

# NAVIGATE TO **2030** ATL MASTER PLAN



## Quick Overview

September 2014

# Agenda

- Master Plan Goal
- Master Plan Components Overview
- Highlighted Projects
- Next Steps

# Master Plan Goal

To provide a framework to support future airport development to meet forecast demand in a safe, cost effective, operationally efficient, and flexible manner.



# MASTER PLAN COMPONENTS OVERVIEW

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# Master Plan Components Overview

- AIRFIELD DEVELOPMENT
  - AIRFIELD SAFETY AREA AND ACCESS IMPROVEMENTS
  - RUNWAY 9L ENDAROUND
  - RUNWAY 26L EXTENSION
  - NEW RUNWAY 10L-28R
- TERMINAL / GATES DEVELOPMENT
  - PLAIN TRAIN TURNBACK
  - CONCOURSE D EXPANSION
  - EAST GATES DEVELOPMENT
- LANDSIDE DEVELOPMENT
  - DOMESTIC TERMINAL AREA PARKING GARAGES
  - DOMESTIC CURB FRONT EXPANSION
- CARGO AND SUPPORT FACILITIES DEVELOPMENT
  - RENEWAL AND REPLACEMENT PROJECTS
  - SOUTH CARGO EXPANSION/RECONFIGURATION
  - NORTH CARGO RELOCATION



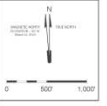
Draft Recommended Plan

**LEGEND**

- Runway Pavement
- Taxiway Pavement
- Apron Pavement
- Airport Building
- Property Boundary

- PRELIMINARY RENEWAL & REPLACEMENT PROJECTS**
- EIS Recaptitation
  - Runway 8L/27R Reconstruction
  - Annual Taxiway Reconstruction and Repairs Program
  - City North Runway Reconstruction
  - Annual Non-ACA Roadways Reconstruction Program
  - Annual Sanitary Sewer Program
  - Plan/Frac Capital Asset Replacement Program
  - SkyTrain Capital Asset Replacement Program
  - CFC Insides Refresh Program
  - International Terminal Parking Structures Maintenance Program
  - Domestic Terminal Parking Structures Maintenance Program
  - CFC Insides Refresh Program
  - Fire Training Facility Capital Asset Replacement Program
  - Other DOA Outbuildings Maintenance Program
  - Domestic Terminal Parking Structures Maintenance Program
  - Aerial Roadway/Airfield Maintenance Program
  - Delta March 21 Response Project Ltd
  - Airfield Marking/Signage Replacement Program
  - Sustainability Program
  - Aircraft Parking Position Reconstruction Program
  - DOA and Federal Agencies Offices Optimization
  - Road Replacement Program
  - Runway Signage Replacement Program
  - CFC Infrastructure Replacement Program
  - Airfield Infrastructure Renewal Program
  - Airport Sustainability Initiative
- FUTURE INTERIOR PROJECTS**
- Airport Modernization
  - Domestic Security Screening Queue
  - North Baggage Claim
  - International Check in
  - Post Security Concessions

NO.	REVISIONS	DATE



DRAWN BY: RBA

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# HIGHLIGHTED PROJECTS

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# Domestic Terminal Area Parking Garages

- DESCRIPTION:

- The master plan facility requirements have identified capacity constraints in the existing Domestic Terminal parking facilities, primarily the north and south parking decks. Additionally, the north and south decks which are nearing the end of their useful life, requiring decks reconstruction.

- STATUS:

- Concepts for the reconstruction and expansion of the north and south decks to eight levels have been developed in parallel to the master plan.

- TIMING:

