

Airport Expansion and Development Program

Update to Airport Advisory Commission

July 13, 2021



Austin-Bergstrom
International Airport



Draft for Review

Overview

Airport Expansion and Development Program (AEDP)

- Goals and AEDP Approach
- AEDP Summary
- AEDP Implementation
- Questions, Comments & Discussion



Mission, Vision & Values

Mission

- To meet the needs of Central Texas travelers while driving regional economic recovery

Vision

- Reliable air service for Central Texans & global travelers
- Reflect Austin community and culture through local food, music, art, technology and more

Values

- Providing a safe, convenient travel experience
 - Facilities to match passenger and airline demand
 - Increased connectivity for multi-modal transportation to and from the airport
 - Minimize inconveniences during construction through enhanced customer care and wayfinding



A Brief History

The journey to a new Airport Expansion and Development Program (AEDP)

2019 ➡ **AUS prepared a 3-phase improvement program:**

1. Optimize Barbara Jordan Terminal
2. Develop Concourse B
3. Expand Barbara Jordan Terminal

2020 ➡ **Global pandemic reduced air travel demand**

- AUS revised development strategy and sequencing
- Initiated pre-development enabling projects
- Developed air travel recovery profile

2021 ➡ **Re-strategized AUS improvement program launched**

1. Optimize Barbara Jordan Terminal
2. Develop Concourse B

Goals and Program Approach



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Driving the Central Texas Recovery



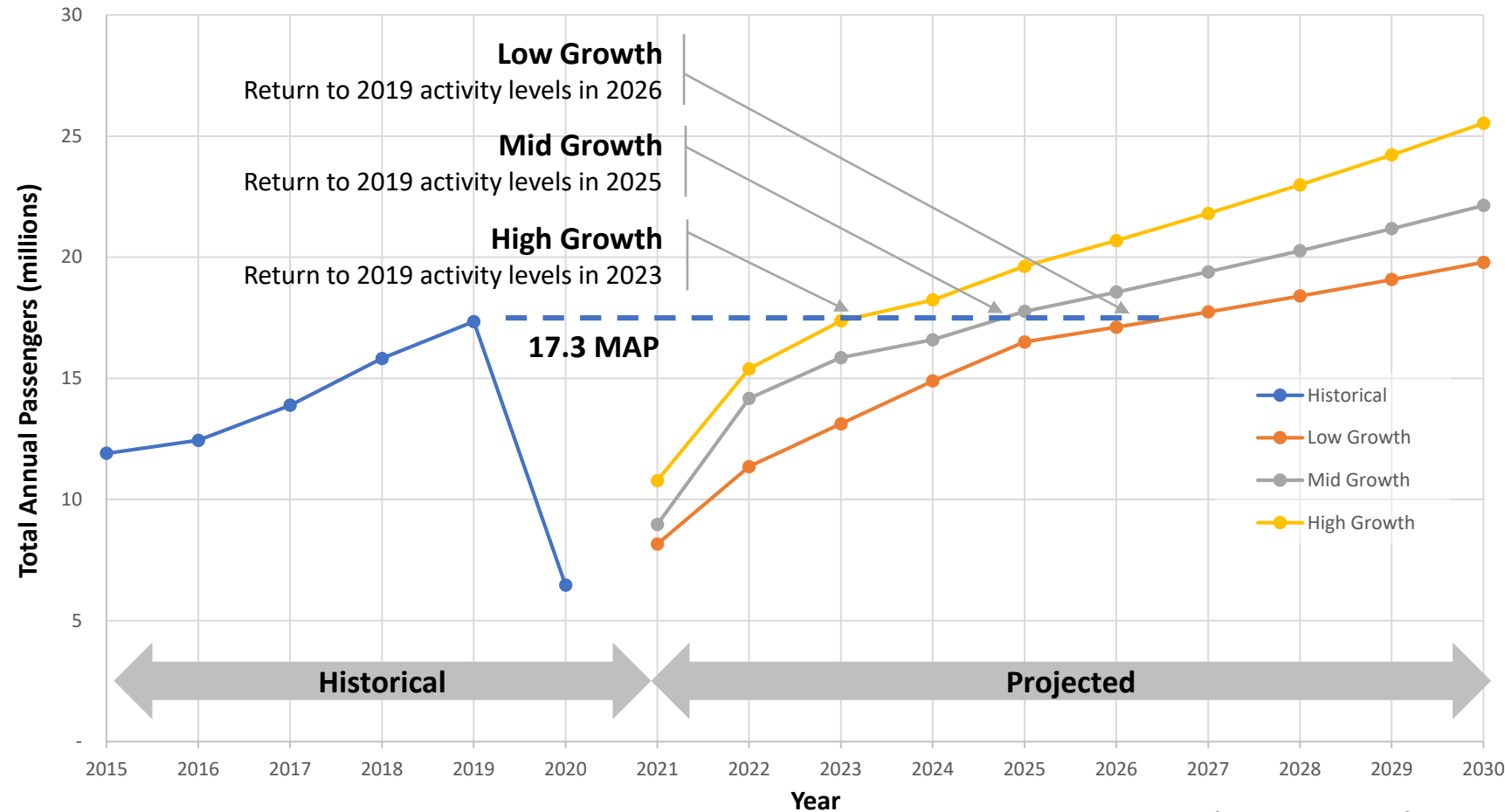
AEDP Program Goals

- **Meet the travel needs of Central Texas**
- **Drive regional economic recovery**
- **Accommodate airline service growth needs**
 - Optimize the Barbara Jordan Terminal
 - Near term gate capacity
 - Passenger processing capability
 - Concourse B
 - Long term gate expansion
 - Airfield layout optimization
- **Maintain excellent passenger experience**
- **Provide a foundation for long-range Airport growth and enhancement**



