

# Skyhaven Airport Planning Survey

## B. RUNWAYS and APPROACH LIGHTING

	Revised Count					No. of Responses	Revised Percent					Score	Overall Average	Users	Safety	Local +Comm	
	1	2	3	4	5		1	2	3	4	5						
	<b>1. Repave Existing Runway, Include Runup areas, marking, lighting and taxiway extensions as required. Runway Paving to be 75' wide (FAA Condition)</b>																
Purpose: Repaving runways and Taxiways maintains safe surfaces.																	
Existing Users	1	3	15	22	28	69	1%	4%	22%	32%	41%	100%	280	252	267	270	228
Attract New Users	2	4	17	22	21	66	3%	6%	26%	33%	32%	100%	254				
Local Economic Benefit	8	6	18	15	19	66	12%	9%	27%	23%	29%	100%	229				
Safety Benefit	3	6	7	21	30	67	4%	9%	10%	31%	45%	100%	270				
Community Benefit	9	6	16	18	17	66	14%	9%	24%	27%	26%	100%	226				
<b>2. Extend Runway to the northwest by 500 ft. Displace threshold (landing point) a the Souttheast end of the runway by 300', resulting in 4200 ft. Landing length. Install ODALS (Omni Directional Approach Lighting System to allow lower minimums - provide runway access during reduced visibility conditions).</b>																	
Purpose: Runway extension and displaced threshold allow for placement of ODALS within the airport property. With a 4200 ft. effective landing length and ODALS, a precision GPS instrument approach can be published for Runway 33 which allows access to the airport under more stringent weather conditions.																	
Existing Users	7	2	8	17	34	68	10%	3%	12%	25%	50%	100%	273	263	277	282	241
Attract New Users	4	3	5	15	39	66	6%	5%	8%	23%	59%	100%	280				
Local Economic Benefit	7	4	14	18	23	66	11%	6%	21%	27%	35%	100%	244				
Safety Benefit	4	2	7	12	41	66	6%	3%	11%	18%	62%	100%	282				
Community Benefit	7	4	17	18	20	66	11%	6%	26%	27%	30%	100%	238				

Scoring: Each response number is multiplied by the level of importance from 1 to 5.

Example:  $1 \times 1 + 2 \times 2 + 9 \times 3 + 16 \times 4 + 16 \times 5 = 176$  (see above).

Existing Users and New Users scores are averaged under "Users".

Local Econ. Benefit and Community Benefit are averaged under "Local+Comm".

Survey responses that used "1" as highest priority have been revised for consistency.

### C. RAMPS and AIRCRAFT SERVICE AREAS

#### 3. Create Transient Aircraft Parking - Single Engine

238 237 218 250

Purpose: Provide transient (non-based) aircraft a place to park that is convenient to the terminal and fuel areas. Currently there is little to no transient parking available.

	1	2	3	4	5		1	2	3	4	5				
Existing Users	6	12	24	12	10	64	9%	19%	38%	19%	16%	100%	200	Overall Average	Users
Attract New Users	0	2	6	28	28	64	0%	3%	9%	44%	44%	100%	274		
Local Economic Benefit	2	3	7	29	23	64	3%	5%	11%	45%	36%	100%	260		
Safety Benefit	5	9	19	17	14	64	8%	14%	30%	27%	22%	100%	218		
Community Benefit	2	7	17	18	20	64	3%	11%	27%	28%	31%	100%	239		

#### 4. Transient Aircraft Parking - Twin Engine

232 227 213 246

Purpose: Provide an area for non-based mid-sized aircraft to park. Currently there is no place for mid-sized aircraft to park at Skyhaven.

	1	2	3	4	5		1	2	3	4	5				
Existing Users	9	18	19	10	8	64	14%	28%	30%	16%	13%	100%	182	Overall Average	Users
Attract New Users	1	3	7	17	35	63	2%	5%	11%	27%	56%	100%	271		
Local Economic Benefit	3	4	11	24	22	64	5%	6%	17%	38%	34%	100%	250		
Safety Benefit	8	9	16	16	15	64	13%	14%	25%	25%	23%	100%	213		
Community Benefit	3	5	18	15	23	64	5%	8%	28%	23%	36%	100%	242		

#### 5. Add Tiedown Spaces for Based Aircraft

234 249 195 240

Purpose: Increase the capacity of Skyhaven for additional based aircraft.

