

Airports: A Historic and Prospective View

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A Historic and Prospective View

- Brief review of airport congestion management activities
- Review of future capacity needs
- Thoughts on future congestion management issues

Historic Airport Initiatives

- BOS Flat Rate Landing Fee
 - Fixed cost per flight with volume discount
- 1968 LGA Minimum Landing Fee
 - \$25 per flight, evolved into \$100
- 1988 BOS PACE Program
 - Fixed + Variable components
- 1999 SFO
 - upgauging Initiative
- Gate Management Possibilities

Airport Operator Advantages

- Working financial relationships with carriers through lease, landing fee agreements
- Detailed operational knowledge of facilities
- Understand local circumstances
- Need clear federal guidance

Prospective Issues

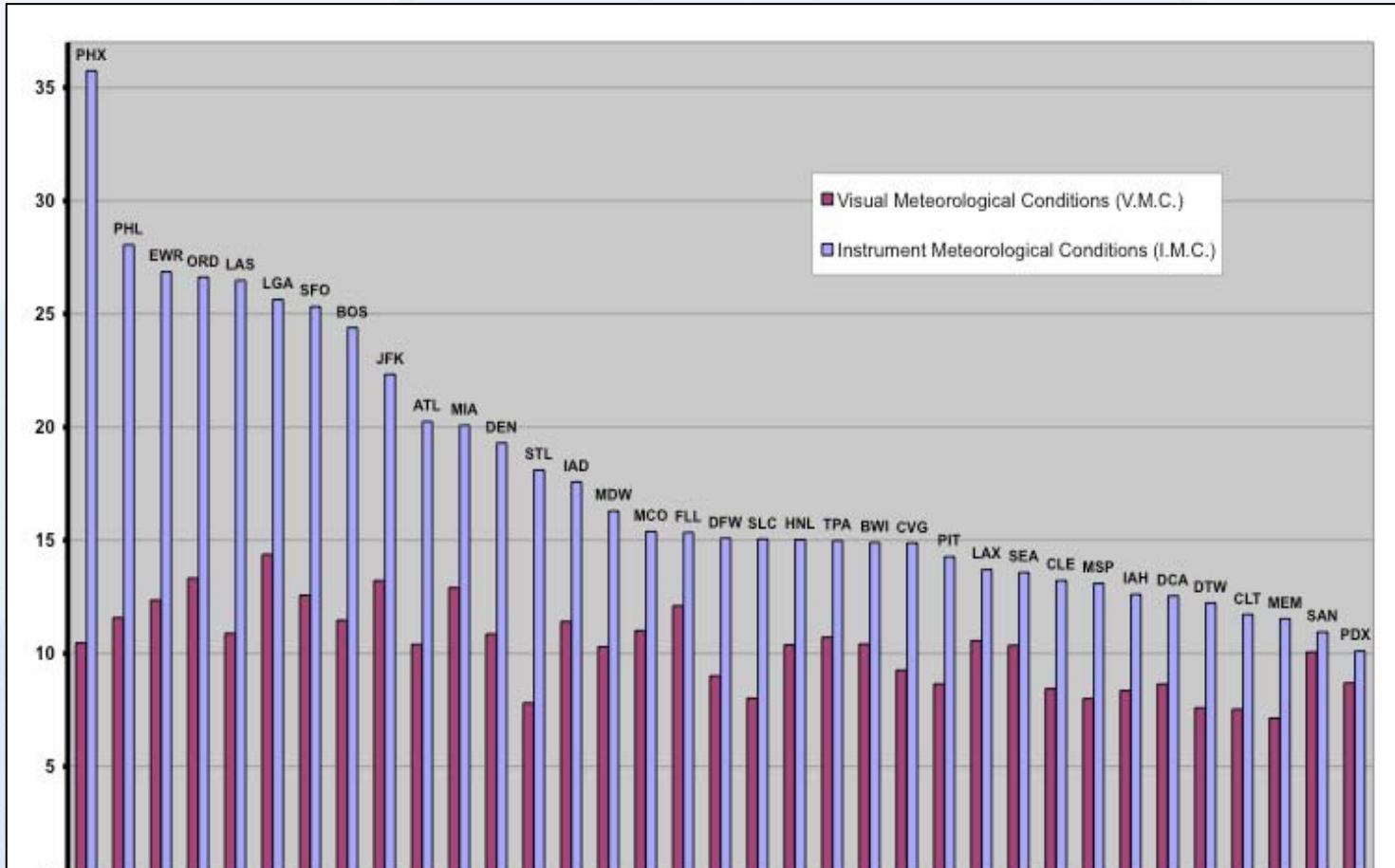
- Increase Airport Runway Capacity Wherever Possible
- Expedite Deployment of Relevant Technologies to Increase Capacity
- Manage Congestion Where Required

