

# 4

## Regional Transportation Context

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### Introduction

This chapter reports on the status of the New England regional airports in 2005 and describes Massport's ongoing efforts to support an efficient regional air transportation network. The chapter specifically describes:

- Airport passenger and aircraft operations in 2005 for the regional airports, changes from 2004, and a comparison to Logan Airport activity levels. The primary airports considered for this chapter, in addition to Logan Airport, are: T.F. Green Airport, RI; Manchester Airport, NH; Bradley International Airport, CT; Burlington Airport, VT; Bangor Airport, ME; Portland International Jetport, ME; Pease International Tradeport, NH; Worcester Regional Airport, MA; Hanscom Field, MA; and Tweed-New Haven Airport, CT.
- Significant changes in airline service levels and other factors that have contributed to trends in regional airport activity.
- Status of improvement plans and projects at the regional airports.
- Information regarding the recently completed New England Regional Aviation System Plan (NERASP) Study.
- Massport's initiatives and joint efforts with other transportation agencies to improve the efficiency of the New England regional air transportation system.

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### Key Findings

Overall, the number of air passengers utilizing New England's primary commercial service airports in 2005 rose by 5.3 percent over 2004. When measured by aircraft operations, however, activity levels fell by 0.6 percent. This reflects sweeping changes in both the commercial aviation and general aviation (GA) sectors of the industry. Highlights for 2005 are:

- Major airlines reduced capacity in 2005 as they continued to restructure their operations in an effort to reverse record financial losses. Passenger numbers rose despite capacity reductions as airlines operated at higher load factors.

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- Carriers flew fewer flights to the regional airports than in 2004, but in 2005 used larger aircraft on average and carried more passengers. At Tweed-New Haven and Bangor Airports, growth in scheduled seat capacity outpaced increases in operations; at T.F. Green Airport, Portland International Jetport, and Burlington Airport, seat capacity declined less (compared to 2004 levels) than scheduled operations; and at Manchester Airport seat capacity increased while the number of scheduled passenger flights declined. This reflects the adoption of larger regional jets and the increased importance of low-cost carriers, which generally operate narrow-body aircraft.
- GA operations at New England airports declined by 3.8 percent from 2004 levels. The pace of the decline is more rapid than for the United States (US) as a whole, where GA operations declined 2.5 percent. The nationwide decrease in the number of operations, however, is offset by an increase of 3.8 percent in the number of hours flown by GA aircraft<sup>1</sup>. The combination of these trends suggests that the GA fleet is becoming longer-range and more jet-focused. The national GA jet fleet grew by 2.6 percent in 2005 while the total number of GA aircraft, including both jets and non-jets, grew by 1 percent.

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### New England Regional Airport System

As shown in Figure 4-1, the New England region is served by Logan Airport, the primary domestic and international hub, and a system of ten regional commercial service airports<sup>2</sup> (regional airports); together, these 11 airports accommodate nearly all of New England's air travel demand. The regional airports range in size from the Bradley International Airport in Connecticut, which served 7.4 million commercial passengers in 2005, to Hanscom Field in Massachusetts, which handled approximately 17,000 passengers in 2005.

The regional airports that are closest to and have the greatest effect on passenger traffic and aircraft activity at Logan Airport are T.F. Green Airport in Warwick, RI, Manchester Airport in NH, and Worcester Regional Airport, in Worcester, MA. These three regional airports accommodate air passenger demand in the Boston market area, and also serve their own market areas. In 2005, T.F. Green, Worcester Regional, and Manchester Airports served 27.1 percent of the combined passengers at the four airports serving the greater-Boston market area. The regional airports in the Boston market area accommodated a greater share of the combined passenger traffic than in 2004, although that share is slightly lower than its peak of 28.0 percent in 2002. Figure 4-2 depicts the historic distribution of air passengers for these three regional airports and Logan Airport.

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<sup>1</sup> FAA Aerospace Forecast 2006-2017.

<sup>2</sup> The *New England Regional Airports Air Passenger Service Study* (FAA, 1995) defined the Bradley International, T.F. Green, Manchester, Portland International Jetport, Bangor, Burlington, Worcester Regional and Tweed-New Haven airports as the region's principal commercial airports, other than Logan Airport, since all of these airports either supported or had previously supported commercial jet passenger services. Subsequently, in 1999, limited commercial passenger service was introduced at Hanscom Field in Bedford, Massachusetts and at Pease International Tradeport in Portsmouth, New Hampshire. These eleven airports are included in the New England Regional Airport System Plan study, which was published in 2006.

