

Bangor International Airport: In 1991, the airport began expansion of the International Building and the Domestic Building at a cost of \$12 million. The construction of a 9,000 foot parallel runway, starting in 1994, is also planned.

From a safety, rather than a geographical coverage standpoint, the Maine Aviation Systems Plan recommends the following:

- 1) Add one privately-owned airport in the northwest corner of the state to the state system.
- 2) Determine if the Rangeley Airport can be fully developed to meet the needs of the Franklin/Oxford County area.
- 3) Consider a system of public heliports to serve remote inland areas and those coastal islands that have a sufficiently large resident population.

As stated in the study "Transportation to the Year 2002," the capital needs/expenditures budget for 1992-2002 is noted below:

Economic Development Airports	
Portland Jetport	\$26,233,000
Bangor International Airport	\$60,072,000
Other Commercial Service Airports	\$28,288,000
Reliever Airports	\$15,744,000
Other Economic Development Airports	\$25,035,000
Other General Aviation Airports	\$23,052,000
Pavement Preservation	\$2,500,000
Heliports	<u>\$1,000,000</u>
Total	\$181,924,000

Airport revenues are expected to meet capital needs through 2002.

Reliever airports are airports that are specifically designated by the Federal Aviation Administration. They are developed to provide relief for larger airports. Auburn/Lewiston Municipal Airport and Sanford Municipal Airport are reliever airports for Portland Jetport.

Economic development airports are those airports, such as Portland Jetport, Bangor International and Augusta airports which are critical to the economy of the state. These are airports which may be further developed to accommodate commercial or corporate traffic.

Please refer to the following 6 pages for summaries of the Air Transportation Investment Program, General Aviation and Commercial Airports and a Maine airport map.