

**CHARLOTTE DOUGLAS INTERNATIONAL AIRPORT  
AIRPORT ADVISORY COMMITTEE**

**Minutes from December 6, 2012  
Charlotte Douglas International Airport  
Piedmont Conference Room  
8:00 a.m.**

**Present**

Shawn Dorsch, Chair  
Drew Riolo, Vice Chair  
Peter Acker  
Scott Culpepper  
Todd Fuller  
Crystal Jackson  
Russ McMillan

**Staff Present**

T. J. Orr, Aviation Director  
Kari Lazaroski, Executive Assistant  
Lauri Golden, Airport Customer Service Coordinator  
Jennifer Long, Airport Customer Relations Manager  
Bob Lucas, Airport Housekeeping Manager  
Lee Davis, Airport Public Affairs Manager

**Absent**

Pam Bennett  
Morgan Edwards  
Stephen Gedney  
Ed McMahan

**1. CALL TO ORDER**

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

**2. PLEDGE OF ALLEGIANCE**

**3. APPROVAL OF NOVEMBER 1, 2012 MINUTES**

Minutes were approved as written.

**4. BUSINESS AGENDA**

**1. Aircraft Air Conditioning Units**

**Action: A. Award a low-bid contract of \$1,365,302 with JBT AeroTech, Jetway Systems for the purchase of aircraft air conditioning units, and**

**B. Adopt a budget ordinance appropriating \$1,365,302 from the Airport Discretionary Fund Balance to the Airport Capital Investment Plan Fund.**

**Explanation:**

- In November 2012, City Council approved a contract with RDK Engineers for the design of increased electrical systems to power larger aircraft air conditioning units for US Airways' exclusively leased gates on Concourses B and C.
- Of the 34 gates on these concourses, US Airways owns 20 jetbridges on which the air conditioning units are attached, and the Airport owns 14 of the jetbridges with similar units.
- US Airways is purchasing the larger units for the jetbridges that they own.
- The contract will purchase the units for the Airport-owned jetbridges.
- The 14 units are being purchased now so that they are delivered to the Airport in time to meet an aggressive installation schedule.
- Funding for this purchase will come from airline rates and charges to be repaid by US Airways.

**Small Business Opportunity:**

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

**Summary of Bids:**

JBT AeroTech, Jetway Systems	\$1,365,302
Cavotec Inet US, Inc.	\$2,275,048
Hobart	Bid reject due to incomplete bid

**Council Date:**

December 10, 2012

Motion: Culpepper

Second: McMillan

Vote: 8-0

**2. Airport Gateway Signage**

**Action: Award a low-bid contract of \$122,125 with Moore and Seagle Construction, Inc. for installation of a gateway sign at Wilkinson Boulevard.**

**Explanation:**

- In November 2009, the Airport opened the Business Valet Parking Deck on the corner of Wilkinson Boulevard and Harlee Avenue. Earlier that year, the Airport also constructed a set of ramps from Harlee Avenue to Josh Birmingham Parkway to allow vehicular access to the terminal from Harlee Avenue.
- This contract will fund the installation of new low-profile gateway signage at the intersection of Wilkinson Boulevard and Harlee Avenue.
- The signage will provide a significant visual cue that passengers have arrived at the Airport.
- Four companies were invited to bid on this project. Three of the four companies, including the successful bidder, are certified as an SBE with the City.

**Small Business Opportunity:**

Construction contracts under \$200,000 are considered informal with regard to SBE subcontracting goal setting process, therefore establishing SBE goals are not required (Appendix Section 29.1 of the SBO policy).

**Summary of Bids:**

Moore and Seagle Construction	\$122,125
Tarpon Construction	\$139,260
Kelby Construction	\$152,500
The Bowers Group	\$168,250

**Council Date:**

December 10, 2012

Motion: McMillan

Second: Culpepper

Vote: 8-0

**FOR INFORMATION ONLY**

The following actions were approved at the November 26, 2012 Council Meeting. However, they were not reviewed with this committee at the November meeting.

