

# 1 INTRODUCTION

## 1.1 Master Plan Study Content

This Austin-Bergstrom International Airport (ABIA) 2040 Master Plan Study was conducted in accordance with FAA Advisory Circular 150/5070-6B, *Airport Master Plans*. The ten main elements of the ABIA 2040 Master Plan Study are:

1. Sustainability
2. Public Involvement
3. Environmental Considerations
4. Existing Conditions
5. Aviation Forecasts
6. Facility Requirements
7. Alternatives Development Analysis
8. Airport Layout Plans
9. Facilities Implementation Plan
10. Financial Feasibility Analysis

The ABIA 2040 Master Plan Study has been divided into the following chapters:

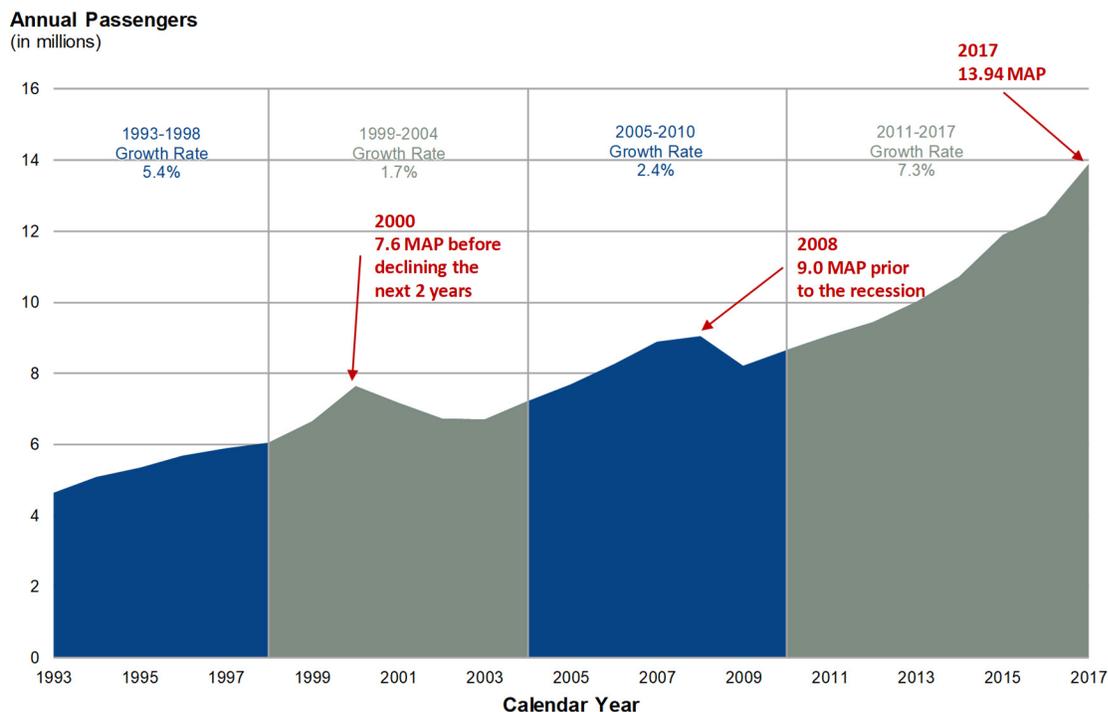
- Executive Summary
- Chapter 1: Introduction
- Chapter 2: Existing Conditions and Issues
- Chapter 3: Aviation Activity Forecasts
- Chapter 4: Demand/Capacity and Facility Requirements
- Chapter 5: Alternatives Analysis
- Chapter 6: Safety Assessment and Management Process
- Chapter 7: Sustainability Plan
- Chapter 8: Implementation Plan
- Chapter 9: Financial Plan
- Chapter 10: ALP and e-ALP Description

Each of these chapters and subject matter are presented in this master plan study.

## 1.2 Purpose and Scope of Master Plan Study

Passenger growth at Austin-Bergstrom International Airport has tripled at a 4.2% average annual growth rate since 1999. **Exhibit 1.2-1** shows that between 2011 and 2017 ABIA grew at a 7.3% average annual growth rate and had 13.94 million annual passengers (MAP) in 2017. This growth rate exceeds the national average growth rate of 2.8% for the same time period.<sup>1</sup> For the first ten months in 2018, ABIA set monthly passenger growth records from the previous year with an average monthly growth rate of 15.06 %. This anticipated continued double-digit passenger growth rate was the impetus for ABIA to undertake a new 20-year Master Plan Study that provided information regarding the needed airport infrastructure to accommodate the anticipated growth through 2037. This ABIA Master Plan Study also addressed emerging aviation technologies and the effect of the continued growth and expansion of ABIA.

