

Increased Safety: Achieve the lowest possible accident rate and constantly improve safety.

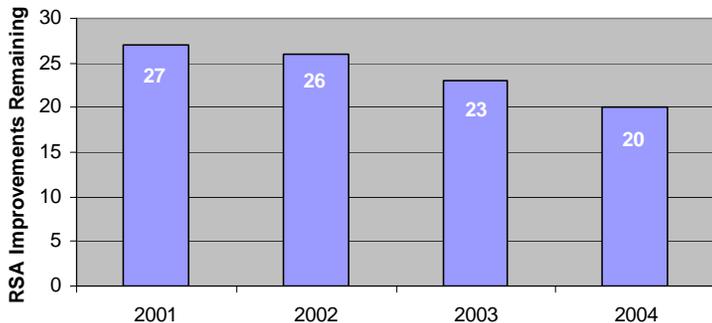
In the New England Region, our safety work focused on improving Runway Safety Areas, supporting the Runway Safety Office and national initiative, and completing an Airport Inspection Program.

Runway Safety Area (RSA) Program

There were a total of 22 Part 139 airports in the New England Region when we inventoried the Runway Safety Areas in FY-2000. Of the 98 runway ends at these airports, the RSA's at 27 of these ends were identified as having high priority for improvement, and the New England Region's goal is to bring these RSA's up to standard by 2009.

In 2004, we met our goal of initiating improvements to high priority Runway Safety Areas, by completing projects at Burlington, Portland (ME), and Hyannis. Since 2000, the number of high priority RSA's needing improvements has decreased by over 25 percent. This coming year (2005) RSA improvement projects are scheduled for completion at Westfield-Barnes and Boston-Logan International Airports

RSA's Needing Improvements

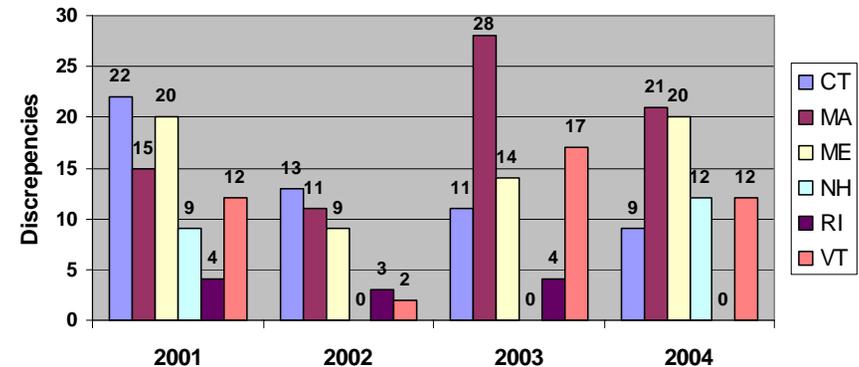


Airport Certification and Compliance Programs

This year, we achieved our goal of inspecting 100% of the 22 Part 139 certificated airports in the Region. Three had no discrepancies, compared to 7 airports having no discrepancies identified in FY 2003. There were 74 discrepancies identified at the remaining 19 airports. By January 2005, 62 of these (84%) had been corrected.

In addition to the Part 139 Certification inspections, 4 snow surveillance inspections were conducted at Boston-Logan, Portsmouth, Worcester, and Beverly Airports, exceeding our goal of 3 inspections for the fiscal year.

Discrepancies Observed



Finally, our team completed 7 general aviation compliance inspections in FY 2004. The purpose of this program is to improve safety and to ensure compliance with existing grants and to preclude any last minute issues that ultimately defer a grant.

Runway Incursions Program

Consistent with our 2004 Business Plan we successfully supported the Runway Safety Office in pursuit of its goals. For this effort, we secured \$2.8 million of AIP funds for RSAT projects at T.F. Green (RI), Bradley and Groton-New London (CT) airports. In addition, this year our region was the only region in the nation that reported no vehicle-pedestrian deviation (VPD) runway incursions for two years in a row.

Greater Capacity: Work with local governments and airspace users to provide capacity in the U.S. airspace system that meets projected demand in an environmentally sound manner.

For over 15 years, our Airports Division has looked at capacity from a regional perspective. This approach is reflected in our airport capacity program.