Potential Activity Recovery Profile

Meeting Central Texas Travel Growth



Source: City of Austin Department of Aviation

Growth Profile Summary

High Growth

Industry projected growth profile

Mid Growth

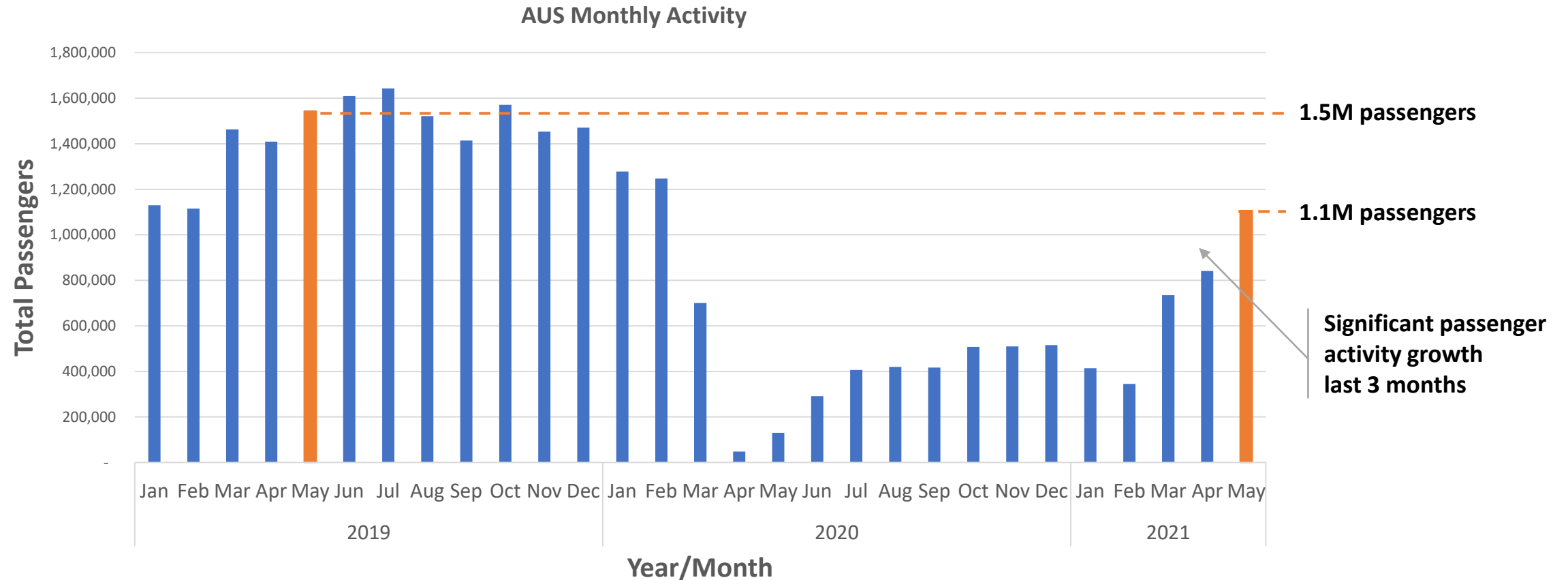
Business and international passenger return 20% slower than domestic/leisure travel

Low Growth

Rebound starts in Q3 2021, extends through Q2 2022



AUS Activity is on the Rebound



Source: City of Austin Department of Aviation

AEDP Summary



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Long-range Airport Program

An aerial rendering of an airport expansion project. The image shows a large terminal building with a curved roof, a parking lot filled with cars, and a runway with several airplanes. A red arrow points from the 'Future Roadway and Landside Improvements' box to a new road and parking area. A blue arrow points from the 'Future Barbara Jordan Terminal Expansion' box to a new terminal building. Another blue arrow points from the 'Optimize Barbara Jordan Terminal' box to the existing terminal building. A fourth blue arrow points from the 'New Concourse B' box to a new concourse building.

