

REGULAR MEETING
GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY
April 10, 2026

The Greater Asheville Regional Airport Authority (“Authority”) met on Friday, April 10, 2026 at 8:30 a.m. in Council Chambers at the Fletcher Town Hall, 300 Old Cane Creek Road, Fletcher, NC 28732.

MEMBERS PRESENT: Brad Galbraith, Chair; Britt Lovin, Vice-Chair; Nathan Kennedy; Laura B. Leatherwood; and Gene O. Bell

MEMBERS ABSENT: Carl H. Ricker, Jr.; Susan Russo Klein

STAFF AND LEGAL COUNSEL PRESENT: Sabrina P. Rockoff, Authority Legal Counsel; Lew Bleiweis, President & CEO (“president”); Tina Kinséy, Chief Administrative Officer; Lexie Farmer, Chief Operations Officer; Amy Harris, Chief Financial Officer; John Coon, VP – Operations and Maintenance; Jared Merrill, VP – Planning; Samuel Sales, Chief of Public Safety; Angela Wagner, VP - Administration and Human Resources; Angie Daus, VP – Air Service and Corporate Communications; Kyle Montague, IT Systems Technician; and Ellen Heywood, Clerk to the Board

ALSO PRESENT: James Moose, AVCON; Amanda Sheridan, McFarland Johnson; John Mafera, McFarland Johnson; Jason Sandford, Asheville Hot Sheet; Raynetta C. Waters, Paradies Lagardere

CALL TO ORDER: The Chair called the meeting to order at 8:30 a.m.

ELECTION OF BOARD OFFICERS: Following nomination by the Chair, on behalf of the Nominating Committee, the Board unanimously elected Britt Lovin as Chair and Nathan Kennedy as Vice-Chair with their terms to be effective July 1, 2026.

PRESENTATIONS: None

FINANCIAL REPORT: The president delivered a review of enplanements, aircraft operations, and general aviation activity for the month of February. Amy Harris reported on the financial results for the month of February.

CONSENT ITEMS: The Chair stated that Consent Item C, Approval of the Greater Asheville Regional Airport Authority March 13, 2026 Closed Session Minutes, would be pulled from the agenda and reviewed at a future Board meeting.

A. Approval of the Greater Asheville Regional Airport Authority March 13, 2026 Regular Meeting Minutes:

B. Approval of Insurance Renewals:

Mr. Bell moved to approve Consent Items A and B. Dr. Leatherwood seconded the motion and it carried unanimously.

OLD BUSINESS:

A. Public Hearing and Final Adoption of the Authority's Amended Ordinance No. 201601-12 for Airline Rates, Fees and Charges for the Asheville Regional Airport: Amy Harris reminded the Board that a proposed preliminary Amended Schedule of Airline Rates, Fees and Charges for FY2026-2027 was presented to and approved by the Board at the March 13, 2026 Authority Board meeting and has been available for public inspection since. Ms. Harris stated that no comments have been received to date and that a public hearing is required before final adoption of the amended ordinance.

At 8:38 a.m. the Chair opened the floor to a public hearing. There being no comments, the Chair closed the floor to a public hearing at 8:39 a.m.

Mr. Lovin moved to adopt Amended Ordinance 201601-12 to implement the Schedule of Airline Rates, Fees and Charges for the Asheville Regional Airport for FY2026/2027. Mr. Kennedy seconded the motion and it carried unanimously:

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GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY

AMENDED ORDINANCE NO. 201601-12

**AN ORDINANCE TO IMPLEMENT A SCHEDULE OF AIRLINE RATES, FEES AND CHARGES
FOR THE ASHEVILLE REGIONAL AIRPORT.**

**IT IS HEREBY ENACTED AND ORDAINED BY THE GREATER ASHEVILLE REGIONAL AIRPORT
AUTHORITY AS FOLLOWS:**

Section 1. CITATION.

1.1 This Ordinance may be cited as the "**Airline Rates, Fees & Charges Ordinance**".

Section 2: FINDINGS.

2.1 The Greater Asheville Regional Airport Authority was created by Session Law 2012-121, which was ratified by the General Assembly of North Carolina on June 28, 2012.

2.2 Section 1.6(a)(7) of Session Law 2012-121 gives the Greater Asheville Regional Airport Authority the ability to, among other things: "*[m]ake all reasonable rules, regulations, and policies as it may from time to time deem to be necessary, beneficial or helpful for the proper maintenance, use, occupancy, operation, and/or control of any airport or airport facility owned, leased, subleased, or controlled by the Authority . . .*".

2.3 Section 1.6(a)(6) of Session Law 2012-121 gives the Greater Asheville Regional Airport Authority the authority to: "*[c]harge and collect fees, royalties, rents, and/or other charges, including fuel flowage fees for the use and/or occupancy of property owned, leased, subleased, or otherwise controlled and operated by the Authority or for services rendered in operation thereof.*".

2.4 Section 1.6(a)(21) of Session Law 2012-121 gives the Greater Asheville Regional Airport Authority the ability to: "*[e]xercise all powers conferred by Chapter 63 of the General Statutes [of the State of North Carolina] or any successor Chapter or law.*".

2.5 North Carolina General Statute Section 63-53(5) further gives the Greater Asheville Regional Airport Authority the authority: "*[t]o determine the charge or rental for the use of any properties under its control and the charges for any services or accommodations and the terms and conditions under which such properties may be used, provided that in all cases the public is not deprived of its rightful, equal, and uniform use of such property.*".

2.6 The Greater Asheville Regional Airport Authority is obligated under federal law to maintain an airport user fee and rental structure that, given the conditions of the Airport makes the Airport as financially self-sustaining as possible.

2.7 The Greater Asheville Regional Airport Authority is further obligated under federal law to establish an airport user fee structure that is fair and reasonable to all users, and not unjustly discriminatory.

2.8 In or around Fall 2014, the Greater Asheville Regional Airport Authority contracted with an airport consulting firm, who conducted a comprehensive airline rate and charge study at the Airport, in accordance with the methodology stated in the Rates and Charges Policy promulgated by the Office of the Secretary of the Department of Transportation and by the FAA.

2.9 Since approximately February 2015, the Greater Asheville Regional Airport Authority has consulted with and made repeated, good faith efforts to reach an agreement regarding rates, fees and charges with the Airlines, and to resolve all disputes asserted by the Airlines, and after adequate and timely consultation with the Airlines and with the airport consulting firm, Greater Asheville Regional Airport Authority now desires to implement, by ordinance, the fair, reasonable and not unjustly discriminatory rates and charges structure as proposed by the airport consulting firm.

Section 3. PURPOSE AND SCOPE

3.1 The Greater Asheville Regional Airport Authority finds and determines that it is in the public interest to establish a schedule of Airline rates, fees and charges by ordinance.

3.2 This Airline Rates, Fees & Charges Ordinance shall be applicable to all Airlines utilizing the Asheville Regional Airport.

Section 4. EFFECTIVE DATE

4.1 The Airline Rates, Fees & Charges Ordinance shall take effect as of the 9th day of December, 2016.

Section 5. DEFINITIONS

5.1 "Affiliate" shall mean any airline or other entity designated in writing by Airline as an Affiliate that is operating under the same flight code designator and is: (1) a parent or subsidiary of Airline or is under the common ownership and control with Airline or (2) operates under essentially the same trade name as Airline at the Airport and uses essentially the same livery as Airline or (3) is a contracting ground handling company on behalf of Airline at the Airport.

5.2 "Airline(s)" shall mean each airline providing commercial passenger service to and from the Airport and using the Airport Terminal Building to enplane and deplane passengers or cargo service to and from the Airport.

5.3 [RESERVED]

5.4 "Airlines' Revenue Landed Weight" is for the applicable Fiscal Year the sum of the products determined by multiplying each Revenue Aircraft Arrival by each of the Airlines by the applicable Certified Maximum Gross Landed Weight of the aircraft making the Revenue Aircraft Arrival.

5.6 "Airport" is the Asheville Regional Airport as it presently exists and as it is hereafter modified or expanded.

5.7 "Airport Operating Requirement" for any Fiscal Year, consists of all of the following: (1) Operation and Maintenance Expenses; (2) O&M Reserve Requirement; (3) Depreciation; (4) Amortization; (5) Debt Service; (6) coverage required on any Bonds; (7) fund deposits required under any Bond Ordinance; (8) the net amount of any judgment or settlement arising out of or as a result of the ownership, operation or maintenance of the Airport payable by Authority during any Fiscal Year. This amount would include, but not be limited to, the amount of any such judgment or settlement arising out of or as a result of any claim, action, proceeding or suit alleging a taking of property or an interest in property without just

or adequate compensation, trespass, nuisance, property damage, personal injury or any other claim, action, proceeding or suit based upon or relative to the environmental impact resulting from the use of the Airport for the landing and taking off of aircraft; and (9) any and all other sums, amounts, charges or requirements of the Airport to be recovered, charged, set aside, expensed or accounted for during any Fiscal Year, or the Authority's accounting system.

5.8 "Amortization" is the amount determined by dividing the net cost of each Airport non-depreciating asset by an imputed estimated life for the asset as determined by the Authority.

5.9 "Assigned Space" means for each Airline, those areas and facilities in the Terminal Building and those areas adjacent to and outside the Terminal Building which are assigned to such Airline for its Preferential use.

5.10 "Authority" means the Greater Asheville Regional Airport Authority.

5.11 "Bond Ordinance" is any ordinance, resolution or indenture authorizing the issuance of Bonds for or on behalf of the Airport or Authority, including all amendments and supplements to such ordinances, resolutions and indentures.

5.12 "Bonds" are all debt obligations issued for or on behalf of the Airport or the Authority subsequent to July 1, 2009, except obligations issued by or on behalf of the Authority for a Special Facility.

