

#	FUNCTIONAL AREA	LAND AREA REQUIREMENT					
		Actual	Required 2000	Planning Level I	Planning Level II	Planning Level III	Ultimate Level
1	Terminal (No. of Gates)	25	25	0	35	40	52
2	Short Term Parking (STP)	2450	1090	0	1560	1880	2620
3	Mid-Term Parking (MTP)	1820	3400	1580	4280	5080	18600
4	Long-Term Parking (LTP)	57	56	0	81	97	310
5	Air Cargo	61.4	60	0	102	131	206
6	Belly Freight	5	7	2	9	10	15
7	RAC - Ready Return (SP)	1120	1120	0	1860	2240	3120
8	RAC - Individual Fee	49	49	0	70	85	118
9	RAC - Consolidated	0	0	0	54	61	85
10	Employee Parking	8	12	4	18	21	30
11	Airline Maintenance	0	15	15	22	26	37
12	Flight Kitchen	3	3	0	3	3.2	4.5
13	GSE Maintenance	3	3	0	3	3.5	4
14	Field Maintenance	1.7	3	1.3	3	3	5
15	Building Maintenance	1.3	1.5	2	1.5	2	3
16	ARFF	4.7	4.7	0	4.7	4.7	10
17	Fuel Facility	6.9	6.9	0	6.9	9.2	11.5
18	General Aviation	160	93	0	160	139	139
19	State Aircraft Pooling Bd	13	13	0	13	13	13
20	FAA Control Tower	13	13	0	13	13	13
21	Hotel (No. of beds)	1	1	0	1	2	2
22	RON Position (SP)	12	13	1	18	20	26
23	TANG - Military	52	60	0	60	60	60
24	Control Plant CP	1.8	1.8	0	1.8	1.8	3.2
25	Golf Course	323	323	0	323	323	323
26	DOA	3	3	0	3	3	6
27	Others	0	0	0	111	111	111

*Short Term and Mid-Term spaces accommodated in multi-level garages.
 †Ready Return spaces accommodated in consolidated RAC.
 ‡Forecast demand accommodated by area provided.
 §Ultimate land requirements are not shown on drawing.

