



17872 GILLETTE AVE.
SUITE 350
IRVINE, CA 92614

714 541 4585
INFO@WEBRSG.COM
WEBRSG.COM

Big Bear Airport District Economic Impact Report

June 30, 2021



INTRODUCTION

RSG, Inc. (“RSG”) analyzed the local economic impacts of the ongoing operations of the Big Bear Airport District (“Airport”) located in San Bernardino County, CA.

EXECUTIVE SUMMARY

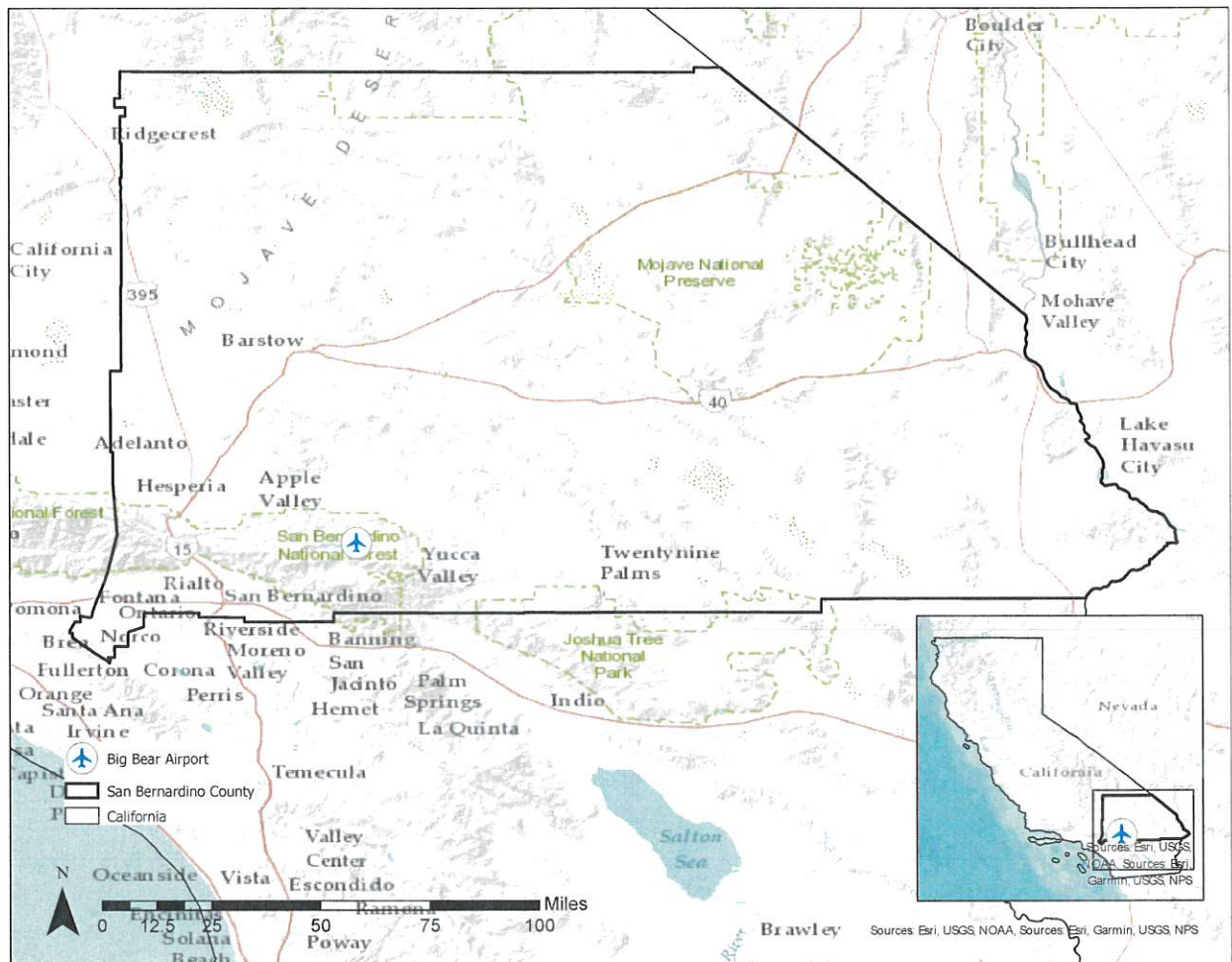
Based on the assumptions and methodology outlined herein, we have concluded the following:

- The Big Bear Airport directly creates 40.1 Full Time Equivalent (“FTE”) jobs within the Big Bear Area. The Airport creates little to no indirect or induced FTE jobs within the Big Bear Area.
- The Airport yields \$2,379,683 of Labor Income from FTEs created by the airport with 71 percent of that amount coming from direct impacts within the Big Bear Area.
- \$5,787,589 of total output is generated by the FTE’s created by the Big Bear Airport.

