

**Comments Tracking Matrix**  
**Program Definition Manual**

Name	Comment Date	Volume	Page Number	Comment	Resolution	Open/Pending/Closed	Scope/Cost Impact (Y/N)	Responsibility Party	Comment Addressed in PDM
Syed Mehdi	04/03/23	1	5-45	5.1.5 Fueling Storage & New Terminal Hydrant System - Please consider space for storage of Hydrogen cannisters.	Additional discussions with SAAS will be required to pursue options for hydrogen cannister storage for aircraft fueling.	P	N	Argus / SAAS	N
Michael-Paul Harpe	04/04/26	2	Employee Parking Lot PDD - Figure 4	Potential Property Acquisition/TXDOT easement fall into major floodplain & stormwater culverts will require civil investigation and planning.	SAAS is currently working on coordinating with TxDOT regarding the potential for acquisition of an easement in the ROW and potential timing of when this site would become available. A contingency is included in the estimated cost for drainage improvements. "Drainage requirements for TxDOT ROW will be evaluated in the next phase of design" statement added to PDD 1 section 1.4	C	N	Kimley-Horn / Corgan	Y
Syed Mehdi	04/07/23	1	3- 17-19	General Comment - where TB is outlined, show B1A's start outline as well	Extents of graphic to be revised to collect gate B1A to the North of Terminal B.	C	N	Corgan	Y
Syed Mehdi	04/07/23	2		Project: SAT – Fuel Storage & New Terminal Hydrant System - PDD - Consider Hydrogen and other alternative fuels storage as well.	Additional discussions with SAAS will be required to pursue options for hydrogen cannister storage for aircraft fueling.	P	N	Argus / SAAS	N
Syed Mehdi	04/07/23	2		General Comment - The PDDs do not give dimensions and square footages/area required	Colorblock plans with associated square footage, percentages and color coding will be referenced in the Appendix.	C	N	Corgan	Y
Syed Mehdi	04/07/23	2		Project: SAT – Terminal A+B Connector PDD - Will there be a travelator/moving walkway in the connector?	"Current design does not include moving walkways" statement added to PDD 17 section 17.4; could be integrated at request of SAAS but would have impact to construction schedule and cost.	C	#	SAAS / Corgan	Y
Syed Mehdi	04/07/23			What provisions have been made for Advanced Air Mobility systems - EVTOLS, HVTOLS, etc?		O	#	SAAS	N
Daniel Delgado	04/12/23	1	3-14	Is the service level square footages included in the building totals for both TA and TB	Service level of TA to be added at Revit model and SF figured into total existing square footage. New print set of existing Floor plans w/ assigned program colorblock plans assigned.	C	#	Corgan	Y
Daniel Delgado	04/13/23	1	3-19	TB map does not look like its accounting for the west end mechanical spaces. Please verify	As built will be referenced and verify if there is mechanical space in the west end of Terminal B.	C	#	Corgan	Y
Breana Trevino	04/12/23	1	6--73	New parking structure and lots-will there be consideration for Solar? you can generate electricity and more passengers will be willing to pay a premium for covered parking from sun and hail.		O	#	SAAS	N
Daniel Delgado	04/13/23	1	5-53	CBP currently leases parking from Building 1039 parking lot and has access to hangar from parking lot	Yes, we were recently informed about the 17 leased parking spaces @ Building 1039. The lease spaces will limit the available parking required for a New Public Safety building being located at the 1039 site. ( we've asked the question about how long are the spaces leased for and Can the lease be terminated or re-negotiated.)	O	#	Lake Flato / SAAS	N
Michael Hall	04/13/23	2		Cup additional restrooms and shower		O	#	SAAS	N
Michael Hall	04/13/23	2		CUP overhead crane to service equipment		O	#	SAAS	N
Michael Hall	04/13/23	2		CUP office needs expansion		O	#	SAAS	N
Michael Hall	04/13/23	2		CUP needs breakroom/briefing room		O	#	SAAS	N
Sarah Stumpo	04/13/23	2	6.6.2.8	Wheel chair storage, dedicated queuing against windows in lieu of in corridor?, integrated gate house design with airline storage or are these free standing? dynamic signage at holdrooms	Typical holdroom layout which includes the square footage required for the design aircraft at the time of design. "Storage area and other programmatic areas will be further defined in the next phase of design." statement added to PDD 6 section 6.6.2.8	C	N	Corgan	Y
Sarah Stumpo	04/13/23	2	6.6.2.14.7	Loading docks -- security demarcation - secure halls for trash removal? trash collection room or individual removal. how large are the trash compactors (effects sizing of dock)	"All trash removal will be done by a badged employee through secure corridors on apron level. Trash compactors have not been sized to date. Additional studies will be completed in the next phase of design to evaluate 75 ft commercial vehicle operations and determine the size for trash compactors." statement added to PDD 6 section 6.6.2.14.7	C	N	Corgan	Y
Breana Trevino	04/13/23	2	6--55	Ensure service corridors for concessions include space for trash, recycling, and possible organics collection.	Inclusion of space for trash in service corridor will be evaluated in next phase of design.	C	Y	Corgan	Y
Daniel Delgado	04/13/23	2	1-5	The large land west of 281 is currently being developed identified as "A" as potential property acquisition		O	#	SAAS	N

Breana Trevino	04/13/23	2	12--1	Consideration for solar on top of structure for energy production and premium parking	Validation needed from COSA and SAAS pending agreed upon sustainability goals	C	Y	SAAS / Corgan	N
Matt Larsen	04/13/23	2	pg. 16-8	16.9.2- Designer to include detailed roadway phasing documents to maintain active roadways access throughout.	Comment Acknowledged. This will be further detailed in the next design phase process. "A strategic phasing plan is required to maintain adequate access to all areas of the airport during construction. Phasing plan and mitigation measures will be developed in later phase of design." statement added in PDD 16 section 16.9.2	C	N	Kimley-Horn / Corgan	Y
Matt Larsen	04/13/23	2	pg. 1-1	1.1 Introduction- Figure 3 shows employee parking relocation and doesn't call-out roadway realignment	Will add callout for realigned roadway.	C	N	Kimley-Horn	Y
Matt Larsen	04/13/23	2	throughout	Formatting: Header title text line is inconsistent throughout and appears either on the right, or left side, and spacing below is inconsistent. Spacing from page footer is also inconsistent. (typical)	The header flipping from left to right is by design, should the report be printed in a book style format the header is always on the exterior corner. Spacing should be consistent and will be revised to ensure so.	C	N	Corgan	N/A
Matt Larsen	04/13/23	2	pg. 2-3	2.4 Project Assumptions- materials reclamation/recycling should be defined for this phase, prior to demo.	Demolition plan in next phase of design will identify which resources will be suitable for recycling and reuse. Suitable with the SAASSAM "reclamation and recycling of materials will be identified in the next phase" statement provided in PDD 2 section 2.4	C	N	SAAS / Corgan	Y
Matt Larsen	04/13/23	2	pg. 4-6	4.6 Utility Requirements- Confirm no APU/GPU's infrastructure needed for RON positions	Aviation Engineer question/"A study for the need of APU/GPU's infrastructure will be carried out in a future design phase." statement added to PDD 4 section 4.4	O	#	CNG / Corgan	Y
Matt Larsen	04/13/23	2	pg. 6-49	6.6.2.9.4 Typical Layouts/Mother's Rm- Confirm health code allows for changing station within nursing room.	Nursing rooms will have changing stations within them.	C	N	Corgan	N/A
Matt Larsen	04/13/23	2	pg. 11-4	11.6 Utility Requirements- Confirm if power redundancy to be provided and what equip. to be on stand-by power	Trituator equipment engineer question. "Confirmation of utility requirements for power redundancy and stand-by power to be confirmed in next phase of design once trituator equipment is confirmed." statement added to PDD 11 section 11.4	O	#	CNG / Corgan	Y
Matt Larsen	04/13/23	2	pg. 12-9	12.6.3.1 Parking Products- Confirm including Smart-cart bag carts at strategic locations		O	#	SAAS	N
Matt Larsen	04/13/23	2	pg. 12-7	12.6.2 Architectural- Describe trash removal approach and bin/compactor pick-up	"trash collection strategy will be further developed in the next design phase" statement added in PDD 12 section 12.4	C	Y	Corgan	Y
Matt Larsen	04/13/23	2	pg. 13-4	13.6.1.1 Wayfinding- Confirm roadways variable message signage to be included	Both static/dynamic signage have been considered at this current point of the project. Signage style and quantities will be considered in a future design phase if required. Statement to included variable message sign provided in PDD 13 section 13.6.1.1	C	N	SAAS / Corgan	Y
