

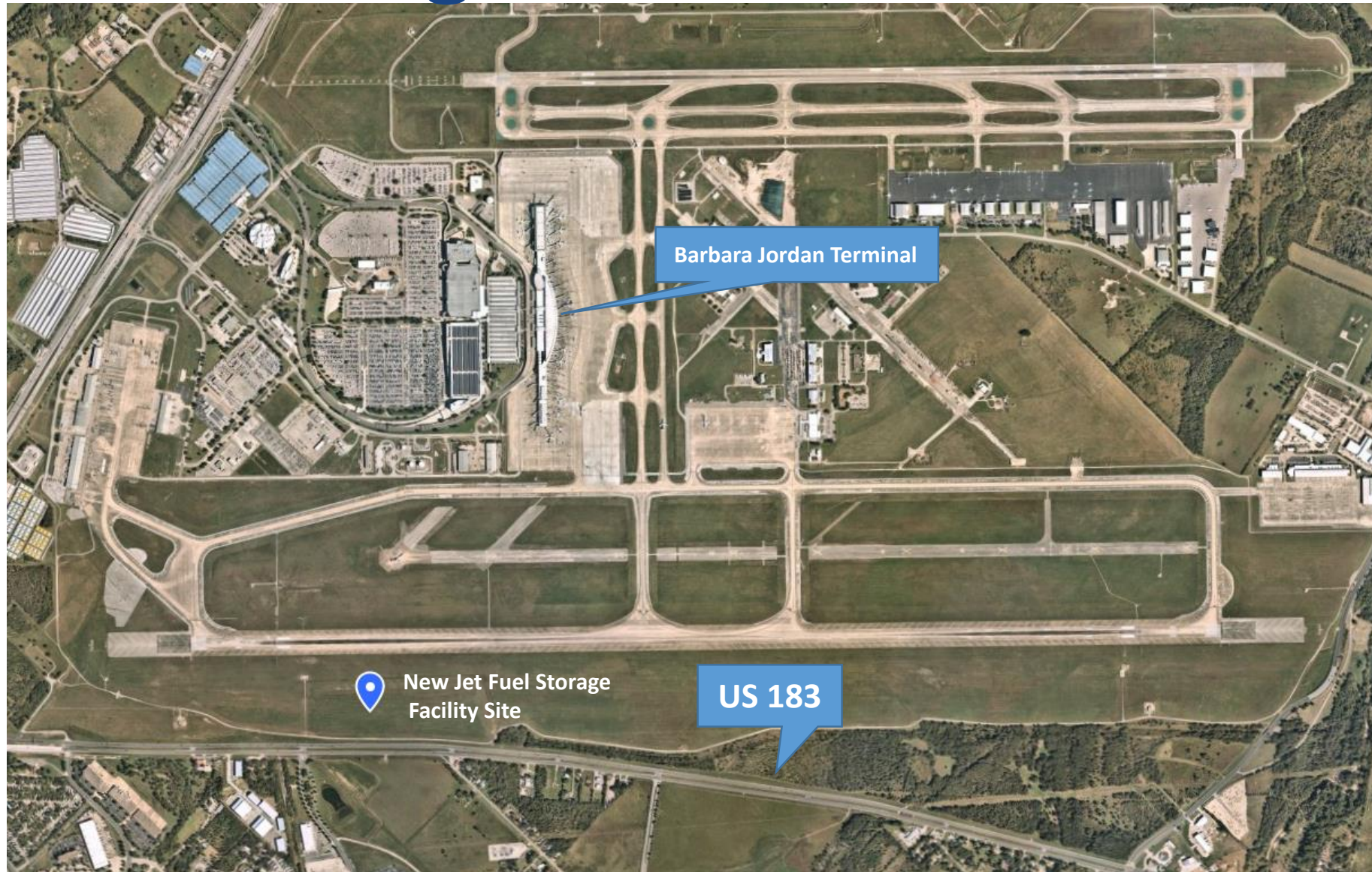
AUS Jet Fuel Storage Facility



Austin-Bergstrom
International Airport



Austin-Bergstrom International Airport



Austin-Bergstrom
International Airport

AUS Jet Fuel Storage Facility

Alternative Sites Analysis



Austin-Bergstrom
International Airport



New Fuel Storage Facility

Alternative Sites

- **Sites were evaluated using the following criteria:**
 - Compatibility with existing or planned land use
 - Compatibility with long-term airport growth plans
 - Compatibility with existing or future airfield development
 - Compatibility with existing tenant lease or existing buildings
 - Impacts to the Airport Operations Area (AOA)
 - Environmental compatibility
 - Impacts to drainage channels
 - Impacts to delivery fuel trucks
 - Impacts to airplane refueling trucks
 - Compatibility with future hydrant fueling plans
 - Impacts to future fuel delivery line