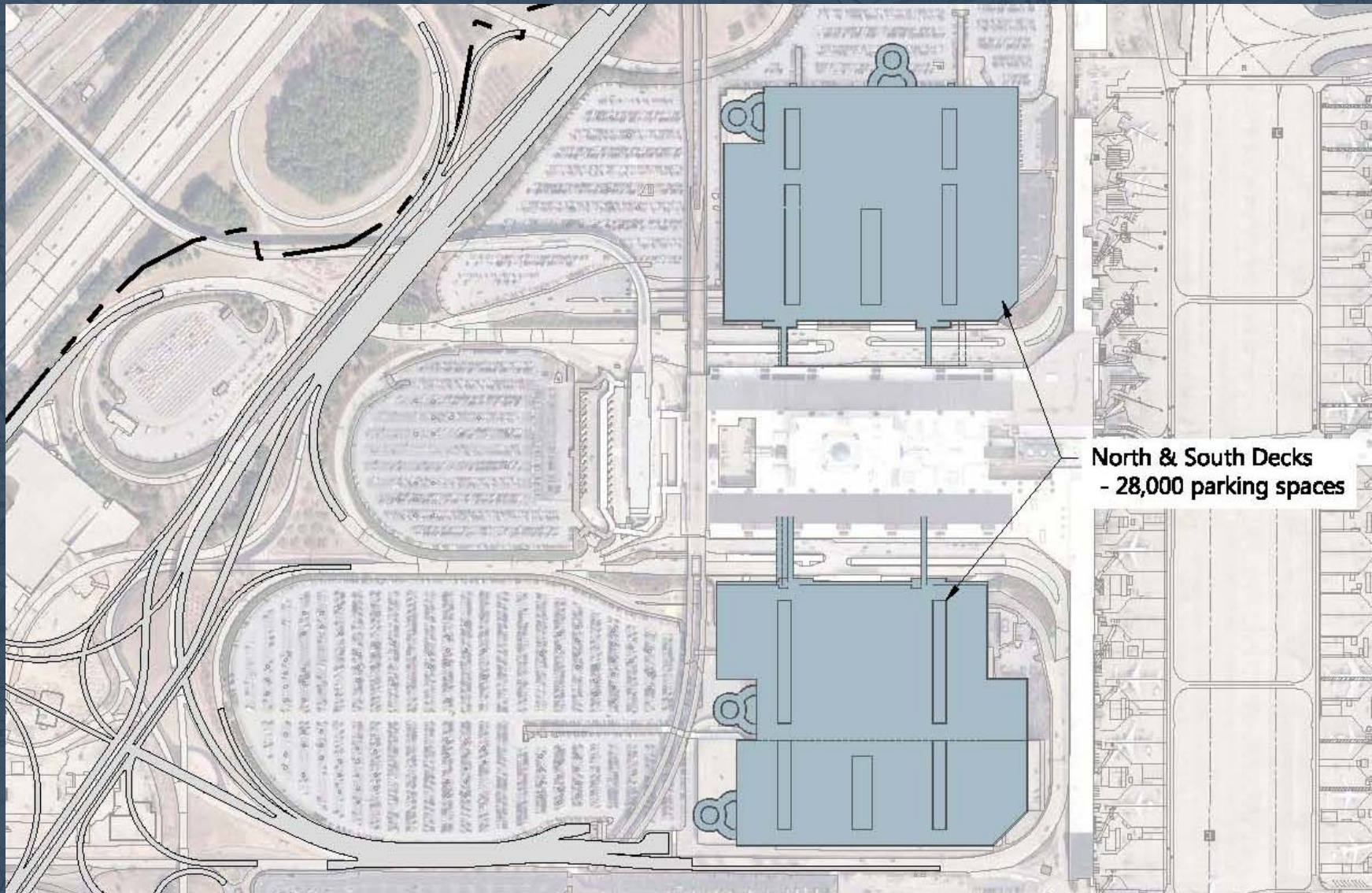
- Begin construction in 2017.

- NEXT STEPS:

- Continue advanced planning work and select preferred development plan.



# Domestic Terminal Area Parking Garages



# Runway 9L Endaround

- **DESCRIPTION:**

- The Runway 9L Endaround Taxiway will permit B757 and shorter aircraft arrivals on Runways 27L and 28 the ability to taxi unimpeded around the Runway 9L end during Runway 27R departures minimizing runway crossings and improving Runway 27R departure capacity.

- **STATUS:**

- Detailed geometry has been prepared and is currently under review by FAA.

