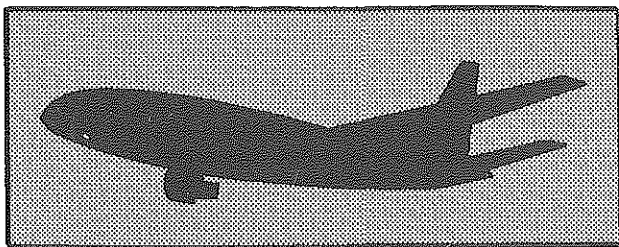
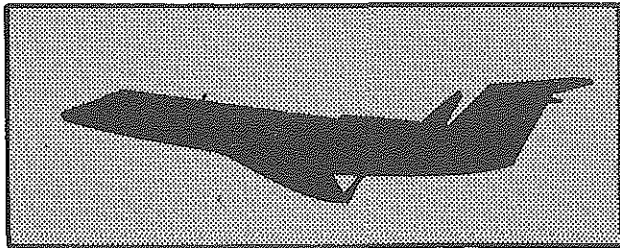
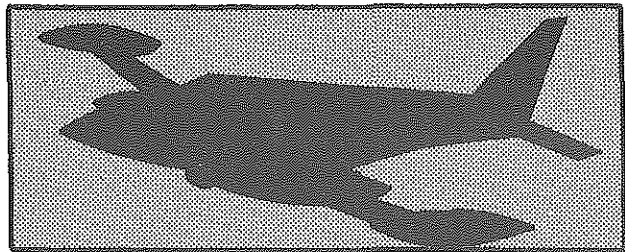
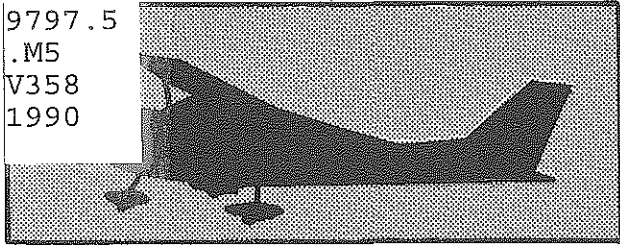


MICHIGAN DEPARTMENT OF TRANSPORTATION

Value of
CAPITAL CITY AIRPORT
to the
GREATER LANSING/TRI-COUNTY AREA

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**VALUE OF
AIRPORTS TO
THEIR
COMMUNITIES -
ECONOMIC
BENEFITS OF
AVIATION**

MICHIGAN DEPARTMENT OF TRANSPORTATION

MICHIGAN DEPARTMENT OF TRANSPORTATION

Value of
CAPITAL CITY AIRPORT
to the
GREATER LANSING/TRI-COUNTY AREA

May, 1990

Bureau of Transportation Planning
Aviation Planning Unit

This report is a summary of the methodology and findings of the Value of Airports to Their Communities - Economic Benefits of Aviation study as it pertains to Lansing, Capital City Airport. It represents the findings and/or professional opinions of the staff of the Michigan Department of Transportation, Bureau of Transportation Planning. It is not an official opinion of either the Michigan Transportation or Michigan Aeronautics Commissions. Acceptance of this report by MDOT does not in anyway constitute a commitment on the part of the State of Michigan to participate in any development depicted therein, nor does it indicate that the proposed development is environmentally acceptable in accordance with appropriate public laws.

James P. Pitz, Director
Michigan Department of Transportation

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Additional copies of this report will be made available through the office of the airport manager.

The methodology used in the preparation of this document was financed in part through a planning grant from the Federal Aviation Administration (FAA) under Section 505 of the Airport Improvement Act of 1982. The contents do not necessarily reflect the official views or policy of the FAA. Acceptance of this report by the FAA does not in any way constitute a commitment on the part of the United States to participate in any development depicted therein, nor does it indicate that the proposed development is environmentally acceptable in accordance with appropriate public laws.

INTRODUCTION TO COMMUNITY BENEFITS ASSESSMENTS

Value of Airports to Their Communities - Economic Benefits of Aviation

Though aviation is generally perceived to be an important means of transport for people and goods, few people recognize that it does much more than this. The aviation industry has developed to the point where it is now the basis of local, national and even global economies. Also not always recognized is that the impact of aviation is not restricted to just large air carrier airports. In the U.S. only 25 of over 16,000 airports are "large hubs". Most are similar to the small and medium sized commercial service airports and general aviation facilities which serve most of Michigan's cities and towns. A great deal of aviation generated economic activity takes place at these facilities.