BACKGROUND

Big Bear Airport (“Airport”) is a public airport located in the San Bernardino Mountain range in an unincorporated community known as Big Bear City in San Bernardino County, California. The Airport is operated by the Big Bear Airport District. The Airport covers an area of 117 acres. It has a single runway that is 5,850 feet by 75 feet. At an elevation of 6,752 feet, Runway 26 has a published instrument approach. Figure 1 below illustrates the location of the Airport within San Bernardino County and the state of California.

Figure 1: Big Bear Airport and San Bernardino County Location Map



The Airport's current location was established in 1928 which consisted of a small grass field with one single hangar. It became the site of a flight and survival training facility for the US Army Air Corps leading up to and during World War II. The government cancelled the lease governing the use of the Airport by the Army Air Corps in 1937, which led to its opening to the general public in 1943.

Today, the Airport and third-party operators located at the Airport offer several amenities and services including a locally popular restaurant, aircraft maintenance, helicopter tours, and the sale of jet fuel for visitors. The amenities and services offered by the Airport and third-party operators result in economic impacts, which are detailed in this report.

METHODOLOGY

We utilized the economic impact software IMPLAN to estimate the employment impacts of the Project. The analysis incorporates IMPLAN’s most recent data year available (2019) for San Bernardino County.

IMPLAN utilizes the operational statistics of the airport to estimate the effects on the local economy. For this report RSG used San Bernardino County as the local economy area, meaning that this report captures indirect and induced economic impacts throughout San Bernardino County that result from the ongoing operations of the Airport. The operations of businesses located at the airport results in permanent employment.

For example, if a restaurant is located within the airport, IMPLAN determines—based on the retail business income—how many permanent retail jobs will be created by the establishment. These jobs are called direct employment. IMPLAN also includes employment created indirectly as a result of the business operations and induced spending by employees of the business. Indirect employment is a local economic effect created by businesses that provide goods and services in support of the restaurant’s operations, resulting in expenditures and job creation in industries that support the operations of the restaurant, such as wholesale food and beverage distributors, accounting professionals, waste collection services, and real estate leasing jobs. Induced employment comes from household spending by the employees of the restaurant, such as jobs created at other existing retail shops and food establishments. The direct, indirect, and induced impacts for a hypothetical restaurant are outlined in Figure 2.

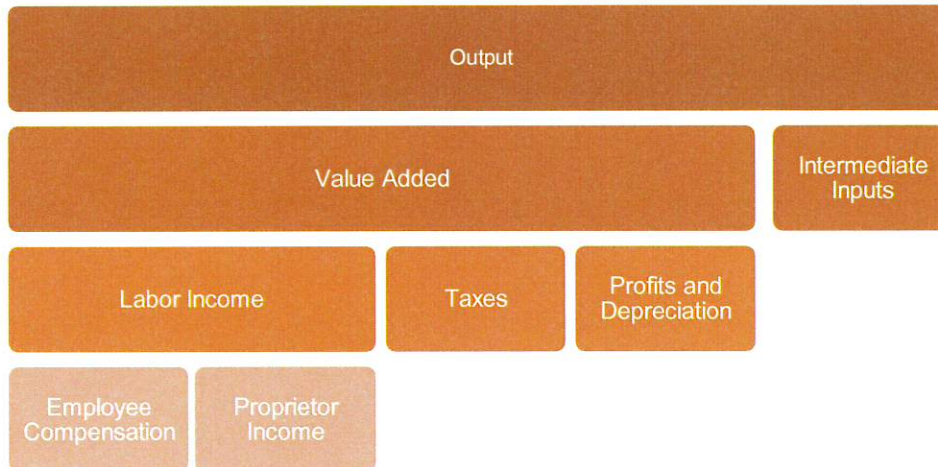
Figure 2: Conceptual Direct, Indirect, and Induced Impacts (Source: IMPLAN, RSG)

