



Chicago (ORD), IL, United States

IATA Code: **ORD** Airport: **Chicago O'Hare International** Region: **North America**

AIRPORT IDENTIFICATION

ICAO Code: **KORD** Country: **United States** Size (ha): **2,833**

CAPACITY/ DEVELOPMENT/ OPERATION

Available Capacity - 2001		Current/ Planned Development	Under IATA procedures the airport is declared as:
Runway:	Near saturated most of the day	Planned development	<input checked="" type="checkbox"/> Level 1: Non-coordinated airport
Apron:	Near saturated most of the day	Planned development	<input type="checkbox"/> Level 2: Schedules facilitated airport
Terminal:	Near saturated most of the day	Planned development	<input type="checkbox"/> Level 3: Fully coordinated airport
Hours of Operation:			

Scheduled airlines Operating in 2002:

A100, A136, A199, A221, AA, AC, AF, AI, AM, AS, AZ, BA, BD, CO, DL, EI, HP, IB, JL, JM, KE, KL, KU, LH, LO, LR, LX, LY, MX, N7, NA, NK, NW, OH, RD, RG, RJ, RP, SK, SQ, SR, TK, TW, UA, US, YV, ZK

Geographical Distribution of Seats
(Scheduled Airlines) - Year 2002

Africa		
Europe	3,146,770	6.2%
Middle East		
North America	45,723,073	90.1%
Asia I Pacific	862,936	1.7%
Latin America I Caribbean	1,029,904	2.0%
Total	50,762,683	

Aircraft Mix (Scheduled Airlines)
Aircraft Movements - Year 2002

(1-49 seats)	127,811	28.9%
(50-124 seats)	97,455	22.0%
(125-179 seats)	159,574	36.1%
(180-249 seats)	44,896	10.2%
(250-349 seats)	9,378	2.1%
(more than 350 seats)	3,097	0.7%
Total	442,211	

GROUND ACCESS

Year: 2002

Distance to city center (km): **29**

Rail access: Train link airport-city **Yes** Train link planned? ☐ Opening year?

Journey time (min): **45** Estimated number of passengers using the train service:

Peak frequency 1 hour **6** in 2001: by 2005:

Modal split: Rail: **4** % Bus: **8** % Taxi: **21** % Private car: **65** % Unknown: %

Car parks: No.: **5** Total parking spaces: **43,127**

AIRPORT SERVICES

Year: 2002

Ground handling companies: **8** Comments:

Catering companies: **2**

Fuel suppliers: **1**

Number of employees: Employed directly by airport operator: **1,145** Total on site (est): **45,000**



Chicago (ORD), IL, United States

IATA Code: Airport: Region:

RUNWAY DESCRIPTION AND PEAK HOUR CAPACITY

Year: 2001

Desig. 1	Cat	Desig. 2	Cat	Length (m)
04L	I	22R	I	2,286
04R	I	22L	I	2,460
09L	I	27R	I	2,428
09R	I	27L	I	3,091
14R	III	32L	I	3,962
14L	III	32R	I	3,048

Declared peak hour capacity

Departures: Arrivals: Total:

Capacity assessment made under conditions:

VFR ☒ IFR ☐

Capacity limit dictated by:

☐ Noise consideration

☐ ATC consideration

☐ Runway consideration

☐ Apron consideration

☐ Terminal consideration

Average delay assumed (mins):

DECLARED APRON CAPACITY (parking positions)

Year:

Terminal	Cat.1	Cat.2	Cat.3	Cat.4	Other	Total	Common use
1	6	11	5	29		51	
2			2	16	28	46	
3	4	7	16	27	22	76	
5	13	6	5			24	24
Cargo	19	7	5	5		36	

Cat.1: B747/ B777/ A330/ A340

Cat.2: DC-10/ MD-11/ L-1011

Cat.3: B757/ B767/ A300/ A310

Cat.4: B727/ B737/ A319/ DC-9/ MD-80/ MD-90

Comments:

DECLARED TERMINAL CAPACITY (passengers per hour)

Year: 2001

Comments:

PLANNED AIRPORT DEVELOPMENT

Year: 2002

Project Description	Additional capacity	Capital Cost (USD)	Year in operation	Project status
Façade enhancement	Terminal	300m	2006	Planned
O'Hare Modernization Plan	All	6.6 billion	2006/12	Planned



Chicago (ORD), IL, United States

IATA Code: Airport: Region:

TERMINAL DETAILS

TERMINAL	<input type="text" value="1"/>	Year	<input type="text" value="2001"/>
Concept	<input type="text" value="Linear Satellite"/>	Floor levels:	<input type="text" value="3"/>
Comments	<input type="text"/>		
Terminal size (m2)	<input type="text" value="147,436"/>	<input type="text"/>	
Check-in desks	<input type="text" value="68"/>	<input type="text" value="both linear and flow thru"/>	
Outbound bag. system		<input type="text" value="automated"/>	
Checked bag. security	<input type="text" value="4"/>	<input type="text"/>	
Passenger screening	<input type="text" value="15"/>	<input type="text" value="Centralized"/>	
Outbound passport	<input type="text" value="0"/>	<input type="text"/>	
Gate lounges	<input type="text" value="51"/>	<input type="text"/>	
Loading bridges	<input type="text" value="52"/>	<input type="text"/>	
Remote gates	<input type="text" value="0"/>	<input type="text"/>	
Inbound passport	<input type="text" value="0"/>	<input type="text"/>	
Bag. claim unit	<input type="text" value="12"/>	<input type="text" value="race track"/>	
Custom channels	<input type="text" value="0"/>	<input type="text"/>	
Direct Rail access	<input type="text" value="Yes"/>	<input type="text"/>	
First/ bus. lounges	<input type="text" value="2"/>	<input type="text"/>	
Common use terminal	<input type="text" value="No"/>	<input type="text" value="United/Lufthansa"/>	

TERMINAL	<input type="text" value="2"/>	Year	<input type="text" value="2001"/>
Concept	<input type="text" value="Pier/ Finger"/>	Floor levels:	<input type="text" value="2"/>
Comments	<input type="text"/>		
Terminal size (m2)	<input type="text" value="71,401"/>	<input type="text"/>	
Check-in desks	<input type="text" value="72"/>	<input type="text" value="linear"/>	
Outbound bag. system		<input type="text"/>	
Checked bag. security	<input type="text" value="2"/>	<input type="text" value="CTX 5000"/>	
Passenger screening	<input type="text" value="4"/>	<input type="text"/>	
Outbound passport	<input type="text" value="0"/>	<input type="text"/>	
Gate lounges	<input type="text" value="27"/>	<input type="text"/>	
Loading bridges	<input type="text" value="22"/>	<input type="text"/>	
Remote gates	<input type="text" value="0"/>	<input type="text"/>	
Inbound passport	<input type="text" value="0"/>	<input type="text"/>	
Bag. claim unit	<input type="text" value="6"/>	<input type="text" value="race track"/>	
Custom channels	<input type="text" value="0"/>	<input type="text"/>	
Direct Rail access	<input type="text" value="Yes"/>	<input type="text"/>	
First/ bus. lounges	<input type="text" value="1"/>	<input type="text"/>	
Common use terminal	<input type="text" value="No"/>	<input type="text" value="AC/CO/HP/NW/US/JA"/>	



Chicago (ORD), IL, United States

IATA Code: Airport: Region:

TERMINAL Year

Concept Floor levels:

Comments

Terminal size (m2)	<input type="text" value="137,234"/>	<input type="text"/>
Check-in desks	<input type="text" value="126"/>	<input type="text" value="linear"/>
Outbound bag. system		<input type="text" value="automated"/>
Checked bag. security	<input type="text" value="3"/>	<input type="text"/>
Passenger screening	<input type="text" value="13"/>	<input type="text"/>
Outbound passport	<input type="text" value="0"/>	<input type="text"/>
Gate lounges	<input type="text" value="75"/>	<input type="text"/>
Loading bridges	<input type="text" value="75"/>	<input type="text"/>
Remote gates	<input type="text" value="0"/>	<input type="text"/>
Inbound passport	<input type="text" value="0"/>	<input type="text"/>
Bag. claim unit	<input type="text" value="12"/>	<input type="text" value="race track"/>
Custom channels	<input type="text" value="0"/>	<input type="text"/>
Direct Rail access	<input type="text" value="Yes"/>	<input type="text"/>
First/ bus. lounges	<input type="text" value="4"/>	<input type="text"/>
Common use terminal	<input type="text" value="No"/>	<input type="text" value="American/Delta/Iberia/Alaska"/>

TERMINAL Year

Concept Floor levels:

Comments

Terminal size (m2)	<input type="text" value="63,069"/>	<input type="text"/>
Check-in desks	<input type="text" value="154"/>	<input type="text" value="linear (CUTE)"/>
Outbound bag. system		<input type="text" value="highly automated"/>
Checked bag. security	<input type="text" value="6"/>	<input type="text"/>
Passenger screening	<input type="text" value="4"/>	<input type="text"/>
Outbound passport	<input type="text"/>	<input type="text"/>
Gate lounges	<input type="text" value="21"/>	<input type="text"/>
Loading bridges	<input type="text" value="21"/>	<input type="text"/>
Remote gates	<input type="text" value="0"/>	<input type="text"/>
Inbound passport	<input type="text" value="68"/>	<input type="text"/>
Bag. claim unit	<input type="text" value="11"/>	<input type="text"/>
Custom channels	<input type="text" value="68"/>	<input type="text"/>
Direct Rail access	<input type="text" value="Yes"/>	<input type="text"/>
First/ bus. lounges	<input type="text" value="7"/>	<input type="text"/>
Common use terminal	<input type="text" value="Yes"/>	<input type="text"/>



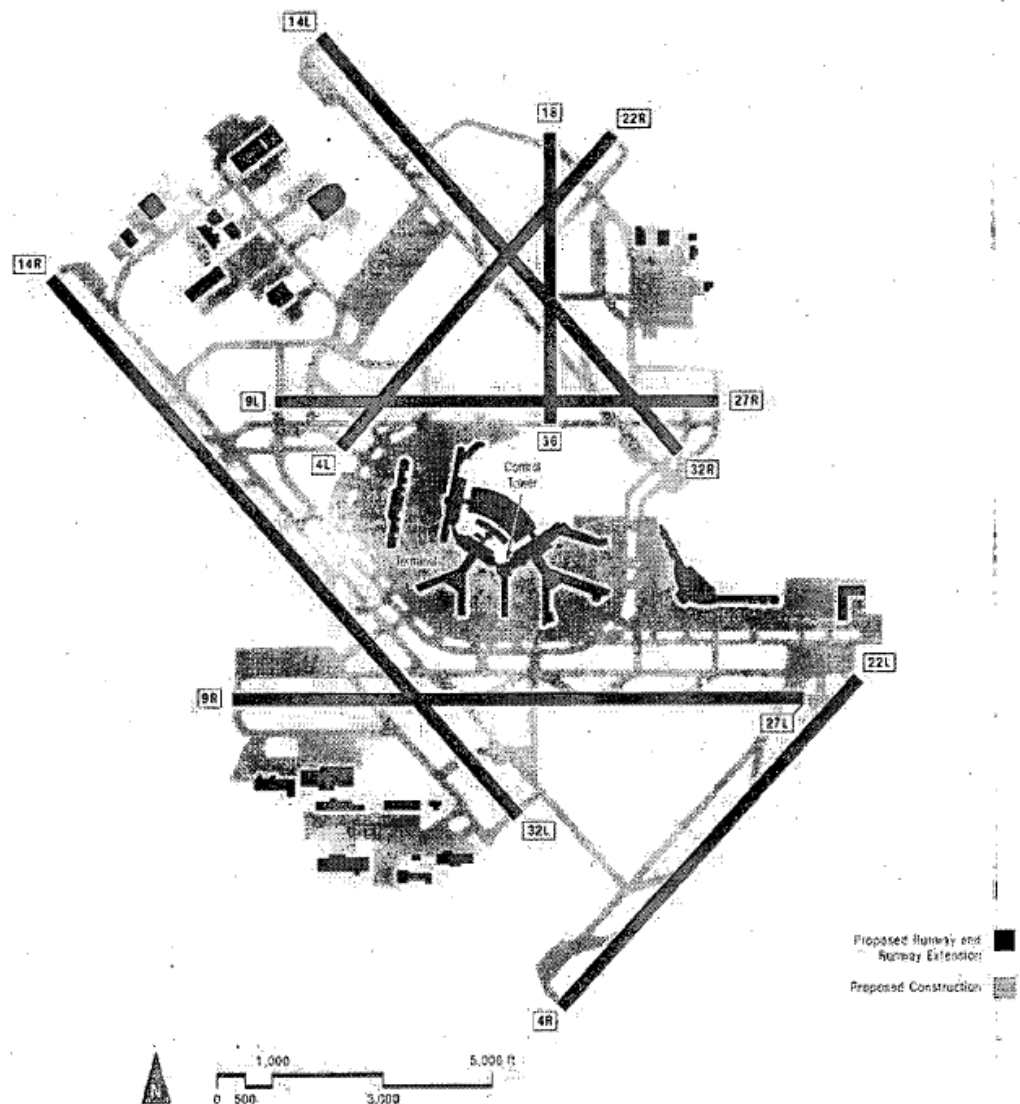
Chicago (ORD), IL, United States

IATA Code: **ORD**

Airport: **Chicago O'Hare International**

Region: **North America**

AIRPORT LAYOUT PLAN



シカゴ・ミッドウェイ空港の緒元

**Chicago (MDW), IL, United States**

IATA Code: Airport: Region:

AIRPORT IDENTIFICATION

ICAO Code: Country: Size (ha):

CAPACITY/ DEVELOPMENT/ OPERATION

Available Capacity - 2001 Current/ Planned Development

Under IATA procedures the airport is declared as:

Runway: ☐ Level 1: Non-coordinated airport
 Apron: ☐ Level 2: Schedules facilitated airport
 Terminal: ☒ Level 3: Fully coordinated airport

Hours of Operation:

Scheduled airlines Operating in 2002:

A108, A136, AA, C8, CO, DH, DL, F9, FL, I9, MX, N7, NJ, NW, OH, TZ, WN, YV

Geographical Distribution of Seats (Scheduled Airlines) - Year 2002

Africa	<input type="text"/>	<input type="text"/>
Europe	<input type="text"/>	<input type="text"/>
Middle East	<input type="text"/>	<input type="text"/>
North America	<input type="text" value="13,018,721"/>	<input type="text" value="98.1%"/>
Asia / Pacific	<input type="text"/>	<input type="text"/>
Latin America / Caribbean	<input type="text" value="249,780"/>	<input type="text" value="1.9%"/>
Total	<input type="text" value="13,268,501"/>	

Aircraft Mix (Scheduled Airlines) Aircraft Movements - Year 2002

(1-49 seats)	<input type="text" value="25,424"/>	<input type="text" value="23.6%"/>
(50-124 seats)	<input type="text" value="16,200"/>	<input type="text" value="15.1%"/>
(125-179 seats)	<input type="text" value="54,232"/>	<input type="text" value="50.4%"/>
(180-249 seats)	<input type="text" value="11,728"/>	<input type="text" value="10.9%"/>
(250-349 seats)	<input type="text"/>	<input type="text"/>
(more than 350 seats)	<input type="text"/>	<input type="text"/>
Total	<input type="text" value="107,584"/>	

