

Economic Impact Study

Lee's Summit Regional Airport (LXT)

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Prepared by

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CENTERED IN VALUE



Economic impacts of Kansas City - Lee's Summit Regional Airport (LXT) & Visitor Spending

The airport annually generates \$58.3 million in economic impact in Missouri, inclusive of Hangar 2 estimates. Additionally, visitors to the local area using LXT generate \$5.3 million annually.

	On-Airport Impacts	Visitor Spending Impacts
	 Missouri Economy	 Local Economy
Jobs 	252	41
Payroll 	\$11.9M	\$1.9M
Economic Impacts 	\$58.3M	\$5.3M

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Section 1. Overview & Executive Summary

Airports are more than runways and terminals. They are powerful economic drivers for the communities and regions that they serve. Kansas City – Lee's Summit Regional Airport (LXT) is a significant contributor its local, regional, and state economies. More operations at LXT drive more airport revenue, generate more visitor spending, ultimately adding fuel to the economy. Every takeoff and landing produces more airport fees, services, fuel, and Fixed Base Operators (FBOs) revenues. And when visitors arrive in the region via LXT, they spend more on lodging, dining, and retail.

LXT is a public, general-aviation airport located in Lee's Summit, Missouri, about 20 miles southeast of downtown Kansas City. The airport is owned and operated by the City of Lee's Summit and serves business, corporate, and recreational aviation. It features two paved runways—including a primary runway long enough to support many types of business jets—along with full-service fixed-base operator (FBO) facilities offering fueling, aircraft maintenance, hangar space, and flight planning amenities. Known for its modern infrastructure, well-maintained facilities, and convenient access to the Kansas City metro area, LXT plays an important role for corporate travel outside the commercial airline system.

LXT is included in the National Plan of Integrated Airport Systems allowing it to serve as a reliever airport in the Kansas City metropolitan area. The airport

covers an area of 486 acres and had 55,680 aircraft operations for full year 2024, an average of 152 operations per day. This is a +47% increase from full year 2023 when total operations were 37,764 or 103 aircraft ops per day.



CENTRALLY LOCATED | QUICK-TURN
5,501-FOOT RUNWAY | CAA PREFERRED FBO

The primary runway is 18/36, being 5,501 feet in length by 100 feet wide. Runway 11/29 is 4,000 feet by 75 feet. In 2016, runway 18/36 was extended an extra 1,500 feet in length in a project largely funded by a

\$10 million FAA grant. Following the extension, LXT increased its capacity to support corporate aircraft up to ~60,000 lbs., making it more attractive for business aviation. Approximately 70% of the airport's operations are business-related, highlighting its role in regional economic development.

LXT manages two community hangars, Hangar One and Hangar Two, as well as an additional 114 box/T hangers. Hangar One is a 40,000 square foot heated facility that can accommodate aircraft tail heights of 20 feet. It has a full-service Fixed-Base Operator (FBO), full-time concierge staff, a pilot's lounge, a meeting room, and after-hours services. The airport's newest facility, Hangar Two, came online in November of 2025. It is 46,000 square feet and can accommodate aircraft tail heights of 28 feet. Hangar Two offers more services than Hangar One having a full-service FBO managed by Summit Aero, passenger waiting areas, rental car services, pilot's lounge with workstations, two snooze rooms, full-time concierge staff, meeting/conference room, second-floor observation lounge, and after-hours services. Hangar Two is also home to the LSR7 School District's Aerospace Academy, offering students valuable hands-on industry experience.



Overall, each operation at LXT, each aircraft based in a hangar, and every visitor arriving via LXT contributes jobs, payroll, and economic output within the local, regional, and state economies. This furthers LXT's mission to be a major driver of economic growth and continues LXT's position as a thriving aviation gateway.

This study measures the annual economic impacts of Kansas City - Lee's Summit Regional Airport in terms of jobs, payroll, and total economic output. Two kinds of impacts are considered: on-airport and off-airport. On-airport impacts are those taking place on airport property, whether that be FBO fees or hangar rentals. Off-airport impacts are those made by visitors to the airport and the region. Not directly included in this study are businesses who have chosen to locate within Lee's Summit or the surrounding area due to proximity and ease of access to LXT. While LXT was likely a factor in these decisions, this study acknowledges that multiple factors influence a business's decision on where to locate their store fronts and offices.