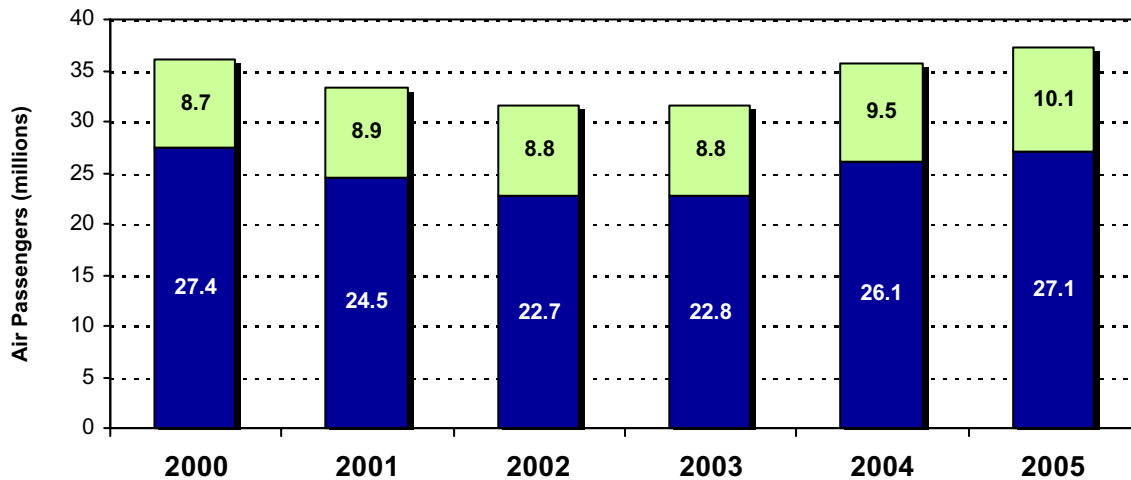
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**Figure 4-1 New England Regional Transportation System**



**Figure 4-2 Passenger Activity Levels at Logan Airport and Surrounding Airports**



Note: Grey shading represents passenger activity at T.F. Green Airport (PVD), Manchester Airport (MHT), and Worcester Regional Airport (ORH). Black shading represents passenger activity at Logan Airport.

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### Regional Airport Activity Levels

#### Passengers

In 2005, total air passenger traffic at New England's 11 primary commercial airports exceeded 2000 levels for the first time, reaching 48 million passengers (refer to Table 4-1). However, the pace of growth slowed overall, from 12.0 percent in 2004 to 5.3 percent in 2005. The rate of passenger growth at Logan Airport reflected the regional trend.

**Table 4-1 Passenger Activity at New England Regional Airports and Logan Airport**

	Passenger Levels (millions) <sup>1</sup>						Percent Change (2004 - 2005)
	2000	2001	2002	2003	2004	2005	
Bradley International, CT	7.34	6.89	6.53	6.26	6.74	7.38	9.5%
T.F. Green, RI	5.43	5.53	5.39	5.18	5.51	5.73	4.0%
Manchester, NH	3.17	3.23	3.36	3.60	3.97	4.33	9.1%
Portland International Jetport, ME	1.34	1.26	1.25	1.25	1.37	1.45	6.1%
Burlington, VT	0.90	1.04	1.10	1.10	1.25	1.37	9.7%
Bangor, ME	0.38	0.37	0.41	0.41	0.45	0.48	6.8%
Tweed-New Haven, CT	0.08	0.06	0.04	0.03	0.08	0.13	63.6%
Pease International Tradeport, NH	0.07	0.06	0.07	0.06	0.05	0.01	(73.8)%
Hanscom Field, MA	0.16	0.13	0.07	0.04	0.02	0.02	(12.7)%
Worcester Regional, MA	0.11	0.13	0.07	0.00	0.00 <sup>2</sup>	0.00 <sup>2</sup>	119.7%
<b>Subtotal</b>	18.98	18.63	18.22	17.93	19.45	20.91	7.5%
Logan, MA	27.73	24.47	22.70	22.79	26.14	27.09	3.6%
<b>Total</b>	46.71	43.10	40.92	40.72	45.59	48.00	5.3%

Source: Massport and individual airport data reports.

1 All passengers in millions. Passengers are enplaned plus deplaned passengers or two times enplaned passengers. 2003 passenger numbers for Pease International Tradeport have been revised based on statistics from the Pease Development Authority. 2005 statistics are from the NERASP Study, Fall 2006

2 Worcester Regional Airport passenger levels were 787 in 2004 and 1,729 in 2005 (limited service starting December 2005).

Note: Data for Logan Airport includes international and connecting passengers.

As a whole, air passenger traffic in the region grew faster than in the overall US domestic market, which grew by 4.2 percent. Excluding Logan Airport, which experienced 3.6 percent passenger growth in 2005, New England airports overall grew significantly faster than the US average, increasing overall by 7.5 percent in 2005.

Passenger traffic at Tweed-New Haven Airport increased by 63.6 percent in 2005<sup>3</sup> as a result of the expansion of Delta Connection and US Airways Express service. In 2004 Delta Air Lines entered the New Haven market with Comair regional jet service to Cincinnati, and in 2005 scheduled departures on that route increased by 60.3 percent. US Airways Express scheduled departures to Philadelphia, Tweed-New Haven Airport's other scheduled destination, increased 39.2 percent. The NERASP Study identified Tweed-New Haven Airport as being the most under-served airport in New England given the level of passenger demand in its catchment area.