GROUND ACCESS

Year:

Distance to city center (km):
 Rail access: Train link airport- city Train link planned? Opening year?
 Journey time (min) Estimated number of passengers using the train service:
 Peak frequency/ hour in 2001: by 2005:
 Modal split: Rail: % Bus: % Taxi: % Private car: % Unknown: %

Car parks: No.: Total parking spaces:

AIRPORT SERVICES

Year: 2002

Ground handling companies: Comments:
 Catering companies:
 Fuel suppliers:

Number of employees: Employed directly by airport operator: Total on site (est):



Chicago (MDW), IL, United States

IATA Code: Airport: Region:

CURRENT/ FORECAST COMMERCIAL AIRCRAFT MOVEMENTS

Year	Passenger aircraft	Cargo aircraft	Total Commercial	General aviation	Total annual movements	Peak hr. Total	Total Scheduled	Total Charter	Total Domestic	Total Internat.
1999	166,517	400	166,917	130,219	297,136				166,798	119
2000	191,021	396	191,417	106,698	198,115				191,337	80
2001	187,357	388	187,745	90,989	278,734				187,688	57
2006					330,000					
2011					340,000					

Comments:

CURRENT/ FORECAST PASSENGER TRAFFIC

Year	Total terminal passengers	Direct transit (counted once)	Total annual passengers	Peak Month	Peak Hour	Total Scheduled	Total Charter	Total Domestic	Total Internat.
1999	12,638,500	473,381		July		13,111,881		13,111,648	223
2000	14,506,102	587,932		July		15,094,034		15,093,917	117
2001	14,636,854	522,556		August		15,159,410		15,159,329	81
2006	19,000,000								
2011	22,000,000								

Estimated share of connecting traffic (excluding transit pax) for year: 2001: % 2006: % 2011: %

Comments:

CURRENT/ FORECAST CARGO TRAFFIC (freight plus mail combined in metric tonnes)

Year	Total annual Inbound	Total annual outbound	Share carried on cargo aircraft	Total Scheduled	Total Charter	Total Domestic	Total Internat.
1999	19,503	11,741	<input type="text"/> %	19,503		19,503	
2000	21,097	13,975	<input type="text"/> %	21,097		21,097	
2001	15,684	9,722	<input type="text"/> %	15,684		15,684	

Comments:



Chicago (MDW), IL, United States

IATA Code: MDW

Airport: Chicago Midway Airport

Region: North America

RUNWAY DESCRIPTION AND PEAK HOUR CAPACITY

Year:

Desig. 1	Cat	Desig. 2	Cat	Length (m)
13R		31L		1,176
13C		31C		1,988
13L		31R		1,567
4R		22L		1,965
4L		22R		1,679

Declared peak hour capacity

Departures: Arrivals: Total:

Capacity assessment
made under conditions:VFR ☐ IFR ☐Average delay assumed
(mins):

Capacity limit dictated by:

- ☐ Noise consideration
☐ ATC consideration
☐ Runway consideration
☐ Apron consideration
☐ Terminal consideration

DECLARED APRON CAPACITY (parking positions)

Year:

Terminal	Cat.1	Cat.2	Cat.3	Cat.4	Other	Total	Common use
T1			6	23		29	3

Cat.1: B747/ B777/ A330/ A340

Cat.2: DC-10/ MD-11/ L-1011

Cat.3: B757/ B767/ A300/ A310

Cat.4: B727/ B737/ A319/ DC-9/ MD-80/ MD-90

Comments:

DECLARED TERMINAL CAPACITY (passengers per hour)

Year: 2001

Terminal	Departing passenger	Transfer passenger	Arriving passenger	Total passenger	Capacity reached
MDW					No

Comments:

PLANNED AIRPORT DEVELOPMENT

Year: 2002

Project Description	Additional capacity	Capital Cost (USD)	Year in operation	Project status
New consolidated fuel farm	Other		2002	Actual
New Remote Parking Structure	Apron	100m	2004	
New Terminal	Terminal	800m	2004	
New consolidated rental car facility	Other	40m	2005	Planned



Chicago (MDW), IL, United States

IATA Code: Airport: Region:

TERMINAL DETAILS

TERMINAL Year
Concept Floor levels:
Comments

Terminal size (m2)	<input type="text" value="26,477"/>	<input type="text"/>
Check-in desks	<input type="text" value="104"/>	<input type="text"/>
Outbound bag. system	<input type="text"/>	<input type="text"/>
Checked bag. security	<input type="text"/>	<input type="text"/>
Passenger screening	<input type="text"/>	<input type="text"/>
Outbound passport	<input type="text"/>	<input type="text"/>
Gate lounges	<input type="text"/>	<input type="text"/>
Loading bridges	<input type="text" value="29"/>	<input type="text" value="29 air bridges"/>
Remote gates	<input type="text" value="29"/>	<input type="text" value="29 gates"/>
Inbound passport	<input type="text"/>	<input type="text"/>
Bag. claim unit	<input type="text" value="8"/>	<input type="text" value="8 baggage claim belts"/>
Custom channels	<input type="text"/>	<input type="text"/>
Direct Rail access	<input type="text"/>	<input type="text"/>
First/ bus. lounges	<input type="text"/>	<input type="text"/>
Common use terminal	<input type="text"/>	<input type="text"/>



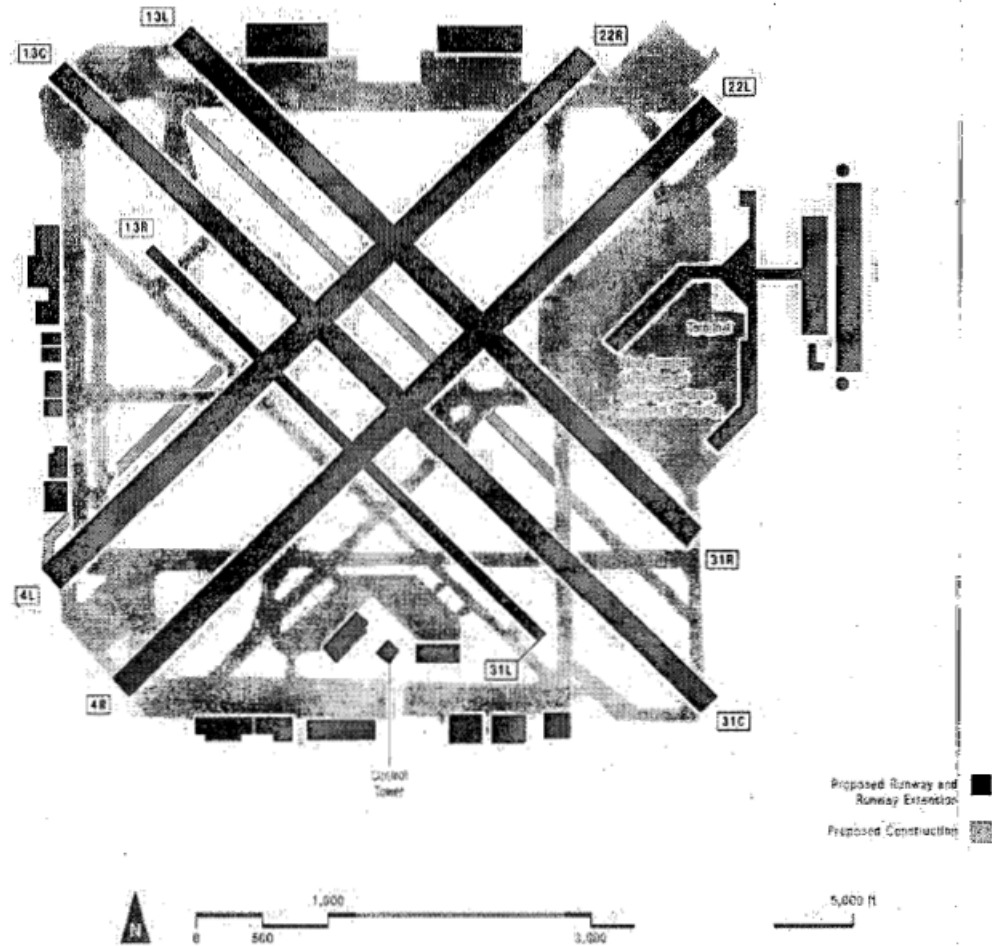
Chicago (MDW), IL, United States

IATA Code: MDW

Airport: Chicago Midway Airport

Region: North America

AIRPORT LAYOUT PLAN



ワシントン・ボルチモア空港の緒元



Baltimore, MD, United States

IATA Code: **BWI** Airport: **Baltimore/ Washington International** Region: **North America**

AIRPORT IDENTIFICATION

ICAO Code: **KBWI** Country: **United States** Size (ha): **1,438**

CAPACITY/ DEVELOPMENT/ OPERATION

	Available Capacity - 2001	Current/ Planned Development	Under IATA procedures the airport is declared as:
Runway:	Capacity available all day	Planned development	<input type="checkbox"/> Level 1: Non-coordinated airport <input type="checkbox"/> Level 2: Schedules facilitated airport <input checked="" type="checkbox"/> Level 3: Fully coordinated airport
Apron:	Near saturated at peak hours	Planned development	
Terminal:	Near saturated at peak hours	Planned development	
Hours of Operation:	24 hours		

Scheduled airlines Operating in 2002:

--

Geographical Distribution of Seats (Scheduled Airlines) - Year 2002

Africa	17,952	0.1%
Europe	148,749	1.0%
Middle East		
North America	14,111,535	97.5%
Asia Pacific		
Latin America Caribbean	188,812	1.3%
Total	14,467,048	

Aircraft Mix (Scheduled Airlines) Aircraft Movements - Year 2002

(1-49 seats)	26,404	22.0%
(50-124 seats)	12,384	10.3%
(125-179 seats)	62,058	51.8%
(180-249 seats)	18,883	15.8%
(250-349 seats)	96	0.1%
(more than 350 seats)		
Total	119,825	

GROUND ACCESS

Year: **2002**

Distance to city center (km): **23**

Rail access: Train link airport-city **Yes** Train link planned? ☐ Opening year?

Journey time (min): **34** Estimated number of passengers using the train service: /

Peak frequency 1 hour: **3** in 2001: **283,660** by 2005: **379,860**

Modal split: Rail: **1** % Bus: **14** % Taxi: **7** % Private car: **77** % Unknown: **1** %

59% Private Car 18% Rental Car

Car parks: No.: **9** Total parking spaces: **25,400**

AIRPORT SERVICES

Year: **2002**

Ground handling companies: **4** Comments:

Catering companies: **1**

Fuel suppliers: **2**

Number of employees: Employed directly by airport operator: **459** Total on site (est): **12,030**



Baltimore, MD, United States

IATA Code: **BWI** Airport: **Baltimore/ Washington International** Region: **North America**

CURRENT/ FORECAST COMMERCIAL AIRCRAFT MOVEMENTS

Year	Passenger aircraft	Cargo aircraft	Total Commercial	General aviation	Total annual movements	Peak hr. Total	Total Scheduled	Total Chatter	Total Domestic	Total Internat.
1999		13,444	265,457 *	37,826 *	303,283	105			164,000	10,266
2000		12,864	278,618 *	38,085 *	316,703	105			182,400	9,736
2001			291,614 *	32,451 *	324,065	105				
2006		13,843			350,753	110			228,625	12,273
2011		17,089			424,420	110			284,415	17,063

Comments:

CURRENT/ FORECAST PASSENGER TRAFFIC

Year	Total terminal passengers	Direct transit (counted once)	Total annual passengers	Peak Month	Peak Hour	Total Scheduled	Total Chatter	Total Domestic	Total Internat.
1999	17,437,663		17,437,663				290,376	16,642,961	794,702
2000	19,602,609		19,602,609				317,402	118,767,660	834,949
2001	20,369,923		20,369,923				371,331	19,445,278	924,645
2006	24,803,000						362,000	22,483,000	1,144,000
2011	32,197,000						424,000	29,001,000	1,637,000

Estimated share of connecting traffic (excluding transit pax) for year: 2001: **15** % 2006: **18.5** % 2011: **23.5** %

Comments:

CURRENT/ FORECAST CARGO TRAFFIC (freight plus mail combined in metric tonnes)

Year	Total annual inbound	Total annual outbound	Share carried on cargo aircraft	Total Scheduled	Total Chatter	Total Domestic	Total Internat
1999			%			213,140	12,012
2000			%			224,387	11,656
2001			%			215,082	10,000
2006			%			302,451	19,305
2011			%			360,530	23,012

Comments:



Baltimore, MD, United States

IATA Code: BWI

Airport: Baltimore/ Washington International

Region: North America

RUNWAY DESCRIPTION AND PEAK HOUR CAPACITY

Year: 2000

Desig. 1	Cat	Desig. 2	Cat	Length (m)
10	III	28	I	3,201
15R	I	33L	I	2,895
15L	I	33R	I	1,524
04		22		1,830

Declared peak hour capacity

Departures: 30 Arrivals: 30 Total: 60

Capacity assessment made under conditions:

VFR ☐ IFR ☒

Average delay assumed (mins):

Capacity limit dictated by:

- ☐ Noise consideration
☐ ATC consideration
☐ Runway consideration
☐ Apron consideration
☐ Terminal consideration

DECLARED APRON CAPACITY (parking positions)

Year:

Terminal	Cat.1	Cat.2	Cat.3	Cat.4	Other	Total	Common use
T1	2	3	13	63	3	84	

Cat.1: B747/ B777/ A330/ A340

Cat.2: DC-10/ MD-11/ L-1011

Cat.3: B757/ B767/ A300/ A310

Cat.4: B727/ B737/ A319/ DC-9/ MD-80/ MD-90

Comments:

DECLARED TERMINAL CAPACITY (passengers per hour)

Year: 2001

Terminal	Departing passenger	Transfer passenger	Arriving passenger	Total passenger	Capacity reached
BWI	2,926		2,739	4,644	No

Comments:

PLANNED AIRPORT DEVELOPMENT

Year: 2002

Project Description	Additional capacity	Capital Cost (USD)	Year in operation	Project status
Remain Overnight Parking	Apron	2.5m	2004	Planned
Pier A Expansion and Associated Ramp	Apron, Terminal	206m	2005	Actual
Terminal Expansion	Terminal	50m	2005	Planned



Baltimore, MD, United States

IATA Code: Airport: Region:

TERMINAL DETAILS

TERMINAL	<input type="text" value="BWI"/>	Year	<input type="text" value="2001"/>
Concept	<input type="text"/>	Floor levels:	<input type="text" value="2"/>
Comments	<input type="text"/>		
Terminal size (m2)	<input type="text" value="135,000"/>	<input type="text"/>	
Check-in desks	<input type="text"/>	<input type="text"/>	
Outbound bag. system	<input type="text"/>	<input type="text"/>	
Checked bag. security	<input type="text"/>	<input type="text"/>	
Passenger screening	<input type="text"/>	<input type="text"/>	
Outbound passport	<input type="text"/>	<input type="text"/>	
Gate lounges	<input type="text"/>	<input type="text"/>	
Loading bridges	<input type="text" value="72"/>	<input type="text"/>	
Remote gates	<input type="text" value="12"/>	<input type="text"/>	
Inbound passport	<input type="text"/>	<input type="text"/>	
Bag. claim unit	<input type="text" value="9"/>	<input type="text"/>	
Custom channels	<input type="text"/>	<input type="text"/>	
Direct Rail access	<input type="text" value="Yes"/>	<input type="text"/>	
First/ bus. lounges	<input type="text" value="1"/>	<input type="text"/>	
Common use terminal	<input type="text"/>	<input type="text"/>	



New York City (JFK), NY, United States

IATA Code: **JFK** Airport: **New York - John F. Kennedy International** Region: **North America**

AIRPORT IDENTIFICATION

ICAO Code: **KJFK** Country: **United States** Size (ha): **1,995**

CAPACITY/ DEVELOPMENT/ OPERATION

	Available Capacity - 2001	Current/ Planned Development	Under IATA procedures the airport is declared as:
Runway:	Near saturated at peak hours	Current development	<input type="checkbox"/> Level 1: Non-coordinated airport
Apron:		Current development	<input type="checkbox"/> Level 2: Schedules facilitated airport
Terminal:	Near saturated at peak hours	Current development	<input type="checkbox"/> Level 3: Fully coordinated airport
Hours of Operation:	(1) Aircraft with certificated weight greater than 75,000 pounds must conform to Stage III noise limits. (2) Noise produced by a departing aircraft shall not exceed 1.12PNdb.		

