

An architectural rendering of the proposed New International Terminal at George Bush Intercontinental Airport (IAH). The rendering shows a large, modern terminal building with a high, vaulted ceiling featuring a series of large, arched skylights. The interior is spacious and bright, with a polished floor reflecting the light. On the left, there are rows of black airport-style seating. In the center, a woman in a red dress is walking. To the right, there is a multi-level structure with a glass railing, and a man in a white thobe is walking. In the background, a large airplane is visible on the tarmac. The overall design is sleek and contemporary.

IAH

George Bush Intercontinental Airport

New International Terminal Development Program

Industry Day – March 13, 2013



Objectives and agenda

■ Agenda

- Welcome/Introduction – Mario Diaz
- Terminal B North Phase 2
- Program History and Overview – Jarrett Simmons
- Procurement Methodology & Schedule – Mario Diaz
- Q&A
- Networking

Vision

BENCHMARKING - CENTRAL CONCESSION CORE

CENTRAL CONCESSION CORE:

- INTERACTIVE
- MIXED-USE
- VIBRANT
- SENSE OF PLACE
- PERFORMING STAGE



Vision

BENCHMARKING - PIERS

PIERS:

- BLENDED HOLDROOMS + CONCESSIONS
- COMMON USE
- SEATING VARIETY
- DIRECT LINE OF SIGHT TO CONCESSIONS
- PASSENGER AMENITIES
- STERILE CORRIDOR VISIBLE ABOVE
- DAYLIGHT



LONDON - LHR



DFW - TERMINAL D



LAX-TOM BRADLEY



PARIS - CDG

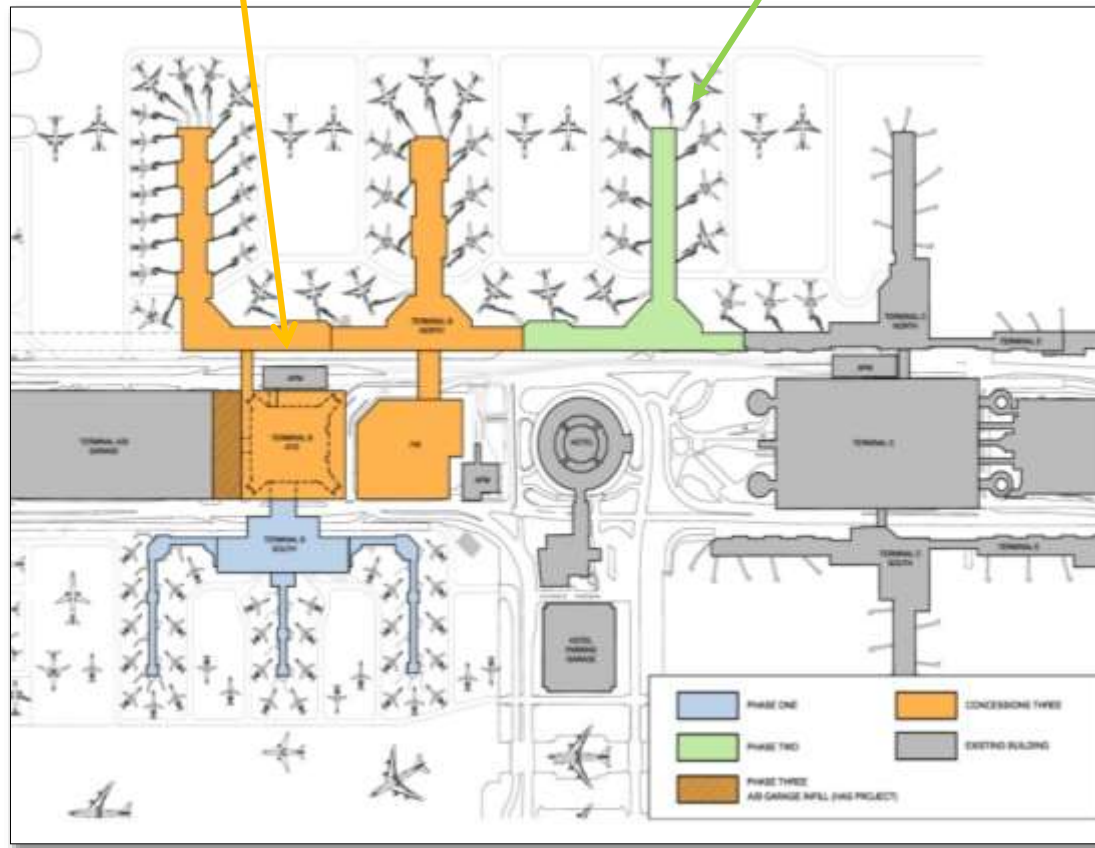


DFW - TERMINAL D

United Airlines Terminal B North

Phase 3

Phase 2



Review of Terminal D Upgrade/Replacement Options

Refresh

Renovate

Rebuild

East Terminal

New International Terminal

What is driving Terminal D Replacement?

■ Functionally deficient

- Sub-par and undersized bathrooms
- Insufficient space for VIP clubs
- Insufficient space for modern and high-revenue producing concession program
- Lack of smooth passenger flows

■ Existing Terminal D issues

- Capacity insufficient to accommodate growth (7 widebody/14 NBEq* aircraft on the apron today during peak hour)
- Failing building systems
- Increasing O&M expenses
- Insufficient capacity on curbside for peak hour activity

■ Wasted space on old FIS level

- Increases O&M costs for building

■ Growing international service offerings and traffic

- 33% increase in foreign-flag airline traffic from FY 2008 to FY 2013, notwithstanding the severe global recession (expected 50% increase between FY 2008 to FY 2014, reflecting full-year operations by Air China and Turkish Airlines)
- Requirement for A380 Gates and properly sized holdrooms

* NBEq aircraft: 739 with winglets

Summary of Terminal D options considered to date

■ Refresh, circa 2010

- Aesthetic improvements to existing Terminal D
- 13 narrowbody equivalent gates (NBEq*)
- No new capacity relative to existing facility



■ Renovate, mid-2012

- Rehabilitate existing building, add single pier
- 789k square feet – 4 stories (existing building ~480k sf)
- Meets code, adds club and concession space
- 20 NBEq; net addition of 7 new NBEq

