



**VALUE OF  
AIRPORTS TO  
THEIR  
COMMUNITIES –  
ECONOMIC  
BENEFITS OF  
AVIATION**

**MICHIGAN DEPARTMENT OF TRANSPORTATION**

MICHIGAN DEPARTMENT OF TRANSPORTATION  
Value of  
**ANN ARBOR MUNICIPAL AIRPORT**  
to the  
**ANN ARBOR AREA**

October, 1992

Bureau of Transportation Planning  
Aviation Planning Unit

This report is a summary of the methodology and findings of the Value of Airports to Their Communities - Economic Benefits of Aviation study as it pertains to Ann Arbor Municipal Airport. It represents the findings and/or professional opinions of the staff of the Michigan Department of Transportation, Bureau of Transportation Planning. It is not an official opinion of either the Michigan Transportation or Michigan Aeronautics Commissions. Acceptance of this report by MDOT does not in any way constitute a commitment on the part of the State of Michigan to participate in any development depicted therein, nor does it indicate that the proposed development is environmentally acceptable in accordance with appropriate public laws.

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Additional copies of this report will be made available through the office of the airport manager.

The methodology used in the preparation of this document was financed in part through a planning grant from the Federal Aviation Administration (FAA) under Section 505 of the Airport Improvement Act of 1982. The contents do not necessarily reflect the official views or policy of the FAA. Acceptance of this report by the FAA does not in any way constitute a commitment on the part of the United States to participate in any development depicted therein, nor does it indicate that the proposed development is environmentally acceptable in accordance with appropriate public laws.

# INTRODUCTION TO COMMUNITY BENEFITS ASSESSMENTS

## Value of Airports to Their Communities - Economic Benefits of Aviation

Though aviation is generally perceived to be an important means of transport for people and goods, few people recognize that it does much more than this. The aviation industry has developed to the point where it is now the basis of local, national and even global economies. Also not always recognized is that the impact of aviation is not restricted to just large air carrier airports. In the U.S. only 25 of over 16,000 airports are "large hubs". There are many small and medium sized commercial service airports and general aviation facilities which serve the commercial passenger needs of many Michigan residents. Most airports throughout the U.S. are very similar to Ann Arbor Municipal Airport in that they provide a wide range of general aviation activity. A great deal of aviation generated economic activity takes place at these facilities.

The Michigan Department of Transportation (MDOT) recognized these facts and set out to document the importance of airports to their communities. With support from the Federal Aviation Administration (FAA), MDOT commissioned the *Value of Airports to Their Communities - Economic Benefits of Aviation* study.

### STUDY PURPOSES

The study identifies the benefits, both economic and noneconomic, that a community receives from the presence of an airport. It quantifies the economic impacts of individual airports on their local area economies in terms of economic transactions caused by the airport. These are the jobs, payroll and expenditures due to the provision and use of aviation services at the airport, the businesses that use or serve the airport and the investments made because of the airport. The impacts are assessed in terms of dollars and

jobs which an airport creates for regional economies.

The study also identifies noneconomic ways in which airports benefit the quality of life in a community. Though not quantifiable in dollar terms, these benefits improve the health, safety and welfare of residents, visitors and commercial interests.

### METHODOLOGY

The original study, completed in 1989, undertook detailed studies of 32 Michigan airports, comprising a representative cross section of airports in the state. From this study a methodology was developed and validated which allows an explanation of how the residents and business interests of an airport service area benefit from that facility. As the transportation system in Michigan does not always mirror national indicators, special attention was paid to factors needed to assure that the methodology was specific to the state and its communities.

Two characteristics of the methodology bear special explanation. The first of these is the concept of "total benefits". Total benefits are equal to the sum of all economic and noneconomic benefits. This study considers both types to be equally important.

The second characteristic of this methodology is the concept of "conservative realism". In the study, the economic impact calculations included only those impact types that can be quantified and attributed to the airport in a credible manner. The realism evoked by this concept makes, in a sense, the impact values somewhat conservative. In the case of Ann Arbor Municipal Airport a significant number of airport dependent firms failed to indicate their payroll figures. No values were

estimated. Consequently, the payroll figures summarized later in this report are probably lower than might be expected. However, by being "conservative," MDOT knows that the value is "realistic."