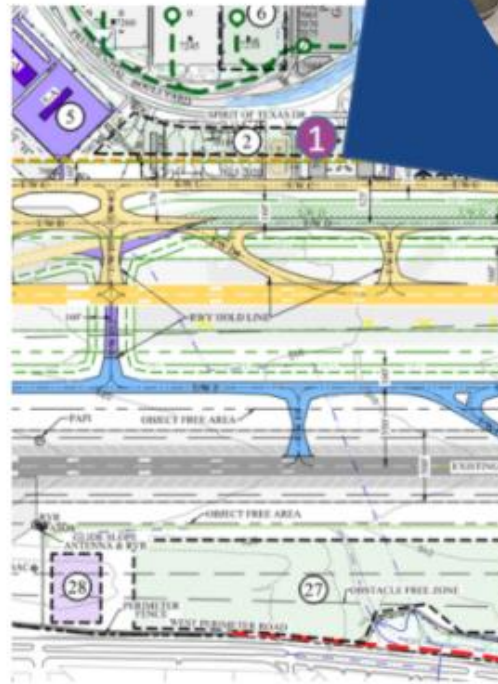


Alternative Sites

Northwest Area Locations

Site 1: Existing Fuel Storage Facility Expansion

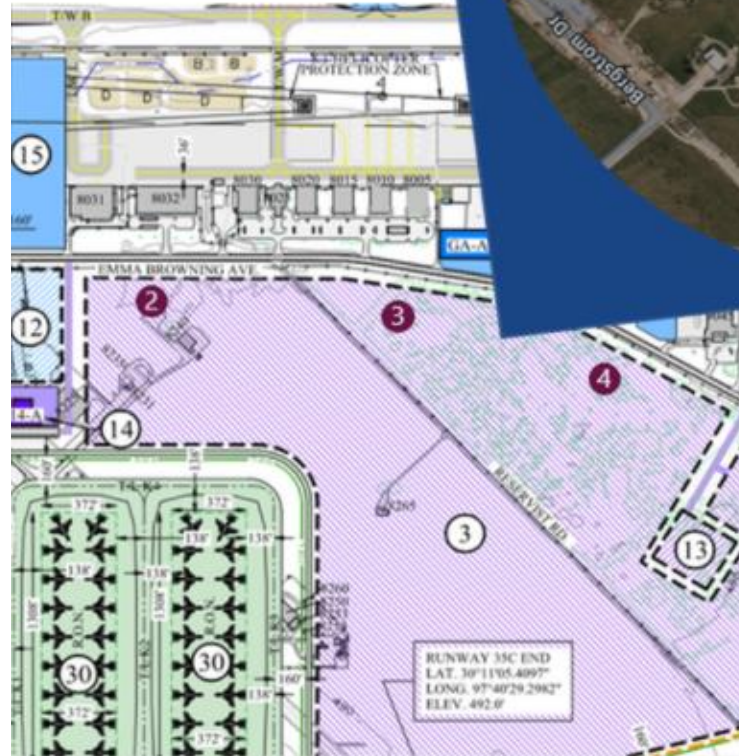
- Existing site can be expanded to meet PAL 4 (2037) demand requirements per the MP
- Triggering event for relocation to site on ALP (Area 27) is the construction of Runway 18C-36C and Ult. Taxiway C
 - Site becomes constrained by parallel taxiway and associated safety areas
 - Remaining area needed for support facilities to be relocated and require close proximity to the passenger terminal.
- Site ultimately is not ideally located to take advantage of hydrant fueling or future fuel delivery line



Alternative Sites

South Area Locations

- **Sites 2, 3, and 4**
 - Located within the Aeronautical Development Area
 - Future fuel delivery line alignment would need to be planned for corridor along Emma Browning Ave.
 - Not connected to on-airport service road circulation network to access aircraft
 - For commercial service aircraft, all refueling trucks would need to cross Taxiways G & H