Matt Larsen	04/13/23	2	pg. 15-1	15.2 Scope- Include TSA required spaces to be confirmed	"Screening of goods and CRDC's employees will be processed at the CRDC. Additional office space for CRDC operator and TSA requirement will be defined in the next design phase once the operation for the CRDC is defined." statement added to PDD 15 section 15.4	C	Y	SAAS / Corgan	Y
Matt Larsen	04/13/23	2	pg. 17-2	17.2 Scope- Confirm if moving walkways are to be included in this connector	"Current design does not include moving walks" statement added to PDD 17 section 17.4 ; could be integrated at request of SAAS but would have impact to construction schedule and cost.	C		SAAS / Corgan	Y
Daniel Delgado	04/14/23	2	6-54	Ensure there is adequate lighting at kiosk location to allow kiosk cameras to take pictures of traveler checking in	Adequate lighting to be provided to allow for adoption for future check in technologies and strategies such as biometric face recognition.	C	N	Corgan	Y
Parking Team	04/13/23	General		The height of the ground level of GTC should be no lower than 13'-14' feet, (this document doesn't give a height clearance).	12.6.3.1 states "Minimum vertical clearance to structure of 16'-6" for Levels 1 and 2 shall be provided."	C	N	Corgan	N/A
Parking Team	04/13/23	General		There is no restroom in the GTC level, (there should be)	No restrooms have been considered at this current point of the project. Restrooms within the GTC will be considered in a future design phase.	C	Y	Corgan	Y
Parking Team	04/13/23	General		Can the Helix be wider? In the event of a breakdown, how does a tow truck gain access? Everything bottlenecks with a breakdown, it should be at least 20' feet wide.	The helix is planned to have a diameter of 60 feet to allow for 20 foot drive lanes in the helices. During the design phase, vehicle turning movements will be checked to confirm the size of the helices. If a car breaks down, a smaller, low clearance towing vehicle can navigate the garage.	C	N	Kimley-Horn	N/A
Parking Team	04/13/23	General		In winter, will there be built in heaters at the ground level? Will there be fans for the summer period?	No heaters or or fans have been considered at this current point of the project. Heaters and fans will be considered in a future design phase if required.	C	N	SAAS / Corgan	N/A

Parking Team	04/13/23	General		Will there be water spigots in each level of the garage?	Yes, however exact locations of the water spigots throughout each level of the parking garage will be decided in a future design phase.	C	N	Kimley-Horn / Corgan	N/A
Parking Team	04/13/23	General		Will there be outlets and seating areas for the GTC users?	No outlets and seating have been considered at this current point of the project. Outlets and seating within the GTC will be considered in a future design phase, if required.	C	N	Kimley-Horn / Corgan	N/A
Parking Team	04/13/23	General		Will there be a booth for ground transportation staff at the ground level?	A booth for ground transportation staff at the ground level will be determined during final design	C	N	Kimley-Horn / Corgan	N/A
Parking Team	04/13/23	General		The TNC parkers should be increased from 12 to 30	Demand was based on previously collected data and grown based on activity levels. If there is a desire to increase number of positions, the team can determine what kind of impacts this will have to circulation and parking stall count.	O	N	Kimley-Horn / Corgan	N
Parking Team	04/13/23	General		The taxicabs should be increased from 9 to 20	Demand was based on previously collected data and grown based on activity levels. If there is a desire to increase number of positions, the team can determine what kind of impacts this will have to circulation and parking stall count.	O	N	Kimley-Horn / Corgan	N
Parking Team	04/13/23	General		The shuttles should increase from 2 to 4	Demand was based on previously collected data and grown based on activity levels. If there is a desire to increase number of positions, the team can determine what kind of impacts this will have to circulation and parking stall count.	O	N	Kimley-Horn / Corgan	N
Parking Team	04/13/23	General		Other vehicles should increase from 2 to 10	Demand was based on previously collected data and grown based on activity levels. If there is a desire to increase number of positions, the team can determine what kind of impacts this will have to circulation and parking stall count.	O	N	Kimley-Horn / Corgan	N
Parking Team	04/13/23	General		Can a basement area be created to increase the GTC parking capacity?	No basement area has been assessed for additional parking at this stage, this will be considered in a future design stage, if required. There is a significant cost increase to go below grade versus above grade. High water table in the area increases this cost as well.	O	N	Kimley-Horn / Corgan	N
Andrew Bergen	04/03/23	1.7.3	1-10	Is the anticipated Categorical Exclusion (CATEX) going to be repaired by RS&H? If not, who?	Dave Full with RS&H understands that SAAS is preparing CATEX. SAAS, please confirm.	O	#	SAAS	N
Andrew Bergen	04/03/23	2.7.3	2-4	Is the anticipated Categorical Exclusion (CATEX) going to be repaired by RS&H? If not, who?	Dave Full with RS&H understands that SAAS is preparing CATEX. SAAS, please confirm.	O	#	SAAS	N
Andrew Bergen	04/03/23	3.7.3	3-4	Is the anticipated Categorical Exclusion (CATEX) going to be repaired by RS&H? If not, who?	Dave Full with RS&H understands that SAAS is preparing CATEX. SAAS, please confirm.	O	#	SAAS	N
Andrew Bergen	04/03/23	3.8.1	3-4	Is the badging office included in the consideration of parking accommodations for SAAPD during construction?	If the badging office is demolished prior to public safety building demolition the parking lot for SAAPD will remain operational. The badging office will be demolished prior to construction of the New terminal and RON pad	C	#	SAAS / Corgan	N/A
Andrew Bergen	04/04/23	4.3	4-5	Where will the RON be located during construction?	During the construction of the New Terminal RON will be relocated to the north and south sites of the terminal complex as shown in PDD 4 Figure 1. North RON Pads Site will be located on the south west of the New Terminal replacing Hangar 4 and badging office, providing 6 RON positions. South RON Pads Site will be located on the south end of Concourse A, providing 7 RON positions. South RON pads will be constructed first in early phase of construction.	C	N	SAAS / Corgan	N/A
Andrew Bergen	04/11/23	12.2	12-1	Are there going to be EV charging stations?	"Project will be accordance with City of San Antonio Building Code Chapter 10 Amendments, Section C409.2. Capacity will be provided to accommodate 5% parking spaces with EV charging stations" statement added to PDD 12 section 12.4	C	Y	SAAS / Corgan	Y
Andrew Bergen	04/12/23	12.3	12-1	Is there a max height restriction on the structure to accommodate ATC Tower?	Approximate height of GTC is 110 feet which does not conflict FAA Part 77 Surfaces and line-of-sight for the airport traffic control tower.	C	N	SAAS / Corgan	N/A
Andrew Bergen	04/11/23	12.4	12-3	Has parking for FAA control Tower been factored in to our temporary parking considerations with the RON?	Yes it has been considered.	O	N	SAAS / Corgan	N/A
Andrew Bergen	04/11/23	12.4	12-3	When will decision be finalized on vertiport?		O	#	SAAS	N
Andrew Bergen	04/11/23	12.4	12-3	Who will design architectural blast barrier if ATC Tower is not relocated prior to parking structure construction?	A study for the need of the blast barrier and the design of the blast barrier will be carried out in a future design phase.	C	#	SAAS / Corgan	N/A
Javier Sartorio	04/04/23	2.2.4	2-3	Do TCEQ standard apply to this site	Yes, will be coordinated. "Texas Commission on Environmental Quality Standards (TCEQ)" statement added to PDD 2 section 2.5	O	N	SAAS / Corgan	Y

Javier Sartorio	04/04/23	2.2.4	2-3	Coordination of site utility to include any and all utilities that are to remain active. Coordination thru the SAAS of all tenants.	"Coordination with SAAS to ensure minimal interruption to existing utilities" statement added to PDD 2 section 2.6.2	C	N	SAAS / Corgan	Y
Javier Sartorio	04/04/23	2.2.3	2-2	Does Police Parking relocation require direct access to Airside - Assumption?	Yes it requires airside access for police vehicles for long term solution.	O	N	SAAS / Corgan / Lake Flato	N/A
Javier Sartorio	04/06/23	i	2-3	Verify if capping and/or removal to bve from maintruckline upstream	Capping shall be from main trunk line.	O	#	CNG / Kimley-Horn	N
Jose Garcia	04/04/23	1.1	1-1	Is the existing employee parking lot at capacity? What is the current need for employee parking? It would be beneficial to see a timeline of how the employee parking needs evolve.	775 existng employee parking, 1,241 needed for PAL2. More detail on parking requirement and supply timeline can be found in PDM 1 section 5.1.9	C	N	SAAS / Corgan	N/A
