

Public Notice
Savannah Airport Commission
Passenger Facility Charge Amendment No. 18-11-C-02-SAV
Effective Date of Public Notice: August 13, 2025

In accordance with 14 Code of Federal Regulations (CFR) Part 158.37, the Savannah Airport Commission (the Commission) hereby issues this public notice regarding its intent to amend Passenger Facility Charge (PFC) Application 18-11-C-01-SAV (Application 11) at Savannah/Hilton Head International Airport (the Airport).

Pursuant to the requirements of 14 CFR Part 158.37, the amendment to PFC projects 11.05 Federal Inspection Services Facility, 11.06 Replace Seven (7) Passenger Boarding Bridges PC Air Units, and 11.10 Terminal Concourse and Security Checkpoint Expansion require further public consultation and statements of justification. A Detailed breakdown of the amended projects is provided Attachment 1.

As required under 14 CFR Part 158.24, the Commission is accepting public comments on Amendment 2 to PFC Application 11 up to thirty (30) days after the date of posting this public notice on its Internet Web site. Comments may be submitted to:

Jen Brotka
Director of Finance, Savannah Airport Commission
400 Airways Avenue, Savannah, GA 31408-8000
E-mail: JBrotka@flySAV.com

Comments are due on or before **September 12, 2025**

Attachment A

11.05 – Federal Inspection Services Facility

Start Date: February 2018

End Date: February 2019

Collection Level: \$4.50

Project Financial Plan:

Airport Improvement Program (AIP) Grants	\$10,433,740
Georgia Department of Transportation	\$234,199
PFC (Pay-Go)	\$1,384,710
Savannah Airport Commission	\$2,926,358
Total	\$14,979,007

Project Description. This project constructed a new 19,000 square foot Federal Inspection Services (FIS) facility in which U.S. Customs and Border Protection (CBP) conducts screenings of passengers and cargo arriving from international destinations. The facility was constructed north of the passenger terminal apron, east of the air traffic control tower, and south of Taxilane GA-6. **Exhibit 5-1** presents renderings of the facility showing its location.

The original building layout was based on the Wilmington International Airport facility. The building footprint was reconfigured in order to meet the site constraints and utilizes an East-West orientation. **Exhibit 5-2** presents graphical renderings of the facility as it appears from ground level and inside.

The apron and connector taxiway geometry was designed to accommodate a Gulfstream G650 and a Boeing 767 ER. The connector taxiway geometry was designed using Taxiway Design Group V fillets and radii geometry based on the cockpit-to-main gear and main gear outer width dimensions of a B-767, in accordance with FAA Advisory Circular 150/5300-13A Change 1. The apron size and marking layout allows for a B767 and G650 to be parked on the apron simultaneously with the required safety envelopes. The Commission consulted with CBP throughout the planning phase and provided feedback on design plans to ensure the facility met their standards and requirements.

Exhibit 5-3 presents the associated taxilane design and clearances.

Exhibit 5-4 presents a space diagram of the proposed internal space configuration and uses.

Exhibit 5-5 presents a diagram indicating the proposed passenger flow through the screening process.

This project also included associated sitework required to make the facility accessible to aircraft and passengers. An apron, appropriately sized to handle anticipated traffic was constructed adjacent to the building. Taxilane construction was necessary to connect the apron with the

existing taxiway system. Landside facilities included a non-revenue producing surface parking lot adjacent to the building and preparation of the site.

Project Justification. With anticipated air service from outside of the country in the form of general aviation and commercial flights, the Airport is required to provide inspection service spaces in order for CBP to conduct proper inspections.

Previously, CBP conducted port of entry clearances at multiple locations on the Air Operations Area of the Airport, including fixed-base operator (FBO) facilities (such as Signature Flight Support and Sheltair) and a Gulfstream facility. The previous situation left CBP without a dedicated facility to properly conduct port of entry clearances and presented difficulties for CBP with communications and retrieving Advanced Passenger Information System (APIS) data.

FAA Order 5100.38D, Table N 5(l) states that, "Customs and Border Control areas that are used directly for the inspection and detention of individuals and goods are eligible areas" which can be funded through the AIP, and consequently the PFC program.

Project Amendment. The PFC project cost was amended to reflect the fact that federal funding originally anticipated for this project was not awarded to the Commission. As a result, there is a need to amend this project to increase PFC impose/use authority. As the original approved project cost was below \$1 million, and the amended project cost is above \$1 million, this amendment required further public notice under 14 CFR 158.37 (b.1.i.B). There are no changes to the original scope of work.



1 ARIAL VIEW

Exhibit 5-1 Facility Location

RS&H



2 SITE BIRDS EYE VIEW

Exhibit 5-1 Facility Location

RS&H



SAVANNAH JUMBO GA FIS
Savannah/Hilton Head International Airport



Exhibit 5-2 Facility Rendering

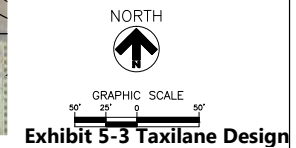
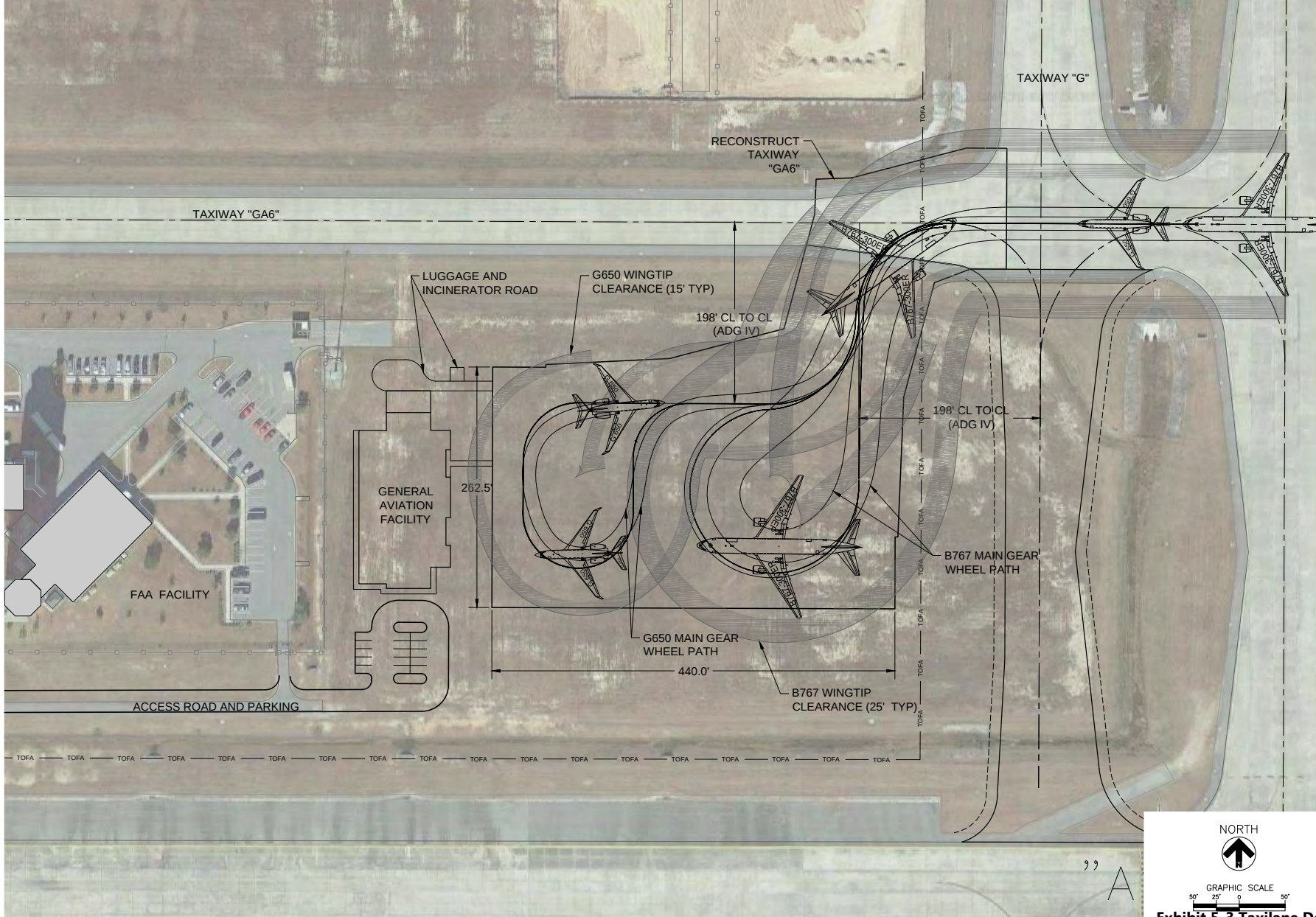




