EXECUTIVE SUMMARY BROCHURE *for*

Portland

INTERNATIONAL JETPORT

Serving every segment of civil aviation, Portland International Jetport (Jetport) is the primary air transportation gateway for southeastern Maine. In addition to providing commercial airline service, the Jetport provides facilities for air cargo and serves a full range of general aviation aircraft. The Jetport is owned and operated by the City of Portland.

The Jetport is uniquely situated on approximately 726 acres of land within the corporate limits of the City of Portland, City of South Portland, and City of Westbrook. Runway 11-29 and the southern half of Runway 18-36 are located in the City of South Portland. The north half of Runway 18-36 and the terminal building are located in the City of Portland. A portion of airport property protecting the west approach extends into the Westbrook corporate limits.

Primary access to the airport is off Congress Street (Route 22) and International Parkway, the airport's main access road. A second entrance is off Johnson Road and Jetport Boulevard, which links directly to the Jetport off-ramp of the Maine Turnpike (Exit 46 on Interstate 95).

Portland International Jetport is classified under the National Plan of Integrated Airport Systems (NPIAS) as a primary commercial service small-hub airport. In 2005, Portland International Jetport ranked 98 out of 550 commercial service airports, and 32nd of 67 small-hub airports.

The Portland International Jetport is also part of the New England Regional Airport System Plan (NERASP). The NERASP describes the foundations of a regional strategy for the air carrier airport system to support the needs of air passengers through 2020. The underlying theme of the NERASP is to develop an airport system based upon the location of passengers and with adequate facilities to allow airlines to evolve the range of services that provide the best mix of efficiency, convenience, and reliability.

The Jetport Features

- Two runways 150 feet wide. The longest runway is 7,200 feet long.
- Two precision instrument approaches for all-weather use.
- Airport traffic control tower (ATCT) with radar approach control.
- 160,000 square-foot passenger terminal building with 11 loading gates.
- 9,000 square yards of air cargo apron and two cargo sort buildings.
- Two fixed base operators serving general aviation.

Master Plan Preparation

The Portland International Jetport Master Plan is actually an update of the previous Master Plan that was approved in 1994. It is typical for airport sponsors to periodically update their airport's master plan to ensure that the airport can continue to adapt and provide adequate facilities to meet the demands of the service area. This study was financed with grant assistance from the FAA.

The Portland International Jetport Master Plan was of interest to many within the local community. This included local citizens, community organizations, airport users, airport tenants, area-wide planning agencies, and aviation organizations. As the Jetport is an important component of the state and national aviation systems, the Portland International Jetport Master Plan is of importance to both state and federal agencies responsible for overseeing air transportation.

To assist in the development of the Master Plan, the City of Portland identified a group of community members and aviation interest groups to act in an advisory role in the development of the master plan. Members of the Planning Advisory Committee (PAC) met four times during the course of the study, reviewed draft working papers and provided comments throughout the study to help ensure that a realistic, viable plan was developed. Three public information workshops were held to provide information and solicit input from other interested citizens. The working papers provided to the committee were also made available to the public via the internet.

Demand-Based Planning

The proper planning of a facility of any type must consider the demand that may occur in the future. For Portland International Jetport, this involved updating forecasts to identify potential future aviation demand. Because of the cyclical nature of the economy, it is virtually impossible to predict with certainty year-to-year fluctuations in activity when looking five, ten, and twenty years into the future.

	ACTUAL	FORECASTS		
	2004	2010	2015	2025
ANNUAL OPERATIONS				
General Aviation				
Itinerant	27,843	33,000	36,000	41,000
Local	13,704	20,000	23,000	28,000
Total General Aviation	*41,547*	*53,000*	*59,000*	*69,000*
Airline	36,872	41,900	43,400	49,500
Air Cargo	4,398	4,800	5,000	5,500
Air Taxi	5,204	6,900	7,800	9,200
Military	1,338	2,000	2,000	2,000
Total Operations	***89,359***	***108,600***	***117,200***	***135,200***
ENPLANEMENTS	**689,174**	**855,000**	**970,000**	**1,220,000**
AIR CARGO (tons)				
Enplaned	7,331	9,100	10,400	13,600
Deplaned	9,481	12,100	13,800	18,000
Total Air Cargo	***16,812***	***21,200***	***24,200***	***31,600***
BASED AIRCRAFT				
Single Engine Piston	30	38	42	51
Multi-Engine Piston	9	9	9	9
Turboprop	1	2	3	5
Business Jet	1	3	4	7
Helicopter	2	2	3	4
Total Based Aircraft	***43***	***54***	***61***	***76***
LOW-COST CARRIER SCENARIO				
Enplanements	689,174	1,105,000	1,260,000	1,570,000
Airline Operations	36,872	46,300	48,200	54,700