Jose Garcia	04/04/23	1.8.2	1-10	Why is the Flight Safety land needed? Is it to expand the Green Lot?	Yes, the flight safety property is meant to accommodate expansion of the green lot to accommodate growing demand.	C	N	SAAS / Kimley-Horn / Corgan	N/A
Javier Sartorio	04/06/23	3.4	3-2	HDRC coordination and approvals to be included	"Coordination with Historic and Design Review Commission (HDRC) regarding building demolition or alteration" added statement to PDD 3 section 3.8.1	C	#	Corgan	Y
Javier Sartorio	04/06/23	4.6	4-6	Are Stromceptors requiere for any fuel spills? How is containment planned for these areas	RON drainage will be connected to the commerical apron drainage. Fuel spills that occur on the apron during aircraft refueling will be managed through use of oil water separators to contain fuel spills. Aircraft refueling, and subsequently fuel spills, are less likely to occur at RON positions.	C	N	Kimley-Horn	N
Javier Sartorio	04/06/23	4.7	4-6	Verify SAAS detention capacity / points to ensure this not be an issue at permitting and with COSA/SAWS		O	#	SAAS	N
Javier Sartorio	04/06/23	4.8.1	4-7	Phasing will be requiered in coordination with the GLF to ensure sufficient aircraft positions remain during construction activites.	"Phasing plan and coordination with Ground Loading Facility will be determined in the next design phase" statement added to PDD 4 section 4.8.1	C	N	SAAS / Corgan	Y
Tom Coyne	04/11/23	apron		Is there a proposed aircraft parking plan showing dimensions: max aircraft size / clear zones – safety envelopes / possible fire lanes / service roads? Or is this pre-mature.	The commercial apron layout plan has been conceptually designed to accommodate the most demanding ADG-III narrowbody and ADG-V widebody aircraft. Typical dimensions have been provided and revised in Figures 21 and 22 of Volume 1. The safety envelopes, fire lanes, service roads, and associated apron equipment will be detailed in the next phase of design.	C	N	Kimley-Horn / Corgan	N/A
Tom Coyne	04/11/23	apron		WB parking. Group 5 or Group 6?	At this time, the commercial apron is assumed to accommodate up to ADG-V aircraft. The adjacent MRO facility is expected to accommodate ADG-VI aircraft. The taxilane to the west of the commercial apron has been designed to accommodate each aircraft type.	C	N	Kimley-Horn	N
Tom Coyne	04/11/23	apron		Jet bridge foundations. Assume to be drilled pier / caisson based upon any preliminary soils info.	Jet bridge foundation design types will be explored at the next level of design. The drilled pier/caisson alternative will be investigated further.	C	N	Kimley-Horn	N
Tom Coyne	04/11/23	apron		PCA / 400hz. Safe to assume point of use?	The source and loading for PC Air and 400Hz will be coordinated with the passenger boarding bridges and other apron apurtenances during the next phase of design	C	N	Kimley-Horn	N
Tom Coyne	04/11/23	fuel		Pavement section. 14 inches PCC / 5 inches CTPB seems a bit lean. Normally see PCC in the 18 inch range – particularly WB traffic. Is CTPB necessary.	The RON and commercial apron typical pavement sections have been conservatively design to match the recently designed proposed airfield typical sections, which include 19 inches of PCC over 10 inches of cement treated base course over 6 inches of crushed aggregate base course over 12 inches of lime treated subgrade. These typical sections will be further evaluated during the next phase of design.	C	N	Kimley-Horn	N
Tom Coyne	04/11/23	fuel		I have some concern with the geometry of the fuel lines to Terminal C. We need to review the RSA (runway safety area – I think it is 400 feet from centerline) and the TOFA (taxiway object free area ) The FAA has gotten a bit more conservative with their distances. This should be done before we get too far along. We may need to push the routing closer to the taxilane and further from the runway.	The alignment of the hydrant fueling system will consider limiting restrictions to active runways and taxiways during construction and future maintenance.	P	N	Kimley-Horn / Argus	N
Tom Coyne	04/11/23	fuel		Legacy EFSO system and new EFSO (Emergency Fuel Shut Off). The controls of the new and legacy systems need to reviewed / evaluated for compatibility. This is probably too deep in the weeds but merits consideration as a risk.		O	#	Argus	N

Tom Coyne	04/11/23	TC		Some concessions on the concourse level are going to be above the bag screening area and possible other infrastructure. Just a note to be cognizant of spaces on the concourse above when determining electrical infrastructure locations on the ramp. Conversely – have more 'retail' locations above critical ramp areas versus food / beverage.	Final location of concessions and concession type to be defined in the future phase of design.	C	N	Corgan	Y
Tom Coyne	04/11/23	TC		BHS – Planning docs do not have much redundancy designed. Lots of single points of failure.	The system is designed to reduce complexity. Adding more queues and merges will actually increase the number of failures in the system. In the next design phase, we'd like to coordinate with Client/Stakeholder on specific areas the design team should consider for redundancy.	C	#	VTC	N/A
Tom Coyne	04/11/23	TC		BHS – curbside contemplated.	Assumption was made curbside checkin will be connected to baggage conveyor systems. Routing of baggage conveyors to finalized during design phase. Statement added in section 6.6.3.5.1 of PDM Volume 2.	C	#	Corgan/VTC	Y
Tom Coyne	04/11/23	TC		PBBs. Possible glazing in the PBBs. Be cognizant of heat gain / loss with this system.	PBB model/type will be defined at a later phase of design.	C	N	Corgan	Y
Scott Bishop	04/11/23	2.12	TOC	Coordinate table with cotents of this section.	Table of contents will be updated.	C	N	Corgan	N/A
Scott Bishop	04/11/23	2.12	12-1	Is the Fire Suppression system to be wet-pipe or dry-pipe?		O	#	CNG	N
Scott Bishop	04/11/23	2.12	12-3	How many sapces are desired to add?	The desire is to provide at least 550 parking spaces. This is noted in Bullet #2 under Section 12.4 - Project Assumptions	C	N	Kimley-Horn / Corgan	N/A
Scott Bishop	04/11/23	2.12	12-3	What is the mix of premium to "regular" parking is desired to maximize revenue?	To be determined in a later phase of the project. The new garage will provide flexibility for a premium parking product but further coordination with the Airport and parking operator will be required to determine which types of premium parking products they are interested in and quantity of those parking products.	C	N	Kimley-Horn / Corgan	N/A
Scott Bishop	04/11/23	2.12	12-3	Is the desire to relocate all commercial vehicles? Including Hotel Shuttles, VIA, Uber/Lyft, taxis to the GTC? Or just the added load from the new Terminal?	All commercial vehicles will be relocated to the GTC with the exception of VIA bus. VIA bus pickup/drop off will be on the outer edge of the arrival level, closest to GTC	C	N	SAAS / Corgan	N/A
Scott Bishop	04/11/23	2.12	12-3	Should the Architectural Blast Barrier be a Structural Blast Barrier?	A study for the need of the blast screen and the design of the blast screen will be carried out in a future design phase.	C	#	SAAS / Corgan	N/A
Scott Bishop	04/11/23	2.12	12-3	Is current access to Parking Ops Office acceptable is an alternate desired?		O	#	SAAS / Corgan	N
Scott Bishop	04/11/23	2.12	12-3	Should parking space dimensions be specified?	Parking stalls' dimensions are based on those of a typical car parking space size (9'). Further clarification of parking stalls dimensions will be addressed in the later design phase. Typical parking stall and compact dimensions will be provided.	C	N	SAAS / Kimley-Horn	N
Scott Bishop	04/11/23	2.12	12-3	What percentage (if any) will be allowed for compact spaces? Match allowances in the UDC?	"Percentages for compact parking spaces will be assessed in the next design phase" statement added to PDD 12 section 12.4	C	N	SAAS / Corgan	Y
Scott Bishop	04/11/23	2.12	12-3	What number of spaces is desired for electric vehicles/charging stations? Match UDC?	"Project will be accordance with City of San Antonio Building Code Chapter 10 Amendments, Section C409.2. Capacity will be provided to accommodate 5% parking spaces with EV charging stations" statement added to PDD 12 section 12.4	C	Y	SAAS / Corgan	Y
Scott Bishop	04/11/23	2.12	12-3	Design commercial vehicle(s) should be identified under assumptions.	Acknowledged. Shuttle bus will most likely be the design vehicle	C	N	Kimley-Horn / Corgan	N
Scott Bishop	04/11/23	2.12	12-3	Is there a maximum height for the structure?	Aproximate height of GTC is 110 feet which does not conflict FAA Part 77 Surfaces and line-of-sight for airport traffic control tower.	C	N	SAAS	N/A
