

**CHARLOTTE DOUGLAS INTERNATIONAL AIRPORT
AIRPORT ADVISORY COMMITTEE**

**Minutes from the December 1, 2011 meeting
Piedmont Conference Room
8:00 a.m.**

Present

Drew Riolo, Chair
Shawn Dorsch, Vice Chair
Pam Bennett
Scott Culpepper
C. Morgan Edwards
Todd Fuller
Crystal Jackson
Russ McMillan
George Pretty
Ed McMahan

Staff Present

T.J. Orr, Aviation Director
Haley Gentry, Asst. to the Aviation Director
Jennifer Long, Customer Relations Manager
Lauri Golden, Customer Service Coordinator
Bob Lucas, Terminal Manager

Absent

Tim Gause

1. CALL TO ORDER

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

2. PLEDGE OF ALLEGIANCE

3. APPROVAL OF NOVEMBER 3, 2011 MINUTES

The minutes were approved as written.

4. BUSINESS AGENDA

1. Criminal History Records Check and Security Threat Assessment

Action: Approve a 2-year contract with the Transportation Security Clearinghouse (TSC) in the amount of \$350,000 for Criminal History Records Checks and Security Threat Assessment services.

Background:

- American Association of Airport Executives is a professional association of airport executives. It provides a wide range of services and professional development opportunities.
- The Transportation Security Clearinghouse (TSC) is a division of the American Association of Airport Executives (AAAE) responsible for processing Security Threat Assessments (STA) and Criminal History Record Checks (CHRC) for aviation workers.
- In 2002, the TSA required all commercial service airports to change the vetting process for individuals with unescorted access within certain areas.
- CLT has approximately 12,000 individuals in their badging database and badge approximately 4500 new individuals each year.
- CLT pays the Transportation Clearinghouse for CHRCs and for STAs. However, CLT recoups the majority of the costs for this service through the accounts receivable process.
- The new contract will reduce the rate for STAs to \$7.00 per STA.

Council Date: December 12, 2011

Motion: Dorsch
 Second: McMahan
 Vote: 10-0

2. Airport Security and Camera System Change Orders

- Action:**
- A. Approve Change Order #1 to the Building Management Systems Maintenance Contract with Johnson Controls Inc. for building management systems operations and maintenance in the amount of \$33,036 plus \$110,113 parts allowance.**
 - B. Approve Change Order #3 to the IP Camera System Contract with Johnson Controls Inc. for camera system installation and maintenance in the amount of \$39,266 plus \$392,663 parts allowance.**

Background:

Action A:

- In September 2010, the Airport issued a Request for Proposals for maintenance and support of the more complex elements of the Airport's automation systems, which centralizes control of all heating, ventilating and air conditioning, lighting, fire safety, access control, security surveillance and alarm systems.
- In December 2010, Council approved a five-year contract with Johnson Controls in the amount of \$1,642,992 with an additional parts allowance of \$1,125,000 based on their company experience and proposed cost of services. Johnson Controls, Inc. has been performing automation work at Charlotte Douglas International Airport since 1982 and had lowest bid.
- As Airport operations continue to grow in scope and new requirements are identified, additional automation elements are needed which exceed the maintenance and part allowances of the original contract.
- This first amendment to this contract will provide maintenance and parts for these access controls upgrades:
 - US Airways GSE Building Access Control Addition (cost of which will be reimbursed through M&O)
 - Door Alarms
 - Media Camera

Action B:

- In February 2008, Council accepted a grant in the amount of \$2,050,000 from the Department of Homeland Security for the Transportation Security Administration (TSA) to provide a CCTV based security system at the checkpoints to replace a leased system.
- In July 2008, Council approved a contract with Johnson Controls, Inc. in the amount of \$449,724 to supply and install the system consisting of 300 cameras.
- In March 2009, Council approved Change Order #1 in the amount of \$368,371 for additional cameras the TSA determined were needed to meet their operational needs.
- In September 2009, Council approved Change Order #2 in the amount of \$842,480 for additional cameras to the modified TSA checkpoints and upgrades to the Airport operations' camera systems.
- As Airport and TSA operations grow, new camera requirements have been identified.
- This change order will provide camera equipment, installation, and maintenance for the following projects:
 - TSA Workstation Hard Drive Additions
 - TSA Checkpoint E and Inline Baggage Cameras
 - TSA Video Management System Domain Server Addition

- US Airways Video Management System Upgrade (cost of which will be reimbursed through M&O)
- Taxi Operation Camera Installation
- Business Valet Camera Installation
- CMPD Camera Installation
- Airport Operations Video Management System Upgrade

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: December 12, 2011

Fuller: Since 9/11, how much additional money have you had to spend on things like camera systems?