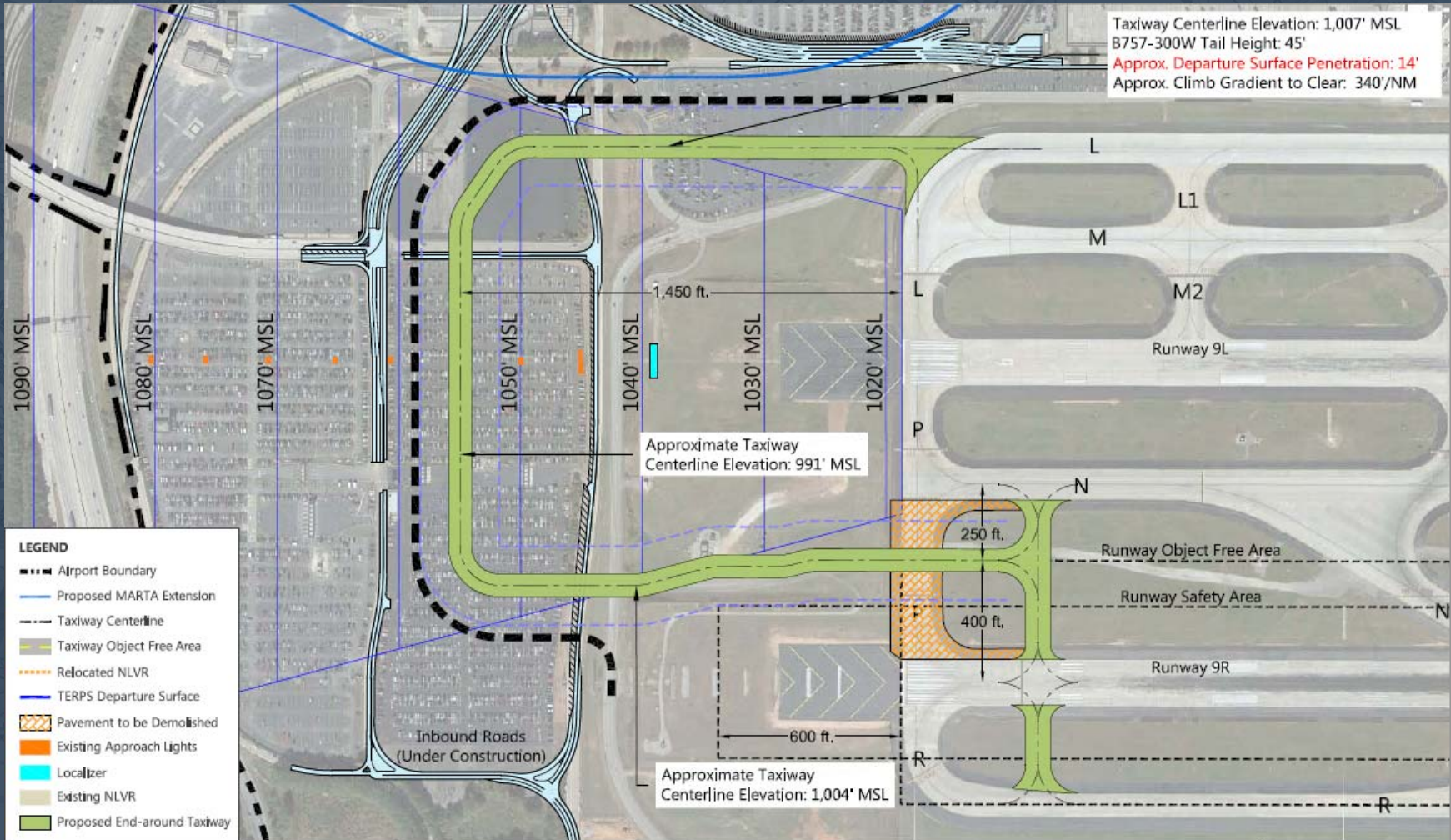
- **TIMING:**

- Begin construction in 2017.

- **NEXT STEPS:**

- Conduct detailed airfield modeling, revise earlier cost estimates, and prepare benefit-cost analysis.

# Runway 9L Endaround



# South Cargo Expansion/Reconfiguration

- **DESCRIPTION:**

- The master plan identified the potential need for additional cargo capacity for all-cargo/freighter carriers in the mid- to long-term. Additionally, the development of New Runway 10L-28R will impact existing Cargo Buildings A and D requiring reconfiguration of these two buildings.

- **STATUS:**

- Long term cargo concepts considering the development of Runway 10L-28R were developed as part of Cargo Building C planning.