Alternative Sites

South Area Locations

- **Site 5**

- Located within the Aeronautical Development Area
- Future fuel delivery line alignment would need to be planned for corridor along Emma Browning Ave.
- Not connected to on-airport circulation network to access aircraft
- For commercial service aircraft, all refueling trucks would need to cross Taxiways G & H
- Proximity to 100-year floodplain and Onion Creek could be environmentally problematic



Alternative Sites

South Area Locations

- **Site 6**

- Located within the Million Air Expansion Area and current Million Air lease area
- Future fuel delivery line alignment would need to be planned for corridor along Emma Browning Avenue
- For commercial service aircraft, all refueling trucks would need to cross Taxiways G & H
- Proximity to 100-year floodplain and Onion Creek could be environmentally problematic



Alternative Sites

South Area Locations

- **Site 7**

- Located within Non-Aeronautical Development Area; would require redesignation
- Future fuel delivery line alignment would need to be planned for corridor along Emma Browning Ave.
- Not connected to on-airport circulation network to access aircraft
- For commercial service aircraft, all refueling trucks would need to cross Taxiways G & H
- Proximity to 100-year floodplain and Onion Creek could be environmentally problematic

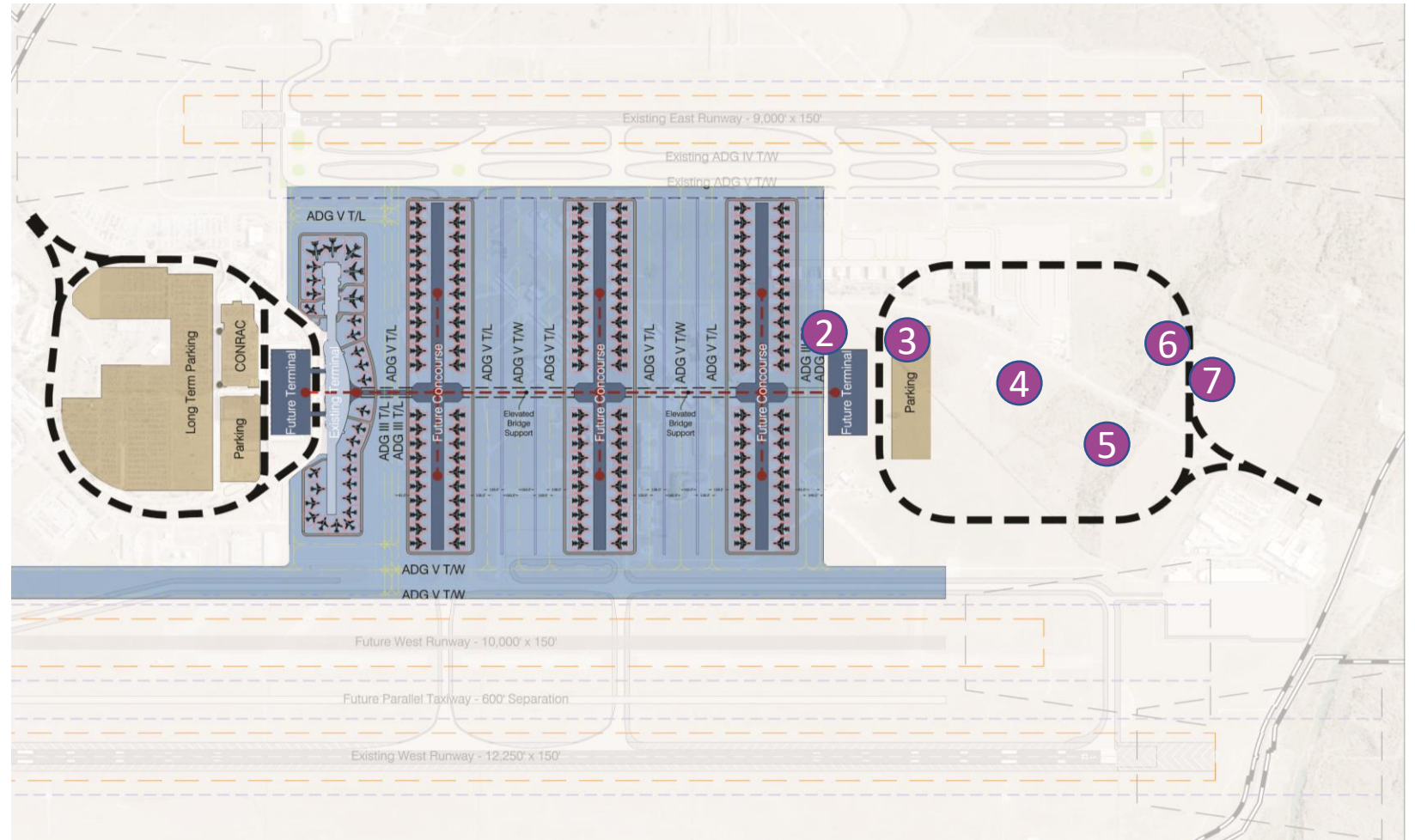


Austin-Bergstrom
International Airport

Alternative Sites

South Area Locations

- **Sites 2 – 7**
 - Conflicts with AUS 60-70 Million Annual Passenger concept for south terminal area