Recognizing this reality, the Master Plan is keyed to potential demand "horizon" levels rather than future dates in time. These "planning horizons" were established as levels of activity that will call for consideration of the implementation of the next step in the Master Plan program. By developing the airport to meet the aviation demand levels instead of specific points in time, the airport will serve as a safe and efficient aviation facility which will meet the operational demands of its users while being developed in a cost-efficient manner. This program allows the City to change specific development in response to unanticipated needs or demand.

Airport Improvement Plan

The short term recommendations of the 1994 Master Plan led to the improvements that have occurred over the last several years at the Jetport. Major airfield improvements that were completed included the reconstruction of Runway 11-29 and Taxiway A, and improvement to instrument approach capability to Runway 11. Johnson Road was relocated to allow runway safety area improvements behind the Runway 11 end. Jetport Boulevard was constructed to allow more direct access to Interstate Highway 95, while International Parkway was constructed to provide direct access to the passenger terminal from Congress Street, avoiding residential neighborhoods. A new parking garage was constructed and the baggage claim area renovated within the terminal building.

Airfield

The improvements undertaken since the last Master Plan have left the primary runway (Runway 11-29) in good shape. In fact, only the runway safety area behind Runway 29 needs improvement for this runway to serve the mix of aircraft using the airport through the long range planning horizon.

Improvements are needed for Runway 18-36 to better serve as a back-up to Runway 11-29 when it must be closed for maintenance or other reasons. Improvements planned for Runway 18-36 include providing longer and wider runway safety areas at each runway end, improving instrument approach capability to Runway 36, and additional pavement length. Several new taxiways are planned to improve airfield efficiency.

Passenger Terminal

Following a detailed nine-month planning process specific to the terminal building that occurred concurrently with the Master Plan, improvements to the functional elements within the terminal building were planned. A primary conclusion of the terminal planning process was that the existing terminal building has capacity and circulation deficiencies that need to be addressed and cannot be resolved without expanding the facility.

The terminal building concept extends the departure concourse to the west to add additional aircraft contact gates. A new core structure west of the existing building would accommodate new ticketing and baggage make-up with in-line explosive detection devices. The second floor would provide larger passenger screening points, secure holdroom, and concessions areas.

To accommodate future public automobile parking needs and provide convenient access to the terminal, the parking garage is expanded to the northwest. The parking garage plan includes removal of the existing three-level parking garage and replaces it with a new five-story structure similar to the parking structure built in 2003. Additional surface parking is provided along Jetport Boulevard and to the northeast of the existing terminal circulation roadway.