5.13 "Capital Charge or Capital Charges" charges that include Amortization, Depreciation and Debt Service.

5.14 "Capital Outlay" is the sum of one hundred thousand dollars (\$100,000) or as otherwise determined by the Authority.

5.15 "Certified Maximum Gross Landed Weight" or "CMGLW" is, for any aircraft operated by any of the Airlines, the certified maximum gross landing weight in one thousand pound units of such aircraft as certified by the FAA and as listed in the airline's FAA approved "Flight Operations Manual".

5.16 "Debt Service" for any Fiscal Year is the principal, interest and other payments required for or on account of Bonds issued under any Bond Ordinance.

5.17 "Depreciation" is the amount which is the net cost of any Airport asset, except a non-depreciating asset, divided by its estimated useful life as determined by the Authority.

5.18 "Enplaned Passengers" are the originating and on-line or off-line transfer passengers of each of the Airlines serving the Airport enplaning at the Airport.

5.19 "Fiscal Year" is July 1st of any calendar year through June 30th of the next succeeding calendar year, or such other fiscal year as Authority may subsequently adopt for the Airport.

5.20 "Holdrooms" means the gate seating areas currently situated in the Airport Terminal Building, as they now exist or as they may hereafter be modified or expanded or constructed by Authority within or as part of the Terminal Building for use by Airline and the other Airlines for their Joint Use.

5.21 "Joint Use Formula" is, for any Fiscal Year, the formula used for prorating Terminal Building Rentals for Joint Use Space.

5.22 "Joint Use Space" means that common use space not assigned, which Airline uses on a joint use basis with other airline tenants.

5.23 "Landing Fees" are the airfield related charges calculated by multiplying the landing fee rate established in the Schedule of Rates, Fees and Charges for the applicable Fiscal Year by the applicable Certified Maximum Gross Landed Weight ("CMGLW") of Revenue Aircraft Arrivals.

5.24 "Operation and Maintenance Expenses" or "O&M Expenses" are, for any Fiscal Year, the total costs and expenses, incurred or accrued by the Authority for that Fiscal Year, in providing for the administration, operation, maintenance and management of the Airport, including, without limitation, the performance by Authority of any of its obligations related to the Airport.

5.25 "O&M Reserve Requirement" is the requirement adopted by the Authority that defines the amount of operating cash reserves to be available within the O&M Reserve Fund. The O&M Reserve Requirement may be revised from time to time and is currently set to equal at least six (6) months of the annual O&M Expenses budgeted for the current Fiscal Year.

5.26 "Passenger Facility Charge (PFC)" is the charge imposed by the Authority pursuant to 49 U.S.C. App. 513, as amended or supplemented from time to time, and 14 CFR Part 158, as amended or supplemented from time to time, or any other substantially similar charge lawfully levied by or on behalf of the Authority pursuant to or permitted by federal law.

5.27 "Preferential Use Space" means that Assigned Space for which Airline holds a preference as to use, and which may be used on a non-preferential basis by another airline or tenant.

5.28 "Rentable Space" is that space within the Airport Terminal Building which has been constructed or designated as rentable space by Authority, including such deletions therefrom and additions thereto as may occur from time-to-time.

5.29 "Revenue Aircraft Arrival" is an airline aircraft landing at Airport, excluding those returning to the Airport due to an emergency, and for which Landing Fees are charged by Authority.

5.30 "Special Facility" is any Airport facility acquired or constructed for the benefit or use of any person or persons, the costs of construction and acquisition of which are paid for (a) by the obligor under a Special Facility agreement, (b) from the proceeds of Special Facility bonds, or (c) both; provided, however, that Airport facilities built by an Airport tenant under a ground lease or any other agreement which by its terms is not indicated to be a Special Facility agreement shall not be considered a Special Facility under this definition.

5.31 "Schedule of Rates, Fees and Charges" is the schedule the rates, fees and charges due by Airline to the Authority and is reestablished each Fiscal Year.

5.32 "Terminal Building Rentals" are the Terminal Building rents calculated by multiplying the Terminal Building Rental Rate times the then-applicable square footage of the Assigned Space in question.

5.33 "Loading Bridge Fees" are the fees calculated by dividing the total Loading Bridge requirement, which currently includes Operating Expenses, Capital Outlay, Debt Service and Debt Service Coverage, by the total departures.

5.34 "Market Share Exempt Carrier" is any New Airline operating with less than 7% market share of total enplanements per month. The only fees applicable to a Market Share Exempt Carrier are Landing Fees and Per Turn Fees, unless the New Airline is leasing preferential space which would be included in separate rent. An Airline will cease to qualify as Market Share Exempt Carrier at the time that the Airline meets or exceeds 7% of market share of total enplanements per month for any six (6) of the immediately preceding twelve (12) months. Once Airline is no longer Market Share Exempt, the Airline will be responsible for all Terminal and Airfield related rates, fees and charges.

5.35 "New Airline(s)" shall mean any new airline providing new commercial passenger or cargo service to and from the Airport, using the Airport Terminal Building or cargo building to enplane and deplane passengers or cargo service to and from the Airport.

Section 6. RATE MAKING METHODOLOGY

6.1 Rates and charges shall be established annually based on the methodology set by the Authority below and in the Schedule of Rates and Charges referenced in Section 8 below.

6.2 Rates and charges shall be developed under a commercial compensatory rate making methodology.

6.3 Rates and charges shall be calculated and set at the beginning of each Fiscal Year.

6.4 Terminal Building Operating Requirement.

6.4.1 For purposes of this Ordinance, the Terminal Building Cost Center shall consist of the current Terminal Building, including the ticketing wing, the Holdrooms, baggage claim facilities, baggage make-up facilities, and passenger loading bridges/regional boarding ramps, as well as the areas immediately adjacent to the west side of the terminal building utilized for baggage tug drives and baggage tug storage, and all public areas, concession areas, and other leasable areas.

6.4.2 The Terminal Building Operating Requirement shall be calculated as specified in Sections 6.4.2.1 through 6.4.2.4 below:

6.4.2.1 By summing the elements of the Airport Operating Requirement allocated to the Terminal Building Cost Center. Currently, this includes O&M Expenses, O&M Reserve Requirement, net Depreciation, Amortization, Capital Outlay, and Debt Service.

6.4.2.2 By then reducing the total from Section 6.4.2.1 by non-airline revenue credits applied by the President & CEO. These revenue credits are reimbursements and offsets to base costs. This results in the Net Terminal Building Operating Requirement.

6.4.2.3 The Net Terminal Building Operating Requirement calculated in Section 6.4.2.2 is then divided by Rentable Space to obtain the Terminal Building Rental Rate.

6.4.2.4 Finally, each Airlines' share of cost is then derived by multiplying the Terminal Building Rental Rate by the Terminal Building Airlines' rented space (preferential use) and Airlines' share of Joint Use Space as determined by the Joint Use Formula.

6.4.3. Joint Use Space. Joint Use Space shall be classified as Baggage Make-Up, Baggage Claim and Gate Area. Airline's share of the Terminal Building Rentals for Baggage Make-Up and Baggage Claim Joint Use Space will be determined as follows: (1) eighty-five percent (85%) of the total rentals due shall be prorated among Airlines using Joint Use Space based upon Airline's share of Checked Bags, (2) fifteen percent (15%) of the total rentals due shall be prorated equally among the Airlines using Joint Use Space. Airline's share of the Terminal Building Rentals for Gate Area Joint Use Space will be determined as follows: (1) eighty-five percent (85%) of the total rentals due shall be prorated among Airlines using Joint Use Space based upon Airline's share of Enplaned Passengers, (2) fifteen percent (15%) of the total rentals due shall be prorated equally among the Airlines using Joint Use Space.

6.4.4 Per Turn Fee for Market Share Exempt Carriers. The Per Turn Fee for Market Share Exempt Carriers is calculated by dividing the Per Turn requirement by the total estimated departures.

6.5 Airfield Area Operating Requirement.

6.5.1 For purposes of this Ordinance, the Airfield Area Cost Center consists of those areas of land and Airport facilities which provide for the general support of air navigation, flight activity and other aviation requirements of the Airport. The airfield includes runways, taxiways, the terminal apron, aircraft service areas and those ramp areas not included in any other cost center, approach and clear zones, safety areas and infield areas, together with all associated landing navigational aids and Airport facilities, aviation controls, and other systems related to the airfield. It also includes areas of land acquired for buffer requirements for the landing areas of the Airport, all land acquired for Airport expansion until the land is used or dedicated to another cost center, and all Airport noise mitigation facilities or costs. The Airport's triturator facility, storage areas for airline glycol equipment and tanks, and any fueling facilities and equipment provided to serve the airlines on the terminal apron are also included in the airfield cost center.

6.5.2 The Airfield Area Operating Requirement shall be calculated as specified in Sections 6.5.2.1 through 6.5.2.4 below:

6.5.2.1 By summing the elements of the Airport Operating Requirement allocated to the Airfield Area Cost Center. Currently, this includes the O&M Expenses, O&M Reserve Requirement, net Depreciation, Amortization, Capital Outlay, and Debt Service.

6.5.2.2 By then reducing the total calculated in Section 6.5.2.1 above by non-airline revenue credits applied by the President & CEO. These revenue credits are reimbursements and offsets to base costs. This results in the Net Airfield Area Operating Requirement.

6.5.2.3 The Net Airfield Area Operating Requirement calculated in Section 6.5.2.2 is then divided by the estimated Certified Maximum Gross Landed Weight (CMGLW) of all Airlines' Revenue Aircraft Arrivals to determine the Airlines' Landing Fee rate.

6.5.2.4 The Airlines' Landing Fee rate is then multiplied by the estimated CMGLW of the Airlines.

6.5.3 All costs incurred by the Authority for mitigation or damages resulting from noise, environmental incidents or conditions, aircraft fueling, or other Airport aircraft-related conditions or activities will also be charged and allocated to the Airfield Area Operating Requirement.