Runway Status

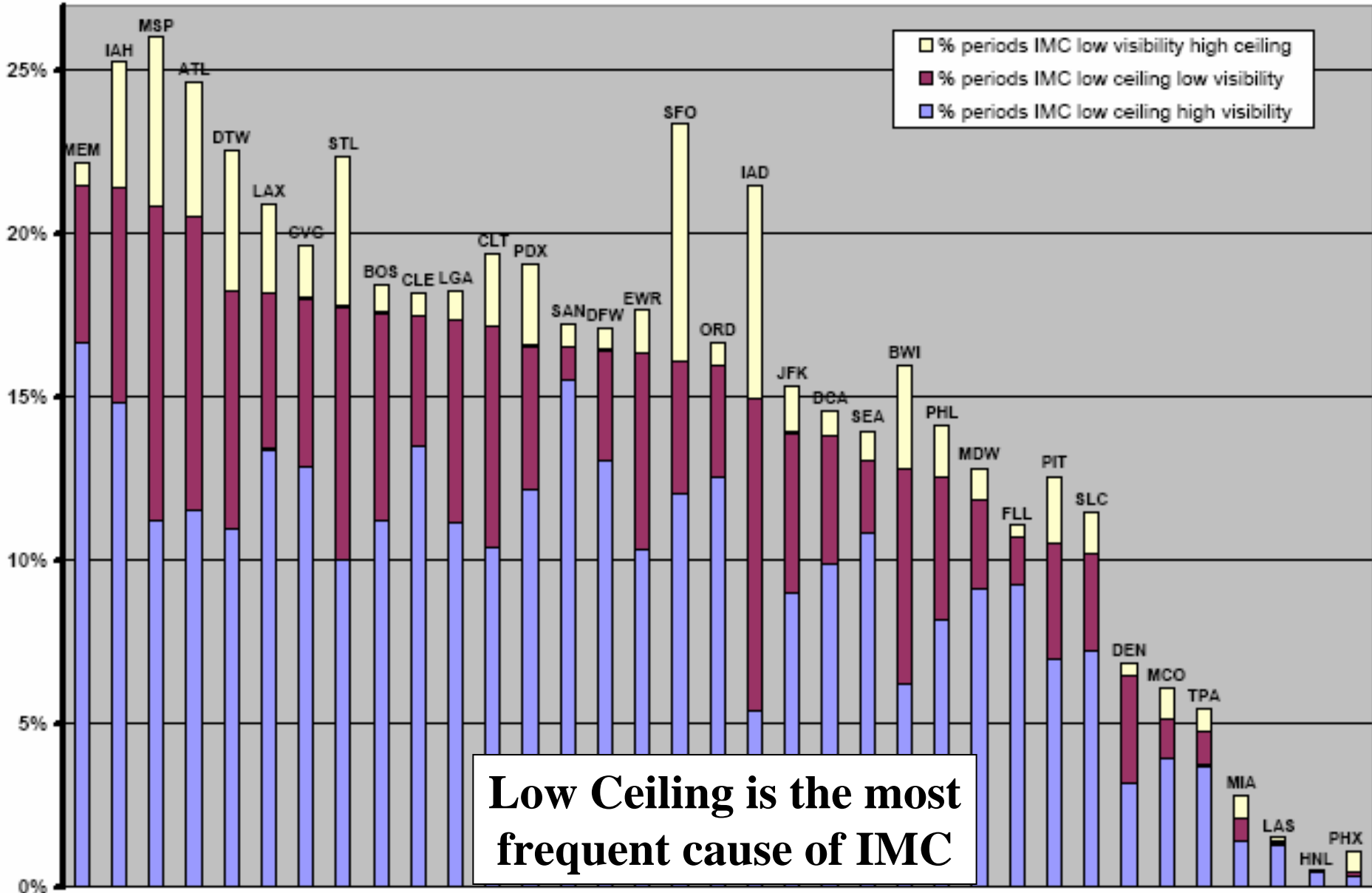
- Committed:
 - IAD, ORD, SEA, CLT, LAX
- Environmental Approvals Underway:
 - FLL, HOU, PBI, PVD, SAT, TUS
 - PDX, PHL, SLC, LAS