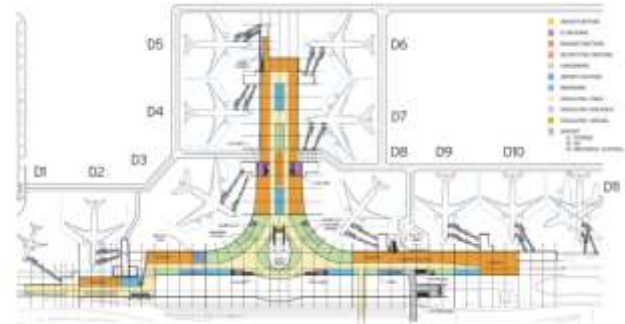


* NBEq aircraft: 739 with winglets

Summary of Terminal D options considered to date

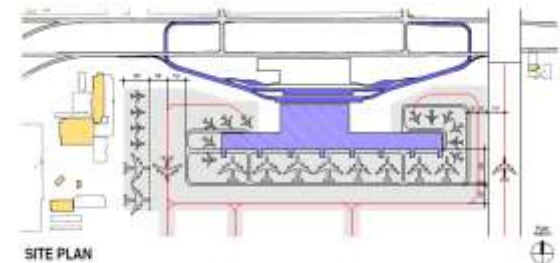
■ Rebuild, late 2012

- Rebuild entire building, add single pier
- 715k square feet – 3 stories
- 20 NBEq; net addition of 7 new NBEq
- Meets code, adds club and concession space
- Adds additional roadway lane and curb and ticket hall depth



■ East Terminal, late 2013

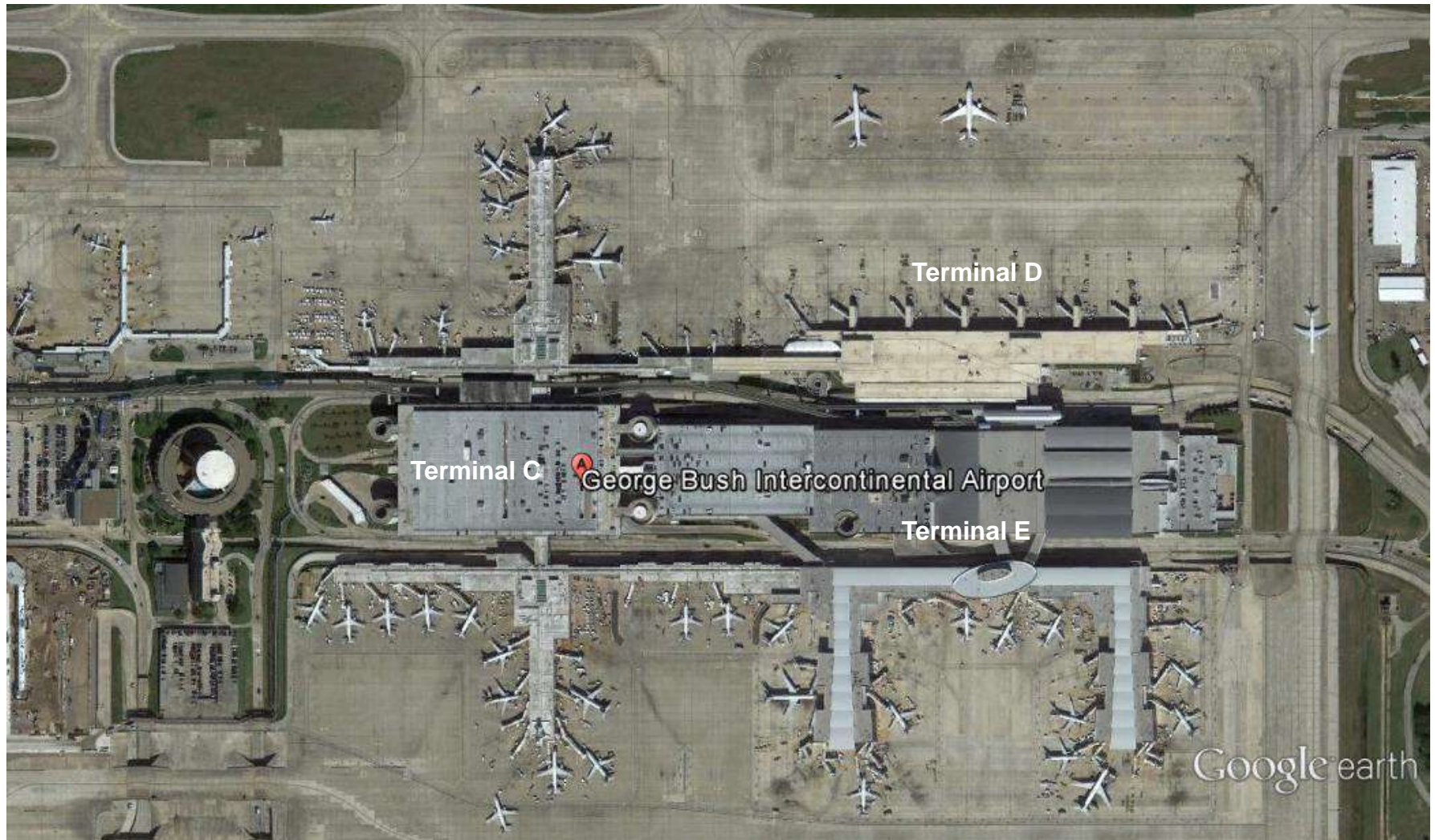
- Construct a new greenfield terminal outside of core
- 20 NBEq
- Terminal would Include all FF and domestic non-hub carriers
- Program include new 3,000 vehicle parking garage and FIS