SAVANNAH JUMBO GA FIS
Savannah/Hilton Head International Airport



Exhibit 5-2 Facility Rendering



RS&H, Inc.
 10748 Greenwood Park Blvd. South
 Jacksonville, Florida 32256-6597
 904-456-0200 Fax 904-256-2593
 www.rsandh.com
 Georgia License No. PEP00073

SAVANNAH HILTON HEAD INTERNATIONAL AIRPORT
 SAVANNAH, GEORGIA

JUMBO GAF

CONSULTANTS

REVISIONS

NO.	DESCRIPTION	DATE

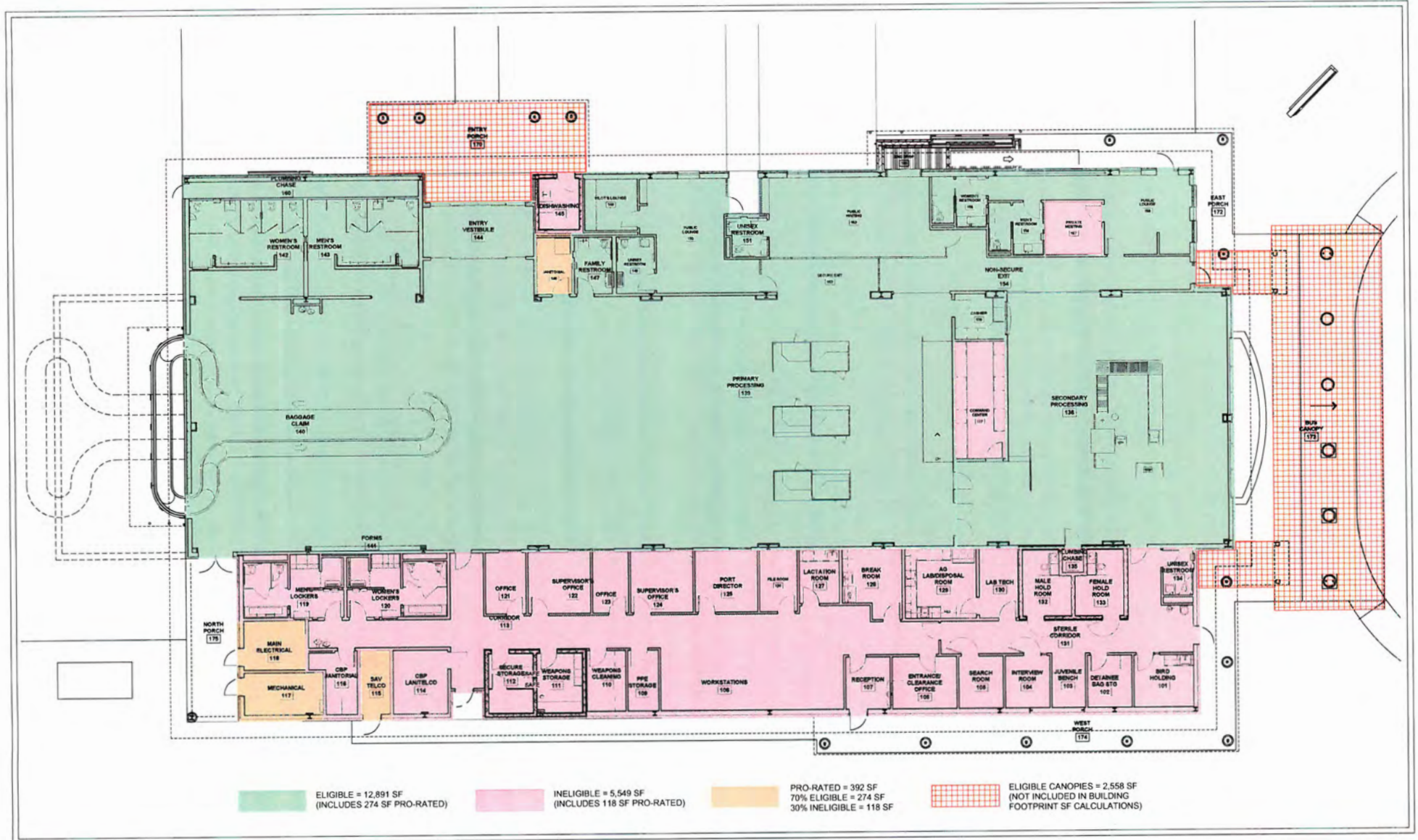
DATE ISSUED: APRIL 2016
 REVIEWED BY:
 DRAWN BY:
 DESIGNED BY:

AEP PROJECT NUMBER
 201-3546-004
 © 2016 RS&H, INC.

SCHEMATIC DESIGN LAYOUT WITH PROPOSED AIRCRAFT

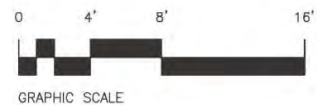
SHEET NUMBER
EXHIBIT

SCHEMATIC DESIGN





SCHEMATIC FLOOR PLAN



11.06 – Replace Seven (7) Passenger Boarding Bridges PC Air Units

Start Date: March 2018

End Date: December 2018

Collection Level: \$4.50

Project Financial Plan:

PFC (Pay-Go)	\$779,381
Total	\$779,381

Project Description. This project removed six passenger loading bridge pre-conditioned air cool (PC Air) units at gates 5, 6, 11, 12, 13, and 14 and replaced with six new 45 Ton PC Air units equipped with more efficient motors, variable frequency drives, Ozone friendly refrigerant (410A), and extended warranties on compressors. Units were permanently stand mounted at the rotunda to provide easier service ability and reduce passenger loading bridge downtime due to maintenance. Additionally, the units at gates 5 and 6 had outdated roll up hoses, which were replaced by Twist Boomair Hose Management Systems, to allow for efficient hose management. These units are owned by the Commission and leased to the airlines on a non-exclusive basis to recover the operating costs only.

