

# South Satellite Narrow-body Aircraft Gating Project Briefing



# SSAT Narrow-body Aircraft Gating Project

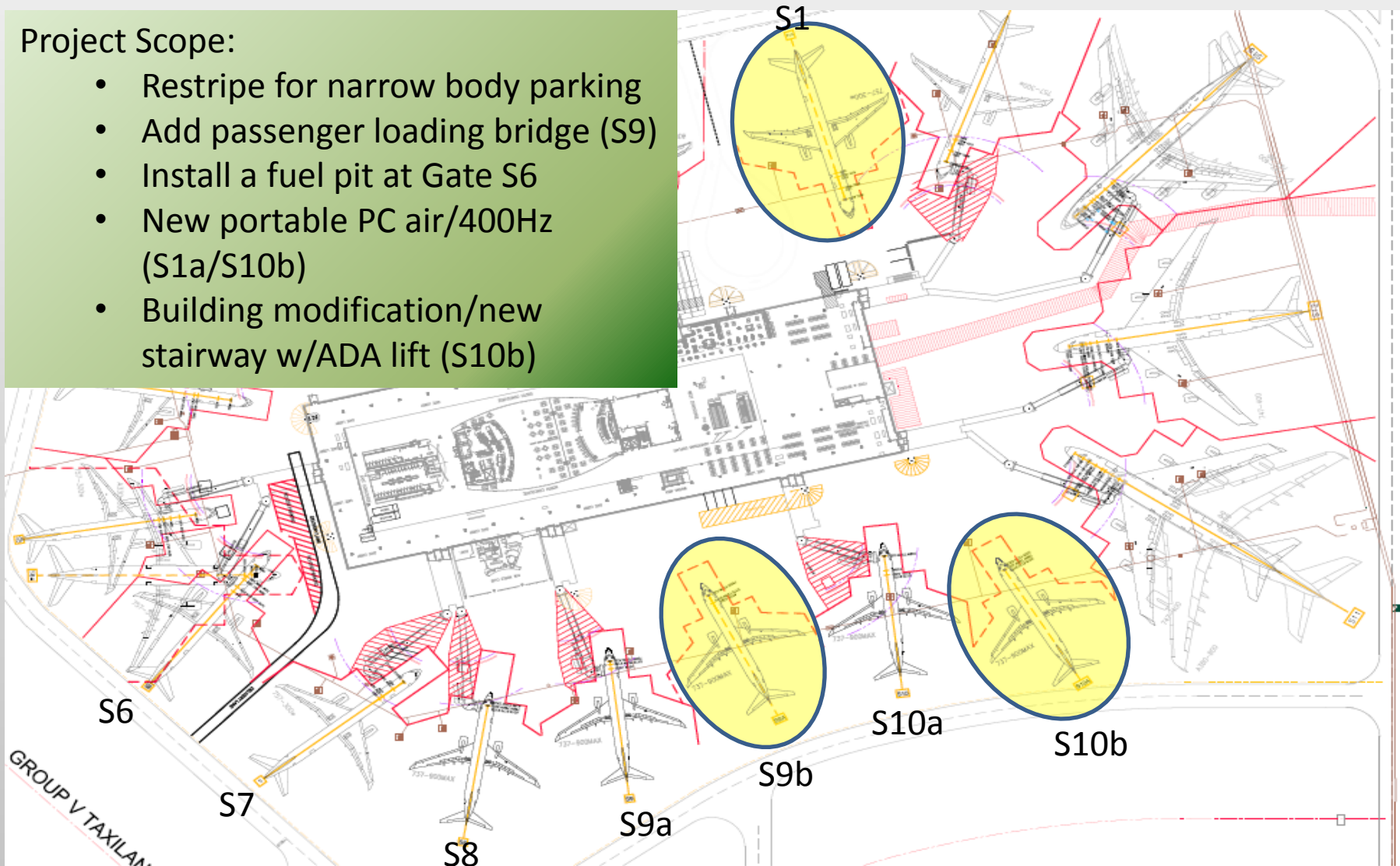
- Project briefing:
  - Scope (\$5.5M)
  - Project Timing
  - Construction Options
  - Next Steps



# Scope

## Project Scope:

- Restripe for narrow body parking
- Add passenger loading bridge (S9)
- Install a fuel pit at Gate S6
- New portable PC air/400Hz (S1a/S10b)
- Building modification/new stairway w/ADA lift (S10b)



Three additional narrow-body aircraft positions at SSAT in the near-term

# Related Work

- Interior work required for boarding operations
  - Additional gate information displays
  - Additional boarding door podiums
  - Additional boarding pass gate readers


This work will be completed this year via a small expense project and will be updated during the SSAT Interior Renovations Project.



Interior work will be complete in 2016

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- Desired project timing – complete by 4Q 2017
  - Restripe ramp exterior/New portable PC air/400Hz
  - Building modifications – new stairs w/ADA lift
  - Install PLB at S9 and fuel pit S6



Desire for project to be complete in 2017

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- Construction Alternatives:
  1. Competitively bid entire project
    - Pros
      - One construction contract to manage
    - Cons
      - The timing/project schedule with other projects
      - Multiple contractors in same project area, which is difficult to monitor/coordinate and increases risk to the Port
      - Time required to procure a new construction contract would not meet the desired completion date
      - Difficult to synchronize



Does not meet desired timeline and high risk

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- Construction Alternatives:
  2. Change order to Clark/SOM for work
    - Pros
      - Does not increase the project budget or scope for the IAF project
      - Accelerating the hiring of a contractor and construction of early scope item requirements will add gate capacity for narrow-body aircraft during peak periods
      - Project synchronicity with other projects is more efficient, i.e., same contractor synchronizing multiple project schedules
      - Cost/operational efficiencies – reduction in mobilization, fewer duplicate equipment on airfield, etc.
    - Cons
      - This work will be added to Clark's contract via change order



Accomplishes work in desired timeline

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- Next Steps:
  - Airline Support – Majority In Interest (MII) – Vote of approval received January 26, 2016
  - Request authorization from Commission on February 23, 2016 for the recommended alternative
  - Continue work with the airlines to mitigate the need for hardstand operations and/or identify facilities needed to accommodate hardstand operations



Plan to request Commission authorization February 23