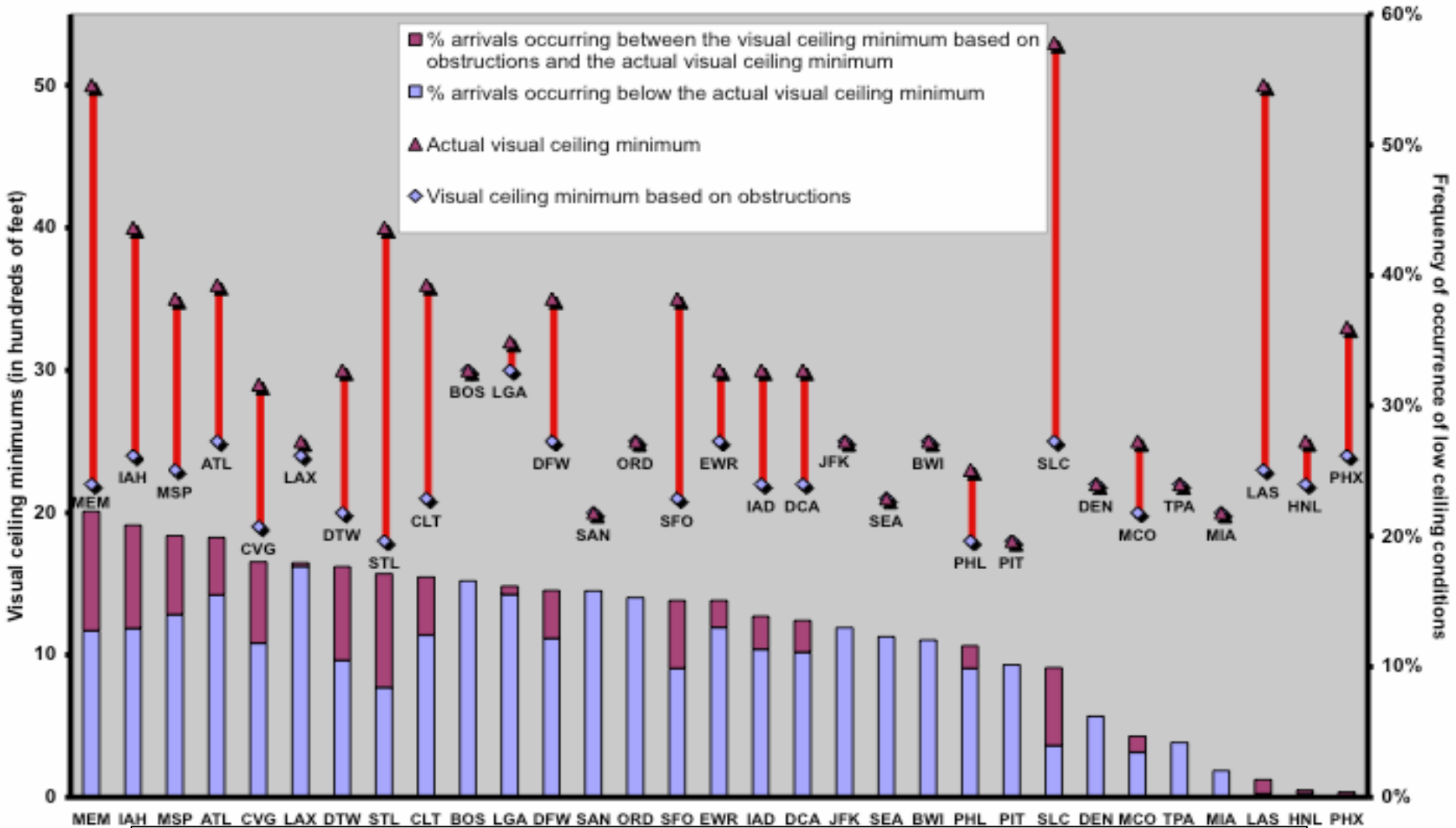
Expedite RELEVANT Technologies

- JPDO and NextGen are largely en-route focused
- Do not fully utilize current aircraft capability
- FAA has not aggressively pursued solutions at specific congested airports
