MILITARY AIRFIELD CONVERSION

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Motivation for Conversion
Conversion Process
Sample Conversions (MAP candidates)
Conclusions & Recommendations
Photo: Atlanta Army Airfield which closed in June 1946, now Hartsfield International in Atlanta
Photo: WWII Shot of Orchard Place/Douglass Field in 40’s.
Project Questions?

- What is the process?
- What common attributes?
- How do I get selected for Military Airport Program (MAP)?
Why Convert?

- Financial – “Free”
- Land Use – Leg work is done.
- Demand – Build it and they will come
- Economic Boost – Following BRAC
Military Airport Program

- Subset of FAA Airport Improvement Program (AIP).
- MAP shares $30+ million set aside (4% of AIP).
- Secretary of Transportation can select up to 15 airports/year to share (delegated through FAA)
Since 1990, FAA has provided $563 million.

Funds projects that facilitate conversion.

Requirements:

- FAA: Must show that it can reduce delay at major airport with over 20,000 hours of annual delays.
- Secretary of Transportation: Be located in or near an area where development would lead to increased airport capacity*. 

*GAO/RCED -94-209, 6
Conversion of Cecil Field NAS to Civilian Airport

- “Successful” conversion
- Closed in 1999; 7000 jobs lost.
- 176 flights/day, 0% commercial
- 13 miles from Jacksonville International
“Problematic” conversion

Stewart AFB closed in 1970

145 flights/day, 12% commercial

65 miles from La Guardia
Current MAP Recipients

1. Riverside Municipal, CA
2. San Bernardino International, CA
3. Phoenix-Mesa Gateway, AZ
4. Chippewa County International, MI
5. Sawyer International Airport, MI
6. Okaloosa Regional Airport, FL
7. Alexandria International Airport, LA
8. Griffiss Airpark, NY
9. Clinton County/Plattsburgh International Airport, NY
10. Portsmouth International Airport, NH
Where are they?
Riverside Municipal (RAL)

- Small regional airport
- 2 R/Ws, 525 acres, 216 flights/day
- General Aviation
- Ontario/LAX – 15 miles
San Bernardino International (SBD)

- LA Metro Area
- 1 R/W, 1329 acres, 67 flights/day
- Cargo
- Ontario – 20 miles
Exceptional growth area, 30% in 8 years

3 R/Ws, 3020 acres, 631 flights/day

General Aviation

Phoenix – 10 miles
Chippewa International (CIU)

- Northern Michigan

- 2 R/Ws, 1850 acres, 46 flights/week

- Commercial (Limited)

- Detroit @ 269 miles
Sawyer International (SAW)

- Northern Michigan
- 1 R/W, 2100 acres, 62 flights/day
- General Aviation, Limited Commercial
- Wisconsin- 174 miles
Alexandria International (AEX)

- Small regional airport serving central LA
- 2 R/Ws, 2284 acres, 117 flights/day
- General Aviation
- New Orleans – 226 miles
Northwest Florida Regional (VPS)

- Central Florida O/D
- 2 R/Ws, 1300 acres, 345 flights/day
- Commercial and Military Aviation
- Tallahassee – 153 miles
Clinton Country/Plattsburg (PBG)

- “Montreal’s US Airport”
- 1 R/W, 2000 acres, only 26 flights/day
- General, Limited Commercial Aviation
- Montreal – 20 miles
Griffiss International (RME)

- Rome, NY

- 1 R/W, 1680 acres, 131 flights/day

- General Aviation

- Syracuse – 46 miles
Portsmouth International (PSM)

- A.k.a Pease
- 1 R/W, 3000 acres, 119 flights/day
- General Aviation
- Boston– 57 miles
General Attributes

- Mostly general aviation with limited commercial flights.
- Some airports selected for development reasons in remote areas (northern Michigan)
- Multiple longer than average R/Ws, larger than normal operating acreage.
Reliever Airports?

1. Riverside - Reliever
2. San Bernardino - Cargo
3. Phoenix-Mesa - Reliever
4. Chippewa County – Limited
5. Sawyer – Too rural
6. Northwest Florida Regional – More O/D
7. Alexandria – Regional O/D
8. Griffiss Airpark, NY - Reliever
9. Clinton/Plattsburgh – Reliever
10. Portsmouth International Airport, NH - Reliever
What is the process and where do I start when considering conversion of a military airfield to civilian airport?

What common attributes do converted military airports share (if any)?

Are there any common attributes for selection to the Military Airport Program (MAP)?
Conclusions and Recommendations

- Convert wherever and whenever possible
- Play with the hand you are dealt
- Match operations to meet local demand
- Engage with FAA early in conversion process to get assistance