

HIGHLIGHTS

This report presents an analysis of the economic benefits of Camarillo Airport for the economy of the airport service area, which includes the City of Camarillo as well as all of Ventura County.

Camarillo Airport serves as a gateway that welcomes commerce and visitors into the region and provides access for citizens and businesses to travel outward via general aviation. Economic benefits (revenues, employment and earnings) are created when economic activity takes place both on and off the airport. The highlights of the economic benefit analysis are set out below.

HIGHLIGHTS

**Economic Benefit Analysis
Camarillo Airport**

- Camarillo Airport contributed total economic benefits (including all multiplier effects) of \$163.6 million to the airport service area in 2008, supporting 830 jobs in the local service area.
- The primary economic benefits (not including multiplier effects) of on-airport activity and off-airport visitor spending summed to \$86.9 million in 2008.
- The 2008 economic benefits were twice as large as the 1995 economic benefits (adjusted to constant 2008 dollars).
- Aviation-related employers produced \$77.4 million of economic activity, with earnings to the 332 workers and proprietors on the airport of \$16.4 million (not including capital projects).
- General aviation travelers using Camarillo Airport accounted for 23,704 visitor days in the airport service area, and visitor expenditures were \$3.3 million for the year.
- Sixty-one percent of based aircraft owners responded that the airport is “very important” or “important” to the success of their businesses.
- Based aircraft at the airport flew 47,400 hours in 2008; this travel had an estimated charter equivalent value of \$26.5 million.
- Each day of the year, Camarillo Airport generates more than \$400,000 of revenue within the service area which supports sales, jobs and earnings in the general economy.

MEASURING BENEFITS

The presence of an airport creates benefits for a community in many ways. Airports bring essential services, including enhanced medical care (such as air ambulance service), support for law enforcement and fire control, and courier delivery of mail and high value parcels. These services raise the quality of life for residents and maintain a competitive environment for economic development.

General aviation allows business travelers to reach destinations without the delays and uncertainty of today's airline flights and provides access to more than 5,300 airports in the nation, compared to approximately 565 served by scheduled airlines.

Although qualitative advantages created by the presence of an airport are important, they are also difficult to measure. In studying airport benefits, regional analysts have emphasized indicators of economic activity for airports that can be quantified, such as dollar value of output, number of jobs created, and earnings of workers and proprietors of businesses.

Economic benefit studies differ from cost-benefit analyses, which are often called for to support decision-making, typically for public sector capital projects.

Study of economic benefit is synonymous with measurement of economic contribution. The methodology was standardized in the publication by the Federal Aviation Administration, *Estimating the Regional Economic Significance of Airports*, Washington DC, 1992.

Following the FAA methodology, this study measures the contribution of Camarillo Airport as a source of economic output (the production of aviation services) that creates revenues for firms, and employment and earnings for workers on and off the airport.

Aviation spending on the airport injects revenues into the community when firms buy products from suppliers and again when employees of the airport spend for household goods and services. In addition, spending by air visitors produces revenues for firms in the hospitality sector as well as employment and earnings for workers.

Benefit Measures

The quantitative measures of economic benefits of the Camarillo Airport are each described below.

Revenue is the value in dollars of the output of goods and services produced by businesses. For government units, the budget is used as the value of output.

Output is equivalent to revenue or spending or sales. From the perspective of the business that is the supplier of goods and services, the dollar value of output is equal to the revenues received by that producer. From the viewpoint of the consumer, the dollar value of the output is equal to the amount that the consumer spent to purchase those goods and services from the business.

Earnings are a second benefit measure, made up of employee compensation (the dollar value of payments received by workers as wages and benefits) and proprietor's income of business owners.

Employment is the third benefit measure, the number of jobs supported by the revenues created by the airport.

To measure the economic benefits of the airport, information on revenues, employment and earnings was obtained directly from suppliers and users of aviation services through on-site interviews, mailed survey forms, and telephone follow-up.

Those contacted included private sector firms on the airport, government agencies, general aviation air travelers, and based aircraft owners. Camarillo Airport staff provided valuable assistance with data collection.

TABLE B1
Summary of Economic Benefits: 2008
Camarillo Airport

Source	BENEFIT MEASURES		
	Revenues	Earnings	Employment
On-Airport Economic Benefits	\$83,613,000	\$19,417,000	379
Air Visitor Benefits	3,339,000	1,300,000	48
Primary Benefits: Sum of On-Airport & Air Visitor Benefits	86,952,000	20,717,000	427
<i>Secondary Benefits (Multiplier Effects)</i>	<i>76,648,000</i>	<i>19,982,000</i>	<i>403</i>
TOTAL BENEFITS	\$163,600,000	\$40,699,000	830

ECONOMIC BENEFIT SUMMARY

The economic benefits of Camarillo Airport for 2008 are shown in Table B1.

For 2008, the total benefits of the airport, including on-airport, air visitor, and secondary benefits (which result as dollars recirculate in the regional economy), were calculated to be:

- **\$163.6 Million Revenues**
- **\$40.7 Million Earnings**
- **830 Total Employment**

On-Airport Benefits

At the time of the inventory for preparation of the Master Plan, there were 533 based aircraft on the airport, including 429 single engine planes, 51 multi engine piston planes, 11 turboprop, 22 jets, and 20 helicopters or other craft.

Aviation-related activity on Camarillo Airport supported a total of 27 private and public employers including full FBO services, aircraft sales, pilot training, avionics, aircraft repair and maintenance, and government agencies. Contractors working on capital projects also created jobs, earnings and revenues on the airport.

All combined aviation-related employers were responsible for on-airport benefits of:

- **\$83.6 Million Revenues**
- **\$19.4 Million Earnings**
- **379 On-Airport Jobs**

Air Visitor Benefits

An important source of aviation-related spending comes from the more than 16,000 air visitors that arrive at the airport each year on general aviation aircraft.

