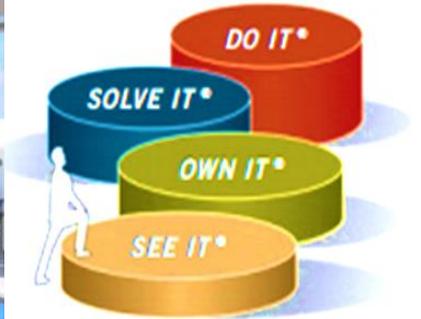


ABOVE THE LINE

VOLUME 8 | MAR 2016



THE LINE



On **March 10, 2016**, employees are invited to tune in when Hartsfield-Jackson's world-class accomplishments, along with its future endeavors, take center stage at the inaugural "State of the Airport" address Thursday in downtown Atlanta. The first-ever event, will be **live-streamed** for Department of Aviation employees to view on their desktop computers. Click here: <http://www.atlanta-airport.com/SOTA>

The inaugural "State of the Atlanta Airport" Luncheon will feature Atlanta Mayor Kasim Reed and Miguel Southwell, Airport General Manager, presenting the airport's strategic vision and accomplishments to an audience of 350+ regional and international leaders.

Tower Tour

The chance to visit the Atlanta Air Traffic Control Tower can be an incredible experience. Now you have the opportunity to visit the World's Most Traveled Airport Air Traffic Control Tower and experience a brief overview of the air traffic control activities and operations.

FAA Guidelines:

- ✓ When submitting a request provide full legal name
- ✓ Participants must be US citizens
- ✓ Tours are done once a month
- ✓ Each visit is limited to 8 visitors
- ✓ The tour can last up to 2 hours
- ✓ No cameras or cellphones allowed inside the tower
- ✓ Must have a valid drivers license or government ID
- ✓ Participants must be at the FAA facility 20 minutes prior to tour to allow ample time to go thru security check point procedures



Miguel Rivera is the DOA Coordinator for this tour. For those interested in participating, requests must be submitted by e-mail to: AirtrafficControlTour@atlanta-airport.com

INDUSTRY DAY

ATLNEXT Industry Day – A Necessity and A Success

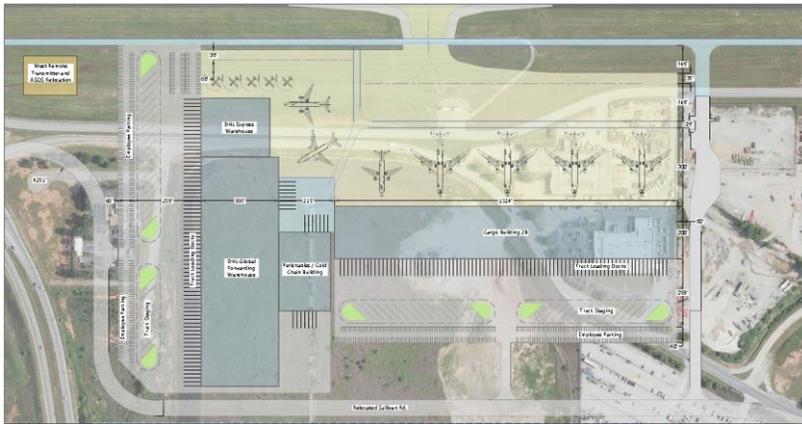
The **ATLNEXT** Industry Day, held February 29th at the GICC, brought together more than 450 consultants, contractors, manufacturers, suppliers and vendors ready to learn more about **ATLNEXT** – the new ATL development program as detailed by Frank Rucker. Attendees also gained insight into best practices for airport construction and related services from panelists consisting of DOA and A3 personnel as well as contractors and consultants with active ATL projects.

While Frank's presentations described upcoming project scopes, schedules, budgets and diversity performance indicators, Mayor Reed and Atlanta Airport GM Miguel Southwell focused on mega projects throughout Atlanta and aspects of the airport's past, current status and future. Mayor Reed listed a number of construction opportunities in the city and in an emphatic voice let it be known that under his leadership opportunities would be inclusive of all eligible contractors and prompt payment would be a must. Miguel Southwell's remarks included the accomplishments of the 1999 CIP, the expectations of the new CIP.

The COA's Office of Contract Compliance reviewed its policies, procedures and requirements for small, minority and female-owned firms interested in doing business with the airport and shared the city's newly instituted diversity participation goals for new CIP contracts as of January 1, 2016. The Supplier Diversity Department will assist contractors and the Tech Campus with the updated requirements.

