

**CHARLOTTE DOUGLAS INTERNATIONAL AIRPORT  
AIRPORT ADVISORY COMMITTEE**

**Minutes from March 7, 2013  
Charlotte Douglas International Airport  
Bellanca Conference Room  
8:00 a.m.**

**Present**

Shawn Dorsch, Chair  
Drew Riolo, Vice Chair  
Peter Acker  
Pamela Bennett  
Scott Culpepper  
Morgan Edwards  
Todd Fuller  
Russ McMillan

**Staff Present**

T. J. Orr, Aviation Director  
Kari Lazaroski, Executive Assistant  
Brent Cagle, Asst. Aviation Director-Finance & Admin  
Jack Christine, Asst. Aviation Director-Development  
Haley Gentry, Asst. to the Aviation Director  
Herbert Judon, Asst. Aviation Director-Operations  
Lee Davis, Public Affairs Manager  
Jimmy Mynatt, Operations Manager

**Absent**

Stephen Gedney  
Crystal Jackson  
Ed McMahan

**1. CALL TO ORDER**

AAC Chair Shawn Dorsch called the meeting to order at 8:00 a.m.

**2. PLEDGE OF ALLEGIANCE**

**3. APPROVAL OF FEBRUARY 7, 2013 MINUTES**

Minutes were approved as written.

**4. BUSINESS AGENDA**

**1. Airport Electric Ground Service Equipment (eGSE) Battery Chargers**

**Action:**

- A. Approve the purchase of eGSE battery chargers as authorized by the sole source purchasing exception of G.S. 143-129 (e) (6), and
- B. Approve a contract in the amount of \$609,770 with Averest, Inc. for the purchase of outdoor battery chargers for eGSE vehicles.
- C. Approve a contract in an amount not to exceed \$115,000 with the lowest response bidder for the installation of outdoor battery chargers for eGSE vehicles
- D. Adopt a budget ordinance appropriating \$724,770 from the Airport Discretionary Fund to the Airport Operating Fund.

**Explanation**

- US Airways received \$175,328 and Piedmont / US Airways Express received \$216,255 in grant funding from the Mecklenburg County Land Use and Environmental Services Agency AeroGRADE Grant Program (grants to replace aging diesel engines) to purchase 35 new eGSE vehicles.
- These battery chargers are necessary for the airlines to charge the vehicles for daily use.
- This contract will purchase 23 outdoor battery chargers with a one-year warranty.
- US Airways and Piedmont/US Airways Express will pay for use of this equipment through the airlines' rates and charges.

**Small Business Opportunity**

Established SBE Goal: 0%  
 Committed SBE Goal: 0%

### **Funding**

7402/57697

### **Summary of Sole Source Bid**

Avarest, Inc \$605,000

**Council Date:** 3.25.13

Motion: Acker  
 Second: Bennett  
 Vote: 8-0

## **2. Aircraft Air Conditioning Unit Installation**

### **Action:**

- A. Award the low bid contract of \$XXX with XXXX for the installation of the Aircraft Air Conditioning Units.
- B. Award the low bid contract of \$XXX with XXXX for the remaining installation components for the Aircraft Air Conditioning Units.
- C. Adopt a budget ordinance appropriating \$X,XXX,XXX from the Airport Discretionary Fund to the Aviation Capital Investment Plan Fund.

### **Explanation**

- In November 2012, City Council approved a contract with RDK Engineers for the design of increased electrical systems to power larger aircraft air conditioning units for US Airways' exclusively leased gates on Concourses B and C.
- In December 2012, City Council approved a contract with JBT AeroTech in the amount of \$1,365,302 for the purchase of 14 Aircraft Air Conditioning Units to power larger aircraft air conditioning units for US Airways' exclusively leased gates which have Airport-owned jetbridges. At the same time, US Airways contracted for the acquisition of 20 aircraft air conditioning units to replace the smaller units on the jetbridges they own.
- These contracts will install both the Airport and US Airways units for all the gates on Concourses B and C.
- Funding for these contracts will come from Airport funds to be repaid by US Airways through rates and charges.

### **Small Business Opportunity**

No SBE goal was set for this contract because there are no SBE subcontracting opportunities (Part C: Section 2.4 of the SBO Policy).

