

**APPENDIX A**

**AIRPORT PHOTOS**

August, 2008

Photos taken by Jacobs

---

# SKYHAVEN AIRPORT MASTER PLAN UPDATE

---

Note: photos taken by Jacobs, August 2008.



**Photo 1 – Terminal Building & Auto Parking Lot**



**Photo 2 – Terminal Building & Auto Parking Lot**



Photo 3 – Terminal Building Interior



Photo 4 – Terminal Auto Parking Lot



Photo 5 – Paved driveway outside airport fence



Photo 6 – Self-Service Fuel Pump



Photo 7 – Paved Aircraft Tiedown Apron



Photo 8 – Equipment Storage Building



Photo 9 – Fuel Storage Tanks



Photo 10 – Fuel Storage Tanks



**Photo 11 – Paved Tiedown Apron & Terminal Building**



**Photo 12 – Paved Tiedown Apron**



Photo 13 – Paved Tiedown Apron



Photo 14 –T-Hangar Building No. 4



**Photo 15 –T-Hangar Building No. 4**



**Photo 16 –T-Hangar Building No. 1 & Pole Hangar**





Photo 19 –T-Hangar Building No. 2



Photo 20 –T-Hangar Building No. 2



Photo 21 –T-Hangar Building No. 4



Photo 22 –T-Hangar Buildings No. 3 and 4

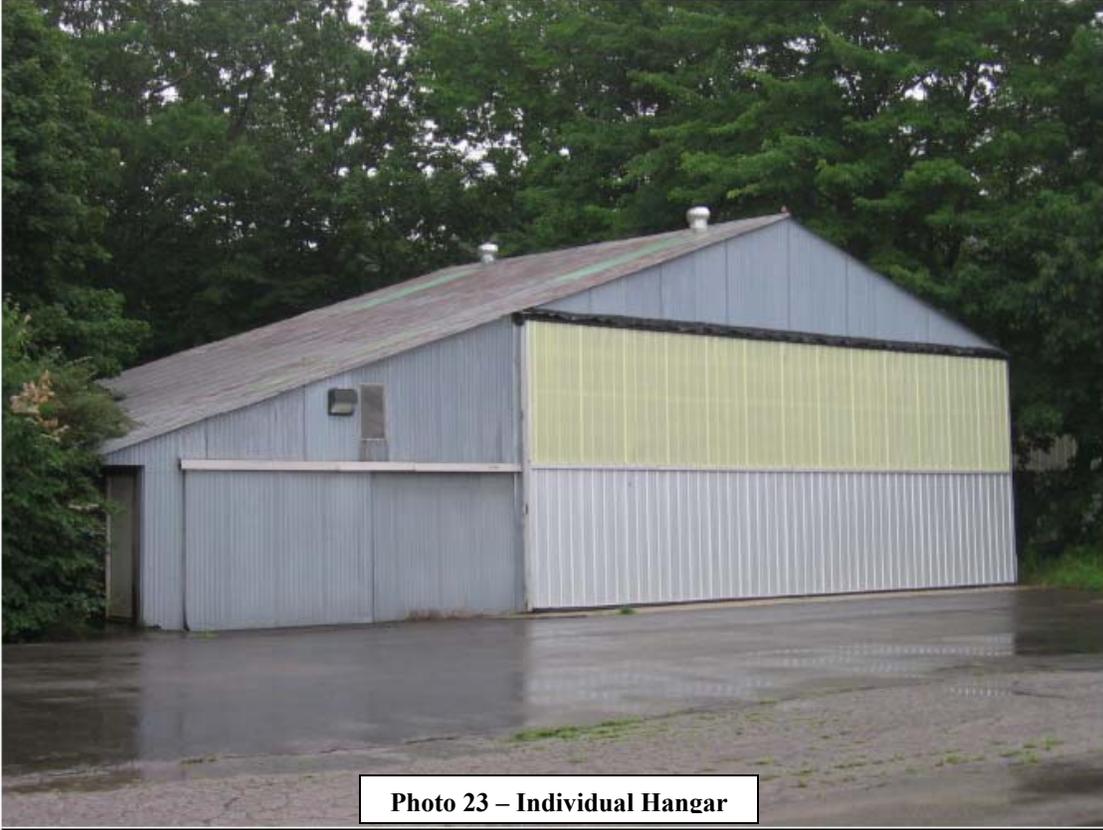


Photo 23 – Individual Hangar



Photo 24 – Snow Removal Equipment (SRE) Storage Building





Photo 27 – Fixed Base Operator Hangar



Photo 28 – Fixed Base Operator Hangar



Photo 29 – Fixed Base Operator Hangar



Photo 30 – Turf Tiedowns





Photo 33 – Segmented Circle & Windsock

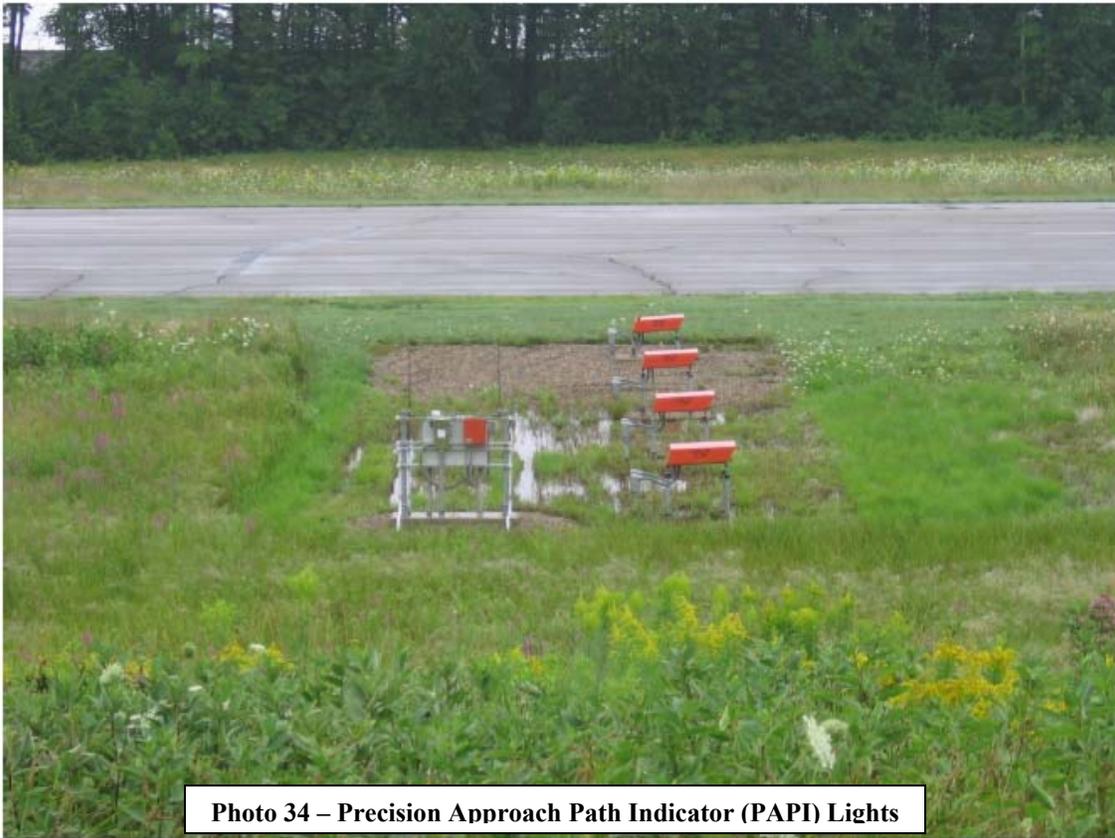


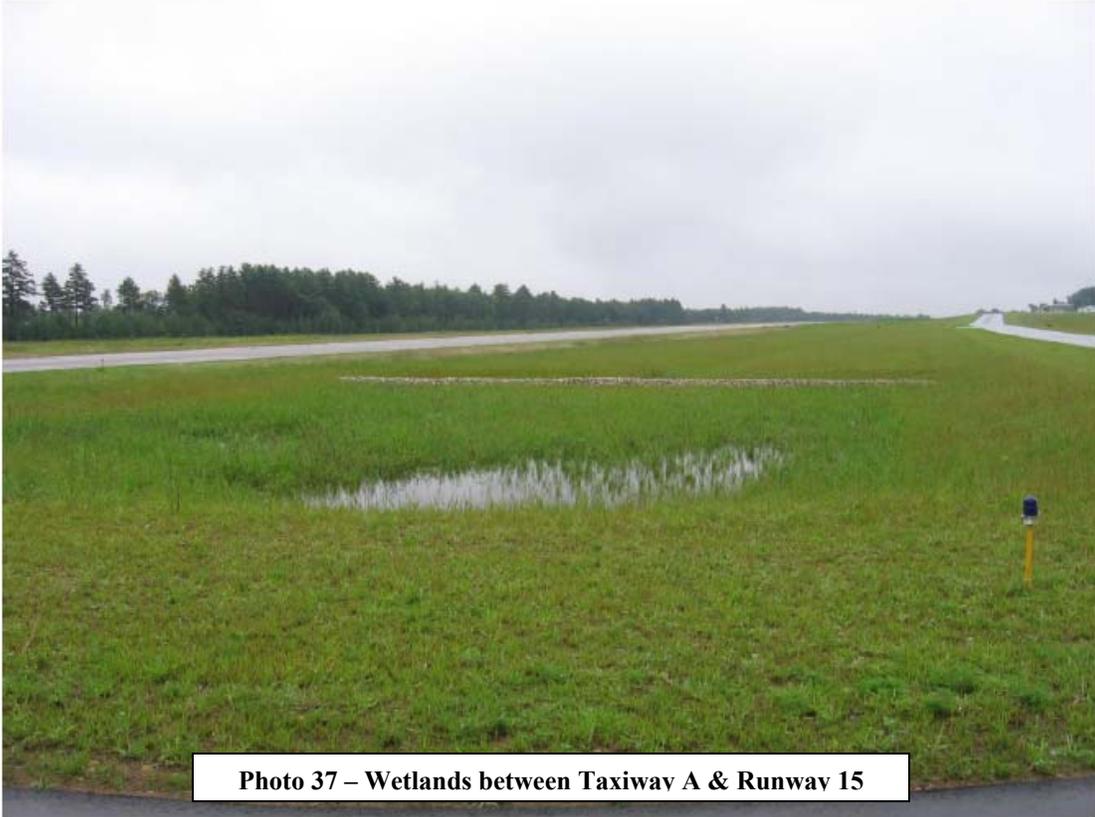
Photo 34 – Precision Approach Path Indicator (PAPI) Lights



