



**State of Alaska**  
**Department of Transportation & Public Facilities**  
**Request for Information (RFI): 2526002CA**



**Alaska International Airport System (AIAS) Airside Development & Strategic Partnership Initiative Ted Stevens Anchorage International Airport (ANC)**

Date Issued: April 20, 2026

Response Due: May 11, 2026 @ 2:00pm AKST

RFI 2526002CA ANC Airside Development

## **1. Introduction**

The Alaska International Airport System (AIAS), through Ted Stevens Anchorage International Airport (ANC), is issuing this Request for Information (RFI) to engage industry, infrastructure developers, operators, and capital partners in identifying innovative concepts that support continued aviation growth and strengthen airside operations at ANC. This effort is driven by increasing demand for cargo operations, identified capacity constraints, and the need to maintain ANC's competitive position as a leading global cargo hub.

### **1.1 Background**

ANC is experiencing sustained cargo activity, continued passenger demand, and increasing pressure on aircraft parking, cargo handling, aircraft movement, and the broader system of infrastructure required to support efficient airport operations. AIAS is seeking market-driven concepts and partnership approaches that improve operational capability, increase airfield efficiency, and support long-term aviation growth.

AIAS is committed to maintaining a competitive and stable cost structure for air carriers.

Accordingly, this RFI is intended to identify concepts that:

- improve operational efficiency and airfield performance;
- leverage private-sector investment, innovation, and expertise;
- generate incremental aeronautical or non-aeronautical revenue;
- avoid, minimize, or clearly offset increases to airline rates and charges.

### **1.2 RFI Intent**

This RFI is focused on airside-driven development concepts, with consideration given to integrated landside elements only where those elements directly support airside operations such as cargo processing, logistics support, fueling, deicing, maintenance, or other aircraft support functions.

This RFI is intended as a market engagement and information-gathering tool. It will help AIAS evaluate concepts, understand financing and delivery options, and identify potential respondents for future discussions, procurement actions, or other development opportunities.

## **2. Procurement and Engagement Framework**

AIAS is not negotiating any unsolicited proposal, lease, or other agreement through this RFI process. This RFI is intended to inform AIAS decision-making and does not indicate commitment to any respondent, delivery model, lease structure, or project approach.

All concepts submitted in response to this RFI will be evaluated through a structured and legally compliant process. AIAS will determine, in its sole discretion and as permitted by law, whether any future action is best advanced through competitive solicitation, airport-led capital development, a lease opportunity, a negotiated arrangement, or another legally available path.

AIAS will not enter into exclusive negotiations or lease discussions based solely on an unsolicited proposal without appropriate legal review, stakeholder engagement, and any competitive process or approvals required by law, regulation, policy, or applicable airport agreements.

## **3. Strategic Context**

ANC serves as a critical global cargo hub and a primary passenger gateway to Alaska. Its geographic position, unique cargo transfer rights, established cargo activity base, and all-weather operational role create a distinct platform for aviation-related development.

ANC operates in a northern-latitude environment with extreme winter conditions, snow, icing, and reduced visibility. These conditions create unique operational challenges and make reliability, resilience, and winter performance especially important considerations in evaluating development concepts.

AIAS is particularly interested in concepts that improve aircraft turn times, ramp management, cargo flow, deicing efficiency, fueling efficiency, operational awareness, and the overall performance of the airport system under both normal and constrained operating conditions.

These conditions, combined with an activity-driven financial model, emphasize the importance of solutions that improve aircraft throughput, operational efficiency, and revenue generation without increasing airline cost burden.

Development objectives are informed by identified capacity gaps in cargo facilities and apron space, as well as the need to improve overall system efficiency. These capacity gaps represent a significant opportunity for phased or large-scale development across multiple functional areas of the airport.

As a self-sustaining airport, ANC continues to advance significant infrastructure investments and long-term planning efforts to support future capacity needs and address near and mid-term solutions that improve aircraft movement, operational resiliency, and airside efficiency.

### **3.1 Capacity Constraints and Growth Projections**

Recent planning analysis indicates that ANC is expected to experience significant capacity constraints in cargo facilities and apron space under multiple growth scenarios.

Key findings include:

- Existing cargo building area of approximately 1.2 million square feet may require expansion to over 2.0 million square feet under higher growth scenarios, representing a potential shortfall of up to 800,000 square feet.
- Existing cargo apron capacity of approximately 1.05 million square yards may require expansion to approximately 1.5 million square yards, representing a potential shortfall of up to 450,000 square yards.

