



TERMINAL ALTERNATIVES

Options For A New Terminal At ABIA

Passenger terminal facilities at ABIA will also require expansion. A new South Terminal was added in 2017 and a 90,000-sf expansion is currently being added to the Barbara Jordan Terminal, forecasts predict an additional 28 gates are needed by the year 2040.

GOAL: INCREASE ADDITIONAL FACILITY SPACE AND GATES FOR EXPECTED GROWTH



Air Traffic Control Flexibility



Maintains ABIA Experience



Passenger Movement



Intuitive Wayfinding



General Aviation Impacts



Flexible Gate Growth



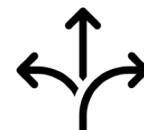
Fuel Storage Impacts



New Central Plant



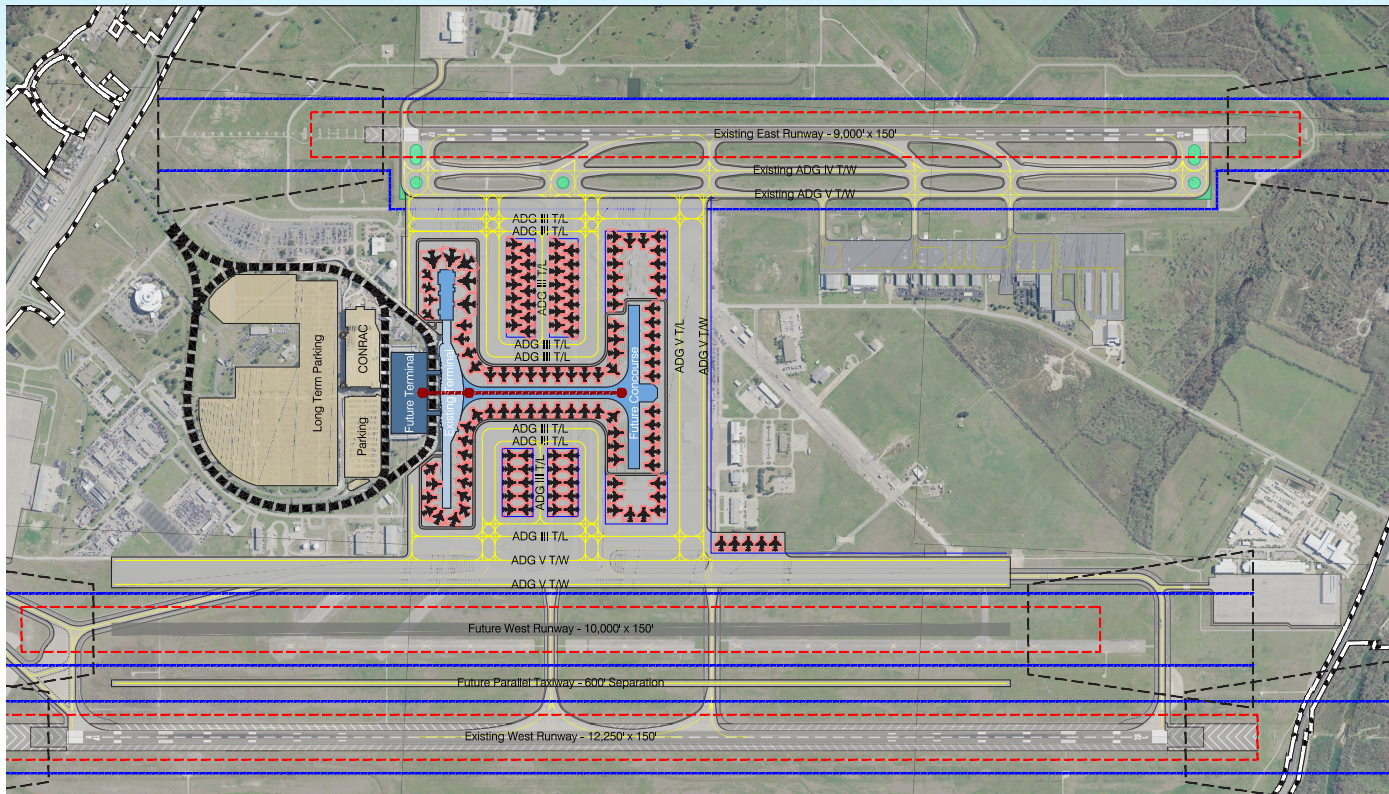
Impacts on Current CIP Projects



Operational Flexibility



Terminal Alternative 3: New North Terminal with Connected South Concourse



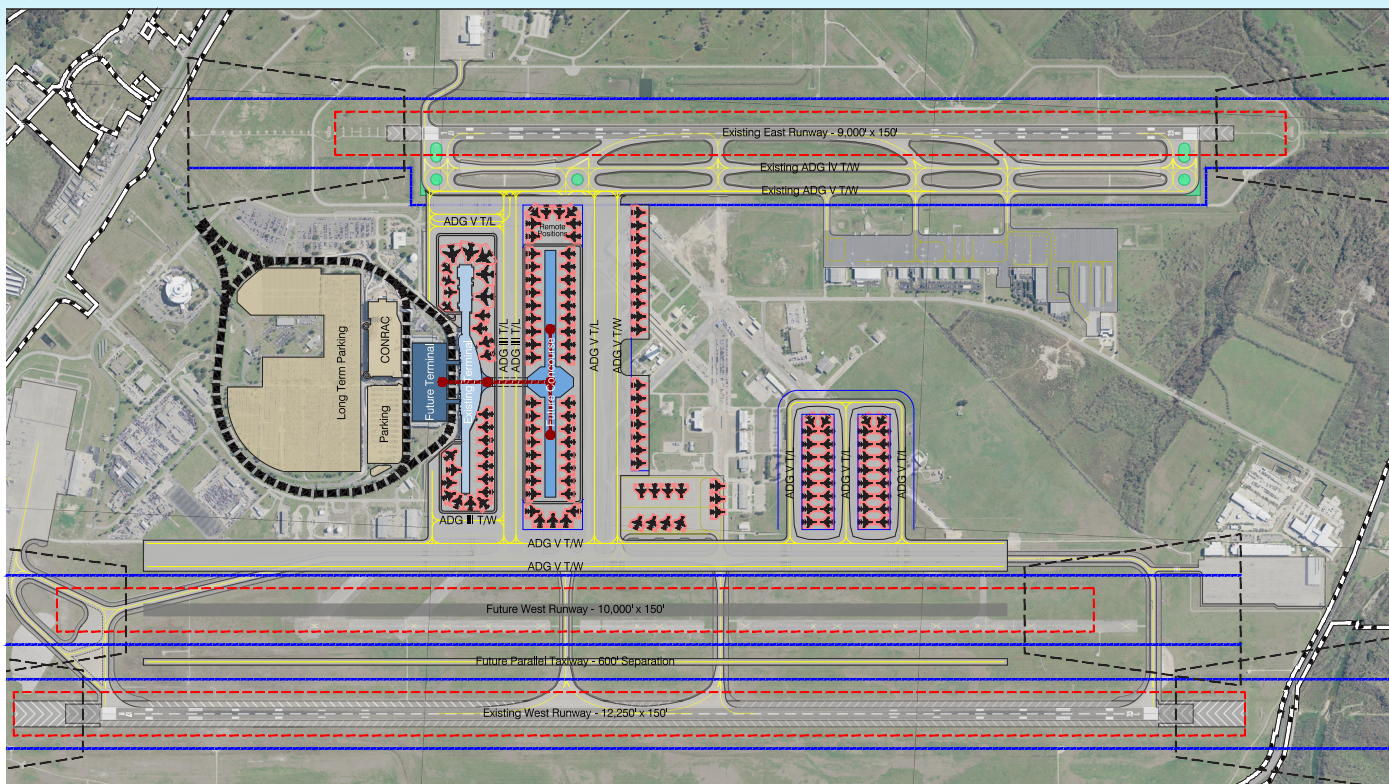
Pros:

- Long-term expansion flexibility
- Increased terminal roadway capacity
- Maintains existing support facilities

Cons:

- Impact to existing gates
- Cul-de-sac gate areas
- Requires relocation of Air Traffic Control Tower
- Constructability taxiway (B grade)
- Pilot awareness on ramp
- Single cross-field connection location
- South side drainage impacts

