

GENERAL AVIATION
NEW ENGLAND
Regional Airport System Plan



New England Business
GA Activity – *Analysis of*
FAA Flight Plan Data

Tasks D3 and D4 Report
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In Association With:
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ICF SH&E



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Introduction

GENERAL AVIATION
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Objective of Task D – Evolution of General Aviation in New England

A primary objective of Task D is to develop an in-depth understanding of the nature and characteristics of business general aviation (GA) flying in New England by analyzing available GA activity data and conducting structured surveys and interviews of business GA users and service providers.

This *Task Report* presents the findings from the analysis of FAA activity data (Subtasks D3 and D4). GA operations data was collected from the FAA's Traffic Flow Management System Counts (TFMSC, formerly ETMSC) and analyzed to document:

- The level of business GA activity in the region and at individual airports.
- The types of aircraft used to conduct business GA operations in the region.
- The major origin and destination points.
- The level of intra-regional activity.

Structured surveys and interviews of business GA users and service providers were also conducted to assess:

- The role and function of business GA activity in the region.
- The airport facilities and services required to support current and future business GA.
- The perceived strengths, weaknesses, and priorities for improvement across New England's system of GA airports.

The findings and results from the surveys will be reported in a separate task report (Subtask D5).



Summary of Findings

Level of New England Business GA Activity (pages 16 –18)

- There were 168,000 GA IFR departures from New England airports in 2011.
- 75% of the region’s GA IFR departures occurred at the Primary and National airports, which account for only 16% of the airports in the New England airport system. Regional airports, which represent 10% of system airports, accounted for 17% of the GA IFR departures.
- Hanscom is by far the region’s busiest airport for business aviation. In 2011, Hanscom accommodated more than 22,000 GA IFR departures compared to 12,700 at Boston Logan, the next busiest airport for GA IFR departures.

New England Business GA Activity by Aircraft Type (pages 19–21)

- 44% of the region’s GA IFR departures were operated with business jet aircraft. The jet share is highest at the Primary and National airports, where 50% of the GA IFR departures were operated with jet powered aircraft. The jet share at Regional airports was 30%.

At airports other than the Primary and National airports, piston-powered aircraft accounted for the majority of GA IFR departures: 46% at the Regional airports; 55% at Local airports; 67% at Basic airports; and almost 90% at all other airports.

New England Business GA Destinations (pages 22–40)

- The average stage length for all GA IFR departures from New England airports was 322 nautical miles (nm). The average stage length varies by airport category: approximately 350 nm at Primary/National airports; approximately 235 nm at Regional/Local/Basic airports; and about 165 nm at the Not Classified/Non-NPIAS airports.
- The FAA ASSET study used the number of flights over 500 nm as a useful measure for the geographical area served by an airport. In New England, 18% of the GA IFR departures involved stage lengths over 500 nm. Primary and National airports had the highest share of flights over 500 nm at approximately 20%. At Regional/Local airports, approximately 12% of flights were to destinations over 500 nm and at the smallest airports, the share was less than 5%.
- More than half of New England’s GA IFR departures (57.1%) were destined to other U.S. airports outside New England. The majority of these flights (70.6%) are to airports in the FAA Eastern region.
- The top domestic airport destinations outside of New England were concentrated in the New York metropolitan area. Teterboro and Westchester County airports were the most frequented destinations for New England business GA, each with more than 10,000 annual departures in 2011. The other top non-New England domestic destinations rounding out the



Summary of Findings *(continued)*

- There were more than 26,000 GA IFR departures to long range destinations (over 500 nm). These flights involved more than 7,000 unique flight O&D segments and highlight the types of destinations that are accessed with general aviation outside the Northeast region. Top long haul flight segments included: Hanscom-West Palm Beach (321 departures); Portland-Chattanooga (234 departures); Hanscom-Chicago Midway (188 departures); Portland-Rowan County, North Carolina (175 departures); and Hanscom-Charlotte and Hanscom-Raleigh/Durham (each with 145 departures).
- The most frequently flown international routes are dominated by Eastern Canadian destinations. All but three of the top 20 international flight O&D segments involved destinations in Eastern Canada. There were approximately 5,000 GA IFR departures from New England airports to airports in Canada spread over nearly 900 unique flight O&D segments. The top Canadian flight O&Ds were Portland-Yarmouth (188 departures), Hartford Bradley-Montreal Saint Hubert (177 departures) and Boston Logan –Toronto Pearson (171 departures).
- There were approximately 1,200 GA IFR departures to Europe spread over 470 unique flight segments. Many of the top European flights departed from Bangor International Airport. These flights may originate in other parts of the country and use Bangor as a technical stop for re-fueling purposes.

Trend in New England Business GA Activity Levels 2006 to 2011

- Business aviation activity in New England, as measured by GA IFR departures, has declined by approximately 15% from 2006 to 2011. This trend is consistent with an overall declining trend in itinerant GA operations (including those flown VFR and IFR) at New England airports with FAA Air Traffic Control Towers. Over the same period, itinerant GA operations at the towered airports fell by 18%.
- The trend in business GA in New England mirrors trends in the broader U.S. GA market. Nationally, GA declined sharply as the result of the 2007-2009 economic recession. The sluggish pace of economic recovery has also affected the recovery in GA, which has not yet rebounded to pre-recession activity levels. From 2006 to 2011, general aviation and air taxi hours flown have declined by 11.9%.^{\1}
- Despite the declines in regional flight activity, several airports experienced an increase in flights between 2006 and 2011. The airport that posted the largest net increases in GA IFR flights include: Portsmouth International Airport at Pease (+1,294); Westfield Barnes Municipal (+913); Block Island State (+638); Hartford Brainerd (+304); Newport State (+239) and Belfast Municipal (+213).
- Many airports experienced double-digit percentage declines in GA IFR flights from 2006 to 2011. The airports that showed the largest net decline in activity include: Boston Logan (-3,857); Hartford Bradley (-3,585); Hanscom Field (-3,547); Nashua Boire Field (-2,157); and Bangor (-1,623).

\1 FAA, Aerospace Forecast FY 2012-FY 2032 – Table 29.



FAA Flight Plan Data

Overview

The FAA's Traffic Flow Management System Counts (TFMSC) consists of data compiled from IFR flight plans filed by pilots and/or flights detected by the National Airspace System RADAR. The TFMSC data captures the following flight level data:

- Airport or city pair
- Flight type: domestic or international
- Type of operator: air carrier, air taxi, GA, freight, military, other (self-reported)
- Aircraft type
- Aircraft class: piston, turbine, jet, helicopter, other
- Weight class: heavy, 757, large jets, medium, small, other
- Business jet or regional jet
- Number of seats (generic, based on FAA aircraft database)
- Stage length (based on great circle distance)

Limitations of the Data

VFR Flights are not Included

It is important to note that a significant amount of GA flight activity, in New England as well as nationally, is performed under visual flight rules (VFR) and these operations are not captured in the TFMSC flight plan data. Therefore the analysis presented in this report is limited to IFR flights only. However, these IFR flights account for a high proportion of business GA activity and are likely to have the greatest impact on the local and regional economies.

Arrival Data are Incomplete

The flight counts reported in TFMSC are obtained from electronic flight plan messages and do not constitute a complete accounting of flights. Arriving and departing flights at an individual airport are normally balanced. However, at individual airports the TFMSC counts for arriving flights are often less than the departing flight counts because pilots may elect to cancel flight plans at the arrival stage. Since arrival counts are incomplete, the analysis in this study is based on departing flights.

Operator Type is Inaccurate

Another limitation of the database is that the information available for operator type is self-reported and not reliable. For example, in several instances operations with business aviation aircraft were reported as "air carrier". As a result, this field could not be used to identify true general aviation activity. Instead of relying on the operator type field, the data was screened by aircraft type and only activity conducted



FAA Flight Plan Data *(continued)*

with non-commercial aircraft was included in the analysis. Flight plan activity by commercial aircraft type was compared to airline activity from the U.S. DOT T-100 database to ensure that true commercial airline flights were excluded.

Data not Accessible for Airports with Recent Flight Identifier Changes

Departing flights for four airports could not be accessed from the FAA database because the airport identifiers were changed but the software for accessing the data had not yet been updated with the new flight identifiers. The airports affected by this are: Brunswick Executive (BXM) in Maine, Caledonia County (CDA) in Vermont, Danielson (LZD) in Connecticut, and Marshfield Municipal (GHG) in Massachusetts. However, departing flights from other New England airports to these four airports were accessible and included in the analysis.



Scope of the Analysis

The base year for the analysis is 2011 and additional data for 2006 is used for trend analysis. As described previously, the analysis includes flights operated with an IFR flight plan and does not reflect flights operated with a VFR flight plan. The analysis only reflects flight activity that was reported or determined to represent general aviation. Commercial airline and military flights were excluded. The analysis includes both fixed wing and rotor wing activity. IFR GA activity at all New England public use airports, including commercial service airports and non-NPIAS GA airports, is reflected in the analysis.

Flight plan data was found for 133 of the 156 New England public use airports (109 NPIAS and 47 non-NPIAS) included in the study. A comparison of the GA IFR departures to itinerant GA departures at towered airports^{\2} indicates that the flight plan data captures, on average, approximately 27% of all GA itinerant departures (IFR + VFR) at the selected airports. For some airports, the flight plan data represents a higher share of itinerant GA departures (e.g., 44% for Hanscom Field) and for other airports the capture share is significantly lower (e.g., 12% for Lawrence Municipal).

Airport classifications from the FAA NPIAS and the FAA ASSET study (*General Aviation Airports: A National Asset*, May 2012) were used to summarize the data.

Airport Classification

The NPIAS classification for general aviation airports is limited to two categories: reliever airports and general aviation airports. The ASSET study recognizes that the nation's nearly

3,000 general aviation airports fulfill a broad range of aviation functions and make varying levels of economic contribution to the communities they serve. The study created four general aviation airport categories:

National airports support the national and state system by providing communities with access to national and international markets. They accommodate a full range of aviation activity, including large corporate jet and multi-engine aircraft operations, significant charter passenger services, or all-cargo operations. They often work in conjunction with, and in support of, hub airports serving the aviation needs of larger metropolitan areas.

Regional airports support regional economies by connecting communities to statewide and interstate markets. These airports accommodate a full range of regional and local business activities, limited scheduled passenger service, or cargo operations. They serve corporate jet and multi-engine aircraft, as well as single-engine propeller aircraft.

Local airports supplement communities by providing access to primarily intrastate and some interstate markets. These airports accommodate small businesses, flight training, emergency service, charter passenger service, cargo operations, and personal flying activities.

\2 Excludes airports with significant regional airline service since regional airline operations and air taxi operations are comingled in FAA Tower counts.



Scope of the Analysis *(continued)*

They typically accommodate smaller general aviation aircraft, mostly single-engine propeller and some multi-engine aircraft.

Basic airports support general aviation activities such as emergency service, charter or critical passenger service, cargo operations, flight training, and personal flying. These airports typically accommodate mostly single-engine propeller aircraft. They may be located in, and provide service to, remote areas of the United States with limited or no surface transportation options, and therefore may be critical to the transportation of goods required for local day-to-day life.

The criteria used to classify airports into one of the four categories were:

- Number of IFR operations
- Jet and total based aircraft
- Enplanements
- IFR International flights
- IFR Interstate flights
- IFR Flights over 500 nm
- Cargo landed weight
- Location relative to a metropolitan area
- Remote location
- Nearest NPIAS airport
- Commercial service

- Public interest supported by government agencies (e.g., airport accommodates critical government services such as (U.S. Forest Service); law enforcement (U.S. Marshals Service , U.S. Customs and Border Protection, U.S. Forest Service, etc.)
- New or replacement airport
- Ownership

See **Appendix A** for the specific criteria that apply to each of the four airport categories.

Nearly 500 of the public-use NPIAS GA airports did not meet the criteria for any of the 4 ASSET categories. The FAA will continue their research to create suitable categories for the airports. Until then, these airports are identified as “Non-Classified” .

The analysis in this report includes IFR GA flights that depart from the Primary Commercial Service airports. In total, the New England airports in this analysis are grouped into 7 categories:

- National
- Regional
- Local
- Basic
- Non-Classified

A sixth category is used for the non-NPIAS airports:

- Non-NPIAS



New England GA Airports by Type

156 Public Use Airports

109 NPIAS

47 Non-NPIAS

**17
Primary**

**8
National**

**16
Regional**

**44
Local**

**8
Basic**

**16
NPIAS
Non-Classified**

Examples
Boston (MA)
T.F. Green (RI)
Nantucket (MA)
New Haven (CT)

Examples
Hanscom (MA)
Portsmouth (NH)
Bridgeport (CT)

Examples
New London (CT)
Lebanon (NH)
Rutland (VT)

Examples
Quonset State (RI)
Sanford (ME)
Stowe (VT)

Examples
Greenville (ME)
Bethel (ME)
Eastport (ME)

Examples
Northampton (MA)
Chester (CT)
Jaffrey (NH)

Examples
Northampton (MA)
Chester (CT)
Jaffrey (NH)

Examples
Falmouth Airpark (MA)
Ellington (CT)
Shelburne (VT)

Source: FAA ASSET Study May 2012 and FAA, 2011-2015 NPIAS Report.



The Flight Plan Data Represents 27% of Itinerant GA Departures at New England's Towered Airports

Comparison of Flight Plan Departures to GA Itinerant Departures from FAA Tower Counts

Airport	Code	State	2011 GA Departures		Flight Plan as a Percent of Tower Counts
			FAA Tower Counts ^{\1}	Flight Plan Data ^{\2}	
Bedford/Hanscom	BED	MA	50,490	22,025	44%
Danbury Municipal	DXR	CT	17,795	2,393	13%
Hartford Brainard	HFD	CT	17,785	4,910	28%
Bridgeport/Sikorsky Memorial	BDR	CT	16,322	4,891	30%
Norwood Memorial	OWD	MA	15,692	4,103	26%
Nashua Boire Field	ASH	NH	14,964	2,790	19%
Waterbury-Oxford	OXC	CT	14,393	3,895	27%
Beverly Municipal	BVY	MA	13,595	2,209	16%
Lawrence Municipal	LWM	MA	13,566	1,563	12%
Worcester	ORH	MA	13,357	1,539	12%
Barnes Municipal	BAF	MA	12,132	2,945	24%
Groton-New London	GON	CT	<u>10,709</u>	<u>3,529</u>	<u>33%</u>
Total			210,797	56,792	27%

Note: Excludes towered airports with significant commuter/regional airline services.

\1 Based on FAA, ATADS Tower Counts for Air Taxi and GA itinerant operations (times 0.5 for departures).

\2 FAA, ETMSC departures.

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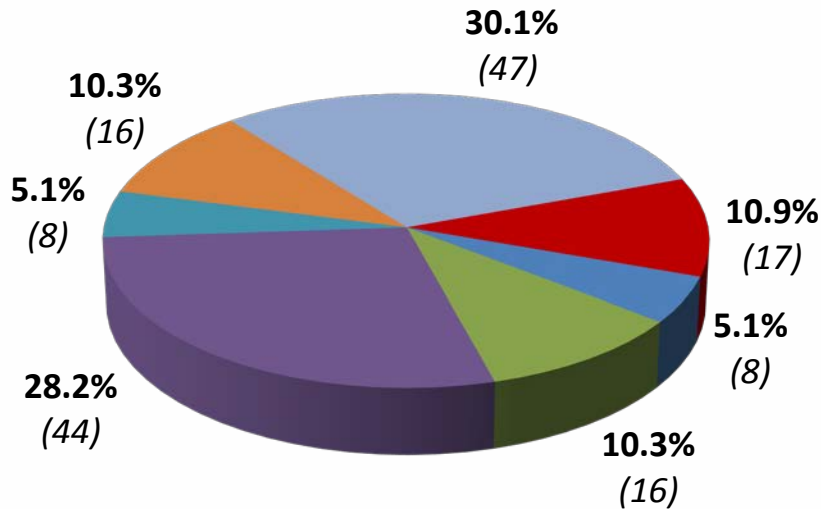
Section 5

**Level of New England
Business GA Activity**

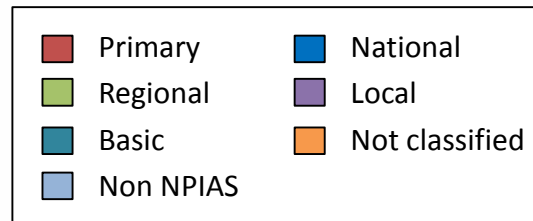
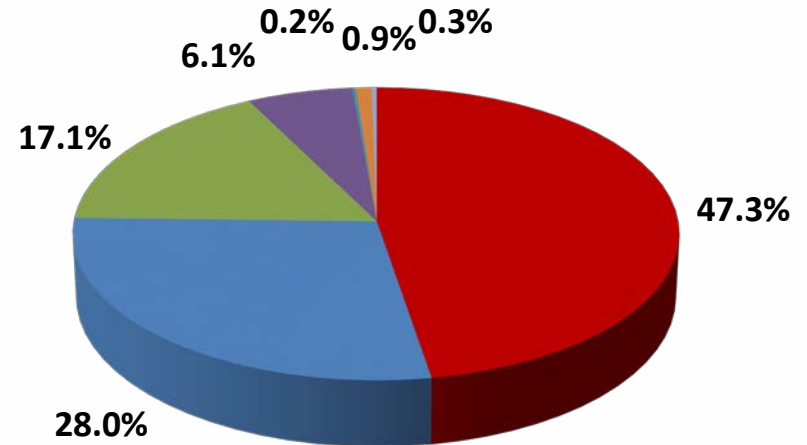


Primary and National Airports Account for 16% of Facilities, But 75% of New England's GA IFR Flights

New England Airports by Classification



New England GA IFR Departures by Airport Classification 2011



Source: FAA ASSET Study May 2012, FAA TFMSC Data and ICF SH&E Analysis



Hanscom is the Busiest New England Airport for GA IFR Flights

Largest New England Airports Based on GA IFR Departures 2011

Rank	Airport	State	FAA Category	GA IFR Departures	Percent of Total NE	Cumm. % of Total
1	Bedford/Hanscom	MA	National	22,025	13.1%	13.1%
2	Boston Logan	MA	Primary	12,735	7.5%	20.6%
3	Nantucket Memorial	MA	Primary	9,657	5.7%	26.3%
4	Hartford Bradley	CT	Primary	8,800	5.2%	31.5%
5	Manchester	NH	Primary	6,504	3.9%	35.4%
6	Burlington	VT	Primary	6,194	3.7%	39.1%
7	Portland Intl Jetport	ME	Primary	5,691	3.4%	42.4%
8	Martha's Vineyard	MA	Primary	5,196	3.1%	45.5%
9	Providence TF Green	RI	Primary	5,141	3.0%	48.6%
10	Bangor	ME	Primary	5,077	3.0%	51.6%
	All Other			81,702	48.4%	
	Total			168,722	100.0%	

Source: FAA ASSET Study May 2012, FAA TFMSC Data and ICF SH&E Analysis

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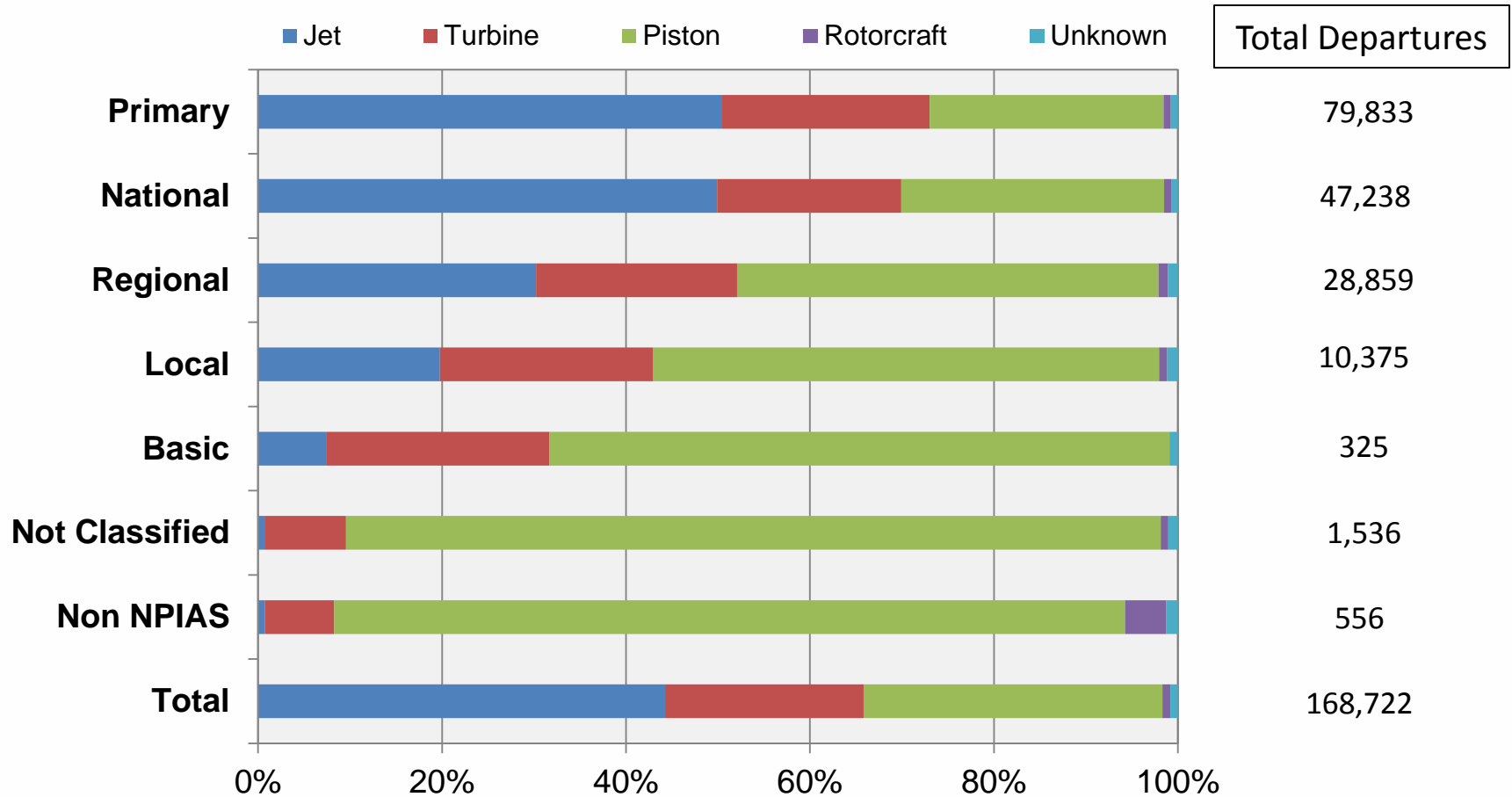
Section 6

**Business GA Activity by
Aircraft Type**



44% of New England's GA IFR Flights are Operated with Jet Aircraft

New England GA IFR Departures by Aircraft Class
2011



Source: FAA ASSET Study May 2012, FAA TFMSC Data and ICF SH&E Analysis



Top Aircraft Types by Aircraft Category for New England Business Aviation

Jets

Turboprops

Pistons

Rank	Aircraft Type	GA IFR Departures	Cum. Share
1	Cessna Excel/XLS	8,058	10.8%
2	BAe HS 125/700-800/Hawker 800	6,561	19.6%
3	Gulfstream IV/G400	5,111	26.4%
4	Raytheon/Beech Beechjet 400/T-1	4,677	32.7%
5	Bombardier Challenger 600/601/604	4,512	38.7%
6	Cessna Citation X	3,792	43.8%
7	Cessna Citation V/Ultra/Encore	3,368	48.3%
8	Dassault Falcon 2000	3,321	52.8%
9	Bombardier Challenger 300	3,057	56.9%
10	Cessna Citation Sovereign	3,047	60.9%
	All Other	29,161	100.0%
	Total	74,665	

Rank	Aircraft Type	GA IFR Departures	Cum. Share
1	Pilatus PC-12	10,708	29.4%
2	Beech Airliner 99	4,975	43.1%
3	Piaggio P-180 Avanti	2,499	49.9%
4	Cessna 208 Caravan	2,456	56.7%
5	Beech 200 Super King	1,989	62.1%
6	Raytheon 300 Super King Air	1,885	67.3%
7	Beech King Air 90	1,592	71.7%
8	Beech King Air 100 A/B	1,375	75.5%
9	Beech Super King Air 350	1,232	78.8%
10	Socata TBM-850	1,113	81.9%
	All Other	6,594	100.0%
	Total	36,418	

Rank	Aircraft Type	GA IFR Departures	Cum. Share
1	Beech 58	5,862	10.7%
2	Cessna Skyhawk 172/Cutlass	5,543	20.8%
3	Cirrus SR 22	4,422	28.9%
4	Piper Navajo PA-31	3,265	34.9%
5	Piper Cherokee	3,225	40.7%
6	Cessna Skylane 182	3,041	46.3%
7	Beech Bonanza 36	2,862	51.5%
8	Piper Cherokee Six	1,625	54.5%
9	Mooney M-20C Ranger	1,421	57.1%
10	Piper PA-34 Seneca	1,375	59.6%
	All Other	22,133	100.0%
	Total	54,774	

Source: FAA TFMSC Data and ICF SH&E Analysis

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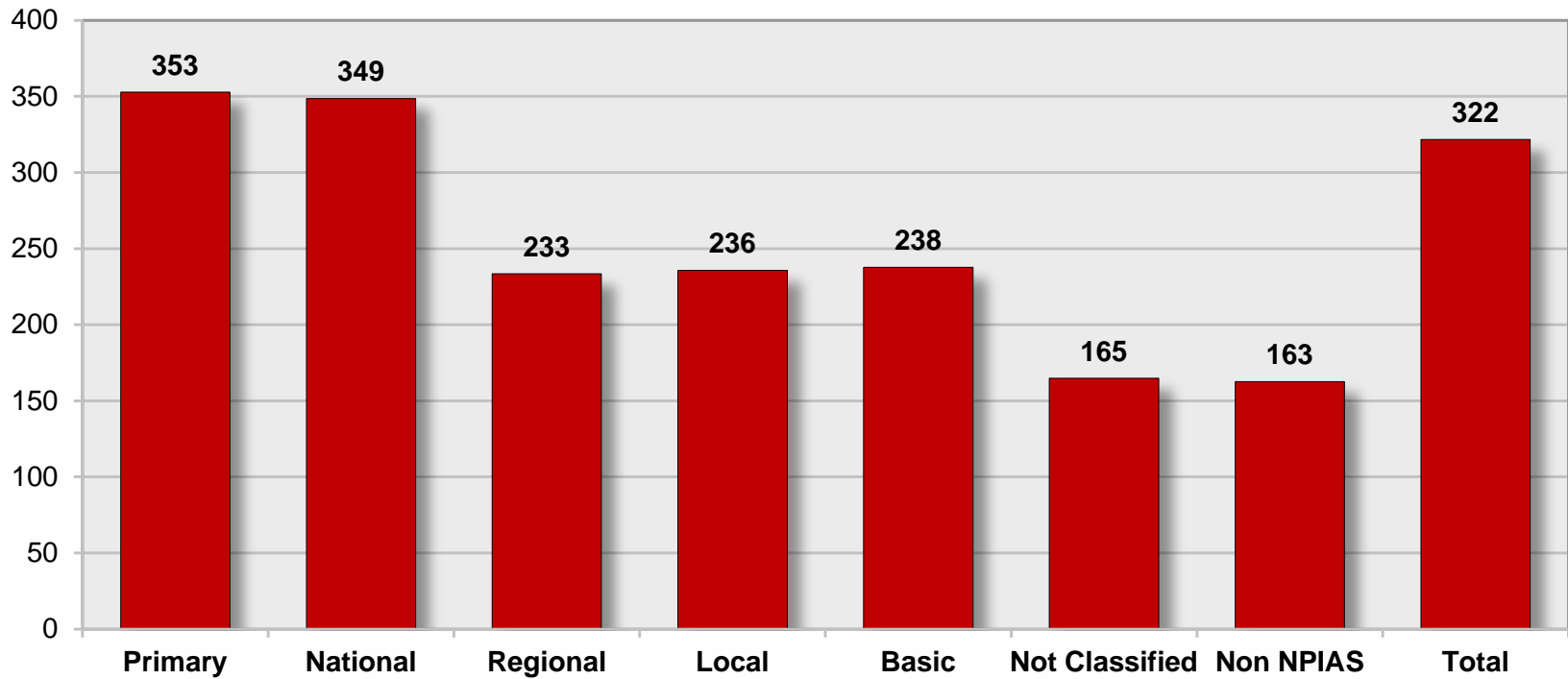
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Business GA Destinations



The Average Stage Length for New England GA IFR Flights is 322 Nautical Miles

Weighted Average Stage Length for New England GA IFR Departures
2011



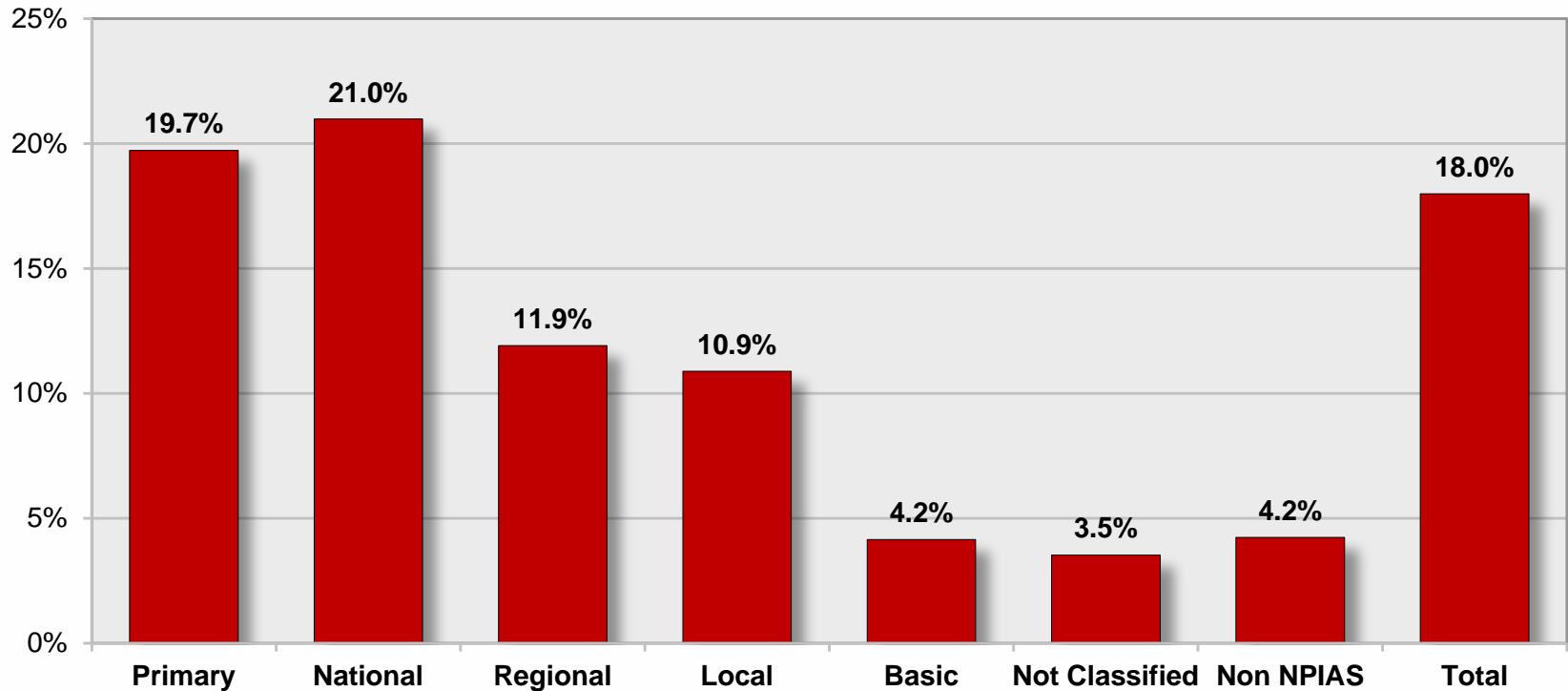
Note: Average Stage Length Weighted by Departures, Does Not Include Departures Where No Mileage Was Given