Project Justification. Per Table 3-8.b of FAA Order 5100.38D, the AIP Handbook, the minimum useful life for equipment is 10 years. All six of the PC Air units for the Airport's passenger boarding bridges were purchased and installed between 200 and 2007, which makes them more than 10 years old. These PC Air units have reached the end of their service life, and are no longer efficient or reliable. Repair costs have increased greatly resulting in increased downtime effecting overall airline operational efficiency.

Project Amendment. The original application was approved for the replacement of seven PC Air Units at gates 5, 6, 11, 12, 13, 14, and 15. The project scope was revised to include the replacement of six PC Air Units at gates 5, 6, 11, 12, 13, and 14. Further public notice was required under 14 CFR 158.37 (b.1.i.C).

11.10 – Terminal Concourse and Security Checkpoint Expansion

Start Date: July 2018

End Date: November 2020

Collection Level: \$4.50

Project Financial Plan:

Airport Terminal Program (ATP) Grants	\$11,500,000
PFC (Pay-Go)	\$32,842,068
Savannah Airport Commission	\$13,340,989
Total	\$57,683,057

Project Description. This project funded the design and construction of an approximately 5,000 square foot expansion of the TSA Passenger Security Checkpoint and a 24,000-square foot expansion of the terminal concourse to the east as recommended in the Airport's 2014 MPU. The project included the planning, design, procurement, demolition of existing facilities, and construction of new space. These work elements are more fully described below.

TSA Passenger Security Checkpoint Expansion

This project increased the number of lanes at the passenger security screening checkpoint from the previous three-lane configuration to a six-lane checkpoint. The previous passenger security checkpoint included approximately 7,000 square feet of space and was increased to approximately 12,000 square feet at the end of this project through the addition of 5,000 square feet of new terminal space.

To accommodate the increased checkpoint footprint, the terminal building footprint was expanded on the south side of the concourse. This expansion resulted in the relocation of Gate 1 to the South end of the expanded security checkpoint and will provide a new holdroom for Gate 1. Additionally, this project reduced the holdroom area of Gate 3, but mitigated the effects of the reduced waiting area by allowing passengers seating options in the concourse aisle and other areas. Previous TSA office space in the immediate area was relocated to accommodate the new passenger flows. Project costs did not include the purchase or installation of TSA screening equipment.

Exhibit 10-1 presents a diagram depicting the expanded security checkpoint.

Terminal Concourse Extension

This scope of work includes the design and construction of a 24,000-square foot extension of the terminal concourse to the east to provide space for the relocated Gates 1 and 3, reconfigured existing Gate 15 and provide an additional Gate to accommodate ongoing passenger growth and airline activity. Each gate has a loading bridge, the costs of which are included in a separate PFC project within Application 25-12-C-00-SAV. The area inside the

building provides additional holdroom space in which the four gates share a large common area. Public Restrooms were also added to this space as well. Some space is designated for tenant leases, and a minimal amount of space is devoted to janitorial and storage rooms.

Exhibit 10-2 presents a diagram from the Airport's 2014 MPU depicting the expanded Concourse.

Eligibility

The final agency decision (FAD) for PFC application 18-11-C-00-SAV, issued by the FAA on December 12, 2018, determined the Terminal Concourse Expansion phase of work was 51.3% PFC eligible while the Security Checkpoint Expansion phase of work was determined to be 99.3% PFC eligible. As part of this amendment, the Authority conducted supplemental eligibility analyses for the Security Checkpoint Expansion and Terminal Concourse Extension, as shown in **Table 10-1**. These eligibility analyses determined that the Security Checkpoint Expansion is 93.7 percent eligible and the Terminal Concourse Extension is 76.6 percent eligible. The PFC use authority of \$32,832,068 represents only 56.9 percent of the total project cost, which is significantly below the total eligible percentage.

Project Justification. This project was necessary due to sustained increases in passenger demand which exceed the Airport's 2014 MPU forecast. The MPU indicates that the Airport will require at least a five-lane checkpoint to meet projected demand at Planning Activity Level (PAL) 2 and six lanes at PAL 3. In 2017, the Airport recorded 1.2 million enplanements. The approved MPU enplaned passenger forecast projected that this level of enplanement activity would not be achieved until 2025 indicating that the Airport's passenger growth was greatly exceeding expectations. Furthermore, the Airport's 1.2 million enplanement level was approaching PAL 2 which called for the need to provide 10,600 square feet of Passenger Screening Checkpoint space. The Passenger Security Checkpoint project was constructed to the six-lane specification (approximately 12,000 square feet) due to the improved operational efficiency of a checkpoint with an even number of lanes (as two lanes can feed into one magnetometer or imaging device), and for cost efficiency as the marginal cost for the additional lane is low, especially compared with the cost of a second expansion project in the future.

In addition, the addition of Ultra-Low-Cost Carrier service dictated the need to provide additional queuing space given the propensity for the passengers utilizing these carriers to have small children with car seats and strollers requiring added space over and above conventional passenger demands. Table N 5(k), Typical Eligible Areas/Equipment within a Terminal Building, of FAA Order 5100.38D, The AIP Handbook, lists areas of the terminal building used for passenger screening as being eligible for AIP and Infrastructure Investment and Jobs Act (IIJA) funding provided the TSA has approved the acquisition of the equipment in writing.

Further, the MPU determined that the Airport will require around 14 to 15 gates at PAL 3. The Airport currently has 15 gates, however Gate 1 did not have a holdroom and remains an

undersized gate following the Checkpoint Expansion. Gate 3 was also reduced to minimal capacity. Due to increases in passenger demand since the MPU forecast was developed, Commission projections indicated the need for additional gates to accommodate passenger growth, new airlines, and additional flights being added by existing airlines.

The Concourse Extension effectively replaced 4 gates by constructing 5 new gates, but resulting in the loss of the previous Gate 15 which is located on the end of the concourse. Gate 15 was lost as that area is no longer on the end of the facility. The new gates also mitigate the loss of capacity from Gate 3 being reduced in size and the inability to utilize Gate 1 as a full-capacity gate due to its small size.

Table N 5(i), Typical Eligible Areas/Equipment within a Terminal Building, of FAA Order 5100.38D, The AIP Handbook, lists gate holding areas of the terminal building as being eligible for AIP and IIJA funding.

Exhibit 10-3 presents the TSA's letter of support for this project.

Project Amendment. The PFC project cost was amended to reflect the availability of additional federal funding to the Authority, which reduced the amount of PFC funding required for this project. As a result, the Authority shifted the project from PFC bond capital and PFC financing and interest to PFC pay-as-you-go (paygo) funding. Further public notice was required under 14 CFR 158.37 (b.1.i.C). There were no changes from the original scope of work.

