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Aviation General Manager



State Transportation Board
September 15, 2011

Airport structure

- Hartsfield-Jackson is owned & operated by the city of Atlanta
- Airport GM reports directly to Mayor
- Atlanta City Council approval process
- Stand-alone enterprise fund
- Receives no city or state taxpayer funding



City of Atlanta Mayor Kasim Reed

Airport funding - *PFCs*

- Passenger Facility Charges (PFCs)
- Fee for every enplaned commercial passenger
- Used for FAA-approved projects
 - Safety
 - Security
 - Capacity
 - Increase competition
- PFC program began in 1990 at \$3.00
- 2000 increased to \$4.50
- Airport industry supports current initiatives for PFC increase
 - PFC increase support also from engineering, construction & other industries

Airport funding



- Airport Improvement Program (AIP)
- Funded by aviation ticket tax
- Currently 7.5 percent of ticket cost
- Collected by airlines
- Deposited in Airport/Airway Trust Fund

Airport funding

- Aviation revenues
 - Landing fees
 - Tenant leases
- Non-aeronautical revenue
 - Parking
 - Concessions
 - Ground transportation



Airport focus

Hartsfield-Jackson at-a-glance

- 950,000 total flights per year
- 250,000 average daily passengers
- Nonstop flights to 156 U.S. cities
 - more than 80 international cities in 50 countries
- 5.6 million-square-foot terminal complex
- 4,700-acre campus with cargo, maintenance and support facilities



Current & future projects

- International terminal – opening next spring
- Runway extension
- A380 enhancements
- Concourse D midpoint expansion
- Concourse C midpoint expansion
- Terminal roadways
- Pedestrian/parking walkways
- Runway replacement



Master plan update



- Completed AMACS II study
 - Determined no sites feasible at this time for a second airport
 - Likely need to re-evaluate in coming years
- Updating Master Plan
 - Last updated in 1999
 - Optimize operations and capacity to accommodate forecast passenger & cargo growth

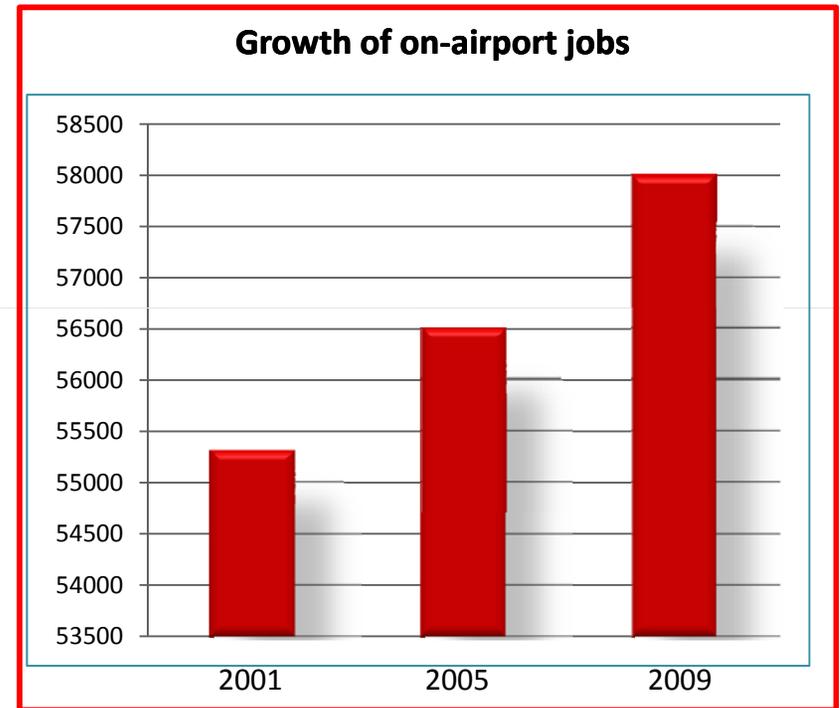
Driving economic development

- Companies citing Airport as #1 reason for relocating to Atlanta
- Porsche relocating North American HQ adjacent to Airport
- Reliance Worldwide Corp. relocating HQ from Australia
- Health Lean Logistics relocating HQ from Spain
- 200+ combined jobs



2009 Economic impact study

- \$32.6 billion direct regional economic impact
- Provides 58,000 jobs on site
- Enables 403,000 jobs regionally
- Responsible for \$16 billion in personal income



Maynard H. Jackson Jr. International Terminal

International Terminal

- A new front door for international passengers
- Opening spring 2012
- \$1.4 billion
- 12-gate concourse
- More than 75% complete
- Eliminates baggage recheck for Atlanta-bound passengers
- 13 million international passengers forecast by 2015



Construction progress June 21, 2011

Challenges

- All Atlanta international passengers will use new facility
- Different passenger types
- Connection to domestic terminal, rental car center, other existing facilities
- Wayfinding between concourses F & E
- U.S. Customs & Border Protection staffing