Photo 35 – Runway 15 Threshold



Photo 36 – Stream & Culvert behind Runway 15 Threshold



**Photo 37 – Wetlands between Taxiway A & Runway 15**



**Photo 38 – Taxiway A & Runway 15 Threshold Looking Toward Jackson Hangar**

**APPENDIX B**

**INSTRUMENT APPROACH PROCEDURES**

**October 2008**

**SKYHAVEN AIRPORT**

**-NOTE: NOT TO BE USED FOR NAVIGATION PURPOSES-**

# SKYHAVEN AIRPORT MASTER PLAN UPDATE

ROCHESTER, NEW HAMPSHIRE

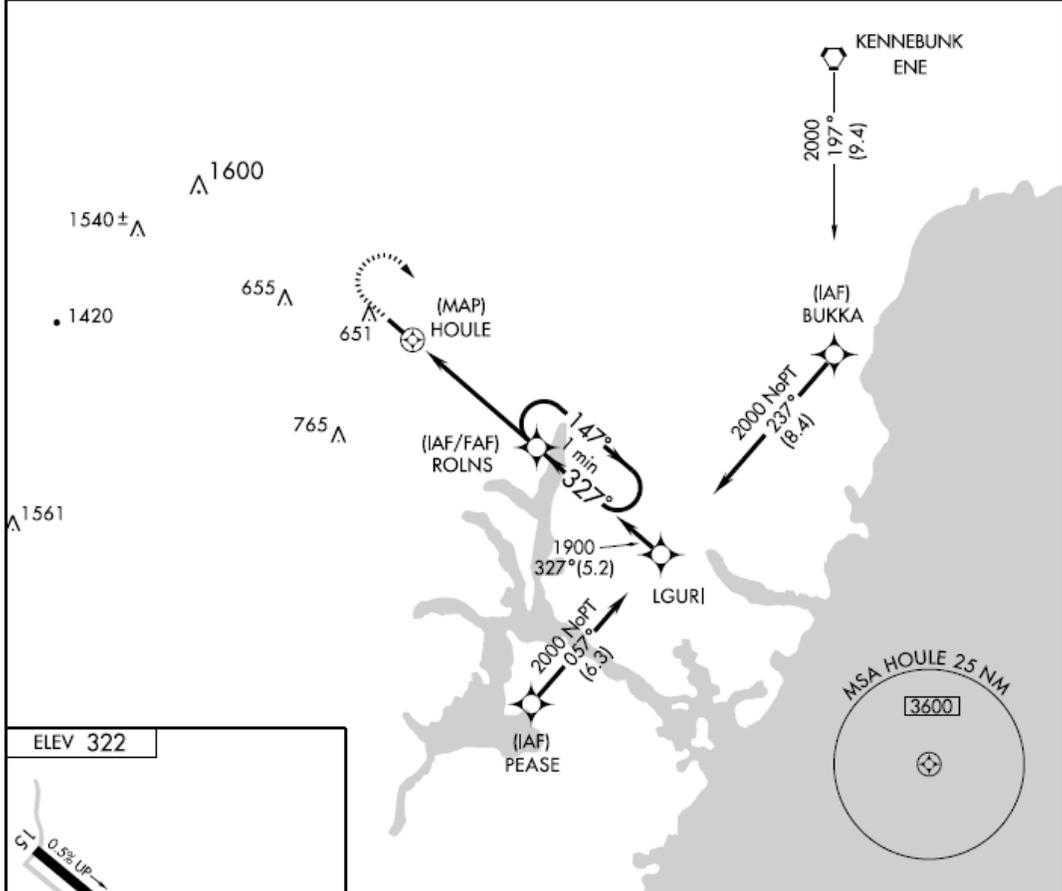
AL-5978 (FAA)

APP CRS <b>327°</b>	Rwy Idg <b>4001</b>
	TDZE <b>322</b>
	Apt Elev <b>322</b>

**GPS RWY 33**  
ROCHESTER/SKYHAVEN (DAW)

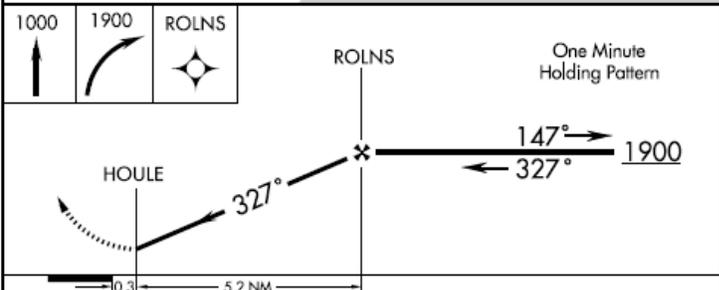
<p><b>⚠</b> When local altimeter not received, use Portsmouth Intl at Pease altimeter setting.</p>	<p><b>MISSED APPROACH:</b> Climb to 1000, then climbing right turn to 1900 direct ROLNS WP and hold.</p>
--	--

ASOS <b>135.275</b>	BOSTON APP CON <b>125.05 269.4</b>	UNICOM <b>122.7 (CTAF) ☺</b>
------------------------	---------------------------------------	---------------------------------



NE-1, 23 OCT 2008 to 20 NOV 2008

NE-1, 23 OCT 2008 to 20 NOV 2008



CATEGORY	A	B	C	D
S-33	760-1	438 (500-1)	760-1¼ 438 (500-1¼)	NA
CIRCLING	1020-1	698 (700-1)	1020-2 698 (700-2)	NA

ROCHESTER, NEW HAMPSHIRE  
Orig-B 08213

43°17'N - 70°56'W

ROCHESTER/SKYHAVEN (DAW)  
**GPS RWY 33**

**-NOTE: NOT TO BE USED FOR NAVIGATION PURPOSES-**

**-DRAFT-**

# SKYHAVEN AIRPORT MASTER PLAN UPDATE

ROCHESTER, NEW HAMPSHIRE

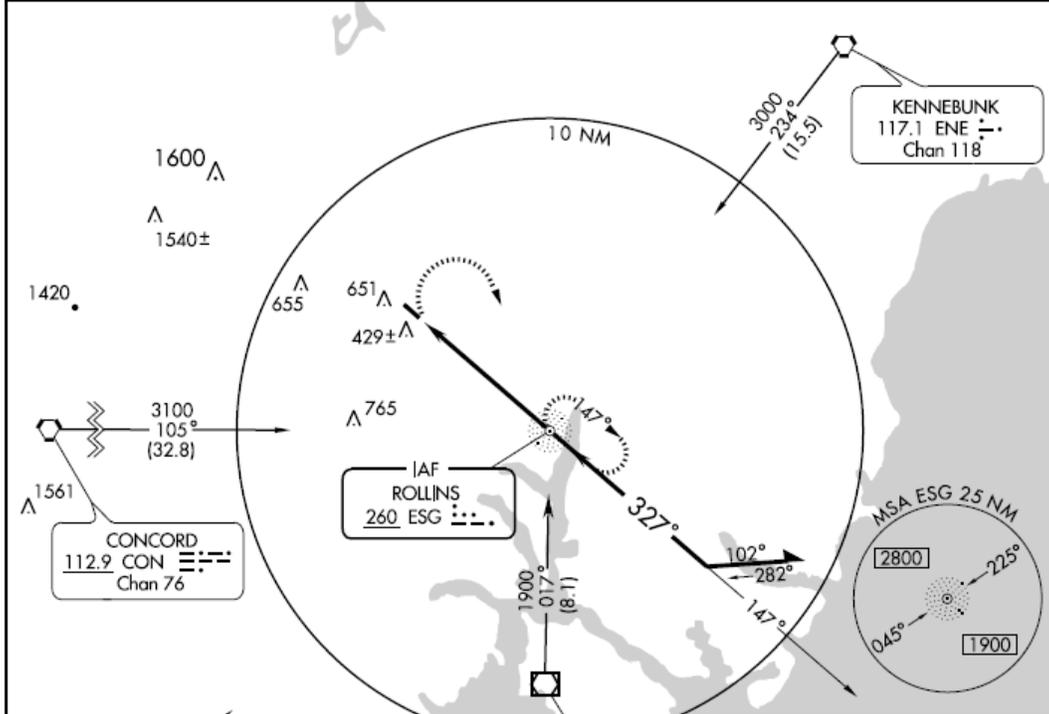
AL-5978 (FAA)

NDB ESG	APP CRS	Rwy Idg TDZE	4001
<b>260</b>	<b>327°</b>	Apt Elev	<b>322</b>

**NDB RWY 33**  
ROCHESTER/SKYHAVEN (D.A.W)

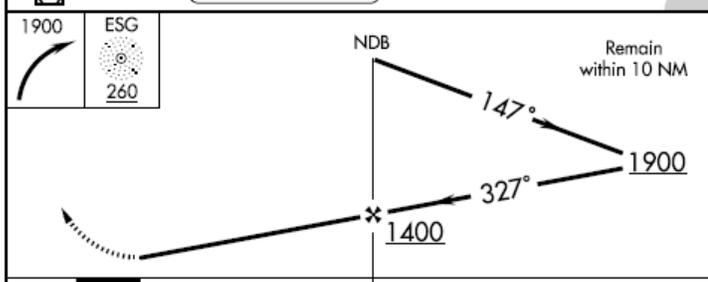
<p><b>NA</b> When local altimeter not received, use Portsmouth Intl at Pease altimeter setting.</p>	<p><b>MISSED APPROACH:</b> Climbing right turn to 1900 direct ESG NDB and hold.</p>
---	---

ASOS <b>135.275</b>	BOSTON APP CON <b>125.05 269.4</b>	UNICOM <b>122.7 (CTAF) 0</b>
------------------------	---------------------------------------	---------------------------------



NE-1, 23 OCT 2008 to 20 NOV 2008

NE-1, 23 OCT 2008 to 20 NOV 2008



CATEGORY	A	B	C	D
S-33	860-1	538 (600-1)	860-1½ 538 (600-1½)	NA
CIRCLING	1020-1	698 (700-1)	1020-2 698 (700-2)	NA

REIL Rwy 33	MIRL Rwy 15-33				
FAF to MAP 5.5 NM					
Knots	60	90	120	150	180
Min:Sec	5:30	3:40	2:45	2:12	1:50

ROCHESTER, NEW HAMPSHIRE  
Amdt 4B 08213

43°17'N - 70°56'W

ROCHESTER/SKYHAVEN (D.A.W)  
**NDB RWY 33**

**-NOTE: NOT TO BE USED FOR NAVIGATION PURPOSES-**

**-DRAFT-**

# SKYHAVEN AIRPORT MASTER PLAN UPDATE

ROCHESTER, NEW HAMPSHIRE

AL-5978 (FAA)

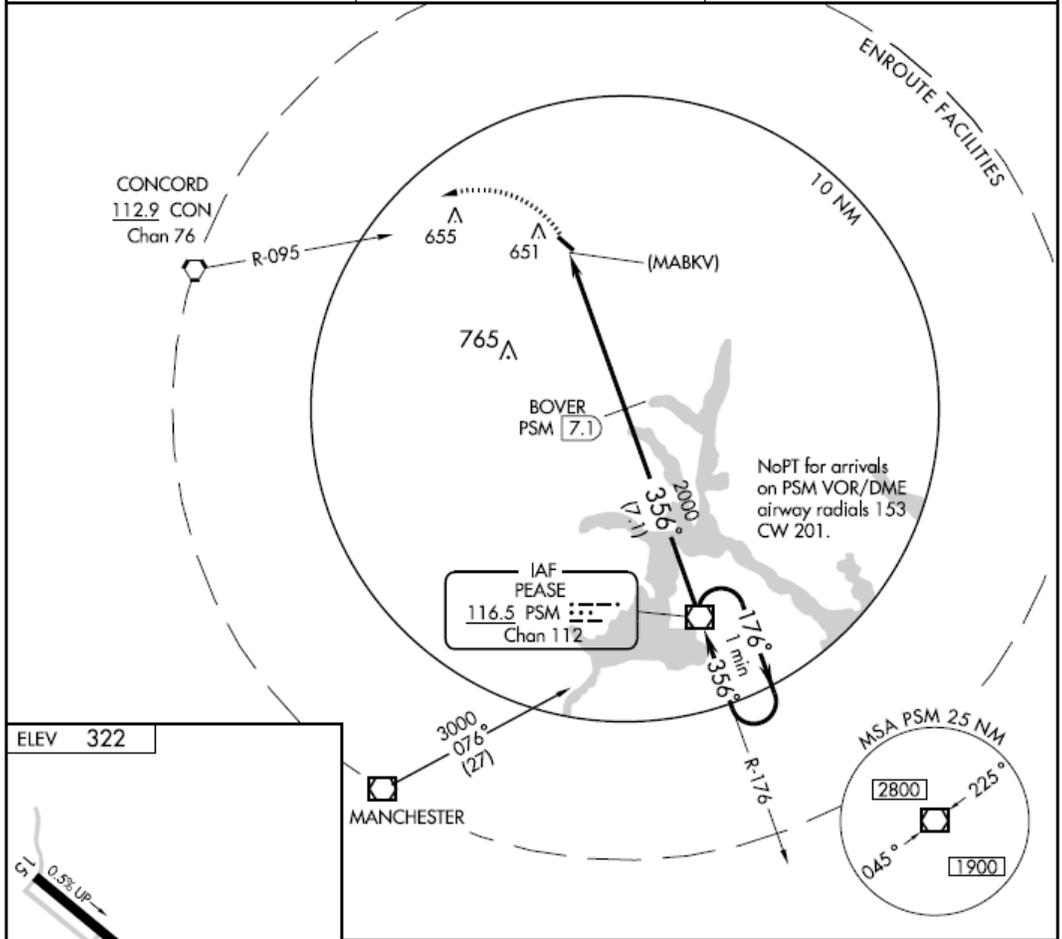
VOR/DME PSM <b>116.5</b> Chan <b>112</b>	APP CRS <b>356°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>322</b>
--	------------------------	---

**VOR/DME or GPS-A**  
ROCHESTER/SKYHAVEN (DAW)

▼ **NA** When local altimeter not received, use Portsmouth Intl at Pease altimeter setting.
 

