

Carteret County – Beaufort Airport Authority Minutes

Regular Meeting

October 26, 2023

Members Present: Chris Chadwick, Jesse Vinson, Jimmy Farrington, Dean Graham, Jimmy Falwell, Bucky Oliver.

ZOOM: Randy Fender and Jay Talbert of Talbert & Bright

Others Present: Janie Mason – Airport Manager, Peggy Piner – Accounting, Anthony Held – Facilities & Maintenance, Chad Noble – FBO Manager

Call to Order: Chairman Chadwick called the meeting to order and led the Pledge of Allegiance and read the conflict-of-interest statement. There were no conflicts.

Approval of Agenda: A motion was made by Mr. Vinson to approve the agenda as presented. It was seconded and passed unanimously.

Consent Agenda: Mr. Oliver asked that detail of the project reports in the financials be reviewed. The availability of funds and match for the Runway 3-21 Rehab project was discussed. The 10% match will be approximately \$780,000.00 and those funds will come through the county. Project Little Fish is completed. The Airport currently has no debt. A motion was made to approve the consent agenda by Mr. Oliver and seconded by Mr. Farrington and passed unanimously.

Public Comment: Eddie Youngblood stated that he is a hangar tenant, pilot and customer of the airport and he stated that he thought he might have misunderstood that one of the runways will be closing and if he did not misunderstand then which runway will be closing. Mr. Vinson stated that Runway 14-32 will be decommissioned. He stated that it is the choice of the Division of Aviation to close it. Mr. Youngblood stated that he had checked with AOPA, and he understood that money is hard to come by for crosswind runways but as a local pilot and someone who uses 14-32 a lot, is there any way that the Airport could see their way clear to keeping that runway active. Mr. Vinson stated that no, it was not our choice, but we have no choice but to decommission because we will receive no funding whatsoever to keep the runway up. Mr. Vinson stated that when the runway is decommissioned it will open land to build T-hangars and corporate hangars. Jennifer Wenk asked on what basis did the state make the decision not to provide funding for this runway in the future. Mr. Vinson stated their information comes from FAA inspections of the runway. He stated that we are very fortunate that DOA has agreed to rehab Runway 3-21 and that they consider that to be our crosswind runway. Mr. Oliver stated that frankly it is closer to our primary because of the Southwest winds that we get here. He also stated that 14 is rarely used.

Old Business:

Randy Fender of Talbert & Bright

Runway 321 Rehab – Bid documents are being finalized. Stormwater permit modification was submitted to the NCDEQ and is awaiting review.

The project is scheduled to be included on the agenda for the November NCDOT BOT meeting for construction and Construction Administration Funding.

The bid schedule has been revised due to the holidays. Bid advertisement should be early January 2024. Bid opening late February 2024 and Construction NTP Spring 2024.

Laughton Property – The executed Work Authorization Amendment No. 1 has been received and Talbert & Bright has coordinated subcontracts with subconsultants. Subsurface and topographic surveys are to be completed next week. The WA Amendment as well as the original WA will be funded using FY2022 NPE Funds.

Infield Hangar Development Investigation – Airport requested a WA to investigate potential hangar development layouts in the infield area east of Runway 3 once Runway 14-32 is decommissioned. TBI developed a WA and submitted to the Airport for review on September 13. TBI submitted the WA to the NCDOA for review on September 26. Comments were received on September 28, and TBI provided a revised WA to the NCDOA the same day. The NCDOA agreed with the WA on September 28. Airport executed WA on October 3. A kickoff meeting was held on October 17 to discuss the Airport's hangar and infrastructure needs for this infield area. Alternatives are currently being developed for the infield hangar area development and are expected to be sent to the Airport in early December. This WA will be funded using FY2022 NPE funds. After the plan is chosen a pen and ink change will be made to the ALP.

Mr. Vinson stated that Chad Noble had provided fuel information and that 75% of our fuel is jet fuel which means larger planes. Ms. Mason stated that the information is in OnBoard under Resources and Board Info.

Chairman Chadwick recognized that Eddie Youngblood had another public comment. Mr. Youngblood stated that he understood that the revenue from fuel sales does not go directly to the airport. Mr. Oliver stated that is correct. Mr. Youngblood stated that he doesn't understand why the Authority makes such a big deal or even cares about whether we sell jet fuel or Avgas because it doesn't change the revenue of the airport authority. Mr. Vinson stated that it changes the traffic coming into the airport and that the traffic is important because the larger the planes that come in the more exposure we get, the more opportunities we receive to build more hangars and larger hangars to accommodate larger planes. Mr. Oliver stated that the core of it all is economic development. The reason this airport is here is economic development.

A motion was made to enter closed session by Mr. Farrington and seconded by Mr. Graham and passed unanimously.

Returned to open session. A motion was made by Chairman Chadwick to adjourn, and it was seconded by Mr. Farrington and passed unanimously.

Minutes prepared by: Janie Mason