



**ALBANY**  
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# Airport Master Plan Update

Regional Advisory Committee (RAC)

Meeting #2

*December 8, 2021*

*10:00 AM to 11:30 PM*

[www.ALB-Master-Plan.com](http://www.ALB-Master-Plan.com)





# Opening Remarks

**PHILIP CALDERONE, ESQ.**  
Chief Executive Officer

**MATT CANNON**  
Director of Development & Government Affairs





# Introductions – CHA Study Team

## **ERIN CROTTY**

Stakeholder & Community Outreach

## **JEREMY MARTELLE, CM, ACE, ASC**

Study Coordinator

## **PAUL MCDONNELL, AICP**

Project Manager / Lead Planner

## **CHARLES MORLEY, AIA, LEED AP**

Terminal Architect/Planner



# Gensler



# RAC Meeting Agenda

## Opening Remarks

### 1. Study Update

- Team Introductions
- RAC Membership
- Master Plan Process Review

### 2. Forecasts of Activity

### 3. Terminal Requirements & Development

### 4. Airfield Requirements & Development

### 5. Next Steps & Open Discussion





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# 1. Study Update

Erin Crotty, CHA



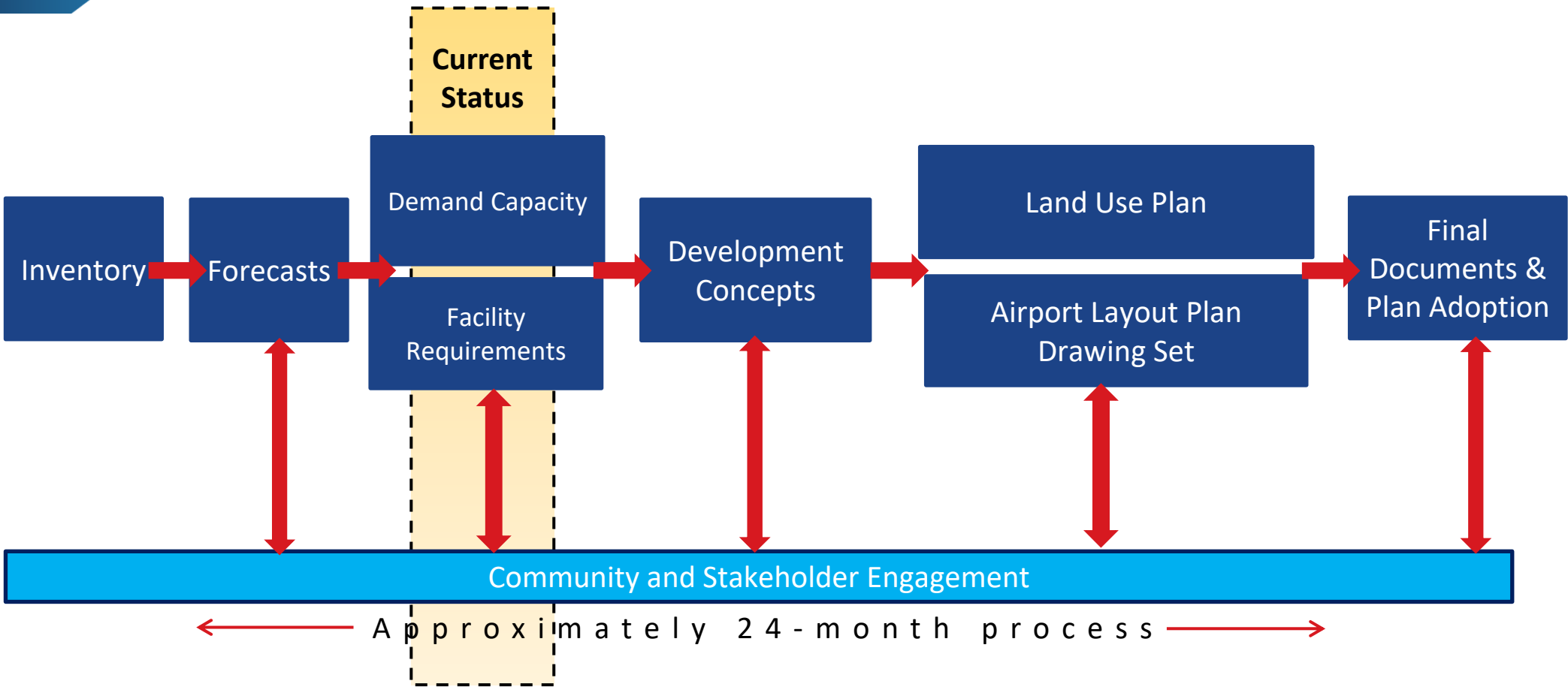


# Regional Advisory Committee Members

Carm Basile	CDTA
Johanna Batman	Shaker Heritage Society
John Bennett	CDPHP
Mark Castiglione	CDRPC
Brendan Chudy	Global Foundries
Hon. William Clay	Albany County Legislature
Megan Daly	Port of Albany
Father Kenneth Doyle	Past ACAA Board Chairman
Jill Delaney	Discover Albany
Mark Eagan	Capital Region Chamber
Anthony Gaddy	Upstate NY Black Chamber of Commerce
Kirsten Gillibrand	U.S. Senator NY
Anthony Gorman	The Gorman Group
George Hearst	Times Union
Shirley Jackson	RPI
Daniel Lynch	Albany County

Sean Maguire	Town of Colonie
Ruth Mahoney	NTB Bank
Aaron Mair	Sierra Club
Daniel McGraw	Operating Engineers Local 158
Kevin O'Connor	Advance Albany County Alliance
Roger Ramsammy	HVCC
Havidan Rodriguez	University at Albany
Maureen Sager	Alliance for the Creative Economy
Ellen Sax	MVP
Shelby Schneider	NYSEDC
Charles Schumer	U.S. Senator NY- Senate Majority Leader
Edward Swyer	Swyer Companies
Paul Tonko	20th Congressional District of New York
Michael Yevoli	Empire State Development - Capital Region
Gary Yaple	NYS Division of Military and Naval Affairs