**1. Airport Recycled Concrete**

- Action:**
- A. Approve the purchase of recycled concrete as authorized by the sole source exception of G.S. 143-129(e) (6), and**
  - B. Approve a unit price contract with Martin Marietta Aggregates for the purchase of recycled concrete.**

**Explanation:**

- In August 2011, the Airport began the reconstruction of center runway. The project involved removing the middle section of the concrete runway and replacing it with new concrete pavement.
- Under the terms of the contract, the concrete removed from the runway became property of the contractor, who sold the product to Martin Marietta Aggregates to be crushed on site. The intent was to use the product for the Norfolk Southern Intermodal Facility, currently under construction on the Airport.
- Norfolk Southern has determined they will not need all of the recycled concrete, now crushed stone from Martin Marietta. At the completion of the Intermodal project, approximately 50,000 tons of recycled concrete will remain.
- Martin Marietta has offered to sell the remaining recycled concrete to the Airport at a significantly reduced price (\$8.50/ton) for an amount up to \$425,000. The comparable price for crushed stone from the quarry based on City contract pricing is \$20.50 per ton.
- The Airport will use the recycled concrete for building parking lots, paving shoulders for runways and taxiways, and providing gravel roads on the airfield as needed.
- In addition to pricing, this transaction also aligns with the Airport's commitment to sustainability by using recycled concrete in lieu of purchasing crushed stone from the quarry.
- The estimated annual expenditure is \$425,000.

**Small Business Opportunity:**

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

Dorsch: How long will it take you to use up the quantity you're buying?

Orr: A while, it's a big pile. The good news is it won't, well it'll be there for a while.

Dorsch: It won't go bad.

Orr: It won't go bad.

**2. Airport Moving Walkway Parts**

- Action:**
- A. Award the low-bid contract of \$279,298 to Schindler Elevator Corporation for the purchase of moving walkway parts, and**
  - B. Award the low-bid contract of \$82,946 to Otis Elevator for the labor to install the moving walkway parts.**

**Explanation:**

- The airport has 22 moving walkways, 15 escalators, and 40 elevators.
- In September 2011, Council approved the replacement of parts on three moving sidewalks which have been in continuous use since 1994.
- The 2012 state inspection revealed three additional moving walkways needed parts to be replaced.

- These contracts will acquire replacement parts and cover the labor to install the new parts for these moving walkways.

**Small Business Opportunity:**

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

**3. Airport Painting Contract**

**Action: Award the low bid unit price three-year contract to CertaPro Painters for interior and exterior painting services on Airport property.**

**Explanation:**

- Airport personnel perform routine maintenance operations and services of the building systems located around the Airport.
- This service contract will provide trained painters to assist the Airport maintenance crews in the upkeep of painting the 1.7 million square foot Terminal along with the additional buildings on Airport property.
- The contract provides for three painters, one sheetrock specialist and one paint spray technician working 40 hours per week, excluding holidays.
- Request for bids were advertised on October 16, 2012. Eleven companies attended a pre-proposal meeting on October 23, 2012. Two proposals were received on November 6, 2012.
- This is a unit bid contract per man hour. Based on a five-man crew working a 40-hour week, the annual estimated expenditure is \$208,000.
- This pricing is valid for an estimated three-year term.

**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:**

CertaPro Painters (non SBE)	\$20.00 per hour
Southend Painting Contracts (SBE)	\$24.50 per hour

Acker: Is there a process that makes sure the Airport isn't improperly charged for how many hours are spent?

Orr: We supervise the work. We tell them where to paint, what to paint, how to paint and inspect the work.

Acker: Ok, so that's our control system?

Orr: The supervisor of our night crew is looking out after them.

Culpepper: Jerry, I was sitting in the badge office last month waiting, trying to get in the building. Is there any particular reason these didn't come through the committee? Was it just something that happened?

Orr: Because our last committee meeting was the first of the month and the bids weren't close to being in for council on the 26<sup>th</sup>. Occasionally we get out of sequence with the council meetings.

**4. Property Transaction**

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

**Project: Airport Master Plan Land Acquisition**

**Owner(s): Charles and Shelia Hartley Heirs**

**Property Address: 4016 Rockwood Road**

**Property to be acquired: .57 acres**

**Improvements: single family residence**

**Purchase Price: \$138,000.00**

**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: single family residence**

**Tax Value: \$127,900**

**Tax Code: 113-161-39**

**Funding: 2090: 54010**

Dorsch: That house will be torn down?

Orr: That house will be sold for relocation and moved a certain distance away from the Airport so we don't end up buying it again. It took us 3 times on 1 house, but we finally learned our lesson.

