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](http://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
Destinations with Nonstop Service

- Chicago-O’Hare
  - 2 flights/week; 186-seat a/c
- Charlotte
  - 7 flights/day; 451 seats/day
- Atlanta
  - 1 flight/day; 197 seats/day
- Dallas-Fort Worth
  - 3 flights/week; 186-seat a/c
- Houston-Bush
  - 4 flights/day; 389 seats/day
- Mobile Downtown Airport (MOB)
  - 4 flights/day; 193 seats/day
- Mobile Downtown Airport (BFM)
  - 4 flights/day; 197 seats/day

Leigh Fisher
Mobile Downtown Airport
Technical Advisory Committee Mtg #2
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
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 than 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
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**
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