Visitors traveling for business or personal reasons spend for lodging, food and drink, entertainment, retail goods and services, and ground transportation including auto rental and taxis, creating annual airport service area output, employment and earnings of:

- **\$3.3 Million Revenues**
- **\$1.3 Million Earnings**
- **48 Off-Airport Visitor Jobs**

Primary Benefits

The primary benefits represent the sum of on-airport and air visitor revenues, earnings and employment due to the presence of the airport. Primary benefits are the “first round” impacts and do not include any multiplier effects of secondary spending. The primary benefits of on-airport and air visitor economic activity related to Camarillo Airport were:

- **\$86.9 Million Revenues**
- **\$20.7 Million Earnings**
- **427 Jobs**

Combined revenue flows for businesses and employers on and off the airport sum to a value of \$86.9 million. The airport presence created benefits to workers by providing incomes of \$20.7 million. There were 427 jobs supported directly by the suppliers and users of aviation services.

Secondary Benefits

Secondary benefits or multiplier effects are created when the initial spending by airport employers or visitors circulates and recycles through the economy. In contrast to initial or primary benefits, the secondary benefits measure the magnitude of successive rounds of re-spending as those who work for or sell products to airport employers or the hospitality sector spend dollars.

For example, when an aircraft mechanic's wages are spent to purchase food, housing, clothing, and medical services, these dollars create more jobs and income in the general economy of the region through multiplier effects of re-spending.

Input-output analysis shows the initial revenue stream of \$86.9 million created by the presence of the airport stimulated secondary benefits from multiplier effects within the service area of:

- **\$76.6 Million Revenues**
- **\$19.9 Million Earnings**
- **403 Jobs**

Value of Based Aircraft Travel

Owners of general aviation aircraft based at the airport reported 47,400 business and personal hours flown in 2008. One method of computing the economic value of the use of private aircraft is to determine what the cost would be for hiring charter flights to make the same trips. The Charter Equivalent Value of general aviation flights originated by aircraft based at Camarillo Airport was computed as \$26.5 million, or more than \$49,000 of equivalent value per aircraft per year. This figure is not included in the totals reported in Table B1, but should be recognized nonetheless as a benefit of general aviation.

ON-AIRPORT BENEFITS

In recent years, analysts and planners have become increasingly aware of the importance of airports as drivers of economic growth within a region.

To measure economic benefits on the airport, surveys were distributed to airport employers to collect data on employment and economic activity. In addition, interviews were conducted and telephone follow-up contact was made to supplement the surveys in some cases. Respondents were informed that the survey results were confidential and only aggregate totals would appear in the written report.

Camarillo Airport offers a range of FBO services available for the aviation community including general aviation aircraft repairs and maintenance, avionics, painting and upholstery refurbishing, inspections, and fueling for various categories of aircraft including piston, turboprop, helicopters and jet.

Firms on the airport provide aircraft charter and rental, as well as aircraft sales and brokerage. Pilot training on various aircraft is available, from introductory to advanced instruction.

City-owned and private hangar space is available in several structures on the airport, ranging to 2,000 square foot box hangars.

Administrative and government agencies on the airport include the Camarillo Airport administration, the Ventura County Sheriff aviation unit, and the FAA air traffic control tower. The airport also houses several organizations dedicated to aviation, aviation history, and commemoration of aviation.

An important feature of the airport is the presence of private and governmental non-aviation employers that create jobs and income.

Private employers range from those engaged in high technology research and light manufacturing to various financial and internet service firms, to musical instruments.

County agencies on the airport include the Sheriff's department, fire department, probation, and animal control. Other governmental units offer education and various health and social services.

While these non-aviation employers are not included in the computed economic benefits of the airport, they are part of the greater airport economic community, and contribute to the "economic footprint" of the airport as an employment center for Ventura County.

Capital Projects

Capital projects are vital for airports to maintain safety and provide for growth. Capital spending for airport improvements also creates jobs and injects dollars into the local economy.

Camarillo Airport has seen a number of capital improvement programs and private development projects in recent years. Improvements include apron rehabilitation, reconstruction of runways and taxiways, drainage improvement, lighting projects, and improvements to gates and fences. Private firms have made significant investments in improved and new facilities to expand services on the airport.

In order to account for varying annual magnitude of improvements authorized or started, as well as capital projects that extend over consecutive years, an average annual

capital spending estimate was computed based on several years of activity. Private and public spending for construction projects ongoing or authorized in 2008 was set at \$6.2 million to represent a typical year, recognizing that some years would have more and other years would have less on-site improvement spending.

On-Airport Output

On-airport economic activity created annual output of \$83.6 million. Aviation-related private sector revenues (not including capital projects) were \$68.0 million, or 81 percent of the total. Construction projects pro-rated for 2008 had value of \$6.2 million and aviation-related governmental budgets were \$9.4 million (Table B2).

Employment and Earnings

There were 24 private aviation employers on the airport in 2008 and 3 aviation related government units. In addition, private contractors had employees on the airport to complete capital projects during the year.

Surveys and interviews with on-airport employers provided a tally of 379 jobs on the airport (including 47 workers for capital projects). Including construction workers, the ratio of private sector jobs to overall jobs was 323/379 or 85 percent of the total. On airport employees brought home annual earnings of \$19.4 million to spend in their own neighborhoods and the general economy.

On-Airport Summary

Aviation-related economic activity on the airport by private employers and government agencies summed to \$83.6 million of revenues and 379 jobs created. Payroll and proprietor's income (earnings) was \$19.4 million.

TABLE B2
On-Airport Benefits: Revenues, Earnings and Employment
Camarillo Airport

Sources of On-Airport Benefits	BENEFIT MEASURES		
	Revenues	Earnings	Employment
Private Aviation Employers Avionics Aircraft Sales Aircraft Storage Aircraft Maintenance & Repair FBO Services, Fueling, Supplies Aviation Education & Training	\$67,997,000	\$13,583,000	276
Capital Projects Private & Public Projects Upgrades, Improvements New Construction & Maintenance	\$6,200,000	\$3,039,000	47
Government Agencies/Services Airport Administration Sheriff Dept Aviation Unit FAA Air Traffic Control Tower	\$9,416,000	\$2,795,000	56
ON-AIRPORT BENEFITS	\$83,613,000	\$19,417,0000	379

Source: Survey of Employers, Camarillo Airport, 2008

AIR VISITOR BENEFITS

Camarillo Airport attracts general aviation visitors from throughout the region and the nation who come to the area for business, recreational and personal travel, including visiting relatives, medical consultation, or retail and investment spending.