The **ATLNEXT** Industry Day was derived in part from contractor roundtables hosted by the Supplier Diversity Department that addressed challenges in the construction industry faced by small, minority and female-owned businesses. To assist in eliminating certain issues, plans were made for the ATLNEXT Industry Day to offer a comprehensive understanding of the new CIP, how to do business with the airport, and sound methods for successfully completing work at the world's most traveled airport. Both written and verbal feedback proved that **ATLNEXT** Industry Day accomplished those three goals. The Diversity Department will continue to build from the **ATLNEXT** Industry Day and, with the cooperation of the entire Tech Campus, make **ATLNEXT** the most successful airport CIP yet.

PLANNING & ENVIRONMENTAL



New Cargo Complex

If you drive in to Tech Campus from the west along Sullivan Road, you've more than likely encountered lots of orange barrels and construction vehicles working diligently along the south side of the road. The ongoing work is the first stage in developing the next cargo facility complex. The paving project will provide additional truck staging for ongoing cargo operations. The second stage will consist of site development for the future cargo expansion. This site development is currently under a fast track design and procurement phase. The primary goal of the new cargo complex is to advance the strategic priority to increase ATL's cargo operations.

This project primarily consists of site preparation and apron paving to support the development of the two new cargo facilities, Buildings 2A and 2B. Building 2A is planned to be financed and constructed by DHL under a long term lease agreement. Building 2B will be constructed under a separate future contract.

Sullivan Road and the NLRV between Taxiways SC and TW P will be relocated to facilitate site development. FAA equipment will also have to be moved and public and DOA utilities will be relocated. A new Police K-9 Facility will be constructed and the old Eastern Credit Union Building currently housing these operations will be removed. DOA Maintenance Building #2 and the building currently occupied by Gate Gourmet will be removed and operations currently housed there will be relocated as part of this project. SIDA fence relocations and upgrades will be required as well as modifications to the roadway to Security Gate 70.

Over the next year, we will see significant changes in the surrounding landscape and traffic will dramatically increase. A higher level of vigilance will be needed while traveling the roadways around Tech Campus to ensure everyone's safety.

ASSET MANAGEMENT & SUSTAINABILITY

P&D Tours the Sustainable WaterHub

On **March 2nd**, AMS coordinated a tour for a group from P&D to visit Sustainable Water's WaterHub at Emory University. The WaterHub® is an on-site water recycling system on the Emory University campus which utilizes eco-engineering processes to clean waste water for future non-potable uses. It is the first system of its kind to be installed in the United States. Emory's WaterHub



is capable of recycling up to 400,000 gallons-per-day, nearly 40% of Emory's total campus water needs. Since it's commissioning in May 2015, the WaterHub has reclaimed nearly 40 million gallons of wastewater and shielded the University from municipal water main failures.



Wastewater cleaned by the WaterHub is used as process make-up water in Emory's steam and chiller plants and for future toilet flushing in select residence halls. The system will reduce Emory's draw of water from Atlanta's municipal water supply by up to 146 million gallons of water annually.

The WaterHub includes a 50,000 gallon emergency water reserve which allows Emory's heating and cooling systems to function for an average of seven hours a day, depending on seasonal operating demands, in the event of any disruption in water availability.

PROJECT DEVELOPMENT

Inbound Roadway Project Success



As the Inbound Roadway Project nears completion we can look back on a project that in the end accomplished many goals. The original two goals for the project were to improve the safety of the traveling public and to comply with the Federal Air Quality Attainment requirement that the airport have only one entrance and exit.

The improvements relative to safety were the elimination of the traffic weave between I-85 and Camp Creek Parkway, improve all traffic weaves by increasing the lanes, increase the time people have for making decisions by separating wayfinding signage, and presenting wayfinding decisions one at a time.

The entrance/exit compliance has been met by signing all access to the Rental Car Center to and from the north and eliminating signage to Riverdale Road. The project started in May 2009 as the result of a two year traffic study of I-85 and airport access. The project bid in July 2011 and construction NTP to C.W. Matthews was in March 2012. The original schedule was for two years but the complexity of the project and weather impacts has extended the project such that we are still working on pavement replacement.



Special thanks to the CAC Newsletter Committee Members

Brian Badger, Aaron Davis, Wanda Lucas, Polly Sattler