On-airport impacts in this study are derived from the 2012 Missouri Department of Transportation (MODOT) Economic Impact Study and then adjusted to 2024 impacts using airport fuel consumption, Jet-A spot price, and average wage inflation. Results are measured as impacts to the State of Missouri. Details can be found in Section 3. Figure 1.1 highlights the total annual impact of operations on airport property. This includes LXT operations as of 2024 totaling 206 jobs, \$9.8 million in payroll, and \$47.7 million in total impact to the state economy of Missouri. Additionally, the impacts of Hangar Two are estimated for a future year when it meets its forecasted revenue potential totaling 46 jobs, \$2.2 million in payroll, and \$10.5 million in economic benefit for Missouri.

FIGURE 1.1: ANNUAL ECONOMIC IMPACTS OF ON-AIRPORT OPERATIONS WITHIN THE STATE OF MISSOURI

Annual Impacts – Missouri Economy	Jobs	Payroll (Millions)	Economic Output (Millions)
LXT Airport Annually	206	\$9.8	\$47.7
Hangar Two Annual Estimate	46	\$2.2	\$10.5
On-Airport Total	252	\$11.9	\$58.3

In summary, on-airport operations at LXT annually contribute 252 jobs, \$11.9 million in payroll, and \$58.3 million to the economy of Missouri, inclusive of Hangar Two.

Off-airport economic impacts, i.e. visitor spending, are calculated based on Placer.ai mobile analytics data and IMPLAN input-output modeling. Details found in Section 4.

Visitors to the region who use LXT total 25,500 annually. Figure 1.2 highlights the economic impact of that visitor spending within the City of Lee's Summit generating \$3.4 million annually. Looking at the larger local economy, this study measures visitor spending impacts on the combined "Multi-County Region" made up of Jackson County, MO, and Johnson County, KS. LXT visitor's spending generates an additional \$1.9 million in the Multi-County region when excluding the Lee's Summit impacts stated above. In total, visitor spending in the local economy, Lee's Summit and the surrounding Multi-County Region, generates \$5.3 million.

Annual Impacts – Local Economy	Jobs	Payroll (Millions)	Economic Output (Millions)
City of Lee's Summit	32	\$1.2	\$3.4
Multi-County Region	9	\$0.7	\$1.9
Visitor Spending Total	41	\$1.9	\$5.3

FIGURE 1.2: ANNUAL ECONOMIC IMPACTS OF VISITOR SPENDING WITHIN THE LOCAL ECONOMY

Annual impacts of spending by visitors using LXT totals 41 jobs, \$1.9 million in payroll, and \$5.3 million in economic benefit for the local economy.

In summary, on-airport operations at LXT annually contribute 252 jobs, \$11.9 million in payroll, and \$58.3 million to the economy of Missouri, inclusive of Hangar Two.

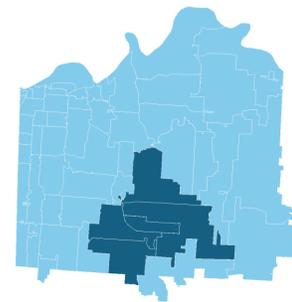
Additionally, annual impacts of spending by visitors using LXT total 41 jobs, \$1.9 million in payroll, and \$5.3 million in total economic impact for the local economy.

Section 2. Economic Impact Analysis

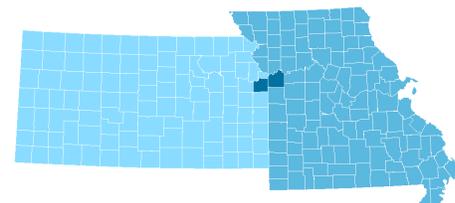
2.1 Geographic Definitions

Economic impact is defined as a measure of spending and jobs associated with a sector of the economy, a specific organization, project, or change in government policy or regulation. One of the critical steps in the economic impact analysis process is to identify the geography or geographies of interest for the study. To assess the economic impact of the LXT airport, the research team focused on the following geographies:

- On-Airport Impacts are measured only at the state level of Missouri This is due to the 2012 MODOT economic impact analysis, for which this study's on-airport impacts are derived, being measured at the state level Details provided in Section 3.1
- Visitor Spending Impacts are measured for two geographies. Please note that the tools used in this study break down geography to the state, county, and zip code level. The tools are defined in Section 4.1. The boundaries of cities and zip codes do not always match. Therefore, the zip codes used to define the City of Lee's Summit may contain data for both the Lee's Summit and other cities with boundaries in said zip codes:
 - The City of Lee's Summit is defined as the following zip codes: 64002, 64063, 64064, 64065, 64081, 64082, & 64086
 - Multi-County Region is defined as Jackson County, Missouri and Johnson County, Kansas



City of Lee's
Summit



Multi-County
Region

As the geography of interest changes, the overall impact of LXT will also change as benefits leak outside of the local economy of interest. Additionally, as the geography of interest changes, the recycling of impacts in the economy will change and the local purchase percentage of goods will increase or decrease accordingly.

