

**CHARLOTTE DOUGLAS INTERNATIONAL AIRPORT
AIRPORT ADVISORY COMMITTEE**

**Minutes from the February 7, 2008 meeting
Piedmont Conference Room
8:00 a.m.**

Present

Stan Campbell, Chair
Diane Carter, Vice Chair
Jeff Hay
Dr. Henry Nicholson
Crystal Jackson
Stan Vaughan
Tony Almeida
Paul Korry
Andrew Riolo
Charlie Baker

Staff Present

TJ Orr, Aviation Director
Jennifer Long, Staff Advisor
Erika Helm, Community Outreach Specialist

Guest Speaker

Bob Lucas, Airport Housekeeping Manager

1. Call to Order

Chair Stan Campbell called the meeting to order at 8:00 a.m.

2. Pledge of Allegiance

3. Approval of the January 3, 2008 Minutes

The minutes were approved as written.

4. Business Agenda

1. Airport Runway Utilities Relocation

Action: Approve a contract with Piedmont Natural Gas of Charlotte, NC in the amount of \$275,428.22 to relocate a 6-inch gas line for the relocation of Old Dowd Road.

Background:

- As part of the construction of the third parallel runway, the Airport is relocating roads around the facility; one of which is a portion of Old Dowd Road.
- This contract will relocate a 6-inch steel gas line owned by Piedmont Natural Gas that runs along existing Old Dowd Road east of I-485.
- This project is funded with a combination of federal grants and proceeds from the 2007 General Airport Revenue Bond issue, the debt service of which is covered by Passenger Facility Charge (PFC) revenues.

Disadvantaged Business Enterprise

The Federal DBE Program neither requires nor permits goals for every contract. The City must meet its overall goal by using a mix of contract goals and race-neutral means. Because this work must be performed by the utility companies, it is not suitable for DBE participation.

Summary of Bids

N/A

Council Date: February 11, 2008

Motion: Alemida
Second: Korry
Vote: 10-0

2. US Airways Training Center Expansion- Construction Package

Action: Approve a contract with Morlando- Holden Construction, Inc. of Charlotte, NC in the amount of \$2,760,000 for the construction of the US Airways Crew Training Facility

Background:

- The facility will house additional flight simulators.
- This contract will be funded with proceeds from the 1998 and 2000 Special Facility Bonds.

Summary of Bids:

Morlando Holden	\$2,760,000.00
Edison Foard	\$2,810,000.00
Cox Schepp	\$2,880,000.00
Farley Associates	\$2,997,000.00
John Campbell	\$3,097,000.00
Hostetter& Keach	\$3,120,000.00

Council Date: February 25, 2008

Orr: In 1987, we sold \$67,000,000 in Special Facility Bonds and constructed the US Airways training and maintenance facilities including a building that held five flight simulators. In 1998, we expanded the training building for five additional flight simulators, which was financed with proceeds from the 2000 Special Facility Bonds. US Airways has requested that the current crew training building be expanded to accommodate two new flight simulators to be delivered in August. This contract will add two bays to the facility, which will be financed with bonds remaining from the first expansion and US Airways will pay the debt service. During this expansion, we will go ahead and add an additional bay, for a total of three new bays, to allow for future growth. We also know that US Airways will be buying other simulators and we want them to put those simulators here because this building generates a tremendous amount of local economic impact, not only from the people who work here but also from all of their pilots that come here to train.

Korry: This August?

Orr: Yes.

Almeida: Will this bring more permanent employees here?

Orr: Yes.

Almedia: Have they shared any numbers?

Orr: The last time was 50 employees at an average salary of \$150,000.

Riolo: Originally were we going to add for four simulators and now we are at three?

Orr: No, we will add two bays.

Riolo: And we are also going to add a third one to allow for future expansion?

Orr: Yes.

Riolo: Have they indicated what type of simulators will be used?

Orr: They have told me but don't have that information with me.

Riolo: Regarding the bids, the difference between Edison Foard and Holden is very small, it is \$50,000. We have had a good relationship with Edison Foard on construction haven't we?

Orr: Yes.

Riolo: Are you required to award to the lowest bidder because the difference is so small.

Orr: Absolutely. It is State law to award to the lowest responsive bidder.

Carter: What do you know about Morlando Holden?

Orr: We have worked with them before. They built a concession in the terminal and have bid at other work. We also have two people here with Turner Construction that offers tremendous resources, plus our own people.

