

# *Executive Summary*

## **Airport Master Plan Update and Strategic Long-Range Visioning Plan**

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*September 2010*





# Airport Master Plan Update and Strategic Long-Range Visioning Plan



*“The expanded airfield and roadway infrastructure makes the airport an ideal candidate for enhanced service and provides additional sites for aviation-related economic development projects.”*





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# Airport Master Plan Update *and* Strategic Long-Range Visioning Plan

## Introduction

The Piedmont Triad International Airport (PTI) has experienced significant growth in airside and landside infrastructures since the airport's last Airport Master Plan Update was completed in 1994. The airport now encompasses roughly 4,000 acres, has parallel runways spaced 5,100 feet apart, a crosswind runway and a terminal building with 25 gates and state-of-the-art baggage handling and security facilities.

The expanded airfield infrastructure makes the airport an ideal candidate for enhanced service from its existing air carriers, potential new air carriers, fixed base operators and tenants and provides new capabilities to attract additional aviation-related tenants engaged in distribution, logistics, manufacturing, cargo, and aircraft repair and maintenance.

The passenger forecasts developed for the Airport Master Plan Update indicate flat growth over a 20-year planning period. Two potential future developments could have a positive



impact on passenger enplanements: 1) a low-cost carrier could commence service at PTI; or 2) economic development could increase the pool of business travelers who would fly from the airport.

The airport continues to be a center for important regional economic development, with such major tenants as FedEx, Honda Aircraft, TIMCO, and Cessna, and with an outstanding infrastructure to attract new tenants.

The airport is rapidly running out of sites, however, on which such future developments could occur. Also, some land currently owned by the Piedmont Triad Airport Authority (PTAA) is not directly accessible from the airfield due to physical constraints. Therefore, a three-phase land acquisition plan is included in the Airport Master Plan Update.



If it is the desire of the community that the airport continue to be a center of economic development activity, it is imperative that the airport acquire additional land, and gain access to its currently inaccessible land, while maintaining compatible land uses around the airport.

With the recent infrastructure upgrades to the airport, the Airport Master Plan Update indicates that, in general, the current airfield and terminal infrastructures are satisfactory to meet the expected demand for the foreseeable future.

A number of important projects will be necessary, however, to maintain the safety and efficiency of the airport during the planning period, including:

- ❖ A new Airport Traffic Control Tower (ATCT) will provide better visibility of the airfield;
- ❖ Federal Inspection Station (FIS) that could better serve future international flights;
- ❖ Surface Movement Guidance and Control System (SMGCS) lighting upgrades; and



- ❖ Normal maintenance and upgrade projects, such as the resurfacing of Runway 14/32, and the extension of taxiways as needed.

The Airport Master Plan Update anticipates that the airport's most likely growth in the Near-Term will be the result of new tenants locating at the airport to take advantage of its outstanding infrastructure and its central location on the East Coast. Airport planning should embrace this trend.

Finally, PTAA must plan for Long-Term growth. Undeveloped land, primarily to the north and west of the airport, must be acquired and protected to allow for future growth. This Airport Master Plan Update includes a long-range strategic vision that goes beyond the typical 20-year planning horizon addressed in most Airport Master Plan Updates. The strategic vision proposes a future "fence line" to the north and west of the airport that will help guide decision-making as PTAA and land use and transportation planners consider land use around the airport.



# Airport Master Plan Update *and* Strategic Long-Range Visioning Plan



## What is an Airport Master Plan?

An Airport Master Plan Update is a tool used by airport owners to plan growth and guide development to meet existing and future needs of airport users. The Federal Aviation Administration (FAA) recommends that Airport operators update their Master Plans periodically – every five to seven years - to document the existing and future operational capability of the entire airport system, enhance safety, and identify capital improvements needs.

The last Airport Master Plan update conducted at PTI was completed in 1994. An Airport Master Plan Update was initiated in 1997, but was subsequently suspended in 1999 after FedEx announced its intention to develop a Mid-Atlantic Hub facility at the airport.

At that time, airport officials recognized that the development of such a facility would require major improvements to the airfield, to airport equipment and to roadways that surround the airport.

Now that these improvements are completed, PTAA and airport staff have decided that the time is right to look ahead to identify current and future needs to maintain a safe, efficient airport operation, and to plan for future growth of the airport.



## Airport Master Plan Scope of Work

- ❖ Inventory Airport facilities and infrastructure;
- ❖ Forecast future aviation activity;
- ❖ Assess future facility needs;
- ❖ Analyze airport development options;
- ❖ Conduct Long-Term strategic planning for airport development;
- ❖ Determine how best to meet future needs;
- ❖ Evaluate the environmental and financial issues associated with recommended facility improvements; and
- ❖ Prepare an updated, FAA-approved Airport Layout Plan (ALP) that shows existing facilities and recommended airport development.

## Airport Master Plan Update Process

The Airport Master Plan Update process began in 2008 and was completed in 2010. Consultants conducted their analysis of the airport layout, conducted activity forecasts and conducted airport user interviews 2008-2009. After analyzing that data, consultants presented an initial draft Airport Master Plan Update to the Airport Authority on May 25, 2010. A workshop 5:30 p.m. to 8 p.m. that evening allowed the public to review the draft plan and ask questions about the study.



A website containing all Airport Master Plan Update documents, maps, schedules and information regarding the purpose of the Airport Master Plan Update was published. A public hearing on the plan was held June 22 to allow the public to address comments directly to the Airport Authority. A public comment period was held from May 25 to September 8, 2010, with opportunity for the public to comment via the Airport Master Plan Update website, by e-mail, by mail or by hand delivery of comments to the Airport Authority offices. Media covered each stage of the Airport Master Plan Update process.

Nearly two dozen meetings with key stakeholders – local planners, airport tenants, government officials and others – were held during the comment period. After reviewing and considering comments from stakeholders and the public, consultants presented a final plan to the Airport Authority. The Airport Authority adopted the plan on September 28, 2010.

# Airport Master Plan Update and Strategic Long-Range Visioning Plan

## Future Demands on the Airport

The Forecast of Aviation Activities is the empirical basis for the facility improvement recommendations included in the 20-year Airport Master Plan Update. The Forecast, developed by Jacobs Consultancy, encompasses an inventory of all aircraft activity at the airport including passenger service, general aviation service and air cargo service. The forecast projects future activity based on past trends and other factors. The FAA has approved the draft aviation activity forecast developed for this Airport Master Plan Update.

