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# 2011 Economic Forecast: Boulder & Beyond

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DENVER  
INTERNATIONAL  
AIRPORT

*TOGETHER WE SOAR*

# What's New at Denver International Airport



**Presented by Kim Day  
January 2011**

# The Dreamliner, Boeing 787 at DEN



 DENVER INTERNATIONAL AIRPORT  
TOGETHER WE SOAR

# Presentation Contents

- Passenger Traffic & Air Service
- 15 Years and Counting: *New challenges*
- Master Planning
- South Terminal  
Redevelopment Program
- DIA's Future



# Current Airport Rankings

## World Rankings CY 2009

Rank	Airport	CY 2009 Passenger Traffic
1	Atlanta (ATL)	88,032,086
2	London (LHR)	66,037,578
3	Beijing (PEK)	65,329,851
4	Chicago (ORD)	64,397,891
5	Tokyo (HND)	61,903,656
6	Paris (CDG)	57,884,954
7	Los Angeles (LAX)	56,518,605
8	Dallas/Ft. Worth (DFW)	56,030,457
9	Frankfurt (FRA)	50,932,840
10	DENVER (DEN)	50,167,485
11	Madrid (MAD)	48,248,890
12	New York (JFK)	45,912,430
13	Hong Kong (HKG)	45,560,888
14	Amsterdam (AMS)	43,569,553
15	Dubai (DXB)	40,901,752

## U.S. Rankings CY 2009

Rank	Airport	CY 2009 Passenger Traffic
1	Atlanta (ATL)	88,032,086
2	Chicago (ORD)	64,397,891
3	Los Angeles (LAX)	56,518,605
4	Dallas/Ft. Worth (DFW)	56,030,457
5	DENVER (DEN)	50,167,485
6	New York (JFK)	45,912,430
7	Las Vegas (LAS)	40,460,310
8	Houston (IAH)	39,993,236
9	Phoenix (PHX)	37,824,982
10	San Francisco (SFO)	37,366,287
11	Charlotte (CLT)	34,577,808
12	Miami (MIA)	33,886,025
13	Orlando (MCO)	33,731,431
14	Newark (EWR)	33,400,626
15	Minneapolis (MSP)	32,378,599

Source: Airports Council International

# 14 passenger airlines at DEN provide over 1,700 daily flights to over 160 destinations worldwide

## Nonstop Destinations Served from Denver International Airport January 2011



Source: Official Airline Guide (OAG) Schedule Tapes; some markets served seasonally; some markets served less than daily; Note: LIR begins Feb 2011; DAL and LBB begin Apr 2011; JAX begins Jun 2011

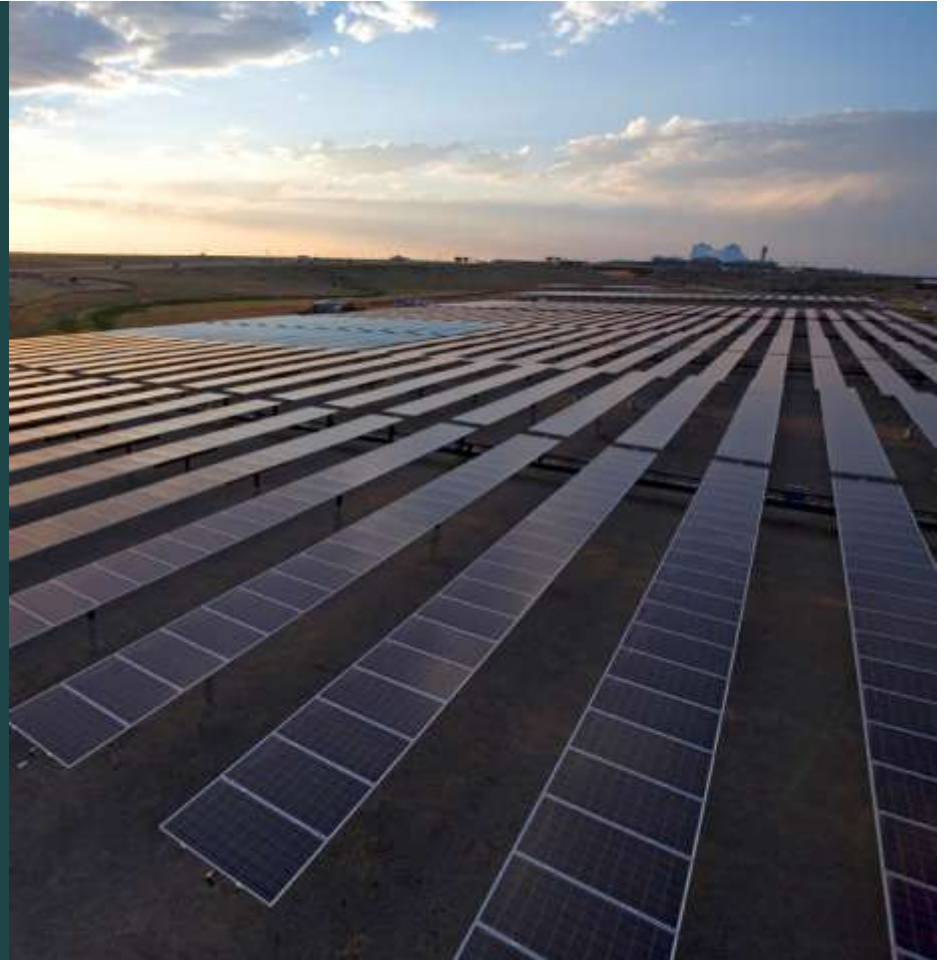
# 15 Years and Counting: *New challenges*

