



Memorandum

To: Bangor International Airport Airline Properties, Facility Representatives and PFC Administrator. See Attachment A1 for distribution list.

From: Jose F. Saavedra, C.M., M.E., Airport Director, Bangor International Airport

Date: August 27, 2025

Re: Notice of Air Carrier Consultation Meeting for Passenger Facility Charge (PFC) Application #7

To whom it may concern:

Pursuant to Section 158.25 of 14 CFR Part 158, Bangor International Airport (BGR) hereby provides written notice to all air carriers and foreign air carriers having a "significant business interest" at BGR of its intent to submit a Passenger Facility Charge (PFC) Application (#7) to the Federal Aviation Administration (FAA). The purpose of this application is to obtain approval to impose and use PFCs for certain airport improvement projects. The list of air carriers receiving this notice is included as *Attachment A1: Air Carrier Notification List*.

Within this notice, the Airport summarizes its PFC collection history and past projects funded under the PFC program and provides the following notice per 14 CFR Part 158.23(a):

- Passenger Facility Charge Collection History at Bangor International Airport
- Per 14 CFR Part 158.23 (a)(1): Descriptions of projects being considered for funding by PFC's;
- Per 14 CFR Part 158.23 (a)(2): The PFC level for each project, the proposed charge effective date, the estimated charge expiration date, and the estimated total PFC revenue;
- Per 14 CFR Part 158.23 (a)(3): A list of any class or classes of carriers not required to collect the PFC;
- Per 14 CFR Part 158.23 (a)(4): The date and location of a meeting at which the public agency will present such projects to air carriers and foreign air carriers operating at the airport.

Requirements of air carriers and foreign air carriers:

Per 14 CFR 158 §158.23(c)), air carriers and foreign air carriers are required to complete the following:

(1) Within 30 days following issuance of the notice required by paragraph [14 CFR 158 §158.23(a)] of this section, each carrier must provide the public agency with a written acknowledgement that it received the notice.

(2) Within 30 days following the meeting, each carrier must provide the public agency with a written certification of its agreement or disagreement with the proposed project. A certification of disagreement shall contain the reasons for such disagreement. The absence of such reasons shall void a certification of disagreement.

(3) If a carrier fails to provide the public agency with timely acknowledgement of the notice or timely certification of agreement or disagreement with the proposed project, the carrier is considered to have certified its agreement.

Bangor International Airport Bangor, Maine

Passenger Facility Charge New Application – No. 07

Air Carrier Consultation Documentation

August 27, 2025

Prepared for:
City of Bangor, Maine



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Table of Contents

Table of Contents	1
Passenger Facility Charge Collection History at Bangor International Airport	2
Descriptions of Projects Being Considered for Funding by Passenger Facility Charges at Bangor International Airport – New PFC Application #7	3
Project Funding Plan.....	10
The Passenger Facility Charge Level for Each Project, the Proposed Charge Effective Date, the Estimated Charge Expiration Date, and the Estimated Total Passenger Facility Charge Revenue	13
Attachment A1: Air Carrier Notification List	15
Attachment A2: PFC Application Public Notice, Consultation Meeting and Key Dates	18
Attachment A3: Request to Exclude Air Carriers	21
Attachment A4: Supplemental Information in Support of the Application	24

Passenger Facility Charge Collection History at Bangor International Airport

Bangor International Airport (BGR) is approaching the end of its current Passenger Facility Charge (PFC) Application #6 (purchase and installation of one passenger boarding bridge – gate 11) and is seeking a new application, PFC Application #7, in 2026. They have also collected all project funds associated with PFC Application #5 for the purchase and installation of three passenger boarding bridges (gates 4, 5 and 6) and continued with their overall administration of the PFC program.

Since 1995, the Federal Aviation Administration (FAA) has approved the airport's collection of PFCs for various improvement projects as detailed below.

Application Number	Amount Approved for Collection	Amount Approved for Use (1)	Collection Level	Project	Status
95-01-C-02-BGR	\$7,627,512	\$7,627,512	\$3.00	Reconstruct Domestic Terminal North & South Aprons, International North Apron, & Commuter Apron	Closed
10-02-C-01-BGR	\$1,894,542	\$1,894,542	\$4.50	Purchase Snow Removal Equipment	Closed
12-03-C-00-BGR	\$2,576,497	\$ 2,576,497	\$4.50	Electrical Improvements & Terminal Renovations Phase I	Closed
14-04-C-01-BGR	\$2,985,703	\$2,985,703	\$4.50	Terminal Renovations Phase II	Closed
21-05-C-00-BGR	\$5,449,075	\$ 5,449,075	\$4.50	Purchase/install 3 passenger boarding bridges (gates 4, 5 and 6)	Open
24-06-C-00-BGR	\$2,127,000	\$2,127,000	\$4.50	Purchase/install 1 passenger boarding bridges (gate 11)	Open
	\$22,660,329	\$22,660,329			

The airport consultant, Hoyle, Tanner & Associates, Inc. is assisting in the new PFC, Application #7, and will provide airport support in the closeout of PFC Applications #5 (21-05-C-00-BGR) and #6 (24-06-C-00-BGR).

Descriptions of Projects Being Considered for Funding by Passenger Facility Charges at Bangor International Airport – New PFC Application #7

In compliance with 14 CFR Part 158 §158.23(a)(1), this section provides detailed descriptions of the projects being considered for funding with PFC revenues. To be eligible for PFC funding, projects must: 1) preserve or enhance safety, security, or capacity of the national air transportation system; 2) reduce noise or mitigate noise impacts resulting from an airport; or 3) furnish opportunities for enhanced competition between or among air carriers. The project being presented in this PFC Application #7 is to enhance security. See more detail under *Description of Projects* below.

Description of Projects

The Airport seeks to **Impose and Use** PFC revenues at the **\$4.50 level for two (2) projects: *Terminal Security Screening Checkpoint Expansion* and *PFC Application Assistance***. Both projects meet the PFC eligibility statutory and regulatory requirements for funding under the PFC program, as outlined in 49 U.S.C. § 40117 and 14 CFR Part 158. The following summarizes PFC Application #7.

- **PFC Level for each project = \$4.50**
- **Proposed charge effective date = February 1, 2026**
- **Estimated charge expiration date = September 1, 2034**
- **Estimated total PFC charge revenue being considered = \$16,573,155 (both projects as detailed below)**

Eligibility for a PFC project is determined primarily based on the **purpose, scope, and justification** of the project and whether it complies with FAA policy and guidance (such as FAA Order 5500.1) and is detailed here.

Terminal Security Screening Checkpoint Expansion

The project, *Terminal Security Screening Checkpoint Expansion*, is proposed to enhance security at BGR through the expansion of the existing *Terminal Security Screening Checkpoint*. The current checkpoint configuration is undersized relative to peak-hour passenger volumes and increases in passenger enplanements and is unable to efficiently accommodate modern security screening technologies or evolving Transportation Security Administration (TSA) protocols. As a result, passengers experience delays, crowding, and inconsistent throughput, which negatively impacts both the security posture and the overall passenger experience. The total requested PFC funding for this activity is **\$16,481,737**. Note, the total requested PFC funding for this activity is \$16,481,737, with an additional \$91,418 requested for a separate project, *Passenger Facility Charge Application Assistance*, further detailed below.

As part of the TSA checkpoint expansion project, modifications to adjacent terminal circulation areas are required to maintain adequate passenger flow, directional access, and operational functionality of the security screening process. These supporting areas will facilitate redirection of passengers during construction and ensure long-term access between key passenger processing functions (e.g.,

ticketing, checkpoint, and departure gates). The affected areas are public-use spaces and are not airline-exclusive or revenue-generating.

These essential terminal areas are eligible for funding through the PFC Program because they:

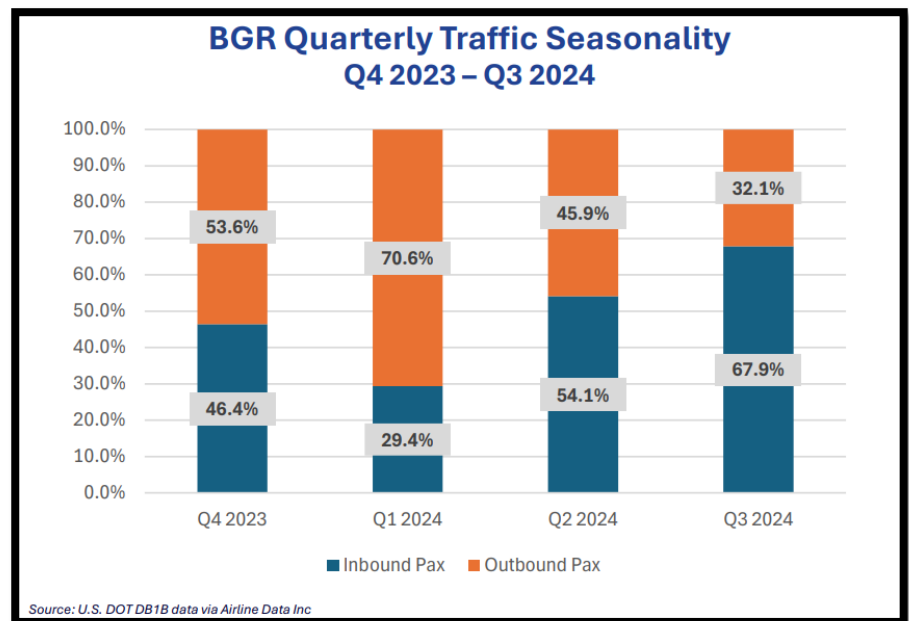
- Directly support passenger movement or circulation to or from the PFC-eligible facility (in this case, the checkpoint).
- Are not airline-exclusive (e.g., not back-of-house or leased ticket offices).
- Are not concession or revenue-generating areas.
- Are required to maintain passenger access, wayfinding, or security compliance during or after construction.

