

As of 2001, extensive plans have been worked out to execute the second phase of the airport master plan to ensure expansion measures necessary to cope with expected traffic volumes. The second phase entails the construction of a new terminal building, the rerouting of the airport road around this facility, additional aircraft and vehicle parking capacity. Phase II, which represents a capital investment of US\$ 87 million, officially kicked off on June 18, 2004 and should be completed in 27 months; by late 2006. It also includes the addition of the airport's integrated Air Traffic Control and Radar Facility.

### **Land Reclamation Works**

To facilitate the developments of phase II approximately 54,000 m<sup>2</sup> of terrain is required. This area has been reclaimed in the Simpson Bay Lagoon, directly northeast of the present terminal. The additional land will hold the new terminal, its related parking facilities and the required access roads, which will continue to serve the residents of the Mullet Bay and Low Land Areas.

### **Terminal Building**

The existing terminal building with a capacity of 1.2 million passengers has already reached its saturation point and cannot accommodate any further upgrading or expansion. This poses critical challenges in terms of quality standards for services provided to customers due to its limited size. Therefore the master plan calls for a new building with a design capacity of 2.5 million to be built northwest of the existing one.

Included in the new terminal building will be check-in and baggage-reclaim facilities on the ground floor, with the departure lounge and a main shopping area located on the first floor. Four jet bridges will offer passengers a high level of service that they have come to expect from St. Maarten.

### **Apron and Taxiway System**

The aircraft apron will be extended to accommodate more aircraft and a planned west parallel taxiway system will be included to avoid aircraft having to taxi on the runway prior to take-off, thus allowing for smooth and more efficient flow of runway traffic.

### **Integrated Air Traffic Control Tower and Radar Facilities**

In San Juan, Puerto Rico there is a large radar station. However the airspace of St. Maarten lies beyond the span of its control. Considering the fact that St. Maarten's airspace is relatively busy with more than 90,000 aircraft movements per year radar coverage is considered critical to this area. Therefore in accordance with the regional plan of the International Civil Aviation Organization (ICAO), for the Caribbean, PJIA has developed plans and constructed an integrated ATC tower and radar facility. This facility commenced operation on March 29, 2004.

