



Southwest Florida
International Airport(RSW)

RSW Master Plan Update

Presentation #1
October/November 2021

LCPA

Mike Arnold (ESA)
MPU Author

Laura DeJohn (JEI)
Project Manager

Pete Ricondo
(Ricondo)
Senior Advisor

Sebastien Carreau
(Ricondo)
QA/QC

Forecasting

Airfield

Airspace

Support
Facilities

Terminal

Landside:
Roadway &
Curbfront

Landside -
Parking &
Rental Cars

Non-Aviation
Lands &
Utilities

Environmental
&
Sustainability

CIP

ALP

Public
Involvement

(C&S Companies)

(TransSolutions)

(Ricondo)

(ESA)

(RS&H)

(ESA)

Darin Larson
Kevin McCauley
(Atkins)

(Ricondo)

(STUDIO4
ARCHITECTURE)

(VTC)

(Faith Group)

(AECOM)

(Ricondo)

(Kimley-Horn)

(Kimley-Horn)

(ESA)

(JEI)

(JEI)

(Ricondo)

(Ricondo)

(Martinez)

Survey
(Brown &
Phillips)

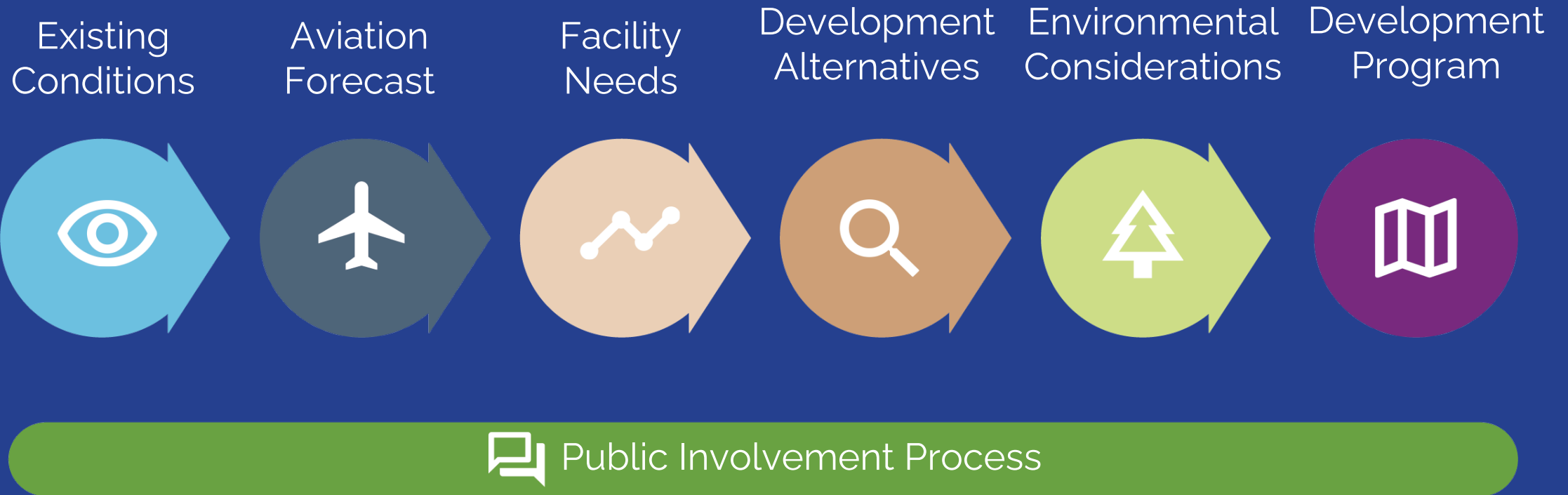
(Cella Molnar)

What is a Master Plan?

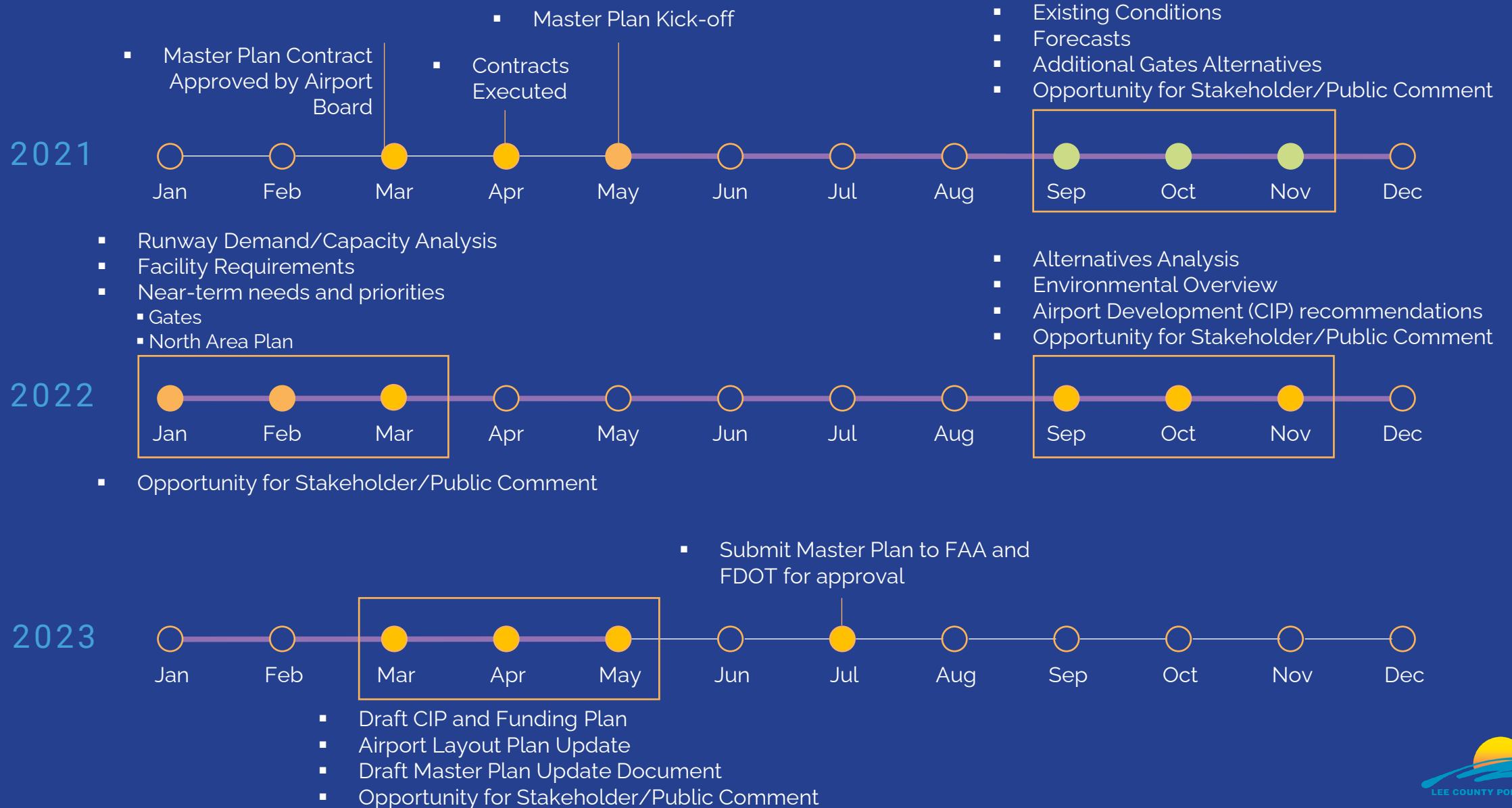
- **Comprehensive Study** of the airport
 - Opportunity to Take a Holistic Look at the Long-Term Vision of the Airport
 - 20-Year Planning Horizon
 - Presented in written and graphic form
- **Collaborative Planning Effort** between consultant experts, airport staff, airport stakeholders and tenants, the general public and airport board members.
 - Local Public and Stakeholder Input
- **Required for Grant Funding Eligibility** by the Federal Aviation Administration (FAA) and the Florida Department of Transportation (FDOT)



Master Plan Process



Two-year Action Plan



Study Goals

The primary goals for the RSW Master Plan Update (MPU) include the following:

- Create a 20-year development program for the airport.
- Identify airside and landside improvements and to optimize economic opportunities and the passenger experience.
- Establish an implementation schedule for short, intermediate, and long-term airport improvements based on projected activity levels.
- ***Identify airport requirements and recommend actions to optimize funding opportunities.***
- Incorporate the interests of the public, airport stakeholders, users and the airport board.
- Be sensitive to the overall environmental characteristics and needs of the area surrounding the airport.