These projected gaps highlight the need for both infrastructure development and operational solutions that improve throughput, efficiency, and utilization of existing assets. The analysis is included in attachment #3, with excerpts from the latest Master Plan. The plan, in its entirety, can be found online at <https://dot.alaska.gov/anc/passengers-master-plan.shtml>

## **4. Financial and Cost Framework**

AIAS operates under a long-term residual rate-setting framework and maintains a strong financial position supported by diversified revenues from cargo activity, passenger operations, terminal rents, concession activity, vehicle parking, land rents, and other airport business lines.

A core objective of AIAS is to maintain low and competitive airline costs. AIAS recognizes that airline decisions are strongly influenced by the cost environment at the airport, including landing fees, fuel flowage fees, terminal and ramp charges, and related operating costs.

### **4.1 Key Financial Characteristics**

AIAS financial performance and rate-setting are driven by operational activity, particularly aircraft operations and cargo throughput. Respondents should consider the following high-level characteristics in developing concepts:

- Cargo activity represents the majority of airline-derived revenue, accounting for approximately 68% of airline revenue in FY2025.
- Airline revenue represents approximately 75% of total operating revenue, with the balance derived from non-aeronautical sources such as concessions, parking, and land rent.

- Revenue generation is closely tied to aircraft operations. At ANC, average revenue per aircraft turn has ranged approximately:
  - Cargo: \$900 to \$1,600+ per turn
  - Passenger: \$480 to \$800+ per turn
- Primary aeronautical revenue drivers include landing fees, fuel flowage (particularly cargo-driven), aircraft parking, ramp rental, and terminal rents.

## **4.2 Rate-Setting Structure and Airline Approval**

AIAS operates under a fully residual rate-setting framework in which airline rates and charges are established to recover the net cost of airport operations after accounting for non-aeronautical revenue.

Under this framework:

- Airline rates and charges are influenced by activity levels, operating costs, and capital investment.
- Signatory airlines retain Majority-in-Interest (MII) approval rights for certain capital projects.
- AIAS does not manage to or establish internal thresholds based on cost per enplanement (CPE); however, CPE is recognized as an important reference metric for airline decision-making.

Respondents should ensure that proposed concepts are consistent with this structure and acknowledge the role of airline engagement and approval in project implementation.

Respondents should structure concepts with the following principles in mind:

- airline costs should remain stable and competitive relative to peer airports;
- capital development should minimize reliance on increases to airport rate base charges where practical;
- private investment and revenue diversification are strongly preferred where they reduce pressure on aeronautical rates and charges; and
- projects that create operational efficiencies or new revenue without materially increasing airline cost burden are especially desirable.

Respondents are encouraged to clearly explain how their concept supports cost stability and preserves ANC's competitive position for cargo and passenger carriers.

## **5. Development Objectives and Areas of Interest**

AIAS is particularly interested in concepts that support one or more of the following:

- additional or improved aircraft hardstand and parking capacity;
- cargo handling, transfer, or storage functions that directly improve aircraft operations;

- fueling, deicing, or aircraft servicing infrastructure that improves turn efficiency;
- operational technology, automation, digital coordination tools, or integrated systems that improve aircraft movement or resource utilization;
- ramp management, sequencing, dispatch, or other tools that improve operational awareness throughout;
- development concepts that improve airside resiliency during winter operations, construction impacts, or other constrained conditions; and
- financing and delivery models that leverage private capital or innovative partnerships to reduce reliance on airport-funded delivery; and
- operational, technological, or system-level solutions that improve throughput, resiliency, or asset utilization without relying solely on new infrastructure.

Integrated landside elements may be proposed where they are clearly subordinate to and supportive of airside operations.

While additional hardstand capacity is one potential solution, AIAS is equally interested in operational, technological, and system-level approaches that improve throughput and reliability without relying solely on new infrastructure.

General development areas and available land at ANC are illustrated in Attachment 2. Respondents are not limited to these areas but should consider site constraints, access, and operational compatibility.

Capacity constraints and projected demand for cargo facilities, apron space, and related infrastructure are summarized in Attachment 3 and should be considered in developing responsive concepts.

## **6. Requested Information**

Responses should be concise, practical, and focused on the core elements of the concept. AIAS requests that respondents provide the following information:

- Name, address, email address, and phone number of the respondent and primary contact person.
- Description of the respondent's organization, team structure, and relevant experience.
- Clear description of the proposed development concept, operational improvement, or partnership approach.
- Description of how the concept supports air-side operations and improves airport efficiency, capacity, resiliency, or aircraft movement.
- Description of any landside component and how it directly supports airside activity.