Similarly, wage rates for each industry can change as the geography of interest changes. This is due to average wage rates in larger areas being impacted by the sum of its parts having different labor markets and costs of living.

2.2 Three Dimensions of Economic Impacts

An airport is a complex organization that has significant impacts well beyond its runways and taxiways. Local, regional, and state economies benefit from the operations that occur at an airport and from visitor spending by airport passengers visiting the region.

Figure 2.1 illustrates how economic impact outputs are quantified. The three dimensions of economic impacts analyzed in this report include:

- **Jobs (jobs):** the annual number of employees *supported* by operations at LXT and the resulting visitor spending. These are expressed as full-time equivalents, with two part-time jobs being equal to one full-time job.
- **Payroll:** the total wages, salaries, and benefits associated with the above jobs
- **Economic Output:** the economic activity and output generated

Payroll impacts are included as a part of the greater Economic Output total. It is broken out in this analysis to provide insight and clarity.

FIGURE 2.1: LXT ECONOMIC IMPACT CATEGORIES AND OUTPUT DIMENSIONS

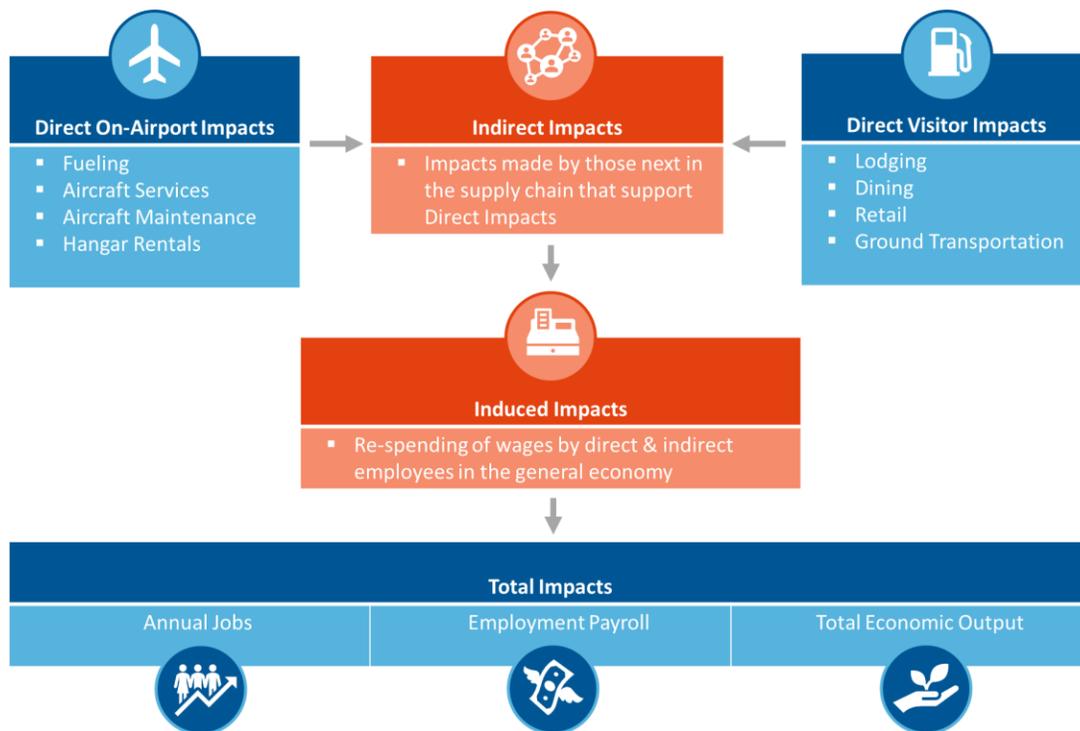


Multiplier Effects: Indirect and Induced Impacts

On-Airport and Visitor Spending impacts are considered Direct Impacts on the economy. When a dollar is directly injected into one sector of the economy (via payroll or output), that dollar is then spent and re-spent in other sectors, i.e. Multiplier Effects. There are two types of Multiplier Effects, Indirect and Induced. See Figure 2.2.

