

G. Regional Transportation Supporting Documentation

This appendix provides detailed tables in support of Chapter 5, *Regional Transportation*:

G.1	Logan Airport Catchment Area Population	G-3
Table G-1	Logan Airport Primary Catchment Area Population, 1990, 2000, 2010, 2020, 2022	G-3
Figure G-1	Logan Airport Primary Catchment Area Population Growth, 1990, 2000, 2010, 2020, 2022.....	G-3
G.2	New England Airports Operations Classifications.....	G-4
Table G-2	Aircraft Operations by Classification for New England's Airports, 2000 to 2022	G-4
Table G-3	Percentage Change in Aircraft Operations by Classification for New England's Airports, 2000 to 2022	G-9
G.3	Worcester Regional Airport Supporting Documentation	G-15
Table G-4	Scheduled Passenger Operations by Market and Carrier for Worcester Regional Airport	G-15
Table G-5	Worcester Regional Airport (ORH) 2022 Highlights	G-16
G.4	Hanscom Field Supporting Documentation.....	G-17
Table G-6	Scheduled Passenger Operations by Market and Carrier for Hanscom Field	G-17
Table G-7	Hanscom Field (BED) 2022 Highlights.....	G-19
G.5	Bradley International Airport Supporting Documentation.....	G-20
Table G-8	Scheduled Passenger Operations by Market and Carrier for Bradley International Airport	G-20
Table G-9	Bradley International Airport (BDL) 2022 Key Highlights.....	G-27
G.6	Rhode Island T.F. Green International Airport Supporting Documentation.....	G-28
Table G-10	Passenger Operations by Market and Carrier for Rhode Island T.F. Green Airport	G-28
Table G-11	Rhode Island T.F. Green International Airport (PVD) 2022 Key Highlights.....	G-34
G.7	Manchester-Boston Regional Airport Supporting Documentation	G-35
Table G-12	Scheduled Passenger Operations by Market and Carrier for Manchester-Boston Regional Airport	G-35
Table G-13	Manchester-Boston Regional Airport (MHT) 2022 Key Highlights	G-39
G.8	Portland International Jetport Supporting Documentation.....	G-40
Table G-14	Scheduled Passenger Operations by Market and Carrier for Portland International Jetport	G-40
Table G-15	Portland International Jetport (PWM) 2022 Key Highlights	G-44
G.9	Burlington International Airport Supporting Documentation	G-45
Table G-16	Scheduled Passenger Operations by Market and Carrier for Burlington International Airport	G-45

	Table G-17	Burlington International Airport (BTV) 2022 Key Highlights	G-49
G.10		Bangor International Airport Supporting Documentation	G-50
	Table G-18	Scheduled Passenger Operations by Market and Carrier for Bangor International Airport	G-50
	Table G-19	Bangor International Airport (BGR) 2022 Key Highlights	G-53
G.11		Tweed-New Haven Regional Airport Supporting Documentation.....	G-54
	Table G-20	Scheduled Passenger Operations by Market and Carrier for Tweed-New Haven Airport	G-54
	Table G-21	Tweed-New Haven Airport (HVN) 2022 Key Airport Highlights	G-56
G.12		Portsmouth International Airport Supporting Documentation	G-57
	Table G-22	Scheduled Passenger Operations by Market and Carrier for Portsmouth International Airport	G-57
	Table G-23	Portsmouth International Airport (PSM) 2022 Key Highlights.....	G-60

G.1 Logan Airport Catchment Area Population

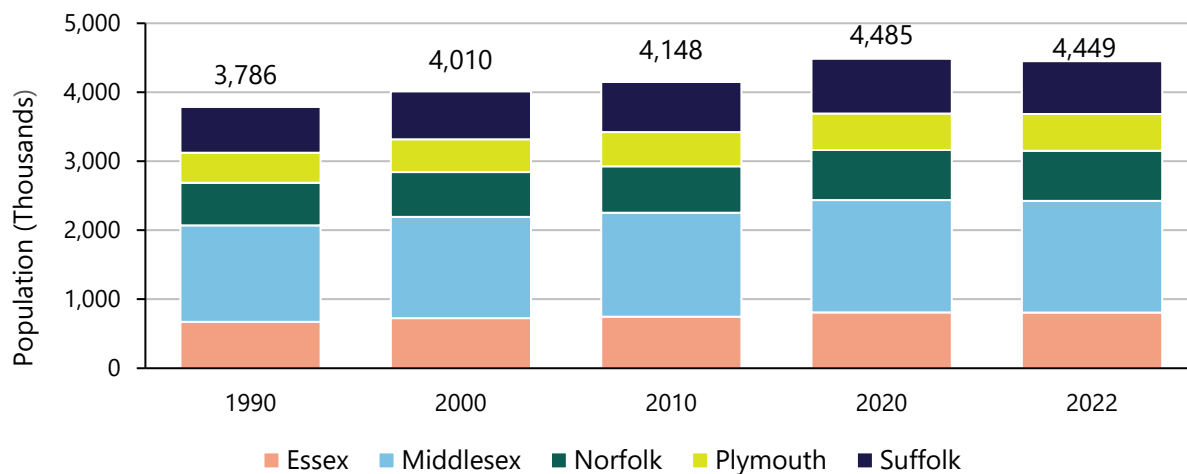
Table G-1 Logan Airport Primary Catchment Area Population, 1990, 2000, 2010, 2020, 2022

County	Population (thousands)				Compound Annual Growth Rates			
	1990	2000	2010	2020	2022	1990-2000	2000-2010	2010-2022
Essex	671	725	745	808	807	0.8%	0.3%	0.7%
Middlesex	1,399	1,467	1,508	1,629	1,617	0.5%	0.3%	0.6%
Norfolk	617	651	673	724	726	0.5%	0.3%	0.7%
Plymouth	436	474	496	530	533	0.8%	0.5%	0.7%
Suffolk	663	693	726	793	766	0.4%	0.5%	0.6%
Boston Catchment Area	3,786	4,010	4,148	4,485	4,449	0.6%	0.3%	0.6%
Massachusetts	6,023	6,361	6,566	6,996	6,982	0.5%	0.3%	0.6%
New England	13,230	13,950	14,470	15,074	15,130	0.5%	0.4%	0.4%
U.S.	249,623	282,162	309,327	331,512	333,288	1.2%	0.9%	0.6%

Source: Woods & Poole Economics, Inc. 2023. Complete Economic and Demographic Data Source (CEDDS).

Note: Due to rounding, the sums presented in the above figure may not add up precisely. Population data may have changed compared to previous ESPR and EDR reports, due to revisions conducted by the U.S. Department of Commerce. Population data shown in 2022 are estimates.

Figure G-1 Logan Airport Primary Catchment Area Population Growth, 1990, 2000, 2010, 2020, 2022



Source: Woods & Poole Economics, Inc. 2023. Complete Economic and Demographic Data Source (CEDDS).

Note: Population data may have changed due to revisions conducted by the U.S. Department of Commerce. Population data shown in 2022 are estimates.

G.2 New England Airports Operations Classifications

Table G-2 Aircraft Operations by Classification for New England's Airports, 2000 to 2022

Airport	Bradley International	T.F. Green	Manchester-Boston Regional	Portland International Jetport	Burlington	Bangor	Tweed-New Haven	Worcester Regional	Portsmouth International	Hanscom Field ²	Subtotal	Logan ³	Total
2000													
Commercial	132,062	103,750	61,506	47,609	45,745	21,446	5,260	4,029	6,104	6,572	434,083	452,763	886,846
General Aviation ¹	31,863	52,184	45,740	56,571	59,377	34,831	56,200	46,518	31,601	204,512	619,397	35,233	654,630
Military & Other	5,811	2,764	586	2,072	10,241	26,507	328	495	9,973	1,287	60,064	0	60,064
Total	169,736	158,698	107,832	106,252	115,363	82,784	61,788	51,042	47,678	212,371	1,113,544	487,996	1,601,540
2001													
Commercial	128,638	100,606	61,669	47,770	47,261	18,286	4,581	5,631	4,485	6,414	425,341	434,386	859,727
General Aviation ¹	30,478	45,095	44,358	62,014	61,986	35,230	56,092	45,464	30,148	197,770	608,635	28,739	637,374
Military & Other	5,913	2,635	607	2,259	11,821	26,623	437	917	8,221	1,252	60,685	0	60,685
Total	165,029	148,336	106,634	112,043	121,068	80,139	61,110	52,012	42,854	205,436	1,094,661	463,125	1,557,786
2002													
Commercial	113,194	96,595	62,346	45,899	38,929	24,412	3,827	4,062	5,059	6,603	400,926	366,476	767,402
General Aviation ¹	27,838	45,473	29,549	57,720	59,679	35,711	62,163	52,277	28,333	210,221	608,964	25,596	634,560
Military & Other	6,085	2,587	376	2,162	12,167	27,297	593	418	8,220	1,424	61,329	0	61,329
Total	147,117	144,655	92,271	105,781	110,775	87,420	66,583	56,757	41,612	218,248	1,071,219	392,072	1,463,291
2003													
Commercial	103,917	84,301	68,184	42,658	38,293	25,626	3,705	868	4,552	2,956	375,060	344,644	719,704
General Aviation ¹	27,115	42,878	29,552	44,036	50,461	36,706	54,224	55,972	24,866	190,789	556,599	28,660	585,259
Military & Other	4,214	2,496	324	1,449	11,466	32,938	776	378	7,720	1,142	62,903	0	62,903
Total	135,246	129,675	98,060	88,143	100,220	95,270	58,705	57,218	37,138	194,887	994,562	373,304	1,367,866
2004													
Commercial	108,823	83,496	75,360	46,474	41,719	24,970	4,501	0	3,981	4,308	393,632	374,022	767,654
General Aviation ¹	32,269	34,878	27,438	41,547	54,709	29,884	58,881	61,343	25,962	175,301	542,212	31,236	573,448
Military & Other	4,100	346	749	1,338	12,404	29,676	1,010	530	7,797	1,195	59,145	0	59,145
Total	145,192	118,720	103,547	89,359	108,832	84,530	64,392	61,873	37,740	180,804	994,989	405,258	1,400,247

Table G-2 Aircraft Operations by Classification for New England's Airports, 2000 to 2022

Airport	Bradley International	T.F. Green	Manchester- Boston Regional	Portland International Jetport	Burlington	Bangor	Tweed-New Haven	Worcester Regional	Portsmouth International	Hanscom Field ²	Subtotal	Logan ³	Total
2005													
Commercial	119,048	88,374	76,342	42,661	43,987	25,976	6,137	2,727	3,197	3,627	412,076	377,830	789,906
General Aviation ¹	33,341	28,138	26,369	36,191	49,888	30,016	60,893	62,743	25,446	165,424	518,449	31,236	549,685
Military & Other	3,701	241	479	1,405	11,468	24,154	1,063	519	7,669	904	51,603	0	51,603
Total	156,090	116,753	103,190	80,257	105,343	80,146	68,093	65,989	36,312	169,955	982,128	409,066	1,391,194
2006													
Commercial	111,341	81,282	67,326	38,663	41,342	23,466	5,177	3,793	3,981	3,057	379,428	374,675	754,103
General Aviation ¹	34,548	25,510	25,074	35,572	44,471	29,848	51,702	56,770	25,962	167,560	497,017	31,444	528,461
Military & Other	4,348	229	738	1,536	9,299	22,359	1,157	609	7,797	1,433	49,505	0	49,505
Total	150,237	107,021	93,138	75,771	95,112	75,673	58,036	61,172	37,740	172,050	925,950	406,119	1,332,069
2007													
Commercial	107,097	80,525	69,134	41,450	39,928	22,571	4,594	3,162	4,270	3,477	376,208	370,905	747,113
General Aviation ¹	29,308	22,984	23,959	31,724	47,521	25,542	51,200	61,296	27,000	160,992	481,526	28,632	510,158
Military & Other	5,097	242	644	1,384	9,528	20,949	944	879	8,017	1,438	49,122	0	49,122
Total	141,502	103,751	93,737	74,558	96,977	69,062	56,738	65,337	39,287	165,907	906,856	399,537	1,306,393
2008													
Commercial	98,194	73,096	63,505	40,834	37,832	19,282	4,013	2,553	1,347	104	340,760	347,784	688,544
General Aviation ¹	22,908	19,470	16,198	31,869	46,391	27,143	44,642	43,763	31,051	164,195	447,630	23,820	471,450
Military & Other	3,637	187	840	974	9,688	20,449	243	886	7,993	1,590	46,487	0	46,487
Total	124,739	92,753	80,543	73,677	93,911	66,874	48,898	47,202	40,391	165,889	834,877	371,604	1,206,481
2009													
Commercial	82,021	62,233	54,336	35,909	31,153	16,485	3,096	2,527	422	0	288,182	333,064	621,246
General Aviation ¹	19,586	19,438	14,354	25,473	32,872	19,558	37,722	41,700	25,161	148,696	384,560	12,242	396,802
Military & Other	2,726	260	1,163	778	8,628	16,267	486	17	6,851	1,215	38,391	0	38,391
Total	104,333	81,931	69,853	62,160	72,653	52,310	41,304	44,244	32,434	149,911	711,133	345,306	1,056,439

Table G-2 Aircraft Operations by Classification for New England's Airports, 2000 to 2022

Airport	Bradley International	T.F. Green	Manchester-Boston Regional	Portland International Jetport	Burlington	Bangor	Tweed-New Haven	Worcester Regional	Portsmouth International	Hanscom Field ²	Subtotal	Logan ³	Total
2010													
Commercial	80,418	60,128	53,971	35,035	29,538	16,190	3,201	1,629	1,516	0	281,626	337,961	619,587
General Aviation ¹	18,759	21,096	13,636	24,776	36,106	20,142	31,884	41,843	25,674	161,942	395,858	14,682	410,540
Military & Other	3,028	347	933	446	4,776	15,525	381	572	7,707	1,795	35,510	0	35,510
Total	102,205	81,571	68,540	60,257	70,420	51,857	35,466	44,044	34,897	163,737	712,994	352,643	1,065,637
2011													
Commercial	86,838	57,194	51,379	35,157	29,166	16,177	3,367	2,017	1,717	750	283,762	340,757	624,519
General Aviation ¹	16,483	21,774	12,497	21,453	42,562	19,503	33,919	44,050	27,056	160,840	400,137	28,230	428,367
Military & Other	3,630	369	874	533	5,890	13,220	310	634	8,158	1,409	35,027	0	35,027
Total	106,951	79,337	64,750	57,143	77,618	48,900	37,596	46,701	36,931	162,999	718,926	368,987	1,087,913
2012													
Commercial	79,704	50,301	45,379	33,118	27,067	14,826	3,936	1,639	502	635	257,107	326,755	583,862
General Aviation ¹	15,589	24,781	12,504	20,864	42,352	18,069	34,775	42,655	30,186	164,841	406,616	28,114	434,730
Military & Other	3,726	434	1,073	584	7,079	11,503	416	740	7,917	738	34,210	0	34,210
Total	99,019	75,516	58,956	54,566	76,498	44,398	39,127	45,034	38,605	166,214	697,933	354,869	1,052,802
2013													
Commercial	78,213	48,340	43,572	31,076	26,814	14,707	4,094	1,586	560	253	249,215	334,657	583,872
General Aviation ¹	15,192	24,729	11,432	20,021	40,413	15,535	28,794	32,888	28,951	153,706	371,661	26,682	398,343
Military & Other	2,558	435	1,224	471	6,972	11,045	423	593	7,573	529	31,823	0	31,823
Total	95,963	73,504	56,228	51,568	74,199	41,287	33,311	35,067	37,084	154,488	652,699	361,339	1,014,038
2014													
Commercial	79,060	44,351	38,674	29,538	26,057	14,428	4,795	2,368	8,278	256	247,805	337,381	585,186
General Aviation ¹	14,752	29,490	12,293	16,535	40,858	15,548	26,273	29,138	24,440	133,437	342,764	26,416	369,180
Military & Other	2,665	1,036	908	560	6,842	11,567	529	956	7,621	602	33,286	0	33,286
Total	96,477	74,877	51,875	46,633	73,757	41,543	31,597	32,462	40,339	134,295	623,855	363,797	987,652

Table G-2 Aircraft Operations by Classification for New England's Airports, 2000 to 2022

Airport	Bradley International	T.F. Green	Manchester- Boston Regional	Portland International Jetport	Burlington	Bangor	Tweed-New Haven	Worcester Regional	Portsmouth International	Hanscom Field ²	Subtotal	Logan ³	Total
2015													
Commercial	76,425	42,417	38,060	30,415	25,178	13,618	6,316	2,414	8,547	220	243,610	344,764	588,374
General Aviation ¹	14,402	22,700	12,934	17,916	41,576	16,487	27,711	35,711	26,848	127,467	343,752	28,166	371,918
Military & Other	2,680	430	811	567	5,912	10,684	685	889	7,499	592	30,749	0	30,749
Total	93,507	65,547	51,805	48,898	72,666	40,789	34,712	39,014	42,894	128,279	618,111	372,930	991,041
2016													
Commercial	77,174	43,659	40,589	32,171	26,405	14,603	7,195	2,616	9,435	266	254,113	360,442	614,555
General Aviation ¹	14,460	26,032	14,447	18,334	38,614	16,815	28,811	31,858	29,043	120,891	339,305	30,780	370,085
Military & Other	3,178	397	501	488	6,114	11,271	683	780	8,913	632	32,957	0	32,957
Total	94,812	70,088	55,537	50,993	71,133	42,689	36,689	35,254	47,391	121,789	626,375	391,222	1,017,597
2017													
Commercial	78,435	45,831	37,850	32,845	26,684	15,874	6,820	2,925	9,597	295	257,156	370,251	627,407
General Aviation ¹	13,233	26,274	13,169	18,392	34,386	17,157	18,389	26,332	31,555	128,018	326,905	31,120	358,025
Military & Other	3,006	490	697	568	5,080	9,985	574	850	8,150	759	30,159	0	30,159
Total	94,674	72,595	51,716	51,805	66,150	43,016	25,783	30,107	49,302	129,072	614,220	401,371	1,015,591
2018													
Commercial	78,463	49,425	36,085	35,534	28,611	17,241	6,038	3,710	8,709	286	264,102	393,084	657,186
General Aviation ¹	13,280	21,124	15,664	20,717	38,078	16,670	18,220	14,473	30,424	120,945	309,595	30,940	340,535
Military & Other	2,898	399	423	675	3,547	9,758	536	753	7,600	433	27,022	0	27,022
Total	94,641	70,948	52,172	56,926	70,236	43,669	24,794	18,936	46,733	121,664	600,719	424,024	1,024,743
2019													
Commercial	76,352	46,393	34,965	35,855	28,413	17,678	6,094	5,554	9,346	426	261,076	398,254	659,330
General Aviation ¹	12,652	23,017	15,762	21,731	40,894	17,117	21,853	17,186	28,742	127,755	326,624	28,922	355,546
Military & Other	2,379	351	412	646	3,963	10,805	483	745	3,457	490	23,816	0	23,816
Total	91,383	69,761	51,139	58,232	73,270	45,600	28,430	23,485	41,545	128,671	611,516	427,176	1,038,692

Table G-2 Aircraft Operations by Classification for New England's Airports, 2000 to 2022

Airport	Bradley International	T.F. Green	Manchester- Boston Regional	Portland International Jetport	Burlington	Bangor	Tweed-New Haven	Worcester Regional	Portsmouth International	Hanscom Field ²	Subtotal	Logan ³	Total
2020													
Commercial	44,420	25,510	24,153	21,559	14,852	11,184	2,754	2,486	7,225	231	154,374	192,844	347,218
General Aviation ¹	10,872	20,243	13,892	16,832	37,241	11,970	27,393	14,109	28,656	98,925	280,133	13,858	293,991
Military & Other	2,850	600	655	937	4,466	11,792	262	651	2,672	569	25,454	0	25,454
Total	58,142	46,353	38,700	39,328	56,559	34,946	30,409	17,246	38,553	99,725	459,961	206,702	666,663
2021													
Commercial	56,187	32,296	25,520	30,955	19,519	16,231	3,600	2,088	11,272	448	198,116	241,992	440,107
General Aviation ¹	13,312	23,342	19,795	21,822	63,070	13,968	36,025	16,929	45,981	122,944	377,188	24,042	401,230
Military & Other	3,308	608	678	964	6,533	12,740	406	1,903	5,850	1,174	34,164	0	34,164
Total	72,807	56,246	45,993	53,741	89,122	42,939	40,031	20,920	63,103	124,566	609,468	266,034	875,502
2022													
Commercial	63,301	42,296	26,791	30,706	24,050	17,657	8,548	5,938	11,174	554	231,015	348,109	579,124
General Aviation ¹	12,887	23,786	18,953	21,298	72,409	14,571	17,489	15,783	44,247	119,961	361,384	30,504	391,888
Military & Other	3,197	746	664	1,013	5,108	9,962	335	1,038	6,298	1,701	30,062	0	30,062
Total	79,385	66,828	46,408	53,017	101,567	42,190	26,372	22,759	61,719	122,216	622,461	378,613	1,001,074

Source: Massport, Federal Aviation Administration (FAA) Tower Counts, and individual airport records.