Scheduled airlines Operating in 2002:

A100, A136, A199, A280, A347, A377, A7, AA, AC, AF, AI, AM, AR, AT, AV, AY, AZ, B6, BA, BG, BW, CA, CI, CO, CX, DH, DL, EI, EV, FI, GH, HP, HY, IB, IH, IV, JL, JM, KE, KL, KU, LA, LH, LO, LR, LX, LY, MA, MS, N6, N7, NA, NH, NW, OA, OH, OK, OS, PK, PO, QF, RD, RG, RJ, RK, RO, SA, SQ, SR, SU, SV, TA, TK, TP, TZ, UA, UW, VR, VS, WT

Geographical Distribution of Seats (Scheduled Airlines) - Year 2002

Africa	266,766	1.2%
Europe	6,121,694	28.1%
Middle East	319,587	1.5%
North America	10,415,108	47.9%
Asia Pacific	881,563	4.1%
Latin America Caribbean	3,757,204	17.3%
Total	21,761,922	

Aircraft Mix (Scheduled Airlines) Aircraft Movements - Year 2002

(1-49 seats)	24,808	19.8%
(50-124 seats)	8,665	6.9%
(125-179 seats)	26,850	21.4%
(180-249 seats)	48,878	38.9%
(250-349 seats)	8,892	7.1%
(more than 350 seats)	7,434	5.9%
Total	125,527	

GROUND ACCESS

<u>Distance to city center (km):</u>	<input type="text" value="24"/>					
<u>Rail access:</u>	Train link airport-city	<input type="text" value="Yes"/>	Train link planned?	<input type="text" value="Yes"/>	Opening year?	<input type="text" value="2002"/>
	Journey time (min)	<input type="text" value="60"/>	Estimated number of passengers using the train service:			
	Peak frequency 1 hour	<input type="text" value="4"/>	in 2001:	<input type="text" value="1800,000"/>	by 2005:	<input type="text" value="13,800,000"/>
<u>Modal split:</u>	Rail:	<input type="text" value="2"/>	%	Bus:	<input type="text" value="8"/>	%
				Taxi:	<input type="text" value="42"/>	%
				Private car:	<input type="text" value="46"/>	%
				Unknown:	<input type="text" value="2"/>	%
<input type="text" value="22% Taxi, 20% Limo, 3% rental car, 43% Car"/>						
<u>Car parks:</u>	No.:	<input type="text" value="8"/>	Total parking spaces:	<input type="text" value="12,000"/>		

AIRPORT SERVICES

Ground handling companies:	8	Comments:		
Catering companies:	4			
Fuel suppliers:	1			
Number of employees:	Employed directly by airport operator:	400	Total on site (est):	37,000



New York City (JFK), NY, United States

IATA Code: **JFK** Airport: **New York - John F. Kennedy International** Region: **North America**

CURRENT/ FORECAST COMMERCIAL AIRCRAFT MOVEMENTS

Year	Passenger aircraft	Cargo aircraft	Total Commercial	General aviation	Total annual movements	Peak hr. Total	Total Scheduled	Total Charter	Total Domestic	Total Internat.
1999	303,986	23,829	327,815	15,484	343,299	75	320,216	3,399	222,342	121,046
2000	307,329	24,441	331,770	13,324	345,094	79	325,130	2,945	220,798	124,502
2001	262,282	21,253	283,535	8,832	292,367	71	289,115	2,752		111,041

Comments:

CURRENT/ FORECAST PASSENGER TRAFFIC

Year	Total terminal passengers	Direct transit (counted once)	Total annual passengers	Peak Month	Peak Hour	Total Scheduled	Total Charter	Total Domestic	Total Internat.
1999	31,690,188			3,396,228	11,547	29,552,781	306,927	13,503,847	18,186,341
2000	32,827,864			3,418,492	11,623	30,815,879	306,891	14,159,880	18,667,984
2001	29,350,000			3,499,000	11,897	27,251,170		12,711,000	16,639,000
2006	34,671,000			3,610,425	12,275	32,556,069		15,800,000	21,351,000
2011	41,351,000			4,929,715	16,761	38,828,589		20,000,000	33,091,000

Estimated share of connecting traffic (excluding transit pax) for year: 2001: **33** % 2006: **33** % 2011: **34** %

Comments: Forecast is unconstrained

CURRENT/ FORECAST CARGO TRAFFIC (freight plus mail combined in metric tonnes)

Year	Total annual inbound	Total annual outbound	Share carried on cargo aircraft	Total Scheduled	Total Charter	Total Domestic	Total Internat.
1999	1,067,993	688,700	25 %	1,756,693		449,739	1,306,954
	1,133,488	730,935	25 %	1,864,423		457,540	1,406,883
2001	891,525	574,904	25 %	1,466,429		344,656	1,121,773
2006	1,231,576	794,188	25 %	2,025,764		443,559	1,582,205
2011	1,405,369	906,259	25 %	2,311,628		468,498	1,843,130

Comments: Forecast is unconstrained



New York City (JFK), NY, United States

IATA Code: **JFK**

Airport: **New York - John F. Kennedy International**

Region: **North America**

RUNWAY DESCRIPTION AND PEAK HOUR CAPACITY

Year: 2002

Desig. 1	Cat	Desig. 2	Cat	Length (m)
04L	I	22R	I	3,459
04R	IIIB	22L	I	2,560
13L	II	31R	I	2,746
13R	VFR	31L	I	3,648

Declared peak hour capacity

Departures: **49** Arrivals: **49** Total: **98**

Capacity assessment made under conditions:

VFR ☒ IFR ☒

Average delay assumed (mins): **12**

Capacity limit dictated by:

- ☐ Noise consideration
☒ ATC consideration
☒ Runway consideration
☐ Apron consideration
☐ Terminal consideration

DECLARED APRON CAPACITY (parking positions)

Year: 2002

Terminal	Cat.1	Cat.2	Cat.3	Cat.4	Other	Total	Common use
1	9		2			11	
2 & 3	10	8	4	4		26	
4	14		2			16	16
5 & 6	6	11		11		28	
7, 8 & 9	9	24	6	1		40	
Cargo	65					65	
Remote	16	13	1		11	41	

Cat.1: B747/ B777/ A330/ A340

Cat.2: DC-10/ MD-11/ L-1011

Cat.3: B757/ B767/ A300/ A310

Cat.4: B727/ B737/ A319/ DC-9/ MD-80/ MD-90

Comments:

DECLARED TERMINAL CAPACITY (passengers per hour)

Year: 2002

Terminal	Departing passenger	Transfer passenger	Arriving passenger	Total passenger	Capacity reached
1	2,400	1,200	2,400	4,800	No
2	700	100	700	1,400	No
3	2,000	800	2,000	4,000	No
4	3,200	1,800	3,200	6,400	No
5	700		700	1,400	No
6	1,400		1,400	2,800	No
7	1,600	500	1,600	3,200	No
8&9	2,600	600	2,600	5,200	No

Comments:

PLANNED AIRPORT DEVELOPMENT

Year: 2002

Project Description	Additional capacity	Capital Cost (USD)	Year in operation	Project status
Runway widening	Runway	30m	2003	Planned
Taxiway bridges widening	Runway	15m	2006	Planned
New Terminal 5	Apron, Terminal	800m	2006	Planned
AAL New Terminal 8 & 9	Apron, Terminal	2 billion	2006	Actual
New Terminal 2 & 3	Apron, Terminal	2 billion	2015	Planned



New York City (JFK), NY, United States

IATA Code: Airport: Region:

TERMINAL DETAILS

TERMINAL	<input type="text" value="T2 - Delta"/>	Year	<input type="text" value="2002"/>
Concept	<input type="text" value="Linear"/>	Floor levels:	<input type="text" value="2"/>
Comments	<input type="text" value="Domestic"/>		
Terminal size (m2)	<input type="text" value="22,853"/>		
Check-in desks	<input type="text" value="50"/>		
Outbound bag. system	<input type="text" value="belt system"/>		
Checked bag. security	<input type="text" value="50"/>	<input type="text" value="Same Check-in Area"/>	
Passenger screening	<input type="text" value="2"/>		
Outbound passport	<input type="text"/>		
Gate lounges	<input type="text" value="9"/>		
Loading bridges	<input type="text" value="9"/>		
Remote gates	<input type="text"/>		
Inbound passport	<input type="text"/>		
Bag. claim unit	<input type="text" value="3"/>		
Custom channels	<input type="text"/>		
Direct Rail access	<input type="text" value="Yes"/>		
First/ bus. lounges	<input type="text" value="2"/>		
Common use terminal	<input type="text" value="No"/>	<input type="text" value="Delta"/>	

TERMINAL	<input type="text" value="T3 - Delta"/>	Year	<input type="text" value="2002"/>
Concept	<input type="text" value="Oval Sphere"/>	Floor levels:	<input type="text" value="2"/>
Comments	<input type="text" value="International and Domestic"/>		
Terminal size (m2)	<input type="text" value="71,347"/>		
Check-in desks	<input type="text" value="80"/>		
Outbound bag. system	<input type="text" value="belt system"/>		
Checked bag. security	<input type="text" value="80"/>	<input type="text" value="Same Check-in Area"/>	
Passenger screening	<input type="text" value="4"/>		
Outbound passport	<input type="text" value="6"/>		
Gate lounges	<input type="text" value="15"/>		
Loading bridges	<input type="text" value="18"/>		
Remote gates	<input type="text"/>		
Inbound passport	<input type="text" value="34"/>		
Bag. claim unit	<input type="text" value="6"/>		
Custom channels	<input type="text" value="18"/>		
Direct Rail access	<input type="text" value="Yes"/>		
First/ bus. lounges	<input type="text" value="4"/>		
Common use terminal	<input type="text" value="No"/>	<input type="text" value="Delta"/>	



New York City (JFK), NY, United States

IATA Code: Airport: Region:

TERMINAL Year
Concept Floor levels:
Comments

Terminal size (m2)	<input type="text" value="139,350"/>	<input type="text"/>
Check-in desks	<input type="text" value="144"/>	<input type="text"/>
Outbound bag. system		<input type="text" value="belt system"/>
Checked bag. security	<input type="text" value="144"/>	<input type="text" value="Same Check-in Area"/>
Passenger screening	<input type="text" value="8"/>	<input type="text"/>
Outbound passport	<input type="text" value="16"/>	<input type="text"/>
Gate lounges	<input type="text" value="16"/>	<input type="text"/>
Loading bridges	<input type="text" value="26"/>	<input type="text"/>
Remote gates	<input type="text" value="10"/>	<input type="text"/>
Inbound passport	<input type="text" value="52"/>	<input type="text"/>
Bag. claim unit	<input type="text" value="7"/>	<input type="text"/>
Custom channels	<input type="text" value="16"/>	<input type="text"/>
Direct Rail access	<input type="text" value="Yes"/>	<input type="text"/>
First/ bus. lounges	<input type="text" value="8"/>	<input type="text"/>
Common use terminal	<input type="text" value="Yes"/>	<input type="text"/>

TERMINAL Year
Concept Floor levels:
Comments

Terminal size (m2)	<input type="text" value="32,050"/>	<input type="text"/>
Check-in desks	<input type="text" value="60"/>	<input type="text"/>
Outbound bag. system		<input type="text" value="belt system"/>
Checked bag. security	<input type="text" value="60"/>	<input type="text" value="Same Check-in area"/>
Passenger screening	<input type="text" value="2"/>	<input type="text"/>
Outbound passport	<input type="text"/>	<input type="text"/>
Gate lounges	<input type="text" value="5"/>	<input type="text"/>
Loading bridges	<input type="text" value="12"/>	<input type="text"/>
Remote gates	<input type="text"/>	<input type="text"/>
Inbound passport	<input type="text" value="22"/>	<input type="text"/>
Bag. claim unit	<input type="text" value="5"/>	<input type="text"/>
Custom channels	<input type="text" value="17"/>	<input type="text"/>
Direct Rail access	<input type="text" value="No"/>	<input type="text"/>
First/ bus. lounges	<input type="text" value="1"/>	<input type="text"/>
Common use terminal	<input type="text" value="Yes"/>	<input type="text"/>



New York City (JFK), NY, United States

IATA Code: Airport: Region:

TERMINAL Year
Concept Floor levels:
Comments

Terminal size (m2)	<input type="text" value="37,160"/>	
Check-in desks	<input type="text" value="60"/>	
Outbound bag. system		<input type="text" value="belt system"/>
Checked bag. security	<input type="text" value="60"/>	<input type="text" value="Same Check-in Area"/>
Passenger screening	<input type="text" value="2"/>	
Outbound passport		
Gate lounges	<input type="text" value="10"/>	
Loading bridges	<input type="text" value="15"/>	
Remote gates		
Inbound passport		
Bag. claim unit	<input type="text" value="7"/>	
Custom channels		
Direct Rail access	<input type="text" value="Yes"/>	
First/ bus. lounges	<input type="text" value="2"/>	
Common use terminal	<input type="text" value="No"/>	<input type="text" value="Jet Blue"/>

TERMINAL Year
Concept Floor levels:
Comments

Terminal size (m2)	<input type="text" value="39,018"/>	
Check-in desks	<input type="text" value="90"/>	
Outbound bag. system		<input type="text" value="belt system"/>
Checked bag. security	<input type="text" value="90"/>	<input type="text" value="Same Check-in Area"/>
Passenger screening	<input type="text" value="4"/>	
Outbound passport		
Gate lounges	<input type="text" value="10"/>	
Loading bridges	<input type="text" value="11"/>	
Remote gates		
Inbound passport	<input type="text" value="28"/>	
Bag. claim unit	<input type="text" value="5"/>	
Custom channels	<input type="text" value="14"/>	
Direct Rail access	<input type="text" value="Yes"/>	
First/ bus. lounges	<input type="text" value="2"/>	
Common use terminal	<input type="text" value="No"/>	<input type="text" value="British / UAL"/>



