



2015



Individual Airport Summary Report Manchester-Boston Regional Airport



AVIATION FACILITIES

Manchester-Boston Regional Airport (MHT) is a publicly-owned, public-use commercial service airport in the Merrimack Valley region of New Hampshire (NH). It is classified as a Primary airport within the NH State Airport System Plan (NHSASP). Located three miles south of Manchester, the airport occupies approximately 1,500 acres. There are two paved runways at MHT, Runway 17-35 and Runway 6-24, which measure 9,250' and 7,651' in length, respectively. Runway 17-35 is served by a full parallel taxiway, while Runway 6-24 has a partial parallel taxiway but access to both runway ends is possible via a combination of several taxiways. The airport offers both precision and non-precision instrument approaches to its runways, including a near-zero visibility instrument approach to Runway 35.

The airport has a full-service FBO, which sells AvGas and Jet A fuel, provides flight training, aircraft maintenance, avionics sales and installation, and hangar and tie-down storage. Overall, the airport offers 21 T-hangars, 5 conventional hangars, and 59 tie-downs for aircraft storage. In addition to commercial airline services, a significant amount of aircraft operations at MHT are generated by corporate and charter aircraft, as well as extensive cargo services.



AVIATION SERVICES

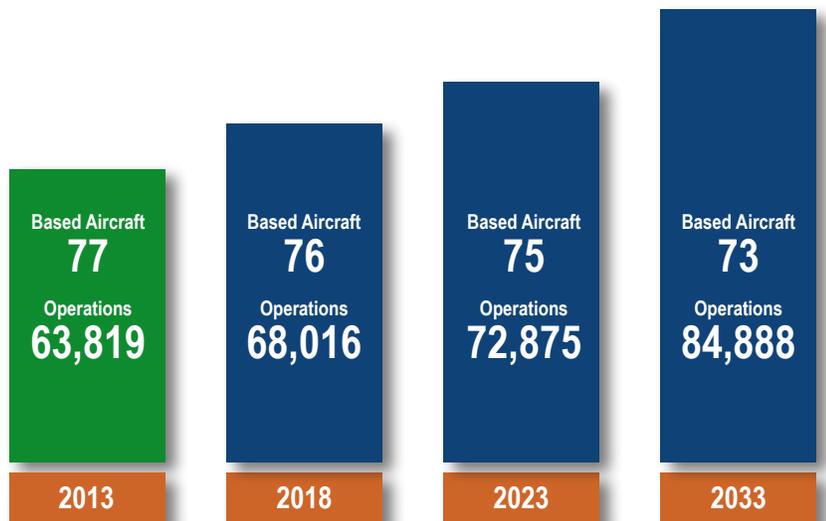
U.S. Customs	Aircraft Maintenance
Flight Instruction	Avionics Maintenance
Charter Services	Parts Sales
Cargo Handling	24-Hour Fueling
Aircraft Storage	AvGas
Rental Cars	Jet A

AVIATION FORECAST

The statewide forecasting effort assessed future airport activity according to the projected number of based aircraft and annual operations expected to occur at the airport. These two factors can be helpful in determining the type, size, and timing of necessary improvements. The bar graph on the right highlights the aviation forecasts for MHT.

Overall, based aircraft are anticipated to decrease from 77 to 73 over the 20-year planning period, while annual operations are expected to increase substantially over the same time frame.

AVIATION FORECAST



* Military operations were excluded.

AIRPORT ROLE & RECOMMENDATIONS



MHT is one of three Primary airports in NH that provide the highest level of air access for aviation users and the state's residents. Key attributes include scheduled commercial passenger/cargo services and the ability to accommodate a wide range of general aviation users.

MHT is a key transportation facility serving NH and is one of the largest economic drivers supporting NH's economy. The airport boasts robust legacy and low-cost carrier air service as well as a central air cargo hub for UPS and Federal Express serving all of northern New England. The airport also supports a large business and industrial park on and around the airport that generates a significant number of jobs, providing large economic benefits to the city of Manchester, town of Londonderry, and the state.

The NHSASP has categorized the NH system of airports by the role each plays. Below is a summary list of facilities and services typically found in this airport role and not present at MHT in priority order. This list provides a basis of support for future projects but does not reflect deficiencies at the airport.

NHSASP-Supported Facility and Service Improvements

<i>Primary Priority</i>	<i>Secondary Priority</i>
<ul style="list-style-type: none"> Meets Standards 	<ul style="list-style-type: none"> Meets Standards

In addition to these airport improvement projects, there are additional project costs that may be incurred over the next 20 years, funding for which is not guaranteed by NHDOT or FAA. Such additional project costs are related to both capital and non-capital projects identified in airport master plans and/or airport capital improvement plans (ACIP). When combined, MHT ensures the highest level of operational safety and efficient access to serve the needs of aviation users and the state of NH.

