

Bangor International Airport (BGR) is a public use airport located three miles west of the City of Bangor in Penobscot County, Maine.

## Bangor International Airport



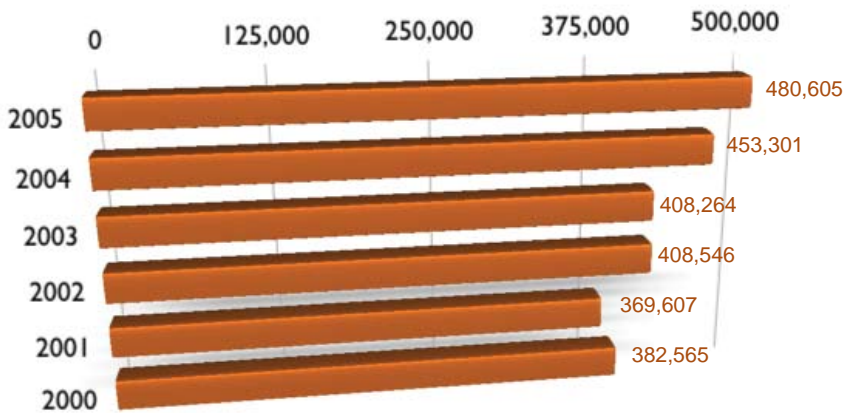
### New Non-stop Service Opportunities

- Short/Medium Haul Connection Hubs
- Short Haul High Density

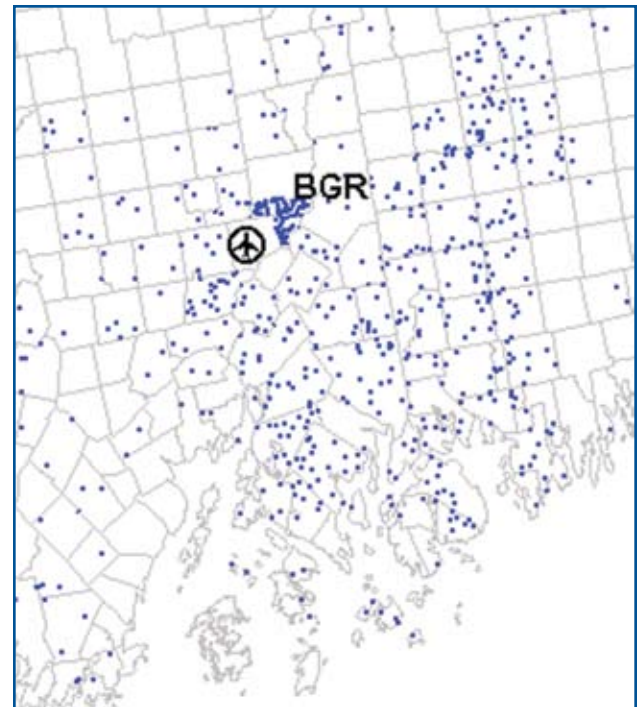
### Future Capital Improvements

- Terminal study
- Construction of access road
- Design of parking structure
- Stormwater plan update

### Historical Total Passenger Levels



### BGR Airport Usage by Ground Origin Destination, 2004



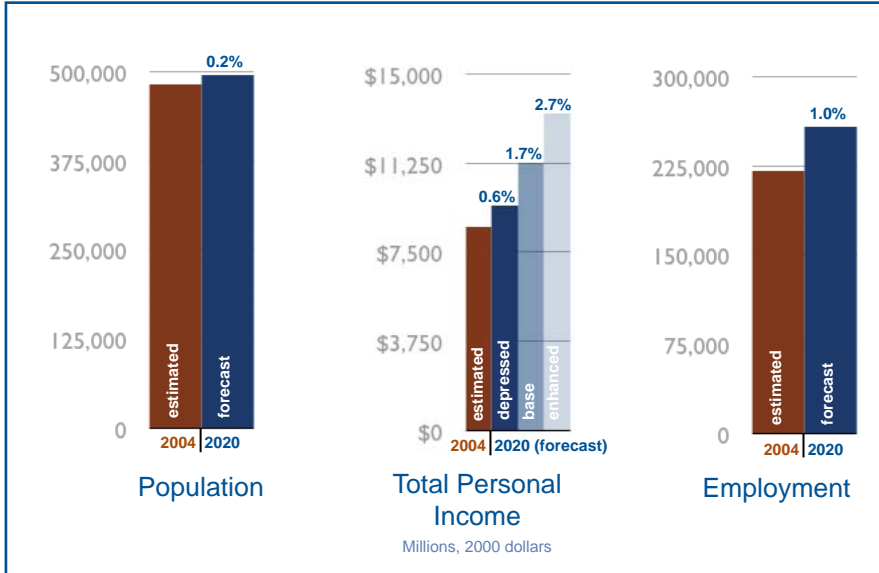
● = 500 Trip Passengers

### Airport Information:

- 2,079 acres
- Runway 15-33: 11,439' long
- 8 Aircraft Gates
- Served by 5 airlines
- 7 non-stop destinations

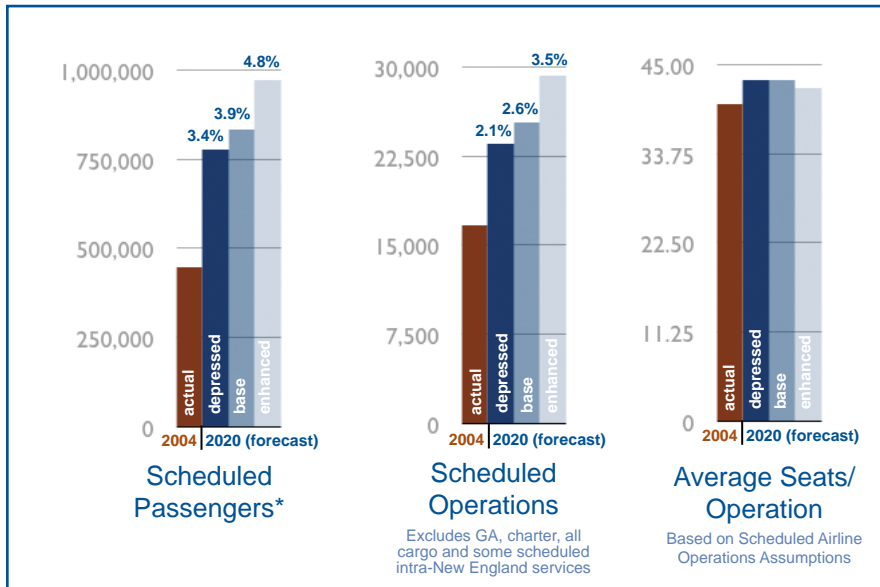


## Catchment Area Forecast Underlying Socioeconomics



Percentages represent average annual growth

## Forecast Airport Passengers and Service Levels



Percentages represent average annual growth

\* Actual data is for year ending July 2004 and may not coincide with annual historical passengers (calendar year) presented on preceding page.

### Functional Role

Bangor has served in a niche role as a refueling stop for flights to Florida and other domestic markets as well as for clearing customs for international flights. Bangor also plays an important role in providing access to tourists visiting the state, providing air service to northeastern and central Maine.

### Current Concerns

Bangor International Airport must position itself to meet the challenges presented by restructured airline fleets, new airline business models, and changes in business aviation, in addition to increased regulatory requirements and increasing energy costs.

### Outlook

Bangor International Airport has tremendous resources in its extensive infrastructure, available land and highly qualified personnel. These factors combine to make Bangor International Airport an attractive place to conduct business. The airport will also continue to seek out niche opportunities and businesses that complement its existing services. ✈️



# BOS

## Boston Logan International Airport

Boston Logan International Airport (BOS) is a public use airport located in the East Boston neighborhood of Boston, Massachusetts.



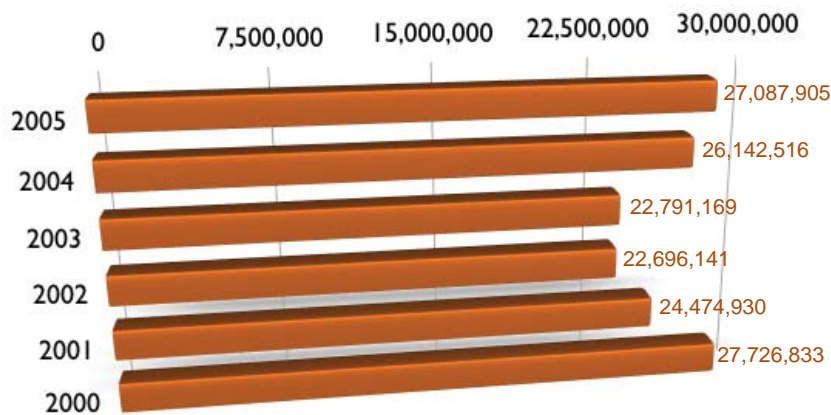
### New Non-stop Service Opportunities

- Small Transcontinental
- Medium Haul Regional Jet
- International

### Future Capital Improvements

- Commuter runway under construction
- Centerfield taxiway improvements

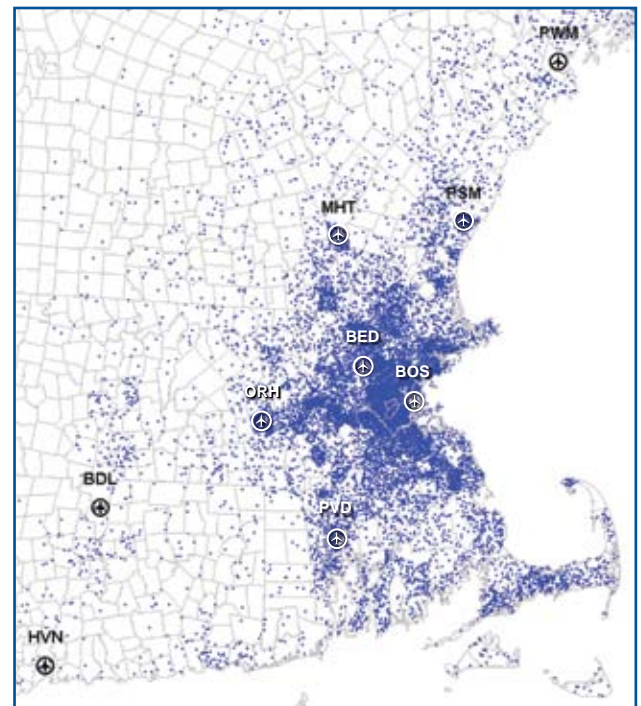
### Historical Total Passenger Levels



### Airport Information:

- 2,400 acres
- Runway 15R-33L: 10,083' long
- Runway 4R-22L: 10,005' long
- Runway 4L-22R: 7,861' long
- Runway 9-27: 7,000' long
- Runway 15L-33R: 2,557' long
- 102 Aircraft Gates
- Served by 45 airlines (16 foreign)
- 76 non-stop destinations (33 int'l)

