



JOHN H. BOYLAN STATE AIRPORT

1. Airport Background and Location

John H. Boylan (Island Pond) State Airport is located near Island Pond, Vermont in the northeast section of Vermont. Island Pond is located in the Northeast Kingdom, approximately 20 miles northeast of Lyndon and approximately 20 miles southeast of Newport. This area of Vermont has no nearby interstate and is made up of mountainous and forested terrain, making Island Pond one of the most isolated areas in the State.

Access to the airport from Island Pond is via Route 105. The airport, actually in East Brighton, is approximately 3 miles east of the Town of Island Pond. The market area for this airport is made up of sparsely populated lands in the northeast corner of the State.

Access to the Island Pond area is via Routes 105 and 114. Route 105 is an east-west road that connects Island Pond with North Stratford and the New Hampshire border to the east, and Derby Center to the west. Route 114 is a north-south road that extends from Norton and the Canadian border to the north, through Island Pond, and into Lyndon Center. The Town of Island Pond is located at the intersection of Route 105 and Route 114.

2. Facility and Activity

The single turf runway is 2650 feet in length. The airport is not plowed in the winter, but remains open to ski-equipped aircraft. A hangar is the only landside facility at this airport.

An employee of VTrans, whose office is located at Caledonia County State Airport, oversees operations at the John H. Boylan (Island Pond) State Airport.

Island Pond reports one based single-engine piston plane, and one ultralight. Airport management estimates that there were 200 operations in 2001.

3. Airport Related Economic Benefits

The turf runway restricts business use of the airport. Businesses use Caledonia County State Airport or Newport State Airport for any business related flights in the Northeast Kingdom.

4. Other Airport Benefits

The airport is very popular among model aircraft enthusiasts.

Airport Report:		John H. Boylan State Airport	
Code:	5B1		
City/Town:	Island Pond		
County:	Essex		
Aircraft Operations (take-offs and landings)		Airport Passengers	
Commercial	0	Commercial	0
Itinerant General Aviation	200	General Aviation	380
Military	0		
Total:	200	Total:	380
			Total Output: Business Sales and Public Sector Expenditure
Economic Impact Category	Employment	Payroll (Wages)	
On-Airport Primary Impact (1*)			
Airport Management and Airlines	1	\$9,311	\$17,500
On-Airport Passenger Service	0	\$0	\$0
On-Airport Freight Service	0	\$0	\$0
Other Aviation Services	0	\$0	\$0
<i>Subtotal:</i>	<i>1</i>	<i>\$9,311</i>	<i>\$17,500</i>
Off Airport Primary Impact			
Off-Airport Visitor Spending (2*)	1	\$5,954	\$15,513
Off-Airport Aviation-Dependent Business Activity (3*)	0	\$0	\$0
<i>Subtotal:</i>	<i>1</i>	<i>\$5,954</i>	<i>\$15,513</i>
Spin-Off Effects (4*) of Airports:			
<i>On Local Economy</i>	<i>0</i>	<i>\$3,253</i>	<i>\$9,088</i>
<i>On Statewide Economy</i>	<i>1</i>	<i>\$7,491</i>	<i>\$20,945</i>
Vermont Airports Total Economic Impact			
On Own Local Economies Only	2	\$18,518	\$42,101
On Statewide Economy	3	\$22,756	\$53,958

* 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.