### **Funding**

2810/55803

### **Summary of Bids**

XXX

**Council Date:** 3.25.13

Culpepper: So what we approved before was the installation of some of these units, right?  
 Orr: You have approved the installation of some of the units, pulling the power, purchasing some

electrical panels so we could get them on order. You've also approve a duct that runs all the way from the Duke Energy substation on the northside of Wilkinson Blvd to the terminal building which provides additional transformer power for this, for the baggage system and for the terminal expansion, as well as the ability to connect to the substation on the south to provide dual power. That's a lot more than you asked.

Culpepper: I missed what the additional part is here. This is more related to the power that's coming to it?

Orr: It's a combination of both.

Dorsch: Jerry, I noticed there are no amounts.

Orr: There are no amounts because we're getting the bids Tuesday.

Dorsch: So, City Council will approve this?

Orr: Yes, and we will award to the lowest responsive bidder.

Motion: McMillan

Second: Fuller

Vote: 8-0

### 3. Airport Center Runway Pavement Repairs

**Action:** Approve a contract with W.K. Dickson and Co., Inc. in the amount of \$288,175.12 for repairs to failing concrete on the Airport's Center Runway and Taxiway E.

#### Explanation

- Between April 2011 and October 2011, the Airport completed the center runway reconstruction project ("Project"), which involved the removal and replacement of concrete along the centerlines of Runway 18C/36C and Taxiway E.
- Design services for this Project were performed by the engineering firm W.K. Dickson and Co., Inc. ("WKD") and the construction work was performed by Hi-Way Paving, Inc. ("Hi-Way"). The total cost of the Project was approximately \$26 million.
- The Airport has not yet closed its contract with Hi-Way due to failing concrete issues. The unspent balance remaining in this contract is \$235,675.80 and withheld contract retainage is \$52,499.32.
- In May 2012, the Airport discovered fracturing in the concrete along the joint between the new pavement and the pre-existing pavement on the runway and taxiway.
- WKD and Hi-Way investigated the concrete failures at the request of the Airport and each concluded the other party was entirely at fault. WKD argued that the failures were the result of construction means and methods and Hi-Way argued that the failures were the result of a faulty joint design.
- At the Airport's request, WKD and Hi-Way participated in a voluntary mediation on February 18, 2013 during which the parties agreed to repair the damaged areas of the runway and taxiway. The terms of the proposed repair plan are as follows:
  - Hi-Way will waive contract retainage remaining from its contract in the amount of \$52,499.32 to be used for the repairs;
  - WKD agrees to repair all identified failures and to perform remedial work to suspect areas that have not yet shown distress. WKD has obtained preliminary bids for this work ranging from \$390,000 to \$785,000;
  - WKD's scope of services will include design, construction and the completion of all warranty work not yet completed by Hi-Way;
  - City agrees to execute an amendment to the WKD contract in the amount of \$288,175.12 for the repair work. This amount is the sum of the remaining unspent contract balance of the Hi-Way contract (\$235,675.80) and Hi-Way's waived retainage (in the amount of \$52,499.12); and
  - WKD shall have sole responsibility for any costs incurred in connection with these repairs that may exceed the City and Hi-Way contributions.

- Since discovering the damaged concrete, the Airport has inspected the runway and taxiway daily to ensure that all loose concrete is removed and that the damaged areas are properly and timely patched. These inspections are ongoing.

### **Small Business Opportunity**

XXXXX

### **Funding**

XXXX

**Council Date:** 3.25.13

Fuller: Just to be clear, this is a repair for a recent repair? The Airport is basically not coming out of pocket for this repair because the money \$52,000 and \$238 roughly is \$288k which is being withheld from a contract for WKD, the engineer will accept that as payment in full.

Orr: That's right, but \$52,000 of it comes from the contract. \$238,000 of it is actually our money.

Culpepper: And you think this is more advisable than pursuing them to fix it at their expense completely?

Orr: Well, I think if we were to fix it, it would cost on the range of \$700,000. It would almost surely involve litigation, which is expensive even when you win.

Culpepper: Because that \$238 wasn't used initially, did we come in under budget on that? So we're basically going to come up to what we thought were going to spend initially anyway?

Orr: That's correct. Three quarters of the construction cost is eligible for an FAA reimbursement through the grant program and we have received \$4.6 million and we'll receive additional grants. We've coordinated this with the FAA and they agree with this solution.