Study Areas

To achieve the study goals, the following areas will be the primary focus of the RSW Master Plan Update

- Seasonal Peaking Characteristics
- Terminal Gate Capacity
- Passenger Amenities and Facilities
- Parking and Rental Car Facilities
- Land-Use Strategy for the North Ramp Area
- Parallel Runway Timing
- Environmental Revalidation and New Considerations
- Changes in Regulatory Guidance

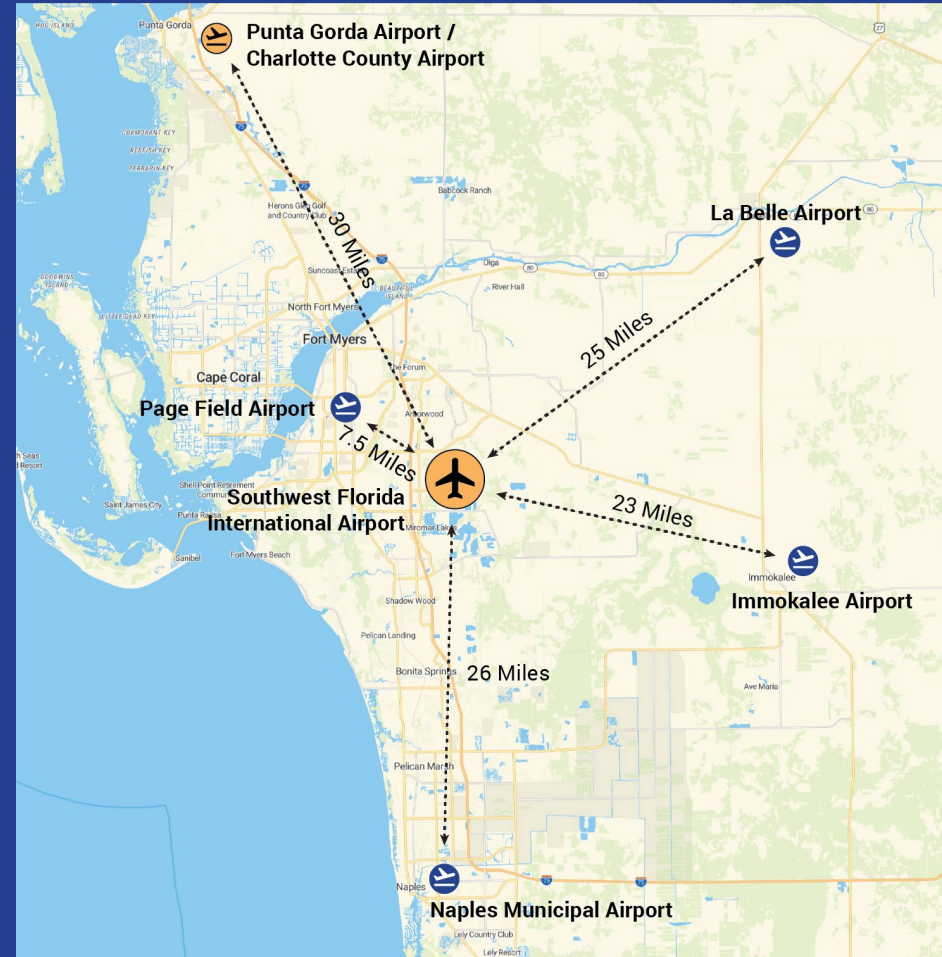


RSW Overview: Location

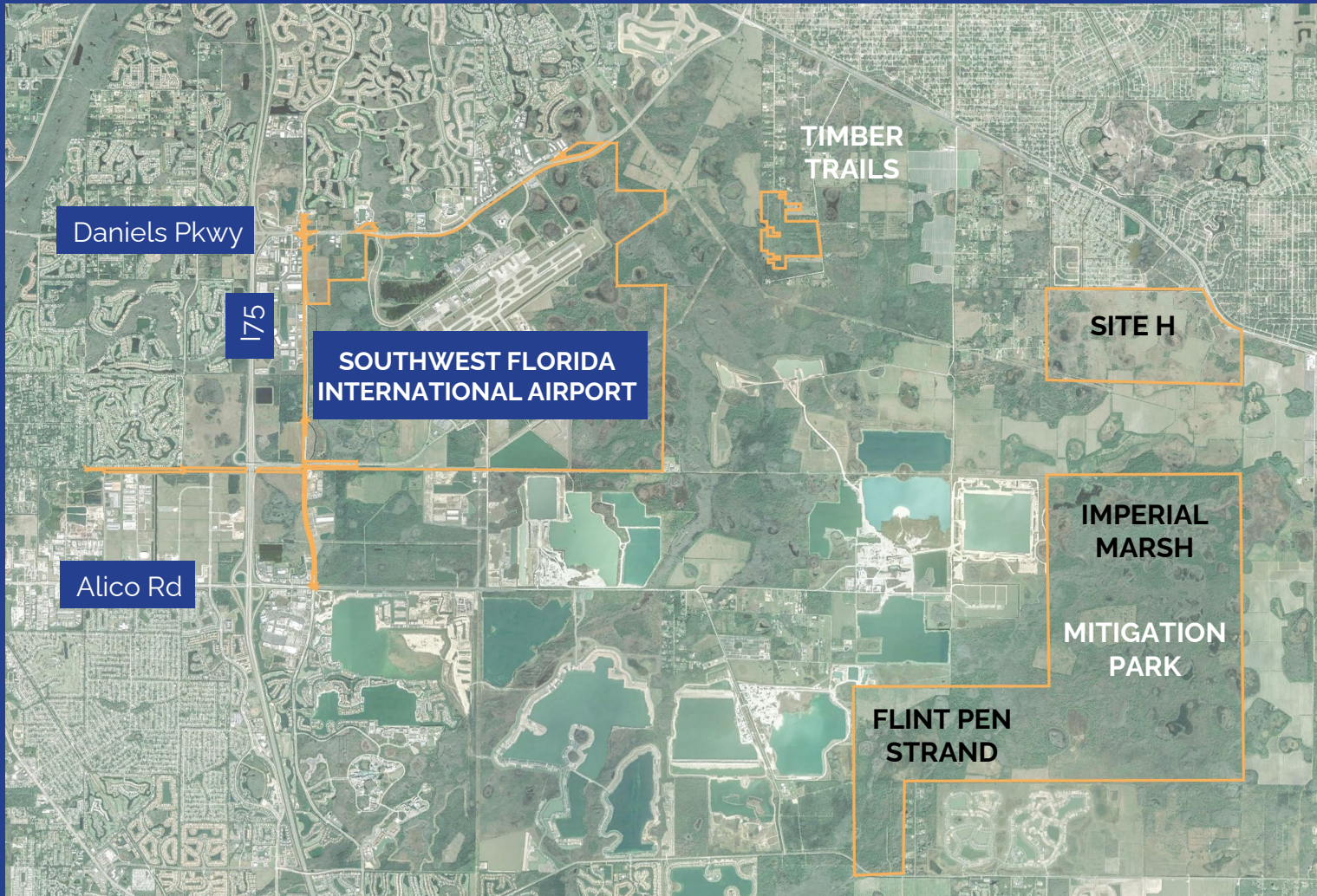
Cities with Commercial Service Airports



Local Airports



RSW Overview: Property Boundary

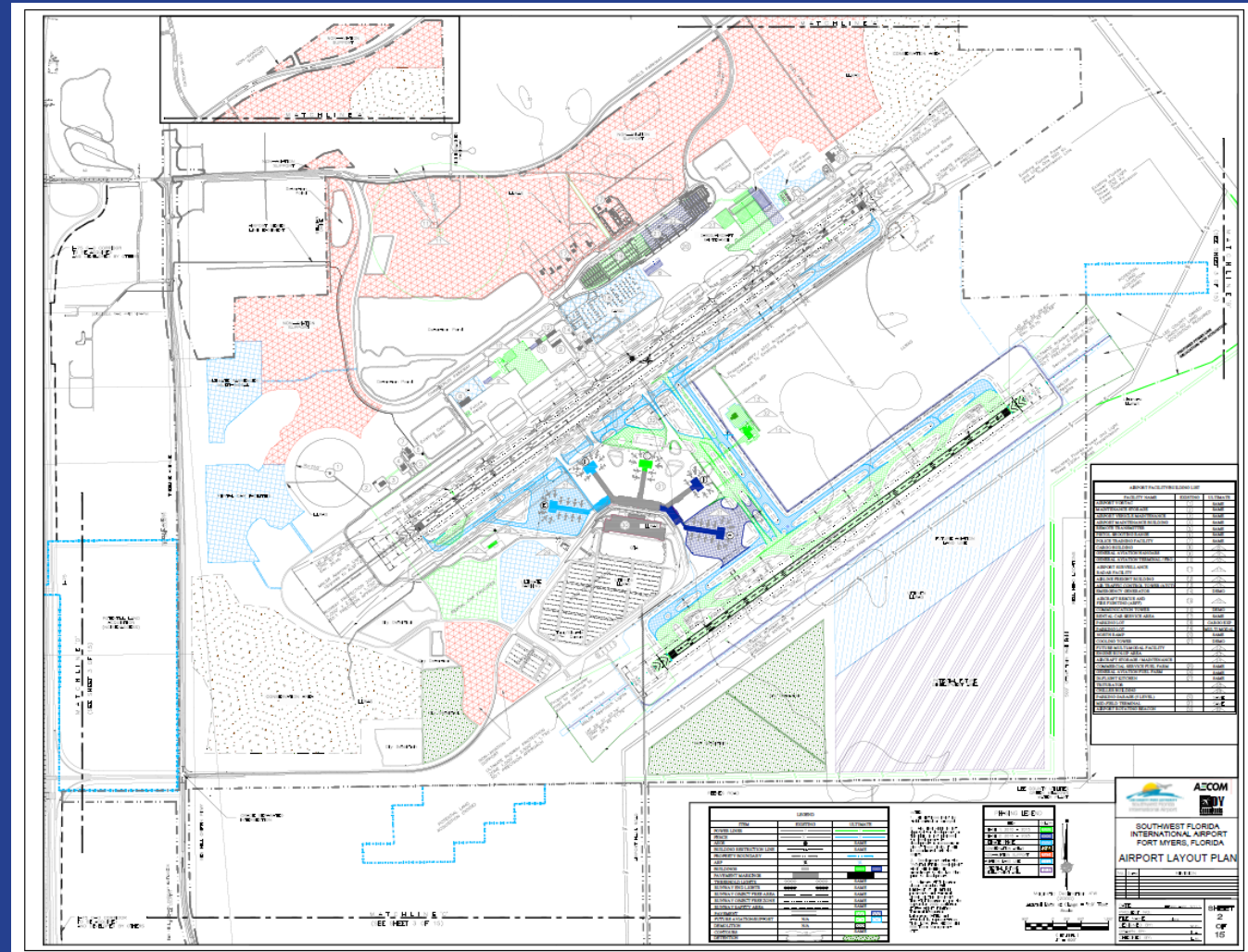


RSW consists of:

- 6,431 acres for airport operations
- 7,000 acres for environmental mitigation
- 189 acres for noise mitigation (in Timber Trails)
- 13,555 Total Acres

RSW Airport Layout Plan

- An important part of the Master Plan Update will result in an update to the RSW Airport Layout Plan, which is the overall 20-year phased Capital Improvement Plan for the airport.
- In order for any improvement or project to be eligible for federal or state regulated funding, it must be shown on an FAA and FDOT approved Airport Layout Plan.



Current RSW Airport Layout Plan

- Also found at www.flylcpa.com/rswairportlayoutplan



RSW MASTER PLAN UPDATE

Existing Conditions

OCTOBER/NOVEMBER 2021

Existing Conditions

- An inventory of the existing conditions at RSW was conducted.
