

Terminal Area Master Plan

Executive Summary



What is a Terminal Area Master Plan?

The OKC Will Rogers International Airport (OKC) Terminal Area Master Plan is a long-term, comprehensive assessment of the terminal area, focusing on meeting OKC's unique goals and objectives, accommodating future growth, and enhancing the passenger experience. Ultimately, it provides a conceptual planning study that will serve as a basis of design for future terminal area expansion and improvement projects.

OKC desires to explore major capital development program options to address the following:

- Balanced landside facilities capacity with airside and terminal capacity, particularly associated with past terminal concourse plans, which would provide for approximately 40 narrow-body gates, equivalent to a theoretical capacity of approximately 20 million annual passengers.
- Terminal curbside capacity deficiencies resulting in congestion that is regularly occurring throughout the year and during the busiest hours of the day.
- Shortage of public parking, particularly covered close-in and premium parking.
- Adequate baggage handling system capacity, baggage claim, outbound baggage makeup, and the checked baggage inspection system.
- Adequate passenger processing facilities, namely passenger security screening checkpoint lanes, as well as check-in lobby space.

“The Terminal Area Master Plan investigated key airport planning criteria to support the Airport’s decision processes and development of its growth strategy to meet current and future needs for terminal facilities.”



WHAT IS THE TERMINAL AREA?

The terminal area is defined as the boundary from SW 54th Street on the north to Taxiway A on the west to Taxiways C and G on the south, and Taxiway E on the east.

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TERMINAL AREA MASTER PLAN AREAS OF EMPHASIS



Airline Gate Capacity
& Quantity



Checked Baggage
Inspection System
Capacity



Terminal Curbside
Capacity



Baggage Claim



Ticketing & Baggage
Check-In Area



Close-in Parking
Garages



Security Screening
Checkpoint Capacity



Campus Roadway
Interactions



Outbound Baggage
Sortation and
Makeup



OKC IMPACTS



Direct
Travel
Spending

\$ **2.7** Billion

Source: Oklahoma City 2023 Tourism Economic Report.



2024 Annual
Passengers

4.6 Million

Source: Oklahoma City Airport Trust.



Direct-Flight
Destinations

25

Source: Will Rogers International Airport.



Why a Terminal Area Master Plan?

Oklahoma City and OKC have experienced significant growth during the past couple of decades. OKC passenger levels have increased from approximately 3.5 million annual passengers in 2000 to 4.4 million annual passengers in 2024. The recent opening of the east wing and departures hall are excellent additions to OKC's terminal building and greatly enhance the overall passenger experience.

However, constantly changing patterns in how passengers interface with the terminal area, driven mainly by advances in technology, demographic changes (leisure vs. business travel) and the evolution, and consolidation of the airline industry (mergers, operational structure, aircraft fleet mix, and ticket prices), have created deficiencies that require a long-term approach to their solution. Building on the recent noteworthy terminal building improvements, OKC sought a fresh perspective to envision broader terminal area-wide improvements, development, and redevelopment.






What does OKC need?

LONG-TERM TERMINAL AREA EXPANSION CAPABILITIES

In response to OKC's concern that passenger levels could quickly exceed the anticipated Federal Aviation Administration projections, a high-level, generalized evaluation of various terminal area expansion alternatives was developed. The objective was to gauge the ability of the existing terminal area's ability to meet the accelerated demand. If not, then alternate sites should be explored.

Future terminal headhouse facility requirements were analyzed using design day flight schedules representing the average day in the peak month from a 12-month period.

There are a total of four passenger activity level scenarios:

 Annual Passenger Demand	 Required Gates	 Annual Passengers per Gate
4	21	220,000
6 <i>Million Annual Passengers</i>	23 - 25	250,000
8	26 - 28	300,000
20	39 - 41	500,000

Several expansion alternatives were evaluated and it was determined that the existing terminal area can meet the long-term 20 million annual passenger demand.


The Terminal Area Master Plan provides a playbook of projects that show a feasible and sustainable path for terminal site development that will help shape the future of OKC.