Scott Bishop	04/11/23	2.12	12-5	Concern about merging exit traffic to one lane at exit of pay booths before entry onto ring road.	This is to reduce the number of lanes entering W Terminal Drive. It is also consistent with how the existing exit plaza egress operates. A merge to one exit lane is standard practice - Can provide examples of other airports where this is done for exit plazas with a comparable or greater number of exit lanes is desired.	C	N	Kimley-Horn	N/A
Scott Bishop	04/11/23	2.12	12-5	Concern about clearance of upper roadway ramp under commercial vehicle exit bridge/ramp.	Clearance and alignment of the commercial vehicle exit bridge will be refined as part of the next phase of project development.	C	N	Kimley-Horn	N
Scott Bishop	04/11/23	2.12	12-6	Will new entry point to the Long-Term garage necessitate wayfinding/signage changes?	Yes. Wayfinding is mentioned in Section 12.6.3.1. Details for wayfinding/signage locations and style will be coordinated further during the design phase.	C	N	Kimley-Horn / Corgan	N/A

Scott Bishop	04/11/23	2.12	12-6	Will Long-Term parkers need to go to Level 2 to exit garage?	Yes, this is to avoid vehicle conflicts with entering short-term parkers and allows for parking rate differentiation between Short-term and Long-term parkers.	C	N	Kimley-Horn / Corgan	N/A
Scott Bishop	04/11/23	2.12	12-6	Will need to coordinate fire coverage for FAA facility with new garage for hose lay and access.	Comment Acknowledged. This will be coordinated in the next design phase.	C	N	Kimley-Horn	N
Scott Bishop	04/11/23	2.12	12-7	12.6.2.1 - Is the increased clearance on Level 3 solely for accessible vans?	Correct - this is to meet ADA requirements.	C	N	Kimley-Horn / Corgan	N/A
Scott Bishop	04/11/23	2.12	12-7	12.6.1.2 - Ground level access will need to be provided for pedestrians to access busses and from busses to terminal.	Final allocation of user groups will be determined as next phase of project development. Pedestrian movements to/from will be coordinated with Corgan.	O	N	Kimley-Horn / Corgan	N
Scott Bishop	04/11/23	2.12	12-8	Will busses access ring road to the north or to the west? Is there room to go to the west. Further complicates the merging of traffic for entry to ring road.	GTC users will egress and merge into the W Terminal Drive on the far west side. In initial planning, buses were intended to stay on the existing commercial curb - in which case they would exit using the Arrivals roadway bypass lane.	C	N	Kimley-Horn	N/A
Scott Bishop	04/11/23	2.12	12-8	Table 1 - Is TNC/Taxi mix based on study? Seems like TNC should be higher or taxi lower.	The mode split was based on the study work done as part of the Strategic Development Plan. No new traffic counts or mode choice assumptions were made.	C	N	Kimley-Horn	N/A
Scott Bishop	04/11/23	2.12	12-9	12.6.3.1 - Roadways - Pre-Cast Girders for commercial vehicle exit bridge should be considered for ability to construct. Will be extremely hard to shore formwork for CIP ramp over active roadway.	Assumption for this stage of the project was that cast-in-place is the preferred construction type. However, various construction types will be looked at for consideration for constructability as the concept is further refined.	C	N	Kimley-Horn / Corgan	N/A
Scott Bishop	04/11/23	2.12	12-19	12.6.3.5 - Electrical - Bullet 3 calls for 5% of parking spaces for EV charging.	"Project will be accordance with City of San Antonio Building Code Chapter 1	C	N	CNG	Y
Scott Bishop	04/11/23	2.12	12-22	Bullet 1 - Which IDF will serve Level 2? Will IDF's on every other floor allow runs that do not exceed maximum allowable?	Level 2 will be served by both level 1 and level 3 IDF's, depending on device locations. The IDF's shall be placed so that no runs exceed maximum allowable distance. The every-other floor design for IDF's maximises available parking and operations spaces, and is a typical approach for parking garages.	O	N	Faith Group	N
Scott Bishop	04/11/23	2.12	12-22	Bullet 5 - Will network equipment (e.g., switches, cameras, etc.) be provided via ITSD or shall be contractor provided?	Direct procurement requirements for IT equipment in the program overall are still TBD. If contractor provided, all procurement shall follow standard city requirements and contractors where required.	O	N	Faith Group	N/A
Scott Bishop	04/11/23	2.12	12-22	Should wifi testing/verification requirements be added to ensure coverage throughout the structure?	Specific testing and commissioning requirements per system shall be noted in the SD phase. This will include Wi-Fi testing and verification.	O	N	Faith Group	N
Scott Bishop	04/11/23	2.12	12-25	12.10 - Project Cost - Is 16% Design Fee high?		O	#	Sunland / Corgan	N
Scott Bishop	04/11/23	2.12	12-25	12.11 - Note 2 - Is it SAAS' intent to use GEC firm? Terminal Architect? Separate Procurement? or Design-Build?		O	#	SAAS	N
PDD-NT-5 (STS)	04/12/23	6.6.2.2	6-24	International arrival passenger flow should be starightforward from Level 2 to Level 1 FIS.	Int'l PAX arrive at level 2, but need to be circulated to the mezzanine sterile corridor to then be delivered down to FIS to avoid interaction with domestic PAX.	C	N	Corgan	Y
PDD-NT-7 (STS)	4/12/23	6.6.2.6	6-38	Include description for non-conveyable oversize baggage.	The location of the OS baggage has not yet been determined. OS operation, location, and maximum size will be further coordinated during the next design phase as described in section 6.6.3.5.9	C	#	VTC	Y
PDD-NT-8 (STS)	4/12/23	6.6.2.10	6-52	How did the peak 20-minute terminating passenger demand be determined? List the document that provides the details of the analysis.	Peak period passenger demand information is provided in the Facility Requirements document provided in PDM vol 4 Appendix U	C	N	Corgan	Y
PDD-NT-9 (STS)	4/12/23	6.6.2.11	6-54	The large claim should have two inbound conveyor feeds.	Coordinate ROW with Corgan. Design changes will be addressed in the next design phase	C	N	Corgan/VTC	N/A
PDD-NT-12 (STS)	4/12/23	6.6.3.5.1	6-81	Should not recommend Recap project in Terminal A if TSA has not initiated the project. Has OTA been submitted to TSA?		O	#	SAAS	N
PDD-NT-15 (STS)	4/12/23	6.6.3.5.3	6-85	Pseudo ID is presented only when the IATA tag is a no-read.	The screening machines are capable of receiving IATA and Pseudo-ID. Machines will be integrated per the OEM and latest PGDS requirement.	C	#	VTC	N/A
PDD-NT-18 (STS)	4/12/23	6.6.3.5.9	6-88	Is there a plan for an oversize conveyor for conveyable oversize baggage? Non-conveyable oversize baggage can be handle manually.	Requires further coordination in the next design phase.	C	N	VTC	N/A
PDD-NT-19 (STS)	4/12/23	6.6.3.5.10	6-89	The large claim in the FIS should have two inbound conveyor feeds.	VTC will coordinate the right-of-way (ROW) of the second feedbelt with Corgan in the next design phase.	C	#	VTC	N/A

PDD-NT-20 (STS)	4/12/23	6.6.3.6.1	6-90	Should include Checked Baggage Inspection System.	The structural overview presented in these paragraphs lists only general uses/systems for the various levels. Components of general systems are not intended to be listed in this overview. Additional investigation will be conducted in design phase.	C	N	AG&E / Corgan	N/A
PDD-NT-21 (STS)	4/12/23	6.6.3.6.6.3	6-96	Check EDS loads have been included.	Equipment used for the inspection of baggage will be considered as part of the live load of the area it occupies. If the weight of the machine or system is greater than the distributed live loads considered for the spaces it will be "based on the actual equipment" loads similar to what is noted at mechanical rooms. Detailed analysis of structural loads will be applied in design phase.	C	N	AG&E	Y
PDD-NT-23 (STS)	4/12/23	6.6.3.11.13.1	6-130	Refer to the Section 16.8.4 of PGDS v8 for additional camera coverage.	All TSA required coverages shall also be met, in accordance with PGDS.	C	N	Faith Group	Y
PDD-NT-24 (STS)	4/12/23	6.6.3.11.13.2	6-131	BHS will interface with ACS.	Agreed	C	#	VTC	N/A
PDD-TA-1 (STS)	4/12/23	18.6.1	18-6	Does 405 LF frontage provide future growth? If so, please provide more details.	With the opening of New Terminal, there is no intent to provide additional frontage growth, but retain existing capacity.	C	N	Corgan	N/A
PDD-TA-2 (STS)	4/12/23	18.6.1	18-6	The flat plate or slope plate is also depended on the current fire code and security measure; the fire/security door may require to be closed all the way to the finished floor and it is more secure with inbound conveyor line that feeds a slope plate.	This level of detail has not been designed yet; can be discussed at later phase of design.	C	N	Corgan/VTC	N/A
PDD-TA-3 (STS)	4/12/23	18.6.2	18-7	Did TSA initiate the recap project? If no, the cost may not be fully covered by TSA.	Addressed in Volume 1: TSA will pay for Recapitalization, ONLY IF TSA initiates the request. If the airport initiates payment, then the assumption is the airport will pay for it. TSA keeps track of life expectancy of their equipment and will initiate a recap when the time is right.	C	#	SAAS / Corgan	N/A