The Michigan Department of Transportation (MDOT) recognized these facts and set out to document the importance of airports to their communities. With support from the Federal Aviation Administration (FAA), MDOT commissioned the *Value of Airports to Their Communities - Economic Benefits of Aviation* study.

Study Purposes

The study identifies the benefits, both economic and noneconomic, that a community receives from the presence of an airport. It quantifies the economic impacts of individual airports on their local area economies in terms of economic transactions caused by the airport. These are the jobs, payroll and expenditures due to the provision and use of aviation services at the airport, the businesses that use or serve the airport and the investments made because of the airport. The impacts are assessed in terms of dollars and jobs which an airport creates for regional economies.

The study also identifies noneconomic ways

in which airports benefit the quality of life in a community. Though not quantifiable in dollar terms, these benefits improve the health, safety and welfare of residents, visitors and commercial interests.

Methodology

The original study, completed in 1989, did detailed studies of 32 Michigan airports, comprising a representative cross section of airports in the state. From this study a methodology was developed and validated which allows an explanation of how the residents and business interests of an airport service area benefit from that facility. As the transportation system in Michigan does not always mirror national indicators, special attention was paid to factors needed to assure that the methodology was specific to the state and its communities.

Two characteristics of the methodology bear special explanation. The first of these is the concept of "total benefits". Total benefits is equal to the sum of all economic and noneconomic benefits. This study considers both types to be equally important.

The second characteristic of this study is the concept of "conservative realism". In the study, the economic impact calculations included only those impact types that can be quantified and attributed to the airport in a credible manner. The realism evoked by this concept makes, in a sense, the impact values somewhat conservative.

Economic Impacts

The method used to gauge the economic impact of an airport is one which evolved in the period from 1979 to 1989. It is now nationally recognized as the standard for conducting economic impact studies of

airports. The methodology is consistent with that advocated by FAA and makes use of the Regional Input/Output Modeling System (RIMS-II). RIMS-II was developed by the U.S. Department of Commerce and is the official econometric model of the federal government. As applied in Michigan, the methodology uses impact definitions devised by FAA and explicitly follows FAA suggested procedures.

This study uses an "impact" rather than a "transportation benefits" approach to define economic impacts. Therefore, it does not explore the efficiencies of, or the benefits to be derived from air travel. Rather, it measures the importance of aviation as an industry in terms of the employment it provides and the economic activity it generates as it makes use of locally produced goods and services. The evaluation does not attempt to analyze the economy if the airport suddenly ceased to exist. Such events would be speculative at best.

All impacts are expressed in terms of annual expenditures of money. All inputs are calculated for the latest year for which data are available.

Economic Impact Types

The economic impacts include locally purchased goods and services calculated in "value added" terms. The impacts are of three types. The total economic impact of an airport is the sum of the three types.

Direct Economic Impacts: occur due to the provision of aviation services at an airport. They comprise the financial expenditures by firms that carry passengers (air carrier, charter and taxi services), firms that serve the air carrier and general aviation function (fixed base operators), governmental agencies which support aviation (FAA, etc.), ground transport firms (taxis, limousines, buses, etc.)

and others. Direct impacts represent one aspect of the net increase in regional final demand caused by an airport. In every instance, the impacts include only expenditures whose recipient is located within the airport's service area. Direct impacts typically, though not always, occur at the airport.

Indirect Economic Impacts: occur due to the use of aviation services at an airport. Indirect impacts represent one aspect of the net increase in regional final demand caused by an airport. They include the regional expenditures made by air passengers who visit a community, expenditures by residents and the value added impacts of firms having economic activity which depends on the airport.

Induced Economic Impacts: occur as expenditures circulate through and then out of an economic region. Induced impacts are often referred to as the "multiplier" effect. This impact is determined using the RIMS-II model with coefficients specific to the appropriate economic area of Michigan.

