



IAH

George Bush Intercontinental Airport

Mickey Leland International Terminal Development Program

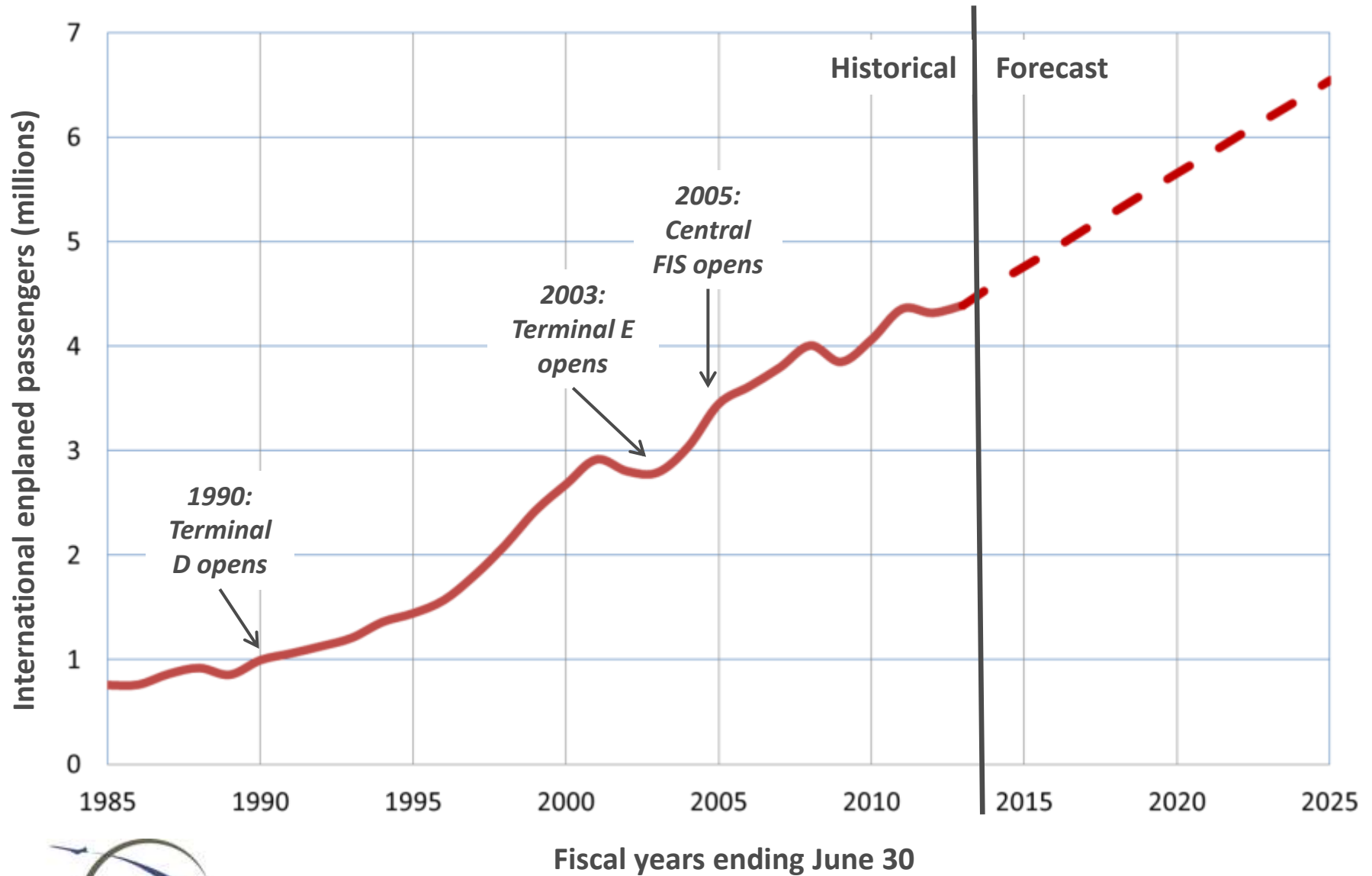
Houston City Council
Budget and Fiscal Affairs Committee
April 24, 2014