Figure 5-7
Concept A-07

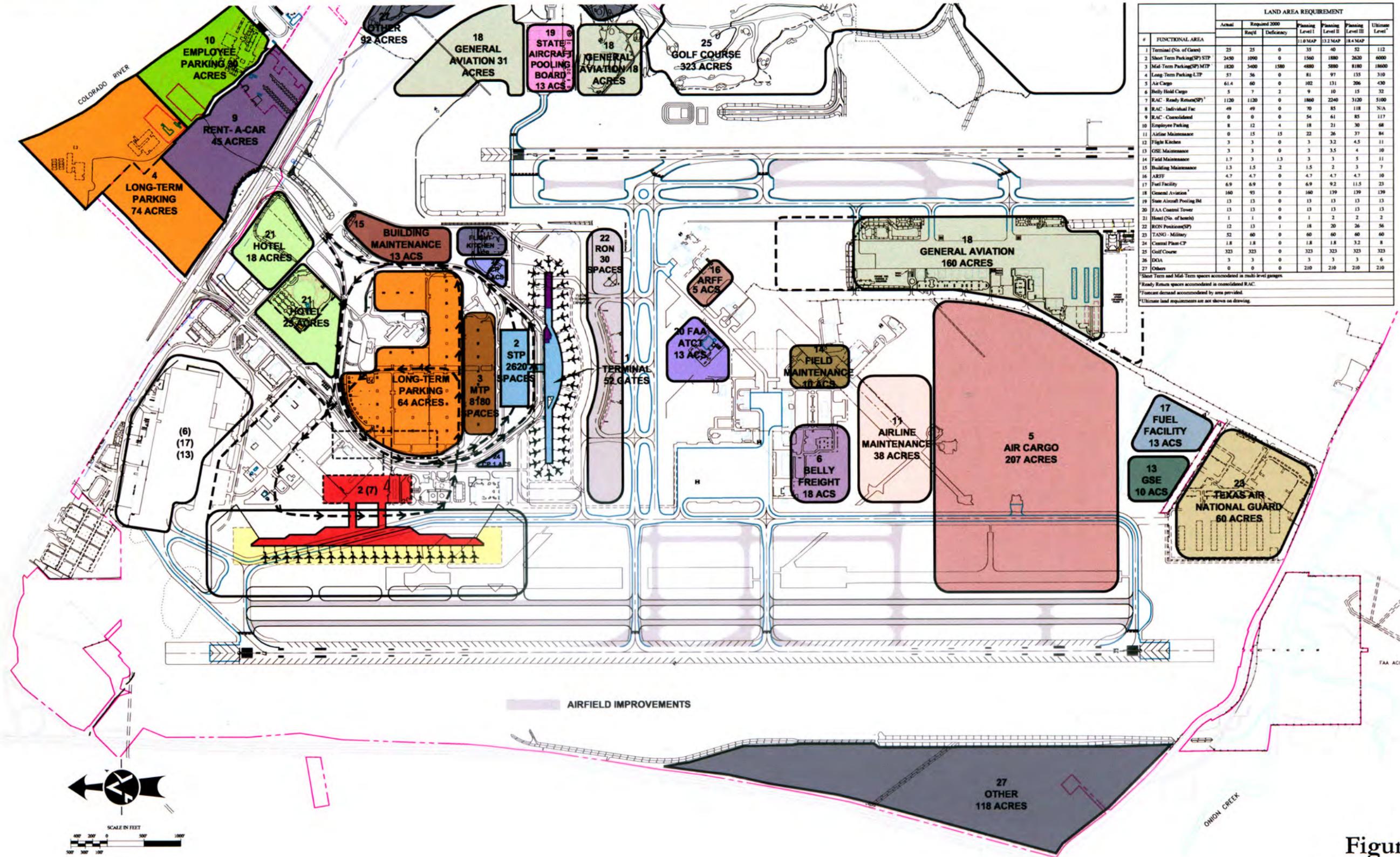


Figure 5-8
Concept B-01

Austin-Bergstrom International Airport Master Plan Update

This concept is similar to Concept B-01 with respect to airfield issues. Figure 5-9 presents Concept B-02.

Concept B-03

This decentralized concept has three pier concourses each approximately 500 feet long to support forecast operations. However, the footprint required to accommodate a unit terminal with three short pier concourses at the site shown is greater than that required in a unit terminal with a linear configuration. This concept may require the realignment of the existing access road in order to accommodate a parking garage to serve the unit terminal. As an alternative, the parking garage may be built over the existing roadway system. This concept is similar to Concepts B-01 and B-02 with respect to airfield issues and the fact that operations are concentrated on the north side of the airport. The concept also impacts the existing rental car area, GSE Maintenance area and fuel farm. Concept B-03 is graphically presented in Figure 5-10.

Land Uses With Centralized Terminal Concepts

In the centralized terminal concepts (A-01, A-02, A-04, A-05 and A-06), all other airport support functions are generally undisturbed, with room provided for expansion of each function. Highlights of the land area allocation and functional distribution of the support functions are as follows:

- Existing long term parking will remain but is slightly modified, and a new garage over existing Lot A will be constructed to accommodate mid-term parking.
- Long term parking will be expanded to the western half of the Del Valle site. In addition, the property sandwiched between the Del Valle lot and State Highway 71 will have to be acquired by the DOA and converted into a long term parking lot.
- Employee parking will be relocated to the eastern half of the Del Valle site.
- Individual RAC facilities off Spirit of Texas Drive will be consolidated over the long term at their present site.
- The air cargo facility can remain in its present site, and a new site on the south side of the terminal complex closer to Burleson Road can be developed to accommodate cargo growth thereby creating a decentralized cargo operation.
- Airport Building Maintenance will be consolidated in the area north of the flight kitchen and central plant bounded by New Terminal Drive to the east and Presidential Boulevard to the West.
- Airport Field Maintenance will be consolidated in an area south of a future mid-field cross taxiway and the existing FAA control tower.
- Airline maintenance can be accommodated in a large area at the intersection of Bergstrom Drive.
- The site northeast of the State Aircraft Pooling Board currently in use as part of the golf course can be converted for other commercial usage once the new golf course east of the East Runway is complete.

