

Scope of Work Overview

Technical Advisory Meeting #2

Planning Activity Levels (PALs)

- Identify three PALs

- Enplanements 2025 (523,000)

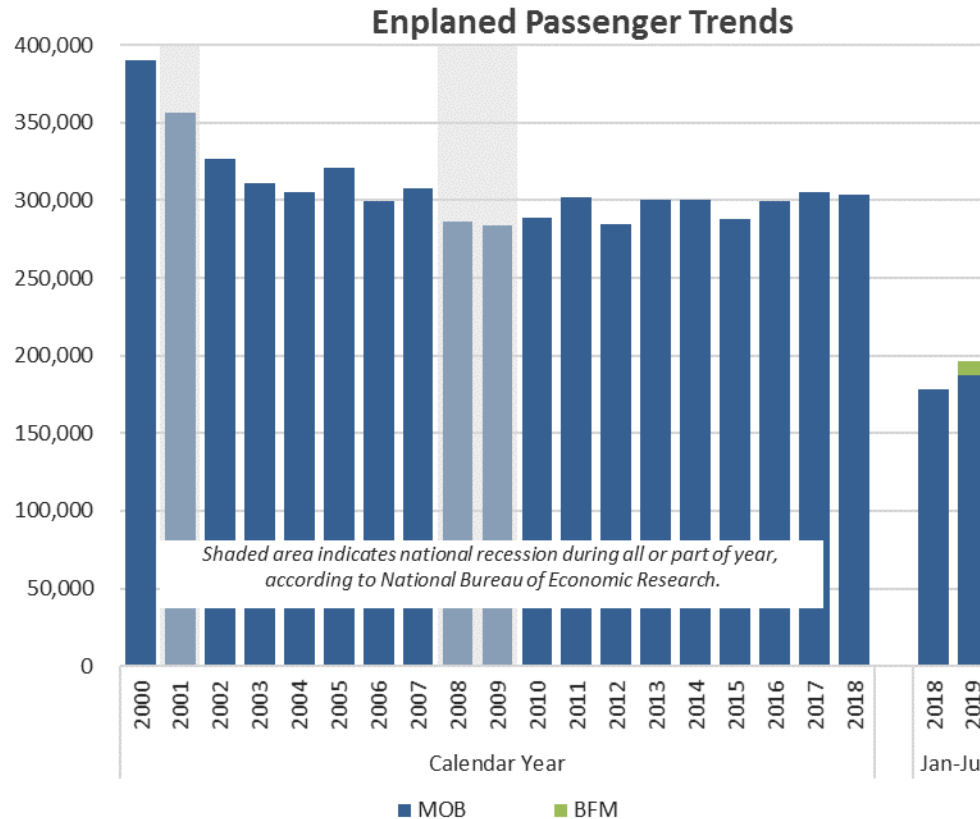
- Enplanements 2030 (588,250)

- Enplanements 2035 (614,500)

