

EXISTING VNO ARRIVAL SCHEME

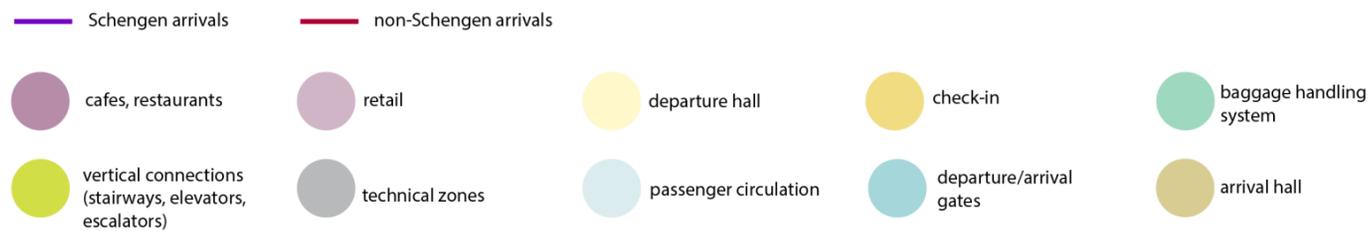
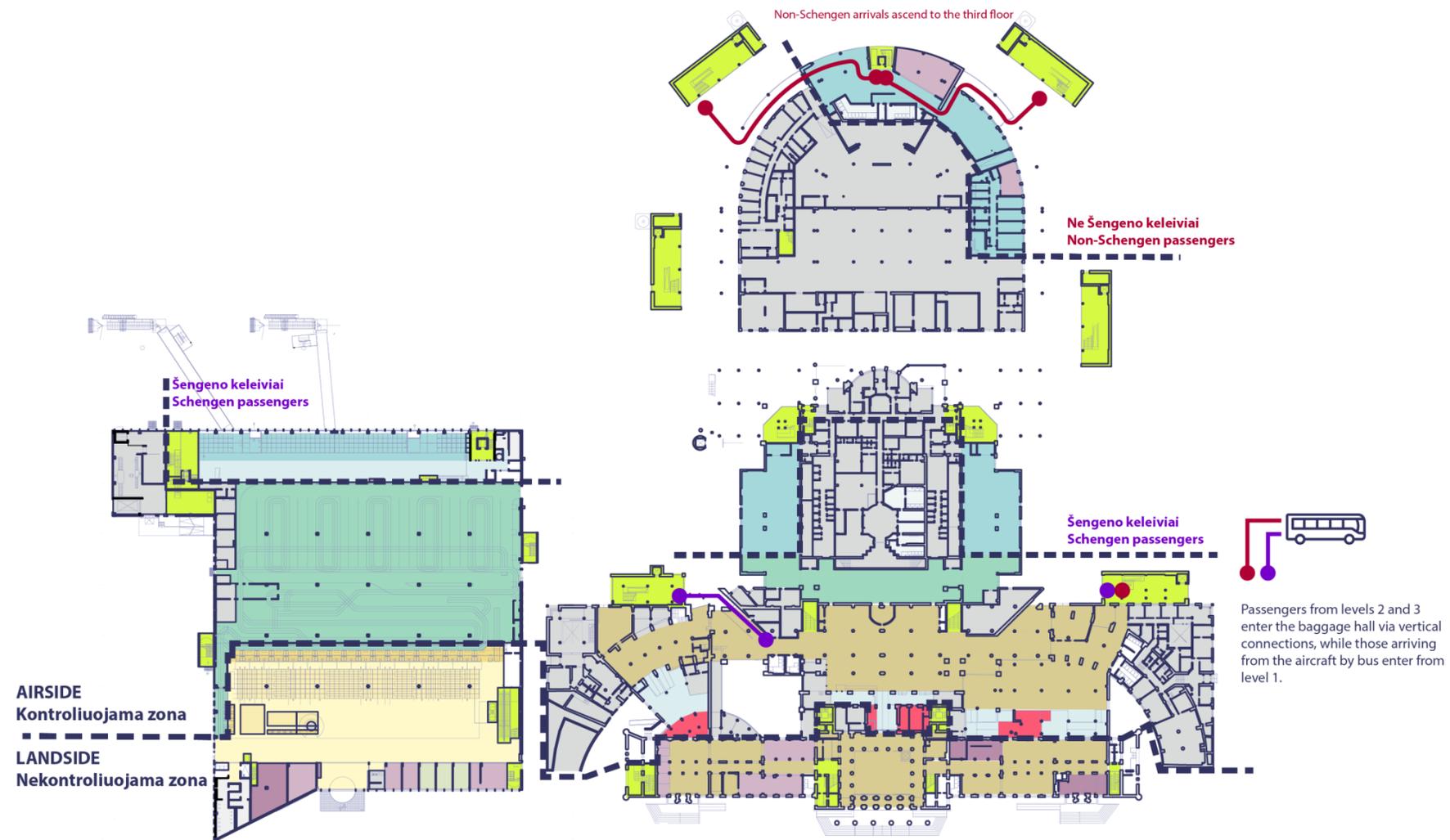
The proposals for T5 must connect to the existing passenger arrival flows -

Schengen passenger arrivals are on the second floor.