Terminal Alternative 4: Barbara Jordan Terminal with Satellite Concourse



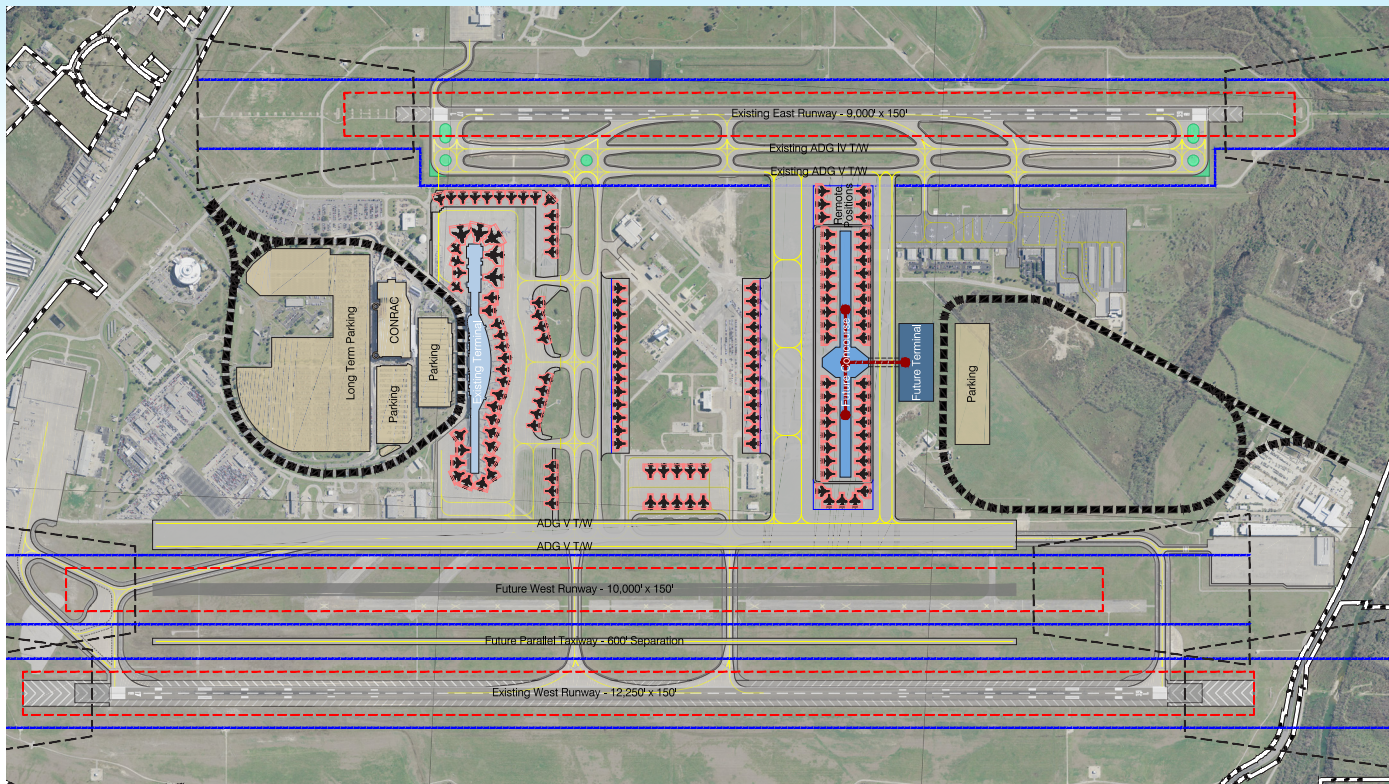
Pros:

- Long-term expansion flexibility
- Increased terminal roadway capacity
- Minimal impact to existing gates
- Multiple cross-field taxi flow
- Maintains existing support facilities

Cons:

- Impact new de-icing fluid collection facility
- Constructability taxiway (B grade)
- South side drainage impacts

Terminal Alternative 5: New South Terminal With Satellite Concourse



Pros:

- Long-term expansion flexibility
- No impact to existing Barbara Jordan Terminal facilities
- Maintains existing support facilities

Cons:

- Significant infrastructure development required on southside
- Impact General Aviation
- Split terminal operations
- Wayfinding on roadways
- Southside drainage impacts