



T E R M I N A L A R E A P L A N

O'HARE 21 OVERVIEW
O'HARE NOISE COMPATIBILITY COMMISSION

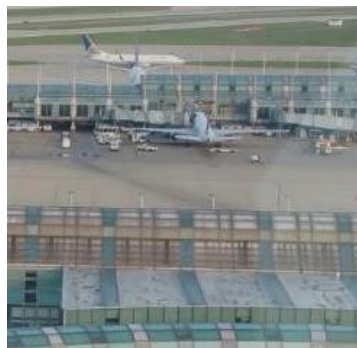
APRIL 13, 2018



Agenda

1. Terminal Area Plan – 10 year and 30 year
2. O'Hare Modernization Program
3. Economic Impact
4. Interim Fly Quiet

O'Hare Terminals 1, 2 and 3 Are Aged, Congested and Inefficient



- ## T1
- 30 Years Old
 - Insufficient Depth for Security Checkpoints
 - Aircraft Limitations Between B & C Concourses
 - Large Deferred Maintenance



- ## T2
- 56 Years Old
 - Failing Structure
 - Passenger Demand Exceeds Design Capacity
 - Concourses E & F Cannot Serve Larger Aircraft



- ## T3
- 56 Years Old
 - Rotunda is Failing
 - Concourse G Cannot Support Larger Aircraft
 - Concourse L Poor Level of Service
 - Insufficient Depth for Security Checkpoints
 - Large Deferred Maintenance



Terminal Area Plan Objectives

Long-term Terminal Area Plan (TAP) is a vision for the future of O'Hare passenger terminal facilities

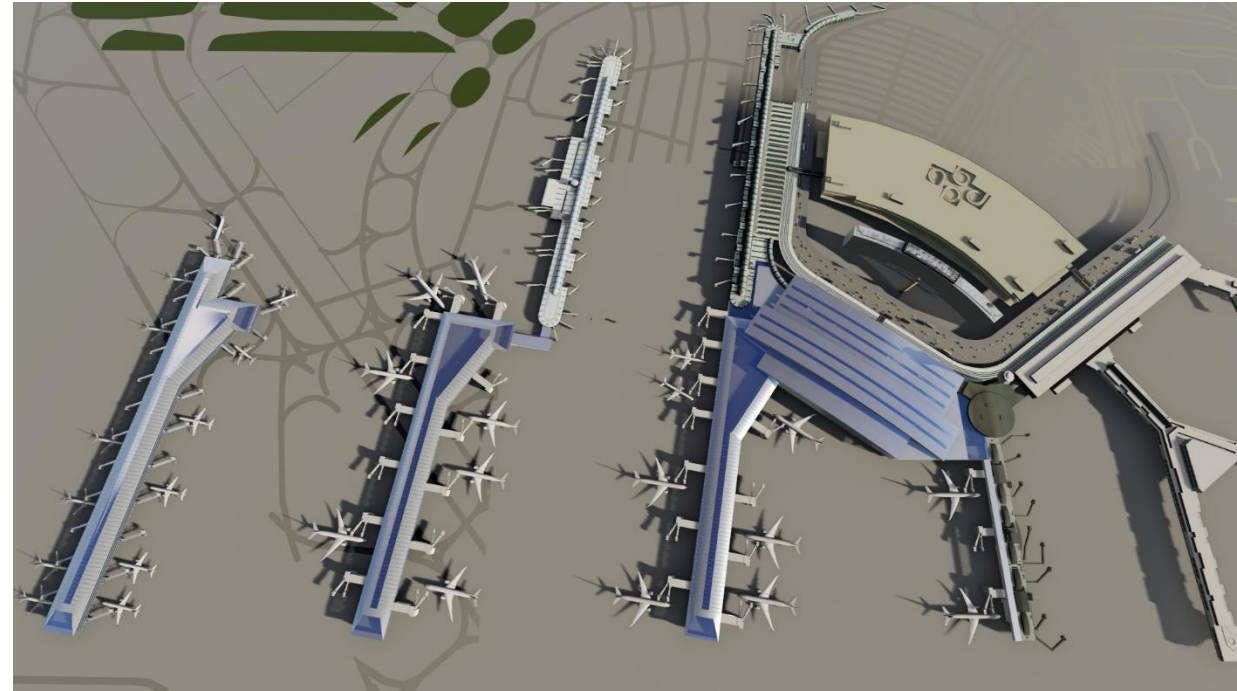
- ✓ Replace aging infrastructure – T2 is 56 years old and no longer fit for purpose
- ✓ Provides for approximately 25% additional gate capacity vs. existing facilities to serve modern aircraft fleet
- ✓ Expands terminal and landside capacity to accommodate anticipated demand, consistent with the intent of past plans (including the O'Hare Modernization Program)
- ✓ Better integrates domestic and international terminal operations and enhance passenger and baggage connectivity through:
 - New and expanded immigration and customs facilities
 - Co-location of domestic and international arrival gates
 - Potential for alliance airline groups to consolidate operations within a single terminal facility
 - New and expanded baggage handling infrastructure