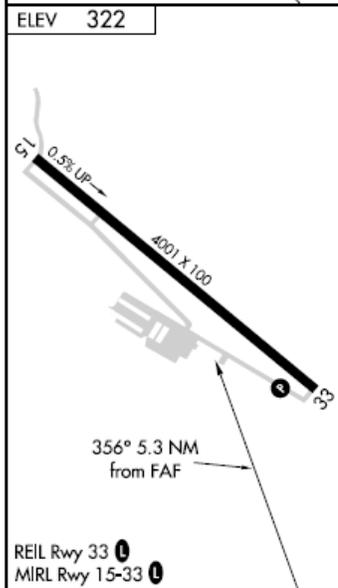
**MISSED APPROACH:** Climbing left turn to 3000 via heading 270° and CON VORTAC R-095 to CON VORTAC.

ASOS <b>135,275</b>	BOSTON APP CON <b>125,05 269,4</b>	UNICOM <b>122.7 (CTAF) 0</b>
------------------------	---------------------------------------	---------------------------------



NE-1, 23 OCT 2008 to 20 NOV 2008

NE-1, 23 OCT 2008 to 20 NOV 2008



	3000 HDG 270° CON R-095	CON 112.9	BOVER PSM 7.1	VOR/DME One Minute Holding Pattern	
			(MABKV) PSM 12.4	176° → 3000 ← 356°	
			2000		
		5.3 NM	7.1 NM		
CATEGORY	A	B	C	D	
CIRCLING	1020-1	698 (700-1)	1020-2 698 (700-2)	NA	

ROCHESTER, NEW HAMPSHIRE  
Amdt 1A 08213

43°17'N - 70°56'W

ROCHESTER/SKYHAVEN (DAW)  
**VOR/DME or GPS-A**

**-NOTE: NOT TO BE USED FOR NAVIGATION PURPOSES-**

**-DRAFT-**

# SKYHAVEN AIRPORT MASTER PLAN UPDATE

ROCHESTER, NEW HAMPSHIRE

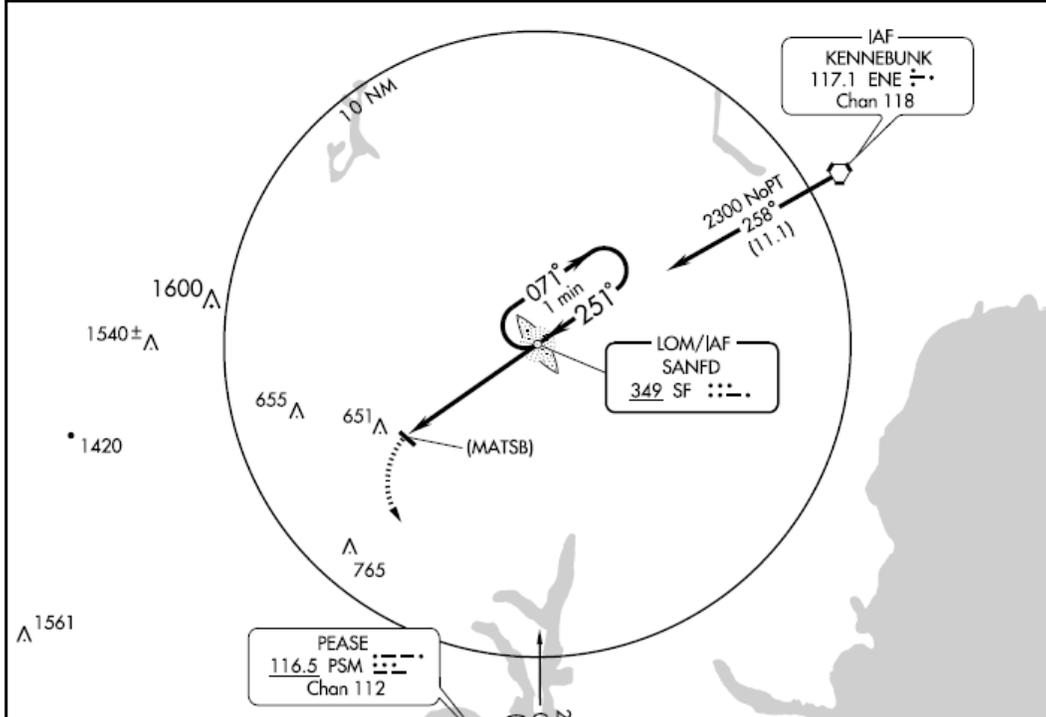
AL-5978 (FAA)

LOM SF	APP CRS	Rwy Idg TDZE Apt Elev	N/A
<b>349</b>	<b>251°</b>		<b>322</b>

**NDB or GPS-B**  
ROCHESTER/SKYHAVEN (DAW)

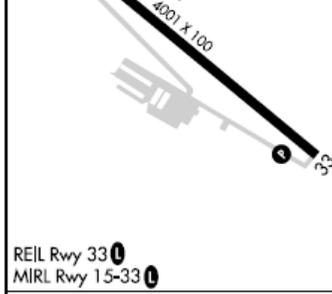
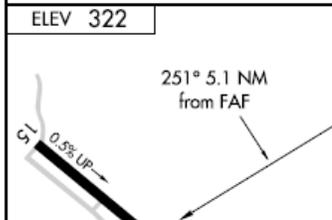
<p><b>NA</b> When local altimeter not received, use Portsmouth Intl at Pease altimeter setting.</p>	<p>MISSED APPROACH: Climbing left turn to 3000 direct to PSM VOR/DME and hold.</p>
---	--

<p>ASOS <b>135.275</b></p>	<p>BOSTON APP CON <b>125.05 269.4</b></p>	<p>UNICOM <b>122.7 (CTAF) 0</b></p>
--------------------------------	---	---

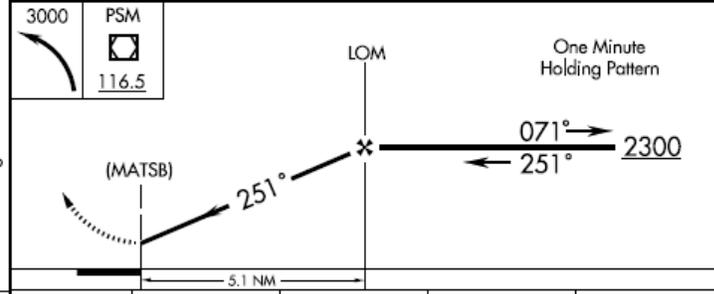


NE-1, 23 OCT 2008 to 20 NOV 2008

NE-1, 23 OCT 2008 to 20 NOV 2008



FAF to MAP 5.1 NM					
Knots	60	90	120	150	180
Min:Sec	5:06	3:24	2:33	2:02	1:42



CATEGORY	A	B	C	D
CIRCLING	1020-1	698 (700-1)	1020-2 698 (700-2)	NA

ROCHESTER, NEW HAMPSHIRE  
Amdt 1B 08213

43°17'N - 70°56'W

ROCHESTER/SKYHAVEN (DAW)  
**NDB or GPS-B**

**-NOTE: NOT TO BE USED FOR NAVIGATION PURPOSES-**

**-DRAFT-**

**APPENDIX C**

- C-1: FAA AIRPORT FACILITY DIRECTORY**
- C-2: FAA AIRPORT MASTER RECORD – FORM 5010**
- C-3: FAA NATIONAL PLAN OF INTEGRATED AIRPORT SYSTEMS (NPIAS)**
- C-4: FAA FLIGHT STANDARDS AIRPORT DATA SHEET**

FAA AIRPORT FACILITY DIRECTORY

**ROCHESTER**

**SKYHAVEN** (DAW) 3 SE UTC-5(-4DT) N43°17.04' W70°55.76'

NEW YORK  
L-32H  
IAP

322 B S3 FUEL 100LL, JET A OX 1,2 TPA-1122(800)

RWY 15-33: H4001X100 (ASPH) S-30 MIRL 0.5% up SE

RWY 15: Trees.

RWY 33: REIL. PAPI(P4L)—GA 3.0° TCH 40'. Tree. Rgt tfc.

**AIRPORT REMARKS:** Attended Apr-Oct 1300-2300‡; Nov-Mar 1300-2100Z‡. Self-serve 100LL and JET A avbl 24 hrs with credit card. Deer on and invof arpt after sunset. Rwy 33 designated calm wind rwy. Ultralight, antique, and non-radio tfc in good weather. Rotating bcn located 3000' northwest of arpt.

ACTIVATE MIRL Rwy 15-33 and PAPI and REIL Rwy 33—CTAF.

**WEATHER DATA SOURCES:** ASOS 135.275 (603) 332-7814.

**COMMUNICATIONS:** CTAF/UNICOM 122.7

BANGOR FSS (BGR) TF 1-800-WX-BRIEF. NOTAM FILE DAW.

BOSTON APP/DEP CON 125.05

**RADIO AIDS TO NAVIGATION:** NOTAM FILE PSM.

PEASE (L) VORTACW 116.5 PSM Chan 112 N43°05.07'

W70°49.92' 356° 12.7 NM to fld. 99/16W.

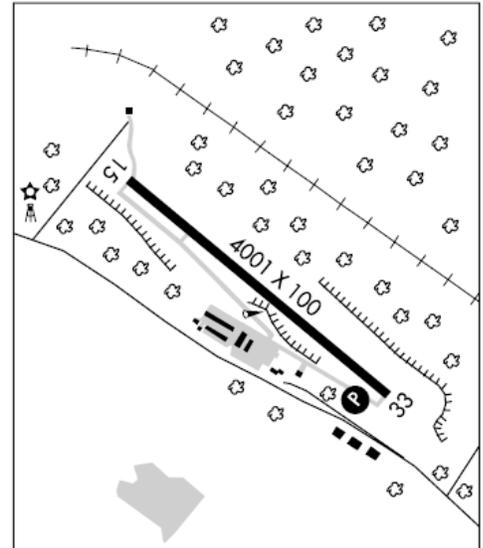
Out of svc 1230-1630Z‡ Mondays with weather 1500 ft and 3 miles visibility or above.

ROLLINS NDB (MHW) 260 ESG N43°13.22' W70°49.70' 327°

5.9 NM to fld. Unusable byd 10 NM. NOTAM FILE BGR.

SANFD NDB (LOM) 349 SF N43°20.07' W70°50.06' 251° 5.1 NM to fld.

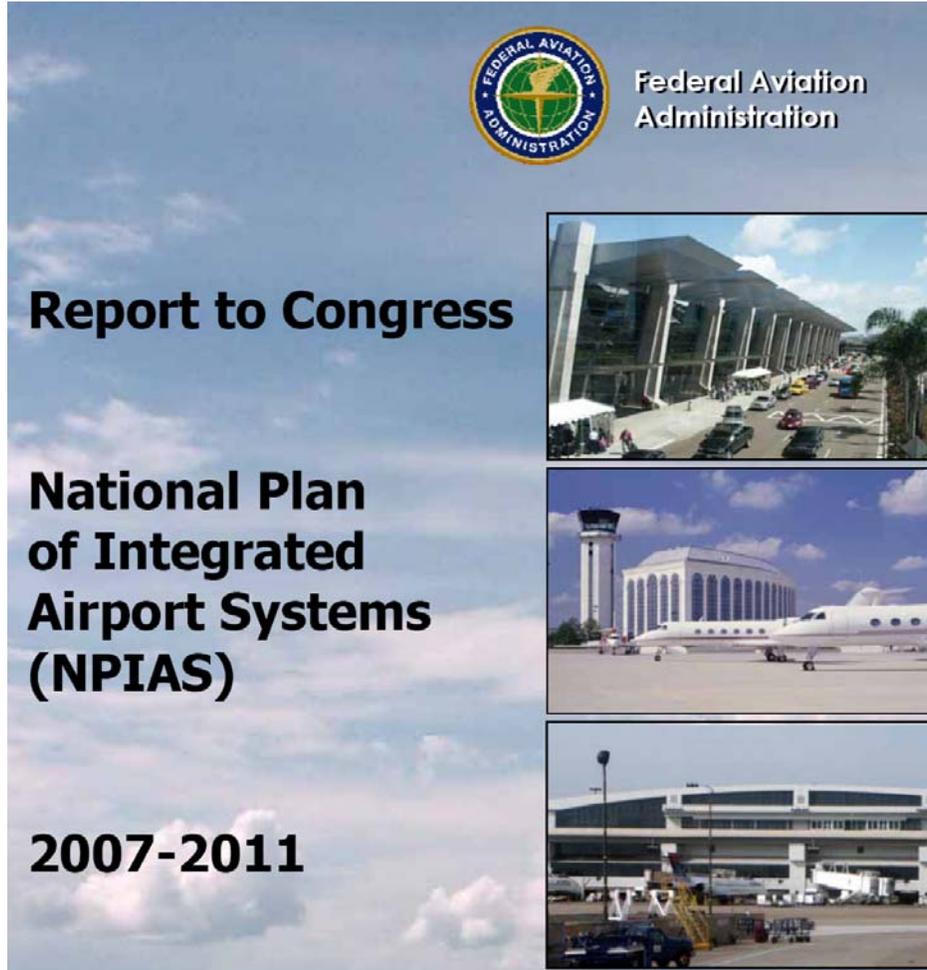
**COMM/NAV/WEATHER REMARKS:** Comm provided by Bangor radio on freq 122.25. Cinc del thru Bangor FSS 1-866-295-3835.



