

Table V-9

Allocation of 2018 Peak Period Aircraft Gate Frontage Requirement by Carrier Group

Aircraft Type	Frontage per aircraft (LF)	Hub Carrier 1		Hub Carrier 2		Other Domestic Carriers		Other International Carriers		Total All Carriers	
		Gates	Frontage (LF)	Gates	Frontage (LF)	Gates	Frontage (LF)	Gates	Frontage (LF)	Gates	Frontage (LF)
Regional Jet	94	20	1,880	24	2,260	1	90	-	-	45	4,230
Small Narrow-body	132	-	-	6	790	8	1,060	4	530	18	2,380
Large Narrow-body	150	36	5,400	30	4,500	17	2,550	-	-	83	12,450
Wide-body	196	12	2,350	15	2,940	6	1,180	9	1,760	42	8,230
Jumbo-body	243	16	3,890	18	4,370	-	-	8	1,940	42	10,200
New Large Aircraft	292	-	-	1	290	-	-	1	290	2	580
Total		84	13,520	94	15,150	32	4,880	22	4,520	232	38,070

Source: "Future Design Day Schedule for 2018"- Ricondo & Associates, Inc. February 2003
 Prepared by: Ricondo & Associates, Inc.

5.2.2 Initial Terminal Concepts

Table V-10 shows the allocation of apron frontage by each carrier group compared to their existing available frontage. The terminal alternatives analysis that follows presents options for accommodating the additional 12,500 linear feet of apron frontage required. The intent of the initial concept development is to identify the potential range of options that might be available in each terminal area to meet the gate needs of the Airport through the planning horizon. The initial concepts were evaluated and reduced to a limited number of options that were refined further to comply with the constraints of the preferred airfield configuration. The exhibits illustrating each concept were developed in sketch form in order to facilitate the development of a broad range of alternatives and to acknowledge their preliminary conceptual nature. Ultimately, a selected concept, based on specific program goals, was identified. This section presents the initial concept development, refinement, and selection process.

5.2.2.1 Initial West Terminal Development Area Concepts

As the airfield alternatives were developed, it was essential to test the ability of the West Terminal Development Area and the Terminal Core/East Terminal Areas to accommodate the requirement for future aircraft gates. The West Terminal Development Area concepts, shown on **Exhibits V-25** through **V-34**, illustrate a range of ten options for the development of this area. The following points highlight major aspects of the initial concepts:

- Initial Concepts 1 through 10 focus on maximizing gate development in the long-term given the potential for closure of Runway 14R-32L, while providing the opportunity for an interim phase concourse development prior to closure of the runway. In all cases, the ultimate phase development includes western access and terminal facilities; whereas concourse development in the interim phase allows continued operation of Runway 14R-32L with passenger processing in the Terminal Core Area.

