

AUSTIN-BERGSTROM INTERNATIONAL AIRPORT 2040 MASTER PLAN

THE AIRPORT OF THE FUTURE



Austin-Bergstrom
International Airport



ENVISIONING AUSTIN'S AIRPORT OF THE FUTURE

“

It feels like Austin from the music to the food to the atmosphere. Our goal is to **maintain our culture** while embracing new technologies & opportunities—to create **world-class airport** facilities & services that are **still 100% Austin.**

Our Plan for New Heights

If there was a word to describe Austin and the region in the last twenty years, it would be **GROWTH**. Today, Austin has grown to become the 11th largest city in the United States. Our airport has become the 34th largest in the nation. Since 1999, the number of passengers coming through ABIA has tripled. We anticipate more than doubling the number of passengers who travel to and from Austin over the next twenty years to 31+ million.

As Austin continues to grow, ABIA will be developed to support **larger aircraft, new technologies & increased passenger traffic** while maintaining the level of service that makes **ABIA the Airport of Choice for Central Texas.**



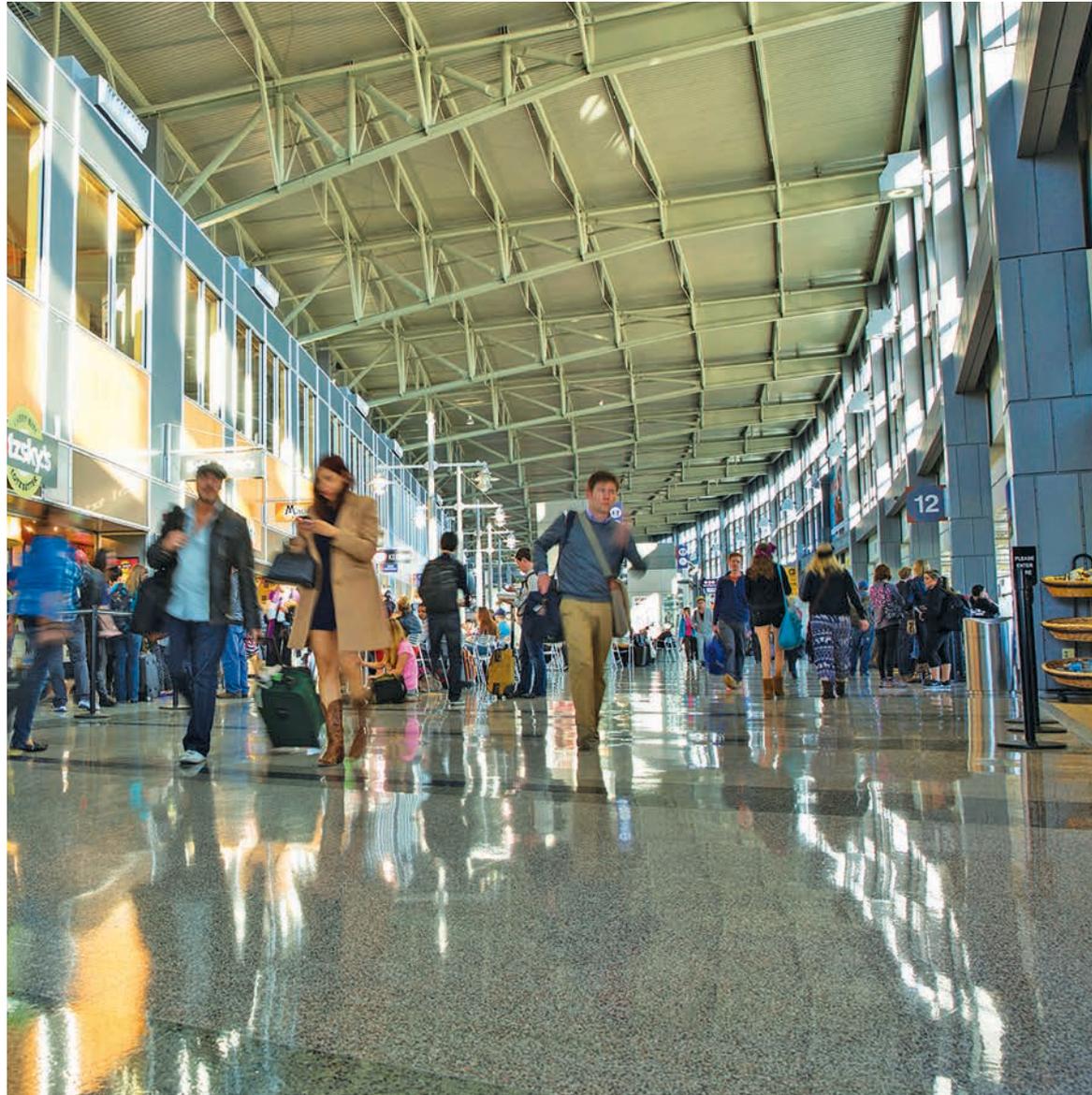


11th LARGEST
CITY
in the United States

34th LARGEST 
AIRPORT
in the United States



PASSENGER TRAVEL HAS
TRIPLED
since ABIA opened in 1999





OVERALL ECONOMIC IMPACT

\$7.605 Billion

SUPPORTS

74,148

DIRECT & INDIRECT JOBS



\$4.6 Billion

IMPACT IN THE OFF-AIRPORT ECONOMY

A Big Impact

