

V. AIRPORTS

This section will outline state airports and plans for their expansion and maintenance. No purchasing information will be provided.

As stated by U.S. Transportation Secretary Pena, the era of big-city airports is probably over because there is not enough space as determined by land use requirement planners and there is always strong local opposition to airport enlargement. Air quality impact and conforming to Clean Air Act standards are important issues to airport planners.

A. MAINE

There are 37 publicly owned airports (excluding military installations), and over 100 private airports and seaplane bases. Only 6 of the publicly owned airports receive scheduled commercial service.

For 1992 and 1993, the Maine Department of Transportation requested \$2.5 million in state funding for air transportation capital improvements and an airport pavement preservation program. In addition to these two programs, the Air Transportation Investment (ATI) program also pursues smaller projects that are ineligible for federal funding. The ATI follows guidelines from the State of Maine Air Transportation Systems Plan, the State of Maine Airport Pavement Management Program and those stated in the document, "Transportation to the Year 2002: A Capital Improvement Plan for Maine."

Maine trends for air traffic are based on the following:

- Passenger traffic has steadily increased, especially at Bangor, Presque Isle and Portland.
- Commercial traffic has increased at Portland and Bangor in recent years.
- The number of carriers serving Maine has increased, among them Continental, Delta, United and U.S. Air.

Expansion plans for Portland Jetport and Bangor International Airport:

Portland Jetport: Recent growth has stretched capacity in almost all airport operations and expansion is limited by the Fore River which borders the airport to the north and east. There is potential for airport expansion to the northeast where the airport has acquired land for future aircraft gates, terminal space and additional parking. Presently, the Jetport has plans for roadway rerouting, automobile parking lot construction, terminal apron expansion and relocation of the Delta air cargo facility. The cost of these improvements will be about \$20 million. Future capital improvements include construction of a perimeter road around part of the airport, drainage improvements, the construction of a partial parallel taxiway and pavement reconstruction.