- The inventory not only documents the facilities throughout the airport, but their condition.
- The inventory will serve as the baseline condition of the airport for the Master Plan Update.
- As the Master Plan Update progresses through forecasting and facility requirements, a gap analysis will be conducted, based on the inventory, to determine what improvements or new facilities will be required.



Existing Conditions

The following areas are included in the inventory:

-  Airport Background
-  Climate
-  Airfield
-  Navigational Aids
-  Airspace Configuration / Approach Procedures
-  Terminal
-  Landside (Roadways, Parking, Rental Cars)
-  Aviation Support Facilities
-  Non-Aviation Facilities
-  Utilities



Existing Conditions



Existing Conditions Highlights

- The Runway is 12,000 x 150 ft. and most taxiways can accommodate most widebody aircraft.
- Some portions of the airfield will need pavement improvements in the upcoming years.
- Passenger terminal with 3 concourses and 28 gates
- New Airport Traffic Control Tower will start operations in 2022 and is optimally placed to support a future second runway.
- Short-term parking structure accommodates 2,432 vehicles
- Long-term parking lot accommodates 8,762 vehicles
- Non-Aviation development area on the north side - Skyplex





RSW MASTER PLAN UPDATE

Aviation Forecasts

OCTOBER/NOVEMBER 2021



Definitions

Enplanements

A departing passenger



Total Passengers

All departing and arriving passengers
(enplanements x 2)