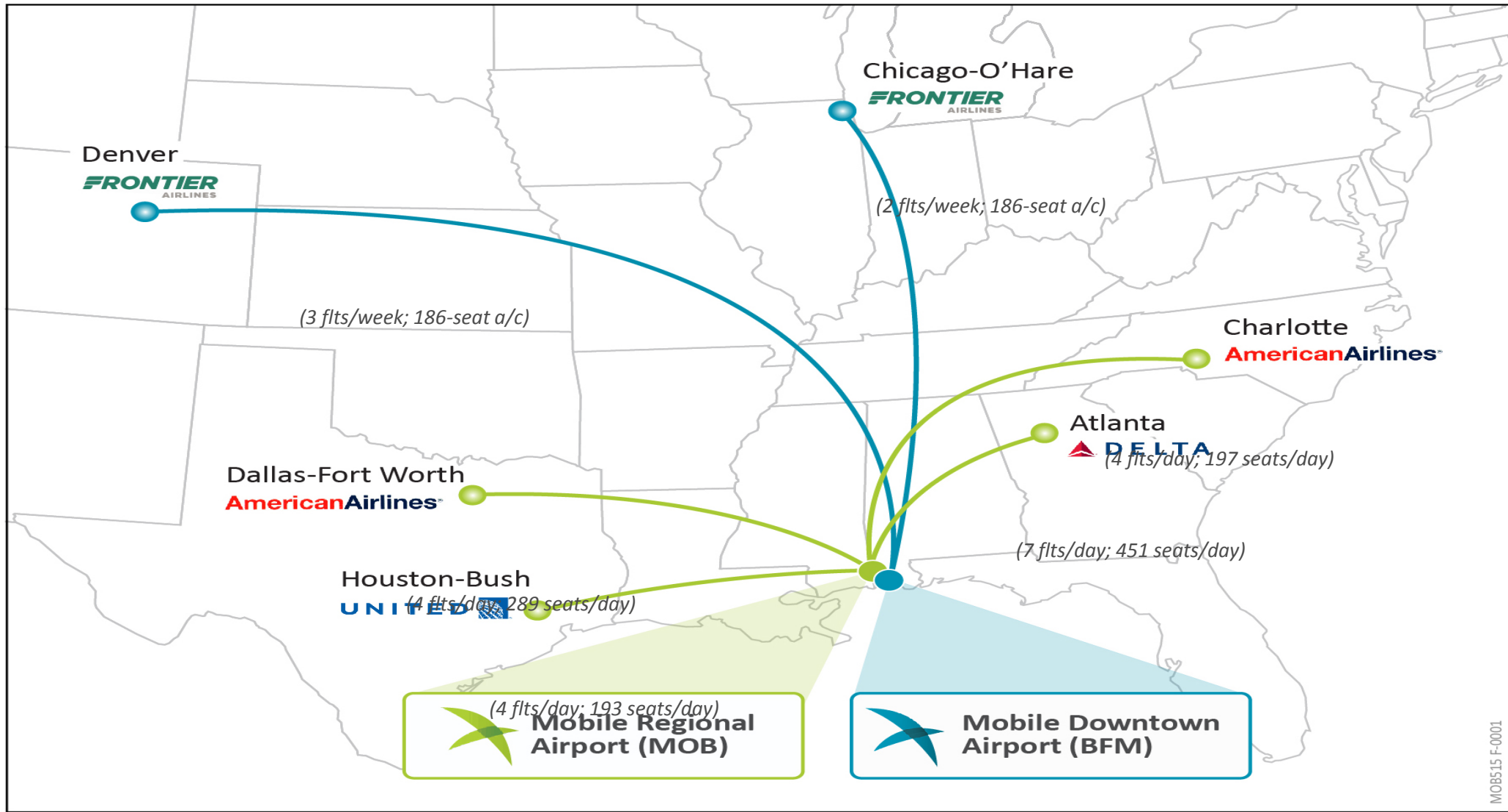
- Enplanements 2040 (640,750)

- Airport Forecast Documents will be available on Master Plan Website following MAA Draft Review and Approval – www.MAAMasterPlan.com

Historical Passenger Volumes at MOB & BFM

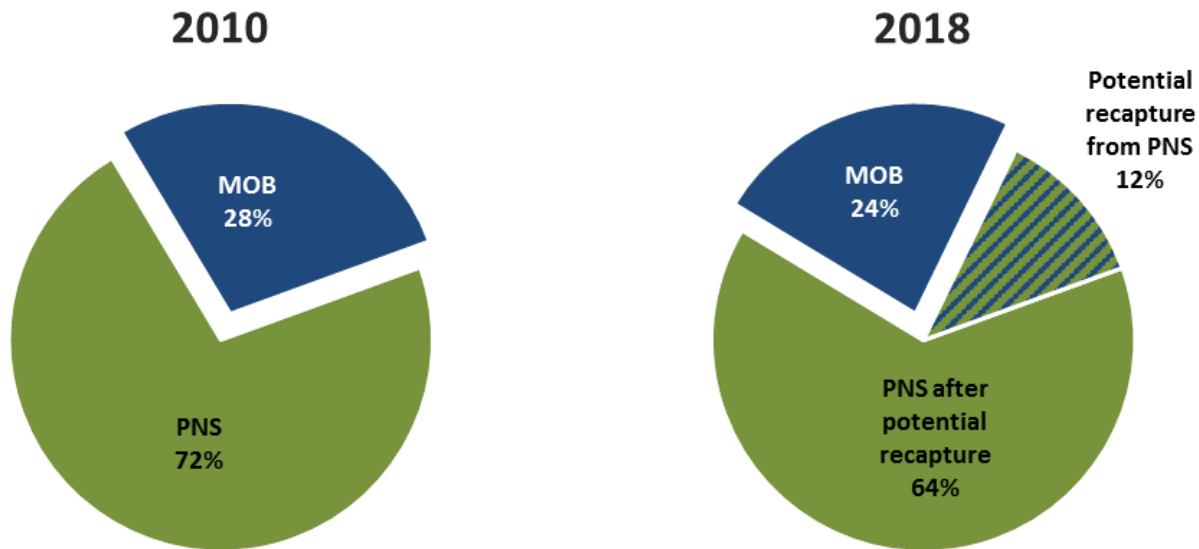


- Passenger volumes declined at MOB following 9/11 and again during the 2008-09 economic recession
- Growth was modest in the 10 years thereafter
- The launch of commercial air service at BFM did not come at the expense of MOB, which also experienced year-to-date growth



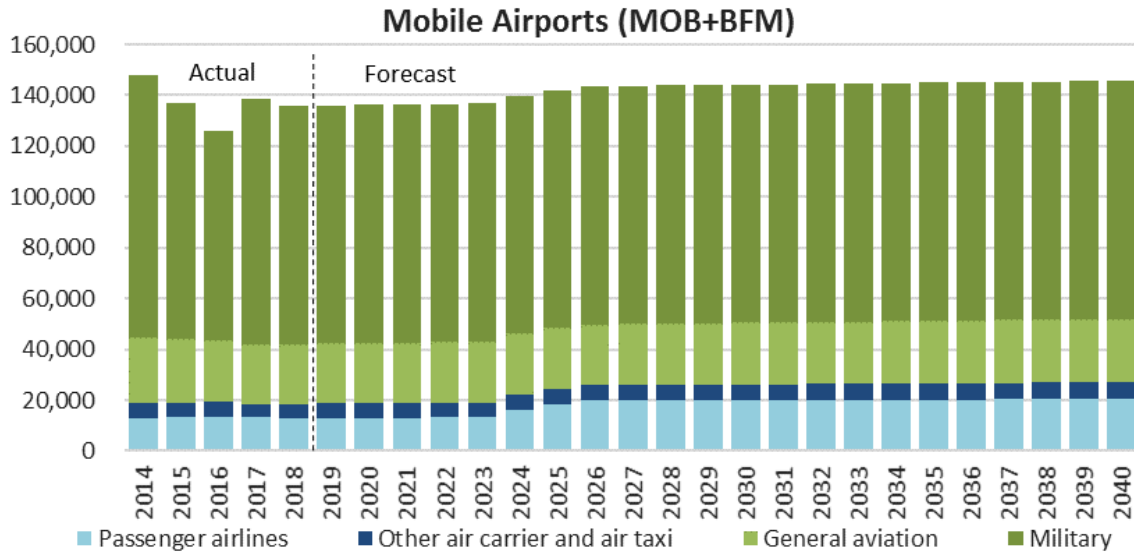
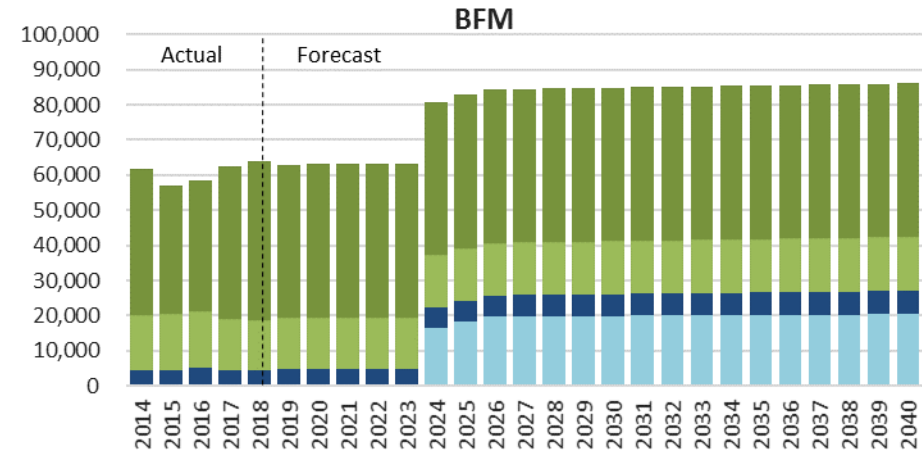
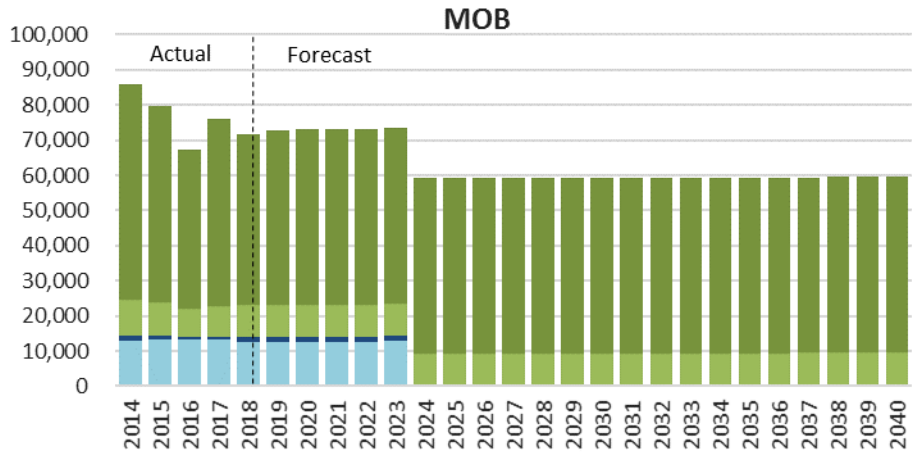
MOB515 F-0001

