APPENDIX B
TERMINAL DEMAND/CAPACITY AND FACILITY REQUIREMENTS

THIS PAGE INTENTIONALLY LEFT BLANK

TERMINAL 1 GATE UTILIZATION – AUGUST 13, 2008 SCHEDULE[1]
Lambert-St. Louis International Airport

	Airline	Gate #	Existing PBB	2008 PMAWD Operations	2008 Dep/Gate	Max AC Gauge	Active AC Gate Utilization	2008 Extra RON	2008 Avg. Gate Time
Concourse A	Delta	A2	Y	38		B737-5,6,7,8,9w	CR7/CRJ/ERJ/M88	3	0:33
		A4	Y			B737-5,6,7,8,9w			
		A6	Y			B727			
	Total	**3**	**3**	**38**	**6.3**				**0:33**
	Midwest Connect/Northwest	A3	Y	34		B737-5,6,7,8,9w	CRJ		0:25
		A5	Y			B738			
	Total	**2**	**2**	**34**	**8.5**				**0:25**
	Unassigned	A8	Y			B737-3,4			
	Unassigned	A10	Y			B737-5,6,7,8,9W			
	Unassigned	A12	Y			A321			
	Continental	A9	Y	32		B757-2,3	ERJ		0:31
		A14	Y			EMBRAER(E170,175)			
	Total	**2**	**2**	**32**	**8.0**				**0:31**
	US Airways	A15	Y	30		B737-5,6,7,8,9w	319/320/CR9/CRJ/E70/ E75/E90/ERJ		0:44
		A16	Y			B737-5,6,7,8,9w			
		A17	Y			B737-5,6,7,8,9w			
	Total	**3**	**3**	30	**5.0**				**0:44**
	United/Air Canada/GoJet	A18	Y	44		DC-8	CRJ/733/CR7/ER4	1	0:35
		A19	Y			B737-7w			
		A21	Y			F70/F100			
	Total	**3**	**3**	**44**	**7.3**				**0:35**
Concourse B	Unassigned	B2	Y			MD80			
	Unassigned	B3				COMMUTER			
	Unassigned	B4	Y			MD80			
	Unassigned	B6				MD80			
	Unassigned	B7				COMMUTER			
	Unassigned	B8	Y			CR2			
	Unassigned	B14	Y			COMMUTER			
	Unassigned	B16				COMMUTER			
	AirTran	B10	Y	10		B737	B717	1	0:32
		B12	Y			B737-5,6,7,8,9w			
	Total	**2**	**2**	**10**	**2.5**				**0:32**
Concourse C	American[2]	C1	Y	278		RJ-70,85,100,115	B757/ER3/ER4/ERD/ M80/M83	9	0:48
		C2	Y			B737-5,6,7,8,9,w			
		C3	Y			RJ-70,85,100,115			
		C5	Y			Saab 340			
		C6	Y			B757-200			
		C7	Y			F28			
		C8	Y			A321			
		C9	Y			EMBRAER(E170,175)			
		C10	Y			B757-200			
		C12	Y			B737-5,6,7,8,9,w			
		C15	Y			EMBRAER(E170,175)			
		C16	Y			B737-5,6,7,8,9,w			
		C17	Y			B737-3,4			
		C18	Y			B707			
		C19	Y			EMBRAER(E170,175)			
		C21	Y			Saab 340			
		C23	Y			CRJ-7,9			
		C24	Y			B757-200			
	Total	**18**	**18**	**278**	**7.7**				**0:48**
	Unassigned	C25	Y			B757			
	Unassigned	C27	Y			B737-5,6,7,8,9,w			
	Unassigned	C28	Y			B767			
	Unassigned	C29	Y			B737-5,6,7,8,9,w			
	Unassigned / International	C30	Y			B707			
	Unassigned	C31	Y			B737-5,6,7,8,9,w			
	Unassigned / International	C32	Y			B707			
	Unassigned	C33	Y			B757			
	Unassigned / International	C34	Y			B767			
	Unassigned	C35	Y			MD80			
	Unassigned / International	C36	Y			B747-400			
	Unassigned[3]	C38	Y			A330			
Concourse D[4]	Unassigned	D2	Y			B737-100,200			
	Unassigned	D6	Y			A318,319			
	Frontier	D4	Y	6		B737-100,200	A318/A319		0:40
	Total	**1**	**3**	**6**	**3.0**				**0:40**
	Great Lakes	D8		28		EMBRAER	BE1		0:51
		D10				EMBRAER			
	Total	**2**	**2**	**28**	**7.0**				**0:51**
	Closed	D12	Y			B757			
	Closed	D14	Y			MD80			
	Closed	D16	Y			MD80			
	Closed	D18	Y			B757			
	Closed	D20	Y			B757			
	Closed	D22	Y			MD80			
	Closed	D24	Y			B763			
	Closed	D26				B727/MD80			
	Closed	E34	Y			DC9/B717			
	Closed	E36	Y			B757			
	Closed	E38	Y			EMBRAER			
	Closed	E40	Y			EMBRAER			

Totals								
Total Gates 2008	73	66	**PMAWD Operations**	**Dep/Gate**			**Total Extra RON**	**Total Avg. Time on Gate**
Assigned	**36**	**34**						
Unassigned	25	21	**500**	**6.9**			**14**	**0:44**
Closed	12	11						

Max AC Gauge Gate Mix	2008	% of Total	Active AC Gauge Gate Mix	2008	% of Total
Md Regional (Group II)	13	*18%*	Md Regional (Group II)	12	*33%*
Lrg Regional (Group III)	7	*10%*	Lrg Regional (Group III)	-	*0%*
Narrowbody (Group III)	34	*47%*	Narrowbody (Group III)	20	*56%*
B757w (Group IIIa)	10	*14%*	B757w (Group IIIa)	4	*11%*
Widebody (Group IV)	7	*10%*	Widebody (Group IV)	-	*0%*
Jumbo (Group V)	2	*3%*	Jumbo (Group V)	-	*0%*
Total	73	*100%*	Total	36	*100%*

Notes:
1 Existing gate numbers, loading bridge, and Aircraft gauge based on field observations/assumptions, aerial data, and information received from the airport
2 AA gates C21 & C23 operate from one hold room door with split jetways
3 Gate C38 closes gates Gate C35 when B757/B767 at gate
4 In December 2008 Lambert closed a 12 gate section of Concourse D followed by the entire concourse in 2010

THIS PAGE INTENTIONALLY LEFT BLANK

TERMINAL 2 GATE UTILIZATION – AUGUST 13, 2008 SCHEDULE[1]
Lambert-St. Louis International Airport

	Airline	Gate #	Existing PBB	2008 PMAD Operations	2008 Dep/Gate	Max AC Gauge	AC Gate Utilization	2008 Extra RON	2008 Avg. Gate Time
Terminal 2/Concourse E	Southwest[2]	E4	Y	158		B737	B733/B735/B73G	0	0:25
		E6	Y			B737			
		E8	Y			B737			
		E10	Y			B737			
		E12	Y			B737			
		E14	Y			B737			
		E16	Y			B737			
		E18	Y			B737			
		E20	Y			B737			
	Total	**9**	**9**	**158**	**8.8**				**0:25**
	Unassigned	E2				B737			
	Unassigned	E22				B737			
	Unassigned	E24				B737			
	Unassigned	E25				B737			
	USA 3000/Charter (International)	E29	Y	8		B737	A320/B734	0	0:40
		E31	Y			B737			
		E33	Y			B737			
	Total	**3**	**3**	**8**	**1.3**				**0:40**
	Total Gates 2008	16	12	**166**	**6.9**			**0**	**0:25**
	Assigned	**12**	**12**						
	Unassigned	4	4						

Totals	Max Gate Mix	2008	% of Total	Max AC Gauge Gate Mix Assigned	2008	% of Total
	Md Regional (Group II)	-	*0%*	Md Regional (Group II)	-	*0%*
	Lrg Regional (Group III)	-	*0%*	Lrg Regional (Group III)	-	*0%*
	Narrowbody (Group III)	16	*100%*	Narrowbody (Group III)	12	*100%*
	B757w (Group IIIa)	-	*0%*	B757w (Group IIIa)	-	*0%*
	Widebody (Group IV)	-	*0%*	Widebody (Group IV)	-	*0%*
	Jumbo (Group V)	-	*0%*	Jumbo (Group V)	-	*0%*
	Total	16	*100%*	Total	12	*100%*

Notes: 1 Existing gate numbers, loading bridge, and Aircraft gauge based on field observations/assumptions, aerial data, and information received from the airport
2 In order to accommodate additional markets, Southwest has requested preferential use of Gates E22 & E24 (per STL planning staff)

THIS PAGE INTENTIONALLY LEFT BLANK

INITIAL GATE REQUIREMENTS

As described in the previous section present and future gate requirements were based on preferential use analyses. However, for future long range planning considerations a common use gate operational policy demand was also prepared and evaluated in order to provide a point of comparison range of planning alternatives such as evaluating between common use and preferential gate usage relative to future terminal programmatic space requirements.

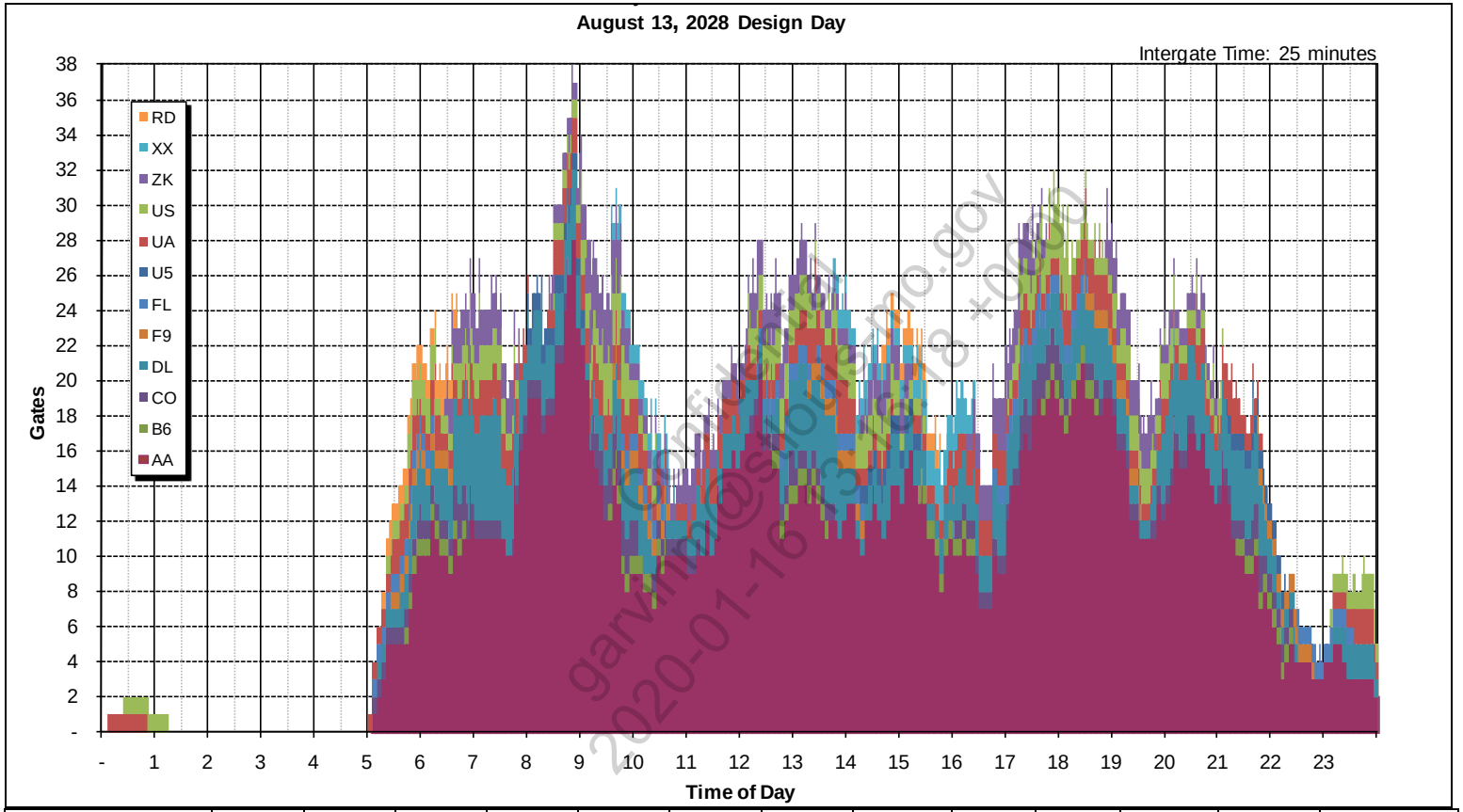
Initial gate requirements and assumptions evaluated and shown in the following tables and include:

- Terminal 1 Preferential & Common Use
- Terminal 2 Preferential Use

The results from the 2028 DDFS are presented the following exhibits. These graphs represent individual peak gate needs by airline and aircraft design group throughout a 24 hour period. Each show both preferential and common use gate need by airline. The combined total (Common Use) is not the sum of the individual airlines (Preferential Use) as each airlines peak gate need occurs at different times throughout the day.

