

**CHARLOTTE DOUGLAS INTERNATIONAL AIRPORT  
AIRPORT ADVISORY COMMITTEE**

**Minutes from July 12, 2012  
Charlotte Douglas International Airport  
Piedmont Conference Room  
8:00 a.m.**

**Present**

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

**Staff Present**

T.J. Orr, Aviation Director  
Jennifer Long, Customer Relations Manager  
Lauri Golden, Customer Service Coordinator  
Leila Lahbabi, Airport Attorney

**Guest Speakers**

Mark Hought, Federal Security Director (FSD), TSA-CLT  
Tim Jones, SPOT Security Manager, TSA-CLT (*SPOT-Screening Passengers by Observation Technique*)

**Absent**

Tim Gause

**1. CALL TO ORDER**

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

**2. PLEDGE OF ALLEGIANCE**

**3. APPROVAL OF JUNE 7, 2012 MINUTES**

Minutes were approved as written.

**4. BUSINESS AGENDA**

**1. Neutral Host Distributed Antenna System ("DAS") – Wireless Carrier License Agreement**

**Action: Approve a license agreement with SprintCom, Inc. ("Sprint") for the use of the DAS.**

**Background:**

- Over 39 million passengers passed through the Airport in 2011, most of whom required the use of a cellular device during their visit to the Airport.
- A DAS is a network of antennas connected to a common source by fiber-optic cabling that provides consistent cellular service in a building. A DAS improves the cellular coverage in the terminal building of the Airport.
- The City has contracted with Wireless Services to design and install the DAS at a total cost of \$1,344,951.06. The City has also entered into a maintenance and monitoring agreement with Wireless Services under which the City pays Wireless Services \$10,500 per carrier per year to operate, maintain and monitor the DAS.
- The City proposes to enter into a license agreement with Sprint to broadcast its telecommunications signal throughout the terminal. The City has already entered into comparable license agreements with AT&T and Verizon.
- Pursuant to the terms and conditions of the license agreements, the City will (i) recoup the entire cost of the design and installation of the DAS in the amount of \$448,317.62 per carrier; (ii) receive an annual maintenance and monitoring fee in the amount of \$10,500

per carrier; and (iii) receive an annual license fee in the amount of \$80,000 per carrier. The license fee and the maintenance and monitoring fee will each increase by three percent (3%) annually for the term of the agreement.

### **Contract Terms**

- The license agreement will be for a ten (10) year initial term with two additional five (5) year terms upon mutual consent of the parties.
- Sprint will pay the City \$448,317.62, its proportionate share of the cost of the design and installation of the system.
- Sprint will pay the City an annual license fee in the amount of \$80,000 for the use of the DAS. This fee will escalate by three (3) percent for each year of the term of the license agreement.
- Sprint will pay the City an annual monitoring and maintenance fee in the amount of \$10,500 for the operation, monitoring and maintenance of the DAS. This fee will escalate by three (3) percent for each year of the term of the maintenance and monitoring agreement.

### **Small Business Program**

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

**Council Date:** July 23, 2012

Motion: Pretty  
Second: Edwards  
Vote: 10-0

**Riolo:** I want to remind everyone that our WiFi at Charlotte Airport is offered at no charge to passengers. We appreciate that we are able to provide that. If you travel to other airports and try to use their WiFi, there is often a charge.

## **2. Airport Telecommunications Contract**

**Action: Approve a contract with AT&T in the amount of \$137,925.90 for maintenance of the Airport's Telecommunications system**

### **Background:**

- Since the terminal opened in 1982, the Airport has contracted for a dedicated on-site technician to maintain its AT&T Centrex telephone system at the request of the airlines.
- The telephone system currently has 3,135 lines, of which the Airport uses 366 lines
- The cost of the technician is spread over all users of the Airport system
- The technician is responsible for all moves/adds/changes, routes all lines from the trunk in the basement to the user's phone, troubleshoots technical issues, and repairs outages

### **Small Business Opportunity**

Pursuant to Section 5 of the Program, no SBO utilization goal was set because no subcontracting is anticipated.

