



2015



Individual Airport Summary Report Mount Washington Regional Airport



AVIATION FACILITIES

Mount Washington Regional Airport (HIE) is a publicly-owned, public-use general aviation airport in the Mount Washington region of New Hampshire (NH). It is classified as a Regional airport within the NH State Airport System. Located three miles east of Whitefield, the airport occupies approximately 180 acres. There is one paved runway at HIE, Runway 10-28, which measures approximately 4,002' in length. Runway 10-28 is served by a partial-parallel taxiway. The airport offers non-precision instrument approaches to its runway.

The airport offers limited services including AvGas fuel and hangar and tie-down storage. Overall, there are 14 conventional hangars and 12 tie-downs available for aircraft storage. A growing number of aircraft operations at HIE are generated by corporate jets and turboprops used to transport passengers to various hotel and ski resorts in the area.

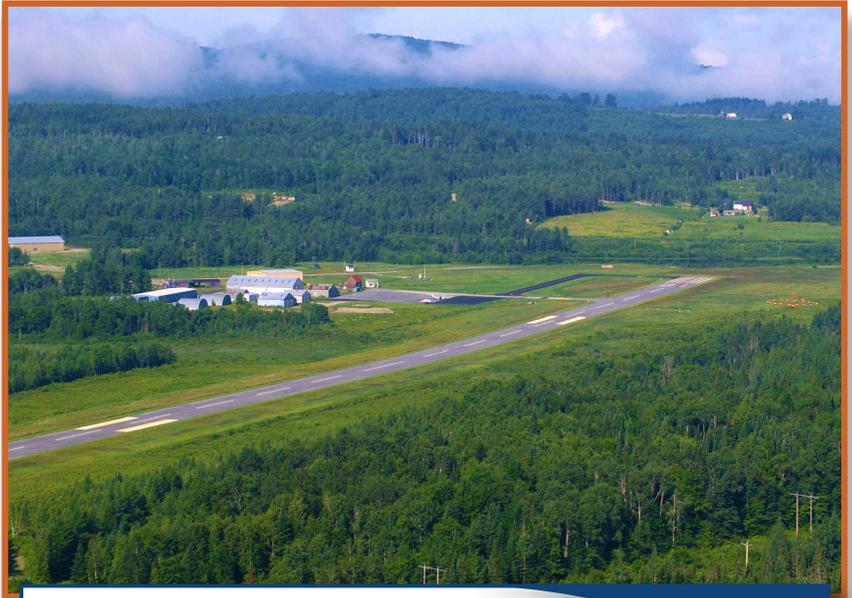
58

HIE has provided general aviation services in the White Mountains for over 58 years.

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 HIE.

Overall, based aircraft are anticipated to increase from 26 to 29 over the 20-year planning period, while annual operations are expected to increase slightly over the same time frame as well.



AVIATION SERVICES

- Terminal Building
- Flight Instruction
- Ground Transportation
- Aircraft Maintenance
- Aircraft Storage
- 24/7 Self-Serve AvGas

AVIATION FORECAST



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

AIRPORT ROLE & RECOMMENDATIONS



HIE 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. HIE facilities, services and activity currently meet Regional airport levels and as such, the airport’s role is recommended to be changed from a Local airport to a Regional airport. This will better serve the facility and service needs of NH’s aviation system. Key attributes of HIE 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.

HIE is a key transportation facility in the Great North Woods. One of two paved runway airports north of NH’s notches, the airport caters to tourists traveling to several large hotel resorts, ski areas, and extensive hiking trails in New England. The airport also supports local businesses that use the airport to bring clients to the region or operate their corporate aircraft from the airport. The airport also serves as a sister facility to Berlin Regional Airport (BML) in NH’s Great North Woods and offers an alternate airport to access the region if access to BML is not available. For these reasons,

it is recommended that HIE’s role change to further support the aviation needs of the state.

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 HIE 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"> • Hangar Storage for All Winter-Based Aircraft • Emergency Contact List Posted and Distributed • Jet A Fuel Service • Full-Service Fixed Based Operator • Secure Aircraft Parking Apron - 10+ Jet/ Turbo prop Aircraft • Partially Fenced Airport Property Perimeter | <ul style="list-style-type: none"> • Runway Length of 4,600 Feet or Greater • Straight-In Instrument Approach Procedure to Two Runway Ends • Secure Aircraft Parking Apron – 15+ Jet/ Turboprop Aircraft • Self-Serve Jet A Fuel Available 24/7 • Vertical Glide Slope Indicator Each Runway End • Complete Airport Property Perimeter Fencing • Part-Time Airport Operations and Maintenance Staff • 20:1 Clear Approach Slope |
| <i>Air Access Gap Priority</i> | |
| <ul style="list-style-type: none"> • Runway Length of 5,000 ft or Greater • Jet A Fuel Service | |

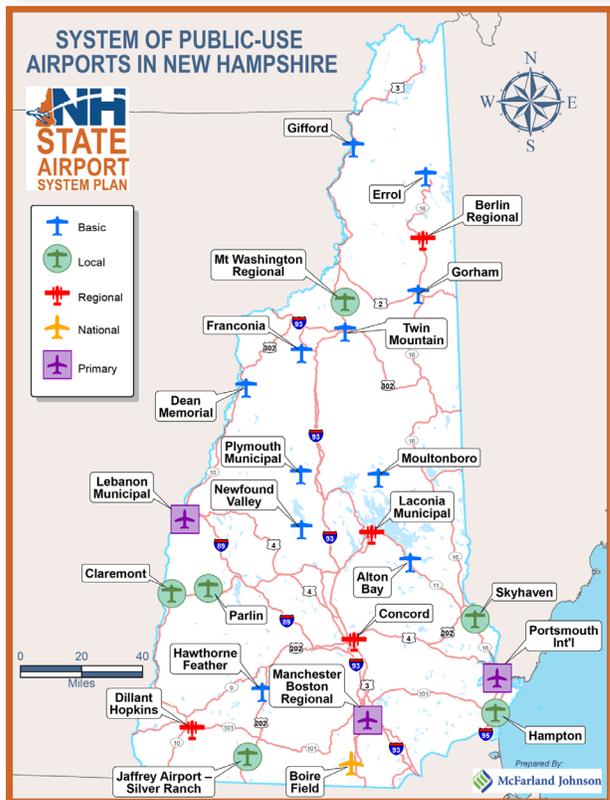
In addition to these airport improvement projects, there are additional project costs that may be incurred over the next 20 years, funding for which is not guaranteed by NHDOT or FAA. Such additional project costs are related to both capital and non-capital projects identified in airport master plans and/or airport capital improvement plans (ACIP). When combined, HIE 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

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

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 HIE 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 HIE 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 | \$.46 million | \$1.11 million | \$0.001 million |

For more information visit:

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