



## **WARREN-SUGARBUSH AIRPORT**

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

Warren-Sugarbush is located in the township of Warren. The airport is a privately owned public access airport that welcomes visiting aircraft to the heart of the Green Mountains.

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

The airport has a single paved runway of 2575 feet. It is closed during winter months.

The facility reported 2400 local operations and 200 itinerant operations in 2001. Forty-two aircraft are based there, most of which are gliders.

The airport offers tie-downs, fuel and restaurant services for visitors.

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

Soaring is the most important activity at Warren-Sugarbush. On any given weekend with good gliding weather, fifty or sixty people can be found at the airport. The Sugarbush Soaring Association numbers about seventy-five members, and reports total club revenues in the neighborhood of \$200,000. A biannual soaring competition is hosted by the club at Warren-Sugarbush, drawing an attendance of hundreds to the local area.

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

The airport restaurant is open for lunch daily, and breakfast and lunch on weekends throughout the summer months. The glider flight school and commercial ride business during the spring, summer and fall, along with the cross-country ski center in the winter, bring hundreds of visitors to the area throughout the year.

<b>Airport Report:</b>		<b>Warren-Sugarbush Airport</b>	
Code:		OB7	
City/Town:		Warren	
County:		Washington	
Aircraft Operations (take-offs and landings)		Airport Passengers	
Commercial	0	Commercial	0
Itinerant General Aviation	200	General Aviation	380
Military	0		
<b>Total:</b>	<b>200</b>	<b>Total:</b>	<b>380</b>
			<b>Total Output: Business Sales and Public Sector Expenditure</b>
<b>Economic Impact Category</b>	<b>Employment</b>	<b>Payroll (Wages)</b>	<b>Expenditure</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	3	\$132,498	\$200,000
<i>Subtotal:</i>	<i>3</i>	<i>\$132,498</i>	<i>\$200,000</i>
<b>Off Airport Primary Impact</b>			
Off-Airport Visitor Spending (2*)	0	\$5,931	\$15,513
Off-Airport Aviation-Dependent Business Activity (3*)	6	\$122,843	\$175,000
<i>Subtotal:</i>	<i>6</i>	<i>\$128,774</i>	<i>\$190,513</i>
<b>Spin-Off Effects (4*) of Airports:</b>			
<i>On Local Economy</i>	<i>5</i>	<i>\$136,851</i>	<i>\$235,301</i>
<i>On Statewide Economy</i>	<i>6</i>	<i>\$148,545</i>	<i>\$267,632</i>
<b>Vermont Airports Total Economic Impact</b>			
<b>On Own Local Economies Only</b>	<b>14</b>	<b>\$398,123</b>	<b>\$625,814</b>
<b>On Statewide Economy</b>	<b>15</b>	<b>\$409,817</b>	<b>\$658,145</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.