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Capital Region International Airport LAN Terminal Project Criteria Report





LAN Terminal Project Criteria Report

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of Capital Region Airport Authority

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LAN Terminal Project Criteria Report

1 Introduction

The Capital Region Airport Authority (CRAA), in collaboration with RS&H Michigan, Inc. (RS&H), performed a two-part terminal planning study (now known as “Phase 1” and consisting of a Terminal Facility Assessment and a Terminal Area Plan, both published in November 2024) for the Capital Region International Airport (LAN) to identify the preferred future terminal airfield location and the preferred development path (new build, renovation of existing facilities, or hybrid/combination). The Phase 1 terminal studies included the following elements:

- A detailed assessment of all terminal facilities and equipment was conducted to estimate building/equipment condition and facility overall life expectancy.
- Scenario-based design day flight schedules were developed to estimate space requirements for terminal functional areas.
- Preliminary layouts were analyzed to estimate building footprints and land use impacts.
- Rough order-of-magnitude cost estimates were created for three development alternatives.
- Federal AIP eligibility¹ was estimated and considered in selection of the preferred terminal plan that would be carried forward on the updated Airport Layout Plan.

All factors analyzed led to the selection of a preferred plan to renovate existing terminal facilities in a way that, over time, will strategically bring them into modern standards, address Americans with Disabilities Act (ADA) compliance, and meet the level of passenger experience desired by the community.

The Phase 1 terminal studies were performed as part of the Airport Master Plan with the intent of determining the preferred ALP terminal site location and path forward at a master planning level but did not complete the full FAA requirements necessary to define a terminal area program for federal funding participation. This study (“LAN Terminal Project Criteria Report”) will complete the remaining elements necessary to fulfill those requirements, which include elements from the AIP Handbook (such as Appendix N) as well as FAA AC 150/5360-13A, *Airport Terminal Planning*, ACRP Report 25, IATA Airport Development Reference Manual, and guidelines provided by various agencies such as Customs and Border Protection (CBP) and the Transportation Security Administration (TSA). This will be accomplished through analysis of existing conditions, current operational deficiencies and challenges, and due consideration of evolving needs based on the FAA-approved LAN aviation forecast (dated November 6, 2024), and identification of specific terminal-related project needs and priorities, including conceptual

¹ Per FAA input received 11/24/2025, 1.) If areas or phases of work are designed to exceed federal justification standards, percentages of eligibility or eligibility participation may be adjusted. 2.) If any redesign effort is required to meet federal eligibility or justification, federal funds may not be used for redesign efforts.

space programming by key functional spaces, AIP and PFC eligibility, and a proposed implementation plan.

1.1 Existing Conditions and Major Functional Deficiencies

The original LAN terminal was constructed in 1959 with numerous expansions and additions occurring since, resulting in the configuration known in 2025. The 2024 Terminal Facility Assessment was performed by a team of licensed/certified/specialized engineers, architects, and planners. The team concluded that, although the facility has been maintained well over its lifetime, there are several critical building areas and systems that are now beyond their lifespan which need replacement. Among these are many complex, expensive machines used to provide power and air conditioning that are nearing or beyond their design lifespan and requiring near-term heavy maintenance or replacement. A selection of those discussed within this report includes the following:

- Passenger boarding bridges are between 15 and 20 years old.
- Most of the electrical distribution system serving the terminal is at least 30 years old.
- Several major heating distribution pumps have been in service for 21 years.
- Chillers range from 15 to over 30 years old.
- Most air handling units have been in service for 30 to 45 years.
- Existing fire protection system components and piping installed in 1959 or installed/upgraded in 1993.

Additionally, based on the current commercial flight activity, most of the terminal facilities are oversized or outdated, with many spaces unused, including the ticketing hall, various rooms in the basement, and the holdrooms. Conversely, there are some areas of the terminal facility that are undersized to meet current demand under modern standards, such as the outbound baggage screening area, FIS primary inspection, and baggage claim.

Equally important, the facility has several building and ADA code violations that should be addressed as soon as practical.

The assessment identified many critical infrastructure systems beyond their expected useful life requiring replacement. It also indicated that based on the time of initial construction (1959 with expansions in 1979, 1994, 2002, and 2008), environmental hazards may exist within the infrastructure. Based on the findings within the terminal facility assessment, many of the existing facilities need repair and updating.

The complete assessment of LAN terminal area existing conditions and deficiencies is provided as part of the Phase 1 terminal studies.

2 Passenger Demand Forecast

It is crucial to recognize that the CRAA is focused on addressing key functional deficiencies based on current airline and passenger activity levels. Nothing in this report is intended to suggest that any of the required reconfiguration objectives are based on potential future growth in passenger activity levels.

Currently, there is increasing pressure on the number and configuration of gates and holdrooms. There are times when both Delta Air Lines and American Airlines each have flights departing near the same time, and each having only a single gate creates operational challenges and constraints. That said, this section is a standard element requested by FAA for this type of report and is therefore included despite the CRAA's primary focus on addressing current conditions.

To evaluate the existing passenger terminal facility against current and future activity, portions of the CRAA's FAA-approved aviation demand forecast (July 18, 2025) will be used. The following section summarizes the passenger activity portions of the demand forecast to provide greater context in the evaluation of existing conditions at the terminal and outline the planning activity levels used to project the future terminal area needs (categorized by functional area in **Section 3.3**).

2.1 Design Activity Level

Determining the peak hour passenger demand is the traditional method for comparing terminal facility capacity with current and forecasted demand. This is done by calculating the amount of enplaning and deplaning passengers processed through the terminal during the busiest hour of the busiest day of the forecast year. Peak hour demand helps identify terminal facility accommodations needed to provide the optimal level of service for passengers.

The Master Plan forecast establishes four passenger enplanement forecast scenarios based on the existing baseline year, 2023. Forecasted years include 5-, 10-, 15- and 20-year increments, which present the four base case scenarios, 2028, 2033, 2038, and 2043 respectively. To determine the necessary future passenger terminal needs, 2043 requirements were chosen as a conservative approach to best determine site needs, constraints, and phasing strategies. **Table 1** describes each activity level and the aircraft associated with the peak hour passenger demand.

Table 1

Design Activity Level Summary

Forecast Year	Aircraft Type	Passenger Seats	Peak Enplaning Passengers	Peak Deplaning Passengers (Domestic)	Peak Deplaning Passengers (International)
Existing 2023	Airbus A220-300	143			
	Airbus A320	186			
	Mitsubishi CRJ-200	50	140	210	140
	Mitsubishi CRJ-700	65			
	Mitsubishi CRJ-900	70/76			
2028	Airbus A220-300	143			
	Airbus A320	186			
	Embraer 170	65	150	210	140
	Mitsubishi CRJ-700	65			
	Mitsubishi CRJ-900	70/76			
2033	Airbus A220-300	143			
	Airbus A320	186			
	Embraer 170	65	160	220	140
	Mitsubishi CRJ-700	65			
	Mitsubishi CRJ-900	70/76			
2038	Airbus A220-300	143			
	Airbus A320	186			
	Embraer 175	70/76	170	230	150
	Mitsubishi CRJ-900	76			
2043	Airbus A220-300	143			
	Airbus A320	186			
	Embraer 175	70/76	170	230	150
	Mitsubishi CRJ-900	76			

Source: RS&H, 2025

2.1.1 Peak Hour Design Levels

Forecasted airline schedules were analyzed to establish the peak hour passenger demand for calculating terminal facility needs. Peak hour enplaning passengers (PHEP) and peak hour deplaning passengers (PHDP) are used to determine the peak hour passenger demand at the terminal. For LAN, an additional PHDP metric was established for international arrivals, which splits deplaning passenger demand values between the FIS and portions of the terminal exclusively serving domestic passengers, as shown in **Table 1**.

The peak hour is determined by summing total passenger counts for complementary functions into 60-minute intervals using passenger reporting profiles. Once peak hour values are established, they are used to calculate the facility requirements for specific functions (ex. ticketing, security screening, and restrooms). PHEP represents the peak hour when demand for terminal processing functions is the greatest. The high demand within the hour is associated with flights scheduled for departure, resulting in a surge of passengers arriving and processing through the terminal. This passenger activity creates “pressure” on the terminal curb, ticket counters, screening functions, and holdrooms. The distribution of passengers for the PHEP in this study assumes passengers will begin arriving approximately 110 minutes prior to the flight departure time, with the bulk of the passengers arriving between 40 and 80 minutes before departure. PHDP represents the peak hour of arriving flights where passengers move through the terminal, adding “pressure” to restrooms, baggage claim, the terminal curb, and ground transportation facilities. Peak hour deplaning distributions are not as complex because of the short period required to unload an entire aircraft and the reduced length of time deplaning passengers (not connecting) spend in the terminal. The deplaning peak hour for domestic arrivals is the total number of passengers on each aircraft factored in the scenario, as all passengers are assumed to have exited the terminal within 30 minutes.

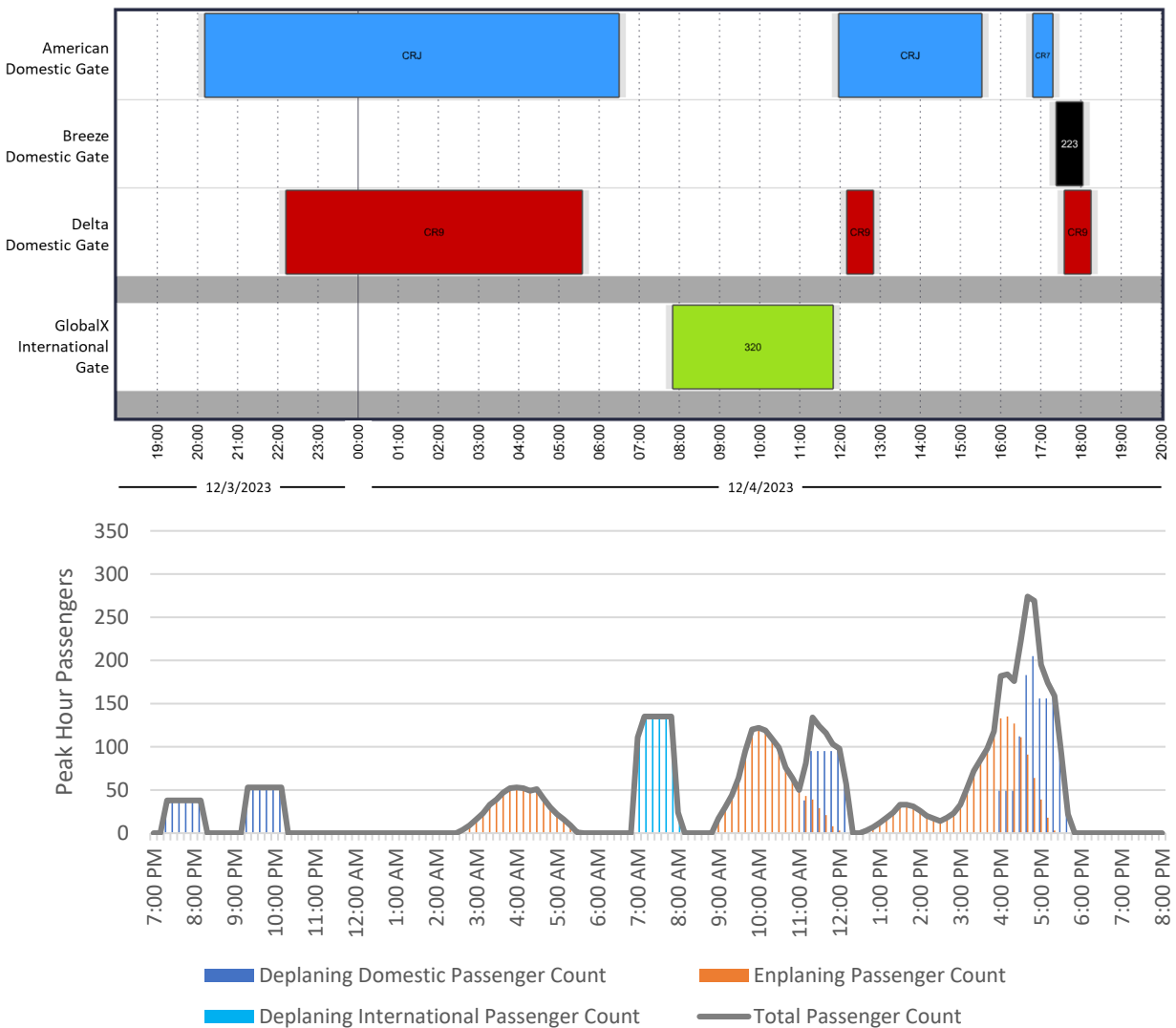
The following scenarios are each illustrated with a design day flight schedule (DDFS) and peak hour passenger distribution graph. The design day flight schedule separates each airline by color and indicates the length of time an aircraft would be utilizing a gate and how many gates will be needed simultaneously. The larger blocks in the early morning and late evening indicate an overnight aircraft. The peak hour passenger distribution graph demonstrates the time-of-day enplaning and deplaning passengers are inside the terminal building and when they overlap. It is critical to note that an FAA-approved forecast is based on a moment in time and circumstances at LAN, and all airports are continuously changing. Since the forecast approval, American Airlines now (as of November 2025) has two nearly overlapping departures (ORD and DCA) which require additional gate capacity beyond what is shown in the approved forecast. This is explained within each forecast year scenario as well, but could not be captured within the associated supporting graphics/charts.

2.1.1.1 Existing 2023 Passenger Forecast

The Existing 2023 scenario was developed as a visualization and benchmark to compare to future planning activity levels. While LAN operates in a preferential airline/gate use arrangement with five leased gates: Breeze Airways at Gate 5, Delta Air Lines at Gates 6 and 7, American Airlines at Gate 8, and international flights at Gate 9. It's important to note that since the forecast was completed and approved by FAA, American Airlines now (as of November 2025) has two nearly overlapping departures (ORD and DCA) that require an additional gate. **Figure 1** shows the passenger distributions for the existing 2023 DDFS (not including the new American Airlines flight) and that each airline could, under modeled conditions, each use one gate. This schedule yields a PHEP of 140, a PHDP (Domestic) of 210, and a PHDP (International) of 140.

Figure 1

Design Day Flight Schedule and Peak Hour Passenger Distribution – Existing 2023



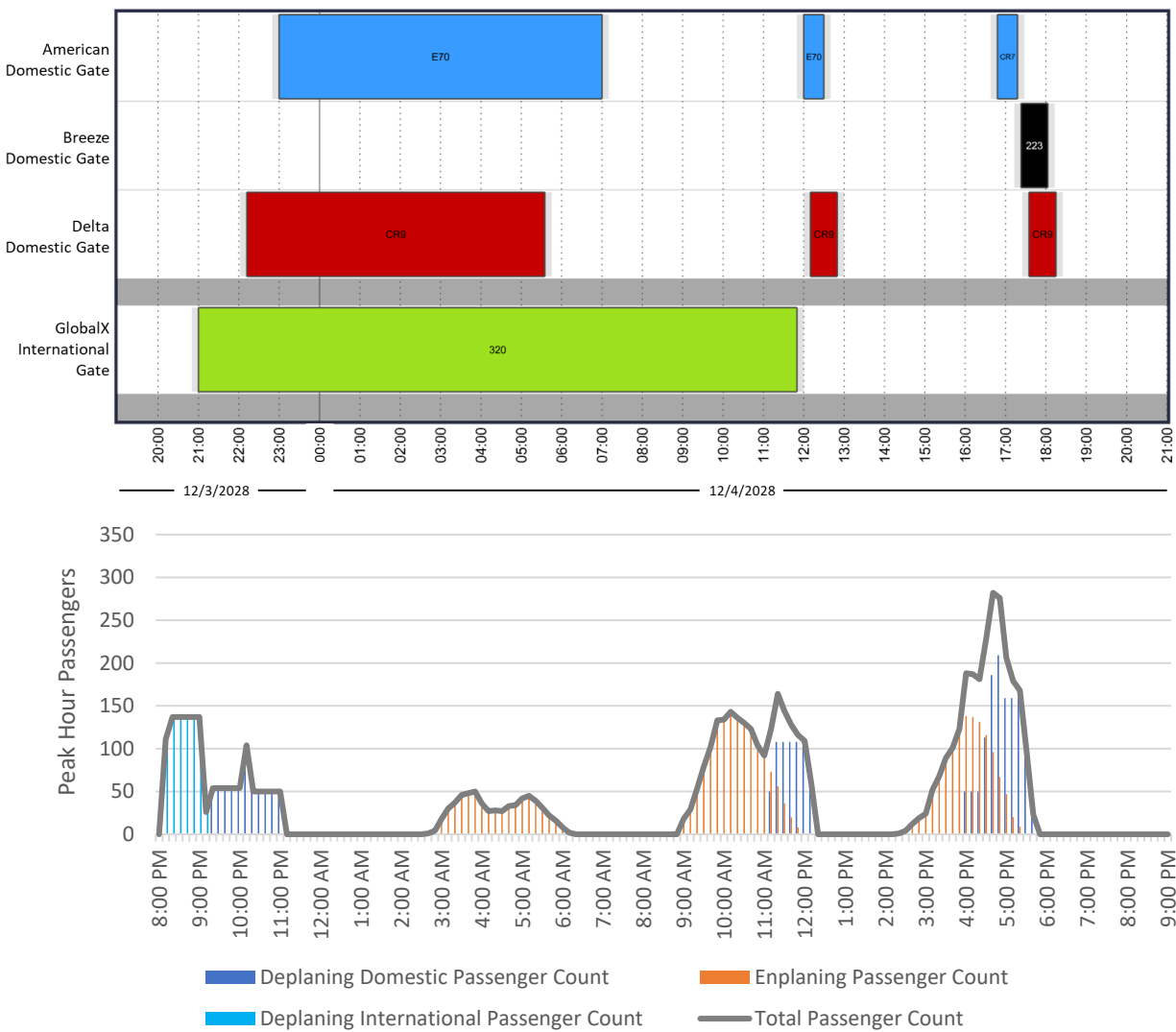
Note: Rolling 60-minute passenger counts.

Source: RS&H, 2025

2.1.1.2 Base 2028 Passenger Forecast

The Base 2028 scenario does not add new airlines or flights to the schedule, but adjusts timing based on seasonality, as shown in **Figure 2**. The most notable change to the 2028 schedule is the replacement of the 50-seat Mitsubishi CRJ-200's with 65-seat Embraer 170 aircraft. This schedule yields a PHEP of 150, a PHDP (Domestic) of 210, and a PHDP (International) of 140. **Figure 2** shows the passenger distributions for the Base 2028 DDFS. Again, while the forecast approved at the time showed need for only four gates to meet the airline schedule, American Airlines is now (as of November 2025) operating two nearly overlapping departures that require an additional gate, bringing the total need to five gates. The new flight is not shown in **Figure 2**.

Figure 2
Design Day Flight Schedule and Peak Hour Passenger Distribution – Base 2028



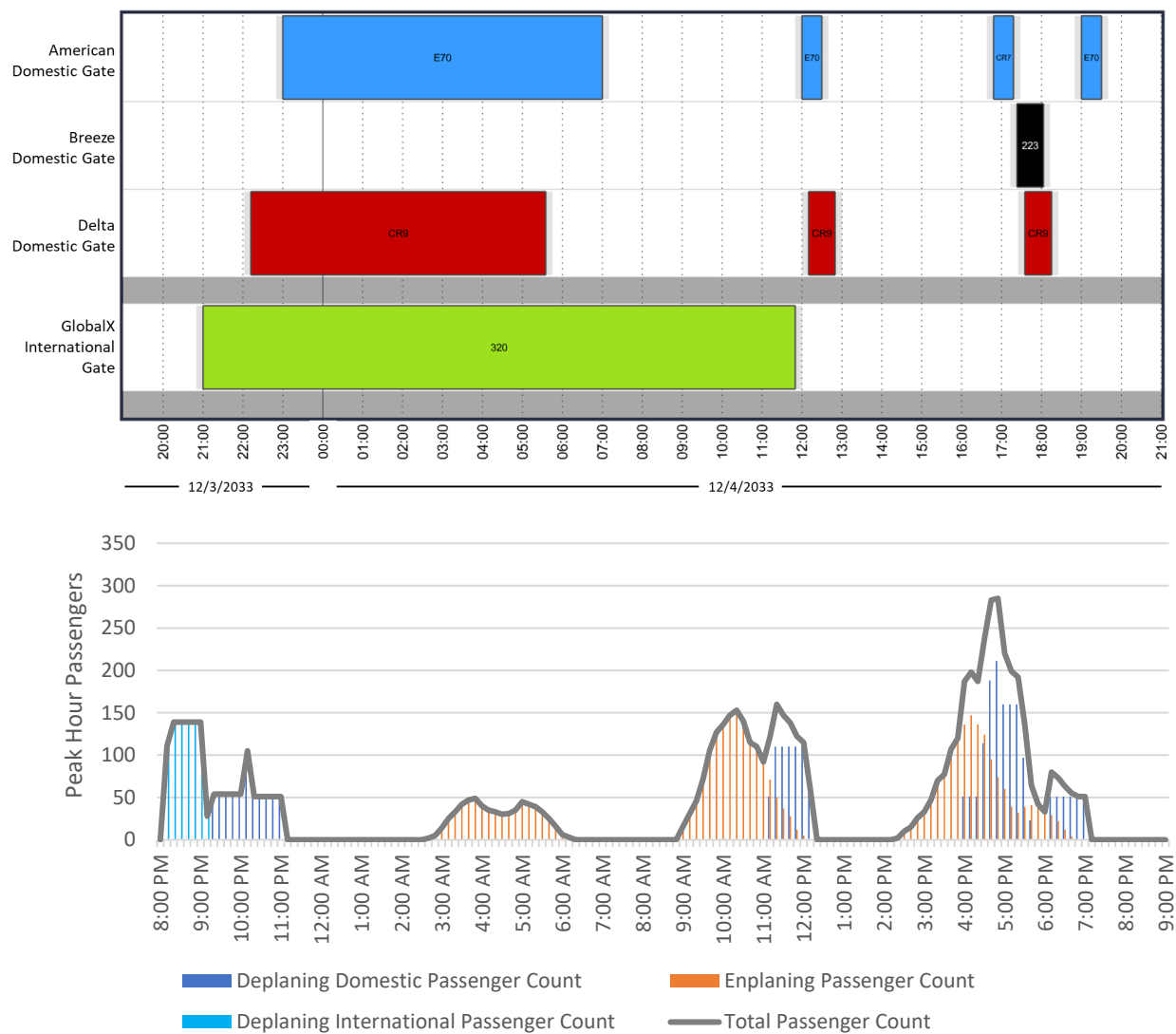
Note: Rolling 60-minute passenger counts.

