

2.7 Air Transportation

Air transportation on Cape Cod is provided primarily by airplane out of six airports. Other air transportation modes, such as helicopter and glider, serve either non-civilian or recreational purposes. Public air transportation consists mostly of shuttle service by small aircraft from Hyannis and Provincetown airports. For Cape Cod travelers, air service provides an important link from Cape Cod to the Islands, Boston, and the world beyond.

2.7.1 Cape Cod Airports

Six airfields and airports serve Cape Cod as a base for air transportation (**Table 2.7-1**). An airfield is an area of land from which aircraft operate. An airport is specifically defined as an airfield with paved runways and maintenance facilities that often serves as a terminal. However, many people use the term airport to refer to any airfield. An airpark is a small airport that is usually near an industrial area.

Table 2.7-1: Airports and Airfields of Cape Cod¹

Name	FAA Identifier	Facility Type	Aircraft Based at the Field
Barnstable Municipal Airport	HYA	Scheduled Air Carrier Service	Single Engine: 56 Multi Engine: 15 Jet Engine: 1
Provincetown Municipal Airport	PVC	Scheduled Air Carrier Service	Single Engine: 5 Multi Engine: 1
Chatham Municipal Airport	CQX	General Aviation	Single Engine: 34 Multi Engine: 5
Falmouth Airpark	5B6	General Aviation	Single Engine: 40 Multi Engine: 3
Cape Cod Airfield	2B1	General Aviation	Single Engine: 10 Multi Engine: 1 Ultralights: 1
Otis Air Force Base	FMH	Military	-

2.7.1.1 Barnstable Municipal Airport

The primary airport on Cape Cod is Barnstable Municipal Airport, Boardman-Polando Field located in Hyannis. It is one of only two airports on Cape Cod to provide scheduled air carrier service. The history of the airport goes back to 1928, when Charles Ayling and his son Robertson formed the Hyannis Airport Corporation. Amelia Earhart served as an early stockholder and the first director of the company. The corporation cleared 57 acres at Tip Top Farm in the village of Hyannis for the construction of a single turf runway, the fourth in Massachusetts. The first landing at the Hyannis Airport occurred on June 17,



1928 and was made by Alton Shermon in a Waco 9. Soon, service out of the airport grew, with daily scheduled flights between Boston, Hyannis, and the Islands. During World War II, the Works Progress Administration funded the construction of three paved 4,000-foot runways, while the Army and then the Navy assumed control of the airport. In November 1943, Former President George H.W. Bush received flying lessons during his time stationed at “Naval Air Station Hyannis.” After the war ended, the navy turned over control of the Hyannis Airport to the Town of Barnstable. The advent of larger planes and increased passenger service required the construction of a larger, 5,400-foot runway in the mid-1950s, new terminals in 1957, and a control tower in 1961. A variety of airlines such as Air New England, Provincetown Boston Airlines, Delta Airlines, Gull Air, and Wills Air operated out of the expanded facilities, flying aircraft such as the DC-9, Martin 404, YS-11, and Cessna 402. In 1981, the airport was renamed the Barnstable Municipal Airport, Boardman-Polando Field. Russell Boardman and John Polando were two Bay State pioneers who flew a record nonstop distance of 5,011 miles from the United States to Istanbul in 1931. Today, Barnstable Municipal Airport continues to provide service to Boston, the Islands, and beyond as the third largest and busiest airport in the Commonwealth (behind Boston and Nantucket airports). J3 Piper Cubs, Cessna 402s, Falcon 50s, and Boeing 727s are some of the aircraft operating from its two runways (**Table 2.7-2**). A total of 72 aircraft are based out of Barnstable Municipal Airport, including one jet. The airport employs 27 full-time employees, leases space to 43 tenant businesses and 1,143 personnel². The airport is currently undergoing construction as its terminal is expanded and several other facilities are relocated.

