



2015



Individual Airport Summary Report Jaffrey Airport - Silver Ranch



AVIATION FACILITIES

Jaffrey Airport – Silver Ranch (AFN) is a privately-owned, public-use general aviation airport in the Monadnock region of New Hampshire (NH). It is classified as a Local airport within the NH State Airport System Plan (NHSASP). Located one mile southeast of Jaffrey, the airport occupies approximately 80 acres. There is one asphalt runway at AFN, Runway 16-34, which measures approximately 2,982' in length. Runway 16-34 is served by a partial-parallel taxiway and offers non-precision instrument approaches.

The airport sells AvGas and offers flight instruction, aircraft maintenance, and charter services. The airport does have hangars and tie-downs available for aircraft parking and storage. A fair amount of aircraft operations at AFN are generated by recreational flights from nearby Massachusetts, as well as the owners' busy charter service.



AVIATION SERVICES

Terminal Building

Flight Instruction

Aircraft Maintenance

Charter Services

Courtesy Car

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 AFN.

Overall, based aircraft are anticipated to slightly decrease from 17 to 16 over the 20-year planning period, while annual operations are expected to decline 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



AFN 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 AFN 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.

AFN is one of the last family-owned airports in NH. The airport serves the local businesses by providing an additional transportation option to ground transportation. Several businesses base aircraft at the airport and use their aircraft to conduct business in other parts of the state, New England and beyond. The airport also supports other regional airports. When weather conditions prohibit the use of Dillant-Hopkins (EEN) in Keene, AFN becomes an alternate airport and serves this role often in the summer when fog is present at EEN.

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 AFN 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

- Non-Precision Instrument Approach Procedure
- Emergency Contact Posted

Secondary Priority

- Runway 3,200 feet or Greater
- Pavement Strength 12,000 lbs (Single Wheel)
- Runway Lights – Pilot Controlled
- Low Intensity Taxiway Lights
- Vertical Glide Slope Indicator - (Primary Runway End)
- One Instrument Approach Procedure
- Jet A Fuel Service
- Aircraft Maintenance on Site
- Snow Removal Equipment Building
- Access to Rental Cars at Airport
- On-Site 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, AFN 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:

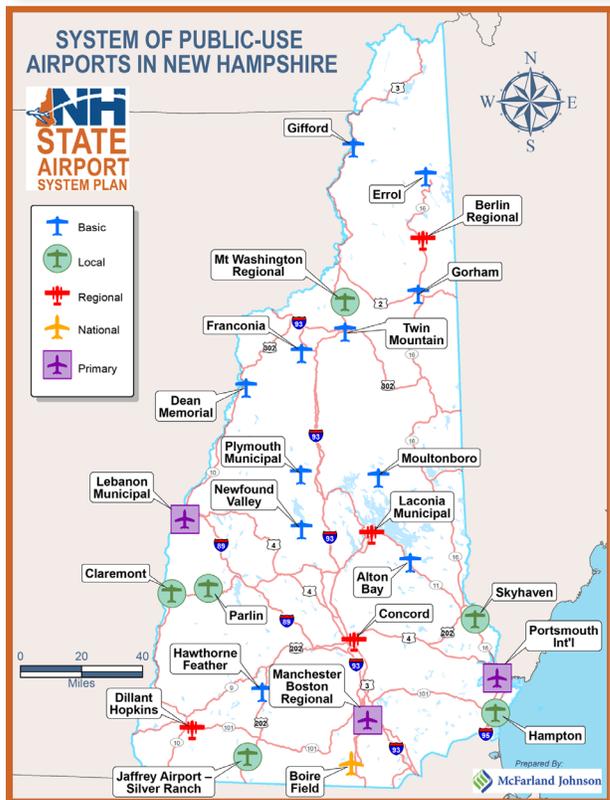
- Additional Airside & Landside Infrastructure
- Pavement Maintenance
- Planning/Environmental/Specialty Studies

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

150

As many as 150 people per day have flown into AFN using the many restaurants, inns and businesses in Jaffrey and neighboring towns.

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 AFN 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 AFN 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
TOTAL IMPACT	7	\$240,000	\$750,000	\$50,000

*Totals represent the 13 non-NPIAS Airports in aggregate

For more information visit:

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