**Council Date:** July 23, 2012

**Fuller:** How much of this is for the technician's salary?

**Orr:** Not exactly sure, but it's only a portion of that.

Motion Bennett  
 Second: Fuller  
 Vote: 10-0

### **3. Airport Fuel Contract**

**Action:** Approve a low bid unit price contract to Petroleum Traders Corp. in the estimated amount of \$15,225,000 for the purchase of bulk fuel for three (3) years.

#### **Background:**

- The airport owns, operates and leases several aviation fuel farms on Airport property along with three Ground Service Equipment (GSE) fueling locations on Airport property and at the CLT Center.
- Each airport tenant is responsible for fueling their own GSE vehicles. In order to provide consolidated fueling sites, the Airport operates two airfield fueling locations and one Aviation Department-only location at the CLT Center.
- In order to receive quantity pricing, the Aviation Department consolidated all of the GSE fuel consumption, including the airlines, catering, other tenants, and the Aviation Department, into one contract.
- This contract provides pricing based on the Oil Price Information Service (OPIS) Gross Average Rack Price on Thursday of each week plus margin for regular unleaded 87 octane gasoline, E-10 blend ethanol enhanced unleaded gasoline, ultra low sulfur red dye diesel fuel, and ultra low sulfur diesel fuel.
- The airport tenants users of the GSE Fueling System will realize a savings of approximately \$160,000 annually and the Aviation Department would realize a savings of approximately \$84,000 annually over the current fuel provider
- Each user of the system will be billed by the Aviation Dept. for fuel dispensed on a monthly basis.
- Estimated usage and contract amount based on 1,450,000 gallons at \$3.50/gallon plus markup price for three (3) years.

#### **Contract Terms**

This contract is a unit cost bid with three (3) year term.

#### **Small Business Opportunity**

No SBE goals are established for purchases of goods and equipment due to limited opportunities for subcontracting (Appendix Section 18 of the SBO Policy).

#### **Summary of Bids**

Based on the total margin price per gallon with a 2011 historical usage of 1,305,188 gallons.

Petroleum Traders Corp	\$7,128.06
Papco, Inc.	\$16,152.14
Mansfield Oil Company	\$30,718.05
RKA Petroleum Companies	\$62,718.71
Great Lakes Petroleum	\$121,484.98
James River Petroleum	No Bid
World Fuel Services, Inc.	No Bid

**Council Date:** July 23, 2012

**McMahan:** Is this separate from the aviation fuel?

**Orr:** This is absolutely separate from aviation fuel, which is supplied by two pipelines.

**Edwards:** That's through a separate contract?

**Orr:** That's on a different contract and operated differently. This is a consolidated fuel system. What that means is each airline, who is a member, buys their own fuel and gets it delivered to the Airport terminal. We then accept it, maintain it, distribute it through the hydrant system and they pump it into their system. So they pay us to use the system and pay the supplier for the fuel. This is a little different in which they will pay us for the whole thing. We were operating this vehicle fueling system the same way, with them buying their fuel. By doing this, we will save them, and ourselves, eight to ten cents a gallon. That is fairly significant.

**Fuller:** Just to clarify, this is for ground vehicles, not for aircraft?

**Orr:** Correct.

**Dorsch:** What's going to happen with the rental cars in the new parking deck? Where's that fuel going to be stored?

**Orr:** There will be several 30,000-gallon underground tanks that are buried just to the north of the new rental car deck. There will be a pump and fuel island on the bottom of that deck. They will be able to refuel the cars in the quick-turn area. That system will be a consolidated system and we will contract with a third party to operate that system.

**Culpepper:** Have we already covered the infrastructure costs for this? Is that something we have already reviewed and approved?

**Orr:** Yes. These fuel islands are already in place. The only thing this really affects is how you acquire the fuel to dump it into the system.

