ST. LOUIS LAMBERT INTERNATIONAL AIRPORT®

East-West Gateway Council Coordination

St. Louis Lambert International Airport Layout Plan and Master Plan Update

Date: June 21, 2022

What is an Airport Master Plan?

Planning Process

"An airport master plan is a comprehensive study of an airport and usually describes the short-, medium- and long-term development plans to meet future aviation demand"

- FAA Advisory circular 150/5070-6B, Airport Master Plans

- Provides a blueprint for expected airport development
- Completed every 8-10 years, last plan in 2012
- Needed to continue receiving FAA funding
- Plans for 20-year period
- Requires public input
- Followed by multiple steps before construction

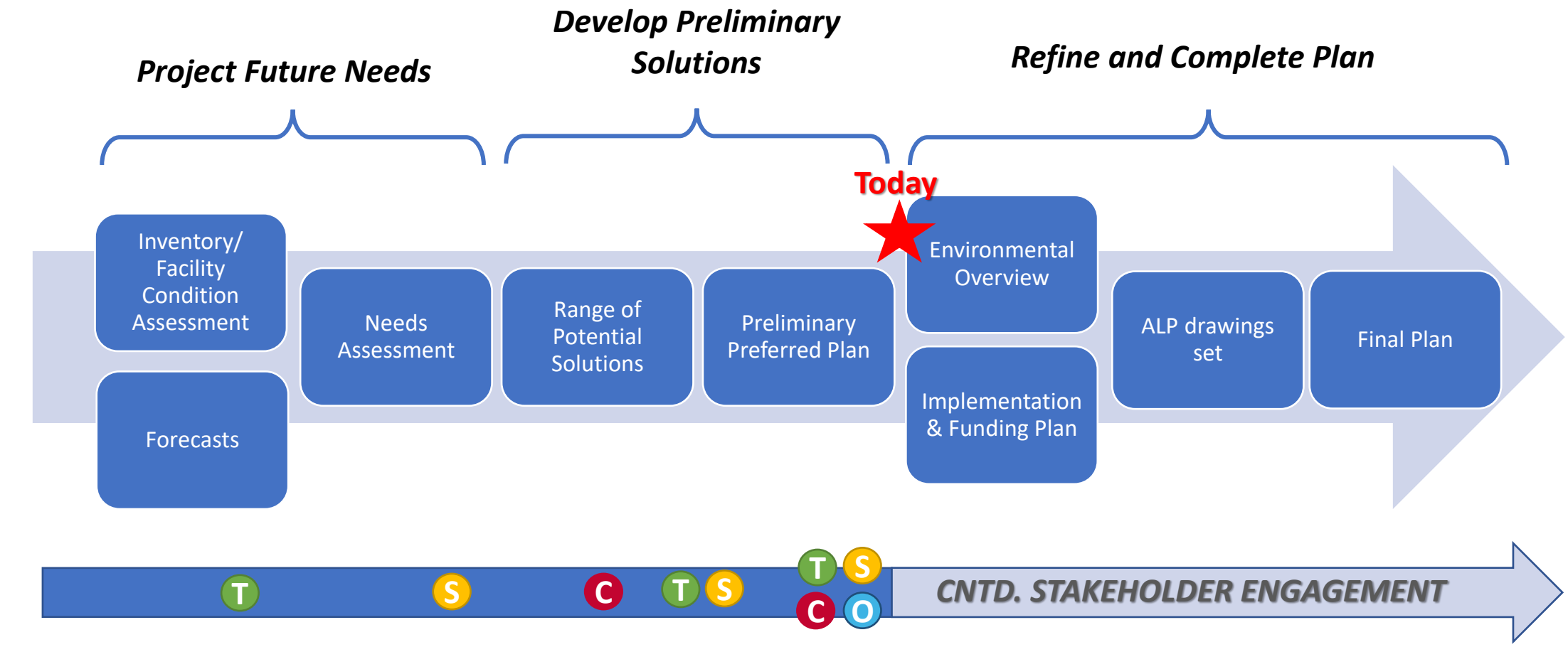
Planned projects can only move forward if they are:

- **Justified by actual demand**
- **Environmentally approved**
- **Financially feasible**

What is an Airport Master Plan?

