Ambergris Caye
BELIZE

IDB - Strategic Development Plan

The Inter-American Development Bank (IDB)

Strategic Plan for the Sustainable Development of Ambergris Caye

IDB Inter-American Development Bank

IDOM

IDB

belize

Inter-American Development Bank

Ambergris Caye **Belize**

IDB - Strategic Development Plan

Strategic Development Plan (2025–2045)

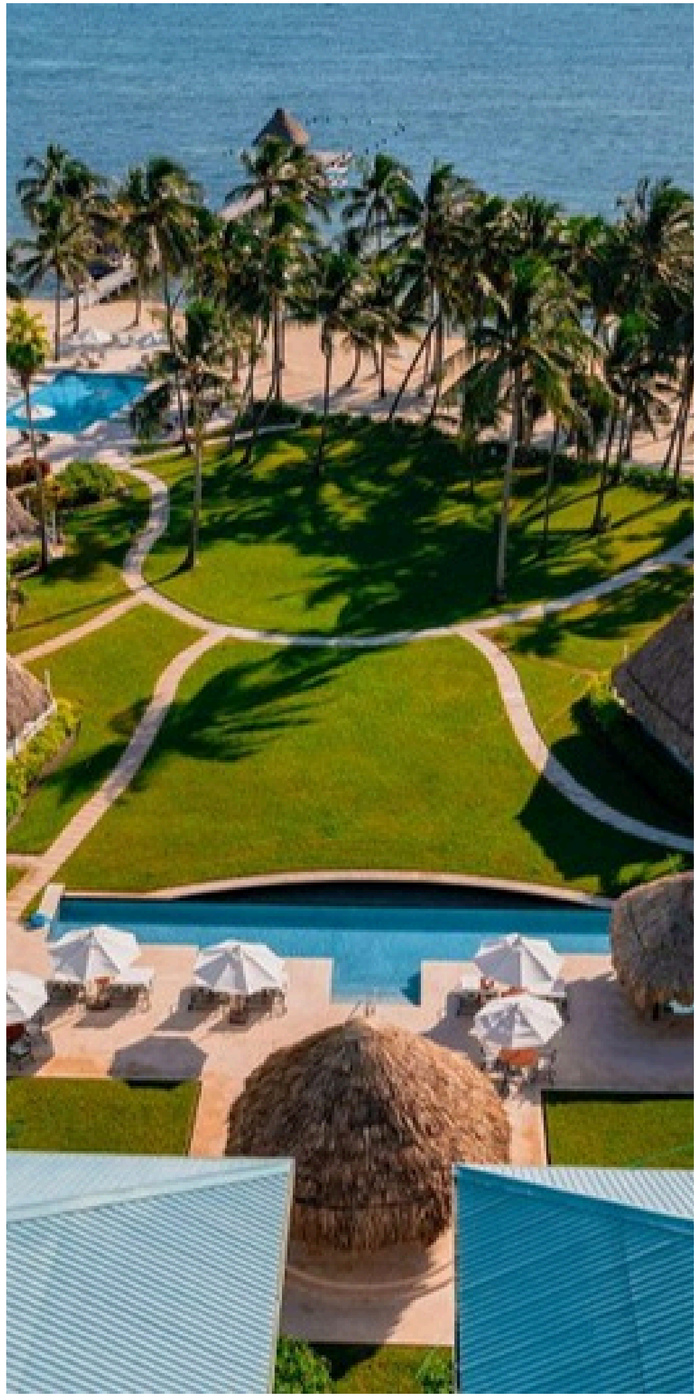
Outlines a vision for sustainable growth, focusing on:

1. Construction of a new international airport.
2. Upgrades to water, sewage, and electricity systems.
3. Development of healthcare facilities and housing.
4. Enhancement of transportation infrastructure.

The plan, backed by the Inter-American Development Bank (IDB), aims to invest over $300 million in infrastructure improvements.

IDOM

IDB



IDB Inter-American Development Bank

Ambergris Caye **Belize**

IDB - Strategic Development Plan

Key Points

- Build new roads to link the West, South, and North sides of the Caye.
- Develop new international airport infrastructure.
- Strengthen the transportation hubs.
- Construction of health facilities with high service standards.
- Extension of the tourist development corridor.
- Develop housing nodes that offer services to the tourist industry.
- Develop facilities that improve the quality of life.

IDOM

IDB

AMBERGRIS CAYE ACTION PLAN

CARRYING CAPACITY

THEMATIC AXES	TA1 SUSTAINABLE AND INTEGRATED URBAN DEVELOPMENT					TA2 NATURAL HERITAGE AND ENVIRONMENTAL CONSERVATION		TA3 COMPETITIVE AND SUSTAINABLE ECONOMY	
STRATEGIC LINES	SL 1 Sustainable Territory	SL 2 Sustainable Mobility	SL 3 Neighborhood improvement and housing access	SL 4 Public space and urban facilities	SL 5 Public services	SL 6 Protection and restauration of high value ecosystems and adaptation to climate change		SL 7 Inclusive and sustainable tourism	SL 8 Local economy and opportunities
SPECIFIC OBJECTIVES	SO 1 To develop a compact and efficient territory, controlling urban growth.	SO 2 To optimize connectivity and diversify modes of transportation on the island.	SO 3 To qualify housing conditions, improving deficient sectors and implementing housing projects.	SO 4 To expand the coverage of public spaces and qualified urban facilities on the island.	SO 5 To extend and optimize the coverage of public services.	SO 6 To develop local capacity for the protection and restoration of ecosystems of high heritage and ecological value in the Caye.	SO 7 To promote initiatives to adapt to the risks derived from climate hazards.	SO 8 To strengthen and diversify tourism activities, including attractions for highend tourists.	SO 9 To strengthen the local economy associated with tourism and its value chain through sustainable processes.

PLANS AND PROJECTS

PRE-INVESTMENT (PLANS)

- P01 Land Use Plan and its urban standards
- P02 Recovery plan for the foundational center
- P03 Sustainable mobility plan (land, maritime, air and active mobility and public transportation system)
- P04 Neighborhood improvement and land development Master Plan
- P05 Master Plan for facilities
- P06 Master Plan for public space
- P07 Master plan for public services (water, sewage, sanitation and energy)
- P08 Master Plan for natural protected areas
- P09 Territorial plan for disaster risk management and the effects of climate change
- P10 Update of the sustainable tourism plan for the island with regenerative tourism strategies and destination certification process
- P11 Sustainable economic strengthening and local opportunities plan

INVESTMENT (PROJECTS)

- P01 Recovery of traditional façades in downtown San Pedro
- P02 Expansion and improvement of road infrastructure
- P03 Implementation of a public bicycle system
- P04 Creation of tourist walk (Promenade) on San Pedro
- P05 Promote the ecological line of public-private river transportation
- P06.1 Integral improvement of highly vulnerable sectors in San Mateo
- P06.2 Integral improvement of highly vulnerable sectors in San Juan
- P06.3 Integral improvement of highly vulnerable sectors in San Pedrito
- P07 Urban Housing Development for the North (Cayo Frances)
- P08 Housing improvement
- P09 New Housing Development
- P010 Construction of educational facilities
- P011 Construction of Health Centers
- P012 Construction of parks and green areas
- P013 Expansion of the water and sewerage network
- P014 Sustainable waste management program
- P015 Incentive program for the reconversion and implementation of renewable energies
- P016 Optimization of connectivity and communications
- P017 Electrical network expansion plan
- P018 Preservation and recovery of existing mangrove and seagrass cover and coral reefs
- P019 Strengthening environmental education and conservation of the island's natural resources
- P020 Preparation and updating of risk and climate change studies
- P021 Monitoring of risk, threatening phenomena and climate change and its effects
- P022 Capacity building of local communities from the MRED approach.
- P023 Public and private strategy for E-Vehicles
- P024 New Ambergris Caye Airport
- P025.1 Optimization of Cargo Port
- P025.2 New Northern Cargo Port
- P026 Reorganization of docks and creation of tourist marinas
- P027 Formulation of the Urban Furniture and Signage guide and identification of tourist sites
- P028 Strengthening the capacities of the local population linked to tourism services
- P029 Local capacity strengthening for business development

INSTITUTIONAL STRENGTHENING AND COMMUNITY ENGAGEMENT

Source: IDOM, 2023

AMBERGRIS CAYE ACTION PLAN PROJECT PRIORIZATION

INFRASTRUCTURE OF NATIONAL INTEREST

Infrastructure projects considered of **High Interest by the National Government** are prioritized due to their **importance for the economic and tourism development** of Ambergris Caye.

PROJECT	DESCRIPTION
PR23	New Ambergris Caye Airport
PR02	Expansion and improvement of road infrastructure
PR13	Expansion of the water and sewerage network
PR15	Incentive program for the reconversion and implementation of renewable energies
PR24.1	Optimization of Cargo Port
PR24.2	New Cargo Port
PR7	Urban Housing Development for the North (Cayo Francés)
PR05	Promote the ecological line of public private water transportation

TIMING AND CARRYING CAPACITY

This criteria includes projects directly related to **current and future carrying capacity variables.** Projects PR13/16 and PR10 will be developed in stages, according to the deficit indicators and conditions established in the model.

PROJECT	DESCRIPTION
PR6.1	Integral improvement of highly vulnerable sectors San Mateo
PR6.2	Integral improvement of highly vulnerable sectors San Juan
PR6.3	Integral improvement of highly vulnerable sectors and San Pedrito
PR13	Expansion of the water and sewerage network
PR10	Construction of educational facilities

MULTICRITERIA PRIORITIZATION

QUALITY OF LIFE

INSTITUTIONAL COORDINATION

This priorization is based on **4 weighted parameters**, which were used to evaluate the **final impact of the projects on sustainable development of the Caye.** Each parameter had a max. score of 5 points and a min. of 0 points.