Austin-Bergstrom contributes \$7.605 Billion and more than 74,000 direct and indirect jobs to our economy. Tourism in Austin is a \$9 billion dollar industry and ABIA is committed to remaining the gateway to the region and the Austin tourism experience.

In 2018, ABIA will infuse more than **\$300 million** in construction projects and create more than **2,000 construction jobs.**



THE TEXAS TRIANGLE:

80%

of Texas' population lives within the triangle of Dallas, San Antonio, and Houston.



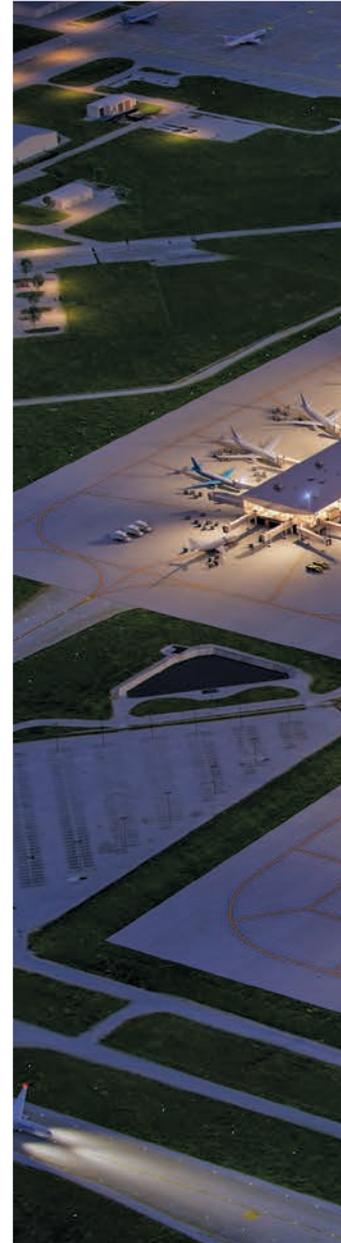
Where the Plan Takes Us

The projects included in the **ABIA 2040 Master Plan** give us the ability to meet the **demands of 31+ million passengers** annually. By the end of 2018, ABIA is designed to serve 15 million annual passengers with opening of the east terminal expansion.

TODAY

2040 MASTER PLAN

37 GATES TOTAL	66 GATES TOTAL
4 INTERNATIONAL GATES	7 INTERNATIONAL GATES
13.9 Million ANNUAL PASSENGERS IN 2017	31+ Million ANNUAL PASSENGERS BY 2037
13,882 PARKING SPACES	24,982 PARKING SPACES
154,000sf OF CARGO BUILDING SPACE	2,000,000sf OF CARGO BUILDING SPACE
4,242 ACRES	4,268 ACRES





New Vision: New Heights

The Master Plan describes a vision for how Austin's airport will expand to manage current and **anticipated growth over the next twenty years.** ABIA's **current campus can accommodate** the 2040 plan and beyond for the region. The plan provides a guide that includes **upgrades, improvements and expansion** to ABIA facilities based on industry forecasts and Austin's values for its customers.