## Trends in PTI Passenger Service

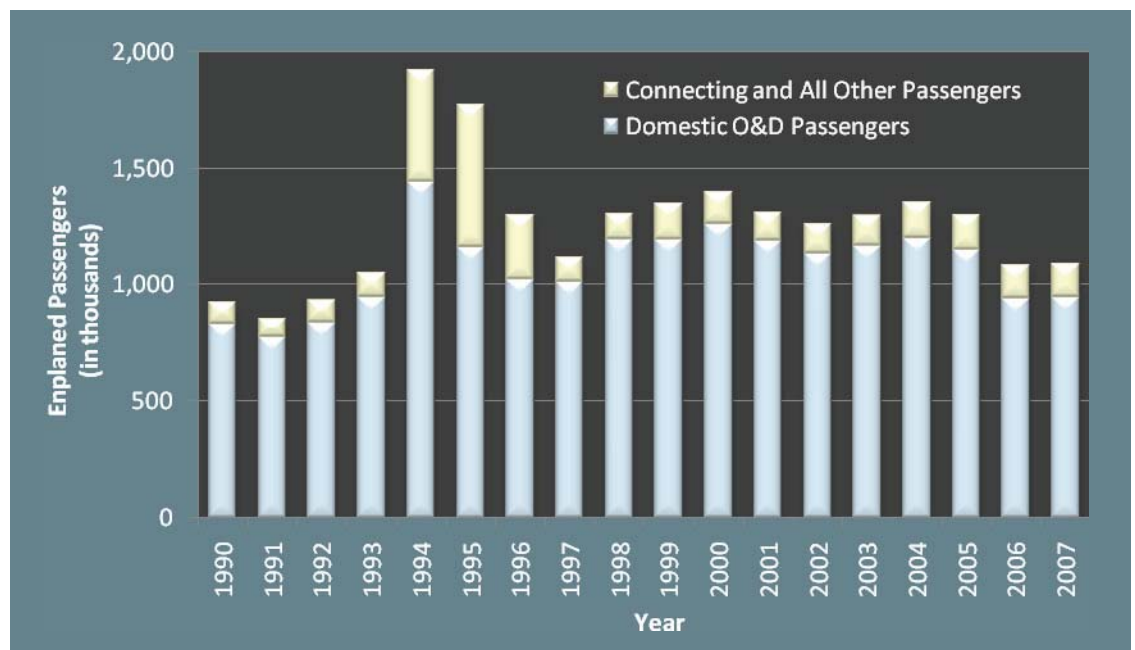
Low Cost Carriers (LCC) have operated at PTI intermittently since the last Airport Master Plan Update was conducted in 1994. Each time a

LCC provided service at the airport, there was a corresponding increase in enplanements at the airport, such as 1994-1995 when Continental Lite operated at the airport and in 2004 and 2005, when Independence Air and AirTran operated at PTI (See Figure 1).

The aviation forecasts developed for the Airport Master Plan Update indicate gradual growth in passenger service over the 20-year planning period. High, medium and low forecasts were prepared.

The medium forecast shows gradual growth, the low-growth shows a 2 percent annual decline in passenger service and the high-growth shows a 2.7 percent annual increase in passenger service. Several factors could affect these numbers including general economic conditions, fuel costs, the impact of a low-cost carrier on PTI flight activity and activities at nearby airports (see Figure 2).

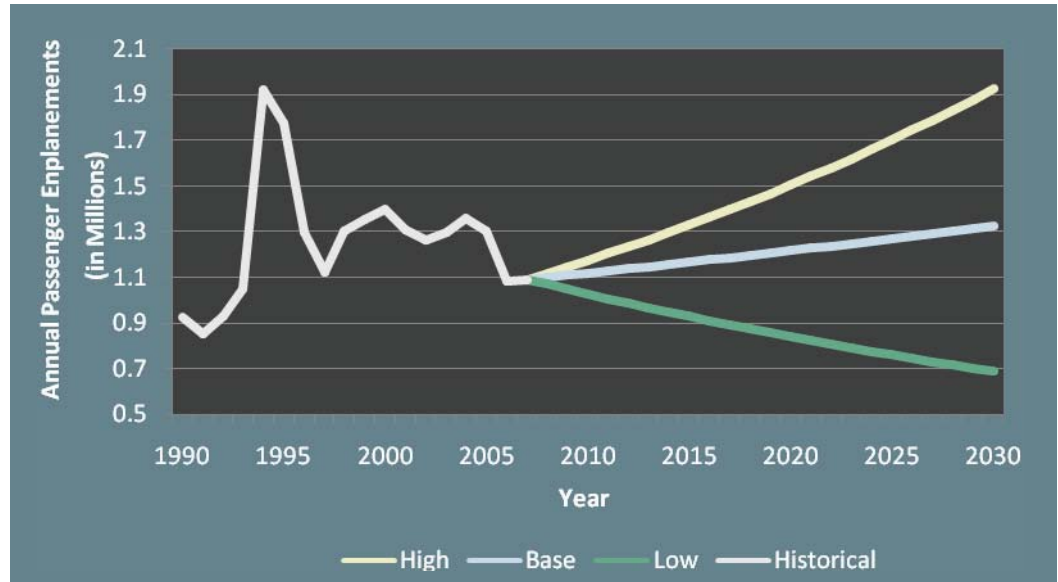
**Figure 1**  
Historical Annual Enplaned  
Passengers  
(calendar years)



Sources: U.S. DOT, Air Passenger Origin Destination Survey, reconciled to Schedules T100 and 298C T1; Piedmont Triad Airport Authority.



**Figure 2**  
Comparison of Passenger Enplanement Forecasts

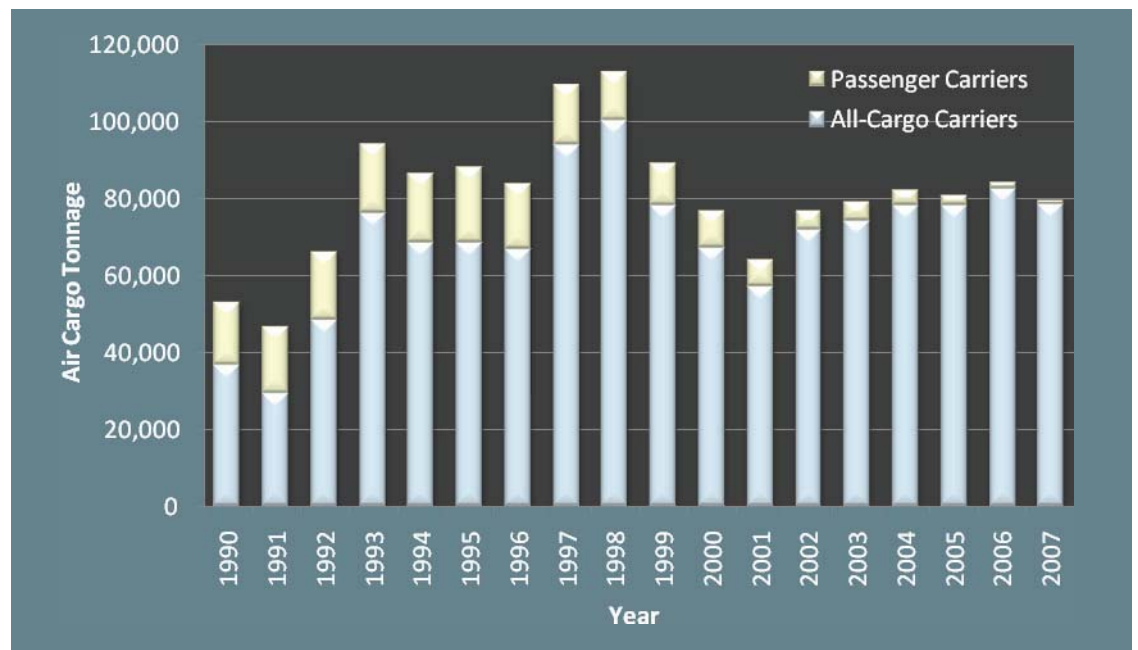


## Trends in PTI Air Cargo Service

Cargo traffic at PTI grew significantly in the 1990s, but has since decreased. The cargo carried by passenger airlines has decreased for three reasons: 1) a shift by passenger carriers to smaller size regional jets, which have minimal belly cargo capacity;

2) restrictions placed on air carriers post 9-11 regarding the type of cargo they may carry; 3) a growing dependence on express cargo carriers such as UPS and FedEx. However, with the opening of the FedEx hub, cargo traffic is expected to increase significantly.

