

**Airport Location**

Nebraska’s system of public-use airports include 25 small general aviation airport facilities that are limited in the scope of services they each provide. In this study, these airports are termed “GA-Limited” airports. A list of these facilities and the city associated with each is shown in the table below. Typically, these airports are located in rural areas, away from the State’s major commercial centers. These airports are scattered throughout the State, serving smaller communities and areas that are somewhat distant from larger airports.

<b>Associated City</b>	<b>Airport Name</b>
Alma	Alma Municipal Airport
Arapahoe	Arapahoe Municipal Airport
Arthur	Arthur Municipal Airport
Bassett	Rock County Airport
Bloomfield	Bloomfield Municipal Airport
Burwell	Cram Field
Chambers	Perkins Memorial Airport
Chappell	Billy G Ray Field
Genoa	Genoa Municipal Airport
Gothenburg	Quinn Field
Greeley	Greeley Municipal Airport
Harrison	Harrison Sky ranch
Harvard	Harvard State Airfield
Hay Springs	Hay Springs Municipal Airport
Mullen	Hooker County Airport
Pawnee City	Pawnee City Municipal Airport
Pender	Pender Municipal Airport
Rushville	Modisett Field
Sargent	Sargent Municipal Airport
Springview	Springview Municipal Airport
Stromsburg	Stromsburg Municipal Airport
Tecumseh	Tecumseh Municipal Airport
Trenton	Trenton Municipal Airport
Utica	Flying "V" Airport
Wilber	Wilber Municipal Airport

**Economic Impact**

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities

(direct impacts) account for a significant portion of an airport’s first round economic benefits. Additional first round benefits are also linked to visitors who arrive via the State’s system of airports (indirect impacts). Spending by these visitors supports additional employment and associated annual payroll. These first round impacts create additional spin-off benefits that ripple through the economy. These secondary or induced benefits were measured with Nebraska-specific IMPLAN multipliers. When combined, first round and secondary benefits equal the total economic impact associated with each airport.

**First Round Impact**

In 1999, there were 30 aviation-related tenants (including airport management) on all of Nebraska’s GA-Limited airports who supported 17 employees combined. These tenants' direct or first round employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$2.08 million annually. The estimated direct annual payroll of these tenants is \$362,000. Operational data indicated that approximately 7,164 visitors used these 25 airports in 2002. This visitor-related output (indirect impacts) supported an additional 15 full-time jobs for employees earning \$245,500 annually. Indirect output from general aviation visitors is estimated at \$387,000.

**Secondary Impact**

The first round impacts associated with on-airport tenants and general aviation visitors also create secondary impacts throughout the State. Secondary impacts are induced impacts calculated using the Nebraska specific IMPLAN multipliers. The accompanying table presents the 1999 first round, secondary, and total impacts for output, payroll, and employment as they relate to on-airport tenants and general aviation visitors.

**Total Impact**

For 1999, the total output (including first round and secondary impacts) stemming from all on-airport tenants and general aviation visitors to Nebraska’s GA-Limited airports was approximately \$3.70 million. Total full-time employment related to airport tenants and general aviation visitors, including all secondary impacts, is estimated at approximately 46 persons, with a total annual payroll (direct and secondary) of approximately \$898,600 associated with these jobs.

**Other Benefits**

Airports in the GA-Limited category typically offer a number of benefits to the local communities they serve, but on a smaller scale. Most of these airports will cater almost exclusively to recreational flyers, whether local hobbyist pilots or transient pilots that might stop over for fuel and food. These types of airports may infrequently serve small corporate aircraft for businesses in the community, including farms and ranches. Many of these GA-Limited airports, especially in Nebraska, also serve as bases for aerial applicators. Some of the airports in this category provide access points for medical evacuation or for doctors flying in for procedures. Airports of this type occasionally accommodate law enforcement activities such as surveillance or training exercises. These airports often will take part in local events such as county fairs, or will provide space for the town’s activities.

**Summary**

On an annual basis, Nebraska’s GA-Limited airports currently provide the following total benefits:

<b>Other Airports</b>			
<b>EMPLOYMENT</b>			
	First Round	Secondary	Total
On-Airport Activity	17	10	27
GA Visitors	<u>15</u>	<u>4</u>	<u>19</u>
<b>Total</b>	<b>32</b>	<b>14</b>	<b>46</b>
<b>PAYROLL</b>			
	First Round	Secondary	Total
On-Airport Activity	\$362,000	\$150,800	\$512,800
GA Visitors	<u>\$245,500</u>	<u>\$140,300</u>	<u>\$385,800</u>
<b>Total</b>	<b>\$607,500</b>	<b>\$291,100</b>	<b>\$898,600</b>
<b>OUTPUT</b>			
	First Round	Secondary	Total
On-Airport Activity	\$2,081,100	\$994,500	\$3,075,600
GA Visitors	<u>\$387,000</u>	<u>\$235,000</u>	<u>\$622,000</u>
<b>Total</b>	<b>\$2,468,100</b>	<b>\$1,229,500</b>	<b>\$3,697,600</b>

Source: Wilbur Smith Associates & IMPLAN multipliers

In a year’s time, capital improvement-related construction spending at airports in Nebraska typically produce the following impacts:

<b>Construction Impacts - Per \$100,000 in CIP Spending</b>			
	First-Round Impact	Secondary Impact	Total Impact
Employment	1.8	2.3	4.1
Payroll	\$55,264	\$41,206	\$96,470
Output	\$100,000	\$70,250	\$170,250

Source: Wilbur Smith Associates, Inc. & IMPLAN multipliers