



2019
ECONOMIC IMPACT
 Analysis of Wisconsin's Local Airports

This report documents a recently completed study by the WisDOT Bureau of Aeronautics and the WisDOT Bureau of Planning and Economic Development on the economic impacts of Rhinelander-Oneida County Airport to the local economy.

Rhinelander-Oneida County Airport

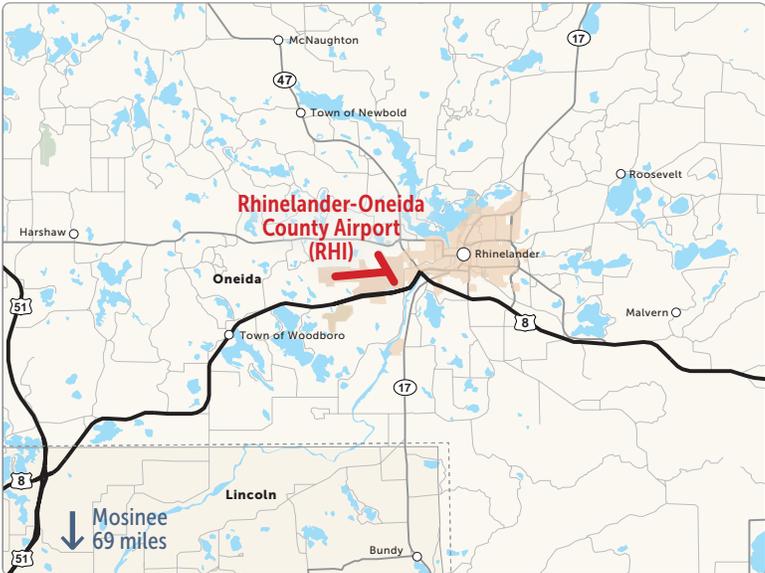


Owned and operated by the city of Rhinelander and Oneida County, the airport is classified as a Commercial Service-Primary Airport in the FAA's *National Plan of Integrated Airport Systems (NPIAS)* and a Commercial Service Airport in the *Wisconsin State Airport System Plan: 2030 (SASP)*.

Airport Features, Services and Activity

24,820	Aircraft Operations
41	Home for Based Aircraft
1	Fixed Base Operator
2	Paved Runways

- Primary runway
- 6,799 feet long by 150 feet wide
- Lighting aids
- Medium Intensity Approach Lighting System
 - Precision approach path indicators
 - High intensity runway lights



About This Report

An ECONOMIC IMPACT ANALYSIS estimates the impact airport activities have on the economy in a specified area in terms of changes in sales, labor income, value added and jobs.

Economic multipliers were calculated using Impact Analysis for Planning (IMPLAN), or an economic assessment tool that uses an input-output model framework for estimating the economic impact that an event, project or industry has on a region's economy.

Local Economic Impact: Estimates are made by identifying the direct effects and applying region-industry specific multipliers to estimate indirect and induced effects. Each of these is expressed in terms of their effect on economic output, employment,¹ labor income, and value added to the county.²

Visitor Spending Impact: The impact of visitor spending generated as a result of the airport's operations is also estimated. Visitor spending is calculated separately from airport operations to avoid double counting of spending in the same sector. Rhinelander-Oneida County Airport is a transportation option for visitors outside the county providing additional direct and indirect impacts for the community.

Public Revenue Benefit: The study also measures public revenue generated at the local and state level from airport and aviation related fees.

¹Employment is equivalent to full-time employment.

²The difference between an establishment's total output and the cost of its intermediate inputs (i.e., employee compensation, proprietor income, other property income, taxes on production and imports net of subsidy).

Types of Impacts

The DIRECT EFFECT on the local economy reflects the jobs, labor income, and output directly related to airport operations.

The INDIRECT EFFECTS reflect jobs, payroll, and sales generated by industries that support airport operations. These effects capture spending by the supplier industries to airport operations.

The INDUCED EFFECTS are results of increased household spending due to direct and indirect effects. These effects are dependent upon the spending pattern of households, which could be highly variable.

Rhinelander-Oneida County Airport Local Economic Impact

	EMPLOYMENT (FTE)	LABOR INCOME (\$M)	VALUE ADDED (\$M)	OUTPUT (\$M)
DIRECT EFFECT	68	\$7.6	\$11.4	\$27.0
INDIRECT EFFECT	69	\$2.8	\$3.9	\$8.1
TOTAL	137	\$10.4	\$15.3	\$35.1
INDUCED EFFECT	49	\$2.0	\$3.8	\$6.6

Note: Dollar values are in 2019

Rhinelander-Oneida County Airport Visitor Spending Impact

	EMPLOYMENT (FTE)	LABOR INCOME (\$)	VALUE ADDED (\$)	OUTPUT (\$)
DIRECT EFFECT	64	\$1.6M	\$2.5M	\$5.0M
INDIRECT EFFECT	11	\$389,766	\$715,905	\$1.5M
TOTAL	75	\$2M	\$3.3M	\$6.5M
INDUCED EFFECT	9	\$384,259	\$724,416	\$1.3M

Note: Dollar values are in 2019

Rhinelander-Oneida County Airport 2017 Public Revenue Benefit



REVENUE FROM LEASES	\$521,480
LOCAL FEES, TAXES AND REVENUES	\$126,501



wisconsindot.gov/Pages/projects/multimodal/air.aspx