- Reduce airfield congestion and ground delay resulting from lack of aircraft parking positions
- Modernize the oldest terminal facilities at O'Hare

- Enhance revenue opportunities while reducing airline and airport operating costs
- Enhance competition among all airlines

O'Hare Global Terminal – Making O'Hare the Best

- New self-service technologies will allow passengers to quickly check-in for their flight and drop-off bags
- State-of-the-art security screening will reduce wait times allowing more time to relax, shop, and dine
- A world-class international facility will speed immigration and customs processing using advanced technologies
- A natural light filled upper level arrivals hall will welcome international passengers to Chicago
- Hassle-free connections for international passengers transferring to adjacent domestic Terminals 1 and 3
- Spacious concourse will provide the ultimate in concessions, departure lounges and public amenities
- Improved connectivity to Terminals 1 and 3, providing a seamless connection for Star Alliance and oneworld passengers



TAP Phase I Elements – 10 Year Plan

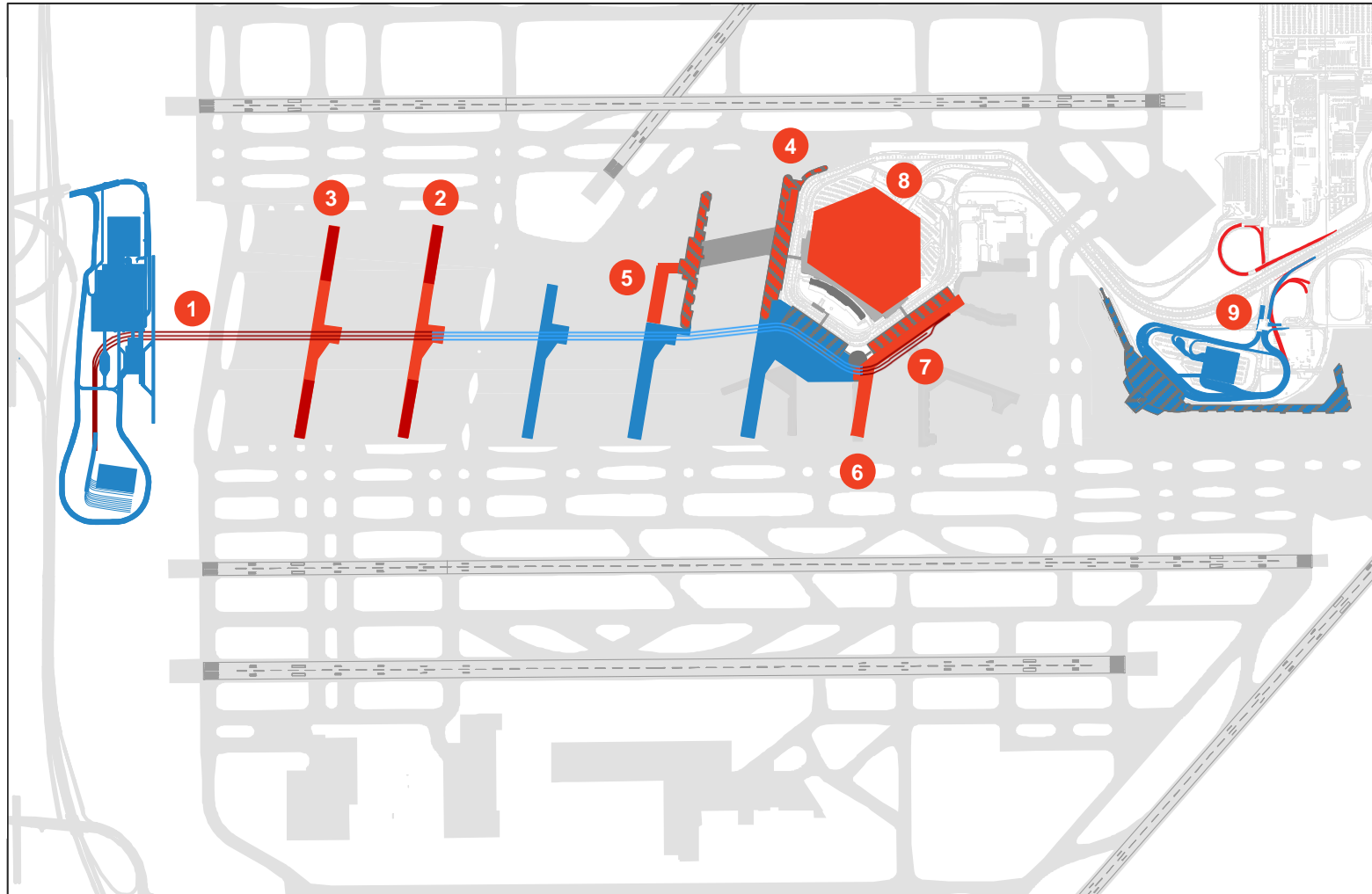


TAP EA Elements

- 1 Satellite 1 Concourse
- 2 Satellite 2 Concourse
- 3 Terminal 5 Landside and Parking Improvements
- 4 Concourse L 3-Gate Expansion
- 5 Consolidated APM, Pedestrian, and Utility Tunnel, and APM Maintenance Facility
- 6 Concourses E & F Demolition
- 7 Terminal 2 Redevelopment - O'Hare Global Terminal (OGT) and O'Hare Global Concourse (OGC)
- 8 Terminal 5 Repurposing and Core Expansion
- 9 Western Parking and Screening Facility