- No longer the “new” airport
- Must begin to address major maintenance
- Need to think about & plan for what we want in another 15 years



# 15 Years and Counting: *New challenges*

- We have reached terminal and gates design capacity
- Internal train system is at its capacity limit
- Passenger checkpoints shoe-horned into the great hall
- Airspace capacity is less than pavement capacity
- Incorporation of new technology
- New environmental/energy issues
- Changing revenue sources/airline economics



# 15 Years and Counting: *New challenges*



## Why revise our Master Plan?

- Original Master Plan over 20 years old
- Pre 9-11 and intense passenger and baggage screening
- Pre the iPhone
- Pre the A-380 and B-787 aircrafts
- Where should we build the next gate?
- Which runway should we build next?

Must grow **AND** keep our costs to the carriers low

# Master Plan: DIA's short-term anticipated needs

- Short-term (2010 – 2015/2020)
  - One additional runway (7 total)
  - Concourse expansion – 50 new aircraft parking positions (total) on A, B & C, including 25 new gates
  - Increased international passenger processing and gates
  - Passenger train expansion
  - Baggage system improvements
  - Expansion of passenger security screening
  - FasTracks rail station
  - On-airport hotel
  - Parking and rental car expansion



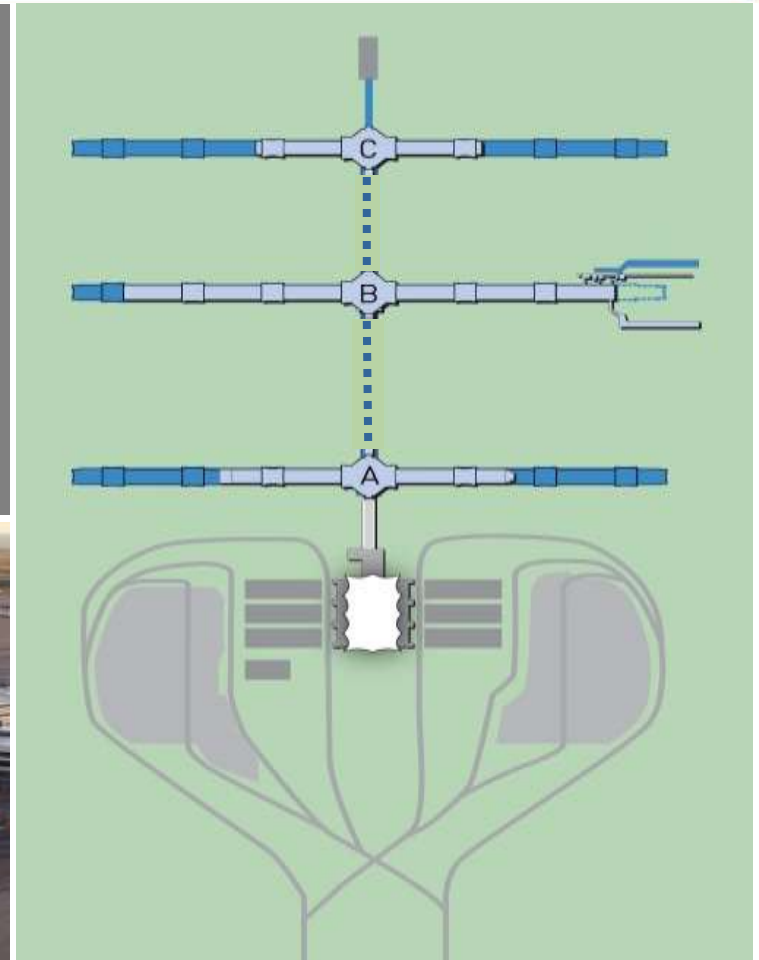
# Master Plan: DIA's long-term anticipated needs