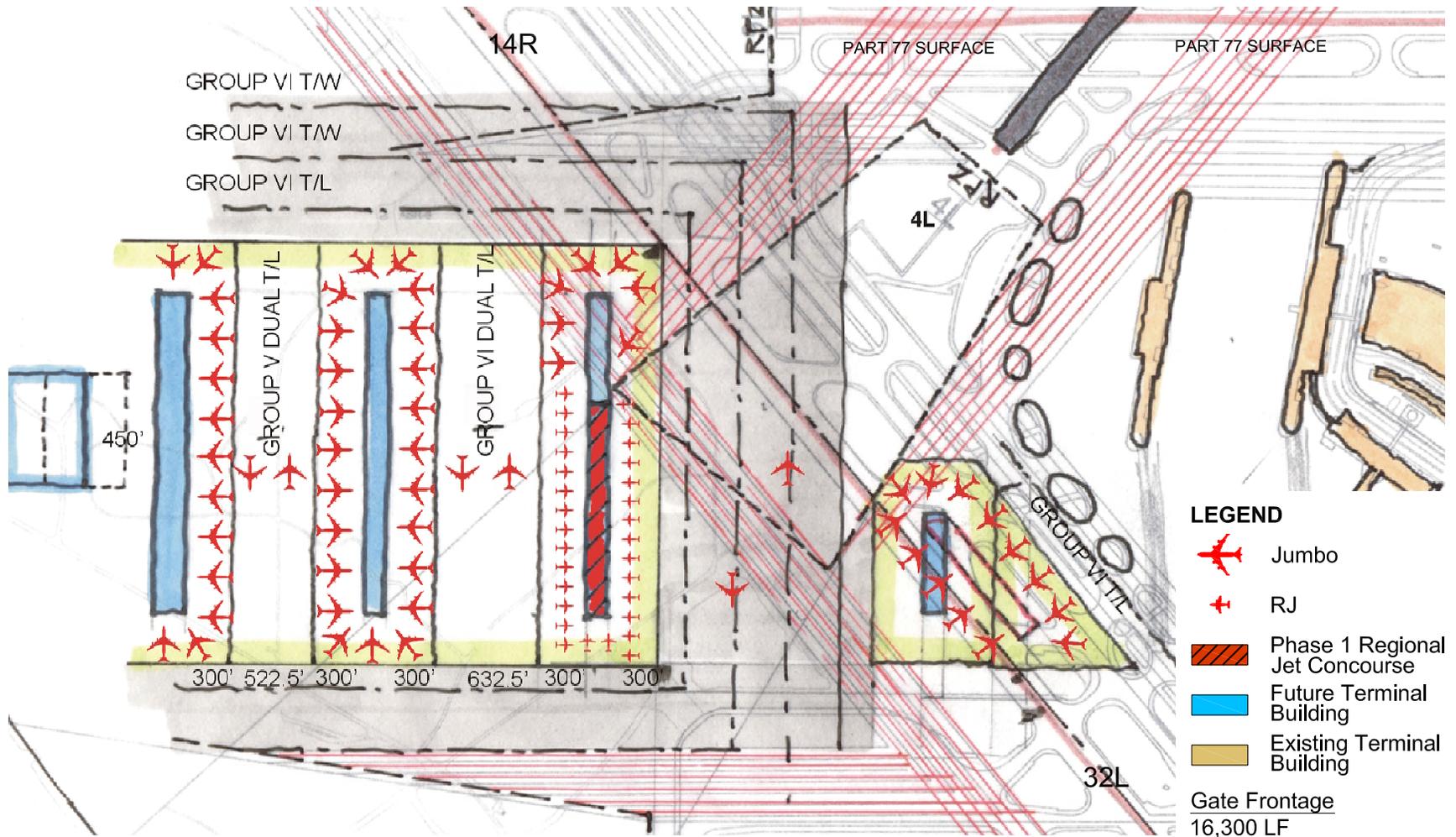
Table V-10

Comparison of Existing Aircraft Gate Frontage to the 2018 Peak Period Requirements

	Existing	2018 Requirements	Total Additional Required
Hub Carrier 1			
Terminal 3			
Concourse G	2,237		
Concourses H and K	5,636		
Concourse L	<u>842</u>		
Total Hub Carrier 1	8,715	13,520	4,805
Hub Carrier 2			
Terminal 1			
Concourse B	2,969		
Concourse C	<u>4,290</u>		
Subtotal	7,259		
Terminal 2			
Concourse E	746		
Concourse F	<u>1,865</u>		
Subtotal	2,611		
Total Hub Carrier 2	9,870	15,150	5,280
Other Domestic Carriers			
Terminal 2			
Concourse E	1,616		
Concourse F	<u>209</u>		
Subtotal	1,825		
Terminal 3			
Concourse L	<u>1,149</u>		
Subtotal	1,149		
Total Other Domestic Carriers	2,974	4,880	1,906
Other International Carriers ^{1/}			
Terminal 5			
Concourse M	<u>3,970</u>		
Subtotal	3,970		
Total Other International Carriers	3,970	4,320	550
Total All Carriers	25,529	38,070	12,541

1/ Terminal 5 existing frontage for the Other International Carriers includes gates occasionally utilized for international arrivals by the two Hub Carriers.

Source: Ricondo & Associates, Inc.
Prepared by: Ricondo & Associates, Inc.

