

The economic significance of small and regional airports

A case study on Samedan Airport

Samedan Airport in a few words:

Built in 1938, Samedan Airport (LSZS) is a small regional airfield in the village of Samedan (pop. 2,900), close to the famous Swiss holiday resort of St. Moritz. Situated at an altitude of over 1,700 metres in the Engadine valley, the airport has a reputation as one of the most difficult airports for pilots to land in the world. Regular operations ceased in the 1980s. Since then, the airport, with its 1,860-metre runway, has served mainly as a destination for leisure and business aviation as well as a base for three local helicopter companies. In 2004, the privately owned Engadine Airport AG took over the concession and ground operations at Samedan Airport.

With approximately 15,000 aircraft movements per year, Samedan Airport accounts for only 1.3% of Switzerland's total air traffic. The majority of these movements are generated by the three local helicopter companies and private helicopter flights (41.1%), followed by smaller piston aircraft (28.5%) flown for recreational purposes. Jet and turboprop aircraft, which can be classified as business aviation, account for a smaller share of total flight movements (18.6% and 11.8% respectively). Nevertheless, business aviation generates about 80% of the total revenue of airports, creating a cross-financing effect.

1. The Research Question:

What are the direct, indirect, and catalytic economic effects of Samedan Airport on the regional economy in the upper Engadine valley?

2. The Economic Model:

