



ECONOMIC IMPACT OF WATERLOO REGIONAL AIRPORT (WATERLOO)

Waterloo Regional Airport is a transportation asset for Waterloo and the market area it serves. The airport plays an important role in moving people and goods. Additionally, it supports a wide range of general aviation, military, educational and economic development activities.

While it is not possible to put a dollar value on the role commercial airports play in contributing to business efficiency, businesses themselves indicate that among factors they consider related to their ability to operate effectively in Iowa, proximity to a commercial service airport ranks in the top three.

A study commissioned by the Iowa Department of Transportation, Office of Aviation, shows commercial airports are responsible for significant economic impact to Iowa's economy through their daily operation and through their support to area businesses. Waterloo Regional Airport provides the following economic benefits through the support of jobs, payroll, and economic output:

- **533 jobs** are supported by activities at the airport, the spending of visitors who arrive in Iowa via the airport, by businesses located on the airport, and by capital improvement projects completed at the airport.
- **\$14.7 million in annual payroll** is associated with the 533 employees whose jobs are linked to the airport.
- **\$64.3 million in annual total economic activity or output** is associated with the airport and its operation.

Airport Background

In addition to airport and government operations, there are 14 aviation-related businesses/tenants at the airport. Each year, there are about 45,600 take-offs and landings. Waterloo Regional Airport is served by Northwest Airlines' carriers Mesaba and Pinnacle with non-stop service to Minneapolis-St. Paul resulting in approximately 33,000 annual passenger boardings. There are an estimated 92 general aviation aircraft based at the airport. Altogether, more than 22,000 visitors arrive at the airport each year on commercial service and general aviation airplanes.

Methodology Used to Measure Economic Impacts

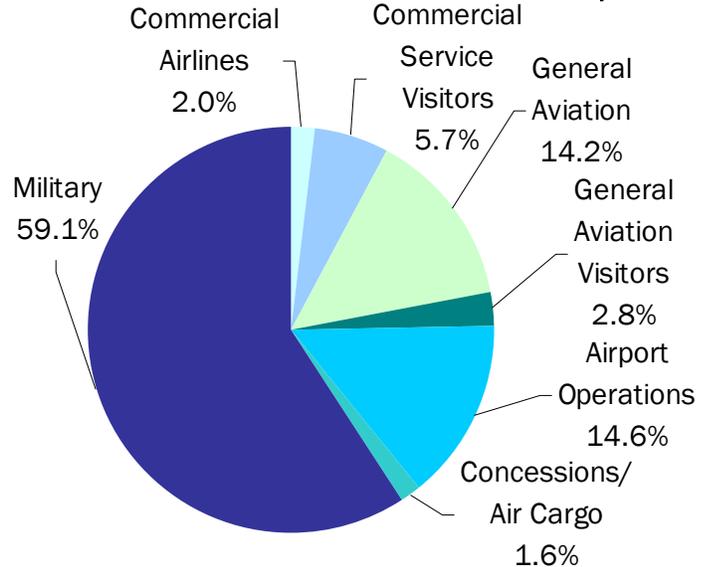
For this study, annual economic impacts for the airport are measured in terms of employment/jobs, payroll, and total annual economic activity or output. On-airport businesses, government, airport management, capital improvement projects, and sometimes the military are responsible for *direct* economic impacts. *Indirect* economic impacts result from spending by visitors to Iowa who arrive on commercial airline or general aviation aircraft. Once these direct and indirect economic impacts enter Iowa's economy, they continue to re-circulate, creating additional *induced* economic impacts. When they are combined, direct, indirect, and induced benefits equal an airport's total annual economic impact.

Economic Impact Findings: Waterloo Regional Airport

Direct and Indirect Impact Summary

CATEGORY	JOBS	ANNUAL OUTPUT
DIRECT IMPACTS		
Airport Operations	31	\$5,619,300
Commercial Airline	7	\$780,800
Concessions/Air Cargo	15	\$631,800
General Aviation	33	\$5,456,400
Military	167	\$22,779,200
Subtotal	253	\$35,267,500
INDIRECT IMPACTS		
Commercial Visitors	55	\$2,208,100
General Aviation Visitors	31	\$1,079,900
Subtotal	86	\$3,288,000
TOTAL IMPACTS	339	\$38,555,500

Distribution of Direct and Indirect Annual Output



Economic Impacts Summary Waterloo Regional Airport

EMPLOYMENT			
	Direct/ Indirect	Induced	Total
On-Airport Activity	253	167	420
Commercial Service Visitors	55	19	74
General Aviation Visitors	31	8	39
Total	339	194	533
PAYROLL			
	Direct/ Indirect	Induced	Total
On-Airport Activity	\$7,274,400	\$3,658,500	\$10,932,900
Commercial Service Visitors	\$1,565,800	\$675,700	\$2,441,500
General Aviation Visitors	\$862,600	\$486,100	\$1,348,700
Total	\$9,702,800	\$5,020,300	\$14,723,100
OUTPUT			
	Direct/ Indirect	Induced	Total
On-Airport Activity	\$35,267,500	\$23,553,500	\$58,821,000
Commercial Service Visitors	\$2,208,100	\$1,423,400	\$3,631,500
General Aviation Visitors	\$1,079,900	\$734,600	\$1,814,500
Total	\$38,555,500	\$25,711,500	\$64,267,000

For additional information regarding methodology and additional economic benefits, please consult the Iowa Air Service Study at www.iawings.com.