- **Historical international traffic growth**
- **Need for new international terminal**
- **International terminals at competing gateways**
- **Master planning work**
 - United Terminal B redevelopment program
 - Mickey Leland Terminal D redevelopment program
- **The Mickey Leland International Terminal: Houston's future gateway**

Historical International Traffic Growth

International traffic has more than quadrupled since Terminal D opened



Terminal D has experienced rapid growth despite global economic recession

- 2007 - Emirates Airline (Dubai)
- 2008 - Singapore Airlines (Moscow-Singapore)
- 2009 - Qatar Airways (Doha)
- 2010 – VivaAerobus (Monterrey)

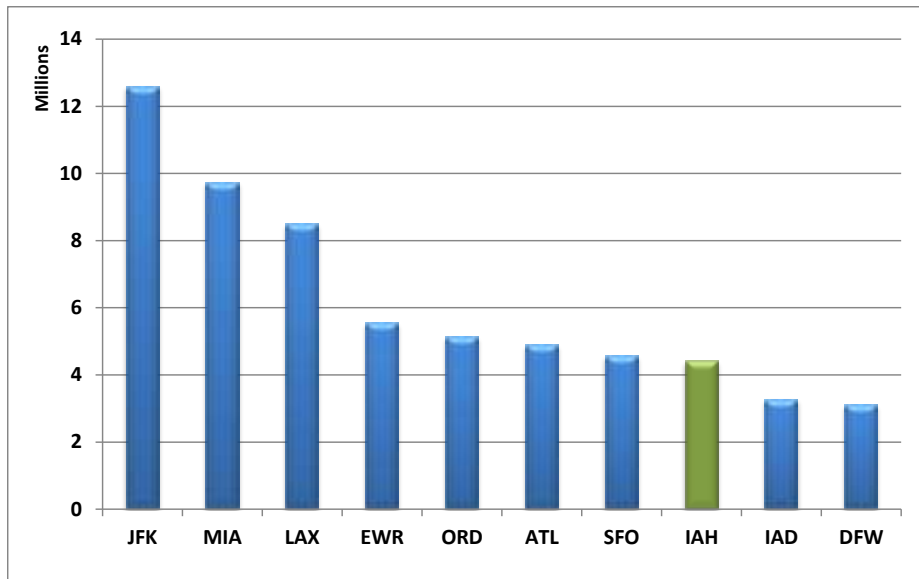


- 2012 - Lufthansa A380 (Frankfurt)
- 2013 - Air China (Beijing), Turkish (Istanbul)
- 2014 – Korean (Seoul), Scandinavian (Stavanger), second A380

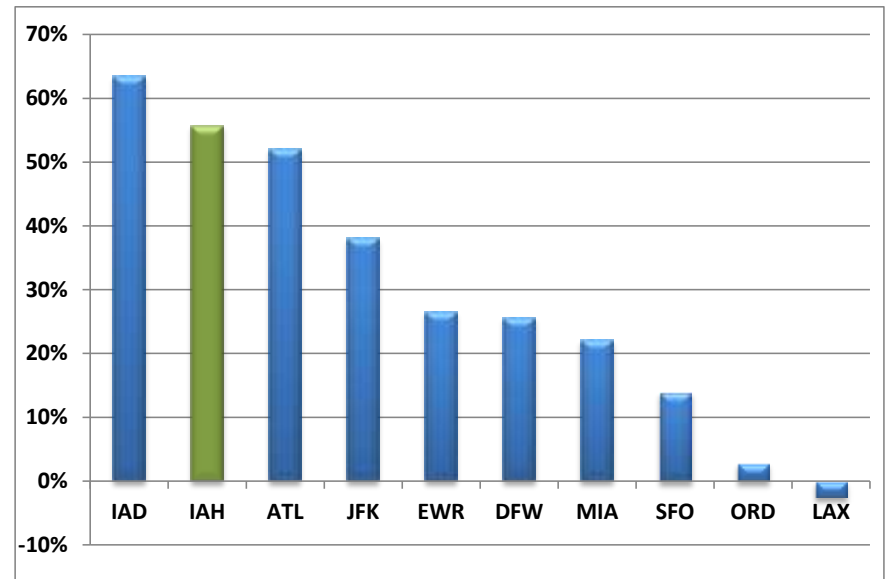
IAH is the nation's 8th-busiest gateway and its 2nd-fastest growing

