



Passenger Facility Charge

Notice and Opportunity for Public Comment

Application No. 3

Greenville-Spartanburg Airport District · August 13, 2026



GREENVILLE-SPARTANBURG AIRPORT DISTRICT

Overview of the GSP PFC Program

Current program and proposed application



- The District is authorized to collect and use approximately \$33.6 million in PFC revenue through two existing PFC applications.
- Approximately \$29.3 million had been collected as of June 30, 2026.
- Proposed Application No. 3 would increase PFC authority by approximately \$21.7 million.

Application	Approved for Collection & Use
20-01-C-03-GSP	\$18,042,704
24-02-C-00-GSP	\$15,508,923
Total Existing Authority	\$33,551,627
Proposed Application No. 3	\$21,658,053
Total Proposed Authority	\$55,209,680

Source: FAA System of Airports Reporting (SOAR).

Opportunity for Public Comment

Public notice under 14 CFR 158.24



- In accordance with Section 158.24 of 14 CFR Part 158, these materials constitute the notice of opportunity for public comment on the application and include:
 - PFC level, estimated total PFC revenue to be collected, PFC revenue by project, proposed charge effective date, and estimated charge expiration date
 - Name and contact for the person within the public agency to whom the comments should be sent
 - A description and brief justification of the projects
- Public comments may be submitted until September 14, 2026 and should be sent to:

SUBMIT PUBLIC COMMENTS TO

Craig Boozer

Director of Finance

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Key Application Information

Proposed PFC Application No. 3 at a glance



PFC level	\$4.50 per enplaned passenger (no change)
New PFC revenue — Application No. 3	\$21,658,053
Number of projects	4
Collection basis	Impose and use — pay-as-you-go
Estimated charge effective date	August 1, 2027
Estimated charge expiration date	November 1, 2030
Exempted class of air carriers	Part 135 on-demand air taxi / commercial operators

4 Projects

Airfield, baggage & terminal apron

\$4.50

PFC level — unchanged

\$21.7M

New PFC authority requested

November 2030

Extension of expiration date

Plan of Finance

Proposed Application No. 3 — sources of funds



Project	PFC (Pay-Go)	AIP	IIJA	OTA	State	Local	Total Project Cost
1 Runway 4/22 Rehabilitation	\$2,890,794	\$26,017,142	—	—	—	—	\$28,907,936
2 Baggage Handling System (Design)	\$3,520,960	—	—	\$1,386,434	—	—	\$4,907,394
3 Taxiway 2 Widening Ph. 1 & South GA Apron	\$1,127,731	\$9,466,353	\$683,221	—	—	—	\$11,277,305
4 Commercial Terminal Apron Expansion	\$14,118,568	—	—	—	\$10,000,000	\$15,000,000	\$39,118,568
Total	\$21,658,053	\$35,483,495	\$683,221	\$1,386,434	\$10,000,000	\$15,000,000	\$84,211,203

AIP = Airport Improvement Program grants • IIJA = Bipartisan Infrastructure Law • OTA = TSA Other Transaction Agreement.

Proposed PFC Projects

Four projects proposed for PFC funding



#	Project	PFC (Pay-Go)	Schedule	Primary purpose
1	Runway 4/22 Rehabilitation	\$2,890,794	May 2026 – Nov 2026	Preserve capacity by improving runway pavement
2	Baggage Handling System (Design)	\$3,520,960	Jul 2026 – Dec 2026	Enhance capacity and the passenger experience
3	Taxilane 2 Widening Ph. 1 & South GA Apron	\$1,127,731	Jul 2026 – Feb 2028	Enhance capacity and airfield safety
4	Commercial Terminal Apron Expansion	\$14,118,568	Mar 2027 – Sep 2028	Enhance capacity by enabling the future Concourse B expansion
	Total PFC (pay-as-you-go)	\$21,658,053		

Project 1: Runway 4/22 Rehabilitation

Preserve capacity by improving runway pavement condition



Runway 4/22 project limits

PROJECT DESCRIPTION

Design and construction to rehabilitate Runway 4/22 — milling and overlay of approximately 211,500 SY of asphalt surface, replacement of 1,400 SY of selective full-depth concrete slab, 14,000 LF of joint sealer, re-striping and replacement of runway lighting with LED fixtures.

