



2015



# Individual Airport Summary Report Dillant-Hopkins Airport



# AVIATION FACILITIES

Dillant-Hopkins Airport (EEN) is a publicly-owned, public-use general aviation airport in the Monadnock region of New Hampshire (NH). It is currently classified as a Regional airport within the NH State Airport System Plan (NHSASP). Located two miles south of Keene, the airport occupies approximately 939 acres. There are two paved runways at EEN, Runway 2-20 and Runway 14-32, which measure 6,201' and 4,001' in length, respectively. Runway 2-20 is served by a partial-parallel taxiway, while Runway 14-32 is serviced by several stub connectors to aircraft parking. The airport offers precision and non-precision instrument approaches to Runway 2 only.

The airport has two FBOs who provide a variety of services including 100LL and Jet A fuel, flight training, aircraft maintenance, aircraft charter, and hangar and tie-down storage. Overall, the airport offers 52 T-hangars, 12 conventional hangars, and 54 tie-downs. A fair amount of aircraft operations at EEN are generated by corporate activity in addition to flight training aircraft from nearby airports in NH, Massachusetts, and Vermont.



## AVIATION SERVICES

- |                      |                         |
|----------------------|-------------------------|
| Charter Services     | Aircraft Deicing        |
| Flight Instruction   | Catering                |
| Aircraft Maintenance | AvGas 24/7 Self-Fueling |
| Aircraft Rental      | Jet A                   |
| Aircraft Sales       |                         |
| Avionics Repair      |                         |

# 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 EEN.

Overall, based aircraft are anticipated to decrease from 57 to 54 over the 20-year planning period, while annual operations are expected to decrease slightly over the same time frame.

## AVIATION FORECAST



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



# AIRPORT ROLE & RECOMMENDATIONS



EEN is one of two airports defined as a National airport in the future airport system that provides the highest level of air access for aviation users and the state's residents. EEN facilities, services and activity currently meet National airport levels and as such, the airport's role is recommended to be changed from a Regional airport to a National airport. This will better serve the facility and service needs of NH's aviation system. Key attributes of EEN would be the provision of airside and landside facilities capable of accommodating all types of general aviation aircraft that provide a full spectrum of services needed to best serve NH businesses and their customers/clients required for the National role.

EEN is a key transportation facility for the city of Keene. The airport offers direct access to the area given that Keene is relatively isolated with no direct access to major highways or rail lines. EEN supports the local businesses, including a large grocery business, which bases two large corporate aircraft at the airport.

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 EEN 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"> <li>• Emergency Contact List Posted and Distributed</li> <li>• Self-Serve Jet A and AvGas Available 24/7</li> <li>• Hangar Storage for All Winter-Based Aircraft</li> </ul> | <ul style="list-style-type: none"> <li>• Vertical Glide Slope Indicator on Each Runway End</li> <li>• Full-Time On-Site Airport Security</li> <li>• Secure Aircraft Parking Apron - 40+ Jet/Turboprop Aircraft</li> <li>• Instrument Approach to All Runways, at Least Two Vertically Guided Approaches</li> <li>• Intermodal Ground Transportation Option</li> <li>• Air Traffic Control Tower</li> <li>• ARFF On-Site 24/7</li> <li>• Access to US Customs</li> <li>• 34:1 Clear Approach Slope</li> </ul> |

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

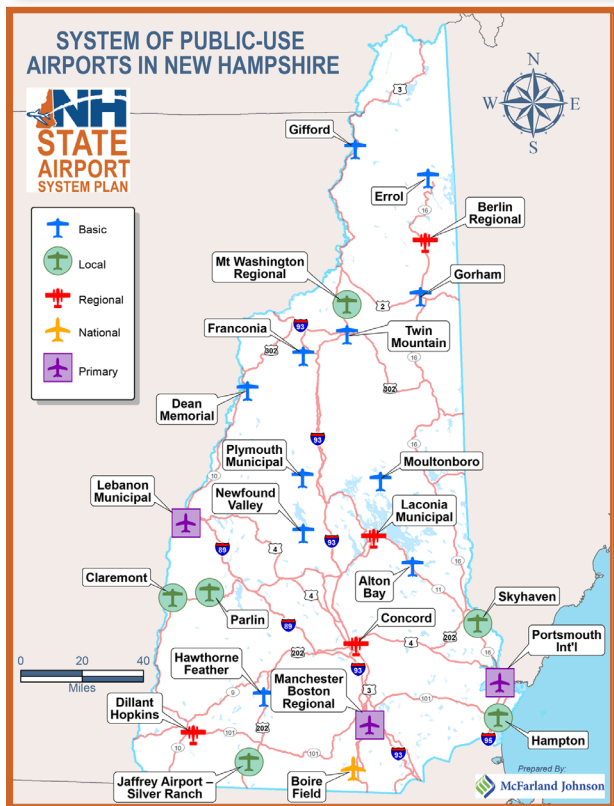
Additional projects may include:

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

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

**EEN was named in honor of two local men - Thomas David Dillant of Keene, NH and Edwin Chester Hopkins from neighboring Swanzey, NH - who lost their lives fighting on behalf of the United States in WWII.**

# 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         |
| <b>TOTAL IMPACT</b>                  | <b>12,954</b>    | <b>\$2.16 billion</b> | <b>\$32.19 million</b> |

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

## ECONOMIC BENEFIT OF EEN 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 EEN 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     |
|---------------------|-------------------------|-----------------------|------------------------|-----------------------|
| <b>TOTAL IMPACT</b> | <b>132</b>              | <b>\$7.38 million</b> | <b>\$21.44 million</b> | <b>\$0.16 million</b> |

For more information visit:

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