



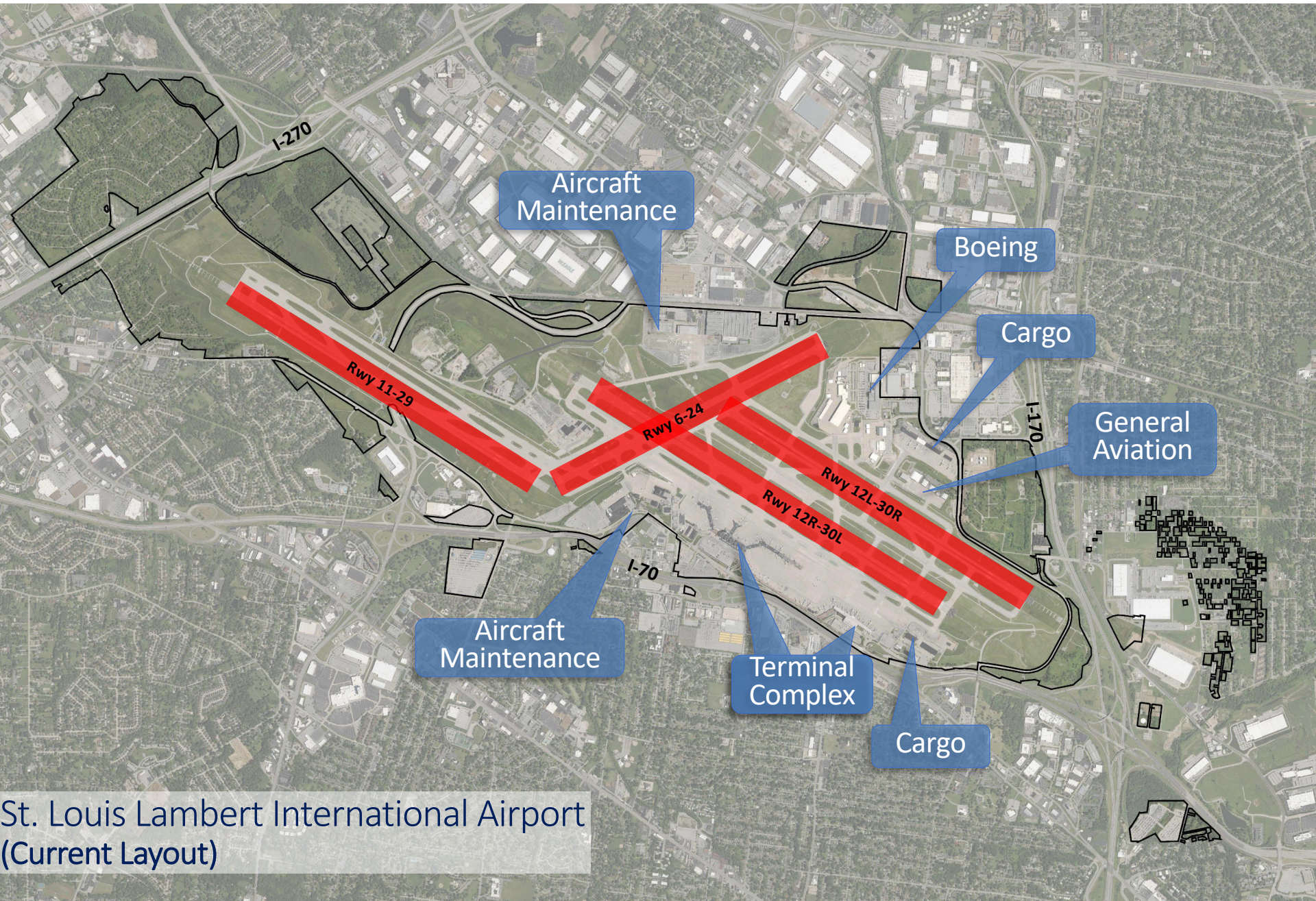
ST. LOUIS LAMBERT
INTERNATIONAL AIRPORT.®

AIRPORT LAYOUT PLAN UPDATE

OPEN HOUSE DISPLAY BOARDS

MAY 5, 2022





St. Louis Lambert International Airport
(Current Layout)

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

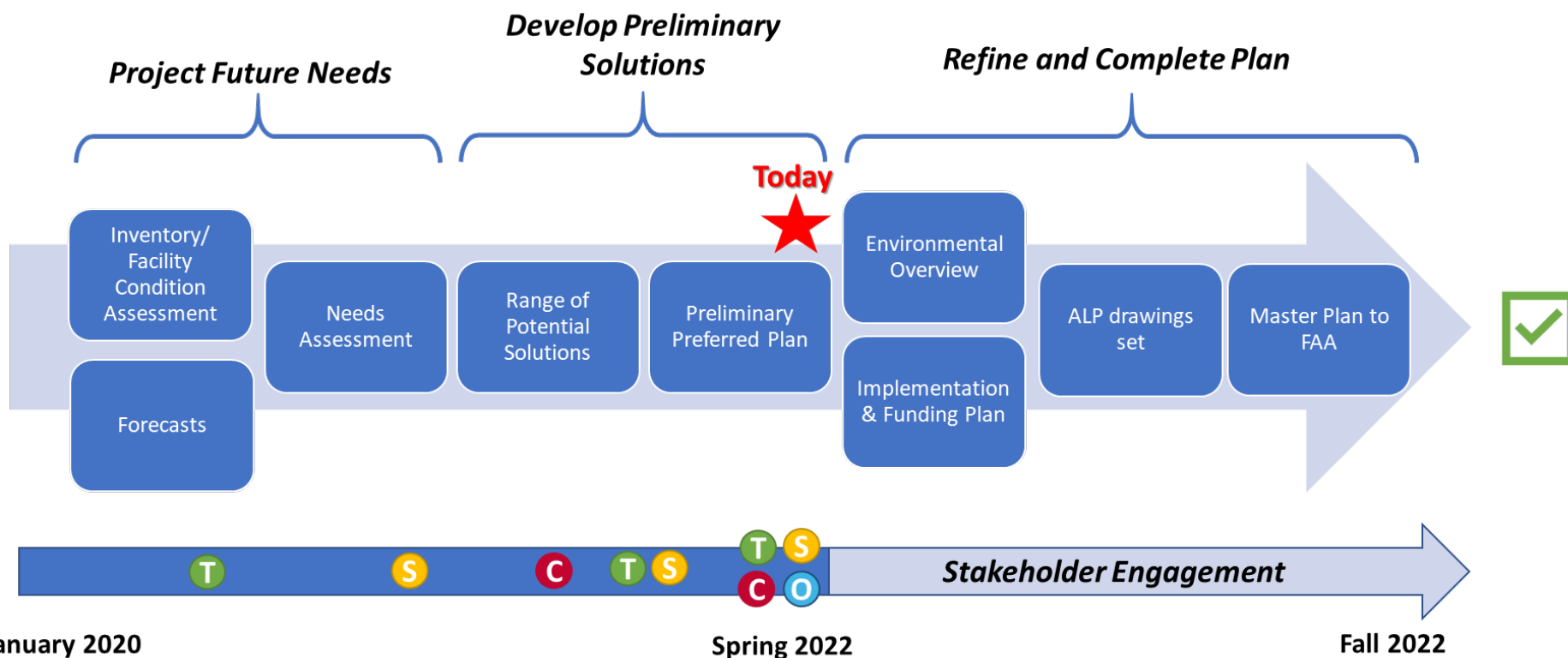
Planned projects can only move forward if they are:

- Justified by actual demand
- Environmentally approved
- Financially feasible

What is an Airport Master Plan?