- Long-term (2015/2020 –2030/2035)
  - Additional runways (9 or 10 total)
  - 100+ additional aircraft parking positions
  - Concourse D (2020 – 2025)
  - Concourse E (2030/2035)
  - Taxiway improvements
  - More deicing positions
  - Significant international passenger processing expansion
  - Expansion of passenger security screening
  - Potential for doubling of rental car space
  - Fourth lane on Peña Boulevard
  - Public and employee parking expansion (near doubling)

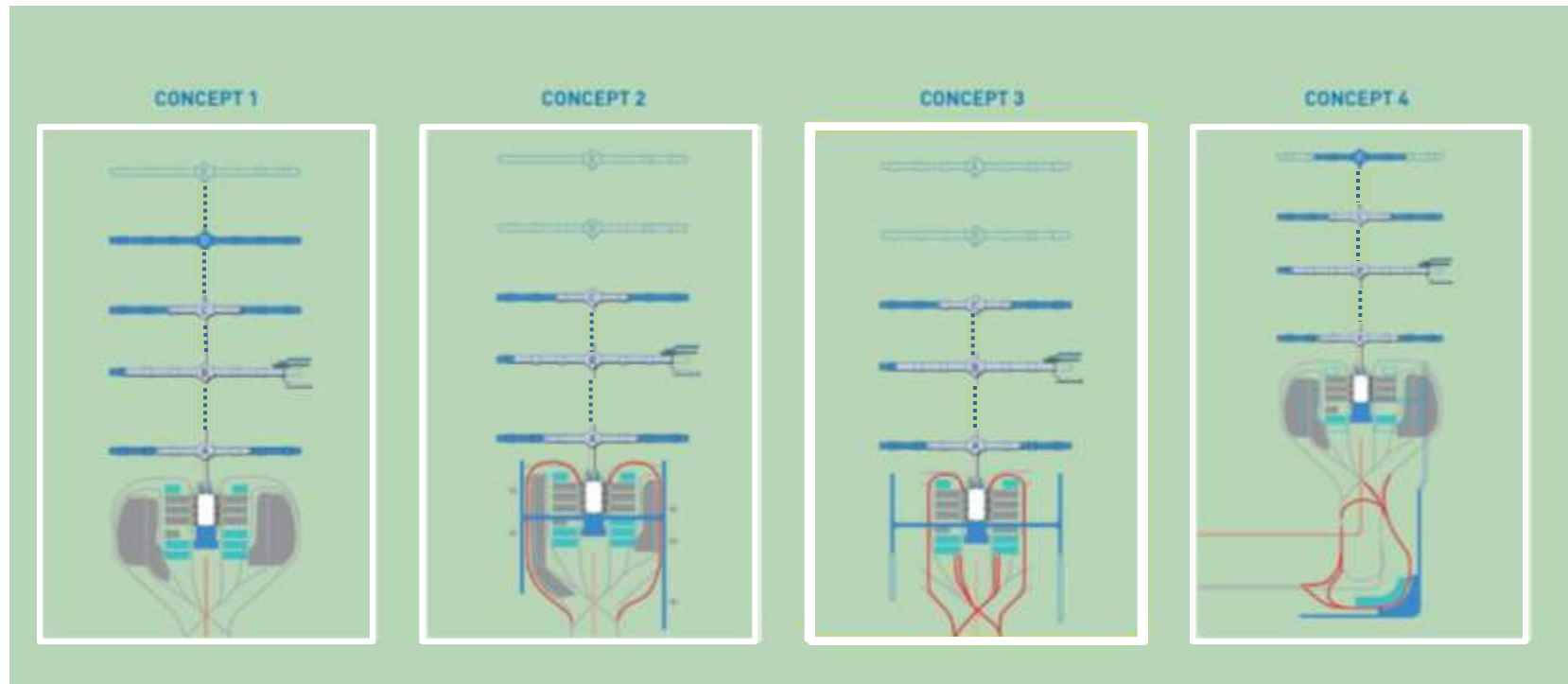


# Master Plan: Gate Expansion

- Before new concourses are built, concourses A, B and C will be expanded
- An additional 25 gates possible
- Further stress to train system which will then be **AT** capacity

