

# PWM Rates & Charges Meeting for FY 2023

September 22, 2022

## Remote Participation:

Join Zoom Meeting:

Topic: PWM Rates & Charges FY2023

Time: Sep 22, 2022 01:00 PM Eastern Time (US and Canada)

Join Zoom Meeting

<https://portlandmaine-gov.zoom.us/j/87884341202?pwd=a05RMk9yUjR3UmlIS2E2S2tmTFhKQT09>

Meeting ID: 878 8434 1202

Passcode: 754725

One tap mobile

+16469313860,,87884341202#,,, \*754725# US

+19292056099,,87884341202#,,, \*754725# US (New York)



**Maine's  
Home  
Airport.**





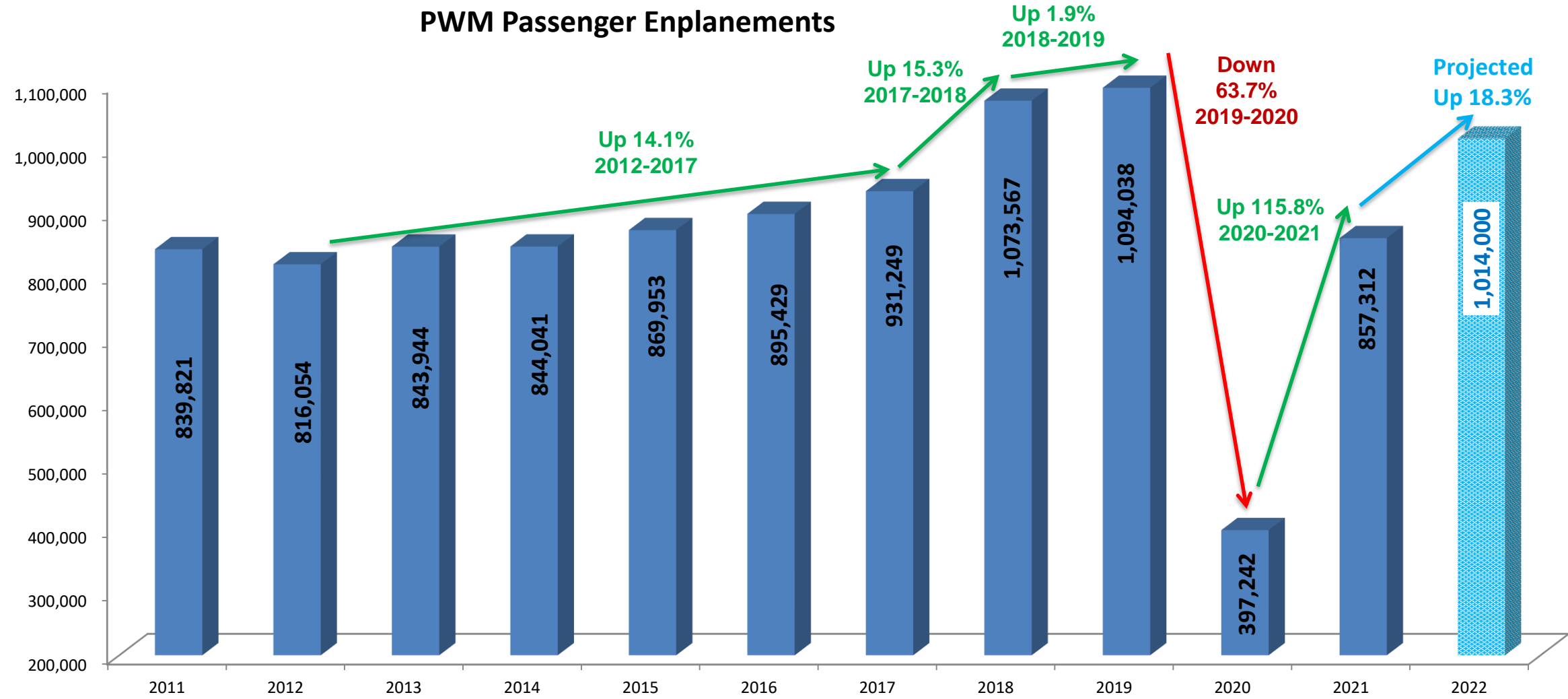
# AGENDA

## PWM Rates & Charges 2022

- Passenger Statistics and Projections
- Rates & Charges for FY 23 – Review & Discussion
  - PWM fiscal year July 1 – June 30
  - PWM rates effective October 1 – Sep. 30
- Review Capital Improvement Plan & Funding
  - Review completed projects FY 22
  - Review Projects FY 23 – FY 27
- Questions/Additional Discussion Items