- Discussion of site needs, land requirements, utility requirements, access needs, phasing considerations, or operational dependencies.
- Description of any technologies, systems, or process innovations included in the concept.
- Discussion of implementation considerations, including timing, permitting, regulatory issues, and coordination needs.
- Description of airline engagement strategy, including known stakeholder support, anticipated approval requirements, and how the concept aligns with airline operational and financial priorities.
- Comparison of the proposed delivery timeline relative to known airport capital projects, private developments, or other foreseeable capacity improvements.

## **7. Financial Impact and Airline Cost Considerations**

Proposed concepts should be evaluated in the context of AIAS’s activity-driven revenue model. Respondents should clearly describe how their concept affects aircraft operations, throughput, and revenue generation, in addition to cost impacts.

As a key component of this RFI, respondents should clearly describe the anticipated financial implications of their concept. Responses should be addressed, as applicable:

- Expected impact on airline cost structure, including cost per enplanement (CPE), cost per aircraft turn, or other relevant operating cost metrics;
- Any expected impact on landing fees, fuel flowage fees, terminal rents, ramp rents, parking charges, or other airport rates and charges;
- Required airport capital investment, if any;
- Proposed financing structure, including private capital, public participation, lease terms, revenue sharing, or hybrid approaches;
- Identification of which project costs, if any, would be expected to enter the airport residual rate base; and
- Explanation of how the concept avoids, minimizes, or offsets airline cost increases through operational efficiencies, private financing, or new revenue generation;
- Description of how financial risk is allocated among the respondent, AIAS, air carriers, and other users, including downside scenarios such as reduced cargo activity or lower-than-expected utilization;
- Explanation of which users are expected to bear costs and how the proposed cost allocation avoids unintended cross-subsidization and remains consistent with AIAS rate-setting practices.

Concepts that demonstrate a neutral or positive impact on airline costs will be viewed favorably.

## **8. Supporting Financial Reference Information**

To assist respondents in understanding the airport's operating environment, AIAS may provide supporting reference information regarding airline cost and revenue characteristics, including items such as:

- historical cost per enplanement;
- activity levels and growth assumptions;
- airline and non-airline revenue composition;
- revenue per turn or comparable operating metrics;
- key rate categories including landing fees, fuel flowage, terminal rent, and ramp rent.

Much of this supporting documentation has been provided as Attachment #4. Such information is provided for context only and should not be interpreted as a commitment by AIAS to any particular financing structure, threshold, or procurement outcome.

## **9. Evaluation Considerations**

Responses may be evaluated based on the factors such as:

- alignment with AIAS strategic, operational, and financial objectives;
- ability to improve airside operations, capacity, and efficiency;
- impact on airline costs and the respondent's ability to minimize or offset increases to rates and charges;
- clarity and reasonableness of risk allocation among the airport, respondent, and airport users;
- demonstrated understanding of stakeholder approval requirements and likelihood of implementation within the airport's governing framework;
- degree of private investment and overall financial feasibility;
- potential to generate new or diversified revenue streams;
- operational and technical feasibility;
- scalability, flexibility, and long-term strategic value;
- respondent qualifications, relevant experience, and ability to execute.

## **10. Process and Next Steps**

This RFI is issued solely for information and planning purposes and does not constitute a solicitation for bids or proposals. It does not commit AIAS or the State of Alaska to pursue any particular project, procurement, development agreement, lease action, or other transaction.

Nothing in this RFI should be interpreted as a preference for a lease-based delivery model. AIAS reserves the right to pursue airport-developed, publicly funded, privately financed, hybrid, or other legally available delivery approaches.

AIAS will not enter into exclusive negotiations or lease discussions based solely on unsolicited proposals.

Any future procurement or development action will be subject to legal review, stakeholder engagement, and any required competitive process, legislative action, airline approvals, or other procedural requirements.

AIAS may use responses to this RFI to:

- better understand market interest and market capabilities;
- refine airport policy direction and future procurement strategies;
- identify respondents with concepts that merit additional discussion;
- engage with respondents, as appropriate, following evaluation of responses;
- inform future Requests for Proposals (RFPs), lease opportunities, negotiated transactions, or other development actions as permitted by law.

Participation in this RFI may be considered by AIAS in identifying respondents for future discussions or opportunities, but submission of a response does not create any contractual right or guarantee of future selection.

## **11. Confidentiality**

AIAS recognizes that responses may include proprietary or commercially sensitive information. To the extent permitted by law, AIAS will treat such information as confidential for a reasonable evaluation period while remaining subject to applicable public records laws and legal requirements. Respondents should clearly identify any information they consider proprietary or confidential.