Bradley International Airport passenger totals grew by 640,000 passengers above 2004 levels, a 9.5 percent increase. Greatly increased US Airways Express service to Philadelphia contributed to Burlington Airport's

3 Not including Worcester Regional, which experienced 119.7 percent passenger growth from a base of 787 passengers in 2004.

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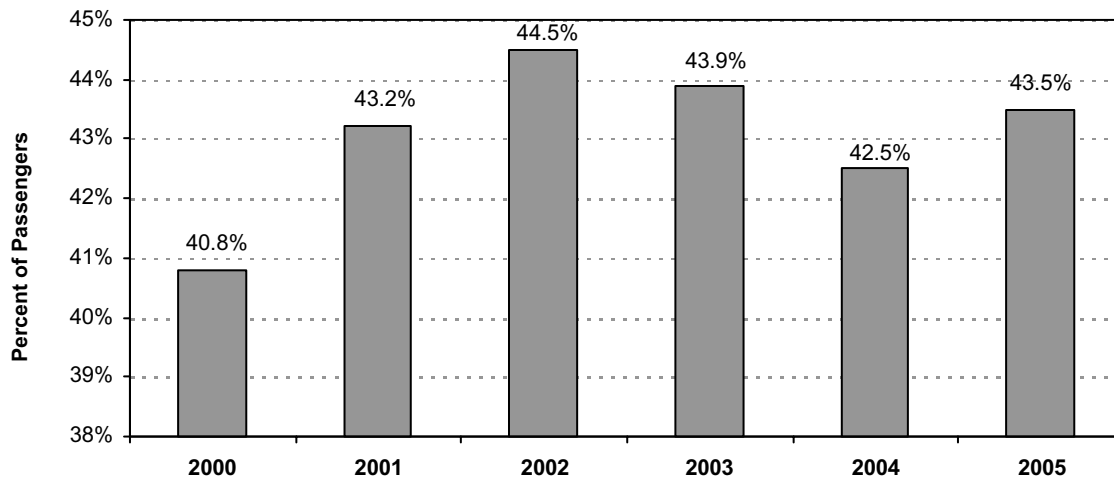
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9.7 percent increase in passengers, along with new Continental Express service to Boston and increased JetBlue service to New York/JFK. In May, US Airways Express began operating the Burlington-Philadelphia route with 72-seat Embraer 170 regional jets for some flights, an upgrade from 37- and 50-seat regional jets which had been the standard on that route.

Air passenger traffic continued to decline at both Hanscom Field and Pease International Tradeport in 2005. Hanscom-New London/Groton service ended in January 2005, leaving Trenton New Jersey, as the only scheduled passenger destination from Hanscom Field. Pease International Tradeport also saw a decline in passenger traffic, as the Pan Am/Clipper Connection, which was the only carrier providing scheduled service at Pease International Tradeport in 2004, discontinued service from Pease International Tradeport to six regional points, although it retained service to Hanscom Field. That service has traditionally been a “tag end,” on the Hanscom-Trenton route. Allegiant Airways, a leisure-market focused low cost carrier, began scheduled service from Pease International Tradeport to Orlando-Sanford in November 2005. Allegiant Air also announced at the end of 2005 that it was planning to begin scheduled Worcester-Orlando service.<sup>4</sup> This service has since ceased.

The regional airports’ overall share of New England air passengers increased slightly in 2005 due to faster growth at the larger regional airports than was experienced by Logan Airport. The regional airports attracted 43.5 percent of the region’s air passengers, as shown in Figure 4-3. Logan Airport passengers account for the remaining 56.5 percent of New England passengers.

**Figure 4-3 Regional Airport Share of New England Airport Passengers**



### Aircraft Operations

As shown in Table 4-2, commercial airline operations increased at most of the regional airports. Annual total aircraft operations at the region’s airports from 2000 to 2005 are provided in *Appendix F, Regional Transportation Context*.

<sup>4</sup> Allegiant’s Worcester service began in the last week of 2005; the last flight for the service was September 3, 2006.