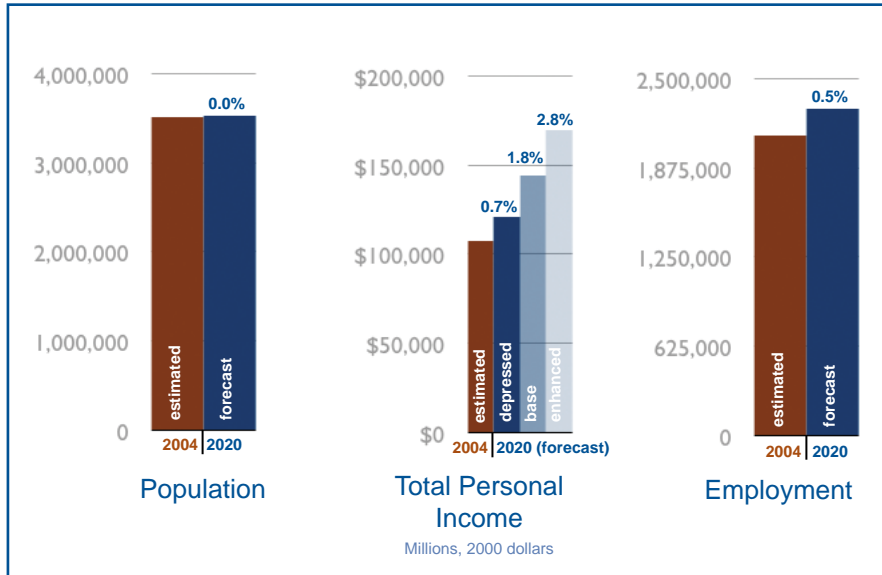
### BOS Airport Usage by Ground Origin Destination, 2004



● = 1,000 Trip Passengers

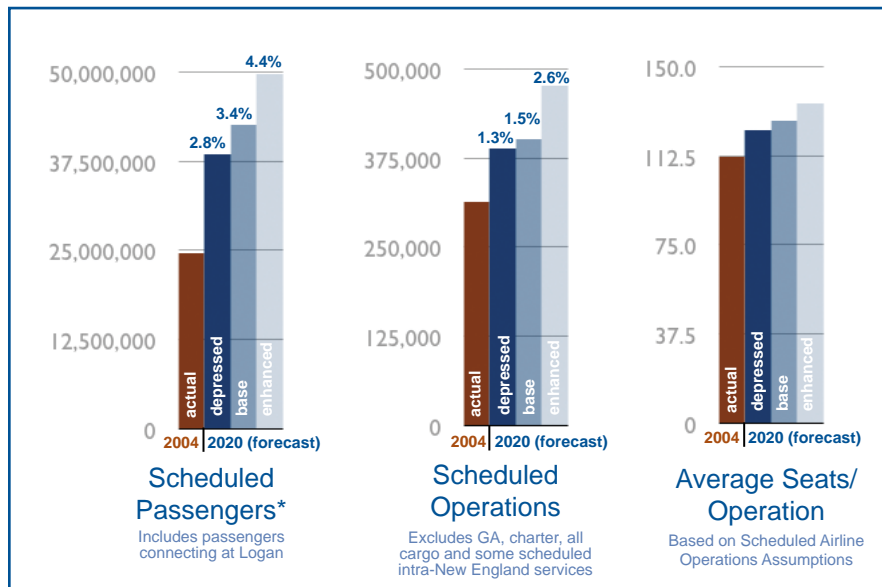


## Catchment Area Forecast Underlying Socioeconomics



Percentages represent average annual growth

## Forecast Airport Passengers and Service Levels



Percentages represent average annual growth

\* Actual data is for year ending July 2004 and may not coincide with annual historical passengers (calendar year) presented on preceding page.

### Functional Role

Logan will continue to serve as the premier commercial airport for New England. Its most critical role is providing an efficient connection between New England and the global economy. It will continue to dominate consumer choice for long distance markets as well as the high frequency shuttle and Northeast Corridor markets (particularly NYC and Washington, D.C.). And Logan will provide the essential link between the national air transportation system and New England destinations, such as Cape Cod and the Islands and some of the region's rural areas. Logan service to northeast corridor markets will be complemented, but not significantly altered, by continued improvements to high speed rail service to those markets.

### Current Concerns

Logan lost considerable passenger activity and airline services following the terrorist attacks of September 11, 2001. It has since developed a competitive low fare structure that has helped rebuild its passenger volumes. However, it lacks non-stop service to certain key Asian destinations, now a high priority for Massport.

As Logan continues its transition to an almost all-jet fleet, airfield arrival and departure capacity will be reduced somewhat. In terms of effective passenger capacity, this will, to some extent, be offset by growth in cabin size (seats/operation).

### Outlook

Logan should continue to pursue new air traffic control technology to improve efficiency, especially during adverse weather conditions. As demand for air travel increases, Logan and the regional airports must continue to expand service opportunities. It is especially important that Logan provide for international service demand. ➔

# BDL

## Bradley International Airport

Bradley International Airport (BDL) is a public use airport located thirteen miles north of Hartford, the capitol of Connecticut, and just south of Springfield, Massachusetts.



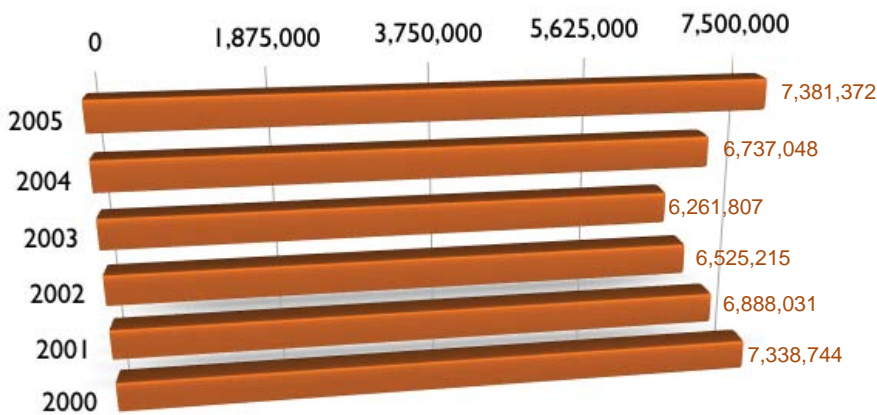
### New Non-stop Service Opportunities

- Large Transcon
- Medium Haul RJ
- Long Haul Connection Hubs
- Short Haul RJ
- Florida Markets

### Future Capital Improvements

- Relocation of taxi and hold line for RW 1
- Rehabilitation of portions of TW E and T
- RW 33 Precision Approach Path Indicator Installation
- Phasing study for terminal expansion
- Master Plan update
- Purchase of noise monitoring equipment
- Implementation of noise plan

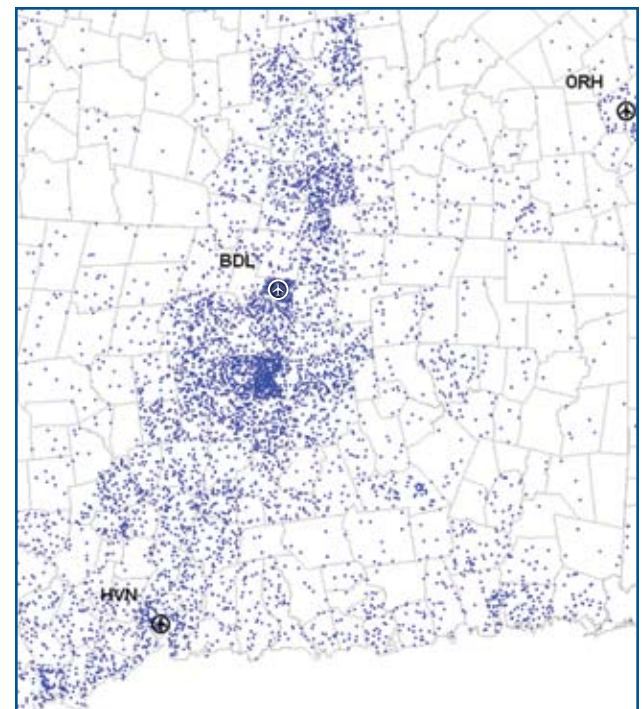
### Historical Total Passenger Levels



### Airport Information:

- 2,616 acres
- Runway 6-24: 9,502' long
- Runway 15-33: 6,846' long
- Runway 1-19: 5,141' long
- 30 Aircraft Gates
- Served by 13 airlines
- 36 non-stop destinations

### BDL Airport Usage by Ground Origin Destination, 2004



● = 1,000 Trip Passengers



### Functional Role

Bradley will continue to hold its position as the second largest airport in New England, expected to reach a volume of 10 million passengers by 2020. Bradley's current service market supports long haul flights to the West Coast including Los Angeles, Salt Lake City and Las Vegas on a daily basis. Aggressive route development strategies are in place to address the growing need for non-stop trans-Atlantic service and additional West Coast service.

Currently, over 30 percent of Bradley passengers originate from the New Haven catchment area with 12 percent from the catchment areas of Worcester, Providence and elsewhere in New England. Fairfield County, in the southern end of the state, continues to show increased patron usage.

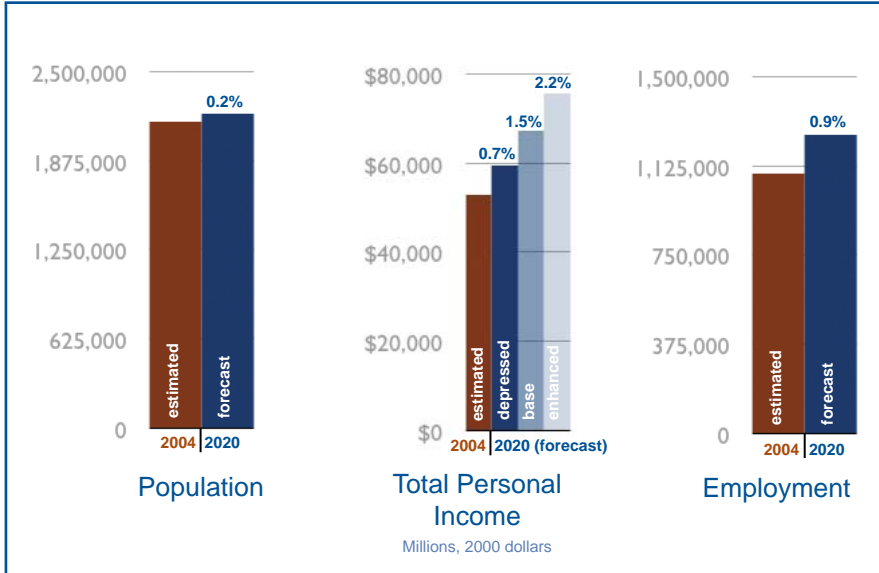
### Current Concern

Airport access may develop as an issue depending upon how certain local highway conditions are addressed.

