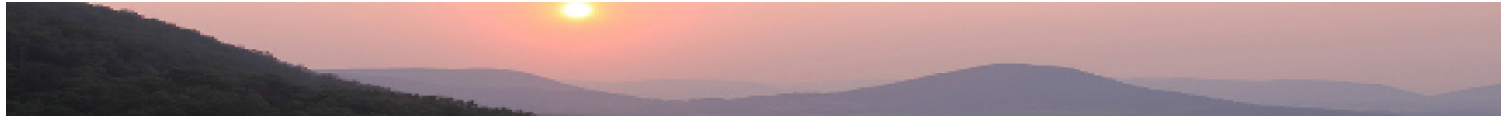


A photograph of an airport tarmac under a cloudy sky. In the foreground, the wing and tail of a large airplane are visible. In the background, there are airport buildings, including a hangar and a terminal, and a control tower. The scene is overlaid with a semi-transparent green banner containing the title.

## 6 Recommended Development Plan





The Recommended Development Plan (RDP) was developed through an evaluation of potential alternatives. The viable alternatives were analyzed to determine the financial impacts of their implementation. The RDP projects are categorized into three phases: short-term, mid-term, and long-term.

## Airfield

The existing runway and taxiways provide adequate capacity to meet forecast demand. Two long-term airfield projects are included in the RDP. First, the taxiway A shoulder widths do not meet design standards and eventually should be widened to 25 feet.

Second, the Airport should plan to provide airfield access to the Crawford Station site via a new taxiway. These projects are shown in Exhibit 6-1.

