



New Passenger Facility Charge (PFC) Application 07

Air Carrier Consultation and Public Notice
Materials

Bangor International Airport
Bangor, ME
October 1, 2025



AGENDA

- Overview of the Passenger Facility Charge (PFC) program at Bangor International Airport (BGR).
- Notice to air carriers and consultation meeting.
- Proposed new PFC application (07) Projects - project description, eligibility, justification, and scope.
 - Terminal Security Screening Checkpoint Expansion; and
 - PFC Application Assistance.
- PFC level, charge effective date, charge expiration date, and total PFC revenue.
- Project cost detail.
- Financial plan projections.
- Classes of air carriers not required to collect PFCs.
- Air carrier requirements.
- Public outreach and opportunity to comment.
- Process and schedule.

OVERVIEW OF THE PFC PROGRAM AT BANGOR INTERNATIONAL AIRPORT

- BGR is approaching the end of its current PFC Application #6 (purchase and installation of one passenger boarding bridge – gate 11) and is seeking a new application, PFC Application #7, in 2026.
- Since 1995, the Federal Aviation Administration (FAA) has approved the airport's collection of PFCs for various improvement projects.
- \$4.50 PFC level since December 2010.
- To date, there have been 6 approved PFC applications.
- The FAA has approved **\$22,660,329** for PFC related projects.

OVERVIEW OF THE PFC PROGRAM AT BANGOR INTERNATIONAL AIRPORT (CONT.)

- Hoyle, Tanner & Associates, Inc. is assisting in the new PFC, Application #7.

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
Totals	\$22,660,329	\$22,660,329			

NOTICE TO AIR CARRIERS AND CONSULTATION MEETING

- On August 27, 2025, the Airport provided written notice to the air carriers with a “significant business interest”¹ operating at BGR that it would host this consultation meeting.
- Notice included (per 14 CFR Part 158.23(a)):
 - PFC Collection History at BGR;
 - Descriptions of projects being considered for funding by PFC's;
 - The PFC level, the proposed charge effective date, the estimated charge expiration date, and the estimated total PFC revenue;
 - A list of any class or classes of carriers not required to collect the PFC; and
 - 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.
- The above elements are incorporated in this presentation (per 14 CFR Part 158.23(b)).

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.

DATE/LOCATION OF AIR CARRIERS AND CONSULTATION MEETING

- **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](#)

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

PROPOSED NEW PFC APPLICATION (o7) – PROJECT OVERVIEW

- Per 14 CFR Part 158 §158.23(a)(1), this section provides detailed descriptions of the projects being considered for funding with PFC revenues.
- 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.

TERMINAL SECURITY SCREENING CHECKPOINT EXPANSION PROJECT

- The project is proposed to ***enhance security*** at BGR through the expansion of the existing ***Terminal Security Screening Checkpoint Expansion***.
- The current checkpoint configuration is:
 - Undersized for peak-hour passenger volumes and increases in passenger enplanements;
 - Unable to efficiently accommodate modern security screening technologies or evolving Transportation Security Administration (TSA) protocols; and
 - As a result, passengers experience delays, crowding, and inconsistent throughput.
- The total requested PFC funding = ***\$16,357,995***.