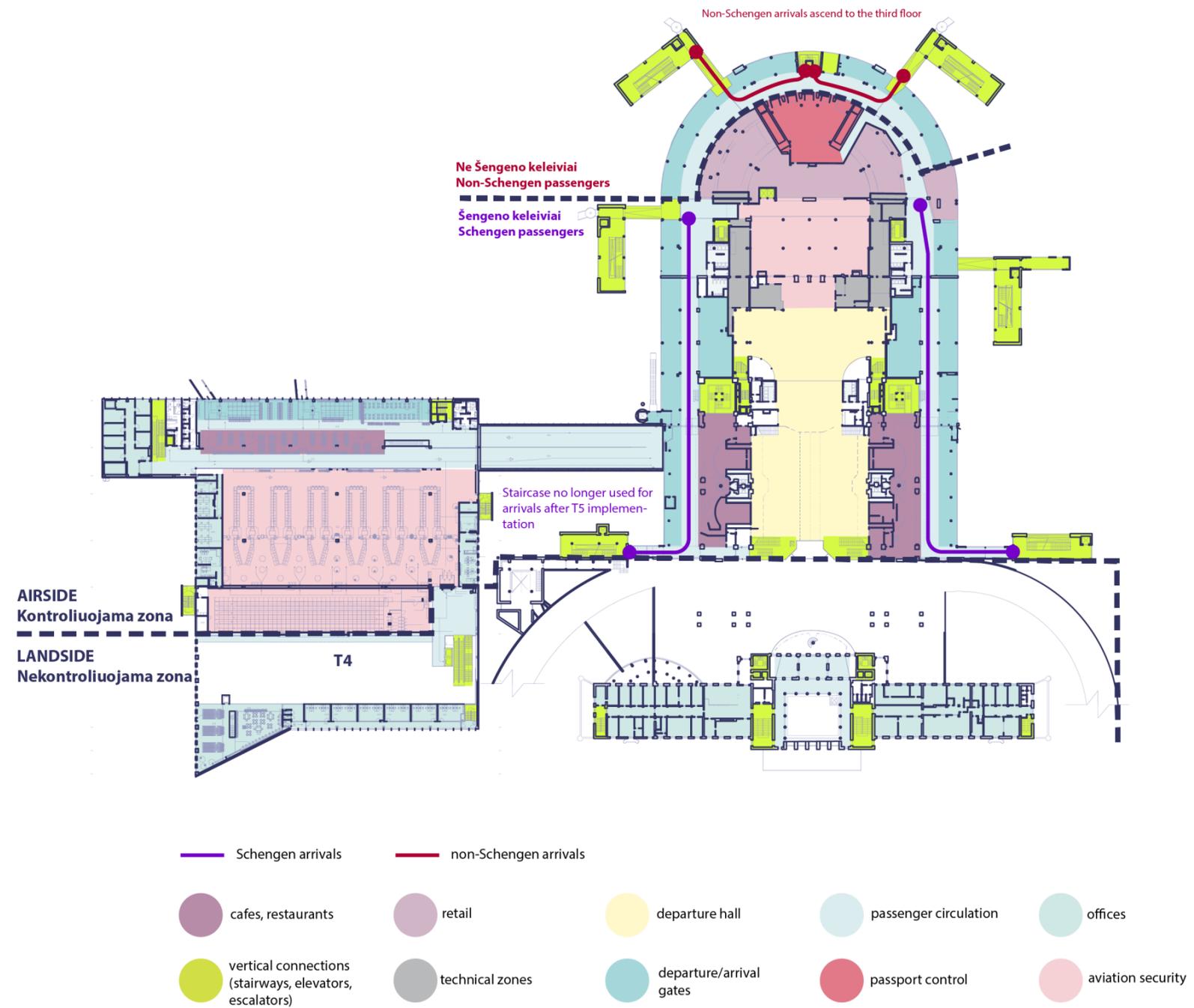
Non-Schengen passengers arrive to the baggage hall from the 3rd floor passport control.

All passengers arriving from the aircraft by bus enter baggage hall from the ground floor.

