

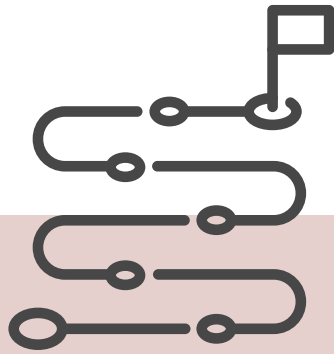


# San Antonio International Airport Strategic Development Plan

City Council Briefing, B Session  
March 3rd, 2021

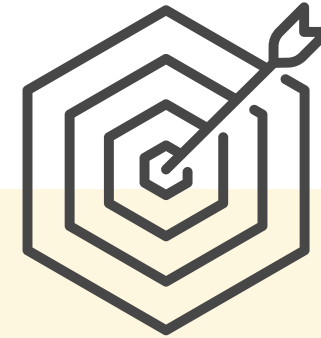
# Purpose & Outcome

## Purpose



- Strategic Development Plan Status Update
- Schedule and Considerations
- Go-Forward Plan

## Outcome



- Obtain Concurrence to Complete the Strategic Development Plan

# Agenda



## Strategic Development Plan Status Brief



2040 AIRFIELD LAYOUT



**GATE** ↑

TERMINAL ALTERNATIVES STATUS



PRELIMINARY ROADWAY OPTIONS



NEXT STEPS & SCHEDULE





# Review of 20-Year Airfield Layout





# Airfield Needs and Solutions

## Enhance safety by resolving FAA Hotspot

- Extend Runway 13R-31L 340 feet to southeast

## Enable service to farther international destinations

- Extend Runway 13R-31L on-airport to 10,000 feet

## Accommodate long-term projected growth

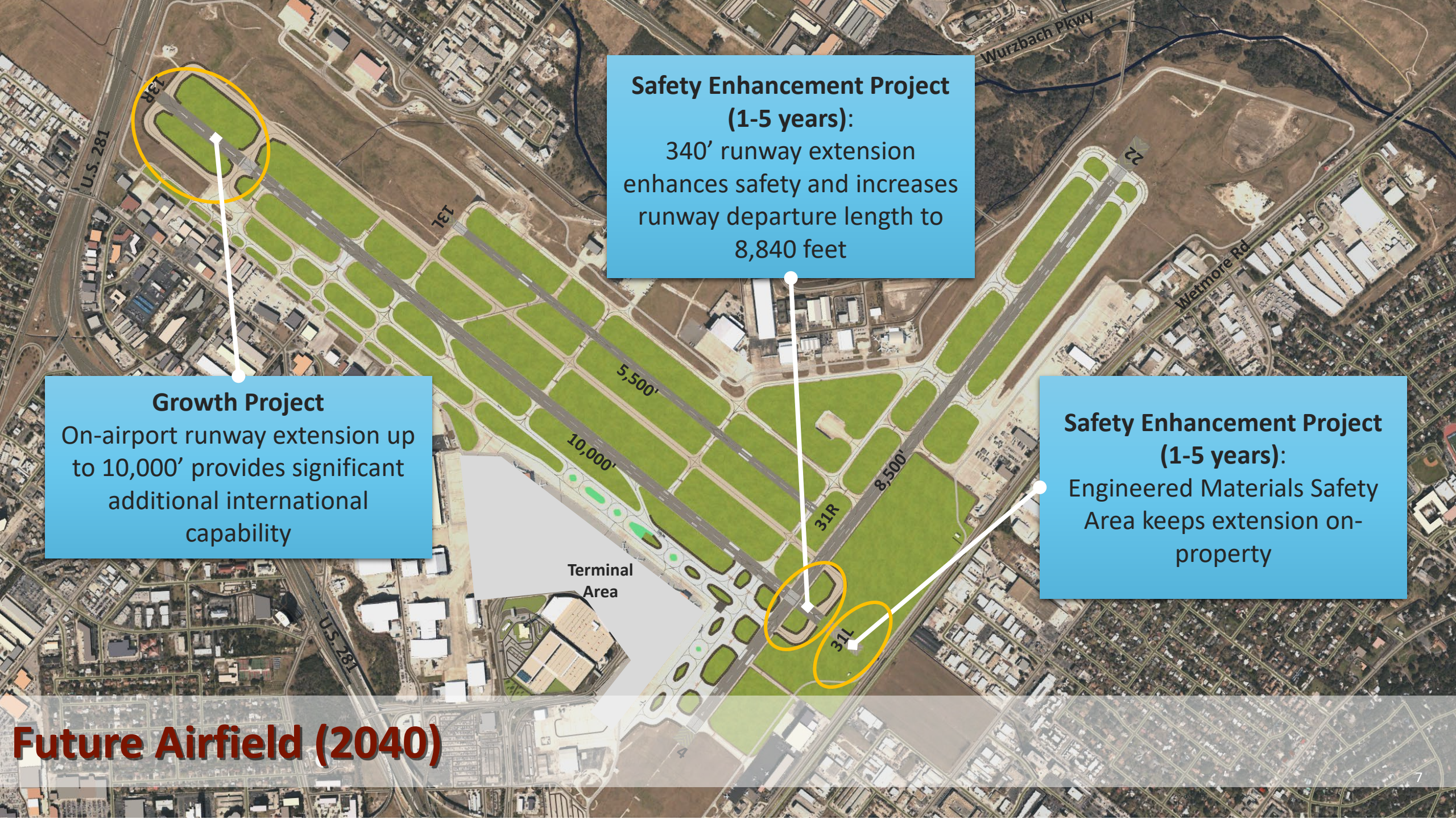
- Optimize existing runway and build parallel runway if needed (parallel runway also preserves back-up air carrier runway capability)





**Existing Airfield**





**Safety Enhancement Project  
(1-5 years):**  
340' runway extension  
enhances safety and increases  
runway departure length to  
8,840 feet

**Growth Project**  
On-airport runway extension up  
to 10,000' provides significant  
additional international  
capability

