



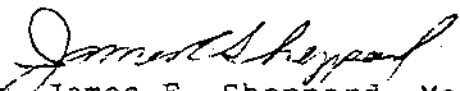
U.S. Department  
of Transportation

Federal Aviation  
Administration

# Memorandum

Subject: Remote Transfer Airport

Date: May 2, 1991

From:   
James E. Sheppard, Manager  
Airports District Office, Orlando, FL

Reply to  
Attn. of: FTS 820-6582

To: Assistant Administrator for Airports, ARP-1

Since October 1988 I have opposed identifying "Wayports" with the Transportation Research Board's (TRB's) "Remote Transfer Airport."

1. The Remote Transfer Airport is ineligible for Federal funding unless Congress changes current law. Airports must be open to all kinds and classes of aircraft and cannot function exclusively for any one segment of aeronautical activity. No mention is made of this in the TRB's 1988 or 1990 reports even though Airports Service people served as advisers on these studies.
2. Airlines carry considerable cargo and postal material in the belly of their aircraft and there is no practical way to preclude these activities anyway.
3. It makes no sense to argue on the one hand that Wayports won't support themselves and then start banning revenue producing uses. An O&D base will come to Wayports by short-haul commuters like COMAIR does in Cincinnati. We need to revise our thinking that O&D passengers come only by surface transportation to fill up large aircraft.
4. There would be no justification to impose restrictions because Wayports are intended to be positioned and designed to provide almost unlimited airspace and airport capacity.
5. Attached are comments of September 28, 1990, on the Aviation System Task Force response to the FAA Panel Report. I continue to recommend this report be rejected. The Task Force recommended that studies be done of "remote transfer airports as recommended by the Transportation Research Board." The only way that the TRB recommendations of 1988 and 1990 can be implemented is through Federal development and operation of Wayports under centralized control or by airline ownership. It will take years to get this adopted by the Administration and Congress and it is not necessary to do it this way. Wayports can quickly be implemented through Federal leadership without usurpation of local prerogatives. Let the market place and consumer choices drive this new system. No one is forced to use Interstates or Toll Roads on the ground. It will work the same way for the "interstate in the sky."

Attachment



U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

# Memorandum

Subject: Wayports; Your Memo of 9/12/90

Date: September 28, 1990

From: Manager, Airports District Office  
Orlando ADO

Reply to  
Attn of: FTS 820-6582

To: Assistant Administrator for Airports, ARP-1

Following are comments on Section 5 of the Report on Airport Development and Governmental Roles by the Aviation System Capacity Task Force (excerpt attached).

1. A definition of Wayports is not included. The attached definition provided to the FAA Panel should be incorporated before the Task Force Report is endorsed by FAA.
2. The TRB definition of Remote Transfer Airports is not included. It also should be incorporated in the Task Force Report so FAA will know what it is endorsing.
3. The FAA Panel Report sent to the Task Force never mentions the term Remote Transfer Airport or any other name other than Wayports. The reason is that on February 7, 1990, the FAA Panel agreed that the term Wayports would be used to describe this concept.
4. Wayports are not "near term." This was clearly addressed in my memorandum to you dated July 26, 1990. It would be virtually impossible for all that has been written and said about Wayports for such a misunderstanding to continue to persist. The Task Force Report should not be published referring to Wayports as "near term."
5. Wayports are not "generalities" or just a thesis or concept as the report infers. There are more locations being specifically proposed for Wayports than for all major new airports combined (i.e., Midland, Texas, Montague County, Texas; Clinton Sherman AFB, Oklahoma; Parchman, Mississippi; St. Tammany, Louisiana; Kankakee, Illinois; Martin County, Florida; etc.).
6. I don't know of one location in the country where a Remote Transfer Airport is being proposed and being called by such a name.
7. The TRB Report on Remote Transfer Airports was published one year after Wayports was submitted to FAA and 8 months after Administrator McArtor was briefed on March 8, 1988. The two

people on your staff who served as advisors to TRB were briefed before the Administrator was briefed. One was present when Administrator McArtor was briefed. Wayports was ignored in the TRB report.

8. The Remote Transfer Airport Concept proposed by TRB is inferior to Wayports for the reasons discussed in the attached report dated October 1988.

9. The Task Force recommends studying Remote Transfer Airports. Studies have already been done on Wayports by private industry, consultants, and public organizations relative to economics and other factors. These could have been made available to the Task Force.

10. The term "Remote Transfer Airport" is a mouthful. It is not a good "descriptor" or marketing term for public consumption and consensus. "Remote" means remote and infers they would not be near an urban area. This contradicts their own recommendation.


"Transfer Airport" infers "exclusivity for this purpose" which is exactly what the TRB intended rather than a general purpose facility like Wayports.

11. Wayports is an FAA name. Remote Transfer Airports is a TRB name that has no current visibility or recognition level.

12. The Task Force recommends study of specific problems to be solved and apparently concluded Wayports is not a specific proposal. The specific problem being addressed by Wayports is the lack of systemwide airspace and airport capacity and the need to avoid potential gridlock.

The Task Force obviously did not understand Wayports at the time their report was written (June 18, 1990). However, the FAA does understand and should not endorse a report that is going to create controversy and bring criticism on the Agency. There are too many people in the industry, media, and Congress, who understand the concept of Wayports, especially that it is not limited to near-term benefits. The Agency itself in many published documents has synonymously referred to Wayports as Remote Transfer Airports which I have strenuously objected to since October 1988.

My fears about the confusion this would cause are reflected in the Task Force report. Unfortunately, FAA has done little to clear up the confusion and has chosen to restrict and limit debate and discussion of Wayports.

  
James E. Sheppard