**-NOTE: NOT TO BE USED FOR NAVIGATION PURPOSES-**

# SKYHAVEN AIRPORT MASTER PLAN UPDATE

	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	<h2 style="margin: 0;">AIRPORT MASTER RECORD</h2>	PRINT DATE: 09/24/2008 AFD EFF 09/25/2008 Form Approved OMB 2120-0015
> 1 ASSOC CITY: ROCHESTER		4 STATE: NH	LOC ID: DAW
> 2 AIRPORT NAME: SKYHAVEN		5 COUNTY: STRAFFORD NH	
3 CBD TO AIRPORT (NM): 03 SE		7 SECT AERO CHT: NEW YORK	
<b>GENERAL</b>		<b>SERVICES</b>	
10 OWNERSHIP: PU	> 70 FUEL: 100LL A	<b>BASED AIRCRAFT</b>	
> 11 OWNER: NHDOT, BUREAU OF AERONAUTICS	> 71 AIRFRAME RPRS: MAJOR	90 SINGLE ENG: 97	91 MULTI ENG: 6
> 12 ADDRESS: PO BOX 483 CONCORD, NH 03302	> 72 PWR PLANT RPRS: MINOR	92 JET: 1	TOTAL: 104
> 13 PHONE NR: 603-271-2552	> 73 BOTTLE OXYGEN: NONE	93 HELICOPTERS: 2	94 GLIDERS: 1
> 14 MANAGER: TRICIA LAMBERT	> 74 BULK OXYGEN: HIGH/LOW	95 MILITARY: 0	96 ULTRA-LIGHT: 12
> 15 ADDRESS: PO BOX 483 CONCORD, NH 03302	75 TSNT STORAGE: TIE		
> 16 PHONE NR: 603-271-2552	76 OTHER SERVICES: BCHGR, INSTR, RNTL		
> 17 ATTENDANCE SCHEDULE: APR-OCT ALL 0800-1800 NOV-MAR ALL 0800-1600		<b>FACILITIES</b>	
		> 80 ARPT BCN: CG	<b>OPERATIONS</b>
		> 81 ARPT LGT SKED: DUSK-DAWN	100 AIR CARRIER: 0
		> 82 UNICOM: 122.700	102 AIR TAXI: 0
		> 83 WIND INDICATOR: YES-L	103 G A LOCAL: 12,000
		84 SEGMENTED CIRCLE: YES	104 G A ITRNT: 5,000
		85 CONTROL TWR: NONE	105 MILITARY: 0
		86 FSS: BANGOR	TOTAL: 17,000
		87 FSS ON ARPT: NO	OPERATIONS FOR 12 MONTHS ENDING 07/31/2006
		88 FSS PHONE NR:	
		89 TOLL FREE NR: 1-800-WX-BRIEF	
18 AIRPORT USE: PUBLIC			
19 ARPT LAT: 43-17-02.6000N ESTIMATED			
20 ARPT LONG: 070-55-45.4000W			
21 ARPT ELEV: 322 SURVEYED			
22 ACREAGE: 195			
> 23 RIGHT TRAFFIC: 33			
> 24 NON-COMM LANDING: NO			
25 NPIAS/FED AGREEMENTS:NGY			
> 26 FAR 139 INDEX:			
<b>RUNWAY DATA</b>			
> 30 RUNWAY IDENT:	15/33		
> 31 LENGTH:	4,001		
> 32 WIDTH:	100		
> 33 SURF TYPE-COND:	ASPH-F		
> 34 SURF TREATMENT:	NONE		
35 GROSS WT: SW	30.0		
36 (IN THSDS) DW			
37 DTW			
38 DDTW			
> 39 PCN:			
<b>LIGHTING/APCH AIDS</b>			
> 40 EDGE INTENSITY:	MED		
> 42 RWY MARK TYPE-COND:	BSC - F / BSC - F	- / -	- / -
> 43 VGS:	/ P4L	/	/
44 THR CROSSING HGT:	/ 40	/	/
45 VISUAL GLIDE ANGLE:	/ 3.00	/	/
> 46 CNTRLN-TDZ:	N - N / N - N	- / -	- / -
> 47 RVR-RVV:	- N / - N	- / -	- / -
> 48 REIL:	N / Y	/	/
> 49 APCH LIGHTS:	/	/	/
<b>OBSTRUCTION DATA</b>			
50 FAR 77 CATEGORY:	A(V) / A(NP)	/	/
> 51 DISPLACD THR:	/	/	/
> 52 CTLG OBSTN:	TREES / TREE	/	/
> 53 OBSTN MARKED/LGTD:	/	/	/
> 54 HGT ABOVE RWY END:	53 / 46	/	/
> 55 DIST FROM RWY END:	1,814 / 1,155	/	/
> 56 CNTRLN OFFSET:	0 / 203L	/	/
57 OBSTN CLNC SLOPE:	31:1 / 21:1	/	/
58 CLOSE-IN OBSTN:	N / N	/	/
<b>DECLARED DISTANCES</b>			
> 60 TAKE OFF RUN AVBL (TORA):	/	/	/
> 61 TAKE OFF DIST AVBL (TODA):	/	/	/
> 62 ACLT STOP DIST AVBL (ASDA):	/	/	/
> 63 LNDG DIST AVBL (LDA):	/	/	/
(>) ARPT MGR PLEASE ADVISE FSS IN ITEM 86 WHEN CHANGES OCCUR TO ITEMS PRECEDED BY >			
> 110 REMARKS:			
A 014 FOR ON SITE MGMT CONTACT GLEN HORNE, OSSIFEE VALLEY AVIATION, AIRPORT FBO AT (603) 332-0005.			
A 042 RWY 15 MARKINGS FADED.			
A 042 RWY 33 MARKINGS FADED.			
A 070 SELF-SERVE 100LL & JET A AVBL 24 HRS WITH CREDIT CARD.			
A 080 BEACON LOCATED 3000' NW OF ARPT.			
A 081 ACTVT MRL RY 15/33; PAPI & REIL RY 33 - CTAF.			
A 110 THIS AIRPORT HAS BEEN SURVEYED BY THE NATIONAL GEODETIC SURVEY.			
111 INSPECTOR: ( S ) 112 LAST INSP: 08/16/2006 113 LAST INFO REQ:			



**New Hampshire**

City	Airport	LocID	Hub Type	Role		Year 5		2007-2011 Dev Cost
				Current	Year 5	Enplaned	Bsd Aft	
Berlin	Berlin Municipal	BML		GA	GA	0	26	\$2,682,895
Claremont	Claremont Municipal	CNH		GA	GA	0	22	\$1,503,737
Concord	Concord Municipal	CON		GA	GA	0	81	\$5,268,481
Haverhill	Dean Memorial	5B9		GA	GA	0	15	\$0
Jaffrey	Jaffrey Airport-Silver Ranch	AFN		GA	GA	0	41	\$0
Keene	Dillant-Hopkins	EEN		GA	GA	0	54	\$5,457,357
Laconia	Laconia Municipal	LCI		GA	GA	0	107	\$6,239,894
Lebanon	Lebanon Municipal	LEB	N	P	P	11,200	80	\$10,842,439
Manchester	Manchester	MHT	M	P	P	2,630,975	88	\$158,123,970
Nashua	Boire Field	ASH		R	R	0	421	\$14,597,660
Newport	Parlin Field	2B3		GA	GA	0	11	\$0
Plymouth	Plymouth Municipal	1P1		GA	GA	0	16	\$0
Portsmouth	Pease International Tradeport	PSM	N	P	P	9,964	146	\$6,626,322
Rochester	Skyhaven	DAW		GA	GA	0	92	\$4,214,994
Whitefield	Mount Washington Regional	HIE		GA	GA	0	36	\$1,357,895

# SKYHAVEN AIRPORT MASTER PLAN UPDATE

Rpt  
Date:07/15/2008

## Airport Detail for KDAW

Report : APT002

### SKYHAVEN ROCHESTER AL# :5978

State: NEW HAMPSHIRE	Magnetic Variation/Year: W 16 1995	Weather Station: N
Country: UNITED STATES	Site Nbr: 13395.A	Control Tower: N
Phone : (603)332-9299	Sectional Chart: NEW YORK	Control Zone: Y
Category: AIRPORT	Survey Code: 4	Control Zone Operational: p
FAR Part 139: No		
<b>Coordinates</b> Latitude: N 43° 17' 02.6300" Longitude: W 070° 55' 45.3200" Field Elevation: 321.8 Elipsoid Elevation: Horz Datum: NAD83 Vert Datum: NGVD29	<b>Office</b> Flight Inspection: ACY Procedure Development: 110 Region Code: NE	<b>Auto Weather</b> Weather Source: ASOS Location: KDAW Type: 3 Frequency: 135.275 Service A:

**Altimeter**

Type	Primary	Airport ID	Field Alt Source	Latitude	Longitude	Start	End
R	No	KPSM	FSS	N 43° 04' 40.6000"	W 070° 49' 23.8000"		
L	Yes	KDAW	ASOS	N 43° 17' 02.6300"	W 070° 55' 45.3200"		

**Runway List**

15 A      33 A      15 P      33 P

# SKYHAVEN AIRPORT MASTER PLAN UPDATE

**Runway Detail**

Landing Strip			
Surface:	ASPH	G	Physical Length: 4000
			Width: 100

Rwy Number: 15  
 Status: P Survey: 8  
 Markings: BSC-

KDAW15			
Lights	Len	Owner	Com Dt
MIRL	S		122.700

Rwy Number: 33  
 Status: P Survey: 8  
 Markings: NPI-G

KDAW33	
VGSI Lights	Type: PAPI-4L
Owner: F	Pilot Cntl Freq: 122.700
Th Cross Ht:	43.3
High Angle:	
Com.Date:	08/18/2005
Com.Angle:	3.00
DWB Elev:	
DWB Thres:	
Ref Pt Lat:	N 43° 16' 55.3500"
Ref Pt Long:	W 070° 55' 33.9500"
Ref Pt Elev:	320.0
Ref PtThres:	882.5

Threshold	
Latitude:	N 43° 17' 15.5514"
Longitude:	W 070° 56' 05.7556"
Elevation:	299.5
Elipsoid Elev:	211.4 S
Horz. Datum:	NAD83
Vert. Datum:	NAVD88

Threshold	
Latitude:	N 43° 16' 49.6307"
Longitude:	W 070° 55' 24.9464"
Elevation:	321.5
Elipsoid Elev:	233.4 S
Horz. Datum:	NAD83
Vert. Datum:	NAVD88

Displaced Threshold	
Latitude:	
Longitude:	
Elevation:	
Elipsoid Elev:	
Horz. Datum:	NAD83
Vert. Datum:	NGVD29

Displaced Threshold	
Latitude:	
Longitude:	
Elevation:	
Elipsoid Elev:	
Horz. Datum:	NAD83
Vert. Datum:	NGVD29

Landing Length: 4000  
 FI RWY Length: 4000  
 FI RWY Height: 321.5  
 Tdz Elevation: 318.1  
 True Bearing: 131.00  
 Ft Disp Th: Gradient: 0.6%  
 RVR  
 Touchdown: MidPoint:  
 Rollout:  
 Rail: No  
 RWY ANALPV 08/25/2007 NGS  
 Survey: SURVEY  
 Assoc. Fac:

Landing Length: 4000  
 FI RWY Length: 4000  
 FI RWY Height: 299.5  
 Tdz Elevation: 321.5  
 True Bearing: 311.01  
 Ft Disp Th: Gradient: -0.6%  
 RVR  
 Touchdown: MidPoint:  
 Rollout:  
 Rail: No  
 RWY ANALPV 08/25/2007 NGS  
 Survey: SURVEY  
 Assoc. Fac:

Lights			
Config	Len	Owner	Com Dt
REIL	S		122.700
MIRL	S		122.700

**Runway Detail**

Landing Strip			
Surface:	ASPH	G	Physical Length: 4001
			Width: 100

Rwy Number: 15  
 Status: A Survey: 4  
 Markings: BSC-

KDAW15			
Lights	Len	Owner	Com Dt
MIRL	S		122.700

Rwy Number: 33  
 Status: A Survey: 4  
 Markings: NPI-G

KDAW33	
VGSI Lights	Type: PAPI-4L
Owner: F	Pilot Cntl Freq: 122.700
Th Cross Ht:	43.3
High Angle:	
Com.Date:	08/18/2005
Com.Angle:	3.00
DWB Elev:	
DWB Thres:	
Ref Pt Lat:	N 43° 16' 55.4000"
Ref Pt Long:	W 070° 55' 33.8900"
Ref Pt Elev:	320.0
Ref PtThres:	882.5

Threshold	
Latitude:	N 43° 17' 15.5500"
Longitude:	W 070° 56' 05.7700"
Elevation:	300.1
Elipsoid Elev:	211.4 E
Horz. Datum:	NAD83
Vert. Datum:	NGVD29

Threshold	
Latitude:	N 43° 16' 49.7000"
Longitude:	W 070° 55' 24.8700"
Elevation:	321.8
Elipsoid Elev:	233.1 E
Horz. Datum:	NAD83
Vert. Datum:	NGVD29

Displaced Threshold	
Latitude:	
Longitude:	
Elevation:	
Elipsoid Elev:	
Horz. Datum:	NAD83
Vert. Datum:	NGVD29

Displaced Threshold	
Latitude:	
Longitude:	
Elevation:	
Elipsoid Elev:	
Horz. Datum:	NAD83
Vert. Datum:	NGVD29

Landing Length: 4001  
 FI RWY Length: 4001  
 FI RWY Height: 321.8  
 Tdz Elevation: 318.8  
 True Bearing: 130.86  
 Ft Disp Th:

Landing Length: 4001  
 FI RWY Length: 4001  
 FI RWY Height: 300.1  
 Tdz Elevation: 321.8  
 True Bearing: 310.87  
 Ft Disp Th:

Lights			
Config	Len	Owner	Com Dt
REIL	S		122.700
MIRL	S		122.700

## SKYHAVEN AIRPORT MASTER PLAN UPDATE

---

Gradient: 0.5%  
 RVR  
 Touchdown:  
 MidPoint:  
 Rollout:  
 Rail: No  
 RWY Survey:  
 Assoc. Fac:

Gradient: -0.5%  
 RVR  
 Touchdown:  
 MidPoint:  
 Rollout:  
 Rail: No  
 RWY Survey:  
 Assoc. Fac:

### Remarks

<u>Topic</u>	<u>Priority</u>	<u>Date</u>	<u>Remark</u>
SURVEY	1	01/16/08	PENDING ARPT & RWY FOR NGS ANALPV SURVEY DTD 08/25/2007 (NFDD #010 DTD 01/15/08). EXPECT OBSTACLE DATA RELEASE 30 TO 60 DAYS FROM THE RWY AND NAVAIDS DATA RELEASE DATE OF 12/19/07.
GENERAL	2	11/05/99	IDENT CHANGED FROM K6B1 EFFECTIVE 10/08/98

### GPS Procedures

<u>Procedure</u>	<u>Control</u>	<u>Description</u>	<u>Proc Type</u>	<u>Amendment</u>	<u>Runway</u>	<u>Status</u>	<u>Owner</u>
	89	GPS RWY 33	PROC/N	ORIG	33	A	B

### SIAPS

<u>Nav Ident</u>	<u>Nav Type</u>	<u>Description</u>	<u>Amendment</u>	<u>Type</u>
PSM	VDME	VOR/DME OR GPS-A	1A	B
SFMSF	NDB/C	NDB OR GPS-B	1B	B

### Associated Approach Path Monitor

<u>Ident</u>	<u>APM Procedure Type</u>
KDAW33	STRAIGHT-IN
KDAWA	CIRCLING
KDAWB	CIRCLING

**APPENDIX D**

**FAA AIRCRAFT REGISTRATION DATA**

**STRAFFORD COUNTY, NH**



---

FAA Registry  
State and County Inquiry Results

---

**State: NEW HAMPSHIRE**  
**County: STRAFFORD**  
**August 2008**

<b>Number of Aircraft</b>	<b>135</b>
<b>Single-Engine Piston</b>	<b>118</b>
<b>Multi-Engine Piston</b>	<b>6</b>
<b>Turboprop</b>	<b>4</b>
<b>Jet</b>	<b>5</b>
<b>Helicopter</b>	<b>1</b>
<b>Other</b>	<b>1</b>

**APPENDIX E**

**WETLANDS FIELD INVESTIGATION**

**THE SMART ASSOCIATES**

**AUGUST 2008**

**The Smart Associates**  
*Environmental Consultants, Inc.*

**MEMORANDUM**

**TO:** Stephen Berardo  
Jacobs Engineering Group, Inc.

**FROM:** Jennifer Riordan

**DATE:** August 20, 2008

**SUBJECT:** Skyhaven Airport Master Plan Update  
Summary of Wetland Field Review

---

On August 7, 2008, The Smart Associates, Environmental Consultants, Inc. (TSA) conducted a field review of wetlands located at Skyhaven Airport (“the Airport”) in Rochester, New Hampshire as part of the Airport Master Plan Update. The study area for the field review included airport property off both ends of Runway 15-33. The study area was limited to the ends of the Runway since the primary focus of the Master Plan Update is a runway extension. Wetlands at the Airport had previously been delineated in 1994 and updated in 2001. Several changes in the wetland boundaries were noted at both ends of the Runway. The attached Wetland Delineation Field Sketch Maps show the revised wetland boundaries and the original wetland boundaries, as well as the extent of the study area (refer to Attachment A).

During the August 2008 field review, wetland boundaries were verified using a Trimble GeoXT Global Positioning System (GPS) unit. Changes to the 2001 wetland boundaries were mapped using the GPS unit and field sketches. A formal wetland delineation and survey was not conducted. As a result, the attached Wetland Delineation Field Sketch Maps show the approximate locations of the wetland boundaries. A formal delineation would need to be conducted prior to submitting a wetland permit application for any work done at the Airport.

Weather conditions prior to the field review included above-average rainfall and water levels were more typical of early spring than late summer. The weather during the field review included light rain and temperatures of around 65 to 70 degrees Fahrenheit.

Five wetlands were included in the study area for the 2008 field review. These wetlands are identified as Wetlands A, B, E, F, and K. The following provides a brief description of each wetland. Representative photographs of the study area are included in Attachment B.

Wetland A

Wetland A is a large wetland located off the 15 end of the runway and northwest of the Jackson's driveway. Wetland A includes palustrine emergent, scrub-shrub, and forested areas that are seasonally flooded or saturated (PEM1E, PSS1E, and PFO1E). Portions of Wetland A appear to be regularly mowed. No major changes to the Wetland A boundary were noted except for a swale located near the Jackson's driveway. This swale had wetland vegetation and several inches of flowing water.

Dominant vegetation in the scrub-shrub and emergent portions of Wetland A includes steeplebush (*Spiraea tomentosa*), speckled alder shrubs (*Alnus rugosa*), red maple shrubs (*Acer rubrum*), sedges (*Carex spp.*), and goldenrod (*Solidago spp.*). Dominant vegetation in the forested portions of Wetland A includes American beech (*Fagus grandifolia*), red maple, speckled alder, jewelweed (*Impatiens capensis*), and cinnamon fern (*Osmunda cinnamomea*). Soils within the majority of Wetland A were either inundated or saturated at the time of the field review.

Wetland B

Wetland B is a large wetland located off the 15 end of the runway. It connects to Wetland A through a culvert under the Jackson's driveway. The portion of Wetland B near the culvert was inundated with at least 12 inches of water at the time of the field review.

Wetland B includes palustrine emergent, scrub-shrub, and forested areas that are seasonally flooded or saturated (PEM1E, PSS1E, and PFO1E). Portions of Wetland B near the runway are regularly mowed. Changes to the wetland boundary were noted near the western portion of the wetland, as well as near the new taxiway. Dominant vegetation in Wetland B includes speckled alder, red maple, gray birch (*Betula populifolia*), steeplebush, green bulrush (*Scirpus atrovirens*), common cinquefoil (*Potentilla simplex*), goldenrod, and broad-leaved cattail (*Typha latifolia*). Soils within the majority of Wetland B were either inundated or saturated at the time of the field review.

Wetlands E and F

Wetland E is located off the 33 end of the runway and Wetland F is located along the entire length of the northeast side of the runway. The 2001 wetland map showed Wetland E and Wetland F as separate areas. During the 2008 field review, a connection between the two wetlands was observed near the northeastern property boundary. Other minor changes were made to the wetlands map during the field review, including the expansion of Wetland E to the southwest to include additional areas with wetland vegetation and evidence of hydric soils. An area was also added to Wetland F near the 15 end of the Runway and the northeastern property boundary.

Wetlands E and F are palustrine emergent and seasonally flooded or saturated (PEM1E). Regular mowing has maintained Wetlands E and F as emergent wetlands, although small shrubs

---

## SKYHAVEN AIRPORT MASTER PLAN UPDATE

---

(less than 3 feet tall) were noted in area. Dominant vegetation in the wetlands includes speckled alder shrubs, willow shrubs (*Salix spp.*), red maple shrubs, steplebush, sedges (*Carex spp.*), grasses (*Agrostis spp.*), green bulrush, boneset (*Eupatorium perfoliatum*), and broad-leaved cattail.

### Wetland K

Wetland K is a small wetland located in the northern corner of the Airport property. No changes in the wetland boundary were noted during the field review. The wetland is classified as palustrine forested with saturated and inundated soils (PFO1E). Dominant vegetation includes red maple, eastern hemlock (*Tsuga canadensis*), American beech, and highbush blueberry (*Vaccinium corymbosum*).

### Wetland Functions and Values

A complete wetland function and value assessment was not completed during the August 2008 field review, however it appears that the functions and values of the wetlands within the study area have not significantly changed since the previous wetland review in 2001. In general, functions and values provided by the wetlands within the study area include groundwater recharge and discharge, flood storage, sediment and toxicant retention, nutrient removal, and wildlife habitat.

### Endangered Species

A review of the NH Natural Heritage Bureau's (NHB) database indicated that there are no recorded occurrences of rare species and exemplary natural communities within the vicinity of the Airport. Information was obtained using the NHB's online data check tool. Correspondence received from the NHB is included in Attachment C.

Previous correspondence from the U.S. Fish and Wildlife Service (USFWS) in May 2008 indicated that no federally-listed or proposed, threatened or endangered species or critical habitat are known to occur within the project area. A copy of this letter is included in Attachment C.