Table 10-1 Security Checkpoint Expansion and Terminal Concourse Extension Eligibility Analysis

Security Checkpoint Expansion				
Task Order	Item	Total Amount	Eligible Amount	Description
TO 24	Concourse and Security Checkpoint Expansion	\$ 1,731,873.00	\$ 865,937	50 percent of TO based upon square footage
TO 24-A2	Interior Design	\$ 19,200	\$ 9,600	Interior design elements, 50 percent to TSA Checkpoint
TO 24-A3	CUPPS	\$ 14,200	\$ 14,200	Common use passenger Processing system
TO 24-A4	Additional Interior Design	\$ 24,880	\$ 12,440	Additional interior design services
TO 12	Construction Administration	\$ 841,498	\$ 841,498	Splitting up TCE and SCE
TO 12 A1	Design Phase and new elevator	\$ 52,660	\$ 52,660	Security lane revisions and new elevator
TO 12 - A2	Apron Level build out design	\$ 91,860	\$ -	
TO 12 - A3	Apron Level Build out CA	\$ 85,000	\$ -	
TO 12-A4	Bid and Award Phase	\$ 11,540	\$ 11,540	
n/a	Collins Bid Amount	\$ 19,655,000	\$ 19,655,000	
n/a	Change Order 1 - 11	\$ 3,099,713	\$ 349,859	All AIP eligible CO's
n/a	Force Account Inspection	\$ 712,500	\$ 712,500	1 inspector for 950 days
n/a	Force Account Operations	\$ 285,000	\$ 285,000	1 operations agent for 950 days
n/a	Administrative Fees	\$ 20,000	\$ 20,000	
Total		\$ 26,644,924	\$ 22,830,233	
Eligible Percentage		93.7%	\$ 21,391,929	

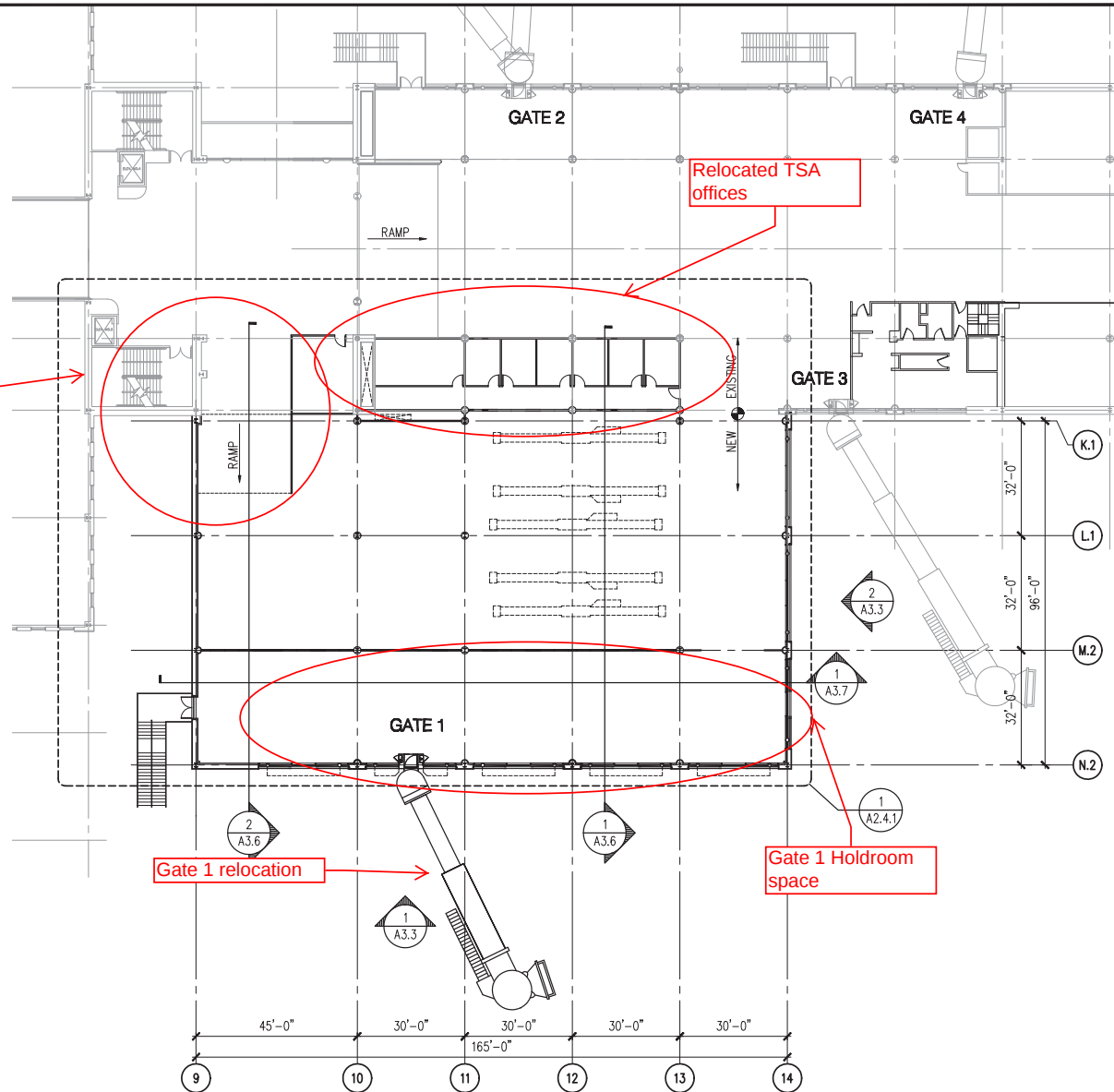
Terminal Concourse Extension					
Task Order	Item	Total Amount	Eligible Amount	Description	
TO 24	Concourse and Security Checkpoint Expansion	\$ 1,731,873.00	\$ 865,937	50 percent of TO based upon square footage	
TO 24-A1	Additional Services	\$ 24,000	\$ 24,000	Misc Design	
TO 24-A2	Interior Design	\$ 19,200	\$ 9,600	Interior design elements, 50 percent to TSA Checkpoint	
TO 24-A3	CUPPS	\$ 14,200	\$ -	Common use passenger Processing system	
TO 24-A4	Additional Interior Design	\$ 24,880	\$ 12,440	Additional interior design services	
TO 24-A5	Additional Design Services	\$ 61,395	\$ -	Work associated with Project No. 30608	
TO 13	Design Phase	\$ 201,501	\$ 201,501	Splitting up previous project to stand alone T.C.E.	
TO 30	Code Updates Final design and CA work	\$ 870,200	\$ 870,200	Final design including code updates	
TO 30-A1	Code Updates Final design and CA work	\$ 208,860	\$ 125,316	Flooring and breach control Technology. Breach	
n/a	IUGUS Bid Amount	\$ 26,840,770	\$ 26,840,770		
n/a	Change Order 1	\$ 11,988	\$ 11,988	Relocation of transformer	
n/a	Change Order 2	\$ 22,093	\$ 22,093	Heat tape, sprinkler, FIDS Demo and reinstall	
n/a	Change Order 3 (est.)	\$ 239,274	\$ 209,274	Pavement demo, sewer tap, light poles, terrazo flooring, floor boxes	
n/a	Force Account Inspection	\$ 415,500	\$ 415,500	1 inspector	
n/a	Force Account Operations	\$ 332,400	\$ 332,400	2 site operations agents due to access	
n/a	Administrative Fees	\$ 20,000.00	\$ 20,000		
Total		\$ 31,038,133	\$ 29,961,018		
Eligible Percentage		76.6%	\$ 22,950,140		

New space created for passengers

Gate 1 relocation

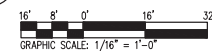
Relocated TSA offices

Gate 1 Holdroom space



FLOOR PLAN - CONCOURSE LEVEL (TSA)

SCALE: 1/16" = 1' - 0"



GRAPHIC SCALE: 1/16" = 1' - 0"

CHATHAM
ENGINEERING
Chatham Engineering, LLC
100 Park Lane
Savannah, GA 31405
Tel: 912.298.2400

Ruth
& Associates, LLC
Ruth and Associates, LLC
2017 Main Street
Waynesburg, PA 16791
Tel: 812.983.7500

AECOM
AECOM Technical Services, Inc.
7600 V. Country Campbell
Tampa, FL 33607-5482
Tel: 813.286.1711

SAVANNAH
HILTON HEAD
INTERNATIONAL
Savannah / Hilton Head
International Airport
400 Airways Avenue
Savannah, Georgia 31408
**CONCOURSE AND SECURITY CHECKPOINT
EXPANSION**
FLOOR PLAN - CONCOURSE LEVEL (TSA)

NO.	REVISIONS	BY	DATE

DATE: 23 NOV 2017
DRAWN: WWC
DESIGNED: WWC
REVIEWED: JWR
APPROVED: WWC
SCALE: 1/16" = 1' - 0"

A2.2.1

Exhibit 10-1 Security Checkpoint Layout

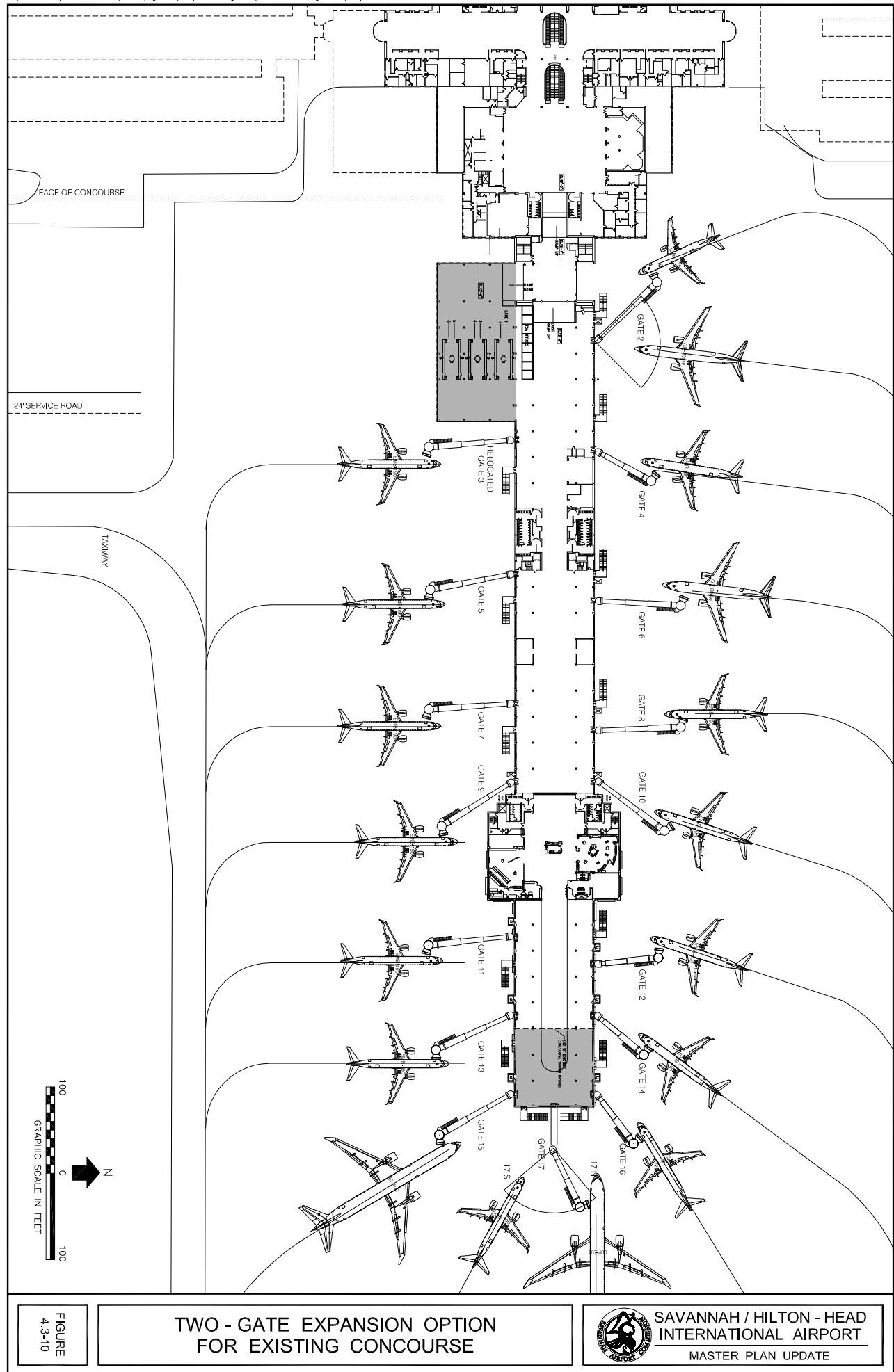


FIGURE
4.3-10

TWO - GATE EXPANSION OPTION FOR EXISTING CONCOURSE



SAVANNAH / HILTON - HEAD
INTERNATIONAL AIRPORT
MASTER PLAN UPDATE



**Transportation
Security
Administration**

U.S. Department of Homeland Security
Savannah/Hilton Head Int'l Airport
468 Airways Ave., Savannah, GA 31408

December 26, 2017

Mr. George Fidler
Director of Engineering
Savannah/Hilton Head International Airport

Dear Mr. Fidler,

In response to a question posed recently asking if the existing passenger screening operations configuration at the Savannah/ Hilton Head International Airport (SAV) would efficiently and effectively support a projected 1.5M enplanements in the upcoming year, my response is "no."

Two factors will have an impact to TSA screening operations at SAV in 2018; TSA's newly enhanced screening procedures and excessive passenger wait times. In January 2018, TSA is implementing enhanced screening procedures that will require passengers in the standard lane to divest certain items from their carry-on bags. This additional process will significantly improve our screening performance but will result in an increase in bag searches which will slow down the screening process. It is anticipated that with this mandatory change in screening protocols, SAV will experience longer passenger wait times in the screening queue. We recognize that the longer passengers stand in line waiting to get through screening the more a security vulnerability it becomes.

Currently, TSA operates four lanes which consists of two standard lanes, one TSA Pre✓[®] lane and one flexible lane. The flexible lane can be used as a TSA Pre✓[®] or standard lane depending on the number of passengers in the standard and TSA Pre✓[®] queue. TSA's throughput criteria for the standard lane, with an Advance Image Technology equipment, has changed from 160 passengers per hour to 150 passengers per hour and the rate for low risk passengers (TSA Pre✓[®]) has changed from 250 to 210 passengers per hour. In reality, we're screening an average of 135-140 passengers per hour in the standard lane and about 195-200 per hour in the TSA Pre✓[®] lane. A further breakdown shows that we're screening an average of 24,000-25,000 passengers per week, which represents an average daily throughput of 4,000 passengers. However, we often surge to over 5,000 a day in peak periods. Due to the fact that flights are not evenly distributed by hour throughout the day, this can result in the checkpoint reaching or exceeding capacity. Because the airport continues to grow at an accelerated pace, projected enplanements for 2018 will be an average of 29,000-30,000 enplanements per week. Depending on how flights are dispersed throughout the day, this could result in an increased possibility of exceeding checkpoint capacity in the current four-lane configuration.