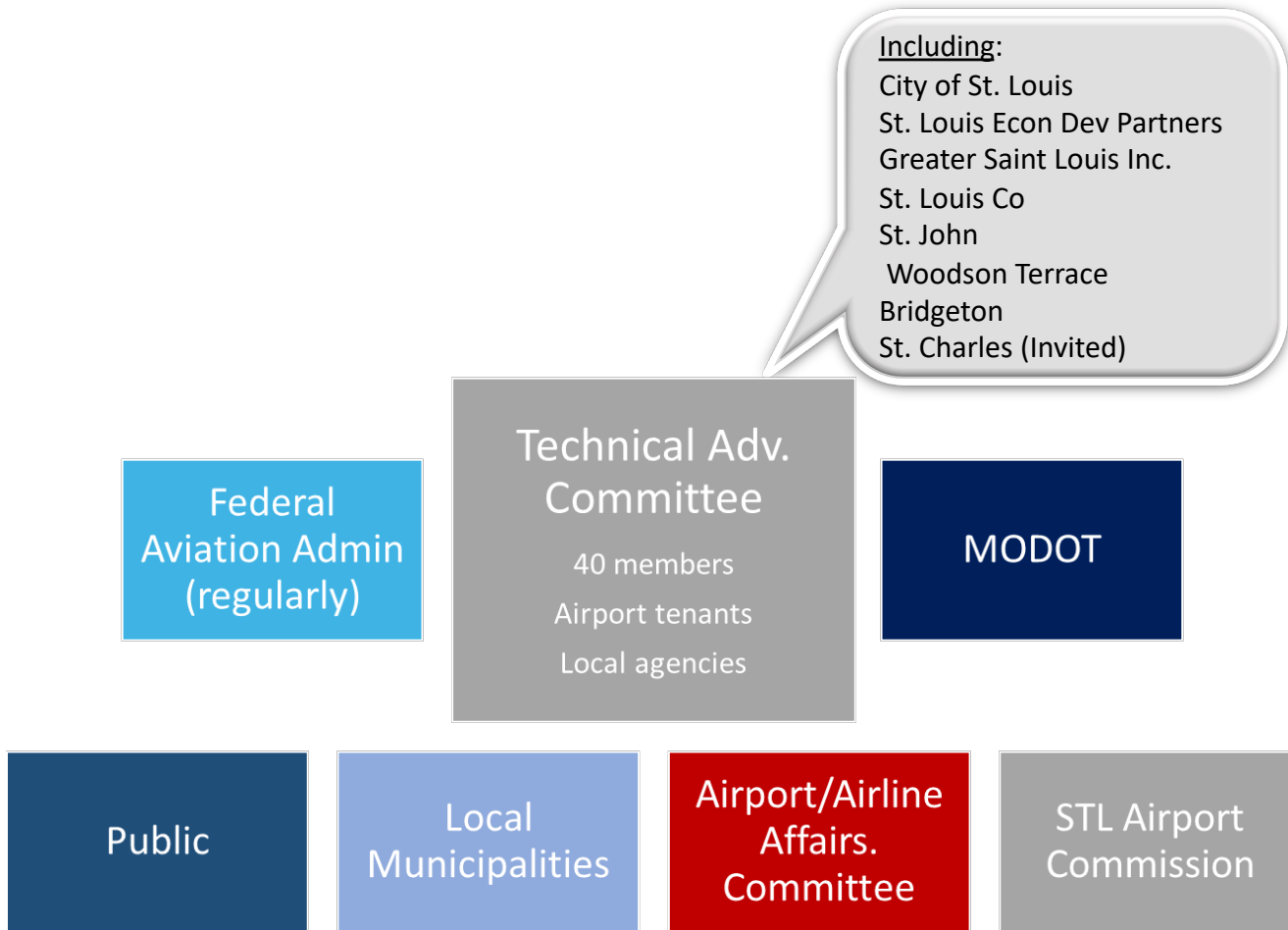
Planning Process

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



Input into the Airport Master

Stakeholder Engagement to Date



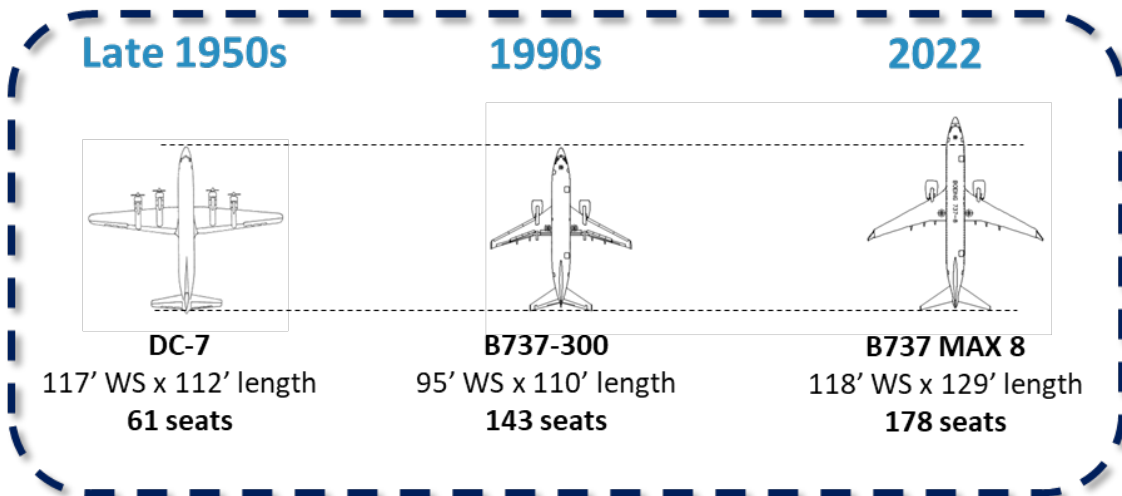
Engagement to Date:

- Three Public surveys:
 - 2,948 total responses
- 25 meetings with over 400 total attendees:
 - TAC: 3 meetings
 - Airport Commission: 2 meetings
 - Airlines committee: 3 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
- Ongoing Website Updates
- Upcoming Public Engagement:
 - Open house
 - Airport Commission

Why Plan for Improvements?