### Outlook

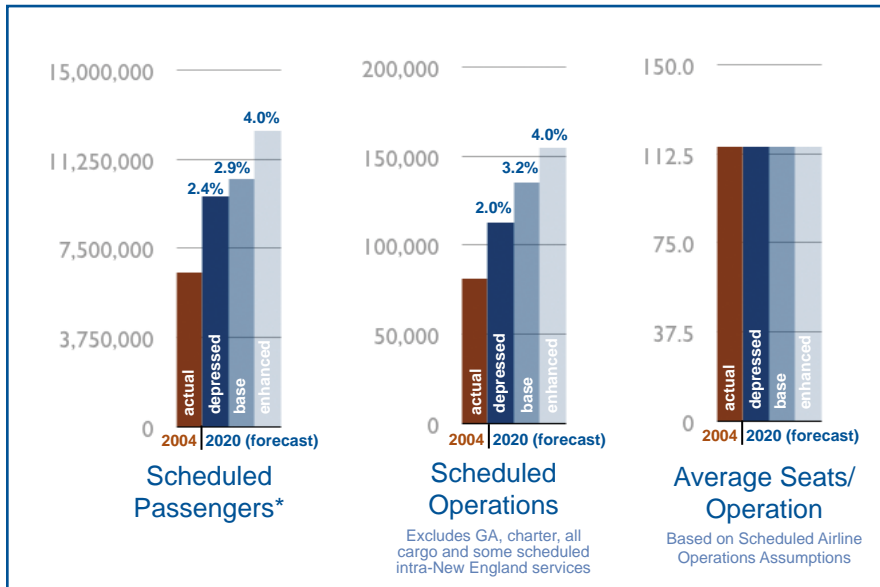
Bradley is well positioned to continue its development to serve the needs of the second largest market in New England. ✈️

## Catchment Area Forecast Underlying Socioeconomics



Percentages represent average annual growth

## Forecast Airport Passengers and Service Levels



Percentages represent average annual growth

\* Actual data is for year ending July 2004 and may not coincide with annual historical passengers (calendar year) presented on preceding page.

Burlington International Airport (BTV) is a public use airport located three miles east of Burlington, Vermont, within the City of South Burlington, Vermont.

## Burlington International Airport



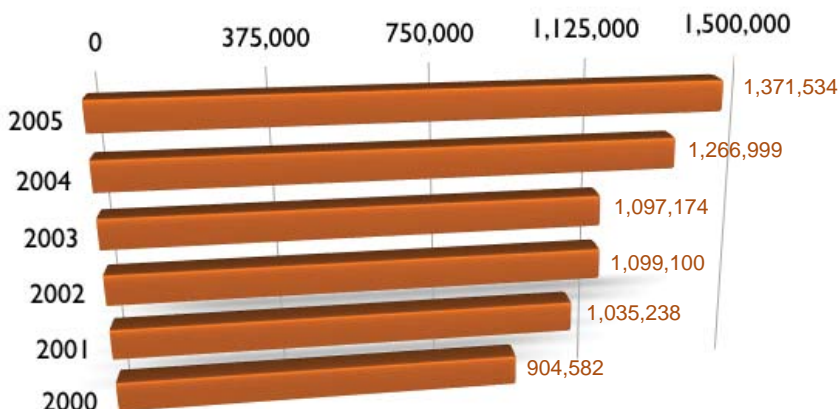
### New Non-stop Service Opportunities

- Short/Medium Haul Connection Hubs
- Florida Markets

### Future Capital Improvements

- New aprons and taxiways on south end
- Possible extension of TW G
- North air carrier parking apron expansion
- North terminal expansion
- Noise exposure map update
- Glycol collection and treatment system

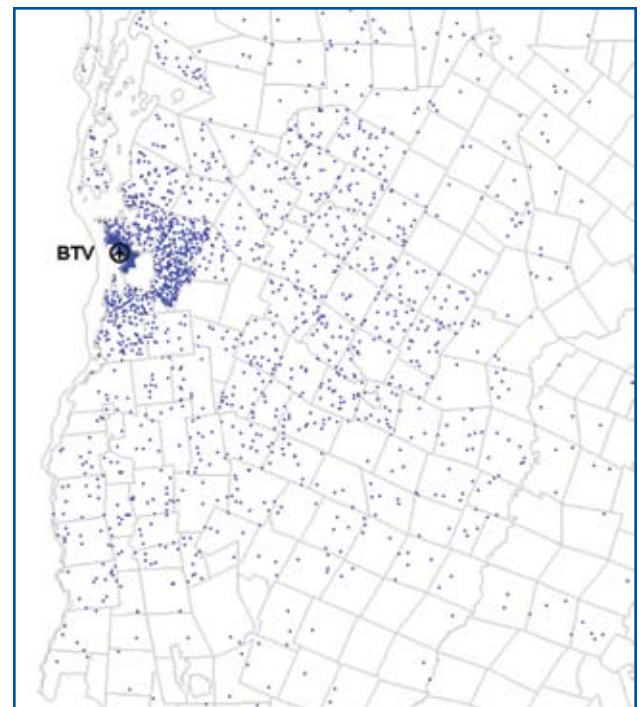
### Historical Total Passenger Levels



### Airport Information:

- 942 acres
- Runway 15-33: 8,320' long
- Runway 1-19: 3,611' long
- 10 Aircraft Gates
- Served by 6 airlines
- 13 non-stop destinations

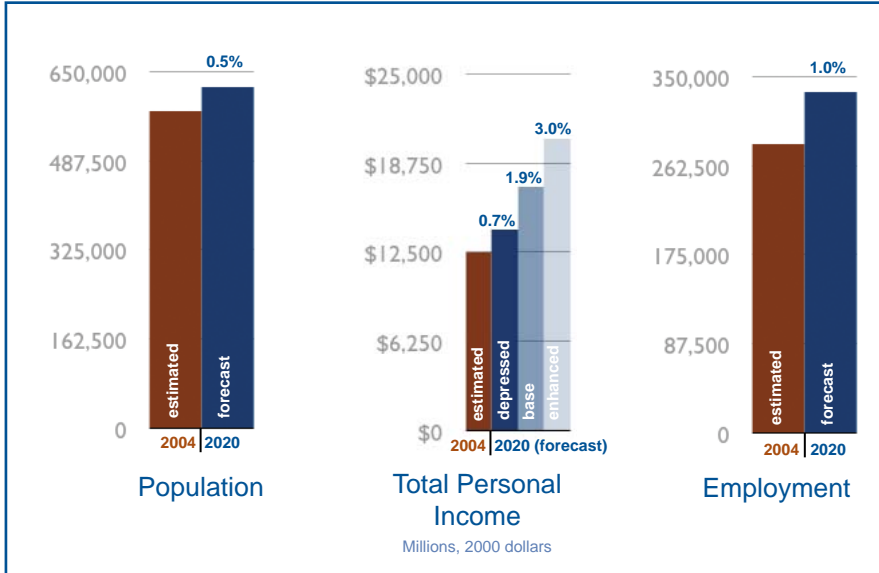
### BTV Airport Usage by Ground Origin Destination, 2004



● = 500 Trip Passengers



## Catchment Area Forecast Underlying Socioeconomics



Percentages represent average annual growth

### Functional Role

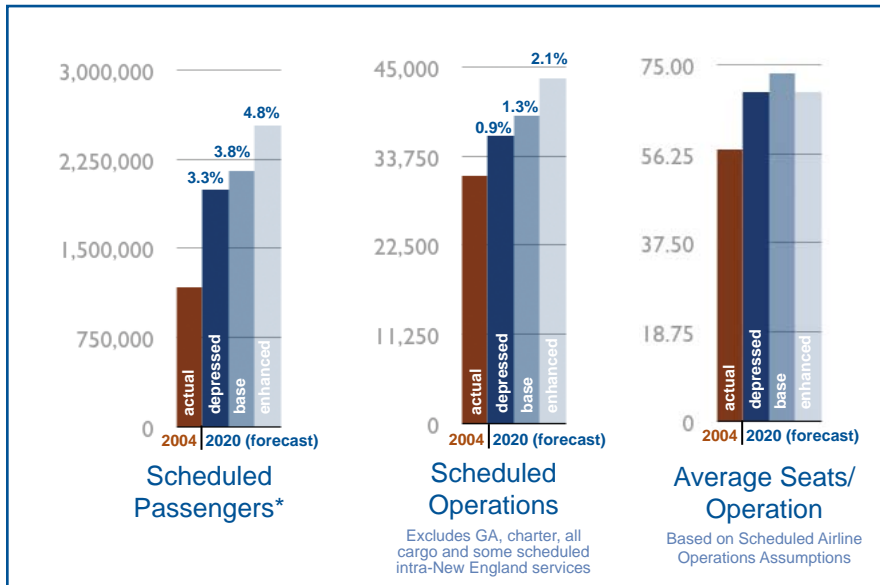
With little competition from other system airports, Burlington's role has been the provision of service to a comparatively large and fairly remote northwest New England catchment area.

### Current Concerns

Because of Burlington's remoteness from other airports, the catchment area that it serves is very dependent upon this airport to provide for their air transportation needs.

Local planning and investment is needed to ensure that facilities provide carriers with both the flexibility, reliability, and efficiency that is needed to retain current service and to foster the continued development of appropriate services.

## Forecast Airport Passengers and Service Levels



Percentages represent average annual growth

\* Actual data is for year ending July 2004 and may not coincide with annual historical passengers (calendar year) presented on preceding page.

### Outlook

The introduction of service by a low fare carrier has been very successful. Growth that is associated with this will allow access to additional national hubs as well as direct flights to more Florida markets. ✈️





L.G. Hanscom Field (BED) is a public use airport located in Bedford, Massachusetts, just 20 miles northwest of the City of Boston.

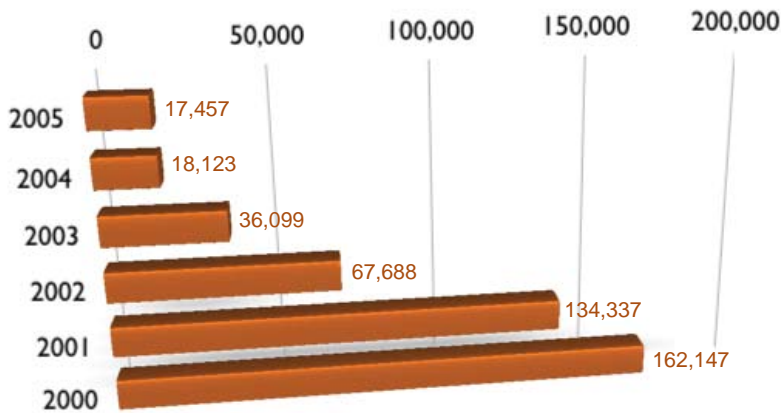
## L.G. Hanscom Field



**New Non-stop Service Opportunities**  
 Short/Medium Haul Connection Hubs  
 Short Haul High Density

**Future Capital Improvements**  
 Airport Layout Plan update ongoing  
 New General Aviation facilities at Pine Hill  
 Redevelopment of Hangar 24 Site  
 Potential relocation of T-hangars  
 New General Aviation facilities at the Civil Terminal Area  
 Redevelopment of Hangar 10 site  
 Runway Safety Area Enhancements

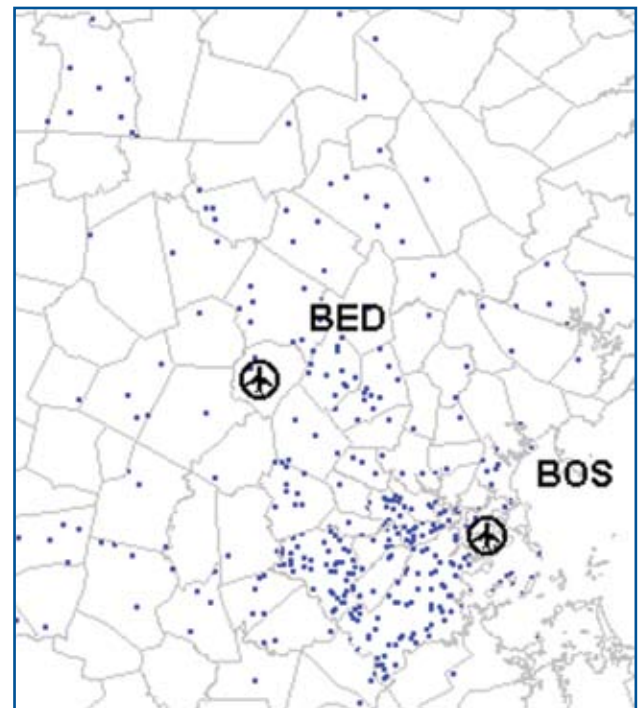
### Historical Total Passenger Levels



### Airport Information:

1,300 acres  
 Runway 11-29: 7,000' long  
 Runway 5-23: 5,106' long  
 Limited scheduled airline service