New Concourse B

Optimize
Barbara Jordan
Terminal

Future Roadway
and Landside
Improvements

Future Barbara
Jordan Terminal
Expansion

Optimize Barbara Jordan Terminal

Four significant improvements to increase capacity and enhance operations

Phase A Elements

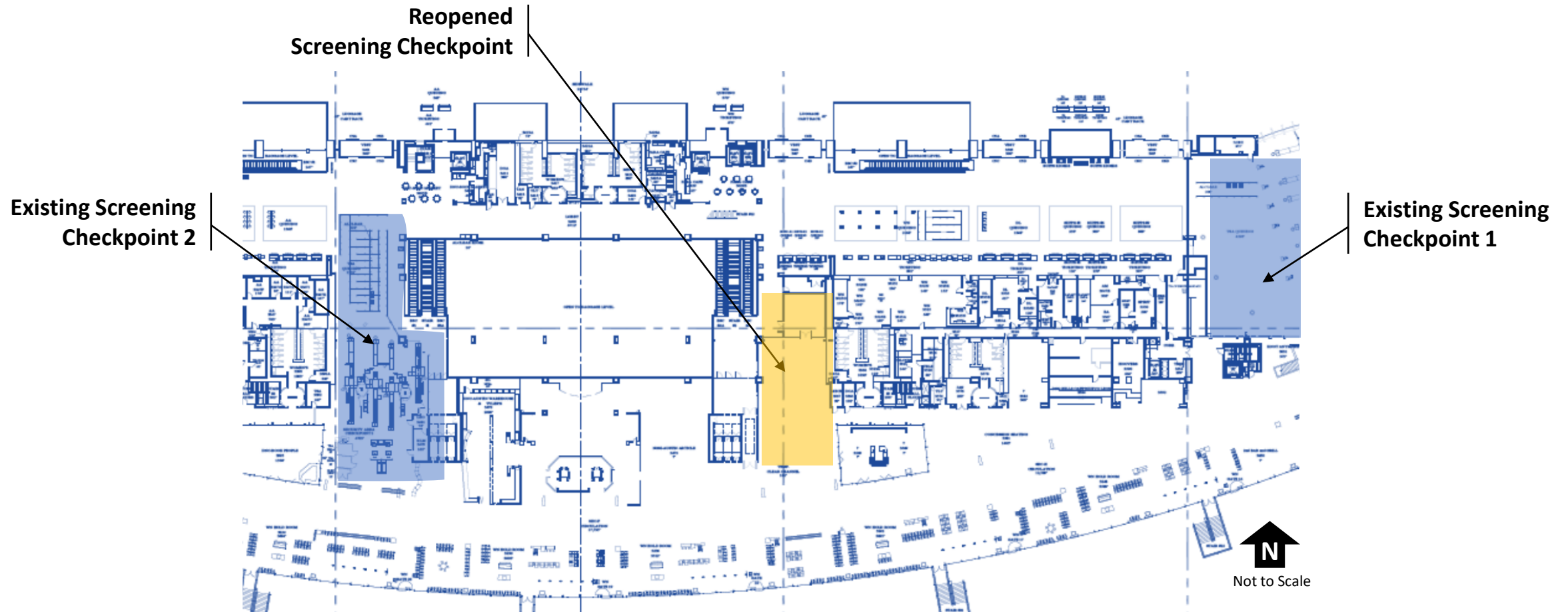
- New passenger screening capacity
- New gate capacity, east and west
- New checked bag screening system
- Ticket counter expansion



Source: City of Austin Department of Aviation

New Passenger Screening Capacity

Passenger screening checkpoint on east side of atrium will be reopened



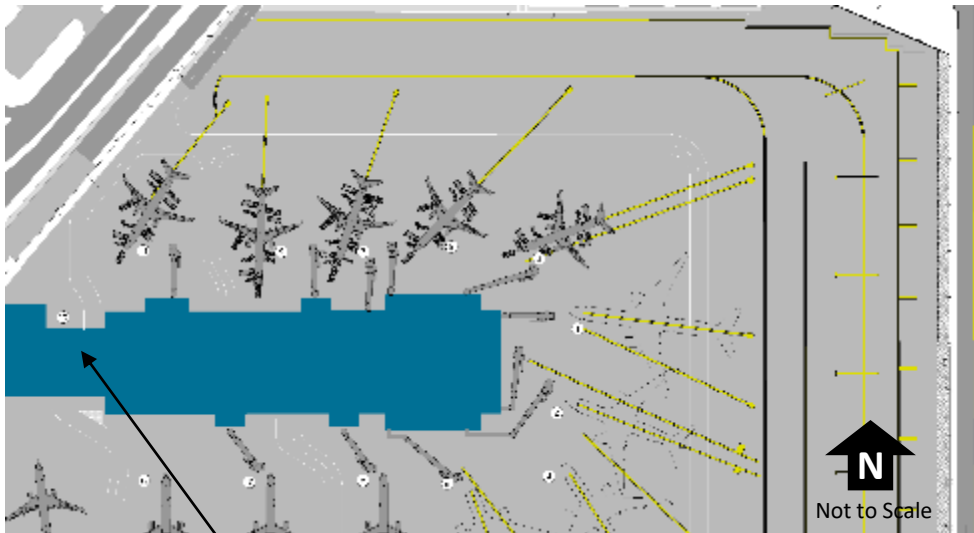
Source: City of Austin Department of Aviation