THIS PAGE INTENTIONALLY LEFT BLANK

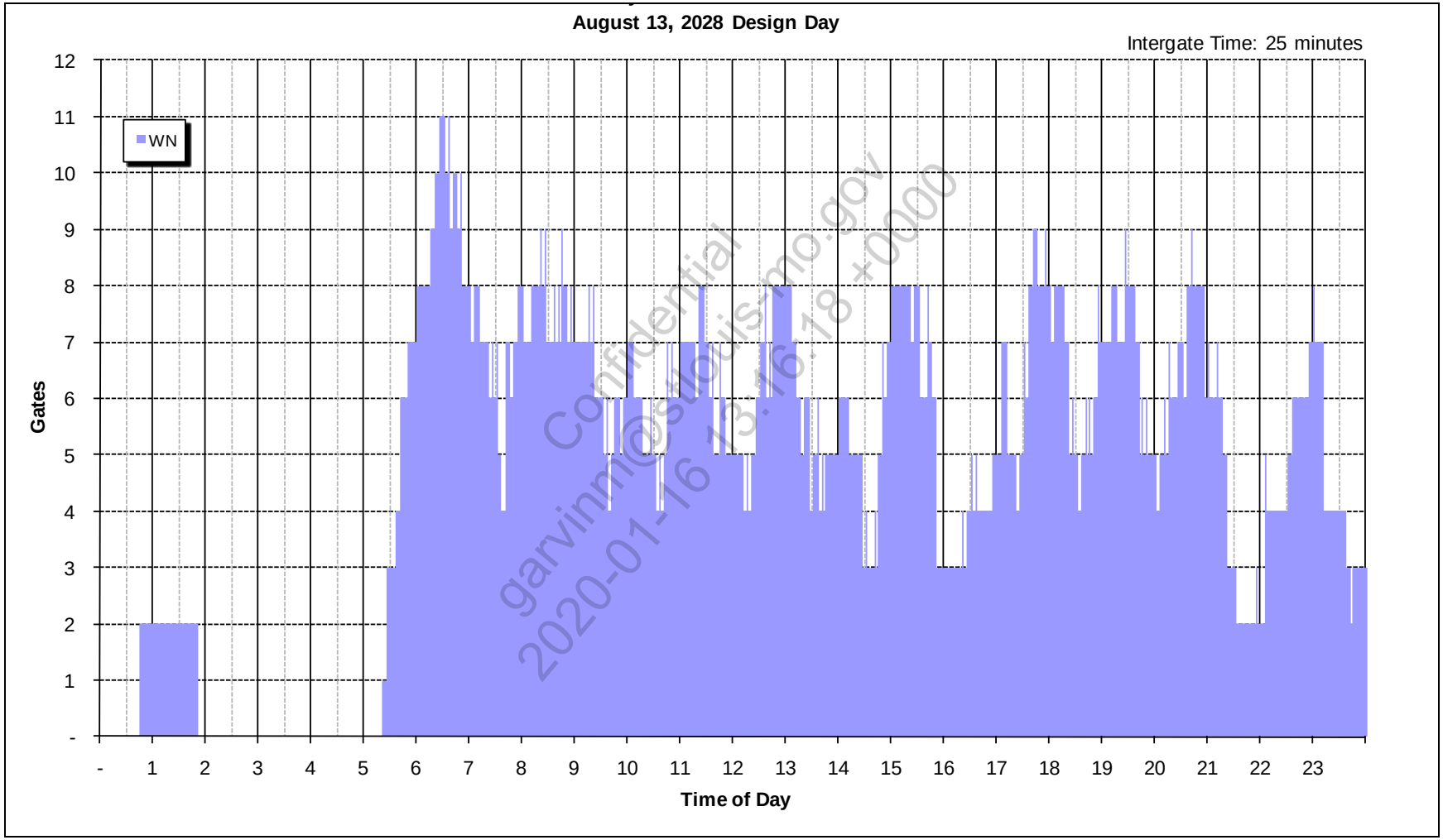
TERMINAL 1 2028 DDFS PROJECTED GATE DEMAND BY AIRLINE
Lambert-St. Louis International Airport



	AA	B6	CO	DL	F9	FL	U5	UA+AC	US	ZK	XX-Intl	RD-Intl	Combined
Max # of Gates	29	1	2	7	1	2	2	3	3	3	2	1	38
Max Time Begins	850	930	635	720	525	1733	800	705	645	908	1520	515	850
Total Departures	173	5	15	37	4	6	3	26	17	15	3	1	305
Departures/Gate	6.0	5.0	7.5	5.3	4.0	3.0	1.5	8.7	5.7	5.0	1.5	1.0	8.0

Source: Landrum & Brown Analysis

TERMINAL 2 2028 DDFS PROJECTED GATE DEMAND BY AIRLINE
Lambert-St. Louis International Airport



Source: Landrum & Brown Analysis

TERMINAL 1 PROJECTED GATE DEMAND – PREFERENTIAL USE SCENARIO
PEAK MONTH AVERAGE DAY DEPARTURES PER GATE SUMMARY
Lambert-St. Louis International Airport

	Existing Facilities 2008 Base Year Activity		RECOMMENDED FACILITIES Forecast Year Activity			
			2013	2018	2023	2028
Total Enplanements	4,987,691		5,011,900	5,593,600	6,128,700	6,703,400
Annual Passengers	9,975,382		10,023,800	11,187,200	12,257,400	13,406,800
PMAD Departures	250		243	265	284	305
Aircraft Design Group (ADG)	**Max AC Gauge[1]**	**Active AC Gauge Utilized**	**RECOMMENDED GATES[5]**			
Small Regional (Group I)	-	-	-	-	-	-
Medium Regional (Group II)	13	12	24	26	29	31
Large Regional (Group III)	17	-	2	2	2	2
Narrowbody (Group III)	34(1)	20	18(2)	19(2)	20(2)	21(2)
B757(Group IV)	10	4	-	-	-	-
Widebody (Group IV)	7(3)	-	-	-	-	1(1)
Jumbo (Group V)	2(2)	-	-	-	-	-
Total Gates[2]	73(6)	36(0)	44(2)	47(2)	51(2)	55(3)
Departures per Gate		6.9	5.5	5.6	5.6	5.5
Total NBEG[3]	74.5	32.8	36.8	39.2	42.3	46.1
Total Linear Frontage[4]	10,665	4,750	5,360	5,710	6,160	6,710
Annual Enplanements per NBEG		152,100	136,200	142,700	144,900	145,400

PMAD = Peak Month Average Day

Notes:
1 Represents the largest aircraft gauge in each design group, not necessarily the aircraft gauge currently being utilized
2 Existing gates C21 & C23 operate from 1 hold room door with split jetways
3 Narrowbody Equivalent Gate (NBEG): Used to normalize the apron frontage demand and capacity to that of a typical narrowbody aircraft gate
4 Total Linear Frontage equals aircraft wingspan plus standard planning practice of 25 foot wingtip separation excluding any potential adjacency wingtip conflicts
5 Existing and future International gate demand in parenthesis

TERMINAL 1 PROJECTED GATE DEMAND – COMMON USE SCENARIO
PEAK MONTH AVERAGE DAY DEPARTURES PER GATE SUMMARY
Lambert-St. Louis International Airport

	Existing Facilities 2008 Base Year Activity		RECOMMENDED FACILITIES Forecast Year Activity			
			2013	2018	2023	2028
Total Enplanements	4,987,691		5,011,900	5,593,600	6,128,700	6,703,400
Annual Passengers	9,975,382		10,023,800	11,187,200	12,257,400	13,406,800
PMAD Departures	250		243	265	284	305
Aircraft Design Group (ADG)	**Max AC Gauge[1]**	**Active AC Gauge Utilized**	**RECOMMENDED GATES[5]**			
Small Regional (Group I)	-	-	-	-	-	-
Medium Regional (Group II)	13	12	16	18	20	22
Large Regional (Group III)	17	-	-	-	-	-
Narrowbody (Group III)	34(1)	20	14(2)	15(2)	15(2)	15(2)
B757(Group IV)	10	4	-	-	-	-
Widebody (Group IV)	7(3)	-	-	-	-	1(1)
Jumbo (Group V)	2(2)	-	-	-	-	-
Total Gates[2]	73(6)	36(0)	30(2)	33(2)	35(2)	38(3)
Departures per Gate		6.9	8.1	8.0	8.1	8.0
Total NBEG[3]	74.5	32.8	25.2	27.6	29.0	31.8
Total Linear Frontage[4]	10,665	4,750	3,670	4,020	4,230	4,650
Annual Enplanements per NBEG		152,100	198,900	202,700	211,300	210,800

PMAD = Peak Month Average Day

Notes:
1 Represents the largest aircraft gauge in each design group, not necessarily the aircraft gauge currently being utilized
2 Existing gates C21 & C23 operate from 1 hold room door with split jetways
3 Narrowbody Equivalent Gate (NBEG): Used to normalize the apron frontage demand and capacity to that of a typical narrowbody aircraft gate
4 Total Linear Frontage equals aircraft wingspan plus standard planning practice of 25 foot wingtip separation excluding any potential adjacency wingtip conflicts
5 Existing and future International gate demand in parenthesis

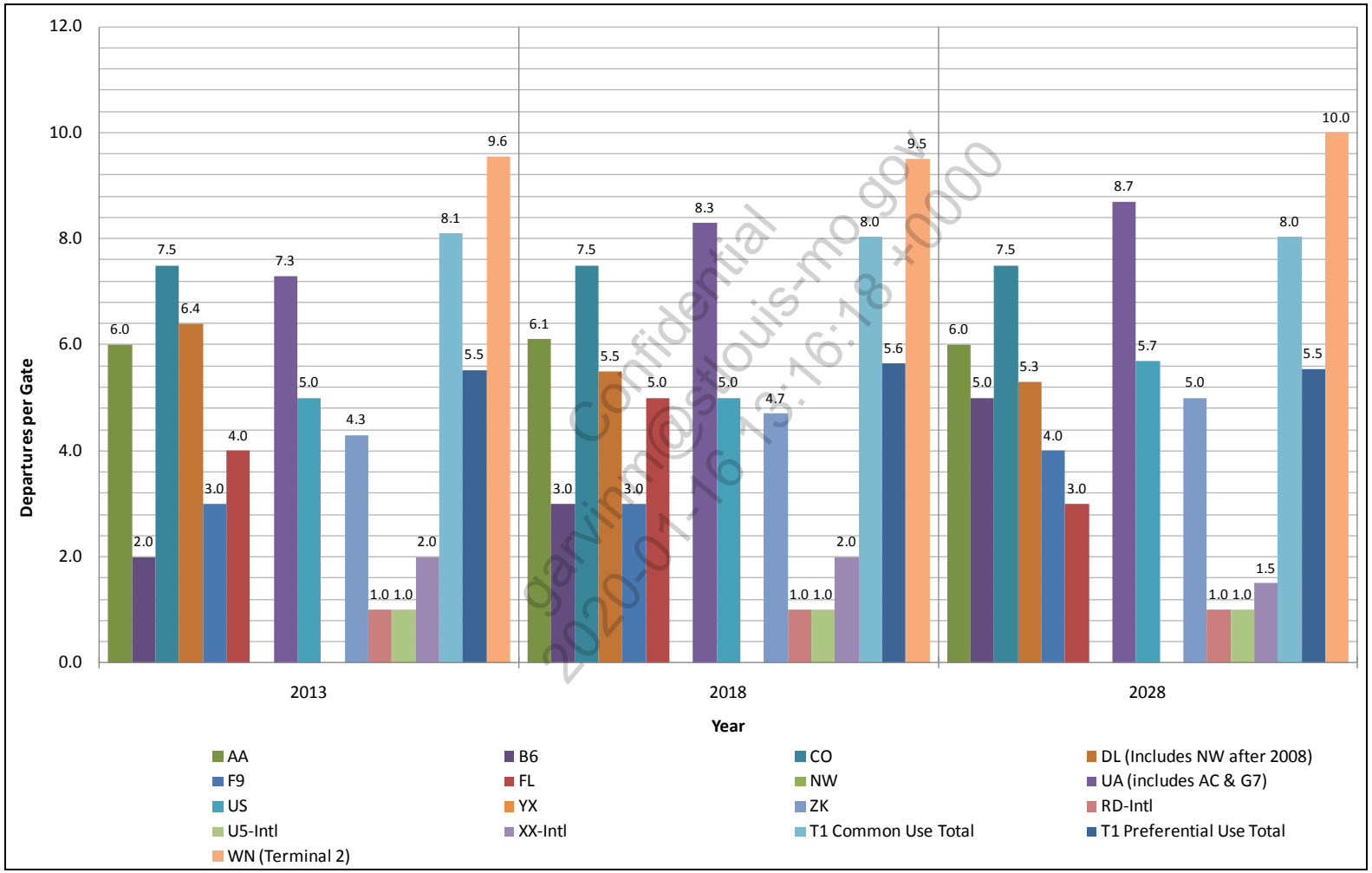
TERMINAL 2 PROJECTED GATE DEMAND – PREFERENTIAL USE SCENARIO
PEAK MONTH AVERAGE DAY DEPARTURES PER GATE SUMMARY
Lambert-St. Louis International Airport