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

### **1. Thanksgiving Travel Update**

- Jennifer Long gave update.
- Local Thanksgiving passenger traffic was up 2.2 percent this year compared to 2011, according to TSA security checkpoint numbers.
- US Airways, which operates its largest hub at CLT, had an 80 - 90% passenger load factor during the holiday week.
- Parking operation ran smoothly. Below are totals of cars parked:
  - Tuesday, 11/20: 10,152
  - Wednesday, 11/21: 13,505
  - Thursday-Thanksgiving, 11/22: 17,569

### **2. Promotional Job Fair**

- Jennifer Long gave update.
- CLT, in association with its tenants, hosted a promotional job fair yesterday at CPCC's Harris Campus. Approximately 3,000 job seekers attended.
- Approximately fifteen companies were represented to share info about current and future job opportunities. Employers were seeking to fill 60+ open positions in housekeeping, retail, ground transportation, airline and food & beverage.
- Participating companies include: US Airways, HMSHost, City of Charlotte, Wilson Air Center, Paradies, TSA, Customs and Border Protection, Sunshine Cleaning, Park Inc., Federal Air Marshal Service, Enterprise Holdings, Duty Free Americas, SB&J, PJJD and CPCC.
- CLT is one of the largest employers in Mecklenburg County and is credited for directly or indirectly creating over 100,000 jobs in the region by the businesses it serves.
- More than 18,000 workers are employed within the Airport complex, including 7,000 US Airways employees. The airline operates its largest hub at CLT and will be represented at the job fair.

Fuller: Do you know how many jobs, roughly, were available?

Long: We estimated that there were about 60 open positions. We advertised it as a promotional job fair. We let people know that there were some open positions but some companies did not have any openings but still wanted to participate and attend, like a lot of the Federal agencies, TSA and CBP, they all attended. Didn't have any openings but still wanted to make folks aware of what types of positions are available through their company and future openings.

### **3. Neighborhood Task Force**

- Jennifer Long gave update.
- The Neighborhood Task Force was created in 1991 to give residents living in the airport's noise contours a forum to learn about and discuss issues relating to airport noise.
- The Task Force is composed of individuals who live at the end of the runways.
- Members of the Neighborhood Task Force are appointed by the Airport Advisory Committee with no term limitations.
- The Task Force meets quarterly on Thursdays at 7:00pm.
- Currently, 1 open vacancy
- CLT is now taking applications

Fuller: Jerry, speaking of that, have there been changes in complaints regarding RNAVs since the FAA tweaked things a little bit? Decrease in volume and intensity or is it hard to say?

Orr: It's hard to say. The complaints go down in the winter because people are indoors and have their windows shut all the time. But I would say that the complaints have gone down as opposed to going up. It takes longer for them to go down than it does to go up.

Fuller: Has the FAA made any additional tweaks to RNAV departures and arrivals?

Orr: They are continuing to tweak it and we can talk about that next time when we show you how we're getting back to where we were with the flights more spread out.

Fuller: Dispersal? It'll probably never completely go back to...

Orr: The weather has something to do with that and there'll always be some on the tracks from the runway.

Fuller: Of course. I guess the part of the question is how much more are controllers taking pilot discretion than they used to go direct versus flying RNAV?

Orr: A lot of that is driven by the company. You know the company of course wants you to take the shortest route and use the least amount of gas getting there safely.

### **4. 2013 Committee Meeting Schedule**

Meetings are held at 8:00 a.m. on the first Thursday of the month, unless noted otherwise.

- January 3
- February 7
- March 7
- April 4
- May 2
- June 6
- July 11 (this is the second Thursday of the month, first Thursday is July 4th holiday)
- August 1
- September 5
- October 3
- November 7
- December 5

### **5. Director's Report**

#### **Deck Construction Update**

- West Hourly Deck is scheduled to be demolished in January 2013.
- East Hourly Deck is scheduled to be demolished in March 2013.
- Queen Charlotte is scheduled to be relocated to a temporary location by the end of the month or first of next year.

Dorsch: When will parts of the new deck begin opening to people?

Orr: We're not sure about that. Of course we can open it as soon as it's finished but we're studying the opportunities to open portions of it earlier. There are a number of factors that make that difficult.

Long: We'll be in touch with the committee regarding parking arrangements. Short-term parking will be

reduced with the removal of the Hourly Decks to make way for the new deck, so we'll follow-up with you about some new parking options.

### **Holiday Decorations Installed**

- Jennifer Long gave update.
- The Airport's Santa Air & Cargo holiday decorations were installed in the Atrium during the week-end of November 24.  
Decorations include Jolly Old Saint Nick, a red bi-plane, six flying elves and seven parachuting packages.
- CLT's popular poinsettia trees were installed on November 29 and 30. They have been a longstanding tradition at CLT for over 20 years. The idea came from a photo in Southern Living magazine.