# Master Planning Process/Status



# COVID19 Recovery (Passenger Activity)

## Enplanements Compared to 2019

Year	2020	2021
January	107%	24%
February	106%	29%
March	48%	38%
April	3%	50%
May	11%	61%
June	23%	68%
July	22%	79%
August	20%	80%
September	24%	82%
October	26%	84%
November	25%	---
December	25%	---

COVID19  
Shutdown

COVID19  
Vaccine



# What's New With Your Air Travels?

*Are You Back Traveling by Air?*

*What's Different for your Organization?*

*What are your Expectations Going forward?*

*What do you want to see at ALB?*





# Airport Master Plan – Focus Areas

- Smart Airport of the Future
- Improved Traveler Experience (Passenger Terminal)
  - Reimagined Passenger Areas
  - Improved Security Checkpoint
  - Continue High Tech Terminal Improvements
  - COVID Recovery & Long-term Effects
  - Improved Energy Efficiency & Sustainability
- Future Air Cargo Demand & Facilities
- Expanded Corporate Aviation Facilities
- Land Use Planning & Property Development





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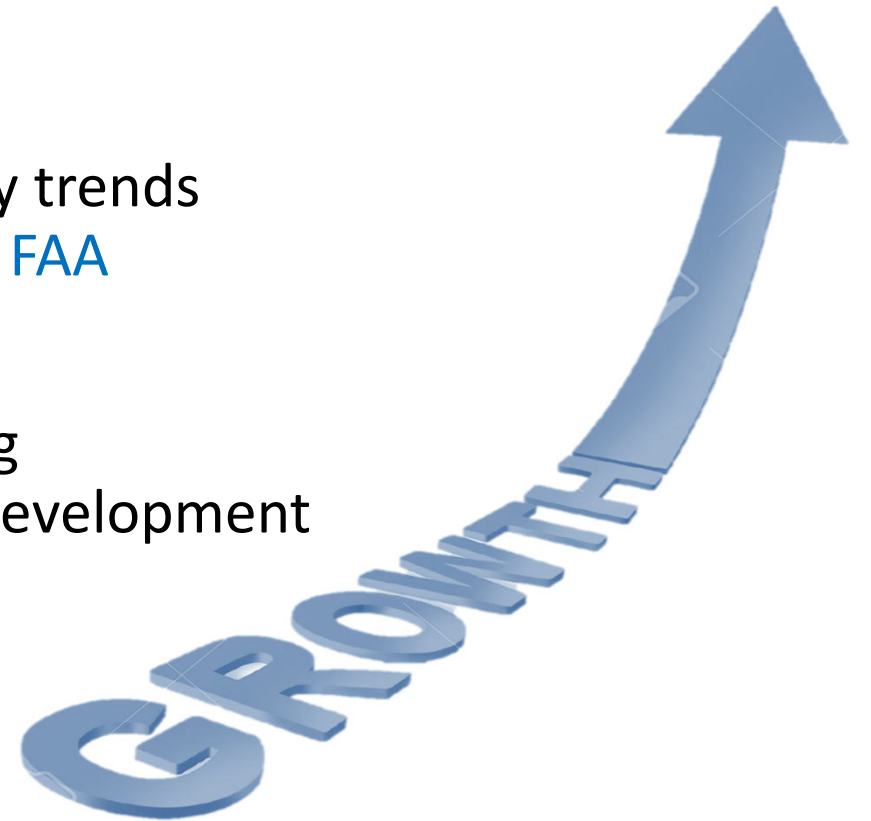
## 2. Airport Activity Forecasts

Jeremy Martelle, CHA



# Activity demand forecasts

- What is a Forecast?
  - 5, 10, and 20-year estimates of aviation activity
  - Incorporates socio-economic conditions and industry trends
  - One of the Master Plan elements “approved” by the FAA
- How is it Used?
  - Influences all phases of facility and financial planning
  - Basis for determining type, size & timing of airport development
  - Used as support for funding requirements