Source: FAA ASSET Study May 2012, FAA TFMSC Data and ICF SH&E Analysis



18% of the New England GA IFR Flights Have Stage Lengths Over 500 Nautical Miles

Percent of New England IFR GA Departures Greater Than 500 Nautical Miles
2011

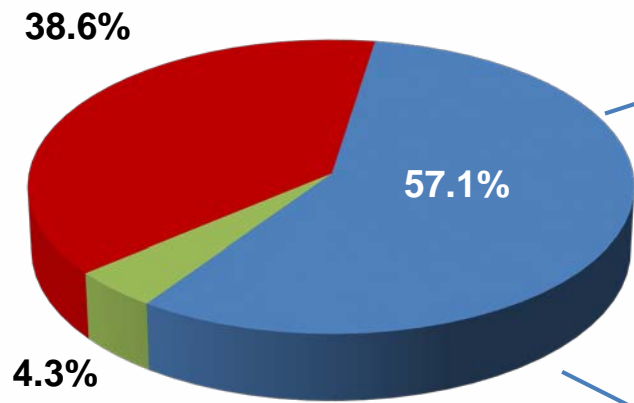


Note: Does Not Include Departures Where No Mileage Was Given

Source: FAA ASSET Study May 2012, FAA TFMSC Data and ICF SH&E Analysis

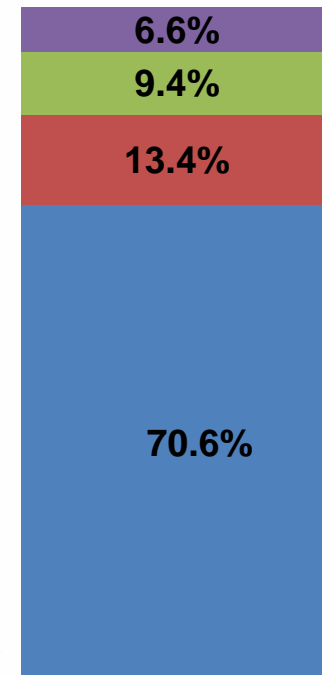
57% of GA IFR Flights are to Domestic Destinations Outside the Region and 39% are Intra-New England

IFR GA Departures by Destination Region
2011



- Intra New England
- Other U.S.
- International

Other U.S. Destination Regions



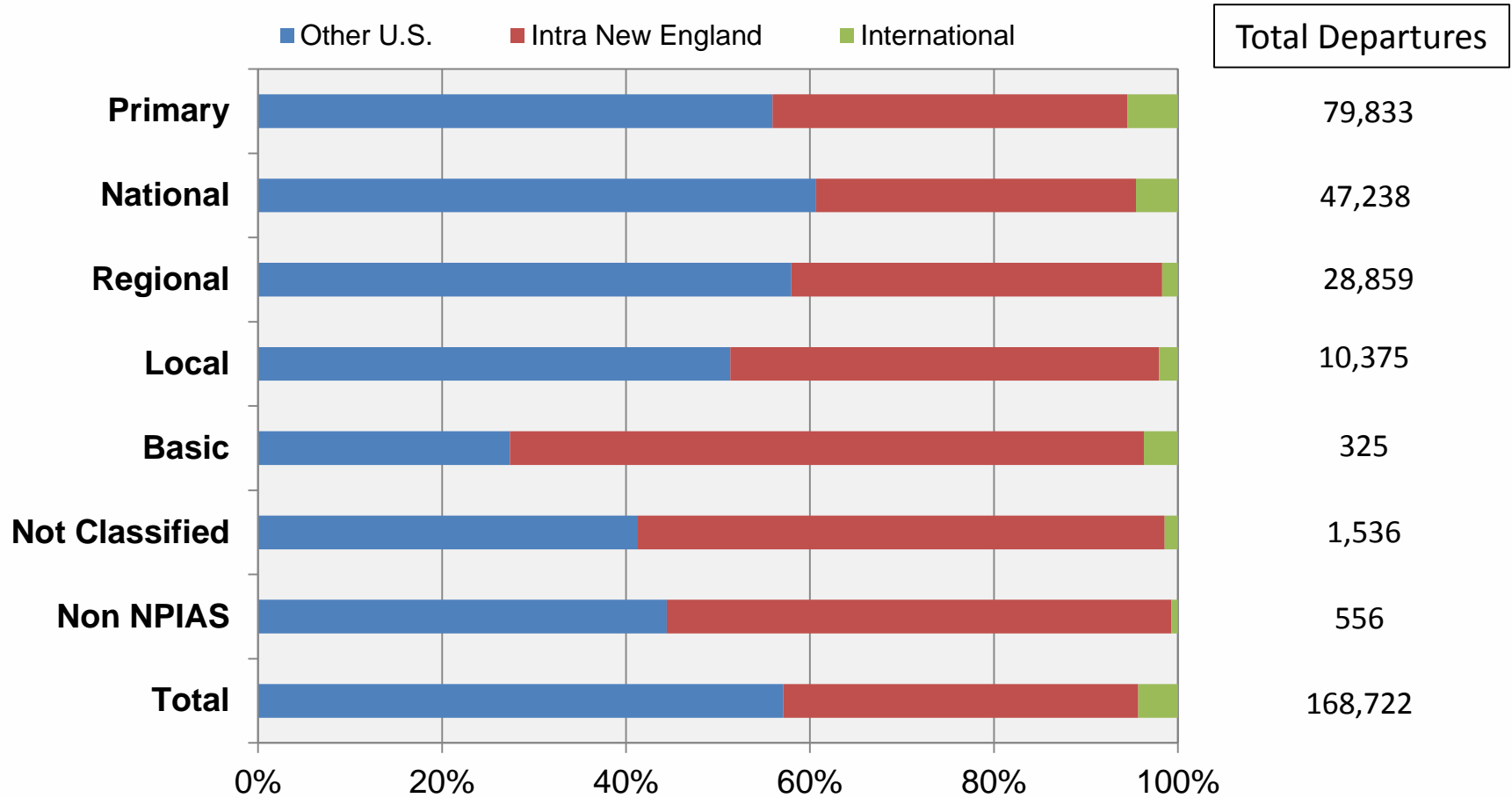
- All Other
- Great Lakes
- Southern
- Eastern



Over Half of the Flights from New England's Largest Airports are to Destinations Outside the Region

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New England GA IFR Departures by Destination Region
2011



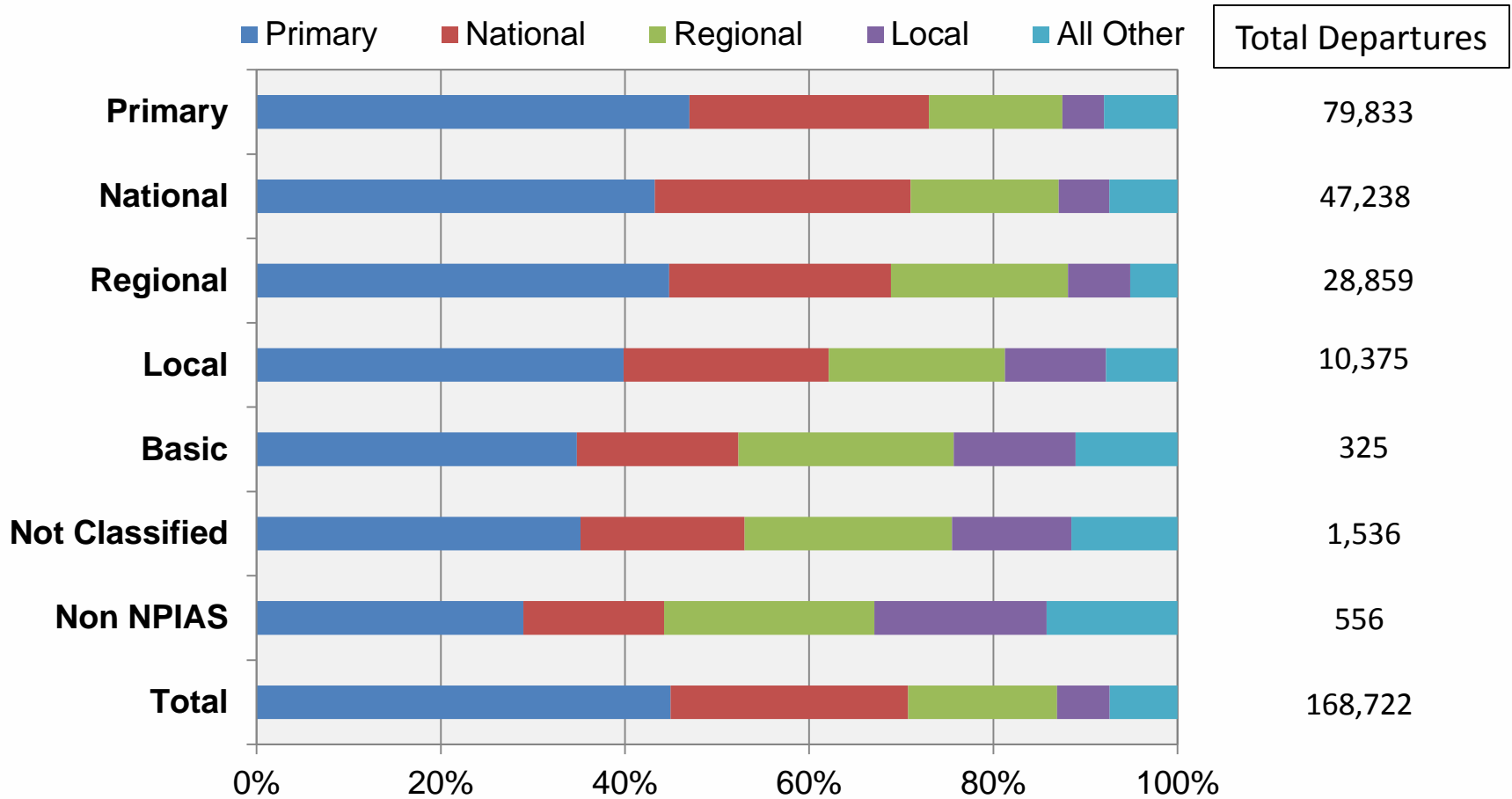
Source: FAA ASSET Study May 2012, FAA TFMSC Data and ICF SH&E Analysis



45% of New England's Flights are to Primary Airports

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New England GA IFR Departures by Destination Airport Type
2011



Note: All Other Includes Basic, Non Classified, Non NPIAS and International Airports

Source: FAA ASSET Study May 2012, FAA TFMSC Data and ICF SH&E Analysis

New York Metro Area Airports are the Top Domestic Destinations Outside New England



All New England Airports Top Domestic Destinations Outside New England CY 2011

Rank	Airport	State	Region	GA IFR Arrivals	% of Total
1	Teterboro	NJ	Eastern	10,649	11.1%
2	Westchester County	NY	Eastern	10,336	10.7%
3	Farmingdale Republic	NY	Eastern	2,779	2.9%
4	Washington Dulles	DC	Eastern	2,716	2.8%
5	Morristown	NJ	Eastern	2,642	2.7%
6	Islip	NY	Eastern	1,624	1.7%
7	Philadelphia	PA	Eastern	1,229	1.3%
8	Albany	NY	Eastern	1,214	1.3%
9	East Hampton	NY	Eastern	1,212	1.3%
10	Trenton Mercer	NJ	Eastern	1,155	1.2%
	All Other			60,772	63.1%
	Total			96,328	100.0%

Source: FAA TFMSC Data and ICF SH&E Analysis



For Primary Airports, Teterboro and Westchester County are the Top Domestic Destinations

Primary Airports Top Domestic Destinations Outside New England CY 2011

Rank	Airport	State	Region	GA IFR Arrivals	% of Total
1	Teterboro	NJ	Eastern	5,399	12.1%
2	Westchester County	NY	Eastern	5,106	11.4%
3	Washington Dulles	DC	Eastern	1,477	3.3%
4	Morristown	NJ	Eastern	1,199	2.7%
5	Farmingdale Republic	NY	Eastern	1,102	2.5%
6	Philadelphia	PA	Eastern	672	1.5%
7	Trenton Mercer	NJ	Eastern	600	1.3%
8	Caldwell Essex County	NJ	Eastern	534	1.2%
9	East Hampton	NY	Eastern	526	1.2%
10	Albany	NY	Eastern	516	1.2%
	All Other			27,513	61.6%
	Total			44,644	100.0%

Source: FAA TFMSC Data and ICF SH&E Analysis

For National Airports, Teterboro and Westchester County are also the Top Domestic Destinations



National Airports Top Domestic Destinations Outside New England CY 2011

Rank	Airport	State	Region	GA IFR Arrivals	% of Total
1	Teterboro	NJ	Eastern	3,198	11.2%
2	Westchester County	NY	Eastern	2,631	9.2%
3	Morristown	NJ	Eastern	899	3.1%
4	Farmingdale Republic	NY	Eastern	783	2.7%
5	Washington Dulles	DC	Eastern	750	2.6%
6	Islip	NY	Eastern	468	1.6%
7	West Palm Beach	FL	Southern	468	1.6%
8	Syracuse	NY	Eastern	453	1.6%
9	Trenton Mercer	NJ	Eastern	406	1.4%
10	East Hampton	NY	Eastern	365	1.3%
	All Other			18,235	63.6%
	Total			28,656	100.0%

Source: FAA TFMSC Data and ICF SH&E Analysis



For Regional Airports, Westchester County and Teterboro are the Top Domestic Destinations

Regional Airports Top Domestic Destinations Outside New England from Regional New England Airports CY 2011

Rank	Airport	State	Region	GA IFR Arrivals	% of Total
1	Westchester County	NY	Eastern	1,753	10.5%
2	Teterboro	NJ	Eastern	1,652	9.9%
3	Farmingdale Republic	NY	Eastern	659	3.9%
4	Islip	NY	Eastern	513	3.1%
5	Washington Dulles	DC	Eastern	422	2.5%
6	Albany	NY	Eastern	410	2.5%
7	Morristown	NJ	Eastern	398	2.4%
8	Newport News Hampton	VA	Eastern	344	2.1%
9	Northeast Philadelphia	PA	Eastern	226	1.4%
10	East Hampton	NY	Eastern	213	1.3%
	All Other			10,142	60.6%
	Total			16,732	100.0%

Source: FAA TFMSC Data and ICF SH&E Analysis



For Local Airports, Westchester County and Teterboro are the Top Domestic Destinations

Local Airports Top Domestic Destinations Outside New England CY 2011

Rank	Airport	State	Region	GA IFR Arrivals	% of Total
1	Westchester County	NY	Eastern	740	13.9%
2	Teterboro	NJ	Eastern	365	6.9%
3	Farmingdale Republic	NY	Eastern	202	3.8%
4	Morristown	NJ	Eastern	131	2.5%
5	Caldwell Essex County	NJ	Eastern	107	2.0%
6	East Hampton	NY	Eastern	85	1.6%
7	Islip	NY	Eastern	85	1.6%
8	Northeast Philadelphia	PA	Eastern	67	1.3%
9	Washington Dulles	DC	Eastern	65	1.2%
10	Doylestown	PA	Eastern	58	1.1%
	All Other			3,421	64.2%
	Total			5,326	100.0%

Source: FAA TFMSC Data and ICF SH&E Analysis



Top Domestic Destinations Outside New England for Basic, Not Classified and Non NPIAS Airports

Basic, Not Classified and Non NPIAS Airports Top Domestic Destinations Outside New England *CY 2011*

Rank	Airport	State	Region	GA IFR Arrivals	% of Total
1	Westchester County	NY	Eastern	106	10.9%
2	Islip	NY	Eastern	57	5.9%
3	Teterboro	NJ	Eastern	35	3.6%
4	Farmingdale Republic	NY	Eastern	33	3.4%
5	East Hampton	NY	Eastern	23	2.4%
6	Albany	NY	Eastern	19	2.0%
7	Somerset	NJ	Eastern	17	1.8%
8	Caldwell Essex County	NJ	Eastern	15	1.5%
9	Morristown	NJ	Eastern	15	1.5%
10	Newburgh Stewart	NY	Eastern	15	1.5%
	All Other			635	65.5%
	Total			970	100.0%

Source: FAA TFMSC Data and ICF SH&E Analysis



Airports Serving Major Cities and Cape/Island Markets are the Top Intra-New England Destinations for GA IFR Flights

Top Intra-New England Destinations from All New England Airports 2011

Rank	Airport	State	GA IFR Arrivals	% of Total
1	Bedford/Hanscom	MA	5,541	8.5%
2	Nantucket Memorial	MA	4,650	7.1%
3	Manchester	NH	4,358	6.7%
4	Boston Logan	MA	2,866	4.4%
5	Martha's Vineyard	MA	2,834	4.4%
6	Portsmouth Intl at Pease	NH	2,386	3.7%
7	Burlington	VT	2,346	3.6%
8	Portland Intl Jetport	ME	2,215	3.4%
9	Hartford Bradley	CT	1,989	3.1%
10	Hyannis Barnstable Municipal	MA	1,837	2.8%
	All Other		34,099	52.4%
	Total		65,121	100.0%

Source: FAA TFMSC Data and ICF SH&E Analysis



Top Destinations for Intra-New England Flights from Primary Airports

Primary Airports Top Intra-New England Destinations 2011

Rank	Airport	State	GA IFR Arrivals	% of Total
1	Bedford/Hanscom	MA	2,843	9.2%
2	Manchester	NH	2,407	7.8%
3	Nantucket Memorial	MA	1,910	6.2%
4	Boston Logan	MA	1,431	4.6%
5	Burlington	VT	1,395	4.5%
6	Portland Intl Jetport	ME	1,233	4.0%
7	Portsmouth Intl at Pease	NH	1,172	3.8%
8	Martha's Vineyard	MA	1,152	3.7%
9	Bangor	ME	1,109	3.6%
10	Hyannis Barnstable Municipal	MA	1,031	3.3%
	All Other		15,136	49.1%
	Total		30,819	100.0%

Source: FAA TFMSC Data and ICF SH&E Analysis



Top Destinations for Intra-New England Flights from National Airports

National Airports Top Intra-New England Destinations *2011*

Rank	Airport	State	GA IFR Arrivals	% of Total
1	Nantucket Memorial	MA	1,584	9.6%
2	Bedford/Hanscom	MA	1,383	8.4%
3	Martha's Vineyard	MA	942	5.7%
4	Portsmouth Intl at Pease	NH	664	4.0%
5	Nashua Boire Field	NH	652	4.0%
6	Boston Logan	MA	641	3.9%
7	Hartford Bradley	CT	581	3.5%
8	Hartford Brainard	CT	544	3.3%
9	Burlington	VT	512	3.1%
10	Barnes Municipal	MA	472	2.9%
	All Other		8,456	51.5%
	Total		16,431	100.0%

Source: FAA TFMSC Data and ICF SH&E Analysis



Top Destinations for Intra-New England Flights from Regional Airports

Regional Airports Top Intra-New England Destinations *2011*

Rank	Airport	State	GA IFR Arrivals	% of Total
1	Manchester	NH	1,101	9.5%
2	Nantucket Memorial	MA	912	7.8%
3	Bedford/Hanscom	MA	847	7.3%
4	Boston Logan	MA	635	5.5%
5	Martha's Vineyard	MA	536	4.6%
6	Hartford Bradley	CT	402	3.5%
7	Norwood Memorial	MA	396	3.4%
8	Beverly Municipal	MA	335	2.9%
9	Portland Intl Jetport	ME	329	2.8%
10	Bridgeport Igor I Sikorsky Memorial	CT	325	2.8%
	All Other		5,809	50.0%
	Total		11,627	100.0%

Source: FAA TFMSC Data and ICF SH&E Analysis



Top Destinations for Intra-New England Flights from Local Airports

Local Airports Top Intra-New England Destinations *2011*

Rank	Airport	State	GA IFR Arrivals	% of Total
1	Manchester	NH	534	11.0%
2	Bedford/Hanscom	MA	415	8.6%
3	Nantucket Memorial	MA	194	4.0%
4	Burlington	VT	181	3.7%
5	Portsmouth Intl at Pease	NH	172	3.6%
6	Portland Intl Jetport	ME	169	3.5%
7	Martha's Vineyard	MA	153	3.2%
8	Bridgeport Igor I Sikorsky Memorial	CT	152	3.1%
9	Nashua Boire Field	NH	133	2.8%
10	Boston Logan	MA	132	2.7%
	All Other		2,600	53.8%
	Total		4,835	100.0%

Source: FAA TFMSC Data and ICF SH&E Analysis



Top Destinations for Intra-New England Flights from Basic, Not Classified and Non NPIAS Airports

Basic, Not Classified and Non NPIAS Airports Top Intra-New England Destinations 2011

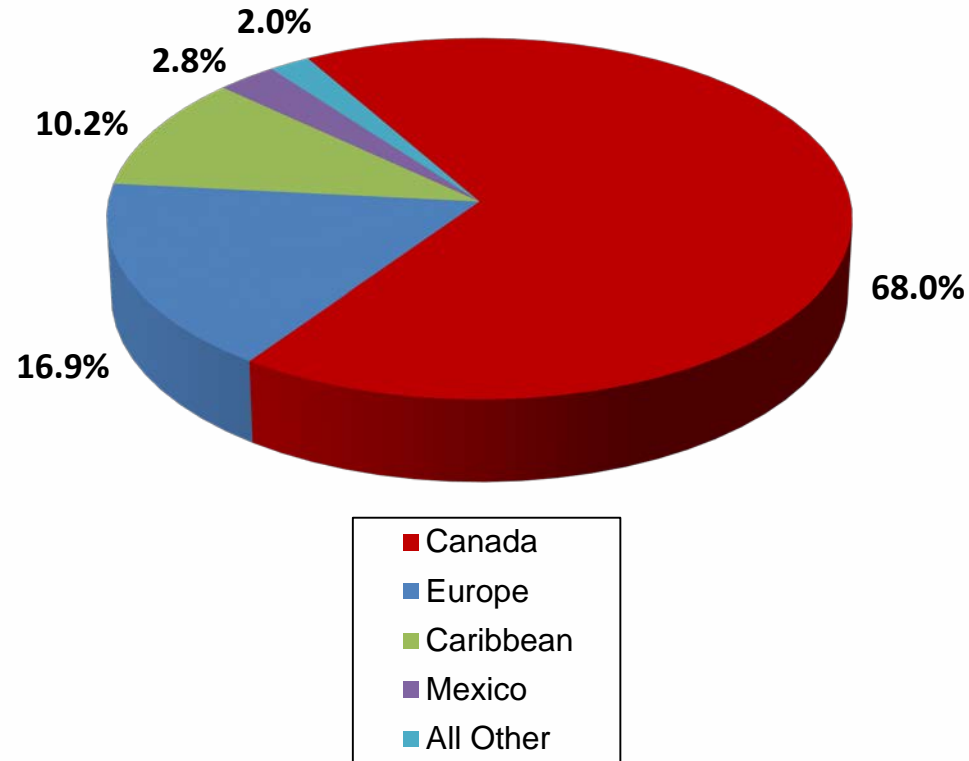
Rank	Airport	State	GA IFR Arrivals	% of Total
1	Bangor	ME	103	7.3%
2	Portsmouth Intl at Pease	NH	57	4.0%
3	Bedford/Hanscom	MA	53	3.8%
4	Martha's Vineyard	MA	51	3.6%
5	Nantucket Memorial	MA	50	3.5%
6	Portland Intl Jetport	ME	48	3.4%
7	Hartford Brainard	CT	44	3.1%
8	Augusta State	ME	42	3.0%
9	Norwood Memorial	MA	42	3.0%
10	Northampton	MA	40	2.8%
	All Other		879	62.4%
	Total		1,409	100.0%

Source: FAA TFMSC Data and ICF SH&E Analysis



Overall, 68% of International GA IFR Departures are Destined for Canadian Points

Top International Destination Regions for GA IFR Departures
2011



Source: FAA TFMSC Data and ICF SH&E Analysis

GENERAL AVIATION
NEW ENGLAND
Regional Airport System Plan



Section 8

**Business GA Origin-Destination
Segments**

The Top Flight Segments Involve Boston and New York Area Airports

Top GA IFR Flight O&D Segments 2011

Rank	Origin	Destination	Nautical Miles	GA IFR Departures	% of Total
1	Bedford/Hanscom	Teterboro	157	1,892	1.1%
2	Boston Logan	Teterboro	164	1,625	1.0%
3	Nantucket Memorial	Westchester County	165	1,182	0.7%
4	Bedford/Hanscom	Westchester County	137	1,082	0.6%
5	Hartford Bradley	Teterboro	90	815	0.5%
6	Boston Logan	Westchester County	143	755	0.4%
7	Bedford/Hanscom	Nantucket Memorial	91	685	0.4%
8	Martha's Vineyard	Westchester County	141	643	0.4%
9	Nantucket Memorial	Bedford/Hanscom	91	640	0.4%
10	Nantucket Memorial	Teterboro	182	627	0.4%
11	Hyannis Barnstable Municipal	Nantucket Memorial	27	610	0.4%
12	Manchester	Burlington	118	593	0.4%
13	Waterbury-Oxford	Westchester County	36	563	0.3%
14	Burlington	Manchester	118	549	0.3%
15	Nantucket Memorial	Hyannis Barnstable Municipal	27	533	0.3%
16	Bedford/Hanscom	Martha's Vineyard	71	507	0.3%
17	Bedford/Hanscom	Bedford/Hanscom	0	499	0.3%
18	Martha's Vineyard	Teterboro	159	472	0.3%
19	Hartford Bradley	Westchester County	70	467	0.3%
20	Manchester	Bangor	159	466	0.3%
	Subtotal Top 20			15,205	9.0%
	All Other			153,517	91.0%
	Total			168,722	100.0%

Note: There are 21,529 unique flight O&Ds.

Source: FAA TFMSC Data and ICF SH&E Analysis



Bedford/Hanscom-Nantucket is the Top Flight Segment for Intra-New England GA IFR Activity

Top Intra-New England Flight O&D Segments 2011

Rank	Origin	Destination	Nautical Miles	GA IFR Departures	% of Total
1	Bedford/Hanscom	Nantucket Memorial	91	685	1.1%
2	Nantucket Memorial	Bedford/Hanscom	91	640	1.0%
3	Hyannis Barnstable Municipal	Nantucket Memorial	27	610	0.9%
4	Manchester	Burlington	118	593	0.9%
5	Burlington	Manchester	118	549	0.8%
6	Nantucket Memorial	Hyannis Barnstable Municipal	27	533	0.8%
7	Bedford/Hanscom	Martha's Vineyard	71	507	0.8%
8	Bedford/Hanscom	Bedford/Hanscom	0	499	0.8%
9	Manchester	Bangor	159	466	0.7%
10	Bangor	Manchester	159	437	0.7%
11	Manchester	Portland Intl Jetport	65	427	0.7%
12	Martha's Vineyard	Bedford/Hanscom	71	421	0.6%
13	Boston Logan	Nantucket Memorial	79	419	0.6%
14	Portland Intl Jetport	Manchester	65	382	0.6%
15	Hartford Brainard	Manchester	90	365	0.6%
16	Manchester	Hartford Brainard	90	365	0.6%
17	Rutland-Southern Vermont Regional	Manchester	75	357	0.5%
18	Burlington	Burlington	0	354	0.5%
19	Nashua Boire Field	Nashua Boire Field	0	338	0.5%
20	Bedford/Hanscom	Hartford Bradley	70	331	0.5%
	Subtotal Top 20			9,278	14.2%
	All Other			55,843	85.8%
	Total			65,121	100.0%

Note: There are 5,003 unique intra-New England flight O&Ds.

Source: FAA TFMSC Data and ICF SH&E Analysis



Bedford/Hanscom-Nantucket is the Top Segment for Intra-New England Flights

Top Intra-New England Flight O&D Segments 2011

Rank	Origin	Destination	Nautical Miles	GA IFR Departures	% of Total
1	Bedford/Hanscom	Nantucket Memorial	91	685	1.1%
2	Nantucket Memorial	Bedford/Hanscom	91	640	1.0%
3	Hyannis Barnstable Municipal	Nantucket Memorial	27	610	0.9%
4	Manchester	Burlington	118	593	0.9%
5	Burlington	Manchester	118	549	0.8%
6	Nantucket Memorial	Hyannis Barnstable Municipal	27	533	0.8%
7	Bedford/Hanscom	Martha's Vineyard	71	507	0.8%
8	Bedford/Hanscom	Bedford/Hanscom	0	499	0.8%
9	Manchester	Bangor	159	466	0.7%
10	Bangor	Manchester	159	437	0.7%
11	Manchester	Portland Intl Jetport	65	427	0.7%
12	Martha's Vineyard	Bedford/Hanscom	71	421	0.6%
13	Boston Logan	Nantucket Memorial	79	419	0.6%
14	Portland Intl Jetport	Manchester	65	382	0.6%
15	Hartford Brainard	Manchester	90	365	0.6%
16	Manchester	Hartford Brainard	90	365	0.6%
17	Rutland-Southern Vermont Regional	Manchester	75	357	0.5%
18	Burlington	Burlington	0	354	0.5%
19	Nashua Boire Field	Nashua Boire Field	0	338	0.5%
20	Bedford/Hanscom	Hartford Bradley	70	331	0.5%
Subtotal Top 20				9,278	14.2%
All Other				55,843	85.8%
Total				65,121	100.0%

Top Intra-New England O&D Market Pairs CY 2011

Rank	O&D Market Pair	GA IFR Arr+Dep
1	Bedford/Hanscom-Nantucket Memorial	1,325
2	Hyannis Barnstable Municipal-Nantucket Memorial	1,143
3	Burlington-Manchester	1,142
4	Bedford/Hanscom-Martha's Vineyard	928
5	Bangor-Manchester	903
6	Manchester-Portland Intl Jetport	809
7	Boston Logan-Nantucket Memorial	742
8	Hartford Brainard-Manchester	730
9	Bedford/Hanscom-Portsmouth Intl at Pease	618
10	Hartford Brainard-Norwood Memorial	578
Subtotal Top 10		8,918
All Other		56,203
Total		65,121

Note: Includes both directions.

Note: There are 5,003 unique directional flight O&Ds.

