

PUBLIC NOTICE

Asheville Regional Airport

Intention to File
Passenger Facility Charge (PFC) Application 26-10-C-00-AVL

The Greater Asheville Regional Airport Authority (Authority) as owner and operator of Asheville Regional Airport (AVL), is posting this public notice as part of the Passenger Facility Charge (PFC) Application process under 14 CFR §158.24.

The Authority intends to file PFC Application 25-10-C-00-AVL with the Federal Aviation Administration (FAA) which includes one (1) “Impose and Use” project. The Authority is requesting to utilize PFCs to reimburse for a portion of the local funding anticipated to be used on the project, totaling \$75,000,000. The project anticipated for inclusion in this Application is identified and described below:

Project 10-001 – Terminal Building Modernization (Passenger Holdrooms and Airside Circulation)– Impose & Use

Project Description: This project is a component of the construction phase of the redevelopment and expansion of the existing passenger terminal. The overall proposed project will reconstruct, expand and modernize the existing single-story building to a two-story building and will incorporate the demolition and replacement of nearly the entire passenger terminal. The new terminal will measure approximately 295,000 square feet, a growth of approximately 182,000 square feet from the existing terminal. Specific elements of this project, included for PFC funding, totaling 56,735 square feet, are defined as follows:

- The construction of passenger holdrooms and waiting areas for 12 boarding gates, measuring 28,377 square feet in total. Each of the holdrooms will serve a gate and passenger boarding bridge (excluded from this PFC project). The circulation space to access the passenger holdrooms and waiting areas from the Security Screening Checkpoint (SSCP), as well as for passengers to exit after deplaning and arriving flight, are also included and measure 28,358 square feet. These areas of the new terminal are identified as 100% eligible for PFC funding.

The remainder of the project and spaces within the terminal will be funded utilizing funds provided through the Airport Improvement Program (AIP), Infrastructure Investment and Jobs Act (IIJA), North Carolina Department of Transportation (NCDOT) and the Airport.

Costs utilized are based on actual contract costs for construction that is presently underway. Based on current contracts, the average cost for construction for the new terminal is \$1,031.45 per square foot. Considering this cost per square foot in comparison to the total square footage of space considered within this application, 56,735 square feet, this would lead to a bond capital expense of \$58,519,316. The overall project, including all phases and components, presently has a contract amount of \$346,881,091, including the previous approval for \$14,183,651 in PFC bond capital for the outbound baggage area, space for the checked baggage inspection system, and the checked bag reconciliation area. The overall project has also received a total of \$7,207,038 through the FAA’s

Airport Improvement Program (AIP) and \$23,165,474 through the Infrastructure Investment and Jobs Act (IIJA). The project is also planning on an additional \$8,618,600 in IIJA funds in 2025 and 2026. In total, the project anticipates the inclusion of \$111,694,079 in PFC, AIP, and IIJA funds, which is 32.2% of the total project cost and well below the eligibility determinations of 59.57% for PFC/IIJA funds and 52.31% for AIP funds.

Justification: Due to AVL's current and projected growth, it is necessary to expand and modernize the existing single-story terminal building to a two-story terminal building to accommodate increased passenger enplanements. The existing terminal was designed in the late 1950s and opened in 1961. Multiple additions have occurred since opening, however, much of the building core has remained unchanged.

Over the past 10 years, AVL has completed several assessments which have led to the current Terminal Building Modernization. The first study was a Terminal Building Assessment (TBAS) completed in 2019. At the start of the TBAS, the Airport had reported nearly 460,000 enplanements in 2017, and forecasts completed projected enplanements to grow to 738,000 by 2038. However, by the end of 2019, the enplanements had already exceeded 809,000. A Master Plan Update for AVL was completed in 2024 and included a baseline forecast of just over 716,000 enplanements in 2021. The approved forecasts for the Master Plan Update show continued growth in enplanements reaching a level of over 1,455,000 in 2041. This historic increase in passenger traffic has created a need for additional square footage. The current terminal includes approximately 113,000 square feet. The square footage needed to accommodate the passenger enplanements based on the enplanements reported in 2023 is roughly 250,000 square feet and increases to roughly 360,000 square feet to accommodate the 2041 enplanements.

The spaces to be addressed utilizing PFC funds in this application, totaling approximately 57,000 square feet, incorporate the passenger holdrooms and airside circulation space within the terminal. The 2024 Master Plan Update identified Planning Activity Levels (PAL) for several enplanement thresholds. PAL 1 occurred when the airport reached 1,038,567 enplanements, which occurred in calendar year 2023. At PAL 1, the Master Plan Update identified that the Airport would require 29,993 square feet of hold room and 32,400 square feet of circulation to service the 12 gates required. By the end of the planning period, PAL 4 identified a need that will increase to 17 gates with over 46,363 square feet of hold room and 46,400 square feet of circulation.

The final design for the Terminal Modernization identified a hold room design that is within 1,616 square feet of the planning level analysis completed, and a circulation design that is within 4,042 square feet for PAL 1. The new space within the holdroom for passengers to wait for their flights, as well as the circulation space to access these holdrooms and their associated gates, as well as restrooms, concessions, and exits, is a key component of the project. The space is being constructed to accommodate existing use of the Airport and has been designed in a manner that can be expanded in future phases, as necessary.

Passenger Facility Charges (Bond Capital):	\$58,519,316
Passenger Facility Charges (Financing & Interest):	\$16,480,684
Total Project Cost:	\$75,000,000

The proposed PFC level of collection is **\$4.50** per eligible enplaned passenger for all projects. The estimated charge effective date for PFC Application 25-10-C-00-AVL is **July 1, 2029**, and the estimated charge expiration date is **November 1, 2039**.

As required under 14 CFR §158.24, the Authority will be accepting public comments on the proposed projects until **5:00pm** on **Wednesday, September 3, 2025**. Questions and comments regarding the proposed PFC Application, including agreement or disagreement with any of the proposed projects, or requests for additional information, should be addressed to:

Lew Bleiweis, AAE, President & CEO
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