The City of Cleveland
Department of Port Control

Airport Expansion Open House

Cleveland Hopkins

Connecting our region to the world

May 9, 2000

Airport Expansion Open House

The Future Starts Here!

The City of Cleveland, through the Department of Port Control, would like to introduce you to the individual projects which make up the New Runway portion of our Airport Capital Improvement Program.

These projects comprise a unified and coordinated approach to safely increase capacity at Cleveland Hopkins in a fast and cost effective way. Our planners have carefully thought out the program requirements and designed each project to best serve the needs of Northeast Ohio .

We are committed to providing optimum air service and increased economic opportunity by creating an airfield designed to handle more passengers, provide non-stop service to international destinations and establish the region as a more desirable location for businesses worldwide. Throughout this program, the City is committed to minimizing the noise impact upon the surrounding communities while enhancing the environment for our neighbors.

Pedestrian Walkway

Cleveland Hopkins

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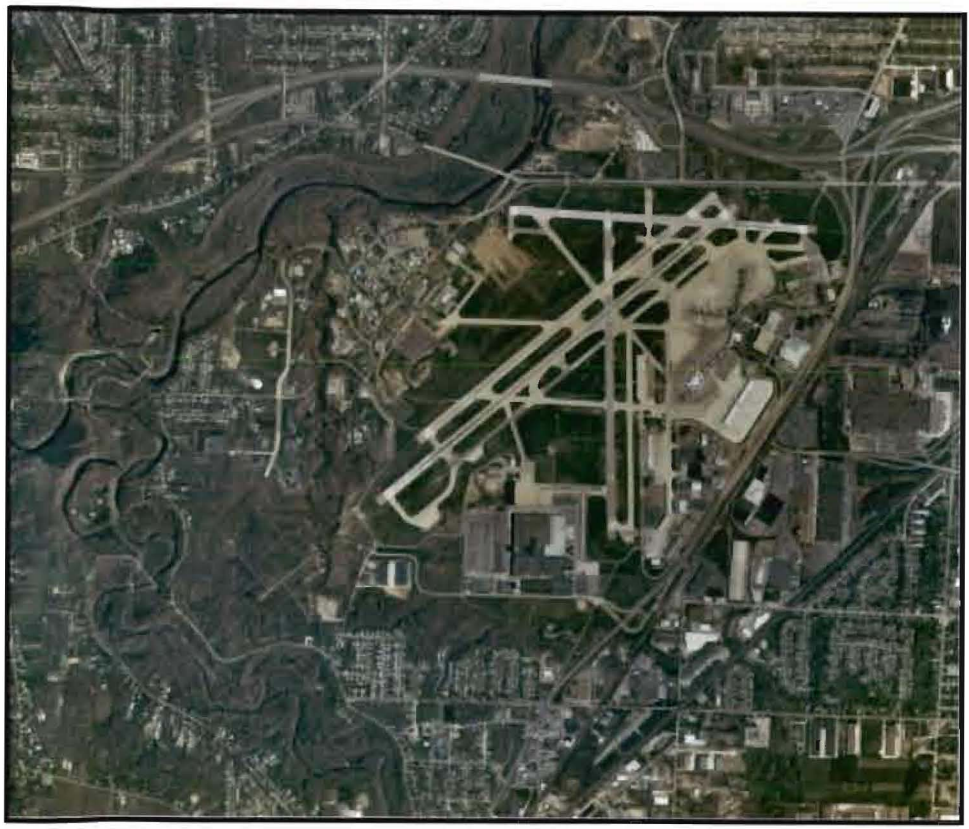
Cleveland Hopkins International Airport Existing Airfield