Note:

1

Includes itinerant and local general aviation operations at the regional airports. There are no local (touch-and-go training) operations at Logan Airport.

2

Commercial operations at Hanscom Field include scheduled commercial operations only; other air taxi operations counted as GA.

3

Operations at Logan Airport include international operations.

4

Commercial, GA, and military operations at Worcester Regional have been updated compared to the previous ESPR report to account for Part 139 operations not recorded by the FAA tower during the night hours when closed.

Table G-3 Percentage Change in Aircraft Operations by Classification for New England's Airports, 2000 to 2022

Airport	Bradley International	T.F. Green	Manchester- Boston Regional	Portland International Jetport	Burlington	Bangor	Tweed-New Haven	Worcester Regional	Portsmouth International	Hanscom Field ²	Subtotal	Logan ³	Total
2000 to 2001													
Commercial	(2.59%)	(3.03%)	0.27%	0.34%	3.31%	(14.73%)	(12.91%)	39.76%	(26.52%)	(2.40%)	(2.01%)	(4.06%)	(3.06%)
General Aviation ¹	(4.35%)	(13.58%)	(3.02%)	9.62%	4.39%	1.15%	(0.19%)	(2.27%)	(4.60%)	(3.30%)	(1.74%)	(18.43%)	(2.64%)
Military & Other	1.76%	(4.67%)	3.58%	9.03%	15.43%	0.44%	33.23%	85.25%	(17.57%)	(2.72%)	1.03%	-	1.03%
Total	(2.77%)	(6.53%)	(1.11%)	5.45%	4.95%	(3.20%)	(1.10%)	1.90%	(10.12%)	(3.27%)	(1.70%)	(5.10%)	(2.73%)
2001 Percent of Total	10.59%	9.52%	6.85%	7.19%	7.77%	5.14%	3.92%	3.34%	2.75%	13.19%	70.27%	29.73%	100.00%
2001 to 2002													
Commercial	(12.01%)	(3.99%)	1.10%	(3.92%)	(17.63%)	33.50%	(16.46%)	(27.86%)	12.80%	2.95%	(5.74%)	(15.63%)	(10.74%)
General Aviation ¹	(8.66%)	0.84%	(33.39%)	(6.92%)	(3.72%)	1.37%	10.82%	14.99%	(6.02%)	6.30%	0.05%	(10.94%)	(0.44%)
Military & Other	2.91%	(1.82%)	(38.06%)	(4.29%)	2.93%	2.53%	35.70%	(54.42%)	(0.01%)	13.74%	1.06%	-	1.06%
Total	(10.85%)	(2.48%)	(13.47%)	(5.59%)	(8.50%)	9.09%	8.96%	9.12%	(2.90%)	6.24%	(2.14%)	(15.34%)	(6.07%)
2002 Percent of Total	10.05%	9.89%	6.31%	7.23%	7.57%	5.97%	4.55%	3.88%	2.84%	14.91%	73.21%	26.79%	100.00%
2002 to 2003													
Commercial	(8.20%)	(12.73%)	9.36%	(7.06%)	(1.63%)	4.97%	(3.19%)	(78.63%)	(10.02%)	(55.23%)	(6.45%)	(5.96%)	(6.22%)
General Aviation ¹	(2.60%)	(5.71%)	0.01%	(23.71%)	(15.45%)	2.79%	(12.77%)	7.07%	(12.24%)	(9.24%)	(8.60%)	11.97%	(7.77%)
Military & Other	(30.75%)	(3.52%)	(13.83%)	(32.98%)	(5.76%)	20.67%	30.86%	(9.57%)	(6.08%)	(19.80%)	2.57%	-	2.57%
Total	(8.07%)	(10.36%)	6.27%	(16.67%)	(9.53%)	8.98%	(11.83%)	0.81%	(10.75%)	(10.70%)	(7.16%)	(4.79%)	(6.52%)
2003 Percent of Total	9.89%	9.48%	7.17%	6.44%	7.33%	6.96%	4.29%	4.18%	2.72%	14.25%	72.71%	27.29%	100.00%
2003 to 2004													
Commercial	4.72%	(0.95%)	10.52%	8.95%	8.95%	(2.56%)	21.48%	(100.00%)	(12.54%)	45.74%	4.95%	8.52%	6.66%
General Aviation ¹	19.01%	(18.66%)	(7.15%)	(5.65%)	8.42%	(18.59%)	8.59%	9.60%	4.41%	(8.12%)	(2.58%)	8.99%	(2.02%)
Military & Other	(2.71%)	(86.14%)	131.17%	(7.66%)	8.18%	(9.90%)	30.15%	40.21%	1.00%	4.64%	(5.97%)	-	(5.97%)
Total	7.35%	(8.45%)	5.60%	1.38%	8.59%	(11.27%)	9.69%	8.14%	1.62%	(7.23%)	0.04%	8.56%	2.37%
2004 Percent of Total	10.37%	8.48%	7.39%	6.38%	7.77%	6.04%	4.60%	4.42%	2.70%	12.91%	71.06%	28.94%	100.00%

Table G-3 Percentage Change in Aircraft Operations by Classification for New England's Airports, 2000 to 2022

Airport	Bradley International	T.F. Green	Manchester-Boston Regional	Portland International Jetport	Burlington	Bangor	Tweed-New Haven	Worcester Regional	Portsmouth International	Hanscom Field ²	Subtotal	Logan ³	Total
2004 to 2005													
Commercial	9.40%	5.84%	1.30%	(8.20%)	5.44%	4.03%	36.35%	-	(19.69%)	(15.81%)	4.69%	1.02%	2.90%
General Aviation ¹	3.32%	(19.32%)	(3.90%)	(12.89%)	(8.81%)	0.44%	3.42%	2.28%	(1.99%)	(5.63%)	(4.38%)	0.00%	(4.14%)
Military & Other	(9.73%)	(30.35%)	(36.05%)	5.01%	(7.55%)	(18.61%)	5.25%	(2.08%)	(1.64%)	(24.35%)	(12.75%)	-	(12.75%)
Total	7.51%	(1.66%)	(0.34%)	(10.19%)	(3.21%)	(5.19%)	5.75%	6.65%	(3.78%)	(6.00%)	(1.29%)	0.94%	(0.65%)
2005 Percent of Total	11.22%	8.39%	7.42%	5.77%	7.57%	5.76%	4.89%	4.74%	2.61%	12.22%	70.60%	29.40%	100.00%
2005 to 2006													
Commercial	(6.47%)	(8.02%)	(11.81%)	(9.37%)	(6.01%)	(9.66%)	(15.64%)	39.09%	24.52%	(15.72%)	(7.92%)	(0.84%)	(4.53%)
General Aviation ¹	3.62%	(9.34%)	(4.91%)	(1.71%)	(10.86%)	(0.56%)	(15.09%)	(9.52%)	2.03%	1.29%	(4.13%)	0.67%	(3.86%)
Military & Other	17.48%	(4.98%)	54.07%	9.32%	(18.91%)	(7.43%)	8.84%	17.34%	1.67%	58.52%	(4.07%)	-	(4.07%)
Total	(3.75%)	(8.34%)	(9.74%)	(5.59%)	(9.71%)	(5.58%)	(14.77%)	(7.30%)	3.93%	1.23%	(5.72%)	(0.72%)	(4.25%)
2006 Percent of Total	11.28%	8.03%	6.99%	5.69%	7.14%	5.68%	4.36%	4.59%	2.83%	12.92%	69.51%	30.49%	100.00%
2006 to 2007													
Commercial	(3.81%)	(0.93%)	2.69%	7.21%	(3.42%)	(3.81%)	(11.26%)	(16.64%)	7.26%	13.74%	(0.85%)	(1.01%)	(0.93%)
General Aviation ¹	(15.17%)	(9.90%)	(4.45%)	(10.82%)	6.86%	(14.43%)	(0.97%)	7.97%	4.00%	(3.92%)	(3.12%)	(8.94%)	(3.46%)
Military & Other	17.23%	5.68%	(12.74%)	(9.90%)	2.46%	(6.31%)	(18.41%)	44.33%	2.82%	0.35%	(0.77%)	-	(0.77%)
Total	(5.81%)	(3.06%)	0.64%	(1.60%)	1.96%	(8.74%)	(2.24%)	6.81%	4.10%	(3.57%)	(2.06%)	(1.62%)	(1.93%)
2007 Percent of Total	10.83%	7.94%	7.18%	5.71%	7.42%	5.29%	4.34%	5.00%	3.01%	12.70%	69.42%	30.58%	100.00%
2007 to 2008													
Commercial	(8.31%)	(9.23%)	(8.14%)	(1.49%)	(5.25%)	(14.57%)	(12.65%)	(19.26%)	(68.45%)	(97.01%)	(9.42%)	(6.23%)	(7.84%)
General Aviation ¹	(21.84%)	(15.29%)	(32.39%)	0.46%	(2.38%)	6.27%	(12.81%)	(28.60%)	15.00%	1.99%	(7.04%)	(16.81%)	(7.59%)
Military & Other	(28.64%)	(22.73%)	30.43%	(29.62%)	1.68%	(2.39%)	(74.26%)	0.80%	(0.30%)	10.57%	(5.36%)	-	(5.36%)
Total	(11.85%)	(10.60%)	(14.08%)	(1.18%)	(3.16%)	(3.17%)	(13.82%)	(27.76%)	2.81%	(0.01%)	(7.94%)	(6.99%)	(7.65%)
2008 Percent of Total	10.34%	7.69%	6.68%	6.11%	7.78%	5.54%	4.05%	3.91%	3.35%	13.75%	69.20%	30.80%	100.00%

Table G-3 Percentage Change in Aircraft Operations by Classification for New England's Airports, 2000 to 2022

Airport	Bradley International	T.F. Green	Manchester- Boston Regional	Portland International Jetport	Burlington	Bangor	Tweed-New Haven	Worcester Regional	Portsmouth International	Hanscom Field ²	Subtotal	Logan ³	Total
2008 to 2009													
Commercial	(16.47%)	(14.86%)	(14.44%)	(12.06%)	(17.65%)	(14.51%)	(22.85%)	(1.02%)	(68.67%)	(100.00%)	(15.43%)	(4.23%)	(9.77%)
General Aviation ¹	(14.50%)	(0.16%)	(11.38%)	(20.07%)	(29.14%)	(27.94%)	(15.50%)	(4.71%)	(18.97%)	(9.44%)	(14.09%)	(48.61%)	(15.83%)
Military & Other	(25.05%)	39.04%	38.45%	(20.12%)	(10.94%)	(20.45%)	100.00%	(98.08%)	(14.29%)	(23.58%)	(17.42%)	-	(17.42%)
Total	(16.36%)	(11.67%)	(13.27%)	(15.63%)	(22.64%)	(21.78%)	(15.53%)	(6.27%)	(19.70%)	(9.63%)	(14.82%)	(7.08%)	(12.44%)
2009 Percent of Total	9.88%	7.76%	6.61%	5.88%	6.88%	4.95%	3.91%	4.19%	3.07%	14.19%	67.31%	32.69%	100.00%
2009 to 2010													
Commercial	(1.95%)	(3.38%)	(0.67%)	(2.43%)	(5.18%)	(1.79%)	3.39%	(35.54%)	259.24%	-	(2.27%)	1.47%	(0.27%)
General Aviation ¹	(4.22%)	8.53%	(5.00%)	(2.74%)	9.84%	2.99%	(15.48%)	0.34%	2.04%	8.91%	2.94%	19.93%	3.46%
Military & Other	11.08%	33.46%	(19.78%)	(42.67%)	(44.65%)	(4.56%)	(21.60%)	3264.71%	12.49%	47.74%	(7.50%)	-	(7.50%)
Total	(2.04%)	(0.44%)	(1.88%)	(3.06%)	(3.07%)	(0.87%)	(14.13%)	(0.45%)	7.59%	9.22%	0.26%	2.12%	0.87%
2010 Percent of Total	9.59%	7.65%	6.43%	5.65%	6.61%	4.87%	3.33%	4.13%	3.27%	15.37%	66.91%	33.09%	100.00%
2010 to 2011													
Commercial	7.98%	(4.88%)	(4.80%)	0.35%	(1.26%)	(0.08%)	5.19%	23.82%	13.26%	-	0.76%	0.83%	0.80%
General Aviation ¹	(12.13%)	3.21%	(8.35%)	(13.41%)	17.88%	(3.17%)	6.38%	5.27%	5.38%	(0.68%)	1.08%	92.28%	4.34%
Military & Other	19.88%	6.34%	(6.32%)	19.51%	23.32%	(14.85%)	(18.64%)	10.84%	5.85%	(21.50%)	(1.36%)	-	(1.36%)
Total	4.64%	(2.74%)	(5.53%)	(5.17%)	10.22%	(5.70%)	6.01%	6.03%	5.83%	(0.45%)	0.83%	4.63%	2.09%
2011 Percent of Total	9.83%	7.29%	5.95%	5.25%	7.13%	4.49%	3.46%	4.29%	3.39%	14.98%	66.08%	33.92%	100.00%
2012 to 2013													
Commercial	(1.87%)	(3.90%)	(3.98%)	(6.17%)	(0.93%)	(0.80%)	4.01%	(3.23%)	11.55%	(60.16%)	(3.07%)	2.42%	0.00%
General Aviation ¹	(2.55%)	(0.21%)	(8.57%)	(4.04%)	(4.58%)	(14.02%)	(17.20%)	(22.90%)	(4.09%)	(6.75%)	(8.60%)	(5.09%)	(8.37%)
Military & Other	(31.35%)	0.23%	14.07%	(19.35%)	(1.51%)	(3.98%)	1.68%	(19.86%)	(4.35%)	(28.32%)	(6.98%)	-	(6.98%)
Total	(3.09%)	(2.66%)	(4.63%)	(5.49%)	(3.01%)	(7.01%)	(14.86%)	(22.13%)	(3.94%)	(7.05%)	(6.48%)	1.82%	(3.68%)
2013 Percent of Total	9.46%	7.25%	5.54%	5.09%	7.32%	4.07%	3.28%	3.46%	3.66%	15.23%	64.37%	35.63%	100.00%

Table G-3 Percentage Change in Aircraft Operations by Classification for New England's Airports, 2000 to 2022

Airport	Bradley International	T.F. Green	Manchester-Boston Regional	Portland International Jetport	Burlington	Bangor	Tweed-New Haven	Worcester Regional	Portsmouth International	Hanscom Field ²	Subtotal	Logan ³	Total
2013 to 2014													
Commercial	1.08%	(8.25%)	(11.24%)	(4.95%)	(2.82%)	(1.90%)	17.12%	49.31%	1378.21%	1.19%	(0.57%)	0.81%	0.23%
General Aviation ¹	(2.90%)	19.25%	7.53%	(17.41%)	1.10%	0.08%	(8.76%)	(11.40%)	(15.58%)	(13.19%)	(7.78%)	(1.00%)	(7.32%)
Military & Other	4.18%	138.16%	(25.82%)	18.90%	(1.86%)	4.73%	25.06%	61.21%	0.63%	13.80%	4.60%	-	4.60%
Total	0.54%	1.87%	(7.74%)	(9.57%)	(0.60%)	0.62%	(5.15%)	(7.43%)	8.78%	(13.07%)	(4.42%)	0.68%	(2.60%)
2014 Percent of Total	9.77%	7.58%	5.25%	4.72%	7.47%	4.21%	3.20%	3.29%	4.08%	13.60%	63.17%	36.83%	100.00%
2014 to 2015													
Commercial	(3.33%)	(4.36%)	(1.59%)	2.97%	(3.37%)	(5.61%)	31.72%	1.94%	3.25%	(14.06%)	(1.69%)	2.19%	0.54%
General Aviation ¹	(2.37%)	(23.02%)	5.21%	8.35%	1.76%	6.04%	5.47%	22.56%	9.85%	(4.47%)	0.29%	6.62%	0.74%
Military & Other	0.56%	(58.49%)	(10.68%)	1.25%	(13.59%)	(7.63%)	29.49%	(7.01%)	(1.60%)	(1.66%)	(7.62%)	-	(7.62%)
Total	(3.08%)	(12.46%)	(0.13%)	4.86%	(1.48%)	(1.81%)	9.86%	20.18%	6.33%	(4.48%)	(0.92%)	2.51%	0.34%
2015 Percent of Total	9.44%	6.61%	5.23%	4.93%	7.33%	4.12%	3.50%	3.94%	4.33%	12.94%	62.37%	37.63%	100.00%
2015 to 2016													
Commercial	0.98%	2.93%	6.64%	5.77%	4.87%	7.23%	13.92%	8.37%	10.39%	20.91%	4.31%	4.55%	4.45%
General Aviation ¹	0.40%	14.68%	11.70%	2.33%	(7.12%)	1.99%	3.97%	(10.79%)	8.18%	(5.16%)	(1.29%)	9.28%	(0.49%)
Military & Other	18.58%	(7.67%)	(38.22%)	(13.93%)	3.42%	5.49%	(0.29%)	(12.26%)	18.86%	6.76%	7.18%	-	7.18%
Total	1.40%	6.93%	7.20%	4.28%	(2.11%)	4.66%	5.70%	(9.64%)	10.48%	(5.06%)	1.34%	4.90%	2.68%
2016 Percent of Total	9.32%	6.89%	5.46%	5.01%	6.99%	4.20%	3.61%	3.46%	4.66%	11.97%	61.55%	38.45%	100.00%
2016 to 2017													
Commercial	1.63%	4.97%	(6.75%)	2.10%	1.06%	8.70%	(5.21%)	11.81%	1.72%	10.90%	1.20%	2.72%	2.09%
General Aviation ¹	(8.49%)	0.93%	(8.85%)	0.32%	(10.95%)	2.03%	(36.17%)	(17.35%)	8.65%	5.90%	(3.65%)	1.10%	(3.26%)
Military & Other	(5.41%)	23.43%	39.12%	16.39%	(16.91%)	(11.41%)	(15.96%)	8.97%	(8.56%)	20.09%	(8.49%)	-	(8.49%)
Total	(0.15%)	3.58%	(6.88%)	1.59%	(7.01%)	0.77%	(29.73%)	(14.60%)	4.03%	5.98%	(1.94%)	2.59%	(0.20%)
2017 Percent of Total	9.32%	7.15%	5.09%	5.10%	6.51%	4.24%	2.54%	2.96%	4.85%	12.71%	60.48%	39.52%	100.00%

