

The New England Regional Airport System Plan

→ Helping New England Be New England

Sponsored by the New England Airport Coalition

- Bangor International Airport
- Boston Logan International Airport
- Bradley International Airport
- Burlington International Airport
- L. G. Hanscom Field
- Manchester-Boston Regional Airport
- Portland International Jetport
- Portsmouth International Airport
- T. F. Green Airport
- Tweed-New Haven Regional Airport
- Worcester Regional Airport





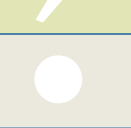


- Connecticut Department of Transportation
 - Bureau of Aviation & Ports
- Maine Department of Transportation
 - Passenger Transportation Division
- Massachusetts Aeronautics Commission
- Massachusetts Port Authority
- New Hampshire Department of Transportation
 - Bureau of Aeronautics
- Rhode Island Airport Corporation
- Vermont Agency of Transportation
 - Aviation Program

- FAA Airports Division

- New England Council



Inside...

	<p>How Does Aviation Help New England Be New England? New Englanders fly a rate 80 percent higher than the national average. Knowing why helps us understand the essence of our region and how air transportation helps to preserve it.</p>	4
	<p>Understanding Regional Airport System Dynamics Understanding regional airport system dynamics begins with understanding the evolving nature of the airline industry and its interaction with airport development.</p>	7
	<p>Building the Forecasts - The Basic Logic and Assumptions Forecasts are more than numbers; here's a brief primer on developing a critical eye for interpreting the products of the forecasting models.</p>	14
	<p>Forecast Results What they tell us about the nature of the air transportation services required by the next generation of air passengers.</p>	18
	<p>Challenges for the Regional System This presents a strategic approach to providing an essential public service that relies upon a constantly evolving private airline industry.</p>	27
	<p>Meet the Airports A summary of key facts and issues for each of the study's airports.</p>	34
	<ul style="list-style-type: none"> • Bangor International Airport 	34
	<ul style="list-style-type: none"> • Boston Logan International Airport 	36
	<ul style="list-style-type: none"> • Bradley International Airport 	38
	<ul style="list-style-type: none"> • Burlington International Airport 	40
	<ul style="list-style-type: none"> • L.G. Hanscom Field 	42
	<ul style="list-style-type: none"> • Manchester Boston Regional Airport 	44
	<ul style="list-style-type: none"> • Portland International Jetport 	46
	<ul style="list-style-type: none"> • Portsmouth International Airport 	48
	<ul style="list-style-type: none"> • T.F. Green Airport 	50
	<ul style="list-style-type: none"> • Tweed-New Haven Regional Airport 	52
	<ul style="list-style-type: none"> • Worcester Regional Airport 	54
	<p>Finally... Some final thoughts on the commitment required to achieving this vision and an acknowledgement of the organizations and individuals who contributed to this effort.</p>	56

Introduction

In the early nineties, the New England Region was faced with a dilemma that threatened its future economic development and vitality. In a world that was increasingly dependent upon air transportation, New England's primary airport, Boston Logan International Airport, was running out of capacity and efforts to land bank a site for a new major airport had failed.

In the best Yankee tradition, the region began to examine how to make the best use of the resources they had - a system of under-utilized regional airports. By the end of the decade a unique collaborative effort involving all six state aviation agencies and eleven passenger service airports had positioned the regional airports to benefit from the entry of low fare carriers and had improved access to airline services for passengers throughout New England. However, the question remained, "Will this be enough to provide for the needs of the next generation of air passengers?"

To answer this question this coalition sponsored the New England Region Airport System Study (NERASP). This study discovered some very interesting answers to this central question. First, the region has an unusually high reliance on air transportation. Second, the system does have the ability to meet passenger demand through 2020. But to do so requires continued efforts to enhance the performance of each airport in the system. This is essential to achieve the level of efficiency and resiliency the system must have for a region so dependent on the services of a constantly evolving airline industry.