Direct Impacts	Indirect Impacts	Induced Impacts
<ul style="list-style-type: none">• Restaurant management• Restaurant staff	<ul style="list-style-type: none">• Food and beverage wholesaler• Accounting professionals• Waste collection	<ul style="list-style-type: none">• Restaurants• Hospitals• Family services• Retailers• Other industries patronized by employees of the restaurant

IMPLAN also provides the resulting labor income, value added, and increases to economic output from the new jobs. IMPLAN’s labor income includes employee compensation and benefits, and

proprietor income, which is net income for sole proprietors. Value added provides a measure of the establishment's contribution to local GDP, which includes total output less the cost of intermediate inputs, which can include goods or services that are used in the production of other goods or services. Finally, output represents the value of the establishment's production. Labor income, value added, and output are presented on an annual basis.

Figure 3: Components of Output, Value Added, and Labor Income (Source: IMPLAN)



Returning to our restaurant example, the restaurant's output includes annual revenues plus year-to-year net inventory changes. The value added of the restaurant includes labor expenditures, sales, property, business and other taxes, and any net profits and depreciation resulting from the operations. Finally, the restaurant's labor income includes employee and business-owner compensation, inclusive of benefits.

All employment figures are converted to Full-Time Equivalency, (or "FTE") which is used in economic impact projections to determine how many full-time employees would be derived from a total headcount of full and part time workers. This is done by taking the total hours expected to be worked and dividing that by the number of hours worked by a full-time employee. It is more informative to use FTE because it relays the employment impacts by aggregate hours worked rather than individuals working. An business with a substantial number of part time employees, such as a restaurant, can provide misleading economic impacts unless it is converted to FTE. The IMPLAN Group publishes FTE conversion tables for all industry sectors.

ECONOMIC IMPACT ANALYSIS

IN-AIRPORT JOBS ANALYSIS

In-airport jobs were divided into public and private sector jobs. The public sector jobs included the airport administration jobs needed to keep the airport running smoothly. Private sector jobs included jobs from an on-site restaurant named Barnstorm Café, a helicopter tour company named Helicopter Big Bear, and an aircraft maintenance provider.

IN-AIRPORT PUBLIC SECTOR JOBS

Airport administration and operations make up the Public Sector jobs generated by the Airport. The Airport District includes three (3) administrative employees, four (4) maintenance employees, and one (1) general manager, amounting to eight (8) FTE public sector jobs being generated by the Airport which yields an annual labor income of \$562,228. Table 1 below summarizes the public sector jobs and labor income generated by the Airport.

Table 1: In-Airport Public Sector Jobs & Income

Airport Admin/Operations	Full Time Equivalents	Labor Income	Value Added	Output
Direct	8.0	\$562,228	\$603,369	\$1,262,099
Indirect	2.6	\$149,169	\$198,225	\$371,939
Induced	2.0	\$104,362	\$213,238	\$339,955
Total	12.6	\$815,759	\$1,014,832	\$1,973,993

Source: RSG, IMPLAN

The eight (8) public FTEs for airport administration and operations capture the employment needs within the Big Bear area created by the Airport leaving 2.6 FTEs and 2 FTEs from indirect or induced effects respectively. The public Airport administration and operations jobs generate a total labor income of \$815,759 and a total economic output of \$1,973,993.

IN-AIRPORT PRIVATE SECTOR JOBS

The Airport generates 15.6 FTE private sector jobs among businesses that rely on the ongoing operations of the Airport, all of which are direct effects. RSG analyzed three sectors to measure the private sector jobs impact created by the Airport: Barnstorm Café, Helicopter Big Bear, and aircraft maintenance vendor.

Barnstorm Café is a restaurant located within the Airport that is well-liked by both locals and travelers. RSG estimates 4.5 FTEs producing a direct annual labor income of \$163,079. Total annual labor income for the restaurant within San Bernardino County is estimated at \$210,998 with the total annual economic output estimated at \$563,256.

Helicopter Big Bear is a popular tourist attraction providing helicopter rides around the Big Bear Lake and woodlands. The company relies on the Airport to offer their services. RSG estimates that Helicopter Big Bear generates five (5) direct FTE jobs producing \$351,392 of direct annual labor income. Total annual labor income created by the company total an estimated \$509,849 with the total annual economic output estimated at \$1,233,746.