6.5.4 [RESERVED]

6.5.5 Affiliate. Each Affiliate's operations shall be counted and recorded jointly with Airline's and shall be at the same rate.

6.5.6 [RESERVED]

6.5.7 Other Cost Centers. All other cost centers are not included as part of the Airlines' rates, charges and fees. Authority may apply revenues from the other cost centers to offset expenses at a time, and in an amount, based on the sole discretion of the President & CEO.

6.5.8 Unless otherwise provided herein, all rates, fees and charges are calculated as described in Schedule of Rates, Fees and Charges referenced in Section 8 below.

Section 7. RENTALS, FEES AND CHARGES

7.1 The Authority shall establish the Schedule of Rates, Fees and Charges at the beginning of each Fiscal Year.

7.2 Prior to the establishment of the Schedule of Rates, Fees and Charges each Fiscal Year, the Authority shall formally notify Airline in writing of the anticipated Schedule of Rates, Fees and Charges to be in effect for the upcoming Fiscal Year. Authority's notification to Airline shall include notice of the time and place of a meeting to present the Schedule of Rates, Fees and Charges, expenses and capital charges used in the calculation, and to answer questions of Airline. The anticipated Schedule of Rates, Fees and Charges shall be set forth and supported by a document prepared by the Authority.

7.3 So long as Airline has been notified per above, the implementation of the upcoming Schedule of Rentals and Charges will be effective on the first day of the Fiscal Year.

7.4 Each Airline operating at the Airport shall be responsible for paying those rates and charges itemized below in the amounts specified in the Schedule of Rates, Fees and Charges in Section 8 below:

7.4.1 Preferential Use Space - Each Airline shall pay the Authority for its use of the assigned, Preferential Use Space in the Terminal.

7.4.2 Joint Use Space - Each Airline shall pay the Authority its share of rentals on Joint Use Space used by Airline in common with other airline tenants.

7.4.3 Landing Fees –For its use of the airfield, apron and appurtenant facilities, Airline shall pay a landing fee for each and every aircraft landed by the Airline at the Airport except as otherwise noted herein.

7.4.4 Passenger Facility Charge. Airline shall comply with all of the applicable requirements contained in 14 CFR Part 158 and any amendments thereto. Airline shall pay the Authority the Passenger Facility Charge applicable to all of Airline's revenue passengers enplaning at the Airport imposed by the Authority from time to time pursuant to applicable Federal law and regulations.

7.4.5 Other Fees and Charges. Airline shall also pay all miscellaneous charges assessed to and owed by Airline to the Authority including, but not limited to, the cost of utilities and services, employee parking fees, telecommunications charges, paging system fees, triturator fees, skycap services, preconditioned air and fixed ground power fees, security measures, such as key cards and identification badges and the like, common use fees and common equipment charges, and law enforcement fees (net of TSA reimbursement).

7.4.5.1 Such other fees and charges shall be detailed by the Authority in the Schedule of Rates, Fees and Charges.

Section 8. SCHEDULE OF RATES, FEES AND CHARGES

8.1 The Authority's 2026-2027 Schedule of Rates, Fees and Charges effective July 1, 2026 is attached hereto and incorporated herein by reference as Exhibit A.

Section 9. PAYMENT OF RENTALS, FEES AND CHARGES

9.1 Airlines shall pay for space rentals for Preferential Use Space and Joint Use Space, monthly, without invoice, demand, set-off, or deduction on or before the first (1st) day of each calendar month.

9.2 On or before the fifteenth (15th) day of each month, Airlines shall pay for their Landing Fees for the immediately preceding month.

9.3 Airlines shall report to the Authority on or before the fifteenth (15th) day of each month the Airlines actual operating activity for the prior month by submitting a written report. All such monthly reports shall be submitted on a standardized form provided by the Authority, such form shall act as the actual invoice.

9.4 Payment for all other fees and charges shall be invoiced by the Authority and shall be due upon receipt of the Authority's invoice. Such payments shall be deemed delinquent if not received within thirty (30) calendar days of the date of such invoice.

9.5 Except as provided above, or if such payments or reporting is under dispute by Airline, Airline shall be in violation of this Ordinance if its payments and reporting information required above are not received by the Authority on or before the fifteenth (15th) day of the month in which they are due.

9.6 Security Deposit. If in the reasonable business discretion of the Authority, it is determined that the financial condition of Airline, at the beginning of air service at the Airport, or an incumbent Airline that has displayed an irregular payment history, then Airline may be required to submit a cash security deposit in

an amount not to exceed the equivalent of six (6) months estimated rentals, fees and charges.

9.6.1 In the event that the Authority determines a security deposit is required, the Airline shall deposit such sum with the Authority within thirty (30) days of being so notified by the Authority, and such sum shall be retained by Authority as security for the faithful performance of Airline's obligation hereunder.

9.6.2 The Authority shall have the right, but not the obligation, to apply said security deposit to the payment of any sum due to Authority which has not been paid in accordance with this Ordinance, including, but not limited to, reimbursement of any expenses incurred by Authority in curing any default of Airline, or to the cost of restoring the Assigned Space or its furnishings, fixtures or equipment to their original condition, reasonable wear and tear excepted.

9.6.3 In the event that all or any portion of the security deposit is so applied, the Airline shall promptly, upon demand by Authority, remit to Authority the amount of cash required to restore the security deposit to its original sum.

9.6.4 An Airline's failure to remit the amount of cash required to restore the security deposit in accordance with Section 9.6.3 above within ten (10) calendar days after its receipt of such demand shall constitute a breach of this Ordinance.

9.6.5 If said deposit shall not have been applied for any of the foregoing purposes, it shall be returned to Airline, without interest, within sixty (60) days of the Airline ceasing operation at the Airport. The Authority will not pay interest on any security deposit.

9.7 Airlines shall pay all rates, fees and charges established herein to the Authority monthly, without set-off, and except as specifically provided above, without invoice or demand therefore, in lawful money of the United States of America, by check payable to Authority delivered or mailed to the Authority or by wire transfer to the Authority.

9.8 All payments shall be considered completed upon receipt and deposit by Authority. Airline shall pay a penalty for late or delinquent payments not received by the Authority within thirty days of due date, at an 18% annum, or the amount allowed by law, on balance of the unpaid amount calculated from the date the amount is due until the close of business day upon which the delinquent payment is received by the Authority. The Authority, in its sole discretion shall have the authority to waive any late or delinquent fees.

Section 10. PENALTIES AND ENFORCEMENT

10.1 Unless otherwise specified herein, violation of any provision of this Airline Rates, Fees & Charges Ordinance shall be enforced in accordance with, and subject to the penalties specified in, this Section 10.

10.2 In addition to any civil or criminal penalties set out in this Section 10. or in any other Section or Subsection herein, this Airline Rates, Fees & Charges Ordinance may be enforced by an injunction, order of abatement, or other appropriate equitable remedy issuing from a court of competent jurisdiction.

10.3 This Airline Rates, Fees & Charges Ordinance may be enforced by one, all or a combination of the penalties and remedies authorized and prescribed in this Section 10, or elsewhere herein, except that any provision, the violation of which incurs a civil penalty, shall not be enforced by criminal penalties.

10.4 Except as otherwise specified herein, each day's continuing violation of any provision of the Airline Rates, Fees & Charges Ordinance is a separate and distinct offense.

10.5 A violation this Airline Rates, Fees & Charges Ordinance shall not be a misdemeanor or infraction under N.C. Gen. Stat. §14-4; however, civil penalties shall be assessed and civil citations issued for the administrative violation of any provision in accordance with Section 10.6 through 10.7 below.

10.6 The President & CEO shall authorize specific Authority personnel to enforce all administrative violations of this Airlines Rates, Fees & Charges Ordinance.

10.7 Upon any administrative violation of this Airline Rates, Fees & Charges Ordinance, personnel designated in accordance with Section 10.6 shall cause a civil citation to be issued to the violator.

10.7.1 All civil citations shall be hand-delivered to the violator or shall be mailed by first class mail addressed to the last known address of the violator. The violator shall be deemed to have been served upon hand-delivery or the mailing of the civil citation.

10.7.2 Unless otherwise expressly specified herein the civil penalty associated with each civil citation issued for an administrative violation of this Airline Rates, Fees & Charges Ordinance shall be as follows: By a fine of up to \$500.00.

10.8 Any person may submit, within ten (10) days of receipt of a civil violation, a written request that the President & CEO review the civil citation, in accordance with Sections 10.8.1.1 through 10.8.3 below.

10.8.1 A request to the President & CEO shall be in writing and shall be hand delivered to the Office of the President & CEO and must be signed for by and employee of the Authority, or shall be mailed to the President & CEO by certified mail, return receipt requested.

10.8.2 A request to the President & CEO must specify in detail all of the reasons why the civil citation should be modified or withdrawn and must provide a mailing address for the President & CEO to submit a response to the request.

10.8.3 Within ten (10) days of receipt of a request in accordance with Section 10.8.1, the President & CEO shall mail a written decision to the requesting party at the address provided.

10.8.4 Unless a written request for review in accordance with Section 10.8.1 above, civil penalties issued via civil citation for an administrative violation of any Section of this Airport Rates, Fees and Charges Ordinance shall be due and payable to the Authority within 30 days of receipt.

10.8.5 If a written request for review is appealed and the civil citation is not withdrawn, payment of the civil penalty shall be due and payable to the Authority within 30 days of issuance of the President & CEO's written decision to the violator.

10.8.6 Unless other provided, if the violator fails to respond to a citation within 30 days of issuance and pay the fine prescribed therein, the Authority may institute a civil action in the

nature of a debt in the appropriate division of the state general court of justice to collect the fine owed.