### ECONOMIC IMPACTS

The method used to gauge the economic impact of an airport is one which evolved in the period from 1979 to 1989. It is now nationally recognized as the standard for conducting economic impact studies of airports. The methodology is consistent with that advocated by FAA and makes use of the Regional Input/Output Modeling System (RIMS-II). RIMS-II was developed by the U.S. Department of Commerce and is the official econometric model of the federal government. As applied in Michigan, the methodology uses impact definitions devised by FAA and explicitly follows FAA suggested procedures.

This study uses an "impact" rather than a "transportation benefits" approach to define economic impacts. Therefore, it does not explore the efficiencies of, or the benefits to be derived from air travel. Rather, it measures the importance of aviation as an industry in terms of the employment it provides and the economic activity it generates as it makes use of locally produced goods and services. The evaluation does not attempt to analyze the economy if the airport suddenly ceased to exist. Such events would be speculative at best.

All impacts are expressed in terms of annual expenditures of money. All inputs are calculated for the latest year for which data are available.

### ECONOMIC IMPACT TYPES

The economic impacts include locally purchased goods and services calculated in "value added" terms. The impacts are of three types. The total economic impact of an airport is the sum of the three types.

Direct Economic Impacts occur due to the provision of aviation services at an airport. They comprise the financial expenditures by firms that carry passengers (air carrier, charter and taxi services), firms that serve the air carrier and general aviation function (fixed base operators), governmental agencies which support aviation (FAA, etc.), ground transport firms (taxis, limousines, buses, etc.) and others. Direct impacts represent one aspect of the net increase in regional final demand caused by an airport. In every instance, the impacts include only expenditures whose recipient is located within the airport's service area. Direct impacts typically, though not always, occur at the airport.

Indirect Economic Impacts occur due to the use of aviation services at an airport. Indirect impacts represent one aspect of the net increase in regional final demand caused by an airport. They include the regional expenditures made by air passengers who visit a community, expenditures by residents and the value added impacts of firms having economic activity which depends on the airport.

Induced Economic Impacts occur as expenditures circulate through and then out of an economic region. Induced impacts are often referred to as the "multiplier" effect. This impact is determined using the RIMS-II model with coefficients specific to the appropriate economic area of Michigan.

### ANN ARBOR MUNICIPAL AIRPORT

This report is the result of a study conducted from May to August, 1992. It represents a coordinated effort by the City of Ann Arbor through the Eastern Michigan University Department of Interdisciplinary Technology, and the Michigan Department of Transportation's Bureau of Transportation Planning. Appreciation is extended here to the people who worked on this study and the respondents who made it possible.

# VALUE OF ANN ARBOR MUNICIPAL AIRPORT TO THE ANN ARBOR AREA

## ECONOMIC VALUES

Ann Arbor Municipal Airport (ARB) is estimated to have an impact on its service area of approximately \$32.9 million annually in total economic activity. Of this figure, approximately \$12.1 million is in household earnings. This impact is due principally to the provision and use of general aviation services.

## AIRPORT CHARACTERISTICS

Ann Arbor Municipal Airport is operated by the Ann Arbor Airport Authority. It is a public use facility classified as a medium utility airport (U-4) on the Michigan Aviation System Plan. Ann Arbor Municipal Airport currently accommodates approximately 95 percent of all types of general aviation aircraft, including some small jets.

## AIRPORT SERVICES

Exhibit 1 Services Offered At Ann Arbor Municipal Airport	
Aerial Photography	Car Rental
Air Ambulance	Corporate Aircraft
Air Taxi/Charter	FAA Control Tower
Aircraft Repair	Flight Instruction
Aircraft Rental	General Aviation
Aircraft Sales	Hangar Rental
Avgas Fuel Sales	Jet Fuel Sales
Avionics	Tie Downs
Banner Towing	Vending

Ann Arbor Municipal Airport offers a wide range of services including those listed in Exhibit 1. All of these services have positive economic significance to the Ann Arbor area. This is due to the creation of employment, generation of taxes and potential attraction/retention of businesses to the area.

## AIRPORT FACILITIES

Ann Arbor Municipal Airport is an all

weather facility capable of handling most general aviation aircraft. The facilities present at the airport are listed in Exhibit 2.