- **Indirect impacts** are those which occur when the airport makes purchases from their suppliers of goods and services in the region. For example, an FBO providing goods & services in Hangar One are considered to have direct impacts on the local economy. When the FBO procures items needed to provide those goods & services from vendors, the economic impacts of those vendors are considered Indirect impacts.
- **Induced impacts** occur when Direct and Indirect employees spend their earnings on goods and services in the local economy. For example, when employees of the FBO and its vendors spend their wages on retail, restaurants, professional services, etc. in the local economy, those are considered Induced impacts.

FIGURE 2.2: RELATIONSHIP BETWEEN DIRECT, INDIRECT, INDUCED, AND TOTAL ECONOMIC IMPACTS



Section 3. On-Airport Impacts

3.1 Methodology

The methodology used in this study to calculate on-airport impacts combines current information and a 2012 economic impact study completed by the Missouri Department of Transportation (MODOT). It calculates results based on the following inputs:

1. 2012 LXT performance statistics and economic information
2. 2024 LXT performance statistics and economic information
3. 2012 MODOT Economic Impact Study (Figure 3.1)

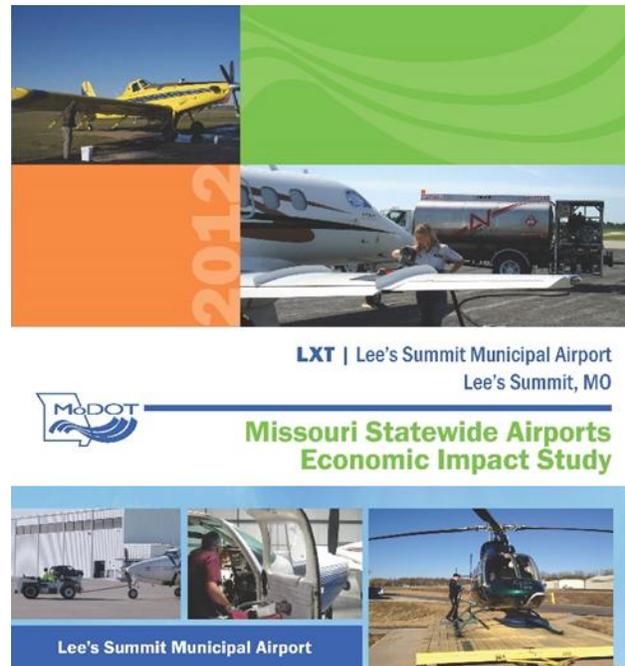
Data and information sources used in this study include Kansas City - Lee's Summit Regional Airport, the U.S. Energy Information Administration, Woods & Poole, Placer.ai, and CMT analysis.

3.1.1. 2012 LXT Performance Statistics & Economic Information

The following are LXT statistics for 2012, the same period as the MODOT study:

- Airport operating revenue of \$1.0 million, i.e. Direct Economic Impact
- Operations (takeoffs and landings) totaling 8,000

FIGURE 3.1 MODOT 2012 ECONOMIC IMPACT STUDY OF LXT



- Jet-A-fuel gallons used 53,000
- Jet-A fuel spot price of \$3.06
- Missouri wage rate \$30,000

3.1.2. 2024 LXT Performance Statistics & Economic Information

The following are LXT statistics for 2024:

- Airport operating revenue of \$4.1 million, i.e. Direct Economic Impact
- Operations, i.e. takeoffs & landings, 55,000
- Jet-A-fuel gallons used 360,000
- Jet-A fuel spot price of \$2.34
- Missouri wage rate \$47,500

Figure 3.2 (below) summarizes LXT Statistics for 2012, 2024, and the overall percentage change between the time periods.

FIGURE 3.2: LXT STATISTICS FOR 2012 AND 2024

	2012	2024	% Change
Airport Operating Revenue	\$1.0M	\$4.1M	+290%
Operations	8,000	55,000	+564%
Jet-A Fuel Gallons Used	53,000	360,000	+577%
Jet-A Fuel Spot Price	\$3.06	\$2.34	-23%
Missouri Wage Rate	\$30,000	\$47,500	+59%

3.1.3. 2012 MODOT Economic Impact Study

The 2012 MODOT economic impact study measured LXT's contributions to the State of Missouri as **63 jobs**, **\$1.9 million** in **payroll**, and **\$9.2 million** in **total economic output**. These numbers are inclusive of multiplier effects.



3.2 2024 On-Airport Impacts

To calculate LXT 2024 impacts, this study adjusted 2012 MODOT results to account for changes in the airport's operating revenue, annual operations, and Jet-A fuel consumed reflective of 2024. Adjustments were then made to account for the change in Jet-A spot price and Missouri average wage rate from 2012 to 2024.