Source: FAA TFMSC Data and ICF SH&E Analysis



Hanscom-Teterboro is the Top Segment for Domestic Flights Destined Outside New England

Top Other U.S. Flight O&D Segments 2011

Rank	Origin	Destination	Nautical Miles	GA IFR Departures	% of Total
1	Bedford/Hanscom	Teterboro	157	1,892	2.0%
2	Boston Logan	Teterboro	164	1,625	1.7%
3	Nantucket Memorial	Westchester County	165	1,182	1.2%
4	Bedford/Hanscom	Westchester County	137	1,082	1.1%
5	Hartford Bradley	Teterboro	90	815	0.8%
6	Boston Logan	Westchester County	143	755	0.8%
7	Martha's Vineyard	Westchester County	141	643	0.7%
8	Nantucket Memorial	Teterboro	182	627	0.7%
9	Waterbury-Oxford	Westchester County	36	563	0.6%
10	Martha's Vineyard	Teterboro	159	472	0.5%
11	Hartford Bradley	Westchester County	70	467	0.5%
12	Bedford/Hanscom	Washington Dulles	351	465	0.5%
13	Providence TF Green	Teterboro	129	386	0.4%
14	Hartford Brainard	Teterboro	83	385	0.4%
15	Waterbury-Oxford	Teterboro	56	379	0.4%
16	Portsmouth Intl at Pease	Morristown	210	365	0.4%
17	Bedford/Hanscom	Syracuse	216	351	0.4%
18	Lebanon Municipal	Teterboro	184	324	0.3%
19	Bedford/Hanscom	West Palm Beach	1,040	321	0.3%
20	Groton-New London	Newport News Hampton	326	319	0.3%
Subtotal Top 20				13,418	13.9%
All Other				82,910	86.1%
Total				96,328	100.0%

Note: There are 14,759 unique other U.S. flight O&D total segments

Source: FAA TFMSC Data and ICF SH&E Analysis

Hanscom-West Palm Beach is the Top Segment for Domestic Flights with Stage Lengths Over 500 Nautical Miles

Top Long Range Flight O&D Segments 2011

Rank	Origin	Destination	Nautical Miles	GA IFR Departures	% of Total
1	Bedford/Hanscom	West Palm Beach	1,040	321	1.2%
2	Portland Intl Jetport	Chattanooga	860	234	0.9%
3	Bedford/Hanscom	Chicago Midway	732	188	0.7%
4	Portland Intl Jetport	Rowan County	672	175	0.7%
5	Bedford/Hanscom	Charlotte	626	145	0.5%
6	Bedford/Hanscom	Raleigh/Durham	527	145	0.5%
7	Bedford/Hanscom	Boca Raton	1,058	127	0.5%
8	Boston Logan	Chicago Midway	745	123	0.5%
9	Bedford/Hanscom	Naples Municipal	1,105	100	0.4%
10	Bedford/Hanscom	Columbus	543	87	0.3%
11	Bedford/Hanscom	Stuart Witham Field	1,015	84	0.3%
12	Hartford Bradley	West Palm Beach	985	81	0.3%
13	Boston Logan	West Palm Beach	1,040	78	0.3%
14	Bedford/Hanscom	Savannah	779	78	0.3%
15	Boston Logan	Pontiac	548	74	0.3%
16	Bedford/Hanscom	Spirit of Saint Louis	909	71	0.3%
17	Boston Logan	Atlanta De Kalb Peachtree	806	70	0.3%
18	Boston Logan	Chicago Executive	749	68	0.3%
19	Bedford/Hanscom	Minneapolis	958	67	0.3%
20	Providence TF Green	West Palm Beach	998	66	0.2%
Subtotal Top 20				2,382	9.0%
All Other				24,083	91.0%
Total				26,465	100.0%

Note: There are total 7,135 unique long range flight O&Ds

Source: FAA TFMSC Data and ICF SH&E Analysis

Eastern Canada Airports are the Top Destinations for International Flights

Top International Flight O&D Segments

2011

Rank	Origin	Destination	Nautical Miles	GA IFR Departures	% of Total
1	Portland Intl Jetport	Yarmouth	183	188	2.6%
2	Hartford Bradley	Montreal Saint Hubert	217	177	2.4%
3	Boston Logan	Toronto	386	171	2.4%
4	Hartford Bradley	Ottawa	241	166	2.3%
5	Boston Logan	Montreal Dorval	221	157	2.2%
6	Bedford/Hanscom	Toronto	372	152	2.1%
7	Hartford Bradley	Montreal Dorval	216	146	2.0%
8	Bedford/Hanscom	Montreal Dorval	209	144	2.0%
9	Bangor	Goose Bay	607	141	1.9%
10	Bangor	Saint John's	686	106	1.5%
11	Bedford/Hanscom	Bermuda	698	93	1.3%
12	Bedford/Hanscom	Saint John	289	93	1.3%
13	Portsmouth Intl at Pease	Saint John	251	85	1.2%
14	Bangor	Halifax	226	69	0.9%
15	Nantucket Memorial	Toronto	448	61	0.8%
16	Hartford Bradley	Toronto	322	60	0.8%
17	Portland Intl Jetport	Halifax	302	60	0.8%
18	Bedford/Hanscom	Nassau	1,089	57	0.8%
19	Bangor	London Luton	2,659	56	0.8%
20	Bedford/Hanscom	Ottawa	255	51	0.7%
Subtotal Top 20				2,233	30.7%
All Other				5,040	69.3%
Total				7,273	100.0%

Note: There are total 1,767 unique international flight O&Ds

Source: FAA TFMSC Data and ICF SH&E Analysis

Top Segments for Canadian Flights

Top Canadian Flight O&D Segments

2011

Rank	Origin	Destination	Nautical Miles	GA IFR Departures	% of Total
1	Portland Intl Jetport	Yarmouth	183	188	3.8%
2	Hartford Bradley	Montreal Saint Hubert	217	177	3.6%
3	Boston Logan	Toronto	386	171	3.5%
4	Hartford Bradley	Ottawa	241	166	3.4%
5	Boston Logan	Montreal Dorval	221	157	3.2%
6	Bedford/Hanscom	Toronto	372	152	3.1%
7	Hartford Bradley	Montreal Dorval	216	146	3.0%
8	Bedford/Hanscom	Montreal Dorval	209	144	2.9%
9	Bangor	Goose Bay	607	141	2.9%
10	Bangor	Saint John's	686	106	2.1%
11	Bedford/Hanscom	Saint John	289	93	1.9%
12	Portsmouth Intl at Pease	Saint John	251	85	1.7%
13	Bangor	Halifax	226	69	1.4%
14	Nantucket Memorial	Toronto	448	61	1.2%
15	Hartford Bradley	Toronto	322	60	1.2%
16	Portland Intl Jetport	Halifax	302	60	1.2%
17	Bedford/Hanscom	Ottawa	255	51	1.0%
18	Bangor	Saint John	128	50	1.0%
19	Burlington	Montreal Dorval	65	48	1.0%
20	Portsmouth Intl at Pease	Montreal Dorval	190	39	0.8%
	Subtotal Top 20			2,164	43.7%
	All Other			2,783	56.3%
	Total			4,947	100.0%

Note: There are total 893 unique Canadian O&Ds

Source: FAA TFMSC Data and ICF SH&E Analysis



Top Segments for European Flights

Top Europe Flight O&D Segments 2011

Rank	Origin	Destination	Nautical Miles	GA IFR Departures	% of Total
1	Bangor	London Luton	2,659	56	4.5%
2	Bedford/Hanscom	London Luton	2,828	50	4.1%
3	Bangor	Paris Le Bourget	2,822	37	3.0%
4	Bedford/Hanscom	Paris Le Bourget	2,988	30	2.4%
5	Bangor	Shannon	2,344	24	1.9%
6	Bangor	London Stansted	2,679	23	1.9%
7	Bedford/Hanscom	Mulhouse/Basel	3,209	22	1.8%
8	Bangor	Famborough	2,656	20	1.6%
9	Bangor	Reykjavik Keflavik	1,915	19	1.5%
10	Boston Logan	Paris Le Bourget	2,981	17	1.4%
11	Boston Logan	London Luton	2,822	17	1.4%
12	Bangor	Zurich	3,081	16	1.3%
13	Bangor	Dublin	2,427	13	1.1%
14	Bangor	Nice	3,141	13	1.1%
15	Bedford/Hanscom	Dublin	2,597	12	1.0%
16	Bedford/Hanscom	Famborough	2,824	12	1.0%
17	Bangor	Geneva	3,026	12	1.0%
18	Bangor	Munich	3,171	12	1.0%
19	Hartford Bradley	London Luton	2,896	11	0.9%
20	Hartford Bradley	Paris Le Bourget	3,057	10	0.8%
	Subtotal Top 20			426	34.6%
	All Other			805	65.4%
	Total			1,231	100.0%

Note: There are total 470 unique European O&Ds
Source: FAA TFMSC Data and ICF SH&E Analysis

GENERAL AVIATION
NEW ENGLAND
Regional Airport System Plan



Section 9

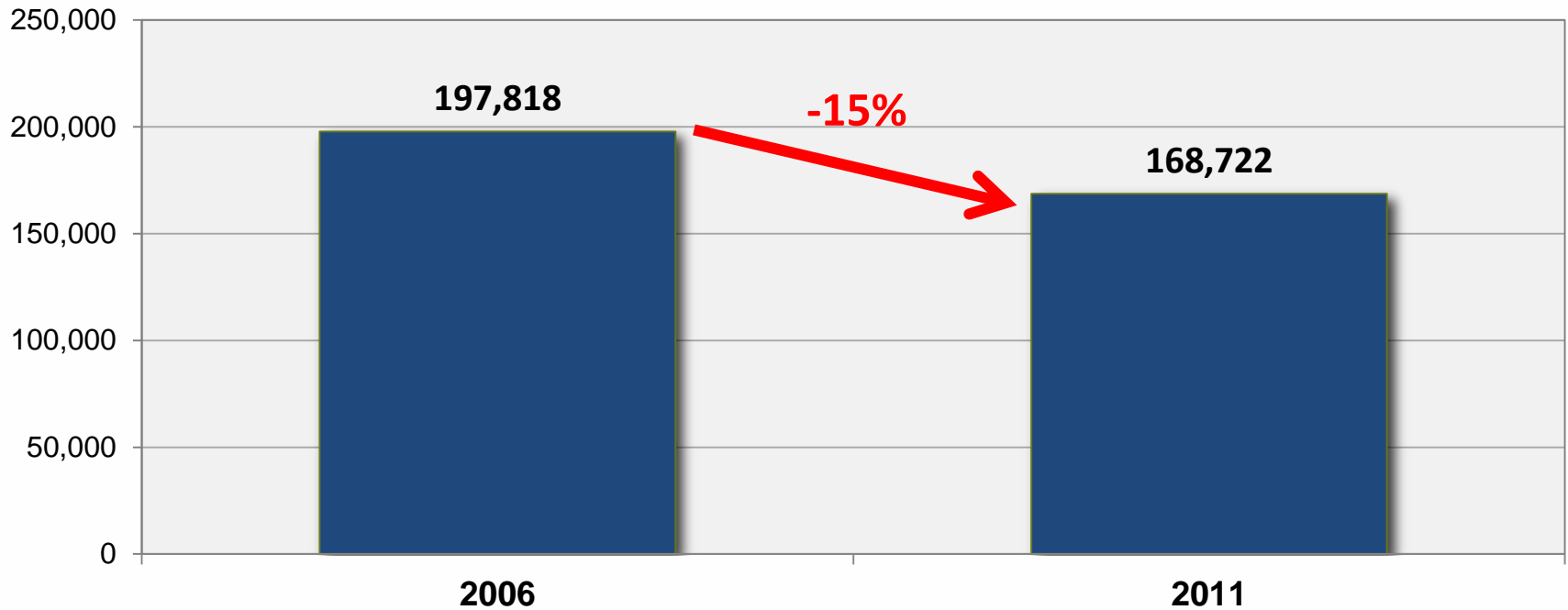
**Business GA Activity Trends
2006 to 2010**



New England's GA IFR Departures Declined by 15% from 2006 to 2011

GA IFR Departures from New England Airports

2006 vs. 2011



Source: FAA, TFMSC departures

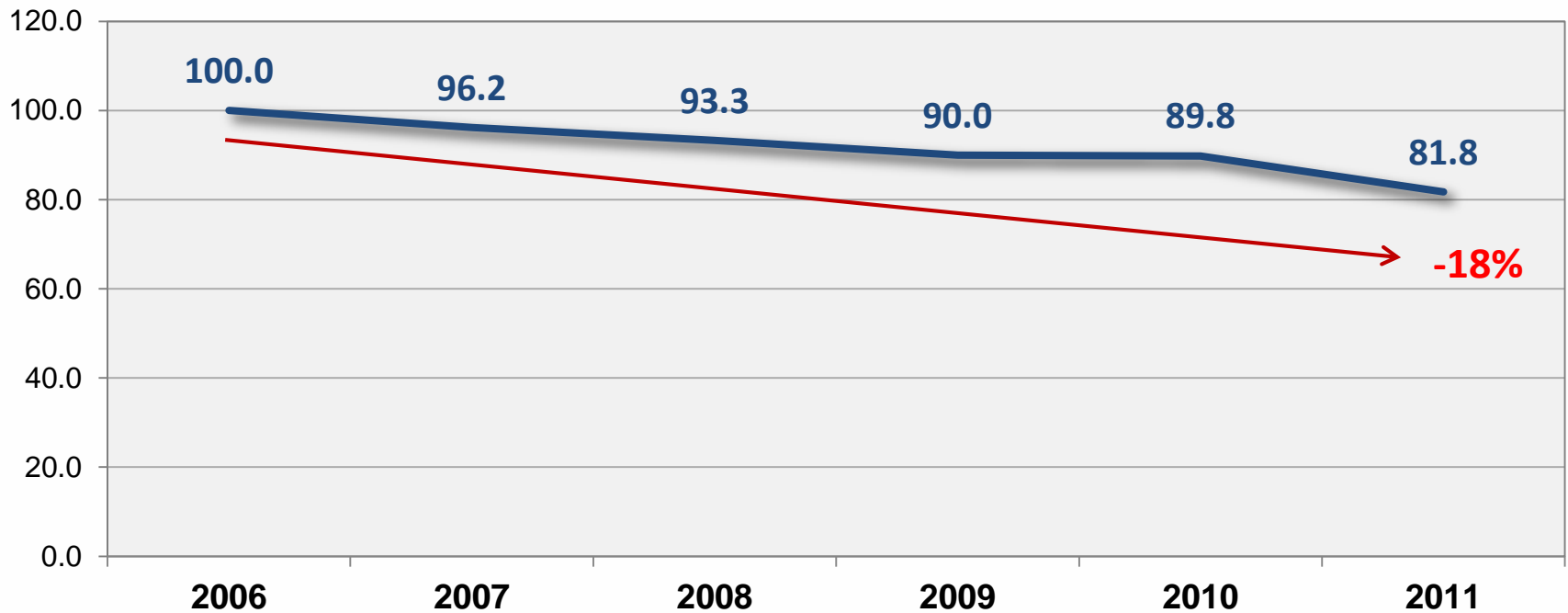


Total GA Itinerant Operations (IFR+VFR) at Towered Airports Have Declined at a Similar Rate

Index of Itinerant GA Operations at New England Towered Airports

2006 to 2011

(2006 = 100.0)



Note: Includes BAF, BED, BVY, BDR, DXR, GON, HFD, LWM, ASH, OWD, OXC, ORH

Source: Based on FAA, ATADS Tower Counts for Air Taxi and GA itinerant operations for airports without significant commuter/regional airline services.



Despite the Overall Decline in Activity, Several Airports Have Shown Growth

Top 20 Airports Showing the Increases in GA IFR Flights 2006 to 2011

Rank	Airport	State	FAA Category	GA IFR Departures			
				2006	2011	Change	% Change
1	Portsmouth Intl at Pease	NH	National	3,756	5,050	1,294	34.5%
2	Barnes Municipal	MA	National	2,032	2,945	913	44.9%
3	Block Island State	RI	Regional	553	1,191	638	115.4%
4	Hartford Brainard	CT	Regional	4,606	4,910	304	6.6%
5	Newport State	RI	Local	582	821	239	41.1%
6	Belfast Municipal	ME	Local	82	295	213	259.8%
7	Beverly Municipal	MA	Regional	2,035	2,209	174	8.6%
8	Westerly State	RI	Primary	530	702	172	32.5%
9	Meriden Markham Municipal	CT	Local	235	376	141	60.0%
10	Laconia Municipal	NH	Regional	1,531	1,617	86	5.6%
11	Tweed-New Haven	CT	Primary	2,774	2,843	69	2.5%
12	Northampton	MA	Not Classified	253	312	59	23.3%
13	Minute Man Air Field	MA	Not Classified	195	245	50	25.6%
14	Falmouth Airpark	MA	Non NPIAS	113	149	36	31.9%
15	Windham	CT	Local	227	258	31	13.7%
16	Middlebury State	VT	Local	49	76	27	55.1%
17	Fitchburg Municipal	MA	Local	440	459	19	4.3%
18	Twitchell	ME	Non NPIAS	8	26	18	225.0%
19	Chatham Municipal	MA	Local	380	396	16	4.2%
20	Biddeford Municipal	ME	Local	122	138	16	13.1%

Source: FAA TFMSC Data and ICF SH&E Analysis



The Busiest Airports for GA IFR Flights, Have Had the Steepest Declines

Top 20 Airports Showing Declines in GA IFR Flights 2006 to 2011

Rank	Airport	State	FAA Category	GA IFR Departures			
				2006	2011	Change	% Change
1	Boston Logan	MA	Primary	16,592	12,735	-3,857	-23.2%
2	Hartford Bradley	CT	Primary	12,385	8,800	-3,585	-28.9%
3	Bedford/Hanscom	MA	National	25,572	22,025	-3,547	-13.9%
4	Nashua Boire Field	NH	National	4,947	2,790	-2,157	-43.6%
5	Bangor	ME	Primary	6,700	5,077	-1,623	-24.2%
6	Manchester	NH	Primary	7,957	6,504	-1,453	-18.3%
7	Providence TF Green	RI	Primary	6,428	5,141	-1,287	-20.0%
8	Hyannis Barnstable Municipal	MA	Primary	5,496	4,222	-1,274	-23.2%
9	New Bedford Regional	MA	Primary	2,791	1,607	-1,184	-42.4%
10	Martha's Vineyard	MA	Primary	6,301	5,196	-1,105	-17.5%
11	Portland Intl Jetport	ME	Primary	6,771	5,691	-1,080	-16.0%
12	Auburn Lewiston Municipal	ME	Regional	2,161	1,126	-1,035	-47.9%
13	Groton-New London	CT	Regional	4,499	3,529	-970	-21.6%
14	Bridgeport Igor I Sikorsky Memorial	CT	National	5,656	4,891	-765	-13.5%
15	Nantucket Memorial	MA	Primary	10,387	9,657	-730	-7.0%
16	Rutland-Southern Vermont Regional	VT	Regional	1,716	1,155	-561	-32.7%
17	Augusta State	ME	Regional	1,488	963	-525	-35.3%
18	Burlington	VT	Primary	6,679	6,194	-485	-7.3%
19	Presque Isle Northern Maine Regional	ME	Primary	1,284	882	-402	-31.3%
20	Pittsfield Municipal	MA	Regional	1,922	1,522	-400	-20.8%

Source: FAA TFMSC Data and ICF SH&E Analysis

GENERAL AVIATION
NEW ENGLAND
Regional Airport System Plan



Appendix A

**FAA ASSET Study Airport
Classifications**

FAA ASSET Study Classifications

✈ **National Airports** (84 nationwide):

- 5,000+ instrument operations, 11+ based jets, 20+ international flights, or 500+ interstate departures; or
- 10,000+ enplanements and at least 1 charter enplanement by large certificated air carrier; or
- 500+ million pounds of landed cargo weight

✈ **Regional Airports** (467 nationwide):

- Located in MSA (Metro or Micro) and 10+ domestic flights over 500 miles, 1,000+ instrument operations, 1+ based jet, or 100+ based aircraft; or
- The airport meets the definition of commercial service

✈ **Local Airports** (1,236 nationwide):

- 10+ instrument operations and 15+ based aircraft; or
- 2,500+ passenger enplanements

✈ **Basic Airports** (668 nationwide):

- 10+ based aircraft; or
- 4+ based helicopters, or the airport is located 30+ miles from nearest NPIAS airport or identified and used by U.S. Forest Service, U.S. Marshals or U.S. CBP or U.S. Postal Service or has EAS; or
- Is new/replacement facility after Jan. 1, 2011 and designated as reliever with minimum of 90 based aircraft



New England Airports by Size and ASSET Study Category

Number of New England Airports by ASSET Study Category 2011

2011 IFR Dept Category	New England Airports by FAA Category								Other Non NPIAS	Total
	Non-GA Primary	GA Airports					Subtotal			
		National	Regional	Local	Basic	Non-Classified				
Number of Airports										
5,000 and Over	9	2	0	0	0	0	2	0	11	
500-4,999	7	6	16	6	0	0	28	0	35	
50-499	1	0	0	28	4	11	43	3	47	
1-49*	0	0	0	7	4	4	15	25	40	
None*	0	0	0	3	0	1	4	19	23	
Total	17	8	16	44	8	16	92	47	156	
Share of Total										
5,000 and Over	81.8%	18.2%	0.0%	0.0%	0.0%	0.0%	18.2%	0.0%	100.0%	
500-4,999	20.0%	17.1%	45.7%	17.1%	0.0%	0.0%	80.0%	0.0%	100.0%	
50-499	2.1%	0.0%	0.0%	59.6%	8.5%	23.4%	91.5%	6.4%	100.0%	
1-49*	0.0%	0.0%	0.0%	17.5%	10.0%	10.0%	37.5%	62.5%	100.0%	
None*	0.0%	0.0%	0.0%	13.0%	0.0%	4.3%	17.4%	82.6%	100.0%	
Total	10.9%	5.1%	10.3%	28.2%	5.1%	10.3%	59.0%	30.1%	100.0%	

Note: Departures Only

* 4 airports show no or very few departures because airport codes changes and data is not accessible in FAA TFMSC database – Brunswick, Caledonia, Danielson & Marshfield,
5 departures were found for Brunswick under its old code (NHZ)

Source: FAA ASSET Study May 2012, FAA TFMSC Data and ICF SH&E Analysis

New England Airports by ASSET Study Category



2011 Dept Rank	Airport	Code	State	2011 IFR Departures	2011 Dept Rank	Airport	Code	State	2011 IFR Departures
Primary					Regional				
2	Boston Logan	BOS	MA	12,735	12	Hartford Brainard	HFD	CT	4,910
3	Nantucket Memorial	ACK	MA	9,657	17	Groton-New London	GON	CT	3,529
4	Hartford Bradley	BDL	CT	8,800	20	Lebanon Municipal	LEB	NH	2,829
5	Manchester	MHT	NH	6,504	22	Danbury Municipal	DXR	CT	2,393
6	Burlington	BTV	VT	6,194	24	Beverly Municipal	BVY	MA	2,209
7	Portland Intl Jetport	PWM	ME	5,691	26	Laconia Municipal	LCI	NH	1,617
8	Martha's Vineyard	MVY	MA	5,196	28	Lawrence Municipal	LWM	MA	1,563
9	Providence TF Green	PVD	RI	5,141	30	Pittsfield Municipal	PSF	MA	1,522
10	Bangor	BGR	ME	5,077	32	Dillant-Hopkins	EEN	NH	1,224
14	Hyannis Barnstable Municipal	HYA	MA	4,222	33	Block Island State	BID	RI	1,191
19	Tweed-New Haven	HVN	CT	2,843	34	Rutland-Southern Vermont Regional	RUT	VT	1,155
23	Hancock County-Bar Harbor	BHB	ME	2,320	35	Auburn Lewiston Municipal	LEW	ME	1,126
25	Rockland Knox County Regional	RKD	ME	1,874	36	Plymouth Municipal	PYM	MA	1,123
27	New Bedford Regional	EWB	MA	1,607	37	Augusta State	AUG	ME	963
39	Presque Isle Northern Maine Regional	PQI	ME	882	38	Concord Municipal	CON	NH	910
42	Westerly State	WST	RI	702	43	Springfield/Chicopee Westover	CEF	MA	595
49	Provincetown Municipal	PVC	MA	388					
National					Local				
1	Bedford/Hanscom	BED	MA	22,025	31	Quonset State	OQU	RI	1,333
11	Portsmouth Intl at Pease	PSM	NH	5,050	40	North Central State	SFZ	RI	824
13	Bridgeport Igor I Sikorsky Memorial	BDR	CT	4,891	41	Newport State	UUU	RI	821
15	Norwood Memorial	OWD	MA	4,103	44	Sanford Regional	SFM	ME	591
16	Waterbury-Oxford	OXC	CT	3,895	45	Edward F Knapp State	MPV	VT	577
18	Barnes Municipal	BAF	MA	2,945	46	Waterville Robert Lafleur	WVL	ME	547
21	Nashua Boire Field	ASH	NH	2,790	47	Fitchburg Municipal	FIT	MA	459
29	Worcester	ORH	MA	1,539	48	Chatham Municipal	CQX	MA	396
					50	Meriden Markham Municipal	MMK	CT	376

Note: Departures Only

Source: FAA ASSET Study May 2012, FAA TFMSC Data and ICF SH&E Analysis

New England Airports by ASSET Study Category *(continued)*



2011 Dept Rank	Airport	Code	State	2011 IFR Departures	2011 Dept Rank	Airport	Code	State	2011 IFR Departures
Local					Local				
51	Morrisville-Stowe State	MVL	VT	368	100	Gardner Municipal	GDM	MA	24
52	Willam Morse State	DDH	VT	358	101	Maine Airport of Norridgewock	OWK	ME	23
53	Robertson Field	4B8	CT	349	104	Plymouth Municipal	1P1	NH	17
55	Belfast Municipal	BST	ME	295	106	Dexter Regional	1B0	ME	13
56	Wiscasset	IWI	ME	265	110	Lincoln Regional	LRG	ME	10
57	Windham	IJD	CT	258	138	Caledonia County	CDA	VT	0
60	Mansfield Municipal	1B9	MA	238	140	Danielson	LZD	CT	0
61	Harriman-and-West	AQW	MA	218	149	Marshfield Municipal	GHG	MA	0
63	Eastern Slopes Regional	IZG	ME	196					
64	Pittsfield Municipal	2B7	ME	196	Basic				
65	Springfield Hartness State	VSF	VT	165	73	Greenville Municipal	3B1	ME	110
67	Biddeford Municipal	B19	ME	138	87	Northern Aroostook Regional	FVE	ME	63
68	Skyhaven	DAW	NH	136	89	Bethel Regional	0B1	ME	56
69	Berlin Regional	BML	NH	126	90	Eastport Municipal	EPM	ME	55
71	Mount Washington Regional	HIE	NH	119	102	Princeton Municipal	PNN	ME	23
72	Houlton International	HUL	ME	112	115	Newton Field	59B	ME	8
74	Newport State	EFK	VT	105	121	Dean Memorial	5B9	NH	5
75	Taunton Municipal-King Field	TAN	MA	100	123	Sugarloaf Regional	B21	ME	5
76	Orange Municipal	ORE	MA	99	Not Classified				
77	Turners Falls	0B5	MA	95	54	Northampton	7B2	MA	312
78	Middlebury State	6B0	VT	76	58	Minute Man Air Field	6B6	MA	245
80	Southbridge Municipal	3B0	MA	75	59	Chester	SNC	CT	241
81	Dewitt Field/Old Town Municipal	OLD	ME	73	62	Walter J. Koladza	GBR	MA	211
83	Millinocket Municipal	MLT	ME	69	70	Caribou Municipal	CAR	ME	124
84	Franklin County State	FSO	VT	65	79	Islesboro	57B	ME	75
96	Claremont Municipal	CNH	NH	42	82	Oxford County Regional	81B	ME	71
97	Parlin Field	2B3	NH	28					

Note: Departures Only

3 airports show no departures because airport codes changes and data is not accessible in FAA TFMSC database – Caledonia, Danielson & Marshfield

Source: FAA ASSET Study May 2012, FAA TFMSC Data and ICF SH&E Analysis

New England Airports by ASSET Study Category *(continued)*



2011 Dept Rank	Airport	Code	State	2011 IFR Departures	2011 Dept Rank	Airport	Code	State	2011 IFR Departures
Not Classified					Non NPIAS				
85	Simsbury	4B9	CT	64	122	Deblois Flight Strip	43B	ME	5
86	Jaffrey-Silver Range	AFN	NH	63	124	Tanner-Hiller	8B5	MA	5
91	Steven A. Bean Municipal	8B0	ME	55	125	Candlelight Farms	11N	CT	4
93	Machias Valley	MVM	ME	50	126	Littlebrook Air Park	3B4	ME	4
111	Stonington Municipal	93B	ME	10	127	Richmond	08R	RI	4
117	Warren-Sugarbush	0B7	VT	8	128	Cape Cod	2B1	MA	3
120	Brunswick Executive	BXM	ME	5	129	Limington-Harmon	63B	ME	3
130	Charles Chase Memorial Field	44B	ME	2	131	Newfound Valley	2N2	NH	2
151	Post Mills	2B9	VT	0	132	Shelburne	VT8	VT	1
					133	Twin Mountain	8B2	NH	1
					134	Blue Hill	07B	ME	0
					135	Bowdoinham Merrymeeting Field	08B	ME	0
					136	Bowman Field	B10	ME	0
					137	Brewer	0B2	ME	0
					139	Cutler Regional	ME2	ME	0
					141	Dixfield Swans Field	3S2	ME	0
					142	Errol	ERR	NH	0
					143	Franconia	1B5	NH	0
					144	Gifford Field	4C4	NH	0
					145	Gillespie Field	66B	ME	0
					146	Gorham	2G8	NH	0
					147	John H Boylan State-Island Pond	5B1	VT	0
					148	Lubec Municipal	65B	ME	0
					150	Myricks	1M8	MA	0
					152	Putnam Toutant	C44	CT	0
					153	Saco Greaton Airfield	98M	ME	0
					154	Spencer	60M	MA	0
					155	Swans Island Banks	ME5	ME	0
					156	Wales	ME6	ME	0
66	Falmouth Airpark	5B6	MA	149					
88	Katama Airpark	1B2	MA	58					
92	Skylark Airpark	7B6	CT	51					
94	Moultonboro	5M3	NH	49					
95	Ellington	7B9	CT	46					
98	Twitchell	3B5	ME	26					
99	Hampton Airfield	7B3	NH	25					
103	Basin Harbor	B06	VT	21					
105	Plum Island	2B2	MA	15					
107	Hopedale Industrial Park	1B6	MA	12					
108	Salmon River Airfield	9B8	CT	12					
109	Mount Snow	4V8	VT	11					
112	Waterbury	N41	CT	10					
113	Marlboro	9B1	MA	9					
114	Goodspeed	42B	CT	8					
116	Sterling	3B3	MA	8					
118	Cranland	28M	MA	7					
119	Hawthorne-Feather Airpark	8B1	NH	7					

Note: Departures Only

Departures found for Brunswick Executive airport using old code (NHZ), airport code changes but data is not accessible in FAA TFMSC database for new code BXM

Source: FAA ASSET Study May 2012, FAA TFMSC Data and ICF SH&E Analysis



Departure Data for Four Airports with Changes in Identifier Codes Could Not be Accessed

Airports with Missing Departure Data for 2011

Airport	Code	State	FAA Category	2006 IFR GA Departures
Marshfield Municipal	GHG	MA	Local	158
Brunswick Executive	BXM	ME	Not Classified	151
Caledonia County	CDA	VT	Local	114
Danielson	LZD	CT	Local	62

Note: Five (5) departures can be found from Brunswick Executive using the old identifier code (NHZ) . While departure data for these four airports is not accessible, these airports do show up as detonations for flights that originate at other New England airports.