Changed Industry Conditions

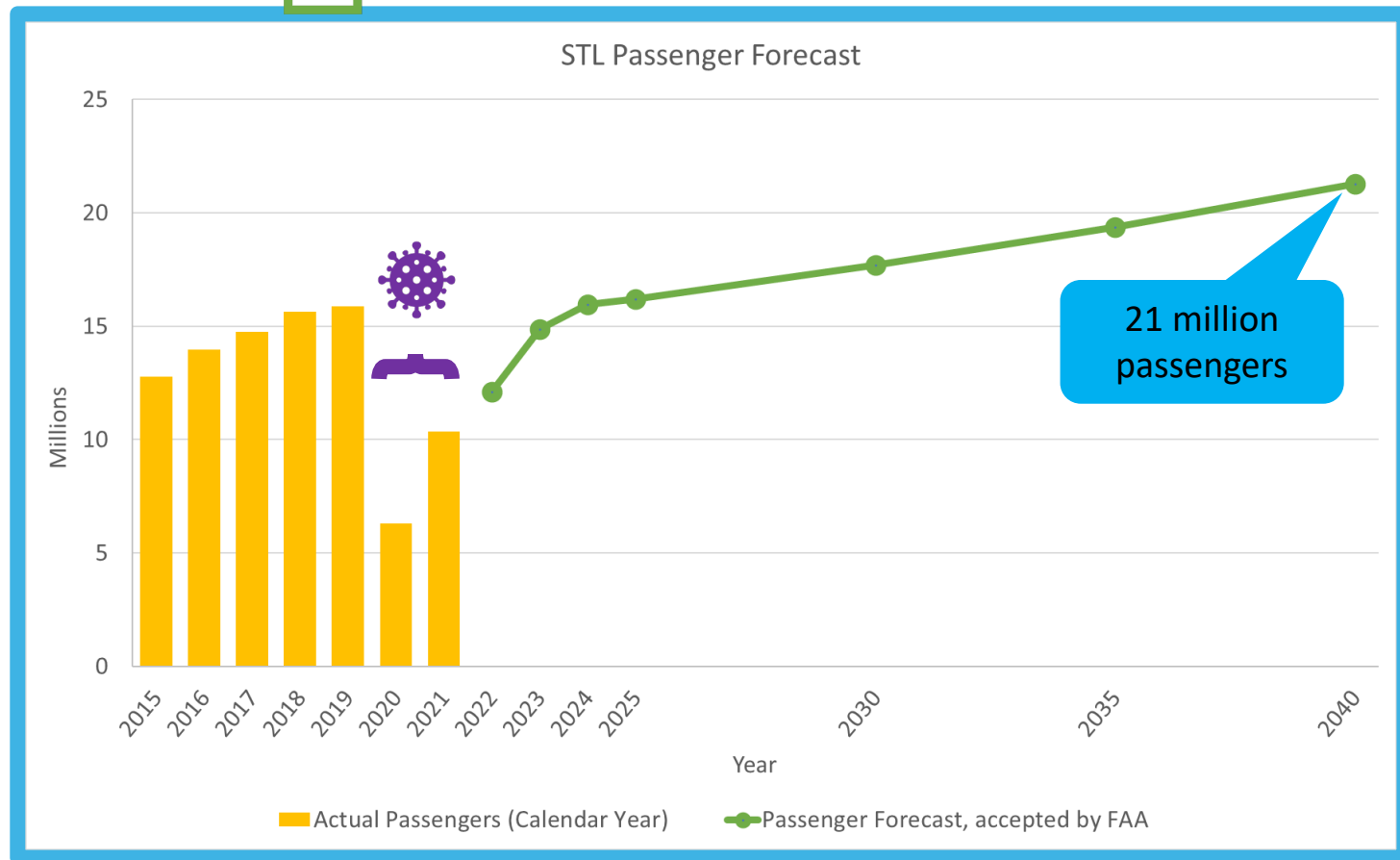
- Current conditions:
 - Lack functionality of facilities
- Age of facilities:
 - Terminal 1 built in 1956
 - Terminal 2 built in 1998
 - Maintenance vs. Reliability
- Industry changes:
 - Aircraft getting larger (size and number of seats)
 - Air travel is growing
 - 9/11 security requirements
 - Connecting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



Why Plan for Improvements?

Passenger Forecast

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





Terminal Needs and Solutions



Need

Growth in
Passengers



Solution

Increase number of aircraft gates (up to 62)
Increase terminal and concourse space
Accommodate modern aircraft



Old/Aging
Facilities



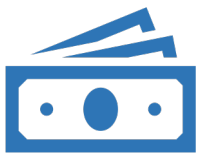
Upgrade customer experience
Reduce Operating & Maintenance costs
Improve resilience



Inadequate
Concessions



Increase customer choices
Provide additional revenues



Insufficient
Revenue
Opportunities

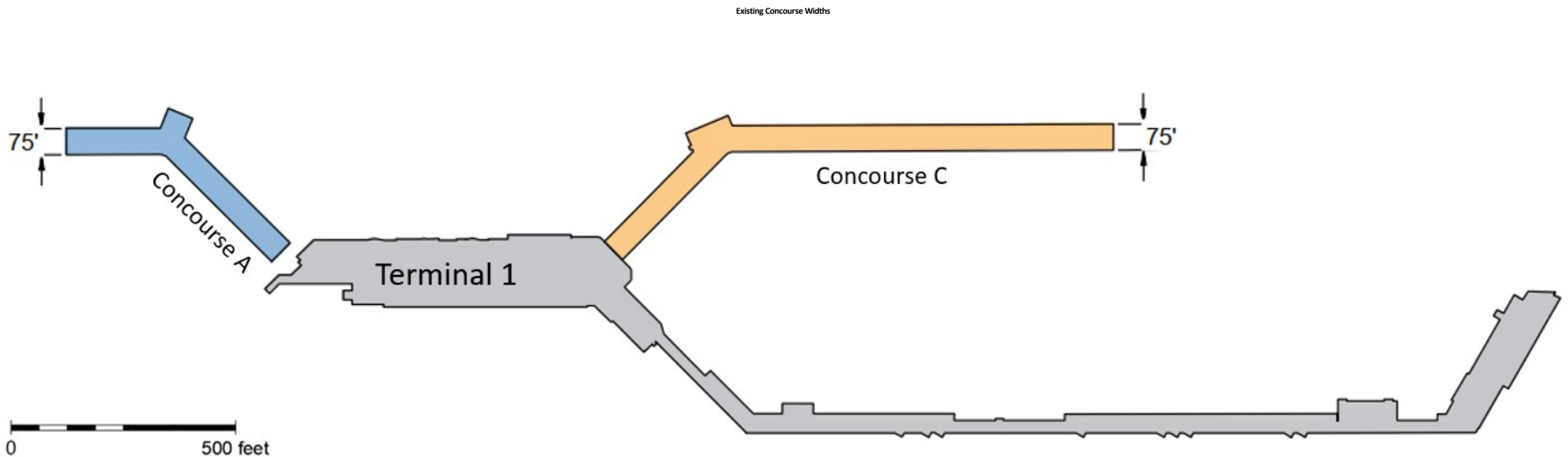
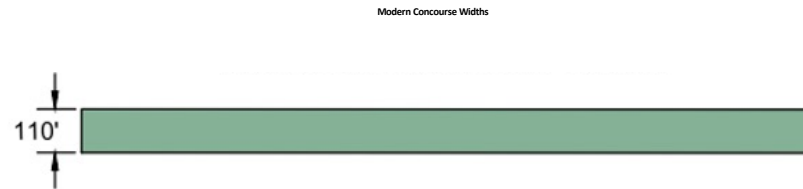