# FAA Terminal Area Forecast (TAF)

## FAA TAF (published May 2021)

APO TERMINAL AREA FORECAST DETAIL REPORT															
Forecast Issued May 2021															
ALB															
Fiscal Year	Enplanements			AIRCRAFT OPERATIONS									Total Ops	Total Tracon Ops	Based Aircraft
	Air Carrier	Commuter	Total	Itinerant Operations			Local Operations								
			Air Carrier	Air Taxi & Commuter	GA	Military	Total	Civil	Military	Total					
REGION:AEA STATE:NY LOCID:ALB															
CITY:ALBANY AIRPORT:Albany International															
2009	762,478	549,937	1,312,415	25,629	34,077	18,113	2,880	80,699	10,467	2,409	12,876	93,575	124,860	93	
2010	684,734	570,749	1,255,483	25,058	31,250	17,449	3,963	77,720	12,203	5,288	17,491	95,211	124,624	83	
2011	689,436	528,639	1,218,075	23,421	32,183	16,003	2,871	74,478	7,467	1,721	9,188	83,666	116,559	72	
2012	717,373	509,145	1,226,518	23,784	27,723	14,836	2,970	69,313	6,663	1,358	8,021	77,334	111,043	83	
2013	684,316	517,465	1,201,781	22,249	25,705	13,811	3,018	64,783	7,592	1,719	9,311	74,094	103,020	95	
2014	752,221	448,033	1,200,254	22,244	22,646	13,390	2,295	60,575	9,584	2,182	11,766	72,341	97,446	95	
2015	858,942	394,591	1,253,533	21,625	22,066	14,472	2,631	60,794	8,501	1,384	9,885	70,679	97,969	82	
2016	1,002,959	367,243	1,370,202	22,647	23,781	14,905	3,236	64,569	6,135	1,810	7,945	72,514	104,796	88	
2017	1,023,161	367,138	1,390,299	23,684	23,646	14,599	3,303	65,232	5,282	1,899	7,181	72,413	103,763	97	
2018	1,006,132	417,070	1,423,202	23,381	23,594	13,689	3,700	64,364	6,354	2,099	8,453	72,817	100,434	100	
2019	1,075,425	416,880	1,492,305	24,541	20,577	13,759	3,698	62,575	8,829	2,531	11,360	73,935	98,200	100	
2020*	559,703	227,236	786,939	17,825	11,864	14,668	3,997	48,354	5,189	2,233	7,422	55,776	80,640	103	
2021*	417,194	166,334	583,528	16,663	8,434	14,668	3,997	43,762	4,213	2,233	6,446	50,208	74,863	105	
2022*	563,267	231,391	794,658	19,523	8,149	14,668	3,997	46,337	5,688	2,233	7,921	54,258	78,071	107	
2023*	753,515	309,459	1,062,974	24,097	7,124	14,668	3,997	49,886	7,110	2,233	9,343	59,229	82,179	110	
2024*	939,764	385,879	1,325,643	27,642	7,023	14,668	3,997	53,330	8,176	2,233	10,409	63,739	86,300	112	
2025*	1,060,714	435,462	1,496,176	29,884	7,407	14,668	3,997	55,956	8,994	2,233	11,227	67,183	89,579	115	
2026*	1,128,175	463,113	1,591,288	31,985	7,565	14,668	3,997	58,215	9,031	2,233	11,264	69,479	92,231	118	
2027*	1,156,929	474,873	1,631,802	32,944	7,669	14,668	3,997	59,278	9,068	2,233	11,301	70,579	93,543	121	
2028*	1,176,365	482,848	1,659,213	33,502	7,761	14,668	3,997	59,928	9,105	2,233	11,338	71,266	94,394	124	
2029*	1,196,689	491,190	1,687,879	34,085	7,855	14,668	3,997	60,605	9,142	2,233	11,375	71,980	95,267	127	
2030*	1,217,071	499,551	1,716,622	34,670	7,949	14,668	3,997	61,284	9,180	2,233	11,413	72,697	96,135	130	
2031*	1,239,311	508,677	1,747,988	35,307	8,047	14,668	3,997	62,019	9,217	2,233	11,450	73,469	97,067	133	
2032*	1,262,423	518,162	1,780,585	35,968	8,147	14,668	3,997	62,780	9,255	2,233	11,488	74,268	98,031	136	
2033*	1,285,253	527,531	1,812,784	36,622	8,247	14,668	3,997	63,534	9,293	2,233	11,526	75,060	98,989	139	
2034*	1,306,679	536,324	1,843,003	37,239	8,346	14,668	3,997	64,250	9,331	2,233	11,564	75,814	99,904	142	

- The FAA TAF is a baseline for comparison to Master Plan\*
- Considers:
  - Socioeconomic Trend
  - Industry Trends
  - Regional Growth
- Base year is 2019 (pre-COVID)
- Incorporate COVID Recovery