	Existing Facilities 2008 Base Year Activity		RECOMMENDED FACILITIES Forecast Year Activity			
			2013	2018	2023	2028
Total Enplanements	2,220,199		2,436,500	2,711,300	2,949,100	3,219,300
Annual Passengers	4,440,398		4,873,000	5,422,600	5,898,200	6,438,600
PMAD Departures	80		86	95	102	110
Aircraft Design Group (ADG)	**Max AC Gauge[1]**	**Active AC Gauge Utilized**	**RECOMMENDED GATES[4]**			
Small Regional (Group I)	-	-	-	-	-	-
Medium Regional (Group II)	-	-	-	-	-	-
Large Regional (Group III)	-	-	-	-	-	-
Narrowbody (Group III)	16(3)	12(3)	9	10	10	11
B757(Group IV)	-	-	-	-	-	-
Widebody (Group IV)	-	-	-	-	-	-
Jumbo (Group V)	-	-	-	-	-	-
Total Gates	16(3)	12(3)	9(0)	10(0)	10(0)	11(0)
Departures per Gate		6.7	9.6	9.5	10.2	10.0
Total NBEG[2]	16.0	12.0	9.0	10.0	10.0	11.0
Total Linear Frontage[3]	2,290	1,720	1,290	1,430	1,430	1,570
Annual Enplanements per NBEG		185,000	270,000	271,100	294,900	292,700

PMAD = Peak Month Average Day

Notes:
1 Represents the largest aircraft gauge in each design group, not necessarily the aircraft gauge currently being utilized
2 Narrowbody Equivalent Gate (NBEG): Used to normalize the apron frontage demand and capacity to that of a typical narrowbody aircraft gate
3 Total Linear Frontage equals aircraft wingspan plus standard planning practice of 25 foot wingtip separation excluding any potential adjacency wingtip conflicts
4 Existing and future International gate demand in parenthesis

DESIGN DAY FORECASTS DAILY DEPARTURES PER GATE SUMMARY (PRE AA CAPCITY REDUCTION)
Lambert-St. Louis International Airport



Source: Landrum & Brown Analysis

TERMINAL 1 PROJECTED GATE DEMAND – COMMON USE SCENARIO (Post AA Capacity Reduction)
PEAK MONTH AVERAGE DAY DEPARTURES PER GATE SUMMARY
Lambert-St. Louis International Airport

	Existing Facilities 2008 Base Year Activity		RECOMMENDED FACILITIES Forecast Year Activity			
			2013	2018	2023	2028
Total Enplanements	4,987,691		3,577,856	3,930,647	4,308,810	4,703,945
Annual Passengers	9,975,382		7,155,712	7,861,294	8,617,620	9,407,890
PMAD Departures	250		159	171	182	194
Aircraft Design Group (ADG)	**Max AC Gauge[1]**	**Active AC Gauge Utilized**	**RECOMMENDED GATES[5]**			
Small Regional (Group I)	-	-	-	-	-	-
Medium Regional (Group II)	13	12	9	11	12	12
Large Regional (Group III)	17	-	-	-	-	-
Narrowbody (Group III)	34(1)	20	11(2)	11(2)	11(2)	11(2)
B757(Group IV)	10	4	-	-	-	-
Widebody (Group IV)	7(3)	-	-	-	-	1(1)
Jumbo (Group V)	2(2)	-	-	-	-	-
Total Gates[2]	73(6)	36(0)	20(2)	32(2)	23(2)	24(3)
Departures per Gate		6.9	8.0	7.8	7.9	8.1
Total NBEG[3]	74.5	32.8	17.3	18.7	19.4	20.8
Total Linear Frontage[4]	10,665	4,750	2,500	2,700	2,800	3,000
Annual Enplanements per NBEG		152,100	206,800	210,200	222,100	226,200

PMAD = Peak Month Average Day

Notes:
1 Represents the largest aircraft gauge in each design group, not necessarily the aircraft gauge currently being utilized
2 Existing gates C21 & C23 operate from 1 hold room door with split jetways
3 Narrowbody Equivalent Gate (NBEG): Used to normalize the apron frontage demand and capacity to that of a typical narrowbody aircraft gate
4 Total Linear Frontage equals aircraft wingspan plus standard planning practice of 25 foot wingtip separation excluding any potential adjacency wingtip conflicts
5 Existing and future International gate demand in parenthesis

THIS PAGE INTENTIONALLY LEFT BLANK

ALTERNATE FORECAST GATE SCENARIOS

HIGH FORECAST SCENARIO – ANNUAL PASSENGERS PER GATE APPROACH
Lambert-St. Louis International Airport

YEAR	ANNUAL ENPLANEMENTS	ANNUAL DEPATURES	ENPLANED PAX/DEP	ENPLANED PAX/GATE	GATES[1]
2008	7,207,890	110,705	65.1	150,200	48[2]
2013	7,571,300	119,900	63.1	145,700	52
2018	8,625,500	129,900	66.4	153,200	56
2023	9,708,400	140,700	69.0	159,200	61
2028	10,924,400	152,400	71.7	165,400	66

Notes: 1 Indicates total airport Preferential Use gates
2 Indicates total airport base year utilized gates

HIGH FORECAST SCENARIO – ANNUAL DEPARTURES PER GATE APPROACH
Lambert-St. Louis International Airport

YEAR	ANNUAL ENPLANEMENTS	ANNUAL DEPATURES	DAILY DEP/GATE	ANNUAL DEP/GATE	GATES[1]
2008	7,207,890	110,705	6.8	2,310	48[2]
2013	7,571,300	119,900	5.8	1,940	62
2018	8,625,500	129,900	5.0	2,010	65
2023	9,708,400	140,700	6.2	2,080	68
2028	10,924,400	152,400	6.4	2,150	71

Notes: 1 Indicates total airport Preferential Use gates
2 Indicates total airport base year utilized gates

LOW FORECAST SCENARIO – ANNUAL PASSENGERS PER GATE APPROACH
Lambert-St. Louis International Airport

YEAR	ANNUAL ENPLANEMENTS	ANNUAL DEPATURES	ENPLANED PAX/DEP	ENPLANED PAX/GATE	GATES[1]
2008	7,207,890	110,705	65.1	150,200	48[2]
2013	6,598,500	113,700	58.0	133,900	49
2018	7,169,400	116,800	61.4	141,600	51
2023	7,706,400	120,000	64.2	148,100	52
2028	8,285,800	123,300	67.2	155,000	53

Notes: 1 Indicates total airport Preferential Use gates
2 Indicates total airport base year utilized gates

LOW FORECAST SCENARIO – ANNUAL DEPARTURES PER GATE APPROACH
Lambert-St. Louis International Airport

YEAR	ANNUAL ENPLANEMENTS	ANNUAL DEPATURES	DAILY DEP/GATE	ANNUAL DEP/GATE	GATES[1]
2008	7,207,890	110,705	6.8	2,310	48[2]
2013	6,598,500	113,700	5.8	1,940	59
2018	7,169,400	116,800	6.0	2,010	58
2023	7,706,400	120,000	6.2	2,080	58
2028	8,285,800	123,300	6.4	2,150	57

Notes: 1 Indicates total airport Preferential Use gates
2 Indicates total airport base year utilized gates

RECOMMENDED TERMINAL FACILITIES ALTERNATIVE SCENARIOS

Terminal 1

- Hybrid – Utilizes existing airline lease agreements until 2023 at which point all areas including gates have transitioned to Common Use
- Common Use – All areas are transitioned from Preferential Use lease agreements by 2013

EXISTING FACILITY INVENTORY AND FUTURE TERMINAL 1 REQUIREMENTS – HYBRID USE
Lambert-St. Louis International Airport

	Units	Existing Terminal Space (sf) Full Capacity	2013 Recommended Facilities	2018 Recommended Facilities	2023 Recommended Facilities	2028 Recommended Facilities
General						
General [1]						
Overall Airport Statistics						
Annual Passengers		**9,975,382**	**7,155,712**	**7,861,294**	**8,617,620**	**9,407,890**
Annual Enplanements		4,987,691	3,577,856	3,930,647	4,308,810	4,703,945
Annual Domestic Enplanements		-	-	-	-	-
Annual International Enplanements		-	-	-	-	-
O&D Passengers		-	3,267,195	3,592,644	3,939,553	4,300,853
Connecting Passengers		-	310,662	338,004	369,257	403,092
Peak Hour Passenger Statistics						
Peak Hour Enplaned - Domestic		1,741	1,261	1,427	1,524	1,630
Peak Hour Enplaned - International		287	286	286	313	341
Total Peak Hour Enplaned [2]		**1,741**	**1,261**	**1,427**	**1,524**	**1,630**
Peak Hour Deplaned - Domestic		1,745	1,174	1,246	1,398	1,573
Peak Hour Deplaned - International		-	-	-	-	-
Total Peak Hour Deplaned [2]		**1,745**	**1,174**	**1,246**	**1,398**	**1,573**
Total Peak Hour[2]		**3,737**	**2,136**	**2,274**	**2,520**	**2,797**
Aircraft Gates/Positions (International in parenthesis)						
Small Commuter (Cessna)		-	-	-	-	-
Medium Commuter (CRJ/ERJ/BE1)		13	9	11	12	12
Large Commuter (CR7/E70)		7	-	-	-	-
Narrowbody (B737/A320)		33 (1)	11 (2)	11 (2)	11 (2)	11 (2)
B-757		10	-	-	-	-
Widebody (B767)		7 (3)	-	-	-	1 (1)
Jumbo (B777/A340/B747)		2 (2)	-	-	-	-
NLA (A380)		-	-	-	-	-
Total Gates:		**72**	**20**	**22**	**23**	**24**
Total EQA[3]:		**73.6**	**14.6**	**15.4**	**15.8**	**17.7**
Total NBEG[4]:		**73.5**	**17.3**	**18.7**	**19.4**	**20.8**
Total Positions:		72	20	22	23	24

Notes:
1 Forecasted annual passenger numbers based on forecast sensitivity analysis section
2 The total peak hour numbers represent the total enplanement/deplanements peak hour, not the sum of the components (i.e. the enplaned/deplaned and total peak hours do not necessarily occur in the same hour). Domestic and International Peak Hour may differ
3 EQA normalizes gate based on seating capacity of accommodated aircraft
4 NBEG: Used to normalize the apron frontage demand and capacity to that of a typical narrowbody aircraft gate

EXISTING FACILITY INVENTORY AND FUTURE TERMINAL 1 REQUIREMENTS – HYBRID USE *(continued)*
Lambert-St. Louis International Airport

