

## Air Freight Infrastructure

Air cargo is suited to goods with a high time value, such as perishables, electronic parts, apparel, shoes, printed material, and pharmaceuticals. Because of time advantages, shippers are willing to pay higher transportation costs to deliver goods in days versus weeks and, thus, are more likely to pay higher costs to ensure reliable, rapid delivery.

A fraction of one percent of freight is carried in and out of the OCARTS area via air carrier operations, a trend typical for all of Oklahoma’s air freight movements. The OCARTS area does not contain a major hub airport and therefore has no significant portion of through-freight transported by air. Although representing only a small portion of total shipments, air carrier operations are critical, because they have a higher proportionate share of high value shipments and carry the full load of airmail operations. The majority of OCARTS air freight is handled through the only commercial airport in the metropolitan area—Will Rogers World Airport.

The Will Rogers World Airport terminal is located approximately two miles from State Highway 152 and four miles from Interstate 44. A general warehouse at Will Rogers World Airport offers storage that can accommodate a wide variety of goods and containers, including intermodal containers on chassis. The warehouse is accessible via Interstate 44. Neither the air freight terminals nor the airport warehouse have direct access to rail service. However, the Burlington Northern Santa Fe railroad borders the northwest corner of the airport.

The Port Authority at Will Rogers World Airport is the governing board of Oklahoma's largest Foreign Trade Zone (FTZ), having responsibility for a 41-county region in central and western Oklahoma. FTZs are sites within the U.S. where foreign and domestic goods are considered to be international commerce. Goods are admitted to the zone without formal U.S. Customs entry and the payment of duty is deferred and, under certain circumstances, reduced or eliminated. Within the zone, goods may be stored, tested, relabeled or repackaged, exhibited, mixed with domestic and/or foreign material, and used in assembly or manufacturing processes. Goods or finished products from a FTZ entering the U.S. commerce are subject to duty and taxes. Goods or finished products exported and destined for international commerce from the zone are not subject to duty and taxes.

Table 10.4 reflects the 2002 inbound and outbound airfreight tonnage within the OCARTS area and its anticipated growth through the forecast year.

**Table 10.4: 2002 and 2035 Inbound and Outbound Freight Transported by Air**

FREIGHT	2002 TONNAGE	2035 TONNAGE	2002-2035 % CHANGE	ANNUAL AVERAGE GROWTH RATE
Inbound	4,604	7,882	71.21%	1.64%
Outbound	6,272	9,867	57.32%	1.38%
Total Air	10,876	17,749	63.20%	1.50%

Source: Freight Analysis Framework, Version 2, Federal Highway Administration, 2002