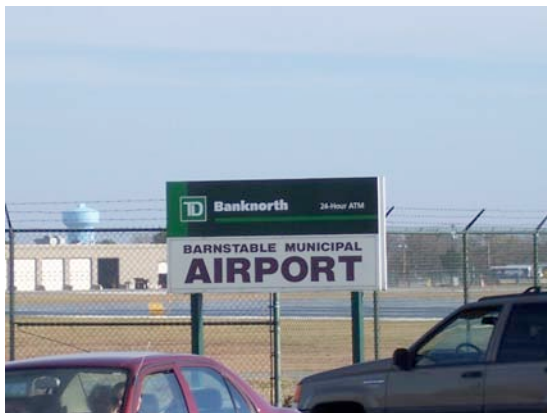


Figure 2.7-1: Runway 6/24 of Barnstable Municipal Airport from Route 28



Figure 2.7-2: Cape Cod Airfield

2.7.1.2 Provincetown Municipal Airport

The Provincetown Municipal Airport also has scheduled air carrier service, primarily to Logan Airport in Boston. The airport is located at the end of Race Point Road. Five single engine airplanes and one multi-engine plane are based out of the airport, and operate from a single runway. Provincetown Municipal Airport is the least active airport to provide scheduled air carrier service in the Commonwealth of Massachusetts.



2.7.1.3 Other General Aviation Airports

Several other airports are open to the public and offer general aviation service. Chatham Airport, located on George Ryder Road, offers a variety of tours around Monomoy Island and the Outer Cape (**Figure 2.7-3** and **Figure 2.7-4**). One asphalt runway provides service for the 39 aircraft based on the field. The airport is owned by the Town of Chatham and managed by C.C.F.C., Inc. Another general aviation airport is the Falmouth Airpark, located near Route 28 and Fresh Pond Road. The airpark has a single asphalt runway, which serves 43 aircraft. A nearby “Fly-In Community,” with aircraft access from the homes to the runway, offers shares of the Falmouth Airpark with residence⁴. Lastly, the Cape Cod Airfield on Route 149 and Race Lane in Marstons Mills provides tours and glider rides from three turf runways. The length of the runways, the height of the nearby trees and the absence of a fence restrict the type of airplanes that can use the airfield. It opened as the Cape Cod Airport on July 4, 1929 with an air circus, stunt flights, parachute jumps, and other spectacles. Amelia Earhart flights, automobile and motorcycle racing, Massachusetts Army National Guard maneuvers, and polo matches all took place at the airport. The property was sold to Wilma and William H. Danforth in 1935 as the Great Depression set in, and went largely unused during World War II. The field became active again in 1946 when it was leased to John Van Arsdale who offered flight lessons as part of the G.I. Bill. Services at Cape Cod Airport continued until 2003 when the Danforth family lease was not renewed. After much debate of what to do with the property, it was purchased by the Town of Barnstable for \$11.2 million and reopened as Cape Cod Airfield in 2004⁵. Currently, the airfield is operated by Cape Cod Flying Service and serves as a base for 12 aircraft.



Figure 2.7-3: Chatham Municipal Airport

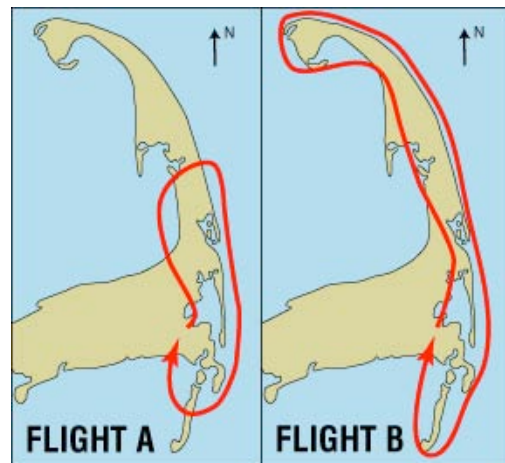


Figure 2.7-4: Recreational Flight Paths from Chatham Municipal Airport³

2.7.1.4 Otis Air Force Base

The Otis Air Force Base (A.F.B), located between Mashpee and Sandwich, is owned by the United States Air Force. Its two runways are used exclusively for military purposes. According to Federal Aviation Administration (FAA) records, Otis A.F.B. conducts an average of 89 aircraft operations per day.



