Claremont Municipal Airport

Individual Airport Summary Report
Claremont Municipal Airport

2015
Claremont Municipal Airport (CNH) is a publicly-owned, public-use general aviation airport in the Dartmouth-Lake Sunapee region of New Hampshire (NH). It is classified as a Local airport within the New Hampshire State Airport System Plan (NHSASP). Located one mile west of Claremont, the airport occupies approximately 120 acres. There is one paved runway at CNH, Runway 11-29, which measures 3,098’ in length. Runway 11-29 is served by a full parallel taxiway. The airport offers non-precision instrument approaches to its runway.

The airport offers limited services including AvGas fuel, aircraft maintenance, and hangar and tie-down storage. Overall, the airport has 12 T-hangars, 4 conventional hangars, and 15 tie-downs available for aircraft parking and storage. A fair amount of aircraft operations at CNH is generated by the airport’s proximity to Vermont, which helps attract aircraft seeking lower fuel prices spurred by NH’s lower fuel taxes.

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 CNH.

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

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

CNH serves Claremont and surrounding towns. The airport is integral to the transportation infrastructure serving Claremont’s and the region’s growing commerce center and compliments access to I-91 and I-89 as well as Amtrak service. The airport provides flight training, tourism access to nearby ski resorts, and business access to the large industrial complexes surrounding 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 CNH 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

<table>
<thead>
<tr>
<th>Primary Priority</th>
<th>Secondary Priority</th>
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</thead>
<tbody>
<tr>
<td>• Emergency Contact Posted</td>
<td>• Runway 3,200 Feet or Greater</td>
</tr>
<tr>
<td></td>
<td>• One Instrument Approach Procedure</td>
</tr>
<tr>
<td></td>
<td>• Jet A Fueling Service</td>
</tr>
<tr>
<td></td>
<td>• Access to Rental Cars at Airport</td>
</tr>
<tr>
<td></td>
<td>• On-Site Weather Reporting System</td>
</tr>
<tr>
<td></td>
<td>• 20:1 Clear Approach</td>
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</tbody>
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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, CNH 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

CNH is one of only a few airports in NH that have historic hangars of a bygone era and is actively documenting the historical significance of this hangar.
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.

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.

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 CNH 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.