“

We have a new vision for our airport that takes the best of Central Texas culture and our commitment to a high-quality passenger experience. This master plan takes ABIA to new heights.

- Jim Smith, Airport Director, ABIA

LEGEND

PHASE 1: 2019-2024

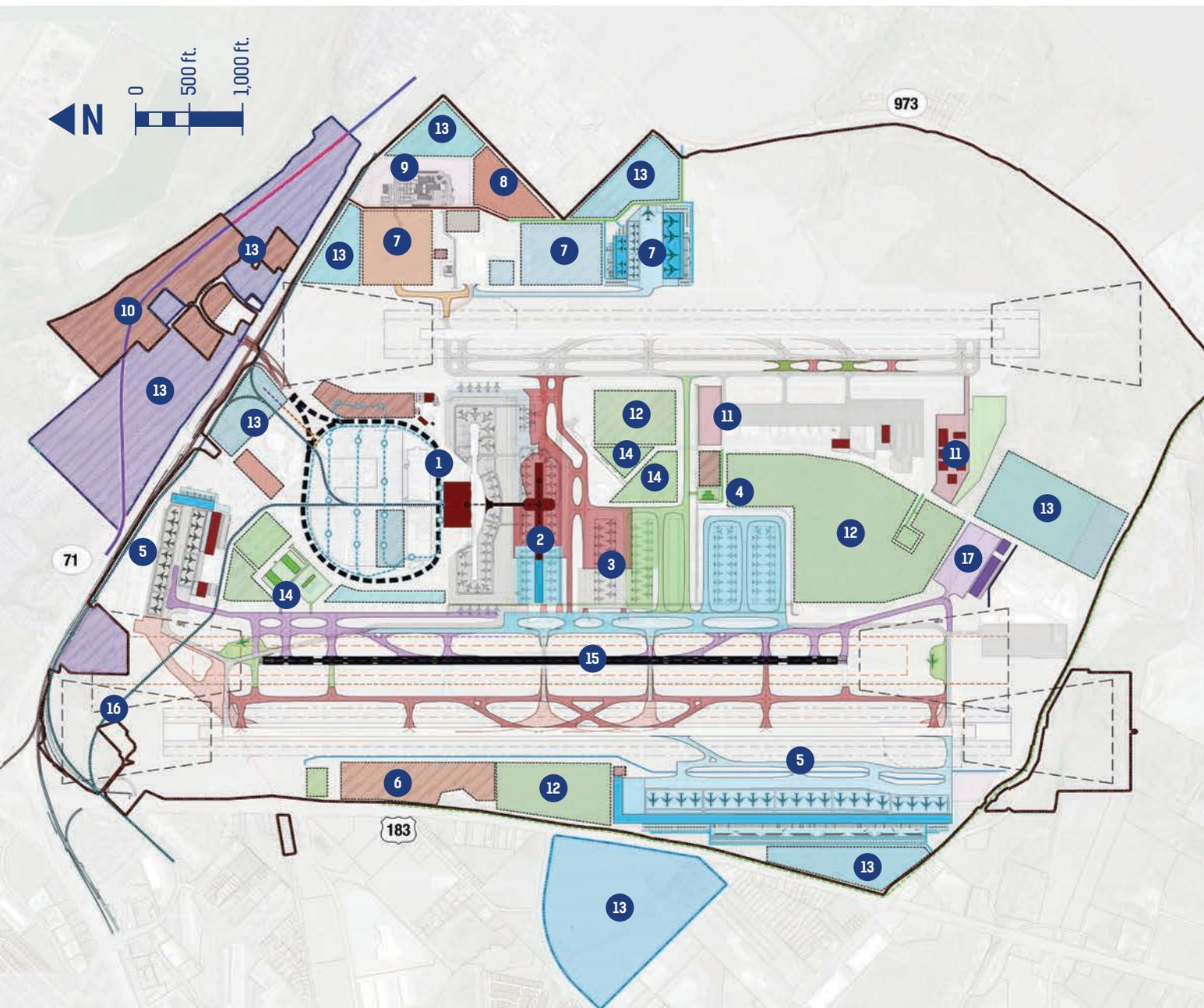
PHASE 2: 2025-2027

PHASE 3: 2028-2032

PHASE 4: 2033-2037

ULTIMATE: 2040 & BEYOND

- 1 North Terminal & Central Bag System
- 2 32-Gate Midfield Concourse
- 3 Remain Overnight Parking Positions
- 4 Airport Firefighting Station
- 5 Cargo Development
- 6 Fuel Farm
- 7 Aircraft Maintenance
- 8 Central Warehouse
- 9 Airport Maintenance
- 10 Relocated SH 71
- 11 General Aviation
- 12 Aeronautical Development Areas
- 13 Non-Aeronautical Development Areas
- 14 Support Facility Areas
- 15 New Runway 17C-35C
- 16 High Capacity Transit
- 17 U.S. Army Reserve

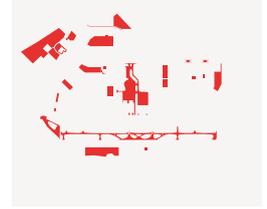


Phases of the Master Plan

Phase 1

2019–2024

A new north terminal and 20-gate midfield concourse will be designed and constructed. The new north terminal includes passenger processing facilities, such as; ticketing, security areas and baggage claim. The midfield concourse includes new gate areas, concessions, airline lounges and other passenger amenities. A new braided interchange with Presidential Boulevard and SH71 will be constructed that provides a free-flow of traffic into and out of the airport. The development of new parking for passengers and employees begins this phase. Expansion and upgrade of various support facilities will help to maintain the airport infrastructure to the highest level. All of these improvements are meant to support the projected demand of 18 million annual passengers and beyond.



Phase 2

2025–2027

On the landside, Barbara Jordan Terminal will receive upgrades to the Federal Inspection Services area, gate areas, concessions, loading bridges, and other passenger amenities. Airside, expansion of Remain Overnight (RON) aircraft parking ramp, the aircraft gate apron, and midfield taxiway will add airfield capacity. All of these improvements are meant to support the projected demand of 21.7 million annual passengers by 2027, while maintaining the current Austin airport experience.