There is also an aircraft maintenance vendor that operates within the Airport. Its 1.5 direct FTEs are estimated to generate \$105,418 of direct annual labor income. The total annual labor income created by the aircraft maintenance vendor is estimated at \$152,955 with the total annual economic output estimated at \$370,124.

Table 2 below summarizes the private sector jobs and labor income generated by the Airport.

Table 2: In-Airport Private Sector Jobs & Income

Barnstorm Café	Full Time Equivalents	Labor Income	Value Added	Output
Direct	4.5	\$163,079	\$250,638	\$410,531
Indirect	0.4	\$22,498	\$36,085	\$69,818
Induced	0.5	\$25,422	\$52,028	\$82,907
Total	5.4	\$210,998	\$338,751	\$563,256
Helicopter Big Bear	Full Time Equivalents	Labor Income	Value Added	Output
Direct	5.0	\$351,392	\$377,106	\$788,812
Indirect	1.6	\$93,231	\$123,891	\$232,462
Induced	1.2	\$65,226	\$133,274	\$212,472
Total	7.9	\$509,849	\$634,270	\$1,233,746
Aircraft Maintenance	Full Time Equivalents	Labor Income	Value Added	Output
Direct	1.5	\$105,418	\$113,132	\$236,644
Indirect	0.5	\$27,969	\$37,167	\$69,738
Induced	0.4	\$19,568	\$39,982	\$63,742
Total	2.4	\$152,955	\$190,281	\$370,124
Total In-Airport Private Sector Jobs and Impact				
Direct	11.0	\$619,889	\$740,875	\$1,435,986
Indirect	2.5	\$143,697	\$197,143	\$372,018
Induced	2.1	\$110,216	\$225,283	\$359,121
Total	15.6	\$873,802	\$1,163,302	\$2,167,125

Source: RSG, IMPLAN

The Airport's 15.6 private sector jobs are responsible for an estimated total annual labor income of \$873,802. Total annual economic output is estimated at around \$2.1 million.

TOTAL IN-AIRPORT JOBS ANALYSIS SUMMARY

The combined Public and Private sector in-Airport jobs create 28.2 FTE jobs within San Bernardino County. Table 3 summarizes the jobs and income impacts from both the Public and Private sectors.

Table 3: Total In-Airport Jobs & Income

In-Airport Public Sector Jobs & Income				
	Full Time			
Output	Equivalents	Labor Income	Value Added	Output
Direct	8.0	\$562,228	\$603,369	\$1,262,099
Indirect	2.6	\$149,169	\$198,225	\$371,939
Induced	2.0	\$104,362	\$213,238	\$339,955
Total	12.6	\$815,759	\$1,014,832	\$1,973,993
In-Airport Private Sector Jobs & Income				
	Full Time			
Output	Equivalents	Labor Income	Value Added	Output
Direct	11.0	\$619,889	\$740,875	\$1,435,986
Indirect	2.5	\$143,697	\$197,143	\$372,018
Induced	2.1	\$110,216	\$225,283	\$359,121
Total	15.6	\$873,802	\$1,163,302	\$2,167,125
Total In-Airport Jobs & Income				
	Full Time			
Output	Equivalents	Labor Income	Value Added	Output
Direct	19.0	\$1,182,117	\$1,344,244	\$2,698,085
Indirect	5.1	\$292,866	\$395,369	\$743,956
Induced	4.1	\$214,578	\$438,521	\$699,076
Total	28.2	\$1,689,561	\$2,178,133	\$4,141,118

Source: RSG, IMPLAN

The combined public and private annual labor income from the 28.2 FTEs in the Airport is estimated at \$1,689,561. As a result of in-Airport jobs, total annual economic output is estimated to be \$4,141,118 including indirect and induced effects.

AIRPORT GENERATED REVENUES

Users of the Big Bear Airport generate substantial revenues. User fees, rental fees, leases, and fuel sales pay a significant portion of the Airport's operating budget.

AIRCRAFT OPERATIONS

The Airport's infrastructure, runway, terminal, hangars, land, and other buildings generate significant annual user, rental, and lease fees. Table 4 below details the aircraft operations that took place at the Airport during the 2019 calendar year.