Near Term New Gate Capacity – East

Three new hardstand positions utilizing Gate 13 for busing operation

Gate 13 for Bus Departures

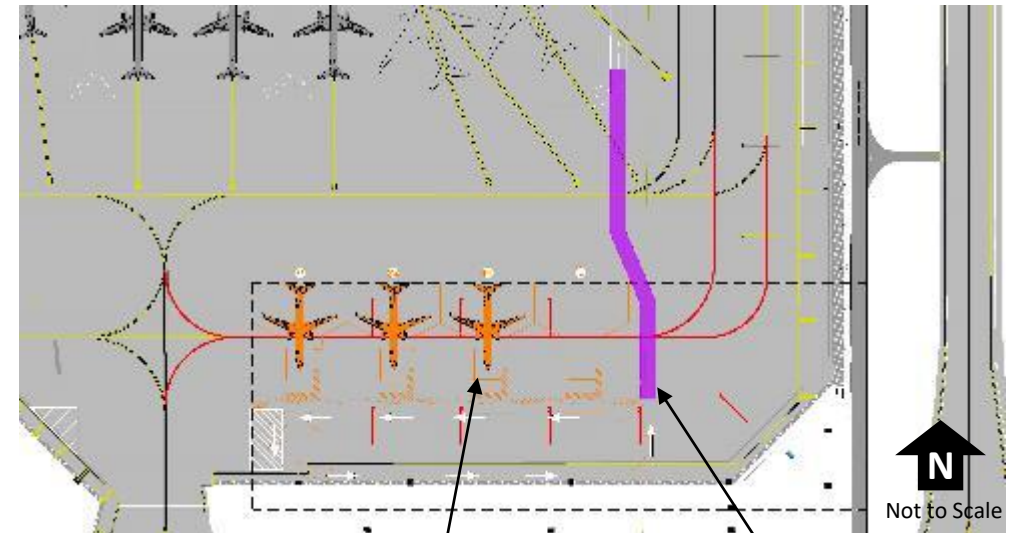
Existing apron-level gate for busing operations



Gate 13 Holdroom can support two simultaneous narrowbody flights

Three Hardstand Positions on East Apron

Three narrowbody aircraft positions to be served with busing



Three narrowbody aircraft hardstands on east apron

Bus route

Source: City of Austin Department of Aviation

Ultimate New Gate Capacity – East

Six new hardstand positions with new busing gates facility near Gate 11

Gate 13 to Serve Hardstand Operations

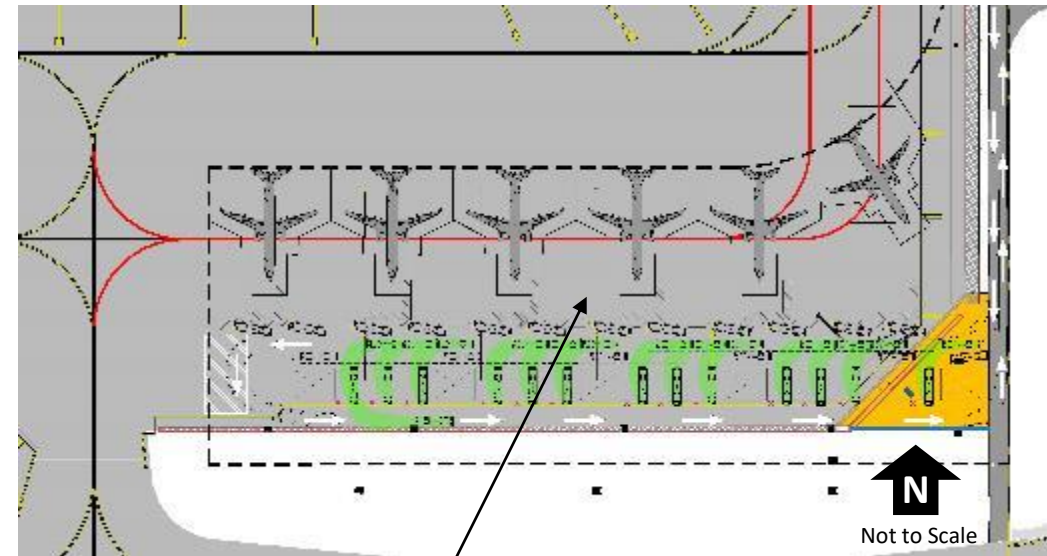
Gate 13 to be used for initial bus operations



Gate 13

Up to Six Hardstand Positions on East Apron

Six narrowbody aircraft positions to be served with busing



Six narrowbody aircraft
parking positions with
bus operations area

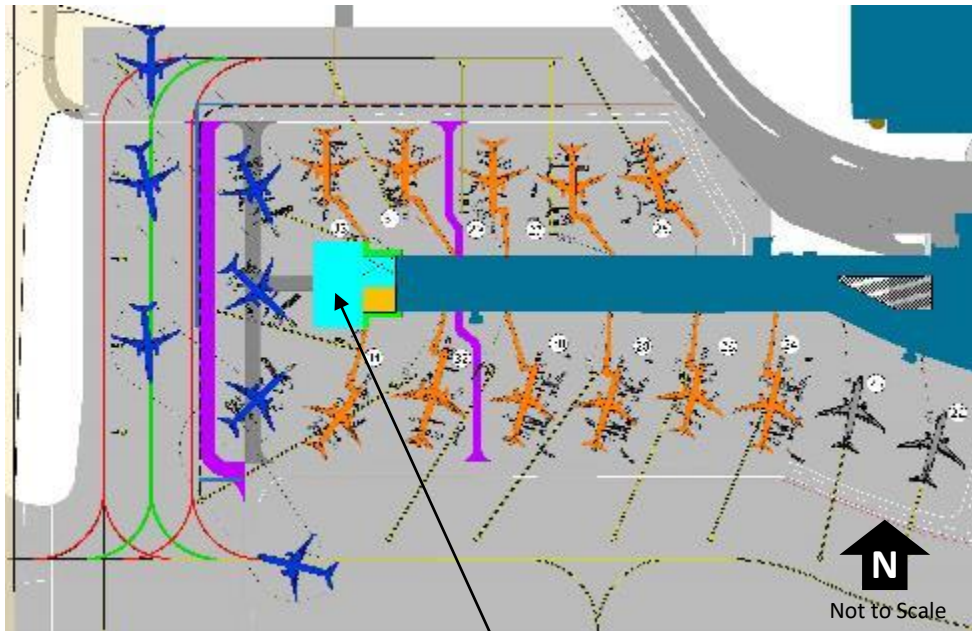
Source: City of Austin Department of Aviation