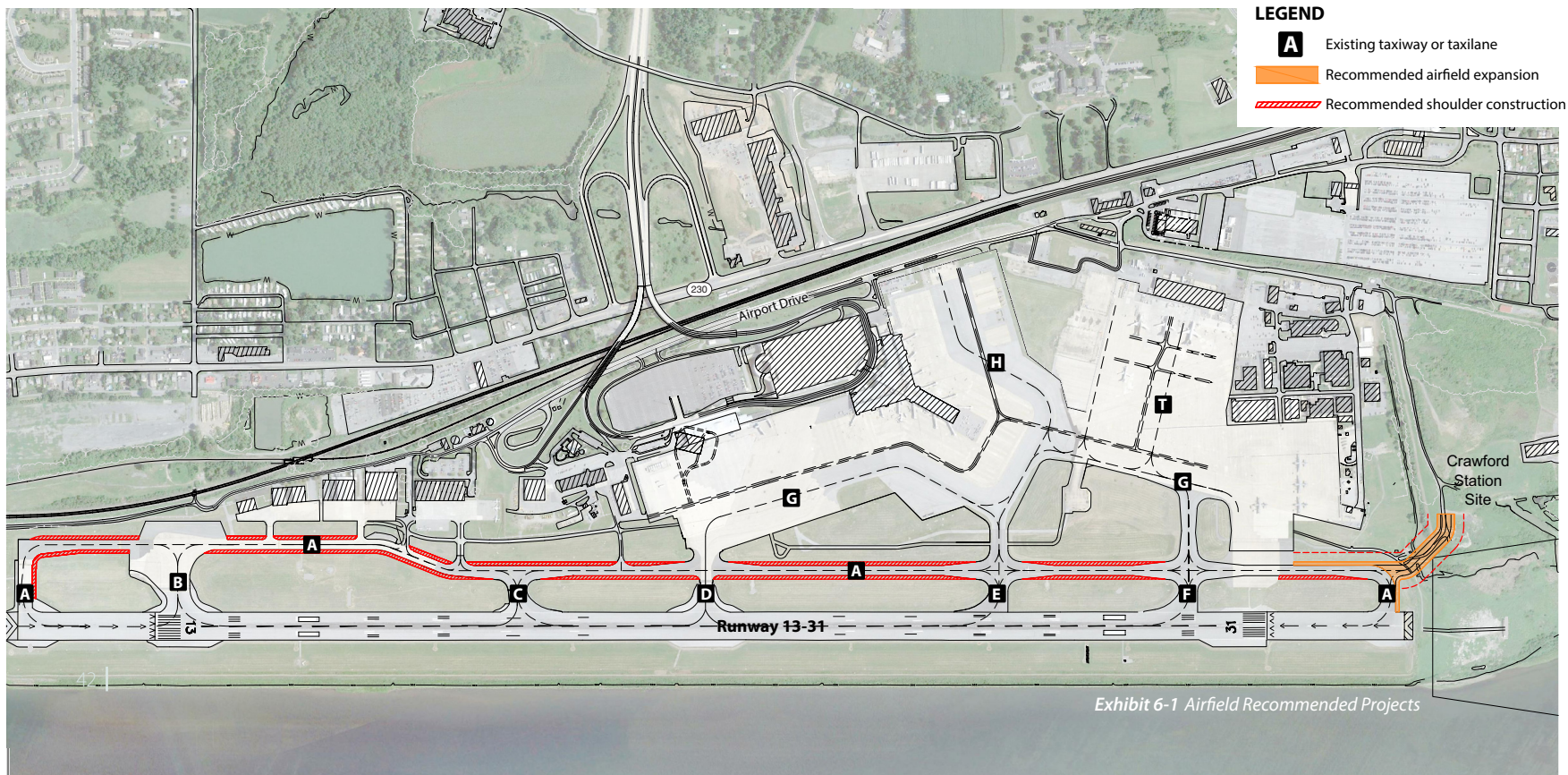
## Passenger Terminal

Small components of the existing terminal will need to be expanded in the long-term. These include the security-screening checkpoint, post-security restrooms, and concessions. Several potential locations for concession expansion are identified in Exhibit 6-2. Also, the Airport should be prepared to accommodate various self-service technologies that are being implemented by Airlines in ticketing areas at many Airports.

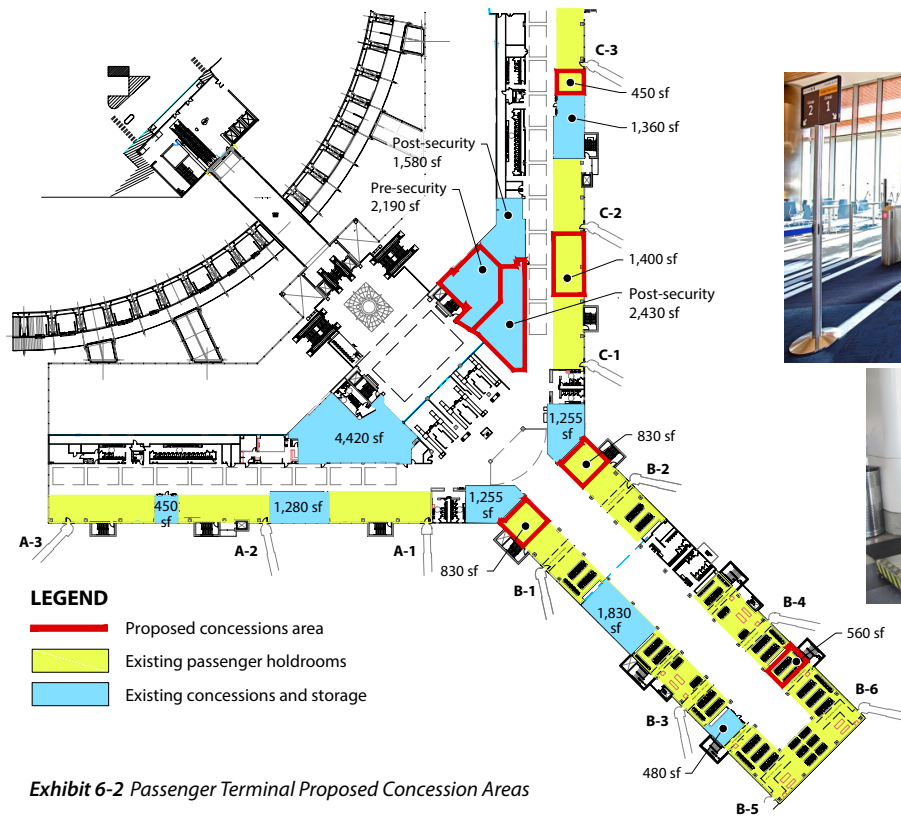
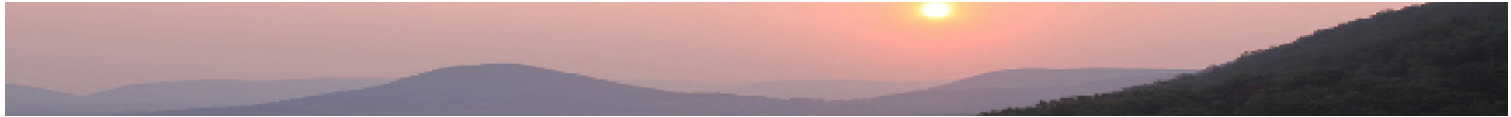
Several examples are shown in Exhibit 6-3. It is also recommended that the Airport preserve the ability to remodel a portion of Concourse A into a Federal Inspection Services facility, as shown in FIS Alternative 1 in Exhibit 5-3 (page 31).