Table G-3 Percentage Change in Aircraft Operations by Classification for New England's Airports, 2000 to 2022

Airport	Bradley International	T.F. Green	Manchester- Boston Regional	Portland International Jetport	Burlington	Bangor	Tweed-New Haven	Worcester Regional	Portsmouth International	Hanscom Field ²	Subtotal	Logan ³	Total
2017 to 2018													
Commercial	0.04%	7.84%	(4.66%)	8.19%	7.22%	8.61%	(11.47%)	26.84%	(9.25%)	(2.05%)	2.70%	6.17%	4.75%
General Aviation ¹	0.36%	(19.60%)	18.95%	12.64%	10.74%	(3.21%)	(0.92%)	(45.04%)	(3.58%)	(5.31%)	(5.23%)	(0.58%)	(4.83%)
Military & Other	(3.59%)	(18.57%)	(39.31%)	18.84%	(30.18%)	(2.47%)	(6.62%)	(11.41%)	(6.75%)	(25.34%)	(9.93%)	-	(9.93%)
Total	(0.03%)	(2.27%)	0.88%	9.89%	6.18%	1.32%	(3.84%)	(37.10%)	(5.21%)	(5.39%)	(2.14%)	5.64%	0.94%
2019 Percent of Total	9.24%	6.92%	5.09%	5.56%	6.85%	4.26%	2.42%	1.85%	4.56%	11.87%	58.62%	41.38%	100.00%
2018 to 2019													
Commercial	(2.69%)	(6.13%)	(3.10%)	0.90%	(0.69%)	2.53%	0.93%	39.58%	7.31%	48.95%	(1.25%)	1.32%	0.29%
General Aviation ¹	(4.73%)	8.96%	0.63%	4.89%	7.40%	2.68%	19.94%	18.75%	(5.53%)	5.63%	5.50%	(6.52%)	4.41%
Military & Other	(17.91%)	(12.03%)	(2.60%)	(4.30%)	11.73%	10.73%	(9.89%)	(1.06%)	(54.51%)	13.16%	(11.90%)	-	(11.90%)
Total	(3.44%)	(1.67%)	(1.98%)	2.29%	4.32%	4.42%	14.66%	22.29%	(11.10%)	5.76%	1.75%	0.74%	1.33%
2019 Percent of Total	8.82%	6.73%	4.94%	5.62%	7.07%	4.40%	2.74%	2.26%	4.01%	12.42%	58.87%	41.23%	100.00%
2019 to 2020													
Commercial	(41.82%)	(45.01%)	(30.92%)	(39.87%)	(47.73%)	(36.73%)	(54.81%)	(55.24%)	(22.69%)	(45.77%)	(40.87%)	(51.58%)	(47.34%)
General Aviation ¹	(14.07%)	(12.05%)	(11.86%)	(22.54%)	(8.93%)	(30.07%)	25.35%	(17.90%)	(0.30%)	(22.52%)	(14.23%)	(52.08%)	(17.31%)
Military & Other	19.80%	70.94%	58.98%	45.05%	12.69%	9.13%	(45.76%)	(12.62%)	(22.71%)	(1.04%)	6.88%	-	6.88%
Total	(36.38%)	(33.55%)	(24.32%)	(32.46%)	(22.81%)	(23.36%)	6.96%	(26.57%)	(7.20%)	(22.50%)	(24.78%)	(51.61%)	(35.82%)
2020 Percent of Total	8.72%	6.95%	5.81%	5.90%	8.48%	5.24%	4.56%	2.59%	5.78%	14.96%	68.99%	31.01%	100.00%
2020 to 2021													
Commercial	26.49%	26.60%	5.66%	43.58%	31.42%	45.13%	30.72%	(16.01%)	56.01%	93.94%	28.34%	25.49%	26.75%
General Aviation ¹	22.44%	15.31%	42.49%	29.65%	69.36%	16.69%	31.51%	19.99%	60.46%	24.28%	34.65%	73.49%	36.48%
Military & Other	16.07%	1.33%	3.51%	2.88%	46.28%	8.04%	54.96%	192.32%	118.94%	106.33%	34.22%	-	34.22%
Total	25.22%	21.34%	18.84%	36.65%	57.57%	22.87%	31.64%	21.30%	63.68%	24.91%	32.50%	28.70%	31.33%
2021 Percent of Total	8.32%	6.42%	5.25%	6.14%	10.18%	4.90%	4.57%	2.39%	7.21%	14.23%	69.61%	30.39%	100.00%

Table G-3 Percentage Change in Aircraft Operations by Classification for New England's Airports, 2000 to 2022

Airport	Bradley International	T.F. Green	Manchester- Boston Regional	Portland International Jetport	Burlington	Bangor	Tweed-New Haven	Worcester Regional	Portsmouth International	Hanscom Field ²	Subtotal	Logan ³	Total
2021 to 2022													
Commercial	12.66%	30.96%	4.98%	(0.80%)	23.21%	8.79%	137.44%	184.39%	(0.87%)	23.66%	16.61%	43.85%	31.59%
General Aviation ¹	(3.19%)	1.90%	(4.25%)	(2.40%)	14.81%	4.32%	(51.45%)	(6.77%)	(3.77%)	(2.43%)	(4.19%)	26.88%	(2.33%)
Military & Other	(3.36%)	22.70%	(2.06%)	5.08%	(21.81%)	(21.81%)	(17.49%)	(45.45%)	7.66%	44.89%	(12.01%)	-	(12.01%)
Total	9.03%	18.81%	0.90%	(1.35%)	13.96%	(1.74%)	(34.12%)	8.79%	(2.19%)	(1.89%)	2.13%	42.32%	14.34%
2022 Percent of Total	7.93%	6.68%	4.64%	5.30%	10.15%	4.21%	2.63%	2.27%	6.17%	12.21%	62.18%	37.82%	100.00%

Source: Massport, Federal Aviation Administration (FAA) Tower Counts, and individual airport records.

1 Includes itinerant and local general aviation operations at the regional airports. There are no local (touch-and-go training) operations at Logan Airport.

2 Commercial operations at Hanscom Field include scheduled commercial operations only; other air taxi operations counted as GA.

3 Operations at Logan Airport include international operations.

4 Commercial, GA, and military operations at Worcester Regional have been updated compared to the previous EDR report to account for Part 139 operations not recorded by the FAA tower during the night hours when closed.

G.3 Worcester Regional Airport Supporting Documentation

Table G-4 Scheduled Passenger Operations by Market and Carrier for Worcester Regional Airport

Carrier	Market	Code	Departures									Departing Seats									
			2000	2010	2015	2019	2020	2021	2022	'21-'22 Change	'22 vs '19 %. Recovery	2000	2010	2015	2019	2020	2021	2022	'21-'22 Change	'22 vs '19 %. Recovery	
Jet Carriers																					
Allegiant Airways	Sanford	SFB	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Boston-Maine Airways	Allentown/Bethlehem	ABE	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Boston-Maine Airways	Portsmouth	PSM	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Boston-Maine Airways	Sanford	SFB	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Direct Air	Myrtle Beach	MYR	-	73	-	-	-	-	-	-	-	-	9,782	-	-	-	-	-	-	-	
Direct Air	Orlando/Sanford	SFB	-	144	-	-	-	-	-	-	-	-	21,937	-	-	-	-	-	-	-	
Direct Air	Punta Gorda	PGD	-	94	-	-	-	-	-	-	-	-	14,541	-	-	-	-	-	-	-	
Direct Air	West Palm Beach	PBI	-	13	-	-	-	-	-	-	-	-	1,872	-	-	-	-	-	-	-	
jetBlue	Fort Lauderdale/Hollywood	FLL	-	-	365	365	94	63	365	-	100.0%	-	-	36,500	36,500	9,400	6,300	47,400	41,100	129.9%	
jetBlue	New York J F Kennedy	JFK	-	-	-	365	132	203	728	-	199.5%	-	-	-	36,500	13,200	20,300	72,800	52,500	199.5%	
jetBlue	Orlando	MCO	-	-	365	365	95	-	-	-	-	-	-	36,500	36,500	9,500	-	-	-	-	
Subtotal			-	324	730	1,095	321	266	1,093	827	99.8%	-	48,132	73,000	109,500	32,100	26,600	120,200	93,600	109.8%	
Regional/Commuter Carriers																					
American Eagle	Chicago O'Hare	ORD	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
American Eagle	New York J F Kennedy	JFK	552	-	-	-	-	-	360	360	-	18,216	-	-	-	-	-	27,360	27,360	-	
American Eagle	Philadelphia	PHL	-	-	-	494	151	58	3	(55)	0.6%	-	-	-	24,714	7,550	2,900	150	(2,750)	0.6%	
Delta Connection	Atlanta	ATL	670	-	-	-	-	-	-	-	-	33,500	-	-	-	-	-	-	-	-	
Delta Connection	Detroit	DTW	-	-	-	153	249	-	-	-	-	-	-	-	7,650	12,450	-	-	-	-	
Delta Connection	New York La Guardia	LGA	-	-	-	-	-	51	301	250	-	-	-	-	-	-	3,576	21,591	18,015	-	
US Airways Express	Philadelphia	PHL	1,464	-	-	-	-	-	-	-	-	54,168	-	-	-	-	-	-	-	-	
Subtotal			2,686	-	-	647	400	109	664	555	102.6%	105,884	-	-	32,364	20,000	6,476	49,101	42,625	151.7%	
Total			2,686	324	730	1,742	721	375	1,757	1,382	100.8%	105,884	48,132	73,000	141,864	52,100	33,076	169,301	136,225	119.3%	

Source: OAG Schedules.

Notes: Destinations listed in the table without scheduled nonstop departure services in 2022 may have had scheduled services during specific intermittent annual periods not displayed above. All Northwest Airlines operations included in Delta Air Lines from 2009 onwards (following 2008 merger). All Continental Airlines operations included in United Airlines from 2011 onwards (following 2010 merger). All US Airways operations included in American Airlines from 2014 onwards (following 2013 merger).

Table G-5 Worcester Regional Airport (ORH) 2022 Highlights

Passenger and Operation Trends	<p>2022 Passengers: 160,700 (17.4 percent below 2019 levels)</p> <p>2022 Operations: 22,888 (3.1 percent below 2019 levels)</p> <p>ORH serves 1.05 million commercial passengers from 2013 to 2022</p> <p>YoY passenger count increases 473 percent to 161,000.</p> <p>YoY GA activity declines by 6 percent</p> <p>Airline seat capacity is 20 percent higher than in 2019 (Source: OAG).</p>
Service Developments	<p>August 2021: jetBlue reintroduces airline service at ORH after service suspension in October 2020.</p> <p>November 2021: American Airlines and Delta Air Lines resumed service after service suspension in 2020.</p> <p>2023: Approximately 50 percent of departing seats from ORH terminate at New York.</p> <p>2023: jetBlue bolsters Florida service, providing non-stop flights from ORH to Fort Myers and Orlando.</p>
Facility Improvements / Upcoming Airport Plans	<p>Massport, in collaboration with the City of Worcester and with the use of federal grants, initiated a 10-year, \$100 million investment to revitalize and increase commercial operations at ORH, which includes, but is not limited to, the following initiatives:</p> <p>2023: ORH commences Massport-funded \$18m rehabilitation project for Runway 11-29.</p> <p>2021: Massport begins Taxiway B rehabilitation and safety enhancement project. The \$2.1m project is funded through an FAA grant.</p>

G.4 Hanscom Field Supporting Documentation

Table G-6 Scheduled Passenger Operations by Market and Carrier for Hanscom Field

Carrier	Market	Code	Departures									Departing Seats									
			2000	2010	2015	2019	2020	2021	2022	'21-'22 Change	'22 vs '19 % Recovery	2000	2010	2015	2019	2020	2021	2022	'21-'22 Change	'22 vs '19 %. Recovery	
Regional/Commuter Carriers																					
Boston-Maine Airways	Elmira/Corning	ELM									-									-	
Boston-Maine Airways	Hyannis	HYA									-										
Boston-Maine Airways	Manchester	MHT									-									-	
Boston-Maine Airways	Martha's Vineyard	MVY									-									-	
Boston-Maine Airways	Nantucket	ACK									-									-	
Boston-Maine Airways	New Haven	HVN									-									-	
Boston-Maine Airways	New London/Groton	GON									-									-	
Boston-Maine Airways	Portsmouth	PSM									-									-	
Boston-Maine Airways	Trenton	TTN									-									-	
Pan American Airways	Atlantic City Pomona Field	ACY									-									-	
Pan American Airways	Martha's Vineyard	MVY									-									-	
Pan American Airways	New York Newark	EWR									-									-	
Pan American Airways	Portsmouth	PSM									-									-	
Pan American Airways	Westchester County	HPN									-									-	
Shuttle America	Buffalo	BUF	1,119								-	55,950								-	
Shuttle America	Hartford	BDL	173								-	8,636								-	
Shuttle America	New York La Guardia	LGA	523								-	26,143								-	
Shuttle America	Trenton	TTN	2,062								-	103,093								-	
Streamline (Charter Air Transport)	Trenton	TTN									-									-	
US Airways	Martha's Vineyard	MVY									-									-	
US Airways	Nantucket	ACK									-									-	
US Airways	New York La Guardia	LGA									-									-	

Table G-6 Scheduled Passenger Operations by Market and Carrier for Hanscom Field

Carrier	Market	Code	Departures									Departing Seats								
			2000	2010	2015	2019	2020	2021	2022	'21-'22 Change	'22 vs '19 % Recovery	2000	2010	2015	2019	2020	2021	2022	'21-'22 Change	'22 vs '19 % Recovery
US Airways	Philadelphia	PHL									-									-
US Airways	Trenton	TTN									-									-
US Airways	Westchester County	HPN									-									-
Subtotal			3,876								-	193,821								-
Total			3,876								-	193,821								-

Source: OAG Schedules.

Notes: All US Airways operations included in American Airlines from 2014 onwards (following 2013 merger). According to OAG schedules, the last scheduled flight was flown in 2011 on Streamline Air (a subsidiary of Charter Air Transport – based at Hanscom Field) to Trenton, NJ. Destinations listed in the table without scheduled nonstop departure services in 2022 may have had scheduled services during specific intermittent annual periods not displayed above.

Table G-7 Hanscom Field (BED) 2022 Highlights

Passenger and Operation Trends	<ul style="list-style-type: none"> • 2022 Passengers: 22,000 (36.5 percent above 2019 levels) – Non-scheduled • 2022 Operations: 122,200 (5.0 percent below 2019 levels) • Total aircraft operations at BED declined slightly to 122,216 aircraft operations, a 1.2 percent YoY decrease. • Handled four times more GA operations than Logan Airport and 1.6 times more than the second busiest GA airport in the region (Burlington International Airport).
Service Developments	<ul style="list-style-type: none"> • Due to the non-scheduled nature of operations at BED, private aviation activity drove aircraft operations. • COVID did not have the same effect on business and general aviation (B&GA) operations as commercial operations – thus, 2022 aircraft operations were near 2019 pre-COVID levels.
Facility Improvements / Upcoming Airport Plans	<ul style="list-style-type: none"> • BED is expected to receive 4 percent (or roughly \$97 million) of Massport's \$2.7 billion capital improvement program from FY2023 to FY2027 as the airport embraces operational improvement, safety, and asset development. • Three airside projects were completed in 2022: a runway incursion mitigation study, Taxiway N rehabilitation and lighting, and Customs and Boarder Protection (CBP) security improvements. • Four projects are underway at the time of this report that exceed \$1 million each: North Airfield Hangars (\$11m), airfield equipment replacement (\$6.9m), Taxiway R between Runway 11 and Runway 23 RHPS maintenance and Taxiway G north maintenance (\$2m), and salt storage relocation and civil air terminal parking expansion (\$1.5m). • 19 projects are proposed to commence by the end of this decade – the two largest of these projects are Runway 5-23 rehabilitation with lighting, engineered materials arresting systems (EMAS), and geometry improvements (\$27.5m); and Taxiway R geometry improvements with a new vehicle service road at Runway 11 (\$23.3m). • Proposed construction of 27 hangars and renovation of the existing Navy Hanger by proponents Runway Realty Ventures, LLC and North Airfield Ventures, LLC is expected to begin 2024. .