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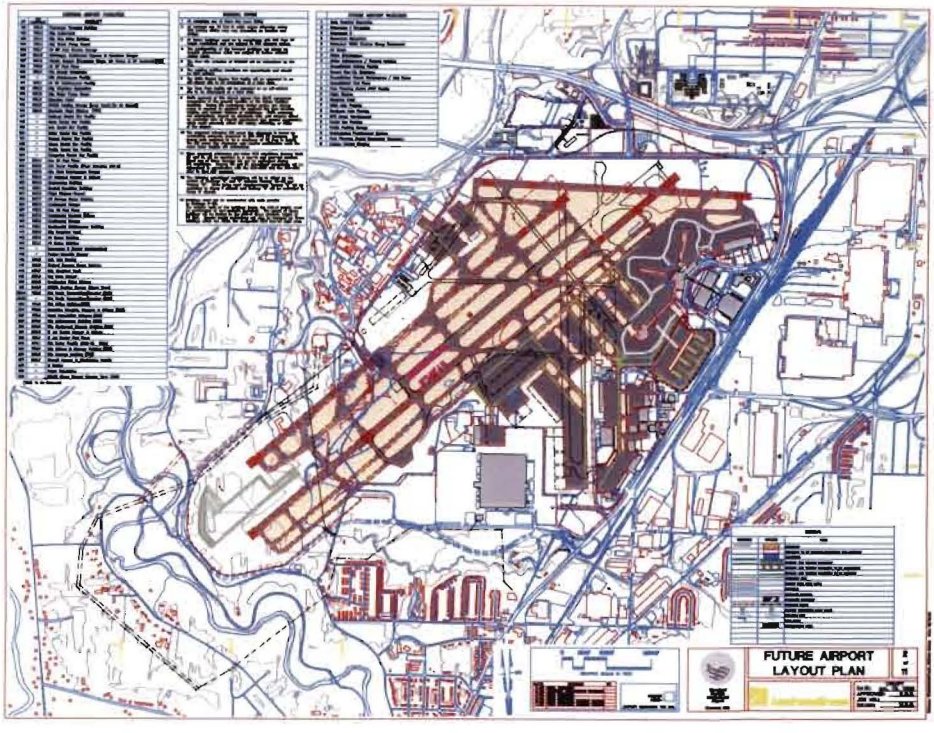
Cleveland Hopkins International Airport Future Layout Plan



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Ticket Booth "B"

Gate 4

L & B

Gate 3

Continental

Gate 2

Program Management Team

Parsons · Tyler · Choice

Gate 1

Baker

Baker And Associates

Ticket Booth "A"

Gate 7

CDM

Gate 6

BURGESS & NIPLE

Gate 5

CDLZ

Gate 4

MKo

Gate 3

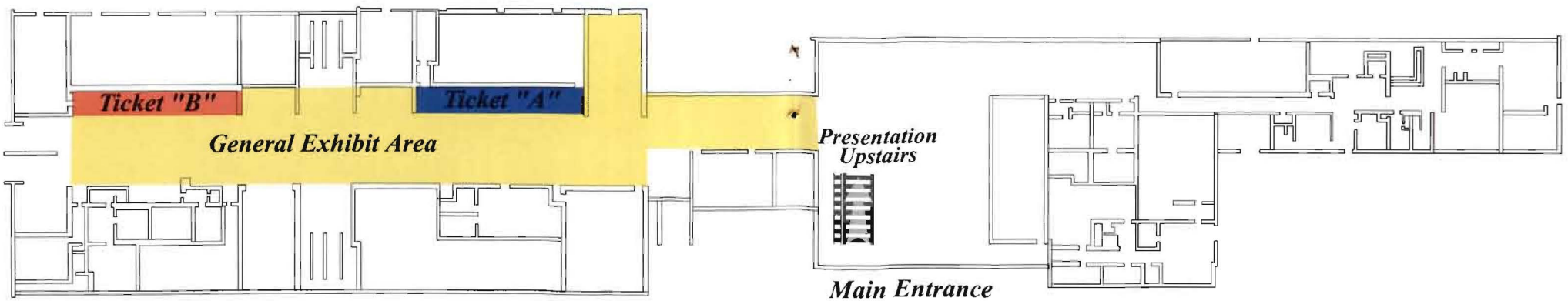
Apple Designs, Inc.

Gate 2

Gensler

Gate 1

THE GREAT LAKES CONSTRUCTION CO.