New Gate Capacity – West

Two options to gain three new contact gates with west concourse extension

New Apron Level Holdroom

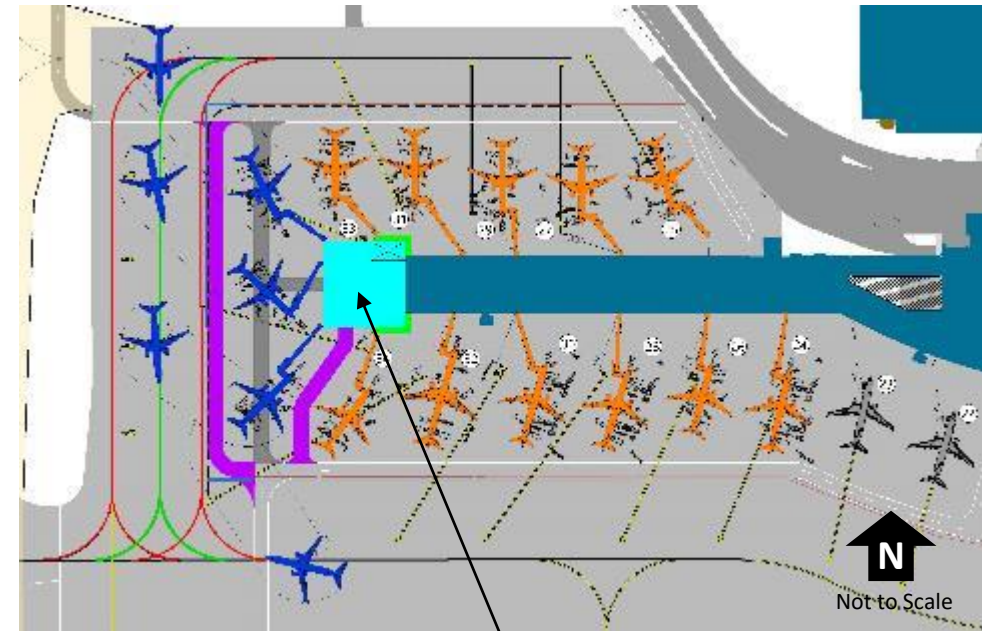
Walk out to aircraft operation from apron level