Motion: Dorsch

Second: Culpepper

Vote: 10-0

#### **4. Property Transactions**

**Action:** Approve the following property acquisitions.

- A. Project: Airport Master Plan Land Acquisition**  
**Owner(s): Ann Shull Litaker**  
**Property Address: \* Shopton Road**  
**Property to be acquired: 10.37 acres**  
**Improvements: vacant land**  
**Purchase Price: \$456,000.00**  
**Remarks:** The purchase price was determined by an independent appraisal and was reviewed by a second 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: R-3 Use: vacant land**  
**Tax Value: \$197,900**  
**Tax Code: 141-071-06**
- B. Project: Airport Master Plan Land Acquisition**  
**Owner(s): Birdie B. Suttle**  
**Property Address: 8428 and 8500 Tuckaseege Road**  
**Property to be acquired: 2.44 acres**  
**Improvements: warehouse**  
**Purchase Price: \$150,000.00**  
**Remarks:** The purchase price was determined by an independent appraisal and was reviewed by a second 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: R-MH Use: warehouse**

**Tax Value: \$79,600**

**Tax Code: 055-381-03 and 055-381-26**

**Council Date:** July 23, 2012

Motion: Dorsch

Second: Culpepper

Vote: 10-0

**The following actions are FOR INFORMATION ONLY. They were approved by City Council at the June 27, 2012 Council meeting.**

### **1. FAA Grant Acceptance**

- Action:**
- A. Adopt a resolution accepting a Federal Aviation Administration (FAA) grant in the amount of \$20,500,000 for Airport projects related to the new runway; and**
  - B. Adopt a Budget Ordinance appropriating \$20,500,000 in FAA grant funds.**

#### **Background:**

- Each year, the Airport qualifies for FAA entitlement funds based on passenger enplanements under the Airport Improvement Program. The Airport's FY2012 entitlement funds currently available are \$8,500,000. Additional entitlement funds may be available later in the year.
- In December 2006, the FAA issued its Letter of Intent (LOI) to provide \$80 million dollars over 8 years in discretionary federal funds to be applied towards the cost of constructing the new runway. The FY2012 allocation of this LOI is \$12 million dollars and is included in the \$20,500,000 grant offer. This is the sixth installment of the LOI.
- The financial plan for the construction of the runway included the issuance of short term, variable rate General Airport Revenue Bonds that are callable upon the receipt of federal grant funds. This grant will allow the City to call a portion of those bonds, reducing debt.

### **2. Airport Food Court**

- Action:**
- A. Approve a contract amendment with DAS Architecture, Inc. in the amount of \$889,910 for the design of a new Food Court.**
  - B. Approve an amendment to the Concession Agreement with HMSHost extending the contract for five (5) additional years.**
  - C. Adopt a budget ordinance in the amount of \$889,910 from the Airport Discretionary Fund.**

**Background:****Contract Amendment for Design of New Food Court**

- In July 2009, Council approved a contract with DAS Architecture, Inc. to design the East Terminal Expansion, providing more lobby space and a fifth security checkpoint.
- At the beginning of the design process, the Airport and DAS developed a master plan for the east end of the Terminal building, including the checkpoint, lobby space, offices, and a food court
- This contract amendment will add the design of the 39,000 sq ft food court and additional retail space to the scope of the contract.
- The construction of the food court is estimated to be \$9,000,000 with an additional investment by HMSHost of \$12,000,000.

**Concession Agreement Amendment**

- In August 2003, the Airport entered into a master concession agreement that permitted HMSHost to operate food & beverage and merchandise facilities at the Airport.
- In June 2009, the contract was amended to extend the food & beverage concession rights to June 30, 2015 and to terminate concessions rights to the retail portion of the contract.
- This contract amendment included an option to extend the contract an additional five years to June 30, 2020.
- HMSHost has planned improvements and investments to its food & beverage facilities to better serve passenger needs and increase revenues. This investment represents a minimum of another \$12 million in new restaurants and remodels.
- This amendment will exercise the option included in the 2009 amendment and extend the contract to June 30, 2020, permitting HMSHost sufficient time to amortize their investment.
- HMSHost maintains their contractual obligation to subcontract 20% of the gross business to Airport Concessionaire Disadvantaged Business Enterprise partners.
- HMSHost pays a fixed rental every year for the food & beverage concession areas in the terminal that represents the Airport's cost to provide the space.
- In addition, HMSHost pays the City 50% of their profits from the food & beverage concession.