	1	2	3	4	5		1	2	3	4	5				
Existing Users	7	6	18	13	21	65	11%	9%	28%	20%	32%	100%	230	Overall Average	Users
Attract New Users	2	3	10	16	33	64	3%	5%	16%	25%	52%	100%	267		
Local Economic Benefit	4	4	14	18	24	64	6%	6%	22%	28%	38%	100%	246		
Safety Benefit	12	9	18	14	11	64	19%	14%	28%	22%	17%	100%	195		
Community Benefit	5	6	14	20	19	64	8%	9%	22%	31%	30%	100%	234		

**6. Relocate Aircraft Fuel Area to Locate New Transient Parking nearer to Terminal** 195 199 208 185

Explanation: Current aircraft fuel area occupies space that might be better used for transient aircraft parking.

	1	2	3	4	5		1	2	3	4	5				
Existing Users	12	18	14	5	16	65	18%	28%	22%	8%	25%	100%	190	Overall Average	Users
Attract New Users	9	11	15	13	16	64	14%	17%	23%	20%	25%	100%	208		
Local Economic Benefit	15	14	12	11	14	66	23%	21%	18%	17%	21%	100%	193		
Safety Benefit	9	9	19	11	16	64	14%	14%	30%	17%	25%	100%	208		
Community Benefit	16	18	9	7	14	64	25%	28%	14%	11%	22%	100%	177		

**7. Provide Aircraft Washing Facility** 219 253 191 199

Purpose: Provide an area for washing aircraft at Skyhaven. This would need to include provisions for capturing runoff of washing chemicals to meet environmental regulations.

	1	2	3	4	5		1	2	3	4	5				
Existing Users	3	4	9	12	36	64	5%	6%	14%	19%	56%	100%	266	Overall Average	Users
Attract New Users	3	9	11	20	21	64	5%	14%	17%	31%	33%	100%	239		
Local Economic Benefit	12	9	16	16	11	64	19%	14%	25%	25%	17%	100%	197		
Safety Benefit	13	14	13	9	15	64	20%	22%	20%	14%	23%	100%	191		
Community Benefit	13	12	10	12	17	64	20%	19%	16%	19%	27%	100%	200		

**8. Provide 24 HR Restroom Facility** 231 278 190 205

Purpose: Provide a restroom facility for pilots and passengers of aircraft arriving after the terminal is closed.

	1	2	3	4	5		1	2	3	4	5				
Existing Users	2	1	7	10	45	65	3%	2%	11%	15%	69%	100%	290	Overall Average	Users
Attract New Users	3	4	10	11	36	64	5%	6%	16%	17%	56%	100%	265		
Local Economic Benefit	13	7	15	7	21	63	21%	11%	24%	11%	33%	100%	205		
Safety Benefit	19	8	9	7	20	63	30%	13%	14%	11%	32%	100%	190		
Community Benefit	11	10	11	9	21	62	18%	16%	18%	15%	34%	100%	205		

## D. TERMINAL IMPROVEMENTS

9. Renovate or Rebuild Existing Terminal												230	252	173	236
	1	2	3	4	5		1	2	3	4	5				
Existing Users	0	5	15	18	23	61	0%	8%	25%	30%	38%	100%	242		
Attract New Users	0	2	7	18	33	60	0%	3%	12%	30%	55%	100%	262		
Local Economic Benefit	1	3	14	17	25	60	2%	5%	23%	28%	42%	100%	242		
Safety Benefit	11	16	11	13	9	60	18%	27%	18%	22%	15%	100%	173		
Community Benefit	2	9	12	11	26	60	3%	15%	20%	18%	43%	100%	230		
10. Build Restaurant Addition or Incorporate Restaurant into New Terminal												246	271	161	264
	1	2	3	4	5		1	2	3	4	5				
Existing Users	1	4	7	19	31	62	2%	6%	11%	31%	50%	100%	261		
Attract New Users	0	1	4	9	46	60	0%	2%	7%	15%	77%	100%	280		
Local Economic Benefit	1	0	5	14	39	59	2%	0%	8%	24%	66%	100%	267		
Safety Benefit	18	11	10	9	11	59	31%	19%	17%	15%	19%	100%	161		
Community Benefit	1	3	7	12	37	60	2%	5%	12%	20%	62%	100%	261		
												Overall Average	Users	Safety	Local +Commun
11. New Hangar Development - Single Engine												239	262	184	245
	1	2	3	4	5		1	2	3	4	5				
Existing Users	2	8	6	16	29	61	3%	13%	10%	26%	48%	100%	245		
Attract New Users	0	0	4	14	42	60	0%	0%	7%	23%	70%	100%	278		
Local Economic Benefit	0	1	5	21	32	59	0%	2%	8%	36%	54%	100%	261		
Safety Benefit	8	15	15	9	13	60	13%	25%	25%	15%	22%	100%	184		
Community Benefit	1	9	9	17	23	59	2%	15%	15%	29%	39%	100%	229		

