



one of the first U.S. airports with jet airline service when Trans World Airlines began operating the groundbreaking Boeing 707 in 1959. As air travel grew rapidly during the 1960s, the Airport added a new parallel runway and expanded the terminal facilities to accommodate the increasing demand.

In November, 1971 the Airport became Lambert-St. Louis International Airport. TWA began wide body service to the Airport with the Boeing 747 and Lockheed 1011 in 1972, and during the 1970s the Airport terminal and runways were further developed to meet the growing needs of airline passengers and aircraft. During this period controversy arose over whether a new airport was needed to replace the Airport. In 1977 the Federal Aviation Administration concluded that the Airport should be expanded and upgraded to meet anticipated future needs.

Terminal expansion continued as the Airport constructed new Concourse D, bringing capacity to 81 gates by 1985. In that year, Southwest Airlines began serving the Airport, and TWA inaugurated non-stop international flights from St. Louis to Paris, London and Frankfurt. TWA acquired Ozark Airlines, which operated coast to coast from the Airport. By 1988, the Airport's annual passenger traffic exceeded 20 million.

In the late 1980s an obvious need arose for further development of the Airport to alleviate delays, especially in bad weather, and to cope with rapidly increasing passenger traffic. A wide range of plans were proposed and considered, and in 1998 the FAA endorsed the W-1W alternative. The resulting Airport Expansion Program included building a new 9,000-foot parallel runway west of the Airport, new taxiways and a tunnel for Lindbergh Boulevard under the runway, re-routing a section of Natural Bridge Road, a new airfield fire station, a new school for the Pattonville School District, and a new fire station for the Robertson Fire Protection District.

Also in 1998 the Airport opened a new 220,000 square foot East Terminal (Terminal 2) to serve the growing service provided by Southwest Airlines. McDonnell Douglas merged with the Boeing Company, which continued to produce F-15s and FA-18s at the Airport for the U.S. Air Force, Navy and Marine Corps, and U.S. allies around the world.

The W-1W Airport Expansion Program took eight years to complete, involving 550 companies at a cost of over \$1 billion. It included the acquisition of 2,000 residential and commercial properties, with airfield construction starting in 2001. New runway 11/29 opened in April, 2006.

In 2007, the Airport undertook the Airport Experience Program project to upgrade and improve Terminal 1. Work was well advanced when the Good Friday Tornado struck the Airport on April 22, 2011, causing extensive damage. The Airport re-opened the next day, and terminal repairs and upgrades were completed in April, 2012.

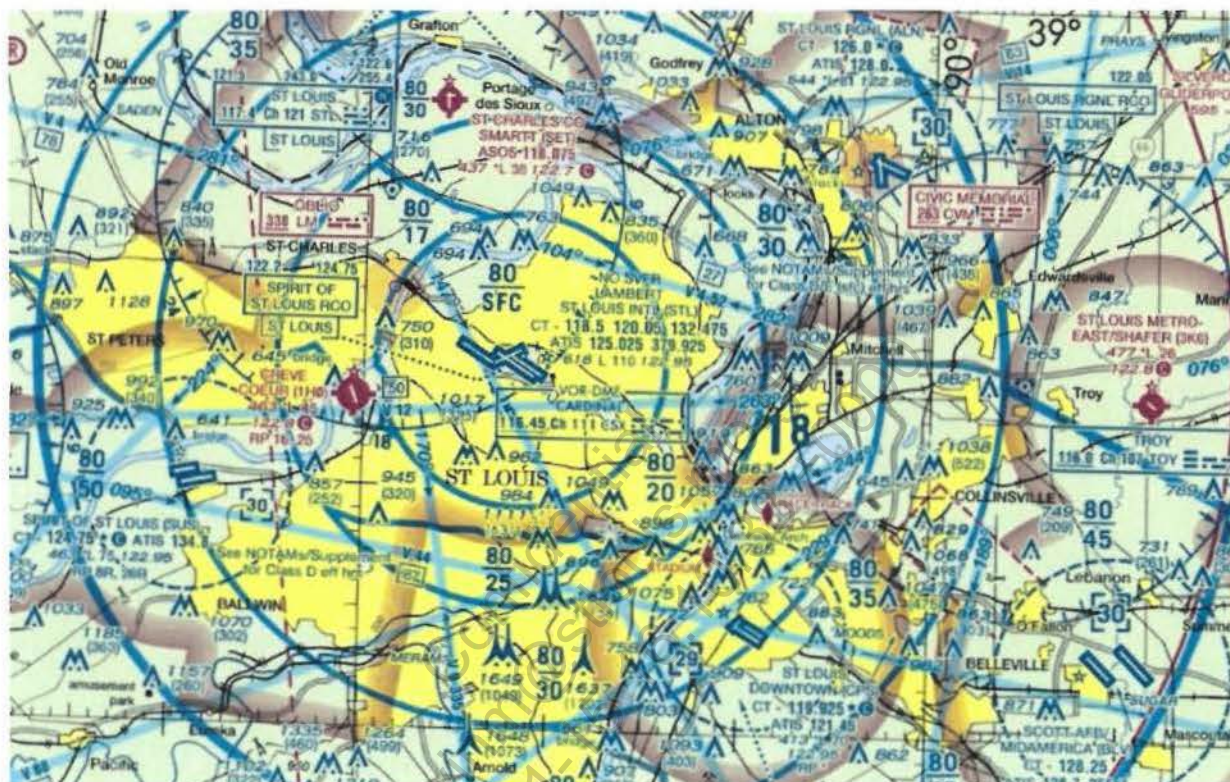
### **Other St. Louis-Area Airports**

The St. Louis Metropolitan Area is serviced by four other airports. MidAmerica St. Louis America is St. Louis' secondary domestic passenger airport and is co-located on Scott Air Force Base in Bellville, Illinois, and had roughly 32 thousand enplanements in 2015. St. Louis Downtown Airport is located one mile east of the Central Business District in Cahokia, Illinois, and is used



primarily by business aircraft in the area. St. Louis Regional Airport, located near Alton, Illinois is primarily a general aviation airport. Spirit of St. Louis is located 17 miles west of St. Louis' central business district, and is also primarily a general aviation airport.

**FIGURE 1 - ST. LOUIS AERONAUTICAL SECTIONAL CHART**



## Types of Revenue

The primary sources of the Airport's operating revenues are landing fees, terminal area use charges, rents, concession, and parking revenues. These revenues, along with federal grants and PFC revenue, fund the Airport's operating and capital expenses, fund deposits and net debt service requirements. In 2015, the Airport's operating revenue was \$140 million, consistent with the \$139 million and \$141 million achieved in 2013 and 2014 respectively. Below is a graph detailing a breakdown of the Airport's operating revenue from 2013 – 2015.