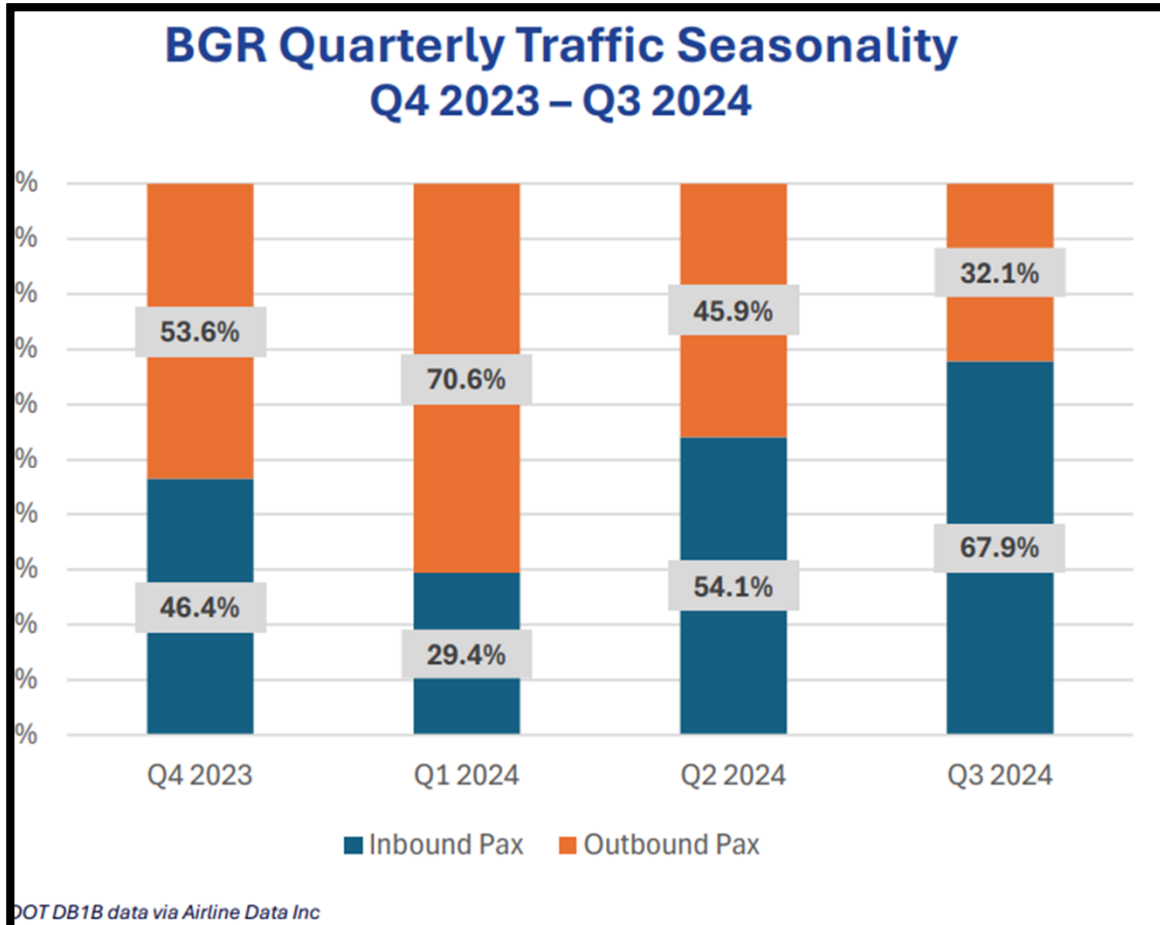
PFC APPLICATION ASSISTANCE PROJECT

- The project refers to the professional, administrative, or consulting services to assist in the preparation, submission, or amendment of a PFC application, as required under 14 CFR Part 158.
- The project is in support of the ***Terminal Security Screening Checkpoint Expansion*** project.
- The project includes regulatory consultation, air carrier engagement, public notice coordination, financial planning, application compilation and closeout of two existing PFC Applications #5 and #6.
- The total requested PFC funding = ***\$91,418***.

PROJECT JUSTIFICATION

- The ***Terminal Security Screening Checkpoint Expansion*** and modifications to adjacent terminal circulation areas are required to:
 - Maintain adequate passenger flow;
 - Directional access; and
 - Operational functionality of the security screening process.
- The project responds to:
 - Passenger Activity Trends and Operational Impacts that Justify Expansion; and
 - Increased Passenger Activity and Accelerated Growth that Justify Expansion.

PASSENGER ACTIVITY TRENDS AND OPERATIONAL IMPACTS THAT JUSTIFY EXPANSION



- Observed normalization in peak activity and noticeable leveling of traditional highs and lows at the airport.
- Once sharp swings between peak and non-peak periods, now passenger activity is more evenly distributed throughout the year.
 - Strong inbound traffic during the third quarter (Q3) = visitors to Maine, Acadia National Park and other regional attractions.
 - Strong outbound traffic in the first (Q1), second (Q2), and fourth (Q4) quarters = Maine residents seek warmer destinations during colder months.