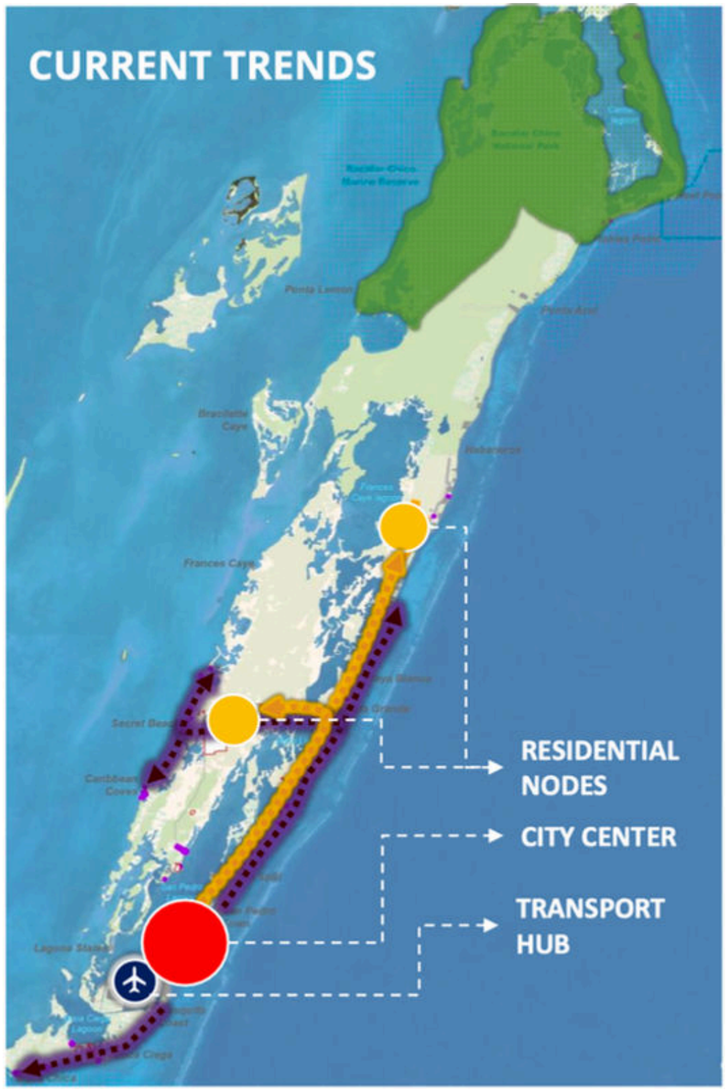
SUSTAINABLE FINANCING

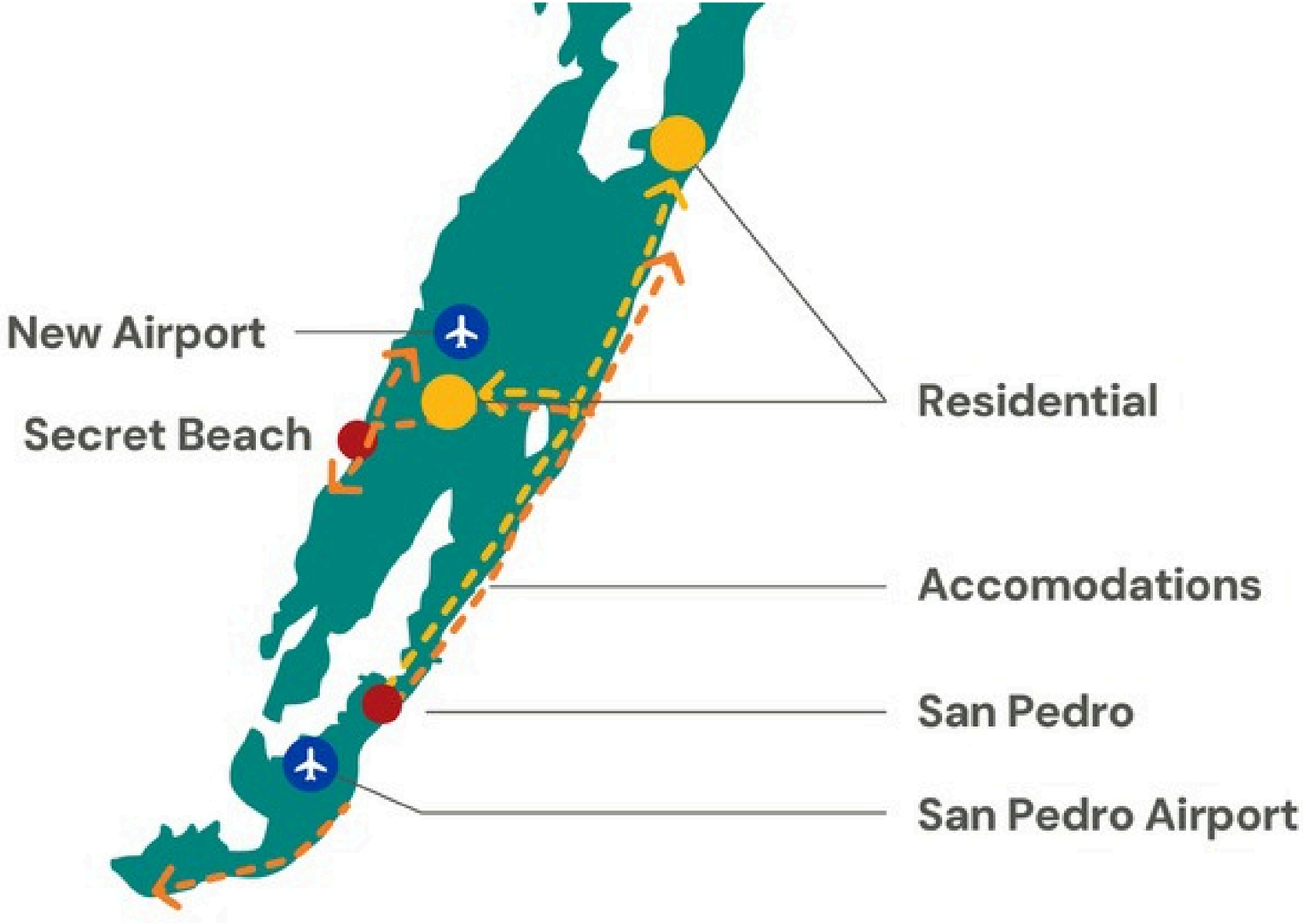
IMPLEMENTATION TIMING

PROJECT	DESCRIPTION	EVALUATION
PR15	Incentive program for the reconversion and implementation of renewable energies	4.4
PR8	Housing improvement	4.4
PR11	Construction of Health Centers	3.5
PR12	Construction of parks and green areas	3.4
PR26	Reorganization of docks and creation of tourist marinas	3.3
PR14	Sustainable waste management program	3.3
PR17	Electrical network expansion plan	3.3
PR19	Strengthening environmental education and conservation of the island's natural resources	3.3
PR04	Creation of tourist walk (Promenade) in San Pedro	3.1
PR20	Preparation and updating of risk and climate change studies	2.9
PR21	Monitoring of risk, threatening phenomena and climate change and its effects.	2.9
PR03	Implementation of a public bicycle system, including bike lines	2.8
PR28	Strengthening the capacities of the local population linked to tourism services	2.8
PR29	Local capacity strengthening for business development	2.8
PR18	Preservation and recovery of existing mangrove and seagrass cover and coral reefs	2.7
PR05	Promote the ecological line of public-private water transportation	2.6
PR16	Optimization of connectivity and communications	2.5
PR01	Recovery of traditional façades in downtown San Pedro	2.5
PR22	Capacity building of local communities from the MRED approach	2.3
PR27	Formulation of the Urban Furniture and Signage guide and identification of tourist sites.	2.3