### Summary

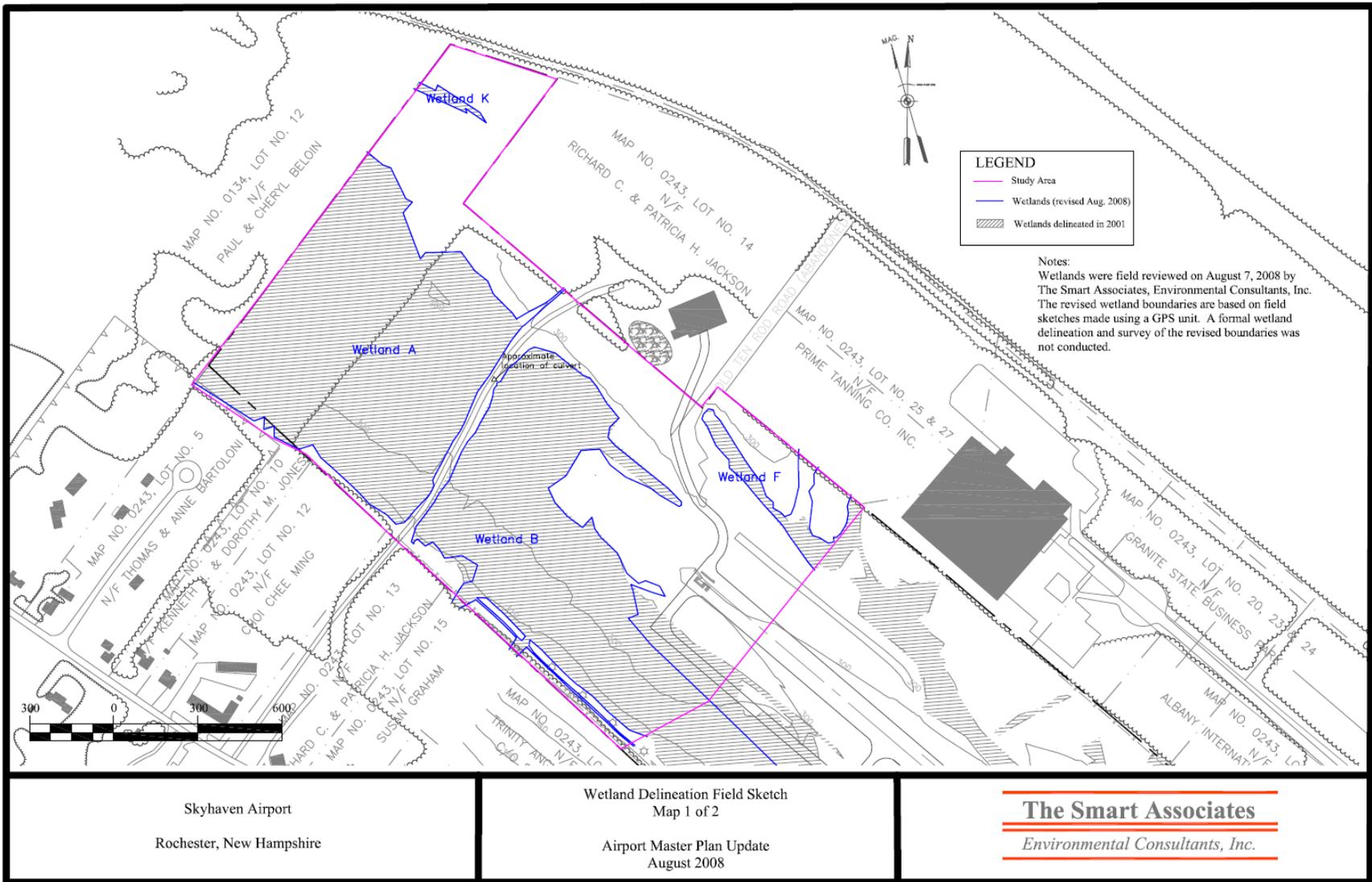
In total, five wetland areas were field verified during the August 2008 field review. Several changes in the wetland boundaries were noted, as shown on the maps in Attachment A. Please feel free to contact me at [jriordan@smartenvironmental.com](mailto:jriordan@smartenvironmental.com) or (603) 224-7550 if there are any questions or comments on the information provided in this memo.

**ATTACHMENT A**

---

Wetland Delineation Field Sketch Maps

SKYHAVEN AIRPORT MASTER PLAN UPDATE

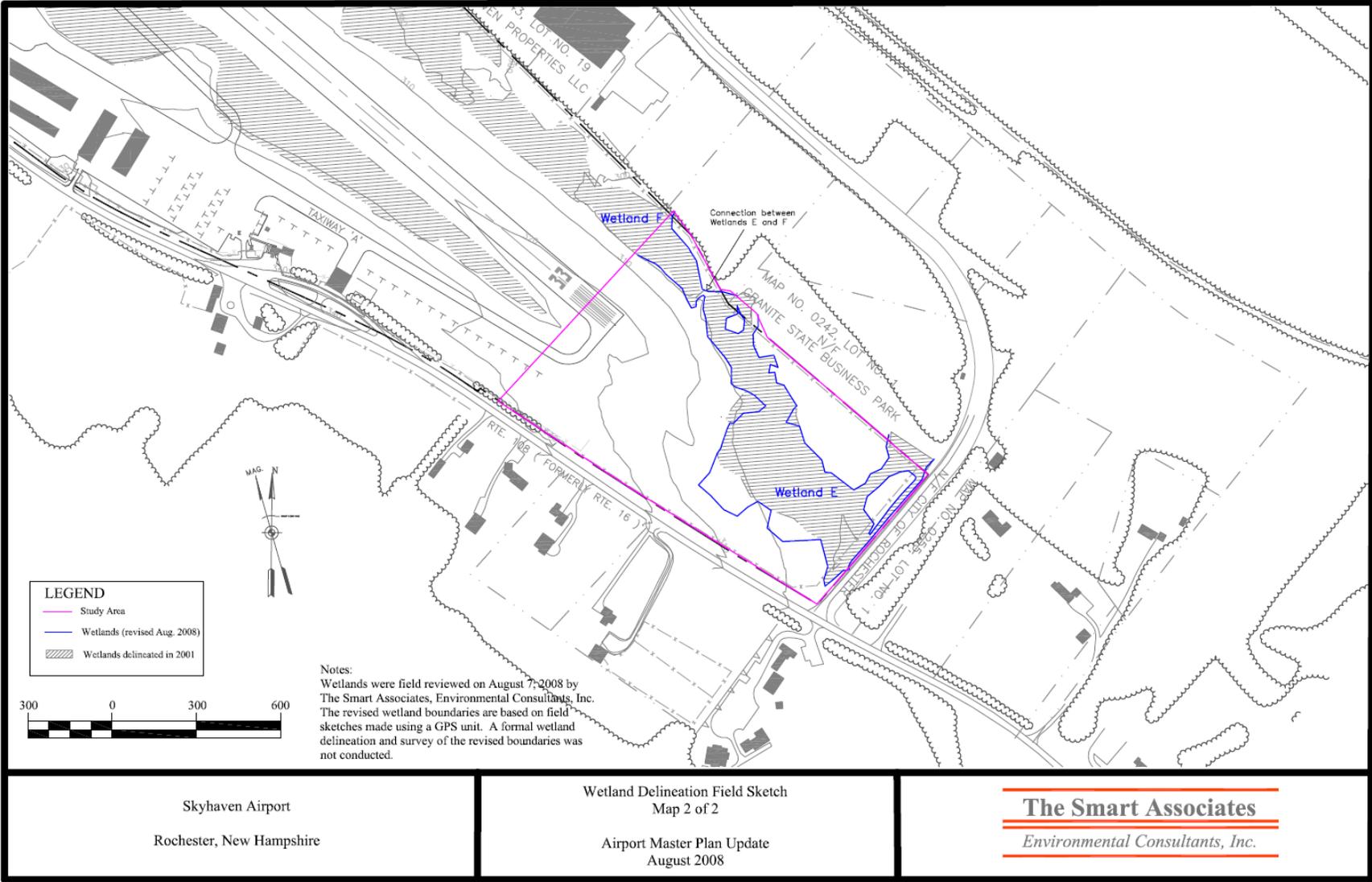


Skyhaven Airport  
Rochester, New Hampshire

Wetland Delineation Field Sketch  
Map 1 of 2  
Airport Master Plan Update  
August 2008

**The Smart Associates**  
*Environmental Consultants, Inc.*

**SKYHAVEN AIRPORT MASTER PLAN UPDATE**



# SKYHAVEN AIRPORT MASTER PLAN UPDATE

---

## ATTACHMENT B

Photographs

# SKYHAVEN AIRPORT MASTER PLAN UPDATE

## Representative Photographs Skyhaven Airport

Photographs taken on August 7, 2008



View east of Wetland A near the eastern property boundary



View east of swale (Wetland A) along the Jackson's driveway

# SKYHAVEN AIRPORT MASTER PLAN UPDATE

## Representative Photographs Skyhaven Airport

Photographs taken on August 7, 2008



View north of Wetland B, west of Runway 15-33



View south of new swale off the 15 end of the runway (Wetland B)

# SKYHAVEN AIRPORT MASTER PLAN UPDATE

## Representative Photographs Skyhaven Airport

Photographs taken on August 7, 2008



View north of area added to Wetland F near the northeastern property boundary



View northwest of Wetlands E and F, east of Runway 15-33

# SKYHAVEN AIRPORT MASTER PLAN UPDATE

## Representative Photographs Skyhaven Airport

Photographs taken on August 7, 2008



View south of Wetland E, toward the property fence



View toward the runway from Wetland E

# SKYHAVEN AIRPORT MASTER PLAN UPDATE

## ATTACHMENT C

---

Endangered Species Correspondence

# SKYHAVEN AIRPORT MASTER PLAN UPDATE



New Hampshire Natural Heritage Bureau

**To:** Jennifer Riordan  
72 North Main Street  
Concord, NH 03301

**Date:** 8/12/2008

**From:** NH Natural Heritage Bureau

**Re:** Review by NH Natural Heritage Bureau of request dated 8/12/2008

NHB File ID: NHB08-1801

Applicant: NHDOT Bureau of Aeronautics

Address: Rochester Hill Road  
Rochester

Project Categories:  
Other: Airport improvements

The NH Natural Heritage database has been checked for records of rare species and exemplary natural communities near the area mapped below. The species considered include those listed as Threatened or Endangered by either the state of New Hampshire or the federal government. We currently have no recorded occurrences for sensitive species near this project area.

A negative result (no record in our database) does not mean that a sensitive species is not present. Our data can only tell you of known occurrences, based on information gathered by qualified biologists and reported to our office. However, many areas have never been surveyed, or have only been surveyed for certain species. An on-site survey would provide better information on what species and communities are indeed present

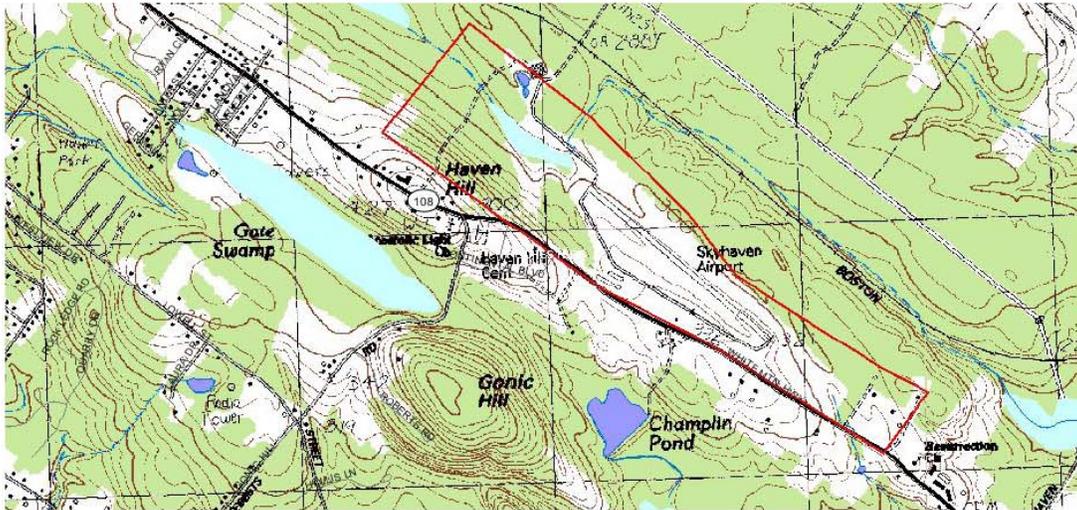
This review is valid through 8/12/2009.

# SKYHAVEN AIRPORT MASTER PLAN UPDATE



New Hampshire Natural Heritage Bureau

MAP OF PROJECT BOUNDARIES FOR: NHB ID# NHB08-1801



Department of Resources and Economic Development  
Division of Forests and Lands  
(603) 271-2214 fax: 271-6488

DRED/NHB  
PO Box 1856  
Concord NH 03302-1856

# SKYHAVEN AIRPORT MASTER PLAN UPDATE



## United States Department of the Interior

FISH AND WILDLIFE SERVICE

RECEIVED

New England Field Office  
70 Commercial Street, Suite 300

MAY 14 2008

Concord, NH 03301-5087

NH AERONAUTICS

<http://www.fws.gov/northeast/newenglandfieldoffice>



May 12, 2008

Reference:	<u>Project</u>	<u>Location</u>
	Airport improvements	Keene, Nashua, NH
	Airport master plan update	Rochester, NH
	Information management plan upgrade	Statewide NH

Carol Niewola  
NH Dept. of Transportation  
P.O. Box 483  
Concord, NH 03302-0483

Dear Ms. Niewola:

This responds to your recent correspondence requesting information on the presence of federally-listed and/or proposed endangered or threatened species in relation to the proposed activity(ies) referenced above.

