

Airports Cost Workshop *Workshop Report*

December 15, 2006



Workshop Overview

- Workshop Coverage
 - Airports IPT
 - Environmental IPT
 - Security IPT
- Three groups of airports
 - Commercial Service
 - Relievers
 - General Aviation
- Attendees represent broad interests
 - Airports
 - Airport consultants
 - MPOs
 - Environmental/security industry



Stated Purposes of Workshop

- Provide a forum for the Airports IPT to expose to the broad airports community issues it considers key to NGATS and seek responses—including environmental and security issues
- Understand participants' views of the future
- Identify activities in the broad airports community that align with similar work by the JPDO in order to foster synergy and avoid duplication of effort
- Identify issues and factors most likely to have a significant influence on the willingness or ability of airports to implement the NGATS CONOPS
- Gather input concerning the potential benefits and primary cost drivers to airports from the NGATS CONOPS
- Develop the business model that supports NGATS



Large Airports Team Report



Cost Drivers

- Capital investment is not a show stopper:
 - Large airports have access to capital
 - \$\$\$ will follow traffic to small airports
 - Could be problems with timing of investments—
economic cycles of airport and tenants not in sync
 - Tenants' financial health can impact airport investment
- Capital needed to protect airspace, incompatible zoning, addressing environmental needs
- Costs of meeting security requirements are significant – need to address terminal design



Benefit Measures

- JPDO/FAA needs to calculate benefits to all users, not just to government
- Need better justification for airport capital investment to counter NIMBY.



Policy Issues

- Environmental
 - Must be much more aggressive/innovative – think outside box
- Land use/zoning
 - Small airport incompatible encroachment
 - Large airport high-rise development
 - Teeth in Part 77, OEI, TERPS
 - Buy land or adopt National policy that protects airports
- FAA take visible leadership role as advocate for nationally critical capacity projects



Policy (page 2)

- VLJ operations in traditional NAS/Airports – pricing? Access restrictions?
- Congestion management is not a broad solution – limited utility.
- Research funding. There is a shortfall in aeronautics, environment. Specific research areas need to be identified, such as aircraft with improved wake vortex characteristics
- Regional planning – who leads? Incentives?
- Funding of access and off airport infrastructure

Barriers

- Must achieve significant increase in airside capacity while maintaining safety
 - IMC=VMC is insufficient... need to increase VMC capacity significantly
 - Closely spaced parallel runway operations (CSPR) to 2500' is insufficient... Need 700'
- Not all airports have physical/geographic space to expand
- Environmental issues
- Time/Planning horizons—it takes 10/12 years planning to build runways/airports—need more planning certainty
- Disruptive/suboptimal aircraft design from airport capacity perspective



Observations on NGATS

- Airports IPT should have early involvement in scoping and ongoing NGATS product development
- Stovepipe thinking among IPTs
- Need robust, coordinated, well funded research
- Reduce the time frames for adoption and implementation of new standards and policies—airports need more timely and reliable guidance on what standards to build to
- Workshop has been very productive



REGIONAL AIRPORTS TEAM REPORT

**Note: When Used Herein, The Term “Airports” Includes
All Types Of Landing Facilities
(Airports, Heliports, STOL-Ports and Seaplane bases.)**



OBSERVATIONS ON NGATS

- Relying Solely On Traditional Program Management To Implement NGATS Is Not Sufficient – Aviation Community In-The-Field Must Be Involved (Perceived As An “Inside-The-Beltway” Program).
- The JPDO Must Also Ensure The Public Understands Why NGATS Is Needed (In “Plain Language”).
- NGATS Must Propose Solutions For Land-Use Issues.
- NGATS Should Propose A Process That Will Adequately Address Issues Facing Communities Located Near New Or Expanding Airports.
- Airport Issues Need More Attention - The JPDO Has Been Too Focused On Transforming The Air Traffic Control System.

COST DRIVERS

- Absence Of A Strategic Link Between Airspace Capacity and Airport Capacity
- High Costs For Land Acquisition.
- Construction Costs For Airport Improvements.
- Unfunded Mandates (e.g., Security, Environmental).



BENEFITS

- Efficiency – Time Saved By Passengers; Reduction In “Hassle Factor”.
- Utilizing Unused Capacity At Existing Regional Airports Is Cost Effective.
- Upgrading The Infrastructure At Regional Airports, May Be More Efficient Than Building Additional Airports (Cost Avoidance).
- As The Utilization Of Regional Airports Increases, The Number Of Destinations Receiving Point-To-Point Air Services Will Increase.



POLICY ISSUES

- Ensure Government Funding Of NGATS Is Adequate And Dependable Across All Agencies
- Need For An Improved Process To Focus On Regional Airport Planning And Implementation (e.g., New England Regional System Plan).
- Incentivize Migration Away From Existing Hub Airports To Regional Airports.



TRANSITION ISSUES

- JPDO Planning May Be “Behind The Power Curve” To Meet The Long Lead Times Needed For Developing Airport Infrastructure.
- Intermediate Actions Should Be Consistent With The Long Term NGATS Vision.



General Aviation Airports Team Report



What We Looked At

- Small Airports Grow Significantly
2 – 3 Times the Current Capacity



Observations on NGATS

- Additional Effort Needed for Outreach Program
 - Must include NGATS impacts into local, regional, state, and national plans ASAP
 - Most of the GA community is unaware of JPDO & NGATS
 - Need more and wider avenues of involvement by the community
 - Education and Materials Needed for FAA, State, and Local Planning and Public Outreach
 - Legislative Outreach also Required at Federal, State and Local Levels
- Need an Abridged Level of Detail in Communicating Basics



Observations on NGATS cont.

- It's a Positive Indication that NGATS Is Addressing Transformation – Long Range Planning
- GA Airports Do Not Have the Funds Required to Be Proactive
 - Federal Funding Must Be Increased - AIP
- FAA Model Must Change to Accommodate Proactive and Continuous Forecasting



Cost Drivers

- Overall Airport Development Costs
 - Land Acquisition
 - Physical Infrastructure
 - Terminals, Roads, Parking, Ramps, etc.
 - Obstacle Removal
- Services and Amenities Enhancements
 - Fuel, Maintenance, Services, Customs, etc.
- Security Measures
 - Safety
 - Asset Protection
- Environmental Mitigation
- All Weather Reporting and Forecasting Capabilities to Become 24/7 365 Operations



Benefit Measures

- Economic Value to the Community
- Improved System Capability
- Access Time and Costs
 - 24/7 365
 - More Options
 - Point to Point Access
- Reduced Load on Commercial Airports
- Reduced Traffic Congestion on Roads



Policy Issues

- Not One Size Fits All
 - GA Airports in Major Metro Areas Will Be Most Impacted
- FAA Funding Policy Change Needed
- Local Communities Must Partner with Airports
- Regional Partnerships Needed
- User Fees Would Be Very Detrimental to Small Airports



Transition Issues

- Maintain Land-Based Backup Navigation System
- Less Expensive Transition Systems Needed
- Federal Incentives to Encourage Equipage
- Mandatory Equipage Will Result in Resistance to NGATS
 - Access Benefits Can Overcome Some of the Resistance
- Proposed Schedule and Timeframes Required Now



Next Steps

- Bring More Airport Operators to the Table
- Develop Outreach Tools to Educate Public and Government
- Review FAA Policies on Planning and Funding
 - Land Acquisition
 - Zoning to Protect Current and Future Assets