Ambergris Caye **Belize**

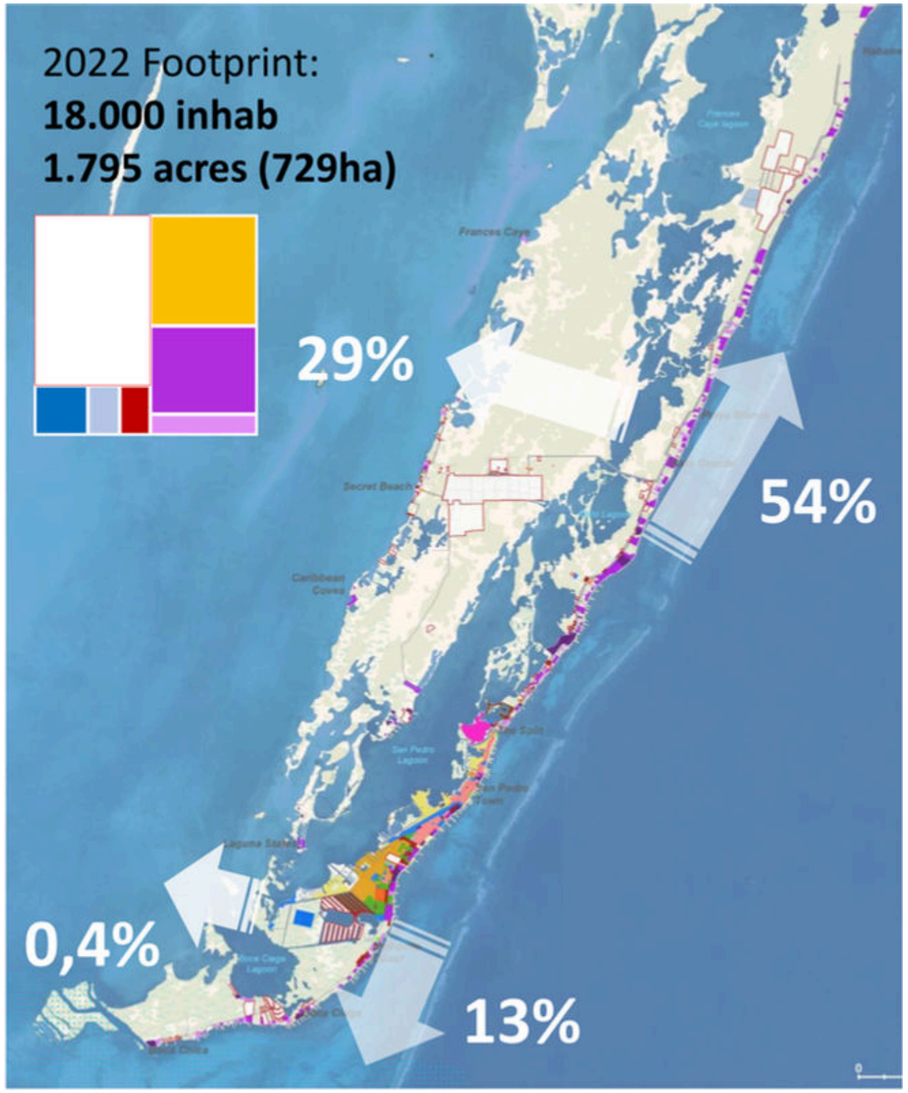
Inter-American Development Bank

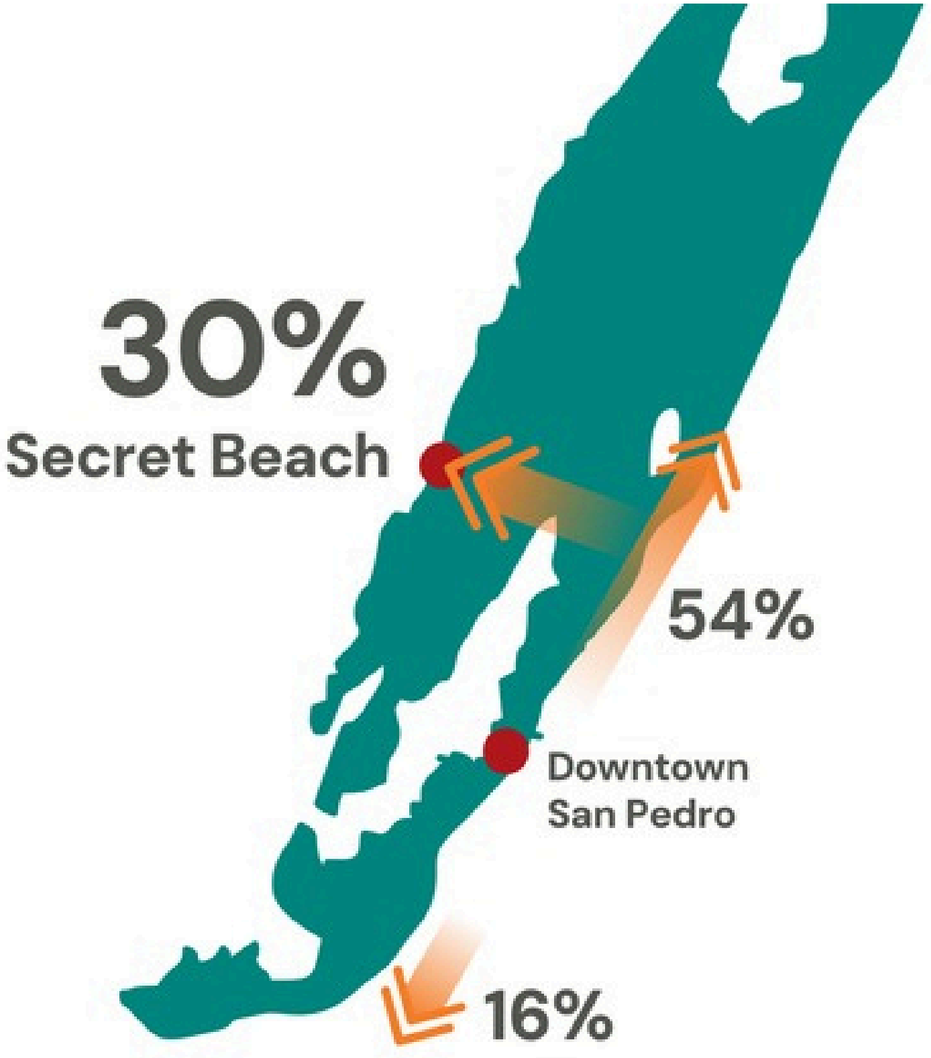




Ambergris Caye **Belize**

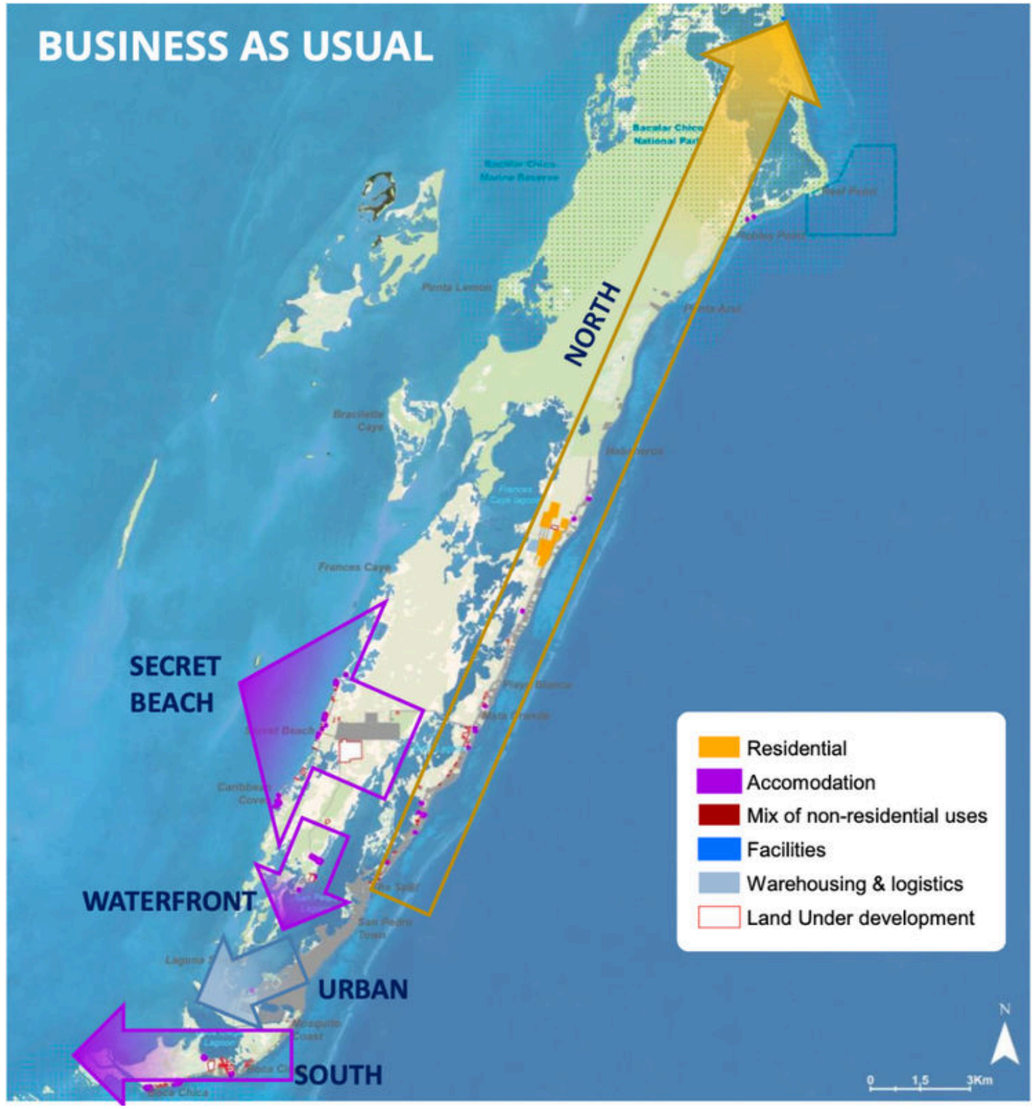
Inter-American Development Bank





Ambergris Caye **Belize**

Inter-American Development Bank



Ambergris Caye **Belize**

Inter-American Development Bank

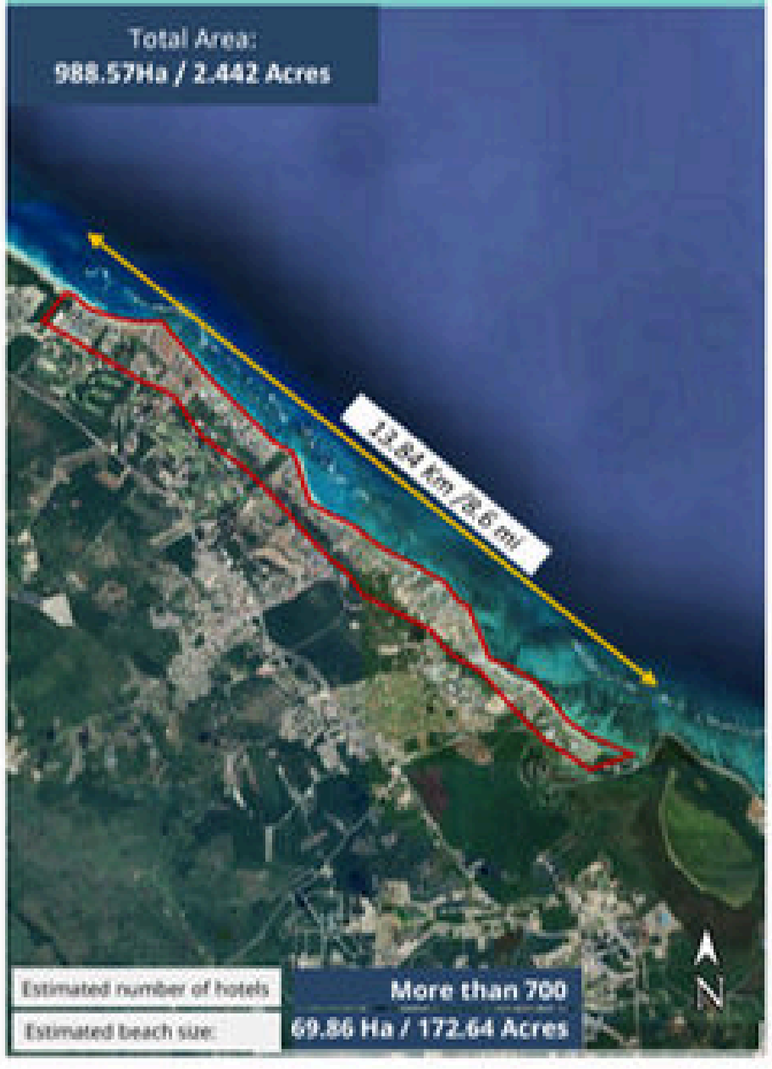
Source: IDOM, 2023

BENCHMARK

SCALE ANALYSIS

Cancun – Mexico

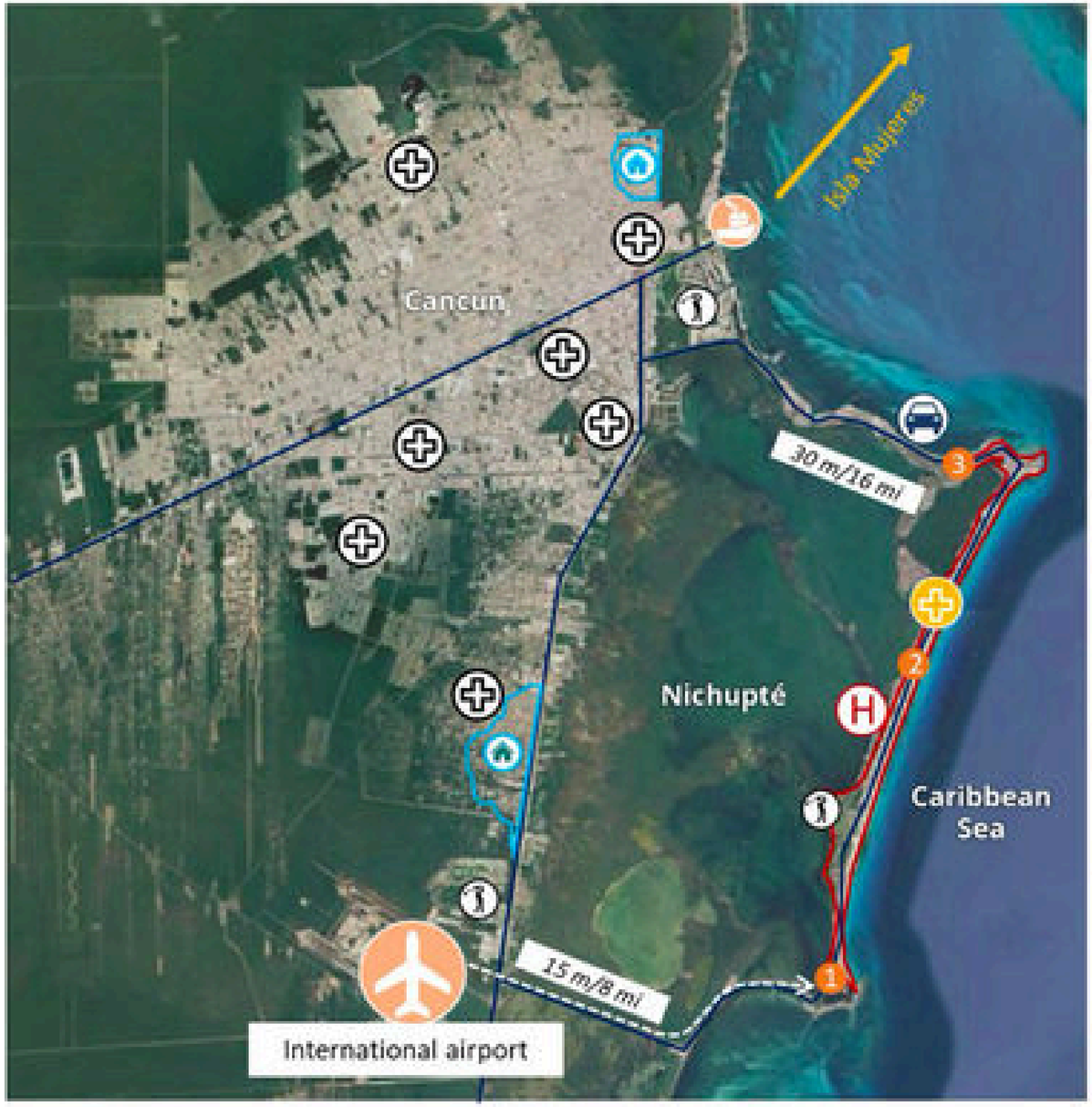
Punta Cana – Dominican Republic



Ambergris Cay - Belize

BENCHMARK

CITY CONTEXT CANCUN (MEXICO)



SIZE & COMPOSITION	**452 mi2 – COASTAL CITY**
POPULATION	**777,615 inhabitants** (According to the 2020 census)

