



Photo courtesy of USKH

some air cargo is transported through the airport, but no record of these shipments exists in the BTS data (see Figure 3). In addition, as Wasilla is on the road system, there are no mail-handling facilities on the airport. Thus, Wasilla's mail and cargo travel through the road system.

The study team attempted to estimate the initial expenditures related to enplanements, mail and cargo associated with IYS as an additional measure of economic activity. As IYS does not provide mail-delivery services, nor does it currently offer regularly scheduled passenger service, the BTS data were less effective at capturing additional economic activity through IYS.

FIGURE 3
Air Transport Expenditures, 2009

Expenditures Category	2009 Volume	2009 Expenditures (\$Millions)
Passengers (Number)	9	Unknown
Mail (Pounds)	0	0.00
Cargo (Pounds)	0	0.00
Total		0.00

The Alaska Aviation System Plan

The Alaska Aviation System Plan (AASP) sets the vision for aviation in Alaska. It documents the existing aviation network, identifies needed airport improvements, sets funding priorities, and proposes aviation policy. The AASP has prepared special studies of important aviation issues, such as this document and 2009's *The Economic Contribution of the Aviation Industry to Alaska's Economy*.

The purpose of this special study is to document the economic contribution and social importance of a diverse set of Alaska airports to their communities. The study can be found at www.alaskaasp.com/documents.aspx

This Alaska Aviation System Plan was conducted in accordance with FAA Advisory Circular 150/5070-7: The Airport System Planning Process. The economic analysis described in this brochure was conducted pursuant to Section 101.a(3) of that document. This report was prepared by Northern Economics, Inc. For more information please call ADOT&PF Aviation Division at (907) 269-0730. www.dot.state.ak.us



Photo courtesy of DOWL



Economic Contributions of Alaska Airports THE WASILLA AIRPORT

Aviation: Critical to Alaska

Aviation is a critical component of the state's economy and the vitality of Alaska's communities. Wasilla's local airport (IYS) offers Mat-Su Valley residents ready access to general aviation and air taxi services. The Alaska Department of Transportation & Public Facilities (ADOT&PF), Division of Statewide Aviation recently embarked on updating the Alaska Aviation System Plan (AASP). As part of this effort, ADOT&PF and the Governor's Aviation Advisory Board established a goal of documenting the value and contribution of the aviation industry at 12 selected airports around the state to the state's economy and local communities. IYS is one of the airports selected for this analysis.

In late 2010 and early 2011 contractors for ADOT&PF conducted an extensive survey and interview effort targeting on-site leaseholders at selected airports, airport managers, and local community leaders. This brochure documents the results of this effort and the importance of IYS to Wasilla and surrounding communities.



Photo courtesy of Heather Kasper



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Diversifying Mat-Su Valley Employment

ADOT&PF contractors surveyed on-site leaseholders and airport managers at IYS to document as much of the economic activity occurring on-airport as possible. On-site economic activity at airports has far-reaching consequences. The direct spending by on-site businesses and their employees, as well as the money spent operating and maintaining the airports, creates additional employment and income throughout the economy. When one employee brings home a paycheck and spends their wages on food, housing, and entertainment this creates more economic activity. The name for this phenomenon is the "multiplier effect." The analysis estimates that on-site operations at IYS by leaseholder and ADOT&PF airport operations resulted in 21 direct, on-site jobs in 2009. In addition, leaseholders and airport managers spent approximately \$440,000 on wages and benefits, \$1.32 million on capital expenditures, and \$690,000 on operating expenditures such as fuel, office supplies, and other services vital to keeping the airport functioning (see Figure 1).

FIGURE 1
Leaseholder and Airport Operation Expenditures Summary 2009

	Number of Jobs	Wages & Benefits	Capital Expenditures	Other Operating Expenditures	Total Expenditures
(\$Millions)					
Leaseholder	20	0.37	0.02	0.61	1.00
Operations	1	0.06	1.30	0.08	1.44
Total	21	0.44	1.32	0.69	2.44

FIGURE 2
Wasilla Airport's Direct, Indirect, and Induced In-State Economic Effects, 2009

Category	Number of Jobs		Labor Income (\$Millions)		Total Output (\$Millions)	
	In-Borough/Census Area	Other Alaska	In-Borough/Census Area	Other Alaska	In-Borough/Census Area	Other Alaska
By Area	30	<10	0.89	0.56	1.95	1.78
Total In-State Effect	<40		1.44		3.73	

As these expenditures flowed through the local and state economies, they created additional jobs, both locally and across Alaska. The analysis estimates that when the 21 direct on-site jobs are combined with the study's estimated multiplier effects, on-site operations at IYS resulted in approximately 40 total jobs statewide, including 30 direct, indirect, and induced jobs within the Mat-Su Borough, and another 10 jobs spread throughout the state (see Figure 2). These jobs generated \$1.44 million in labor income, contributing to \$3.73 million in economic output.