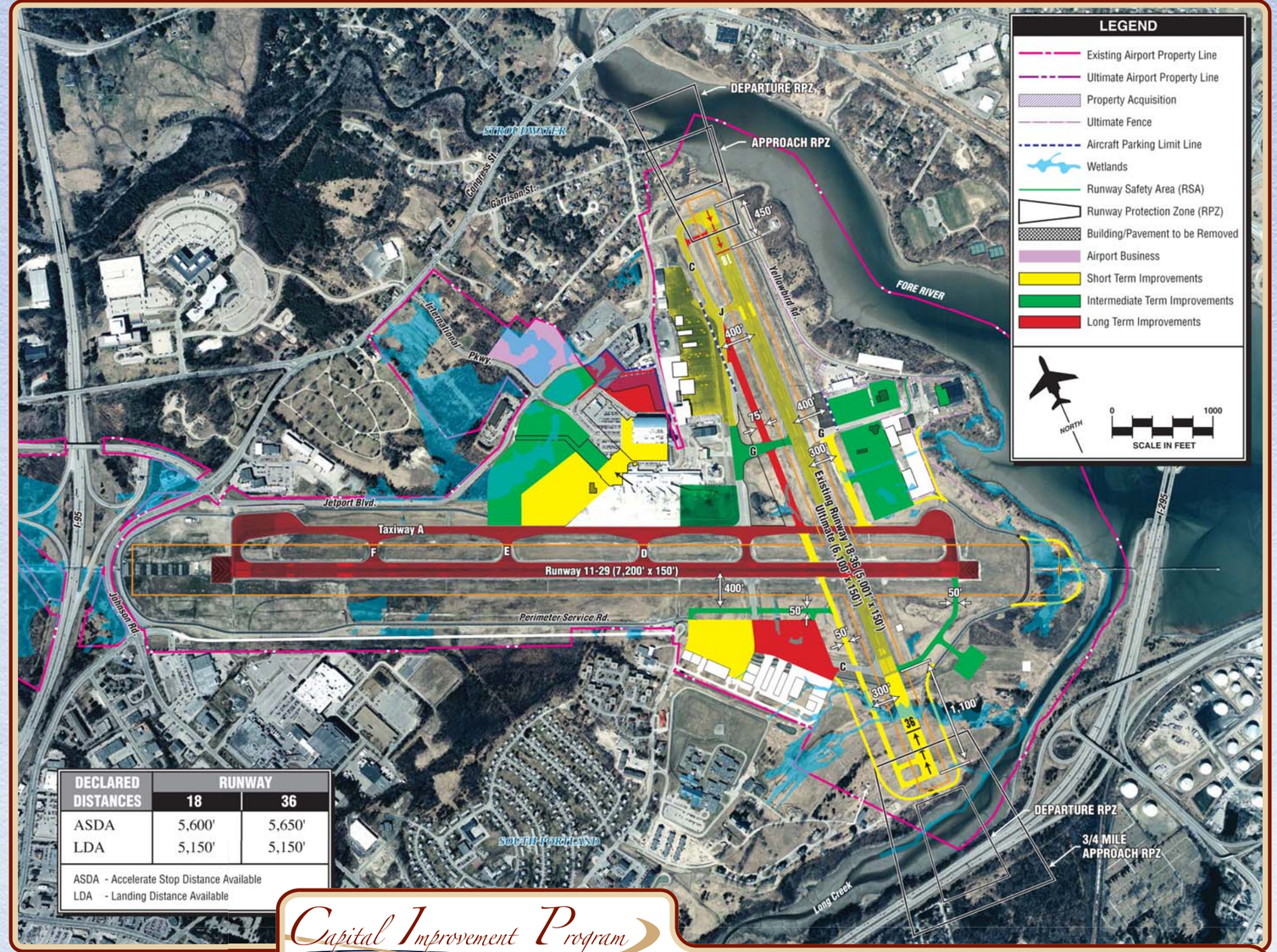
Air Cargo

Air cargo facilities are planned to remain in the same location at the airport. The apron is planned to expand to the south to accommodate additional cargo carriers as needed. All general aviation facilities are planned to be relocated and consolidated, either on the north general aviation apron or south in a planned general aviation apron near the Runway 36 end.

General Aviation

Future general aviation development is reserved in two separate areas on the airport. General aviation development is continued along the apron area west of Runway 18-36. A new general aviation area is planned southwest of the Runway 11-29/Runway 18-36 intersection.

The south general aviation area includes hangars for small and large aircraft storage and for providing general aviation services such as refueling and maintenance. Vehicle access would be via a connection with Westbrook Street and the recently completed Jetport Plaza Road, which extends along the southern airport boundary.