Busiest U.S. international gateways

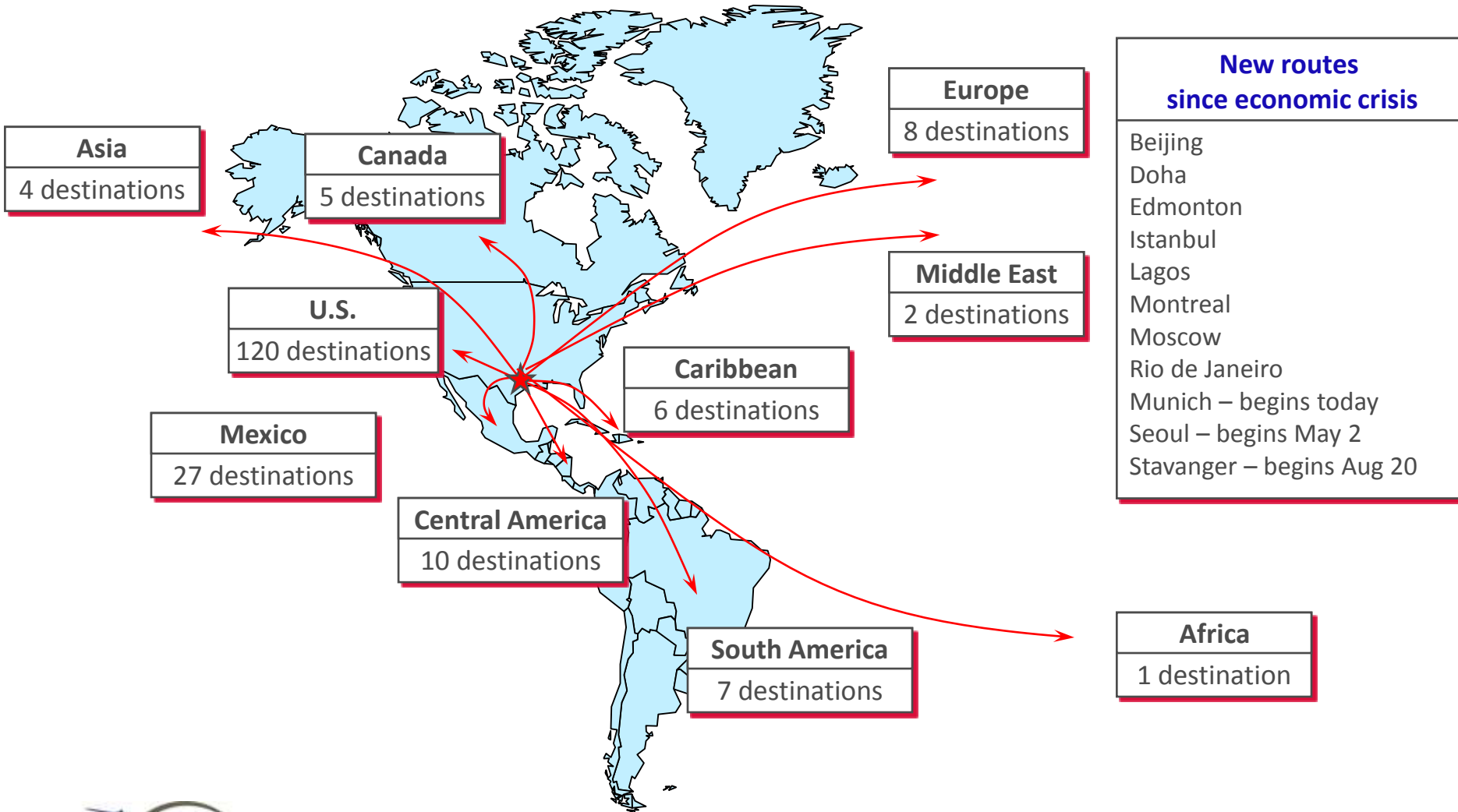
FY 2013 enplaned passengers



Percent change in enplaned passengers
FY 2001 (pre-9/11) to FY 2013

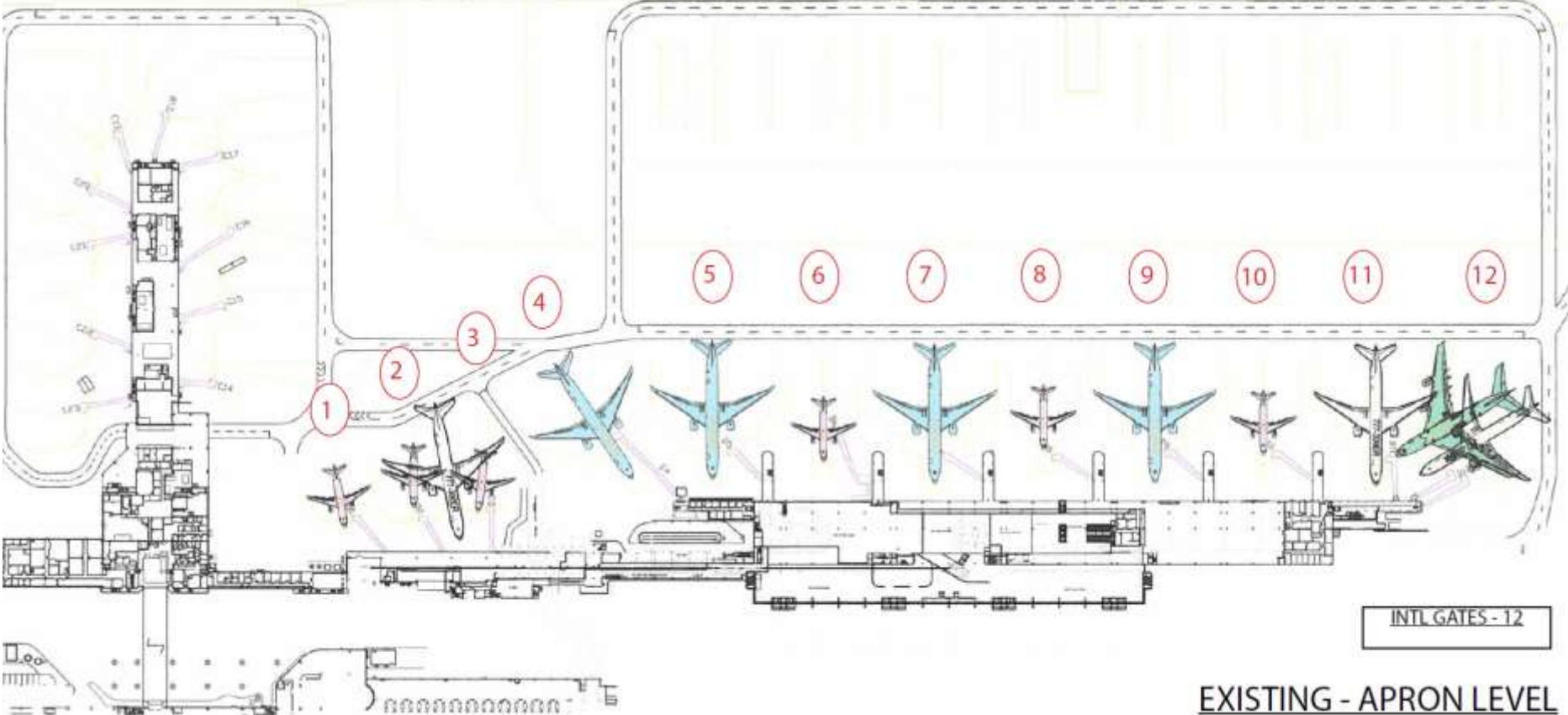


With service to 33 countries on 5 continents, IAH is not just a Latin gateway



Need for New International Terminal

Terminal D has 6 widebody gates and is at capacity at peak times



Existing roadways and curbsides are narrow and congested



Existing ticket lobby design impedes passenger flow and causes congestion



Existing checkpoint is not expandable for the future



Prior FIS space is not usable but still must be maintained



Baggage systems are over capacity and unreliable



Existing restrooms are undersized and aging



HAS cannot meet airline demands for clubroom space



Holdrooms are overcrowded and uncomfortable at peak times



Limitations and age of building structures and systems make renovation difficult



Sewage lines have failed multiple times, flooding airline offices



International Terminals at Competing Gateways

Leading US gateways have modern, passenger-friendly international terminals

- Aesthetically appealing
- More comfortable, lounge-type seating
- Blended holdrooms and concessions
- Tech-friendly passenger amenities