Airport	2004				2005					2004-2005 Percent Change			
	Commercial <sup>1</sup>	General Aviation <sup>2</sup>	Military & Other <sup>2</sup>	Total	Commercial <sup>1</sup>	General Aviation <sup>2</sup>	Military & Other <sup>2</sup>	Total	Share of NE Total	Commercial	General Aviation	Military & Other	Total
Bradley International	108,823	32,269	4,100	145,192	119,048	33,341	3,701	156,090	11.2%	9.4%	3.3%	-9.7%	7.5%
T.F. Green	83,496	34,878	346	118,720	88,374	28,138	241	116,753	8.4%	5.8%	-19.3%	-30.3%	(1.7)%
Manchester	75,360	27,438	749	103,547	76,115	27,061	477	103,653	7.4%	1.0%	-1.4%	-36.3%	0.1%
Portland International Jetport	46,474	41,547	1,338	89,359	42,661	36,191	1,405	80,257	5.8%	-8.2%	-12.9%	5.0%	(10.2)%
Burlington	41,719	54,709	12,404	108,832	43,987	49,888	11,468	105,343	7.6%	5.4%	-8.8%	-7.5%	(3.2)%
Bangor <sup>3</sup>	24,970	29,884	29,676	84,530	25,976	30,016	24,154	80,146	5.8%	4.0%	0.4%	-18.6%	(5.2)%
Hanscom Field	4,308	175,301	1,195	180,804	3,627	165,424	904	169,955	12.2%	-15.8%	-5.6%	-24.4%	(6.0)%
Pease International Tradeport <sup>4</sup>	3,981	25,962	7,797	37,740	3,197	25,446	7,669	36,312	2.6%	-19.7%	-2.0%	-1.6%	(3.8)%
Tweed-New Haven	4,501	58,881	1,010	64,392	6,137	60,893	1,063	68,093	4.9%	36.3%	3.4%	5.2%	5.7%
Worcester Regional	0	61,343	530	61,873	2,727	62,743	519	65,989	4.7%	NA	2.3%	-2.1%	6.7%
<b>Subtotal</b>	<b>393,632</b>	<b>542,212</b>	<b>59,145</b>	<b>994,989</b>	<b>411,849</b>	<b>519,141</b>	<b>51,601</b>	<b>982,591</b>	<b>70.6%</b>	<b>4.6%</b>	<b>-4.3%</b>	<b>-12.8%</b>	<b>(1.2)%</b>
Logan	374,022	31,236	0	405,258	376,414	32,652	NA	409,066	29.4%	0.6%	4.5%	NA	0.9%
<b>Total</b>	<b>767,654</b>	<b>573,448</b>	<b>59,145</b>	<b>1,400,247</b>	<b>788,263</b>	<b>551,793</b>	<b>51,601</b>	<b>1,391,657</b>	<b>100.0%</b>	<b>2.7%</b>	<b>-3.8%</b>	<b>-12.8%</b>	<b>(0.6)%</b>

Source: Massport, FAA Tower Counts, FAA Terminal Area Forecast, and individual airport records.

- 1 May include Air Taxi operations by fractional jet operators. FAA Tower counts include some fractional jet operations as "Air Taxi/Commuter" operations.
- 2 Includes itinerant and local general aviation and military operations at the regional airports. There are no military operations at Logan Airport.
- 3 Includes international aircraft making a technical stop at Bangor Airport.
- 4 Pease International Tradeport data are from the Pease Development Authority.

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In 2005, GA and military activity at the combined New England regional airports declined, which is consistent with the declining national trend for GA and military operations. GA includes aircraft operations conducted by air taxi providers, businesses, private pilots, fractional ownership entities, law enforcement, air ambulances, student and recreational pilots, and many other aviation users.

GA operations continue to be the most common activity at the regional airports, but commercial operations now account for 41.9 percent of total operations at the regional airports excluding Logan Airport, up from 39.6 percent in 2004. In 2005, GA accounted for 52.8 of total aircraft operations at the regional airports. By comparison, GA represents only 8.0 percent of aircraft activity at Logan Airport, which primarily accommodates domestic and international commercial airline operations.<sup>5</sup>

Overall, the regional airports accommodated a much greater share of the region's aircraft operations than their share of air passengers due to high levels of GA traffic. While 43.5 percent of New England's air passengers enplaned or deplaned at one of the regional airports, these airports accounted for 70.6 percent of the region's aircraft activity (due to smaller aircraft serving these airports). On average, there were approximately 21.3 passengers per aircraft operation at the regional airports compared to 66.2 passengers per operation at Logan Airport.

### Service Developments at the Regional Airports

In 2005, commercial airline operations increased at a slower pace at Logan Airport than the regional airports as a whole. As a result, Logan Airport's share of scheduled domestic departures decreased in 2005. Table 4-3 shows the share of scheduled domestic departures for Logan Airport and the ten regional airports in recent years for the peak travel month of August. Both the second and third tiers of New England airports increased their share of New England's domestic airline services in 2005.

	2000	2001	2002	2003	2004	2005
Logan, MA	54.8%	54.6%	50.9%	50.0%	52.4%	49.6%
Bradley International, CT; Manchester, NH; T.F. Green, RI	29.8%	29.2%	32.5%	32.7%	33.9%	35.1%
Bangor, ME; Pease International Tradeport, NH; Burlington, VT; Hanscom Field, MA; Tweed-New Haven, CT; Worcester Regional, MA; Portland International Jetport, ME	15.4%	16.2%	16.6%	17.2%	13.7%	15.3%

<sup>1</sup> For the peak travel month of August.