Phase 3

2028–2032

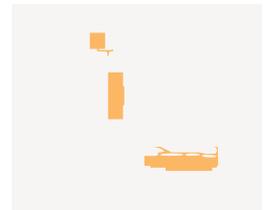
The midfield concourse will be expanded to the west, adding 12 gates. Roadway network improvements and a Personal Rapid Transit (PRT) system will significantly improve mobility. Phase 3 improvements are intended to support the projected demand of 26.2 million annual passengers in 2032.



Phase 4

2033–2037

Further renovations to Barbara Jordan Terminal, upgrades to existing runways, new apron taxiways, taxilanes, and expanded support facilities will keep the airport running on schedule. A new ground transportation center will improve mobility. In addition, a new west cargo complex will be developed that will increase ABIA's cargo capacity to 341.5 million annual pounds. Phase 4 improvements are intended to support the projected demand of 31.4 million annual passengers.



Beyond 2037 Demand

Although the need for a new runway is forecast to fall outside of the 2040 Master Plan, the space for a 10,000-foot new runway has been preserved. The concept of relocating SH71 to the north will also fall beyond the 2040 planning horizon. With the new north terminal, midfield concourse and runway, the current ABIA footprint can accommodate up to 90 million annual passengers.

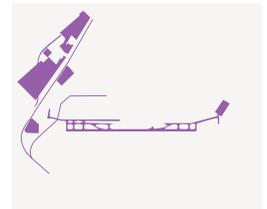




photo by Dan Herron



A Culture of Community

Being a good neighbor has always been at the forefront of ABIA's operations and culture.

Public involvement has been integral at every step of developing the 2040 Master Plan. Airport staff and consultants reached out to stakeholders across the region and to surrounding property owners and neighborhoods to ensure their feedback was incorporated in the plan. Four public meetings/workshops were held over the planning process.

