



BASIN HARBOR AIRPORT

1. Airport Background and Location

Basin Harbor Airport sits in the township of Ferrisburg, on the eastern shore of Lake Champlain. It is located on the grounds of the Basin Harbor Club, a golf and resort complex.

2. Facilities and Activity

This turf airfield has one runway 3000 feet in length. Each year the airport remains open from the end of the mud season in the spring until late in the fall.

The facility records approximately five thousand operations annually, though it has no based aircraft.

3. Airport Related Economic Uses

Despite having no based aircraft, the number of annual operations at Basin Harbor shows that the airport has a large economic impact relative to its size, due especially to the high percentage of users that are visitors to the local area and spend money on lodging and beverages.

Guests with small aircraft often use the Basin Harbor airport to reach the resort, including high profile and celebrity visitors. On weekends, the airport sees heavy use from golfers flying in for the day to play the golf course, which was recently awarded 4½ stars in *Golf Digest's Places to Play* series. The Basin Harbor grounds are also home to Red Mill Restaurant, whose patrons frequently fly into and out of the airport in the space of an evening. When good flying conditions prevail, the airport usually sees 10-20 aircraft on the field on any given weekend day.

4. Other Airport Benefits

Each year, the New England Aero Club holds an annual convention for members and friends at the Basin Harbor facility. Upwards of one thousand people are normally drawn to the event, many from great distances away.

Airport Report:		Basin Harbor	
Code:		B06	
City/Town:		Vergennes	
County:		Addison	
Aircraft Operations (take-offs and landings)		Airport Passengers	
Commercial	0	Commercial	0
Itinerant General Aviation	5,000	General Aviation	9,500
Military	0		
Total:	5,000	Total:	9,500
			Total Output: Business Sales and Public Sector Expenditure
Economic Impact Category	Employment	Payroll (Wages)	
On-Airport Primary Impact (1*)			
Airport Management and Airlines	0	\$0	\$0
On-Airport Passenger Service	0	\$0	\$0
On-Airport Freight Service	0	\$0	\$0
Other Aviation Services	0	\$0	\$0
<i>Subtotal:</i>	<i>0</i>	<i>\$0</i>	<i>\$0</i>
Off Airport Primary Impact			
Off-Airport Visitor Spending (2*)	16	\$272,273	\$387,869
Off-Airport Aviation-Dependent Business Activity (3*)	0	\$0	\$0
<i>Subtotal:</i>	<i>16</i>	<i>\$272,273</i>	<i>\$387,869</i>
Spin-Off Effects (4*) of Airports:			
<i>On Local Economy</i>	<i>3</i>	<i>\$102,488</i>	<i>\$141,686</i>
<i>On Statewide Economy</i>	<i>6</i>	<i>\$164,090</i>	<i>\$232,543</i>
Vermont Airports Total Economic Impact			
On Own Local Economies Only	19	\$374,760	\$529,555
On Statewide Economy	22	\$436,363	\$620,412

* 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.

Because it is an integral part of the complex, resort management did not ascribe an employment figure or payroll to the Basin Harbor airfield by itself, which is why there is no on-airport impact as such shown in the table above.

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.