



# MASTER PLAN UPDATE MEMPHIS INTERNATIONAL AIRPORT

Memphis Shelby County Airport Authority (MSCAA)



January 27, 2022

Section 3

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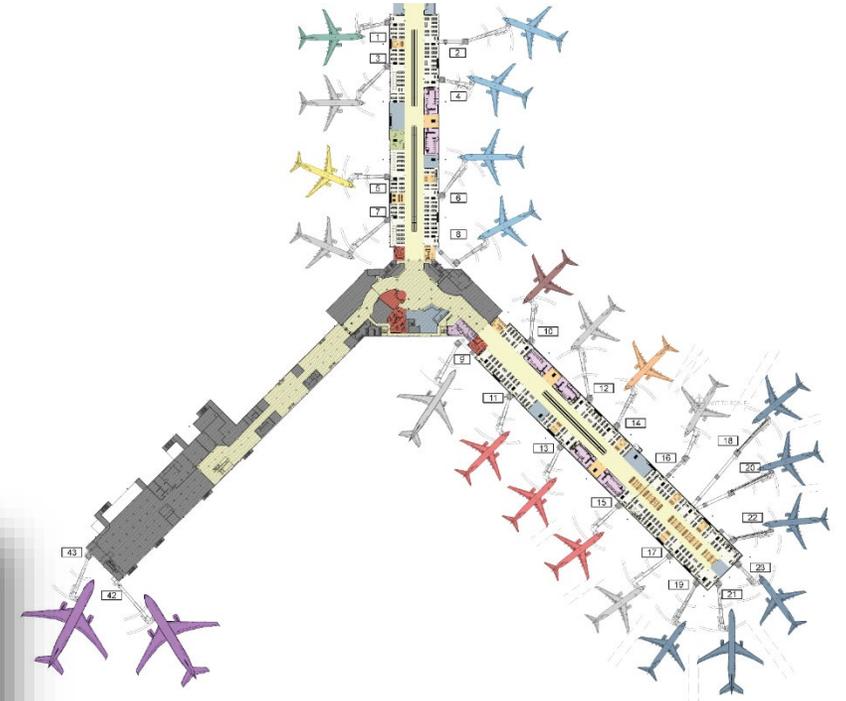
# Preferred Development Plan Terminal



# — Setting the Stage

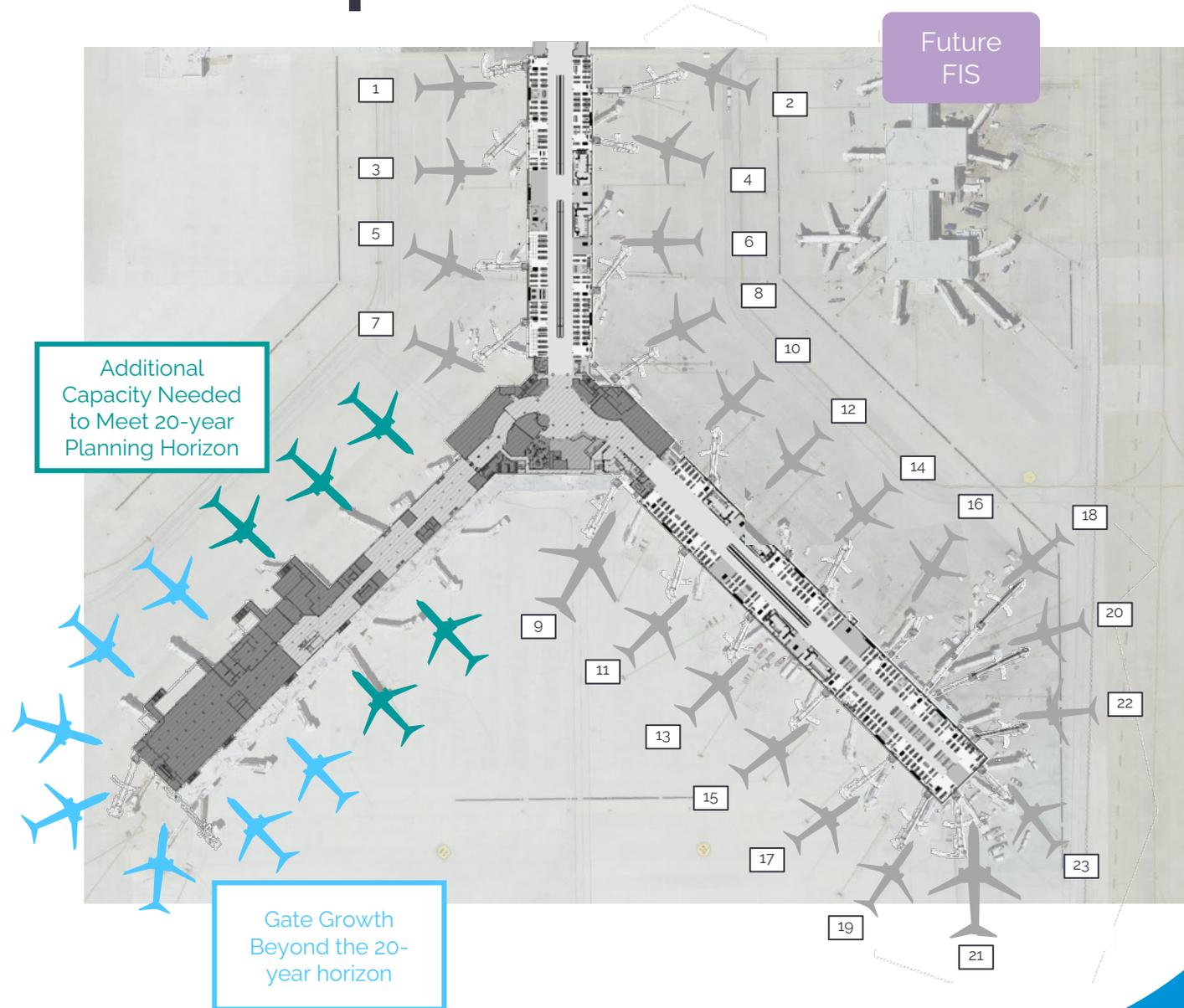
- Modernize the building, seismically protecting it in the process
  - Vertical circulation between levels is inefficient
  - Modernization of baggage inspection
  - Expanded security screening (Passenger and Employee) – capacity, flexibility and efficiency
  - Flexibility to react to evolving passenger processing flows
  - Remote passenger processing

