

PUBLIC NOTICE

Coastal Carolina Regional Airport

Intention to:

File Passenger Facility Charge Notice of Intent 24-04-C-00-EWN

The Coastal Carolina Regional Airport Authority (Authority), the operator of the Coastal Carolina Regional Airport (EWN) is posting this public notice as part of the Passenger Facility Charge (PFC) process, adhering to the requirements under 14 CFR § 158.24. The Authority intends to submit a Notice of Intent to “Impose & Use” PFCs on 10 projects. The Authority requests to utilize PFCs to reimburse for local funding on each project, with a total request to impose and use \$1,614,069 in PFCs at this time. The proposed PFC level of collection is proposed to continue at **\$4.50** per eligible enplaned passenger. The estimated charge effective date for this Notice of Intent is anticipated as **May 1, 2024** with an estimated charge expiration date of **May 1, 2024**. The Authority does not anticipate submitting a subsequent PFC Notice of Intent and anticipates ceasing PFC collections on May 1, 2024. This NOI will be utilized to expend PFCs collected for projects in previous PFC applications that are no longer necessary for those projects. The following projects anticipated for inclusion in this Notice of Intent are identified and described below:

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Project Title	Requested PFC Amount	Project Description/Justification
Land Acquisition Hall Property (Impose & Use)	\$97,148 (5% of the Total Project Cost)	Description: This project provided for the reimbursement of the purchase of 91 acres of property adjacent to Runway 4-22 for acquisition on the ALP. Justification: The land acquisition was required to allow for future development on the Airport property and included on the ALP
Land Acquisition of Arthur Property (Impose & Use)	\$100,977 (5% of Total Project Cost)	Description: This project provided for reimbursement for the purchase of 99 acres of property adjacent to Runway 4-22 that was scheduled for acquisition on the ALP. Justification: The land was acquired to ensure that the critical areas for the Glideslope, ASOS, and VORTAC are kept clear of obstructions in accordance with the ALP. In addition, the ALP showed a portion of the parcel used for future airport development.

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Runway 4 Extension & EMAS Installation – Bidding, Permitting and Construction (Impose & Use)	\$580,393 (10% of Total Project Cost)	<p>Description: This project included the bidding, permitting and construction for 300-foot extension for Runway 4 and Taxiway A; the 333-foot paved safety overrun; and the procurement, installation, and inspection services for the EMAS system. Additionally, the acquisition of Water Quality and Land Quality permits were required for this project.</p> <p>Justification: Due to the increased use of regional jets for air travel at EWN, the existing “B” approach category has changed to a “C” designation. This change in designation changes the required safety area from 300’ x 600’ to 500’ x 1000’. A study was conducted to evaluate alternatives available to bring the runway into compliance with FAA safety area standards. In order to enhance the safety areas for both runway ends and bring them within FAA standards without reducing available runway length it was determined that additional pavement would be added to both runway ends as well as EMAS installation on the departure end of Runway 22.</p>
Runway 4-22 Pavement Rehabilitation Design, Bidding & Construction (Impose & Use)	\$435,090 (10% of Total Project Cost)	<p>Description: This project provided for the design, bidding, permitting, QA testing and construction of the Runway 4-22 pavement rehabilitation project. Runway 4-22 is 6,453 feet long and is the primary runway for EWN. This project involved the rehabilitation of the full runway length of 6,453 feet x 150 feet with a new bituminous pavement surface.</p> <p>Justification: Based on recommendations from the FY05 pavement maintenance study, rehabilitation of Runway 4-22 was necessary to extend the life of the pavement to continue to accommodate the existing mix of aircraft utilizing the airport. In accordance with the AIP handbook the minimum useful life criteria for pavement rehabilitation is 10 years, the last improvements to the runway pavement were completed in 1996.</p>
Taxiway B,E,K,F and L Lighting Rehabilitation (Design, Bidding, Construction) (Impose & Use)	\$74,697 (10% of Total Project Cost)	<p>Description: This project included the design, bidding, and construction for the replacement of the existing taxiway edge light system consisting of stake mounted lights and direct bury cable and associated taxiway signs for Taxiways B, E, F, K and L. These taxiways provide direct access between Runway 4-22 and the General Aviation development and Air Cargo Operations Area. The new system included LED base mounted lights with new power cable installed in conduit and new counterpoise system in compliance with FAA AC 150/5340-30G.</p> <p>Justification: The airport had been systematically replacing the existing airfield lighting systems and had completed the rehabilitation of the Taxiway ‘A’ lighting system in FY2013. Portions of the existing Taxiway B, E, F, K and L lighting system were than 20 years old and at the end of their useful life. The airport was making repairs, almost on a weekly basis, to the failing lighting system including replacement of direct bury cable, old transformers and lights. With these taxiways being an integral part of access of aircraft to Runway 4-22, replacement of the systems was needed prior to system failure.</p>