# Passenger Enplanements 2011 – 2022 Projected

PWM Passenger Enplanements



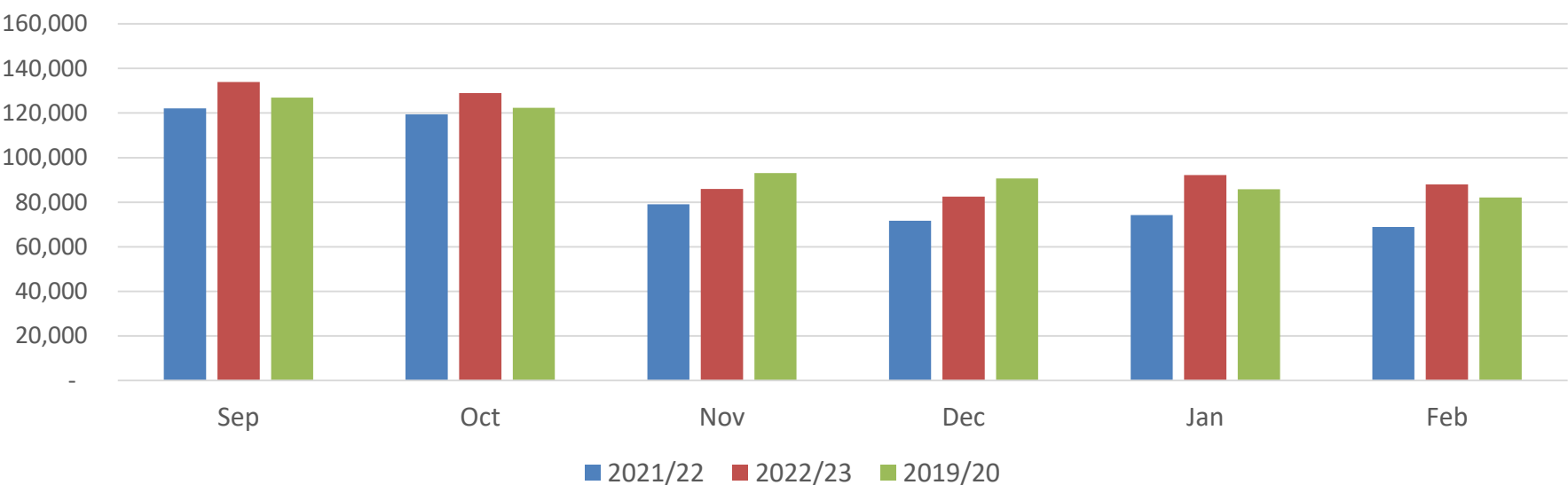


# Passenger Statistics – Historical Enplanements

|                    | JAN    | FEB    | MAR    | APR    | MAY    | JUN     | JUL     | AUG     | SEP     | OCT     | NOV    | DEC    | Total     | % Change |
|--------------------|--------|--------|--------|--------|--------|---------|---------|---------|---------|---------|--------|--------|-----------|----------|
| 2011               | 51,278 | 53,493 | 65,925 | 63,835 | 68,188 | 76,236  | 92,855  | 95,219  | 77,163  | 79,097  | 61,393 | 55,139 | 839,821   |          |
| 2012               | 49,310 | 51,971 | 60,574 | 64,041 | 68,543 | 74,159  | 87,503  | 92,742  | 77,661  | 76,475  | 58,972 | 54,103 | 816,054   | -2.8%    |
| 2013               | 50,413 | 49,175 | 60,393 | 66,643 | 70,906 | 74,518  | 90,596  | 96,583  | 82,396  | 84,320  | 59,029 | 58,972 | 843,944   | 3.4%     |
| 2014               | 48,818 | 48,770 | 64,414 | 65,873 | 69,448 | 75,085  | 88,763  | 96,224  | 82,881  | 85,388  | 58,365 | 60,012 | 844,041   | 0.0%     |
| 2015               | 48,563 | 46,461 | 59,348 | 64,355 | 71,113 | 82,041  | 97,206  | 102,054 | 86,623  | 87,892  | 65,595 | 58,702 | 869,953   | 3.1%     |
| 2016               | 49,982 | 48,897 | 61,051 | 66,309 | 72,695 | 79,392  | 95,454  | 100,668 | 92,260  | 94,762  | 68,821 | 65,138 | 895,429   | 2.9%     |
| 2017               | 54,499 | 50,256 | 65,566 | 67,338 | 75,344 | 84,231  | 101,368 | 104,165 | 92,530  | 99,996  | 71,613 | 64,343 | 931,249   | 4.0%     |
| 2018               | 56,272 | 57,672 | 62,490 | 77,423 | 81,816 | 100,961 | 122,194 | 130,339 | 110,634 | 115,234 | 83,995 | 74,537 | 1,073,567 | 15.3%    |
| 2019               | 64,824 | 65,678 | 77,180 | 78,421 | 84,340 | 100,525 | 119,151 | 127,461 | 113,123 | 110,707 | 77,611 | 75,017 | 1,094,038 | 1.9%     |
| 2020               | 67,985 | 67,499 | 36,979 | 2,535  | 7,184  | 14,486  | 32,359  | 41,658  | 35,281  | 39,605  | 27,399 | 24,272 | 397,242   | -63.7%   |
| 2021               | 20,907 | 22,255 | 34,213 | 52,122 | 60,022 | 91,447  | 120,481 | 126,572 | 101,867 | 106,803 | 64,519 | 56,104 | 857,312   | 115.8%   |
| 2022               | 43,509 | 53,468 | 66,297 | 70,956 | 69,086 | 100,972 | 120,710 | 123,339 |         |         |        |        | 648,337   | 30.0%    |
| Change ENP YOY     | 108.1% | 140.3% | 93.8%  | 36.1%  | 15.1%  | 10.4%   | 0.2%    | -2.6%   |         |         |        |        |           |          |
| Change ENP vs 2019 | -32.9% | -18.6% | -14.1% | -9.5%  | -18.1% | 0.4%    | 1.3%    | -3.2%   |         |         |        |        |           | -11.7%   |
| Cap 22             | 74,182 | 68,895 | 80,167 | 89,153 | 94,118 | 131,556 | 143,886 | 143,383 | 133,881 | 129,025 | 85,964 | 87,992 | 1,262,202 |          |
| LF 22              | 58.7%  | 77.6%  | 82.7%  | 79.6%  | 73.4%  | 76.8%   | 83.9%   | 86.0%   |         |         |        |        |           |          |
| Cap 21             | 46,494 | 42,474 | 58,983 | 73,687 | 78,670 | 123,679 | 145,973 | 149,530 | 122,146 | 119,369 | 79,117 | 71,691 | 1,111,813 |          |
| LF 21              | 45.0%  | 52.4%  | 58.0%  | 70.7%  | 76.3%  | 73.9%   | 82.5%   | 84.6%   | 83.4%   | 89.5%   | 81.5%  | 78.3%  | 77.1%     |          |
| Change CAP 21/22   | 60%    | 62%    | 36%    | 21%    | 20%    | 6%      | -1%     | -4%     | 10%     | 8%      | 9%     | 23%    | 14%       |          |
| Change CAP 19/22   | -16%   | -15%   | -12%   | -3%    | -9%    | 8%      | 5%      | 1%      | 5%      | 5%      | -8%    | -3%    | -2%       |          |
| Cap 21             | 46,494 | 42,474 | 58,983 | 73,687 | 78,670 | 123,679 | 145,973 | 149,530 | 122,146 | 119,369 | 79,117 | 71,691 | 1,111,813 |          |
| LF 21              | 45.0%  | 52.4%  | 58.0%  | 70.7%  | 76.3%  | 73.9%   | 82.5%   | 84.6%   | 83.4%   | 89.5%   | 81.5%  | 78.3%  | 77.1%     |          |
| Cap 20             | 85,779 | 82,098 | 93,743 | 45,881 | 25,057 | 31,152  | 61,070  | 67,038  | 52,031  | 56,363  | 56,652 | 55,186 | 712,050   |          |
| LF 20              | 79.3%  | 82.2%  | 39.4%  | 5.5%   | 28.7%  | 46.5%   | 53.0%   | 62.1%   | 67.8%   | 70.3%   | 48.4%  | 44.0%  | 55.8%     |          |
| Change CAP 20/21   | -46%   | -48%   | -37%   | 61%    | 214%   | 297%    | 139%    | 123%    | 135%    | 112%    | 40%    | 30%    | 56%       |          |
| Change CAP 19/21   | -48%   | -47%   | -35%   | -20%   | -24%   | 2%      | 6%      | 5%      | -4%     | -2%     | -15%   | -21%   | -14%      |          |