Source: RS&H, 2025

2.1.1.3 Base 2033 Passenger Forecast

The Base 2033 flight schedule replicates the Base 2028 schedule and adds a third American Eagle Embraer 170 flight to Chicago (ORD), as shown in **Figure 3**. Passenger distributions are also shown with peak values occurring in the late morning. This schedule yields a PHEP of 160, a PHDP (Domestic) of 220, and a PHDP (International) of 140. Once more, while the forecast approved at the time showed need for only four gates to meet the airline schedule, American Airlines is now (as of November 2025) operating two nearly overlapping departures that require an additional gate, bringing the total need to five gates. The new flight is not shown in **Figure 3**.

Figure 3
Design Day Flight Schedule and Peak Hour Passenger Distribution – Base 2033



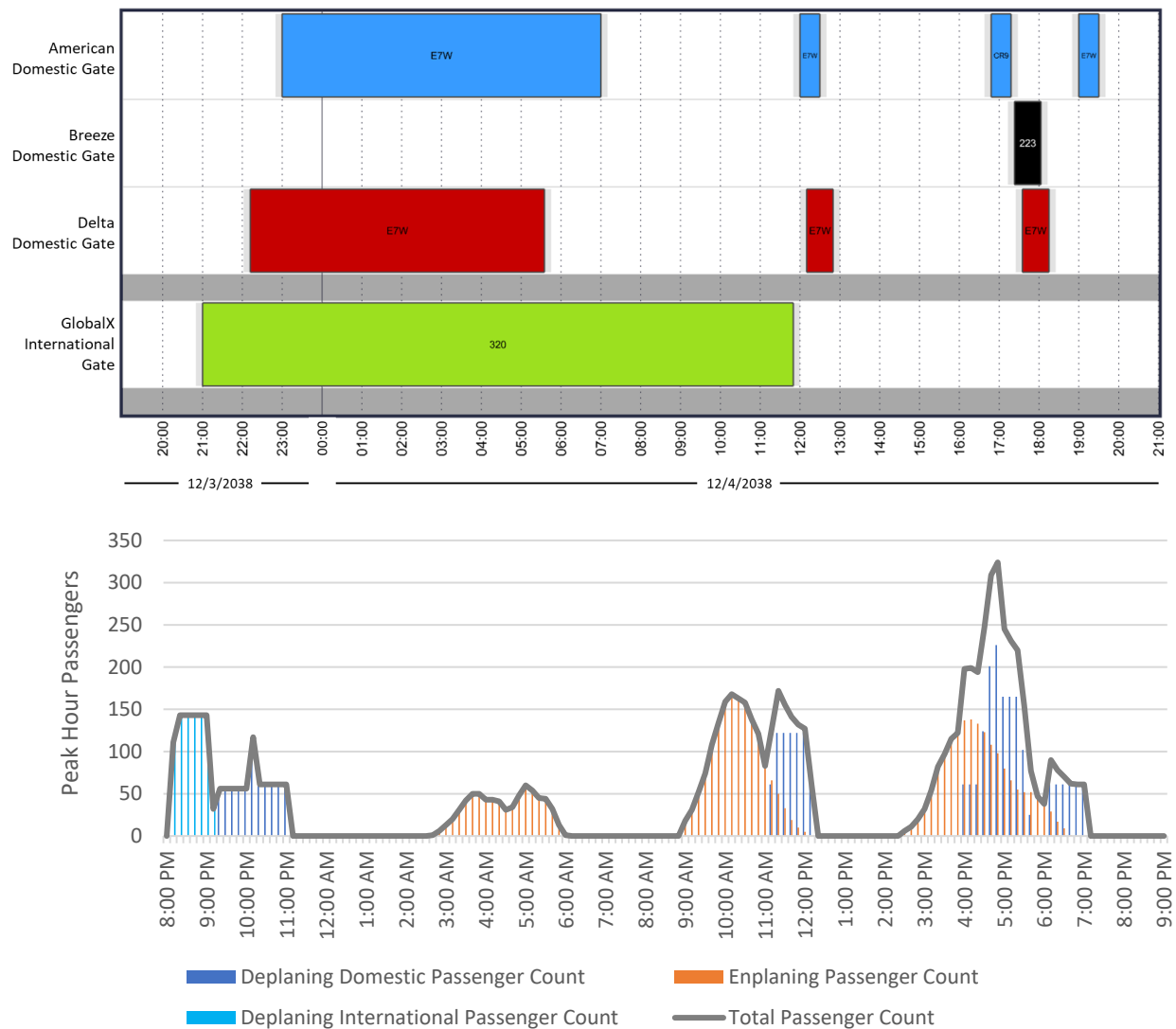
Note: Rolling 60-minute passenger counts.

Source: RS&H, 2025

2.1.1.4 Base 2038 Passenger Forecast

The Base 2038 flight schedule replicates the 2033 schedule, as shown in **Figure 4**; however, all regional jet aircraft are replaced with newer regional jet aircraft. The American Eagle CRJ-700 is replaced with a CRJ-900, while the American Eagle Embraer 170's are replaced with Embraer 175's. Delta Air Lines' CRJ-900's are replaced with Embraer 175's. These replacements are due to the retirements of older regional jet aircraft that are out-of-production. Passenger distributions for the Base 2038 DDFS are shown with a schedule that yields a PHEP of 170, a PHDP (Domestic) of 230, and a PHDP (International) of 150. The new American Airlines flight (as of November 2025) is not accounted for in **Figure 4**.

Figure 4
Design Day Flight Schedule and Peak Hour Passenger Distribution – Base 2038



Note: Rolling 60-minute passenger counts.

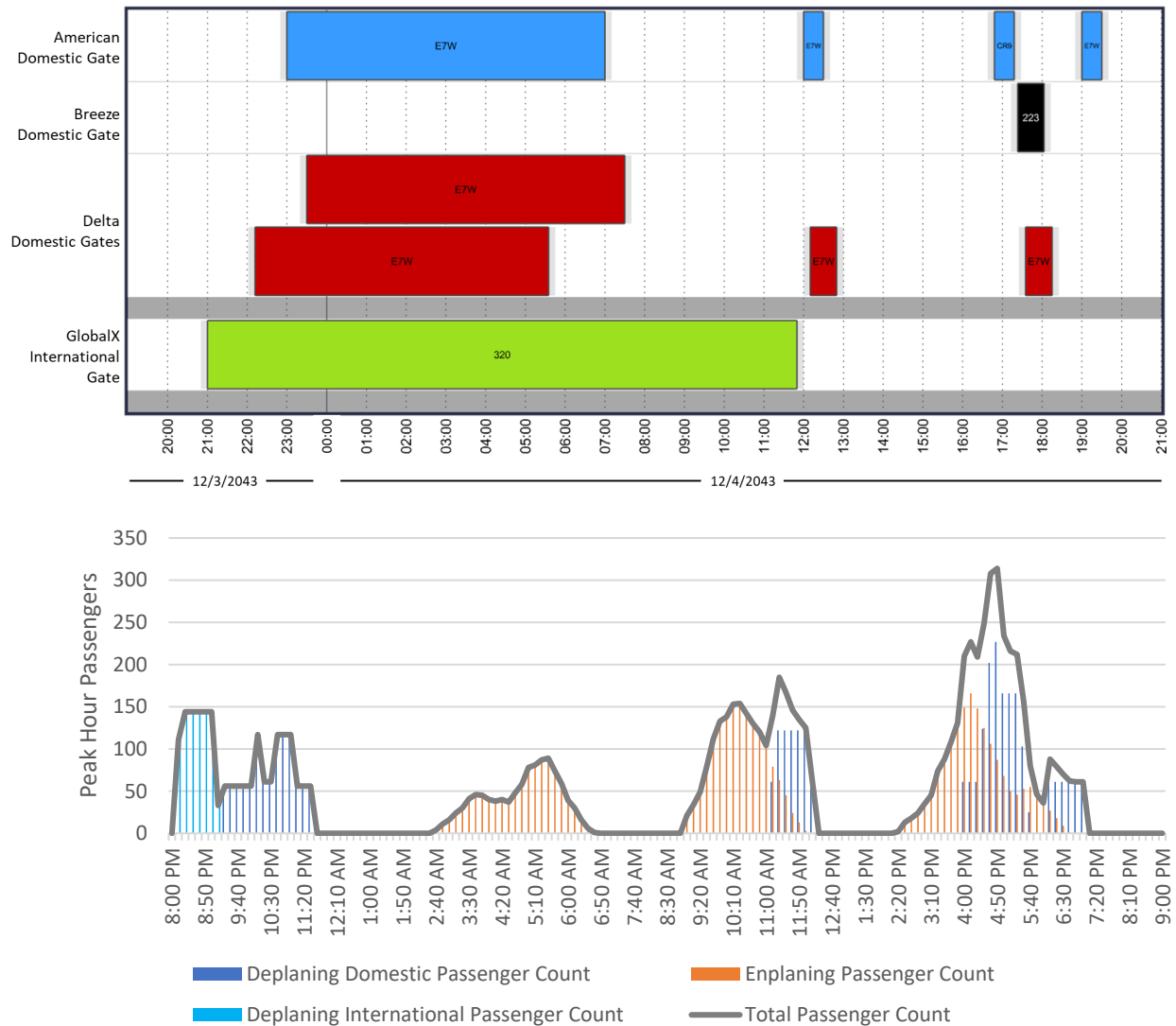
Source: RS&H, 2025

2.1.1.5 Base 2043 Passenger Forecast

The Base 2043 flight schedule accounts for an additional Delta Air Lines flight to Minneapolis (MSP). The flight schedule, shown in **Figure 5**, shows the new flight in the early morning, with the return from MSP in the late evening, which with overnight at LAN and require an additional gate. Even with the addition of an early morning departure, peak passenger loads still occur in the late morning due to the close departure times from American, Delta, and GlobalX. **Figure 5** also shows the passenger distributions throughout the design day and illustrates the peak values in the late morning. This schedule yields a PHEP of 170, a PHDP (Domestic) of 230, and a PHDP (International) of 150.

Figure 5

Design Day Flight Schedule and Peak Hour Passenger Distribution – Base 2043



Note: Rolling 60-minute passenger counts.

Source: RS&H, 2025

2.2 Forecast Summary

The FAA-approved forecast (July 18, 2025) was used to guide terminal planning program development. Design day flight schedules based on the airport fleet mix in forecast years 2028, 2033, 2038, and 2043 and passenger behavior assumptions (based on industry standards and professional judgement) were used to define the peak-hour demand. **Table 2** summarizes each forecast year's annual enplanement, peak hour enplanement, and peak hour deplanement metrics.

Table 2
Passenger Enplanement/Deplanement Data

ANNUAL AND PEAK-HOUR PASSENGERS	Baseline Forecast				
	Existing 2023	Base 2028	Base 2033	Base 2038	Base 2043
Annual Enplaned Passengers	108,702	144,700	159,000	172,900	188,100
Total Peak Hour Enplaned Passengers	140	150	160	170	170
Total Peak Hour Deplaned Passengers (Domestic)	210	210	220	230	230
Total Peak Hour Deplaned Passengers (International)	140	140	140	150	150
Total Combined Peak Hour Passengers	280	290	290	330	320
Total Passenger Boarding Bridges	4 (6) ¹	4 (5) ¹	4 (5) ¹	4 (5) ¹	4 (5) ¹

Note:

(1) LAN currently has 6 Passenger Boarding Bridges. Shown need in table for 4 PBBs based on overall forecast annual/peak hour passenger demand due to airline schedule at time of analysis and approved forecast, however, this does not account for operational considerations demonstrating a need for 5 total PBBs. Additionally, total PBB needs to support phasing and implementation of the conceptual terminal program will be determined in Section 5 - Implementation.

Source: RS&H, 2025

3 Terminal Building Programming

The Terminal Area Plan study published November 2024 identified the conclusion by CRAA to support renovating the existing terminal as opposed to constructing a new terminal building (in full or partially). This was driven in large part by the financial feasibility of renovating compared to much more costly new construction alternatives. The following sections describe the proposed terminal building program based on approved forecast demand, current activity levels for passenger enplanements, and the preferred renovation of existing terminal facilities.

3.1 Preferred Terminal Development Concept

The Renovation concept was selected as the optimal solution during the Phase 1 studies, largely based on the lowest overall estimated program cost while retaining the ability to strategically phase terminal development to maintain operations and address the most critical needs first. This concept allows CRAA to make the best use of space within the existing terminal facility footprint.

The November 2024 Terminal Area Plan study describes the original renovation concept and programmed areas within and can be referenced for further detail on the original preferred renovation concept. This phase 2 study will further develop that concept based on new program criteria meeting the FAA-approved forecast.

3.2 Terminal Programmatic Requirements

Industry guidelines were used to assess the existing capacity and future requirements for different functional areas in the terminal. To simplify each analysis, the terminal building was broken down into functional areas that delineate types of space by use. For the planning period, the projected enplanement/deplanement levels were used to determine the space required to accommodate operations.

The terminal building programmatic requirements were calculated based upon airport terminal planning best practices and recommended methodologies which can be credited to the following industry resources.

- *Airport Passenger Terminal Planning and Design* – Airport Cooperative Research Program Report 25, 2010, Volumes 1 and 2
- *IATA Airport Development Reference Manual*, 11th Edition, 2019
- *Checkpoint Design Guide*, Revision 6.1, Transportation Security Administration (TSA), 2016
- *TSA Planning Guidelines and Design Standards for Checked Baggage Inspection Systems*, Version 4.1, 2011
- FAA Advisory Circular 150/5360-13A, *Airport Terminal Planning*, July 2018

- FAA Advisory Circular 150/5360-14A, *Access to Airports by Individuals with Disabilities*, 2017

The programmatic requirements for this terminal building were determined based on the peak activity identified in the scenario analysis combined with planning parameters tailored to meet a desired level of service. Level of Service (LOS) is a qualitative and quantitative measure of passenger flows, level of delay, and level of passenger comfort. Two reputable industry sources have researched and developed rating systems that discuss methodologies and recommendations for determining LOS. These organizations are the International Air Transportation Association (IATA) and the Airport Cooperative Research Program (ACRP).

Table 3 shows the LOS ratings and attributes for each level. An “optimum” level of service is the benchmark for terminal planning because it offers a balance of cost efficiency while providing good LOS and comfort for passengers.

Table 3
Terminal Passenger Level of Service Standards

GRADE		LEVEL OF SERVICE	FLOW	DELAY	COMFORT LEVEL
A	Over-Design	Excellent	Free	None	Excellent
B		High	Stable	Few	High
C	Optimum	Good	Stable	Acceptably Brief	Good
D	Sub-Optimum	Adequate	Unstable	Acceptable for Short Periods	Adequate
E		Inadequate	Unstable	Unacceptable	Inadequate
F		Unacceptable	Cross Flows	System Breakdown	Unacceptable

Source: ACRP/IATA

All planning factors used in this study target an “optimum” level of service for each program area. To determine the programmatic area requirements, planning factors and industry best practices were applied according to the guidance outlined in the reference documents at the beginning of this section. It is important to note that some of the planning factors in those documents are better suited to large-hub airports. As such, professional experience and judgement was exercised to adjust planning factors for use in this analysis when necessary to best fit the LAN operating environment. Recommended areas for each terminal programmatic function were the result of applying the adjusted factors and best practices.

3.3 Terminal Building Components

The 2043 scenario was used to determine the size and area volumes for a passenger terminal that adequately supports airline operations at LAN. This allowed development of a renovation concept that could be phased according to the timeframes of the base scenarios. The terminal sizing is based upon the standards required to provide an optimum level of service to passengers and includes correctly sized processing functions. The sizing and program components are instrumental in determining FAA AIP eligibility, which is further discussed in **Section 4.2**.

The terminal facility requirements in **Table 5** show all the program elements described in this chapter together into a total program area. The numbers shown in the table are rounded as specific areas may fluctuate prior to design and construction depending on numerous factors such as building code, operational efficiency and sustainability measures, and specific architectural and engineering factors, which could amount to a 10-15 percent difference. The terminal facility is categorized into different functional areas, as follows:

- **Airline Spaces:** The terminal areas used for ticketing/check-in, active and queuing spaces, and airline ticketing offices.
- **Airport Spaces:** The terminal areas used by the airport administration for offices, storage, and operations functions.
- **Aviation Education:** Space reserved for aviation education activities, presently serving as adjunct space for the Lansing Community College aviation program. *This space is included in overall airport space for terminal program requirements.*
- **Baggage Services:** The areas of the terminal used to handle inbound and outbound baggage, including facilities necessary to perform baggage sorting, offloading, and retrieval.
- **Building Systems:** The areas of the terminal are reserved for mechanical, electrical, telecom, and other services that provide the utilities to operate the terminal.
- **Concessions:** The areas of the terminal that are leasable to third-party vendors, including food and beverage, retail, and banks/ATMs.
- **Federal Inspection Services (FIS):** The areas of the terminal controlled by Customs and Border Protection (CBP), and dedicated to passengers arriving on international flights, including primary and secondary inspection, baggage claim, agricultural checks, and detainment centers.
- **Future Development:** An area of the existing terminal that is not needed to meet the existing program needs but cannot practically be removed from the building envelope and is therefore preserved for potential future facilities. *This space is included in overall airline spaces for terminal program requirements.*
- **Ground Transportation:** The areas of the terminal used for car rental, taxi, bus, and ride-sharing counter space, queuing, and offices.

- **Holdrooms:** The areas of the terminal where passengers wait to board an aircraft, including airline customer service counters, boarding queues, and other amenities.
- **Public Spaces:** The areas of the terminal used by the public for circulation and associated functions, including waiting areas for meeters/greeters, ticketing circulation, and baggage claim retrieval.
- **Queuing:** Areas reserved for the orderly sequencing of people to wait for a service/activity. *Queuing areas are considered public space for terminal programming purposes.*
- **Restrooms:** The areas of the terminal dedicated to restroom functions are located airside, landside, and in the FIS, including fixtures and stalls, janitor closets, and family rooms.
- **Transportation Security Administration (TSA):** The areas of the terminal operated by the TSA, including the security screening checkpoint (SSCP), offices, and baggage screening rooms.

Figure 6, Figure 7, and Table 5 show the preferred renovation concept as developed within the November 2024 Terminal Area Program study. Total terminal program area for the original renovation concept is 229,409 square feet.

Figure 8, Figure 9, and Table 6 show the revised renovation concept developed in the Phase 2 LAN Terminal Project Criteria Report. Total terminal program area for the revised renovation concept is 203,384 square feet. This square footage does exceed the program requirements based solely on forecast demand. It's critical to note that this is due to working within the limitation of renovating an existing building. Care was taken in development of the refined renovation concept and phasing to reduce space wherever practical and possible.

Table 4
Terminal Building Program Requirements

TERMINAL FACILITIES COMPONENTS	Baseline Forecast					Surplus / (Deficiency)			
	Existing 2023	Base 2028	Base 2033	Base 2038	Base 2043	Base 2028	Base 2033	Base 2038	Base 2043
Airline Spaces	7,800	6,300	6,300	6,300	6,300	1,500	1,500	1,500	1,500
Airport Spaces	42,000	42,000	42,000	42,000	42,000	-	-	-	-
Baggage Services	25,800	12,100	12,100	12,600	13,800	13,700	13,700	13,200	12,000
Building Systems	22,100	4,100	4,200	4,300	4,500	18,000	17,900	17,800	17,600
Concessions	7,200	2,200	2,400	2,600	2,900	5,000	4,800	4,600	4,300
Customs and Border Protection (CBP)	18,000	21,100	21,400	21,800	21,800	(3,100)	(3,400)	(3,800)	(3,800)
Ground Transportation	1,400	1,400	1,500	1,600	1,700	-	(100)	(200)	(300)
Holdrooms/Gates	20,600	7,200	7,200	7,200	8,600	13,400	13,400	13,400	12,000
Public Spaces	31,000	8,100	8,300	8,600	10,000	22,900	22,700	22,400	21,000
Restrooms	5,400	3,300	3,300	3,600	3,600	2,100	2,100	1,800	1,800
Transportation Security Administration (TSA)	5,800	3,000	3,000	4,400	4,400	2,800	2,800	1,400	1,400
Total	187,100	110,800	111,700	115,000	119,600	76,300	75,400	72,100	67,500

Note: This study analyzes the renovation of existing facilities, therefore programmed space will not align with conceptual layout programs. Available terminal space programming guidance and research primarily account for optimal terminal design layouts for newly constructed terminals. Limited datapoints exist for consideration when programming the renovation of existing facilities. This is due to the subjective nature of analysis when accounting for independent terminal facilities, making planning factor generalizations challenging or even unreliable. Terminal space program numbers in this study reflect an optimally constructed situation and therefore will be lower than what is likely realistic and reasonable to achieve during renovation of the existing LAN terminal building.