ECONOMIC IMPACT OF SOUTHEAST IOWA REGIONAL AIRPORT (BURLINGTON)

Southeast Iowa Regional Airport is a transportation asset for Burlington and the market area it serves. The airport plays an important role in moving people and goods. Additionally, it supports a wide range of general aviation, military, educational, and economic development activities.

While it is not possible to put a dollar value on the role commercial airports play in contributing to business efficiency, businesses themselves indicate that among factors they consider related to their ability to operate effectively in Iowa, proximity to a commercial service airport ranks in the top three.

A study commissioned by the Iowa Department of Transportation, Office of Aviation, shows commercial airports are responsible for significant economic impact to Iowa's economy through their daily operation and through their support to area businesses. Southeast Iowa Regional Airport provides the following economic benefits through the support of jobs, payroll, and economic output:

- **114 jobs** are supported by activities at the airport, the spending of visitors who arrive in Iowa via the airport, by businesses located on the airport, and by capital improvement projects completed at the airport.
- **\$3.3 million in annual payroll** is associated with the 114 employees whose jobs are linked to the airport.
- **\$10.4 million in annual total economic activity or output** is associated with the airport and its operation.

Airport Background

In addition to airport and government operations, there are eight aviation-related businesses/tenants at the airport. Each year, there are about 18,300 total take-offs and landings. Southeast Iowa Regional Airport is currently served by Great Lakes Airlines with nonstop service to St. Louis and Kansas City. For the study period, the airport was served by Regions Air resulting in approximately 7,800 annual passenger boardings. There are an estimated 56 general aviation aircraft based at the airport. During the study period, it was estimated that 8,300 visitors arrive at the airport each year, with about 4,000 of those arriving on general aviation aircraft and the rest arriving on commercial service aircraft.

Methodology Used to Measure Economic Impacts

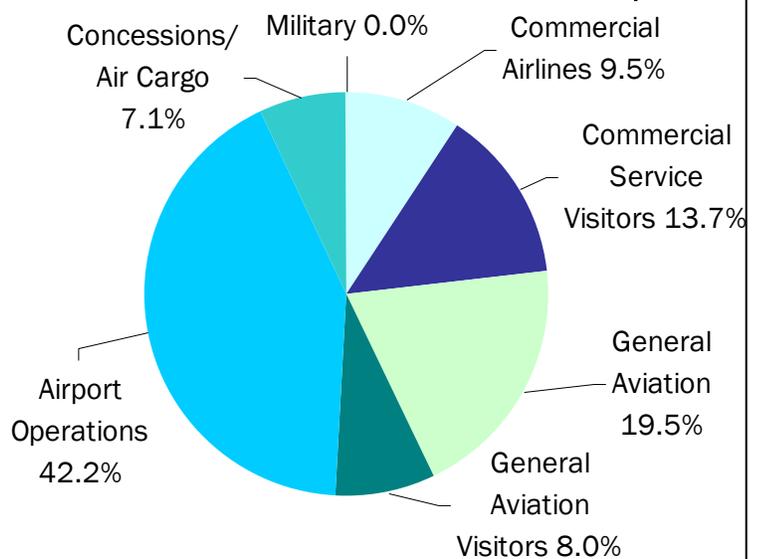
For this study, annual economic impacts for the airport are measured in terms of employment/jobs, payroll, and total annual economic activity or output. On-airport businesses, government, airport management, capital improvement projects, and sometimes the military are responsible for *direct* economic impacts. *Indirect* economic impacts result from spending by visitors to Iowa who arrive on commercial airline or general aviation aircraft. Once these direct and indirect economic impacts enter Iowa's economy, they continue to re-circulate, creating additional *induced* economic impacts. When they are combined, direct, indirect, and induced benefits equal an airport's total annual economic impact.

Economic Impact Findings: Southeast Iowa Regional Airport (Burlington)

Direct and Indirect Impact Summary

CATEGORY	JOBS	ANNUAL OUTPUT
DIRECT IMPACTS		
Airport Operations	16	\$2,664,100
Commercial Airline	5	\$600,600
Concessions/Air Cargo	10	\$446,700
General Aviation	6	\$1,231,400
Military	0	\$0
Subtotal	37	\$4,942,800
INDIRECT IMPACTS		
Commercial Visitors	22	\$864,600
General Aviation Visitors	14	\$502,000
Subtotal	36	\$1,366,600
TOTAL IMPACTS	73	\$6,309,400

Distribution of Direct and Indirect Annual Output



Summary of Economic Impacts Southeast Iowa Regional Airport

EMPLOYMENT			
	Direct/ Indirect	Induced	Total
On-Airport Activity	37	30	67
Commercial Service Visitors	22	7	29
General Aviation Visitors	14	4	18
Total	73	41	114
PAYROLL			
	Direct/ Indirect	Induced	Total
On-Airport Activity	\$1,087,800	\$671,800	\$1,759,600
Commercial Service Visitors	\$613,100	\$342,900	\$956,000
General Aviation Visitors	\$401,000	\$226,000	\$627,000
Total	\$2,101,900	\$1,240,700	\$3,342,600
OUTPUT			
	Direct/ Indirect	Induced	Total
On-Airport Activity	\$4,942,800	\$3,208,800	\$8,151,600
Commercial Service Visitors	\$864,600	\$557,400	\$1,422,000
General Aviation Visitors	\$502,000	\$341,500	\$843,500
Total	\$6,309,400	\$4,107,700	\$10,417,100

For additional information regarding methodology and additional economic benefits, please consult the Iowa Air Service Study at www.iawings.com.