Passenger Activity Trends and Operational Impacts that Justify Expansion - The Airport has observed a normalization in peak activity, with a noticeable leveling of traditional highs and lows. Where once there were sharp swings between peak and non-peak periods, passenger activity is now more evenly distributed throughout the year.

Despite this overall stabilization, distinct seasonal travel patterns remain. Each year, the Airport experiences strong inbound traffic during the third quarter (Q3), as visitors travel to Maine to enjoy Acadia National Park and other regional

attractions. In contrast, the first (Q1), second (Q2), and fourth (Q4) quarters show a reverse trend, characterized by strong outbound activity as Maine residents seek warmer destinations during colder months.

This seasonal outbound demand pattern, occurring during 75% of the year, results in sustained pressure on the TSA checkpoint, particularly during morning and afternoon departure banks. Additionally, as of August 2025, BGR was approved for additional checkpoint lanes driven by a capacity analysis at TSA Headquarters (HQ) through the Requirements Management Advisory Group (ReMAG) accounting for future growth, new security risks, expansion, and equipment.



The existing checkpoint configuration struggles to efficiently accommodate this prolonged outbound peak, highlighting the need for expanded and modernized screening capacity to meet current and future passenger demands. See BGR Quarterly Traffic Seasonality developed by *Volaire*, above.

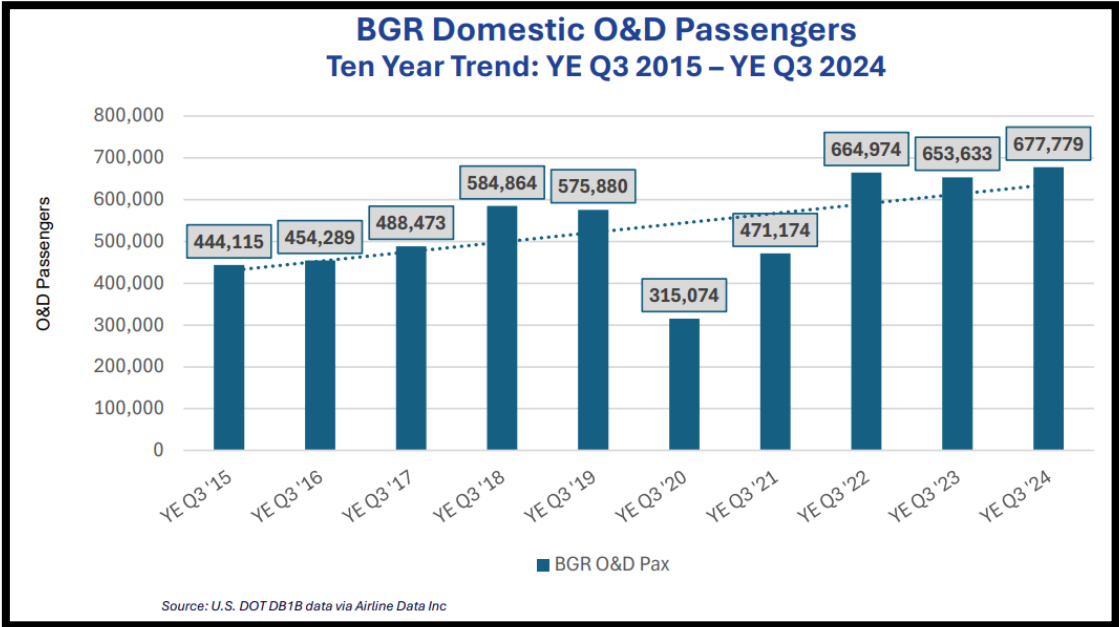
Table 3-5. Passenger Enplanement Forecast Scenarios

Year	PAL			
	4 (high)	3 (Recommended)	2 (base)	1 (low)
2021	237,326	209,693	159,385	159,385
2025	337,670	337,670	192,221	175,328
2030	362,150	362,150	220,376	184,271
2040	420,517	420,517	276,686	203,550

Increased Passenger Activity and Accelerated Growth that Justify Expansion - In addition to the strong outbound activity observed during the first (Q1), second (Q2), and fourth (Q4) quarters, the Airport has experienced significant growth in total passenger enplanements. Notably, the enplanement figures recorded in calendar year 2024 have already surpassed the forecasts included in the April 2023 Airport Master Plan Update (AMPU) — including the projections for the year 2030 and beyond.

This unexpected and accelerated growth trend highlights the increasing demand on airport infrastructure and the urgency of planned capacity enhancements. Refer to Table 3-5, above, Passenger Enplanement Forecast Scenarios, from April 2023 AMPU for comparison.

Since the end of the third quarter of 2015, BGR has seen a passenger growth rate exceeding 52.6%,



as illustrated in the graphic, developed by *Volaire*, left. This sustained upward trend reflects both increasing demand for air service to and from the region and the Airport’s evolving role as a key transportation hub in Maine.

The *Terminal Security Screening Checkpoint Expansion* project will allow for:





















- Increased capacity to accommodate peak-period demand and future growth.
- Enhanced spatial separation for improved threat detection and passenger flow.
- The installation of additional screening lanes of the appropriate length and size and equipment to meet TSA standards.
- Compliance with updated federal security requirements.
- A safer and more secure terminal environment for passengers and airport personnel.

The project, *Terminal Security Screening Checkpoint Expansion*, directly supports the FAA's Passenger Facility Charge eligibility criteria under the category of **Enhancing Security**, as defined in 14 CFR §158.15(b)(1). By improving the effectiveness and efficiency of the security screening process, the project strengthens the airport's ability to maintain a secure operating environment in accordance with TSA and FAA mandates. While the project may also have secondary benefits for capacity and access (e.g., improved passenger flow), the primary justification under FAA PFC criteria is "enhance security." The expansion of the security screening checkpoint directly relates to enhancing airport security by:

- Improving the TSA's ability to efficiently screen passengers and baggage.
- Reducing congestion and bottlenecks in the security area.
- Allowing for implementation of enhanced screening technologies.
- Supporting compliance with federal security mandates.

Exhibit A depicts the proposed security enhancements and scope of the project.

PROGRAM LEGEND

	BUILDING SUPPORT
	CONCESSION
	ENTRY LOBBY
	EXIT AREA
	HOLDROOMS
	MECH
	MEP
	NONPUBLIC VERTICAL CIRCULATION
	PUBLIC CIRCULATION (AIRSIDE)
	PUBLIC CIRCULATION (ELEVATOR)
	PUBLIC CIRCULATION (ESCALATOR LANDING)
	PUBLIC CIRCULATION (LANDSIDE)
	PUBLIC RESTROOMS
	PUBLIC VERTICAL CIRCULATION
	RECOMPOSURE
	STORAGE
	TBD
	TSA CHECKPOINT
	TSA QUEUING
	TSA SUPPORT

— SCOPE 1
- - - SCOPE 2



DOMESTIC TERMINAL SECURITY SCREENING CHECKPOINT IMPROVEMENT

**AREA PLAN_1/8"=1'-0'_LEVEL2_3 LANES
(LEGACY+CSPP MID)**

SHEET 1 OF 1	DRAWING NO. 1	PROJ. No.: 25.031001.01 FILE: EXHIBIT A		BANGOR INTERNATIONAL AIRPORT TERMINAL CFC APPLICATION EXPANSION – 13% DESIGN BGR PFC APPLICATION #7 PROPOSED SECURITY ENHANCEMENTS AND PROJECT SCOPE				 HOYLE TANNER		150 Dow Street Manchester, NH 03101-1227 (603) 669-5555 www.hoyletanner.com				FEDERAL PROJECT NO.		REVISIONS	
				SCALE: AS SHOWN		DATE: AUGUST 2025		DES. BY AECOM		DR. BY AECOM		CHKD. BY RMF		REV. NO.	DATE	DESCRIPTION	BY

Passenger Facility Charge Application Assistance

The project, *Passenger Facility Charge Application Assistance*, refers to the professional, administrative, or consulting services procured by a public agency (e.g., an airport sponsor and in this case, Bangor International Airport) to assist in the preparation, submission, or amendment of a Passenger Facility Charge application or notice, as required under 14 CFR Part 158.