## E. HANGARS

12. New Hangar Development - Mid Sized Aircraft												220	232	172	233
	1	2	3	4	5		1	2	3	4	5				
Existing Users	2	16	11	19	13	61	3%	26%	18%	31%	21%	100%	208		
Attract New Users	0	5	6	17	32	60	0%	8%	10%	28%	53%	100%	256		
Local Economic Benefit	1	6	11	13	29	60	2%	10%	18%	22%	48%	100%	243		
Safety Benefit	11	10	23	8	8	60	18%	17%	38%	13%	13%	100%	172		
Community Benefit	2	10	13	13	22	60	3%	17%	22%	22%	37%	100%	223		

### F. FBO and AIRCRAFT MAINTENANCE FACILITIES

13. Extend / Enlarge Existing Maintenance Hangar												222	236	193	223
	1	2	3	4	5		1	2	3	4	5				
Existing Users	4	6	11	17	23	61	7%	10%	18%	28%	38%	100%	232		
Attract New Users	3	6	7	17	27	60	5%	10%	12%	28%	45%	100%	239		
Local Economic Benefit	2	7	8	19	24	60	3%	12%	13%	32%	40%	100%	236		
Safety Benefit	8	13	8	15	15	59	14%	22%	14%	25%	25%	100%	193		
Community Benefit	4	14	9	14	19	60	7%	23%	15%	23%	32%	100%	210		

14. Build Additional Maintenance Hangar												195	204	172	198
	1	2	3	4	5		1	2	3	4	5				
Existing Users	6	15	12	15	13	61	10%	25%	20%	25%	21%	100%	197		
Attract New Users	5	10	10	14	20	59	8%	17%	17%	24%	34%	100%	211		
Local Economic Benefit	5	9	13	16	17	60	8%	15%	22%	27%	28%	100%	211		
Safety Benefit	12	13	7	17	9	58	21%	22%	12%	29%	16%	100%	172		
Community Benefit	7	12	10	16	12	57	12%	21%	18%	28%	21%	100%	185		

### G. COMMENTS

We would like to hear your comments about Skyhaven. Please type your response in the box