# Available Seats: September 2022 – February 2023

Capacity to 2019 Baseline  
9/2/22



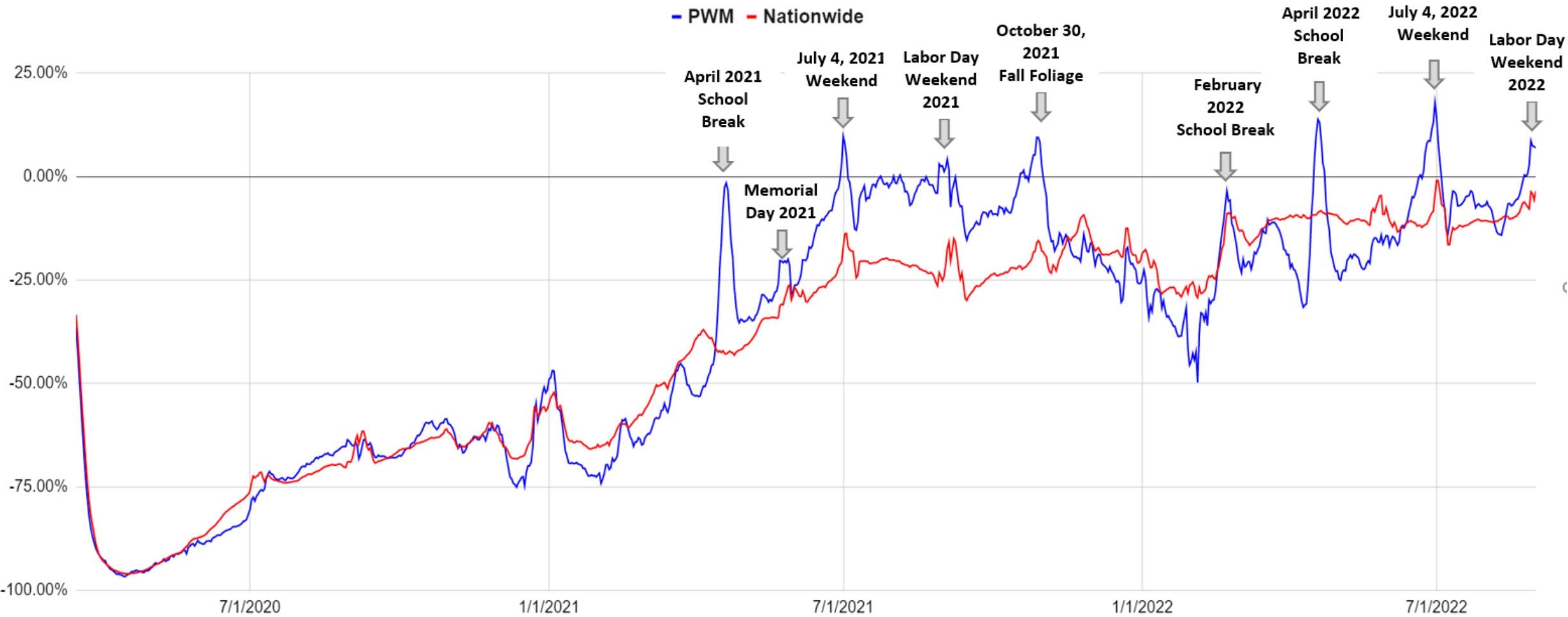
Outbound Capacity is up **76,162** seats over the next six months. This is an increase of **14.20%** year-over-year and is due to COVID impact on capacity last year.

**2022 v 2019** capacity is up **10,714** seats over the next six months when compared to 2019. This is an increase of **1.78%**

|              | Sep     | Oct     | Nov     | Dec     | Jan    | Feb    |         |
|--------------|---------|---------|---------|---------|--------|--------|---------|
| 2021/22      | 122,146 | 119,369 | 79,117  | 71,691  | 74,182 | 68,895 | 535,400 |
| 2022/23      | 133,881 | 129,019 | 85,964  | 82,570  | 92,144 | 87,984 | 611,562 |
| Last Week    | 133,881 | 129,025 | 85,964  | 87,992  | 94,822 | 87,984 | 619,668 |
| Change 21/22 | 11,735  | 9,650   | 6,847   | 10,879  | 17,962 | 19,089 | 76,162  |
| %            | 9.6%    | 8.1%    | 8.7%    | 15.2%   | 24.2%  | 27.7%  | 14.2%   |
| 2019/20      | 126,980 | 122,380 | 93,011  | 90,600  | 85,779 | 82,098 | 600,848 |
| Change 19/22 | 6,901   | 6,639   | (7,047) | (8,030) | 6,365  | 5,886  | 10,714  |
| %            | 5.43%   | 5.42%   | -7.58%  | -8.86%  | 7.42%  | 7.17%  | 1.78%   |

# PWM and National Comparison (TSA SSCP data benchmarked to 2019)

PWM and Nationwide 7 Day Rolling Average Checkpoint Throughput Change from 2019



# Budget Summary for FY 2023

| REVENUES:                  | FY 20<br>Audited    | FY 21<br>Budgeted   | FY21<br>Audited     | FY22<br>Budgeted    | FY22<br>Projected   | FY23<br>Requests    | %<br>Change  |
|----------------------------|---------------------|---------------------|---------------------|---------------------|---------------------|---------------------|--------------|
| Terminal Division:         | \$15,103,918        | \$10,524,468        | \$11,397,644        | \$11,884,376        | \$16,099,791        | \$17,097,030        | 43.9%        |
| General Aviation:          | \$210,923           | \$227,400           | \$189,439           | \$176,503           | \$256,727           | \$254,200           | 44.0%        |
| Operations Division:       | \$37,079            | \$37,500            | \$16,975            | \$18,750            | \$34,073            | \$18,750            | 0.0%         |
| Parking Division:          | \$5,494,846         | \$4,616,007         | \$3,585,349         | \$5,249,347         | \$6,311,079         | \$6,548,470         | 24.7%        |
| Airfield Deicing Facility: | <u>\$549,370</u>    | <u>\$732,000</u>    | <u>\$624,953</u>    | <u>\$732,000</u>    | <u>\$781,880</u>    | <u>\$732,000</u>    | <u>0.0%</u>  |
| <b>TOTAL REVENUES:</b>     | <b>\$21,396,136</b> | <b>\$16,137,375</b> | <b>\$15,814,360</b> | <b>\$18,060,977</b> | <b>\$23,483,550</b> | <b>\$24,650,449</b> | <b>36.5%</b> |
| EXPENDITURES:              | FY 20<br>Audited    | FY 21<br>Budgeted   | FY21<br>Audited     | FY22<br>Budgeted    | FY22<br>Projected   | FY23<br>Requests    | %<br>Change  |
| Administration:            | \$1,938,436         | \$1,145,364         | \$907,900           | \$1,094,139         | \$1,112,901         | \$1,239,982         | 13.3%        |
| Jetport Field:             | \$3,179,884         | \$4,220,697         | \$3,253,638         | \$4,235,206         | \$3,831,662         | \$4,617,834         | 9.0%         |
| General Aviation:          | \$15,168            | \$17,168            | \$15,623            | \$18,092            | \$16,092            | \$18,576            | 2.7%         |
| Fringe & Indirect Costs:   | \$3,864,397         | \$4,288,163         | \$3,923,508         | \$4,208,328         | \$3,665,643         | \$4,619,595         | 9.8%         |
| Operations:                | \$2,174,632         | \$2,363,263         | \$1,781,419         | \$2,441,599         | \$2,345,352         | \$2,773,734         | 13.6%        |
| Terminal:                  | \$5,679,705         | \$6,396,682         | \$5,430,352         | \$6,385,110         | \$6,789,282         | \$7,639,067         | 19.6%        |
| Marketing:                 | \$365,501           | \$411,140           | \$307,059           | \$417,390           | \$370,190           | \$429,390           | 2.9%         |
| Parking:                   | \$4,566,273         | \$4,557,244         | \$4,553,535         | \$4,475,890         | \$4,924,901         | \$5,080,154         | 13.5%        |
| Airfield Deicing Facility: | <u>\$650,048</u>    | <u>\$675,031</u>    | <u>\$686,017</u>    | <u>\$675,031</u>    | <u>\$665,206</u>    | <u>\$713,945</u>    | <u>5.8%</u>  |
| <b>TOTAL EXPENDITURES:</b> | <b>\$22,434,043</b> | <b>\$24,074,752</b> | <b>\$20,859,051</b> | <b>\$23,950,785</b> | <b>\$23,721,229</b> | <b>\$27,132,276</b> | <b>13.3%</b> |
| <b>SURPLUS (DEFICIT):</b>  | <b>(1,037,908)</b>  | <b>(7,937,377)</b>  | <b>(5,044,691)</b>  | <b>(5,889,808)</b>  | <b>(237,679)</b>    | <b>(2,481,827)</b>  |              |