TERMINAL HEADHOUSE EXPANSION REQUIREMENTS


Future terminal headhouse facility requirements were examined to determine the type and magnitude of facilities needed for ultimate implementation and programming. Using the average day in the peak month, examinations of future terminal headhouse facility requirements indicate most functions are adequate to meet demand through 6 million annual passengers.

At 8 million annual passengers, the majority of headhouse systems seem to reach their functional limits and additional spaces will be required.


8 Million Annual Passenger Expansion Areas



Expanded checked baggage inspection system, including number of screening devices




Expanded check-in area and number of ticketing positions




Increased number and expanded space for outbound baggage sortation and makeup

Expanded security screening checkpoint, including queuing area

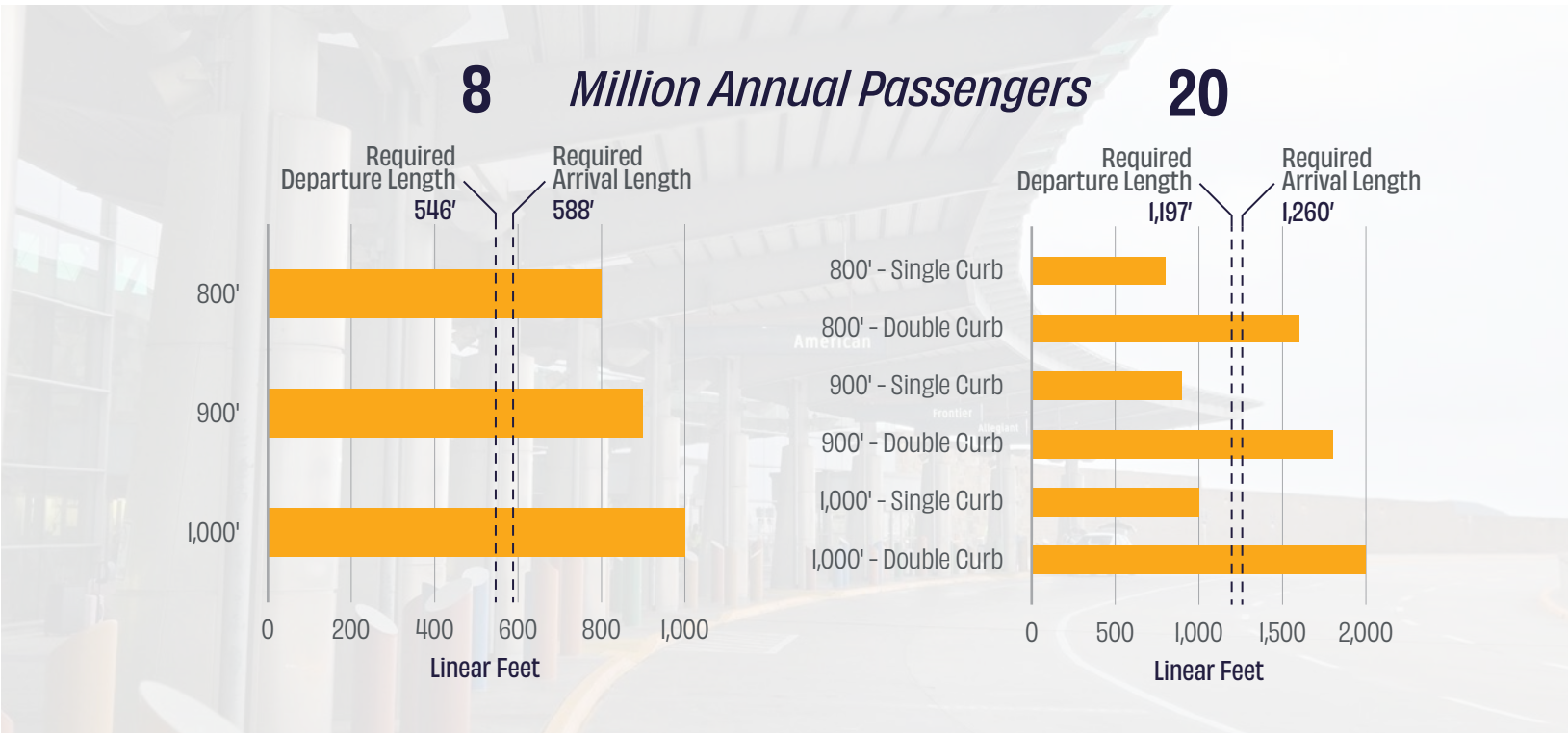


Increased number of aircraft gates



TERMINAL CURBSIDE CAPACITY

Long-term arrivals and departures curbside requirements were analyzed based on curbside lengths of 800', 900', and 1000'. The analysis determined that 8 million annual passenger volumes were within capacity of all three lengths, while 20 million annual passenger volumes require a double curb layout.