Regional System Plan

Phase I of the New England Regional Aviation System Plan (NERASP) is underway. The objective of this Phase is to develop a long-term forecast of aviation demand for the region and for the region's primary commercial airports. This Phase will be complete in 2005.

In Phase II, strategies to achieve a balanced transportation system in New England will be developed. It will provide planners and political decision makers with information on the future of aviation. This phase is underway.

Boston-Logan International Airport (BOS)

In FY 2004 several National Operational Evolution Plan (OEP) milestones were achieved on the new Runway 14-32 at BOS:

- ✈ We were instrumental in preparing the Benefit/Cost Analysis and financing in conjunction with Massport.
- ✈ A \$90 million LOI was approved over the next 8 years to construct the runway and other airfield improvements.
- ✈ The first contract (for utilities relocations) was awarded.

The projected date for the runway commissioning is late 2006.

Regional and Primary Airports

In addition to Logan we continued our regional approach to improving the Boston system capacity through projects and facility enhancements at Bradley, Manchester, Providence and other airports.

✈ **Runway Safety Areas:** We substantively completed Runway Safety Area (RSA) improvements at several airports, including the Part 139 certificated airports of Hyannis (MA), Burlington (VT), Portland and Presque Isle (ME). Over \$8.3 million was invested in RSA work in FY 2004.

✈ **New England System Plan:** We continued our commitment to a regional aviation approach by ongoing work on the New England Regional Aviation System Plan, a unique study that examines regional aviation needs.



✈ **Sound Insulation:** Over \$19 million in noise soundproofing grants were funded for airports in Massachusetts, New Hampshire, and Rhode Island, including a major noise mitigation program in Chelsea, MA.

✈ **Passenger Facility Charges Program:** 11 of 23 airports eligible to impose Passenger Facility Charge (PFC's) have done so, and these airports have collected \$61.8 million in revenues for CY 2004.

✈ **Grant Closeouts:** 91 projects were closed and 156 remained open by the end of the fiscal year.

✈ **Certification:** Our Certification Specialists inspected 21 Part 139 Airports.

✈ **Airport Conference:** For the first time in over 10 years, our region held an Airport Conference for the New England Region. Over 200 airport officials, state officials and consultants attended.



✈ **Customer Service:** We established and achieved improved customer service standards.

What We've Done

Our national aviation system is the biggest and most complex in the world. It is facing many challenges, including increasing congestion, security issues, and environmental impacts. The FAA must meet these challenges while continuing to develop a system that meets the needs of the economy and the traveling public. Our approach is defined in the FAA Flight Plan. The Flight Plan lays out four goals:

- ✈ Increased Safety
- ✈ Greater Capacity
- ✈ International Leadership
- ✈ Organizational Excellence

The New England Region has embraced three of these goals and has made them the foundation for our work. The following pages discuss what we have accomplished in the last year to meet these goals.

Highlights for the Year

Fiscal Year 2004 was a busy and productive year for the New England Region and the airports we serve. In addition to our annual grant program, several major projects and initiatives were completed this year. Major highlights for the year include:

✈ **Grants:** We provided \$109 million of Airport Improvement Program (AIP) funding for 99 projects at 66 airports nationwide. We made substantial investments in our key regional airports of Manchester, T.F. Green, and Bradley.

✈ **Boston-Logan International Airport:** Work began on the new Runway 14-32 for Boston-Logan International Airport - a key part of the National Operational Evolution Plan (OEP). Concurrent with this effort, our regional office is working closely with Massport, other FAA Lines of Business, and community representatives to implement mitigation measures outlined in the Logan Airfield Improvement EIS.



✈ **Manchester (NH):** We provided \$9.77 million in grants to continue the extensive runway improvements that will allow for improved air carrier service, and for noise abatement.

✈ **T.F. Green (RI):** \$10.06 million in grants were provided for a range of airfield, terminal, noise abatement, and the restart of the EIS for a potential runway extension and other airside improvements.



General Aviation/Reliever Airports

Consistent with our Business Plan, substantial investments were made at General Aviation and Reliever airports; \$51 million of AIP funds were allocated for construction or rehabilitation projects at 32 airports. We met our goal that 93% of runways at NPIAS airports were in good to fair condition.