Overall Average  
Users  
Safety  
Local +Commun

**SKYHAVEN SURVEY COMMENTS****(Received through December 12, 2009)**

- 1 You can clearly see from my responses that I firmly believe that anything done to improve the airport will ultimately benefit current users and attract new users which will in turn benefit the local community and economy.
- 2 SKYHAVEN IS A GREAT FACILITY.IT NEEDS TO BE DEVELOPED TO ATTRACT NEW USERS AND NEW RESIDENT USERS TO THE AREA (THINK COMMUTER). AN ON SITE RESTAURANT WILL ATTRACT NEW PEOPLE TO GENERAL AVIATION.MORE HANGER SPACE WILL GIVE THE FBO/STATE ADDITIONAL REVENUE. IF SKYHAVEN CAN ATTRACT A GENERAL AVIATION BUSINESS (IE ENGINE UPGRADE, AVIONICS INSTALL ET.) THE FACILITY WILL GROW AND PROVIDE A TRUE LOCAL ECONOMIC BENEFIT.
- 3 Whatever it takes to keep and GROW Skyhaven!
- 4 Hangars have always been at a premium here in this part of the country. More hangars will definitely attract pilots and airplanes.
- 5 Due to its' location, KDAW enjoys a very visible site. Improvements will attract attention. A good place for interested plane watchers to park and observe aircraft activity from an elevated viewing stand (possibly located on top of a repair hangar) could be construed as a community service/attraction. I am also a proponent of developing additional hangars as a possible way to attract additional business for the airport.
- 6 Great little airport, I like the idea of a restaurant, and additional parking for visiting airplanes.
- 7 I have been flying base from skyhaven for five years. I stated with Ossipee Valley Aviations and I am currently a member of the Skyhaven Flying club.
- 8 Skyhaven is a jewel. Let's make her shine forever
- 9 Adding hangar space and attracting a quality FBO to provide flight training and local maintenance services is very important to the local community. and to increase the revenue base of the airport. The focus of the airport should remain on single engine and light-mid size twin engine aircraft. It is very important to use all reasonable means to increase the IFR capability of the airport for those aircraft, extending the range of weather conditions during which safe operations are possible, thus increasing the utility of the airport.
- 10 The airport is pretty nice for a small facility. 24 hr restrooms, and restrooms closer to the hangars would be great, the situation now is annoying. The runway is in pretty good shape but should be maintained. I can't see a restaurant doing a lot of business unless open to the general public, and where would it be put? Rebuilding the terminal would be expensive, and we don't need a large facility. A renovation to improve energy efficiency would be good, and better terminal access would be nice, but unless we attract a lot more traffic the need isn't large.
- 11 Survey was not clear, but I assumed that 1 was highest priority and 5 was lowest. Look forward to "rebirth" of this very nice airport!

12 It's a nice airport needs more space for commercial use

13 As far as transient parking goes, some of the current tie downs just need to be redesignated as transient parking. There appears to be quite a bit of vacancy in the tie down area. I think a restaurant would be a huge perk.

Capital improvements are very much warranted and, in my opinion, would add demonstrable value to the airport. A renovated or newly-constructed FBO building, having 24-hour access, as well as a revised fuel farm setup, would be helpful to obtaining new customers. New hangars -will- be filled and revenue-producing from their inception. Runway improvements should be considered for the 10-year plan, as the runway will eventually require resurfacing anyway. My responses mostly target aviation and economic-benefiting pursuits. My interest in benefiting the community are minimal, as the City of Rochester has clearly demonstrated no interest in Skyhaven Airport, and should be NOT be a primary objective/reason for any improvements or capitol expenditures.

15 Skyhaven is great the way it is. Minor improvements ( 24/7 fbo and restroom or restaurant) or maintenance would be good. wish we hadn't wasted the 350000 on fencing. you could pay pilots \$10 per landing every day for each one and have done much better for the airport. i use skyhaven about twice a month. most supposed improvements are not driven by users ( i.e. pilots) but by someone's ridiculous idea of how to make money. please listen to pilot needs not grandiose schemes. keep costs down, no need to move fuel farm. too expensive. perhaps some porous pavement tiedowns in front of fbo would suffice! we love the old-timey grass feel of airport. a midfield exit taxiway would help

16 By looking around at nearby airports, Skyhaven Airport is not utilizing the property to its full potential with too few hangars & facilities for both those aircraft already based there as well as possible future & transient aircraft and the general public. Take for example, Hampton Airfield in North Hampton, NH with runway of 2,100' by 170' on grass-turf. Services & facilities include: two airport maintenance facilities on the property in operation; 100LL & MoGas (Auto Gas used for aircraft with an STC to use it)-each used in all general aviation aircraft; pilot training; tie-downs & hangars available for transient aircraft; and an on-field restaurant open to the public. Another would be at Laconia with a 5000' by 100' asphalt runway. Services & facilities include: ILS for Rwy; visual/slope indicators on all runways; 100LL & Jet-A fuels; major airframe & engine repairs; passenger terminal & lounge; pilot training; 129 aircraft based on the airport; an average of 97 operations daily (90% local, 8% transient, 2% Air Taxi); and two separate fixed base operators with varied services. Last, would be at Sanford Regional Airport where there are two asphalt runways 5000' by 100' & 6000' by 150'. Services & facilities include: visual/slope indicators on all runways; ILS approach for Rwy-25; 100LL, Jet-A, & MoGas fuels; hangars & tie-downs for transient aircraft; both major airframe & engine repairs, and bottled oxygen available; 88 aircraft based on the airport; an average of 217 operations daily (60% local, 35% transient, 5% Air Taxi); passenger terminal & lounge; pilot training; on-field open to the public restaurant; and an on-field fire/rescue department . In fact, if there were better utilization of the property by increasing the useable runway to 4500/5000-feet, increasing the number of hangars available for both single and multi-engined aircraft, expanding the size and scope of the fixed base operations, provide pilot training, adding a restaurant, both the existing and future aviation activity, and public use would be beneficial for everyone and the local and area communities.