**Figure 3**  
Trends in Total Air Cargo, by Carrier Type  
(calendar years; freight and mail in tons)



Source: Piedmont Triad Airport Authority.

Note: Data represent sum of enplaned and deplaned freight and mail.

## Recommendations For Future Facilities

In light of the recent expansions at the airport and the modest growth projected in the aviation activity forecasts, PTI has ample capacity for the duration of the planning period. No major airfield expansions are anticipated in the 20-year planning period beyond the current airport footprint.

A number of important projects will be necessary to maintain the safety and efficiency of the airport, including:

- ❖ A new Air Traffic Control Tower (ATCT) will enable better visibility of the enlarged airfield;
- ❖ Federal Inspection Station (FIS) that could serve future international flights;
- ❖ Surface Movement Guidance and Control System (SMGCS) lighting upgrades; and
- ❖ Normal maintenance and upgrade projects, such as the resurfacing of Runway 14/32, and the extension of taxiways, as needed.

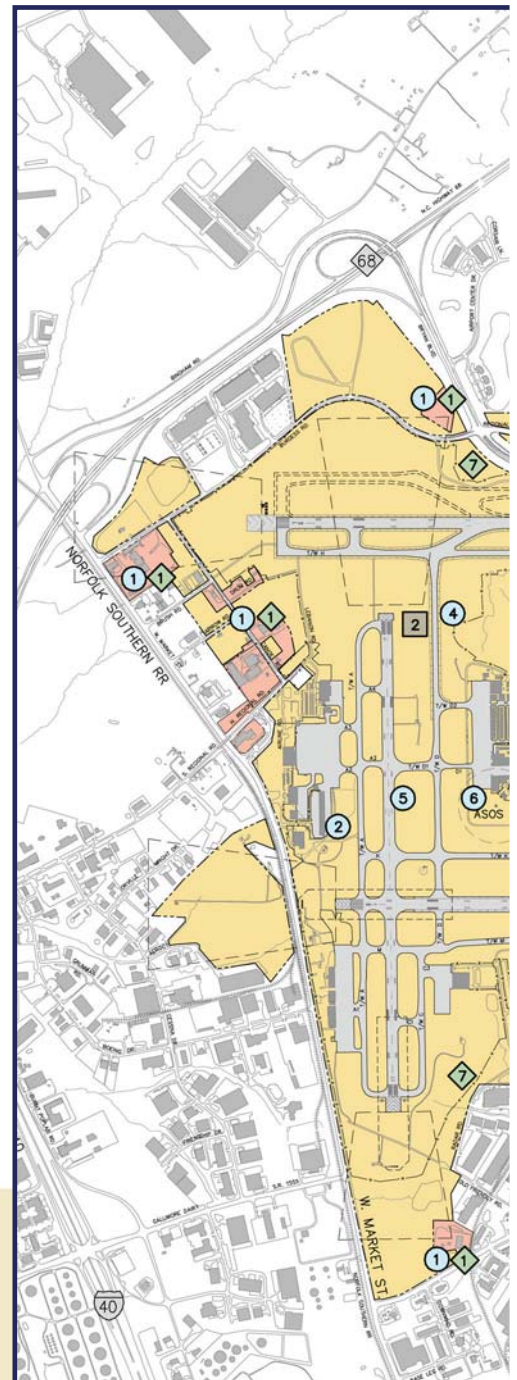
The recommended improvements for the planning period are provided below.

### Current Capital Improvement Program:

- ❖ Taxiway E Connector Between J and K;
- ❖ Taxiway D Extension to Taxiway H;
- ❖ Land Purchase;
- ❖ Land Improvements;
- ❖ Remote ARFF/Command Center;
- ❖ FIS Facility; and
- ❖ Replace ATCT.

### 0-5 Year Planning Period:

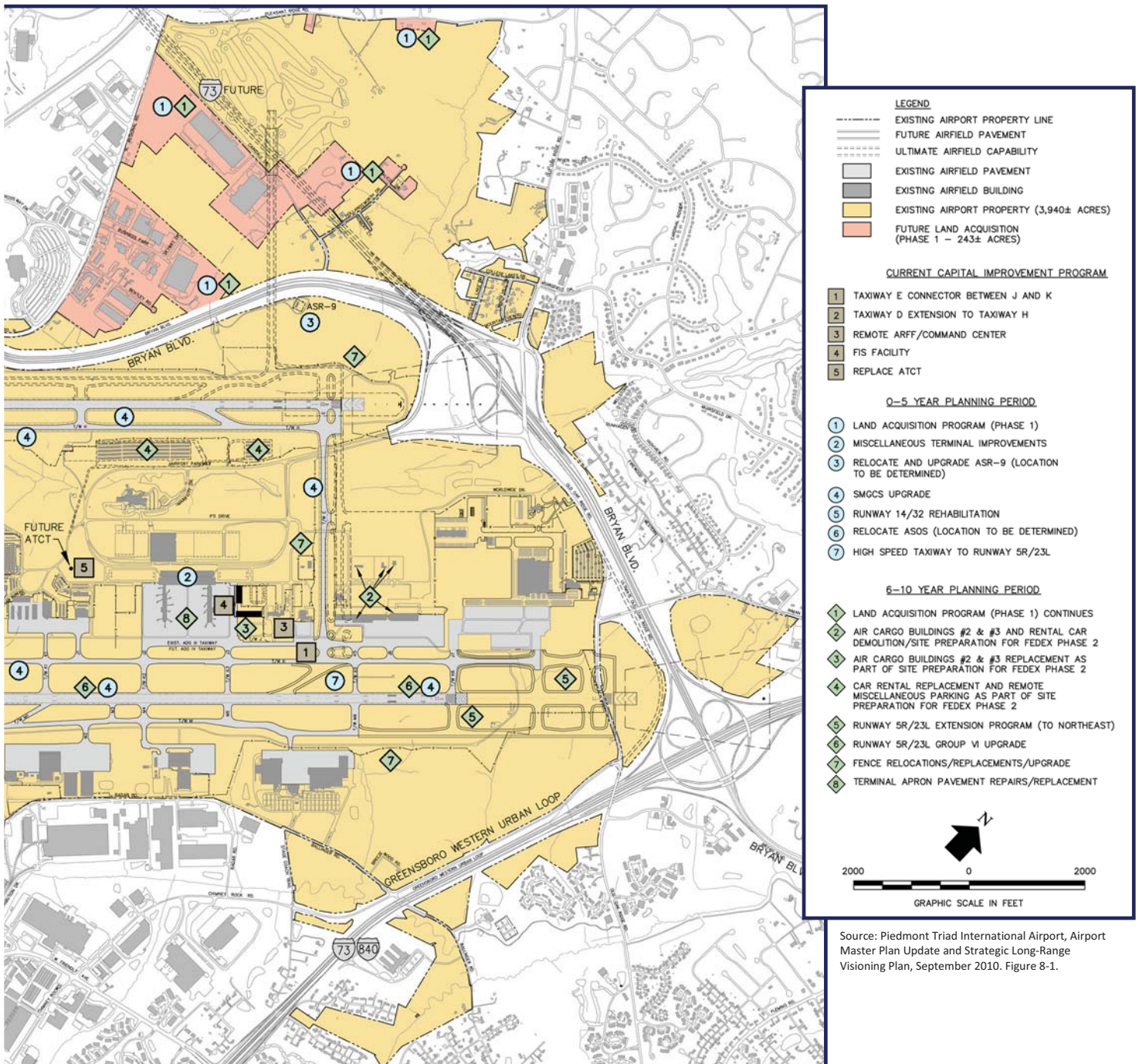
- ❖ Land Acquisition Program (Phase 1);
- ❖ Miscellaneous Terminal Improvements;
- ❖ Relocate and Upgrade ASR-9;
- ❖ SMGCS Upgrade;
- ❖ Runway 14/32 Rehabilitation;
- ❖ Relocate ASOS; and
- ❖ High Speed Taxiway to Runway 5R/23L.





