



## **BURLINGTON INTERNATIONAL AIRPORT**

### **1. Airport Background and Location**

Burlington International Airport is the primary commercial service airport in the state of Vermont. At the end of the 2001 calendar year, it ranked as New England’s sixth largest airport in terms of enplaned passengers. The airport is located in northwestern Vermont, close to the Canadian border, and lies approximately three miles from downtown Burlington. The Burlington Metropolitan Statistical Area (a Census-designated area comprising Chittenden, Franklin, and Grand Isle counties) reported a population of 169,391 in 2000, thus accounting for nearly 28 percent of Vermont’s population. Burlington

is defined as a “small hub” airport according to the FAA. For the purposes of economic modeling, the airport’s zone of economic impact is considered to include its own Chittenden County as well as adjacent counties: Grand Isle, Franklin, Lamoille, Washington, and Addison.

### **2. Facilities and Activity**

The airport has two intersecting runways, one of which is the longest runway in the state. Runway 15/33 is 8320 feet in length, and equipped with an Instrument Landing System glidescope and localizer. The second runway, Runway 1/19, is 3611 feet long.

Affiliated regional airlines of most major carriers serve Burlington and fly to both hubs and most major short-haul origin-destination points in the northeast with turboprops or regional jets. United Airlines also serves Burlington with mainline service in 737’s. JetBlue, a low fare carrier with operations centered at New York-JFK, also recently began serving Burlington with Airbus A-320’s. 525,000 passengers enplaned at the airport in 2001.

Burlington is also a major center of general aviation activity. 36,974 local operations were counted at the airport in 2001, as well as 81,767 itinerant operations. 130 aircraft are based at the airport. The airport supports a significant military presence, reflected in the 11,204 military aircraft

operations recorded in 2001. Approximately 9,000 tons of air cargo moved through the airport in 2001.

There is a main terminal building of approximately 87,000 square feet (cumulative rental and concessionaire area), as well as an industrial park, which consists of approximately 83 acres and 10 buildings that are occupied by numerous FBO's and other businesses involved in aviation activities. The various FBO's provide a range of services including flight training, aircraft maintenance, aircraft charters, aerial tours and sightseeing, avionics repair and sales, and aircraft rentals, as well as freight forwarding services, electronic repairs, and passenger services such as a restaurant and gift shop.

Transient traffic at the airport is served by rental car and taxi service, as well as bus transportation and parking services such as "park and shuttle" and an airport parking garage.

### **3. Airport Related Economic Uses**

In addition to the economic benefits that the scheduled passenger air service and FBO's bring to the area, the approximately 9,000 tons of air cargo that moved through the airport in 2001 has significant economic impacts. Federal Express, Airborne Express, and the freight forwarder A.N. Derringer all maintain facilities at Burlington International Airport.

A large number of businesses in the Burlington area as well as throughout the State of Vermont rely heavily on the Burlington International Airport for business-related needs. Hazelete Senip Casting Corporation, an engineering and manufacturing company employing 140 people and located in Colchester, VT, depends on the airport for 90 percent of its business activity. Resolution, Inc., an e-commerce company in South Burlington, has 225 employees and relies on the Burlington International Airport for 70 percent of its business activity. Other companies which rely on the airport to transport supplies, products, company personnel and clients include Mylan Technologies, a pharmaceutical manufacturing company employing 265 people in St. Albans, VT, and S.T. Griswold Company in Williston, VT, which employs approximately 201 people.

Burlington International Airport also serves as the primary airport for many of the State's colleges and universities. In addition to University of Vermont, Saint Michael's College and Champlain College, all of which are located in Burlington, other colleges such as Middlebury College and Norwich University utilize Burlington International Airport.

Burlington is the primary gateway for the Vermont ski industry. Many of Vermont's ski resorts' patrons use Burlington International Airport, often more than airports which may be closer to the respective ski areas. Because of the number of destinations and frequency of departures offered by the numerous airlines, Burlington is a frequent access point for resorts such as Stowe, Sugarbush and Killington. Often times, the patrons of these ski resorts simply may not have chosen to visit Vermont if the service offered by Burlington International Airport did not exist.

#### **4. Other Airport Benefits**

The Vermont Air Guard and Vermont Army National Guard both have installations at Burlington International Airport. The Vermont Air Guard has been deployed to the Middle East to patrol no-fly zones over Iraq, and the Vermont Army National Guard has sent troops to Bosnia. After the September 11<sup>th</sup> terrorist attacks, the Vermont Air Guard's 158<sup>th</sup> fighter wing flew continuous cover over New York City and Washington DC. In addition to enhanced security benefits, the Air National Guard provides crash, fire, and rescue services to the airport.

Located on the Air National Guard Base at the Burlington International Airport is a classroom of STARBASE, a nationwide school outreach program funded by the Department of Defense. This educational program, which operates under the direction and support of the Vermont National Guard, brings aviation and aerospace learning to school-age children, teaching math, physics and technology. STARBASE Vermont's Burlington site is now one of two in the state, after a second site was recently opened at the Rutland State Airport.