Source: FAA TFMSC Data and ICF SH&E Analysis

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NEW ENGLAND
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Appendix B

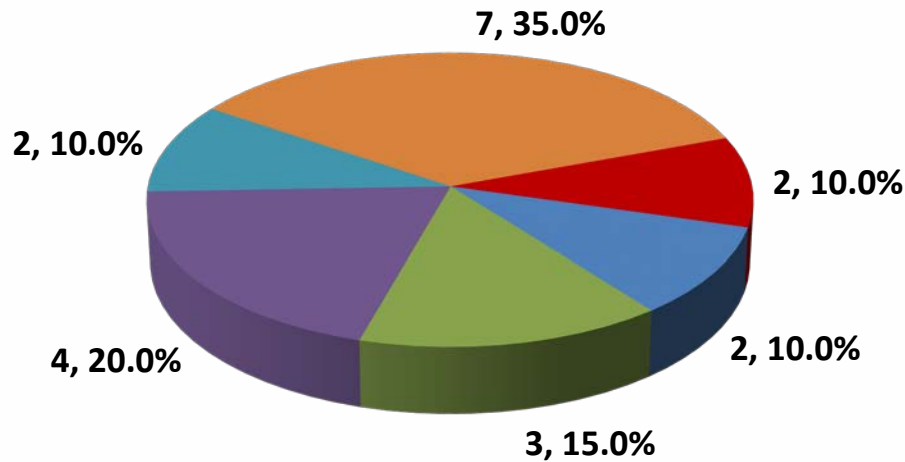
Connecticut Data



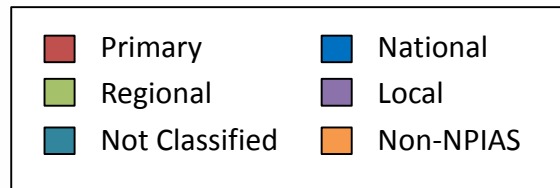
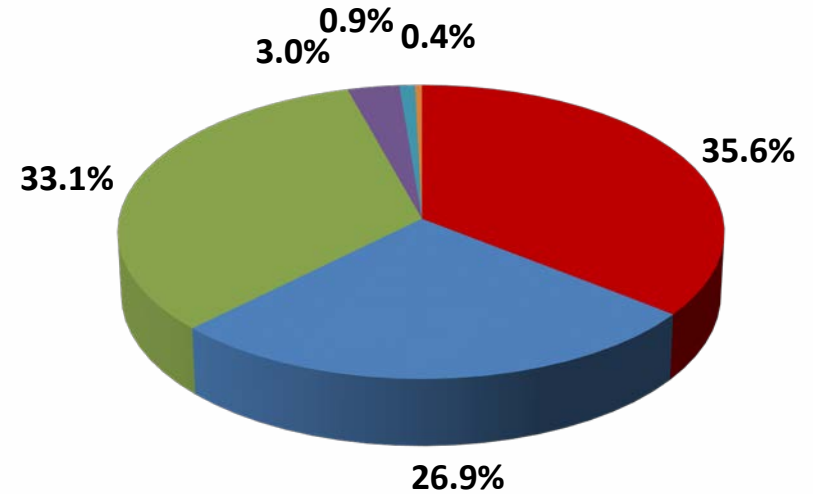
Primary, National and Regional Airports Account for 96% of Connecticut's GA IFR Flights

GENERAL AVIATION
NEW ENGLAND
Regional Airport System Plan

Number of and Share of Connecticut Airports by Airport Classification
CY 2011



Share of Connecticut GA IFR Departures by Airport Classification
CY 2011

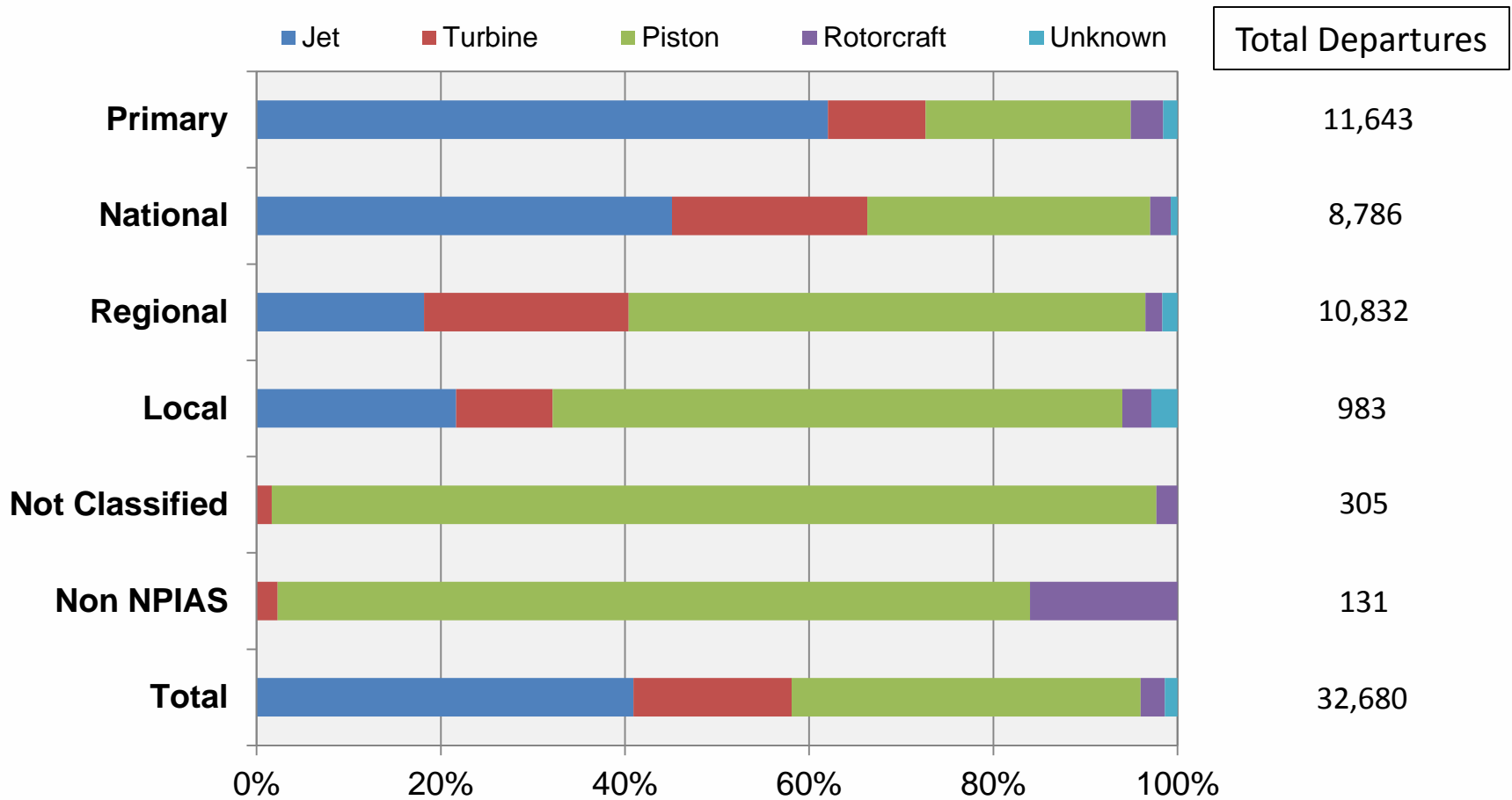


Source: FAA ASSET Study May 2012, FAA TFMSC Data and ICF SH&E Analysis



41% of Connecticut's GA IFR Flights are Operated with Jet Aircraft

Connecticut GA IFR Departures by Aircraft Class
CY 2011



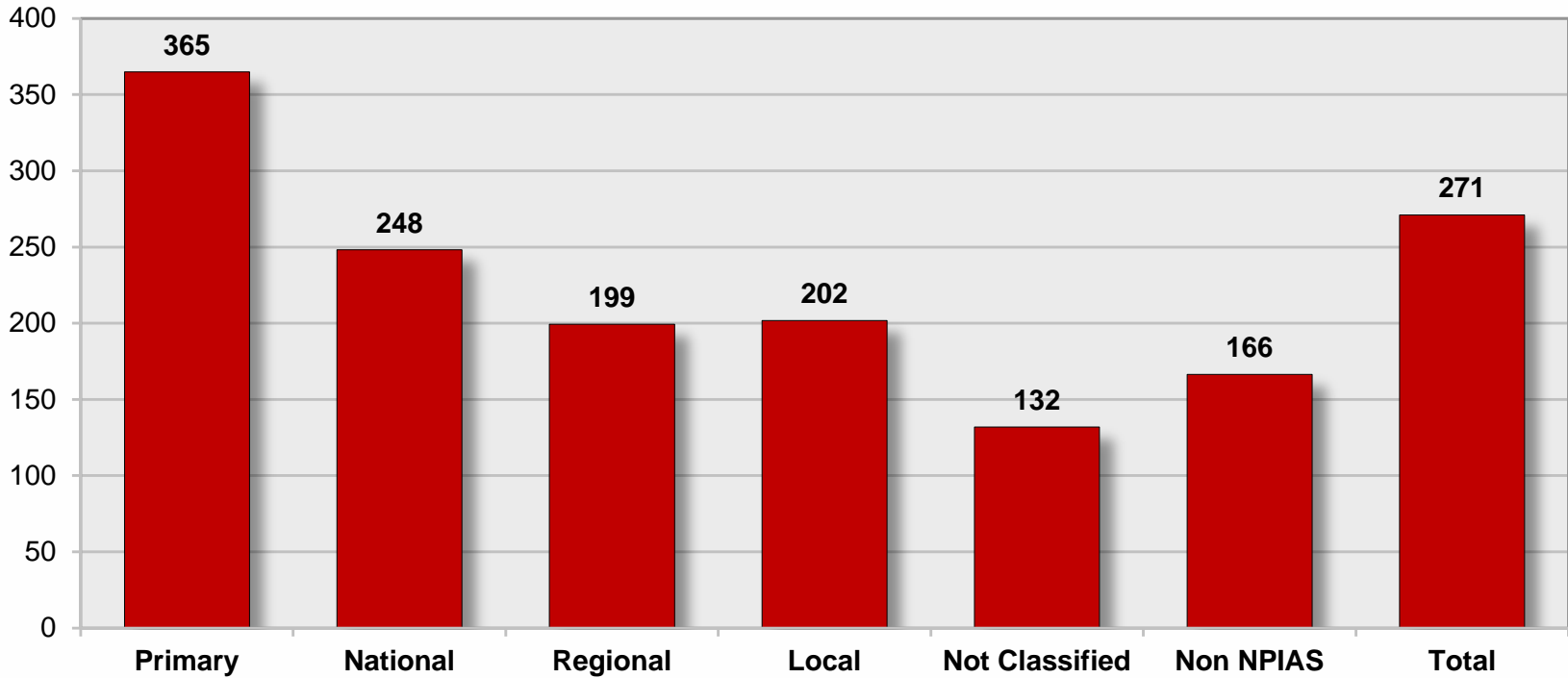
Source: FAA ASSET Study May 2012, FAA TFMSC Data and ICF SH&E Analysis



The Average Stage Length for Connecticut GA IFR Flights is 271 Nautical Miles

GENERAL AVIATION
NEW ENGLAND
Regional Airport System Plan

Weighted Average Stage Length for Connecticut GA IFR Departures
CY 2011



Note: Average Stage Length Weighted by Departures, Does Not Include Departures Where No Mileage Was Given

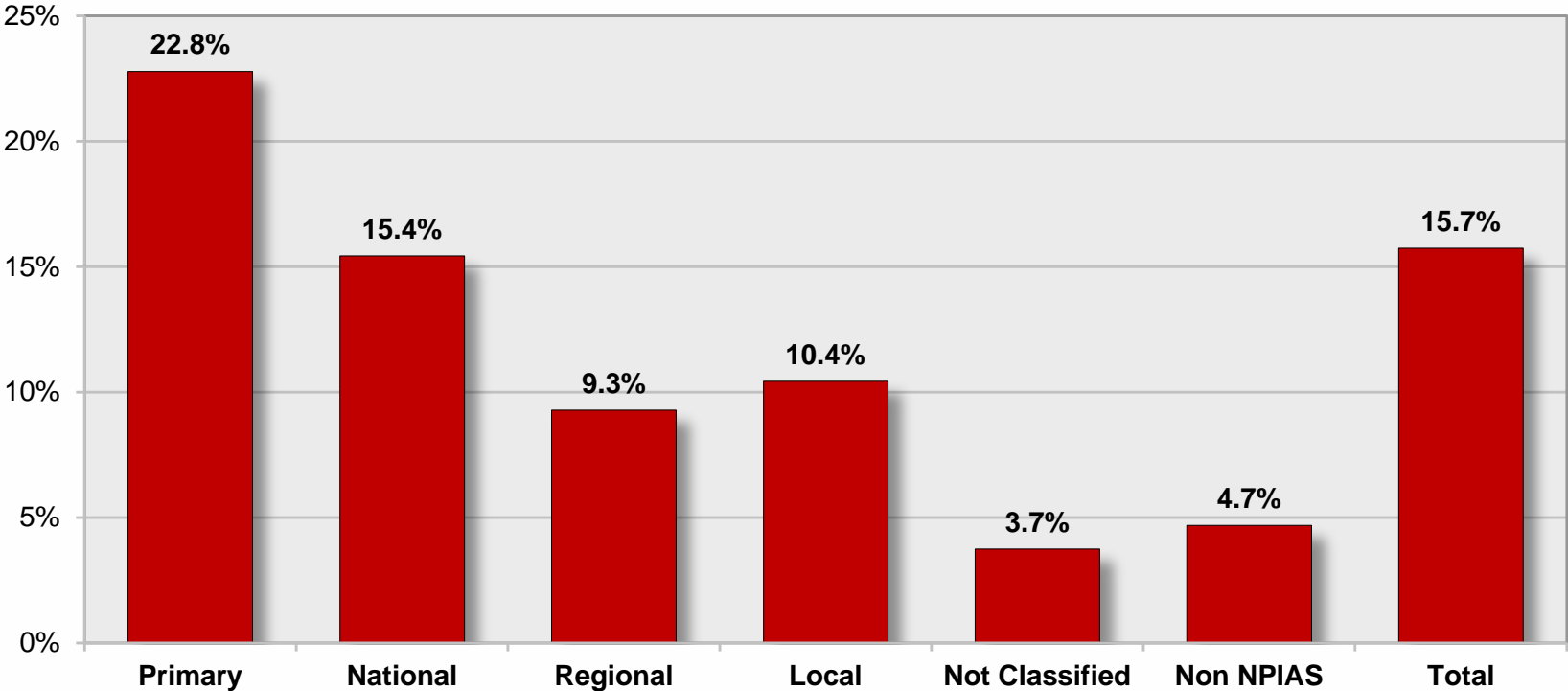
Source: FAA ASSET Study May 2012, FAA TFMSC Data and ICF SH&E Analysis



16% of the Connecticut GA Flights Have Stage Lengths Over 500 nm

GENERAL AVIATION
NEW ENGLAND
Regional Airport System Plan

Percent of Connecticut IFR GA Departures Greater Than 500 Nautical Miles
CY 2011



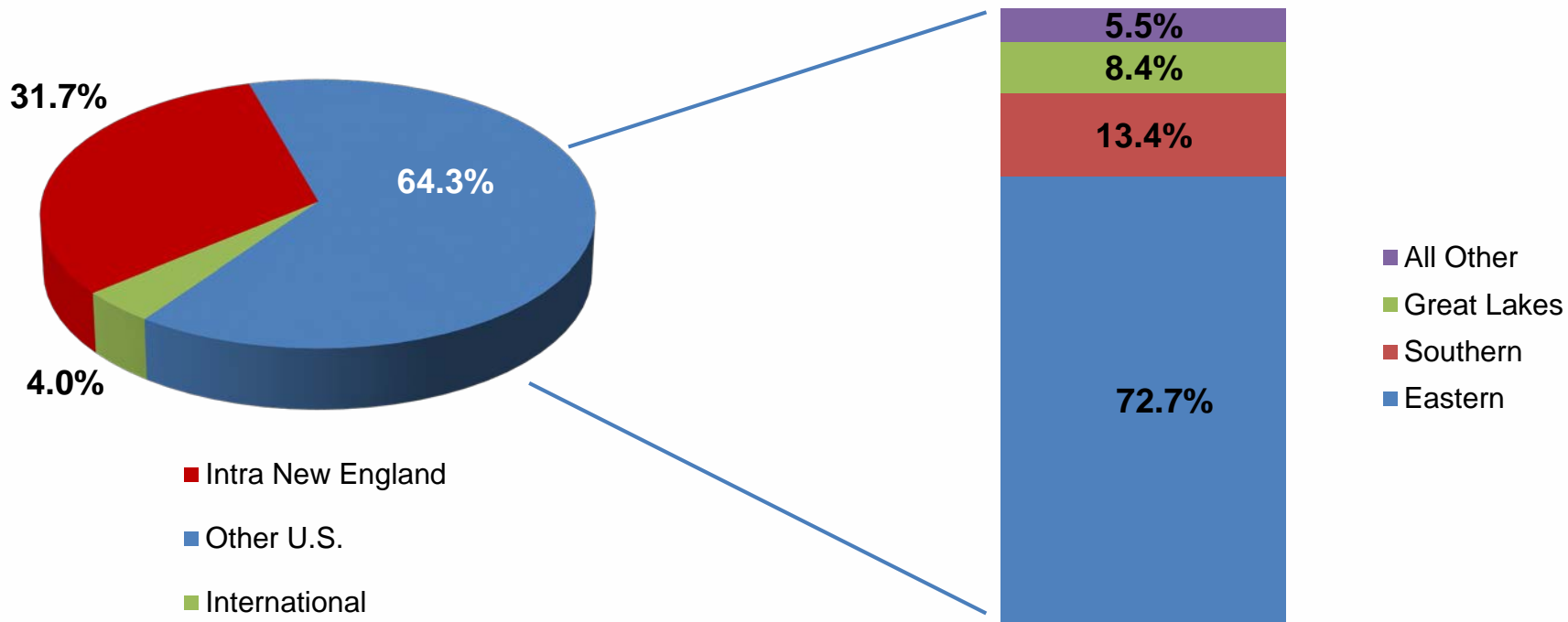
Note: Does Not Include Departures Where No Mileage Was Given

Source: FAA ASSET Study May 2012, FAA TFMSC Data and ICF SH&E Analysis



Intra New England Operations Account for 32% of IFR GA Flights from Connecticut Airports

IFR GA Departures by Destination Region
CY 2011

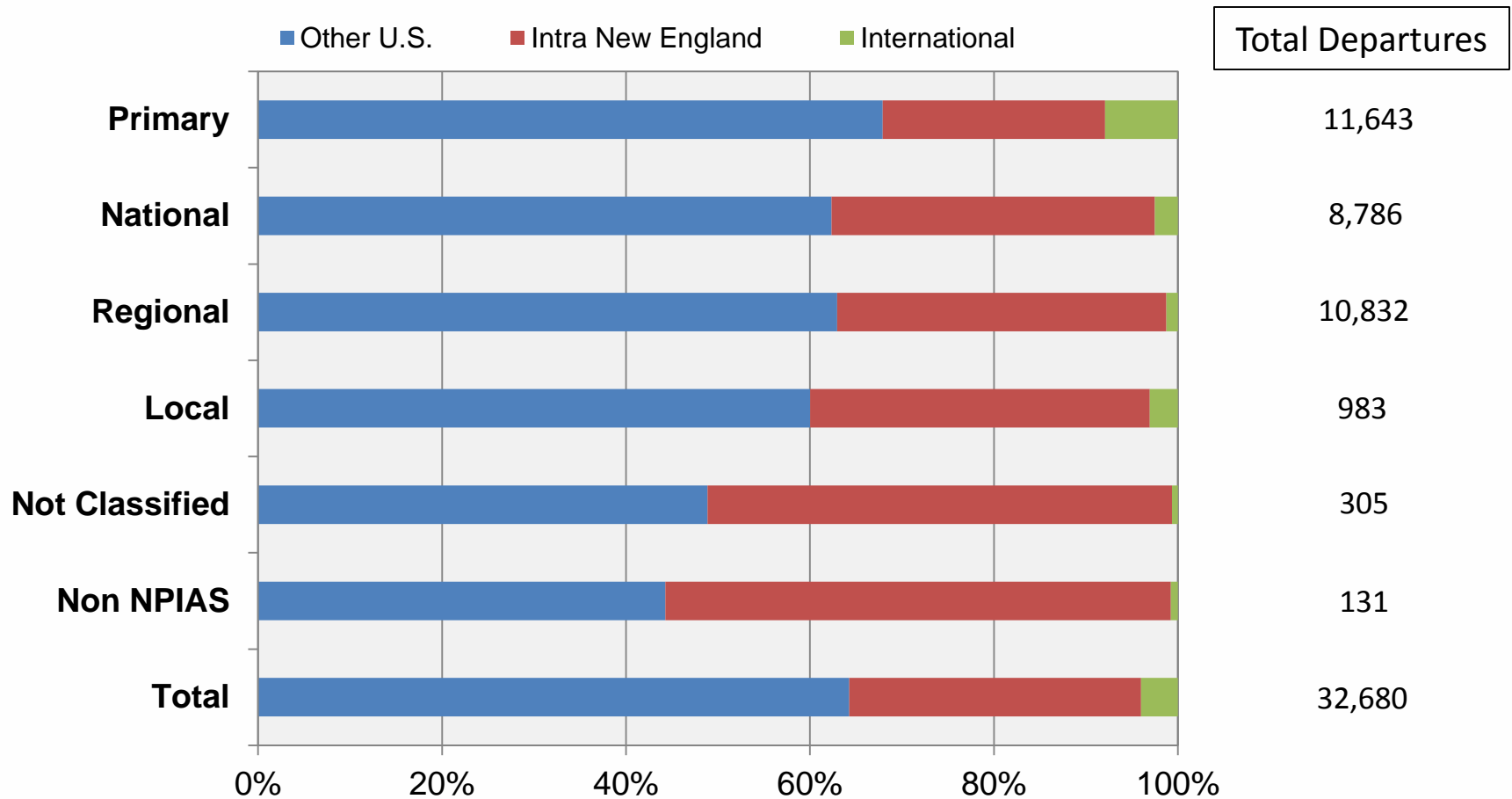


Source: FAA TFMSC Data and ICF SH&E Analysis



64% of Connecticut's GA IFR Flights are Flown to U.S. Destinations Outside New England

Connecticut GA IFR Departures by Destination Region
CY 2011



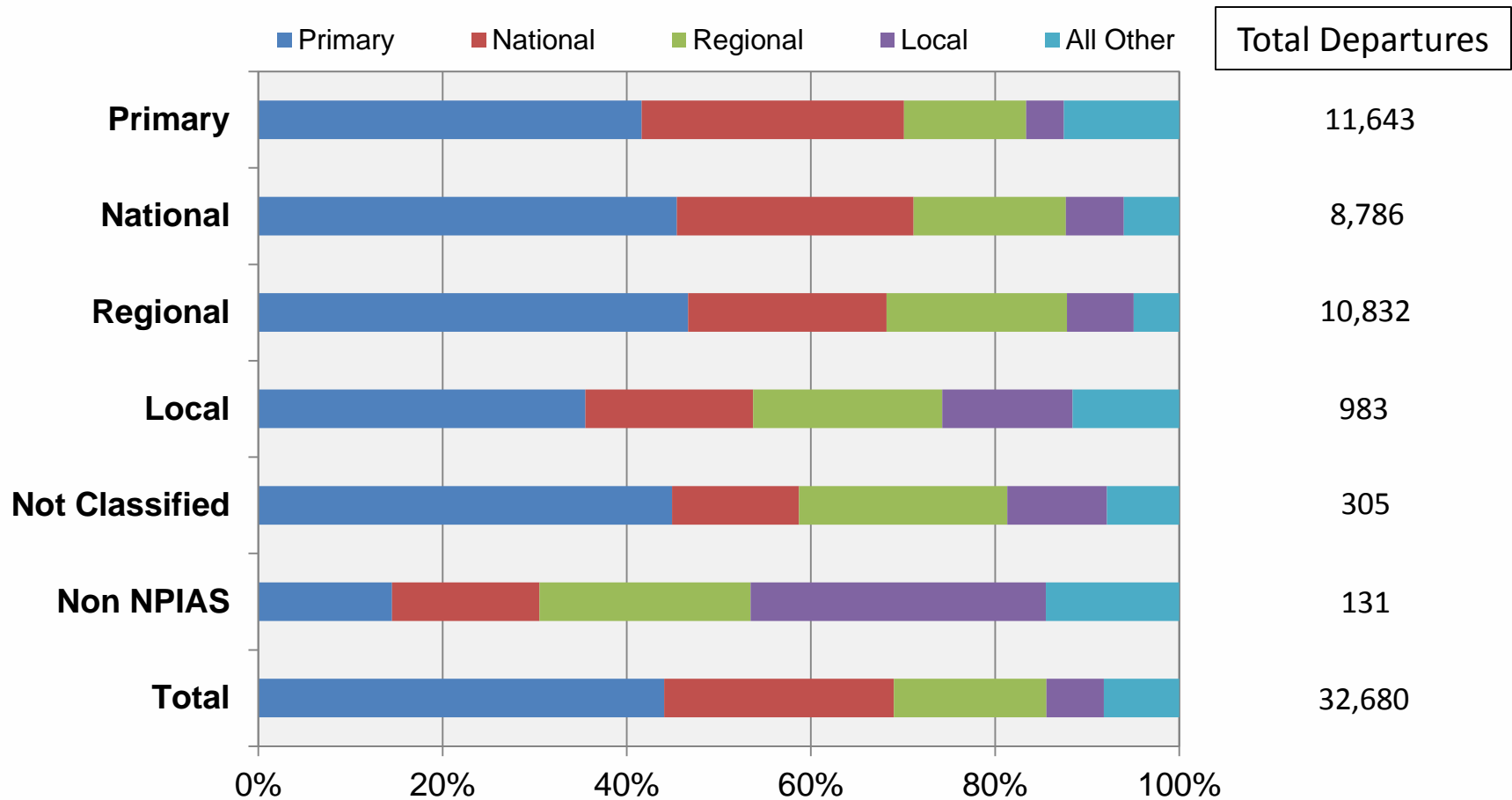
Source: FAA ASSET Study May 2012, FAA TFMSC Data and ICF SH&E Analysis



44% of Connecticut's Flights are Flown to Primary Airports

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Connecticut GA IFR Departures by Destination Airport Type
CY 2011



Note: All Other Includes Basic, Non Classified, Non NPIAS and International Airports

Source: FAA ASSET Study May 2012, FAA TFMSC Data and ICF SH&E Analysis



Top Domestic Destinations Outside New England from Connecticut Airports

Top Domestic Destinations Outside New England from Connecticut Airports CY 2011

Rank	Airport	State	Region	GA IFR Arrivals	% of Total
1	Westchester County	NY	Eastern	2,089	9.9%
2	Teterboro	NJ	Eastern	2,062	9.8%
3	Farmingdale Republic	NY	Eastern	715	3.4%
4	Washington Dulles	DC	Eastern	618	2.9%
5	Islip	NY	Eastern	611	2.9%
6	Albany	NY	Eastern	398	1.9%
7	Newport News Hampton	VA	Eastern	375	1.8%
8	Morristown	NJ	Eastern	321	1.5%
9	Trenton Mercer	NJ	Eastern	294	1.4%
10	East Hampton	NY	Eastern	285	1.4%
	All Other			13,230	63.0%
	Total			20,998	100.0%

Source: FAA TFMSC Data and ICF SH&E Analysis



Top Segments for Connecticut International Flights

Top Connecticut International O&D Segments for GA IFR Departures CY 2011

Rank	Origin	Destination	Nautical Miles	GA IFR Departures	% of Total
1	Hartford Bradley	Montreal Saint Hubert	217	177	13.5%
2	Hartford Bradley	Ottawa	241	166	12.6%
3	Hartford Bradley	Montreal Dorval	216	146	11.1%
4	Hartford Bradley	Toronto	322	60	4.6%
5	Bridgeport Igor I Sikorsky Memorial	Toronto	325	22	1.7%
6	Hartford Bradley	Bermuda	707	17	1.3%
7	Waterbury-Oxford	Montreal Dorval	241	17	1.3%
8	Hartford Bradley	Burlington Airpark	328	14	1.1%
9	Groton-New London	Toronto	363	13	1.0%
10	Tweed-New Haven	Montreal Dorval	255	13	1.0%
11	Bridgeport Igor I Sikorsky Memorial	Montreal Dorval	260	12	0.9%
12	Groton-New London	Montreal Dorval	259	12	0.9%
13	Tweed-New Haven	Bermuda	682	12	0.9%
14	Hartford Bradley	London Luton	2,896	11	0.8%
15	Hartford Bradley	Nassau	1,041	11	0.8%
16	Hartford Bradley	Montreal Mirabel	232	11	0.8%
17	Waterbury-Oxford	Ottawa	255	11	0.8%
18	Hartford Bradley	Paris Le Bourget	3,057	10	0.8%
19	Hartford Bradley	Toronto Hamilton	328	10	0.8%
20	Waterbury-Oxford	Toronto	315	10	0.8%
	Subtotal Top 20			755	57.4%
	All Other			560	42.6%
	Total			1,315	100.0%

Note: There are total 315 unique international flight O&Ds

Source: FAA TFMSC Data and ICF SH&E Analysis

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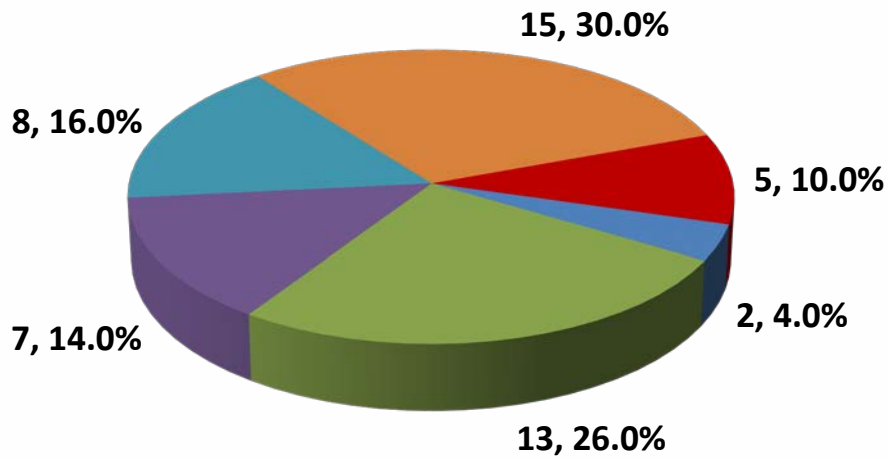
Appendix C

Maine Data

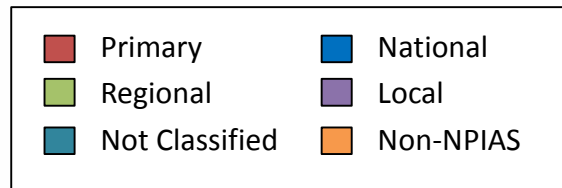
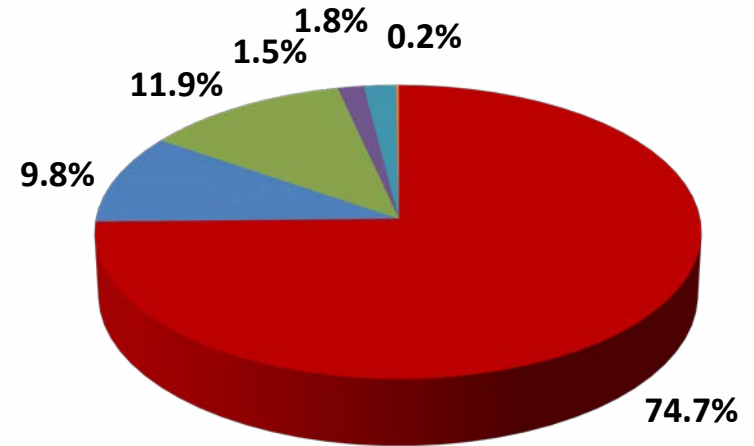


Primary Airports Account for 75% of Maine's GA IFR Flights

**Number of and Share of
Maine Airports by Airport Classification
CY 2011**



**Share of Maine GA IFR Departures by
Airport Classification
CY 2011**



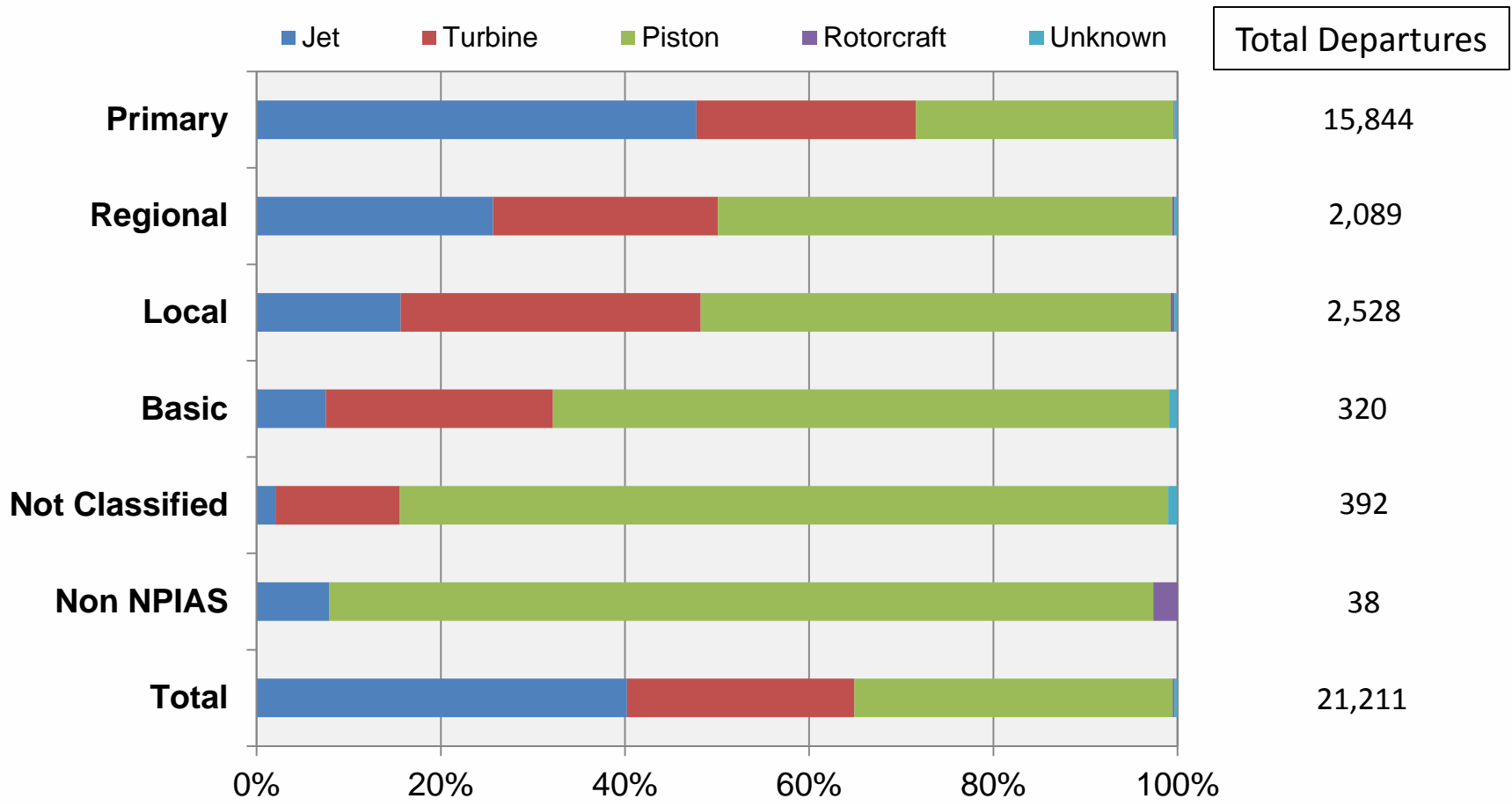
Source: FAA ASSET Study May 2012, FAA TFMSC Data and ICF SH&E Analysis



40% of Maine's GA IFR Flights are Operated with Jet Aircraft

GENERAL AVIATION
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Regional Airport System Plan