### BED Airport Usage by Ground Origin Destination, 2004



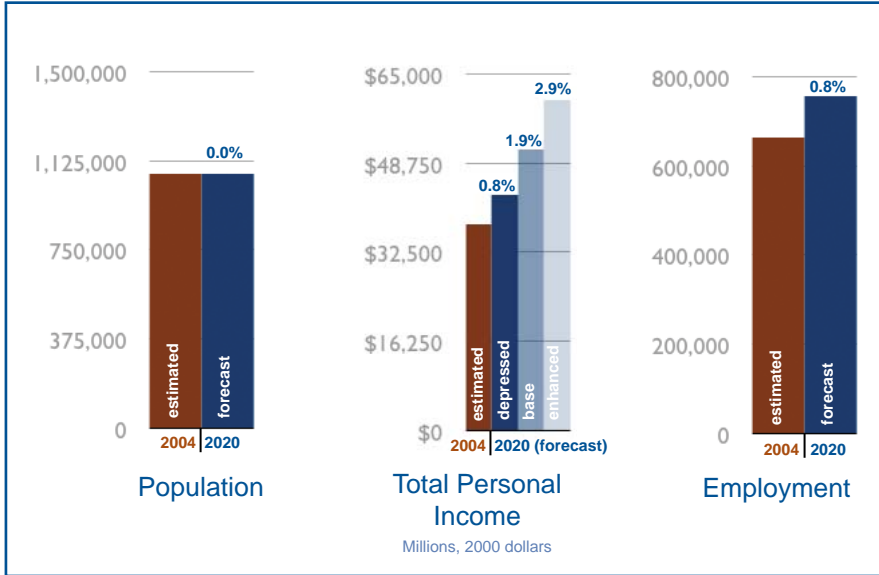
● = 500 Trip Passengers



### Functional Role

L.G. Hanscom Field is New England's premier full-service general aviation (GA) airport, functioning as a general aviation reliever for Logan International Airport. Hanscom handles limited commercial airline and cargo service and is an important resource for Hanscom Air Force Base. Hanscom serves the diverse flying needs of the region's high technology corporations and educational institutions. The GA component includes business, charter, personal aircraft, air taxi and flight school activity. Commercial passenger service is defined as aircraft with no more than 60 seats, per Massport's regulations.

### Catchment Area Forecast Underlying Socioeconomics



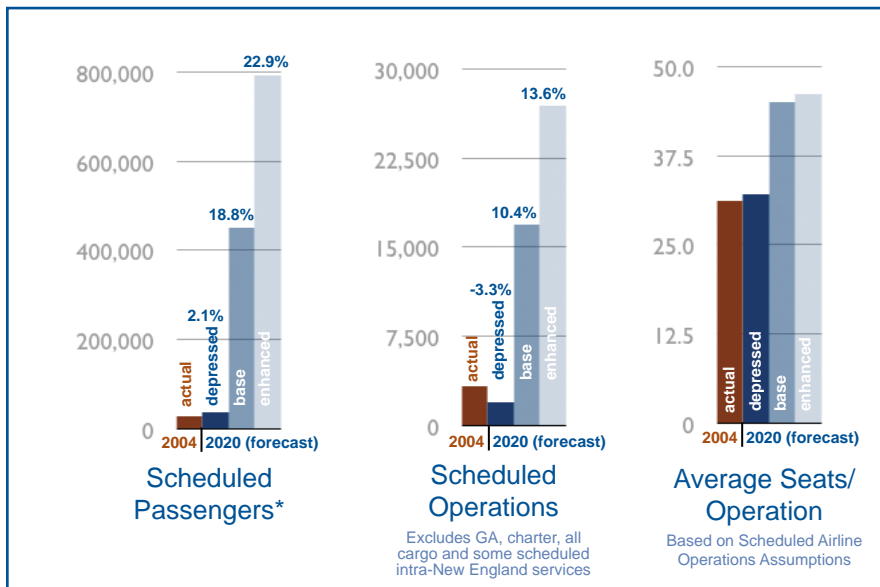
Percentages represent average annual growth

### Current Concerns

In recent years, Hanscom has experienced declines in all types of air traffic except business jets. The small aircraft operators are particularly sensitive to escalating fuel prices. Hanscom's commuter activity has declined from 160,000 passengers in 2000 to 17,500 today.

Many Hanscom Field facilities were constructed in the 1940s and 1950s and need to be updated. Massport continues to promote third party development of hangar facilities and other infrastructure improvements.

### Forecast Airport Passengers and Service Levels



Percentages represent average annual growth

\* Actual data is for year ending July 2004 and may not coincide with annual historical passengers (calendar year) presented on preceding page.

### Outlook

Hanscom will continue to be a GA reliever for Logan International Airport, supporting a wide range of aviation needs. Its excellent airfield and aviation services are widely recognized, and Massport must continue to capitalize on those elements. Third party developers continue to show interest in Hanscom, indicating a positive future. ✈️

Manchester Boston Regional Airport (MHT) is located in southeastern New Hampshire, approximately 50 miles from Boston, Massachusetts.

## Manchester•Boston Regional Airport



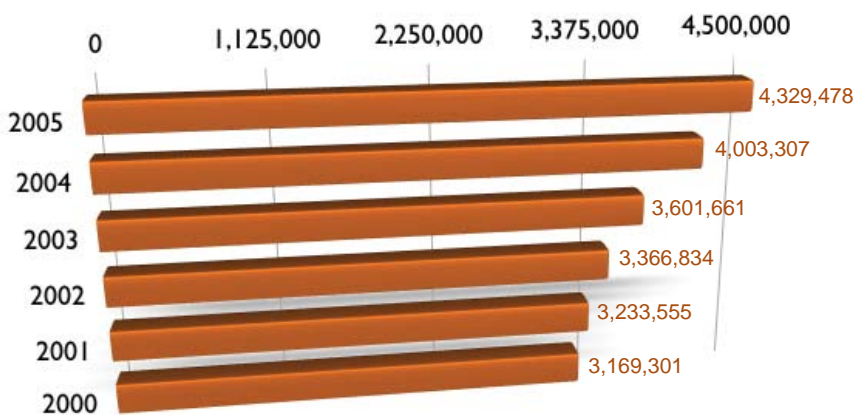
### New Non-stop Service Opportunities

- Large Transcontinental
- Medium Haul Regional Jet
- Long Haul Connection Hubs
- Florida Markets
- International

### Future Capital Improvements

- Runway Safety Area Improvement Underway
- New Master Plan Study
- Additional Terminal Gates
- Airport Access Roadway Improvements
- Future Parking Garage

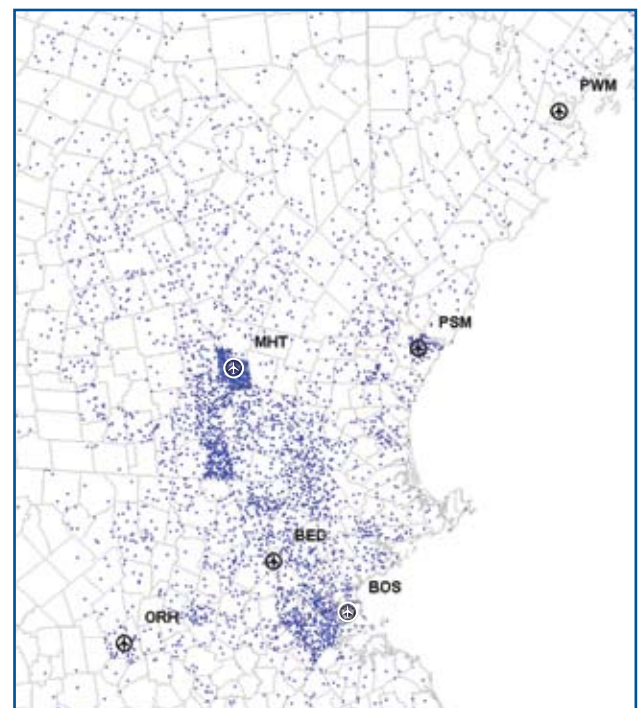
### Historical Total Passenger Levels



### Airport Information:

- 1,500 acres
- Runway 17-35: 9,250' long
- Runway 6-24: 6,850' long
- 14 Aircraft Gates
- Served by 12 airlines
- 17 non-stop destinations

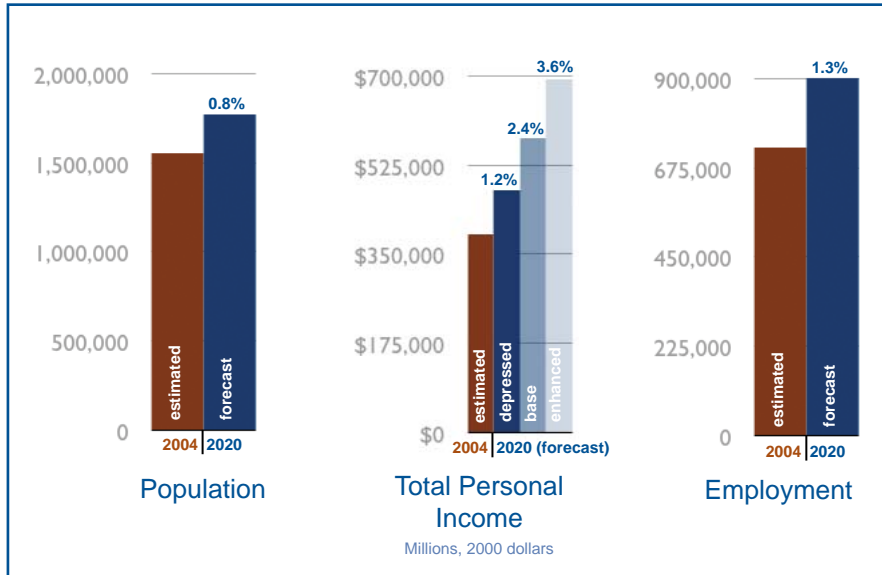
### MHT Airport Usage by Ground Origin Destination, 2004



● = 1,000 Trip Passengers

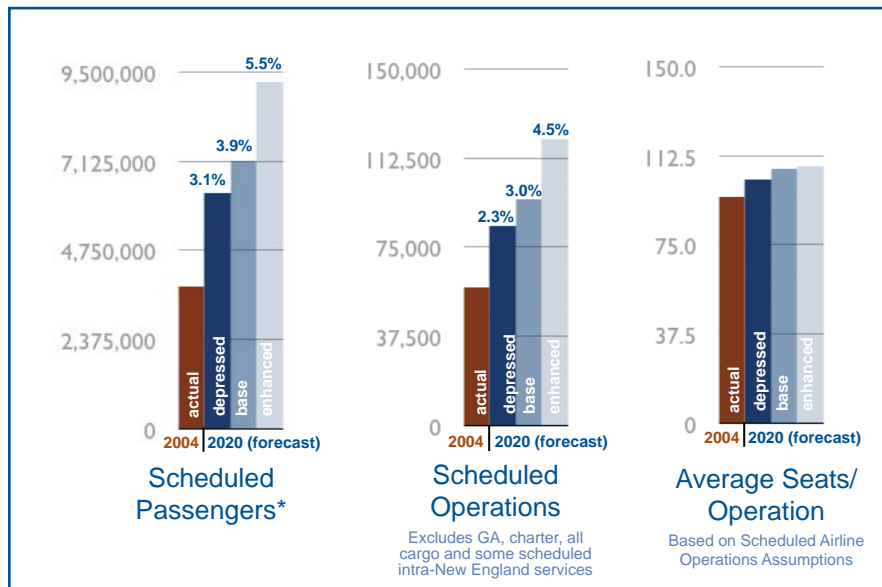


## Catchment Area Forecast Underlying Socioeconomics



Percentages represent average annual growth

## Forecast Airport Passengers and Service Levels



Percentages represent average annual growth

\* Actual data is for year ending July 2004 and may not coincide with annual historical passengers (calendar year) presented on preceding page.