# Rates & Charges Summary for FY 2023

|  | Budget<br>2019 | Actual<br>2019 | Actual<br>2020 | Actual<br>2021 | Budget<br>2022 | Actual<br>2022 | Budget<br>2023 | Change<br>2022/23 | Change<br>2019/23 |
|--|----------------|----------------|----------------|----------------|----------------|----------------|----------------|-------------------|-------------------|
| <u>Terminal Rental Rates</u>                         |                |                |                |                |                |                |                |                   |                   |
| Airline Exclusive Use                                | \$34.09        | \$32.42        | \$31.06        | \$9.13         | \$16.22        | \$17.39        | \$35.56        | 119.2%            | 4.3%              |
| M&O Expenses Rate                                    | \$16.09        | \$14.56        | \$13.89        | \$5.08         | \$13.36        | \$13.29        | \$17.91        |                   |                   |
| Indirect M&O Rate (Excluding Security)               | \$5.64         | \$5.59         | \$7.20         | (\$0.07)       | \$2.09         | \$4.95         | \$5.27         |                   |                   |
| Security M&O Rate                                    | \$8.30         | \$8.73         | \$8.73         | \$6.67         | \$8.50         | \$7.53         | \$9.17         |                   |                   |
| Capital Projects Rate                                | \$3.29         | \$2.77         | \$2.91         | \$1.17         | \$1.72         | \$1.37         | \$1.74         |                   |                   |
| Adjustment Rate (Prior Yr Actual Minus Prior Yr Bud) | \$0.77         | \$0.77         | (\$1.67)       | (\$3.72)       | (\$9.45)       | (\$9.75)       | \$1.47         |                   |                   |
| Common Use   | \$34.09        | \$32.42        | \$31.06        | \$9.13         | \$16.22        | \$17.39        | \$35.56        | 119.2%            | 4.3%              |
| M&O Expenses Rate                                    | \$16.09        | \$14.56        | \$13.89        | \$5.08         | \$13.36        | \$13.29        | \$17.91        |                   |                   |
| Indirect M&O Rate (Excluding Security)               | \$5.64         | \$5.59         | \$7.20         | (\$0.07)       | \$2.09         | \$4.95         | \$5.27         |                   |                   |
| Security M&O Rate                                    | \$8.30         | \$8.73         | \$8.73         | \$6.67         | \$8.50         | \$7.53         | \$9.17         |                   |                   |
| Capital Projects Rate                                | \$3.29         | \$2.77         | \$2.91         | \$1.17         | \$1.72         | \$1.37         | \$1.74         |                   |                   |
| Adjustment Rate (Prior Yr Actual Minus Prior Yr Bud) | \$0.77         | \$0.77         | (\$1.67)       | (\$3.72)       | (\$9.45)       | (\$9.75)       | \$1.47         |                   |                   |
| Outbound Baggage                                     | \$51.58        | \$53.48        | \$50.36        | \$19.15        | \$30.37        | \$32.27        | \$55.66        | 83.3%             | 7.9%              |
| M&O Expenses Rate                                    | \$16.09        | \$14.56        | \$15.70        | \$13.00        | \$15.37        | \$16.59        | \$19.17        |                   |                   |
| In-Line Baggage Rate                                 | \$15.79        | \$19.35        | \$14.15        | \$12.57        | \$15.19        | \$15.92        | \$17.78        |                   |                   |
| Indirect M&O Rate (Excluding Security)               | \$5.64         | \$5.59         | \$7.20         | (\$0.07)       | \$2.09         | \$4.95         | \$5.27         |                   |                   |
| Security M&O Rate                                    | \$8.30         | \$8.73         | \$8.73         | \$6.67         | \$8.50         | \$7.53         | \$9.17         |                   |                   |
| Capital Projects Rate                                | \$4.87         | \$4.36         | \$2.68         | (\$5.17)       | \$1.29         | (\$0.35)       | \$2.07         |                   |                   |
| Adjustment Rate (Prior Yr Actual Minus Prior Yr Bud) | \$0.89         | \$0.89         | \$1.90         | (\$7.85)       | (\$12.07)      | (\$12.37)      | \$2.20         |                   |                   |
| Public/City  | \$34.09        | \$32.42        | \$31.06        | \$9.13         | \$16.22        | \$17.39        | \$35.56        | 119.2%            | 4.3%              |
| M&O Expenses Rate                                    | \$16.09        | \$14.56        | \$13.89        | \$5.08         | \$13.36        | \$13.29        | \$17.91        |                   |                   |
| Indirect M&O Rate (Excluding Security)               | \$5.64         | \$5.59         | \$7.20         | (\$0.07)       | \$2.09         | \$4.95         | \$5.27         |                   |                   |
| Security M&O Rate                                    | \$8.30         | \$8.73         | \$8.73         | \$6.67         | \$8.50         | \$7.53         | \$9.17         |                   |                   |
| Capital Projects Rate                                | \$3.29         | \$2.77         | \$2.91         | \$1.17         | \$1.72         | \$1.37         | \$1.74         |                   |                   |
| Adjustment Rate (Prior Yr Actual Minus Prior Yr Bud) | \$0.77         | \$0.77         | (\$1.67)       | (\$3.72)       | (\$9.45)       | (\$9.75)       | \$1.47         |                   |                   |
| Landing Fee  | \$2.98         | \$2.17         | \$2.34         | \$3.15         | \$3.35         | \$2.04         | \$2.40         | -28.4%            | -19.5%            |
| Airline Cost Per Enplanement                         | \$8.40         | \$7.73         | \$8.98         | \$12.10        | \$7.55         | \$6.58         | \$7.78         | 3.1%              | -7.3%             |