Figure 3.3 (below) summarizes LXT economic impacts for 2012, 2024, and the overall percentage change between time periods.

FIGURE 3.3: LXT ECONOMIC IMPACT RESULTS FOR 2012 AND 2024

	2012	2024	% Change
Jobs	63	206	+227%
Payroll	\$1.9M	\$9.8M	+418%
Total Economic Output	\$9.2M	\$47.7M	+418%

Based on the above inputs, the impact of LXT airport in 2024 totaled **206 jobs**, **\$9.8 million** in **payroll**, and **\$47.7 million** in **economic benefit** to the **state**.

3.3 Estimated Hangar Two Impacts

Hangar Two came online in November of 2025. Once the hangar reaches a steady state of operations in a future year, the annual revenue is anticipated to be \$900,000. This revenue, combined with LXT 2024's annual operating revenue of \$4,100,000 million, means that Hangar Two would make up 18% of total revenue at the airport. Using results of Sections 3.1 and 3.2 of this study, Hangar Two is estimated to support 46 new jobs, contribute \$2,200,000 in payroll, and generate \$10,600,000 in total economic output.

In summary, LXT operations combined with estimates for Hangar 2 will support 252 jobs, \$11.9 million in payroll, and generate \$58.3 million in economic impact in Missouri.

Figure 3.4 (below) combines the 2024 LXT economic impacts and estimated Hangar Two impacts.

FIGURE 3.4: LXT ECONOMIC IMPACT RESULTS FOR 2012 AND 2024

	2024 LXT Airport	Hangar Two Estimate	Total
Annual Operating Revenue	\$4.1M	\$900K	\$5.0M
Jobs	206	46	252
Payroll	\$9.8M	\$2.2M	\$11.9M
Total Economic Output	\$47.7M	\$10.6M	\$58.3M

The annual impact of LXT airport, including **Hangar Two**, totals **252 jobs**, **\$11.9 million in payroll**, and **\$58.3 million in economic benefit to the state**.

Section 4. Visitor Spending Impacts – City of Lee's Summit

4.1 Tools Used

Two tools were used in measuring the economic impacts of visitor spending. The first tool, Placer.ai, provided data on total visitation, residence origin, destination, inbound or outbound use of LXT, total visitor spend, and visitor spending by category (lodging, food and beverage, etc.). Placer.ai is a



Placer.ai

location analytics and foot-traffic intelligence platform that uses anonymized, privacy-compliant mobile location data to measure how people move through physical places. By aggregating and modeling billions of data points, Placer.ai provides insights into visit counts, dwell time, trade areas, customer demographics, and visitation patterns

across retail centers, airports, downtowns, campuses, and other real-world destinations. The platform transforms raw mobility signals into normalized, statistically reliable metrics.

Secondly, the economic impacts of visitor spending at LXT airport are estimated using an input-output model developed by the IMPLAN Group. Input-Output modeling refers to a method of regional economic analysis which quantifies the effects of backward linkages related to the interdependence among various producing and consuming industries and institutions of an economy. IMPLAN is the leading provider of economic impact data and software tools. Their platform combines a set of extensive databases, economic factors, multipliers, and demographic statistics. IMPLAN data is widely used and universally recognized as the most accurate and reliable in the industry.

IMPLAN accounts for all dollar flows across different sectors of the economy of a region. Using this information, IMPLAN models the way a dollar injected into one sector (via output or payroll) is spent and re-spent in other sectors. This spending generates waves of economic activity called multipliers, which are **used to calculate indirect and induced impacts from a direct impact in one sector**. The size of these multipliers varies across each category and depends on four main factors:



- Overall size and industrial diversity of the region's economy
- Geographic extent of the region and its role within the broader region
- Nature of the economic sectors under consideration
- National economic trends during the year of examination

Multipliers are presented as a ratio and calculated as such:

$$\text{Multiplier} = \frac{\text{Direct} + \text{Indirect} + \text{Induced}}{\text{Direct}}$$

Therefore, a multiplier of 1.5 would represent a total indirect and induced impact that is 50% of the total direct impact.

