

CONTENTS

Introduction	6	
CANADA	7	
Airport investment environment and traffic development	7	
Airport development programmes	10	
Alberta	10	
Calgary International	10	
Edmonton International	11	
Fort McMurray	11	
British Columbia	12	
Abbotsford International	12	
Kelowna International	13	
Vancouver International	13	
Victoria International	14	
Manitoba	15	
Winnipeg James Armstrong Richardson International	16	
New Brunswick	16	
Greater Moncton International	16	
Newfoundland and Labrador	17	
St John's International	17	
Northwest Territories	18	
Yellowknife	18	
Nova Scotia	18	
Halifax Robert L Stanfield International	19	
Sydney J A Douglas McCurdy	19	
Nunavut	19	
Iqaluit	20	
Ontario	20	
Hamilton John C Munro International	20	
London International	21	
Ottawa Macdonald-Cartier International	21	
Toronto Lester B Pearson International	22	
Prince Edward Island	22	
Charlottetown	22	
Quebec	23	
Montreal Pierre Elliott Trudeau International	23	
Quebec Jean Lesage International	24	
Saskatchewan	24	
Regina International	25	
Saskatoon John G Diefenbaker International	25	
Yukon	26	
Erik Nielsen Whitehorse International	26	
UNITED STATES OF AMERICA	27	
Airport investment environment and traffic development	27	Airport
development programmes	31	

Alabama		31
Birmingham-Shuttlesworth International		31
Huntsville International		32
Alaska		32
Ted Stevens Anchorage International		32
Juneau International		33
Arizona		34
Laughlin/Bullhead International		34
Phoenix Sky Harbor International		34
Tucson International		35
Arkansas		36
Little Rock Bill and Hillary Clinton National	36	
Northwest Arkansas Regional	36	
California		37
Burbank Bob Hope		37
John Wayne		37
Long Beach		38
Los Angeles International		39
Ontario International	41	
San Diego International		43
Sacramento International		46
San Francisco International		46
Mineta San José International		47
Colorado		49
Aspen/Pitkin County		49
Colorado Springs		49
Denver International		50
Connecticut		51
Bradley International		51
Florida		51
Fort Lauderdale-Hollywood International		52
Jacksonville International		52
Miami International		53
Orlando International		53
Southwest Florida International		55
Tampa International		55
Georgia		57
Hartsfield-Jackson Atlanta International		57
Hawaii		58
Honolulu International		58
Kahului		59
Illinois		59
Chicago O’Hare International		60
Gary/Chicago International		61
Indiana		62
Indianapolis International		62
Iowa		63
Des Moines International		63
Eastern Iowa	63	

Kansas		64	
Wichita Mid-Continent		64	
Kentucky		65	
Blue Grass		66	
Cincinnati/Northern Kentucky International	66		
Louisville International		67	
Louisiana		67	
New Orleans Louis Armstrong International		68	
Maine		68	
Portland International Jetport		69	
Maryland		69	
Baltimore/Washington International Thurgood Marshall		69	
Massachusetts		70	
Gen Edward Lawrence Logan International		70	
Nantucket Memorial		71	
Michigan		72	
Detroit Metropolitan Wayne County		72	
Minnesota		73	
Minneapolis-St Paul International		73	
Mississippi		74	
Gulfport-Biloxi International		74	
Jackson-Evers International		74	
Missouri		75	
Lambert-St Louis International		76	
Kansas City International		76	
Nevada		78	
Las Vegas McCarran International		78	
Las Vegas Ivanpah Valley		79	
Reno-Tahoe International	79		
New Hampshire		80	
Manchester-Boston Regional		80	
New York-New Jersey		80	
New York John F Kennedy International		81	
New York LaGuardia		81	
Newark Liberty International		81	
Stewart International		82	
Albany International		82	
North Carolina		82	
Charlotte/Douglas International		82	
Raleigh-Durham International		83	
Ohio		84	
Port Columbus International		85	
	85		Oklahoma
International			Tulsa
Tulsa Richard Lloyd Jones Jr		86	
Will Rogers World		86	
Oregon		87	
Portland International		87	
Pennsylvania		88	
Philadelphia International		88	

Rhode Island	90
Providence T F Green State	90
South Carolina	91
Myrtle Beach International	91
South Dakota	92
Rapid City Regional	92
Sioux Falls Regional	92
Tennessee	93
Memphis International	93
Nashville International	94
Texas	95
Austin-Bergstrom International	95
Dallas/Fort Worth International	96
Dallas Love Field	97
Houston George Bush Intercontinental	98
Ellington	99
San Antonio International	99
Utah	100
Salt Lake City International	100
Virginia	100
Norfolk International	100
Reagan Washington National	101
Washington Dulles International	101
Washington State	102
Seattle-Tacoma International	102
Spokane International	103
Wisconsin	104
Milwaukee General Mitchell International	104
Wyoming	104
Jackson Hole	105

Illinois

The Midwestern State of Illinois is the fifth most populous in the nation with some 13 million inhabitants. It is one of the most demographically diverse states, with a mix of small industrial cities, high levels of agricultural production and natural energy resources making up a broad economic base. Capital is Springfield, but by far the largest city is Chicago. The airports of Chicago are owned and operated by the city through the Chicago Department of Aviation (CDA) and include the main gateway of Chicago O'Hare International (ORD/KORD), Midway International (MDW/KMDW) and Gary/Chicago International (GYY/KGYY). Chicago Rockford International (RFD/KRFD) is operated by the Greater Rockford Airport Authority. The only other primary commercial airports with good passenger traffic in the state are General Wayne A Downing Peoria International (PIA/KPIA) and Quad City International (MLI/KMLI).