Planning Process

- T Technical Advisory Committee
- C Airport Commission
- S Public Survey
- O Open House



Input into the Airport Master Plan

Stakeholder Engagement to Date

Including:
City of St. Louis
St. Louis Econ Dev Partners
Greater Saint Louis Inc.
St. Louis Co
St. John
Woodson Terrace
Bridgeton
St. Charles (Invited)

Federal Aviation Admin (regularly)

Technical Adv. Committee
40 members
Airport tenants
Local agencies

MODOT

Public

Local Municipalities

Airport/Airline Affairs. Committee

STL Airport Commission

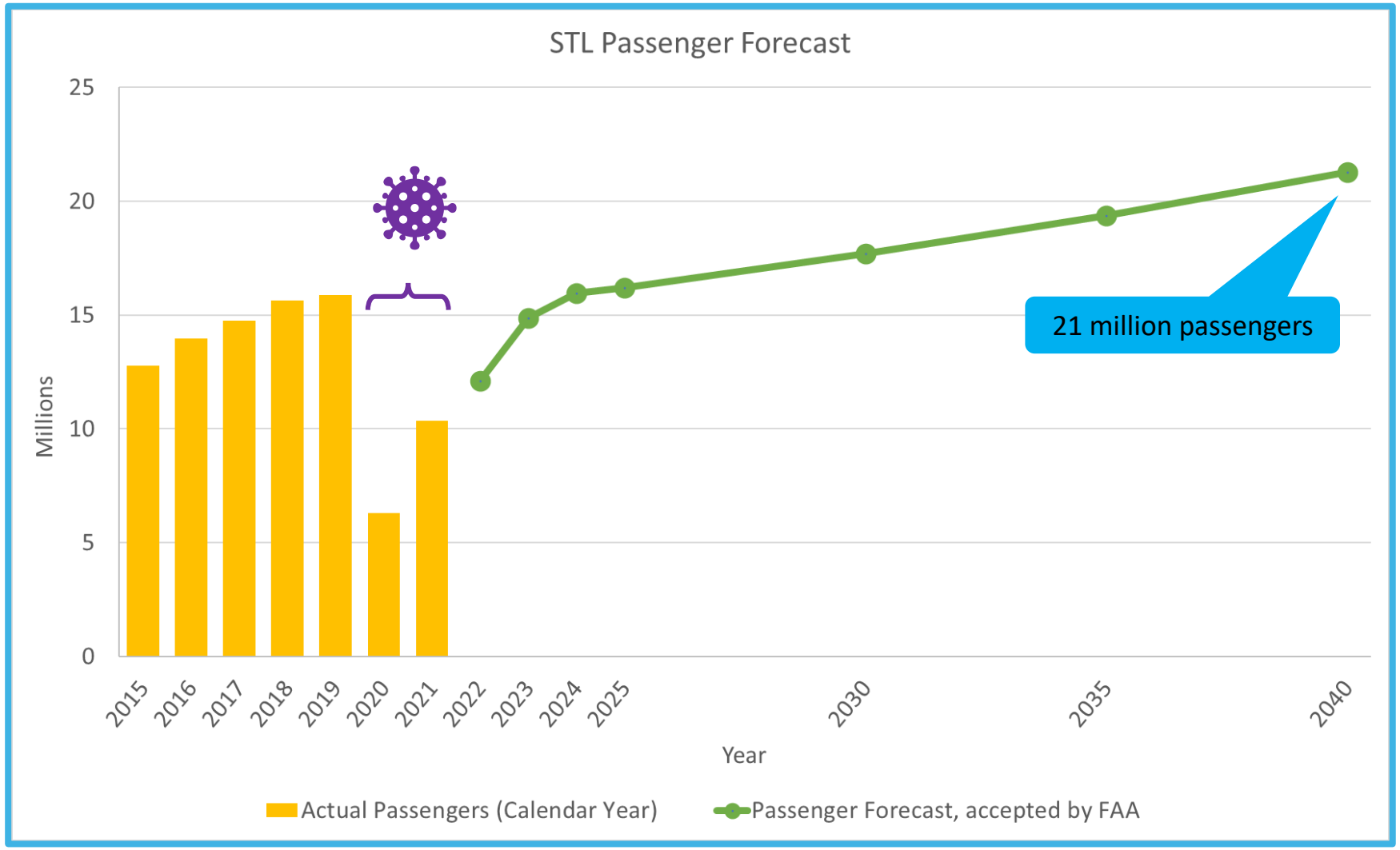
Engagement to Date:

- Three Public surveys:
  - 2,948 total responses
- 25 meetings with over 700 total attendees:
  - TAC: 3 meetings
  - Airport Commission: 2 meetings
  - Airlines committee: 4 meetings
  - MODOT: 3 meetings
  - St. Louis County: 1 meeting
  - EWGCC: 1 meeting
  - Metro: 2 meetings
  - Greater STL Inc: 2 meetings
  - Regional Business Council: 1 meeting
  - YPO: 1 meeting
  - Southern municipalities: 3 meetings
  - American Society for Industrial Security : 1 meeting
  - Open house: 1 meeting
- Ongoing Website Updates
- Upcoming Public Engagement:
  - Open House
  - Airport Commission

Why Plan for Improvements?

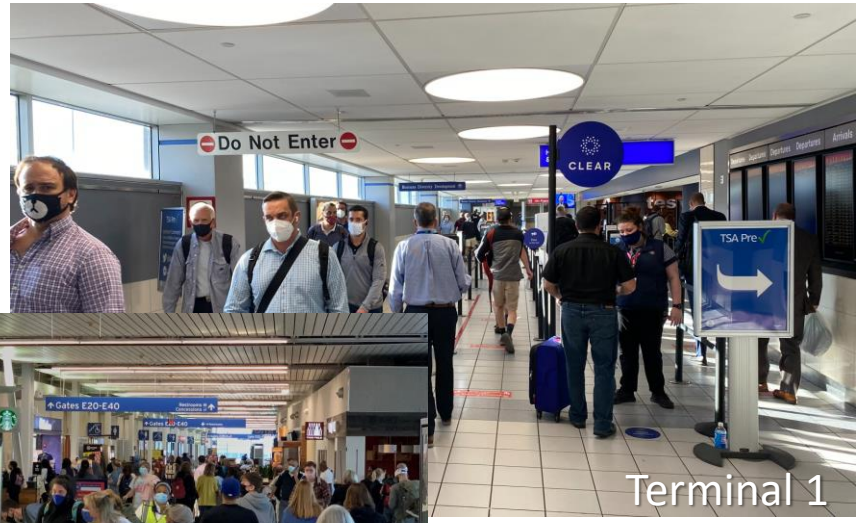
Passenger Forecast

- Strong recovery from COVID
- Growth to 21M passengers by 2040
- Approved by FAA

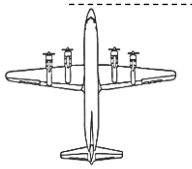
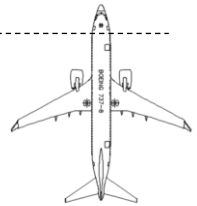


Why Plan for Improvements?