**Small Business Opportunity**DAS Architecture. Inc.

All additional work involved in this change order will be performed by DAS Architecture and their existing sub-consultants (Part D: Section 6 of the SBO Policy) (see attachment).

**Airport Concession Disadvantaged Business Opportunity**HMS Host

Established DBE Goal 20.00%

Committed SBE Goal: 20.00%

The amended contract maintains a 20% commitment by Host International, Inc.

**Riolo:** What will the concessions be located in this area?

**Orr:** That has not been finalized yet, but it will be a mix of concessions, similar to the Atrium food court.

**Riolo:** What new concessions are we doing immediately below us, behind the sushi bar?

**Orr:** That is for Beaudevin, which is a wine bar. It will have food services as well. It is about 3,000 square feet with projected sales being a little over \$3 million annually.

**Long:** It will open on July 24 and invitations are being sent tomorrow, which you will all be receiving.

### **3. Airport Terminal Atrium Signage**

**Action:** Approve a contract with SignArt, Inc. in the amount of \$163,745 for purchase and installation of signage in the Terminal Atrium.

**Background:**

- This contract will install super graphics in the Atrium and Ticket Lobby to provide directional guidance to passengers for the checkpoints and concourses.
- Funding for this project will be paid from the proceeds of 2004 General Airport Revenue Bonds, the debt service of which is paid by the general revenues of the Airport.

**Small Business Opportunity**

No SBE goals were set for these contracts because there are no SBE subcontracting opportunities (Part B: Section 2.4 of the SBO Policy).

**Pretty:** Any chances we could remove that column (located by C security checkpoint)?

**Riolo:** That is a big traffic jam area.

**Orr:** We are looking at that area.

### **4. Airport Security Grant**

- Action:**
- A. Adopt a resolution accepting an Other Transaction Agreement (OTA) from the Transportation Security Administration (TSA) in the amount of \$549,894,**
  - B. Adopt a budget ordinance appropriating \$549,894 in TSA grant funds to the Airport Capital Investment Plan Fund,**
  - C. Approve the purchase and installation of security equipment as authorized by the sole source purchasing exception of G.S. 143-129(e)(6), and**
  - D. Approve a sole-source contract with Johnson Controls Inc. in the amount of \$549,894 for the purchase and installation of security equipment.**

**Background:**

- In 2008, the Airport entered into an OTA for \$2,050,000 to procure and install security cameras in the Checkpoints and Baggage Makeup areas. TSA funded this activity 100% through the OTA.
- Action A approves the acceptance of a new OTA for the acquisitions of additional hardware for data storage related to the camera system.
- Action D approves a contract with Johnson Controls to purchase and install this additional hardware.
- Johnson Controls previously installed the security cameras for the TSA and currently maintains the existing equipment. TSA requested that Johnson Controls install the new hardware to ensure continuity of the existing system and so Johnson Controls can provide the maintenance for the new equipment.

**Small Business Opportunity**

Sole source contracts are exempt (Appendix Section 23.2 of the SBO Policy)

## **5. Airport Baggage Screening System/West Terminal Expansion**

### **Action:**

#### **Baggage Screening System**

- A. Award the low bid contract of \$25,384,571 to Pteris Global (USA), Inc. for the construction of a baggage screening system,**
- B. Approve a contract with BNP Associates, Inc. in the amount of \$1,737,500 for construction administration services of the baggage screening system,**

#### **West Terminal Expansion**

- C. Award the low bid contract of \$21,945,700 to Archer Western Construction, LLC for the construction the West Terminal Expansion,**
- D. Approve a contract with SUMMIT ECS, Inc. in the amount of \$257,050 for testing and special inspections for the West Terminal Expansion,**
- E. Approve a change order with C Design Inc. in the amount of \$268,600 for architectural construction administration services for the West Terminal Expansion,**
- F. Approve a change order with United Engineering Group, Inc. in the amount of \$258,488 for mechanical, electrical, plumbing, and fire protection construction administration services for the West Terminal Expansion, and**
- G. Approve a change order with Laurene, Rickher & Sorrell in the amount of \$134,250 for structural engineering construction administration for the West Terminal Expansion**