Capital City Airport

This report is the result of a study conducted from January to May, 1990. It represents a coordinated effort by the Capital Region Airport Authority and the Michigan Department of Transportation's Bureau of Transportation Planning. Appreciation is extended here to the people who worked on this study and the respondents who made it possible.

VALUE OF CAPITAL CITY AIRPORT TO THE GREATER LANSING/TRI-COUNTY AREA

Economic Values

Capital City Airport (LAN) is estimated to have an impact on its service area of approximately \$114.7 million annually in total economic activity. Of this figure, approximately \$38.4 million is in household earnings. This impact is due principally to the provision and use of scheduled air carrier and general aviation services.

Airport Characteristics

Capital City Airport is operated by the Capital Region Airport Authority. It is a public use facility classified as a transport airport (T-5) on the Michigan Aviation System Plan. In 1989, it was the fifth largest airport in Michigan in terms of annual scheduled passenger usage.

Airport Services

The facility is a full service, scheduled air

services have positive economic significance to the Tri-County area. This is due to the creation of employment, generation of taxes and potential attraction/retention of businesses to the area.

Airport Facilities

Capital City Airport is an all weather facility capable of handling up to turbojet aircraft. The facilities present at the airport are listed in Exhibit-2.

Exhibit 1	
Services Offered At Capital City Airport	
Air Taxi	Aircraft Rental
Aircraft Repair	Aircraft Sales
Avgas Sales	Avionics
Car Rental	Commuter Carrier
Control Tower	Flight Instruction
General Aviation	Hangar Rental
Jet Fuel Sales	Limousine
Restaurant	Scheduled Carrier
Taxi Cabs	Tie Downs
Vending	

carrier and general aviation airport. As such, it offers a wide range of services including those listed in Exhibit 1. All of these

Exhibit 2							
Facilities At Capital City Airport							
Runway	Length	Surface	Taxi System	Edge Lights	REIL	VASI	Instr. Aprch.
10R/28L	7,250	Paved	FP	HIRL	N	N	PR
10L/28R	3,600	Paved	FP	MIRL	N	N	NP
6/24	5,000	Paved	FP	MIRL	Y	Y	VIS
Control Tower		General Aviation		Terminal			
Hangars		Passenger Terminal		T-Hangars			
Tie Downs							

Notes: FP = Full parallel; HIRL = High Intensity Runway Lights; MIRL = Medium Intensity Runway Lights; REIL = Runway End Identifier Lights (Yes/No); VASI = Visual Approach Slope Indicator (Yes/No); PR = Precision instrument approach, NP = Nonprecision instrument approach, VIS = Visual approach.

Airport Use

Capital City Airport is currently served by the airlines listed in Exhibit 3. Substantial general aviation use in the form of private pilots, training flights and some corporate operation also occurs. This results in the fleet mix of based aircraft shown in Exhibit 4 and the operational levels delineated in Exhibit 5.

Exhibit 3

Scheduled Air Services At
Capital City Airport

- American Eagle
- Continental/Continental Express
- Delta Connection
- Midway Connection
- Midwest Express Connection
- Northwest Airlines
- United Express
- USAir

Exhibit 4

1989 Based Aircraft At
Capital City Airport

Aircraft Type	Based
Single Engine	155
Multi Engine	60
Jet	1
Helicopters	2
Military	2
Total	287

Exhibit 5

Aircraft Operations At
Capital City Airport

Type of Operation	1989	1988	1987	1986
Itinerant				
Air Carrier	7,173	6,578	6,165	16,652
Air Taxi	20,780	23,193	20,173	6,804
General Aviation	52,048	58,399	66,008	57,294
Military	1,569	1,847	1,823	1,821
Subtotal	81,570	90,017	94,169	82,571
Local				
General Aviation	51,139	58,287	69,599	66,245
Military	3,317	3,436	3,031	3,736
Subtotal	54,456	61,723	72,630	69,981
TOTAL	136,026	151,740	166,799	152,552

Capital City Airport has experienced an overall growth in passengers since the ten year low experienced in 1981. The variations in growth are attributable to the fluctuating levels of service, equipment, flight destinations and promotion which have been a byproduct of the deregulated air service market. Overall improvements both in the service supplied to Capital City Airport and the air service system as a whole have not been constant and neither has the growth of air passengers. The recent trend in air passengers at the facility is shown in Exhibit 6. According to 1989 figures, the airport

Total aircraft operations at the airport have declined somewhat in recent years. This is primarily due to a decrease in general aviation operations, a trend which has been experienced nationwide. The itinerant/local operations split has shown a slight shift away from local operations over the past five years. Roughly 55 to 60 percent of all operations are itinerant with the remaining 40 to 45 percent being local. This reflects the airports use as a transportation facility first, but with a strong secondary function as a training facility.

