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
PIERS:

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

- **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

- **Wasted space on old FIS level**
  - Increases O&M costs for building

* 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

PHASE HIGHLIGHTS:
- BUILD C PIER END
- TEMP JETBRIDGES
- CONSTRUCTION BEGINS ON EAST C PIER EXTENSION & CENTRAL PROCESSOR

CONSTRUCTION BEGINS ON EAST C PIER EXTENSION AND CENTRAL PROCESSOR

PHASE 1 - TEMPORARY JETBRIDGE EXTENSIONS

INTL GATES - 10

PHASE I
Proposed Phasing - II

PHASE II - BUILDOUT OF C PIER EXTENSION, BRIDGE OVER C PIER AND CENTRAL PROCESSOR

PHASE HIGHLIGHTS:
- RENOVATE C PIER IN GATE-BY-GATE PHASES
- CONSTRUCTION CONTINUES ON EAST C PIER EXTENSION & CENTRAL PROCESSOR

INTERNATIONAL GATES - 10
Propose Phasing - III

PHASE HIGHLIGHTS:
- 3A - BUILD TEMP VERTICAL CIRCULATION CORE FOR TRANSITION BETWEEN NEW/EXISTING
- 3B - NEW C PIER OPENS PROCESSOR (SECURITY FROM C PROCESSOR)
- DEMO EXISTING TERMINAL D AS SHOWN
Proposed Phasing – Phase 4

PHASE HIGHLIGHTS:
- NEW WEST LANDSIDE OPENS, INCLUDING CURBSIDE, SECURITY CHECKPOINT
- 3B - NEW C PIER OPENS PROCESSOR (SECURITY FROM C PROCESSOR)

NEW CURB, WEST TICKETING AND SECURITY CHECKPOINT OPEN

HOUSTON AIRPORT SYSTEM
Propose Phasing - Phase 5

PHASE HIGHLIGHTS:
- DEMO REMAINING TERMINAL D SECURE
- COULD BE IN PHASES TO MINIMIZE LOSS OF INTL CAPABLE GATES

IN TL GATES - 8 COULD BE IN MULTIPLE PHASES TO ACCOMMODATE MORE GATES
Propose Phasing - Phase 6

PHASE HIGHLIGHTS:
- D TERRAIN OPENS WITH NEW STERILE CORRIDOR LINK
- DEMO REMAINING TERMINAL D LANDSIDE
Propose Phasing - Completion
Project schedule

- **Project Definition Manual (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

**Timeline**:
- **May 2014**: PDM Complete
- **March 2014**: RFQ Release
- **May 2014**: Selection of Finalist
- **July 2014**: RCA Council Approval, Team Selection, Project Start
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

has.communityrelations@houstontx.gov