# Concourse Redevelopment



# Concourse Redevelopment

- Finishing the buildout of the southwest portion of the concourse will provide ample gate capacity for the 20-year planning horizon
- FIS closer to the terminal may be beneficial



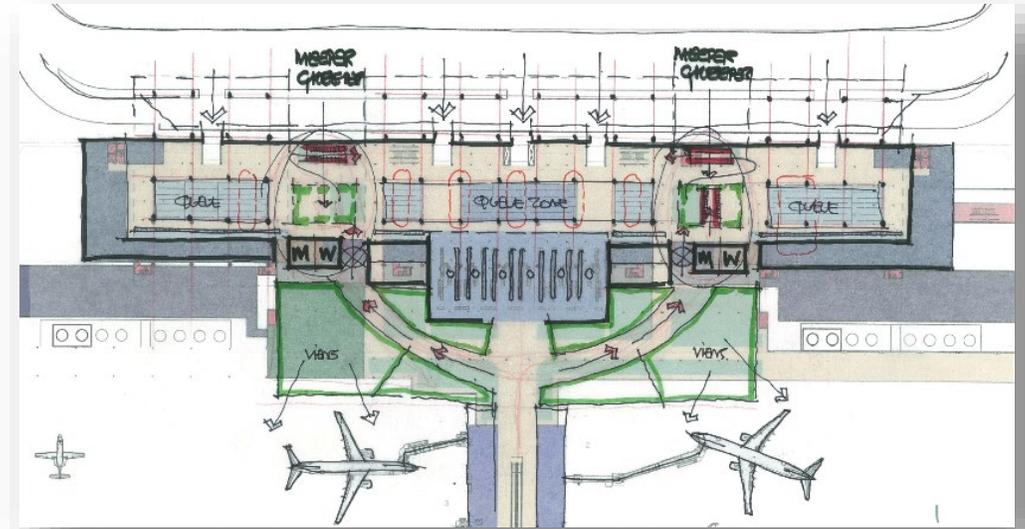
# — Renovation Strategy

- Expand building to the north into the roadway to garner more space in terminal
- Move vertical circulation to face of building