Distance and time mobilization analysis

POINT	Distance and Time	Port	Hospitals	International Airport	Main Roads	Employee's Residence Zone	Golf Course
3	Distance	7 Mi	3.7 Mi	16 Mi	17.8Mi	10.1Mi	
	Time	16 Min	10 Min	30 Min	38 Min	18 Min	
2	Distance	11.3 Mi	2.2 Mi	11.8 Mi	12.6 Mi	13.6 Mi	
	Time	26 Min	7 Min	21Min	34 Min	23 Min	
1	Distance	17.3 Mi	6.4 Mi	8 Mi	8.3 Mi	11 Mi	
	Time	32 Min	14 min	15 Min	32 Min	33 Min	

Hospitals · Hotel Infrastructure Zone · Port · International Airport · Main Roads · Employee's Residence Zone · Golf Course

- International airport
- Public and private transportation system
- Employee housing
- Health services infrastructure

Source: IDOM, 2023

BENCHMARK

CITY CONTEXT PUNTA CANA (DOMINICAN REPUBLIC)

SIZE & COMPOSITION	183 mi2 – COASTAL CITY
POPULATION	**43,982 inhabitants** (According to the 2010 census)

Distance and time mobilization analysis

POINT	Distance and Time	Hospitals	Hotel Infrastructure Zone	Port	International Airport	Main Roads	Employee's Residence Zone	Golf Course
1	Distance	15.6 Mi	7.6 Mi	10.1 Mi	9.4 Mi	9.1 Mi		
	Time	43 Min	22 Min	30 Min	23 Min	25 Min		
2	Distance	14.7 Mi	4.7 Mi	14.9 Mi	3.3 Mi	12.4 Mi		
	Time	41 Min	19 Min	42 Min	9 Min	28 Min		
3	Distance	16.5 Mi	6.7 Mi	16.7 Mi	6 Mi	16.15 Mi		
	Time	36 Min	14 min	37 Min	15 Min	35 Min		

- Tourist zone in consolidation
- International airport
- Public and private transportation infrastructure
- Employee housing
- Health services infrastructure

Source: IDOM, 2023

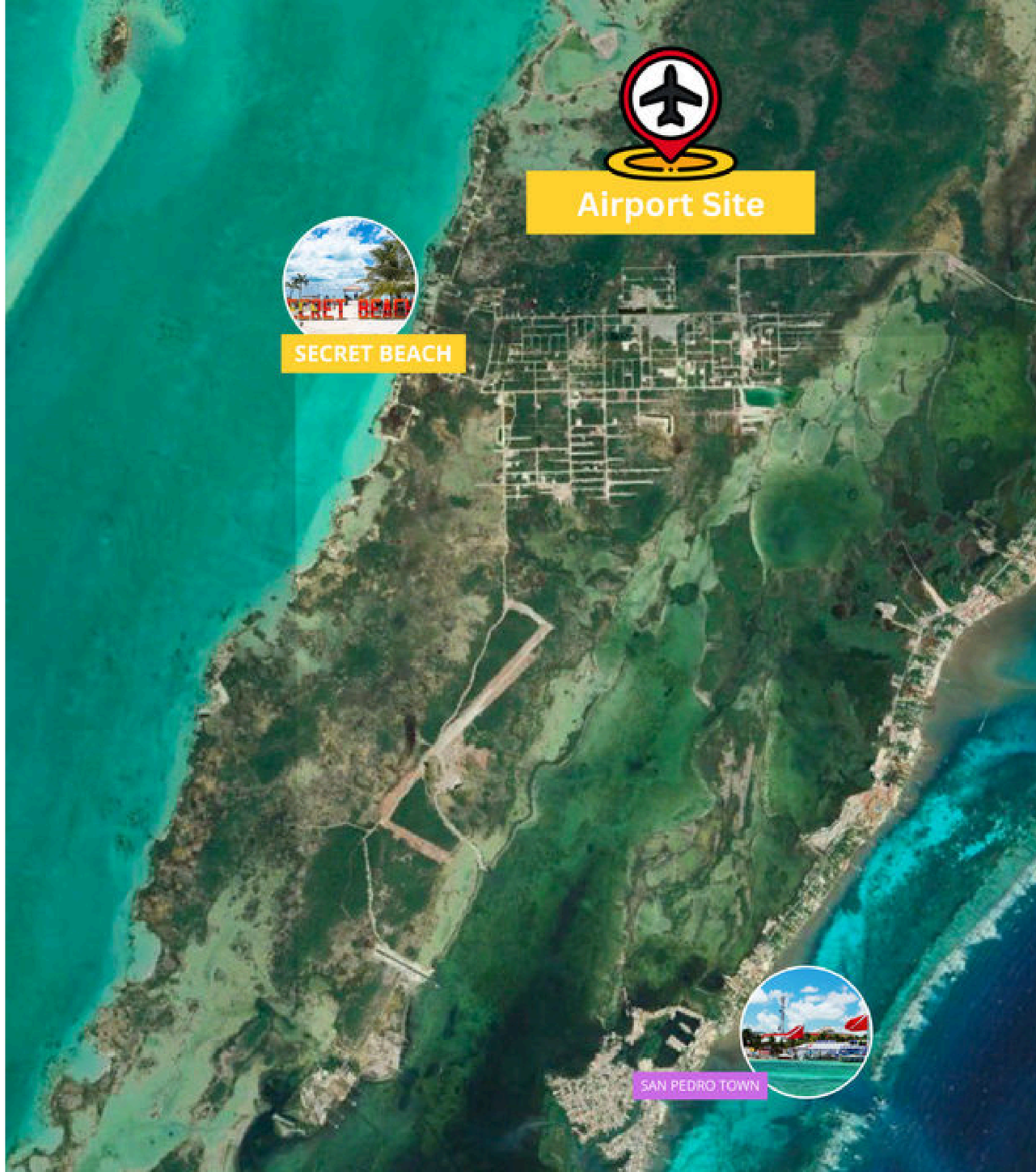
Inter-American Development Bank

New Airport

Ambergris Caye

IDB - Strategic Development Plan

The Government of Belize, in collaboration with the Inter-American Development Bank (IDB), has officially launched plans for a brand-new international airport on Ambergris Caye.



New Airport

Ambergris Caye

IDB - Strategic Development Plan

The site for the airport location is 494 acres, with a proposed runway length of 8,800 linear feet (2,700 meters).

Designed to accommodate aircraft such as the Boeing 737 or Airbus A320 for international flights.

This strategic location will open up new possibilities for direct international arrivals, as well as charter and private flights.

1 SECRET BEACH SITE

Road distance:
5,84 Miles (Estimated section 50 Ft)

Distance to San Pedro Center :
7,64 Miles

Time to San Pedro Center :
18 min*

Road cost:
3.052.000 USD

Estimated lots Intervention :
349

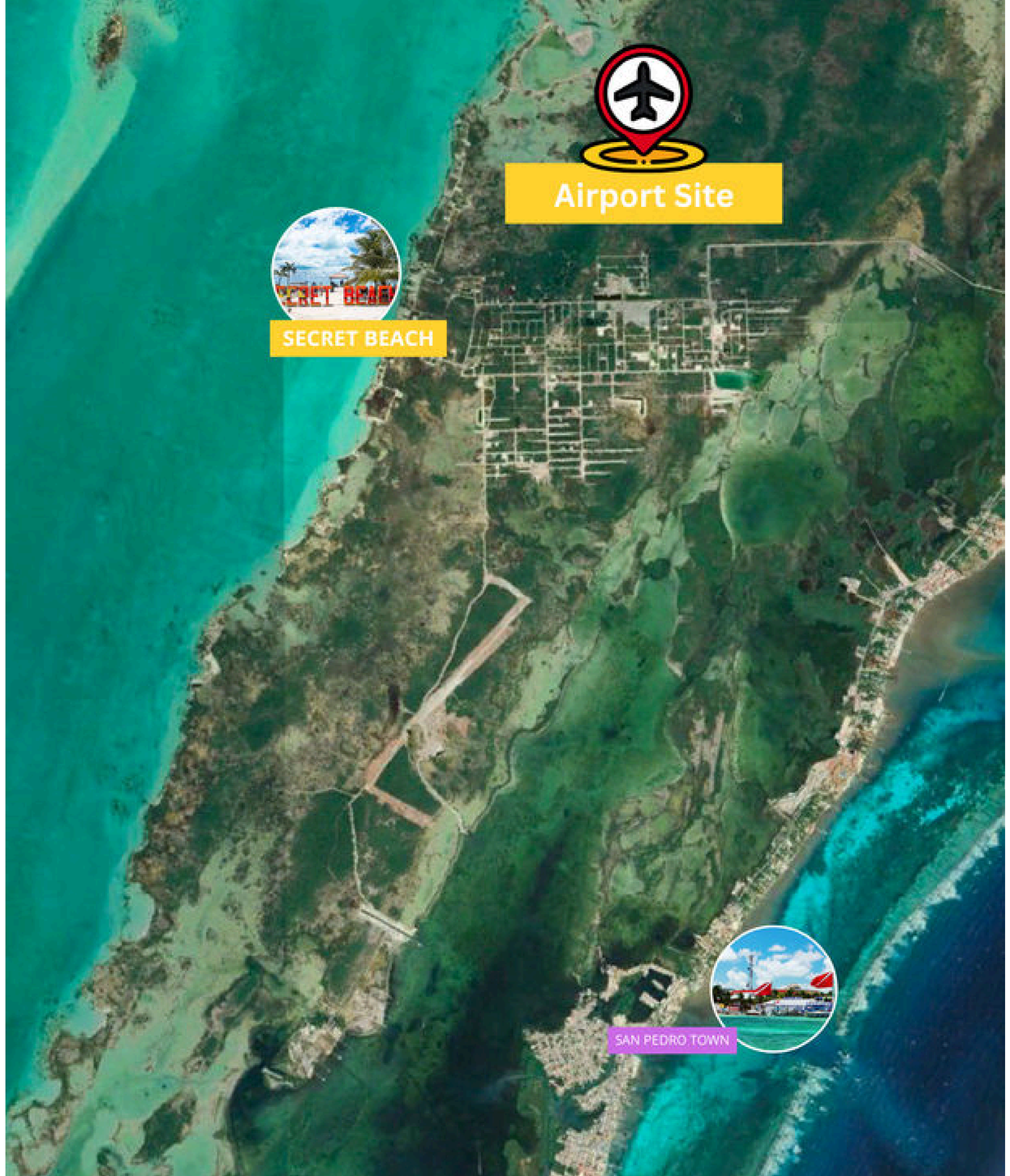
Estimated Speed:
*25 Mph

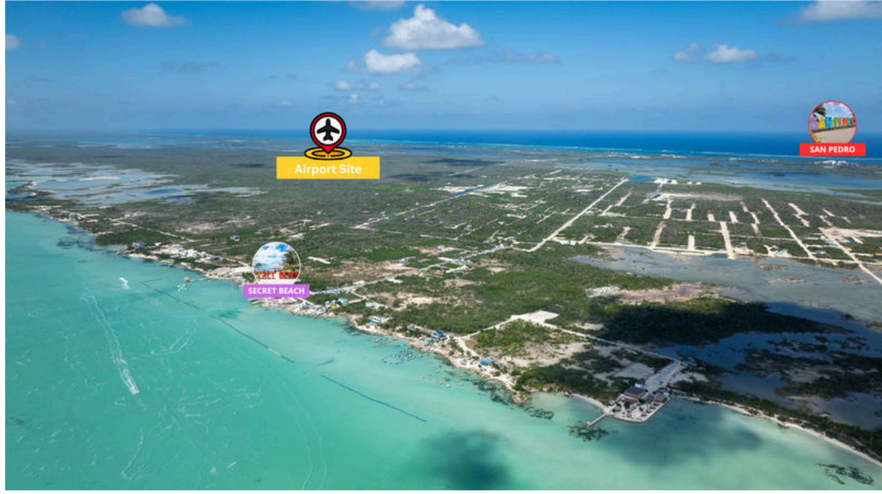
It is important to emphasize that in this option, the construction of the boulevard should not be prioritized. Instead, the existing roads should be improved, as can be seen in the next slide with the section of road improvements