Provide additional garage
parking
& revenues



Terminal

Concourse Width Comparison

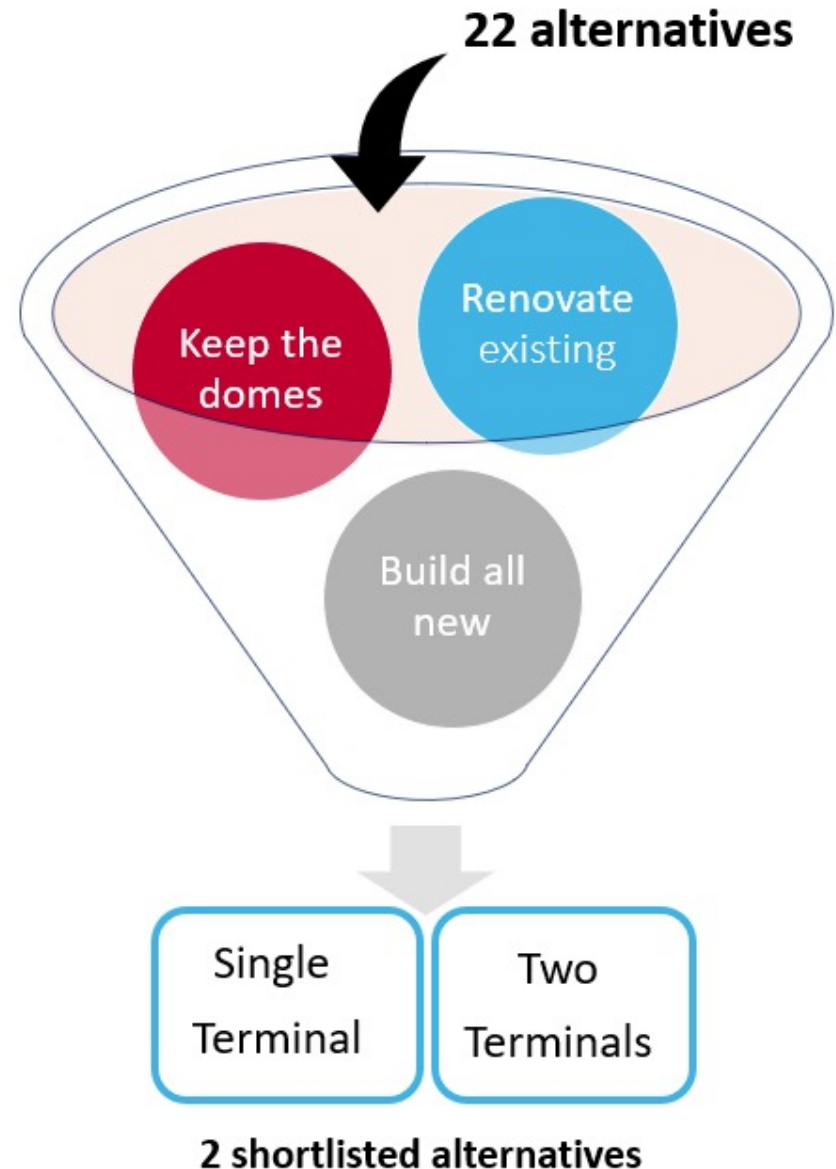




Terminal

Alternatives Evaluation

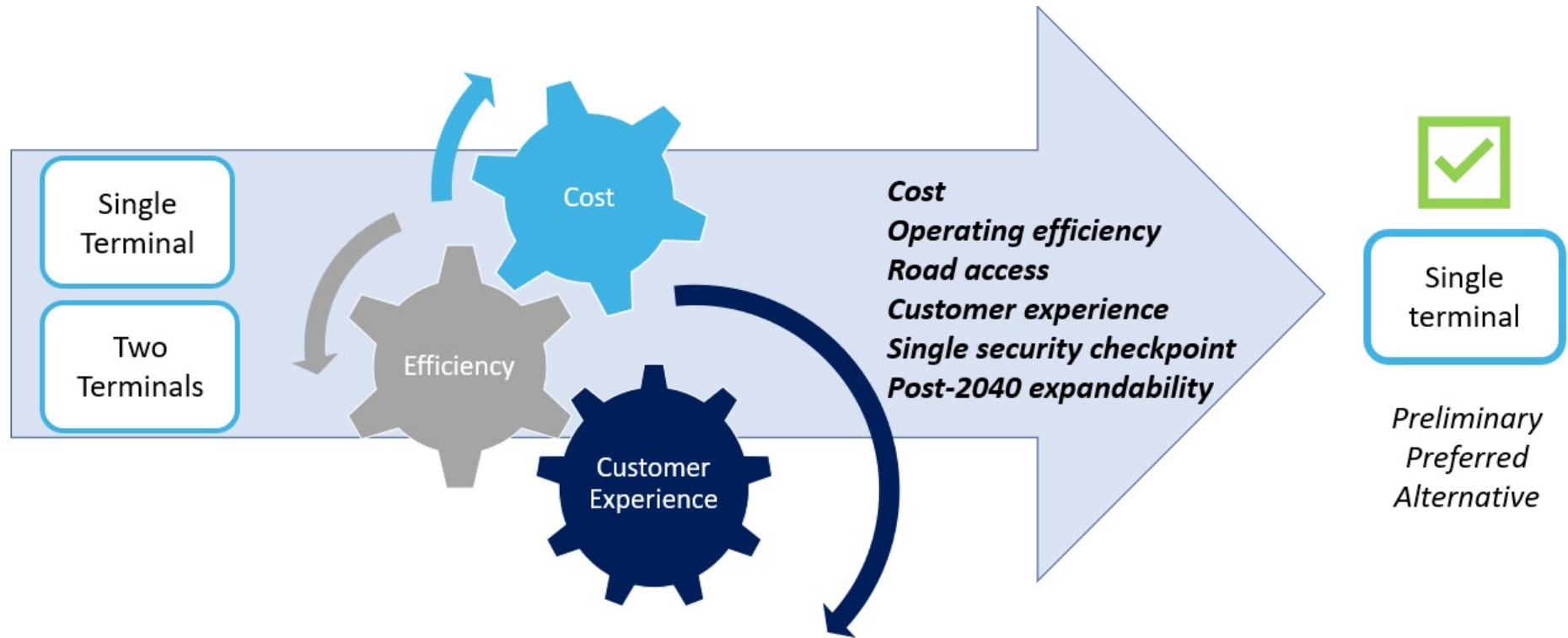
- Sites across entire airport property considered; due to cost, only the existing site is feasible
- 22 terminal alternatives considered at existing site, including variations of:
 - Renovate existing terminals
 - Retain domes
 - Two new terminals
 - Single terminal
 - Airline terminal swap
 - Reopen Concourse D