The project, *Passenger Facility Charge Application Assistance*, is in support of the project, *Terminal Security Screening Checkpoint Expansion*. The Airport seeks PFC funding to cover costs associated with preparation and submission of PFC Application #7. Services include regulatory consultation, air carrier engagement, public notice coordination, financial planning, application compilation and closeout of two existing PFC Applications #5 and #6. These tasks are necessary to ensure full compliance with the procedural and content requirements of 14 CFR Part 158. The total requested PFC funding for this activity is **\$91,418**.

Under FAA Order 5500.1 (Passenger Facility Charge Program Order) and 14 CFR §158.15, costs related to application preparation are considered PFC-eligible if they meet the following criteria:

- **Directly Related to a PFC Project**

The assistance must be directly related to preparing a PFC application for one or more eligible projects. General airport planning or unrelated consulting work is not eligible.

- **Reasonable and Necessary**

The scope of work and associated fees must be reasonable and necessary for the development of a complete and compliant PFC application (per §158.23). This may include:

- Preparation of PFC notices for air carriers
- Preparation of the PFC application form and required attachments
- Coordination of air carrier consultations
- Preparation of public notice materials and documentation of public comments
- Development of project justifications and financial plans
- Assistance responding to FAA questions or requests for additional information

- **Incurred After a Permissible Date**

Eligible costs must be incurred after the effective date established by the FAA, typically either:

- The date of FAA approval (for new collections); or
- A pre-approved earlier date if seeking reimbursement for planning costs.

- **Properly Documented**

To be considered allowable, all costs must be documented and supported by:

- A contract or agreement (if using consultants)
- Invoices detailing hours worked and services provided

- Clear linkage to the PFC project(s) included in the application

The project, *Passenger Facility Charge Application Assistance*, meets the above PFC-eligibility requirements, of which examples are provided below, which highlight common services that are eligible under "PFC Application Assistance":

Eligible Activity	Examples
Air carrier and public consultation support	Drafting notices, hosting meetings, compiling comments
Application preparation	Writing project justifications, filling out FAA forms
Financial planning	Preparing funding schedules, PFC revenue projections
Regulatory compliance assistance	Ensuring adherence to 14 CFR Part 158 requirements
Coordination with FAA	Responding to FAA questions and guidance during review process

Project Funding Plan

When submitting a PFC application, the FAA requires the airport to identify the funding plan for each project — that is, how PFC revenue will be used to cover the costs.

This PFC application proposes using the **Pay-As-You-Go** funding method, whereby collected PFC revenues will be used directly to pay eligible project costs as incurred. This method supports timely reimbursement and avoids interest or financing costs, in line with the airport's capital planning strategy. The Pay-As-You-Go method means the airport uses PFC revenues as they are collected to pay for eligible project expenses — rather than borrowing or issuing debt.

The key features of this Funding Plan include:

- Funds are collected and spent concurrently.
- No debt or financing is involved.
- Common for smaller or phased projects.
- Typically results in lower total project cost (since there's no interest).

With this type of Funding Plan, the FAA will expect the following:

- Only the actual cash expenditures from PFC collections are reported.
- No bonding or other financing interest or financing costs are included in the PFC request.

Notation of the Funding Plan is important because the FAA requires airports to track and report how PFC funds are used. Additionally, this use of PFC revenue must be pre-approved by the FAA and must clearly relate to the cost of financing a PFC-approved project.

A summary of the two (2) projects, their estimated level of collection, and the estimated PFC funding amount is provided on the following table. A more detailed financial plan, including more detailed project cost estimates, anticipated funding sources, and the proposed PFC collection schedule, will be provided during the consultation meeting. This satisfies the requirement outlined in 14 CFR Part 158 §158.23(b)(3), which mandates that public agencies provide a financial plan for each project proposed for PFC funding during the consultation process.

Eligible vs. Ineligible Project Elements – The *Terminal Security Screening Checkpoint Expansion* project includes portions of a project in which costs are eligible for PFC funding and those that are ineligible. The FAA evaluates PFC project eligibility based on several criteria, and for terminal projects, square footage is one of the primary methods used to separate eligible vs. ineligible areas.

In accordance with FAA guidance, project eligibility under the PFC program is determined based on the function and use of the proposed space. For terminal development projects, this includes the allocation of square footage between eligible and ineligible uses. The *Terminal Security Screening Checkpoint Expansion* project included in PFC Application #7 has been evaluated accordingly.

Eligible areas include public-use terminal space directly related to passenger processing, including the checkpoint queuing, screening and circulation areas. Ineligible elements — such as TSA space (office space, break areas, equipment storage) and TSA equipment — have been identified as not eligible for PFC funding.

- TSA-Funded Equipment Exclusions:
 - The TSA will fund approximately \$5.5 million in equipment that is excluded from the airport's budget. This includes:
 - Three ineligible baggage inspection machines, estimated at \$4.5 million

- Two required Automated Exit Lanes (single-lane), estimated at \$1.0 million
 - The airport is considering upgrading the exit lanes to one double-lane and one single-lane configuration, but final details are not yet confirmed.
 - TSA-Office Space Exclusions:
 - Ineligible TSA office space, break areas, and equipment storage totals 824 square feet. The total project area is 16,382 square feet. Of this, 824 square feet is dedicated to TSA administrative office space, which is not eligible for PFC funding. Therefore, the PFC-eligible area is 15,558 square feet (16,382 – 824).
 - The PFC-eligible share of the project is based on the proportion of space that directly supports eligible passenger functions. TSA administrative office space (824 square feet) is excluded in accordance with FAA guidance, resulting in an eligible cost share of approximately 94.97%.

The FAA will need BGR to pro-rate the total cost based on the percentage of PFC-eligible space. This is how the ineligible space was calculated:

Total Construction, Design Fees and Construction Admin (CA) = \$22,724,382
Less Ineligible TSA screening equipment = \$5,500,000
Adjusted Subtotal = \$17,224,382

PFC-Eligible Percentage = $15,558 \div 16,382 = \sim 94.97\%$
This percentage was applied to all eligible costs (e.g., design, construction, admin).
 PFC-Eligible Amount = \$16,357,995

Add PFC Eligible Application Assistance = \$91,418
Total PFC Eligible = \$16,449,413 (rounded)

These ineligible portions have been excluded from the PFC funding request and are being funded through alternative sources, such as airport operating revenue, other grants and other local funds. *Attachment A3, PFC Application #7 Financial Plan – Project Cost Summary*, below summarizes PFC Application #7 plan cost summary with estimated expenses associated with the project. To assist in the application, this plan clearly identifies the portions of the project in which costs are eligible for PFC funding and those that are ineligible as noted above.

Attachment A3 Table: PFC Application #7 Financial Plan – Project Cost Summary

Project	Project Description	Estimated Construction Costs (1) (2)	Estimated Architectural and Engineering (A/E) Design Costs (1)(2)	Construction Administration (1)(2)	Subtotals	PFC Ineligible (3)	Adjusted Base Subtotals	PFC Adjusted Subtotals "Other Ineligible" (3)	Total PFC Eligible
26-07-C-01-BGR	Terminal Security Screening Checkpoint Expansion	\$ 18,431,640	\$ 2,226,889	\$ 2,065,853	\$ 22,724,382	\$ 5,500,000	\$ 17,224,382	\$ 16,357,995	\$ 16,357,995
26-07-C-02-BGR	PFC Application Assistance	\$ 91,418	\$ -	\$ -	\$ 91,418	\$ -	\$ 91,418	\$ 91,418	\$ 91,418
Total:		\$ 18,523,058	\$ 2,226,889	\$ 2,065,853	\$ 22,815,800	\$ 5,500,000	\$ 17,315,800	\$ 16,449,413	\$ 16,449,413

Notes:

(1) Estimate is based on 15% schematic level plans; unit costs are industry standard and adjusted for local factors. Note, that early-phase estimates rely on assumptions, square footage, unit costs, and allowances for contingency. Costs will be refined as the project advances to 60% and 100% design and amendments to the PFC application #7 will be made, if necessary.

(2) *The estimate includes the following elements:* Building construction (based on estimated square footage and unit costs) such as: architectural, civil, MEP systems, life safety/fire protection, project administration, testing and commissioning, and soft costs (design fees and construction administration services). Funding for these elements will come from the Bangor International Airport's Cash Reserves.

(3) *The estimate excludes the following elements:* TSA screening equipment (3 baggage inspection machines) estimated at \$4.5M and TSA required Automated Exit Lanes (2 automated lanes) estimated at \$1.0M for a total exclusion of estimates costs of \$5.5M. Funding for these elements will come from the Transportation Security Administration (TSA). Additionally, ineligible TSA office space, break areas, equipment storage areas were subtracted (PFC Adjusted Subtotals "Other Ineligible"). This accounts for 824 square feet of the total project scope of 16,382 square feet. PFC-Eligible Percentage = $15,558 \div 16,382 = \sim 94.97\%$ to come up with adjusted subtotals for these ineligible items. Funding for these elements will come from the Bangor International Airport's Cash Reserves.

