

Minutes

Coastal Carolina Regional Airport Authority

September 16, 2025

Chairman Pope called the meeting to order at 2:00 p.m.

All stood and recited the Pledge of Allegiance.

The roll was taken, and the following Board members were present in person:

Bender, Eckert, Harris, Jones, Kirk, Morris, Liner, and Pope.

Wood and Murray attended remotely via Webex.

Riggle was excused.

Frazer was not in attendance.

Also present in person: Andy Shorter, Airport Director; Ray Dunn and Daniel Stanton, Dunn, Pittman, Skinner, and Ashton; April Hill, Airport Security Coordinator and Board Recorder; Amy Ritchie, Terminal & Facilities Manager and John Massey, Talbert & Bright.

Secretary's Report

On motion by Morris, seconded by Liner, the minutes of August 19, 2025, were approved. In favor 7, opposed 0.

Treasurer's Report

Wood referred to the treasurer's report that was submitted in the monthly packet with nothing out of the ordinary to highlight. Shorter commented on the expense line being high already, stating that the airport has already paid the whole annual insurance premium in the amount of \$364,000.

On motion by Liner, second by Morris, the Treasurer's Report was approved. In favor 7, opposed 0.

Marketing Update

Shorter reported that the committee did not meet this month, but that Riggle sent him notes to share with the Board in her absence. The committee has seen a slight uptick in performance data though there has not been enough time to identify significant trends. There have been notable increases in BDL inbound numbers along with steady growth in the flight searches and estimated seats sold week over week.

Riggle noted that the conversation with Breeze last week at the air service conference sparked valuable discussions about the direction of the airport's local campaign. They have begun exploring billboards and other community projects for Breeze to participate in. Breeze will research the airport's market to see where a billboard would best serve marketing efforts.

Shorter commented that the influencer swap in September was a success. An influencer flew from Hartford, CT to EWN and a second influencer flew from EWN to Hartford, CT. Riggle's note stated that the committee is still collecting and reviewing deliverables from both influencers and that they have tracked strong Instagram engagement from the recent visit. The next local marketing meeting will be held next month.

Commercial Development and Planning Committee

Harris advised that the committee did not meet this month but advised that Shorter would give any development and planning updates in his report.

Director's Update

Air Service: Shorter reported that the enplanements are trending below last year due to American having fewer seats in the market the last few months. He explained that last August there were over 10,000 seats scheduled but this August there were only 8,900 seats scheduled. Even with fewer seats, Shorter

commented that the load factors are doing well. Overall, American is happy with their performance at EWN. Shorter also highlighted the Breeze performance as the numbers have increased about 10% from last year. He commented that he has had the opportunity to speak with Breeze at a recent air service conference and that they are also happy with the service performance at EWN and feel that they are growing as expected. Shorter added that the breeze through service is a very big part of their business and that they have indicated that North Carolina is one of their anchor states with EWN as a part of their growth program. Wood added that Breeze was very forthright in their meeting and that he was appreciative of the time that Breeze gave them at the conference. He said that the conversation was good and that it was impressive to see their growth pattern in comparison to other competitors. He said that EWN picked a great airline as a partner.

Shorter also mentioned that while on their trip, they had the opportunity to visit another regional airline for a headquarters meeting. He said that it was a follow up meeting to continue potential service discussions with the airline from a shorter meeting back in March. He commented that EWN is still underserved since COVID. The airport has a history of having more passenger enplanements versus the seats that are currently available today. He said that EWN is losing passengers to other airports because there are not enough seats to fly passengers that the airport has historically flown in the past. Shorter said that the opportunity of another SCASDP grant came up in conversation and that this airline would be interested in signing a support letter for the airport. He advised that the current SCASDP will soon expire. He felt that after conversations with the Federal DOT, EWN would be competitive for a possible back-to-back grant. Shorter requested to use funds, estimated at \$15,000-\$20,000, currently in the air service consultant line item to start another SCASDP application. He commented that it's not cheap when building a packet for a new airline service since there is a lot of data that goes behind it. He reminded the Board that the

airport cannot pay for any of the actual minimum revenue guarantee funding, all the matching funding would have to come from other types of local funds. Wood agreed with Shorter stating that the ability to receive Federal funds to assist in the process would be necessary. He said that the effort from Kirk Lovell and the Mead & Hunt team is good for the airport across the board as it would allow the airport to put together a value proposition for the potential of a new hub destination. He added that it would give the airport the data that is needed and that it would be a good use of funds. The Board concurred with Shorter's request to use funds from the air service consultant line item. The application process will open in October, and awards will be announced by next June.

Terminal Updates: Shorter reported that the new ticket counters and passenger waiting area are open. Construction continues in the airline ticketing offices. American is in the process of moving into their new space this week. The baggage belt will be extended soon. The ticketing offices should be completed by December 2025.

