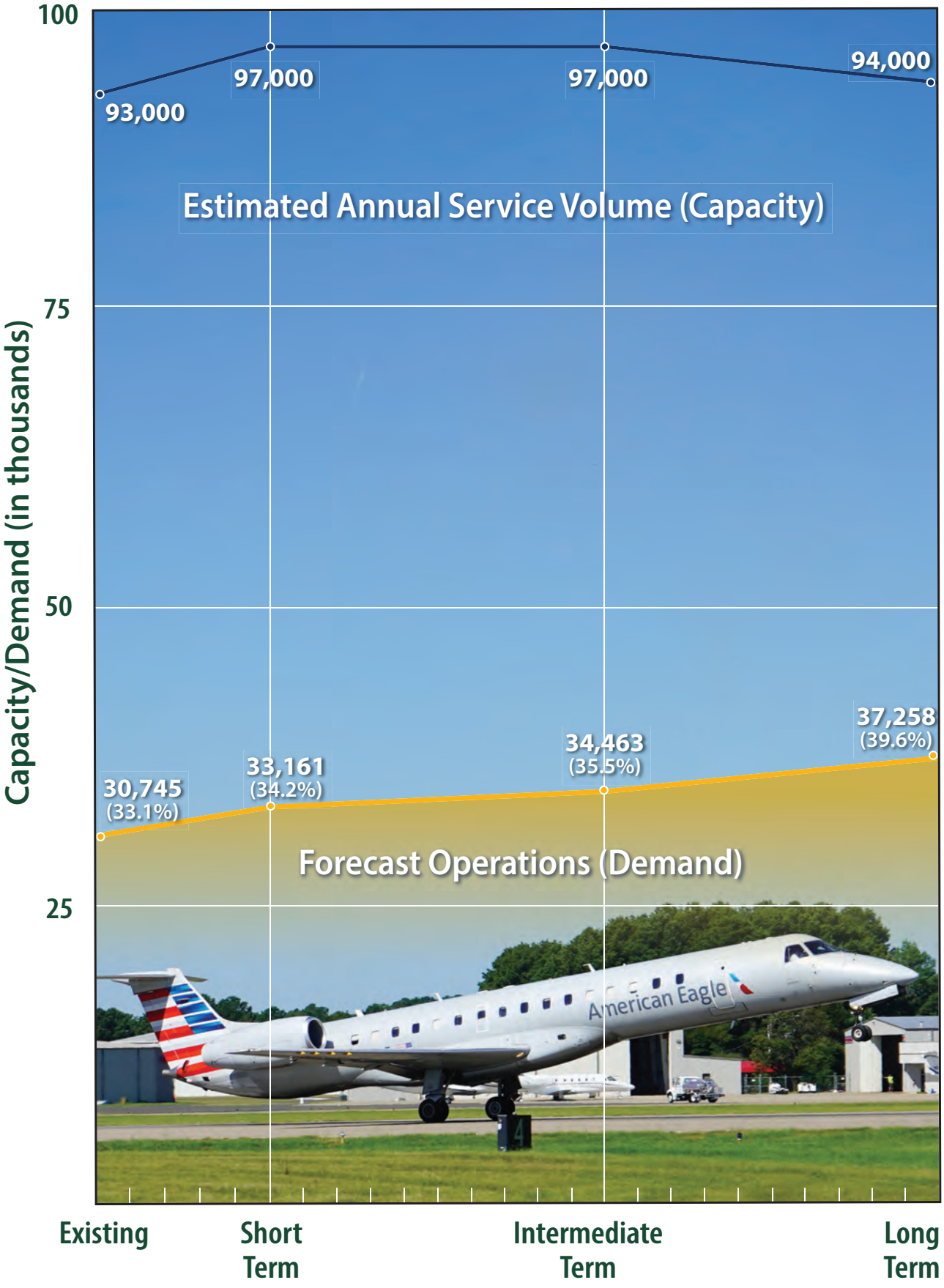
DEMAND/CAPACITY ANALYSIS



TEXARKANA
REGIONAL AIRPORT

RUNWAY LENGTH ANALYSIS

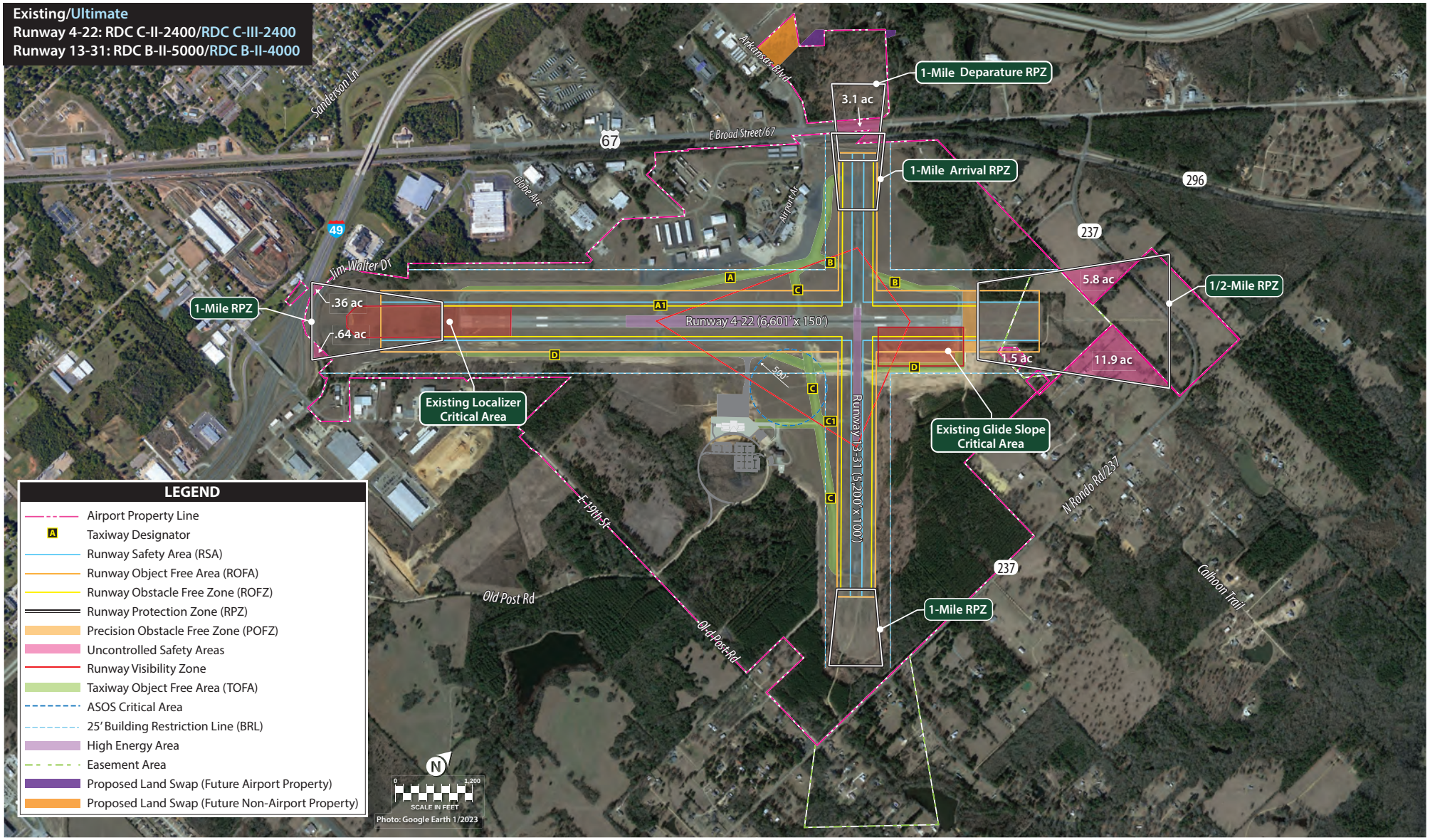
Aircraft	MTOW	Runway Length (ft.) Needed At % Useful Load				
		60%	70%	80%	90%	100%
Pilatus PC-12	9,921	2,119	2,292	2,473	2,663	2,861
Citation V	15,900	3,168	3,445	3,742	4,054	4,383
Citation CJ3	13,870	3,179	3,429	3,718	4,016	4,371
Citation Mustang	8,645	3,272	3,654	4,134	4,780	5,519
Citation Encore	16,630	3,316	3,685	4,030	4,445	4,915
King Air 200 GT	12,500	3,447	3,560	3,680	3,804	3,935
Citation CJ2	12,375	3,487	3,775	4,094	4,412	4,701
Citation II	13,300	3,499	3,871	4,248	4,646	5,063
King Air 350	15,000	3,617	3,776	3,966	4,275	4,656
Citation Sovereign	30,300	3,653	3,762	3,968	4,270	4,623
Citation Excel/XLS	**20,200**	**3,768**	**4,072**	**4,412**	**4,744**	**5,141**
Lear 31A	17,000	4,237	4,604	5,008	5,450	5,933
Beechjet 400A	16,300	4,250	4,574	4,893	5,227	5,714
Citation Bravo	14,800	4,292	4,617	4,980	5,399	5,862
Lear 40XR	21,000	4,353	4,655	5,039	5,454	5,836
Falcon 900EX	49,200	4,370	4,950	5,650	6,360	7,000
Premier 1A	12,500	4,419	4,945	5,563	6,241	6,945
Lear 45XR	21,500	4,490	4,846	5,272	5,715	6,151
Gulfstream V	90,500	4,522	5,072	5,899	6,901	8,050
Citation CJ1	10,600	4,527	5,297	6,162	7,113	8,127
Gulfstream 280	39,600	4,536	5,004	5,542	6,128	6,838
Global 5000	92,500	4,548	5,066	5,608	6,175	6,768
Hawker 4000	39,500	4,599	5,021	5,470	6,001	6,744
Falcon 7X	70,000	4,649	5,220	5,837	6,523	7,260
Lear 40	21,000	4,684	5,154	5,684	6,089	6,999
Gulfstream 450	74,600	4,684	5,161	5,702	6,277	6,904
Falcon 50 EX	41,000	4,690	5,199	5,737	6,304	6,826
Hawker 800/850 XP	28,000	4,722	5,166	6,141	Climb Limited	Climb Limited
Gulfstream IV	74,600	4,783	5,095	5,683	6,228	Climb Limited
Gulfstream 550	91,000	4,803	5,507	6,223	7,013	7,964
Challenger 300	38,850	4,866	5,336	5,825	6,338	6,873
Global Express	98,000	4,956	5,560	6,196	6,860	7,558
Lear 45	21,500	4,976	5,496	5,891	6,617	7,802
Falcon 2000	35,800	5,113	5,729	6,593	7,217	8,202
Gulfstream 650	99,600	5,119	5,639	6,236	6,926	7,719
Challenger 604/605	48,200	5,170	5,724	6,348	7,013	7,688
Citation III	21,500	5,170	5,743	6,366	Climb Limited	Climb Limited
CRJ-200	53,000	5,237	5,831	6,522	7,293	8,211
Challenger 601	45,100	5,240	5,850	6,520	7,400	8,470
Gulfstream 150	26,100	5,251	5,536	5,800	6,359	Climb Limited
Lear 55	21,500	5,270	5,878	6,670	7,741	Field Limited
Citation X	35,700	5,295	5,799	6,382	6,992	7,681
Citation VII	23,000	5,300	5,735	6,206	6,730	Climb Limited
Lear 60	23,500	5,606	6,212	6,857	7,521	8,358
Hawker 1000	31,000	5,610	6,290	6,970	Climb Limited	Climb Limited
Embraer 135	49,604	5,717	6,336	6,704	7,188	7,925
Lear 35A	19,600	5,765	6,541	7,375	Climb Limited	Climb Limited
Average Takeoff Length		**4,518**	**4,973**	**5,490**	**5,928**	**6,476**

Calculation assumptions: 389.5' MSL field elevation; 0.7% runway grade; 98.2°F ambient temperature.
Green figures are less than Runway 13-31.
Yellow figures are those that are greater than Runway 13-31 but less than Runway 4-22.
Red figures are greater than the available runway lengths at TXK.