## 6-10 Year Planning Period:

- ❖ Land Acquisition Program (Phase 1) Continues;
- ❖ Air Cargo Buildings #2 and #3 and Rental Car Facilities Demolition and replacement;
- ❖ Site Preparation for FedEx Phase 2;
- ❖ Runway 5R/23L Extension Program (to Northeast);
- ❖ Runway 5R/23L Group VI Upgrade;
- ❖ Fence Relocations / Replacements / Upgrade;
- ❖ Stormwater System Repairs / Replacement; and
- ❖ Terminal Apron Pavement Repairs / Replacement.





# Airport Master Plan Update and Strategic Long-Range Visioning Plan

## Financial Action Plan

As part of the Airport Master Plan Update, the financial analysis evaluates the capacity of PTAA to finance 1) the existing Capital Improvement Program; 2) the Land Acquisition Program set out in the Airport Master Plan Update; and 3) the Short-Term and Medium-Term Airport Master Plan Update projects anticipated in the study (FY 2010-2020).

PTAA is an independent enterprise responsible for its own financial operation. The Authority is empowered under State law to issue revenue bonds, but the Authority has no taxing authority and no local taxes are used to fund airport operations.

The airport relies on fees such as rents, landing fees, concession fees and parking fees to generate income to operate the airport and to contribute to its capital improvement program. The ability of the airport to fund operations and to schedule capital improvement projects is dependent on these revenues.

The Authority is also eligible for entitlement and discretionary funding from the FAA for certain projects and is to a lesser extent eligible for state funding in some instances. The airport relies on the availability of these funds and on bond sales to finance most major capital improvement projects.

**Table 1  
Capital Projects for the Fiscal Year Ending June 30**

	FY2010	FY2011	FY2012	FY2013	FY2014	FY2015	FY2016	FY2017	FY2018	FY2019	FY2020	Estimated Project Costs
<b>Capital Improvement Program - In Progress</b>												
Airport Expansion Project	\$19,241,250	\$3,901,250	\$104,000	\$18,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ - \$23,264,500
<b>PTAA Projects</b>												
Taxiway E Connector Between J and K	1,800,000	-	-	-	-	-	-	-	-	-	-	1,800,000
Taxiway D Extension to Taxiway H	7,667,000	-	-	-	-	-	-	-	-	-	-	7,667,000
Land Acquisition	3,000,000	-	-	-	-	-	-	-	-	-	-	3,000,000
Land Improvements	2,000,000	-	-	-	-	-	-	-	-	-	-	2,000,000
Remote ARFF/Command Center/Vehicle	5,595,000	-	-	-	-	-	-	-	-	-	-	5,595,000
FIS Facility	200,000	200,000	200,000	200,000	1,700,000	-	-	-	-	-	-	2,500,000
Replace ATCT	-	1,000,000	4,000,000	6,000,000	6,000,000	-	-	-	-	-	-	27,000,000
Other Projects	3,392,260	325,000	325,000	250,000	-	-	-	-	-	-	-	4,292,260
<b>Total Capital Improvement Program</b>	<b>\$42,895,510</b>	<b>\$5,426,250</b>	<b>\$4,629,000</b>	<b>\$6,468,000</b>	<b>\$17,700,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ - \$77,118,760</b>
<b>(0 - 5 Years) Short-Term Airport Master Plan Projects</b>												
Land Acquisition Program (Phase 1)	\$ -	\$1,000,000	\$2,000,000	\$2,000,000	\$3,000,000	\$5,000,000	\$ -	\$ -	\$ -	\$ -	\$ -	\$ - \$13,000,000
Miscellaneous Terminal Improvements	-	-	1,000,000	-	-	-	-	-	-	-	-	1,000,000
Noise Mitigation	500,000	1,000,000	2,000,000	2,000,000	2,000,000	2,500,000	-	-	-	-	-	10,000,000
Relocate and Upgrade ASR-9	-	-	-	4,000,000	8,000,000	-	-	-	-	-	-	12,000,000
SMGCS Update	-	-	-	4,000,000	4,000,000	-	-	-	-	-	-	8,000,000
Runway 14/32 Rehabilitation	-	-	-	1,000,000	2,200,000	-	-	-	-	-	-	3,200,000
Relocate ASOS	-	-	-	-	100,000	-	-	-	-	-	-	100,000
High Speed Taxiway to Runway 5R/23L	-	-	-	-	-	3,000,000	-	-	-	-	-	3,000,000
<b>Total Short-Term</b>	<b>\$500,000</b>	<b>\$2,000,000</b>	<b>\$5,000,000</b>	<b>\$13,000,000</b>	<b>\$19,300,000</b>	<b>\$10,500,000</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ - \$50,300,000</b>
<b>(6-10 Years) Medium-Term Airport Master Plan Project</b>												
Land Acquisition Program (Phase 1) Continues	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$5,000,000	\$7,000,000	\$8,000,000	\$8,000,000	\$9,000,000	\$37,000,000
Prep for FedEx Phase 2	-	-	-	-	-	-	12,500,000	12,500,000	-	-	-	25,000,000
Runway 5R/23L Extension Program (to NE)	-	-	-	-	-	-	-	20,000,000	20,000,000	-	-	40,000,000
Runway 5R/23L Group VI Upgrade	-	-	-	-	-	-	-	10,000,000	10,000,000	-	-	20,000,000
Fence Relocations/Replacements/Upgrade	-	-	-	-	-	-	-	-	-	2,000,000	-	2,000,000
Stormwater System Repairs/Replacement	-	-	-	-	-	-	-	-	-	5,000,000	-	5,000,000
Terminal Apron Pavement Repairs/Repl.	-	-	-	-	-	-	-	-	-	-	20,000,000	20,000,000
<b>Total Medium-Term</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ - \$17,500,000</b>	<b>\$49,500,000</b>	<b>\$38,000,000</b>	<b>\$15,000,000</b>	<b>\$29,000,000</b>	<b>\$149,000,000</b>
<b>Grand Total</b>	<b>\$43,395,510</b>	<b>\$7,426,250</b>	<b>\$9,629,000</b>	<b>\$19,468,000</b>	<b>\$37,000,000</b>	<b>\$10,500,000</b>	<b>\$17,500,000</b>	<b>\$49,500,000</b>	<b>\$38,000,000</b>	<b>\$15,000,000</b>	<b>\$29,000,000</b>	<b>\$276,418,760</b>

Source: Piedmont Triad Airport Authority.