Orr: Probably \$3 million on cameras, but then you layer things on top of that like alarm systems and tracking systems and additional personal and resources. It's a considerable amount of money

Fuller: So inflation has been running about 3% a year? I am sure it is the same at every airport.

Orr: Absolutely.

McMahan: Where is this located?

Orr: In a secure place.

Motion: Fuller

Second: Culpepper

Abstain: Pretty

Vote: 9-0

3. Airport Entrance Road Design Services Change Order

Action: Approve Change Order #3 with HNTB Corporation in the amount of \$113,545 for additional traffic study, roadway design, and environmental documentation.

Background:

- In 1975, the North Carolina Department of Transportation (NCDOT) Transportation Improvement Program (TIP) included a project to design and construct an Airport Entrance Road from I-85 to the Airport.
- NCDOT designed the road; however, the construction funding has continuously been pushed into the later years of the TIP and the road has not been built.
- Due to significant growth in local passenger's sign 1975, the NCDOT road design has become inadequate.
- In October 2007, City Council approved a contract in the amount of \$679,893 with HNTB for the design of a new entrance road. This design included a connector to Little Rock Road near the I-85 interchange.
- In June 2009, City Council approved Change Order #1 in the amount of \$4,000 to add the design of a "return to terminal" loop to the new entrance road.
- In April 2010, City Council approved Change Order #2 in the amount of \$351,050 for additional design services in order to significantly reduce the estimated construction cost of the new roadway.
- Under the new design, NCDOT is responsible for constructing the connector to Little Rock Road north of Wilkinson Boulevard. NCDOT has informed the Airport that due to additional planning and environmental work, that section of road will not be constructed at the same time the Airport constructs the entrance road.
- Due to NCDOT's schedule, this change order will provided funding for HNTB to conduct additional traffic analysis and roadway design to accommodate a revised road alignment.

Small Business Opportunity

All additional work involved in this change order will be performed by HNTB Corporation and their existing subcontractors (Part D: Section 6 of the SBO Policy).

Council Date: December 12, 2011

Fuller: Did the State ever do an environmental study to begin with?

Orr: There are three steps. You do an environmental assessment and submit that to the federal agencies. They then determine whether or not that is adequate. If that is adequate, you add another page to it and label it an environmental impact statement. It then gets reviewed again. Then the appropriate federal agency issues the record of decision, which is their official stand. They did the EA and got the EIS, but it was not submitted to obtain the record of decision. Therefore the shelf life of their assessment has expired.

Fuller: Is it correct to assume this will get hammered out so that we are not wasting this money if for some reason the road never gets built?

Orr: Yes. The State will eventually build it.

Motion: Culpepper

Second: Dorsch

Vote: 10-0

4. East Terminal Change Order #1

Action: Approve Change Order #1 with Edison Foard, Inc. in the amount of \$364,284 for additional work scope including mechanical, electrical and plumbing items for the terminal complex.

Background:

- In September 2010, City Council approved a contract with Edison Foard, Inc. for the construction of the East Terminal Expansion. This expansion will provide an additional 4-lane security checkpoint and an expansion to the international arrivals hall.
- In coordinating the work required for the new parking deck and a future expansion to the East Terminal area, the Airport identified three work items that are advantageous to complete under this contract rather than wait for those future projects to start construction.
- This change order will fund the following additional work items:
 - Installation of additional hot and chilled water lines for the HVAC system of the new parking Deck.
 - Modification of existing underground jet fuel lines that will be under the new building expansion. The modification will encase the lines in a larger steel pipe for added safety and leak detection capability.
 - Installation of a second electrical transformer and the associated cabling to accommodate future electrical needs in the terminal.
- Funding for this change order comes from proceeds of General Airport Revenue Bonds, the debt service of which is paid for through Airport revenues and airline rates and charges.

Small Business Opportunity

All additional work involved in this contract will be performed by Edison Foard, Inc. and their existing subcontractors (Part D: Section 6 of the SBO Policy).