Exhibit 6

Scheduled Passenger Levels At
Capital City Airport

Year	Enplaned	Deplaned	Total	Percent Change
1985	172,966	171,033	343,033	3.1%
1986	193,007	189,256	382,263	11.1%
1987	180,653	178,395	359,048	-6.1%
1988	221,651	218,650	440,301	22.6%
1989	256,345	245,464	501,809	14.0%

experiences operations by an average of 35 flights used by over 1,350 people per day.

In the recent past, air cargo tonnage has played an increasingly important role at Capital City Airport. This is attributable to a change in the air cargo industry which has benefited medium sized transport airports. Previously, most air cargo, express and package freight were carried in the available space for belly cargo on jet aircraft. Though this "belly" space has vanished as more cities experience service only by commuter aircraft, the need for the service has not. It has been replaced by package freight companies, like United Parcel Service, who operate dedicated cargo aircraft. The City of Lansing is a "minihub" for United Parcel Service and Capital City Airport is the designated air shipment consolidation point.

Airport Economic Roles

Capital City Airport is not specifically oriented to serve a specific segment of the local economy. Rather it serves the broad range of needs with an equally broad range of services. The following items comprise the principal economic impact types found at the airport.

Retention and Support of Private Business

Capital City Airport is considered valuable to the competitive position of a number of local business organizations. If the facility were not present, it is possible that these firms would choose or be forced to locate elsewhere. These organizations use the scheduled and charter air and general aviation services made possible by the existence of the airport. Survey responses by area businesses indicated a preference for the use of Capital City Airport. However, the survey could not directly attribute any significant new economic development to the facility.

Business Oriented General Aviation

Despite the low number of based corporate aircraft, a significant portion of general aviation use at Capital City Airport is business oriented. Several firms in the Tri-County area are branches of companies who choose to base their aircraft near the home office. They then fly them out to pick up personnel and cargo from the facilities in the Tri-County area. However, some area businesses have aircraft at the facility including those listed in Exhibit 7.

Exhibit 7

A Sample of Firms With Aircraft At Capital City Airport

AIS/Distributing Corp of America
American Systems, Inc.
Vector Construction, Inc.

In addition to firms with who own general aviation aircraft, there are many others who depend on the facility for charter, air cargo and other general aviation services made possible by the existence of the airport.

Private Flying General Aviation

The large number of single engine aircraft registered to individuals at Capital City Airport shows the importance of the facility to the individual recreational flyers of the Tri-County region.

Additionally, the presence of a major community college aviation teaching facility and flight training by numerous fixed base operators, underscores the importance of the airport as an aviation career training facility.

Airport Economic Impact

The Capital City Airport aviation related annual economic impact of over \$114 million

Capital City Airport

is comprised of the impact types listed in Exhibit 8. Exhibit 9 gives a sample of airport

Exhibit 8

**Annual Aviation Related Impact of
Capital City Airport**

<u>Impact Type</u>	<u>Amount</u>
Direct	\$ 27,275,070
Indirect	\$ 38,362,015
Induced	\$ 49,041,915
Total \$ 114,679,000	

tenants and others included in the impact estimates. The total impacts by type are outlined in Exhibit 10. There are some

Exhibit 9

**A Sample of Firms Creating Impacts At
Detroit City Airport**

<u>Direct Impacts</u>	<u>Indirect Impacts</u>
Air AZ, Inc.	AIS/Dist. Corp of America
American Eagle	All Star Travel
Avis Rental Car, Inc.	American Systems, Inc.
Delta Connection	Frandonson Properties
FAA Control Tower	Holiday Inn Conf. Center
General Aviation, Inc.	Holiday Inn Univ. Place
Hertz Rental Car, Inc.	The Kellogg Center
Lansing Comm. College	Lansing Center/Civic Arena
Michigan State Police	RBF, Inc.
Midway Connection	Sheraton Lansing Hotel
Northwest Airlines	Spartan Travel, Inc.
Skyway Lounge & Cafeteria	TMA Travel
Superior Aviation	The Travel Group
United Express	United Parcel Service
USAir	Vector Construction, Inc.

impacts at the airport which are not necessarily attributable to aviation. This study, however, assesses only the aviation related impacts.