Dallas/Ft. Worth Terminal D



*Philadelphia
Terminal A-West*



Detroit McNamara Terminal

Modern concessions create a sense of place and enhance passenger experience

■ Central concession cores

- Welcoming
- Interactive
- Mixed use
- Vibrant
- Sense of place
- Performing stage



San Francisco Terminal 3



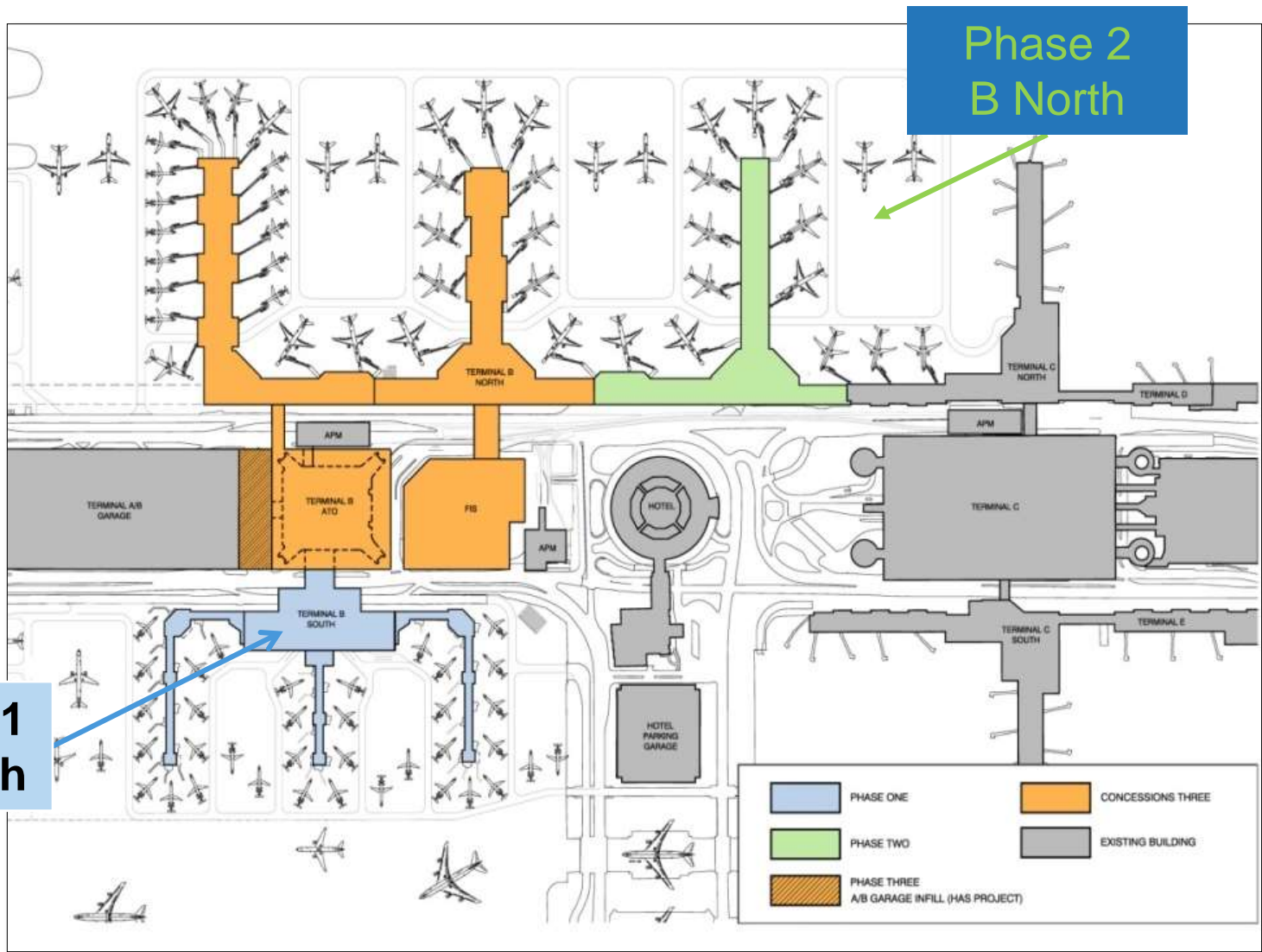
Los Angeles Tom Bradley International Terminal