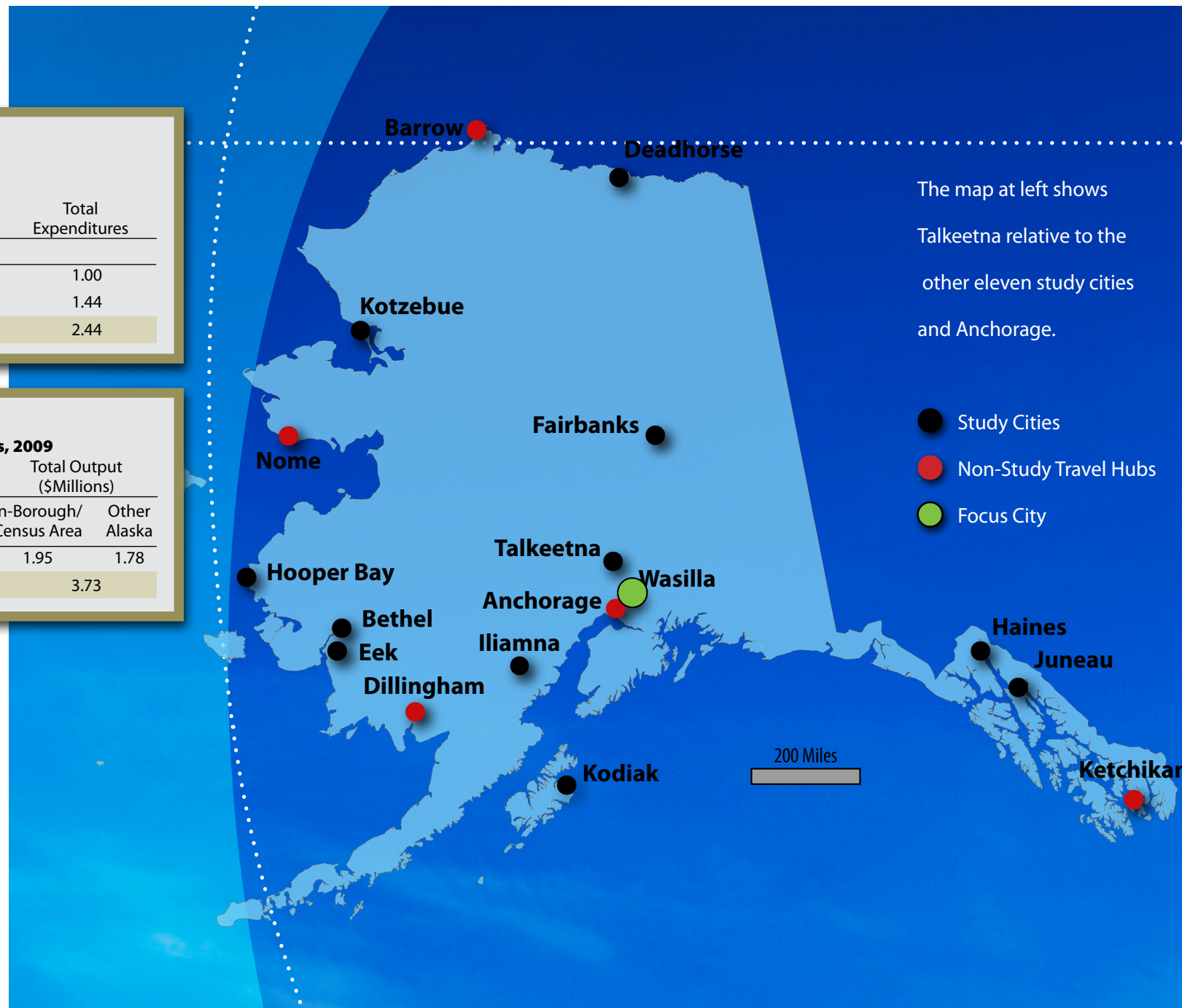
Supporting Valley Aviation

The Wasilla Municipal Airport (IYS) provides charter flying services and light air cargo support to its host community, the City of Wasilla. IYS was constructed in 1992 by ADOT&PF to replace a sub-standard gravel strip located in downtown Wasilla. Once construction was completed, ownership was transferred from the State of Alaska to the City of Wasilla, which now operates the airport. The current runway was paved in 1999 and measures 3,700 feet long and 75 feet wide. IYS is an unattended facility and currently has no control tower. Additionally, there are approximately 144 general aviation tie

downs to secure aircraft on the facility.

Since much of the air traffic that comes from IYS is through private flights as opposed to commercial flights, the importance of the airport cannot be expressed entirely through traditional quantitative methods. Although IYS currently offers residents limited general aviation and air taxi services, the community is hoping to increase airport usage through passenger service.

In 2009, the Bureau of Passenger Statistics reported nine passengers through IYS (see Figure 3). All recorded flights were trips to and from the



The map at left shows Talkeetna relative to the other eleven study cities and Anchorage.

- Study Cities
- Non-Study Travel Hubs
- Focus City

Juneau airport; each flight was chartered, since no regular passenger travel is offered in Wasilla. Because the vast majority of flights from IYS are private, active flight data can be difficult to track. However, in addition to private flights, the Alaska Army National Guard and the Alaska Division of Forestry also use IYS for various training exercises throughout the year.

Leaseholders and airport operations provide jobs for the community, but also contribute to the local, state, and national economies through capital and operating expenditures. Overall, the study documented over \$2.4 million in expenditures at IYS including over \$400,000 in wages and benefits, over \$1.3 million in capital expenditures, and nearly \$700,00 in other operating expenditures. In addition, about half of all expenditures leaked outside the State of Alaska; this may have been the result of part-time seasonal jobs, or purchases of goods and materials from outside of Alaska.

IYS offers residents general aviation and air taxi services. Although the community is hoping to increase airport usage through passenger service, no regularly scheduled service is currently provided. Key informant interviews indicate that



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