Direct Impacts

Direct impacts comprise the value of those activities involved in providing aviation services at the airport. Exhibit 11 gives a

Exhibit 10

**Estimated Annual Economic Impacts At
Capital City Airport
(Thousands of Dollars)**

<u>Impact Type and Source</u>	<u>Firms</u>	<u>Total</u>
Direct Impacts:		
Air Carrier Operations	7	6,550
Aviation Services & Schools	7	3,920
Federal Government Units	3	6,220
State Government Units	2	1,910
Local Government Units	1	5,970
Air Passenger Services	5	2,700
Subtotal	25	\$27,270
Indirect Impacts:		
Visitor Expenditures		34,839
Regional Expenditures		327
Corporate Operations & Others		393
Dependents Firms		2,802
Subtotal		\$38,362
Induced Impacts:		
		\$49,042
TOTAL		\$114,679

Note: Totals may not match due to rounding.

breakdown, by type, of the estimated \$27.3 million in direct impacts. Direct payroll comprises payments to those people who work directly at the facility or are employed by the airport tenants. Capital expenditures include improvements to facilities located on the airport as well as to the airport itself. Operating expenses are local expenditures by the airport operator and tenant. Fueling service represents the value added to fuel by flowage fees.

Indirect Impacts

Indirect impacts are caused by airport use in the form of expenditures by air travelers and by those firms who depend on the airport for some or all of their business.

It is estimated that almost 185,000 visitors to the Tri-County area arrive via Capital City Airport annually. Over 130,000 of these visitors arrive via the scheduled air services

Exhibit 11

Estimated Direct Annual Impacts At
Capital City Airport

<u>Direct Impact</u>	<u>Amount</u>
Direct Payroll . .	\$13,953,000
Capital Expenditures	4,092,000
Operating Expenses	9,150,000
Fueling Service	81,000
Total	\$27,275,000

Note: Totals may not match due to rounding.

provided at the airport. The remaining visitors use general aviation and air taxi services. Total visitor expenditures are estimated at \$34.8 million. Based on the proportion of visitors staying overnight (more than one day) it is estimated that the average visitor entering the region through Detroit City Airport, spends \$189 per trip at off airport locations. Resident users of the airport also generate impacts estimated at \$327,000.

The aviation related indirect economic impacts attributable to Capital City Airport are estimated to be approximately \$38.4 million. A breakdown by type is given in Exhibit 12. The visitor expenditures listing is based on a mix of tourist, business and personal travel derived from the results of other surveys throughout Michigan. All visitor expenditures are at the actual cost outlay except retail sales which, since it is a margin industry, is shown at 20 percent of the actual expenditures. Expenditures by airport dependent firms consist only of those costs attributable to airport related activity.

Induced Impact

Direct impacts of \$27.3 million and indirect impacts of \$38.4 million represent increases in final demand for goods and services in the

Exhibit 12

Estimated Indirect Annual Impacts At
Capital City Airport

<u>Indirect Impact</u>	<u>Amount</u>
<u>Visitor Expenditures:</u>	
Lodging	\$11,761,626
Food & Beverage	9,916,665
Retail Sales (20%)	899,418
Entertainment	3,036,498
Ground Transport	2,652,131
Business	2,152,455
Other	4,420,219
Subtotal	\$34,839,014
Regional Expenditures	327,265
Corporate Aviation	393,333
<u>Dependent Firms</u>	<u>2,802,404</u>
Total	\$38,362,015

Tri-County area. To these must be added the "multiplier" effect produced by circulation of the money through the regional economy. To determine this induced impact, the U.S. Department of Commerce Regional Input/Output Modeling System (RIMS-II) was used. It is estimated that the induced impact produced by Capital City Airport is approximately \$49 million.