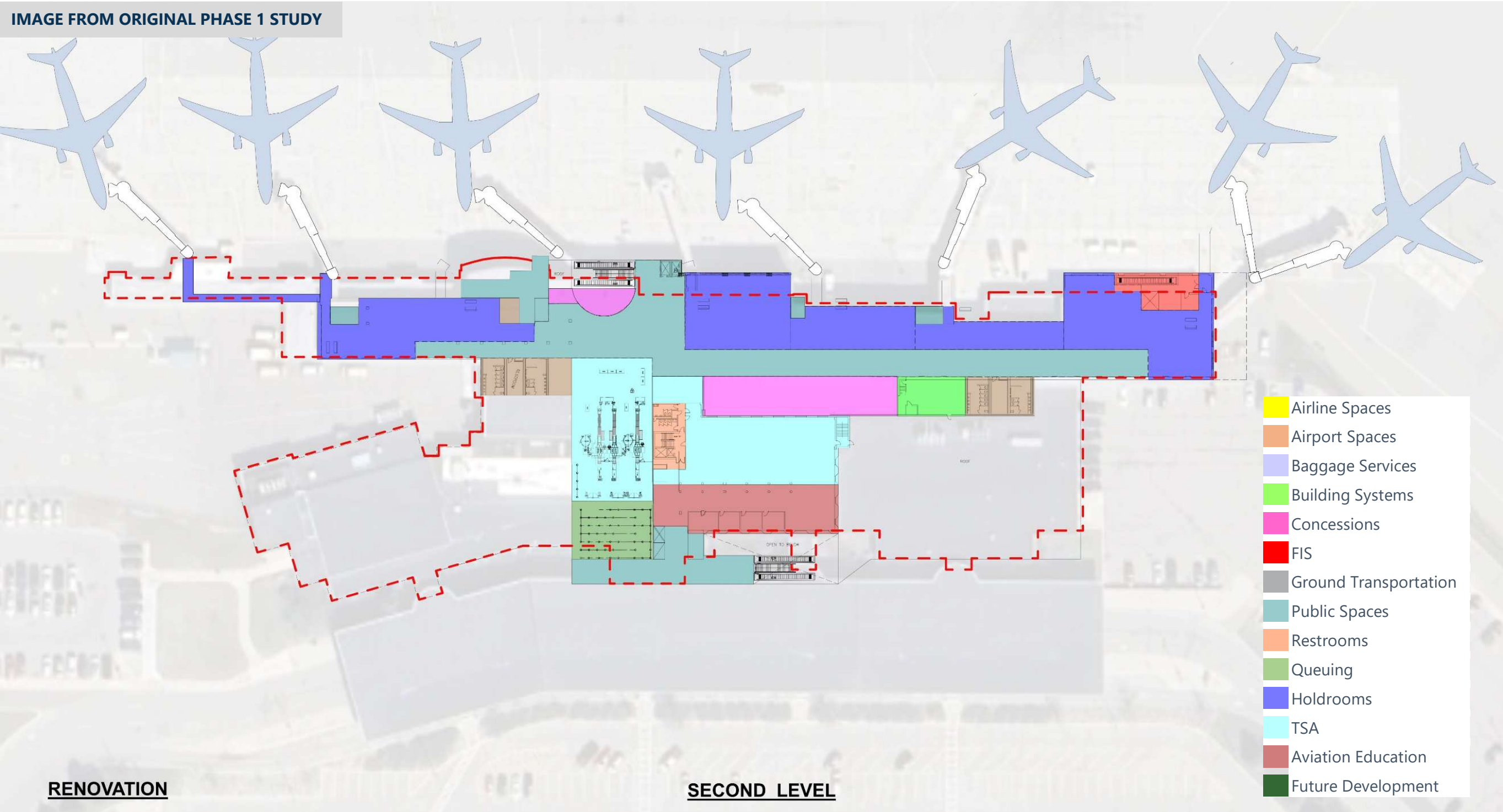
Source: RS&H, 2025

Figure 6
Original Preferred Renovation Concept – Level One



Note: The space layouts for Levels 3 to 5 are not included as there are no interior alterations. Programmed terminal space in **Figure 6**, **Figure 7**, and **Table 5** reflects high growth 2043 scenario developed during November 2024 Terminal Area Plan study and does not reflect the updated plan in this study.
Source: RS&H, 2024

Figure 7
Original Preferred Renovation Concept – Level Two



Note: The space layouts for Levels 3 to 5 are not included as there are no interior alterations. Programmed terminal space in **Figure 6**, **Figure 7**, and **Table 5** reflects high growth 2043 scenario developed during November 2024 Terminal Area Plan study and does not reflect the updated plan in this study.
Source: RS&H, 2024

Table 5
Original Renovation Concept Square Footage

SPACE CALCULATIONS FROM ORIGINAL PHASE 1 STUDY

Legend Color	Description	Total Area (sf)
1st Level		
	Airline Spaces	5,320
	Airport Spaces	20,586
	Baggage Services	29,547
	Building Systems	5,541
	Concessions	1,933
	FIS	22,410
	Ground Transportation	1,336
	Public Spaces	27,341
	Restrooms	4,142
	Future Development	1,218
	Queuing	1,753
Subtotal		121,127
2nd Level		
	Airport Spaces	1,163
	Building Systems	1,417
	Concessions	4,957
	FIS	1,449
	Holdrooms	20,311
	Public Spaces	17,372
	Restrooms	3,488
	TSA	12,576
	Aviation Education	4,865
	Queuing	2,476
Subtotal		70,074
3rd Level		
N/A	Airport Spaces	7,152
N/A	FAA	6,497
Subtotal		13,649
4th Level		
N/A	FAA	2,140
Subtotal		2,140
5th Level		
N/A	FAA	546
Subtotal		546
Canopy		
N/A	Canopy	21,873
Subtotal		21,873

Legend Color	Description	Total Area (sf)
All Levels & Canopy		
	Airline Spaces	5,320
	Airport Spaces	28,901
	Baggage Services	29,547
	Building Systems	6,958
	Concessions	6,890
	FIS	23,859
	Ground Transportation	1,336
	Public Spaces	44,713
	Restrooms	7,630
	Future Development	1,218
	Queuing	4,229
	Holdrooms	20,311
	TSA	12,576
	Aviation Education	4,865
N/A	FAA	9,183
N/A	Canopy	21,873
Grand Total		229,409

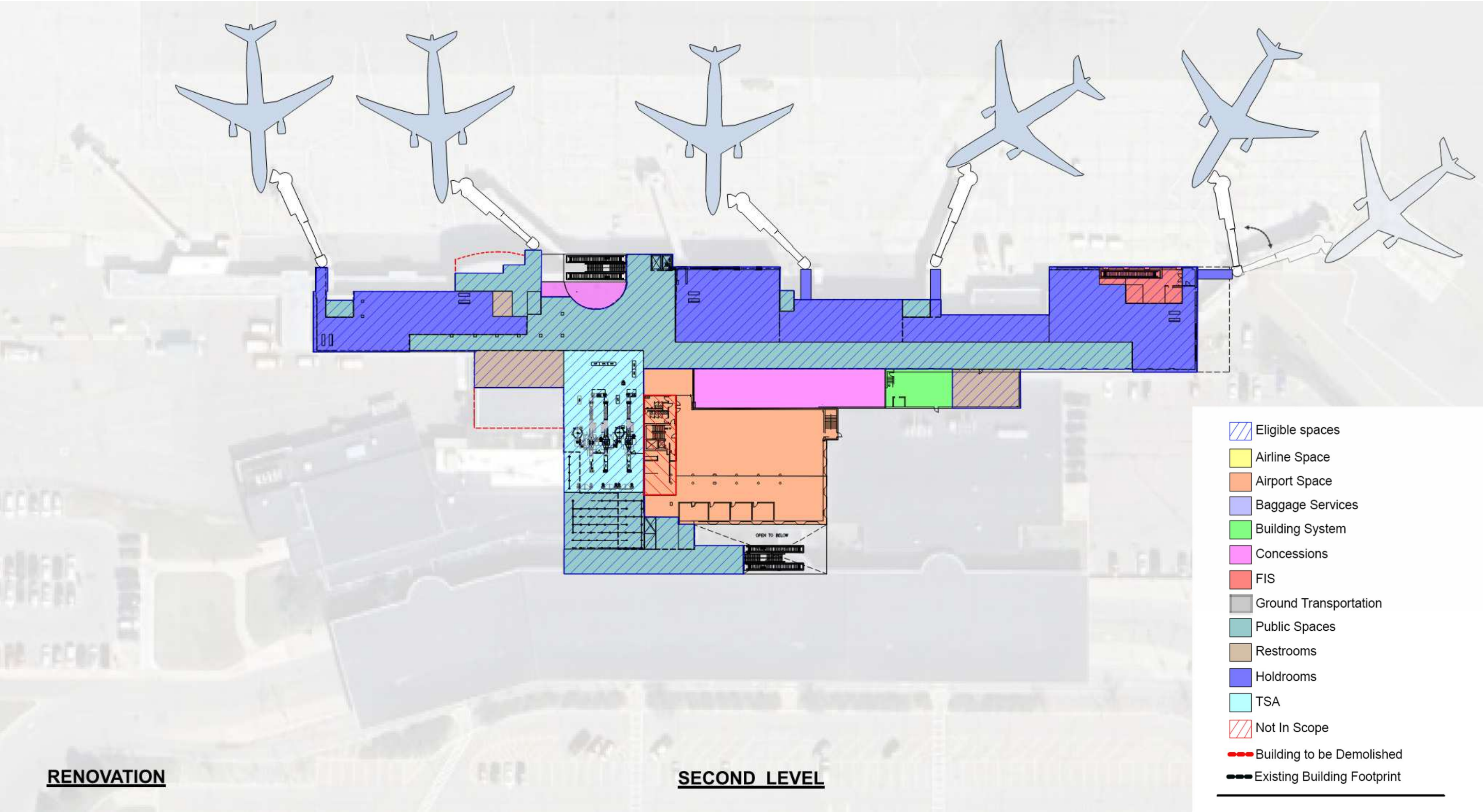
Note: Programmed terminal space in **Figure 6**, **Figure 7**, and **Table 5** reflects high growth 2043 scenario developed during November 2024 Terminal Area Plan study and does not reflect the updated plan in this study.
Source: RS&H, 2024

Figure 8
Revised Renovation Concept – Level One



Source: RS&H, 2025

Figure 9
Revised Renovation Concept – Level Two



Source: RS&H, 2025

Table 6
Revised Renovation Concept Square Footage

Program Areas Square Footage

Legend Color	Description	Total Area (sf)
1st Level		
	Airline Spaces	6,538
	Airport Spaces	7,253
	Baggage Services	27,779
	Building Systems	5,541
	Concessions	0
	FIS	15,169
	Ground Transportation	1,336
	Public Spaces	29,094
	Restrooms	4,142
Subtotal		96,852
2nd Level		
	Airport Spaces	10,829
	Building Systems	1,417
	Concessions	4,957
	FIS	1,449
	Holdrooms	20,311
	Public Spaces	19,848
	Restrooms	3,488
	TSA	6,025
Subtotal		68,324
Basement		
	Building System	11,570
Subtotal		11,570
Canopy		
Not delineated on graphic	Canopy	21,873
Subtotal		21,873
**Grand Total Building Area Within Project Scope		**176,746

Areas Not Within Project Scope		
Location	Description	Total Area (sf)
1st Level	Airport Spaces	13,333
1st Level	Baggage Services	1,768
1st Level	Concessions	1,933
1st Level	FIS	7,241
2nd Level	Airport Spaces	1,163
3rd Level	Airport Spaces	7,152
3rd Level	FAA	6,497
4th Level	FAA	2,140
5th Level	FAA	546
Grand Total Building Area Not Within Project Scope		41,773
Entire Terminal Building Square Footage		
Legend Color	Description All Levels & Canopy	Total Area (sf)
	Airline Spaces	6,538
	Airport Spaces	39,730
	Baggage Services	29,547
	Building Systems	18,528
	Concessions	6,890
	FIS	23,859
	Ground Transportation	1,336
	Public Spaces	48,942
	Restrooms	7,630
	Holdrooms	20,311
	TSA	6,025
Not within project scope	FAA	9,183
Not delineated on graphic	Canopy	21,873
*Grand Total Building Area		*218,519
Grand Total Building Area Not Within Project Scope		41,773
*Grand Total Building Area Within Project Scope		**176,746

Note: Future development space is included in Airline Space, Queuing space is included in Public Space, and Aviation Education space is included in Airport Space. *Excludes canopy square footage (eligible program area) per FAA ADO request. Grand total building area including canopy is 240,392 sf.
** Grand Total Building Area Within Project Scope including canopy is 198,619 sf. There is 8,350 sf of total demolished space (5,674 sf is 1st floor and 2,676 sf is 2nd floor) where the removed footprint is not replaced as shown in Figures 8 and 9.
Source: RS&H, 2025

4 Preliminary Cost Estimates Validation/Refinement

4.1.1 Cost Estimate Analysis

A preliminary rough order-of-magnitude (ROM) cost for the terminal renovation concept was developed by RS&H in the November 2024 study based on sketches and square footage calculations. The ROM cost estimate was reviewed by the planning team prior to submission to airport leadership to ensure that the estimated costs were consistent with the intended scope. In addition, cost drivers, mark-ups, and escalation were agreed on by the planning team.

The development of the quantities was electronically taken-off from the drawings. The unit costs were based on a compilation of construction cost data consisting of information from recently bid projects, pricing from similar projects, and vendor quotes. Mark-ups were based on industry standards and construction escalation was based on Engineering News-Record's (ENR) city index for Detroit and averaged for the last 12 months. Assumptions made during the development of the preliminary ROM cost related to building structure, facade, interior elements, equipment, MEP+T, site work, mark ups, contingency, and escalation. Additional detail on cost estimation for the terminal alternatives can be referenced from the November 2024 study.

Summary costs and unit price per square foot for the original terminal renovation concept are shown in **Table 7**.

Table 7
Preliminary Cost Estimate Summary for the Original Renovation Concept

Terminal Option	Square Footage	Unit	Unit Price	Total Cost (2023 Dollars)	Escalation Cost (2028)	Total Cost (Rounded)
Renovation	229,409	SF	\$1,005	\$230,538,695	\$45,259,062	\$275,800,000

Notes:

- 1 - Above costs are program costs and assume GC bid with CMR.
 - 2 - 25% planning contingency is included.
 - 3 - 10% construction contingency is included.
 - 4 - Base costs are in 2023 dollars and escalated to 2028 based on an average escalation of 5% per year. If project is delayed beyond 2028, additional escalation costs are likely to occur.
 - 5 - FF+E is noted in estimate.
 - 6 - 12% engineering costs are included.
 - 7 - See basis of estimate for additional clarifications.
- Source: McGuinness Unlimited; RS&H, 2023

All estimates' values were increased by a constant 5 percent escalation rate consistent with industry pricing trends up through calendar year 2028, the proposed last year of project construction at the time of their development.

As part of this study, the renovation concept has been refined based on forecast demand, program phasing, and the prioritizing of the most critical need elements, as determined by CRAA. **Table 8** shows a summary of the updated ROM cost estimates by phase based on the refined terminal renovation concept using the same underlying assumptions as the previous study.

Table 8
ROM Cost Estimate Summary for Revised Renovation Concept

Renovation Phase	Area (Square Feet)		Phase Cost (2026 Dollars)	Derived Effective Cost/SF
Phase 1	19,769	SF	\$30,550,000	\$1,545
Phase 2	17,762	SF	\$18,020,000	\$1,015
Phase 3	22,179	SF	\$37,360,000	\$1,684
Phase 4	19,869	SF	\$27,720,000	\$1,395
Phase 5	12,425	SF	\$14,670,000	\$1,181
Phase 6	16,285	SF	\$19,960,000	\$1,226
Phase 7	11,251	SF	\$14,590,000	\$1,297
Phase 8	28,527	SF	\$25,430,000	\$891
Phase 9	10,693	SF	\$5,660,000	\$529
Phase 10	5,866	SF	\$6,930,000	\$1,181
Phase 11	16,132	SF	\$16,170,000	\$1,002
Phase 12 (Canopy)	23,408	SF	\$15,480,000	\$661
Total Project (excluding Canopy)	180,758	SF	\$217,060,000	\$1,177
Total Project (including Canopy)	204,166	SF	\$232,540,000	\$1,134

Notes:

- 1 - Above costs are program costs and assume GC bid with CMR.
- 2 - 25% estimating and design contingency is included.
- 3 - 10% general conditions are included.
- 4 - Base costs are in 2025 dollars and escalated to 2026 based on an escalation of 5%. If project is delayed beyond 2026, additional escalation costs are likely to occur.
- 5 - 10% engineering costs are included.
- 6 - Project area square footage will not completely align with program or eligibility calculations of space based on the process by which ROM costs are derived.

Source: RS&H Analysis, 2025

4.2 AIP Funding Eligibility

The construction, repair, reconstruction, rehabilitation, renovation, and expansion of airport passenger terminals are eligible for grants from the Airport Improvement Program (AIP) and the Passenger Facility Charge program (PFC) of the Federal Aviation Administration (FAA). In Section 47102(28) of Title 49 United States Code, terminal development under AIP is defined as:

- “(28) “terminal development” means—*
- A. development of—*
 - i. an airport passenger terminal building, including terminal gates;*
 - ii. access roads servicing exclusively airport traffic that leads directly to or from an airport passenger terminal building; and*
 - iii. walkways that lead directly to or from an airport passenger terminal building; and*
 - B. the cost of a vehicle described in section 47119(a)(1)(B).”*

Under the law (in section 47119), work may be done in public use areas that are used for movement of passengers and their baggage. For large-hub, medium-hub, and small-hub airports, the areas are limited to nonrevenue producing areas. Also, for those airports, the grant must be paid through the airport’s passenger entitlements. Roadways, walkways, and vehicles to go to and from the terminal including multimodal terminals, are also considered to be terminal development.

Non-hub primary airports have the same eligibility as the larger airports with the addition of revenue producing public-use areas.

With enplanements of 98,981 reported in the latest calculation for the year ending December 31, 2023, Capital Region International Airport is designated as a non-hub airport since it has enplanements less than 0.05 percent of National enplanements for all airports. As such, LAN can use the expanded eligibility and increased funding availability for non-hub primary airports.

Section 47119 contains those provisions for AIP eligibility. Additional PFC eligibility is included in Section 40117 applies to include “gates and related areas.”

Traditionally, FAA has decided that certain facilities in a terminal building, although they may not be accessible to the public, may still be at least partially eligible because other eligible areas may not function without the use of those facilities. These areas are generally referred to as “prorated” areas since their use serves both eligible and ineligible

areas of the terminal. Thus, the FAA Order 5100.38D (and predecessor versions) has provided a method for using square footage for computation of eligible/ineligible portions as follows:

Table 9
AIP Eligibility Square Footage Computation Methods

Step	Action
1	Determine the square footage for each of the following categories: A. Eligible Areas B. Ineligible Areas C. Prorated Areas (areas needed for utilities such as mechanical, electrical, or water) D. High Cost 100% Eligible Items (Examples: Passenger loading bridges, escalators, elevators) E. High Cost 100% Ineligible Items (Example: Large commissioned sculpture, ineligible build out costs)
2	Determine the eligible proration % as follows: $\text{Eligible Proration \%} = A / (A+B)$
3	Determine the eligible cost as follows: $\text{Eligible Cost} = [(\text{Cost of A+B+C}) * (\text{Eligible Proration \%})] + (\text{Cost of D})$

Source: FAA Order 5100.38D

4.2.1 Additional Funding

The Infrastructure Investment and Jobs Act, referred to as the Bipartisan Infrastructure Law (BIL) provides additional money for airport projects under an Airport Infrastructure Grant Program (AIG) as well as the Airport Terminal Program (ATP). ATP currently is slated to go for five years (FFY 2022-2026) with \$1 billion per year.

Under the AIG portion of BIL, FAA provides an additional \$3 billion per year for all airports, but the bulk of the money (\$2.48 billion per year) is provided to primary airports. LAN is one of those airports. Early calculations indicate that there may be an estimated amount of \$1.6 million approximately each year added to AIP entitlements for the airport.

Under the Airport Terminal portion, the Federal share for non-hub airports will be 95 percent of the eligible spaces of the terminal project. For the Airport Infrastructure portion, the Federal share of projects will be the same as the airport currently receives under AIP.

In the latest *Frequently Asked Questions* about the BIL programs, dated March 27, 2023, the FAA requires that an eligibility analysis be conducted for the new programs as follows:

"Q-U38: Are eligibility calculations required for terminal development grants using AIG Allocated or ATP funds?"

A: Yes. Eligibility calculations similar to those done under PFC will be required for AIG Allocated and ATP terminal grants."

4.2.2 Eligibility Analysis

Table 10 provides an initial estimated eligibility analysis for the refined renovation concept. For further emphasis, the impact of work done as part of the project contains various levels of ineligible work based on interpretations of Federal law for the AIP and PFC programs under Title 49 of the United States Code Subchapter VII – Aviation Programs.

It's important to note that this eligibility analysis is for planning purposes. This is an estimation based on square footage calculations from conceptual plans; not final costs associated with schematic design. Final eligibility calculations must be done based on review of actual schematic design and associated costs during each terminal program phase. In accordance with the AIP Handbook, the final step to eligibility is the application of the costs, which can be determined only after the actual design process. (See **Table 9** in this report which shows AIP Handbook, Appendix N, Table N-4, Step 3). The calculations done as part of this study (see **Table 10** and **Table 11**) are simply an estimate of AIP eligibility to support future budget development.

Additionally, the AIP Handbook (Order 5100.38D, Change 1, Appendix N) impresses the importance of achieving a "usable unit of work¹" upon completion of each implemented phase of terminal construction. This was considered during development of this conceptual terminal design and in the analysis of terminal program implementation.

In some cases, a phase of work may well be stand-alone and independent. In other cases, however, a given phase may need to be an enabling project. Section 8 of the FAA's AIP Handbook provides for circumstances in which AIP funds can be used for specific phases of projects, including examples like "Site work," "Foundation," "Structure," "Electrical, HVAC, Plumbing," etc.

¹ FAA Order 5100.38D, Change 1, Appendix A "AIP Handbook" defines "Usable unit of work" as a completed project that will result in an increase in safety, usefulness, or usability at the airport. For the purposes of AIP grants, a usable unit of work can be obtained over one or more grants, provided the end result is a usable unit of work. This also requires a special condition in the grant requiring the sponsor to complete the work regardless of whether the associated future grants are issued.

4.2.3 Methodology

An eligibility analysis identifies which spaces in the terminal are eligible for AIP and/or PFC funding. The three categories used to identify the spaces are: "eligible", "ineligible" and "prorated" (shown as "Y", "N" and "P"). The first two are "either/or" determinations based upon the concept of "nonrevenue and revenue producing; public use spaces for the movement of passengers and baggage in air commerce" (Identified for Non-hub Primary Airports under Section 47119 of Title 49, United States Code.) "Prorated" space is a determination that the function using the space serves both "eligible and ineligible" space. Generally, these facilities include such items as mechanical rooms and electrical rooms. Under longstanding FAA guidance, these prorated areas are computed for the entire facility regardless of the work being considered for a specific project. That percentage is then carried over for any prorated area included in the specific program.