		Units	Existing Terminal Space (sf) Full Capacity	2013 Recommended Facilities	2018 Recommended Facilities	2023 Recommended Facilities	2028 Recommended Facilities
Airline Space	**Domestic Airline Space**						
	Ticket Counter						
	Linear Counter Check-in Positions (Kiosk)	pos	137 (49)	45(23)	50(25)	33(21)	34(24)
	Total Check-in Locations (Kiosk)	pos	159 (55)	45(28)	50(30)	33(21)	34(24)
	Total Linear Position Length	lf	570	190	220	130	130
	Number of Unassigned Check-in Positions	pos	16	-	-	-	-
	Total Unassigned Position Length	lf	82	-	-	-	-
	Counter Area (Includes any curb check)	sf	8,298	2,100	2,400	1,400	1,400
	Ticketing Queue (including any free standing kiosks)	sf	8,247	4,600	5,200	3,000	3,000
	Curbcheck Positions	pos	16	6	6	2	2
	Airline Ticket Offices	sf	11,779	5,700	6,500	3,900	3,900
	Baggage Claim						
	Claim Devices	units	6	3	3	4	4
	Linear Frontage Required	lf	954	430	460	520	590
	Linear Frontage Programmed	lf	-	480	480	640	640
	Baggage Claim Hall (Includes Device, Queues & Circulation)	sf	31,926	16,800	16,800	22,400	22,400
	Baggage Services	sf	5,447	2,000	2,100	2,300	2,600
	Airline Clubs/VIP Lounges	sf	15,533	2,000	2,000	2,000	2,000
	SubTotal:		**81,230**	**33,200**	**35,000**	**35,000**	**35,300**
	International Airline Space						
	Ticket Counter						
	Linear Counter Check-in Positions (Kiosk)	pos	included above	6(0)	6(0)	6(0)	8(0)
	Total Check-in Locations (Kiosk)	pos	included above	6(0)	6(0)	6(0)	8(0)
	Total Linear Position Length	lf	included above	30	30	30	40
	Counter Area (Includes any curb check)	sf	included above	300	300	300	400
	Ticketing Queue (including any free standing kiosks)	sf	included above	800	800	800	1,000
	Curbcheck Positions	pos	included above	0	0	0	0
	Airline Ticket Offices	sf	included above	900	900	900	1,200
	Airline Clubs/VIP Lounges	sf	included above	-	-	-	-
	SubTotal:		**-**	**2,000**	**2,000**	**2,000**	**2,600**
	Other Airline Space						
	Outbound Bag Make-Up[4]	sf	64,962	44,900	47,900	23,700	26,600
	Inbound Bag Delivery	sf	14,530	6,000	6,000	8,000	8,000
	Baggage Train Circulation	sf	39,985	7,600	8,100	4,800	5,200
	Checked Baggage Screening (TSA Space)[5]	sf	7,799	8,600	8,600	8,600	8,600
	Level 1 Inspection Units (EDS)[6]	no	-	2	2	2	2
	Airline Operations	sf	138,294	57,800	61,600	65,300	73,200
	Other Airline Offices/Systems and Support	sf	27,504	8,700	9,200	9,800	11,000
	SubTotal:		**293,074**	**133,600**	**141,400**	**120,200**	**132,600**
	Departure Lounges						
	Gates/Positions						
	Small Regional (Cessna/Metro)	sf	-	-	-	-	-
	Medium Regional (BE1/CRJ,CR7,9/ERJ/SF340)	sf	-	9,300	10,100	10,100	10,100
	Large Regional (Q400/E170,175,190)	sf	-	2,200	2,200	-	-
	Narrowbody (A320/B737w)	sf	-	31,400	33,300	21,600	21,600
	B-757(winglets)	sf	-	-	-	-	-
	Widebody (B767/MD11)	sf	-	-	-	-	3,200
	Jumbo (B747,787,777/A330,340)	sf	-	-	-	-	-
	Super Jumbo (A380)	sf	-	-	-	-	-
	SubTotal:		**107,778**	**42,900**	**45,600**	**31,700**	**34,900**

EXISTING FACILITY INVENTORY AND FUTURE TERMINAL 1 REQUIREMENTS – HYBRID USE *(continued)*
Lambert-St. Louis International Airport

		Units	Existing Terminal Space (sf) Full Capacity	2013 Recommended Facilities	2018 Recommended Facilities	2023 Recommended Facilities	2028 Recommended Facilities
Concessions Space	**Non-Secure Concessions Space**						
	Rental Car						
	Number of Counters	pos	6	6	6	6	7
	Counter Area/Offices	sf	2,197	2,400	2,400	2,400	2,800
	Queue	sf	1,613	1,800	1,800	1,800	2,100
	Non-Secure Concessions	sf	19,099	10,400	11,000	9,700	10,700
	Non-Secure Storage	sf	27,574	2,600	2,700	2,400	2,700
	SubTotal:		**50,483**	**17,200**	**17,900**	**16,300**	**18,300**
	Secure Concessions Space						
	Secure Concessions	sf	52,237	33,000	34,700	30,600	33,900
	Secure Storage	sf	9,753	8,300	8,700	7,700	8,500
	SubTotal:		**61,990**	**41,300**	**43,400**	**38,300**	**42,400**

EXISTING FACILITY INVENTORY AND FUTURE TERMINAL 1 REQUIREMENTS – HYBRID USE *(continued)*
Lambert-St. Louis International Airport

		Units	Existing Terminal Space (sf) Full Capacity	2013 Recommended Facilities	2018 Recommended Facilities	2023 Recommended Facilities	2028 Recommended Facilities
US Customs & Border Protection Services (CBP)	**Primary Processing**	Units					
	Primary Inspection Booths (Double Counters)	units	4	5	5	6	7
	Area Primary Inspection Booths	sf	760	1,900	1,900	2,300	2,700
	Primary Inspection Queue	sf	3,962	4,700	4,700	5,600	6,600
	Primary Inspection Support	sf	11,566	700	700	700	700
	SubTotal:		**16,288**	**7,300**	**7,300**	**8,600**	**10,000**
	Baggage Claim						
	Claim Devices Required	units	2	3	3	3	4
	Linear Frontage Required	lf	266	500	500	540	590
	Linear Frontage Programmed	lf	-	510	510	510	680
	Baggage Claim Hall	sf	9,388	17,900	17,900	17,900	23,800
	SubTotal:		**9,388**	**17,900**	**17,900**	**17,900**	**23,800**
	Secondary Processing						
	Passport Control Check Positions	pos	0	1	1	1	1
	Area Passport Control Check	sf	-	200	200	200	200
	Area Secondary Waiting	sf	-	800	800	800	1,100
	Exam Podiums and Baggage Belts (2 belts per unit)	units	0	0	0	0	0
	Area Secondary Inspection	sf	8,384	-	-	-	-
	Baggage X-Ray Processing (1 X-Ray per unit)	units	0	1	1	1	1
	Area X-Ray Inspection	sf	-	1,500	1,500	1,500	1,500
	Secondary Inspection Support	sf	5,058	1,100	1,100	1,100	1,100
	SubTotal:		**13,442**	**3,600**	**3,600**	**3,600**	**3,900**
	Support Space						
	CBP Administration	sf	-	800	800	800	900
	CBP Administration Support	sf	-	600	600	600	700
	SubTotal:		**-**	**1,400**	**1,400**	**1,400**	**1,600**
	Other Space						
	Sterile Corridor Circulation	sf	3,141	4,300	4,300	4,300	7,200
	In-Transit/Sterile Holding Areas	sf	-	-	-	-	-
	Public Sterile Restrooms	sf	623	1,000	1,000	1,000	1,000
	General Circulation	sf	645	3,700	3,700	3,800	4,900
	Greeter Lobby						
	Greeter Waiting Area	sf	-	700	700	900	1,100
	Other	sf	-	-	-	-	-
	Baggage Recheck						
	Number Recheck Positions	pos	0	0	0	0	0
	Area Recheck Positions	sf	2,560	-	-	-	-
	Queue Baggage Recheck	sf	-	-	-	-	-
	SubTotal:		**6,969**	**9,700**	**9,700**	**10,000**	**14,200**

EXISTING FACILITY INVENTORY AND FUTURE TERMINAL 1 REQUIREMENTS – HYBRID USE *(continued)*
Lambert-St. Louis International Airport

		Units	Existing Terminal Space (sf) Full Capacity	2013 Recommended Facilities	2018 Recommended Facilities	2023 Recommended Facilities	2028 Recommended Facilities
Public Space	**Security Screening Checkpoint (SSCP)**						
	Number of Lanes	pos	15	6	7	8	8
	Queuing Area	sf	8,534	4,100	4,700	5,000	5,400
	Checkpoint Screening Area	sf	16,992	8,600	9,600	10,600	10,600
	TSA Offices	sf	6,276	1,300	1,400	1,600	1,600
	SubTotal:		**31,802**	**14,000**	**15,700**	**17,200**	**17,600**
	Circulation						
	Ticket Lobby Circulation	sf	11,258	4,200	4,700	2,900	2,900
	Baggage Claim Circulation	sf	17,871	4,800	4,800	6,000	6,000
	Secure Circulation (Incl. Fire/Service Stairs to Apron)	sf	180,721	69,400	74,000	52,400	56,200
	General Public Circulation (Includes Vestibules, Vert Circ, Corridors)	sf	77,438	39,000	41,100	37,700	40,700
	Public Seating	sf	-	6,000	6,600	7,200	7,900
	Domestic Meeter/Greeter Lobby	sf	770	5,100	5,400	6,100	6,900
	Transportation (Shuttle Service) & Hotel Courtesy Phones	sf	100	200	200	200	200
	SubTotal:		**288,158**	**128,700**	**136,800**	**112,500**	**120,800**
	Restrooms						
	Public Restrooms - Secure	sf	10,821	4,800	4,800	3,200	4,800
	Public Restrooms - Non-Secure	sf	5,333	5,600	5,900	6,600	7,300
	SubTotal:		**16,154**	**10,400**	**10,700**	**9,800**	**12,100**
	Other Space						
	Misc Tenant						
	American Credit Union (AAFCU), Central Carts, Chapel, USO, USPS	sf	8,877	8,900	8,900	8,900	8,900
	Smoking Lounge	sf	1,458	1,500	1,500	1,500	1,500
	Other (Displays, Information Counters, Visitors Commission etc)	sf	677	700	700	700	700
	SubTotal:		**11,012**	**11,100**	**11,100**	**11,100**	**11,100**
Non-Public Space	**Non-Airline Tenant Space**						
	Airport Administration						
	Offices/Support (City)	sf	63,944	64,800	64,800	64,800	64,800
	Airport Police (Includes Locker Facilities)	sf	1,853	2,000	2,000	2,000	2,000
	Other Tenants						
	Misc Tenant	sf	4,870	6,500	6,500	6,500	6,500
	SubTotal:		**70,667**	**73,300**	**73,300**	**73,300**	**73,300**
	Other Space						
	Non-Public Restrooms	sf	4,073	2,200	2,300	2,100	2,200
	Non-Public Circulation	sf	19,480	22,200	23,200	20,700	22,100
	Other	sf	-	-	-	-	-
	SubTotal:		**23,553**	**24,400**	**25,500**	**22,800**	**24,300**
	Terminal Function						
	Maintenance/Janitorial/Storage/Shops	sf	4,075	5,700	6,000	5,300	5,800
	Mechanical/Electrical/Telephone/Plumbing	sf	131,890	69,200	72,400	64,300	70,000
	Building Systems (Structure/Non-net/Void)	sf	36,124	16,600	17,400	15,400	16,800
	Exterior - Other (ie Public Gardens, etc)	sf	-	-	-	-	-
	SubTotal:		**172,089**	**91,500**	**95,800**	**85,000**	**92,600**

EXISTING FACILITY INVENTORY AND FUTURE TERMINAL 1 REQUIREMENTS – HYBRID USE *(continued)*
Lambert-St. Louis International Airport

		Units	Existing Terminal Space (sf) Full Capacity	2013 Recommended Facilities	2018 Recommended Facilities	2023 Recommended Facilities	2028 Recommended Facilities
Summary	**General**						
2008-2028	Annual Enplanements		4,987,691	3,577,856	3,930,647	4,308,810	4,703,945
	Annual O&D Enplanements (%)		3,917,292 (76.2%)	3,267,195 (91.3%)	3,592,644 (91.4%)	3,939,553 (91.4%)	4,300,853 (91.4%)
	Annual Connecting Enplanements (%)		1,186,226 (23.8%)	310,662 (8.7%)	338,004 (8.6%)	369,257 (8.6%)	403,092 (8.6%)
	Peak Hour Enplaned Domestic		1,741	1,261	1,427	1,524	1,630
	Peak Hour Enplaned International		287	286	286	313	341
	Peak Hour Deplaned Domestic		1,745	1,174	1,246	1,398	1,573
	Peak Hour Deplaned International		-	-	-	-	-
	Gates/Positions		72	29	31	23	24
	Airline Space						
	Domestic Airline Space	sf	81,230	33,200	35,000	35,000	35,300
	International Airline Space	sf	-	2,000	2,000	2,000	2,600
	Other Airline Space	sf	293,074	133,600	141,400	120,200	132,600
	Departure Lounges	sf	107,778	42,900	45,600	31,700	34,900
	SubTotal:		482,082	211,700	224,000	188,900	205,400
	Concessions						
	Non-Secure Concessions Space	sf	50,483	17,200	17,900	16,300	18,300
	Secure Concessions Space	sf	61,990	41,300	43,400	38,300	42,400
	SubTotal:		112,473	58,500	61,300	54,600	60,700
	US Customs & Border Protection Services[7]						
	Design Hour Passengers	pax	400	286	286	372	484
	Primary Processing	sf	16,288	7,300	7,300	8,600	10,000
	Baggage Claim	sf	9,388	17,900	17,900	17,900	23,800
	Secondary Processing	sf	13,442	3,600	3,600	3,600	3,900
	Support Space	sf	-	1,400	1,400	1,400	1,600
	Other Space	sf	6,969	9,700	9,700	10,000	14,200
	SubTotal:		46,087	39,900	39,900	41,500	53,500
	Public Space						
	Security	sf	31,802	14,000	15,700	17,200	17,600
	Circulation	sf	288,158	128,700	136,800	112,500	120,800
	Restrooms	sf	16,154	10,400	10,700	9,800	12,100
	Other Space	sf	11,012	11,100	11,100	11,100	11,100
	SubTotal:		347,126	164,200	174,300	150,600	161,600
	Non-Public Space						
	Non-Airline Tenant Space	sf	70,667	73,300	73,300	73,300	73,300
	Other Space	sf	23,553	24,400	25,500	22,800	24,300
	Terminal Functions	sf	172,089	91,500	95,800	85,000	92,600
	SubTotal:		266,309	189,200	194,600	181,100	190,200
	Total						
	Total Functional Terminal Area:		**1,082,000** [8]	**572,000**	**598,300**	**531,700**	**578,800**
	Total Gross Terminal Area:		**1,254,100** [8]	**663,500**	**694,100**	**616,700**	**671,400**