Aircraft Operation

A take-off or a landing



Total Operations

Take-offs + Landings



Forecast of Future Activity

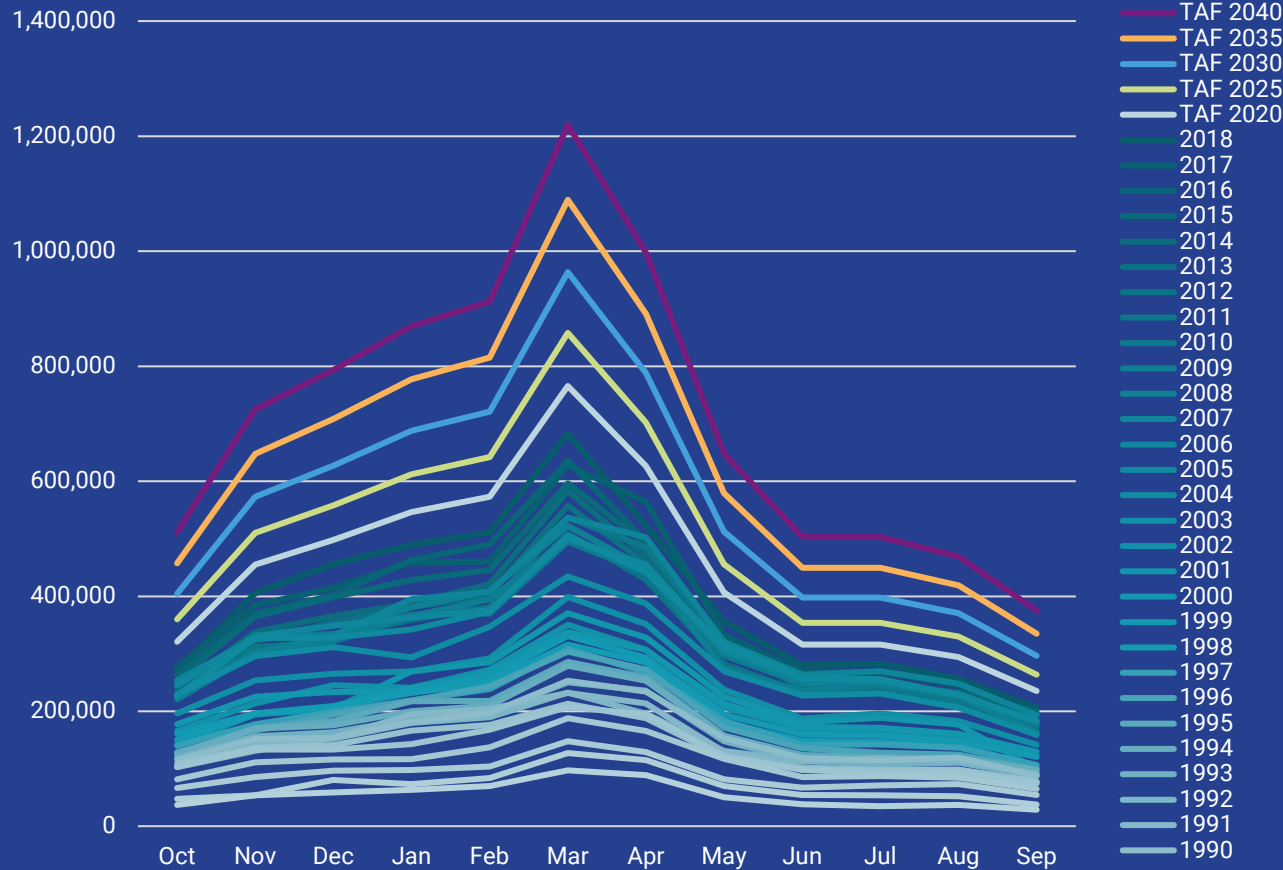
- The Federal Aviation Administration (FAA) updates projections of future activity for all US airports each year
- The average annual growth rate of the most recent 5- and 10-year period at RSW correlates directly to the 2019 FAA Terminal Area Forecast (TAF)
- Using growth rates consistent with the 2019 RSW FAA TAF as the 20-year projection of RSW traffic was endorsed by the LCPA Board of Port Commissioners in September 2021

Master Plan Forecast of Airline Activity

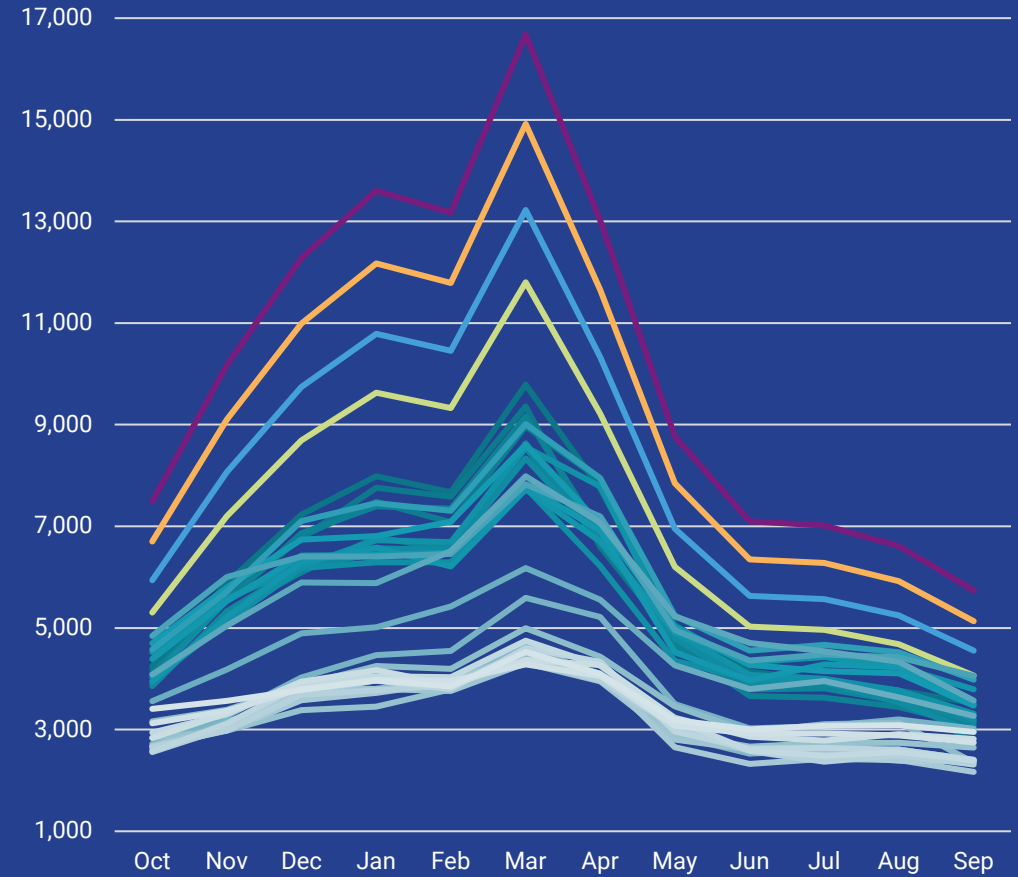
Year	Enplanements	Airline Aircraft Operations
2025	5,999,546	86,103
2030	6,739,935	96,493
2035	7,618,025	108,845
2040	8,528,457	121,655

RSW enplanements and operations were forecast for each month for the 20-year planning period (2040)

Enplanements by Month



Operations by Month



RSW is the Highest Seasonal Peaking Airport in the US

- RSW has over 4.25 times the traffic occur in March compared to September. This means, airport facilities are constrained in March, but underutilized in September.
- The FAA-endorsed airport industry standard typically targets the **Peak Hour** of the **Average Day** of the **Peak Month** for facilities planning/design.
- For RSW, this can be challenging to plan (and pay for) airport facilities to accommodate the high-passenger traffic during the peak season (Thanksgiving through Easter), while passenger traffic (and corresponding revenues) are greatly reduced the remaining 7 months of the year.
- Revenues to operate and expand the airport is primarily driven by passengers.





RSW MASTER PLAN UPDATE

Additional Gates Alternatives

OCTOBER/NOVEMBER 2021

Planning Target: How to determine how many additional airline gates are needed?

1. Determine when the new gates will be operational

Tentative Timeline

- Planning/Concept Refinement Complete: March 2022
- Design: July 2022 – December 2023 (18 months)
- Bidding & Contracts: January 2024 - June 2024 (6 months)
- Construction: July 2024 – June 2027 (3 years)
- **New Gates Open: June 2027**

Planning Target: How to determine how many additional airline gates are needed?

2. Determine how long the new gate capacity should last before more gates are needed

- Airport industry standard is to plan for 5 to 10 years before more gates need to be added
- An earlier planning target year will result in less gates needed initially, but a sooner need for future gates.