Thus, the eligibility analysis provides a picture of the general methodology applied to LAN in general using the existing airport condition. The analysis also includes spaces that are not eligible for Federal funding programs meaning any work must be done by the airport without Federal involvement. In any event, if ineligible areas are included in a construction contract, the airport must be diligent in accounting for costs incurred and separate costs for ineligible spaces from reimbursement from FAA or PFC revenue. The accounting would be simpler if the airport had contracts for ineligible spaces separate from eligible and prorated eligible spaces.

At this stage of the planning, there is no specific design work accomplished. The square footage is expected to change during the design phase of any alternative, but this effort provides a broad analysis of the effect of each alternative to a practical planning-level degree for AIP or PFC participation. As design is undertaken, the eligibility analysis should be done at different stages of design as eligible areas may have ineligible portions detected that need to be addressed in the final evaluation for the sake of accuracy. For example, a restaurant may be theoretically eligible, however, some areas like kitchens may not since FAA has determined that those areas in a restaurant are not "public use". In addition, future determination either through legislation or reevaluation of the areas is always possible.

Finally, it is important to note that these computations are only done by square footage. Actual cost eligibility for grant or PFC approval will be performed during project design as cost estimates are developed. Depending on the cost for each area, the percentage is expected to change when costs are established. Historically, when the cost element is added, the eligibility percentage may increase or decrease depending on the nature of work to be undertaken in the individual areas. The following tables show the planning-

level analysis of AIP/PFC funding eligibility. **Table 10** shows the calculation of space used to determine the estimated prorated AIP eligibility percentages. This supported development of **Table 11** which shows the estimated AIP eligibility for the conceptual terminal program as presented within this study.

Table 10
Estimated Prorated AIP Eligibility Calculation – Revised Renovation Concept

Renovation Scenario		AIP Eligibility					PFC and Airport Infrastructure Program (AIG) Eligibility				
Description	Total Area [B]	Eligibility	Eligible Area	Ineligible Area	Prorated Eligible Area	Prorated Ineligible Area	Eligibility	Eligible Area	Ineligible Area	Prorated Eligible Area	Prorated Ineligible Area
BASEMENT LEVEL											
BUILDING SYSTEM	11,570	P			6,285	5,285	P			7,733	3,837
FIRST LEVEL											
AIRLINE SPACE	6,538	N		6,538			N		6,538		
AIRPORT SPACE	20,586	N		20,586			N		20,586		
BAGGAGE SERVICE	23,700	N		23,700			Y	23,700			
BAGGAGE CLAIM	5,847	Y	5,847				Y	5,847			
BUILDING SYSTEM	5,541	P			3,010	2,531	P			3,703	1,838
CONCESSION ³	1,933	Y	1,353	580			Y	1,353	580		
FIS PUBLIC	11,529	Y	11,529				Y	11,529			
FIS NONPUBLIC	10,881	N		10,881			N		10,881		
GROUND TRANSPORTATION	1,336	N		1,336			Y	1,336			
PUBLIC SPACE	29,094	Y	29,094				Y	29,094			
RESTROOM	4,142	Y	4,142				Y	4,142			
Subtotal	121,127		51,965	63,621	3,010	2,531		77,001	38,585	3,703	1,838
SECOND LEVEL											
AIRPORT SPACE	11,992	N		11,992			N		11,992		
BUILDING SYSTEM	1,417	P			770	647	P			947	470
CONCESSION ³	4,957	Y	3,470	1,487			Y	3,470	1,487		
FIS PUBLIC	1,449	Y	1,449				Y	1,449			
HOLDROOMS	20,311	Y	20,311				Y	20,311			
PUBLIC SPACE	19,848	Y	19,848				Y	19,848			
RESTROOM	3,488	Y	3,488				Y	3,488			
TSA	6,025	Y	6,025				Y	6,025			
Subtotal	69,487		54,591	13,479	770	647		54,591	13,479	947	470
THIRD LEVEL											
AIRPORT SPACE	7,152	N		7,152			N		7,152		
FAA	6,497	N		6,497			N		6,497		
Subtotal	13,649			13,649					13,649		
FOURTH LEVEL											
FAA	2,140	N		2,140			N		2,140		
FIFTH LEVEL											
FAA	546	N		546			N		546		
ADDITIONAL											
CANOPY ²	21,873	Y	21,873				Y	21,873			
TOTAL	218,519		106,556	93,435	10,063	8,465		131,592	68,399	12,383	6,145
				AIP Prorated Eligible		53.4%			PFC Prorated Eligible		65.9%

Source: Borsari Airport Consultants; RS&H 2025

Note 1: The spaces and square footage above reflect the total square footage of the existing terminal. The proration percentage is applied to the prorated areas in the Table 11- Estimated Overall AIP Eligibility Calculation – Revised Renovation Concept.

Note 2: Per AIP Handbook (Order 5100.38D, Chg 1, Appendix N), the terminal canopy is eligible public space. However, this was not included in the overall space calculation per FAA ADO direction. FAA comments received 9/3/2025 and confirmed during 9/18/2025 meeting.

Note 3: Concession eligibility percentages broken down as follows: 70% of total space for public use and 30% of total space for non-public use to support back of house stocking and storage.

Table 11
Estimated Overall AIP Eligibility Calculation – Revised Renovation Concept Excluding Areas Not in Scope

Renovation Scenario		AIP Eligibility					PFC and Airport Infrastructure Program (AIG) Eligibility				
Description	Total Area [B]	Eligibility	Eligible Area	Ineligible Area	Prorated Eligible Area	Prorated Ineligible Area	Eligibility	Eligible Area	Ineligible Area	Prorated Eligible Area	Prorated Ineligible Area
BASEMENT LEVEL											
BUILDING SYSTEM	11,570	P			6,283	5,287	P			7,729	3,841
FIRST LEVEL											
AIRLINE SPACE	6,538	N		6,538			N		6,538		
AIRPORT SPACE	7,253	N		7,253			N		7,253		
BAGGAGE SERVICE	21,932	N		21,932			Y	21,932			
BAGGAGE CLAIM	5,847	Y	5,847				Y	5,847			
BUILDING SYSTEM	5,541	P			3,009	2,532	P			3,701	1,840
FIS PUBLIC	11,529	Y	11,529				Y	11,529			
FIS NONPUBLIC	3,640	N		3,640			N		3,640		
GROUND TRANSPORTATION	1,336	N		1,336			N		1,336		
PUBLIC SPACE	29,094	Y	29,094				Y	29,094			
RESTROOM	4,142	Y	4,142				Y	4,142			
Subtotal	96,852		50,612	40,699	3,009	2,532		72,544	18,767	3,701	1,840
SECOND LEVEL											
AIRPORT SPACE	10,829	N		10,829			N		10,829		
BUILDING SYSTEM	1,417	P			769	648	P			947	470
CONCESSION ⁴	4,957	Y	3,470	1,487			Y	3,470	1,487		
FIS PUBLIC	1,449	Y	1,449				Y	1,449			
HOLDROOMS	20,311	Y	20,311				Y	20,311			
PUBLIC SPACE	19,848	Y	19,848				Y	19,848			
RESTROOM	3,488	Y	3,488				Y	3,488			
TSA	6,025	Y	6,025				Y	6,025			
Subtotal	68,324		54,591	12,316	769	648		54,592	12,316	947	470
ADDITIONAL											
CANOPY ³	21,873	Y	21,873				Y	21,873			
TOTAL	176,746		105,203	53,015	10,061	8,467		127,136	31,083	12,377	6,151
		AIP Prorated Eligible				65.2%	PFC Prorated Eligible				78.9%

Source: Borsari Airport Consultants; RS&H 2025

Note 1: The spaces and square footage above reflect areas affected by the terminal program and do not reflect the total square footage of the existing terminal. The prorated areas are computed from the proration of the entire terminal.

Note 2: The percentage of estimated eligibility/ineligible are for planning purposes only represent eligibility based on square footage and not cost. Cost will affect the end result of eligibility in accordance with the AIP Handbook. The AIP Handbook assumes an evaluation based upon square footage initially, with the final eligibility determined after design and bidding.

Note 3: Per AIP Handbook (Order 5100.38D, Chg 1, Appendix N), the terminal canopy is eligible public space. However, this was not included in the overall space calculation per FAA ADO direction. FAA comments received 9/3/2025 and confirmed during 9/18/2025 meeting.

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5 Implementation

There are multiple ways to implement projects like this terminal project. At a master planning level, generalized high-level solutions are developed and used to determine a funding program over the planning period. After this high-level plan is completed, further implementation analysis will eventually be required as part of the conceptual design.

To implement the preferred terminal solution, program scheduling and funding must be examined to ensure capital outlays are aligned with project phasing. As the program is anticipated to participate in the Airport Improvement Program and potentially available avenues of the Bipartisan Infrastructure Law, the project phasing will be incorporated into the Airport's Capital Improvement Program (ACIP). Program elements, delivery methods, and program financial planning are discussed in the following sections.

5.1 Terminal Project Conceptual Phasing Narratives

The implementation of design and construction focuses on terminal modernization through renovation completed in phases to minimize impacts to terminal operations, passenger movement, overall customer experience, and government agency needs. The conceptual phasing plan defines immediate improvements to address the most critical facility needs as well as future long-term improvements to meet approved forecast demand.

The following figures illustrate conceptual phasing plans to demonstrate how the overall program could be undertaken over multiple phases/years to minimize or mitigate impacts to airport operations as well as address financial constraints. Construction phases are described in the following sections.

Renovation of the existing building emphasizes maintaining terminal functions, sustaining, passenger movements, and mitigating any potential disruptions to airport revenues. As with most renovation projects, safety and security measures will need to be taken during construction such as temporary barricades, movement corridors, waiting areas, among others to allow passengers safe passage for navigating past construction areas while minimizing any potential negative passenger experience. The third-floor office space is not included as part of the renovation effort currently. **Figure 10** through **Figure 21** show the Revised Renovation Concept phasing. Phases 1 through 4 represent specific updates and needs for the terminal to accommodate passenger growth and upgrade critical infrastructure to replace aging components as identified in the LAN *Terminal Facility Assessment* report dated November 2024. Phases 5 through 12 represent renovations which are not necessarily critical to support growth but will need to be performed to replace building areas exceeding their useful life and address passenger demand as it materializes. All terminal program phases described in the following sections aim to achieve a "usable unit of work" upon construction completion.

5.1.1.1 Phase 1

Phase 1 – Level 1

Impacted area: 14,297 square feet.

- Extend FIS exit south into the corridor and close access into ticketing lobby.
- Close the east half of the existing ticket counter area and reroute the exit out of the international area to a covered walkway leading to the curbside area.
 - Shift baggage screening to the western half of the ticketing hall.
- Barricade curbside area outside the east ticket counter area, close off curbside and establish traffic controls.
- Contractor to stage overhead crane and materials to minimize disruption.
 - Do not block access from the international exit to the curbside area.
 - Protect passengers from overhead activities.
- Construct temporary barricade walls around the area of construction.
- Demolish existing rooms and exterior lobby wall to accommodate new construction.
- Build out a new section of the ticketing area including superstructure, interiors, baggage screening room and back offices.
- Construct a new in-line baggage conveyor leading to centralized screening room(s).
- Install a new electrical vault to relocate equipment from basement.
- Install a new centralized network room.
- Install a new centralized boiler room.
- NOTE: This new section of the ticket lobby will be designed to be separated from the rest of the building. It will be connected to the ticketing lobby once the new sections are complete.

Phase 1 – Level 2

Impacted area: 5,472 square feet.

- Reroof impacted areas of roof to accommodate temporary drainage pattern.
- Install protective overhead areas around the area of construction.

Passenger flow

- **Departing (domestic and international)** – all ticketing doors from existing west ticketing area into existing screening, and up existing elevator/escalator.
- **Arriving (domestic)** – down existing vertical circulation and existing elevator, through existing exit lane and existing corridor to baggage claim.
- **Arriving (international)** – out international area into corridor to exit at east side of terminal.

5.1.1.2 Phase 2

Phase 2 – Level 1

Impacted area: 12,245 square feet

- Open Phase 1 ticketing area to provide access to the east side of the ticketing lobby.
- Relocate airline ticket counter and office areas to newly constructed section of ticket lobby.
- Relocate baggage screening equipment & back of house airline offices to the new designated area(s) behind the ticketing counter and connect to the new in-line conveyor.
- International exit through the newly opened ticketing area. Maintain existing temporary exit for international ticketing on the east side of the terminal.
- Barricade back of house in west ticketing area and build out temporary space to house temporary security screening checkpoint (SSCP).
- Build out new vertical circulation core east of the existing vertical circulation core.
- Install new elevators, escalators, and stairs.
- Build out temporary exit corridor on the first level from new vertical circulation core, through existing spaces, across ramp area and connecting to main terminal pathway to baggage claim.

Phase 2 – Level 2

Impacted area: 5,517 square feet

- Install a new connecting bridge and relocate the operation of gate 6 to gate 4. This new boarding bridge will then have access to the terminal hold room.
- Construct temporary barricades to section off new construction adjacent to hold room.
- Remove gate 6 position (temporarily) and set up barricades.
- Reconfigure hold room/waiting area at the existing gate 4 position.
- Relocate gate 7 to shift east of existing concession space.
- Build out vertical airside circulation area east of existing vertical circulation area.
- Rough in area for potential future concession area/ temporary hold room space.

Passenger flow

- **Departing (domestic and international)** – all ticketing doors from new ticketing area, into existing screening, and up existing elevator/escalator.
- **Arriving (domestic)** – down existing vertical circulation and existing elevator, through existing exit lane and existing corridor to baggage claim.
- **Arriving (international)** – out international area into corridor into new ticketing lobby or exit at east side of terminal.

5.1.1.3 Phase 3

Phase 3 – Level 1

Impacted area: 12,622 square feet

- It will be important to schedule the following work during the off-peak period to minimize impacts to screening wait times:
- Relocate one lane passenger screening equipment to temporary space.
- Once one lane is operational, the second lane can be relocated.
- Second lane is then commissioned and brought into full service.
- Reroute passenger flow into and out of new vertical circulation space.
- One new escalator will be used for departures.
- One new escalator will be used for arrivals.
- Provide temporary exit pathways from existing escalators to baggage claim around conference center.
- Install a barricade at the existing vertical circulation area with overhead and temporary walls to protect passengers exiting through the space and remove escalators. Allow for arrival passenger circulation on the south side of the existing space.
- Stage crane west of the FAA tower – this will be the location where steel can be lifted to the new screening area. Can stage a second crane in parking lot to build out south lobby area if construction is to be expedited
- Demolish portions of the south side of the ticketing lobby.
- Provide barricades and traffic controls at the curbside.
- Maintain the access pathway to the existing stair tower and elevator leading to office areas.
- Demolish portions of exterior office building structure facing the new lobby area.
- Rebuild portions of existing office building surfaces facing new lobby.

Phase 3 – Level 2

Impacted area: 9,557 square feet

- Relocate airline services to another gate. Provide updated ramp markings and any other necessary airside improvements to accommodate this change.
- Close access to existing elevator and escalators between existing SSCP and gate level.
- Demolish restrooms south of elevator and escalators.
- Maintain access to all gates.
- Restripe gate parking position to accommodate future gate access.

Passenger flow

- **Departing (domestic and international)** – all ticketing doors from new ticketing area, into temporary screening, and up new elevator/escalator.
- **Arriving (domestic)** – down new vertical circulation and elevator, through temporary exit lane leading to the existing corridor and then to baggage claim.
- **Arriving (international)** – out international area into corridor to exit at east side of terminal.

5.1.1.4 Phase 4

Phase 4 – Level 1

Impacted area: 10,721 square feet

- Provide limited access to new portions of the ticketing lobby.
- Demolish the west ticketing area and adjacent areas including screening area, vertical circulation/elevator, exit lane.
- NOTE: access to conference center may be limited during this phase due to limitations on access and overhead work taking place.
- Access to existing FAA facilities shall be provided during this phase.
- Maintain traffic and access controls.
- Build out new ticketing areas.
- Build out new restrooms, service animal relief area, companion restroom, nursing room and other passenger amenities.
- Remaining back-of-house spaces, ticketing positions and restrooms located west of the new ticketing area can then be constructed.
- Demolish ceilings, flooring and area to allow for structure to support second floor and new SSCP equipment.
- Install a new exit lane control system.
- Maintain access to the existing elevators and stair towers leading to the second and third floors of the office building.
- Maintain access to the FAA offices and tower during construction.

Phase 4 – Level 2

Impacted area: 9,148 square feet

- Build out the second-level screening and queuing areas.
- Build out a temporary access bridge at gate 6.
- Connect the new second level to the existing gate level. Adjust barricades to accommodate passenger movement in the concourse.

Passenger flow

- **Departing (domestic and international)** – all ticketing doors from new ticketing area, into temporary screening, and up new elevator/escalator.
- **Arriving (domestic)** – down new vertical circulation and new elevator, through temporary exit lane leading to the existing corridor and then to baggage claim.
- **Arriving (international)** – out international area into corridor to exit at east side of terminal.

5.1.1.5 Phase 5

Phase 5 – Level 1

Impacted area: 12,425 square feet

- Relocate the screening equipment from the temporary area up to the new second level.
- All back of house areas for tug movement and ramp ground service equipment to be reconfigured to accommodate new outbound baggage flow.
- Once the new restroom is in service at the western end of the new ticketing lobby, remove the existing restroom by international exit and convert into international meet and greet area.

Phase 5 – Level 2

Impacted area: Minimal

- Once all new spaces in these areas are built, the security screening equipment will need to be relocated to the second level in two steps:
- Relocate one screening lane to the upstairs location. The remaining screening lane will remain in service.
- Once screening is moved to the second level, move screening operations to be upstairs. The second screening lane will then be moved to the next level.
- Once both screening lanes are in the new positions, all screening services will be moved to the area.
- It is anticipated that the existing SSCP equipment will be used.
- While the new space is sized for three screening lanes, only two are expected to be used during the initial opening of this area.
- No additional improvements to be made at this level during this phase.

Passenger flow

- **Departing (domestic and international)** – through new ticketing area, up new elevator/escalator leading to new second level passenger screening area.
- **Arriving (domestic)** – down new vertical circulation and new elevator, through new exit corridor and then to baggage claim.
- **Arriving (international)** – out international area into corridor to exit at east side of terminal or exit into ticketing lobby for access to baggage claim/ rental car area.

5.1.1.6 Phase 6

Phase 6 – Level 1

Impacted area: 13,466 square feet

- Maintain operation of space and access during construction.
- Improvements to this area should be done during “off season” for international travel.
- Expand existing FIS area north to include a larger baggage carousel and dedicated enclosed bag drop area to accommodate a “bag first” configuration.
- Maintain the existing ramp from gate level to FIS level until a new elevator and escalator are installed. Once installed, demolish the existing ramp.
- Provide a new elevator and escalator from gate level to this area connecting level 1 and 2.
- Partially demolish eastern portion of existing Federal Inspection Services (FIS) area and existing ramp leading from the gate level to this area.
- Open new international exit along with new “meet and greet” area.
- Shift location of restrooms and primary screening area.
- Expand queuing area for primary passenger processing.
- Install new restrooms prior to primary passenger processing.
- Commission new mechanical, electrical and communications equipment.
- Remove all unused equipment at basement level.

Phase 6 – Level 2

Impacted area: 2,819 square feet

- Partially demolish north wall to accommodate expansion to install new elevator and escalator leading down to passenger screening.
- Continue operation of existing gate and hold room for domestic departing and arriving passengers. International passengers may access FIS using an existing ramp if available.

Passenger flow

- **Departing (domestic and international)** – through new ticketing area, up new elevator/escalator leading to new second level passenger screening area.
- **Arriving (domestic)** – down new vertical circulation and new elevator, through new exit corridor and then to baggage claim.
- **Arriving (international)** – out international area into corridor to new international exit through new meet & greet area or exit into ticketing lobby for access to baggage claim/rental car area.

5.1.1.7 Phase 7

Phase 7 – Level 1

Impacted area: Minimal

- Provide barricading at ramp level to accommodate construction activities.

Phase 7 – Level 2

Impacted area: 11,251 square feet

- Expand space west of new passenger screening area and build out new restrooms.
- Demolish existing concession space.
- Extend hold room space to connect to Gate 6. Remove temporary bridge and connect passenger loading bridge to extended hold room space.
- Renovate the remaining hold room and gate counters in the area.

Passenger flow

- **Departing (domestic and international)** – through new ticketing area, up new elevator/escalator leading to new second floor passenger screening area.
- **Arriving (domestic)** – through designated path on east side of concourse, down new vertical circulation and new elevator, through new exit corridor and then to baggage claim.
- **Arriving (international)** – out international area into corridor to new international exit through new meet & greet area or exit into ticketing lobby for access to baggage claim/rental car area.

5.1.1.8 Phase 8

Phase 8 – Level 1

Impacted area: Minimal

- Provide barricading at ramp level to accommodate construction activities.

Phase 8 – Level 2

Impacted area: 28,524 square feet

Sequence the hold room improvements to include the following improvements:

- Install new concession space adjacent to the new vertical circulation space.
- Once a new concession is in operation, demolish existing concession space and convert area into hold room.
- Expand level south between new passenger screening area and existing air handling room.
- Install new restrooms and concession area in expanded area.
- Install new passenger service areas including companion care room, nursing room, service animal relief area and sensory room.
- Once new restrooms are complete, demolish both existing restrooms to create aligned circulation corridors connecting all hold rooms.
- Renovate remaining hold room areas east of passenger screening.

Passenger flow

- **Departing (domestic and international)** – through new ticketing area, up new elevator/escalator leading to new second floor passenger screening area.
- **Arriving (domestic)** – through designated path on west side of concourse, down new vertical circulation and new elevator, through new exit corridor and then to baggage claim.
- **Arriving (international)** – out international area into corridor to new international exit through new meet & greet area or exit into ticketing lobby for access to baggage claim/ rental car area.

5.1.1.9 Phase 9

Phase 9 – Level 1

Impacted area: Minimal

- Restrict access to the second floor during construction.
- Maintain contractor lay down areas.