G.5 Bradley International Airport Supporting Documentation

Table G-8 Scheduled Passenger Operations by Market and Carrier for Bradley International Airport

Carrier	Market	Code	Departures									Departing Seats									
			2000	2010	2015	2019	2020	2021	2022	'21-'22 Change	'22 vs '19 % Recovery	2000	2010	2015	2019	2020	2021	2022	'21-'22 Change	'22 vs '19 % Recovery	
Jet Carriers																					
Aer Lingus	Dublin	DUB				287	37								56,457	6,808					
Alaska	Chicago O'Hare	ORD	30								-	4,050								-	
America West	Columbus	CMH	149								-	18,441								-	
America West	Las Vegas	LAS	210								-	27,469								-	
America West	Phoenix	PHX	275								-	37,772								-	
American	Charlotte	CLT			1,775	2,108	1,323	1,284	1,690	406	80.2%			244,756	314,805	203,464	200,794	285,967	85,173	90.8%	
American	Chicago O'Hare	ORD	2,139			964	177	91	546	455	56.7%	304,855			154,171	25,696	15,652	77,852	62,200	50.5%	
American	Dallas/Fort Worth	DFW	1,343	1,052	695	590	305	426	518	92	87.8%	185,922	160,983	103,576	94,400	47,483	69,479	87,058	17,579	92.2%	
American	Los Angeles	LAX	214			267	6					31,244			42,578	960					
American	Miami	MIA	366	413	400	352	190	635	483	(152)	137.3%	51,427	63,559	59,600	58,050	30,904	104,842	82,816	(22,026)	142.7%	
American	Philadelphia	PHL			31	847	293		310	310	36.6%			3,069	109,517	38,056		39,922	39,922	36.5%	
American	New York J F Kennedy	JFK									-									-	
American	San Juan	SJU	366	365							-	69,348	55,856							-	
American	St. Louis	STL									-									-	
American	Washington National	DCA			18				124	124	-			2,196				15,872	15,872	-	
Boston-Maine Airways	Fort Lauderdale/Hollywood	FLL									-									-	
Breeze Airways	Akron/Canton	CAK							8	8	-							864	864	-	
Breeze Airways	Charleston	CHS						118	268	150	-						12,874	31,596	18,722	-	
Breeze Airways	Columbus	CMH						93	97	4	-						9,813	10,973	1,160	-	
Breeze Airways	Jacksonville	JAX							125	125	-							14,931	14,931	-	
Breeze Airways	Las Vegas	LAS							34	34	-							4,284	4,284	-	
Breeze Airways	Louisville	SDF							2	2	-							216	216	-	
Breeze Airways	Nashville	BNA							57	57	-							6,783	6,783	-	
Breeze Airways	Norfolk	ORF						94	133	39	-						9,734	15,170	5,436	-	
Breeze Airways	Pittsburgh	PIT						94	72	(22)	-						9,932	7,776	(2,156)	-	
Breeze Airways	Richmond	RIC							28	28	-							3,024	3,024	-	
Breeze Airways	Sarasota/Bradenton	SRQ							61	61	-							7,418	7,418	-	

Table G-8 Scheduled Passenger Operations by Market and Carrier for Bradley International Airport

Carrier	Market	Code	Departures									Departing Seats								
			2000	2010	2015	2019	2020	2021	2022	'21-'22 Change	'22 vs '19 % Recovery	2000	2010	2015	2019	2020	2021	2022	'21-'22 Change	'22 vs '19 % Recovery
Breeze Airways	Savannah	SAV							51	51	-							6,056	6,056	-
Continental	Cleveland	CLE	582								-	68,974								-
Continental	Houston Intercontinental	IAH	366								-	45,790								-
Continental	New York Newark	EWR	331								-	38,916								-
Delta	Atlanta	ATL	2,192	2,099	2,374	2,391	1,440	1,727	1,883	156	78.8%	392,835	300,185	354,751	386,814	224,463	259,608	324,840	65,232	84.0%
Delta	Boston	BOS	4								-	634								-
Delta	Cancun	CUN		35	35	17	13						5,470	5,207	3,086	2,340				
Delta	Cincinnati	CVG	1,464		4						-	244,837		471						-
Delta	Detroit	DTW		1,003	1,375	1,522	220	294	1,159	865	76.2%		129,228	187,833	190,939	29,299	39,738	157,117	117,379	82.3%
Delta	Fort Lauderdale/Hollywood	FLL	732	237							-	87,108	33,674							-
Delta	Fort Myers	RSW		99							-		13,104							-
Delta	Las Vegas	LAS		9							-		1,394							-
Delta	Los Angeles	LAX		83							-		13,257							-
Delta	Minneapolis	MSP		758	858	1,007	205	379	761	382	75.6%		99,431	114,722	131,162	26,822	62,942	118,723	55,781	90.5%
Delta	New York J F Kennedy	JFK	183								-	39,894								-
Delta	Orlando	MCO	1,838	261		9						218,705	99,129		959					
Delta	Salt Lake City	SLC									-									-
Delta	Tampa	TPA		813							-		33,625							-
Delta	West Palm Beach	PBI	732	205							-	87,108	37,536							-
Frontier	Atlanta	ATL						64	204	140	-						11,904	37,872	25,968	-
Frontier	Burlington	BTV					6				-					1,116				-
Frontier	Cancun	CUN							22	22	-							4,532	4,532	-
Frontier	Denver	DEN				96	40	49	228	179	237.5%				17,280	7,604	8,946	45,098	36,152	261.0%
Frontier	Las Vegas	LAS							145	145	-							26,856	26,856	-
Frontier	Miami	MIA				30	34	26		(26)					5,477	6,276	4,836		(4,836)	
Frontier	Orlando	MCO				127	134	196	338	142	265.8%				28,136	27,564	38,222	73,104	34,882	259.8%
Frontier	Raleigh/Durham	RDU				83		54	54		64.9%				14,966		10,026	10,466	440	69.9%
Frontier	San Juan	SJU							178	178	-							33,972	33,972	-
jetBlue	Washington National	DCA			730	349								85,300	34,914					
jetBlue	Fort Lauderdale/Hollywood	FLL		101	590	691	409	629	507	(122)	73.3%		15,086	88,479	103,714	64,592	96,036	81,640	(14,396)	78.7%

Table G-8 Scheduled Passenger Operations by Market and Carrier for Bradley International Airport

Carrier	Market	Code	Departures									Departing Seats								
			2000	2010	2015	2019	2020	2021	2022	'21-'22 Change	'22 vs '19 % Recovery	2000	2010	2015	2019	2020	2021	2022	'21-'22 Change	'22 vs '19 % Recovery
jetBlue	Fort Myers	RSW			212	242	257	207	238	31	98.3%			31,800	38,740	39,606	35,962	38,594	2,632	99.6%
jetBlue	Orlando	MCO		101	730	826	482	641	758	117	91.8%		15,086	109,500	123,879	75,890	102,046	124,456	22,410	100.5%
jetBlue	San Juan	SJU			465	660	354	467	570	103	86.3%			69,686	99,043	55,164	74,502	92,328	17,826	93.2%
jetBlue	Tampa	TPA			365	365	215	346	252	(94)	69.0%			48,750	54,750	33,982	55,218	40,900	(14,318)	74.7%
jetBlue	West Palm Beach	PBI			365	446	288	404	292	(112)	65.5%			45,550	71,737	45,500	58,472	48,292	(10,180)	67.3%
jetBlue	Cancun	CUN					15	209	159	(50)	-					2,334	33,450	25,734	(7,716)	-
jetBlue	Las Vegas	LAS					2	183	64	(119)	-					324	29,394	10,356	(19,038)	-
jetBlue	Los Angeles	LAX					4	191	241	50	-					624	30,690	39,042	8,352	-
jetBlue	Miami	MIA						149	148	(1)	-						24,078	23,544	(534)	-
jetBlue	San Francisco	SFO					3	128	61	(67)	-					486	20,652	9,882	(10,770)	-
Laker Airways (Bahamas)	Freeport	FPO	39								-	5,850								-
Midway Airlines	Raleigh/Durham	RDU	683								-	69,213								-
Midwest/Republic	Milwaukee	MKE	619								-	44,455								-
Northwest	Amsterdam	AMS									-									-
Northwest	Detroit	DTW	1,699								-	215,750								-
Northwest	Fort Myers	RSW									-									-
Northwest	Minneapolis	MSP	1,177								-	135,570								-
Northwest	Orlando	MCO									-									-
Northwest	Tampa	TPA									-									-
Northwest	West Palm Beach	PBI									-									-
Norwegian Air	Edinburgh	EDI									-									-
Southwest	Atlanta	ATL			172						-			24,482						-
Southwest	Baltimore	BWI	2,841	2,700	2,435	2,000	1,251	1,191	1,534	343	76.7%	389,158	367,534	353,038	294,277	189,965	186,057	244,418	58,361	83.1%
Southwest	Chicago Midway	MDW	723	923	974	883	480	522	669	147	75.8%	99,090	126,412	147,672	135,369	74,624	85,462	113,555	28,093	83.9%
Southwest	Denver	DEN		306	374	327	190	190	80	(110)	24.4%		41,922	61,917	54,781	31,906	32,930	12,848	(20,082)	23.5%
Southwest	Fort Lauderdale/Hollywood	FLL		70	387	242	125	11	13	2	5.4%		9,551	57,309	37,591	18,291	1,829	1,859	30	4.9%
Southwest	Fort Myers	RSW			212	229	195	61	18	(43)	7.9%			30,586	35,794	30,381	10,419	2,926	(7,493)	8.2%
Southwest	Las Vegas	LAS	52	361	306						-	7,163	49,398	44,037						-
Southwest	Nashville	BNA	672	361				256	357	101	-	92,064	49,398				40,544	58,251	17,707	-
Southwest	Orlando	MCO	375	1,016	1,003	1,008	692	508	474	(34)	47.0%	51,336	139,212	151,806	154,334	112,972	81,220	79,046	(2,174)	51.2%

Table G-8 Scheduled Passenger Operations by Market and Carrier for Bradley International Airport

Carrier	Market	Code	Departures									Departing Seats								
			2000	2010	2015	2019	2020	2021	2022	'21-'22 Change	'22 vs '19 % Recovery	2000	2010	2015	2019	2020	2021	2022	'21-'22 Change	'22 vs '19 % Recovery
Southwest	Philadelphia	PHL									-									-
Southwest	St. Louis	STL				356	138	1	8	7	2.2%				58,077	22,774	143	1,144	1,001	2.0%
Southwest	Tampa	TPA		570	651	686	340	314	349	35	50.9%		78,129	93,905	108,402	53,740	49,446	55,539	6,093	51.2%
Southwest	West Palm Beach	PBI			4	4								633	633					
Spirit	Fort Lauderdale/Hollywood	FLL				521	298	316	70	(246)	13.4%				83,934	50,795	59,177	11,445	(47,732)	13.6%
Spirit	Fort Myers	RSW				151	109	66	92	26	60.8%				27,534	18,913	11,759	16,744	4,985	60.8%
Spirit	Miami	MIA						40	280	240	-						8,016	54,590	46,574	-
Spirit	Montego Bay	MBJ							10	10	-							1,820	1,820	-
Spirit	Myrtle Beach	MYR				258	203	406	478	72	185.3%				45,656	34,874	73,892	79,855	5,963	174.9%
Spirit	Orlando	MCO				696	352	491	562	71	80.8%				114,939	57,071	82,486	98,739	16,253	85.9%
Spirit	Tampa	TPA				212	180	86	67	(19)	31.6%				38,532	31,391	15,319	12,194	(3,125)	31.6%
Sun Country	Orlando	MCO						13		(13)	-						2,418		(2,418)	-
Sun Country	Minneapolis	MSP						43	20	(23)	-						6,450	3,720	(2,730)	-
Sunworld International	Philadelphia	PHL									-									-
Trans World Airlines	Portland (ME)	PWM	305								-	43,310								-
Trans World Airlines	St. Louis	STL	1,460								-	206,109								-
United	Chicago O'Hare	ORD	2,034	1,296	554	988	202	250	838	588	84.8%	299,522	198,709	72,529	145,068	28,476	34,265	122,297	88,032	84.3%
United	Denver	DEN	366			365	246	364	365	1	100.0%	46,901			60,713	33,650	56,065	60,849	4,784	100.2%
United	Detroit	DTW					2				-					358				-
United	Houston Intercontinental	IAH						1	155	154	-						166	22,455	22,289	-
United	New York Newark	EWR									-									-
United	San Francisco	SFO	366								-	45,384								-
United	Washington Dulles	IAD	1,455	1,192	82	750	114	439	823	384	109.7%	173,869	155,750	11,182	111,930	16,678	66,391	118,303	51,912	105.7%
US Airways	Baltimore	BWI	488								-	41,760								-
US Airways	Charlotte	CLT	1,464	1,588							-	214,719	228,119							-
US Airways	Fort Lauderdale/Hollywood	FLL	366								-	39,232								-
US Airways	Orlando	MCO	1,098								-	117,696								-
US Airways	Philadelphia	PHL	2,148	361							-	310,118	49,914							-
US Airways	Phoenix	PHX									-									-
US Airways	Pittsburgh	PIT	1,800								-	278,575								-

Table G-8 Scheduled Passenger Operations by Market and Carrier for Bradley International Airport

Carrier	Market	Code	Departures									Departing Seats								
			2000	2010	2015	2019	2020	2021	2022	'21-'22 Change	'22 vs '19 % Recovery	2000	2010	2015	2019	2020	2021	2022	'21-'22 Change	'22 vs '19 % Recovery
US Airways	Washington Dulles	IAD	732								-	86,376								-
US Airways	Washington National	DCA	1,329	361							-	171,891	51,434							-
US Airways	West Palm Beach	PBI	366								-	39,232								-
USA 3000 Airlines	Cancun	CUN									-									-
USA 3000 Airlines	Punta Cana	PUJ									-									-
Subtotal			38,171	18,695	18,175	23,953	11,569	14,747	20,131	5,384	84.0%	5,179,671	2,622,086	2,604,342	3,643,137	1,804,216	2,334,296	3,238,523	904,227	88.9%
Regional/ Commuter Carriers																				
Air Canada Express	Montreal Dorval	YUL	1,385	1,021	1,008	343	73					19,392	19,399	18,141	17,042	3,650				
Air Canada Express	Toronto	YYZ	1,589	1,287	1,395	1,013	148		144	144	14.2%	61,991	36,960	25,118	46,424	7,400		7,200	7,200	15.5%
America West Express	Columbus	CMH	450								-	22,493								-
American Connection	St. Louis	STL									-									-
American Eagle	Charlotte	CLT			290	91	117	320	159	(161)	173.9%			22,265	6,474	8,892	23,990	11,501	(12,489)	177.7%
American Eagle	Chicago O'Hare	ORD		1,501	1,604	546	572	909	410	(499)	75.1%		79,594	115,366	38,769	40,036	66,422	29,543	(36,879)	76.2%
American Eagle	New York J F Kennedy	JFK	1,460								-	48,166								-
American Eagle	Philadelphia	PHL			2,502	914	669	1,392	736	(656)	80.5%			146,222	53,306	41,327	92,787	52,367	(40,420)	98.2%
American Eagle	Pittsburgh	PIT			782						-			39,086						-
American Eagle	Raleigh/Durham	RDU		257							-		10,774							-
American Eagle	St. Louis	STL									-									-
American Eagle	Washington National	DCA			2,125	2,064	672	935	1,844	909	89.3%			130,975	124,954	44,551	65,756	130,987	65,231	104.8%
American Eagle	Miami	MIA					74	86	87	1	-					5,624	6,536	6,612	76	-
Continental Connection	Albany	ALB									-									-
Continental Connection	Binghamton	BGM									-									-
Continental Connection	Boston	BOS									-									-
Continental Connection	Buffalo	BUF	89								-	1,683								-
Continental Connection	Burlington	BTV	4								-	84								-
Continental Connection	New York J F Kennedy	JFK									-									-
Continental Connection	New York Newark	EWR		608							-		22,485							-
Continental Connection	Philadelphia	PHL									-									-
Continental Connection	Rochester	ROC	93								-	1,767								-
Continental Connection	Syracuse	SYR	97								-	1,851								-

Table G-8 Scheduled Passenger Operations by Market and Carrier for Bradley International Airport

Carrier	Market	Code	Departures									Departing Seats								
			2000	2010	2015	2019	2020	2021	2022	'21-'22 Change	'22 vs '19 % Recovery	2000	2010	2015	2019	2020	2021	2022	'21-'22 Change	'22 vs '19 % Recovery
Continental Express	Cleveland	CLE	803	1,208							-	39,357	60,400							-
Continental Express	New York Newark	EWB	1,747	465							-	82,365	23,264							-
Delta Connection	Atlanta	ATL			4						-			326						-
Delta Connection	Cincinnati	CVG		1,218	475	313	72						61,642	25,537	22,679	5,472				
Delta Connection	Cleveland	CLE			243	313	72							15,450	23,777	5,472				
Delta Connection	Columbus	CMH									-									-
Delta Connection	Detroit	DTW		1,004	313	27	883	904	146	(758)	549.5%		54,265	20,860	2,019	66,999	67,993	10,990	(57,003)	544.2%
Delta Connection	Fort Lauderdale/Hollywood	FLL									-									-
Delta Connection	Fort Myers	RSW									-									-
Delta Connection	Indianapolis	IND									-									-
Delta Connection	Minneapolis	MSP		481	342	345	513	625	110	(515)	31.9%		36,567	25,556	25,844	38,981	46,845	8,360	(38,485)	32.3%
Delta Connection	Myrtle Beach	MYR	61								-	3,057								-
Delta Connection	New York J F Kennedy	JFK		365							-		18,250							-
Delta Connection	New York La Guardia	LGA							405	405	-							29,847	29,847	-
Delta Connection	Orlando	MCO			35						-			2,354						-
Delta Connection	Raleigh/Durham	RDU		100	261	313	78						6,136	17,611	23,777	5,907				
Delta Connection	Tampa	TPA									-									-
Delta Connection	Washington National	DCA		166							-		11,324							-
Delta Connection	West Palm Beach	PBI									-									-
Frontier Express	Milwaukee	MKE		140							-		6,313							-
Independence Air	Washington Dulles	IAD									-									-
Midway Airlines	Raleigh/Durham	RDU	1,348								-	67,393								-
Midwest Connect	Milwaukee	MKE	4								-	142								-
Northwest Airlink	Detroit	DTW									-									-
Northwest Airlink	Indianapolis	IND									-									-
Northwest Airlink	Memphis	MEM									-									-
Northwest Airlink	Minneapolis	MSP									-									-
OneJet	Pittsburgh	PIT									-									-
Shuttle America	Albany	ALB	66								-	3,286								-
Shuttle America	Bedford	BED	233								-	11,671								-

Table G-8 Scheduled Passenger Operations by Market and Carrier for Bradley International Airport

Carrier	Market	Code	Departures									Departing Seats								
			2000	2010	2015	2019	2020	2021	2022	'21-'22 Change	'22 vs '19 % Recovery	2000	2010	2015	2019	2020	2021	2022	'21-'22 Change	'22 vs '19 % Recovery
Shuttle America	Buffalo	BUF	337								-	16,857								-
Shuttle America	Islip	ISP	27								-	1,329								-
Shuttle America	Wilmington	ILG	159								-	7,936								-
Swissair	New York J F Kennedy	JFK	31								-	1,023								-
Trans World Airlines	New York J F Kennedy	JFK	1,098								-	31,842								-
United Express	Chicago O'Hare	ORD		548	904	338	646	744	143	(601)	42.3%		36,797	60,980	23,571	46,090	48,794	10,484	(38,310)	44.5%
United Express	Cleveland	CLE									-									-
United Express	Houston Intercontinental	IAH			365	352	86	100	119	19	33.8%			26,998	24,650	6,530	7,468	9,044	1,576	36.7%
United Express	New York Newark	EWR			1,335						-			65,086						-
United Express	Washington Dulles	IAD		494	1,243	680	702	493	462	(31)	67.9%		30,270	77,783	47,246	49,844	35,070	34,518	(552)	73.1%
US Airways Express	Baltimore	BWI	1,185								-	43,850								-
US Airways Express	Buffalo	BUF	1,032								-	38,200								-
US Airways Express	Charlotte	CLT		537							-		45,043							-
US Airways Express	New York La Guardia	LGA		139							-		5,159							-
US Airways Express	New York Newark	EWR									-									-
US Airways Express	Philadelphia	PHL		2,404							-		183,838							-
US Airways Express	Rochester	ROC	937	478							-	34,658	16,242							-
US Airways Express	Syracuse	SYR	732								-	27,084								-
US Airways Express	Washington National	DCA		1,334							-		89,629							-
Subtotal			14,968	16,694	15,226	7,651	5,377	6,508	4,765	(1,743)	62.3%	567,477	901,282	835,714	480,533	376,775	461,661	341,453	(120,208)	71.1%
Total			53,139	35,389	33,402	31,605	16,946	21,255	24,896	3,641	78.8%	5,747,148	3,523,368	3,440,056	4,123,671	2,180,991	2,795,957	3,579,976	784,019	86.8%

Source: OAG Schedules.
Notes: All Northwest Airlines operations included in Delta Air Lines from 2009 onwards (following 2008 merger).
All Continental Airlines operations included in United Airlines from 2011 onwards (following 2010 merger).
All AirTran Airways operations included in Southwest Airlines from 2012 onwards (following 2011 merger).
All US Airways operations included in American Airlines from 2014 onwards (following 2013 merger).