**Safety Enhancement Project  
(1-5 years):**  
Engineered Materials Safety  
Area keeps extension on-  
property

Terminal  
Area

# Future Airfield (2040)





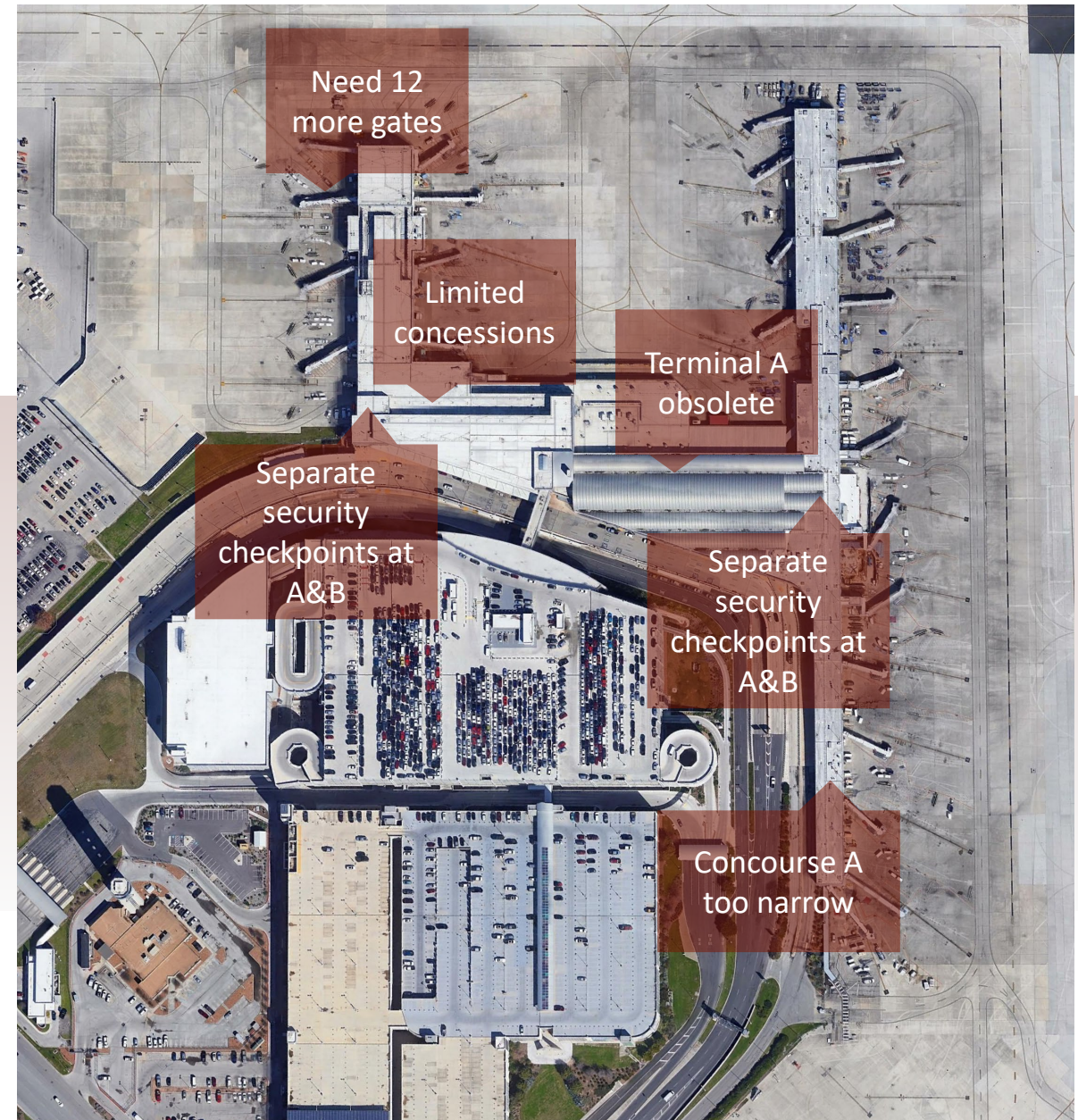
# Terminal Alternatives Progress



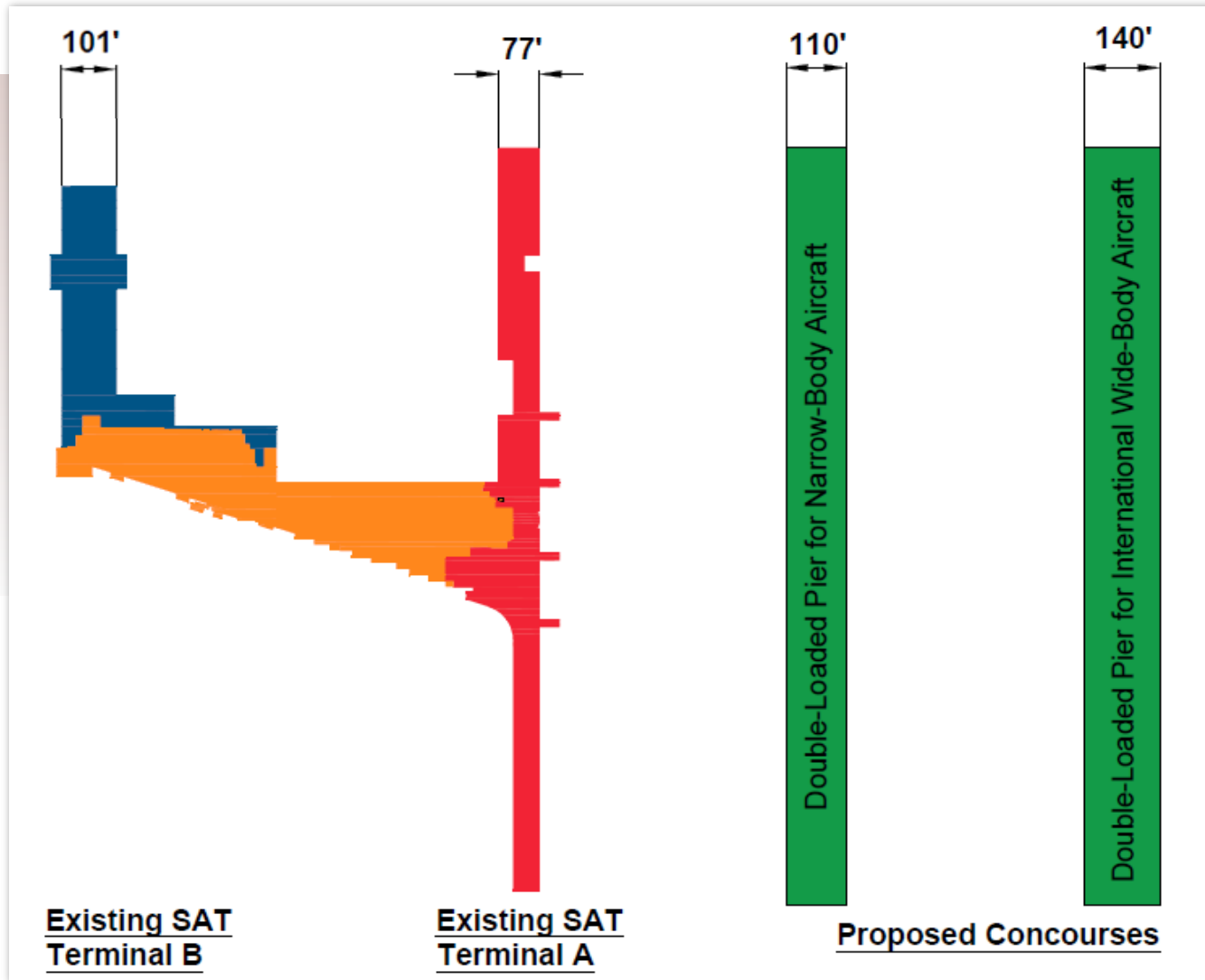


# Existing Conditions

- In 2018, terminals undersized by 13%
- Separate security checkpoints
- No secure connection between A & B
- Terminal A systems obsolete
- Concourse A too narrow
- Baggage handling undersized
- Inadequate concession space and revenues
- Short 12 gates by 2040



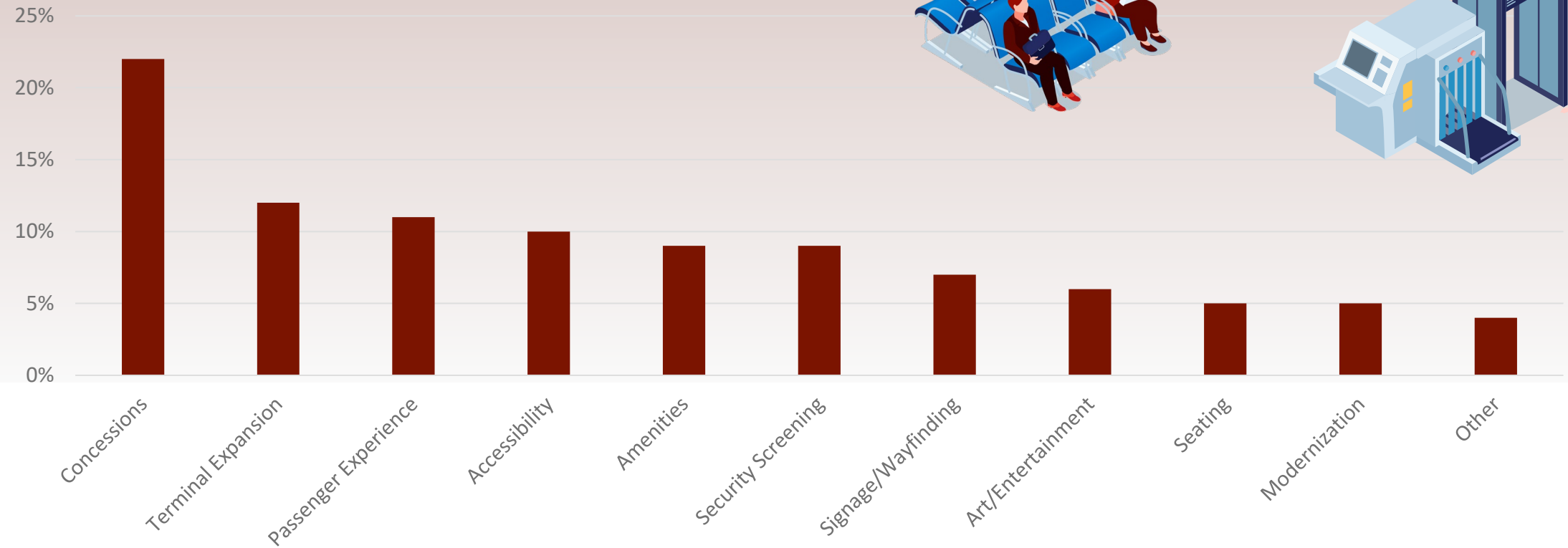
# Existing and Planned Concourse Widths





# Community and Traveler Input

3,626 Surveys, plus 738 comments about the Terminal Area



# Actual Comments Received

**“New terminal should reflect SA character.”**

**“Rebuild modern 21st century terminals for SAT to rival the top airports of the world.”**

**“Would love to see the airport reflect the City better with a water scheme and Spanish colonial architecture and more plants flowers and palm trees throughout!”