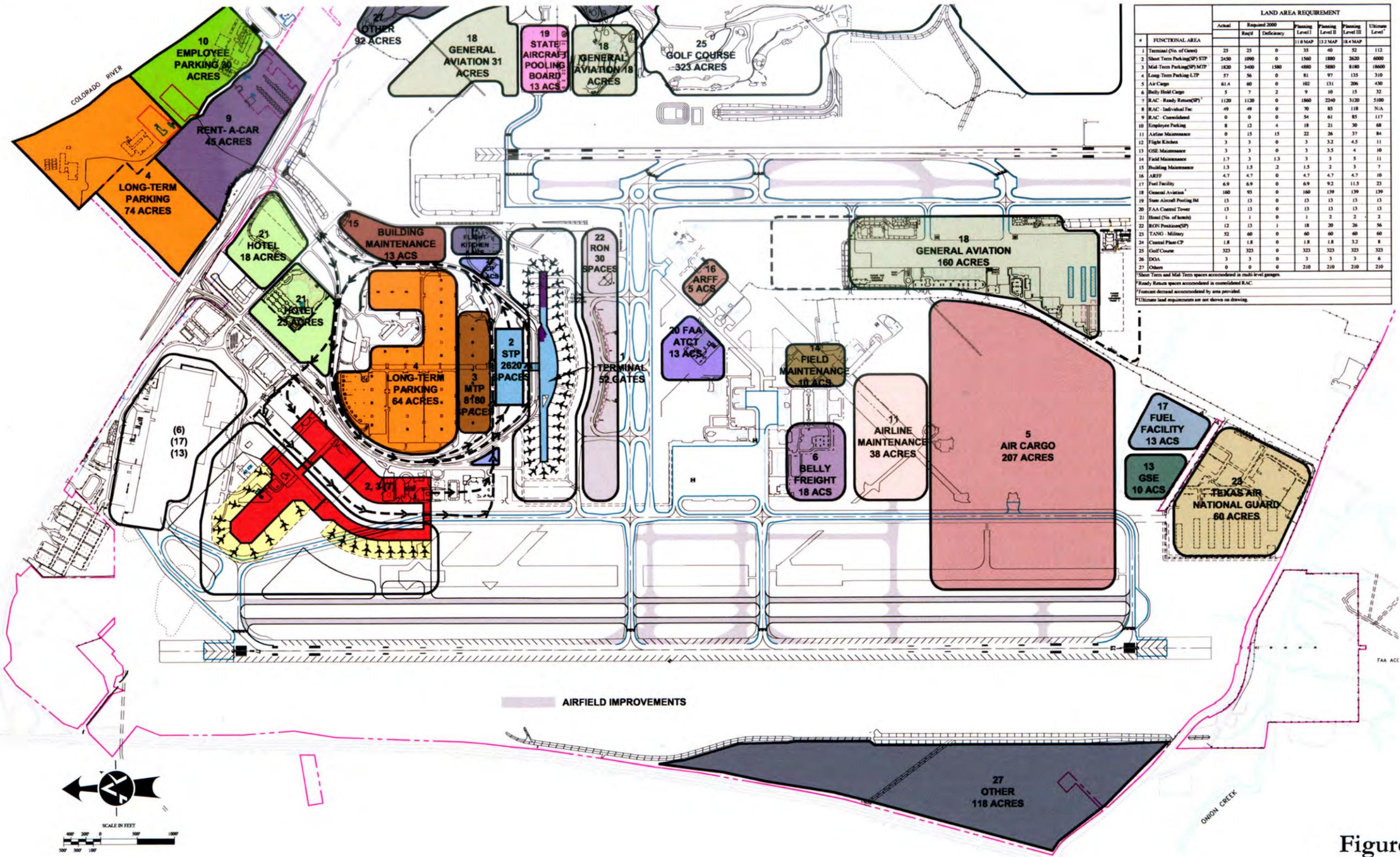


Figure 5-9
Concept B-02