

Envisioning Austin's Airport of the Future



Austin-Bergstrom International Airport **Terms Used In Aviation**

Aviation industry terms can be confusing or foreign, so we have put together a helpful guide.



Austin-Bergstrom
International Airport

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ABIA 2040 Master Plan Terms V2 April 2018



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Austin-Bergstrom International Airport Common Terms Used by Aviation Planners



Aircraft Fleet Mix

The existing and future aircraft (e.g. airplanes and helicopters) that airlines and private pilots at ABIA will use over the next 20 years. There are two types of commercial airplanes: widebody and narrowbody. Widebody aircraft, like the Boeing 777-200, can carry up to 280 passengers, while narrowbody airplanes like the Airbus 321, can carry anywhere from 99 to 191 passengers. Regional jets are also part of the aircraft fleet mix.

Catchment Area or Airport Service Area (ASA)

The area from which potential passengers come. Twenty-one counties are within the catchment area for ABIA. The primary catchment area is comprised of the five counties including: Bastrop, Caldwell, Hays, Travis and Williamson. The secondary catchment area includes 16 more counties next to the five major counties that ABIA serves.

Enplaned Passenger

This term is widely used in the aviation industry and is defined as a 'passenger boarding a plane at a particular airport.' Tracking enplaned passengers is the most important air traffic measurement because the majority of airport revenues are generated directly or indirectly from enplaned passengers.

General Aviation (GA)

All private (non-commercial) flights usually flown using a smaller aircraft. GA activity at ABIA has been steadily declining since 2002, with service for these aircraft going to the smaller regional airports.

Metropolitan Statistical Area (MSA)

One or more counties next to each other that have a high degree of social and economic integration. In the ABIA 2040 Master Plan, the MSA is made up of the Bastrop, Caldwell, Hays, Travis and Williamson counties.

Million Annual Passengers (MAP)

The unit of measurement used to describe the growth and volume of enplaned passengers at US and international airports.

Remain Over Night (RON)

Aircraft that are parked at the gate overnight for maintenance or cleaning. RON gates are included in the terminal requirements analysis.

Origin and Destination (O&D) Airport

An airport that serves passengers who fly into or out of the airport as the ending or starting point. ABIA is considered an O&D airport.

Airline Hub Airport

An airport that serves as a connection to get passengers to their final destination (domestic and international). In Texas, Dallas/Ft Worth International Airport and Bush Intercontinental airports are considered hub airports.

Planning Activity Level (PAL)

Aviation demand levels that will trigger the need for the expansion or improvement of a specific airport facility. These triggers might be based on peak hour passenger counts, aircraft operations or cargo sizes. By using PALs, the airport can keep an eye on growth trends and expand the airport as needed.

Airport Demand/Capacity & Delay

Planners use complex models to determine the need for future terminal and runway facilities. The models anticipate future needs and delays based on annual, peak month and peak hour demands.

LAND SIDE

It is the area leading to and from the terminal, and contains most support services.

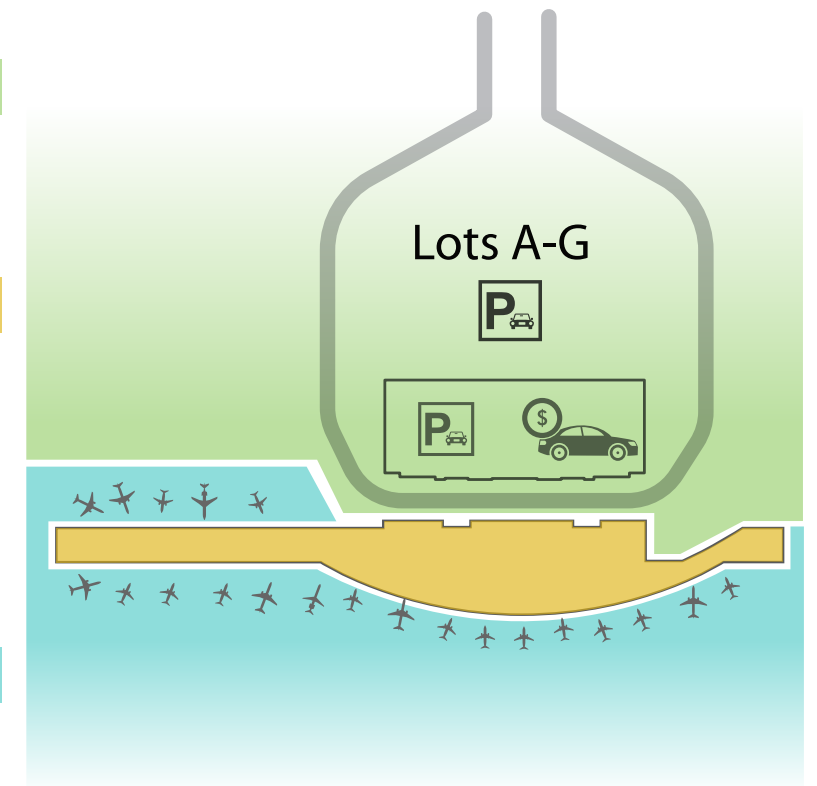
TERMINAL

An airport building that contains ticket counters and is where the airline gates are located. The terminal is where passengers transfer between ground transportation and the facilities that allow them to board and disembark from airplanes.¹

AIR SIDE

Also known as the 'secure side,' it is the area where aircraft move between the runways and the terminal building.

¹ Wikipedia: https://en.wikipedia.org/wiki/Airport_terminal



Fast Facts



Best U.S.
Domestic Airport

International
travel overseas
accounted for



of scheduled
international
flights in 2016



Since 1993,
Passenger growth
has tripled