### **Airport Wins Seven MarCom Awards**

- Jennifer Long and Lee Davis gave update.
- In November, CLT received several acknowledgements from the MarCom Awards, an international creative competition that recognizes outstanding achievement by marketing and communication professionals.
- There were over 6,000 entries from throughout the United States, Canada and several other countries.
- CLT earned three Platinum, two Gold and two Honorable Mention honors in the following categories:
- Platinum Award - Website, Mobile Site and Social Media Pages
- Gold Award - Connections and Annual Report Video
- Honorable Mention - Airport Update and CLT Flash Mob Video
- Platinum winners were among the most outstanding entries in the competition. Gold winners exceeded the high standards of the industry norm. Honorable Mention recipients were granted to those entries that meet the expectations of the judges.

### **International Travel Continues to Grow at CLT**

- Jennifer Long gave update.
- Charlotte Douglas is among the fastest-growing major markets for international travelers, according to Brookings Institution's recent Global Gateways: International Aviation in Metropolitan America report.
- International air travel at CLT was up 66.4 percent in 2011, when compared to 2003, with 1,052,113 passengers traveling between CLT and international destinations, up from 632,359.
- The most common international destinations from CLT were Latin America, the Caribbean, Western Europe and various other locations in North America. Charlotte Douglas offers nonstop service to 36 international destinations.

Orr: The significance of this is that it's projected that by 2020 the domestic market will be much more mature than it is now. You see that already. Airlines are dropping destinations as opposed to growing wildly. And about ¾ of the new growth by 2020 will be in international routes. If you want to be a major airport in 2020, you should be focusing on international and getting ready.

Culpeper: That means longer runways, right?

Orr: It means longer runways, bigger gates, international clearance capabilities, all of which are expensive.

Riolo: I can't let an airplane on the screen go by without commenting. That's an Airbus 340-400. That's the world's longest airplane and Lufthansa flies it into Charlotte. Not the biggest, but the longest from head to tail.

### **Let's Fly Cheaper Article**

- LetsFlyCheaper.com recently announced their results for this year's most expensive, major U.S international airports to travel in and out of.

- The airports were ranked on the cost of a domestic, round trip air fare against the national average U.S domestic fare cost of \$384.81 during the second quarter of 2012.
- Let's Fly Cheaper used data directly from the Bureau of Transportation Statics.
- Below is the complete list based on the national domestic round trip average of \$384.81
  1. Houston Bush Intercontinental Airport - \$517.50
  2. Washing Dulles International Airport - \$504.20
  3. Newark Liberty International Airport - \$480.30
  4. Dallas Fort Worth International Airport - \$449.40
  5. San Francisco International Airport - \$425.70
  6. Los Angeles International Airport - \$418.00
  7. Philadelphia International Airport – \$412.50
  8. Charlotte Douglas International Airport - \$410.00
  9. New York Kennedy International Airport - \$405.50
  10. Chicago O'Hare International Airport - \$392.50
  11. Seattle Tacoma International Airport - \$391.70
  12. Boston Logan International Airport - \$386.60
  13. San Diego's Lindberg International Airport - \$372.80
  14. Miami International Airport -\$371.80
  15. Atlanta Hartsfield International Airport - \$366.60
  16. New York's LaGuardia International Airport - \$365.80
  17. Baltimore Washington International Airport - \$353.30
  18. Phoenix Sky Harbor International Airport - \$342.20
  19. Denver International Airport - \$326.10
  20. Las Vegas McCarran International Airport - \$281.10

Riolo: I want to comment on this because I agree that it's misleading. This is a blog by this guy. Anyone can put anything out there they want. Since it's out, we have to be able to comment on it. He talks about international airports and he's referring then to domestic air travel cost. When you first look at this, I think it raises some questions. Look at New York's LaGuardia. It's down at 16. It's one of the most expensive airports to fly out of and also Kennedy at 9, so the whole thing is just a bit misleading and I agree with the Director on that one.

Fuller: Is there one that's less misleading or accurate? After all, it was included in the summary.

Orr: There was one published not long ago of the top 100 airports.

Long: And it showed us kind of in the middle.

Orr: We can send that to you.

Fuller: Thank you.

## **6. Miscellaneous Discussion**

Dorsch: Jerry, can we get a brief update on the Airport Recycling?

Orr: Sure. Bob?