Concourse F

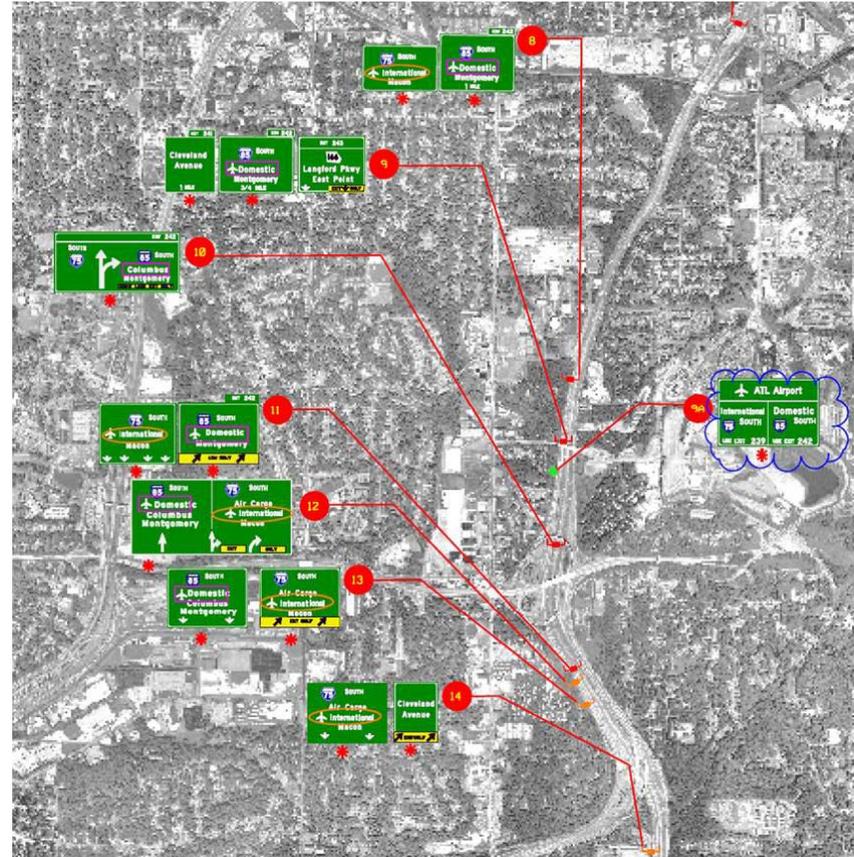
Accessing the international terminal

- Easy access from I-75 using existing exits and ramps
- Dedicated, free shuttles connecting international and domestic terminal, MARTA and rental car center
- \$10 million roadway signage package
 - Interstates
 - State routes
 - Surface streets



Signage project scope

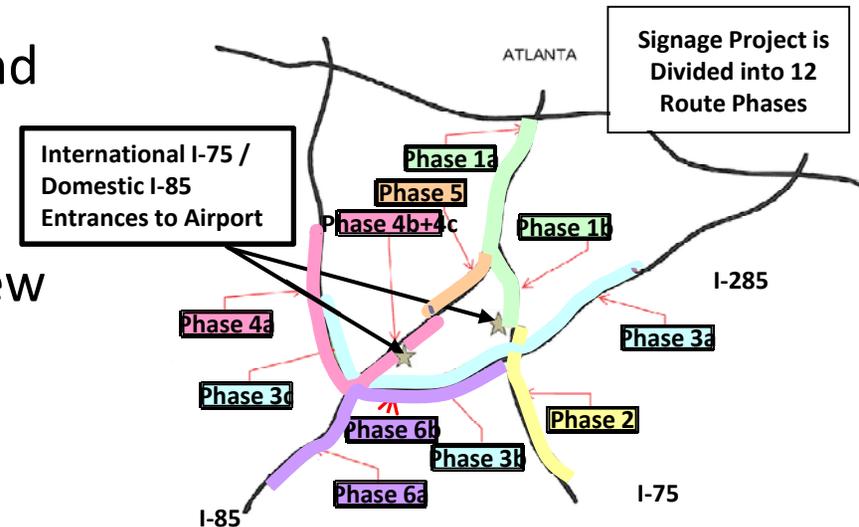
- Replacement of 15 Existing Sign Structures
- Reuse 58 Existing Structures
- New Supplemental Roadside
- Signs at 27 Locations
- Total New Panels 113 at 100 Locations



I-75/85 Connector sign plan

Deployment approach

- Employ an unveiling strategy to minimize message change time and traffic disruption
- Maintain current messaging on new signs during construction period
- Overnight deployment/unveiling planned
- Contingency plan for weather/traffic disruptions drafted for internal review