Maine GA IFR Departures by Aircraft Class
CY 2011



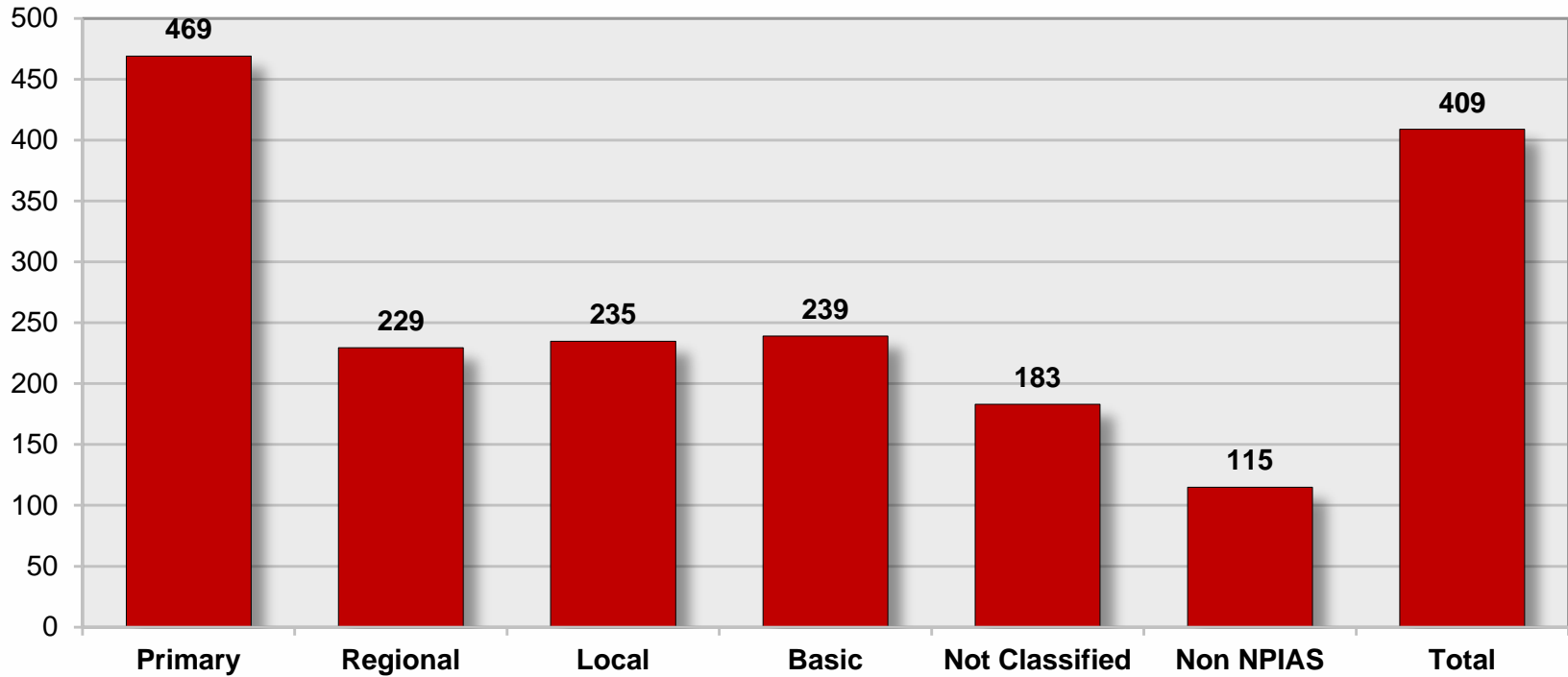
Source: FAA ASSET Study May 2012, FAA TFMSC Data and ICF SH&E Analysis



The Average Stage Length for Maine's GA IFR Flights is 409 Nautical Miles

GENERAL AVIATION
NEW ENGLAND
Regional Airport System Plan

Weighted Average Stage Length for Maine GA IFR Departures
CY 2011



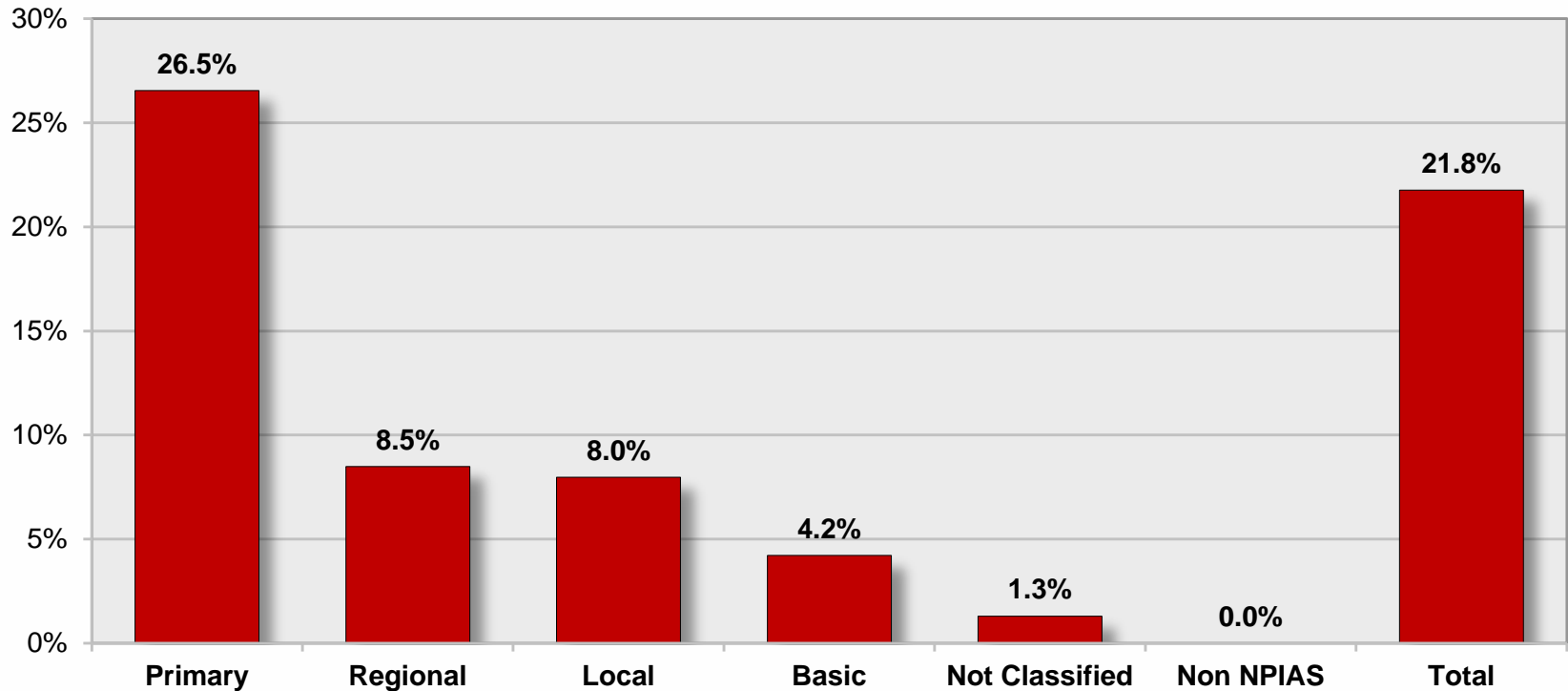
Note: Average Stage Length Weighted by Departures, Does Not Include Departures Where No Mileage Was Given

Source: FAA ASSET Study May 2012, FAA TFMSC Data and ICF SH&E Analysis



22% of the Maine GA Flights Have Stage Lengths Over 500 nm

Percent of Maine IFR GA Departures Greater Than 500 Nautical Miles
CY 2011



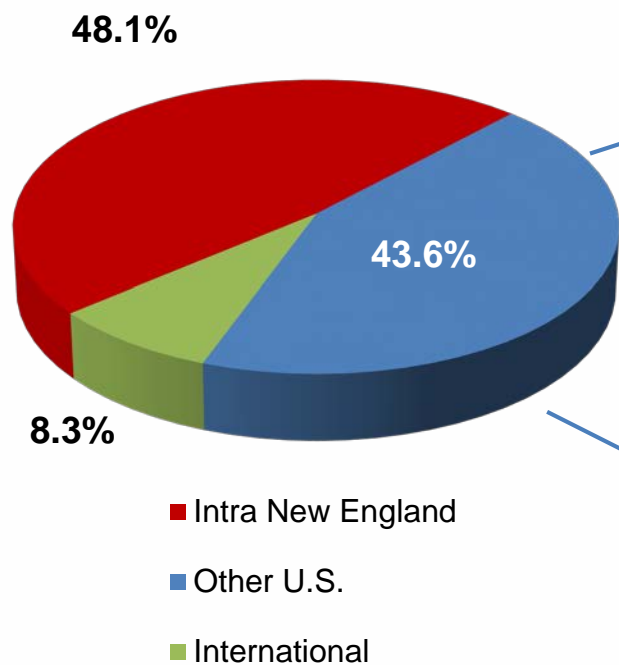
Note: Does Not Include Departures Where No Mileage Was Given

Source: FAA ASSET Study May 2012, FAA TFMSC Data and ICF SH&E Analysis

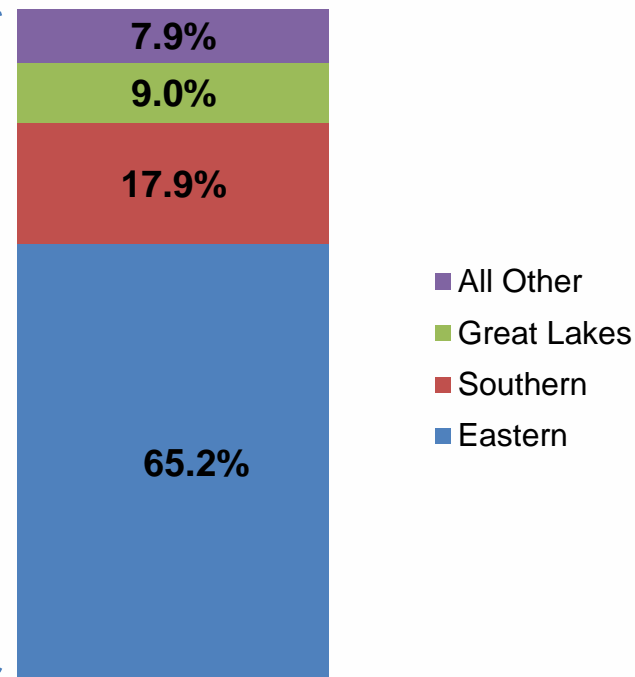


Intra New England Operations Account for 48% of IFR GA Flights from Maine Airports

IFR GA Departures by Destination Region
CY 2011



Other U.S. Destination Regions



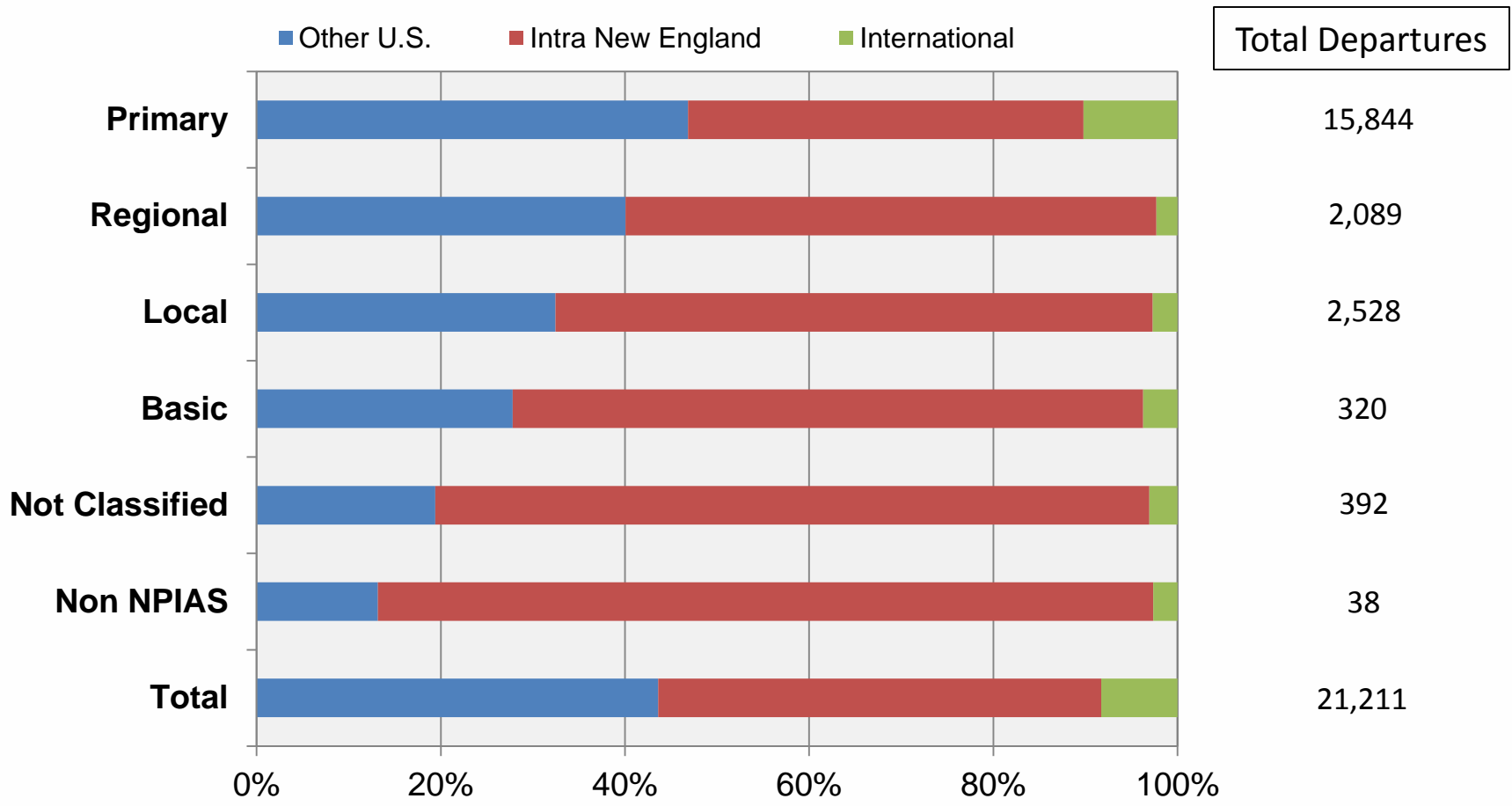
Source: FAA TFMSC Data and ICF SH&E Analysis



44% of Maine's Flights are to Domestic U.S. Destinations Outside New England

GENERAL AVIATION
NEW ENGLAND
Regional Airport System Plan

Maine GA IFR Departures by Destination Region
CY 2011



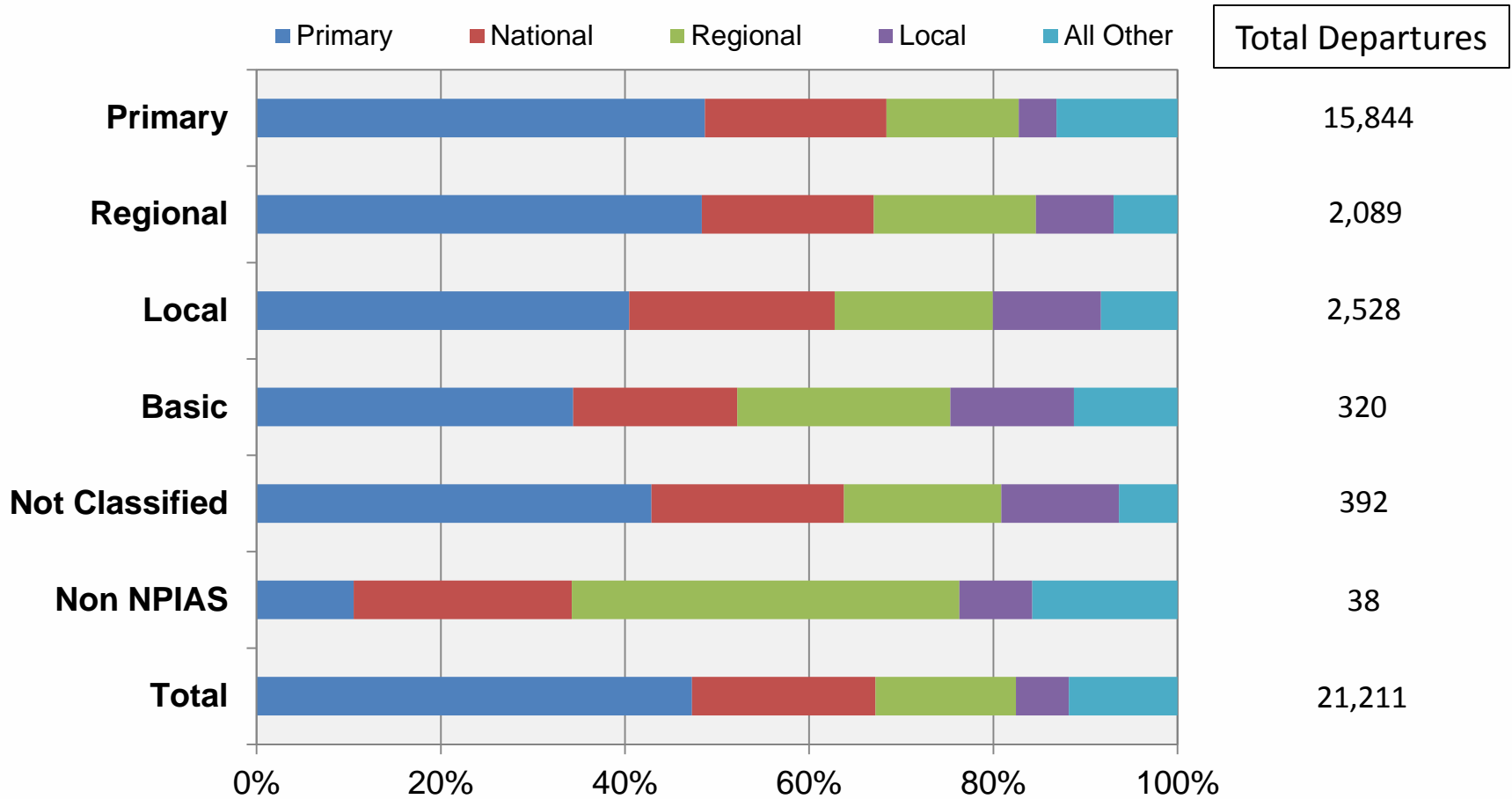
Source: FAA ASSET Study May 2012, FAA TFMSC Data and ICF SH&E Analysis



47% of Maine's Flights are to Primary Airports

GENERAL AVIATION
NEW ENGLAND
Regional Airport System Plan

Maine GA IFR Departures by Destination Airport Type
CY 2011



Note: All Other Includes Basic, Non Classified, Non NPIAS and International Airports

Source: FAA ASSET Study May 2012, FAA TFMSC Data and ICF SH&E Analysis



Top Domestic Destinations Outside New England from Maine Airports

Top Domestic Destinations Outside New England from All Maine Airports CY 2011

Rank	Airport	State	Region	GA IFR Arrivals	% of Total
1	Westchester County	NY	Eastern	993	10.7%
2	Teterboro	NJ	Eastern	771	8.3%
3	Washington Dulles	DC	Eastern	260	2.8%
4	Chattanooga	TN	Southern	243	2.6%
5	Farmingdale Republic	NY	Eastern	195	2.1%
6	Rowan County	NC	Southern	176	1.9%
7	Morristown	NJ	Eastern	173	1.9%
8	Albany	NY	Eastern	135	1.5%
9	East Hampton	NY	Eastern	134	1.4%
10	Baltimore	MD	Eastern	114	1.2%
	All Other			6,055	65.5%
	Total			9,249	100.0%

Source: FAA TFMSC Data and ICF SH&E Analysis



Top Segments for Maine International Flights

Top Maine International O&D Segments for GA IFR Departures CY 2011

Rank	Origin	Destination	Nautical Miles	GA IFR Departures	% of Total
1	Portland Intl Jetport	Yarmouth	183	188	10.7%
2	Bangor	Goose Bay	607	141	8.0%
3	Bangor	Saint John's	686	106	6.0%
4	Bangor	Halifax	226	69	3.9%
5	Portland Intl Jetport	Halifax	302	60	3.4%
6	Bangor	London Luton	2,659	56	3.2%
7	Bangor	Saint John	128	50	2.8%
8	Portland Intl Jetport	Toronto	404	39	2.2%
9	Bangor	Paris Le Bourget	2,822	37	2.1%
10	Portland Intl Jetport	Montreal Dorval	182	35	2.0%
11	Bangor	Gander	633	31	1.8%
12	Bangor	Santa Maria	2,008	26	1.5%
13	Bangor	Shannon	2,344	24	1.4%
14	Portland Intl Jetport	Saint John	214	24	1.4%
15	Bangor	London Stansted	2,679	23	1.3%
16	Bangor	Famborough	2,656	20	1.1%
17	Bangor	Reykjavik Keflavik	1,915	19	1.1%
18	Bangor	Fredericton	116	17	1.0%
19	Bangor	Montreal Dorval	211	17	1.0%
20	Bangor	Zurich	3,081	16	0.9%
Subtotal Top 20				998	56.8%
All Other				760	43.2%
Total				1,758	100.0%

Note: There are total 361 unique international flight O&Ds

Source: FAA TFMSC Data and ICF SH&E Analysis

GENERAL AVIATION
NEW ENGLAND
Regional Airport System Plan



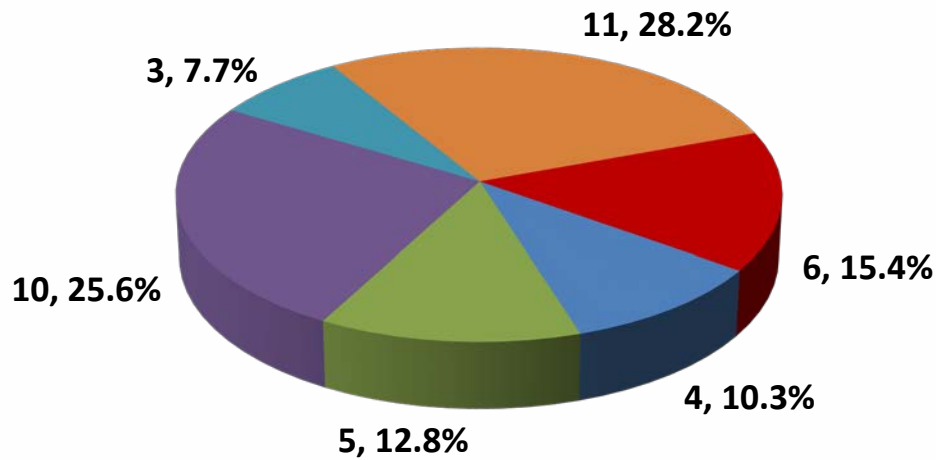
Appendix D

Massachusetts Data

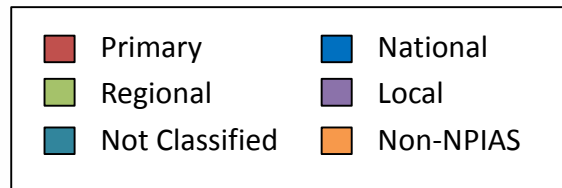
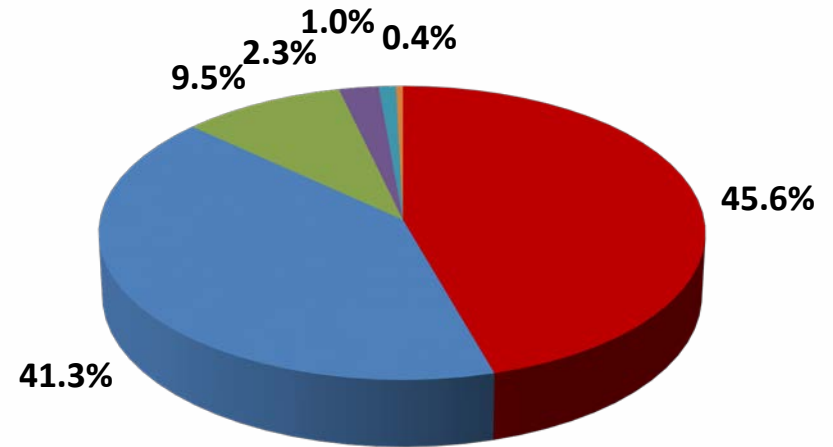


Primary and National Airports Account for 87% of Massachusetts' GA IFR Flights

Number of and Share of Massachusetts Airports by Airport Classification
CY 2011



Share of Massachusetts GA IFR Departures by Airport Classification
CY 2011

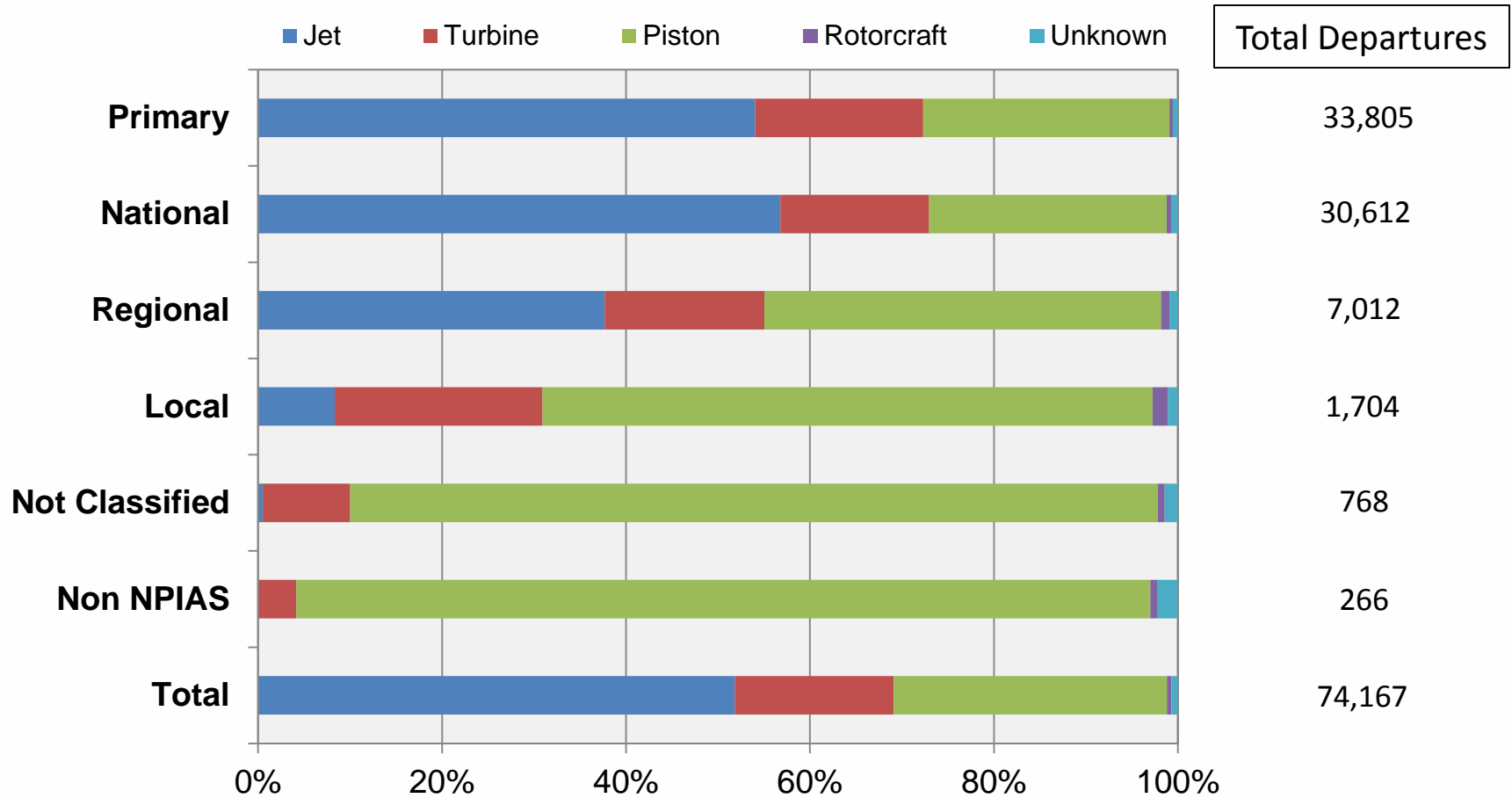


Source: FAA ASSET Study May 2012, FAA TFMSC Data and ICF SH&E Analysis



52% of Massachusetts's GA IFR Flights are Operated with Jet Aircraft

Massachusetts GA IFR Departures by Aircraft Class
CY 2011



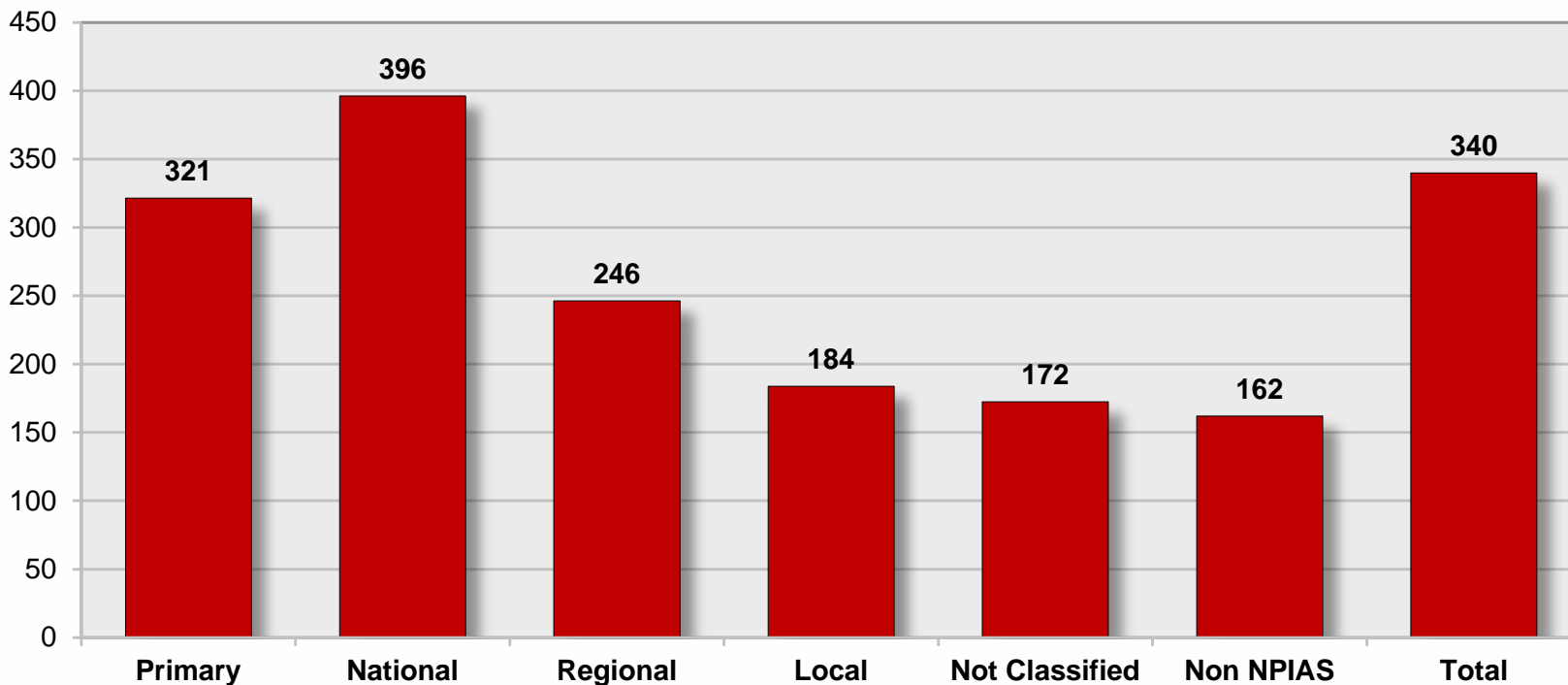
Source: FAA ASSET Study May 2012, FAA TFMSC Data and ICF SH&E Analysis



The Average Stage Length for Massachusetts' GA IFR Flights is 340 Nautical Miles

GENERAL AVIATION
NEW ENGLAND
Regional Airport System Plan

Weighted Average Stage Length for Massachusetts GA IFR Departures CY 2011



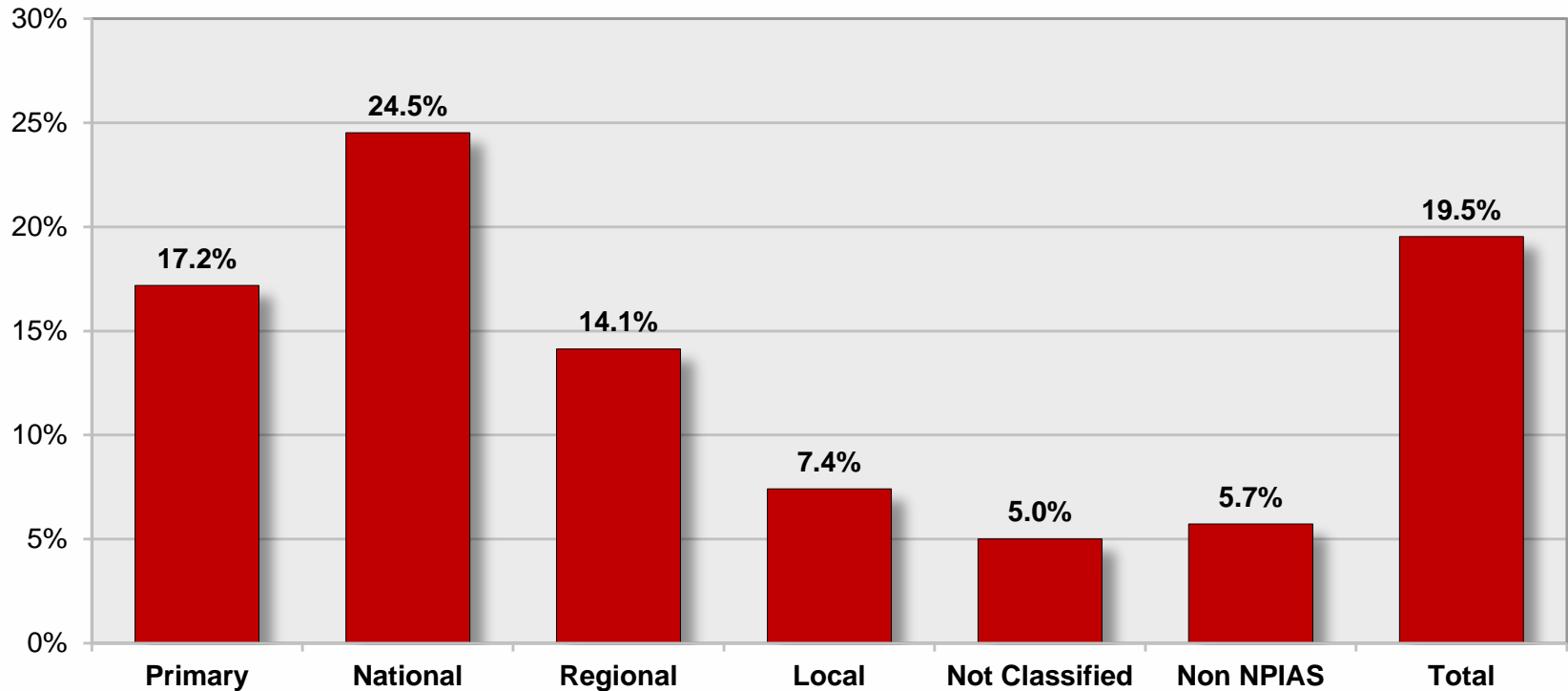
Note: Average Stage Length Weighted by Departures, Does Not Include Departures Where No Mileage Was Given