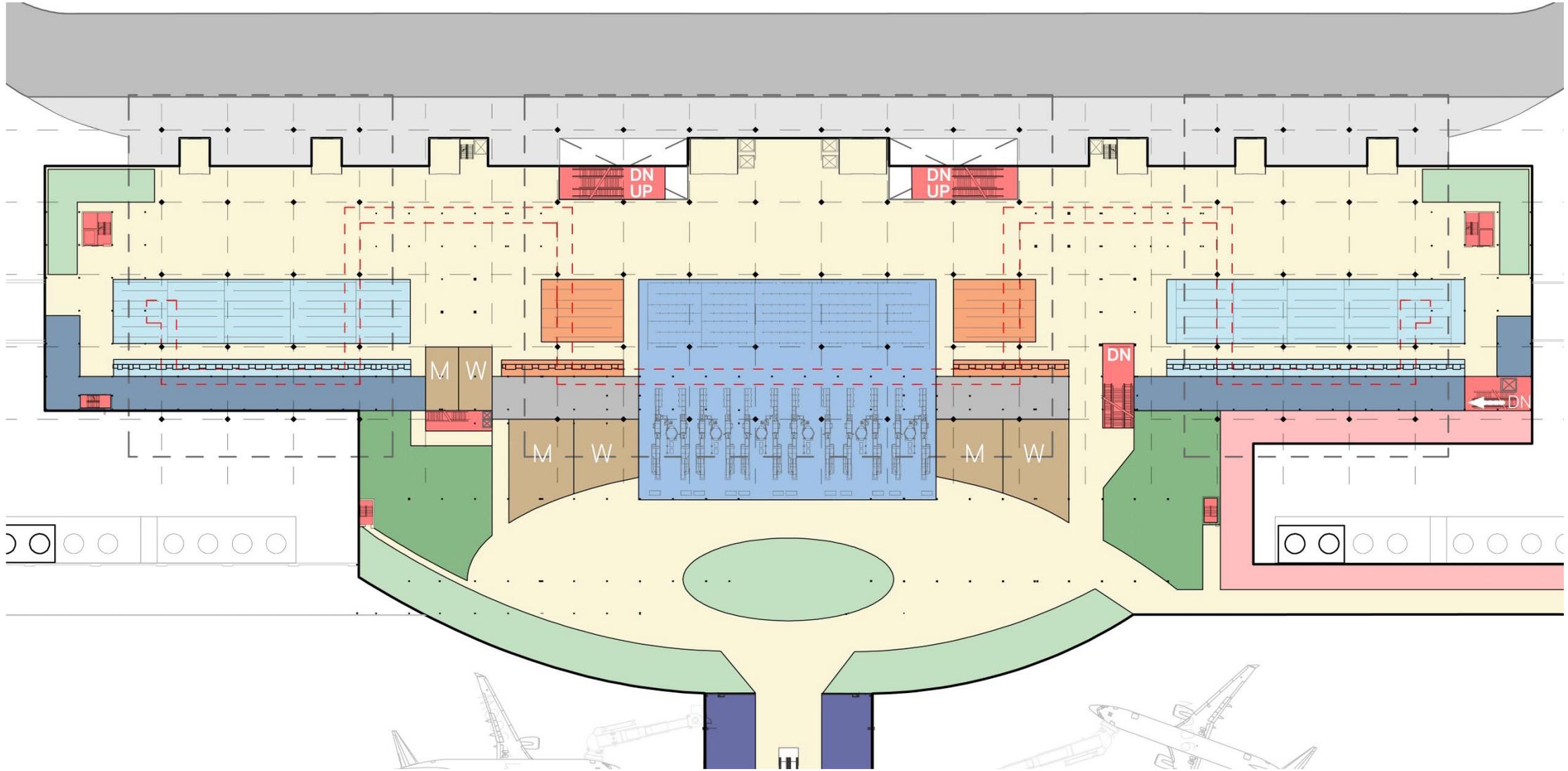


# — Renovation Strategy – Upper Level

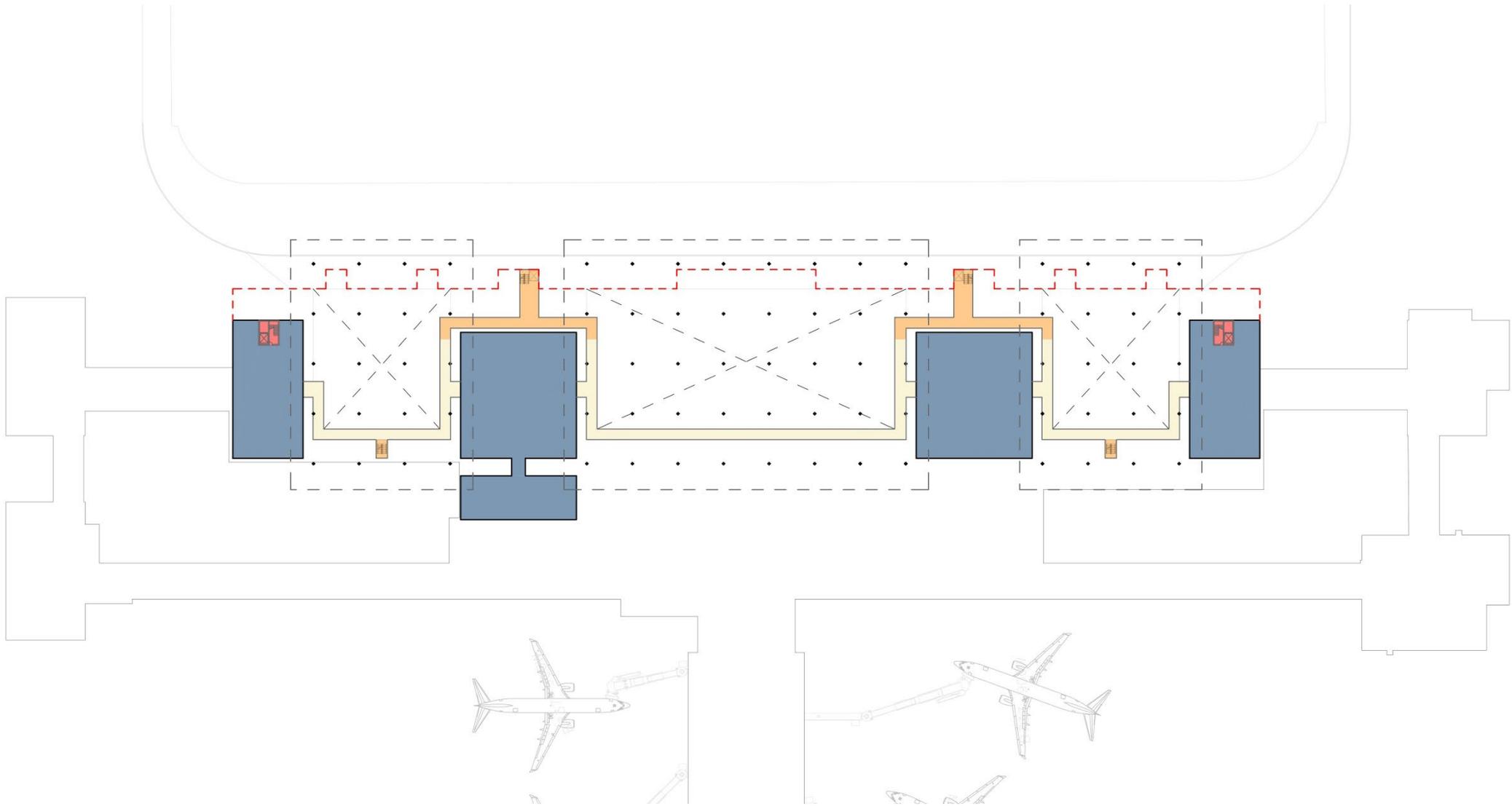
- Single security checkpoint versus two
  - Expanded queue zone
- Shift ticket counters to A and C sides of lobby
- Open up area under mezzanines
- Create opportunity for remote bag drop and self ticketing areas on either side of security
- Single exit from concourse to bag claim/ticket lobby