# Rates & Charges CPE for FY 2023

**TABLE 7**  
**City of Portland**  
**Portland International Jetport**  
**FY 2023 Rates and Charges**  
**AIRLINE COST PER ENPLANEMENT**

|                              | Actual<br>2019 | Actual<br>2020 | Actual<br>2021 | Budget<br>2022 | Actual<br>2022 | Budget<br>2023 |
|------------------------------|----------------|----------------|----------------|----------------|----------------|----------------|
| Terminal Rentals             |                |                |                |                |                |                |
| Exclusive Use                | \$349,425      | \$427,050      | \$225,287      | \$172,112      | \$140,913      | \$216,700      |
| Common Use                   | 2,682,591      | 2,500,054      | 1,635,854      | 1,252,938      | 1,500,983      | 2,483,038      |
| Outbound Baggage             | 1,846,194      | 1,946,016      | 1,795,510      | 1,220,566      | 1,290,446      | 1,899,824      |
| Trash removal                | 0              | 70,896         | 60,208         | 50,000         | 82,392         | 50,000         |
| Total                        | \$4,878,211    | \$4,944,016    | \$3,716,859    | \$2,695,616    | \$3,014,734    | \$4,649,562    |
| Landing Fees                 | \$3,681,653    | \$2,420,482    | \$2,110,280    | \$2,903,666    | \$3,435,916    | \$2,983,013    |
| TOTAL AIRLINE REVENUES       | \$8,559,864    | \$7,364,498    | \$5,827,140    | \$5,599,282    | \$6,450,650    | \$7,632,575    |
| Enplanements                 | 1,107,901      | 819,738        | 481,540        | 742,000        | 980,634        | 981,000        |
| <b>AIRLINE COST PER ENPL</b> | <b>\$7.73</b>  | <b>\$8.98</b>  | <b>\$12.10</b> | <b>\$7.55</b>  | <b>\$6.58</b>  | <b>\$7.78</b>  |

# Rates & Charges FY 2023 use of Federal Relief Grants

|  |              |             |              |              | Amount Applied |                    |             |              |                    |             |              |         |                    |             |              |           |              |  |  |                    |       |
|--|--------------|-------------|--------------|--------------|----------------|--------------------|-------------|--------------|--------------------|-------------|--------------|---------|--------------------|-------------|--------------|-----------|--------------|--|--|--------------------|-------|
|  |              |             |              |              | FY 2020        |                    |             | FY 2021      |                    |             | FY 2022      |         |                    |             | FY 2023      |           |              |  |  |                    |       |
|  |              |             |              |              | Debt Service   | Operating Expenses | Total       | Debt Service | Operating Expenses | Total       | Debt Service | Capital | Operating Expenses | Total       | Debt Service | Capital   |              |  |  | Operating Expenses | Total |
|  | CARES        | CRRSA       | ARPA         | Total        |                |                    |             |              |                    |             |              |         |                    |             |              |           |              |  |  |                    |       |
| CARES Act                                  | \$12,162,498 | n/a         | n/a          | \$12,162,498 |                |                    |             |              |                    |             |              |         |                    |             |              |           |              |  |  |                    |       |
| Passenger entitlements                     | n/a          | \$4,120,299 | \$4,118,728  | \$8,239,027  |                |                    |             |              |                    |             |              |         |                    |             |              |           |              |  |  |                    |       |
| Cargo entitlements                         | n/a          | 0           | 0            | 0            |                |                    |             |              |                    |             |              |         |                    |             |              |           |              |  |  |                    |       |
| Enplanement allocation                     | n/a          | 30,848      | 5,365,977    | 5,396,825    |                |                    |             |              |                    |             |              |         |                    |             |              |           |              |  |  |                    |       |
| Unallocated CARES Act                      | n/a          | 339,010     | n/a          | 339,010      |                |                    |             |              |                    |             |              |         |                    |             |              |           |              |  |  |                    |       |
| Amount available to reduce Net Requirement | \$12,162,498 | \$4,490,157 | \$9,484,705  | \$26,137,360 |                |                    |             |              |                    |             |              |         |                    |             |              |           |              |  |  |                    |       |
| Concession relief                          | n/a          | \$233,177   | \$932,709    | \$1,165,886  |                |                    |             |              |                    |             |              |         |                    |             |              |           |              |  |  |                    |       |
| Total                                      | \$12,162,498 | \$4,723,334 | \$10,417,414 | \$27,303,246 |                |                    |             |              |                    |             |              |         |                    |             |              |           |              |  |  |                    |       |
| Annual amount applied                      |              |             |              |              |                |                    |             |              |                    |             |              |         |                    |             |              |           |              |  |  |                    |       |
| FY 2020                                    | \$1,980,069  | \$0         | \$0          | \$1,980,069  | \$0            | \$1,980,069        | \$1,980,069 | \$0          | \$0                | \$0         | \$0          | \$0     | \$0                | \$0         | \$0          | \$0       | \$1,980,069  |  |  |                    |       |
| FY 2021                                    | 7,657,972    | 1,952,052   | 0            | 9,610,024    | 0              | 0                  | 0           | 4,122,745    | 5,487,279          | 9,610,024   | 0            | 0       | 0                  | 0           | 0            | 0         | 9,610,024    |  |  |                    |       |
| FY 2022                                    | 2,524,418    | 2,130,525   | 1,049,503    | 5,704,446    | 0              | 0                  | 0           | 0            | 0                  | 0           | 4,112,300    | 0       | 1,592,146          | 5,704,446   | 0            | 0         | 5,704,446    |  |  |                    |       |
| Future                                     | 39           | 407,580     | 8,435,202    | 8,842,821    | 0              | 0                  | 0           | 0            | 0                  | 0           | 0            | 0       | 0                  | 0           | 4,095,500    | 1,504,500 | 8,842,821    |  |  |                    |       |
| Total                                      | \$12,162,498 | \$4,490,157 | \$9,484,705  | \$26,137,360 | \$0            | \$1,980,069        | \$1,980,069 | \$4,122,745  | \$5,487,279        | \$9,610,024 | \$4,112,300  | \$0     | \$1,592,146        | \$5,704,446 | \$4,095,500  | \$0       | \$26,137,360 |  |  |                    |       |
| Allocation to cost centers                 |              |             |              |              |                |                    |             |              |                    |             |              |         |                    |             |              |           |              |  |  |                    |       |
| Jetport Administration (01)                |              |             |              |              | \$0            | \$24,088           | \$24,088    | \$0          | \$744,489          | \$744,489   | \$0          | \$0     | \$203,947          | \$203,947   | \$0          | \$0       |              |  |  |                    |       |
| Jetport Field (02)                         |              |             |              |              | 0              | 497,759            | 497,759     | 0            | 1,151,724          | 1,151,724   | 0            | 0       | 199,408            | 199,408     | 0            | 0         |              |  |  |                    |       |
| General Aviation (03)                      |              |             |              |              | 0              | 0                  | 0           | 0            | 15,623             | 15,623      | 0            | 0       | 0                  | 0           | 0            | 0         |              |  |  |                    |       |
| Operations (05)                            |              |             |              |              | 0              | 100,348            | 100,348     | 0            | 1,161,883          | 1,161,883   | 0            | 0       | 212,326            | 212,326     | 0            | 0         |              |  |  |                    |       |
| Terminal (06)                              |              |             |              |              | 0              | 503,250            | 503,250     | 499,345      | 2,204,224          | 2,703,569   | 499,346      | 0       | 920,370            | 1,419,716   | 492,550      | 0         |              |  |  |                    |       |
| Marketing (08)                             |              |             |              |              | 0              | 32,575             | 32,575      | 0            | 40,307             | 40,307      | 0            | 0       | 4,466              | 4,466       | 0            | 0         |              |  |  |                    |       |
| Parking (09)                               |              |             |              |              | 0              | 524,929            | 524,929     | 3,623,400    | 169,030            | 3,792,430   | 3,612,954    | 0       | 51,630             | 3,664,584   | 3,602,950    | 0         |              |  |  |                    |       |
| Airfield Deicing Facility (10)             |              |             |              |              | 0              | 161,613            | 161,613     | 0            | 0                  | 0           | 0            | 0       | 0                  | 0           | 0            | 0         |              |  |  |                    |       |
| Operating Improvement Project              |              |             |              |              | 0              | 135,507            | 135,507     | 0            | 0                  | 0           | 0            | 0       | 0                  | 0           | 0            | 0         |              |  |  |                    |       |
| Total                                      |              |             |              |              | \$0            | \$1,980,069        | \$1,980,069 | \$4,122,745  | \$5,487,279        | \$9,610,024 | \$4,112,300  | \$0     | \$1,592,146        | \$5,704,446 | \$4,095,500  | \$0       |              |  |  |                    |       |