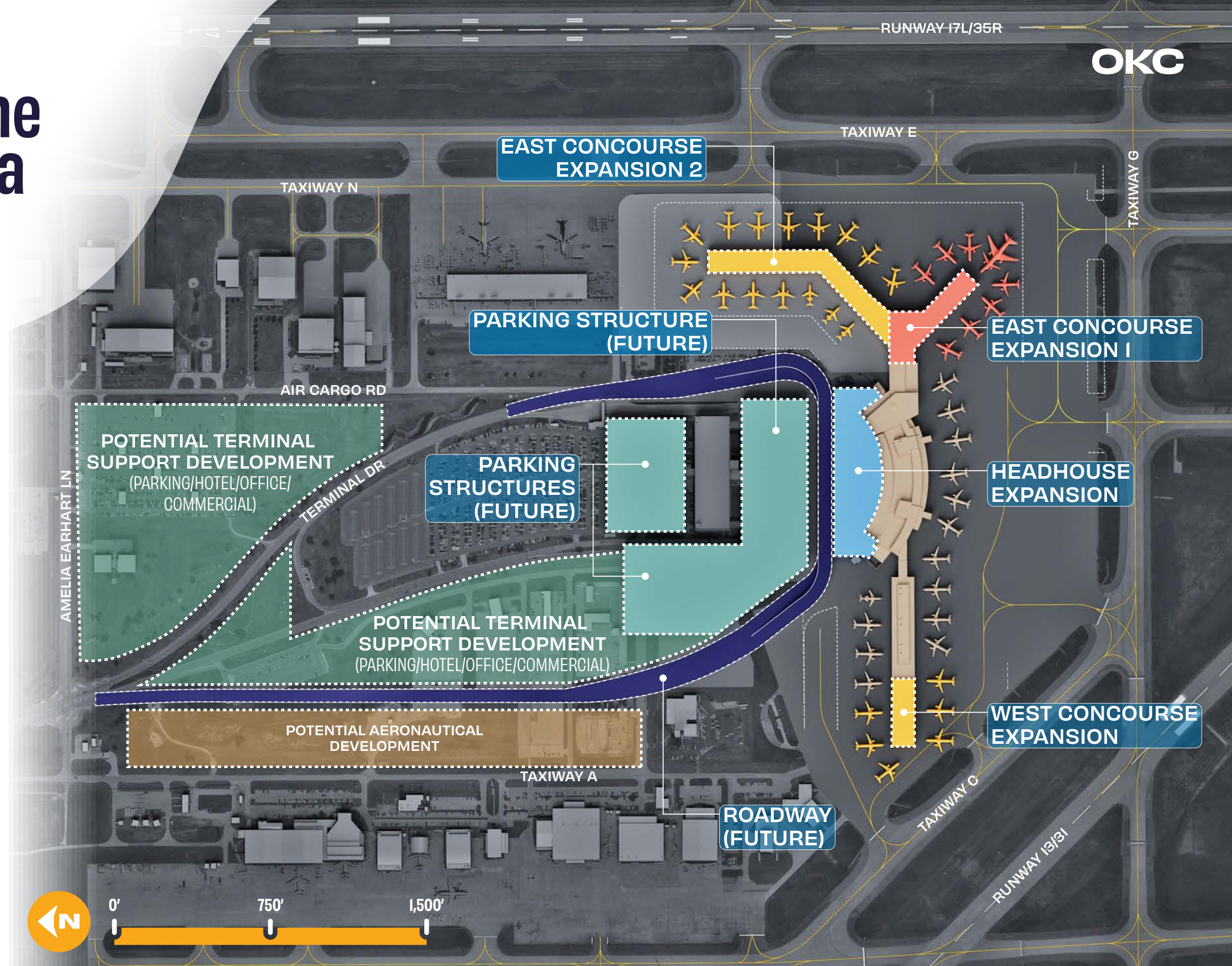


An example of a two-level, double curb roadway layout.

