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## **New York Airways Collection - Conference on Airports for the Future, Institution of Civil Engineers [UK], 1967**

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### 13 Port of New York Authority

J. R. WILEY  
Director of Aviation  
Port of New York Authority

The rate of growth of the aviation industry has the effect of rendering obsolete the most advanced projects even while they are in the planning stage. Airport operators have an obligation to prepare for the demands of tomorrow's air traffic, even while coping with today's complex problems. This requires careful planning, based upon sophisticated forecasting and knowledge of the plans of the airlines and the aircraft manufacturers.

Statistical analyses, plus the guidance of history, indicate that at John F. Kennedy International Airport air passenger volumes will double, air cargo shipments will increase three-fold, and aircraft movements will increase by one-third within the next decade. This prognosis considers the effect upon traffic of the introduction into service of high-capacity subsonic and supersonic transports.

In addition to planning for a fourth major airport to serve the New Jersey-New York metropolitan region, the Port of New York Authority is redeveloping Newark Airport at a cost of about \$200 000 000 and will expand Kennedy International Airport at a cost of about \$150 000 000. A \$150 000 000 redevelopment of La Guardia Airport has just been finished.

The new high-capacity aircraft will create new problems in baggage handling, hotel and restaurant services and ground access to the airport, among others. Fresh approaches to cargo handling must be considered because of the phenomenal growth of this segment of aviation. Automation, such as its application in the new BOAC and Pan American cargo buildings at Kennedy, will help accommodate the volumes of the future. Support systems for containerized cargo operations may one day require docks permitting simultaneous loading on several deck levels.

Airport operators must seek the co-operation of many agencies - highway planning departments, customs and immigration authorities, the airlines, the aircraft manufacturers - to achieve the orderly approach to aviation's common problems, necessary if our society is to enjoy fully the social, economic and cultural advancement created by aviation technology.

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