PDD-TA-4 (STS)	4/12/23	18.7.1	18-8	Check EDS loads.	Electrical loads have not been developed. Will be developed as part of the next phase of design	C	#	Corgan/VTC	N/A
PDD-TB-1 (STS)	4/12/23	19.1	19-1 & 19-5	The new conveyor line was described from Terminal B to the New Terminal, however Figure 4 shows the new conveyor line is from the New Terminal to Terminal B. Which one is correct?	Direction of baggage flow has been updated in PDD 19 Figure 4 to flow from the checkin system in Term B to New terminal	C	N	Corgan/VTC	Y
PDD-TB-2 (STS)	4/12/23	19.2	19-5	The new conveyor line was described from Terminal B to the New Terminal, however Figure 4 shows the new conveyor line is from the New Terminal to Terminal B. Which one is correct?	Direction of baggage flow has been updated in PDD 19 Figure 4 to flow from the checkin system in Term B to New terminal	C	N	Corgan/VTC	Y
PDD-TB-4 (STS)	4/12/23	19.6.1	19-7	The flat plate or slope plate is also depended on the current fire code and security measure; the fire/security door may require to be closed all the way to the finished floor and it is more secure with inbound conveyor line that feeds a slope plate.	This level of detail has not been designed yet; can be discussed at later phase of design.	C	N	Corgan/VTC	N/A
PDD-TB-5 (STS)	4/12/23	19.7.1	19-9	Check EDS loads.	Electrical loads have not been developed. "EDS loads will be developed in the next phase of design" statement added to PDD 19 section 19.4	C	#	Corgan/VTC	Y
PDD-TB-7 (STS)	4/12/23	19.10.3	19-13	Include inbound BHS downtime associated with claim replacement.	Downtime for BHS removal has not been developed. "Downtime for BHS removal will be developed in the next phase of design" statement added to PDD 19 section 19.4	C	#	Corgan/VTC	Y
	04/12/23	7.8.2	7--16	Apron Pavement section added 5 inches of PCC and now CTPB is 10 inches. Would look to make this a bit more cost-effective section.	The RON and commercial apron typical pavement sections have been conservatively design to match the recently designed proposed airfield typical sections. "Typical pavement sections will be further evaluated in the next design phase" statement added to PDD 7 section 7.8.2	C	N	Kimley-Horn / Corgan	Y
	04/12/23	7.6.2	7--6	Any initial hydraulic calcs on fire loop to determine any potential capacity issues.	Hydraulic calculations will be performed and water main sizing will be verified in the next phase of design.	C	N	Kimley-Horn	N
	04/12/23	7.6.2	7--7	Any initial drainage patterns. Follow-up to T/W H conversation to review adjacent topo sooner rather than later	The commercial apron trench drain layout will be designed to accommodate Taxiway H and commercial apron grades. Survey has not been conducted for this project.	C	N	Kimley-Horn / Corgan	N/A

Ken Starnes	4/11/23	1.0.0	Page 3 of 111	Table of Contents for the Preferred Development Program (section 6) does not include Technology or security. Recommend including a breakdown or matrix of Technology and Security systems associated with this New Terminal program, and indicate if the system is existing or new; if existing, will it receive an expansion, upgrade, or replacement as part of this New Terminal program. Not able to find this information in a summary format for the program.	Summary table for overall IT systems shall be added to PDM.	C	N	Faith Group / Corgan	Y
Ken Starnes	4/11/23	2.0.0	Page 2 of 402	Table of Contents lists item #5 (Relocation of Public Safety Building) and item # 14 (Administration Building) however those sections are not provided within Volume 2.	PDD 5 and 14 will be included in Volume 2 in a future phase.	C	N	Corgan	N/A
Gene Hodson	4/11/23	2.6.5.3	6-14	Consider adding appropriate ANSI/TIA standards here or at beginning of IT section 6.6.3.11	ANSI/TIA Standards shall be referenced.	C	N	Faith Group	Y
Ken Starnes	4/11/23	2.6.6.3.3	6-74	This section 6.6.3.3 (Utilities) references back to PDD 9 (Utility Corridor Relocation). Neither this section 6.6.3.3 or PDD 9 (Utility Corridor Relocation) discuss requirements for modification of existing or installation of new telecom utilities to support the new Terminal C.	Page 6-117 addressed connectivity for MDF's shall utilize a primary connection through new and existing building structure, with secondary connection utilizing fiber loop project.	O	#	Faith Group	N
Ken Starnes	4/11/23	2.6.6.3.8.7	6-108	Is visual emergency messaging provided by this Flight Information Display System? If so, consider providing emergency power.	Emergency messaging shall be supported by FIDS. Update shall be included to add FIDS on to emergency power.	C	Y	Faith Group	Y
Gene Hodson	4/11/23	2.6.6.3.11.1	6-117	Will described MDF and Data Center UPS system be tied to EPSS generator (page 6-109) for extended runtime capabilities?	All MDF/IDF/Data Centers shall be tied to emergency power and UPS. PDM shall be updated to note this requirement.	C	N	Faith Group	Y
Gene Hodson	4/11/23	2.6.6.3.11.1	6-117	What is the plan for cabling pathway and data connectivity out to passenger boarding bridges?	PBB's shall each have their own PBB enclosure, located at the boarding bridge rotunda. This shall support cabling of devices within the PBBs. PDM shall be updated to note this requirement, which was an assumption of the design, but not detailed within draft PDM submittal. .	C	N	Faith Group	Y
Gene Hodson	4/11/23	2.6.6.3.11.1	6-117	What is the plan for data connectivity to tenant concessionaires who may have relatively small requirements? Is there a standard for what they receive?	Tenants shall be required to support their own connections, utilizing the shared space shown in figure 83. COSA IT has indicated that no city or Airport provided Shared Tenant Service program shall be provided.	O	N	Faith Group	N
Gene Hodson	4/11/23	2.6.6.3.11.1	6-117	Are all communications rooms (including data center, MDF, IDF) planned to have dry pipe fire suppression required?	Yes, requirements shall be updated to reflect this requirement.	C	N	Faith Group / SAAS	Y
Ken Starnes	4/11/23	2.6.6.3.11.1	6-117	Ensure optical fiber backbone topology and procurement responsibilities are coordinated with the Owner and clearly defined in this PDM for the next phase of design.	Concept topology shown in figure 84. SD shall indicate major backbone routing and procurement responsibilities. All procurement and installation of ICT layer 1 infrastructure shall be responsibility of the project contractor.	O	N	Faith Group / SAAS	N
Ken Starnes	4/11/23	2.6.6.3.11.1	6-117	Does SAIA allow tenants into their MDFs without escort?	Separate, caged spaces for tenants shall be provided for access. No entry into SAIA MDFs or IDFs by tenants currently within design.	O	N	Faith Group / SAAS	N
Ken Starnes	4/11/23	2.6.6.3.11.1	6-117	Who will own and manage the access control system associated with the MDF tenant cabinet card readers?	SAIA ACS system.	C	N	Faith Group / SAAS	N
Ken Starnes	4/11/23	2.6.6.3.11.1	6-117	Is there a reason that the MDF will be shared with tenants while IDFs will be physically separated by a fence?	MDF shall not be shared with tenants.	C	N	Faith Group / SAAS	N/A
Ken Starnes	4/11/23	2.6.6.3.11.1	6-117	Will this IDF fence door include electronic access control?	Yes	C	N	Faith Group	N/A
Ken Starnes	4/11/23	2.6.6.3.11.1	6-117	Can this statement be expanded to define if Common Use network will be virtually separated or physically separated?	PDM shall be updated to indicate that common use network will be completely separate from City, following existing common use standard.	C	N	Faith Group	Y
Ken Starnes	4/11/23	2.6.6.3.11.1	6-117	Please confirm that MDF and IDF room placements are intended to be spaced in order to connect all Ethernet devices back to the nearest MDF or IDF within a 90-meter UTP cable length.	Confirmed.	C	N	Faith Group	N/A
Ken Starnes	4/11/23	2.6.6.3.11.1	6-117	Please confirm that MDF and IDF rooms are intended to avoid placement below or adjacent to wet facilities such as restaurants, restrooms, breakrooms, etc. per BICSI TDMM.	Confirmed.	C	N	Faith Group	N/A
Ken Starnes	4/11/23	2.6.6.3.11.4	6-120	Has this list of WiFi coverage areas been coordinated with the Owner, specifically requirements for WiFi coverage at landside roadways, stairwells, and elevators.	Wi-Fi coverage criteria was reviewed during IT requirements meeting on November 15th.	O	N	Faith Group	N
Gene Hodson	4/11/23	2.6.6.3.11.6	6-121	Has adding analog adapters to connect legacy equipment or telco equipment still relying on analog signaling been considered?	New terminal will not require any analog adapters or legacy equipment. Design approach is fully IP based.	C	N	Faith Group	N



Ken Starnes	4/11/23	2.6.6.3.11.6	6-121	Tenant Wiring Closets are not mentioned in section 6.6.3.11.1 or shown in Figure 83: Shared Telecom Room Example. Please confirm this is a space placed adjacent to IDF and what are those space requirements.	PDM shall be updated to clarify this requirement. Intention is that all tenant wiring shall be within the caged off section of the shared telecom rooms.	C	N	Faith Group	Y