This section provides detail on economic benefits from general aviation air travelers who use the airport. Values shown for spending (revenues), employment and earnings are benefits of initial visitor outlays and do not include secondary benefits of multiplier effects.

General Aviation Visitors

In order to analyze general aviation traffic patterns at the airport, a database of 3,400 general aviation flight plans involving Camarillo Airport as either the destination or origin for travel was obtained from the FAA.

In this sample, the most frequent source of itinerant flights arriving at Camarillo Airport was Van Nuys. Second in importance was Santa Barbara, followed by Santa Ana, San Diego, and La Verne (Brackett Field). Overall, general aviation aircraft arriving at Camarillo during the study period originated at more than 250 airports around the Western region and the nation.

According to data from the FAA, there were some 78,000 itinerant operations at Camarillo Airport in calendar year 2008. Operations involve both arrivals and departures.

**TABLE B3
GA Aircraft Itinerant Origination
Camarillo Airport**

Rank and Origin	State
1. Van Nuys	CA
2. Santa Barbara	CA
3. Santa Ana	CA
4. San Diego	CA
5. La Verne	CA
6. Santa Monica	CA
7. Los Angeles	CA
8. Las Vegas	NV
9. Lompoc	CA
10. Long Beach	CA
11. Santa Maria	CA
12. Burbank	CA
13. Ontario	CA
14. Oxnard	CA
15. Oakland	CA
16. Palm Springs	CA
17. Carlsbad	CA
18. Bakersfield	CA
19. San Jose	CA
20. Chino	CA

**Source: FAA Flight Plan Data Base and
Camarillo Airport Records**

It is useful to differentiate between itinerant operations by based and transient aircraft. An itinerant operation involves an origination or destination airport other than Camarillo Airport. However, both based and non-based aircraft contribute to itinerant activity in any given day.

When a Camarillo based aircraft returns to Camarillo Airport from a flight to Sacramento, for example, that is an itinerant operation. When an aircraft based at an airport other than Camarillo arrives at Camarillo Airport, that aircraft is classified as a transient itinerant.

Transient aircraft bring benefits to the airport service area when they spend for fuel or maintenance while at the airport, or when visitors spend for food, lodging, and other expenses such as auto rental in the Camarillo area. Overnight transient visitors typically have much larger expenditures than transient visitors who stay only for a portion of a day.

According to analysis of FAA data, there were 38,987 itinerant aircraft arrivals at Camarillo Airport in 2008. Of these, 15,595 were transients, aircraft based at another airport. 3,119 brought overnight visitors and 12,476 were one-day visitors (Table B4).

TABLE B4 General Aviation Transient Aircraft Camarillo Airport	
Item	Annual Value
Itinerant AC Arrivals	38,987
Transient AC Arrivals	15,595
Overnight Transient AC	3,119
One Day Transient AC	12,476
Source: Derived from FAA Data and Camarillo Airport Records	

Separate analyses were conducted for those GA visitors with an overnight stay and those whose visit was one day or less in duration. Information on visiting general aviation aircraft was derived from a mail survey of visiting aircraft owners and pilots. Visitors

were asked about the purpose of their trip, the size of the travel party, length of stay, type of lodging, and outlays by category.

Overnight GA Visitors

The travel patterns underlying the calculation of overnight GA visitor economic benefits are shown in Table B5, for the 3,119 transient overnight aircraft arrivals during the year.

TABLE B5 General Aviation Overnight Visitors Camarillo Airport	
Item	Annual Value
Transient AC Arrivals	15,595
Overnight Transient AC	3,119
Avg. Party Size	2.2
Number of Visitors	6,862
Average Stay (Days)	2.0
Visitor Days	13,724
Spending per Aircraft	\$893
Total Expenditures	\$2,785,000
Source: Derived from FAA Data, Camarillo Airport Records and GA Visitor Survey	

The average party size was 2.2 persons and the average overnight travel party stayed in the area for 2.0 days. There were 6,862 overnight visitors for the year, with a combined total of 13,724 visitor days. Spending per travel party per overnight aircraft averaged \$893. Total spending by all GA overnight visitors summed to \$2.8 million for the year.

Table B6 shows the percentage distribution of outlays by overnight travel parties at Camarillo Airport. Lodging accounts for 36 percent of visitor spending, averaging \$320 per aircraft travel party.

Food and drink was the second largest category, at \$254 per aircraft, accounting for 28 percent of the visitor spending dollar. Retail spending and ground transport were \$127 and \$112 per aircraft travel party. Entertainment was the smallest expenditure category, at \$80 for the average visiting overnight general aviation travel party.

TABLE B6 Spending Per Overnight GA Aircraft Camarillo Airport		
Category	Spending	Percent
Lodging	\$320	36
Food/Drink	254	28
Retail	127	14
Entertainment	80	9
Transportation	112	13
TOTAL	\$893	100
Source: GA Visitor Survey		

Day GA Visitors

According to flight operations records, during 2008 there were 12,476 transient aircraft that stopped at the airport for one day or less. Some were only on the ground for a few minutes while others were parked several hours when the travel party had their aircraft serviced, pursued a personal activity or

conducted business. Those pilots that buy fuel or have their aircraft serviced on the airport are making purchases which contribute to the revenue stream received by aviation businesses on the airport. That type of spending creates output, employment, and earning on the airport. Those economic benefits are shown in Table B2 as on-airport benefits.

However, if the aircraft travel party leaves the airport to visit a corporate site, participate in a business meeting, or attend a sporting or cultural event, these activities generate off-airport spending that creates jobs and earnings in the local community.

