\$144,000.00
Camps Construction Co.	\$149,580.00
CA Scism	Non-Responsive
Kelby Construction	Non-Responsive

Council Date: July 25, 2011

Culpepper: We are replacing the ticket machines in all the lots, correct?

Orr: That's right. We are replacing our entire revenue control system, which starts with the ticket issuing machine and goes all the way through to the cashier. Those new machines will also let you in with a credit card and you can use the same credit card to exit.

McMahan: When do you expect to do this?

Orr: It will start appearing in the lots in about 30 days. The entire system will be in place in about seven or eight months.

Riolo: Will that system be placed in the current Hourly Parking Decks.

Orr: No.

Motion: Dorsch

Second: Pretty

Vote: 10-0

5. Airport Advertising Agreement with OMA

Action: Approve a one year advertising agreement with the option for two one-year extensions, executable by the Aviation Direction, in the amount of \$293,472 with Outdoor Media Alliance (OMA).

Background:

- The Airport is responsible for selling all of the in-terminal advertising.
- This contract would be for the following spaces:
 - (2) Banners
 - (4) Escalator Dioramas
 - (8) Terminal Dioramas
 - (1) Wall Mural
 - (11) Baggage Belt Ads
- Outdoor Media Alliance (OMA) represents Siemens as their advertising client.

Contract Terms

- One year term with two optional one year extensions to be executed by the Aviation Director
- Contract amount is \$24,456 per month for a term of 12 months

- Term begins on October 1, 2011 and runs until September 30, 2012

Council Date: August 22, 2011

Culpepper: Do we have any spaces set aside for Advertising for the City for public service announcements?

Orr: We sell all the advertising we can. But if we have more space than we can sell, then we do use it for public service announcements. In addition to that, we have a deal with Charlotte Regional Partnership where we barter with them for services and you will see a number of CRP ads and displays in the terminal.

Culpepper: I have noticed in other airports that it has become more prevalent to see city ads. I think that would be good for us.

Orr: That's also an indication that they are not able to sell all their advertising.

Motion: McMahan

Second: Gause

Vote: 10-0

6. Property Transactions

Action: Approve the following property acquisitions.

- A. Project: Airport Master Plan Land Acquisition**
Owner(s): Junior and Janice Westmoreland
Property Address: 3608 Marshall Avenue
Property to be acquired: .17 acres
Improvements: single family residence
Purchase Price: \$32,000.00
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: I2 Use: single family residence
Tax Value: \$40,500
Tax Code: 115-172-08
- B. Project: Airport Master Plan Land Acquisition**
Owner(s): Junior and Janice Westmoreland
Property Address: 3619 Marshall Avenue
Property to be acquired: .28 acres
Improvements: single family residence
Purchase Price: \$71,000.00
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: I2 Use: single family residence
Tax Value: \$89,100

- C. **Tax Code: 115-161-12**
Project: Airport Master Plan Land Acquisition
Owner(s): Marshall D Huffman
Property Address: 3625 Marshall Avenue
Property to be acquired: .25 acres
Improvements: single family residence
Purchase Price: \$61,000.00
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: I2 Use: single family residence
Tax Value: \$72,800
Tax Code: 115-161-13

Council Date: August 22, 2011

Pretty: What's left?

Orr: Probably about a half a dozen little house and a couple vacant lots, all of which we have extended offers on.

Dorsch: How much time do you have left to acquire what you need?

Orr: I think we have acquired all that we need for the next 18 months or so. So we have plenty of time.

Motion: Dorsch

Second: Pretty

Vote 10-0

6. Status Reports

1. Community Noise

Orr shares a presentation with the committee that was presented to City Council July 25, 2011. The presentation was intended to educate Council on the reasons for noise complaints. The presentation covered the following:

- Airport Operation Overview
 - 1,400 Take-offs and Landings daily
 - 4 Runways – Normal Operations include:
 - Departures occur from 3 runways
 - Landings occur on 4 runways
 - Different areas now affected by airplane noise for different reasons unrelated to each other:
 - New Runway
 - Area Navigation Procedures (RNAV)
- Areas of Responsibilities
 - Airport maintains infrastructure
 - US Airways responsible for aircraft ramp operations
 - FAA responsible for aircraft operations on taxiways, runways, and in airspace
 - FAR Part 150 Program
 - Federal program to mitigate noise in immediate vicinity of the Airport
 - Past noise mitigation
 - ✓ Purchased 460 buildings
 - ✓ Insulated 1,029 buildings
 - Goal: Balance safety and capacity with environmental consequences

- RNAV Procedures (detailed map that shows pre RNAV procedures and post RNAV procedures)

Orr: The attorney that lead the suits against the airport back when the center runway opened in 1979 sponsored a dinner for the residents of the Morris Chapel area to discuss lawsuits. We expect that to be picking up speed. There are two different issues we are dealing with. One is the FAA-implemented RNAV procedures, which serve to concentrate the airplanes, and the other is the impacts of the new runway. Those complaints are primarily to the north, up to eight miles.

Edwards: I saw something on the news about this.

Gentry: That was related to the RNAV issue.