## Access and Parking

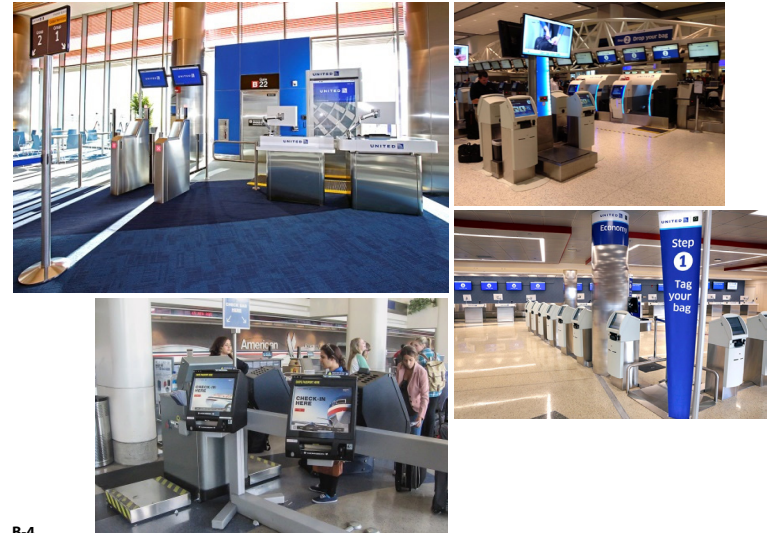
The existing terminal-area roadways, curbsides, and parking facilities provide sufficient capacity to meet long-term demands. It is recommended that the Airport create ‘nested’ parking on Level 4 of the garage, allowing for flexibility in rates and product offerings. The Airport could also close the long-term parking lot



