



Georgia Department of Transportation



TECHNICAL REPORT

• 2020 STATEWIDE AIRPORT ECONOMIC IMPACT STUDY •



2020 GEORGIA STATEWIDE AIRPORT ECONOMIC IMPACT STUDY

Prepared for:

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As required by Paragraph 425.B(4) of FAA Order 5100.38C, *Airport Improvement Program (AIP) Handbook*:

The preparation of this document may have been supported, in part, through the Airport Improvement Program financial assistance from the Federal Aviation Administration as provided under Title 49 U.S.C., Section 47104. 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 or would have justification in accordance with appropriate public laws.

All data presented in this report were collected prior to onset of the COVID-19 pandemic in March 2020; statewide and airport-specific economic impacts documented in this report reflect pre-COVID conditions.

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1. Introduction

In the summer of 2019, the Georgia Department of Transportation (GDOT) undertook a comprehensive study to estimate the annual economic impact of 102 general aviation and commercial airports in Georgia. While the GDOT study did not prepare an annual economic impact for Hartsfield-Jackson Atlanta International Airport, the impact for the world’s busiest commercial airport is significant. To provide context for all annual economic impacts from Georgia’s system of 103 public airports, the annual impact of Hartsfield-Jackson Atlanta International was obtained from another study and integrated into the state totals.¹

The 102 commercial and general aviation airports analyzed in the GDOT study are referred to as “study airports.” It is important to note that all economic impacts reflected in this document represent state and specific airport conditions which existed prior to the onset of the COVID-19 pandemic in March 2020. All information to support the analyses completed as part of this study was collected pre-COVID.

Georgia’s state airport system is shown in **Figure 1-1**. The Georgia State Airport System Plan classifies airports as Level III, Level II, and Level I. These classifications help to determine facilities and services that are desirable to help each airport best fulfill its role in the state airport system to meet the needs of its customers. The Georgia airport system is diverse and well-developed, supporting the state’s economy and the economies of the local communities each airport serves. As shown by the following statistics, Georgia ranks near the top among all states for key demographic and socio-economic indicators:

- Georgia ranks 8th for its population, estimated at 10.6 million
- Georgia ranks 9th for its labor force, estimated at 5.1 million
- Georgia ranks 10th for its Gross State Domestic Product (GDP), estimated at \$602 billion

Georgia recognizes the strong connection between its airport system and its economy. The state has a long history of investing in airports to support the state as well as local economies. In fact, airport infrastructure and the access that airports provide helps Georgia’s ranking as the number one state for doing business. According to *Site Selection Magazine*, Georgia has held this number one ranking for the past seven years. The results of statewide airport investment can perhaps best be seen on a map that depicts airports around the state that have runways that are 5,000 feet long or longer (See **Figure 1-2**).

While there is no exact runway length that supports business flying needs, it is a generally accepted rule of thumb in the aviation industry that a runway that is 5,000 feet long meets the requirements of most business and corporate aircraft. This length is supported by the National Business Aviation Association (NBAA), whose members have identified a 5,000-foot runway length as being adequate for most medium weight business jets; 79 of the 103 airports in the state system have runways that are 5,000 feet long or longer. As recently as 2018, Georgia’s Governor appropriated funds to expand the state’s network of airports with 5,000-foot runways. This investment was in recognition of the importance of a well-developed system of airports to support economies throughout Georgia.

While airports throughout the state are no doubt important catalysts for attracting and retaining economic development, the focus of this study is the economic impacts that flow from the airport themselves. As this study demonstrates, the day-to-day operation of Georgia’s commercial and general aviation airports results in billions of dollars in economic impact for the state. To have an airport system that meets Georgia’s transportation needs and its economic objectives, the annual investment needed to grow and maintain the airport system is significant. As part of Georgia’s State Airport System Plan, average annual investment needs are estimated at \$411 million; this excludes the investment requirements of Hartsfield-Jackson Atlanta

¹ 2016-2017 Economic Impact Study, Technical Report, City of Atlanta and Hartsfield-Jackson Atlanta International Airport, Economic Development Research Group, Inc.

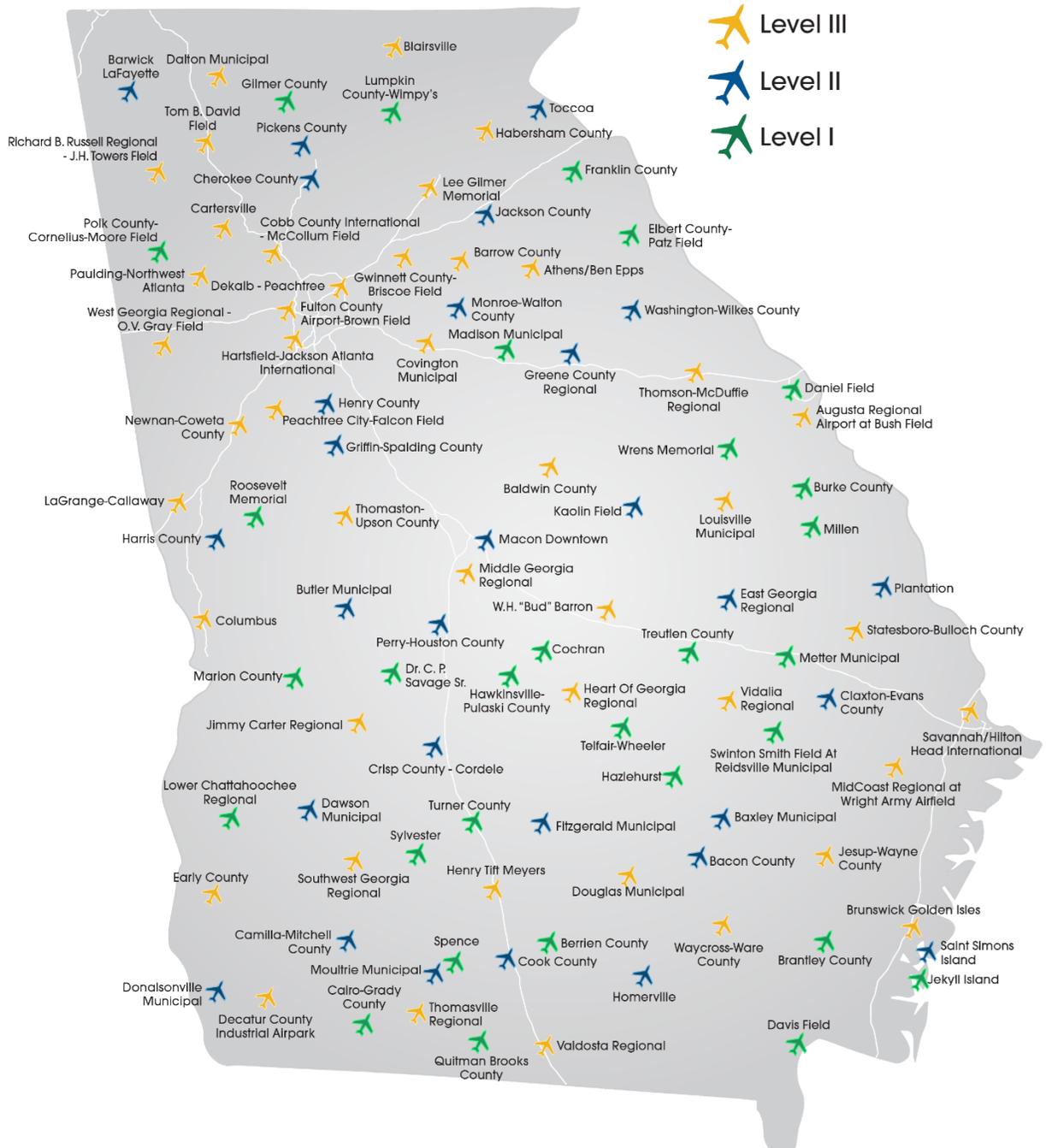
International Airport. While investment needs are high, as this study shows, the economic return that Georgia receives from its airport system is significantly higher. This economic impact study analyzed how the airport system acts as a powerful economic engine within the state.

Economic impacts presented in this study reflect a snapshot of conditions that existed at the time data inputs for the study were collected (late 2019 and early 2020). All study inputs were collected pre-COVID. Aviation is a very dynamic industry, one that changes every day. As conditions at the study airports change, economic impact estimates developed in this study will also change. As part of this study, a tool to update each airport's economic impact was developed. As conditions change, the tool has the capability to re-visit airport-specific economic impacts, as they are estimated and presented in this report.

Primary study objectives for the Statewide Airport Economic Impact Study follow:

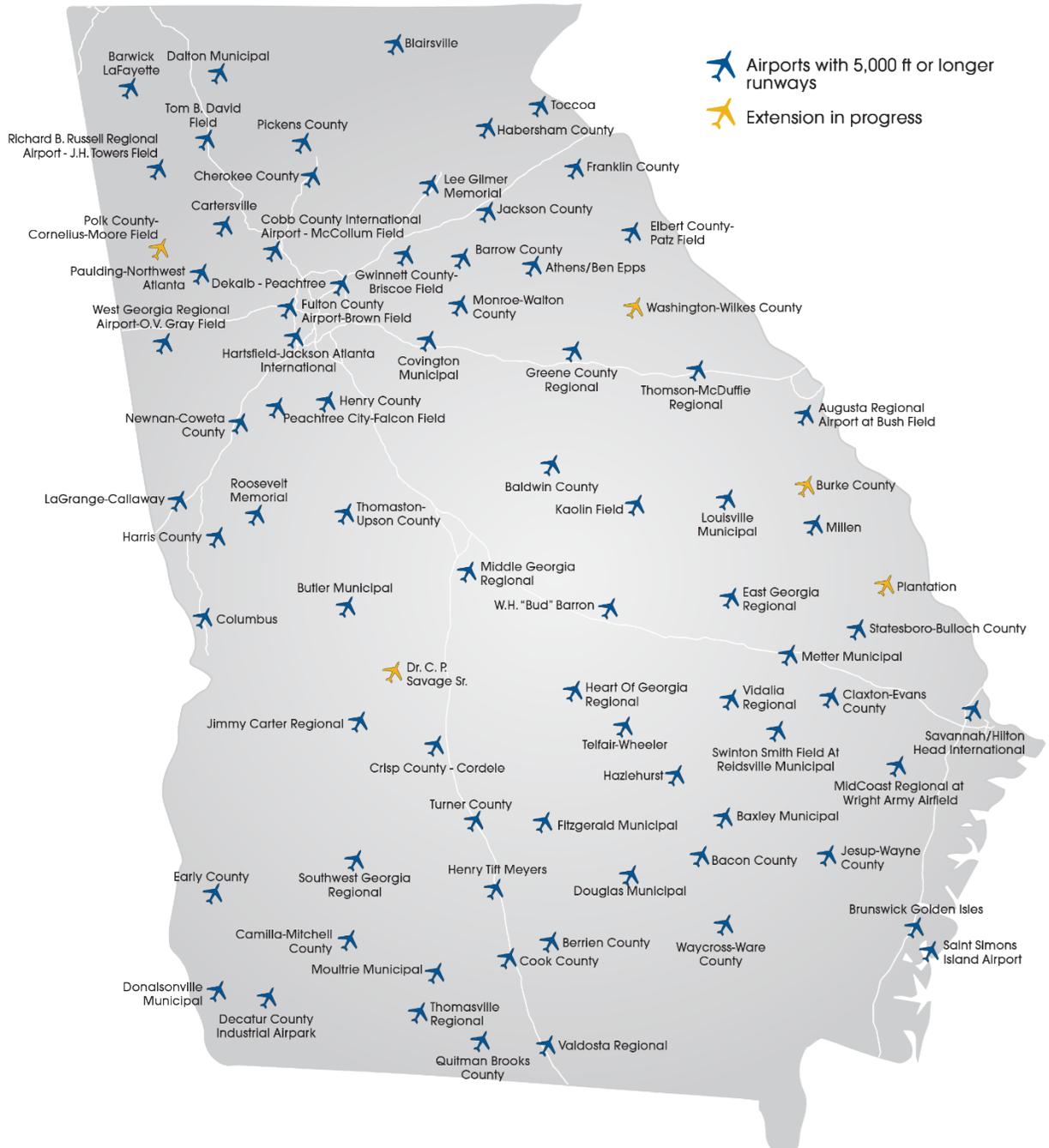
- Determine the annual economic impacts that the state economy realizes from the day-to-day operation of the commercial and general aviation study airports.
- Determine the annual economic impact realized as a result of aviation-related business tenants located at the study airports.
- Determine the annual economic impacts resulting from average annual capital investment at the study airports.
- Determine the economic impacts from the expenditures from visitors who come to Georgia on general aviation aircraft at all study airports.
- Determine the economic impacts from the expenditures of visitors who arrive on scheduled commercial airline flights at seven commercial airports.
- Determine annual state and local tax revenues supported by direct payroll and spending impacts associated with study airports.

Figure 1-1: Georgia Airport System



Source: Jviation

Figure 1-2: Georgia Airports with 5,000-foot Runways



Source: Jviation

A project Steering Committee provided oversight for the economic impact research project. The Steering Committee represented aviation, transportation, and economic interests in Georgia. GDOT Aviation Programs staff assisted with study data collection efforts and were actively involved in the development and review of study inputs and results. Members of the Steering Committee and GDOT staff who participated in the project are shown below.

GDOT Aviation Programs Staff

Carol Comer – Division of Intermodal, Director

Steve Brian – Manager, Aviation Programs

Joseph Robinson – Aviation Planning Manager

Michael Giambrone – Aviation Planner

Lynn Thompson – Aviation Project Manager

Frank Meyer – Aviation Project Manager

Jeffrey Griffith – Aviation Project Manager

Ronnie Hall – Aviation Project Manager

Tracie Kleine – Aviation Project Manager

Lewis Walker – Aviation Project Manager

Steering Committee Members

Dave Wills – Executive Director, Association of County Commissioners of Georgia

Larry Hanson – Executive Director, Georgia Municipal Association

Chris Clark – President and CEO, Georgia Chamber of Commerce

John Selden – Airport General Manager, Hartsfield-Jackson Atlanta International

Balram Bheodari - Deputy General Manager, Hartsfield-Jackson Atlanta International

Lisa Cribb – President Georgia Association of Regional Commissions, Statewide Regional Development Commissions

Anne Kaiser – VP Community & Economic Development, Georgia Power Economic Development Department

Steve Hedges – Southern Regional Manager, Aircraft Owners and Pilots Association

Greg Voos – Southeastern Representative, National Business Aircraft Association

Tom Strong – Current President, Georgia Airports Association

Pat Wilson – Commissioner, Georgia Department of Economic Development

Anna Hensley – DCA One Georgia Authority contact, OneGeorgia Authority

John Kingery – Director of Credit Services, OneGeorgia Authority

Dan Lucey – Chairman, Georgia Business Aviation Association

Jay Roberts – Director of Planning, GDOT Planning Office

Kevin Shea – President, Georgia Economic Developers Association

Bill Twomey – County Consulting Services Manager, Association of County Commissioners of Georgia

Keisha Lance Bottoms – City of Atlanta Mayor, Georgia Municipal Association

Carmen Chubb – City of Atlanta Chief of Staff, Georgia Municipal Association

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Seth Millican – Executive Director - Georgia Transportation Alliance, Georgia Chamber of Commerce

Matt Foshee – Community Development Manager, Georgia Power's Economic Development Department

Sydne Smith – Director of Public Policy and Government Relations, Georgia Department of Economic Development

Highlights from Georgia's Statewide Airport Economic Impact Study include:

- The study airports (seven public commercial service and 95 general aviation airports) support total employment estimated at **67,260** with an associated annual payroll of over **\$3.5 billion**. When Hartsfield-Jackson Atlanta International Airport is included, total statewide airport supported employment increases to **450,502**, and the annual payroll associated with this employment grows to nearly **\$20.3 billion**.
- The study airports support annual economic activity of approximately **\$6.9 billion**; when Hartsfield-Jackson Atlanta International Airport is also considered, total annual economic activity associated with all system airports increases to **\$73.6 billion**.
- Direct activities supported at and by the study airports contribute approximately **\$283.3 million** in annual state and local tax revenues. Hartsfield-Jackson Atlanta International Airport contributes another **\$1.1 billion** in annual state and local tax revenues.
- There are an estimated **65,115** additional non-aviation jobs in Georgia that have improved efficiency from using airports, whether that be general aviation, scheduled commercial airline flights, or air cargo/freight shipping services. These jobs are in addition to the 450,502 jobs that are supported by direct and indirect/induced airport activities for all airports including Hartsfield-Jackson Atlanta International Airport.

The remainder of this report contains the results of Georgia's Statewide Airport Economic Impact Study. The report is organized as follows:

- Sources, Measurements, and Process for Establishing Economic Impact
- Direct Annual Economic Impacts from Study Airports
- Indirect/Induced Annual Economic Impacts from Study Airports
- Total Annual Economic Impacts for Hartsfield-Jackson Atlanta International Airport

- Total Annual Economic Impacts from All Georgia Airports
- Statewide Airport-Supported Tax Revenues from Payroll and Spending
- Statewide Estimate of Non-Aviation Jobs Benefiting from Airports
- Case Studies
- Summary and Conclusions
- Economic Impact Calculator

2. Sources, Measurements, and Process for Estimating Economic Impacts for the Study Airports

2.1 Sources for Airport-Specific and Statewide Economic Impacts

For this statewide study of Georgia’s 102 public commercial and general aviation airports, economic impacts are established, as applicable, for five impact categories. The GDOT study estimated annual economic impacts for each of the following:

- Airport management
- Aviation-related airport business tenants
- Average annual investment related to capital improvements
- Expenditures from visitors arriving on general aviation aircraft
- Expenditures from visitors arriving on commercial airline flights (seven commercial service airports only)

Descriptions of the study’s five impact categories follow:

- **Airport Management:** Most public commercial service and general aviation airports support jobs that are associated with daily airport administrative, maintenance, and operational functions. On-airport jobs in the airport management category may be full-time or part-time. Airports also report that they sometimes support jobs that are seasonal.

Since most study airports are owned/operated by a city or a county, some jobs related to the airport management category are located “off-airport.” Full-time or part-time employment related to human resources, accounting, maintenance, grants administration, financial/legal services, and other functions are sometimes located off-airport. An airport’s need for these services is often not full-time, and the “airport-associated job” is shared with other city/county departments. Off-airport, airport-related jobs are included in this study.

All part-time and seasonal jobs that are less than full-time were converted to full-time equivalent employment (FTE). The conversion to full-time positions (both on- and off-airport) considers the number of reported hours that each employee works directly in support of an airport or the annual payroll for the less than full-time positions.

- **Airport Business Tenants:** Many study airports have on-airport business tenants that provide aviation-related services or support to airport customers. Business tenants are defined as revenue-generating companies with associated paid employees providing aviation-related services. Examples of airport business tenants include, but are not limited to, fixed base operators (FBOs), aircraft maintenance providers, commercial airlines, Part 135 air charter operators, flight schools, corporate flight departments, concessionaires, military units, avionics repair shops, aircraft manufacturers, and other similar aviation-related businesses.

