Embrace What’s Next

Master Plan 2050
Public Open House #1

August 7, 2018
What is a Master Plan?

- A comprehensive study of an airport, describing the short-, mid-, and long-term development plans to meet future aviation demand at an airport.
- Can be thought of as a tool which provides the framework necessary to guide potential airport development, while considering both internal and external impacts.
- Guidelines should be consistent with local, state, and national goals.

Each Master Plan is unique, the focus of work will vary from airport to airport. A few goals of a Master Plan are:

- To determine future aviation demand at an airport.
- To thoroughly explore concepts and alternatives on technical, economical, and environmental bases.
- To provide a graphical representation of future airport development and land use.
- To establish a schedule for implementation of proposed development.
- To identify a realistic financial plan to support development.
- To prepare and present a plan to the public that thoroughly addresses any relevant issues and adheres to local, state and federal regulations.
- To establish a framework for a continuous planning process.
Master Plan Process

Master Plan
updated every 5-10 years

Start

Visioning,
Inventory, &
Forecast

Financial Feasibility

Implementation

Safety Risk Assessment

Environmental Conditions

Alternatives Development & Evaluation

Requirements

We are here
Public Meeting #1

Public Meeting #2

Public Meeting #3

We are here
Why Update the Master Plan?

- Previous Master Plan - 2013
- Operational changes at CVG since completion of previous study
  - Continued shift from hub-based activity to 85%+ local traffic
  - Return and growth of air cargo operations
  - Demand for aeronautical and non-aeronautical development
- Need to review age, condition, availability and sustainability of existing passenger terminal facilities
Key Areas of Focus

- Developing concourse redevelopment plan
- Ensuring airfield compliance
- Supporting passenger and cargo development
- Identify landside improvements to support CONRAC and cargo developments
Passenger Forecast Summary

Enplaned Passengers (in millions)

Note: Draft Forecast subject to FAA review and approval.
Cargo Throughput Forecast Summary

Cargo Throughput (in millions of tons)

- 1.1 Million tons in 2017
- 6.7 Million tons in 2050

Note: Draft Forecast subject to FAA review and approval.
Aircraft Operations Forecast Summary

Aircraft Operations (in thousands)

- Domestic Passenger
- International Passenger
- Cargo
- Other

Historical  Forecast

2007  2010  2013  2016  2019  2022  2025  2028  2031  2034  2037  2040  2043  2046  2049

Passenger Aircraft Operations
200,380 in 2050

Cargo Aircraft Operations
245,840 in 2050

Other Aircraft Operations
12,850 in 2050

Total Aircraft Operations
459,070 in 2050

Note: Draft Forecast subject to FAA review and approval.
Concourse Development

Concourse Development Process

4 Strategic Families
- Status Quo
- Clean Slate
- Maintain/Rebuild A
- Maintain/Rebuild B

Charrette #1
- Short List Strategy #1
- Short List Strategy #2

Charrette #2
- Preferred Strategy

Charrette #3
- Preferred Terminal/Concourse

Gating Concept Families

<table>
<thead>
<tr>
<th>Families</th>
<th>APM Connection</th>
<th>FIS Relocation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Family 1: Status Quo – Keep A &amp; B</td>
<td>Requires APM</td>
<td>Limited Area at Main Terminal to Relocate Int’l Gates</td>
</tr>
<tr>
<td>Family 2: Clean Slate – Close A &amp; B</td>
<td>APM Not Required</td>
<td>Enables New FIS Facility</td>
</tr>
<tr>
<td>Family 3: Maintain/Rebuild A – Close B</td>
<td>APM Not Required</td>
<td>Requires New FIS Facility</td>
</tr>
<tr>
<td>Family 4: Maintain/Rebuild B – Close A</td>
<td>Requires APM</td>
<td>Enables New FIS Facility</td>
</tr>
</tbody>
</table>

Gate Requirements

<table>
<thead>
<tr>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Minimum</td>
<td>51</td>
<td>32</td>
<td>38</td>
<td>42</td>
<td>48</td>
<td>57</td>
</tr>
<tr>
<td>Maximum</td>
<td>51</td>
<td>38</td>
<td>48</td>
<td>51</td>
<td>58</td>
<td>69</td>
</tr>
</tbody>
</table>

- Minimum gate requirements based on 100% common use
- Maximum gate requirements based on preferential use (min 3 turns/day)
- Exclusive and preferential gates will increase the requirement
- Gating analysis will refine requirement
Family 1 - Concept 3
Family 2 - Concept 3
Family 2 - Concept 4

- Object Free Area
- Taxilane / Taxiway
- Future Reconfiguration
- Future Apron
- Existing Building
- CONRAC Facility
- Future New FIS
- Physical Connection to FIS
- Tunnel with APM
- Tunnel with Moving Walkway Only
- Object Free Area
- Taxilane / Taxiway
- Maximum Walking Distance
- Future Apron
Family 3 - Concept 2
Family 3 - Concept 3
Family 4 - Concept 1

- Object Free Area
- Taxilane / Taxiway
- Future Reconfiguration
- Existing Building
- CONRAC Facility
- Future New FIS
- Physical Connection to FIS
- Tunnel with APM
- Tunnel with Moving Walkway Only
- Object Free Area
- Taxilane / Taxiway
- Maximum Walking Distance
- Future Apron
## Evaluation Criteria Descriptions

<table>
<thead>
<tr>
<th>Evaluation Criteria Descriptions</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>AIRSIDE</strong></td>
</tr>
<tr>
<td><strong>A</strong> Airside Circulation / Operations</td>
</tr>
<tr>
<td><strong>TERMINAL</strong></td>
</tr>
<tr>
<td><strong>B</strong> Passenger Journey</td>
</tr>
<tr>
<td><strong>C</strong> APM Needed</td>
</tr>
<tr>
<td><strong>D</strong> Baggage Operations</td>
</tr>
<tr>
<td><strong>E</strong> International Passenger Arrivals</td>
</tr>
<tr>
<td><strong>F</strong> Future Flexibility</td>
</tr>
<tr>
<td><strong>IMPLEMENTATION</strong></td>
</tr>
<tr>
<td><strong>G</strong> Impact to Existing Facilities</td>
</tr>
<tr>
<td><strong>H</strong> Infrastructure Re-Use</td>
</tr>
<tr>
<td><strong>I</strong> Phasing</td>
</tr>
<tr>
<td><strong>J</strong> Project &quot;Off-Ramps&quot;</td>
</tr>
</tbody>
</table>
Initial Concepts Carried Forward