Phase 9 – Level 2

Impacted area: 10,693 square feet

- Demolish all interior finishes.
- Install new offices and finishes to accommodate additional TSA space as needed.
- Renovate CRAA office spaces including:
 - Update security offices
 - Update operations offices

Passenger flow

- **Departing (domestic and international)** – through new ticketing area, up new elevator/escalator leading to new second floor passenger screening area.
- **Arriving (domestic)** – through designated path through the concourse, down new vertical circulation and new elevator, through new exit corridor and then to baggage claim.
- **Arriving (international)** – out international area into corridor to new international exit through new meet & greet area or exit into ticketing lobby for access to baggage claim/ rental car area.

5.1.1.10 Phase 10

Phase 10 – Level 1

Impacted area: 5,866 square feet

- Renovate back of house areas to provide for new Airport Authority ramp office space.
- Remove west ground loading corridor and replace with pavement.

Phase 10 – Level 2

Impacted area: Minimal. No work taking place during this phase.

- OPTION: Expand gate hold room area over existing building footprint (not included).

Passenger flow

- **Departing (domestic and international)** – through new ticketing area, up new elevator/escalator leading to new second floor passenger screening area.
- **Arriving (domestic)** – through designated path through the concourse, down new vertical circulation and new elevator, through new exit corridor and then to baggage claim.
- **Arriving (international)** – out international area into corridor to new international exit through new meet & greet area or exit into ticketing lobby for access to baggage claim/rental car area.

5.1.1.11 Phase 11

Phase 11 – Level 1

Impacted area: 16,132 square feet

- Temporarily relocate the Board Room into conference center. Access will be adjacent to the exit lanes.
- Set up temporary office areas for rental car counters in Board Room.
- Renovate rental car office areas and existing restrooms.
- Reconfigure HVAC equipment from ramp to roof.
- Renovate existing mechanical spaces adjacent to baggage claim.
- Reconfigure existing baggage carousels.
- Take down carousel #1 and set up barricades
- Reconfigure intake line from bag drop (from above or below).
- Install new baggage carousel in one half of the space.
- Connect new intake lines and security doors.
- Put the new carousel into operation.
- Remove carousel #2 and relocate the barricades.
- Reconfigure the intake line from bag drop.
- Install new baggage carousel in the second half of the space.
- Connect new intake lines and security doors.
- Put the new carousel into operation.

Phase 11 – Level 2

Impacted area: Minimal. No work taking place.

Passenger flow

- **Departing (domestic and international)** – through new ticketing area, up new elevator/escalator leading to new second floor passenger screening area.
- **Arriving (domestic)** – through designated path through the concourse, down new vertical circulation and new elevator, through new exit corridor and then to baggage claim.
- **Arriving (international)** – out international area into corridor to new international exit through new meet & greet area or exit into ticketing lobby for access to baggage claim/ rental car area.

5.1.1.12 Phase 12

Phase 12

Impacted area: 23,408 square feet

- Construct a new curbside canopy.
- Maintain traffic control at curbside.
- Sequence construction of curbside elements from east to west.
- Sequence construction of covered walkway elements from west to east.
- Install panels, lighting and finishes.

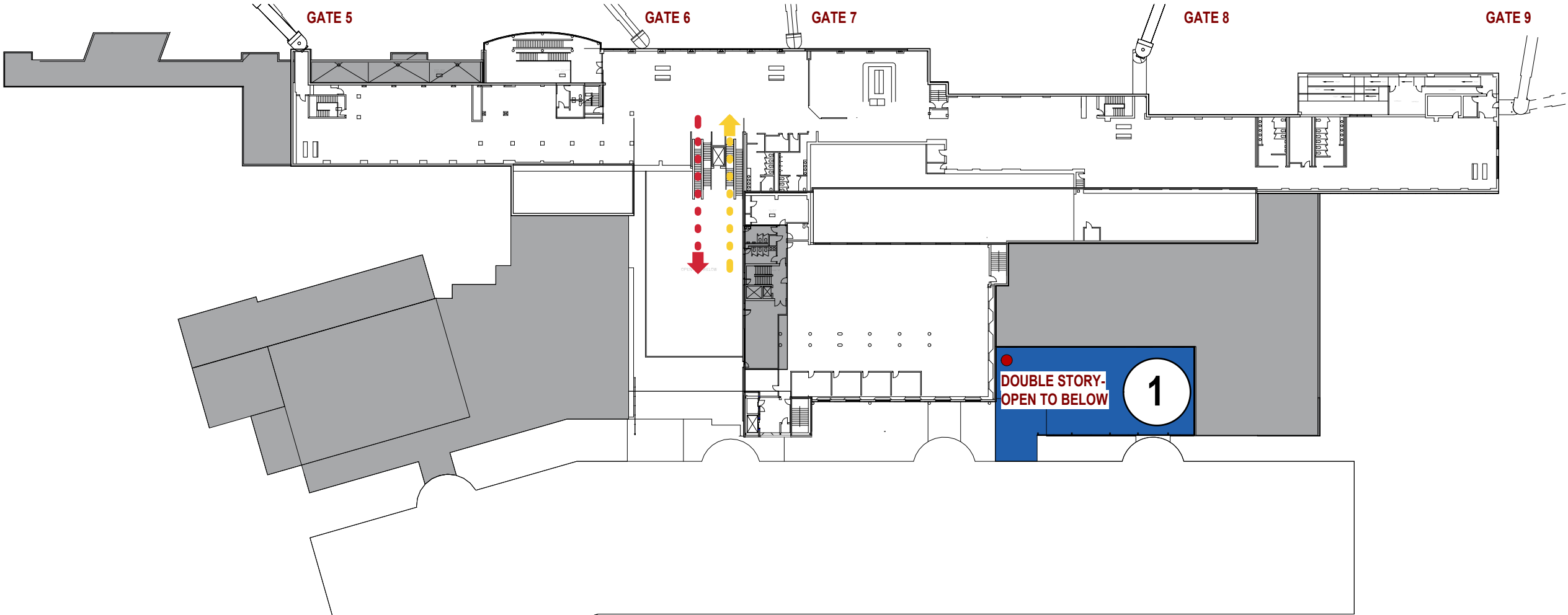
Passenger flow – Access points will vary based on sequence of construction.

- **Departing (domestic and international)** – through new ticketing area, up new elevator/escalator leading to new second floor passenger screening area.
- **Arriving (domestic)** – through designated path through the concourse, down new vertical circulation and new elevator, through new exit corridor and then to baggage claim.
- **Arriving (international)** – out international area into corridor to new international exit through new meet & greet area or exit into ticketing lobby for access to baggage claim/rental car area.

5.2 Terminal Project Phasing Diagrams

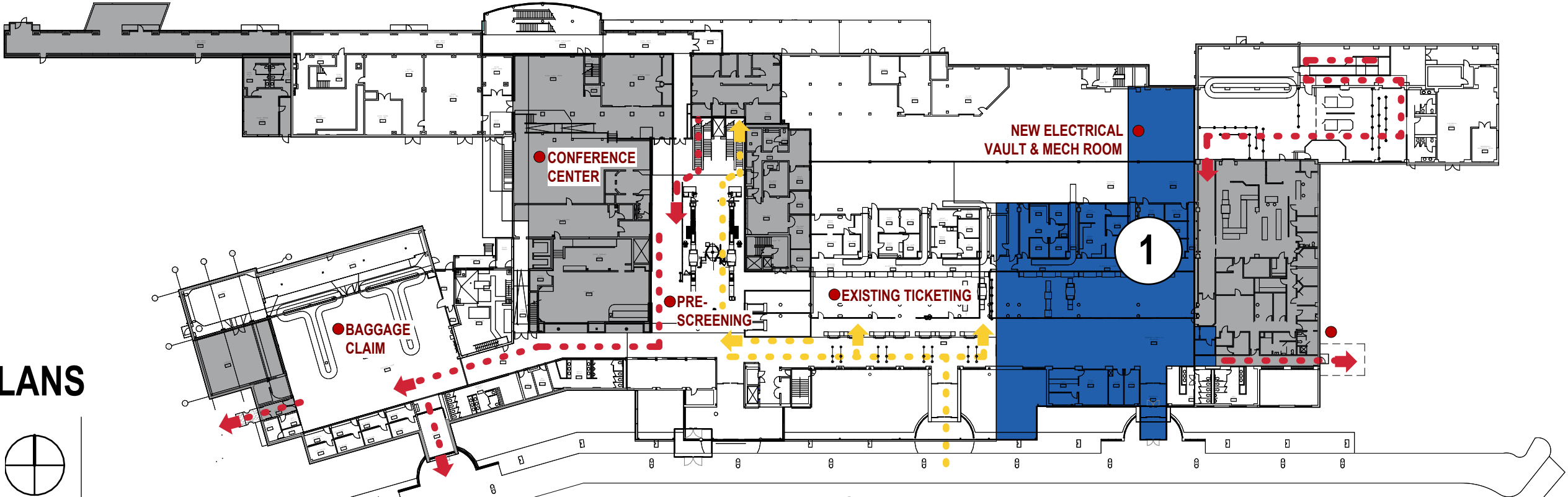
The following figures illustrate Phases 1 through 12 for both levels of the terminal renovation program showing the sequence of work, impacted areas, and passenger movements.

Level	Phase	Impacted Area
2ND LEVEL	Phase 1	5,472 SF



2ND LEVEL

Level	Phase	Impacted Area
1ST LEVEL	Phase 1	14,297 SF



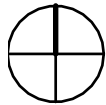
1ST LEVEL

TERMINAL PHASING PLANS

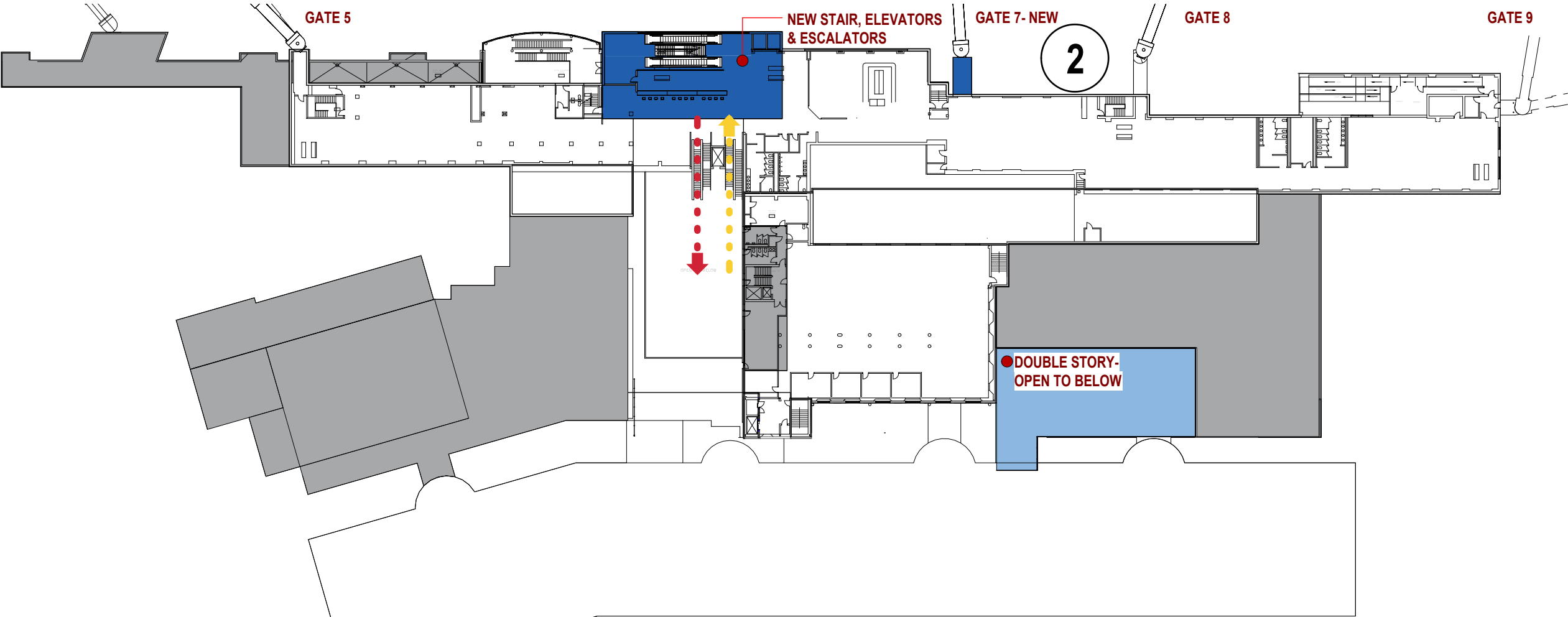
PHASE 1

Scale: 1/64" = 1' - 0"

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Level	Phase	Impacted Area
2ND LEVEL	Phase 1	5,472 SF
2ND LEVEL	Phase 2	4,682 SF



LEGEND

DEPARTING PASSENGERS

ARRIVING PASSENGERS

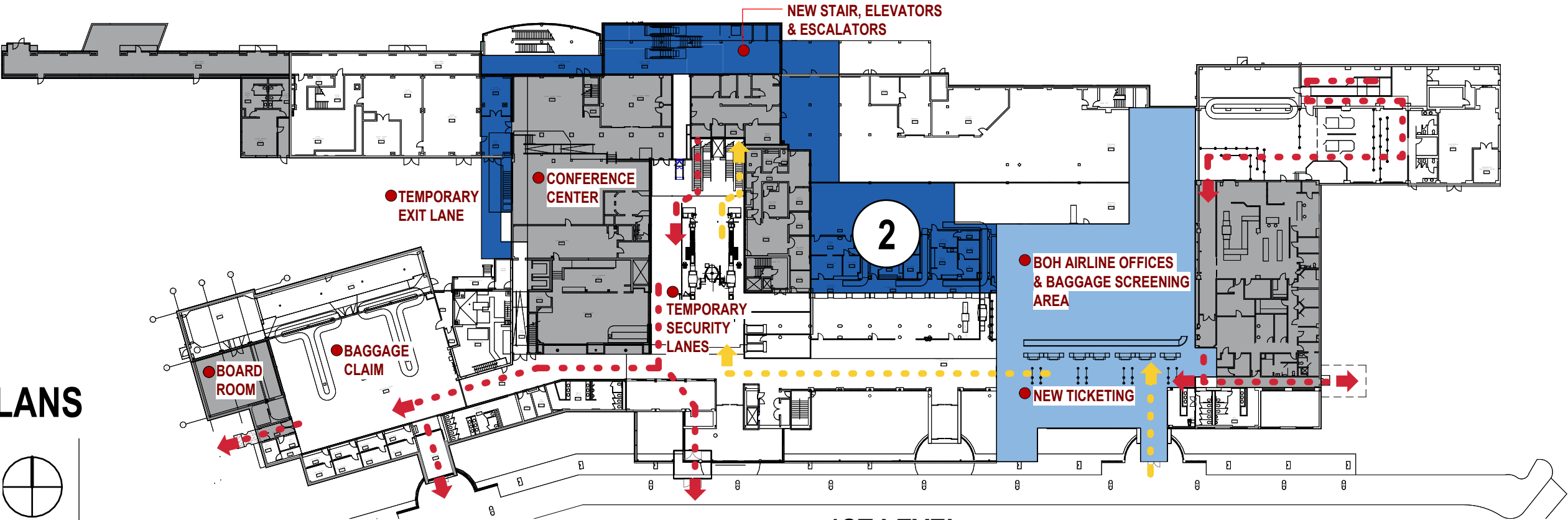
UNDER CONSTRUCTION

COMPLETE

EXISTING

NOT IN SCOPE

Level	Phase	Impacted Area
1ST LEVEL	Phase 1	14,297 SF
1ST LEVEL	Phase 2	12,245 SF



TERMINAL PHASING PLANS

PHASE 2

Scale: 1/64" = 1' - 0"

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Level	Phase	Impacted Area
2ND LEVEL	Phase 1	5,472 SF
2ND LEVEL	Phase 2	4,682 SF
2ND LEVEL	Phase 3	9,557 SF

LEGEND

DEPARTING PASSENGERS

ARRIVING PASSENGERS

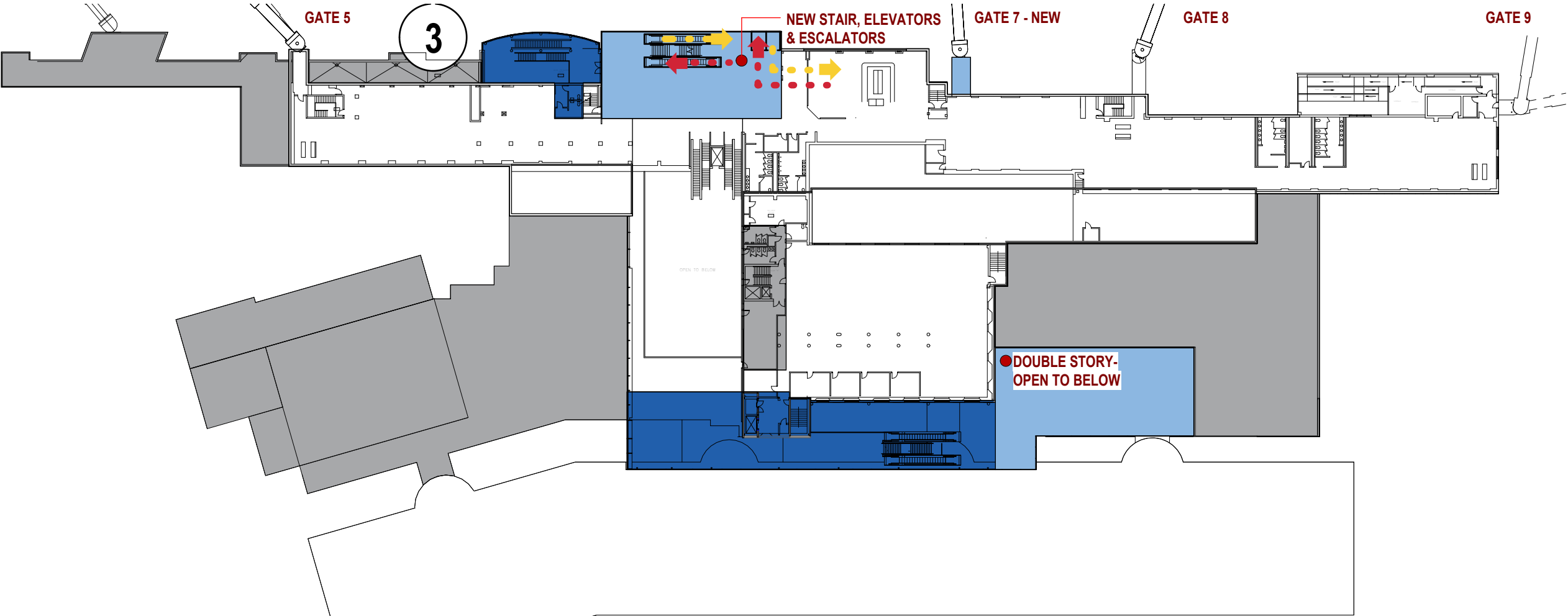
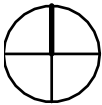
Level	Phase	Impacted Area
1ST LEVEL	Phase 1	14,297 SF
1ST LEVEL	Phase 2	12,245 SF
1ST LEVEL	Phase 3	12,622 SF

TERMINAL PHASING PLANS

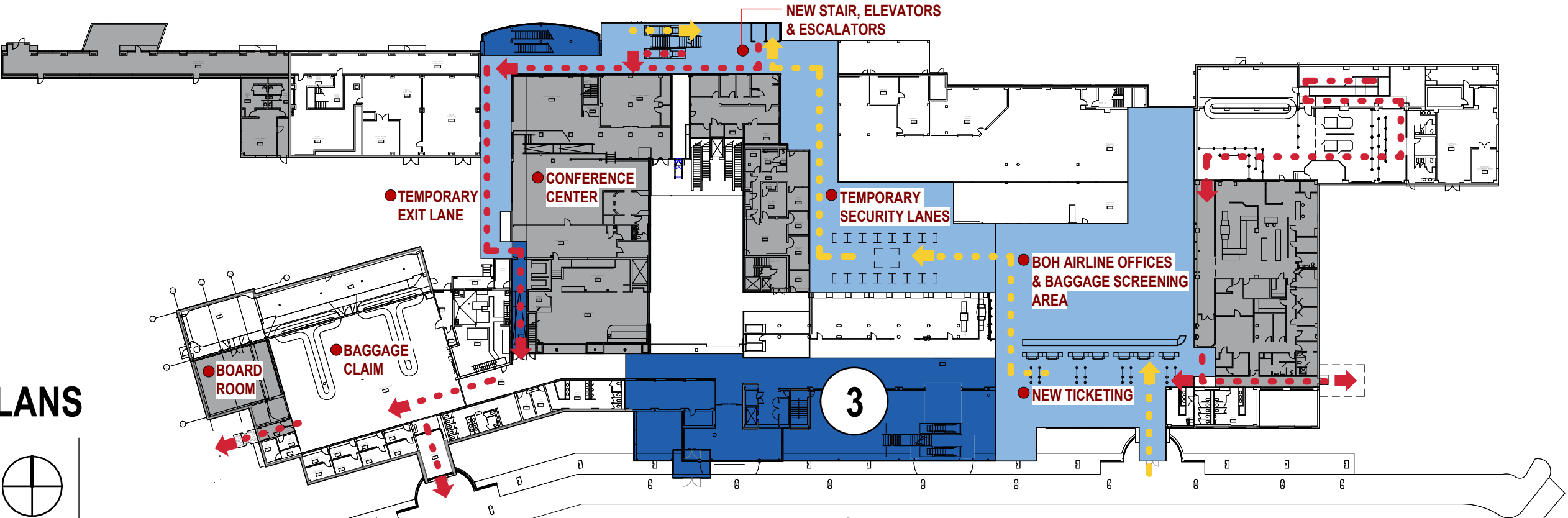
PHASE 3

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2ND LEVEL

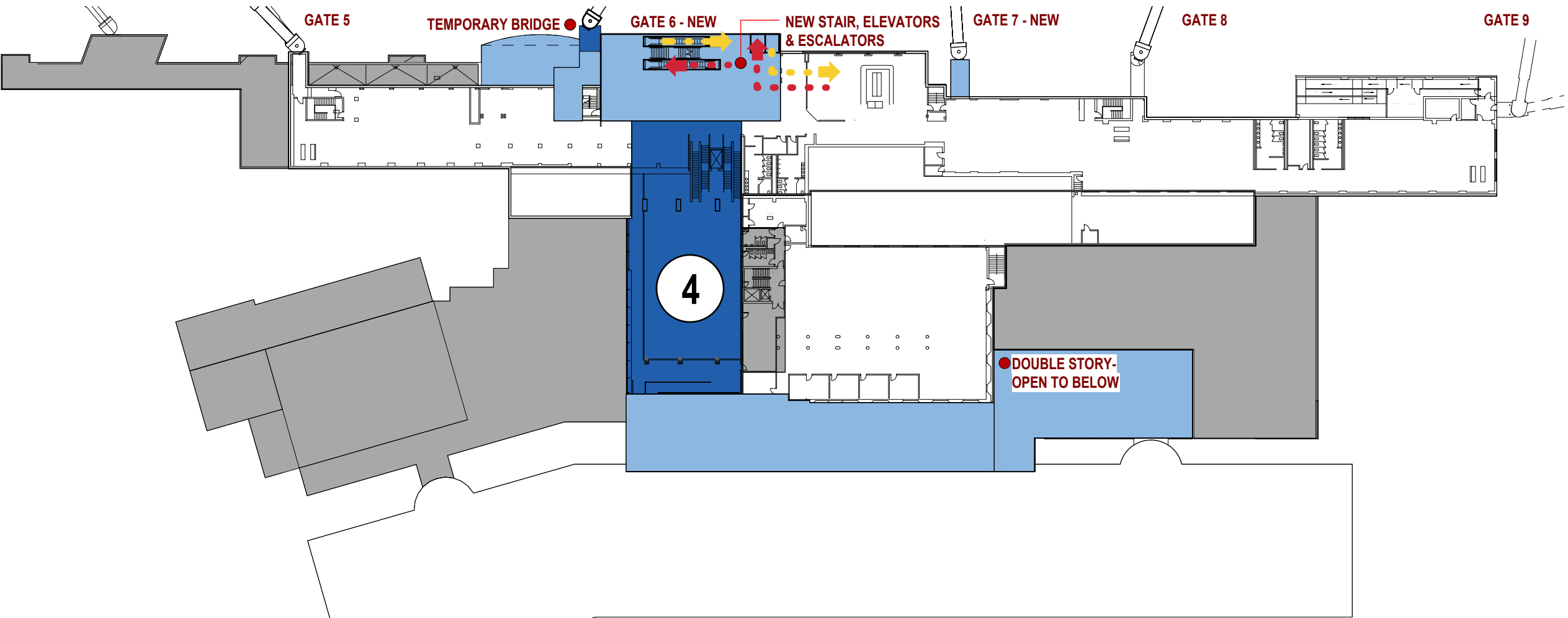


1ST LEVEL

Level	Phase	Impacted Area
2ND LEVEL	Phase 1	5,472 SF
2ND LEVEL	Phase 2	4,682 SF
2ND LEVEL	Phase 3	9,557 SF
2ND LEVEL	Phase 4	9,148 SF