\* For this Master Plan The FAA TAF was used as the recommended Forecast

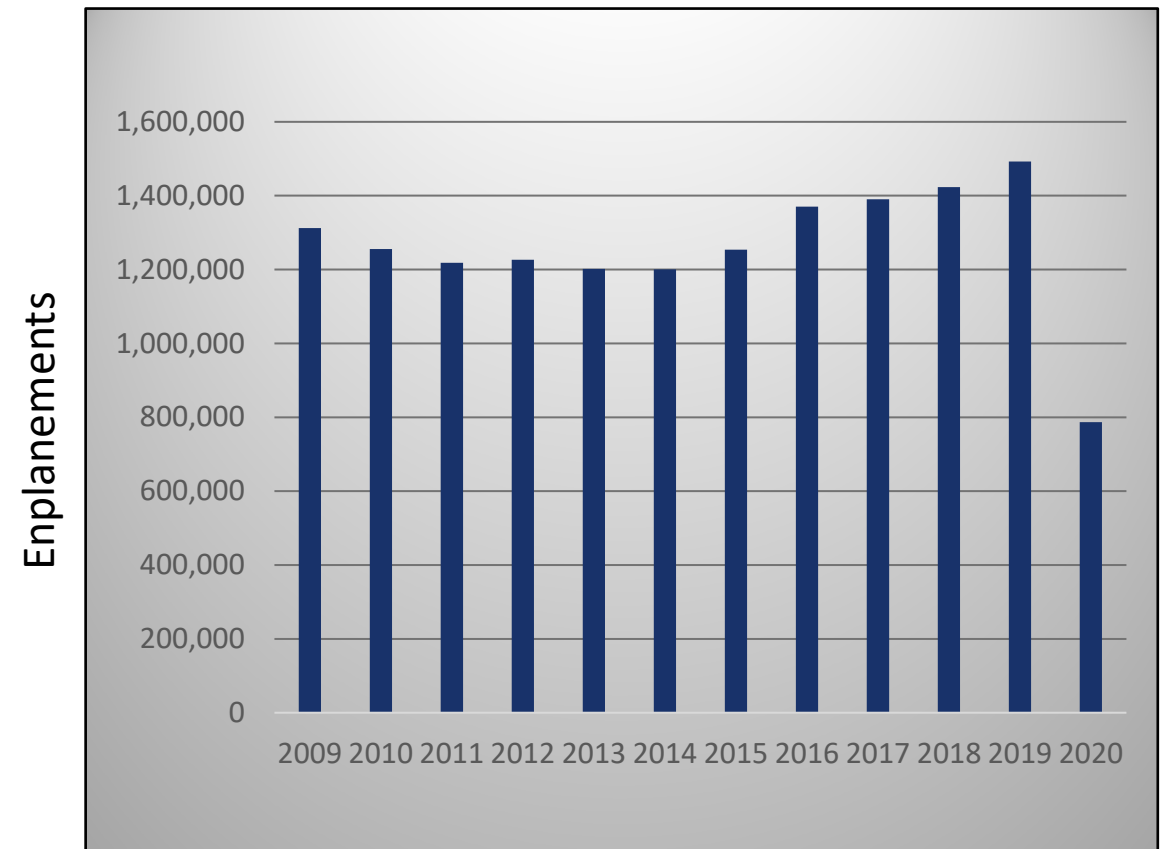


# Existing Commercial Activity Levels

## ALB Historical Activity

Year	Enplanements	Operations
2009	1,312,415	59,706
2010	1,255,483	56,308
2011	1,218,075	55,604
2012	1,226,518	51,507
2013	1,201,781	47,954
2014	1,200,254	44,890
2015	1,253,533	43,691
2016	1,370,202	46,428
2017	1,390,299	47,330
2018	1,423,202	46,975
2019	1,492,305	45,118
<b>2020</b>	<b>786,939</b>	<b>29,689</b>

## ALB Historical Enplanements



# Aircraft Transitions to Larger Aircraft

2009



Dash 8 – 35 passengers



Boeing 717 – 110 passengers

2021



CRJ 700 – 70 passengers

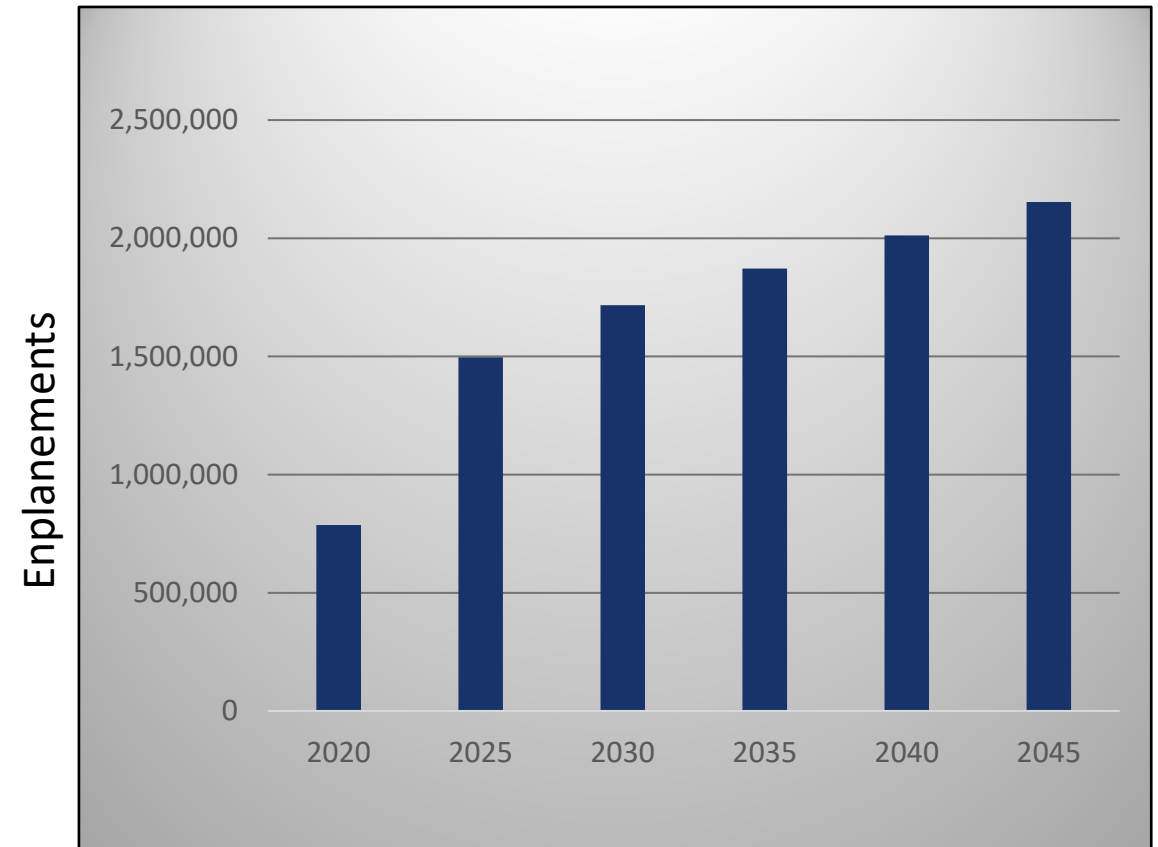


A320 – 150 passengers

# Forecast Commercial Activity

Year	Enplanements	Operations
2019	1,492,305	45,118
<b>2020</b>	<b>786,939</b>	<b>29,689</b>
2025	1,496,176	37,291
2030	1,716,622	42,619
2035	1,871,618	46,269
2040	2,012,294*	49,666
2045	2,153,629	53,115

**\*33% Passenger Growth  
Over 20-year Period**





# Forecast Summary

Year	Enplanements	Total Operations	Based Aircraft
2019	1,492,305	73,935	100
<b>2020</b>	<b>786,939</b>	<b>55,776</b>	<b>100</b>
2025	1,496,176	67,183	115
2030	1,716,622	72,697	130
2035	1,871,618	76,537	145
2040	2,012,294	80,127	161
2045	2,153,629	83,774	181



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# 3. Terminal Requirements & Development