ECONOMIC IMPACT OF THE EASTERN IOWA AIRPORT (CEDAR RAPIDS)

The Eastern Iowa Airport is a transportation asset for Cedar Rapids and the larger market area it serves. The airport plays an important role in moving people and goods. Additionally, it supports a wide range of general aviation, aerospace, military, educational and economic development activities.

While it is not possible to put a dollar value on the role commercial airports play in contributing to business efficiency, businesses themselves indicate that among factors they consider related to their ability to operate effectively in Iowa, proximity to a commercial service airport ranks in the top three.

A study commissioned by the Iowa Department of Transportation, Office of Aviation, shows commercial airports are responsible for significant economic impact to Iowa's economy through their daily operation and through their support to area businesses. The Eastern Iowa Airport provides the following economic benefits through the support of jobs, payroll, and economic output:

- **2,695 jobs** are supported by activities at the airport, the spending of visitors who arrive in Iowa via the airport, by businesses located on the airport, and by capital improvement projects completed at the airport.
- **\$94.7 million in annual payroll** is associated with the 2,695 employees whose jobs are linked to the airport.
- **\$224.0 million in annual total economic activity or output** is associated with the airport and its operation.

Airport Background

In addition to airport and government operations, there are 32 aviation-related businesses/tenants at the airport. Each year, there are about 62,950 take-offs and landings. The Eastern Iowa Airport is served by five airlines with service to 11 non-stop connecting hubs or destinations resulting in approximately 511,000 annual passenger boardings. There are an estimated 141 general aviation aircraft based at the airport. Altogether, more than 214,000 visitors arrive at the airport each year on commercial service and general aviation airplanes.

Methodology Used to Measure Economic Impacts

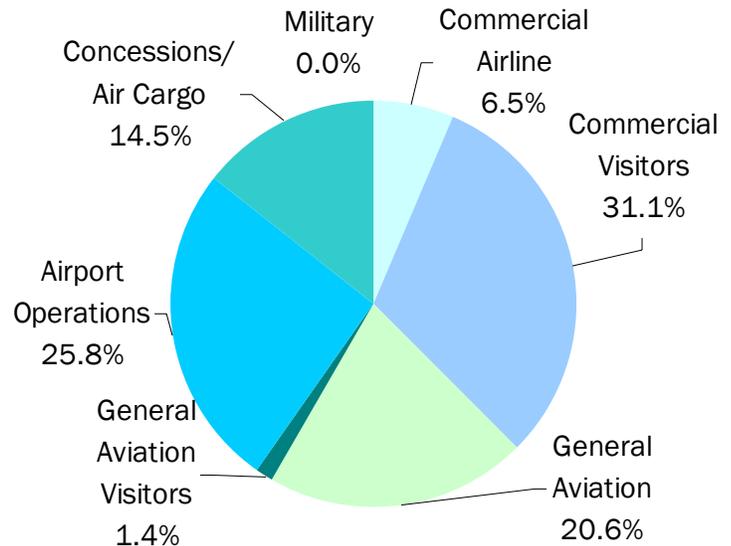
For this study, annual economic impacts for the airport are measured in terms of employment/jobs, payroll, and total annual economic activity or output. On-airport businesses, government, airport management, capital improvement projects, and sometimes the military are responsible for *direct* economic impacts. *Indirect* economic impacts result from spending by visitors to Iowa who arrive on commercial airline or general aviation aircraft. Once these direct and indirect economic impacts enter Iowa's economy, they continue to re-circulate, creating additional *induced* economic impacts. When they are combined, direct, indirect, and induced benefits equal an airport's total annual economic impact.

Economic Impact Findings: The Eastern Iowa Airport (Cedar Rapids)

Direct and Indirect Impact Summary

CATEGORY	JOBS	ANNUAL OUTPUT
DIRECT IMPACTS		
Airport Operations	222	\$35,089,400
Commercial Airline	74	\$8,828,700
Concessions/Air Cargo	241	\$19,685,600
General Aviation	149	\$28,045,800
Military	0	\$0
Subtotal	686	\$91,649,500
INDIRECT IMPACTS		
Commercial Visitors	1,042	\$42,215,100
General Aviation Visitors	55	\$1,966,900
Subtotal	1,097	\$44,182,000
TOTAL IMPACTS	1,783	\$135,831,500

Distribution of Direct and Indirect Annual Output



Summary of Economic Impacts The Eastern Iowa Airport

EMPLOYMENT			
	Direct/ Indirect	Induced	Total
On-Airport Activity	686	526	1,212
Commercial Service Visitors	1,042	371	1,413
General Aviation Visitors	55	15	70
Total	1,783	912	2,695
PAYROLL			
	Direct/ Indirect	Induced	Total
On-Airport Activity	\$27,170,200	\$18,410,700	\$45,580,900
Commercial Service Visitors	\$29,936,300	\$16,742,400	\$46,678,700
General Aviation Visitors	\$1,571,100	\$885,300	\$2,456,400
Total	\$58,677,600	\$36,038,400	\$94,716,000
OUTPUT			
	Direct/ Indirect	Induced	Total
On-Airport Activity	\$91,649,500	\$59,599,500	\$151,249,000
Commercial Service Visitors	\$42,215,100	\$27,214,700	\$69,429,800
General Aviation Visitors	\$1,966,900	\$1,337,800	\$3,304,700
Total	\$135,831,500	\$88,152,000	\$223,983,500

For additional information regarding methodology and additional economic benefits, please consult the Iowa Air Service Study at www.iawings.com.