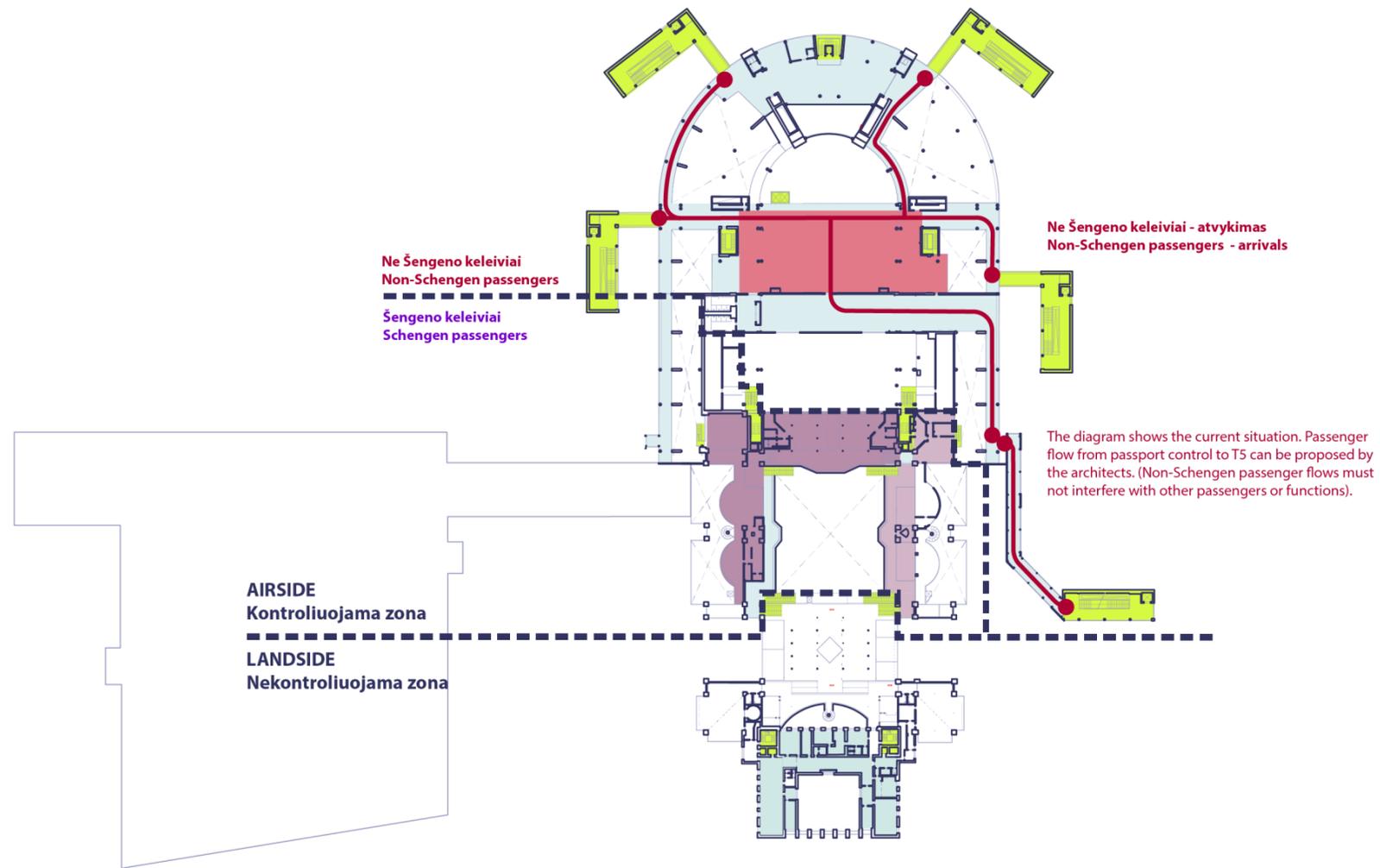
1 floor (ground)



2 floor



3 floor



TERMINAL FUNCTIONAL SCHEME AND PASSANGER FLOWS

Vision for T2 and T3 terminals transformation

For more information see the NACO Final report, Competition Annex 11 "Summary of the Airport Strategic Development Plan"

Level 1 (Ground floor)

Figure 23 presents the functional zoning plan of Level 1 for the year 2052. The proposed developments will require a complete reconfiguration of the T2-T3 ground floor.

With the introduction of T5 arrivals the baggage reclaim requirement for 2052 has been met. Also, 2 additional swing bus gates have been added between T2 and T3 to meet the shortage in NS and S gate waiting area. The proposed airside plan allows for this.

Further, the new NS pier overcomes the current space constraints and provides additional area to meet the 2052 demand.

The NS arrivals hall is designed to receive the NS bus and contact arrival passengers (from L2). The inbound passport control has been sized to accommodate the new equipment installed recently by Lithuanian Airports and meet the 2052 demand.

For Schengen, an additional bus lounge in T5 has been proposed to meet the gate waiting requirement. The pier containing a walk-in walk out lounge and 9 gates has been presented as an optional development. This will allow for enhanced passenger experience for the S passengers; however, it is not required as per the facility requirements.