Charles Morley, Gensler



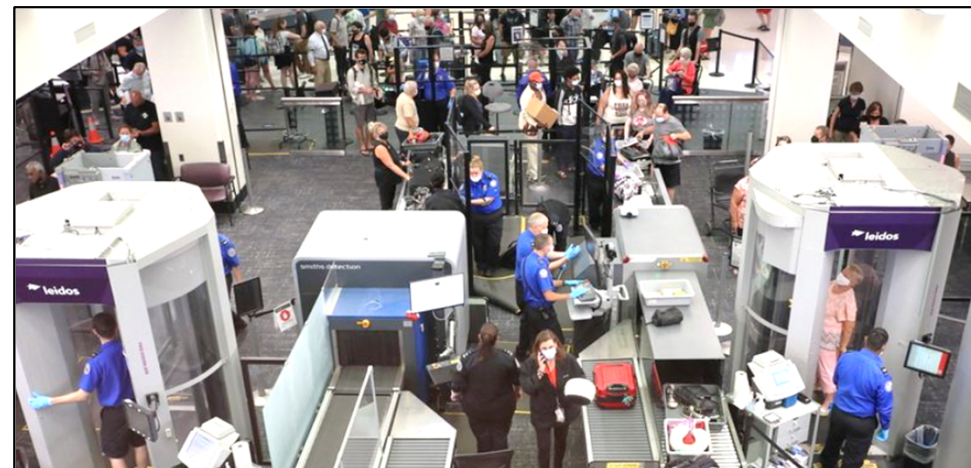
# Existing Terminal Shortcomings

- Existing Security Checkpoint is Constrained
- Checkpoint Queuing Area backs up During Morning Peaks
- Circulation Areas Inside and Outside Security are Congested
- Size/Seating Available in Concourse B & C During Peak Hours



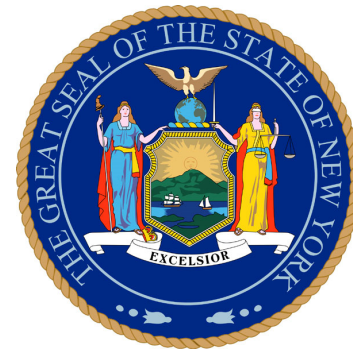
# Short-Term Terminal Requirements

- Improve & Expand Security Screening
  - Innovations in Contactless Technology
  - Expand & Improve Concessions
  - Expand & Modernize Concourses
  - **Improve Overall User Experience**
- 
- **It all starts with Expanding/Enhancing the Central Terminal Hub**

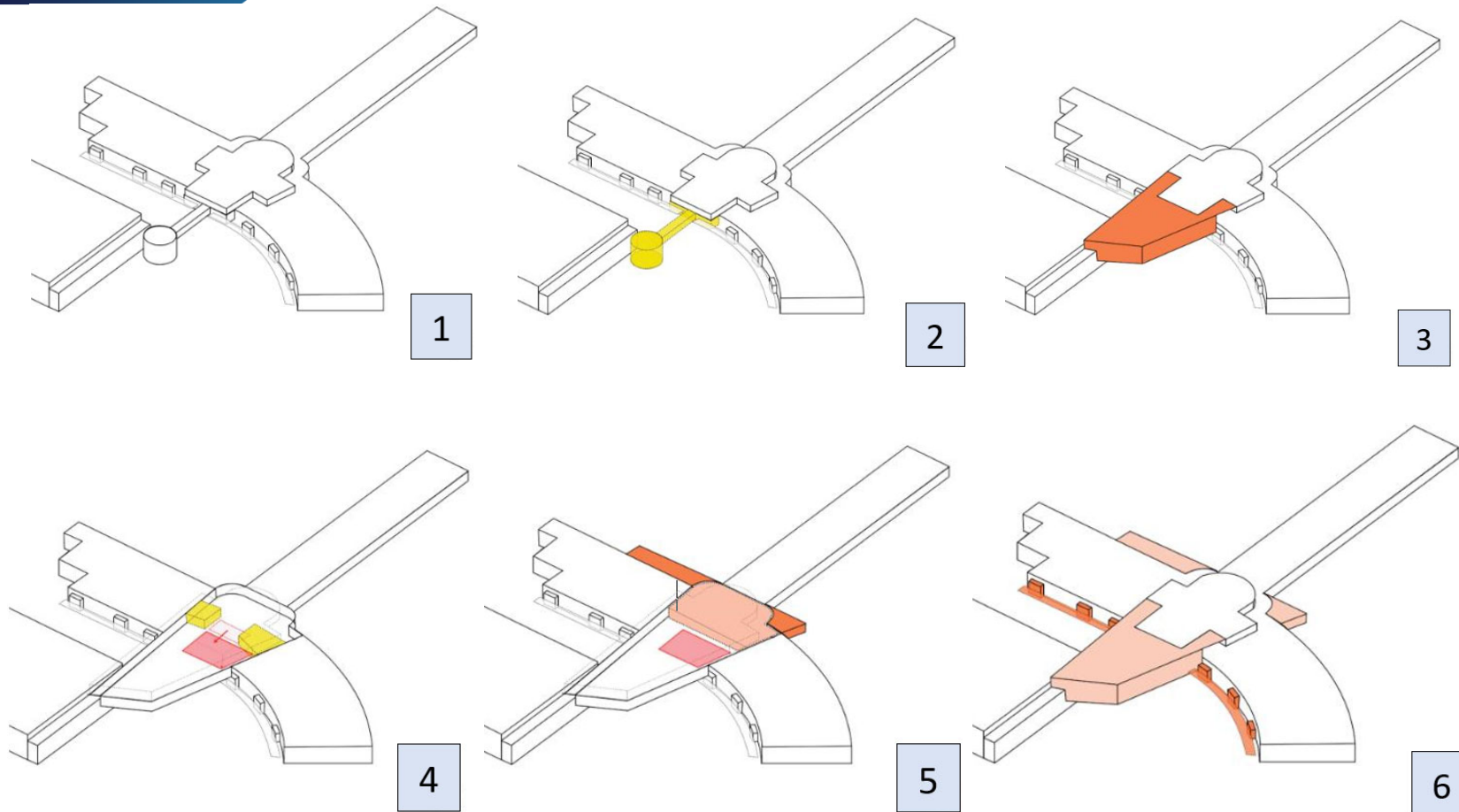


# Planned Terminal Building Improvements

- The **Passenger Terminal** Component of the Study was Advanced in Schedule for the “**2021 Upstate Airport Economic Development Competition**”
- **Focus:** Improvements in Security, Safety & Passenger Experience
- **Result:** *Create a Public Space Apart from Anything Seen Before – A New Capital Region Landmark*