# Preferred Terminal Plan – Upper Level

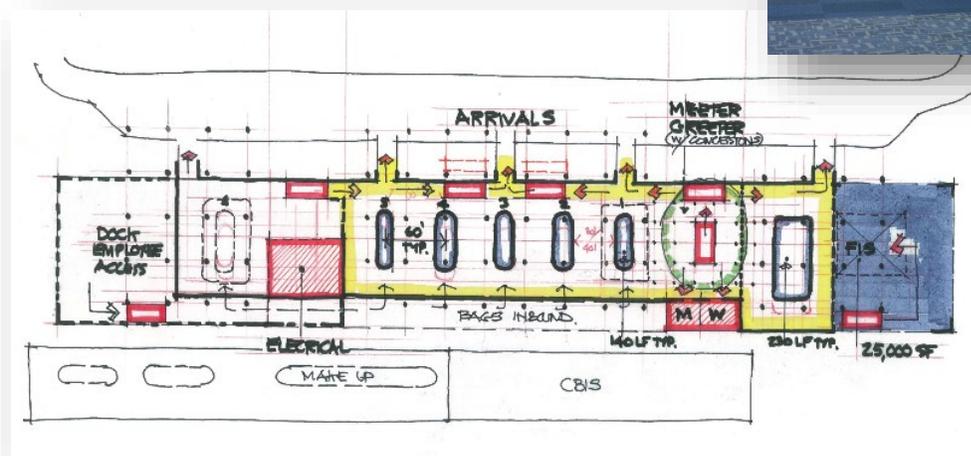


# Preferred Terminal Plan – Mezzanine Level

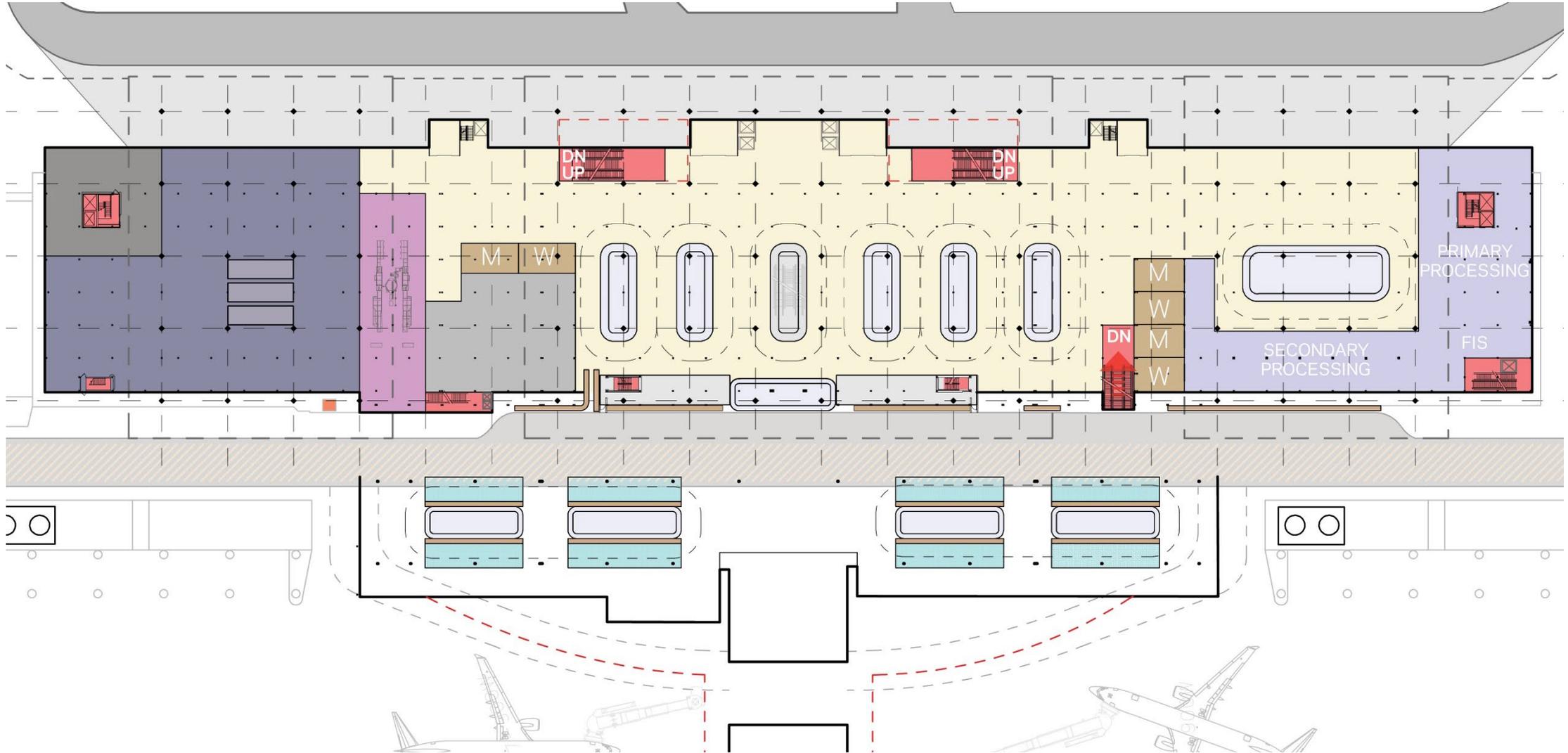


# — Renovation Strategy – Lower Level

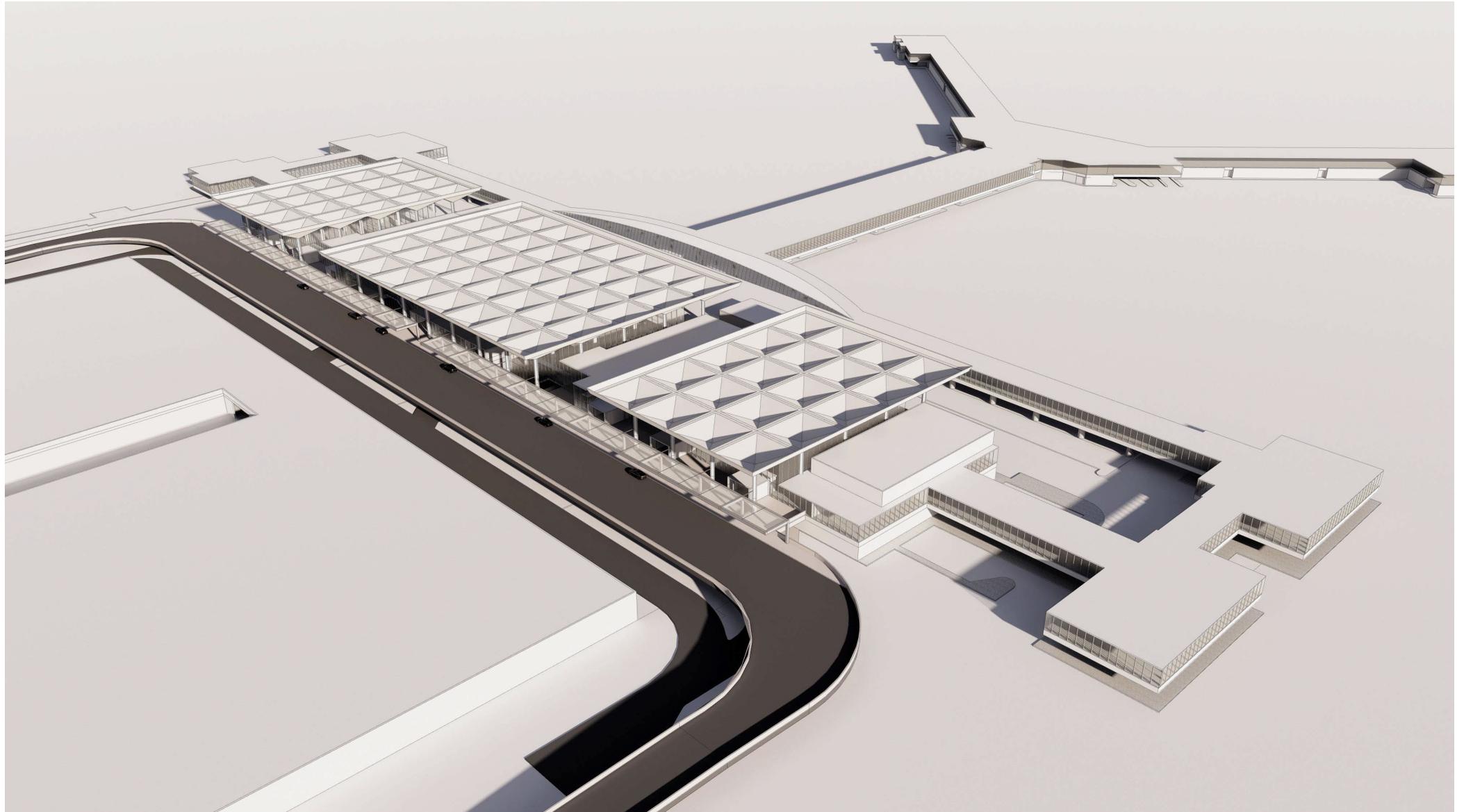
- Expand baggage claim – 2 new carousels
- Construct Central Baggage Inspection System (CBIS) on “A” side
- Preserve “C” side for future FIS
  - Allow FIS bag belt to be used for domestic operations – “swing belt”