Section 11. SEVERABILITY

11.1 If any provision, clause, section, or provision of this the Airline Rates, Fees & Charges Ordinance shall be held by a court of competent jurisdiction to be invalid, illegal or unenforceable, such invalid, illegal or unenforceable provision shall be severed from the remainder of the Airline Rates, Fees & Charges Ordinance, and the remainder of shall be enforced and not be affected thereby.

Section 12. AMENDMENT.

12.1 The Authority reserves the right to amend the Airline Rates, Fees & Charges Ordinance, as well as the attached Schedule of Rates, Fees and Charges, at any time, by ordinance, after due notice and public hearing, in accordance with the Authority's Resolution No. __ establishing The Greater Asheville Regional Airport Authority's Policy and Procedure for the Adoption of Ordinances.

ADOPTED THIS the __ day of _____, 2026, after due notice and a public hearing, by the Greater Asheville Regional Airport Authority.

**GREATER ASHEVILLE REGIONAL
AIRPORT AUTHORITY**

By: _____
Brad Galbraith, Chair

ATTEST:

Ellen M. Heywood, Clerk to the Board

Exhibit A

Greater Asheville Regional Airport Authority

2026 – 2027 Fiscal Year

Schedule of Rates, Fees and Charges

(Proposed)

Table 1

SUMMARY OF AIRLINE RATES, FEES, AND CHARGESAsheville Regional Airport
(For Fiscal Years Ending June 30)

	Charge Basis	Table Reference	2025	2026	2027
AIRLINE RATES, FEES, AND CHARGES					
Landing Fee Rate	per 1,000 lbs of CMGLW	Table 6	\$ 3.27	\$ 3.01	\$ 3.43
Terminal Building Rental Rate	per rented square feet	Table 7	\$ 148.09	\$ 191.06	\$ 229.20
Passenger Boarding Device Fee	per departure	Table 8	\$ 7.30	\$ 7.05	\$ 63.41
BHS Joint Use Fees (a)					
Per Bag (85% of BHS req't)	per checked bag	Table 9	\$ 1.63	\$ 2.50	\$ 3.30
Per Airline (15% of BHS req't)	per airline	Table 9	\$ 40,629	\$ 55,793	\$ 80,108
Gate Area Joint Use Fees (a)					
Per Passenger (85% of BHS req't)	per checked bag	Table 9	\$ 1.71	\$ 2.64	\$ 3.19
Per Airline (15% of BHS req't)	per airline	Table 9	\$ 103,788	\$ 133,905	\$ 160,633
Ticketing Use Fee (b)	per enplaned passenger	Table 10	\$ 0.51	\$ 0.78	\$ 0.94
Passenger Security Screening Fee	per enplaned passenger	Table 11	\$ 1.01	\$ 1.55	\$ 1.78
Per Turn Fees (Exempt Carriers Only)					
Aircraft with 0-70 Seats		Table 12	\$ 589.00	\$ 723.00	\$ 967.00
Aircraft with 71-135 Seats		Table 12	\$ 680.00	\$ 834.00	\$ 1,116.00
Aircraft with 136 or More Seats		Table 12	\$ 793.00	\$ 973.00	\$ 1,302.00
AIRLINE PAYMENTS AND CALCULATION OF AVERAGE AIRLINE COST PER ENPLANED PASSENGER (CPE)					
Airfield Area Cost Center					
Landing Fees			\$ 4,774,996	\$ 3,954,791	\$ 4,705,824
Landing Fee Incentives			0	-	-
Deicing Chemicals			40,000	40,000	41,200
Total Airfield Area			\$ 4,814,996	\$ 3,994,791	\$ 4,747,024
Terminal Building Cost Center					
Preferential Use Rentals			1,191,044	1,806,710	1,932,405
Joint Use Charges					
Gate Area Joint Use Rentals			2,352,529	3,035,175	4,182,188
Bag Makeup Joint Use Rentals			1,083,437	1,397,824	2,106,514
Loading Bridge Fees			100,000	100,000	883,125
Per Turn Fees			0	0	82,337
Security Fees			1,393,130	1,787,906	1,997,715
Terminal Fee Incentives			0	-	-
Total Terminal Building			\$ 6,120,140	\$ 8,127,615	\$ 11,184,284
TOTAL AIRLINE REVENUES			\$ 10,935,136	\$ 12,122,406	\$ 15,931,308
Annual percent change				10.9%	31.4%
Enplaned Passengers			1,375,000	1,150,000	1,140,000
Annual percent change				-16.4%	-0.9%
AVERAGE AIRLINE CPE			\$ 7.95	\$ 10.54	\$ 13.97
Annual percent change				32.5%	32.6%

(a) Excludes Market Share Exempt Carriers, which pay equivalent charges through Per Turn Fees. Market Share Exempt Carriers have a monthly market share of enplaned passengers of 7% or less.

(b) Charged as a component of Per Turn Fees to Exempt Carriers only.

Note: Amounts may not add to totals shown due to rounding. CMGLW = Certified Maximum Gross Landed Weight.

Table 2

TERMINAL BUILDING SPACE PROGRAM

Asheville Regional Airport

(In Square Feet; For Fiscal Years Ending June 30)



	2025	2026	2027
PREFERENTIAL USE SPACE			
TOTAL AIRLINE RENTED SPACE	8,850	8,583	8,583
Vacant Space	1,997	2,264	2,264
TOTAL PREFERENTIAL USE SPACE	10,847	10,847	10,847
<i>Percent rented</i>	<i>81.6%</i>	<i>79.1%</i>	<i>79.1%</i>
JOINT USE SPACE			
Baggage Make-Up	3,192	3,192	3,192
Baggage Claim	4,124	4,124	4,124
Gates 1-3 Holdroom	8,517	8,517	8,517
Gates 4-7 Holdroom	6,751	6,751	6,751
Gates 4-7 Secure Enplanement Corridor	3,421	3,421	3,421
TOTAL JOINT USE SPACE	26,005	26,005	26,005
OTHER RENTABLE SPACE			
Concession	13,775	13,775	13,775
FAA Tower and Related Office	4,374	4,374	4,374
TSA Offices and Breakroom	1,933	1,933	1,933
TSA Passenger Security Screening	4,891	4,891	4,891
TSA Offices Adjacent to Screening	396	396	396
TOTAL OTHER RENTABLE SPACE	25,369	25,369	25,369
TOTAL RENTABLE SPACE	62,221	62,221	62,221
TOTAL AIRLINE RENTED SPACE	34,855	34,588	34,588
<i>Share of Rentable Space Rented by Airlines</i>	<i>56.0%</i>	<i>55.6%</i>	<i>55.6%</i>
PUBLIC AND OTHER SPACE			
Public and Other	45,628	45,628	45,628
TOTAL PUBLIC AND OTHER SPACE	45,628	45,628	45,628
TOTAL TERMINAL BUILDING USABLE SPACE	107,849	107,849	107,849

Note: Excludes nonusable (e.g., mechanical and electrical) space.

Table 3A

OPERATION AND MAINTENANCE (O&M) EXPENSES

Greater Asheville Regional Airport Authority

(For Fiscal Years Ending June 30)



Budget	Budget	Budget
2025	2026	2027

BY CATEGORY			
Personnel Services	\$ 13,637,208	\$ 13,728,454	\$ 15,450,473
Professional Services	887,030	1,125,335	592,250
Other Contractual Services	4,069,987	5,019,638	6,675,945
Utilities	628,010	545,375	544,832
Insurance	480,000	772,318	882,153
Materials and Supplies	828,385	767,224	713,710
Repairs and Maintenance	562,000	574,500	413,500
Other Expenses	665,714	633,909	1,843,164
TOTAL	\$ 21,758,334	\$ 23,166,753	\$ 27,116,027
<i>Annual percent change</i>		6.5%	17.0%

BY DEPARTMENT			
Maintenance	\$ 6,634,846	\$ 6,875,949	\$ 8,120,301
Operations	-	1,943,465	2,138,540
Guest Services	327,349	427,370	447,618
Custodial	-	1,163,351	1,828,622
Information Technology	1,949,208	2,802,672	3,092,036
Public Safety	3,695,938	3,383,526	3,676,683
Shared Services	5,071,192	7,580,420	7,812,227
TOTAL	\$ 17,678,532	\$ 24,176,753	\$ 27,116,027

BY COST CENTER			
Airfield Area	\$ 5,571,814	\$ 5,815,618	\$ 10,436,498
Terminal Building	9,754,558	10,120,453	13,106,208
Parking and GT	3,553,914	4,269,721	3,356,675
General Aviation Area	2,064,126	2,153,837	-
Other Areas	813,922	807,124	216,646
TOTAL	\$ 21,758,334	\$ 23,166,753	\$ 27,116,027

Note: See Table 3B for detail of expense allocation to cost centers. Amounts may not add to totals shown due to rounding.