Long Term Garage Structural Rebuild

Design Schedule: September 2000 to December 2000
Construction Schedule: February 2001 to September 2001

This project will increase the life-span of the parking garage by making repairs to the deck surface, underside of deck ramps, beam columns, cathodic protection, and flange support plates.

South Side Long Term Garage

ILS Offset Approach

Design Schedule: September 2000 to December 2000
Construction Schedule: February 2001 to September 2001

This project allows Cleveland Hopkins International Airport to purchase the ILS Offset approach equipment and installation. The ILS Offset is necessary to increase airport capacity by permitting approaches which allow airplanes to safely land closer together.

Instrument Systems at Hopkins

FAA Prof. and Engineering Services

Schedule: March 2000 to December 2003

The airport will be working closely with the FAA to provide upgrades including state of the art Air Traffic Control facilities and navigation aids. This project covers the FAA's services to qualify the new runway as a Category III (the highest level) instrument landing runway.

FAA Radar Operator

Consolidated Maintenance Facility

Design Schedule: September 1999 to September 2000
Construction Schedule: May 2001 to February 2002

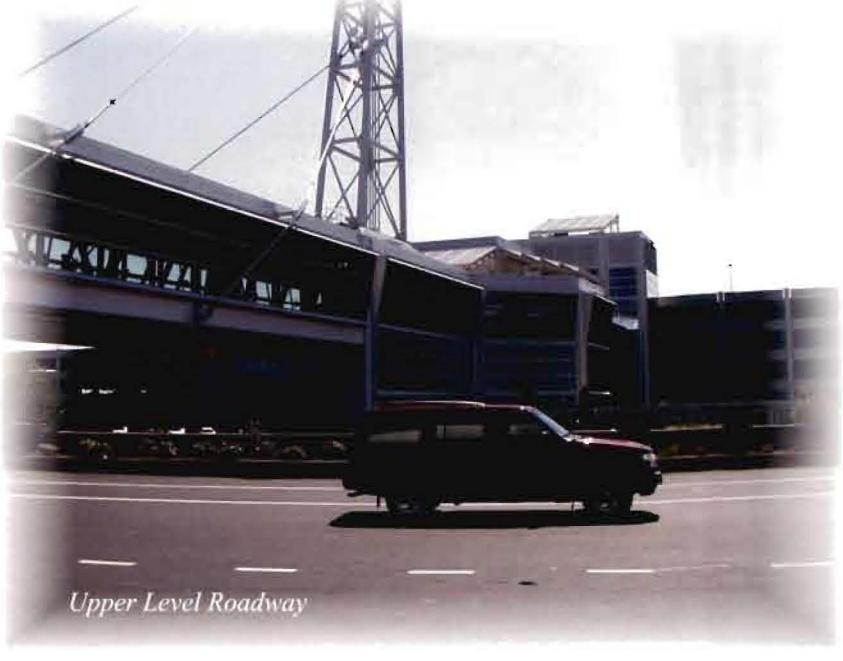
This new 125,000 square foot Consolidated Maintenance Facility will increase the capacity of Airport operations to serve the additional runway, provide better snow removal, and improve maintenance and longevity of Airport vehicles.

Model of Consolidated Maintenance Facility

Upper Level Roadway Construction

Design Schedule: May 1999 to August 2000
Construction Schedule: November 2000 to October 2001

With the higher traffic loads at the Airport, the upper level roadways will be rebuilt and reconfigured for improved traffic flow. This project will increase the life span of the structures, provide better pavement and insulate the Terminal from storm water run-off.