### Functional Role

Manchester Boston Regional Airport will continue to serve its primary market as well as relieve passenger demand pressure on Logan from areas to the north and west of Boston. In the recent past, new routes met with quick success, as indicated by load factors sustained over time.

### Current Concerns

At Manchester, a dominant low fare carrier heavily influences service levels, in terms of schedule and fare structure. However, it is expected that this will moderate as the market continues to develop, with entry into the market by other carriers employing the low fare business model.

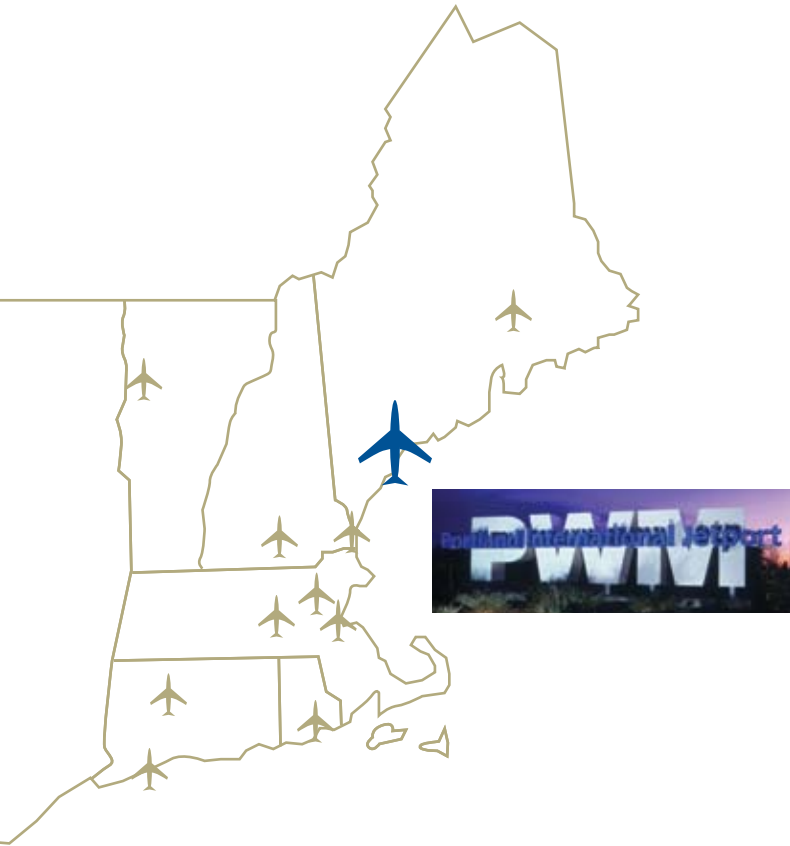
### Outlook

With completion of the major runway extensions and related airfield improvements, Manchester is well-positioned to offer airlines an efficient facility for responding to the needs of the fastest growing market area of the region. This includes the capability to provide nonstop service to the West Coast and to select North American and North Atlantic international markets. Future planning will focus on developing the landside and airport access facilities and services to support the expanding requirements of its passengers.

Manchester will continue to be a valuable and necessary asset in New England, providing needed air transportation services for its established market while serving as a reliever to Logan as passenger demand continues to increase in the future. ✈️

Portland International Jetport (PWM) is a public use airport located two miles west of Portland, in Cumberland County, Maine.

## Portland International Jetport



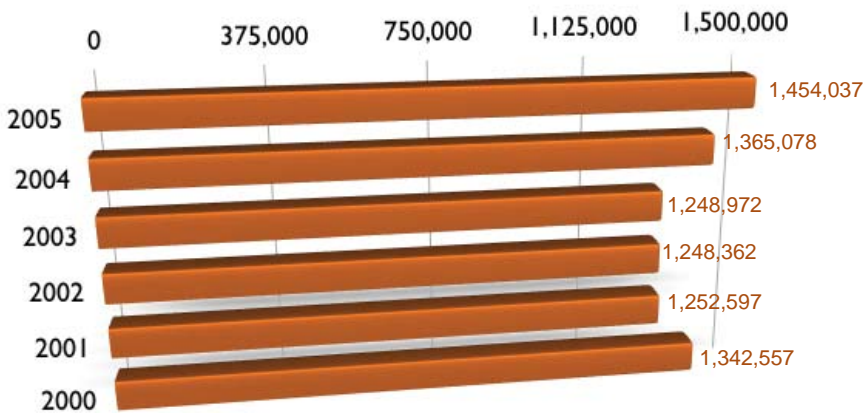
### New Non-stop Service Opportunities

- Large Transcontinental
- Medium Haul Regional Jet
- Long Haul Connection Hubs
- Short Haul Regional Jet
- Florida Markets

### Future Capital Improvements

- Runway extension/overlay project for RW 18/36
- Rebuild taxiways associated with RW 18/36
- Parking garage expansion
- Terminal expansion
- Inline baggage screening
- New general aviation area

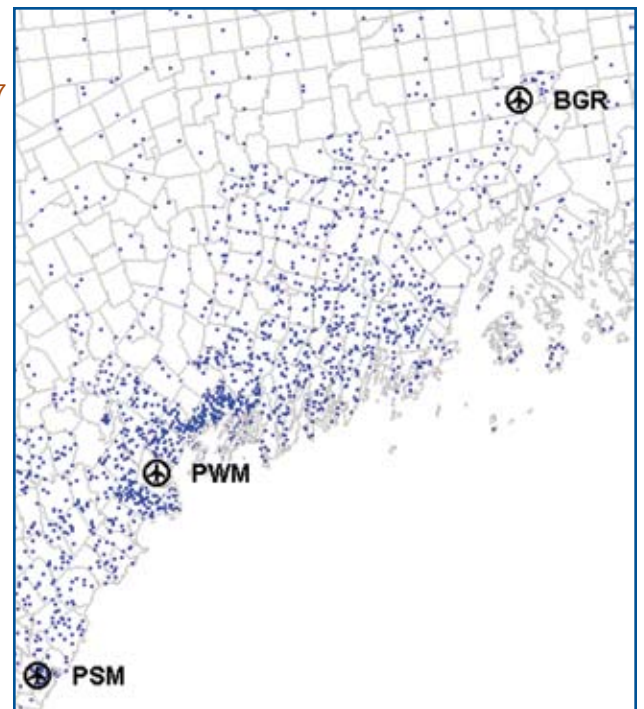
### Historical Total Passenger Levels



### Airport Information:

- 636 acres
- Runway 11-29: 7,200' long
- Runway 18-36: 5,001' long
- 11 Aircraft Gates
- Served by 6 airlines
- 11 non-stop destinations

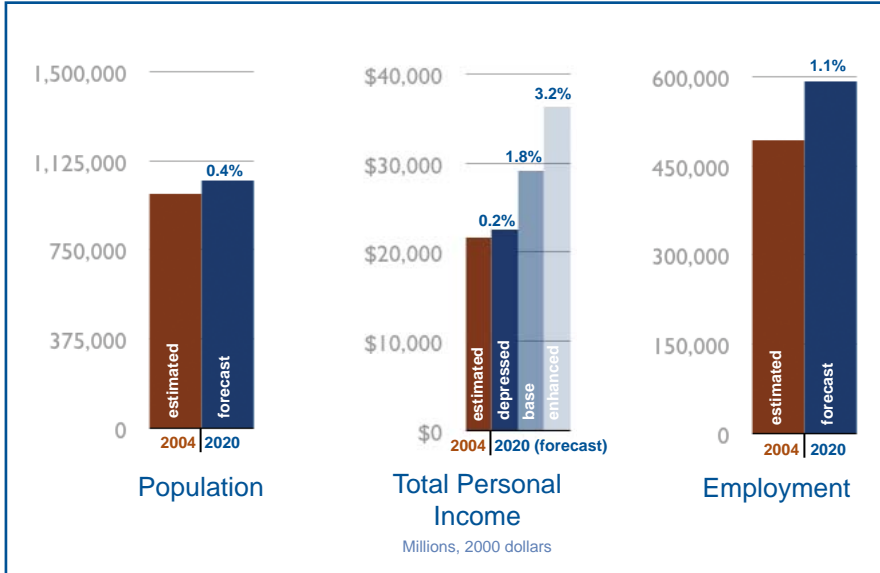
### PWM Airport Usage by Ground Origin Destination, 2004



● = 500 Trip Passengers

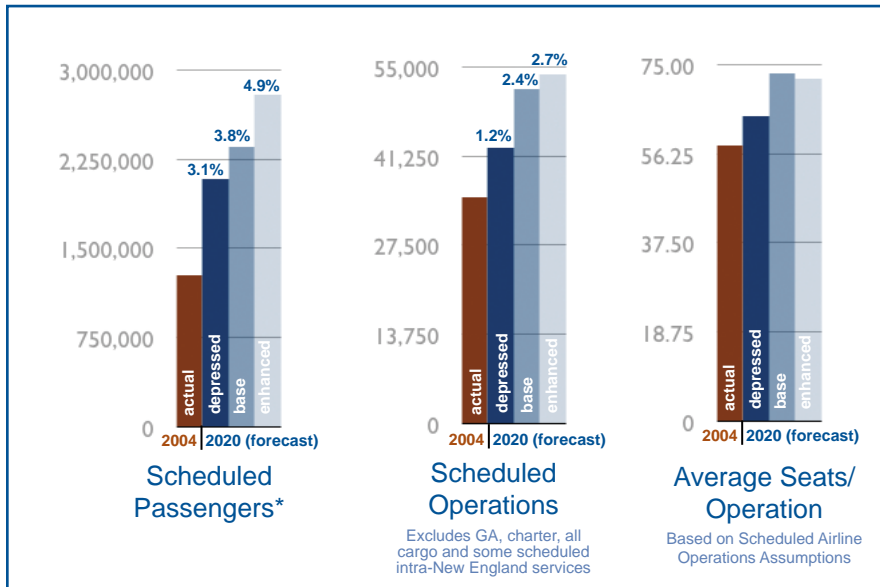


## Catchment Area Forecast Underlying Socioeconomics



Percentages represent average annual growth

## Forecast Airport Passengers and Service Levels



Percentages represent average annual growth

\* Actual data is for year ending July 2004 and may not coincide with annual historical passengers (calendar year) presented on preceding page.