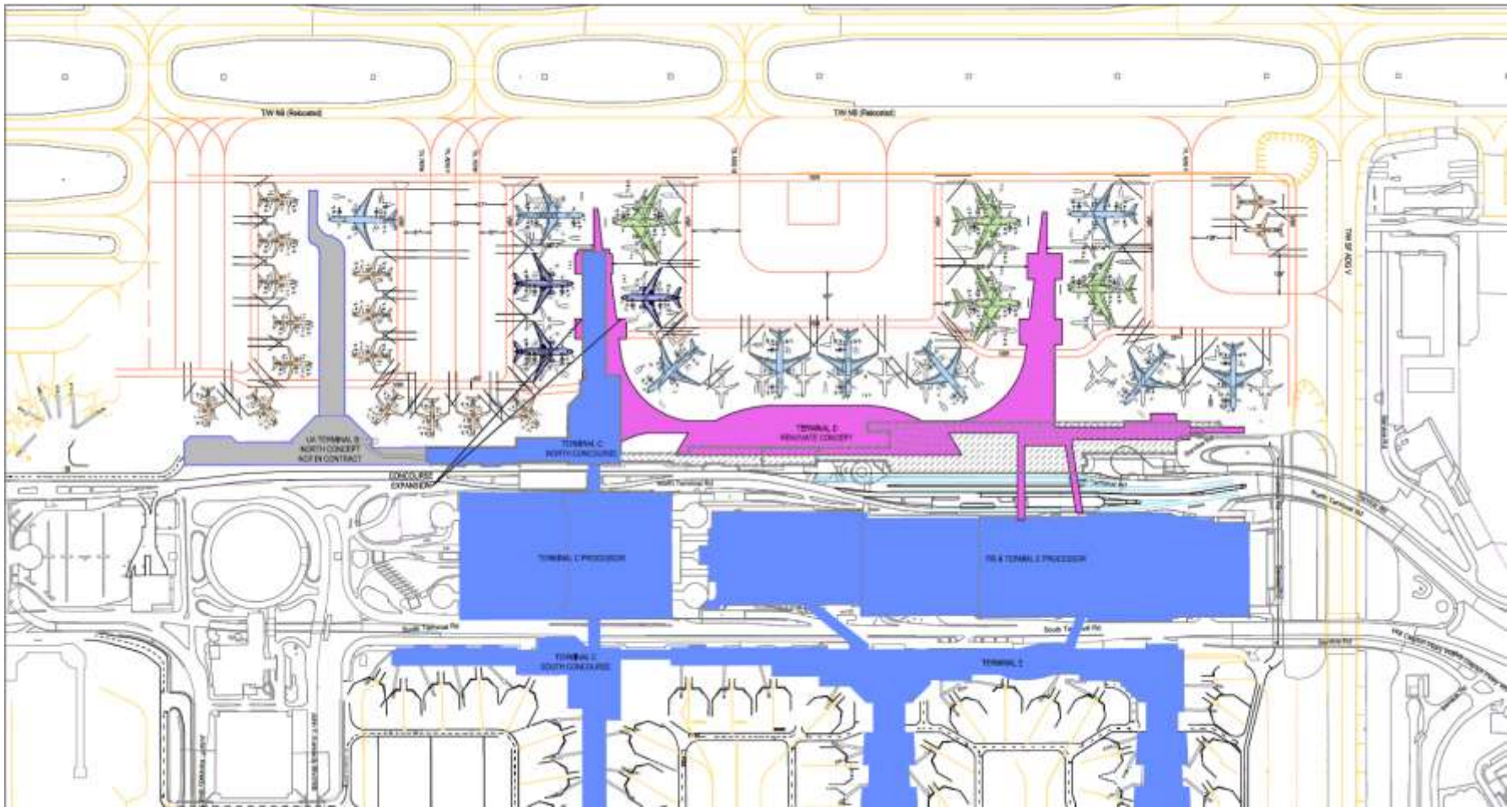
* NBEq aircraft: 739 with winglets

New International Terminal Program

Existing Condition

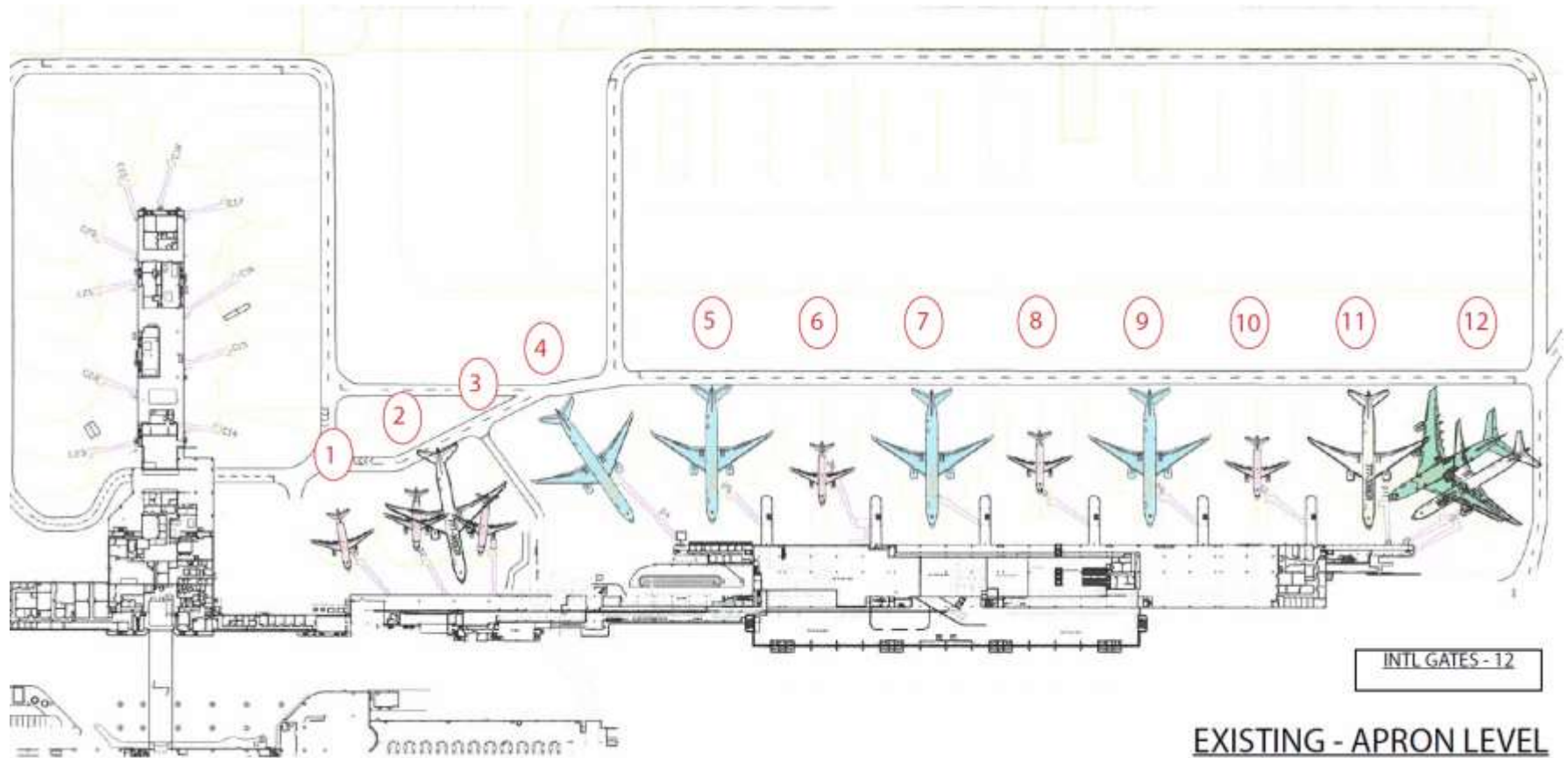


Renovate/Expansion – Airside Overview

