



2015



Individual Airport Summary Report Dean Memorial Airport



AVIATION FACILITIES

Dean Memorial Airport (5B9) is a publicly-owned, public-use general aviation airport in the Mount Washington region of New Hampshire (NH). It is classified as a Local airport within the New Hampshire State Airport System Plan (NHSASP). Located three miles northeast of Haverhill, the airport occupies approximately 48 acres. There is one paved runway at 5B9, Runway 1-19, which measures approximately 2,511' in length. Runway 1-19 has no parallel taxiway, requiring aircraft to back-taxi. The airport offers a non-precision instrument approach to its runway.

The airport does not offer any aircraft services, but does sell AvGas. The airport has 4 T-hangars, 3 conventional hangars, and 8 tie-downs available for aircraft parking and storage. A significant share of aircraft operations at 5B9 is generated by aircraft that are based on the airfield, although there is some itinerant activity.



AVIATION SERVICES

Aircraft Storage

Self-Serve AvGas

AVIATION FORECAST

General aviation forecasts assess 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 5B9.

Overall, based aircraft are anticipated to decrease from 11 to 10 over the 20-year planning period, while annual operations are expected to decrease slightly over the same time.

AVIATION FORECAST



* Operations forecast is for general aviation operations only. Military and air taxi operations were excluded.

AIRPORT ROLE & RECOMMENDATIONS



5B9 is one of seven airports defined as a Local airport in the future airport system, and provides vital air access for aviation users in NH. 5B9 was changed from a Basic airport to a Local airport to better serve the facility and service needs of NH's aviation system. Key attributes of Dean Memorial would be the provision of airside and landside facilities capable of accommodating many types of single and multi-engine general aviation aircraft. Local airports also provide the aircraft services needed to access surrounding towns that may be farther away from the state's economic centers.

5B9 is one of four airports recommended for a role change. The airport is the only airport in this portion of the White Mountain region that has a paved runway and provides reliable air access to this region. With recommended enhancements outlined in the NHSASP to facilities and services, the airport is poised to serve the business centers in Haverhill and Littleton.

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 5B9 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"> • Emergency Contact Posted • Public Telephone • Hangar Storage for All Winter-Based Aircraft • Rotating Beacon • Basic Terminal Building 250 SF 	<ul style="list-style-type: none"> • Runway 3,200 Feet or Greater • Pavement Strength 12,000 lbs (Single Wheel) • Low Intensity Taxiway Lights • Vertical Glide Slope Indicator (Primary Runway End) • Basic Terminal Building – 500 Square Feet • One Instrument Approach Procedure • Jet A Fuel Service • Aircraft Maintenance on Site • Airport Owned Snow Removal Equipment • Access to Rental Cars at Airport • On-Site Weather Reporting System • 20:1 Clear Approach Slope
<i>Air Access Gap Priority</i>	
<ul style="list-style-type: none"> • Runway Length of 3,200 ft or Greater • Jet A Fuel Service 	

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, 5B9 ensures the highest level of operational safety and efficient access to serve the needs of aviation users and the state of NH.

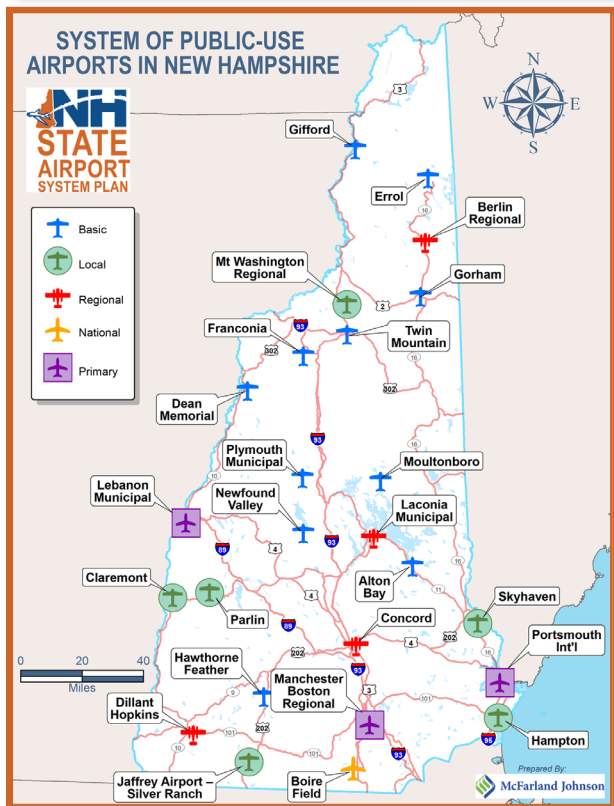
Additional projects may include:

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

5B9 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 5B9 and the other system airports is crucial to maintaining NH's overall success today and into the future.

Every year the airport hosts an
“Airport Awareness Day”
 which includes exhibits and airplane rides. As of 2011, the Experimental Aircraft Association's Young Eagles program has introduced aviation to 887 children at 5B9's Airport Awareness Day events.

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

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

and rescue operations, wildlife management, law enforcement flights, military exercises, and flight training.

ECONOMIC BENEFIT OF 5B9 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 5B9 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	2	\$0.04 million	\$0.13 million	Minimal

For more information visit:

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