Table 2.7-2: Cape Cod Runway Information⁶

Airport FAA ID and Name	Runway No.	Size (feet)	Surface	Runway Markings*	Condition (Surface: Markings)	Runway Edge Lights	Weight Capacity (wheels:tons)
FMH Otis A.F.B.	14/32	9500' x 200'	Asphalt / Concrete	Precision	Good: Good	High Intensity	Single: 32.5 Double: 80 Tandem: 165
	5/23	8000' x 200'	Asphalt / Concrete	Precision	Good: Good	High Intensity	Single: 32.5 Double: 80 Tandem: 165
HYA Barnstable Municipal	6/24	5425' x 150'	Asphalt / Grooved	Precision	Good: Good	High Intensity	Single: 15 Double: 54
	15/33	5252' x 150'	Asphalt / Grooved	Precision	Good: Good	High Intensity	Single: 15 Double: 54
PVC Provincetown	7/25	3500' x 100'	Asphalt	Precision	Good: Good	High Intensity	Single: 12.5
CQX Chatham	6/24	3001' x 100'	Asphalt	Basic	Good: Fair	Medium Intensity	Single: 15
5B6 Falmouth	7/25	2298' x 40'	Asphalt	Basic	Good: Good	Low Intensity	Single: 2
2B1 Cape Cod Airfield	9/27	2700' x 60'	Turf	-	Good: -	-	-
	17/35	2060' x 60'	Turf	-	Good: -	-	-
	5/23	2035' x 50'	Turf	-	Good: -	-	-

* Note: Runway markings provide landing information and instrument guidance for aircraft. Precision markings provide the maximum level, while basic markings provide a medium level;

2.7.2 Air Service

Air service on Cape Cod is primarily commercial passenger service, with a negligible amount of airfreight service. Passenger service is provided through Barnstable Municipal Airport in Hyannis and Provincetown Municipal Airport. As the Commonwealth’s third largest and busiest airport, Barnstable Municipal Airport serves its passengers with an average wait time of less than 15 minutes⁷. Despite this, only 16% of Cape Cod residents use the airports on Cape Cod for their air service needs (**Figure 2.7-6**). For Cape Cod residents, Logan International Airport in Boston is by far the most popular air transportation terminal. More residents are also flying out of Barnstable Municipal Airport than out of T.F. Green International Airport in Warwick, RI. However, the length and destination of these trips are very different. Air service from T.F. Green is generally provided by larger planes making longer trips. Whereas 70% of air service out of Barnstable Municipal Airport is between Hyannis and Nantucket⁸. As a result, “the



primary role of the Barnstable Municipal Airport is as a park-and-ride facility, serving passengers who are flying to and from Nantucket⁹.”

Table 2.7-3: Annual Enplanements by Airport and Service Type: 2000-2004¹⁰

Year	Small and Commuter Planes	Air Taxi (Charter Service)	Total
Barnstable Municipal Airport			
2004	87,547	79,975	167,522
2003	85,965	72,395	158,360
2002	100,593	80,214	180,807
2001	109,426	87,680	197,106
2000	115,188	90,718	205,906
Provincetown Municipal Airport			
2004	11,419	5	11,424
2003	11,795	6	11,801
2002	10,354	179	10,533
2001	12,982	4	12,986
2000	15,651	43	15,694