Table G-9 Bradley International Airport (BDL) 2022 Key Highlights

Passenger and Operation Trends	<ul style="list-style-type: none"> • 2022 Passengers: 5.8 million (14.2 percent below 2019 levels) • 2022 Operations: 79,400 (13.1 percent below 2019 levels) • BDL experienced steady passenger growth from 2012 to 2019, having surpassed 6 million passengers in 2016. • BDL's commercial activity continued to recover from the pandemic – commercial aircraft operations remained 13 percent below 2019 levels, and passenger counts were 14 percent below 2019 levels.
Service Developments	<ul style="list-style-type: none"> • BDL is the second-largest airport (by commercial passengers) in New England. • Scheduled carriers launched nine new non-stop services between 2019 and 2023 increasing BDL's total airport destinations from 30 in 2019 to 39 in 2023 (Source: OAG). • 2022: Air Canada resumes non-stop service to Toronto-Pearson. • 2023: Aer Lingus resumes non-stop service to Dublin, Ireland. • Delta Air Lines, American Airlines, Frontier, and United Airlines each add more than 125,000 scheduled seats in 2022..
Facility Improvements / Upcoming Airport Plans	<ul style="list-style-type: none"> • FY22: \$21.7 million invested in capital improvement programs, including: • ConRAC (consolidated rental car) facility • Inline baggage screening building • Replacing airfield guidance signs • Reconstructing a portion of Taxiway S • Terminal Enhancement and Refurbishment Program • Reconstruction of Taxiway E • March 2019: Airport Master Plan published. This \$1.4 billion plan proposed a range of projects to be completed through 2037, including a new Terminal B, taxiway enhancement, a new baggage inspection facility, and additional parking.

G.6 Rhode Island T.F. Green International Airport Supporting Documentation

Table G-10 Passenger Operations by Market and Carrier for Rhode Island T.F Green Airport

Carrier	Market	Code	Departures									Departing Seats								
			2000	2010	2015	2019	2020	2021	2022	'21-'22 Change	'22 vs '19 % Recovery	2000	2010	2015	2019	2020	2021	2022	'21-'22 Change	'22 vs '19 %. Recovery
Jet Carriers																				
Allegiant Airways	Cincinnati	CVG				26	22	24	18	(6)	68.5%				4,653	3,894	4,125	3,186	(939)	68.5%
Allegiant Airways	Nashville	BNA							56	56	-							8,736	8,736	-
Allegiant Airways	Punta Gorda	PGD				100	127	121	123	2	123.0%				17,700	22,479	21,453	21,771	318	123.0%
Allegiant Airways	St. Petersburg/Clearwater	PIE									-									-
Allegiant Airways	Savannah	SAV				52									9,255					
American	Charlotte	CLT			1,176	1,366	878	711	1,019	308	74.6%			170,310	208,083	140,531	106,722	173,177	66,455	83.2%
American	Chicago O'Hare	ORD	1,464					1	208	207	-	203,104					150	26,624	26,474	-
American	Dallas/Fort Worth	DFW									-									-
American	Miami	MIA				73									9,362					
American	Philadelphia	PHL			366	914	209		194	194	21.2%			36,514	112,780	25,186		24,832	24,832	22.0%
American	Washington National	DCA			52				242	242	-			6,483				30,976	30,976	-
Breeze Airways	Charleston	CHS						95	259	164	-						10,260	30,222	19,962	-
Breeze Airways	Columbus	CMH							11	11	-							1,298	1,298	-
Breeze Airways	Jacksonville	JAX							22	22	-							2,376	2,376	-
Breeze Airways	Los Angeles	LAX							2	2	-							252	252	-
Breeze Airways	Louisville	SDF							2	2	-							216	216	-
Breeze Airways	Norfolk	ORF						91	165	74	-						9,443	18,246	8,803	-
Breeze Airways	Pittsburgh	PIT						90	157	67	-						9,335	18,006	8,671	-
Breeze Airways	Richmond	RIC							28	28	-							3,024	3,024	-
Continental	Cleveland	CLE	569								-	69,771								-
Continental	Houston Intercontinental	IAH	366								-	45,946								-
Continental	New York Newark	EWK	738								-	96,448								-
Condor	Frankfurt	FRA			22						-			5,940						-
Delta	Atlanta	ATL	1,464	510	997	1,043	262	711	1,024	313	98.2%	207,888	72,461	148,078	157,584	38,458	104,907	163,658	58,751	103.9%
Delta	Cincinnati	CVG	732								-	103,944								-
Delta	Detroit	DTW		414	707	414	87		262	262	63.3%		50,065	87,078	52,203	13,609		33,446	33,446	64.1%
Delta	Fort Lauderdale/Hollywood	FLL									-									-

Table G-10 Passenger Operations by Market and Carrier for Rhode Island T.F Green Airport

Carrier	Market	Code	Departures									Departing Seats								
			2000	2010	2015	2019	2020	2021	2022	'21-'22 Change	'22 vs '19 % Recovery	2000	2010	2015	2019	2020	2021	2022	'21-'22 Change	'22 vs '19 % Recovery
Delta	Minneapolis	MSP		74				42	65	23	-		9,211				5,569	8,605	3,036	-
Delta	Orlando	MCO	732								-	87,108								-
Frontier	Atlanta	ATL						23	55	32	-						4,272	10,218	5,946	-
Frontier	Austin	AUS									-									-
Frontier	Cancun	CUN							8	8	-							1,570	1,570	-
Frontier	Charlotte	CLT				114									21,569					
Frontier	Denver	DEN				74			52	52	69.9%				13,397			9,648	9,648	72.0%
Frontier	Fort Lauderdale/Hollywood	FLL							75	75	-							14,028	14,028	-
Frontier	Fort Myers	RSW				56	47	70	110	40	195.9%				10,106	8,652	12,948	20,708	7,760	204.9%
Frontier	Miami	MIA						64		(64)	-						11,880		(11,880)	-
Frontier	Myrtle Beach	MYR						25		(25)	-						4,650		(4,650)	-
Frontier	New Orleans	MSY									-									-
Frontier	Orlando	MCO				252	165	264	228	(36)	90.4%				50,550	35,700	49,394	46,650	(2,744)	92.3%
Frontier	Philadelphia	PHL						25		(25)	-						4,644		(4,644)	-
Frontier	Portland (ME)	PWM						1		(1)	-						186		(186)	-
Frontier	Raleigh/Durham	RDU				57			63	63	110.8%				10,234			11,688	11,688	114.2%
Frontier	Tampa	TPA				95	57	125	59	(66)	62.2%				17,074	10,524	23,282	10,926	(12,356)	64.0%
jetBlue	Fort Lauderdale/Hollywood	FLL			365	365	178	210	321	111	87.9%			54,750	54,750	28,104	33,526	55,904	22,378	102.1%
jetBlue	Orlando	MCO			713	598	271	361	469	108	78.4%			106,886	89,764	41,682	59,628	75,966	16,338	84.6%
jetBlue	West Palm Beach	PBI				297	138	174	220	46	74.0%				44,614	21,672	26,420	32,230	5,810	72.2%
jetBlue	Fort Myers	RSW					44	135	78	(57)	-					6,936	15,252	12,636	(2,616)	-
jetBlue	Tampa	TPA					45	114	77	(37)	-					6,966	16,140	12,474	(3,666)	-
Laker Airways (Bahamas)	Freeport	FPO									-									-
Northwest	Detroit	DTW	1,682								-	200,509								-
Northwest	Minneapolis	MSP									-									-
Norwegian Air	Belfast	BFS									-									-
Norwegian Air	Bergen	BGO									-									-
Norwegian Air	Cork	ORK				26									4,941					
Norwegian Air	Dublin	DUB				222									41,711					

Table G-10 Passenger Operations by Market and Carrier for Rhode Island T.F Green Airport

Carrier	Market	Code	Departures									Departing Seats								
			2000	2010	2015	2019	2020	2021	2022	'21-'22 Change	'22 vs '19 % Recovery	2000	2010	2015	2019	2020	2021	2022	'21-'22 Change	'22 vs '19 % Recovery
Norwegian Air	Edinburgh	EDI									-									-
Norwegian Air	Fort De France	FDF									-									-
Norwegian Air	Pointe-A-Pitre	PTP									-									-
Norwegian Air	Shannon	SNN				35									6,588					
SATA Internacional	Ponta Delgada	PDL									-									-
Southwest	Baltimore	BWI	3,913	3,260	2,793	2,189	1,458	1,301	1,610	309	73.5%	535,911	442,637	407,651	325,736	219,374	203,899	257,974	54,075	79.2%
Southwest	Chicago Midway	MDW	1,072	1,135	988	828	464	382	667	285	80.6%	146,844	153,121	158,640	132,158	74,480	60,322	102,357	42,035	77.5%
Southwest	Denver	DEN									-									-
Southwest	Fort Lauderdale/Hollywood	FLL	9	594	477	446	228	119	22	(97)	4.9%	1,194	81,378	70,778	66,813	35,484	18,137	3,466	(14,671)	5.2%
Southwest	Fort Myers	RSW			48	61	63	44	53	9	87.1%			7,305	9,109	9,009	6,708	8,315	1,607	91.3%
Southwest	Houston	HOU	152								-	20,824								-
Southwest	Islip	ISP	608								-	83,237								-
Southwest	Kansas City	MCI	366								-	50,142								-
Southwest	Las Vegas	LAS		365							-		50,005							-
Southwest	Nashville	BNA	706	296							-	96,702	39,578							-
Southwest	Orlando	MCO	955	1,799	1,464	1,253	830	786	801	15	63.9%	130,855	245,156	215,253	198,408	129,826	123,086	124,687	1,601	62.8%
Southwest	Philadelphia	PHL		1,402							-		192,054							-
Southwest	Phoenix	PHX	366	361							-	50,142	49,398							-
Southwest	Tampa	TPA	745	813	735	588	179	408	359	(49)	61.1%	102,065	111,231	108,451	92,161	27,869	63,240	56,393	(6,847)	61.2%
Southwest	West Palm Beach	PBI			31	4	6							4,433	633	858				
Southwest	Washington National	DCA				752	487	104	582	478	77.4%				109,189	69,737	14,904	84,666	69,762	77.5%
Southwest	St. Louis	STL					16				-					2,288				-
Spirit	Detroit	DTW									-									-
Spirit	Fort Lauderdale/Hollywood	FLL									-									-
Spirit	Fort Myers	RSW									-									-
Sun Country	Las Vegas	LAS				30									4,929					
Sun Country	Minneapolis	MSP				127	34	54	47	(7)	37.1%				19,746	6,324	9,936	8,742	(1,194)	44.3%
Sun Country	Nashville	BNA				122									18,555					
Sun Country	New Orleans	MSY				22									3,518					
TACV	Praia	RAI			39						-			7,739						-

Table G-10 Passenger Operations by Market and Carrier for Rhode Island T.F Green Airport

Carrier	Market	Code	Departures									Departing Seats								
			2000	2010	2015	2019	2020	2021	2022	'21-'22 Change	'22 vs '19 % Recovery	2000	2010	2015	2019	2020	2021	2022	'21-'22 Change	'22 vs '19 % Recovery
United	Chicago O'Hare	ORD	1,477	644	144		1		5	5	-	239,076	82,802	17,570		179		780	780	-
United	Washington Dulles	IAD						8	6	(2)	-						1,197	300	(897)	-
US Airways	Baltimore	BWI	2,462								-	263,921								-
US Airways	Charlotte	CLT	977	1,643							-	128,984	233,886							-
US Airways	Fort Lauderdale/Hollywood	FLL									-									-
US Airways	Orlando	MCO	52								-	5,605								-
US Airways	Philadelphia	PHL	1,830	1,299							-	253,015	130,008							-
US Airways	Pittsburgh	PIT	1,339								-	185,109								-
US Airways	Washington National	DCA	1,333	365							-	167,278	49,501							-
Subtotal			26,108	14,974	11,116	12,602	6,296	6,683	9,824	3,141	78.0%	3,475,622	1,992,492	1,613,859	1,918,741	979,821	1,035,615	1,530,977	495,362	79.8%
Regional/Commuter Carriers																				
Air Canada Express	Toronto	YYZ	989	625		105						37,482	11,880		5,243					
American Eagle	Charlotte	CLT			341	278	295	613	367	(246)	132.1%			26,810	20,865	21,881	46,445	27,749	(18,696)	133.0%
American Eagle	Chicago O'Hare	ORD				909	447	749	467	(282)	51.4%				69,117	33,972	53,701	32,302	(21,399)	46.7%
American Eagle	Detroit	DTW									-									-
American Eagle	Miami	MIA							20	20	-							1,520	1,520	-
American Eagle	New York J F Kennedy	JFK	1,291								-	42,589								-
American Eagle	New York La Guardia	LGA	2,756								-	90,957								-
American Eagle	Raleigh/Durham	RDU									-									-
American Eagle	Philadelphia	PHL			2,163	895	741	1,136	803	(333)	89.7%			142,721	61,358	49,462	76,637	55,514	(21,123)	90.5%
American Eagle	Washington National	DCA			1,755	2,247	901	935	1,708	773	76.0%			111,865	139,649	61,757	65,515	118,538	53,023	84.9%
Cape Air	Block Island	BID			418						-			3,765						-
Cape Air	Hyannis	HYA									-									-
Cape Air	Martha's Vineyard	MVY	1,762	747	192						-	15,861	6,722	1,725						-
Cape Air	Nantucket	ACK	2,453	681	244						-	22,073	6,128	2,196						-
Continental Connection	Albany	ALB									-									-
Continental Connection	Boston	BOS									-									-
Continental Connection	New York Newark	EWR		427							-		31,630							-

Table G-10 Passenger Operations by Market and Carrier for Rhode Island T.F Green Airport

Carrier	Market	Code	Departures									Departing Seats								
			2000	2010	2015	2019	2020	2021	2022	'21-'22 Change	'22 vs '19 % Recovery	2000	2010	2015	2019	2020	2021	2022	'21-'22 Change	'22 vs '19 % Recovery
Continental Connection	Plattsburgh	PLB									-									-
Continental Connection	Washington Dulles	IAD									-									-
Continental Express	Cleveland	CLE	699	1,217							-	34,936	60,836							-
Continental Express	New York Newark	EWB	1,482	1,028							-	86,552	51,407							-
Delta Connection	Atlanta	ATL		724	43						-		52,959	3,001						-
Delta Connection	Cincinnati	CVG		43							-		2,150							-
Delta Connection	Detroit	DTW		1,324	289	804	236	583	651	68	81.0%		78,701	18,671	60,218	17,033	43,369	47,975	4,606	79.7%
Delta Connection	Minneapolis	MSP		347							-		26,192							-
Delta Connection	New York J F Kennedy	JFK									-									-
Delta Connection	New York La Guardia	LGA	610						1,097	1,097	-	19,520						79,922	79,922	-
Delta Connection	Raleigh/Durham	RDU									-									-
Delta Connection	Washington National	DCA									-									-
Independence Air	Washington Dulles	IAD									-									-
Midway Airlines	Raleigh/Durham	RDU									-									-
Northwest Airlink	Detroit	DTW									-									-
Northwest Airlink	Minneapolis	MSP									-									-
OneJet	Pittsburgh	PIT									-									-
Southern Airways Express	Nantucket	ACK				96	270	344	375	31	388.9%				868	2,430	3,096	3,375	279	388.9%
United Express	Chicago O'Hare	ORD		455	605	942	382	375	474	99	50.3%		29,820	34,473	51,047	25,546	25,414	33,196	7,782	65.0%
United Express	Cleveland	CLE									-									-
United Express	New York Newark	EWB			1,356	1,043	462	609	1,139	530	109.2%			73,682	54,037	25,358	35,004	73,628	38,624	136.3%
United Express	Washington Dulles	IAD	1,468	1,569	837	1,084	620	839	731	(108)	67.5%	52,832	99,719	52,139	66,611	36,280	41,950	36,550	(5,400)	54.9%
US Airways Express	Albany	ALB	679								-	12,898								-
US Airways Express	Boston	BOS	48								-	909								-
US Airways Express	Charlotte	CLT		126							-		10,047							-
US Airways Express	Hyannis	HYA									-									-
US Airways Express	Nantucket	ACK									-									-
US Airways Express	New York La Guardia	LGA	2,298	1,222							-	84,116	45,225							-

Table G-10 Passenger Operations by Market and Carrier for Rhode Island T.F Green Airport

Carrier	Market	Code	Departures									Departing Seats									
			2000	2010	2015	2019	2020	2021	2022	'21-'22 Change	'22 vs '19 % Recovery	2000	2010	2015	2019	2020	2021	2022	'21-'22 Change	'22 vs '19 % Recovery	
US Airways Express	New York Newark	EWB	1,569								-	31,176								-	
US Airways Express	Philadelphia	PHL	366	1,526							-	13,542	107,790							-	
US Airways Express	Pittsburgh	PIT									-									-	
US Airways Express	Plattsburgh	PLB	26								-	497								-	
US Airways Express	Washington National	DCA		1,373							-		92,151							-	
Subtotal			18,527	13,436	8,243	8,403	4,354	6,183	7,832	1,649	93.2%	546,963	713,356	471,048	529,014	273,719	391,131	510,269	119,138	96.5%	
Total			44,635	28,409	19,359	21,004	10,650	12,866	17,656	4,790	84.1%	4,022,585	2,705,848	2,084,907	2,447,755	1,253,540	1,426,746	2,041,246	614,500	83.4%	

Source: OAG Schedules.

Notes: Destinations listed in the table without scheduled nonstop departure services in 2022 may have had scheduled services during specific intermittent annual periods not displayed above.

All Northwest Airlines operations included in Delta Air Lines from 2009 onwards (following 2008 merger).

All Continental Airlines operations included in United Airlines from 2011 onwards (following 2010 merger).

All AirTran Airways operations included in Southwest Airlines from 2012 onwards (following 2011 merger).

All US Airways operations included in American Airlines from 2014 onwards (following 2013 merger).