Detailed arrival and departure records were analyzed to estimate the number of aircraft parked for four hours or more (but not overnight), a period of sufficient duration to allow off-airport spending. During 2008, 4990 day visitors (four hour stay) were identified.

TABLE B7 General Aviation Day Visitors Camarillo Airport	
Item	Annual Value
Transient AC Arrivals	15,595
One Day (4+ Hours) AC	4,990
Avg. Party Size	2.0
Number of GA Visitors	9,980
Spending per Aircraft	\$111
Total Expenditures	\$554,000
Source: Derived from FAA Data, Camarillo Airport Records and GA Visitor Survey	

The 4,990 day trip aircraft brought 9,980 visitors to the Camarillo area during the year. The average spending per one-day aircraft was reported as \$111 and total expenditures summed to \$554,000 (Table B7).

TABLE B8 Spending Per Day Visitor Aircraft Camarillo Airport		
Category	Spending	Percent
Food/Drink	54	48
Retail	22	20
Entertainment	19	17
Transportation	17	15
TOTAL	\$111	100
Source: GA Visitor Survey		

The largest expenditure category for one-day visiting travel parties was purchase of food and beverages, which averaged \$54 per aircraft travel party for the day and accounted for 48 percent of outlays (Table B8).

Spending for retail goods and services was the second largest category, at \$22 per aircraft.

Combined GA Visitor Spending

Table B9 shows the economic benefits resulting from spending in the region by combined overnight and day general aviation visitors arriving at Camarillo Airport.

To recap, there were 15,595 transient general aviation aircraft that brought visitors to the airport during the year. Of these, 3,119 were overnight general aviation aircraft and 4,990 were parked for four hours or more for a day.

Each overnight travel party spent an average of \$893 during their trip to the airport service area and travelers on each day visitor aircraft reported spending \$111 per trip.

Multiplying the expenditures for each category of spending by the number of aircraft yields the total outlays for lodging, food and drink, entertainment, retail spending and ground transportation due to GA visitors during the year. This spending summed to \$3.3 million in annual revenues.

There were 6,682 overnight visitors and 9,980 one day visitors that arrived by general aviation aircraft at Camarillo Airport, providing a total of 16,662 air visitors.

Overnight visitors stayed an average of two days. Combined overnight and day visitors contributed a total of 23,704 visitor days attributable to general aviation travelers during the year. Fifty eight percent of visitor days (13,724) were due to overnight GA travelers and forty two percent (9,980) were from one-day visitors.

On an average day during 2008, there were 65 visitors in the Camarillo Airport service area that had arrived by general aviation aircraft.

Average daily spending by all GA air travelers was \$9,148 each day within the airport service area. The average economic impact of any arriving GA transient aircraft (combined overnight and day visitor of four hours or more) was \$412.

The largest single spending category by combined overnight and day visitors was for food and drink. The outlay of \$1 million accounted for 32 percent of the \$3.3 million spent by GA visitors. Spending by general aviation visitors for food and drink was \$998,000. Taken together, these two categories accounted for 61 percent of

spending by visitors in the Camarillo Airport service area. The third largest category was retail sales, at \$506,000.

Of total spending of \$3.3 million created by GA visitors, an average of 39 cents of each dollar circulated within the service area as earnings generated by the presence of the airport. (Earnings include wages and salaries paid to workers as well as income received by proprietors of businesses.)

The earnings taken home by tourism/visitor sector workers and proprietors for spending in their own community summed to \$1,300,000 during the year.

Expenditures by GA visitors created 48 jobs in the tourist sector in the Camarillo Airport service area. Food and drink spending created the greatest number of jobs and the largest dollar value of earnings received by workers and proprietors (\$371,000).

**TABLE B9
Economic Benefits from GA Visitors - Revenues, Earnings and Employment
Camarillo Airport**

Category	Overnight AC Expenditures	One Day AC Expenditures	Total Visitor Expenditures	Earnings	Employment
Lodging	\$998,000		\$998,000	\$349,000	10
Food/Drink	792,000	\$264,000	1,056,000	\$371,000	19
Retail Sales	396,000	110,000	506,000	\$233,000	9
Entertainment	250,000	95,000	345,000	\$162,000	6
Ground Trans.	349,000	85,000	434,000	\$185,000	4
TOTAL	\$2,785,000	\$554,000	3,339,000	\$1,300,000	48