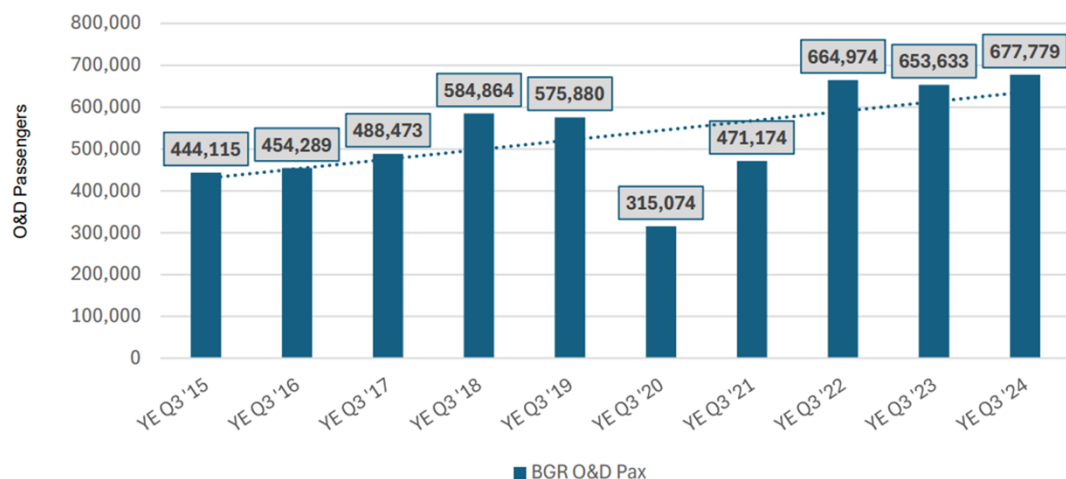
INCREASED PASSENGER ACTIVITY AND ACCELERATED GROWTH THAT JUSTIFY EXPANSION

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

- Airport has experienced significant growth in total passenger enplanements.
- Notably, the enplanement figures recorded in calendar year 2024 (371,002+ enplanements) have already surpassed the 2030 forecasts included in the April 2023 Airport Master Plan Update (AMPU) (Table 3-5, left).
- Since the end of the third quarter of 2015, BGR has seen a passenger growth rate exceeding 52.6%.

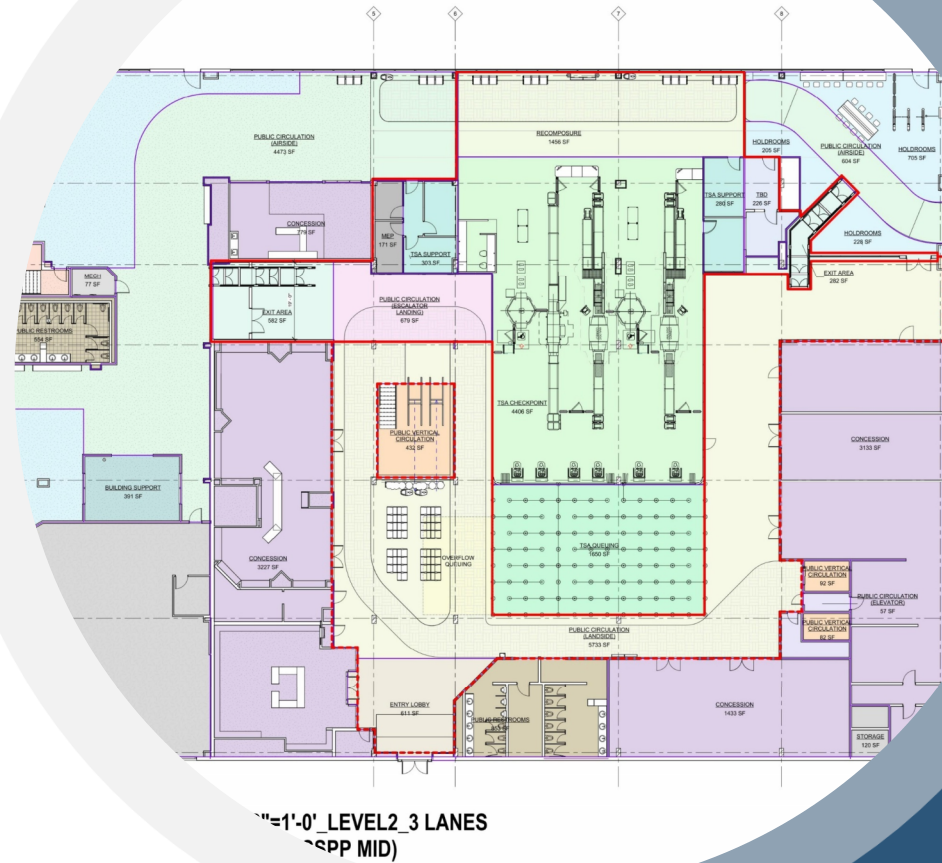
**BGR Domestic O&D Passengers
Ten Year Trend: YE Q3 2015 – YE Q3 2024**



