



## **EDWARD F. KNAPP STATE AIRPORT**

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

Edward F. Knapp State Airport is located in the Town of Berlin in the central portion of the State. The airport is located centrally between Montpelier and Barre, within five miles of both cities. The airport's proximity to both the State capital, Montpelier, and the population concentration of the Montpelier-Barre area, accounts for its importance.

Access to Edward F. Knapp State Airport is via Berlin Street Highway, which is easily accessible off of Route 62. The market area for Edward F. Knapp State Airport centers on the Montpelier-Barre area. However, the

airport is also frequently used by citizens from the Waitsfield, East Montpelier and Randolph areas. An important portion of the airport activity is related to State government. Employees of the State of Vermont may use the airport to travel to other areas of the State, or outside of it. Representatives from companies wishing to do business in Vermont often fly into the airport to meet with State government officials in Montpelier. Edward F. Knapp State Airport facilitates traffic to and from Montpelier which saves time and money for both the State and businesses. Additionally, the Knapp State Airport is used frequently by insurance industry officials who travel in and out of the airport for business purposes.

Access to the Montpelier-Barre area is dominated by Interstate 89. I-89 travels north-south from the Canadian border to Burlington and then northwest-southeast across the central portion of the State through Montpelier, until the New Hampshire border near White River Junction. I-89 is the only Interstate that provides access to the western portion of Vermont, making it vitally important to both interstate and intrastate travel. In interviews with the airport manager and other users of this airport, it was indicated that the area's access to I-89 has both positive and negative effects for the potential usage of Edward F. Knapp State Airport. In terms of passenger service, the access that I-89 provides to both Burlington and Lebanon, New Hampshire draws potential scheduled air passenger service customers from the airport. In terms of business and corporate aircraft travel,

I-89 provides more direct access from the rest of Vermont to the Randolph and Waterbury areas, thereby further encouraging the use of Knapp State Airport.

## **2. Facilities and Activity**

The airfield consists of two paved intersecting runways. The longer is Runway 17/35, at 5002 feet in length. 17 is equipped with an ILS glidescope and localizer, thus well-suited to accommodate jets. Runway 5/23 is 4022 feet long. Landside facilities at the airport include a terminal building, auto parking, and several hangars. There is a restaurant in the terminal building. In addition to serving those that are arriving and departing from the airport, the restaurant also attracts a large number of people from the local community.

The airport has a sizeable based aircraft population, totaling 62 fixed-wing aircraft, nearly all of which are single-engine pistons. Approximately 17,000 local operations were counted last year, due partially to the FBO continuing to offer flight instruction despite insurance hikes. The airport reported 14,000 itinerant general aviation operations as well.

Knapp State Airport had a history of scheduled passenger service through the late 1980's. At present, however, none is available. The airport does receive regular cargo flights from Wiggins Airways, which provides feeder services for FedEx and UPS.

Vermont Flying Services is the airport's fixed-base operator, and provides a wide range of services, including fuel, maintenance, flying lessons, and aerial tours. Sambel's restaurant is also located in the airport terminal building and serves more than just an aviation clientele.

Transient traffic at the airport is served by an Enterprise Rental Car agency, located less than one mile from the airport. Taxi service is also available at the airport.

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

Review of the airport indicates that it serves the needs of local businesses in several ways. Some local businesses base aircraft there to facilitate travel to customers and suppliers. Many other local businesses and the State of Vermont regularly have customers and suppliers fly in to meet with them. A list of frequent airport users assumed to be involved in the insurance industry includes companies with large numbers of employees and equally large financial holdings. Names of companies on this list include National Life Insurance Company, Union Mutual Insurance Company, Blue Cross and Blue Shield of Vermont, Vermont Insurance Management Inc., Concord Group Insurance, USA Risk Group, and Huntington National Bank.

UPS is another important business user of this airport, and operates a distribution center on land that adjoins the airport. The ability to shuttle cargo quickly and efficiently from the airport to the distribution center was an important factor in the decision to locate and maintain the distribution center.

Perhaps one of the most important impacts that the airport has had on the region is the instrumental role it played in accessing technical support for startup companies such as Bombardier and Vermont Castings. These startups have now grown to such a size that they no longer need to operate aircraft at the airport regularly. However, proximity to Knapp was instrumental in the initial phases of the businesses, and for smaller area companies in Montpelier and Randolph the airport continues hold great importance. The airport manager cites a machine shop in Randolph that was able to have their equipment repaired in a matter of hours instead of days, because the repair technician could fly his light aircraft to a nearby airport, thereby making the necessary repairs in a timely manner.

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

Edward F. Knapp adds in several ways to the market area's standard of life. Local pilots offer charity rides to children from a local hospital and to children associated with the Washington County Mental Health Agency. Community events are also held at the airport including fly-ins and business expositions. Twice each year, a pancake breakfast/open house is held at the airport. These breakfasts have a dual purpose, to educate the community as a whole about the Edward F. Knapp State Airport and to educate children about

aviation-related career opportunities. Norwich University frequently flies speakers in and out of the airport. The Vermont Agency of Forest and Parks uses the airport to conduct aerial surveys, and the Vermont State Police use the airport to conduct drug enforcement operations.

Knapp is the closest airport to skiing at major destinations like Sugarbush (Warren-Sugarbush Airport is closed in the winter). The airport is also a convenient point of access for those wishing to enjoy warm-weather outdoor activities in the Mad River Valley.

<b>Airport Report:</b>		<b>E. F. Knapp State Airport</b>	
Code:		MPV	
City/Town:		Berlin (Barre-Montpelier)	
County:		Washington	
Aircraft Operations (take-offs and landings)		Airport Passengers	
Commercial	0	Commercial	0
Itinerant General Aviation	14,000	General Aviation	26,600
Military	1,000		
<b>Total:</b>	<b>15,000</b>	<b>Total:</b>	<b>26,600</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	2	\$58,285	\$105,333
On-Airport Passenger Service	14	\$164,000	\$550,000
On-Airport Freight Service	0	\$0	\$0
Other Aviation Services	4	\$100,000	\$400,000
<i>Subtotal:</i>	<i>20</i>	<i>\$322,285</i>	<i>\$1,055,333</i>
<b>Off Airport Primary Impact</b>			
Off-Airport Visitor Spending (2*)	32	\$415,136	\$1,085,918
Off-Airport Aviation-Dependent Business Activity (3*)	34	\$1,138,754	\$5,645,000
<i>Subtotal:</i>	<i>66</i>	<i>\$1,553,890</i>	<i>\$6,730,918</i>
<b>Spin-Off Effects (4*) of Airports:</b>			
<i>On Local Economy</i>	<i>32</i>	<i>\$1,546,826</i>	<i>\$4,346,634</i>
<i>On Statewide Economy</i>	<i>32</i>	<i>\$1,685,578</i>	<i>\$5,777,186</i>
<b>Vermont Airports Total Economic Impact</b>			
<b>On Own Local Economies Only</b>	<b>118</b>	<b>\$3,423,001</b>	<b>\$12,132,885</b>
<b>On Statewide Economy</b>	<b>118</b>	<b>\$3,561,753</b>	<b>\$13,563,437</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.