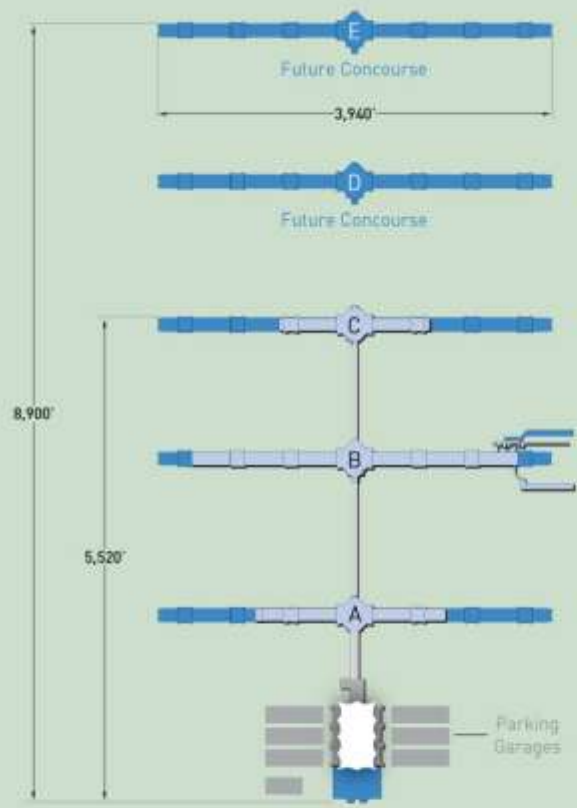


# Master Plan: Four concepts for terminal and concourse expansion

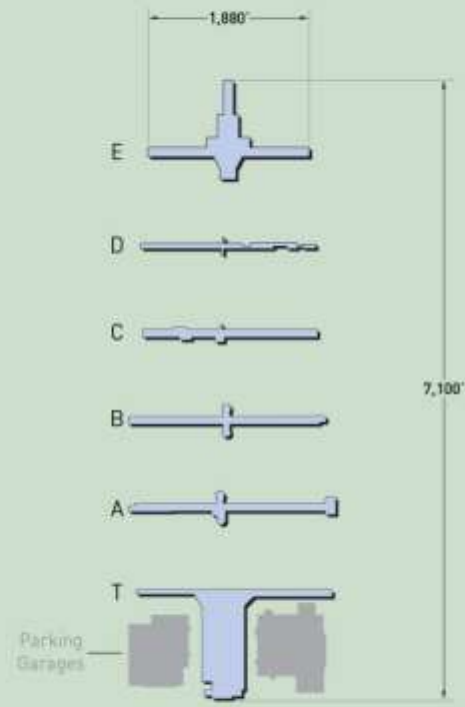


# Master Plan: Denver size comparison

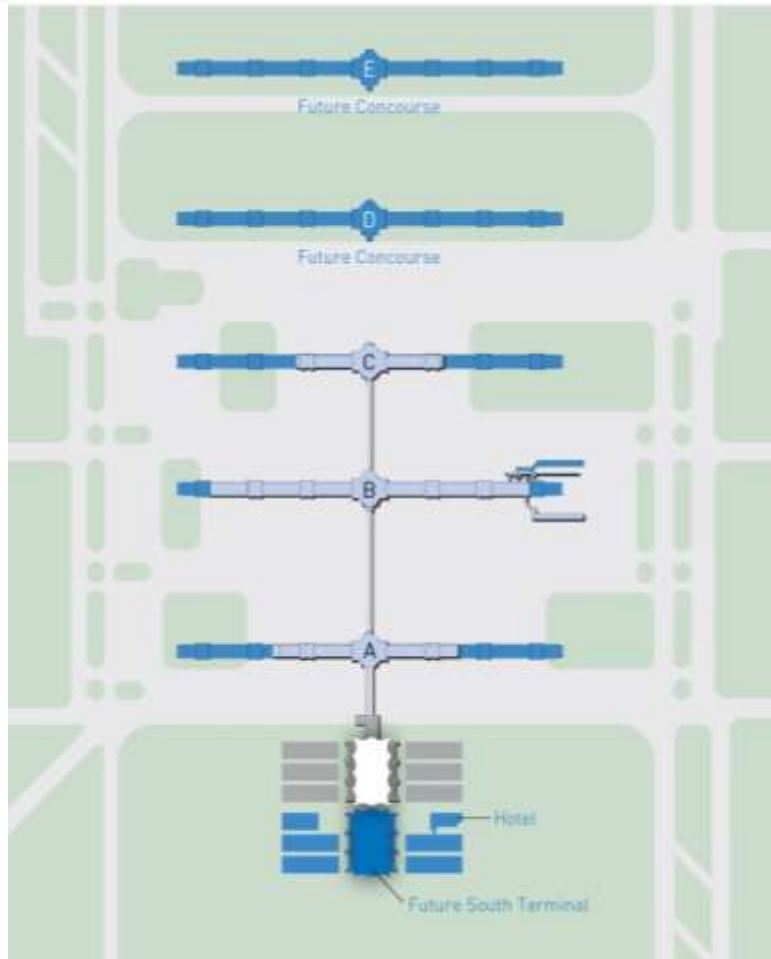