## **12. Summary of Key Reference Data**

The attachments provided with this RFI highlight several important considerations for respondents:

- Airline costs at AIAS are driven by a residual rate-setting framework and are sensitive to capital investment decisions.
- Revenue generation is closely tied to aircraft operations, with measurable revenue per aircraft turn and strong dependence on cargo activity.
- Available land exists for development; however, location, access, and operational integration are critical factors.
- Forecasts indicate increasing demand for cargo facilities, apron space, and operational infrastructure, with identified capacity gaps under multiple growth scenarios.

Respondents should consider these factors in developing concepts that are operationally effective and financially sustainable.

### **13. Submission Information**

Interested parties must submit a written response no later than **2:00pm prevailing Alaska Time on May 11, 2026**. Responses should be submitted electronically to the Procurement Officer or designated AIAS contact identified below. Respondents are encouraged to include the phrase “ANC Airside Development RFI Response” in the subject line of the email submission.

It is the responsibility of the respondent to ensure that its submission is received prior to the stated deadline.

### **Notice to Offerors**

Pursuant to [Administrative Order 352](#), (a) any person or business determined to support or participate in a boycott of the State of Israel will be disqualified from any procurement related to this Request for Information; and (b) the support of or participation in a boycott of the State of Israel by a person or business contracting with the State of Alaska under AS 36.30 constitutes grounds for termination of the contract.

[Administrative Order 352](#) does not apply to a contract if the person or business has fewer than 10 employees; or the amount to be paid under the contract, excluding renewals and options available under the contract, is less than \$100,000.

Point of Contact

Brandy L. Halverson

Procurement Specialist 4

[Brandy.halverson@alaska.gov](mailto:Brandy.halverson@alaska.gov)

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# Attachment 1: Airline Cost and Airside Revenue Metrics

## RFI Attachment – Airline Cost & Airside Revenue Metrics (Reference Data)

### 1. Cost per Enplanement (CPE) – Historical (Informational Only)

Year	AIAS	ANC	FAI
2018	\$10.89	\$10.89	\$10.91
2019	\$10.50	\$10.41	\$10.95
2020	\$12.39	\$12.41	\$12.28
2021	\$13.74	\$13.76	\$13.76
2022	\$7.20	\$7.22	\$7.14
2023	\$8.19	\$8.14	\$8.47
2024	\$11.15	\$11.16	\$11.07
2025	\$13.73	\$14.11	\$12.03

#### Key Context:

- AIAS does not forecast or manage to CPE.
- CPE is provided strictly as a reference metric.

### 2. Rate-Setting Framework

- AIAS operates under a fully residual model.
- Rates and charges are driven by:
  - Forecasted activity levels
  - Operating and maintenance costs
  - Debt service and capital program costs
- Signatory airlines retain Majority-in-interest (MII) approval rights on capital projects.
- No internal CPE thresholds are used in project evaluation.

### 3. Activity Levels (Enplanements)

Year	AIAS	ANC	FAI
2018	3,317,932	2,741,683	576,249
2019	3,404,859	2,824,465	580,394
2020	2,648,606	2,197,794	450,812
2021	1,739,660	1,452,011	287,649
2022	3,084,338	2,564,274	520,064
2023	3,256,168	2,711,965	544,235
2024	3,390,283	2,813,533	576,750
2025	3,264,932	2,672,085	592,847

*Planning Assumption: ~2.3% annual growth (ANC Master Plan basis)*

#### 4. Revenue Composition (FY2025)

##### Airline Revenue Mix

Category	Amount	Share
Cargo	\$94.9M	68%
Passenger	\$44.7M	32%
<b>Total Airline</b>	<b>\$139.7M</b>	<b>100%</b>

##### Total Operating Revenue

Category	Amount	Share
Airline	\$139.7M	75.4%
Non-Airline	\$45.6M	24.6%
<b>Total</b>	<b>\$185.3M</b>	<b>100%</b>

#### 5. Primary Revenue Drivers

##### Aeronautical (Rate-Based):

- Landing Fees (primary driver)
- Fuel flowage (cargo-driver)
- Aircraft parking
- Ramp rental
- Terminal rentals (passenger)

##### Non-Aeronautical:

- Concession
- Vehicle parking
- Land rent

#### 6. Operational Activity – Average Revenue per Turn

ANC Revenue	2022	2023	2024	2025
Cargo	\$ 55,446,639	\$ 46,739,498	\$ 89,373,572	\$ 92,420,777
Passenger	\$ 19,498,695	\$ 23,218,269	\$ 33,266,439	\$ 39,593,474
<b>Total</b>	<b>\$ 74,945,334</b>	<b>\$ 69,957,767</b>	<b>\$ 122,640,011</b>	<b>\$ 132,014,251</b>