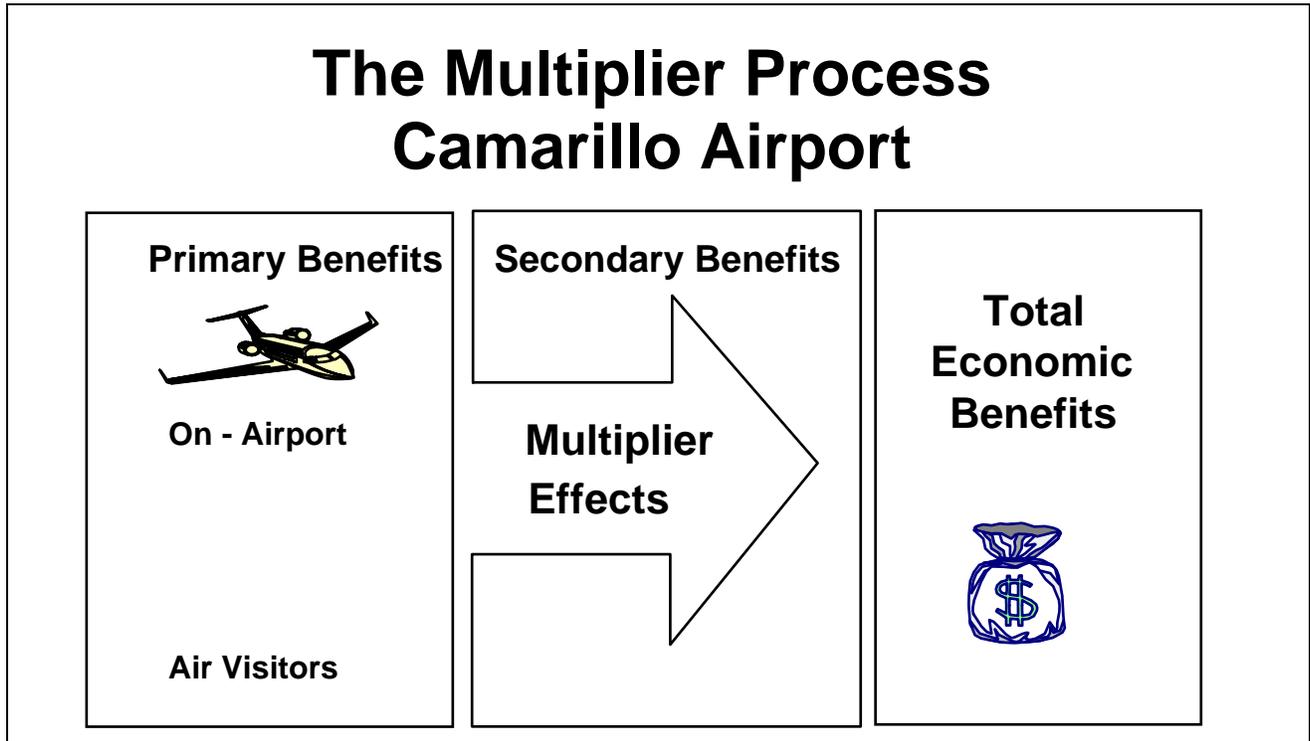
Note: Earnings and employment figures were derived from the IMPLAN input-output model based on data for Ventura County from the California Employment Development Department and the United States Bureau of Economic Analysis. Employment includes full and some part time workers, figures rounded to head counts.

**SECONDARY BENEFITS:
MULTIPLIER EFFECTS**

The output, employment, and earnings from on-airport activity and off-airport visitor spending represent the computed primary benefits from the presence of Camarillo Airport. For the service area, these primary benefits summed to \$86.9 million of output (measured as revenues to firms and budgets of administrative units), 427 jobs, and earnings to workers and proprietors of \$27.7 million. These figures for initial economic activity created by the presence of the airport do not include the “multiplier effects” that result from additional spending induced in the economy to produce the initial goods and services.

Production of aviation output requires inputs in the form of supplies and labor. Purchase of inputs by aviation firms has the effect of creating secondary or multiplier revenues and employment that should be included in total benefits of the airport. Airport benefit studies rely on multiplier factors from input-output models to estimate the impact of secondary spending on output, earnings and employment to determine benefits, as illustrated in the figure below.

The multipliers used for this study were from the IMPLAN input-output model based on data for Ventura County from the California Employment Development Department and the U. S. Bureau of Economic Analysis. To demonstrate the methodology, average Camarillo Airport multipliers are shown in Table B10.



The multipliers represent weighted averages for combined industries in each category. For example, the visitor benefits multipliers shown combine lodging, food services, retailing, and entertainment multipliers used in the analysis.

The multipliers in this table illustrate the process for calculating the secondary and total impacts on all industries of the regional economy resulting from the initial impact of each aviation related industry. The multipliers for output show the average dollar change in revenues for all firms in the service area due to a one-dollar increase in revenues either on the airport or through visitor spending.

For example, each dollar of new output (revenue) created by on-airport employers circulates through the economy until it has stimulated total output in all industries in the service area of \$1.8700 or, put differently, the revenue multiplier of 1.8700 for on-airport activity shows that for each dollar spent on the airport there is additional spending created as \$0.87 of secondary or multiplier spending.

Primary revenues from all sources associated with the presence of Camarillo Airport were \$86,952,000 for the year. After accounting for the multiplier effect, total revenues created within the service area were \$163,600,000. Secondary revenues were \$76,648,000, the difference between total and initial revenues.

The multiplier for earnings shows the dollar change in earnings for the economy due to a one-dollar increase in earnings either on the airport or in the visitor sector. The earnings multipliers determine how wages paid to workers on or off the airport stay within the economy and create additional spending and earnings for workers in other industries. For example, each dollar of wages paid for workers on the airport stimulates an additional \$0.9383 of earnings in the total economy.

The initial wages of \$19,417,000 for aviation workers and proprietors on the airport were spent for consumer goods and services that in turn created additional or secondary earnings of \$18,220,000 for workers in the general economy.

The total earnings benefit of the on-airport activity was \$37,637,000 consisting of the \$19,417,000 initial benefits and the \$18,220,000 secondary benefits. The economic interpretation is that the presence of the airport provided earnings for workers, who then re-spent these dollars in the service area, impacting the general economy.

The multipliers for employment show the total change in jobs for the service area due to an increase of one job on or off the airport. Each job on the airport is associated with 1.9663 total jobs in the rest of the airport service area. Similarly, each job in the hospitality industry supported by air visitor spending is associated with 1.7448 total jobs (primary + secondary) in the general economy.

The overall result is that the 427 initial jobs created by the presence of the airport supported an additional 403 jobs in the service area as secondary employment. The sum of the initial aviation related jobs and secondary jobs created in the general economy is the total employment of 830 workers that can be attributed to the presence of the airport.

The information above is intended for illustration only. In the full analysis, appropriate separate multipliers were used for the various categories on-airport aviation employers (FBO, food service, flight training, etc.) and visitor spending categories (lodging, food service, retail and entertainment).