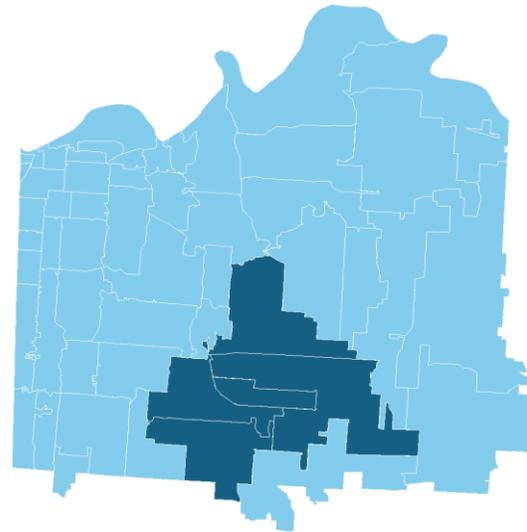


4.2 Geography of Impact

This section measures the impacts of visitor spending in the City of Lee's Summit. Please note that the tools used in this study break down geography to the state, county, and zip code level. The boundaries of cities and zip codes do not always match. Therefore, the zip codes used to define the City of Lee's Summit may contain data for both the City of Lee's Summit and other cities with boundaries in said zip codes.

The City of Lee's Summit is defined as the following zip codes: 64002, 64063, 64064, 64065, 64081, 64082, & 64086.

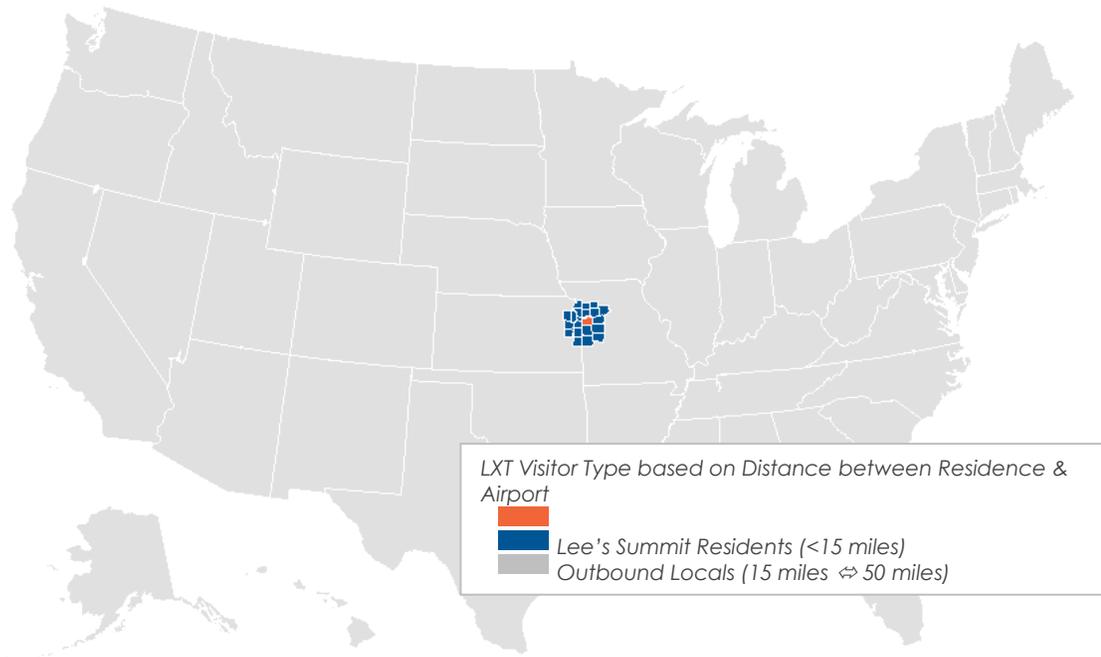
FIGURE 4.1 CITY OF LEE'S SUMMIT
WITHIN JACKSON COUNTY MO



4.3 Visitor Types

For residents of Lee's Summit, or in this case those who live less than 15 miles from LXT, their economic impact is measured in Section 3 of this study, *On-Airport Impacts*. Additionally, there are two types of visitors who use LXT and impact the City of Lee's Summit: Outbound Locals and Inbound Visitors. Outbound Locals are defined in this study as someone who resides beyond 15 miles away from LXT but less than 50 miles. See Figure 4.2 on the next page. These Outbound Local visitors reside close to LXT but not within the city limits of Lee's Summit. Here, we assume these visitors use the airport as an originating airport to fly out from and then return. When Outbound Locals use LXT as an originating airport, their pre- and post-spending around LXT benefits the City of Lee's Summit. These visitors would spend money in other regions were it not for their use of the airport. Outbound Locals contribute to the Lee's Summit economy by dining at restaurants, buying fuel for their ground vehicles, and picking up limited grocery or convenience store items. On average 15,500 Outbound Locals use LXT each year and each visitor spends an estimated \$60 per trip.