# Rates & Charges FY 2023 Preferential Gates



| AIRLINE GATE LOCATIONS |                   |   |   |
|------------------------|-------------------|---|---|
| GATE #                 | AIRLINE           | PREFERENTIAL USE - MAX SIZE AIRCRAFT / WINGSPAN * | BRIDGE LENGTH (AIRCRAFT / ACTUAL / MAX. POSSIBLE) |
| 1A                     | SPARE             | AIRBUS A320 / 117.42'                             | NA  |
| 1B                     | SPARE             | AIRBUS A320 / 117.42'                             | NA  |
| 2                      | UNITED            | BOEING 757-300W / 134.75'                         | A321 (L2) / 137' / 141'                           |
| 3                      | UNITED            | BOEING 757-300W / 134.75'                         | A321 (L2) / 140' / 141'                           |
| 4                      | SOUTHWEST         | BOEING 737-800W / 117.42'                         | A321 (L2) / 132' / 141'                           |
| 5                      | SPARE             | BOEING 757-300W / 134.75'                         | A321 (L2) / 131' / 141'                           |
| 6                      | JETBLUE           | AIRBUS A320 / 117.42'                             | A321 (L2) / 118' / 119'                           |
| 7                      | DELTA             | AIRBUS A320 / 117.42'                             | A320 / 117' / 119'                                |
| 8                      | DELTA             | AIRBUS A320 / 117.42'                             | A320 / 138' / 141'                                |
| 9                      | AMERICAN AIRLINES | BOEING 737-800W / 117.42'                         | 737-800W (L2) / 138' / 141'                       |
| 10                     | AMERICAN AIRLINES | BOEING 737-800W / 117.42'                         | 737-800W (L2) / 125' / 141'                       |
| 11                     | AMERICAN AIRLINES | BOEING 737-800W / 117.42'                         | NA  |

\* 757-200/300 WITH WINGLETS (134'-9") IS ONLY ALLOWED AT GATES 2, 3, AND 5 WHILE STILL PROVIDING A MINIMUM OF 20' WINGTIP CLEARANCE.



