

**CHARLOTTE DOUGLAS INTERNATIONAL AIRPORT
AIRPORT ADVISORY COMMITTEE**

**Minutes from the November 6, 2008 meeting
Piedmont Conference Room
8:00 a.m.**

Present

Dr. Henry Nicholson, Chair
Crystal Jackson, Vice Chair
Shawn Dorsch
Andrew Riolo
Stan Campbell
Jeff Hay
Stan Vaughan
Joe Carpenter

Staff Present

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

Guest Speaker

Herbert Judon, Airport Operations Manager

Absent

Grace Bailey

1. Call to Order

Chair Dr. Henry Nicholson called the meeting to order at 8:00 a.m.

2. Pledge of Allegiance

3. Welcome New Member

The committee's newest member is Joe Carpenter. Joe is recommended by the Executive Board of the Charlotte Regional Partnership and is appointed by City Council for one two-year term. He is the Vice President of Superior Seeding, Inc., in Gastonia and is currently serving his third term as a Gaston County Commissioner.

4. Approval of the October 2, 2008 Minutes

The minutes were approved as written.

5. Business Agenda

1. Airport Runway Project Change Order

Action: Approve change order #6 with E.S. Wagner Co., LLC of Piedmont, SC in the amount of \$2,003,588.07 for additional work on the Third Parallel Runway.

Background:

- In February 2007, Council approved a contract with ES Wagner in the amount of \$43,626,829 for grading of the new runway.
- In August 2007, Council approved Change Order #1 in the amount of \$3,514,989 which allowed the airport to expedite the paving of Wallace Neel Road and provided for additional clearing and erosion control modifications.
- In January 2008, Council approved Change Order #2 in the amount of \$1,585,744 which provided funding for additional clearing around the runway to improve line of sight from the Air Traffic Control Tower, additional pavement for the relocation of Wallace Neel Road and payment for fuel escalation.
- In May 2008, Council approved Change Order #3 in the amount of \$2,099,884 which provided funding for constructing a road to the future airfield electrical vault, additional erosion control measures and maintenance, and payment for fuel escalation.

- In August 2008, Council approved Change Order #4 in the amount of \$1,468,699 for additional clearing for navigational aid lights and payment for fuel escalation.
- In August 2008, Council approved Change Order #5 in the amount of \$2,191,341 for additional clearing & grubbing and excavation in preparation for a separate contract to build two Taxiway Bridges.
- As with other change orders, this change order takes advantage of favorable bid pricing due to large quantities in existing contract and facilitates an expedited construction schedule.
- Change Order #6 includes:
 1. Additional grading at the Navigational Aid lighting line at the south end of the runway and associated erosion control measures.
 2. Payment for fuel escalation as calculated using the NCDOT fuel escalation formula as required by contract.
- The budget for the grading and drainage for the runway was \$71,457,950. The total contract amount to date, including this change order is \$56,491,074.94.
- Funding for this change order comes from proceeds of the 2007 General Airport Revenue Bond Issue, the debt service of which is paid by Passenger Facility Charge (PFC) revenues.
- If this change order is deferred, the contractor will not be able to complete the grading work, which will delay the opening of the new runway.

Disadvantaged Business Opportunity

ES Wagner Co. committed to 13.5% DBE participation with the original contract. They maintain that commitment with the addition of this change order.

Council Date: November 24, 2008

Vaughan: With all the change orders, what is the total amount spent?

Orr: Including this change order, it brings the total to 56,500,000.

Jackson: Will City Council have to approve this change order?

Orr: Yes, City Council has to approve any contract in excess of \$100,000.

VOTING: Airport Runway Project Change Order

- Motion for Approval: Vaughan
- Second: Campbell
- All those in Favor: 8
- Opposed: 0

2. Runway 23 Safety Area Improvements

Action: Approve a contract for design services with Talbert & Bright, Inc. of Charlotte, NC in the amount of \$200,000 for an Engineered Material Arresting System (EMAS) for Runway 23.

Background:

- Runway 5/23 is one of the original runways at Charlotte Douglas International Airport.
- Current Federal Aviation Administration (FAA) standards require that runways have a graded, level 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 current safety area for the end of Runway 23 is approximately 800 feet long, which does not meet current FAA standards. The safety area, which was extended in 1999, cannot be extended due to the proximity of Josh Birmingham Parkway that runs just in front of the runway.