17 A fixed base operator should be allowed to operate at the airport for a small rental fee only. His ability to profit from his operation should not be subject to attachment. If he can be successful, the benefits will spin off to the community.

18 Skyhaven could be the place I move back to. I was forced to leave due to the manner in which hangers were allotted. Many people had (and still have) 2 or 3 hangers and (1) plane and saw nothing wrong with that, others had no plane but did have a hanger. Business or "hanger appropriate" aircraft jumped the list and forced me to stay on the ramp. The hanger situation was a travesty!! You need a new/upgraded terminal building with a small restaurant in it to compliment the upgraded/new maintenance facility. Who would make Skyhaven a destination with no bathroom facilities, restaurant, short narrow runway and no maintenance??

19 Things that can be done quickly should have priority over other things that take lengthy planning

Thanks for asking for input. I am a member of the Skyhaven Flying Club, and a former member of the New Bedford (MA) Regional Airport Commission -- KEWB. I would stress that Rochester think of its airport as literally a port on the ocean -- of air. It is an unique economic resource to the city and surrounding area that many other similar areas do not have, and could not build. With careful stewardship and a clear plan for development it can be a 20 significant contributor to the economic development of the area, particularly as newer smaller business aircraft become more common. With the infrastructure funds now available as part of the economic stimulus package, I am impressed to see your group taking a timely initiative on Skyhaven development --- with an emphasis on the positive impact on the greater Rochester area.

21 I hope that Skyhaven can remain a friendly, welcoming general aviation airport and not get swept into the webs, tangles, and control systems of Pease, which must be run in a more regimented manner.

22 I believe that until we have a full service FBO on field most of the improvements won't mean much. The addition of ODALS would be great and is needed. A restaurant is needed to bring in additional business to the area. I've thought that a second floor to the terminal for a restaurant would be best.

23 Develop an area to land on the grass / snow.

24 It is a friendly, convenient, and effective facility. Improvements will benefit the economics and access to Rochester.

25 The instructions were not very clear on this survey. I used 1 being high priority and 5 being low priority. I also think that the existing hangers need some repairs. My roof leaks and the ice dams in the winter are very bad due to the lack of roof overhang and the asphalt pavement right underneath where the water drips. I don't mind the monthly cost of the hanger, but when I go in my hanger and see water dripping from the roof onto my airplane or the floor is flooded and frozen because of ice dams, I do think that is a problem. Especially because the grmblings around the airport are that once again the rents are going to go up. Since the last rate hike, I have not seen any improvements. I enjoy Shyhaven very much and it should continue to grow and prosper.

26 I believe any improvements to accommodate more business and encourage them to use the airport will benefit all.I would like to see more educational opportunities for pilots at the field.I.E. IFR courses,cfi training perhaps a flight school.

27 I am glad to see the rates for tiedowns are being kept reasonable. I think the new insruance requirements are onerous and not required. The lawyers are running our lives. DVH

28 my comments and priorities are based on my use and needs. I am not IFR rated. If I where, My priority for those items would have been higher. for development of the airport, a restaurant, hangars and FBO get high marks.



29 Additional single engine affordable hangar space will help DAW. Most people that own a plane want it inside. A few mid-size hangars has some value. Enlarge the existing maintenance facility is a good idea. Additional tiedown space is a good idea. Do not move the fuel area. You will never sell enough fuel to pay for that job. A plane wash is a good idea. A restaurant might work. It would depend on who is running it.

30 The airport needs at the very least a maintenance service shop on the field. This would bring a sense that the airport is alive.

