



POST MILLS AIRPORT

1. Airport Background and Location

Post Mills Airport is located at Post Mills in the township of Thetford. It is privately owned by Brian Boland. The airport has two non-intersecting turf runways 2900 and 2300 feet in length. In winter the runways are not plowed, but remain open to ski-equipped aircraft.

2. Facilities and Activity

The airport is home to sixteen based aircraft. 2500 local operations were counted in 2001, as well as 2000 itinerant operations.

3. Airport Related Economic Uses

Brian and Louise Boland have established the Experimental Balloon and Airship Association. Each May, the airport hosts the world's largest gathering of home-built balloons. The 2001 Experimental Balloon Meet saw forty balloons in the air in a single day, and attracted hundreds of people over a weekend in May from as far away as England, France, and Switzerland. The Bolands also maintain a large museum on airport grounds.

4. Other Airport Benefits

The Post Mills Soaring Club is based at Post Mills Airport. Formed in 1987, it now numbers about twenty-five glider enthusiasts.

Airport Report:		Post Mills	
Code:		2B9	
City/Town:		Post Mills	
County:		Orange	
Aircraft Operations (take-offs and landings)		Airport Passengers	
Commercial	0	Commercial	0
Itinerant General Aviation	2,000	General Aviation	3,800
Military	0		
Total:	2,000	Total:	3,800
			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	2	\$73,394	\$180,438
<i>Subtotal:</i>	<i>2</i>	<i>\$73,394</i>	<i>\$180,438</i>
Off Airport Primary Impact			
Off-Airport Visitor Spending (2*)	6	\$59,345	\$155,131
Off-Airport Aviation-Dependent Business Activity (3*)	8	\$732,600	\$1,610,000
<i>Subtotal:</i>	<i>14</i>	<i>\$791,945</i>	<i>\$1,765,131</i>
Spin-Off Effects (4*) of Airports:			
<i>On Local Economy</i>	<i>7</i>	<i>\$418,844</i>	<i>\$1,129,353</i>
<i>On Statewide Economy</i>	<i>7</i>	<i>\$491,079</i>	<i>\$1,300,318</i>
Vermont Airports Total Economic Impact			
On Own Local Economies Only	23	\$1,284,183	\$3,074,922
On Statewide Economy	23	\$1,356,418	\$3,245,887

* 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.