Only aviation-related businesses were included in the business tenant category. Economic impacts for any non-aviation on-airport businesses and the impacts of most off-airport aerospace businesses in Georgia are not included in study results.

- **Capital Investment:** Airports in Georgia undertake capital improvement projects for major maintenance, expansion, and facility replacement. Projects are often funded with grants from GDOT and/or the Federal Aviation Administration (FAA), with airports providing a local match. Some airports generate sufficient revenue to fund development projects without federal or state assistance. Third-party/tenant investment, especially for hangar development, is also made; most tenants have

investment to maintain, improve, or expand their facilities. This study considered the average annual capital investment for a five-year (2015-2019) period to estimate the economic impact resulting from average annual capital investment at the study airports.

The study considered multiple years of historic investment so that smaller airports that do not routinely complete large capital investment projects were not “penalized.” Also, some large capital projects take several years to fully implement. Considering average annual capital investment over a multi-year period helps to capture the full economic benefit from investments made at the study airports.

Unlike the other economic impact categories analyzed in this study, economic impacts in this category (employment, payroll associated with the employment, spending, and annual economic activity) occur only when spending associated with the project is taking place. Once project-related spending is over, economic impacts associated with the capital investment are suspended.

Since economic impact studies, such as this, reflect economic conditions that are a “snapshot in time,” economic impacts for this category have the propensity to change, perhaps even significantly, between reporting periods. Economic impacts in the capital investment category are not necessarily on-going. Impacts in this category change year-to-year unless capital investment is constant and at the same level each year. This is seldom the case, since the need for capital improvement projects and associated investment changes annually. However, to fully report on the economic impacts associated with the study airports, it is important to consider impacts in the capital investment category.

- **Expenditures by Visitors Arriving on General Aviation Aircraft:** Throughout the year, both commercial service and general aviation airports accommodate varying numbers of visitors who fly to Georgia on general aviation aircraft. General aviation visitors may arrive one person at a time, or they may arrive in larger groups. Visiting general aviation aircraft can range in size from aircraft that carry two people, to large charter aircraft that carry over 100 passengers. Some general aviation visitors, especially those who are traveling for business, rely on general aviation because it enables them to shorten the duration of their trip. Other visitors choose general aviation because it enables them to fly directly to a destination not served by scheduled commercial airline flights.

Frequently, general aviation visitors arrive and depart on the same day, limiting their expenditures. Other general aviation visitors stay for one or more days; these overnight general aviation visitors have a greater economic impact. Overnight visitors often have expenditures for hotels, meals, retail purchases, entertainment, and local ground transportation; the longer the visitor stays, typically, the greater the amount they spend. Visitor expenditures help to support employment and associated payroll for service, hospitality, recreational, entertainment, retail, and ground transportation businesses.

Study airports provided information on their weekly arriving visiting aircraft and on the number of visitors typically arriving on different types of general aviation aircraft. Airport and FAA data from the National Offload Program (NOP) both provide operational fleet mix (percentage of operations by jet/piston/turboprop aircraft) for visiting general aviation aircraft. Surveys completed with the assistance of project interns, FBOs, and airport managers provide information on the length of time general aviation visitors stay and the average amount visitors spend per trip. Surveys determine the percentage of visitors traveling only for the day versus those visitors staying one or more nights.

- **Expenditures by Visitors Arriving on Scheduled Commercial Airlines:** Seven commercial study airports have economic impacts associated with visitors who arrive on a scheduled commercial airline flight. Data from the United States Department of Transportation (USDOT) provides an estimate of the portion of each airport’s annual enplanements that are visitors versus residents. USDOT was the source of visiting passengers for all commercial study airports. Using monthly enplanement data for 2019, each commercial airport helped to establish an estimate for the total annual 2019 passenger enplanements.

Similar to general aviation visitors, commercial visitors also have expenditures that support employment and associated payroll. With help from the study's commercial airports, surveys of visitors using the seven commercial airports were conducted. The surveys determine the average length of stay and visitor expenditure patterns for each airport. Estimates of annual economic impacts in this category are developed using estimates of annual visitors and average visitor spending per trip.

When the annual economic impacts associated with each of these five categories are combined, it helps to tell the story of the economic impact attributed to study airports. To the extent that there are no issues with confidentiality, economic impacts for each of the categories above are presented individually for each airport. All direct impacts for each of the five impact categories were collected and verified prior to March 2020 when the COVID pandemic started.

2.2 Measurements for Airport-Specific and Statewide Economic Impacts

All annual economic impacts are estimated using four measurements: employment, payroll, spending, and annual economic activity. In this study, annual economic activity is the sum of payroll and spending. These two measurements reflect the airport-associated economic impacts that are realized in the state's economy. Each impact measurement is discussed below:

- **Employment** is the most straightforward and the most easily understood measurement of economic impact. Employment is identified for airport management and airport business tenants through surveys and interviews. Expenditures by visitors who arrive on general aviation aircraft or scheduled commercial carriers support other employment. Investment made to implement capital projects also supports additional employment over the duration of the project's planning and construction.
- **Payroll** is associated with all employment supported by airport management, airport business tenants, average annual capital investment, and air visitor expenditures.
- **Spending** for airport management and airport business tenants equals their annual purchase of goods, materials, and supplies to run the airport or business. Spending for airports and airport business tenants does not include payroll or capital investment. In the visitor categories, expenditures include the amounts that visitors pay for lodging, food, ground transportation, entertainment, and retail purchases. Total expenditures minus the portion that is payroll-related represents spending in this category. In the average annual capital investment category, spending is equal to total investment made to implement projects, minus the estimated cost for labor (payroll).
- **Annual Economic Activity** for each of the economic impact categories is the sum of payroll and spending. This measure shows the total annual economic impact from airports and airport-supported activities.

Economic impacts are measured in terms of employment, the annual payroll associated with all employment, annual spending, and the annual economic activity (expenditures in the payroll and spending categories). Each of these four measurements (employment, payroll, spending, and economic activity) are used to quantify annual economic impacts from airport management, business tenants, average annual capital investment, and visitor expenditures for all study airports.

2.3 Process to Estimate Airport-Specific and Statewide Economic Impacts

For this study, all economic impacts were assigned to the following categories: direct impacts, indirect/induced impacts, and total annual economic impacts. These categories are described below. It is important to note that the process used in this study follows FAA guidelines for estimating airport-related economic impacts.

- **Direct Impacts:** Direct economic impacts are the start of the economic impact cycle measured in the study. Information concerning direct impacts is collected from airports or airport tenants/businesses, GDOT, the FAA, USDOT, and from Georgia’s visitors who arrive by air. All direct impacts used to support economic impact estimates in this study reflect pre-COVID conditions. Since direct impacts can be measured or counted in some way, it is important that these impacts be accurate and credible. Direct impacts are estimated for employment, payroll, spending, and annual economic activity associated with the five categories of economic activity that occur related to study airports. It is worth noting that not all Georgia airports have impacts in the management, business tenant, capital investment, and visitor expenditure categories.
- **Indirect/Induced Impacts:** When direct impacts enter state and local economies, they re-circulate or multiply, creating additional economic impact. Impacts in the indirect and induced categories are often referred to as multiplier impacts. For example, when a “direct” airport employee uses his or her payroll to buy groceries, pay for childcare, or take their family pet to a local veterinarian, the employee’s direct airport-related payroll is infused into other sectors of the economy, creating additional economic impacts. Induced impacts are primarily associated with increases in income/payroll, and indirect impacts result from increases in spending.

An econometric input/output model, IMPLAN (approved for use by FAA), was used to estimate additional indirect and induced impacts. Indirect and induced impacts are experienced in the state economy as a result of the initial direct impacts. Indirect impacts result from industries purchasing from other industries, whereas induced impacts result from the expenditure of new household income associated with direct and indirect impacts. When summed, direct, indirect, and induced impacts equal total annual economic impacts. Later sections of this report provide more information on the modeling process used to estimate indirect/induced economic impacts.

- **Total Economic Impacts:** Total impacts are the sum of direct and indirect/induced impacts for each of the measurements and impact categories.

3. Direct Economic Impacts for Study Airports

All economic impacts for the study airports discussed in this report start with impacts in the direct impact category. The following sections discuss direct economic impacts in the airport management, airport business tenant, average annual capital investment, and both air visitor categories. All direct impacts reported in this section reflect pre-COVID conditions for all airports.

All direct economic impacts for the airports start with the daily operation of the airports; activities needed to serve customers and aircraft using each airport; steps the airports take to maintain, improve, and expand their infrastructure; and expenditures associated with visitors who arrive in Georgia via the airports. While not all direct impacts discussed in this section take place on-airport, all direct impacts are linked directly to the airports and their operations.

Economic impacts for Hartsfield-Jackson Atlanta International Airport were measured in a separate study prepared by the City of Atlanta and are discussed later in this report.

3.1 Estimates of Direct Impacts from Airport Management at Study Airports

For this category, the study airports served as the primary source for identifying direct impacts. Each of the commercial and general aviation study airports provided information to estimate their direct impacts in the airport management category.

Through surveys, on-site visits, and phone interviews, airports provided information on airport management-related employment, payroll, and the airport's annual non-capital and non-payroll spending that supports airport operations. When all direct impacts were documented, each airport manager/contact had the opportunity to review the direct impacts identified for their airport. Each airport was given the opportunity to verify information that serves as the basis for their airport's final estimated annual economic impact.

Because of confidentiality, only direct employment and direct annual economic activity are reported in this category. Some general aviation airports have only one or two employees in the airport management category. Direct payroll is not reported to maintain confidentiality. Direct annual economic activity, reported in this section, represents direct payroll plus direct spending to operate the airport.

When reviewing the direct impacts for each airport, it is important to understand that some airports have limited, or sometimes no, employment in the airport management category. Some airports are managed by unpaid volunteers; these individuals were not included in this analysis. Also, some airports contract with an FBO to provide management functions. In those instances, employment is reported only in the business tenant category. Various operating arrangements that are specific to each airport can limit employment (direct impacts) in the airport management category.

Table 3-1 shows direct full-time equivalent (FTE) employment estimated for each study airport, as well as the airport's estimated direct annual economic activity, which includes spending to support airport operations and payroll. For this analysis, this information is obtained from each study airport. Employment shown in **Table 3-1** is the sum of all full-time on- and off-airport jobs, all part-time on- and off-airport jobs (translated into FTE jobs based on the number of hours worked by each airport employee or the salary they are paid), and all seasonal jobs (translated into FTE jobs based on the number of hours worked for the airport or the salary paid).

Information presented in **Table 3-1** does not include direct impacts related to Hartsfield-Jackson Atlanta International Airport. All impacts presented in **Table 3-1** are pre-COVID.

Table 3-1: Direct Airport Management Employment and Annual Economic Activity for Study Airports

FAA ID	Associated City	Airport Name	Direct Employment	Direct Annual Economic Activity
ABY	Albany	Southwest Georgia Regional Airport	17	\$4,970,600
AGS	Augusta	Augusta Regional Airport at Bush Field	98	\$19,916,700
BQK	Brunswick	Brunswick-Golden Isles Airport	32	\$2,027,500
CSG	Columbus	Columbus Airport	41	\$7,954,000
MCN	Macon	Middle Georgia Regional Airport	8	\$818,800
SAV	Savannah	Savannah/Hilton Head International Airport	230	\$28,315,400
VLD	Valdosta	Valdosta Regional Airport	8	\$849,700
Commercial Service Airports Total			434	\$64,852,700
15J	Adel	Cook County Airport	1	\$122,500
AMG	Alma	Bacon County Airport	<1	\$62,000
ACJ	Americus	Jimmy Carter Regional Airport	<1	\$62,000
75J	Ashburn	Turner County Airport	<1	\$62,000
AHN	Athens	Athens-Ben Epps Airport	11	\$2,492,500
FFC	Atlanta	Atlanta Regional Airport-Falcon Field (Peachtree City)	4	\$1,972,300
RYY	Atlanta	Cobb County International Airport-McCollum Field	5	\$532,200
CVC	Atlanta	Covington Municipal Airport	4	\$731,100
PDK	Atlanta	DeKalb-Peachtree Airport	22	\$4,011,500
FTY	Atlanta	Fulton County Airport-Brown Field	7	\$3,637,800
CCO	Atlanta	Newnan-Coweta County Airport	6	\$1,357,900
PUJ	Atlanta	Paulding-Northwest Atlanta Airport	4	\$435,100
DNL	Augusta	Daniel Field Airport	1	\$115,000
BGE	Bainbridge	Decatur County Industrial Air Park	2	\$526,700
BHC	Baxley	Baxley Municipal Airport	<1	\$62,000
DZJ	Blairsville	Blairsville Airport	2	\$333,400
BIJ	Blakely	Early County Airport	1	\$96,800
SSI	Brunswick	Saint Simons Island Airport	21	\$842,000
82A	Buena Vista	Marion County Airport	1	\$53,800
6A1	Butler	Butler Municipal Airport	<1	\$143,600
70J	Cairo	Cairo-Grady County Airport	<1	\$65,100
CZL	Calhoun	Tom B. David Field Airport	5	\$763,800
CXU	Camilla	Camilla-Mitchell County Airport	2	\$303,100
18A	Canon	Franklin County Airport	<1	\$168,300
CNI	Canton	Cherokee County Airport	<1	\$62,000
CTJ	Carrollton	West Georgia Regional Airport-O.V. Gray Field	4	\$858,800
VPC	Cartersville	Cartersville Airport	<1	\$304,600
4A4	Cedartown	Polk County Airport-Cornelius Moore Field	2	\$326,100
CWV	Claxton	Claxton-Evans County Airport	1	\$66,300
48A	Cochran	Cochran Airport	<1	\$88,000
CKF	Cordele	Crisp County-Cordele Airport	<1	\$62,000
AJR	Cornelia	Habersham County Airport	3	\$427,200

Table 3-1: Direct Airport Management Employment and Annual Economic Activity for Study Airports

FAA ID	Associated City	Airport Name	Direct Employment	Direct Annual Economic Activity
25J	Cuthbert	Lower Chattahoochee Regional Airport	<1	\$62,000
9A0	Dahlonega	Lumpkin County-Wimpy's Airport	1	\$86,500
DNN	Dalton	Dalton Municipal Airport	5	\$549,000
16J	Dawson	Dawson Municipal Airport	1	\$309,900
17J	Donalsonville	Donalsonville Municipal Airport	<1	\$55,200
DQH	Douglas	Douglas Municipal Airport	2	\$432,200
DBN	Dublin	W.H. "Bud" Barron Airport	2	\$246,000
EZM	Eastman	Heart of Georgia Regional Airport	7	\$1,309,200
EBA	Elberton	Elbert County Airport-Patz Field	2	\$117,800
49A	Ellijay	Gilmer County Airport	3	\$467,200
FZG	Fitzgerald	Fitzgerald Municipal Airport	2	\$236,400
3J6	Folkston	Davis Field Airport	<1	\$62,000
GVL	Gainesville	Lee Gilmer Memorial Airport	2	\$919,000
3J7	Greensboro	Greene County Regional Airport	<1	\$101,800
6A2	Griffin	Griffin-Spalding County Airport	4	\$683,400
HMP	Hampton	Henry County Airport	5	\$923,500
51A	Hawkinsville	Hawkinsville-Pulaski County Airport	<1	\$26,100
AZE	Hazlehurst	Hazlehurst Airport	1	\$227,700
LHW	Hinesville	MidCoast Regional Airport at Wright Army Airfield	2	\$345,000
HOE	Homerville	Homerville Airport	<1	\$62,000
JZP	Jasper	Pickens County Airport	2	\$343,500
JCA	Jefferson	Jackson County Airport	1	\$275,000
09J	Jekyll Island	Jekyll Island Airport	<1	\$28,500
JES	Jesup	Jesup-Wayne County Airport	1	\$191,200
9A5	LaFayette	Barwick LaFayette Airport	1	\$146,200
LGC	LaGrange	LaGrange-Callaway Airport	4	\$751,200
LZU	Lawrenceville	Gwinnett County Airport-Briscoe Field	8	\$1,422,300
2J3	Louisville	Louisville Municipal Airport	1	\$94,000
MAC	Macon	Macon Downtown Airport	4	\$165,000
52A	Madison	Madison Municipal Airport	<1	\$62,000
MQW	Mc Rae	Telfair-Wheeler Airport	<1	\$76,100
MHP	Metter	Metter Municipal Airport	<1	\$94,300
MLJ	Milledgeville	Baldwin County Airport	<1	\$113,100
2J5	Millen	Millen Airport	<1	\$73,500
D73	Monroe	Monroe-Walton County Airport	<1	\$247,300
53A	Montezuma	Dr. C.P. Savage, Sr. Airport	<1	\$17,100
MGR	Moultrie	Moultrie Airport	4	\$237,600
MUL	Moultrie	Spence Airport	1	\$63,300
4J1	Nahunta	Brantley County Airport	<1	\$36,200
4J2	Nashville	Berrien County Airport	1	\$57,900

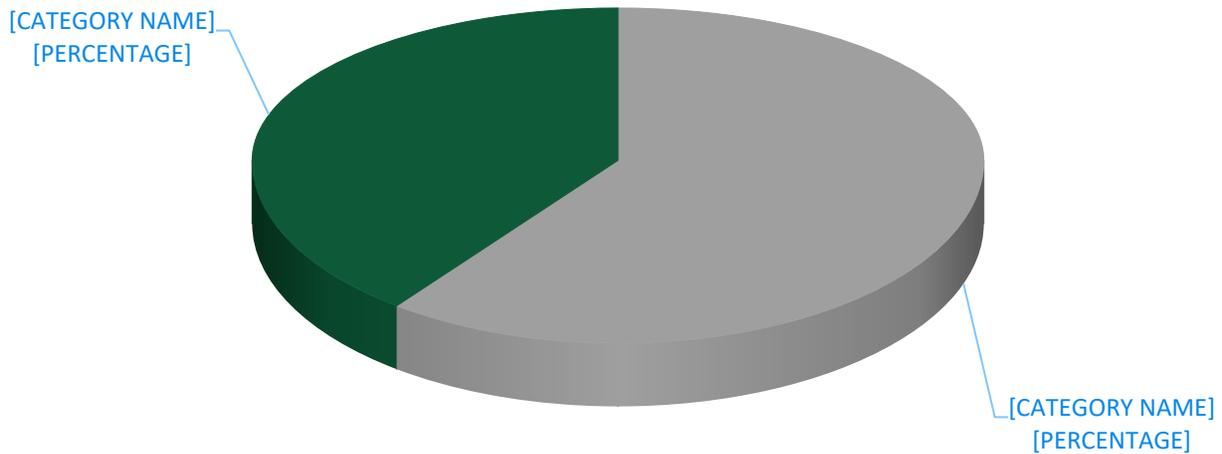
Table 3-1: Direct Airport Management Employment and Annual Economic Activity for Study Airports

FAA ID	Associated City	Airport Name	Direct Employment	Direct Annual Economic Activity
PXE	Perry	Perry-Houston County Airport	5	\$786,400
PIM	Pine Mountain	Harris County Airport	2	\$333,000
4J5	Quitman	Quitman Brooks County Airport	<1	\$62,000
RVJ	Reidsville	Swinton Smith Field at Reidsville Municipal Airport	<1	\$24,500
RMG	Rome	Richard B. Russell Regional Airport-J.H. Towers Field	5	\$1,966,700
OKZ	Sandersville	Kaolin Field Airport	<1	\$43,100
4J8	Soperton	Treutlen County Airport	<1	\$62,000
TBR	Statesboro	Statesboro-Bulloch County Airport	4	\$668,500
SBO	Swainsboro	East Georgia Regional Airport	<1	\$110,100
JYL	Sylvania	Plantation Airpark	<1	\$150,100
SYV	Sylvester	Sylvester Airport	4	\$407,700
OPN	Thomaston	Thomaston-Upson County Airport	4	\$412,100
TVI	Thomasville	Thomasville Regional Airport	8	\$2,394,200
HQU	Thomson	Thomson-McDuffie Regional Airport	<1	\$87,600
TMA	Tifton	Henry Tift Myers Airport	3	\$655,600
TOC	Toccoa	Toccoa Airport-RG LeTourneau Field	1	\$165,000
VDI	Vidalia	Vidalia Regional Airport	3	\$454,300
5A9	Warm Springs	Roosevelt Memorial Airport	<1	\$37,300
IYY	Washington	Washington-Wilkes County Airport	<1	\$62,000
AYS	Waycross	Waycross-Ware County Airport	3	\$560,300
BXG	Waynesboro	Burke County Airport	<1	\$45,100
WDR	Winder	Barrow County Airport	3	\$246,200
65J	Wrens	Wrens Memorial Airport	<1	\$20,100
		General Aviation Airports Total	221	\$42,618,600
		All Airports Total	655	\$107,471,300

Source: Study Airports

As **Table 3-1** shows, direct total annual economic activity for the airport management category is estimated at \$107.5 million. **Figure 3-1** shows the distribution of this annual economic activity between the study’s general aviation and commercial airports. As this figure shows, direct annual economic activity is supported more by management at commercial service airports compared to general aviation airports. Given their levels of activity, multiple business tenants, and operational complexity, it typically takes a larger staff to operate a commercial service airport than it does to operate most general aviation airports.