Table 4: 2019 Big Bear Airport Based Aircraft Operations

Airport Based Aircraft		Aircraft Operations	
Type	Based Aircraft	Type	Number
Single-engine	80	Transient GA	16,761
Multi-engine	4	Local GA	11,074
Jet Airplanes	2	Military	2,095
Helicopters	3		
Gliders airplanes	1		
Total	90		29,930

Sources: Big Bear City Airport AIRNAV Website

The Airport runway was used for 29,930 operations or 14,965 take-offs in 2019. This amounts to about 82 operations per day at the Airport. Operations are made up mostly of locally-based and transient visiting aircrafts, both civilian and military. There are currently no commercial air taxi or charter operations at the Airport. However, there are helicopter sight-seeing flights as mentioned above.

In 2019, 90 based aircrafts were reported by the Airport including 80 single-engine airplanes, 4 multi-engine airplanes, two (2) jet airplanes, three (3) based helicopters, and one (1) glider airplane. An estimated 56 percent of Big Bear Airport operations were by transient general aviation, 37 percent were by local general aviation, and seven (7) percent were military operations. The Airport's facilities and infrastructure is needed to support and make possible the basing of 90 aircrafts and 29,930 aircraft operations (take offs or landings) annually.

REVENUES AND FUEL SALES

The airport generated various revenues from its operations in FY 2019-20. These are detailed in Table 5 below.

Table 5: Big Bear Airport Operating Revenues FY 2019-20

Operating Revenues	Revenues as of June 30, 2020
Facility and hangar rentals	\$580,353
Fuel and oil sales, net of cost	\$103,006
Aircraft tiedown fees, parking and souvenirs	\$31,162
Other operating revenue	\$19,483
Total	\$734,004

Source: Big Bear Airport District FY 2019-20 Auditors' Report

The Airport's operations generated a total of \$734,004 during FY 2019-20. Facility and hangar rentals made up the bulk of the Airport's operating revenues accounting for 79 percent of the total revenue with fuel and oil sales net of cost making up 14 percent of the total revenue. Aircraft tiedown fees, parking, and souvenirs and other operating revenue make up four (4) and three (3) percent of the total operating revenues respectively.

FUEL AND OIL PURCHASES ANALYSIS

As seen in Table 5, the Airport saw a revenue of \$103,006 from fuel and oil sales, net of cost in FY 2019-20. As of June 2021, Fuel is being sold at \$3.87 for the 100LL AV Gas Fuel and \$3.19 for the Jet A Fuel. Because AV Gas and Jet A Fuels are neither mined nor refined in the Big Bear area, most of the indirect and induced economic impacts of the Airport's fuel purchase present as leakage to distant economies.

Table 6: Airport Retail Fuel Sales

Retail Fuel Sales	Full Time Equivalents	Labor Income	Value Added	Output
Direct	0.7	\$45,886	\$49,244	\$103,006
Indirect	0.2	\$12,174	\$16,178	\$30,356
Induced	0.2	\$8,517	\$17,403	\$27,745
Total	1.0	\$66,578	\$82,825	\$161,107

Source: RSG, IMPLAN

The revenue, net of cost from the fuel sold at the Big Bear Airport in FY 2019-20 was \$103,006. This yields one (1) total FTE and \$161,107 in total economic output.

AIRPORT COMMERCIAL AND CAPITAL SPENDING

Employers at the Airport, both in the public and private sector, spend money on materials and services necessary to day-to-day operations. They also both have capital expenditures that are typically for new or additional equipment or for new or expanded building space. Each of these expenditures have an economic impact.

The 2014 Big Bear Airport Economic Study surveyed Airport tenants to try to quantify this impact. The report noted that it may be difficult to accurately determine the portion of commercial (material or services) or capital expenditure spent within the Big Bear Area. Surveying the economic impact of Airport tenants for commercial and capital spending can also be challenging given that respondents may not know or want to share expenditure levels and must often estimate the portion of an expenditure that is local.

In the 2014 Study, the Airport tenant group responded to survey questions about commercial and capital spending patterns. Some participants did not provide an estimate of spending that was within the Big Bear Area vs. spending that was global. Based on spending patterns from survey respondents that were able to provide data plus data from other economic impact analyses, the 2014 Study estimated the economic impact of the Airport public and private commercial and capital expenditures for 2014 noting that capital expenditures may vary from year to year. RSG will use the same assumptions provided moving forward adjusting for inflation.

AIRPORT LOCATED COMMERCIAL SPENDING

Both the public and private sectors at the Airport generate measurable spending in the form of day-to-day expenditures on materials and services. Table 7 shows the estimated commercial spending.