Riolo: When we expanded the training facility last time, who was the contractor for that?

Orr: The last time we expanded it we had some special legislation which is now expired that allowed a single tenant of a facility financed with Special Facility Bonds to negotiate design-build contracts. US

Airways negotiated that with Roser International as the architect and Holder Construction Company of Atlanta as the contractor. We hired Roser International for this expansion, and then bid for the rest.

Riolo: So when we are done over there we will have bays for 13 simulators?

Orr: Yes. The next expansion will be on the north side of the building. We could expand the building to allow for 30 simulators if we have that need. Delta has 30 in Atlanta.

Korry: Does US Airways have any simulators in Phoenix?

Orr: Yes, but not sure how many.

Riolo: All the US Airways east pilots train in Charlotte, which is about 3,800 pilots that come to Charlotte. The US Airways west pilots train in Phoenix, which is about 1,800. The building has been very busy lately because all the people that have been called back from furlough. This really does support the local economy because people will come here and stay for months at a time and pay for hotels and eat at the restaurants. All the flight attendants are trained here also and there are 6,000 of them. They have also trained the reservation agents and mechanics, so it really is a complete training center. We should go and tour it sometime.

Vaughan: Seems like there should be some hotels over there.

Orr: We have talked about that.

Motion: Almeida

Second: Nicholson

Vote: 10-0

3. Agreement with TSA for Security Cameras at Airport

Action: A. Approve a resolution accepting a grant from the Department of Homeland Security's Transportation Security Administration to provide a closed circuit television system (CCTV), and

B. Adopt a budget ordinance appropriating the proceeds of the grant.

Background:

- The Transportation Security Administration (TSA) leased an extensive system of CCTV cameras to test a security enhancement concept. That lease expired in January 2008 and the cameras will be removed in July. TSA can no longer lease the system, but has offered a \$2.1 million dollar grant to the Airport to design, acquire and install a new replacement system.
- This action will accept the grant, reimburse for design, and bid for a contractor to provide and install the new camera system.

Council Date: February 25, 2008

Korry: Where will the cameras be concentrated?

Orr: I can't release that information.

Motion: Carter

Second: Korry

Vote: 10-0

4. Property Transaction

Action: Approve the following property acquisition.

A. Project: Airport Master Plan Land

Owner(s): Airport Center Limited Partnership

Property Address: 3314 Cessna Rd; 3310 Cessna Rd

3333 Piper Ln; 3313 Piper Ln; 3230 Piper Ln

3224 Piper Ln; 3300 Cessna Rd; 3301 Cessna Rd

3141 Piper Ln; 3140 Piper Ln; 3100 Piper Ln
3215 Piper Ln; 3301 Piper Ln; 3151 Piper Ln
3320 Piper Ln; 3321 Cessna Rd; 3313 Cessna Rd

Property to be acquired: 24.83 acres

Improvements: Commercial Buildings

Purchase Price: \$7,480,000.00

Remarks: The purchase price was determined by two independent appraisers and was reviewed by a third 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: I1 Use: Commercial buildings

Tax Value: \$4,892,700.00

Tax Codes: 143-111-23; 143-111-29; 143-111-31; 143-111-32; 143-111-34; 143-111-36; 143-111-38; 143-111-40; 143-111-67

Council Date: February 25, 2008

Motion: Almeida
Second: Korry
Vote: 10-0

FOR INFORMATION ONLY

The following items were approved by City Council on January 28, 2008 and sent to the Airport Advisory Committee for review on January 17, 2008.

1. Airport Roadway Signage Design Contract

Action: Award a contract to HNTB North Carolina, P.C. in the amount of \$200,074 to design the upgrade and expansion of Airport roadway signage.

Background:

- The Airport's roadway signage has not been updated since 1988.
- HNTB is the structural, roadway and parking control sub-consultant to LS3P for design of the new parking deck currently under construction and for the entrance road construction package.
- On April 25, 2005 Council awarded a contract to HNTB to prepare a package to modify approximately 15 roadway signs related to the new Daily parking decks.
- While the decks and original signage package were being completed, an inventory of all exterior roadway signs was completed by the Airport. Based on that inventory, it became clear that the number of messages which needed to be updated and the general weathered condition of the existing signs required a full replacement of the more than 100 existing roadway signs.
- The dynamic sign capability that was originally envisioned as a component of the fixed roadway signs was determined to be insufficient in size to communicate the variety of changing messages regarding available parking, areas of congestion, and emergencies to moving traffic.
- This contract will modify that initial package of 15 signs to encompass all roadway sign changes, additional parking lots, the new parking decks and all of the current conditions from Billy Graham Parkway and Wilkinson Boulevard to the terminal area. It will also finalize the type, size and location of significant dynamic signage to

advise passengers the status of the various parking areas as well as other information and emergency messages.

