

SECTION C2

LATTS STRATEGIC AIRPORT SYSTEM

Within the Southeastern Transportation Alliance Region, there are approximately 126 airports that currently have scheduled commercial passenger and/or freight operations, and/or chartered services. There also are proposals to build several major new airport facilities.

The objectives of LATTS did not warrant analyses of all of these facilities because many of them are not relevant to the study's emphasis on trade with Latin America. Therefore, the airports involved in the LATTS Strategic Airports System were, in large measure, airports which either serve, or have the potential to serve, as a major gateway for Latin American trade. To ensure equitable treatment of each Alliance member, at least one facility in each state was included in the LATTS Strategic Airport System.

The LATTS Steering Committee, working through the LATTS Working Committee representatives, approved a series of criteria to select strategic airports for the LATTS analysis. The LATTS Strategic Airport System is the result of applying these criteria in a systematic process.

AIRPORTS IDENTIFICATION PROCESS AND CRITERIA

The criteria used to identify airports which were included in the LATTS Strategic Airport System were as follows:

1. Include all airports that currently have non-stop flights to/from Latin America (passenger and/or cargo).
2. Include all existing airports that have physical features capable of serving long-stage flights by planes with heavy loads (fuel and cargo). This criterion was further defined to include airports which have a runway with a minimum length of 10,000 feet plus a secondary runway which is at least 80 percent of the primary runway length, plus have adequate open area, cargo handling facilities, is designated as a port of entry with U.S. Customs on-site, have a Foreign Trade Zone associated with it and/or have available land for industrial activities.
3. Include any proposed airports that the respective state/commonwealth believed (a) would meet the above criteria and (b) was a realistic proposal within the next 10-15 years. To be considered a realistic proposal, either state legislation should have been introduced which provides project funding or a detailed implementation schedule or equivalent should have been adopted by a state/commonwealth agency.
4. Include all airports that meet most of the criteria and only marginally fail to meet criteria for one or two others.

5. Include one airport for any state which does not have an airport that meets the above "major gateway airport criteria."
6. Include those airports deemed to be of particular interest to each Alliance member (with each Alliance member being entitled to designate up to 5 facilities in whatever combination of transportation mode as the Alliance member felt best served their particular interest).

Data were compiled from a number of sources concerning existing and proposed airports within the Region. These were the airports which were deemed to be particularly important in their respective state/commonwealth. However, not all of airports necessarily do or will play a major role regarding trade with Latin America, at least in the foreseeable future. The large number of airports in the database ensured that any reasonable candidate for inclusion in the LATTS Strategic Airport System would be addressed.

Satisfaction of Criteria

Using available information, an assessment was conducted in which each airport was compared with of the adopted criteria. The criteria used in this assessment focused on physical facilities, intermodal characteristics, and the existence of direct air services to Latin America.

Presented in **Exhibit C2-1** is a matrix which contains the results of this assessment. Fourteen airports currently have direct air service to/from Latin America. Based upon the adopted criteria, all of these airports were included in the LATTS Strategic Airport System.

Of the Alliance Region airports which do not have direct service to Latin America, 12 have runways of at least 10,000 feet. The 10,000 feet criterion was considered to be appropriate for study purposes because of aircraft characteristics, fuel and cargo loads, and the long stage lengths associated with flights to/from Latin America.

All 26 of the airports which either had direct service to Latin America or which had a primary runway length of at least 10,000 feet were included in the LATTS Strategic Airport System. In addition, seven airports were found to have features which nearly met study criteria. These airports also were included in the Strategic Airport System.

A further 15 airports also were included in recognition of their particular importance to the respective Alliance member. Two of these airports are proposed two new facilities.

Altogether, the LATTS Strategic Airport System includes 48 airports of which 46 are existing facilities.