The regional airports gained several new non-stop services in 2005. However, most growth in scheduled operations and seat capacity was in markets which received non-stop service in 2004. New markets added in 2005 included:

- Continental Express added Burlington-Boston non-stop service in May.
- Delta Song added service from Bradley International Airport to Los Angeles in September.
- Allegiant Air began service to Orlando-Sanford from Pease International Tradeport in November.

<sup>5</sup> There are no military operations at Logan Airport.

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Details of scheduled passenger operations by market and carrier for the regional airports are presented in *Appendix F, Regional Transportation Context*.

Southwest Airlines continued to have a major presence at the New England regional airports, providing 34.1 percent of total scheduled flights at Manchester Airport, 30.7 percent of scheduled flights at T. F. Green Airport, and 17.7 percent of scheduled flights at Bradley International Airport (see Table 4-4). Overall, Southwest Airlines increased its scheduled services from New England regional airports by 20.2 percent in 2005.

	Share of Scheduled Departures				
	2001	2002	2003	2004	2005
Bradley International, CT	9%	12%	14%	14%	18%
Manchester, NH	22%	25%	26%	27%	34%
T.F. Green, RI	22%	25%	27%	26%	31%

#### Service Developments at Other New England Airports

In addition to Logan Airport and the regional airports discussed thus far, a third-tier of airports serves isolated communities or provides niche-commercial airline services in New England.

These airports include Augusta, Presque Isle, Bar Harbor, and Rockland, in Maine; Hyannis, New Bedford, Martha's Vineyard, and Nantucket, in Massachusetts; and Westerly, Rhode Island. The third-tier airports support high frequency commercial service to Logan Airport and the other primary commercial service airports during the summer and lower frequency during the winter. Hanscom Field and Pease International Tradeport were not served regularly by commercial passenger airlines until both airports received limited niche-market services in 1999.

Most of these third-tier airports are not in close proximity to Logan Airport or major population centers in New England. Because of their remoteness and/or limited market areas, these airports are unlikely to attract passengers that now use Logan Airport. Of all these airports, Hanscom Field is the most relevant since it lies within the Greater Boston Metropolitan market served by Logan Airport and it is operated by Massport. Pease International Tradeport is also noteworthy because of its proximity to Boston and its airport facilities. The location of Hanscom Field and Pease International Tradeport are shown in Figure 4-1.

#### Hanscom Field

Hanscom Field, which Massport owns and operates, plays an important role in the regional transportation system as the region's premiere facility for business/corporate GA and as a general aviation reliever to Logan Airport. Hanscom Field accommodates a variety of GA operations that might otherwise use Logan Airport. In addition to its role as a GA reliever to Logan Airport, Hanscom Field accommodates niche commercial airline services.

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Aerial view of Hanscom Field, Massachusetts

- In 2005, there were 170,000 aircraft operations at Hanscom Field. Aircraft activity at Hanscom Field fell by 6.0 percent compared to 2004.
  - GA operations accounted for 97.3 percent of Hanscom Field operations, with 165,000 operations in 2005, or more than five times the number of GA operations than occurred at Logan Airport.
  - Business jets and civilian twin-engine turboprop aircraft accounted for 24.7 percent of total aircraft activity in 2005.
  - In 2005, Hanscom Field accommodated 3,627 commercial airline operations, down from 4,308 in 2004. Commercial flights at Hanscom Field are primarily operated by regional airlines using turboprop aircraft.

#### Pease International Tradeport

In 2005, there were 36,312 aircraft operations at the Pease International Tradeport, a decrease of 3.8 percent from 2004. Passenger volume declined from approximately 54,000 in 2004 to 13,000 in 2005 (including both scheduled and charter passengers). Pan Am provided scheduled and charter services with jets and turboprops at Pease International Tradeport in 2005, although the airline cut its 2004 schedule by 1,100 operations. Allegiant Airways began scheduled service to Orlando-Sanford in November 2005.

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### Regional Airport Improvement Plans

The following section describes significant airport improvements that are planned or under construction at the regional airports.

#### Bradley International Airport

Work was completed on the Master Plan Update at Bradley International Airport during 2004. The Master Plan Update was originally initiated in 2000 and was revised after September 11, 2001 to incorporate anticipated industry-wide aviation changes and the future aviation requirements at the airport.

Work on the specific projects discussed in the Master Plan Update began in 2005, with targets to complete refurbishment of Terminal A in 2006. Phase II of the Master Plan (2008-2012) includes the following projects:

- Belly cargo handling facilities
- Parking and Rental Car facilities, including garage expansion and access improvements, and consolidation of rental car facilities
- Murphy Terminal demolition and construction of a new terminal

The NERASP Study (which is discussed further below) cited the following as potential future capital improvements for Bradley International Airport:

- Rehabilitation of Taxiways E and T
- Runway 33 Precision Approach Path Indicator Installation
- Purchase of noise monitoring equipment and implementation of noise plan

#### T.F. Green Airport

The Rhode Island Airport Corporation (RIAC) updated its Master Plan for T.F. Green Airport in Warwick, RI and identified those improvements that would be needed to accommodate the anticipated growth in aircraft operations and passengers in both the short-and long-term. The most critical project for future traffic at T.F. Green Airport is the extension of Runway 5-23 to enable the airport to accommodate demand for long-range non-stop flights to the West Coast. Another anticipated improvement is resurfacing Runway 16-34 and improving the safety areas at its runway ends. Other improvements include terminal and concourse expansion, and parking and roadway improvements.