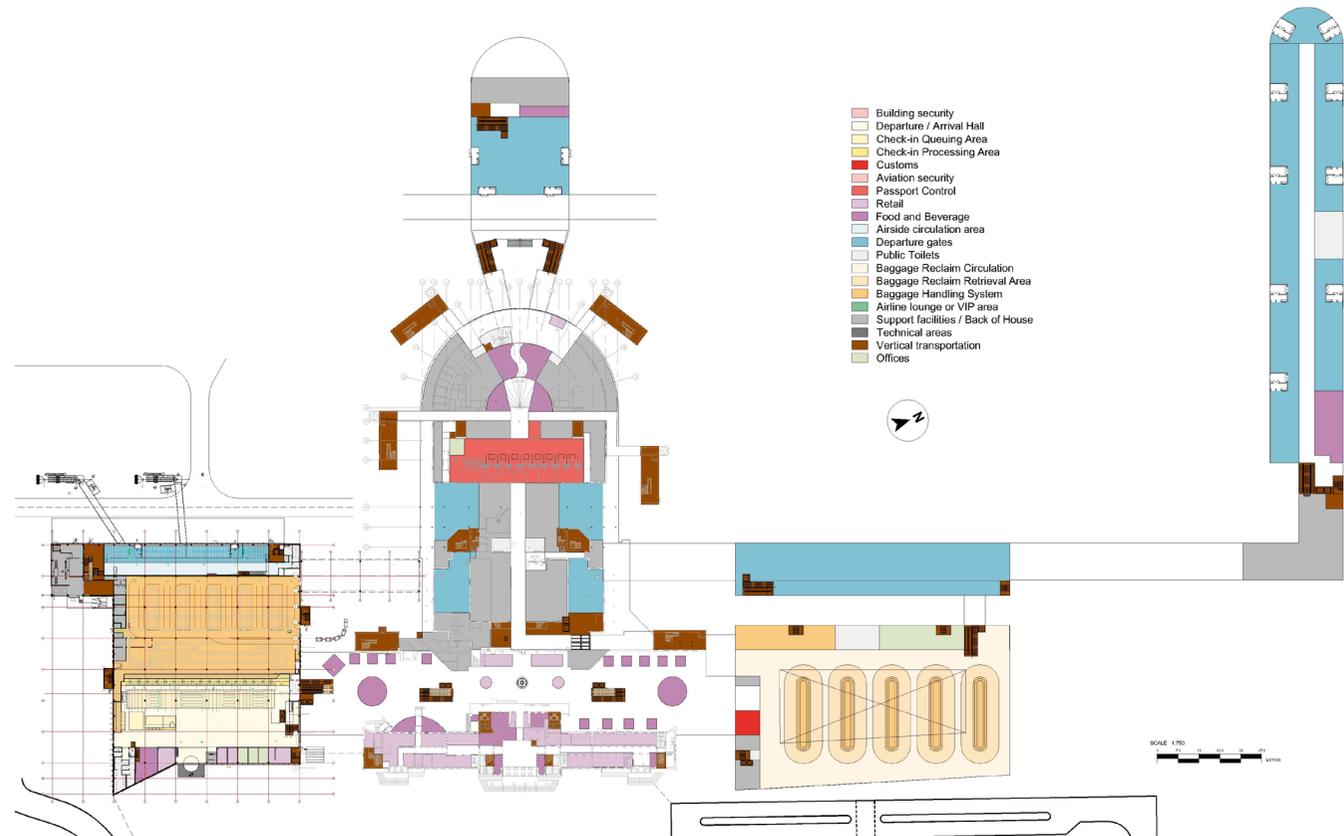


FIGURE 23 FUNCTIONAL LAYOUT 2052 – LEVEL 1

Level 2 (First floor)

Figure 24 presents the proposed functional layout for Level 2 for 2052.

The key additions are the Schengen and Non-Schengen Piers. The NS pier is connected at the tip of T3 to the building. To establish an aesthetic connection, it is recommended that the VT currently located at the intersection of the building and pier is demolished. Further, the outbound passport control has been reorganised to accommodate the 2052 demand.

For the Schengen pier, 15m wide connecting corridor has been provided to access the T5 Schengen bus lounge and the pier. This corridor will also inject the arrival passengers directly into T5.