- Erection of these signs will be bid in June 2008.

Small Business Opportunity

Pursuant to the SBO Program Policy for professional services contracts, the City negotiated a Committed SBE goal with the successful proposer. HNTB has committed 1.5% (\$3,000.00) to Richa Graphics, Inc.

2. US Airways Training Center Expansion- Steel Package

Action: Approve a contract with Steel Fab, Inc. of Charlotte, NC in the amount of \$371,148 for the procurement of steel for an expansion of the US Airways Crew Training Facility.

Background:

- This facility will house additional flight simulators.
- This contract will be funded with proceeds from the 1998 and 2000 Special Facility Bonds.

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.

Summary of Bids:

Steel Fab	\$371,148.00
Davis Steel	\$376,000.00
Southern Steel	\$421,108.00

3. Runway 36R Safety Area Improvements

- Action:**
- A. Award a contract for design services to Kimley Horn & Associates of Charlotte, NC in the amount of \$433,777 for an Engineered Material Arresting System (EMAS) for Runway 36R, and**
 - B. Award a contract to Engineered Arresting Systems Corporation of Logan Township, NJ in the amount of \$3,135,404 for the production of EMAS blocks and technical support during construction.**

Background:

- Runway 18L/36R is one of the original runways at Charlotte Douglas International Airport.
- Current Federal Aviation Administration (FAA) standards require that runways have a safety area of 1,000 feet off the ends of the runway to provide an area for aircraft to stop without hitting obstructions, if it were to run off the end of the runway.
- The safety area for the end of Runway 36R is 486 feet, which does not meet current FAA standards. The safety area cannot be extended due to the proximity of the railroad tracks that run just north of the Airport.

Explanation

- In October 2005, the Airport received qualifications from interested engineering firms for the design of safety area improvements and selected Kimley-Horn & Associates based on experience on similar projects.
- Kimley-Horn concluded in a feasibility study that an EMAS system will provide the best safety margin for aircraft that could overrun the runway since the safety

area cannot be extended by normal means. The FAA concurred with the findings of the study and authorized the construction of an EMAS system to enhance the safety area off the end of the runway.

- Action A will provide design, bidding, and construction administration services provided by Kimley Horn & Associates to develop plans for the installation of the EMAS system.
- Action B will provide production and technical support services for the development of the EMAS blocks that make up the arrestor system. These blocks are engineered specifically for the project and are provided by Engineered Arresting Systems Corporation (ESCO), which is the only company approved by the FAA to produce the arresting system.
- In order to meet the construction schedule set by FAA, ESCO has provided this price for the arrestor bed as an estimate. The final cost may be adjusted up or down depending on the final design.

Disadvantaged Business Enterprise

Established DBE Goal: 0%

Committed DBE Goal: 0%

The Federal DBE Program neither requires nor permits goals for every contract. The City must meet its overall goal by using a mix of contract goals and race-neutral means.

Summary of Bids

N/A

Korry: In the event an aircraft overruns the runway and into the EMAS area, does that material have to be replaced?

Orr: Yes.

Korry: Where does that expense come from? Do we have to pay for that?

Orr: Yes, which can come from the airplane's insurance. If the driver of a fire truck drives through it, then that's different since the fire truck belongs to the City.

Riolo: I have a brochure I can pass around and show you what it looks like when a plane's tire goes into it. It really gives a good explanation as to how the material works. The runway is of course long enough but if you land long or hydroplane, you can go right off the end of any runway. It can reduce that 1,000 feet overrun to less than a third.

Korry: How many feet will we have exposed to EMAS?

Orr: I believe it is 486 feet.

Riolo: Do they have a completion date?

Orr: Before October of this year.

Vaughan: I know the railroad is at one end of the runway so could you add on to the other end of the runway to give you that extra space?

Orr: Here's the problem with doing that. Off the end of the runway you have a trapezoid which is the clear-zone, and that is an area you are supposed to keep buildings out of. That clear zone is 1,000 feet wide. So if we moved the runway further south, then the clear zone would take out the D and E concourses. It also makes getting to and from the runway more difficult. The preferred method would be to lower a portion of the mainline of the railroad and bridge over it and extend the runway north. However, that would be very expensive, but is a possibility in the future.