Council Date: December 12, 2011

Motion: McMahan
 Second: Dorsch
 Vote: 10-0

5. Airport Recycling Center Equipment

- Action:**
- A. Approve the purchase of the In-vessel Composter for the Airport Recycling Center from DariTech, Inc. in the amount of \$258,788.00**
 - B. Approve the purchase of the Vermicomposting System for the Airport Recycling Center from Sustainable Agricultural Technologies Inc. in the amount of \$178,590.35**

Background:

- In April 2011, Council approved the plan for an Airport Recycling Center (ARC) to be located on the Airport that will process approximately 10,000 tons of trash annually.
- In August 2011, Council approved the purchase of baler and conveyor systems as the first part of developing the Airport Recycling Center
- The in-vessel composter will treat the organic trash and contaminated paper products in the first stage of the composting process.
- The vermicomposter will accept the products from the in-vessel composter and further breakdown the organics into compost. Included in the pricing of the vermicomposter are the earthworms that are necessary for this process.
- The compost will be use at the Airport and will reduce the organics deposited in the landfill.
- Both pieces of equipment include the delivery, installation, and a 1 year warranty.

Small Business Opportunity

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

Summary of Bids

*DariTech, Inc.	\$258,788.00
**Sustainable Agricultural Technologies Inc.	\$178,590.35
ECS	Not Responsive
BioVAtor	Not Responsive
Sonoma Valley Worm Farm	Not Responsive
Yelm worms	Not Responsive
Worm wigwam	Not Responsive

*Only company to bid on In-vessel Composter

** Only company to bid on vermicomposter

Council Date: December 12, 2011

Lucas: The in-vessel Composter is where your organics, mixed with some nitrogen products, such as coffee grounds, are heated up to 131 degrees which kills the bad bacteria and pre-treats the organics before they go into the Vermicomposter for the worms to eat.

Edwards: Who owns the equipment?

Orr: We own the equipment. We will have a management contract with a company. They will use our space, our equipment and our trash and operate it for us. It is our design and our investment.

Fuller: Is there no competition for bids? Is this the most cost effective way to do this?

Orr: This is really leading-edge and we think this is the most cost effective way to handle it.

Edwards: This will reduce the trips to the landfills?

Orr: Tremendously. As you may know, landfill costs and the costs of hauling garbage are going up

rapidly. We will recycle a lot of stuff out of here at its highest sale rate by separating. So instead of dumping newspapers and paper together and selling that at the newspaper rate, we will separate it and get a much higher return for it.

Culpepper: Since we don't have any competitive bidding on this, are we comfortable with the pricing and in knowing that this is in line with what the equipment cost?

Orr: I suspect this is the only company that makes this.

Lucas: There are a couple companies that do this and most are on the west coast. We actually sent invitations to bid out to them all. We did some preliminary work and researched pricing and this is in line with that. Actually, it is a little less than what I anticipated. There are very few companies that have this type of equipment on the commercial market.

Motion: Dorsch

Second: Bennett

Vote: 10-0

6. Airport Retail Concession

Action: Approve a 5.5 year agreement with The Paradies Shops, LLC to provide two shoeshine concessions in the passenger terminal at the Airport for ten percent (10%) of their gross revenues.

Background:

- In September 2010, Council approved a 5-year agreement with The Paradies Shops to operate retail concessions in the Terminal.
- As part of this agreement, Paradies entered into contracts with subtenants to operate certain retail concessions, including a contract with Executive Shine to operate two shoe shine outlets.
- Paradies will assume the operations of the shoe shine concessions for the remainder of the term of their original contract.

Contract Terms

- Paradies will pay 10% of gross revenues from the Executive Shoe Shine locations.

Disadvantaged Business Opportunity

Established DBE Goal: 20.6%

Committed DBE Goal: 26.00%

This contract falls under the ACDBE program. The Paradies Shops, LLC. maintains their original ACDBE Goal through the addition of this concession.

Council Date: December 12, 2011

McMahan: What percentage of the shops have been reconcepted?

Orr: That is next on our Agenda. We have some guests here with The Paradies Shops to talk about the progress made this year.

Motion: Dorsch

Second: Jackson

Vote: 10-0

5. STATUS REPORTS

1. Retail Concession Update

Sam Willhite, General Manager for The Paradies Shops at CLT, updates the committee on the various changes made to the Airport's retail concessions.

