

**CHARLOTTE DOUGLAS INTERNATIONAL AIRPORT
AIRPORT ADVISORY COMMITTEE**

**Minutes from the November 4, 2010 meeting
Piedmont Conference Room
8:00 a.m.**

Present

Drew Riolo, Chair
Crystal Jackson
Russ McMillan
Scott Culpepper
Colvin Edwards
Todd Fuller
Ed McMahan
Stan Vaughan

Staff Present

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

Absent

Shawn Dorsch, Vice Chair

1. Call to Order

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

2. Pledge of Allegiance

3. Approval of the October 7, 2010 Minutes

The minutes were approved as written.

4. Business Agenda

1. Airport Deicing Trucks

- Action:**
- A. Approve a contract in the amount of \$10,548,853 to Global Ground Support for 28 Deicing Trucks and 4 training simulators.**
 - B. Adopt a budget ordinance appropriating \$10,548,853 from the Passenger Facility Charge Fund for the acquisition of the trucks and simulators.**

Background:

- On September 13, 2010, Council approved a three-year contract with Contego Systems, LLC to operate a consolidated aircraft deicing facility at the airport.
- After careful evaluation of the airports deice operation requirements, Contego Systems, LLC determined and recommended that the Airport purchase twenty-eight (28) deice trucks and four (4) training simulators in order to provide adequate deicing resources during winter weather events.
- In a formal Invitation to Bid (ITB) dated September 30, 2010, the Airport solicited bids from companies to provide the deicing trucks and training simulators.
- Three companies responded to the ITB - Global Ground Support, JBT Aerotech, and Vestergaard Company. Global Ground Support submitted a bid. Vestergaard Company submitted a bid but withdrew it before bid opening and JBT Aerotech did not submit a bid. Global bid plus (5) five bid alternates was \$10,548,853.
- This contract will be funded with Passenger Facility Charge (PFC) revenues.

Contract Terms

- This contract was bid on a lump sum basis.
- The contract duration is approximately 180 days.
- The contract will incorporate a (3) three-year bumper-to-bumper warranty on parts and labor.

Small Business Opportunity

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

Summary of Bids

Global Ground Support: \$10,284,020.00 + 5 alternates: \$264,833. Total: \$10,548,853

JBT Aerotech: no bid; formally declined to participate

Vestergaard Company: no bid; formally retracted bid

Council Date: November 8, 2010

Vaughan: When do you expect to receive the trucks?

Orr: We expect two trucks by the end of the month, as well as four in December and four in January.

Motion: McMahan

Second: Fuller

Vote: 8-0

2. Terminal Elevated Roadway Design

- Action:**
- A. Approve a contract with HNTB North Carolina, P.C. in the amount of \$1,292,280 for the design of the elevated commercial vehicle roadway in front of the terminal; and**
 - B. Adopt a budget ordinance appropriating \$1,292,280 from the Airport Discretionary Fund Balance to the Airport Capital Investment Plan.**

Background:

- The Airport experiences heavy traffic volumes and delays on the departure level terminal roadway on a near-constant basis. A major reason for these delays is the fact that commercial vehicles and private vehicles share the same curb front and roadway in front of the terminal.
- As part of the terminal expansion program that has been reviewed with City Council, most recently at its Workshop in September, the terminal roadway will be expanded from three to eight lanes, with a separate set of commercial lanes to help alleviate the congestion on the curb front.
- The Airport has determined that the elevated commercial lanes are needed immediately and can be constructed in their permanent location between the existing curb front roadway and the existing hourly parking deck.
- This contract will provide design, bidding, and construction administration services from HNTB North Carolina, P.C. for the elevated roadway.
- HNTB was selected as part of the design team for the new Hourly/Rental Car Parking Deck currently under design. HNTB's role on that project is structural and roadway design. Since this project is an integral piece of the terminal/parking deck development, HNTB provides the most efficient and economical approach to the design of the roadway.

Contract Terms

- This contract was negotiated on a lump sum basis.
- The contract duration is approximately 18 months.

Small Business Opportunity

Established SBE Goal: 0%

Committed SBE Goal: 0%

Pursuant to Section 5 of the SBO Program, no SBO utilization goal was set for this contract because subcontracting is not anticipated.

Summary of Bids

N/A

Council Date: November 8, 2010

McMahan: Will this impact the Queen Charlotte statue?