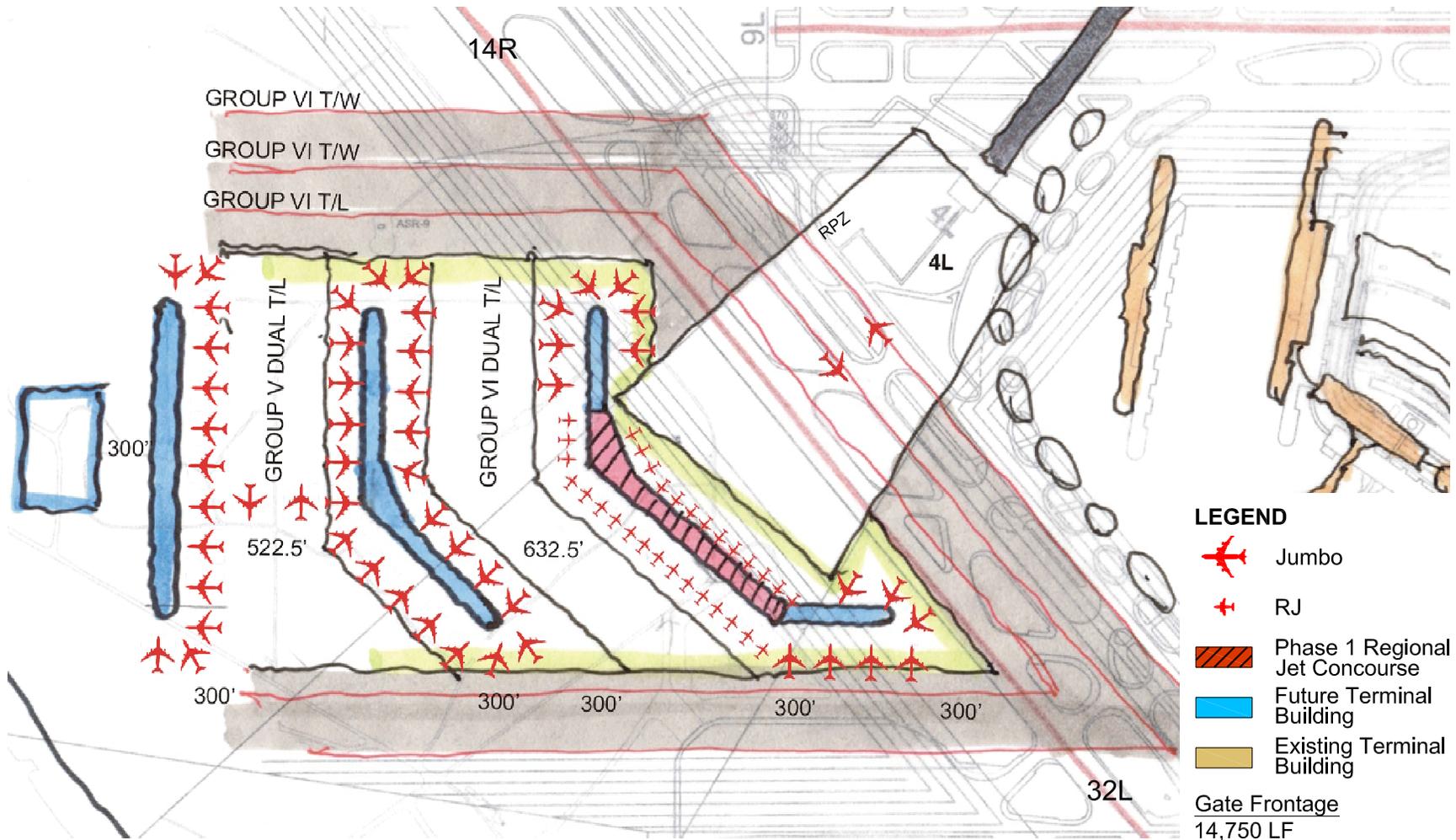


Source: Ricondo & Associates, Inc.; Martinez Corp. Aerial Photography (1996);
 Department of Aviation Airport Management and Records
 Prepared by: Ricondo & Associates, Inc.