Boldface indicates current critical design aircraft for Runway 13-31 length determination.
MTOW: Maximum Takeoff Weight
Climb Limited: Minimum required one engine out climb performance not met
Field Limited: Takeoff field length limited
Source: Ultranav software; Coffman Associates analysis

Aircraft	MLW	Dry Runway Condition			Wet Runway Condition		
		Part 25	80% Rule	60% Rule	Part 25	80% Rule	60% Rule
King Air 200 GT	12,500	1,218	1,523	2,030	N/A		
Pilatus PC-12	9,921	2,372	2,965	3,953	N/A		
Citation II	12,700	2,467	3,084	4,112	5,961	7,451	9,935
Challenger 300	33,750	2,626	3,283	4,377	5,033	6,291	8,388
Hawker 800/850 XP	23,350	2,675	3,344	4,458	4,219	5,274	7,032
Global 5000	78,600	2,690	3,363	4,483	3,093	3,866	5,155
Global Express	78,600	2,690	3,363	4,483	3,093	3,866	5,155
Embraer 135	40,785	2,705	3,381	4,508	3,101	3,876	5,168
Gulfstream 550	75,300	2,794	3,493	4,657	5,380	6,725	8,967
Challenger 604/605	38,000	2,808	3,510	4,680	4,378	5,473	7,297
Gulfstream V	75,300	2,809	3,511	4,682	3,230	4,038	5,383
Citation Mustang	8,000	2,811	3,514	4,685	3,967	4,959	6,612
Lear 40	19,200	2,891	3,614	4,818	3,727	4,659	6,212
Lear 40XR	19,200	2,893	3,616	4,822	3,727	4,659	6,212
Lear 45	19,200	2,893	3,616	4,822	3,727	4,659	6,212
Lear 45XR	19,200	2,893	3,616	4,822	3,727	4,659	6,212
CRJ-200	47,000	2,930	3,663	4,883	5,616	7,020	9,360
Hawker 1000	25,000	2,934	3,668	4,890	4,014	5,018	6,690
Falcon 7X	62,400	2,944	3,680	4,907	3,386	4,233	5,643
Falcon 50 EX	35,715	2,949	3,686	4,915	3,392	4,240	5,653
King Air 350	15,000	3,002	3,753	5,003	3,452	4,315	5,753
Lear 31A	16,000	3,084	3,855	5,140	4,317	5,396	7,195
Falcon 2000	33,000	3,149	3,936	5,248	3,621	4,526	6,035
Citation Sovereign	27,100	3,216	4,020	5,360	4,174	5,218	6,957
Gulfstream 280	32,700	3,245	4,056	5,408	3,731	4,664	6,218
Citation CJ1	9,800	3,246	4,058	5,410	4,419	5,524	7,365
Gulfstream 450	66,000	3,285	4,106	5,475	5,964	7,455	9,940
Lear 35A	15,300	3,305	4,131	5,508	4,627	5,784	7,712
Citation V	15,200	3,307	4,134	5,512	4,897	6,121	8,162
Gulfstream 150	21,700	3,331	4,164	5,552	4,917	6,146	8,195
Challenger 601	36,000	3,349	4,186	5,582	4,019	5,024	6,698
Citation CJ3	12,750	3,368	4,210	5,613	4,600	5,750	7,667
Citation Encore	15,200	3,387	4,234	5,645	5,127	6,409	8,545
Lear 55	18,000	3,423	4,279	5,705	5,478	6,848	9,130
Citation VII	20,000	3,440	4,300	5,733	4,691	5,864	7,818
Hawker 4000	33,500	3,455	4,319	5,758	3,974	4,968	6,623
Premier 1A	11,600	3,464	4,330	5,773	4,497	5,621	7,495
Citation CJ2	11,500	3,549	4,436	5,915	5,113	6,391	8,522
Gulfstream IV	66,000	3,653	4,566	6,088	7,002	8,753	11,670
Lear 60	19,500	3,668	4,585	6,113	5,006	6,258	8,343
Citation Excel/XLS	**18,700**	**3,714**	**4,643**	**6,190**	**5,921**	**7,401**	**9,868**
Beechjet 400A	15,700	3,800	4,750	6,333	5,748	7,185	9,580
Citation Bravo	13,500	3,964	4,955	6,607	6,241	7,801	10,402
Gulfstream 650	83,500	4,086	5,108	6,810	5,301	6,626	8,835
Citation III	19,000	4,180	5,225	6,967	6,063	7,579	10,105
Falcon 900EX	44,500	4,251	5,314	7,085	4,251	5,314	7,085
Citation X	31,800	4,296	5,370	7,160	6,169	7,711	10,282
Average Landing Length		**3,175**	**3,968**	**5,291**	**4,580**	**5,725**	**7,633**