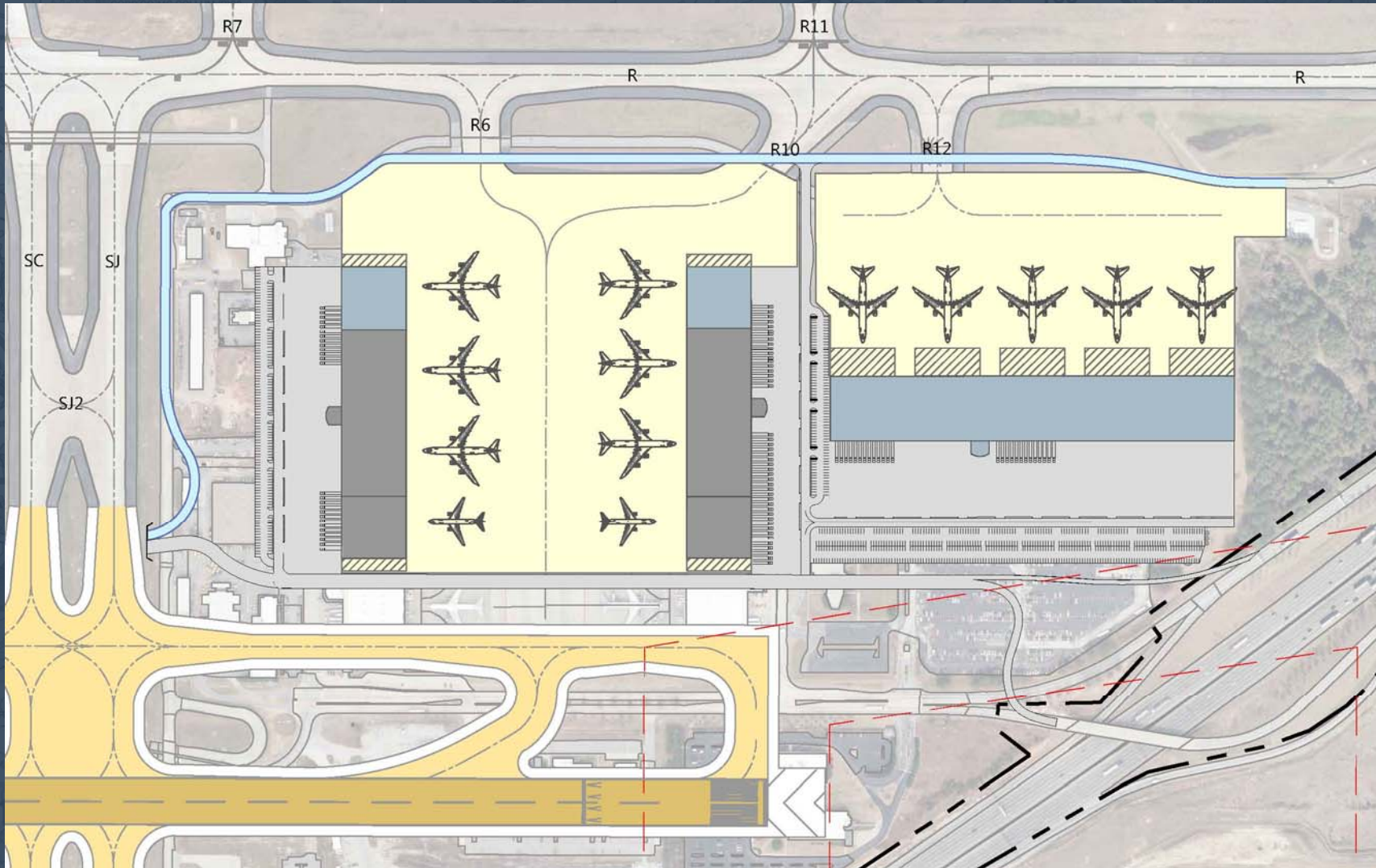
- **TIMING:**

- Expansion in 2018. Reconfiguration dependent on runway timing/decisions.

- **NEXT STEPS:**

- Dependent on Runway 10L-28R development decision.