Exhibit V-25



West Terminal Area Initial Concept 1

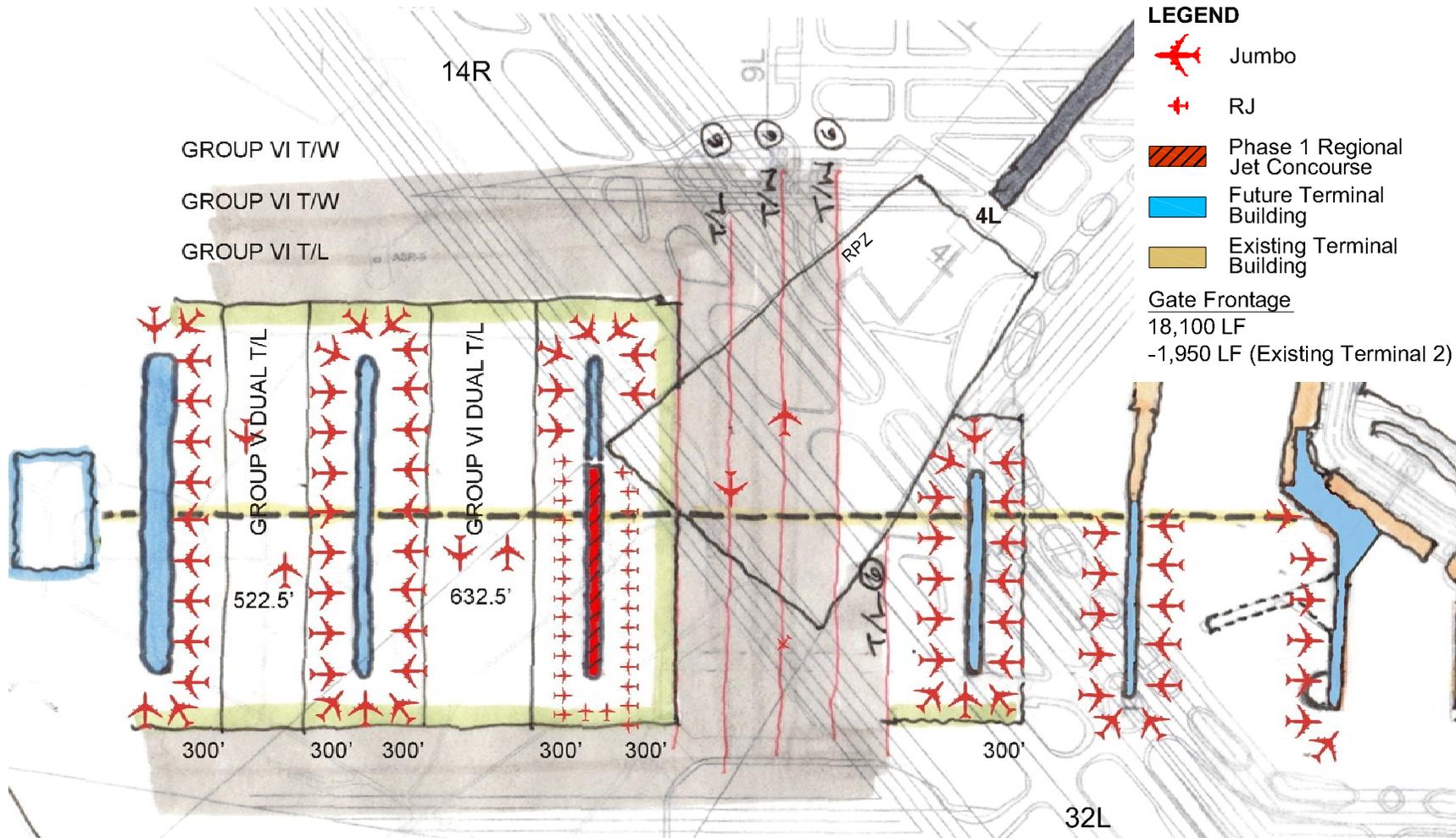


Source: Ricondo & Associates, Inc.; Martinez Corp. Aerial Photography (1996);
 Department of Aviation Airport Management and Records
 Prepared by: Ricondo & Associates, Inc.

Exhibit V-26

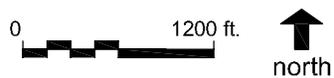


West Terminal Area Initial Concept 2



Source: Ricondo & Associates, Inc.; Martinez Corp. Aerial Photography (1996);
 Department of Aviation Airport Management and Records
 Prepared by: Ricondo & Associates, Inc.

Exhibit V-27



West Terminal Area Initial Concept 3