

SUMMARY

New large airplanes (NLA) can operate on U.S. airports designed to ADG VI standards without the imposition of operational restrictions to the airport or the airplane. The present situation, however, finds the majority of the U.S. airports anticipated to receive initial NLA service around the year 2004, built to ADG V standards, which are applicable to aircraft up to the Boeing 747-400 dimensions. At these airports, NLA can adversely affect the capacity and current levels of delays. For airport authorities at these airports, new construction is the only means to unrestricted operations of NLA.

The total estimated cost reported by surveyed airports on the issue was approximately \$6.6 billion. It is worth noting, however, that the figure does include some cost estimates associated with planned projects that are not a direct consequence of NLA. The runway environment accounted for approximately \$3.8 billion of the total. The majority of this value, however, is due to the most expensive alternative submitted by San Francisco International Airport. The alternative for a new ADG VI runway has an estimated cost of \$2.76 billion. The taxiway environment accounted for approximately \$1.2 billion. Over 60 percent of the value were earmarked for new taxiway systems instead of upgrading existing taxiway systems. Bridges and culverts accounted for approximately \$525 million. Los Angeles International Airport accounted for 63 percent of the reported value for bridges and culverts. Terminals and aprons accounted for approximately \$1.0 billion. Houston Intercontinental Airport reported one-third of the value for terminals and aprons.

The reported \$6.6 billion value covers only an introductory period of 5-to-10 years of NLA service. If the world airline industry as a whole incorporate NLA in significant numbers, then additional airfield and terminal construction costs will result. At this time, reliable long-term cost projections are not available.