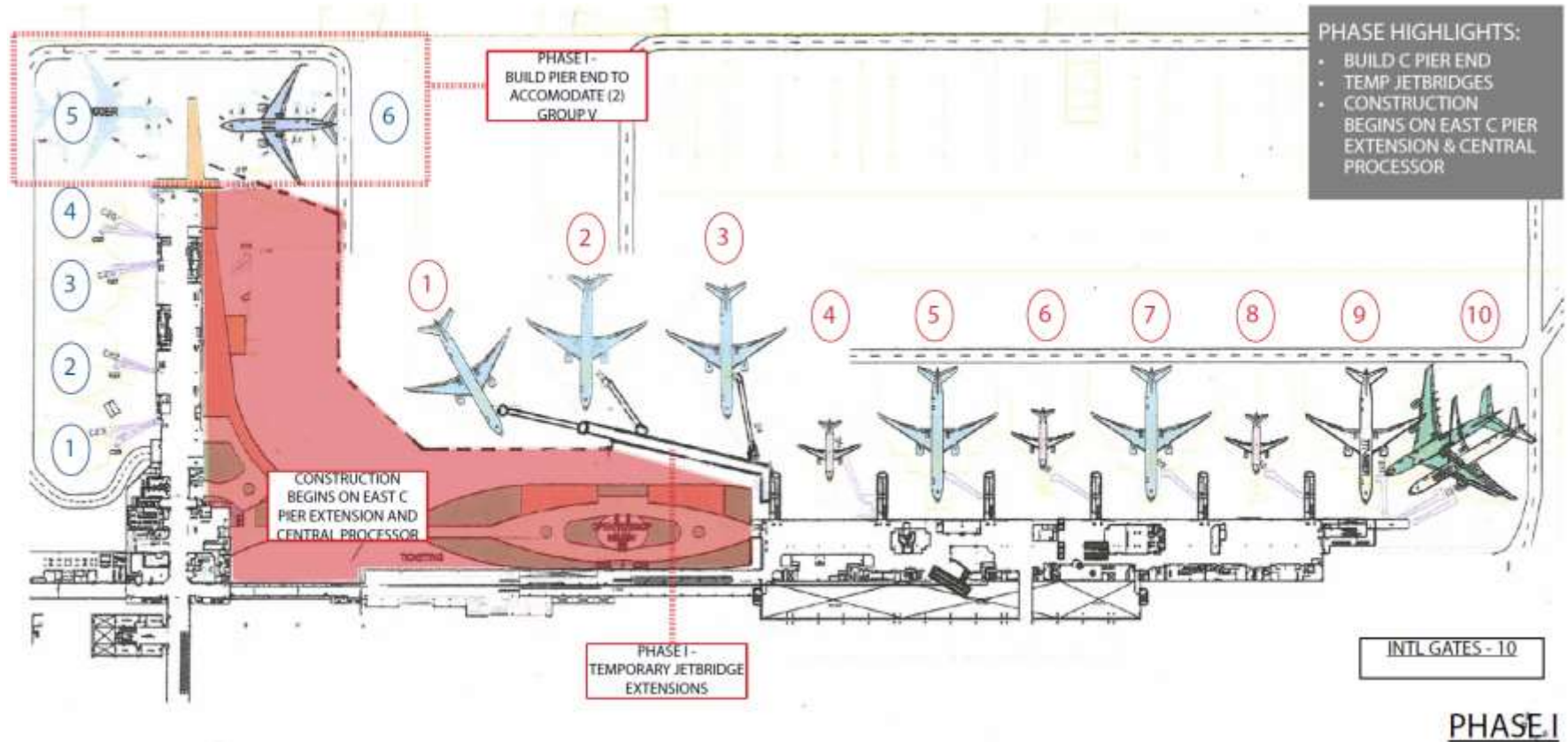


15 International Widebody Gates Including 4 A380

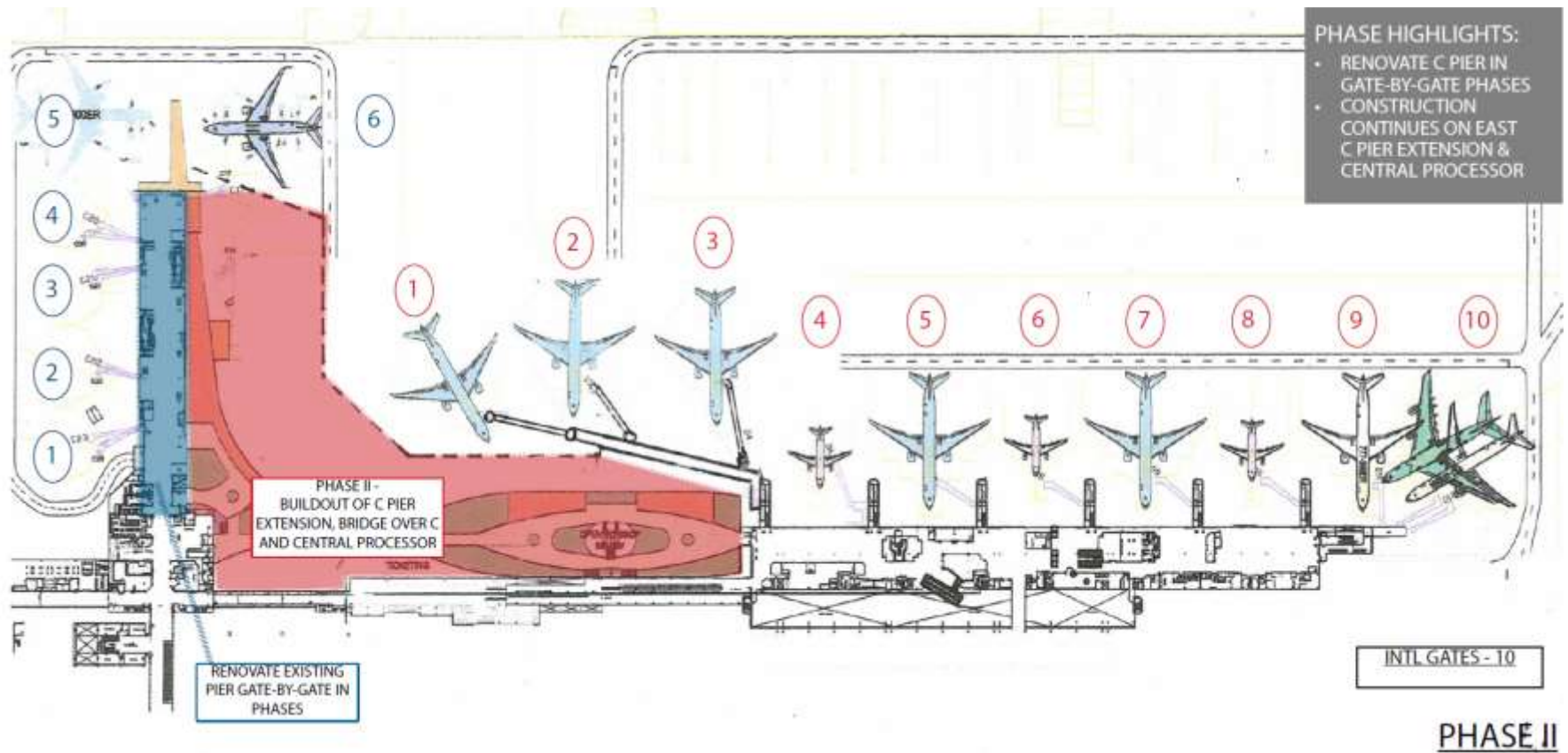
Phasing Existing Condition – Apron Level