Airport Derived Employment

An important element in the Capital City Airport impact total is the employment which the airport creates. People are employed in airport related activities at the airport (FBO, airlines, control tower) and at other off airport sites (hotels, businesses, factories). Furthermore, the direct and indirect expenditures attributable to the airport continue to flow through the regional economy. This creates additional employment through the multiplier effect. A summary of the jobs attributable to Capital City Airport is given in Exhibit 13. The RIMS-II model treats jobs as full time equivalents. As the exhibit shows, there are

Exhibit 13

Jobs Attributable To
Capital City Airport

Job Source	Full Time Equivalents
On Site	508
Off Site Airport Related	29
Induced & Other Indirect	1,776
Total	2,313

over 500 jobs either located at the airport or related to the facility in some way. Perhaps more importantly, there are almost 1,800 jobs indirectly generated by the operation and use of Capital City Airport.

Industries Which Benefit

The economic activities at Capital City Airport produce expenditures for a wide variety of goods and services. Many types of industry benefit, whether or not they are themselves airport users. Exhibit 14 lists impacted industry groups, and shows the extent to which each benefits from the airport in terms of total economic activity, household earnings and employment.

Noneconomic Benefits

Not all benefits a community derives from an airport are quantifiable in dollar terms. Capital City Airport provides residents of the Tri-County area with alternative linkages to Michigan and beyond. For residents and commercial interests located in most of the Counties of Clinton, Eaton and Ingham, the facility provides more convenient access to many medium sized airport services than alternative sites.

Despite the lack of a based air ambulance service, the airport provides access to medical diagnosis and treatment procedures not available in the Tri-County area. Blood and

tissue samples can be sent to specialist medical centers for analysis. Stocks of rare serums, antitoxins and isotopes are made more readily available to the area hospitals for which Capital City Airport is the nearest major air facility. The airport also makes transport of patients and delivery of transplant organs to and from local hospitals easier.

Capital City Airport also supports the maintenance of essential community services such as law enforcement. At the time of the survey, both the Michigan State Police and the Lansing Police Department maintained facilities at the airport. Due to City of Lansing budgetary considerations, however, the city police aviation division may be closed in the near future. Uses by the police include support and operation of aerial surveillance and search and rescue. The facility is also used, on occasion, by the Civil Air Patrol as a base for search operations.

Aerial surveillance of utilities and resources by private and state organizations is also supported by Capital City Airport. The presence of an office of the National Weather Service at the facility aids Capital City Airport in it's ability to support the Tri-County area in times of severe weather.

In recent years, general aviation has become a major training ground for rewarding careers in the airline and aeronautical fields. A program through Lansing Community College provides students with the ability to pursue aviation related studies. The community college maintains a facility at the airport which provides "hands on" training in a variety of aviation programs. Additionally, private flight schools located at the airport give local residents convenient access to training in aviation careers.

Exhibit 14

Total Annual Economic Impacts At
Capital City Airport
 (Thousands of Dollars)

Impacted Industry Group	Annual Impact (Output)	Annual Payroll (Earnings)	Employment (Jobs)
Ag.Prod. & Forestry Services	213	86	11
Crude Petroleum	3	0	0
Other Mining	58	18	1
New Construction	4,173	1,447	54
Maint. & Repair Construction	4,342	2,030	76
Food & Kindred Products	3,250	449	16
Textile Mill Products	16	1	0
Apparel	95	25	1
Paper & Allied Products	222	52	1
Printing & Publishing	911	313	13
Chemicals & Refined Petrol.	1,410	136	3
Rubber & Leather Products	633	151	6
Lumber & Furniture Products	124	35	1
Stone, Clay & Glass Products	563	154	5
Primary Metals	729	166	4
Fabricated Metals	1,267	334	10
Nonelectrical Machinery	329	110	3
Electrical Machinery	309	88	3
Motor Vehicles & Equipment	1,527	252	5
Other Transportation Equip.	186	63	2
Instruments	42	15	0
Miscellaneous Manufacturing	232	67	3
Transportation	28,425	10,656	388
Communications	1,802	475	13
Utilities	3,772	381	10
Wholesale Trade	3,391	1,324	45
Retail Trade	4,849	2,401	179
Finance	1,259	362	15
Insurance	1,610	526	20
Real Estate	5,378	143	36
Lodging & Amusements	15,814	5,599	543
Personal Services	974	440	44
Business Services	8,861	4,005	184
Eating & Drinking Establishments	12,475	3,889	487
Health Services	2,130	1,235	55
Other Services	3,305	789	45
Households	---	145	31
Total	\$114,679	\$38,362	2,313

GLOSSARY

The following is a glossary of economic and aviation terms used in the study.