### **Background:**

#### **Baggage Screening System**

- In April 2010, Council approved a contract with BNP Associates to design the baggage screening system.
- In May 2010, Council approved a grant from the Transportation Security Administration (TSA) to fund 90% of the cost of an automated baggage screening system.
- The current baggage conveyor system is labor intensive and requires TSA staff to manually remove bags from the conveyors and place them in the screening devices then reload the scanned baggage onto the desired conveyor.
- This project will install 12,000 feet of new conveyor and add 11 screening machines.
- This project will be funded by the TSA grant and by 2011 General Airport Revenue Bond proceeds, the debt service of which is paid by Passenger Facility Charge revenues.
- The project duration will be three years.

#### **Summary of bids:**

Pteris Global (USA), Inc.	\$25,384,571
Siemens	\$25,617,559
Daifuku Webb	\$26,046,991
G & T Conveyor Company, Inc.	\$28,821,819

#### **West Terminal Expansion**

- In June 2011, contracts were awarded to the design team of C Design, Inc, United Engineering, and Laurene, Rickher & Sorrell.
- This addition will expand the terminal by 45,000 square feet.



- This addition adds space for the baggage screening system on the first level, public circulation and concession space on level two, and shell office space for future tenants on the third level.
- The three change orders will allow the Airport to receive assistance from the design firms during construction.
- A portion of the construction contract and the change orders will be funded by the TSA and the balance funded with 2004 and 2011 General Airport Revenue Bond proceeds, the debt service of which is paid by Passenger Facility Charge revenues.
- The project duration will be three years.

### **Disadvantaged Business Opportunity**

#### Pteris Global (USA), Inc.

Established DBE Goal: 3.00%

Committed DBE Goal: 3.61%

Pteris Global (USA), Inc. exceeded the established DBE goal, and committed 3.61% (\$901,483) of the total base bid amount to the following DBE firm(s): Absolute Business Connection (labor).

#### Archer Western Construction, LLC

Established DBE Goal: 12.00%

Committed DBE Goal: 21.12%

Archer Western Construction, LLC exceeded the established DBE goal, and committed 21.12% (\$4,632,196) of the total base bid amount to the following DBE firm(s): Siteworks, LLC (site utilities) and Besco Electrical Corporation (electrical).

#### BNP Associates, Inc.; SUMMIT ECS, Inc.; C Design, Inc.; United Engineering Group, Inc.; and Laurene, Rickher & Sorrell

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.

**McMahan:** Is the \$21 million for total construction?

**Orr:** The bid is \$25,384,571 for the screening system, which are the conveyors and some other stuff. The equipment is provided by TSA and is over and above that. The \$21 million is for Archer Western for construction of this addition, plus some structural refitting back in the older part of the building, to support the heavy equipment. Yes, what you see is the total cost. The \$45 million only pays for a part of this. The part that's ours, like the second and third floor, is funded by previous bonds.

**Pretty:** What's the anticipated completion?

**Orr:** It will take two years to complete the screening part if this. The building part will be finished in about a year.

**Riolo:** I would like for the members of the committee to note on page 7, under the Summary of Bids, the competitiveness of the bids and the companies that bid.

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

### **1. TSA Pre-Check**

Mark Hought, Federal Security Director (FSD) for the TSA at Charlotte Airport, speaks to the committee about TSA's Pre-Check program.

