



MORRISVILLE-STOWE STATE AIRPORT

1. Airport Background and Location

Morrisville-Stowe State Airport is located in Morrisville, Vermont in the north-central portion of the State. The airport's location near the ski area in Stowe and tourist attractions in Jeffersonville and Waterbury make the airport ideally located to serve the demands of the strong local tourist industry. The beauty of the local topography also draws visitors who use the airport.

Access from both Morrisville and Stowe to the Morrisville-Stowe State Airport is via Route 100. The airport is located less than three miles south of Morrisville and approximately 7.5 miles north of Stowe. Visitors enter the airport parking lot directly

from Route 100, making the airport's access extremely easy. The market area for the Morrisville-Stowe State Airport is bounded, more or less, by Eden to the north, Waterbury to the south, Hardwick and Greensboro to the east, and Jeffersonville to the west.

Access to the Morrisville and Stowe areas is dominated by Interstate 89. I-89 travels northwest-southeast across the central portion of the State and intersects Route 100 in Waterbury. Access from I-89 to the Morrisville and Stowe areas is via Route 100. Route 100 is a north-south roadway that travels the length of central Vermont and passes through both Morrisville and Stowe. Stowe is approximately 10 miles north of Waterbury, and Morrisville is approximately 19 miles north of Waterbury. Access to the area from the north is via Routes 100 and 106.

2. Facilities and Activity

The airport's single paved runway is 3700 feet long. Morrisville-Stowe reported 14,820 local aircraft operations in 2001, and 3200 itinerant. Twenty-eight aircraft are based at Morrisville-Stowe, including eight gliders. Landside facilities at the Morrisville-Stowe State Airport include a terminal building, auto parking, and hangars.

The airport has two on-site tenants, Whitcomb Aviation and Phil's Aircraft Service. Whitcomb Aviation is the airport fixed-base operator and functions as the facility manager. Phil's Aircraft Service provides repair and related maintenance services.

Transient traffic at the Morrisville-Stowe State Airport is served by taxi and rental car service.

3. Airport Related Economic Uses

Review of the airport indicates that it impacts area businesses in several ways. Examples of companies using the airport on a frequent basis include Bachman Pretzels, Metropolitan Music, House of Troy, and Cabineri Construction. Burton Snowboard Company, a nationwide producer of recreational equipment, is also a frequent user of the airport. Charter flights into the airport may also represent significant business-related use.

The tourism industry of this area is one of the largest sectors of the local economy. Morrisville-Stowe State Airport is instrumental in supporting tourism-based economic activities in the area. Air charter services frequent the Morrisville-Stowe State Airport in large numbers. These charters bring tourists to the area, and these tourists support inns, hotels, ski resorts, restaurants, and many other parts of the Vermont economy. Several well-known executives from the New York area use the airport when flying up to the Stowe area for weekend trips. Many of these executives have second homes in the area which they visit on a weekly basis, supporting local retailers and restaurants.

4. Other Airport Benefits

Morrisville-Stowe State Airport adds in several ways to the area's quality of life. Every two years, the airport holds a soaring competition. This week-long glider event draws hundreds from out of the area. The airport also holds open houses to better acquaint residents with the facility.

Pilots in the area are on-call for the transportation of organs needed for transplants. Area pilots also fly patient transfer operations when the need arises. Vermont State Police use the airport for drug enforcement activities, and the National Guard uses the airport to practice helicopter operations. In

the past, Morrisville Police have accepted the volunteer efforts of local pilots who used their aircraft to aid in law enforcement operations. The Civil Air Patrol also uses airport facilities for training and search and rescue operations.

Morrisville-Stowe State Airport is involved in an annual rabies bait drop which is a joint effort by the USDA and the Canadian government to control the spread of rabies in the area. Every year the airport is used by the governments to drop bait filled with rabies vaccines over the surrounding areas.

Airport Report:		Morrisville-Stowe Airport	
Code:		MVL	
City/Town:		Morrisville	
County:		Lamoille	
Aircraft Operations (take-offs and landings)		Airport Passengers	
Commercial	0	Commercial	0
Itinerant General Aviation	3,200	General Aviation	6,080
Military	500		
Total:	3,700	Total:	6,080
			Total Output: Business Sales and Public Sector Expenditure
Economic Impact Category	Employment	Payroll (Wages)	
On-Airport Primary Impact (1*)			
Airport Management and Airlines	1	\$28,881	\$52,667
On-Airport Passenger Service	0	\$0	\$0
On-Airport Freight Service	0	\$0	\$0
Other Aviation Services	8	\$138,936	\$390,000
<i>Subtotal:</i>	<i>9</i>	<i>\$167,817</i>	<i>\$442,667</i>
Off Airport Primary Impact			
Off-Airport Visitor Spending (2*)	7	\$97,582	\$248,210
Off-Airport Aviation-Dependent Business Activity (3*)	63	\$1,611,871	\$6,291,875
<i>Subtotal:</i>	<i>70</i>	<i>\$1,709,453</i>	<i>\$6,540,085</i>
Spin-Off Effects (4*) of Airports:			
<i>On Local Economy</i>	<i>97</i>	<i>\$1,865,102</i>	<i>\$4,999,672</i>
<i>On Statewide Economy</i>	<i>114</i>	<i>\$1,934,539</i>	<i>\$5,249,134</i>
Vermont Airports Total Economic Impact			
On Own Local Economies Only	176	\$3,742,372	\$11,982,424
On Statewide Economy	193	\$3,811,809	\$12,231,886

* 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.