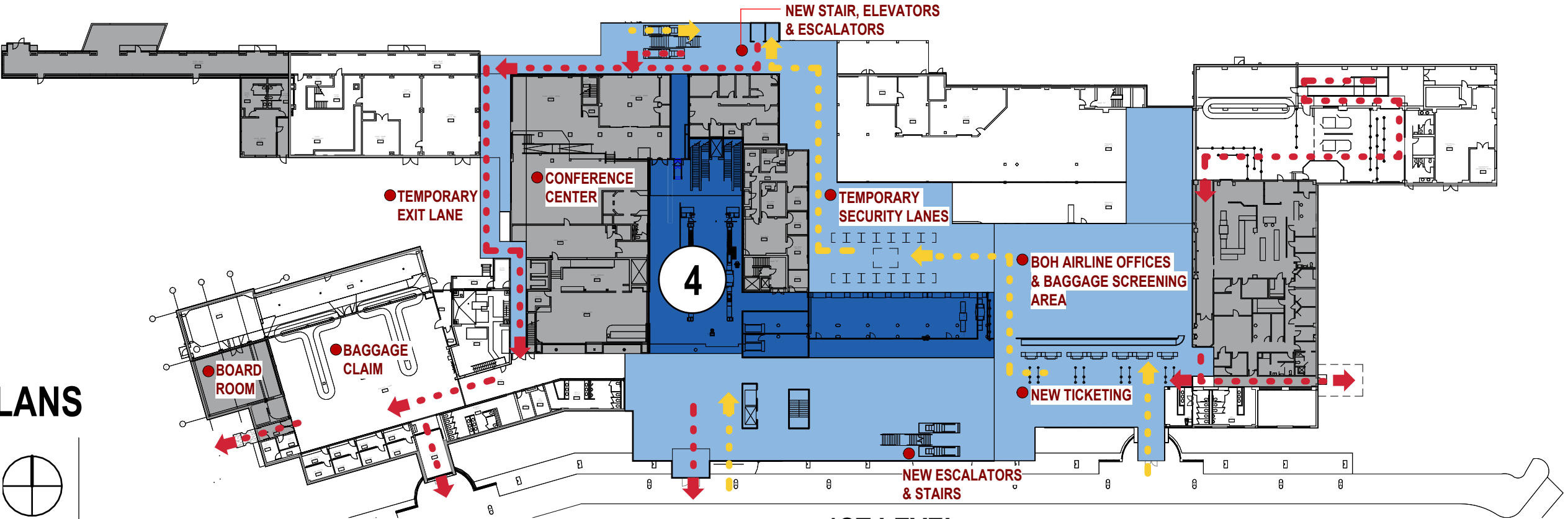
LEGEND

DEPARTING PASSENGERS

ARRIVING PASSENGERS

2ND LEVEL

Level	Phase	Impacted Area
1ST LEVEL	Phase 1	14,297 SF
1ST LEVEL	Phase 2	12,245 SF
1ST LEVEL	Phase 3	12,622 SF
1ST LEVEL	Phase 4	10,721 SF



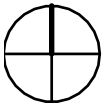
1ST LEVEL

TERMINAL PHASING PLANS

PHASE 4

Scale: 1/64" = 1' - 0"

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Level	Phase	Impacted Area
2ND LEVEL	Phase 1	5,472 SF
2ND LEVEL	Phase 2	4,682 SF
2ND LEVEL	Phase 3	9,557 SF
2ND LEVEL	Phase 4	9,148 SF
2ND LEVEL	Phase 5	Minimal Impact

LEGEND

DEPARTING PASSENGERS

ARRIVING PASSENGERS

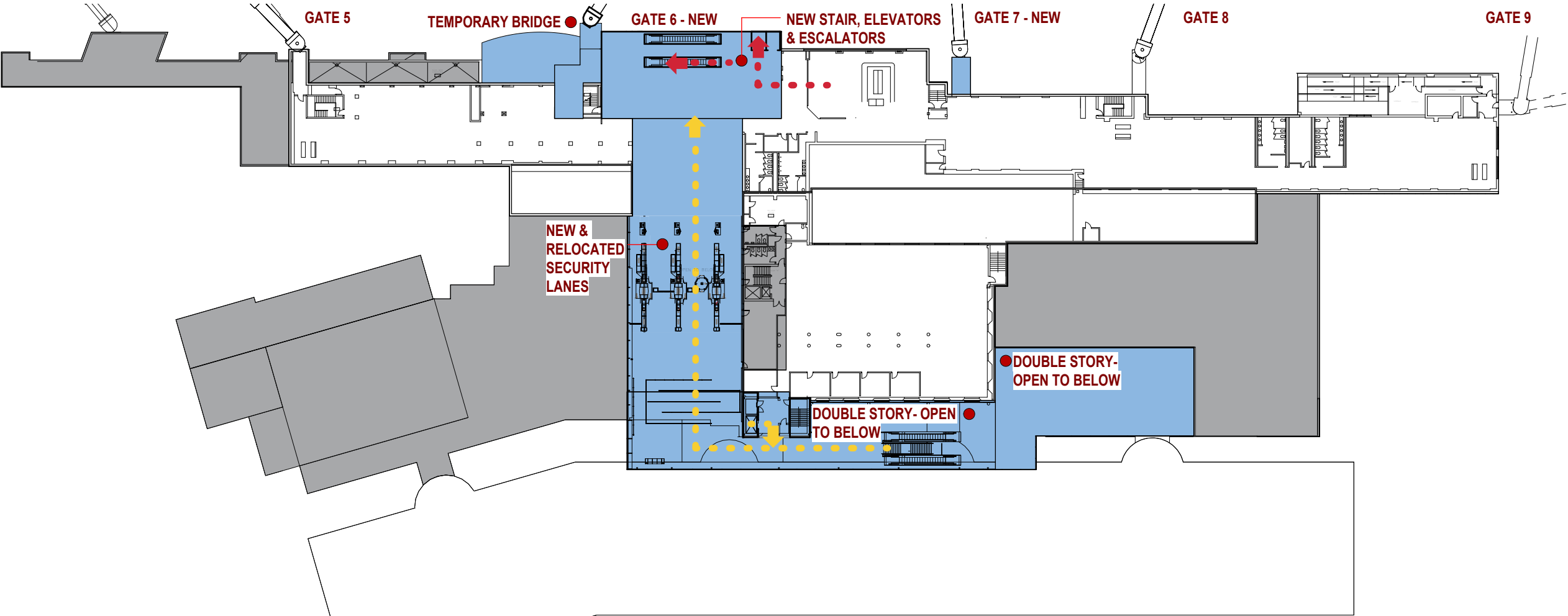
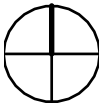
Level	Phase	Impacted Area
1ST LEVEL	Phase 1	14,297 SF
1ST LEVEL	Phase 2	12,245 SF
1ST LEVEL	Phase 3	12,622 SF
1ST LEVEL	Phase 4	10,721 SF
1ST LEVEL	Phase 5	12,425 SF

TERMINAL PHASING PLANS

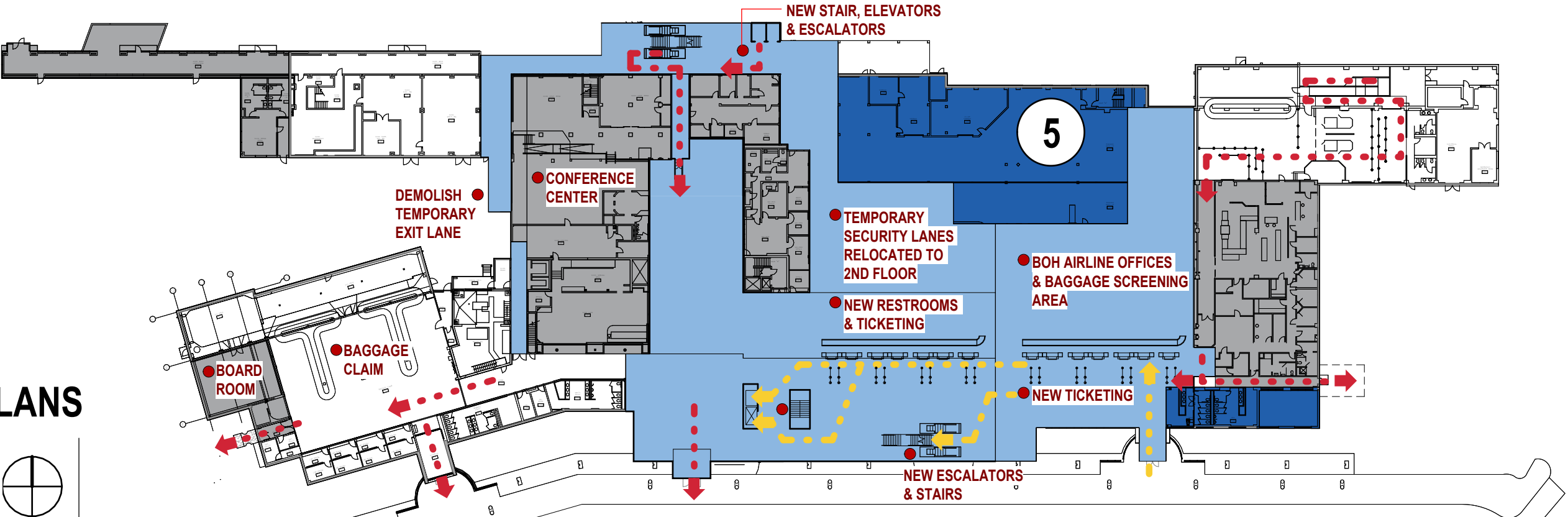
PHASE 5

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2ND LEVEL

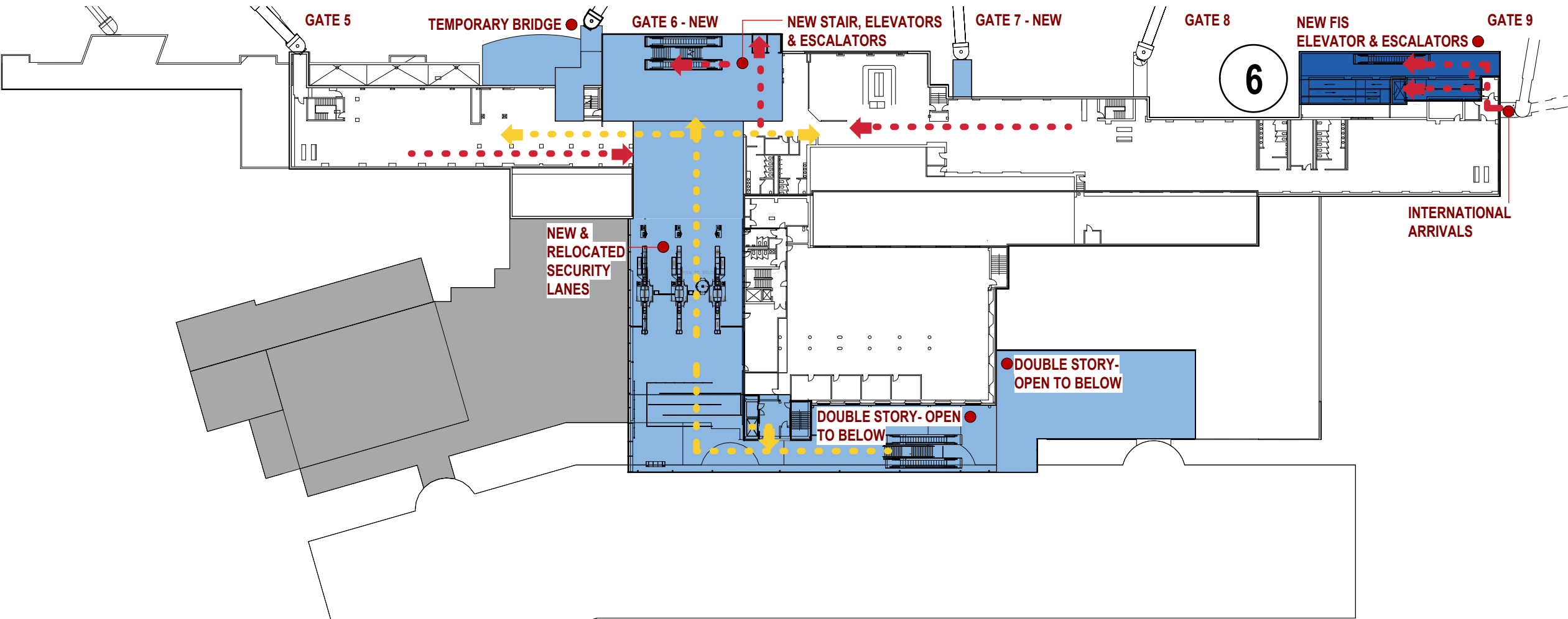


1ST LEVEL

Level	Phase	Impacted Area
2ND LEVEL	Phase 1	5,472 SF
2ND LEVEL	Phase 2	4,682 SF
2ND LEVEL	Phase 3	9,557 SF
2ND LEVEL	Phase 4	9,148 SF
2ND LEVEL	Phase 5	Minimal Impact
2ND LEVEL	Phase 6	2,819 SF

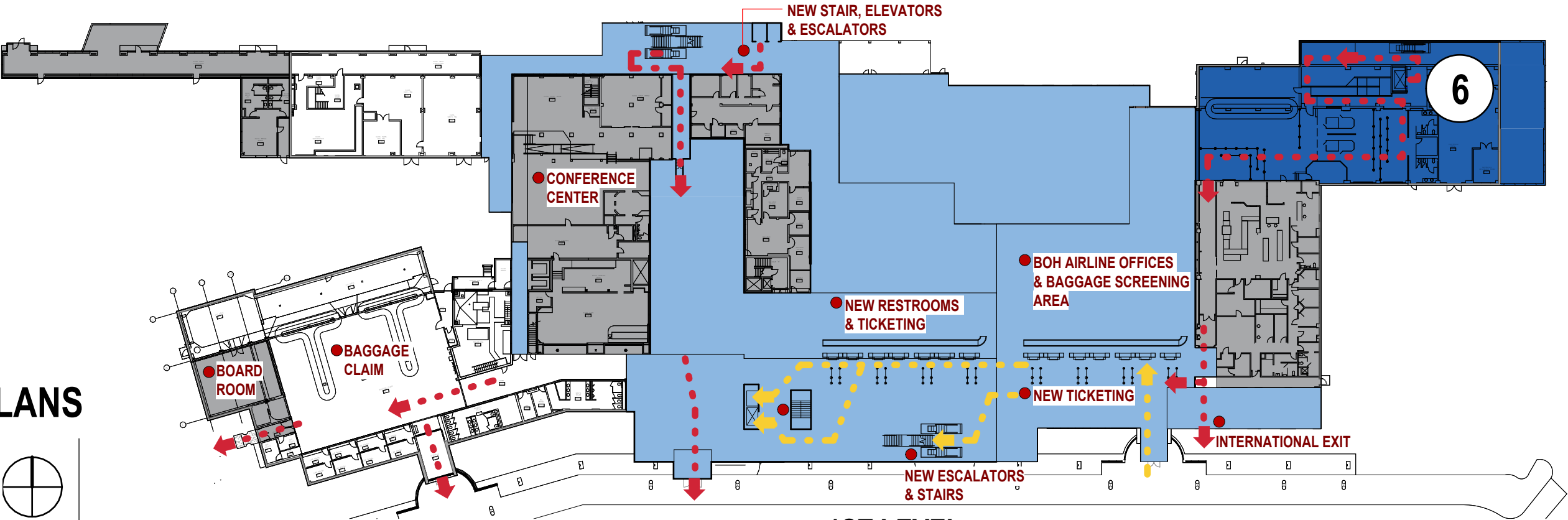
LEGEND

DEPARTING PASSENGERS

ARRIVING PASSENGERS

2ND LEVEL

Level	Phase	Impacted Area
1ST LEVEL	Phase 1	14,297 SF
1ST LEVEL	Phase 2	12,245 SF
1ST LEVEL	Phase 3	12,622 SF
1ST LEVEL	Phase 4	10,721 SF
1ST LEVEL	Phase 5	12,425 SF
1ST LEVEL	Phase 6	13,466 SF



1ST LEVEL

TERMINAL PHASING PLANS

PHASE 6

Scale: 1/64" = 1' - 0"

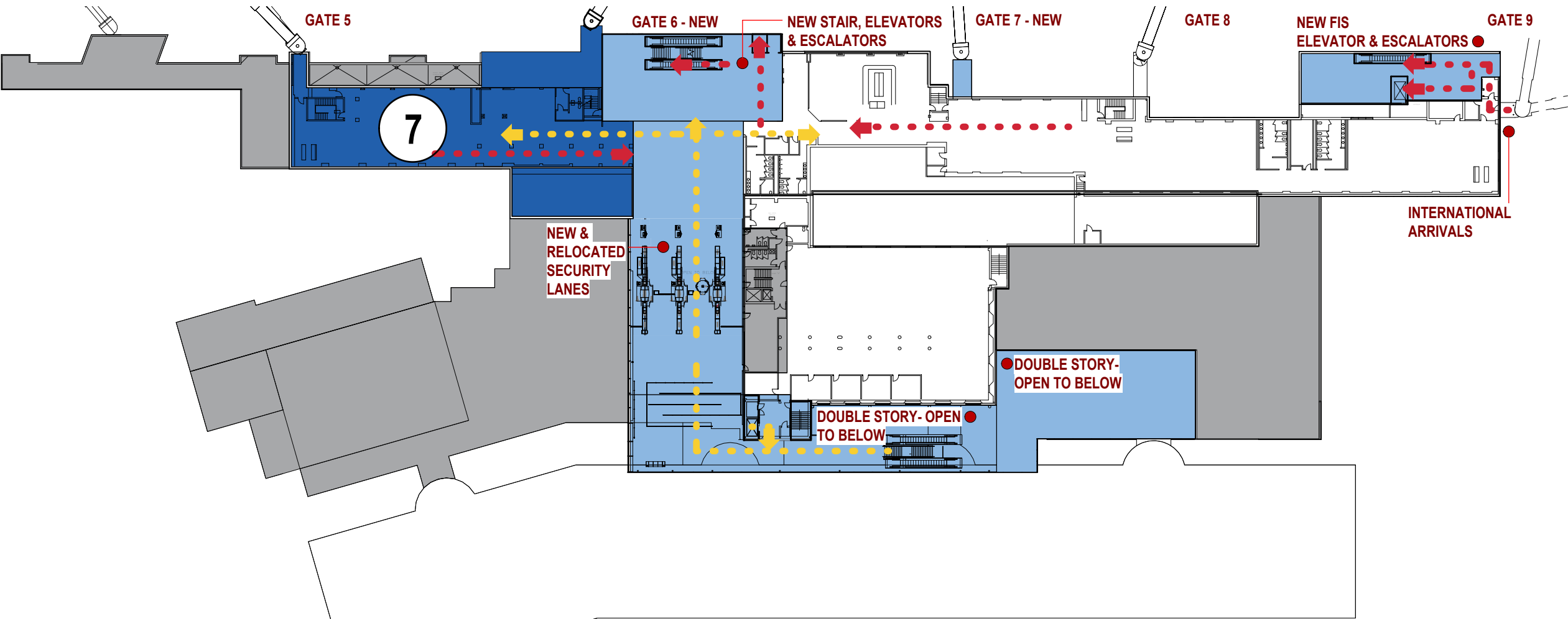
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Level	Phase	Impacted Area
2ND LEVEL	Phase 1	5,472 SF
2ND LEVEL	Phase 2	4,682 SF
2ND LEVEL	Phase 3	9,557 SF
2ND LEVEL	Phase 4	9,148 SF
2ND LEVEL	Phase 5	Minimal Impact
2ND LEVEL	Phase 6	2,819 SF
2ND LEVEL	Phase 7	11,251 SF