**Exhibit C2-1
SATISFACTION OF STRATEGIC AIRPORT SYSTEM CRITERIA**

| STATE | AIRPORTS THAT MEET OR EXCEED CRITERIA | AIRPORTS THAT NEARLY MEET CRITERIA | AIRPORTS THAT DEFINITELY DO NOT MEET CRITERIA |
|-------------|---------------------------------------|------------------------------------|---|
| ALABAMA | BIRMINGHAM INT'L | | |
| ALABAMA | HUNTSVILLE INT'L CARL T. JONES FIELD | | |
| ALABAMA | | | PROPOSED NEW AIRPORT |
| ARKANSAS | | | NEW NW ARKANSAS REGIONAL (Fayetteville) |
| ARKANSAS | | | ADAMS FIELD (LITTLE ROCK NAT'L) |
| FLORIDA | DAYTONA BEACH INT'L | | |
| FLORIDA | SOUTHWEST FLORIDA INT'L (Ft. Myers) | | |
| FLORIDA | JACKSONVILLE INT'L | | |
| FLORIDA | FORT LAUDERDALE - HOLLYWOOD INT'L | | |
| FLORIDA | | ORLANDO SANFORD INT'L | |
| FLORIDA | MIAMI INTERNATIONAL | | |
| FLORIDA | ORLANDO INT'L | | |
| FLORIDA | TAMPA INTERNATIONAL | | |
| FLORIDA | | | PENSACOLA REGIONAL |
| FLORIDA | | | PANAMA CITY-BAY COUNTY INTERNATIONAL |
| GEORGIA | W. B. HARTSFIELD ATLANTA INT'L | | |
| KENTUCKY | LOUISVILLE INT'L | | |
| KENTUCKY | | | BLUE GRASS (Lexington) |
| KENTUCKY | CINCINNATI/NORTHERN KENTUCKY | | |
| LOUISIANA | NEW ORLEANS INT'L | | |
| MISSISSIPPI | | GULFPORT-BILOXI REGIONAL | |
| MISSISSIPPI | | | JACKSON INTERNATIONAL |

**Exhibit C2-1 (cont'd)
SATISFACTION OF STRATEGIC AIRPORT SYSTEM CRITERIA**

| STATE | AIRPORTS THAT MEET OR EXCEED CRITERIA | AIRPORTS THAT NEARLY MEET CRITERIA | AIRPORTS THAT DEFINITELY DO NOT MEET CRITERIA |
|----------------|---------------------------------------|------------------------------------|---|
| NORTH CAROLINA | CHARLOTTE - DOUGLAS INT'L | | |
| NORTH CAROLINA | PIEDMONT TRIAD INT'L (Greensboro) | | |
| NORTH CAROLINA | RALEIGH - DURHAM INT'L | | |
| NORTH CAROLINA | | | Laurin-Maxton |
| NORTH CAROLINA | | | NC Global Air Park (Kinston) |
| NORTH CAROLINA | | | New Hanover INT'L |
| PUERTO RICO | Rafael Hernandez (Aguadilla) | | |
| PUERTO RICO | Luis Munoz Marin INT'L (San Juan) | | |
| SOUTH CAROLINA | | CHARLESTON AFB - INT'L | |
| SOUTH CAROLINA | | | Columbia Metropolitan |
| SOUTH CAROLINA | | GREENVILLE - SPARTANBURG | |
| TENNESSEE | | MEMPHIS INT'L | |
| TENNESSEE | NASHVILLE INT'L | | |
| TEXAS | AMARILLO INT'L | | |
| TEXAS | DALLAS - FORT WORTH INT'L | | |
| TEXAS | EL PASO INT'L | | |
| TEXAS | HOUSTON INTERCONTINENTAL | | |
| TEXAS | LUBBOCK INT'L | | |
| TEXAS | | | SAN ANTONIO INT'L |
| TEXAS | AUSTIN-BERGSTROM INTERNATIONAL | | |
| VIRGINIA | WASHINGTON DULLES INT'L | | |
| VIRGINIA | | | NEWPORT NEWS - WILLIAMSBURG INT'L |
| VIRGINIA | | NORFOLK INT'L | |
| VIRGINIA | | RICHMOND INT'L | |
| WEST VIRGINIA | | | PROPOSED REGIONAL AIRPORT |
| WEST VIRGINIA | | | Benedum |

LATTS STRATEGIC AIRPORTS

Alabama includes two LATTS airports that met or exceeded major criteria: Birmingham International and Huntsville International. Both existing airports have runways of 10,000 feet in length, and Huntsville International has direct service to Latin America. Birmingham Regional also was included in the LATTS analyses because of its special interest to the state.