## DENVER INTERNATIONAL AIRPORT



## HARTSFIELD-JACKSON ATLANTA INTERNATIONAL AIRPORT



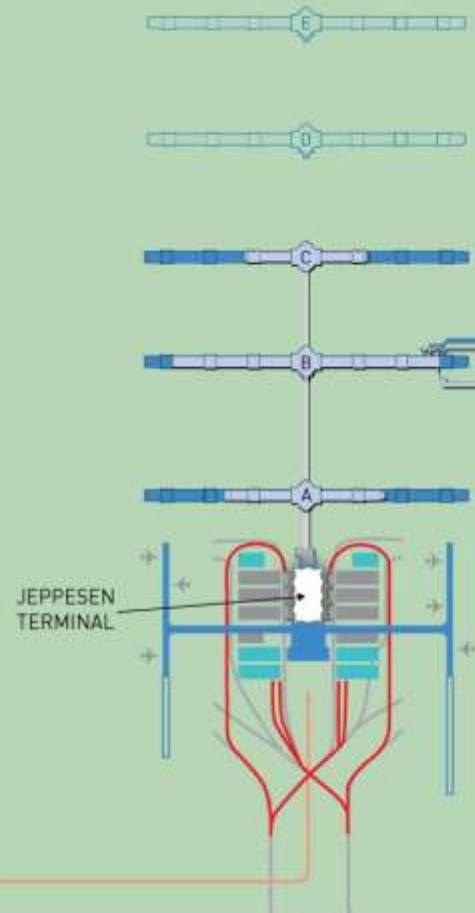
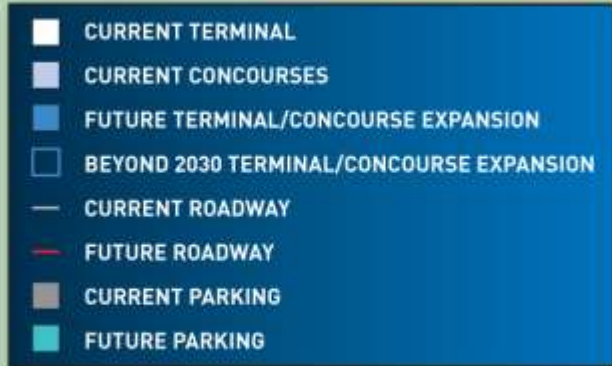
# Master Plan: Original Plan Evaluation