The financial analysis has reviewed the airport's financial track record, its current financial standing and projected costs for the Capital Improvement Projects and the Short- and Medium-Term projects recommended in this Airport Master Plan Update. These expenditures have been weighed against the anticipated airport revenues during the forecast period.

Based on the current good financial health of PTAA and on the passenger forecasts developed for this study, the airport would be able to meet required debt service coverage on all anticipated projects during the forecast period. Further, deposits to the General Fund during the forecast period are expected to

exceed expenditures to fund capital projects. Thus, by these criteria, the Airport Master Plan is also financially feasible.

It must be noted that the financial analysis does not include a funding plan for the Land Acquisition Program. The analysis does suggest several possible sources of revenue to fund the Land Acquisition Program, including Airport Improvement Program Grants, Passenger Facility Charges, General Fund and Bond Proceeds, tenant revenues from purchased properties and possible public and private partnerships with outside government and private entities, such as economic development groups.

**Table 2**  
**Capital Project Funding Plan for the Fiscal Year Ending June 30**

	Estimated Funding Sources						Total
	State Grants	AIP Grants		PTAA		Other Unspecified Sources	
		Entitlement	Discretionary	Internal Funds	Future Bonds		
<b>Capital Improvement Program - In Progress</b>							
Airport Expansion Project (a)	\$14,584,414	\$ -	\$4,370,637	\$4,309,449	\$ -	\$ -	\$23,264,500
PTAA Projects	-	-	-	-	-	-	-
Taxiway E Connector Between J and K	-	-	1,710,000	90,000	-	-	1,800,000
Taxiway D Extension to Taxiway H	-	-	7,283,650	383,350	-	-	7,667,000
Land Acquisition	-	-	-	3,000,000	-	-	3,000,000
Land Improvements	-	-	-	2,000,000	-	-	2,000,000
Remote ARFF/Command Center/Vehicle	-	-	5,595,000	-	-	-	5,595,000
FIS Facility	-	-	2,375,000	125,000	-	-	2,500,000
Replace ATCT	-	-	25,650,000	1,350,000	-	-	27,000,000
Other Projects	-	-	538,897	3,753,363	-	-	4,292,260
<b>Total Capital Improvement Program</b>	<b>\$14,584,414</b>	<b>\$ -</b>	<b>\$47,523,184</b>	<b>\$15,011,162</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$77,118,760</b>
<b>(0-5 Years) Short-Term Airport Master Plan Projects</b>							
Land Acquisition Program (Phase 1)	\$ -	\$ -	\$ -	\$ -	\$ -	\$13,000,000	\$13,000,000
Miscellaneous Terminal Improvements	-	-	950,000	50,000	-	-	1,000,000
Noise Mitigation	-	-	9,500,000	500,000	-	-	10,000,000
Relocate and Upgrade ASR-9	-	4,766,124	6,633,876	600,000	-	-	12,000,000
SMGCS Update	-	-	7,600,000	400,000	-	-	8,000,000
Runway 14/32 Rehabilitation	-	-	3,040,000	160,000	-	-	3,200,000
Relocate ASOS	-	-	95,000	5,000	-	-	100,000
High Speed Taxiway to Runway 5R/23L	-	-	2,850,000	150,000	-	-	3,000,000
<b>Total Short-Term Airport Master Plan Projects</b>	<b>\$ -</b>	<b>\$4,766,124</b>	<b>\$30,668,876</b>	<b>\$1,865,000</b>	<b>\$ -</b>	<b>\$13,000,000</b>	<b>\$50,300,000</b>
<b>(6-10 Years) Medium-Term Airport Master Plan Projects</b>							
Land Acquisition Program (Phase 1) Continues	\$ -	\$ -	\$ -	\$ -	\$ -	\$37,000,000	\$37,000,000
Prep for Fedex Phase 2	-	-	-	25,000,000	-	-	25,000,000
Runway 5R/23L Extension Program (to Northeast)	1,000,000	9,603,233	28,396,767	1,000,000	-	-	40,000,000
Runway 5R/23L Group VI Upgrade	500,000	4,838,058	14,161,942	500,000	-	-	20,000,000
Fence Relocations/Replacements/Upgrade	50,000	-	1,900,000	50,000	-	-	2,000,000
Stormwater System Repairs/Replacement	125,000	-	4,750,000	125,000	-	-	5,000,000
Terminal Apron Pavement Repairs/Replacement	500,000	9,751,447	9,248,553	500,000	-	-	20,000,000
<b>Total Medium-Term Airport Master Plan Projects</b>	<b>\$2,175,000</b>	<b>\$24,192,738</b>	<b>\$58,457,262</b>	<b>\$27,175,000</b>	<b>\$ -</b>	<b>\$37,000,000</b>	<b>\$149,000,000</b>
<b>Grand Total</b>	<b>\$16,759,414</b>	<b>\$28,958,862</b>	<b>\$136,649,322</b>	<b>\$44,051,162</b>	<b>\$ -</b>	<b>\$50,000,000</b>	<b>\$276,418,760</b>

Source: Piedmont Triad Airport Authority; Jacobs Consultancy.

(a) A portion of the funding shown for Airport Expansion Project is reimbursement for historical cost.

## **Environmental Considerations**

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The extent of environmental review needed differs in the case of each of the Phase 1 projects. The required review ranges from Categorical Exclusion – for projects that rarely, if ever cause any significant environmental impacts – to an Environmental Assessment (EA), which is appropriate for proposed actions that may cause environmental impacts that are not expected to exceed any significant threshold or can be mitigated below thresholds of significance. The most thorough environmental review, the Environmental Impact Statement (EIS) study, should not apply to any of the proposed projects in the 20-year plan.

The improvements suggested in the 20-year Airport Master Plan Update are listed on the following page with the anticipated level of environmental review needed for each project.