17,400 square foot hold room at apron level with vertical circulation

New Concourse Level Holdroom

Full concourse extension



20,200 square foot concourse extension with passenger boarding bridges

Source: City of Austin Department of Aviation

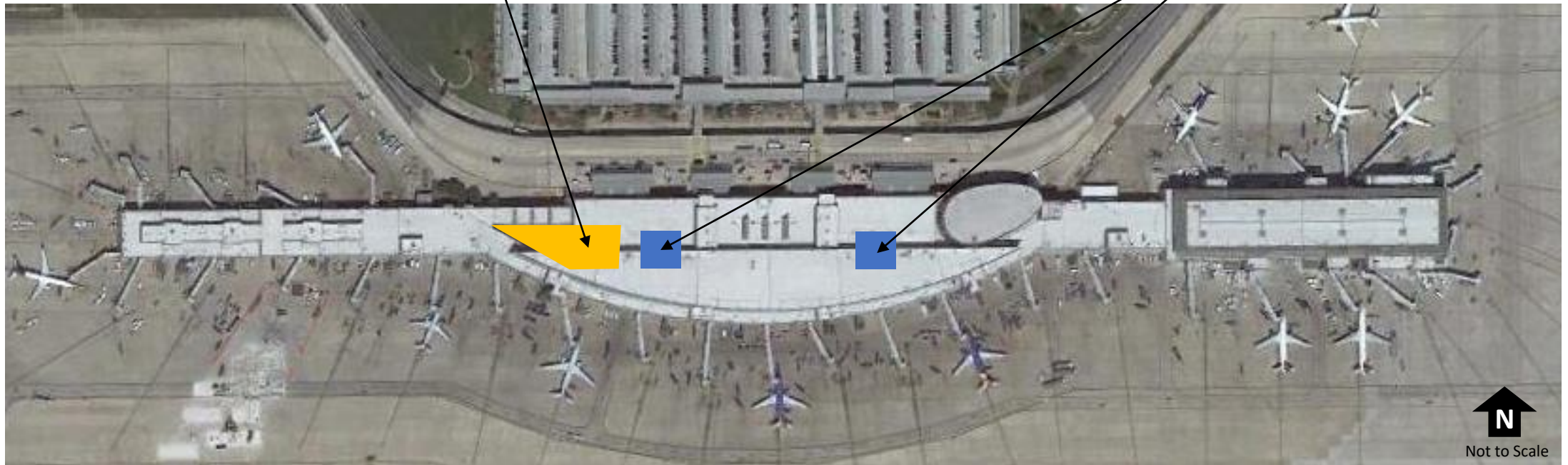
New Checked Bag Screening System

Higher capacity consolidated system will replace aging infrastructure

New Checked Baggage Screening System

Consolidated, higher capacity system with a west terminal infill

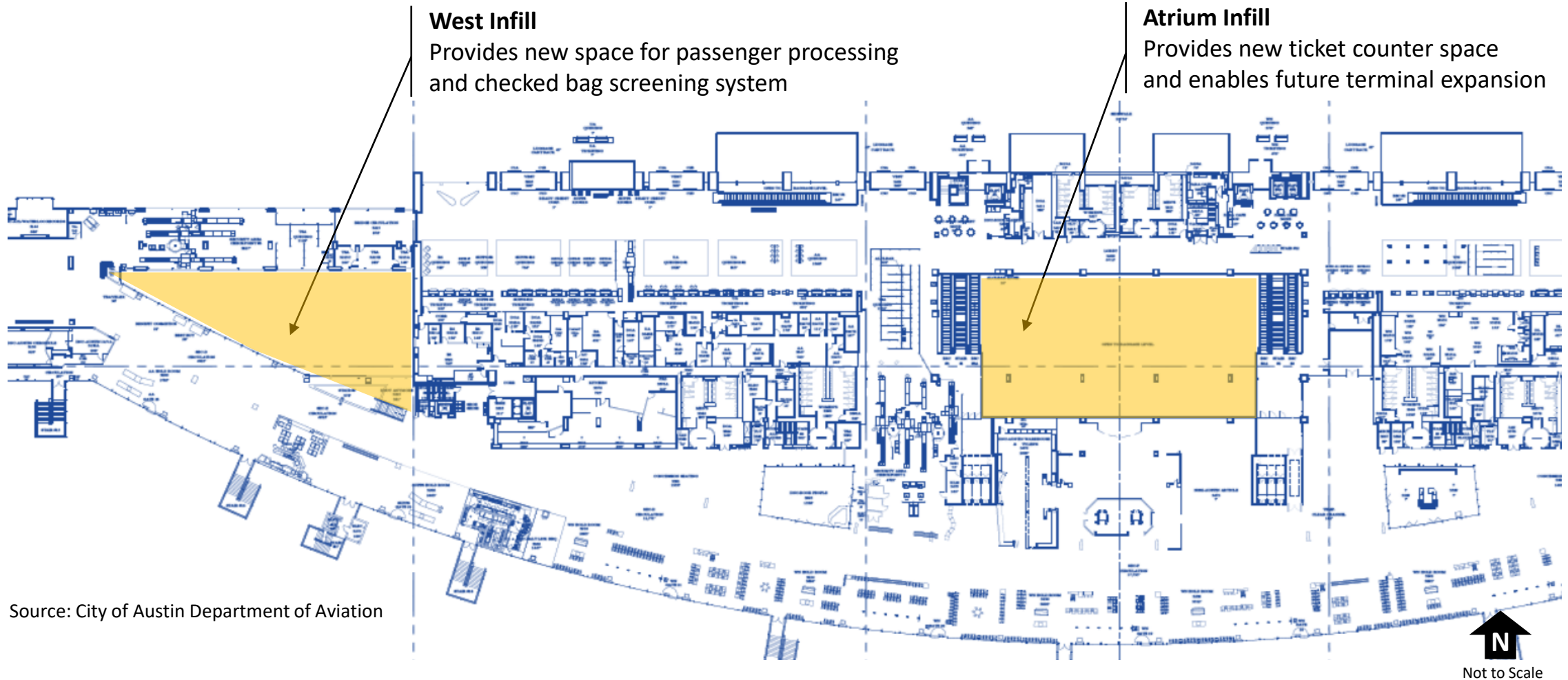
Existing checked baggage system in two locations is at capacity and aging