A majority of the Region's passengers will continue to fly through Boston Logan International Airport. Therefore, the system will rely upon Logan to continue to improve its efficiency in handling aircraft operations and passengers. This study also identifies several airports that could improve the performance of the regional system if they can overcome the challenges they face in developing the services required by their communities. For example, Providence's T. F. Green Airport lacks sufficient runway length to efficiently serve its communities' needs for west coast and international markets. Worcester and New Haven have the potential to serve a total of 3.8 million passengers, drawing almost one million of these passengers away from congested airports in New England and New York. The forecast models also reveal an emerging market for jet service from Cape Cod to major domestic markets.

This report describes the foundations of a regional strategy for the air carrier airport system to support the needs of air passengers through 2020. Its underlying theme is to develop an airport system based upon the location of passengers and with adequate facilities to allow airlines to evolve the range of services that provide the best mix of efficiency, convenience, and reliability.



By providing this forward vision of the region's needs, this study hopes to promote a common understanding of the challenges that need to be addressed by local airport planning and development programs.

A message from the Administrator of the Federal Aviation Administration (FAA)

New England continues to lead the way with an effort that is marked by both ingenuity and conservation of valuable resources. The New England Regional Airport System Plan is a blueprint that will be of great benefit to the passenger service airports in the great northeast.

This project represents an unparalleled collaboration by the six New England state aviation agencies and their passenger jet service airports. This plan combines the best and the brightest from academia, industry and government.

What you'll find is a shared understanding of the challenges and opportunities presented to New England's airport system. This document provides our airport managers and their governmental sponsors with a clearer view of the action required to support the air transportation needs of their communities. This means that significant investments can be made with an understanding of the long-term needs of the region's passengers. More to the point, this plan is not influenced by the ups and downs of the airline industry.

The value of applying regional planning for preparing for tomorrow's challenges to our aviation system is of such national importance that I have made the completion of this study part of FAA's Flight Plan.

Marion C. Blakey
Administrator
Federal Aviation Administration



A Message from FAA's New England Regional Administrator

In less than ten years, the United States will reach one billion passengers annually. The emergence of very light jets, the move from wide-body aircraft to smaller jets, and the shift to new entrants are changing the way Americans travel by air. It is an exciting future for the aviation industry.

The New England Regional Airport System Plan represents a key step in preparing for the future. It combines regional planning, economic development, and insightful knowledge of the air carrier industry to create a superb decision resource for the future development of the 11 passenger jet airports in the region. It will provide invaluable guidance for airport operators as they make important facility development decisions. In addition, it will support the regional coordination among airports required to serve the unique air transportation needs of the New England region.

If aviation is the lifeblood of America's economy, and our airport system is the heartbeat that makes it go, this is doubly true for New England. There are challenges ahead. The New England Regional Airport System Plan inspires confidence that we will be ready to meet them.

Amy L. Corbett
Regional Administrator
FAA New England Region



A Message from this Study's Sponsoring Agencies and Airports

The coalition of the region's major airports, the six New England state aviation agencies, and the Federal Aviation Administration are proud of our latest effort the New England Regional Airport System Plan to understand the air transportation needs of New England.

Our coalition was established in the early '90s to develop a continuous approach to monitoring and managing the progress and challenges of our New England airport system. We found that the development of this information at the system level gives us greater confidence as we strive to support the policies and investments required for the continued growth and prosperity of each of our jurisdictions within the New England region.

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Message from the Manager, FAA New England Region Airports Division

Normally our Division's role is to provide funding and technical review to studies performed by the airports and state aviation agencies. For the past 12 years, however, the New England Region has enjoyed a true collaboration with this coalition. This partnership has allowed us to produce the quality of information that has successfully guided the investments leading to a stronger regional airport system. I want to take this opportunity to thank all the participants for the spirit of trust and cooperation that has been a defining element of our regional programs.

A high level of effort was directed at producing a report that would be informative to interested members of the public who do not have extensive aviation backgrounds. I hope all readers find that they have gained a deeper insight into the issues that will be engaging those of us working individually and collectively to meet the needs of New England's next generation of air passengers.

And, finally, I would like to express my appreciation and admiration for the consultant and agency staff directly involved in producing this report. They have provided us with a product that not only advances the needs for our region, but also advances the very practice of regional airport system planning itself.

Laverne Reid
Manager,
FAA New England Airports Division