- New (Build-Out)
- New (Build-Out +5)
- Redevelopment/Renovation
- Demolition

TAP Phase II – 30 Year Plan Provides for Long Term Growth



Additional TAP Elements

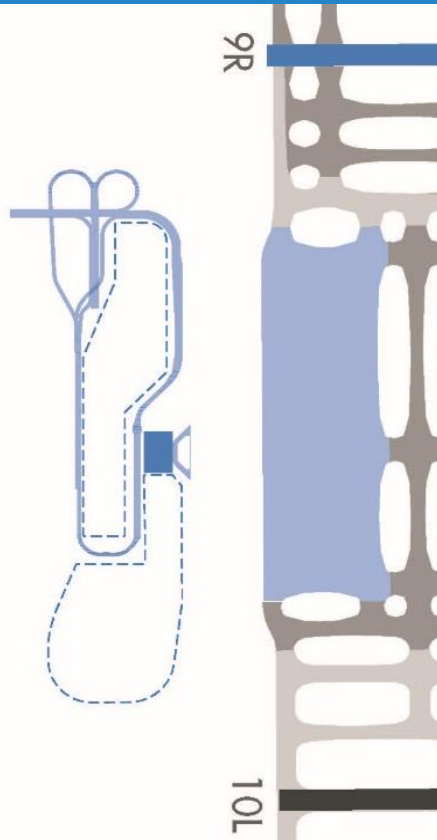
- 1 Completion of Consolidated APM and Utility Tunnel and installation of APM
- 2 Satellite 3 Concourse
- 3 Satellite 4 Concourse
- 4 Terminal 1/Concourses B and C Redevelopment
- 5 Satellite 1 Northern Extension
- 6 Concourse G Redevelopment
- 7 Terminal 3 Redevelopment
- 8 Garage at the Terminal Core
- 9 Terminal 5 Landside and Parking (Phase 2)

 New
 Renovation

Western Facility – Phased Development

TAP includes a substantial investment on the western side of O'Hare

Phase I Terminal Area Plan

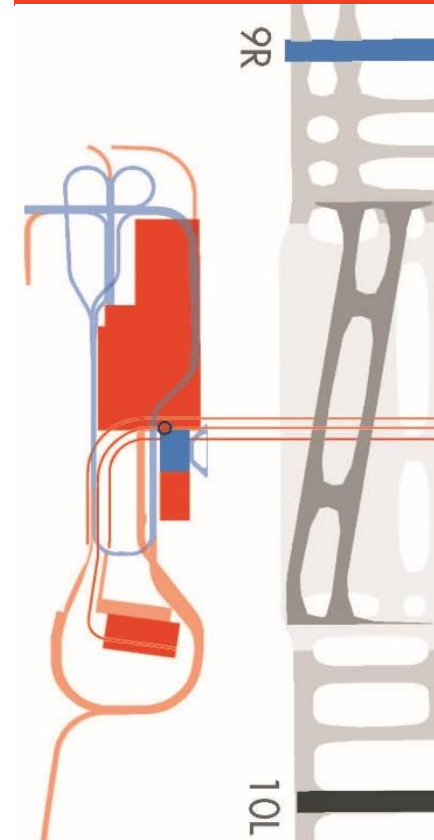


Functional Elements

- Employee parking with capacity to accommodate demand for the next ten years
- Sufficient roadway access capacity to accommodate peak hour traffic volumes
- Employee security screening facility with adjacent airside bus station