Table G-11 Rhode Island T.F. Green International Airport (PVD) 2022 Key Highlights

Passenger and Operation Trends	<ul style="list-style-type: none"> • 2022 Passengers: 3.2 million (20.5 percent below 2019 levels) • 2022 Operations: 66, 800 (4.2 percent below 2019 levels) • 2018: PVD passenger count peaked at 4.3 million. • In 2022, PVD handled approximately 23,000 GA aircraft operations, exceeding 2021 and 2019 GA operation levels. • Commercial aviation continued to trail in recovery, primarily driven by its three largest commercial carriers, American Airlines, Southwest, and Delta having operated about 17 percent below pre-pandemic levels
Service Developments	<ul style="list-style-type: none"> • American Airlines, Southwest, and Delta provided over 70 percent of seat capacity at PVD. • PVD experienced a 143 percent rise in departing seat capacity over 2021, with all airlines, except Sun Country Airlines, doubling capacity. • Delta Air Lines and new ultra-low-cost carrier Breeze Airways launched the most new non-stop service at PVD. • Frontier Airlines added seasonal Cancun service, despite providing just 50 percent of 2018 seat capacity from PVD. • PVD served 31 non-stop destinations, up from 28 non-stop destinations in 2019. • Allegiant filled in Nashville service after Sun Country discontinued service in 2019. • At the time of this report, Air Canada has yet to resume Toronto-Pearson service.
Facility Improvements / Upcoming Airport Plans	<ul style="list-style-type: none"> • May 2021: PVD published its Master Plan, which includes an approved Airport Layout Plan. Implementation of the Master Plan is expected to occur over three phases driven by their forecast passenger annual levels (or PAL), having respective total costs of \$291m, \$400m, and \$106m. Several of the largest foreseen project investments include: <ul style="list-style-type: none"> • Construction of Pier Concourse and Adjacent Apron Area (\$202m) • Reconfiguration of Airport Connector Road; Expansion of Lot D; and Construction of Parking Garage (\$93m) • Construction of Terminal expansion on South Side of Main Concourse (\$67m) • Ground level Federal Inspection Station (\$51m) • Construction of Parking Garage (\$38m) • Construction of Cargo Facility Expansion and employee parking lot (\$36m)

G.7 Manchester-Boston Regional Airport Supporting Documentation

Table G-12 Scheduled Passenger Operations by Market and Carrier for Manchester-Boston Regional Airport

Carrier	Market	Code	Departures									Departing Seats								
			2000	2010	2015	2019	2020	2021	2022	'21-'22 Change	'22 vs '19 % Recovery	2000	2010	2015	2019	2020	2021	2022	'21-'22 Change	'22 vs '19 % Recovery
Jet Carriers																				
American	Charlotte	CLT							303	303	-							40,214	40,214	-
American	Philadelphia	PHL				155								18,005						
Boston-Maine Airways	Myrtle Beach	MYR									-									-
Boston-Maine Airways	Portsmouth	PSM									-									-
Boston-Maine Airways	Sanford	SFB									-									-
Continental	Cleveland	CLE	130								-	16,151								-
Continental	New York Newark	EWB	462								-	62,358								-
Delta	Atlanta	ATL	244	275	365	271	16					34,648	39,050	53,545	40,520	2,400				
Delta	Cincinnati	CVG									-									-
Delta	Detroit	DTW		796	122						-		89,289	14,414						-
Delta	New York La Guardia	LGA			4		2				-			596		220				-
Northwest	Detroit	DTW	1,609								-	194,058								-
Northwest	Minneapolis	MSP									-									-
Southwest	Baltimore	BWI	2,828	2,891	2,476	1,947	1,372	1,286	1,558	272	80.0%	387,397	393,093	363,524	286,174	201,796	197,594	244,106	46,512	85.3%
Southwest	Chicago Midway	MDW	706	1,144	948	822	398	353	547	194	66.6%	96,702	155,466	148,825	124,338	63,186	56,111	86,477	30,366	69.5%
Southwest	Denver	DEN									-									-
Southwest	Fort Lauderdale/Hollywood	FLL		9	4						-		1,194	633						-
Southwest	Kansas City	MCI	366								-	50,142								-
Southwest	Las Vegas	LAS		365	9						-		50,005	1,246						-
Southwest	Nashville	BNA	397								-	54,389								-
Southwest	Orlando	MCO	410	1,125	743	638	595	463	442	(21)	69.3%	56,111	154,145	113,888	100,116	97,885	71,521	66,214	(5,307)	66.1%
Southwest	Philadelphia	PHL		1,411							-		192,456							-
Southwest	Phoenix	PHX		322							-		44,114							-
Southwest	Tampa	TPA		782	479	439	266	81	66	(15)	15.0%		107,173	70,529	69,350	41,814	12,511	10,366	(2,145)	14.9%
Spirit	Fort Lauderdale/Hollywood	FLL						84	294	210	-						15,288	60,362	45,074	-

Table G-12 Scheduled Passenger Operations by Market and Carrier for Manchester-Boston Regional Airport

Carrier	Market	Code	Departures									Departing Seats								
			2000	2010	2015	2019	2020	2021	2022	'21-'22 Change	'22 vs '19 % Recovery	2000	2010	2015	2019	2020	2021	2022	'21-'22 Change	'22 vs '19 % Recovery
Spirit	Fort Myers	RSW						26	126	100	-						3,770	20,897	17,127	-
Spirit	Myrtle Beach	MYR							182	182	-							33,124	33,124	-
Spirit	Orlando	MCO						86	378	292	-						15,652	74,372	58,720	-
Spirit	Tampa	TPA						19	69	50	-						3,458	12,558	9,100	-
United	Chicago O'Hare	ORD	1,403								-	221,523								-
United	Portland (ME)	PWM	57								-	7,241								-
US Airways	Baltimore	BWI	1,782								-	191,078								-
US Airways	Charlotte	CLT		365							-		52,560							-
US Airways	Orlando	MCO	52								-	5,605								-
US Airways	Philadelphia	PHL	1,821	365							-	222,331	33,132							-
US Airways	Pittsburgh	PIT	1,085								-	139,837								-
US Airways	Washington National	DCA	675								-	82,085								-
Subtotal			14,026	9,850	5,150	4,272	2,649	2,398	3,965	1,567	92.8%	1,821,657	1,311,677	767,200	638,505	407,301	375,905	648,690	272,785	101.6%
Regional/Commuter Carriers																				
Air Canada Express	Montreal Dorval	YUL									-									-
Air Canada Express	Toronto	YYZ	339	707							-	5,616	13,441							-
American Eagle	Charlotte	CLT			730	1,288	1,030	1,081	631	(450)	49.0%			54,688	92,149	74,655	80,660	47,065	(33,595)	51.1%
American Eagle	Chicago O'Hare	ORD				428	422	565	268	(297)	62.6%				26,964	27,430	37,718	18,630	(19,088)	69.1%
American Eagle	New York La Guardia	LGA	1,833								-	60,480								-
American Eagle	Philadelphia	PHL			2,237	1,759	962	1,139	1,012	(127)	57.5%			152,206	97,028	53,116	62,892	56,523	(6,369)	58.3%
American Eagle	Washington National	DCA			1,152	1,161	477	531	1,100	569	94.8%			74,008	80,532	29,373	38,979	78,980	40,001	98.1%
Boston-Maine Airways	Bangor	BGR									-									-
Boston-Maine Airways	Martha's Vineyard	MVY									-									-
Boston-Maine Airways	Nantucket	ACK									-									-
Boston-Maine Airways	New London/Groton	GON									-									-
Boston-Maine Airways	Portsmouth	PSM									-									-

Table G-12 Scheduled Passenger Operations by Market and Carrier for Manchester-Boston Regional Airport

Carrier	Market	Code	Departures									Departing Seats								
			2000	2010	2015	2019	2020	2021	2022	'21-'22 Change	'22 vs '19 % Recovery	2000	2010	2015	2019	2020	2021	2022	'21-'22 Change	'22 vs '19 % Recovery
Boston-Maine Airways	Saint John	YSJ									-									-
Continental Connection	Albany	ALB	80								-	1,515								-
Continental Connection	New York J F Kennedy	JFK									-									-
Continental Connection	New York Newark	EWR		141							-		9,483							-
Continental Connection	Plattsburgh	PLB									-									-
Continental Connection	Rochester	ROC	44								-	841								-
Continental Connection	Syracuse	SYR	22								-	421								-
Continental Connection	Westchester County	HPN									-									-
Continental Express	Cleveland	CLE	593	1,178							-	29,614	58,921							-
Continental Express	New York Newark	EWR	1,028	1,267							-	64,944	63,336							-
Delta Connection	Atlanta	ATL	488	90							-	24,400	6,300							-
Delta Connection	Bangor	BGR	244								-	12,200								-
Delta Connection	Cincinnati	CVG	1,673								-	83,657								-
Delta Connection	Detroit	DTW		499	912	1,043	312						32,795	51,960	75,566	22,827				
Delta Connection	New York J F Kennedy	JFK									-									-
Delta Connection	New York La Guardia	LGA	727		970	326	66					36,357		55,968	18,350	3,300				
Delta Connection	Minneapolis	MSP									-									-
Independence Air	Washington Dulles	IAD									-									-
Northwest Airlink	Detroit	DTW									-									-
Northwest Airlink	Minneapolis	MSP									-									-
United Express	Chicago O'Hare	ORD		1,040	779						-		67,675	42,976						-
United Express	Cleveland	CLE									-									-
United Express	New York Newark	EWR			1,304	244	4	148	693	545	283.7%			60,052	13,226	280	7,426	46,062	38,636	348.3%
United Express	Washington Dulles	IAD		1,104		763	251	429	3	(426)	0.4%		55,951		45,133	14,836	21,450	150	(21,300)	0.3%

Table G-12 Scheduled Passenger Operations by Market and Carrier for Manchester-Boston Regional Airport

Carrier	Market	Code	Departures									Departing Seats								
			2000	2010	2015	2019	2020	2021	2022	'21-'22 Change	'22 vs '19 %. Recovery	2000	2010	2015	2019	2020	2021	2022	'21-'22 Change	'22 vs '19 %. Recovery
US Airways Express	Boston	BOS									-									-
US Airways Express	Charlotte	CLT		153							-		13,146							-
US Airways Express	New York La Guardia	LGA	2,583	1,381							-	96,936	49,420							-
US Airways Express	Philadelphia	PHL		2,116							-		140,277							-
US Airways Express	Pittsburgh	PIT									-									-
US Airways Express	Washington National	DCA		1,039							-		81,095							-
Subtotal			9,655	10,716	8,084	7,012	3,524	3,893	3,707	(186)	52.9%	416,980	591,840	491,858	448,948	225,817	249,125	247,410	(1,715)	55.1%
Total			23,681	20,566	13,234	11,283	6,173	6,291	7,672	1,381	68.0%	2,238,636	1,903,517	1,259,058	1,087,453	633,118	625,030	896,100	271,070	82.4%

Source: OAG Schedules.

Notes: Destinations listed in the table without scheduled nonstop departure services in 2022 may have had scheduled services during specific intermittent annual periods not displayed above.

All Northwest Airlines operations included in Delta Air Lines from 2009 onwards (following 2008 merger).

All Continental Airlines operations included in United Airlines from 2011 onwards (following 2010 merger).

All AirTran Airways operations included in Southwest Airlines from 2012 onwards (following 2011 merger).

All US Airways operations included in American Airlines from 2014 onwards (following 2013 merger).

Table G-13 Manchester-Boston Regional Airport (MHT) 2022 Key Highlights

Passenger and Operation Trends	<ul style="list-style-type: none"> • 2022 Passengers: 1.3 million (23.8 percent below 2019 levels) • 2022 Operations: 46,400 (9.3 percent below 2019 levels) • MHT seat capacity was 26.9 percent below 2019 level (Source: OAG). • Aircraft operations were 9.0 percent below 2019 levels, driven by strong GA activity that exceeded 2019 levels by 20 percent (18.9k GA movements in 2022). • Commercial operations at MHT were 11 percent higher than during its COVID trough in 2020, the slowest recovery among all New England airports.
Service Developments	<ul style="list-style-type: none"> • Out of the 26.8k commercial flights at MHT in 2022, approximately 12.9k (48 percent) flights were operated using regional jets, e.g., United Express or American Eagle services. • In 2021, Spirit Airlines began service at MHT with non-stop flights to five beach destinations, boosting MHT's U/LCC seat capacity share. • Four airlines provided non-stop service to 11 U.S. markets from MHT, an increase over 2019's service to 10 U.S. markets. • Amazon Air launched daily cargo flights to its Cincinnati hub, supporting Amazon's cargo facility growth plan at MHT. • MHT processed more air cargo than all other New England regional airports combined. • June 2023: ULCC Avelo Airlines commenced non-stop service to Raleigh-Durham, connecting Manchester to North Carolina's Research Triangle region.
Facility Improvements / Upcoming Airport Plans	<ul style="list-style-type: none"> • In 2011, the City of Manchester finalized its new Airport Master Plan, outlining the development and enhancement of airport facilities and infrastructure until 2030. Noteworthy ongoing and recent airport improvement initiatives under the Airport Master Plan include, but are not limited to,: • Demolition of structures in the runway protection zone (RPZ) of Runway 6 to remove buildings with usages deemed non-compatible with RPZs, as defined by the FAA. Elements of the project include demolishing the Highlander Inn and Conference Center and associated buildings. • Upgrades to the terminal building heating, ventilation, and air conditioning (HVAC) systems to address certain deficiencies in the terminal cooling system and provide significant improvements to customer comfort levels within areas of the terminal building. • Parking Lot A access improvements • Overlay of a portion of Taxiway M • Reconstruction of Taxiway H pavement (approximately 1,200 feet) • Relocation of Taxiway B stub to meet design standards • Manchester Airport is expected to complete rehabilitation of two (2) runways, 17-35 and 6-24, by September 2023.

G.8 Portland International Jetport Supporting Documentation

Table G-14 Scheduled Passenger Operations by Market and Carrier for Portland International Jetport

Carrier	Market	Code	Departures									Departing Seats								
			2000	2010	2015	2019	2020	2021	2022	'21-'22 Change	'22 vs '19 % Recovery	2000	2010	2015	2019	2020	2021	2022	'21-'22 Change	'22 vs '19 % Recovery
Jet Carriers																				
American	Charlotte	CLT			365	730	611	694	679	(15)	93.0%			45,504	97,818	81,303	101,088	108,484	7,396	110.9%
American	Chicago O'Hare	ORD						66	154	88	-						9,658	19,888	10,230	-
American	Philadelphia	PHL				410		3	303	300	74.0%				49,532		450	42,256	41,806	85.3%
American	Washington National	DCA			30				228	228	-			3,720				29,184	29,184	-
American	Dallas/Fort Worth	DFW					15	154	81	(73)	-					1,920	19,998	11,864	(8,134)	-
AirTran	Atlanta	ATL		92							-		10,764							-
AirTran	Baltimore	BWI		944							-		112,951							-
AirTran	Orlando	MCO		52							-		6,503							-
Cape Air	Boston	BOS				368	364	633	102	(531)	27.7%				3,312	3,276	5,697	918	(4,779)	27.7%
Continental	Cleveland	CLE									-									-
Continental	New York Newark	EWR									-									-
Delta	Atlanta	ATL	732	424	714	680	266	469	566	97	83.2%	103,944	60,167	107,000	104,422	41,274	75,066	94,661	19,595	90.7%
Delta	Cincinnati	CVG	1,089								-	154,658								-
Delta	Detroit	DTW				205	1	5	446	441	217.3%				22,581	157	550	55,581	55,031	246.1%
Delta	Minneapolis	MSP						42	104	62	-						6,119	13,828	7,709	-
Delta	New York La Guardia	LGA			30	74								3,300	9,024					
Frontier	Atlanta	ATL						29		(29)	-						5,394		(5,394)	-
Frontier	Denver	DEN				87									15,737					
Frontier	Fort Lauderdale/Hollywood	FLL							10	10	-							1,842	1,842	-
Frontier	Fort Myers	RSW				61	66	103	58	(45)	95.8%				12,617	12,186	21,244	10,740	(10,504)	85.1%
Frontier	Miami	MIA						21	1	(20)	-						3,864	186	(3,678)	-
Frontier	Myrtle Beach	MYR						11		(11)	-						2,046		(2,046)	-
Frontier	Orlando	MCO				174	79	205	145	(60)	83.5%				34,940	14,652	40,834	27,252	(13,582)	78.0%
Frontier	Philadelphia	PHL					7	33	26	(7)	-					1,302	6,138	4,818	(1,320)	-
Frontier	Raleigh/Durham	RDU				87		26	48	22	54.9%				15,737		4,836	8,992	4,156	57.1%
Frontier	Tampa	TPA				73	41	78	48	(30)	65.5%				13,191	7,548	15,628	8,904	(6,724)	67.5%
Independence Air	Washington Dulles	IAD									-									-

Table G-14 Scheduled Passenger Operations by Market and Carrier for Portland International Jetport

Carrier	Market	Code	Departures									Departing Seats								
			2000	2010	2015	2019	2020	2021	2022	'21-'22 Change	'22 vs '19 % Recovery	2000	2010	2015	2019	2020	2021	2022	'21-'22 Change	'22 vs '19 % Recovery
jetBlue	New York J F Kennedy	JFK		1,201	1,295	311		246	234	(12)	75.3%		128,936	130,314	31,086		24,600	23,400	(1,200)	75.3%
jetBlue	New York La Guardia	LGA							96	96	-							9,600	9,600	-
jetBlue	Orlando	MCO		212							-		21,214							-
Northwest	Detroit	DTW	523								-	52,105								-
Southwest	Baltimore	BWI			1,106	1,297	1,111	1,131	1,128	(3)	87.0%			158,358	188,717	162,649	176,389	168,952	(7,437)	89.5%
Southwest	Orlando	MCO			4						-			633						-
Southwest	Chicago Midway	MDW			9	17		144	242	98	1388.5%			1,246	2,771		24,048	36,750	12,702	1326.2%
Southwest	Nashville	BNA							13	13	-							1,859	1,859	-
Sun Country	Minneapolis	MSP					22	24	60	36	-					4,092	4,464	11,112	6,648	-
Trans World Airlines	Hartford	BDL	305								-	43,310								-
United	Chicago O'Hare	ORD	728			301		145	338	193	112.1%	88,996			38,151		18,518	44,593	26,075	116.9%
United	Denver	DEN				26		96	84	(12)	319.6%				3,943		14,376	13,944	(432)	353.7%
United	Manchester	MHT	366								-	53,802								-
United	New York Newark	EWR				162	4	23	278	255	171.5%				20,935	552	2,922	42,430	39,508	202.7%
United	Washington Dulles	IAD						240	160	(80)	-						34,716	20,623	(14,093)	-
US Airways	Charlotte	CLT		395							-		48,688							-
US Airways	Philadelphia	PHL	1,312								-	163,051								-
US Airways	Pittsburgh	PIT	1,081								-	137,472								-
US Airways	Washington National	DCA									-									-
Subtotal			6,135	3,320	3,553	5,065	2,587	4,621	5,632	1,011	111.2%	797,338	389,224	450,075	664,514	330,911	618,643	812,661	194,018	122.3%
Regional/Commuter Carriers																				
Air Canada Express	Montreal Dorval	YUL	344								-	4,734								-
Air Canada Express	Toronto	YYZ		481							-		9,142							-
America West	New York Newark	EWR	52								-	2,457								-
American Eagle	Boston	BOS	3,804								-	125,518								-
American Eagle	Charlotte	CLT			143	73	178	63	2	(61)	2.7%			11,666	5,068	13,528	4,777	152	(4,625)	3.0%
American Eagle	Chicago O'Hare	ORD				297	246	419	127	(292)	42.7%				22,594	18,384	31,766	9,652	(22,114)	42.7%
American Eagle	New York La Guardia	LGA	2,033			582	164	152		(152)		67,084			33,467	10,640	10,001		(10,001)	
American Eagle	Philadelphia	PHL			2,148	1,277	1,079	1,121	724	(397)	56.7%			141,789	78,745	68,831	77,332	47,130	(30,202)	59.9%
American Eagle	Washington National	DCA			1,613	1,721	819	860	1,118	258	65.0%			107,469	117,417	50,915	62,801	82,876	20,075	70.6%

Table G-14 Scheduled Passenger Operations by Market and Carrier for Portland International Jetport

Carrier	Market	Code	Departures									Departing Seats								
			2000	2010	2015	2019	2020	2021	2022	'21-'22 Change	'22 vs '19 % Recovery	2000	2010	2015	2019	2020	2021	2022	'21-'22 Change	'22 vs '19 % Recovery
American Eagle	Miami	MIA					8	30	20	(10)	-					608	2,280	1,520	(760)	-
Continental Connection	Albany	ALB									-									-
Continental Connection	Boston	BOS	204								-	3,871								-
Continental Connection	New York Newark	EWR		1,426							-		105,503							-
Continental Connection	Presque Isle	PQI									-									-
Continental Express	Cleveland	CLE	425	188							-	20,378	9,400							-
Continental Express	New York Newark	EWR	1,429	4							-	70,393	200							-
Delta Connection	Atlanta	ATL		350							-		25,532							-
Delta Connection	Boston	BOS									-									-
Delta Connection	Cincinnati	CVG									-									-
Delta Connection	Detroit	DTW		1,217	896	738	828	914	41	(873)	5.6%		62,320	59,315	54,368	61,260	66,956	3,074	(63,882)	5.7%
Delta Connection	New York J F Kennedy	JFK		270		979	206	563	819	256	83.7%		13,500		61,579	13,446	42,634	62,244	19,610	101.1%
Delta Connection	New York La Guardia	LGA	475	786	1,284	1,061	282	649	1,380	731	130.0%	15,191	41,440	76,325	70,234	17,946	46,465	100,871	54,406	143.6%
Delta Connection	Minneapolis	MSP							3	3	-							228	228	-
Elite Airways	Bar Harbor	BHB									-									-
Elite Airways	Halifax	YHZ									-									-
Elite Airways	Islip	ISP									-									-
Elite Airways	Melbourne	MLB				22									1,079					
Elite Airways	Sarasota/Bradenton	SRQ				74	52								3,714	2,640				
Elite Airways	Northeast Florida Regional Airport	UST							40	40	-							2,340	2,340	-
Elite Airways	Vero Beach	VRB				39	28	35	39	4	98.9%				1,971	1,640	2,430	2,270	(160)	115.1%
Elite Airways	Westchester County	HPN						104	6	(98)	-						7,260	420	(6,840)	-
Independence Air	Washington Dulles	IAD									-									-
Lufthansa German Airlines	Washington Dulles	IAD	31								-	1,550								-
Northwest Airlink	Detroit	DTW	484								-	33,366								-
Northwest Airlink	Minneapolis	MSP									-									-