Cargo

Air cargo thrives at ATL

- Total cargo up 17% for 2010
 - National average 13.2%
 - International cargo up 24.2%
- 2011 weekly cargo flights up 40% over 2010
 - \$60-72 million regional economic impact; 30-40 jobs
- Additional weekly CargoLux flight; now has 5 weekly 747 freighters
- Asiana Airlines starting daily service this month



Air cargo thrives at ATL

- Upgrades completed to support larger 747-800 series freighters
- Nearly \$3 million cargo renovations completed this year
 - North & South cargo areas
 - HVAC, plumbing, parking lots
- Other recent cargo additions:
 - Asiana Airlines, 2010
 - Singapore Airlines, 2009



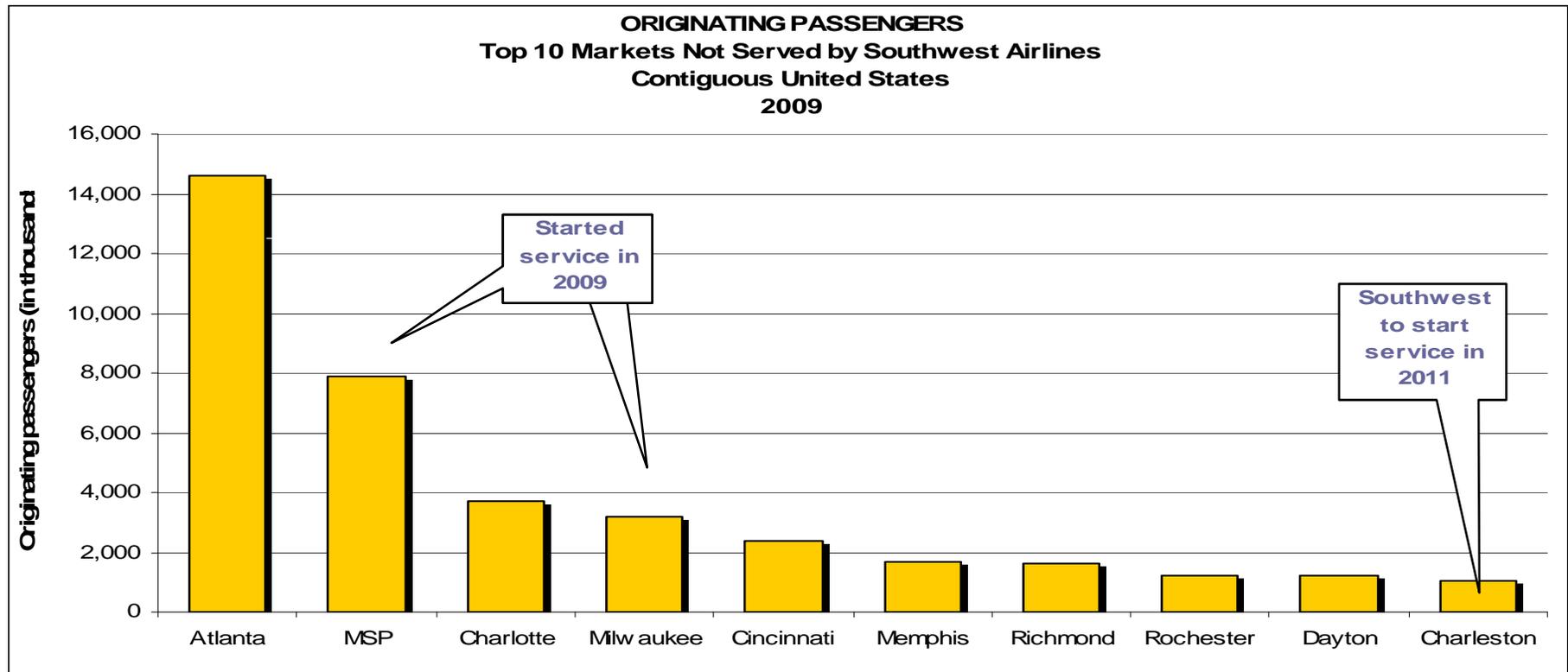
Cargo goals for 2011

- Two new cargo airlines service into Atlanta
- Increase frequencies of current cargo carriers
- Support Southwest's efforts to build its cargo operations
- 2012 host of world's largest air cargo trade association conference (TIACA ACF 2012)



Southwest Airlines

ATL largest market not served



Southwest/AirTran service



• Overlap markets represent less than one percent of total industry domestic available seat mile capacity.

✈ Aruba

Airport white paper conclusions

- No significant airspace impact for ATL
- Higher frequency of flights
- Gate utilization could increase
 - SWA averages 8.4 turns per gate at selected focus cities
 - FL averaged 6.6 turns per gate in July 2010
- Annual operations could increase by 3% over CY2009 levels
- Annual passengers could increase by 3.2 million



Thank you!