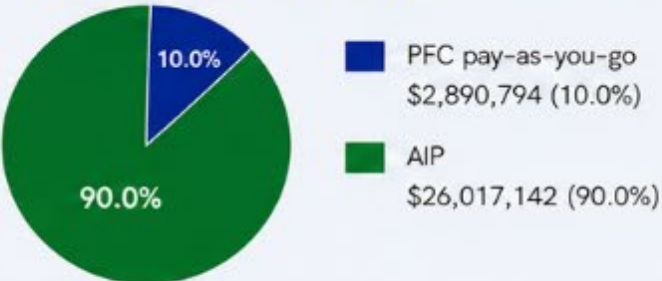
PROJECT JUSTIFICATION

- The existing asphalt pavement has a Pavement Condition Index (PCI) of 63 (CY 2021).
- Rehabilitation is needed to maintain safe operating conditions and prevent further deterioration.

PROJECT INFORMATION

\$	Proposed PFC Level	\$4.50
📅	Project Start Date	May 2026
📅	Project Completion Date	November 2026
🏠	PFC Amount	\$2,890,794 (pay-as-you-go)

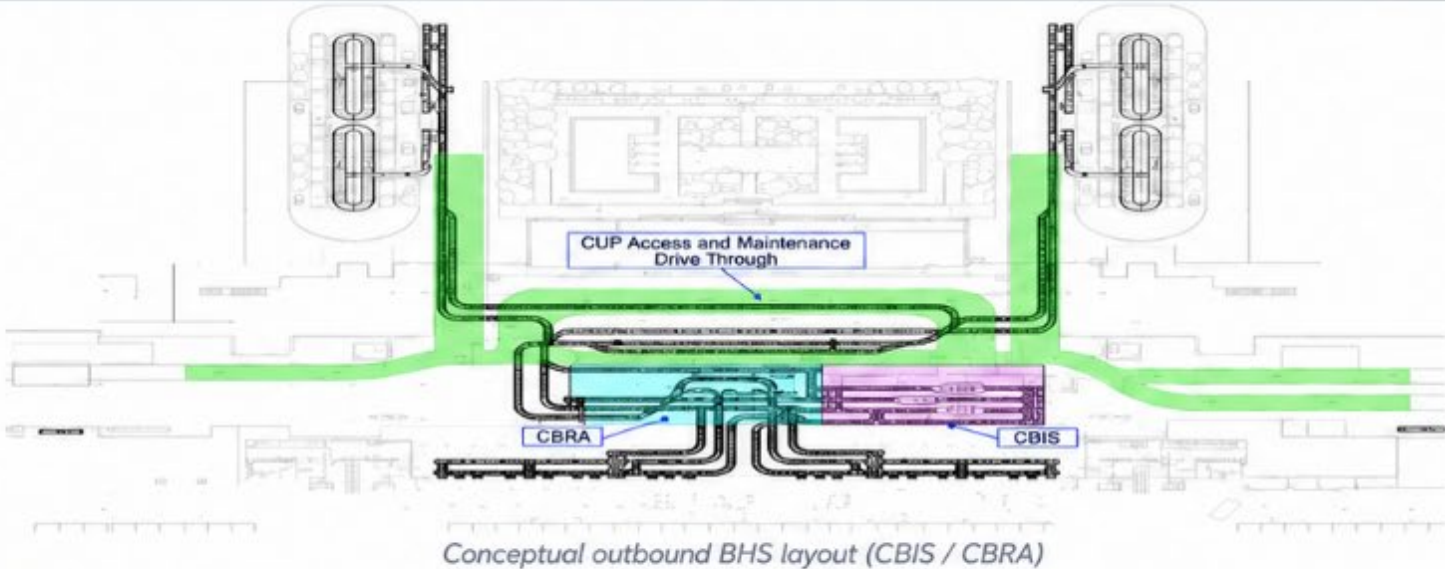
PROJECT FUNDING BY SOURCE



TOTAL PROJECT FUNDING \$28,907,936

Project 2: Baggage Handling System (Design)

Enhance capacity and the passenger experience



PROJECT DESCRIPTION

Design services for a new outbound baggage handling system (BHS), including a Checked Baggage Inspection System (CBIS) and Checked Baggage Reconciliation Area (CBRA). The system will be designed to integrate with the future Concourse B expansion and is anticipated to fit within the existing terminal footprint — the existing makeup area would house the new CBIS, with makeup operations relocated to the apron level.