**Table 3**  
**Anticipated Level of Environmental Documentation**

	Airport Master Plan Update Projects	FAA Order 1050.1E		
		Categorical Exclusion	Environmental Assessment	Written Reevaluation
Current	Federal Inspection Station (FIS) Facility	x		
	Replace ATCT		x	
0 – 5 Years	Miscellaneous Terminal Improvements	x		
	Relocate and Upgrade ASR-9	x		
	SMGCS Update <sup>1</sup>			x
	Runway 14/32 Rehabilitation	x		
	Relocate ASOS	x		
6 – 10 Years	Runway 5R/23L Extension Program (to Northeast) <sup>1</sup>			x
	Runway 5R/23L Group VI Upgrade	x		
	Fence Relocations / Replacements / Upgrade	x		
	Storm water System Repairs / Replacement	x		
	Terminal Apron Pavement Repairs / Replacement	x		

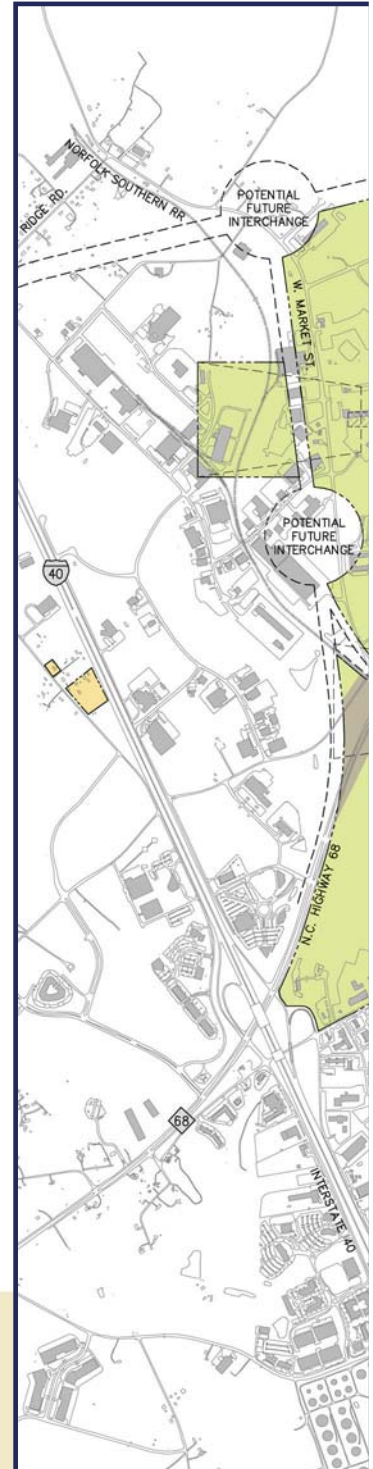
<sup>1</sup> - Assessed in a Final EA and issued a FONSI in April 2007.



# Airport Master Plan Update *and* Strategic Long-Range Visioning Plan

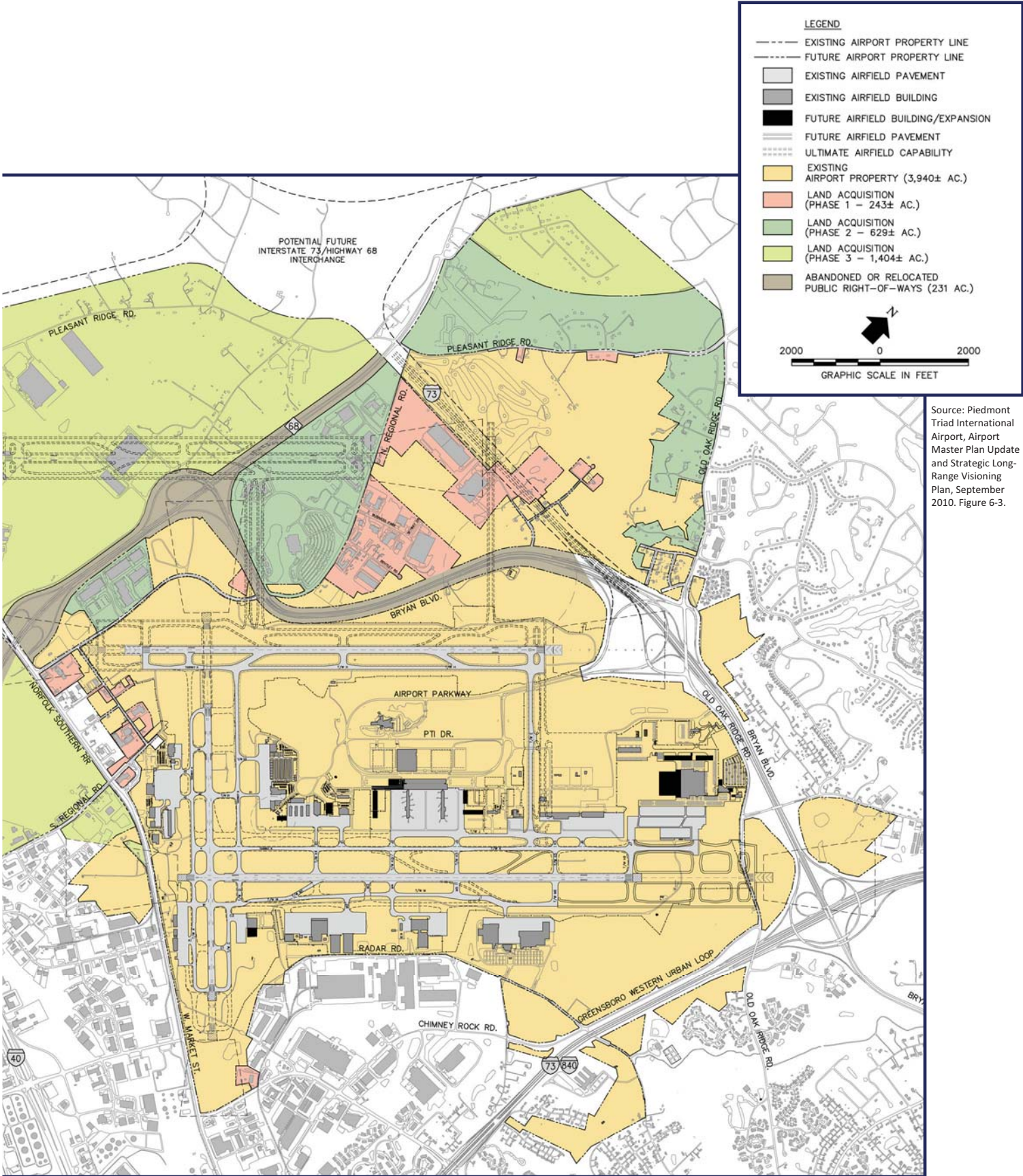
## Three-Phase Land Acquisition Plan

The Airport Master Plan Update presents a land acquisition plan that is envisioned to potentially occur in three distinct phases. Only the first phase of this land acquisition plan is included in the Capital Improvement Program submitted with this Airport Master Plan Update. There is no timeframe for acquiring land identified in Phase 2 and Phase 3. However, Phase 2 and Phase 3 of the land acquisition plan have been included to provide PTAA, airport staff and other government entities direction in planning for airport growth and developing adjacent land use plans. The drawing at right depicts the Phased Land Acquisition Plan.





# Executive Summary



Source: Piedmont Triad International Airport, Airport Master Plan Update and Strategic Long-Range Visioning Plan, September 2010. Figure 6-3.