Source: FAA ASSET Study May 2012, FAA TFMSC Data and ICF SH&E Analysis



20% of the Massachusetts GA Flights Have Stage Lengths Over 500 nm

Percent of Massachusetts IFR GA Departures Greater Than 500 Nautical Miles
CY 2011



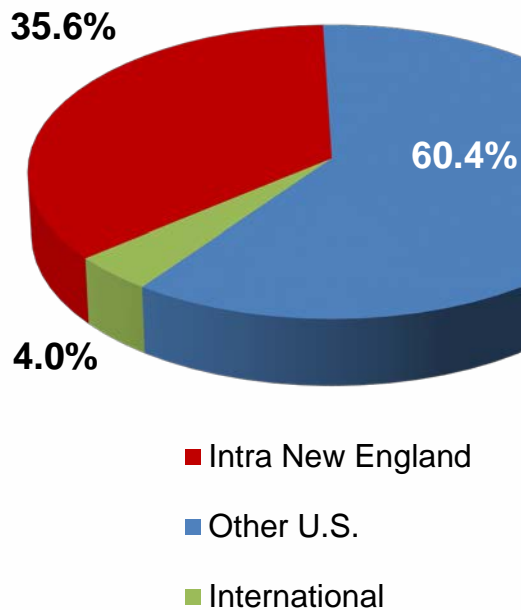
Note: Does Not Include Departures Where No Mileage Was Given

Source: FAA ASSET Study May 2012, FAA TFMSC Data and ICF SH&E Analysis

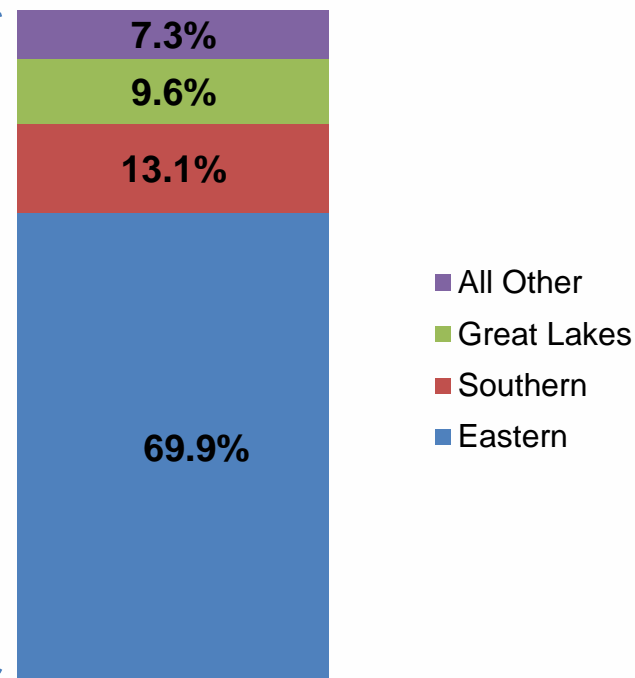


60% of Massachusetts Flights are to Other U.S. Destinations and 36% are Intra-New England

IFR GA Departures by Destination Region
CY 2011



Other U.S. Destination Regions

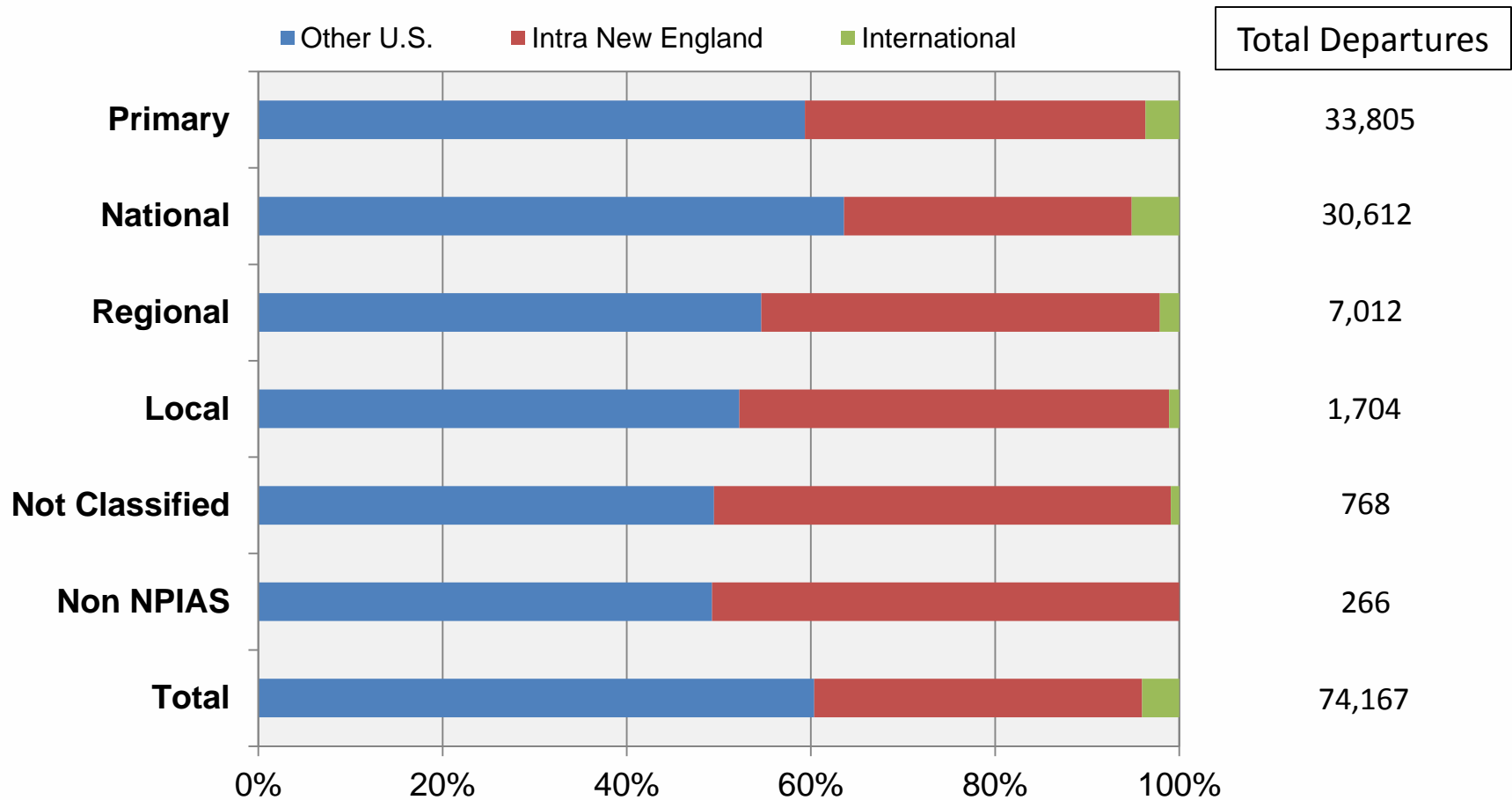


Source: FAA TFMSC Data and ICF SH&E Analysis



Approximately 50% of Flights from Massachusetts' Smaller Airports are to Destinations Outside New England

Massachusetts GA IFR Departures by Destination Region
CY 2011

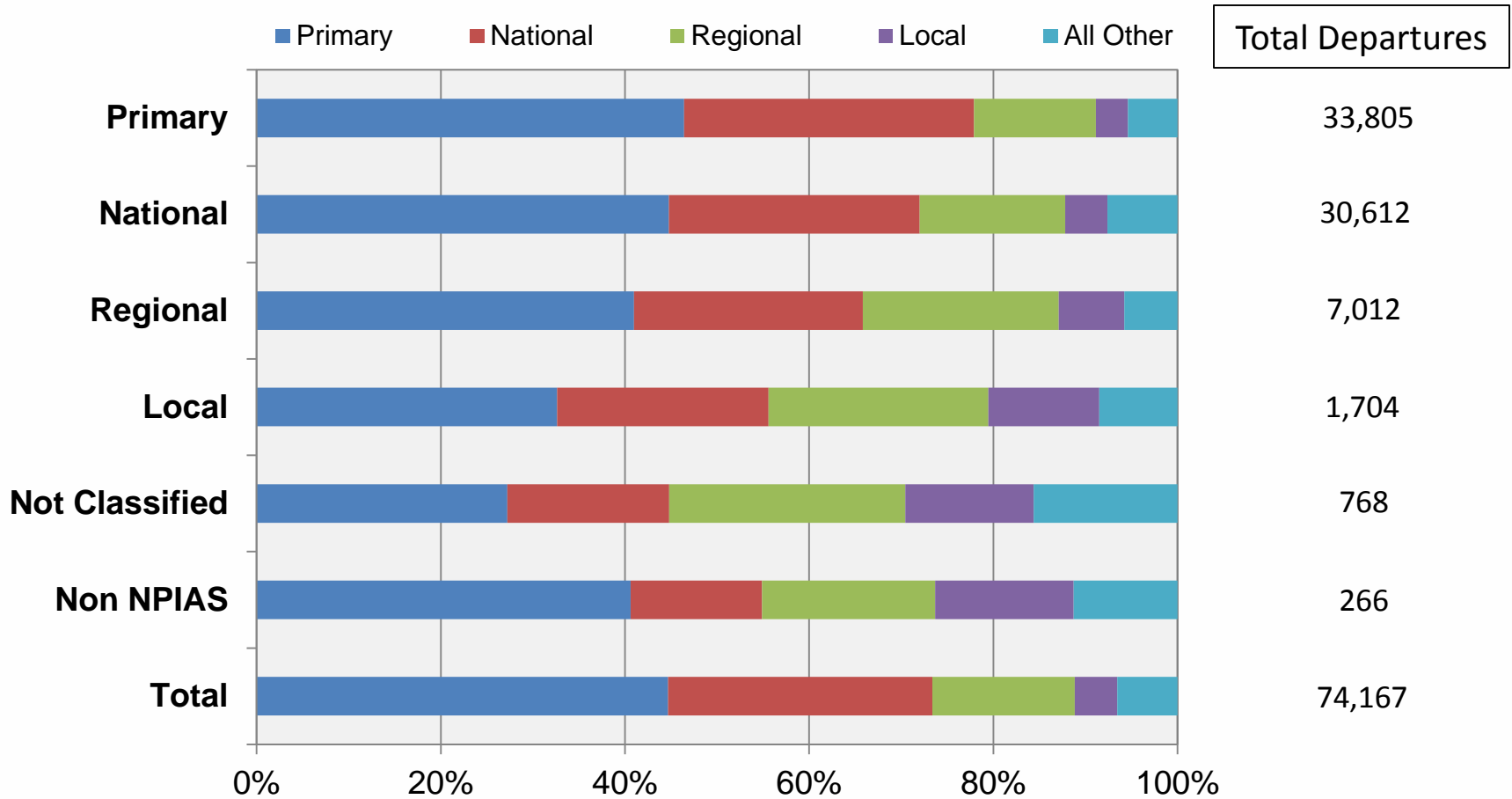


Source: FAA ASSET Study May 2012, FAA TFMSC Data and ICF SH&E Analysis



45% of Massachusetts' Flights are to Primary Airports

Massachusetts GA IFR Departures by Destination Airport Type
CY 2011



Note: All Other Includes Basic, Non Classified, Non NPIAS and International Airports

Source: FAA ASSET Study May 2012, FAA TFMSC Data and ICF SH&E Analysis



Top Domestic Destinations Outside New England from Massachusetts Airports

Top Domestic Destinations Outside New England from Massachusetts Airports CY 2011

Rank	Airport	State	Region	GA IFR Arrivals	% of Total
1	Teterboro	NJ	Eastern	5,923	13.2%
2	Westchester County	NY	Eastern	5,077	11.3%
3	Washington Dulles	DC	Eastern	1,324	3.0%
4	Morristown	NJ	Eastern	1,311	2.9%
5	Farmingdale Republic	NY	Eastern	1,144	2.6%
6	Philadelphia	PA	Eastern	639	1.4%
7	Trenton Mercer	NJ	Eastern	585	1.3%
8	West Palm Beach	FL	Southern	572	1.3%
9	East Hampton	NY	Eastern	553	1.2%
10	New York La Guardia	NY	Eastern	553	1.2%
	All Other			27,083	60.5%
	Total			44,764	100.0%

Source: FAA TFMSC Data and ICF SH&E Analysis



Top Segments for Massachusetts International Flights

Top Massachusetts International O&D Segments for GA IFR Departures CY 2011

Rank	Origin	Destination	Nautical Miles	GA IFR Departures	% of Total
1	Boston Logan	Toronto	386	171	5.7%
2	Boston Logan	Montreal Dorval	221	157	5.2%
3	Bedford/Hanscom	Toronto	372	152	5.1%
4	Bedford/Hanscom	Montreal Dorval	209	144	4.8%
5	Bedford/Hanscom	Bermuda	698	93	3.1%
6	Bedford/Hanscom	Saint John	289	93	3.1%
7	Nantucket Memorial	Toronto	448	61	2.0%
8	Bedford/Hanscom	Nassau	1,089	57	1.9%
9	Bedford/Hanscom	Ottawa	255	51	1.7%
10	Bedford/Hanscom	London Luton	2,828	50	1.7%
11	Boston Logan	Bermuda	686	41	1.4%
12	Boston Logan	Saint John	283	37	1.2%
13	Bedford/Hanscom	Halifax	367	35	1.2%
14	Boston Logan	Ottawa	269	35	1.2%
15	Worcester	Ottawa	246	32	1.1%
16	Bedford/Hanscom	Paris Le Bourget	2,988	30	1.0%
17	Bedford/Hanscom	Toronto Buttonville	363	27	0.9%
18	Bedford/Hanscom	Quebec	259	27	0.9%
19	Bedford/Hanscom	Antigua	1,595	24	0.8%
20	Bedford/Hanscom	Muskoka	378	24	0.8%
Subtotal Top 20				1,341	44.8%
All Other				1,655	55.2%
Total				2,996	100.0%

Note: There are total 649 unique international flight O&Ds

Source: FAA TFMSC Data and ICF SH&E Analysis

GENERAL AVIATION
NEW ENGLAND
Regional Airport System Plan



Appendix D

New Hampshire Data

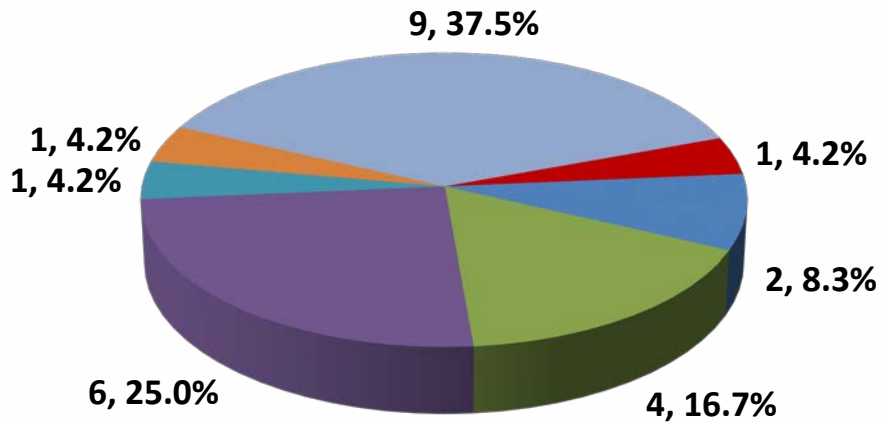


Primary, National and Regional Airports Account for 97% of New Hampshire's GA IFR Flights

GENERAL AVIATION
NEW ENGLAND
Regional Airport System Plan

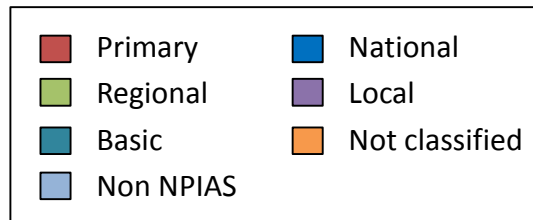
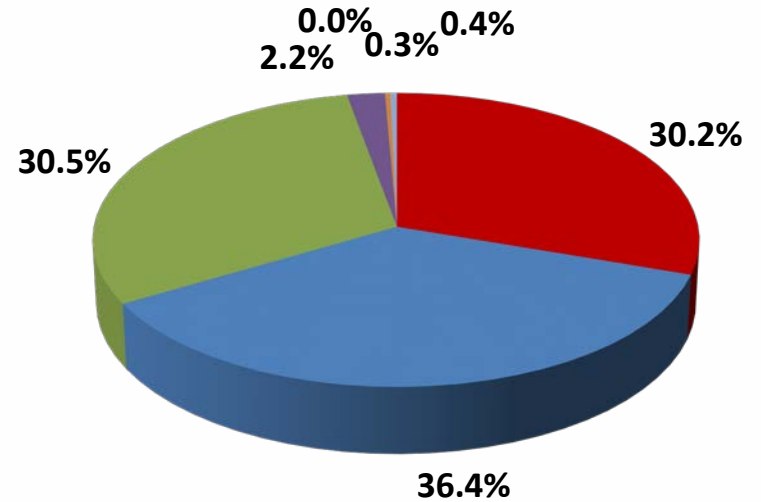
Number of and Share of New Hampshire Airports by Airport Classification

CY 2011



Share of New Hampshire GA IFR Departures by Airport Classification

CY 2011



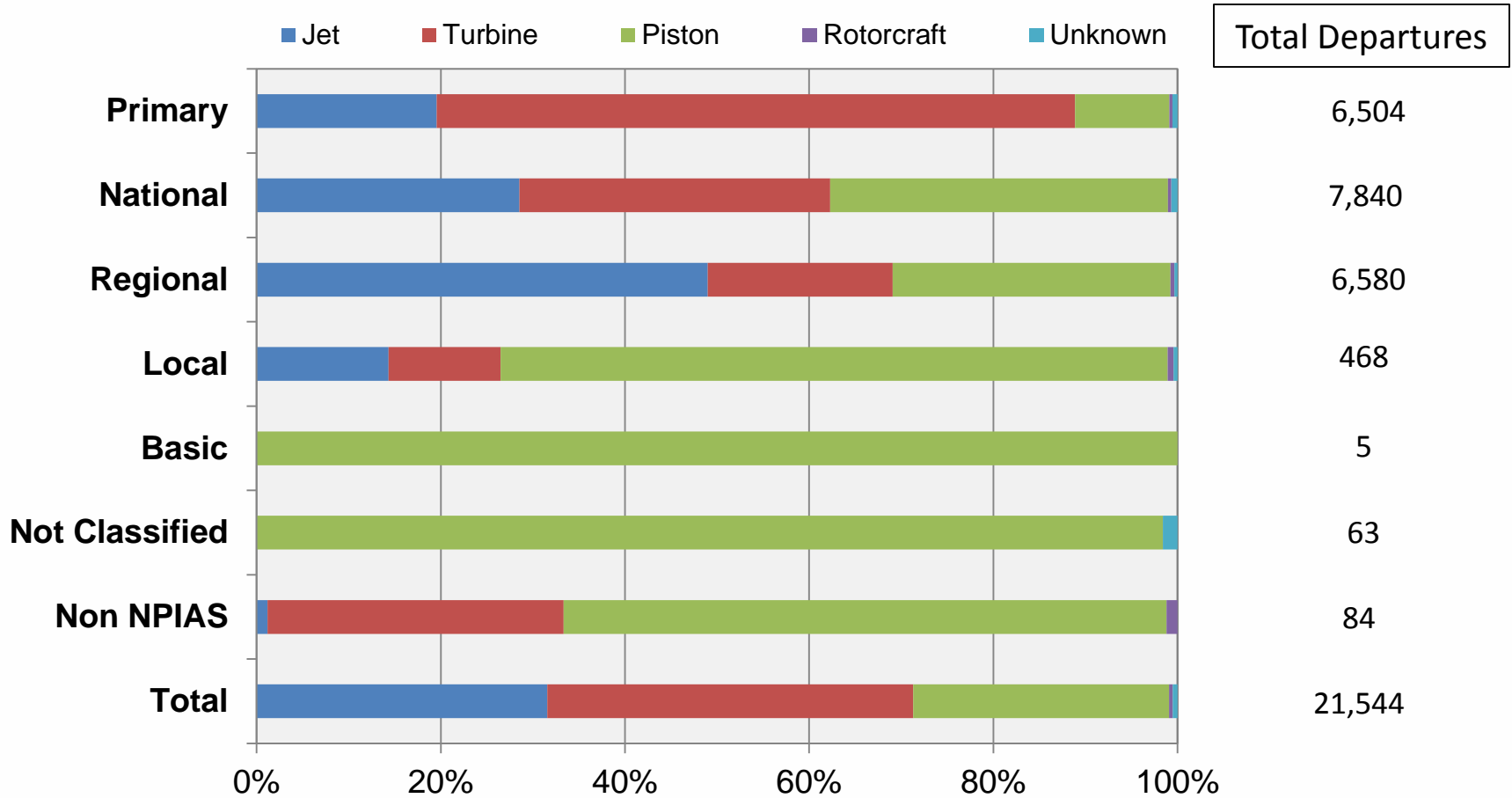
Source: FAA ASSET Study May 2012, FAA TFMSC Data and ICF SH&E Analysis



32% of New Hampshire's GA IFR Flights are Operated with Jet Aircraft

GENERAL AVIATION
NEW ENGLAND
Regional Airport System Plan

New Hampshire GA IFR Departures by Aircraft Class
CY 2011



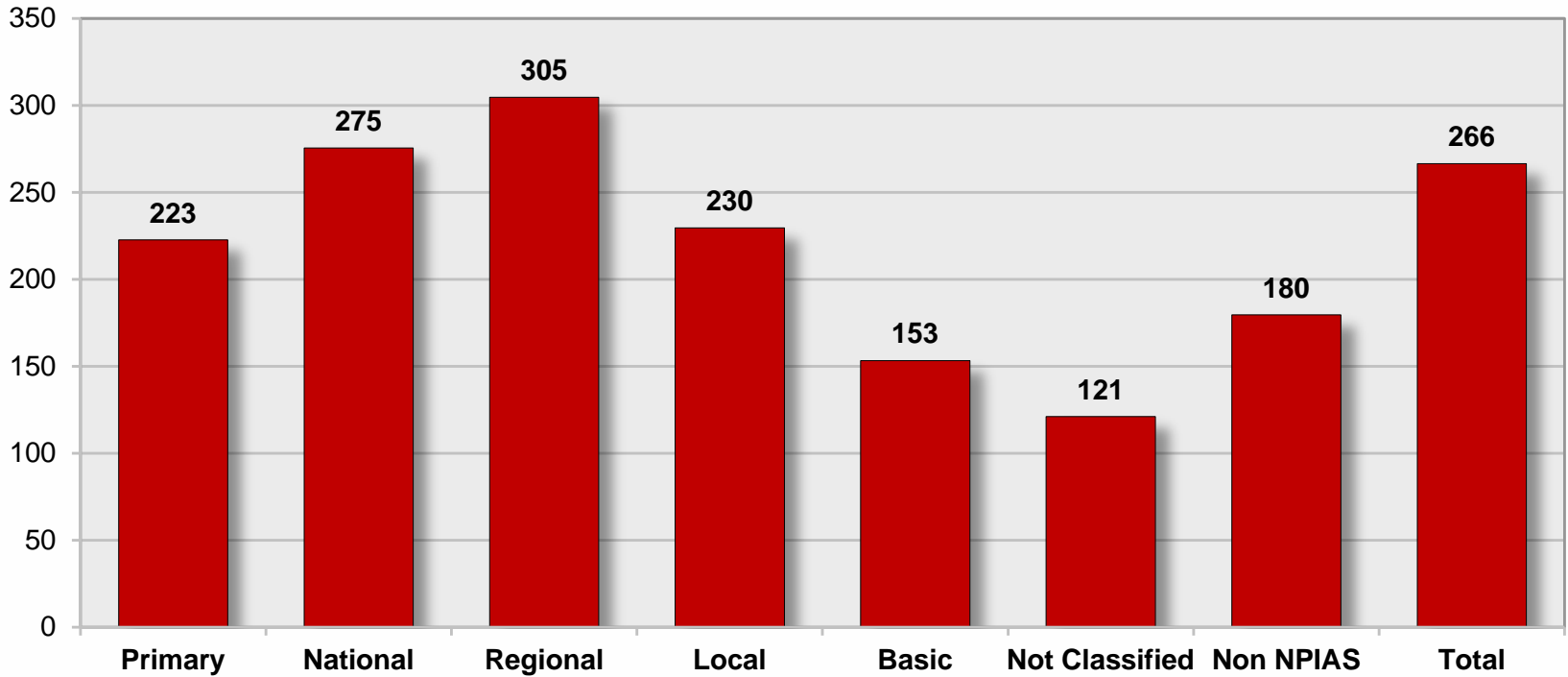
Source: FAA ASSET Study May 2012, FAA TFMSC Data and ICF SH&E Analysis



The Average Stage Length for New Hampshire's GA IFR Flights is 266 Nautical Miles

GENERAL AVIATION
NEW ENGLAND
Regional Airport System Plan

Weighted Average Stage Length for New Hampshire GA IFR Departures
CY 2011



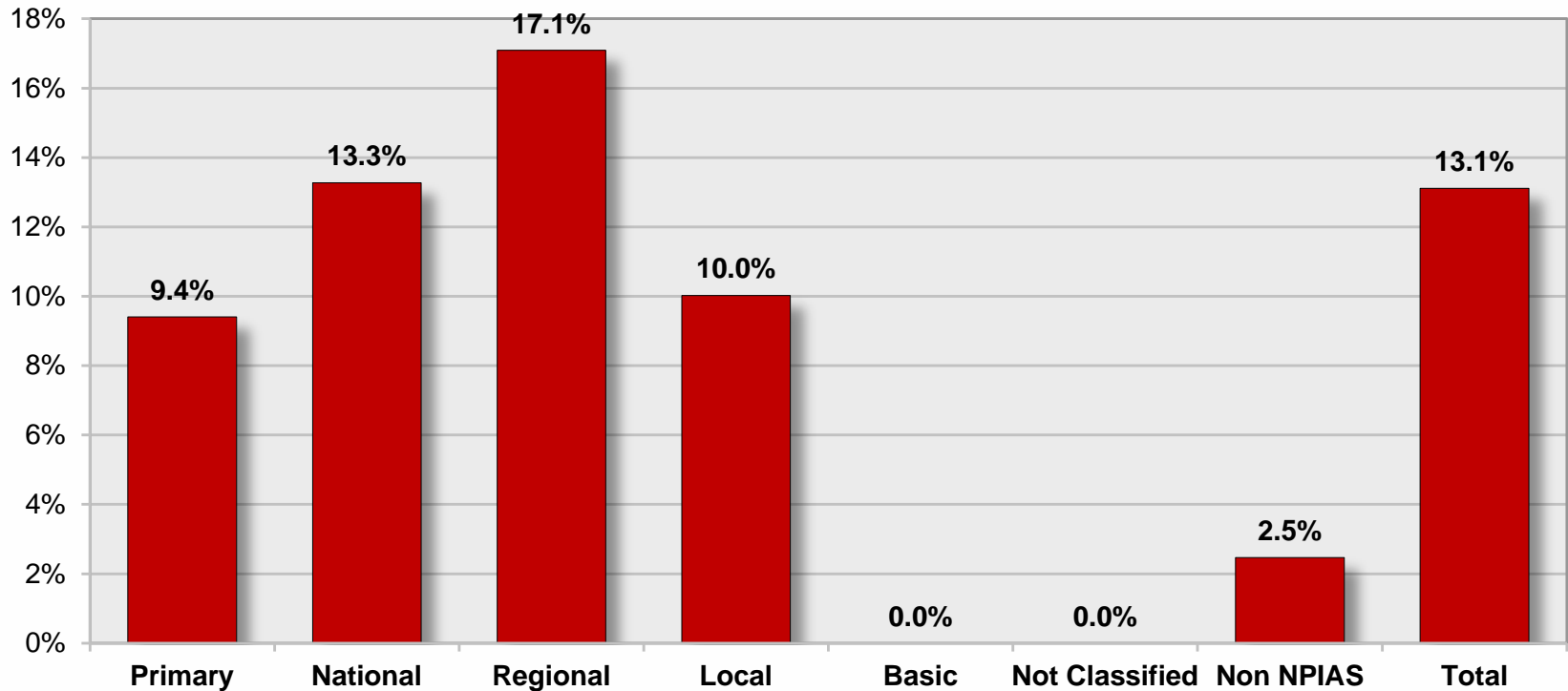
Note: Average Stage Length Weighted by Departures, Does Not Include Departures Where No Mileage Was Given

Source: FAA ASSET Study May 2012, FAA TFMSC Data and ICF SH&E Analysis



13% of New Hampshire GA IFR Flights Have Stage Lengths Over 500 nm

Percent of New Hampshire IFR GA Departures Greater Than 500 Nautical Miles
CY 2011



Note: Does Not Include Departures Where No Mileage Was Given

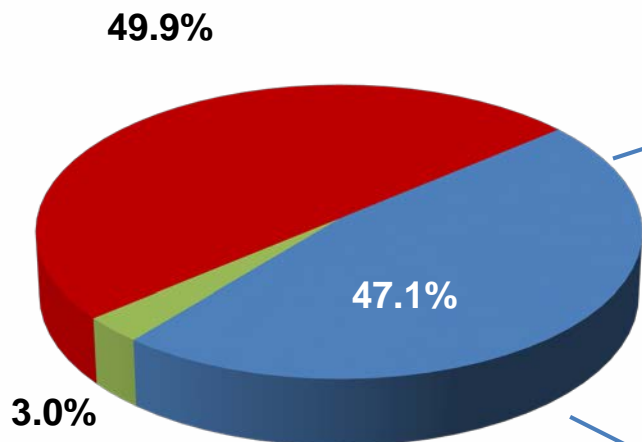
Source: FAA ASSET Study May 2012, FAA TFMSC Data and ICF SH&E Analysis



Intra New England Operations Account for 50% of IFR GA Flights from New Hampshire Airports

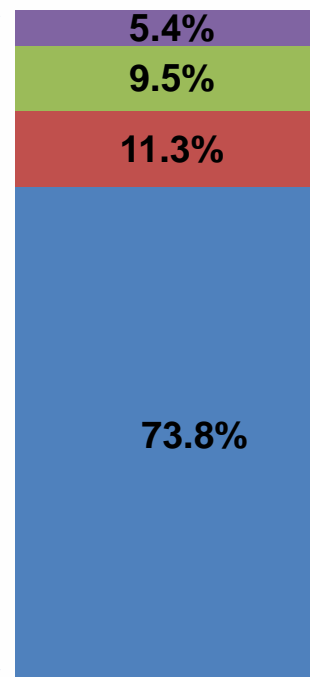
GENERAL AVIATION
NEW ENGLAND
Regional Airport System Plan