TABLE B10
Average Multipliers and Secondary Benefits Within the Airport Service Area
Camarillo Airport

Revenue Source	Primary Revenues	Average Output Multipliers	Secondary Revenues	Total Revenues
On-Airport Benefits	\$83,613,000	1.8700	\$72,743,000	\$156,356,000
Visitor Benefits	3,339,000	2.1693	3,905,000	7,244,000
<i>Revenues</i>	<i>\$86,952,000</i>	<i>1.8815</i>	<i>\$76,648,000</i>	<i>\$163,600,000</i>
Earnings Source	Primary Earnings	Average Earnings Multipliers	Secondary Earnings	Total Earnings
On-Airport Benefits	\$19,417,000	1.9383	\$18,220,000	\$37,637,000
Visitor Benefits	1,300,000	2.3549	1,762,000	3,062,000
<i>Earnings</i>	<i>\$20,717,000</i>	<i>1.9645</i>	<i>\$19,982,000</i>	<i>\$40,699,000</i>
Employment Source	Primary Employment	Average Employment Multipliers	Secondary Employment	Total Employment
On-Airport Benefits	379	1.9663	366	745
Visitor Benefits	48	1.7448	37	85
<i>Employment</i>	<i>427</i>	<i>1.9437</i>	<i>403</i>	<i>830</i>

Notes: Multipliers above are weighted averages intended to illustrate how secondary and total benefits were calculated for Camarillo Airport. In the full analysis, separate multipliers were used for on-airport employers (FBO and other airport businesses), and visitor spending (lodging, eating places, retailing, entertainment). Multipliers were for Ventura County as produced by the IMPLAN input-output model based on data from the California Employment Development Department and U. S. Bureau of Economic Analysis.

BASED AIRCRAFT BENEFITS

A survey of owners of aircraft based at Camarillo Airport was conducted to compile information on private aircraft usage patterns, including number of trips per year, purpose of travel, average party size, and hours flown per trip. Questions were also posed concerning the importance of the airport for residential location and businesses of flyers.

**TABLE B11
Based Aircraft Profile
Camarillo Airport**

Type	Number
Total Based Aircraft	533
Single Engine Piston	429
Multi-Engine Piston	51
Turboprop	11
Jet	22
Helicopter/Other	20
Source: Camarillo Airport	

Mailing addresses were obtained through the assistance of Camarillo Airport administration who provided access to public records on aircraft ownership.

There were 533 based-aircraft at Camarillo Airport (Table B11). Of these, 429 were single engine, 51 were multi-engine, 11 were turboprop, there were 22 jets, and 20 helicopters or other aircraft.

Characteristics of based aircraft at Camarillo Airport are shown in Table B12. The table sets out survey data, showing the average reported value for an individual aircraft was \$132,300 and annual outlays were \$13,686 for maintenance, upkeep, storage, and other expenses such as insurance.

Multiplying the average expenditures per aircraft of \$13,686 times 533 aircraft gives total outlays by aircraft owners of \$7.3 million injected into the economy, much of it going to the immediate airport service area.

The aircraft based at Camarillo Airport represent assets to their owners with estimated total value exceeding \$70 million. Many based aircraft are viewed as investments by their owners that provide returns through enhanced revenues and time savings when compared to scheduled airline travel. Entries in Table B12 also illustrate the relation between private aircraft ownership and business activity in the Camarillo County area served by the airport.

Aircraft owners contribute to the economy when they use their aircraft for business purposes. Faster travel and more responsive businesses make the entire region more competitive. According to the aircraft owner survey, Camarillo based aircraft were used for business for 14,400 flying hours during 2008.

The presence of the airport as a factor affecting the personal quality of life and business success of aircraft owners was measured by survey questions asking respondents to rate the airport as “very important, important, slightly important, or not important” to their residential location decision and their business.

The survey results show that Camarillo Airport is a significant factor in influencing the success of business and professional activity of aircraft owners.

- More than 60 percent of all responding based aircraft owners (61%) said that the airport is “very important” or “important” to the success of their business.
- Similarly, 86 percent of based aircraft owners stated that the airport is “very important” or “important” to their residential location decision.

Those who reported the airport as important to their business were also asked for information about their business.

- Firms represented by users of based aircraft for business purposes accounted for 14,618 employees in the county and surrounding area; annual sales of these firms was reported as \$3.5 billion

Drawing from these results, it is evident that Camarillo Airport plays a key role in the overall quality of life and level of economic activity in the Camarillo County area, and particularly supports the business community.

TABLE B12 Based Aircraft Characteristics and Business Activity Camarillo Airport	
Category	All Based AC
Average Aircraft Value	\$132,300
Maintenance & Upkeep per Year	\$13,686
Total Business Hours Flown per Year	14,400
Business Hours as Percent of All Hours	30%
Airport “Very Important” /“Important” to Business	61%
Employees of Owners of Based Aircraft	14,618
Annual Sales at Firms Related to Based AC	\$3,575,000,000
Notes: Figures are derived from Based Aircraft Owner Survey, 2008	

Based aircraft owners at Camarillo Airport reported flying 47,400 non-training hours per year (Table B13). Of these, 14,400 or 30 percent were for business and 33,000 or 70 percent were for personal travel. Of all owners, 39 percent reported some business use for their aircraft.

TABLE B13 Based Aircraft Use Patterns Camarillo Airport	
Usage Measure	Annual Hours
Total Number of Hours	47,400
Business Hours	14,400
Personal Hours	33,000
Percent Business Hours	30%
Percent Personal Hours	70%
Source: Based Aircraft Owner Survey	

The typical business trip for a general aviation aircraft had 1.7 persons in the travel party (Table B14), according to survey responses completed by aircraft owners. The average aircraft was flown 27 hours on business during the year. Camarillo Airport based aircraft flew 24,480 passenger hours during the year for business purposes.

The average aircraft based at Camarillo Airport was flown 62 hours on personal trips per year. The typical round trip for pleasure, recreation or other personal reasons had 2.1 persons in the travel party (Table B15). There were 69,300 passenger hours flown for personal reasons that originated at Camarillo Airport during the year.

(Note: Passenger hours flown on business or personal use were computed from multiplying average party size by hours flown, to obtain total passenger hours.)