Alternative Sites

Northeast Area Locations

- **Site 8**

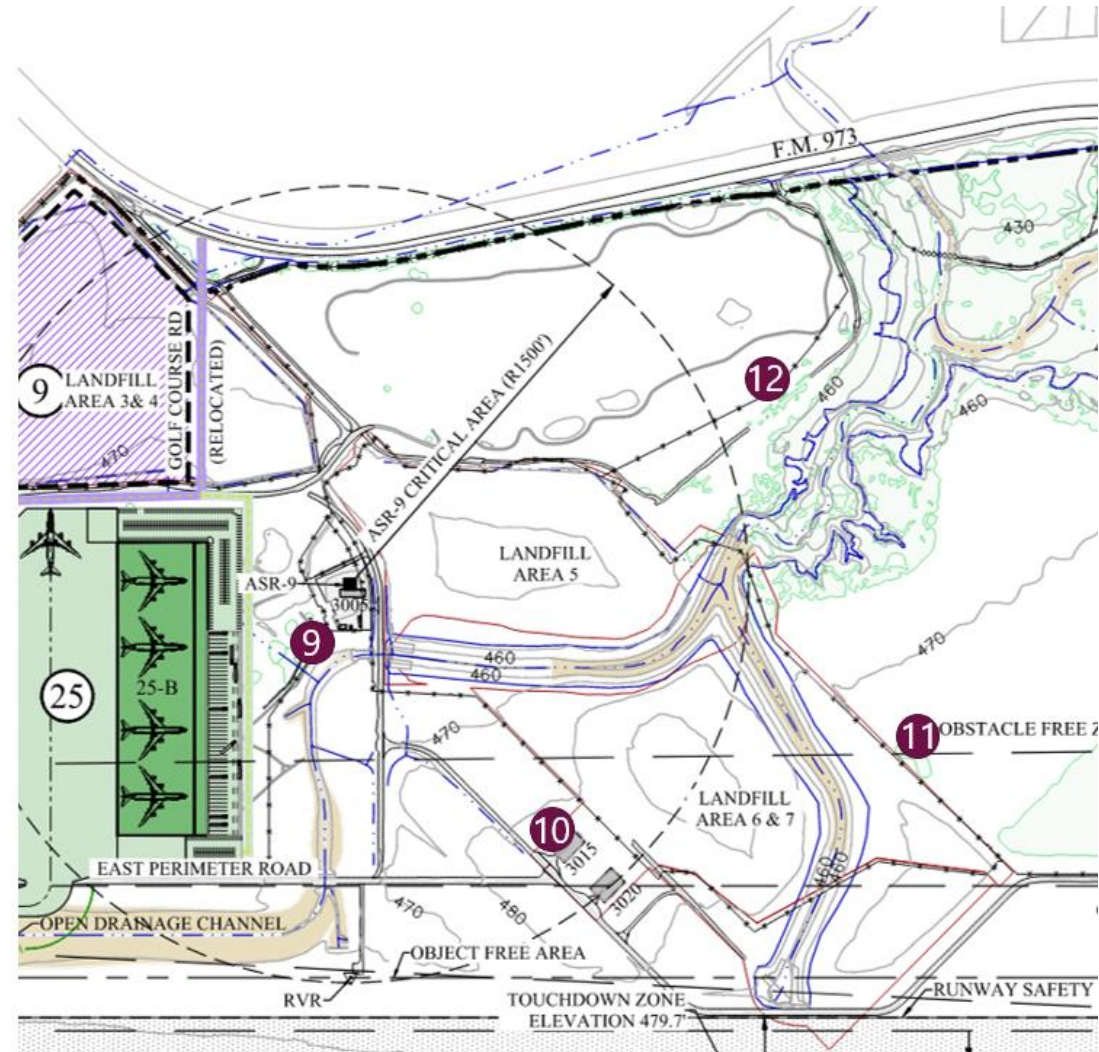
- Located within Aircraft Maintenance Expansion development Area
- New service road connection to terminal apron before Taxiway G required if routed north around 18L
- Delivery truck access from SH71 limited (Eastbound only)
- Future fuel delivery line would need to be realigned significantly



