AVIATION FACILITIES

Gifford Field (4C4) is a privately-owned, public-use general aviation airport in the Great North Woods region of New Hampshire (NH). It is classified as a Basic airport within the New Hampshire State Airport System Plan (NHSASP). Located one mile southwest of Colebrook, the airport occupies approximately 5 acres. There is one turf runway at 4C4, Runway 4-22, which measures approximately 2,466’ in length. Runway 4-22 offers visual approaches into the airport.

AVIATION SERVICES

CTAF Communications
Wind Indicator

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 4C4.

Overall, based aircraft are anticipated to increase from 7 to 8 over the 20-year planning period, while annual operations are expected to grow slightly during the same timeframe.

* Operations forecast is for general aviation operations only. Military and air taxi operations were excluded.
4C4 serves the role of a Basic airport in NH; there are 9 such airports in the future airport system. 4C4 and the other Basic airports provide vital air access for aviation users in the state, with their key attributes being the provision of having essential facilities capable of accommodating many types of single-engine piston aircraft. Basic airports also provide the aircraft services needed to access surrounding towns that may be farther away from the state’s other economic centers.

4C4 provides air access to the northwestern part of the Great North Woods region and is a critical transportation facility to the region given the limited transportation infrastructure that exists today. The airport supports a range of activity including tourism, business access, and most importantly, emergency services including search and rescue operations and medical evacuations.

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 4C4 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><strong>Primary Priority</strong></th>
<th><strong>Secondary Priority</strong></th>
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</thead>
<tbody>
<tr>
<td>• Open Year-Round</td>
<td>• 100LL Fueling Station</td>
</tr>
<tr>
<td>• Basic Shelter -- 100 SF</td>
<td>• Rotating Beacon</td>
</tr>
<tr>
<td>• Public Telephone</td>
<td>• Terminal Building - Heated</td>
</tr>
<tr>
<td></td>
<td>• 20:1 Clear Approach Slope</td>
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</tbody>
</table>

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. Such costs are related to both capital and non-capital projects identified by the airport owners and state projects encompassing these airports. When combined, 4C4 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

4C4 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 4C4 and the other system airports is crucial to maintaining NH’s overall success today and into the future.
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.

### Economic Benefit of 4C4 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 4C4 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*

<table>
<thead>
<tr>
<th></th>
<th>Total Employment</th>
<th>Travel Payroll</th>
<th>Total Output</th>
<th>Total Tax Revenue</th>
</tr>
</thead>
<tbody>
<tr>
<td>TOTAL IMPACT</td>
<td>7</td>
<td>$240,000</td>
<td>$750,000</td>
<td>$50,000</td>
</tr>
</tbody>
</table>

*Totals represent the 13 non-NPIAS Airports in aggregate

For more information visit: http://www.nh.gov/dot/org/aerorailtransit/aeronautics/documents.htm