What does the Terminal Area Master Plan Propose?

The selected improvements resulting from the OKC Terminal Area Master Plan provide a blueprint of projects that show a reasonable and feasible path forward for the terminal area development that will shape the future of OKC for decades.

The Plan provides sufficient expansion capacity for the terminal headhouse, concourses, parking structures, and terminal curbside. It proposes the ultimate realignment of the entrance road to maximize development area while minimizing impact to existing and future commercial aircraft apron parking. The Terminal Area Plan also allocates adequate space for ancillary facilities such as long-term parking, hotel/office/commercial development, aeronautical facilities, maintenance, repair, and overhaul hangars, and remain overnight aprons.



How does the Terminal Area Master Plan propose phasing projects?

The following figures illustrate the projects by phase using the passenger activity levels.

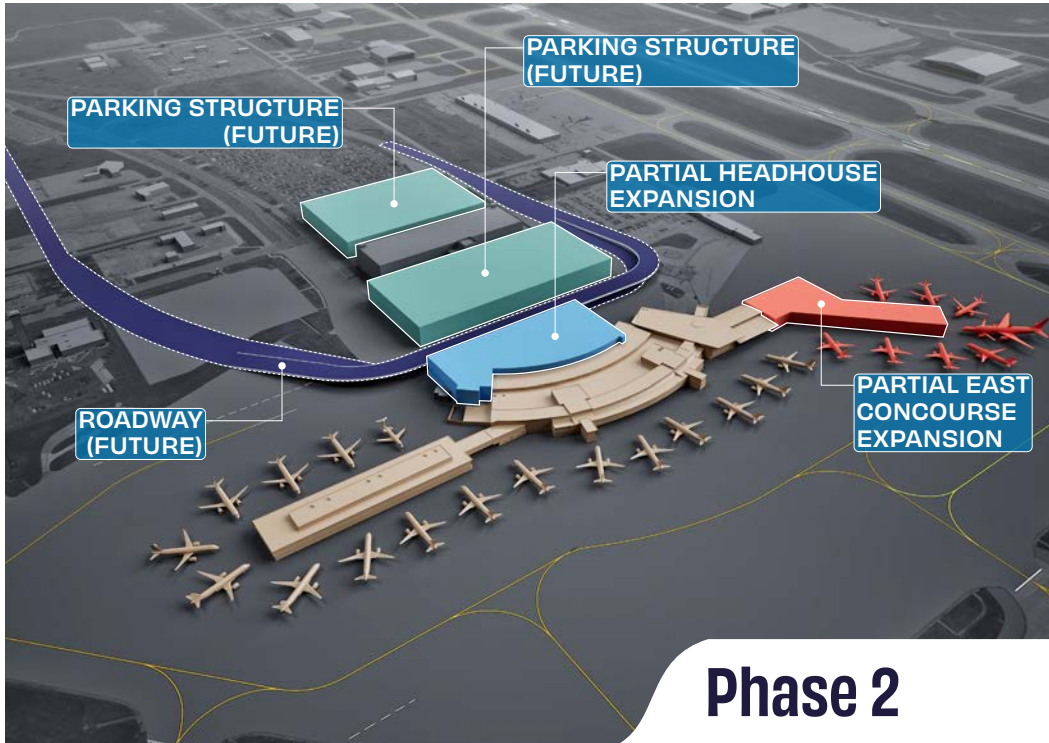


PHASE 1 - 6 MILLION ANNUAL PASSENGERS

- Proposed developments:
- New parking garage north of Garage C
 - Demolition of Garage A
 - Temporary at-grade terminal curbside roadway
 - Demolition of existing terminal roadway
 - Future two-level terminal roadway designed and ready to start construction
 - Future terminal headhouse expansion under design and nearing construction start