*** Based on the project totals and calculations from Attachment A5: PFC Application #7 Financial Plan – Calculation of Total PFC Revenue by Calendar Year , the Proposed Effective Date = 2/1/2026 and Proposed Expiration Date = 9/1/2034**

The Passenger Facility Charge Level for Each Project, the Proposed Charge Effective Date, the Estimated Charge Expiration Date, and the Estimated Total Passenger Facility Charge Revenue

In compliance with 14 CFR Part 158 §158.23(a)(2), this section provides detailed descriptions of the PFC Level for each project, the proposed charge effective date, the estimated charge expiration date, and the estimated total PFC charge revenue being considered as follows:

- **PFC Level for each project = \$4.50**
- **Proposed charge effective date = February 1, 2026**
- **Estimated charge expiration date = September 1, 2034**
- **Estimated total PFC charge revenue being considered = \$16,449,413**

The summary tables below provide more detail.

Project Number	Project Title	Estimated Collection Level	Proposed Charge Effective Date	Estimated Charge Expiration Date	Estimated PFC Amount to be Collected
26-07-C-01-BGR	Terminal Security Screening Checkpoint Expansion	\$4.50	2/1/2026	9/1/2034	\$ 16,357,995.45
26-07-C-02-BGR	PFC Application Assistance	\$4.50	2/1/2026	9/1/2034	\$ 91,418.00
Project Total:					\$ 16,449,413

Attachment A5 Table: PFC Application #7 Financial Plan – Calculation of Total PFC Revenue by Calendar Year

Calendar Year	TAF Forecast (1)	Total Estimated TAF Enplaned Passengers (1)	Estimated PFC Eligible Enplaned Passengers (2)	Total Estimated PFC Revenue Per Passenger Collected (3)	Airline Collection Fees (4)	Estimated Net PFC Revenue (5)	Estimated Interest Income (6)	Total Estimated PFC Revenue
CY2026	412,144	432,875	402,574	\$4.50	\$0.11	\$1,767,298.12	2.5%	\$1,811,480.58
CY2027	417,387	438,382	407,695	\$4.50	\$0.11	\$1,789,780.42	2.5%	\$1,834,524.93
CY2028	422,612	443,869	412,799	\$4.50	\$0.11	\$1,812,185.53	2.0%	\$1,848,429.24
CY2029	427,496	448,999	417,569	\$4.50	\$0.11	\$1,833,128.42	2.0%	\$1,869,790.98
CY2030	432,223	453,964	422,186	\$4.50	\$0.11	\$1,853,398.08	2.0%	\$1,890,466.04
CY2031	436,871	458,846	426,726	\$4.50	\$0.11	\$1,873,328.98	2.0%	\$1,910,795.56
CY2032	441,595	463,807	431,341	\$4.50	\$0.11	\$1,893,585.77	2.0%	\$1,931,457.49
CY2033	446,423	468,878	436,057	\$4.50	\$0.11	\$1,914,288.52	2.0%	\$1,952,574.30
CY2034 (7)	451,350	474,053	350,000	\$4.50	\$0.11	\$1,536,500.00	2.0%	\$1,567,230.00
Total:								\$16,616,749

Notes:

- (1) Source: APO Terminal Area Forecast (TAF) Detail Report (Forecast Bangor International Airport Issued January 2025) with Inflation to TAF Forecast based on actual enplanements, which on average grew by 5.03% in CY2023 and CY2024 and post-COVID downturns; tracking higher than the TAF.
- (2) Estimated PFC Eligible Enplaned Passengers = Less than 100% passenger load factors. This accounts for: non-revenue passengers such as frequent flyer miles and non-revenue employees, Department of Defense (DOD) flights that are not obligated to pay a PFC, and deductions in excluded air carrier passengers not required to collect (this was 250 passengers in CY2023 and 342 in CY2024). Based on the above, an assumption of a 7% enplanement reduction was implemented for planning purposes.
- (3) Assumed PFC eligible passengers x \$4.50.
- (4) Assumed PFC eligible passengers x \$0.11/passenger. Per FAR Part 158 (14 CFR §158.53 – Collection Compensation), "The collecting carrier may retain \$0.11 of each PFC collected as compensation for collecting, handling, and remitting the PFC revenue."
- (5) Total Estimated PFC Revenue minus the airline collection fees
- (6) Assumptions made based on review of *General Interest Rates*, *Prevailing Interest Rates* and *Past Averages* collected by Bangor International Airport. *General Interest Rates*: The Maine Bureau of Financial Institutions provides information on escrow rates, which are tied to the 1-Year Treasury Bill secondary market index. As of January 2, 2025, the value was 3.99%, with a minimum legal rate of 2.00%. *Prevailing Interest Rates*: The average interest rates for short-term investments in 2026 are projected to be around 3.1%-3.9% (median 3.4%) or 3.25%-3.5% (Morningstar aligns with futures markets through 2026 Q3) by some sources, while others predict a range of 2.5%-2.9%. *Past Averages*: The airport have fluctuated between 2% and 3.99% in interest collections. To be conservative and for planning purposes, we used the minimum legal rate of 2.00% for CY2028 and beyond.
- (7) The final collection year is based on the Total Estimated TAF Enplaned Passengers (adjusted for local conditions), further refined by calculating PFC-eligible enplanements (excluding non-revenue passengers, frequent flyer redemptions, and Department of Defense travelers), and the total estimated PFC revenue per eligible passenger is \$4.50. After accounting for the allowable airline collection fee of \$0.11 per passenger, the net PFC revenue is calculated as \$4.39 per eligible enplanement. Additionally, interest income is projected at an annual rate of 2%. Using these assumptions, it is projected that the full Total Estimated PFC Revenue required for the proposed project(s) will be collected by **September 1, 2034, with collection estimated at \$16,616,749 from 350,000 passengers in CY2034**.

Attachment A1: Air Carrier Notification List

Pursuant to Section 158.25 of 14 CFR Part 158, all air carriers and foreign air carriers having a “significant business interest”¹ at BGR are hereby provided written notice by BGR of its intent to submit PFC Application #7 to the FAA and to host a consultation meeting.

Note that there are classes of air carriers that have been excluded from collections of PFCs per 14 CFR 158. See *Attachment A3: Request to Exclude Air Carriers*. The air carriers in these classes did not exceed 1 percent of total enplanements. Although these air carriers qualify for an exclusion per 14 CFR 158, all details about the PFC Application #7 have been provided to the excluded classes of air carriers, regardless of collection authority. Although air carriers in excluded classes need not be included in the air carrier consultation process, their inclusion allows for excluded classes to be involved in the process, especially if later, the FAA determines that their exclusion is not warranted. If a class exceeds 1 percent during the application process, the Airport must amend an existing PFC Application to eliminate or modify the class and to include the class in PFC Application #7. Thus, air carriers having a “significant business interest” and the “excluded air carriers” are included in the distribution list attached.

¹ Per 14 CFR Part 158 Subpart A, Section 158.3 Definitions, a “significant business interest” means an air carrier or foreign air carrier that: (1) Had no less than 1.0 percent of passenger boardings at that airport in the prior calendar year, (2) Had at least 25,000 passenger boardings at the airport in that prior calendar year, or (3) Provides scheduled service at that airport.

AIR CARRIER CONSULTATION DISTRIBUTION LIST

Allegiant Air, LLC <i>(Significant Business Interest)</i> Susan Kittle Manager, Airport Affairs 1201 N. Town Center Drive Las Vegas, NV 89144 Susan.Kittle@allegiantair.com	GoJet Airlines <i>(Excluded Carrier)</i> Properties Leasing Manager 11495 Navaid Road, Suite 303 Bridgeton, MO 63044
American Airlines <i>(Significant Business Interest)</i> James Seadler Manager-Regional Airport Affairs 4333 Amon Carter Blvd, MD 5317 Fort Worth, TX 76155 James.Seadler@aa.com	Piedmont <i>(Significant Business Interest)</i> Properties Leasing Manager 5443 Airport Terminal Road Salisbury, MD 24804-1700
Breeze Airways <i>(Significant Business Interest)</i> Maren Cline Analyst, Government & Airport Affairs 6340 S 3000 E Salt Lake City, UT 84121 maren.cline@flybreeze.com	PSA <i>(Significant Business Interest)</i> Properties Leasing Manager 3400 Terminal Drive Vandalia, OH 45377
Delta <i>(Significant Business Interest)</i> Sonja Reeves Regional Director – Corp. Real Estate Box 20706 Hartsfield-Atlanta International Airport Atlanta, GA 30320 Sonja.Reeves@delta.com	Republic Airways <i>(Significant Business Interest)</i> Properties Leasing Manager 8909 Purdue Road, Suite 300 Indianapolis, IN 46268
Eastern Airlines <i>(Excluded Carrier)</i> F/K/A Dynamic Airways 11500 Ambassador Rd Kansas City, MO 64153	SkyWest Airlines <i>(Significant Business Interest)</i> Properties Leasing Manager 444 South River Road St. George, UT 84790
Endeavor Air <i>(Excluded Carrier)</i> Properties Leasing Manager 7500 Airline Drive Minneapolis, MN 55450	United Airlines <i>(Significant Business Interest)</i> Zanell Roberts Manager- Airport Affairs, Corp. Real Estate 233 S. Wacker Drive – 11 th Floor Chicago, IL 60606 Zanell.Roberts@united.com
Envoy Air, Inc. <i>(Excluded Carrier)</i> Properties Leasing Manager 4301 Regent Blvd Irving, TX 75063	Omni Air International <i>(Excluded Carrier)</i> Properties Leasing Manager P.O. Box 582527 3303 North Sheridan Rd Hangar 19 Tulsa, OK 74158
Cobalt Air LLC <i>(Excluded Carrier)</i> c/o PlaneSense Inc. 115 Flightline Road Portsmouth, NH 03801	Lifeflight Aviation Services LLC <i>(Excluded Carrier)</i> 189 Odlin Rd – Hangar 600 Bangor, ME 04401
Northeastern Aviation Corp <i>(Excluded Carrier)</i> 8200 Republic Airport Farmingdale, NY 11735	Seneca Flight Operations <i>(Excluded Carrier)</i> 2262 Airport Drive Penn Yan, NY 14527