5. Status Reports

1. Year-End Figures

Orr shares with the committee the Airport's year-end figures from calendar year 2007.

Total Passengers

- 33,165,688
- 12 percent increase over 2006

Total Passengers Boarded

- 16,568,589
- 12 percent increase over 2006

Local Passengers Boarded

- 4,600,000
- 13 percent increase over 2006

Parking Lot Transactions

- 2,423,503
- 8 percent increase over 2006

Rental Car Sales

- \$ 111,218,997.41
- 9.70 percent increase over 2006

Total Concession Sales

- \$128,503,996
- 19 percent increase over 2006

2. Airfares

Orr shares with the committee the Airport's average airfares for the third quarter in 2007 as compared to airfares at Raleigh-Durham, Nashville, Greensboro and Pittsburgh. Charlotte airfares continue to drop. Members are also given copies of two airfare studies from the third quarter of 2007; one is from the U.S. Department of Transportation and other is from Detroit Airport.

3. Green Efforts and Goals

Bob Lucas, the Airport's Housekeeping Manager, speaks to the committee about the Airport's existing green efforts.

Recycling

- Items: glass, plastic, paper, cardboard, aluminum, oil, tires, scrap metal (including copper and wiring), oil filters, fluorescent lights, toner cartridges, porcelain toilets, concrete and pavement materials
- Fleet Management: seats, foam, frames, vehicle accessories
- Facilities: carpet, seats, seating frames

Energy

- T-8 lamp-light bulbs, automated lighting controls, programmable thermostats
- Natural lighting in Atrium

Water

- Water-saving devices-urinals
- No built-in irrigation
- Recycled water in Queen Charlotte statue fountain

Fuel

- ULS Diesel, Hybrid Vehicles (two buses and two field vehicles)

Building Renovations

- Energy-saving HVAC, lighting, parking lot-paving stone, fly ash-cementitious products

Restroom Renovations

- Energy saving lamps, urinals, sensor-operated water controls, sensor-operated paper towel dispenser

Green Products (Purchased)

- Computer paper
- Hand soap

Green Practices/Programs

- Vehicle shut-off (no idling)
- No take-home vehicles
- Power-down computers
- Compost Central & Recycling Center on CLT Property
- Land farming
- Solar lighting-bus shelter (Overflow Lot)

Lucas: We also have a “Green Team” here at the Airport. I am on the purchasing team to ensure we get the most environmentally friendly products. Lee Davis in Public Affairs is on an events committee to ensure Airport events are green events, such as our 5K Run. Herbert Judon in Field Maintenance is on a fleet management team which is the low sulfur and fuel ideas. The teams are a part of the City.

Riolo: Are we doing anything for carbon emission reduction?

Orr: Yes, the two buses we just bought have about a 5 percent carbon footprint and we also have two hybrid Ford Escapes that are field vehicles. We had three natural gas shuttle buses about 10 years, so we were a little ahead of the curve. We don't have those anymore, but still have the parts for a natural gas service station.

Riolo: I know that we burn a lot of fuel taxing out and waiting in line. Is there any way that we can reduce that carbon emission footprint as we get delays for departures?

Orr: One thing is the one-engine shut down.

Riolo: Yes, we do a lot of that.

Orr: The big thing is to increase capacity so that you don't have to sit there and wait. That is a key function in running an efficient airport and a profitable airline. The new runway will help with that. The reason you are sitting there is because you are having to wait on airplanes in the queue to land on that same runway. The FAA are doing some things that may or may not help like gate holds.

Riolo: If we can reduce carbon emissions it could even become a revenue stream. For example, Bank of America has already started a carbon exchange venture program. With the program, if you save on the carbon emissions you can process that through into a revenue stream. All the airlines are doing this also. We are also pressured to fly “greener.” So if you save on the carbon emissions you can actually trade that as a commodity exchange for a revenue source.

Orr: Saving carbon emissions also saves fuel.

4. Concession Update

Orr updates the committee on new concessions in the terminal. Menus for the new concessions were provided to each member.

Mini Food Court on Concourse E

- Salsarita's, Burger King and Zia's will make-up the new mini food court on Concourse E, scheduled to open in March.
- Salsarita's is a locally based Mexican restaurant serving tacos, quesadillas and much more.
- Burger King, already in the Atrium, will now have a second location at CLT.
- Zia's will offer a healthy alternative for passengers wanting meals prepared with organic and whole foods.

