Terminal Development Projects

- **B/A F Improvements**
  To enhance the guest experience, B/A F would be reconstructed and upgraded to improve facilities and services, including aside concession spaces, public restrooms, and other amenities at B/A F.

- **B/A F – Gate Expansion**
  If additional domestic demand materializes, B/A F could be further extended off the end of the boarding area to accommodate four new gates.

- **Terminal 3 West Expansion and Renovation**
  The frontage gates between B/As F and G (referred to as T3 West) will be MARS and domestic/international-capable swing gates able to accommodate three widebody or five narrowbody aircraft. Holdrooms and concession areas will be upgraded to enhance the guest experience and the BHS will be expanded. In addition, five passenger boarding bridges on B/A F will be replaced and the aircraft parking area reconfigured.

- **B/A G – Enhance the Guest Experience and Accommodate Longer Aircraft**
  Gates and the taxilane on the south side would be reconfigured to accommodate longer widebody aircraft. The connector for the new B/A H would require the removal of one gate position, reducing the total number of gates from 12 to 11. Upper-level holdroom areas would be integrated with concessions and the seating areas potentially expanded.

- **New B/A H**
  A new boarding area would have MARS and domestic/international-capable swing gates able to accommodate six widebody or 10 narrowbody aircraft. Passengers would access B/A H through a connecting corridor from the landside facilities in the ITB. The connecting corridor would contain additional domestic bag claim devices to support preclear and domestic operations in B/As G and H. The construction of B/A H would be planned in two phases to minimize near-term disruption to West Field facilities. Phase 2 of the project would include a realignment of Taxiways A and B. See Airfield Development Projects (p. 10) for Taxiways A and B project description.

- **ITB – Arrivals Level Improvements**
  The two international bag claim halls would be combined so international flights can be assigned to any of the ITB baggage claim devices, also allowing for passengers to use a consolidated CBP secondary processing facility.

- **ITB – Departures Level Improvements**
  The ticketing lobby would be reconfigured and the security checkpoints would be consolidated. This permits implementation of the secure connector between B/As A and G and expansion of the concession areas. As a follow-on phase, the back of the ITB would be expanded outward to provide space for a world-class marketplace and additional recompose space beyond the security checkpoint.

- **B/A A – Gate Enhancements**
  To enhance widebody aircraft capabilities, the aircraft layout would be reconfigured.

- **B/A A – Enhance the Guest Experience**
  Upper-level holdroom areas would be integrated with concessions and potential holdroom seating area expansion.

- **T2-T3 Secure Connector and Office Block**
  Post-security connecting corridors would be constructed between Terminals 2 and 3 including an office block up to six stories tall.

- **Terminal 2 Aircraft Parking Enhancement**
  Aircraft parking layout will be reconfigured.

- **Demolish Old Airport Traffic Control Tower**
  The old Tower in Terminal 2 will be demolished.

- **B/A C Improvements**
  To enhance the guest experience, B/A C will be reconstructed and upgraded.

- **Terminal 1 Redevelopment**
  Terminal 1 and B/A B will be rebuilt as an 18-gate facility with a mix of widebody and narrowbody aircraft or up to 27 narrowbody aircraft parking positions. A number of these gates will be domestic/international-capable swing gates.

- **New B/A H**
  A new boarding area would have MARS and domestic/international-capable swing gates able to accommodate six widebody or 10 narrowbody aircraft. Passengers would access B/A H through a connecting corridor from the landside facilities in the ITB. The connecting corridor would contain additional domestic bag claim devices to support preclear and domestic operations in B/As G and H. The construction of B/A H would be planned in two phases to minimize near-term disruption to West Field facilities. Phase 2 of the project would include a realignment of Taxiways A and B. See Airfield Development Projects (p. 10) for Taxiways A and B project description.

- **ITB – Departures Level Improvements**
  The ticketing lobby would be reconfigured and the security checkpoints would be consolidated. This permits implementation of the secure connector between B/As A and G and expansion of the concession areas. As a follow-on phase, the back of the ITB would be expanded outward to provide space for a world-class marketplace and additional recompose space beyond the security checkpoint.

**KEY MAP**

**ACRONYMS**
- B/A: Boarding Area
- BHS: Baggage Handling System
- CBP: U.S. Customs and Border Protection
- ITB: International Terminal Building
- MARS: Multiple Aircraft Ramp System

**LEGEND**
- Ongoing Projects
- ADP Projects