Lucas: Yes sir. We've opened it up. We had WFAE out yesterday doing an interview and checking out the facility. The funniest thing about that was when I stuck my hand down and got a handful of worms, she said, "You must be a fisherman because you didn't hesitate." They are eating; everything's going well over there. With it being a learning process we've had a few bumps in the road, but nothing that we couldn't handle. It's moving along well. The facility is running 7 days a week. Whatever trash comes over from the night before, it's processed the next morning. In one door and out the other.

Dorsch: You're currently processing all the trash from the terminal?

Lucas: All but one dumpster.

Dorsch: And that's still going to the dump?

Lucas: Yes. Now there is still residual trash; there are some things that you just cannot do anything with so we are doing some landfilling still. Like Styrofoam. Host has been a great partner and they're getting away from Styrofoam. When you melt Styrofoam, you basically get a little dot of petroleum product so there's really nothing we can do with that. So that's one thing that's still going to the landfill, but they're getting further and further away from that stuff. They're working with groups to get into compostable



materials to package the food. Everybody in the airport is really working together on this.

Dorsch: Are you going to expand it to stuff outside the terminal? You know, other buildings on the Airport?

Lucas: Right now we're concentrating on the north side of the airfield. Eventually we'll look at the south side of the airfield. We're still basically fresh into this, about 3 or 4 months into this, so we'll make sure we've got everything working perfect before we start expanding.

Dorsch: When do you think we'll actually be able to sell the compost from the worms?

Lucas: We're probably going to use that compost here for Jerry's shrubbery and flowers, things like that.

Acker: I apologize if I've missed recent ads or articles in the local media, but has there been awareness through Charlotte in the area as far as newspapers or internet?

Lucas: There have been some small articles. We really haven't opened it up until this week to a lot of the media sources. You know it's one of those things where it's new so you want to get the bugs worked out of it first and make sure everything's working smoothly.

Acker: After your report last month I was talking to some folks of mine in the community about that and they were very interested in the idea, so people are going to start to look for that information.

Orr: That's what you're supposed to do, spread the good news. Bob, tell them about Chicago.

Lucas: Yes, I was invited to Chicago to speak to the AAEE. We shared what we're doing here at the Airport. We've gotten a lot of interest from other airports. I met a lot of interesting people, the Director of the Dubai airport, Singapore airport. I'm receiving a lot of calls from airports with interest in how to start a set-up and how to start the process. It was very educational for me because you learn what other airports are doing. Chicago Airport has beehives on their field and Atlanta Airport has goats. I'll have to talk to Jerry about getting goats. They're on the fence line, so you're not burning fossil fuel on equipment along the fence line.

Riolo: How do you keep the goats off the runway?

Lucas: Fence. Say you've got a dozen goats and you need to feed them. We just give you the space and you bring them out and put them in the fencing. You get free food and then you haul them to the next stop. They're introducing it at the Chicago Airport as well.

Dorsch: And Atlanta doesn't even own the goats?

Lucas: No, you do not own the goats. You actually find somebody that's got goats and needs somewhere to feed them. And the beehives are operated in Chicago by minimum security inmates. It's on the non-secure side of the fence and they harvest the honey and make products that are sold in the airport. They make facial creams and market it inside. A lot of different airports doing crazy things.

Dorsch: Goats, I like that one. How's our parking revenue control system? Cutting over to using your credit card?

Orr: It is working fine. A few issues pop up here and there and we fix them. People must like it. Over 85% of our people are now exiting without seeing a cashier, handling the transaction themselves with credit card. I'm not getting any complaints.

Dorsch: What about our inline baggage system?

Orr: It's charging forward at a speed typical of federal projects. Everybody is under contract and we'll be starting next week digging out here on the west end of the building. It's about a 2 year project. Right now there's a lot of equipment being fabricated. It'll be 6-8 months before any of it is ready to be installed.

Dorsch: And that project started how long ago? It's been in the pipeline for 2 years, hasn't it?

Orr: It's been a while.

Dorsch: Won't everything be rescreened here in Charlotte that comes in from other flights?

Orr: I'm not allowed to tell you that. But the capability is there and that's a TSA call. They say they screen 100% of the bags, and we'll just leave it at that.

Dorsch: And Southwest Airlines.

Orr: Southwest will appear in Charlotte April 14<sup>th</sup> and AirTran will disappear. They'll be located where AirTran is currently on the A Concourse. They'll have 6 flights a day with service to Chicago, Baltimore, Houston and Orlando. Is that correct?