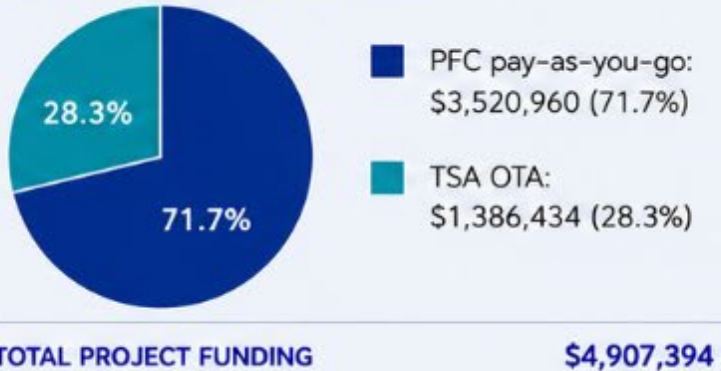
PROJECT JUSTIFICATION

- The existing outbound BHS — four independent mini-inline systems — is reaching capacity, with peaks exceeding it.
- The current layout cannot accommodate additional screening capacity and is not viable for long-term use.

PROJECT INFORMATION

\$	Proposed PFC Level	\$4.50
📅	Project Start Date	July 2026
📅	Project Completion Date	December 2026
📊	PFC Amount	\$3,520,960 (pay-as-you-go)

PROJECT FUNDING BY SOURCE



Project 3: Taxilane 2 Widening Ph. 1 & South GA Apron Reconstruction

Enhance capacity and airfield safety



Taxilane 2 & South GA Apron work limits



PROJECT DESCRIPTION

Design and construction to widen the southern section of Taxilane 2 (Taxiway L4 to L5) and reconstruct the South General Aviation Apron with new 12-inch PCC pavement, rehabilitate the southern end of the existing Taxilane 2 asphalt, including enabling stormwater lighting components.



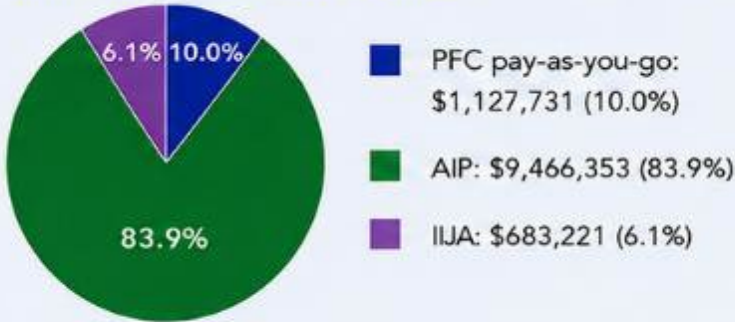
PROJECT JUSTIFICATION

- The taxilane centerline shifts approximately 45 feet east between TWY L2 and L3; widening the apron edge maintains centerline alignment and improves circulation and safety.
- The GA apron had a PCI of 67 (2022); its concrete section is insufficient for the existing fleet mix, requiring full reconstruction.

PROJECT INFORMATION

\$	Proposed PFC Level	\$4.50
📅	Project Start Date	July 2026
📅	Project Completion Date	February 2028
📊	PFC Amount	\$1,127,731 (pay-as-you-go)