Notes:
4 Outbound Baggage Make-up based on Preferential Use
5 EDS area represents Airport Experience planned In-Line EDS inspection area. Existing area shown represents current in-lobby standalone airline baggage screening excluding AA In-Line space (no info available), approximately 21,350 square feet will be reconfigured within the existing building drip line (per STL planning staff)
6 Existing recommended EDS units are based on existing standalone in lobby devices and existing AA In-Line baggage system
7 These are minimum facility standards set by the Customs and Boarder Protection "Airport Technical Design Standards August 2006". The CBP may evaluate the airports traffic projections on a case by case basis and update any requirements as needed
8 Represents the total current available functional and gross terminal square footage (leased, non-leased, airport owned, and closed areas) and totals may not sum due to rounding

EXISTING FACILITY INVENTORY AND FUTURE TERMINAL 1 REQUIREMENTS – COMMON USE
Lambert-St. Louis International Airport

	Units	Existing Terminal Space (sf) Full Capacity	2013 Recommended Facilities	2018 Recommended Facilities	2023 Recommended Facilities	2028 Recommended Facilities
General						
General [1]						
Overall Airport Statistics						
Annual Passengers		**9,975,382**	**7,155,712**	**7,861,294**	**8,617,620**	**9,407,890**
Annual Enplanements		4,987,691	3,577,856	3,930,647	4,308,810	4,703,945
Annual Domestic Enplanements		-	-	-	-	-
Annual International Enplanements		-	-	-	-	-
O&D Passengers		-	3,267,195	3,592,644	3,939,553	4,300,853
Connecting Passengers		-	310,662	338,004	369,257	403,092
Peak Hour Passenger Statistics						
Peak Hour Enplaned - Domestic		1,741	1,261	1,427	1,524	1,630
Peak Hour Enplaned - International		287	286	286	313	341
Total Peak Hour Enplaned [2]		**1,741**	**1,261**	**1,427**	**1,524**	**1,630**
Peak Hour Deplaned - Domestic		1,745	1,174	1,246	1,398	1,573
Peak Hour Deplaned - International		-	-	-	-	-
Total Peak Hour Deplaned [2]		**1,745**	**1,174**	**1,246**	**1,398**	**1,573**
Total Peak Hour[2]		**3,737**	**2,136**	**2,274**	**2,520**	**2,797**
Aircraft Gates/Positions (International in parenthesis)						
Small Commuter (Cessna)		-	-	-	-	-
Medium Commuter (CRJ/ERJ/BE1)		13	9	11	12	12
Large Commuter (CR7/E70)		7	-	-	-	-
Narrowbody (B737/A320)		33 (1)	11 (2)	11 (2)	11 (2)	11 (2)
B-757		10	-	-	-	-
Widebody (B767)		7 (3)	-	-	-	1 (1)
Jumbo (B777/A340/B747)		2 (2)	-	-	-	-
NLA (A380)		-	-	-	-	-
Total Gates:		**72**	**20**	**22**	**23**	**24**
Total EQA[3]:		**73.6**	**14.6**	**15.4**	**15.8**	**17.7**
Total NBEG[4]:		**73.5**	**17.3**	**18.7**	**19.4**	**20.8**
Total Positions:		72	20	22	23	24

Notes:
1 Annual Passenger numbers based on forecast sensitivity analysis section.
2 The total peak hour numbers represent the total enplanement/deplanements peak hour, not the sum of the components (i.e. the enplaned/deplaned and total peak hours do not necessarily occur in the same hour). Domestic and International Peak Hour may differ.
3 EQA normalizes gate based on seating capacity of accommodated aircraft.
4 NBEG: Used to normalize the apron frontage demand and capacity to that of a typical narrowbody aircraft gate.

EXISTING FACILITY INVENTORY AND FUTURE TERMINAL 1 REQUIREMENTS – COMMON USE *(continued)*
Lambert-St. Louis International Airport

		Units	Existing Terminal Space (sf) Full Capacity	2013 Recommended Facilities	2018 Recommended Facilities	2023 Recommended Facilities	2028 Recommended Facilities
Airline Space	**Domestic Airline Space**						
	Ticket Counter						
	Linear Counter Check-in Positions (Kiosk)	pos	137 (49)	29(16)	32(18)	33(21)	34(24)
	Total Check-in Locations (Kiosk)	pos	159 (55)	29(16)	32(18)	33(21)	34(24)
	Total Linear Position Length	lf	570	120	130	130	130
	Number of Unassigned Check-in Positions	pos	16	-	-	-	-
	Total Unassigned Position Length	lf	82	-	-	-	-
	Counter Area (Includes any curb check)	sf	8,298	1,300	1,400	1,400	1,400
	Ticketing Queue (including any free standing kiosks)	sf	8,247	2,800	3,000	3,000	3,000
	Curbcheck Positions	pos	16	2	2	2	2
	Airline Ticket Offices	sf	11,779	3,600	3,900	3,900	3,900
	Baggage Claim						
	Claim Devices	units	6	3	3	4	4
	Linear Frontage Required	lf	954	430	460	520	590
	Linear Frontage Programmed	lf	-	480	480	640	640
	Baggage Claim Hall (Includes Device, Queues & Circulation)	sf	31,926	16,800	16,800	22,400	22,400
	Baggage Services	sf	5,447	2,000	2,100	2,300	2,600
	Airline Clubs/VIP Lounges	sf	15,533	2,000	2,000	2,000	2,000
	SubTotal:		**81,230**	**28,500**	**29,200**	**35,000**	**35,300**
	International Airline Space						
	Ticket Counter						
	Linear Counter Check-in Positions (Kiosk)	pos	included above	6(0)	6(0)	6(0)	8(0)
	Total Check-in Locations (Kiosk)	pos	included above	6(0)	6(0)	6(0)	8(0)
	Total Linear Position Length	lf	included above	30	30	30	40
	Counter Area (Includes any curb check)	sf	included above	300	300	300	400
	Ticketing Queue (including any free standing kiosks)	sf	included above	800	800	800	1,000
	Curbcheck Positions	pos	included above	0	0	0	0
	Airline Ticket Offices	sf	included above	900	900	900	1,200
	Airline Clubs/VIP Lounges	sf	included above	-	-	-	-
	SubTotal:		**-**	**2,000**	**2,000**	**2,000**	**2,600**
	Other Airline Space						
	Outbound Bag Make-Up[4]	sf	64,962	21,900	23,100	23,700	26,600
	Inbound Bag Delivery	sf	14,530	6,000	6,000	8,000	8,000
	Baggage Train Circulation	sf	39,985	4,200	4,400	4,800	5,200
	Checked Baggage Screening (TSA Space)[5]	sf	7,799	8,600	8,600	8,600	8,600
	Level 1 Inspection Units (EDS)[6]	no		2	2	2	2
	Airline Operations	sf	138,294	29,200	30,800	31,600	35,400
	Other Airline Offices/Systems and Support	sf	27,504	4,400	4,600	4,700	5,300
	SubTotal:		**293,074**	**74,300**	**77,500**	**81,400**	**89,100**
	Departure Lounges						
	Gates/Positions						
	Small Regional (Cessna/Metro)	sf	-	-	-	-	-
	Medium Regional (BE1/CRJ,CR7,9/ERJ/SF340)	sf	-	7,300	8,900	9,800	9,800
	Large Regional (Q400/E170,175,190)	sf	-	-	-	-	-
	Narrowbody (A320/B737w)	sf	-	21,600	21,600	21,600	21,600
	B-757(winglets)	sf	-	-	-	-	-
	Widebody (B767/MD11)	sf	-	-	-	-	3,000
	Jumbo (B747,787,777/A330,340)	sf	-	-	-	-	-
	Super Jumbo (A380)	sf	-	-	-	-	-
	SubTotal:		**107,778**	**28,900**	**30,500**	**31,400**	**34,400**

EXISTING FACILITY INVENTORY AND FUTURE TERMINAL 1 REQUIREMENTS – COMMON USE *(continued)*
Lambert-St. Louis International Airport

		Units	Existing Terminal Space (sf) Full Capacity	2013 Recommended Facilities	2018 Recommended Facilities	2023 Recommended Facilities	2028 Recommended Facilities
Concessions Space	**Non-Secure Concessions Space**						
	Rental Car						
	Number of Counters	pos	6	6	6	6	7
	Counter Area/Offices	sf	2,197	2,400	2,400	2,400	2,800
	Queue	sf	1,613	1,800	1,800	1,800	2,100
	Non-Secure Concessions	sf	19,099	8,600	9,000	9,600	10,700
	Non-Secure Storage	sf	27,574	2,100	2,200	2,400	2,700
	SubTotal:		**50,483**	**14,900**	**15,400**	**16,200**	**18,300**
	Secure Concessions Space						
	Secure Concessions	sf	52,237	27,100	28,400	30,600	33,800
	Secure Storage	sf	9,753	6,800	7,100	7,600	8,400
	SubTotal:		**61,990**	**33,900**	**35,500**	**38,200**	**42,200**

EXISTING FACILITY INVENTORY AND FUTURE TERMINAL 1 REQUIREMENTS – COMMON USE *(continued)*
Lambert-St. Louis International Airport

		Units	Existing Terminal Space (sf) Full Capacity	2013 Recommended Facilities	2018 Recommended Facilities	2023 Recommended Facilities	2028 Recommended Facilities
US Customs & Border Protection Services (CBP)	**Primary Processing**	Units					
	Primary Inspection Booths (Double Counters)	units	4	5	5	6	7
	Area Primary Inspection Booths	sf	760	1,900	1,900	2,300	2,700
	Primary Inspection Queue	sf	3,962	4,700	4,700	5,600	6,600
	Primary Inspection Support	sf	11,566	700	700	700	700
	SubTotal:		**16,288**	**7,300**	**7,300**	**8,600**	**10,000**
	Baggage Claim						
	Claim Devices Required	units	2	3	3	3	4
	Linear Frontage Required	lf	266	500	500	540	590
	Linear Frontage Programmed	lf	-	510	510	510	680
	Baggage Claim Hall	sf	9,388	17,900	17,900	17,900	23,800
	SubTotal:		**9,388**	**17,900**	**17,900**	**17,900**	**23,800**
	Secondary Processing						
	Passport Control Check Positions	pos	0	1	1	1	1
	Area Passport Control Check	sf	-	200	200	200	200
	Area Secondary Waiting	sf	-	800	800	800	1,100
	Exam Podiums and Baggage Belts (2 belts per unit)	units	0	0	0	0	0
	Area Secondary Inspection	sf	8,384	-	-	-	-
	Baggage X-Ray Processing (1 X-Ray per unit)	units	0	1	1	1	1
	Area X-Ray Inspection	sf	-	1,500	1,500	1,500	1,500
	Secondary Inspection Support	sf	5,058	1,100	1,100	1,100	1,100
	SubTotal:		**13,442**	**3,600**	**3,600**	**3,600**	**3,900**
	Support Space						
	CBP Administration	sf	-	800	800	800	900
	CBP Administration Support	sf	-	600	600	600	700
	SubTotal:		**-**	**1,400**	**1,400**	**1,400**	**1,600**
	Other Space						
	Sterile Corridor Circulation	sf	3,141	4,300	4,300	4,300	7,200
	In-Transit/Sterile Holding Areas	sf	-	-	-	-	-
	Public Sterile Restrooms	sf	623	1,000	1,000	1,000	1,000
	General Circulation	sf	645	3,700	3,700	3,800	4,900
	Greeter Lobby						
	Greeter Waiting Area	sf	-	700	700	900	1,100
	Other	sf	-	-	-	-	-
	Baggage Recheck						
	Number Recheck Positions	pos	0	0	0	0	0
	Area Recheck Positions	sf	2,560	-	-	-	-
	Queue Baggage Recheck	sf	-	-	-	-	-
	SubTotal:		**6,969**	**9,700**	**9,700**	**10,000**	**14,200**