Motion: Culpepper

Second: Fuller

Vote: 8-0

## **4. Sale of Airport Property – 2333 Newberry Street**

**Action:** Approve the sale of Airport-owned property located at 2333 Newberry Street.

### **Explanation**

- In accordance with the FAR Part 150 Plan, the Airport acquired this property because it was located in the highest Airport noise zones. The Airport's purchase was a voluntary transaction, and the owners were not under the threat of condemnation.
- In accordance with the Airport's FAA approved Re-Use Plan, this property has been identified as property to be resold and the funds put back in the Part 150 program.
- Phillip Neal Sparrow has offered to purchase the property from the Airport for \$42,000.
- The property was appraised by Jack Morgan, MAI, for \$42,000 on December 3, 2012.
- The offer was advertised for 10 days in accordance with North Carolina General Statute 160A-269 for upset bid. No upset bids were received for the current offer. The advertisement was in the legal section of the Charlotte Observer on February 26, 2013.
- The property is zoned I2 and is being sold for use as a commercial business. The property will be sold subject to an aviation easement.
- Tax Codes: 115-133-04 and 115-133-05.

**Council Date:** 3.25.13

Culpepper: What's the intended use?

Orr: He will do whatever he wants to do on that property that is permitted in I2 zoning, which is

industrial use.

Fuller: Jerry, do you have any idea when the Airport bought that property?

Orr: My guess is in the late 90's or more likely the early 2000's.

Fuller: So roughly, 15 years ago?

Orr: 10-15 years ago.

Fuller: Was it purchased at that time under the then Part 150?

Orr: It was purchased under the Part 150 which means that the FAA contributed 80% but it also means that it was purchased under FAA guidelines. Then we sold the house that was on there and it's not profit making.

Fuller: It's just unusual that we sell property.

Orr: It is unusual that we sell, and it only happens on land that we don't have the power of eminent domain, for one thing. It is a built-in requirement of the Part 150, a regulation.

Culpepper: I know with residential we have expenses that we incur to offer to mitigate the sound. Do they take on any kind of...

Orr: When they buy the land there is, affixed to the deed, an aviation easement that precludes any future of being sued. Well, you can't preclude being sued, but...

Culpepper: They know what they're getting into.

Orr: Correct.

Motion: Culpepper

Second: Bennett

Vote: 8-0

## **5. STATUS REPORTS/DISCUSSION**

### **Sequestration**

Judon: The last three or four weeks we've been talking to our federal partners, ever since the topic of sequestration came up. Obviously a lot of the media reports you've been seeing, a lot of the focus has been on some of the aviation related federal services such as air traffic control, TSA, CPB. We wanted to find out locally what type of impact we would have. I've been talking to the leadership of those three organizations; the TSA, the air traffic control and Customs and Border Protection. The only personnel issues that the TSA is going to have are some of their mid-management people. They won't be furloughing, but they'll be freezing vacant positions. Also some of their discretionary, or what they consider non-essential spending such as travel and training, will be eliminated. The only concern that the TSA is continuing to talk to headquarters about is that they haven't gotten a clear picture on their overtime or their ability to utilize it. This becomes a concern as we get into some of the peak travel seasons where they often utilize overtime. The Air Traffic Control, they have not yet received furlough letters but they're expecting them today or tomorrow. What it means for most of the agencies is that they'll have to cut 11-14 working days between April and the end of the federal fiscal year in September. They're very cognizant of the hub operation here and what their role is in that. They're doing some of the same types of adjustments as the TSA in terms of cuts in non-essential travel and training, things of that nature. Customs and Border Protection is, of course, dealing with the same issues. We got an email yesterday from the port director. She's a little less optimistic than some of the other agencies. She is concerned about inconvenience for travelers, I'm going to use her terms here, inconvenience for travelers however she said they will not compromise public safety during this period of time. They do project that there may be some, and I think she was speaking globally when she said, increased wait times and reduced hours of service. This may be primarily during the peak travel season. Also Customs and Border Protection is concerned about their cargo operation and that there may be some slowdown or limiting of their service during this period of time.

Acker: Do we have any idea as to the size of the financial impact on any of these organizations in terms of what they have to absorb from an expense perspective?

Judon: I don't know from each organization. The overall budget number for the federal government is \$85 billion and has to be cut between April and September.

Acker: How much of that has trickled down to affect these folks?

Judon: I don't have an exact number. From a personnel standpoint, it looks to be about 14 days per person, whatever that figures out to be.

Orr: And that's not very much, really. There are 650 TSA employees here, so I can't imagine that cutting those days will be noticeable to the passengers.

Riolo: I'm sorry, there are 650 TSA employees at the airport?

Orr: At the airport.

Dorsch: How many airport employees are at the airport?

Orr: Roughly 350.