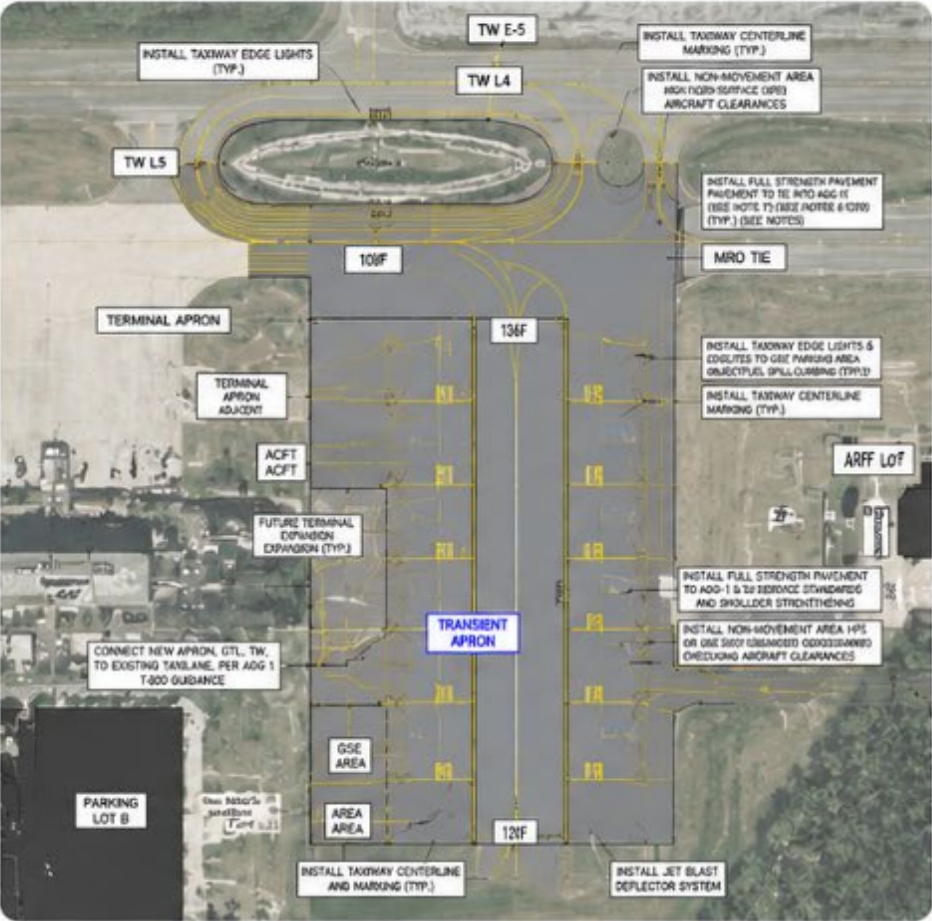
PROJECT FUNDING BY SOURCE



TOTAL PROJECT FUNDING \$11,277,305

Project 4: Commercial Terminal Apron Expansion

Enhance capacity by enabling the future Concourse B expansion



Commercial terminal apron expansion site plan

PROJECT DESCRIPTION

Design and construction to expand the commercial terminal apron approximately 60,000 SY to the north and east of Concourse B, tying into the existing terminal apron and Taxiway L. An enabling component of the planned Concourse B expansion, it provides at least eight aircraft parking positions, a dedicated GSE parking area, and required stormwater and electric infrastructure.

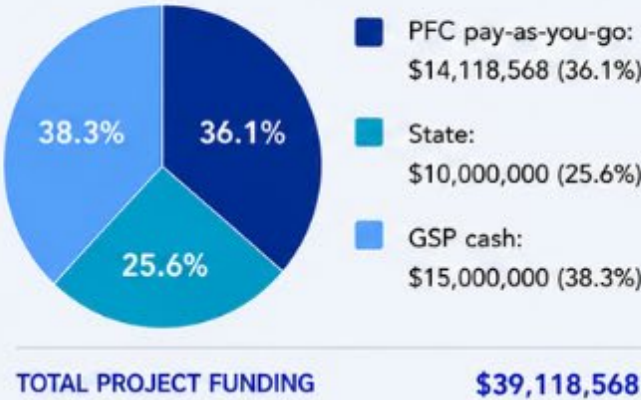
PROJECT JUSTIFICATION

- Enplanements have grown an average of 5% per year (1990–2024); at current trends, GSP gate capacity is exceeded by 2035.
- The expanded apron must be in place before Concourse B construction to preserve aircraft parking (RON) capacity.