- Airport technology solutions are in long-term, not near-term Next Gen plan



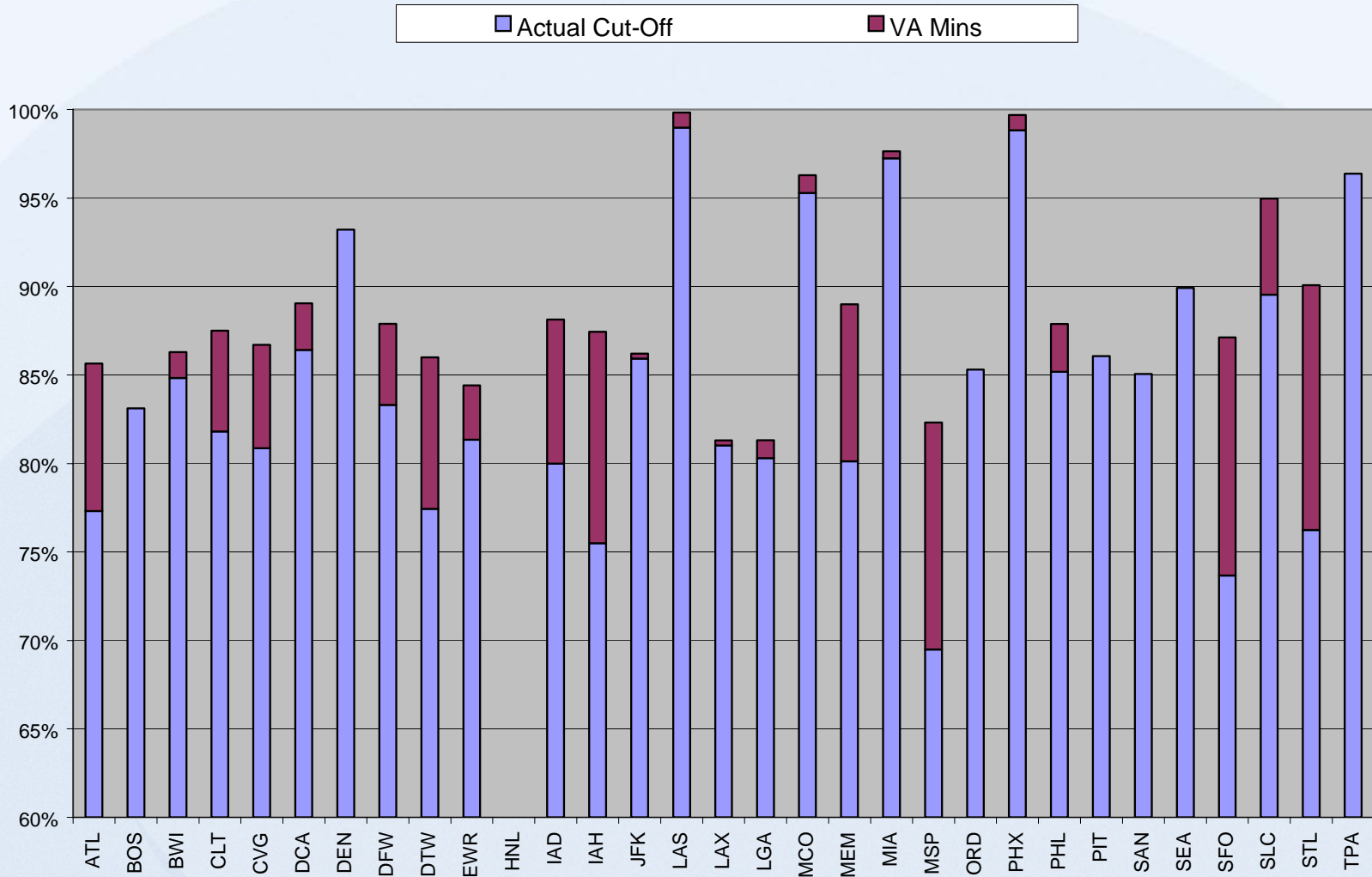
Average gate arrival delay per flight during VMC and IMC (in minutes)