Changed Industry Conditions

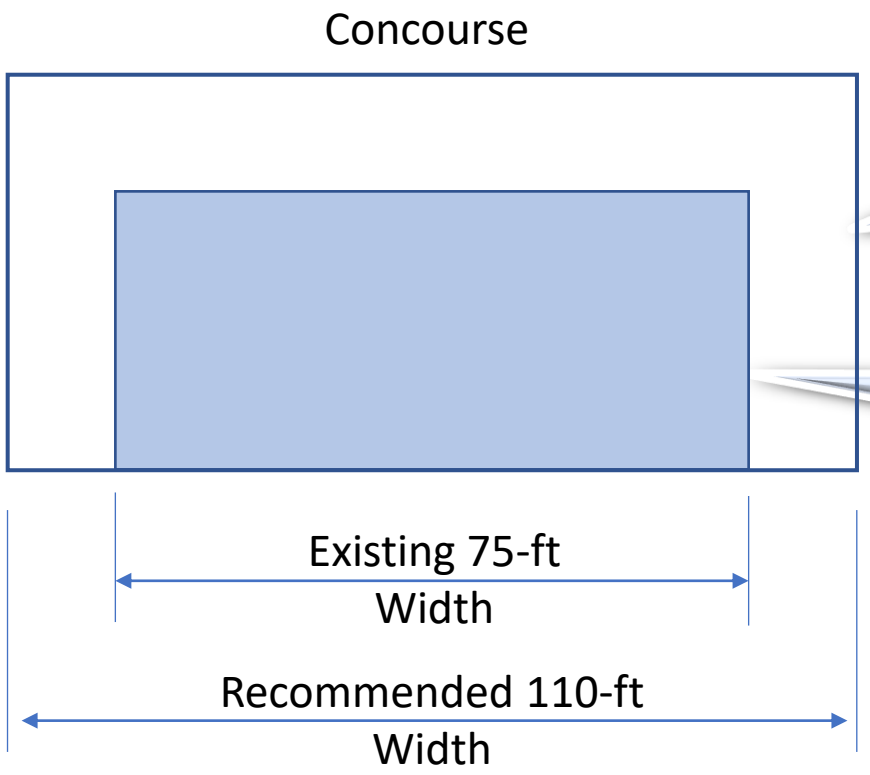


- Current conditions
  - Lacking functionality of facilities
- Age of facilities
  - Terminal 1 built in 1956, Terminal 2 built in 1998
  - Maintenance cost
- Industry changes
  - Aircraft getting larger (size and number of seats)
  - Air travel is growing
  - 9/11 security requirements
  - Connecting hub

Late 1950s T1 Opens	1990s T2 Opens	2022
		
DC-7 117’ WS x 112’ length **61 seats**	**B737-300** 95’ WS x 110’ length **143 seats**	**B737 MAX 8** 118’ WS x 129’ length **178 seats**

Terminal Needs

Terminal 1 Concourse Comparison



Modern Concourse Standard:
110-ft Wide Dual Loaded Concourse provides required hold room, corridor and concession square footage. Includes moving walkways

Taller Ceilings provide volume/ aesthetics for modern concourse

Existing Concourses:
25-ft wide hold rooms on each side of a 25-ft wide corridor is suboptimal for larger mainline aircraft and the projected higher passenger load factors

Terminal Needs and Solutions

Need	Solution
Growth in Passengers	Increase number of aircraft gates (up to 62) Expand terminal and concourse space Accommodate modern aircraft
Old/Aging Facilities	Upgrade customer experience Reduce Operating & Maintenance costs Improve resilience
Inadequate Concessions	Increase customer choices Provide additional revenues
Insufficient Revenue Opportunities	Provide more garage parking & revenues

Terminal Alternatives Evaluations

Early Evaluation Round Goals

Capacity

- Meet gate, space and parking requirements for 2040
- Allow post-2040 expansion

Efficiency

- Improve Terminal O&M cost efficiency
- Optimize revenues
- Provide dual narrow-body jets taxilanes in terminal area
- Upgrade taxilane C to a full taxiway

Customer Experience

- Provide optimum level of service (LOS)
- Increase concessions offerings
- Expand parking garages

Flexibility

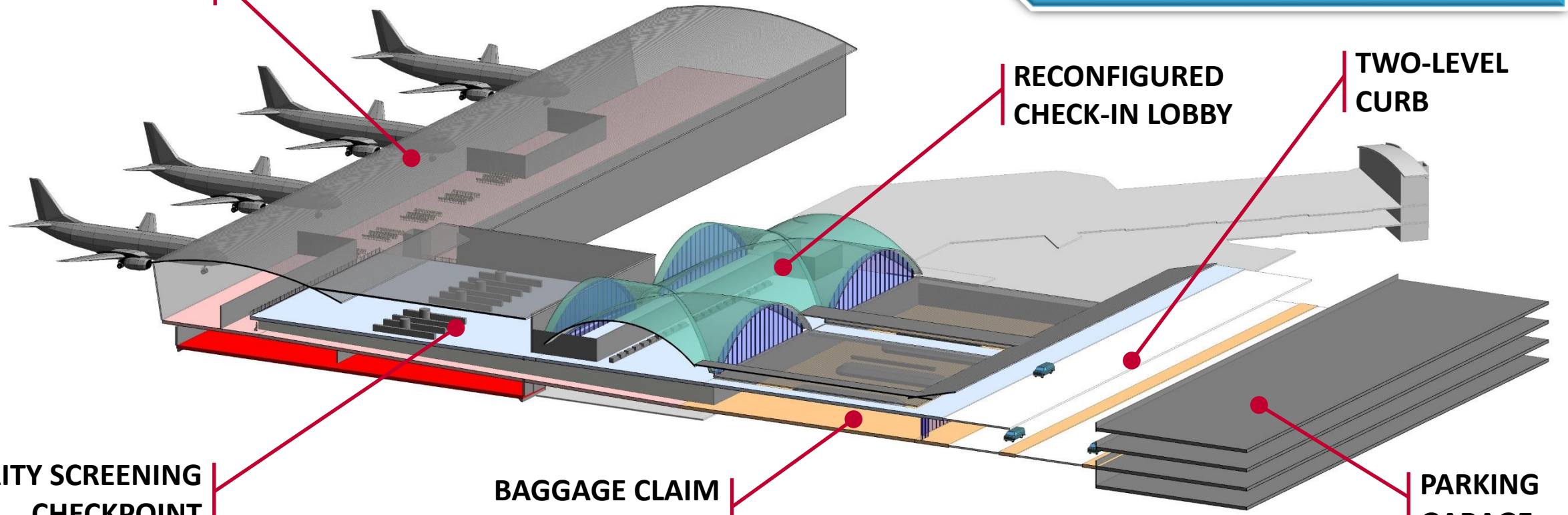
- Accommodate wide-body jets
- Accommodate international flights (Federal Inspection Services)