PROJECT INFORMATION

\$	Proposed PFC Level	\$4.50
📅	Project Start Date	March 2027
📅	Project Completion Date	September 2028
📊	PFC Amount	\$14,118,568 (pay-as-you-go)

PROJECT FUNDING BY SOURCE



Project 4: Commercial Terminal Apron Expansion

Scope and justification — detail



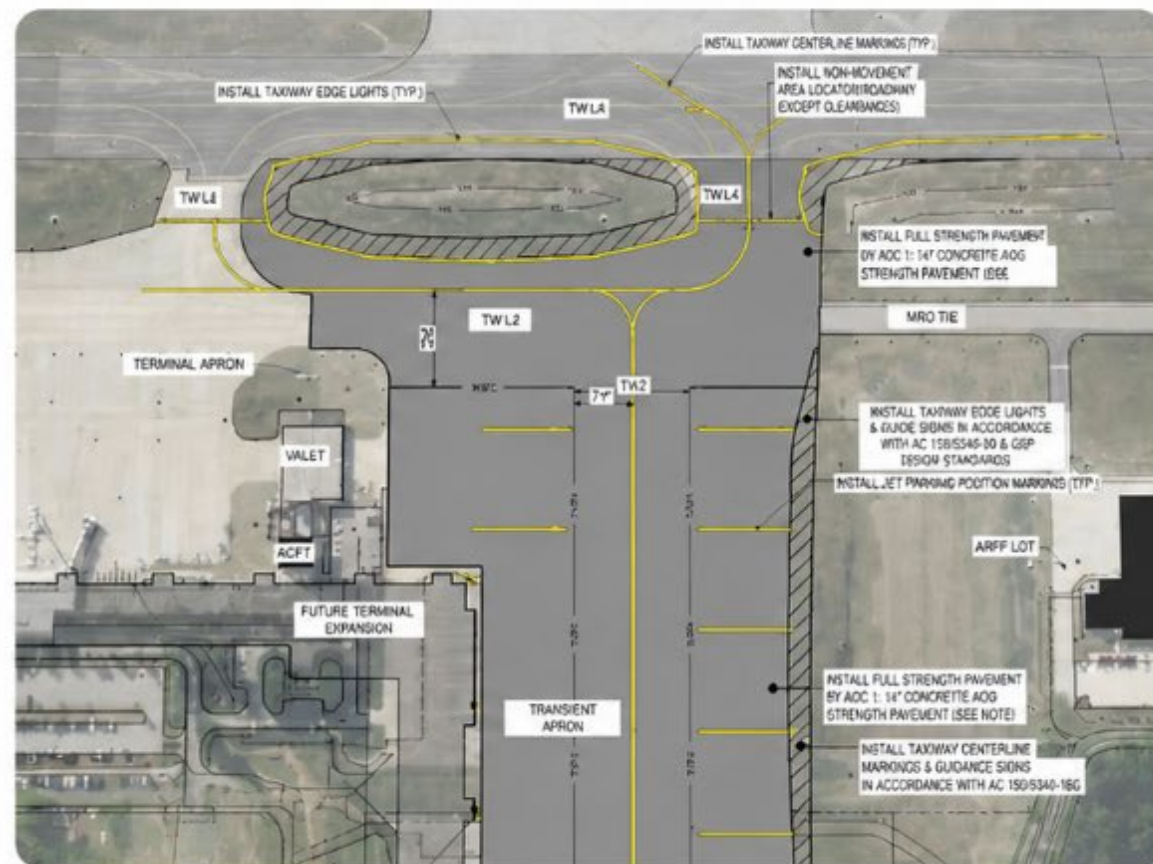
SCOPE

- Expands the commercial terminal apron to the north and east of Concourse B, covering approximately 60,000 SY and tying into the existing concrete terminal apron and Taxiway L.
- Used for Remain-Overnight (RON) operations near-term and expanded Concourse B operations long-term.
- Provides at least eight aircraft parking positions, with three additional potential positions parallel to the future terminal expansion.
- Includes a dedicated GSE parking area and enabling stormwater and electric infrastructure.



JUSTIFICATION

- Enplanements have grown an average of 5% per year (1990–2024); at current trends, existing GSP gate capacity will be exceeded by 2035.
- During Concourse B construction, up to two existing parking positions may be temporarily lost, so the expanded apron must be in place beforehand.
- Without added apron and RON capacity, reduced gate availability could constrain airline operations, scheduling flexibility, and growth.



Commercial terminal apron expansion — site plan