

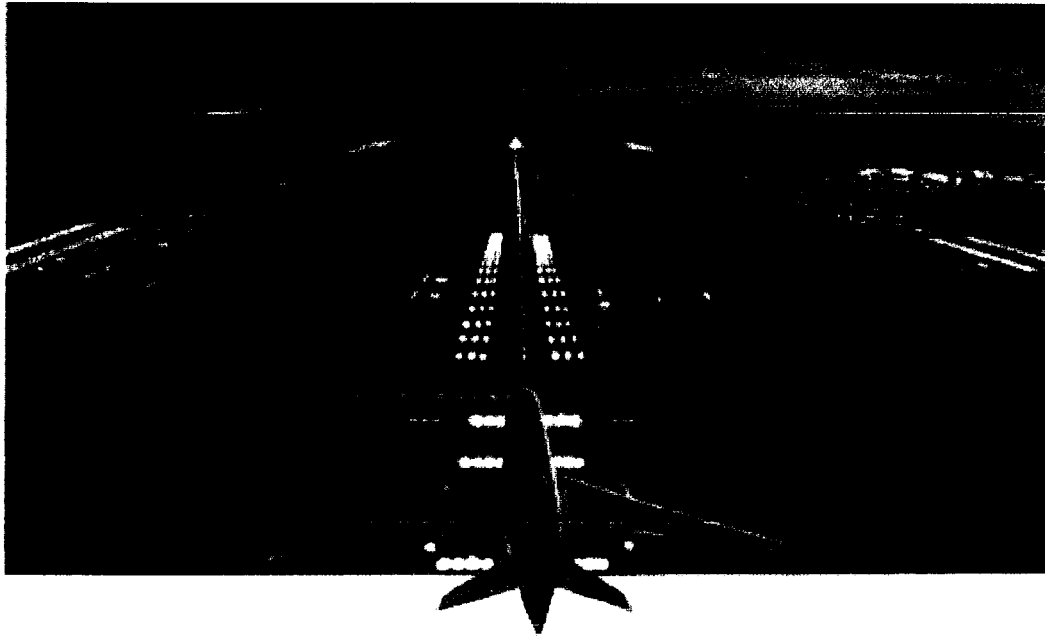


U.S. Department
of Transportation

**Federal Aviation
Administration**

1991-92 Aviation System Capacity Plan

DOT/FAA/ASC-91-1



Prepared by:
Federal Aviation Administration
Office of System Capacity and Requirements
Washington, DC 20591

5.2 New Airports as Hubs

Construction of new airports that would primarily serve as transfer points for passengers flying to and from other airports is being discussed and studied. These new airports could serve to decentralize air service at traditional connecting hub airports and reduce flight delays. Economic, social, and air traffic control factors will help determine if, where, and how fast such “new generation” airports are developed. For example, one factor in siting a new airport might be its impact on existing air traffic patterns. Figure 5-3 shows actual flight tracks for a representative sample of all commercial and general aviation IFR flights within the contiguous United States over a 24-hour period in early 1991. Areas of low traffic density could be investigated further as potential sites for “new generation” airports. Similar studies could be performed for selected regions of interest.

Construction of new airports to primarily serve as transfer points is being studied.

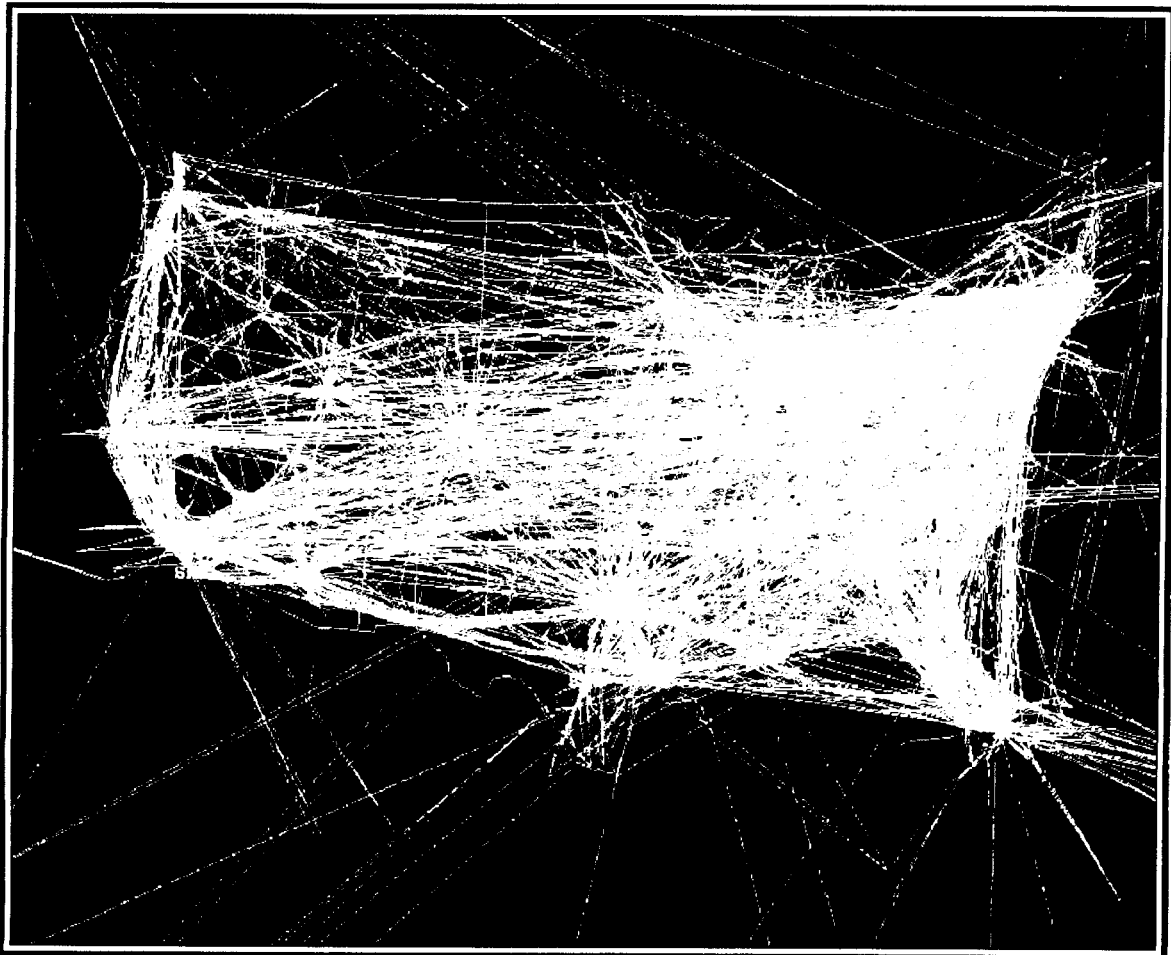


Figure 5-3. Ten Percent of IFR Flight Tracks Within the Contiguous United States Over a 24-Hour Period