**



# Terminal Needs and Solutions

## Accommodate high-growth passenger demand

- Plan a new terminal complex to at least 35 total gates, including 3 wide body, international gates
- Increase total terminal space to 1.2 million square feet

## Provide world class customer experience

- Build a consolidated, central terminal complex with single checkpoint
- Plan for increased concession space

## Address Terminal A inadequate concourse width and functional obsolescence

- Construct a new Concourse A at least 110 feet wide
- Rebuild Terminal A with modern systems and passenger amenities



# Refined Terminal Alternatives

Evaluation Ongoing

Alternative 1



New Parking  
and Ground  
Transportation  
Center

New  
Terminal C

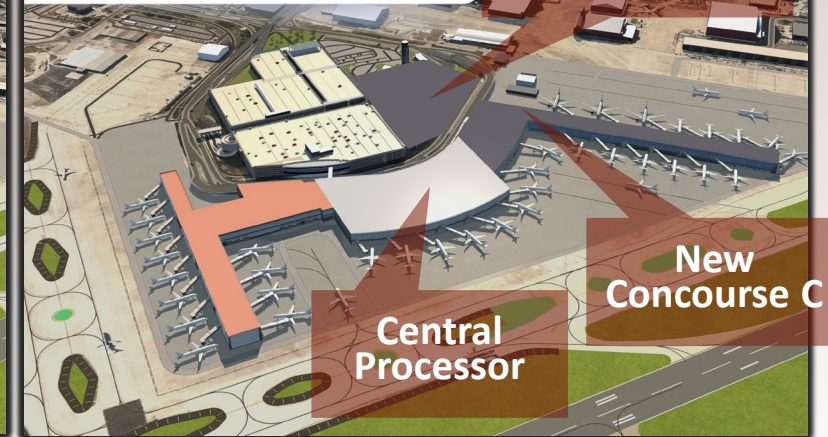
Alternative 2



New Parking  
and Ground  
Transportation  
Center

Central  
Processor &  
New  
Concourse C

Alternative 3



New Parking  
and Ground  
Transportation  
Center

Central  
Processor

New  
Concourse C

## Gates:

- Existing: 23
- 2040 pre-COVID high forecast: 35 gates

All terminal alternatives provide:

37 narrow body or  
32 narrow body + 3 widebody



# Terminal Alternatives

Evaluation Ongoing



## Gates:

- Existing: 23
- 2040:
  - 37 narrow body or
  - 32 narrow body + 3 wide body

## Pros:

- Lowest upfront costs
- Short walking distances

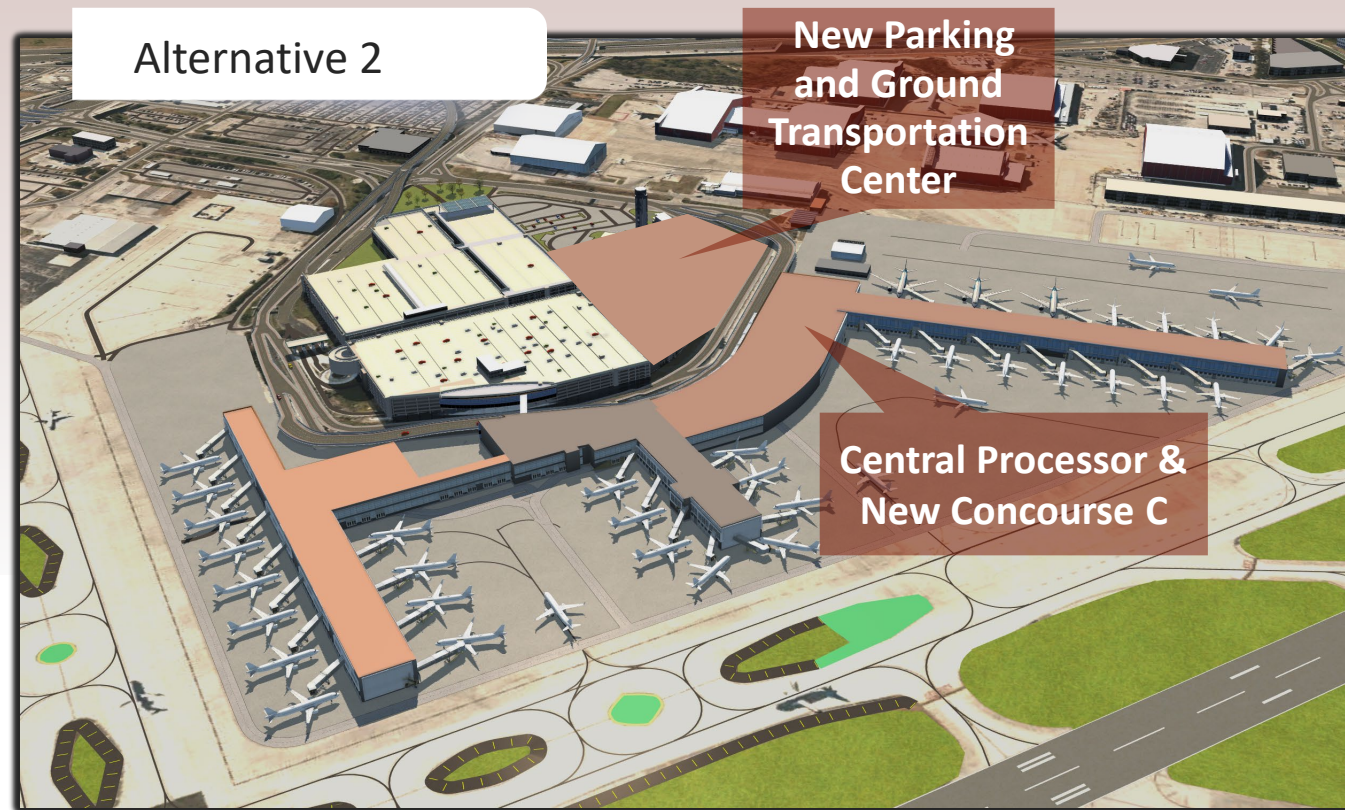
## Cons:

- Decentralized terminals (triplicate resources) & passenger inconvenience
- Terminals A & B renovated only
- Limited concession space & connectivity
- Higher long-term costs



# Terminal Alternatives

Evaluation Ongoing



## Gates:

- Existing: 23
- 2040:
  - 37 narrow body or
  - 32 narrow body + 3 wide body

## Pros:

- Centralized security checkpoint
- Free movement between concourses

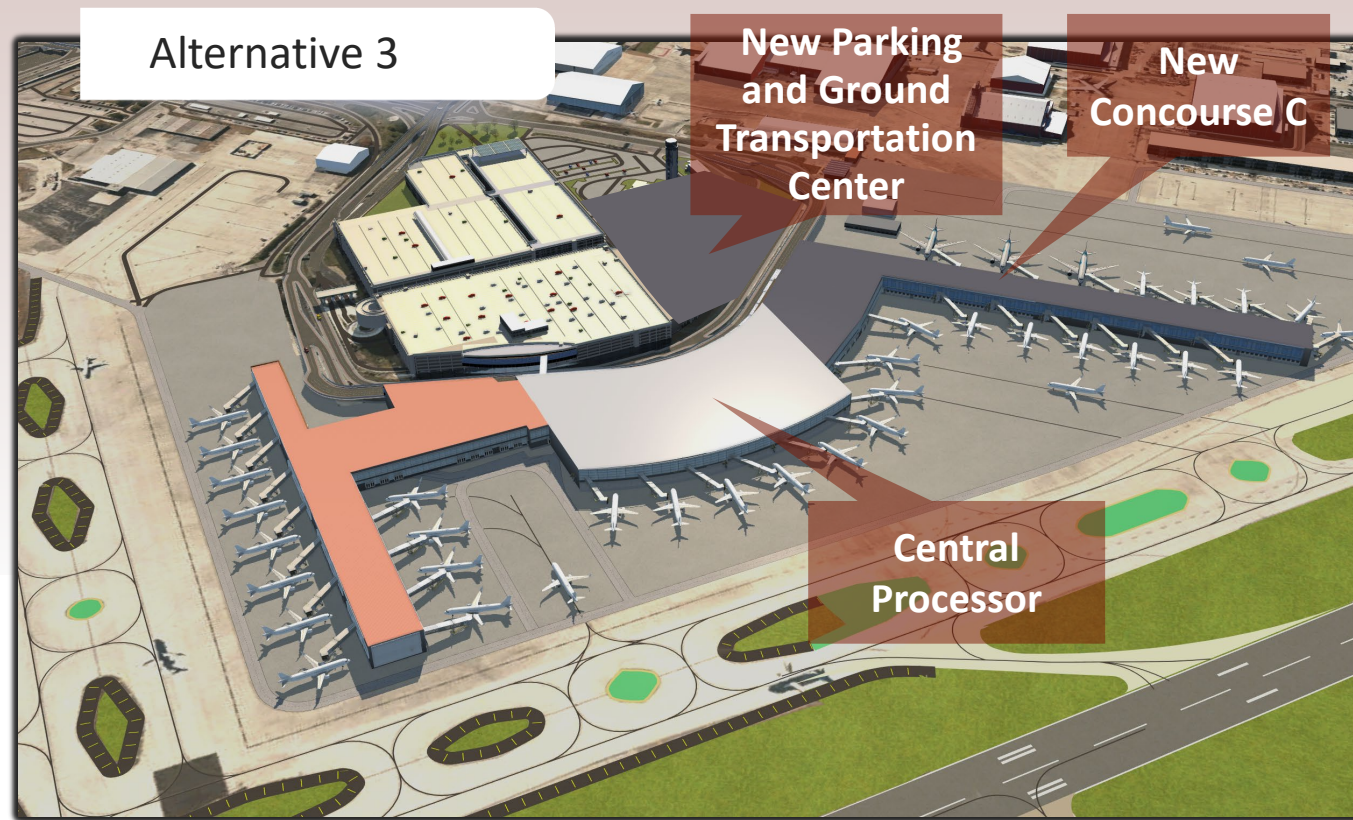
## Cons:

- Complex phasing
- Limited connectivity



# Terminal Alternatives

Evaluation Ongoing



## Gates:

- Existing: 23
- 2040:
  - 37 narrow body or
  - 32 narrow body + 3 wide body

## Pros:

- Full central processor
- Grand central space with more concessions
- All-new terminals
- Free movement between concourses

## Cons:

- Higher 1st phase cost
- Complex phasing
- Retains Terminal A longer



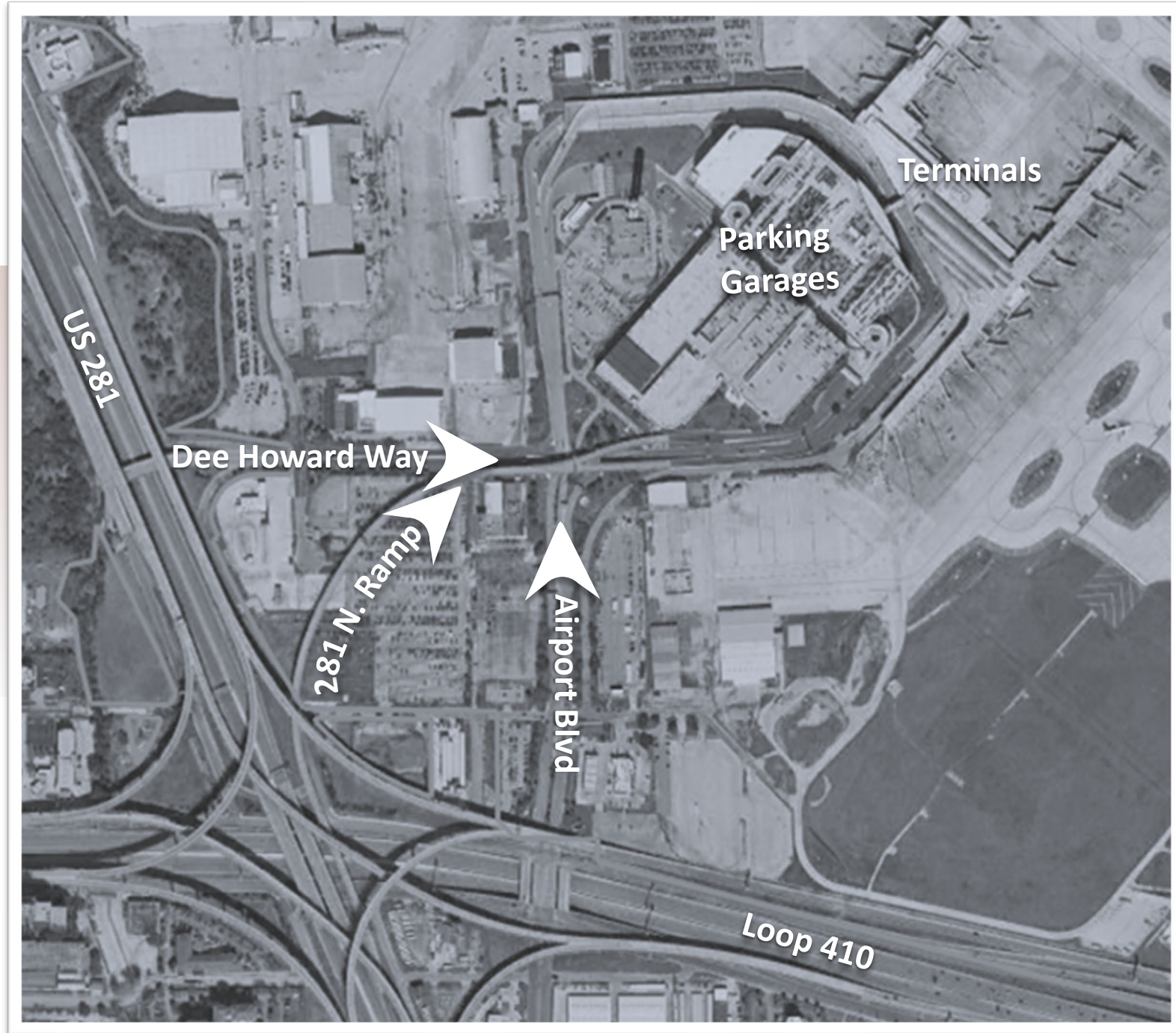


# Preliminary Roadway Options



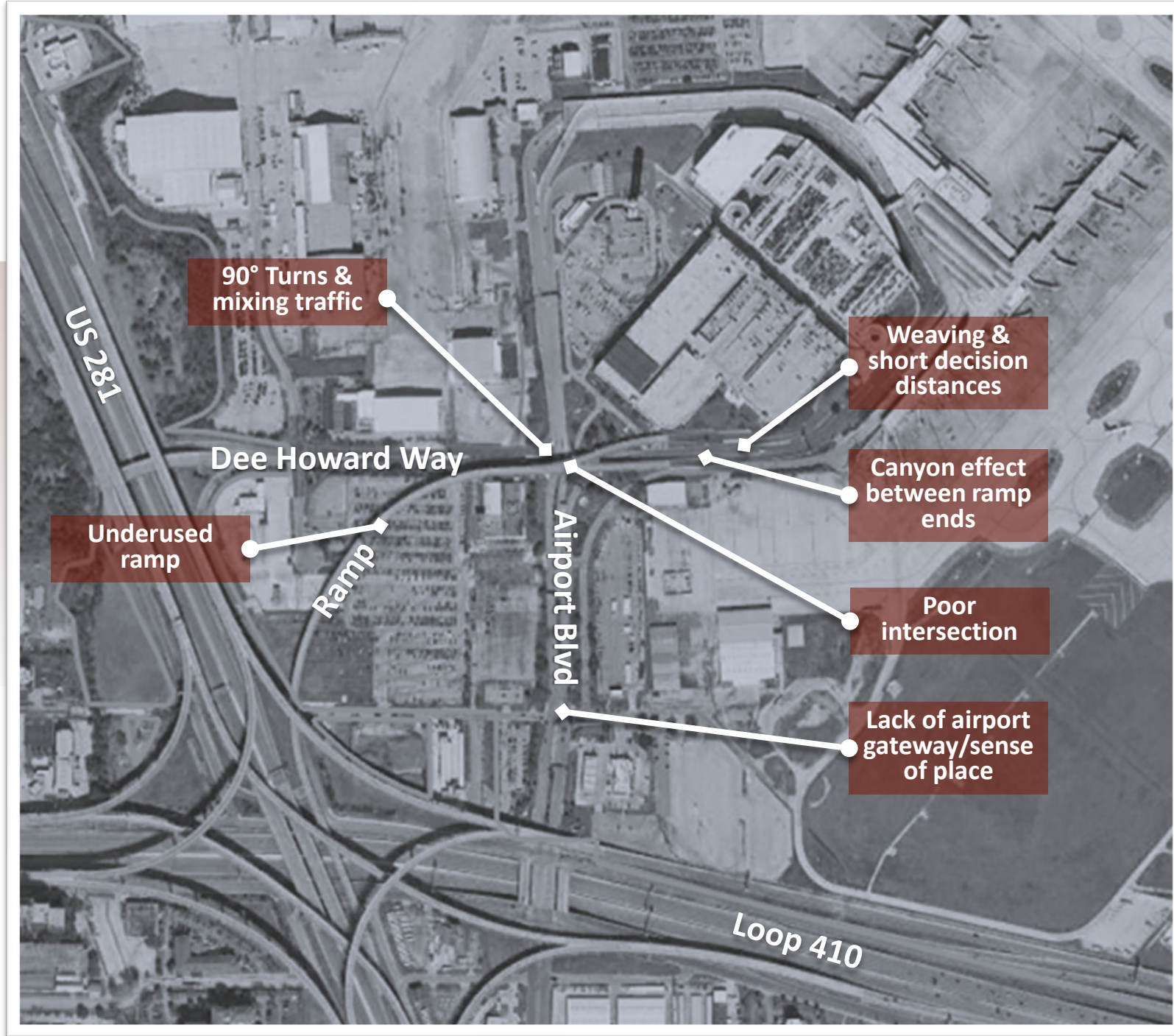


# Existing Roads & Major Airport Entry Points





# Existing Roads & Issues





# Roadway Needs and Solutions

## Improve the Roadway Experience

- Decrease weaving & signals
- Increase decision-making distances

## Reduce congestion and accommodate projected growth

- Reduce intersections & provide more continuous flow
- Increase use of airport direct connector ramp from US 281 northbound

## Provide airport entrance gateway

- Consolidate inbound airport traffic earlier
- Simplify on-airport road system
- Facilitate multimodal options



# Preliminary Roadway Improvement Alternatives

Evaluation Ongoing

## Alternative 1

Improved turn radius and useable space

Intersection replaced with continuous-flow roundabout

Roundabout creates a gateway/sense of place opportunity

Roundabout reduces traffic signals

Increased use of US 281 ramp

Dee Howard Way

Airport Blvd

Loop 410

Legend:

→ Inbound  
→ Outbound  
↔ Bidirectional

## Alternative 2

Eliminated intersection and signals

Lowered existing ramp for improved decision distance

Consolidated airport entrance

Sense of place opportunity

Potential new airside property

Improved turn radius and useable space

Dee Howard Way

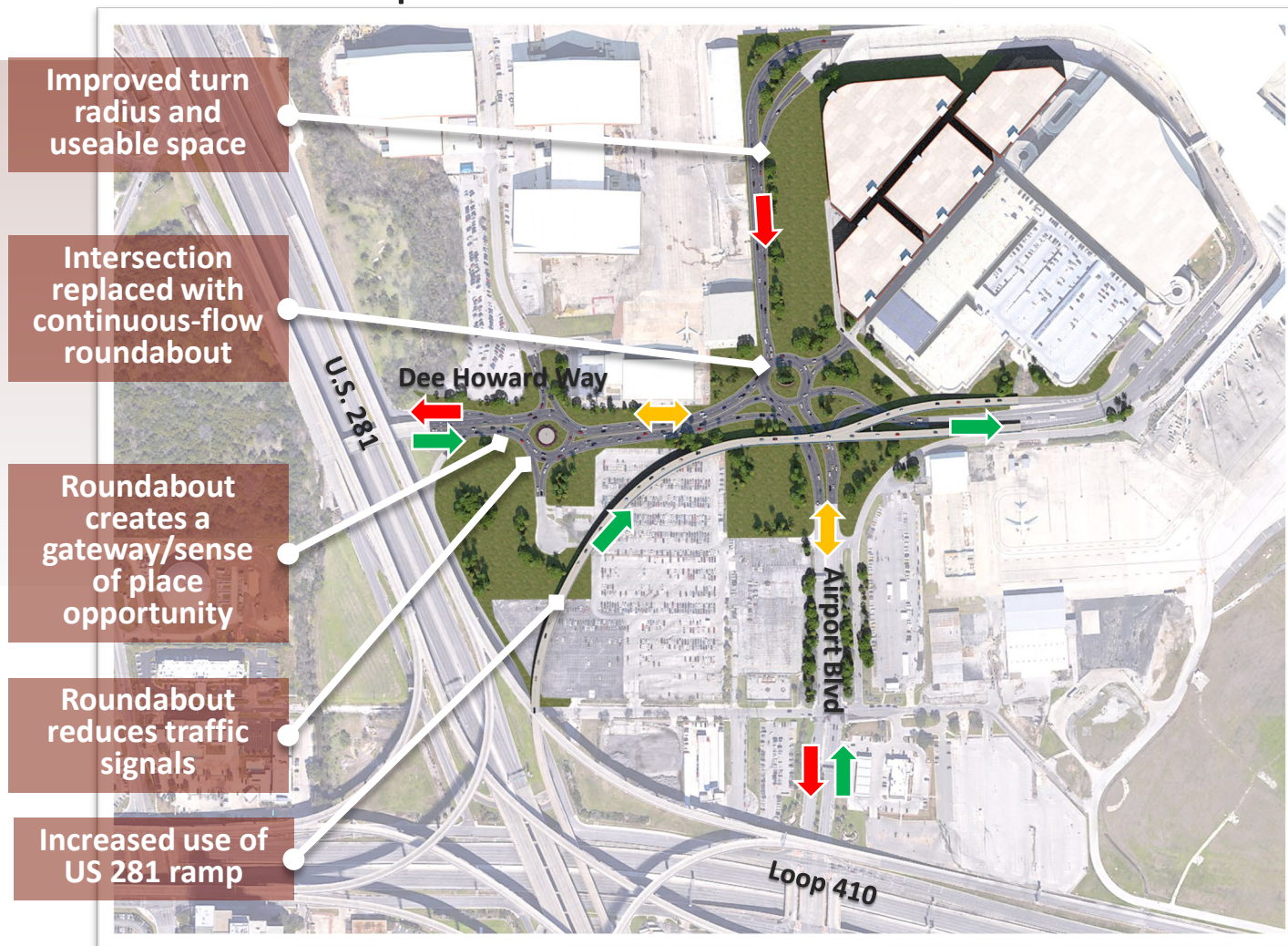
Airport Blvd

Loop 410



# Potential Roadway Improvements

## Alternative 1 – Replace main intersection with roundabout



### Pros

- Provides for continuous traffic flow
- Increases US 281 ramp use
- Provides airport entrance gateway/sense of place
- Allows construction with minimal disruption

### Cons:

- Retains short decision/weaving area
- Keeps “canyon effect” between ramp ends

#### Legend:

- ➡ Inbound
- ➡ Outbound
- ↔ Bidirectional



# Potential Roadway Improvements

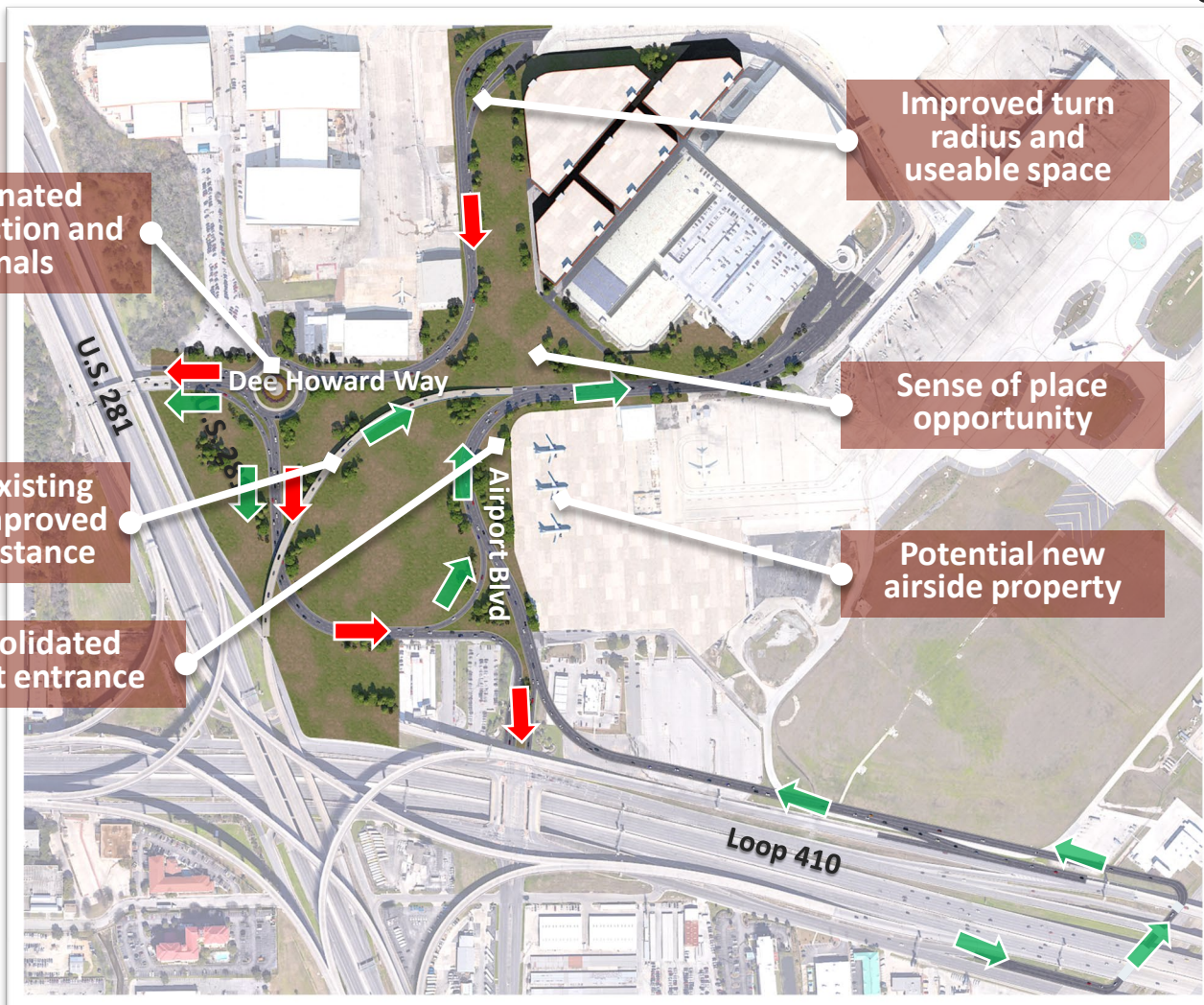
Alternative 1 - Replace intersections with roundabouts





# Potential Roadway Improvements

## Alternative 2 – Consolidate inbound traffic on realigned Airport Blvd



### Pros:

- Provides for continuous traffic flow
- Increases US 281 ramp use
- Improved decision-making distance
- Provides airport entrance gateway/sense of place
- Allows construction with minimal disruption