- In order to meet the requirements of a standard safety area for this runway, FAA has asked the Airport to install an Engineered Material Arresting System (EMAS) bed similar to the one just installed on Runway 18L/36R.
- The EMAS bed is a platform of crushable concrete blocks at the end of the runway that helps stop an aircraft that overruns the runway on landing.

Explanation

- In October 2005, the Airport received qualifications from engineering firms for the design of safety area improvements for Runway 36R.
- Kimley-Horn was selected to design the EMAS bed for Runway 36R. Talbert & Bright, Inc. has been chosen to design the EMAS bed for Runway 23.
- This contract will provide design, bidding, and construction administration services provided by Talbert & Bright to develop plans for the installation of the EMAS system.
- Funding for this contract comes from an FAA Airport Improvement Program (AIP) grant accepted by City Council in August 2005 and proceeds from the 2004 General Airport Revenue Bonds, the debt service of which is paid by Passenger Facility Charge (PFC) revenues.
- The AIP grant was issued for the construction of the EMAS bed for Runway 36R in the amount of \$4,875,000.

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.

Council Date: November 24, 2008

VOTING: Runway 23 Safety Area Improvements

- Motion for Approval: Dorsch
- Second: Jackson
- All those in Favor: 8
- Opposed: 0

Riolo: When you say that you get the FAA to approve, who do you contact to do that?

Orr: The FAA's Airports District Office, which is located in Atlanta. That is also where the regional office is located.

5. Status Reports

1. Risk Based Border Strategy (RBBS) Workshop

Orr introduces Herbert Judon, Airport Operations Manager, who shares with the committee information on the RBBS Workshop.

The Airport, in conjunction with the US Centers for Disease Control (CDC), hosted the CDC's Risk Based Border Strategy (RBBS) workshop on Friday, October 24 from 9:30 a.m. until 3:30 p.m. at the Airport. The RBBS establishes protocols for airports, public health officials, and related agencies in handling a severe pandemic flu outbreak on inbound international flights. The session included a broad overview of the issues, public health requirements, and current US policies and will culminate with additional discussions and breakout sessions specifically focusing on Charlotte's environment. There are six Airports that have a significant amount of international activity, but don't have CDC quarantine stations, and Charlotte is one of those six. This meeting was more of a brainstorming session and there is a test taking place in Miami this week where they will test some of the protocols.

Riolo: What direction actions is Charlotte going to take to prevent an outbreak? What were you tasked with doing?

Judon: We are going to develop a plan. After the Miami exercise concludes, the Airport along with Customs and Border Protection and Mecklenburg County Health Department will get together to discuss the exercise looking at what did and didn't work.

Dorsch: Are there any plans for us to have a quarantine center here?

Orr: I am sure there is. This will involve the Army Guard as well as the Air Guard who have tremendous facilities and capabilities for this. It is under the wing of the CDC where as we are viewed more as a support agency to do for them what they need to have done.

Judon: This is also an unfunded mandate from the federal government. They are instructing organizations to do this but are not funding any of it.

Riolo: I think one of the things we should look at is that we don't have a detention facility here at the Airport when we get illegals that come in. It would be good to parallel the quarantine center with the detention center. This would keep us from having to send everyone to the jail downtown.

Orr: Actually we do have a detention facility that consists of seven cells located in the international arrivals area. Depending on the situation, sometimes the individual will remain in the cell and go back on a flight that same day. It really depends on the violation. Sometimes they can be sent downtown.

2. 2nd Annual 5K Runway Run/Walk

The 2nd Annual Runway 5K Run/Walk was held Saturday, October 25th at CLT. The race drew 563 participants and raised \$11,873. Proceeds from this year's race benefit LifeSpan's Community Activity and Employment Transition Program (CAET), an organization supported by the United Way. The organization assists children and adults with developmental disabilities by providing education, employment and enrichment opportunities that promote inclusion, choice, family supports and other best practices. Eighteen LifeSpan participants currently work at CLT with the majority working as Restroom Attendants. This year's male and female winners each received US Airways airline gift cards valued at \$500. The card is good toward the purchase of US Airways travel tickets or US Airways travel fees. Special guest Mike Rucker, a former defensive end for the Carolina Panthers, handed out awards and posed for pictures with attendees.