Alternative Sites

East Area Locations

- Sites 9, 10, 11, 12
 - Fuel truck delivery time to Terminal significantly increased
 - New service road connection to terminal apron before Taxiway G required if routed north around 18L

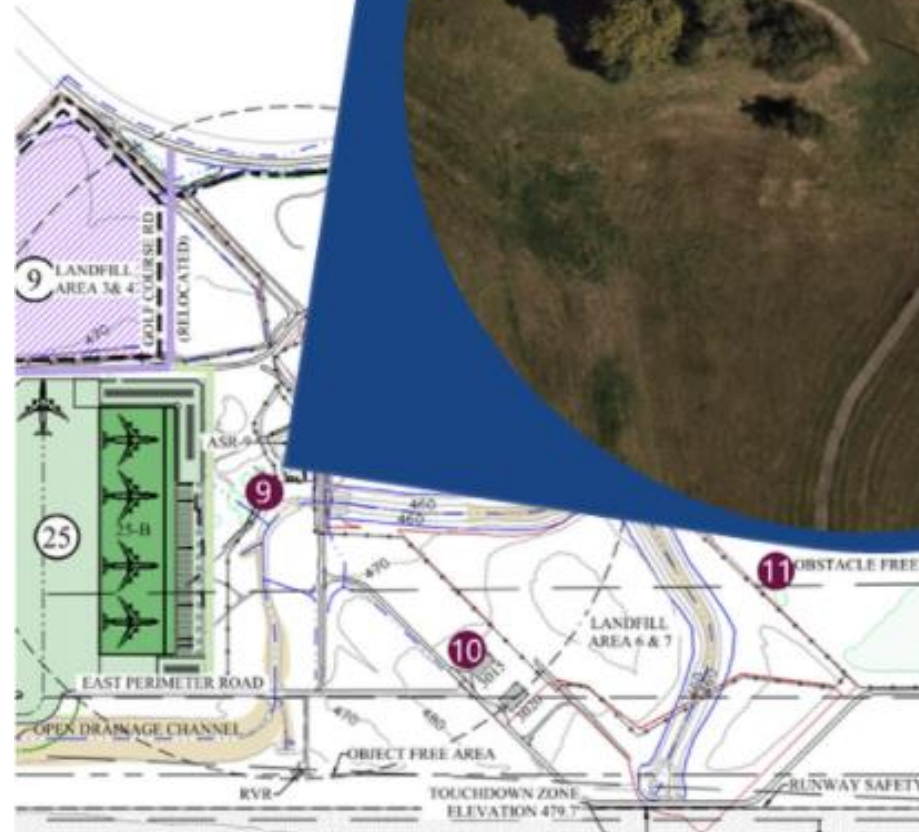


Alternative Sites

East Area Locations

- **Site 9**

- Located within ASR critical area and in close proximity to radar tower
- Would require realignment/relocation of open drainage channel
- Future fuel delivery line would need to be realigned on FM 973



Alternative Sites

East Area Locations

- **Site 10**

- Located within ASR critical area
- Requires demolition/replacement of storage buildings 3015/3020 used by APD, DHS/TSA
- Conflict with USAF monitoring wells in landfill areas
- Would require reconfiguration of AOA perimeter for non-secure truck delivery access
- Future fuel delivery line would need to be realigned on FM 973



Alternative Sites

East Area Locations

- **Site 11**

- Access to site would require crossing Onion Creek or drainage channel
- Environmental issues crossing Onion Creek
- Future fuel delivery line would need to be realigned on FM 973



Alternative Sites

East Area Locations

- **Site 12**

- Located within or adjacent to archeological site
- Proximity to 100-year floodplain and Onion Creek could be environmentally problematic
- Future fuel delivery line would need to be realigned on FM 973
- Site not easily connected to airside roadway network



Resources

- **For project information & all meeting materials:**
 - SpeakUpAustin.org/AUSFuel
- **To learn more about upcoming AUS improvement projects:**
 - AustinTexas.gov/AEDP
- **To learn more about AUS Environmental Affairs:**
 - AustinTexas.gov/Department/Environmental-Responsibility