Note: Capital costs are secondary in the early rounds of concepts development

Terminal

Preferred Terminal Plan

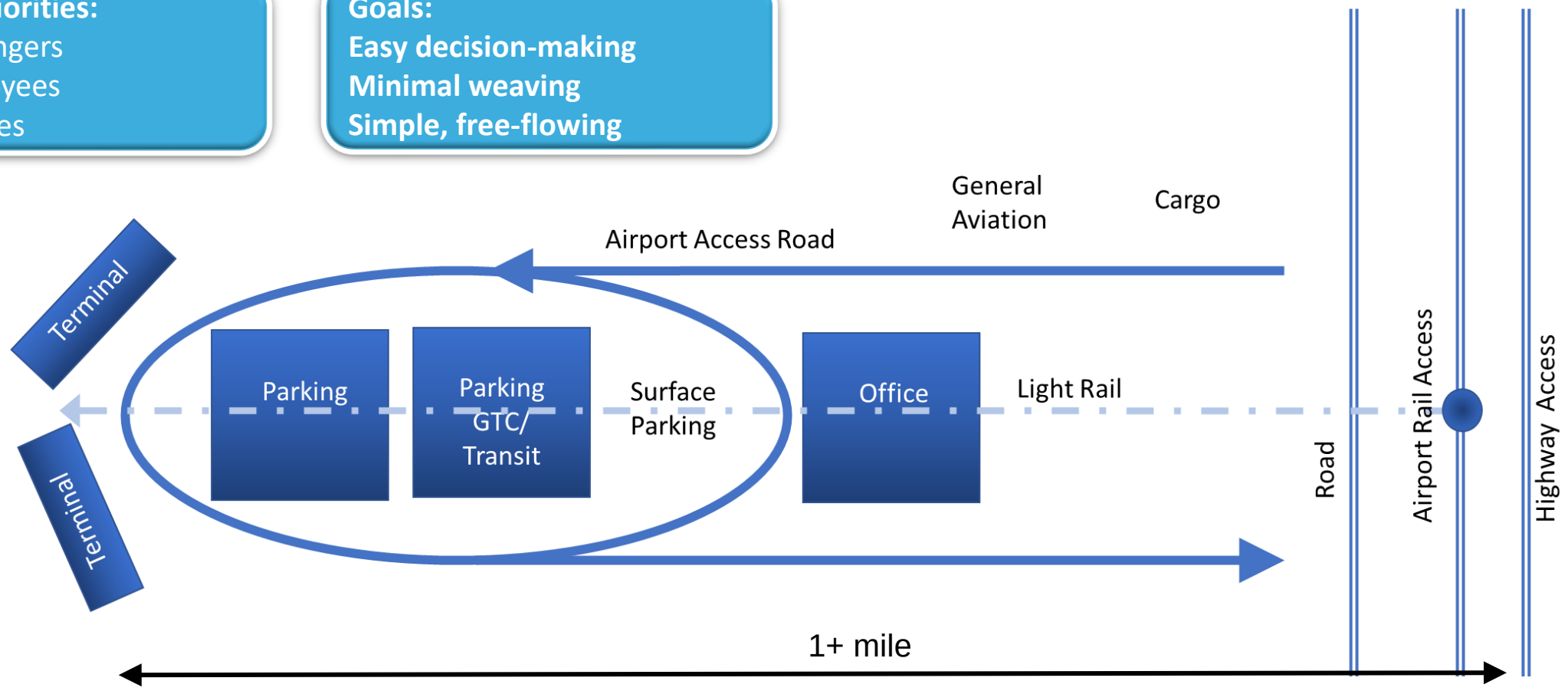
- ✓ Passenger convenience
- ✓ FIS accessible to all carriers
- ✓ Single security checkpoint
- ✓ Gates on both sides
- ✓ New roadways & entrance
- ✓ Concourse can expand further
- ✓ Right-sized space