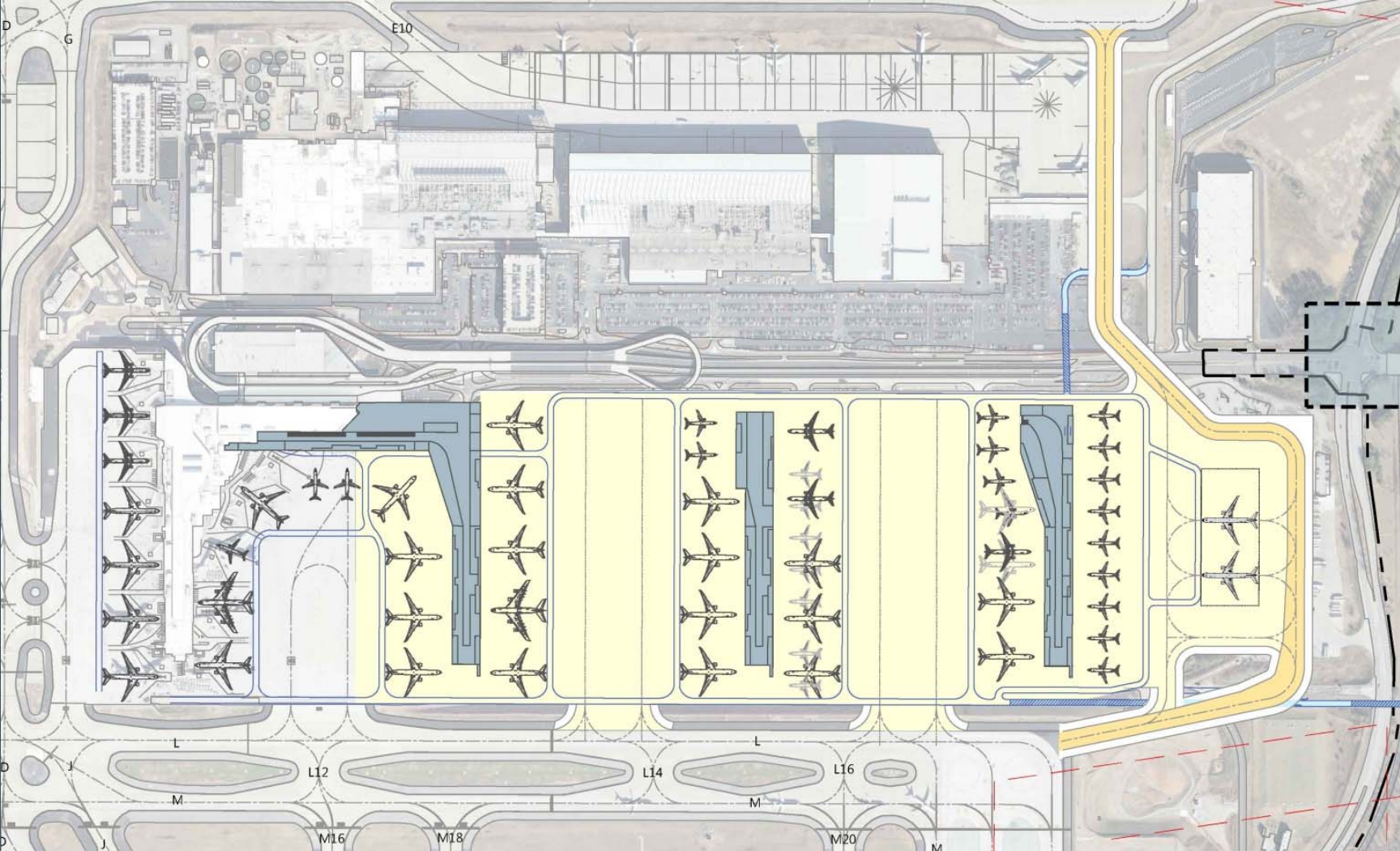
# South Cargo Expansion/Reconfiguration



# East Gate Development

- **DESCRIPTION:**
  - Development of new gates on a site east of the International Terminal has been identified as the preferred approach to new gate development.
- **STATUS:**
  - The master plan has identified several concepts for east gate development that meet the 20-year requirements, and provide opportunities for gate development beyond the planning horizon.
- **TIMING:**
  - The master plan facility requirements have identified the need for additional gates in the 10-year (10 gates) and 20-year (33 gates) planning period.
- **NEXT STEPS:**
  - Identify preferred concept and perform advanced planning.

# East Gate Development



# New Runway 10L-28R (Closely-Spaced)

- DESCRIPTION:

- The master plan has identified the need for additional aircraft delay reduction during poor weather conditions within the 20-year planning period. Development of Runway 10L-28R would be expected to provide operational capacity by eliminating mixed use of existing Runway 10-28 in high demand periods and allowing independent arrival/departure operations on this runway pair.

- STATUS:

- Additional options using wider separations are being analyzed.