Based on information currently available to us, no federally-listed or proposed, threatened or endangered species or critical habitat under the jurisdiction of the U.S. Fish and Wildlife Service are known to occur in the project area(s). Preparation of a Biological Assessment or further consultation with us under Section 7 of the Endangered Species Act is not required.

This concludes our review of listed species and critical habitat in the project location(s) and environs referenced above. No further Endangered Species Act coordination of this type is necessary for a period of one year from the date of this letter, unless additional information on listed or proposed species becomes available.

In order to curtail the need to contact this office in the future for updated lists of federally-listed or proposed threatened or endangered species and critical habitats, please visit the Endangered Species Consultation page on the New England Field Office's website:

[www.fws.gov/northeast/newenglandfieldoffice/EndangeredSpec-Consultation.htm](http://www.fws.gov/northeast/newenglandfieldoffice/EndangeredSpec-Consultation.htm)

## SKYHAVEN AIRPORT MASTER PLANUPDATE

- 2 -

In addition, there is a link to procedures that may allow you to conclude if habitat for a listed species is present in the project area. If no habitat exists, then no federally-listed species are present in the project area and there is no need to contact us for further consultation. If the above conclusion cannot be reached, further consultation with this office is advised. Information describing the nature and location of the proposed activity that should be provided to us for further informal consultation can be found at the above-referenced site.

Thank you for your coordination. Please contact us at 603-223-2541 if we can be of further assistance.

Sincerely yours,



Anthony P. Tur  
Endangered Species Specialist  
New England Field Office

cc: Lisa Lesperance, FAA

**SKYHAVEN AIRPORT MASTER PLAN UPDATE**

**APPENDIX F**

**EXCERPT FROM THE  
CITY OF ROCHESTER ZONING ORDINANCE**

**Chapter 42**

**Updated through September 2, 2008**

## SKYHAVEN AIRPORT MASTER PLAN UPDATE

### 42.18 Airport Zoning.

(a) Definitions. As used in this section of the ordinance, unless the context otherwise requires:

(1) Airport means any area of land or water, whether constructed or not, which has been approved as a site for landing and taking off of aircraft or utilized by the public as a point of arrival or departure by air, hereinafter referred to as Skyhaven Airport.

(2) Airport Approach Zone means:

(A) For Runway 33, an area which is 1,000 feet wide at a point 200 feet from the end of the pavement and 4,000 feet wide at a point 10,200 feet from the end of the pavement, or future pavement extended.

(B) For Runway 15, an area which is 1,000 feet wide at a point 200 feet from the end of the pavement and 1,500 feet wide at a point 5,200 feet from the end of the pavement, or future pavement extended.

The center line of these areas shall coincide with the center line of the landing strips extended.

(3) Airport Hazard means any structure, tree, smoke, steam, dust, or other substance which obstructs the aerial approaches of Skyhaven Airport or impairs the reasonable visibility in the vicinity thereof, electrical impulses and disturbances which interfere with radio aids or communications, and lights which might result in glare in the vision of pilots or aircraft or be confused with airport lights.

(4) Nonconforming Use means any structure, tree, or use of land which does not conform to a regulation prescribed in this ordinance or an amendment thereto as of the effective date of such regulations.

(5) Person means any individual, firm, co-partnership, corporation, company, association, joint stock association, or body politic, and includes any trustee, receiver, assignee, or similar representative thereof.

(6) Structure means any object constructed or installed by man, including such objects although regulated or licensed by other provisions of law.

(7) Tree means any object of natural growth.

(8) Building Restriction Lane means a line parallel to the centerline of the runway which limits the location of any permanent structure. The location of the BRL is shown and described on the Airport Layout Plan.

(b) Zones. In order to carry out the purposes of this ordinance, all of the land within the boundaries of the approach zones and all of the land within a distance of twelve thousand (12,000) feet from the airport reference point shown on the Rochester Airport Approach Plan dated December 16, 1983 [attached hereto and made a part hereof], is hereby declared subject to the restrictions of the ordinance.

(c) Height Limits. No structure or tree shall be erected, altered, or allowed to grow within the areas described in Section 42.18(b) hereof, above a slope ratio of thirty-four (34) feet to one (1) foot measured from the end of Runway 33 or a ratio of twenty (20) feet to one (1) foot measured from the end of Runway 15 or above a slope ratio of seven (7) feet to one (1) foot measured from the side of the landing strips and the approaches, or within an

## SKYHAVEN AIRPORT MASTER PLAN UPDATE

ellipse formed by connecting the ends of two semi-circles having radii of 10,000 feet from points located 200 feet beyond the ends of pavement on centerline extended at each end of Runways 15/33 above a height of one hundred fifty (150) feet above the airport elevation; except that the Zoning Board of Adjustment shall have the power to grant a variance of this regulation where literal application or enforcement of the same would result in practical difficulty or unnecessary hardship and the relief granted would not be contrary to the public interest but do substantial justice and be in accordance with the spirit of the ordinance.

- (d) Use Restrictions. Notwithstanding any other provisions of the Zoning Ordinance, no use may be made of the land described in Section 42.18(b) hereof in such manner as to create electrical interference with radio aids or communications between airport and aircraft, make it difficult for flyers to distinguish between airport lights and others, result in glare in the eyes of flyers using the airport, impair visibility in the vicinity of the airport by the creation and discharge of smoke, steam, dust, or other obstructions to visibility, or otherwise endanger the landing, taking off, or maneuvering of aircraft.
- (e) Nonconforming Uses. The regulations prescribed in Sections 42.18(c) and 42.18(d) hereof shall not be construed to require the removal, lowering, or other change or alteration of any structure or tree not conforming to the regulations as of the effective date hereof, or otherwise interfere with the continuance of any non-conforming use. Nothing herein contained shall require any change in the construction, alteration, or intended use of any structure, the construction or alteration of which was begun prior to the effective date of this ordinance, and is diligently prosecuted and completed within two (2) years thereof.
- (f) Variances. Any person desiring to erect any structure or increase the height of any structure, or permit the growth of any tree, or use his property not in accordance with the regulations prescribed in this amendment, may apply for a variance therefrom. Such variance shall be allowed where a literal application of enforcement of the regulations would result in practical difficulty or unnecessary hardship and the relief granted would not be contrary to the public interest but do substantial justice and be in accordance with the spirit of this ordinance.
- (g) Permits.
  - (1) Future Uses. No material change in violation of Sections 42.18(c) and 42.18(d) hereof shall be made in the use of land, and no structure or tree shall be erected, altered, planted, or otherwise established in violation of Sections 42.18(c) and 42.18(d) hereof, unless a permit therefore shall have been applied for and granted. Each such application shall indicate the purpose for which the permit is desired.
  - (2) Existing Uses. Before any existing use, structure, or tree may be replaced, substantially altered, repaired or rebuilt, allowed to grow higher, or replanted, within any of the areas of land described in Section 42.18(b) hereof, a permit must be secured authorizing such replacement, change, or repair if it is in violation of Sections 42.18(c) and 42.18(d) hereof. No such permit shall be granted that would allow the establishment or creation of an airport hazard or permit a nonconforming use, structure, or tree to be made or become a greater hazard to air navigation, than it was on the effective date of this ordinance, or than it is when the application for a permit is made. Except as indicated, all applications for a permit for replacement, change, or repair of existing use, structure, or tree shall be granted.

## SKYHAVEN AIRPORT MASTER PLAN UPDATE

- (h) Hazard Marking and Lighting. Any permit or variance granted under Section 42.18(f) and 42.18(g) may, if such action is deemed advisable to effectuate the purposes of this ordinance and reasonable in the circumstances, be so conditioned as to require the owner of the structure or tree in question to permit the airport owner at its own expense, to install, operate, and maintain thereon such markers and lights as may be necessary to indicate to flyers the presence of an airport hazard.
- (i) Zone Map. A copy of said approach zone map shall become a part of the Zoning Map of the City of Rochester, New Hampshire.

### ROCHESTER, SKYHAVEN AIRPORT APPROACH PLAN

Adopted by New Hampshire Aeronautics Commission

April 1, 1968

Revised December 16, 1983

- (1) This Airport Approach Plan, prepared under the authority of Chapter 424.3 of the New Hampshire Revised Statutes Annotated, is based upon the ultimate development of a General Aviation Type Airport with runway and landing strip as follows:
  - (A) Runway 5,400 feet by 100 feet;  
Landing Strip 5,800 feet by 300 feet.
- (2) Part 77, Federal Aviation Regulations establishes the standards used to determine the limit of height of obstructions in the vicinity of the airport.
- (3) The limit of height of obstructions shall be:
  - (A) In the approach area to the landing strip for Runway 33, which is 1,000 feet wide at a point 200 feet from the end of the pavement and 4,000 feet wide at a point 10,200 feet from the end of the pavement, an inclined plane of 34:1 slope.
  - (B) In the approach area to the landing strip for Runway 15, which is 1,000 feet wide at a point 200 feet from the end of the pavement and 1,500 feet wide at a point 5,200 feet from the end of the pavement, an inclined plane of 20:1 slope.
  - (C) On the sides of the landing strip and approach areas, an inclined plane of 7:1 slope.
  - (D) 472 feet above sea level within the horizontal surface, which is a plane 150 feet above the established airport elevation. This plane is an ellipse formed by connecting the ends of two semicircles having radii of 10,000 feet from points located 200 feet beyond ends of pavement on centerline extended at each end of Runway 15/33.
  - (E) Within the conical surface, which is an inclined plane sloping upward at a 20:1 ratio extending 4,000 feet outward from the horizontal surface.
- (4) No provision of Section (3) shall limit the height of a structure or tree to less than 30 feet above the ground upon which it is located.

## SKYHAVEN AIRPORT MASTER PLAN UPDATE

- (5) The Airport Reference Point is located on the centerline of Runway 15/33, 2,650 feet from the southeast end of the runway and its elevation is 322 feet above sea level.

NOTE: The following is for information only and is not a part of the Airport Approach Plan:

(A) The building restriction line is 300 feet from the center line of the landing strip.

(B) Acquisition of property rights will be necessary: (1) to remove existing obstructions; (2) to control the height of objects in those areas where the controlling inclined plane is less than 30 feet above the ground.