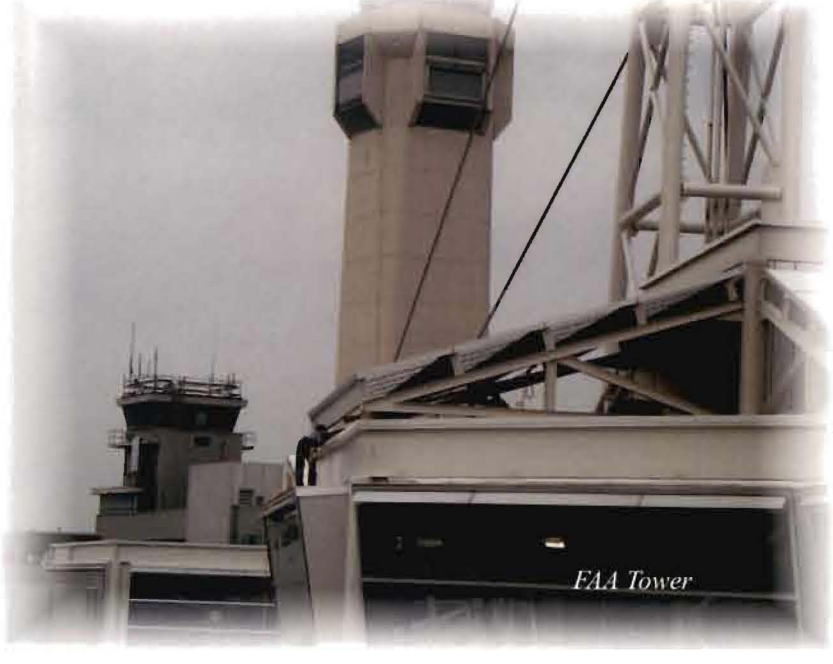


Upper Level Roadway

FAA TRACON Renovation

Design Schedule: August 2000 to November 2000
Construction Schedule: January 2001 to November 2001

In a joint effort with the FAA, the Airport is renovating the existing terminal core curtainwall, roofing, electrical power, and other building services. This improved space will accommodate FAA provided computer systems, air traffic control monitors and other navigational aid systems.



FAA Tower

Wetland and Stream Mitigation

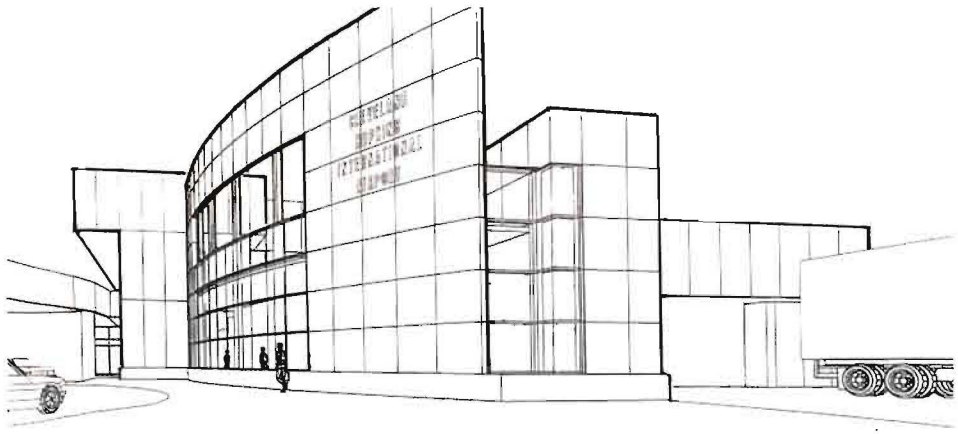
Schedule: September 2000 to September 2001

Because of the new construction on the south end of the runway, the City is providing conservation to environmentally sensitive streams and wetlands. As part of the Environmental Impact Statement (EIS), we will be preserving other streams and wetlands in Northeast Ohio to offset losses on the airport property.

Expand & Renovate Bag Claim Area

Design Schedule: September 1999 to May 2000
Construction Schedule: July 2000 to July 2001

The Airport is expanding and renovating 27,200 square feet of baggage claim and office space. With the construction of the new runway and increased passenger flows, this project will enable more passengers to check and retrieve their luggage quickly and conveniently.



Rendering of North Terminal Area

West Hangar Road

Design Schedule: February 2000 to July 2000
Construction Schedule: August 2000 to October 2001

With the new runway and increased operations on the west side of the airfield, West Hangar Road is being re-built and expanded. This project has two phases. The first phase through roadway subbase will be constructed by the end of 2000. After the first 7,000' of the new runway is built, the final paving and striping will be placed.