DECLARED DISTANCES	RUNWAY 18	RUNWAY 36
ASDA	5,600'	5,650'
LDA	5,150'	5,150'

ASDA - Accelerate Stop Distance Available
LDA - Landing Distance Available

Capital Improvement Program

The major development items over the planning horizons include the following:

Short Term

- Terminal Building and Apron Development
- Parking Garage Development
- South General Aviation Development
- Runway Safety Area Improvements
- Upgrade of Runway 18-36
- Snow Removal and Airport Rescue and Firefighting Equipment Acquisition
- Pavement Rehabilitation/Reconstruction
- Service Road Improvements
- New Taxiways for Efficiency

Intermediate Term

- Expand Airport Rescue and Firefighting Building
- Cargo Apron Development
- Terminal Building Development
- Surface Parking Development
- Snow Removal and Airport Rescue and Firefighting Equipment Acquisition
- New Taxiways for Efficiency
- Pavement Rehabilitation/Reconstruction
- Aircraft Engine Run-Up Pad

Long Range

- Pavement Rehabilitation/Reconstruction
- Surface Parking Development
- Snow Removal and Airport Rescue and Firefighting Equipment Purchases
- Terminal Loop Roadway Realignment
- Land Acquisition
- New Taxiways for Efficiency
- Pavement Rehabilitation/Reconstruction

The full implementation of the Master Plan would involve a financial commitment of $245 million over the planning period. Approximately 34 percent of the total costs will be eligible for grants-in-aid administered by the Federal Aviation Administration (FAA). The source of these grants is the Aviation Trust Fund which is a depository for aviation taxes such as those from airline tickets, aviation fuel, aircraft registrations, and other aviation-related fees. Most eligible projects can receive up to 95 percent funding from the FAA. These funding levels, however, are not guaranteed. The amount of federal funding that will be made available will depend upon the future of the Airport Improvement Program.

The City of Portland will need to use other sources of airport-generated funding as well. Commercial service airports such as Portland International Jetport have been authorized by Congress to impose passenger facility charges (PFCs) as a means to collect revenues for airport improvements. A PFC of up to $4.50 is allowed. The airport has been authorized at this maximum level and currently uses the revenue to retire bonds issued for the terminal development. When these bonds are retired, the City may authorize the PFC for other airport projects. Most of the projects not eligible for federal funding can be funded from the revenue they generate. Approximately 42 percent of the total costs are eligible through the PFC program.

The Jetport is also eligible to receive grants for airport development through the State of Maine. While 21 percent of the total costs must be paid through local funds, the airport will continue to operate and develop without using any local tax monies using revenues generated from the continued operation of the airport.

Planning Horizon	Total Cost	FAA Eligable	Passenger Facility Charge	State Eligable	Local Share
Short Term	$120,387,000	$35,359,380	$48,250,400	$894,573	$35,882,648
Intermediate Term	91,292,400	19,162,260	56,048,000	504,270	15,577,870
Long Term	3,654,300	29,584,710	900,000	778,545	2,391,045
All Development	**$245,333,700**	**$84,106,350**	**$105,198,400**	**$2,177,388**	**$53,851,563**

Economic Benefits of Portland International Jetport

In conjunction with the Master Plan, the economic impact of Portland International Jetport was also evaluated. The study measured economic benefits of the airport through four indicators:

Revenues or outputs measure the total flow of dollars from aviation-related activity and include total sales of business firms and budgets of administration agencies.

Earnings or payroll represent the dollar value of payments received by workers (as wages) and business proprietors (as income) who create the goods and services that are sold to produce revenues.

Employment is a measure of the number of jobs required to create the gross revenues and value added.

The study concluded that the airport has a nearly $900-million-dollar benefit to the regional economy and supports over 11,000 jobs in the community.

ECONOMIC BENEFITS	Revenues (million$)	Earnings (million$)	Employment
Direct Benefits	$196.3	$45.4	1,184
On-Airport	221.8	84.5	4,456
Visitors	449.9	165.1	5,951
Total Benefits	**$867.9**	**$295.0**	**11,591**

The Master Plan is evidence that the City of Portland is committed to providing high quality air transportation services in the region. The City recognizes the importance of Portland International Jetport to the community and the region, as well as the associated challenges inherent in providing for future aviation needs. By maintaining a sound, flexible Master Plan, the airport will continue to be a major economic asset to the area.

For further information, please contact:

Portland International Jetport
1001 Westbrook Street
Portland, ME 04102
Phone: (207) 874-8877
Fax: (207) 774-7740
www.portlandjetport.org