

Appendix A

AIRPORT USER & TRANSIENT PILOT QUESTIONNAIRES

Airport User Questionnaire

At the beginning of the study process, a questionnaire was mailed to approximately 145 Danielson Airport users, including based aircraft owners, airport businesses, and student pilots. The mailing list was provided to the study team by New England Flight Services (the Airport's fixed base operator). The primary purpose of the questionnaire was to provide Danielson Airport users with the opportunity to comment on desired facility improvements, as well as to collect information regarding the Airport's service area, based aircraft, operations, services, and sales. The questionnaire responses will be incorporated and referenced throughout the study process.

A questionnaire response rate of approximately 30 percent was achieved. The purpose of each question and general observations from the questionnaire responses are provided below.

1. **What town and state do you reside in? Miles from 5B3 by car?** (Note: 5B3 has since been changed to LZD)

Town, State _____
Miles from 5B3? _____

This question was intended to reflect service area characteristics. In general, the majority of Danielson Airport users reside in the state of Connecticut (81%), followed by Rhode Island (11%) and Massachusetts (8%). Some Danielson Airport users live as close as one mile away, while others live as far as 70 miles away. According to the questionnaire responses, Danielson Airport users live an average of 15 miles away (this is typical of a general aviation facility).

2. **Please ✓ the type of aircraft you have based at 5B3 and how it is stored (if applicable):**

Aircraft Type	Ownership	Storage Method
<input type="checkbox"/> Single-engine piston	<input type="checkbox"/> Personally own	<input type="checkbox"/> Grass tiedown
<input type="checkbox"/> Twin-engine piston	<input type="checkbox"/> Rent/lease	<input type="checkbox"/> Paved tiedown
<input type="checkbox"/> Other (indicate below)	<input type="checkbox"/> Company owned/leased	<input type="checkbox"/> T-hangar
_____	\$ _____ Estimated value	<input type="checkbox"/> Conventional hangar

This question was intended to reflect based aircraft characteristics. For based aircraft type, all of the questionnaire responses indicated single-engine piston, most of which were personally owned and stored on grass or paved tiedowns, with values ranging between \$7,000 and \$300,000. Very few questionnaire responses indicated T-hangar or conventional hangar as the based aircraft storage method (which typically store higher value aircraft than tiedowns), likely because of their limited availability at Danielson Airport.

3. **Is your aircraft capable of GPS-based instrument approaches (✓ if applicable)?**

Yes No

This question was intended to determine the need for instrument approach capability. Danielson Airport does not currently provide an instrument approach on either runway end. Thirty-one percent (31%) of the questionnaire responses indicated yes to this question. As such, providing an instrument approach at Danielson Airport would be beneficial to current users.

4. Please indicate your approximate number of annual landings:

_____ Landings at **5B3** on an annual basis
 _____ Landings at **other airports** on an annual basis

This question was intended to reflect how actively Danielson Airport users fly. The questionnaire responses indicated a total of approximately 3,000 annual landings (average of 95 per response) at Danielson Airport (including 1,000 annual landings by an airport business), and approximately 2,000 annual landings (average of 72 per response) at other airports (this is not indicative of total airport operations).

5. What airports do you most frequently fly to or from 5B3 (in rank order if applicable)?

- 1. Windham (IJD)
- 2. Groton-New London (GON)
- 3. Block Island (BID)
- 4. Martha's Vineyard (MVY)

This question was intended to identify common user destinations. The top four airports (destinations) are indicated above. These airports are all less than 65 nautical miles from Danielson Airport. Of all of the questionnaire responses, the furthest airport indicated is approximately 360 nautical miles from Danielson Airport.

6. Please indicate the following operational characteristics regarding your flying at 5B3 (approximate):

A. Runway End	75% Runway 31	+	25% Runway 13	=	100%
B. Time of Day	98% 7 AM to 10 PM	+	2% After 10 PM	=	100%
C. Time of Week	50% Mon. to Fri.	+	50% Sat./Sun.	=	100%
D. Local Operations	74% Local	+	26% Itinerant	=	100%
E. Touch & Go Operations	24% Touch & Go	+	76% All Other	=	100%
F. Instrument Operations	4% IFR*	+	96% VFR	=	100%

*During actual instrument conditions

This question was intended to reflect airport operational characteristics. The average percentages from the questionnaire responses are indicated above.

