



2015



Individual Airport Summary Report Berlin Regional Airport



AVIATION FACILITIES

Berlin Regional Airport (BML) is a publicly-owned, public-use general aviation airport in the Great North Woods region of New Hampshire (NH). It is classified as a Regional airport within the NH State Airport System Plan (NHSASP). Located seven miles north of Berlin in the town of Milan, the airport occupies approximately 575 acres. There is one paved runway at BML, Runway 18-36, which measures 5,200' in length. Runway 18-36 has a stub taxiway serving aircraft parking. The airport offers non-precision instrument approaches to its runway.

The airport sells AvGas and Jet A but offers limited services and has minimal tie-down space available for aircraft storage. A fair amount of aircraft operations at BML are generated by training activity due to the available instrument approaches, as well as emergency medical evacuation and search and rescue operations.



AVIATION SERVICES

Flight Instruction

Courtesy Car

Aircraft Maintenance

Jet A

24/7 Self-Serve AvGas Fueling

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 BML.

Overall, based aircraft are anticipated to decrease from 22 to 21 over the 20-year planning period, while annual operations are expected to decrease slightly over the same time frame.



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

AIRPORT ROLE & RECOMMENDATIONS



BML is one of four airports defined as a Regional airport in the future airport system and provides the highest level of air access for aviation users and the state's residents. Key attributes of BML would be the provision of airside and landside facilities capable of accommodating many types of general aviation aircraft, including most corporate jets. Regional airports also provide many of the aircraft services needed to serve NH businesses and their customers/clients.

BML is a key transportation facility in the Great North Woods region. The airport's facilities, fuel availability and approaches allow access 24/7 and in poor weather conditions. The airport is a vital facility for search and rescue operations and medical emergency extractions, as well as hosting visits by various political candidates. It also serves the economic development needs of the region by providing an alternate transportation facility providing quick and efficient access to businesses and tourism destinations in the region.

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 BML 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"> Meets Standards 	<ul style="list-style-type: none"> Straight-In Instrument Approach Procedure to both Runway Ends Aircraft Parking Apron - 15+ Jet/Turboprop Aircraft Self-Serve Jet A Fuel Available 24/7 Vertical Glide Slope Indicator on Each Runway End Complete Airport Property Perimeter Fencing Part-Time Airport Operations and Maintenance Staff Local Fire Department Trained in Basic ARFF Procedures 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, BML 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:

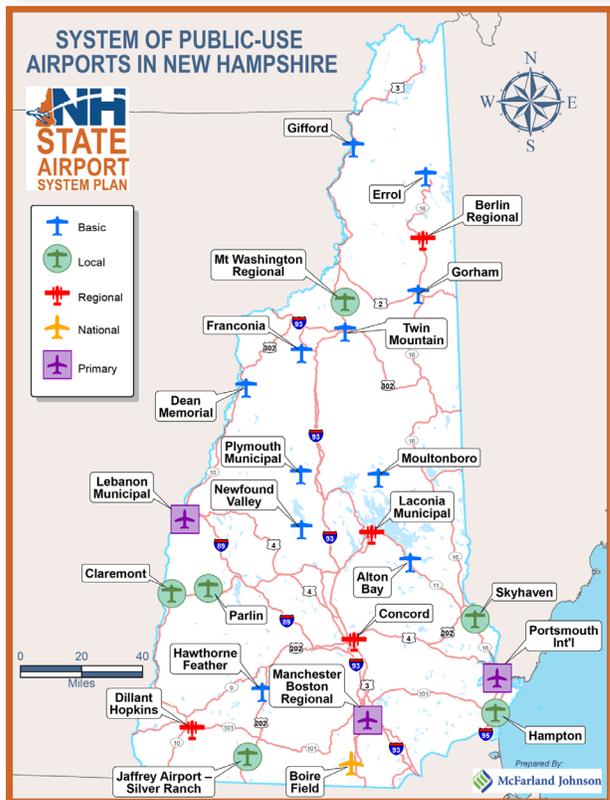
- Additional Airside & Landside Infrastructure
- Pavement Maintenance
- Planning/Environmental/Specialty Studies

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

FAMOUS FLIGHTS

Flying from BML,
Carmeno Onofrio
landed on the summit
of Mt. Washington 43
times in 1947 with his
J-3 Cub aircraft.

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
TOTAL IMPACT	12,954	\$2.16 billion	\$32.19 million

ECONOMIC BENEFIT OF BML 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 BML 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	9	\$0.34 million	\$1.04 million	\$0.01 million

For more information visit:

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