Recommendation: Design for year 2035 gates demand in order to operate 8 years (2027-2035) under capacity before more gates are needed

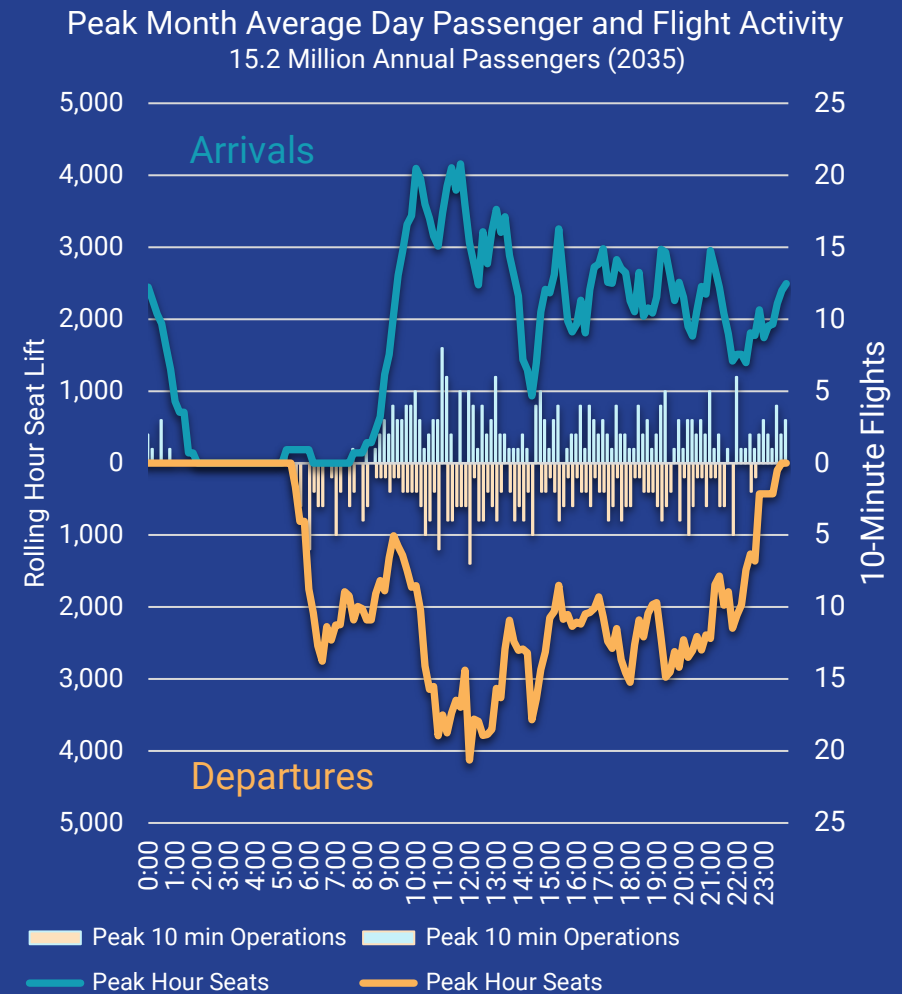


Planning Target: How to determine how many additional airline gates are needed?

3. Determine which day of the year facilities are to be designed to accommodate

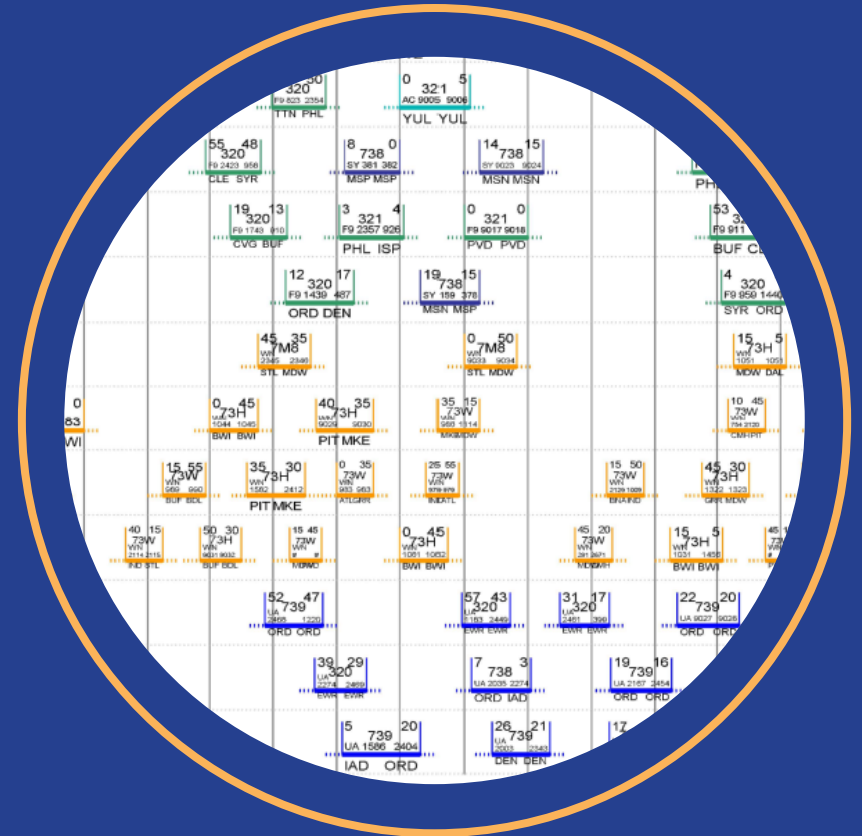
- The **Peak Hour of the Average Day of the Peak Month (PHADPM)** for RSW in the year 2035.
- For RSW, planning facilities to accommodate traffic during the PHADPM would mean for 15 days in March 2035, there would be more aircraft on the ground than available gates. But, for the other 350 days in 2035 (and all days during the 8 years prior), gates would equal or exceed aircraft parking needs.

Recommendation: March 2035 (PHADPM) is recommended for gates planning at RSW



Design Target: Design Day Projected Flight Schedules

- **Design Day Flight Schedule (DDFS)**
 - DDFSs were prepared using historical and future information to project airline flight schedules for the Peak Month (March), Average Day in the year 2035.
- **Considering Different Scenarios that Affect Forecasting**
 - In evaluating different future scenarios of gate operations, the DDFSs were gated to reflect an assumed number of aircraft departures per gate per day, an assumed number of overnight aircraft, an assumed number of Preferential Gates (airlines assigned to a specific gate pursuant to an airline/airport agreement), and an assumed number of Common Use Gates (a gate whereby no specific airline is assigned).
 - Applying these various scenarios of potential future conditions to the DDFSs help the consultant team determine a recommendation with the most future flexibility.



Recommendation: Number of Additional Gates Needed

12*

- Assuming new gates will be operational in 2027, excess capacity is planned for 8 years (until 2035) and is targeted to accommodate March 2035 RSW airline traffic.
- Based on an evaluation of the different forecasting scenarios attempting to accommodate the aircraft parking demands projected for March 2035, the addition of 12 gates is recommended*.

* Next Steps: Refining the Gates Recommendation

- The recommended number of gates could change based on:
 - Financial and funding plans
 - A projection of future aircraft sizes that will use the new gates
 - Layouts and floor plans of gates alternatives

Where to add new gates: Gate Expansion Constraints – Aircraft Clearances

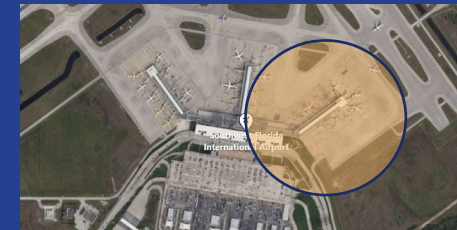
- The existing terminal and future gates expansion need to have the required clearances for aircraft taxi operations
- **Airplane Design Group (ADG)**
(Aircraft Size)
 - ADG V = Large Wide Body (Airbus 330)
 - ADG IV = Midrange (Boeing 757)
 - ADG III = Short Range (Airbus 321; Boeing 737)



● International Gates

Where to Add New Gates

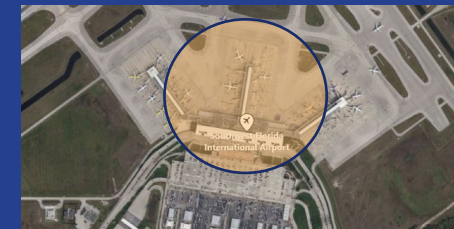
Concourse B Expansion Option



- Additional Gates Possible (NET) = 4
- Does not meet 12-gate requirement
- Requires additional main terminal support space
- Requires additional taxiway and apron pavement
- May have short and/or long-term impacts to existing international Gate B1
- Temporary loss of 4 gates during construction
- Loss of existing Taxiway G
- Requires pushback onto Taxiway K

