

The MoDOT Aviation Section would like to thank Missouri airports, passengers, airport users, tenants, and stakeholders for their valuable input and participation on this project.

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LLU | Lamar Municipal Airport
Lamar, MO



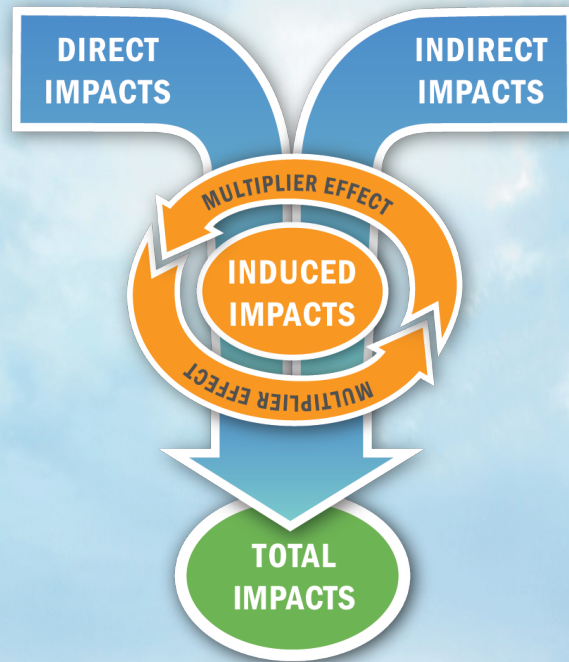
Missouri Statewide Airports Economic Impact Study

- Missouri is served by **nine** commercial service airports in the state and **99** publicly owned, public use general aviation airports.
- Missouri's commercial service airports enplaned nearly **12 million** passengers in 2012.
- Missouri supported approximately **264,000** general aviation visitors at airports in 2012.
- Airports in Missouri support more than **420** on-airport aviation related businesses.
- More than **\$130 million** was invested in the state's airports in 2012 through updates and renovations.
- Missouri airports support **11** scheduled commercial airlines throughout the state.
- More than **195,000** tons of cargo are transported by air in Missouri each year.



Prepared by: Landrum & Brown, Incorporated | 2013





Economic Impact Study

Missouri's airport system is not only a means of safe and efficient transportation, but also provides over 100,000 jobs and accounts for more than \$11 billion in total economic activity. Each of the airports in Missouri has a specific impact on its local community that goes far beyond the local level to serve as a catalyst for economic growth.

STUDY PROCESS

Similar to the 2002 Missouri economic analysis, the economic impact generated by Missouri's airports is quantified in terms of direct, indirect, and induced economic activity and spending.

Direct impacts are based on the employment, wages, and sales generated by on-airport business activity. Common direct impacts stem from tenants like fixed-base operators (FBOs) or aircraft maintenance operations.

Indirect impacts arise from visitors arriving by aircraft and their spending on food, hotels, entertainment, transportation, and other activities. These expenditures support additional jobs, wages, and output.

Induced impacts, also referred to as multiplier impacts, are created through the "spin-off" effect of users purchasing goods and services from other local businesses and through workers spending wages and other income for household goods and services. For example, when an airport employee is paid, he or she uses their salary to purchase local goods and services at businesses in the area, which in turn spend their revenue locally, thus generating additional economic activity in the region.

Combined, the direct, indirect and induced impacts determine the total economic impacts for each airport and the statewide airport system.

IMPACT MEASURES

Jobs represent the number of people who are employed and are presented as full-time equivalent jobs.

Payroll represents the total annual wages, salaries, and benefits paid to all workers.

Output measures the value of goods, services and capital expenditures.

TOTAL JOBS
100,621

TOTAL PAYROLL
\$3,128,646,000

TOTAL OUTPUT
\$11,101,699,000



Lamar Municipal Airport

TOTAL JOBS
12

TOTAL PAYROLL
\$347,000

TOTAL OUTPUT
\$1,285,000

BENEFITS OF THE AIRPORT

Lamar Municipal Airport is located in southwestern Missouri about 40 miles north of Joplin along I-49. The airport is owned and operated by the City of Lamar. The airport currently has one runway, Runway 03/21 which is 2,902 feet long. The airport is constructing a new primary runway, Runway 17/35 which will be 4,000 feet long and completed by October of 2013. At this time, Runway 03/21 will become a secondary crosswind runway. Through a commitment to serve and attract general aviation users, the airport contributes to meeting the needs of individuals, the general public, and the business community it serves.

Common activities at the airport consist of corporate flying, aerial agricultural spraying, and recreational flying. CPR Aviation, True Course, and VZN Business Services are companies who rely on the airport to transport staff, equipment, and goods in and out of the region. Other airport activities include flight training and aerial photography and surveying. The airport also serves as a gateway to outdoor attractions in the region, attracting visitors to Stockton Lake for fishing and boating and hunters visiting local preserves and sporting clubs. The airport further enhances the quality of life in the area by supporting emergency medical transports, law enforcement operations, and search and rescue training and operations. The airport actively participates in youth outreach by working with local pilots to provide introductory flights to youth who achieve good grades in school.

Lamar Municipal provides FBO services that include fuel, hangar and tie-down rentals, courtesy car services, and flight crew facilities. In addition, the airport offers flight instruction through Tom Richards Flight School and Jerry Marti Flight School. Two additional businesses are located at the airport: Stanley Construction and Kingsley Aerial Spraying. Stanley Construction has a corporate flight department based at the airport. Kingsley Aerial Spraying provides aerial application to nearby farms, spraying more than 50,000 acres in 2012.