A Technical Advisory Committee (TAC) and Project Advisory Committee (PAC) were formed to provide the City with visioning and ideas for the expansion of ABIA facilities and services. The TAC included members from the FAA, airlines, airport tenants and transportation agencies. The PAC included members from airport serving businesses, chambers of commerce, Del Valle School District and the Austin Neighborhood Council (including Southeast Austin). Both groups met four times during the planning process.

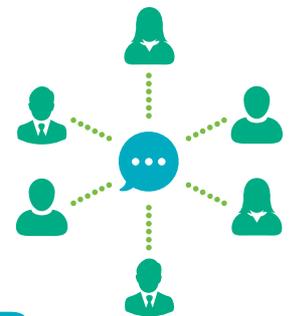
4 PUBLIC WORKSHOPS
helped shape the plan

2 COMMITTEES GUIDED THE PLAN
WITH STAKEHOLDERS FROM ACROSS THE AIRPORT COMMUNITY AND MET 4 TIMES

AIRPORT NEIGHBORS, TENANTS, AIRLINES & SURROUNDING STAKEHOLDERS

WERE INCLUDED

in the planning process



More Space to Welcome Folks

A new north terminal, built to the north of the current Barbara Jordan Terminal, offers an **efficient and unique airport experience** starting from the curbside to aircraft boarding.

The proposed new north terminal includes an improved curbside layout that doubles the length of departure and arrivals lanes for passengers, increasing capacity. A dedicated separate pedestrian bridge allows pedestrians to walk directly from the parking garage and consolidated rental car facility into the new terminal without crossing the active curbside roadway. This makes for a safer pedestrian experience and a quick drop-off and pick-up at the terminal curb.

Also, by 2025 a new midfield concourse to the south of Barbara Jordan Terminal will add 20 new gates via a skybridge from the Barbara Jordan Terminal offering views into downtown Austin and the Texas Hill Country.



□ OLD ■ NEW 1 CONRAC 2 PARKING 3 EXISTING BJT



PEDESTRIAN BRIDGE

CONNECTS NEW TERMINAL WITH CONCOURSE

ADDITIONAL

2 MILLION SQUARE FEET

OF NEW NORTH TERMINAL/MIDFIELD CONCOURSE SPACES



BOTH FACILITIES

DESIGNED & BUILT BY 2025

The new north terminal concept included in the master plan feature elements that naturally guide passengers through ticketing, security and into the Barbara Jordan Terminal. The conceptual design of the new north terminal allows future development of a Personal Rapid Transit system, expediting the journey from security to the Barbara Jordan Terminal and beyond to the new midfield concourse gates.

The design concept increases passenger processing by dedicating more space to ticketing, security and baggage claim. The terminal design incorporates the use of outdoor green space for an enhanced customer experience.

The design of the new north terminal will include a people mover system, expediting the journey from security to the aircraft gate areas.



Baggage Just Got Easier

A new centralized baggage system and claim area will be located in the new north terminal. This new system will provide quick delivery of the passengers' bags to the claim area located in the terminal lower level and provide a quick exit to the arrivals curb or pedestrian bridge. A new baggage screening area will replace two overutilized areas that will speed up check-in and free up space in the Barbara Jordan Terminal for new concessions and larger passenger hold room space. The new baggage area will provide enough space to accommodate a universal central bag handling system.