Because of potential environmental impacts associated with wetlands and community disruption, the Federal Aviation Administration (FAA) determined the need to prepare an Environmental Impact Statement (EIS) for many of the proposed improvements. Work on the Draft EIS for the T.F. Green Airport Improvement Program is underway.

#### Manchester Airport

Over the past decade, over \$500 million was invested in Manchester Airport to improve and develop landside and airside facilities and infrastructure. Projects included a 158,000 square foot passenger terminal and two subsequent 75,000 square foot terminal additions, a 4,800 space parking garage with an elevated pedestrian walkway connection to the terminal, roadway improvements, and extensive runway reconstruction and lengthening.

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To date, the airport has completed the majority of the short-term, mid-term and long-term projects contained in the 1997 Master Plan Update. Improvements to be completed over the next several years include:

- Reconstruction of Runway 06 and safety area improvements
- Construction of a glycol collection/treatment facility
- Construction of a 3-Gate North End Terminal Expansion
- Construction of Parking Lot
- Expansion of Parking Lot C

The Manchester Airport was recently renamed the Manchester-Boston Regional Airport, which formalizes its role in the region as a key airport serving the Boston-area market (see [www.flymanchester.com](http://www.flymanchester.com)).

### Hanscom Field

Several capital improvement and maintenance projects were undertaken or completed at Hanscom Field during 2005:

- Phase 1 of the East Ramp overlay project and Taxiway Tango resurfacing were completed.
- Designs for upgrading the Runway Safety Areas (RSA) for Runway 5-23 to comply with current FAA safety criteria were completed and permitting was initiated. MEPA held a public meeting and issued a scope for an Environmental Impact Report (EIR). The EIR is combined with a federal Environmental Assessment.
- Plans were pursued to build a heated sand storage facility (FAA-approved sand is used to improve traction in winter weather conditions). The building will reduce the need for multiple sand deliveries during winter storms. The building was completed in 2005.
- Massport commenced planning on Phase 2 of the Vegetation Removal Project, which will consider options for obstructions in Bedford's Hartwell Town Forest and Jordan Conservation Area. An effort was made to clarify FAA requirements for the area.
- Hanscom Field continues to attract interest in GA hangar development. This includes the redevelopment of Hangar 24 and Hangar 10. As part of the draft 2005 *Hanscom Field Environmental Status and Planning Report (ESPR)*, filed in November 2006, additional planning and development options are described.

In 2004, Massport submitted a draft Scope of Work for the 2005 *ESPR* for Hanscom Field. MEPA issued a Certificate, including a final Scope of Work. The draft 2005 *ESPR* for Hanscom Field provides a comprehensive assessment of potential future environmental conditions, including: ground transportation, noise, air quality, wetlands, wildlife, water quality, cultural and historical resources, and sustainable development. The draft 2005 *ESPR* for Hanscom Field was filed with MEPA for public review on November 30, 2006.

### Worcester Regional Airport

A Master Plan for Worcester Regional Airport is in preparation. The Master Plan will specify the following as potential infrastructure improvements for the 2006-2010 timeframe:

- Runway 11 pavement rehabilitation
- Runway Safety Area improvements
- CAT II/III Instrument Landing System upgrade

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### Initiatives in Support of Regional Alternatives

Massport advocates a regional transportation policy to improve the efficient use of the region's transportation infrastructure by appropriate expanded use of regional airports and alternative transportation modes. To achieve this policy goal, Massport is committed to cooperative transportation planning and is working actively with a broad array of transportation agencies and concerned parties to promote an integrated, multi-modal regional transportation network. Massport has undertaken several initiatives to advance a strong network of commercial service airports in the New England region.

Massport also participates in several interagency transportation planning forums pertaining to alternative, intercity travel modes. Previous filings described past initiatives and cooperative planning ventures. The following section describes Massport's most recent initiatives.

#### Massport's Cooperative Planning Efforts

A better regional intermodal transportation network would reduce the region's reliance on Logan Airport as the primary transportation hub, and provide New England travelers with a greater range of viable transportation options. Regional airports can emerge as economic and transportation centers within the communities that they serve. This would reduce the dependence on intraregional automobile trips and on Logan Airport itself as the beginning and destination point for air passengers.

