



Seattle-Tacoma International Airport

Commission Briefing FIS (Federal Inspection Services)

June 14, 2011



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Presentation Outline

- **History of FIS at South Satellite**
- **Issues with growth and facility**
- **Recent projects**
- **Studies and long term options**
- **International arrival facilities at other airports**
- **Long-term policy question**

History of FIS at South Satellite

- Built in year 1970
- Capacity of 2 narrowbody flights at peak in 1970
- Expanded in 1980
- Capacity of 4 widebody flights at peak in 2011



Bag Claim (Circa 1970's)



Primary Immigration Inspection (Circa 1970's)

Growth Issue

- Rapid growth over recent years



Delta



Air France



Lufthansa



Condor



British



Korean



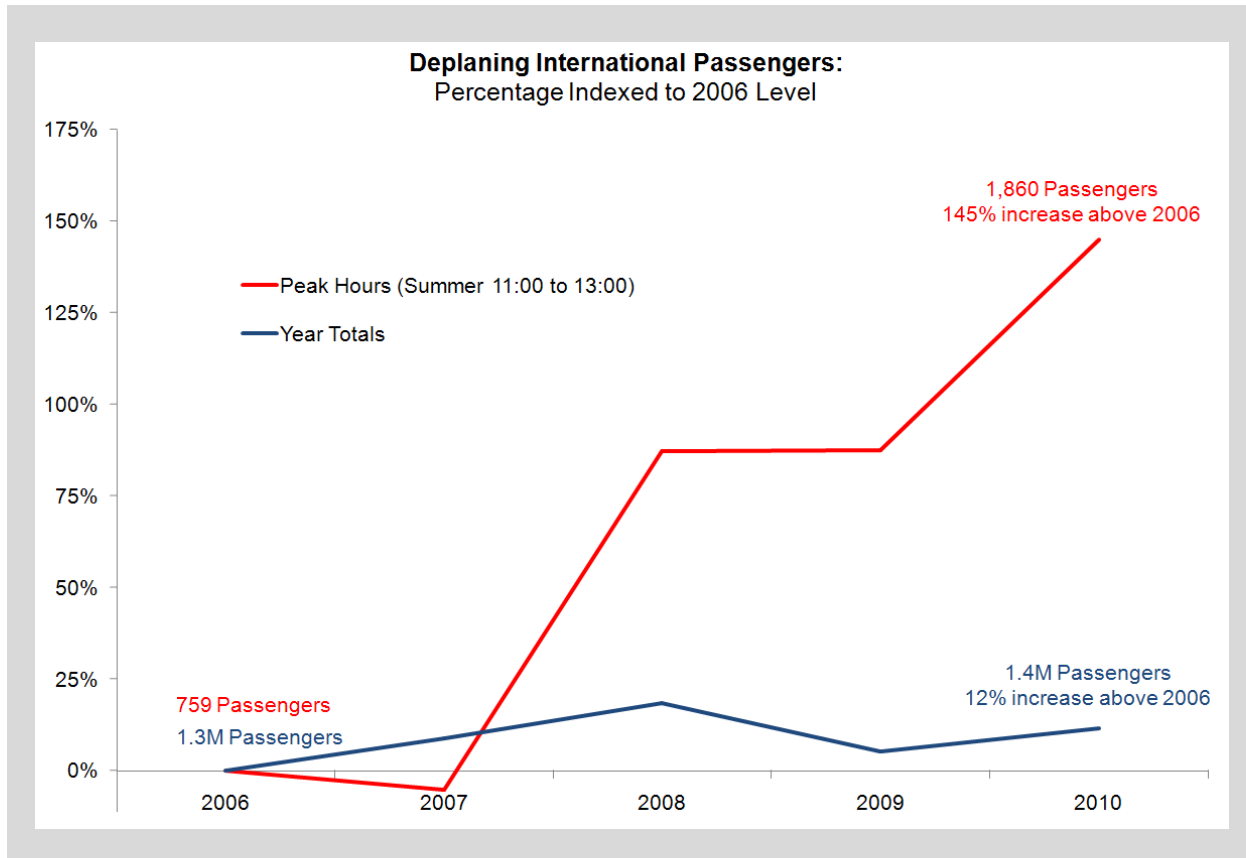
Icelandair



Hainan

Growth Issue

- Continued strong growth anticipated



Arriving International Peaks Have Increased 145% since 2006

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What is Wrong with Existing FIS?