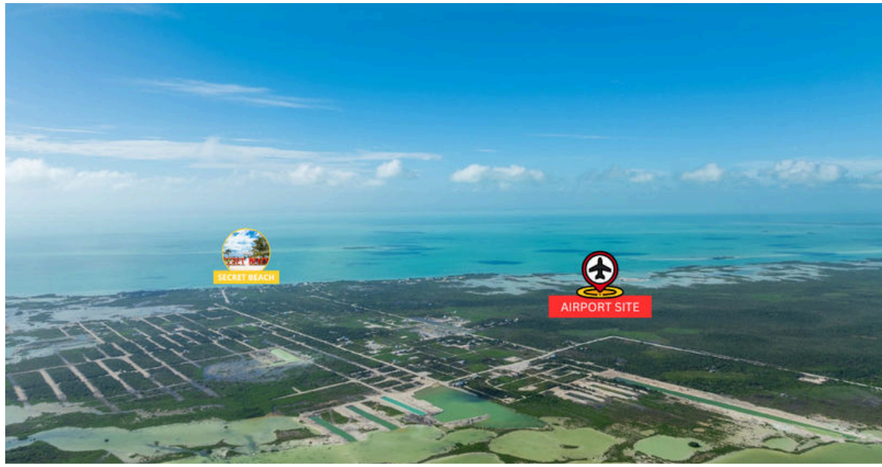
To build the vision of the desired airport for Ambergris, additional analysis was carried out with airport experts, **including an analysis of potential locations** and a **benchmark of 10 similar cases** such as Juan Manuel Gálvez International Airport (Rotan/Honduras).(Rotan/Honduras), Key West International Airport(Key West/United Sates) and JAGS McCartney International Airport (Turks and Caicos Islands)

SITE AREA	**494 acres** 200 ha	**POTENTIAL RUNWAY LENGHT**	**8,800 ft** 2,700 m	Potential use for mid-range aircraft models such as B737 or A320, and suitable for international flights

IDB


Airport Site
SECRET BEACH
SAN PEDRO TOWN


Airport Site
SECRET BEACH
SAN PEDRO


SECRET BEACH
AIRPORT SITE

Airport Site
SECRET BEACH
SAN PEDRO

PLANNED GROWTH
Bacalar Chico
National Park
Hol Chan
Marine Reserve
Frances
Caye
NEW
ARIPORT
Caribeville
West
San Pedro
Lagoon
San Mateo
San Pedro
Town
Tarpon Bay
2022-2030
2030-2035
2035-2040
2040-2045
Beyond 2045

0 0,5 1 Miles
Frances
Caye Lagoon
Hol Chan
Marine Reserve
Secret
Beach
Mato
lagoon
Caribeville
West
San Pedro
Lagoon
San Pedro
lagoon
San Mateo
San Pedro
Town
Boca Ciega
lagoon
< 100.000 sqft 3 stories, >100.000 sqft 5 Stories
<500.000 sqft 4 stories , >500.000 sqft 7 stories
<500.000 sqft 4 stories, >500.000 sqft 7 stories
<500.000 sqft 4 stories, >500.000 sqft 7 stories,
Depends on the proximity to the airport

1 SECRET BEACH SITE

Road distance:
5,84 Miles (Estimated section 50 Ft)

Distance to San Pedro Center:
7,64 Miles

Time to San Pedro Center:
18 min*

Road cost:
3.052.000 USD

Estimated lots Intervention:
349

Estimated Speed:
*25 Mph

It is important to emphasize that in this option, the construction of the boulevard should not be prioritized. Instead, the existing roads should be improved, as can be seen in the next slide with the section of road improvements

To build the vision of the desired airport for Ambergris, additional analysis was carried out with airport experts, **including an analysis of potential locations** and a **benchmark of 10 similar cases** such as Juan Manuel Gálvez International Airport (Rotan/Honduras).(Rotan/Honduras), Key West International Airport(Key West/United Sates) and JAGS McCartney International Airport (Turks and Caicos Islands)

SITE AREA	**494 acres** 200 ha
POTENTIAL RUNWAY LENGHT	**8,800 ft** 2,700 m

Potential use for mid-range aircraft models such as B737 or A320, and suitable for international flights

Ambergris Caye Airport Road Map

NUMBER OF PASSENGERS									
YEAR	2022	Passengers % increase	2030	Passengers % increase	2035	Passengers % increase	2040	Passengers % increase	2045
# OF PASSENGERS PER YEAR	16,582	7,673	24,255	8,751	33,006	9,126	42,132	11,628	53,760
# OF PASSENGERS PER WEEK	318	178	496	137	633	175	808	223	1031

- ✓ **Improvement of Safety Infrastructure** for Aircraft Takeoff and Landing, **extension of the Runway** and **Construction of a Control Tower**
- ✓ **Expansion of the terminal** (including the purchase of neighboring lots) the airport's demand **is projected to increase by 7,673 passengers** in operations by **2030.**
- ✓ **Prefeasibility Studies for the new airport**
- ✓ **Feasibility Studies for the new airport**

The potential optimization of the airport improves current operations but does not allow for the landing of larger aircraft due to the urban conditions of its location.

Optimization of the San Pedro Airport (2025- 2027)

Pre-investment studies (2025-2027)

- ✓ **Prefeasibility Studies for the new airport**
- ✓ **Feasibility Studies for the new airport**
- ✓ **Final designs for the new airport**

Construction of Phase 1

- ✓ **Runway, Taxiway, Stopway, Apron, Ramp**
- ✓ **Passenger and cargo terminal**
- ✓ **Emergency and security systems**
- ✓ **Hangars, aircraft Stands, Fuel Depot, Control Tower**
- ✓ **Parking lot (Cars)**

PHASE 1 Construction (2027-2029)

PHASE 2 Expansion (2035-2037)

- ✓ **Expansion of Runway, taxiway, ramp, aircraft Stands, apron and terminals .**

- ✓ **Considering the existing concession of the Philip S.W. Goldson International Airport, from 2040, the new San Pedro airport could be planned as an international airport.**

International operation (2040)

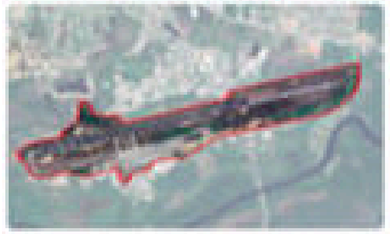
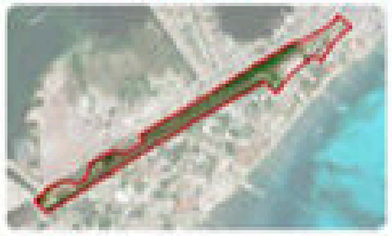
The 494.122 Acre (200 Ha) space is functional for an international airport.

- ✓ It is important to highlight the importance of land management for the future construction of the airport.
- ✓ Secure these lands to prevent invasion and use for other purposes.

A mobility component is crucial to ensure high-quality roads and infrastructure for efficient transportation to and from the airport.

- ✓ Good infrastructure and mobility systems are essential.

New Ambergris Caye Airport Comparisons

	Belize Philip S.W. Goldson International Airport	Belize San Pedro John Greif II Airport	Honduras Juan Manuel Gálvez International Airport	USA Key West Airport	Turks and Caicos Islands JAGS McCartney International Airport	Belize New San Pedro Airport
						
BEGINNING OF COMMERCIAL OPERATIONS	1943	1987	1990	1953	1984	2032
PASSENGERS PER WEEK	20.000	4.656	10.500	25.100	1.368	12.500
PASSENGERS PER YEAR	1.040.000	242.112	546.000	1.305.200	71.136	640.000
SIZE	333 acres (135 Ha) **without expansion zone**	27.66 acres (11.19 Ha) **without expansion zone**	167.67 acres (67.5 Ha) **without expansion zone**	165.58 acres (66 Ha) **without expansion zone**	255.68 acres (103 Ha) **without expansion zone**	**494.211 Acres (200 Ha)** **With expansion Zone**
LANDING TRACK LENGTH	0,52 Mile (3.02 Km.)	0,63 Mile (1.1 Km.)	1,36 Mile (2.2 Km)	1,05 Mile (1.7Km)	1,30 Mile (2.1 Km)	**1,55 Miles (2.5 Km)**
EXECUTION COST	Expansion Project: **130.000.000 USD** (2023)	Rehabilitation: **13.810.000 USD**	Initial Construction Phase (1968): **5.000.000 USD** Expansion and Renovation (2013): **7.800.000 USD** Runway Extension (2022): **8.000.000 USD**	Renovation (2009): **31.600.000 USD**	Concourse and Expansion (2022): **6.000.000 USD**	Prefeasibility (2021-2022) **5.000.000 USD** Initial Construction Phase (2040-2052) **35.000.000 USD** International Airport (2039-2040) **10.00.000 USD**
OPERATIONS	Commercial Private, Cargo, Military, Emergency and Medical	Small Commercial, Private	Commercial, Cargo, Private, Military	Commercial, Cargo, Private, Military	Commercial, Cargo, Private, Military	Comercial, Private, cargo

TARJETS

- Development of a Master Plan in phases
- Secure use landing to avoid invasions and illegal land use
- Economic viability
- Environmental and risk management
- Public safety
- Accessibility of road infrastructures* and proximity to urban centers

New Airport

Ambergris Caye

Comparable Facilities

- **Juan Manuel Gálvez International Airport**: Located on Roatán Island, Honduras, this airport has evolved from a modest facility in the 1970s to a modern international airport.
- **Key West International Airport (EYW):** Situated two miles east of downtown Key West, Florida. Despite its small size, it accommodates various aircraft and provides direct flights to major U.S. cities.
- **JAGS McCartney International Airport:** The main air hub for the Turks and Caicos Islands, located on Grand Turk Island. This airport, opened in 1990, primarily serves flights from North America and the Caribbean.

Source: IDOM 2024

1 Juan Manuel Gálvez International Airport

Location
Roatán, Honduras

Size /# Landing tracks and Length
167.67 acres (67.5 Ha) without expansion zone / 1 / 1.36 Mile (2.2 Km)

Regional / Domestic / International
Regional

Beginning of commercial operations
1990

Budget
- Initial Construction Phase (1988): **5.000.000 USD**
- Expansion and Renovation (2013): **7.800.000 USD**
- Runway Extension (2022): **8.000.000 USD**

Number of flights an passengers per week
245 Flights / 11.538 Passengers/ 47 Passengers per flight

Project Description
Juan Manuel Gálvez International Airport, located on the island of Roatán in Honduras, has undergone several significant phases of construction and development since its inception. Initially built in the 1970s to serve the growing tourism industry, the airport was a modest facility with a short runway and limited passenger amenities. In the early 2000s, recognizing the need to accommodate increasing tourist traffic, the airport underwent a major expansion. This included extending the runway to handle larger aircraft, building a new terminal to provide modern facilities for passengers, and improving air traffic control systems. Further upgrades were made in the 2010s, with enhancements to the terminal building, additional parking areas, and improved access roads, all aimed at enhancing the overall travel experience. Today, Juan Manuel Gálvez International Airport stands as a crucial gateway to the Bay Islands, blending modern infrastructure with the natural beauty of its surroundings.