ECONOMIC IMPACT OF DUBUQUE REGIONAL AIRPORT (DUBUQUE)

Dubuque Regional Airport is a transportation asset for Dubuque and the market area it serves. The airport plays an important role in moving people and goods. Additionally, it supports a wide range of general aviation, educational and economic development activities.

While it is not possible to put a dollar value on the role commercial airports play in contributing to business efficiency, businesses themselves indicate that among factors they consider related to their ability to operate effectively in Iowa, proximity to a commercial service airport ranks in the top three.

A study commissioned by the Iowa Department of Transportation, Office of Aviation, shows commercial airports are responsible for significant economic impact to Iowa's economy through their daily operation and through their support to area businesses. Dubuque Regional Airport provides the following economic benefits through the support of jobs, payroll, and economic output:

- **383 jobs** are supported by activities at the airport, the spending of visitors who arrive in Iowa via the airport, by businesses located on the airport, and by capital improvement projects completed at the airport.
- **\$13.3 million in annual payroll** is associated with the 383 employees whose jobs are linked to the airport.
- **\$34.4 million in annual total economic activity or output** is associated with the airport and its operation.

Airport Background

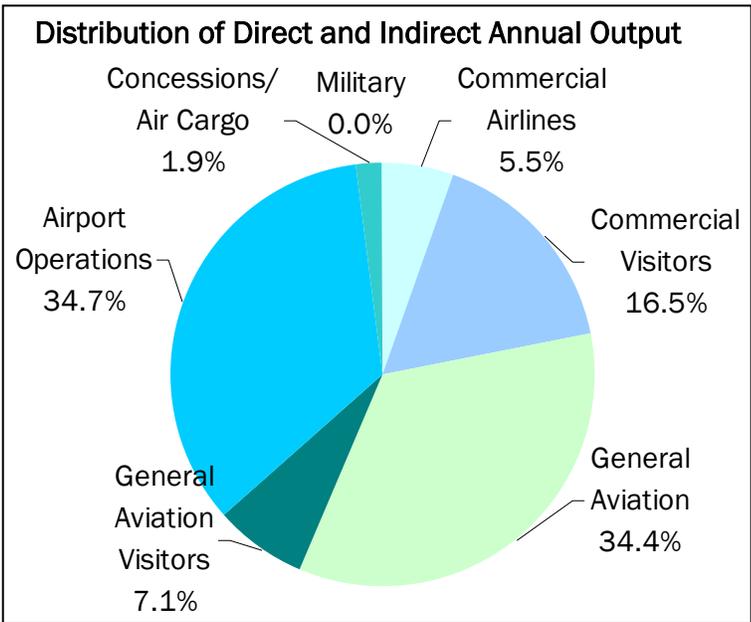
In addition to airport and government operations, there are 24 aviation-related businesses/tenants at the airport. Each year, there are about 54,900 take-offs and landings. Dubuque Regional Airport is served by American Airlines' American Connection with non-stop service to Chicago O'Hare resulting in approximately 47,000 annual passenger boardings. There are an estimated 76 general aviation aircraft based at the airport. Altogether, more than 32,000 visitors arrive at the airport each year on commercial service and general aviation airplanes.

Methodology Used to Measure Economic Impacts

For this study, annual economic impacts for the airport are measured in terms of employment/jobs, payroll, and total annual economic activity or output. On-airport businesses, government, airport management, capital improvement projects, and sometimes the military are responsible for *direct* economic impacts. *Indirect* economic impacts result from spending by visitors to Iowa who arrive on commercial airline or general aviation aircraft. Once these direct and indirect economic impacts enter Iowa's economy, they continue to re-circulate, creating additional *induced* economic impacts. When they are combined, direct, indirect, and induced benefits equal an airport's total annual economic impact.

Economic Impact Findings: Dubuque Regional Airport

Direct and Indirect Impact Summary		
CATEGORY	JOB	ANNUAL OUTPUT
DIRECT IMPACTS		
Airport Operations	43	\$7,224,800
Commercial Airline	10	\$1,141,100
Concessions/Air Cargo	26	\$395,500
General Aviation	42	\$7,165,000
Military	0	\$0
Subtotal	121	\$15,926,400
INDIRECT IMPACTS		
Commercial Visitors	85	\$3,427,600
General Aviation Visitors	42	\$1,476,200
Subtotal	127	\$4,903,800
TOTAL IMPACTS	248	\$20,830,200



Summary of Economic Impacts Dubuque Regional Airport			
EMPLOYMENT			
	Direct/ Indirect	Induced	Total
On-Airport Activity	121	94	215
Commercial Service Visitors	85	30	115
General Aviation Visitors	42	11	53
Total	248	135	383
PAYROLL			
	Direct/ Indirect	Induced	Total
On-Airport Activity	\$4,581,100	\$3,057,300	\$7,638,400
Commercial Service Visitors	\$2,430,700	\$1,359,300	\$3,790,000
General Aviation Visitors	\$1,179,100	\$664,500	\$1,843,600
Total	\$8,190,900	\$5,081,100	\$13,272,000
OUTPUT			
	Direct/ Indirect	Induced	Total
On-Airport Activity	\$15,926,400	\$10,342,200	\$26,268,600
Commercial Service Visitors	\$3,427,600	\$2,209,700	\$5,637,300
General Aviation Visitors	\$1,476,200	\$1,004,100	\$2,480,300
Total	\$20,830,200	\$13,556,000	\$34,386,200

For additional information regarding methodology and additional economic benefits, please consult the Iowa Air Service Study at www.iawings.com.



