

Frequently Asked Questions

Were the 4,000 travelers who were represented in the surveys from only commercial airline flights or did that number also include passengers arriving on general aviation aircraft?

The 4,000 represents both commercial and general aviation survey respondents. Not all of these respondents were visitors, some were residents. If one survey, for example, indicated that responses included 4 travelers, each of these 4 travelers are represented in the 4,000 total.

Is the multiplier modified by the surveys?

The surveys were used to collect only initial or direct impacts. Multiplier impacts are determined using the IMPLAN model. The surveys themselves have no specific impact or use in determining multiplier impacts.

Do economic impacts for airport Administration include impacts from air ambulance operators?

Economic impacts for airport administration are related to the daily administration, operation, and maintenance of each airport. Impacts from airport tenants, such as air ambulance operators, are included in the tenant impact category, but only if the operator is “based” at the airport. If an air ambulance operator flies to a Wyoming airport to transport patients, there is no direct economic impact from their operations, unless they purchase fuel or have some other expenditure at their destination airport. If there is spending involved, economic impacts from the air ambulance operator would be included in other tenant or airport impacts for the destination airport.

Are airport specific “multipliers” included in the technical report?

No, they are not. An individual airport’s “implied” multiplier by impact category for employment, payroll, and output can be estimated by dividing the total impact by the initial impact. However, airports are not encouraged to do this calculation nor are they encouraged to focus discussion of study results on the multiplier impacts. Airports are cautioned that in reality there is not a single multiplier that is used to estimate any of the secondary (multiplier) impacts presented in the study. For instance, in the visitor spending category, while an implied jobs multiplier could be calculated at 1.3, in reality, multipliers vary by industry and dozens of multipliers are used to calculate the final multiplier impacts as they are presented in the study. The resultant implied multipliers in the study are an average of all multipliers considered.

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Frequently Asked Questions, *cont'd*

If a payroll clerk at the city works 15% of the time on airport accounting, does the model assume a full person?

No. All part-time employment in each impact category is considered to determine if the part-time employment translates to one or more “full time equivalent” positions. At least 60% of one jobs needs to be supported before one full-time equivalent position is supported. In this analysis, if only 15% of a job is supported by an airport, this does not translate into one job.

Is TSA included as a tenant?

Yes, all TSA employment, their payroll, and their annual operating budget (output) are included in the tenant category.

Does ground transportation get counted?

Each airport provided information on their tenants. If the airport provided information on ground transportation providers that serve their airport, then yes, employment, payroll, and output for ground transportation providers are included in the tenant category.

Does the construction impact include hangar development?

If hangar construction was funded with FAA, State, or Wyoming Business Council funds, then yes, the impacts are included in the study’s capital investment economic impacts. If hangar development was funded with third party/private investment, then it may or may not be included in the capital investment impacts. As part of our tenant surveys we contacted each tenant. We requested that each tenant provide information on any capital investments they have made at the airport. If the tenant returned a survey and provided this information, then yes, this investment is included.

Does the capital investment impact include business ready grants from the Wyoming Business Council?

The Wyoming Business Council has provided grants to airports for projects that support economic development. These grants have been issued between 2004 and 2011. For the state study, economic impacts for each study airport from capital investment were based on grants issued from 2009-2013. If a similar time frame had been used for the airport investment from the Business Council, a significant part of the economic impact these grants have supported would have been missed. As a result, for the state study, the decision was made to consider the economic impact of all cumulative investment from the Wyoming Business Council. Economic impacts from Wyoming Business Council investments in the technical report are reported on a statewide rather than an airport specific basis.

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Does the construction impact include projects that had bonding vs. federal and state funding?

If an airport paid for a construction project exclusively with funds that it obtained through the bonding process, then most likely the economic impact of this capital investment is not reflected in the state study.

If someone flies to an airport for an interview and the employer pays for the trip, did the surveys record this as money into the economy?

Since passenger surveys were self-administered, there is some possibility that a respondent may have not reported spending if someone else (their employer) paid for the trip. However, the way this question was presented on the survey it was designed to collect spending in each category whether or not the traveler was being reimbursed for their expenses.

If a family of four spent \$1,000 how was this divided? Each person used \$250?

That would be one way to interpret the results. For this analysis, survey results were summarized to show average spending by person by trip. For most airports, spending by visitor by trip was in the \$550 range and most visitors stayed about 4 days or 3 nights. For this example (\$550 per trip), the visitor spent about \$183 for each night they spent in the state. For the family of four in the question above, on an average basis, the family of four would have spent \$2,200 for their visit. If they reported spending only \$1,000, their expenditures would have been significantly below the average for most commercial airports.

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Frequently Asked Questions, *cont'd*

If a traveler indicated no meal cost and stayed with family, did you add any cost to the local resident for housing and feeding the guests?

If the visitor helped pay their family for groceries or gas, for example, and reported this as part of their retail purchases, then yes, the impact would be captured. Otherwise, increased spending by the local resident is not captured in the impact results.

Where did IMPLAN model come from?

IMPLAN as a system was first developed by the federal government in 1972 to measure the impacts of the Rural Development Act. The model continued to be refined under the guidance of the USDA Forest Service. In 1984, IMPLAN partnered with the University of Minnesota, and in 1993, the model was purchased privately and taken over by the Minnesota IMPLAN Group (MIG). MIG continued to refine and improve the model. The model is used, for example, by FEMA, Duke Power, the Bureau of Land Management, and the Federal Reserve Bank to measure various types of economic impact. In 2013, MIG was purchased by the IMPLAN Group, LLC, and the headquarters of the company was relocated to Charlotte. IMPLAN is frequently used to estimate economic impacts for individual airports and airport systems and is acknowledged by the FAA as an appropriate tool for estimating aviation related economic impacts.

Will the State be doing a press release?

Yes, working with WYDOT, the Aeronautics Division will issue a press release on the study. Information will be distributed through the 40 news/media outlets that were used to disseminate information on the study's business survey.