Environment

We continued our strong commitment to balance airport development with environmental mitigation. We continued to actively engage the public to address their issues. In this year we completed 7 major environmental studies (EA/EIS). In addition:

- ✈ We achieved our funding goal for the residential soundproofing program, at \$19.5 million for 3 airports.
- ✈ Approximately 1,500 residents within DNL 65 or greater received benefits from our noise compatibility projects.
- ✈ We completed the Part 150 Noise Compatibility study at Bradley International Airport, CT.
- ✈ We restarted a major environmental impact statement for airside improvements at T.F. Green Airport.
- ✈ FAA, Massport, and the Community Advisory Committee (CAC) collaborated and developed a work scope for the Boston Overflight study, which will examine a range of potential actions to reduce noise impacts from aircraft overflights.

Organizational Excellence: Ensure the success of the FAA's mission through stronger leadership, a better trained workforce, enhanced cost-control measures, and improved decision-making based on reliable data.

Customer service and outreach is a cornerstone of our mission. During this year, we have defined and implemented several major initiatives to improve our performance in this area; these are highlighted in this section.

Customer Service Initiatives

During fiscal year 2004, we have achieved the following customer service goals:

- ✈ We process 100% of all NRA in 30 days.
- ✈ We respond to all OE cases within 30 days.
- ✈ We prepared a regional workshop for airport sponsors affected by the new Part 139 rules.



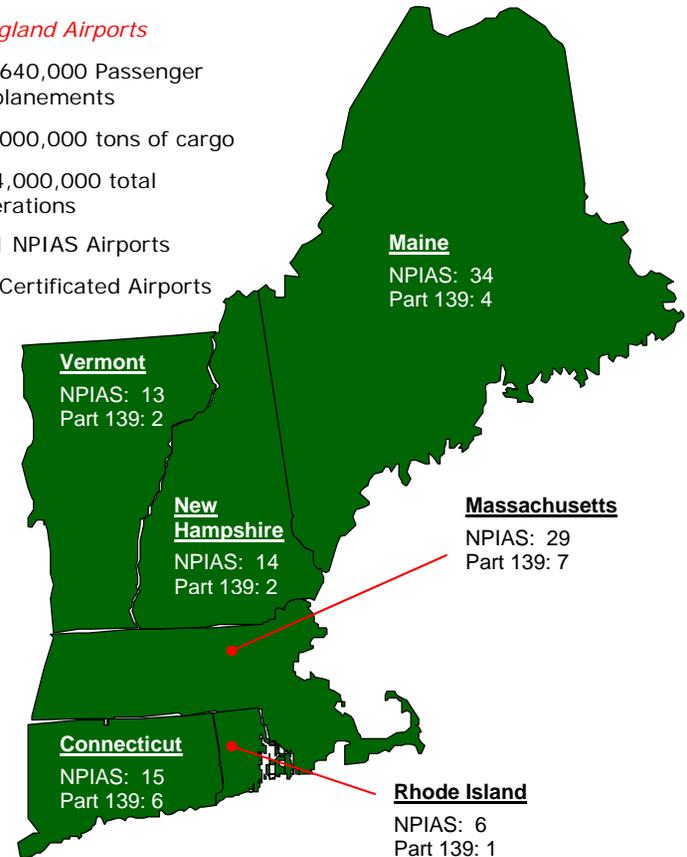
In addition, we have made considerable progress in achieving our goals of speedy review of Airport Layout Plans, processing all AIP payments within ten days or less, and processing all final payments within 90 days or less. We expect to achieve these goals this coming year.

We will also work with our sponsors to maintain a regular payment schedule on all active projects, to avoid them becoming an inactive project (with no activity in 18 months or more).

State	Public	Private	Total	Total (2003)
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New England Airports

- ❖ 20,640,000 Passenger Enplanements
- ❖ 23,000,000 tons of cargo
- ❖ 344,000,000 total operations
- ❖ 111 NPIAS Airports
- ❖ 22 Certificated Airports



	Airports	Airports	Airports	Enplanements
Connecticut	21	30	60	3,120,676
Maine	68	67	135	971,993
Massachusetts	44	53	97	11,583,811
New Hampshire	26	34	60	1,809,891
Rhode Island	7	4	11	2,569,641
Vermont	18	46	64	584,332
Total	184	243	427	20,640,344

Who We Serve

The FAA's New England Region serves the states of Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island and Vermont. It is the smallest FAA region geographically, comprising less than 2% of the nation's area. However, New England is one of the most densely populated areas in the country, with over 4.7% of the total population. From an aviation perspective, New England accounts for about 4% of total aircraft operations, and over 8% of the nation's Origin-Destination passenger traffic.¹

Considering its small size and population density, New England has an unusually high number of airports. As of FY 04, there were 427 airports in the region, 184 public use and 243 private. The adjoining exhibit displays the distribution of these facilities region-wide.