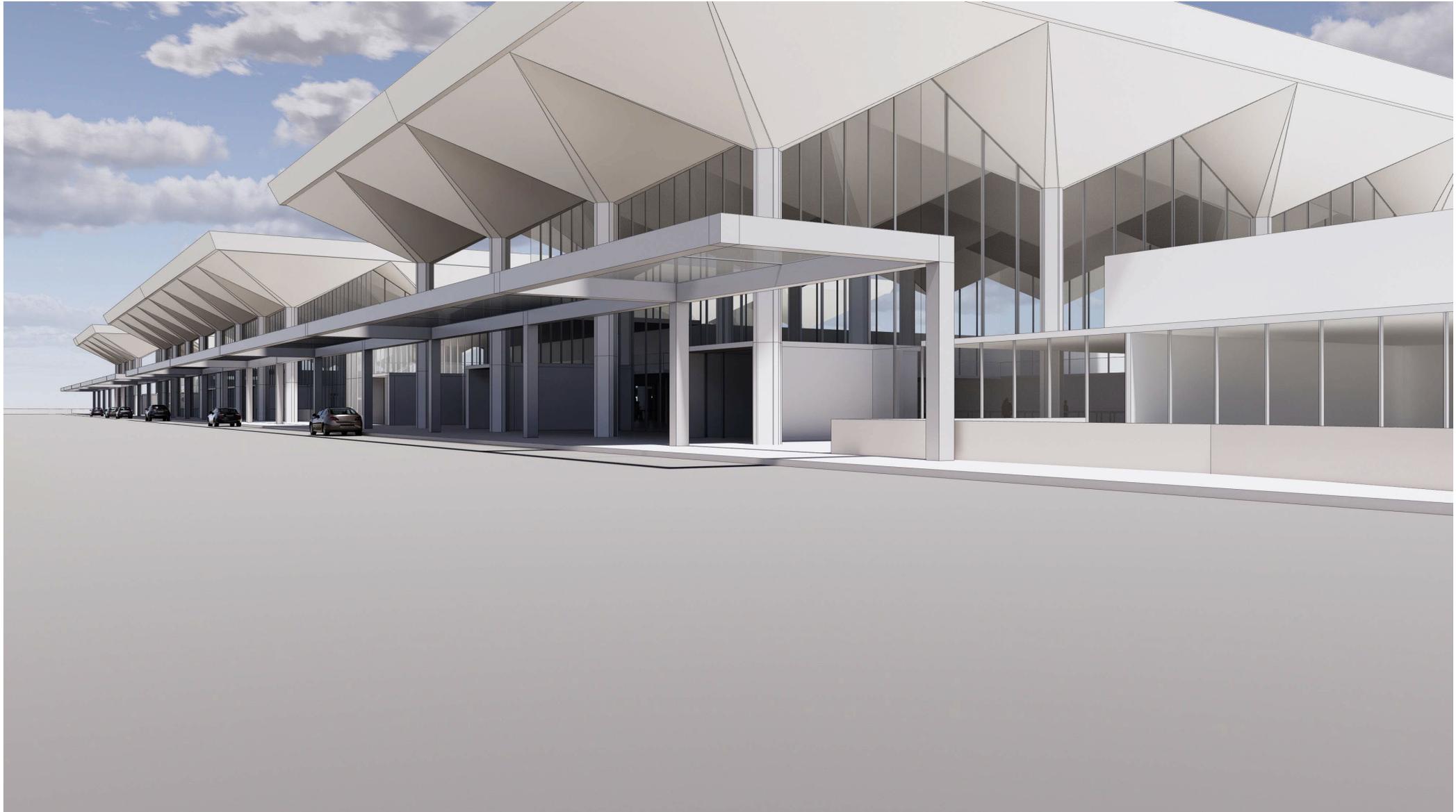
# Preferred Terminal Plan - Lower Level



# DEPARTURES ROUTE



# DEPARTURES ROUTE



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# ARRIVALS ROUTE



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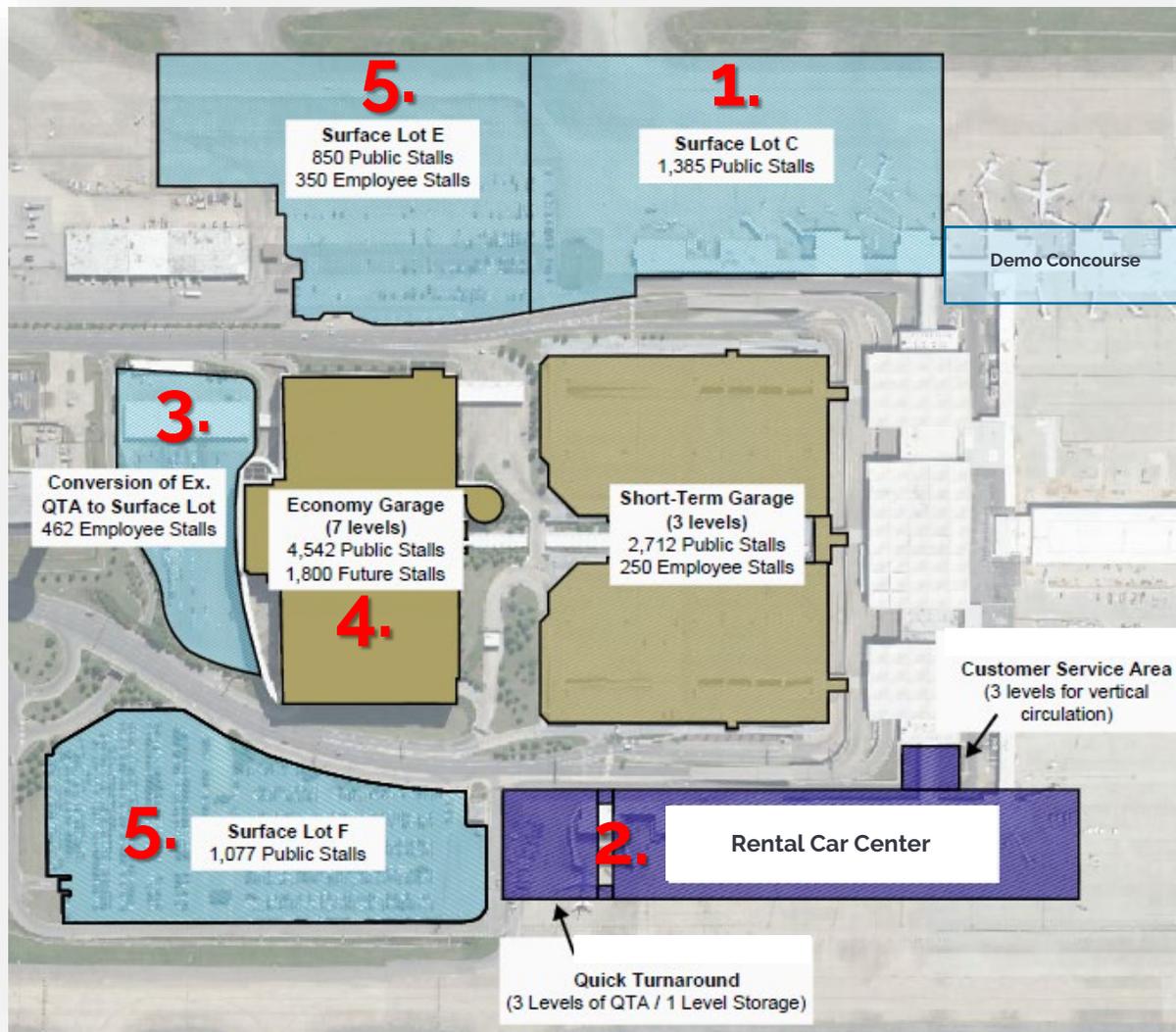
Section 4