Distinguishing factors

Infrastructure
- *Modern Facilities:* The upgraded terminal offers a range of amenities for passenger comfort and convenience.
- *Efficient Layout:* Designed to minimize wait times and ensure a seamless travel experience.
- *Runway Extension:* The extended runway accommodates larger aircraft, enhancing connectivity.

Sustainability
- *Environmental Considerations:* Efforts to minimize the airport's ecological footprint, given its proximity to sensitive marine environments.
- *Energy Efficiency:* Implementation of energy-saving technologies and sustainable practices in airport operations.
- *Culture Friendly and Hospitable Staff:* Reflects the warm and vibrant culture of the island, enhancing the traveler's experience.
- *Cultural Representation:* Incorporation of local art and cultural elements within the airport's design and facilities.

Benefits to the Region
- *Boost to Tourism:* Facilitates access to Roatán's beaches, diving spots, and other attractions, driving economic growth.
- *Job Creation:* Provides employment opportunities for local residents, both directly at the airport and indirectly through increased tourism.
- *Economic Development:* Enhances the region's infrastructure and services, benefiting the local community and businesses.

Level of Applicability

Image / Project Blueprint

Positive Impacts

- Connectivity
- Boosting Tourism
- Construction Phases
- Environmental Recovery
- Strategic Planning

Lessons Learned

- The airport plays a crucial role in connecting the Bay Islands of Honduras with the mainland and other international destinations.
- Its location on Roatán Island offers convenient access to other popular Bay Islands such as Utila and Guanaja.
- Providing a pleasant and efficient experience for travelers can positively impact the region's tourism industry.
- Strategic planning and continuous improvement are necessary to accommodate future growth and maintain high service standards.
- Environmental considerations, such as sustainable building practices and efficient waste management, are important for long-term operational success.
- Community engagement and support are vital in developing and maintaining airport facilities that meet the needs of both residents and visitors.

Source: IDOM 2024

2 Key West Airport

Location
Key West, United states

Size /# Landing tracks and Length
165.58 acres (66 Ha) without expansion zone / 1 / 1,05 Mile (1,7Km)

Regional / Domestic / International
Regional

Beginning of commercial operations
1953

Budget
- Renovation (2009): **31.600.000 USD**

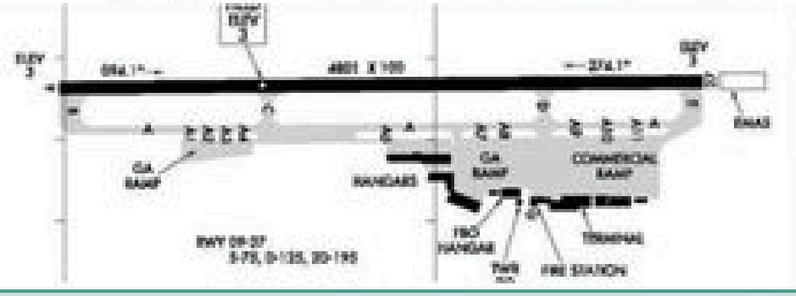
Number of flights an passengers per week
158 Flights / 18.000 passengers / 113 Passengers per flight

Project Description
Key West International Airport (EYW) is a public airport located just two miles east of downtown Key West, Florida, serving as the primary gateway for air travelers to the island. The airport features a charming, tropical-themed terminal that embodies the laid-back atmosphere of the Florida Keys. Despite its relatively small size, EYW accommodates various aircraft, including commercial airliners, private planes, and general aviation. The runway's proximity to the surrounding water offers passengers stunning views during takeoff and landing. EYW hosts several major airlines, providing direct flights to key cities such as Miami, Atlanta, Charlotte, and Dallas, making it a convenient entry point for tourists and residents. The terminal includes amenities like rental car services, ground transportation, convenient parking, dining options, a gift shop, and comfortable waiting areas. Known for its efficiency and friendly staff, EYW ensures a smooth travel experience, while its unique location and welcoming atmosphere make it a memorable part of any trip to the Florida Keys.

Distinguishing factors
- **Size and Facilities:** Despite its small size, the airport provides essential services such as car rental counters, gift shops, cafes, and a restaurant.
- **Limited Commercial Service:** Key West International Airport serves as a regional airport with limited commercial airline service, primarily connecting to major hubs like Miami and Fort Lauderdale.
- **Tourism Gateway:** As a key entry point to Key West, the airport plays a crucial role in supporting the tourism industry of the area, especially during peak seasons.
- **Convenient Location:** It's conveniently located just a few minutes from downtown Key West, making it easily accessible to tourists and locals alike.
- **Tourism Hub:** EYW is a major gateway for tourists visiting Key West, known for its vibrant arts scene, historic sites like Ernest Hemingway's home, and outdoor activities such as fishing, diving, and sailing. The airport plays a crucial role in supporting the local tourism industry.
- **Environmental Impact:** Due to its location in a sensitive ecological area, EYW operates with a focus on minimizing its environmental impact. Measures include noise abatement procedures and careful management of local wildlife and habitats.
- **General Aviation and Charter Flights:** It accommodates a significant number of general aviation and charter flights, catering to private aircraft and tours.

Level of Applicability

Image / Project Blueprint



Positive Impacts

Connectivity | Boosting Tourism | Construction Phases | Environmental Recovery | Strategic Planning

Lessons Learned

- Efficient Operations in a Small Space: EYW demonstrates that even smaller airports can efficiently handle various types of aircraft and provide essential passenger services like car rentals and dining options.
- Strategic Location for Tourism: Being located near downtown Key West, EYW serves as a vital gateway for tourists, highlighting the importance of airports in supporting local tourism economies.
- Environmental Awareness and Management: Operating in a sensitive ecological area, EYW's focus on minimizing environmental impact sets a precedent for balancing transportation needs with environmental stewardship.
- Role in Regional Connectivity: Despite its size, EYW connects to major hubs like Miami, showcasing its role in regional air travel and accessibility.

Source: IDOM 2024

3 JAGS McCartney International Airport

Location
Cockburn Town, Turks and Caicos Islands (United Kingdom)

Size /# Landing tracks and Length
255.68 acres (103 Ha) without expansion zone / 1 / 1.30 Mile (2.1 Km)

Regional / Domestic / International
Domestic

Beginning of commercial operations
1984

Budget
- Concourse and Expansion (2022): **6.000.000 USD**

Number of flights an passengers per week
74 Flights / 1.368 Passengers / 18 Passengers per flight

Project Description
The JAGS McCartney International Airport, situated on Grand Turk Island, is the main air hub serving the Turks and Caicos Islands. Named in honor of James Alexander George Smith McCartney, a pivotal figure in the islands' political history, the airport plays a crucial role in connecting this British Overseas Territory to the rest of the world. Opened in 1990, JAGS McCartney International Airport has undergone expansions and upgrades to meet growing tourism demands. It boasts a single runway and a modern terminal equipped with amenities such as duty-free shopping, dining options, and rental car services. The airport primarily handles flights to and from destinations in North America and the Caribbean, supporting both commercial airlines and private aviation. Its strategic location on Grand Turk, with its stunning beaches and historical sites, makes it a gateway for travelers seeking tropical beauty and cultural exploration in the Turks and Caicos Islands.

Distinguishing factors
- **Gateway to Multiple Destinations:** Provides connections to various international and regional destinations, primarily in North America and the Caribbean, enhancing global accessibility for tourists and locals alike.
- **Efficient Operations:** Known for its efficient operations and reliable services, ensuring smooth transit and departures for passengers.
- **Scenic Location:** Located on Grand Turk Island, offering picturesque views and easy access to the island's natural beauty, including pristine beaches and vibrant marine life for travelers to explore.
- **Cultural and Historical Heritage:** Reflects the rich cultural heritage of the Turks and Caicos Islands, honoring James Alexander George Smith McCartney through its name and contributing to the island's historical narrative.
- **Tourism Hub:** Plays a crucial role in the tourism industry of the Turks and Caicos Islands, supporting economic growth and development through increased visitor arrivals and tourism activities.
- **Community Impact:** Acts as a vital infrastructure hub for the local community, providing employment opportunities and contributing to the socio-economic well-being of Grand Turk Island and the surrounding areas.
- **Promotion of Renewable Energy:** Implements renewable energy sources such as solar power to reduce carbon footprint and energy consumption within the airport's operations.

Level of Applicability

Image / Project Blueprint

Positive Impacts

Connectivity | Boosting Tourism | Construction Phases | Environmental Recovery | Strategic Planning

Lessons Learned

- Regional Connectivity: Playing a significant role in regional air travel by connecting to major hubs emphasizes the airport's importance in enhancing regional connectivity and accessibility.
- Environmental Stewardship: Operating in a sensitive ecological area necessitates a focus on minimizing environmental impact. This includes sustainable practices in airport operations and perhaps even initiatives to mitigate aviation-related environmental effects.
- Operational Efficiency: Despite being a smaller airport, efficient operations in handling various aircraft types and providing essential passenger services demonstrate effective management and resource utilization.
- Tourism and Economic Impact: The airport's strategic location on Grand Turk Island serves as a crucial gateway for tourism, facilitating economic growth and cultural exchange by connecting the Turks and Caicos Islands with North America and the Caribbean.

Source: IDOM 2024

Ambergris Caye Airport
Benchmark Methodology

SIZE AND INFRASTRUCTURE

- Similar Localization similar to Ambergris Caye
- Size (200ha)
- Number of Landing tracks
- Length Landing tracks
- Type of connection
- Type of aircraft received

LOGISTICS AND POPULATION

- Number of Flights per Week
- Number of Passangers per Week
- Type of Operations

EXPANSION AND CONSTRUCTION

- Similar site as the airport planed
- Expansion of landing track
- Change of infrastructure for bigger aircrafts
- Non-Proximity to an urban area

