



HARTNESS STATE AIRPORT

I. Airport Background and Location.

Hartness State Airport is located near Springfield, Vermont in the southeast portion of Vermont. Hartness State Airport is the oldest in Vermont. The State of Vermont took over the control of this airport in 1969. At one time, the airport was home to Precision Airlines, which took its name from the Precision Valley; historically, Vermont's Precision Valley was the center of the machine tool industry in the U. S. Precision Airlines became a commuter partner for Eastern Airlines and operated here until the demise of Eastern Airlines in early 1991.

Access from Springfield to Hartness State Airport is via Route 106. The airport is located near the community of North Springfield. The market area for Hartness State Airport is bounded by Ascutney to the north, Chester to the west, and Bellows Falls to the south. Springfield is located near Vermont's border with New Hampshire; the airport's market area to the east is delimited by the Connecticut River. Interviews with the airport's manager/FBO indicate that Hartness State Airport does serve some communities in New Hampshire along the Vermont border. Specifically, the New Hampshire communities of Charlestown and Claremont have some interaction with and dependence on the Hartness State Airport.

Access to the Springfield area is dominated by the community's proximity to Interstate 91; this interstate connects Vermont with Canada to the north and Massachusetts to the south. The major east-west arteries for the area include Route 11 which connects Springfield with Manchester Depot, Vermont and Route 103 which connects Springfield with Rutland to the northwest. Access provided by I-91 to the Springfield area has both positive and negative effects on the potential market area for Hartness State Airport. Because of the proximity and the convenience of this interstate, potential users of Hartness State Airport are sometimes drawn to the airports in Rutland, Burlington, Lebanon NH, and especially Hartford CT.

2. Facilities and Activity

The airport has two intersecting runways. 5/23 is 5498 feet long and jet-capable, while 11/29 is 3000 feet. 16,500 general aviation takeoffs and landings were estimated in 2001, split between 13,700 local and 2700 itinerant operations, as well as 100 military operations. Thirty-seven aircraft are based at Hartness, including several registered to local businesses, a flying club, and a soaring club for glider enthusiasts.

Crown Point Aviation provides FBO services. It is one of a very few businesses still offering flying lessons and aircraft rentals, despite recent insurance premium hikes of over 300 per cent for these activities. Hartness is a center of glider activity, with airport tenant Celtic Air providing powered tows for hire.

3. Airport Related Economic Activity

Several businesses in the local market area have customers or suppliers that use general aviation and the airport to reach them on a regular basis. The best example of this type of activity relates to Hancor, a company based in the Springfield area that manufactures pipe. The log of activity that is maintained by this airport indicates that companies fly into the Hartness State Airport to do business with Hancor almost on a weekly basis. Hartness State Airport is also used by a number of "second" home owners who fly back and forth between Vermont and the location of their primary residence.

Businesses that are located in the market area supply machine tool parts and products to major corporations throughout the U.S. When the assembly line of one of these major corporations is down, they will fly to Hartness State Airport to pick up parts. This national significance often overlooked.

4. Other Airport Benefits

Hartness State Airport adds in several ways to the market area's quality of life. Hundreds of people are drawn to the airport once or twice each year for the International Aerobatic Conference held there. In addition, the Lebanon NH chapter of the Experimental Aircraft Association converges on Hartness

three times each summer for a barbeque and fly-in. The town of Springfield also holds its Fourth of July celebration on the airport grounds.

While the Springfield hospital has its own helipad, fuel services are not available. As a result, emergency medical flights that operate in the area refuel at the Hartness State Airport when needed. This airport is also used by Mary Hitchcock Medical Center, the hospital affiliated with Dartmouth College. Vermont's Fish and Game Department uses the airport for the storage of their equipment. The Hartness State Airport is used by Vermont's State Police for drug enforcement activities and it is also used occasionally to support search and rescue activities. The National Guard also flies into the airport on training missions. Hartness Airport is situated close to major ski destinations such as the Bromley and Okemo resorts. It is also the public-use airport nearest to Woodstock VT, a town world-renowned for its cultural activities and New England charm.

Airport Report:		Hartness State Airport	
Code:		VSF	
City/Town:		Springfield	
County:		Windsor	
Aircraft Operations (take-offs and landings)		Airport Passengers	
Commercial	0	Commercial	0
Itinerant General Aviation	2,700	General Aviation	5,130
Military	100		
Total:	2,800	Total:	5,130
			Total Output: Business Sales and Public Sector Expenditure
Economic Impact Category	Employment	Payroll (Wages)	
On-Airport Primary Impact (1*)			
Airport Management and Airlines	2	\$72,123	\$153,701
On-Airport Passenger Service	0	\$0	\$0
On-Airport Freight Service	0	\$0	\$0
Other Aviation Services	3	\$80,000	\$280,957
<i>Subtotal:</i>	<i>5</i>	<i>\$152,123</i>	<i>\$434,658</i>
Off Airport Primary Impact			
Off-Airport Visitor Spending (2*)	7	\$81,326	\$209,427
Off-Airport Aviation-Dependent Business Activity (3*)	2	\$43,553	\$172,900
<i>Subtotal:</i>	<i>9</i>	<i>\$124,879</i>	<i>\$382,327</i>
Spin-Off Effects (4*) of Airports:			
<i>On Local Economy</i>	<i>7</i>	<i>\$132,238</i>	<i>\$395,918</i>
<i>On Statewide Economy</i>	<i>7</i>	<i>\$160,012</i>	<i>\$474,739</i>
Vermont Airports Total Economic Impact			
On Own Local Economies Only	21	\$409,240	\$1,212,903
On Statewide Economy	21	\$437,014	\$1,291,724

* 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.