Figure 3-1: Distribution of Direct Airport Management Annual Economic Activity



Source: Aviation

3.2 Estimates of Direct Impacts from Business Tenants at Study Airports

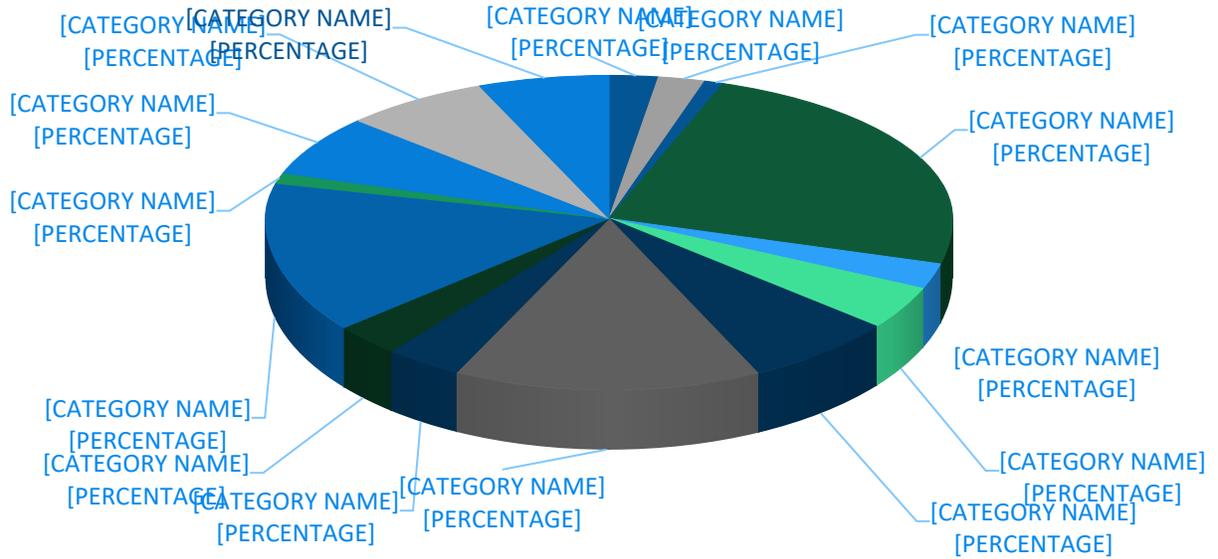
GDOT and study airports provided information for on-airport aviation-related business tenants that provide aviation services at the study airports. For this study, business tenants are defined as revenue-generating aviation-related companies with associated paid employment serving study airports. All business tenants at commercial and general aviation airports were contacted on several occasions either in person, by email, or by phone to obtain information on:

- The types of services they provide
- Their full-time, part-time, and seasonal employment
- Their annual payroll
- Their annual expenditures to purchase goods, materials, and supplies to run their business

Business tenants at airports change occasionally; information for business tenant impacts presented in this report represents conditions at the time data collection for this study concluded; all business tenant-related impacts are pre-COVID. Airports were provided an opportunity to confirm business tenant-related information as part of study outreach with project stakeholders.

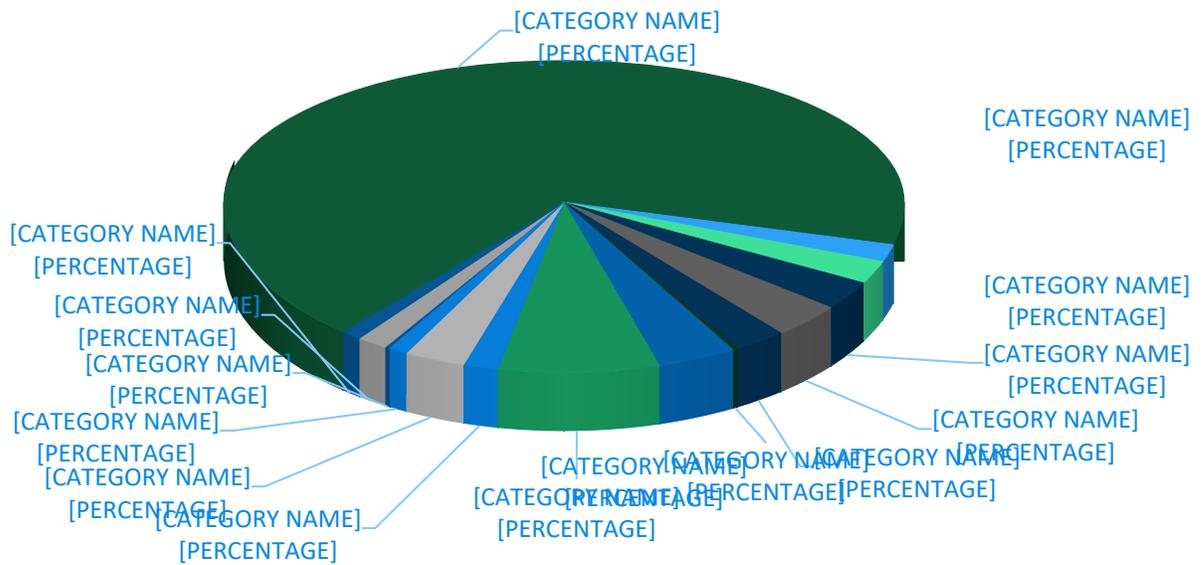
Data collection efforts for the study show that statewide, there are 581 different aviation-related business tenants and that these companies support total direct full-time employment estimated at 19,661 jobs. **Figure 3-2** shows the statewide distribution of airport business tenants by primary service type, while **Figure 3-3** and **Figure 3-4** shows the statewide distribution of business tenants by employment type. It is worth noting that Gulfstream Aerospace accounts for 58 percent of all statewide employment in the business tenant category. Information presented in this section does not include the Hartsfield-Jackson Atlanta International Airport.

Figure 3-2: Distribution of Airport Business Tenants by Service Type



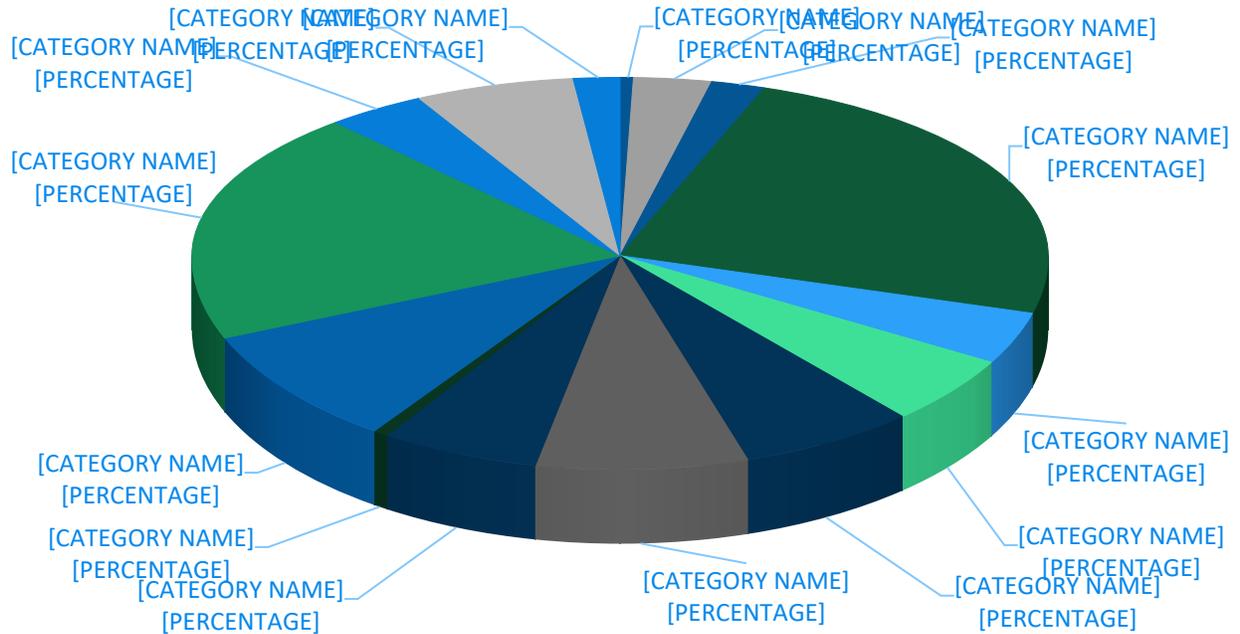
Source: Study Surveys

Figure 3-3: Distribution of Business Tenant Employment by Service Type (With Gulfstream)



Source: Study Surveys

Figure 3-4: Distribution of Business Tenant Employment by Service Type (Without Gulfstream)



Source: Study Surveys

Study research shows that some smaller general aviation airports do not have revenue-generating aviation-related business tenants. This does not imply that these airports do not support important uses and users. Ways that each airport supports the communities it serves are documented in the Individual Airport Reports. These reports are available by visiting www.dot.ga.gov.

Several general aviation airports report only one on-airport business tenant. To protect confidentiality, direct payroll and spending for business tenants at the study airports are not reported here.

reflects total direct employment and annual direct economic activity (payroll plus spending) impacts for all business tenants at each of the study airports. Direct annual tenant economic activity shown in

does not reflect spending for capital projects, as this spending is accounted for in another impact category.

provides total direct full-time business tenant-related employment for each airport; part-time and seasonal jobs have been converted to FTE jobs based on the reported number of hours these employees work directly in support of the airport or based on the salary these workers are paid.

shows the number of aviation-related business tenants identified at each airport, the estimated number of direct full-time jobs that these business tenants support, and direct annual economic activity (payroll and spending) for all business tenants. Direct impacts are used in subsequent analyses to estimate indirect/induced impacts associated with each airport's business tenant category.

Table 3-2: Direct Business Tenant Employment and Annual Economic Activity for Study Airports

FAA ID	Associated City	Airport Name	Number of Tenants	Direct Employment	Direct Annual Economic Activity
ABY	Albany	Southwest Georgia Regional Airport	10	167	\$19,603,800
AGS	Augusta	Augusta Regional Airport at Bush Field	26	446	\$52,628,700
BQK	Brunswick	Brunswick-Golden Isles Airport	13	440	\$55,539,300
CSG	Columbus	Columbus Airport	15	127	\$24,839,200
MCN	Macon	Middle Georgia Regional Airport	16	565	\$72,399,300
SAV	Savannah	Savannah/Hilton Head International Airport	76	14,110	\$1,727,880,800
VLD	Valdosta	Valdosta Regional Airport	13	78	\$10,185,600
Commercial Service Airports Total			169	15,933	\$1,963,076,700
15J	Adel	Cook County Airport	2	3	\$363,200
AMG	Alma	Bacon County Airport	1	1	\$119,700
ACJ	Americus	Jimmy Carter Regional Airport	1	10	\$1,956,100
75J	Ashburn	Turner County Airport	1	2	\$243,600
AHN	Athens	Athens-Ben Epps Airport	8	39	\$3,310,800
FFC	Atlanta	Atlanta Regional Airport-Falcon Field (Peachtree City)	20	253	\$86,545,800
RYY	Atlanta	Cobb County International Airport-McCollum Field	24	314	\$62,136,200
CVC	Atlanta	Covington Municipal Airport	5	36	\$7,620,200
PDK	Atlanta	DeKalb-Peachtree Airport	61	597	\$161,993,700
FTY	Atlanta	Fulton County Airport-Brown Field	29	544	\$165,779,700
CCO	Atlanta	Newnan-Coweta County Airport	11	157	\$19,404,700
PUJ	Atlanta	Paulding-Northwest Atlanta Airport	5	10	\$1,527,100
DNL	Augusta	Daniel Field Airport	1	35	\$7,336,200
BGE	Bainbridge	Decatur County Industrial Air Park	2	11	\$1,142,400
BHC	Baxley	Baxley Municipal Airport	2	3	\$448,300
DZJ	Blairsville	Blairsville Airport	2	16	\$3,335,800
BIJ	Blakely	Early County Airport	-	-	\$0
SSI	Brunswick	Saint Simons Island Airport	9	40	\$5,406,500
82A	Buena Vista	Marion County Airport	-	-	\$0
6A1	Butler	Butler Municipal Airport	1	2	\$239,300
70J	Cairo	Cairo-Grady County Airport	1	2	\$99,400
CZL	Calhoun	Tom B. David Field Airport	5	30	\$5,166,600
CXU	Camilla	Camilla-Mitchell County Airport	4	19	\$3,460,800
18A	Canon	Franklin County Airport	1	3	\$140,000
CNI	Canton	Cherokee County Airport	4	31	\$4,128,500
CTJ	Carrollton	West Georgia Regional Airport-O.V. Gray Field	7	25	\$5,016,300
VPC	Cartersville	Cartersville Airport	2	247	\$64,989,700
4A4	Cedartown	Polk County Airport-Cornelius Moore Field	1	2	\$247,800
CWV	Claxton	Claxton-Evans County Airport	2	3	\$1,017,100
48A	Cochran	Cochran Airport	3	3	\$361,700
CKF	Cordele	Crisp County-Cordele Airport	3	8	\$986,800
AJR	Cornelia	Habersham County Airport	2	6	\$773,400

Table 3-2: Direct Business Tenant Employment and Annual Economic Activity for Study Airports

FAA ID	Associated City	Airport Name	Number of Tenants	Direct Employment	Direct Annual Economic Activity
25J	Cuthbert	Lower Chattahoochee Regional Airport	2	3	\$960,700
9A0	Dahlonega	Lumpkin County-Wimpy's Airport	-	-	\$0
DNN	Dalton	Dalton Municipal Airport	2	7	\$1,912,500
16J	Dawson	Dawson Municipal Airport	2	8	\$1,196,300
17J	Donalsonville	Donalsonville Municipal Airport	4	18	\$2,153,600
DQH	Douglas	Douglas Municipal Airport	5	26	\$4,549,500
DBN	Dublin	W.H. "Bud" Barron Airport	1	2	\$418,000
EZM	Eastman	Heart of Georgia Regional Airport	5	220	\$24,627,000
EBA	Elberton	Elbert County Airport-Patz Field	-	-	\$0
49A	Ellijay	Gilmer County Airport	-	-	\$0
FZG	Fitzgerald	Fitzgerald Municipal Airport	1	2	\$69,000
3J6	Folkston	Davis Field Airport	-	-	\$0
GVL	Gainesville	Lee Gilmer Memorial Airport	4	39	\$6,088,600
3J7	Greensboro	Greene County Regional Airport	5	12	\$1,409,000
6A2	Griffin	Griffin-Spalding County Airport	11	69	\$9,453,500
HMP	Hampton	Henry County Airport	5	45	\$6,891,800
51A	Hawkinsville	Hawkinsville-Pulaski County Airport	-	-	\$0
AZE	Hazlehurst	Hazlehurst Airport	-	-	\$0
LHW	Hinesville	MidCoast Regional Airport at Wright Army Airfield	2	32	\$2,782,000
HOE	Homerville	Homerville Airport	-	-	\$0
JZP	Jasper	Pickens County Airport	1	1	\$119,700
JCA	Jefferson	Jackson County Airport	5	8	\$991,400
09J	Jekyll Island	Jekyll Island Airport	1	5	\$420,000
JES	Jesup	Jesup-Wayne County Airport	1	1	\$209,000
9A5	LaFayette	Barwick LaFayette Airport	4	13	\$1,860,800
LGC	LaGrange	LaGrange-Callaway Airport	5	28	\$6,615,000
LZU	Lawrenceville	Gwinnett County Airport-Briscoe Field	26	359	\$67,220,200
2J3	Louisville	Louisville Municipal Airport	2	4	\$478,600
MAC	Macon	Macon Downtown Airport	2	19	\$1,843,300
52A	Madison	Madison Municipal Airport	1	1	\$117,200
MQW	Mc Rae	Telfair-Wheeler Airport	-	-	\$0
MHP	Metter	Metter Municipal Airport	1	2	\$239,300
MLJ	Milledgeville	Baldwin County Airport	4	6	\$2,559,000
2J5	Millen	Millen Airport	-	-	\$0
D73	Monroe	Monroe-Walton County Airport	3	3	\$421,000
53A	Montezuma	Dr. C.P. Savage, Sr. Airport	-	-	\$0
MGR	Moultrie	Moultrie Airport	12	26	\$5,285,200
MUL	Moultrie	Spence Airport	3	30	\$3,463,200
4J1	Nahunta	Brantley County Airport	-	-	\$0
4J2	Nashville	Berrien County Airport	-	-	\$0