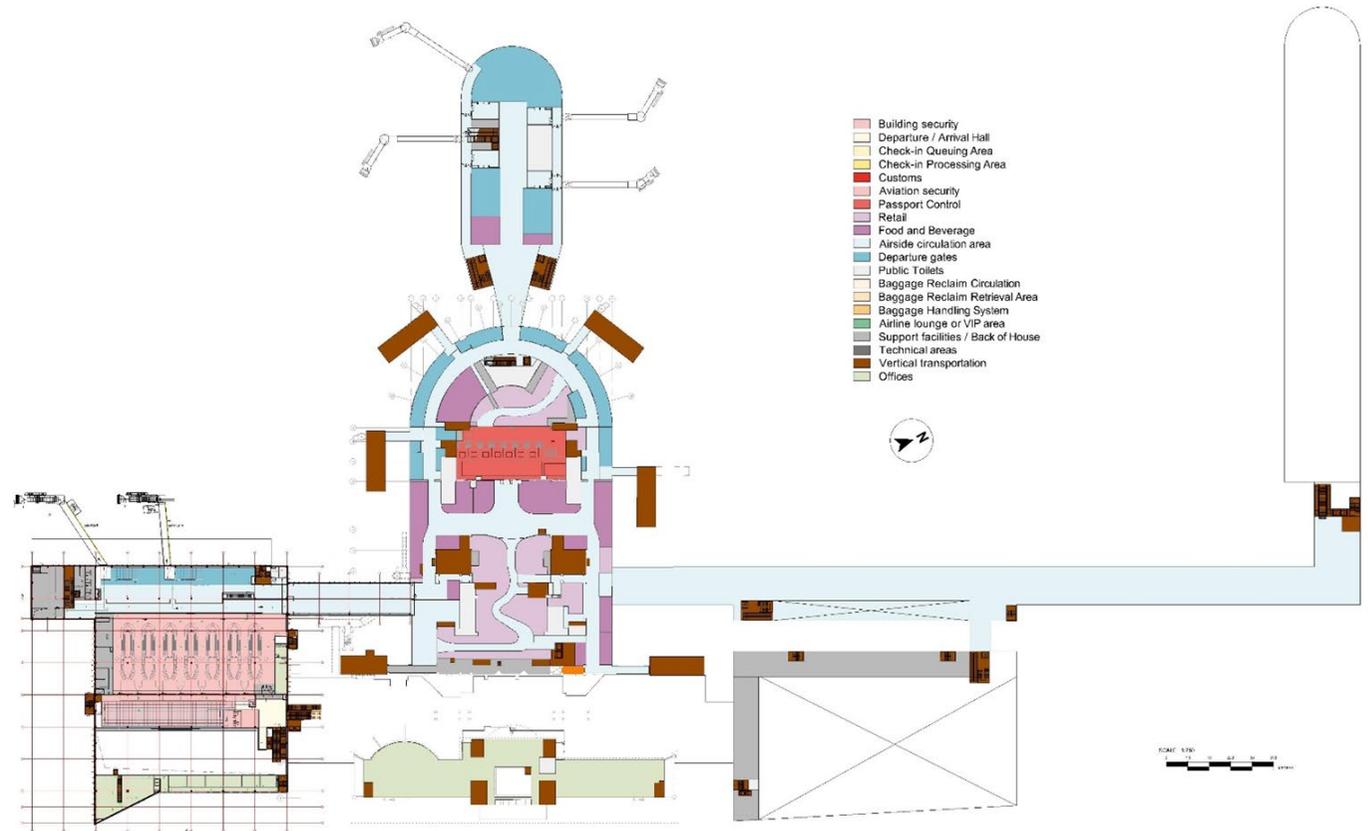


FIGURE 24 FUNCTIONAL LAYOUT 2052 – LEVEL 2

Level 3 (Second floor)

Figure 25 presents the functional layout for Level 3 for 2052.

The relocation of the arrival flow allows for the entire flow to be used for commercial functions.

The space currently used for NS arrivals can be converted into a premium restaurant with a direct view of the airside. Inbound passport control could be converted into NS lounges while the S-NS transfer zone could be converted into a Schengen or VIP lounge.

There is large potential in developing this floor for niche F&B and lounges to generate higher commercial revenues.