Barry J. Hammer, P.E. Lead Financial Programs Specialist Federal Aviation Administration 1200 District Ave Burlington, MA 01803	
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Attachment A2: PFC Application Public Notice, Consultation Meeting and Key Dates

In accordance with 14 CFR 158 §158.24, a Public Notice of the PFC Application is required to provide the general public with an opportunity to review and comment on the proposed use of Passenger Facility Charge (PFC) revenues. This public notice process promotes transparency, ensures community involvement, and is a critical step in meeting FAA requirements for PFC application approval.

Public notice is required to:

- Ensure the public is informed of the airport's intent to impose and use PFC funds.
- Provide the opportunity for public comment, as required by 14 CFR §158.24.
- Demonstrate that the airport has taken appropriate steps to engage with all stakeholders, not just airlines.
- The airport must provide documentation of the public notice and any comments received in the PFC application (per 14 CFR 158 §158.25(b)(11)).

The public notice is provided below. **Both air carrier consultation public comment period (Carrier Written Certification of Agreement/ Disagreement) and public comment period commence at the air carrier consultation meeting on October 1, 2025, and concludes (30-days after meeting) on November 1, 2025.**

Requirements of air carriers and foreign air carriers:

Per 14 CFR 158 §158.23(c)), air carriers and foreign air carriers are required to complete the following:

- (1) Within 30 days following issuance of the notice required by paragraph [14 CFR 158 §158.23(a)] of this section, each carrier must provide the public agency with a written acknowledgement that it received the notice.
- (2) Within 30 days following the meeting, each carrier must provide the public agency with a written certification of its agreement or disagreement with the proposed project. A certification of disagreement shall contain the reasons for such disagreement. The absence of such reasons shall void a certification of disagreement.
- (3) If a carrier fails to provide the public agency with timely acknowledgement of the notice or timely certification of agreement or disagreement with the proposed project, the carrier is considered to have certified its agreement.

PUBLIC NOTICE

In accordance with 14 CFR 158 §158.24, Bangor International Airport has provided the public with information regarding Passenger Facility Charge (PFC) Application #7.

Public Notice is required to provide the general public with an opportunity to review and comment on the proposed use of Passenger Facility Charge (PFC) revenues. This public notice process promotes transparency, ensures community involvement, and is a critical step in meeting FAA requirements for PFC application approval.

The public consultation period:

- Begins = October 1, 2025.
- Extends = 30-days to November 1, 2025

The public notice materials are posted on the airport's website. <https://flybangor.com/air-carrier-consultation-and-public-notice-materials/>

Consultation Meeting Information:

- **Date:** Wednesday October 1, 2025
- **Time:** 2:00PM – 3:00PM EST
- **Link to Virtual Meeting:**
 - **Microsoft Teams** [Need help?](#)
 - [Join the meeting now](#)
 - Meeting ID: 292 127 452 582 5
 - Passcode: fx7VP22G
 - _____
 - **Dial in by phone**
 - [+1 603-326-7480,,203000269#](#) United States, Berlin
 - [Find a local number](#)
 - Phone conference ID: 203 000 269#
 - For organizers: [Meeting options](#) | [Reset dial-in PIN](#)

Key dates - PFC Process & Schedule:

Milestone	Date
Notice to airlines	August 27, 2025 – September 1, 2025
Public consultation materials	October 1, 2025
Air carrier consultation	October 1, 2025
Public comment deadline	November 1, 2025
Air carrier comments deadline & written acknowledgement that it received the consultation notice	November 1, 2025
Submit PFC application to FAA	ASAP following comment period (target date = November 15, 2025)
Response expected from the FAA (typically, 30-days post application)	December 15, 2025

Milestone	Date
Notification to airlines of application approval by (as soon as FAA notifies airport sponsor)	ASAP
Proposed charge effective date (date collections for PFC will begin)	February 1, 2026
Estimated charge expiration date	September 1, 2034

Attachment A3: Request to Exclude Air Carriers

In accordance with 14 CFR 158 §158.11, BGR proposes to exclude certain classes of air carriers from the requirement to collect PFCs under Application #7.

From a regulatory basis, and per 14 CFR 158 §158.11, a public agency may request that one or more classes of air carriers be excluded from the requirement to collect PFCs if the carriers within the class collectively account for no more than 1 percent of the airport's total annual enplanements. This determination is based solely on enplanement data and is not tied to operational classifications (e.g., Part 121, 135, 129) or DOT economic regulations (14 CFR Parts 298 and 241).

For PFC Application #7, BGR has:

- Defined and justified the class or classes of air carriers to be excluded based on their share of total enplanements.
- Used data from the most recent FAA Air Carrier Activity Information System (ACAIS) report to determine each carrier's percentage of annual enplanements.
- Supplemented ACAIS data with Owner-provided enplanement records, if needed, to ensure accuracy.
- Identified whether one or multiple classes of carriers qualified for exclusion and defined each class accordingly within the application.

For PFC applications, airports are not limited to only using data from FAA Form 1800-31 (the Enplanement Data Form). They are also expected to reference and reconcile data from the BTS T-100 reports if applicable, particularly for verifying and supporting enplanement data.

Here's a breakdown on available data to use for air carrier exclusions:

- **FAA Form 1800-31 (Enplanement Data Form):**
 - This form is filed by certificated U.S. carriers under 14 CFR Part 241.
 - It reports scheduled enplanements at U.S. airports.
 - The FAA uses it as the primary source for determining PFC eligibility based on enplanements.
- **BTS T-100 Reports (Air Carrier Traffic and Capacity Data):**
 - T-100 data includes detailed operational statistics for both domestic and international flights, reported monthly.
 - It covers revenue passenger enplanements, departures, seats, etc., by airport pair and carrier.
 - This data is more granular and may help reconcile or support the information in 1800-31.

Data to be used for PFC applications:

- FAA guidance recommends using 1800-31 as the baseline for enplanement data.
- However, applicants may also reference T-100 data:
 - To support or verify enplanements for air carriers not required to file 1800-31 (e.g., foreign carriers).
 - When reconciling discrepancies in enplanement totals.
 - When justifying future enplanement forecasts or route service assumptions.
- Guidance comes from the FAA's PFC Order 5500.1 – Passenger Facility Charge Program Order – which provides detailed instructions to airports on preparing and submitting applications. Specifically, FAA Order 5500.1, Paragraph 5-4 and 5-6:
 - Directs airports to use the latest available enplanement data from Form 1800-31 to determine PFC eligibility (e.g., meeting the 0.05% threshold for small hub airports).

- Also allows the use of supplemental data (like T-100 or carrier-provided records) in certain circumstances, such as when dealing with foreign carriers or discrepancies.
- Summary of data for this PFC Application #7:
 - Use 1800-31 as the required base for enplanement data.
 - Use T-100 data as supplemental support when needed.
 - Ensure all data used is clearly cited and reconciled in the PFC application to avoid FAA delays.

In CY2024, BGR's total passenger enplanements were 371,002. Based on available data, the following air carriers did not exceed 1 percent of BGR's total passenger enplanements, and are proposed for exclusion from PFC collection requirements:

- Cobalt Air LLC (6CBA) =
 - 373 non-scheduled passenger enplanements on CY2024 (accounts for 0.07% of total enplanements)
- Lifeflight Aviation Services LLC (5LOA) =
 - 53 non-scheduled passenger enplanements on CY2024 (accounts for 0.01% of total enplanements)
- Northeastern Aviation Corp (AOYA) =
 - 14 non-scheduled passenger enplanements on CY2024 (accounts for 0.00% of total enplanements)
- Seneca Flight Operations (SFOA)
 - 2 non-scheduled passenger enplanements on CY2024 (accounts for 0.00% of total enplanements)

Airlines that file T-100 data for both domestic and international flights, with significant non-scheduled enplanements include:

- Eastern Airlines F/K/A Dynamic Airways, LLC (1BQ) =
 - 963 non-scheduled passenger enplanements on CY2024 (accounts for 0.26% of total enplanements)
- Omni Air International LLC (X9) =
 - 2,917 non-scheduled passenger enplanements on CY2024 (accounts for 0.77% of total enplanements)

Although these airlines listed in the BTS T-100 Reports (Air Carrier Traffic and Capacity Data) did not exceed 1 percent of BGR's total passenger enplanements, their higher percentage of enplanements compared to those listed in the 1800-31 data will be invited to participate in the air carrier consultation.