**Hought:** I want to start off by thanking everyone, Jerry in particular, for allowing us to come and talk to you about TSA Pre-Check. I have been here in Charlotte for six months. Prior to that I was located at headquarters in DC and prior to that I was the FSD at Chicago O'Hare. Since I have been here in Charlotte, Jerry Orr's team and my team, have built an awesome partnership. The partnership we have here with Jerry is better than our partnership at O'Hare. I am very pleased with where we are going with things like the in-line system, the new checkpoint and new equipment. TSA is not here to be an obstacle, but to be a partner. TSA Pre-Check is a program that was talked about last year with Secretary Napolitano and my boss, John Pistole, who is the Administrator of the TSA. We just finished

our first 10 years, post 9/11, and are now moving into our second 10 years. The method in which we screened folks over the first 10 years was more of a “one size fits all” process. We understand that one size doesn’t fit all and TSA Pre-Check is a part of that. We rolled out TSA Pre-Check two days ago here at CLT. We have already had 700 passengers go through; our goal is 3,000 passengers per day. This is where we are going in the future and I think it is outstanding and it is a level of our layered security program. I think it works well here. With that being said, I would like to introduce Tim Jones with TSA, who has been leading these efforts for us.

**Riolo:** Before we do that, I want to thank you for using the word “partnership” with the Charlotte Airport. I think that’s very important. We run the most economical and efficient airport in America. We look at you as being a partner with us to provide that customer service. I want to thank you for acknowledging that it is a partnership.

**Jones:** As of last week, TSA Pre-Check has screened 1.6 million passengers system wide. CLT is the 17<sup>th</sup> airport to have Pre-Check added. Tampa was also just added. Pre-Check has one lane at each participating airport. This program enhances security by enabling the TSA to focus its efforts on passengers we know less about while providing expedited screening to travelers who volunteer information about themselves prior to flying. Through the TSA Pre-Check vetting process, information is embedded in the barcode of the passenger’s boarding pass. Eligible passengers can now use the Pre-Check lane at B security checkpoint. However, we will always incorporate random and unpredictable screening measures. Today you may be Pre-Check, but tomorrow you may not. An example of why this is important is because we had a guy who was Pre-Check, but he was also selected for a random inspection. During the inspection, TSA found ammunition in his pocket. Some of the benefits of Pre-Check include getting to keep your shoes on, lighter outer garments on, belts on, no longer removing your laptop from your luggage and keeping your 3-1-1 bag in your luggage. Passengers are already thrilled about this and are calling it the “happy lane.” The employees are happy because the passengers are happy. To be eligible, you have to be in the top-tier for your airline. TSA does not control that number, we only control the screening. The airlines invite those individuals that fall in their top-tier. The second way to enter in is through Global Entry. The reason we partnered with Customs on this is because the passenger’s information is already in the system. There is a difference in the two. If you opt in through your airline, it’s a free service. If you go through Global Entry, there is a fee of \$100, which is good for five years. So there are two ways a passenger can use Pre-Check.

**Pretty:** If you are in Global Entry, how do you participate in Pre-Check?

**Jones:** On the back of your Global Entry card, there’s a nine-digit number which starts with ‘9’ most of the time. You enter that number in your profile.

**Pretty:** Into your airline’s profile?

**Jones:** Yes.

**Riolo:** So you have to have a boarding pass to use this?

**Jones:** Yes. When scanned, the boarding pass tells the TSO (Transportation Security Officer) if you are Pre-Check.

**Riolo:** The members of this committee come out to the Airport often and go through security. So the members of this committee are not eligible as participants if they do not have a boarding pass.

**Jones:** Correct.

**Haught:** I would like to mention that we are working on a number of efforts. What you are talking about now would allow folks like this committee to do that. We are also looking at the military, to allow them expedited screening, and other groups. So this is just the beginning. We’re getting there.

**Riolo:** When will we get there?

**Haught:** You can see right now that this has been very aggressive...the Pre-Check has been aggressive. We are including more and more folks into this program. This is one of the fastest changes I have seen occur with TSA since I have been part of it. Again, we are moving away from the “one size fits all” way of doing things. Our motto is “World-class Security And World-class Customer Service” with the emphasis on ‘and’. It was once thought that you can’t have both. That’s an awesome question, and I’m going to take that back to headquarters today and get back to you because I have your card.