**Exhibit 1.2-1: ABIA Annual Growth Since 1993**



Source: ABIA historical data

The airport covers 4,242 acres, including two parallel runways. The Barbara Jordan Terminal was originally designed to serve 11 MAP. The terminal expansion, with completion scheduled in early 2019, is designed to increase the capacity of the Barbara Jordan Terminal to serve 15.5 MAP. ABIA is forecasted to exceed this level of passenger activity before the terminal expansion is completed and will require additional terminal processing, gate capacity, and support facilities to accommodate the increasing demand while maintaining passenger experience.

<sup>1</sup> US DOT Scheduled T100 Passenger Data and Database Products

## 1.3 Airport History and Role

When the Bergstrom Air Force Base was announced to be closed in 1991, the City of Austin began actions to relocate the airport to Bergstrom. At that time, the City of Austin's air transportation needs were provided by the Robert Mueller Municipal Airport (RMMA). In May 1999, ABIA opened for passenger service and continues to serve the Central Texas region.

The original 1993 Master Plan was completed and used for converting the former Air Force Base into the new ABIA. However, traffic quickly outgrew the new airport infrastructure and a master plan update was conducted in 2003. Since 2014, ABIA has undergone \$466 million in expansion projects, such as:

- 9-Gate 90,000 sq. ft. Barbara Jordan Terminal Expansion
- 80,000 sq. ft. Administration Building
- 6,000 space Parking Garage
- 16.4-acre Airport Maintenance Facility
- East Infill for TSA Security Checkpoint #1 and Customs Facility

The FAA classifies airports<sup>2</sup> based on the type of air carrier operation. ABIA is a Class I airport, which requires scheduled large air carrier aircraft designed for at least 31 passenger seats, an Airport Operating Certificate (AOC) and meeting the specific Part 139 regulations. ABIA serves the greater Austin and Central Texas Region, and is also a reliever airport to the surrounding Texas airports, such as Dallas-Fort Worth, San Antonio International Airport, George Bush Intercontinental and Houston William P. Hobby Airports. Due to this, ABIA receives more diversions than any other airport in the country.

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<sup>2</sup> Federal Aviation Regulations (FAR) Part 139, Airport Certification.

## 1.4 Airport Location and Service Area

ABIA is approximately eight miles southeast of the Austin Central Business District (CBD), as shown in **Exhibit 1.4-1**. The airport is owned by the City of Austin and operated by the Department of Aviation (DOA). ABIA occupies approximately 4,242 acres of land bound by State Highway (SH) 71 to the north, Burleson Road to the south, Farm to Market (FM) Road 973 to the east, and U.S. Route 183 to the west.

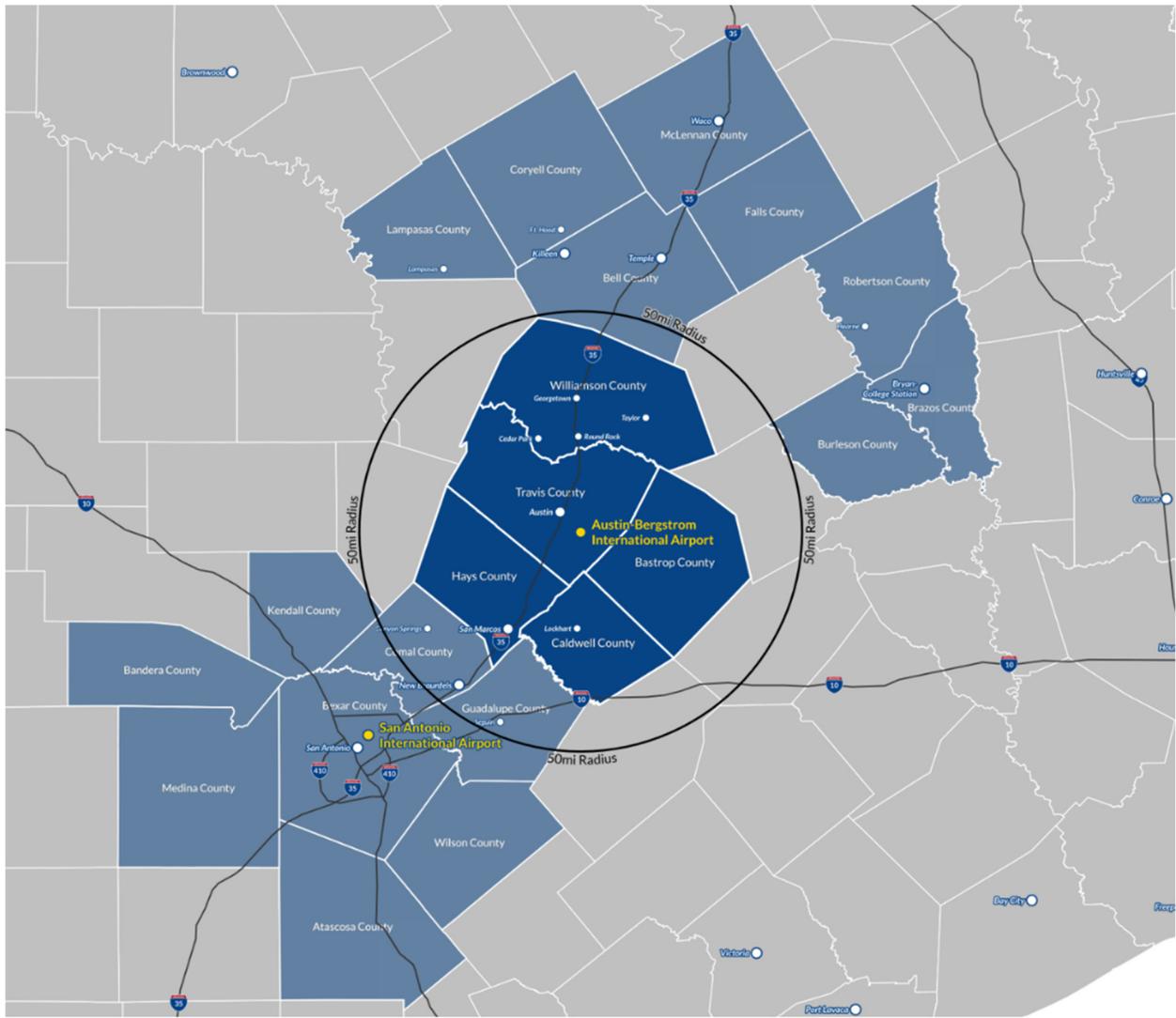
The majority of ABIA's passengers come from the Travis County region shown in **Exhibit 1.4-2** in the dark blue area. However, in recent years passengers have come from 21 counties surrounding the greater Austin Metropolitan Area and even south of San Antonio.