Table G-14 Scheduled Passenger Operations by Market and Carrier for Portland International Jetport

Carrier	Market	Code	Departures									Departing Seats								
			2000	2010	2015	2019	2020	2021	2022	'21-'22 Change	'22 vs '19 % Recovery	2000	2010	2015	2019	2020	2021	2022	'21-'22 Change	'22 vs '19 % Recovery
Starlink Aviation	Yarmouth	YQI		521							-		9,386							-
Swissair	Boston	BOS	31								-	1,023								-
United Express	Chicago O'Hare	ORD		1,249	1,029	612	587	552	496	(56)	81.0%		82,273	64,054	36,374	40,406	37,100	29,278	(7,822)	80.5%
United Express	Cincinnati	CVG						45		(45)	-						2,250		(2,250)	-
United Express	Cleveland	CLE						44		(44)	-						2,200		(2,200)	-
United Express	Columbus	CMH						60		(60)	-						3,000		(3,000)	-
United Express	Indianapolis	IND						60		(60)	-						3,000		(3,000)	-
United Express	Milwaukee	MKE						30		(30)	-						1,500		(1,500)	-
United Express	New York Newark	EWB			1,779	1,594	672	994	1,110	116	69.6%			108,900	83,131	41,554	60,370	77,212	16,842	92.9%
United Express	Pittsburgh	PIT						44		(44)	-						2,200		(2,200)	-
United Express	Washington Dulles	IAD	996	1,078	560	1,079	660	488	488		45.2%	49,779	64,767	35,213	62,337	39,968	28,232	28,660	428	46.0%
US Airways Express	Bangor	BGR	231								-	8,558								-
US Airways Express	Boston	BOS	2,229								-	42,359								-
US Airways Express	Charlotte	CLT		88							-		5,323							-
US Airways Express	New York La Guardia	LGA	1,218	1,647							-	43,901	78,477							-
US Airways Express	Philadelphia	PHL		1,947							-		133,521							-
US Airways Express	Pittsburgh	PIT									-									-
US Airways Express	Plattsburgh	PLB	48								-	909								-
US Airways Express	Presque Isle	PQI									-									-
US Airways Express	Washington National	DCA	1,089	1,043							-	33,976	83,302							-
US Airways Express	Westchester County	HPN	65								-	1,235								-
Subtotal			15,187	12,296	9,452	10,150	5,809	7,227	6,413	(814)	63.2%	526,282	724,086	604,731	632,078	381,766	494,554	447,927	(46,627)	70.9%
Total			21,322	15,615	13,005	15,215	8,396	11,848	12,045	197	79.2%	1,323,619	1,113,310	1,054,806	1,296,593	712,677	1,113,197	1,260,588	147,391	97.2%

Source: OAG Schedules.

Notes: Destinations listed in the table without scheduled nonstop departure services in 2022 may have had scheduled services during specific intermittent annual periods not displayed above.

All Northwest Airlines operations included in Delta Air Lines from 2009 onwards (following 2008 merger).

All Continental Airlines operations included in United Airlines from 2011 onwards (following 2010 merger).

All AirTran Airways operations included in Southwest Airlines from 2012 onwards (following 2011 merger).

All US Airways operations included in American Airlines from 2014 onwards (following 2013 merger).

Ulendo Airlink has been updated to Elite Airways in Table F-6, compared to the same table for Portland International Jetport in the previous EDR report. Elite Airways's main base of operations is at PWM.

Table G-15 Portland International Jetport (PWM) 2022 Key Highlights

Passenger and Operation Trends	<ul style="list-style-type: none"> • 2022 Passengers: 1.99 million (8.9 percent below 2019 levels) • 2022 Operations: 53,000 (9.0 percent below 2019 levels) • Distribution of commercial and GA and operations remained consistent with 2019 shares, accounting for approximately 60 percent and 40 percent of total aircraft operations, respectively. • PWM served just under two million passengers, making it the third busiest New England regional airport after Bradley International and Rhode Island T.F. Green International airports.
Service Developments	<ul style="list-style-type: none"> • 2020: Sun Country Airlines began service at PWM, bringing a total of nine scheduled carriers offering non-stop service to 26 U.S. destinations. • Seat capacity was just 2.0 percent below 2019 capacity. • All eight carriers operating at PWM prior to the pandemic have resumed service. • Delta Air Lines, American Airlines and United Airlines remained the largest carriers at PWM -- American is the only legacy carrier that has not fully recovered to its 2019 seat capacity. • Southwest Airlines became the fourth largest carrier at PWM, increasing seat capacity by 9.4 percent. • 2023: Breeze Airways enters PWM, introducing non-stop service to Charleston (South Carolina), Islip (New York), Norfolk (Virginia), Pittsburgh (Pennsylvania), and Tampa (Florida).
Facility Improvements / Upcoming Airport Plans	<ul style="list-style-type: none"> • 2018: PWM unveiled its Sustainable Master Plan,¹ a comprehensive framework aimed at evaluating the airport's capabilities, forecasting aviation demand, and strategizing for timely facility enhancements that align with its surrounding environment. This Master Plan guides the airport's development, maintenance program, and operations for the next two decades, with a focus on new environmental goals. • The following outlines upcoming initiatives in the coming years: • Construction of Long-term Hold/De-Icing/Remain Overnight (RON) Apron • Runway 11 Taxiway Bypass and realignment of perimeter space • Tree removal to clear glide slope qualification surface • Construction of Air Cargo Taxiway (Phase 1 & 2) • Construction of Taxiway C Realignment (Phase 1 & 2) • Relocate Taxiway A East of Runway 18-36 • Construction Taxiway B from Runway 36 to 29 • Relocate service access road east of the cargo area

¹ Portland International Airport. Sustainable Airport Master Plan. 2018. https://portlandjetport.org/sites/default/files/files/PWM_MasterPlan_R.pdf

G.9 Burlington International Airport Supporting Documentation

Table G-16 Scheduled Passenger Operations by Market and Carrier for Burlington International Airport

Carrier	Market	Code	Departures									Departing Seats								
			2000	2010	2015	2019	2020	2021	2022	'21-'22 Change	'22 vs '19 % Recovery	2000	2010	2015	2019	2020	2021	2022	'21-'22 Change	'22 vs '19 % Recovery
Jet Carriers																				
AirTran	Baltimore	BWI									-									-
Allegiant Air	Sanford	SFB			104						-			17,880						-
American	Charlotte	CLT							125	125	-							16,066	16,066	-
American	Chicago O'Hare	ORD							79	79	-							10,112	10,112	-
American	Philadelphia	PHL							29	29	-							3,734	3,734	-
American	Washington National	DCA							52	52	-							6,656	6,656	-
Boutique Air	Boston	BOS						214		(214)	-						1,712		(1,712)	-
Continental	New York Newark	EWR									-									-
Delta	Atlanta	ATL			92	284	17		360	360	127.0%			13,708	35,086	2,108		48,201	48,201	137.4%
Delta	Minneapolis	MSP							46	46	-							6,372	6,372	-
Frontier	Denver	DEN				92	38	45	46	1	50.2%				16,509	7,016	8,214	8,532	318	51.7%
Frontier	Orlando	MCO				48	50	65	50	(15)	104.8%				8,589	9,272	12,378	9,754	(2,624)	113.6%
jetBlue	New York J F Kennedy	JFK	244	1,434	1,156	1,095	424	315	811	496	74.1%	39,528	180,286	115,600	109,500	45,048	31,500	81,410	49,910	74.3%
jetBlue	Orlando	MCO		330							-		33,014							-
Northwest	Detroit	DTW									-									-
Sun Country	Minneapolis	MSP							34	34	-							5,844	5,844	-
United	Chicago O'Hare	ORD	815		113	401	53	69	415	346	103.6%	105,509		13,777	51,273	7,716	8,694	54,779	46,085	106.8%
United	Denver	DEN				26		36	95	59	361.4%				3,769		5,344	14,714	9,370	390.4%
United	New York Newark	EWR				86		2	208	206	243.1%				11,453		252	30,589	30,337	267.1%
United	Portland (ME)	PWM									-									-
United	Washington Dulles	IAD						17	140	123	-						2,310	20,313	18,003	-
US Airways	Philadelphia	PHL	1,098								-	150,338								-
US Airways	Pittsburgh	PIT	732								-	103,568								-
US Airways	Washington National	DCA									-									-
Subtotal			2,889	1,764	1,465	2,030	582	763	2,490	1,727	122.6%	398,943	213,300	160,965	236,178	71,160	70,404	317,076	246,672	134.3%

Table G-16 Scheduled Passenger Operations by Market and Carrier for Burlington International Airport

Carrier	Market	Code	Departures									Departing Seats								
			2000	2010	2015	2019	2020	2021	2022	'21-'22 Change	'22 vs '19 % Recovery	2000	2010	2015	2019	2020	2021	2022	'21-'22 Change	'22 vs '19 % Recovery
Regional/Commuter Carriers																				
America West	New York Newark	EWB	166								-	7,889								-
American Eagle	Boston	BOS	3,094								-	102,111								-
American Eagle	Charlotte	CLT			122	730	791	850	538	(312)	73.7%			9,516	54,750	58,488	63,672	39,535	(24,137)	72.2%
American Eagle	Chicago O'Hare	ORD				240	51	363	197	(166)	82.2%				15,102	3,568	26,299	14,708	(11,591)	97.4%
American Eagle	New York La Guardia	LGA									-									-
American Eagle	Philadelphia	PHL			1,921	1,531	966	1,132	915	(217)	59.7%			126,772	91,729	56,494	68,315	58,191	(10,124)	63.4%
American Eagle	Washington National	DCA			1,339	1,082	358	533	1,042	509	96.3%			86,015	81,694	27,208	37,206	78,148	40,942	95.7%
American Eagle	Dallas/Fort Worth	DFW						18	82	64	-						1,368	6,232	4,864	-
American Eagle	Miami	MIA						8	27	19	-						608	2,052	1,444	-
Continental Connection	Albany	ALB									-									-
Continental Connection	Boston	BOS	244								-	4,628								-
Continental Connection	Buffalo	BUF	4								-	84								-
Continental Connection	Hartford	BDL									-									-
Continental Connection	New York Newark	EWB		405							-		30,002							-
Continental Connection	Plattsburgh	PLB	213								-	4,039								-
Continental Connection	Plattsburgh	PBG									-									-
Continental Connection	Poughkeepsie	POU	66								-	1,262								-
Continental Connection	Washington Dulles	IAD									-									-
Continental Connection	Westchester County	HPN									-									-
Continental Express	Cleveland	CLE	322	366							-	16,064	18,286							-
Continental Express	New York Newark	EWB	1,458	1,020							-	70,203	51,000							-
Continental Express	Westchester County	HPN									-									-

Table G-16 Scheduled Passenger Operations by Market and Carrier for Burlington International Airport

Carrier	Market	Code	Departures									Departing Seats								
			2000	2010	2015	2019	2020	2021	2022	'21-'22 Change	'22 vs '19 % Recovery	2000	2010	2015	2019	2020	2021	2022	'21-'22 Change	'22 vs '19 % Recovery
Delta Connection	Atlanta	ATL			273	142	72	240	4	(236)	2.8%			20,748	10,825	5,472	18,240	304	(17,936)	2.8%
Delta Connection	Boston	BOS									-									-
Delta Connection	Cincinnati	CVG									-									-
Delta Connection	Detroit	DTW		1,227	1,004	1,092	874	821	341	(480)	31.2%		61,417	57,053	63,857	53,377	52,123	24,970	(27,153)	39.1%
Delta Connection	New York J F Kennedy	JFK		1,336		1,036	203	296	736	440	71.0%		67,071		59,240	12,204	20,052	55,936	35,884	94.4%
Delta Connection	New York La Guardia	LGA	355		1,257	759	164	102	981	879	129.2%	11,351		76,339	49,916	11,797	7,260	70,802	63,542	141.8%
Independence Air	Washington Dulles	IAD									-									-
Lufthansa German Airlines	Washington Dulles	IAD	31								-	1,550								-
Northwest Airlink	Detroit	DTW									-									-
Northwest Airlink	Minneapolis	MSP									-									-
Porter Airlines	Toronto Island	YTZ			39						-			2,886						-
Swissair	Boston	BOS	31								-	1,023								-
United Express	Chicago O'Hare	ORD		1,353	1,144	814	570	721	432	(289)	53.1%		84,431	63,845	43,814	33,150	39,508	27,570	(11,938)	62.9%
United Express	Cleveland	CLE									-									-
United Express	New York Newark	EWB			1,569	1,507	479	512	819	307	54.4%			96,340	81,616	24,304	29,138	54,964	25,826	67.3%
United Express	Washington Dulles	IAD	1,477	1,130	738	1,156	674	844	910	66	78.7%	73,843	61,988	41,127	72,344	39,506	47,370	54,068	6,698	74.7%
US Airways Express	Boston	BOS	2,404								-	48,139								-
US Airways Express	Charlotte	CLT									-									-
US Airways Express	New York La Guardia	LGA	2,074	1,680							-	76,749	62,144							-
US Airways Express	Philadelphia	PHL		1,903							-		128,140							-
US Airways Express	Pittsburgh	PIT									-									-
US Airways Express	Plattsburgh	PLB	2,427								-	46,116								-
US Airways Express	Poughkeepsie	POU	718								-	13,639								-
US Airways Express	Saranac Lake	SLK	44								-	841								-
US Airways Express	Washington National	DCA	988	1,043							-	31,574	77,625							-
US Airways Express	Wilkes-Barre Scranton	AVP	22								-	415								-

Table G-16 Scheduled Passenger Operations by Market and Carrier for Burlington International Airport

Carrier	Market	Code	Departures									Departing Seats								
			2000	2010	2015	2019	2020	2021	2022	'21-'22 Change	'22 vs '19 % Recovery	2000	2010	2015	2019	2020	2021	2022	'21-'22 Change	'22 vs '19 % Recovery
Subtotal			16,138	11,461	9,405	10,089	5,202	6,440	7,024	584	69.6%	511,521	642,104	580,640	624,887	325,568	411,159	487,480	76,321	78.0%
Total			19,028	13,225	10,870	12,120	5,784	7,203	9,514	2,311	78.5%	910,464	855,404	741,605	861,065	396,728	481,563	804,556	322,993	93.4%

Source: OAG Schedules.

Notes: Destinations listed in the table without scheduled nonstop departure services in 2022 may have had scheduled services during specific intermittent annual periods not displayed above.

Allegiant stopped reporting to OAG between 2009-2016, during that period statistics from the T100 database were referenced.

All Northwest Airlines operations included in Delta Air Lines from 2009 onwards (following 2008 merger).

All Continental Airlines operations included in United Airlines from 2011 onwards (following 2010 merger).

All AirTran Airways operations included in Southwest Airlines from 2012 onwards (following 2011 merger).

All US Airways operations included in American Airlines from 2014 onwards (following 2013 merger).

Table G-17 Burlington International Airport (BTV) 2022 Key Highlights

Passenger and Operation Trends	<ul style="list-style-type: none"> • 2022 Passengers: 1.2 million (14.5 percent below 2019 levels) • 2022 Operations: 101,600 (38.6 percent above 2019 levels) • GA activity surged at BTV (particularly private jet and aircraft manufacturer test flights), totaling 72,400 aircraft operations, or a 77 percent increase over 2019 GA volumes. • Commercial activity grew YoY by 4,500 aircraft operations (or 23 percent), but remained 15 percent below 2019 levels. • BTV served more than one million passengers for the first time since 2019.
Service Developments	<ul style="list-style-type: none"> • Airlines continue to add capacity at BTV, but capacity remains below the 2019 level. • ULCC Sun Country Airlines (a new carrier at BTV) and Delta Air Lines offer travelers two nonstop options to Minneapolis-St. Paul. • 2023: Delta Air Lines, American Airlines, and United Airlines are the top three carriers at BTV, and provide 87 percent of capacity at the Airport.
Facility Improvements / Upcoming Airport Plans	<ul style="list-style-type: none"> • 2018-2021: BTV updated its Airport Master Plan, which had been approved in 2012. The updates encompass a comprehensive evaluation of existing facilities, growth forecasts, assessments of additional development or rehabilitation needs, exploration of future improvement alternatives, and the formulation of a \$410m capital improvement plan (CIP). Upcoming major projects include: • \$104.8m for airfield improvements to the South Apron, runway and taxiway rehabilitation, glycol treatment system, facilities improvements, navigation improvements, and terminal expansion • \$54m for various noise mitigation measures • \$11.9m for construction of an Inline Baggage Handling system • \$4.4m for a new cargo area in South End Development (SED) • And more • BETA Technologies secured a 75-year lease with BTV, enabling BETA to construct a 355,000 square foot facility on airport grounds to design, produce, and assemble electric vertical take-off and landing (eVTOL) aircraft

G.10 Bangor International Airport Supporting Documentation

Table G-18 Scheduled Passenger Operations by Market and Carrier for Bangor International Airport

Carrier	Market	Code	Departures									Departing Seats								
			2000	2010	2015	2019	2020	2021	2022	'21-'22 Change	'22 vs '19 % Recovery	2000	2010	2015	2019	2020	2021	2022	'21-'22 Change	'22 vs '19 % Recovery
Jet Carriers																				
Allegiant Airways	Fort Lauderdale/Hollywood	FLL						24	32	8	-						4,254	5,664	1,410	-
Allegiant Airways	Orlando/Sanford	SFB		181	180	209	205	210	192	(18)	91.9%		27,150	31,156	34,512	33,471	34,387	33,144	(1,243)	96.0%
Allegiant Airways	Punta Gorda	PGD									-									-
Allegiant Airways	St. Petersburg/Clearwater	PIE		107	134	165	179	177	155	(22)	93.7%		16,050	23,531	27,619	31,515	31,377	26,805	(4,572)	97.1%
American	Charlotte	CLT						73		(73)	-						10,950		(10,950)	-
American	Chicago O'Hare	ORD							4	4	-							512	512	-
American	Dallas/Fort Worth	DFW						81		(81)	-						10,368		(10,368)	-
American	Philadelphia	PHL						6	136	130	-						900	17,408	16,508	-
American	Washington National	DCA						4	88	84	-						512	11,264	10,752	-
Delta	Atlanta	ATL						15		(15)	-						1,980		(1,980)	-
Delta	Detroit	DTW			175						-			19,334						-
Delta	New York J F Kennedy	JFK									-									-
Pan American Airways	Allentown/Bethlehem	ABE									-									-
Pan American Airways	Baltimore	BWI									-									-
Pan American Airways	Pittsburgh	PIT	285								-	42,729								-
Pan American Airways	Portsmouth	PSM	389								-	58,414								-
Pan American Airways	Sanford	SFB									-									-
United	Chicago O'Hare	ORD				17									2,231					
Subtotal			674	288	489	392	384	590	607	17	154.9%	101,143	43,200	74,021	64,362	64,986	94,728	94,797	69	147.3%
Regional/Commuter Carriers																				
American Eagle	Boston	BOS	4,670								-	154,115								-
American Eagle	Charlotte	CLT				210	273	544	425	(119)	202.7%				15,729	20,374	41,344	30,705	(10,639)	195.2%
American Eagle	Chicago O'Hare	ORD				148	43	346	236	(110)	159.2%				9,400	2,795	26,296	17,122	(9,174)	182.2%