**Riolo:** That’s great. That’s the first thing they teach when you go to MBA school, to always say “That’s an awesome question.” That makes the person that asked the question feel good.

**Pretty:** Once we put the nine-digit number in, how do you look at the boarding pass to tell that you are Pre-Check?

**Jones:** It is incorporated into the same barcode on the boarding pass.

**Haught:** We will leave some information cards here for everyone.

**Edwards:** There are certain employees that you see riding around on the carts and work in the international section. Each time they go through with a passenger, they have to go through security, just like the passenger. I was one of those people. There were many times passengers got held up because they didn't clear me when they cleared the passenger. Is there somewhere you are going to address that?

**Haught:** Yes, we are looking at airport employees such as airline, concessions, etc. We are looking at that population as a whole on doing some type of expedited screening.

**Edwards:** I would suggest giving some special attention to that group because it was a hassle to go through there three or four times a day and each time I had to strip.

**McMahan:** Are you still going to have to stand in the same line?

**Haught:** If you are Pre-Check, you go to B Checkpoint and use the lane that is signed "Priority Lane." That lane takes you right to the front where they scan your boarding pass.

**Jones:** Pre-Check is for domestic flights only.

**Pretty:** Is this like Clear?

**Haught:** It is really the Trusted Traveler Program, packaged in a more sophisticated way.

**Riolo:** You mentioned 3-1-1. I thought it was 1-2-3 for one, two-quart bag with bottles less than three ounces?

**Jones:** 3-1-1 is three ounces or smaller containers, one quart-size bag, one bag per passenger.

**Riolo:** You guys are aware that's a dumb rule, right?

**Haught:** We are getting closer to making these changes. The reason we are doing that is because of the frustrations you are talking about today. Pre-Check is an example of where we are going as an organization. I am excited about this.

**Riolo:** I can't tell you how much I appreciate and notice your sincerity. When you do Pre-Check, are you still going to have to get scanned?

**Haught:** No, you will go through a walk-thru metal detector that is dialed down. Therefore, it's not going to pick-up a belt or your money clip or a type of pen in your pocket. Your bags will still go through X-ray but you will keep your shoes on, all because you are a trusted traveler.

**Riolo:** But the 3-1-1 rule still applies?

**Haught:** Yes.

**Riolo:** Would you please stay after the meeting so the members of this committee can ask you questions?

**Haught:** Yes.

## **2. East Terminal Expansion Opens**

**Orr:** We have not finished all of the construction, but we have opened the east terminal expansion. It is open and being used. That brings us our fifth checkpoint, which is bringing much relief to those, in particular, arriving from an international destination with a connection to make.

**Haught:** Twenty-percent of passengers are now going through the new E checkpoint.

**Culpepper:** I have noticed that you can come in that checkpoint, but you cannot exit by that checkpoint. Is that temporary?

**Orr:** We are working on that. It won't take you any longer to exit by D because there is no door on that end of the building, even if you could cut through there. But we are working on that.

**Edwards:** If you are coming in as an outside passenger and go through the E checkpoint, do you still have that old access to E concourse within the Airport.

**Orr:** Yes.

## **3. Parking Update**

**Orr:** We raised our parking rates July 1<sup>st</sup> by \$1. Additionally, close to ninety-percent of our passengers now are using their credit card to exit. Passengers have found that this makes it much easier and

quicker for them.

**Riolo:** Please note how inexpensive it is to park here at Charlotte Airport. Normally even short term parking in other airports is a \$1 per hour, which is up to \$24 a day. Ours is \$17.

**Orr:** There was a big situation last month at the Columbia Airport. They wanted to raise their parking rates higher than our rates and they were getting a lot of pushback.

#### **4. Director's Report**

##### **Youth Day Held**

- More than 60 children participated in Youth Day 2012 at CLT on Friday, June 22.
- Youth toured the airfield, Fire Station 41 and the NC Air National Guard.
- In the afternoon, they spent time with their adult host and ended the day with a tour of the Carolinas Aviation Museum.
- Youth Day is a special event for Aviation Department employees and their children, grandchildren, nieces and nephews.
- It began in 1996 as an opportunity for Aviation Department employees to teach young people about their work at the Airport.
- The annual event gives a behind-the-scenes look at CLT and an introduction to other organizations associated with the Airport.