Ideal Passenger Terminal Access

List of Priorities:
- Passengers
- Employees
- Shuttles

Goals:
Easy decision-making
Minimal weaving
Simple, free-flowing



Terminal Access Concepts

Funding

Typical/Likely Funding Sources

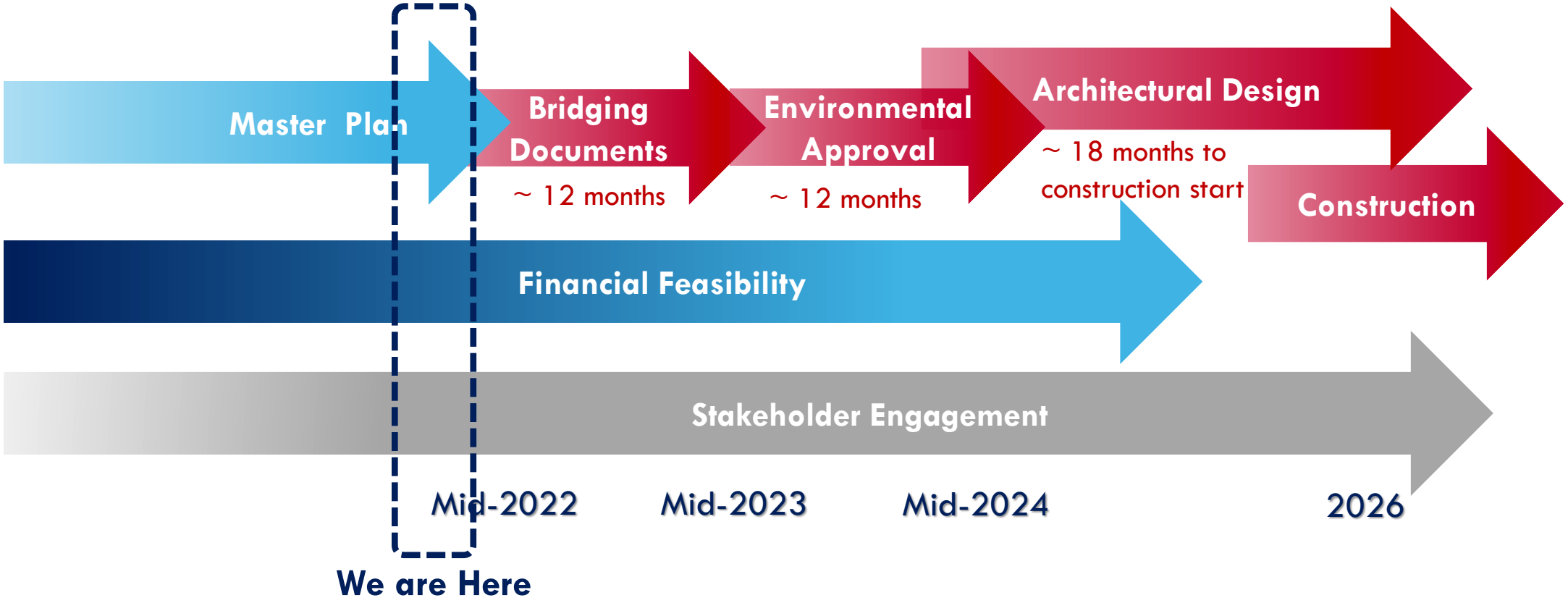
- **No City or local tax dollars required**
- FAA grants
- Airport bonds
- Existing user fees (PFCs)
- Rent & charges from airport tenants

➢ Terminal Program cost-per-gate estimate is within the industry ballpark :

  ➢ Terminal building only: $31 million per gate

  ➢ Entire Terminal Program: $40-44 million per gate (includes terminal building and roads, west deicing pad, taxiway connectors, terminal support facilities, parking garage, etc.)

  ➢ Refinement and feasibility analysis underway

Next Steps

Implementing the Program