*Original master plan for terminal:*

- 5 parallel concourses
- Would require 2<sup>nd</sup> train
- Long distance and time to get to Concourse E for pax
- Long baggage connect time
- Terminal needs to expand incrementally, not as a single module

# Master Plan: Preferred Concept



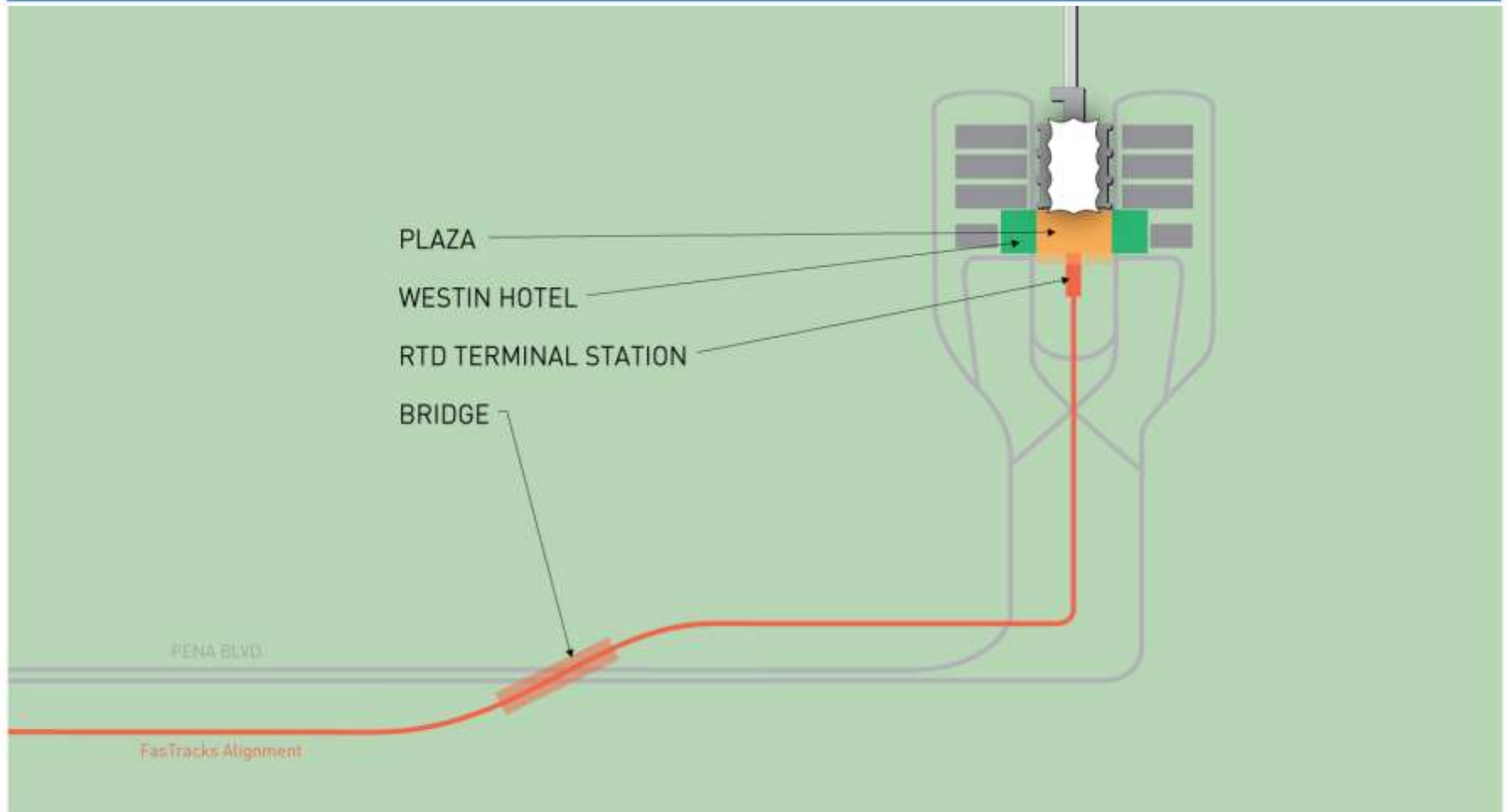
# Master Plan: Landside Issues

- Additional parking and rental cars
- Should rental cars be consolidated?
- Growth of cargo area?
- Peña capacity
  - How will the train ridership impact Peña?