As a result of the 1999 Regional Transportation Summit, Massachusetts and other New England states developed agreements to expand and improve regional transportation between the states by increasing rail services and evaluating transportation needs and impacts. In December 2000, a second annual Summit was held to discuss regional transportation issues and infrastructure development, use, and efficiency. A result of this summit included the proposal to re-establish the New England Governors Conference Committee on Transportation as a regular forum for further discussion of regional transportation initiatives.

- The Council of New England Governors and other policy decision makers throughout the region will be able to utilize strategies and information developed in the NERASP Study, a regional aviation system study being developed by the FAA, Massport, New England state aviation directors and regional airport directors, as a framework for integrated regional aviation policy and planning. The NERASP Study is discussed in the next section.
- In March 2001, the New England Governors adopted a resolution to coordinate and implement regional transportation planning across the six New England states. The formal resolution created the Regional Transportation Coordinating Council (RTCC) to work with the FAA to study and increase regional airport use. The RTCC meets quarterly and consists of 12 members, with each governor appointing two members. The mission of the RTCC is to invite federal transportation agencies to participate in the planning and funding of regional initiatives aimed at building and enhancing regional transportation infrastructure.

#### New England Regional Aviation System Plan

In 1995, the New England Council, Massport, the FAA, and the six New England states conducted the New England Regional Airports Air Passenger Service Study. This study was the first of its kind to assess air service development from a regional perspective. The study analyzed air passenger demand in the regional airport market areas and determined that a substantial number of air passengers with ground origins or destinations convenient to the regional airports were using Logan Airport instead. The study concluded that expanded services, particularly jet service to major airline connecting hubs and high-density local markets, and

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competitive air fares would enhance the ability of the regional airports to recapture the passengers that they were losing to Logan Airport. The subsequent entry of Southwest Airlines to T.F. Green Airport and Manchester Airport demonstrated the veracity of that conclusion.

On April 14, 2000, Massport, the FAA and the regional airport directors agreed to undertake a follow-on study, the NERASP Study. Massport is the contract administrator for this FAA study, with Massport contributing 5 percent of the study funds.

The overall objective of the NERASP Study is to identify strategies for optimizing New England's regional airport system. The study is being conducted in two phases. Phase I of the Study began in 2002 and was completed in 2004. Phase 2 began in 2005 and the NERASP Study final report was released in October, 2006.

The major forecast tasks of the NERASP Study included the following:

- Regional passenger forecasts for 2010 and 2020
- Updated passenger and operations forecasts for individual study airports
- Analysis of airport usage patterns and airport choice by New England air passengers
- Identification of new air service opportunities for each study airport

The Study determined that airport proximity is the principal factor that passengers consider when selecting an airport if multiple airports are convenient to the passenger. However, passengers do actively choose airports that may be farther away from their ground origin or destination if those airports offer better air services or lower airfares.

The NERASP Study identified and documented that there is a high degree of cross-airport utilization within the Greater Boston airport system (i.e., Logan, T.F. Green, and Manchester Airports). While over 40 percent of New England air passengers have a ground origin or destination that is closer to Logan Airport than any other airport, a significant number of these passengers choose to use the T.F. Green and Manchester Airports. For example, in 2004, 18 percent of the passengers who used T.F. Green Airport had a ground origin or destination that was closer to Logan Airport than to T.F. Green Airport. Similarly, 23 percent of the passengers who used Manchester Airport had a ground origin or destination that was closer to Logan Airport than to Manchester Airport.

The Study also documented that passengers who are closer to T.F. Green or Manchester Airports may choose to use Logan Airport when traveling to destinations where Logan Airport offers better air service, such as non-stop flights to international or transcontinental destinations, or lower airfares. For the same period, the Study estimated that 34 percent of passengers for whom T.F. Green Airport was the closest airport actually choose to fly to/from Logan Airport. For Manchester Airport, the share of Manchester-area passengers choosing to fly to/from Logan Airport was 46 percent. In effect, the three airports act as a system of airports, with significant numbers of passengers choosing the most convenient airport in terms of access, airfares, and available air services depending on their individual air travel needs.

In the Base Case growth scenario, the NERASP Study projects New England's scheduled commercial airline passenger demand (residents and visitors, enplaning plus deplaning) to increase by 3.5 percent per year from 43 million in Fiscal Year 2004 to 76 million in Calendar Year 2020. Of the region's largest airports, Manchester Airport is forecasted to be the fastest growing, with air passengers increasing by 3.9 percent annually. Scheduled commercial airline passengers at Logan Airport are forecasted to grow at an average annual rate of 3.4 percent reaching 42.8 million by 2020. The Base Case passenger forecasts for each study airport are shown in Table 4-5.