### Functional Role

Portland serves an area of strong economic growth, with recent rates of population increase that are several times as high as the state as a whole. Recent improvements in highway access have improved its appeal to passengers within its catchment area. Portland plays an important role in providing access to tourists visiting the state.

### Current Concerns

Portland has historically experienced significant leakage to Boston and, to a lesser extent, Manchester. For example, in 2004, 41 percent of its catchment area enplanements were attracted to Boston, as compared to the 40 percent that used Portland.

Expansion of flights must be monitored to minimize noise impacts to residents.

### Outlook

Portland does not appear to face any insurmountable challenges in meeting the needs of their communities.

The impact of leakage from Portland to Boston could potentially be softened by the introduction of low fare carrier service to the JFK hub. ✈️



Portsmouth International Airport (PSM) is a public use airport located in Portsmouth in the southeastern part of New Hampshire, about 50 miles north of Boston, Massachusetts.

## Portsmouth International Airport

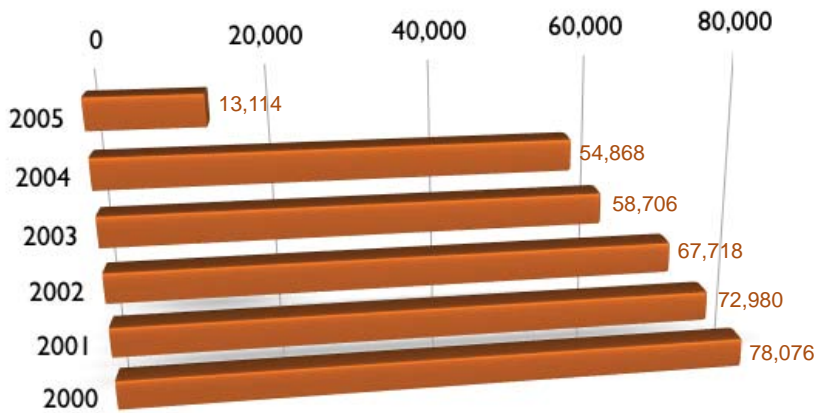


### New Non-stop Service Opportunities Florida Markets

### Future Capital Improvements

- Regional supplemental study
- Viability study of Very Large Aircraft (VLA)
- Roadway access and frontage drive improvements

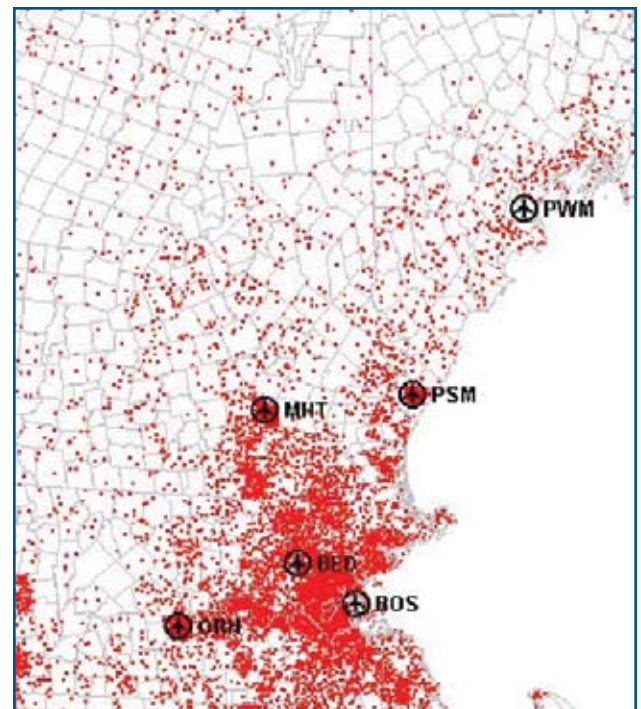
### Historical Total Passenger Levels



### Airport Information:

- 3,000 acres
- Runway 16-34: 11,318' long
- 1 Aircraft Gate
- Served by 2 airlines
- 2 non-stop destinations

### New England Passengers



● = 2,500 Trip Passengers



### Functional Role

Portsmouth has the system's longest runway and can easily accommodate the new Airbus A380 aircraft. It also has a twenty-four hour tower, Index E, ARFF services, and on-site custom services.

Since its opening as a civilian base, it has provided the airline industry with facilities for a wide variety of users. These have included a maintenance operation for a regional commuter airline, air cargo operations, air charter flights, and new entrant airlines. Its fixed base operators have developed services meeting the full range of ground handling services for scheduled air carriers, international business jets, and charter flights.

The airport has also enabled the Air National Guard to provide critical support in airborne refueling of both training and actual military missions.

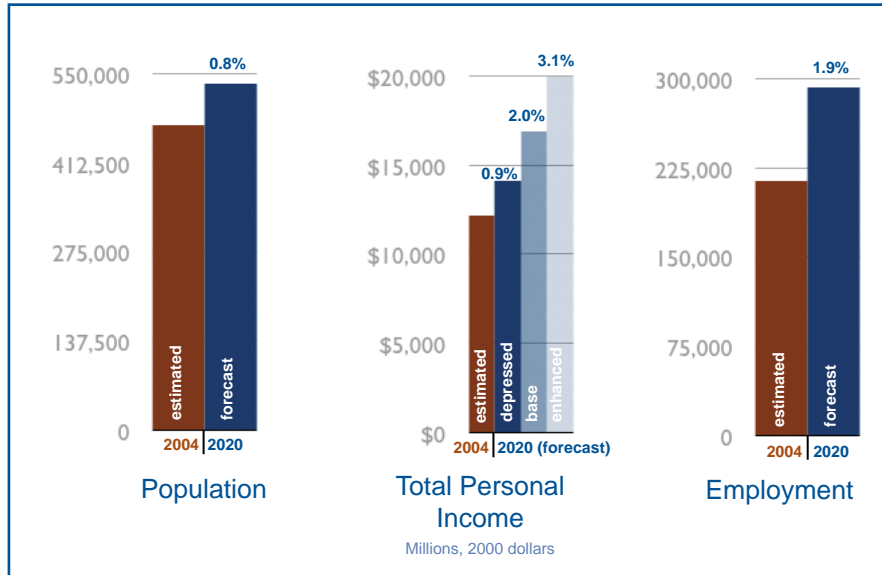
### Current Concerns

The proximity of the airport to major population centers to the south, north, and west supports the potential of this airport to be an important supplement to the regional system. On the other hand, this restricts air service development to niche markets not served by the existing surrounding airports.

### Outlook

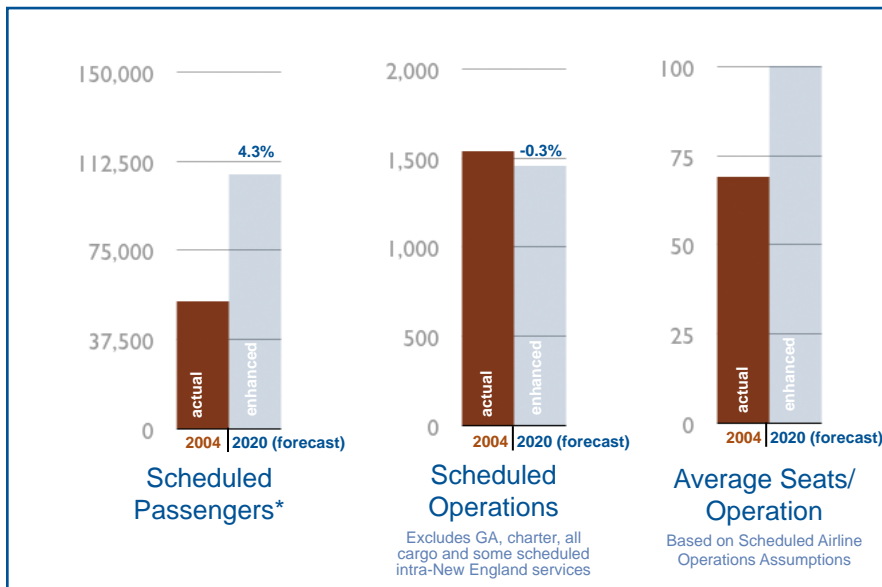
Portsmouth is well positioned to provide very efficient facilities for air charters serving the northern portion of the Boston market. It is currently using the data from this study to further identify niche market opportunities. ✈️

## Catchment Area Forecast Underlying Socioeconomics



Percentages represent average annual growth

## Forecast Airport Passengers and Service Levels\*\*



Percentages represent average annual growth

\* Actual data is for year ending July 2004 and may not coincide with annual historical passengers (calendar year) presented on preceding page.

\*\* depressed and base data not available for this airport.



T.F. Green Airport (PVD) is a primary service airport located in Warwick, Rhode Island, eleven miles south of Providence, in Kent County, Rhode Island.

## T.F. Green Airport



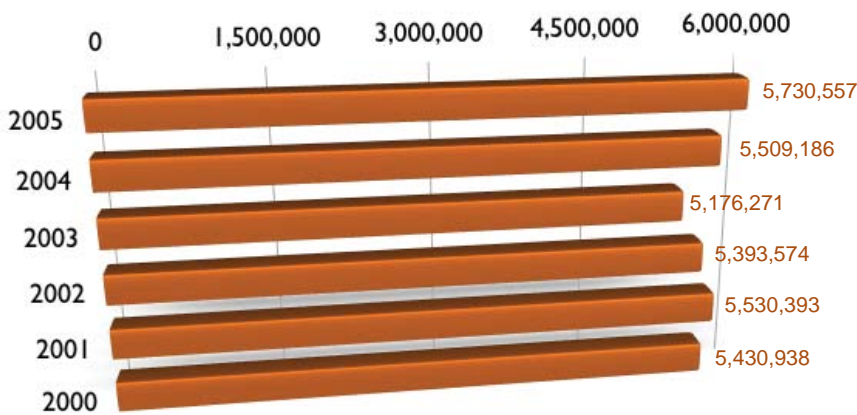
### New Non-stop Service Opportunities

- Large Transcontinental
- Medium Haul Regional Jet
- Long Haul Connection Hubs
- Florida Markets
- International

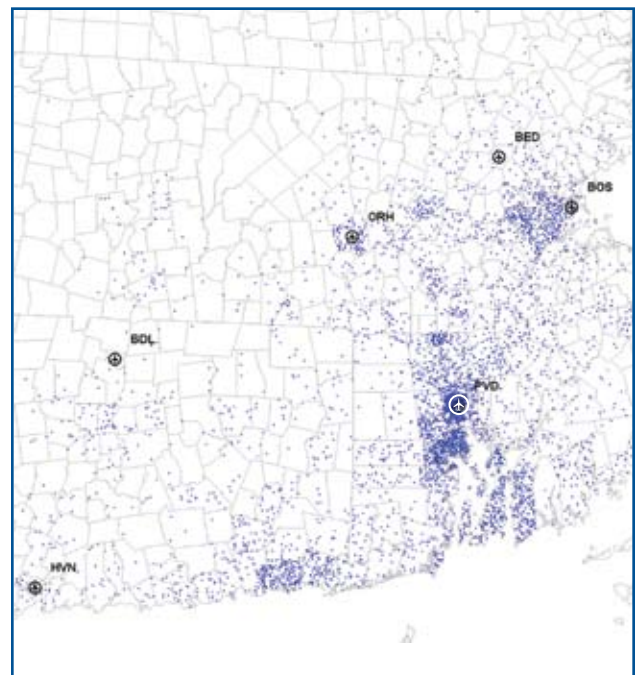
### Draft Airport Master Plan Recommendations

- Improve Runway Safety Areas for RW16-34
- Extend RW 5-23
- Improve various taxiways
- Improve terminal security
- Improve terminal area baggage facilities
- Add gates to terminal (south concourse)
- Expand auto parking
- Improve terminal access roadway from Post Road
- Expand Central Utility Plant
- Expand ARFF building
- Construct replacement GSE building
- Construct replacement belly cargo facility
- Construct new integrated cargo facility
- Improve glycol management facilities

### Historical Total Passenger Levels



### PVD Airport Usage by Ground Origin Destination, 2004



● = 1,000 Trip Passengers

### Airport Information:

- 1,111 acres
- Runway 5-23: 7,166' long
- Runway 16-34: 6,081' long
- 21 Aircraft Gates
- Served by 11 airlines
- 28 non-stop destinations



## Functional Role

T.F. Green Airport will continue to serve the Rhode Island market as well as air travelers in eastern Connecticut and southeastern Massachusetts. In the recent past, new routes met with quick success, as indicated by load factors sustained over time.