- In September 2010, Council approved a 5-year agreement with The Paradies Shops to operate retail concessions in the terminal.
- Over the past year, Paradies has brought a variety of exciting new concepts and national brands to the Airport.
- Stores are being rebranded in phases.
- Even with many store closures for various reconcepting improvements, Paradies gross sales for 2011 is trending 13.7 percent higher than 2010.
- Reconcepts and/or new concepts to date include (also included below are the gross sales for October 2010-old concept vs. October 2011-new concept):
 - The NASCAR Shop: \$41,767 to Brighton: \$190,733 (Atrium)
 - Daily News: \$323,389 to Charlottes Got A Lot: \$352,522 (Concourse B)
 - Mindworks: \$57,564 to EA Sports: \$64,576 (Concourse C)
 - Yadkin Valley Wine Bar: \$24,619 to Lacoste: \$64,576 (D/E Connector)
 - Harley Davidson: \$74,098 to Erwin Pearl & PGA Tour Shop: \$90,522 (D/E Connector)
 - Forever Silver: \$55,089 to Blackberry: \$58,076 (D/E Connector)
 - Lids: \$82,895 to Rocky Mountain Chocolate Factory: \$71,830 (D/E Connector)
 - Rocky Mountain Chocolate: \$73,322 to Brooks Brothers: \$103,895 (D/E Connector)
 - Erwin Pearl: \$68,718 to InMotion: \$122,273 (Concourse C)
 - Destination Charlotte: \$136,989 to Pandora/CNBC News: Under Construction during the month of October (D/E Connector)
 - Simply Books: \$99,121 to The New York Times Books & News: \$121,559 (Atrium)
 - Sunglass Designs: \$70,756 to Taxco Sterling: \$34,233 (Atrium)
 - A Time To Write: \$54,826 to Shades of Time: \$89,524 (Atrium)
 - Travelex (two locations added in November 2011)

Riolo: I am amazed at the gross sales for Brighton, and when you compare that to monthly gross sales for EA Sports. Are Brighton's sales so high because of the location?

Willhite: That has a lot to do with it. Transitioning The NASCAR Shop to Brighton, you target a completely different customer. Brighton has a huge following and a great price-point. Also, the sales associates at that store are very well trained.

Edwards: Regarding wines, are there considerations for having NC wines available in your stores? NC is somewhat of a hub for wine producers.

Willhite: Yes, we are actually in the process now of getting our wine license so that we can offer that at some of our locations.

Dorsch: What's the highest grossing store?

Willhite: Brighton.

Fuller: In looking at the big picture, do you have an idea of the main reasons in the bump in sales? Is there a metric system in place that can analyze that? For instance, is it the newness of the store itself? I know that for basketball shoes, Nike will put out a shoe and then change it six months later because it gets old. Any idea how much of that quantitative stuff is actually sustainable versus the newness?

Willhite: Since we took over in January 2010, we have seen an increase with each month. With some of the stores, the newness factor may be over with, but we constantly look at the merchandise to keep the offerings in the store fresh. Whether it is new colors and patterns used in the displays or the displays themselves being repositioned in a new location. We want to keep the look and merchandise fresh.

Orr: The metric we use is retail sales per enplaned passenger. The Airport looks at that figure to make sure it continues increasing each year.

Willhite: Last year, during the month of October, the retail sales per enplaned passenger was \$1.03. This year, it is \$1.31. So it continues to increase.

McMahan: Back to the question I asked earlier, what percentage of the stores have been converted?

Willhite: We are around 70 percent complete in our construction phases. We are now in our last phase which includes renovating the large newsstand at the end of Concourse C and the newsstand in the Atrium. Johnson & Murphy is also scheduled for remodeling.

McMahan: Are you also planning for new stores as the terminal expands?

Willhite: Yes and we make proposals to the Airport as space becomes available. One other thing I wanted to mention is the additional jobs we have added. The previous retail operator averaged about 80 positions. We are now over 200 associates. Customer service is very important to us and we want to make sure we have the right staffing levels at each of the stores.

Edwards: Are your operating hours parallel to the Airport's operating hours.

Willhite: Yes, we operate based on the flight schedules. We can open as early as 5:30 a.m. and remain open until the last flight is out.

