



2015



# Individual Airport Summary Report Hampton Airfield



# AVIATION FACILITIES

Hampton Airfield (7B3) is a privately-owned, public-use general aviation airport in the Seacoast region of New Hampshire (NH). It is classified as a Local airport within the New Hampshire State Airport System Plan (NHSASP). Located two miles north of Hampton, the airport occupies approximately 37 acres. There is one turf runway at 7B3, Runway 2-20, which measures approximately 2,100' in length. The runway is not served by any taxiways and there are only visual approaches to the runway.

The airport sells AvGas and offers flight instruction, aircraft maintenance, and aircraft restoration. The airport does not have hangars or tie-downs; however, numerous aircraft are based there. A fair amount of aircraft operations at 7B3 are generated by aircraft towing banners and offering scenic rides. There is also a restaurant and ice cream shop that attracts recreational aircraft.



## AVIATION SERVICES

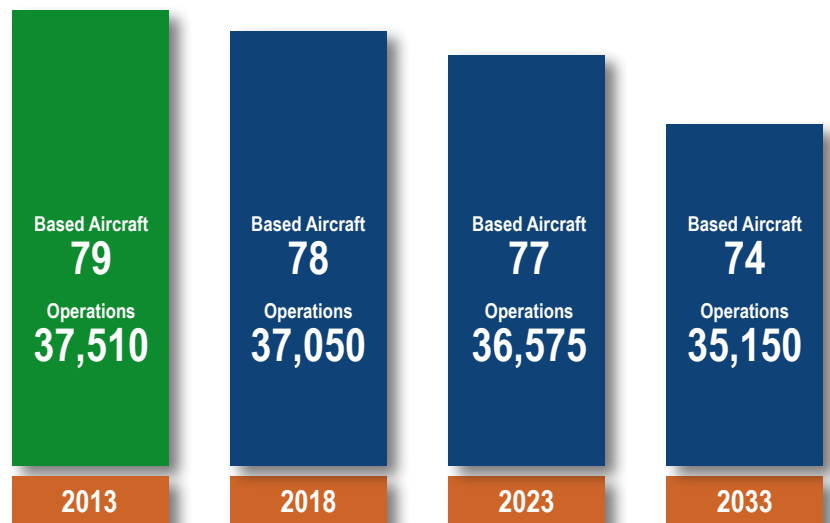
- Flight Instruction
- Aircraft Restoration
- Aircraft Maintenance
- Ground Transportation
- 24/7 Self-Serve AvGas

# 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 7B3.

Overall, based aircraft are anticipated to decrease from 79 to 74 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



7B3 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. Key attributes of 7B3 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.

7B3 not only serves as a transportation facility in the Seacoast region, it also serves as a catalyst for future pilots with extensive flight training programs and tourism through popular scenic flights in their historic aircraft. During the summer months, the airport is one of the most active airports in the state. Innovation in services and facilities has attracted a large number of based aircraft population prompting the construction of a large number of hangar facilities. The airport also supports the local economy through a restaurant and ice cream stand that attracts tourists as well as local residents.

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 7B3 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

### Primary Priority

- Runway Surface – Paved
- Runway 2,500 Feet or Greater
- Pavement Strength – 6,000 lbs
- Paved Aircraft Parking Area – 4 Aircraft Spaces
- Hangar Storage for All Winter-Based Aircraft
- Taxiway Reflectors
- Rotating Beacon
- Non-Precision Instrument Approach Procedure
- Emergency Contact Posted

### Secondary Priority

- Runway 3,200 Feet or Greater
- Pavement Strength – 12,000 lbs (Single Wheel)
- Paved Aircraft Parking Area – 6 Spaces
- Runway Lights – Pilot Controlled
- 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
- Airport-Owned Snow Removal Equipment
- Snow Removal Equipment Storage Building
- Access to Rental Cars at Airport
- On-Site Automated Weather Reporting System
- 20:1 Clear Approach Slope

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, 7B3 ensures the highest level of operational safety and efficient access to serve the needs of aviation users and the state of NH.

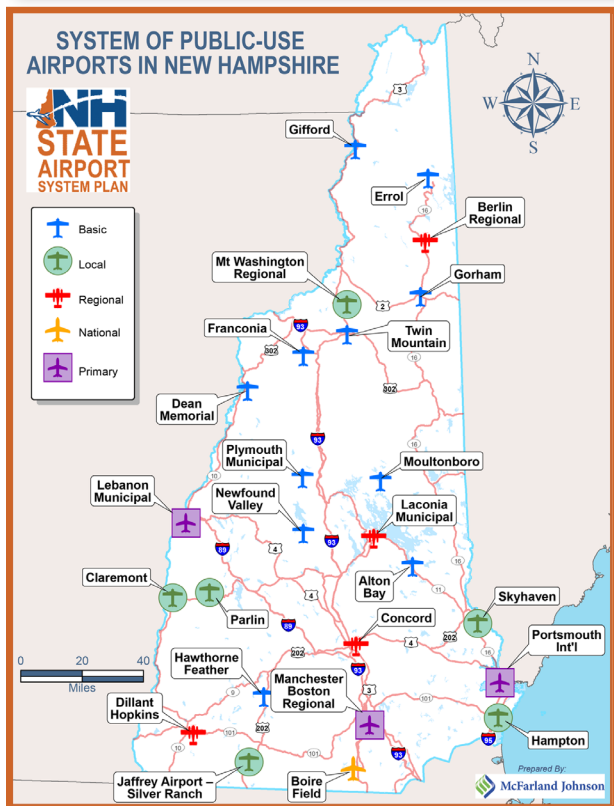
Additional projects may include:

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

7B3 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 7B3 and the other system airports is crucial to maintaining NH's overall success today and into the future.

**Legend has it that in 1946 the original owners bought 17 parcels of land to make up what was to be a gladiola farm. Once all parcels were obtained, they opened an airport instead! Although it has never been proven to be true, the airport now grows gladiolas in front of the café to make good on the promise. 7B3 has offered continuous Piper Cub training since 1946.**

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

## ECONOMIC BENEFIT OF 7B3 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 7B3 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	Travel Payroll	Total Output	Total Tax Revenue
<b>TOTAL IMPACT</b>	<b>7</b>	<b>\$240,000</b>	<b>\$750,000</b>	<b>\$50,000</b>

\*Totals represent the 13 non-NPIAS Airports in aggregate

For more information visit:

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