ECONOMIC IMPACT OF DES MOINES INTERNATIONAL AIRPORT (DES MOINES)

Des Moines International Airport is a transportation asset for the greater Des Moines area and the larger market area it serves. The airport plays an important role in moving people and goods. Additionally, it supports a wide range of general aviation, military, educational and economic development activities.

While it is not possible to put a dollar value on the role commercial airports play in contributing to business efficiency, businesses themselves indicate that among factors they consider related to their ability to operate effectively in Iowa, proximity to a commercial service airport ranks in the top three.

A study commissioned by the Iowa Department of Transportation, Office of Aviation, shows commercial airports are responsible for significant economic impact to Iowa's economy through their daily operation and through their support to area businesses. Des Moines International Airport provides the following economic benefits through the support of jobs, payroll, and economic output:

- **5,476 jobs** are supported by activities at the airport, the spending of visitors who arrive in Iowa via the airport, by businesses located on the airport, and by capital improvement projects completed at the airport.
- **\$200.6 million in annual payroll** is associated with the 5,476 employees whose jobs are linked to the airport.
- **\$522.4 million in annual total economic activity or output** is associated with the airport and its operation.

Airport Background

In addition to airport and government operations, there are 68 aviation-related businesses/tenants at the airport. Each year, there are about 89,125 take-offs and landings. Des Moines International Airport is served by eight airlines with service to 18 non-stop connecting hubs or destinations resulting in approximately 980,000 annual passenger boardings. There are an estimated 125 general aviation aircraft based at the airport. Altogether, more than 427,000 visitors arrive at the airport each year on commercial service and general aviation airplanes.

Methodology Used to Measure Economic Impacts

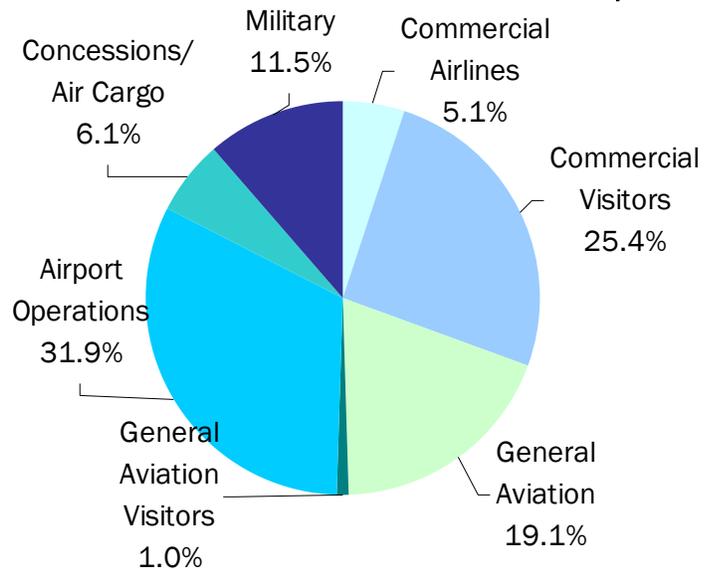
For this study, annual economic impacts for the airport are measured in terms of employment/jobs, payroll, and total annual economic activity or output. On-airport businesses, government, airport management, capital improvement projects, and sometimes the military are responsible for *direct* economic impacts. *Indirect* economic impacts result from spending by visitors to Iowa who arrive on commercial airline or general aviation aircraft. Once these direct and indirect economic impacts enter Iowa's economy, they continue to re-circulate, creating additional *induced* economic impacts. When they are combined, direct, indirect, and induced benefits equal an airport's total annual economic impact.

Economic Impact Findings: Des Moines International Airport

Direct and Indirect Impact Summary

CATEGORY	JOBS	ANNUAL OUTPUT
DIRECT IMPACTS		
Airport Operations	508	\$100,730,200
Commercial Airline	136	\$16,029,700
Concessions/Air Cargo	434	\$19,215,800
General Aviation	213	\$60,404,900
Military	260	\$36,286,600
Subtotal	1,551	\$232,667,200
INDIRECT IMPACTS		
Commercial Visitors	1,979	\$80,190,300
General Aviation Visitors	91	\$3,253,200
Subtotal	2,070	\$83,443,500
TOTAL IMPACTS	3,621	\$316,110,700

Distribution of Direct and Indirect Annual Output



Summary of Economic Impacts Des Moines International Airport

EMPLOYMENT			
	Direct/ Indirect	Induced	Total
On-Airport Activity	1,551	1,126	2,677
Commercial Service Visitors	1,979	704	2,683
General Aviation Visitors	91	25	116
Total	3,621	1,855	5,476
PAYROLL			
	Direct/ Indirect	Induced	Total
On-Airport Activity	\$67,476,100	\$40,408,000	\$107,884,100
Commercial Service Visitors	\$56,866,000	\$31,803,300	\$88,669,300
General Aviation Visitors	\$2,598,500	\$1,464,300	\$4,062,800
Total	\$126,940,600	\$73,675,600	\$200,616,200
OUTPUT			
	Direct/ Indirect	Induced	Total
On-Airport Activity	\$232,667,200	\$152,420,500	\$385,087,700
Commercial Service Visitors	\$80,190,300	\$51,696,100	\$131,886,400
General Aviation Visitors	\$3,253,200	\$2,212,800	\$5,466,000
Total	\$316,110,700	\$206,329,400	\$522,440,100

For additional information regarding methodology and additional economic benefits, please consult the Iowa Air Service Study at www.iawings.com.