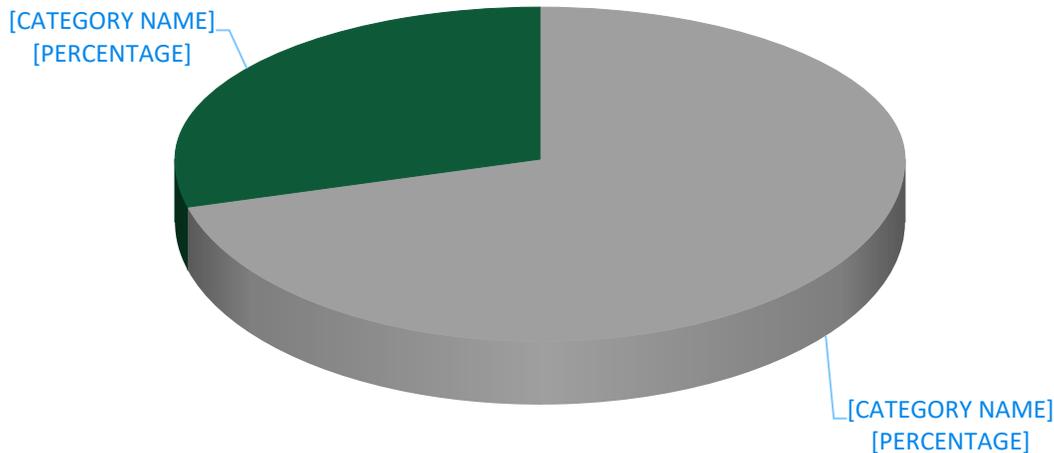
Table 3-2: Direct Business Tenant Employment and Annual Economic Activity for Study Airports

FAA ID	Associated City	Airport Name	Number of Tenants	Direct Employment	Direct Annual Economic Activity
PXE	Perry	Perry-Houston County Airport	5	22	\$3,041,700
PIM	Pine Mountain	Harris County Airport	2	2	\$383,900
4J5	Quitman	Quitman Brooks County Airport	5	2	\$230,000
RVJ	Reidsville	Swinton Smith Field at Reidsville Municipal Airport	1	3	\$627,000
RMG	Rome	Richard B. Russell Regional Airport-J.H. Towers Field	7	16	\$1,786,800
OKZ	Sandersville	Kaolin Field Airport	1	2	\$239,300
4J8	Soperton	Treutlen County Airport	-	-	\$0
TBR	Statesboro	Statesboro-Bulloch County Airport	7	23	\$2,645,100
SBO	Swainsboro	East Georgia Regional Airport	3	22	\$3,496,500
JYL	Sylvania	Plantation Airpark	3	8	\$978,500
SYV	Sylvester	Sylvester Airport	1	3	\$364,900
OPN	Thomaston	Thomaston-Upson County Airport	7	28	\$3,967,000
TVI	Thomasville	Thomasville Regional Airport	8	22	\$6,825,800
HQU	Thomson	Thomson-McDuffie Regional Airport	3	11	\$2,400,500
TMA	Tifton	Henry Tift Myers Airport	2	3	\$849,700
TOC	Toccoa	Toccoa Airport-RG LeTourneau Field	3	6	\$807,300
VDI	Vidalia	Vidalia Regional Airport	2	3	\$188,600
5A9	Warm Springs	Roosevelt Memorial Airport	-	-	\$0
IYY	Washington	Washington-Wilkes County Airport	2	6	\$985,900
AYS	Waycross	Waycross-Ware County Airport	2	4	\$1,100,700
BXG	Waynesboro	Burke County Airport	1	3	\$496,000
WDR	Winder	Barrow County Airport	6	98	\$9,904,800
65J	Wrens	Wrens Memorial Airport	1	-	\$0
		General Aviation Airports Total	412	3,728	\$810,971,800
		All Airports Total	581	19,661	\$2,774,048,500

Source: Airport Tenants and Airport Management

Figure 3-5 shows how all airport business tenant-related impacts are distributed between the study’s commercial service and general aviation airports. As Figure 3-5 shows, 71 percent of the business tenant direct annual economic activity is associated with commercial study airports, while the remaining 29 percent is associated with the general aviation airports.

Figure 3-5: Distribution of Airport Business Tenant Annual Economic Activity



Source: Aviation

3.3 Estimates of Direct Impacts from Average Annual Capital Investment at Study Airports

While direct capital investment takes place at an airport, this spending supports employment and payroll over the duration of the project’s implementation. Each airport’s direct economic impact in this category can change between cycles for measuring economic impact; this is because capital investment at any given airport changes year-to-year.

For this study, direct capital investment impacts are estimated using information supplied by GDOT, the FAA, study airports, and business tenants at the airports. The goal was to capture all investments made at each airport by local, state, and federal governments, as well as to consider private investment made by business tenants. Local airport investment, although not exclusively, is often made to match state and FAA grants. Private investment also takes place at some study airports, primarily to build hangars and other structures.

Since capital investment changes year-to-year, average annual investment (both public and private) over a five-year historical period is used to estimate direct impacts in this category. Impacts in this category consider only investment that has already been programmed. For this study, historic capital investment between 2015 and 2019 was considered to estimate each airport’s average annual capital investment.

In the capital investment impact category, average annual capital investment, statewide and airport-specific, equates to “annual economic activity” (defined in this study as payroll plus spending). This is because reported investment values reflect both the cost of materials and the cost of labor (payroll).

Once the average annual capital investment is established, information in the IMPLAN model is used to estimate direct employment, and direct payroll associated with the direct employment, for this impact category, is derived from Bureau of Labor Statistics data. The model provides information that indicates the portion of each airport’s average annual capital investment that is labor-related (payroll), versus the portion allocated to purchasing goods, materials, and supplies. IMPLAN is discussed in detail later in this report.

Table 3-3 reports average annual direct economic impacts for each study airport in the capital investment category. Information presented in **Table 3-3** is based on the following:

- Average annual investment for capital projects over the past five years (2015-2019), shown in the table as direct annual economic activity); this data is from GDOT, FAA, airports, and business tenants.
- Direct employment supported by capital investment is based on a five-year average of capital investment.
- Direct employment is based on ratios of jobs per average annual economic activity from the IMPLAN model.
- Direct payroll associated with employment in the capital investment category is from the Bureau of Economic Analysis.
- Direct spending for goods, materials, and supplies to support capital projects is equal to direct annual economic activity, minus direct annual payroll.

For some study airports, as **Table 3-3** reflects, average annual capital investment over the past five years was not high enough to support one or more jobs. Direct jobs supported by average annual capital investment include those related to planning, consulting, permitting, designing, engineering, and constructing capital projects.

Table 3-3: Direct Impacts from Average Annual Capital Investment for Study Airports

FAA ID	Associated City	Airport Name	Direct Employment	Direct Payroll	Direct Spending	Direct Annual Economic Activity
ABY	Albany	Southwest Georgia Regional Airport	11	\$415,000	\$1,877,500	\$2,292,500
AGS	Augusta	Augusta Regional Airport at Bush Field	18	\$687,800	\$3,111,200	\$3,799,000
BQK	Brunswick	Brunswick-Golden Isles Airport	52	\$1,993,600	\$9,018,200	\$11,011,800
CSG	Columbus	Columbus Airport	12	\$475,500	\$2,151,200	\$2,626,700
MCN	Macon	Middle Georgia Regional Airport	34	\$1,320,900	\$5,975,100	\$7,296,000
SAV	Savannah	Savannah/Hilton Head International Airport	348	\$13,336,300	\$60,328,300	\$73,664,600
VLD	Valdosta	Valdosta Regional Airport	7	\$257,400	\$1,164,600	\$1,422,000
		Commercial Service Airports Total	482	\$18,486,500	\$83,626,100	\$102,112,600
15J	Adel	Cook County Airport	3	\$100,900	\$456,400	\$557,300
AMG	Alma	Bacon County Airport	1	\$48,500	\$219,500	\$268,000
ACJ	Americus	Jimmy Carter Regional Airport	1	\$54,000	\$244,300	\$298,300
75J	Ashburn	Turner County Airport	<1	\$14,500	\$65,500	\$80,000
AHN	Athens	Athens-Ben Epps Airport	7	\$254,600	\$1,151,600	\$1,406,200
FFC	Atlanta	Atlanta Regional Airport-Falcon Field (Peachtree City)	16	\$613,500	\$2,775,200	\$3,388,700
RYY	Atlanta	Cobb County International Airport-McCollum Field	27	\$1,026,800	\$4,644,800	\$5,671,600
CVC	Atlanta	Covington Municipal Airport	6	\$228,500	\$1,033,500	\$1,262,000
PDK	Atlanta	DeKalb-Peachtree Airport	62	\$2,380,100	\$10,766,600	\$13,146,700
FTY	Atlanta	Fulton County Airport-Brown Field	37	\$1,407,800	\$6,368,300	\$7,776,100
CCO	Atlanta	Newnan-Coweta County Airport	7	\$271,200	\$1,226,600	\$1,497,800
PUJ	Atlanta	Paulding-Northwest Atlanta Airport	6	\$219,200	\$991,400	\$1,210,600
DNL	Augusta	Daniel Field Airport	33	\$1,279,500	\$5,787,900	\$7,067,400

Table 3-3: Direct Impacts from Average Annual Capital Investment for Study Airports

FAA ID	Associated City	Airport Name	Direct Employment	Direct Payroll	Direct Spending	Direct Annual Economic Activity
BGE	Bainbridge	Decatur County Industrial Air Park	1	\$29,500	\$133,500	\$163,000
BHC	Baxley	Baxley Municipal Airport	3	\$106,300	\$481,100	\$587,400
DZJ	Blairsville	Blairsville Airport	2	\$86,200	\$389,900	\$476,100
BIJ	Blakely	Early County Airport	1	\$21,800	\$98,800	\$120,600
SSI	Brunswick	Saint Simons Island Airport	32	\$1,227,900	\$5,554,700	\$6,782,600
82A	Buena Vista	Marion County Airport	2	\$60,400	\$273,200	\$333,600
6A1	Butler	Butler Municipal Airport	2	\$65,700	\$297,200	\$362,900
70J	Cairo	Cairo-Grady County Airport	1	\$35,300	\$159,700	\$195,000
CZL	Calhoun	Tom B. David Field Airport	1	\$36,400	\$164,700	\$201,100
CXU	Camilla	Camilla-Mitchell County Airport	2	\$95,100	\$430,100	\$525,200
18A	Canon	Franklin County Airport	1	\$37,400	\$169,400	\$206,800
CNI	Canton	Cherokee County Airport	4	\$165,500	\$748,600	\$914,100
CTJ	Carrollton	West Georgia Regional Airport-O.V. Gray Field	6	\$225,800	\$1,021,500	\$1,247,300
VPC	Cartersville	Cartersville Airport	6	\$211,800	\$958,200	\$1,170,000
4A4	Cedartown	Polk County Airport-Cornelius Moore Field	3	\$111,800	\$505,800	\$617,600
CWV	Claxton	Claxton-Evans County Airport	5	\$181,000	\$818,600	\$999,600
48A	Cochran	Cochran Airport	10	\$392,900	\$1,777,200	\$2,170,100
CKF	Cordele	Crisp County-Cordele Airport	1	\$34,100	\$154,100	\$188,200
AJR	Cornelia	Habersham County Airport	18	\$707,600	\$3,200,800	\$3,908,400
25J	Cuthbert	Lower Chattahoochee Regional Airport	1	\$24,000	\$108,700	\$132,700
9A0	Dahlonega	Lumpkin County-Wimpy's Airport	11	\$412,100	\$1,864,200	\$2,276,300
DNN	Dalton	Dalton Municipal Airport	2	\$79,800	\$361,100	\$440,900
16J	Dawson	Dawson Municipal Airport	<1	\$15,800	\$71,200	\$87,000
17J	Donalsonville	Donalsonville Municipal Airport	3	\$122,400	\$553,900	\$676,300
DQH	Douglas	Douglas Municipal Airport	2	\$68,000	\$307,400	\$375,400
DBN	Dublin	W.H. "Bud" Barron Airport	1	\$39,200	\$177,400	\$216,600
EZM	Eastman	Heart of Georgia Regional Airport	8	\$305,700	\$1,382,800	\$1,688,500
EBA	Elberton	Elbert County Airport-Patz Field	1	\$35,000	\$158,500	\$193,500
49A	Ellijay	Gilmer County Airport	<1	\$11,100	\$50,400	\$61,500
FZG	Fitzgerald	Fitzgerald Municipal Airport	<1	\$16,200	\$73,300	\$89,500
3J6	Folkston	Davis Field Airport	1	\$19,900	\$90,000	\$109,900
GVL	Gainesville	Lee Gilmer Memorial Airport	4	\$149,300	\$675,400	\$824,700
3J7	Greensboro	Greene County Regional Airport	2	\$85,700	\$387,500	\$473,200
6A2	Griffin	Griffin-Spalding County Airport	16	\$608,000	\$2,750,200	\$3,358,200
HMP	Hampton	Henry County Airport	3	\$110,600	\$500,500	\$611,100
51A	Hawkinsville	Hawkinsville-Pulaski County Airport	3	\$97,600	\$441,500	\$539,100
AZE	Hazlehurst	Hazlehurst Airport	1	\$34,400	\$155,700	\$190,100

Table 3-3: Direct Impacts from Average Annual Capital Investment for Study Airports

FAA ID	Associated City	Airport Name	Direct Employment	Direct Payroll	Direct Spending	Direct Annual Economic Activity
LHW	Hinesville	MidCoast Regional Airport at Wright Army Airfield	4	\$154,100	\$697,200	\$851,300
HOE	Homerville	Homerville Airport	17	\$643,600	\$2,911,400	\$3,555,000
JZP	Jasper	Pickens County Airport	<1	\$14,900	\$67,200	\$82,100
JCA	Jefferson	Jackson County Airport	2	\$64,600	\$292,100	\$356,700
09J	Jekyll Island	Jekyll Island Airport	<1	\$14,500	\$65,800	\$80,300
JES	Jesup	Jesup-Wayne County Airport	1	\$20,400	\$92,300	\$112,700
9A5	LaFayette	Barwick LaFayette Airport	<1	\$16,400	\$74,400	\$90,800
LGC	LaGrange	LaGrange-Callaway Airport	3	\$108,200	\$489,400	\$597,600
LZU	Lawrenceville	Gwinnett County Airport-Briscoe Field	22	\$825,200	\$3,732,800	\$4,558,000
2J3	Louisville	Louisville Municipal Airport	2	\$60,700	\$274,500	\$335,200
MAC	Macon	Macon Downtown Airport	5	\$181,900	\$822,900	\$1,004,800
52A	Madison	Madison Municipal Airport	3	\$131,800	\$596,100	\$727,900
MQW	Mc Rae	Telfair-Wheeler Airport	15	\$581,300	\$2,629,500	\$3,210,800
MHP	Metter	Metter Municipal Airport	2	\$61,200	\$277,000	\$338,200
MLJ	Milledgeville	Baldwin County Airport	2	\$81,600	\$369,200	\$450,800
2J5	Millen	Millen Airport	1	\$52,000	\$235,400	\$287,400
D73	Monroe	Monroe-Walton County Airport	1	\$33,600	\$152,200	\$185,800
53A	Montezuma	Dr. C.P. Savage, Sr. Airport	<1	\$7,600	\$34,200	\$41,800
MGR	Moultrie	Moultrie Airport	3	\$126,200	\$570,800	\$697,000
MUL	Moultrie	Spence Airport	1	\$22,800	\$103,000	\$125,800
4J1	Nahunta	Brantley County Airport	<1	\$14,600	\$65,800	\$80,400
4J2	Nashville	Berrien County Airport	1	\$31,900	\$144,200	\$176,100
PXE	Perry	Perry-Houston County Airport	5	\$182,400	\$825,100	\$1,007,500
PIM	Pine Mountain	Harris County Airport	6	\$243,800	\$1,102,900	\$1,346,700
4J5	Quitman	Quitman Brooks County Airport	<1	\$12,900	\$58,200	\$71,100
RVJ	Reidsville	Swinton Smith Field at Reidsville Municipal Airport	1	\$33,500	\$151,600	\$185,100
RMG	Rome	Richard B. Russell Regional Airport-J.H. Towers Field	1	\$31,800	\$144,000	\$175,800
OKZ	Sandersville	Kaolin Field Airport	4	\$160,700	\$726,900	\$887,600
4J8	Soperton	Treutlen County Airport	<1	\$3,500	\$16,000	\$19,500
TBR	Statesboro	Statesboro-Bulloch County Airport	3	\$111,000	\$502,200	\$613,200
SBO	Swainsboro	East Georgia Regional Airport	3	\$119,500	\$540,400	\$659,900
JYL	Sylvania	Plantation Airpark	2	\$73,000	\$330,300	\$403,300
SYV	Sylvester	Sylvester Airport	4	\$168,600	\$762,600	\$931,200
OPN	Thomaston	Thomaston-Upson County Airport	34	\$1,294,500	\$5,855,900	\$7,150,400
TVI	Thomasville	Thomasville Regional Airport	5	\$191,200	\$864,800	\$1,056,000
HQU	Thomson	Thomson-McDuffie Regional Airport	1	\$49,400	\$223,300	\$272,700
TMA	Tifton	Henry Tift Myers Airport	2	\$76,300	\$345,000	\$421,300
TOC	Toccoa	Toccoa Airport-RG LeTourneau Field	1	\$22,800	\$103,100	\$125,900

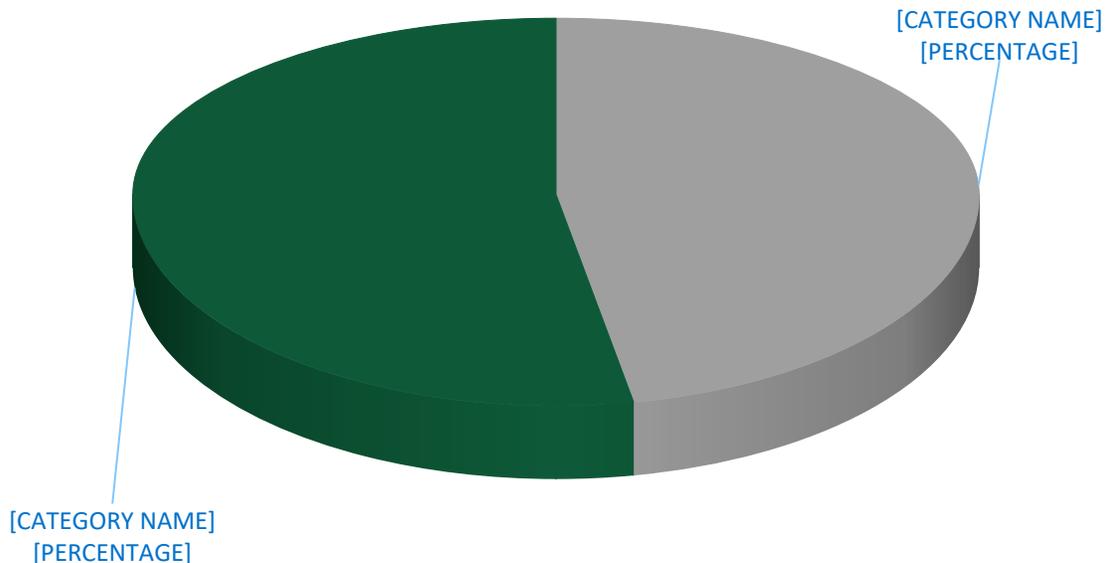
Table 3-3: Direct Impacts from Average Annual Capital Investment for Study Airports

FAA ID	Associated City	Airport Name	Direct Employment	Direct Payroll	Direct Spending	Direct Annual Economic Activity
VDI	Vidalia	Vidalia Regional Airport	4	\$145,100	\$656,200	\$801,300
5A9	Warm Springs	Roosevelt Memorial Airport	1	\$42,400	\$192,000	\$234,400
IYY	Washington	Washington-Wilkes County Airport	2	\$81,900	\$370,700	\$452,600
AYS	Waycross	Waycross-Ware County Airport	4	\$158,100	\$715,100	\$873,200
BXG	Waynesboro	Burke County Airport	4	\$168,700	\$763,100	\$931,800
WDR	Winder	Barrow County Airport	5	\$197,200	\$891,900	\$1,089,100
65J	Wrens	Wrens Memorial Airport	<1	\$12,100	\$54,600	\$66,700
General Aviation Airports Total			543	\$20,795,900	\$94,071,700	\$114,867,600
All Airports Total			1,025	\$39,282,400	\$177,697,800	\$216,980,200

Source: GDOT, FAA, Airport Managers, Airport Tenants

Figure 3-6 shows how direct annual economic activity in the capital investment category is divided between the study’s commercial and general aviation airports. As shown, 53 percent of the direct capital investment impact is associated with general aviation airports, while the remaining 47 percent is associated with the study’s seven commercial airports.