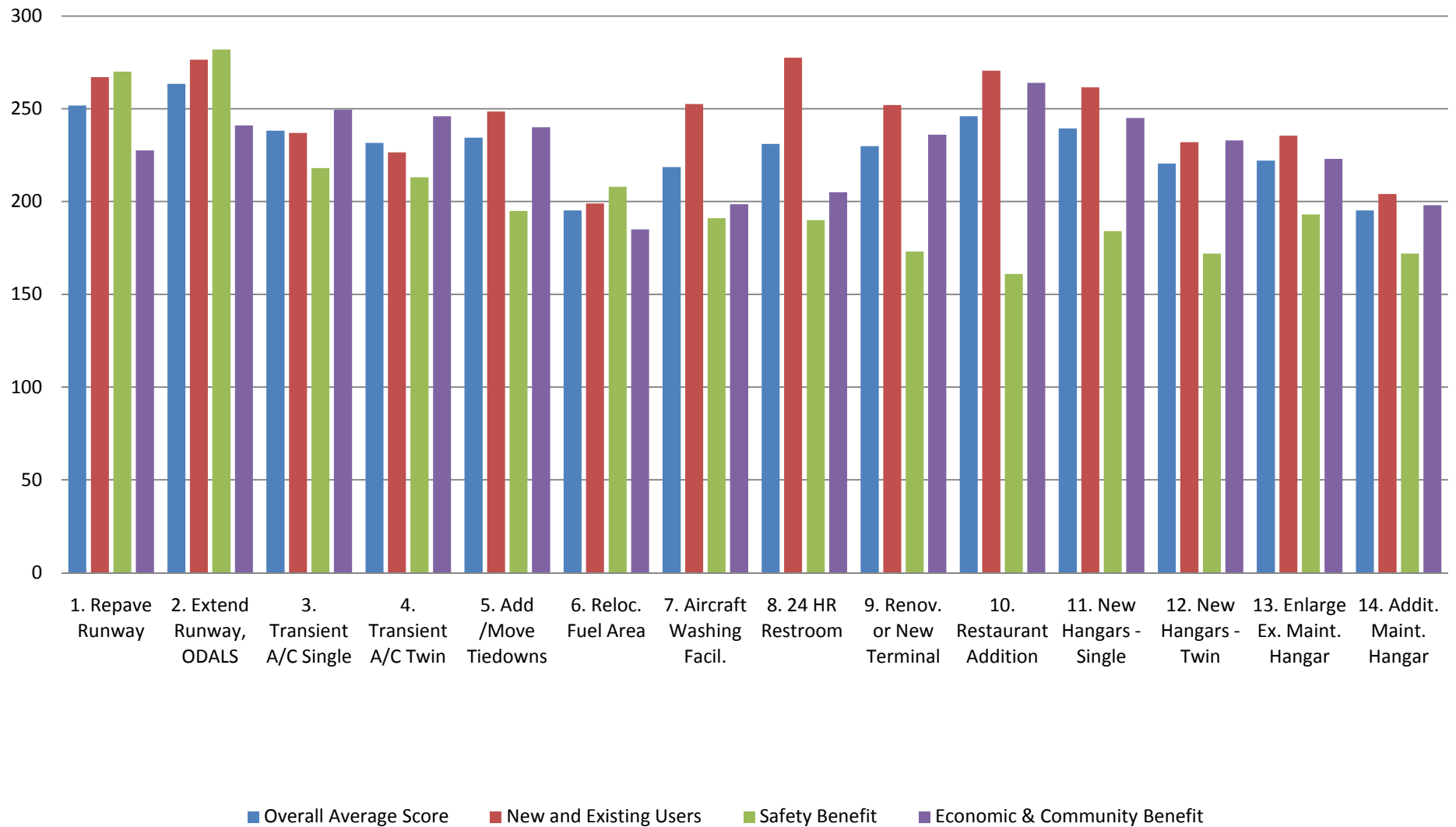
31 Please fix the fuel pump. Please provide some annual inspection contacts. I would like to install concrete pads for grass tie down customers, specifically me as requested via DOT concord. I can do all of them for 50% up front and 50% after 5 years as a warranty security. Not bad, ey?

32 Great community airport with high potential for growth. Great access for the State Police and hospital air ambulances.