ECONOMIC IMPACT OF FORT DODGE REGIONAL AIRPORT (FORT DODGE)

Fort Dodge Regional Airport is a transportation asset for Fort Dodge and the market area it serves. The airport plays an important role in moving people and goods. Additionally, it supports a wide range of general aviation, military, educational and economic development activities.

While it is not possible to put a dollar value on the role commercial airports play in contributing to business efficiency, businesses themselves indicate that among factors they consider related to their ability to operate effectively in Iowa, proximity to a commercial service airport ranks in the top three.

A study commissioned by the Iowa Department of Transportation, Office of Aviation, shows commercial airports are responsible for significant economic impact to Iowa's economy through their daily operation and through their support to area businesses. Fort Dodge Regional Airport provides the following economic benefits through the support of jobs, payroll, and economic output:

- **279 jobs** are supported by activities at the airport, the spending of visitors who arrive in Iowa via the airport, by businesses located on the airport, and by capital improvement projects completed at the airport.
- **\$11.2 million in annual payroll** is associated with the 279 employees whose jobs are linked to the airport.
- **\$36.2 million in annual total economic activity or output** is associated with the airport and its operation.

Airport Background

In addition to airport and government operations, there are 10 aviation-related businesses/tenants at the airport. Each year, there are about 22,200 take-offs and landings. Fort Dodge Regional Airport is served by Mesaba, a carrier affiliated with Northwest Airlines, with one-stop service to Minneapolis-St. Paul resulting in approximately 7,000 annual passenger boardings. There are an estimated 29 general aviation aircraft based at the airport. Altogether, more than 7,000 visitors arrive at the airport each year on commercial service and general aviation airplanes.

Methodology Used to Measure Economic Impacts

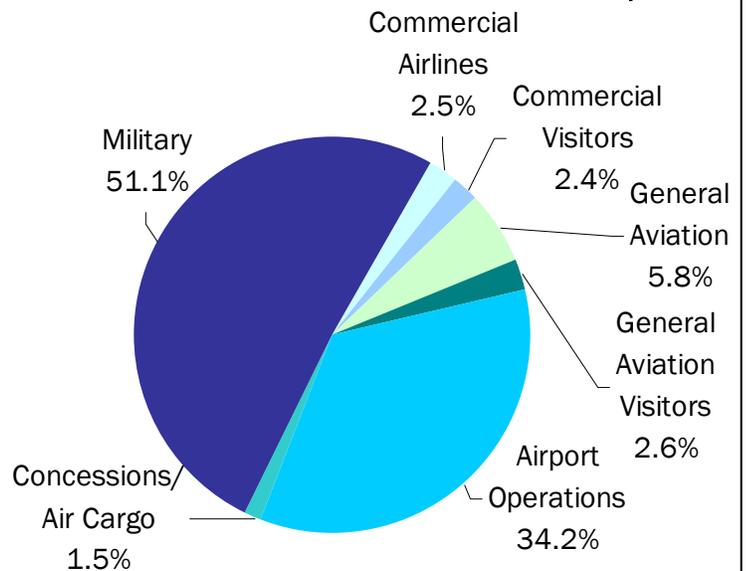
For this study, annual economic impacts for the airport are measured in terms of employment/jobs, payroll, and total annual economic activity or output. On-airport businesses, government, airport management, capital improvement projects, and sometimes the military are responsible for *direct* economic impacts. *Indirect* economic impacts result from spending by visitors to Iowa who arrive on commercial airline or general aviation aircraft. Once these direct and indirect economic impacts enter Iowa's economy, they continue to re-circulate, creating additional *induced* economic impacts. When they are combined, direct, indirect, and induced benefits equal an airport's total annual economic impact.

Economic Impact Findings: Fort Dodge Regional Airport

Direct and Indirect Impact Summary

CATEGORY	JOBS	ANNUAL OUTPUT
DIRECT IMPACTS		
Airport Operations	48	\$7,410,200
Commercial Airline	5	\$540,500
Concessions/Air Cargo	4	\$317,800
General Aviation	7	\$1,247,900
Military	82	\$11,071,900
Subtotal	146	\$20,588,300
INDIRECT IMPACTS		
Commercial Visitors	13	\$510,500
General Aviation Visitors	16	\$557,800
Subtotal	29	\$1,068,300
TOTAL IMPACTS	175	\$21,656,600

Distribution of Direct and Indirect Annual Output



Summary of Economic Impacts Fort Dodge Regional Airport

EMPLOYMENT			
	Direct/ Indirect	Induced	Total
On-Airport Activity	146	95	241
Commercial Service Visitors	13	5	18
General Aviation Visitors	16	4	20
Total	175	104	279
PAYROLL			
	Direct/ Indirect	Induced	Total
On-Airport Activity	\$6,841,300	\$3,133,600	\$9,974,900
Commercial Service Visitors	\$362,000	\$202,500	\$564,500
General Aviation Visitors	\$445,600	\$251,000	\$696,600
Total	\$7,648,900	\$3,587,100	\$11,236,000
OUTPUT			
	Direct/ Indirect	Induced	Total
On-Airport Activity	\$20,588,300	\$13,819,900	\$34,408,200
Commercial Service Visitors	\$510,500	\$329,100	\$839,600
General Aviation Visitors	\$557,800	\$379,400	\$937,200
Total	\$21,656,600	\$14,528,400	\$36,185,000

For additional information regarding methodology and additional economic benefits, please consult the Iowa Air Service Study at www.iawings.com.