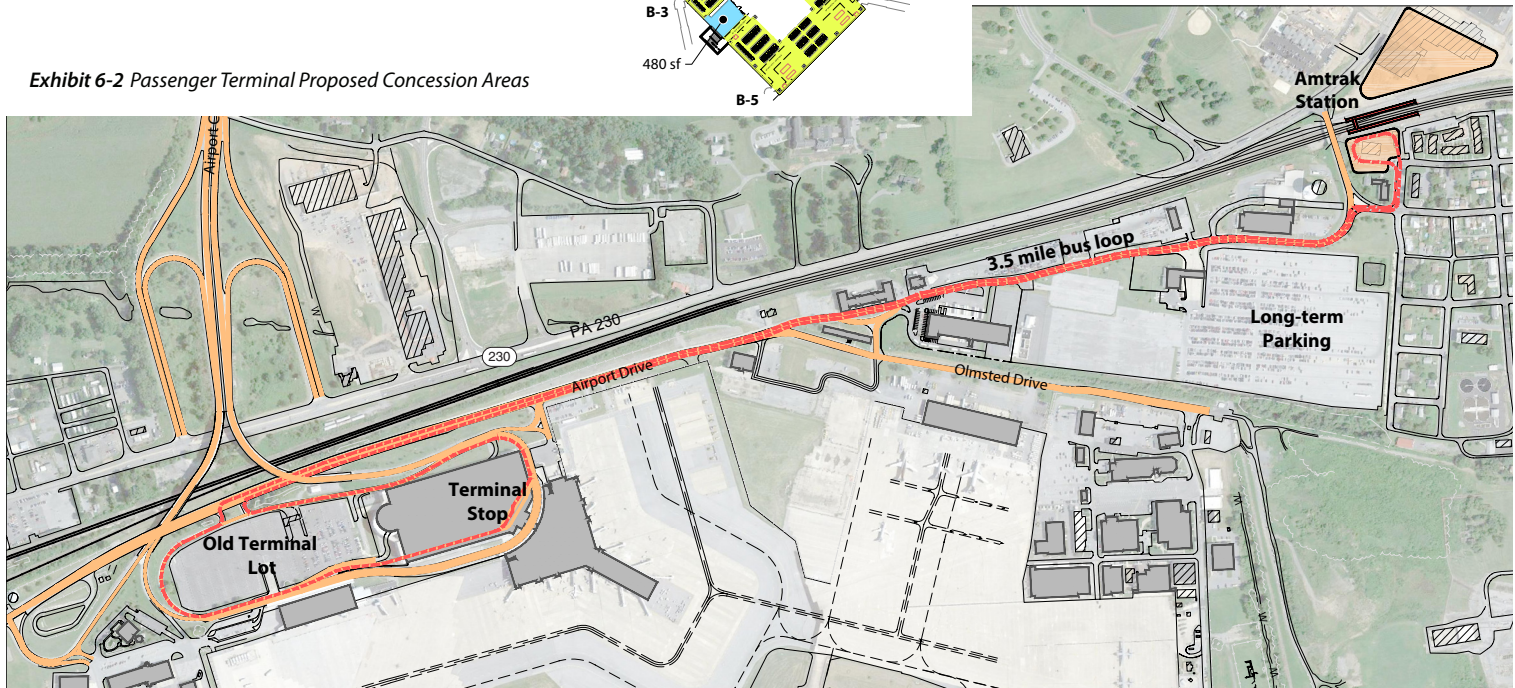




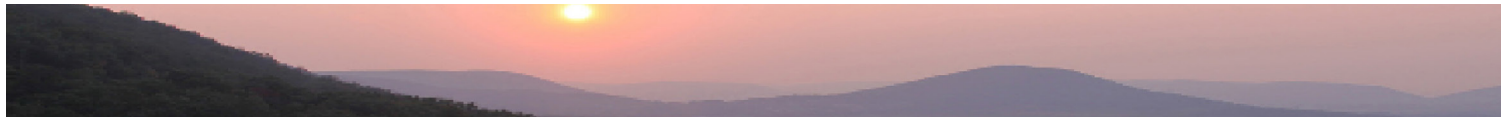
*Exhibit 6-2 Passenger Terminal Proposed Concession Areas*



*Exhibit 6-3 Self Serve Check-in Kiosks and Self-tagging Baggage Kiosks Now Located in Many Airports*



*Exhibit 6-4 Train Station and Shuttle Route to the Middletown Train Station*



and open the old terminal surface lot to eliminate busing costs. The Airport will also need to accommodate the Middletown Train Station and corresponding 3.5 mile shuttle route to/from the Terminal, as shown in Exhibit 6-4.

## Air Cargo

The RDP for the Air Cargo Complex consists of expansion to the apron, sorting facilities, and landside area. This would occur in a

three-phased approach, with timing dependent on air cargo activity. The RDP also includes the re-alignment of Olmsted Drive and the entrance to the cargo complex. The phasing plan is shown in Exhibit 6-5.