The Rum Bar and Restaurant

- Construction of The Rum Bar and Restaurant on Concourse D is now fully underway and will replace The Budweiser Brewhouse, which closed in January.
- The restaurant, which is inspired by the Key West, will offer a variety of rum-based cocktails and island dishes.
- The anticipated date of completion is April.

Concessions Coming Soon...

- Passengers will soon be able to indulge in Cajun flavor when Bojangles' replaces Ranch #1 on Concourse B in April. The switch-over is currently underway.
- World Passage will open its second location at CLT in the Atrium beside the Business Center. The duty free shop will sell make-up, perfume, purses and more.

6. Director's Report

1. *Connections and Neighborhood Update published*

Connections Autumn 2007

- This issue included articles on holiday decorations, new concessions, Runway 5K Run, passenger growth at CLT, construction/development update and more.
- Connections is the Airport's quarterly newsletter and is distributed to nearly 21,000 people.
- Copies were provided to each member.

Neighborhood Update January 2008

- This issue provides Airport neighbors with a runway update, including the road projects associated with the construction.
- It also recapped the Airport's Runway 5K Run and outlined the upcoming Neighborhood Task Force Meetings.
- Neighborhood Update is distributed to residents and businesses in the Airport-area.
- Copies were provided to each member.

2. *ASC Campaign Kicks-Off*

- The City's annual Arts and Science Council Campaign kicked-off last week and will run through February 27th.
- The Aviation Department's goal is \$5,040.

7. Miscellaneous Discussions

Korry: I have a question regarding the secure traveler program. I know this is popping up at other airports and I know we have some security checkpoint changes occurring and wanted to know what the status was of this at our Airport as we are getting interests from the corporate community.

Almeida: Our company has some significant interests in it. Our Midwest operation is in Cincinnati and they have this program there. So we are getting a lot of feedback from our folks flying in and out of Cincinnati and they are wanting to know why we can't do it in Charlotte.

Orr: What that program does is for a fee, it allows you to get in a special line for screening, but it does not change the screening process. It works much better at airports where there are single checkpoints, like Atlanta. Here, we have four separate checkpoints. So to be effective, we would need four special lines. Doing that would really penalize the flow through the checkpoint. We are adding lanes at our checkpoints to help as well as designing for a checkpoint for the international arriving passengers making a connection in Charlotte. All of the international flights start coming in at 3:00 p.m. and over half are connecting through here. Doing that requires them to go back through security to make their connection. This will take about a year to build because we have to add to the building to do that. This will also permit us to relocate the drop-off point for Business Valet parking and staff that checkpoint the entire time the Airport is open, so that those passengers could have access to that special checkpoint at no charge.

Korry: I have just noticed that there is an incredible amount of airports with this program and they can't all be like Atlanta. Just curious as to how those airports are doing it and what we can learn from them.

Orr: We will look into that, but we have studied this program and have failed to see any advantage.

Korry: I imagine it would also take additional manpower from the TSA.

Orr: It has nothing to do with that. Our chokepoint at the checkpoints is TSA's ability to staff and get you through the checkpoint. All this program really does is move you up in a line assuming that there are not a lot of people with this pass.

Riolo: When you exit the international concourse, this new checkpoint will help getting those people back through quicker?

Orr: Absolutely. What you will do is when you exit the international arriving area, right by the re-check area, the passenger would go through these two checkpoints and it would place them where Concourses E and D meet.

Riolo: I want to invite everyone on the committee as well as staff to attend a corporate jet exhibition at Wilson Air Center on March 7 and 8. Last year it was such a success and we had over 800 attendees. So this year it has been expanded to two days. The emphasis of the show is on the small business jet. We would like to invite all members of the committee to attend.

Korry: On a personal note, just wanted to mention that I resigned from my position with Mann Travel after two and a half years. I do plan to re-enter the marketplace.

The March meeting was rescheduled from March 6 to March 13.

Meeting adjourned at 9:00 a.m.



T. J. Orr, Aviation Director

Distribution:

Mayor & City Council

Curt Walton, City Manager

Brenda Freeze, City Clerk

Ronnie Bryant, President/CEO, Charlotte Regional Partnership

M. Schuster, UNCC Library

Art Fields, Chamber Av. Committee

Bob Morgan, Charlotte Chamber