ECONOMIC IMPACT OF MASON CITY MUNICIPAL AIRPORT (MASON CITY)

Mason City Municipal Airport is a transportation asset for Mason City and the market area it serves. The airport plays an important role in moving people and goods. Additionally, it supports a wide range of general aviation, educational and economic development activities.

While it is not possible to put a dollar value on the role commercial airports play in contributing to business efficiency, businesses themselves indicate that among factors they consider related to their ability to operate effectively in Iowa, proximity to a commercial service airport ranks in the top three.

A study commissioned by the Iowa Department of Transportation, Office of Aviation, shows commercial airports are responsible for significant economic impact to Iowa's economy through their daily operation and through their support to area businesses. Mason City Municipal Airport provides the following economic benefits through the support of jobs, payroll, and economic output:

- **140 jobs** are supported by activities at the airport, the spending of visitors who arrive in Iowa via the airport, by businesses located on the airport, and by capital improvement projects completed at the airport.
- **\$4.7 million in annual payroll** is associated with the 140 employees whose jobs are linked to the airport.
- **\$11.3 million in annual total economic activity or output** is associated with the airport and its operation.

Airport Background

In addition to airport and government operations, there are 10 aviation-related businesses/tenants at the airport. Each year, there are about 35,000 take-offs and landings. Mason City Municipal Airport is served by Mesaba, a carrier affiliated with Northwest Airlines with non-stop service to Minneapolis-St. Paul resulting in approximately 12,000 annual passenger boardings. There are an estimated 55 general aviation aircraft based at the airport. Altogether, more than 13,000 visitors arrive at the airport each year via commercial air service and general aviation airplanes.

Methodology Used to Measure Economic Impacts

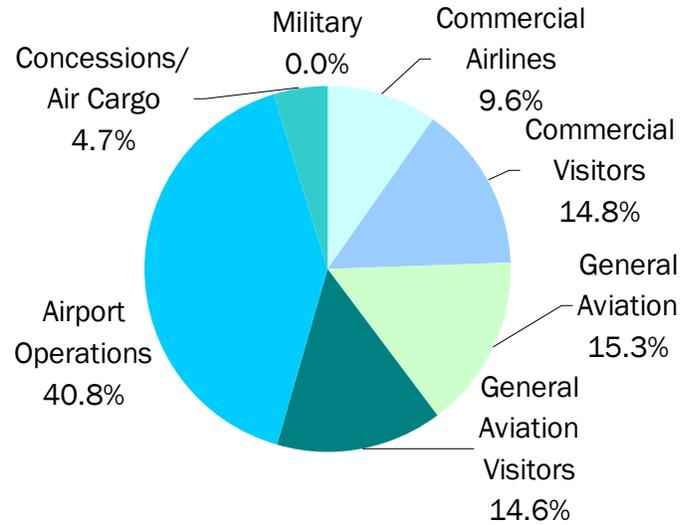
For this study, annual economic impacts for the airport are measured in terms of employment/jobs, payroll, and total annual economic activity or output. On-airport businesses, government, airport management, capital improvement projects, and sometimes the military are responsible for *direct* economic impacts. *Indirect* economic impacts result from spending by visitors to Iowa who arrive on commercial airline or general aviation aircraft. Once these direct and indirect economic impacts enter Iowa's economy, they continue to re-circulate, creating additional *induced* economic impacts. When they are combined, direct, indirect, and induced benefits equal an airport's total annual economic impact.

Economic Impact Findings: Mason City Municipal Airport

Direct and Indirect Impact Summary

CATEGORY	JOB	ANNUAL OUTPUT
DIRECT IMPACTS		
Airport Operations	20	\$2,795,900
Commercial Airline	6	\$660,600
Concessions/Air Cargo	4	\$325,200
General Aviation	9	\$1,051,500
Military	0	\$0
Subtotal	39	\$4,833,200
INDIRECT IMPACTS		
Commercial Visitors	26	\$1,017,300
General Aviation Visitors	28	\$1,004,100
Subtotal	54	\$2,021,400
TOTAL IMPACTS	93	\$6,854,600

Distribution of Direct and Indirect Annual Output



Summary of Economic Impacts Mason City Municipal Airport

EMPLOYMENT			
	Direct/ Indirect	Induced	Total
On-Airport Activity	39	30	69
Commercial Service Visitors	26	9	35
General Aviation Visitors	28	8	36
Total	93	47	140
PAYROLL			
	Direct/ Indirect	Induced	Total
On-Airport Activity	\$1,440,600	\$849,400	\$2,290,000
Commercial Service Visitors	\$721,400	\$403,500	\$1,124,900
General Aviation Visitors	\$802,000	\$451,900	\$1,253,900
Total	\$2,964,000	\$1,704,800	\$4,668,800
OUTPUT			
	Direct/ Indirect	Induced	Total
On-Airport Activity	\$4,833,200	\$3,151,200	\$7,984,400
Commercial Service Visitors	\$1,017,300	\$655,900	\$1,673,200
General Aviation Visitors	\$1,004,100	\$682,900	\$1,687,000
Total	\$6,854,600	\$4,490,000	\$11,344,600

For additional information regarding methodology and additional economic benefits, please consult the Iowa Air Service Study at www.iawings.com.