## General Aviation

In February 2016, the Airport entered into an Agreement with the FBO to construct a new 5,000 SF FBO office and a 30,000 SF hanger on the old terminal site. The RDP for the FBO site is shown in Exhibit 6-6.

## Opportunity Areas

Various sites on the Airport are either vacant or ripe for re-development. They are summarized as follows:

- **Bethlehem Steel Site** – recent agreement for large-scale warehousing
- **Connector Loop** – recent agreement to develop a Compressed Natural Gas (CNG) station
- **Old Terminal Surface Lot** – recent agreement to develop a hotel
- **West Ramp** – consider attractive development that compliments the terminal area, which could include development such as a new FBO facility or an aircraft maintenance/repair/over-haul complex

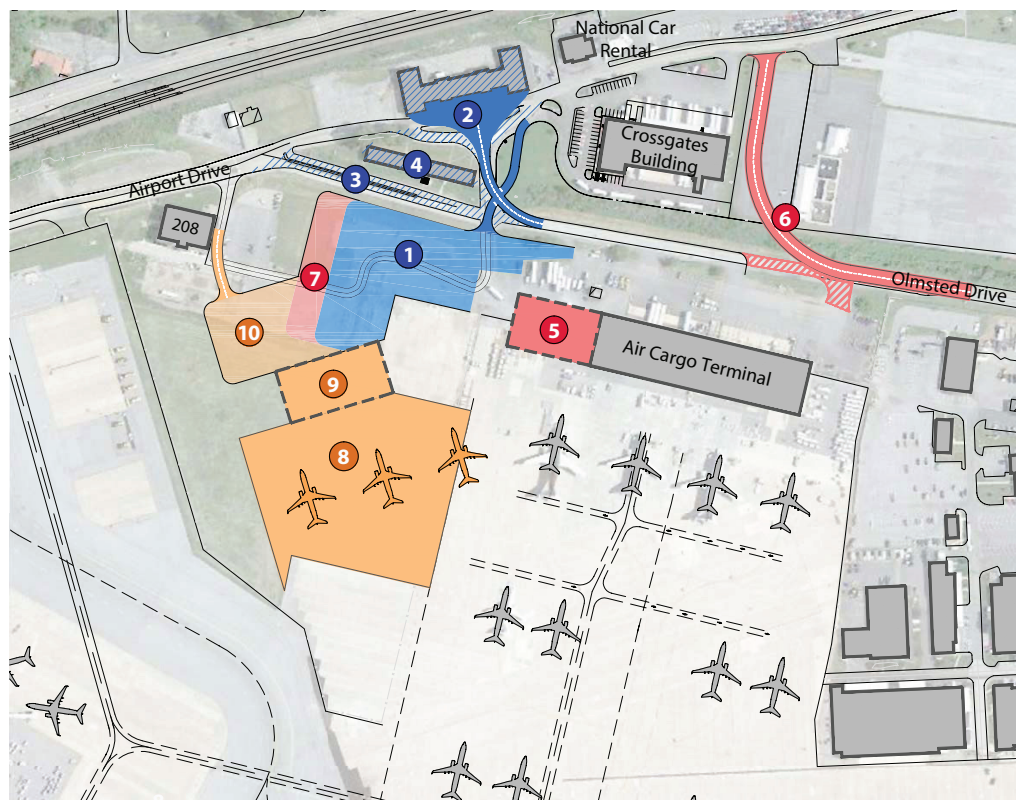


Exhibit 6-5 Air Cargo Phasing Plan

### LEGEND

- Near-Term Projects (60,000 enplaned tonnage)
- Mid-Term Projects (70,000 enplaned tonnage)
- Long-Term Projects (80,000 enplaned tonnage)
- Demolished area
- Air cargo aircraft parking position

### Near-Term Projects

- 1 Designate 100,000 sq. ft. for cargo landside use (gravel)
- 2 Re-construct intersection of Olmsted Drive, Airport Drive, and the cargo tug road. Demolish old guard headquarters building.
- 3 Close western portion of Olmsted Drive
- 4 Demolish the abandoned barracks building