EXISTING FACILITY INVENTORY AND FUTURE TERMINAL 1 REQUIREMENTS – COMMON USE *(continued)*
Lambert-St. Louis International Airport

		Units	Existing Terminal Space (sf) Full Capacity	2013 Recommended Facilities	2018 Recommended Facilities	2023 Recommended Facilities	2028 Recommended Facilities
Public Space	**Security Screening Checkpoint (SSCP)**						
	Number of Lanes	pos	15	6	7	8	8
	Queuing Area	sf	8,534	4,100	4,700	5,000	5,400
	Checkpoint Screening Area	sf	16,992	8,600	9,600	10,600	10,600
	TSA Offices	sf	6,276	1,300	1,400	1,600	1,600
	SubTotal:		**31,802**	**14,000**	**15,700**	**17,200**	**17,600**
	Circulation						
	Ticket Lobby Circulation	sf	11,258	2,600	2,900	2,900	2,900
	Baggage Claim Circulation	sf	17,871	4,800	4,800	6,000	6,000
	Secure Circulation (Incl. Fire/Service Stairs to Apron)	sf	180,721	46,700	50,500	52,400	56,200
	General Public Circulation (Includes Vestibules, Vert Circ, Corridors)	sf	77,438	32,700	34,200	37,500	40,400
	Public Seating	sf	-	6,000	6,600	7,200	7,900
	Domestic Meeter/Greeter Lobby	sf	770	5,100	5,400	6,100	6,900
	Transportation (Shuttle Service) & Hotel Courtesy Phones	sf	100	200	200	200	200
	SubTotal:		**288,158**	**98,100**	**104,600**	**112,300**	**120,500**
	Restrooms						
	Public Restrooms - Secure	sf	10,821	3,200	3,200	3,200	4,800
	Public Restrooms - Non-Secure	sf	5,333	5,600	5,900	6,600	7,300
	SubTotal:		**16,154**	**8,800**	**9,100**	**9,800**	**12,100**
	Other Space						
	Misc Tenant						
	American Credit Union (AAFCU), Central Carts, Chapel, USO, USPS	sf	8,877	8,900	8,900	8,900	8,900
	Smoking Lounge	sf	1,458	1,500	1,500	1,500	1,500
	Other (Displays, Information Counters, Visitors Commission etc)	sf	677	700	700	700	700
	SubTotal:		**11,012**	**11,100**	**11,100**	**11,100**	**11,100**
Non-Public Space	**Non-Airline Tenant Space**						
	Airport Administration						
	Offices/Support (City)	sf	63,944	64,800	64,800	64,800	64,800
	Airport Police (Includes Locker Facilities)	sf	1,853	2,000	2,000	2,000	2,000
	Other Tenants						
	Misc Tenant	sf	4,870	6,500	6,500	6,500	6,500
	SubTotal:		**70,667**	**73,300**	**73,300**	**73,300**	**73,300**
	Other Space						
	Non-Public Restrooms	sf	4,073	1,600	1,600	1,700	1,800
	Non-Public Circulation	sf	19,480	15,900	16,300	16,800	17,700
	Other	sf	-	-	-	-	-
	SubTotal:		**23,553**	**17,500**	**17,900**	**18,500**	**19,500**
	Terminal Function						
	Maintenance/Janitorial/Storage/Shops	sf	4,075	4,500	4,600	4,900	5,300
	Mechanical/Electrical/Telephone/Plumbing	sf	131,890	53,900	55,900	59,000	64,100
	Building Systems (Structure/Non-net/Void)	sf	36,124	12,500	12,900	13,700	14,800
	Exterior - Other (ie Public Gardens, etc)	sf	-	-	-	-	-
	SubTotal:		**172,089**	**70,900**	**73,400**	**77,600**	**84,200**

EXISTING FACILITY INVENTORY AND FUTURE TERMINAL 1 REQUIREMENTS – COMMON USE *(continued)*
Lambert-St. Louis International Airport

		Units	Existing Terminal Space (sf) Full Capacity	2013 Recommended Facilities	2018 Recommended Facilities	2023 Recommended Facilities	2028 Recommended Facilities
Summary	**General**						
2008-2028	Annual Enplanements		4,987,691	3,577,856	3,930,647	4,308,810	4,703,945
2008-2028	Annual O&D Enplanements (%)		3,917,292 (76.2%)	3,267,195 (91.3%)	3,592,644 (91.4%)	3,939,553 (91.4%)	4,300,853 (91.4%)
2008-2028	Annual Connecting Enplanements (%)		1,186,226 (23.8%)	310,662 (8.7%)	338,004 (8.6%)	369,257 (8.6%)	403,092 (8.6%)
2008-2028	Peak Hour Enplaned Domestic		1,741	1,261	1,427	1,524	1,630
2008-2028	Peak Hour Enplaned International		287	286	286	313	341
2008-2028	Peak Hour Deplaned Domestic		1,745	1,174	1,246	1,398	1,573
2008-2028	Peak Hour Deplaned International		-	-	-	-	-
	Gates/Positions		72	20	22	23	24
	Airline Space						
	Domestic Airline Space	sf	81,230	28,500	29,200	35,000	35,300
	International Airline Space	sf	-	2,000	2,000	2,000	2,600
	Other Airline Space	sf	293,074	74,300	77,500	81,400	89,100
	Departure Lounges	sf	107,778	28,900	30,500	31,400	34,400
	SubTotal:		482,082	133,700	139,200	149,800	161,400
	Concessions						
	Non-Secure Concessions Space	sf	50,483	14,900	15,400	16,200	18,300
	Secure Concessions Space	sf	61,990	33,900	35,500	38,200	42,200
	SubTotal:		112,473	48,800	50,900	54,400	60,500
	US Customs & Border Protection Services[7]						
	Design Hour Passengers	pax	400	286	286	372	484
	Primary Processing	sf	16,288	7,300	7,300	8,600	10,000
	Baggage Claim	sf	9,388	17,900	17,900	17,900	23,800
	Secondary Processing	sf	13,442	3,600	3,600	3,600	3,900
	Support Space	sf	-	1,400	1,400	1,400	1,600
	Other Space	sf	6,969	9,700	9,700	10,000	14,200
	SubTotal:		46,087	39,900	39,900	41,500	53,500
	Public Space						
	Security	sf	31,802	14,000	15,700	17,200	17,600
	Circulation	sf	288,158	98,100	104,600	112,300	120,500
	Restrooms	sf	16,154	8,800	9,100	9,800	12,100
	Other Space	sf	11,012	11,100	11,100	11,100	11,100
	SubTotal:		347,126	132,000	140,500	150,400	161,300
	Non-Public Space						
	Non-Airline Tenant Space	sf	70,667	73,300	73,300	73,300	73,300
	Other Space	sf	23,553	17,500	17,900	18,500	19,500
	Terminal Functions	sf	172,089	70,900	73,400	77,600	84,200
	SubTotal:		266,309	161,700	164,600	169,400	177,000
	Total						
	Total Functional Terminal Area:		**1,082,000**	**445,200**	**461,700**	**487,900**	**529,500**
	Total Gross Terminal Area:		**1,254,100**	**516,100**	**535,100**	**565,500**	**613,700**

Notes:
4 Outbound Baggage Make-up based on Preferential Use.
5 EDS area represents Airport Experience planned In-Line EDS inspection area. Existing area shown represents current in-lobby standalone airline baggage screening excluding AA In-Line space (no info available), approximately 21,350 square feet will be reconfigured within the existing building drip line (per STL planning staff).
6 Existing recommended EDS units are based on existing standalone in lobby devices and existing AA In-Line baggage system.
7 These are minimum facility standards set by the Customs and Boarder Protection "Airport Technical Design Standards August 2006". The CBP may evaluate the airports traffic projections on a case by case basis and update any requirements as needed.
8 Represents the total current available functional and gross terminal square footage (leased, non-leased, airport owned, and closed areas) and totals may not sum due to rounding.

TERMINAL AREA REQUIREMENTS

AIRLINE SPACE

Domestic/International Airline Space

- **Ticket Counter Length**

  1. Terminal 1:

     The current 137 linear check-in counter positions account for a total length of 570 feet. A future preferential use requirement of 67 (domestic and international) in-line check-in positions (agent and kiosk) were calculated from the individual airline's peak hour requirements. A total 275 linear feet requirement is based on using an equivalent 1.2 kiosk to standard agent counter position ratio (67 ÷ 1.2 × 5). A common use total equates to 42 in-line check-in positions calculated from the total peak hour demand and 170 linear feet (42 ÷ 1.2 × 5).

  2. Terminal 2:

     The current 38 check-in counter positions account for a total length of approximately 200 feet. A future preferential use requirement of 25 in-line check-in positions (agent and kiosk) were calculated from the individual airline's peak hour requirements. A total 110 linear feet requirement is based on using an equivalent 1.1 kiosk to standard agent counter position ratio (25 ÷ 1.1 × 5).

- **Ticket Counter Area**

  1. Terminal 1:

     The existing ticket counter area measures approximately 6,300 square feet. Based on an industry standard depth of ten feet from the face of the ticket counters to the back wall behind the counters a preferential use requirement of 3,000 square feet would be needed by 2028 with a common use area of 1,800 square feet.

  2. Terminal 2:

     The existing ticket counter area measures approximately 2,850 square feet. Based on an industry standard depth of ten feet from the face of the ticket counters to the back wall behind the counters 1,100 square feet would be needed by 2028.

- **Ticket Counter Queue**

  1. Terminal 1:

     The existing area measures approximately 8,250 square feet. By 2028 a preferential use area of 6,700 square feet (444 passengers in queue) or a common use area of 4,000 square feet (265 passengers in queue) would be needed to adequately handle the check in locations.

  2. Terminal 2:

     The existing area measures approximately 1,830 square feet. By 2028 an area of 2,500 square feet (166 passengers in queue) would be needed to adequately handle the check-in locations.

- **Airline Ticket Offices (ATO)**

  1. Terminal 1:

     The existing offices are approximately 11,800 square feet and are located directly behind the linear check-in counters. The future preferential use ATO requirement of 8,300 square feet and common use of 5,100 square feet is based on a depth of 30 feet along the required ticket counter length.

  2. Terminal 2:

     The existing offices are approximately 5,600 square feet and are located directly behind the linear check-in counters. The future ATO requirement of 3,300 square feet is based on a depth of 30 feet along the required ticket counter length.

- **Baggage Claim (Domestic)**

  1. Terminal 1:

     There are six existing sloped bed claim devices with approximately 950 linear foot of claim frontage. The future 2028 demand results in a need for approximately 590 linear feet of claim. The total provided claim length of 640 linear feet resulted in 4 claim devices or approximately 0.5 linear feet per peak hour terminating passenger.

     The baggage claim hall area is recommended to be sized at 35 square feet per linear feet of claim to provide adequate queuing and circulation space within the claim area. There is an existing claim area of approximately 31,900 square feet. Spacing between the claim devices themselves appear to be adequate. The future demand results in a need of 22,400 square feet of claim hall by 2028.

2. Terminal 2:

There are 2 existing sloped bed claim devices with approximately 360 linear foot of claim frontage (180 LF/Device). The future 2028 demand results in a need for approximately 630 linear feet of claim. The total provided claim length of 720 linear feet resulted in 4 claim devices or approximately 0.6 linear feet per peak hour terminating passenger.

Due to the increased capacity added to T2 by Southwest Airlines additional claim device analyses were conducted in order to predict if additional devices would be required at an earlier date. Follow-up discussions with the Southwest station manager revealed their two existing claim devices operate at an acceptable level of service and are sufficient for their needs even given their increase in capacity. Initial requirements used a linear feet per claiming passenger ratio of 1.5 (1.0 to 1.5 range) which is a typical IATA LOS C planning factor. The existing 1.1-linear feet per claiming passenger (LF/pax) was compared against the initial 1.5 factor in order to see the effects of when additional devices would be required. Other assumptions used in the analyses included a percent of passengers checking baggage ratio. Additional discussions with Southwest indicated the initial 80 percent factor used may be too low given their no checked baggage fees. A suggested 90 percent factor was used for comparative purposes in the analyses. Results indicate and additional device would be immediately needed by 2013 when using the 1.5-LF/pax ratio. However, utilizing the existing 1.1-LF/pax ratio suggest the need for an additional device by 2018 or 2023 depending on the percent checked baggage ratio used. Results are tabulated on the following page.