Source: U.S. DOT DB1B data via Airline Data Inc

PROJECT SCOPE

- Outline in red defines the project limits.
- Project includes:
 - Security checkpoint expansion;
 - Modifications to adjacent terminal circulation areas; and
 - Updated and TSA approved exit lanes.
- The total project area is 16,382 square feet.



PFC PROJECT SUMMARY DETAIL

- The Airport seeks to **Impose and Use** PFC revenues.
- At the **\$4.50 level** for two (2) projects:
 - Terminal Security Screening Checkpoint Expansion @ **\$16,357,995**; and
 - PFC Application Assistance @ **\$91,418**.
- Both projects meet the PFC eligibility statutory and regulatory requirements for funding under the PFC program, (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 = **\$16,449,413 (both projects)**.

PFC PROJECT SUMMARY DETAIL (CONT.)

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

PROJECT COST DETAIL

- Based on 15% schematic level plans:
 - Early-phase estimates rely on assumptions, square footage, unit costs, and allowances for contingency.
- Unit costs are industry standard + adjusted for local factors.
- Costs will be refined as the project advances to 60% and 100% design.
 - Amendments to the PFC application #7 will be made, if necessary.

Estimates =

- Base Building Construction Costs; and
- Soft Costs (design fees and construction administration services).

Category	Description	Amount
Base Building Cost	Building construction (excluding security equipment)	\$ 7,299,750
TSA Equipment (Ineligible)	3 Baggage Inspection Machines (<i>excluded from PFC</i>)	\$4,500,000 ✖
Exit Lane Infrastructure (Ineligible)	2 Automated Exit Lanes (<i>excluded from PFC</i>)	\$1,000,000 ✖
Subtotal – Building & Security	Combined construction scope (including ineligible costs)	\$ 12,799,750
Contingency (20%)	Applied to construction subtotal	\$ 2,559,950
Subtotal After Contingency		\$ 15,359,700
Contractor Markup (20%)	Overhead and profit	\$ 3,071,940
Total Building Construction	Total including contingency and markup	\$ 18,431,640
Additional Project Costs		
Design Fees	Architectural and engineering services	\$ 2,226,889
Construction + Design Subtotal		\$ 20,658,529
Construction Administration (CA)	Oversight/inspection services (not included in above) @ 10%	\$ 2,065,853
Total Project Cost	<i>Includes construction, design, and CA services</i>	\$ 22,724,382
Other Costs		
PFC Application Assistance	Professional services for PFC preparation and submission	\$ 91,418
Notes:		
✖ = \$5.5 million (TSA baggage equipment + exit lanes) is not eligible for PFC funding per FAA guidance and is excluded in eligibility calculations.		
Contingency and contractor markup are calculated before exclusions, so adjustments must be applied during eligibility allocation.		

FINANCIAL PLAN PROJECTIONS

- This PFC application proposes using the ***Pay-As-You-Go*** funding method.
 - Collected PFC revenues will be used directly to pay eligible project costs as incurred.
 - The Pay-As-You-Go = airport uses PFC revenues as they are collected to pay for eligible project expenses — rather than borrowing or issuing debt.
- This PFC application also must define eligible vs. ineligible project costs.
- 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.