Exhibit 2 Facilities At Ann Arbor Municipal Airport		
Runway	6/24	12/30
Length	3,500	2,800
Surface	Paved	Turf
Taxi System	FP	FP
Edge Lights	MIRL	None
REIL	Yes	No
PAPI	Yes	No
Approach	NP	VIS

Notes: FP = Full Parallel; MIRL = Medium Intensity Runway Lights; REIL = Runway End Identifier Lights; PAPI = Precision Approach Path Indicator; NP = Non-precision Approach; VIS = Visual Approach

## AIRPORT USE

Ann Arbor Municipal Airport currently experiences substantial general aviation use in the form of private pilots, training flights and corporate operations. This results in the fleet mix of based aircraft shown in Exhibit 3 and

Exhibit 3 1992 Based Aircraft At Ann Arbor Municipal Airport	
Single Engine	173
Multi Engine	30
Jet	1
<b>Total</b>	<b>204</b>

the operational levels delineated in Exhibit 4.

Total aircraft operations at the airport have remained fairly stable in recent years. Operational levels in 1991 increased by 3.0 percent over those of 1987. This trend in general aviation operations is consistent with

trends experienced nationwide. The itinerant/local operations split since 1987 has been approximately 40 percent itinerant operations and 60 percent local operations. This reflects the airport's use as a transportation facility first, but with a significant secondary function as a training facility.

Year	Itinerant	Local	Total
1987	41,725	60,934	102,659
1988	46,309	67,991	114,300
1989	47,302	68,866	116,168
1990	45,980	62,418	108,398
1991	45,896	59,809	105,705

**AIRPORT ECONOMIC ROLES**

Ann Arbor Municipal Airport is not specifically oriented to serve a certain segment of the local economy. Rather it serves the broad range of needs with an equally broad range of services. Additionally, the location of the facility allows Ann Arbor area residents, visitors and commercial interests a higher level of utility than the next comparable facility, Willow Run Airport in Ypsilanti. The following items comprise the principal economic impact types found at the airport.

**RETENTION AND SUPPORT OF PRIVATE BUSINESS**

Ann Arbor Municipal Airport is considered valuable to the competitive position of a number of local business organizations. If the facility were not present, it is possible that these firms would choose or be forced to locate elsewhere. These organizations use the charter air and general aviation services made possible by the existence of the airport. Survey responses by area businesses indicated a preference for the use of Ann Arbor Municipal Airport. However, the survey could

not directly attribute any significant new economic development to the facility.

**BUSINESS ORIENTED GENERAL AVIATION**

A significant portion of general aviation use at Ann Arbor Municipal Airport is business oriented. Several firms in the Ann Arbor area have aircraft at the facility including those listed in Exhibit 5.

Aviation Center
Discount Tire, Inc.
Gary's Banners, Inc.
Midwest Medflight
U. of M. Survival Flight

In addition to firms who own based general aviation aircraft, there are others who depend on the facility for charter, air cargo and other general aviation services made possible by the existence of the airport.

**PRIVATE FLYING GENERAL AVIATION**

The large number of single engine aircraft registered to individuals at Ann Arbor Municipal Airport shows, that in addition to business use of the airport, the importance of the facility to the individual recreational flyers of the Ann Arbor area.

Additionally, the presence of flight training services underscores the importance of the airport as an aviation training facility.

**AIRPORT ECONOMIC IMPACT**

The Ann Arbor Municipal Airport aviation related annual economic impact of \$32.9 million is comprised of the impact types listed in Exhibit 6. Exhibit 7 gives a sample of airport tenants and others included in the impact estimates. The total impacts by type are outlined in Exhibit 8. There are some impacts at the airport which are not

Exhibit 6

Annual Aviation Related Impact of Ann Arbor Municipal Airport

Impact Type	Amount
Direct	\$9,305,649
Indirect	\$9,601,914
Induced	\$13,989,437
<b>Total</b>	<b>\$32,897,000</b>

Exhibit 7

Sample Firms Creating Impacts At Ann Arbor Municipal Airport

Direct Impacts	Indirect Impacts
Discount Tire, Inc.	Aeschliman Equip
Techair	First Martin Corp.
Midwest Medflight	Schumaker & Co.
Gary's Banners, Inc.	The Systems Group
Aviation Center	Arbor Spring/Alt Lt

Exhibit 8

Estimated Direct Annual Impacts At Ann Arbor Municipal Airport

Direct Impact Type	Amount
Payroll	\$2,497,792
Capital Expenses	\$882,000
Operating Expenses	\$5,925,857
<b>TOTAL</b>	<b>\$9,305,649</b>

necessarily attributable to aviation. This study, however, assesses only the aviation related impacts.