TSA's criteria for a wait time in the standard lane is no more than 30 minutes and no more than 15 minutes for the TSA Pre✓® lane. In 2016, SAV's enplanement increased by 7% and nearly reached the 1M mark but missed it by 20,000 enplanements due to a 10% decrease in October caused by Hurricane Matthew. Also, in 2016, when operating with three screening lanes (two standard and one TSA Pre✓®) I had to report to TSA HQs two excessive wait times in the standard lane and one in the TSA Pre✓® lane. The cause of those wait times was - over capacity of the checkpoint. In other words, while running all three lanes, with a full staff, there were more passengers than the checkpoint had the capability to screen within the prescribed wait time standard.

Due to the continuous growth of the airport, I realized that we would be reporting more excessive wait times in 2017. In an effort to be pro-active and avoid the excessive wait times, I requested and obtained approval from TSA HQs and the Savannah Airport Commission to add an additional lane. In March 2017, the additional lane was installed and as a result there were no excessive wait times reported in 2017 even with a 10-12% increase in throughput.

Fortunately, the airport continues to grow at an accelerated pace. With a record number of additional flights being added in 2018 and the strong possibility that Allegiant Airlines may use SAV as its base, it is with certainty that SAV will have a significant increase in enplanements in 2018. In fact, for the first time since 2008, SAV will have more than 50 flights a day during the peak summer season. We're currently averaging 40-43 flights a day. This increase will put SAV at about 1.5M enplanements for 2018.

After a careful and thorough review of SAV's past, present and future growth, I have determined that in order for TSA's screening operations to be efficient and effective for a projected 1.5M enplanements, a 5th screening lane would be necessary to accomplish TSA's screening mission. In order for TSA to keep up with the airport's growth, the South Concourse Expansion Plan, that is currently being designed, is essential for improving TSA's operations and the traveling public's experience. In my professional opinion, the checkpoint should be designed for five (5) screening lanes with space for a 6th lane for future growth.

Sincerely,

A handwritten signature in dark ink, appearing to read "James E. Scott", with a stylized, flowing script.

James E. Scott
Federal Security Director
Savannah/Hilton Head International Airport

Attachment B

Table 1

Existing Status of PFC Impose and Use Authority

Application	Approved for Collection	Approved for Use	Expenditures 3/31/25 ¹	Remaining Use Authority
91-01-C-00-SAV	\$ 39,501,502	\$ 11,452,377	\$ 8,845,575	\$ -
91-01-C-01-SAV	\$ 10,407,137	\$ 10,407,137	\$ -	\$ -
91-01-C-02-SAV	\$ -	\$ 1,530,647	\$ -	\$ -
91-01-C-03-SAV	\$ (1,728,731)	\$ (1,728,731)	\$ -	\$ -
91-01-C-04-SAV	\$ (2,620,426)	\$ (2,620,426)	\$ -	\$ -
Subtotal	\$ 45,559,482	\$ 19,041,004	\$ 45,559,482	\$ (26,518,478)
96-02-C-00-SAV	\$ 1,439,445	\$ 1,439,445	\$ -	\$ -
96-02-C-01-SAV	\$ (461,489)	\$ (461,489)	\$ -	\$ -
Subtotal	\$ 977,956	\$ 977,956	\$ 977,956	\$ -
98-03-C-00-SAV	\$ 1,111,931	\$ 1,111,931	\$ -	\$ -
98-03-C-01-SAV	\$ -	\$ -	\$ -	\$ -
98-03-C-02-SAV	\$ (103,992)	\$ (103,992)	\$ -	\$ -
Subtotal	\$ 1,007,939	\$ 1,007,939	\$ 1,007,939	\$ -
00-04-C-00-SAV	\$ 4,223,048	\$ 4,223,048	\$ -	\$ -
00-04-C-01-SAV	\$ (384,978)	\$ (384,978)	\$ -	\$ -
Subtotal	\$ 3,838,070	\$ 3,838,070	\$ 3,838,070	\$ -
02-05-C-00-SAV	\$ 3,015,790	\$ 3,015,790	\$ -	\$ -
02-05-C-01-SAV	\$ (381,914)	\$ (381,914)	\$ -	\$ -
Subtotal	\$ 2,633,876	\$ 2,633,876	\$ 2,633,876	\$ -
06-06-C-00-SAV	\$ 3,203,972	\$ 3,203,972	\$ -	\$ -
06-06-C-01-SAV	\$ 1,276,728	\$ 1,276,728	\$ -	\$ -
06-06-C-02-SAV	\$ 9,400	\$ 9,400	\$ -	\$ -
Subtotal	\$ 4,490,100	\$ 4,490,100	\$ 4,490,100	\$ -
08-07-C-00-SAV	\$ 2,558,778	\$ 2,008,778	\$ -	\$ -
08-07-C-01-SAV	\$ (661,285)	\$ (111,285)	\$ -	\$ -
08-07-C-02-SAV	\$ (148,859)	\$ (148,859)	\$ -	\$ -
Subtotal	\$ 1,748,634	\$ 1,748,634	\$ 1,748,634	\$ -
10-08-C-00-SAV	\$ 4,066,265	\$ 2,982,508	\$ -	\$ -
10-08-C-01-SAV	\$ 2,602,983	\$ -	\$ -	\$ -
10-08-C-02-SAV	\$ (297,853)	\$ 100,742	\$ -	\$ -
Subtotal	\$ 6,371,395	\$ 3,083,250	\$ 3,083,250	\$ -
12-09-C-00-SAV	\$ 1,619,201	\$ 5,305,941	\$ -	\$ -
12-09-C-01-SAV	\$ -	\$ (398,595)	\$ -	\$ -
12-09-C-02-SAV	\$ (540)	\$ (540)	\$ -	\$ -
Subtotal	\$ 1,618,661	\$ 4,906,806	\$ 4,906,806	\$ -
16-10-C-00-SAV	\$ 9,733,295	\$ 9,733,295	\$ -	\$ -
16-10-C-01-SAV	\$ 26,588	\$ 26,588	\$ -	\$ -
Subtotal	\$ 9,759,883	\$ 9,759,883	\$ 9,759,883	\$ -
18-11-C-00-SAV	\$ 67,460,288	\$ 67,460,288	\$ -	\$ -
18-11-C-01-SAV	\$ (4,000,000)	\$ (4,000,000)	\$ 9,337,570	\$ 54,122,718
Subtotal	\$ 63,460,288	\$ 63,460,288	\$ 9,337,570	\$ 54,122,718
25-12-C-00-SAV	\$ 41,648,513	\$ 41,648,513	\$ -	\$ 41,648,513
Subtotal	\$ 41,648,513	\$ 41,648,513	\$ -	\$ 41,648,513
Total Authority	\$ 183,114,797	\$ 156,596,319	\$ 87,343,566	\$ 95,771,231

NOTES:

1/ Expenditures provided by System of Airports Reporting (SOAR) as of March 31, 2025.