\$215 million

Full Build Terminal Area Plan

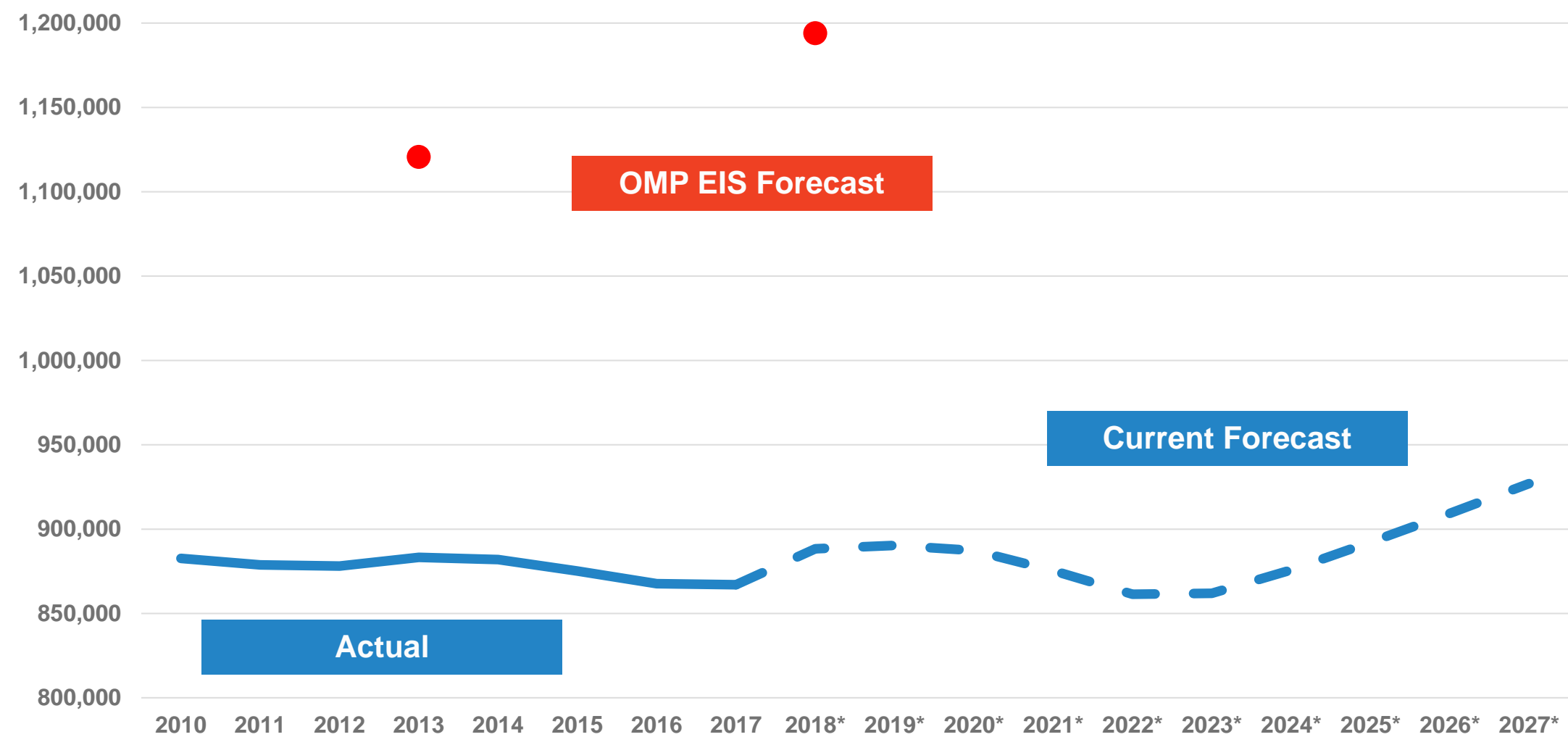


Functional Elements

- Passenger processing building
 - Check-in
 - Bag drop
 - Passenger security screening
- Automated people mover station, providing access to all four satellite concourses and Terminals 1-3
- Parking garage