Terminal

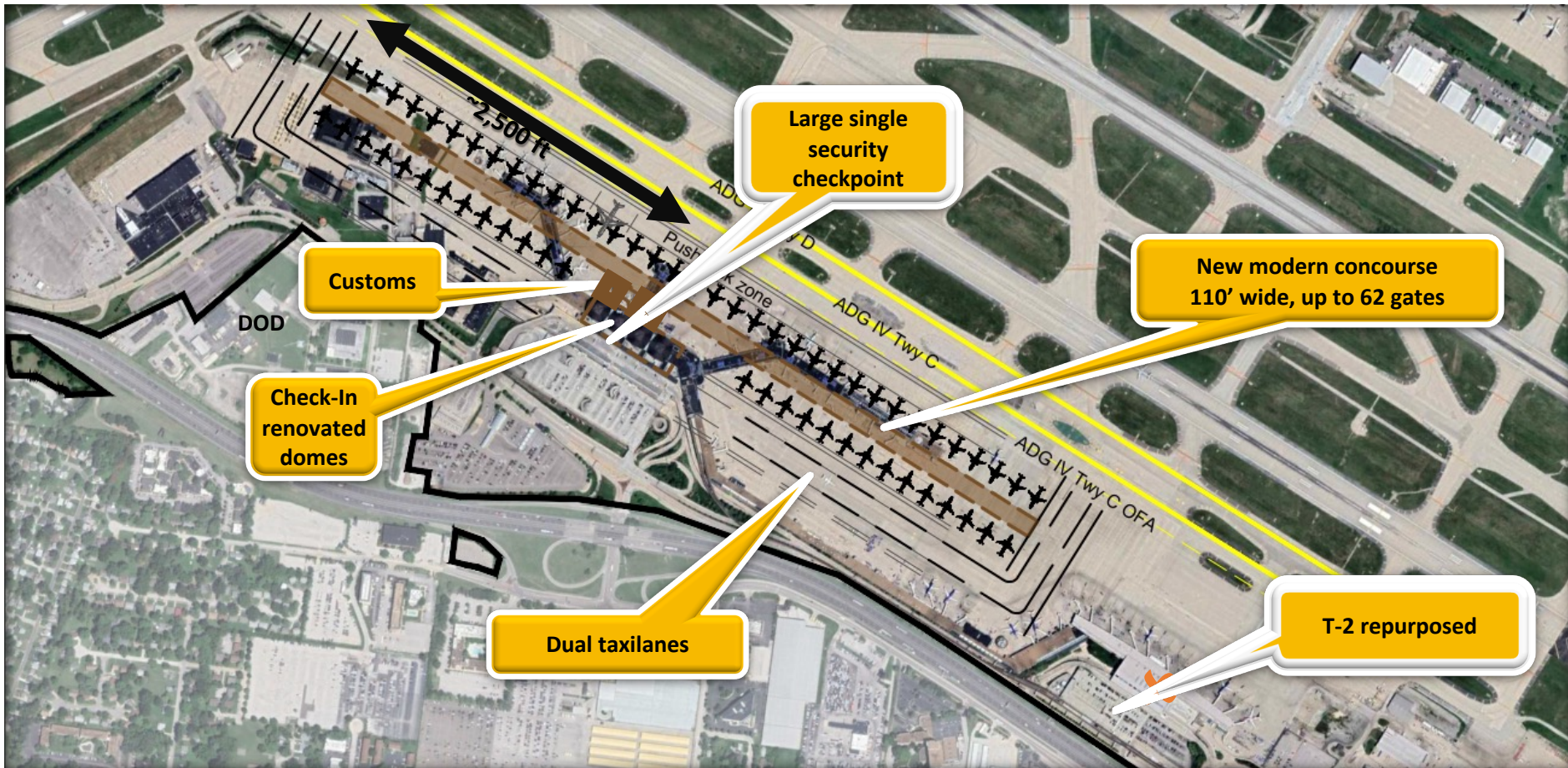
Alternatives Evaluation





Terminal

Preliminary Preferred Terminal Plan





Terminal

Preliminary 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

CONCOURSE

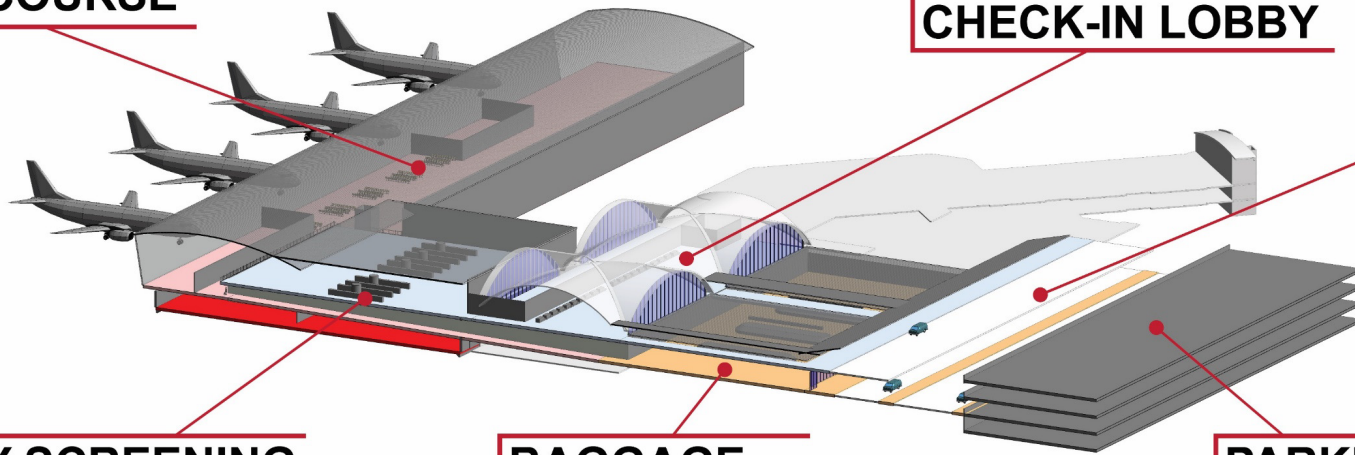
**RECONFIGURED
CHECK-IN LOBBY**

**TWO-LEVEL
CURB**

**SECURITY SCREENING
CHECKPOINT**

**BAGGAGE
CLAIM AREA**

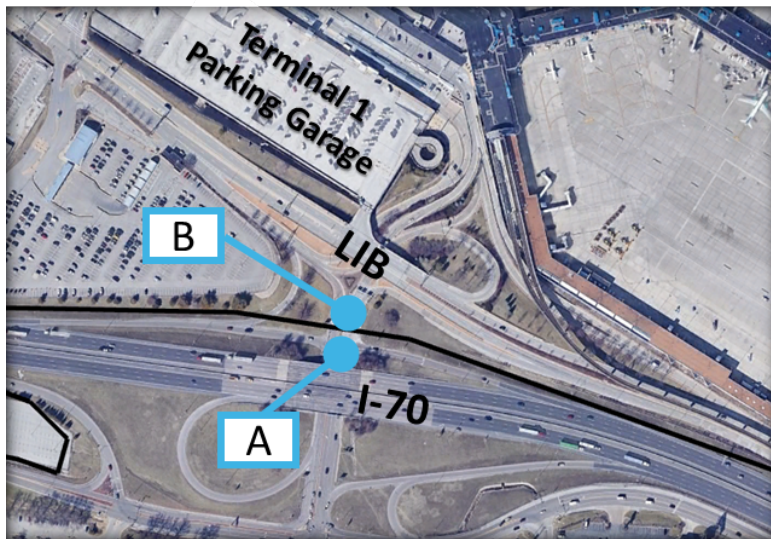
**PARKING
GARAGE**





Roadways

Key Issues – Terminal 1



- Insufficient decision distance from highway
- Signage overload
- Tight parking envelope





Roadways

Key Issues – Terminal 2



- Tight turn/short decision time
- Inadequate number of arrival curb lanes
- Short sightlines
- Elevated MetroLink tracks limit options