# Rates & Charges Summary for FY 2023

## Gate & Ticketing FY23 Non-Signatory

### Proposed FY 23 Common Use Gate

- Per Use: \$51.00
- Per RON: \$102.00

### Proposed FY23 Common Use Ticketing

- Per Use: \$22.00

### Current FY 22 Common Use Gate

- Per Use: \$39.00
- Per RON: \$78.00

### Current FY22 Common Use Ticketing

- Per Use: \$20.00

## Gate & Ticketing FY22 Non-Signatory

### FY22 Common Use Gate

- Per Use: \$39.00
- Per RON: \$78.00

### FY22 Common Use Ticketing

- Per Use: \$20.00

### FY21 Common Use Gate

- Per Use: \$45.00
- Per RON: \$90.00

### FY21 Use Ticketing

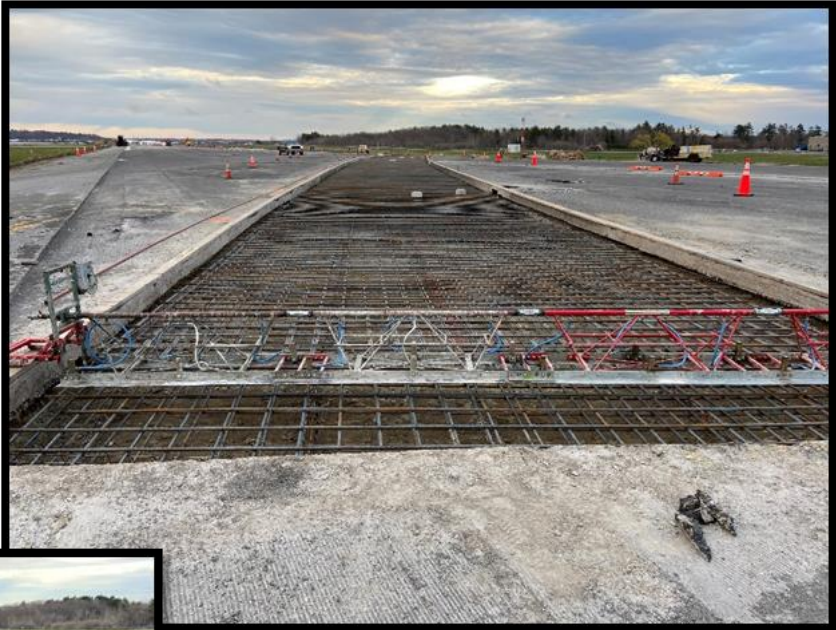
- Per Use: \$22.00

# Capital Improvement Plan & Funding





# Capital Improvement Plan & Funding





| Portland International Jetport - AIP / CIP PROJECT SUMMARY      |   |               |                  |                   |     |                 |                 |             |              |               |
|---|---|---------------|------------------|-------------------|-----|-----------------|-----------------|-------------|--------------|---------------|
| Updated 9/21/2022   |   |               |                  |                   |     |                 |                 |             |              |               |
| Federal Fiscal Year   | Project   | Total Cost    | FAA AIP Ent. 90% | FAA AIP Disc. 90% | PFC | FAA BIL AIG 90% | FAA BIL ATP 95% | State       | Airport      | Total         |
| F.Y. 2022   |   |               |                  |                   |     |                 |                 |             |              |               |
| AIP98   | Rehabilitate Runway 11-29 (S33)   | \$12,499,386  | \$4,145,346      | \$7,104,101       | \$0 | \$0             | \$0             | \$624,969   | \$624,969    | \$12,499,386  |
| 2022  | Rehabilitate Runway 11-29 (S33) - Centerline Light System Replacement & Pipeline Protection | \$2,003,228   | \$0              | \$0               | \$0 | \$1,802,905     | \$0             | \$100,161   | \$100,161    | \$2,003,228   |
| 2022  | Loading Bridge Replacement Rehabilitation Gates w/ PCA 3 & 6 (S25)                          | \$2,200,000   | \$0              | \$0               | \$0 | \$1,980,000     | \$0             | \$110,000   | \$110,000    | \$2,200,000   |
| 2022  | Electric GSE and Vehicle Charge Stations  | \$225,000     | \$0              | \$0               | \$0 | \$202,500       | \$0             | \$11,250    | \$11,250     | \$225,000     |
| Subtotal 2022   |   | \$16,927,614  | \$4,145,346      | \$7,104,101       | \$0 | \$3,985,405     | \$0             | \$846,381   | \$846,381    | \$16,927,614  |
| F.Y. 2023   |   |               |                  |                   |     |                 |                 |             |              |               |
| 2023  | Deisgn for Reconstruct Taxiways A, D, E, & F (S36)  | \$355,000     | \$319,500        | \$0               | \$0 | \$0             | \$0             | \$17,750    | \$17,750     | \$355,000     |
| 2023  | Terminal Apron Expansion Northwest End - Phase 2 (S10)                                      | \$1,933,000   | \$1,739,700      | \$0               | \$0 | \$0             | \$0             | \$96,650    | \$96,650     | \$1,933,000   |
| 2023  | ARFF Vehicle (S35)  | \$750,000     | \$675,000        | \$0               | \$0 | \$0             | \$0             | \$37,500    | \$37,500     | \$750,000     |
| 2023  | ARFF Station Improvements (S35)   | \$1,700,000   | \$1,530,000      | \$0               | \$0 | \$0             | \$0             | \$85,000    | \$85,000     | \$1,700,000   |
| 2023  | South GA Apron - Phase 1a (L16)   | \$500,000     | \$0              | \$0               | \$0 | \$450,000       | \$0             | \$25,000    | \$25,000     | \$500,000     |
| 2023  | Baggage Carousel Replacement (incline plate carousels) (S24a)                               | \$1,600,000   | \$0              | \$0               | \$0 | \$1,440,000     | \$0             | \$80,000    | \$80,000     | \$1,600,000   |
| 2023  | Loading Bridge Replacement Rehabilitation Gates w/ PCA 4, 5, & 7 (I2 & I5)                  | \$3,300,000   | \$0              | \$0               | \$0 | \$2,970,000     | \$0             | \$165,000   | \$165,000    | \$3,300,000   |
| 2023  | Gates 11, 12, & 13 New Loading Bridges, Fixed Bridge Extension, Terminal Imp. (S17)         | \$9,050,000   | \$0              | \$0               | \$0 | \$0             | \$8,597,500     | \$226,250   | \$226,250    | \$9,050,000   |
| 2023  | Central Air Handling Unit (Eligible at only 74% for public areas only) (S9)                 | \$950,000     | \$0              | \$0               | \$0 | \$632,700       | \$0             | \$35,150    | \$282,150    | \$950,000     |
| 2023  | Tree Removal for Glidepath Qualification Surface (GQS) 36 End Final Phase (S23)             | \$70,000      | \$0              | \$0               | \$0 | \$0             | \$0             | \$0         | \$70,000     | \$70,000      |
| 2023  | Electric GSE and Vehicle Charge Stations  | \$225,000     | \$0              | \$0               | \$0 | \$0             | \$0             | \$0         | \$225,000    | \$225,000     |
| 2023  | Surface Parking Expansion (I10a)  | \$2,808,000   | \$0              | \$0               | \$0 | \$0             | \$0             | \$0         | \$2,808,000  | \$2,808,000   |
| 2023  | Relocate Administration Offices to East End of Terminal Building (S16)                      | \$5,250,000   | \$0              | \$0               | \$0 | \$0             | \$0             | \$0         | \$5,250,000  | \$5,250,000   |
| Subtotal 2023   |   | \$28,491,000  | \$4,264,200      | \$0               | \$0 | \$5,492,700     | \$8,597,500     | \$768,300   | \$9,368,300  | \$28,491,000  |
| F.Y. 2024   |   |               |                  |                   |     |                 |                 |             |              |               |
| 2024  | Reconstruct Taxiways A, D, E, & F (S36)   | \$12,042,000  | \$4,145,346      | \$6,692,454       | \$0 | \$0             | \$0             | \$602,100   | \$602,100    | \$12,042,000  |
| 2024  | Perimeter Fence and Gate Upgrades in Northeast Area (S29)                                   | \$360,000     | \$0              | \$0               | \$0 | \$324,000       | \$0             | \$18,000    | \$18,000     | \$360,000     |
| 2024  | Preconditioned Air/Lifts for Loading Bridges (S7)   | \$1,700,000   | \$0              | \$0               | \$0 | \$1,530,000     | \$0             | \$85,000    | \$85,000     | \$1,700,000   |
| 2024  | 3rd Floor Bypass Auto Exit Portals (S5)   | \$500,000     | \$0              | \$0               | \$0 | \$450,000       | \$0             | \$25,000    | \$25,000     | \$500,000     |
| 2024  | Snow Melt Equipment for Contaminated Snow (Fixed in ground unit) (S20)                      | \$850,000     | \$0              | \$0               | \$0 | \$765,000       | \$0             | \$42,500    | \$42,500     | \$850,000     |
| 2024  | FIS Facility (S19)  | \$12,000,000  | \$0              | \$0               | \$0 | \$0             | \$11,400,000    | \$300,000   | \$300,000    | \$12,000,000  |
| Subtotal 2024   |   | \$27,452,000  | \$4,145,346      | \$6,692,454       | \$0 | \$3,069,000     | \$11,400,000    | \$1,072,600 | \$1,072,600  | \$27,452,000  |
| F.Y. 2025   |   |               |                  |                   |     |                 |                 |             |              |               |
| 2025  | Terminal Apron Reconstruction Phase 1 (S34a)  | \$4,600,000   | \$4,140,000      | \$0               | \$0 | \$0             | \$0             | \$230,000   | \$230,000    | \$4,600,000   |
| 2025  | Rehabilitate Cargo Apron (S27)  | \$1,600,000   | \$0              | \$0               | \$0 | \$1,440,000     | \$0             | \$80,000    | \$80,000     | \$1,600,000   |
| 2025  | Relocate Service Access Road East of Cargo (S32)  | \$700,000     | \$0              | \$0               | \$0 | \$630,000       | \$0             | \$35,000    | \$35,000     | \$700,000     |
| 2025  | Displacement Plows (S28)  | \$1,500,000   | \$0              | \$0               | \$0 | \$1,350,000     | \$0             | \$75,000    | \$75,000     | \$1,500,000   |
| 2025  | Expand Baggage Claim (S24b)   | \$11,425,000  | \$0              | \$0               | \$0 | \$0             | \$10,853,750    | \$285,625   | \$285,625    | \$11,425,000  |
| Subtotal 2025   |   | \$19,825,000  | \$4,140,000      | \$0               | \$0 | \$3,420,000     | \$10,853,750    | \$705,625   | \$705,625    | \$19,825,000  |
| F.Y. 2026   |   |               |                  |                   |     |                 |                 |             |              |               |
| 2026  | Terminal Apron Reconstruction Phase 2 (S34b)  | \$5,150,000   | \$4,150,000      | \$485,000         | \$0 | \$0             | \$0             | \$257,500   | \$257,500    | \$5,150,000   |
| 2026  | Terminal Apron Reconstruction Phase 2 (S34b)  | \$2,000,000   | \$0              | \$0               | \$0 | \$1,800,000     | \$0             | \$100,000   | \$100,000    | \$2,000,000   |
| 2026  | Long-Term Hold Area, Deicing Pad Expansion & RON Apron Construction - Phase 2 (S21)         | \$3,380,000   | \$0              | \$0               | \$0 | \$3,042,000     | \$0             | \$169,000   | \$169,000    | \$3,380,000   |
| Subtotal 2026   |   | \$10,530,000  | \$4,150,000      | \$485,000         | \$0 | \$4,842,000     | \$0             | \$526,500   | \$526,500    | \$10,530,000  |
| F.Y. 2027   |   |               |                  |                   |     |                 |                 |             |              |               |
| 2027  | Construct Air Cargo Taxiway & Taxiway A East Phase 2 (S26)                                  | \$4,950,000   | \$4,150,000      | \$305,000         | \$0 | \$0             | \$0             | \$247,500   | \$247,500    | \$4,950,000   |
| Subtotal 2027   |   | \$4,950,000   | \$4,150,000      | \$305,000         | \$0 | \$0             | \$0             | \$247,500   | \$247,500    | \$4,950,000   |
| TOTAL SHORT TERM PLANNING HORIZON                               |   | \$108,175,614 | \$24,994,892     | \$14,586,555      | \$0 | \$20,809,105    | \$30,851,250    | \$4,166,906 | \$12,766,906 | \$108,175,614 |
| INTERMEDIATE TERM PLANNING HORIZON (INCLUDES DEFERRED PROJECTS) |   |               |                  |                   |     |                 |                 |             |              |               |
| 2028  | Construct Air Cargo Taxiway Phase 3 (I4)  | \$2,950,000   | \$2,655,000      | \$0               | \$0 | \$0             | \$0             | \$147,500   | \$147,500    | \$2,950,000   |
| 2029  | Construct Taxiway C Realignment - Phase 1 (I1)  | \$9,405,000   | \$4,150,000      | \$4,314,500       | \$0 | \$0             | \$0             | \$470,250   | \$470,250    | \$9,405,000   |
| 2029  | Parking Garage Expansion Phase 3 (I10)  | \$20,150,000  | \$0              | \$0               | \$0 | \$0             | \$0             | \$0         | \$20,150,000 | \$20,150,000  |
| Subtotal  |   | \$32,505,000  | \$6,805,000      | \$4,314,500       | \$0 | \$0             | \$0             | \$617,750   | \$20,767,750 | \$32,505,000  |
| TOTAL INTERMEDIATE TERM PLANNING HORIZON & DEFERRED PROJECTS    |   | \$140,680,614 | \$31,799,892     | \$18,901,055      | \$0 | \$20,809,105    | \$30,851,250    | \$4,784,656 | \$33,534,656 | \$140,680,614 |