Orr: The FAR Part 150 Program was very effective for us twenty years ago. It enabled us to deal with our noise issues over time, at that time. All the work we did was within the 65 LDN area, which at the time, was roughly five miles off the ends of the runways, at most. It has shrunk since then because of the stage three aircrafts, which are much quieter. Now our 65 LDN is not too far off airport property. The houses we offered insulation to were within the 1996, 65 LDN, which is roughly equivalent to today's 60 LDN. So you can actually say that we have offered insulation to everybody within the 60 LDN. Almost no one else in the country has done that. However, we have no noise complaints within the 65 LDN. That means the Part 150 Program is no help to us in addressing these noise complaints. There is no federal mitigation program available to the people with noise complaints today. The citizens are very organized and they are writing City Council, the Mayor, City Manager, the FAA and me.

Edwards: Are these areas we are hearing from outside of the City limits?

Orr: Not all of them.

Riolo: I am going to defend the RNAVs. The system is very efficient as far as what is said in the operation that is ongoing. It moves the aircraft very quickly on the airfield and in getting the aircraft ready for takeoff.

Orr: The real issue is do we want to ask the FAA to abandon RNAV and get them to go back to vectoring the aircraft, which spreads them out, and then intercept the RNAV procedure about 8 miles out. Or, do we want them to stick with the RNAV, but implement multiple RNAV routes.

Dorsch: With the number of aircraft operating at the airport, it seems to me that changing and having three RNAV routes will just triple the noise complaints. Because whether you are getting an airplane over your head once a minute or once every thirty seconds, I am just not sure that will make a lot of difference.

Orr: Three means that instead of 100 aircraft you have 30. That is a noticeable difference. In taking a look at what US Airways would like to do, that is free-flying. You take off, climb to altitude and go straight to your destination. That is best for the airline because it offers the shortest amount of time for the plane to be in the air and burns the least amount of fuel, which results in less air pollution.

Edwards: I understand that the aircraft take off low and maintain a low altitude so that you don't interfere with incoming traffic. But if you are taking off on one end and arriving from the other end, how do they interfere with each other?

Orr: When the wind is blowing out of the north and you are taking off to the south, you then turn to the left and go over Matthews. But if you are coming from the South, you have to fly past the airport to then turn around and land.

McMahan: Have you started taking off on the new runway yet?

Orr: Not yet, but we will August 15. We did send a letter to all those residents letting them know.

McMahan: So the complaints we are receiving due to the new runway are all from arriving aircraft?

Orr: Yes, they are all landings from the north.

Fuller: Do you know what the FAA's overriding drive was to implement RNAV? The RNAV is so very strict and you have to fly to those points. What is the overriding concern? Is it collision avoidance?

Orr: Well safety should always be number one. But I think it also has to do with controller workload. This greatly diminishes the controller's workload. It is also a much more definable and fail-safe procedure.

Fuller: Is it related to the number of older controllers who are beginning to retire? Are they just trying to dumb it down?

Orr: The controllers have a very effective union and projecting an image that they are over stressed and over worked. There is always an effort in that organization to decrease that work load.

2. Taxi Operation

Orr: We have had seven lawsuits over the taxi operation. Four have been dismissed and we are confident that the other three will be dismissed. The new procedures have been implemented. We have much newer cabs now and the drivers are in uniform. All of the taxis have backseat credit card capabilities. All the cabs are identifiable by a decal. We are pleased with the progress we have made. We are working on our new technology to improve the way the cabs are dispatched.

Edwards: There was some very interesting press the first day.

Riolo: Yes, there were some rough moments in the beginning on that first day July 15.

Orr: It was rough for about 40 minutes on the first day. The first push went fine, but there were some issues with the second push. We did have an unusually heavy second push.

Riolo: I have been over to the taxi stand and it really looks a lot better.

3. Annual Report

The committee watches the FY2011 Report to the Community (Annual Report). It is 10-minute video that will be presented to City Council, by the AAC Chair (Riolo) on August 22.

7. Director's Report

1. Airport Overlook

- The Airport Overlook is receiving a mini face-lift.
- Improvements, which are now underway, include a general overall clean-up, installation of a median landscaped area and paving of the parking lot.
- Some partial closures of the area will occur during the renovation project, but the overlook will remain open during the project. Front row access will not be disturbed.
- The overlook is located off of Old Dowd Road. It sits on the north end of the Airport complex, in between Runways 18R/36L and 18C/36C.

2. 2010 ACI Rankings

- CLT ranks as the seventh busiest airport in North America, reporting 529,101 aircraft landings and departures.
- Airport's Council International (ACI) just released the final rankings for 2010, which mirrored their preliminary numbers for CLT that were made public in March.
- CLT ranked 11th in passenger traffic, with 38,254,207 visitors to the terminal last year. This was the largest passenger traffic in the Airport's history and a 10.4 percent increase from 2009.

3. Insel Air Begins Seasonal Service to/from CLT

- Insel Air began nonstop seasonal service between CLT and Curaco, Netherlands Antilles (Dutch Caribbean), the airline's home base, on June 22.
- The airline will offer nonstop service to/from CLT on Wednesdays and Saturdays.
- Insel Air is operating from Concourse D, the Airport's international concourse.

4. Airline Weekly Article (Copies in Member's books)

- Airline Weekly recently featured a cover story about Charlotte Douglas and it's growth.
- The article is in each member's book.

Miscellaneous

Dorsch shared with the committee a video that highlights the arrival of Flight 1549 to the Carolinas Aviation Museum.

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