# South Terminal Redevelopment Program



# South Terminal will include rail link and hotel

- On-site, 500-room hotel scheduled to open in 2014
- Rail link to downtown Denver will operate in 2015
- Trains will depart DIA every 15 minutes; 30 minutes travel time from DIA to downtown Union Station



# South Terminal Redevelopment Program

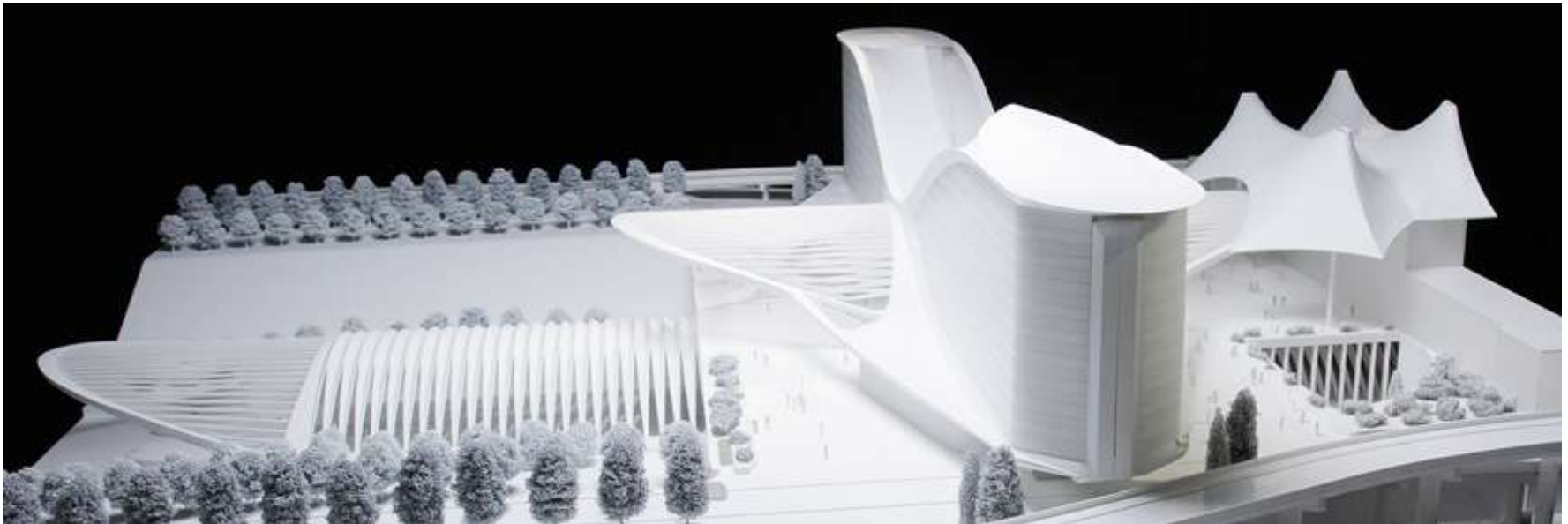
The Program will boost the region's economy

- Will create an estimated 6,600 jobs
- Will add up to \$2 million in annual tax revenues to Denver's General Fund



# South Terminal Redevelopment Program

- We must respect and complement the existing iconic Jeppesen Terminal architecture and build equal quality
- The Program completes two key elements of the original vision of the airport – a hotel and rail link to downtown Denver
- The hotel and train make DIA competitive with the top airports in the world
- The Program uses **NO** taxpayer or General Fund money from the City



# Transit station and plaza

- Concept design by renowned signature engineer and architect Santiago Calatrava who has designed train stations and bridges throughout the world
- The roof of the FasTracks train station at DIA will become an extension of the Jeppesen Terminal's Great Hall
  - Will feature a large open-air plaza with partial glass canopy
  - The existing concourse passenger train and airport baggage systems will be extended underneath the plaza, increasing operational capacity for both systems