## Phase 1 (0-10 Years) Airport Development Program

Phase 1 of the airport development program anticipates the construction of the I-73 segment that runs north and east of the airport. It also includes PTAA's development of airfield improvement projects that are contained in the Airport Improvement Program. Beyond the programmed improvements to the airfield, the 10-year plan anticipates that a new major aviation-related tenant would choose to operate at the airport within the area located in the northwest quadrant of the airport and northwest of Bryan Boulevard. To accommodate a major aviation-related tenant on this area of the airport, access would be provided by a new cross-field taxiway that would cross Bryan Boulevard and be perpendicular to the second parallel runway.

To make highest and best use of Runway 5L/23R, PTAA must acquire land in sufficient quantity to attract aviation-related tenants. Land acquisition is included in Phase 1 of the airport development program to ensure that the airport can accommodate aviation-related tenants who will contribute to the employment and the economic vitality of the region.





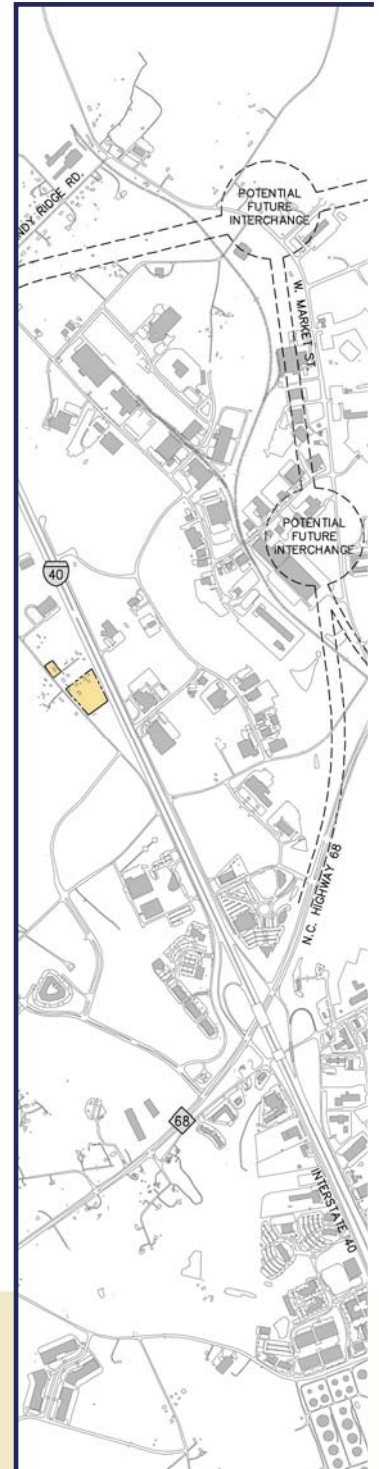


# Airport Master Plan Update *and* Strategic Long-Range Visioning Plan

## Phase 2 (Beyond 10 Years) Airport Development Program

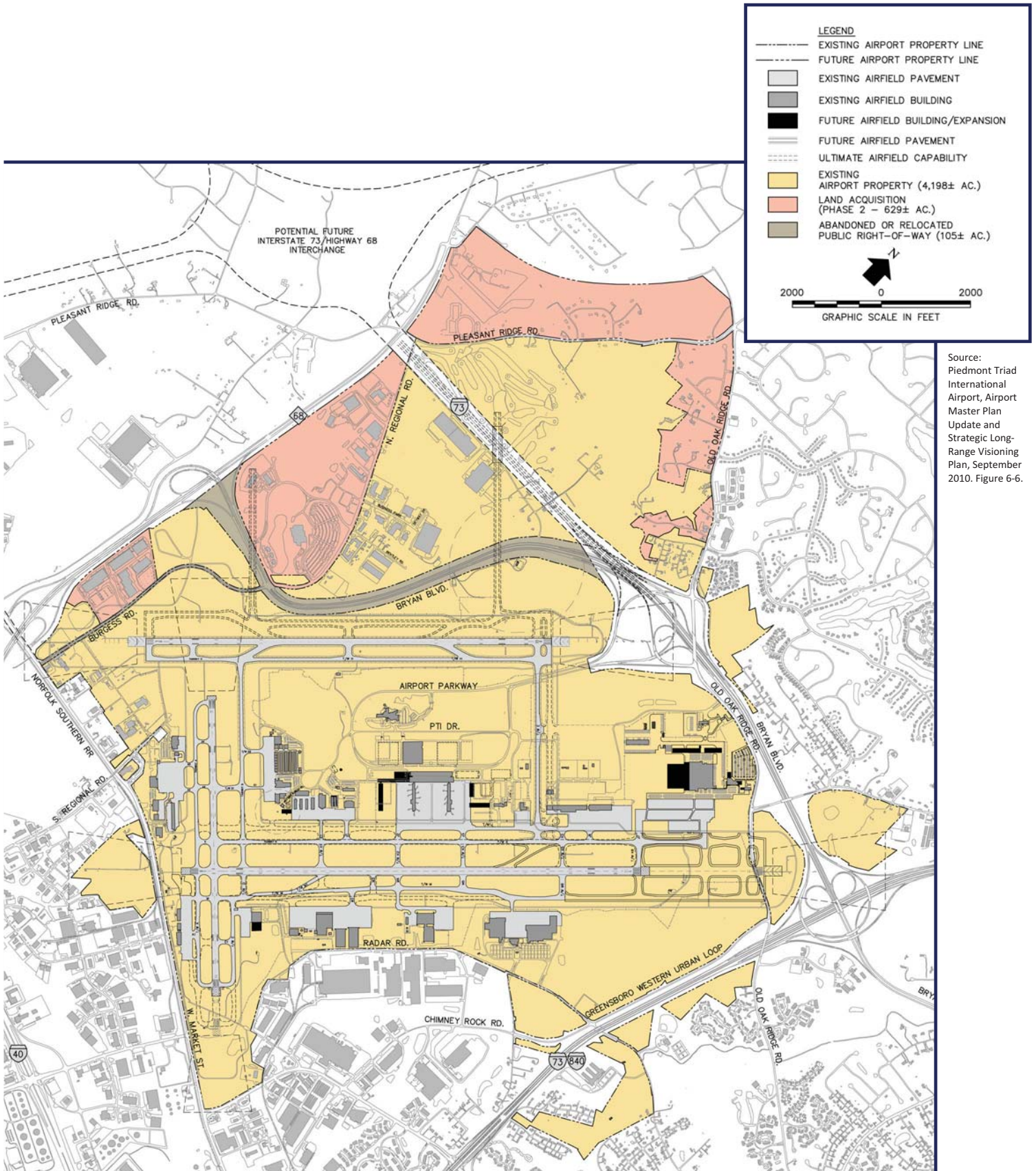
Phase 2 of the airport development program anticipates minor improvements to the airfield that would serve to increase the overall efficiency of the airfield system. Further, it anticipates additional aviation-related tenants that would operate at the airport on land areas requiring airfield access.

To make highest and best use of the existing airfield system, PTAA must continue to acquire land in sufficient quantity to attract aviation-related tenants. Continued land acquisition is included in Phase 2 of the airport development program.





# Executive Summary



Source:  
Piedmont Triad  
International  
Airport, Airport  
Master Plan  
Update and  
Strategic Long-  
Range Visioning  
Plan, September  
2010. Figure 6-6.