Source: City of Austin Department of Aviation

Ticket Counter Expansion

Additional ticket counters and checked bag drops for airline service growth

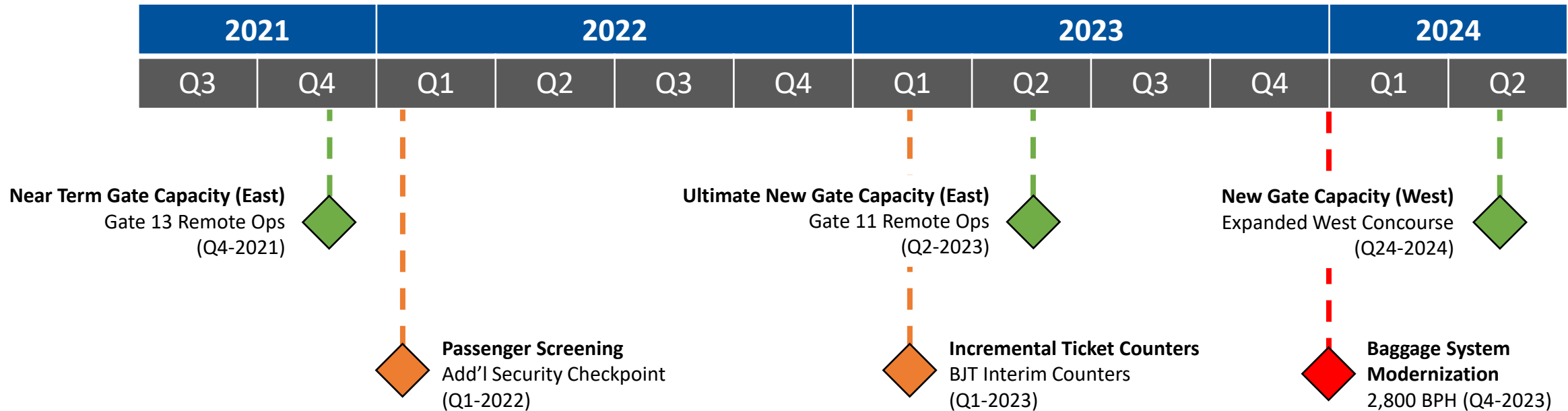


Optimization Budget and Schedule

Terminal optimization will require approximately \$325M over next three years



Optimize Barbara Jordan Terminal



Cost estimates and final budgets will be prepared during project design phases

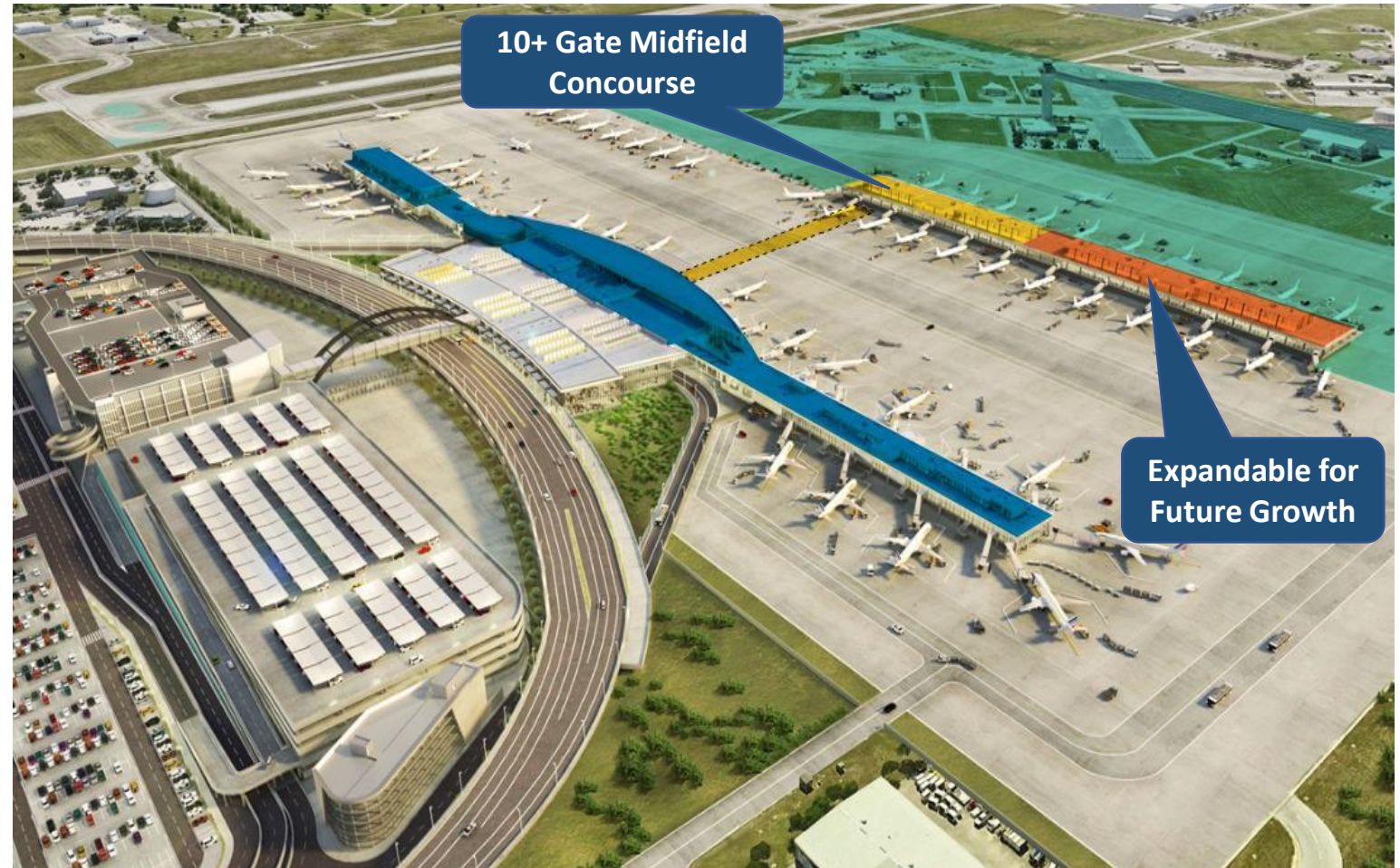


New Concourse B

Program scope and budget for Concourse B are currently in development

Phase B Major Elements

- Expanded utilities and airfield infrastructure
- New 10+ gate Concourse B
- Underground Tunnel connecting Barbara Jordan Terminal with Concourse B