QUICKER
BAGGAGE DROP-OFF & PICK-UP



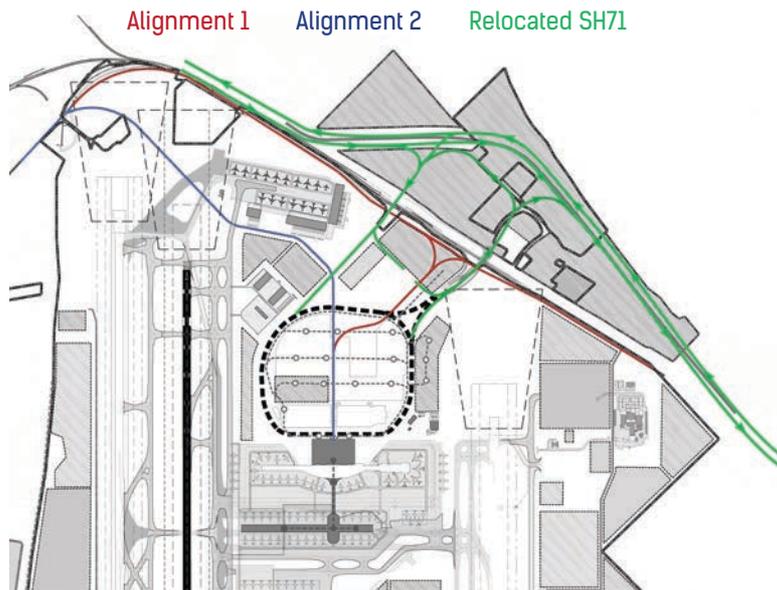
UNIVERSAL
BAGGAGE DROP SYSTEM





Making ABIA Part of Austin

A new braided lane intersection design will provide free-flow traffic into and out of the airport to/from SH71, eliminating stopped traffic due to the current traffic signals and stop signs. In the long-term, SH71 is proposed to be relocated to the north and allow for future airport expansion, including the potential to extend the Runway 17L end to the north for a balanced airfield operation.



Survey results and public comments indicated a strong desire to see the airport more integrated into the City's transportation network. The master plan includes two possible alignment options for high capacity transit serving ABIA from Riverside Drive. These alignments are being studied through Capital Metro's Project Connect process. Further study is needed to determine the recommended alignment.



Relax and Play at the Heart of ABIA

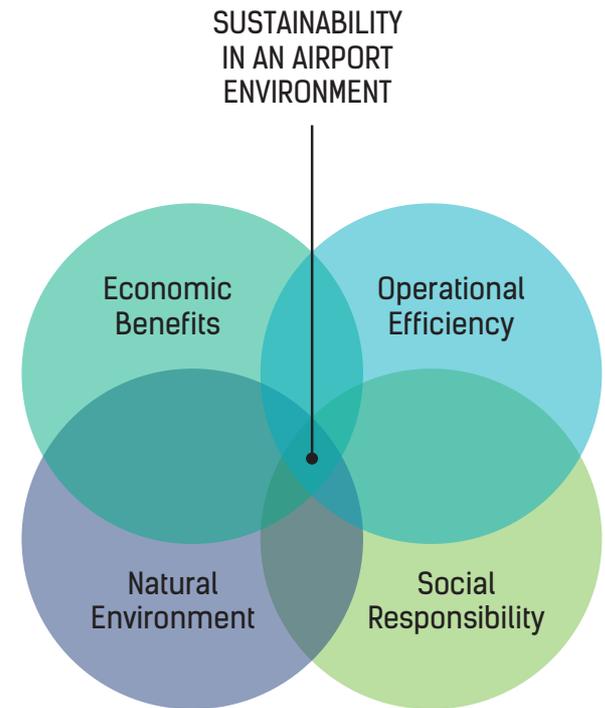
A proposed open-air plaza will be located over the current departure roadway lanes between the new north terminal and Barbara Jordan Terminal. This would provide indoor walkways on either side of the plaza with an outdoor plaza between featuring amenities such as; playgrounds, seating and off-leash areas, in addition to local concessions. The existing arrivals level curb will remain in place for use by airport operations, emergency vehicles and deliveries to the new north terminal.

Austin Values at ABIA

Sustainability is a core value for ABIA operations.

Concerns about the environment featured prominently in public comments and protecting our local resources is an essential part of Austin's culture and identity. The plan calls for improvements to airport road networks and better integration with the city's transit system will reduce traffic in and out of the airport, speeding arrivals and departures, as well as reducing greenhouse gas emissions.

Improved airfield geometry in the long-term layout and additional taxiways and taxilanes in earlier phases of the plan will reduce aircraft taxi delays, further limiting CO2 emissions. The proposed new north terminal and midfield concourse will join Barbara Jordan Terminal in maintaining the LEED Silver certification of the airport. A new utility plant and maintenance facilities will improve the airport's energy efficiency.