Figure 3-6: Distribution of Direct Average Annual Capital Investment Impacts



Source: Aviation

3.4 Estimates of Direct Impacts from General Aviation Visitor Expenditures for Study Airports

Estimates of general aviation visitors are not available from any existing source. To estimate general aviation visitors, this study considered airport, FAA, AirNav reports, and Airport Operations and Pilots Association (AOPA) information. Study airports and Fixed Base Operators (FBOs) provided estimates of the number of general aviation visiting aircraft arrivals that each airport accommodates during an average week. Airports and

FBOs also provided an estimate of the fleet mix of their weekly visiting general aviation aircraft arrivals (single-engine, multi-engine, and jet). The typical number of visitors that arrive on each type of visiting aircraft was also provided by the study airports and/or FBOs.

To assist with reviewing airport-generated estimates of weekly visiting general aviation aircraft arrivals, a second estimate of visiting general aviation aircraft was developed using information from AOPA. AOPA states that “on average” 33 percent of an airport’s total annual itinerant arrivals are typically attributable to visiting or transient aircraft. Annual general aviation itinerant arrivals for each study airport are available from FAA’s 5010 Form. For airports with air traffic control towers, tower data is the source for itinerant general aviation operations. Transient (visiting) arrivals are only a portion of each airport’s total annual general aviation itinerant arrivals. The other portion of each airport’s itinerant arrivals is attributed to aircraft based at the airport. Transient or visiting aircraft arrivals should always be lower than total annual itinerant arrivals.

As a third approach, information from each airport’s AirNav report was considered. AirNav provides an estimate of daily/weekly operations at each airport and the percent of these operations that are attributed to transient or visiting aircraft.

Once airport, AOPA, and AirNav estimates were prepared, the various estimates of weekly arriving general aviation aircraft were sent to study airports; these estimates were distributed for review on two different occasions. Based on additional airport input, a preferred estimate of weekly visiting/transient general aviation aircraft arrivals was selected for each study airport. Final estimates of weekly visiting aircraft arrivals are used to develop an estimate of annual visiting general aviation aircraft arrivals for each airport.

The next step in the process, to develop estimates of actual visitors, is to identify a fleet mix for the visiting general aviation aircraft. This is accomplished by first applying airport/FBO estimates for each airport’s visiting aircraft fleet mix; visiting fleet mix estimates were obtained through study surveys. Airport/FBO fleet mix estimates are compared to each airport’s operational fleet mix reported in FAA’s National Offload Program (NOP). A fleet mix comparison for each airport produces a final visiting general aviation aircraft fleet mix that is specific to each airport.

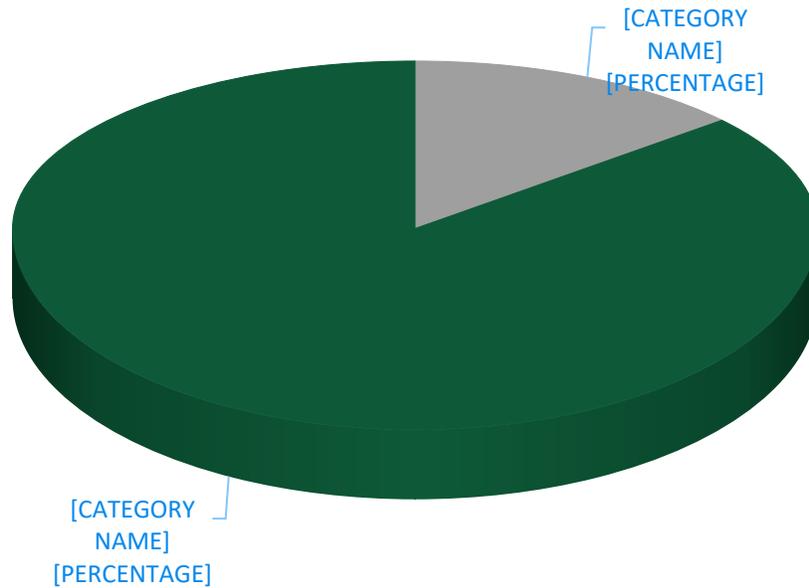
Survey estimates for the average number of visitors (pilots/passengers), by aircraft type, are applied to the resultant visiting aircraft fleet. Airports and FBOs are the sources of information for estimating visitors per aircraft type for each study airport, as are the more than 700 general aviation visitor surveys that were completed during this study. This process leads to final estimates for each airport’s annual general aviation visitors. For this study, all estimates of visiting general aviation aircraft and associated visitors are specific to each airport.

Table 3-4 provides the following for each study airport:

- Estimates of total annual visiting general aviation aircraft arrivals
- Estimates of total annual general aviation visitors

As **Table 3-4** shows the total number of annual visitors estimated to arrive on a general aviation plane at study airports is 1,382,217; these visitors arrive at both commercial and general aviation airports. Over 356,772 visiting general aviation aircraft use the study airports each year. **Figure 3-7** shows the distribution of general aviation visitors between commercial and general aviation study airports. As **Figure 3-7** shows, 85 percent of all estimated general aviation visitors use general aviation airports, and the remaining 15 percent arrive in Georgia via the commercial study airports.

Figure 3-7: Distribution of Annual General Aviation Visitors



Source: Aviation

Table 3-4: Estimates of Annual General Aviation Visitors for Study Airports

FAA ID	Associated City	Airport Name	Annual Visiting/Transient General Aviation Aircraft Arrivals	Estimated Annual General Aviation Visitors
ABY	Albany	Southwest Georgia Regional Airport	4,420	16,584
AGS	Augusta	Augusta Regional Airport at Bush Field	6,032	30,835
BQK	Brunswick	Brunswick-Golden Isles Airport	5,824	19,219
CSG	Columbus	Columbus Airport	6,916	23,169
MCN	Macon	Middle Georgia Regional Airport	4,992	15,870
SAV	Savannah	Savannah/Hilton Head International Airport	12,324	92,492
VLD	Valdosta	Valdosta Regional Airport	3,796	12,060
Commercial Service Airports Total			44,304	210,229
15J	Adel	Cook County Airport	1,040	2,666
AMG	Alma	Bacon County Airport	1,092	2,544
ACJ	Americus	Jimmy Carter Regional Airport	780	2,262
75J	Ashburn	Turner County Airport	208	416
AHN	Athens	Athens-Ben Epps Airport	14,820	51,632
FFC	Atlanta	Atlanta Regional Airport-Falcon Field (Peachtree City)	14,508	38,525
RYY	Atlanta	Cobb County International Airport-McCollum Field	14,144	56,473
CVC	Atlanta	Covington Municipal Airport	3,224	10,469
PDK	Atlanta	DeKalb-Peachtree Airport	59,176	258,968
FTY	Atlanta	Fulton County Airport-Brown Field	22,464	165,580
CCO	Atlanta	Newnan-Coweta County Airport	2,860	7,219
PUJ	Atlanta	Paulding-Northwest Atlanta Airport	2,496	6,580

Table 3-4: Estimates of Annual General Aviation Visitors for Study Airports

FAA ID	Associated City	Airport Name	Annual Visiting/Transient General Aviation Aircraft Arrivals	Estimated Annual General Aviation Visitors
DNL	Augusta	Daniel Field Airport	3,848	18,433
BGE	Bainbridge	Decatur County Industrial Air Park	1,300	5,000
BHC	Baxley	Baxley Municipal Airport	1,560	3,705
DZJ	Blairsville	Blairsville Airport	2,236	6,317
BIJ	Blakely	Early County Airport	468	1,615
SSI	Brunswick	Saint Simons Island Airport	15,496	53,129
82A	Buena Vista	Marion County Airport	104	224
6A1	Butler	Butler Municipal Airport	520	1,469
70J	Cairo	Cairo-Grady County Airport	416	919
CZL	Calhoun	Tom B. David Field Airport	2,600	9,195
CXU	Camilla	Camilla-Mitchell County Airport	416	1,747
18A	Canon	Franklin County Airport	1,040	2,826
CNI	Canton	Cherokee County Airport	3,016	10,809
CTJ	Carrollton	West Georgia Regional Airport-O.V. Gray Field	3,276	13,759
VPC	Cartersville	Cartersville Airport	7,280	21,658
4A4	Cedartown	Polk County Airport-Cornelius Moore Field	832	1,914
CWV	Claxton	Claxton-Evans County Airport	520	1,706
48A	Cochran	Cochran Airport	832	1,926
CKF	Cordele	Crisp County-Cordele Airport	1,508	4,147
AJR	Cornelia	Habersham County Airport	2,600	12,173
25J	Cuthbert	Lower Chattahoochee Regional Airport	104	239
9A0	Dahlonega	Lumpkin County-Wimpy's Airport	312	936
DNN	Dalton	Dalton Municipal Airport	4,264	15,350
16J	Dawson	Dawson Municipal Airport	884	2,051
17J	Donalsonville	Donalsonville Municipal Airport	884	2,166
DQH	Douglas	Douglas Municipal Airport	3,484	10,804
DBN	Dublin	W.H. "Bud" Barron Airport	1,820	4,485
EZM	Eastman	Heart of Georgia Regional Airport	7,488	18,907
EBA	Elberton	Elbert County Airport-Patz Field	780	2,373
49A	Ellijay	Gilmer County Airport	156	416
FZG	Fitzgerald	Fitzgerald Municipal Airport	1,040	3,120
3J6	Folkston	Davis Field Airport	156	156
GVL	Gainesville	Lee Gilmer Memorial Airport	8,840	34,476
3J7	Greensboro	Greene County Regional Airport	1,092	3,964
6A2	Griffin	Griffin-Spalding County Airport	1,352	3,366
HMP	Hampton	Henry County Airport	2,600	7,930
51A	Hawkinsville	Hawkinsville-Pulaski County Airport	156	312
AZE	Hazlehurst	Hazlehurst Airport	1,300	4,550
LHW	Hinesville	MidCoast Regional Airport at Wright Army Airfield	832	2,662
HOE	Homerville	Homerville Airport	156	406

Table 3-4: Estimates of Annual General Aviation Visitors for Study Airports

FAA ID	Associated City	Airport Name	Annual Visiting/Transient General Aviation Aircraft Arrivals	Estimated Annual General Aviation Visitors
JZP	Jasper	Pickens County Airport	2,600	6,397
JCA	Jefferson	Jackson County Airport	2,288	6,630
09J	Jekyll Island	Jekyll Island Airport	3,900	9,284
JES	Jesup	Jesup-Wayne County Airport	1,560	3,797
9A5	LaFayette	Barwick LaFayette Airport	1,144	2,666
LGC	LaGrange	LaGrange-Callaway Airport	3,484	10,557
LZU	Lawrenceville	Gwinnett County Airport-Briscoe Field	19,240	62,507
2J3	Louisville	Louisville Municipal Airport	624	1,612
MAC	Macon	Macon Downtown Airport	1,768	4,226
52A	Madison	Madison Municipal Airport	832	2,525
MQW	Mc Rae	Telfair-Wheeler Airport	728	2,621
MHP	Metter	Metter Municipal Airport	312	936
MLJ	Milledgeville	Baldwin County Airport	1,716	5,293
2J5	Millen	Millen Airport	364	837
D73	Monroe	Monroe-Walton County Airport	728	1,598
53A	Montezuma	Dr. C.P. Savage, Sr. Airport	364	728
MGR	Moultrie	Moultrie Airport	1,560	6,396
MUL	Moultrie	Spence Airport	780	2,108
4J1	Nahunta	Brantley County Airport	104	338
4J2	Nashville	Berrien County Airport	156	417
PXE	Perry	Perry-Houston County Airport	2,964	7,484
PIM	Pine Mountain	Harris County Airport	2,236	6,261
4J5	Quitman	Quitman Brooks County Airport	260	614
RVJ	Reidsville	Swinton Smith Field at Reidsville Municipal Airport	416	1,113
RMG	Rome	Richard B. Russell Regional Airport-J.H. Towers Field	5,824	30,147
OKZ	Sandersville	Kaolin Field Airport	1,300	3,380
4J8	Soperton	Treutlen County Airport	52	104
TBR	Statesboro	Statesboro-Bulloch County Airport	3,640	9,486
SBO	Swainsboro	East Georgia Regional Airport	832	2,413
JYL	Sylvania	Plantation Airpark	832	1,900
SYV	Sylvester	Sylvester Airport	312	741
OPN	Thomaston	Thomaston-Upson County Airport	2,600	6,924
TVI	Thomasville	Thomasville Regional Airport	2,600	9,934
HQU	Thomson	Thomson-McDuffie Regional Airport	2,600	7,367
TMA	Tifton	Henry Tift Myers Airport	2,340	9,828
TOC	Toccoa	Toccoa Airport-RG LeTourneau Field	3,432	9,953
VDI	Vidalia	Vidalia Regional Airport	2,080	9,437
5A9	Warm Springs	Roosevelt Memorial Airport	260	575
IYY	Washington	Washington-Wilkes County Airport	1,092	2,184

Table 3-4: Estimates of Annual General Aviation Visitors for Study Airports

FAA ID	Associated City	Airport Name	Annual Visiting/Transient General Aviation Aircraft Arrivals	Estimated Annual General Aviation Visitors
AYS	Waycross	Waycross-Ware County Airport	2,912	10,677
BXG	Waynesboro	Burke County Airport	520	1,508
WDR	Winder	Barrow County Airport	4,576	13,499
65J	Wrens	Wrens Memorial Airport	156	312
		General Aviation Airports Total	312,468	1,171,988
		All Airports Total	356,772	1,382,217

Source: Airport Managers/FBOs, GDOT, FAA NOP Data, Aircraft Owners and Pilots Association, AirNav

Using final general aviation visitor estimates from **Table 3-4**, information from visitor surveys (conducted for this study) on trip duration and spending per trip is used to estimate annual general aviation visitor spending for each airport. Airports and/or FBOs at study airports assisted in the process to distribute surveys to departing general aviation visitors. In addition, project interns conducted supporting visitor intercept surveys at more than 20 airports around the state. General aviation visitors were asked to provide information on:

- The purpose of their trip
- The duration of their stay, including day only versus overnight travel
- The amount of money spent on lodging, food, retail, ground transportation, and entertainment

General aviation visitor purchases for aviation fuel are not measured in this impact category. Aviation fuel purchases go toward supporting jobs, payroll, and spending for the entity providing fuel at each airport. Counting spending for fuel purchases in the general aviation visitor category results in double-counting economic impacts. The impacts of general aviation fuel purchases are reflected in either the airport management or the business tenant categories.

It is important to note that many general aviation visitors stay for less than one day, and some stay only a few hours. Visitors in the “day trip” category have limited spending. Estimates of day only visitors are developed for each airport and factored into the estimates of total average spending per visitor trip. Each airport’s final estimate of general aviation visitor expenditures considers spending associated with day only visitors and higher spending associated with visitors who spend one or more nights.

While direct expenditures from general aviation visitors are reported for all airports, in some cases these expenditures were not enough to support one job or the payroll associated with that job in this impact category.

Once direct annual visitor expenditures are estimated, information from the IMPLAN model (discussed in the next section) is used to determine the number of direct jobs supported by all expenditures. Payroll information from the Bureau of Economic Analysis is used to identify direct payroll supported by the direct employment. Direct employment and payroll supported by general aviation visitor expenditures are primarily, but not exclusively, associated with off-airport establishments/businesses. Expenditures by visitors arriving on general aviation aircraft support jobs associated with lodging, entertainment venues, retail shops, ground transportation providers, and restaurants/food.

provides information on direct economic activity supported by general aviation visitor expenditures. The estimate of annual general aviation visitor expenditures is derived from surveys, interviews, and research conducted for this study. Estimates of direct employment and direct payroll, in this impact category, are based on ratios in the IMPLAN model and information from the Bureau of Labor Statistics. In

, the annual economic activity resulting from visitors arriving on general aviation aircraft reflects the value for both payroll and spending.

Total economic activity is estimated based on average expenditures per visitor per trip. Average expenditures per visitor trip are different, depending upon the airport, the airport setting, and the characteristics of the communities the airport serves. Average expenditures per visitor trip consider those visitors who spend at least one night, and visitors who come only for the day and have limited spending. Airports having higher percentages of visitors in the day trip category have lower average spending per visitor trip. Across all study airports, average expenditures per general aviation visitor trip ranged from a low of \$54 to a high of \$192.

is based on the following information:

- Annual direct economic activity from general aviation visitor expenditures is based on annual estimates of general aviation visitors multiplied by average spending per visitor trip. In the visitor expenditure category, direct annual economic activity reflects both payroll and spending. When visitor expenditures at a restaurant, for example, are reported, the visitor reports their total “bill.” A restaurant bill reflects the cost of the food, equipment, the establishment, plus the labor to prepare and serve the food. In essence, in the visitor category, both spending and payroll are reported as direct annual economic activity.
- Direct employment supported by direct annual economic activity is based on ratios of jobs per average annual economic activity from the IMPLAN model.
- Direct payroll associated with direct employment, in the general aviation visitor spending category, is based on payroll per job averages from the Bureau of Economic Analysis.
- Direct spending for goods, equipment, supplies, and infrastructure in the visitor expenditure category equals direct annual economic activity, minus the direct annual payroll.