Riolo: The store that really catches my eye is Lacoste. The merchandise is always fresh. The other store I also appreciate is InMotion, especially with three young children. The DVD rental they offer is great. When we get to the Airport, the first place they want to go is InMotion and get some DVDs to play in their computers. Then we can return them at other locations, like in Minneapolis. I also want to think the sub-committee from the group that helped in selecting these concepts. That was Ed McMahan and Stan Vaughan. We certainly see an improvement.

2. Thanksgiving Recap

Orr: The Airport's parking operation went smoothly and we had enough spaces for everyone.

Culpepper: How is the usage with the new deck on Wilkinson?

Orr: It is good and the deck is staying pretty full. We use that deck for Business Valet and Curbside Valet. On an average day, we are probably 70 percent full.

Edwards: One of the media outlets was reporting a decrease in travel this year? Is that due to restructuring in the airline's schedules?

Orr: US Airways throttled back their schedule. For instance, when we closed the runway, which took a chunk out of our capacity, they scaled back their operation. But we scheduled it at the slowest time in their schedule. So a lot of that is attributed to fewer flights.

3. Parking Revenue Control System: Roll-out Schedule

- Long Term 4: Opened Nov. 22nd: Prepaid Credit Card Only
- Daily Decks: Open December 5th: Prepaid, Credit Card and Cash
- Hourly: Open December 21st: Prepaid, Credit Card and Cash
- Daily North: Open January 9th: Prepaid and Credit Card
- Long Term 1: Open January 23rd: Prepaid, Credit Card and Cash
- Long Term 2: Open February 6th: Prepaid, Credit Card and Cash
- Long Term 3: Open February 20th: Prepaid and Credit Card

4. Director's Report

Employee Awards Presented

- The Aviation Department held its seventh-annual Employee Celebration 11/19 at the NASCAR Hall of Fame.
- The event is the department's opportunity to honor its employees.
- Employees were allowed one guest and enjoyed dining, dancing and socializing.
- The annual Employee Awards Ceremony was also held during the event. This was the 11th year that the department has recognized employees who exhibit outstanding performance, quality customer care and team spirit in three categories:
 1. Rookie Award—2011 Winner: Chad Huskins (Facilities)
 2. Team Spirit Award (Team)—2011 Winner: Bus Operations Assistants (Ground Transportation)—Lea Orr, Lewis Damon, Carl Hamm, James Palmer, David Garner and Terry Wray
 3. Team Spirit Award (Individual)—2011 Winner: Lauri Golden (Business Affairs)

4. Above and Beyond Award—2011 Winner: Steve Brown (Airport Police)

Pringles

- On November 22 and 23, passengers in the terminal were offered a special complimentary treat, their choice of one of 19 flavors of Pringles, all part of a product awareness campaign through the Airport's advertising program.
- The goal of the campaign was to positively promote and sample the Pringles products to departing and arriving passengers.
- Pringles was set-up in the Airport's Atrium for the two days leading up to Thanksgiving through a staffed kiosk.
- Over the course of two days, nearly 20,000 cans of Pringles were given out to CLT passengers.
- The two-day deal, worth \$23,250, was arranged through the Airport's Advertising Program, which is facilitated through a management contract between the Airport and the Charlotte Regional Visitors Authority (CRVA).

New Website Design Launched

- The Airport launched a new design for its website, cltairport.com.
- The booking engine will be coming online very soon.
- The new look is easier to navigate and more user-friendly.
- Additionally, CLT was one of about 20 airports that Google Maps introduced, through a Droid application.

2012 Meeting Schedule (meetings at 8:00 a.m.)

- January 5
- February 2
- March 1
- April 5
- May 3
- June 7
- July 12 (second Thursday of the month due to July 4th holiday)
- August 2
- September 6
- October 4
- November 1
- December 6

5. Miscellaneous Discussion

McMahan: I just want to make a comment about Chiquita brands announcement of moving their headquarters here. It was very obvious that Jerry and his staff was the number one factor in that decision. I want it noted in the minutes the outstanding job that he and his staff does for the airport. I just want to make a motion and praise about his performance and his staff. We as a committee should commend them on the outstanding job that they do.

Motion: McMahan

Second: Dorsch

Vote: 10-0

Edwards: I think there is some confusion from last month regarding the Neighborhood Task Force. I just want to make a suggestion based on the current noise issues since there are different noise concerns and factors. I don't know what the exact mechanisms are that we use in selecting the current task force members, but I just want to suggest that we give the other citizens some type of forum to express themselves, other than attending the current meetings.