Enplanements by Airport: 2000-2004

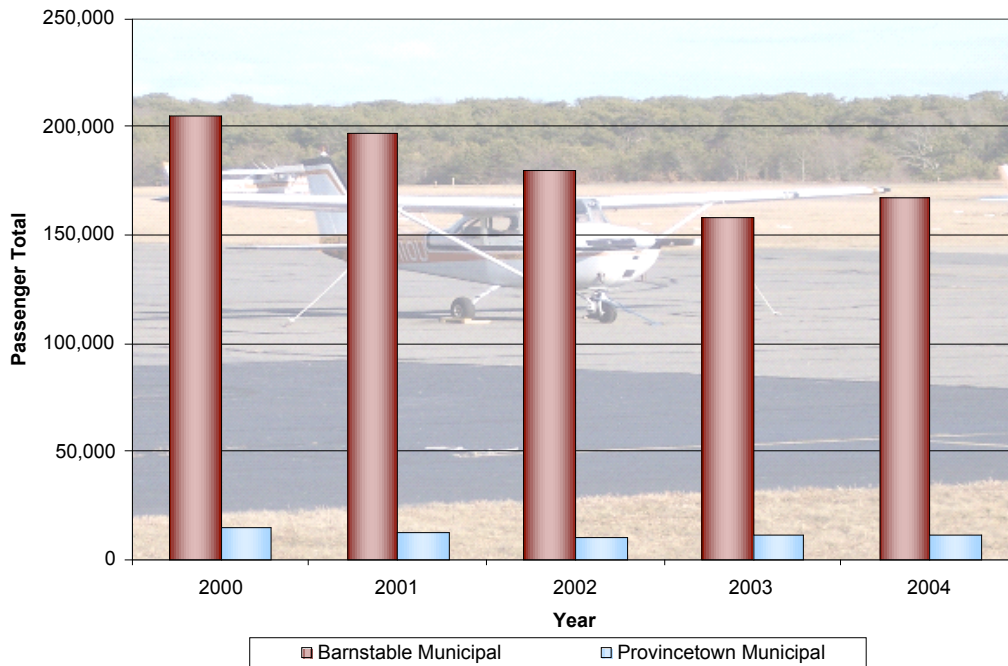


Figure 2.7-5: Annual Enplanements by Airport: 2000-2004¹¹



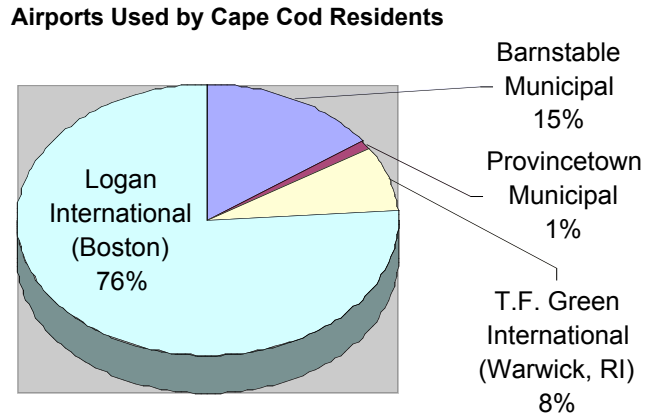


Figure 2.7-6: Airports Used by Cape Cod Residents¹²

Four carriers provide scheduled air service to Cape Cod. Cape Air, which has provided air service since 1989, is Cape Cod’s and America’s largest independent regional airline.

With a fleet of 49 Cessna 402’s, Cape Air provides service from Hyannis to Boston, Martha’s Vineyard, and Providence, and from Provincetown to Boston. In February 1998, Cape Air partnered with Nantucket Airlines to provide service between Hyannis and Nantucket. Nantucket Airlines, “the Nantucket Shuttle¹³,” offers flights almost every half-hour, as well as charter and air freight service. Together, Cape Air and Nantucket Airlines provide a total operation of 39 daily flights during winter weekdays and 63 daily flights during summer weekdays (**Table 2.7-4 and**

Table 2.7-5).

Another air service provider is Island Airlines, “Nantucket’s Community Airline¹⁴.” Island Airlines provides passenger service almost every half-hour to Nantucket, along with charter flights. In addition, the Cape & Islands Air Freight division provides airfreight service to the region. Overall, Island Airlines provides a total operation of 37 daily flights during weekdays (**Table 2.7-4 and**

Table 2.7-5).