Ken Starnes	4/11/23	2.6.6.3.11.7	6-122	Is this section regarding cyber security requirements part of this Terminal C program or is this part of a holistic IT upgrade program separate from the Terminal C program? Data encryption, user authentication and account management, data backups, and distributed denial of service attack protection are typically an enterprise-wide strategy and not associated with construction of a terminal.	Cyber requirements indicated apply to Terminal C program. Requirements outlined on 6-122 are included to align with overall city standards, and apply to all systems design. On-going alignment required through design phases to coordinate City and Airport enterprise requirements are incorporated into the program.	C	N	Faith Group	N
Ken Starnes	4/11/23	2.6.6.3.11.9	6-123	Recommend coordinating this Curb-to-Gate Monitoring requirement, functionality, deployment areas, and desired technology with the Owner.	Shall be coordinated within future design phase to align on use cases and required outcomes.	O	N	Faith Group / SAAS	N
Ken Starnes	4/11/23	2.6.6.3.11.10.1	6-124	Recommend including the need to coordinate Common Use Passenger Processing System requirements with airline stakeholders, as this system impacts their operational model.	Common Use requirements shall be closely coordinated with Airlines in future design phases.	C	N	Faith Group	N
Gene Hodson	4/11/23	2.6.6.3.11.10.2	6-125	Have any of the airlines requested biometric boarding systems at the hold room gate counters?	No airline requests at the moment, however they can be accomodated and will be addressed in future design phase.	C	N	Faith Group / Corgan	N/A
Gene Hodson	4/11/23	2.6.6.3.11.10.3	6-125	In general agree that AVDGS should be recommended, have some or all of the airlines expressed an interest in utilizing?	No airline requests at the moment. Common use system to be included for international gates. Further coordination to be developed during future design phase.	C	N	Faith Group / Corgan	N/A
Gene Hodson	4/11/23	2.6.6.3.11.10.3	6-125	Have any of the airlines requested bag light or ramp closed systems be integrated into the AVDGS systems?	No airline requests at the moment, however they can be accomodated and will be addressed in future design phase.	C	N	Faith Group / Corgan	N/A
Ken Starnes	4/11/23	2.6.6.3.11.10.1	6-125	Recommend including the need to coordinate the Service Level Agreement response time requirement with the airport and airline stakeholders, in the event that the CUPPS equipment is not working.	PDM language shall be updated to indicate that SLA times will reflect overall Airport common use agreement standards with common use vendor.	C	N	Faith Group	Y
Ken Starnes	4/11/23	2.6.6.3.11.11.3	6-127	Is this an existing centralized IPTV solution, or is this program including a new centralized IPTV solution?	Additional coordination needed within SD phase to determine final approach. Current assumption is that a new IPTV solution shall be procured within Terminal C program. PDM shall be updated to reflect this assumption	C	Y	Faith Group	Y
Ken Starnes	4/11/23	2.6.6.3.11.11.5	6-128	Public Address zones shall also be designed to logically separate areas for targeted messages to specific areas. For instance, landside messaging would not be broadcast into airside spaces or back of house spaces.	Requirement shall be added to PDM to increase level of detail.	C	N	Faith Group	Y
Ken Starnes	4/11/23	2.6.6.3.11.11.6	6-128	Ensure this WiFi-based assistive listening system solution is acceptable with the Authority Having Jurisdiction.	Wi-Fi based listening systems meet ADA requirements. AHJ typically not involved.	C	N	Faith Group	N
Ken Starnes	4/11/23	2.6.6.3.11.13.1	6-130	This section providing security requirements includes reference to Telecommunications Rooms (TRs), however elsewhere this document has used IDF as the nomenclature. Recommend harmonizing the language to be consistent.	PDM shall be updated to ensure langage is consistent.	C	N	Faith Group	Y
Ken Starnes	4/11/23	2.6.6.3.11.13.2	6-131	Requires a DIB located above the controlled portal, however Figure 86 indicates that a DIB can support up to ten (10) doors. Recommend harmonizing this requirement for clarity.	Figure 86 has been updated in PDM to better reflect requirements.	C	N	Faith Group	Y
Gene Hodson	4/11/23	2.10.6.2.8	10-12	Should there be a requirempt for COSA operational readio system and Cellular DAS in the CUP?	Evaluation of existing facility, and future facility wireless connections required to determine if this facility will need more than just off-air coverage. Requirement for this assessment shall be added to PDM.	C	Y	Faith Group	Y
Gene Hodson	4/11/23	2.11.6	11-4	List of technology systems in 5th bullet appears heavy for providing data connectivity to the triturator	11-4 shall be updated to better clarify requirements for connectivy within trituator project.	O	N	Faith Group	N
Ken Starnes	4/11/23	2.12.6.3.1	12-8	These PGS systems are often turn-key from a manufacturer that does not employ a Registered Communications Distribution Designer. This can lead to undersized pathway for this cable infrastructure. Recommend that the pathway for this system is coordinated with the program's Division 27 Designer.	Agreed, shall be coordinated within SD phase. APGS designs typically submitted by chosed vendor, and then coordinated with overall communications distribution design	c	N	Faith Group	N
Gene Hodson	4/11/23	2.12.6.3.8	12-9	Security bullet item states "an emergency notification system within the facility" - provide more detailed description	PDM shall be updated to include additional detail on emergency notification system.	C	N	Faith Group	Y
Ken Starnes	4/11/23	2.13.6.2.1	13-6	Public address and video surveillance are typically required at the curbside, but are not mentioned in this PDD.	PDM shall be updated to reflect these requirements. Design shall follow SAT current standard.	C	N	Faith Group	Y

Ken Starnes	4/11/23	2.13.8.1	13-7	Recommend providing the specific element(s) of this Airport Emergency Response Program that are relevant to this PDD. This is the only item listed here which is so broad.		O	N	SAAS	N
Ken Starnes	4/11/23	2.15.6.2.8	15-13	Recommend including a test fit layout of this CRDC MDF room as a figure/graphic within this PDD outline, since you are providing a minimum size.	General size for MDF included for space planning. Layout shall be delivered in SD phase.	C	N	Faith Group	N
Ken Starnes	4/11/23	2.17.6.3	17-11	Is this "in ceiling cable tray which shall run the length of the connector" only required on a single level?	Yes, connections for the connector can be facilitated from a single level.	C	N	Faith Group	N
Ken Starnes	4/11/23	2.18.7.3	18-9	Please confirm the type of rough-in listed here to support end devices in the concession spaces. Is the intent for this rough-in to be pathway only, or does this include cable infrastructure rough-in to the concession space?	Pathway's only, tenants/concessions responsible for their own cabling and network connections.	C	N	Faith Group	N
Ken Starnes	4/11/23	2.19.7.3	19-11	Please confirm the type of rough-in listed here to support end devices in the concession spaces. Is the intent for this rough-in to be pathway only, or does this include cable infrastructure rough-in to the concession space?	Pathway's only, tenants/concessions responsible for their own cabling and network connections.	C	N	Faith Group	N
Javier Sartorio	04/12/23	2.8.1	2--5	This project has a significant impact to the early program needs. We should address/ update that design is going to be encumbered by Atkins as part of North RON and the timeline related to the historical designation that is currently under review. Also the need to relocate the public safety building occupants as well as telecom infrastructure that is associated with that building.	Ongoing efforts with Atkins to match grades. Final grading will be determined in next phase of design. Historical review has been completed. Public Safety Building relocation is identified in PDD 5. Updated PDD will be issued in the next PDM.	C	#	Corgan	Y
Javier Sartorio	04/12/23	2.8.1	2--5	Just a general note with respect 'planning' - the future apron drainage should be looked at for Hangar demo / north RON along with the drainage contemplated for Terminal C apron from an overall capacity.	The apron drainage system will be designed holistically in accordance with FAA guidance. Ponding will be limited to what is acceptable based on these standards.	C	N	Kimley-Horn / Corgan	N/A
Javier Sartorio	04/12/23	2	13-20	Be cognizant of RSA / TOFA considerations when establishing jacking pits. Consider localized taxi closure to maximize construction efficiencies.	The design will be considered and coordination with FAA to minimize impacts to airfield operations.	O	N	Kimley-Horn / Corgan	N
