Background for Terminal 2 Modernization Project

Existing Facility and Need

Terminal 2 was designed and constructed in the early 1980’s. The building itself is somewhat unique for Broward County’s Fort Lauderdale-Hollywood International Airport (FLL), in that it was designed for mid-sized wide-body aircraft such as the Lockheed L1011 and the Boeing 767, each of which could carry approximately 250 passengers. This means that the passenger hold rooms associated with the gates are somewhat larger than in Terminal 3 and Terminal 4. However, the same issues related to the pre-9/11 design in these buildings also impact Terminal 2. The building currently has approximately 22,000 square feet dedicated to concessions and 8,000 square feet dedicated to the security checkpoint. To meet current design standards, the square footage for concessions, security and restrooms needs to be expanded by over 50%. This means that the building needs to grow by approximately 20,000 square feet or approximate 20%, without impacting the aircraft apron which surrounds the building as it is already constrained.

The solution to meet the building space needs was two-fold. First, the only not utilized portion of the exterior building footprint is recaptured by in-filling that portion of the building. Second, the balance of the required space will be created by constructing a mezzanine level in the gate area. From an architectural standpoint, a clerestory ceiling was designed to create a bright modern environment. With this additional work, Terminal 2 will be enhanced to be a world class structure from both a functional and aesthetic standpoint.

Why Partner with Delta

Terminal 2 serves as the home to Delta Air Lines (Delta) as well as Air Canada, who together handle approximately 4 million passengers a year or approximately 15% of FLL’s total traffic. As with other parts of the facility, the building operates at or near capacity for a significant portion of the year, so the loss of any resource to facilitate construction, whether it is gates, hold-rooms, concessions or restrooms, will have an adverse impact on the customer experience, as well as for the overall occupancy capacity of the building.

As the design for the project was completed and went into the permitting process in mid-2015, Delta senior management approached Broward County Aviation Department (BCAD) staff with a request to allow Delta to take responsibility for leading the Terminal 2 Modernization project through the construction phase. BCAD and Delta had recently concluded the very successful inline baggage screening project, which Delta managed from 2012 to 2014. This project was completed on-time and within budget, and is today one of the best performing baggage screening systems in the United States.
BCAD concurs that the potential risk of operational disruption in the Terminal 2 Modernization project is greater than the other modernization projects currently underway at FLL. The phasing associated with reinforcing the interior foundations of the building, the construction of the mezzanine and the clerestory roof, and the relocation of 4 of the terminal’s 9 passenger loading bridges, while maintaining on-going 20 hour per day flight operations, is extremely complex and invasive to the airline operations. The foundation work itself will necessitate the demolition of 20% of the apron level support space to bring heavy earthmoving equipment inside the building in order to reinforce the structural columns of the building. Once this is completed, the roof of the concourse will be literally raised by 30 feet to create the clerestory portion of the building. Delta’s management of the project would allow them to appropriately coordinate and manage the overall operational disruption to the entire facility that this type of construction is expected to create.

Delta’s primary concern and motivating factor to take on this project is to minimize collateral disruptions to its operations, which evolve during the construction process in such a confined facility. The nature and phasing of the Terminal 2 Modernization project is very complex and invasive within the facility, and will require a higher than normal level of coordination of the construction to minimize disruption of passenger convenience and flights. Delta would take advantage of its airport construction management experience and corporate infrastructure developed on similar projects in Atlanta, Boston, New York (JFK and La Guardia), Los Angeles, Seattle and Salt Lake City. Projects in these cities have been managed and successfully completed under Delta’s leadership.

Delta, which has had a presence at FLL for over 45 years and has been the primary tenant in Terminal 2 since its original occupancy, remains committed to the building for the foreseeable future.