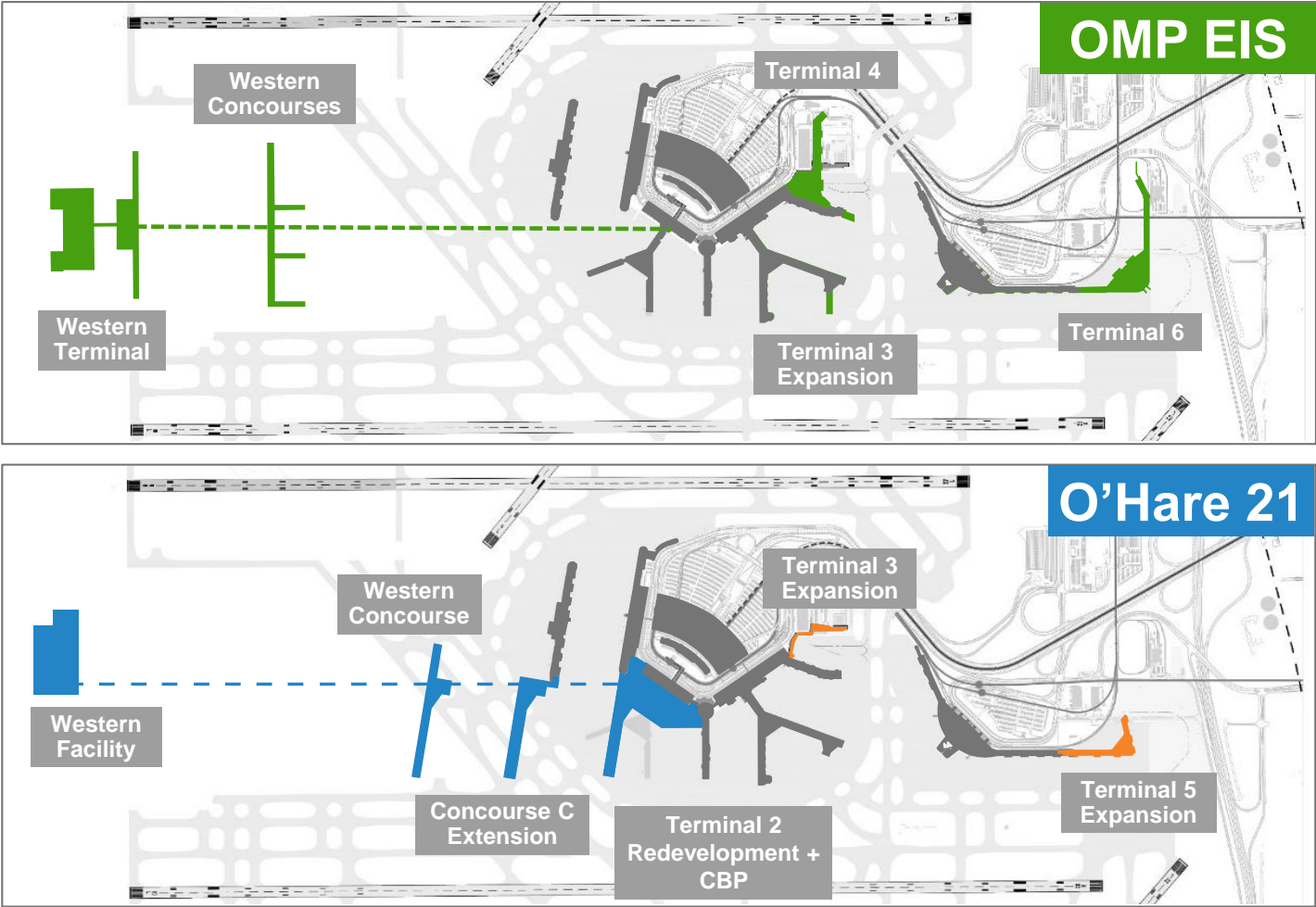
\$1,500 million

Forecast Activity Levels are Significantly Less Than Predicted in the OMP EIS



* Current Forecast is based on FAA 2017 TAF

Forecast Activity Levels for 2027 are Significantly Less Than Predicted in the EIS & the New Terminal Area Plan has Significantly Fewer Gates



Annual Demand	OMP EIS	TAP
Total Operations	1,120,600	926,954
Total Gates	232	220
Linear Frontage	38,461	30,990

OMP EIS based on 2013; 2002 FAA forecast
TAP based on year 2027; 2017 FAA forecast

The CDA has Sound Insulated 10,925 Homes to Date with Approximately 1,500 Homes Remaining

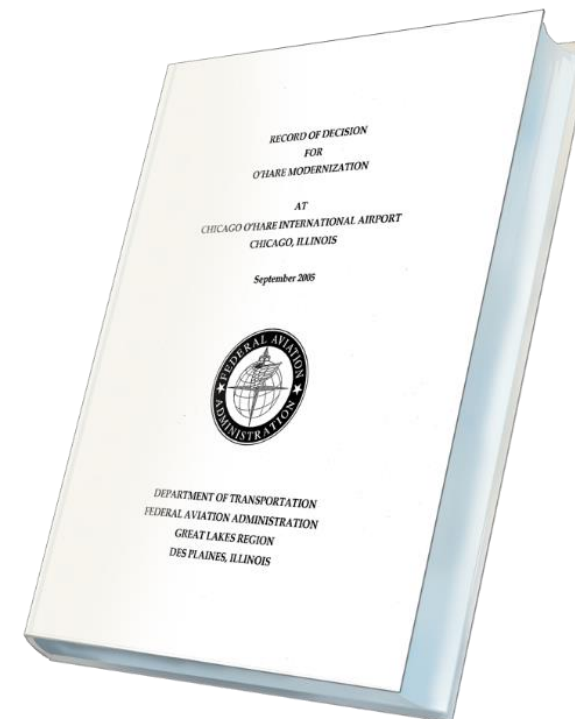


The noise contour currently being used has:

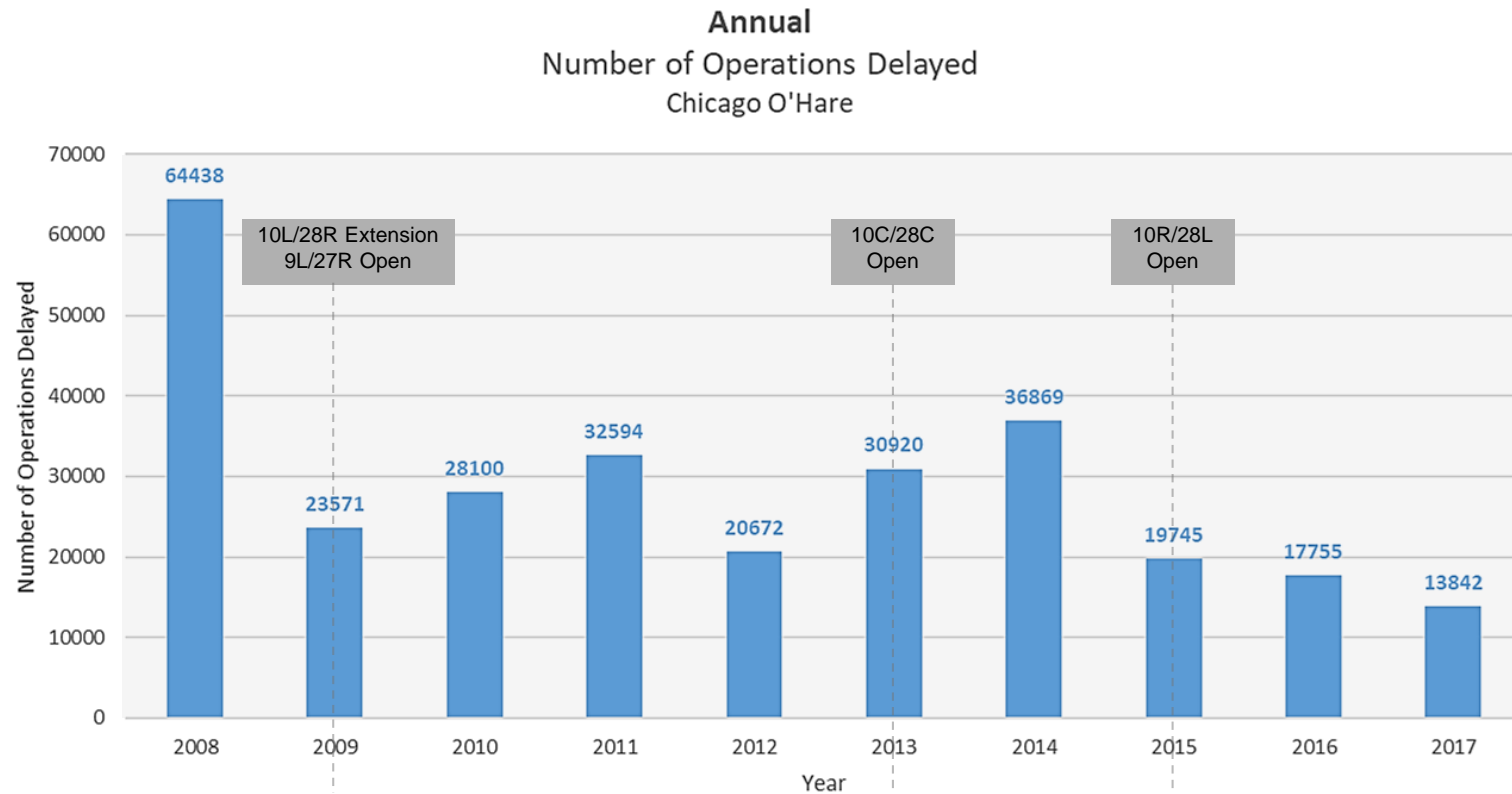
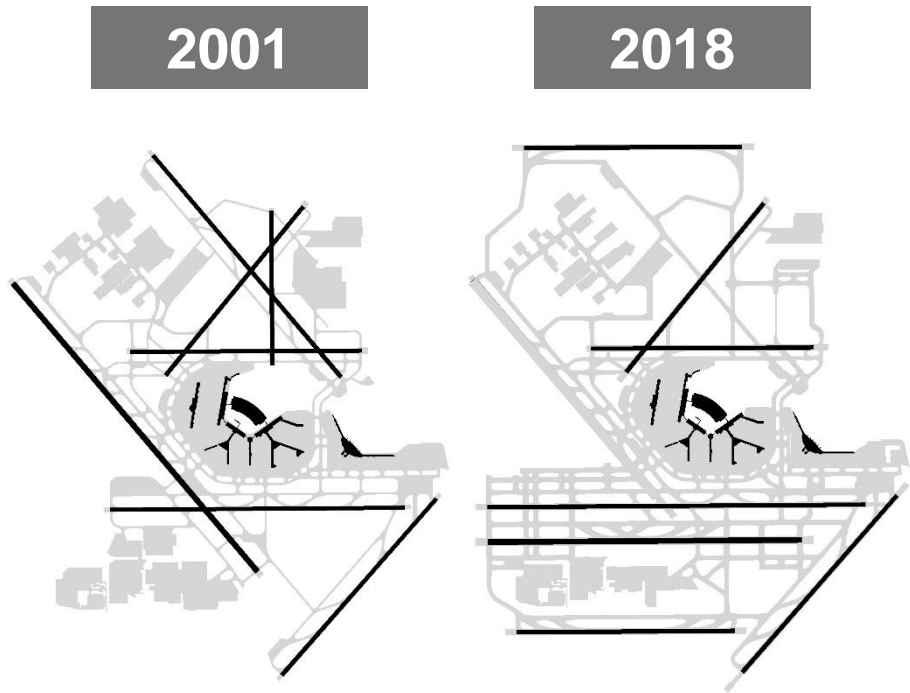
- 253,000 more operations than in 2017
- 193,000 more operations than forecasted at TAP Phase I completion in 2027.