- TIMING:

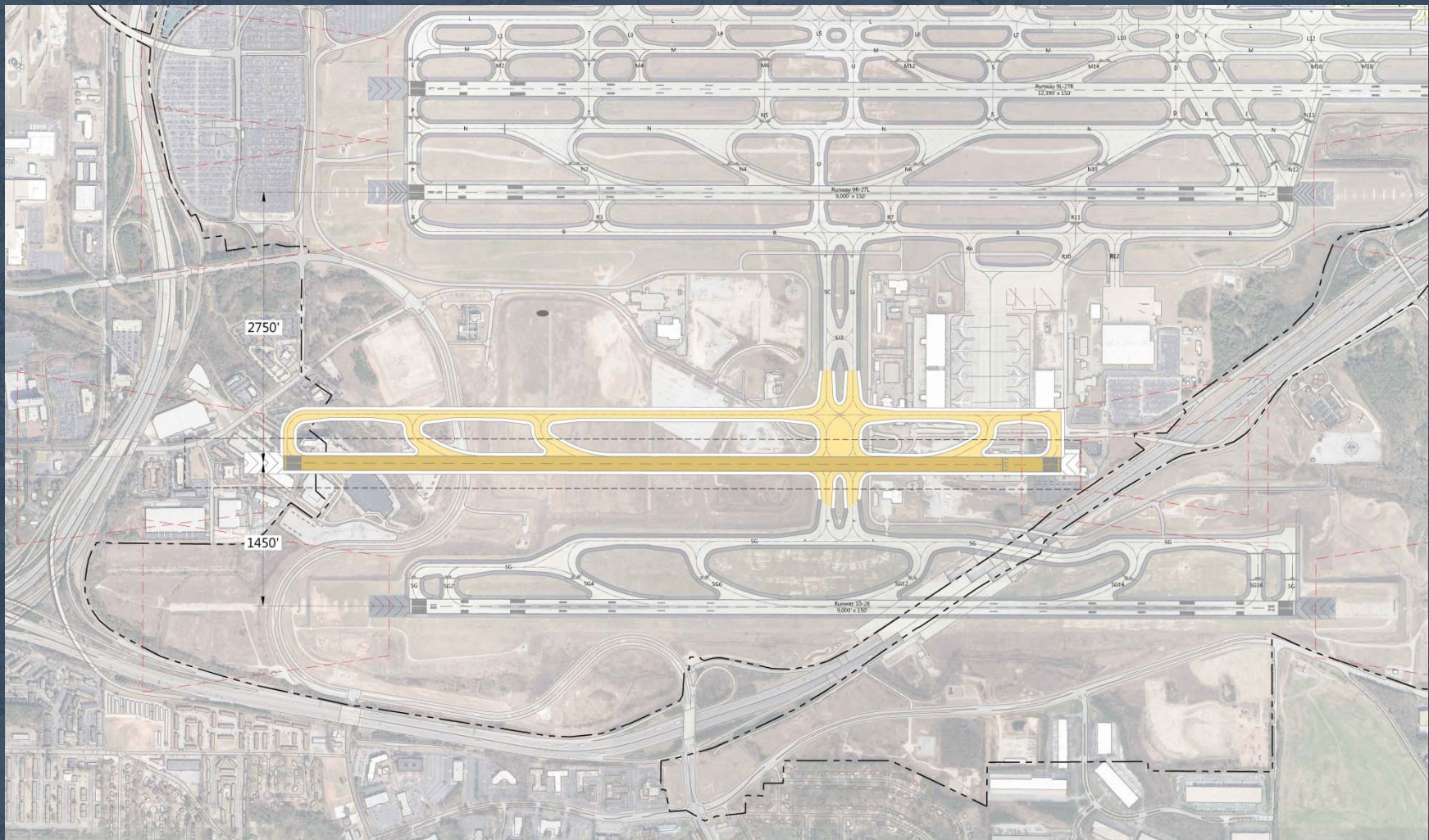
- Runway available between 2021 and 2031 dependent on meeting demand triggers.

- NEXT STEPS:

- Conduct detailed airfield modeling, revise earlier cost estimates, and prepare benefit-cost analysis.



# New Runway 10L-28R (Closely-Spaced)



# Conclusions

- As a result of changes occurring in the aviation industry actual activity is currently tracking slightly lower than the forecasts. As such, projects may shift between short-and long-range categories as actual activity triggers implementation. Specific DOA strategic initiatives may necessitate development of facilities sooner than forecasted.
- Short-range projects are currently needed, or have a high likelihood of being needed within 10 years; while long-range projects are more dependent on demand continuing to grow.
- A sustainability plan currently under development accompanies the master plan and will be integral in the various projects, both short- and long-range of the master plan.