## SHORT TERM DEVELOPMENT

- 1 Terminal Apron Expansion Northwest End - Phase 1
- 2 Environmental Assessment and Permitting for Airport Improvements - NS
- 3 Gate 1 Apron Reconstruction and Construct TW C Snow Shoulders North
- 4 Runway Incursion Warning System
- 5 3rd Floor Bypass Auto Exit Portals
- 6 Gate 1 - 6 Rehabilitation Vertical Circulation Improvement
- 7 Preconditioned Air/Lifts for Loading Bridges
- 8 Gates 1 Additional Loading Bridges
- 9 Central Air Handling Units
- 10 Terminal Apron Expansion Northwest End - Phase 2
- 11 Environmental Assessment Mitigation Measures - NS
- 12 ARFF Vehicle
- 13 Snow Removal Tractor for Airfield Lights/Signs
- 14 Maintenance Building Generator and Enclosure
- 15 Click to Activate Runway Lights
- 16 Admin Offices above Bag Claim - East End
- 17 Additional Loading Bridges for Gate 11
- 18 Long Term Hold/Deicing/RON Apron - Phase 1
- 19 FIS Facility
- 20 Snow Melt Equipment for Contaminated Snow - SRE/Maintenance
- 21 Long Term Hold/Deicing/RON Apron - Phase 2
- 22 Runway 11 Taxiway Bypass and Perimeter Service Road Realignment
- 23 Tree Removal for GQS on Runway 36 End (Started in 2021 with MDOT Tree Removals)
- 24 Expand Baggage Claim - Phase 2
- 25 Loading Bridge
- 26 Construct Air Cargo Taxiway & Taxiway A East - Phase 2
- 27 Rehabilitate Cargo Apron
- 28 Displacement Plows
- 29 Airport Security Fence and Gate Upgrades (North East Area)
- 30 Construct Taxiway B Runway 36 to 29 (Moved to Short Term Due to RSAT Priority)
- 31 Construct Air Cargo Taxiway & TW A East - Phase 1
- 32 Relocate Service Access Road East of Cargo
- 33 Strengthen/Rehab Runway 11-29
- 34 Terminal Apron Rehabilitation
- 35 ARFF Vehicle & ARFF Station Improvements
- 36 Strengthen/Rehab Taxiways A, D, E, & F (Moved to Short Term)

NS - Not Shown



## INTERMEDIATE TERM DEVELOPMENT

- 1 Construct Taxiway C Realignment - Phase 1
- 2 Loading Bridge
- 3 Land Acquisition
- 4 Construct Air Cargo Taxiway - Phase 3
- 5 Loading Bridges
- 6 Replace Regional Boarding Ramps at Gate 1B and C
- 7 Relocate Taxiway A East of Runway 18-36 (Completed Under Short Term Project 31)
- 8 Construct Taxiway C Realignment - Phase 2
- 9 Relocate Service Access Road East of Cargo (Moved to Short Term Project 32)
- 10 Parking Garage Expansion Phase 3

## LONG TERM DEVELOPMENT

- 1 Construct Air Cargo Apron Phase I (North)
- 2 Construct Air Cargo Apron Phase II (South)
- 3 ARFF Vehicle (Moved to Short Term Project 35)
- 4 Construct Taxiway B Runway 36 to 29 (Completed Under Short Term Project 30)
- 5 Extend Cargo Apron East Interport Location
- 6 Rotary Snowplow 5000 TPH
- 7 Expand Maintenance Building
- 8 Construct Aircraft Engine run-Up Pad
- 9 SRE 18' FRT MTD Broom
- 10 Strengthen/Rehab Runway 11-29 (Moved to Short Term Project 33)
- 11 Displacement Plows/Spreaders
- 12 Strengthen/Rehab Taxiways A, D, E, & F (Moved to Short Term Project 36)
- 13 2000 Gallon Liquid Spreader
- 14 ARFF Vehicle
- 15 Construct South Apron Taxiway
- 16 Construct South General Aviation Apron - Phase 1
- 17 Construct South General Aviation Apron - Phase 2
- 18 Terminal Westerly Expansion
- 19 Rehabilitate Runway 18-36, Taxiway B and J
- 20 Construct South General Aviation Apron - Phase 3
- 21 Ramp Expansion East of Air Traffic Control Tower
- 22 Snow Plows
- 23 Parking Garage Expansion Phase 4
- 24 Terminal Easterly Expansion/Renovation







# Additional Discussion Items or Questions?



**Adjourn and be at the Casco Bay Lines at  
4:00PM for the trip to Peaks Island for our:  
29<sup>th</sup> Annual PWM Lobster Bake!**

