

Capacity Needs in the National Airspace System
An Analysis of Airport and Metropolitan Area
Demand and Operational Capacity in the Future



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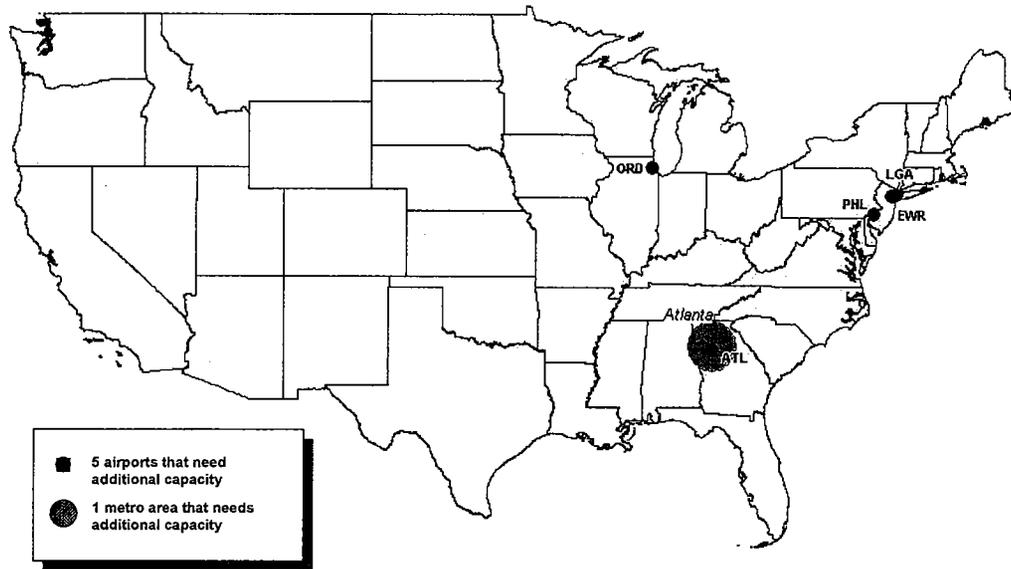


Figure 1. Airports and Metro Areas that Need Additional Capacity in 2003

In addition to these airports, the Atlanta metropolitan area has also been identified as needing additional capacity. The Atlanta metropolitan area was identified because ATL is the only commercial service airport in the Atlanta metropolitan area, which leaves no opportunity for relief of the congestion occurring there. Other metropolitan areas, such as Chicago and New York, potentially have adequate capacity available to them due to the existence of multiple commercial service airports with excess capacity. Individual airports within these metro areas, such as ORD, EWR and LGA, do need additional capacity today. However, it may be difficult to shift traffic demand from one airport to another within a metropolitan area.

Capacity Needs in 2013

By 2013 the need for additional capacity becomes much larger. Plans identified as part of the OEP v5.0 are not enough to keep up with the projected levels of demand at the following 15 airports even after assumed improvements have been incorporated. (see Figure 2):

- Metropolitan Oakland International (OAK)
- Bob Hope (Burbank, CA) (BUR)
- Long Beach (LGB)
- John Wayne-Orange County (SNA)
- Tucson International (TUS)
- Albuquerque International Sunport (ABQ)