New York City (JFK), NY, United States

IATA Code: Airport: Region:

TERMINAL Year
Concept Floor levels:
Comments

Terminal size (m2)	<input type="text" value="210,162"/>	
Check-in desks	<input type="text" value="208"/>	
Outbound bag. system		<input type="text" value="belt system"/>
Checked bag. security	<input type="text" value="208"/>	<input type="text" value="Same Check-in Area"/>
Passenger screening	<input type="text" value="6"/>	
Outbound passport		
Gate lounges	<input type="text" value="60"/>	
Loading bridges	<input type="text" value="65"/>	
Remote gates		
Inbound passport	<input type="text" value="48"/>	
Bag. claim unit	<input type="text" value="6"/>	
Custom channels	<input type="text" value="22"/>	
Direct Rail access	<input type="text" value="Yes"/>	
First/ bus. lounges	<input type="text" value="10"/>	
Common use terminal	<input type="text" value="No"/>	<input type="text" value="AAL"/>

TERMINAL Year
Concept Floor levels:
Comments

Terminal size (m2)	<input type="text" value="63,636"/>	
Check-in desks	<input type="text" value="92"/>	
Outbound bag. system		<input type="text" value="belt system"/>
Checked bag. security	<input type="text" value="92"/>	<input type="text" value="same check-in gates"/>
Passenger screening	<input type="text" value="4"/>	
Outbound passport		
Gate lounges	<input type="text" value="9"/>	<input type="text" value="belt system"/>
Loading bridges	<input type="text" value="11"/>	<input type="text" value="same check-in gates"/>
Remote gates	<input type="text" value="1"/>	
Inbound passport	<input type="text" value="34"/>	
Bag. claim unit	<input type="text" value="5"/>	
Custom channels	<input type="text" value="10"/>	
Direct Rail access	<input type="text" value="Yes"/>	
First/ bus. lounges	<input type="text" value="4"/>	
Common use terminal	<input type="text" value="No"/>	<input type="text" value="AF,JAL,KAL,Lufthansa"/>



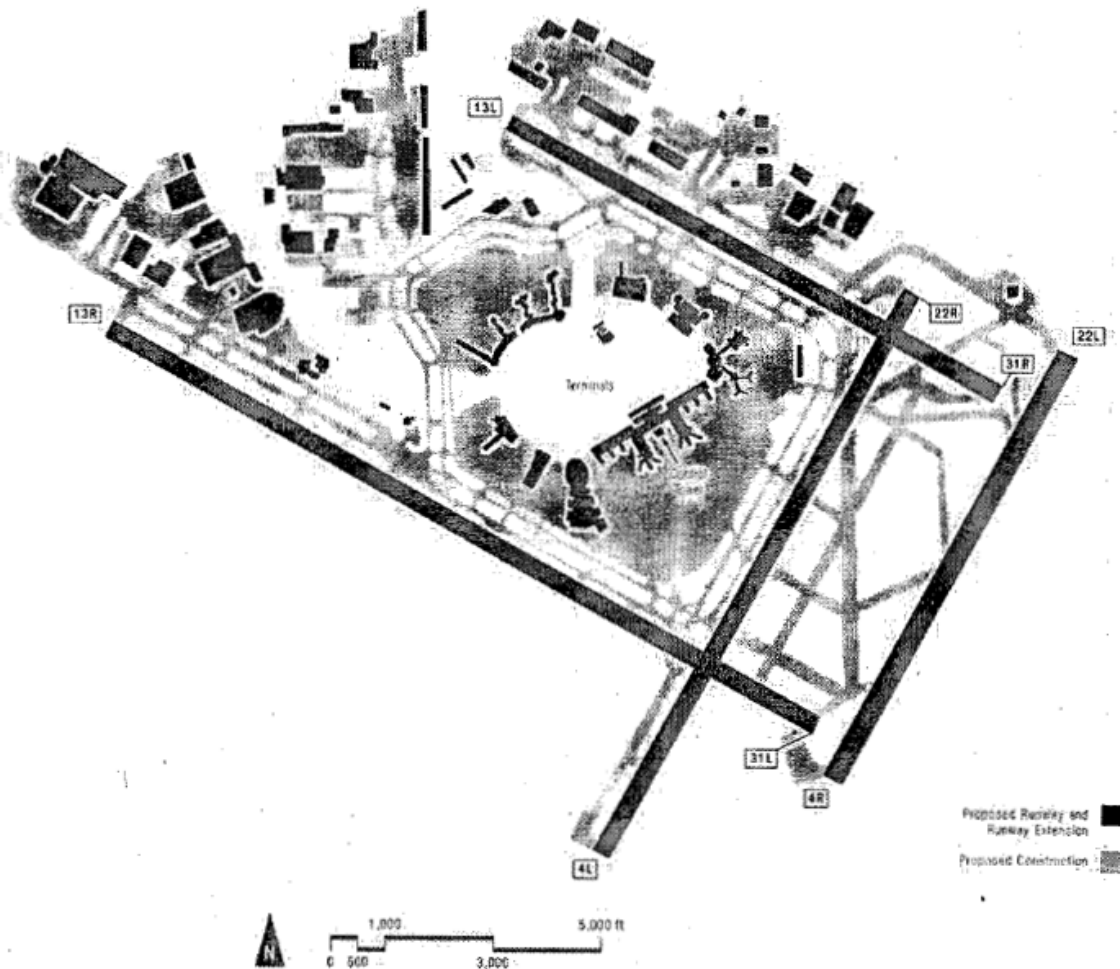
New York City (JFK), NY, United States

IATA Code: **JFK**

Airport: **New York - John F. Kennedy International**

Region: **North America**

AIRPORT LAYOUT PLAN





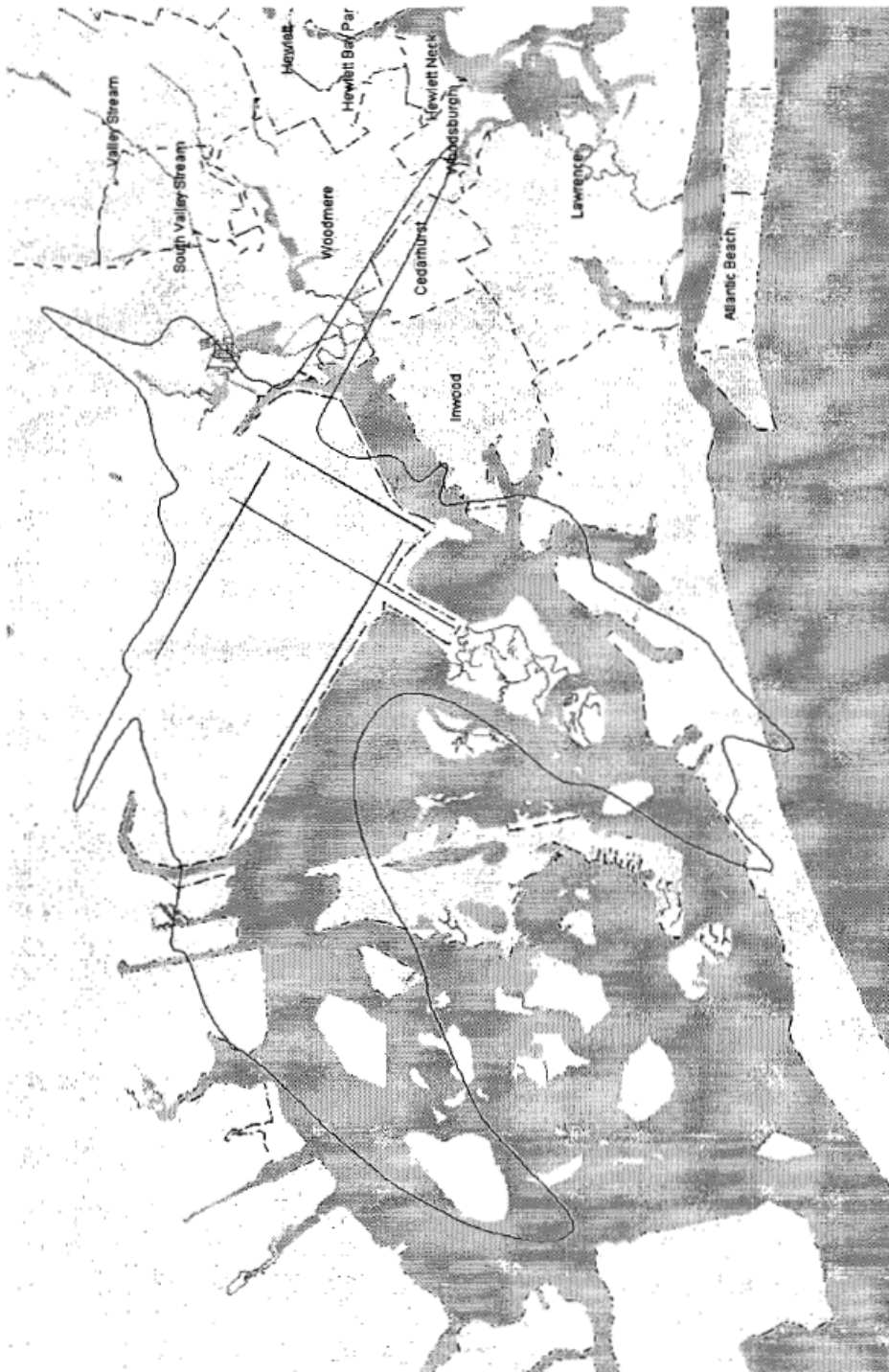
New York City (JFK), NY, United States

IATA Code:

Airport:

Region:

NOISE FOOTPRINT MAP





Newark, NJ, United States

IATA Code: **EWR** Airport: **New York - Newark International** Region: **North America**

AIRPORT IDENTIFICATION

ICAO Code: **KEWR** Country: **United States** Size (ha): **820**

CAPACITY/ DEVELOPMENT/ OPERATION

	Available Capacity - 2001	Current/ Planned Development	Under IATA procedures the airport is declared as:
Runway:	Near saturated at peak hours	No development reported	<input type="checkbox"/> Level 1: Non-coordinated airport
Apron:	Near saturated at peak hours	Planned development	<input type="checkbox"/> Level 2: Schedules facilitated airport
Terminal:	Near saturated at peak hours	Current development	<input type="checkbox"/> Level 3: Fully coordinated airport
Hours of Operation:	(1) Aircraft with certificated weight greater than 75,000 pounds must conform to Stage III noise limits. (2) Noise produced by a departing aircraft shall not exceed 112 PNdB.		

Scheduled airlines Operating in 2002:

A100, A108, A136, A199, A280, A423, A444, AA, AC, AF, AI, AS, AX, AZ, BA, BR, CO, DH, DL, FL, HP, JI, JM, KL, LH, LO, LX, LY, MH, MX, N7, NA, NW, OH, PN, QK, RD, RP, SK, SQ, SR, TP, TW, TZ, UA, US, VS, W, YX

Geographical Distribution of Seats (Scheduled Airlines) - Year 2002

Africa		
Europe	2,871,948	13.0%
Middle East	237,794	1.1%
North America	17,207,721	78.1%
Asia Pacific	165,555	0.8%
Latin America Caribbean	1,562,644	7.1%
Total	22,045,662	

Aircraft Mix (Scheduled Airlines) Aircraft Movements - Year 2002

(1-49 seats)	54,705	29.7%
(50-124 seats)	38,226	20.8%
(125-179 seats)	52,307	28.4%
(180-249 seats)	29,199	15.9%
(250-349 seats)	8,755	4.8%
(more than 350 seats)	802	0.4%
Total	183,994	

GROUND ACCESS

Year: 2002

Distance to city center (km):	26	
Rail access:	Train link airport-city	Yes
	Journey time (min):	40
	Peak frequency 1 hour	4
	Train link planned?	
	Opening year?	
	Estimated number of passengers using the train service:	
	in 2001:	
	by 2005:	2,900,000
Modal split:	Rail: 6%	Bus: 4%
	Taxi: 29%	Private car: 60%
	Unknown: 1%	
	8% Taxi, 21% Limo, 12% rental car, 48% Car	
Car parks:	No.: 8	Total parking spaces: 20,000

AIRPORT SERVICES

Year: 2002

Ground handling companies:	5	Comments:	Ground Handling Providers - Worldwide Flight Services, Signature Flight Support, Continental, Delta & Northwest.
Catering companies:	4		
Fuel suppliers:	7		
Number of employees:		Employed directly by airport operator:	300
		Total on site (est):	24,000



Newark, NJ, United States

IATA Code: **EWR** Airport: **New York - Newark International** Region: **North America**

CURRENT/ FORECAST COMMERCIAL AIRCRAFT MOVEMENTS

Year	Passenger aircraft	Cargo aircraft	Total Commercial	General aviation	Total annual movements	Peak hr. Total	Total Scheduled	Total Chatter	Total Domestic	Total Internat.
1999	406,544	31,660	438,204	19,768	457,955	90	312,135	4,031	396,801	61,154
2000	399,365	31,072	430,437	19,750	450,302	92	311,624	2,664	385,562	64,726
2001	392,172	30,568	422,740	13,680	436,420	83	328,479	2,000	360,620	75,800
2006										
2011										

Comments: Forecast is unconstrained

CURRENT/ FORECAST PASSENGER TRAFFIC

Year	Total terminal passengers	Direct transit (counted once)	Total annual passengers	Peak Month	Peak Hour	Total Scheduled	Total Chatter	Total Domestic	Total Internat.
1999	33,622,686			3,239,272	9,394	30,953,133	302,136	25,912,569	7,710,117
2000	34,188,702			3,293,803	9,552	31,859,242	159,089	25,788,494	8,400,208
2001	30,588,000			3,268,000	9,477	28,503,875		23,379,000	7,209,000
2006	34,807,000			3,718,755	10,784	32,440,124		26,099,000	8,708,000
2011	39,555,000			4,113,720	11,930	36,865,260		29,500,000	10,055,000

Estimated share of connecting traffic (excluding transit pax) for year: 2001: **24** % 2006: **25** % 2011: **26** %

Comments: Forecast is unconstrained

CURRENT/ FORECAST CARGO TRAFFIC (freight plus mail combined in metric tonnes)

Year	Total annual Inbound	Total annual outbound	Share carried on cargo aircraft	Total Scheduled	Total Chatter	Total Domestic	Total Internat.
1999	580,215	504,401	76 %	1,084,616		842,637	241,979
2000	572,599	497,780	76 %	1,070,379		824,597	245,782
2001	420,824	365,837	75 %	786,661		595,029	191,632
2006	568,536	494,148	76 %	1,062,684		796,791	265,893
2011	645,616	561,142	77 %	1,206,758		901,496	305,262

Comments: Forecast is unconstrained



Newark, NJ, United States

IATA Code: **EWR** Airport: **New York - Newark International** Region: **North America**