Chicago O'Hare International (ORD/KORD)

The principal airport for Illinois is managed and operated by the Chicago Department of Aviation (CDA). It is in the midst of the O'Hare Modernization Program (OMP), Mayor Richard M Daley's vision for building a twenty-first century airport at no cost to local or state taxpayers. The project originally created much controversy, requiring the acquisition of 51ha (126 acres) of land and the relocation of 2,800 residents in DuPage County, but was approved in October 2005. The OMP is designed to increase the airport's capacity by 60 percent to more than 3,800 operations per day, and reduce delays by an estimated 79 per cent. In 2011 the airport handled 66.7 million passengers, a slight decline of 0.1 per cent on 2010, with cargo tonnage of 1.3 million recording a drop of 4.7 per cent.

Three major projects of the OMP – Runway 9L/27R, Runway 10L/28R Extension and the North Air Traffic Control Tower – have been completed, and construction of Runway 10C-28C, which will be a Group IV runway capable of handling the large Airbus A380 and Boeing 747-8 aircraft, is nearing completion, with expected commissioning in the fourth quarter of 2013. Progress continues on the design and planning work for the OMP Completion Phase 2A components, comprising Runway 10R/28L, which will be the second runway to be fully compliant with Group IV standards, a new South Air Traffic Control Tower to operate to operate the new runway, and several enabling projects. When completed in 2015, the airport will have eight runways, six of which will be parallel and two will be cross-wind runways. Parsons Brinkerhoff Construction is the lead contractor of the project team, which also includes Harbour Contractors Inc, d'Escoto Inc, Ardmore Associates Inc, Solutions and Savings Inc, and Brown and Momen. The remaining OMP Completion Phase 2B includes another new east-west runway – Runway 9C/27C and an extension to existing Runway 9R/27L, both on O'Hare's north airfield.

Funding for the OMP is being supported through general airport revenue bonds, federal airport improvement funds and passenger facility charges.

Additionally, a planning study is being conducted for the Western Terminal that will provide conceptual layouts for multiple terminal development options. The concept is a terminal flexible enough to adapt to the changing needs of the aviation industry. The Western Terminal and remote concourse, as envisaged, would be a 140,000m² (1.5 million sq ft), 60-gate facility, linked to existing gates by an underground transit system. Terminals 3 and 5 would also undergo a degree of expansion. There would also be 3,800 new short-term public

parking spaces near the new West Terminal, space for 3,200 cars in a new long-term parking area on the south-west side of the airport, additional parking lots for airport employees and an automated people mover.

The redevelopment of Terminal 5 was announced in October 2012 in a deal between the Chicago Department of Aviation (CDA) and Westfield Concession Management. The renovated terminal interior – including a new food court with performance kitchens – will offer a redesigned, more efficient TSA checkpoint and feature new lighting, signage, fixtures and other first-class amenities while incorporating sustainable and recycled materials. A central element of the new design is the European-style pass-through duty-free store which all departing passengers will flow through after clearing the new TSA checkpoint. Operated by Dufry, the duty-free shopping programme will link Chicago’s famous Magnificent Mile shopping district to Terminal 5. Westfield is investing USD 26 million in the redevelopment, which is scheduled for completion in autumn 2013.

<i>Estimated total cost</i>	<i>USD 6 billion</i>
<i>Start of Construction</i>	<i>2006</i>
<i>Scheduled Completion</i>	<i>2015</i>

The Department of Aviation may also revive the USD 2.6 billion World Gateway Program, which includes construction work on Terminals 4 and 6 and the refurbishment of Terminal 2. A further project that may be considered is O’Hare Terminal 7, an inter-modal transportation hub, which would expand the airport’s capacity, as well as improve access from the city and surrounding areas.

Contact

Rosemarie S Andolino, Commissioner
Chicago Department of Aviation
Tel: +1 773 686-3700
Email: aviation@ohare.com
Web: www.ohare.com

Gary/Chicago International (GYY/KGYY)

The airport is expanding Runway 12-30 to the northwest by 580m (1,900ft) to about 2,700m (8,900ft). This will require the relocation of the Elgin Joliet & Eastern Railroad (EJ&E) tracks and agreements for this work have been finalised, as have discussions concerning a shift of railway operations to what is known as the ‘Sugar Track’, which will allow the eventual extension of the crosswind runway. The Citgo Storage Tank relocation and power line projects, which formed a major component to the runway extension project, have been completed.

Projects underway include additional property acquisition and preparation, design of a vehicle overpass on Airport Road to span the current CSX Railroad and future EJ&E Railroad tracks, design of two EJ&E Railroad bridges to span Norfolk Southern Railroad tracks, and design of a new Airfield Lighting Vault to replace the current facility that is unable to support the additional electrical capacity required by the runway expansion. Construction of the runway and taxiway extension segments was due to start in 2012. Connection of the segments to the existing runway and taxiway, as well as relocation of

ground-based navigation equipment, is slated for 2013. The entire runway expansion programme is scheduled for completion in December 2013.

The total project cost of USD 126.1 million is being funded by the FAA (USD 60.6 million), the North West Indiana Regional Development Authority (RDA) (USD 50 million), the Federal Highway Administration (USD 6 million), and USD 9.5 million from PFCs from the Chicago Airport System.

Contact

Chris Curry, Airport Director

Tel: +1 219 949-9722

Email: ccurry@gyymail.com

Web: www.garychicagoairport.com