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Airport	Scheduled Commercial Airline Passengers <sup>1</sup>			Average Annual Growth (Fiscal Year 04 – Calendar Year 20)
	Actual Fiscal Year 2004 <sup>2</sup>	Forecast 2010	Forecast 2020	
Logan <sup>3</sup>	24,477,000	34,436,000	42,437,000	3.4%
Bradley International	6,472,000	8,227,000	10,384,000	2.9%
T.F. Green	5,253,000	7,144,000	9,057,000	3.4%
Manchester	3,783,000	5,622,000	7,123,000	3.9%
Portland International Jetport	1,265,000	1,716,000	2,347,000	3.8%
Burlington	1,169,000	1,723,000	2,148,000	3.8%
Tweed -New Haven	43,000	442,000	962,000	20.7%
Bangor	445,000	653,000	833,000	3.9%
Hanscom Field	26,000	299,000	451,000	18.9%
Worcester Regional	NA	160,000	284,000	NA
Pease International Tradeport	53,000	NA	NA	NA
<b>Total</b>	<b>42,986,000</b>	<b>60,422,000</b>	<b>76,026,000</b>	<b>3.5%</b>

Source: NERASP, 2006

1 Enplaned plus deplaned passengers.

2 Fiscal Year 2004 is 12 months ending June 30, 2004.

3 Data for Logan Airport includes passengers connecting at Logan Airport.

NA Information not available.

### Regional Rail Transportation Initiatives

As requested in the Secretary's Certificate, this section reports on the Downeaster and Northeast Corridor rail services.

The Downeaster rail service operates along a 115-mile corridor between Boston-North Station and Portland, Maine. The service is operated by Amtrak under contract to the Northern New England Passenger Rail Authority (NNEPRA). The Downeaster currently makes four daily round trips between Portland and Boston, with a one-way trip time of 2.5 hours. The Downeaster currently serves a total of ten passenger stations, including Boston-North Station, Anderson Transportation Center (Woburn) and Haverhill in Massachusetts; Exeter, Durham, and Dover in New Hampshire; and Wells, Saco, Old Orchard Beach (seasonal service) and Portland in Maine. Funding for the capital and operating needs of the service is provided by the State of Maine through NNEPRA. Approximately 294,000 one-way trips were taken on the Downeaster in Fiscal Year 2005, the most since service began in 2001 and an increase of 18.1 percent over the 249,000 one-way trips taken in 2004. Effective September 20, 2005, the price of a one-way Portland-Boston trip on the Downeaster was \$22.

Amtrak's Northeast Corridor is an intercity rail service that operates between Boston-South Station and Washington, DC via New York City. Other major destinations served by the route include Providence, Rhode Island; New Haven, Connecticut; New York, New York; Philadelphia, Pennsylvania; and Baltimore, Maryland. The Northeast Corridor is the mostly heavily used intercity rail corridor, offering the highest level of service, in the US. Amtrak operates two distinct services between Boston and Washington, DC along the corridor: the Acela Express, its high-speed

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limited-stop service that was inaugurated in the year 2000; and the Acela Regional, a lower-speed service that makes local stops along the route. Travel times on the Acela Express range from 3.5 hours from Boston to New York to just over 6.5 hours from Boston to Washington, DC. Travel times on the Acela Regional range from about 4.25 hours from Boston to New York to approximately 7.75 hours from Boston to Washington, DC. A total of 17 round trips are offered on the Northeast Corridor between Boston and New York, which includes nine Acela Express round trips and eight Acela Regional round trips. Most of these trips continue south to Washington, DC and a smaller number continue further south to Newport News, Virginia. Systemwide Amtrak ridership was 24.4 million one-way trips in the 12 months ending July 2006. The Northeast Corridor represented 39.2 percent of total annual Amtrak ridership, or about 9.6 million passenger trips. Boston was the 8th busiest railroad station in the Amtrak system in Fiscal Year 2005 (October 2004–September 2005), with 971,000 passengers.

#### **Other Cooperative Regional Transportation Planning and Operation Efforts**

Massport participates in the following regional transportation planning efforts:

- Massport participates in Fly New England, a cooperative marketing association that advocates the use of New England's regional airports. Fly New England participating airports include Burlington, Bradley International, Manchester, T.F. Green, Logan and Worcester Regional Airports and Portland International Jetport.
- Massport supports intercity rail planning through its membership in the Boston Metropolitan Planning Organization (MPO). The MPO is a cooperative planning board that consists of these state and regional agencies: Executive Office of Transportation (EOT); MassHighway; Metropolitan Area Planning Council (MAPC); Massachusetts Bay Transportation Authority (MBTA); and the MBTA Advisory Board. Several municipal governments also participate in MPO processes, including the cities of Boston, Everett, Newton, and Salem, and the towns of Bedford, Hopkinton, and Framingham.
- Massport periodically participates in meetings of other regional and state aviation organizations and the Massachusetts Aeronautics Commissions (MAC).

Massport also cooperates with other transportation agencies to promote transit operations. Information on Massport's cooperation with other transportation agencies in relation to transportation planning and operations is provided in *Chapter 5, Ground Transportation Improvement*. Chapter 5 also provides information on transit ridership, including ridership to Logan Airport on the Silver Line which is Boston's first Bus Rapid Transit (BRT) line, and the status of ground transportation improvements at, and in the vicinity of, Logan Airport.