RUNWAY DESCRIPTION AND PEAK HOUR CAPACITY

Year: 2002

Desig. 1	Cat	Desig. 2	Cat	Length (m)
04L	I	22R	I	3,352
04R	IIIB	22L	I	3,041
11	I	29		2,072

Declared peak hour capacity

Departures: **54** Arrivals: **54** Total: **108**

Capacity assessment made under conditions:

VFR ☒ IFR ☒

Average delay assumed (mins): **14**

Capacity limit dictated by:

- ☐ Noise consideration
- ☒ ATC consideration
- ☒ Runway consideration
- ☐ Apron consideration
- ☐ Terminal consideration

DECLARED APRON CAPACITY (parking positions)

Year: 2002

Terminal	Cat.1	Cat.2	Cat.3	Cat.4	Other	Total	Common use
1	2	8	15	4		29	2
2	7	13	1	3		24	15
3	11	2	17	24		54	
4	20		7			27	
Cargo	25	3	5			33	
Remote	10	5	4	7		26	

Cat.1: B747/ B777/ A330/ A340

Cat.2: DC-10/ MD-11/ L-1011

Cat.3: B757/ B767/ A300/ A310

Cat.4: B727/ B737/ A319/ DC-9/ MD-80/ MD-90

Comments:

DECLARED TERMINAL CAPACITY (passengers per hour)

Year:

Terminal	Departing passenger	Transfer passenger	Arriving passenger	Total passenger	Capacity reached
A	2,400	500	2,400	4,800	No
B	3,000	1,500	3,000	6,000	No
C	3,200	1,200	3,200	6,400	No

Comments:

PLANNED AIRPORT DEVELOPMENT

Year: 2002

Project Description	Additional capacity	Capital Cost (USD)	Year in operation	Project status
Terminal C and Apron	Apron, Terminal	1.5 billion	2002	Completed
New Taxiway System Improvement	Apron	150m	2005	Planned
Terminals A and B Redevelopment	Apron, Terminal	2.0 billion	2008/15	Planned



Newark, NJ, United States

IATA Code: Airport: Region:

TERMINAL DETAILS

TERMINAL	<input type="text" value="A"/>	Year	<input type="text" value="2002"/>
Concept	<input type="text" value="Satellites - 3 Level Main Terminals with 3 Concourses"/>	Floor levels:	<input type="text" value="3"/>
Comments	<input type="text" value="Domestic"/>		

Terminal size (m2)	<input type="text" value="52,860"/>	<input type="text"/>
Check-in desks	<input type="text" value="110"/>	<input type="text"/>
Outbound bag. system	<input type="text" value="belt system"/>	<input type="text"/>
Checked bag. security	<input type="text" value="110"/>	<input type="text" value="Same Check-In Area"/>
Passenger screening	<input type="text" value="6"/>	<input type="text"/>
Outbound passport	<input type="text"/>	<input type="text"/>
Gate lounges	<input type="text" value="20"/>	<input type="text"/>
Loading bridges	<input type="text" value="29"/>	<input type="text"/>
Remote gates	<input type="text"/>	<input type="text"/>
Inbound passport	<input type="text"/>	<input type="text"/>
Bag. claim unit	<input type="text" value="7"/>	<input type="text"/>
Custom channels	<input type="text"/>	<input type="text"/>
Direct Rail access	<input type="text" value="Yes"/>	<input type="text"/>
First/ bus. lounges	<input type="text" value="3"/>	<input type="text"/>
Common use terminal	<input type="text" value="Yes"/>	<input type="text"/>

TERMINAL	<input type="text" value="B"/>	Year	<input type="text" value="2002"/>
Concept	<input type="text" value="Satellites - 3 Level Main Terminals with 3 Concourses"/>	Floor levels:	<input type="text" value="3"/>
Comments	<input type="text" value="International and Domestic"/>		

Terminal size (m2)	<input type="text" value="97,545"/>	<input type="text"/>
Check-in desks	<input type="text" value="106"/>	<input type="text"/>
Outbound bag. system	<input type="text" value="belt system"/>	<input type="text"/>
Checked bag. security	<input type="text" value="106"/>	<input type="text" value="Same Check-In Area"/>
Passenger screening	<input type="text" value="6"/>	<input type="text"/>
Outbound passport	<input type="text"/>	<input type="text"/>
Gate lounges	<input type="text" value="20"/>	<input type="text"/>
Loading bridges	<input type="text" value="24"/>	<input type="text"/>
Remote gates	<input type="text" value="1"/>	<input type="text"/>
Inbound passport	<input type="text" value="54"/>	<input type="text"/>
Bag. claim unit	<input type="text" value="12"/>	<input type="text"/>
Custom channels	<input type="text" value="16"/>	<input type="text"/>
Direct Rail access	<input type="text" value="Yes"/>	<input type="text"/>
First/ bus. lounges	<input type="text" value="4"/>	<input type="text"/>
Common use terminal	<input type="text" value="Yes"/>	<input type="text"/>



Newark, NJ, United States

IATA Code: Airport: Region:

TERMINAL Year
Concept Floor levels:
Comments

Terminal size (m2)	<input type="text" value="150,990"/>	<input type="text"/>
Check-in desks	<input type="text" value="140"/>	<input type="text"/>
Outbound bag. system		<input type="text" value="belt system"/>
Checked bag. security	<input type="text" value="140"/>	<input type="text" value="Same Check-In Area"/>
Passenger screening	<input type="text" value="7"/>	<input type="text"/>
Outbound passport	<input type="text"/>	<input type="text"/>
Gate lounges	<input type="text" value="60"/>	<input type="text"/>
Loading bridges	<input type="text" value="60"/>	<input type="text"/>
Remote gates	<input type="text"/>	<input type="text"/>
Inbound passport	<input type="text" value="30"/>	<input type="text"/>
Bag. claim unit	<input type="text" value="14"/>	<input type="text"/>
Custom channels	<input type="text" value="16"/>	<input type="text"/>
Direct Rail access	<input type="text" value="Yes"/>	<input type="text"/>
First/ bus. lounges	<input type="text" value="7"/>	<input type="text"/>
Common use terminal	<input type="text" value="No"/>	<input type="text" value="Continental Airlines"/>



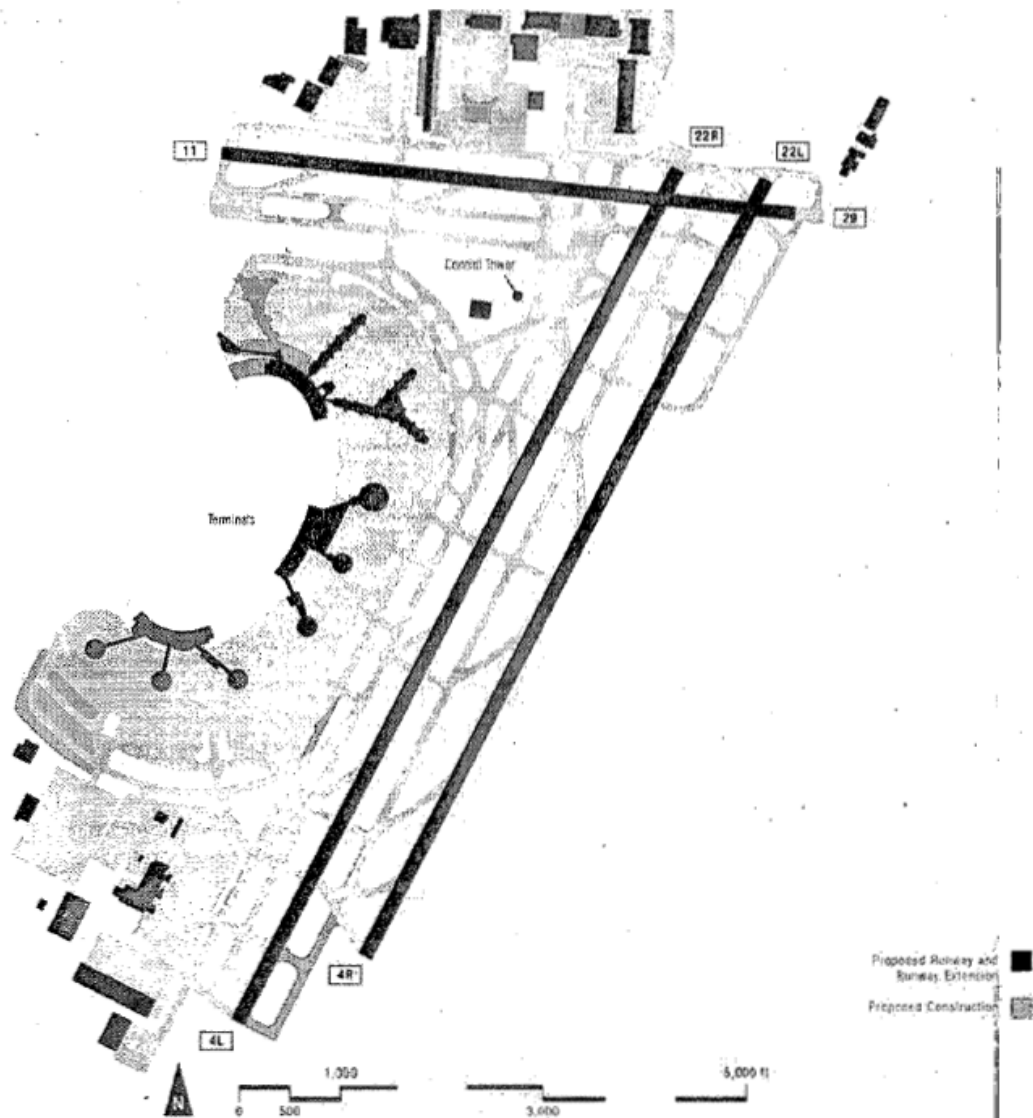
Newark, NJ, United States

IATA Code: **EWR**

Airport: **New York - Newark International**

Region: **North America**

AIRPORT LAYOUT PLAN





New York City (LGA), NY, United States

IATA Code: **LGA** Airport: **New York - La Guardia Airport** Region: **North America**

AIRPORT IDENTIFICATION

ICAO Code: **KLGA** Country: **United States** Size (ha): **275**

CAPACITY/ DEVELOPMENT/ OPERATION

	Available Capacity - 2001	Current/ Planned Development	Under IATA procedures the airport is declared as:
Runway:	Near saturated at peak hours		<input type="checkbox"/> Level 1: Non-coordinated airport
Apron:	Near saturated at peak hours	Planned development	<input type="checkbox"/> Level 2: Schedules facilitated airport
Terminal:	Near saturated at peak hours	Planned development	<input type="checkbox"/> Level 3: Fully coordinated airport
Hours of Operation:	(1) Aircraft with certificated weight greater than 75,000 pounds must conform to Stage III noise limits. (2) Noise produced by a departing aircraft shall not exceed 112 PNdB.		

Scheduled airlines Operating in 2002:

9L, A100, A108, A134, A136, A172, A175, A199, A453, AA, AC, C5, CO, DH, DL, F9, FL, JI, NJ, NK, NW, OH, QK, RP, TW, T2, UA, US, VV, YX

Geographical Distribution of Seats (Scheduled Airlines) - Year 2002

Africa		
Europe		
Middle East		
North America	18,029,251	99.1%
Asia I Pacific		
Latin America I Caribbean	167,733	0.9%
Total	18,196,984	

Aircraft Mix (Scheduled Airlines) Aircraft Movements - Year 2002

(1-49 seats)	76,343	
(50-124 seats)	19,557	110.8%
(125-179 seats)	64,637	
(180-249 seats)	20,069	111.1%
(250-349 seats)		
(more than 350 seats)		
Total	180,626	

GROUND ACCESS

Year: 2002

Distance to city center (km): **15**

Rail access: Train link airport-city **No** Train link planned? **No** Opening year?

Journey time (min) Estimated number of passengers using the train service:

Peak frequency 1 hour in 2001: - by 2005:

Modal split: Rail: % Bus: **7**% Taxi: **52**% Private car: **41**% Unknown: %

30% Taxi, 22% Limo, 4% rental car, 37% Car

Car parks: No.: **8** Total parking spaces: **10,400**

AIRPORT SERVICES

Year: 2002

Ground handling companies: **2** Comments: **Fuel supplier defined as a company that delivers jet-A fuel to aircraft.**

Catering companies: **2**

Fuel suppliers: **2**

Number of employees: Employed directly by airport operator: **200** Total on site (est): **9,000**



New York City (LGA), NY, United States

IATA Code: **LGA**

Airport: **New York - La Guardia Airport**

Region: **North America**

CURRENT/ FORECAST COMMERCIAL AIRCRAFT MOVEMENTS

Year	Passenger aircraft	Cargo aircraft	Total Commercial	General aviation	Total annual movements	Peak hr. Total	Total Scheduled	Total Charter	Total Domestic	Total Internat.
1999	342,412	58	342,470	20,526	362,996	78	341,201	109	338,993	24,019
2000	365,562		365,562	18,992	384,554	88	363,725	263	362,279	22,275
2001	354,500		354,500	11,216	365,716	75	354,500		348,267	17,449
2006										
2011										

Comments: **Forecast is unconstrained**

CURRENT/ FORECAST PASSENGER TRAFFIC

Year	Total terminal passengers	Direct transit (counted once)	Total annual passengers	Peak Month	Peak Hour	Total Scheduled	Total Charter	Total Domestic	Total Internat.
1999	23,824,806			2,256,335	6,092	22,323,648	377	22,489,943	1,334,863
2000	25,360,034			2,401,729	6,485	23,124,253	764	24,013,839	1,346,195
2001	21,933,000			2,083,635	5,626	20,002,896		20,799,000	1,134,000
2006	25,153,000			2,389,535	6,452	22,939,536		23,867,000	1,286,000
2011	27,500,000			2,612,500	7,054	25,080,000		26,094,000	1,406,000

Estimated share of connecting traffic (excluding transit pax) for year: 2001: **8** % 2006: **8** % 2011: **8** %

Comments: **Forecast is unconstrained**

CURRENT/ FORECAST CARGO TRAFFIC (freight plus mail combined in metric tonnes)

Year	Total annual inbound	Total annual outbound	Share carried on cargo aircraft	Total Scheduled	Total Charter	Total Domestic	Total Internat.
1999	10,296	12,096	15 %	22,392		21,639	753
2000	9,289	10,904	15 %	20,193		19,301	892
2001	6,792	7,973	14 %	14,765		14,269	496
2006	7,239	8,499	15 %	15,738		15,161	577
2011	7,535	8,846	15 %	16,381		15,777	604

Comments: **Forecast is unconstrained**



New York City (LGA), NY, United States

IATA Code: **LGA** Airport: **New York - La Guardia Airport** Region: **North America**

RUNWAY DESCRIPTION AND PEAK HOUR CAPACITY Year: 2002

Desig. 1	Cat	Desig. 2	Cat	Length (m)
04	I	22	I	2,133
13	I	31	Loc	2,133

Declared peak hour capacity

Departures: **40** Arrivals: **41** Total: **81**

Capacity assessment made under conditions:

VFR ☒ IFR ☒

Average delay assumed (mins): **22**

Capacity limit dictated by:

- ☐ Noise consideration
- ☒ ATC consideration
- ☒ Runway consideration
- ☒ Apron consideration
- ☒ Terminal consideration

DECLARED APRON CAPACITY (parking positions) Year: 2002

Terminal	Cat.1	Cat.2	Cat.3	Cat.4	Other	Total	Common use
CTB		5	8	16		29	4
DL/NW			8	2		10	
MAT/ DL				6		6	
Remote			6	5	13	24	
UUSAIR			7	12		19	

Cat.1: B747/ B777/ A330/ A340

Cat.2: DC-10/ MD-11/ L-1011

Cat.3: B757/ B767/ A300/ A310

Cat.4: B727/ B737/ A319/ DC-9/ MD-80/ MD-90

Comments:

DECLARED TERMINAL CAPACITY (passengers per hour) Year: 2002

Terminal	Departing passenger	Transfer passenger	Arriving passenger	Total passenger	Capacity reached
Central	3,000	300	3,000	6,000	No
Delta/NW	1,100		1,100	2,200	No
East End	1,500	100	1,500	3,000	No
Marine	400		400	800	No

Comments:

PLANNED AIRPORT DEVELOPMENT Year: 2002

Project Description	Additional capacity	Capital Cost (USD)	Year in operation	Project status
Police emergency garage	Terminal	50m	2003	Planned
Runway deck strengthening	Runway	150m	2006	Actual
CTB modernization/ new concourses	Terminal	1 billion	2008	Planned



New York City (LGA), NY, United States

IATA Code: LGA

Airport: New York - La Guardia Airport

Region: North America

TERMINAL DETAILS

TERMINAL **CTB** Year **2002**

Concept Linear with four concourses

Floor levels: 3

Comments all domestic

Terminal size (m2)	69,682	
Check-in desks	59	
Outbound bag. system		belt system
Checked bag. security	59	same check-in area
Passenger screening	8	
Outbound passport	0	
Gate lounges	30	
Loading bridges	33	
Remote gates	0	
Inbound passport	0	
Bag. claim unit	16	
Custom channels	0	
Direct Rail access	No	
First/ bus. lounges	2	
Common use terminal	Yes	

TERMINAL **Delta/ NW Terminal**Year **2002**

Concept Linear with one finger

Floor levels: 2

Comments all domestic

Terminal size (m2)	24,903	
Check-in desks	37	
Outbound bag. system		belt system
Checked bag. security	37	same check-in area
Passenger screening	2	
Outbound passport	0	
Gate lounges	6	
Loading bridges	9	
Remote gates	3	
Inbound passport	0	
Bag. claim unit	7	
Custom channels	0	
Direct Rail access	No	
First/ bus. lounges	1	
Common use terminal	No	Delta



New York City (LGA), NY, United States

IATA Code: Airport: Region:

TERMINAL Year

Concept Floor levels:

Comments

Terminal size (m2)	<input type="text" value="37,968"/>	<input type="text"/>
Check-in desks	<input type="text" value="52"/>	<input type="text"/>
Outbound bag. system	<input type="text"/>	<input type="text" value="belt system"/>
Checked bag. security	<input type="text" value="52"/>	<input type="text" value="same check-in area"/>
Passenger screening	<input type="text" value="4"/>	<input type="text"/>
Outbound passport	<input type="text" value="0"/>	<input type="text"/>
Gate lounges	<input type="text" value="12"/>	<input type="text"/>
Loading bridges	<input type="text" value="20"/>	<input type="text"/>
Remote gates	<input type="text" value="6"/>	<input type="text"/>
Inbound passport	<input type="text" value="0"/>	<input type="text"/>
Bag. claim unit	<input type="text" value="6"/>	<input type="text"/>
Custom channels	<input type="text" value="0"/>	<input type="text"/>
Direct Rail access	<input type="text" value="No"/>	<input type="text"/>
First/ bus. lounges	<input type="text" value="1"/>	<input type="text"/>
Common use terminal	<input type="text" value="No"/>	<input type="text" value="USAIR"/>

TERMINAL Year

Concept Floor levels:

Comments

Terminal size (m2)	<input type="text" value="6,968"/>	<input type="text"/>
Check-in desks	<input type="text" value="4"/>	<input type="text"/>
Outbound bag. system	<input type="text"/>	<input type="text" value="belt system"/>
Checked bag. security	<input type="text" value="4"/>	<input type="text" value="same checkin area"/>
Passenger screening	<input type="text" value="1"/>	<input type="text"/>
Outbound passport	<input type="text" value="0"/>	<input type="text"/>
Gate lounges	<input type="text" value="2"/>	<input type="text"/>
Loading bridges	<input type="text" value="6"/>	<input type="text"/>
Remote gates	<input type="text" value="0"/>	<input type="text"/>
Inbound passport	<input type="text" value="0"/>	<input type="text"/>
Bag. claim unit	<input type="text" value="1"/>	<input type="text"/>
Custom channels	<input type="text" value="0"/>	<input type="text"/>
Direct Rail access	<input type="text" value="No"/>	<input type="text"/>
First/ bus. lounges	<input type="text" value="1"/>	<input type="text"/>
Common use terminal	<input type="text" value="No"/>	<input type="text" value="Delta"/>



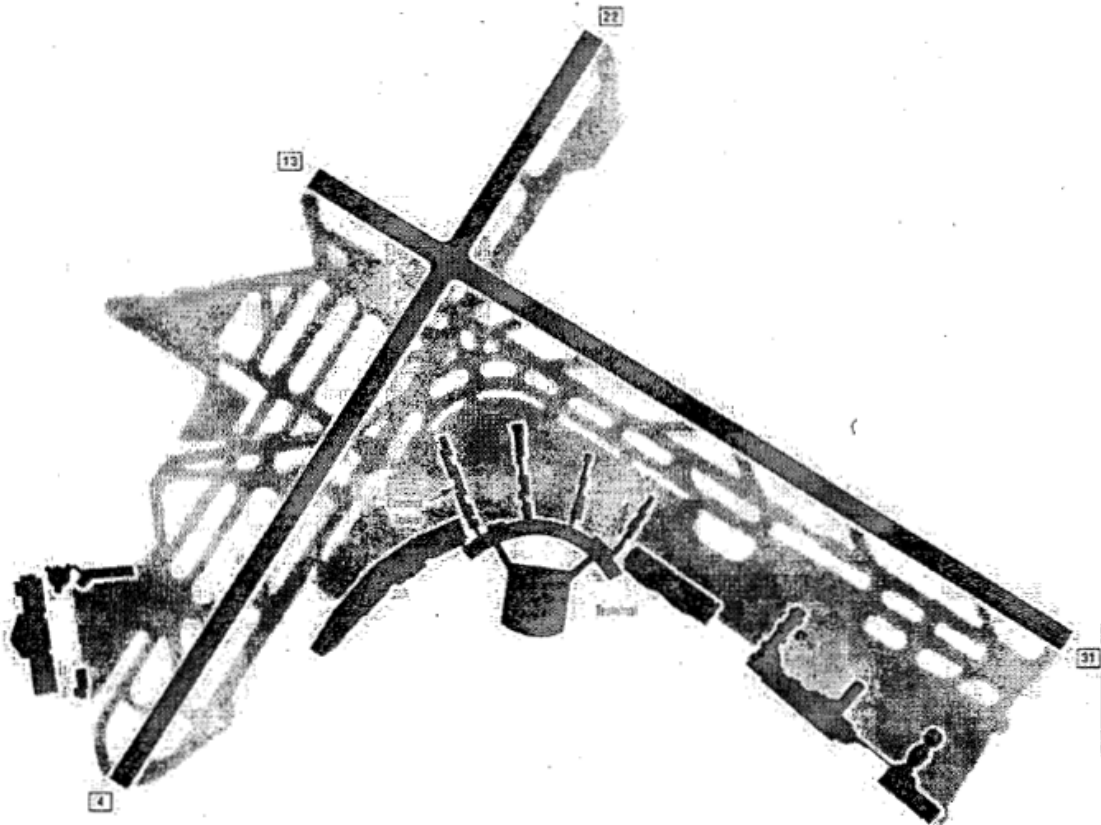
New York City (LGA), NY, United States

IATA Code: LGA

Airport: New York - La Guardia Airport

Region: North America

AIRPORT LAYOUT PLAN





London (LHR), United Kingdom

IATA Code: **LHR** Airport: **London Heathrow Airport** Region: **Europe**

AIRPORT IDENTIFICATION

ICAO Code: **EGLL** Country: **United Kingdom** Size (ha): **1,117**

CAPACITY/DEVELOPMENT/OPERATION

	Available Capacity - 2001	Current/Planned Development	Under IATA procedures the airport is declared as:
Runway:	Near saturated most of the day	No development reported	<input type="checkbox"/> Level 1: Non-coordinated airport
Apron:	Near saturated at peak hours	Current development	<input type="checkbox"/> Level 2: Schedules facilitated airport
Terminal:		Current development	<input checked="" type="checkbox"/> Level 3: Fully coordinated airport
Hours of Operation:	24 hours Night period (23:30 to 05:59 local) restricted to 5800 movements per scheduling year. QC 8.16 banned on departures during night periods. QC 32 full ban.		

Scheduled airlines Operating in 2002:

A192, A203, A3, A397, AA, AC, AF, AH, AI, AT, AY, AZ, BA, BD, BE, BG, BI, BR, BW, CA, CL, CX, CY, EI, EK, ET, FI, GF, GH, GT, HY, IB, IR, IY, JE, JL, JM, JP, JU, KE, KJ, KL, KM, KQ, KU, LG, LH, LN, LO, LX, LY, LZ, MA, ME, MH, MK, MS, N5, NG, NH, NZ, OA, OK, OS, OU, OZ, PK, QF, QR, RB, RD, RG, RJ, RO, SA, SD, SK, SN, SQ, SR, SU, SV, SW, TE, TG, TK, TP, TU, TV, UA, UL, UN, VO, VS, WA, WT, XT, YK

Geographical Distribution of Seats (Scheduled Airlines) - Year 2002

Africa		
Europe	24,498,150	56.5%
Middle East		
North America	8,829,430	20.4%
Asia Pacific	4,800,738	11.1%
Latin America Caribbean	527,802	
Total	43,379,342	

Aircraft Mix (Scheduled Airlines) Aircraft Movements - Year 2002

(1-49 seats)	1,097	0.5%
(50-124 seats)	67,806	29.2%
(125-179 seats)	58,988	25.4%
(180-249 seats)	57,305	24.7%
(250-349 seats)	23,245	10.0%
(more than 350 seats)	23,413	10.1%
Total	231,8541	

GROUND ACCESS

Year: 2002

Distance to city center (km):	24	
Rail access	Train link airport-city	Yes
	Journey time (min)	16
	Peak frequency 1 hour	4
Modal split:	Rail: 22%	Bus: 12%
	Taxi: 26%	Private car: 39%
	Unknown: 1%	
	Rail 9%, Tube 13%	
Car parks:	No.: 9	Total parking spaces: 18,220

AIRPORT SERVICES

Year: 2002

Ground handling companies:	14	Comments:	11 full handlers + 3 Freight & Mail.
Catering companies:	6		Two refuelling operators supply fuel on behalf of fuel company consortiums.
Fuel suppliers:	2		
Number of employees:		Employed directly by airport operator:	3,800
		Total on site (est):	65,000



London (LHR), United Kingdom

IATA Code: **LHR** Airport: **London Heathrow Airport** Region: **Europe**

CURRENT/ FORECAST COMMERCIAL AIRCRAFT MOVEMENTS

Year	Passenger aircraft	Cargo aircraft	Total Commercial	General aviation	Total annual movements	Peak hr. Total	Total Scheduled	Total Charter	Total Domestic	Total Internat.
1999	446,269	3,101	449,370	8,900	458,270	94	448,446	924	69,358	380,012
2000	456,538	3,165	459,703	7,112	466,815	94	458,604	1,099	66,845	392,858
2001	454,408		457,644	5,924	463,568	95	456,479	1,165	63,113	394,531
2006	472,000	3,000	475,000							
2011	477,000	3,000	480,000							

Comments: Constrained

CURRENT/ FORECAST PASSENGER TRAFFIC

Year	Total terminal passengers	Direct transit (counted once)	Total annual passengers	Peak Month	Peak Hour	Total Scheduled	Total Charter	Total Domestic	Total Internat.
1999	61,975,000	289,000		5,988,000	16,541	61,858,000	117,000	7,149,000	54,826,000
2000	64,266,000	341,000		6,287,000	15,972	64,125,000	141,000	7,406,000	
2001	60,432,000	311,000		6,067,000	15,534	60,312,000	120,000	6,636,000	53,796,000
2006	70,300,000	300,000							
2011	83,000,000	300,000							

Estimated share of connecting traffic (excluding transit par) for year: 2001: 31.5 % 2006: 27 % 2011: 27 %

Comments: Constrained

CURRENT/ FORECAST CARGO TRAFFIC (freight plus mail combined in metric tonnes)

Year	Total annual inbound	Total annual outbound	Share carried on cargo aircraft	Total Scheduled	Total Charter	Total Domestic	Total Internat
1999	695,000	660,000	7.7 %	1,354,000	1,000	8,000	1,347,000
2000	711,000	691,000	7.3 %	1,397,000	5,000	8,000	1,394,000
2001	637,000	627,000	8.7 %	1,256,000	8,000	7,000	1,257,000
2006	780,000	770,000	7 %				
2011	980,000	970,000	7 %				

comments: Constrained



London (LHR), United Kingdom

IATA Code: **LHR** Airport: **London Heathrow Airport** Region: **Europe**

RUNWAY DESCRIPTION AND PEAK HOUR CAPACITY Year: 2002

Desig. 1	Cat	Desig. 2	Cat	Length (m)
09R	III	27L	III	3,658
09L	III	27R	III	3,891
23				1,962

Declared peak hour capacity

Departures: **44** Arrivals: **43** Total:

Capacity assessment made under conditions:

VFR ☐ IFR ☒

Average delay assumed (mins): **10**

Capacity limit dictated by:

- ☐ Noise consideration
☒ ATC consideration
☒ Runway consideration
☒ Apron consideration
☐ Terminal consideration

Departures Peak is in 06:00 hour GMT
Arrivals Peak is in 12:00 hour GMT

DECLARED APRON CAPACITY (parking positions) Year: 2002

Terminal	Cat.1	Cat.2	Cat.3	Cat.4	Other	Total	Common use
Terminal 1	3	1	10	34		48	48
Terminal 2	2		8	7		17	17
Terminal 3	39	5	3	1		48	48
Terminal 4	35	1	4	5	1	46	46

Cat.1: B747/ B777/ A330/ A340

Cat.2: DC-10/ MD-11/ L-1011

Cat.3: B757/ B767/ A300/ A310

Cat.4: B727/ B737/ A319/ DC-9/ MD-80/ MD-90

Comments:

DECLARED TERMINAL CAPACITY (passengers per hour) Year: 2002

Terminal	Departing passenger	Transfer passenger	Arriving passenger	Total passenger	Capacity reached
T1 Dom.	1,750		1,600		No
T1 Int.	2,600		2,400		at times
T2	1,800		1,800		No
T3	3,000		3,500		at times
T4	2,500		3,000		at times

Comments: Declared limit is based on capacity assessment of each facility. Capacity assessments are based on expected service level requirements.