19 airports in New England currently provide scheduled air service, ranging from international air carriers at Boston-Logan and Bradley International to small regional carriers at Provincetown (MA) and Lebanon (NH). A total of 22 airports are certified under Part 139, which makes them capable of serving either air carriers or larger charter operations.

Most important, 111 airports in New England are part of the **National Plan of Integrated Airport Systems** (NPIAS). The NPIAS identifies 3,372 airports nationwide that are significant to national air transportation and thus eligible to receive Federal grants.



¹ Based on CY 2003 national statistics

Support of National Initiatives

The New England Region plays a major role in national initiatives and programs. Senior staff members have been active in numerous committees, including the field advisory committee for the update of the Master Planning Advisory Circular and the HQ committee for a new Leadership Development training program.

Outreach Programs

We encourage our Airports team to be very active in outreach programs with airports, states, and members of the aviation and transportation community. We regularly attend the conferences conducted by airport management associations in the region, including:

- ✈ Granite State (New Hampshire) Airport Managers Association;
- ✈ Maine Airport Managers Association; and the
- ✈ Massachusetts Airport Managers Association (MAMA)

The entire office participated in preparing and conducting an **Airport Conference for the New England Region**. It was the first such conference held in over 10-years. With over 200 attendees, the sessions covered the gamut of our airport programs. A special feature was the introduction of the new Part 139 rule. A survey of the participants indicated that this conference was a huge success.

Model Work Environment

This year, our division established and achieved several specific goals towards developing a model work environment. This year, we look to fill key management vacancies and continue to pursue organizational excellence.

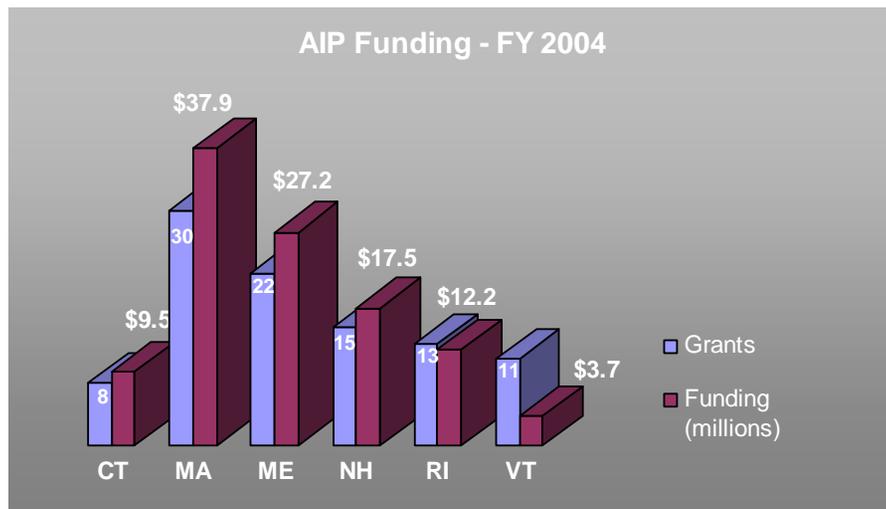
How We're Doing

This section summarizes some key performance metrics for the New England Region and the airports it serves. All of the data provided herein are for Fiscal Year 2004, except where noted otherwise.

Airport Improvement Program (AIP)

In fiscal year 2004, we approved 99 projects at 66 airports totaling \$109 million in funding.

Category	# Projects	\$ (millions)
Large/Medium Hub Primary	10	21.6
Small Hub Primary	3	17.5
Non-Hub Primary	22	24.5
Commercial Service - Reliever	10	3.4
General Aviation	47	20.4
Noise Abatement	5	20.4
System Planning	2	1.2
Totals	99	\$109



Message from the Division Manager

This has truly been an eventful and momentous year, for New England and our Airports Office. For the first time in 80 years, the Boston Red Sox finally won a World Series! That, in itself, would have made this a special year.