- Antiquated 40 year old facility (needs infrastructure renewal)
- Inadequate capacity (during mid-day peak)
- Hold on-board and misconnects (costly to airlines and disruptive to passengers)
- Wrong location (double claim bags and difficult wayfinding)



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Recent Projects at FIS

- Increased Airport Duty Manager staffing
- Global Entry booths
- New primary inspection booths at immigration
- Bag drop monitor screens at ramp level for operational efficiency
- MII for mid-term improvements to be issued this year



Port and Airlines Agreed Upon Studies in Q1 2010

- Slotting (to limit number of flights at peak)
- Optimizing within footprint (mid term)
- Expanding footprint of existing facility (long term airside)
- Creating new facility (long term landside)



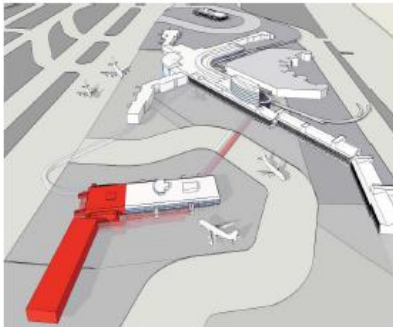
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HOK Study in 2007

- Four potential FIS locations were studied
- Removed two locations from consideration

Alternative 1



South Satellite Underground

Alternative 2



Concourse A GT Lot

Alternative 3



South Taxi Lane Underground

Alternative 4



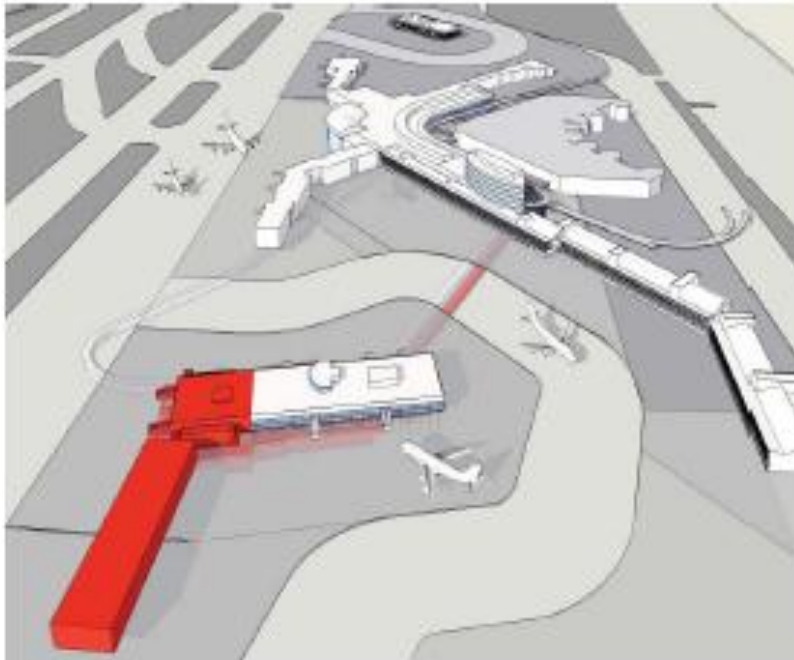
North Satellite GT Lot



HOK Study in 2007

- Two locations remaining were South Satellite Basement and Concourse A

Alternative 1



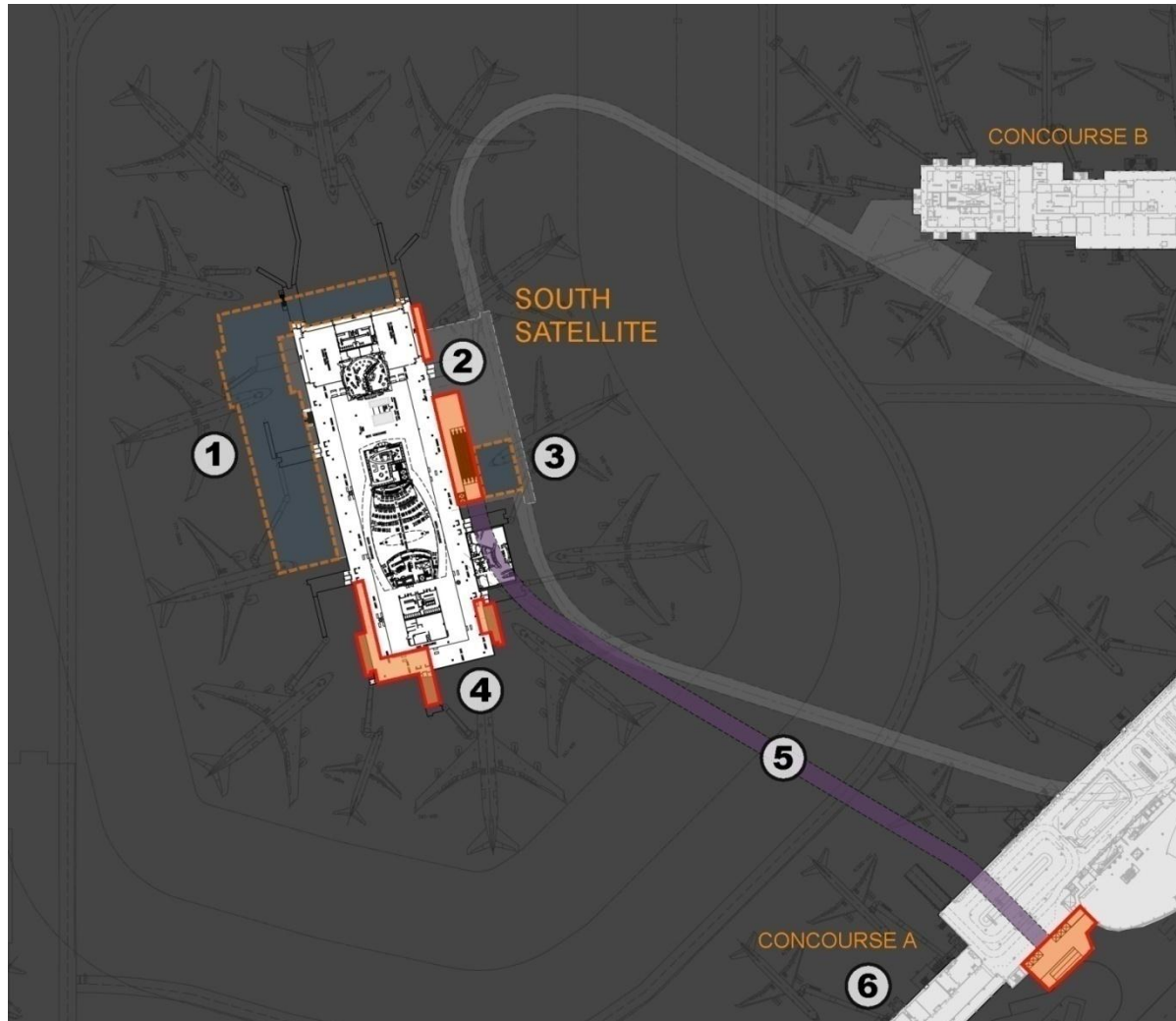
South Satellite Underground

Alternative 2



Concourse A GT Lot

URS Study in 2011 – Long Term South Satellite



- ① INCREASED SUBGRADE FOOTPRINT [WEST & NORTH] FOR EXPANDED BAGGAGE CLAIM HALL
- ② RELOCATED VERTICAL CIRCULATION ON SUBGRADE LEVELS AND EXTERIOR OF BUILDING
- ③ EXPANDED STS PLATFORM FOR ADDITIONAL CIRCULATION
- ④ EXTENDED STERILE CORRIDOR TO INCREASE WIDEBODY GATES FROM 10 to 12
- ⑤ APM TUNNEL FOR CONCOURSE A CONNECTION
- ⑥ TOWING OPERATIONS TO YIELD TOTAL 15 WIDEBODY GATES