**DIRECT IMPACTS**

Direct impacts comprise the value of those activities involved in providing aviation services at the airport. Exhibit 9 gives a breakdown, by type, of the estimated \$9.3 million in direct impacts. Direct payroll comprises payments to those people who work directly at the facility, or are employed by airport tenants. Capital expenditures include improvements to facilities located on the airport as well as to the airport itself. Operating expenses are local expenditures by the airport operator and tenant.

**INDIRECT IMPACTS**

Indirect impacts are caused by airport use in the form of expenditures by air travelers and by those firms who depend on the airport for some or all of their business.

It is estimated that more than 56,900 visitors to the Ann Arbor area arrive via Ann Arbor Municipal Airport annually. These visitors arrive via general aviation and air taxi (air charter) services. Total visitor expenditures are estimated at \$3.3 million. Based on the proportion of visitors staying overnight (more than one day) it is estimated that the average visitor entering the region through Ann Arbor Municipal Airport, spends \$57 per trip at off airport locations. Resident users of the airport also generate impacts estimated at almost \$5,000.

The aviation related indirect economic impacts attributable to Ann Arbor Municipal Airport are estimated to be approximately \$9.6 million. A breakdown by type is given in Exhibit 10. The visitor expenditures listing is based on a mix of tourist, business and personal travel derived from the results of other surveys throughout Michigan. All visitor expenditures are at the actual cost outlay except retail sales which, since it is a margin industry, is shown at 20 percent of the actual expenditures. Expenditures by airport dependent firms consist only of those costs attributable to airport related activity.

**INDUCED IMPACT**

Direct impacts of \$9.3 million and indirect impacts of \$9.6 million represent increases in final demand for goods and services in the Ann Arbor area. To these must be added the "multiplier" effect produced by circulation of money through the regional economy. To

Exhibit 9

Estimated Indirect Annual Impacts  
At  
Ann Arbor Municipal Airport

Indirect Impact Types	Amount
<b>VISITOR EXPENDITURES</b>	
Lodging	\$1,097,226
Food & Beverage	\$925,112
Retail Sales	\$83,906
Entertainment	\$283,271
Ground Transport	\$247,414
Business	\$200,800
Other	\$412,356
subtotal	\$3,250,084
<b>REGIONAL EXPENDITURES</b>	\$4,683
<b>CORPORATE AVIATION</b>	\$1,240,569
<b>DEPENDENT FIRMS</b>	\$5,106,578
<b>TOTAL</b>	\$9,601,914

determine this induced impact, the U.S. Department of Commerce Regional Input/Output Modeling System (RIMS-II) was used. It is estimated that the induced impact produced by Ann Arbor Municipal Airport is approximately \$14.0 million.

**AIRPORT DERIVED EMPLOYMENT**

An important element in the Ann Arbor Municipal Airport impact total is the employment which the airport creates. People are employed in airport related activities at the airport and at other off airport sites (hotels, businesses, factories). Furthermore, the direct and indirect expenditures attributable to the airport continue to flow through the regional economy, creating additional employment through the multiplier effect. A summary of the jobs attributable to Ann Arbor Municipal Airport is given in Exhibit 11. The RIMS-II model treats jobs as full time equivalents. As the exhibit shows, there are approximately 200 jobs either located at the airport or related to the facility in some way. Additionally, there are 390 jobs indirectly generated by the

Exhibit 10

Jobs Attributable To  
Ann Arbor Municipal Airport

Job Source	Full Time Equivalents
On Site	153
Off Site - Airport Related	47
Induced & Other Indirect Jobs	390
<b>Total</b>	<b>590</b>

operation and use of Ann Arbor Municipal Airport.

**INDUSTRIES WHICH BENEFIT**

The economic activities at Ann Arbor Municipal Airport produce expenditures for a wide variety of goods and services. Many types of industry benefit, whether or not they are themselves airport users. Exhibit 12 lists impacted industry groups, and shows the extent to which each benefits from the airport in terms of total economic activity, household earnings and employment.

**NONECONOMIC BENEFITS**

Not all benefits a community derives from an airport are quantifiable in dollar terms. Ann Arbor Municipal Airport provides residents of the Ann Arbor area with alternative linkages to Michigan and beyond. For residents and commercial interests located in most of the region, the facility provides more convenient access to many medium sized airport services than alternative sites such as Howell Livingston County Airport, Jackson County Reynolds Field, Plymouth Mettetal Airport, and Willow Run Airport in Ypsilanti.