Lastly, U.S. Airways Express has scheduled flights from Hyannis to Nantucket, Boston, and LaGuardia International Airport in New York City. Colgan Air operates this service using a 34-passenger SAAB 340 and a 19-passenger Beech 1900. Overall, U.S. Airways offers a total operation of 10 daily flights during winter weekdays and 26 daily flights during summer weekdays (**Table 2.7-4 and**

Table 2.7-5).



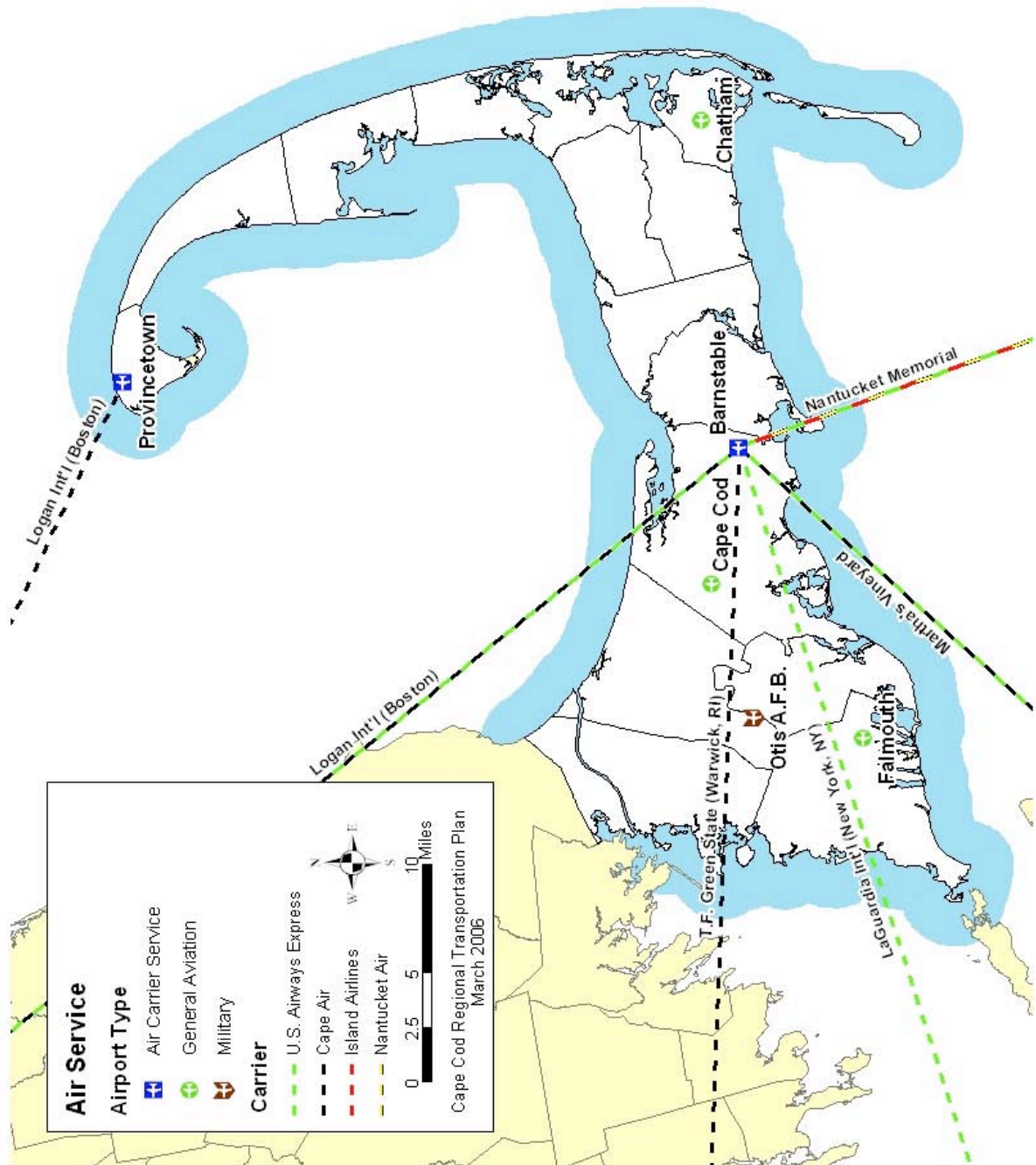


Figure 2.7-7: Air Service on Cape Cod



Table 2.7-4: Winter Weekday Service

	Departing to							Arriving From						
	Boston (from HYA)	Boston (from PVC)	Martha's Vineyard	Nantucket	Providence	New York City	Total	Boston (to HYA)	Boston (to PVC)	Martha's Vineyard	Nantucket	Providence	New York City	Total
Cape Air	1	3	-	-	-	-	4	2	2	2	-	-	-	6
Island Airlines	-	-	-	19	-	-	19	-	-	-	18	-	-	18
Nantucket Airlines	-	-	-	14	-	-	14	-	-	-	15	-	-	15
U.S. Airways Express	-	-	-	3	-	2	5	-	-	-	3	-	2	5
Total	2	3	-	36	-	2	42	2	2	2	36	-	2	44

Table 2.7-5: Summer Weekday Service

	Departing to							Arriving From						
	Boston (from HYA)	Boston (from PVC)	Martha's Vineyard	Nantucket	Providence	New York City	Total	Boston (to HYA)	Boston (to PVC)	Martha's Vineyard	Nantucket	Providence	New York City	Total
Cape Air	4	6*	5	-	2	-	17	4	6*	4	-	2	-	16
Island Airlines	-	-	-	19	-	-	19	-	-	-	18	-	-	18