Source: City of Austin Department of Aviation

AEDP Implementation



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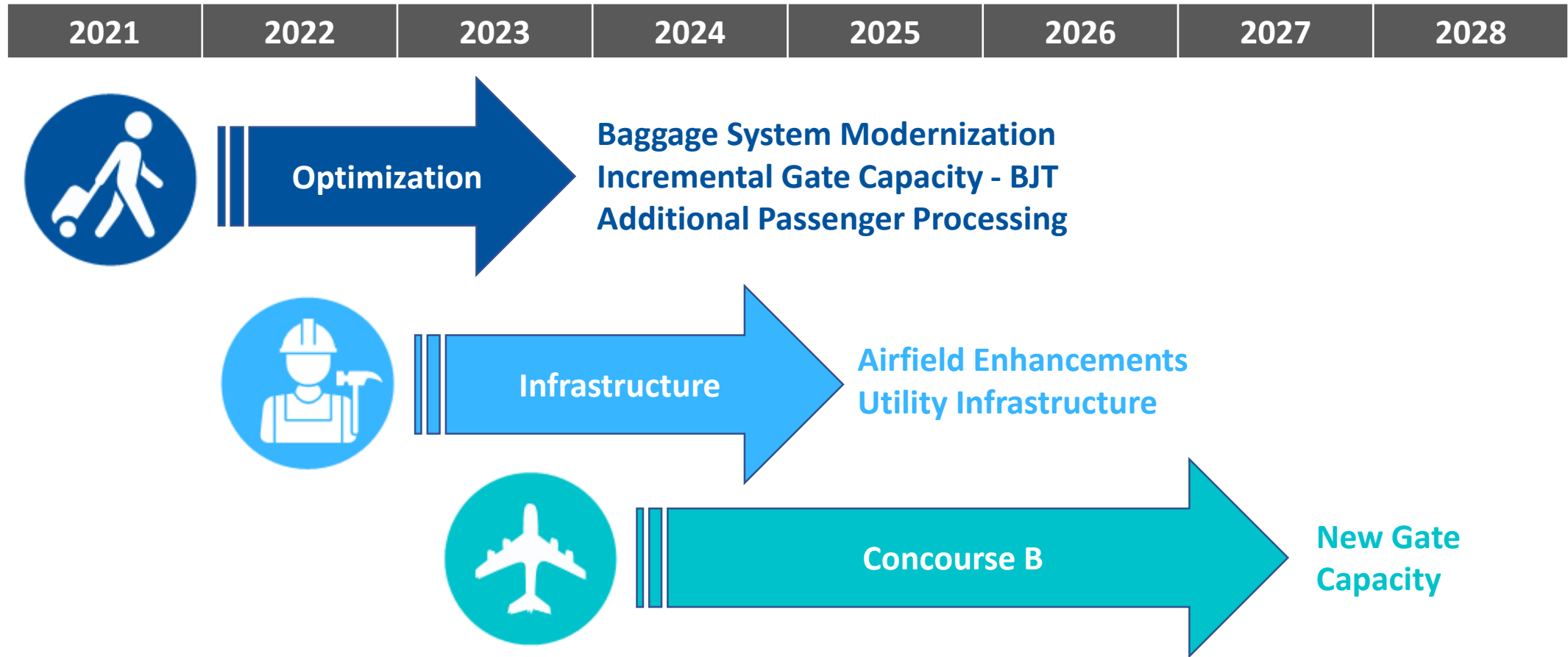


Overall Approach

- **Expand the Airport as airline activity grows**
- **Provide flexibility for dynamic airline activity and schedules**
- **Accommodate ultra low cost, low cost, legacy, international, and new airline entrants**
- **Utilize program management and execution teams**
 - Provide equitable opportunities for certified MWBE and DBE firms
 - Use our highly experienced Aviation and City teams
 - Leverage subject matter experts for key airport elements
 - Employ dynamic staffing to handle development peaks
 - Engage experienced professional services and development firms



AEDP Program Approach



Primary Professional Services

Executive Program Management Consultant Team (PMG)

Program formulation, strategy, implementation and delivery

Principal Architect/Engineering

- Programming AND Initial Design

Procurement: Summer 2021

- Provide facility programming and initial design & engineering
- Integrated, multi-disciplinary specialty/technical expertise

PM/CM Consultant Support

- Project Management, Project Controls, Risk Management, QA/QC & Construction Management

Procurement: Winter/Spring 2022

- Provide program implementation and delivery professionals to augment existing resources
- Integrated management, project controls, quality & safety and coordination

**Staggered procurement to support near-term professional service needs of
AUS Airport Expansion & Development Program**



Funding the Program

The AEDP will use traditional airport expansion funding sources

- **AEDP initial cost estimates are in preparation**
 - Individual AEDP projects – scope, schedule and budget
 - Overall program schedule and expected cash flow requirements
 - Final cost estimates will track with final design timelines
- **The AEDP will be funded through**
 - Airport cash reserves
 - Current and future Airport revenues
 - Future Airport revenue bond proceeds
 - Grants from the Federal Aviation Administration



Questions, Comments & Discussion



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