Fuller: Almost twice as many TSA.

Dorsch: How big is the Air National Guard?

Orr: 1,700.

Riolo: On the Customs and Border Patrol, the answer to this is easy. Just go to Global Express. I timed it the other day. If you don't have Global Express and go through the line, it takes three minutes.

Dorsch: Global Entry.

Dorsch: The TSA Pre-check line. If you're not using it, use it.

Riolo: It also gives you the ability to go to TSA Pre-check which is absolutely automatic once you get your boarding pass. You can leave your shoes on.

Fuller: Bottom line is we're not anticipating a degradation of radar service for aircraft.

Judon: That is correct.

Fuller: Also of note in outlying airports, I'm a GA pilot. Concord's tower is going to close; there was some verbiage in the paper about that. Most of the planes are serviced by Charlotte except right when they're getting ready to land and the guy at the tower can see them. Visual flight rules in good conditions.

Riolo: I have a question about that. Isn't Concord's tower privatized?

Christine: Contracted.

Fuller: Retired FAA.

Riolo: So I don't understand why they're closing the tower if it's privatized. What's that got to do with sequestration?

Christine: The FAA funds the contract.

Riolo: Oh, the FAA funds the private contract. Okay.

Judon: In fact, that's one of the primary areas they're cutting around the country are contract towers.

Fuller: Also, like these jets that go into Concord, you know they said they might be affected; well they go into Monroe all the time. Charlotte Monroe Executive Airport, it's another airport that's about the same size as Concord. Those same jets go in and out of Monroe and there's no tower at all at Monroe. They go in in bad weather one at a time, but that doesn't seem to be a problem.