Long: Yes, and they lose Atlanta.

Orr: AirTran service to Atlanta goes away. Southwest has been pulling down the AirTran hub in Atlanta.

Dorsch: Is AirTran totally going away?

Orr: AirTran is still operating, slowing Southwest is replacing AirTran's service in a couple of cities at a time. AirTran is owned by Southwest.

Dorsch: I had heard that Southwest couldn't do international because they didn't do assigned seating and AirTran does international and that's why they weren't able to blend the two.

Orr: That sounds like an urban legend to me. It wouldn't be very hard to establish assigned seating on international flights. Seats have numbers on them. Seems like you could do that in an hour or two. I don't know whether Southwest has any international flights or not.

Riolo: They don't but with AirTran's they're going to pick up a lot when they get the assignments straightened out. They don't go anywhere international, not even to Canada. But they are, in Houston at the downtown airport which is Hobby, that'll have an international terminal in it and from that international terminal Southwest will service Mexico.

Dorsch: And how's our Airport Entrance Road/Parking Deck expansion?

Orr: The Parking Deck is going just fine, they are charging ahead. The Entrance Road is moving along. I think it could move quicker, but that's nothing new. We'll be on schedule. The Parking Lot expansion, Long Term, starts soon. We are in design on the new Business Valet Deck.

Culpepper: Jerry, how steady is the revenue on those decks that are further out, on Wilkinson Boulevard?

Orr: The 2 Daily Decks fill up every week and we're approaching capacity on the Business Valet Deck which is why we're building another one. In the Business Valet Deck, we'll never run out of capacity there because we take your car and park it so as long as we can find a place to park it securely, then we have the demand. That's really what allows us to tear down the two Hourly Decks.

Culpepper: Won't they get flooded? Do they have enough room to drop them off and are there enough people to drive the buses?

Orr: We'll get people to drive them. We have a lot of room there to drop them off and transporting them is really just a matter of more buses and bigger buses. We think we have that well in hand.

Fuller: Jerry, this is out of left field. Will the FAA's implementation of the new NextGen ADSB system have any effect on the Airport itself or is that more air carrier?

Orr: It is more air carrier. There's a lot of rumbling that sequestration would shut down the NextGen program. Which sounds to me like they're grasping for excuses for not getting it online.

Fuller: Is there resistance to getting it online?

Orr: No, it's just moving slowly.

Fuller: They have some mandates coming up the pipeline. I wonder if that could affect those?

Dorsch: And what about our control tower?

Orr: Control tower is moving along. The design firm is under contract to FAA and we expect that project to be ready to bid in about 10 months. We continue to push the FAA. They tell us they don't have the money to bid it and we tell them "Well, we can come up with the money and we'd be happy to fund it and build it. Sign right here. Lease it or rent it from us and you can buy it when you get your money." And I suspect they won't want us to build it for them. We'd build it too quick and too cheap.

Dorsch: Has that happened anywhere else in the country? Where someone else built it and then they paid for it?

Orr: Yes, I think there are a few examples with variations. Mostly smaller airports. And of course there are a large number of airports that have privatized air traffic controllers, which a recent study showed was considerably cheaper and just as safe.

Riolo: On the local level, Concord Airport is one of the airports that has a privatization of the air traffic control tower. It's manned and it's quite efficient. The flow through on that is they hire retired air traffic controllers and put them up there and it works very efficiently.

Fuller: I've got the most important question of all today. Did Santa bring anything today?

Orr: Not today, it's a little early yet, but he is checking records.

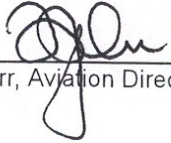
Fuller: Last year he brought us the folding chairs and before was a day planner.

Lucas: Maybe a can of worms this year?

Long: One thing before you end, I did want to introduce Kari Lazaroski. I think you all know Kari as she's attended these meetings for the past several months. She is Jerry's right hand, she's his executive assistant. She'll be stepping into the role of Staff Advisor for this committee. You'll see her at the meetings from now on and she'll be your point of contact. We'll make sure you have her contact information.

Fuller: Can you email that to the committee so that it's in my Outlook and it's locked in?  
Long: Yes, sure.

**Meeting adjourned at 8:45 a.m.**



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T. J. Orr, Aviation Director

Distribution:

Mayor & City Council

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Stephanie Kelly, City Clerk

Jeanne Peek, City Boards and Commissions Clerk

Ronnie Bryant, President/CEO, Charlotte Regional Partnership

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