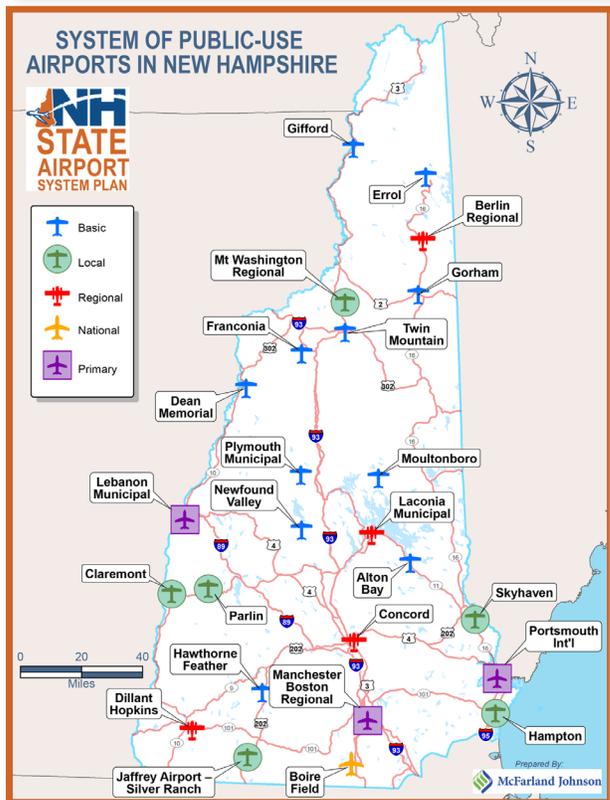
Additional projects may include:

- Additional Airside & Landside Infrastructure
- Pavement Maintenance
- Planning/Environmental/Specialty Studies

MHT is one of 25 airport facilities critical to the aviation component of NH's public transportation infrastructure. Even more importantly, the system contributes to the overall economic development opportunities of the local municipalities and regions each airport serves. Implementing the capital development needs of MHT and the other system airports is crucial to maintaining NH's overall success today and into the future.

Once a final stop for military bombers and fighters before transiting the Atlantic to Europe during WWII, MHT now serves as New England's fourth-largest airport by passenger volume and third largest airport by cargo volume.

NEW HAMPSHIRE AIRPORT STATE SYSTEM PLAN



Comprised of 3 commercial service and 22 public-use general aviation airports, the NH airport system consists of 25 facilities that serve the air transportation needs of over 1.3 million NH residents, business users, leisure travelers, and the military. The system is an important contributor to state and local economies, supporting thousands of jobs and generating millions of dollars in state tax revenue.

The NHSASP provides a guide to maintain and develop the system of airports in NH. Maintaining and improving airport infrastructure and facilities will allow NH to continue to meet future aviation demand and support its communities. However, as market demands and socioeconomic conditions vary for every airport, facility and service needs will also differ. The key components of the system plan and airport-specific improvements are summarized in this brochure.

AVIATION'S ECONOMIC BENEFIT TO NEW HAMPSHIRE

The total economic contribution of aviation in NH is measured by both the state airport system (NHSAS) and aviation-related manufacturing. These components contributed an estimated 12,954 jobs and \$2.16 billion in revenues for NH businesses, and approximately \$32.19 million in state tax revenue.

In addition to economic benefits, the NHSAS provides numerous critical services and qualitative impacts that enhance the quality of life for those who live and work in NH, including medical transportation and evacuation in rural areas, search and rescue operations, wildlife management, law enforcement flights, military exercises, and flight training.

Overview Economic Contribution to NH			
	Total Employment	Total Output	Total Tax Revenue
NH State Airports	9,283	\$1.16 billion	\$27.96 million
Aviation Related	3,671	\$1 billion	\$4.23 million
TOTAL IMPACT	12,954	\$2.16 billion	\$32.19 million

ECONOMIC BENEFIT OF MHT AIRPORT:

The system plan quantifies the total economic impact of each airport in NH. Using a comprehensive survey process, both the direct economic benefits related to on-airport business and tenants, as well as the indirect benefits associated with off-airport visitor-related expenditures, were determined for each system airport. The multiplier effect of these benefits was then computed to gauge the total airport-related impacts. Thus, the total economic impact of MHT is the sum of all direct, indirect, and multiplier impacts. This economic analysis demonstrates that airports and aviation-related businesses support thousands of jobs and pump billions of dollars into the state economy.

Economic Contribution of this Airport				
	Total Employment (Jobs)	Total Payroll	Total Output	Total Tax Revenue
TOTAL IMPACT	7,018	\$268.13 million	\$832.22 million	\$23.73 million

For more information visit:

<http://www.nh.gov/dot/org/aerorailtransit/aeronautics/documents.htm>