Table 3B

ALLOCATION OF OPERATION AND MAINTENANCE (O&M) EXPENSES

Greater Asheville Regional Airport Authority
(For Fiscal Years Ending June 30)



	2027	Allocation Percentages by Cost Center					
		Airfield Area	Terminal	Parking/Rdwys/GT	General Aviation	Other Areas	Shared Services
DEPARTMENTAL O&M ALLOCATION PERCENTAGES							
Maintenance Divisions							
Terminal Maintenance	\$ 944,615	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%
Maintenance - Personnel	2,597,778	50.0%	50.0%	0.0%	0.0%	0.0%	0.0%
Airfield Maintenance	2,045,197	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Rental Car Facilities Maintenance	150,997	0.0%	0.0%	0.0%	0.0%	100.0%	0.0%
Landside Maintenance	2,381,714	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%
Other Maintenance	-	0.0%	0.0%	100.0%	0.0%	0.0%	0.0%
Subtotal	\$ 8,120,301						
Operations Divisions							
Airfield Operations	\$ 351,359	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Operations - Personnel	1,787,181	60.0%	40.0%	0.0%	0.0%	0.0%	0.0%
Subtotal	\$ 2,138,540						
Guest Services	\$ 447,618	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%
Custodial	1,828,622	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%
Information Technology Divisions							
Information Technology - General	\$ 945,447	10.0%	60.0%	0.0%	0.0%	0.0%	30.0%
Information Technology - Personnel	1,603,812	10.0%	60.0%	0.0%	0.0%	0.0%	30.0%
Information Technology - Terminal	542,777	0.0%	100.0%	0.0%	0.0%	0.0%	0.0%
Subtotal	\$ 3,092,036						
Public Safety Divisions							
Public Safety - General	\$ 58,215	30.0%	60.0%	5.0%	0.0%	5.0%	0.0%
Public Safety - Personnel	2,557,017	40.0%	60.0%	0.0%	0.0%	0.0%	0.0%
Aircraft Rescue and Fire Fighting (ARFF)	1,061,451	100.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Subtotal	\$ 3,676,683						
Shared Services Divisions							
Administration	\$ 1,550,885	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Planning	583,170	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Executive	1,991,974	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Finance	1,171,603	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Marketing	1,023,751	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Properties and Contractual Services	416,297	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Telecommunications	724,547	40.0%	60.0%	0.0%	0.0%	0.0%	0.0%
General/Unassigned	350,000	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%
Subtotal	\$ 7,812,227						
TOTAL	\$27,116,027						

ALLOCATION OF OPERATION AND MAINTENANCE (O&M) EXPENSES

Greater Asheville Regional Airport Authority
(For Fiscal Years Ending June 30)



	2027	Allocation by Cost Center					Shared Services
		Airfield Area	Terminal	Parking/Rdwys/GT	General Aviation	Other Areas	
O&M EXPENSES BY DEPARTMENT							
Maintenance Divisions							
Terminal Maintenance	\$ 944,615	\$ -	\$ 944,615	\$ -	\$ -	\$ -	\$ -
Maintenance - Personnel	2,597,778	1,298,889	1,298,889	-	-	-	-
Airfield Maintenance	2,045,197	2,045,197	-	-	-	-	-
Rental Car Facilities Maintenance	150,997	-	-	-	150,997	-	-
Landside Maintenance	2,381,714	-	-	2,381,714	-	-	-
Other Maintenance	-	-	-	-	-	-	-
Subtotal	\$ 8,120,301	\$ 3,344,086	\$ 2,243,504	\$ 2,381,714	\$ -	\$ 150,997	\$ -
Operations Divisions							
Airfield Operations	\$ 351,359	\$ 351,359	\$ -	\$ -	\$ -	\$ -	\$ -
Operations - Personnel	1,787,181	1,072,309	714,872	-	-	-	-
Subtotal	\$ 2,138,540	\$ 1,423,668	\$ 714,872	\$ -	\$ -	\$ -	\$ -
Guest Services	\$ 447,618	\$ -	\$ 447,618	\$ -	\$ -	\$ -	\$ -
Custodial	1,828,622	-	1,828,622	-	-	-	-
Information Technology Divisions							
Information Technology - General	\$ 945,447	\$ 94,545	\$ 567,268	\$ -	\$ -	\$ -	\$ 283,634
Information Technology - Personnel	1,603,812	160,381	962,287	-	-	-	481,144
Information Technology - Terminal	542,777	-	542,777	-	-	-	-
Subtotal	\$ 3,092,036	\$ 254,926	\$ 2,072,332	\$ -	\$ -	\$ -	\$ 764,778
Public Safety Divisions							
Public Safety - General	\$ 58,215	\$ 17,465	\$ 34,929	\$ 2,911	\$ -	\$ 2,911	\$ -
Public Safety - Personnel	2,557,017	1,022,807	1,534,210	-	-	-	-
Aircraft Rescue and Fire Fighting (ARFF)	1,061,451	1,061,451	-	-	-	-	-
Subtotal	\$ 3,676,683	\$ 2,101,722	\$ 1,569,139	\$ 2,911	\$ -	\$ 2,911	\$ -
Shared Services Divisions							
Administration	\$ 1,550,885	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,550,885
Executive	1,991,974	-	-	-	-	-	1,991,974
Finance	1,171,603	-	-	-	-	-	1,171,603
Marketing	1,023,751	-	-	-	-	-	1,023,751
Properties and Contractual Services	416,297	-	-	-	-	-	416,297
Telecommunications	724,547	289,819	434,728	-	-	-	-
Planning	583,170	-	-	-	-	-	583,170
General/Unassigned	350,000	-	-	-	-	-	350,000
Subtotal	\$ 7,812,227	\$ 289,819	\$ 434,728	\$ -	\$ -	\$ -	\$ 7,087,680
TOTAL	\$27,116,027	\$ 7,414,221	\$ 9,310,816	\$ 2,384,625	\$ -	\$ 153,908	\$ 7,852,458
<i>Percent of Direct</i>		38.5%	48.3%	12.4%	0.0%	0.8%	-100.0%
REALLOCATION OF SHARED SERVICES							
Shared Services (a)	\$ 7,852,458	\$ 3,022,278	\$ 3,795,392	\$ 972,051	\$ -	\$ 62,738	\$ (7,852,458)
TOTAL	\$27,116,027	\$10,436,498	\$13,106,208	\$ 3,356,675	\$ -	\$ 216,646	\$ -

(a) Shared Services expenses allocated to direct cost centers according to each cost center's pro rata share of direct O&M.

Note: Amounts may not add to totals shown due to rounding.

Table 4

DEBT SERVICE FUND DEPOSITS
 Greater Asheville Regional Airport Authority
 (For Fiscal Years Ending June 30)



	2025	2026	2027
OUTSTANDING BONDS			
Series 2016 Garage Bonds			
Principal	\$ 1,445,000	\$ 1,475,000	\$ 1,515,000
Interest	259,554	225,019	189,766
Net Series 2016 Debt Service	\$ 1,704,554	\$ 1,700,019	\$ 1,704,766
Series 2022A Terminal Expansion Project (TEP) Bonds			
Principal	\$ -	\$ -	\$ 3,550,000
Interest	9,838,763	9,838,763	9,838,763
Gross Series 2022A Debt Service	\$ 9,838,763	\$ 9,838,763	\$ 13,388,763
Less: Capitalized interest	(9,838,763)	-	-
Less: Amount paid from PFC Revenues	-	(5,976,168)	(10,635,870)
Less: Amount paid from NCAIP Grants	-	(3,862,595)	(2,752,893)
Net Series 2022A Debt Service	\$ -	\$ -	\$ -
Series 2023 Terminal Expansion Project (TEP) Bonds			
Principal	\$ -	\$ -	\$ 3,160,000
Interest	9,075,313	9,075,313	9,075,313
Gross Series 2023A Debt Service	\$ 9,075,313	\$ 9,075,313	\$ 12,235,313
Less: Capitalized interest	(9,075,313)	-	-
Less: Amount paid from PFC Revenues	-	-	-
Less: Amount paid from NCAIP Grants	-	(5,667,053)	(6,747,107)
Net Series 2023 Debt Service	\$ -	\$ 3,408,260	\$ 5,488,205
TOTAL OUTSTANDING BONDS			
Principal	\$ 1,445,000	\$ 1,475,000	\$ 8,225,000
Interest	19,173,629	19,139,094	19,103,841
Gross Debt Service	\$ 20,618,629	\$ 20,614,094	\$ 27,328,841
Less: Capitalized interest	(18,914,075)	-	-
Less: Amount paid from PFC Revenues	-	(5,976,168)	(10,635,870)
Less: Amount paid from NCAIP Grants	-	(9,529,647)	(9,500,000)
TOTAL OUTSTANDING BONDS	\$ 1,704,554	\$ 5,108,279	\$ 7,192,971
<i>Annual percent change</i>		199.7%	40.8%

Note: Amounts may not add to totals shown due to rounding.

Table 5

CAPITAL RECOVERY CHARGES

Greater Asheville Regional Airport Authority
(For Fiscal Years Ending June 30)



	2025	2026	2027
DEPRECIATION			
Depreciation	\$ 4,400,000	\$ 4,500,000	\$ 2,648,879
By Cost Center			
Airfield Area	\$ 616,000	\$ 630,000	\$ 1,435,668
Terminal Building	1,320,000	1,350,000	531,365
Parking and GT	1,452,000	1,485,000	532,974
General Aviation Area	704,000	720,000	113,937
Other Areas	308,000	315,000	34,935
Passenger Boarding Devices	-	-	-
TOTAL	\$ 4,400,000	\$ 4,500,000	\$ 2,648,879
<i>Annual percent change</i>		2.3%	-41.1%
AMORTIZATION			
Amortization	\$ 79,581	\$ 79,581	\$ 79,581
By Cost Center			
Airfield Area	\$ 79,581	\$ 79,581	\$ 79,581
Terminal Building	-	-	-
Parking and GT	-	-	-
General Aviation Area	-	-	-
Other Areas	-	-	-
Passenger Boarding Devices	-	-	-
TOTAL	\$ 79,581	\$ 79,581	\$ 79,581
<i>Annual percent change</i>		0.0%	0.0%
CAPITAL OUTLAY			
Capital Outlay	\$ 100,000	\$ 100,000	\$ 100,000
By Cost Center			
Airfield Area	\$ 50,000	\$ 50,000	\$ 50,000
Terminal Building	50,000	50,000	50,000
Parking and GT	-	-	-
General Aviation Area	-	-	-
Other Areas	-	-	-
Passenger Boarding Devices	-	-	-
TOTAL	\$ 100,000	\$ 100,000	\$ 100,000
<i>Annual percent change</i>		0.0%	0.0%
TOTAL CAPITAL RECOVERY CHARGES BY COST CENTER			
Airfield Area	\$ 745,581	\$ 759,581	\$ 1,565,249
Terminal Building	1,370,000	1,400,000	581,365
Parking and GT	1,452,000	1,485,000	532,974
General Aviation Area	704,000	720,000	113,937
Other Areas	308,000	315,000	34,935
Passenger Boarding Devices	-	-	-
TOTAL	\$ 4,579,581	\$ 4,679,581	\$ 2,828,460

Note: Amounts above exclude any grant or PFC-funded amounts. Capital recovery charges for Public Safety and Shared Services allocated to direct cost centers using O&M allocation percentages. Amounts may not add to totals shown due to rounding.