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Taxiway E & B Pavement Rehabilitation Environmental Documentation, Design, Bidding, and Construction (Impose & Use)	\$39,254 (10% of Total Project Cost)	<p>Description: This project included the environmental documentation (CATEX), permitting, design, bidding, and construction for the rehabilitation of Taxiway E and Taxiway B. This project involved the bituminous pavement rehabilitation/overlay of Taxiway B (approximately 1,100 LF) and E (approximately 1,200 LF). Rehabilitation efforts included milling, crack repair and bituminous overlay.</p> <p>Justification: The 2013 Pavement Management Inspection performed reported a PCI for the areas proposed for rehabilitation ranging from 32 to 41 (Very Poor to Poor). The report recommended pavement sections with a PCI lower than 55 for repair and rehabilitation. The areas for rehabilitation had existed for more than 30 years without any major rehabilitation efforts. Continued deterioration of these pavements would result in increased raveling of the pavement surface and FOD issues.</p>
General Aviation Apron Pavement Rehabilitation Environmental Documentation, Design, Bidding, and Construction (Impose & Use)	\$138,422 (10% of Total Project Cost)	<p>Description: This project included the environmental documentation (CATEX), permitting, design, bidding, and construction for the rehabilitation of a portion of the General Aviation Aprons. This project involved the bituminous pavement rehabilitation/overlay of approximately 10,000 SY of apron. Rehabilitation efforts included milling, crack repair and bituminous overlay.</p> <p>Justification: The 2013 Pavement Management Inspection performed reported a PCI for the areas proposed for rehabilitation ranging from 32 to 41 (Very Poor to Poor). The report recommended pavement sections with a PCI lower than 55 for repair and rehabilitation. The areas for rehabilitation had existed for more than 30 years without any major rehabilitation efforts. Continued deterioration of these pavements would result in increased raveling of the pavement surface and FOD issues.</p>
Taxiway K Safety Area Drainage Improvements Environmental Documentation, Design, Bidding, and Construction (Impose & Use)	\$28,924 (10% of Total Project Cost)	<p>Description: This project included the environmental documentation (CATEX), permitting, design, bidding, and construction for Taxiway K Safety Area Drainage Improvements. This project included grading and drainage improvements in the infield areas west of Runway 4-22, North of Runway 14-32 east of Taxiway E and south of Taxiway F. Improvements included the installation of new culverts under Taxiway K, Taxiway F and re-grading of these infield areas to alleviate flooding of Taxiways E and K occurring during a 10-year storm event.</p> <p>Justification: A 2006 Drainage Study prepared for Coastal Carolina Regional Airport (EWN) identified areas of flooding adjacent to and crossing Taxiways E and K. The flooding was primarily due to improperly graded infield areas and lack of drainage pipe capacity. Standing water adjacent to the pavement and flooding of the pavement and within the safety area created a safety issue for pilots. It was determined in order maintain airport operations with the least number of disruptions that during the improvements made to the taxiway pavements, it would be an opportune and appropriate time to address the stormwater drainage issues that affect the taxiways and safety areas.</p>

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Airport Master Plan Update (AMPU) (Impose & Use)	\$89,164 (8.9% of Total Project Cost)	<p>Description: This project was for a Master Plan Update to EWN Master Plan. The previous Airport Master Plan was performed in 2007. The planning activity involved with this project is defined by a scope of work which follows the guidelines provided by the FAA Advisory Circular 150-5070-6B “Airport Master Plans”.</p> <p>Justification: The most recent Airport Master Plan for EWN was prepared in 2007. Due to the age of the document the Airport Master Plan contained outdated mapping, drawings, and recommendations. Airport planning is a process that needs to be addressed at most airports periodically. This is typically accomplished through an update to the Airport Master Plan but could also include other specialty planning. EWN, a publicly owned, public- use, commercial service airport serves the aviation needs of Craven County, Pamlico County, Carteret County, and Jones County and is a primary connection to Crystal Coast North Carolina destinations. It is recommended for an airport such as EWN to update the Airport Master Plan every 5-10 years so that the airport has an up-to-date planning document that is based upon current industry trends and accurate local/regional demand. Coastal Carolina Regional Airport Authority initiated an Airport Master Plan Update (AMPU) for EWN to develop the framework for planning future development at the airport.</p>
PFC Program Administration (Impose & Use)	\$30,000 (100% of Total Project Cost)	<p>Description: This project includes the necessary costs associated with the administration of the proposed PFC program at EWN. The project includes compilation of PFC Application (Notice of Intent) materials, confirmation of enplanement forecasts, required air carrier and public coordination, as well as additional tasks associated with the maintenance of the PFC program.</p> <p>Justification: 14 CFR 158 and FAA Order 5500.1, <i>Passenger Facility Charges</i>, states that an airport's costs of administering the PFC program are eligible for PFC reimbursement. These PFC administration costs, which can include the costs of preparing, coordinating, and submitting a PFC application, as well as maintaining an existing program, must be identified as a separate PFC project.</p>

Comments regarding the proposed PFC application, including agreement or disagreement with any of the proposed projects, or requests for additional information, should be addressed to Mr. Andrew Shorter, CM, Airport Director, at the address below:

Coastal Carolina Regional Airport
200 Terminal Drive
New Bern, NC 28562

All comments must be received **by 5pm on Wednesday, February 28, 2024**. Comments received by that date will be considered by the Authority and will be forwarded with the Notice of Intent to the FAA.