Table 7: Big Bear Airport Employer Commercial Spending

Sector	Spending Type	Amount	Percent Local	Local Amount
Public	Materials	\$273,149	25%	\$67,154
	Services	\$250,134	65%	\$162,587
Private	Materials	\$587,265	25%	\$146,816
	Services	\$0	0%	\$0
Total	Materials	\$860,414	25%	\$213,970
	Services	\$250,134	65%	\$162,587
Total	Commercial Spending	\$1,110,548	34%	\$376,557

Source: RSG, 2014 Big Bear Airport Economic Impact Study

Spending on materials and supplies by Airport entities, both public and private, has been calculated to total around \$1.1 million in 2020. The public sector spends an estimated \$523,283 on materials and services, including utilities. The Airport has indicated that it strives to spend 65 percent of its commercial spending locally, except for utilities. The private sector spends an estimated \$587,265 on materials with no spending on services. The private sector was assumed to spend 25 percent of material expenditures locally, making the combined total 2020 public/private Airport commercial spending around \$1.1 million, with 34 percent or \$376,557 spent locally.

Table 8: Airport Commercial Spending Analysis

Airport Materials and Services	Full Time Equivalents	Labor Income	Value Added	Output
Direct	2.8	\$168,020	\$216,155	\$376,557
Indirect	0.7	\$35,468	\$51,868	\$101,482
Induced	0.6	\$29,143	\$59,591	\$94,984
Total	4.0	\$232,632	\$327,614	\$573,022

Source: RSG, IMPLAN

The local spending of \$376,557 on materials and services by Airport entities, both public and private, supports a total of four (4) FTEs. The total annual labor income is calculated at \$232,632 and the total annual local economic output is calculated at \$573,022.

AIRPORT LOCATED CAPITAL EXPENDITURES

Airport capital expenditures can vary from year-to-year. The Airport reported that a total of \$435,000 will be expended during FY 20-21 (\$160,000 in construction in process and \$275,000 in capital improvement). Table 8 below measures capital expenditures for buildings and equipment for year 2020 using the information from the Airport and the 2014 study survey results adjusted for inflation. Again, RSG assumed that 65 percent of all spending was local.

Table 9: Big Bear Airport Employer Commercial Spending

Sector	Spending Type	Amount	Percent Local	Local Amount
Public	Capital Expenditures	\$435,000	65%	\$282,750
Private	Capital Expenditures	\$103,309	65%	\$67,151
Total	Total Capital Expenditures	\$538,309	65%	\$349,901

Source: RSG, 2014 Big Bear Airport Economic Impact Study

Combined public and private capital expenditures for 2020 was estimated at \$538,309, with 65 percent or \$349,901 being spent locally. The Airport (public sector) spent \$435,000 while the private sector expended an estimated \$103,309 on capital spending.

Table 10: Big Bear Airport Capital Expenditures

Capital Expenditures	Full Time Equivalents	Labor Income	Value Added	Output
Direct	2.6	\$183,768	\$202,772	\$349,901
Indirect	0.5	\$32,277	\$44,262	\$81,924
Induced	0.6	\$31,621	\$64,608	\$103,003
Total	3.8	\$247,666	\$311,642	\$534,828

Source: RSG, IMPLAN

The annual economic impact of Airport employer capital spending is 3.8 FTE jobs and \$247,666 in local labor income. The total output related to this capital spending is \$534,828.

BIG BEAR AIRPORT VISITOR (BY AIR) ECONOMIC IMPACT ANALYSIS

ESRI Business Analyst shows the Big Bear Airport area has a resident population of 19,049 with San Bernardino County having a population of 2,193,288. The Big Bear area, however, is visited by 100,000 or more people on a weekend. The primary attraction, Big Bear Lake, is seven miles long and one mile wide and is a popular boating and fishing spot. The Lake is surrounded by the San Bernardino Forest which is popular for hiking, mountain biking and horseback riding. In the winter, two ski resorts draw visitors from Southern California and the surrounding area. While most visitors reach Big Bear by automobile, some visitors fly in via general aviation using the Big Bear Airport. These visitors contribute to the economy of the area.

The overwhelming majority of these visitors-by-air spend money in San Bernardino County, more specifically, in the Big Bear Lake area. The Airport and its private sector tenants track overnight visitors. From this data we are able to estimate the number of Big Bear Valley visitors-by-air for year 2013.