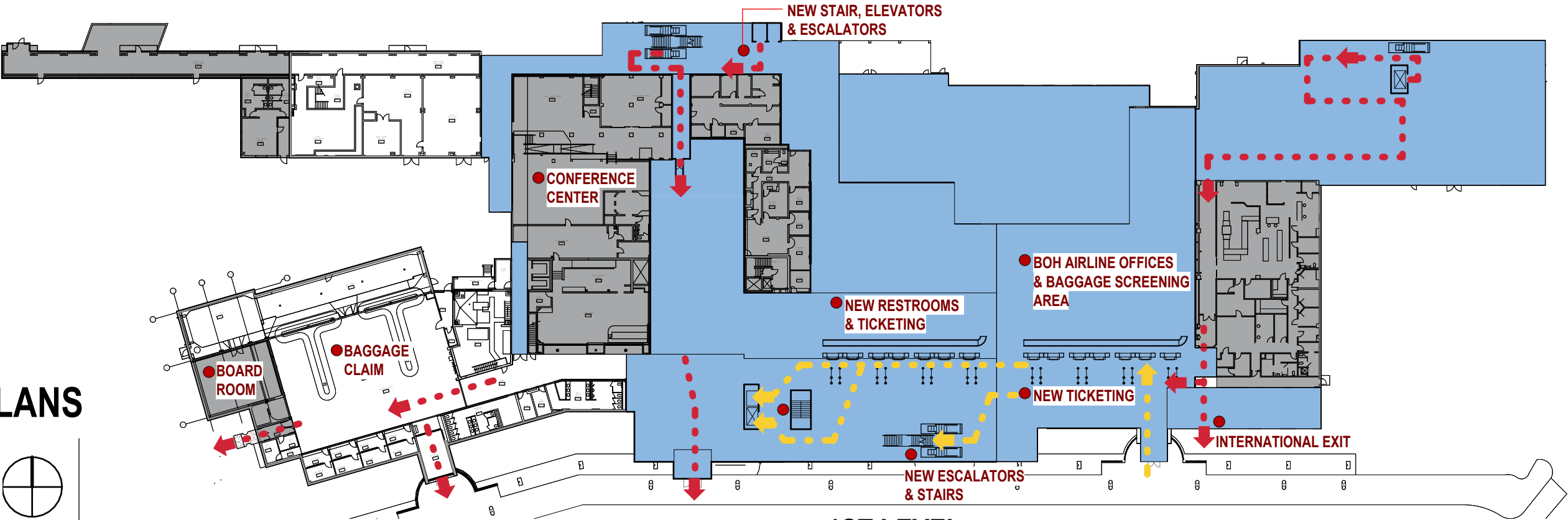
LEGEND

DEPARTING PASSENGERS

ARRIVING PASSENGERS

2ND LEVEL

Level	Phase	Impacted Area
1ST LEVEL	Phase 1	14,297 SF
1ST LEVEL	Phase 2	12,245 SF
1ST LEVEL	Phase 3	12,622 SF
1ST LEVEL	Phase 4	10,721 SF
1ST LEVEL	Phase 5	12,425 SF
1ST LEVEL	Phase 6	13,466 SF
1ST LEVEL	Phase 7	Minimal Impact



1ST LEVEL

TERMINAL PHASING PLANS

PHASE 7

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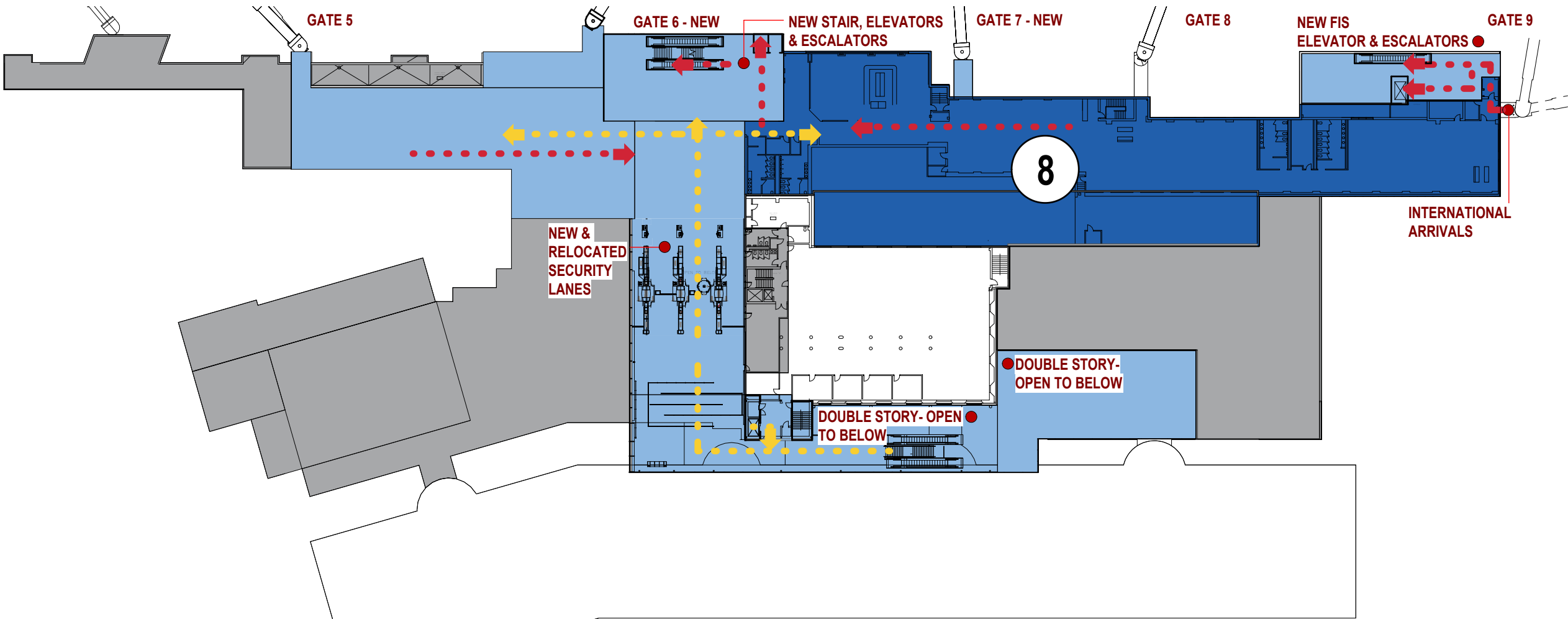
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Level	Phase	Impacted Area
2ND LEVEL	Phase 1	5,472 SF
2ND LEVEL	Phase 2	4,682 SF
2ND LEVEL	Phase 3	9,557 SF
2ND LEVEL	Phase 4	9,148 SF
2ND LEVEL	Phase 5	Minimal Impact
2ND LEVEL	Phase 6	2,819 SF
2ND LEVEL	Phase 7	11,251 SF
2ND LEVEL	Phase 8	28,524 SF

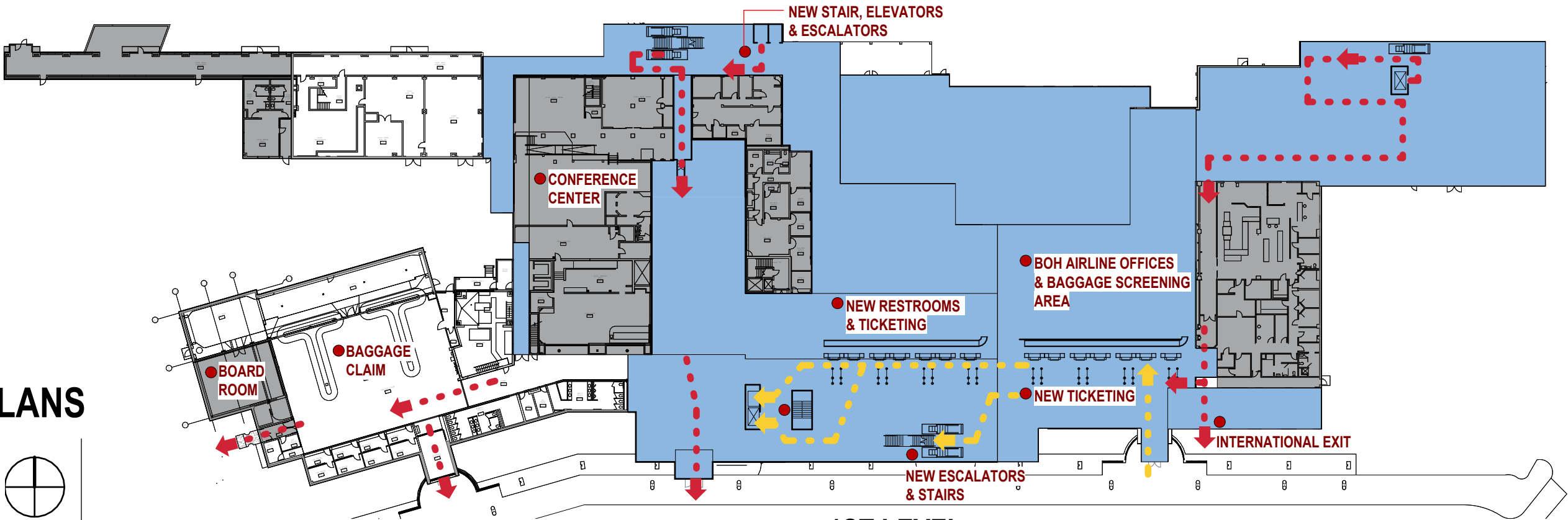
LEGEND

DEPARTING PASSENGERS

ARRIVING PASSENGERS

2ND LEVEL

Level	Phase	Impacted Area
1ST LEVEL	Phase 1	14,297 SF
1ST LEVEL	Phase 2	12,245 SF
1ST LEVEL	Phase 3	12,622 SF
1ST LEVEL	Phase 4	10,721 SF
1ST LEVEL	Phase 5	12,425 SF
1ST LEVEL	Phase 6	13,466 SF
1ST LEVEL	Phase 7	Minimal Impact
1ST LEVEL	Phase 8	Minimal Impact



1ST LEVEL

TERMINAL PHASING PLANS

PHASE 8

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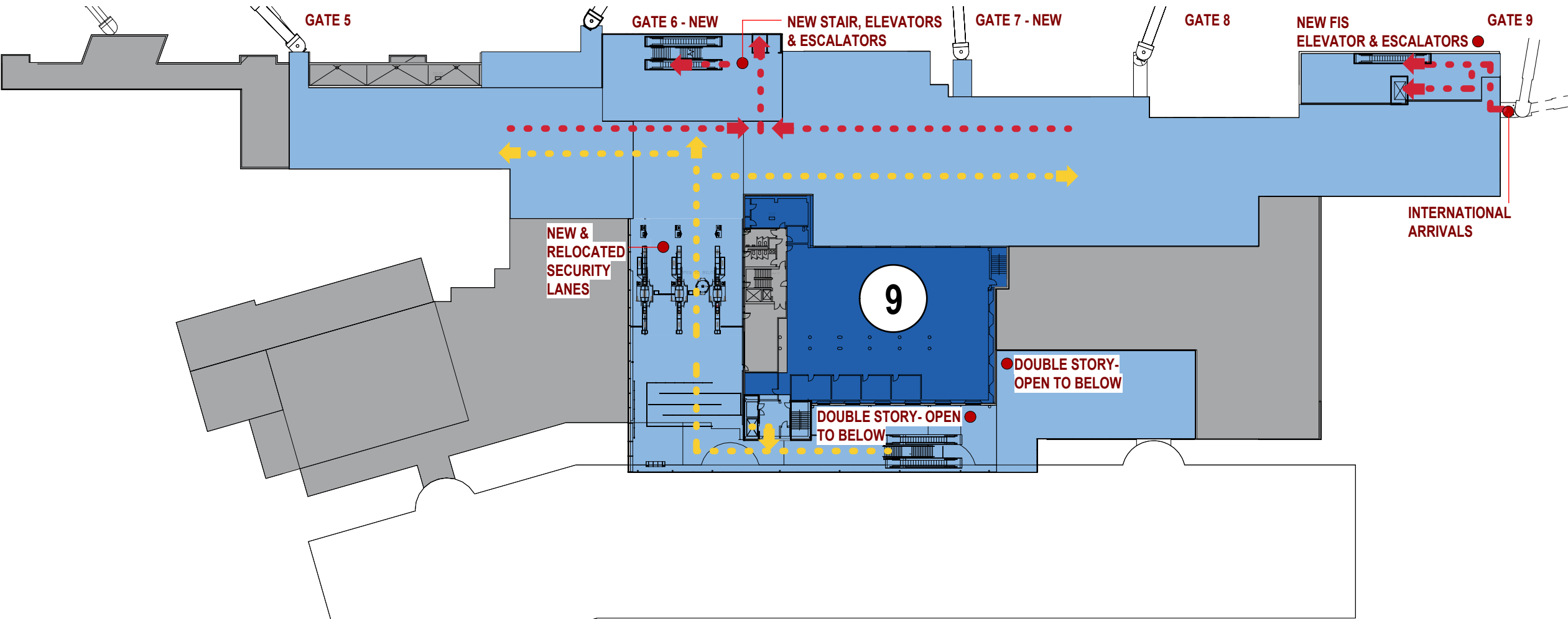
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Level	Phase	Impacted Area
2ND LEVEL	Phase 1	5,472 SF
2ND LEVEL	Phase 2	4,682 SF
2ND LEVEL	Phase 3	9,557 SF
2ND LEVEL	Phase 4	9,148 SF
2ND LEVEL	Phase 5	Minimal Impact
2ND LEVEL	Phase 6	2,819 SF
2ND LEVEL	Phase 7	11,251 SF
2ND LEVEL	Phase 8	28,524 SF
2ND LEVEL	Phase 9	10,693 SF

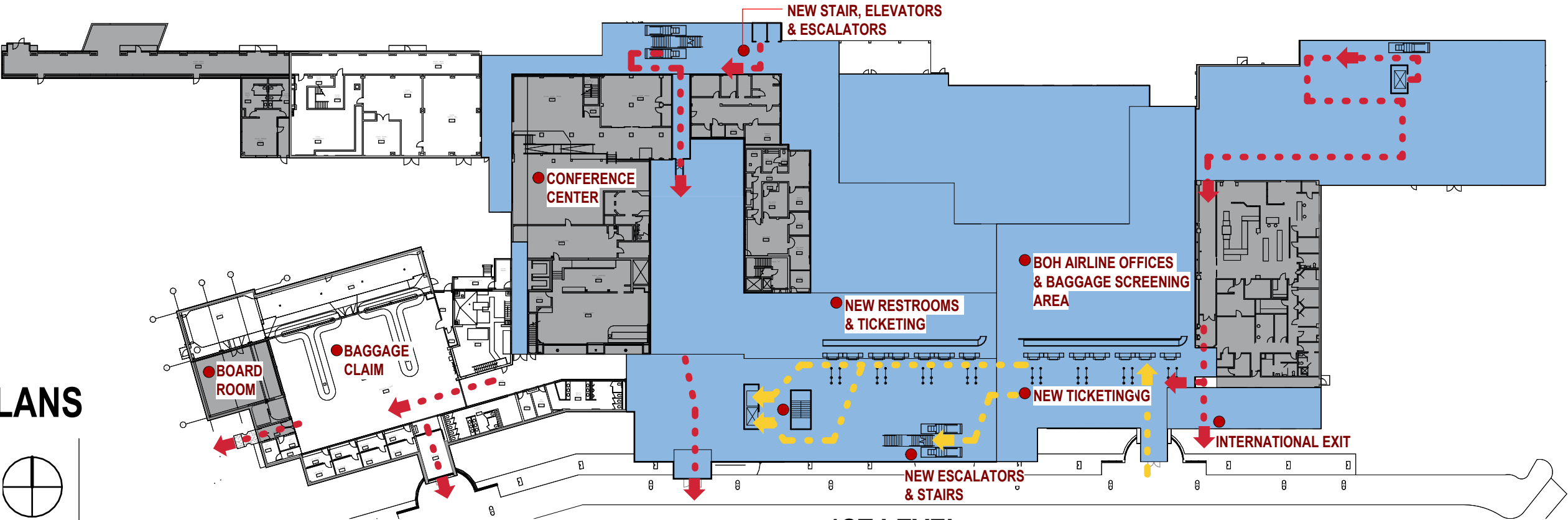
LEGEND

DEPARTING PASSENGERS

ARRIVING PASSENGERS

2ND LEVEL

Level	Phase	Impacted Area
1ST LEVEL	Phase 1	14,297 SF
1ST LEVEL	Phase 2	12,245 SF
1ST LEVEL	Phase 3	12,622 SF
1ST LEVEL	Phase 4	10,721 SF
1ST LEVEL	Phase 5	12,425 SF
1ST LEVEL	Phase 6	13,466 SF
1ST LEVEL	Phase 7	Minimal Impact
1ST LEVEL	Phase 8	Minimal Impact
1ST LEVEL	Phase 9	Minimal Impact



1ST LEVEL

TERMINAL PHASING PLANS

PHASE 9

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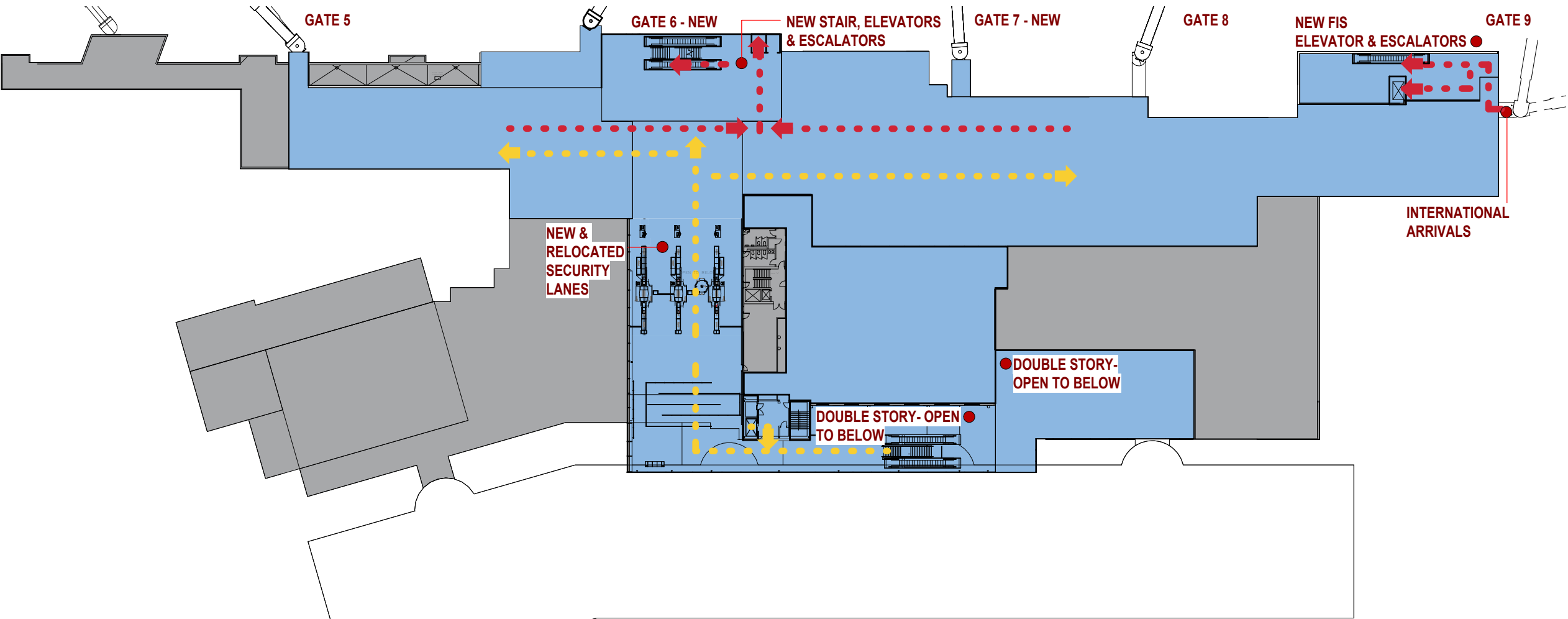
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Level	Phase	Impacted Area
2ND LEVEL	Phase 1	5,472 SF
2ND LEVEL	Phase 2	4,682 SF
2ND LEVEL	Phase 3	9,557 SF
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2ND LEVEL	Phase 6	2,819 SF
2ND LEVEL	Phase 7	11,251 SF
2ND LEVEL	Phase 8	28,524 SF
2ND LEVEL	Phase 9	10,693 SF
2ND LEVEL	Phase 10	Minimal Impact