SOURCES: System of Airports Reporting (SOAR) as of March 31, 2025 (Expenditures); Savannah Airport Commission, June 2025

PREPARED BY: Ricondo and Associates, Inc., June 2025

Table 2

Proposed Amendment Summary

PFC Project	Description	PFC Level	PFC 18-11-C-01-SAV Approved 9/10/2024				Proposed PFC Amendment 18-11-C-02-SAV					
			Pay-Go	Bond Capital	Financing & Interest	Total PFC	Pay-Go	Bond Capital	Financing & Interest	Total PFC	Increase / (Decrease)	Percentage
1	Reconstruct Taxiway GA-3	\$4.50	\$122,995	\$0	\$0	\$122,995	\$123,764	\$0	\$0	\$123,764	\$ 769	0.6%
2	Reconstruct Taxiway E-1	\$4.50	\$136,349	\$0	\$0	\$136,349	\$130,556	\$0	\$0	\$130,556	\$ (5,793)	-4.2%
3	Runway 10/28 Lighting Upgrades	\$4.50	\$58,951	\$0	\$0	\$58,951	\$58,824	\$0	\$0	\$58,824	\$ (127)	-0.2%
4	Airfield Signage Upgrades	\$4.50	\$58,842	\$0	\$0	\$58,842	\$58,842	\$0	\$0	\$58,842	\$ -	0.0%
5	Federal Inspection Services Facility	\$4.50	\$885,559	\$0	\$0	\$885,559	\$1,384,710	\$0	\$0	\$1,384,710	\$ 499,151	56.4%
6	Replace Seven (7) Passenger Boarding Bridges PC Air Units	\$4.50	\$1,050,000	\$0	\$0	\$1,050,000	\$779,381	\$0	\$0	\$779,381	\$ (270,619)	-25.8%
7	Terminal Apron Expansion	\$4.50	\$849,195	\$0	\$0	\$849,195	\$554,046	\$0	\$0	\$554,046	\$ (295,149)	-34.8%
8	New Security Identification Display Area (SIDA) System	\$4.50	\$200,000	\$0	\$0	\$200,000	\$186,441	\$0	\$0	\$186,441	\$ (13,559)	-6.8%
9	Automated Baggage Handling System Phase II	\$4.50	\$245,591	\$0	\$0	\$245,591	\$442,356	\$0	\$0	\$442,356	\$ 196,765	80.1%
10	Terminal Concourse and Security Checkpoint Expansion	\$4.50	\$0	\$23,701,729	\$36,116,779	\$59,818,508	\$32,842,068	\$0	\$0	\$32,842,068	\$ (26,976,440)	-45.1%
11	Acquire (5) New Passenger Boarding Bridges	\$4.50	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$ -	0.0%
12	PFC Amendment and Implementation Costs	\$4.50	\$34,298	\$0	\$0	\$34,298	\$76,417	\$0	\$0	\$76,417	\$ 42,119	122.8%
Amendment Total			\$3,641,780	\$23,701,729	\$36,116,779	\$ 63,460,288	\$36,637,405	\$ -	\$ -	\$ 36,637,405	\$ (26,822,883)	

SOURCE: Savannah Airport Commission, June 2025

PREPARED BY: Ricondo & Associates, Inc., June 2025

Table 3

Funding Sources for Projects

PFC Project	Description	Project Budget	Approved AIP	Grant Number	State Funds	TSA Funds	Commission Funds	Passenger Facility Charges			
								Bond Capital	Bond Financing & Interest	PAYGO	Total PFC Revenue
1	Reconstruct Taxiway GA-3	\$ 1,230,715	\$ 1,106,951	3-13-0100-057-2016; 3-13-0100-058-2017	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 123,764	\$ 123,764
2	Reconstruct Taxiway E-1	\$ 2,655,601	\$ 2,389,653	3-13-0100-057-2016; 3-13-0100-058-2017	\$ 135,392	\$ -	\$ -	\$ -	\$ -	\$ 130,556	\$ 130,556
3	Runway 10/28 Lighting Upgrades	\$ 1,080,621	\$ 972,558	3-13-0100-057-2016; 3-13-0100-058-2017	\$ 49,239	\$ -	\$ -	\$ -	\$ -	\$ 58,824	\$ 58,824
4	Airfield Signage Upgrades	\$ 588,413	\$ 529,571	3-13-0100-057-2016; 3-13-0100-058-2017	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 58,842	\$ 58,842
5	Federal Inspection Services Facility	\$ 14,979,007	\$ 10,433,740	3-13-0100-059-2017; 3-13-0100-060-2018; 3-13-0115-035-2019	\$ 234,199	\$ -	\$ 2,926,358	\$ -	\$ -	\$ 1,384,710	\$ 1,384,710
6	Replace Seven (7) Passenger Boarding Bridges PC Air Units	\$ 779,381	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 779,381	\$ 779,381
7	Terminal Apron Expansion	\$ 9,395,655	\$ 8,438,121	3-13-0100-061-2018	\$ 403,488	\$ -	\$ -	\$ -	\$ -	\$ 554,046	\$ 554,046
8	New Security Identification Display Area (SIDA) System	\$ 186,441	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 186,441	\$ 186,441
9	Automated Baggage Handling System Phase II	\$ 5,527,511	\$ -		\$ -	\$ 5,085,155	\$ -	\$ -	\$ -	\$ 442,356	\$ 442,356
10	Terminal Concourse and Security Checkpoint Expansion	\$ 57,683,057	\$ 11,500,000		\$ -	\$ -	\$ 13,340,989	\$ -	\$ -	\$ 32,842,068	\$ 32,842,068
11	Acquire (5) New Passenger Boarding Bridges	\$ -	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
12	PFC Amendment and Implementation Costs	\$ 76,417	\$ -		\$ -	\$ -	\$ -	\$ -	\$ -	\$ 76,417	\$ 76,417
Application Total		\$ 94,182,820	\$ 35,370,594		\$ 822,318	\$ 5,085,155	\$ 16,267,347	\$ -	\$ -	\$ 36,637,405	\$ 36,637,405

SOURCE: Savannah Airport Commission, June 2025
PREPARED BY: Ricondo and Associates, Inc., June 2025