Better integration into
AUSTIN'S TRANSIT SYSTEM CAN HELP
REDUCE POLLUTION



New UTILITY TECHNOLOGY to

**INCREASE AIRPORT
ENERGY EFFICIENCY**

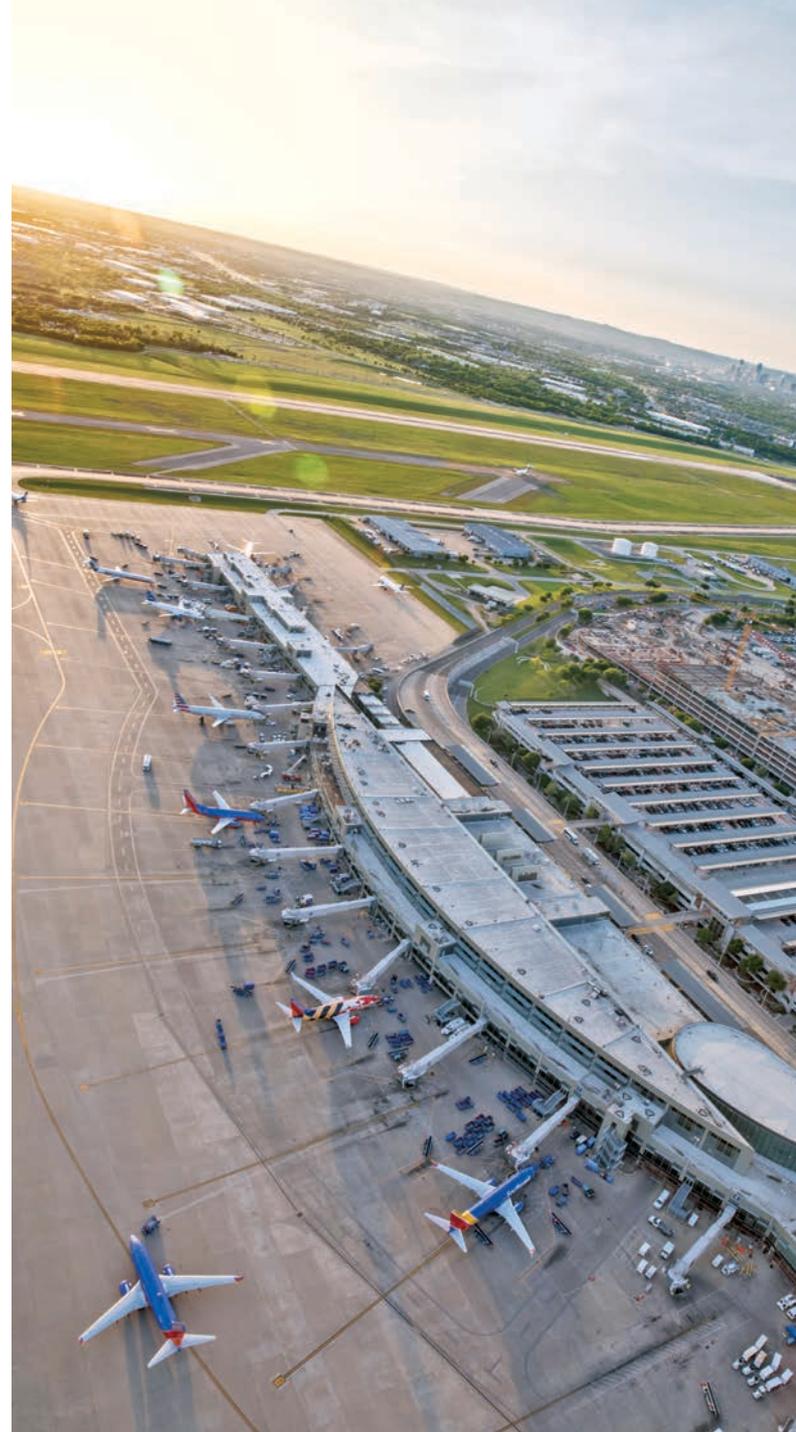
Beyond 2040

A new third parallel runway location was assessed in the Master Plan to preserve the area for when it is needed in the future. This new runway will not be needed until approximately 2048 or when ABIA reaches 445,000 annual aircraft operations.