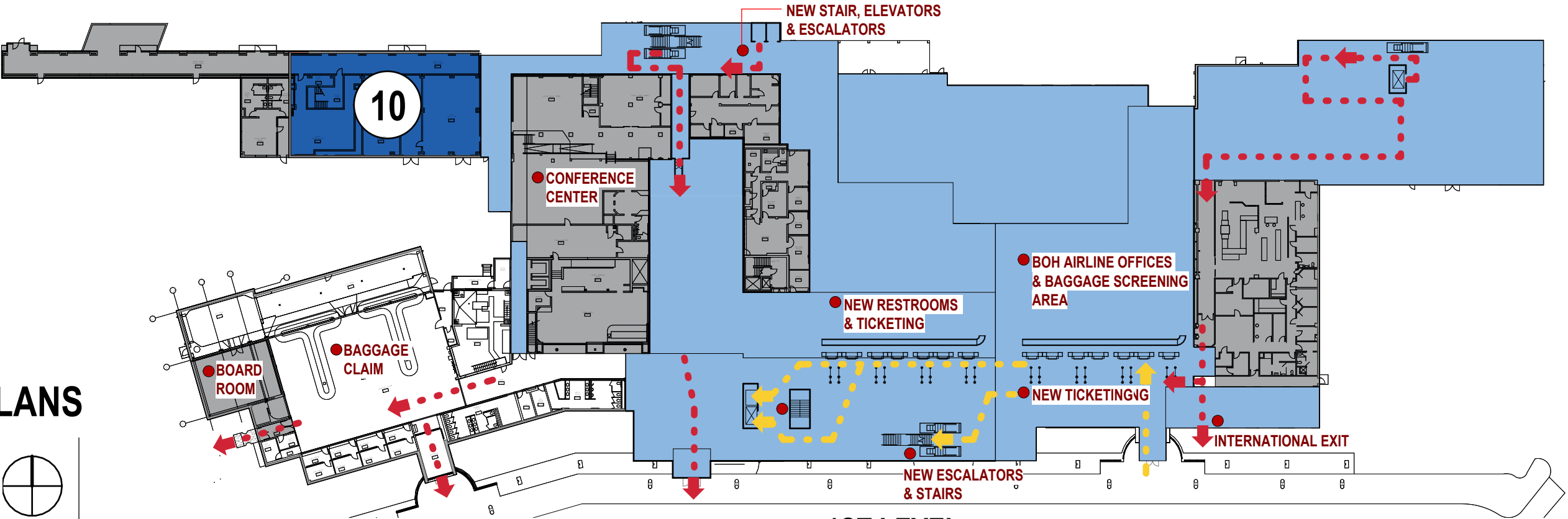
LEGEND

DEPARTING PASSENGERS

ARRIVING PASSENGERS

2ND LEVEL

Level	Phase	Impacted Area
1ST LEVEL	Phase 1	14,297 SF
1ST LEVEL	Phase 2	12,245 SF
1ST LEVEL	Phase 3	12,622 SF
1ST LEVEL	Phase 4	10,721 SF
1ST LEVEL	Phase 5	12,425 SF
1ST LEVEL	Phase 6	13,466 SF
1ST LEVEL	Phase 7	Minimal Impact
1ST LEVEL	Phase 8	Minimal Impact
1ST LEVEL	Phase 9	Minimal Impact
1ST LEVEL	Phase 10	5,866 SF



1ST LEVEL

TERMINAL PHASING PLANS

PHASE 10

Scale: 1/64" = 1' - 0"

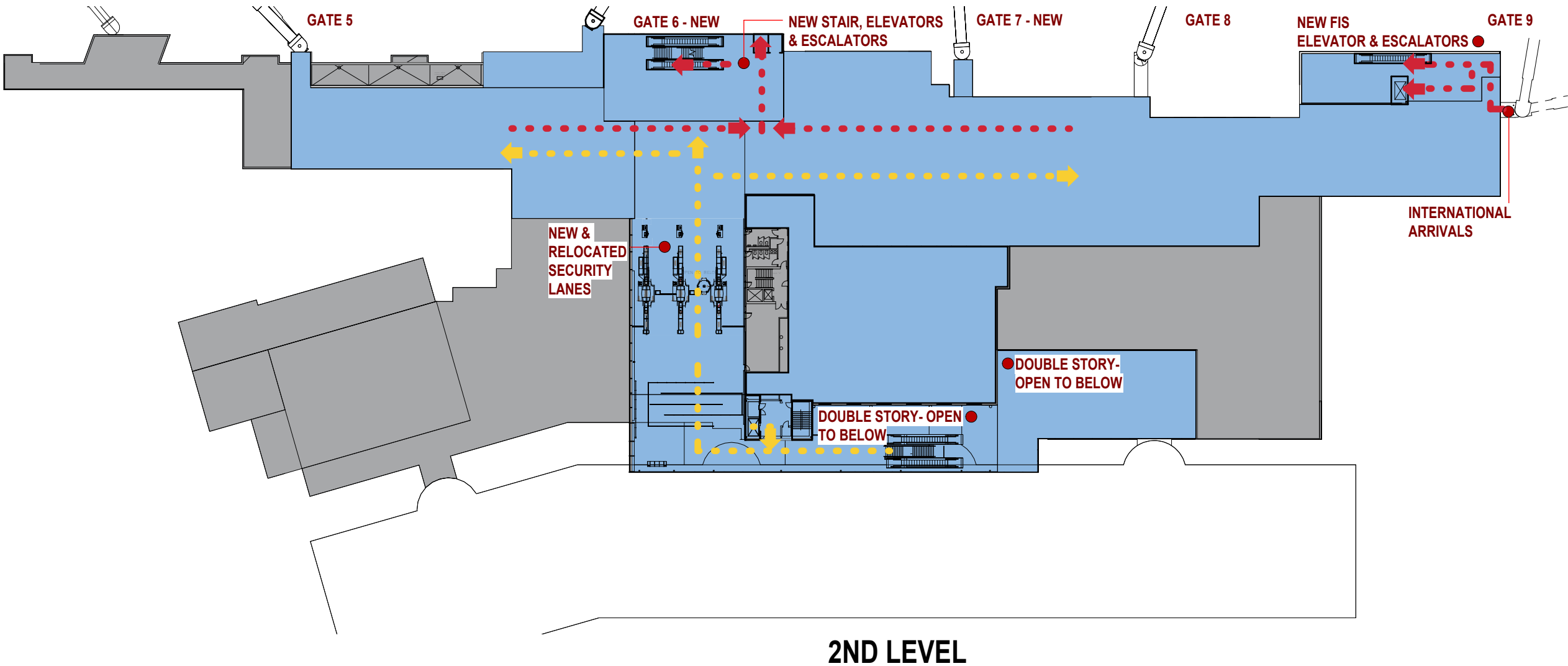
Report Version: 07/2025



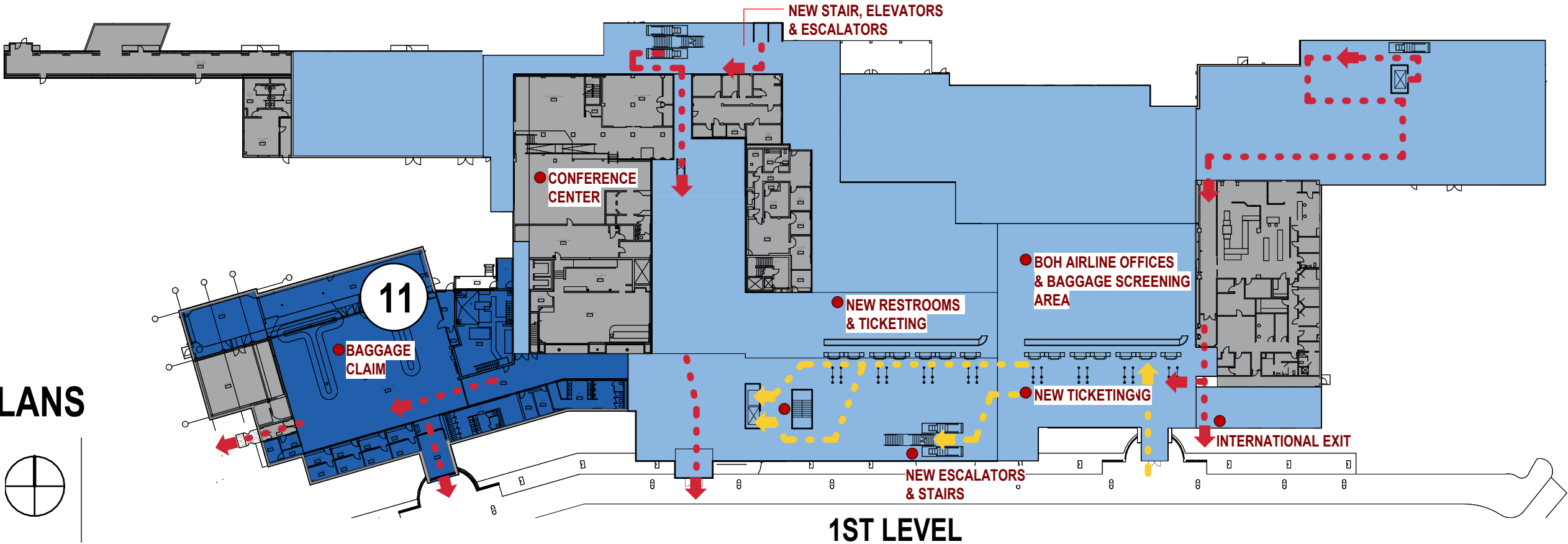
Level	Phase	Impacted Area
2ND LEVEL	Phase 1	5,472 SF
2ND LEVEL	Phase 2	4,682 SF
2ND LEVEL	Phase 3	9,557 SF
2ND LEVEL	Phase 4	9,148 SF
2ND LEVEL	Phase 5	Minimal Impact
2ND LEVEL	Phase 6	2,819 SF
2ND LEVEL	Phase 7	11,251 SF
2ND LEVEL	Phase 8	28,524 SF
2ND LEVEL	Phase 9	10,693 SF
2ND LEVEL	Phase 10	Minimal Impact
2ND LEVEL	Phase 11	Minimal Impact

LEGEND

DEPARTING PASSENGERS

ARRIVING PASSENGERS

Level	Phase	Impacted Area
1ST LEVEL	Phase 1	14,297 SF
1ST LEVEL	Phase 2	12,245 SF
1ST LEVEL	Phase 3	12,622 SF
1ST LEVEL	Phase 4	10,721 SF
1ST LEVEL	Phase 5	12,425 SF
1ST LEVEL	Phase 6	13,466 SF
1ST LEVEL	Phase 7	Minimal Impact
1ST LEVEL	Phase 8	Minimal Impact
1ST LEVEL	Phase 9	Minimal Impact
1ST LEVEL	Phase 10	5,866 SF
1ST LEVEL	Phase 11	16,132 SF



TERMINAL PHASING PLANS

PHASE 11

Scale: 1/64" = 1' - 0"

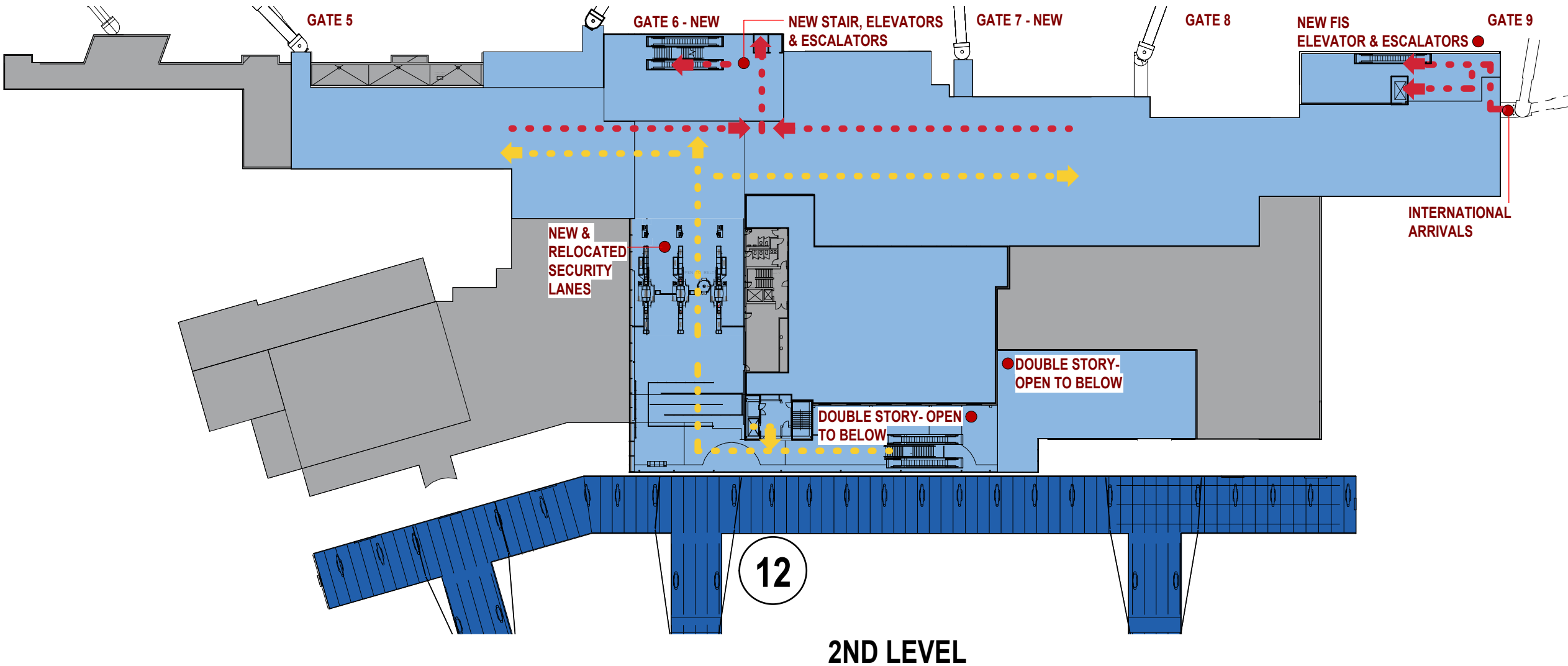
Report Version: 07/2025



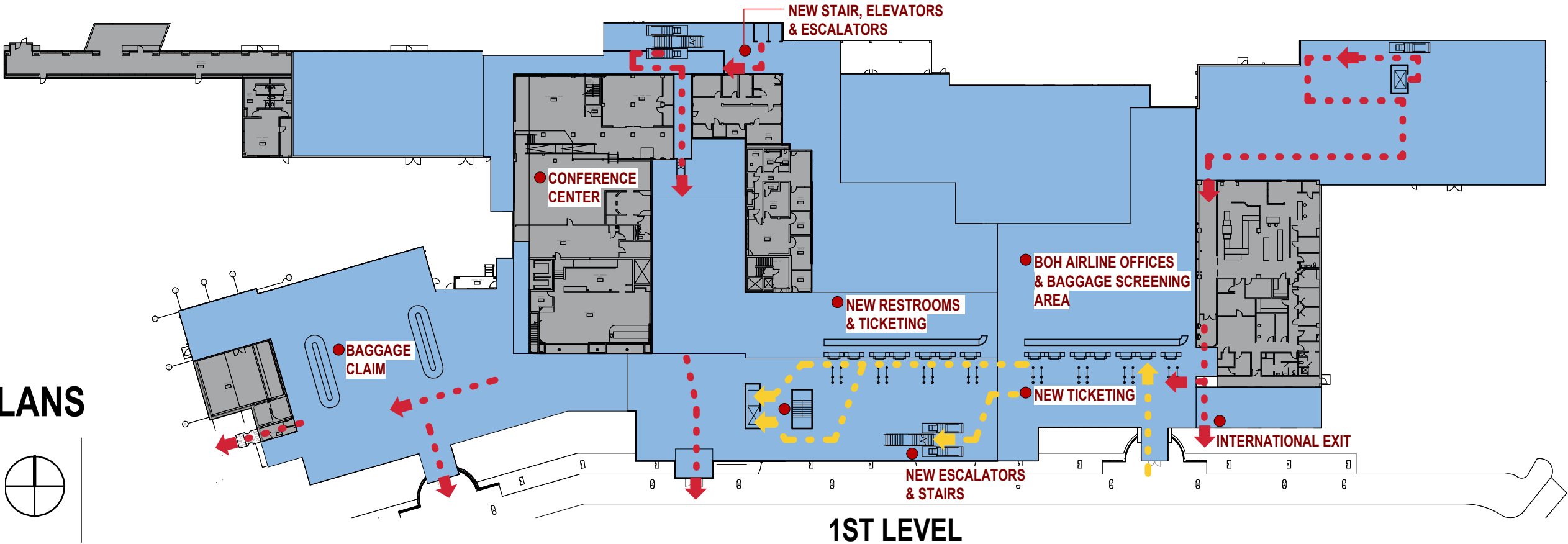
Level	Phase	Impacted Area
2ND LEVEL	Phase 1	5,472 SF
2ND LEVEL	Phase 2	4,682 SF
2ND LEVEL	Phase 3	9,557 SF
2ND LEVEL	Phase 4	9,148 SF
2ND LEVEL	Phase 5	Minimal Impact
2ND LEVEL	Phase 6	2,819 SF
2ND LEVEL	Phase 7	11,251 SF
2ND LEVEL	Phase 8	28,524 SF
2ND LEVEL	Phase 9	10,693 SF
2ND LEVEL	Phase 10	Minimal Impact
2ND LEVEL	Phase 11	Minimal Impact
2ND LEVEL	Phase 12	23,408 SF
2ND LEVEL TOTAL SF		105,554 SF*
* INCLUDES TOTAL CANOPY SF		

LEGEND

DEPARTING PASSENGERS

ARRIVING PASSENGERS

Level	Phase	Impacted Area
1ST LEVEL	Phase 1	14,297 SF
1ST LEVEL	Phase 2	12,245 SF
1ST LEVEL	Phase 3	12,622 SF
1ST LEVEL	Phase 4	10,721 SF
1ST LEVEL	Phase 5	12,425 SF
1ST LEVEL	Phase 6	13,466 SF
1ST LEVEL	Phase 7	Minimal Impact
1ST LEVEL	Phase 8	Minimal Impact
1ST LEVEL	Phase 9	Minimal Impact
1ST LEVEL	Phase 10	5,866 SF
1ST LEVEL	Phase 11	16,132 SF
1ST LEVEL	Phase 12	Minimal Impact
1ST LEVEL TOTAL SF		97,774 SF



TERMINAL PHASING PLANS

PHASE 12

Scale: 1/64" = 1' - 0"

Report Version: 07/2025



6 Program Criteria Summary

The CRAA recognizes that the existing terminal is larger than what a newly constructed replacement terminal would be to support current aviation demand levels. Even so, certain areas of the terminal building envelope may require minor additions based on location and interior functional use. To support the FAA's goals of ensuring safe, efficient, and accessible air transportation infrastructure and facilities, it is important to consider these targeted additions to the existing terminal building size where necessary to meet functional needs. For example, the current configuration imposes operational constraints that limit optimal passenger circulation in the lobby and queuing efficiency at the passenger screening areas. These types of current limitations also impact effective passenger throughput, wayfinding, and challenges to comply with accessibility standards.

By strategically expanding key areas of the existing terminal facility a renovation will directly address these challenges by improving passenger flow, reducing congestion, improving public access and enhancing the overall passenger experience. These improvements align the terminal facility with well-established airport industry planning principles while minimizing overall capital improvement costs.

Under ideal circumstances with no limitations (site, environmental, funding, etc.) the terminal would be rebuilt to an optimal design that is smaller than what exists. However, renovating an existing facility introduces many constraints and unknowns that affect building programming and design/construction. The following four key reasons explain why the programmed terminal exceeds the size of the current facility:

- 1. The existing space is not effectively used and not laid out in a way that addresses modern terminal design facility needs.** The public areas within the current terminal have many inefficient or outdated configurations (e.g., ticketing hall, basement rooms, holdrooms) that do not effectively address modern operational needs. Conversely, there are critical operational areas that are undersized for current or future demand, such as baggage screening, FIS primary inspection, and baggage claim.
- 2. Modern terminal design standards require new types of spaces that did not previously exist.** These areas include family restrooms, dedicated nursing/lactation rooms, Service Animal Relief Areas (SARAs), sensory rooms, reflection rooms, among others. None of these uses are present in the existing terminal and integrating them into the proper sterile and non-sterile areas requires additional space within the newly renovated building.

3. **Building codes have changed since previous terminal projects were completed.** Due to the size of the renovation, current building codes mandate all terminal renovations and design changes that significantly impact the renovated facility. These include wider movement corridors, accessible counters and restrooms, improved wayfinding and signage, and new areas of refuge and evacuation features. Designers must incorporate these legally required features into the existing structure.
4. **Replacing critical building equipment (mechanical, electrical, plumbing) may not be possible within the existing building footprint.** Many equipment systems were identified as having reached (or exceeded) the end of their useful life and they will require relocating or expanding the space occupied by this equipment to allow for higher efficiencies, increased safety, preventive maintenance access, and redundancy.

The LAN Terminal Area Plan is based on the FAA-approved forecast (July 18, 2025) of passenger demand and identifies the requirements of a terminal area facility to meet that demand. Based on the technical evaluation conducted, the terminal program renovates the existing terminal to address critical facility needs (as determined in the November 2024 *Terminal Facility Assessment*) while strategically modernizing facilities to enhance customer experience. While the conceptual LAN terminal program consists of 12 phases, phases 1 through 4 represent specific updates and needs for the terminal to accommodate existing operational needs and upgrade critical infrastructure to replace aging components. Phases 5 through 12 represent renovations that will need to be performed to replace building areas exceeding their useful life and address government agency requirements.

Rough order-of-magnitude cost estimates for the revised renovation program total roughly \$232 million when including the Phase 12 canopy improvements (\$217 million when excluding Phase 12 canopy) with \$110.5 million projected for the most critical initial phases (1-4). Total construction costs may increase over time due to inflation. Overall program eligibility for federal funding support is estimated to be 66.1 percent for AIP and 79.8 percent for PFC and AIG funds, but the estimated eligibility varies between each phase dependent upon what specific areas are impacted. It is important to note that this eligibility calculation is planning-level for budgeting purposes and excludes the Phase 12 canopy replacement which is an eligible expense. This was done intentionally per FAA ADO request² and in effect reduces the estimated overall program eligibility percentage. In accordance with the AIP Handbook, costs and eligibility calculations will be defined during schematic design.

² FAA review comments for *LAN Terminal Project Criteria Report* dated 9/3/2025. Directions confirmed during CAA/FAA/RS&H meeting held 9/18/2025. Inclusion of the canopy in the eligibility calculations is estimated to increase terminal program AIP eligibility to approximately 70 percent and PFC/AIG eligibility to roughly 82 percent.

The refined terminal renovation program leverages the optimized layout defined within the original "Phase 1" terminal renovation concept (November 2024 study) while strategically scaling back size and non-critical space/elements. The resulting refined terminal renovation program decreases total impacted terminal area by over 26,000 square feet from Phase 1 estimates and reduces the ROM program costs by approximately \$43 million (when including canopy improvements) from previous estimates.

Concerning federal funding eligibility and participation, FAA advised:

- 1) If areas or phases of work are designed to exceed federal justification standards, percentages of eligibility or eligibility participation may be adjusted.
- 2) If any redesign effort is required to meet federal eligibility or justification, federal funds may not be used for redesign efforts.