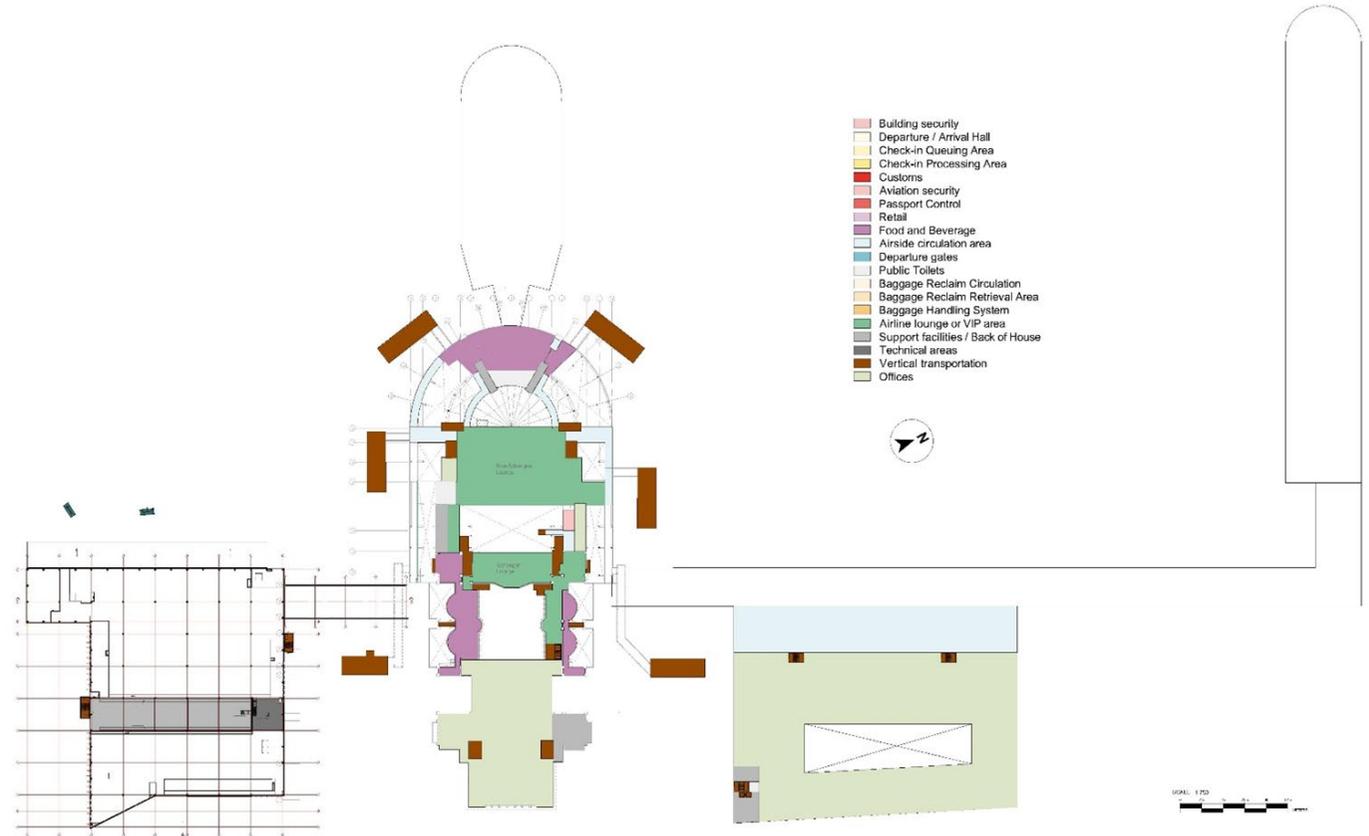


FIGURE 25 FUNCTIONAL LAYOUT 2052 – LEVEL 3

Passenger flows level 1 (Ground floor)

Figure 26 presents the passenger flows on Level 1. All passengers enter into T4 for check in and security.

The Non Schengen departing passengers use the new bus lounge in the pier and the 2 new swing bus gates in T2. The bus lounge can be accessed from within the NS pier through a VT.

For NS arrivals, passengers will be dropped off at the service road between the bus lounge and new arrival hall. The NS passengers from the contact gates will descend into this hall through 2 VT's. NS passengers arriving via the existing contact gates will descend within the gate house to join the new arrival flow. The NS transfer passengers can go through a security facility towards a VT to L2. S transfer passengers can go through passport control and security to a central VT leading into the Schengen departure lounge.

The Schengen departing passengers will use the bus lounges in T4, the new bus lounge in T5 and possibly the new pier walk in-walk out lounge. This is in addition to the bus gate areas within the T2 and T3. The Schengen arriving passengers from L2 will be injected into the new arrival flow via a VT. The bus arrivals will be dropped off directly at T5.

