



## **MOUNT SNOW AIRPORT**

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

Mount Snow airport is a privately-owned facility located in the township of West Dover. The airport is situated close to several major resorts in southern Vermont, particularly the Mount Snow-Haystack area.

### **2. Facilities and Activity**

The single paved runway is 2650 feet long. It is plowed in the winter and thus remains open to general use through the ski season. Six aircraft are currently based there. The airport reported 700 local operations and 860 itinerant operations for 2001.

North Air, Inc. is the airport fixed-based operator, providing fuel and hangar space for aircraft, and miscellaneous services such as car rental and sight-seeing. Enclosed space for leasing is also available at the airport to non-aviation businesses. One of these businesses is Dover Building Company, Inc., which builds and sells timber frame homes throughout the United States from its base of operations at the Mt. Snow Airport hangar facility.

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

Chalets and condominiums can be rented through North Real Estate at the airport, which draws additional visitors to the area. During warm months, camping is available on airport grounds.

The airport is also used by local brokers who frequently fly clients into the Mount Snow Airport when looking at prospective property to buy. The purchase of real estate in this area provides added economic benefits to the state of Vermont, as well as to the local area.

#### 4. Other Airport Benefits

Mount Snow airport has had an air show every year for twenty years, which draws visitors from all over the region. The airport is frequently used by emergency medical evacuation services, and is a staging ground for local search-and-rescue efforts.

<b>Airport Report:</b>		<b>Mt. Snow Airport</b>	
Code:		4V8	
City/Town:		West Dover	
County:		Windham	
Aircraft Operations (take-offs and landings)		Airport Passengers	
Commercial	0	Commercial	0
Itinerant General Aviation	860	General Aviation	1,634
Military	0		
<b>Total:</b>	<b>860</b>	<b>Total:</b>	<b>1,634</b>
<b>Economic Impact Category</b>			<b>Total Output: Business Sales and Public Sector Expenditure</b>
		<b>Employment</b>	<b>Payroll (Wages)</b>
<b>On-Airport Primary Impact (1*)</b>			
Airport Management and Airlines	0	\$0	\$0
On-Airport Passenger Service	0	\$0	\$0
On-Airport Freight Service	0	\$0	\$0
Other Aviation Services	6	\$150,000	\$214,286
<i>Subtotal:</i>	<i>6</i>	<i>\$150,000</i>	<i>\$214,286</i>
<b>Off Airport Primary Impact</b>			
Off-Airport Visitor Spending (2*)	2	\$25,925	\$66,706
Off-Airport Aviation-Dependent Business Activity (3*)	1	\$3,587	\$7,500
<i>Subtotal:</i>	<i>3</i>	<i>\$29,512</i>	<i>\$74,206</i>
<b>Spin-Off Effects (4*) of Airports:</b>			
<i>On Local Economy</i>	<i>4</i>	<i>\$63,945</i>	<i>\$1,065,459</i>
<i>On Statewide Economy</i>	<i>4</i>	<i>\$82,651</i>	<i>\$1,362,386</i>
<b>Vermont Airports Total Economic Impact</b>			
<b>On Own Local Economies Only</b>	<b>13</b>	<b>\$243,457</b>	<b>\$1,353,951</b>
<b>On Statewide Economy</b>	<b>13</b>	<b>\$262,163</b>	<b>\$1,650,878</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 responding. 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.