Table 4**Proposed Status of PFC Impose and Use Authority**

Application	Approved for Collection	Approved for Use	Expenditures 3/31/25 ¹	Remaining Use Authority
91-01-C-00-SAV	\$ 39,501,502	\$ 11,452,377	\$ 8,845,575	\$ -
91-01-C-01-SAV	\$ 10,407,137	\$ 10,407,137	\$ -	\$ -
91-01-C-02-SAV	\$ -	\$ 1,530,647	\$ -	\$ -
91-01-C-03-SAV	\$ (1,728,731)	\$ (1,728,731)	\$ -	\$ -
91-01-C-04-SAV	\$ (2,620,426)	\$ (2,620,426)	\$ -	\$ -
Subtotal	\$ 45,559,482	\$ 19,041,004	\$ 45,559,482	\$ (26,518,478)
96-02-C-00-SAV	\$ 1,439,445	\$ 1,439,445	\$ -	\$ -
96-02-C-01-SAV	\$ (461,489)	\$ (461,489)	\$ -	\$ -
Subtotal	\$ 977,956	\$ 977,956	\$ 977,956	\$ -
98-03-C-00-SAV	\$ 1,111,931	\$ 1,111,931	\$ -	\$ -
98-03-C-01-SAV	\$ -	\$ -	\$ -	\$ -
98-03-C-02-SAV	\$ (103,992)	\$ (103,992)	\$ -	\$ -
Subtotal	\$ 1,007,939	\$ 1,007,939	\$ 1,007,939	\$ -
00-04-C-00-SAV	\$ 4,223,048	\$ 4,223,048	\$ -	\$ -
00-04-C-01-SAV	\$ (384,978)	\$ (384,978)	\$ -	\$ -
Subtotal	\$ 3,838,070	\$ 3,838,070	\$ 3,838,070	\$ -
02-05-C-00-SAV	\$ 3,015,790	\$ 3,015,790	\$ -	\$ -
02-05-C-01-SAV	\$ (381,914)	\$ (381,914)	\$ -	\$ -
Subtotal	\$ 2,633,876	\$ 2,633,876	\$ 2,633,876	\$ -
06-06-C-00-SAV	\$ 3,203,972	\$ 3,203,972	\$ -	\$ -
06-06-C-01-SAV	\$ 1,276,728	\$ 1,276,728	\$ -	\$ -
06-06-C-02-SAV	\$ 9,400	\$ 9,400	\$ -	\$ -
Subtotal	\$ 4,490,100	\$ 4,490,100	\$ 4,490,100	\$ -
08-07-C-00-SAV	\$ 2,558,778	\$ 2,008,778	\$ -	\$ -
08-07-C-01-SAV	\$ (661,285)	\$ (111,285)	\$ -	\$ -
08-07-C-02-SAV	\$ (148,859)	\$ (148,859)	\$ -	\$ -
Subtotal	\$ 1,748,634	\$ 1,748,634	\$ 1,748,634	\$ -
10-08-C-00-SAV	\$ 4,066,265	\$ 2,982,508	\$ -	\$ -
10-08-C-01-SAV	\$ 2,602,983	\$ -	\$ -	\$ -
10-08-C-02-SAV	\$ (297,853)	\$ 100,742	\$ -	\$ -
Subtotal	\$ 6,371,395	\$ 3,083,250	\$ 3,083,250	\$ -
12-09-C-00-SAV	\$ 1,619,201	\$ 5,305,941	\$ -	\$ -
12-09-C-01-SAV	\$ -	\$ (398,595)	\$ -	\$ -
12-09-C-02-SAV	\$ (540)	\$ (540)	\$ -	\$ -
Subtotal	\$ 1,618,661	\$ 4,906,806	\$ 4,906,806	\$ -
16-10-C-00-SAV	\$ 9,733,295	\$ 9,733,295	\$ -	\$ -
16-10-C-01-SAV	\$ 26,588	\$ 26,588	\$ -	\$ -
Subtotal	\$ 9,759,883	\$ 9,759,883	\$ 9,759,883	\$ -
18-11-C-00-SAV	\$ 67,460,288	\$ 67,460,288	\$ -	\$ -
18-11-C-01-SAV	\$ (4,000,000)	\$ (4,000,000)	\$ -	\$ -
Proposed 18-11-C-02-SAV	\$ (26,822,883)	\$ (26,822,883)	\$ 9,337,570	\$ 27,299,835
Proposed Subtotal	\$ 36,637,405	\$ 36,637,405	\$ 9,337,570	\$ 27,299,835
25-12-C-00-SAV	\$ 41,648,513	\$ 41,648,513	\$ -	\$ 41,648,513
Subtotal	\$ 41,648,513	\$ 41,648,513	\$ -	\$ 41,648,513
Proposed Total Authority	\$ 156,291,914	\$ 129,773,436	\$ 87,343,566	\$ 68,948,348

NOTES:

1/ Expenditures provided by System of Airports Reporting (SOAR) as of March 31, 2025.

SOURCES: System of Airports Reporting (SOAR) as of March 31, 2025 (Expenditures); Savannah Airport Commission, June 2025

PREPARED BY: Ricondo and Associates, Inc., June 2025

Table 5

Calculation of PFC Collection Expiration Dates - PFC Application 11 as Amended & Application 12

Fiscal Year Ending December 31	Application 11 Authority		Application 12 Authority						Subtotal
	PFC Balance Through	Apr - Jun	PFC Balance Through	Apr - Dec	FY 2026	FY 2027	FY 2028 ^{3/}		
	March 31, 2024	FY 2024 ^{2/}	March 31, 2025	FY 2025					
PFC Revenues:									
Enplanements				1,457,279	2,240,125	2,293,839	2,347,027		
PFC Enplanements ^{1/}				1,413,560	2,172,921	2,225,024	2,108,811		
Net PFC Charge				\$ 4.39	\$ 4.39	\$ 4.39	\$ 4.39		
PFC Revenue				\$ 6,205,530	\$ 9,539,124	\$ 9,767,855	\$ 9,257,682		
Investment Earnings				\$ 15,514	\$ 23,848	\$ 24,420	\$ 23,144		
PFC Revenue	\$ 112,623,109	\$ 2,426,759	\$ 121,434,798	\$ 6,221,044	\$ 9,562,972	\$ 9,792,274	\$ 9,280,827		
Cumulative PFC Revenue	\$ 112,623,109	\$ 115,049,867	\$ 121,434,798	\$ 127,655,841	\$ 137,218,813	\$ 147,011,088	\$ 156,291,914		
Total PFC Revenue Authorized to be Collected	\$ 112,623,109	\$ 2,426,759	\$ 121,434,798	\$ 6,221,044	\$ 9,562,972	\$ 9,792,274	\$ 9,280,827	\$ 156,291,914	
Cumulative PFC Revenue Authorized to be Collected	\$ 112,623,109	\$ 115,049,867	\$ 121,434,798	\$ 127,655,841	\$ 137,218,813	\$ 147,011,088	\$ 156,291,914		
Expenditures:									
Existing PFC Applications/Amendments:									
Total Application 01	\$ 45,559,482							\$ 45,559,482	
Total Application 02	\$ 977,956							\$ 977,956	
Total Application 03	\$ 1,007,939							\$ 1,007,939	
Total Application 04	\$ 3,838,070							\$ 3,838,070	
Total Application 05	\$ 2,633,876							\$ 2,633,876	
Total Application 06	\$ 4,490,100							\$ 4,490,100	
Total Application 07	\$ 1,748,634							\$ 1,748,634	
Total Application 08	\$ 3,083,250							\$ 3,083,250	
Total Application 09	\$ 4,906,806							\$ 4,906,806	
Total Application 10	\$ 9,759,883							\$ 9,759,883	
Proposed Application 11	\$ 9,337,570			12,409,016	14,890,819			\$ 36,637,405	
Total Application 12	\$ -			4,627,613	4,627,613	16,196,644	16,196,644	\$ 41,648,513	
Total PFC Expenditures	\$ 87,343,566	\$ -	\$ -	\$ 17,036,629	\$ 19,518,432	\$ 16,196,644	\$ 16,196,644	\$ 156,291,914	
Running PFC Balance	\$ 25,279,543	\$ 27,706,301	\$ 34,091,232	\$ 23,275,647	\$ 13,320,187	\$ 6,915,817	\$ -		

NOTES:

1/ Based on 97% of enplanements.

2/ PFC 11 Authority Expired July 1, 2024. Additional PFC revenues collected fund PFC Application 12.

3/ PFC 12 Authority Expires December 1, 2028.

SOURCES: System of Airports Reporting (SOAR) as of March 31, 2025 (Total PFC Revenue and Expenditures); FAA Terminal Area Forecast (Enplanements), June 2025.

PREPARED BY: Ricondo and Associates, Inc., June 2025