Arkansas includes two LATTS airports: Little Rock National and Northwest Arkansas Regional. Neither of these airports met strategic criteria. Nevertheless, they were included because of their special importance to Arkansas.

Florida has seven existing airports that met or exceeded major criteria and one additional airport that nearly met criteria. Four airports have direct service to Latin America: Miami International, Tampa International, Orlando International, and Ft. Lauderdale-Hollywood International. Orlando Sanford International nearly met study criteria and was included in the Strategic Airport Study. Two additional airports, which did not meet study criteria, also were included because of their special interest to the state.

Georgia has one airport included in the LATTS Airport System: W.B. Hartsfield-Atlanta International. W.B. Hartsfield-Atlanta International airport met or exceeded major criteria and has direct air service to Latin America.

Kentucky has two airports in the LATTS Airport System that met or exceeded major criteria: Louisville International and Cincinnati/Northern Kentucky International. Both airports have runways of 10,000 feet in length. Louisville International has existing service to Latin America. One additional airport also included in the LATTS system is Blue Grass Airport, which did not meet strategic criteria but was included because of its importance to the Commonwealth of Kentucky.

Louisiana has one airport included in the LATTS Strategic Airport System: New Orleans International. New Orleans International exceeds major strategic criteria in that there is an existing runway greater than 10,000 feet in length and direct flights to Latin America.

Mississippi has two airports which were included in the LATTS Strategic System: Jackson International and Gulfport-Biloxi Regional. Gulfport-Biloxi nearly met major criteria. While Jackson International did not meet strategic system criteria, it was included because of its importance to the state.

North Carolina has six airports in the LATTS Strategic Airport System. These airports include Charlotte Douglas International, Raleigh-Durham International, Piedmont Triad International, North Carolina Global Transpark, New Hanover International and Laurinburg-Maxton airports. Of these airports, Charlotte Douglas, Piedmont Triad, and Raleigh-Durham met or exceeded major criteria, but only Piedmont Triad International has air service to Latin America. The North Carolina Global Transpark is currently under construction. With a planned

runway of 8,600 feet, this airport will not meet major criteria. New Hanover International and Laurinburg-Maxton Airport also failed to meet study criteria but they also were included because of their special interest to the state.

Puerto Rico includes two LATTS Strategic Airports: Luis Munoz Marin International and Rafael Hernandez airports. Both of these airports exceeded major criteria.

South Carolina includes three LATTS Strategic Airports. Charleston International and Greenville/Spartanburg Regional airports both nearly met strategic criteria. Columbia Metropolitan did not meet major criteria but was included in the LATTS system because of its importance to South Carolina.

Tennessee includes two strategic airports: Memphis International and Nashville International Airports. Nashville International currently has direct Latin American air service.

Texas includes six airports that met or exceeded major criteria: Dallas-Fort Worth International, Houston Intercontinental, Austin-Bergstrom International, Amarillo International, El Paso International, and Lubbock International. Four of the airports, Dallas-Fort Worth International, Houston Intercontinental, Lubbock International, and Amarillo International have direct service to Latin America. San Antonio International also was included because of its special interest to the state.

Virginia includes four airports in the LATTS Strategic Airport System. However, only Washington-Dulles International met or exceeded criteria. Richmond International and Norfolk International nearly met criteria. Newport News/Williamsburg International was included because of its special interest to the Commonwealth of Virginia.

West Virginia includes two airports in the LATTS Strategic System: Benedum Airport and the proposed Southwestern West Virginia Regional Airport. Both airports were included because of their importance to West Virginia.

The LATTS Strategic Airport System, comprising 46 existing airports and 2 proposed airports, is depicted in **Exhibit C2-2**.