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Pros/Cons for South Satellite

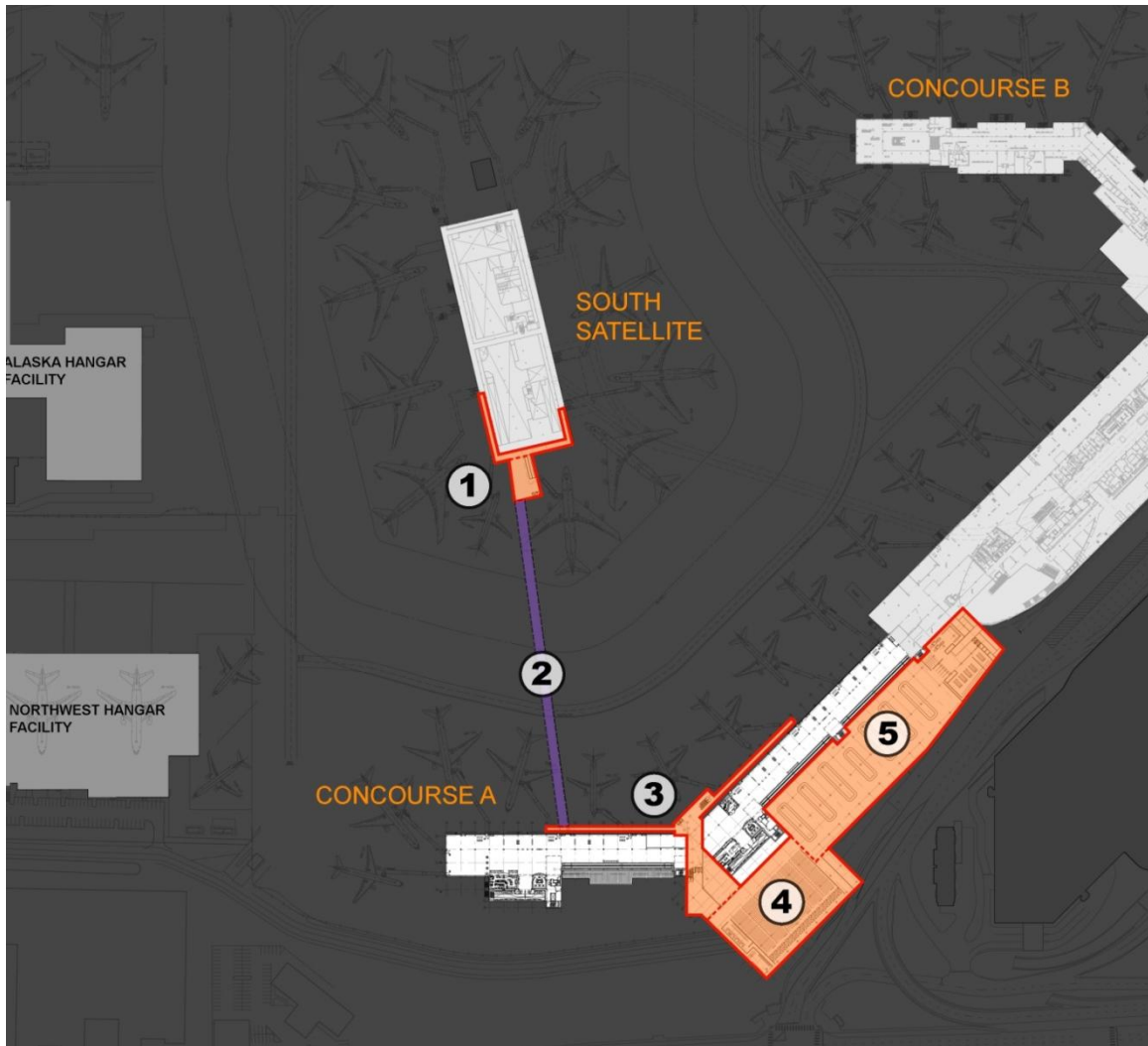
Pros

- Ability to phase improvements incrementally

Cons

- Need to double claim bags
- Underground location
- More difficult gating operation
- Difficult to construct around existing operation
- Takes 5-7 years to complete (design, permit, construction)

URS Study in 2011 – Long Term Concourse A



- ① EXTENDED STERILE CORRIDOR AT SOUTH END OF SATELLITE & NEW VERTICAL CIRCULATION
- ② NEW PASSENGER BRIDGE CONNECTING SOUTH SATELLITE & CONCOURSE A
- ③ NEW STERILE CORRIDOR AND VERTICAL CIRCULATION (ELEVATOR & ESCALATOR)
- ④ NEW PRIMARY PROCESSING FACILITY
- ⑤ NEW BAGGAGE CLAIM WITH DIRECT CONNECTION TO GML HALL

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Pros/Cons for Concourse A

Pros

- Avoid double claiming bags for over 70% of arriving passengers
- World class regional gateway terminal identity
- Anticipates need to expand domestic bag claim and make-up in future