West Hangar Road

Analex Demolition

Schedule: March 2002 to May 2002

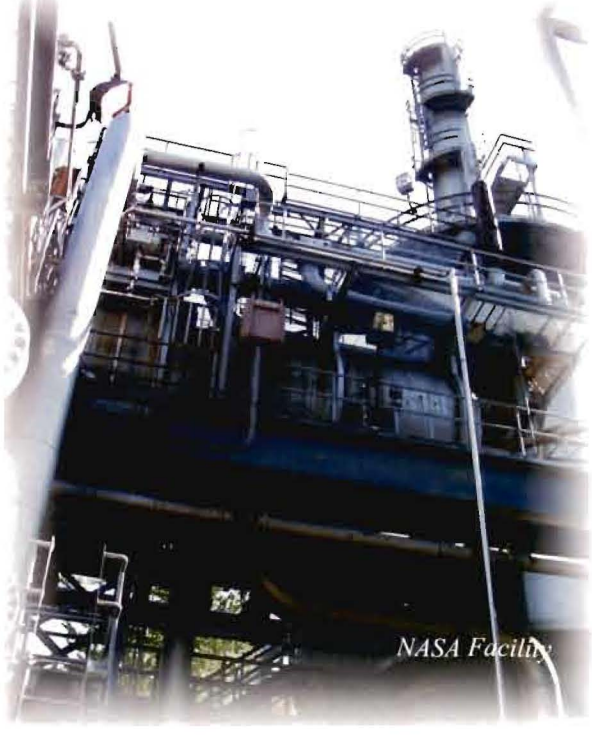
The existing Analex Building is located in the path of the final 2,000' of the fully operational runway. After using the facility during the construction of the first 7,000', we will demolish this building to make way for the new construction.

Analex Office Building

NASA Relocation

Design Schedule: November 1999 to December 2001
Construction Schedule March 2001 to November 2003

Because of the location of the new runway, several buildings and laboratories of the NASA South 40 area must be relocated and replaced. This project will allow flights on the west side of the airfield, while preserving NASA capability to follow its mission.



Abram Creek Relocation

Design Schedule: July 1999 to June 2000
Construction Schedule: December 2000 to July 2003

The full 9,000' length of the runway crosses Abram Creek and the NASA South 40 Ravine. This project includes the construction of culverts, storm water management structures and filling in of the ravines. The environmental impact of this project is mitigated by the wetland and stream conservation measures which are a very important part of the EIS.

CEI Powerline Relocation

Design Schedule: October 1999 to December 2000
Construction Schedule: February 2001 to November 2001

With the construction of the new runway, the 138kv CEI Powerline, currently feeding NASA, will be relocated out of the new runway protection zone.

CEI Towers

Redundant Electrical Source

Design Schedule: April 2000 to November 2000
Construction Schedule: January 2001 to September 2001

This project provides a new electrical service to the Airport, achieving two goals. The first is to meet higher demand generated by the new runway. The second is to provide a backup source to the existing feeder. This will solve the problems created when power is disrupted by weather conditions and other outages.

Hopkins Sub-Station

New Runway 5L - 23R

Design Schedule: July 1998 to June 2000
Construction Schedule: September 2000 to December 2003

This project is the New Runway! The first portion includes all construction needed to build the first 7,000', including new Navigational Aids and electrical services. The second portion calls for building the final 2,000' on the south end. The total runway length will be 9,000' when finished.

Once completed, the airfield will allow simultaneous arrivals and departures thereby enhancing safety and increasing capacity.

Airplane Taxis to Runway

Master Plan Expansion Mission Statement

Cleveland Hopkins International Airport is committed to providing optimum air service and increased economic opportunity by creating an airfield designed to handle increased passenger capacity, provide non-stop service to international destinations and establish the region as a more desirable location for industries worldwide. The City of Cleveland is also committed to minimizing the noise impact upon surrounding communities and enhancing the environment for our neighbors.