Additional Information Relative to Noise

- After completion of the OMP airfield with the extension of runway 9R in 2021 – CDA is required to prepare a new noise contour and sound-insulate the homes and schools in that noise contour. This will ensure that any impacts not previously identified are mitigated.
- Completion of runway 9R extension and runway 9C-27C eliminates the interim noise impacts in Bensenville, Schiller Park, Rosemont, Park Ridge, Chicago Wards 38 & 41 that were not eligible for mitigation because they were temporary impacted.
- Phase II of TAP will require a new EIS – the lease provides funds and a timeline for starting preliminary design and environmental studies for future expansion



Continued Investments at O'Hare's Airfield Have Resulted in Dramatic Improvements to Reducing Delays



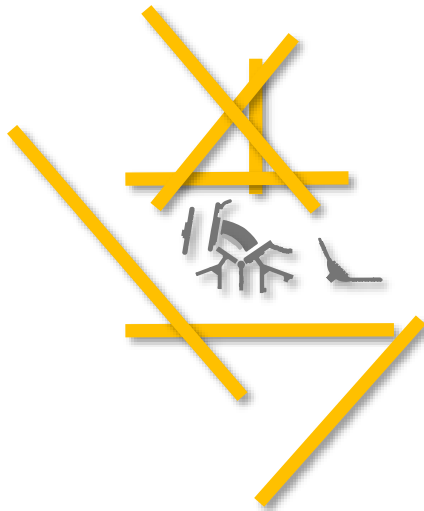
As a result of these improvements, FAA reported delays have dropped by more than **78** percent over the last decade - from 64,438 in 2008 to **13,842 in 2017**

Number of Operations Delayed: Number of operations that exceeded a 15 minute delay for each time period.

Sources: FAA Operations Network (OPSNET) - Delay data; Landrum & Brown analysis

Completion of The O'Hare Modernization Program will Build a Modern, Efficient Runway Layout That Sets the Stage for O'Hare to Regain Its Role as a Leading Global Hub Airport

2005



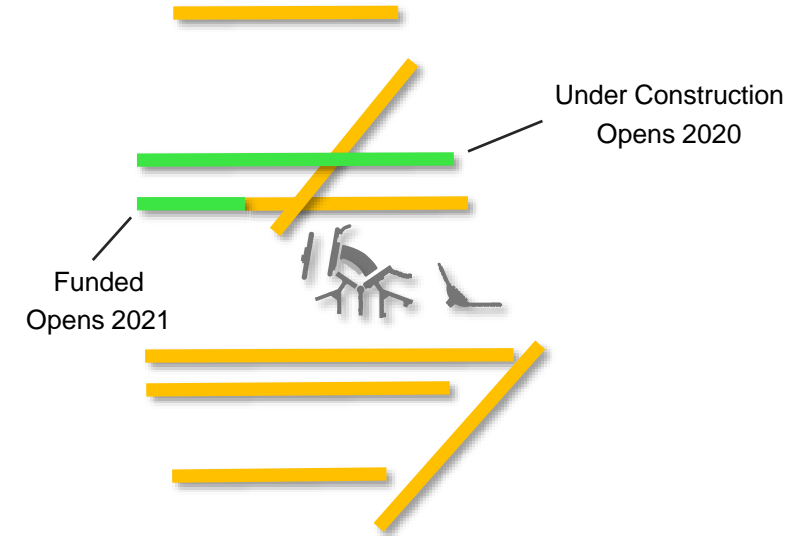
- 3 Sets of Dual Parallel Runways
- Dual independent Arrivals in Poor Weather Conditions

2018



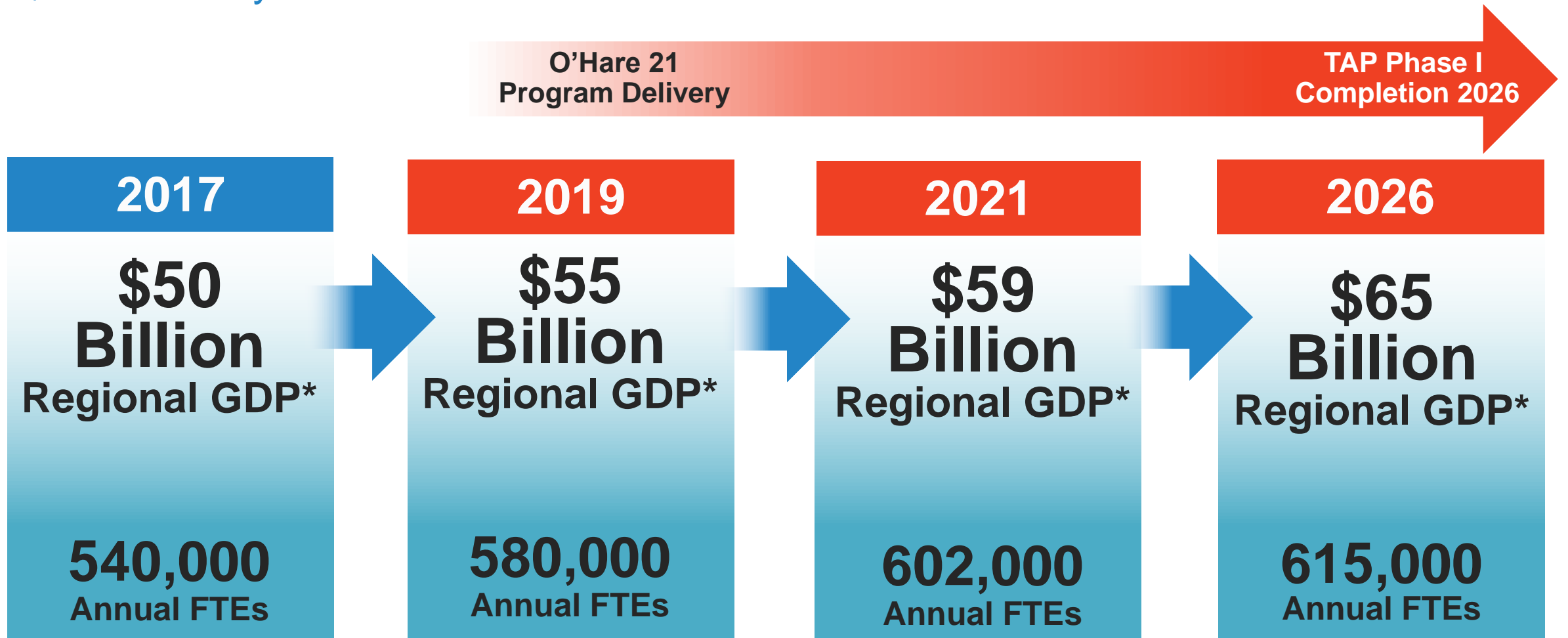
- 5 Parallel East-West Runways
- Triple Independent Arrivals in all Weather Conditions