Table 6

CALCULATION OF NET REVENUE SHARING CREDIT

Greater Asheville Regional Airport Authority
(For Fiscal Years Ending June 30)



	2025	2026	2027
CALCULATION OF GROSS REVENUES			
Airline Revenues (Pre-Credit)			
Net Airfield Requirement (Pre-Credit)	\$ 6,825,539	\$ 6,542,101	\$ 12,207,762
Airline Term Requirement (Pre-Credit)	6,019,797	8,406,482	10,451,059
PDB Fees	100,000	100,000	887,500
Security Screening Fees	1,393,130	1,787,906	1,997,715
Per Turn Fees	0	0	85,355
Deicing Chemicals	40,000	40,000	41,200
Total Airline Revenues	\$ 14,378,466	\$ 16,876,489	\$ 25,670,591
Nonairline Revenues			
Parking and Ground Transportation	\$ 18,017,454	\$ 19,101,199	\$ 19,073,755
Terminal Concessions	1,254,250	1,140,250	1,851,450
Nonairline Terminal Rentals	303,291	286,864	82,502
FBO and General Aviation	1,450,550	1,441,461	1,539,455
Other Land and Bldg Rentals	695,322	165,365	3,816,409
Miscellaneous Revenues	500,000	1,800,000	2,194,402
CFCs Used to Pay Debt Service	852,277	850,009	1,278,575
Total Nonairline Revenues	\$ 23,073,144	\$ 24,785,148	\$ 29,836,548
GROSS REVENUES (PRE-CREDIT)	\$ 37,451,610	\$ 41,661,637	\$ 55,507,139
<i>Annual percent change</i>		11.2%	33.2%
CALCULATION OF NET REMAINING REVENUES TO SHARE			
Gross Revenues (Pre-Credit)	\$ 37,451,610	\$ 41,661,637	\$ 55,507,139
Less:			
Current (O&M) Expenses (a)	\$ (21,758,334)	\$ (23,166,753)	\$ (27,116,027)
Debt Service Fund Deposits (b)	(1,704,554)	(5,086,330)	(7,192,971)
O&M Reserve Deposit	(2,711,760)	(704,210)	(1,469,637)
Emergency Repair	(75,000)	(75,000)	(77,250)
Depreciation (c)	0	0	(2,648,879)
Amortization (c)	0	0	(79,581)
Capital Outlay (c)	(100,000)	(100,000)	(100,000)
NET REMAINING REVS TO SHARE	\$ 11,101,962	\$ 12,529,344	\$ 16,822,793

Table 6 (page 2 of 2)

CALCULATION OF NET REVENUE SHARING CREDIT

Greater Asheville Regional Airport Authority
(For Fiscal Years Ending June 30)



	2025	2026	2027
DISTRIBUTION OF REVENUE SHARING CREDIT			
Net Remaining Revs to Share	\$ 11,101,962	\$ 12,529,344	\$ 16,822,793
Share of Net Remaining Revenues (Percentages)			
To Authority	74%	65%	40%
To Airlines	26%	35%	60%
Total	100%	100%	100%
Share of Net Remaining Revenues			
To Authority	\$ 8,193,248	\$ 8,144,074	\$ 6,729,117
To Airlines	2,908,714	4,385,270	10,093,676
Total	\$ 11,101,962	\$ 12,529,344	\$ 16,822,793
Cost Center Allocation Percentages			
Airfield Area	71%	59%	75%
Terminal	30%	41%	25%
Total	100%	100%	100%
Allocation to Cost Centers			
Airfield Area	\$ 2,050,643	\$ 2,587,310	\$ 7,570,257
Terminal	858,071	1,797,961	2,523,419
TOTAL AIRLINE REVENUE SHARING CREDIT	\$ 2,908,714	\$ 4,385,270	\$ 10,093,676

(a) See Table 3A.

(b) See Table 4. Net of CFCs.

(c) See Table 5.

Note: Amounts may not add to totals shown due to rounding.

Table 7

CALCULATION OF LANDING FEE RATE
 Greater Asheville Regional Airport Authority
 (For Fiscal Years Ending June 30)



	2025	2026	2027
CALCULATION OF GROSS AIRFIELD REQUIREMENT			
O&M Expenses (a)	\$ 5,571,814	\$ 5,815,618	\$ 10,436,498
Less: Deicing Chemicals	(40,000)	(40,000)	(41,200)
O&M Reserve Requirement	663,145	121,902	422,215
Debt Service (b)	-	-	-
Debt Service Coverage (@25%)	-	-	-
Depreciation (c)	616,000	630,000	1,435,668
Amortization (c)	79,581	79,581	79,581
Capital Outlay (c)	50,000	50,000	50,000
GROSS AIRFIELD REQUIREMENT	\$ 6,940,540	\$ 6,657,101	\$ 12,382,762
CALCULATION OF NET AIRFIELD REQUIREMENT			
Total Airfield Requirement	\$ 6,940,540	\$ 6,657,101	\$ 12,382,762
Less:			
Fuel Flowage Fees	(\$115,000)	(\$115,000)	(\$175,000)
Other Credits	-	-	-
NET AIRFIELD REQUIREMENT	\$ 6,825,540	\$ 6,542,101	\$ 12,207,762
Annual percent change		-4.2%	86.6%
CALCULATION OF LANDING FEE RATE			
Net Airfield Requirement	\$ 6,825,540	\$ 6,542,101	\$ 12,207,762
Airline Landed Weight (d)	1,458,421	1,316,000	1,351,461
Pre-Credit Landing Fee Rate	\$ 4.68	\$ 4.97	\$ 9.03
Revenue Sharing Credit (e)	\$ (2,050,643)	\$ (2,587,310)	\$ (7,570,257)
Adjusted Airfield Net Requirement	\$ 4,774,897	\$ 3,954,791	\$ 4,637,505
Airline Landed Weight (d)	1,458,421	1,316,000	1,351,461
AIRLINE LANDING FEE RATE	\$ 3.27	\$ 3.01	\$ 3.43

(a) See Table 3A.

(b) See Table 4.

(c) See Table 5.

(d) Originally budgeted amounts.

(e) See Table 6.

Note: Amounts may not add to totals shown due to rounding.

Table 8

CALCULATION OF TERMINAL RENTAL RATE
 Greater Asheville Regional Airport Authority
 (For Fiscal Years Ending June 30)



	2025	2026	2027
CALCULATION OF GROSS TERMINAL REQUIREMENT			
O&M Expenses (a)	\$ 9,754,558	\$ 10,120,453	\$ 13,106,208
O&M Reserve Requirement	1,131,206	182,947	856,573
Debt Service (b)	-	18,878,280	25,624,075
Less: PFCs Used to Pay DS (b)	-	(5,976,168)	(10,635,870)
Less: NCAIP Grants Used to Pay DS (b)	-	(8,643,276)	(9,500,000)
Debt Service Coverage (@25%)	-	1,064,709	1,372,051
Depreciation (c)	1,320,000	1,350,000	531,365
Amortization (c)	-	-	-
Capital Outlay (c)	50,000	50,000	50,000
GROSS TERMINAL REQUIREMENT	\$ 12,255,764	\$ 17,026,945	\$ 21,404,402
CALCULATION OF NET TERMINAL REQUIREMENT			
Gross Terminal Requirement	\$ 12,255,764	\$ 17,026,945	\$ 21,404,402
Less:			
Passenger Security Charges	\$ (1,393,130)	\$ (1,787,906)	\$ (1,704,209)
AirIT Landside Expenses	(16,463)	(16,463)	(16,463)
Pax Boarding Device Fees	(100,000)	(100,000)	(883,125)
NET TERMINAL REQUIREMENT	\$ 10,746,171	\$ 15,122,576	\$ 18,800,606
Annual percent change		40.7%	24.3%
CALCULATION OF TERMINAL RENTAL RATE			
Net Terminal Requirement	\$ 10,746,171	\$ 15,122,576	\$ 18,800,606
Rentable Space (sq ft) (d)	62,221	62,221	62,221
Pre-Credit Terminal Rental Rate	\$ 172.71	\$ 243.05	\$ 302.16
Airline Rented Space (d)	34,855	34,588	34,588
Airline Terminal Requirement	\$ 6,019,797	\$ 8,406,481	\$ 10,451,059
Airline Revenue Sharing Credit (e)	\$ (858,071)	\$ (1,797,961)	\$ (2,523,419)
Adjusted Airline Terminal Net Requirement	\$ 5,161,726	\$ 6,608,520	\$ 7,927,640
TERMINAL RENTAL RATE	\$ 148.09	\$ 191.06	\$ 229.20

(a) See Table 3A.

(b) See Table 4.

(c) See Table 5.

(d) See Table 2.

(e) See Table 6.

Note: Amounts may not add to totals shown due to rounding.