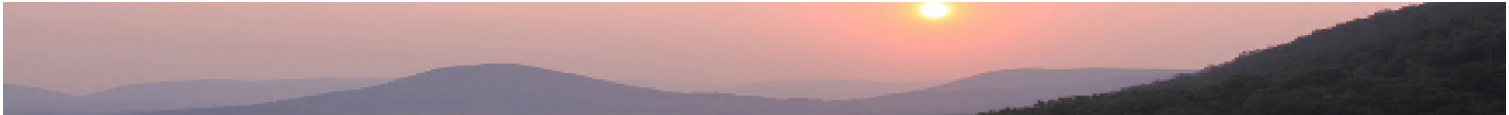
### Mid-Term Projects

- 5 Expand existing air cargo terminal/warehouse by 25,000 sq. ft.
- 6 Construct new alignment for Olmsted Drive
- 7 Expand landside area by 25,000 sq. ft. (gravel)

### Long-Term Projects

- 8 Construct previously designed cargo apron
- 9 Construct new cargo terminal building
- 10 Expand landside area by 30,000 sq. ft. (paved) and convert 20,000 sq. ft. of gravel to pavement





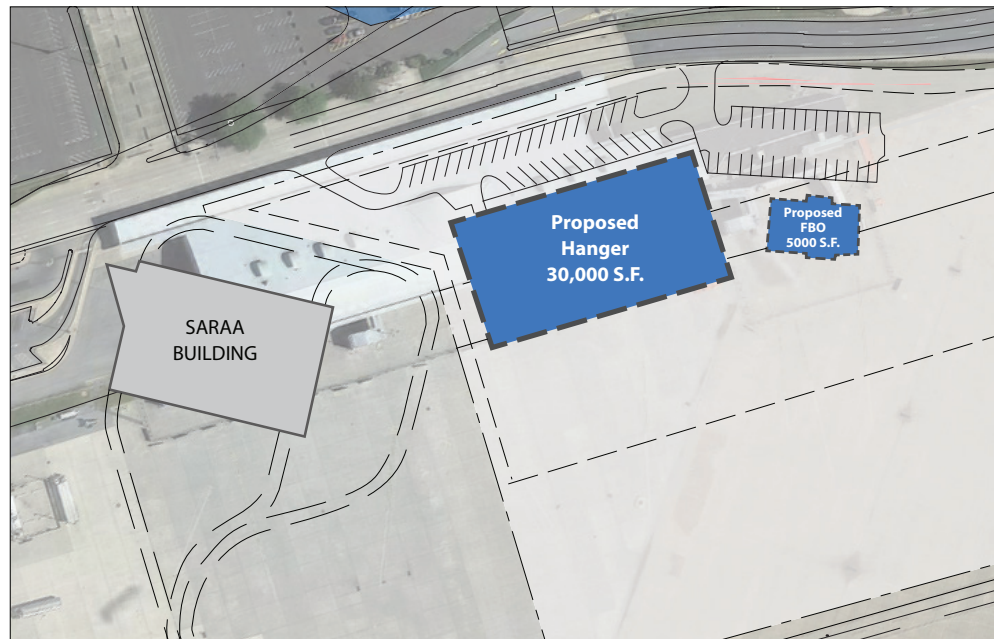
- **North 29** – continued commercial development
- **Olmsted Base Remnants** – demolish hazardous buildings and use vacant space for rental car or cargo support space
- **Overflow Economy Parking** – recent agreement for cargo sorting facility
- **Crawford Station Site** – partially contaminated, requiring treatment, but could serve as PaANG parking, solar farm, and aviation-related development (with new taxiway)
- **Middletown Noise Buyouts** – property must remain in aeronautical use or the FAA must be refunded purchase costs

## Pennsylvania Air National Guard (PaANG)

The current configuration of the PaANG base does not meet security standards. In the mid-term, a new 800-space parking lot and serpentine entrance road will be constructed on the Crawford Station site, consistent with Alternative 2 (page 39). In the interim, PaANG has indicated the need to lease approximately 500 spaces, potentially in the Economy Parking Lot.