Orr: The project will stop just short of the Queen, but a decision will still have to be made on where to relocate her.

Riolo: With the additional lanes, where are they coming from?

Orr: From the airport entrance roadway.

McMahan: When do you expect to start building?

Orr: We plan to award the contract in April.

Vaughan: I would imagine that during this project the use of the Cell Phone Lot would really help. We should consider publicizing that option more.

Motion: Vaughan

Second: Culpepper

Vote: 8-0

3. Airport FY2011 Program Management Contract

- Action:**
- A. Award a one-year contract to Newton & Associates, Inc. not to exceed \$350,000 for CIP Program Management Services.**
 - B. Authorize the City Manager to execute two additional annual renewals of this contract at prevailing rates.**

Background

- In June 2007, Council approved a contract with Newton & Associates, Inc. to provide assistance in implementation of the Airport's Capital Improvement Program (CIP).
- In November 2007, Council awarded a contract in the amount of \$1,105,000 to the team of LS3P/HNTB, Newton & Associates, Albersman & Armstrong and Roy Johnson specifically for a master planning study of the terminal complex including the Hourly/Rental Car Parking Deck, curbside roadways, and the terminal building ticketing & baggage lobbies.
- The team members were selected based on their qualifications and their extensive experience with the development of the facilities in the terminal complex at the Airport.
- In July 2009, Council approved design contracts with team members LS3P, Albersman & Armstrong, and Roy Johnson for the design of the parking deck in the amount of \$6,685,320.
- The Airport is continuing its significant multi-year CIP which includes the terminal complex expansion, as well as other facilities needed to accommodate the continuing growth in demand for aviation and related transportation services.

- The Airport requires continued assistance in the implementation of this complex CIP. Such services include:
 - Assistance in preparing and monitoring the plan of finance for the CIP
 - Evaluation of economic analyses, land use plans and cost estimates prepared by others concerning the CIP
 - Assistance in relations with the FAA concerning the federal requirements for Airport facilities and federal funding of the CIP
 - Assistance to the Aviation Director in preparing reports to Council and others on the CIP, its financing and implementation
 - Continued service as a key member of the CIP Management Team
- Newton & Associates, Inc. is a local firm possessing the expertise to provide the required services and has been an integral part of the Airport development team throughout the formulation and implementation of the Airport Development Program since 1996. They will be paid at an hourly rate for services.

Small Business Opportunity

Pursuant to Section 5 of the SBO Program, no SBO utilization goal was set for this contract because subcontracting is not anticipated. Newton & Associates, Inc. is certified as a SBE, a WBE and DBE. Its participation will be included in the Aviation Department's overall DBE achievement.

Council Date: November 8, 2010

Motion: McMahan

Second: Jackson

Vote: 8-0

4. West Boulevard Relocation Change Order

Action: Approve Change Order #1 with Blythe Development Company in the amount of \$192,707.95 for additional road improvements related to the West Boulevard relocation.

Background

- Construction of the new runway has provided several new roads to serve the neighborhoods west of I-485. This portion of West Boulevard is the final portion of the relocation of roads obliterated by the construction.
- In July 2010, City Council approved a contract with Blythe Development Company for the paving of the West Boulevard extension.
- That contract included work along Steele Creek Road to realign the road to meet the new intersection and the connection of the relocated portion of West Boulevard.
- At the time the contract was awarded, Davidland, LLC was completing design of an industrial development on the southeast corner of the new intersection which required improvements along Steele Creek Road. This parcel was part of a land transaction with the Airport that was approved by City Council in June 2009.
- As part of the land transaction, the Airport agreed to include the required road improvements in its upcoming contract to relocate West Boulevard, the cost of which would be paid by the developer.
- This change order will add turn lanes, curb, and sidewalks for both sides of Steele Creek Road south of the new intersection.
- Funding for this change order comes from Davidland, LLC.

Disadvantaged Business Opportunity

Established DBE Goal: 12%

Committed DBE Goal: 15%

Blythe Development Company committed 15% (\$381,983) of their Base Bid amount to two certified DBE companies: Bullington Construction (fence and guardrail) and A&R Materials, LLC (liquid asphalt).

Summary of Bids

N/A

Council Date: November 8, 2010

Motion: Culpepper

Second: Vaughan

Vote: 8-0

5. Wilkinson Blvd. Intersection Change Order

Action: Approve Change Order #1 in the amount of \$143,825 with Callahan Grading for additional work on a new intersection on Wilkinson Boulevard at the Airport.