TABLE B14 Based Aircraft - Business Use Camarillo Airport	
Item	Annual Value
Business Hours	14,400
Avg. Hours per AC	27
Avg. Party Size	1.7
Passenger Hours	24,480
Source: Based Aircraft Owner Survey	

TABLE B15 Based Aircraft - Personal Use Camarillo Airport	
Usage Measure	Annual Value
Personal Hours	33,000
Avg. Hours per AC	62
Avg. Party Size	2.1
Passenger Hours	69,300
Source: Based Aircraft Owner Survey	

An estimate of the value of travel on based aircraft may be obtained by computing the cost of making these same trips on a chartered flight. This approach is approved by the Internal Revenue Service for valuation of aircraft travel use by corporate executives.

The cost of charter flights varies by time, distance and type of aircraft. Table B16 shows charter rates for air travel in Southern California at mid-year 2008. A weighted average charter cost was determined for single, multi engine, turbo and jet aircraft by assigning a cost equivalent weighted by the number of each aircraft type based at the airport. For example, since 84% of the aircraft are single engine, the cost of a single engine charter had a weight of 0.84 in the charter cost for single and multi engine flights, to produce a weighted charter cost of \$559 per hour for charters (helicopters were excluded from this analysis). The 513 fixed wing aircraft based at the airport flew 47,400 hours for the year. Assigning an average charter value of \$559 per hour, the “charter

equivalent value” of general aviation travel originating at Camarillo Airport for the year totaled \$26.5 million.

The computation is a conservative estimate of the value of general aviation travel. The estimate does not include all costs associated with charter service, such as standby fees, landing fees, or the standard two hour minimum requirement. Also, this value of travel estimate does not accurately measure all the associated economic gains that result from business trips. A single air trip can result in additional profits, fees, or revenues to a firm. Further, the flexibility compared to scheduled airline travel and the time saved compared to automobile use is not calculated here, but has economic significance.

**TABLE B16
Charter Equivalent Value of General Aviation Travel
Camarillo Airport**

Aircraft Type	Number	Weights	Hourly Charter Cost	Weighted Charter Cost
Single Engine	429	0.84	\$450	\$376
Twin Engine	51	0.10	700	70
Turboprop	11	0.02	1,050	23
Jet	22	0.04	2,100	90
TOTAL	513			\$559

Charter Equivalent Value Based On Weighted Cost Per Hour

	Hours	Hourly Cost	Total Value
	47,400	\$559	\$26,497,000

Note: Charter costs by aircraft type based on average of rates as posted by various firms serving Southern California. Does not include standby time, landing fees, other charges including standard 2 hour minimum charge for charter travel.

SUMMARY & FUTURE BENEFITS

Airports are available to serve the flying public and support the regional economy every day of the year. On a typical day at Camarillo Airport, there are more than 380 operations by aircraft involved in local or itinerant activity including flight instruction, touch and go operations, corporate travel, or transient aircraft bringing passengers visiting the area for personal travel or on business.

During each day of the year, Camarillo Airport generates more than \$400,000 of revenues within its service area (see box). Revenues and production support jobs, not only for the suppliers and users of aviation services, but throughout the economy.

Each day Camarillo Airport provides 379 jobs on the airport and in total supports 830 area workers bringing home their daily earnings for spending in their home communities.

On an average day during the year, there are 65 visitors in the area who arrived at Camarillo Airport. Some will stay in the Camarillo area for only a few hours while they conduct their business, and others will stay overnight. The average spending by these visitors on a typical day injects \$9,148 into the local economy.

Table B17 recaps a summary of current economic benefits associated with the airport. Primary benefits to the service area, without multiplier effects, include revenues of \$86.9 million, 427 jobs and earnings to workers and proprietors of \$20.7 million.

Camarillo Airport Daily Economic Benefits

- **\$448,000 Revenue Created**
- **830 Local Jobs Supported**
- **\$9,148 Visitor Spending**
- **65 Air Visitors**

TABLE B17
Summary of Economic Benefits: 2008
Camarillo Airport

	Revenues	Earnings	Employment
On-Airport Activity	\$83,613,000	\$19,417,000	379
Air Visitors	3,339,000	1,300,000	48
Primary Benefits	86,952,000	20,717,000	427
Secondary Benefits	76,648,000	19,982,000	403
Total Benefits	\$163,600,000	\$40,699,000	830

Note: Revenues, earnings and employment benefits reflect activity associated with 140,000 operations.

Including secondary or multiplier effects, total benefits to the service area are \$163.6 million in revenues, 830 jobs and earnings of \$40.7 million.

Camarillo Airport is the origin of thousands of general aviation trips per year. Corporate and other private aircraft are used to visit other parts of the nation, and to bring visitors, customers and employees to the Camarillo area. The estimated cost of chartering aircraft to serve the business needs of these travelers was found to be \$26.5 million. In addition, the presence of the Camarillo Airport provides unmeasured benefits in the form of flexibility in travel not found through reliance on scheduled air carriers.

It is important for citizens and policy makers to be aware that there are significant qualitative benefits from aviation that represent social and economic value created by airports for the regions which they serve. In addition to exerting a positive influence on economic development in general, aviation

often reduces costs and increases efficiency in individual firms. Annual studies by the National Business Aviation Association show that those firms with business aircraft have sales 4 to 5 times larger than those that do not operate aircraft. In 2008, the net income of aircraft operating companies was 6 times larger than non-operators (see National Business Aviation Association, *Fact Book*, 2008).

Future Benefits

The service area of Camarillo Airport is located in one of the stronger growth areas of California. Tables B18 through B20 illustrate the future benefits of Camarillo Airport based on short term, intermediate term, and long term operations forecasts. As operations on the airport increase to 152,540, benefits rise from the current level to \$176.9 million in the short term. The long term operations level of 136,800 is associated with economic benefits of \$228.2 million in revenues, 1,428 jobs supported in the service area, and earnings of workers of \$56.7 million.

TABLE B18
Aviation Related Economic Benefits: Short Term (2013) Planning Horizon
Camarillo Airport

	Revenues	Earnings	Employment
On-Airport Benefits	\$84,378,000	\$17,852,000	362
Visitor Benefits	3,639,000	1,417,000	52
Primary Benefits	88,017,000	19,269,000	414
Secondary Benefits	88,921,000	24,746,000	693
Total Benefits	\$176,938,000	\$44,015,000	1,107

Note: Revenues, earnings and employment benefits exclude capital projects. Values shown are constant 2008 dollars, and represent airport activity growth to 152,540 operations.