2021



- 6 Parallel East-West Runways
- Triple Independent Arrivals in all Weather Conditions

O'Hare Projected to Increase Economic Impact for the Nine-County Region to \$65 Billion by 2026

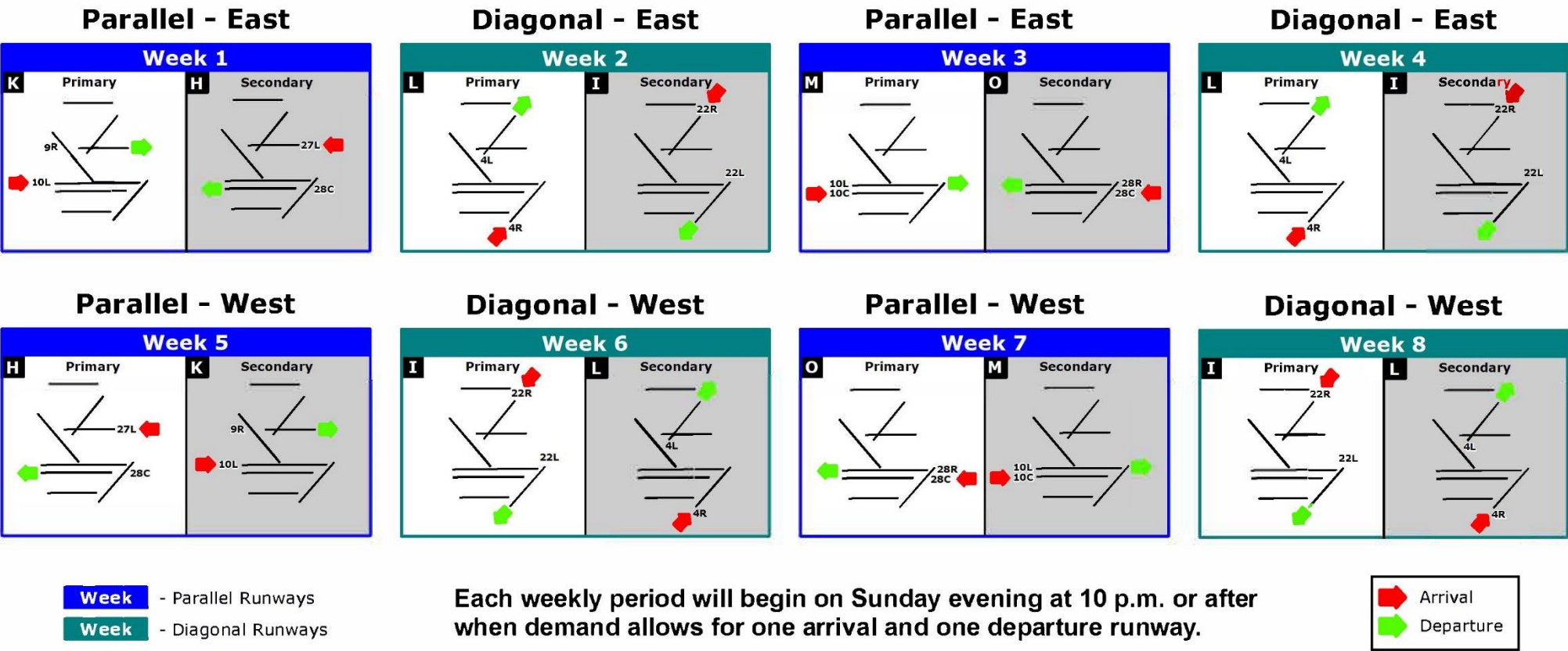


Note: FTE: Full Time Equivalent Jobs

*Regional GDP is the value of final goods and services produced and consumed in a given time period in a region. Represented in 2017 dollars.

Source: Prepared by L&B based on REMI Model

Proposed Interim Fly Quiet Runway Rotation is Under Review by FAA



O*HARE 21

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