Table 9

CALCULATION OF PASSENGER BOARDING DEVICES USE FEE RATE

Greater Asheville Regional Airport Authority
 (For Fiscal Years Ending June 30)



	2025	2026	2027
CALCULATION OF PBD REQUIREMENT			
O&M Expenses (a)	\$ 100,000	\$ 100,000	\$ 625,000
O&M Reserve Requirement	-	-	262,500
Debt Service (b)	-	-	-
Debt Service Coverage (@25%)	-	-	-
Depreciation (c)	-	-	-
Amortization (c)	-	-	-
Capital Outlay (c)	-	-	-
GROSS PBD REQUIREMENT	\$ 100,000	\$ 100,000	\$ 887,500
<i>Annual percent change</i>		0.0%	787.5%
CALCULATION OF PBD FEE RATE			
Gross PBD Requirement	\$ 100,000	\$ 100,000	\$ 887,500
Total Departures (d)	13,702	14,180	13,997
PBD USE FEE RATE	\$ 7.30	\$ 7.05	\$ 63.41
<i>Annual percent change</i>		-3.4%	799.1%

- (a) See Table 3A.
- (b) See Table 4.
- (c) See Table 5.
- (d) Originally budgeted amounts.

Note: Amounts may not add to totals shown due to rounding.

Table 10

CALCULATION OF JOINT USE CHARGES
 Greater Asheville Regional Airport Authority
 (For Fiscal Years Ending June 30)



	2025	2026	2027
CALCULATION OF BAGGAGE HANDLING SYSTEM (BHS) JOINT USE REQUIREMENT			
Terminal Rental Rate (a)	\$ 148.09	\$ 191.06	\$ 229.20
Joint Use BHS Space (b)			
Baggage Make-Up	3,192	3,192	3,192
Baggage Claim	4,124	4,124	4,124
Total Joint Use BHS Space	7,316	7,316	7,316
Space Requirement	\$ 1,083,437	\$ 1,397,824	\$ 1,676,842
Other Requirements			
Supplies - Bag Tags	\$ 0	\$ 90,000	\$ 92,700
Third Bag Carousel Cost (1/3)	0	0	366,667
Total Other Requirements	\$ 0	\$ 90,000	\$ 459,367
TOTAL BHS JOINT USE REQUIREMENT	\$ 1,083,437	\$ 1,487,824	\$ 2,136,209
Annual percent change		37.3%	43.6%
CALCULATION OF BAGGAGE HANDLING SYSTEM VARIABLE FEE PER BAG			
Total BHS Joint Use Requirement	\$ 1,083,437	\$ 1,487,824	\$ 2,136,209
Allocation to Per Bag Fee	85.0%	85.0%	85.0%
Per Bag Fee Requirement	\$ 920,921	\$ 1,264,650	\$ 1,815,778
Checked Bags (c)	565,071	505,560	550,479
BHS VARIABLE FEE PER BAG	\$ 1.63	\$ 2.50	\$ 3.30
Annual percent change		53.5%	31.9%
CALCULATION OF BAGGAGE HANDLING SYSTEM FIXED FEE PER AIRLINE			
Total BHS Joint Use Requirement	\$ 1,083,437	\$ 1,487,824	\$ 2,136,209
Allocation to Per Airline Fee	15.0%	15.0%	15.0%
Per Airline Fee Requirement	\$ 162,516	\$ 223,174	\$ 320,431
Number of Airlines (d)	4	4	4
BHS FIXED FEE PER AIRLINE	\$ 40,629	\$ 55,793	\$ 80,108
Annual percent change		37.3%	43.6%

CALCULATION OF JOINT USE CHARGES
 Greater Asheville Regional Airport Authority
 (For Fiscal Years Ending June 30)



	2025	2026	2027
CALCULATION OF GATE AREA JOINT USE REQUIREMENT			
Terminal Rental Rate (a)	\$ 148.09	\$ 191.06	\$ 229.20
Joint Use Gate Space (b)			
Gates 1-3 Holdroom	8,517	8,517	8,517
Gates 4-7 Holdroom	6,751	6,751	6,751
Gates 4-7 Secure Corridor	3,421	3,421	3,421
Total Joint Use Gate Space	18,689	18,689	18,689
TOTAL GATE AREA JOINT USE REQUIREMENT	\$ 2,767,681	\$ 3,570,794	\$ 4,283,557
<i>Annual percent change</i>		29.0%	20.0%
CALCULATION OF GATE AREA VARIABLE FEE PER ENPLANED PASSENGER			
Total Gate Area JU Req't	\$ 2,767,681	\$ 3,570,794	\$ 4,283,557
Allocation to Per Passenger Fee	85.0%	85.0%	85.0%
Per Pax Fee Requirement	\$ 2,352,528	\$ 3,035,175	\$ 3,641,023
Enplaned Passengers (c)	1,375,000	1,150,000	1,140,000
GATE AREA FEE PER PASSENGER	\$ 1.71	\$ 2.64	\$ 3.19
<i>Annual percent change</i>		54.3%	21.0%
CALCULATION OF BAGGAGE HANDLING SYSTEM FIXED FEE PER AIRLINE			
Total Gate Area JU Req't	\$ 2,767,681	\$ 3,570,794	\$ 4,283,557
Allocation to Per Airline Fee	15.0%	15.0%	15.0%
Per Airline Fee Requirement	\$ 415,152	\$ 535,619	\$ 642,534
Number of Airlines (d)	4	4	4
GATE AREA FEE PER AIRLINE	\$ 103,788	\$ 133,905	\$ 160,633
<i>Annual percent change</i>		29.0%	20.0%

(a) See Table 8.

(b) See Table 2.

(c) As originally budgeted.

(d) Excludes Market Share Exempt Carriers.

Note: Amounts may not add to totals shown due to rounding.

Table 11

CALCULATION OF TICKETING USE FEE RATE

Greater Asheville Regional Airport Authority
(For Fiscal Years Ending June 30)



	2025	2026	2027
CALCULATION OF TICKET COUNTER AND QUEUE SPACE REQUIREMENT			
Terminal Rental Rate (a)	\$ 148.09	\$ 191.06	\$ 229.20
Ticket Counter and Queue Space (b)			
Ticket Counter	1,731	1,731	1,731
Queue Space	2,865	2,865	2,865
Total Ticket Counter and Queue Space	4,596	4,596	4,596
Unassigned Ticketing Space Requirement	\$ 680,628	\$ 878,130	\$ 1,053,413
Other Requirements			
AirIT Landside Expenses	\$ 16,463	\$ 16,463	\$ 16,463
Total Other Requirements	\$ 16,463	\$ 16,463	\$ 16,463
TOTAL UNASSIGNED TICKETING REQUIREMENT	\$ 697,091	\$ 894,593	\$ 1,069,876
<i>Annual percent change</i>		28.3%	19.6%
CALCULATION OF TICKETING USE FEE			
Total Unassigned Ticketing Requirement	\$ 697,091	\$ 894,593	\$ 1,069,876
Enplaned Passengers (c)	1,375,000	1,150,000	1,140,000
TICKETING USE FEE PER EPAX	\$ 0.51	\$ 0.78	\$ 0.94
<i>Annual percent change</i>		53.4%	20.6%

(a) See Table 8.

(b) As originally budgeted.

Note: Amounts may not add to totals shown due to rounding. The Unassigned Ticketing Requirement is recovered as a component of the Per Turn Fee Requirement.

Table 12

CALCULATION OF PASSENGER SECURITY SCREENING FEE RATE

Greater Asheville Regional Airport Authority

(For Fiscal Years Ending June 30)



	2025	2026	2027
CALCULATION OF SECURITY-RELATED PERSONNEL COST PER HOUR			
Security-Related Personnel Cost	\$ 2,167,975	\$ 2,215,894	\$ 2,282,371
Annual Working Hours/Officer			
Total Hours	2,174	2,064	2,064
Less:			
Holiday (11 Days)	(198)	(187)	(187)
Vacation (12 Days)	(216)	(204)	(204)
Training (8 Hrs/Mo/Officer)	(144)	(136)	(136)
Sick Leave (9 Days)	(162)	(153)	(153)
Annual Working Hours/Officer	1,454	1,384	1,384
Officer Deployment Hours			
Total Working Hours	1,454	1,384	1,384
Less: Administrative Hours	(144)	(144)	(137)
Total Officer Deployment Hours	1,310	1,240	1,247
Number of Officers	20	19	19
Total Deployment Hours	26,192	23,568	23,697
SECURITY OFFICER COST/HOUR	\$ 82.77	\$ 94.02	\$ 96.32
Annual percent change		13.6%	2.4%

CALCULATION OF PASSENGER SECURITY SCREENING FEE RATE

Greater Asheville Regional Airport Authority
 (For Fiscal Years Ending June 30)



	2025	2026	2027
CALCULATION OF SECURITY SCREENING REQUIREMENT			
Calculation of Personnel Requirement			
Security Officer Cost/Hour	\$ 82.77	\$ 94.02	\$ 96.32
Checkpoint Shift Hrs/Day	18	17	18
Daily Security Officer Cost	\$ 1,490	\$ 1,598	\$ 1,734
Personnel Requirement	\$ 543,815	\$ 583,412	\$ 632,793
Calculation of Security Screening Space Requirement			
Terminal Rental Rate (a)	\$ 148.09	\$ 191.06	\$ 229.20
Security Screening Space (sf) (b)	4,891	4,891	4,891
Security Screening Space Requirement	\$ 724,315	\$ 934,494	\$ 1,121,027
Other Requirements			
Contract Security - Exit Lane and Empl Screen	\$ 55,000	\$ 235,000	\$ 242,050
Supplies	70,000	35,000	36,050
Less: TSA LEO Reimbursement	-	-	-
Total Other Requirements	\$ 125,000	\$ 270,000	\$ 278,100
TOTAL SECURITY SCREENING REQUIREMENT	\$ 1,393,130	\$ 1,787,906	\$ 2,031,920
CALCULATION OF PASSENGER SECURITY SCREENING FEE RATE			
Total Security Screening Requirement	\$ 1,393,130	\$ 1,787,906	\$ 2,031,920
Enplaned Passengers (c)	1,375,000	1,150,000	1,140,000
PASSENGER SECURITY SCREENING FEE RATE	\$1.01	\$1.55	\$1.78
<i>Annual percent change</i>		53.4%	14.6%

(a) See Table 8.
 (b) See Table 2.
 (c) As originally budgeted.