FINANCIAL PLAN PROJECTIONS (CONT.)

Eligible vs. Ineligible Project Elements:

- 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.
- Eligible areas = public-use terminal space directly related to passenger processing, including the checkpoint queuing, screening and circulation areas.
- Ineligible areas = TSA space (office space, break areas, equipment storage) and TSA equipment.

FINANCIAL PLAN PROJECTIONS (CONT.)

Ineligible Project Elements:

- TSA-Funded Equipment Exclusions = \$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; and
 - Two required Automated Exit Lanes (single-lane), estimated at \$1.0 million.
 - *Note, 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 = TSA office space, break areas, and equipment storage:
 - Project area total = 16,382 square feet.
 - Project area ineligible = 824 square feet.
 - Project area adjusted = 15,558 square feet that is eligible (16,382 – 824).
 - Ineligible space (824 square feet) is excluded in accordance with FAA guidance, resulting in an eligible cost share of approximately **94.97%**.

FINANCIAL PLAN PROJECTIONS (CONT.)

Pro-rated Ineligible Project Elements:

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 Subtotal Amount = \$16,357,995

Add PFC Eligible Application Assistance = \$91,418

Total PFC Eligible = \$16,449,413 (rounded)

FINANCIAL PLAN PROJECTIONS (CONT.)

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, (Mechanical, Electrical Plumbing (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 estimated 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 = $15,558 \div 16,382$ square feet = ~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 Charge Effective Date = 2/1/2026 and Proposed Expiration Date = 9/1/2034**

FINANCIAL PLAN PROJECTIONS

CALCULATION OF PFC REVENUE BY CALENDAR YEAR

- The table identifies the estimated total PFC revenues to be collected each calendar year based on projected enplaned passengers and anticipated interest earnings.

Calendar Year	TAF Forecast	Total Estimated TAF Enplaned Passengers	Estimated PFC Eligible Enplaned Passengers	Total Estimated PFC Revenue Per Passenger Collected	Airline Collection Fees	Estimated Net PFC Revenue	Estimated Interest Income	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	451,350	474,053	350,000	\$4.50	\$0.11	\$1,536,500.00	2.0%	\$1,567,230.00
Total:								\$16,616,749

FINANCIAL PLAN PROJECTIONS CALCULATION OF PFC REVENUE BY CALENDAR YEAR (CONT.)

- With table notes

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
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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 recorded in T-100 data and by the airport, 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(a)(1) – 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 <i>General Interest Rates</i> , <i>Prevailing Interest Rates</i> and <i>Past Averages</i> collected by Bangor International Airport. <i>General Interest Rates</i> : 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%. <i>Prevailing Interest Rates</i> : The average interest rates for short-term investments projected for 2026 are estimated at 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%. <i>Past Averages</i> : 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% starting in 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. This provides a buffer but the collections will be monitored and reported annually.								



CLASSES OF AIR CARRIERS NOT REQUIRED TO COLLECT PFCs

- Per 14 CFR 158 §158.11, BGR proposes to exclude certain classes of air carriers from the requirement to collect PFCs under Application #7.
- The Airport 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.
- For PFC applications, airports use FAA Form 1800-31 (the Enplanement Data Form) to review this data.
- They are also expected to reference and reconcile data from the BTS T-100 reports if applicable.

CLASSES OF AIR CARRIERS NOT REQUIRED TO COLLECT PFCS (CONT.)

- In CY2024, BGR's total passenger enplanements = 371,002.
- The following air carriers did not exceed 1% 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 (0.07% of total enplanements).
 - Lifeflight Aviation Services LLC (5L0A) =
 - 53 non-scheduled passenger enplanements on CY2024 (0.01% of total enplanements).
 - Northeastern Aviation Corp (AOYA) =
 - 14 non-scheduled passenger enplanements on CY2024 (0.00% of total enplanements).
 - Seneca Flight Operations (SFOA)
 - 2 non-scheduled passenger enplanements on CY2024 (0.00% of total enplanements).