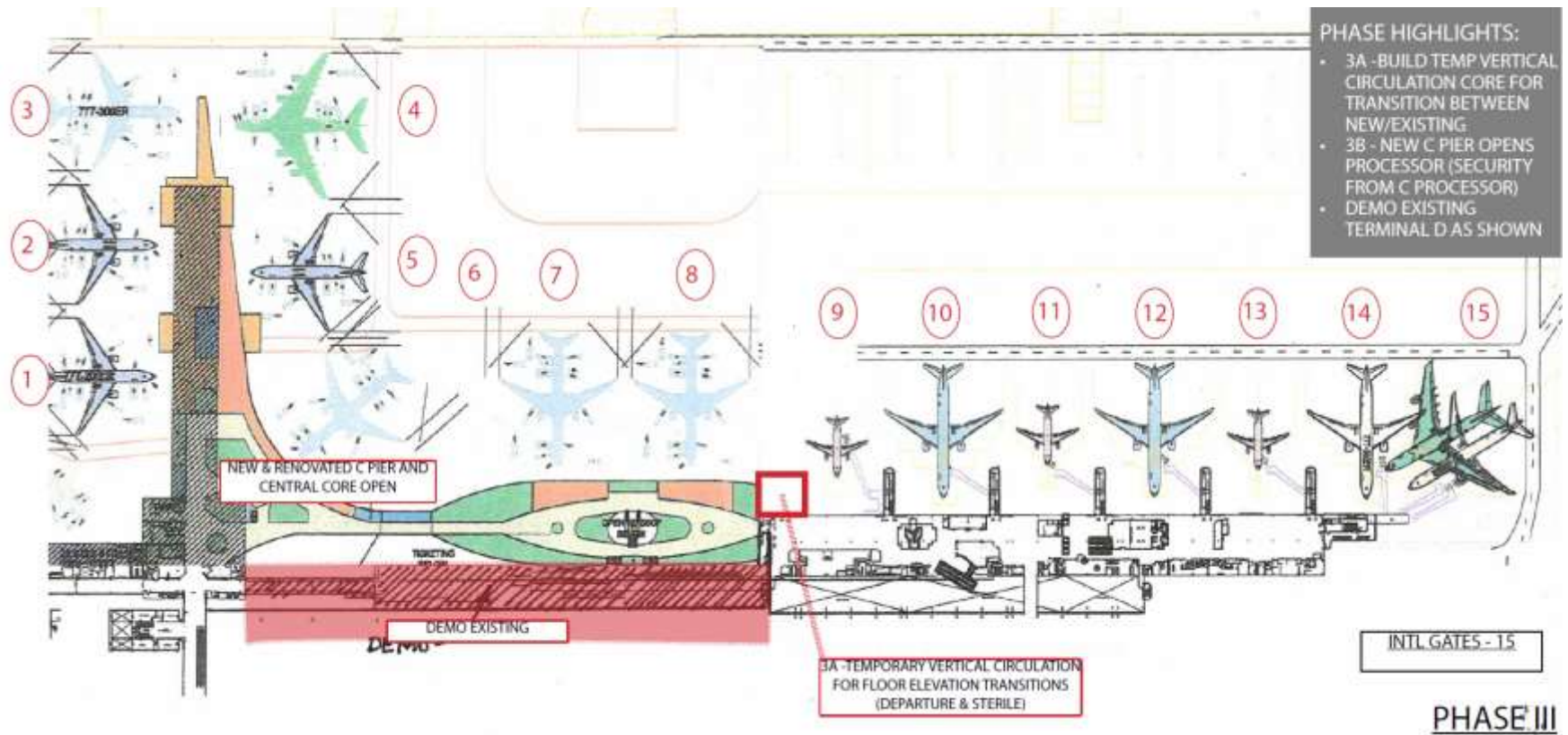
Proposed Phasing – Phase I



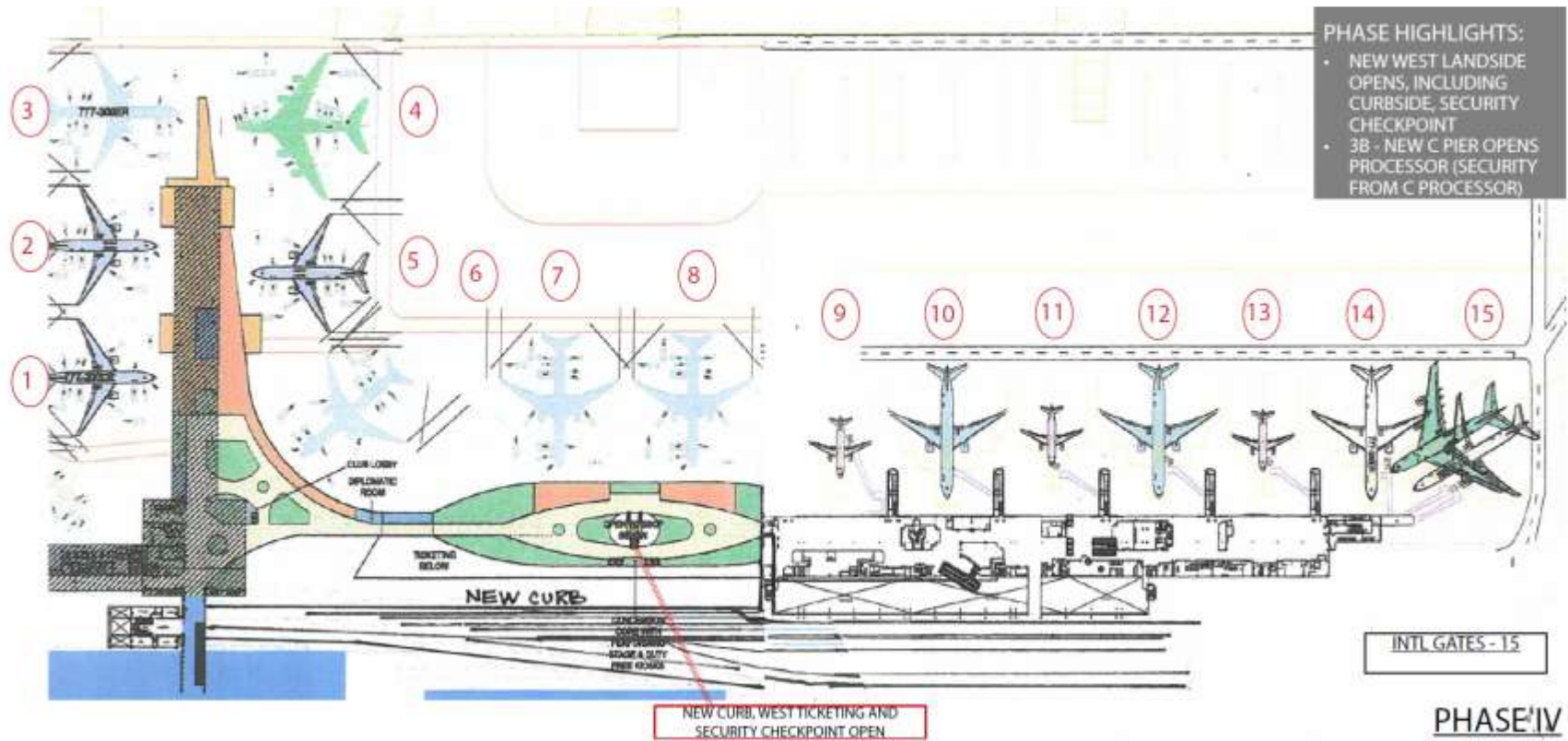
Proposed Phasing - II



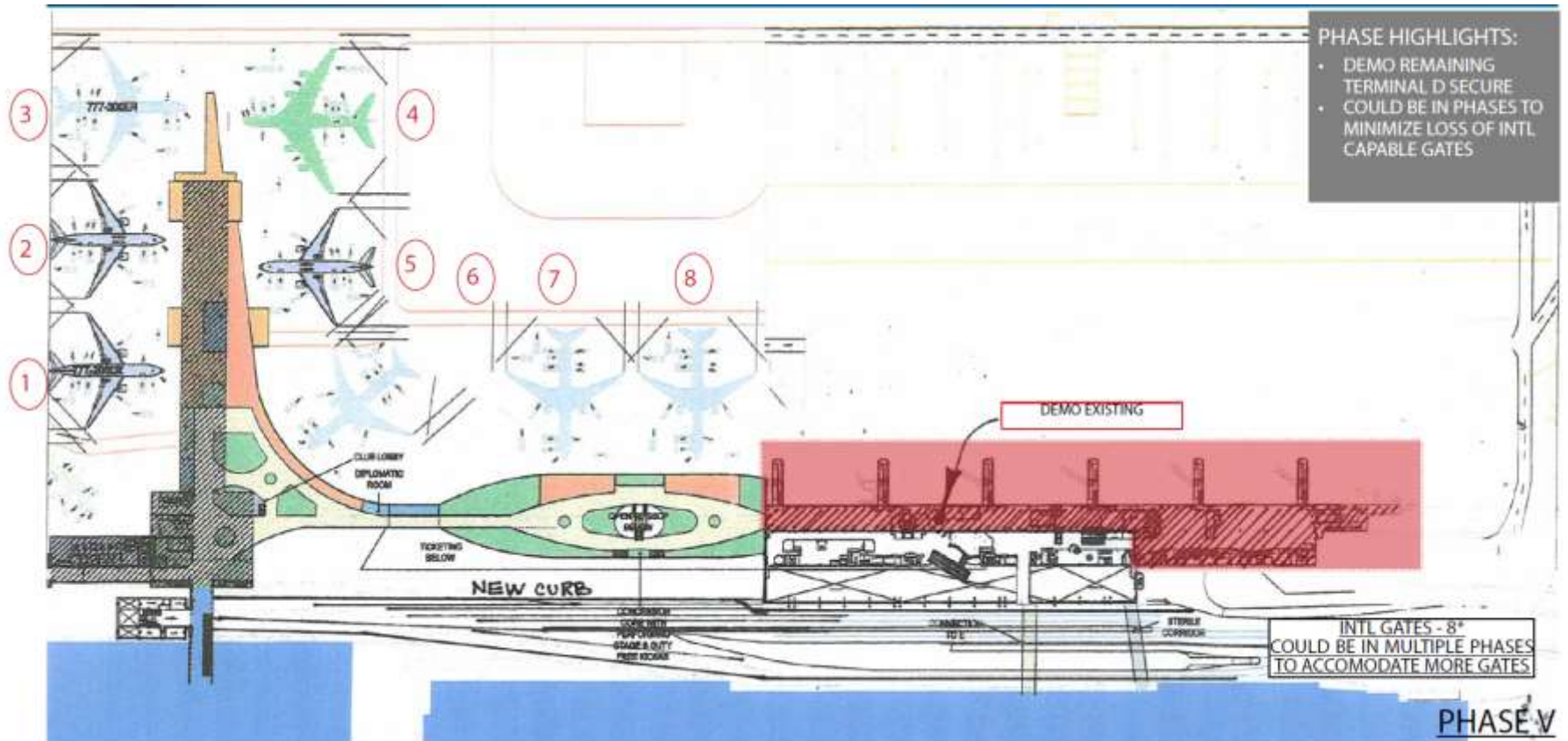
Propose Phasing - III



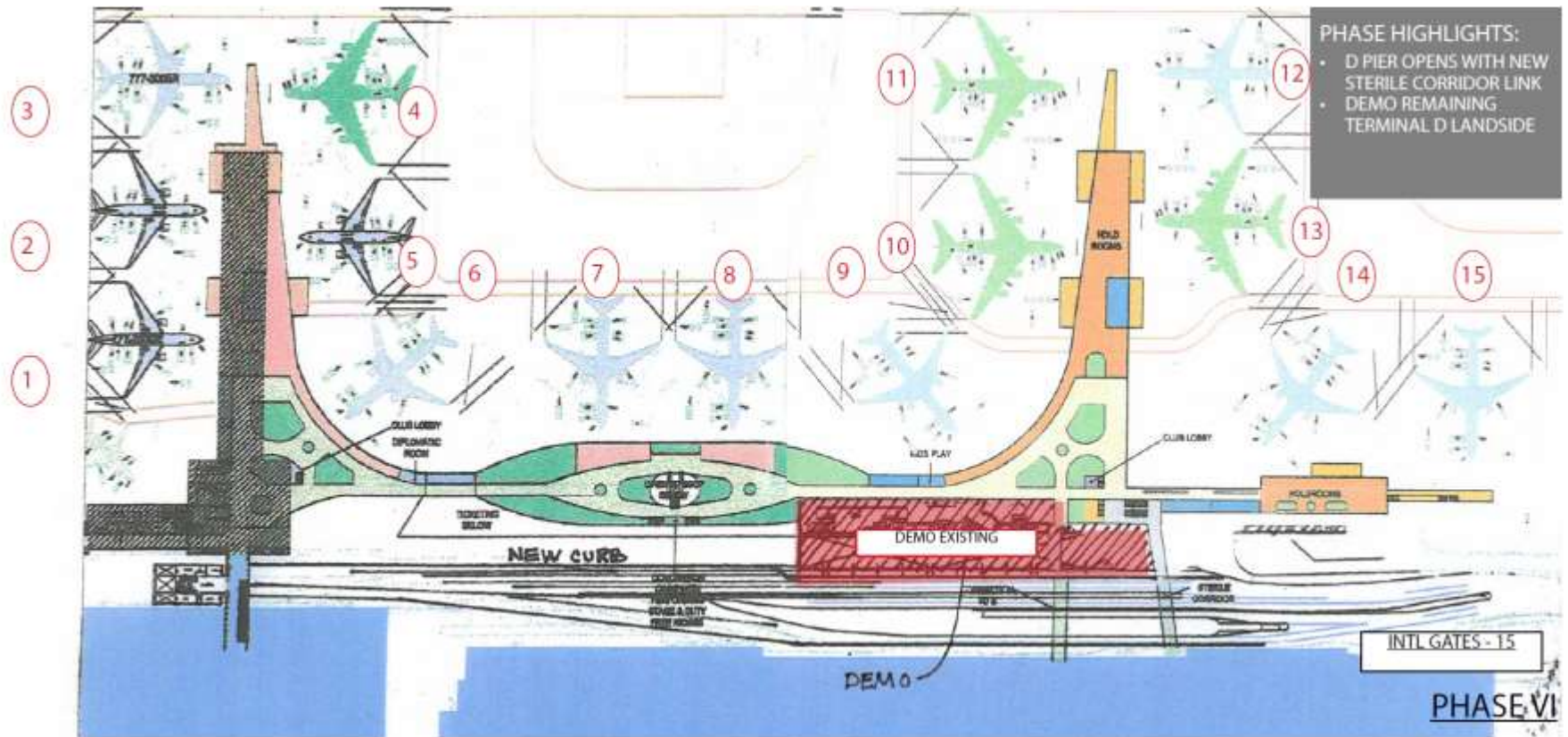
Proposed Phasing – Phase 4