The airport is also home to the Burlington Composite Squadron, a Civil Air Patrol program whose missions include emergency services and aerospace education. An ACE Camp also takes place each summer.

<b>Airport Report:</b>		<b>Burlington International Airport</b>	
Code:		BTV	
City/Town:		Burlington	
County:		Chittenden	
Aircraft Operations (take-offs and landings)		Airport Passengers	
Commercial	38,925	Commercial	1,050,000
Itinerant General Aviation	81,767	General Aviation	155,357
Military	11,204		
<b>Total:</b>	<b>131,896</b>	<b>Total:</b>	<b>1,205,357</b>
			<b>Total Output: Business Sales and Public Sector Expenditure</b>
<b>Economic Impact Category</b>	<b>Employment</b>	<b>Payroll (Wages)</b>	
<b>On-Airport Primary Impact (1*)</b>			
Airport Management and Airlines	366	\$16,466,305	\$23,461,086
On-Airport Passenger Service	148	\$3,268,387	\$9,703,320
On-Airport Freight Service	56	\$1,985,360	\$4,292,096
Other Aviation Services	182	\$6,933,472	\$16,181,620
<i>Subtotal:</i>	<i>752</i>	<i>\$28,653,524</i>	<i>\$53,638,122</i>
<b>Off Airport Primary Impact</b>			
Off-Airport Visitor Spending (2*)	3,087	\$38,264,373	\$101,942,039
Off-Airport Aviation-Dependent Business Activity (3*)	1,438	\$52,235,781	\$146,053,135
<i>Subtotal:</i>	<i>4,525</i>	<i>\$90,500,154</i>	<i>\$247,995,174</i>
<b>Spin-Off Effects (4*) of Airports:</b>			
<i>On Local Economy</i>	<i>2,534</i>	<i>\$73,384,088</i>	<i>\$205,066,568</i>
<i>On Statewide Economy</i>	<i>3,003</i>	<i>\$78,255,274</i>	<i>\$212,702,727</i>
<b>Vermont Airports Total Economic Impact</b>			
<b>On Own Local Economies Only</b>	<b>7,811</b>	<b>\$192,537,766</b>	<b>\$506,699,864</b>
<b>On Statewide Economy</b>	<b>8,280</b>	<b>\$197,408,952</b>	<b>\$514,336,023</b>

\* Numbers refer to steps detailed in Section 5: Methodology and Findings

In the table above, the estimated number of itinerant general aviation aircraft operations is presented because these operations estimates drove calculations of out-of-state visitors and visitor spending in Vermont. Local general aviation operations (taking off and landing at the same airport, such as touch-and-go activity), in contrast, were not used to calculate visitors to the State and so are not shown in the table.

## Economic Impacts

Public-use airports in Vermont, along with tenant businesses on airport property, contribute measurable benefits to their local areas and to the State economy through business activity that occurs on airport property. This activity is termed the **on-airport primary impact**, and was determined in this Study through visits and interviews with airport managers and tenant business owners.

Airports also provide direct benefits for businesses located off airport property. The **off-airport primary impact** has two components: expenditures by visitors to the State arriving by way of its airports, and off-airport businesses that depend partially or wholly on use of aviation services for transport.

Spending by out-of-state visitors to Vermont adds sales and jobs among off-airport businesses such as hotels, restaurants and retail establishments. Visitor expenditure impact was determined through a calculation of airport visitors and average expenditures as determined in surveys during airport visits.

The airport-dependent business impact was assessed through a mail survey to local businesses. The response rate to this survey varied widely around the State. Among those businesses that responded, the economic importance of airports to their activity is captured by the Study. However, because many businesses did not respond, it should be noted that the numbers are still a conservative estimate of the public-use airports' economic impact; further, directly comparing airport total impacts may yield counter-intuitive results due to the differing response rates of local businesses across the State. For a more relevant comparison of airport economic impacts by individual airport, which separates out this effect, please see Exhibit 12A.

Each dollar that an airport adds directly into an economy (the primary impact, described in the paragraphs above) continues to circulate through that economy. The re-spending of these dollars in consecutive rounds magnifies the total impact of the single dollar. This additional economic activity is termed the **spin-off impact**. The Study employed IMPLAN to build a model of each local economy, as well as the statewide economy, in order to calculate spin-off impacts.

The total economic impact of each airport is the sum of the primary on-airport impact, the primary off-airport impact and the spin-off impact.

The airport report above presents both the local economic impact in the airport's own community, and its statewide economic impact. The difference lies in the spin-off impact, which is different for a local economy than for the State as a whole.

The local spin-off impact is somewhat smaller than the statewide spin-off impact, because the State economy is larger than local economies and captures a greater percentage of each round of respending. Both impact measures are relevant in different contexts, for example, a State policy maker may find the statewide impact of the airport most relevant for his or her purposes, while a local development official may be most concerned with the total local impact.