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Historical International Traffic Growth
International traffic has more than quadrupled since Terminal D opened.

1990: Terminal D opens

2003: Terminal E opens

2005: Central FIS opens

Historical

Forecast

Fiscal years ending June 30
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.

- **Asia**: 4 destinations
- **Canada**: 5 destinations
- **U.S.**: 120 destinations
- **Mexico**: 27 destinations
- **Central America**: 10 destinations
- **Caribbean**: 6 destinations
- **South America**: 7 destinations
- **Europe**: 8 destinations
- **Middle East**: 2 destinations
- **Africa**: 1 destination

New routes since economic crisis:
- Beijing
- Doha
- Edmonton
- Istanbul
- Lagos
- Montreal
- Moscow
- Rio de Janeiro
- Munich – begins today
- Seoul – begins May 2
- Stavanger – begins Aug 20
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

- Detroit McNamara Terminal
- Philadelphia Terminal A-West
- Dallas/Ft. Worth Terminal D
- 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
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**
- **Architecture and Engineering (A&E) RFQs**
  - Terminal
  - Aircraft parking aprons
  - Roadways
  - Central FIS upgrades
- **Agency Construction Manager (CM) RFQ**
- **Construction-manager-at-risk (CMAR) RFQs**
  - Terminal
  - Aircraft parking aprons
  - Roadways
  - Central FIS upgrades
The Mickey Leland International Terminal: *Houston’s Future Gateway*