# Landside

# — Setting the Stage

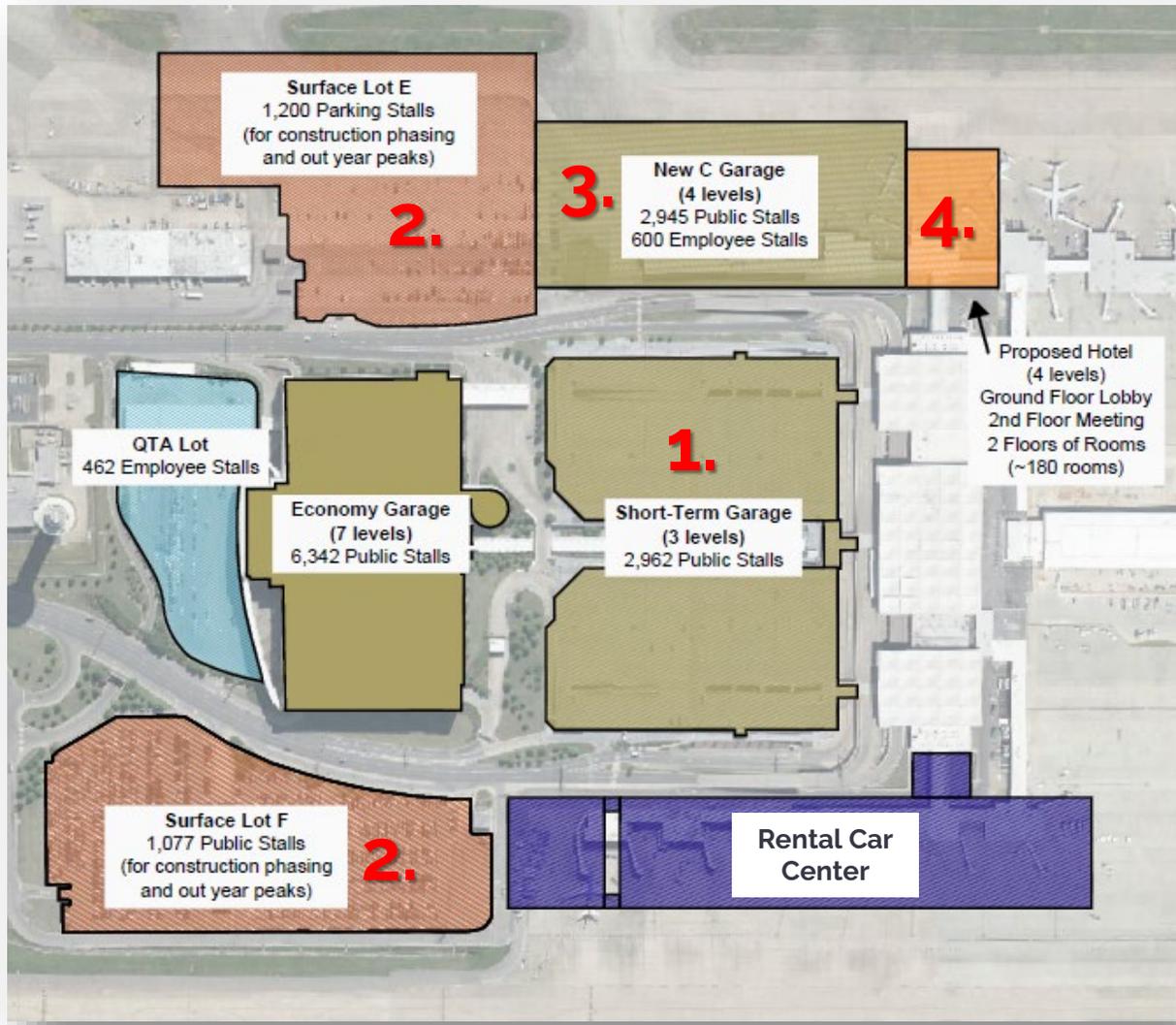
- Public Parking
  - Short-term garage – re-life or replace
- Rental Car
  - New facility makes more sense than growing further into the Economy Garage
- Curbfront
  - Adequate capacity on the curbs, but reconfiguration is needed
- First step of the development is the largest challenge
  - Closure of Concourse A and/or C provide opportunities to create additional landside capacity