Sarah Stumpo	4/14/23	2	17--5	Impacts to existing gates due to construction	Aircraft Parking temporarily impacted at Concourse A+B during construction.	C	N	Corgan	Y
Sarah Stumpo	4/14/23	2	17--3	Code anylasis -- additional egress/mid-point rest area requirement	Corgan to conduct study to see if point of egress is required and will locate as needed in next phase of design.	C	#	Corgan	N/A
Breana Trevino	4/14/23	4	B-2	Will the shuttle times to/from new Employee lot account for peak travel seasons? Will there be more frequent service to account for traffic increase during holidays?		O	#	SAAS	N
Cathy Donato	4/11/23	Vol 3	All	Where are the Construction Management fees accounted for?		O	#	Sunland	N
Cathy Donato	4/11/23	Vol 3	all	Art should be 1.5% vs 1%		O	#	Sunland	N
Tamera Irwin	04/06/23	1		Relocating the Employee Parking, when is the design schedules to be completed? Have the design team involved ITSD and the Parking revenue control provider? (Hub Parking) Both entities should be involved in the detailed design.	Design phase are expected to take 6-9 months, starting in Q1 2024 and expected to complete in Q3 2024. Both ITSD and the Parking revenue control provider will be involved in a future design phase	C	N	SAAS / Corgan	N/A
Syed Mehdi	04/07/23	1	6-86	Figure 48 Proposed Departures Roadway and Curbside - When dropping the by-pass Roadway exit, how will that interact with the traffic leaving arrivals? have you considered expanding the roadway?	The bypass roadway exit will ramp down into its own lane on the lower-level roadway, which will then merge with the lane exiting the arrivals bypass roadway for a single bypass lane exit. A wider roadway was considered but it was preferred to reduce the number of lanes entering W Terminal Drive to simplify driver decision making and roadway weaving. Modeling efforts in the next phase of the project will confirm the number of lanes needed.	C	N	Kimley-Horn	N/A
Syed Mehdi	04/07/23	1	6-88	Figure 50: Preferred Roadway Alignment - By putting in a traffic light on the Airport Blvd by the existing gas station, will that cause traffic back up on I410 as the traffic increases in the future?	The PDD includes a recommendation to study adjacent off-site intersections including the referenced Loop 410 & Airport Blvd Interchange as a part of the next phase of design. The process will include an evaluation of upstream and downstream impacts of reconstructing this signalized intersection.	C	N	Kimley-Horn	N/A

Syed Mehdi	04/07/23	2	6-47	Figure 35: Typical Public Restroom Layout - Given the occupancy rate is longer in women's restroom, have you considered increasing the number of stalls. For now is the same number as Men's.	Restroom graphic provided is of a typical restroom layout. Level of detail to be further refined in next phase of design. Numbers and graphics used in this doc meant as a planning effort to create approximate sizing; exact fixture and furnishing counts will be defined in more detail later in the design process. Our program effort did include the time occupation difference between the typical mens vs. womens stalls.	C	N	Corgan	N/A
Syed Mehdi	04/07/23	2		Project: SAT – Airport Access Roadway Improvements - PDD - What provisions have been made for Autonomous road vehicles in teh early years of operations in san antonio and evolution to full maturity in 20-25 years time?	No specific provisions have been made at the program definition level. The current generation of semi-autonomous vehicles take their cues from the roadway elements around them. Signing and striping plans will be developed during the design process to provide visual direction to the current vehicle fleet. Since the infrastructure needs of fully autonomous vehicles is unknown, specific provisions are difficult to anticipate at this time.	C	N	Kimley-Horn	N/A
Breana Trevino	04/12/23	1	7--97	Thank you for the inclusion of the SAASSAM	N/A	C	N	Corgan	N/A
Breana Trevino	04/13/23	2	3--2	Thanks for the consieration of reclamation prior to demo	N/A	C	N	Corgan	N/A
Daniel Delgado	04/13/23	1	5-39	Concessions spaces can change from a retail to a resturant- consider the impact on utilities	Validation of concession area splits between different concession types will be completed in a future design phase.	C	N	Corgan	N/A
Daniel Delgado	04/13/23	1	5-47	Include equipment to be able to service pumps. example hoists for pumps.	Equipment needed to service pumps is to be identified as part of the appropriate maintenance plan to be developed at a later date.	C	N	Corgan	N/A
Parking Team	04/13/23	General		Does the GTC account for shuttle bus ADA pick up and or shuttle bus ADA ramp unfolding?	Yes, the new GTC will be designed to meet ADA standards as well as further requirements defined by the SAAS Ultra Acessibility Group.	C	N	Corgan	Y
Andrew Bergen	04/12/23	12.4	12-3	What is the status of relocating the ATC Tower?	To be determined by the FAA. Unlikely to be completed by opening day of New Terminal.	C	N	SAAS / Corgan	N/A
					Blank Comment Line.	C	N	Corgan	N/A
Jose Garcia	04/11/23	6.6.2.3	6-29	What message is the picture with all the people trying to convey? (picture below the mariachi and the military personnel)	The picture is included to represent San Antonio's celebratory culture and community spirit. Large events like Fiesta's NIOSA embody San Antonio's warm , Friendly, and welcoming community.	C	N	Lake Flato	N/A
Tom Coyne	04/11/23	TC		Chases in toilet rooms. Very good.	N/A	C	N	N/A	N/A
Scott Bishop	04/11/23	2.12	12-5	Will new entry point to the Short-Term garage necessitate wayfinding/signage changes?	Wayfinding strategy and plan for all improvements to be developed during design phase in consultation with wayfinding consultant.	C	N	Corgan	Y
PDD-NT-4 (STS)	04/12/23	6.6.2.2	6-20	International arrival passenger flow should be starightforward from Level 2 to Level 1 FIS.	The graphic on 6-20 was intended to show a broad section of the New Terminal overall. A higher detailed graphic depicting International passenger flows can be found in Figure 11.	C	N	Corgan	N/A
PDD-NT-6 (STS)	4/12/23	6.6.2.6	6-38	Include the sources of the assumptions.	Assumptions on passenger arrival curves and group sizes are based on site observations performed by TransSolutions at SAT on 9/12-9/13, 2022 as referenced in the MAPS document in PDM Vol 4 Appendix T.	C	N	Corgan	N/A
PDD-NT-10 (STS)	4/12/23	6.6.3.5.1	6-79	PGDS v8 has been published.	Version 8 will be followed. Text states "If version 8 of the PGDS is published prior to submitting a 30% design to TSA, then the design must follow v8 guidelines."	C	N	Corgan	N/A
Tonya Hope	04/04/23	1	Acronyms	Include SAT in list of acronyms.	SAT Acronym has been added to list of acronyms.	C	N	Corgan	Y
Michael-Paul Harpe	04/04/23	2	Contents	Item 6 missing "L" for the word Terminal	Terminal spelling has been corrected.	C	N	Corgan	Y
Marc Castro	04/06/23	1	15, 16	No reference to Administration Building, but there is in Volume 3, page 2	Reference to Admin Building added to scope items listed in section 1.2 of PDM Volume 1 to match list of items provided in Volume 3.	C	N	Corgan	Y
Marc Castro	04/06/23	1	15, 16	Reference to Central Processor and FIS, but there is no reference in Volume 3	Reference to Central Processor and FIS removed from list of scope items in section 1.2 of PDM Volume 1 because they are items included in the New Terminal Project. Scope list in Volume 1 updated to match scope list from Volume 3.	C	N	Corgan	Y
Marc Castro	04/06/23	3	2	Does not reference Demo of Public :Safety, but Volume 3, page 2 does	Scope items listed in section 1.2 of PDM Volume 1 updated to match list of scope items in PDM Volume 3, including a reference to the Relocation of the Public Safety Building listed as an Early Works projects in section 1.2.1	C	N	Corgan	Y
Syed Mehdi	04/07/23	1	3-13	Flg 10 . Show gates B1A and B9	Gates B1A and B9 have been added to the figure.	C	N	Corgan	Y

Syed Mehdi	04/07/23	1	5-33	Table 7 LOS Guidelines for Terminal Services - ref: ADRM 10th edition. Has the LOS changed in the 12th edition?	Reference to ADRM 10 is a mistake. Performance specifications are based on ADRM 11, updates have been made to the table to fully reflect ADRM 11. There is no change in LOS guidelines between ADRM 11 and ADRM 12.	C	N	Corgan	Y
Clayton Singleton	04/11/23	2	1-12, 6-136, 16-11, 18-12	Please confirm project schedule. Start and end dates do not match the graphical schedule.	Project start and end dates have been updated.	C	N	Corgan	Y
Roger Hernandez	04/12/23	1	6 -- 64	If dedicated Domestic Cold Water service is supplied to building. Require full line size Backflow Prevention Assembly with additional Backflow Prevention Assembly for redundancy/back-up purposes.	Added verbiage to state redundant backflow system.	C	N	CNG	Y