Calculation assumptions: 389.5' MSL field elevation; 0.7% runway grade; 98.2°F ambient temperature.
Green figures are less than Runway 13-31.
Yellow figures are those that are greater than Runway 13-31 but less than Runway 4-22.
Red figures are greater than the available runway lengths at TXK.
Boldface indicates current critical design aircraft for Runway 13-31 length determination.
MLW: Maximum Landing Weight
N/A: Aircraft landing length not adjusted for wet runway conditions
Source: Ultranav software; Coffman Associates analysis

AIRPORT SAFETY AREAS



AIRSIDE FACILITY REQUIREMENTS

	AVAILABLE	SHORT TERM	LONG TERM
RUNWAYS		**Runway 4-22**	
	RDC C-II-2400	Maintain	RDC C-III-2400
	6,601' x 150'	7,101' x 150'	Consider extensions up to 10,001' x 150' Consider width reduction to 100' if AIP funding is unavailable
	50,000 lbs. S | 86,000 lbs. D | 120,000 lbs. 2D	Maintain	Consider 200,000 lbs. D | 400,000 lbs. 2D | 600,000 lbs. 3D | 900,000 lbs. 2D2
	Standard RSA; Standard ROFZA; Foliage within ROFA	Remove foliage within ROFA; Mitigate incompatibilities with extension	Maintain corrected condition
	RPZs partially owned, extends over private property, public roads	Mitigate RPZ incompatibilities	Maintain corrected condition
		Runway 13-31	
	RDC B-II-5000	Maintain	RDC B-II-4000
	5,200' x 100'	Maintain	Consider width reduction to 75' if AIP funding is unavailable
	25,000 lbs. S	Maintain	30,000 lbs. SWL | 70,000 lbs. DWL
	Standard RSA; Standard ROFA; Standard ROFZ	Maintain	Maintain
	RPZs partially owned, extends over public roads	Mitigate RPZ incompatibilities	Mitigate new RPZ incompatibilities with upgrading to RDC B-II-4000 standards
TAXIWAYS			
	TDG 2B	Maintain	TDG 3
	All taxiways at least 50' wide	Maintain	Maintain
	Main ramp provides direct access to runways	Consider corrective measures	Maintain corrected condition
	Acute angle runway intersections - TWYs B, C	Consider corrective measures	Maintain corrected condition
	Non-standard holding bay - TWY B	Consider corrective measures	Maintain corrected condition
	High-energy runway crossings - TWYs A1, D1	Consider corrective measures	Maintain corrected condition
NAVIGATIONAL AND APPROACH AIDS			
	ILS or LOC - RWY 22	Maintain	Maintain
	RNAV (GPS) with ½-mile Visibility Minimum - RWY 22	Maintain	Maintain
	RNAV (GPS) with 1-mile Visibility Minium - RWYs 4, 13, 31	Maintain	Consider ¾-mile Visibility Minimums - RWYs 4, 13, 31
	LOC BC - RWY 4	Maintain	Maintain
	VOR - RWY 13	Maintain	Maintain
	MALSR - RWY 22	Maintain	Maintain
	VASI-4 - RWY 4	Consider PAPI-4	Maintain
	PAPI-4 - RWYs, 13, 31	Maintain	Maintain
	REILs - None	Consider REILs for RWYs 4, 13, 31	Maintain
	ATCT	Maintain	Maintain
	ASOS	Relocate ASOS outside RVZ	Maintain corrected condition
	Segmented Circle/Lighted Windcones	Relocate Segmented Circle/Wind Cone outside RVZ	Maintain corrected condition
LIGHTING, MARKING, AND SIGNAGE			
	Rotating Beacon	Maintain	Maintain
	Precision Markings - RWY 4-22	Maintain	Maintain
	Non-Precision Markings - RWY 13-31	Maintain	Maintain
	HIRL - RWY 4-22	Maintain	Consider replacement with LED technology
	MIRL - RWY 13-31	Maintain	Consider replacement with LED technology
	RWY 4-22 Holding Position Markings, located 250' from centerline	Maintain	Maintain
	RWY 13-31 Holding Position Markings - located on turns, not parallel	Consider corrective measures	Maintain corrected condition
	Lighted airfield location, directional, distance remaining signage	Maintain	Consider replacement with LED technology

KEY

AIP - Airport Improvement Program
ATCT - Airport Traffic Control Tower
DME - Distance Measuring Equipment
DOD - Department of Defense
DWL - Dual Wheel Loading
DTWL - Dual Tandem Wheel Loading
HIRL - High Intensity Runway Lighting
HI-ILS - High Altitude Instrument Landing System
LED - Light Emitting Diode
LOC - Localizer
MALSR - Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights
NDB - Nondirectional Radio Beacon
PAPI - Precision Approach Path Indicator
PFC - Passenger Facility Charge
RDC - Runway Design Code
REIL - Runway End Identification Light
RNAV - Area Navigation
RSA - Runway Safety Area
ROFA - Runway Object Free Area
ROFZ - Runway Obstacle Free Zone
S - Single Wheel Loading
SWL - Single Wheel Loading
TACAN - Tactical Air Navigational Aid
TDG - Taxiway Design Group
TRACON - Terminal Radar Approach Control
VOR - Very High Frequency Omnidirectional Range
2D - Dual Tandem Wheel Loading
2D2 - Double Dual Tandem Wheel Loading
3D - Triple Dual Tandem Wheel Loading