IFR GA Departures by Destination Region
CY 2011



- Intra New England
- Other U.S.
- International

Other U.S. Destination Regions



- All Other
- Great Lakes
- Southern
- Eastern

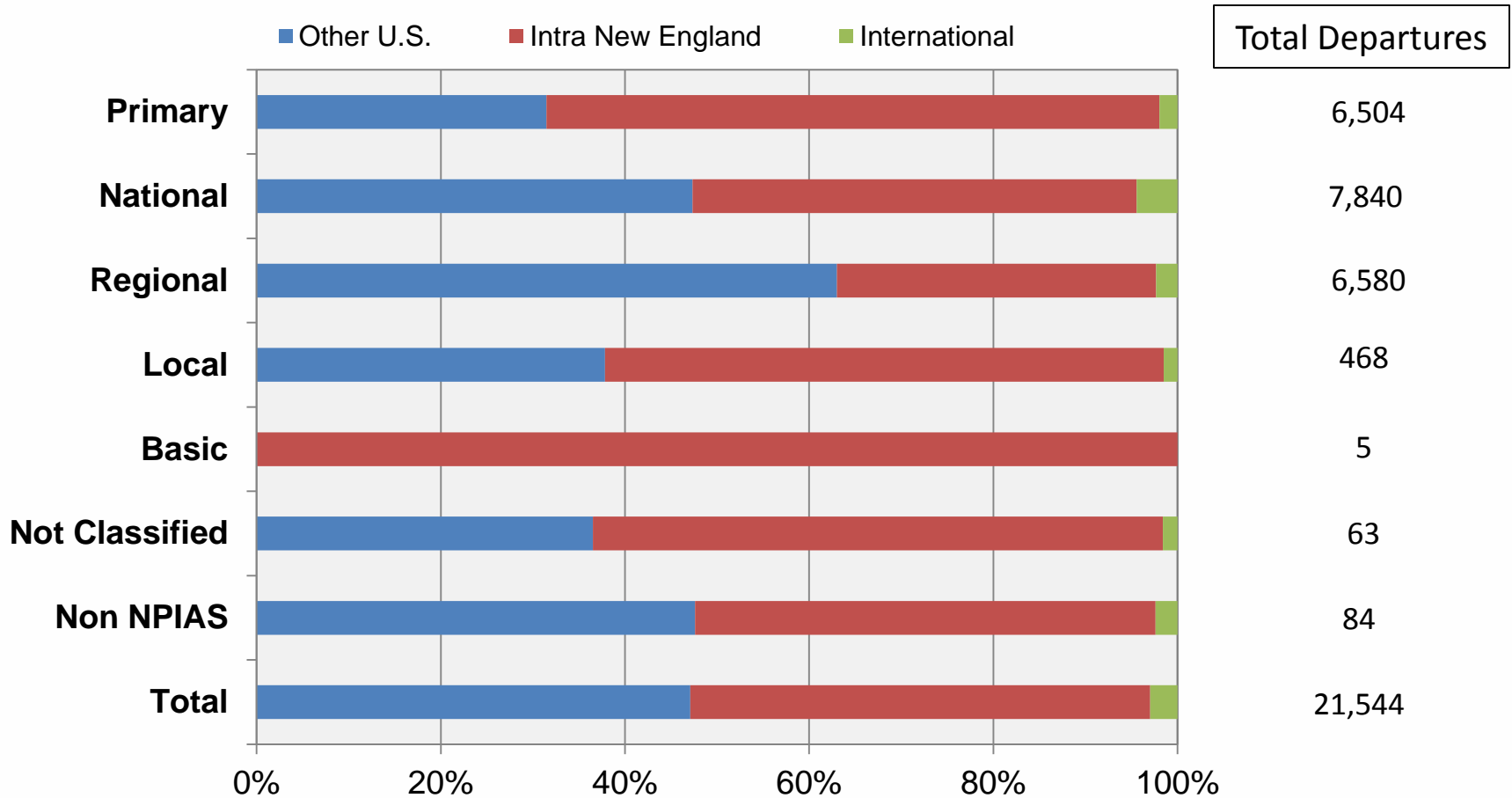
Source: FAA TFMSC Data and ICF SH&E Analysis



GENERAL AVIATION
NEW ENGLAND
Regional Airport System Plan

63% of Flights from New Hampshire's Regional Airports are to Domestic Destinations Outside New England

New Hampshire GA IFR Departures by Destination Region
CY 2011

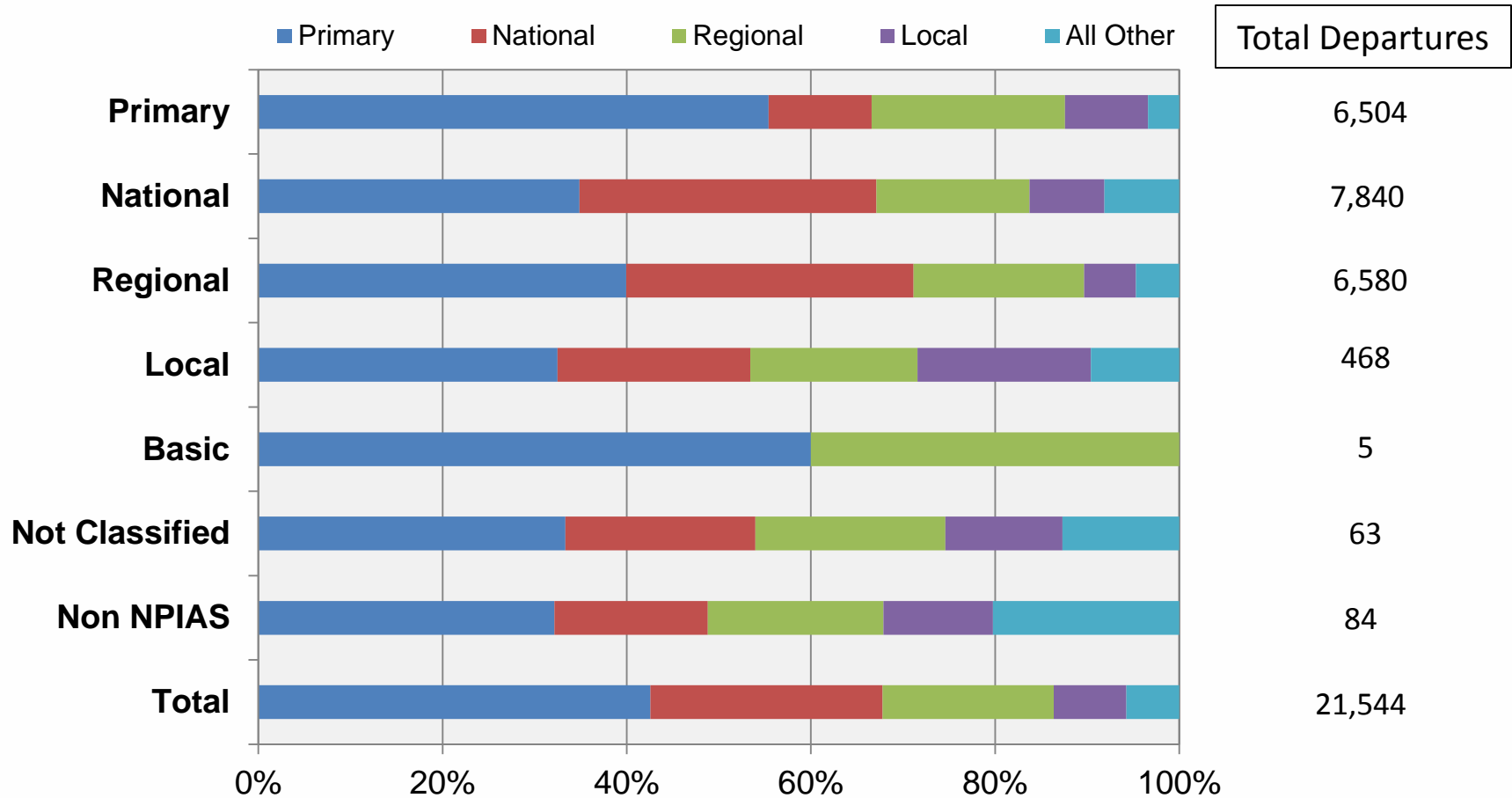


Source: FAA ASSET Study May 2012, FAA TFMSC Data and ICF SH&E Analysis



43% of New Hampshire's Flights are to Primary Airports

New Hampshire GA IFR Departures by Destination Airport Type
CY 2011



Note: All Other Includes Basic, Non Classified, Non NPIAS and International Airports

Source: FAA ASSET Study May 2012, FAA TFMSC Data and ICF SH&E Analysis



Top Domestic Destinations Outside New England from New Hampshire Airports

Top Domestic Destinations Outside New England from New Hampshire Airports CY 2011

Rank	Airport	State	Region	GA IFR Arrivals	% of Total
1	Teterboro	NJ	Eastern	963	9.5%
2	Westchester County	NY	Eastern	886	8.7%
3	Morristown	NJ	Eastern	573	5.6%
4	Farmingdale Republic	NY	Eastern	287	2.8%
5	New York Newark	NJ	Eastern	239	2.4%
6	Washington Dulles	DC	Eastern	239	2.4%
7	Albany	NY	Eastern	224	2.2%
8	Islip	NY	Eastern	202	2.0%
9	Northeast Philadelphia	PA	Eastern	148	1.5%
10	Newburgh Stewart	NY	Eastern	131	1.3%
	All Other			6,253	61.6%
	Total			10,145	100.0%

Source: FAA TFMSC Data and ICF SH&E Analysis



Top Segments for New Hampshire International Flights

Top New Hampshire International O&D Segments for GA IFR Departures CY 2011

Rank	Origin	Destination	Nautical Miles	GA IFR Departures	% of Total
1	Portsmouth Intl at Pease	Saint John	251	85	13.3%
2	Portsmouth Intl at Pease	Montreal Dorval	190	39	6.1%
3	Manchester	Montreal Dorval	182	23	3.6%
4	Lebanon Municipal	Montreal Dorval	126	18	2.8%
5	Manchester	Toronto	360	15	2.3%
6	Portsmouth Intl at Pease	Toronto	385	14	2.2%
7	Nashua Boire Field	Montreal Saint Hubert	183	11	1.7%
8	Nashua Boire Field	Montreal Dorval	188	10	1.6%
9	Lebanon Municipal	Bermuda	780	10	1.6%
10	Portsmouth Intl at Pease	London Luton	2,789	10	1.6%
11	Portsmouth Intl at Pease	Montreal Saint Hubert	183	10	1.6%
12	Lebanon Municipal	Montreal Saint Hubert	123	9	1.4%
13	Portsmouth Intl at Pease	Lutselke/Snowdrift	1,803	9	1.4%
14	Nashua Boire Field	Toronto City Centre	348	8	1.3%
15	Concord Municipal	Toronto	355	8	1.3%
16	Lebanon Municipal	Toronto	318	8	1.3%
17	Portsmouth Intl at Pease	Paris Le Bourget	2,950	8	1.3%
18	Laconia Municipal	Toronto Buttonville	345	6	0.9%
19	Manchester	Fredericton	274	6	0.9%
20	Portsmouth Intl at Pease	Bermuda	719	6	0.9%
Subtotal Top 20				313	49.0%
All Other				326	51.0%
Total				639	100.0%

Note: There are total 241 unique international flight O&Ds

Source: FAA TFMSC Data and ICF SH&E Analysis

GENERAL AVIATION
NEW ENGLAND
Regional Airport System Plan



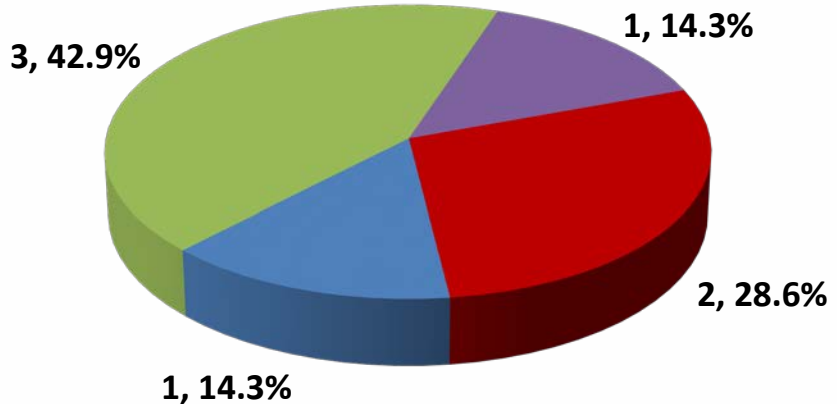
Appendix F

Rhode Island Data

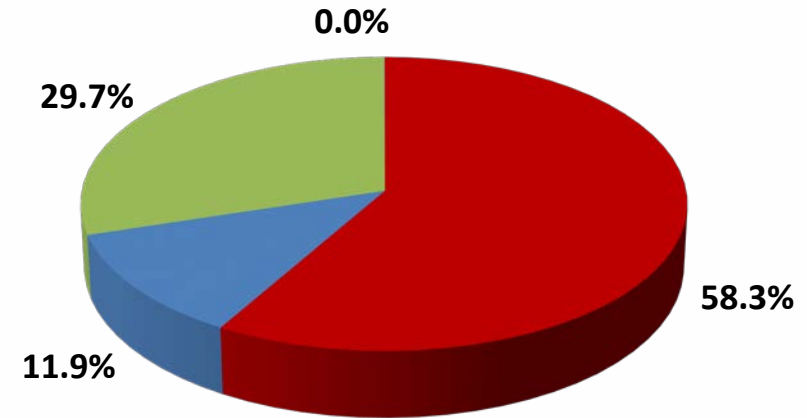


Primary and Local Airports Account for 88% of Rhode Island's GA IFR Flights

Number of and Share of Rhode Island Airports by Airport Classification
CY 2011



Share of Rhode Island GA IFR Departures by Airport Classification
CY 2011



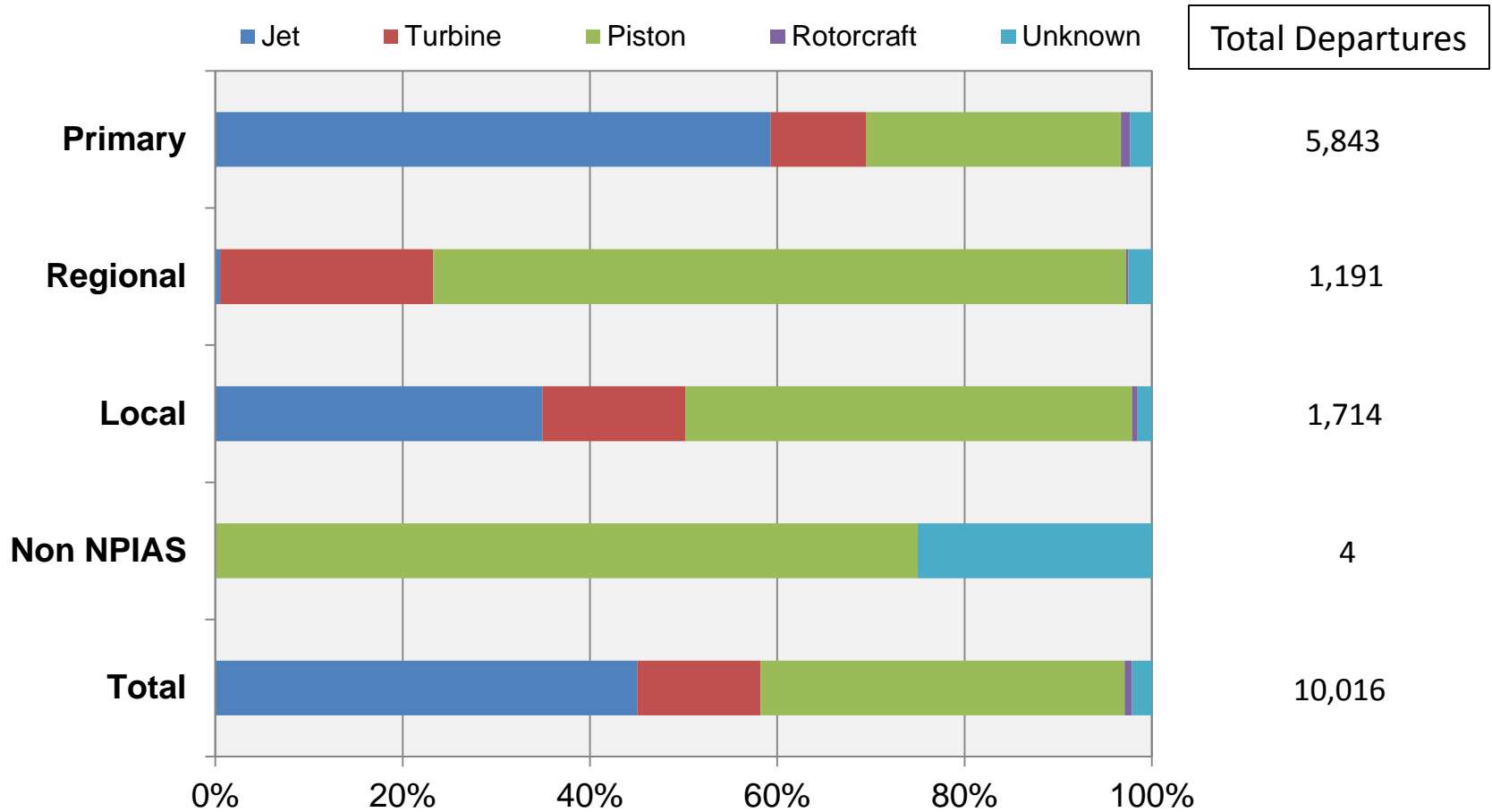
- Primary
- Regional
- Local
- Non NPIAS

Source: FAA ASSET Study May 2012, FAA TFMSC Data and ICF SH&E Analysis



45% of Rhode Island's GA IFR Flights are Operated with Jet Aircraft

Rhode Island GA IFR Departures by Aircraft Class
CY 2011

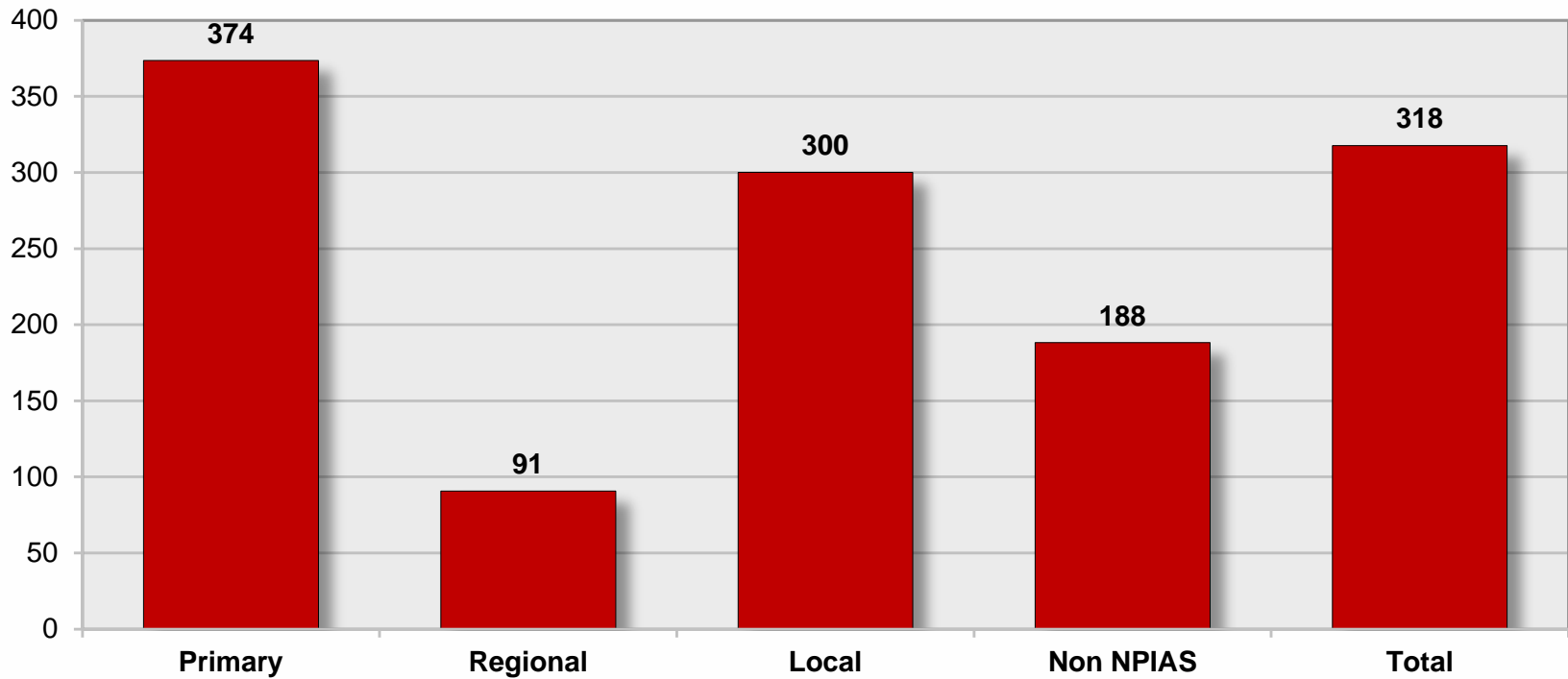


Source: FAA ASSET Study May 2012, FAA TFMSC Data and ICF SH&E Analysis



The Average Stage Length for Rhode Island GA IFR Flights is 318 Nautical Miles

Weighted Average Stage Length for Rhode Island GA IFR Departures
CY 2011



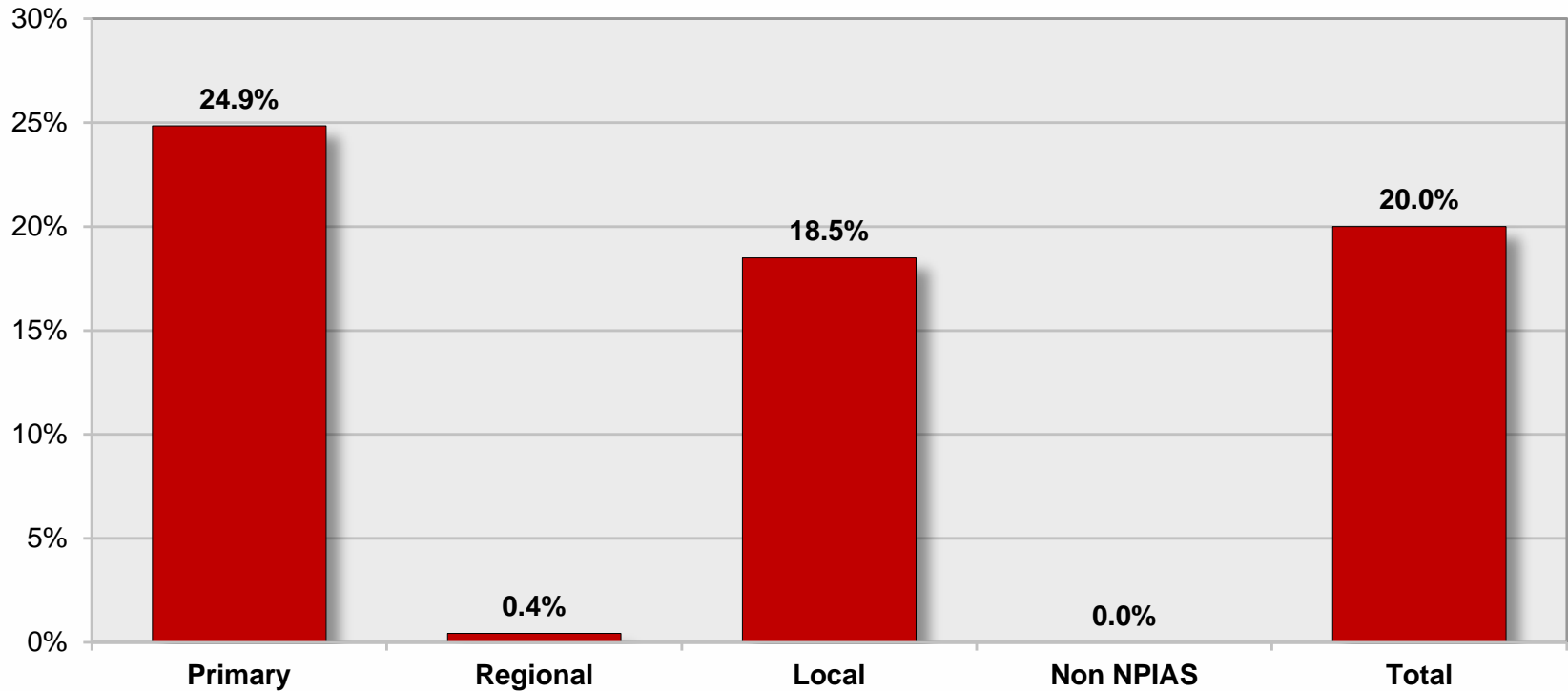
Note: Average Stage Length Weighted by Departures, Does Not Include Departures Where No Mileage Was Given

Source: FAA ASSET Study May 2012, FAA TFMSC Data and ICF SH&E Analysis



20% of the Rhode Island GA Flights Have Stage Lengths Over 500 nm

Percent of Rhode Island IFR GA Departures Greater Than 500 Nautical Miles
CY 2011



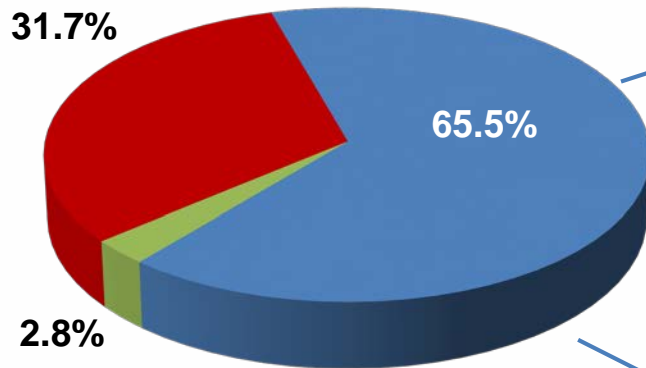
Note: Does Not Include Departures Where No Mileage Was Given

Source: FAA ASSET Study May 2012, FAA TFMSC Data and ICF SH&E Analysis



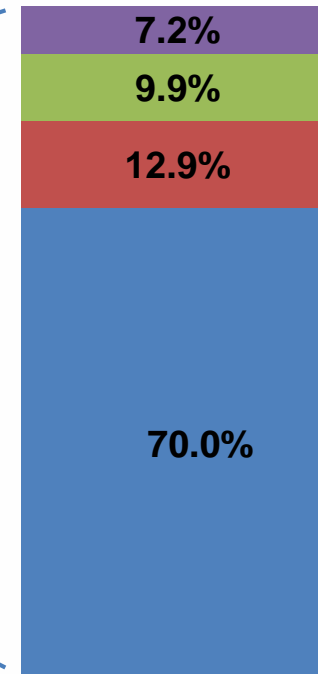
Nearly Two-Thirds of Rhode Island's GA IFR Flights are to Domestic Destinations Outside New England

IFR GA Departures by Destination Region
CY 2011



- Intra New England
- Other U.S.
- International

Other U.S. Destination Regions



- All Other
- Great Lakes
- Southern
- Eastern

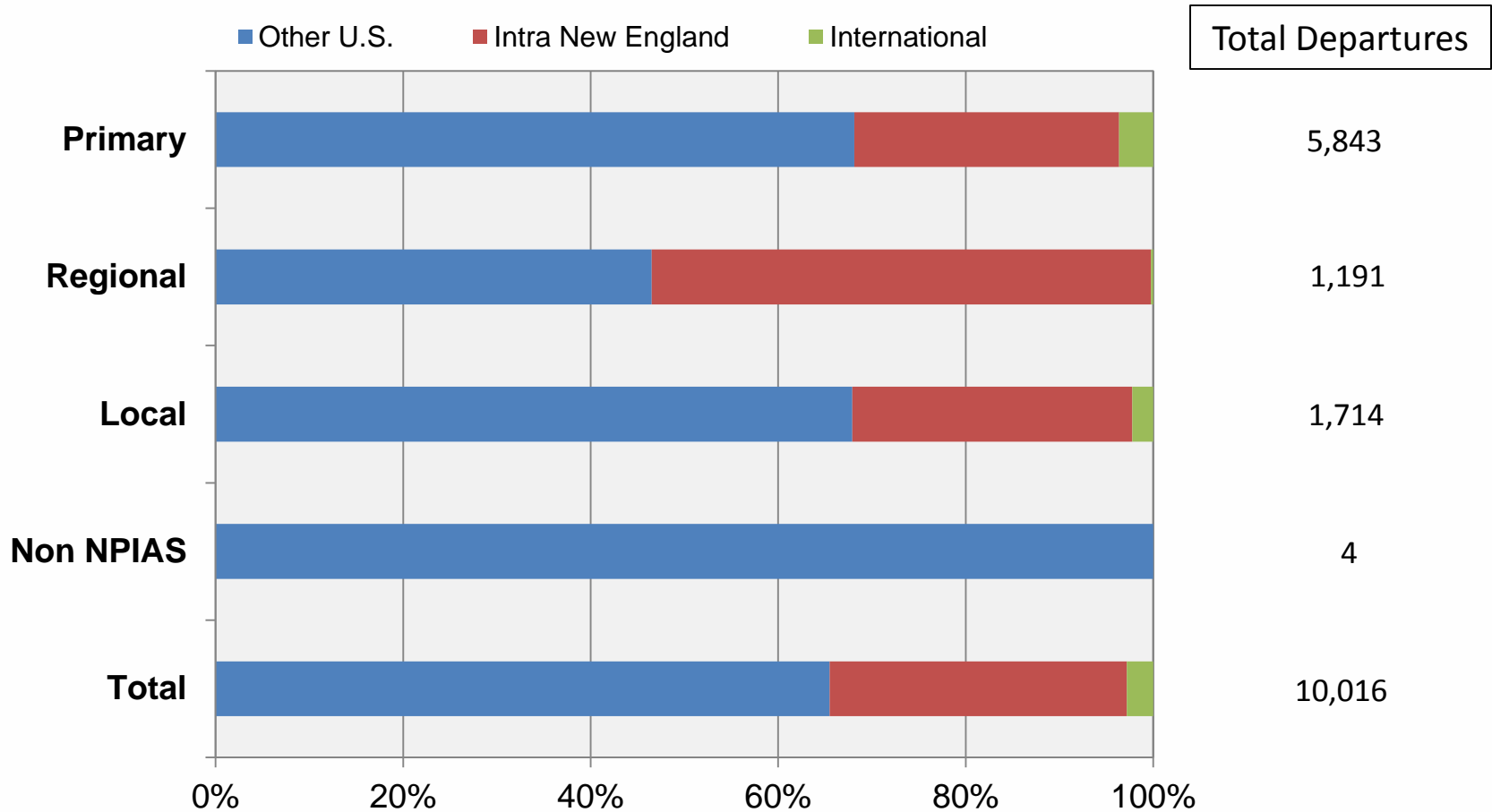
Source: FAA TFMSC Data and ICF SH&E Analysis



32% of Rhode Island's GA IFR Flights are Destined to Other New England Airports

GENERAL AVIATION
NEW ENGLAND
Regional Airport System Plan

Rhode Island GA IFR Departures by Destination Region
CY 2011



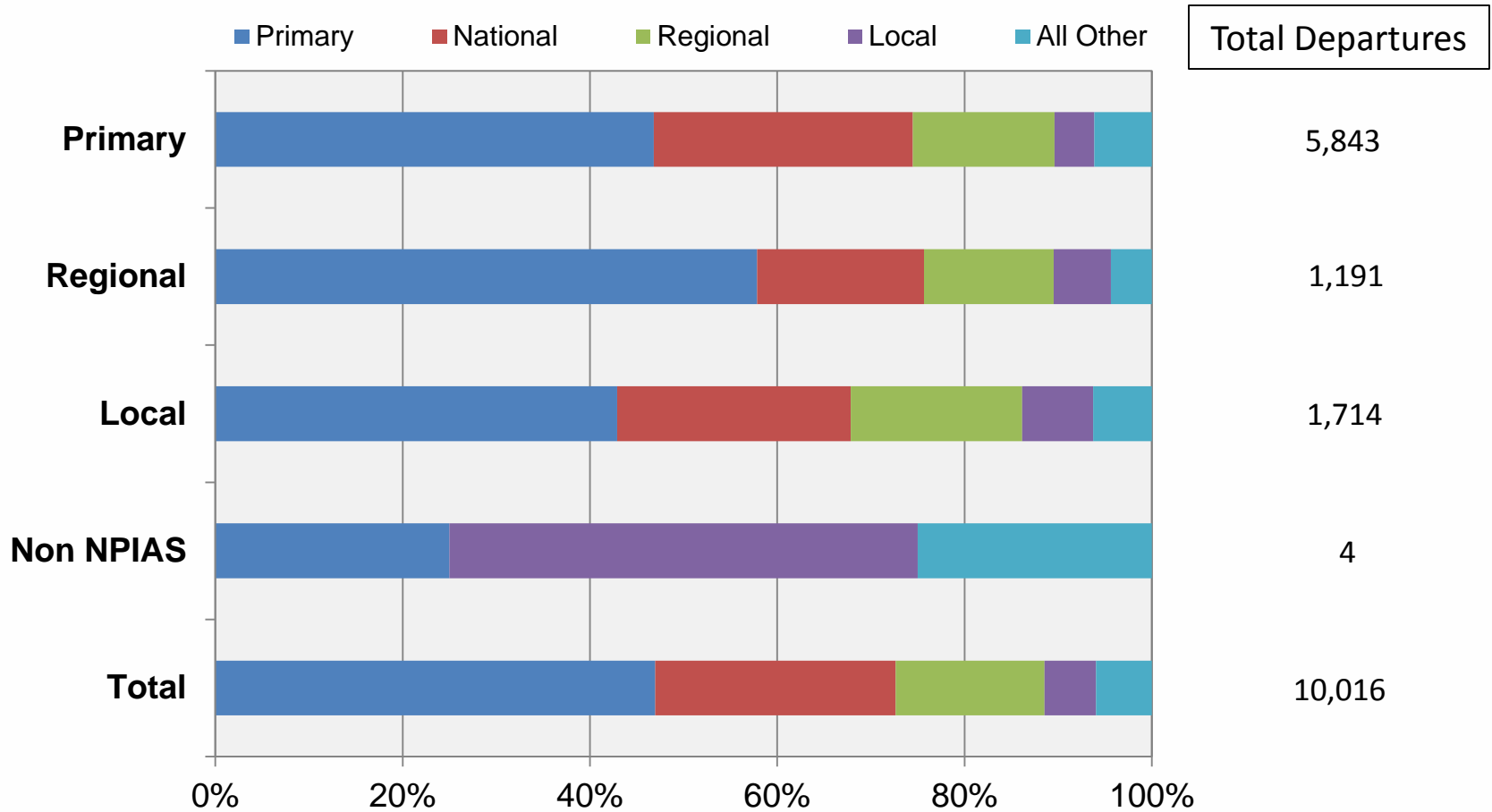
Source: FAA ASSET Study May 2012, FAA TFMSC Data and ICF SH&E Analysis