## Current Concerns

To increase the service market opportunities and operating flexibility for all carriers serving T.F. Green, an Environmental Impact Statement is being prepared to evaluate the impacts of a runway extension and terminal improvements identified in the Draft Airport Master Plan.

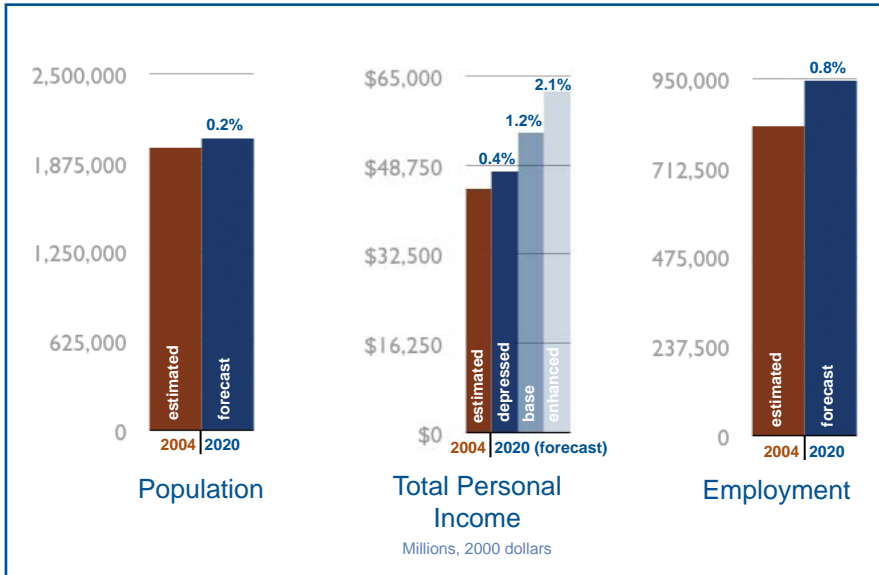
At T.F. Green, a dominant low fare carrier heavily influences service levels, in terms of schedule and fare structure. However, it is expected that this will moderate as the market continues to develop, with entry into the market by other carriers employing the low fare business model.

## Outlook

The Providence market is approaching the size that could support non-stop service to the West Coast and select destinations in Canada, the Caribbean, and North Atlantic Europe.

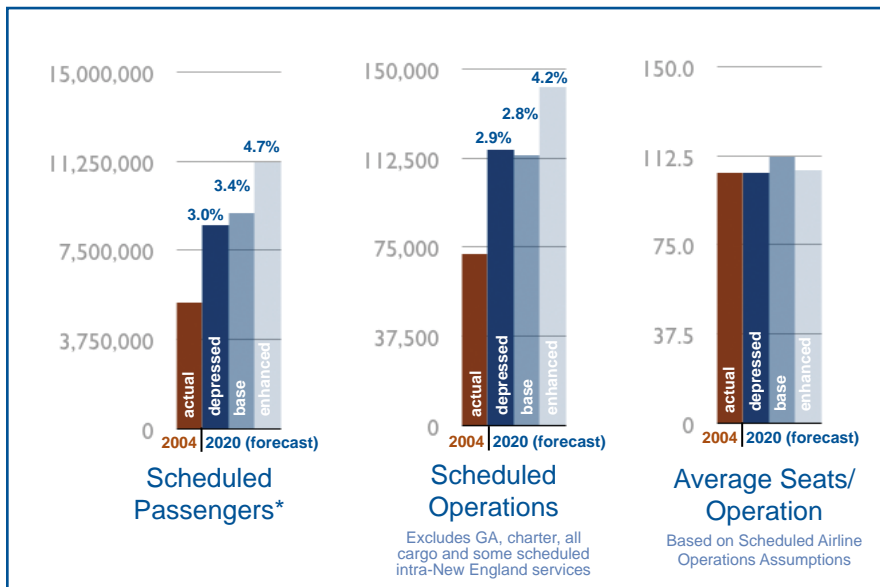
T. F. Green is located at a major nexus of transportation services for southern New England, including the airport rail station now under construction. Current environmental studies will affect the capability of the airport to meet current and future requirements of the population and economy of this area. If approved, planned runway extensions and related mitigation will require significant investments. The costs of these projects are justified by the contribution this airport makes to the functioning of the regional system. ➔

## Catchment Area Forecast Underlying Socioeconomics



Percentages represent average annual growth

## Forecast Airport Passengers and Service Levels



Percentages represent average annual growth

\* Actual data is for year ending July 2004 and may not coincide with annual historical passengers (calendar year) presented on preceding page.

Tweed-New Haven Regional Airport (HVN) is a public use airport located in the City of New Haven and the Town of East Haven, Connecticut.

## Tweed-New Haven Regional Airport



### New Non-stop Service Opportunities (When Facility Improvements Permit)

Short/Medium Haul Hubs  
Florida Markets

### Future Capital Improvements

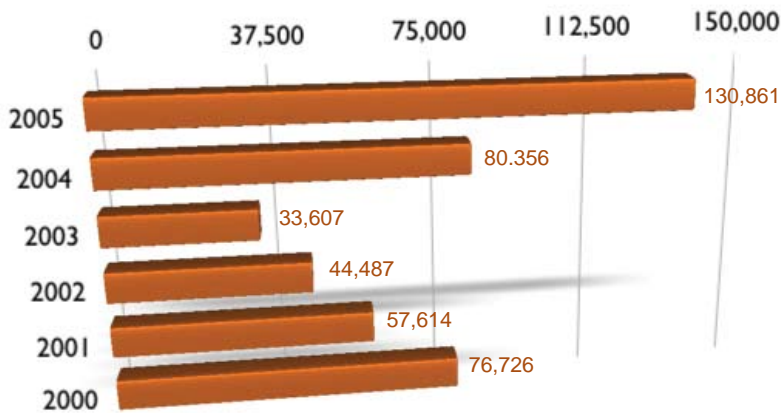
#### Within five years:

Runway Safety Areas on RW 2/20  
MALSR for RW 2  
Relocate threshold on RW 20  
Improved approach to RW 20  
Centerline/Touchdown Zone lights for RW 2/20

#### Within twelve years:

Pave Runway Safety Areas  
Add 600 feet to RW 2/20  
Category II infrastructure for RW 2  
Approached Lighting System (ALSF-2) for RW 2

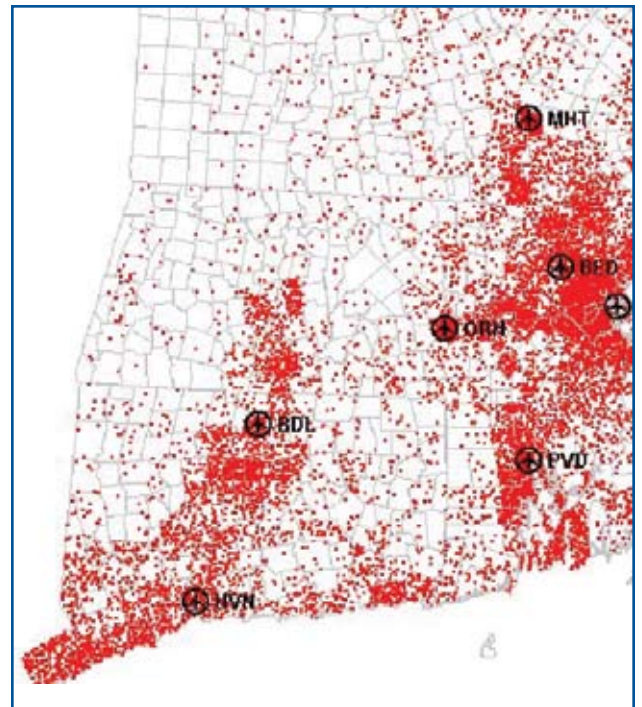
### Historical Total Passenger Levels



### Airport Information:

394 acres  
Runway 02-20: 5,600' long  
Runway 14-32: 3,175' long  
4 Aircraft Gates / 1 with Jetbridge  
Served by 1 airline  
1 non-stop destination