Ann Arbor Municipal Airport provides the point of entry for many critical care services provided by the University of Michigan Medical Center. Burn patients, transplant candidates, and others can utilize the local airport for quick, reliable and timely access to medical center facilities. Transplant organs

and other critical time sensitive medical items pass through Ann Arbor Municipal Airport on a regular basis. Blood and tissue samples can be sent or received, for analysis by medical specialists throughout the country. Stocks of rare serums, antitoxins and isotopes are made more readily available to area and regional hospitals for which Ann Arbor Municipal Airport is the nearest air facility. The airport makes transport of patients and delivery of transplant organs to and from local hospitals less hazardous and stressful.

Ann Arbor Municipal Airport also supports the maintenance of essential community services such as law enforcement. Uses by the police include support and operation of aerial surveillance and search and rescue. The facility is also used by the Civil Air Patrol as a base for search operations.

In recent years , general aviation has become a major training ground for rewarding airline/aeronautical careers. The presence of flight schools at the facility gives Ann Arbor residents convient access to these career opportunities.

Exhibit 11  
Total Annual Impacts At  
Ann Arbor Municipal Airport  
(Thousands of Dollars)

Impacted Industry Group	Total Annual Impact (Output)	Total Annual Payroll (Earnings)	Employment (Jobs)
Agricultural Products & Forestry Services	\$42	\$18	2
Crude Petroleum	\$2	\$0	0
Other Mining	\$4	\$0	0
New Construction	\$882	\$343	13
Maintenance & Repair Construction	\$812	\$381	14
Food & Kindred Products	\$696	\$95	3
Textile Mill Products	\$2	\$0	0
Apparel	\$26	\$6	0
Paper & Allied Products	\$59	\$15	0
Printing & Publishing	\$319	\$110	5
Chemicals & Refined Petroleum	\$376	\$34	1
Rubber & Leather Products	\$140	\$34	1
Lumber & Furniture Products	\$32	\$8	0
Stone, Clay & Glass Products	\$97	\$26	1
Primary Metals	\$179	\$43	1
Fabricated Metals	\$314	84	3
Non-electrical Machinery	\$89	\$29	1
Electrical Machinery	\$81	\$23	1
Motor Vehicles & Equipment	\$461	\$73	1
Other Transportation Equipment	\$60	\$20	1
Instruments	\$14	\$3	0
Miscellaneous Manufacturing	\$65	\$19	1
Transportation	\$13,576	\$5,850	213
Communications	\$622	\$164	5
Utilities	\$1,137	\$114	3
Wholesale Trade	\$860	\$335	11
Retail Trade	\$1,294	\$642	48
Finance	\$408	\$127	5
Insurance	\$448	\$147	5
Real Estate	\$1,713	\$45	12
Lodging & Amusements	\$1,611	\$565	55
Personal Services	\$258	\$118	12
Business Services	\$3,132	\$1,391	64
Drinking & Eating Establishments	\$1,743	\$543	68
Health Services	\$668	\$387	17
Other Services	\$675	\$234	13
Households	---	\$45	10
<b>TOTAL</b>	<b>\$32,897</b>	<b>\$12,071</b>	<b>590</b>

## GLOSSARY

The following is a glossary of economic and aviation terms used in the study.

### ECONOMIC IMPACT TERMS:

Airport Tenant: A firm which is located on the airport's property, and which leases land and/or buildings directly or indirectly from the airport owner.

Direct Economic Impact: Expenditures that occur due to the provision of aviation service. These typically occur at the airport and include airport, airline, FBO, and other airport tenant payrolls and expenditures which are of value to the region.

Final Demand: The value of aviation related financial expenditures that comprise the airport's direct and indirect impacts.

Indirect Economic Impact: Expenditures due to the use of an airport. These include those expenditures by aviation users and businesses whose existence is tied to the airport or to aviation (e.g., corporate air operations, travel agencies). Expenditures may occur at the airport, or elsewhere in the service area.

Induced Economic Impact: The "multiplier" implications associated with the direct and indirect impacts. These are subsequent economic transactions, as money circulates through and out of the economy.

Leakages: That portion of expenditures which leave the impact area (federal taxes, fuel purchase, aircraft and parts purchases external to the region, etc.). Not included as a local economic impact.