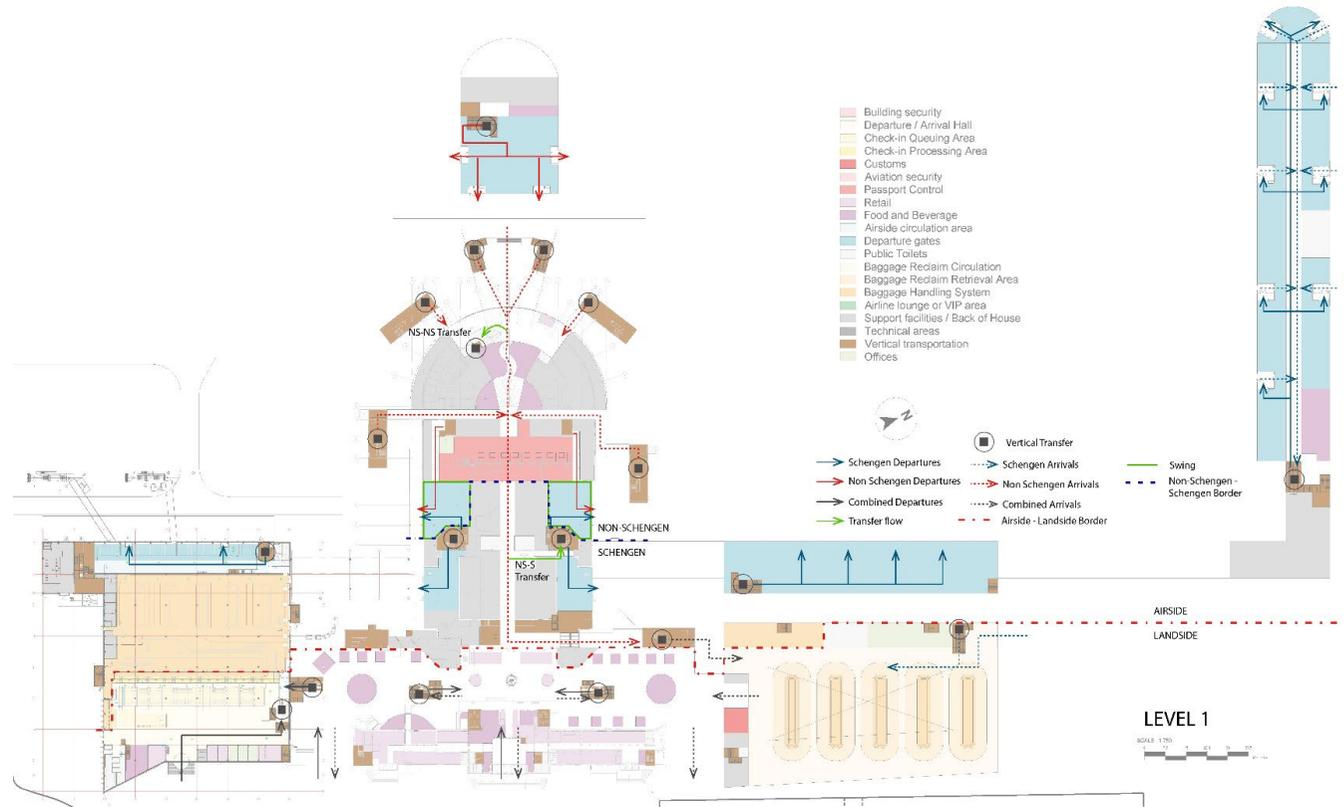


FIGURE 26 PASSENGER FLOWS – LEVEL 1

Passenger flows level 2 (First floor)

Figure 27 presents the passenger flows on Level 1. The combined departure flow goes through security to access the corridor to the departure lounge. An additional VT from the central passage to the security screening is proposed to directly inject the online checked-in passengers who don't have baggage.

The passengers then move through the duty free towards their respective gates. NS departure passengers move through passport control to enter the NS area while the Schengen pax can go towards their contact gates or take the VT to the bus gates. A 15 m corridor connects them to the new walk-in walk-out lounge in the Schengen pier.

2 contact gates and their respective gate waiting areas in T3 have been retained as swing.

The level also accommodates Schengen arrival passengers from 4 contact gates (and 2 swing). These passengers go through commercial to access an independent VT to L1 where they integrate into the new arrival flow.

Further, a direct connection has been provided from the Schengen Pier to T5.

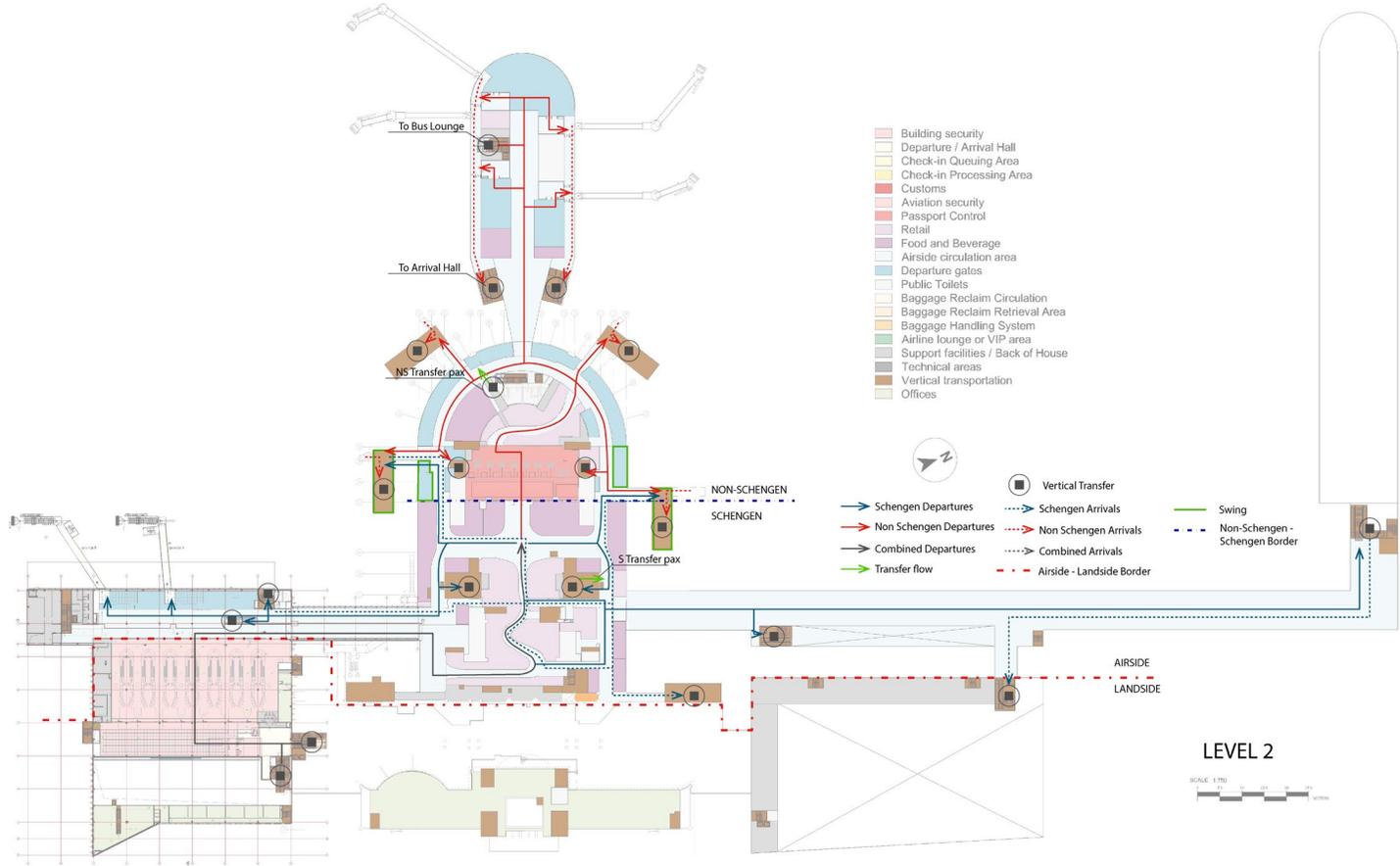


FIGURE 27 PASSENGER FLOWS LEVEL 2

Passenger flows level 3 (Second Floor)