**SKYHAVEN AIRPORT MASTER PLAN UPDATE**

**APPENDIX G**

**RUNWAY LENGTH TABLES**

**Source: Business & Commercial Aviation Magazine**

**Purchase Planning Handbook  
May, 2008**

## SKYHAVEN AIRPORT MASTER PLAN UPDATE

**Table F-1**  
**Takeoff Distance on Existing 4,000' Runway at Max. Takeoff Weight**

<b>Corporate Jet</b>	<b>Runway Length Required <sup>1</sup></b>	<b>Number Registered <sup>2</sup></b>
Diamond D-Jet	2,500'	0*
Eclipse EA-500	2,342'	264
Cessna Mustang CE-510	3,110'	85
Embraer Phenom 100	3,400'	0*
Cessna Citation CJ1	3,250'	413
Beechcraft Premier 1A	3,792'	49
Cessna Citation CJ2	3,360'	217
Grob Spn G180	3,000'	0*
Sino Swearingen SJ-30	3,939'	6
Hawker 400XP	3,906'	62
Embraer Phenom 300	3,700'	0*
Cessna Citation CJ3	3,180'	206
Cessna Citation Encore	3,520'	603
Cessna Citation CJ4	3,300'	3
Cessna Citation XLS	3,560'	436
Cessna Citation Sovereign	3,640'	170
<b>Total Registered</b>	-	2,514
<p>1. Source: Business &amp; Commercial Aviation, 2008 Purchase Planning Handbook. Takeoff length data based on sea level, standard atmosphere, Max. T.O. Weight. (MTOW), balanced field length. All aircraft landing distance less than 4,000'.</p> <p>2. Source: FAA Registration Database, August 2008</p> <p>* FAA Certification new or pending.</p>		

**Table F-2**  
**Takeoff Distance on 4,000'- 5,000' Runway at Max. Takeoff Weight**

<b>Corporate Jet</b>	<b>Runway Length Required <sup>1</sup></b>	<b>Number Registered <sup>2</sup></b>
Learjet 40XR	4,680'	0
Learjet 45XR	5,040'	314
Hawker 750	4,696'	25
Hawker 850XP	5,032'	16
Gulfstream G-150	5,012'	0*
Hawker 900XP	4,965'	59
Challenger 300	4,810'	142
Gulfstream G-350	5,050'	8
Falcon 900DX	4,890'	117
Bombardier Global 5000	5,000'	32
<b>Total Registered</b>	-	713
<p>1. Source: Business &amp; Commercial Aviation Magazine, 2008 Purchase Planning Handbook. Takeoff length data based on sea level, standard atmosphere, Max. Takeoff Weight. (MTOW), balanced field length. All aircraft landing distance less than 4,000'</p> <p>2. Source: FAA Registration Database, August 2008</p> <p>* FAA Certification new or pending</p>		

**SKYHAVEN AIRPORT MASTER PLAN UPDATE**

**Table F-3  
Takeoff Distance on Existing 4,000' Runway at Reduced Takeoff Weight  
1,000 nm Mission, IFR Reserves, 4 Pass. + Crew**

<b>Corporate Jet</b>	<b>Runway Length Required <sup>1</sup></b>	<b>Number Registered <sup>2</sup></b>
Diamond D-Jet	NA	0*
Eclipse EA-500	2,342'	264
Cessna Mustang CE-510	3,120'	85
Embraer Phenom 100	NA	0*
Cessna Citation CJ1	3,088'	413
Beechcraft Premier 1A	3,642'	49
Cessna Citation CJ2	2,958'	217
Grob Spn G180	2,480'	0*
Sino Swearingen SJ-30	2,950'	6
Hawker 400XP	3,589'	62
Embraer Phenom 300	NA	0*
Cessna Citation CJ3	2,754'	206
Cessna Citation Encore	3,063'	603
Cessna Citation CJ4	2,820'	3
Cessna Citation XLS	3,021'	436
Cessna Citation Sovereign	3,093'	170
Learjet 40XR	3,767'	0
Learjet 45XR	3,882'	314
Hawker 750	3,966'	25
Learjet 60XR	3,690' (600 nm range)	242
Hawker 850XP	3,974'	16
Gulfstream G-150	3,950'	0*
Hawker 900XP	3,915'	59
Embraer Legacy 135LR	3,773'	177
Cessna Citation X	3,672'	238
Hawker 4000	3,027'	29
Challenger 300	3,472'	142
Gulfstream G-200	3,965'	2
Embraer Legacy 600	3,563'	43
Falcon 2000DX/EX/LX	3,367'	243
Challenger 605	3,458'	195
Challenger 850	3,751' (600 nm range)	616
Gulfstream G-350	3,296'	8
Falcon 900DX	2,795'	117
Gulfstream G-450	3,299'	112
Global Challenger 890 CS	3,820'	114
Falcon 900EX	2,796'	99
Global Challenger 5000	2,692'	32
Gulfstream G-500	3,413'	7
Falcon 7X	2,750'	5
Boeing BBJ/BBJ-2	3,635'	98

## SKYHAVEN AIRPORT MASTER PLANUPDATE

Gulfstream G-550	3,436'	121
Global Express XRS	2,756'	126
Boeing BBJ IGW	3,590'	13
Total Registered	-	5,707
<p>1. Source: Business &amp; Commercial Aviation Magazine, 2008 Purchase Planning Handbook. Takeoff length data based on sea level, standard atmosphere, Reduced Takeoff Weight., balanced field length. All aircraft landing distance less than 4,000'.</p> <p>2. Source: FAA Registration Database, August 2008</p> <p>* FAA Certification new or pending.</p>		

**SKYHAVEN AIRPORT MASTER PLAN UPDATE**

**APPENDIX H**

**AIRCRAFT SPECIFICATIONS AND PERFORMANCE TABLE**

**Source: Business & Commercial Aviation Magazine**

**Purchase Planning Handbook  
May, 2008**

# SKYHAVEN AIRPORT MASTER PLAN UPDATE

## Business Airplanes

### JETS LESS THAN 20,000 LB MTOW

Manufacturer Model		Cessna Citation CJ1+ CE-525	Hawker Beechcraft Beechcraft Premier IA Model 390	Cessna Citation CJ2+ CE-525A	Grob Aerospace SPn G180	Sino Swearingen SJ30-2
<b>BCA Equipped Price</b>		\$4,755,000	\$8,208,600	\$6,370,000	\$6,900,000	\$6,995,000
<b>Characteristics</b>						
	Seating	1+7/7	1+6/7	1+8/9	1+8/9	1+5/6
	Wing Loading	44.6	50.6	47.4	51.6	73.2
	Power Loading	2.72	2.72	2.51	2.46	3.03
	Noise (EPNdB): TO/Sideline/APR	73.5/85.2/88.5	78.3/87.9/92.0	75.5/86.1/89.7	NA/NA/NA	78.5/86.2/91.8
<b>Dimensions (ft)</b>	<b>External</b>					
	Length	42.6	46.0	47.7	48.6	46.8
	Height	13.8	15.3	14.0	16.8	14.2
	Span	46.9	44.5	49.8	48.8	42.3
	<b>Internal</b>					
	Length: OA/Net	11.0/11.0	13.5/11.2	13.6/13.6	16.7/16.7	12.5/12.5
	Height	4.8	5.4	4.8	5.4	4.4
	Width: Max/Floor	4.8/3.1	5.5/3.7	4.8/3.1	5.0/4.1	4.8/2.8
<b>Baggage</b>	<b>Internal</b>					
	Cu. ft/lb	0/0	23/210	0/0	5/100	6/100
	<b>External</b>					
	Cu. ft/lb	45/725	54/550	85/1,000	52/388	53/500
<b>Power</b>	Engines	2 Wms Intl FJ44-1AP	2 Wms Intl FJ44-2A	2 Wms Intl FJ44-3A-24	2 Wms Intl FJ44-3A	2 Wms Intl FJ44-2A
	Output (lb. ea.)/Flat Rating	1,965/ISA+7°C	2,300/ISA+13°C	2,490/ISA+7°C	2,820/ISA+11°C	2,300/ISA+7°C
	Inspection Interval	3,500t	3,500t	4,000t	4,000t	3,500t
<b>Weights (lb)</b>	Max Ramp	10,800	12,590	12,625	14,000	14,050
	Max Takeoff	10,700	12,500	12,500	13,889	13,950
	Max Landing	9,900	11,600	11,525	13,448	12,725
	Zero Fuel	8,400c	10,000c	9,700c	10,430c	10,500c
	BOW	7,020	8,550	7,950	7,939	8,650
	Max Payload	1,380	1,450	1,750	2,491	1,850
	Useful Load	3,780	4,040	4,675	6,061	5,400
	Executive Payload	1,400	1,200	1,600	1,600	1,000
	Max Fuel	3,220	3,670	3,930	4,575	4,850
	Available Payload w/Max Fuel	580	370	745	1,486	650
	Available Fuel w/Max Payload	2,400	2,590	2,925	3,570	3,550
	Available Fuel w/Exec. Payload	2,350	2,840	3,075	4,461	4,400
<b>Limits</b>	Mmo	0.710	0.800	0.737	0.700	0.830
	Trans. Alt. FL/Vmo	FL 305/263	FL 280/320	FL 291/278	FL 284/272	FL 295/320
	PSI	8.5	8.4	8.9	8.3	12.0
<b>Airport Performance</b>	TOFL (SL elev., ISA temp.)	3,250	3,792	3,360	3,000	3,939
	TOFL (5,000' @ 25 C)	5,890	6,888	5,180	4,680	8,784
	Hot/High Weight Limit	10,700	12,500	12,500	13,221	13,125
	NBAA IFR RANGE	1,161	1,178	1,582	1,872	1,915
	V2 @SL ISA, MTOW	111	118	116	101	110
	Vref w/4 Pax, NBAA IFR Res.	101	112	101	87	100
Landing Distance w/4 Pax, NBAA IFR Res.	2,358	2,997	2,644	2,375	2,555	
<b>Climb</b>	Time to Climb/Altitude	21/FL 370	17/FL 370	15/FL 370	16/FL 370	16/FL 370
	FAR 25 Engine-Out Rate (fpm)	596	586	611	740	312
	FAR 25 Engine-Out Gradient (ft/nm)	322	298	315	440	170
<b>Ceilings (ft)</b>	Certificated	41,000	41,000	45,000	41,000	49,000
	All-Engine Service	41,000	41,000	45,000	41,000	44,000
	Engine-Out Service	21,200	28,000	23,800	28,600	25,800
	Sea-Level Cabin	22,027	21,400	23,588	21,300	41,000
<b>Cruise</b>	<b>Long Range</b>					
	TAS	324	369	356	345	436
	Fuel Flow	536	662	587	646	684
	Altitude	FL 410	FL 410	FL 450	FL 410	FL 450
	Specific Range	0.604	0.557	0.606	0.534	0.637
	<b>High Speed</b>					
TAS	383	451	413	415	475	
Fuel Flow	858	1,203	1,096	1,276	1,188	
Altitude	FL 350	FL 330	FL 350	FL 290	FL 360	
Specific Range	0.446	0.375	0.377	0.325	0.400	
<b>NBAA IFR Ranges (200 nm alternate)</b>	<b>Max Payload (w/avail. fuel)</b>					
	Nautical Miles	779	787	995	1,214	1,445
	Average Speed	343	390	368	344	428
	Trip Fuel	1,675	1,824	2,075	2,724	2,715
	Specific Range/Altitude	0.465/FL 410	0.431/FL 410	0.480/FL 450	0.446/FL 410	0.532/FL 450
	<b>Max Fuel (w/avail. payload)</b>					
	Nautical Miles	1,300	1,360	1,613	1,781	2,503
	Average Speed	354	408	379	345	415
	Trip Fuel	2,669	2,934	3,157	3,782	4,133
	Specific Range/Altitude	0.506/FL 410	0.464/FL 410	0.511/FL 450	0.471/FL 410	0.606/FL 450
	<b>Four Pax (w/avail. fuel)</b>					
	Nautical Miles	1,138	1,131	1,559	1,851	2,220
Average Speed	351	402	378	340	422	
Trip Fuel	2,293	2,493	3,083	3,804	3,855	
Specific Range/Altitude	0.496/FL 410	0.454/FL 410	0.509/FL 450	0.487/FL 410	0.576/FL 450	
<b>Ferry</b>						
Nautical Miles	1,342	1,347	1,654	1,941	2,550	
Average Speed	359	410	386	332	425	
Trip Fuel	2,600	2,893	3,186	3,830	4,195	
Specific Range/Altitude	0.516/FL 410	0.466/FL 410	0.519/FL 450	0.507/FL 410	0.608/FL 470	
<b>NBAA IFR Missions (4 pax)</b>	<b>300 nm</b>					
	Runway	2,601	2,937	2,454	2,230	2,950
	Flight Time	0+53	0+48	0+49	0+48	0+46
	Fuel Used	849	898	866	866	745
	Specific Range/Altitude	0.353/FL 350	0.334/FL 370	0.334/FL 370	0.346/FL 410	0.403/FL 410
	<b>600 nm</b>					
Runway	2,700	3,202	2,658	2,335	2,950	
Flight Time	1+41	1+33	1+35	1+33	1+28	
Fuel Used	1,373	1,432	1,458	1,487	1,205	
Specific Range/Altitude	0.437/FL 390	0.419/FL 410	0.412/FL 410	0.403/FL 410	0.498/FL 450	
<b>1,000 nm</b>						
Runway	3,088	3,542	2,958	2,480	2,940	
Flight Time	2+51	2+30	2+36	2+33	2+22	
Fuel Used	2,039	2,229	2,159	2,329	1,865	
Specific Range/Altitude	0.490/FL 410	0.449/FL 410	0.463/FL 430	0.429/FL 410	0.536/FL 450	
<b>Remarks</b>	Certification Basis	FAR 23, 1992/00/05	FAR 23 A 52, 2001	FAR 23, 2000/05	FAR 23 pending Commuter category. All data preliminary.	FAR 23 Commuter category.