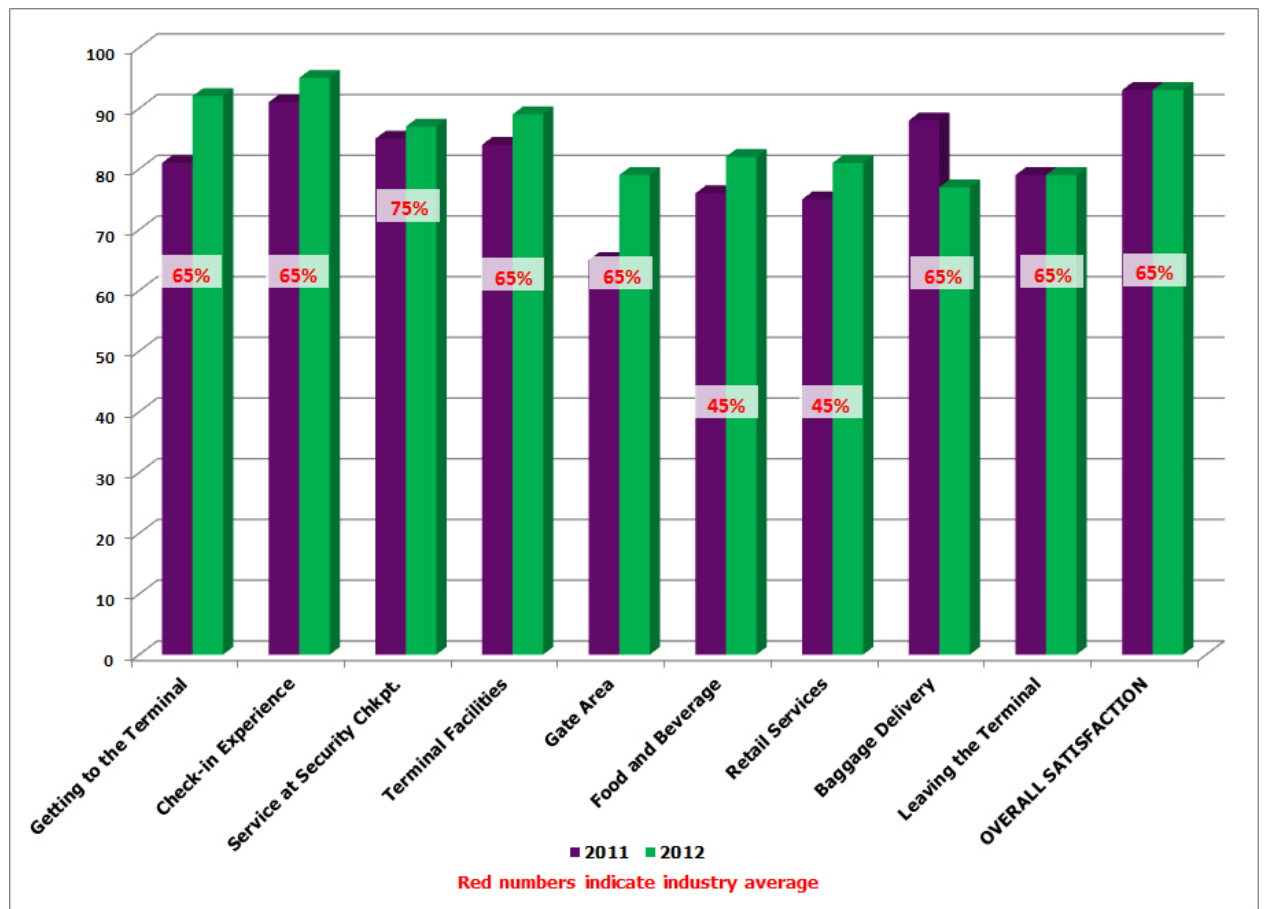
### **Hourly Deck Closure**

- Herbert Judon gave update.
- Communications efforts leading up to the closure included:
  - Issuing a press release
  - Updating website
  - Posting seven messages that reached more than 1,000 Twitter and Facebook followers
  - Using electronic message boards to display deck closing date and current parking status
  - Increased number of shuttle buses on each route
  - Strategically positioned staff in lots to assist and direct customers to open spaces
  - Assigned two additional traffic control officers for a total of four
  - Conducting regular counts and monitoring available spaces in Daily decks
  - Promoting the use of Business Valet
  - Increased the number of valets for Curbside and Business Valet operations
  - Increased the number of valet shuttles from three to six

- Constructed a temporary Business Valet overflow lot which holds up to 500 vehicles
- Special Needs Items:
  - Inspected ADA equipment ensuring entire fleet is in compliance
  - All parking facilities offer handicapped spaces and accessible shuttle service
  - Proactively created loading and unloading areas on upper and lower curbside levels for customers with special needs

### Passenger Survey Results

- Jennifer Long gave update.
- Passenger surveys have been conducted regularly at CLT in an effort to identify areas in need of enhancement.
- Each year, using a random approach, 400 passengers are asked to participate in a 10 to 15 minute survey evaluating all aspects of their trip from start to finish.
- Using 400 completes during a 12-month period provides a 95% confidence level with a maximum error margin of +4.86%.
- Since 2008, CLT has contracted with Phoenix Marketing International (PMI), a marketing research group, to develop and implement a customized passenger survey.
- PMI has a division that focuses on travel and tourism and currently works with numerous other airports in the country, and has worked with airlines, TSA, car rental companies, hotels, etc.



Fuller: So baggage delivery is the only one that really suffered?

Long: Baggage delivery is one that we've struggled with. The baggage delivery captures their feedback on the time it takes to receive their luggage, the accuracy of getting their checked luggage and signage in the area. So the time to retrieve their luggage is always a score that brings us down a

little bit. But I will point out that our scores, the red is the industry average, and our scores continue to be above the industry average. But there's always room for improvement.

Fuller: Jerry, how much can we blame the airlines for the baggage delivery, not ourselves?

Orr: We can blame them for 100% of it. That doesn't keep you from getting blamed. Baggage delivery is purely a function of the airlines. At any hub airport you will find the hub carriers' baggage delivery for the local passengers to be slower. That's because the first bags off of the airplane are the transfer bags because that's where the most work is so they focus on that. That means as a local passenger, your bags are the last ones off and the last priority.

### **Neighborhood Task Force**

- Kari Lazaroski gave update.
- The Neighborhood Task Force was created in 1989 to give residents living in the Airport's noise contours a forum to learn about and discuss issues relating to Airport noise.
- The Task Force is composed of individuals living in neighborhoods closest to the Airport's runways.
- Members of the Neighborhood Task Force are appointed by the Airport Advisory Committee with no term limitations.  
The Task Force meets quarterly; the next meeting is scheduled for Thursday, May 9 at 7 p.m. in the CLT Center's Mooney Room.
- Currently, there are three vacancies that need to be filled. Applicants must live south of Runway 18C/36C or north of Runway 18R/36L.
- Seeking applications through Friday, March 15.

### **CRP Airport Energy Pilot Project**

Gina Howard with the Charlotte Regional Partnership presented.