# Redeveloping the Central Terminal Hub



1. Existing Terminal Building & Garage
2. Remove existing rotunda & Pedestrian bridge
3. Expand Landside Connector & Develop Landside Green Space
4. Move Security Towards Landside & Right-size Checkpoint
5. Expand & Relocate Airside Marketplace, Create Outdoor Green Space & Observation Seating Area
6. Update Vestibules and Canopies with Transparent Elements to Create Light-filled Curbside

# Terminal Improvements – Ground Level

1. Replace Vestibules with Glass Curtain Wall to Optimize Interior/Exterior Views
2. Lightweight, Translucent Canopies
3. Green Planted Park with Sculptures and Feature Elements
4. Consolidated Walkway Safely Connects Parking & Plaza to New Central Lobby Entrance
5. Expanded Service Member's Suite with Connection to Exterior
6. Remove & Replace Existing Ceiling finishes for Installation of Mechanical Services
7. Relocate Vertical Circulation





**Ground Level – Curbside Approach**





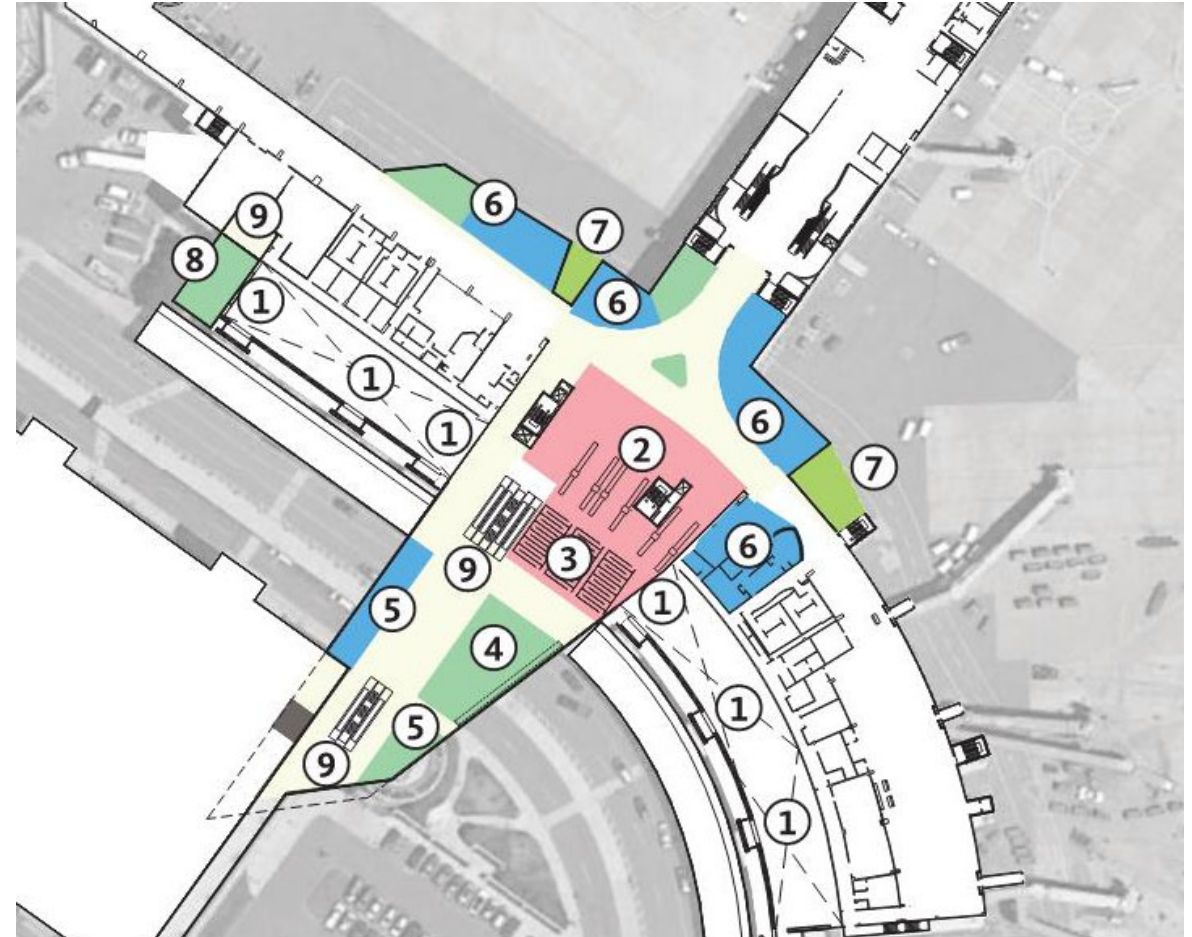
# Ground Level - Central Plaza

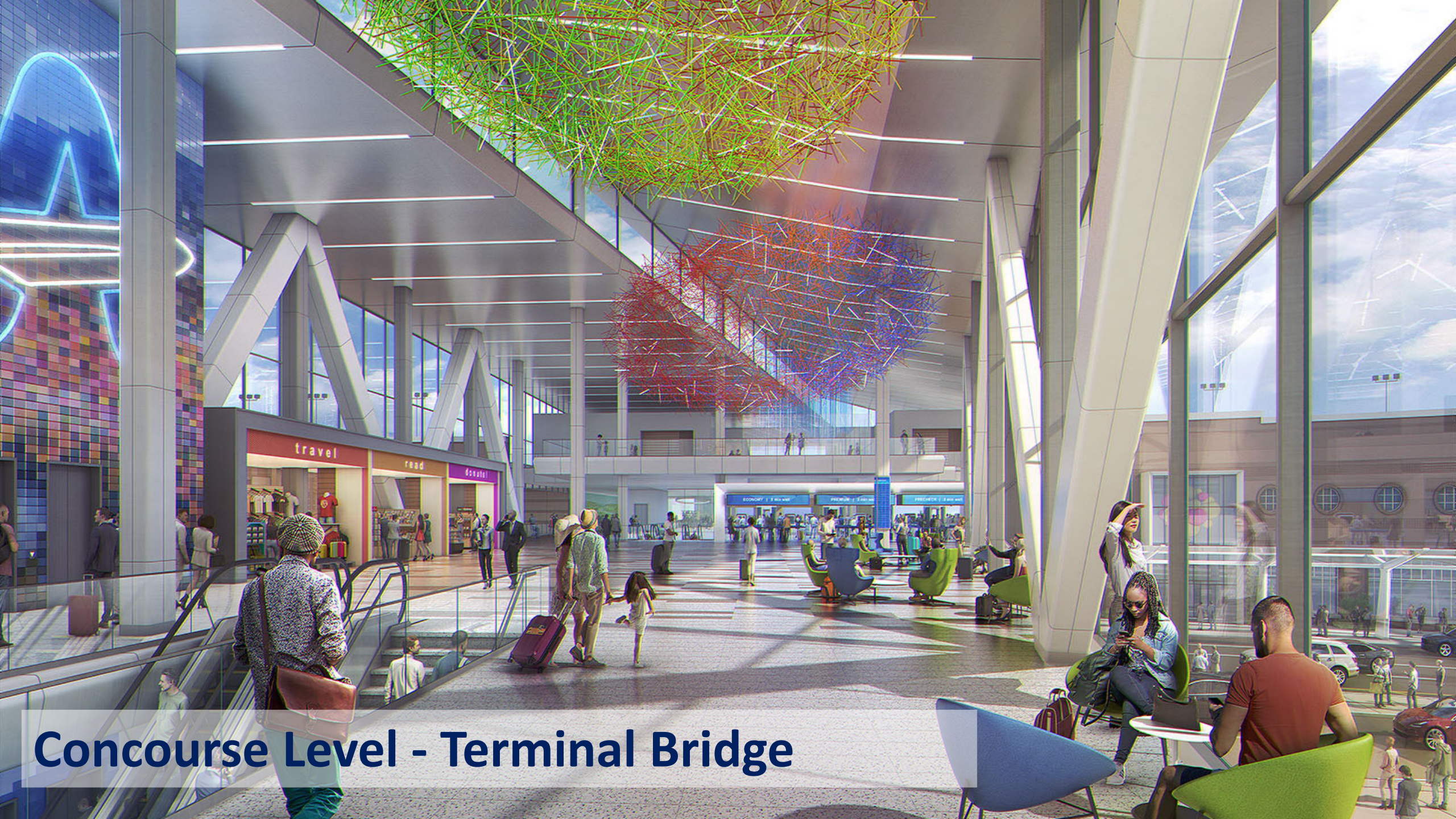


**Ground Level - Terminal Lobby**

# Terminal Improvements – Concourse Level

1. Replace Vestibules with Glass Curtain Wall to Optimize Interior/Exterior Views
2. Expand Checkpoint – Allows for Separating & Branding Lanes (PreCheck / Family, etc.)
3. Expand Security Queue
4. Potential Kiosk & Check-in
5. Landside Concession/Amenity Overlooks Green Park & Community Plaza
6. Expand Concessions, Improve views to Gates, Add Children’s Play Area & Calming Options for Travelers & Update Conference Facilities
7. Exterior Planted Area
8. Expanded Public Arts & Writers Workshop
9. Relocate Vertical Circulation