Where to Add New Gates

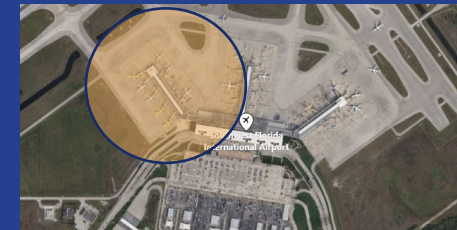
Concourse C Expansion Option



- Additional Gates Possible (NET) = 6
- Does not meet 12-gate requirement
- Requires additional main terminal support space
- Requires additional taxiway and apron pavement
- Assumes relocation of Gate D2 to the end of Concourse D to provide needed terminal support space
- Temporary loss of 3 gates during construction
- Loss of Taxiway G
- Requires pushback onto Taxiway H

Where to Add New Gates

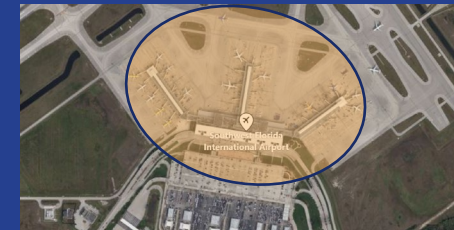
Concourse D Expansion Option



- Additional Gates Possible (NET) = 4
- Does not meet 12-gate requirement
- Requires additional main terminal support space
- Requires additional taxiway and apron pavement
- Loss of 1 gate (Gate D2)
- Temporary loss of 2 gates during construction
- Loss of Taxiway G
- Requires pushbacks onto future taxiway

Where to Add New Gates

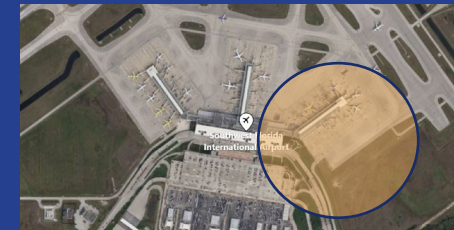
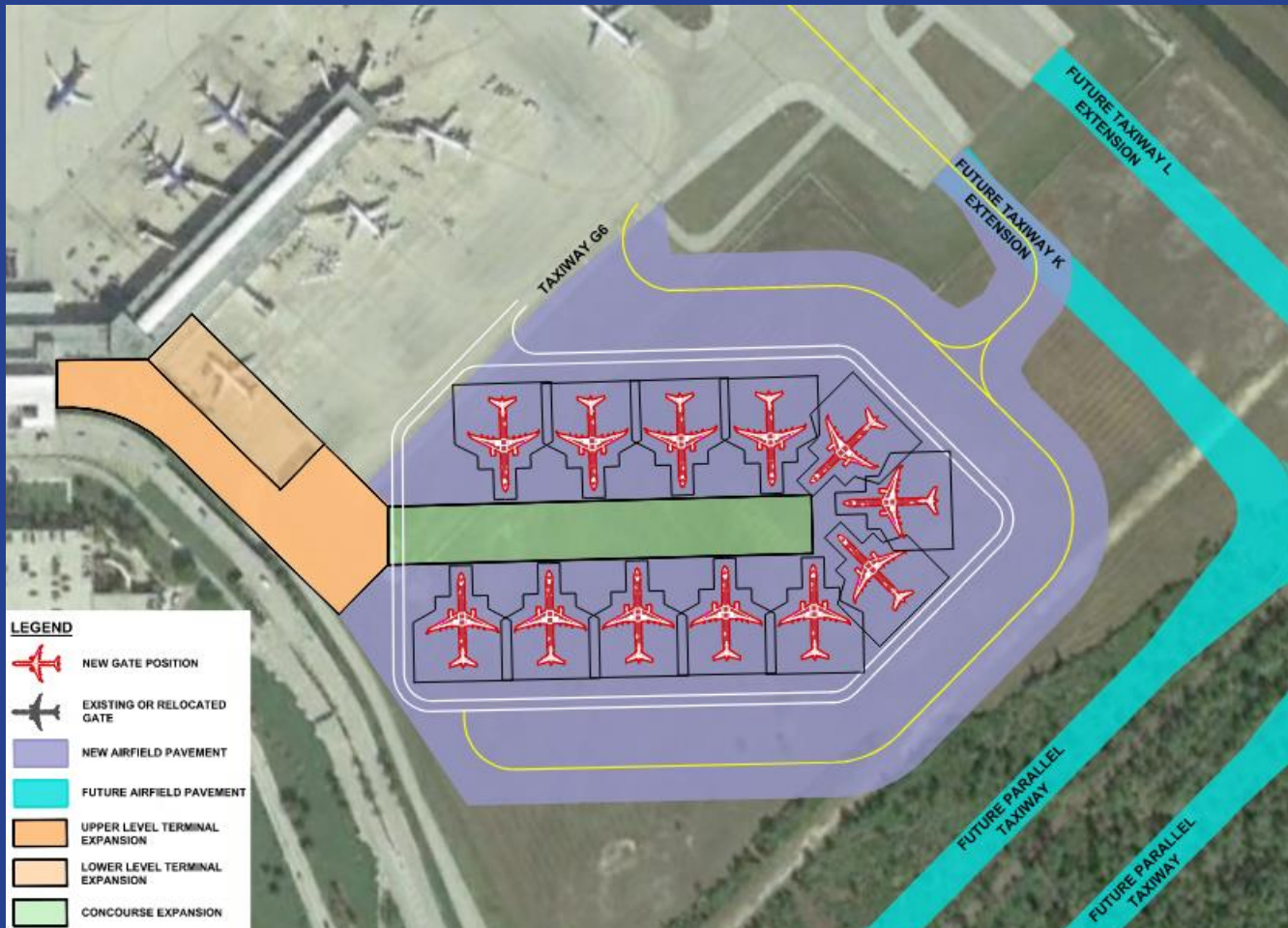
Concourse B + C + D Expansion Option



- Additional Gates Possible (NET) = 12/14
- Requires a significant amount of additional main terminal support space
- Requires additional taxiway and apron pavement
- Loss of 1 gate (Gate D2)
- Temporary loss of 9 gates during construction
- May have short and/or long-term impacts to existing international Gate B1
- Loss of Taxiway G
- Requires pushbacks onto future taxiway