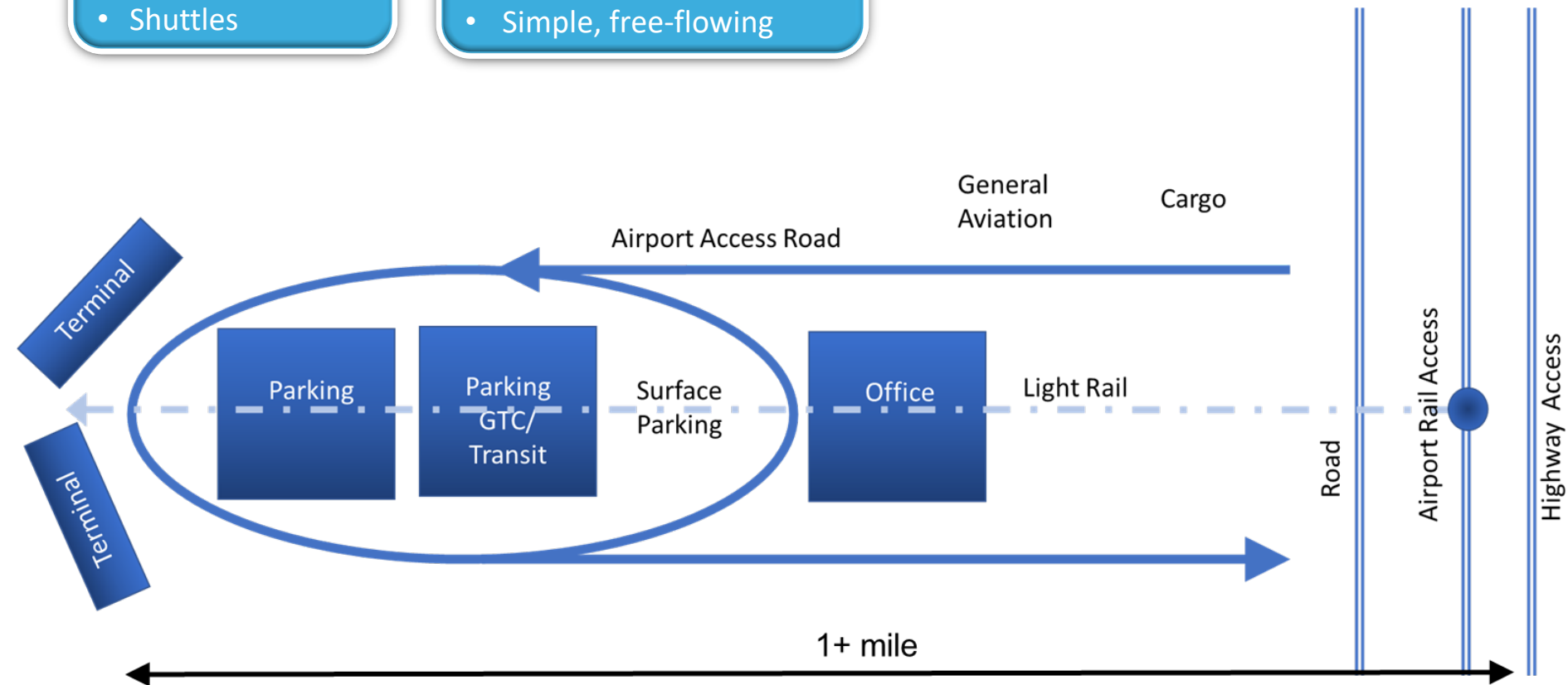
Ideal Passenger Terminal Access

List of Priorities:

- Passengers
- Employees
- Shuttles

Goals:

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

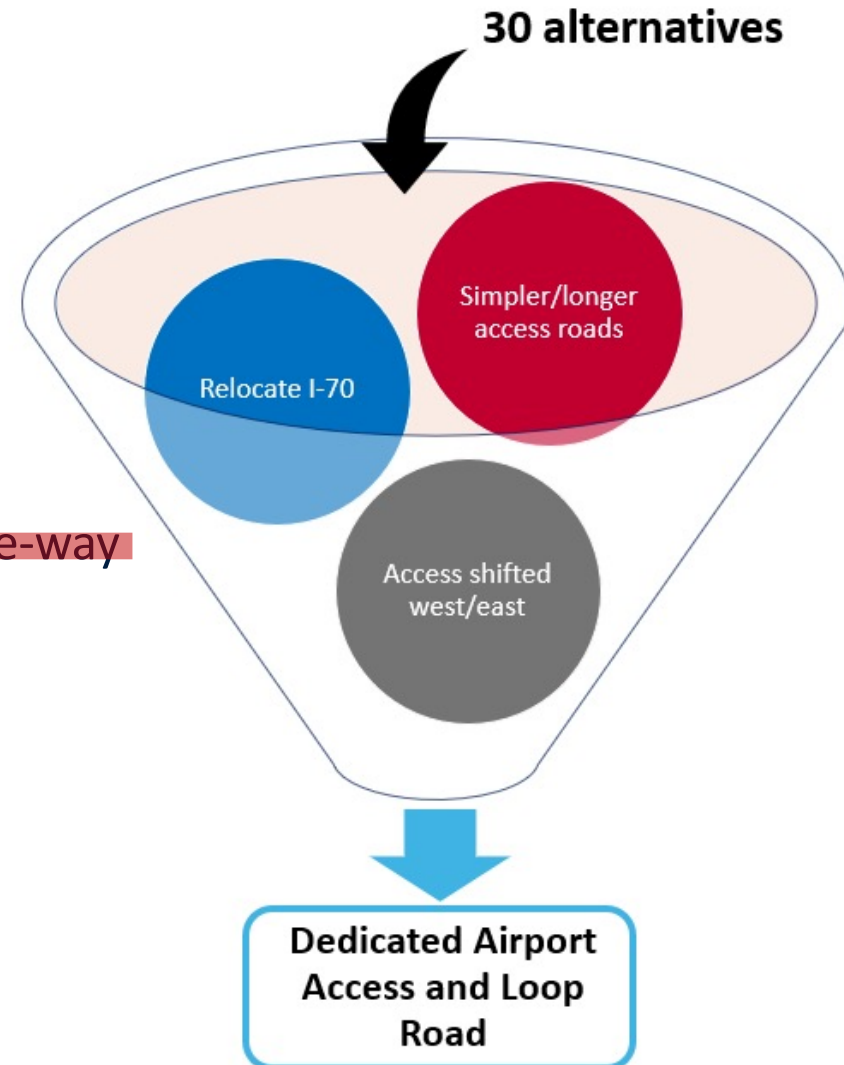




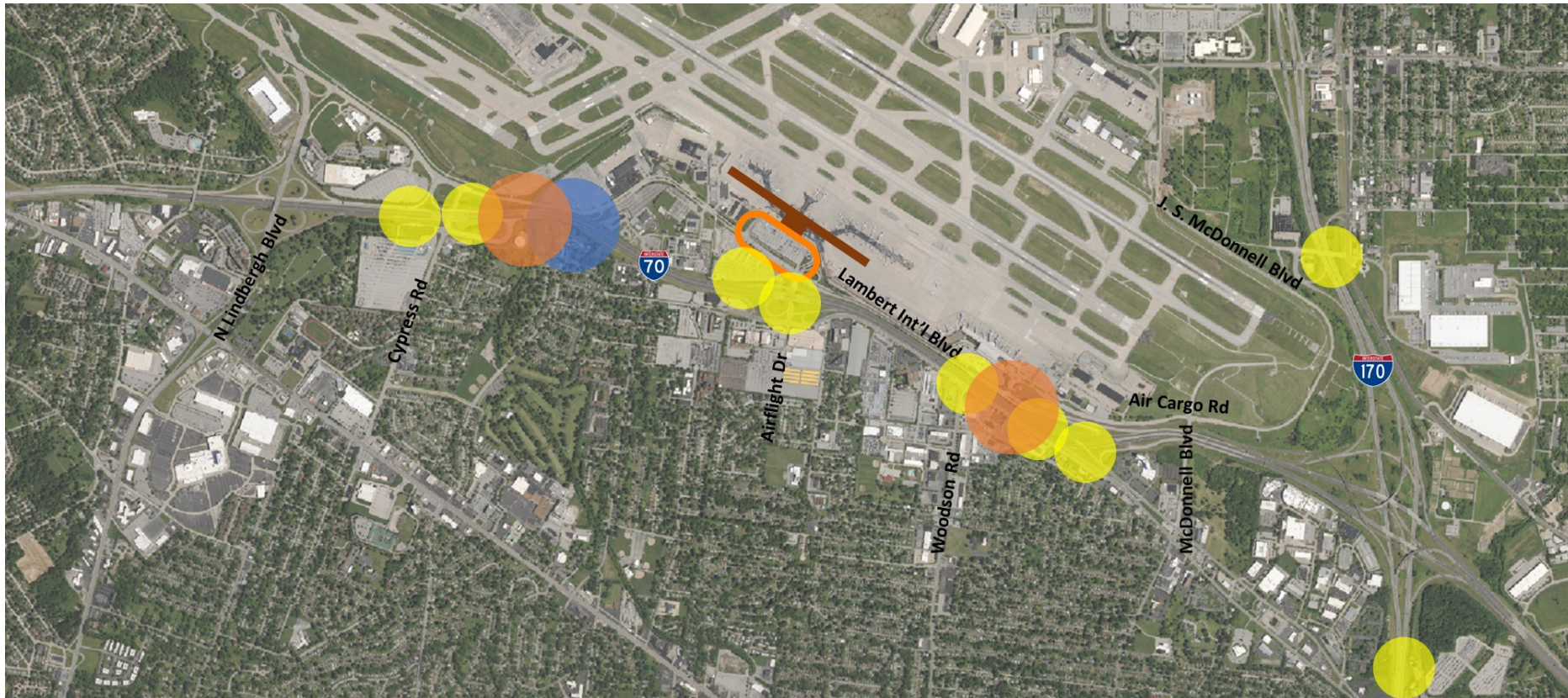
Roadways





Alternatives Considered

- Relocate I-70
- Convert LIB and Natural Bridge Road to one-way
- One main airport access road
- Access shifted west/east
- Simpler/longer access to terminal