ANC Landings	2022	2023	2024	2025
Cargo	56,098	50,649	52,935	54,612
Passenger	40,738	43,321	48,244	49,199
<b>Total</b>	<b>96,836</b>	<b>93,970</b>	<b>101,179</b>	<b>103,811</b>

Revenue per turn	2022	2023	2024	2025
Cargo	\$ 988.39	\$ 922.81	\$ 1,688.36	\$ 1,692.32
Passenger	\$ 478.64	\$ 535.96	\$ 689.55	\$ 804.76

<b>FAI Revenue</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>
Cargo	\$ 1,403,856	\$ 1,421,696	\$ 2,393,346	\$ 2,516,614
Passenger	\$ 2,718,248	\$ 3,460,115	\$ 4,504,575	\$ 5,132,907
<b>Total</b>	<b>\$ 4,122,104</b>	<b>\$ 4,881,811</b>	<b>\$ 6,897,921</b>	<b>\$ 7,649,521</b>

<b>FAI Landings</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>
Cargo	56,098	50,649	52,935	54,612
Passenger	40,738	43,321	48,244	49,199
<b>Total</b>	<b>96,836</b>	<b>93,970</b>	<b>101,179</b>	<b>103,811</b>

<b>Revenue per turn</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>
Cargo	\$ 25.03	\$ 28.07	\$ 45.21	\$ 46.08
Passenger	\$ 66.73	\$ 79.87	\$ 93.37	\$ 104.33

#### 7. Leases: Historical terminal rental rates per square footage:

Terminal Rent (\$)	2018	2019	MY2019	2020	MY2020	2022	MY2022	2023	2024*	2025	2026
Long-term	64.06	70.32	67.51	73.41	61.50	61.50	43.00	61.50	69.48	92.81	105.31
Month-to-month	80.08	87.90	84.39	91.76	76.88	76.88	53.75	76.88	86.85	116.02	131.64

Note: rate per square foot per year; MY = mid-year adjustment; by fiscal year.

\*New 10-year operating agreement that removed terminal rent floor; fully residual.

#### 8. Key Considerations for Proposers

##### Activity impacts

- Incremental operations (cargo vs. passenger)
- Incremental enplanements (if applicable)