Corporate Development Update: Shorter announced that he will present a work authorization for Talbert & Bright under New Business. He commented that contractors are completing site work for the apron where hangars will be constructed. A new planned drainage system will be installed soon as part of the stormwater plan. The water and sewer installation continues to progress. The sewer lift station will be installed next week.

Board of Commissioner FY25 AIP Grant Offer: Shorter reported that Dunn stood before the County Commissioners' yesterday to present the details of the FY25 FAA AIP grant offer. A request was made for the commissioners to approve Chairman Bucher to accept and sign the FAA FY25 AIP offer as soon as the airport receives the paperwork from the FAA. The grant must be signed and returned by COB September 19th.

NEPA Documentation: Shorter reported that there was a Finding Of No Significant Impact, better known as a FONSI, issued by the FAA for the environmental documentation project for the Williams Rd. re-alignment and Runway 22 improvement project.

State NCAIP Allocation: Shorter announced that he received notice last week that the airport has been allocated \$1,220,686 through the State's NCAIP recurring funding grant process. Shorter explained that the funding allocated is part of the \$100 million that the NC legislature budgets annually for commercial airports. Funds are divided up between the ten commercial service airports by economic impact and enplanements.

New Business

Corporate Aerospace Development Area Project Ordinance Update and Budget Amendment: Shorter presented the following budget amendments for the Boards approval:

Budget Amendment – FY26 Projects

Revenues	Amount	Expenditures	Amount
8160000-33301-39901 State Grant Revenue	\$2,672,508.00	8160000-49793 Grant Transf. to Project	\$2,701,850.00
8160000-39901	\$29,342.00		
Total:	\$2,701,850.00	Total:	\$2,701,850.00

Justification: Budget State Grant Revenue to be used for airport projects in FY26.

On motion by Liner, seconded by Harris, the Board approved the budget amendment. In favor 7, opposed 0. A roll call vote was taken; 7 yes, 0 no.

Budget Amendment – FY26 Projects

Revenues	Amount	Expenditures	Amount
8100000-39901	\$2,236,392.00	8107050-49730	\$2,236,392.00
Fud. Bal. Approp. Current Yr.		Grant Transf. to Project	
Total:	\$2,236,392.00	Total:	\$2,236,392.00

Justification: Set up budget for FY26 operating funds to be allocated to the Aerospace Development area. Previous amount of (\$2,177,529) approved for 8/19/2025 budget amendment was not processed.

The Board discussed the difference in dollar amounts between the August 19th Budget Amendment and the new amendment as presented in today's meeting. The Board voted to approve the August 19th amendment last month with an understanding that it was what the finance department wanted. After further discussion and clarification from County Finance the airport staff realized that the County Finance Director preferred for the airport to approve the new amendment that considered the period 13 adjustments from the FY25 budget year.

On motion by Eckert, seconded by Jones, the Board approved the budget amendment in the amount of \$2,236,392 which will supersede the previous amount approved last month. In favor 7, opposed 0. A roll call vote was taken; 7 yes, 0 no.

Talbert and Bright Work Authorization for Corporate Aerospace Area Apron Addition: Shorter presented a Talbert & Bright Work Authorization 25-03 for additional design services for the Aerospace Development Area Taxilane and Apron project and storm water permitting in the amount of \$40,660.00.

On motion by Morris, seconded by Eckert, the Board approved Work Authorization 25-03 as submitted by Talbert and Bright for \$40,660. In favor 7, opposed 0. A roll call vote was taken: 7 yes, 0 no.

Open Discussion

Morris asked for a clarification of the possibility of the F35's utilizing EWN for refueling purposes. Shorter explained that he received a call from a Major from VMA-542 in reference to them doing some planning for the F35's should they come to EWN. He said that he discussed various operating requirements and the security concerns that he knew of based on the previous Air Group Commander's comments that the F35 would not be suited to operate from EWN. Shorter added that the conversation was based on creating ad hoc plans and that there was no current operational requirement to bring the aircraft to EWN at this time. Morris expressed his concern about not wanting the airport to have a negative impact on the area's military support. Liner agreed that the Airport Authority would not desire a negative impact but until the airport received an official requirement from the 2nd Marine Aircraft Wing Commanding General the airport should not get involved. He added that from his discussions with the base, EWN was never officially considered for refueling operations. Murray confirmed and stated that she was also contacted by the Major. She advised that she consulted with Marine Aircraft Group-14, and they also confirmed that there are no discussions on the table at this time for refueling the F35's at EWN.

Executive Session

There was no need for an executive session. On motion by Morris, seconded by Jones, the Board adjourned at 2:59 pm.

A handwritten signature in black ink, appearing to be 'Mark Eckert', is written over a horizontal line. The signature is stylized with several loops and a long, sweeping underline that extends to the right.

Secretary Mark Eckert