Economic Impact Terms:

Airport Tenant: A firm which is located on the airport's property, and which leases land and/or buildings directly or indirectly from the airport owner.

Direct Economic Impact: Expenditures that occur due to the provision of aviation service. Typically occur at the airport. Includes airport, airline, FBO, and other airport tenant payrolls and expenditures which are of value to the region.

Final Demand: The value of aviation related financial expenditures that comprise the airport's direct and indirect impacts.

Indirect Economic Impact: Expenditures due to the use of an airport. Includes those expenditures by aviation users and by businesses whose existence is tied to the airport or to aviation (e.g. corporate air operations, travel agencies). Expenditures may occur at the airport, or elsewhere in the service area.

Induced Economic Impact: The "multiplier" implications associated with the direct and indirect impacts. These are subsequent economic transactions, as money circulates through the economy.

Leakages: That portion of expenditures which leave the impact area (federal taxes, fuel purchase, aircraft and parts purchases external to the region, etc.). Not included as a local economic impact.

RIMS-II: Regional Input-Output Modeling System. Econometric model developed by the U.S. Department of Commerce and used

to calculate the induced economic impact. In this study, the model is specific to the Michigan area of impact considered.

Total Economic Impact: The "Direct" plus "Indirect" plus "Induced" economic impacts.

Value Added: The local area content of expenditures. Typically the value of output, minus the value of the inputs purchased from firms located outside the region.

Visitor: An aviation transported person who resides outside of the service area and who arrived in the area via one of the airports.

Aviation Terms:

Based Aircraft: Airplanes located at the subject airport when not in use.

FBO: Fixed Base Operator. A business at the airport which may offer a variety of services often including aircraft storage and parking, fuel sales, and maintenance, flight instruction, sales of aircraft, parts, etc.

General Aviation: That portion of civil aviation which encompasses all facets of aviation except air carriers holding a certificate of convenience and necessity from the Federal Aviation Administration, and large aircraft commercial operators.

Itinerant Flight: A flight which originates at one airport and terminates at another.

Local Flight: A flight which terminates at the airport of departure.

Operation: One aircraft takeoff or one aircraft landing at an airport.

SURVEY RESPONDENTS

The following is a listing of organizations and individuals who provided input to the Capital City Airport Community Benefits Assessment. The cooperation of all respondents made this study possible and is appreciated.

Air AZ, Inc.	The Kellogg Center
AIS/Distribution Corp. of America	Lansing Center/Civic Arena
All Star Travel	Lansing Community College
American Eagle	Lansing Regional Chamber of Commerce
American Systems, Inc.	Linsley Enterprises Car Rental
APCOA, Inc.	Michigan Dept. of Transportation-Air Transport Division
Avis Rental Car, Inc.	Michigan State Police
Cam Air, Inc.	Fisher Brós. Aviation/Midway Connection
Carriage Travel	Northwest Airlines
Capital Region Airport Authority	RBF, Inc.
Norma J. Clark	Sheraton Lansing Hotel
Britt/Continental/Continental Express	Skyway Lounge & Cafeteria
Comair/Delta Connection	Spartan Travel, Inc.
Federal Aviation Administration:	Superior Aviation
- Airway Facilities	TMA Travel
- Automated Flight Service Station	The Travel Group
- Air Traffic Control Tower	Air Wisconsin/United Express
Frandonson Properties	United Parcel Service
Freeman Smith & Assoc.	USAir
General Aviation, Inc.	Vector Construction, Inc.
Hertz Rental Car, Inc.	White Star Professional Film Services, Inc.
Holiday Inn Lansing Conference Center	
Holiday Inn University Place	

