



2015



Individual Airport Summary Report Skyhaven Airport



AVIATION FACILITIES

Skyhaven Airport (DAW) is a publicly-owned, public-use general aviation airport in the Lakes region of New Hampshire (NH). It is classified as a Local airport within the New Hampshire State Airport System Plan (NHSASP). Located three miles southeast of Rochester, the airport occupies approximately 195 acres. There is one paved runway at DAW, Runway 15-33, which measures approximately 4,200' in length and has approach lights to Runway 33. Runway 15-33 is served by a full parallel taxiway and the airport offers non-precision approaches.

The airport sells AvGas and offers minor aircraft maintenance. Overall, the airport has 34 T-hangars, 2 conventional hangars, and 26 tie-downs for aircraft parking and storage. A fair amount of aircraft operations at DAW are generated by training activity, business aircraft based at the airport, and medical aircraft using the airport.



AVIATION SERVICES

Flight Instruction

Aircraft Rental

Aircraft Storage

Aircraft Maintenance

24/7 Self-Serve AvGas

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 DAW.

Overall, based aircraft are anticipated to slightly decrease from 69 to 65 over the 20-year planning period, while annual operations are expected to decrease slightly over the same time.

AVIATION FORECAST



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

AIRPORT ROLE & RECOMMENDATIONS



DAW 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 DAW 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.

DAW is an integral part of the airport system in the Lakes region. With the recent 200' extension to the runway (now 4,200'), the airport provides aircraft owners a reliable and safe alternate airport for general aviation aircraft in the region. The airport also serves as an additional transportation facility and economic generator by serving the businesses within the city of Rochester, a number of which manufacture equipment for the aerospace industry.

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 DAW 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

Primary Priority

- Hangar Storage for All Winter-Based Aircraft
- Emergency Contact Posted

Secondary Priority

- One Instrument Approach Procedure
- Jet A Fuel Service
- 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, DAW ensures the highest level of operational safety and efficient access to serve the needs of aviation users and the state of NH.

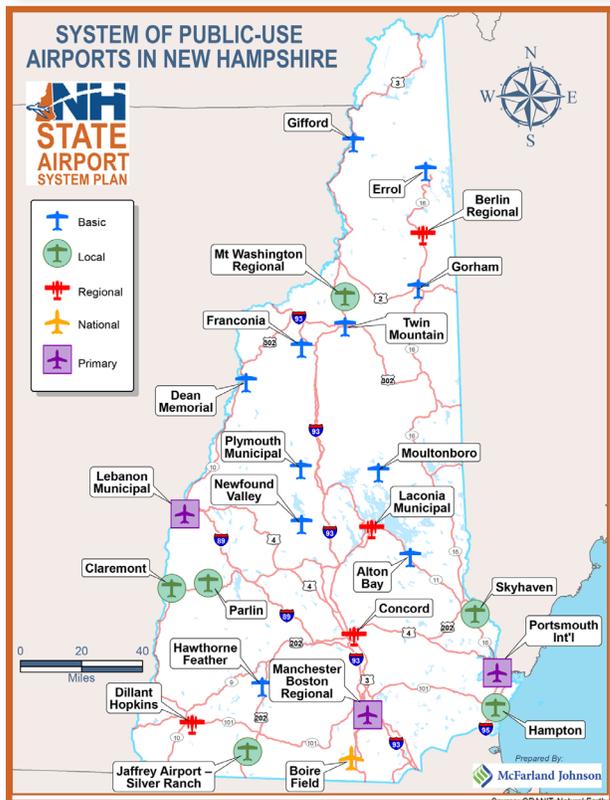
Additional projects may include:

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

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

DAW was acquired in 1968 by the state of NH from William H. Champlin Jr. and operated by the Bureau of Aeronautics for many years. In 2009, the ownership and operation of the airport was transferred to Pease Development Authority, which has the experience and resources to operate and enhance the airport to maximize the airport's potential within the region.

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 DAW 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 DAW 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	Travel Time Savings	Total Output	Total Tax Revenue
TOTAL IMPACT	8	\$0.33 million	\$1.02 million	\$0.04 million

For more information visit:

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