



2015



# Individual Airport Summary Report Lebanon Municipal Airport



# AVIATION FACILITIES

Lebanon Municipal Airport (LEB) is a publicly-owned, public-use commercial service airport in the Dartmouth-Lake Sunapee region of New Hampshire (NH). It is classified as a Primary airport within the NH State Airport System Plan (NHSASP). Located three miles west of Lebanon, the airport occupies approximately 563 acres. There are two paved runways at LEB, Runway 7-25 and Runway 18-36, which measure 5,496' and 5,200' in length, respectively. Runway 7-25 is served by a full parallel taxiway, while Runway 18-36 has a partial-parallel taxiway only. The airport offers both precision and non-precision instrument approaches to its runways.

The airport has a full-service FBO which is an FAA Part 145 Repair Station and sells AvGas and Jet A fuel, provides flight training, aircraft maintenance, avionics sales and installation, and hangar and tie-down storage. A second FBO primarily services and sells helicopters and is located adjacent to the full service FBO. Overall, the airport offers 32 T-hangars, 4 conventional hangars, and 20 tie-downs for aircraft storage. A significant amount of aircraft operations at LEB are generated by helicopters and local businesses utilizing corporate and charter aircraft.



## AVIATION SERVICES

- |                      |             |
|----------------------|-------------|
| Flight Instruction   | Parts Sales |
| Charter Services     | AvGas       |
| Aircraft Storage     | Jet A       |
| Rental Cars          |             |
| Aircraft Maintenance |             |
| Avionics Maintenance |             |

# 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 LEB.

Overall, based aircraft are anticipated to decrease from 42 to 40 over the 20-year planning period, while annual operations are expected to decrease slightly over the same time frame.

## AVIATION FORECAST



\* Military operations were excluded.

# AIRPORT ROLE & RECOMMENDATIONS



LEB is one of three Primary airports in NH that provide the highest level of air access for aviation users and the state's residents. Key attributes include scheduled commercial passenger/cargo services and the ability to accommodate a wide range of general aviation users.

LEB is one of three airports providing commercial air service in NH. The airport not only serves airlines, but also serves corporate and private aircraft visiting various Lebanon-based companies, Dartmouth College, Dartmouth Hitchcock Hospital, and other businesses within the region. Together with I-89 and I-91, the airport serves as a vital transportation facility providing quick and efficient access to the city and surrounding 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 LEB 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"><li>• Runway Length of 7,000' or Greater</li><li>• Medium Intensity Approach Light System</li></ul>	<ul style="list-style-type: none"><li>• Runway &amp; Taxiway Characteristics Determined by Users (minimum B757/ B676) (if and when warranted to fulfill this airport role)</li><li>• Aircraft Cargo Handling Facilities</li><li>• U.S. Customs and Border Protection Facility On-Site</li></ul>

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, LEB ensures the highest level of operational safety and efficient access to serve the needs of aviation users and the state of NH.

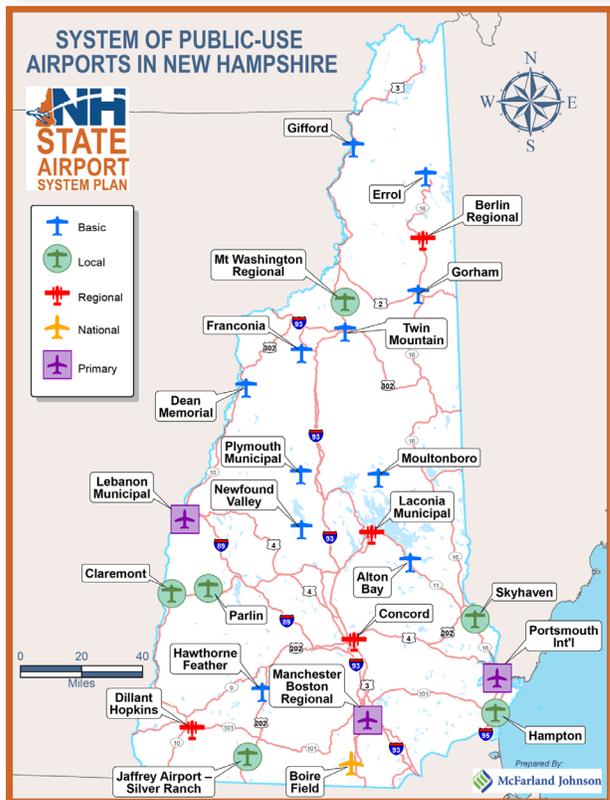
Additional projects may include:

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

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

**LEB is the  
only airport  
in NH north of  
Manchester  
to have an air  
traffic control  
tower.**

# 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
<b>TOTAL IMPACT</b>	<b>12,954</b>	<b>\$2.16 billion</b>	<b>\$32.19 million</b>

and rescue operations, wildlife management, law enforcement flights, military exercises, and flight training.

## ECONOMIC BENEFIT OF LEB 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 LEB 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
<b>TOTAL IMPACT</b>	<b>168</b>	<b>\$8.87 million</b>	<b>\$26.77 million</b>	<b>\$0.33 million</b>

For more information visit:

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