Source CY 2024 FAA ACAIS

(Preliminary) Enplanements by Air Carrier for Calendar Year 2024

Bangor International (BGR)

Jose Saavedra Bangor International Arpt, 287 Godfrey Blvd, Bangor, ME 04401

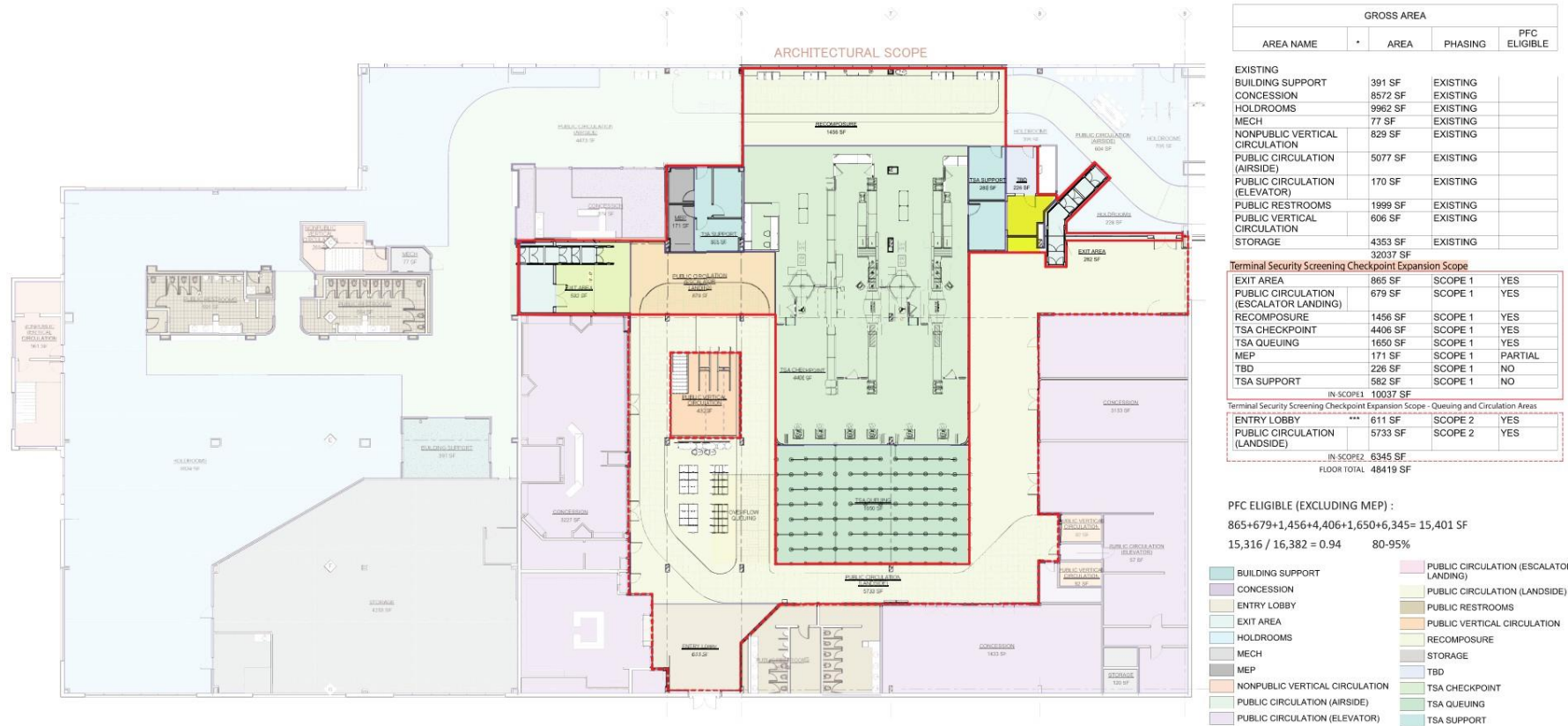
BGR

SCHEDULE TYPE	-----	ENPLANEMENTS	-----
CARRIER NAME (CARRIER CODE)	SCHEDULED	NON SCHEDULED	TOTAL
ATCO - Nonscheduled/On-Demand Air Carriers, filing FAA Form 1800-31.			
Cobalt Air Llc (6CBA)	0	273	273
Lifeflight Aviation Services Llc (5L0A)	0	53	53
Northeastern Aviation Corp (AOYA)	0	14	14
Seneca Flight Operations (SFOA)	0	2	2
ATCO Total	0	342	342
CAC - Commuters or Small Certificated Air Carriers, filing T-100.			
Tradewind Aviation LLC (04Q)	0	43	43
CAC Total	0	43	43
CRAC - Large Certificated Air Carriers, filing T-100.			
Air Wisconsin Airlines Corporation (ZW)	0	41	41
Allegiant Air LLC (G4)	74,327	712	75,039
American Airlines, Inc. (AA)	64,780	0	64,780
BREEZE AVIATION GROUP DBA BREEZE (MX#)	5,541	0	5,541
EASTERN AIRLINES F/K/A DYNAMIC AIRWAYS, LLC (1BQ)	0	963	963
ENDEAVOR AIR INC. (9E#)	73,562	0	73,562
Envoy Air (MQ#)	14,395	0	14,395
NATIONAL AIR CARGO GROUP INC D/BA NATIONAL AIRLINES (N8#)	0	88	88
OMNI AIR INTERNATIONAL LLC (X9)	0	2,917	2,917
Piedmont Airlines (PT#)	24,018	0	24,018
Psa Airlines Inc. (OH#)	46,112	0	46,112
Republic Airlines (YX#)	58,294	0	58,294
SCOTT AVIATION, LLC D/B/A SILVER AIR (3EQ)	0	14	14
SkyWest Airlines, Inc. (OO)	9,973	0	9,973
Sun Country Airlines (SY)	0	107	107
TEM Enterprises, Inc. (XP)	0	115	115
WESTERN AIR CHARTER, INC. D/B/A JET EDGE (3FQ)	0	10	10
CRAC Total	371,002	4,967	375,969
FFC - Foreign Air Carriers, filing T-100(f).			
AIR CHARTER SCOTLAND LTD. (EDQ)	0	2	2
AIR HAMBURG LUFTVERKEHRSGESELLSCHAFT MBH (36Q)	0	2	2
AVCON JET AG (AOQ#)	0	1	1
Cat Aviation (CAZ)	0	2	2
Chartright Air Inc. (13Q)	0	2	2
ELITAVIA MALTA LIMITED (EAU)	0	4	4
FLEXFLIGHT ASP (W2#)	0	3	3
GAINJET AVIATION SA (1UQ)	0	55	55
GAINJET IRELAND LTD (GJQ)	0	22	22
Jetclub Ag (0J)	0	1	1
SPARFELL LUFTFAHRT GMBH (LDQ#)	0	5	5
SPARFELL MALTA LTD (QFX)	0	3	3
FFC Total	0	102	102
SITE TOTAL	371,002	5,454	376,456