Background:

- In August 2010, City Council approved a contract with Callahan Grading for the construction of a new intersection on Wilkinson Boulevard at a new road constructed by the Airport during construction of the new runway.
- This change order is for changes required by NC Department of Transportation that were added after the contract was approved by City Council.

Contract Terms

- The original contract was bid on a unit cost basis. The change order is based on those unit costs.
- The contract duration is 120 calendar days.

Disadvantaged Business Enterprise

Established DBE Goal: 13%

Committed DBE Goal: 13%

Callahan Grading committed 13% (\$50,600) of their base bid amount to a certified DBE company: D2 Construction Specialties, Inc. (trucking and landscaping).

Summary of Bids

N/A

Council Date: November 8, 2010

Fuller: As this is a State road, will you get any help from the folks in Raleigh?

Orr: No. We paid for the design and the construction and executed it. The State is very far behind on their obligations for roads.

Vaughan: I assume this will help alleviate traffic that comes in off of Little Rock?

Orr: Yes.

Motion: Vaughan

Second: Fuller

Vote: 8-0

6. Airport Runway Project Change Order

Action: Approve change order #9 with E.S. Wagner Co., LLC in the amount of \$800,000 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.
- Subsequently, Council approved eight change orders:

August 2007	\$3,514,989	expedite the paving of relocated roads, additional clearing and erosion control
January 2008	\$1,585,744	additional clearing to improve line of sight from the Air Traffic Control Tower and payment for fuel escalation
May 2008	\$2,099,884	construct road to future airfield electrical vault, additional erosion control, and payment for fuel escalation
August 2008	\$1,468,699	additional clearing for navigational aid lights and payment for fuel escalation
August 2008	\$2,191,341	additional clearing and excavation in preparation to build two Taxiway Bridges
November 2008	\$1,976,046.07	additional grading at the runway light line, and fuel escalations
September 2009	\$2,367,943.90	erosion control at light lines, permanent Stormwater Management devices, erosion control maintenance requested by DWQ and fuel escalations
November 2009	\$398,521.90	additional grading, and erosion control for two berm areas between the runway and Wallace Neel Road to block line of sight of I-485 from the Air Traffic Control Tower

- Change order #9 includes erosion control for a soil land farm on the airfield and additional grading that will place contaminated soil from the area that was used to take dirt to build up the airfield for the new runway. Establishing a soil land farm is a much cheaper than excavating the contaminated soil and hauling to a landfill. (The estimate to haul to a landfill was \$2,000,000.)
- As with previous change orders, this change order takes advantage of favorable bid pricing due to large quantities in existing contract and facilitates an expedited construction schedule.
- 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 \$60,029,998.74.
- 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, and proceeds from federal grants.

Disadvantaged Business Opportunity

ES Wagner will self perform the majority of work on this change order as the scope does not afford subcontracting opportunities. ES Wagner maintains their original DBE commitment of 13.5% with the addition of this change order.

Summary of Bids

N/A

Council Date: November 8, 2010

Fuller: Can you explain the contamination?

Orr: It is contaminated with petroleum and petroleum derivatives. There was a service station there and a gasoline dispenser there for as long as gasoline has been dispensed. There was also a company there that refinished church pews and overtime spilled a lot of stuff.

Edwards: Are the tanks still there?

Orr: The tanks are long gone.

Culpepper: This is the second time for doing erosion control?

Orr: Yes, we took some dirt off for the taxiway construction and this is to get the rest of that contaminated soil.

Culpepper: What does the cost of the change order include?

Orr: It includes spreading it out and planting the grass on it. Maintaining is something we will have to do.

Motion: McMahan

Second: Vaughan

Vote: 8-0

Riolo: Before we move on to the Status Reports, I would like to introduce our guest, Mr. Easterling who is a former member of this committee and a pilot. I would also like to introduce Mr. Paul Davis.

Davis: I appreciate you taking the time last month to hear my concerns. All the items you are looking at today are all quality stuff and good things with great planning. But what the FAA has done is harming the quality of life in Charlotte relative to what's going on at this airport. We have low flying planes and concentrated traffic flying over. Eventually you are going to have a large number of people fighting everything the airport is doing. The FAA has made a huge change and the airplanes are flying low over Charlotte and are flying on very concentrated paths. Four hundred flights a day are coming over these subdivisions. I just appreciate that you have heard this and are taking this serious.

