



Master Plan Update

CINCINNATI/NORTHERN KENTUCKY INTERNATIONAL AIRPORT



PUBLIC INFORMATION WORKSHOP #3

May 9-10, 2006

OVERVIEW

Since the last Public meeting a number of industry events have occurred that required consideration before completing the Cincinnati/Northern Kentucky International Airport's (CVG) 2025 Master Plan Study Update, including Delta's Chapter 11 proceedings and their recent reduction in service at CVG in December 2005 (approximately 26%).

These events, together with the move of DHL Airways operations out of CVG, resulted in the Kenton County Airport Board's (KCAB) decision to extend the schedule for completing the Master Plan Update. This extension has enabled the consultants to reflect these recent events in the master plan recommendations for the year 2025 planning horizon.

The many changes experienced in the aviation industry, both nationally and locally, over the past several years have demonstrated the critical need for CVG to develop a flexible future plan - one that enables the Airport and the airlines to quickly and proactively respond to changes. Only with such a plan, can the Airport maintain its hard-earned reputation for providing high levels of customer service and positive airline relationships, even during industry crises.

Completing the 2025 Master Plan remains a critical step in ensuring the continuing success of one of the region's greatest economic assets.

Just as recent industry events like rising fuel costs can adversely impact the Airport, so too can some events bring new and unscheduled growth with very little notice. It is vital to complete the 2025 Master Plan Update to provide a long-term, flexible blueprint for the future of the region's air transportation system. The completion of this plan will enable the Airport to identify the necessary infrastructure, facilities and operating improvements that may be needed to respond quickly to potential

growth and economic opportunities as they present themselves. However, in the same manner that planning has been conducted at CVG for over 60 years, the improvements in this future 2025 Plan have been structured to ensure that implementation occurs only when justified by demand and their expected operational and economic benefits. This plan acknowledges that fiscally prudent capital improvements and the related funding requirements must be triggered by actual demand rather than long-term projections.

WHAT IS A MASTER PLAN?

A Master Plan is an airport's blueprint for the future. This blueprint is defined with input from the community and is designed to efficiently and economically meet a region's future aviation demand while preserving the flexibility to respond to changing and dynamic aviation industry conditions. A Master Plan also:

- Provides a framework for long-range development
- Provides a basis for future land use decisions
- Complies with FAA planning and environmental regulations
- Enables the Airport to achieve its long-term mission
- Serves as a decision tool for future investment decisions
- Identifies future facility requirements for all Airport users - airlines, cargo, general aviation and travelers
- Serves as a marketing tool for new service



WHY IS CVG UPDATING THE MASTER PLAN?

KCAB completed the last Master Plan Update in 1996, which defined facilities needed through 2011. Since then, a number of changes have occurred in the aviation industry nationally and locally that must be considered in updating the Master Plan, including:

- **Major growth and development in region**
 - Regional population expected to increase by 20 percent during study period (2003-2025)
 - Boone County had the most new housing building permits in Northern Kentucky in 2003
- **Heightened Security Requirements**
 - New regulations for security screening
- **Industry consolidation of airport hubs**
 - Changes in airline alliances and code-sharing
 - Focus on Airport financial viability
- **Relocation of DHL Airways to Wilmington, Ohio**

WHAT IS THIS WORKSHOP ABOUT?

This Workshop presents the recommendations for CVG's future - the 2025 Master Plan. These recommendations address facility needs for the short term (2005 through 2015), long term (2016 through 2025), as well as, options for potential facility needs beyond 2025.

2025 MASTER PLAN RECOMMENDATIONS Airside Facilities

The recent opening of Runway 18R-36L makes CVG one of only five airports in the world with triple independent arrival capability. This is one of the reasons CVG performs so efficiently under most weather conditions, and why CVG is among the best in the Nation in terms of on-time flights. Based on the FAA's revised forecast (issued in January 2006 based on

2005 data), along with continued improvements in air traffic control technology, CVG's runway and taxiway system is sufficient to meet demand through the 2025 planning horizon.

Terminal Area/Landside Facilities

While airside facility requirements are influenced in part by airline decisions about connecting passengers, terminal area and landside requirements are influenced by the expected increase in local passengers – residents and visitors to the region who begin and end their air travel at CVG. The updated CVG forecast (January 2006) projects a continued increase in local passengers. The 2025 master plan, therefore, identifies improvements related to this expected increase in local passengers:

- I-275/KY 212 Interchange and other access improvements
- Consolidated Rental Car Facility
- Additional short-term and long-term parking and Ground Transportation Center for taxis, buses and shuttles
- Replacement of Terminals 1 and 2 with a consolidated terminal with lower operating costs and increased passenger service
- Improved Security Clearance Facilities

Aviation-Related Support Facilities

The plan also considers necessary improvements to support facilities, such as cargo, freight forwarders, hangars, flight kitchens, fire stations, fueling, and water treatment facilities. The need for these facilities is based on market demand and the unique requirements of operating a cost-efficient and environmentally friendly hub airport.

The 2025 master plan identifies development zones for each of these functions, which like other elements of this plan, will only be considered for implementation when triggered by demand.



Beyond 2025 Facilities

While the focus of the Master Plan Update is to define the facilities that may be required within the 2025 planning horizon, prudent planning dictates that the plan also identify potential development needs beyond 2025. As such, the plan identifies the following facilities that may be required beyond 2025, depending on the state of the future national and global aviation market.