3. Engineered Material Arresting System (EMAS)

The Airport recently completed the installation of Engineered Material Arresting System (EMAS), which is crushable concrete, on Runway 18L/36R. Current FAA standards require that runways have a safety area of 1,000 feet off the ends of the runway to provide an area for an aircraft to stop without hitting obstructions, if it were to run off the end of the runway. Runway 18L/36R is one of the Airport's original runways, and the safety area 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. When an aircraft rolls into an EMAS arrestor bed, the tires of the aircraft sink into the lightweight concrete and the aircraft is decelerated by having to roll through the material.

Vaughan: If an airplane runs into it, do we then have to start from scratch?

Orr: It would destroy the material and we would have to replace that, but historically, it has done very little damage to the aircraft. Occasionally it has broken the nose gear on a smaller aircraft, depending on how fast they are going.

Carpenter: Could you bridge over the railroad?

Orr: It would be better in the long run, but it costs many millions of dollars to do that. Someday we may do that, but it will be a very expensive project because you will have to first lower three to four miles of railroad track.

4. Third Parallel Runway Update

Orr shared a new "bird's eye view" image of the runway site.

The grading contract for the runway has been completed. The southern half of the runway has been paved, along with the taxiway. The two taxiway bridges are the critical pieces and they will be paved by October of next year. We anticipate by next October to have the entire runway paved. The runway will be primarily a landing runway.

As of October 1, 2008, E.S.Wagner completed the work in Phase 1-A of the contract. By completing this work, they have earned the \$1,500,000 bonus for this phase and have asked the Airport for payment. The Airport has verified that the work is complete and will process the bonus payment as part of their next pay application. There are funds available from the original appropriation to pay this bonus.

Dorsch: Last night at around 1:00, I noticed a lot of aircraft on the ramp by 'A'. In particular I noticed a lot of Continental Express RJs. I was curious why we have so many out there. It looked like a lot more than what's needed to start their morning flights.

Orr: The only service we have here other than US Airways are carriers that service their passengers by feeding them through Charlotte back to their hub. So what they like to do is have their last flight in at night, park the airplane overnight here and then originate it in the morning. Delta currently has five airplanes that overnight, and then they launch them in the morning. Continental also does that, as well as United, Northwest, JetBlue and AirTran.

Dorsch: So that's just what they need to start their morning service?

Orr: That's right. Almost always, you overnight your planes in an out station so they can start in the morning from there and feed the passengers in through their hub complex. Then you do just the reverse at night.

Riolo: What happens is that Continental may have one gate here and five airplanes that may overnight. So when they arrive in the evening they will unload and then go and park overnight. Planes are also parked in the area during the day for maintenance work, but at night time it is an overnight parking area.

Dorsch: What's happening with our passenger numbers?

Orr: Our total passenger numbers are still increasing. The local boardings are going down.

Carpenter: We are working on the Garden Parkway and getting the funding in place. It ties into West Blvd. But you are going to have to move that road, correct?

Orr: Yes, we have the new West Blvd in design.

5. US Airways Announces Non-stop Service to Paris

On October 30, US Airways CEO Doug Parker announced non-stop service between CLT and Paris beginning April 21, 2009. The Paris-CLT route, previously operated by US Airways from April 13, 2000-October 7, 2001, will be served on a Boeing 767 aircraft with seating for 18 in Envoy class and 186 in the main cabin. The special event was held on Concourse D, the Airport's international concourse, with the scene resembling a Paris street side café featuring French hors d'oeuvres, a flower girl, mime, caricaturist and piano player. Passengers may begin booking non-stop flights to Paris beginning November 8 at usairways.com and through other sales channels. CLT currently has non-stop service to 28 international destinations (some are seasonal), including existing service to Europe through London, Frankfurt and Munich.

Riolo: I would like to compliment the staff on the announcement and event. There was very little time to prepare. It was very nice.

Meeting adjourned at 8:55 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

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