FIGURE 4.2: LXT VISITOR TYPES BASED ON DISTANCE FROM HOME TO AIRPORT



Inbound Visitors are defined in this study as someone who resides more than 50 miles away from LXT. As these visitors are not “Local”, it is assumed that they use LXT as a destination airport, having originated more than 50 miles from LXT. When Inbound Visitors use LXT as a destination airport, spending during their visit includes lodging, dining at full-service and limited-service restaurants, fuel for their ground vehicles, leisure activities, and picking up grocery or convenience store items. On average 10,000 Inbound Visitors use LXT each year and each visitor spends an estimated \$369 per trip to LXT.

FIGURE 4.3: VISITOR SPENDING INPUTS BY VISITOR TYPE

	Outbound Locals	Inbound Visitors	Total
Visitor Trips using LXT	15,500	10,000	25,500
Average Spend per Trip	\$60	\$369	
Annual Visitor Spend	\$929K	\$3.7M	\$4.6M
Less Leakages (Producer, Transport, Wholesale, Retail)	(\$267K)	(\$1.1M)	(\$1.3M)

	Outbound Locals	Inbound Visitors	Total
Total Direct Effects	\$662K	\$2.6M	\$3.3M

4.4 Economic Impacts

Figure 4.4 highlights the employment, payroll, and economic output generated within the City of Lee's Summit from visitor spending by Outbound Locals and Inbound Visitors. This visitor spending directly supports 32 jobs per year, \$1.2 million in payroll, and \$3.3 million in economic output.

Multiplier effects from the above Direct effects contribute roughly one additional job, \$37,000 in payroll, and \$129,000 in economic output.

Overall, visitor spending supports 32 jobs, generates \$1.2 million in total payroll, and \$3.4 million in economic output annually within Lee's Summit.

FIGURE 4.4: VISITOR SPENDING ECONOMIC IMPACT SUMMARY

	Jobs	Payroll	Economic Output
Direct Impacts	32	\$1.2M	\$3.3M
Multiplier Impacts	>1	\$37K	\$129K
Total Economic Output	32	\$1.2M	\$3.4M

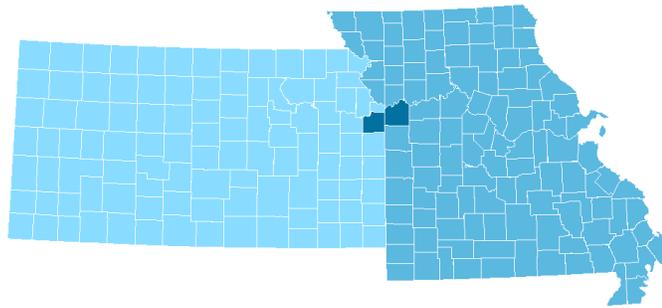
The impact of visitors to LXT airport total **32 jobs**, roughly **\$1.2 million in payroll**, and **\$3.4 million in economic benefit** to the City of Lee's Summit.

Section 5. Visitor Spending Impacts – Multi-County Region

5.1 Geography of Impact

This section measures the impacts of visitor spending in both Jackson County, MO and Johnson County, KS, herein called the Multi-County Region. However, the direct and multiplier impacts from within Lee's Summit as listed in Section 4 are excluded here to prevent double counting. Only multiplier effects are included for the Multi-County Region.

FIGURE 5.1 MULTI-COUNTY REGION:
JACKSON COUNTY MO & JOHNSON
COUNTY KS



A note: as the geography of interest changes in economic impact analysis, underlying inputs change, as well. In this case, the larger Multi-County Region has different underlying data than the City of Lee's Summit including average wage rates, leakages outside the geography of interest, recycling of impacts within the geography, and the local purchase percentage of goods increase or decrease accordingly.

5.2 Visitor Types

The LXT visitor type impacting the larger Multi-County Region are Inbound Visitors. These visitors reside more than 50 miles away from LXT and use LXT as a destination airport. Spending during their visit includes lodging, dining at full-service and limited-service restaurants, fuel for their ground vehicles, leisure activities, and picking up grocery or convenience store items. These visitors total 10,000 annually and spend an estimated \$369 per trip to LXT.