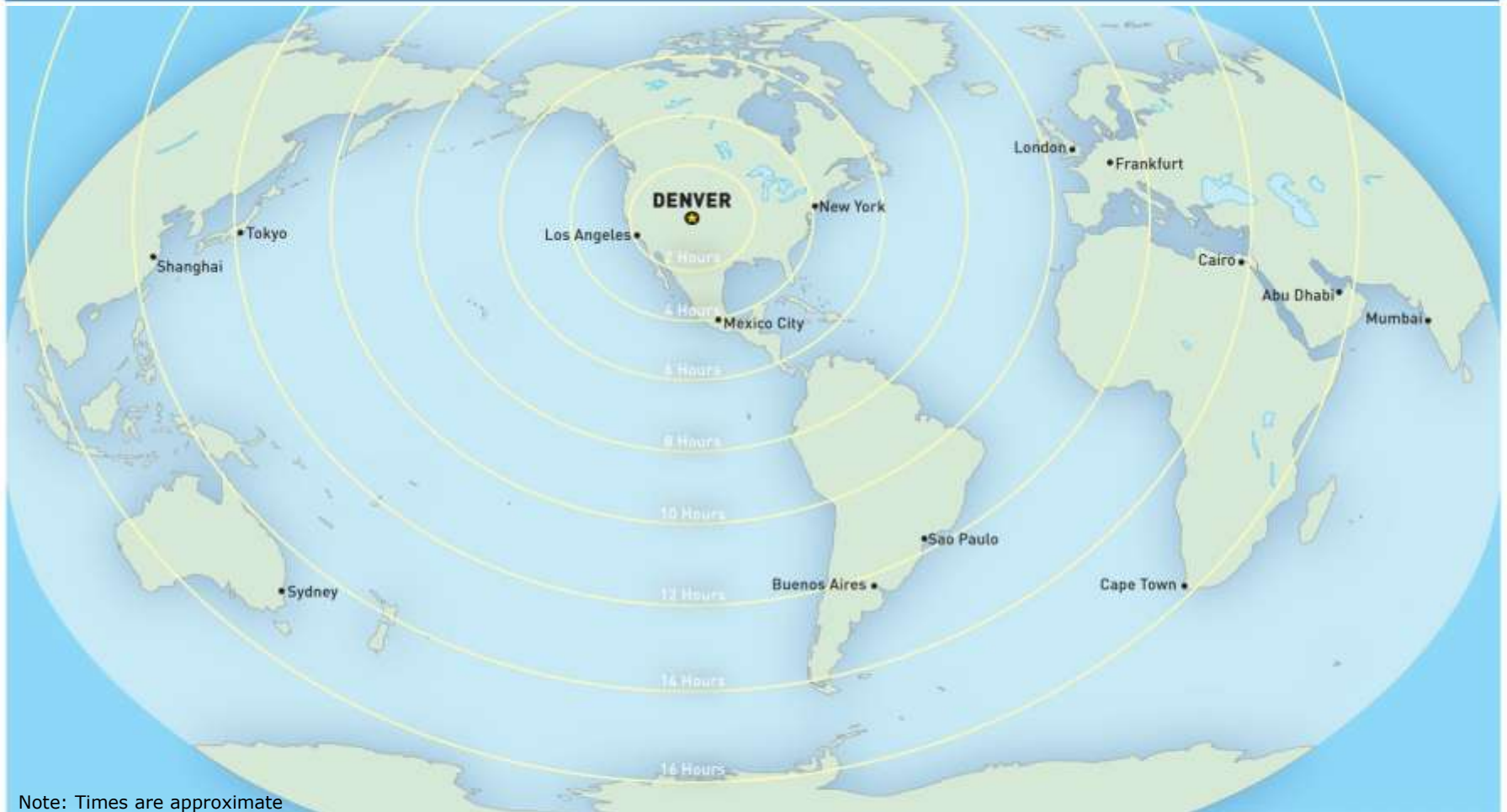
# DIA's Future

*Our future is as an alliance hub:*

- Geographic location
- Large catchment area and propensity to travel
- Configuration of gates/concourses
- Airfield capacity and efficiency
- Low incremental cost
- NextGen



# DIA's Future



Note: Times are approximate

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