7. In the next 5 years, do you expect your use of 5B3 to increase (%), decrease (%), or stay the same (✓)?

_____ % Increase _____ % Decrease _____ Stay the same

This question was intended to provide information to use in the airport activity forecasts. None of the questionnaire responses indicated anticipated activity decrease at Danielson Airport. Most of the questionnaire responses (56%) indicated anticipated activity increase, with slightly

less (44%) indicating stay the same. The percent of activity increase indicated ranged from 10% to 200%.

8. Please indicate the amount of time (%) you fly for the following purposes (should total 100%):

23% Training	13% Personal transportation
11% Business	___% Other (indicate below)
53% Recreational	_____

This question was intended to reflect personal flying characteristics. The average percentages from the questionnaire responses are indicated above.

9. Please indicate the reasons you base your aircraft at 5B3 (in rank order of those that apply):

<u>1</u> Proximity to home/office/passenger base	<u>2</u> FBO services
___ Fuel price	___ Runway length
___ Availability of hangar space	___ Runway pavement strength
___ Hangar rental fee or ground lease rate	<u>4</u> Other (indicate below)
<u>3</u> Availability of tiedown space	Aircraft Maintenance

This question was intended to reflect user attractions to Danielson Airport. The top four user attractions to Danielson Airport from the questionnaire responses are indicated above.

10. Please indicate the estimated annual value of services you purchase at 5B3:

\$50,000 Fuel	\$23,000 Flight training
\$35,000 Aircraft maintenance	\$1,600 Pilot supplies
\$13,000 Hangar/tiedown	\$_____ Other: _____
\$44,000 Aircraft rental	\$166,600 TOTAL (approximately \$4,500 per response)

This question was intended to reflect the estimated annual value of purchases. The total values from the questionnaire responses are indicated above (this is not indicative of total annual purchases).

11. What do you believe to be the most needed facility improvements at 5B3 (in rank order)?

This question was intended to identify needed facility improvements. The top 10 questionnaire responses are indicated below (in rank order).

1. Improve/expand FBO facilities (pilot's lounge, restrooms, additional services)
2. Additional hangars (T-hangars and conventional hangars) and tiedowns
3. Extend runway to 3,200 feet
4. Restaurant/cafe/coffee
5. VASI or PAPI for Runway 31
6. Self-service fuel
7. GPS precision instrument approach
8. Tree clearing
9. Weather reporting system (AWOS/ASOS)

10. Turf runway

12. Please list any positive or negative factors/issues associated with operation at 5B3, or any other comments:

This question was intended to generate user feedback. Nearly all of the questionnaire responses indicated excellent FBO services and location (as positive factors). A few questionnaire responses indicated expensive fuel price (as a negative factor).

13. Respondent information (optional):

Name _____ Telephone _____

Address _____ Email _____

if you would like to be added to the study email list

This question was intended to provide respondents with the opportunity to join the study email list. Forty-six percent (46%) of the respondents joined. Periodic emails will be sent throughout the study process (typically to announce meetings). Individuals can also join the study email list and submit comments through www.DanielsonAirportPlan.com.

Transient Pilot Questionnaire

Transient operations are those conducted by non-based aircraft or pilots. The transient pilot questionnaire was administered by New England Flight Services (the Airport’s fixed base operator), and was intended to provide general observations about Danielson Airport’s transient operations. Transient pilots were requested to complete and submit the questionnaire while visiting the Airport in early-2006. The questions were similar to those of the Airport User Questionnaire (see above), as were the responses. Differences worth noting include:

1. For aircraft type, two of the questionnaire responses indicated twin-engine piston aircraft
2. Flying for recreational purposes was the most common questionnaire response indicated, followed by business purposes
3. Several of the questionnaire responses indicated Remote Communications Outlet (RCO) as a needed facility improvement. At non-towered airports, a RCO provides a radio link to regional air traffic personnel. It would allow aircraft on the ground at 5B3 to communicate with regional air traffic personnel in Providence without interference.