Nantucket Airlines	-	-	-	16	-	-	16	-	-	-	15	-	-	15
U.S. Airways Express	2	-	1	3	-	7	13	2	-	1	3	-	7	13
Total	6	6	6	38	2	7	65	6	6	5	36	2	7	62

* - Not All Weekdays, HYA - Barnstable Municipal Airport, PVC - Provincetown Municipal Airport)

2.7.3 Air Service Accessibility and Mobility

Barnstable Municipal Airport is accessible by various means. According to a Cape Cod Transit Task Force Report, 69% of airport users arrive by automobile¹⁵. Limited parking is available. Rental car service is provided by Avis, Budget, Enterprise Rent-a-Car, and Hertz, with taxi service available as well. Moreover, the Breeze Yellow Line of the Cape



Cod Regional Transit Agency provides local bus service to the airport upon request, carrying passengers to the Hyannis Transportation Center and Barnstable Park-and-Ride lot. B-Bus paratransit service to the airport can also be arranged. However, less than 1% arrive by bus¹⁶.

Provincetown Municipal Airport is primarily accessible by road. The Provincetown Shuttle service makes a stop at the airport, and connects air service passengers with interregional bus service and ferry service in downtown Provincetown. Provincetown Municipal Airport is also located along a bicycle path, which serves users that are traveling light. However, the majority of users access the Provincetown Municipal Airport via automobile, including taxi.