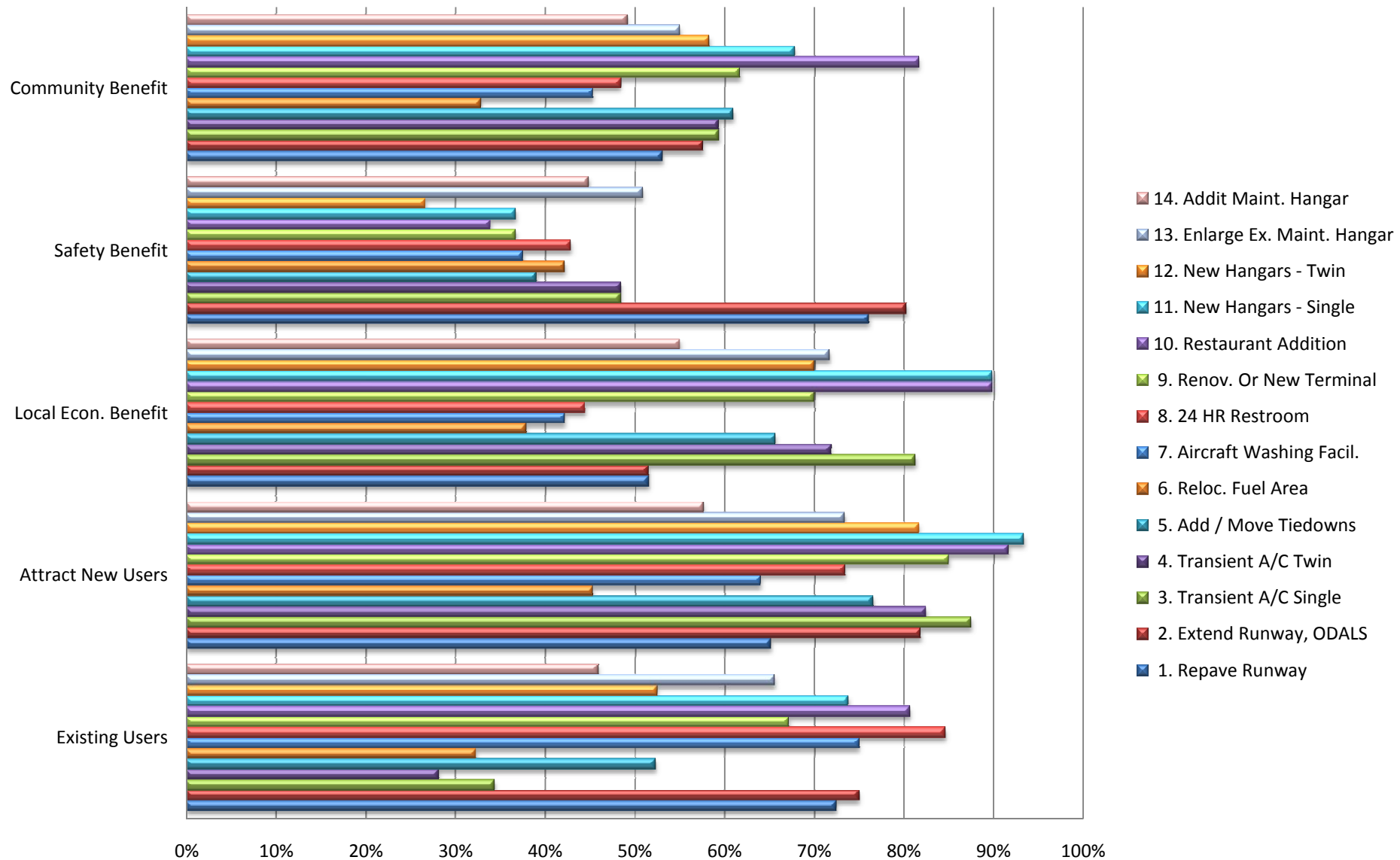
33 I hope Skyhaven can be developed, I think it would benefit all...

34 Given the degree of traffic I do not think that building a new terminal building is a priority. However, the existing structure needs to be renovated to give a less sterile appearance. It is not a warm and friendly place, certainly not a "destination". Obviously the airport is currently short on available services. I am well aware that measures are being taken to rectify the situation. The availability of quality aircraft services cannot be understated. During the last taxiway project the run up area was narrowed or is nonexistent. The inability to complete a clearing turn before entering the runway environment is extremely hazardous. Not being able to accomplish engine run ups into the wind is potentially damaging. It would be nice to provide facilities to wash aircraft. A full service maintenance shop should be able to provide detailing services.