Visual ceiling minimums and frequency of occurrence of low ceiling conditions

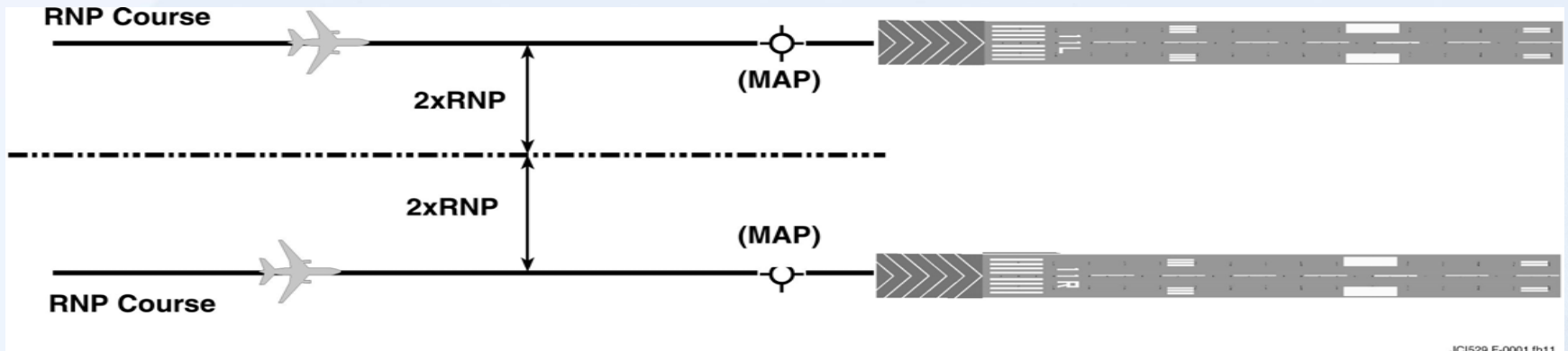
% Arrivals Scheduled During VA Conditions



Technology Solutions Need to be Accelerated

- Wake Vortex relief
 - Need rapid deployment of current capability
- PRM/ADS-B/LAAS/SOIA
 - Need strong support for development of closely spaced parallel and converging approaches
- RNP Procedures
 - CSPR to 700'

RNP Approaches to Closely Spaced Parallel Runways



Congestion Management Solutions

- NOT scheduling committees
 - inherently anticompetitive
 - failed in past
- NOT administrative slot allocation/lottery
 - not responsive to market
 - failed in past
 - subject to gaming
 - inhibit new entrants
 - negative impact on small communities

Congestion Management Solutions

- Prefer market-based solution
 - minimum or flat landing fees
 - peak period pricing
 - general congestion pricing
 - slot auctions
- Must recognize political realities
 - set asides for new entrant, small community, GA