



## Improvement Status

There are a total of 12 airports in the State that are in the National Plan of Integrated Airport Systems (NPIAS) which makes them eligible for FAA Airport Improvement Program grants. These FAA grants are utilized to effect improvements to the airports' facilities including runways. The remaining 12 airports utilize limited state, municipal or private funds to maintain and improve their facilities. Within the past 5 years, there have been 11 runways that have received runway surface improvements as a result of runway maintenance or rehabilitation projects. Of these, only 4 were at non-NPIAS airports, and they were minor projects. This clearly illustrates the scarcity of state, local and private funds for airport improvement projects. In fact, the current weighted overall average of the runway surface condition for the non-NPIAS airports falls well below the overall goal of "good" condition, with only one of the six paved runways rated above "fair" condition.

The Department works closely with each airport to develop a comprehensive 10-year Capital Improvement Plan. If an airport's runway condition warrants, its runway reconstruction or rehabilitation project is programmed into this plan. A windfall of federal funding in 2012 will enable the complete reconstruction of two runways at two NPIAS airports in 2013, well ahead of their programmed reconstruction. However, with the anticipated reduction in state and local funding and the uncertainty of future federal funding, it will be challenging to continue to improve upon the current overall runway surface condition of the state's public-use airports beyond 2013, especially for the non-NPIAS airports that are not eligible for federal funds. Based on this assumption, within the next 5 years, it is expected that the overall runway pavement condition for the state's public-use airports will improve from the current overall weighted average condition of 4.11, slightly above "good," to an overall weighted average of 4.21 in 2013, and then commence a steady decline with an additional 2 to 3 paved runways at the non-NPIAS airports deteriorating to a condition of "poor."

The Department's current strategy for improving the runway surface conditions of the NPIAS airports in New Hampshire is to aggressively pursue federal funding for runway improvement projects. The success of this

## Improve Asset Conditions

### Airport Runway Surface Conditions

#### **Purpose:**

The conditions of the runway surfaces at New Hampshire's public-use airports are currently measured in accordance with the established surface evaluation and rating standards of the Federal Aviation Administration (FAA) for pavement surfaces and in accordance with established FAA airport inspection guidelines for turf and gravel surfaces. A runway surface condition is rated as "Failed, Poor, Fair, Good or Excellent" with a corresponding numerical value from 1 to 5, with 5 representing a condition of "Excellent." The condition of an airport's runway surface is directly related to aircraft operational safety. Therefore, the purpose of this measure is to ensure the system of public-use airports in New Hampshire maintains a high standard of safety for the flying public.

#### **Data:**

The New Hampshire Airport System consists of 24 public-use airports. At these airports, there are a total of 29 runways, 22 of which have a pavement surface and 7 of which have a turf or gravel surface. Five of the airports have 2 runways. The 29 runways in the New Hampshire Airport System comprise approximately 12.9 million square feet of runway surface, and if added end to end, would be over 23.5 miles in length. Approximately 11.2 million square feet of runway surface is paved and the remainder is turf or gravel.

For New Hampshire's runway surfaces, a "good" condition is defined as a runway with a rating of 4.00 or greater. Runway surface condition has historically been and is currently being monitored through

the FAA 5010 Airport Inspection Program whereby a State or FAA airport inspector will rate an airport's runway surface condition as an item of the airport's annual inspection. To compute the overall average condition, each runway is weighted utilizing the runway's condition rating and the runway's total square footage. Any runway surface rated as "fair" or below is identified as a runway of special concern and is prioritized for available funding.

strategy has resulted in runway reconstruction projects in 2013 at Skyhaven Airport in Rochester and Dillant-Hopkins Airport in Keene. The strategy for improving the runway surface conditions of the non-NPIAS airports in New Hampshire is to continue to seek or establish additional or alternative sources of funding at the state, local and private levels, and includes the recent creation of a State Aeronautical Fund with the priority of utilizing these funds for runway improvement projects. The success of this effort is critical to ensuring the preservation of the current airport infrastructure in the New Hampshire Airport System.

### Airport Runway Surface Conditions