Where to Add New Gates

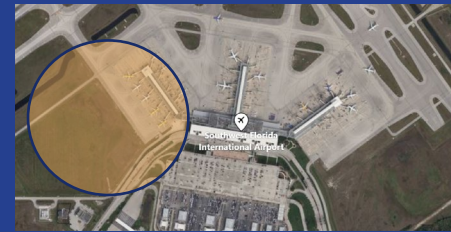
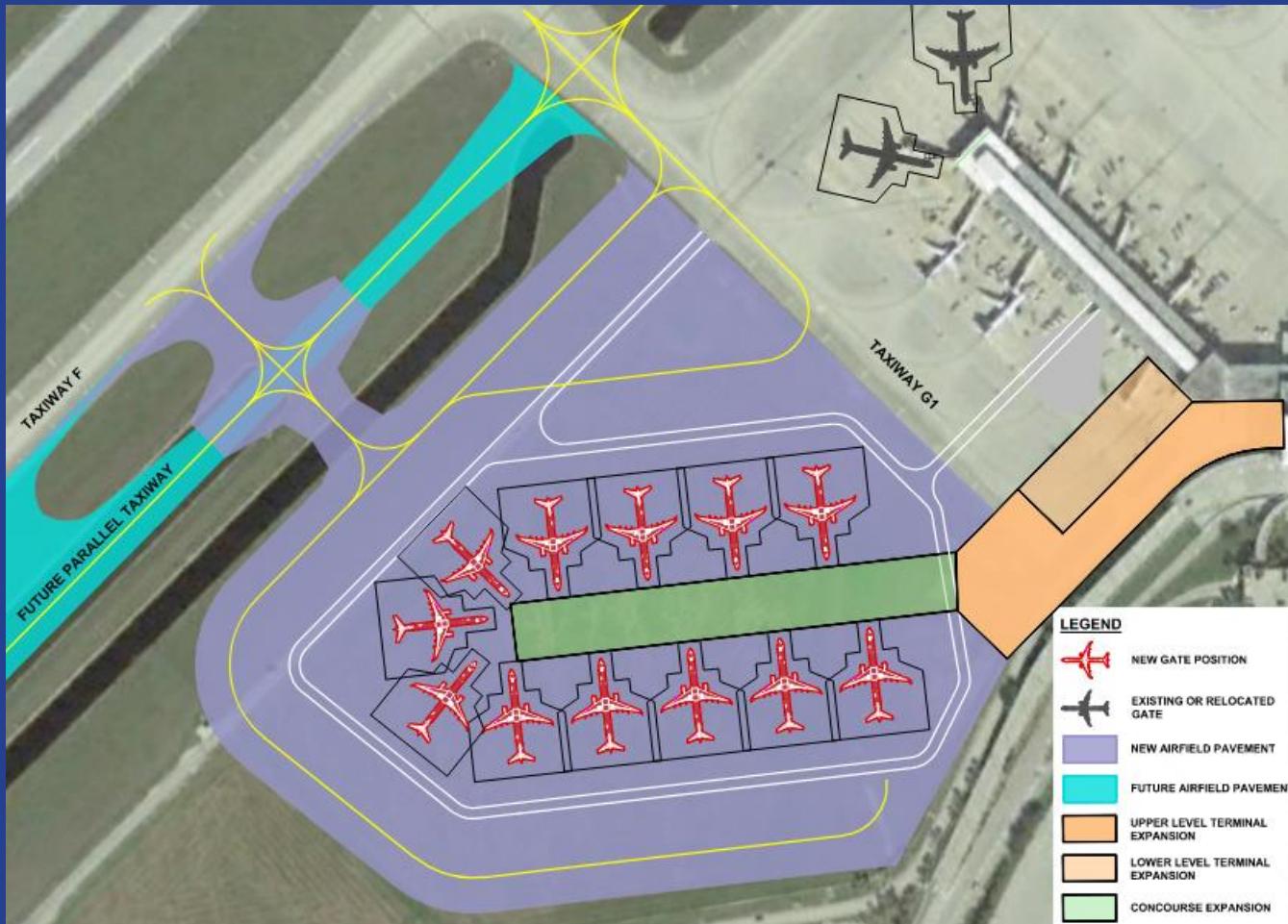
New Concourse A Option



- Additional Gates (NET) = 12
- All new construction (no modifications to existing terminal)
- No temporary loss of gates during construction
- No impacts to existing/future taxiway system
- May have short and/or long-term impacts to existing international Gate B1
- Located farthest from chiller building/utilities
- Longest taxi distance to Runway 6-24

Where to Add New Gates

New Concourse E Option



- Additional Gates (NET) = 12
- All new construction (no modifications to existing terminal)
- No temporary loss of gates during construction
- No impacts to existing/future taxiway system
- No impacts to existing Gate B1 international gate
- Loss of 2 gates (Gates D2 and D4) – Relocated to the end of Concourse D
- Located closest to chiller building/utilities
- Shortest taxi distance to Runway 6-24

Expansion Concepts Evaluation Matrix

EVALUATION FACTORS	Weighted Multiplier 1 to 5	Ranking 1 to 5	Concourse B Expansion Total Score	Ranking 1 to 5	Concourse C Expansion Total Score	Ranking 1 to 5	Concourse D Expansion Total Score	Ranking 1 to 5	Concourse B + C + D Expansion	Ranking 1 to 5	New Concourse A	Ranking 1 to 5	New Concourse E
BUILDING													
Concessions Square Footage meets industry standards for the area served	4	3	12	3	12	3	12	3	12	5	20	5	20
Public Space, Seating, Restroom meets industry standards for the area served	4	4	16	4	16	4	16	4	16	5	20	5	20
Adequate Security Lanes to avoid excessive queues	3	4	12	4	12	4	12	3	9	5	15	5	15
Adequate Ticketing to avoid excessive queues	2	4	8	4	8	4	8	3	6	5	10	5	10
Outbound Baggage	3	4	12	3	9	4	12	4	12	5	15	5	15
Creates Impacts to Existing Int. Gates	3	2	6	5	15	5	15	2	6	2	6	5	15
Passenger Walking Distance not excessive	4	2	8	3	12	2	8	2	8	5	20	5	20
Number of Baggage Claim devices meets industry standards	2	3	6	3	6	3	6	3	6	5	10	5	10
Passenger level of services not impacted by Construction Impacts:	4	2	8	2	8	2	8	2	8	4	16	5	20
BUILDING SUB-TOTAL SCORE			88		98		97		83		132		145
AIRSIDE													
Net Gain in Gates	5	1	5	2	10	1	5	5	25	5	25	5	25
Airfield Operational Impacts	4	3	12	2	8	3	12	0	0	5	20	5	20
Negative Drainage Impacts	2	4	8	3	6	3	6	1	2	4	8	3	6
Negative Utilities Impacts	1	4	4	3	3	4	4	1	1	5	5	5	5
Proximity to Runway 6-24	2	2	4	3	6	4	8	3	6	1	2	5	10
Additional Pavement Required	2	5	10	4	8	4	8	3	6	5	10	4	8
Loss of Gates due to Construction Phasing	3	3	9	2	6	4	12	1	3	5	15	5	15
Apron Aircraft Traffic not impacted by Construction Phasing	4	3	12	3	12	3	12	1	4	5	20	5	20
Construction Deliveries & Access not impacted by Apron Operations	4	1	4	1	4	1	4	0	1	4	16	5	20
ATCT Line of Sight Impacts	2	4	8	4	8	5	10	4	8	4	8	4	8
AIRSIDE SUB-TOTAL SCORE			76		71		81		56		129		137
LANDSIDE													
Good Departure Curbside Level of Service	5	1	5	1	5	1	5	4	20	5	25	5	25
Good Arrival Curbside Level of Service	5	1	5	1	5	1	5	5	25	4	20	4	20
Landside traffic not impacted by Construction Phasing	3	4	12	4	12	4	12	2	6	2	6	2	6
Negative Utilities Impacts	1	5	5	5	5	5	5	1	1	1	1	1	1
LANDSIDE SUB-TOTAL SCORE			27		27		27		52		52		52
OVERALL CONCEPT													
Ease of Permitting & Environmental	1	5	5	5	5	5	5	3	3	1	1	1	1
Good Ultimate Expansion Capability	5	1	5	1	5	1	5	2	10	4	20	5	25
Good Proximity to Existing Infrastructure	3	3	9	3	9	3	9	1	3	1	3	5	15
Faster Construction Schedule	2	5	10	5	10	5	10	1	2	3	6	3	6
Costs	5	5	25	5	25	5	25	3	15	5	25	5	25
OVERALL SUB-TOTAL SCORE			54		54		54		33		55		72
CONCEPT TOTAL SCORE			245		250		259		224		368		406
MEETS PAL 3 DEMAND			NO		NO		NO		YES		YES		YES

Evaluation Matrix Criteria:

- Weighted Numbers
 - 1 = Least Important as compared to other criteria.
 - 5 = Most important as compared to other criteria.
- Ratings
 - 1 = Most negative
 - 5 = Most positive

