



CALEDONIA COUNTY STATE AIRPORT

1. Airport Background and Location

Caledonia County State Airport is located near Lyndonville, Vermont in the northeast portion of the State. The Northeast Kingdom is the largest of Vermont's 12 planning regions. Larger towns in the Northeast Kingdom include St. Johnsbury, Lyndon, and Newport. This region accounts for 21 percent of the State's land mass and has a population density of approximately one-half the State average. These two statistics taken together might explain the importance that citizens of the region place on access to air transportation.

Access to the Caledonia County State Airport is via Route 122 and Pudding Hill Road. The airport is located approximately three miles north of Lyndonville. The market area for the airport is made up of Lyndon and St. Johnsbury, and is bounded by West Burke and Sutton to the north, Barnet to the south, Danville to the west, and Concord to the east.

Access to St. Johnsbury and the Lyndon area is dominated by Interstate 91 and Interstate 93. I-91 is the major north-south roadway for eastern Vermont, extending from Canada to the north, and to Massachusetts to the South. I-93 is a north-south roadway that connects Vermont to New Hampshire. I-93 enters Vermont in the northeast portion of the State and joins I-91 in St. Johnsbury. The main east-west roadway in the area is Route 2 which extends from Vermont's eastern border with New Hampshire, through St. Johnsbury and Montpelier, and on to Burlington. Discussion with citizens of the area indicates that both interstates in the area are frequently used to initiate scheduled air passenger service from airports in Burlington, Boston, and Montreal.

2. Facilities and Activity

This general aviation facility has one paved runway 3300 feet in length. The airport is home to fourteen based aircraft, with some registered to local businesses and a flying club. Caledonia County normally sees 1050 transient aircraft operations and 4000 local operations. While a flight school at the

airport no longer exists due to heightened insurance prices, students are currently instructed privately in their own aircraft. Landside facilities at the airport include a terminal building, auto parking, fuel facility, and hangars. The Vermont Air National Guard does some training activity at the airports, amounting to approximately 50 operations per year.

A VTrans employee who oversees the operations of the airports in the Northeast Kingdom is stationed at the airport. This employee is the airport manager of both Caledonia County State Airport and the John H. Boylan State Airport. While fuel is available, there is not a traditional FBO in operation. Transient traffic at the Caledonia County State Airport is served by taxi service and car rental service. Both businesses are based in St. Johnsbury. The taxi service operates on-call to the airport, and rental cars will be left at the airport when prior arrangements have been made.

3. Airport Related Economic Uses

Many local businesses are in some way dependent on the Caledonia County State Airport.

EHV Weidman is the largest employer in the area and is a frequent user of the Caledonia County State Airport. As part of a worldwide group of companies headquartered in Switzerland, executives of EHV Weidman must travel frequently to cities including Montreal, Boston, and Knoxville. The airport plays a substantial role in the maintenance of EHV Weidman's 350 jobs and \$11 million payroll in the area.

UPS represents a potential user of the airport. Present facility constraints prevent the company and its contract carriers from operating at Caledonia County State Airport. Past discussions with the manager of a UPS distribution center in Berlin, Vermont indicate that UPS operates a similar distribution center in Lyndonville. The distribution center in Berlin relies heavily on air cargo operations to meet next-day service demands. The manager indicated that much of the volume going through the Lyndonville distribution center cannot be delivered next-day service because there is no air cargo access to the area. The ability to operate air cargo flights out of the Caledonia County State Airport would greatly expand and facilitate next-day delivery service. The UPS representative indicated that improvements in runway lighting and weather reporting would be required in order to begin air

cargo operations at the airport. The potential expansion of UPS services in the area represents potential for increased airport usage, as well as increased employment in the area.

4. Other Airport Benefits

An active Civil Air Patrol squadron is based at airport. The CAP aids in conducting aerial searches, for example, in the event of an aircraft accident in the local area. The program also offers youth a hands-on introduction to aviation and related careers in the military and commercial sectors, in addition to building discipline, teamwork, and leadership skills.

Caledonia County airport is crucial to the further development of the region. Like many rural areas, the Northeast Kingdom is served by a sparse surface transport network. Interstate 91 bisects the region, but provides convenient highway access mostly in a north-south direction. Caledonia County Airport is a vital element in the transportation network of an area facing many other infrastructural constraints.

It represents a major link between Caledonia County and the rest of the nation.

Airport Report:		Caledonia County Airport	
Code:	6B8		
City/Town:	Lyndonville		
County:	Caledonia		
Aircraft Operations (take-offs and landings)		Airport Passengers	
Commercial	0	Commercial	0
Itinerant General Aviation	1,050	General Aviation	1,995
Military	50		
Total:	1,100	Total:	1,995
			Total Output: Business Sales and Public Sector Expenditure
Economic Impact Category	Employment	Payroll (Wages)	Total Output: Business Sales and Public Sector Expenditure
On-Airport Primary Impact (1*)			
Airport Management and Airlines	1	\$14,695	\$27,000
On-Airport Passenger Service	0	\$0	\$0
On-Airport Freight Service	0	\$0	\$0
Other Aviation Services	1	\$35,568	\$82,504
<i>Subtotal:</i>	<i>2</i>	<i>\$50,263</i>	<i>\$109,504</i>
Off Airport Primary Impact			
Off-Airport Visitor Spending (2*)	3	\$30,073	\$81,444
Off-Airport Aviation-Dependent Business Activity (3*)	18	\$418,914	\$3,622,500
<i>Subtotal:</i>	<i>21</i>	<i>\$448,987</i>	<i>\$3,703,944</i>
Spin-Off Effects (4*) of Airports:			
<i>On Local Economy</i>	<i>22</i>	<i>\$393,503</i>	<i>\$2,295,023</i>
<i>On Statewide Economy</i>	<i>26</i>	<i>\$503,304</i>	<i>\$3,596,233</i>
Vermont Airports Total Economic Impact			
On Own Local Economies Only	45	\$892,753	\$6,108,471
On Statewide Economy	49	\$1,002,554	\$7,409,681

* 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.