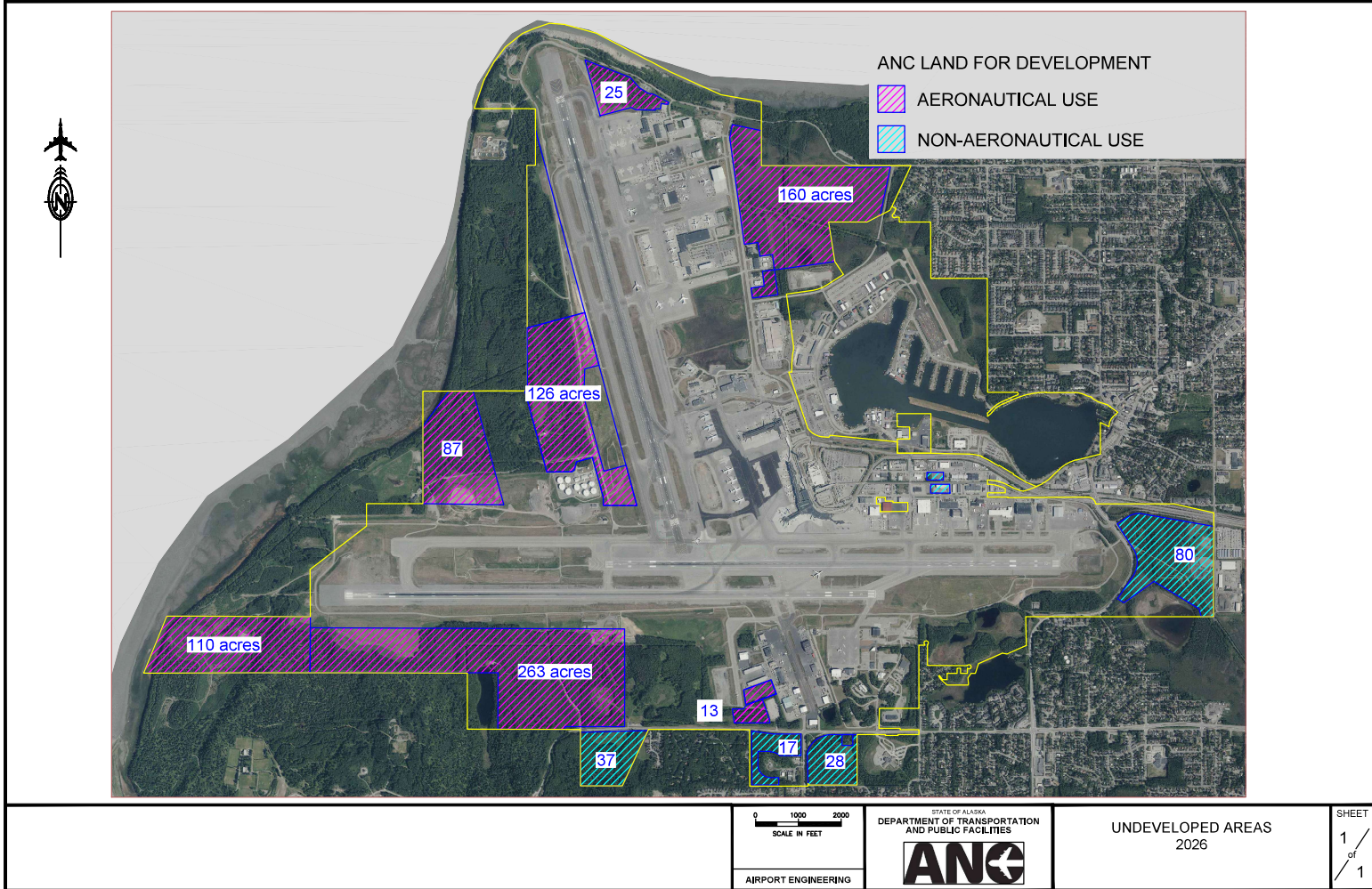
##### Financial impacts

- Estimated changes to:
  - o Landing fees
  - o Fuel flowage
  - o Terminal and ramp rents
- Net impacts to airline rates and charges

##### Capital Structure

- Total project cost
- Funding sources (FAA grants, rates & charges, private capital)
- Identification of costs included in the residual rate base

# Attachment 2: ANC Undeveloped Land Exhibit



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# Attachment 3: ANC Master Plan Airside and Landside Capacity and Demand Analysis

## Cargo Building Area Requirements

	Existing Capacity	Demand			
		Base	PAL 1	PAL 2	PAL 3
<b>Intrastate</b>					
Warehouse (SF)	-	180,000	190,000	200,000	215,000
Support (SF)	-	30,000	30,000	35,000	35,000
Intrastate Subtotal (SF)	310,000	210,000	220,000	235,000	250,000
Surplus/(Deficit)	-	100,000	90,000	75,000	60,000
<b>Other Domestic &amp; International</b>					
Warehouse (SF)	-	920,000	950,000	1,105,000	1,410,000
Support (SF)	-	230,000	235,000	275,000	355,000
Other Domestic & International Subtotal (SF)	900,000	1,150,000	1,185,000	1,380,000	1,765,000
Surplus/(Deficit)	-	(250,000)	(285,000)	(480,000)	(865,000)
<b>Total Building Area</b>					
Total Building Area	1,210,000	1,360,000	1,405,000	1,615,000	2,015,000
Surplus/(Deficit)	-	(150,000)	(195,000)	(405,000)	(805,000)

Source: RS&H Analysis, 2024.

Note: Red font color indicates standard not met.

### Cargo Apron Area Requirements

		Existing Capacity	Demand			
			BASE	PAL 1	PAL 2	PAL 3
Airport Managed	Parking (SY)		200,000	218,000	226,000	226,000
Parking	Circulation (SY)		329,000	358,000	372,000	372,000
	<b>Total</b>	<b>322,000</b>	<b>529,000</b>	<b>576,000</b>	<b>598,000</b>	<b>598,000</b>
FedEx	Parking (SY)		52,000	64,000	79,000	99,000
	Circulation (SY)		50,000	63,000	73,000	92,000
	<b>Total</b>	<b>220,000</b>	<b>102,000</b>	<b>127,000</b>	<b>152,000</b>	<b>191,000</b>
UPS	Parking (SY)		125,000	133,000	167,000	203,000
	Circulation (SY)		154,000	161,000	210,000	295,000
	<b>Total</b>	<b>367,000</b>	<b>279,000</b>	<b>294,000</b>	<b>377,000</b>	<b>498,000</b>
Other Tenants	Parking (SY)		28,000	26,000	29,000	31,000
	Circulation (SY)		58,000	53,000	61,000	64,000
	<b>Total</b>	<b>143,000</b>	<b>86,000</b>	<b>79,000</b>	<b>90,000</b>	<b>95,000</b>
Subtotal Apron Area (SY)			996,000	1,076,000	1,217,000	1,382,000
GSE Requirement (SY)			100,000	108,000	122,000	138,000
<b>Total Apron Area</b>		<b>1,052,000</b>	<b>1,096,000</b>	<b>1,184,000</b>	<b>1,339,000</b>	<b>1,520,000</b>
Total Apron Area Surplus/(Deficit) (SY)			(44,000)	(132,000)	(287,000)	(468,000)

Source: RS&H Analysis, 2024.