Table G-18 Scheduled Passenger Operations by Market and Carrier for Bangor International Airport

Carrier	Market	Code	Departures									Departing Seats								
			2000	2010	2015	2019	2020	2021	2022	'21-'22 Change	'22 vs '19 % Recovery	2000	2010	2015	2019	2020	2021	2022	'21-'22 Change	'22 vs '19 % Recovery
American Eagle	Miami	MIA						11		(11)	-						836		(836)	-
American Eagle	New York La Guardia	LGA	382			210	6					12,606			9,253	360				
American Eagle	Philadelphia	PHL			1,452	1,579	971	1,048	761	(287)	48.2%			91,163	83,467	55,101	66,672	45,984	(20,688)	55.1%
American Eagle	Washington National	DCA			771	984	435	688	935	247	95.0%			40,260	55,962	25,509	49,045	65,461	16,416	117.0%
Boston-Maine Airways	Halifax	YHZ									-									-
Boston-Maine Airways	Manchester	MHT									-									-
Boston-Maine Airways	Portsmouth	PSM									-									-
Boston-Maine Airways	Saint John	YSJ									-									-
Continental Connection	Albany	ALB									-									-
Continental Express	New York Newark	EWR									-									-
Delta Connection	Atlanta	ATL									-									-
Delta Connection	Boston	BOS						234	141	(93)	-						17,784	10,716	(7,068)	-
Delta Connection	Cincinnati	CVG	1,342								-	67,100								-
Delta Connection	Detroit	DTW		975	279	9	36	27		(27)			50,540	19,614	662	2,736	2,024		(2,024)	
Delta Connection	New York J F Kennedy	JFK		180			64	318	522	204	-		9,000			4,864	23,492	39,665	16,173	-
Delta Connection	New York La Guardia	LGA		537	976	1,192	243	167	1,130	963	94.8%		26,958	57,025	62,269	12,150	12,152	84,351	72,199	135.5%
Delta Connection	Minneapolis	MSP									-									-
Northwest Airlink	Boston	BOS	27								-	797								-
Northwest Airlink	Detroit	DTW									-									-
Northwest Airlink	Minneapolis	MSP									-									-
Pan American Airways	Portsmouth	PSM									-									-
Pan American Airways	Saint John	YSJ									-									-
United Express	Chicago O'Hare	ORD			215	306	81	295	17	(278)	5.6%			14,190	21,420	6,096	21,958	1,292	(20,666)	6.0%
United Express	New York Newark	EWR				870	188	177	604	427	69.4%				44,370	9,498	10,288	43,578	33,290	98.2%
United Express	Nantucket	ACK					20				-					1,000				-

Table G-18 Scheduled Passenger Operations by Market and Carrier for Bangor International Airport

Carrier	Market	Code	Departures									Departing Seats								
			2000	2010	2015	2019	2020	2021	2022	'21-'22 Change	'22 vs '19 % Recovery	2000	2010	2015	2019	2020	2021	2022	'21-'22 Change	'22 vs '19 % Recovery
United Express	Washington Dulles	IAD					397	635	62	(573)	-					21,050	31,770	3,100	(28,670)	-
US Airways Express	Boston	BOS	1,942								-	36,906								-
US Airways Express	New York La Guardia	LGA	35	1,017							-	1,295	44,051							-
US Airways Express	Philadelphia	PHL	428	1,156							-	15,836	68,510							-
US Airways Express	Pittsburgh	PIT									-									-
US Airways Express	Portland (ME)	PWM	231								-	8,558								-
US Airways Express	Presque Isle	PQI	299								-	6,224								-
US Airways Express	Washington National	DCA		31							-		1,529							-
Subtotal			9,357	3,896	3,693	5,508	2,757	4,490	4,833	343	87.7%	303,436	200,587	222,252	302,531	161,533	303,661	341,974	38,313	113.0%
Total			10,031	4,184	4,182	5,900	3,141	5,080	5,440	360	92.2%	404,579	243,787	296,273	366,893	226,519	398,389	436,771	38,382	119.0%

Source: OAG Schedules.

Notes: Destinations listed in the table without scheduled nonstop departure services in 2022 may have had scheduled services during specific intermittent annual periods not displayed above.

Allegiant stopped reporting to OAG between 2009-2016, during that period statistics from the T100 database were referenced.

All Northwest Airlines operations included in Delta Air Lines from 2009 onwards (following 2008 merger).

All Continental Airlines operations included in United Airlines from 2011 onwards (following 2010 merger).

All AirTran Airways operations included in Southwest Airlines from 2012 onwards (following 2011 merger).

All US Airways operations included in American Airlines from 2014 onwards (following 2013 merger).

Table G-19 Bangor International Airport (BGR) 2022 Key Highlights

Passenger and Operation Trends	<ul style="list-style-type: none"> • 2022 Passengers: 675,200 (11.1 percent above 2019 levels) • 2022 Operations: 42,100 (7.5 percent below 2019 levels) • BGR is one of two commercial service airports in New England to surpass 2019 passenger counts.
Service Developments	<ul style="list-style-type: none"> • BGR seat capacity exceeded 2019 levels by 20 percent, driven primarily by Delta Air Lines' increased service to the New York market. • American Airlines and Delta Air Lines are the largest carriers at BGR. • 2023: ULCC Allegiant Air launches two additional Florida routes to Ft. Lauderdale and Punta Gorda, now providing service on all four "sun routes" from BGR.
Facility Improvements / Upcoming Airport Plans	<ul style="list-style-type: none"> • At the time of this report, a major runway rehabilitation project is underway at BGR. • July 2022: Senator Susan Collins (R-ME) announces BGR will receive \$14.2m for terminal building expansion and renovation. This enables the construction of a connector between the two-building terminal, replacement of one ground-level boarding gate with a new gate and jet bridge, expansion of the passenger security screening checkpoint and upgrades to aging building utilities.

G.11 Tweed-New Haven Regional Airport Supporting Documentation

Table G-20 Scheduled Passenger Operations by Market and Carrier for Tweed-New Haven Airport

Carrier	Market	Code	Departures									Departing Seats								
			2000	2010	2015	2019	2020	2021	2022	'21-'22 Change	'22 vs '19 % Recovery	2000	2010	2015	2019	2020	2021	2022	'21-'22 Change	'22 vs '19 % Recovery
Jet Carriers																				
Avelo Airlines	Baltimore	BWI							98	98	-							14,406	14,406	-
Avelo Airlines	Charleston	CHS							110	110	-							16,170	16,170	
Avelo Airlines	Chicago Midway	MDW							118	118	-							17,346	17,346	-
Avelo Airlines	Fort Lauderdale/Hollywood	FLL						48	318	270	-						7,056		(7,056)	-
Avelo Airlines	Fort Myers	RSW						28	298	270	-						4,116		(4,116)	-
Avelo Airlines	Myrtle Beach	MYR							157	157	-							23,079	23,079	-
Avelo Airlines	Nashville	BNA							145	145	-							21,315	21,315	-
Avelo Airlines	Orlando	MCO						50	593	543	-						7,350		(7,350)	-
Avelo Airlines	Raleigh/Durham	RDU							147	147	-							21,609	21,609	-
Avelo Airlines	Sarasota/Bradenton	SRQ							187	187	-							27,909	27,909	-
Avelo Airlines	Savannah	SAV							103	103	-							15,141	15,141	-
Avelo Airlines	Tampa	TPA						31	264	233	-						4,557		(4,557)	-
Avelo Airlines	West Palm Beach	PBI						16	306	290	-						2,352		(2,352)	-
Avelo Airlines	Wilmington	ILM							65	65	-							9,555	9,555	-
Subtotal								173	2,909	2,736	-						25,431		(25,431)	-
Regional/Commuter Carriers																				
American Eagle	Charlotte	CLT				52	46								3,402	3,496				
American Eagle	Philadelphia	PHL			1,222	1,036	334	219		(219)				49,657	67,725	25,384	16,644		(16,644)	
Delta Connection	Cincinnati	CVG									-									-
Boston-Maine Airways	Baltimore	BWI									-									-
Boston-Maine Airways	Bedford	BED									-									-
Boston-Maine Airways	Elmira/Corning	ELM									-									-
Boston-Maine Airways	Portsmouth	PSM									-									-

Table G-20 Scheduled Passenger Operations by Market and Carrier for Tweed-New Haven Airport

Carrier	Market	Code	Departures									Departing Seats								
			2000	2010	2015	2019	2020	2021	2022	'21-'22 Change	'22 vs '19 % Recovery	2000	2010	2015	2019	2020	2021	2022	'21-'22 Change	'22 vs '19 % Recovery
Southern Airways Express	Nantucket	ACK				39									355					
US Airways Express	Philadelphia	PHL	1,773	1,608							-	65,612	59,491							-
US Airways Express	Washington National	DCA	937								-	34,658								-
Subtotal			2,710	1,608	1,222	1,128	380	219		(219)		100,270	59,491	49,657	71,482	28,880	16,644		(16,644)	
Total			2,710	1,608	1,222	1,128	380	392	2,909	2,517	258.0%	100,270	59,491	49,657	71,482	28,880	42,075		(42,075)	

Source: OAG Schedules.

Notes: Destinations listed in the table without scheduled nonstop departure services in 2022 may have had scheduled services during specific intermittent annual periods not displayed above.

All Northwest Airlines operations included in Delta Air Lines from 2009 onwards (following 2008 merger).

All Continental Airlines operations included in United Airlines from 2011 onwards (following 2010 merger).

All AirTran Airways operations included in Southwest Airlines from 2012 onwards (following 2011 merger).

All US Airways operations included in American Airlines from 2014 onwards (following 2013 merger).

Boston-Maine Airways operated nonstop services in 2007

Table G-21 Tweed-New Haven Airport (HVN) 2022 Key Airport Highlights

Passenger and Operation Trends	<ul style="list-style-type: none"> • 2022 Passengers: 701,700 (631.4 percent above 2019 levels) • 2022 Operations: 26,400 (7.3 percent below 2019 levels) • 2021: Avelo Airlines established an East Coast base at HVN, profoundly impacting the airport's operations and the local economy – by 2023, Avelo will serve 18 non-stop destinations from HVN. • Avelo Airlines served 700,000 passengers at HVN – over seven times the Airport's 2019 passenger volume. • GA and military aircraft operations continued to trail 2019 levels by 20 and 31 percent, respectively.
Service Developments	<ul style="list-style-type: none"> • November 2021: ULCC Avelo Airlines commenced operations at HVN following American Airlines' and Cape Air's market exits earlier that year – HVN is Avelo's primary East Coast operational hub. • At the time of this report, Avelo remains the sole commercial airline operating at HVN. • 2021-2022: Avelo based six aircraft at HVN and expanded its HVN operation from five to fourteen non-stop destinations (Source: OAG). • 2023: Avelo service expansion to four new destinations boosted the Airport's seat capacity by 131,000 YoY (Source: OAG).
Facility Improvements / Upcoming Airport Plans	<ul style="list-style-type: none"> • The Tweed-New Haven Airport Authority approved a new 43-year lease and management agreement with Dulles-based Avports LLC that includes a \$100 million capital improvement program at HVN and an expansion plan which includes a new four-gate, 74,000 square-foot terminal to support Avelo's operations. • Furthermore, the Airport's Master plan expects the construction of a new East Terminal and the extension of Runway 2-20 to 6,635 feet, alleviating airport limitations and facilitating Avelo's complete integration into HVN. The latest 5-year capital plan encompasses multiple projects as well: • Rehabilitation of the west terminal apron • Expansion of the Aircraft Rescue and Fire Fighting station • Acquisition of a snowplow, sweeper and equipment storage shed • Updates to the noise exposure map • Obstruction removal on and around the Airport • Residential sound insulation projects

G.12 Portsmouth International Airport Supporting Documentation

Table G-22 Scheduled Passenger Operations by Market and Carrier for Portsmouth International Airport

Carrier	Market	Code	Departures									Departing Seats									
			2000	2010	2015	2019	2020	2021	2022	'21-'22 Change	'22 vs '19 % Recovery	2000	2010	2015	2019	2020	2021	2022	'21-'22 Change	'22 vs '19 % Recovery	
Jet Carriers																					
Allegiant Airways	Fort Lauderdale/Hollywood	FLL			27						-			4,779						-	
Allegiant Airways	Orlando/Sanford	SFB			95	135	135	147	130	(17)	96.3%			16,111	22,062	21,816	23,802	21,708	(2,094)	98.4%	
Allegiant Airways	Punta Gorda	PGD			35	144	153	151	153	2	106.6%			5,909	25,412	27,081	26,751	27,081	330	106.6%	
Allegiant Airways	Savannah	SAV				26								4,653							
Allegiant Airways	St. Petersburg/Clearwater	PIE						22	59	37	-						3,918	10,296	6,378	-	
Allegiant Airways	Nashville	BNA						24	19	(5)	-						3,848	3,321	(527)	-	
Allegiant Airways	Myrtle Beach	MYR				26	22		22	22	83.7%				4,653	3,894		3,894	3,894	83.7%	
Boston-Maine Airways	Fort Lauderdale/Hollywood	FLL									-									-	
Boston-Maine Airways	Hartford	BDL									-									-	
Boston-Maine Airways	Newburgh	SWF									-									-	
Boston-Maine Airways	Sanford	SFB									-									-	
Frontier	Orlando	MCO				78									15,913						
Pan American Airways	Allentown/Bethlehem	ABE	93								-	13,950								-	
Pan American Airways	Bangor	BGR	389								-	58,414								-	
Pan American Airways	Gary	GYG	51								-	7,714								-	
Pan American Airways	Manchester	MHT									-									-	
Pan American Airways	New York Newark	EWG									-									-	
Pan American Airways	Pittsburgh	PIT	261								-	39,171								-	
Pan American Airways	Sanford	SFB	296								-	44,400								-	

Table G-22 Scheduled Passenger Operations by Market and Carrier for Portsmouth International Airport

Carrier	Market	Code	Departures									Departing Seats								
			2000	2010	2015	2019	2020	2021	2022	'21-'22 Change	'22 vs '19 % Recovery	2000	2010	2015	2019	2020	2021	2022	'21-'22 Change	'22 vs '19 % Recovery
Pan American Airways	Santo Domingo	SDQ									-									-
Pan American Airways	St. Petersburg/Clearwater	PIE									-									-
Pan American Airways	Worcester	ORH									-									-
Skybus	Columbus	CMH									-									-
Skybus	Greensboro	GSO									-									-
Skybus	Punta Gorda	PGD									-									-
Skybus	Saint Augustine	UST									-									-
Subtotal			1,091		157	409	310	344	383	39	93.7%	163,650		26,799	72,692	52,791	58,319	66,300	7,981	91.2%
Regional/Commuter Carriers																				
Boston-Maine Airways	Baltimore	BWI									-									-
Boston-Maine Airways	Bangor	BGR									-									-
Boston-Maine Airways	Bedford	BED									-									-
Boston-Maine Airways	Hyannis	HYA									-									-
Boston-Maine Airways	Manchester	MHT									-									-
Boston-Maine Airways	Martha's Vineyard	MVY									-									-
Boston-Maine Airways	Nantucket	ACK									-									-
Boston-Maine Airways	New Haven	HVN									-									-
Boston-Maine Airways	New London/Groton	GON									-									-
Boston-Maine Airways	Saint John	YSJ									-									-
Boston-Maine Airways	Trenton	TTN									-									-

Table G-22 Scheduled Passenger Operations by Market and Carrier for Portsmouth International Airport

Carrier	Market	Code	Departures									Departing Seats								
			2000	2010	2015	2019	2020	2021	2022	'21-'22 Change	'22 vs '19 % Recovery	2000	2010	2015	2019	2020	2021	2022	'21-'22 Change	'22 vs '19 % Recovery
Boston-Maine Airways	Westchester County	HPN									-									-
Pan American Airways	Atlantic City Pomona Field	ACY									-									-
Pan American Airways	Baltimore	BWI									-									-
Pan American Airways	Bangor	BGR									-									-
Pan American Airways	Bedford	BED									-									-
Pan American Airways	Martha's Vineyard	MVY									-									-
Pan American Airways	Saint John	YSJ									-									-
Subtotal											-									-
Total			1,091		157	409	310	344	383	39	93.7%	163,650		26,799	72,692	52,791	58,319	66,300	7,981	91.2%

Source: OAG Schedules.

Notes: Destinations listed in the table without scheduled nonstop departure services in 2022 may have had scheduled services during specific intermittent annual periods not displayed above.

Allegiant stopped reporting to the OAG in 2009, Allegiant 2009-2016 statistics from the T100 database; 2017-2019 statistics from OAG, which recommenced reporting.

All Northwest Airlines operations included in Delta Air Lines from 2009 onwards (following 2008 merger).

Boston-Maine Airways operated Portsmouth to Hanscom Field commuter services until 2008. When Pan American flights (as "Pan Am III") ceased operations, Boston-Maine took over its operations as Pan American under the Pan American Clipper Connection brand starting in 2005.

Between 2009 and 2012, no airlines provided nonstop scheduled services.

Table G-23 Portsmouth International Airport (PSM) 2022 Key Highlights

Passenger and Operation Trends	<ul style="list-style-type: none"> • 2022 Passengers: 161,300 (30.8 percent below 2019 levels) • 2022 Operations: 61,700 (48.5 percent above 2019 levels) • Continued growth in GA operations and corporate travel demand further increased PSM's aircraft operations, which is nearly 50 percent higher than in 2019.
Service Developments	<ul style="list-style-type: none"> • ULCC Allegiant Air is the sole carrier at the airport with over 380 scheduled annual departures. • Allegiant surpassed its pre-pandemic seat capacity, yet overall available seat capacity at PSM remained below 2019 capacity due to discontinued Frontier Airlines service to Orlando, Florida. • 2021: Allegiant commenced non-stop summer seasonal flights to Nashville. • Allegiant provided year-round Florida flights to Punta Gorda and Orlando-Sanford. • Allegiant also resumed Myrtle Beach service, bringing the number of non-stop destinations from PSM to five.
Facility Improvements / Upcoming Airport Plans	<ul style="list-style-type: none"> • February 2023: Phase 1 of the Terminal Expansion is completed. • Spring 2023: Phase 2 of the Terminal Expansion commences with a \$7m grant awarded from the FAA to expand and upgrade its Arrivals Hall and baggage claims area. • The Terminal Expansion project will add 5,200 square feet of terminal space, improving arrival capacity, alleviating congestion, increasing accessibility, and supporting future airport growth. • 65-year-old electric utilities will be replaced and LED lighting will be added throughout the terminal.