Figure 28 represents the passenger flows on Level 3.

The Non-Schengen passengers can access the premium airside restaurant and the Non Schengen lounge through the proposed new VT

Schengen passengers can access the Schengen lounge through the existing VT's in the departure hall. The 2 F&B areas at the edges of T2 have been retained as is.

Direct connections to the contact stand gate houses are not recommended for this floor.

The reconfiguration of Level 3 provides additional commercial space which can also house alternate entertainment functions like children's play areas etc. Further, areas can also be allocated for technical functions depending on the requirement.

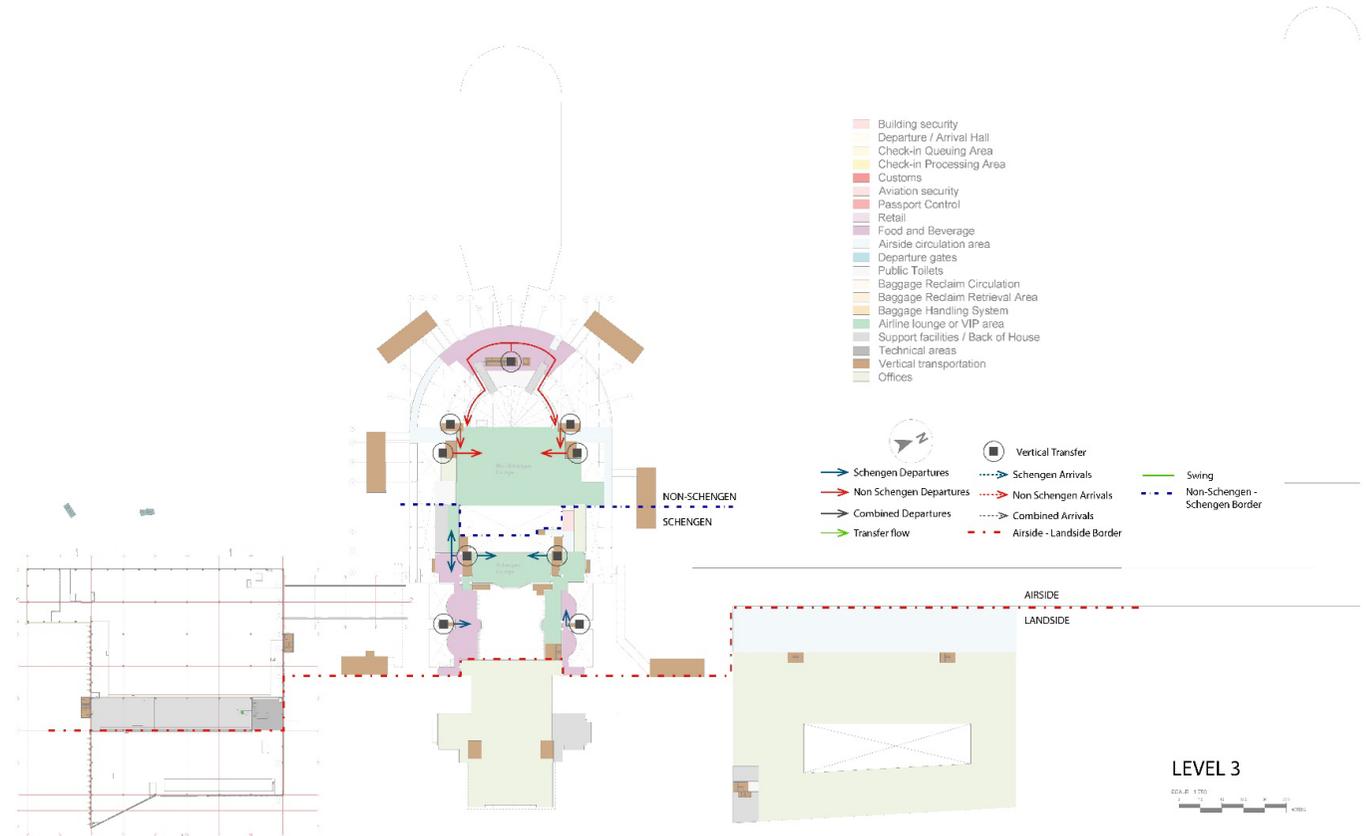


FIGURE 28 PASSENGER FLOWS LEVEL 3