ECONOMIC IMPACT OF SIOUX GATEWAY AIRPORT (SIOUX CITY)

Sioux Gateway Airport is a transportation asset for Sioux City and the market area it serves. The airport plays an important role in moving people and goods. Additionally, it supports a wide range of general aviation, military, educational and economic development activities.

While it is not possible to put a dollar value on the role commercial airports play in contributing to business efficiency, businesses themselves indicate that among factors they consider related to their ability to operate effectively in Iowa, proximity to a commercial service airport ranks in the top three.

A study commissioned by the Iowa Department of Transportation, Office of Aviation, shows commercial airports are responsible for significant economic impact to Iowa's economy through their daily operation and through their support to area businesses. Sioux Gateway Airport provides the following economic benefits through the support of jobs, payroll, and economic output:

- **1,570 jobs** are supported by activities at the airport, the spending of visitors who arrive in Iowa via the airport, by businesses located on the airport, and by capital improvement projects completed at the airport.
- **\$64 million in annual payroll** is associated with the 1,570 employees whose jobs are linked to the airport.
- **\$218.6 million in annual total economic activity or output** is associated with the airport and its operation.

Airport Background

In addition to airport and government operations, there are 16 aviation-related businesses/tenants at the airport. Each year, there are about 30,700 take-offs and landings. Sioux Gateway Airport is served by Northwest Airline's regional affiliate Pinnacle Airlines with non-stop service to Minneapolis-St. Paul, as well as Frontier Airlines through its partner, Lynx Aviation, with non-stop service to Denver. For the study period, the airport reported approximately 33,000 annual passenger boardings, however, that number is expected to increase dramatically with service now being provided by Frontier. There are an estimated 67 general aviation aircraft based at the airport. Prior to the addition of Frontier service in 2007, more than 25,000 visitors arrived at the airport each year on commercial airline and general aviation airplanes.

Methodology Used to Measure Economic Impacts

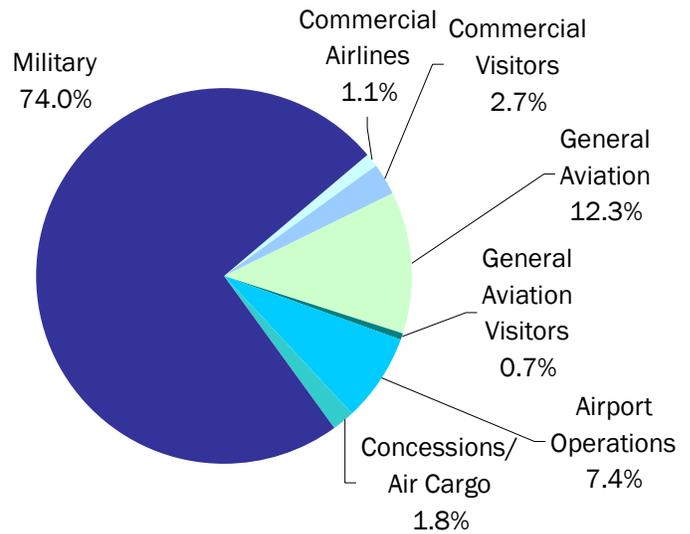
For this study, annual economic impacts for the airport are measured in terms of employment/jobs, payroll, and total annual economic activity or output. On-airport businesses, government, airport management, capital improvement projects, and sometimes the military are responsible for *direct* economic impacts. *Indirect* economic impacts result from spending by visitors to Iowa who arrive on commercial airline or general aviation aircraft. Once these direct and indirect economic impacts enter Iowa's economy, they continue to re-circulate, creating additional *induced* economic impacts. When they are combined, direct, indirect, and induced benefits equal an airport's total annual economic impact.

Economic Impact Findings: Sioux Gateway Airport

Direct and Indirect Impact Summary

CATEGORY	JOBS	ANNUAL OUTPUT
DIRECT IMPACTS		
Airport Operations	69	\$9,649,700
Commercial Airline	12	\$1,441,400
Concessions/Air Cargo	27	\$2,375,300
General Aviation	65	\$16,082,800
Military	694	\$96,927,000
Subtotal	866	\$126,476,200
INDIRECT IMPACTS		
Commercial Visitors	89	\$3,590,300
General Aviation Visitors	25	\$874,800
Subtotal	114	\$4,465,100
TOTAL IMPACTS	980	\$130,941,300

Distribution of Direct and Indirect Annual Output



Summary of Economic Impacts Sioux Gateway Airport

EMPLOYMENT			
	Direct/ Indirect	Induced	Total
On-Airport Activity	866	551	1,417
Commercial Service Visitors	89	32	121
General Aviation Visitors	25	7	32
Total	980	590	1,570
PAYROLL			
	Direct/ Indirect	Induced	Total
On-Airport Activity	\$40,156,300	\$18,820,900	\$58,977,200
Commercial Service Visitors	\$2,546,000	\$1,424,000	\$3,970,000
General Aviation Visitors	\$698,700	\$393,800	\$1,092,500
Total	\$43,401,000	\$20,638,700	\$64,039,700
OUTPUT			
	Direct/ Indirect	Induced	Total
On-Airport Activity	\$126,476,200	\$84,752,600	\$211,228,800
Commercial Service Visitors	\$3,590,300	\$2,314,600	\$5,904,900
General Aviation Visitors	\$874,800	\$595,000	\$1,469,800
Total	\$130,941,300	\$87,662,200	\$218,603,500

For additional information regarding methodology and additional economic benefits, please consult the Iowa Air Service Study at www.iawings.com.