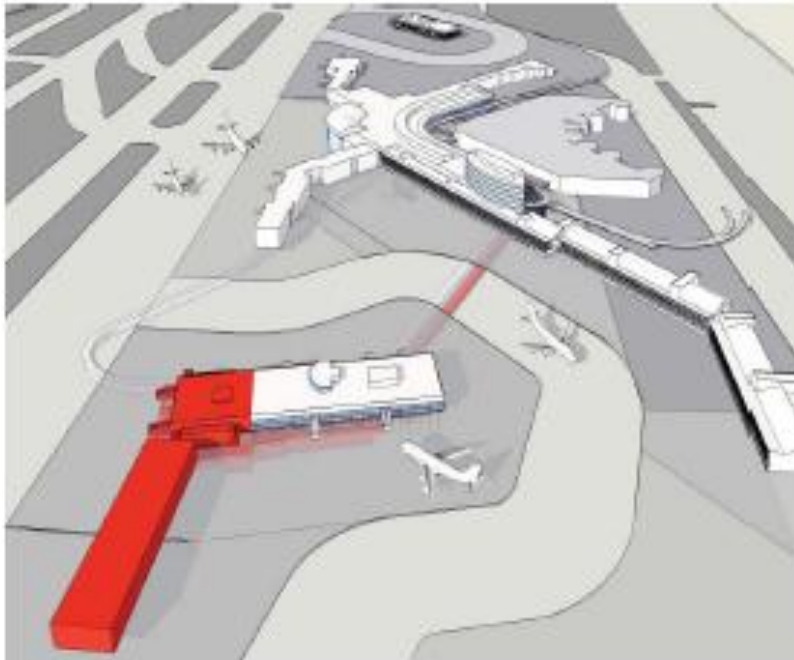
Cons

- Less ability to phase improvements incrementally
- Takes 5-7 years to complete (design, permit, construction)

HOK Study in 2007

- Two locations remaining were South Satellite Basement and Concourse A

Alternative 1



South Satellite Underground

Alternative 2



Concourse A GT Lot

Key Aspects of FIS Facilities at other Airports

- Positive first impression of King County and region
- Strong identity as regional gateway
- Direct exit to ground transportation (to avoid double claiming bags)
- Easy and quick transfer to connecting flights for passengers and baggage
- All major gateways except Seattle have rebuilt, or are rebuilding, their FIS



Vancouver, BC



Los Angeles



San Francisco

Long-Term Policy Question

- **What level of investment in FIS by Port of Seattle is appropriate for Seattle as an expanding gateway of international travel and tourism?**



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