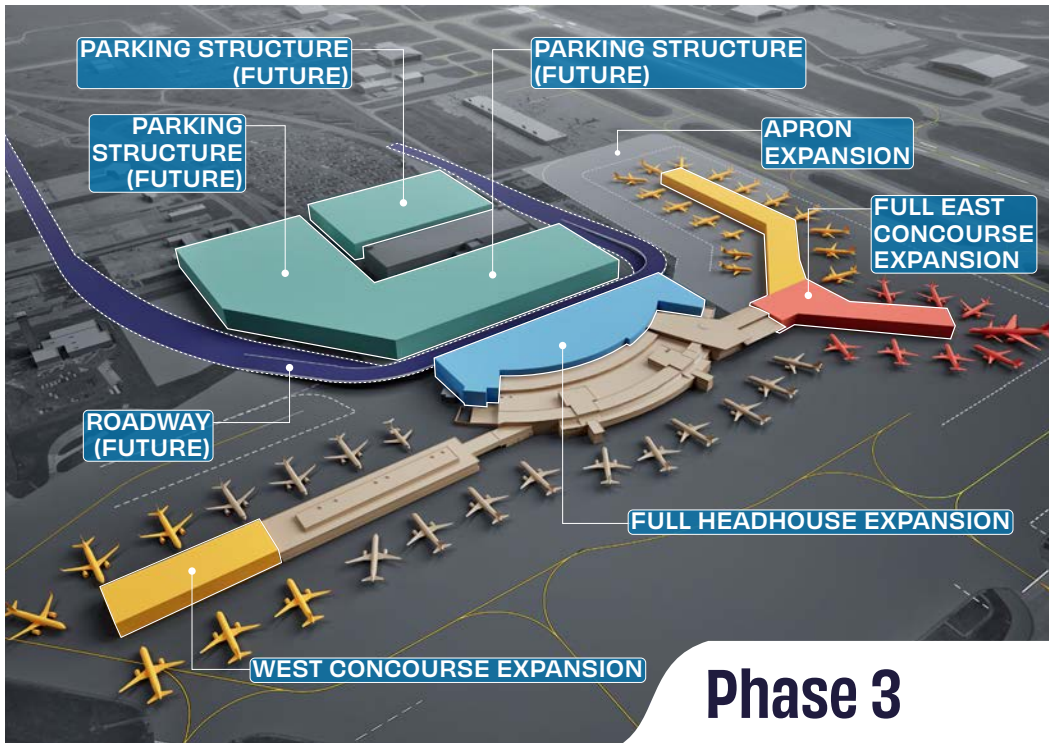
PHASE 2 - 8 MILLION ANNUAL PASSENGERS

- Proposed developments:
- Two-level terminal curbside roadway completed
 - Demolition of Garage B
 - Headhouse expansion begins from the west, providing terminal curbside frontage length of 550 feet
 - Terminal concourse expanded to accommodate between 24 and 26 gates, including at least one widebody aircraft position
 - New close-in parking garage completed on site of temporary at-grade terminal curbside roadways and Parking Garage B
 - Future terminal headhouse, concourse, and garage expansions under design

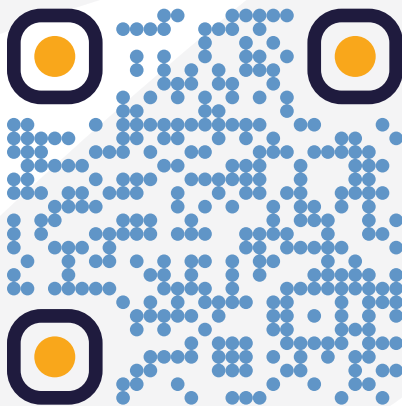


PHASE 3 - 20 MILLION ANNUAL PASSENGERS

- Proposed developments:
- Terminal headhouse expansion completed
 - Terminal curbside roadway widened to 6 lanes with 2 curbs
 - Terminal concourse expanded to 40 gates, including at least one widebody aircraft position
 - Additional parking garage completed
 - Light rail passenger connection to downtown Oklahoma City



Want to see a 3D flyover of the project from start to finish?
Scan this QR code!



OKC

WILL ROGERS INTERNATIONAL AIRPORT