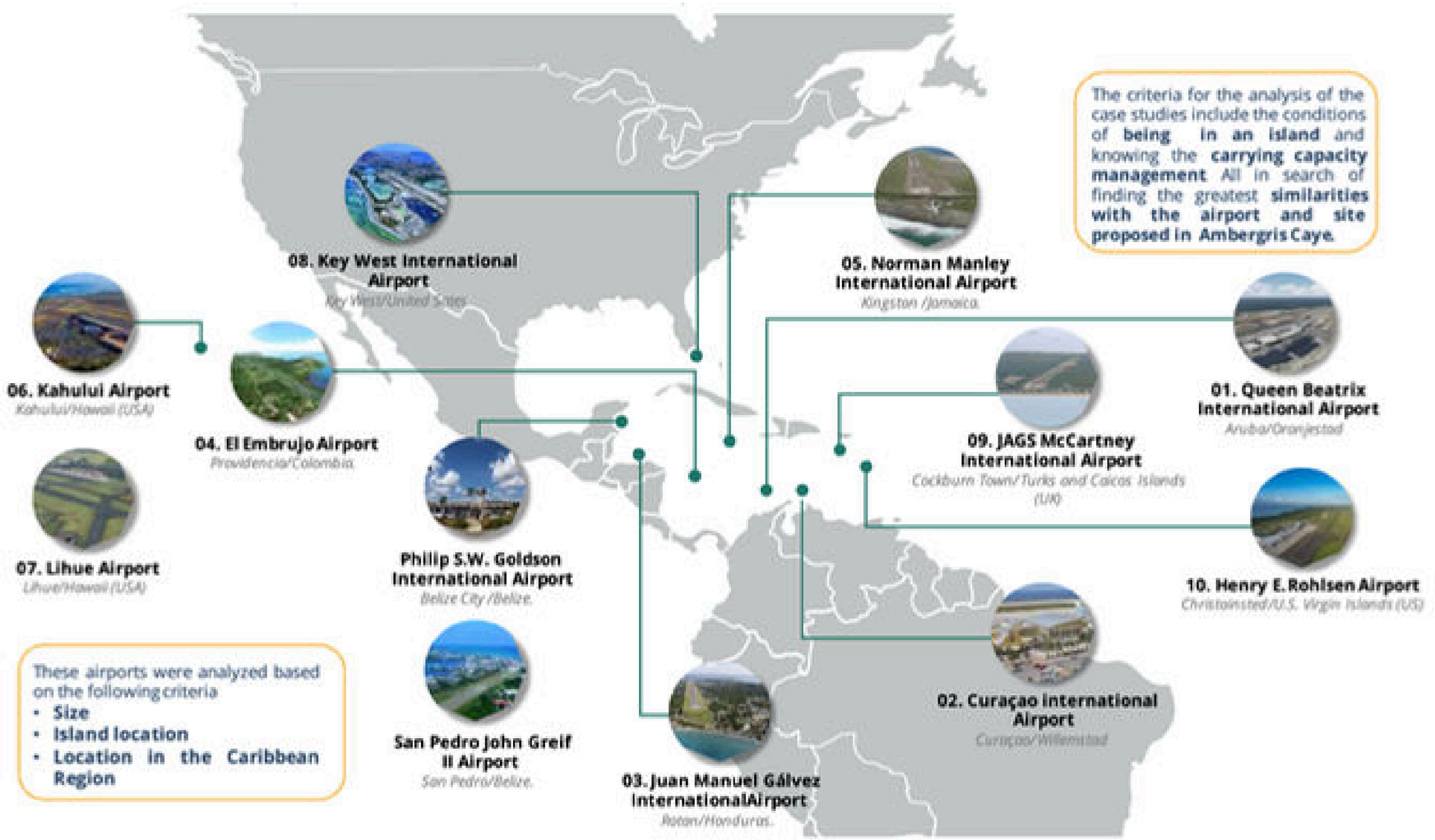
SUSTAINABILITY AND ENVIRONMENT

- Designation for conservation areas
- Environmental compensation models

Source: IDOM 2024

Ambergris Caye Airport

Location maps of the benchmark case study



Source: IDOM 2024

6.3.3. Prioritized Cases

Table 120 Prioritization of Successful Cases

Airport	San Pedro John Greif II Airport	Philip S.W. Goldson International Airport	Queen Beatrix International Airport	Curaçao international Airport	Juan Manuel Gálvez International Airport	El Embrujo Airport	Norman Manley International Airport	Kahului Airport	Lihue Airport	Key West Airport	JAGS McCartney International Airport	Henry E. Rohlsen Airport
CRITERIA EVALUATED												
SIZE AND INFRASTRUCTURE												
Similar Localization similar to Ambergris Caye												
Size												
Number of Landing tracks												
Length Landing tracks												
Type of connection												
Type of aircraft received												
LOGISTICS AND POPULATION												
Number of Flights per Week												
Number of Passangers per Week												
Type of Operations												
EXPANSION AND CONSTRUCTION												
Similar site as the airport planed												
Expansion of landing track												
Change of infrastructure for bigger aircrafts												
Non-Proximity to an urban area												
SUSTAINABILITY AND ENVIRONMENT												
Designation for conservation areas												
Environmental compensation models												
BUDGET												
Construction Budget												

#	1	2	3	4	5	6	7	8	9	10	11	12
Country	Belize	Belize	Aruba	Curaçao	Honduras	Colombia	Jamaica	Hawaii- United states	Hawaii- United states	United states	Turks and Caicos Islands (United Kingdom)	U.S. Virgin Islands (United States)
City	**San Pedro**	**Belize City**	**Oranjestad**	**Willemstad**	**Roatan**	**Providencia**	**Kingston**	**Kahului**	**Lihue**	**Key West**	**Cockburn Town**	**Christiansted**
Name	San Pedro John Greif II Airport	Philip S.W. Goldson International Airport	Queen Beatrix International Airport	Curaçao international Airport	Juan Manuel Gálvez International Airport	El Embrujo Airport	Norman Manley International Airport	Kahului Airport	Lihue Airport	Key West Airport	JAGS McCartney International Airport	Henry E. Rohlsen Airport

Source: IDOM 2024

Inter-American Development Bank

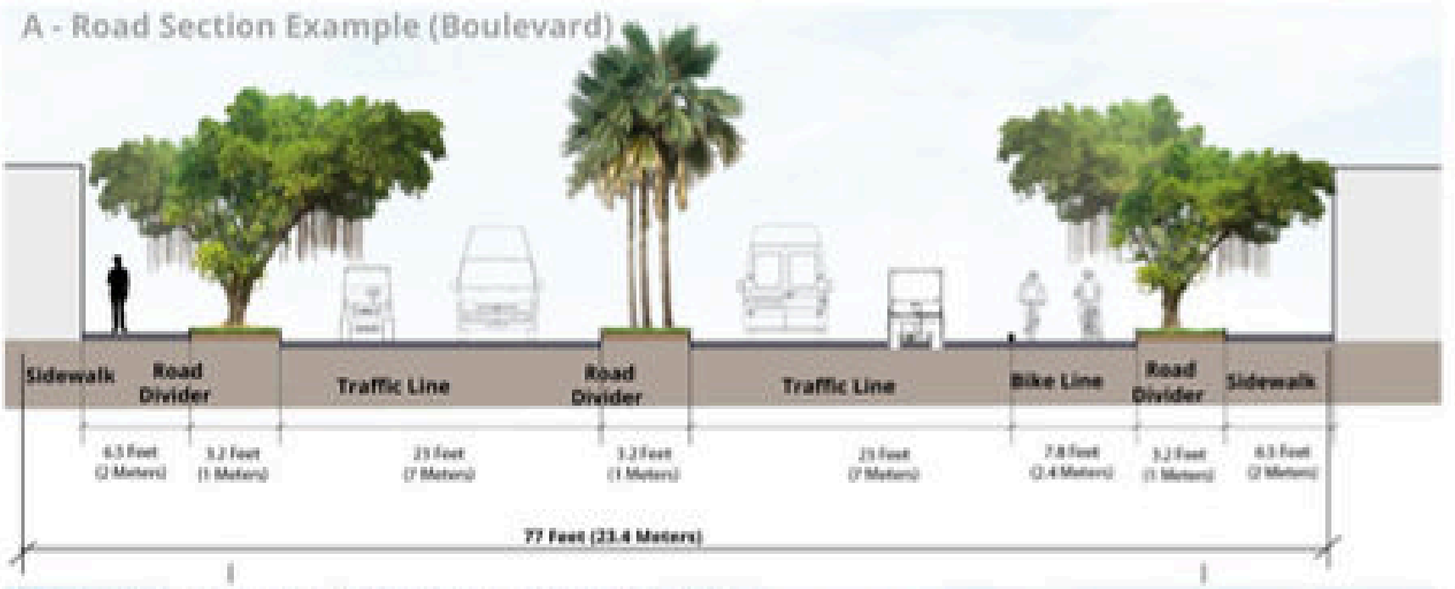
Roads

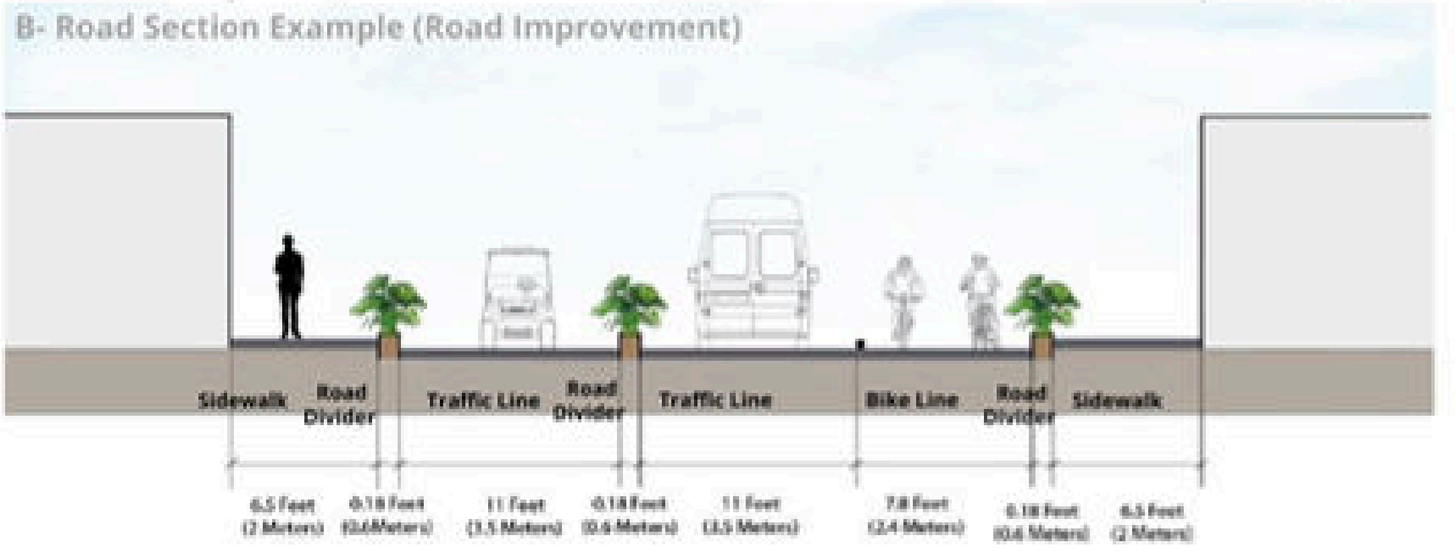
Ambergris Caye

IDB - Strategic Development Plan

Road system improvements and development of transportation corridors to improve the accessibility and mobility of Ambergris Caye.