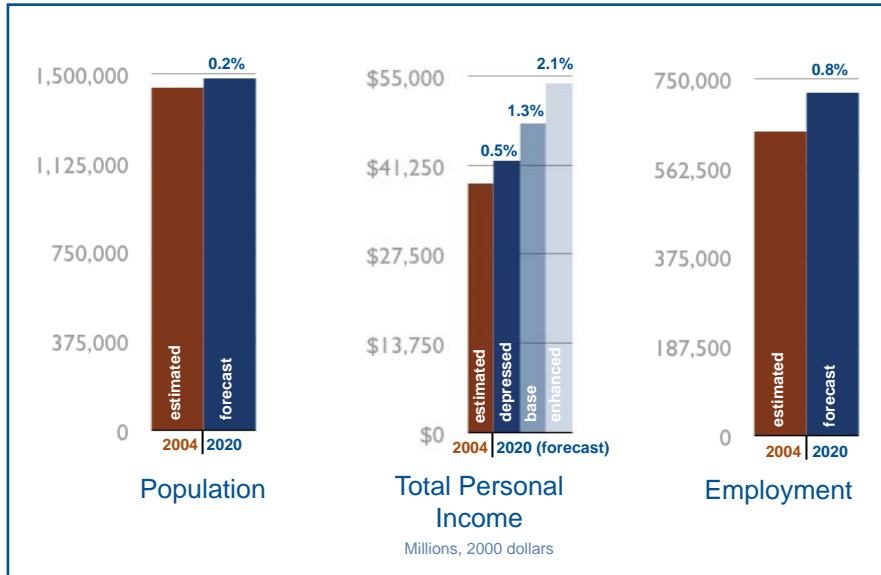
### New England Passengers



● = 2,500 Trip Passengers

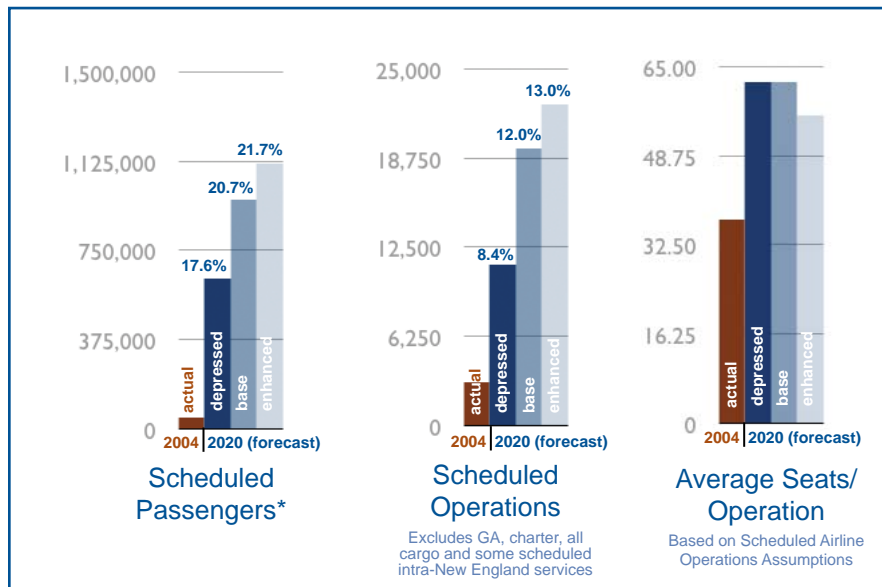


## Catchment Area Forecast Underlying Socioeconomics



Percentages represent average annual growth

## Forecast Airport Passengers and Service Levels



Percentages represent average annual growth

\* Actual data is for year ending July 2004 and may not coincide with annual historical passengers (calendar year) presented on preceding page.

### Functional Role

Despite its catchment area of 2.8 million passengers, the fifth largest in New England, only one percent of that catchment area used New Haven in FY 2004, 59 percent used Bradley, 23 percent used the New York City area airports, and 13 percent used Providence.

### Current Concerns

Tweed is now being viewed as a vital component in a statewide system of airports to serve the flying public: Bradley, as a medium hub international airport for a wide region of New England, and Tweed, as a small hub regional airport for Southern Connecticut. This vision needs to be channeled into support for implementation of the Tweed Master Plan.

By accomplishing these Master plan elements, the need for public operating subsidies can be eliminated.

### Outlook

By 2010, with active support of state and local governments, the Master Plan Update Phases One and Two will be implemented. The airport will infuse over \$75 million annually into the regional economy.

By 2013, based on public demand for more air service, Tweed will successfully implement Master Plan Update Phase Three. The airport will infuse up to \$300 million annually into the regional economy.

By 2018, having successfully completed Phase Four of its Master Plan Update, the airport will infuse up to \$750 million annually into the regional economy. ✈️

# ORH

## Worcester Regional Airport

Worcester Regional Airport (ORH) provides general aviation and commercial air services to the Greater Worcester Area in central Massachusetts. The airport is owned by the City of Worcester and operated by the Massachusetts Port Authority (Massport).



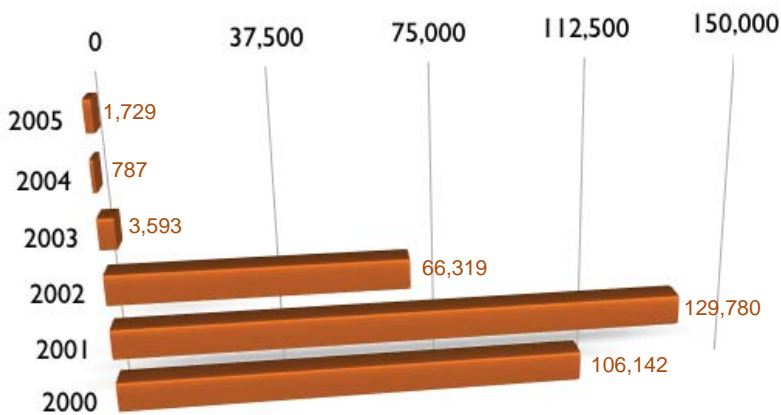
### New Non-stop Service Opportunities

Short/Medium Haul Business and Leisure Connections  
Florida and other niche markets

### Future Capital Improvements

Ongoing airport master plan  
Airfield pavement rehabilitation  
Enhancements to all Runway Safety Areas  
Potential CAT I ILS to CAT II/III upgrade  
Construction of new Airport Rescue & Firefighting Facility  
Construction of new airfield maintenance structure  
New hangar and general aviation service facilities

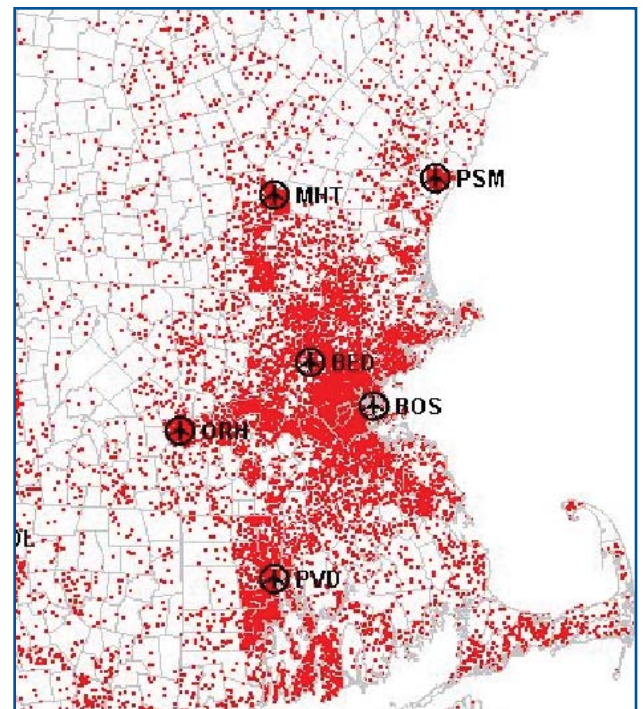
### Historical Total Passenger Levels



### Airport Information:

1,300 acres  
Runway 11-29: 7,000' long  
Runway 15-33: 5,000' long  
4 Aircraft Gates, 2 Ramp Level Gates

### New England Passengers



● = 2,500 Trip Passengers



### Functional Role

Worcester Regional Airport provides general aviation (GA) and commercial aviation service to the Central Massachusetts Region.

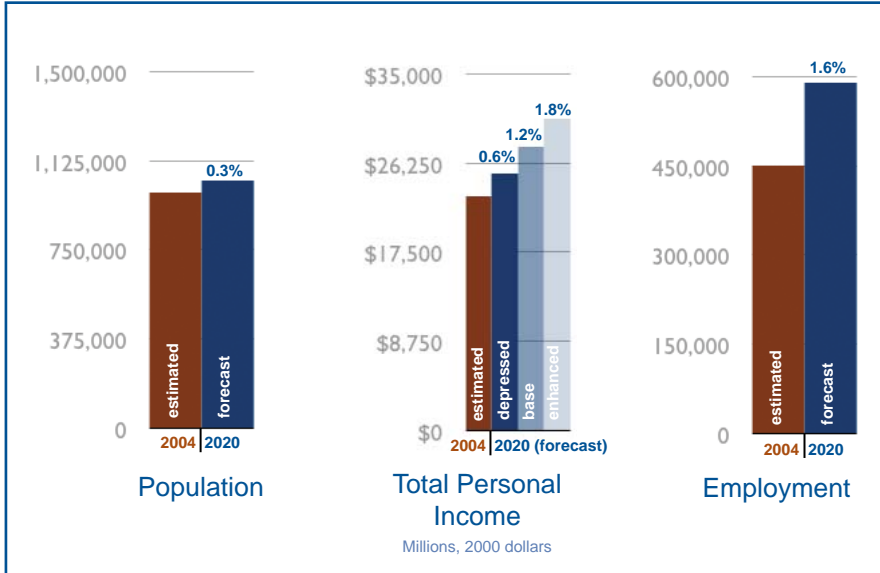
### Current Concerns

The events of September 11, 2001 significantly affected commercial air service at the airport, resulting in a loss of airlines service by 2003. A low cost carrier providing service to Orlando/Sanford Florida reinstated commercial air service for a short period between December 2005 and August 2006. The airport continues to aggressively pursue other commercial aviation service opportunities in the challenging post 9/11 environment. To enhance the security, safety and operational efficiency, essential aviation infrastructure should be maintained and improved including the rehabilitation of aging runway and taxiway pavements, installation of FAA compliant Runway Safety Areas (RSA) on Runway 11-29, upgrade of the Category I Precision Approach to Category II/III standards and an aircraft hold apron on the Runway 11 end. Major non-aviation projects that would benefit the airport and the region include improved roadway access, additional signage and roadway infrastructure improvements.

### Outlook

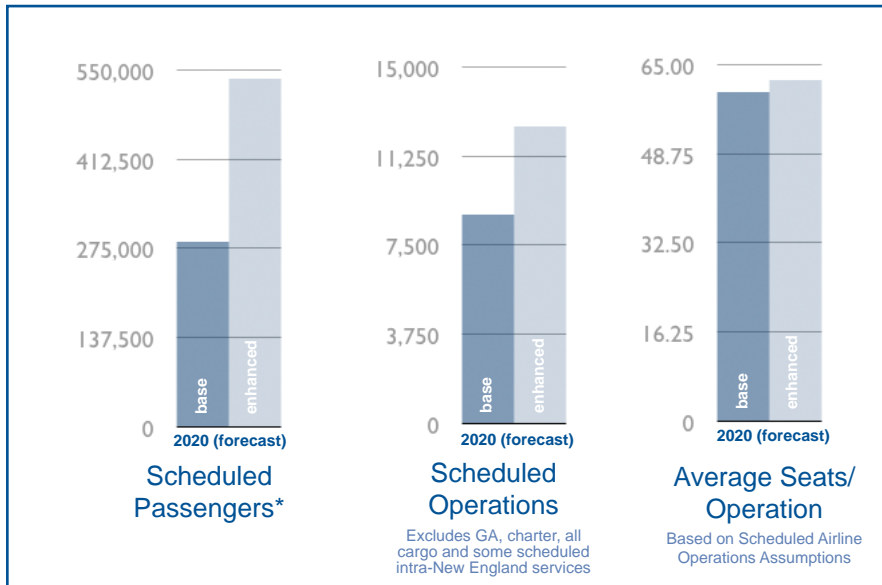
The FAA/MAC funded Airport Master Plan (expected to be completed by late 2006) provides a strategic roadmap for the future development of the airport as current and forecasted demand continues through the twenty-year planning period. Continued community support for the airport, coupled with ongoing marketing strategies for additional scheduled air service and attracting additional-based corporate aircraft and aviation related services are key to the airport's future growth over the short and long term. ✈️

## Catchment Area Forecast Underlying Socioeconomics



Percentages represent average annual growth

## Forecast Airport Passengers and Service Levels \*\*



Percentages represent average annual growth

\* Actual data is for year ending July 2004 and may not coincide with annual historical passengers (calendar year) presented on preceding page.

\*\*Actual numbers were not available. Worcester did not have scheduled air service in 2004.