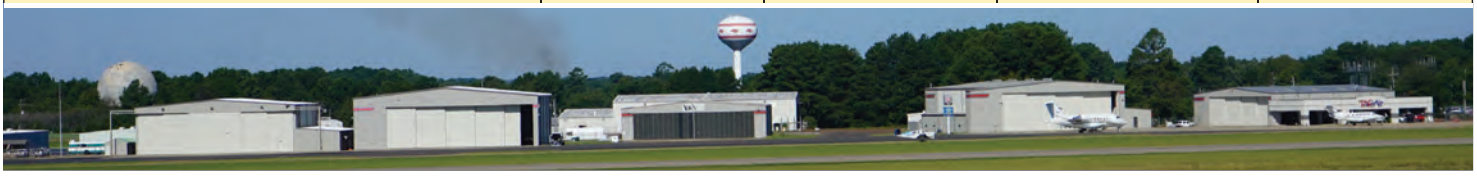
TERMINAL REQUIREMENTS

	Unit	Available	Short Term	Intermediate Term	Long Term
Enplanements		**35,699**	**39,080**	**42,412**	**48,789**
DEPARTURE PROCESSING					
Ticket Counters					
Counter Frontage	lf	60	6	18	18
Airline Ticketing	sf	647	70	200	200
Ticketing Queuing	sf	2,237	575	1,104	1,195
Airline Offices	sf	1,013	250	740	740
Agent Positions	#	6	1	3	3
Kiosk Positions	#	4	1	1	2
Outbound Baggage	sf	1,486	290	860	860
EDS Automated Machines	#	1	1	1	1
Security					
Security Queuing	sf	1,232	130	280	310
Security Screening Lanes	#	1	1	1	1
Security Screening	sf	2,223	875	875	875
TSA Office Space	sf	736	700	700	700
Walk-thru Metal Detectors (WTMD)	#	1	1	1	1
Whole Body Imagers (WBI)	#	1	1	1	1
Bag X-Ray Machines	#	1	1	1	1
CONCOURSE FACILITIES					
Passenger Holdrooms					
Gates	#	2	2	2	2
Gate Check-In	sf	1,000	584	584	584
Holdroom	sf	2,260	1,000	1,000	1,100
Concourse Circulation	sf	1,651	924	1,414	1,498
ARRIVALS PROCESSING					
Inbound Baggage	sf	1,420	366	915	1,098
Baggage Claim Display Frontage	lf	80	20	50	60
Claim Device Floor Area	sf	480	100	250	300
Baggage Claim Lobby	sf	1,650	830	1,780	1,940
PUBLIC SPACES					
Greeting Lobby/Circulation	sf	10,021	3,280	7,040	7,680
Restrooms	sf	1,928	530	1,140	1,250
Food/Beverage/Retail	sf	798	710	760	880
Rental Car Counter Frontage	lf	36	10	20	20
Rental Car Counter & Office Space	sf	435	150	300	300
Rental Car Queuing	sf	450	80	160	160
ADDITIONAL OFFICE SPACES					
Administrative Offices	sf	1,798	1,798	1,798	1,798
FUNCTIONAL AREA TOTAL	**sf**	**33,465**	**13,242**	**21,900**	**23,468**
Building Systems/Support					
HVAC/Mechanical/Server Room	sf	1,738	1,059	1,752	1,877
TOTAL TERMINAL	**sf**	**35,203**	**14,301**	**23,652**	**25,345**

Note: **Red** indicates demand is greater than available capacity

LANDSIDE FACILITY REQUIREMENTS

	AVAILABLE	SHORT-TERM	INTERMEDIATE TERM	LONG-TERM
AIRCRAFT STORAGE HANGARS				
T-Hangar Area (sf)	55,900	55,900	57,300	58,700
Conventional Hangar Area (sf)	125,600	137,600	140,600	152,600
Total Hangar Storage Area (sf)	**181,500**	**193,500**	**197,900**	**211,300**



AIRCRAFT PARKING APRON				
Local Apron Area (sy)	41,400	6,500	7,000	7,000
Transient Apron Area (sy)	13,000	32,600	33,600	36,400
Total Apron Area (sy)	**54,400**	**39,100**	**40,600**	**43,400**

GENERAL AVIATION TERMINAL FACILITY AND AUTOMOBILE PARKING				
Building Space (sf)	2,000	3,200	4,100	5,000
Parking Spaces	200+	102	123	148

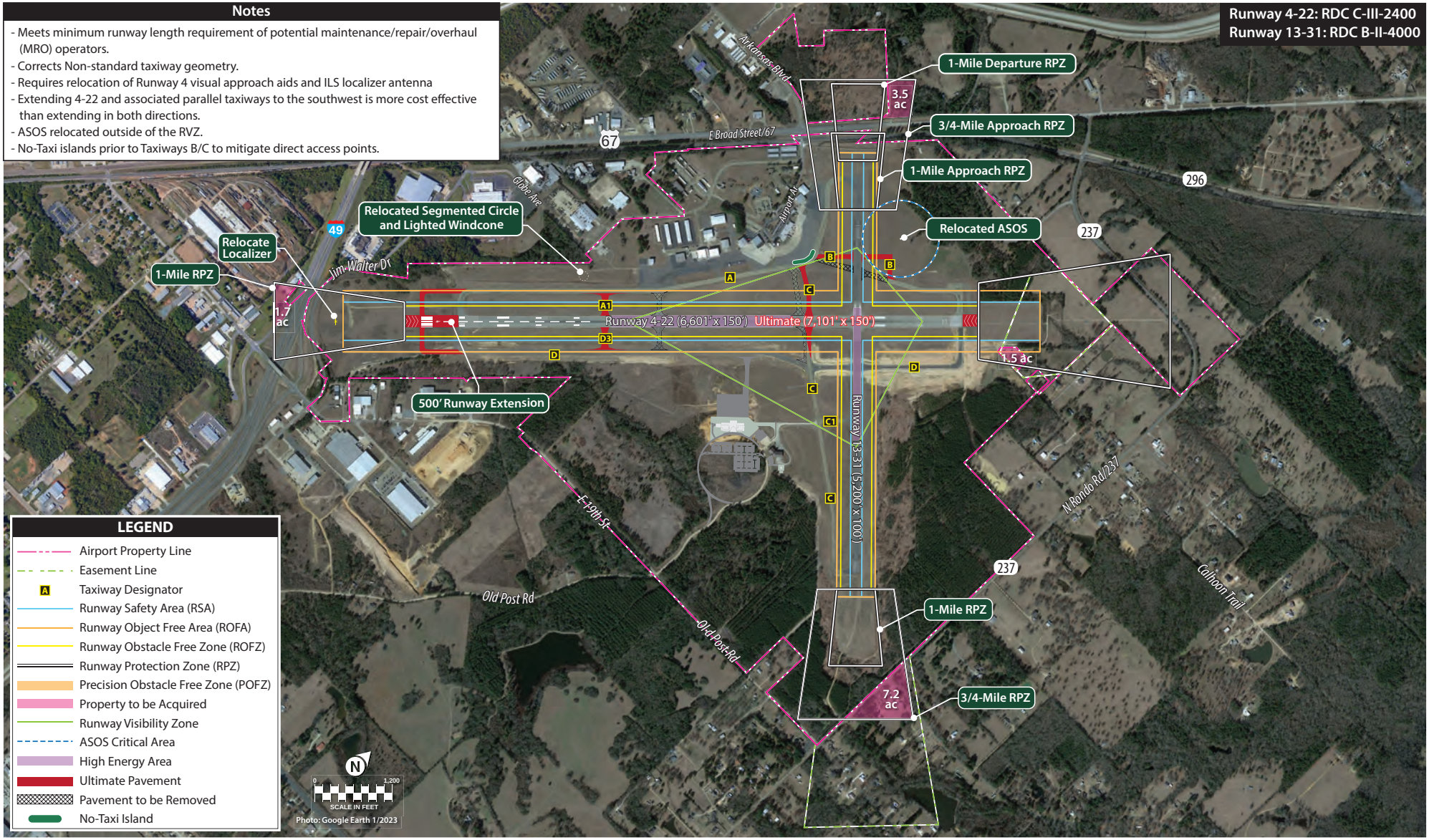
SUPPORT FACILITIES				
14-Day Fuel Storage, Jet A	40,000	33,054	37,352	43,610
14-Day Fuel Storage, AvGas (100LL)	13,200	1,960	1,988	2,086
ARFF Index	A	ARFF Index B		

Red numbers indicate a deficiency in meeting demand.