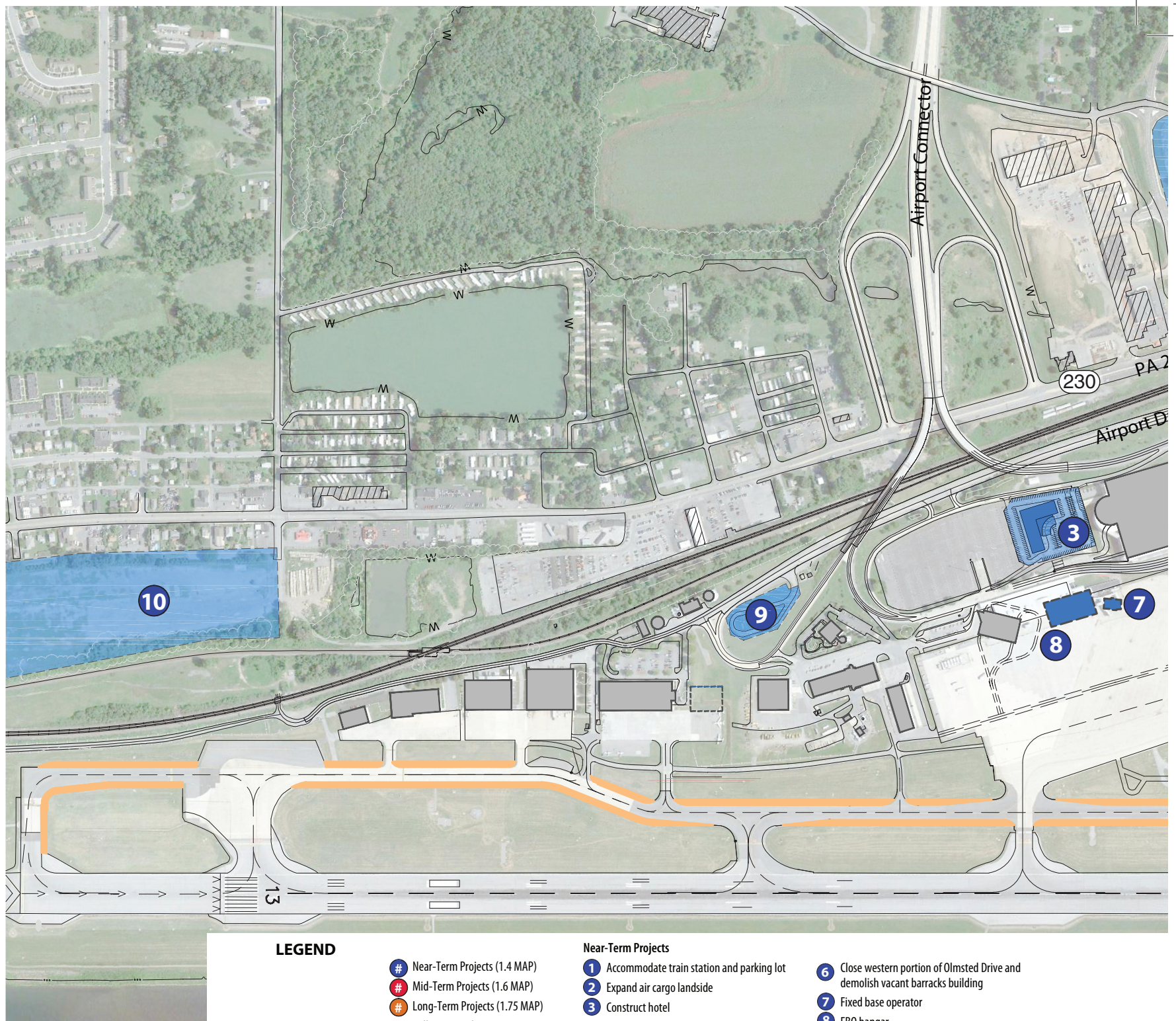
## Summary

An overview of the RDP is shown in Exhibit 6-7.