Table 11: Big Bear Airport Visitor by Air Count

Source	Overnight Aircraft Stays	People per Aircraft	Overnight stays
Aircraft Maintenance Vendor			25.0
Transient Count	641	2.5	1603
Total			1628

Source: RSG, 2014 Big Bear Airport Economic Impact Study

Table 11 derives from the 2014 Big Bear Economic Impact Study visitor count. Assuming the same number of stays by private firms and using the 6.7 percent increase in the demand for hotel rooms since 2014 (see key assumptions below), RSG estimates about 1,628 overnight stays annually.

KEY ASSUMPTIONS FOR VISITOR (BY AIR) ECONOMIC IMPACT

In order to estimate the economic impact of the Airport visitors, RSG will make some key assumptions. Many of these assumptions are derived from the 2013 Big Bear Special Events Visitor's Economic Impact report of February, 2014 and the Big Bear Economic Impact Study of June, 2014.

- Demand for hotel rooms in Big Bear Lake increased by 6.7 percent since 2014 (Costar)
- 94 percent of visitors-by-air stayed in the Big Bear Valley (February 2014 Study)
- 65 percent of visitors used a local hotel/motel (February 2014 Study)
- Average stay in the area was 1.88 days (February 2014 Study)
- The average daily room rental rate (ADR) is \$130.00 (CoStar ADR Report)
- The average visitor spends \$124 total per day (February 2014 Study adjusted for inflation)

Combining these assumptions will allow us to estimate the local economic impact of visitors-by-air.

VISITOR ECONOMIC IMPACT HOTEL/MOTEL

Visitors who arrived to Big Bear Airport via air generated an estimated 935 annual local hotel or motel room nights. Table 12 below outlines our assumptions and calculations.

Table 12: Big Bear Area Hotel/Motel Demand by Visitors Arriving Via the Big Bear Airport

Element	Number
Annual Visitors to Big Bear via Use of the Airport	1,628
Percent Staying Locally	94%
Visitors Staying Locally	1,530
Percent Using Local Hotel/Motel	65%
Persons Using Local Hotel/Motel	995
Persons per Room	2
Room Nights	497
Average Stay (Nights)	1.88
Annual Room Nights	935
Average Daily Rental Rate	\$130
Annual Hotel/Motel Revenue	\$121,566

Sources: 2013 Big Bear Special Events Visitor's Economic Impact Report, 2014 Big Bear Economic Impact Study, CoStar

These hotel/motel rentals generated an estimated \$121,566 in annual local hotel/motel room rental revenue.

Table 13: Big Bear Area Local Hotel/Motel Spending Impact

Hotel/Motel	Full Time			
	Equivalents	Labor Income	Value Added	Output
Direct	1.0	\$47,336	\$75,109	\$121,566
Indirect	0.2	\$8,506	\$12,567	\$22,303
Induced	0.1	\$7,780	\$15,921	\$25,372
Total	1.3	\$63,623	\$103,597	\$169,241

Source: RSG, IMPLAN

Visitor hotel and motel spending creates 1.3 FTEs within San Bernardino County. Annual labor income for these jobs totals \$63,623.

VISITOR NON-HOTEL SPENDING ECONOMIC IMPACT ESTIMATE

The 2013 Big Bear Special Events Visitor's Economic Impact Report, dated February, 2014, estimated local visitor spending at \$104 per person per day. RSG estimates that the local visitor spends about \$115 per person per day.

Visitor spending other than hotel/motel expenditures cover a large amount of sectors on the local economy. These sectors include retail gifts, clothing, gasoline, recreation, sightseeing, food, and beverage. RSG is estimating this spending at about \$50 per day on non-hotel/motel related

expenditures¹. With an average area stay of 1.88 days, the 1,530 annual visitors by air staying locally in the Big Bear Area are estimated to generate 2,877 annual visitor days in the Big Bear Area. Multiplied by the estimated \$50 per day spending on non-hotel/motel activities, these visitors spend \$143,865 in the Big Bear Lake Area.