AIRSIDE ALTERNATIVE 1

Notes

- Meets minimum runway length requirement of potential maintenance/repair/overhaul (MRO) operators.
- Corrects Non-standard taxiway geometry.
- Requires relocation of Runway 4 visual approach aids and ILS localizer antenna
- Extending 4-22 and associated parallel taxiways to the southwest is more cost effective than extending in both directions.
- ASOS relocated outside of the RVZ.
- No-Taxi islands prior to Taxiways B/C to mitigate direct access points.



SMALL AIRCRAFT AND BUSINESS JET RUNWAY LENGTH REQUIREMENTS

Airport Elevation:	389.5 feet above MSL
Average High Monthly Temp:	92.8 degrees (August)
Runway Gradient:	46.2' elevation difference on Runway 4-22 (max difference of all runways)

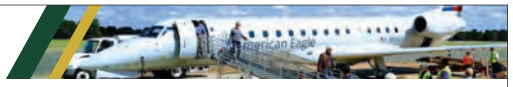
Fleet Mix Category	Raw Runway Length from FAA AC	Runway Length with Gradient Adjustment	Wet Surface Landing Length for Jets (+15%)[1]	Final Runway Length
100% of small airplanes	3,800	N/A	N/A	3,800
100% of small airplanes (10+ seats)	4,300	N/A	N/A	4,300
75% of fleet at 60% useful load	4,752	5,214	5,464	5,500
100% of fleet at 60% useful load	5,628	6,090	5,500	6,100
75% of fleet at 90% useful load	6,908	7,370	7,000	7,400
100% of fleet at 90% useful load	8,848	9,310	7,000	9,300

[1]Max 5,500' for 60% useful load and max 7,000' for 90% useful load in wet conditions
Note: All lengths are in feet

COMMERCIAL AIRCRAFT TAKEOFF LENGTH REQUIREMENTS

Aircraft	MTOW	Runway Length (ft) Needed At % Payload				
		60%	70%	80%	90%	100%
Embraer E170	79,344	3,500	3,900	4,400	4,900	5,300
Embraer E190	110,892	3,900	4,500	5,200	6,600	7,600
Boeing 737-600	144,500	4,100	5,000	5,900	6,600	7,600
Bombardier CRJ-700	**75,000**	**4,300**	**4,800**	**5,400**	**5,600**	**6,000**
Boeing 767-200	315,000	4,400	4,900	5,300	5,800	6,300
Boeing 757-200	240,000	4,800	5,300	5,800	6,500	7,800
Boeing 737-500	133,500	4,800	5,300	6,000	7,000	9,000
Bombardier CRJ-900	82,500	5,000	5,700	6,100	6,500	7,000
Boeing 737-700	154,500	5,000	5,900	6,800	8,000	10,100
Boeing 777-200	508,000	5,000	5,500	6,100	6,800	7,100
Boeing 757-300	255,000	5,100	5,800	6,300	7,000	7,800
Boeing 737-800	174,200	5,100	5,900	6,500	7,100	8,100
Boeing 747-SP	670,000	5,500	5,800	6,100	6,600	7,400
Boeing 767-300F	412,000	6,000	6,800	7,400	7,900	11,500
Boeing 767-400	450,000	6,800	7,800	8,500	9,600	11,700

Boldface indicates current critical design aircraft for Runway 4-22 length determination.
Calculation assumptions: 389.5' MSL field elevation; zero wind; zero gradient; dry surface; 86°F ambient temperature.
MTOW: Maximum Takeoff Weight



AIRSIDE PLANNING CONSIDERATIONS

- Meet runway design code (RDC) C-III-2400 standards on Runway 4-22
- Meet RDC B-II-4000 standards on Runway 13-31
- Extend Runway 4-22 to more safely accommodate larger commercial aircraft
- Increase strength rating on both Runway 4-22 and 13-31
- Relocate Automated Surface Observing System (ASOS) and Segmented Circle/Wind Cone outside the runway visibility zone (RVZ)
- Consider corrective measures for non-standard taxiway design

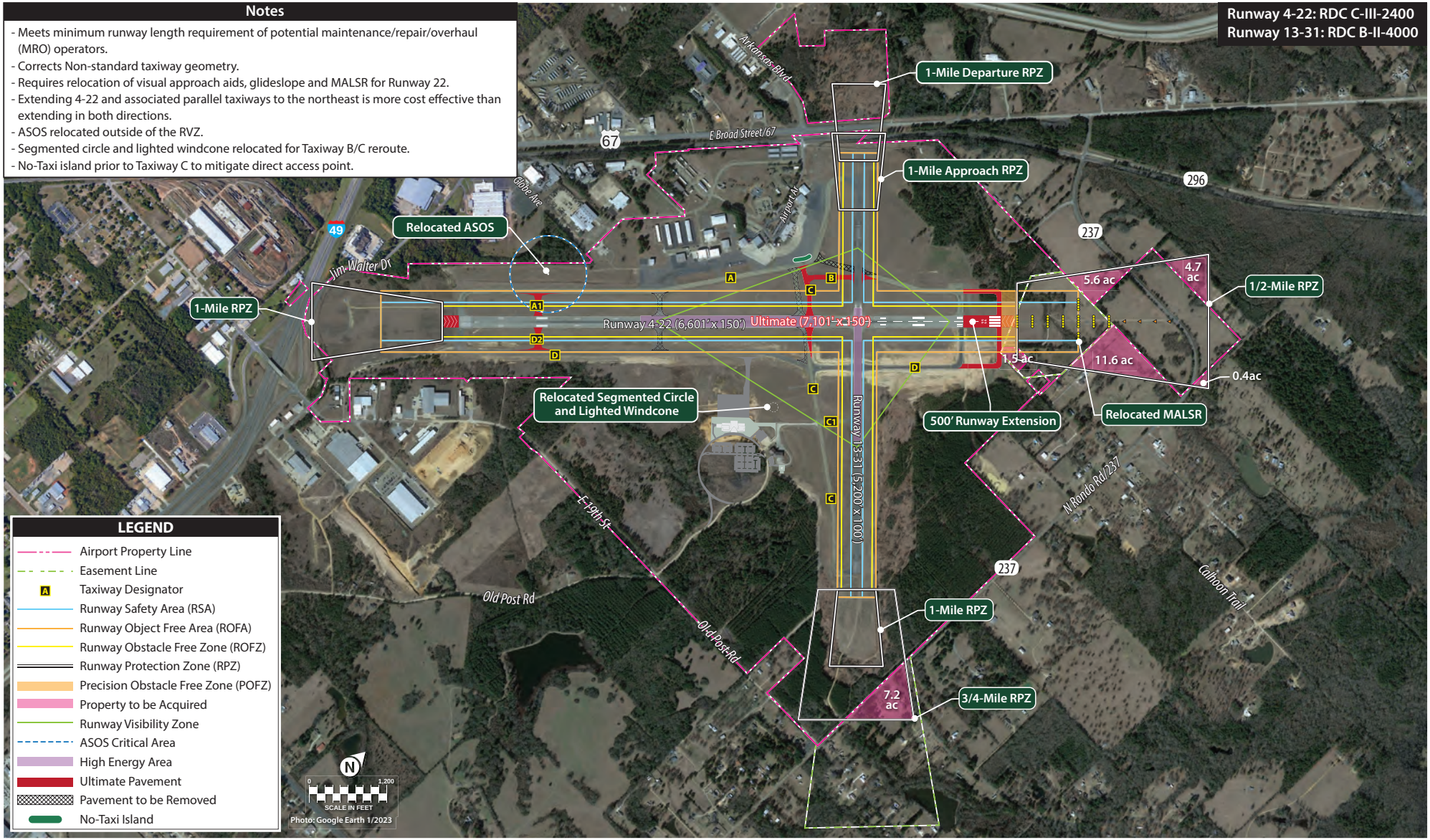
LANDSIDE PLANNING CONSIDERATIONS

- Terminal area improvements
- Identify locations for hangar development
- Development potential for FBO or specialized aviation service operators (SASO)-related facilities
- Identify locations for incoming large-scale maintenance/repair/overhaul (MRO) businesses
- Development potential for future air cargo operations
- Non-aviation use development for revenue enhancement
- Identify land areas optimal for future acquisition