**Exhibit 1.4-1: ABIA Location Map**



Source: Adisa Communications

**Exhibit 1.4-2: ABIA Service Area**



Source: ABIA passenger data and Landrum & Brown analysis

## 1.5 ABIA 2040 Master Plan Goals

The **Vision** for Austin-Bergstrom International Airport is *“To Be the Airport of choice for Central Texas.”* While its **Mission** is *“To connect our community to the world with an Austin-Style Experience.”*<sup>3</sup> Where appropriate, the following Master Plan Goals have been incorporated into this Master Plan Study.

**Customer & Community Value** – “The Austin-Bergstrom International Airport serves an external customer base of passengers as well as internal customers of employees and business partners. We will continue to grow our brand around a quality customer experience, providing passengers with exceptional facilities and services and improving workflow processes. The Airport is part of the community it serves and supports and represents the character and culture of its community.”

- Goal 1: Enhance Customer Experience
- Goal 2: Build the Best Team
- Goal 3: Strengthen Partnerships and Relationships
- Goal 4: Connect Our Community to the World

**Operational Excellence** – “Austin-Bergstrom International Airport is committed to constantly improving the way we do business. Operational excellence can be achieved by using a systematic approach to the management of resources, processes, safety and security, planning facilities and infrastructure that will support future demands to connect ABIA with the world and promoting a risk culture to reduce liabilities and exploit opportunities.”

- Goal 1: Ensure Efficient and Reliable Airport Operations
- Goal 2: Plan, Design, and Build Capital Project to meet Central Texas Growth and Demand

**Economic Sustainability** – “Our economic sustainability is dependent on generating sufficient revenue to balance our operating and capital needs in a manner that allows us to remain cost competitive in the marketplace.”

- Goal 1: Increase and Diversify Non-Airline Revenue
- Goal 2: Maintain and Enhance Our Competitive Cost Structure
- Goal 3: Strengthen ABIA’s Financial Position

**Environmental Stewardship** – “Austin-Bergstrom International Airport has recognized its responsibility to the environment and taken actions to continually enhance and promote its environmental program accomplishments and be recognized as a leader in airport environmental stewardship.”

- Goal 1: Minimize Our Environmental Impact

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<sup>3</sup> Austin-Bergstrom International Airport, 2017 Focus and Execution Plan for a Sustainable Future.

## 1.6 Public and Stakeholder Involvement Program

This ABIA Master Plan was conducted in three phases and considered input from residents, airport-related business, local and federal agencies and city planners.

- **Phase I: Stakeholder Input** – Outlines overall direction from various stakeholder and public meetings.
- **Phase II: Draft Master Plan** – Defines preliminary improvements and phases for the development of the Master Plan for review and evaluation.
- **Phase III: Final Master Plan** – A final recommended airport development plan submitted to ABIA and the FAA for approval.