5. Status Reports/Discussion

1. City Council Workshop Presentation

- Charlotte City Council held a workshop focusing entirely on the Airport at the Carolinas Aviation Museum on September 7.
- It is the first time a formal Council workshop has been held off-site from the Charlotte Mecklenburg Government Center.
- Airport staff organized and facilitated the event, which focused on the Airport's operations and role in the community.
- Approximately 100 people attended the open meeting.
- Orr led the workshop by treating Council members to a presentation consisting of an overview and background of the Airport. All aspects of Airport operations, staffing, partnerships, customer service programs and initiatives were covered by Orr. Council also reviewed a presentation on air service, emerging hub trends and upcoming council action items.

Riolo: Shawn is not here today and the reason he is not here is because he went to New Jersey with the Carolinas Historic Aviation Commission to look at the Airbus320, Flight 1549, and moving it to Charlotte. They are in the process of doing that. They hope to have that aircraft here by the end of the year. The museum is used as an educational tool and is a tourist destination that requires no city, state

or county funds. It is self funding. I encourage you to visit the museum.

Vaughan: I was there for the workshop and brought three of my grandchildren later to see the museum and exhibits. They are ages 12, 10 and 6. They had a ball. If you have children or grandchildren you should bring them. They will really enjoy it.

Culpepper: Is there a way for passengers to get from the Airport to the museum?

Orr: There is, but because it is across the runway, it is cumbersome.

Edwards: Will there ever be anything in the terminal to promote that it is there?

Orr: Yes, and to offer transportation. However, getting people to leave the terminal on a layover is difficult. Once they are here, they don't want to risk missing their connection, even if they have a lot of time.

Gentry: The museum is working with Wilson Air Center to help with transportation.

Orr: One thing we shared with Council is information about the new runway and the cost savings to the airlines. Also, with the new runway brings more flight tracks. So there are people getting airplanes flying over their house who were not getting airplanes before. That's an additional impact and we can deal with that through the Part 150 Program. The other piece of this is the RNAV procedures which puts the airplanes on a single track. Before RNAVS, the planes would turnout and people living in the areas would see the planes but no one was getting a large amount of traffic right over them. With the RNAV procedures, the turnout is more concentrated in a single area. We will show you a map next month that depicts this. That's what Mr. Davis is referring to regarding a previous dispersed flight pattern to the concentrated flight track procedure, which is the RNAV procedures. We will be talking more about this.

Culpepper: And it is happening at a lower altitude.

Orr: That is due to a number of things and I will explain that and what's causing that and how it relates to what US Airways is trying to do with controlled descend.

Fuller: Regarding the Part 150, I recall earlier this summer you mentioning it was about a month away from being issued.

Orr: It will be a matter of days.

Fuller: To be released?

Orr: Yes.

Fuller: Does it include the Airport's take on this issue?

Orr: That's why we took the delay because we wanted to focus on that.

Edwards: What are the plans for the tower?

Orr: Secretary LaHood is supposed to visit in a couple weeks and that's a question for him. They need to make it higher, larger and relocate it. It is their responsibility to do that.

Riolo: We would like it to be an architectural landmark.

2. Director's Report

➤ Airfare Charts

Average Airfares Among 147 Airports for Q4 2009

- Each member received a spreadsheet that shows the average airfares among 147 airports nationwide.
- Among the 147 airports included in the study, CLT's airfares rank 71 with an average airfare of \$193.18 in the fourth quarter of 2009.

Average Airfare Comparison between CLT, PIT, RDU, GSO and BNA—1992 – 2010

- Each member reviewed a line chart.

Orr: We will talk more about these charts next time.

➤ Runway Run Held

- The fourth annual Runway 5K Run was held Saturday, October 30 with 3,300 participants.
- It was the biggest turnout in the Run's history. Last year, there were 1,881 participants.

- Funds raised from the Run will go toward LifeSpan's Community Activity and Employment Transition Program (CAET). A check to LifeSpan will be presented at a later date. LifeSpan, a nonprofit organization, assists children and adults with developmental disabilities by providing education, employment and enrichment opportunities.

Meeting adjourned at 9:00 a.m.



T. J. Orr, Aviation Director

Distribution:

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