AIRSIDE ALTERNATIVE 2

Notes

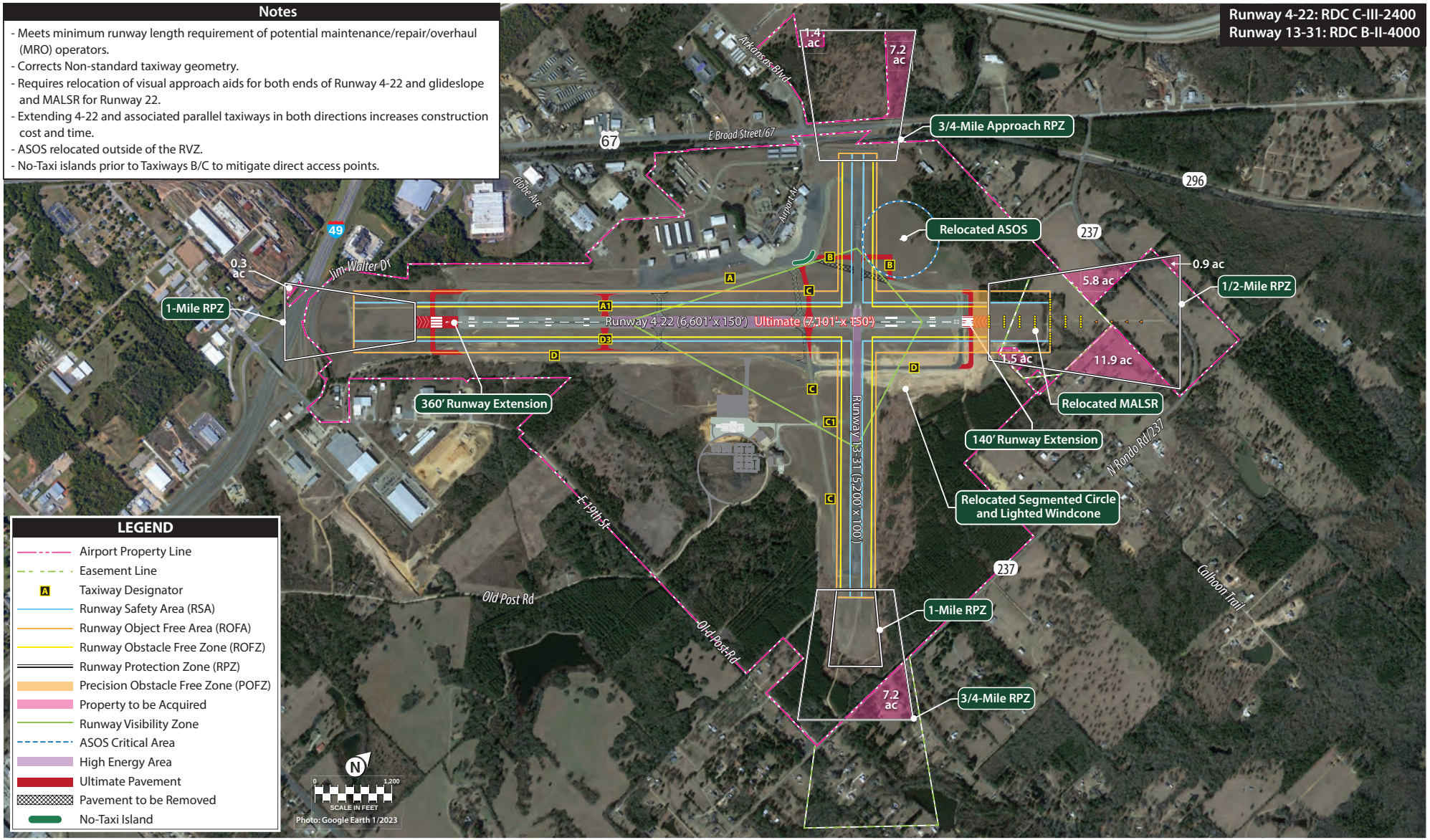
- Meets minimum runway length requirement of potential maintenance/repair/overhaul (MRO) operators.
- Corrects Non-standard taxiway geometry.
- Requires relocation of visual approach aids, glideslope and MALSR for Runway 22.
- Extending 4-22 and associated parallel taxiways to the northeast is more cost effective than extending in both directions.
- ASOS relocated outside of the RVZ.
- Segmented circle and lighted windcone relocated for Taxiway B/C reroute.
- No-Taxi island prior to Taxiway C to mitigate direct access point.



AIRSIDE ALTERNATIVE 3

Notes

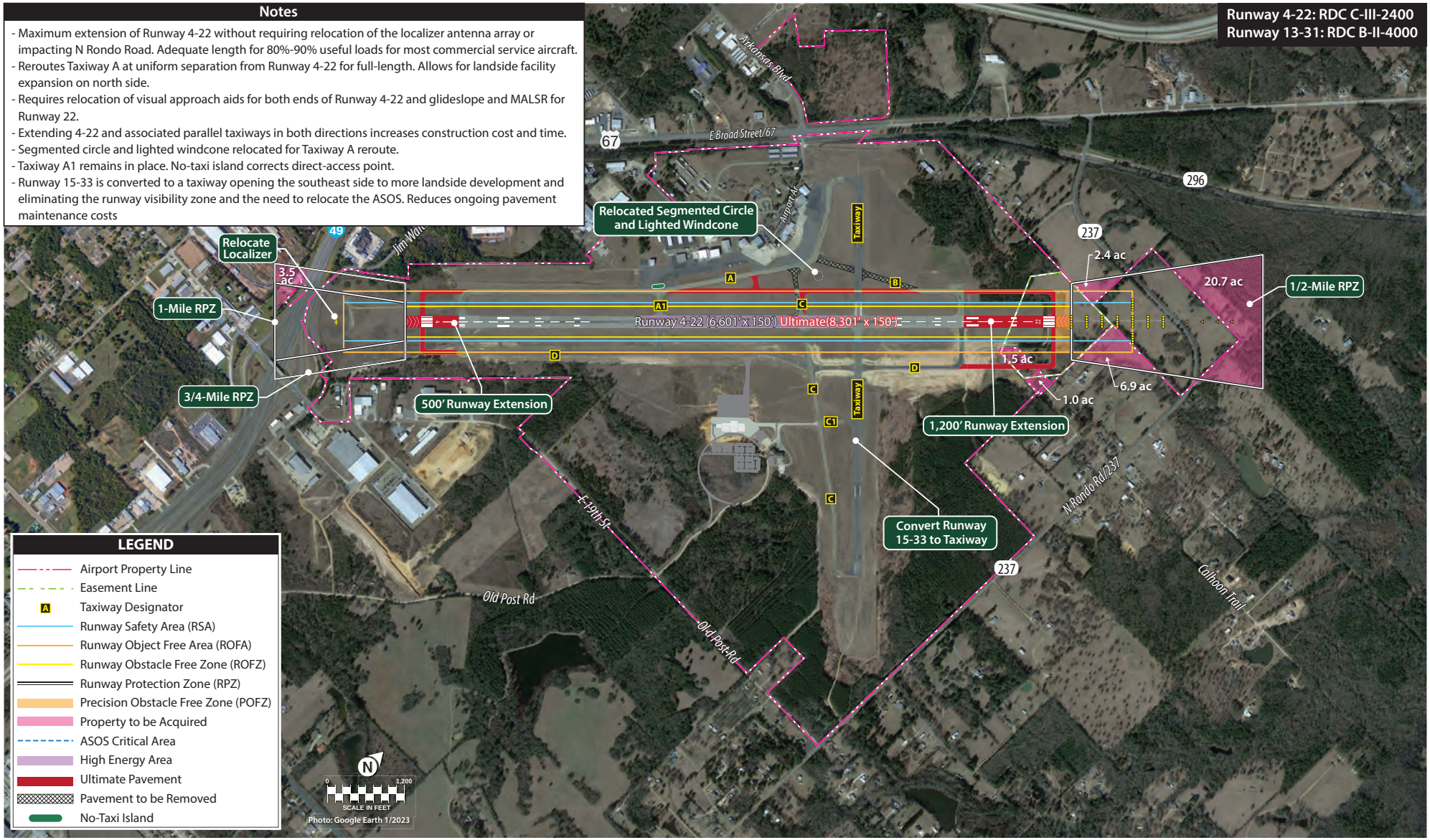
- Meets minimum runway length requirement of potential maintenance/repair/overhaul (MRO) operators.
- Corrects Non-standard taxiway geometry.
- Requires relocation of visual approach aids for both ends of Runway 4-22 and glideslope and MALSR for Runway 22.
- Extending 4-22 and associated parallel taxiways in both directions increases construction cost and time.
- ASOS relocated outside of the RVZ.
- No-Taxi islands prior to Taxiways B/C to mitigate direct access points.