FIGURE 5.2: LXT VISITOR TYPES BASED ON DISTANCE FROM HOME TO AIRPORT

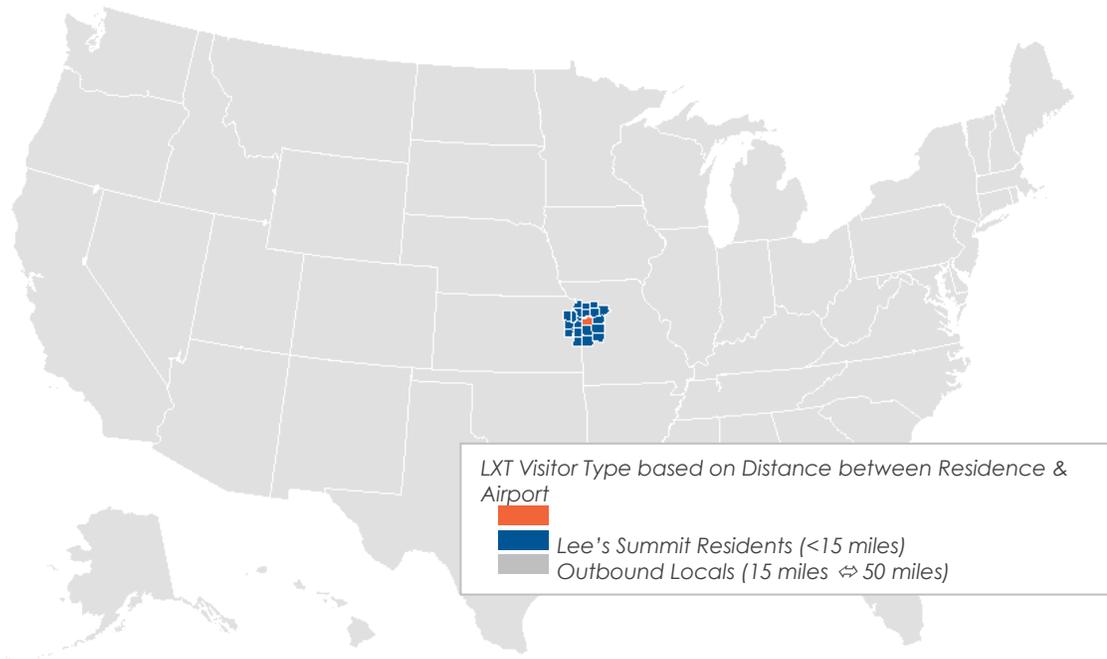


FIGURE 5.3: VISITOR SPENDING INPUTS BY INBOUND VISITORS

	Inbound Visitors
Visitor Trips using LXT	10,000
Average Spend per Trip	\$369
Annual Visitor Spend	\$3.7M
Less Leakages (Producer, Transport, Wholesale, Retail)	(\$1.1M)
Total Direct Effects	\$2.6M

5.3 Economic Impacts

Figure 5.4 highlights the multiplier effects of Inbound Visitors to LXT within the Multi-County Region. This visitor spending supports 9 jobs per year, \$684,000 in payroll, and \$1.9 million in economic output.

FIGURE 5.4: VISITOR SPENDING ECONOMIC IMPACT SUMMARY

	Jobs	Payroll	Economic Output
Multiplier Impacts	9	\$684K	\$1.9M

The impact of inbound visitors to LXT airport total on the Multi-County Region includes **9 jobs, \$684,000 in payroll, and \$1.9 million in economic benefit.**

Figure 5.5 summarizes spending by visitors who use LXT within the City of Lee's Summit and in the larger Multi-County Region supports 41 jobs, \$1.9 million in payroll, and generates \$5.3 million in economic output annually.

FIGURE 5.5: ANNUAL ECONOMIC IMPACTS OF VISITOR SPENDING WITHIN THE LOCAL ECONOMY

Annual Impacts – Local Economy	Jobs	Payroll (Millions)	Economic Output (Millions)
City of Lee's Summit	32	\$1.2	\$3.4
Multi-County Region	9	\$0.7	\$1.9
Visitor Spending Total	41	\$1.9	\$5.3

Section 6. Conclusion

Airports are more than runways and terminals. They are powerful economic drivers for the communities and regions that they serve. Kansas City – Lee's Summit Regional Airport (LXT) is a significant economic contributor to the City of Lee's Summit, surrounding counties, and Missouri as a whole. With Hangar 2 now online, the airport's impact will only expand. This furthers LXT's mission to be a major driver of economic growth and continues LXT's position as a thriving aviation gateway.

In summary, on-airport operations at LXT annually contribute 252 jobs, \$11.9 million in payroll, and \$58.3 million to the economy of Missouri, inclusive of Hangar Two.

Additionally, annual impacts of spending by visitors using LXT total 41 jobs, \$1.9 million in payroll, and \$5.3 million in total economic impact for the local economy.