- The idea for sustainability and energy efficiency project came up nearly 3 yrs ago during a CRP Energy Efficiency Advisory Board Meeting and Dave Dalton of General Microcircuits wanted to pull together regional companies for "visible" demonstration that showcased the latest in energy efficiency lighting technologies and attaches a real-time micro-grid to measure energy savings.
- We immediately thought of the Airport because the Airport has so many efficiency and sustainability operations.
- Charlotte Regional Partnership gathered companies to partner on this project:
  - General Microcircuits – Mooresville – project manager, makes LED streetlights for LED Roadway Lighting; also makes Nexgrid's digital radio devices and components for Hubbell
  - LED Roadway Lighting – Nova Scotia-based, General Microcircuits makes their LED street lighting fixtures installed at airport
  - SunEnergy1 – HQ Mooresville – full-service solar technology company
  - Nova Lighting – HQ Charlotte – lighting audit, installation consultation, program management, lighting prod. Distributor
  - Hubbell Lighting – HQ Greenville, S.C. – solid-state lighting and illumination fixtures company
  - Nexgrid – HQ Charlotte – develops smart grid technology
  - Philips – lighting division in PHL – Nova distributes lighting technology
  - City of Charlotte – consultant
  - Also, Lumi Solair – HQ NYC – designs and engineers hybrid wind, solar street lighting. (learned on Lumi-Solair through Charlotte's Northeastern University grad student project mgmt. intern); Cree – Durham facility – LED lights on SunEnergy1, Hubbell fixtures
- Airport benefits
  - Energy efficiency lighting cuts use/costs; further reducing carbon footprint
  - Micro grid allows airport to monitor control energy use



- Opportunity to test LED light quality emitted before (and if) major purchase
- Regional benefits
  - Showcases talent and some products, growing energy hub “New Energy Capital.” Every partner company has Carolinas connection
- Where we stand (phase 1)
  - Airport Loop Road
    - Replaced 12 traditional 400 watt high pressure sodium pole lights at the arrival zone entrance with LED street lights, made in Mooresville by General Microcircuits for LED Roadway Lighting or SunEnergy1. (Cree LEDs used in SunEnergy1 fixtures)
  - Arrival zone
    - Put 6 new energy-efficient LED spot lights on the SunEnergy1streetlight poles aimed at the front of the main terminal.
  - Departure zone
    - Replaced 7 ceiling mounted, high pressure sodium low bay fixtures with energy efficient LED ceiling-mounted fixtures. Fixtures donated by Hubbell and Nova Lighting. Cree LEDs used in Hubbell’s fixtures
- In process (completed in April)
  - Creating a micro-grid system, donated by Nexgrid, by attaching receivers/transmitters directly or remotely on up to 27 new LED light fixtures and 27 existing traditional light fixtures. This will enable CLT to measure/monitor/compare energy usage between the new LED lights and the existing fixtures.
  - Lumi-Solair will provide two off-grid solar LED park lot fixtures for Long Term 4 Remote Parking
- Next steps (phase 2)
  - Monitor – Once all the lights are connected to the grid, there will be a dashboard format real-time monitoring system (private or public display). Viewers can see power consumption. CLT staff can monitor energy usage, turn on/off the street light remotely or schedule lights on/off times. Nexgrid piece attached to streetlight includes radio that communicates to a home base that then links to the Internet.
  - Promotion – hope airport will put on website, in terminal monitor, in person
  - Also.... Use energy-efficient Philips LED spotlights donated by Nova on Queen Charlotte.

## **5. DIRECTOR’S REPORT**

### **Winter Weather Operations**

- Herbert Judon gave update.
- Although forecasts predicted trace accumulations of winter precipitation in the evening hours, deicing activities began Saturday, February 16 at 6 a.m. and lasted throughout the day.
- US Airways requested 12 trucks for deicing at 6 a.m. and an additional 12 trucks at 9 a.m.
- The weather event occurred in two phases:
  - 53 aircraft were deiced from 6 a.m. – 12 p.m. Average times were 8 minutes.
  - At 4:15 p.m. an intense band of wet snow moved into the area and deicing operations recommenced.
  - 179 aircraft were deiced from 4 p.m. – 3 a.m. Average spray times were 11 minutes and pad times were 17 minutes
- At 7:45 p.m. snow subsided, but deicing continued until 3 a.m.
- During the snow event, excess ice accumulated on aircraft parked at gates requiring extended deicing times.
- US Airways opted to extend departing aircraft on gates to avoid tarmac delays.
- Multiple ground stops for arriving traffic were placed but inbound aircraft continued to arrive at CLT.
- Numbers of arrivals (171) vs. departures (57) from 4 – 8 p.m. created gate and airfield

- constraints.
- Numerous inbound aircraft were delayed due to gate availability.
- CLT's Irregular Operations Plan was implemented and provided amenities.