Dallas/Ft. Worth Terminal D

Master Planning Work:
United Terminal B Redevelopment Program

United recently completed Phase 1 and will soon begin construction on Phase 2



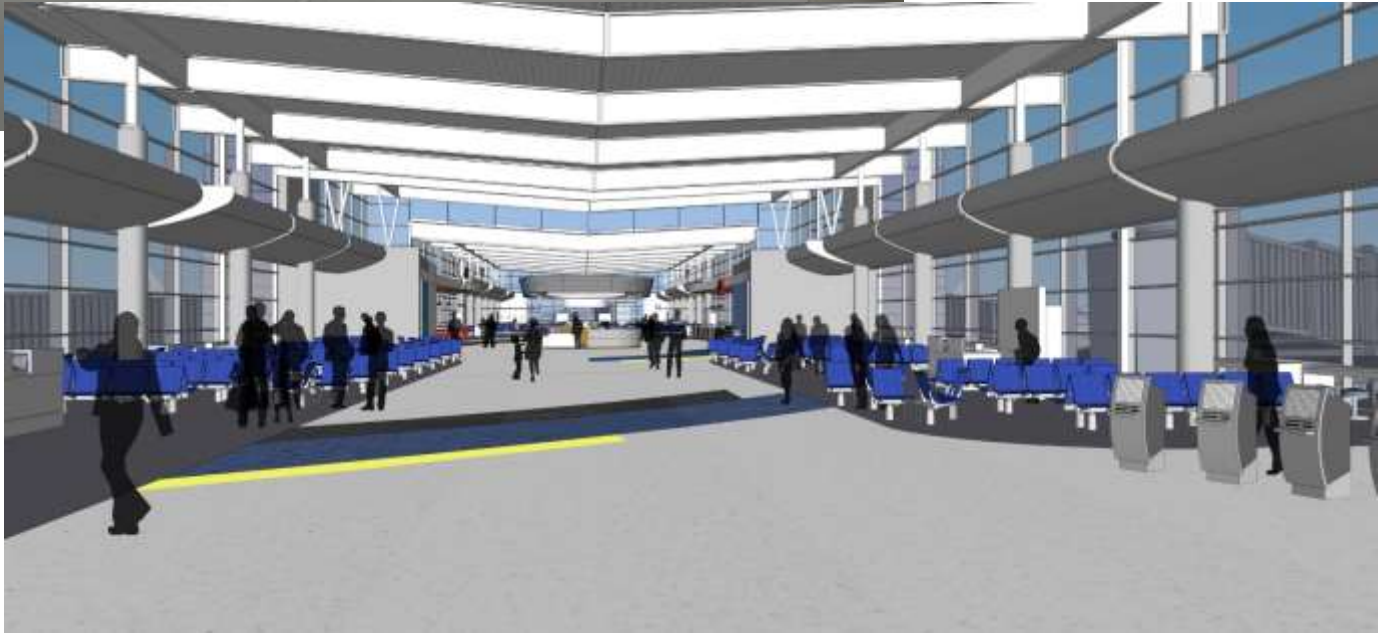
**Phase 1
B South**

**Phase 2
B North**

B-South (Phase 1) has substantially improved the passenger experience



Construction of B-North (Phase 2) is expected to begin in summer 2015



Master Planning Work:
Mickey Leland Terminal D Program

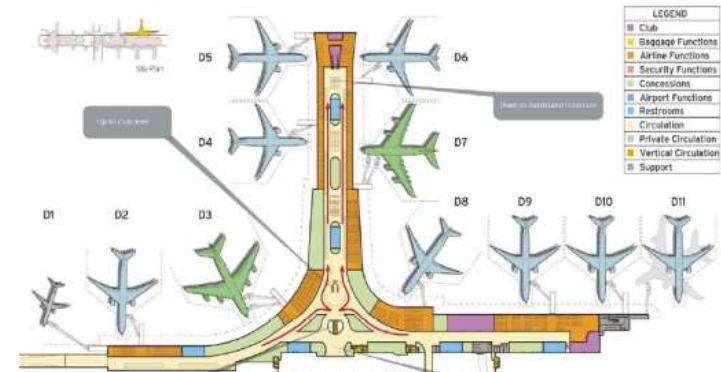
Terminal planning efforts have been guided by core principles