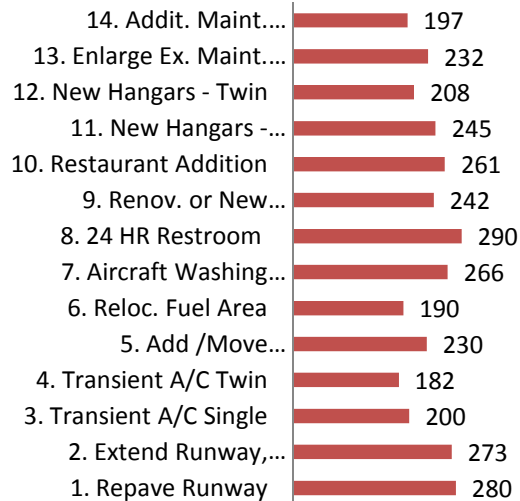
### Skyhaven Airport Planning Survey - October 2009



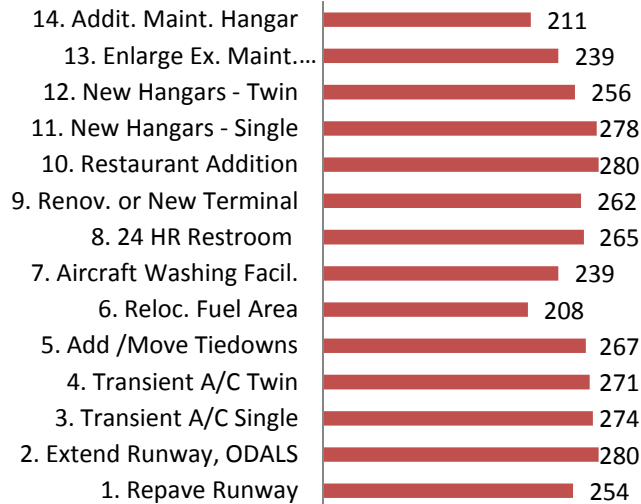
### Prioritization based on combined percentages from "4" and "5"



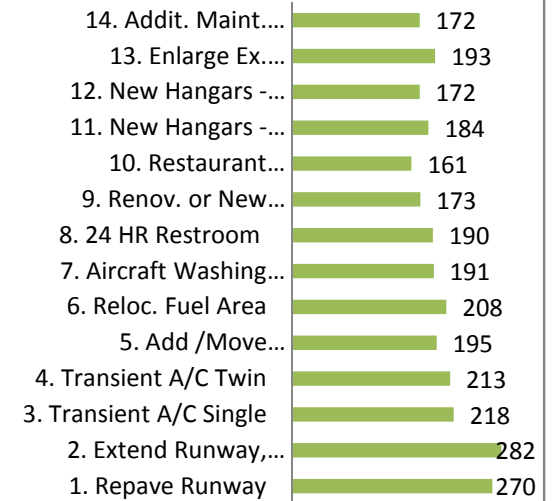
### Existing Users



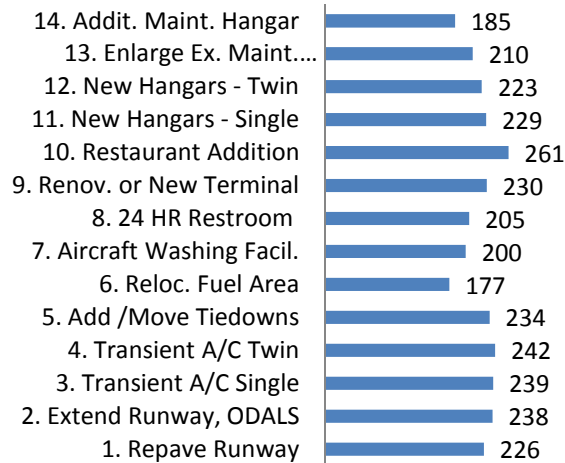
### Attract New users



### Safety Benefit



### Community Benefit



### Local Economic Benefit