Fuller: Jerry, why didn't the Department of Transportation... My mother-in-law was affected by this, she was held on the ground in Atlanta with a federal ground stop. Why didn't the feds prolong that ground stop to prevent more aircraft coming into Charlotte, those 171 planes?

Orr: That's a good question. We don't have any control over that. That's between the airlines and the FAA.

Fuller: So the airport doesn't call the FAA and say hey don't send planes in, that's the airlines?

Orr: That's the airlines. And the FAA does most of that themselves, they sense what's going on with this airport and their computers do all that. That's what pushes the ground stops and the holds. When the system gets too full, instead of having you circle, they'll put the ground stop in and make you sit on the ground at the other end.

Fuller: Is there a mechanism in the system where if the airline isn't doing their job and the feds aren't doing their job, someone at the airport can pick up the phone and say hey, by the way, it's getting kind of stacked up here in Charlotte?

Orr: We can yell and scream which makes us feel better. It's very much like yelling at the referee.

Fuller: Way to put it in my terms, Jerry.

Edwards: Curiosity question. Have you calculated approximately how much recaptured deicing fluid you're getting out with the way you've set up things here?

Orr: I can't put that in a percent yet, but we are using a lot less deicing fluid because the trucks are much more effective in how they spray because of the hot air, which means you use less glycol.

Edwards: But you're able to recapture some and recycle it, right?

Orr: We have not yet been able to capture any significant amount off of the pavement because we're using so much less.

Dorsch: Jerry, do you know how many aircraft the airfield can hold?

Orr: Well that really depends what else you want to do with the airfield. Remember September 11<sup>th</sup> when we closed the runway and parked them on the runway? I can remember a number of occasions where we've had in excess of 100 airplanes on the ground at one time and still be functioning.

Culpepper: Jerry, I have a question as I listen to some of the questions from the board and appreciate Todd's input as a pilot. Do you know how many members of our board have aviation experience and background?

Orr: I think most of them. Not counting riding in airplanes.

Dorsch: I'd say five. I mean, Todd's a pilot, I'm a pilot, Drew's a pilot, Russ is a pilot and Morgan weren't you in the Guard?

Edwards: Actually, I was an assistant secretary of DOT overseeing airports.

Dorsch: So, five of us.

Culpepper: There's been a lot of talk in the press over an independent authority proposal. I'd like to note that the Observer reported recently that Asheville independent authority has exactly zero members of their board that have aviation background. Would it be possible, for us an advisory board, to get some feedback from staff about how an independent authority would impact the airport so that we can properly advise the city council, as is our role? I know the mayor and city council have proposed a study to see the impact of that and one of the stakeholders they mentioned in that study would be someone from this advisory board. I know that personally, I need more information. I wonder if we could maybe put together a group of members of the committee to get some feedback directly from staff. Would that be possible?

Orr: Yes sir.

Culpepper: Do we need to make a motion to do that or what do we need to do?

Orr: If that's the will of the committee...

Dorsch: What if we formed a subcommittee of three to five people?

Culpepper: I think that'd be appropriate.

Edwards: Shawn, I think we need to recognize that six of the people on this committee are appointed

by city council, three by the mayor, so I think that could affect the views given on this situation.

Dorsch: It could very well do that, Morgan. I think everyone on this committee regardless of who they were appointed by, has an obligation to make themselves aware of all relevant information that might be out there and they have an obligation, regardless of who appointed them, to have an informed opinion about things that may affect the airport. I think that people would be remiss in their responsibilities if they did not ask questions and seek answers.

Culpepper: And to that point, Morgan, I'd point out that the chairman of our committee, Shawn, was appointed by two different mayors of Charlotte. There seemed to be continuity there, in the appointment, so I don't think we're going to have a great deal of bias due to appointments.

Dorsch: I have a great deal of confidence that people will have the courage of their convictions to have the views they believe in, not somebody else's views. I know that I have my own views that are independent of who may have appointed me. I think everyone here has a significant responsibility on their shoulders to think for themselves.

Edwards: Just one other comment on that, based on what I've read in the media, I don't think anyone on this committee would be considered for the board of the new authority.