Table 3-5: Direct Impacts from General Aviation Visitor Expenditures for Study Airports

FAA ID	Associated City	Airport Name	Direct Employment	Direct Payroll	Direct Spending	Direct Annual Economic Activity
ABY	Albany	Southwest Georgia Regional Airport	30	\$687,000	\$938,300	\$1,625,300
AGS	Augusta	Augusta Regional Airport at Bush Field	80	\$1,850,800	\$2,527,800	\$4,378,600
BQK	Brunswick	Brunswick-Golden Isles Airport	67	\$1,559,800	\$2,130,300	\$3,690,100
CSG	Columbus	Columbus Airport	60	\$1,390,600	\$1,899,300	\$3,289,900
MCN	Macon	Middle Georgia Regional Airport	41	\$952,500	\$1,301,000	\$2,253,500
SAV	Savannah	Savannah/Hilton Head International Airport	324	\$7,506,300	\$10,252,100	\$17,758,400
VLD	Valdosta	Valdosta Regional Airport	31	\$723,900	\$988,700	\$1,712,600
Commercial Service Airports Total			633	\$14,670,900	\$20,037,500	\$34,708,400
15J	Adel	Cook County Airport	5	\$110,500	\$150,900	\$261,400
AMG	Alma	Bacon County Airport	5	\$105,400	\$144,000	\$249,400
ACJ	Americus	Jimmy Carter Regional Airport	4	\$85,100	\$116,200	\$201,300
75J	Ashburn	Turner County Airport	<1	\$9,500	\$13,000	\$22,500
AHN	Athens	Athens-Ben Epps Airport	134	\$3,099,000	\$4,232,700	\$7,331,700
FFC	Atlanta	Atlanta Regional Airport-Falcon Field (Peachtree City)	84	\$1,937,800	\$2,646,700	\$4,584,500
RYY	Atlanta	Cobb County International Airport-McCollum Field	123	\$2,840,600	\$3,879,700	\$6,720,300
CVC	Atlanta	Covington Municipal Airport	22	\$508,900	\$695,000	\$1,203,900
PDK	Atlanta	DeKalb-Peachtree Airport	672	\$15,543,800	\$21,229,700	\$36,773,500
FTY	Atlanta	Fulton County Airport-Brown Field	429	\$9,938,400	\$13,574,000	\$23,512,400
CCO	Atlanta	Newnan-Coweta County Airport	16	\$363,100	\$496,000	\$859,100
PUJ	Atlanta	Paulding-Northwest Atlanta Airport	14	\$319,800	\$436,800	\$756,600
DNL	Augusta	Daniel Field Airport	40	\$927,200	\$1,266,300	\$2,193,500
BGE	Bainbridge	Decatur County Industrial Air Park	8	\$188,100	\$256,900	\$445,000
BHC	Baxley	Baxley Municipal Airport	7	\$153,500	\$209,600	\$363,100
DZJ	Blairsville	Blairsville Airport	10	\$237,600	\$324,600	\$562,200
BIJ	Blakely	Early County Airport	3	\$66,900	\$91,300	\$158,200
SSI	Brunswick	Saint Simons Island Airport	186	\$4,311,700	\$5,889,000	\$10,200,700
82A	Buena Vista	Marion County Airport	<1	\$5,100	\$7,000	\$12,100
6A1	Butler	Butler Municipal Airport	1	\$33,500	\$45,800	\$79,300
70J	Cairo	Cairo-Grady County Airport	1	\$21,000	\$28,700	\$49,700
CZL	Calhoun	Tom B. David Field Airport	15	\$345,900	\$472,500	\$818,400
CXU	Camilla	Camilla-Mitchell County Airport	3	\$72,400	\$98,900	\$171,300
18A	Canon	Franklin County Airport	5	\$106,300	\$145,200	\$251,500
CNI	Canton	Cherokee County Airport	18	\$406,600	\$555,400	\$962,000
CTJ	Carrollton	West Georgia Regional Airport-O.V. Gray Field	22	\$517,600	\$707,000	\$1,224,600
VPC	Cartersville	Cartersville Airport	45	\$1,052,800	\$1,437,900	\$2,490,700
4A4	Cedartown	Polk County Airport-Cornelius Moore Field	3	\$79,300	\$108,300	\$187,600
CWV	Claxton	Claxton-Evans County Airport	3	\$70,700	\$96,500	\$167,200

Table 3-5: Direct Impacts from General Aviation Visitor Expenditures for Study Airports

FAA ID	Associated City	Airport Name	Direct Employment	Direct Payroll	Direct Spending	Direct Annual Economic Activity
48A	Cochran	Cochran Airport	3	\$79,800	\$109,000	\$188,800
CKF	Cordele	Crisp County-Cordele Airport	7	\$171,800	\$234,600	\$406,400
AJR	Cornelia	Habersham County Airport	20	\$457,900	\$625,500	\$1,083,400
25J	Cuthbert	Lower Chattahoochee Regional Airport	<1	\$5,500	\$7,500	\$13,000
9A0	Dahlonega	Lumpkin County-Wimpy's Airport	1	\$21,400	\$29,200	\$50,600
DNN	Dalton	Dalton Municipal Airport	25	\$577,500	\$788,700	\$1,366,200
16J	Dawson	Dawson Municipal Airport	4	\$85,000	\$116,000	\$201,000
17J	Donalsonville	Donalsonville Municipal Airport	4	\$89,700	\$122,500	\$212,200
DQH	Douglas	Douglas Municipal Airport	18	\$406,400	\$555,100	\$961,500
DBN	Dublin	W.H. "Bud" Barron Airport	7	\$168,700	\$230,400	\$399,100
EZM	Eastman	Heart of Georgia Regional Airport	41	\$951,000	\$1,298,900	\$2,249,900
EBA	Elberton	Elbert County Airport-Patz Field	2	\$54,200	\$74,000	\$128,200
49A	Ellijay	Gilmer County Airport	<1	\$9,500	\$13,000	\$22,500
FZG	Fitzgerald	Fitzgerald Municipal Airport	6	\$129,200	\$176,500	\$305,700
3J6	Folkston	Davis Field Airport	<1	\$3,600	\$4,900	\$8,500
GVL	Gainesville	Lee Gilmer Memorial Airport	72	\$1,675,900	\$2,288,900	\$3,964,800
3J7	Greensboro	Greene County Regional Airport	10	\$237,900	\$325,000	\$562,900
6A2	Griffin	Griffin-Spalding County Airport	6	\$139,400	\$190,400	\$329,800
HMP	Hampton	Henry County Airport	17	\$398,900	\$544,800	\$943,700
51A	Hawkinsville	Hawkinsville-Pulaski County Airport	<1	\$7,100	\$9,700	\$16,800
AZE	Hazlehurst	Hazlehurst Airport	8	\$188,500	\$257,400	\$445,900
LHW	Hinesville	MidCoast Regional Airport at Wright Army Airfield	5	\$110,300	\$150,600	\$260,900
HOE	Homerville	Homerville Airport	<1	\$9,300	\$12,600	\$21,900
JZP	Jasper	Pickens County Airport	11	\$265,000	\$361,900	\$626,900
JCA	Jefferson	Jackson County Airport	11	\$249,400	\$340,700	\$590,100
09J	Jekyll Island	Jekyll Island Airport	17	\$384,600	\$525,300	\$909,900
JES	Jesup	Jesup-Wayne County Airport	7	\$157,300	\$214,800	\$372,100
9A5	LaFayette	Barwick LaFayette Airport	5	\$110,400	\$150,800	\$261,200
LGC	LaGrange	LaGrange-Callaway Airport	27	\$633,600	\$865,400	\$1,499,000
LZU	Lawrenceville	Gwinnett County Airport-Briscoe Field	162	\$3,751,800	\$5,124,200	\$8,876,000
2J3	Louisville	Louisville Municipal Airport	3	\$66,800	\$91,200	\$158,000
MAC	Macon	Macon Downtown Airport	9	\$205,400	\$280,500	\$485,900
52A	Madison	Madison Municipal Airport	5	\$104,600	\$142,800	\$247,400
MQW	Mc Rae	Telfair-Wheeler Airport	3	\$59,800	\$81,700	\$141,500
MHP	Metter	Metter Municipal Airport	1	\$21,400	\$29,200	\$50,600
MLJ	Milledgeville	Baldwin County Airport	9	\$199,100	\$272,000	\$471,100
2J5	Millen	Millen Airport	1	\$19,100	\$26,100	\$45,200
D73	Monroe	Monroe-Walton County Airport	3	\$66,200	\$90,400	\$156,600
53A	Montezuma	Dr. C.P. Savage, Sr. Airport	1	\$16,600	\$22,700	\$39,300
MGR	Moultrie	Moultrie Airport	11	\$264,900	\$361,900	\$626,800

Table 3-5: Direct Impacts from General Aviation Visitor Expenditures for Study Airports

FAA ID	Associated City	Airport Name	Direct Employment	Direct Payroll	Direct Spending	Direct Annual Economic Activity
MUL	Moultrie	Spence Airport	4	\$87,300	\$119,300	\$206,600
4J1	Nahunta	Brantley County Airport	<1	\$7,700	\$10,500	\$18,200
4J2	Nashville	Berrien County Airport	<1	\$9,500	\$13,000	\$22,500
PXE	Perry	Perry-Houston County Airport	13	\$310,000	\$423,400	\$733,400
PIM	Pine Mountain	Harris County Airport	11	\$259,300	\$354,200	\$613,500
4J5	Quitman	Quitman Brooks County Airport	1	\$14,000	\$19,100	\$33,100
RVJ	Reidsville	Swinton Smith Field at Reidsville Municipal Airport	1	\$25,400	\$34,700	\$60,100
RMG	Rome	Richard B. Russell Regional Airport-J.H. Towers Field	63	\$1,465,400	\$2,001,500	\$3,466,900
OKZ	Sandersville	Kaolin Field Airport	6	\$140,000	\$191,200	\$331,200
4J8	Soperton	Treutlen County Airport	<1	\$2,400	\$3,200	\$5,600
TBR	Statesboro	Statesboro-Bulloch County Airport	15	\$356,900	\$487,400	\$844,300
SBO	Swainsboro	East Georgia Regional Airport	4	\$99,900	\$136,500	\$236,400
JYL	Sylvania	Plantation Airpark	3	\$78,700	\$107,500	\$186,200
SYV	Sylvester	Sylvester Airport	1	\$16,900	\$23,100	\$40,000
OPN	Thomaston	Thomaston-Upson County Airport	11	\$260,500	\$355,800	\$616,300
TVI	Thomasville	Thomasville Regional Airport	16	\$373,700	\$510,400	\$884,100
HQU	Thomson	Thomson-McDuffie Regional Airport	12	\$277,100	\$378,500	\$655,600
TMA	Tifton	Henry Tift Myers Airport	16	\$369,700	\$505,000	\$874,700
TOC	Toccoa	Toccoa Airport-RG LeTourneau Field	18	\$412,300	\$563,100	\$975,400
VDI	Vidalia	Vidalia Regional Airport	15	\$355,000	\$484,900	\$839,900
5A9	Warm Springs	Roosevelt Memorial Airport	1	\$13,100	\$17,900	\$31,000
IY	Washington	Washington-Wilkes County Airport	4	\$90,500	\$123,600	\$214,100
AYS	Waycross	Waycross-Ware County Airport	17	\$401,700	\$548,600	\$950,300
BXG	Waynesboro	Burke County Airport	1	\$34,400	\$47,000	\$81,400
WDR	Winder	Barrow County Airport	22	\$507,800	\$693,600	\$1,201,400
65J	Wrens	Wrens Memorial Airport	<1	\$7,100	\$9,700	\$16,800
		General Aviation Airports Total	2,675	\$61,988,900	\$84,665,100	\$146,654,000
		All Airports Total	3,308	\$76,659,800	\$104,702,600	\$181,362,400

Source: Visitor Surveys and IMPLAN

3.5 Estimates of Direct Impacts from Commercial Visitor Expenditures for Study Airports

Similar to expenditures from visitors who arrive on general aviation aircraft, visitors to study airports who arrive on scheduled commercial airline flights also have expenditures in the direct impact category. For this study, direct annual impacts, related to commercial service visitors, are estimated by first identifying each commercial airport’s total annual commercial airline passenger enplanements.² Each of the commercial study airports provided/verified an estimate of their 2019 annual commercial passenger enplanements for this analysis.

² The FAA defines a passenger enplanement as a person boarding in the United States in scheduled or nonscheduled service on aircraft in intrastate, interstate, or foreign air transportation.

After identifying annual passenger enplanements, data from the USDOT is examined to determine the portion of each airport’s annual enplanements that are visitors versus residents. For many years, the USDOT has conducted its 10 percent ticket sample at all commercial airports. This sample provides information on tickets associated with local resident enplanements and tickets associated with visitor enplanements. USDOT is the source of information to identify each commercial airport’s visitors that arrive on a scheduled commercial airline flight.

Table 3-6 provides information on the portion of each study airport’s enplanements that are visitors, as opposed to residents. As **Table 3-6** shows, the total number of visitors estimated to arrive annually on a commercial airline flight at a study airport is 1,142,341. This number does not include visitors who arrive via Hartsfield-Jackson Atlanta International Airport. It is important to note that the information in **Table 3-6** is not the total number of passengers who enplane on a scheduled commercial airline flight at a study airport, it is only the number of passenger enplanements that are visitors.

Study commercial airports collected visitor spending data from departing commercial airline passengers. Information collected from visitor surveys is used to develop estimates of average expenditures per visitor, per trip, per study airport. Estimates of average expenditures per visitor trip, as shown in **Table 3-6**, considers spending by visitors who come only for the day, as well as those visitors who spend one or more nights. Average spending per visitor trip considers spending for lodging, food, ground transportation, retail, and entertainment.

Table 3-6: Visitors Arriving on Commercial Airlines at Study Airports and Average Expenditures Per Trip

FAA ID	Associated City	Airport Name	Total Annual Commercial Visitors	Percentage of Total Enplanements that are Visitors	Average Expenditure per Visitor Trip
ABY	Albany	Southwest Georgia Regional Airport	18,951	46%	\$310
AGS	Augusta	Augusta Regional Airport at Bush Field	148,580	44%	\$480
BQK	Brunswick	Brunswick-Golden Isles Airport	23,488	56%	\$560
CSG	Columbus	Columbus Airport	29,810	59%	\$400
MCN	Macon	Middle Georgia Regional Airport	9,901	50%	\$410
SAV	Savannah	Savannah/Hilton Head International Airport	895,013	60%	\$550
VLD	Valdosta	Valdosta Regional Airport	16,598	37%	\$380
		Commercial Service Airports Total	1,142,341		\$440

Source: Study airports 2019 annual enplanement estimates, FAA, and USDOT

Beginning in summer and extending into the fall of 2019, passenger surveys were available to enplaning commercial airline passengers at study airports. Surveys were available to departing visitors when they logged on to an airport’s Wi-Fi. In some instances, airports distributed paper surveys to departing passengers and/or project interns completed visitor intercept surveys. The average length of stay and average spending per day is obtained from the survey responses at each airport. This information is used to estimate direct annual commercial visitor expenditures.

Estimates of total annual commercial visitor expenditures (direct annual economic activity) for each airport are developed. **Table 3-7** presents annual direct economic activity in this category. Once the direct economic activity is estimated, the IMPLAN model is used to determine direct employment. Associated direct payroll is estimated using data from the Bureau of Labor Statistics. Direct annual economic activity, shown in **Table 3-7**, reflects the sum of both visitor spending and employee payroll. Dollars infused into the state economy by visitors who arrive on a commercial airline flight support the direct economic impacts reported in **Table 3-7**.

Table 3-7: Direct Impacts from Commercial Visitor Expenditures for Study Airports

FAA ID	Associated City	Airport Name	Direct Employment	Direct Payroll	Direct Spending	Direct Annual Economic Activity
ABY	Albany	Southwest Georgia Regional Airport	67	\$1,554,700	\$4,320,100	\$5,874,800
AGS	Augusta	Augusta Regional Airport at Bush Field	816	\$18,873,600	\$52,444,800	\$71,318,400
BQK	Brunswick	Brunswick-Golden Isles Airport	150	\$3,480,900	\$9,672,600	\$13,153,500
CSG	Columbus	Columbus Airport	136	\$3,155,500	\$8,768,300	\$11,923,800
MCN	Macon	Middle Georgia Regional Airport	46	\$1,074,300	\$2,985,200	\$4,059,500
SAV	Savannah	Savannah/Hilton Head International Airport	5,630	\$130,270,500	\$361,986,900	\$492,257,400
VLD	Valdosta	Valdosta Regional Airport	72	\$1,669,200	\$4,638,100	\$6,307,300
		Commercial Service Airports Total	6,917	\$160,078,700	\$444,816,000	\$604,894,700

Source: Study Passenger Surveys and IMPLAN

This study estimates that visitors who arrive on a commercial airline flight at study airports are responsible for total direct annual economic activity estimated at approximately \$604.9 million.

Surveys completed for this study indicate that visitor spending patterns differ by commercial airport, as do the percentage of commercial visitors who come only for the day. The length of stay for overnight visitors also shows variances by airport. These differences are reflected in the average visitor spending estimates per trip for each airport shown in **Table 3-6**.

For expenditures per trip per airport reported above, all spending is assigned to one of the following categories: lodging, food, ground transportation, entertainment, or retail spending. The distribution of spending by category is necessary for two reasons. One relates to establishing indirect/induced impacts associated with visitor spending; multipliers differ depending on which category the spending takes place in. For instance, the direct dollar spent in the restaurant category tends to have a greater subsequent impact than the same dollar spent in the retail category. This is because the retail item being purchased is most often not manufactured in Georgia, or perhaps even in the United States. Secondly, subsequently in this study, tax revenues associated with visitor expenditures will be estimated. As a result, expenditures in different categories are subject to different tax rates. For these reasons, visitor expenditures are allocated to different categories. This is true for both commercial and general aviation visitor expenditures. Information of the distribution of spending by category is available from GDOT.

3.6 Summary of Total Direct Economic Impacts for Study Airports

The preceding sections present information on direct employment, payroll, spending, and annual economic activity (spending plus payroll) for airport management, airport business tenants, average annual capital investment, general aviation visitor expenditures, and commercial visitor expenditures. Because of confidentiality, direct payroll and direct spending are not published in the management/business tenant categories.

Table 3-8 presents total annual statewide direct economic impacts for employment, payroll, spending, and economic activity. These statewide impacts represent direct annual impacts for airport management, airport business tenants, average annual capital investment, general aviation visitor expenditures, and commercial visitor expenditures. Statewide direct impacts presented in **Table 3-8** do not reflect those associated with Hartsfield-Jackson Atlanta International Airport; all direct impacts reflect pre-COVID conditions.