## Phase 3 (Beyond 30 Years) Airport Development Program

Phase 3 of the airport development program has been included to assist the Airport Authority, local planners, the Department of Transportation and elected officials from surrounding jurisdictions in their planning and decision-making.

Phase 3 of the airport development program looks beyond the typical 20-year planning period to determine how the airport might grow over the next 30 to 50 years.

### Potential Third Parallel Runway

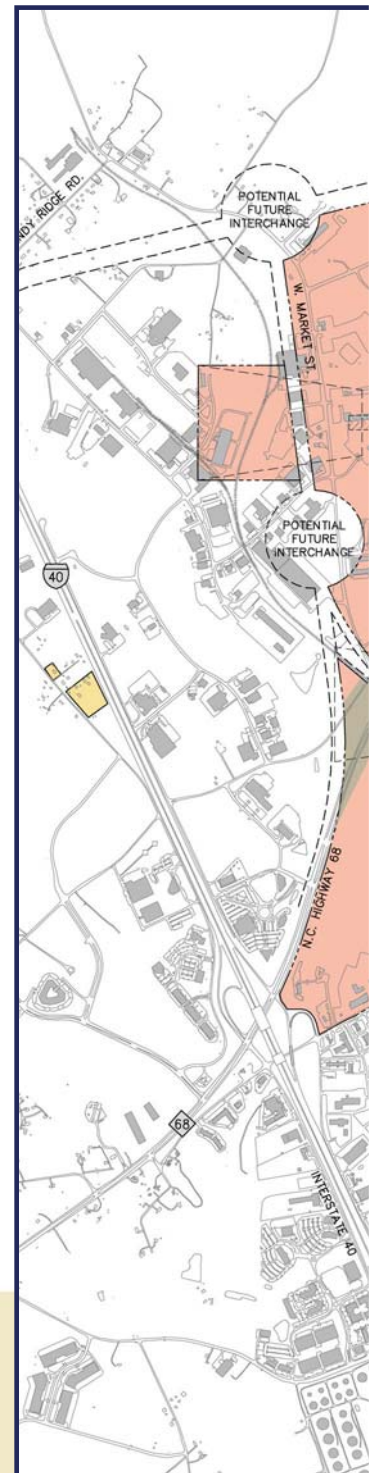
This strategic vision for the airport includes the long-range strategic capability to construct a widely-spaced third parallel runway northwest of Runway 5L/23R. The vision also anticipates a series of cross-field taxiways that would connect that runway to the current airfield. Cargo and distribution facilities would be prominent in this new section of the airport.

### New Highway 68

To accommodate the proposed third parallel runway, Highway 68 could be moved westward. Access to the airport from the entire region would be facilitated by a new Interchange to the northwest of the current airfield. This interchange would be anchored by the new Interstate 73.

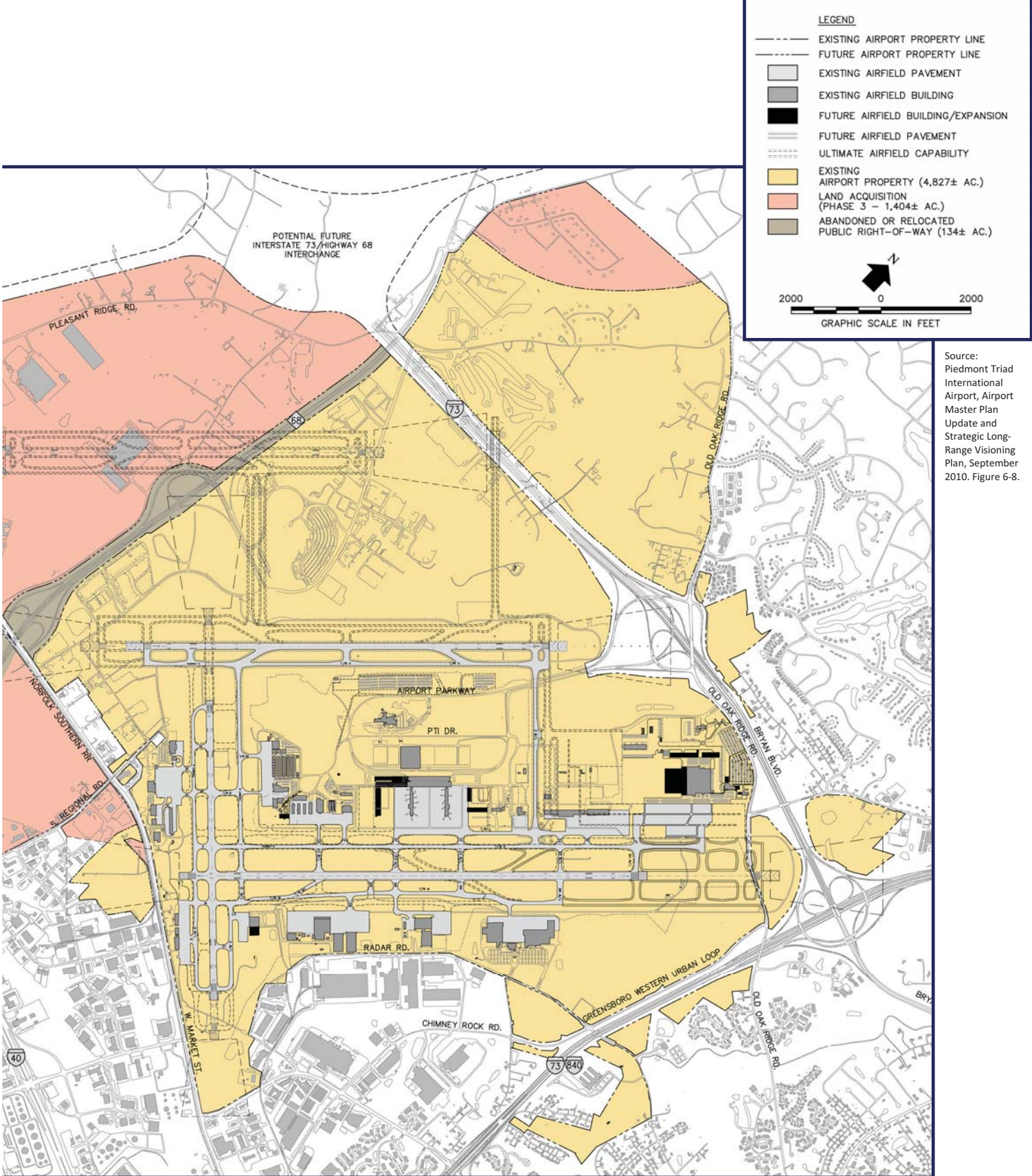
### Looking Ahead

It is important to remember that current forecasts do not support the construction of this infrastructure in the typical 20-year timeframe. It is impossible to predict whether or precisely when demand will trigger this development. In all probability, additional Airport Master Plan Updates will occur before this expansion is needed. Showing this potential third parallel runway is presented for strategic long-range planning purposes only, and URS Corporation believes it is vital to future airport expansion that surrounding jurisdictions be aware that future airport growth will take this direction.





# Executive Summary



Source: Piedmont Triad International Airport, Airport Master Plan Update and Strategic Long-Range Visioning Plan, September 2010. Figure 6-8.





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