CLASSES OF AIR CARRIERS NOT REQUIRED TO COLLECT PFCS (CONT.)

- 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 (0.26% of total enplanements).
 - Omni Air International LLC (X9) =
 - 2,917 non-scheduled passenger enplanements on CY2024 (0.77% of total enplanements).
- Although these airlines reported in the BTS T-100 Reports (Air Carrier Traffic and Capacity Data) each account for less than 1% of BGR's total passenger enplanements, they represent a higher share than the airlines listed in the 1800-31 data. For this reason, they will be invited to participate in the air carrier consultation.

CLASSES OF AIR CARRIERS NOT REQUIRED TO COLLECT PFCS (CONT.)

(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	NONSCHEDULED	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

AIR CARRIER REQUIREMENTS

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

1. Within 30 days following issuance of the notice each carrier must provide the Airport with a written acknowledgement that it received the notice.

October 1, 2025

2. Within 30 days following the meeting, each carrier must provide the Airport with a written certification of its agreement or disagreement with the proposed project.

November 1, 2025

3. If a carrier fails to provide the Airport 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.

AIR CARRIER REQUIREMENTS (CONT.)

Certifications should be sent to:

Jody Varney

Finance Manager

287 Godfrey Boulevard

Bangor, ME 04401

Phone: 207-992-4617

Email: jmvarney@flybangor.com

Send copy of certifications: kservis@hoyletanner.com

PUBLIC OUTREACH AND OPPORTUNITY TO COMMENT

- Per 14 CFR 158 §158.24, the Airport has provided the public with information regarding PFC Application #7.
- Public Notice is required to provide the general public with an opportunity to review and comment on the proposed use of PFC revenues.
- **The public consultation period:**
 - Begins = **October 1, 2025.**
 - Extends = **30-days to November 1, 2025**
- Public notice materials are posted on the airport's website.
<https://flybangor.com/air-carrier-consultation-and-public-notice-materials/>

PROCESS AND SCHEDULE

- The following provides key dates for the PFC Process & Schedule.

Milestone	Date
Notice to airlines	August 27, 2025 – September 1, 2025
Public consultation materials & written acknowledgement that it received the consultation notice	October 1, 2025
Air carrier consultation	October 1, 2025
Public comment deadline	November 1, 2025
Air carrier comments deadline & written certification of its agreement or disagreement with the project.	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
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

Project Process & Schedule

Design, bidding, construction, and anticipated PFC collection periods.

- Proposed charge effective date = February 1, 2026.
- Estimated charge expiration date = September 1, 2034.

Phase	Timeframe	Notes
15%-20% Design	Sep-25	In progress
30%-100% Design	January 2026 – February 2026	SOW in development
Bid Documentation Development	3 months February 2026 – April 2026	
Bid Opening & Evaluation	15-May-26	Review bids, verify DBE compliance, check bonding and responsiveness.
Descoping Meetings	May 15 - 26, 2026	Clarifying the scope, addressing low bids, and negotiating terms.
Contractor Selection & Award	30-Jun-26	Includes sponsor review, legal review, FAA concurrence (if required).
Contract Execution	July 17 2026	Signatures, insurance, bonds, etc.
Pre-Construction Meeting	Week of July 20-24, 2026	Includes TSA coordination, phasing review, safety/security planning.
Mobilization & Site Prep	August 1-15, 2026	Especially important for airside or sterile-area access.
Construction	August 17, 2026 - December 31, 2027	Varies based on complexity, phasing, night work, and TSA coordination.*

*Renovating an active terminal is much slower than new construction due to:

- Contingencies on TSA equipment delivery timeline
- Phased work zones to preserve passenger flow
- After-hours or night/weekend work to avoid disrupting TSA
- Temporary security partitions and re-routing of queuing areas
- Continuous coordination with TSA and airport operations



BANGOR INTERNATIONAL AIRPORT

Thank you



JSaavedra@flybangor.com



[HTTPS://FLYBANGOR.COM](https://flybangor.com)