Potential Recapture of Passenger Leakage



- MOB declined as a percentage of the combined MOB/PNS passenger market between 2010 and 2018
- However, analysis of ticket data suggests 16% of passengers traveling through PNS are actually Alabama residents
- The shift of commercial service from MOB eastward to BFM could facilitate recapture of such passenger leakage
- Recapture of 16% of PNS passenger volumes would result in BFM serving more than 1/3 of the broader regional market

Aircraft Operations Forecast



Airfield

- **Background**

- Existing Airfield Layout (no anticipated changes)
- Current Constraints (existing airspace and obstruction analysis under way – Quantum Spatial)
- Runway Uses/Meteorological Conditions (no anticipated restrictions)

- **Proposed ARC/RDC/Critical Design Aircraft Recommendation – FAA standard is critical acft must conduct more the 500 annual operations.**

- Existing ADG D-III (Changed from C-III)
- Future ADG D-III (Historic D-V)

- **Demand-Capacity Analysis (high level)**

- Hourly Capacity 76 VMC & 59 IMC
- Annual Service Volume ~ 225,000 opns
- Current Airfield Operations ~ 65,000 (2018 Historic)

- **Runway Length Assessment – No change anticipated to existing runway length and/or orientation**

Airfield (cont.)

- **Environmental Constraints – USACE conducted significant environmental investigation, site identification, remediation and mitigation since 1990's**
- **Airport Environmental Decision Tool (AEDT) – noise modeling and contours, 2013 contours using Integrated Noise Model (INM) did not present identifiable issues**

Passenger Terminal Complex

- **Aircraft Gates/Parking – proposed 6- 8 parking positions (existing 6 positions)**
- **Combined Terminal Facilities benefit from consolidation**
- **Airline Check-in - current model 10 – 12 counter/kiosks (26 existing positions)**
- **Passenger Security – 3 equivalent TSA Compliant PSSCP (BFM/MOB)**
- **Improved Non-Aero Revenues**
- **Financial Requirements for Future Development**

Landside

- **Land Use Prioritization/Hierarchy** - Minimize Community Impacts – Maximize Economic Benefit - Do not want Passenger activity and access requirements to reduce the economic value of the industrial properties
- **Measure Vehicle Activity Levels (Data Collection process)**
 - Airport Property – Employee and Passenger Access
 - Primary Access Roadways – Broad/Michigan – what and how to define future access and circulation
- **Access Roadways**
- **Terminal Roadways**
- **Curbside Roadways**

BFM Roadway Traffic Collection Points



Aviation Centric/Air Cargo

- **Processing/Warehouse Space**

- Identify size and configuration of land use and associated parcels

- **Ramp Area (airside)**

- Identify size and configuration of parcels with airside dependent functions

- **Landside Area (Aeroplex)**

- Identify size and configuration of land parcels

- Existing and Future Support Facilities

- Potential Need for Land Acquisition

General Aviation

- **Identify size and configuration of land parcels**
 - Scope, scale and location
 - Current agreements and service categories
 - Operations as percentage of total airport activity will decrease, driven by increase in Commercial Activities

Airport/Airline Support

- **Aircraft Rescue and Firefighting (ARFF)**
- **Air Traffic Control Facilities – Airbus Master Plan and ATCT LOS**
- **Airport Administration – Understanding outcomes of Combined/Shifted Operations**
- **Fuel Storage**
- **Airline/Aircraft Support – (MRO, Components, Airframe and Assembly)**
- **Airport Maintenance/Equipment Storage**
- **Adequate Utilities – Alabama Power and MAWSS**