Table 14: Big Bear Area Non-Hotel/Motel Spending Impact

Non-Hotel/Motel Spending	Full Time Equivalents	Labor Income	Value Added	Output
Direct	1.3	\$58,747	\$83,834	\$143,865
Indirect	0.2	\$11,033	\$16,608	\$32,320
Induced	0.2	\$9,843	\$20,133	\$32,088
Total	1.7	\$79,624	\$120,575	\$208,272

Source: RSG, IMPLAN

This visitor spending creates 1.7 FTEs. Annual labor income for these jobs totals \$79,624 with total annual output estimated at \$208,272.

TOTAL VISITOR LODGING AND OTHER SPENDING ECONOMIC IMPACT

Visitors by air to the Big Bear Lake Area via the Airport generated \$377,513 in total annual economic output within San Bernardino County. This output came from both hotel/motel spending and other visitor spending.

Table 15: Big Bear Area Total Visitor Spending Impact

Total Visitor Spending	Full Time Equivalents	Labor Income	Value Added	Output
Direct	2.4	\$106,083	\$158,943	\$265,431
Indirect	0.4	\$19,539	\$29,175	\$54,623
Induced	0.3	\$17,624	\$36,054	\$57,460
Total	3.1	\$143,247	\$224,172	\$377,513

Source: RSG, IMPLAN

A total of 3.1 FTEs are generated with an annual labor income of \$143,247. Annual output is estimated at \$377,513.

¹ Los Angeles Times, "Big Bear Lake is home to a growing tourist economy and a small band of bald eagles. But for how long?" December 2018 <https://www.latimes.com/local/california/la-me-bigbear-eagles-development-20181221-story.html>

TOTAL BIG BEAR AIRPORT ECONOMIC IMPACT

The Big Bear Airport supports 40.1 FTE jobs across a broad spectrum of public and private aviation related sectors. These FTE jobs have an annual labor income of \$2,379,683. The jobs and related Airport commercial and capital spending result in an annual total economic output of nearly \$5.8 million within San Bernardino County. Table 16 compiles the sector totals already reviewed in this report into a total economic impact summary.

**Table 16: Total Big Bear Airport Economic Impact
 Total In-Airport Jobs & Income**

Full Time				
Output	Equivalents	Labor Income	Value Added	Output
Direct	19.0	\$1,182,117	\$1,344,244	\$2,698,085
Indirect	5.1	\$292,866	\$395,369	\$743,956
Induced	4.1	\$214,578	\$438,521	\$699,076
Total	28.2	\$1,689,561	\$2,178,133	\$4,141,118
Airport Retail Fuel Sales				
Full Time				
Retail Fuel Sales	Equivalents	Labor Income	Value Added	Output
Direct	0.7	\$45,886	\$49,244	\$103,006
Indirect	0.2	\$12,174	\$16,178	\$30,356
Induced	0.2	\$8,517	\$17,403	\$27,745
Total	1.0	\$66,578	\$82,825	\$161,107
Airport Commercial Spending				
Full Time				
Airport Materials and Services	Equivalents	Labor Income	Value Added	Output
Direct	2.8	\$168,020	\$216,155	\$376,557
Indirect	0.7	\$35,468	\$51,868	\$101,482
Induced	0.6	\$29,143	\$59,591	\$94,984
Total	4.0	\$232,632	\$327,614	\$573,022
Airport Capital Spending				
Full Time				
Capital Expenditures	Equivalents	Labor Income	Value Added	Output
Direct	2.6	\$183,768	\$202,772	\$349,901
Indirect	0.5	\$32,277	\$44,262	\$81,924
Induced	0.6	\$31,621	\$64,608	\$103,003
Total	3.8	\$247,666	\$311,642	\$534,828
Big Bear Area Total Visitor Spending Impact				
Full Time				
Total Visitor Spending	Equivalents	Labor Income	Value Added	Output
Direct	2.4	\$106,083	\$158,943	\$265,431
Indirect	0.4	\$19,539	\$29,175	\$54,623
Induced	0.3	\$17,624	\$36,054	\$57,460
Total	3.1	\$143,247	\$224,172	\$377,513
Big Bear Airport Total Airport Economic Impact				
Full Time				
Total Impact	Equivalents	Labor Income	Value Added	Output
Direct	27.5	\$1,685,875	\$1,971,357	\$3,792,980
Indirect	6.9	\$392,325	\$536,851	\$1,012,341
Induced	5.7	\$301,483	\$616,178	\$982,268
Total	40.1	\$2,379,683	\$3,124,386	\$5,787,589

Source: RSG, IMPLAN