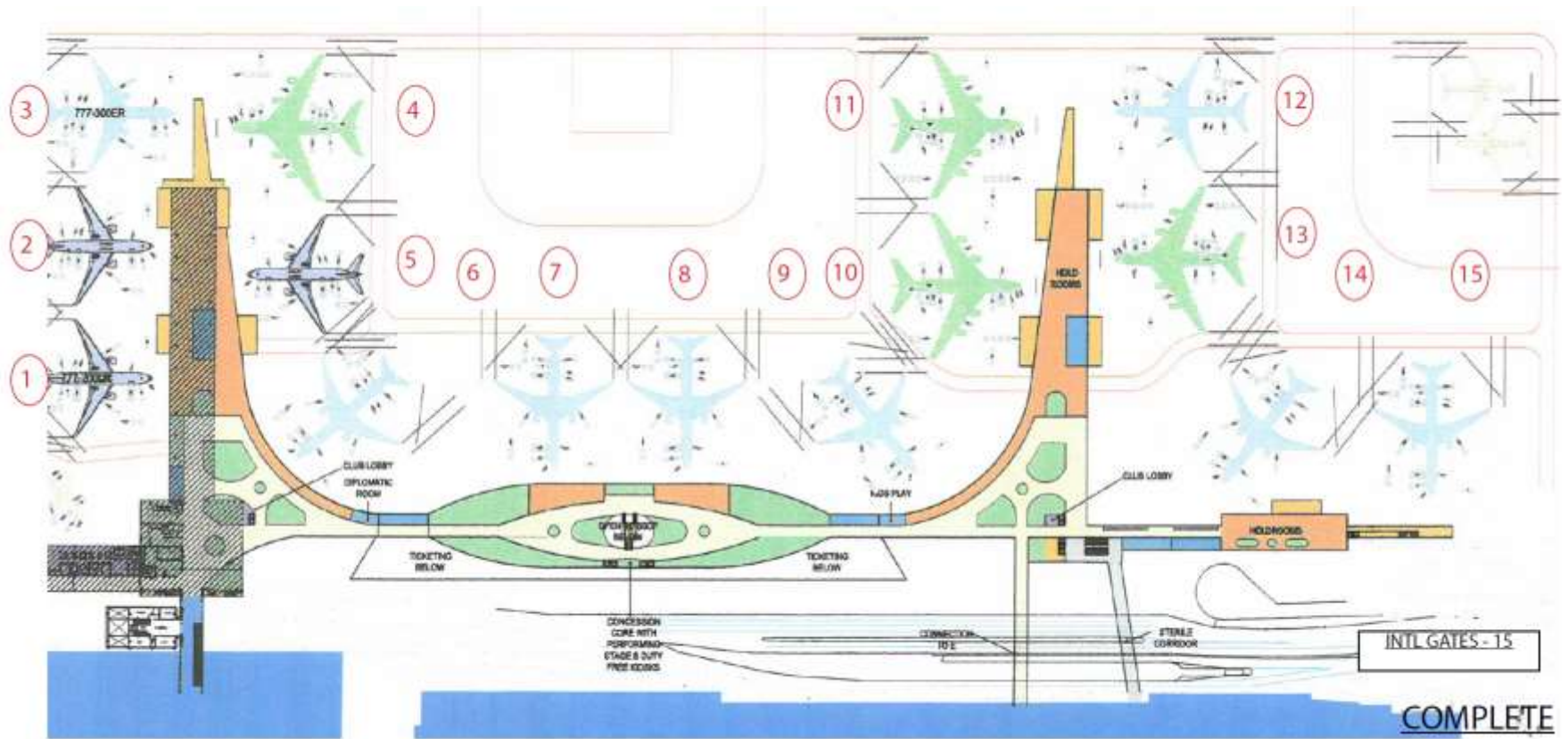
Propose Phasing - Phase 5



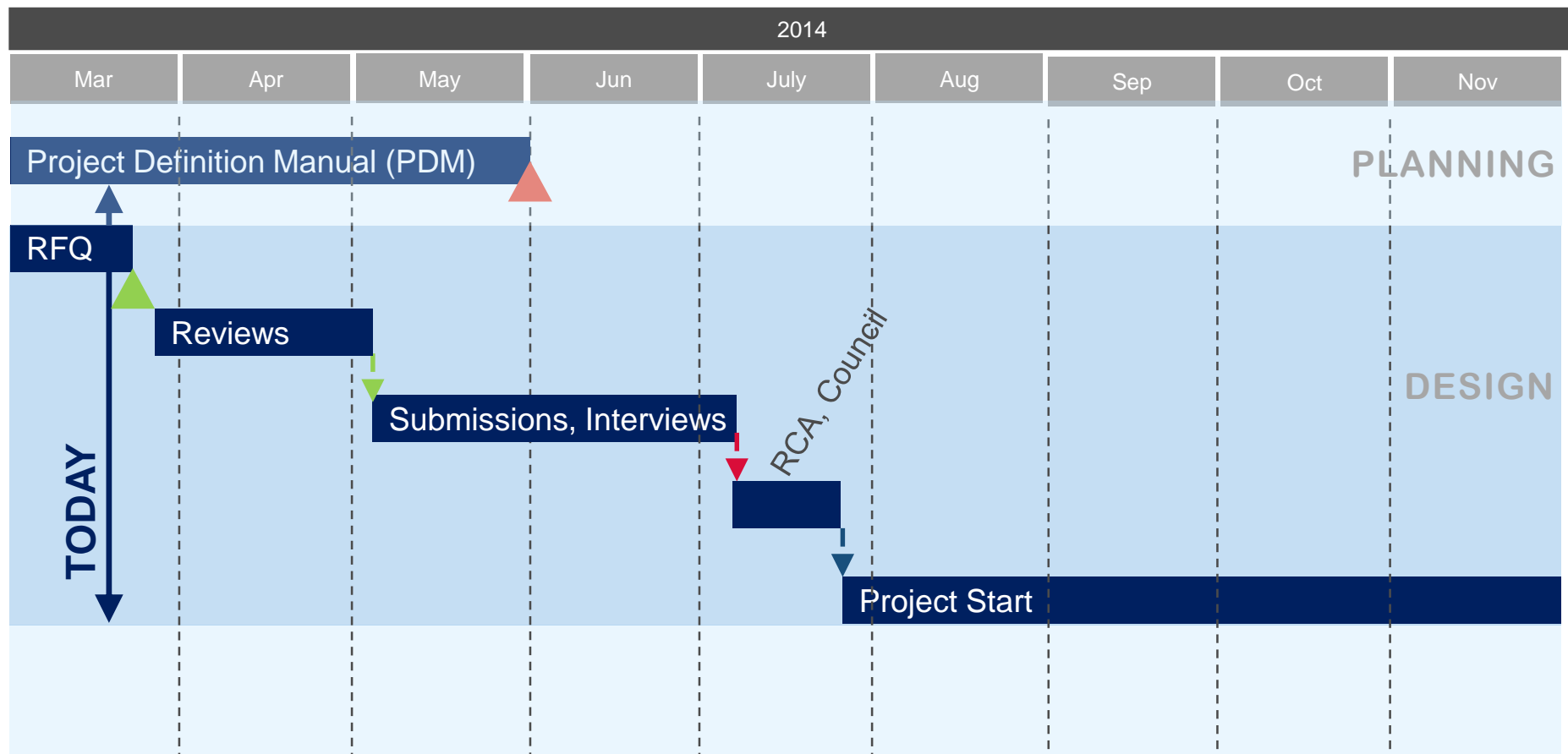
Propose Phasing - Phase 6



Propose Phasing - Completion



Project schedule



PDM Complete – May 30, 2014

RFQ Release – March 21, 2014

Selection of Finalist – May 9, 2014

RCA Council Approval – July 20, 2014

Team Selection – July 7, 2014

Project Start – July 7, 2014

Program Funding Sources

- **FAA Grant**
- **HAS Equity**
- **Passenger Facility Charges (PFC)**
- **General Revenue Bonds**

The DBE goal for this project will be 30%.

For more information on DBE participation or certification please go to:

<http://www.fly2houston.com/officeofbusinessopp>

Next Steps

- **MOA with United and FF Airlines**
- **Team RFQ & Selection**

Questions & Answers

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