Mode of Airport Access by Users

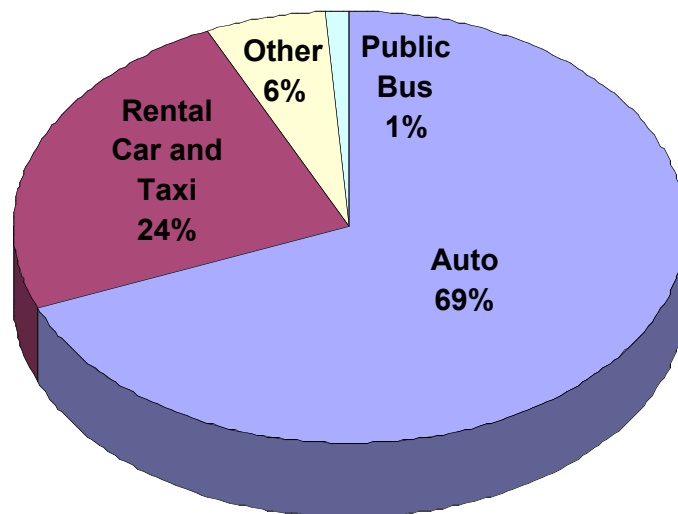


Figure 2.7-8: Mode of Barnstable Municipal Airport Access by Users¹⁷

Interregional bus service also links travelers on Cape Cod to air service in Boston. Plymouth and Brockton Street Railway Company runs 24 buses daily, and 17 on weekends, between the Hyannis Transportation Center and the terminals at Logan International Airport. This route includes stops at the Barnstable and Sagamore Park-and-Ride lots. By providing direct service to Logan International Airport, Plymouth and Brockton provides travelers with increased access to domestic and international air services. There is currently no direct service to T.F. Green Airport in Rhode Island.

Air service on Cape Cod offers users the potential of global mobility. With service to major air transportation hubs such as New York City, Boston, and Providence, a user can transfer to domestic and international flights. Ironically, however, no scheduled flights



exist between Cape Cod airports. Thus, there is a great deal of air service mobility between on-Cape and off-Cape sites, but no intraregional mobility.

2.7.4 Conclusion

Cape Cod has several airports that serve its various needs. Only two, Barnstable Municipal Airport and Provincetown Municipal Airport offer scheduled air carrier service. This service is provided by four carriers who connect Cape Cod residents to the Islands, Boston, and the world beyond. Although accounting for only a small percentage of Cape Cod transportation, air transportation provides a quick, road-free mode of travel to users. Encouraging travelers to fly to Cape Cod would reduce strain on roadways and lead to more efficient use of this underutilized mode. In the next 25 years, Cape Cod's airports may see an increase in air traffic as carriers switch from the increasingly congested major airports to smaller regional ones. To prepare for this, it may be advantageous to assess the current state of the Cape's major air facilities and study their potential future usage.

¹ Federal Aviation Administration information effective February 16, 2006. www.airnav.com.

² "Barnstable Municipal Airport." www.town.barnstable.ma.us/Departments/Airport/05/index.htm.

³ "Chatham Municipal Airport." <http://www.chathamairport.com/>

⁴ "Falmouth Airpark." www.falmouthairpark.com.

⁵ Gould, Jim and Sean Kelly. "Cape Cod Airport: Past, Present and (Maybe) Future." [Barnstable Patriot](http://www.barnstablepatriot.com). www.barnstablepatriot.com. Accessed 4/28/2006.

⁶ Federal Aviation Administration information effective February 16, 2006. www.airnav.com.

⁷ "Federal Aviation Administration Air Traffic Control System Command Center."

www.fly.faa.gov/flyfaa/nemap.jsp.

⁸ Cape Cod Transit Task Force. "Five-Year Public Transportation Plan." June 2002. Page 3-19.

⁹ Cape Cod Metropolitan Planning Organization. "Cape Cod 2003 Regional Transportation Plan." August 2003. Page 31.

¹⁰ Federal Aviation Administration. ACAIS Database. 2000-2004.

¹¹ Federal Aviation Administration. ACAIS Database. 2000-2004.

¹² Cape Cod Metropolitan Planning Organization. "Cape Cod 2003 Regional Transportation Plan." August 2003. Page 31.

¹³ "Nantucket Airlines." www.nantucketairlines.com.

¹⁴ "Island Air." www.nantucket.net/trans/islandair.

¹⁵ Cape Cod Transit Task Force. "Five-Year Public Transportation Plan." June 2002. Page 3-20.

¹⁶ Cape Cod Transit Task Force. "Five-Year Public Transportation Plan." June 2002. Page 3-20.

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