Dorsch: I think it is important to think about what this committee is and is not able to do. A lot of these

issues are up to the FAA, who controls the airspace. They have been coming to our meetings for a while, but unfortunately it is not in our power to address this issue. We cannot force the FAA to change how they manage the airspace. I don't know that we have the power to create a different forum for them to influence the FAA. I hate the fact that anyone has to suffer from noise, especially based on the economic impact the Airport brings to the community. But I don't know what we can create that would be better than what is already occurring.

Edwards: I agree with you. But my concern is looking at the neighborhood. When you talk about neighborhood in 1940, it meant one thing. But when you talk about it today, it means something different. I remember when this airport had two gates and now we have over 100 gates. We have people who want to voice their concerns, whether we can do anything about it or not. When we talk about neighborhood now, maybe it is more of an expanded neighborhood than we previously thought. I am not suggesting how we do it or what we do, but it is something we should look at. We talked at our meeting and asked the question, "What is the neighborhood?" That is why I am bringing it up. The neighborhood is not just off of the ends of the runways. We continue to have people come to these meetings with their concerns, so we need to look at this. I realize fully that this is not something that we can control.

Dorsch: If we expand the concept of what the neighborhood is, that will give people another meeting to go to and voice their concerns, other than this meeting. But doing that and having another forum for them is not going to be any better than what we have now. It is not going to get the FAA to change how they manage airspace.

Edwards: I am not trying to influence the FAA. But when you say neighborhood, there is a concern. These questions came up several times at the last meeting. I am not suggesting what we should do, but I think we take up a considerable amount of time allowing people to come in and voice their concerns.

Fuller: We past a resolution on this topic about a year ago. Former member, Stan Vaughan, proposed it. We unanimously passed it. Pahl Davis and some other neighborhood folks where here. We voted to support the good neighbor policy and do all we can to help them. You are right in that we can't directly force the FAA, but we can have some leadership.

Riolo: I think I have an idea. Perhaps we should form a sub-committee, from this committee, of people who are interested and they can report back to us on the Airport's responsibility in connection with the FAA for noise. We can establish what those responsibilities are, and then we can see if we can influence that. So would the group favor a committee? I would suggest the people who have expressed an interest in this topic be on the committee—Shawn, Todd and Morgan. They can look at the Airport's responsibility in connection with the FAA for noise.

Dorsch: I would like to slightly change that idea. I think what I am hearing from the group is an issue about changing the definition of the neighborhood around the Airport, such as changing the scope of that committee. That seems to be what I am hearing. I think you all think it is too narrow right now.

Edwards: It is defined in a way that is exclusive. Since this matter has come before us, I am wondering if there is a way we can make it inclusive. This problem of noise expanding beyond the radius of the Airport is not going to go away.

Dorsch: That's right. But we are very limited in what we can do. We can certainly provide a public forum, but at the end of the day, the FAA are the guys that control this. If we ask them to move it from one track to another one, then we are shifting the problem somewhere else. We will make one group happy but upset another new group of people. I think the first thing to do is to focus on the definition of the neighborhood for that committee.

Fuller: That is not necessarily true. In Atlanta, they have changed their RNAVs into what is called fanned-departures. Have you heard of those?

Dorsch: Right, but who made that change? The FAA made that change.

Fuller: They did, but I can show you a letter where you can have influence over that change. Totally impromptu, I met with Ben Murray, who is the head of the Charlotte Air Traffic Controllers Union. I met him at an AOPA meeting. The meeting had nothing to do with RNAVs, but he was there. My understanding is that the union pushed to have these RNAVs implemented, based on what Jerry told us. That set him off. He said the controllers had concerns related to safety. I will share the letter with

Jennifer. But it says that US Airways heavily pushed for the RNAVs. So there is an outlet to have influence. There are solutions to mitigate the noise and one of those is fanned departures. You fly to a point and then fan out.

Edwards: I just wanted to mention the idea to look at this. I think we can address it at a different time when we can get to the core of the issues. More people are being affected and I can sense the frustration that these people feel that they need a forum to express their concerns. Let's just table it for now and we can address it at a later time.

Riolo: We can put that on the Agenda for our next meeting. What I am hearing is that there are concerns about the definition of neighborhood and how the noise impacts that. What I am hearing also is that we do not want to have unrealistic expectations about what we can do. Based on those two perimeters, we will put that on the discussion for January.

Meeting adjourned at 9:11 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