Expansion Concepts Evaluation Matrix

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Adequate Security Lanes to avoid excessive queues	3	4	12	4	12	4	12	3	9	5	15	5	15
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Outbound Baggage	3	4	12	3	9	4	12	4	12	5	15	5	15
Creates Impacts to Existing Int. Gates	3	2	6	5	15	5	15	2	6	2	6	5	15
Passenger Walking Distance not excessive	4	2	8	3	12	2	8	2	8	5	20	5	20
Number of Baggage Claim devices meets industry standards	2	3	6	3	6	3	6	3	6	5	10	5	10
Passenger level of services not impacted by Construction	4	2	8	2	8	2	8	1	4	4	16	5	20
BUILDING SUB-TOTAL SCORE			88		98		97		79		132		145
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Net Gain in Gates	5	1	5	2	10	1	5	5	25	5	25	5	25
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Proximity to Runway 6-24	2	2	4	3	6	4	8	3	6	1	2	5	10
Additional Pavement Required	2	5	10	4	8	4	8	3	6	5	10	4	8
Loss of Gates due to Construction Phasing	3	3	9	2	6	4	12	1	3	5	15	5	15
Apron Aircraft Traffic not impacted by Construction Phasing	4	3	12	3	12	3	12	1	4	5	20	5	20
Construction Deliveries & Access not impacted by Apron Operations	4	1	4	1	4	1	4	0	1	4	16	5	20
ATCT Line of Sight Impacts	2	4	8	4	8	5	10	4	8	4	8	4	8
AIRSIDE SUB-TOTAL SCORE			76		71		81		56		129		137
LANDSIDE													
Good Departure Curbside Level of Service	5	1	5	1	5	1	5	4	20	5	25	5	25
Good Arrival Curbside Level of Service	5	1	5	1	5	1	5	5	25	4	20	4	20
Landside traffic not impacted by Construction Phasing	3	4	12	4	12	4	12	2	6	2	6	2	6
Negative Utilities Impacts	1	5	5	5	5	5	5	1	1	1	1	1	1
LANDSIDE SUB-TOTAL SCORE			27		27		27		52		52		52
OVERALL CONCEPT													
Ease of Permitting & Environmental	1	5	5	5	5	5	5	3	3	1	1	1	1
Good Ultimate Expansion Capability	5	1	5	1	5	1	5	2	10	4	20	5	25
Good Proximity to Existing Infrastructure	3	3	9	3	9	3	9	1	3	1	3	5	15
Faster Construction Schedule	2	5	10	5	10	5	10	1	2	3	6	3	6
Costs	5	5	25	5	25	5	25	3	15	5	25	5	25
OVERALL SUB-TOTAL SCORE			54		54		54		33		55		72
CONCEPT TOTAL SCORE			245		250		259		224		368		406
MEETS PAL 3 DEMAND			NO		NO		NO		YES		YES		YES

Evaluation Matrix Criteria:

- Weighted Numbers
 - 1 = Least Important as compared to other criteria.
 - 5 = Most important as compared to other criteria.
- Ratings
 - 1 = Most negative
 - 5 = Most positive

Expansion Concepts Evaluation Matrix Summary

EVALUATION FACTORS	Concourse B Expansion Total Score	Concourse C Expansion Total Score	Concourse D Expansion Total Score	Concourse B + C + D Expansion	New Concourse A	New Concourse E
BUILDING SUB-TOTAL SCORE	88	98	97	83	132	145
AIRSIDE SUB-TOTAL SCORE	76	71	81	56	129	137
LANDSIDE SUB-TOTAL SCORE	27	27	27	52	52	52
OVERALL SUB-TOTAL SCORE	54	54	54	33	55	72
CONCEPT TOTAL SCORE	245	250	259	224	368	406
MEETS PAL 3 DEMAND	NO	NO	NO	YES	YES	YES



Concourse B, C and D individually do not meet requirement for required number of gates. Can not be considered as options.

Evaluation :

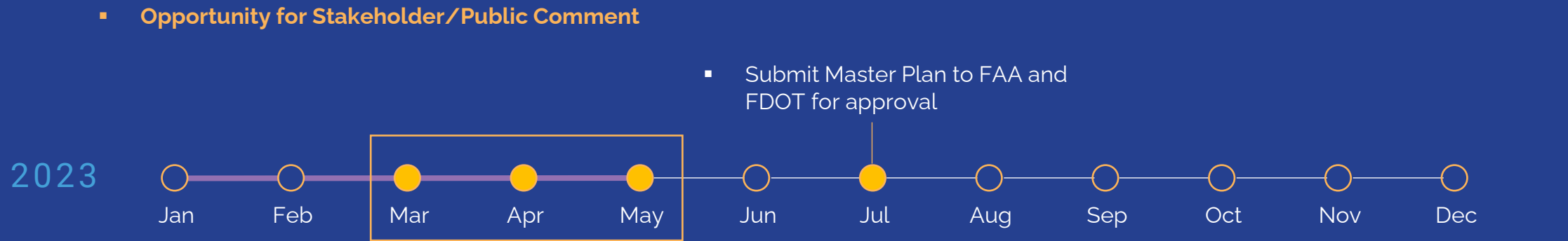
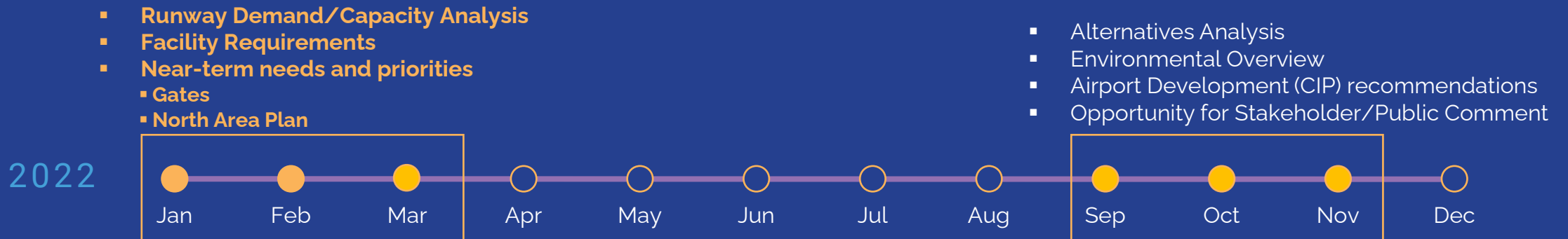
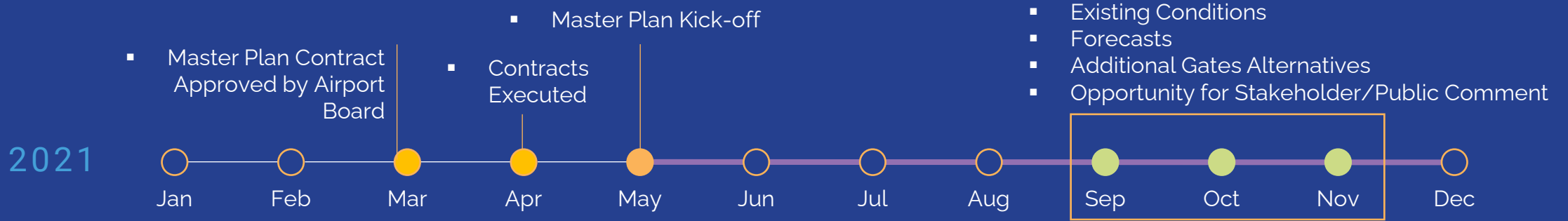
- Concourse B + C + D Option would all have to be done concurrently to provide the needed 12 gates. Additionally:
 - Greater cost
 - Impact to current operations
 - Longer construction schedule
 - Loss of gates during construction
- Concourse A and E options are the only ones that can provide the needed 12 gates. Additionally:
 - Existing Airport operations are not impacted during construction
 - Passengers are not impacted during construction
 - Airline operations are not impacted during construction
 - Less costs and faster schedule

Gates Recommendation Summary

- Plan/design facilities to accommodate projected airport traffic for the Peak Hour of the Average Day of March in the year 2035
- Concourse A or E provide the necessary 12 +/- gates required for the 2035 demand
- Concourse E is preferred based on a shorter taxi distance to Runway 6/24, closer to chiller building/utilities (lower cost), and no impacts to existing international Gate B1



Next Steps



Be a part of the process

- For more information, to view the Master Plan Update draft chapters completed to date and to provide comments, please visit:

<https://www.flylcpa.com/masterplan>

- The comment period will begin on **Oct. 4, 2021**
- All comments should be submitted on or before **Oct. 21, 2021**
- All comments will be summarized and presented to the airport board and FAA/FDOT for consideration

Thank you

For project updates or to provide comments please visit:

<https://www.flylcpa.com/masterplan>