This Master Plan Study envisions the ABIA layout of the future and identifies the facilities, infrastructure, and emerging aviation technologies necessary to meet the growth and expansion of the Airport over a 20-year (2017 to 2037) period. At minimum, this Master Plan will include the following:

- New North Terminal for passenger ticketing, bag claim and security activities
- New Midfield Concourse that will provide 32 new commercial aircraft gates
- Supporting baggage handling system
- Ground transportation center
- Entrance and egress roadway improvements
- New utility upgrades
- Apron expansion
- Additional taxiway/taxilane network
- Refurbishment of the existing Barbara Jordan Terminal

### 1.6.1 Stakeholder Engagement Plan

Throughout this Master Plan Study, the Department of Aviation executed a Stakeholder Engagement Plan to inform, educate, and engage residents, airport users and related businesses, local and federal agencies, and City planners. This included, but was not limited to, the Austin Airport Advisory Commission, airport tenants, the general public, and community leaders (elected or otherwise) in the vicinity of the Airport, as well as other active members of the airport community and aviation industry. The DOA staff and consultants designed and facilitated interactive formats at all meetings to ensure a fair and balanced discussion of issues from all perspectives.

Stakeholders were organized and mobilized into the following groups and their responsibilities during the Master Plan Study:

**Austin City Council** – A draft final ABIA Master Plan Executive Summary and Airport Layout Plan drawing were presented to the City Council members to inform and receive feedback prior to submitting the final Master Plan Study to the FAA for approval.

**Austin Airport Advisory Commission (AAAC)** – The Department of Aviation and consultants held meetings with the AAAC members to keep them abreast of the Master Plan status and to receive feedback on the proposed ABIA development plan. A total of four meetings were held with the AAAC.

**Project Advisory Committee (PAC)** – The PAC was formed to provide the City with visioning and ideas for the expansion of the ABIA facilities and services. The PAC included members from the Airport serving businesses, Real Estate Council of Austin, Chambers of Commerce, Capital Area Metropolitan Planning Organization, Austin Technology Council, Del Valle School District, Austin Neighborhood Council (including Southeast Austin), University of Texas, and the Austin City Visitors Bureau. A total of four meetings were held with the PAC.

**Technical Advisory Committee (TAC)** – The TAC was formed to provide the City with detailed technical input into the ABIA Master Plan process and recommendations. The TAC included members from the FAA, airlines, the Texas Department of Transportation, Central Texas Regional Mobility Authority, Capital Metro, Austin Executive Airport, general aviation industry, airport tenants, and the State of Texas, Travis County. A total of four meetings were held with the TAC.

**Public Outreach** – The Department of Aviation and consultants held widely publicized meetings on the proposed ABIA Master Plan to provide information about the preliminary visioning and potential community impacts, as well as to solicit public comments, feedback and suggestions. A public website was created with details about the ABIA Master Plan, including information on meetings, materials and a survey.

- **Public Workshop #1:** The first public workshop was held on October 12, 2017 to introduce the project and gather input on community values. Twenty-one people attended the meeting, where attendees were encouraged to review the display boards around the room (in English and Spanish). The workshop participants were then split into two groups and engaged in discussion with each other and the project team on values and preferences.
- **Public Workshop #2:** The second public workshop was held on April 19, 2018 and forty-one stakeholders attended. The first thirty minutes of the workshop was conducted as an open-house style meeting, followed by a 90-minute presentation, which discussed the demand analysis and facility requirements for ABIA.
- **Public Workshop #3:** The third public workshop was held on June 7, 2018. It was open house style meeting and 35 stakeholders attended. There were boards around the room that described the elements of the master plan and the shortlisted runway, terminal and roadway alternatives. An online survey was also made available to attendees.
- **Public Workshop #4:** The fourth public workshop was held on September 26, 2018 and was open-house style. There were boards around the room that depicted the terminal concepts and phased airport layout plan.
- **Survey:** An online survey was administered for the final input phase for the Master Plan. Paper copies of the survey were distributed at the public meeting #3 and the online version was available for 2.5 weeks. The survey described each of the shortlisted alternatives and gauged the level of preference for the preferred alternative.

- Website and Social Media: A comprehensive project website was developed and then maintained throughout the life of the project. ABIAMasterPlan.com was updated on a monthly basis with construction updates and news about the master planning activities. It was also updated with the meeting materials within week of the meeting. Social media posts were created to advertise an upcoming public meeting and the online survey.

**Executive Committee** – The Executive Committee is comprised of various Department of Aviation managers. Monthly update meetings were conducted throughout the Master Plan Study to solicit input, feedback and direction on each stage of the plan. A total of 12 meetings were held with the Executive Committee.

Additional details and materials for each stakeholder meeting are provided in **Appendix 1.1, Appendix 1.2, and Appendix 1.3.**

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