Table 3-8: Summary of Total Annual Statewide Direct Economic Impact by Category for Study Airports

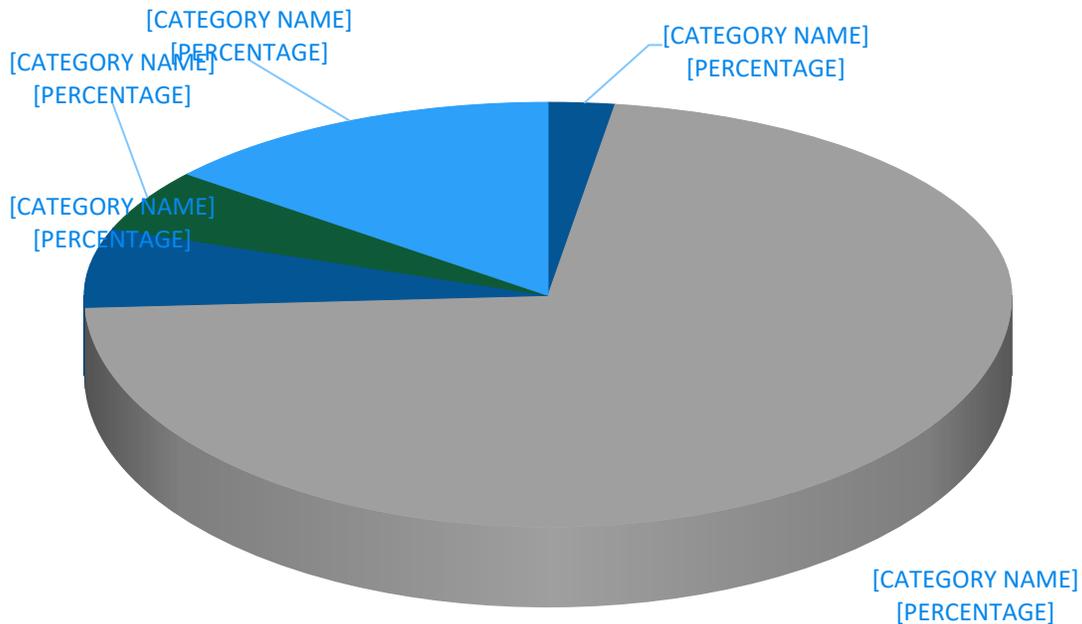
Category	Direct Employment	Direct Payroll	Direct Spending	Direct Economic Activity
Airport Management	655	\$32,607,100	\$74,864,200	\$107,471,300
Airport Business Tenants	19,661	\$1,638,021,700	\$1,136,026,800	\$2,774,048,500
Capital Investment	1,025	\$39,282,400	\$177,697,800	\$216,980,200
General Aviation Visitors	3,308	\$76,659,800	\$104,702,600	\$181,362,400
Commercial Visitors	6,917	\$160,078,700	\$444,816,000	\$604,894,700
Total	31,566	\$1,946,649,700	\$1,938,107,400	\$3,884,757,100

Source: Study Analysis and IMPLAN*

Direct impacts are typically the easiest to understand because economic impacts are related to activity at each airport that can be quantified, counted, or measured in some way. **Table 3-9** provides a summary of direct impacts by study airport for employment, payroll, spending, and annual economic activity. This information is a sum of direct impacts previously presented for each airport for each of the five categories of economic impact: airport management, business tenants, average annual capital investment, general aviation visitor expenditures, and when applicable, commercial visitor expenditures. Since all impact categories are combined in **Table 3-9**, previously non-reported (due to confidentiality) payroll and spending are reflected in this total.

This section presents direct impacts upon which all total annual economic impacts are estimated. **Figure 3-8** shows the distribution of direct annual economic activity by category; the airport business tenant category is responsible for the highest percentage of direct impacts among all study airports. The next section of this report shows how these direct impacts multiply once they enter the state economy.

Figure 3-8: Distribution of Direct Annual Economic Activity by Impact Category/Source



Source: Jviation

Table 3-9: Summary of Total Annual Direct Impacts for Study Airports

FAA ID	Associated City	Airport Name	Total Direct Employment	Total Direct Payroll	Total Direct Spending	Total Direct Annual Economic Activity
ABY	Albany	Southwest Georgia Regional Airport	292	\$11,226,800	\$23,140,200	\$34,367,000
AGS	Augusta	Augusta Regional Airport at Bush Field	1,458	\$56,835,400	\$95,206,000	\$152,041,400
BQK	Brunswick	Brunswick-Golden Isles Airport	741	\$47,924,000	\$37,498,200	\$85,422,200
CSG	Columbus	Columbus Airport	376	\$16,006,300	\$34,627,300	\$50,633,600
MCN	Macon	Middle Georgia Regional Airport	694	\$54,696,400	\$32,130,700	\$86,827,100
SAV	Savannah	Savannah/Hilton Head International Airport	20,642	\$1,415,892,300	\$923,984,300	\$2,339,876,600
VLD	Valdosta	Valdosta Regional Airport	196	\$7,111,600	\$13,365,600	\$20,477,200
		Commercial Service Airports Total	24,399	\$1,609,692,800	\$1,159,952,300	\$2,769,645,100
15J	Adel	Cook County Airport	12	\$363,000	\$941,400	\$1,304,400
AMG	Alma	Bacon County Airport	7	\$207,600	\$491,500	\$699,100
ACJ	Americus	Jimmy Carter Regional Airport	15	\$619,200	\$1,898,500	\$2,517,700
75J	Ashburn	Turner County Airport	2	\$137,500	\$270,600	\$408,100
AHN	Athens	Athens-Ben Epps Airport	191	\$5,709,500	\$8,831,700	\$14,541,200
FFC	Atlanta	Atlanta Regional Airport-Falcon Field (Peachtree City)	357	\$18,767,400	\$77,723,900	\$96,491,300
RYY	Atlanta	Cobb County International Airport-McCollum Field	469	\$21,422,700	\$53,637,600	\$75,060,300
CVC	Atlanta	Covington Municipal Airport	68	\$3,300,600	\$7,516,600	\$10,817,200
PDK	Atlanta	DeKalb-Peachtree Airport	1,353	\$62,154,300	\$153,771,100	\$215,925,400
FTY	Atlanta	Fulton County Airport-Brown Field	1,017	\$64,934,000	\$135,772,000	\$200,706,000
CCO	Atlanta	Newnan-Coweta County Airport	186	\$9,286,400	\$13,833,100	\$23,119,500
PUJ	Atlanta	Paulding-Northwest Atlanta Airport	34	\$1,214,500	\$2,714,900	\$3,929,400
DNL	Augusta	Daniel Field Airport	109	\$4,319,300	\$12,392,800	\$16,712,100
BGE	Bainbridge	Decatur County Industrial Air Park	22	\$775,600	\$1,501,500	\$2,277,100
BHC	Baxley	Baxley Municipal Airport	13	\$405,800	\$1,055,000	\$1,460,800
DZJ	Blairsville	Blairsville Airport	30	\$1,560,300	\$3,147,200	\$4,707,500
BIJ	Blakely	Early County Airport	5	\$110,500	\$265,100	\$375,600
SSI	Brunswick	Saint Simons Island Airport	279	\$7,614,600	\$15,617,200	\$23,231,800
82A	Buena Vista	Marion County Airport	3	\$94,300	\$305,200	\$399,500
6A1	Butler	Butler Municipal Airport	5	\$196,500	\$628,600	\$825,100
70J	Cairo	Cairo-Grady County Airport	4	\$116,400	\$292,800	\$409,200
CZL	Calhoun	Tom B. David Field Airport	51	\$2,430,800	\$4,519,100	\$6,949,900
CXU	Camilla	Camilla-Mitchell County Airport	26	\$1,461,100	\$2,999,300	\$4,460,400
18A	Canon	Franklin County Airport	9	\$271,000	\$495,600	\$766,600
CNI	Canton	Cherokee County Airport	53	\$2,060,400	\$4,006,200	\$6,066,600

Table 3-9: Summary of Total Annual Direct Impacts for Study Airports

FAA ID	Associated City	Airport Name	Total Direct Employment	Total Direct Payroll	Total Direct Spending	Total Direct Annual Economic Activity
CTJ	Carrollton	West Georgia Regional Airport-O.V. Gray Field	57	\$2,523,700	\$5,823,300	\$8,347,000
VPC	Cartersville	Cartersville Airport	298	\$18,683,200	\$50,271,800	\$68,955,000
4A4	Cedartown	Polk County Airport-Cornelius Moore Field	10	\$375,800	\$1,003,300	\$1,379,100
CWV	Claxton	Claxton-Evans County Airport	12	\$525,400	\$1,724,800	\$2,250,200
48A	Cochran	Cochran Airport	16	\$632,200	\$2,176,400	\$2,808,600
CKF	Cordele	Crisp County-Cordele Airport	16	\$707,100	\$936,300	\$1,643,400
AJR	Cornelia	Habersham County Airport	47	\$1,535,900	\$4,656,500	\$6,192,400
25J	Cuthbert	Lower Chattahoochee Regional Airport	4	\$300,400	\$868,000	\$1,168,400
9A0	Dahlonega	Lumpkin County-Wimpy's Airport	13	\$496,000	\$1,917,400	\$2,413,400
DNN	Dalton	Dalton Municipal Airport	39	\$1,263,100	\$3,005,500	\$4,268,600
16J	Dawson	Dawson Municipal Airport	13	\$785,500	\$1,008,700	\$1,794,200
17J	Donalsonville	Donalsonville Municipal Airport	25	\$1,064,000	\$2,033,300	\$3,097,300
DQH	Douglas	Douglas Municipal Airport	48	\$2,173,200	\$4,145,400	\$6,318,600
DBN	Dublin	W.H. "Bud" Barron Airport	12	\$335,200	\$944,500	\$1,279,700
EZM	Eastman	Heart of Georgia Regional Airport	276	\$13,371,900	\$16,502,700	\$29,874,600
EBA	Elberton	Elbert County Airport-Patz Field	5	\$129,200	\$310,300	\$439,500
49A	Ellijay	Gilmer County Airport	3	\$137,800	\$413,400	\$551,200
FZG	Fitzgerald	Fitzgerald Municipal Airport	10	\$254,800	\$445,800	\$700,600
3J6	Folkston	Davis Field Airport	1	\$33,600	\$146,800	\$180,400
GVL	Gainesville	Lee Gilmer Memorial Airport	117	\$3,334,400	\$8,462,700	\$11,797,100
3J7	Greensboro	Greene County Regional Airport	24	\$897,800	\$1,649,100	\$2,546,900
6A2	Griffin	Griffin-Spalding County Airport	95	\$5,841,400	\$7,983,500	\$13,824,900
HMP	Hampton	Henry County Airport	70	\$3,056,500	\$6,313,600	\$9,370,100
51A	Hawkinsville	Hawkinsville-Pulaski County Airport	3	\$114,800	\$467,200	\$582,000
AZE	Hazlehurst	Hazlehurst Airport	10	\$264,900	\$598,800	\$863,700
LHW	Hinesville	MidCoast Regional Airport at Wright Army Airfield	43	\$1,998,600	\$2,240,600	\$4,239,200
HOE	Homerville	Homerville Airport	17	\$663,000	\$2,975,900	\$3,638,900
JZP	Jasper	Pickens County Airport	14	\$393,000	\$779,200	\$1,172,200
JCA	Jefferson	Jackson County Airport	22	\$872,100	\$1,341,100	\$2,213,200
09J	Jekyll Island	Jekyll Island Airport	22	\$562,600	\$876,100	\$1,438,700
JES	Jesup	Jesup-Wayne County Airport	10	\$266,600	\$618,400	\$885,000
9A5	LaFayette	Barwick LaFayette Airport	19	\$843,300	\$1,515,700	\$2,359,000
LGC	LaGrange	LaGrange-Callaway Airport	62	\$2,932,000	\$6,530,800	\$9,462,800
LZU	Lawrenceville	Gwinnett County Airport-Briscoe Field	551	\$26,088,400	\$55,988,100	\$82,076,500

Table 3-9: Summary of Total Annual Direct Impacts for Study Airports

FAA ID	Associated City	Airport Name	Total Direct Employment	Total Direct Payroll	Total Direct Spending	Total Direct Annual Economic Activity
2J3	Louisville	Louisville Municipal Airport	10	\$341,900	\$723,900	\$1,065,800
MAC	Macon	Macon Downtown Airport	37	\$1,194,400	\$2,304,600	\$3,499,000
52A	Madison	Madison Municipal Airport	9	\$295,200	\$859,300	\$1,154,500
MQW	Mc Rae	Telfair-Wheeler Airport	18	\$651,200	\$2,777,200	\$3,428,400
MHP	Metter	Metter Municipal Airport	5	\$179,900	\$542,500	\$722,400
MLJ	Milledgeville	Baldwin County Airport	17	\$808,300	\$2,785,700	\$3,594,000
2J5	Millen	Millen Airport	2	\$81,200	\$324,900	\$406,100
D73	Monroe	Monroe-Walton County Airport	7	\$249,600	\$761,100	\$1,010,700
53A	Montezuma	Dr. C.P. Savage, Sr. Airport	1	\$34,300	\$63,900	\$98,200
MGR	Moultrie	Moultrie Airport	44	\$2,336,600	\$4,510,000	\$6,846,600
MUL	Moultrie	Spence Airport	36	\$1,393,200	\$2,465,700	\$3,858,900
4J1	Nahunta	Brantley County Airport	<1	\$32,400	\$102,400	\$134,800
4J2	Nashville	Berrien County Airport	2	\$71,600	\$184,900	\$256,500
PXE	Perry	Perry-Houston County Airport	45	\$1,715,500	\$3,853,500	\$5,569,000
PIM	Pine Mountain	Harris County Airport	21	\$651,000	\$2,026,100	\$2,677,100
4J5	Quitman	Quitman Brooks County Airport	3	\$114,400	\$281,800	\$396,200
RVJ	Reidsville	Swinton Smith Field at Reidsville Municipal Airport	5	\$215,000	\$681,700	\$896,700
RMG	Rome	Richard B. Russell Regional Airport-J.H. Towers Field	85	\$2,309,000	\$5,087,200	\$7,396,200
OKZ	Sandersville	Kaolin Field Airport	12	\$398,000	\$1,103,200	\$1,501,200
4J8	Soperton	Treutlen County Airport	<1	\$16,000	\$71,100	\$87,100
TBR	Statesboro	Statesboro-Bulloch County Airport	45	\$1,626,600	\$3,144,500	\$4,771,100
SBO	Swainsboro	East Georgia Regional Airport	29	\$1,364,500	\$3,138,400	\$4,502,900
JYL	Sylvania	Plantation Airpark	13	\$527,000	\$1,191,100	\$1,718,100
SYV	Sylvester	Sylvester Airport	12	\$500,400	\$1,243,400	\$1,743,800
OPN	Thomaston	Thomaston-Upson County Airport	77	\$3,048,100	\$9,097,700	\$12,145,800
TVI	Thomasville	Thomasville Regional Airport	51	\$2,700,300	\$8,459,800	\$11,160,100
HQU	Thomson	Thomson-McDuffie Regional Airport	24	\$939,800	\$2,476,600	\$3,416,400
TMA	Tifton	Henry Tift Myers Airport	24	\$700,200	\$2,101,100	\$2,801,300
TOC	Toccoa	Toccoa Airport-RG LeTourneau Field	26	\$746,800	\$1,326,800	\$2,073,600
VDI	Vidalia	Vidalia Regional Airport	25	\$706,700	\$1,577,400	\$2,284,100
5A9	Warm Springs	Roosevelt Memorial Airport	2	\$65,600	\$237,100	\$302,700
IYY	Washington	Washington-Wilkes County Airport	12	\$459,300	\$1,255,300	\$1,714,600
AYS	Waycross	Waycross-Ware County Airport	28	\$993,400	\$2,491,100	\$3,484,500
BXG	Waynesboro	Burke County Airport	8	\$433,200	\$1,121,100	\$1,554,300

Table 3-9: Summary of Total Annual Direct Impacts for Study Airports

FAA ID	Associated City	Airport Name	Total Direct Employment	Total Direct Payroll	Total Direct Spending	Total Direct Annual Economic Activity
WDR	Winder	Barrow County Airport	128	\$6,036,300	\$6,405,200	\$12,441,500
65J	Wrens	Wrens Memorial Airport	<1	\$29,300	\$74,300	\$103,600
		General Aviation Airports Total	7,167	\$336,956,900	\$778,155,100	\$1,115,112,000
		All Airports Total	31,566	\$1,946,649,700	\$1,938,107,400	\$3,884,757,100

Source: Study Analysis and IMPLAN

3.7 Comparison of 2011 and 2020 Direct Statewide Economic Impacts

Prior to this update to the Georgia Statewide Airport Economic Impact Study, the last statewide economic impact study was published in 2011. The data that supported the 2011 study was collected in 2009 and 2010, shortly following a recession in the U.S. economy. In order to understand how airports in Georgia have recovered economically, some direct impacts from the prior 2011 statewide economic impact study are compared to those identified in this study. It is worth restating that the 2020 economic impacts reported in this document reflect airport/economic conditions prior to the COVID-19 pandemic. Changes in direct economic impacts are summarized as follows:

- **Airport Management** – This study estimated total direct employment in the airport management category at 655, with an associated direct annual payroll of \$32,607,100. Previously, the 2011 study estimated total statewide employment in this impact category at 570, and at the time of the prior study total direct annual payroll of \$22,860,800.
- **Business Tenants** – At the time data was collected for the 2011 study, a total of 497 business tenants were identified, and these tenants had total statewide direct employment reported at 13,430. For this update, the total number of different business tenants increased to 581, and statewide direct employment in the business tenant category increased significantly to 19,661. It is worth noting that nearly 6,000 of the additional jobs in the business tenant category are attributable to the operations of Gulfstream Aerospace at Georgia airports. Understandably, with the notable increase in business tenant employment, direct payroll in this category increased from \$750,867,000 to \$1,638,021,700.
- **Average Annual Capital Investment** – Direct impacts in the 2011 study were based on statewide average annual capital investment that was estimated at \$149,762,200. For this study, direct statewide average annual capital investment for all 102 study airports was estimated at \$216,980,200.
- **Expenditures by General Aviation Visitors** – The 2011 study estimated that on an annual basis, 1,146,839 visitors arrived at study airports on general aviation aircraft. This study estimates that annual general aviation visitors have increased to 1,382,217. General aviation visitor direct expenditures have also increased, rising from an estimated statewide level of \$102,519,500 in 2011 to \$181,362,400, as estimated in this study.
- **Expenditures by Visitors Arriving on Scheduled Airline Flights** – The 2011 study estimated that 721,186 visitors arrived in Georgia annually on commercial airline flights. Annual commercial visitors were estimated at 1,142,341 in this study. Direct expenditures by commercial visitors have increased from \$365,669,300 to \$604,894,700. Increased visitor expenditures result in more direct employment and payroll supported by both general aviation and commercial visitors.

Direct impacts reported in this section set the stage for estimating total annual airport and statewide economic impacts associated with the study airports. As this information shows, economic indicators summarized here indicate that the contribution of airports to Georgia’s economy has grown. The next sections of the study show how once direct impacts enter Georgia’s economy, they continue to grow through indirect and induced multiplier impacts.

4. Estimates of Indirect/Induced Annual Economic Impacts for Study Airports

4.1 Discussion and Measurement of Indirect/Induced Economic Impacts

Many sectors of Georgia's economy are linked to study airports. Preceding sections of this report document direct impacts for airport management, business tenants, average annual capital investment, and both categories of air visitor expenditures. This section discusses indirect/induced economic impacts stemming from the previously identified direct impacts. In this report, the two impact categories (indirect/induced) are combined to reflect the additional impacts that result from the multiplier effect. Indirect impacts result from industries purchasing from other industries, whereas induced impacts result from the expenditure of new household income associated with direct and indirect impacts. When summed, direct, indirect, and induced impacts equal total annual economic impacts reported in this study.

Subsequent portions of this section provide more information on the model used in this study to estimate the indirect/induced or multiplier impacts.

When visitors arrive at one of the study airports, they often have expenditures for rental cars, hotels, food, entertainment, retail, and other items. These direct expenditures also support direct employment and payroll. As an example of how indirect/induced economic impacts are created, many hotels are, in part, supported by air visitors. Hotels pay for utilities, purchase linens, secure food to supply their restaurant, and buy new carpeting with money paid to them, in part, by the air visitors. In turn, the suppliers of the utilities, linens, food, and carpet also buy "inputs," make payments for salaries, and generate additional economic impacts. The indirect/induced impacts associated with the hotel's operation are examples of how direct impacts (visitor expenditures in this case) associated with study airports generate additional indirect/induced impacts.