Note: Red font color indicates standard not met.

### Cargo Landside Area Requirements

	Existing Capacity	Demand			
		Base	PAL 1	PAL 2	PAL 3
Landside Area (SY)	135,000	120,000	125,000	145,000	180,000
Surplus/(Deficit)	-	15,000	10,000	(10,000)	(45,000)

Source: RS&H Analysis, 2024.

Note: Red font color indicates standard not met.

### General Aviation Building Requirements

	Existing Capacity	Demand			
		Base	PAL 1	PAL 2	PAL 3
Based Aircraft Building (SF)	328,000	312,000	330,000	341,000	373,000
Transient Aircraft Building (SF)	23,000	32,000	34,000	35,000	39,000
Total Building Area (SF)	351,000	344,000	364,000	376,000	412,000
Total Building Area Surplus/(Deficit) (SF)		7,000	(13,000)	(25,000)	(61,000)

Source: RS&H Analysis, 2024.

Note: Red font color indicates standard not met. SF = square feet.

### Total General Aviation Apron Requirement

	Existing Capacity	Demand			
		Base	PAL 1	PAL 2	PAL 3
Based Aircraft Apron (SY)	-	23,000	24,000	25,000	28,000
Transient Aircraft Apron (SY)	-	54,000	56,000	59,000	73,000
Hangar Circulation Apron (SY)	-	8,000	9,000	9,000	10,000
Total Apron Area Required (SY)	77,000	85,000	89,000	93,000	111,000
Total Apron Area Surplus/(Deficit) (SY)	-	(8,000)	(12,000)	(16,000)	(34,000)

Source: RS&H Analysis, 2024.

