

AGENDA



Recommendation for Council Action

AUSTIN CITY COUNCIL

Regular Meeting: November 1, 2018

Item Number: 057

Aviation

Authorize release of the Austin-Bergstrom International Airport 2040 Master Plan to the Federal Aviation Administration for its approval of the Master Plan and the Airport Layout Plan.

District(s) Affected: District 2

Lead Department	Aviation
Fiscal Note	This item has no fiscal impact.
Prior Council Action	<p>November 03, 2016 - Council approved a professional services agreement with Landrum & Brown; for the Austin-Bergstrom International Airport Master Plan in an amount not to exceed \$4,000,000.</p> <p>December 12, 2002 - Council approved acceptance of the Austin-Bergstrom International Airport Master Plan Update and request for Federal Aviation Administration approval of the Austin-Bergstrom International Airport Master Plan Update.</p> <p>May 18, 2000 - Council approved the selection of P & D Aviation and execution of a professional services agreement for the Austin-Bergstrom International Airport Master Plan Update.</p> <p>November 7, 1991 - Council approved the selection of KPMG Peat Marwick Inc. and execution of a professional services agreement for the Austin-Bergstrom International Airport Master Plan.</p>
For More Information	<p>Inquiries should be directed to the City Manager’s Agenda Office, at 512-974-2991 or AgendaOffice@austintexas.gov.</p> <p>NOTE: All inquiries shall be directed to Lyn Estabrook Planning & Development Manager 512-530-6604 or Jennifer Williams, Project</p>

	Management Supervisor 512-530-5543.
Council Committee, Boards and Commission Action	October 9, 2018 - Recommended by the Airport Advisory Commission on a 8-0-1-2 vote, with Commissioner Members Walewski, and Owens absent at this vote and Commissioner Member Watry abstained.

Additional Backup Information:

Austin-Bergstrom International Airport (Airport) is the airport of choice for Central Texas serving more than 15.2 million passengers annually. With over 83 non-stop destinations including 12 non-stop international destinations, Central Texas continues to choose the Austin-Bergstrom International Airport. The Airport serves over 22 counties in Central Texas and is an economic generator for the region and provides over 6000 jobs on campus. The Airport is known for being a dynamic and creative place by the passengers and was named Airport of the Year from the FAA Regional Office and the International Air Line Pilots Association. With this steady increase in travelers, domestic, and international flights, new technologies and passenger safety regulations make it necessary for the City to envision how the Airport meets future needs. The average US airport grows at a rate of 2.5%. The Austin-Bergstrom International Airport has maintained a 35-year average 5.3% growth rate and has grown in the past five years at a rate of 8%. This past year the Airport has grown at a rate of 15.5%. The current Terminal expansion to open in spring 2019 was designed to process 15 million passengers and the Airport is projected to process 16 million passengers by the end of 2018. This robust growth will have the Airport deficient on space and it will need to expand to meet the growing regional demand. With the continued growth the Airport will soon be categorized as a large hub airport by the FAA, joining the top 30 Airports in the US. Accordingly, in 2017, per FAA requirements the Department of Aviation launched a master plan study to envision the Airport of the future and identify the facilities, infrastructure, and emerging aviation technologies necessary to meet the growth and expansion of the Airport over a 20-year time span. At minimum, this will include a new passenger processing terminal for security and ticketing lobby activities, new midfield concourse that will add 20 passenger gates to accommodate growing air travel, supporting baggage handling system, ground transportation center, new curbside roadway system to assist in pick-up and drop-off of passengers, entrance and egress roadway improvements, new utility infrastructure and relocation/upgrades to the existing utility infrastructure, apron expansion for aircraft maneuvering and parking, and an additional taxiway that will require additional funding for an airport capital improvement program over the next 5-7 years.

Stakeholder Engagement Plan

Throughout the 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, including but not limited to, the Airport Advisory Commission, airport tenants, the general public, and community leaders (elected and other) in the vicinity of the Airport as

well as other active members of the airport community and aviation industry. Wherever possible, the Department of Aviation staff and consultants designed and facilitated interactive formats at all meetings to ensure a balanced and fair discussion of issues from all perspectives.

Stakeholders were organized and mobilized into two committees: the Project Advisory Committee (PAC) and Technical Advisory Committee (TAC). The PAC was formed to provide the City with visioning and ideas for the expansion of Airport facilities and services. The PAC includes members from the Airport serving businesses, Chambers of Commerce, previous Austin Planning Commission members, Del Valle School District, Austin Neighborhood Council (including Southeast Austin), surrounding city officials, Austin City Visitors Bureau, previous Airport Advisory Commission Members, and development and planning organizations.

The TAC was formed to provide the City with detailed technical input into the Airport Master Plan. The TAC includes members from the, FAA, airlines, the Texas Department of Transportation, Central Texas Regional Mobility Authority, Capital Metro, Austin Executive Airport, general aviation industry, City of Austin, Airport tenants, State of Texas, Travis County, and planning associations of surrounding cities and counties.

Public Meetings

The Department of Aviation and consultants held publicly posted public meetings on the proposed Airport Master Plan to provide information about the preliminary visioning and potential community impacts as well as to solicit public comments, feedback, and suggestions. These meetings are comprised of information booths for specific subject areas (such as forecasts, airfield, terminal, landside access, etc.) allowing members of the public an opportunity to review and discuss aspects of the Airport Master Plan. At the request of Council Member Delia Garza's office, Public Notice signs in English and Spanish were posted in surrounding neighborhoods announcing public meetings, fact sheets, and general information about the Airport Master Plan. A public website at <http://www.abiamasterplan.com/> was created with details about the Airport 2040 Master Plan including information on meetings, materials, and a survey. The schedule below includes the public meeting dates.

Outreach Schedule

June 26, 2017	First meeting with PAC and TAC
July 25, 2017	PAC and TAC Airport tours
August 9, 2017	PAC and TAC Airport tours
August 10, 2017	PAC and TAC Airport tours
September 13, 2017	Airport Advisory Commission Special called Meeting #1
October 12, 2017	First Public Meeting
October 19, 2017	Second meeting with PAC and TAC
April 17, 2018	Airport Advisory Commission Special called Meeting #2
April 19, 2018	Second Public Meeting
April 18, 2018	Third meeting with PAC and TAC

June 7, 2018	Third Public Meeting
August 21, 2018	Airport Advisory Commission Special called Meeting #3
August 28, 2018	Fourth meeting with PAC and TAC
September 26, 2018	Fourth Public Meeting

Next Steps

Upon Council approval, the City of Austin will send the Master Plan to the FAA's Airport District Office in Fort Worth for their review and approval. FAA approval can take up to 180 days to review and comment on the Airport Layout Plan. During the review and comment period, the Air Traffic Service Area office will evaluate the plan to ensure the safe and efficient use of airspace by aircraft. The Flight Procedures Team office will evaluate to determine impacts on instrument procedures and ensure operations are conducted safely. The Flight Standards Division determines the safety of aeronautical operations and of people and property on the ground. The Technical Operations Service Area Office will evaluate the effects on navigational AIDS, conduct an electromagnetic study to evaluate the effect on air navigation and communications facilities, evaluate line-of-sight studies to determine impact on the control tower visibility, and evaluate any frequency management problems and reserving frequencies.