Terminal Access Concepts



-  Preliminary Concept Locations for Terminal Access
-  Top Concept Locations for Terminal Access
-  Preferred Concept Location for Terminal Access
-  Terminal Loop Location



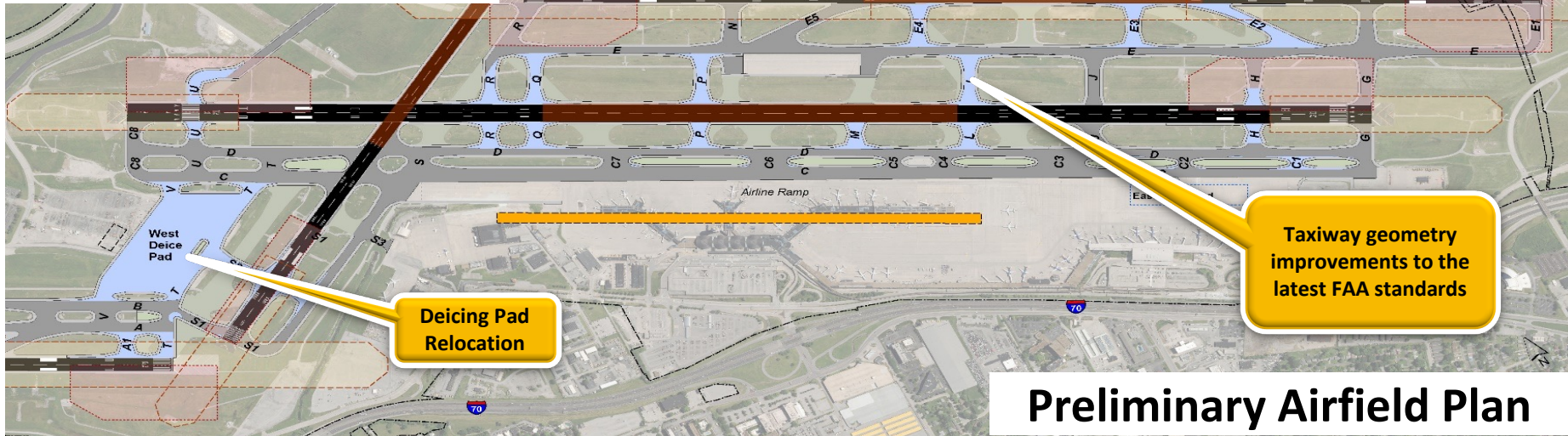
Airfield

Preliminary Preferred Alternative

Proposed Closures/Removals of Existing Pavements:

- Twy S betw. Rwy 12L and Twy D
- Twy R betw. Twys E & D
- Twy P betw. Twys E & D
- Twy N betw. Twys E & D
- Twy M betw. Rwy 12R-30L & Twy D
- Twy L betw. Twys F7 & D
- Twy K betw. Twys F & E
- Twy T betw. Twys B and D
- Twy U betw. Twys B and Rwy 29
- Twy H betw. Twys F & E
- Twy H betw. Twys D and C

Legend



Preliminary Airfield Plan

- Sufficient runway length
- Sufficient runway capacity

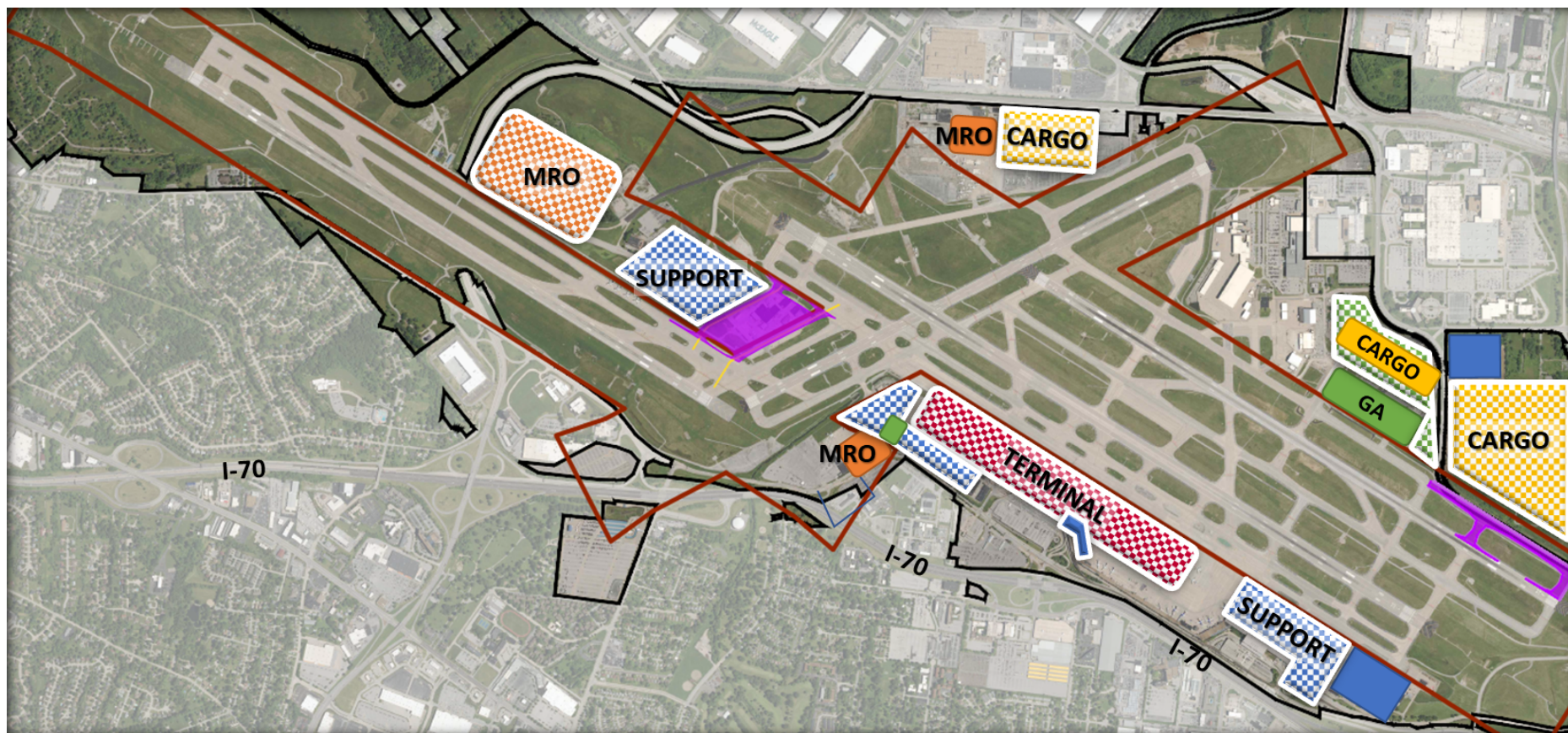


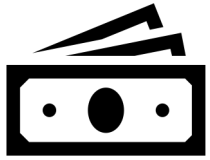
Cargo and Support Facilities

Preliminary Preferred Alternative

Legend:




- Existing
- Proposed
- Airport Property Line
- Development Boundary





Funding

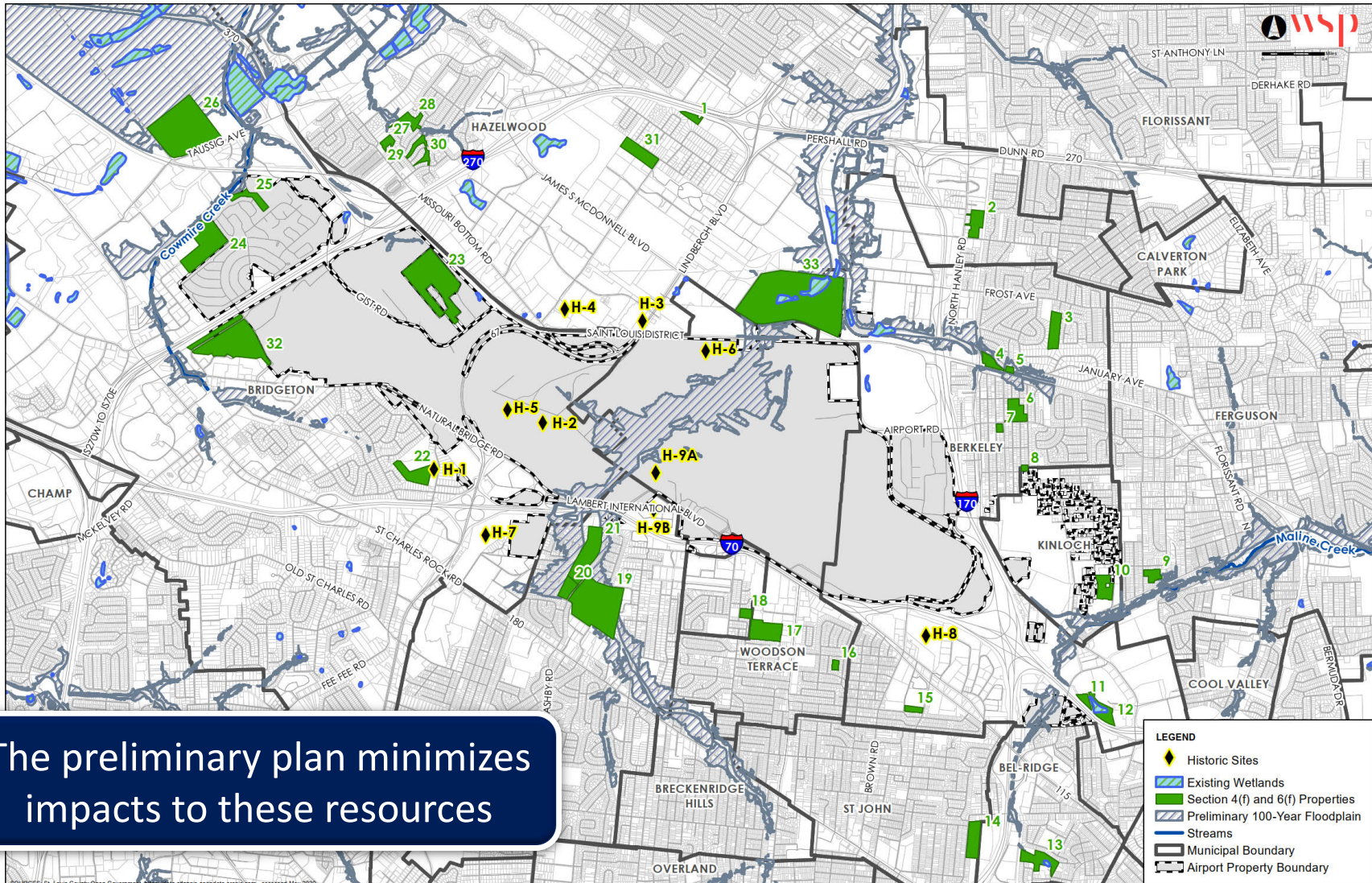
Typical / Likely Funding Sources

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

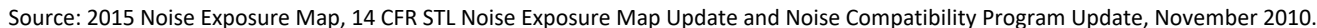


Environmental Considerations

Environmental Resource Map

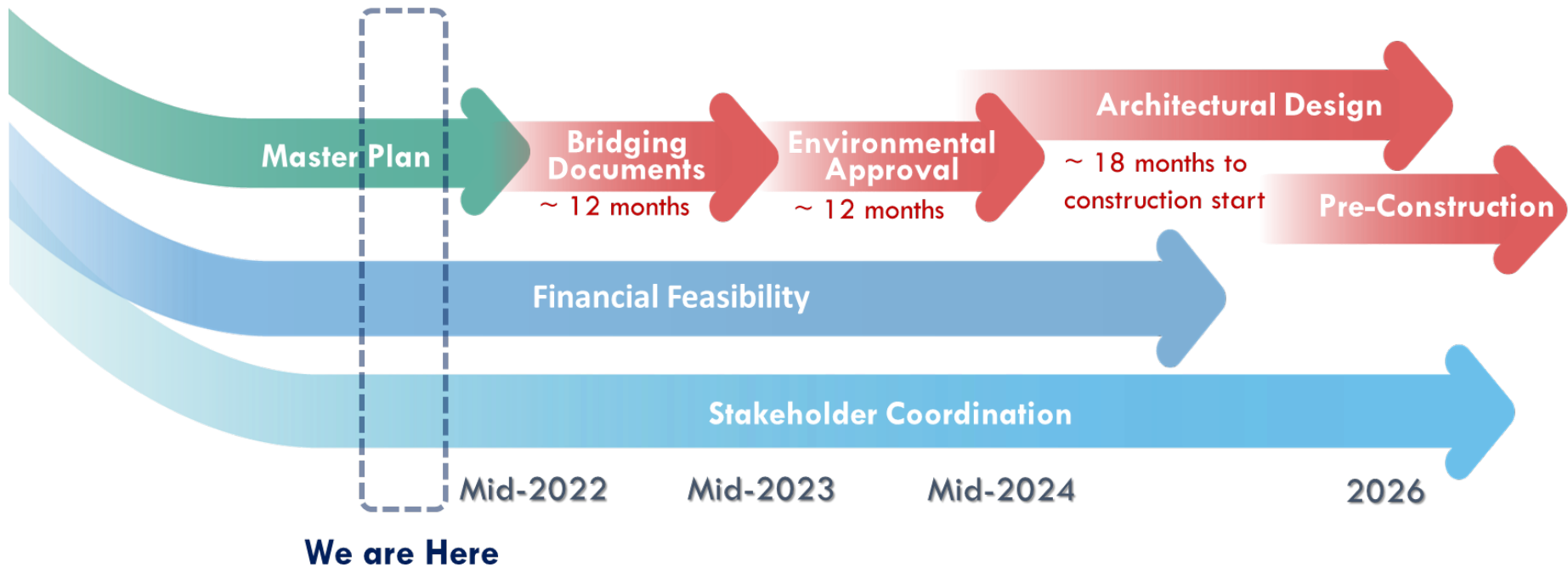


Existing Airport Noise



Next Steps

Implementing the Program





Tell Us What You Think!

Public Input Opportunities

Share your feedback about the preliminary Airport Layout Plan Update/Master Plan by:

- Completing an online comment form using an iPad or your phone
- Submitting a paper form
- Recording a verbal comment

Need more time to compile your feedback?

- The comment form is available at **www.flySTL.com/About-Us/STL-Airport-Layout-Plan**

- Comment forms can also be mailed to:

Dana Ryan, Airport Layout Plan Update/Master Plan Project Manager
P.O. Box 10212
St. Louis, MO 63145-00212

All comments must be submitted by May 20, 2022.



*Scan here to complete
an online comment form*