AIRSIDE ALTERNATIVE 4

Notes

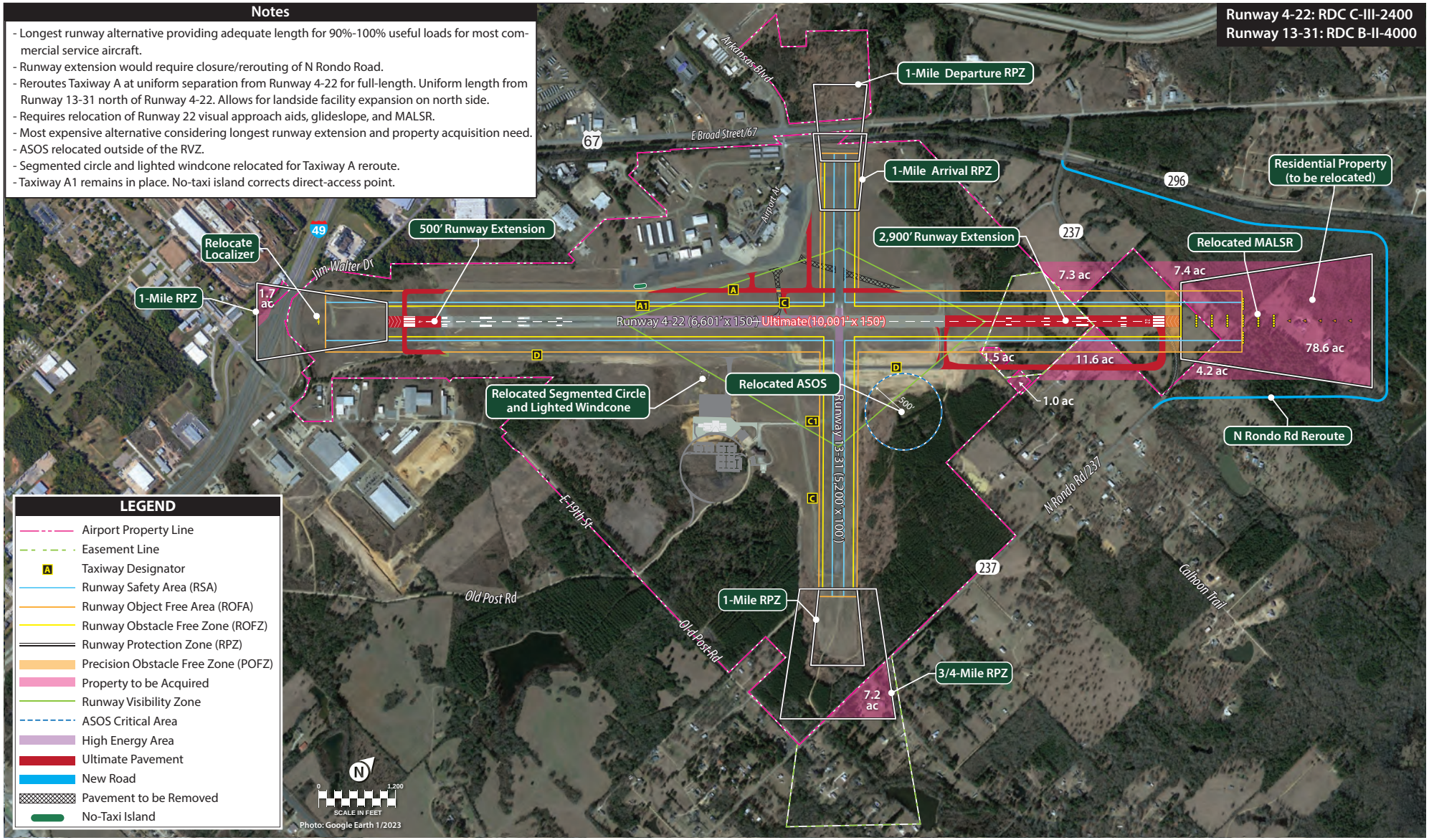
- Maximum extension of Runway 4-22 without requiring relocation of the localizer antenna array or impacting N Rondo Road. Adequate length for 80%-90% useful loads for most commercial service aircraft.
- Reroutes Taxiway A at uniform separation from Runway 4-22 for full-length. Allows for landside facility expansion on north side.
- Requires relocation of visual approach aids for both ends of Runway 4-22 and glideslope and MALSR for Runway 22.
- Extending 4-22 and associated parallel taxiways in both directions increases construction cost and time.
- Segmented circle and lighted windcone relocated for Taxiway A reroute.
- Taxiway A1 remains in place. No-taxi island corrects direct-access point.
- Runway 15-33 is converted to a taxiway opening the southeast side to more landside development and eliminating the runway visibility zone and the need to relocate the ASOS. Reduces ongoing pavement maintenance costs