- Sufficient capacity for today and tomorrow
- Functional, intuitive, passenger-friendly
- Aesthetically appealing
- Sense of place with local “Houston feel”
- Modern bathrooms, clubrooms, and concessions
- Technology-enabled
- Affordable

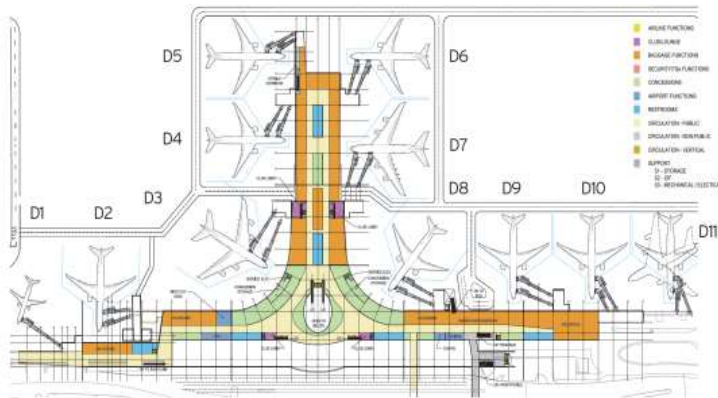
Previous alternatives did not meet these principles or stakeholder requirements