Notes: Red font color indicates standard not met. SY = square yards

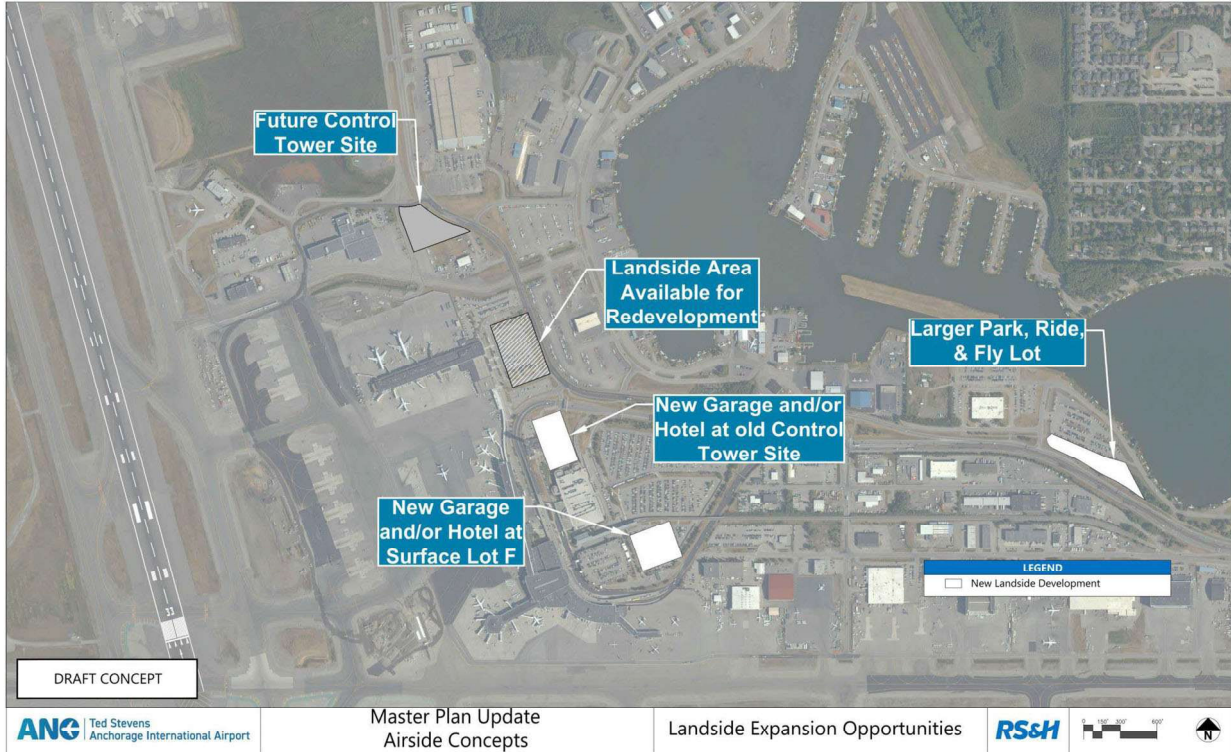
### Public Parking Space Requirements

Parking Area	Existing Capacity	Demand			
		Base	PAL 1	PAL 2	PAL 3
ST Short-Term Parking Garage	1,235	1,095	1,295	1,440	1,710
ST Long-Term Parking Lot	895	1,230	1,450	1,615	1,935
NT Short-Term Parking Lot	210	40	50	55	65
Park, Ride & Fly Parking Lot (Economy)	290	370	435	485	585
Total Public Parking	2,630	2,735	3,230	3,595	4,295
Surplus/(Deficit)	-	(105)	(600)	(965)	(1,665)

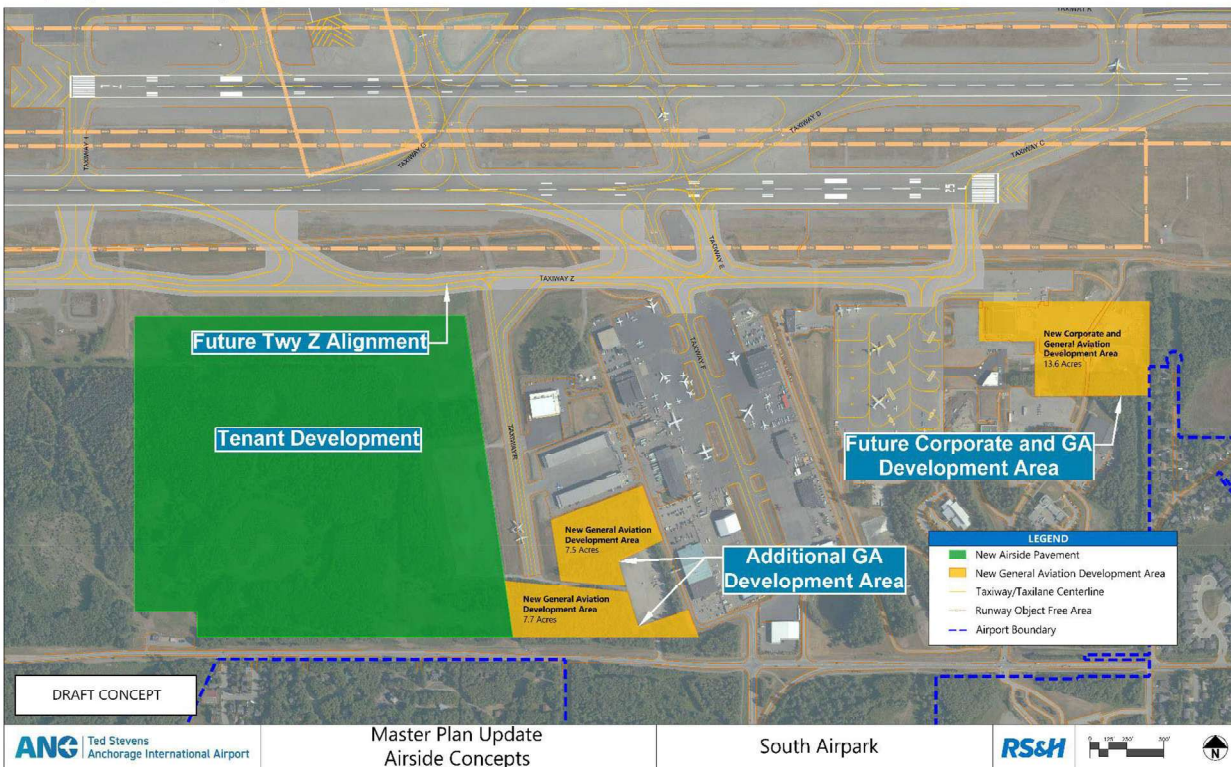
Source: RS&H Analysis, 2024; Republic Parking, 2023.

Note: Red font color indicates standard not met.





Source: RS&H, 2024



Source: RS&H, 2024

