

SUMMARY OF WORKSHOP SESSION 3
Factors Affecting Airports

Adib Kanafani, University of California, Berkeley,
Moderator

Problem

Recent developments in air travel demand may have been unprecedented and unpredictable, for two reasons:

- 1) Changes in exchange rates and relative cost of living levels have facilitated travel to the United States.
- 2) The deregulation of the U.S. domestic airline industry and the moves toward deregulation of some international markets have resulted in many discount fares.

The second of these two factors may have resulted in a more dramatic and dramatized immediate effect, but the first is likely to have a more important and lasting effect.

The first factor results in a dramatic decline in the value of the dollar and a consequent increase, in real terms, of travel costs to U.S. travelers, and the opposite for overseas travelers, particularly in Europe but also including Japan. The effect is a change in the mix of international travelers with a significantly higher proportion of non-U.S. travelers, which will have possible long range impacts in terms of airport operation on federal inspection facilities (F.I.S.), access, and passenger facilitation and processing activities.

The second factor has brought about some increase in overall traffic, but mostly in vacation and other nonbusiness categories. (The increase has not been very high.) But more importantly, the following changes may be occurring that have had an impact on airport services:

- 1) changes in route structure
- 2) new routes, internationalization of airports hitherto domestic
- 3) aircraft technology/compatibility
- 4) higher seating densities and higher load factors
- 5) increased standby and long lead time passengers
- 6) shifting seasonality effects.

Summary of Conclusions

The subcommittee's consensus was that the following six issues are the major items that should be addressed and from which a research agenda might be developed.

- 1) F.I.S. appears as the most critical constraint on the future development of international travel facilities. There is a growing percentage of non-U.S. travelers moving through U.S. airports. They require a longer processing time than U.S. passengers. Methods of streamlining F.I.S. should be investigated and adequate space and staffing for F.I.S. should be provided. Pre-clearance upon departure should be pursued. Agricultural inspection presents a particularly difficult problem and will add to time delays and expenses.
- 2) Airport Access and Land Side Facilities. International traffic characteristics

that place a heavy load on the system include: large aircraft or higher load factors on average size aircraft, groups and charter, and increased peaking due to limited arrival and departure facilities (such as check-in windows and baggage). Nonresident travel implies added demand for restrooms, telephones, passenger aid facilities, taxis, buses, and limos.

Large accumulations of passengers are expected in the future either due to early arrival at the departing airports, or due to transfer through U.S. ports. The design of "sterile areas" (separation of passengers from visitors or friends seeing them off at the airport) on the airside interface should be researched.

Design procedures may need to be revised, especially for smaller airports or ones with not much experience in international traffic.

- 3) Streamlining Passenger Processing Service. Higher needs for information and signage were seen as major issues: choice of languages, standardization of pictograms, currency exchange services, and transport information systems.
- 4) Aircraft Technology. Noise is a major issue that is exacerbated by heavier aircraft and longer runways. The noise impact should be seen as a research item, especially during night operations and curfews (U.S. and foreign cities).
- 5) Institutional. Airports not currently handling international traffic may need assistance and should begin to prepare for it. It was felt that airports currently doing this could provide such advice.

Government negotiations of bilaterals and the granting of international routes should be conducted with the participation of the affected airport operators.

- 6) Forecasting is not an issue specific to this matter but added uncertainties, lack of data, and often the inapplicability of models make international forecasting particularly elusive.

SUMMARY OF WORKSHOP SESSION 4
Perspectives from New York

George Howard, Port Authority of New York and New Jersey, Moderator

The panel discussed some of the preliminary findings of the 1979 travel survey conducted by the Port Authority of New York and New Jersey. The discussion included the following comments:

New York's share of the transatlantic market declined from 75 percent in the middle of the 1960s to 60 percent in 1972. Since 1972, this percentage has been reasonably stable despite the opening up of new gateways and New York's declining share of the gross national product. Panelists expressed the view that New York's share has been relatively steady since 1971 because of the introduction of the wide-bodied jets, their favorable economics, and the relatively lower fares realized due to the wide-bodied economics and large traffic volumes to and from New York. This may have