47% of Rhode Island's Flights are to Primary Airports

GENERAL AVIATION
NEW ENGLAND
Regional Airport System Plan

Rhode Island GA IFR Departures by Destination Airport Type
CY 2011



Note: All Other Includes Basic, Non Classified, Non NPIAS and International Airports

Source: FAA ASSET Study May 2012, FAA TFMSC Data and ICF SH&E Analysis



Top Domestic Destinations Outside New England from Rhode Island Airports

Top Domestic Destinations Outside New England from Rhode Island Airports CY 2011

Rank	Airport	State	Region	GA IFR Arrivals	% of Total
1	Westchester County	NY	Eastern	758	11.6%
2	Teterboro	NJ	Eastern	572	8.7%
3	Farmingdale Republic	NY	Eastern	337	5.1%
4	Washington Dulles	DC	Eastern	218	3.3%
5	Morristown	NJ	Eastern	157	2.4%
6	Islip	NY	Eastern	142	2.2%
7	East Hampton	NY	Eastern	93	1.4%
8	West Palm Beach	FL	Southern	92	1.4%
9	Philadelphia	PA	Eastern	88	1.3%
10	Westhampton Beach F Gabreski	NY	Eastern	77	1.2%
	All Other			4,026	61.4%
	Total			6,560	100.0%

Source: FAA TFMSC Data and ICF SH&E Analysis



Top Segments for Rhode Island International Flights

Top Rhode Island International O&D Segments for GA IFR Departures CY 2011

Rank	Origin	Destination	Nautical Miles	GA IFR Departures	% of Total
1	Providence TF Green	Montreal Dorval	246	34	12.0%
2	Providence TF Green	Toronto	380	30	10.6%
3	Westerly State	Kingston	272	9	3.2%
4	Quonset State	Toronto	383	7	2.5%
5	Quonset State	Bermuda	657	6	2.1%
6	Providence TF Green	Ottawa	283	6	2.1%
7	Providence TF Green	Quebec	304	6	2.1%
8	North Central State	Montreal Dorval	234	6	2.1%
9	Providence TF Green	Dublin	2,629	5	1.8%
10	Providence TF Green	Bermuda	664	4	1.4%
11	Providence TF Green	Guadalajara	2,052	4	1.4%
12	Providence TF Green	London Luton	2,860	4	1.4%
13	Providence TF Green	Saint Maarten	1,482	4	1.4%
14	Providence TF Green	Saint John	323	4	1.4%
15	Providence TF Green	Toronto City Centre	369	4	1.4%
16	Newport State	St. Stephen	n/a	4	1.4%
17	Quonset State	Beef Island	1,432	3	1.1%
18	Quonset State	Toronto Buttonville	375	3	1.1%
19	Quonset State	Saint John	328	3	1.1%
20	Providence TF Green	Beef Island	1,439	3	1.1%
Subtotal Top 20				149	52.7%
All Other				134	47.3%
Total				283	100.0%

Note: There are total 113 unique international flight O&Ds

Source: FAA TFMSC Data and ICF SH&E Analysis

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Appendix G

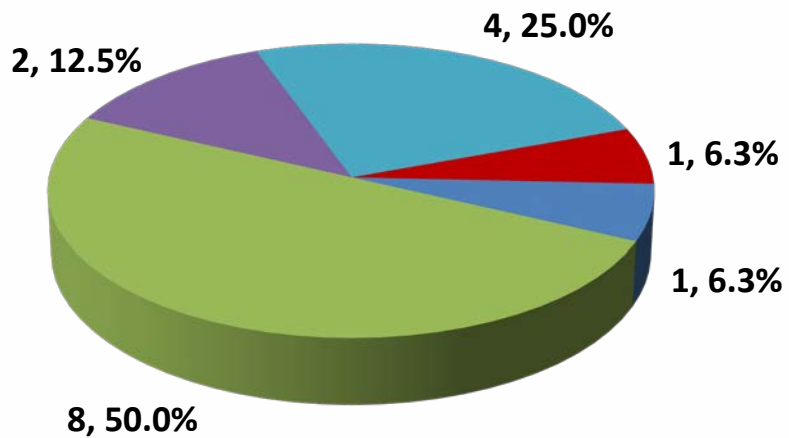
Vermont Data



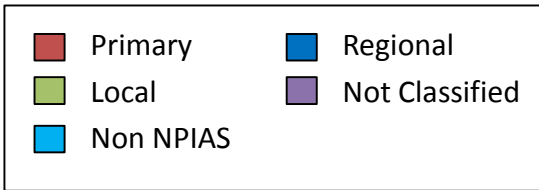
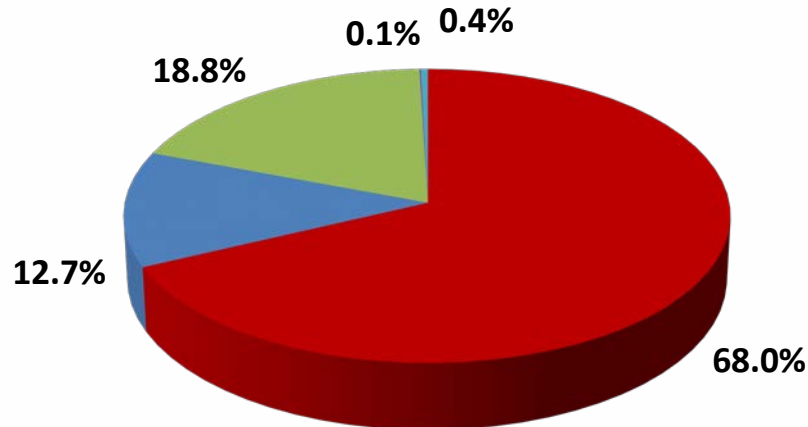
Primary Airports Account for 68% of Vermont's GA IFR Flights

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**Number of and Share of Vermont Airports by Airport Classification
CY 2011**



**Share of Vermont GA IFR Departures by Airport Classification
CY 2011**



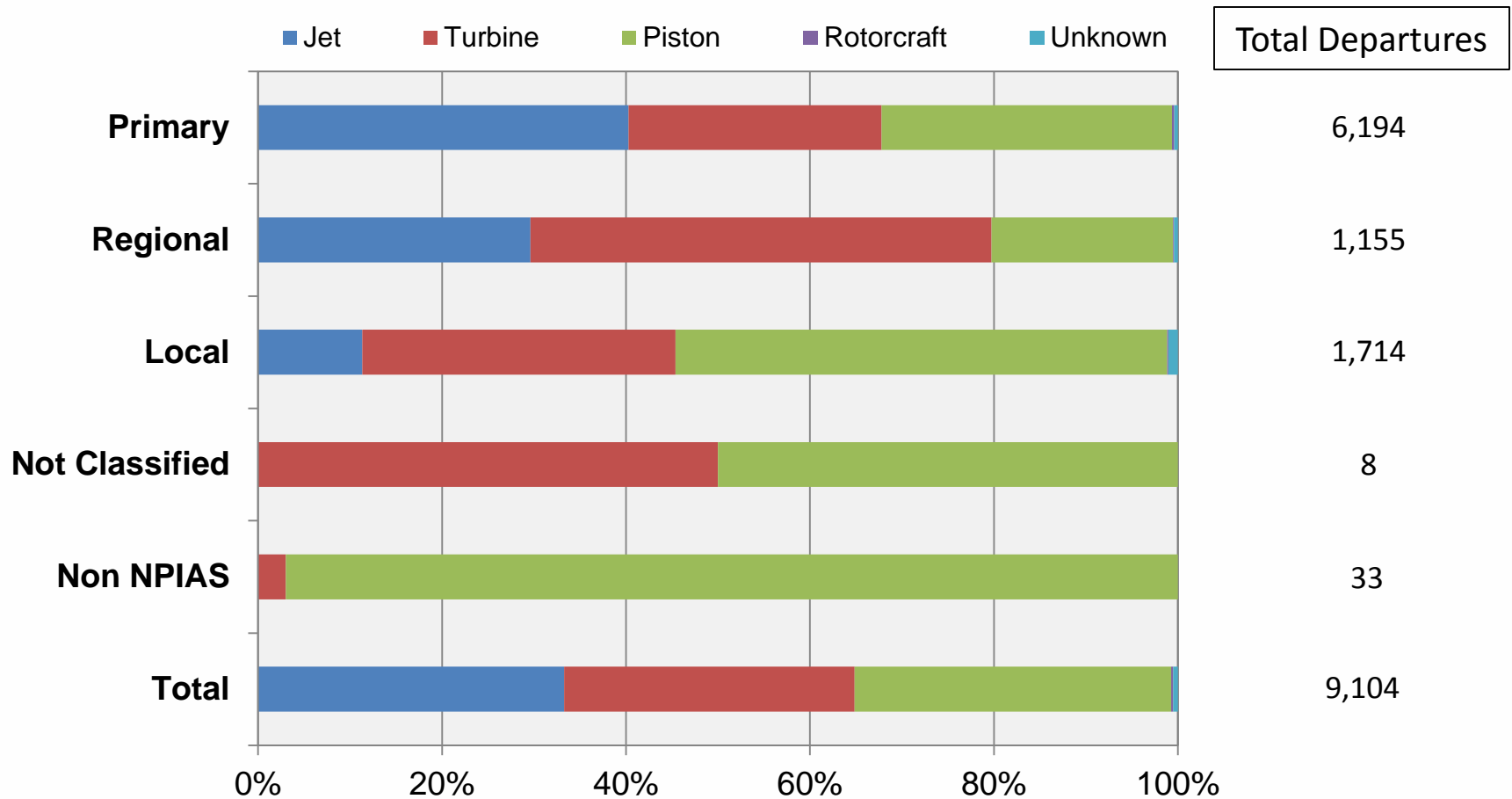
Source: FAA ASSET Study May 2012, FAA TFMSC Data and ICF SH&E Analysis



33% of Vermont's GA IFR Flights are Operated with Jet Aircraft

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Vermont GA IFR Departures by Aircraft Class
CY 2011



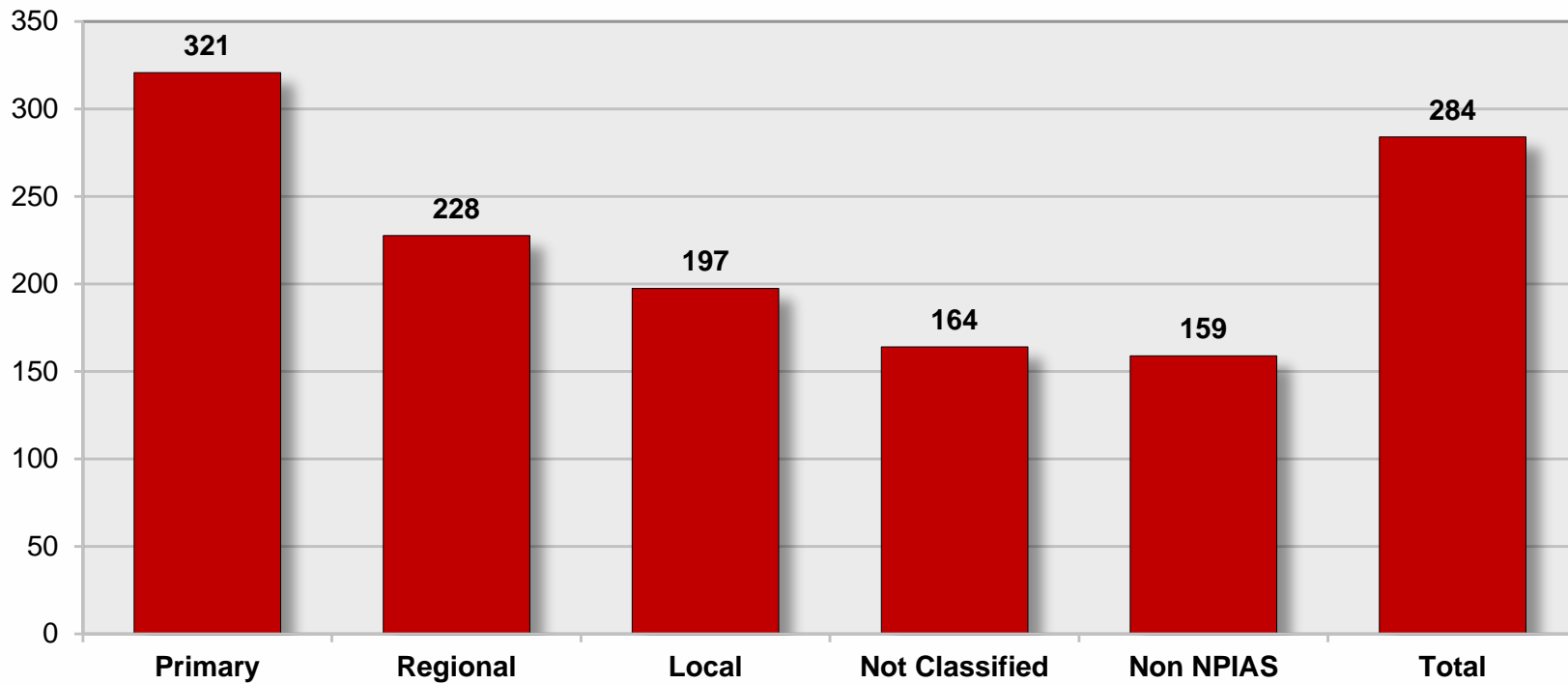
Source: FAA ASSET Study May 2012, FAA TFMSC Data and ICF SH&E Analysis



The Average Stage Length for Vermont's GA IFR Flights is 284 Nautical Miles

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Weighted Average Stage Length for Vermont GA IFR Departures
CY 2011



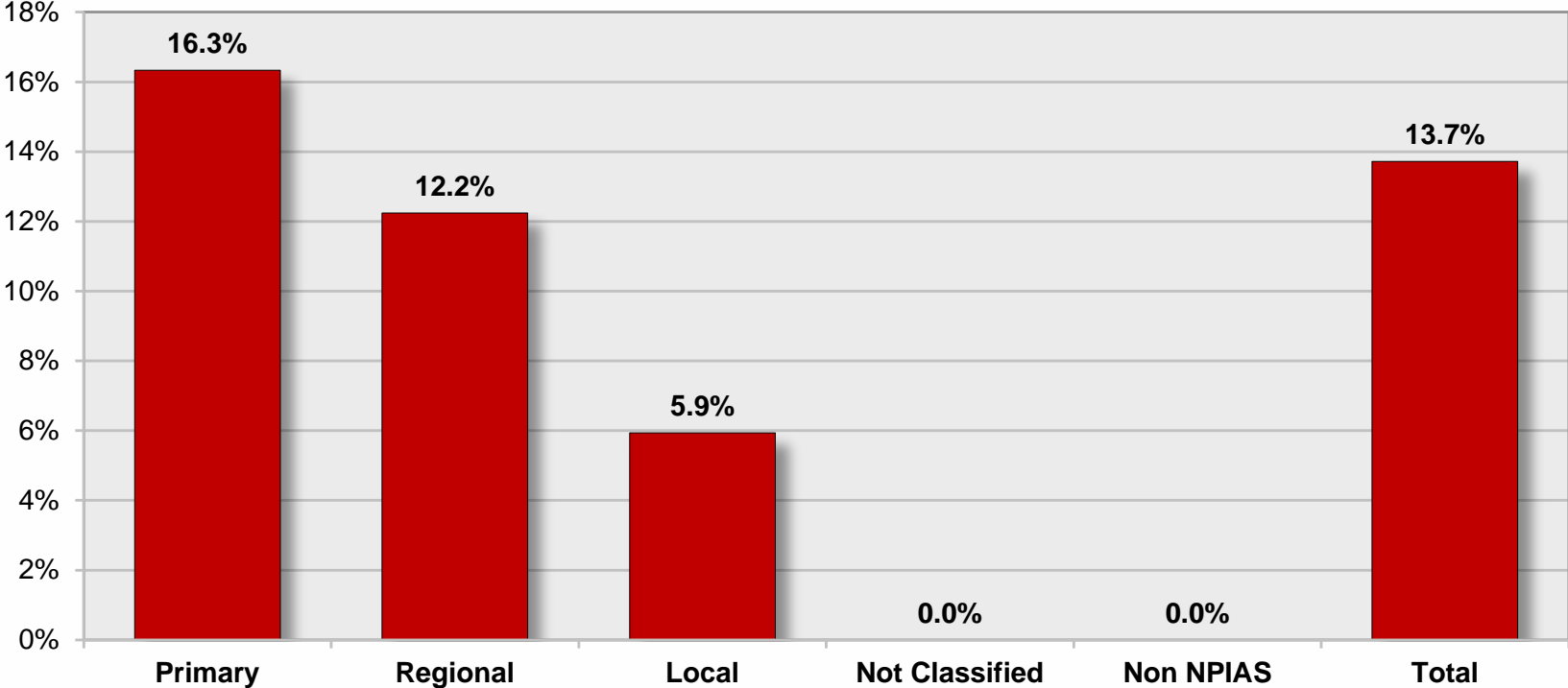
Note: Average Stage Length Weighted by Departures, Does Not Include Departures Where No Mileage Was Given

Source: FAA ASSET Study May 2012, FAA TFMSC Data and ICF SH&E Analysis



14% of the Vermont GA Flights Have Stage Lengths Over 500 nm

Percent of Vermont IFR GA Departures Greater Than 500 Nautical Miles
CY 2011



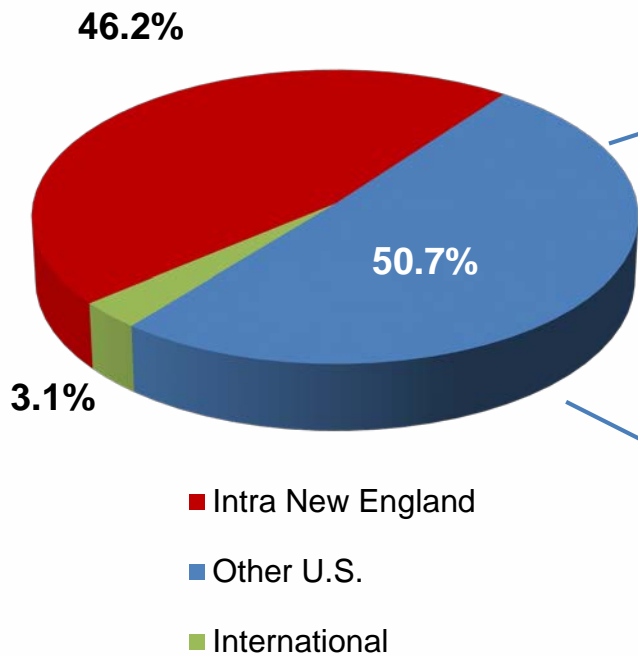
Note: Does Not Include Departures Where No Mileage Was Given

Source: FAA ASSET Study May 2012, FAA TFMSC Data and ICF SH&E Analysis

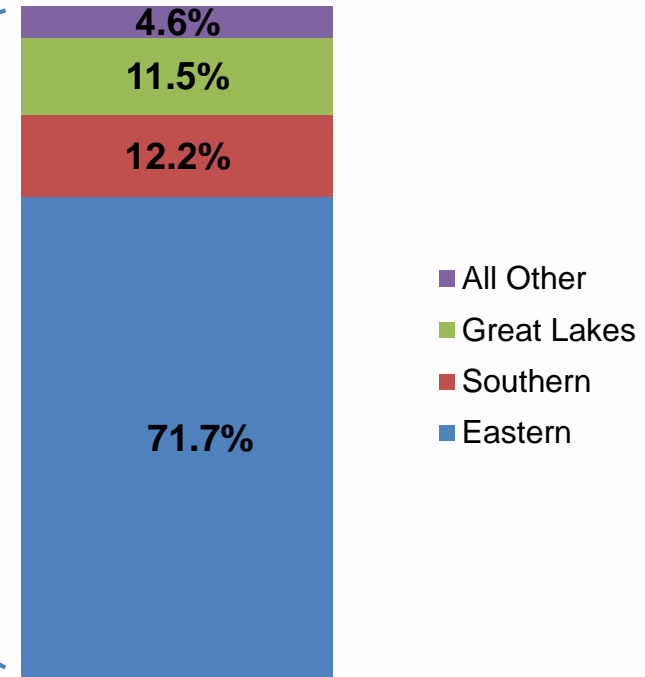


More than 50% of Vermont's IFR GA Flights are to Domestic Destinations Outside the Region

IFR GA Departures by Destination Region
CY 2011



Other U.S. Destination Regions

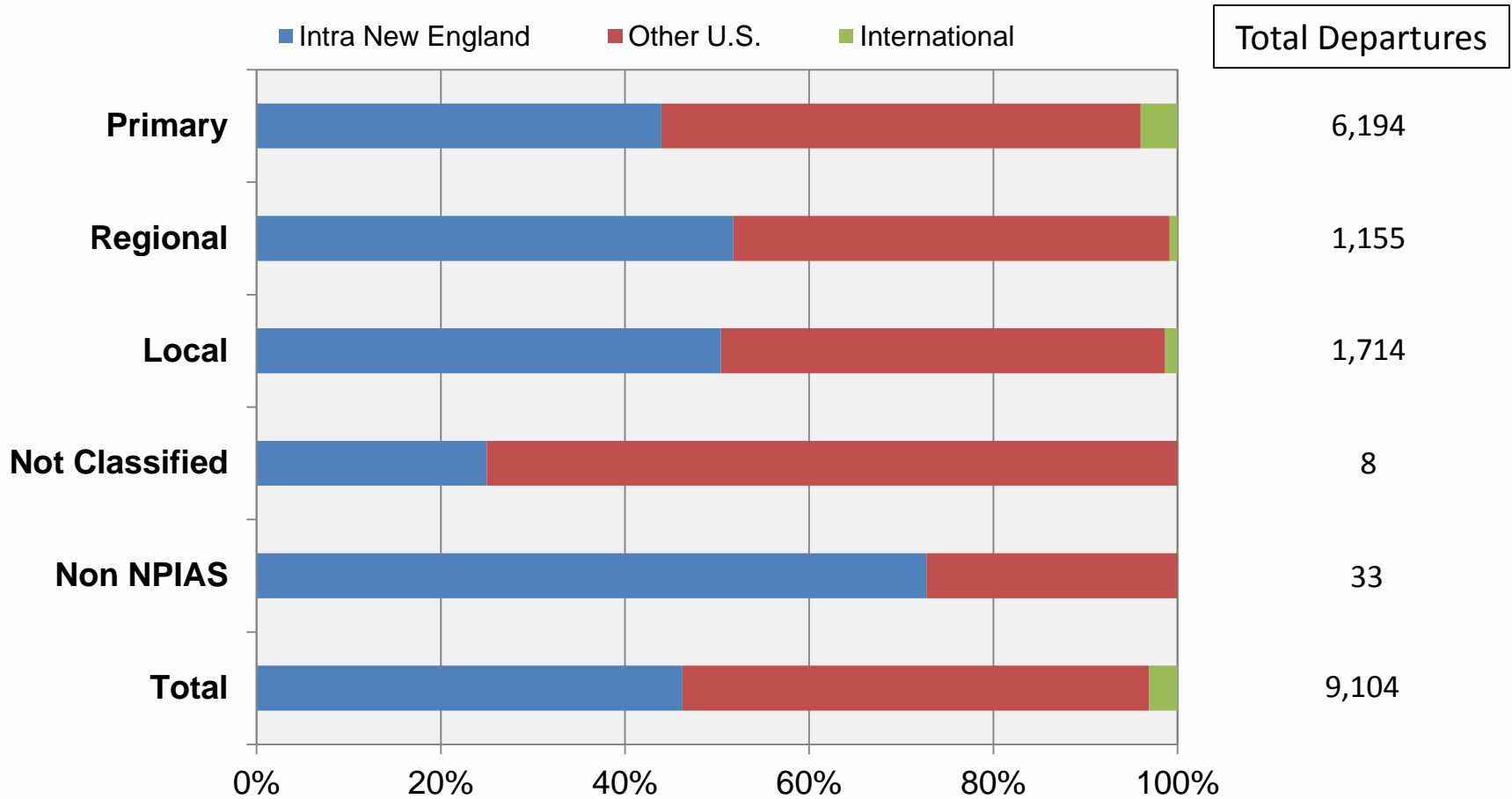


Source: FAA TFMSC Data and ICF SH&E Analysis



46% of Vermont's GA IFR Flights are to Other New England Airports

Vermont GA IFR Departures by Destination Region
CY 2011



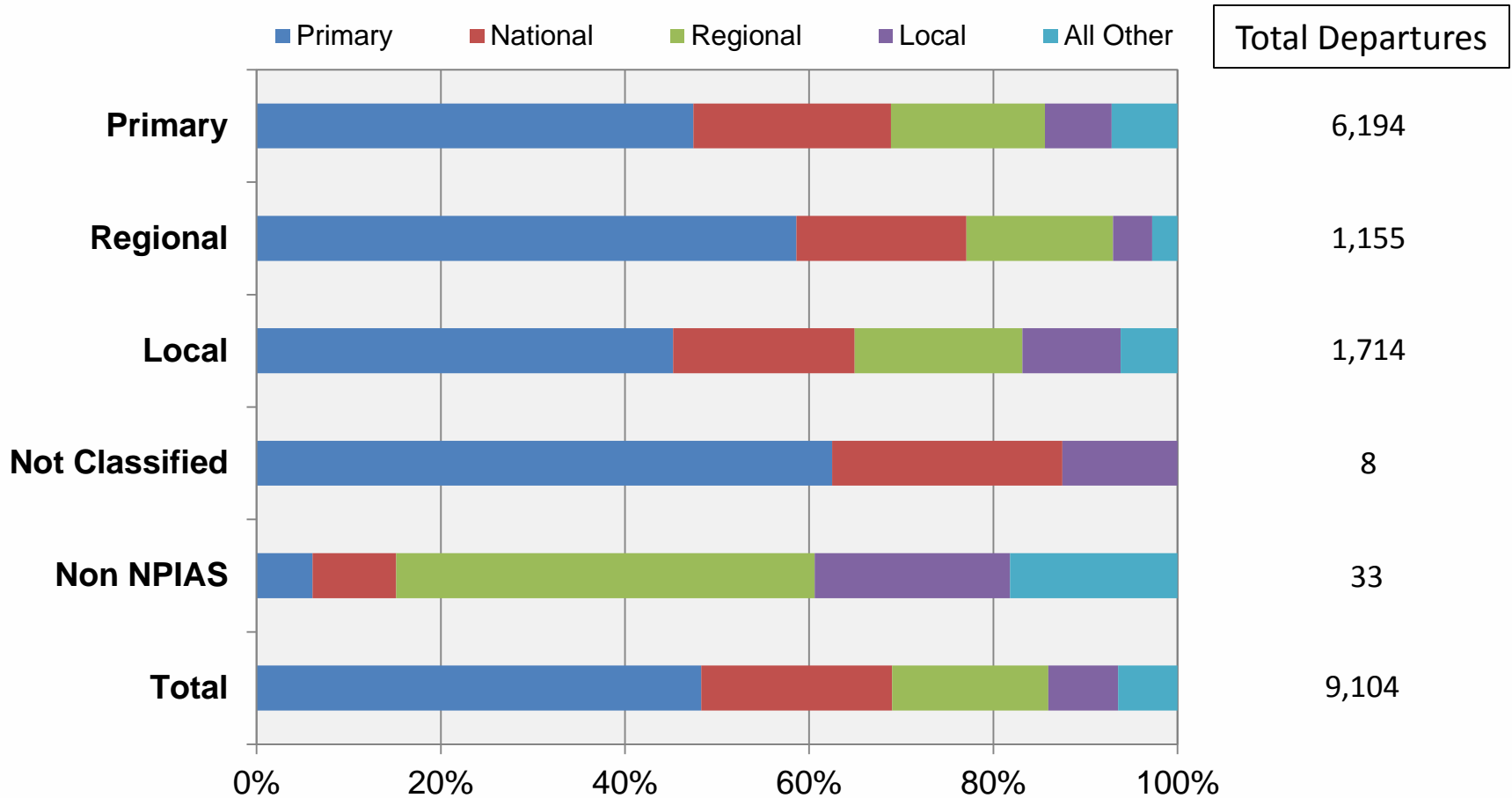
Source: FAA ASSET Study May 2012, FAA TFMSC Data and ICF SH&E Analysis



48% of Vermont's Flights are to Primary Airports

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Vermont GA IFR Departures by Destination Airport Type
CY 2011



Note: All Other Includes Basic, Non Classified, Non NPIAS and International Airports

Source: FAA ASSET Study May 2012, FAA TFMSC Data and ICF SH&E Analysis



Top Domestic Destinations Outside New England from Vermont Airports

Top Domestic Destinations Outside New England from Vermont Airports CY 2011

Rank	Airport	State	Region	GA IFR Arrivals	% of Total
1	Westchester County	NY	Eastern	533	11.6%
2	Teterboro	NJ	Eastern	358	7.8%
3	Caldwell Essex County	NJ	Eastern	115	2.5%
4	Morristown	NJ	Eastern	107	2.3%
5	Farmingdale Republic	NY	Eastern	101	2.2%
6	Albany	NY	Eastern	70	1.5%
7	Leesburg Executive	VA	Eastern	67	1.5%
8	Islip	NY	Eastern	64	1.4%
9	Washington Dulles	DC	Eastern	57	1.2%
10	Monmouth Executive	NJ	Eastern	54	1.2%
	All Other			3,086	66.9%
	Total			4,612	100.0%

Source: FAA TFMSC Data and ICF SH&E Analysis



Top Segments for Vermont International Flights

Top Vermont International O&D Segments for GA IFR Departures CY 2011

Rank	Origin	Destination	Nautical Miles	GA IFR Departures	% of Total
1	Burlington	Montreal Dorval	65	48	17.0%
2	Burlington	Toronto	283	33	11.7%
3	Burlington	Toronto Buttonville	270	19	6.7%
4	Burlington	Bermuda	842	11	3.9%
5	Burlington	Ottawa	118	10	3.5%
6	Burlington	Goose Bay	728	9	3.2%
7	Burlington	Saint John's	867	9	3.2%
8	Burlington	Montreal Saint Hubert	63	8	2.8%
9	Burlington	Toronto City Centre	274	8	2.8%
10	Burlington	Quebec	157	7	2.5%
11	Burlington	London Luton	2,821	5	1.8%
12	Burlington	Peterborough	193	5	1.8%
13	Burlington	Hermosillo	2,016	3	1.1%
14	Burlington	Paris Le Bourget	2,988	3	1.1%
15	Burlington	Nice	3,313	3	1.1%
16	Burlington	Toronto Hamilton	303	3	1.1%
17	Burlington	Muskoka	263	3	1.1%
18	Burlington	Gander	807	3	1.1%
19	Burlington	Saint John	313	3	1.1%
20	Burlington	Sept-Iles	444	3	1.1%
Subtotal Top 20				196	69.5%
All Other				86	30.5%
Total				282	100.0%

Note: There are total 88 unique international flight O&Ds
Source: FAA TFMSC Data and ICF SH&E Analysis