Note: Amounts may not add to totals shown due to rounding.

Table 13

CALCULATION OF PER-TURN FEE RATE
For Market Share Exempt Carriers
 Greater Asheville Regional Airport Authority
 (For Fiscal Years Ending June 30)



	2025	2026	2027
CALCULATION OF AVERAGE PER TURN			
Calculation of Per-Turn Requirement			
BHS Joint Use Requirement (a)	\$ 1,213,437	\$ 1,487,824	\$ 2,136,209
Gate Area Joint Use Requirement (a)	2,767,681	3,570,794	4,283,557
Pax Boarding Device Requirement (b)	100,000	100,000	887,500
Unassigned Ticket Counter Requirement (c)	697,091	894,593	1,069,876
Security Screening Requirement (d)	1,393,130	1,787,906	1,997,715
Deicing Chemicals	40,000	40,000	41,200
Total Per-Turn Requirement	\$ 6,211,339	\$ 7,881,117	\$ 10,416,057
Total Departures (e)	13,702	14,180	13,997
AVERAGE COST PER TURN	\$ 453.32	\$ 555.79	\$ 744.16
Annual percent change	*	22.6%	33.9%
CALCULATION OF PER-TURN FEE RATES			
Average Cost per Turn	\$ 453.32	\$ 555.79	\$ 744.16
Per-Turn Fee Premiums by Aircraft Size			
Aircraft with 0-70 Seats	130%	130%	130%
Aircraft with 71-135 Seats	150%	150%	150%
Aircraft with 136 or More Seats	175%	175%	175%
PER TURN FEE RATES BY AIRCRAFT SIZE			
Aircraft with 0-70 Seats	\$ 589.00	\$ 723.00	\$ 967.00
Aircraft with 71-135 Seats	\$ 680.00	\$ 834.00	\$ 1,116.00
Aircraft with 136 or More Seats	\$ 793.00	\$ 973.00	\$ 1,302.00

Market Share Exempt Carriers are those airlines operating with less than 7% market share of total enplaned passengers per month.

- (a) See Table 10.
- (b) See Table 9.
- (c) See Table 11.
- (d) See Table 12.
- (e) Originally budgeted amounts.

Note: Amounts may not add to totals shown due to rounding.

B. Public Hearing and Final Adoption of the Authority's Fiscal Year 2026/2027

Budget: Amy Harris reported that the preliminary Fiscal Year 2026/2027 Budget was presented to and approved by the Board at the March 13, 2026 meeting. Mrs. Harris stated that the budget has remained available for public inspection and comment since that meeting with no comments being received to date.

Mrs. Harris stated that as requested by the Board during the budget discussion at the March 13th meeting, staff has begun a review of public parking rates to determine if inequities exist. Mrs. Harris further remarked that to avoid a delay in the approval of the FY26/27 Budget, there were no changes made to the parking rates. Staff will return to the Board with a recommendation for parking rate increases during the first quarter of the new fiscal year.

At 8:41 a.m. the Chair opened the floor to a public hearing. There being no comments, the Chair closed the floor to a public hearing at 8:42 a.m.

Mr. Lovin moved to adopt the Fiscal Year 2026/2027 Budget Ordinance. Dr. Leatherwood seconded the motion and it carried unanimously:

[INTENTIONALLY LEFT BLANK]

**GREATER ASHEVILLE REGIONAL AIRPORT AUTHORITY
2026-2027
BUDGET ORDINANCE**

BE IT ORDAINED by the Greater Asheville Regional Airport Authority that, pursuant to Section 159-13 of the General Statutes of North Carolina, the 2026-2027 Budget Ordinance of the Airport Authority is hereby set forth as follows:

Section 1. The following amounts are hereby appropriated for the operation of the Greater Asheville Regional Airport Authority for the fiscal year beginning July 1, 2026 and ending June 30, 2027 in accordance with the following schedules:

<u>EXPENDITURES</u>	
Administrative Department	\$ 2,244,603
Development Department	557,802
Executive Department	1,767,589
Finance Department	1,139,091
Guest Services Department	426,116
Information Technology Department	3,019,775
Marketing Department	1,003,711
Maintenance Department	7,621,813
Operations Department	2,055,411
Custodial Department	1,805,616
Properties & Contracts	398,151
Police Department	2,501,752
ARFF Department	1,016,378
Telecommunicators Department	691,323
Emergency Repair Costs	50,000
Reimbursable Costs	-
Carry-over Capital Expenditures from Prior FY	169,274,883
Capital Improvement	15,300,000
Equipment and Small Capital Outlay	499,500
Renewal and Replacement	843,500
Business Development	200,000
Debt Service	27,328,841
Contingency	100,000
Total Expenditures	\$ 239,845,855

Section 2. It is estimated that the following revenues will be available for the fiscal year beginning July 1, 2026 and ending June 30, 2027.

<u>REVENUES</u>	
Interest Income	\$ 2,000,000
Terminal	18,888,200
Airfield	4,705,824
General Aviation	1,539,454
Parking Lot/Roadway	14,305,000
Other	2,981,287
Reimbursable Costs	-
Bond Interest	1,000,000
Passenger Facility Charges	4,460,870
Customer Facility Charges	2,775,652
Federal Grants - AIP/BIL Funds	11,500,000
Tenant Reimbursement	1,048,955
Federal Grants - TSA Funds	-
NCDOT Grants	9,500,000
Transfer from GARAA Cash/Investments	<u>165,140,613</u>
Total Revenues	<u>\$ 239,845,855</u>

Section 3. The Budget Officer is hereby authorized to transfer appropriations as contained herein under the following conditions:

- a. He may transfer amounts between line item expenditures within a budget ordinance line item without limitation and without a report being required. These changes should not result in increased recurring obligations such as salaries.
- b. He may transfer amounts up to \$82,000 from contingency appropriations to other budget ordinance line items within the same fund. He must make an official report on such transfers at the next regular meeting of the board.
- c. He may approve any type of procurement up to \$82,000 (spending authority). This spending authority is to be adjusted annually using CPI index.

Section 4. This Budget Ordinance shall be entered in the minutes of the Greater Asheville Regional Airport Authority and within five (5) days after its adoption copies shall be filed with the Finance Officer, the Budget Officer and the Clerk to the Board of the Greater Asheville Regional Airport Authority as described in G.S. 159-13.

Section 5. This ordinance shall become effective on July 1, 2026.

Adopted this ____ day of April, 2026.

Brad Galbraith, Chair

Attested by:

Ellen Heywood, Clerk to the Board

NEW BUSINESS:

A. Approval of One-Month Extension to the Existing Custodial Provider, The Budd Group: John Coon informed the Board that a Request for Proposals for custodial services was issued and staff has begun reviewing the proposals received. It was staff's intention to bring a custodial contract to the Board in June. Mr. Coon stated that if The Budd Group, the airport's existing custodial provider, is not awarded the contract it will be necessary to overlap their contract with the contract for the new custodial service provider. The cost for a one-month extension with The Budd Group was \$74,209.50 and the extension will provide a continuity of services while steps are finalized with a new contractor. Mr. Coon further stated that, if necessary, a budget amendment would be brought to the Board at the June meeting.

Mr. Lovin moved to approve the one-month extension to The Budd Group's contract and authorize the President & CEO to execute the necessary documents. Dr. Leatherwood seconded the motion and it carried unanimously.

PRESIDENT'S REPORT: The president remarked that he had additional items to address that were not included on the agenda.

A. Discretionary Grant Requests: The president stated that while he and Mrs. Kinsey were meeting with legislators in Washington, DC in March, they were informed of some community grants available for capital projects. Staff has applied for two grants through Representative Edwards's office and Senator Tillis's office, each for \$2 million which would be utilized for a field drainage project currently underway.

B. TSA Worker Update: The president summarized the assistance provided to the airport's TSA workers who were recently working without pay and expressed his appreciation for the outpouring of help from the community.

C. Emergency Repair Report: As requested by the Board during the budget discussion at the March meeting, the president outlined the amounts withdrawn from the Emergency Repair Fund over the last six years. The President stated that based on the information provided, the \$650,000 included in each fiscal year's budget seemed to be an appropriate amount.

D. Fuel Shortages: The president provided a briefing concerning the effects of the increase in fuel prices in the aviation industry as well as shortages of jet fuel currently occurring in Europe.

E. Partner Experience: A flyer was available at the Board Members' seats for an experience occurring at the Biltmore Estate.

F. **Baggage Claim:** The president informed the Board that the new baggage claim area was scheduled to be operational on April 17th and that a media event would be held on April 16th.

INFORMATION SECTION: No comments

PUBLIC AND TENANTS COMMENTS: None

CALL FOR NEXT MEETING: The Chair stated that the next regular meeting of the Board on May 8, 2026 may not be necessary, but that notice would be given in the near future.

AUTHORITY MEMBER REPORTS: None

CLOSED SESSION: None

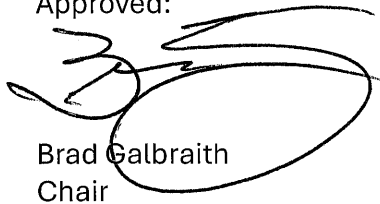
ADJOURNMENT: Mr. Kennedy moved to adjourn the meeting at 8:57 a.m. Mr. Lovin seconded the motion and it carried unanimously.

Respectfully submitted,



Ellen Heywood
Clerk to the Board

Approved:



Brad Galbraith
Chair