*Exhibit 6-6 RDP for the West Ramp Site*







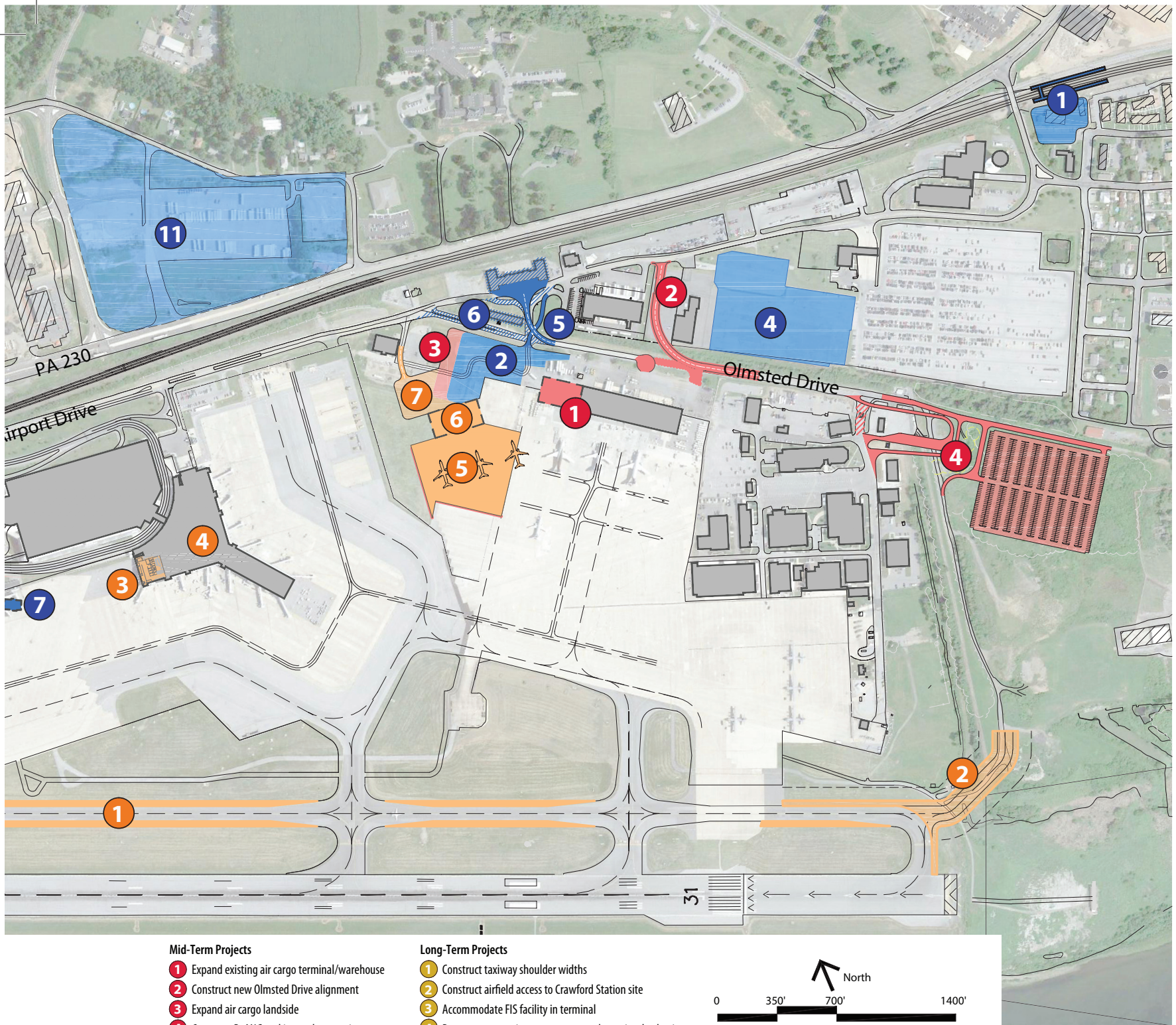


Exhibit 6-7 Recommended Development Plan