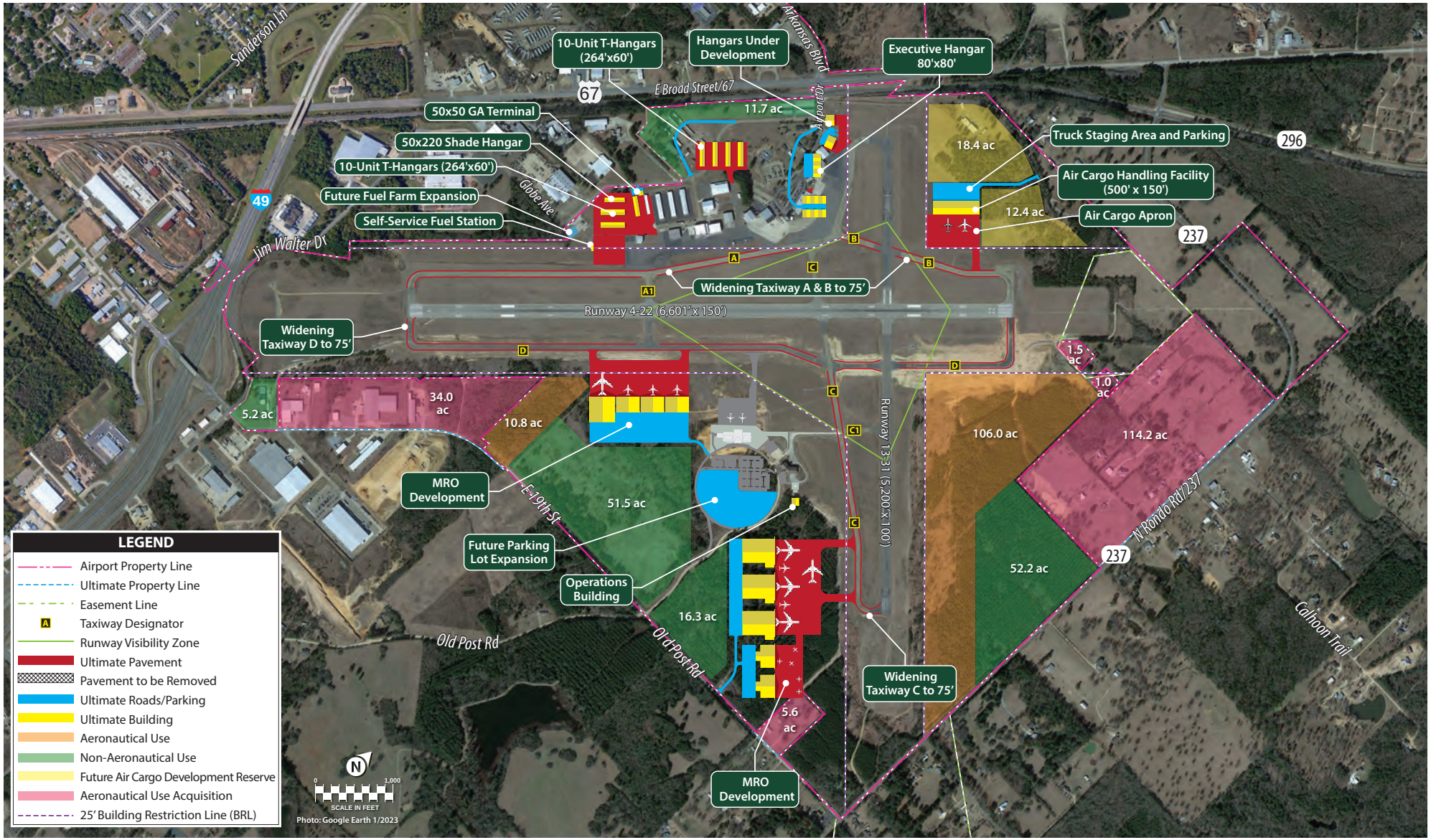
AIRSIDE ALTERNATIVE 5

Notes

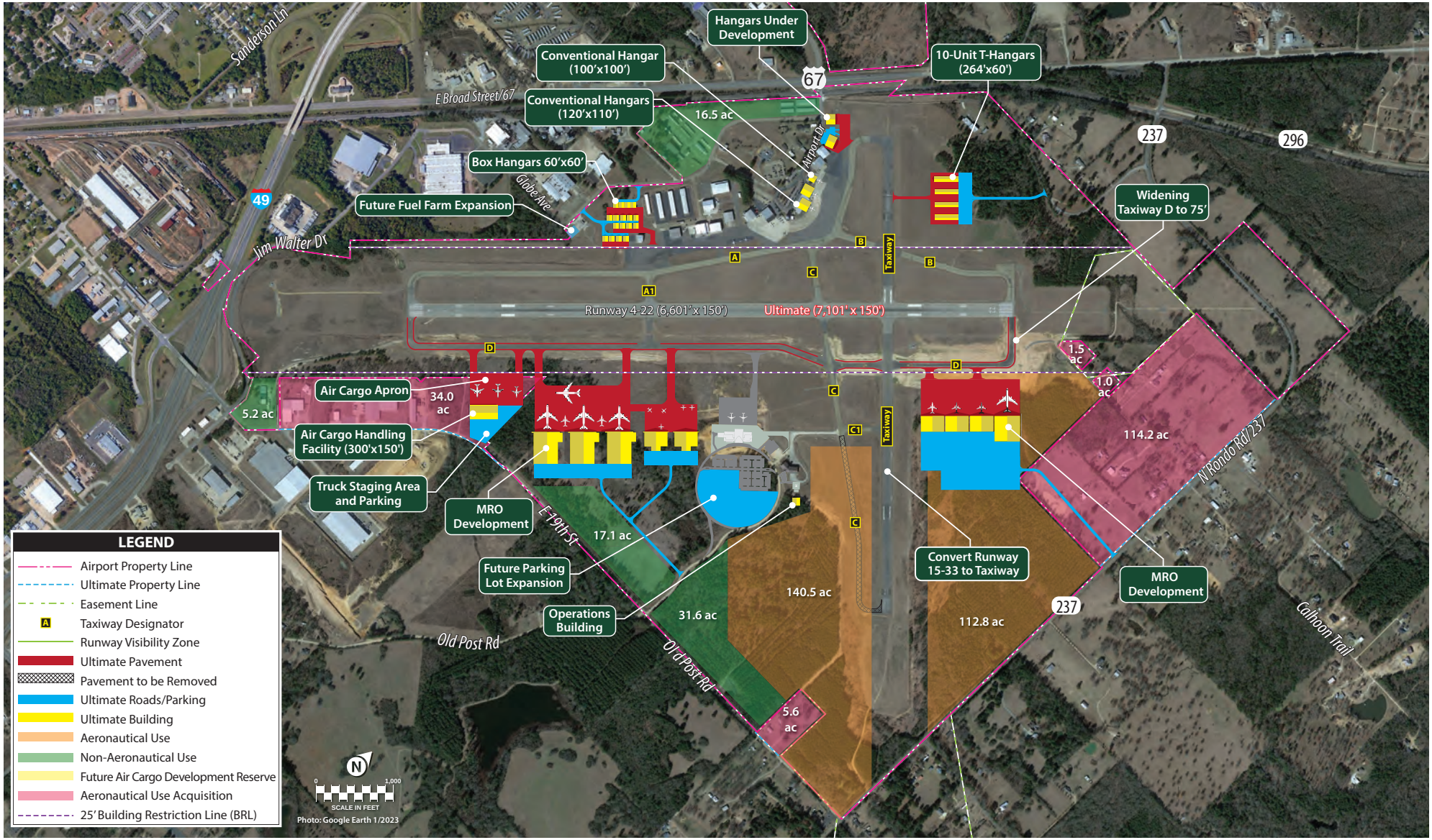
- Longest runway alternative providing adequate length for 90%-100% useful loads for most commercial service aircraft.
- Runway extension would require closure/rerouting of N Rondo Road.
- Reroutes Taxiway A at uniform separation from Runway 4-22 for full-length. Uniform length from Runway 13-31 north of Runway 4-22. Allows for landside facility expansion on north side.
- Requires relocation of Runway 22 visual approach aids, glideslope, and MALSR.
- Most expensive alternative considering longest runway extension and property acquisition need.
- ASOS relocated outside of the RVZ.
- Segmented circle and lighted windcone relocated for Taxiway A reroute.
- Taxiway A1 remains in place. No-taxi island corrects direct-access point.



LANDSIDE ALTERNATIVE 1



LANDSIDE ALTERNATIVE 2



LANDSIDE ALTERNATIVE 3