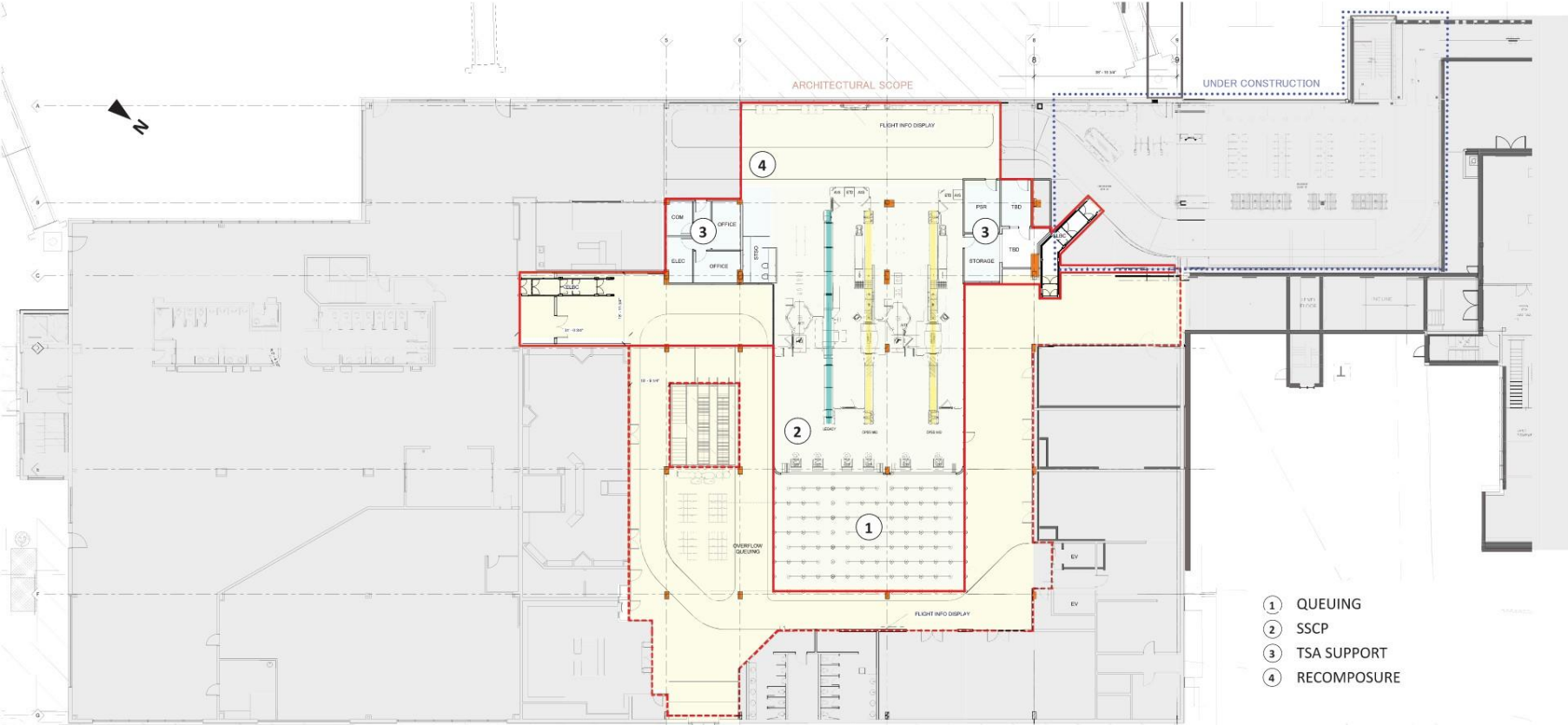
Attachment A4: Supplemental Information in Support of the Application

The following supplemental graphics illustrate conceptual plans for the proposed *Terminal Security Screening Checkpoint Expansion*. These materials and conceptual plans are preliminary and subject to refinement as the project advances through the 30% to 100% design phases beyond this PFC application.