Though the timeframe for development of the new runway is beyond the planning period of this master plan, it was important to preserve the space for the runway for future development. This proposed runway location was previously identified in the FAA approved 2003 Master Plan.

The new 10,000-foot runway will **increase the efficiency and capacity of the airport.**

A **3rd** NEW  
RUNWAY
WILL BE PLANNED FOR FUTURE DEVELOPMENT



ENVISIONING AUSTIN'S AIRPORT OF THE FUTURE

Special Thanks

AUSTIN CITY COUNCIL

Steve Adler | Mayor
Ora Houston | Council Member District 1
Delia Garza | Council Member District 2
Sabino "Pio" Renteria | Council Member District 3
Gregorio "Greg" Casar | Council Member District 4
Ann Kitchen | Council Member District 5
Jimmy Flannigan | Council Member District 6
Leslie Pool | Council Member District 7
Ellen Troxclair | Council Member District 8
Kathie Tovo | Council Member District 9
Atison Alter | Council Member District 10

CITY MANAGEMENT

Spencer Cronk | City Manager

AIRPORT ADVISORY COMMISSION

Jeremy Hendricks
Frank R. Maldonado
Billy E. Owens
Luis M. Rodriguez
Ernest E. Saulman
Eugene Sepulveda
Vicky H. Sepulveda
Bradley S. Tegeler
Thomas P. Thies
Michael T. Watry
John Walewski

ABIA EXECUTIVE COMMITTEE

Jim Smith | CEO
Patti Edwards | COO
Ghizlane Badawi | Deputy COO
Dave Arthur | Assistant Director
Susana Carbajal | Assistant Director
Denise Hatch | Airport Operations Chief
Shane Harbinson | Assistant Director
Jamy Kazanoff | Assistant Director
Donnell January | Assistant Director

TAC MEMBERS

Tricia Angelo | Southwest Airlines
Heather Ashley-Nguyen | TxDOT
Jonathan Bluth | Atlantic Aviation
Anna Bowlin | Transportation and Natural Resources
Monica del Rio | Southwest Airlines
Dee Anne Heath | CTRMA
Rose-Marie Klee | TxDOT
Janet McDowell | Delta Airlines
Jay McVay | Southwest Airlines
Jeff Pearse | LoneStar Holdings
Andy Perry | Austin Executive Airport
Blaine Peters | Delta Airlines
Seth Quillin | Southwest Airlines
Marcelino Sanchez | FAA-Regional
Sam Sargent | Capital Metro
David Sellers | Southwest Airlines
Jeff Stein | FAA
Justin Word | CTRMA
Terry Zweschper | TSA

PAC MEMBERS

Greg Anderson | Planning Commission/Habitat for Humanity
Chelly Bell | Austin Technology Council
Kelly Crook | Del Valle ISD
Doug Driskill | Dell
Amber Gunst | Austin Technology Council
Stephen Harris | University of Texas Austin
Richard Hatfield | Retired, Delta Airlines
Erin Hurley | Austin Technology Council
Pat King | ANC Sector 10 President
Karl Koebel | Marketplace Real Estate
Hon. Lee Leffingwell | Former Mayor
Kimberly Levinson | Downtown Austin Neighborhood Association
Tom Noonan | Visit Austin
Kelly Porter | CAMPO
Eileen Portner | Downtown Austin Neighborhood Association
Lena Reese | CAMPO
Drew Scheberle | Austin Chamber
Nirav Ved | CAMPO
Joshua Washington | Black Chamber of Commerce
Brad Wiseman | City of Round Rock
Tim Young | Ikard Wynn LLP
K.C Willis | The Willis Company
Walter Zaykowski | Austin Chamber of Commerce

PRODUCTION & DESIGN

Jennifer Williams, PE | Planning & Engineering Supervisor
Lyn Estabrook | Planning and Engineering Manager
Joe Mercer | Engineering Technician
Sandy L. Stevens | Public Information & Marketing
Russell Blanck | Landrum & Brown
Shuronda Robinson | Adisa Communications
Aimee Blase | Adisa Communications
Eradio Gomez | Adisa Communications
Paul Bielamowicz, AIA, LEED AP | Page Architects
Justin Sabatini RA | Page Architects
Dan Herron | HerronStock Photography