### Cons:

- Lowering ramp harder to construct

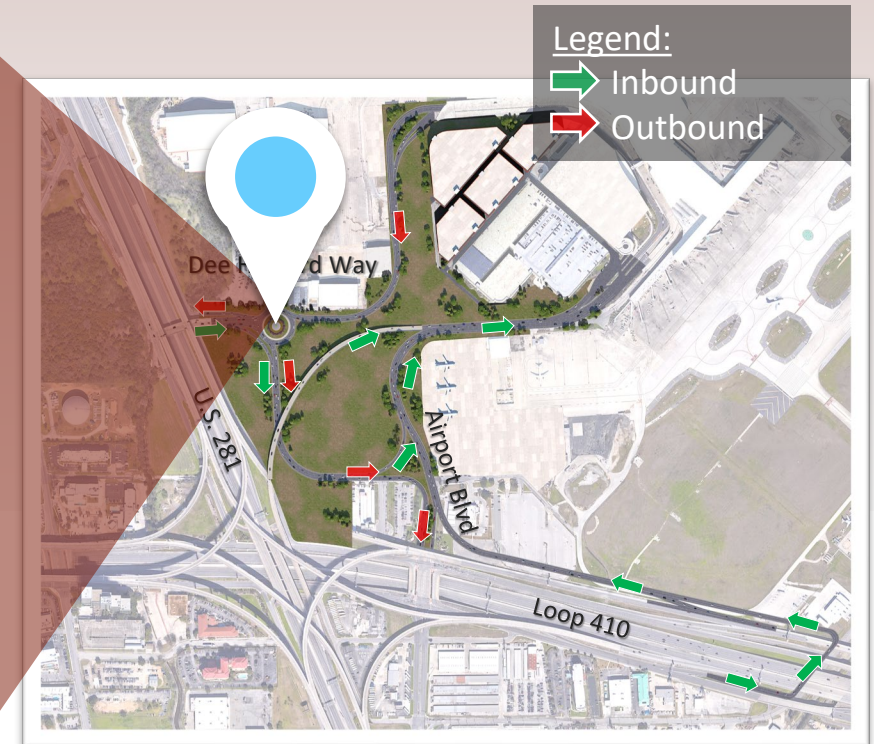
### Legend:

- ➡ Inbound
- ➡ Outbound



# Potential Roadway Improvements

## Alternative 2 – Eliminate central intersection



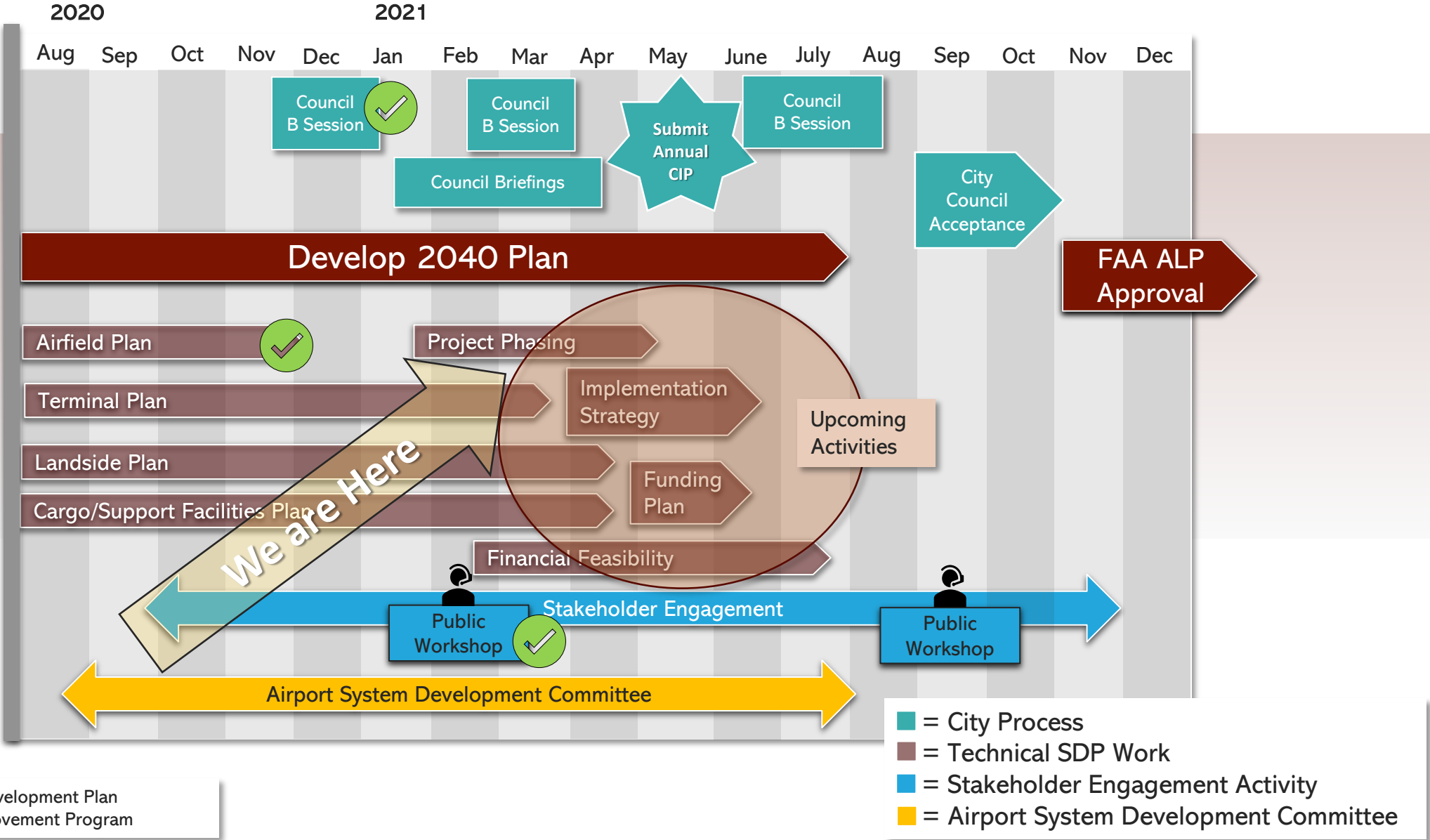




# Next Steps



# Strategic Development Plan & Overview and Schedule



SDP = Strategic Development Plan  
CIP = Capital Improvement Program



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