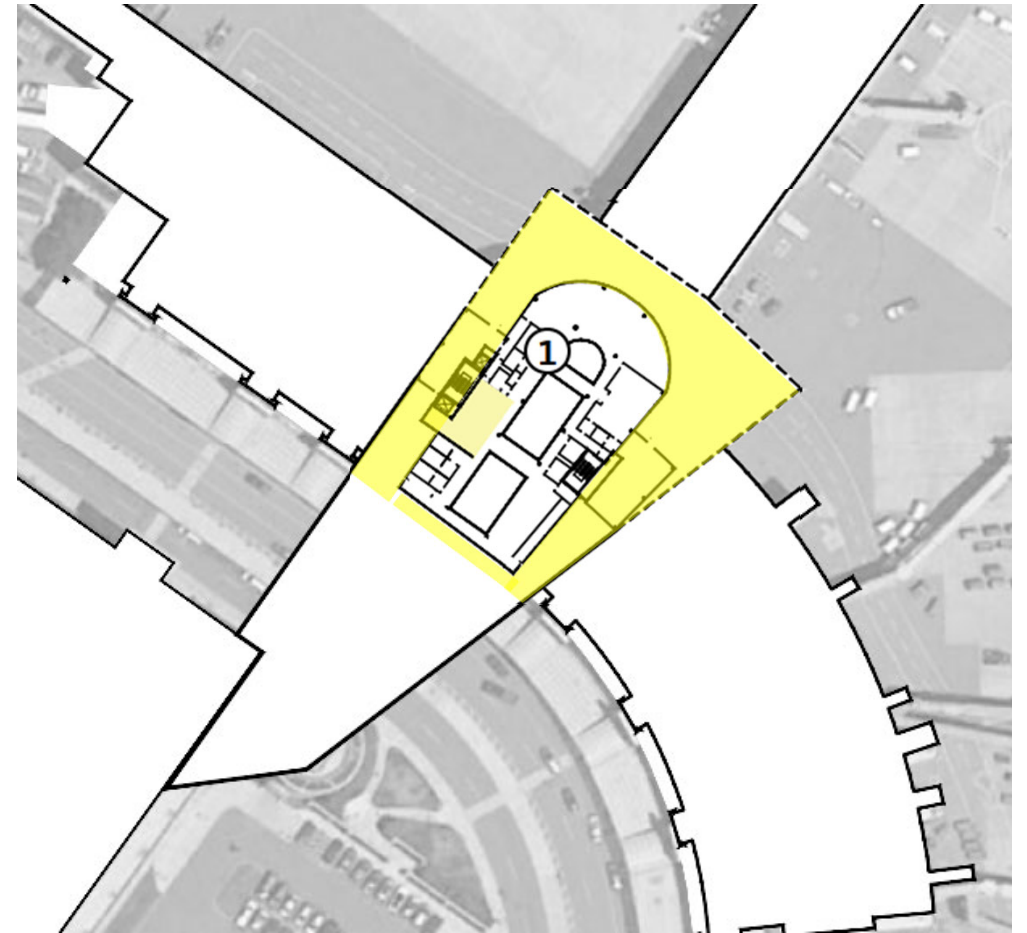
**Concourse Level - Terminal Bridge**



# Concourse Level – Post Security

# Terminal Improvements – 3<sup>rd</sup> / Upper Level

## 1. Landside Art Gallery & Observation Deck



# Airport Master Plan – Focus Areas

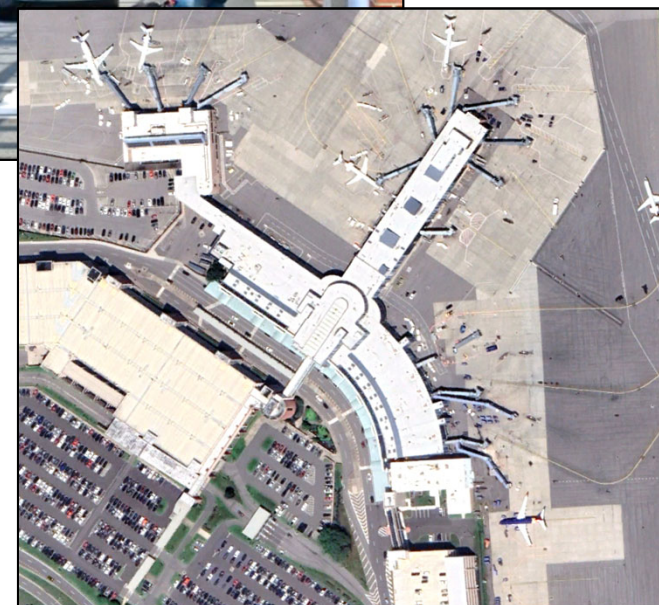
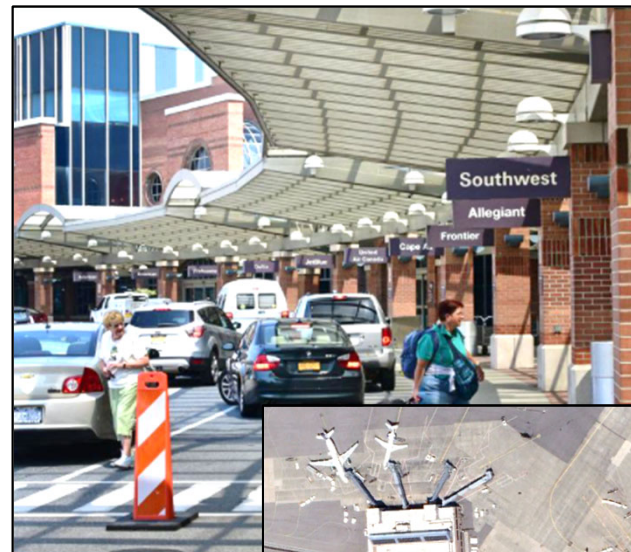
- NYS Upstate Airport Economic Development & Revitalization Competition



<https://www.youtube.com/watch?v=5oms3tQkAIM>

# Potential Long-Term Terminal Needs

- Passenger Parking Capacity Expansion
- Aircraft Gates:
  - Number of Gates
  - Concourse Size/Seating
  - Aircraft Parking Apron
- Curbside Area – Dropoff/Pickup
- Aircraft Remain Overnight (RON) Parking







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# 4. Airfield Requirements & Development

Paul McDonnell, CHA



# Airfield Facility Requirements

Airfield Requirement	Adequacy (20 years)	Notes
Airfield Capacity	<b>Surplus</b>	Remains <50% throughout planning period
Number of Runways / Wind Coverage	<b>Two; 99%</b>	Both Runways needed for wind coverage
Runway Length, Strength & Width	<b>Adequate</b>	8,500' is adequate for Stage Length 3
Taxiway Width	<b>Adequate</b>	75' width, exceed the 50' width requirement
Full Parallel Taxiways	<b>Both Runways</b>	Consider eastside taxiway for Runway 1-19
Airfield Lighting	<b>Adequate</b>	High Intensity, Approach, Centerline
Navigation Aids	<b>Adequate</b>	ILS, RNAV, VOR, PAPI, REILS
Hot Spots (Potential Risk Location)	<b>None</b>	
Airspace Obstructions	<b>Trees / Hills</b>	Regular maintenance required



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# 5. Next Steps

## Open Discussion

Paul McDonnell, CHA



# What's Next?

- FAA Forecast Approval
- Working Paper #2 (Winter 2022)
  - Facility Requirements
  - Development Alternatives
- RAC Meeting No. 3 (Spring 2022)
- Public Meeting No. 1 (Spring 2022)





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# Open Discussion

*Thank You!*