RIMS-II: Regional Input-Output Modeling System. Econometric model developed by the U.S. Department of Commerce and used to calculate the induced economic impact. In this study, the model is specific to the

Michigan area of impact considered.

Total Economic Impact: The "Direct" plus "Indirect" plus "Induced" economic impacts.

Value Added: The local area content of expenditures. Typically the value of output minus the value of the inputs purchased from firms located outside the region.

Visitor: An aviation transported person who resides outside of the service area and who arrived in the area via one of the airports.

### AVIATION TERMS:

Based Aircraft: Airplanes located at the subject airport when not in use.

FBO: Fixed Base Operator. A business at the airport which may offer a variety of services often including aircraft storage and parking, fuel sales, maintenance, flight instruction, sales of aircraft, parts, etc.

General Aviation: That portion of civil aviation which encompasses all facets of aviation except air carriers holding a certificate of convenience and necessity from the Federal Aviation Administration, and large aircraft commercial operators.

Itinerant Flight: A flight which originates at one airport and terminates at another.

Local Flight: A flight which terminates at the airport of departure.

Operation: One aircraft takeoff or one aircraft landing at an airport.



## SURVEY RESPONDENTS

The following is a listing of organizations and individuals who provided input to the Ann Arbor Municipal Airport Community Benefits Assessment. The cooperation of all respondents made this study possible and is appreciated.

### ACRO

Aeschliman Equipment Company  
Ann Arbor Air Service  
Ann Arbor Avionics, Inc.  
Ann Arbor Control Tower  
Arbor Spring /Alternative Light  
Aviation Center  
Blue Hun Enterprises  
Bob Twining Aircraft Sales, Inc.  
Byerly Aviation, Inc.  
Campus Auto Rental  
City of Ann Arbor  
Cresive Die and Tool, Inc.  
CTM  
D. Deshaies  
Discount Tire, Inc.  
Eastern Mich. Univ. - Interdisciplinary Tech.  
Federal Express  
First Martin Corporation  
Flight Center

Fly for Hire  
Gary's Banners, Inc.  
Goodyear Airship Operation  
Great Lakes Pilot News  
LBW Aviation  
M. R. Ellis, Jr.  
Michigan Performance  
Midwest Medflight  
Moeller Manufacturing  
Nick Stone  
Schumaker and Company  
Supporter of Aviation Resources (SOAR)  
Techair  
The Hysen Group  
The Systems Group, Inc.  
Tri-State Airway Agency  
University of Michigan Survival Flight  
Vernon Larowe  
Warren Williams



## SURVEY RESPONDENT COMMENTS

The following is a summary of some of the reasons/benefits that survey respondents listed for locating on or near the Ann Arbor Municipal Airport. Quotes are attributed to respondents by category rather than individual name unless prior approval was received from the respondent.

"Many of our clients are based here and this facilitates air visitations from our clients."

- a dependent business firm

"The availability of the airport and our own plane gives us the ability to reach customers over a broader area even though Ann Arbor Municipal Airport does not have direct commercial air service. Without the airport we would probably have to relocate to a city that either offered commercial service or to one with an airport."

- a dependent business firm

"Ann Arbor Municipal Airport reduces significantly the time required for conferences with customers and suppliers."

- a dependent business firm

"Use of the airport by our consultants and clients is not only a convenience but also a real competitive advantage."

- a dependent business firm

"Use of Ann Arbor Municipal Airport allows us to easily fly to multiple locations throughout Michigan to better manage our company."

- a dependent business firm

"The value of the airport to new and existing tenants for our developments is substantial and it provides efficient access to clients for our staff."

- a dependent business firm

"We provide a reliable, safe, convenient, and economical means of travel to the Ann Arbor business community... We provide a service to those companies in the area whose businesses goes beyond the city limits. Our service helps companies grow, thus bringing

more revenue to Ann Arbor."

- an airport user

"Survival Flight has transported 9,000 patients in the nine years it's been in service. Approximately 3,000 children have been transported to Mott Children's Hospital. Ann Arbor Municipal Airport is essential as a maintenance location for our two aircraft."

"Also, U. of M. is presently developing plans to build a hangar/maintenance facility at Ann Arbor Municipal Airport. We have taken this step only after exhausting all possibilities to rent a hangar capable of supporting our program."

- U. of M. Survival Flight