The baggage claim hall area is recommended to be sized at 35 square feet per linear feet of claim to provide adequate queuing and circulation space within the claim area. The existing claim area is approximately 10,300 square feet. Spacing between the claim devices themselves appear to be adequate. The future demand results in a need of 25,200 square feet of claim hall by 2028.

- **Baggage Services (Domestic)**

1. Terminal 1:

Currently there appears to be space for 8 to 9 offices totaling 5,450 square feet. The future planning factor of 1 square feet per peak hour terminating passenger resulted in a need of 2,600 square feet by 2028.

2. Terminal 2:

Currently there appears to be 1 office totaling approximately 370 square feet. The future planning factor of 1 square feet per peak hour terminating passenger resulted in a need of 2,200 square feet by 2028.

- **Airline Clubs/V.I.P. Lounges (Domestic)**

1. Terminal 1:

   At the time of this analysis there was one substantial airline club operated by American Airlines. American's space totaled approximately 15,500 square feet. Given American's recent capacity reduction it's not known at this time whether the airline will maintain this club area. However, a planning ratio of 2,000 square feet per club was used to determine the future 2028 requirement of 2,000 square feet.

2. Terminal 2:

   At the time of this analysis there was no airline club space at the terminal and no plans for any future requirements given Southwest will be the dominant airline operating from the terminal.

Other Airline Space

- **Outbound Bag Make-Up**

1. Terminal 1:

   The existing leased preferential use make-up areas totaled approximately 62,000 square feet of the total 65,000 available square feet for a planning ratio of 2,100 square feet per EQA. The airlines which were interviewed indicated having sufficient space for their operational needs. The future 2028 preferential use demand requirement when using the existing leased 2,100 square foot per EQA resulted in a need for 66,900 square feet of space which includes 9,700 square feet of circulation and staging areas. Using a common use ratio of 1,500 square feet per EQA required an area of 31,800 square feet which includes 5,200 square feet of circulation and staging areas would be required by 2028.

2. Terminal 2:

   The existing leased preferential use make-up areas totaled approximately 25,100 square feet for a planning ratio of 2,100 square feet per EQA. Southwest indicated this area was sufficient for their operational needs. For a terminal of this size the existing leased 2,100 square feet per EQA was used to calculate the future recommended requirements. The future 2028 demand resulted in a need for approximately 37,300 square feet of space which includes 5,800 square feet of circulation and staging areas.

TERMINAL 2 BAGGAGE CLAIM DEVICE PLANNING SCENARIOS

TERMINAL 2 BAGGAGE CLAIM DEVICE PLANNING SCENARIOS Sensitivity check between 80-90% pax checking bags & 1.0 to 1.5 LF/Claiming Pax (LOS C Typical Range)								
2013		2018		2023		2028		
80%	90%	80%	90%	80%	90%	80%	90%	% Pax Checking Bags
1.1		1.1		1.1		1.1		LF/Claiming Pax (LOS C low - existing ratio)
360	380	398	420	421	445	446	471	Claim Length Required (LF)
360	360	360	360	360	360	360	360	Existing Total Claim Length (LF)
0	(20)	(38)	(60)	(61)	(85)	(86)	(111)	Surplus/(Deficiency) LF
2.0	2.1	2.2	2.3	2.3	2.5	2.5	2.6	Number of Required Claim Devices @ 180 LF/Device (Existing T2 Length/Device)
2.2	2.4	2.5	2.6	2.6	2.8	2.8	2.9	Number of Required Claim Devices @ 160 LF/Device (Existing T1 Length/Device, For Consolidated Terminal @ T1)
1.5		1.5		1.5		1.5		LF/Claiming Pax (LOS C high - typical planning standard)
507	570	560	630	593	667	629	707	Claim Length Required (LF)
360	360	360	360	360	360	360	360	Existing Total Claim Length (LF)
(147)	(210)	(200)	(270)	(233)	(307)	(269)	(347)	Surplus/(Deficiency) LF
2.8	3.2	3.1	3.5	3.3	3.7	3.5	3.9	Number of Required Claim Devices @ 180 LF/Device (Existing T2 Length/Device)
3.2	3.6	3.5	3.9	3.7	4.2	3.9	4.4	Number of Required Claim Devices @ 160 LF/Device (Existing T1 Length/Device, For Consolidated Terminal @ T1)

Source: Landrum & Brown Analysis

THIS PAGE INTENTIONALLY LEFT BLANK

- **Inbound Bag**

1. Terminal 1:

   The existing area totaled approximately 14,500 square feet for a total of 1,800 square feet per off-load area. Most airlines when interviewed voiced concerns of short input belt lengths and overcrowding when multiple inbound flights were utilizing the off-load area at the same time. The calculated future 2028 requirement resulted in a total need for 8,000 square feet.

2. Terminal 2:

   The existing area totaled approximately 5,600 square feet for a total of 2,800 square feet per off-load area. Using a more typical 1,800 square feet per off-load area resulted in a 2028 requirement of 7,200 square feet.

- **Checked Baggage Screening**

1. Terminal 1:

   Inline EDS requirements were based on an assumed processing rate of 500 bags per hour with 65 percent of the originating domestic and 100 percent of the international passengers checking bags. A domestic 0.8 bags per passenger and an international 1.5 bags per passenger ratios were used. A planning ratio of approximately 4,300 square feet per EDS unit was based on the Airport Experience Program planned inline EDS system provided by the client. The 2028 demand year results in a need for approximately 8,500 square feet of space.

   .

2. Terminal 2:

   Inline EDS requirements were based on an assumed processing rate of 500 bags per hour with 80 percent of the originating passengers checking bags and 0.7 bags per passenger. A planning ratio of approximately 4,000 square feet per EDS unit was used to determine the 2028 demand requirement of approximately 7,900 square feet.

- **Airline Operations**

1. Terminal 1:

   There is currently approximately 138,600 square feet of apron level operations, of which 79,200 square feet was leased by the airlines. The leased square foot per EQA ratio is approximately 2,700 which is indicative of a airline hub location. However, with the merger of Delta and Northwest as well as American's capacity reductions this area could be less. This information was not available at the time of this analysis. The airlines interviewed reported this area as adequate for their operations. The 2028 preferential use demand level requires approximately 73,200 square feet of space while the common use scenario requires an area of 35,400 square feet.

2. Terminal 2:

   There is currently approximately 17,900 square feet of apron level operations, of which 16,500 square feet was leased by the airlines. The leased square foot per EQA ratio is approximately 1,500 which of the airlines interviewed indicated was adequate for their operations. Based on this factor the 2028 demand level requires 22,500 square feet of space.

- **Other Airline Offices/Systems and Support**

  Areas such as centralized ground power, preconditioned air, computer rooms, etc. have been included in this category. A typical allowance of a percentage of the Airline Operations space has been used and should be considered as supplemental to the overall mechanical and electrical systems area in the program.

  1. Terminal 1:

     Using an allowance of 15 percent of the airline operations space resulted in the future 2028 preferential use demand of approximately 11,000 square feet. A common use demand of 5,300 square is required by 2028.

  2. Terminal 2:

     Southwest indicated additional need for operational storage, computers and electronics space. The existing leased ratio of 9 percent was increased to accommodate these future needs. Using an allowance of 10 percent of the airline operations space resulted in the future 2028 demand of 2,250 square feet.

Departure Lounges (Hold Rooms)

- Terminal 1:

  The existing hold room capacity at Terminal 1 (including Concourses B and D) operating regional and narrowbody aircraft is approximately 107,800 square feet. With the closure of both Concourses B and D this area is reduced to an operational capacity of approximately 73,700 square feet of which 41,000 square feet is currently leased by the airlines. The majority of this unused area is located in Concourse C. Using the physical hold room planning factors the 2028 preferential use demand level requires 53,100 square feet with a common use requirement of 34,400 square feet.

- Terminal 2:

  The existing hold room capacity at Terminal 2 operating narrowbody aircraft is approximately 47,700 square feet of which approximately 42,800 square feet is currently leased by the airlines. When using the physical hold room planning factors the 2028 preferential use demand level requires 37,700 square feet.

Concessions Space

- Terminal 1:

  The future 2028 demand requires 54,500 square feet of space. A common use scenario requires 44,600 square feet of public concessions space by 2028. A RAC area of approximately 4,900 square feet has been accounted for in 2028 which consists of the area occupied by their offices, counters and queues.

- Terminal 2:

  The future 2028 demand requires 21,450 square feet of space. Currently there are no rental car counters in Terminal 2 and no areas are programmed for future requirements. An additional area is typically reserved for storage and service areas which is equal to 25-35 percent of the total concessions space program. These areas typically include storage areas, preparation kitchens, employee lockers, loading docks, trash compactors, and concessionaires' administrative offices.

- Terminal 1:

  A review of the airport CAD drawings suggests there is an existing area of approximately 37,300 square feet or 34 percent of the total concessions area. The result is a preferential use area of approximately 13,600 square feet with a common use area of 11,100 square feet by 2028. However this initial estimate for future requirements should be reviewed by the concession operators.

- Terminal 2:

  A review of the airport CAD drawings suggests there is an existing area of approximately 6,000 square feet or 26 percent of the total concessions area. This ratio has more or less been used for future space requirements. The result is a need for 5,400 square feet by 2028. However this initial estimate for future requirements should be reviewed by the concession operators.

Public Space

- **Security Screening Checkpoint (SSCP)**

  1. Terminal 1:

     The combined total of the existing security screening functions equals approximately 31,800 square feet. The future 2028 demand requires an area of approximately 17,600 square feet. This area includes a queue area utilizing a LOS C of 5,380 square feet or LOS A minimum of 6,820 square feet.

2. Terminal 2:

   The combined total of the existing security screening functions equals approximately 7,700 square feet. The future 2028 demand requires an area of approximately 15,500 square feet. This area includes a queue area utilizing a LOS C of 5,300 square feet or LOS A minimum of 6,820 square feet.

Circulation

- **Ticket Lobby**

  1. Terminal 1:

     The current circulation depth within the terminal is approximately 24 feet. A future planning requirement of 24 feet has been used for this analysis. The existing ticket lobby circulation equals approximately 11,260 square feet of space. The preferential use 2028 demand year requires 4,730 square feet of space with a common use requirement of 2,860 square feet.

  2. Terminal 2:

     The current circulation depth within the terminal is approximately 33 feet. A future planning requirement of 33 feet has been used for this analysis. The existing ticket lobby circulation equals approximately 12,275 square feet of space. The 2028 demand year requires 3,520 square feet of space.

- **Baggage Claim Circulation**

  1. Terminal 1:

     The existing baggage claim circulation equals approximately 17,900 square feet of space. Using a general circulation depth planning factor of 25 feet the 2028 demand totals an area of 6,000 square feet.

  2. Terminal 2:

     The existing baggage claim circulation equals approximately 7,000 square feet of space. When using a 25 foot general circulation depth the 2028 demand totals an area 6,000 square feet.

- **Secure Circulation**

  1. Terminal 1:

     The existing secure circulation equals approximately 180,700 square feet of space of which 73,300 square feet is being utilized which includes the closure of Concourses B and D. The future preferential use 2028 demand year using 2,700 square feet per NBEG ratio (45 foot wide double-loaded corridor with moving walkways) requires 85,000 square feet with a common use scenario requiring 56,200 square feet of secure circulation.

  2. Terminal 2:

     The existing secure circulation equals approximately 50,400 square feet, of space of which 36,000 square feet is being utilized. Using an existing

calculated square feet per NBEG ratio of 2,400 (20 foot single-loaded corridor with no moving walks) results in the 2028 demand year requiring 36,000 square feet of secure circulation.

- **General Circulation**

1. Terminal 1:

   For the future requirements an existing planning ratio of 23 percent has been used. The future preferential use requirement of approximately 48,600 square feet is recommended to meet the 2028 planning level year. A common use requirement utilizing the same planning ration equates to approximately 40,400 square feet of space by 2028.

2. Terminal 2:

   For the future requirements a typical planning standard of 15 percent for a terminal of this size has been used which is slightly above the existing 11 percent. The future requirement of 20,700 square feet is recommended to meet the 2028 planning level year.

- **Public Seating**

1. Terminal 1:

   No public seating area was calculated in the existing terminal plans. However, most seating on the ticketing level is located in the vestibule areas which lead from the curb to the ticketing lobby. In baggage claim they tend to be located along the positive claim rail. The future 2028 demand year requires approximately 7,900 square feet of space.

2. Terminal 2:

   No public seating area was calculated in the existing terminal plans. However, most seating on the ticketing level is located along the glass façade within the ticket lobby circulation spine. In baggage claim they tend to be located along both sides of the positive claim rail. The future 2028 demand year requires approximately 7,400 square feet of space.