Dorsch: I don't think that whether or not somebody would have an opportunity to be on the board of a future authority should affect anybody formulating your opinion about this. I think anybody that allows that to get in the way of their analysis of the situation is not doing the public the service that they've been put here to do. I challenge everybody here to ask questions, seek answers and formulate your own opinions and have the courage of your convictions.

Culpepper: I'd like to add, also, I think city council and the mayor, I know I've had conversations with both; they look to us for our opinion on this. Right now, we've been given very little information so I think the city is very open, whether or not this would be a positive thing, to having more information about it. I think that should be the purpose of this subcommittee we're going to put together is to at least from the input of staff and whatever outside sources we can get is just arm ourselves with information.

Dorsch: Do I have anybody who would like to be on this committee?

Fuller: Shawn, first of all, as an addendum to what Scott said, I think two specific issues that might also be explored, one kind of pro and one kind of con. A pro is the airport bonds. We've heard information in the news about that and how those may or may not be adversely affected. The second is, my understanding based on recent city council meetings is, and maybe Jerry can jump in, there has been some discussion to possibly raise revenues for things such as the streetcar using airport revenue. How that could also adversely affect us if we retain our current status as a city department. There's an issue for each one that could, one could positively affect and one could negatively affect it. Jerry have you heard anything, by the way, has there been discussion that you've heard about the city possibly tapping airport revenues?

Orr: Well you know there is a great search for additional sources of revenue by governments at all levels. An example of that are the rent-a-cars. There's a rent-a-car tax that supports several cultural facilities downtown. Having said that, there is federal law that precludes airport revenues leaving the airport. The argument is of course centered over where exactly is that line.

Fuller: Would that line cover say airport parking?

Orr: That's a difficult question.

Dorsch: Do we have anybody here that would like to be on the subcommittee? I assume Scott that you would?

Culpepper: Well, I'd like to ask if both you and Drew, as chairman and previous chairman and the head of our board, would serve on that. I think that would be very valuable. You guys have the most experience on the board with issues relating to the airport so if both of you would be willing to serve, I would be willing to serve on it as well.

Dorsch: Anybody else like to participate?

Acker: Shawn, I'd be glad to if you need other representation.

Fuller: I will as well, if called upon.

Culpepper: Shawn, do you need a motion to create that? I don't know what the process is.

Dorsch: Yeah, I was just trying to figure out first of all how big and then we'll have a motion.

Orr: Let me make a suggestion, if I may. Why don't you just announce a special work session and make it open to anybody?

Culpepper: I think that would be better. If everyone would be willing to do that.

Dorsch: That's a good idea, we'll do that. I'll talk with the staff and get back to you guys. We'll pick a date and we'll do a special work session.

Dorsch: Any other further questions?

Fuller: I have one unrelated; it has to do with weather. We're heading into the thunderstorm season, as you know. Jerry, my understanding is that our airport is one of several that have this Vaisala precision lightning system. Is that scheduled for an upgrade?

Orr: Yes.

Fuller: Does that cover us, protect passengers and ramp workers and things like that?

Orr: Is that the one we have right now?

Mynatt: Yes, it is. This would be an upgraded component to it. It actually measures electrostatic discharge on the airfield in two different locations and also, as a storm moves through the airfield it can pinpoint lightning strikes. We are in the process of upgrading that now.

Fuller: But it is functioning now?

Mynatt: We're using parts of it currently. The reason we're upgrading it is to repair some of the equipment.

Fuller: And not all major airports have a system like this?

Orr: No, what we have here, we've got traffic signals. Red, green and yellow. Yellow means hurry up. They're mounted horizontally on top of each of the concourses where the ramp workers can see them. The system measures the difference in potential which defines where lightning can strike. Those lights change from green to yellow to red as the potential for lightning arises. That drives when we clear the ramp of workers and how soon we can go back to work, which is a safety feature as well as a productivity feature. We are in the midst of upgrading that to a higher level.

Fuller: Will the feds do that for us with their funds?

Orr: We have to pay for that, it's an operating expense.

#### **NC Airports Association Conference**

- Kari Lazaroski gave update.
- Wednesday, April 17 – Friday, April 19 in Raleigh
- Marriott Raleigh City Center
- Discounted rates available until Sunday, March 24
- Agenda provided to each member
- Last year, Morgan Edwards and Russ McMillan attended
- Please let Kari know today if you would like to attend

**Meeting adjourned at 9:10 a.m.**

  
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 T. J. Orr, Aviation Director

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