# Preferred – Phase 1 Development



1. Construct Surface public parking lot at Concourse C
2. Construct New RAC Facility at Concourse A
3. Convert former QTA space to employee parking
4. Convert former RAC Space in Economy Garage to public parking
5. Reconfigure surface lots E and F to meeting demand as needed

# Preferred – Phase 2 Development



1. Re-life existing Short-Term Garage
2. Surface Lots at E and F used for construction phasing and as overflow in out years
3. Construct Garage C
4. Hotel development at any time

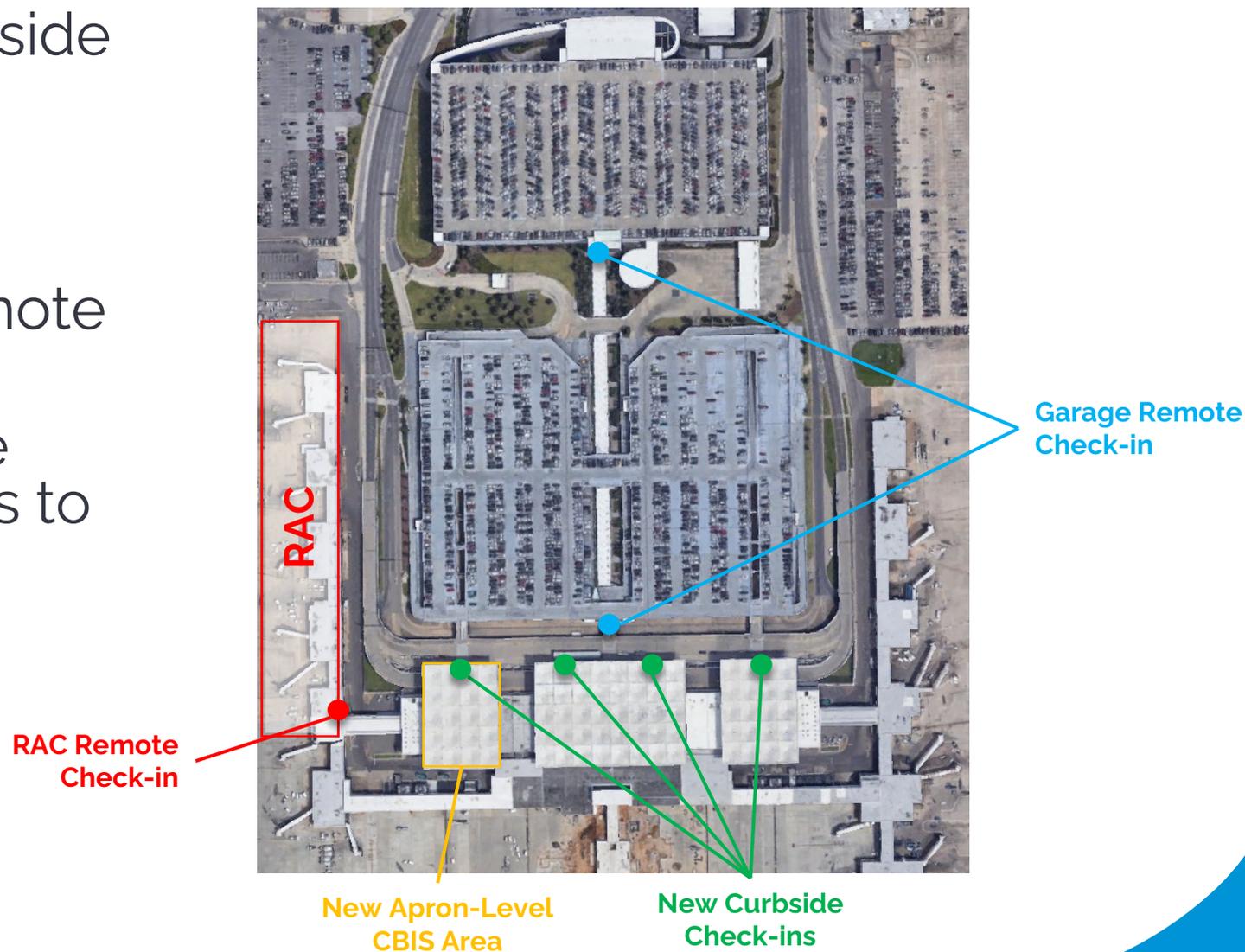
# — Preferred – Travel Plaza

- Gas/Food Beverage – MSCAA operated or third-party developer
- Integrated with cell phone lot
- Staging for ground transportation



# Multiple Passenger Processing Points

- 4 Main Terminal Curbside Check-ins
- 1 RAC Ready/Return Remote Check-in
- 2 Parking garage Remote Check-ins
- All can have baggage conveyor connections to new CBIS





THANK YOU



January 27, 2022