We are pleased to present the New England Region Airports Division Annual Report for FY 2004. It highlights some of our accomplishments that have contributed to the FAA's vision of developing a safe and efficient airport system. This report represents the combined efforts of our dedicated sponsors and their consultants working in partnership with our Airports Team. Our success is a direct result of this cooperation, as evident in the pages of this report.

For us in the Airports Office, this year has seen some significant changes. The entire Management Staff, including our Division Manager, Vincent Scarano; Engineering Branch Manager, Brad Davis; and Planning Manager, Bill Cronan, retired, with a combined experience of over 100 years. These individuals were instrumental in shaping aviation in New England. They left an outstanding legacy of service and an enviable record of achievements. For them, "Customer service" was not just a catch phrase, but a meaningful goal to attain. This commitment to aviation continues to be clearly evident in our Airport's Team.

We are very fortunate to add Bryon Rakoff to our Airport's Team. Bryon is our new Manager of Planning and Programming, and comes to us with 27 years of airport consulting experience. We have also added a new Lead Certification and Safety Inspector, Laurie Suttmeier, who joins us after assignments with FAA in Headquarters and Alaska. We also appreciate your patience during the search for a new Division Manager, and expect that a selection will be announced soon.

We look forward to continuing our partnership with you and working towards the successful completion of the many improvements to airports in our region.

*Carol Key, Acting Airports Division Manager
New England Region*



OUR MISSION

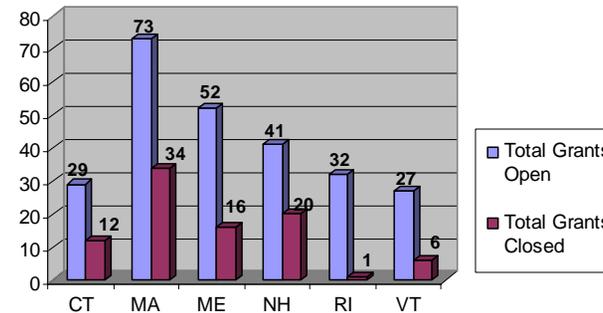
FAA's mission is to provide the leadership and support necessary to establish and maintain a nation-wide system of airports that safely, efficiently, economically, and environmentally meet the nation's needs to transport people and goods by air; and to foster the use of United States safety and uniform technical standards by airports worldwide.

In support of this mission, and consistent with the FAA's Flight Plan, the New England Region of the FAA Airports Division will focus on three goals:

- ✈ Increased Safety: Achieve the lowest possible accident rate and constantly improve safety.**
- ✈ Greater Capacity: Work with local governments and airspace users to provide capacity in the U.S. airspace system that meets projected demand in an environmentally sound manner**
- ✈ Organizational Excellence: Ensure the success of the FAA's mission through stronger leadership, a better trained workforce, enhanced cost-control measures, and improved decision-making based on reliable data.**

This year we began a proactive effort to close grants, particularly older (pre-2001) and inactive (no action for 12-18 months or more) projects. This year, we closed 91 projects. We greatly appreciate the efforts of our sponsors to close projects and take regular payments on all open grants.

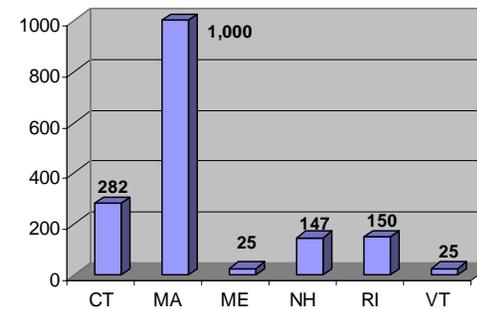
AIP Grant Closeout Status



Passenger Facility Charge Applications (PFC's)

As of fiscal year 2004, the New England Region has 12 airports imposing PFC charges and \$1.63 billion in collection authority.

PFC Collections Approved
(total in millions)



New England Region – Airports Division

Visit our Website:

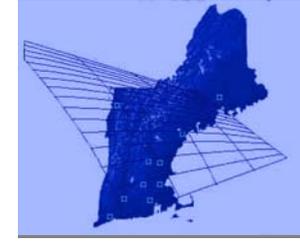
http://www.faa.gov/airports_airtraffic/airports/regional_guidance/new_england/about_airports/http://www.faa.gov/airports_airtraffic/airports/regional_guidance/new_england/about_airports/

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Annual Report

Fiscal Year 2004



Federal Aviation Administration
Airports Division
New England Region