3 ROAD INFRASTRUCTURE

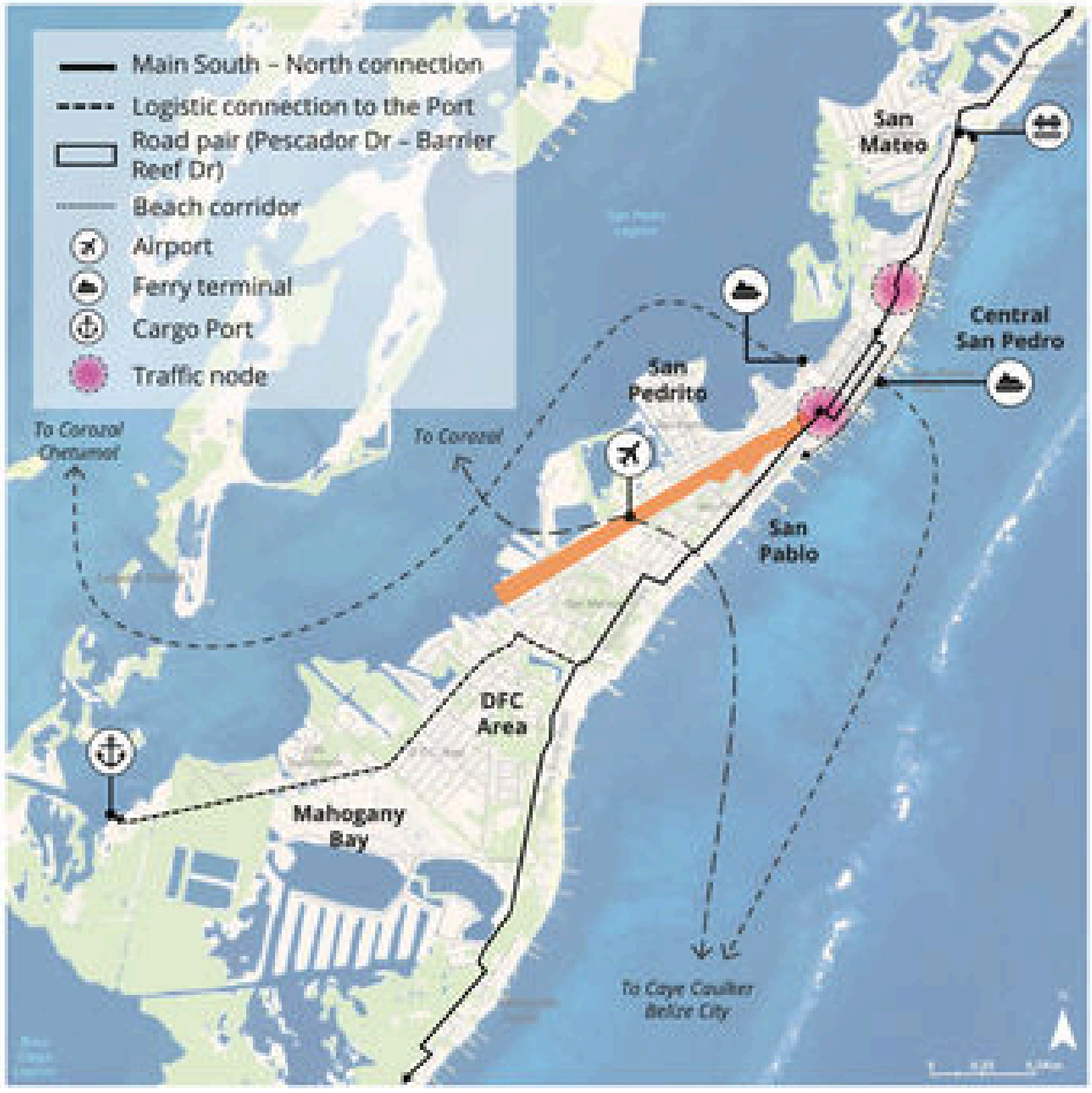




3 ROAD INFRASTRUCTURE

Specific Activities (Plans and Projects)	
TA1 - SUSTAINABLE AND INTEGRATED URBAN DEVELOPMENT	
SL2 - SUSTAINABLE MOBILITY	
PR2	**Expansion and improvement of road infraestructure**
PR2 - F1	Expansion and improvement of road infrastructure greenfield north zone
PR2 - F2	Expansion and improvement of road infrastructure footprint north zone
PR2 - F3	Expansion and improvement of road infrastructure in existing urban areas

MOBILITY



Urban transportation

Golf Carts are the **primary mode of land transportation** used by residents and tourists in Ambergris Caye. However, **congestion problems** are generated on the streets of downtown San Pedro, which have primarily narrow road profiles.

There is no public transportation network (buses, minibuses) on the island.

Most of the roads do not have adequate sidewalks and spaces for pedestrian mobility.

Lack of infrastructure for bicycle mobility.

Lack of organization in the parking areas for vehicles.

Lack of safe sidewalks and crosswalks for pedestrians

Parking on the road corridor

Road Network

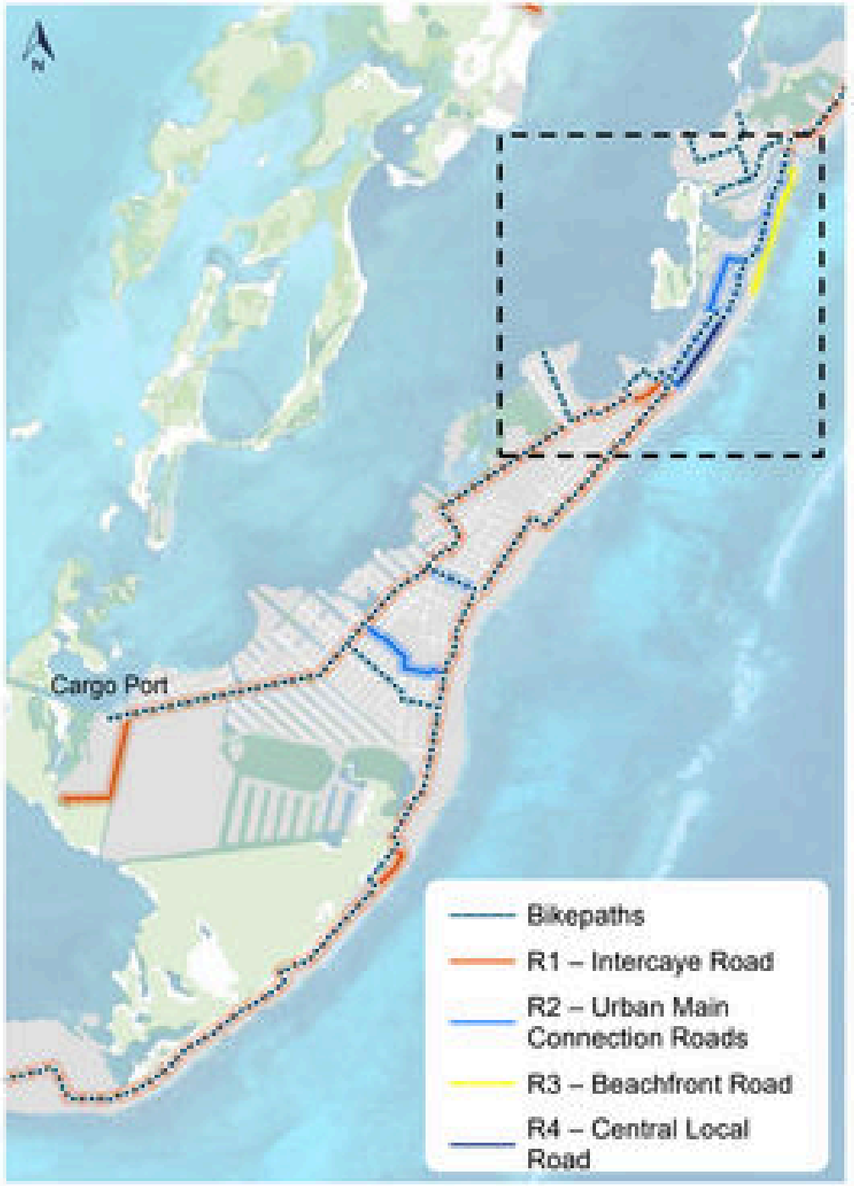
Ambergris Caye's road network is made up of highways, local roads, and paths that connect the urban area of San Pedro and the different **residential and tourist developments to the north and south of the island.** Currently, only **8% of the road network is paved**, corresponding only to roads located in the center of San Pedro and the connecting road to the north and south, to the Belizean Shores Resort and Mahogany Bay sectors, respectively.

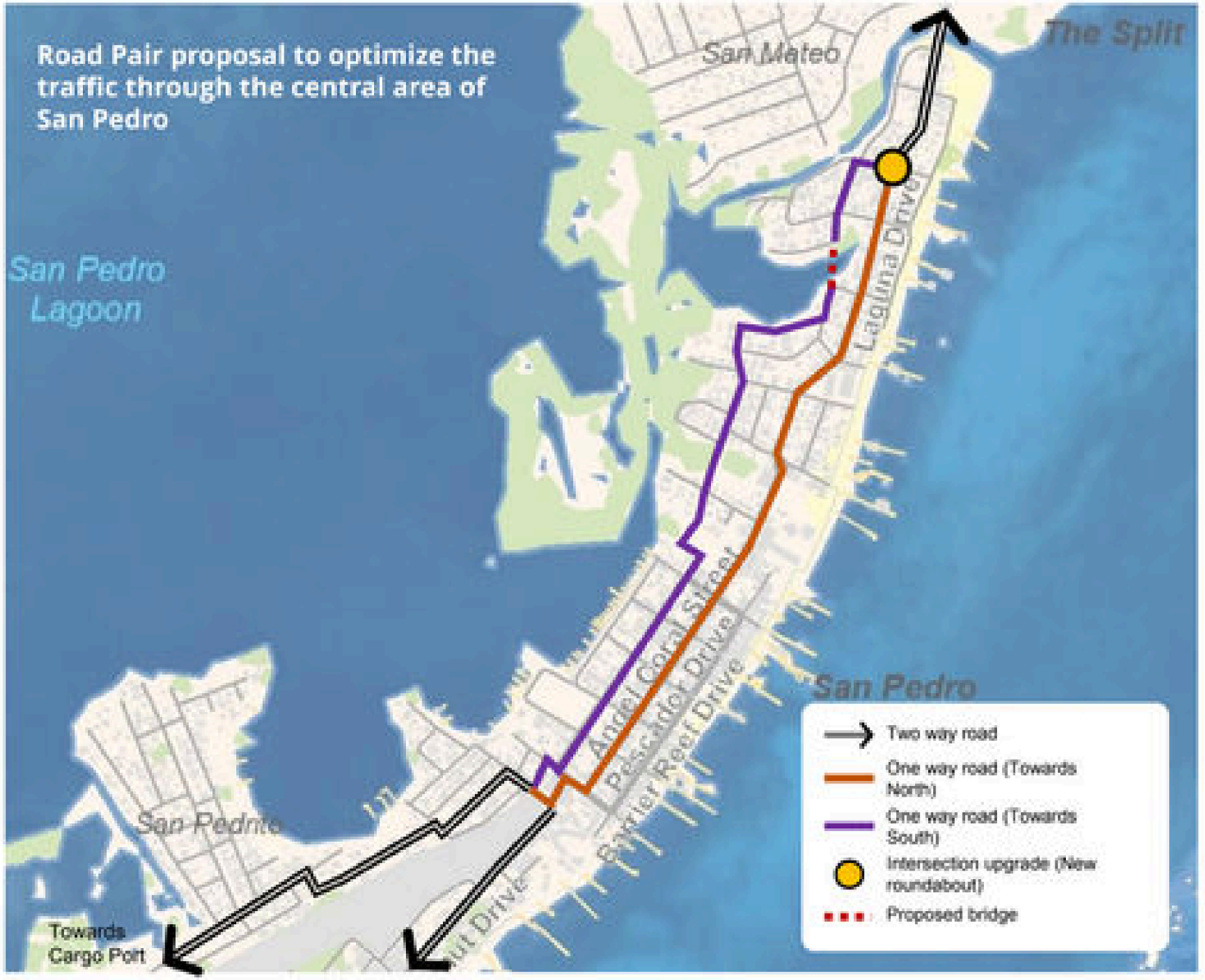
State of paving of the road network

1. **Unpaved road near Secret Beach**
2. **Paved road in downtown San Pedro**
3. **Unpaved road in the sector of San Pedrito**

NORTHERN DEVELOPMENT

SAN PEDRO CENTRAL ROAD PAIR





Inter-American Development Bank

Utilities

Ambergris Caye

IDB - Strategic Development Plan

3 PUBLIC SERVICES –WATER AND SEWAGE

Specific Activities (Plans and Projects)	
TA1 - SUSTAINABLE AND INTEGRATED URBAN DEVELOPMENT	
SL5 - PUBLIC SERVICES	
PL7	**Master plan for public services (water, sewage)**
PR13	**Expansion of the water and sewerage network**
PR13 - F1	Main Water & Sewage lines (North)
PR13 - F2	Main Water & Sewage lines (Rest of ambergris)
PR13 - F3	Expansion of freshwater & Sewage network (North)
PR13- F4	Expansion of freshwater & Sewage network (Rest of ambergris)
PR13 - F5	Expansion of wastewater treatment plant
PR13 - F6	Expansion of Desalinitation treatment plant