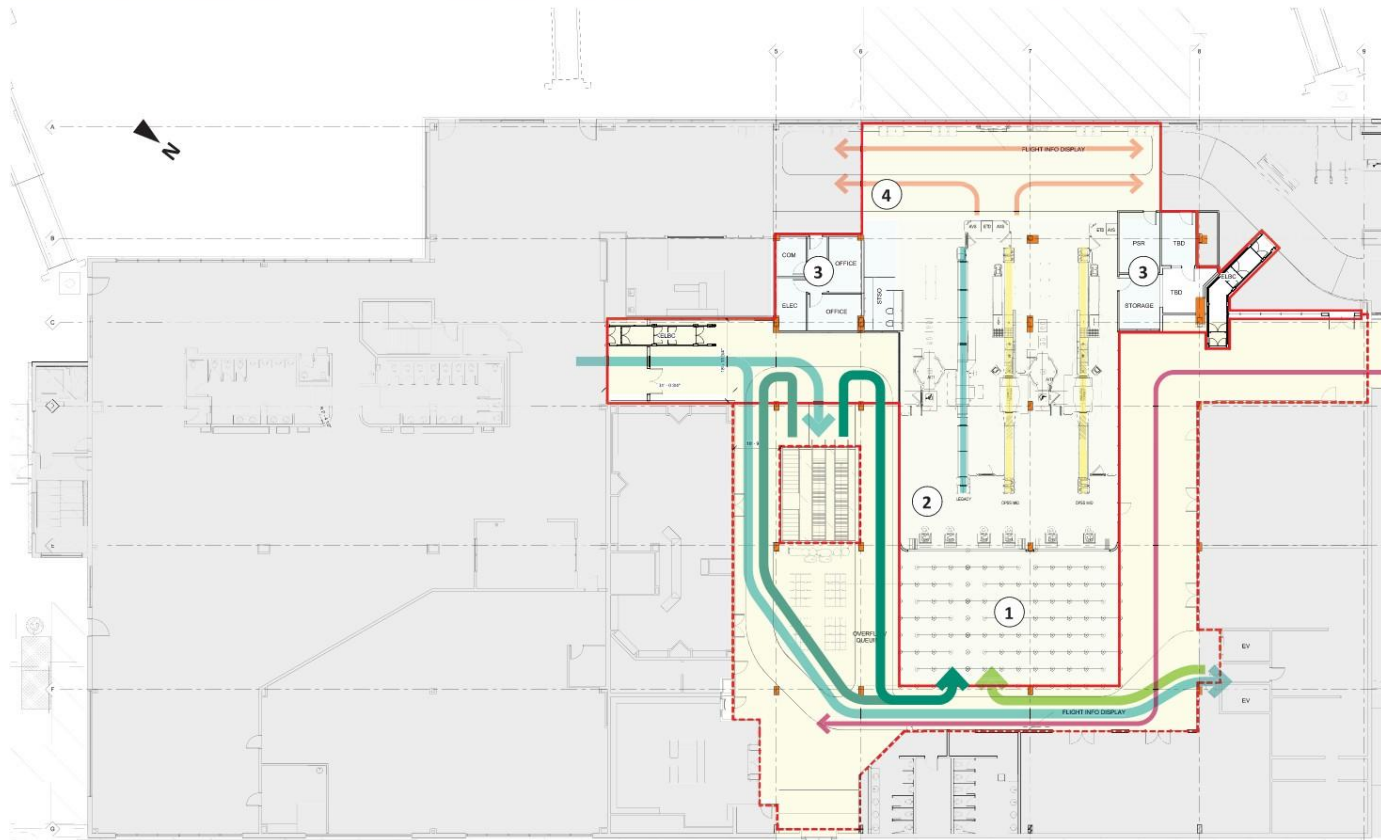
Updated PFC Eligible Areas



Proposed Checkpoint Layout - Domestic Terminal



Proposed Checkpoint Layout - Domestic Terminal



Three Lane Scheme 2 Layout Notes

1. One Legacy + Two CPSS (Mid)

2. ➔ **Stair & Escalator Entry**

➔ **Elevator Entry**

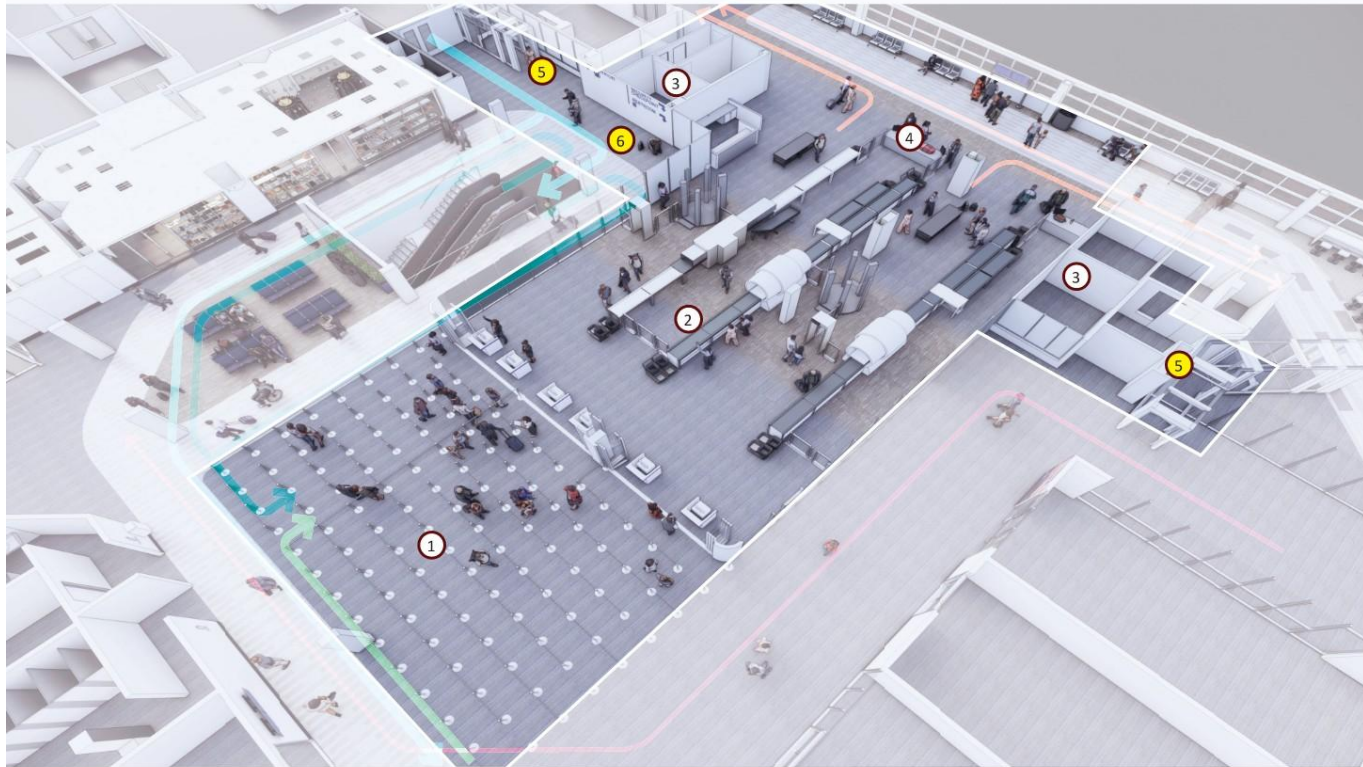
➔ **Exit Lane**

➔ **Troop Greeting**

➔ **To Holdrooms**

- ① QUEUING
- ② SSCP
- ③ TSA SUPPORT
- ④ RECOMPOSE

Proposed Layout - Added Functionality



Three Lane Scheme 2 Layout Notes

1. One Legacy + Two CPSS (Mid)

2. ➔ **Stair & Escalator Entry**

➔ **Elevator Entry**

➔ **Exit Lane**

➔ **Troop Greeting**

➔ **To Holdrooms**

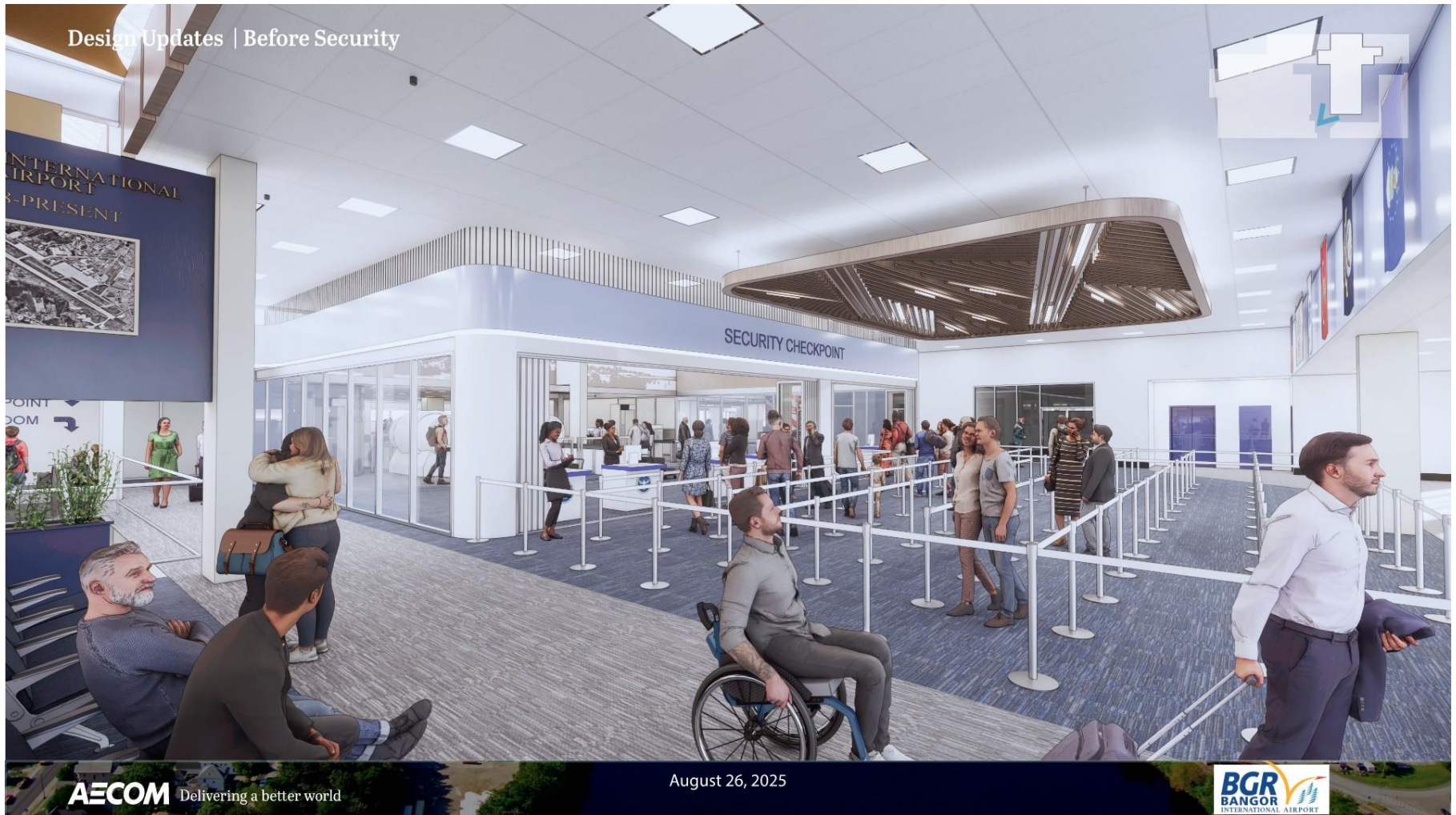
- ① QUEUING
- ② SSCP
- ③ TSA SUPPORT
- ④ RECOMPOSURE
- ⑤ EXIT LANE
- ⑥ WAYFINDING

Design Updates | Escalator





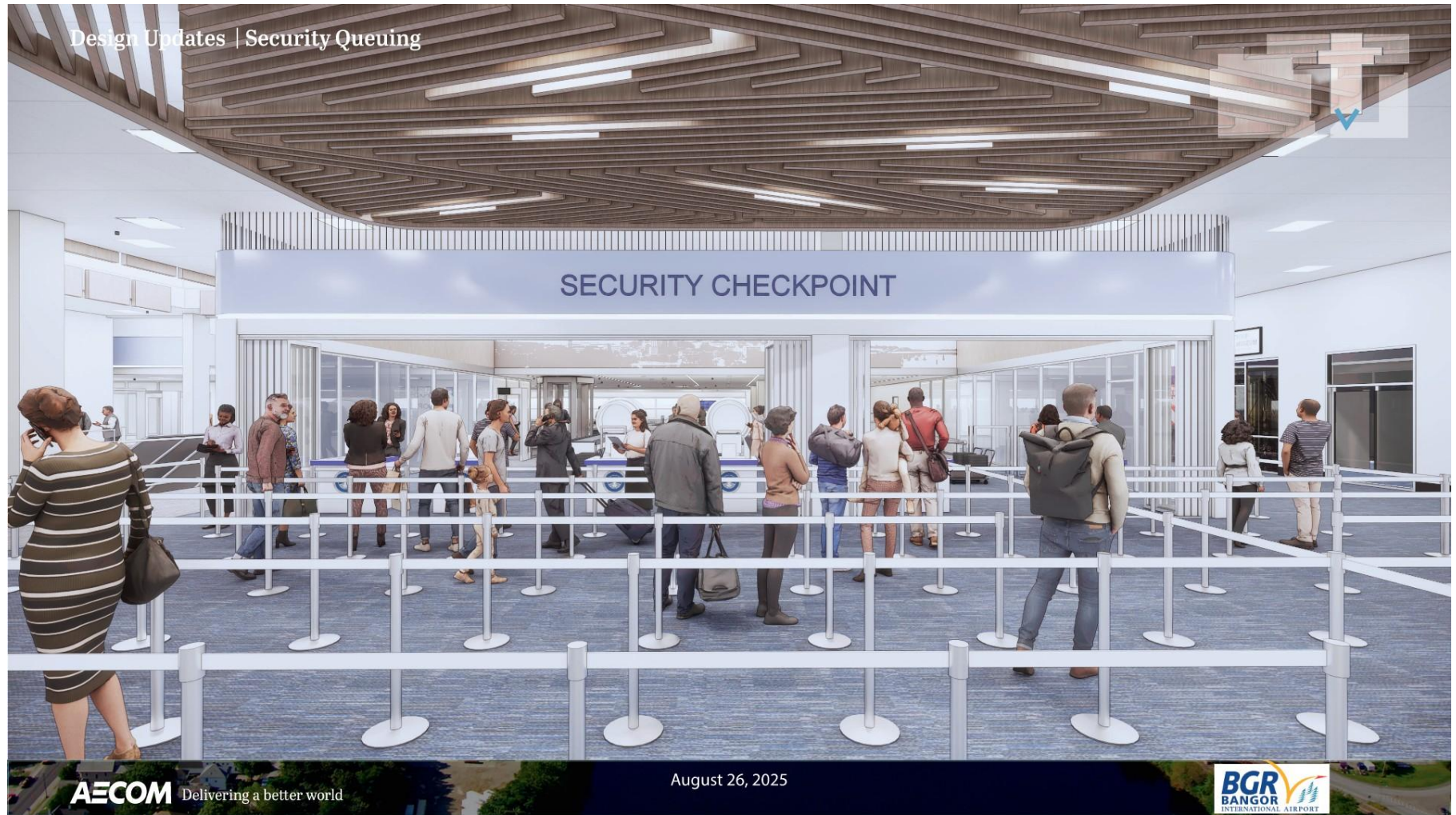
Design Updates | Before Security



AECOM Delivering a better world

August 26, 2025







Design Updates | After Security



AECOM Delivering a better world

August 26, 2025