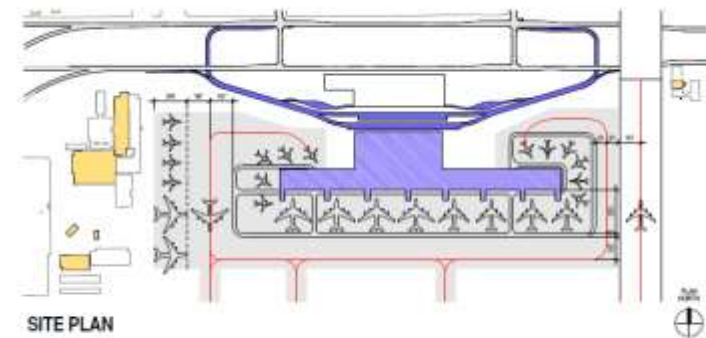
Refresh – 2010



Renovate – 2012

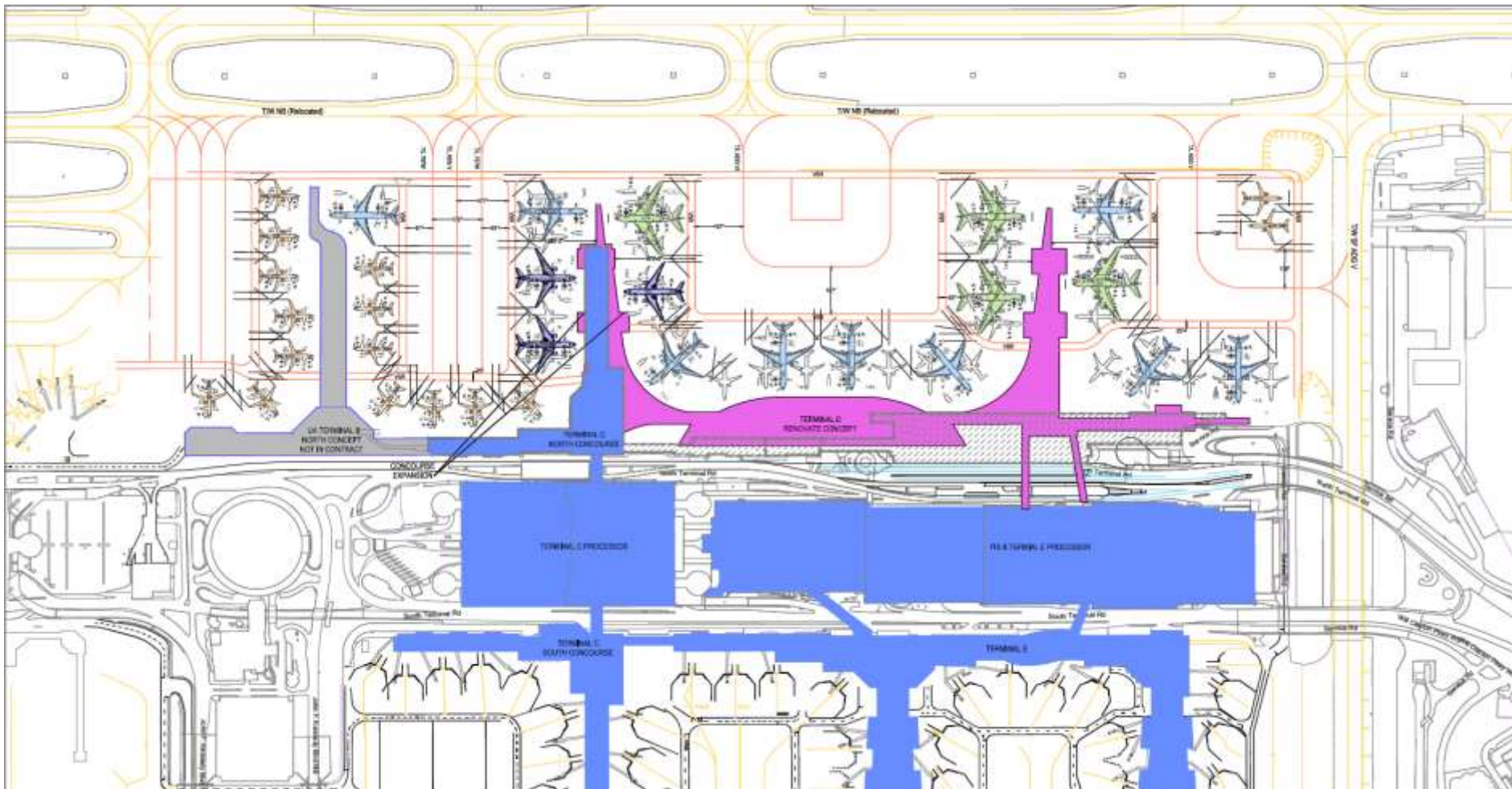


Rebuild – 2012



East Terminal – 2013

The Leland International Terminal is the best solution



15 international widebody gates (including 4 A380)

The Mickey Leland International Terminal: Houston's Future Gateway

The passenger experience starts with uncongested roadways and curbsides



Open and tech-friendly ticketing lobby will ease passenger flow



Expanded security checkpoint will speed processing times and support growth



Passengers will flow intuitively through the terminal



Spacious holdrooms will invite passengers with natural light and airfield views



Modern concessions will reflect best practices from around the world



Space will be provided for flagship clubrooms for the world's leading airlines



New diplomatic suite will reflect Houston's prominence as global trade center



Modern, adequately-sized restrooms will enhance passenger comfort



Near-term Council actions

- **Refunding of United Terminal E special facility bonds**
- **International Facility Agreements**
 - Korean Air
 - Scandinavian Airlines (SAS)
- **Amendment to Manhattan Construction-Manager-at-Risk (CMAR) contract**
 - Interim baggage system upgrades
 - Construction of second A380 gate
- **Purchase of second A380 loading bridge**
- **Memorandum of Agreement with United to develop terminal facilities**

Future steps for development of Leland International Terminal

- **Program Manager (PM) RFQ**
- **Agency Construction Manager (CM) RFQ**
- **Architecture and Engineering (A&E) RFQs**
 - Terminal
 - Aircraft parking aprons
 - Roadways
 - Central FIS upgrades
- **Construction-manager-at-risk (CMAR) RFQs**
 - Terminal
 - Aircraft parking aprons
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The Mickey Leland International Terminal: *Houston's Future Gateway*