PLANNED AIRPORT DEVELOPMENT Year: 2002

Project Description	Additional capacity	Capital Cost (USD)	Year in operation	Project status
Terminal 5 - Heathrow Integration	Terminal	330m		Planned
Terminal 5 Phase 2	Terminal	660m		Planned
Terminal 5 Phase 1	Terminal	4120m		Actual
Airside Works		670m		Actual
Central Terminal Area Future Developments	Terminal	580m		Planned
Terminal 3 Developments	Terminal	1040m		Actual
Terminal 1 Developments	Terminal	450m		Actual
Connections Infrastructure		530m		Actual



London (LHR), United Kingdom

IATA Code: **LHR**Airport: **London Heathrow Airport**Region: **Europe**

TERMINAL DETAILS

TERMINAL	Terminal 1		Year	2002
Concept	Core Processing Unit with Piers		Floor levels:	3
Comments	Handles predominately short-haul UK based airlines and domestic traffic.			
Terminal size (m2)	96,434	excluding piers		
Check-in desks	109			
Outbound bag. system				
Checked bag. security	17 HBS	Vivid, Rapiscan, CTX		
Passenger screening	9	Split into International and Domestic Areas		
Outbound passport		no outbound passport control checks by UK government		
Gate lounges	15	15 specific, the rest are in an open pier area		
Loading bridges	90			
Remote gates	3			
Inbound passport	22			
Bag. claim unit	5			
Custom channels	3	red/green/blue		
Direct Rail access	Yes	via Heathrow Express and London Underground		
First/ bus. lounges	9			
Common use terminal	Yes			

TERMINAL	Terminal 2		Year	2002
Concept	Core Processing Unit with Piers		Floor levels:	2
Comments	Handles predominantly short haul non-UK based airlines.			
Terminal size (m2)	45,662	excluding piers		
Check-in desks	76	direct to conveyor system		
Outbound bag. system				
Checked bag. security	4	(HBS +BRS) 3 X Level 1/2, 1 x Level 3 (Vivid)		
Passenger screening	4	X-Ray		
Outbound passport		no outbound passport control checks by UK government		
Gate lounges	13			
Loading bridges	13	6 building drive - 7 apron drive		
Remote gates	2	for coached departures		
Inbound passport	24			
Bag. claim unit	4	Fennamech		
Custom channels	3	red/green/blue		
Direct Rail access	Yes	via Heathrow Express and London Underground		
First/ bus. lounges	5			
Common use terminal	Yes			



London (LHR), United Kingdom

IATA Code: **LHR** Airport: **London Heathrow Airport** Region: **Europe**

TERMINAL **Terminal 3** Year **2002**
Concept **Core Processing Unit with Piers** Floor levels: **2**
Comments **Handles predominately long-haul traffic**

Terminal size (m2)	101,188	excluding piers
Check-in desks	228	
Outbound bag. system		baggage belt with pushers split into 4 zones
Checked bag. security		100% HBS Vivid Level 3
Passenger screening	13	10 Central Search 3 Transfer area
Outbound passport		no outbound passport control checks by UK government
Gate lounges	33	
Loading bridges		
Remote gates		
Inbound passport	41	
Bag. claim unit	11	
Custom channels	3	red/green/blue
Direct Rail access	Yes	via Heathrow Express and London Underground
First/ bus. lounges	20	(3 in arrivals, 17 in departures)
Common use terminal	Yes	

TERMINAL **Terminal 4** Year **2002**
Concept **Core Processing Unit with Central Open Lounge Concept** Floor levels: **3**
Comments **Handles predominately British Airways Long-haul traffic**

Terminal size (m2)	47,757	excluding piers
Check-in desks	102	93 desks connected to direct baggage system, 9 desks remote or unconnected
Outbound bag. system		
Checked bag. security		All bags security screened
Passenger screening	6+2	6 central search units + 2 transfers screening units
Outbound passport	Nil	no outbound passport control checks by UK government
Gate lounges	1	open gate lounge concept
Loading bridges	21	
Remote gates	12	12 remote passenger stands
Inbound passport	34	
Bag. claim unit	7	
Custom channels	3	red/green/blue
Direct Rail access	Yes	
First/ bus. lounges	7	via Heathrow Express and London Underground
Common use terminal	Yes	



London (LHR) , United Kingdom

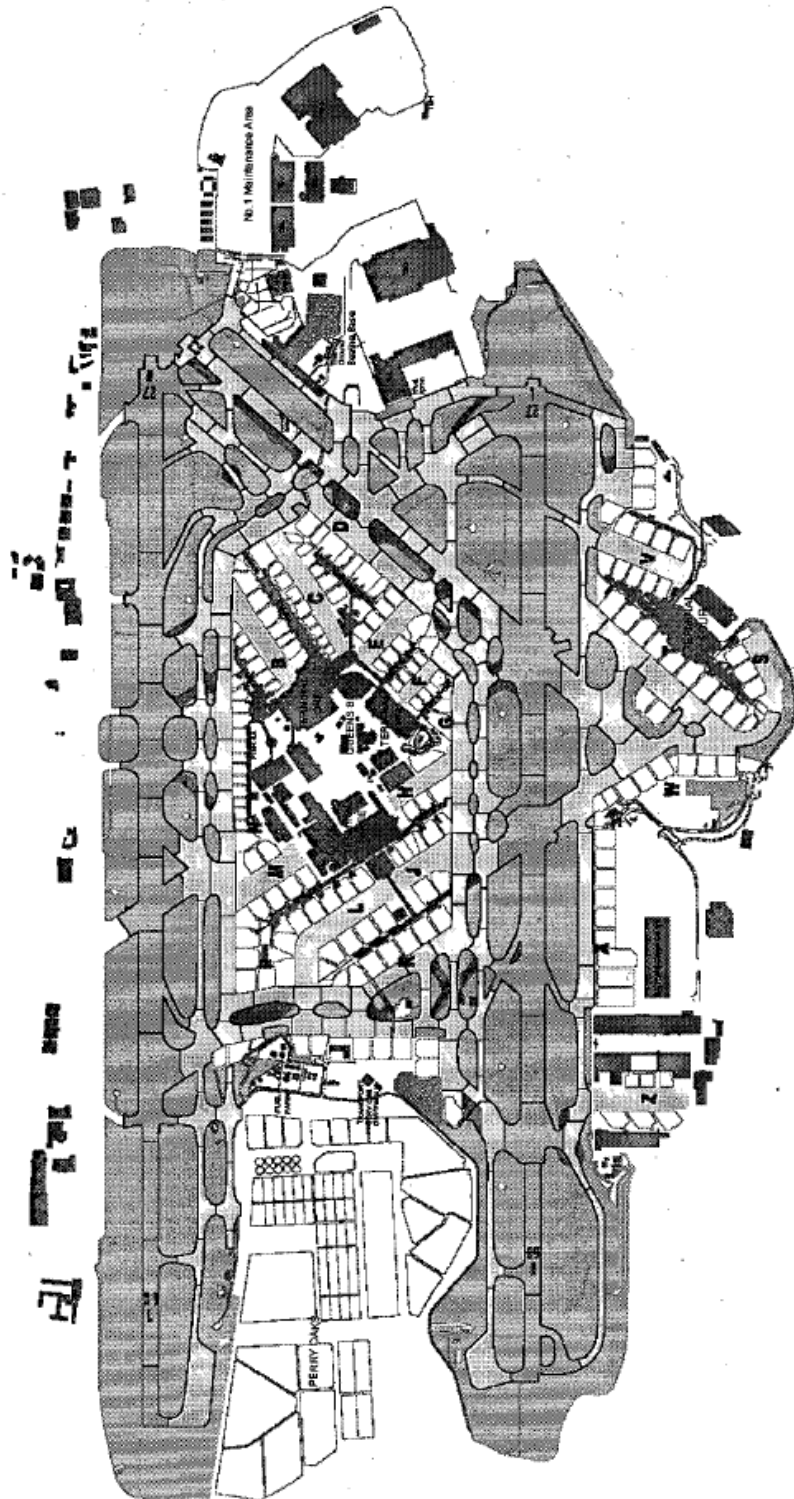
IATA Code: LHR

Airport: London Heathrow Airport

Region: Europe

AIRPORT LAYOUT PLAN

BAA Heathrow



ロンドン・ガトウィック空港の緒元



London (LGW), United Kingdom

IATA Code: **LGW** Airport: **London Gatwick Airport** Region: **Europe**

AIRPORT IDENTIFICATION

ICAO Code: **EGKK** Country: **United Kingdom** Size (ha): **683**

CAPACITY/DEVELOPMENT/ OPERATION

	Available Capacity - 2001	Current/ Planned Development	Under IATA procedures the airport is declared as:
Runway:	Near saturated most of the day	No development reported	<input type="checkbox"/> Level 1: Non-coordinated airport
Apron:	Near saturated at peak hours	Planned development	<input type="checkbox"/> Level 2: Schedules facilitated airport
Terminal:	Near saturated at peak hours	Planned development	<input type="checkbox"/> Level 3: Fully coordinated airport
Hours of Operation:	24 hours but night restrictions from 2330 to 0600 hours local time. Voluntary ban on chapter 4 aircraft.		

Scheduled airlines Operating in 2002:

4M, 6N, A408, AA, AR, AT, AZ, B2, BA, BE, BU, CF, CO, CU, CY, DB, DI, DL, DM, DP, EI, EK, FD, FR, GA, GN, GT, HM, IB, IG, J2, JE, JN, JP, KM, LJ, LO, LZ, MA, NW, OA, OU, OV, PS, RD, RV, SU, TE, TH, TP, TS, TW, U2, UM, UN, US, UX, VA, VS, YS, YT, YW

**Geographical Distribution of Seats
(Scheduled Airlines) - Year 2002**

Africa	292,616	2.4%
Europe	8,048,645	67.2%
Middle East	163,669	1.4%
North America	2,916,518	24.3%
Asia Pacific	41,310	0.3%
Latin America Caribbean	521,997	4.4%
Total	11,984,755	

**Aircraft Mix (Scheduled Airlines)
Aircraft Movements - Year 2002**

(1-49 seats)	6,744	7.6%
(50-124 seats)	55,047	61.9%
(125-179 seats)	11,774	13.2%
(180-249 seats)	3,807	4.3%
(250-349 seats)	9,508	10.7%
(more than 350 seats)	2,064	2.3%
Total	88,944	

GROUND ACCESS

Year: 2002

Distance to city center (km): **45**

Rail access: Train link airport-city **Yes** Train link planned? ☐ Opening year?

Journey time (min) **30** Estimated number of passengers using the train service:

Peak frequency 1 hour **4** in 2001: by 2005:

Modal split: Rail: **21** % Bus: **9** % Taxi: **17** % Private car: **50** % Unknown: **3** %

Car parks: No.: **4** Total parking spaces: **27,000**

AIRPORT SERVICES

Year: 2002

Ground handling companies: **3** Comments:

Catering companies: **4**

Fuel-suppliers: **2**

Number of employees: Employed directly by airport operator: **1,800** Total on site (est): **28,000**



London (LGW), United Kingdom

IATA Code: **LGW** Airport: **London Gatwick Airport** Region: **Europe**

CURRENT/ FORECAST COMMERCIAL AIRCRAFT MOVEMENTS

Year	Passenger aircraft	Cargo aircraft	Total Commercial	General aviation	Total annual movements	Peak hr. Total	Total Scheduled	Total Charter	Total Domestic	Total Internat.
1999	242,920		246,472	9,097	255,569	61	194,316	52,156	43,584	202,888
2000	249,095	3,436	252,531	8,327	260,858	63	198,997	53,530	42,254	210,273
2001	242,028	3,205	245,233	7,220	252,453	58	191,636	53,595	42,899	202,332

Comments:

CURRENT/ FORECAST PASSENGER TRAFFIC

Year	Total terminal passengers	Direct transit (counted once)	Total annual passengers	Peak Month	Peak Hour	Total Scheduled	Total Charter	Total Domestic	Total Internat.
1999	30,406,566	160,389		3,471,499	10,361	19,460,419	10,946,147	2,779,497	27,527,069
2000	31,945,860	127,761		3,617,730	10,443	21,741,698	11,204,162	2,923,176	29,022,684
2001	31,098,320	93,596		3,647,447	9,903	19,895,406	11,202,914	2,985,244	28,113,076

Estimated share of connecting traffic (excluding transit pax) for year: 2001: **9** % 2006: % 2011: %

Comments:

CURRENT/ FORECAST CARGO TRAFFIC (freight plus mail combined in metric tonnes)

Year	Total annual inbound	Total annual outbound	Share carried on cargo aircraft	Total Scheduled	Total Charter	Total Domestic	Total Internat.
1999	150,300	163,331	8.2 %	282,266	31,666	12,097	301,535
2000	154,613	183,633	11.0 %	299,582	38,663	12,174	326,072
2001	137,613	157,264	14.2 %	264,194	30,684	10,806	284,072

Comments:



London (LGW), United Kingdom

IATA Code: **LGW**

Airport: **London Gatwick Airport**

Region: **Europe**

RUNWAY DESCRIPTION AND PEAK HOUR CAPACITY

Year: 2002

Desig. 1	Cat	Desig. 2	Cat	Length (m)
08	IIlb	26	IIlb	3,098

Declared peak hour capacity

Departures: **28** Arrivals: **30** Total: **50**

Capacity assessment made under conditions:

VFR ☐ IFR ☐

Average delay assumed (mins): **10**

Capacity limit dictated by:

- ☐ Noise consideration
☐ ATC consideration
☐ Runway consideration
☐ Apron consideration
☐ Terminal consideration

DECLARED APRON CAPACITY (parking positions)

Year: 2002

Terminal	Cat.1	Cat.2	Cat.3	Cat.4	Other	Total	Common use
Remote	22	17	2	11		52	
Terminal 1	13	11	1	10		35	
Terminal 2	12	3		4		19	

Cat.1: B747/ B777/ A330/ A340

Cat.2: DC-10/ MD-11/ L-1011

Cat.3: B757/ B767/ A300/ A310

Cat.4: B727/ B737/ A319/ DC-9/ MD-80/ MD-90

Comments:

DECLARED TERMINAL CAPACITY (passengers per hour)

Year: 2002

Terminal	Departing passenger	Transfer passenger	Arriving passenger	Total passenger	Capacity reached
North	2,800		2,700	5,000	No
South	3,600		3,400	7,000	Yes

Comments:

PLANNED AIRPORT DEVELOPMENT

Year: 2002

Project Description	Additional capacity	Capital Cost (USD)	Year in operation	Project status
South Terminal Arrivals Extension	Terminal		2006	Planned
Pier 6	Apron		2006	Planned
South Terminal Pier 1 Development	Apron		2008	Planned
North West Zone	Apron		2009	Planned
North Terminal Extension	Terminal		2009	Planned



London (LGW), United Kingdom

IATA Code: Airport: Region:

TERMINAL DETAILS

TERMINAL Year
Concept Floor levels:
Comments

Terminal size (m2)	<input type="text"/>	<input type="text"/>
Check-in desks	<input type="text" value="110"/>	<input type="text"/>
Outbound bag. system		<input type="text" value="full HBS"/>
Checked bag. security	<input type="text"/>	<input type="text"/>
Passenger screening	<input type="text" value="6"/>	<input type="text"/>
Outbound passport	<input type="text"/>	<input type="text"/>
Gate lounges	<input type="text" value="20"/>	<input type="text"/>
Loading bridges	<input type="text" value="20"/>	<input type="text"/>
Remote gates	<input type="text" value="10"/>	<input type="text"/>
Inbound passport	<input type="text" value="12"/>	<input type="text"/>
Bag. claim unit	<input type="text" value="5"/>	<input type="text"/>
Custom channels	<input type="text" value="3"/>	<input type="text"/>
Direct Rail access	<input type="text" value="No"/>	<input type="text"/>
First/ bus. lounges	<input type="text" value="2"/>	<input type="text"/>
Common use terminal	<input type="text" value="Part"/>	<input type="text" value="2 Zones are CUTE, the remainder is BA"/>

TERMINAL Year
Concept Floor levels:
Comments

Terminal size (m2)	<input type="text"/>	<input type="text"/>
Check-in desks	<input type="text" value="217"/>	<input type="text" value="173 fully mechanised and 44 non-mechanised"/>
Outbound bag. system		<input type="text" value="full HBS"/>
Checked bag. security	<input type="text"/>	<input type="text"/>
Passenger screening	<input type="text" value="9"/>	<input type="text"/>
Outbound passport	<input type="text"/>	<input type="text"/>
Gate lounges	<input type="text" value="38"/>	<input type="text"/>
Loading bridges	<input type="text" value="38"/>	<input type="text"/>
Remote gates	<input type="text" value="3"/>	<input type="text"/>
Inbound passport	<input type="text" value="15"/>	<input type="text"/>
Bag. claim unit	<input type="text" value="7"/>	<input type="text"/>
Custom channels	<input type="text" value="3"/>	<input type="text"/>
Direct Rail access	<input type="text" value="Yes"/>	<input type="text"/>
First/ bus. lounges	<input type="text" value="3"/>	<input type="text"/>
Common use terminal	<input type="text" value="Yes"/>	<input type="text"/>



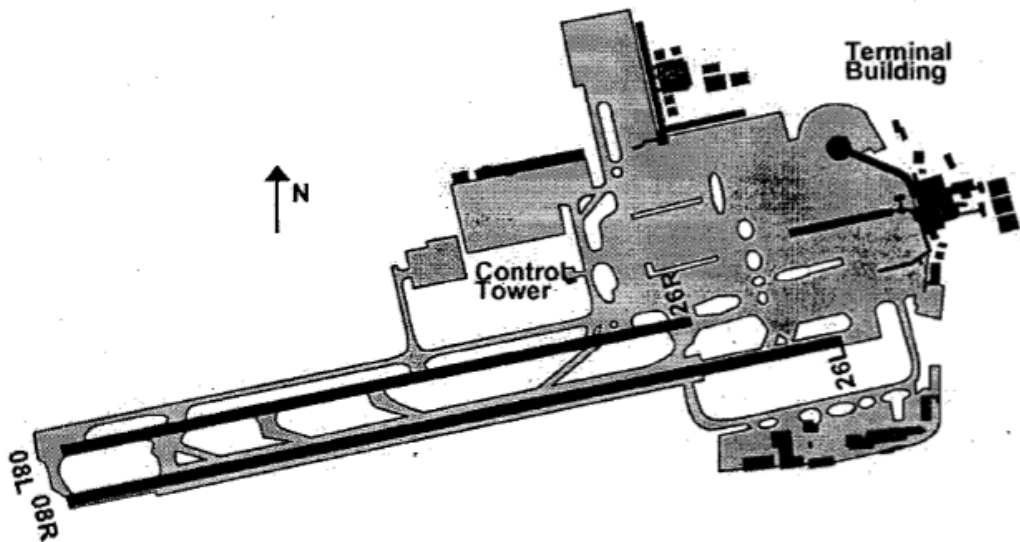
London (LGW) , United Kingdom

IATA Code: LGW

Airport: London Gatwick Airport

Region: Europe

AIRPORT LAYOUT PLAN



ロンドン・シティ空港の緒元



London (LCY), United Kingdom

IATA Code: **LCY** Airport: **London City Airport** Region: **Europe**

AIRPORT IDENTIFICATION

ICAO Code: **EGLC** Country: **United Kingdom** Size (ha): **39**

CAPACITY/ DEVELOPMENT/ OPERATION

	Available Capacity - 2001	Current/ Planned Development	Under IATA procedures the airport is declared as:
Runway:	Near saturated at peak hours	Current development	<input type="checkbox"/> Level 1: Non-coordinated airport
Apron:	Near saturated at peak hours	Planned development	<input type="checkbox"/> Level 2: Schedules facilitated airport
Terminal:	Near saturated at peak hours	No development reported	<input type="checkbox"/> Level 3: Fully coordinated airport
Hours of Operation:	0630 - 2230 Monday to Friday; 0630 - 1230 Saturday; 1230 - 2230 Sunday (Public holidays: 0900 - 2230 Monday to Friday).		

Scheduled airlines Operating in 2002:

A357, AF, BE, CB, CL, DB, EI, EW, IQ, LH, LX, RQ, UK, VG, WX, YS

Geographical Distribution of Seats (Scheduled Airlines) - Year 2002

Africa		
Europe	1,621,783	100.0%
Middle East		
North America		
Asia I Pacific		
Latin America I Caribbean		
Total	1,621,783	

Aircraft Mix (Scheduled Airlines) Aircraft Movements - Year 2002

(1-49 seats)	18,719	64.8%
(50-124 seats)	10,177	35.2%
(125-179 seats)		
(180-249 seats)		
(250-349 seats)		
(more than 350 seats)		
Total	28,896	

GROUND ACCESS

Year: 2002

Distance to city center (km): **10**

Rail access: Train link airport- city **No** Train link planned? **Yes** Opening year? **2005**

Journey time (min) **20** Estimated number of passengers using the train service:

Peak frequency 1 hour **12** in 2001: **600,000** by 2005: **600,000**

Modal split: Rail: **5** % Bus: **24** % Taxi: **46** % Private car: **25** % Unknown: **5** %

Car parks: No.: **2** Total parking spaces: **807**

AIRPORT SERVICES

Year: 2002

Ground handling companies: **4** **Comments:** **Ground handling companies: Servisair, KLM Ground Services, Air France and London City Airport. Catering companies: Apha, Abela and CityNet Catering. Fuel companies: Air BP.**

Catering companies: **3**

Fuel suppliers: **1**

Number of employees: Employed directly by airport operator: **220** Total on site (est): **1,600**



London (LCY), United Kingdom

IATA Code: **LCY**

Airport: **London City Airport**

Region: **Europe**

CURRENT/ FORECAST COMMERCIAL AIRCRAFT MOVEMENTS

Year	Passenger aircraft	Cargo aircraft	Total Commercial	General aviation	Total annual movements	Peak hr. Total	Total Scheduled	Total Charter	Total Domestic	Total Internat.
1999	41,408		41,408	2,787	44,195	29	41,408	2,787	7,019	34,389
2000	48,843		48,843	3,359	52,202	29	48,843	3,359	12,455	36,388
2001	53,829		53,829	3,176	57,005	41	53,829	3,176	19,152	34,677
2006	64,153		64,153			49	67,044	3,956	23,854	43,190
2011	71,218		71,218			54	76,487	4,513	27,214	49,273

Comments: Forecast is constrained. Charter represents GA and corporate movements.

CURRENT/ FORECAST PASSENGER TRAFFIC

Year	Total terminal passengers	Direct transit (counted once)	Total annual passengers	Peak Month	Peak Hour	Total Scheduled	Total Charter	Total Domestic	Total Internat.
1999	1,388,481		1,388,481	127,665	1,000	1,383,124	5,357	185,059	1,203,422
2000	1,580,234		1,580,234	145,905	1,037	1,573,487	6,747	308,205	1,272,029
2001	1,624,015		1,624,015	152,427	1,330	1,617,749	6,266	450,754	1,173,261
2006			2,388,000	224,133	1,956	2,378,786	9,214	667,226	1,711,560
2011			3,187,000	299,126	2,610	3,174,703	12,297	890,473	2,284,230

Estimated share of connecting traffic (excluding transit pax) for year: 2001: % 2006: % 2011: %

Comments: Forecast is constrained. Charter represents GA and corporate movements.

CURRENT/ FORECAST CARGO TRAFFIC (freight plus mail combined in metric tonnes)

Year	Total annual inbound	Total annual outbound	Share carried on cargo aircraft	Total Scheduled	Total Charter	Total Domestic	Total Internat.
1999	232	470	%				
2000	243	438	%	681		80	600
2001	223	565	%	788		192	596
2006	268	678	%	946		230	716
2011	321	814	%	1,135		276	859

Comments: Forecast is constrained.



London (LCY), United Kingdom

IATA Code: **LCY**

Airport: **London City Airport**

Region: **Europe**

RUNWAY DESCRIPTION AND PEAK HOUR CAPACITY

Year: 2002

Desig. 1	Cat	Desig. 2	Cat	Length (m)
10	u	28	u	1,319

Declared peak hour capacity

Departures: **12** Arrivals: **12** Total: **24**

Capacity assessment made under conditions:

VFR ☐ IFR ☒

Average delay assumed (mins):

Capacity limit dictated by:

- ☒ Noise consideration
- ☒ ATC consideration
- ☒ Runway consideration
- ☒ Apron consideration
- ☐ Terminal consideration

LDA = 1319 m. See UK AIP for TODA/TORA distances. ILS is uncategorised (u) due to 5.5 degree approach slope. However, tolerance is to Category I standard.

DECLARED APRON CAPACITY (parking positions)

Year: 2002

Terminal	Cat.1	Cat.2	Cat.3	Cat.4	Other	Total	Common use
1					10	10	
Remote					3	3	

Cat.1: B747/ B777/ A330/ A340

Cat.2: DC-10/ MD-11/ L-1011

Cat.3: B757/ B767/ A300/ A310

Cat.4: B727/ B737/ A319/ DC-9/ MD-80/ MD-90

Comments: Additional GA apron: available capacity approx 12-15 aircraft of mixed type including CJI Citation and F900EX Falcon.

DECLARED TERMINAL CAPACITY (passengers per hour)

Year: 2002

Terminal	Departing passenger	Transfer passenger	Arriving passenger	Total passenger	Capacity reached
Jet Centre	100		100	200	No
London City Airport	1,000		2,400	3,400	No

Comments: Terminal capacity based on size of departure lounge and total annual capacity

PLANNED AIRPORT DEVELOPMENT

Year: 2002

Project Description	Additional capacity	Capital Cost (USD)	Year in operation	Project status
Runway Reconfiguration	Runway	5.5m	2002	Actual
Jet Centre - Corporate aircraft handling terminal	Apron, Terminal	5m	2002	Actual
Runway Hold Point	Runway	11m	2004	Planned
Additional aircraft parking stands	Apron	24m	2004	Planned
Docklands Light Railway link to the airport	Terminal	3m	2005	Planned



London (LCY), United Kingdom

IATA Code: Airport: Region:

TERMINAL DETAILS

TERMINAL Year
Concept Floor levels:
Comments

Terminal size (m2)	<input type="text" value="7,000"/>	<input type="text" value="check-in and arrivals on ground floor. Departures and Business Centre on 1st floor."/>
Check-in desks	<input type="text" value="26"/>	<input type="text"/>
Outbound bag. system	<input type="text"/>	<input type="text" value="100% hold baggage screens for all domestic and international flights"/>
Checked bag. security	<input type="text" value="1"/>	<input type="text" value="100% hold baggage screens for all domestic and international flights"/>
Passenger screening	<input type="text" value="2"/>	<input type="text"/>
Outbound passport	<input type="text"/>	<input type="text"/>
Gate lounges	<input type="text" value="8"/>	<input type="text"/>
Loading bridges	<input type="text"/>	<input type="text"/>
Remote gates	<input type="text"/>	<input type="text"/>
Inbound passport	<input type="text" value="6"/>	<input type="text"/>
Bag. claim unit	<input type="text" value="3"/>	<input type="text"/>
Custom channels	<input type="text" value="6"/>	<input type="text"/>
Direct Rail access	<input type="text" value="No"/>	<input type="text" value="planned - due 2005"/>
First/ bus. lounges	<input type="text" value="No"/>	<input type="text" value="common lounge furnished to 'Business Class Standards'"/>
Common use terminal	<input type="text" value="Yes"/>	<input type="text"/>

TERMINAL Year
Concept Floor levels:
Comments

Terminal size (m2)	<input type="text" value="546"/>	<input type="text"/>
Check-in desks	<input type="text" value="1"/>	<input type="text"/>
Outbound bag. system	<input type="text"/>	<input type="text"/>
Checked bag. security	<input type="text"/>	<input type="text"/>
Passenger screening	<input type="text"/>	<input type="text"/>
Outbound passport	<input type="text"/>	<input type="text"/>
Gate lounges	<input type="text" value="2"/>	<input type="text"/>
Loading bridges	<input type="text"/>	<input type="text"/>
Remote gates	<input type="text"/>	<input type="text"/>
Inbound passport	<input type="text"/>	<input type="text"/>
Bag. claim unit	<input type="text"/>	<input type="text"/>
Custom channels	<input type="text"/>	<input type="text"/>
Direct Rail access	<input type="text" value="No"/>	<input type="text"/>
First/ bus. lounges	<input type="text" value="2"/>	<input type="text"/>
Common use terminal	<input type="text" value="Yes"/>	<input type="text"/>



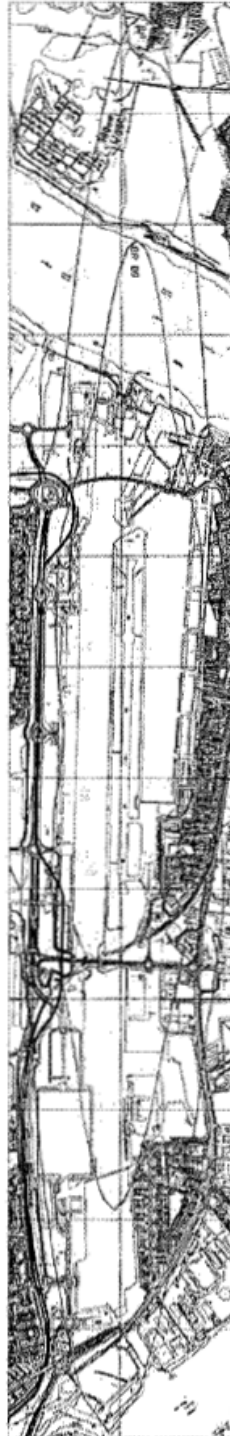
London (LCY), United Kingdom

IATA Code:

Airport:

Region:

NOISE FOOTPRINT MAP



LONDON CITY AIRPORT
57 & 60 LAcq, 16h Contours - Summer 2001
(Actual)