- **Concourse D** – A major rebound of the airline industry could trigger the need for additional gates, beyond those provided in the 2025 Master Plan. The Plan identifies a concourse expansion option that would be connected to the terminal with an Automated People Mover System (APM)
- **Light Rail Connection** – A regional light rail system has been the subject of debate in the region for many years. In the event such a system is justified in the future, the CVG Master Plan provides the right-of-way for an airport connection.
- **Long-Range Runway Options** – A North-South Runway Option (identified in the 1996 Master Plan), and an East-West Runway Option, have been included as a potential long-range improvement.

It is important to understand that neither of the “Beyond 2025” runway options would be considered for funding or construction without further planning and environmental processing (which require additional public input). It is anticipated that more detailed analysis and planning on these long-term runway options will take place in a future Master Plan Study Update (closer to the time in which demand levels are projected to be reached).

RECOMMENDATIONS MEET PLAN’S GOALS AND OBJECTIVES

At the start of the 2025 Master Plan Study Update, goals and objectives for the Plan were defined, with input from Airport stakeholders, including the surrounding communities, airlines, FAA and other airport tenants. The recommendations for the 2025 Plan outlined above have been identified based on their ability to achieve the following goals and objectives:

- Improve compatible land use/ community partnership
- Improve air service
- Improve airfield performance/reduce congestion and delay
- Improve airspace performance (balance airspace and airfield system)
- Improve all-weather reliability (reduce delays under all weather conditions)
- Reduce Airport operating costs/ enhance revenues
- Maintain leadership in customer service

NEXT STEPS

- Complete Documentation of Master Plan
 - Seek Approval from KCAB
 - Seek FAA Approval of 2025 Airport Layout Plan
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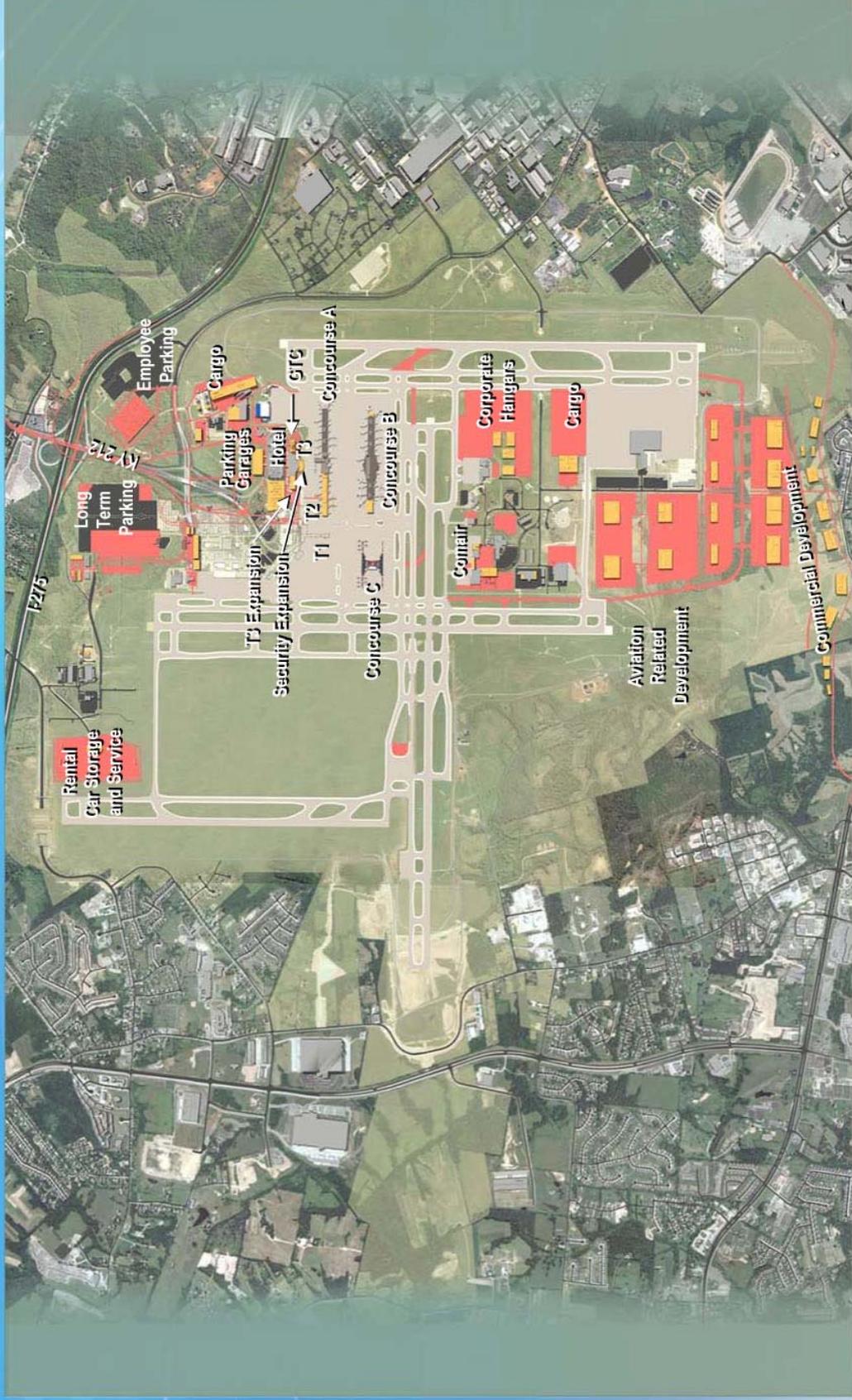
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Beyond 2025 Facilities