- **Domestic Meeters/Greeters Lobby**

1. Terminal 1:

   a. There is a small 800 square foot area allocated to this function in the terminal located near American's claim unit M1 called "The Meeting Place" with no seating. The 2028 demand year requires a total area of approximately 6,900 square feet to meet the projected peak hour level of activity.

2. Terminal 2:

    a. The 2028 demand year requires a total area of approximately 6,000 square feet to meet the projected peak hour level of activity.

- **Transportation (Shuttle Service) & Hotel Courtesy Phones**

  This results in an area of approximately 200 square feet for both terminals by the year 2028 for Terminal 1.

Restrooms

- Terminal 1:

  The existing secure area measures approximately 10,800 square feet while the non-secure area measures approximately 5,300 square feet. The 2028 preferential use demand level year requires a secure area of 6,400 square feet with a non-secure area requirement of 7,300 square feet. The 2028 common use scenario equates to a secure area of 4,800 square feet with a non-secure area of 7,300 square feet.

- Terminal 2:

  The existing secure area measures approximately 3,800 square feet while the non-secure area measures approximately 2,800 square feet. The 2028 preferential use demand level year requires a secure area of 3,200 square feet with a non-secure area requirement of 6,400 square feet.

NON-PUBLIC SPACE

Non-Airline Tennant Space

- **Airport Administration**

1. Terminal 1:

   A review of the airport CAD drawings suggests there is approximately 63,900 square feet of administration/support with roughly 1,850 square feet of airport police space within the terminal area. No change is anticipated for the existing or future terminal however future space requirements should be reviewed by the Airport.

2. Terminal 2:

   A review of the airport CAD drawings suggests there is approximately 4,300 square feet of administration/support with no area allocated to airport police space within the terminal area. No change is anticipated for the existing or future terminal however future space requirements should be reviewed by the Airport.

- **Other Tenants**

1. Terminal 1:

   A review of the airport CAD drawings suggests there is approximately 4,900 square feet of other tenant space within the terminal area. A slight increase is anticipated for the future terminal to account for any potential tenant additions however future space requirements should be reviewed by the Airport.

2. Terminal 2:

   A review of the airport CAD drawings suggests there is approximately 4,500 square feet of other tenant space within the terminal area. Using the existing 200 square feet per 100,000 annual enplanements resulted in a need for approximately 8,600 square feet of space by the 2028 demand year. This assumes a future tenant will utilize the space given the planned growth of the terminal.

Other Space

- **Non-Public Restrooms**

1. Terminal 1:

   The existing area is approximately 4,100 square feet. An existing ratio of non-public space to non-public restrooms has been used for future planning requirements and results in a preferential use area of approximately 2,600 square feet with a common use area of 1,800 square feet by 2028.

2. Terminal 2:

   The existing area is approximately 4,100 square feet. An existing ratio of non-public space to non-public restrooms has been used for future planning requirements and results in a preferential use area of approximately 1,800 square feet by 2028.

- **Non-Public Circulation**

1. Terminal 1:

   A preferential use area of 26,400 square feet is required by 2028 with a common use area of 18,000 square feet.

2. Terminal 2:

   An area of 9,200 square feet is required by 2028.

Terminal Functions

- **Maintenance/Janitorial/Storage/Shops**

  1. Terminal 1:

     The 2028 preferential use demand level requires 7,000 square feet with a common use area of 5,300 square feet.

  2. Terminal 2:

     The 2028 demand level requires 3,100 square feet.

- **Mechanical/Electrical/Telephone/Plumbing**

  1. Terminal 1:

     Using an existing ratio of 12 percent the total 2028 preferential use requirement equates to 84,200 square feet with a common use requirement of 64,100 square feet.

  2. Terminal 2:

     Using an existing ratio of 12 percent the total 2028 preferential use requirement equates to 37,500 square feet.

- **Building Systems (Structural/Non-Net/Void)**

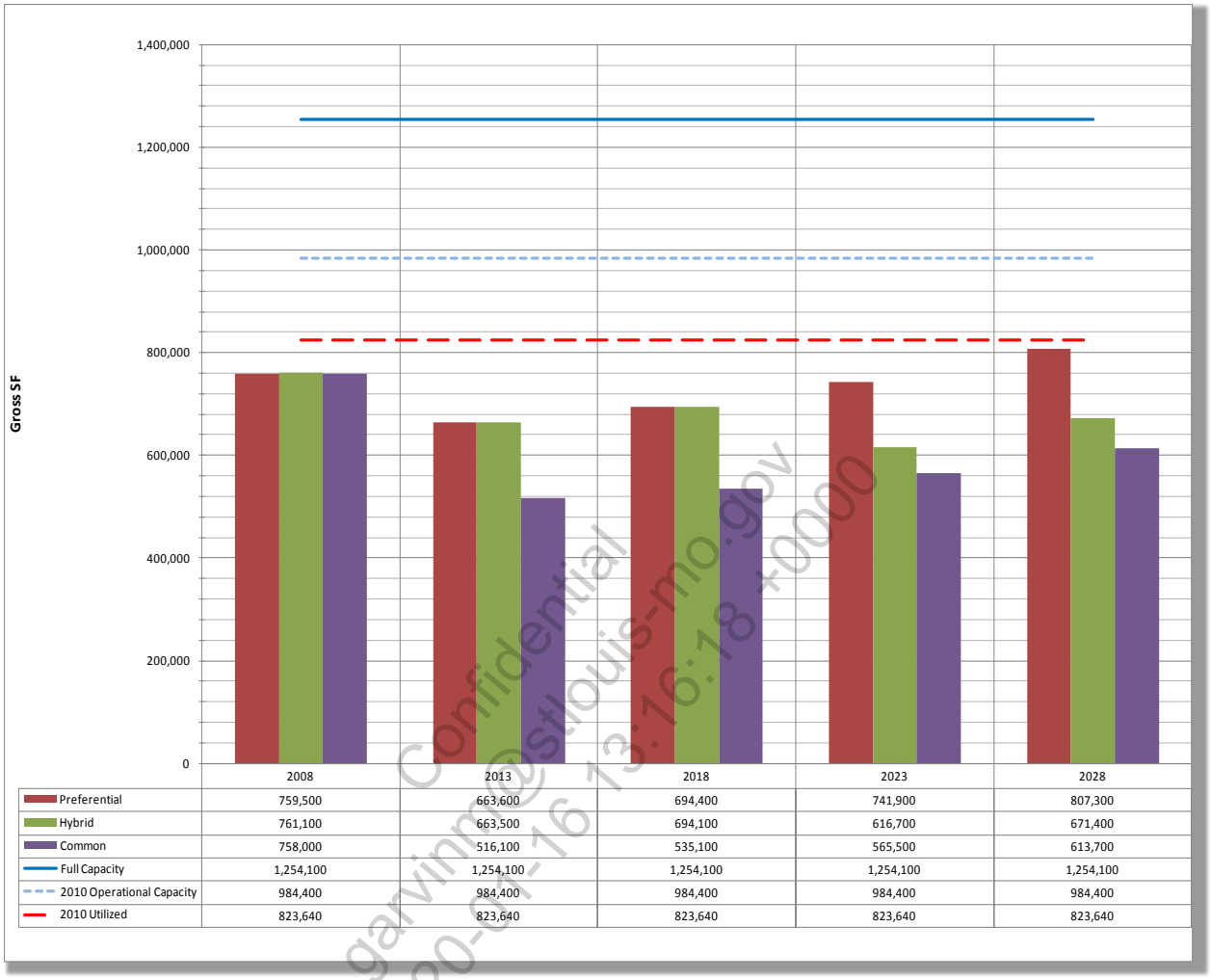
  1. Terminal 1:

     An existing ratio of approximately three percent has been used for this analysis resulting in a preferential use area of 20,200 square feet with a common use area of 14,800 square feet by 2028.

  2. Terminal 2:

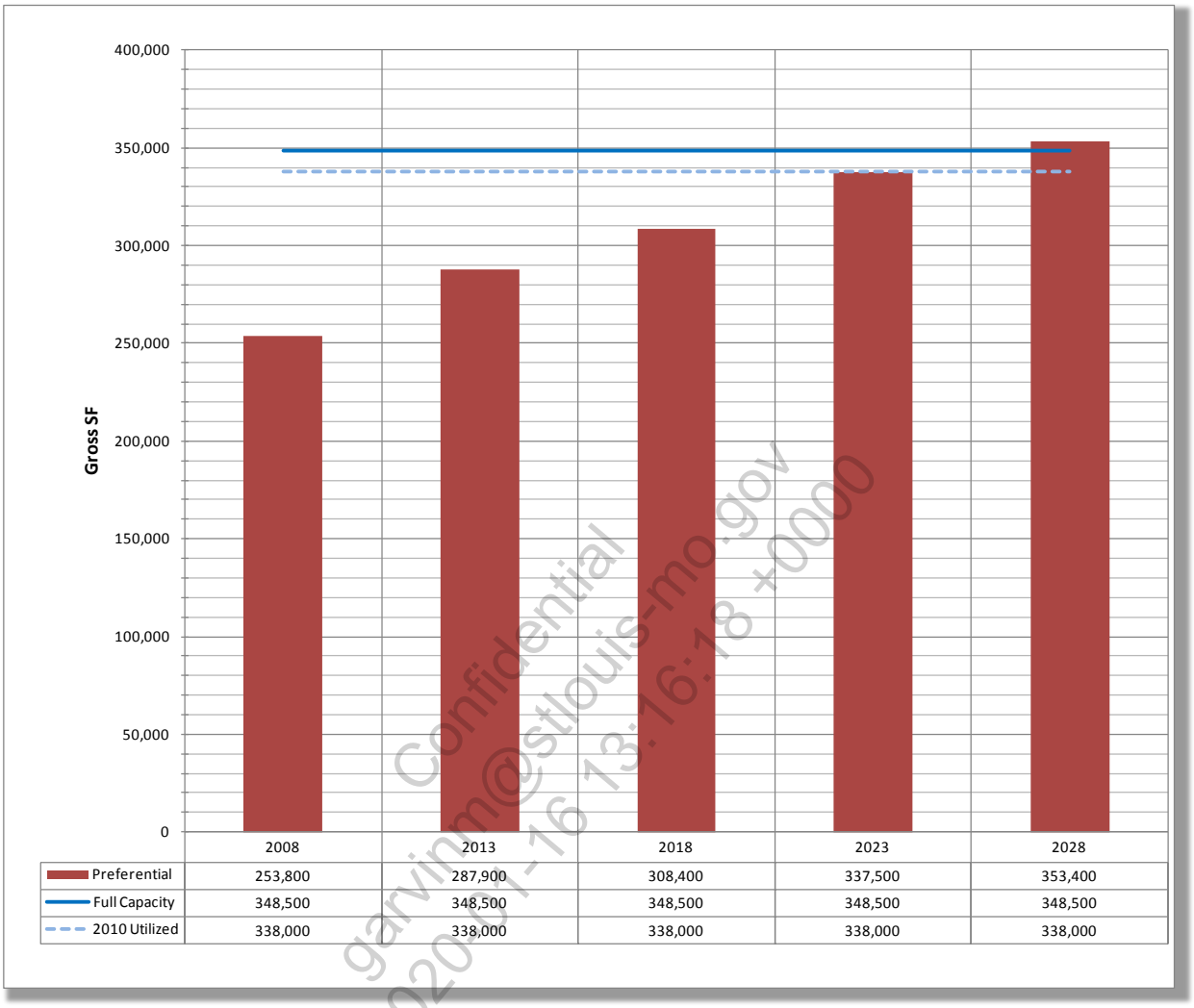
     An existing ratio of approximately two percent has been used for this analysis resulting in an area of 5,500 square feet by 2028.

TERMINAL 1 PROGRAM SCENARIO COMPARISONS
Lambert-St. Louis International Airport



	2008	2013	2018	2023	2028
Preferential	759,500	663,600	694,400	741,900	807,300
Hybrid	761,100	663,500	694,100	616,700	671,400
Common	758,000	516,100	535,100	565,500	613,700
Full Capacity	1,254,100	1,254,100	1,254,100	1,254,100	1,254,100
2010 Operational Capacity	984,400	984,400	984,400	984,400	984,400
2010 Utilized	823,640	823,640	823,640	823,640	823,640

TERMINAL 2 PROGRAM COMPARISON
Lambert-St. Louis International Airport



	2008	2013	2018	2023	2028
Preferential	253,800	287,900	308,400	337,500	353,400
Full Capacity	348,500	348,500	348,500	348,500	348,500
2010 Utilized	338,000	338,000	338,000	338,000	338,000