##### **Delta Adds New Service**

- Delta hosted a ribbon-cutting ceremony yesterday to mark the launch of 6 daily non-stop flights to New York's LaGuardia airport.
- This is a significant increase in their local presence and provides greater access to New York for Charlotte's business traveler.
- The number of daily flights from Charlotte to New York City will now be 8; 6 flights to LGA and 2 to JFK.
- Delta's operation from CLT will rise to 36 flights to 7 hubs
- Customers can connect to new business markets through LaGuardia including Dallas; Miami; Washington-Dulles and Louisville, Ky.

#### **5. Elections**

Riolo leads the committee in their annual election of officers.

**Riolo:** I first want to thank every member for your support and confidence in me as the Chair of this committee. Your unanimous support was a humbling honor. I contacted each one of you, prior to the meeting, and you pledged your vote to me not only as your Chair for the third time, but also for your vote on a motion to extend my term of office to three consecutive terms. And again I am humbled by that honor. I wanted to thank you for that, but I will not be presenting the motion today to amend the bylaws to allow the Chair to serve as three consecutive terms. I will not do that. The bylaws state that the Chairman and the Vice Chairman, in their particular position, can only serve for two consecutive terms. That has been a bylaw of the committee, which the committee approved, in 1992. So I thank you for your support on that but I will not be presenting that motion. I now ask you for your support in the recommendation from the Nominating Committee, which was chaired by Ed McMahan.

**McMahan:** The Nominating Committee, which is George Pretty, Tim Gause and myself, met and talked about this. We would like to recommend that we elect Shawn as Chair. And since Drew has done such a great job as Chair for the last two terms, we would recommend that he serve as Vice Chair.

**Riolo:** That is the recommendation of the Nominating Committee, but I would now like to open it up for any nominations from the floor or anyone else who would like to serve.

**Edwards:** I move for accepting of the recommendation.

**Riolo:** Is there anyone who would like to serve who was not nominated by the committee? Anyone at all who would like to present their name? (No other nominations are made). Therefore, we will proceed on with a vote on the Nominating Committee's recommendation.

**Edwards:** First we need to accept the nominations.

**Riolo:** That's right, that's what we will do. Would a member like to make a motion for consideration to accept the report of the nominating committee?

Motion: Edwards

Second: Culpepper

Vote: 10-0

**Riolo:** Now we will have the vote. Is there anyone who would like to have a written, secret ballot?

**Long:** It cannot be secret, but it can be written.

**Riolo:** Where are the attorneys? Am I doing this right?

**Lahbabi:** Yes.

**Riolo:** I always want to check with the attorneys on this. Is there anyone who would like to have a written ballot? (No one requests a written ballot). Okay, we will proceed with the vote for Shawn as Chair and myself as Vice Chair.

Dorsch for Chair

Vote: 10-0

Riolo for Vice Chair

Vote: 10-0

**Riolo:** Please note that this next year, neither Shawn or I are eligible for reappointment to the committee and that will open up both positions next year. We ask everyone on this committee who will be with us through the year of July 2013 to July 2014 to please consider these positions as we move forward.

### **Miscellaneous Discussion**

**Edwards:** I want to comment on the Air National Guard. I had the privilege from a very early point in my career of flying the C-130. It's been around forever. That's over 60 years. It has the most incredible safety record of any aircraft and in the military. So this recent tragedy was a shock because of the safety record. So we need to have hats off to not only the aircraft but to all the people who have flown safely all these years.

**Riolo:** Thank you Morgan; that is well noted. If you have any extra time, please stop into the USO and give thanks to all those who serve in the military. Thank you for your comments. The next meeting is August 2 at 8:00 a.m. and that meeting will be chaired by Shawn.

**Meeting adjourned at 8:56 a.m.**



T. J. Orr, Aviation Director

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