Roger Hernandez	04/12/23	1	6 -- 65	All grease waste piping shall have a heat trace system with insulation and jacketing.	Added verbiage to indicate grease waste piping shall be heat traced, insulated and jacketed.	C	Y	CNG	Y
Roger Hernandez	04/12/23	1	5 -- 47	With only one Triturator currently in service for Terminals A and B, proposed new Triturator should be sized to allow for emergency usage in the event of existing becoming offline and future growth and expansions.	Piping will be designed according to code recommendations and appropriate maintenance plan will be developed at a later date	C	N	Corgan	Y
Breana Trevino	04/12/23	1	3--23	Fuel Farms-is there consideration for SAF storage? United has huge campagin for SAF at the moment. EDIT 4/13. disregard, I see mention of SAF in Volume 2, 8.6.	SAF storage is accounted for in the current design assuming that SAFs are premixed before arriving at the facility and SAFs have been certified to ASTM D1655. No provisions are included in the current design in a non-blended form.	C	N	Argus	Y
Michael Hall	04/13/23	2		CUP access needs to be on non-secure side for contractors, salt deliveries, chemical deliveries	Non-secure side access to the CUP will be provided. Plans to be finalized during design phase.	C	N	Corgan	Y
Michael Hall	04/13/23	2		CUP needs Charge-Point E.V. charger	This has been added to the project assumptions, The need/amount of EV chargers will need to be validated with SAT officials during a future design phase of the project.	C	#	SAAS / Corgan	Y
Michael Hall	04/13/23	2		CUP needs adequate parking for COSA vehicles	This has been including within the project assumptions, coordination of how many spots are to be provided for COSA vehicles will be defined with/by COSA in a future design phase.	C	#	SAAS / Corgan	Y
Daniel Delgado	04/13/23	1	6-72	Consider space for trash compactor or location for waste.	Trash compactor has been located in loading dock area. Optimized path of travel to and from loading dock to destination within New Terminal will be developed in future phase of design.	C	N	Corgan	Y
Sarah Stumpo	04/13/23	2	1 -- 5	"and purple" referring to the figure, there is no purple in the figure.	Cross reference was inserted into text to reference the correct figure which is figure 3.	C	N	Corgan	Y
Sarah Stumpo	04/13/23	2	1 -- 8	"New electrical service, from CPSE adequate for installation of Level 2 electric vehicle charging in 10% of parking stalls" -- Is this the standard for the project	10% changed to 5% to match City of San Antonio Building Code Chapter 10 Amendments, Section C409.2	C	N	CNG	Y
Sarah Stumpo	04/13/23	2	6 --11	" Other functions include restrooms and MEP spaces. " Expand to include all anticipated passenger amneities -- sensory room, nursing room, SARA, childrens play area	Anticipated passenger amenities were added to 6.2.2.	C	N	Corgan	Y
Sarah Stumpo	04/13/23	2	6.6.2.1	The way this PDD is written in dividing the levels is very confusing. In the section before, it is split by "central processor" and "concourse" Levels 1-3. In this section it is split by "new terminal" and by Level 1-3 with different titles per level. this needs to be corrected and aligned for consistency and ease of understanding for the reviewer	Wording was modified for clarity. The sections will be divided as 6.2.1 Central Processor and 6.2.2 Concourse, with levels 1-3 explained in each section. 6.6.2.1 is referencing the concept plans, so the description is divided by each floor plan/level rather than central processor vs concourse.	C	N	Corgan	Y
Sarah Stumpo	04/13/23	2	6.6.2.9.2	SARA on the airside at the restroom banks?	Anticipation of SARA rooms should also be placed around on airside and lanside. Count will be provided as further requirements defined by the SAAS Ultra Acessibility Group.	C	N	Corgan	Y
Sarah Stumpo	04/13/23	2	6.6.2.9.2	companion care on the airside at the restroom banks?	Anticipation of Companion rooms should also be placed around on airside and lanside. Count will be provided as further requirements defined by the SAAS Ultra Acessibility Group.	C	N	Corgan	Y
Breana Trevino	04/13/23	2	6--127	consider unified signage for waste recepticles and recycling to prevent contamination	Signage standards to be developed during design phase in consultation with wayfinding consultant and airport standards. 6.6.2.15.1	C	#	SAAS	Y
Matt Larsen	04/13/23	2	pg. 1-5	1.2 Scope- states parking identified in green and purple, but image shows green and orange	Cross reference was inserted into text to reference the correct figure which is figure 3.	C	N	Corgan	Y
Matt Larsen	04/13/23	2	pg. 1-8	1.6.2 Utilities- Confirm power/data for any illuminated traffic or parking identification signage, if to be included	Requirement added to PDM.	C	N	Faith Group / CNG	Y

Matt Larsen	04/13/23	2	pg. 1-10	1.8.1- Project Coordination- Include parking row identification signage coordination	Parking row identification signage coordination to be developed in later phase of design.	C	#	Corgan	Y
Matt Larsen	04/13/23	2	pg.2-1	2.2 Scope- List termination and removal of associated underground utilities to defined depth, maybe 5' below grade	This has been updated within PDM VOL 2, the defined depth of the underground utilities will be defined in a future design phase.	C	N	Corgan	Y
Matt Larsen	04/13/23	2	pg. 2-1	2.2 Scope- Environmental concerns- include bullet point for possible soils contamination	This has been updated within PDM VOL 2. allowance for geo-technical studies for soil contamination, will be allowed for in a future design phase.	C	N	Corgan	Y
Matt Larsen	04/13/23	2	pg. 2-4	2.7 Potential Environ. Impacts- potential contaminated soils to be confirmed	Potential contaminated soils to be confirmed in a future design phase.	C	#	SAAS	Y
Matt Larsen	04/13/23	2	pg. 2-1	2.2 Scope- demo. of Police Bldg. listed, referred to as Public Safety Bldg. later (2.8), and name should be consistent	Changed to Public Safety Building for consistency.	C	N	Corgan	Y
Matt Larsen	04/13/23	2	pg. 4-4	4.2 Scope- Fig. 1 described with RON positions in green and walk-out positions in blue, but image doesn't show this	Wording was modified for clarity. The RON is blue and walk out gates are indicated by the green Terminal A shading.	C	N	Corgan	Y
Matt Larsen	04/13/23	2	pg. 4-7	4.8.2 Pavement Section- Include reference to Fig. 1	Reference to both Figure 1 and Figure 2 added. Text now reads "•RON apron areas shown in Figure 1are to include the pavement section shown in Figure 2 which is based on some...."	C	N	Corgan	Y
Matt Larsen	04/13/23	2	pg. 6-11	6.3 Line of Sight Analysis- Include reference to Fig. 3	Added a statement reference to Fig 3 in PDD 6	C	N	Corgan	Y
Matt Larsen	04/13/23	2	pg. 6-26	6.6.2.3 Sense-of-Place- Two bullet points describing peaceful spaces seem redundant	Removed one instance for conciseness.	C	N	Corgan	Y
Matt Larsen	04/13/23	2	pg. 6-46	6.6.2.9.3 Typical Layout/Public Restroom- Mention ability to close-off half of each TR for cleaning while half is open	During cleaning, the typical public restroom can be closed on one half and keep the other half of the restroom open.	C	N	Corgan	Y
Matt Larsen	04/13/23	2	pg. 6-46	6.6.2.9.3 Typical Layout/Public Restroom- bullet points to be numbered to match numbering on plan figure (typical)	Bullet point numbering matches Fig 35 numbering.	C	N	Corgan	Y
Matt Larsen	04/13/23	2	pg. 7-3	7.4 Project Assumptions- Note if recycled pavement base material from demolished, crushed paving will be available for use for new paving section.	Recycled pavement base material from demolition can be used as crushed paving for the new paving section	C	N	Corgan	Y
Matt Larsen	04/13/23	2	pg. 7-16	7.8 Early Works- Note Hangar 4 to be removed also	Hangar 4 was added to 7.8.4.	C	N	Corgan	Y
Matt Larsen	04/13/23	2	pg. 9-7	9.5 Applicable Codes and Standards, FAA Design Standards, bulletin item starts with "List any applicable...". Omit this phrase.	Removed phrase from 9.5.	C	#	Corgan	Y
Matt Larsen	04/13/23	2	pg. 11-1	11.2 Scope, Figure 1- Triturator location not clearly shown, hard to find	Added annotation to help locate on Fig 1, Fig 2 shows location more clearly.	C	N	Corgan	Y
Matt Larsen	04/13/23	2	pg. 12-4	12.6.3.4 Mechanical- Confirm HVAC for enclosed occupied/service spaces only	Requirement added to enclosed spaced to PDM.	C	N	CNG	Y
Matt Larsen	04/13/23	2	pg. 12-5	12.6.3.5 Electrical- Confirm PARCS, conveyance, and possibly other functions on stand-by power	Requirement added to PDM.	C	Y	CNG	Y
Matt Larsen	04/13/23	2	pg. 12-6	12.6.3.5 Electrical- Confirm intent for daylight harvesting auto-dimming lights for energy savings	Requirement added to PDM.	C	N	CNG	Y
Matt Larsen	04/13/23	2	pg. 12-6	12.6.3.6 Plumbing- Confirm high volume hosebibs for periodic deck wash-down desired	Added to Extra point to provide high volume Wall hydrants for wash down	C	N	CNG	Y