TABLE B19
Aviation Related Economic Benefits: Intermediate Term (2018) Planning Horizon
Camarillo Airport

	Revenues	Earnings	Employment
On-Airport Benefits	\$91,884,000	\$19,440,000	394
Visitor Benefits	3,963,000	1,543,000	57
Primary Benefits	95,847,000	20,983,000	451
Secondary Benefits	96,832,000	26,947,000	755
Total Benefits	\$192,679,000	\$47,930,000	1,206

Note: Revenues, earnings and employment benefits exclude capital projects. Values shown are constant 2008 dollars, and represent airport activity growth to 166,110 operations.

**TABLE B20
Aviation Related Economic Benefits: Long Term (2028) Planning Horizon
Camarillo Airport**

	Revenues	Earnings	Employment
On-Airport Benefits	\$108,821,000	\$23,023,000	467
Visitor Benefits	4,694,000	1,827,430	67
Primary Benefits	113,515,000	24,850,430	534
Secondary Benefits	114,681,000	31,913,570	894
Total Benefits	\$228,196,000	\$56,764,000	1,428

Note: Revenues, earnings and employment benefits exclude capital projects. Values shown are constant 2008 dollars, and represent airport activity growth to 196,730 operations.

Tax Impacts

Because of the spending, jobs, and earnings created by the presence of Camarillo Airport, the facility is an important source of public revenues. As airport activity expands, tax revenues will continue to grow.

Estimated tax potential is set out in Table B21. The table shows the revenues for each tax category based on current average tax rates relative to output and personal income (earnings) for Camarillo, Ventura County and California. Federal taxes are applied using current federal rates.

The first column in Table B21 shows tax revenues associated with the current level of airport activity and total economic benefits of \$163.6 million. The 830 workers in the service area have taxable earnings of \$40.7 million.

Federal social security taxes are estimated at \$6.3 million, the largest component of federal

taxes. The second largest federal tax category is the personal income tax of \$5.2 million. Overall, federal tax revenues currently collected due to economic activity associated with Camarillo Airport are estimated to be \$13.9 million.

State and local tax revenues (in the lower portion of the table) sum to \$10.3 million for the current level of operations. The largest single component is sales taxes of \$3.3 million. Combined federal, state, and local taxes are \$24.3 million.

Projected taxes for future airport activity levels are linked to growth rates in airport operations. From \$26.5 million for short term activity, total taxes rise to \$28.9 million as demand and airport activity rise to higher operations in the intermediate term. In the long term (2028) planning period, total economic benefits related to aviation reach \$228.2 million, including all multiplier effects, and taxes are \$34.2 million.

TABLE B21
Tax Impacts from On Airport and Visitor Economic Activity
Camarillo Airport

Federal Taxes				
Revenue Category	Current	2013	2018	2028
Corporate Profits Tax	\$1,585,000	\$1,727,000	\$1,881,000	\$2,228,000
Personal Income Tax	5,233,000	5,704,000	6,211,000	7,356,000
Social Security Taxes	6,284,000	6,849,000	7,459,000	8,833,000
All Other Federal Taxes	872,000	951,000	1,035,000	1,226,000
Total Federal Taxes	\$13,974,000	\$15,231,000	\$16,586,000	\$19,643,000
State and Local Taxes				
Revenue Category	Current	2013	2018	2028
Corporate Profits Tax	\$394,000	\$430,000	\$468,000	\$555,000
Motor Vehicle Taxes	122,000	133,000	145,000	172,000
Property Taxes	2,535,000	2,763,000	3,009,000	3,564,000
Sales Taxes	3,258,000	3,552,000	3,868,000	4,580,000
Personal Income Tax	1,891,000	2,062,000	2,245,000	2,659,000
All Other State & Local	2,140,000	2,333,000	2,540,000	3,009,000
Total State & Local	\$10,342,000	\$11,272,000	\$12,275,000	\$14,538,000
Total Taxes	\$24,316,000	\$26,503,000	\$28,861,000	\$34,181,000

Note: All figures are in 2008 dollars. Derived from average tax rates in Camarillo and Ventura County, California and Federal sources. Current impact estimate based on economic activity associated with 140,000 operations; short term (2013) operations of 152,540; intermediate term (2018) operations of 166,110 and long term (2028) operations of 196,730.

2008 vs. 1995

Table B22 compares current economic benefits with results from the 1995 benefit study. Capital spending outlays have been removed and all figures are in 2008 dollars. The table excludes multiplier effects as well, showing only primary benefits. In the 1995 study, an estimating model developed by Caltrans for airport multiplier analysis was used and that model has not been updated.

On-airport revenues, earnings and employment have doubled in real value since 1995. Visitor spending is lower in 2008. Itinerant operations were actually greater in 1995, and overnight length of stay as reported by GA visitors is shorter now. Overall, however, the conclusion from the comparison is that economic benefits created by Camarillo Airport have grown substantially since 1995.

TABLE B22
Ratio of Economic Benefits: FY 2008 vs. FY 1995
Camarillo Airport

2008	Revenues	Earnings	Employment
On-Airport Activity	\$77,413,000	\$16,378,000	332
Air Visitors	3,339,000	1,300,000	48
Primary Benefits	\$80,752,000	\$17,678,000	380
1995 (2008 Dollars)	Revenues	Earnings	Employment
On-Airport Activity	\$37,394,000	\$7,388,000	149
Air Visitors	3,962,00	1,529,000	53
Primary Benefits	\$41,356,000	\$8,917,000	202
Ratio 2008/1995	Revenues	Earnings	Employment
On-Airport Activity	2.07	2.22	2.23
Air Visitors	0.84	0.85	0.91
Primary Benefits	1.95	1.98	1.88

Note: All figures expressed in 2008 dollars; capital improvement and construction outlays not included.