As an example of how indirect/induced impacts work, the hotel pays salaries to their employees. In turn, these employees generate their own indirect/induced or multiplier impacts. For example, a hotel employee may use part of his/her income to take his/her family to dinner. Part of this expenditure becomes income to the waiter; he then spends some of his income at the dry cleaners, and part of this expenditure is then used by the owners of the dry-cleaning business to buy materials to renovate their house. Indirect/induced or multiplier impacts continue in the Georgia economy until the multiplier impact diminishes to zero.

For this study, all indirect/induced impacts are based on sector specific multipliers that are unique to Georgia. In the economic modeling process, direct impacts in one sector lead to additional indirect/induced impacts in other sectors of the economy. In the process to estimate indirect/induced impacts, it is important to recognize that there is not just "one" multiplier that is used to estimate how direct impacts in the employment, payroll, and spending categories continue to create additional economic impacts once they enter the state economy. There are many multipliers that are considered to estimate indirect/induced impacts reported in this study.

Indirect/induced or multiplier impacts are not the same for all economies. In the economic modeling process, indirect/induced impacts represent or measure opportunities for businesses and individuals to purchase goods and services they need in their state economy. The larger and more developed the economy of the area being studied, the greater the chance for purchasing a high percentage of what is needed in the state, thus the higher the multiplier impact.

All indirect/induced and total annual economic impacts discussed in this report are derived from a statewide, Georgia-specific, input/output model. The data for the model comes from IMPLAN, a proprietary suite of models that has been offered for several decades by a North Carolina-based, privately-owned company. The most current version of IMPLAN for Georgia is used in this analysis.

IMPLAN is an acronym for **IM**port analysis for **PLAN**ning; the model was developed almost 40 years ago and is approved by FAA to estimate aviation-related economic impacts. IMPLAN is a general input/economic activity model that is comprised of statewide specific Georgia data sets. IMPLAN provides a system to estimate the interdependency between economic sectors, households, and the government in a geographically defined area, using counties as the building blocks for the analysis. One of the most powerful aspects of IMPLAN is that the data sources behind the model are continually improved and updated. Rather than extrapolating state data from national averages, IMPLAN measures economic impacts from data that characterizes actual economies in Georgia.

IMPLAN tracks all available industry groups in every level of the state's data. This permits detailed impact breakdowns and helps ensure accuracy of inter-industry relationships. Some of the data sets used to support the modeling, completed in this economic impact study, include:

- U.S. Bureau of Labor Statistics (BLS) Covered Employment and Wages (CEW) program
- U.S. Bureau of Economic Analysis (BEA) Regional Economic Information System (REA) program
- U.S. Bureau of Economic Analysis Benchmark I/O Accounts of the United States
- BEA Economic Activity estimates
- BLS Consumer Expenditure Survey
- U.S. Census Bureau County Business Patterns (CBP) program
- U.S. Census Bureau Decennial Census and Population Surveys
- U.S. Census Bureau Economic Censuses and Surveys
- U.S. Department of Agriculture Census

An input/economic activity model estimates additional indirect/induced impacts that result from all direct impacts related to airport and airport-supported employment, payroll, and spending. Indirect/induced impacts are estimated using IMPLAN multipliers. Multipliers vary by direct impact category, and they can vary even within the same category.

Within the business tenant category, for example, there are different multipliers for each tenant type. Multipliers for a flight training business, for instance, are not the same as those for an air ambulance operator. In the capital investment category, spending for buildings, asphalt, and equipment all have different multipliers. In the visitor category, each expenditure type, lodging, food, ground transportation, entertainment, and retail all have different multipliers. In the visitor expenditure category, there is a higher economic return to the state economy for money spent on hotels, as opposed to retail purchases. Hotels are more likely purchasing a higher percentage of the goods and services that they need to operate within the state. On the other hand, many retail items purchased by visitors are most likely not made in Georgia. Therefore, indirect/induced impacts are higher for spending for hotels than they are for retail purchases.

In the process to estimate indirect/induced economic impacts associated with visitor expenditures, separate model entries are made for hotels, food, retail, entertainment, and local transportation so that cumulative indirect/induced impacts are more accurately reflected. Direct economic activity in the capital investment category is also segmented to better reflect economic activity within the state. As an example, spending for equipment has a lower economic return (multiplier) than spending for runway paving, since materials and labor for the runway project are more often locally-sourced, while equipment is most likely manufactured outside the state.

The remaining portions of this section present indirect/induced economic impacts estimated using the IMPLAN model. Since total annual economic impacts in each category are a sum of direct and indirect/induced impacts (related to the multiplier effect), this section also presents total annual economic impacts as these impacts

relate to airport management, business tenants, average annual capital investment, general aviation visitor expenditures, and commercial visitor expenditures.

4.2 Indirect/Induced and Total Annual Economic Impact from Airport Management at Commercial Service Study Airports

Direct economic impacts for the airport management category (employment, payroll, spending, and annual economic activity) were obtained directly from each study airport. Impacts in this category are those that relate to the day-to-day operation of each airport. Direct economic impacts for airport management are presented in **Table 3-1**. Direct impacts are entered into the IMPLAN model to estimate total economic impacts and to determine the portion of each airport’s airport management related impacts that are indirect/induced (multiplier) impacts.

For the airport management category, **Table 4-1** presents each commercial service airport’s direct, indirect/induced, and total annual economic impacts. In this and other tables, annual economic activity is the sum of spending and payroll. Impacts in this table reflect pre-COVID conditions. Impacts for this category for general aviation airports are discussed in a section that follows. As **Table 4-1** reflects, total statewide annual economic impacts in the airport management category at the study’s commercial airports are as follows:

- Employment - 996
- Payroll - \$39,321,000
- Spending - \$105,281,400
- Economic Activity - \$144,602,400

Table 4-1: Direct, Indirect/Induced, and Total Annual Economic Impacts from Airport Management at Commercial Study Airports

FAA ID	Associated City	Airport Name	Direct Employment	Indirect/Induced Employment	Total Employment	Direct Payroll	Indirect/Induced Payroll	Total Payroll	Direct Spending	Indirect/Induced Spending	Total Spending	Direct Annual Economic Activity	Indirect/Induced Annual Economic Activity	Total Annual Economic Activity
ABY	Albany	Southwest Georgia Regional Airport	17	22	39	\$860,800	\$652,400	\$1,513,200	\$4,109,800	\$6,074,800	\$10,184,600	\$4,970,600	\$6,727,200	\$11,697,800
AGS	Augusta	Augusta Regional Airport at Bush Field	98	128	226	\$6,542,500	\$4,958,200	\$11,500,700	\$13,374,200	\$19,769,300	\$33,143,500	\$19,916,700	\$24,727,500	\$44,644,200
BQK	Brunswick	Brunswick-Golden Isles Airport	32	42	74	\$875,400	\$663,500	\$1,538,900	\$1,152,100	\$1,703,000	\$2,855,100	\$2,027,500	\$2,366,500	\$4,394,000
CSG	Columbus	Columbus Airport	41	52	93	\$1,576,700	\$1,194,800	\$2,771,500	\$6,377,300	\$9,426,800	\$15,804,100	\$7,954,000	\$10,621,600	\$18,575,600
MCN	Macon	Middle Georgia Regional Airport	8	10	18	\$357,400	\$270,800	\$628,200	\$461,400	\$682,000	\$1,143,400	\$818,800	\$952,800	\$1,771,600
SAV	Savannah	Savannah/Hilton Head International Airport	230	298	528	\$11,825,000	\$8,961,300	\$20,786,300	\$16,490,400	\$24,375,500	\$40,865,900	\$28,315,400	\$33,336,800	\$61,652,200
VLD	Valdosta	Valdosta Regional Airport	8	10	18	\$331,200	\$251,000	\$582,200	\$518,500	\$766,300	\$1,284,800	\$849,700	\$1,017,300	\$1,867,000
Commercial Service Airports Total			434	562	996	\$22,369,000	\$16,952,000	\$39,321,000	\$42,483,700	\$62,797,700	\$105,281,400	\$64,852,700	\$79,749,700	\$144,602,400

Source: Airport Managers and IMPLAN

4.3 Indirect/Induced and Total Annual Economic Impact from Airport Business Tenants at Commercial Service Study Airports

Direct economic impacts for the business tenant category for employment, payroll, spending, and total economic activity are obtained directly from each business tenant, airport representatives, or third-party data sources. Direct impacts in the business tenant category at commercial service airports are presented in **Table 3-2**. Direct impacts are entered into the IMPLAN model to estimate total economic impacts and to determine the portion of each airport’s business tenant-related impacts that are indirect/induced (multiplier) impacts. Since there are multiple business tenants at each commercial service study airport, confidentiality for individual business tenant responses is maintained. Total economic impacts for business tenants at general aviation airports are presented in a section that follows.

For the airport business tenant category, **Table 4-2** presents each commercial service airport’s direct, indirect/induced, and total annual economic impacts for employment, payroll, spending, and annual economic activity. As with other tables in this report, annual economic impact activity is the sum of payroll and spending. It is worth re-stating that the impacts for airport business tenants presented in **Table 4-2** are only for aviation-related companies that have paid employees. For all airports, business tenant-related impacts presented in **Table 4-2** are a sum of all business tenant-related impacts at each commercial airport, and they reflect pre-COVID conditions. Business tenant-related impacts are not reported for individual tenants. As **Table 4-2** reflects, total statewide annual economic impacts in the airport business tenant category at the seven commercial airports are as follows:

- Employment - 47,653
- Payroll - \$2,952,590,500
- Spending - \$1,861,615,500
- Economic Activity - \$4,814,206,000

4.4 Indirect/Induced and Total Economic Impact for Airport Management and Airport Business Tenants at General Aviation Study Airports

There are many general aviation airports in Georgia that have more limited economic activity in both the airport management and the airport business tenant categories. In addition, some general aviation airports have some overlap between the management and business tenant functions. To protect confidential information, the reporting of economic impacts in the airport management and the business tenant functions at the general aviation airports are combined. Direct annual economic impacts for these two categories, for the general aviation study airports, were previously reported in **Table 3-1** and **Table 3-2**.

Table 4-3 presents direct, indirect/induced, and total economic impacts from general aviation airports for the airport management and the airport business tenant economic impact categories. As **Table 4-3** reflects, for the general aviation study airports, total statewide annual economic impacts in the combined airport management and business tenant categories are as follows:

- Employment - 9,532
- Payroll - \$457,704,200
- Spending - \$988,495,600
- Economic Activity - \$1,446,199,800

Table 4-2: Direct, Indirect/Induced, and Total Economic Impact from Airport Business Tenants at Commercial Study Airports

FAA ID	Associated City	Airport Name	Direct Employment	Indirect/Induced Employment	Total Employment	Direct Payroll	Indirect/Induced Payroll	Total Payroll	Direct Spending	Indirect/Induced Spending	Total Spending	Direct Annual Economic Activity	Indirect/Induced Annual Economic Activity	Total Annual Economic Activity
ABY	Albany	Southwest Georgia Regional Airport	167	234	401	\$7,709,300	\$6,142,800	\$13,852,100	\$11,894,500	\$7,085,400	\$18,979,900	\$19,603,800	\$13,228,200	\$32,832,000
AGS	Augusta	Augusta Regional Airport at Bush Field	446	562	1,008	\$28,880,700	\$22,777,600	\$51,658,300	\$23,748,000	\$17,150,900	\$40,898,900	\$52,628,700	\$39,928,500	\$92,557,200
BQK	Brunswick	Brunswick-Golden Isles Airport	440	635	1,075	\$40,014,300	\$32,183,100	\$72,197,400	\$15,525,000	\$9,815,800	\$25,340,800	\$55,539,300	\$41,998,900	\$97,538,200
CSG	Columbus	Columbus Airport	127	163	290	\$9,408,000	\$7,398,300	\$16,806,300	\$15,431,200	\$10,270,800	\$25,702,000	\$24,839,200	\$17,669,100	\$42,508,300
MCN	Macon	Middle Georgia Regional Airport	565	835	1,400	\$50,991,300	\$41,118,500	\$92,109,800	\$21,408,000	\$12,485,600	\$33,893,600	\$72,399,300	\$53,604,100	\$126,003,400
SAV	Savannah	Savannah/Hilton Head International Airport	14,110	20,193	34,303	\$1,252,954,200	\$1,005,957,100	\$2,258,911,300	\$474,926,600	\$323,300,500	\$798,227,100	\$1,727,880,800	\$1,329,257,600	\$3,057,138,400
VLD	Valdosta	Valdosta Regional Airport	78	92	170	\$4,129,900	\$3,216,000	\$7,345,900	\$6,055,700	\$4,267,200	\$10,322,900	\$10,185,600	\$7,483,200	\$17,668,800
Commercial Service Airports Total			15,933	22,714	38,647	\$1,394,087,700	\$1,118,793,400	\$2,512,881,100	\$568,989,000	\$384,376,200	\$953,365,200	\$1,963,076,700	\$1,503,169,600	\$3,466,246,300

Source: Airport Managers, Airport Tenants, and IMPLAN

Table 4-3: Direct, Indirect/Induced, And Total Annual Economic Impact from Airport Management and Airport Business Tenants for General Aviation Study Airports

FAA ID	Associated City	Airport Name	Direct Employment	Indirect/Induced Employment	Total Employment	Direct Payroll	Indirect/Induced Payroll	Total Payroll	Direct Spending	Indirect/Induced Spending	Total Spending	Direct Annual Economic Activity	Indirect/Induced Annual Economic Activity	Total Annual Economic Activity
15J	Adel	Cook County Airport	4	6	10	\$151,600	\$121,600	\$273,200	\$334,100	\$285,900	\$620,000	\$485,700	\$407,500	\$893,200
AMG	Alma	Bacon County Airport	1	2	3	\$53,700	\$42,800	\$96,500	\$128,000	\$120,100	\$248,100	\$181,700	\$162,900	\$344,600
ACJ	Americus	Jimmy Carter Regional Airport	10	16	26	\$480,100	\$387,200	\$867,300	\$1,538,000	\$924,000	\$2,462,000	\$2,018,100	\$1,311,200	\$3,329,300
75J	Ashburn	Turner County Airport	2	5	7	\$113,500	\$91,100	\$204,600	\$192,100	\$156,700	\$348,800	\$305,600	\$247,800	\$553,400
AHN	Athens	Athens-Ben Epps Airport	50	68	118	\$2,355,900	\$1,844,700	\$4,200,600	\$3,447,400	\$3,892,300	\$7,339,700	\$5,803,300	\$5,737,000	\$11,540,300
FFC	Atlanta	Atlanta Regional Airport-Falcon Field (Peachtree City)	257	379	636	\$16,216,100	\$13,053,100	\$29,269,200	\$72,302,000	\$43,450,000	\$115,752,000	\$88,518,100	\$56,503,100	\$145,021,200
RYY	Atlanta	Cobb County International Airport-McCollum Field	319	384	703	\$17,555,300	\$13,952,200	\$31,507,500	\$45,113,100	\$29,153,000	\$74,266,100	\$62,668,400	\$43,105,200	\$105,773,600
CVC	Atlanta	Covington Municipal Airport	40	60	100	\$2,563,200	\$2,059,800	\$4,623,000	\$5,788,100	\$3,776,300	\$9,564,400	\$8,351,300	\$5,836,100	\$14,187,400
PDK	Atlanta	DeKalb-Peachtree Airport	619	836	1,455	\$44,230,400	\$35,271,500	\$79,501,900	\$121,774,800	\$77,119,500	\$198,894,300	\$166,005,200	\$112,391,000	\$278,396,200
FTY	Atlanta	Fulton County Airport-Brown Field	551	812	1,363	\$53,587,800	\$43,132,200	\$96,720,000	\$115,829,700	\$70,776,500	\$186,606,200	\$169,417,500	\$113,908,700	\$283,326,200
CCO	Atlanta	Newnan-Coweta County Airport	163	242	405	\$8,652,100	\$6,972,800	\$15,624,900	\$12,110,500	\$7,860,200	\$19,970,700	\$20,762,600	\$14,833,000	\$35,595,600
PUJ	Atlanta	Paulding-Northwest Atlanta Airport	14	19	33	\$675,500	\$534,800	\$1,210,300	\$1,286,700	\$934,300	\$2,221,000	\$1,962,200	\$1,469,100	\$3,431,300
DNL	Augusta	Daniel Field Airport	36	54	90	\$2,112,600	\$1,705,600	\$3,818,200	\$5,338,600	\$3,134,200	\$8,472,800	\$7,451,200	\$4,839,800	\$12,291,000
BGE	Bainbridge	Decatur County Industrial Air Park	13	18	31	\$558,000	\$446,900	\$1,004,900	\$1,111,100	\$1,042,000	\$2,153,100	\$1,669,100	\$1,488,900	\$3,158,000
BHC	Baxley	Baxley Municipal Airport	3	5	8	\$146,000	\$117,300	\$263,300	\$364,300	\$254,900	\$619,200	\$510,300	\$372,200	\$882,500
DZJ	Blairsville	Blairsville Airport	18	26	44	\$1,236,500	\$994,600	\$2,231,100	\$2,432,700	\$1,617,500	\$4,050,200	\$3,669,200	\$2,612,100	\$6,281,300
BIJ	Blakely	Early County Airport	1	1	2	\$21,800	\$16,400	\$38,200	\$75,000	\$110,900	\$185,900	\$96,800	\$127,300	\$224,100
SSI	Brunswick	Saint Simons Island Airport	61	69	130	\$2,075,000	\$1,609,300	\$3,684,300	\$4,173,500	\$3,194,100	\$7,367,600	\$6,248,500	\$4,803,400	\$11,051,900
82A	Buena Vista	Marion County Airport	1	<1	1	\$28,800	\$21,700	\$50,500	\$25,000	\$37,000	\$62,000	\$53,800	\$58,700	\$112,500
6A1	Butler	Butler Municipal Airport	2	4	6	\$97,300	\$78,100	\$175,400	\$285,600	\$284,000	\$569,600	\$382,900	\$362,100	\$745,000
70J	Cairo	Cairo-Grady County Airport	2	4	6	\$60,100	\$48,000	\$108,100	\$104,400	\$109,500	\$213,900	\$164,500	\$157,500	\$322,000
CZL	Calhoun	Tom B. David Field Airport	35	52	87	\$2,048,500	\$1,644,300	\$3,692,800	\$3,881,900	\$2,722,500	\$6,604,400	\$5,930,400	\$4,366,800	\$10,297,200
CXU	Camilla	Camilla-Mitchell County Airport	21	30	51	\$1,293,600	\$1,032,400	\$2,326,000	\$2,470,300	\$1,888,100	\$4,358,400	\$3,763,900	\$2,920,500	\$6,684,400
18A	Canon	Franklin County Airport	3	4	7	\$127,300	\$102,300	\$229,600	\$181,000	\$246,900	\$427,900	\$308,300	\$349,200	\$657,500

Table 4-3: Direct, Indirect/Induced, And Total Annual Economic Impact from Airport Management and Airport Business Tenants for General Aviation Study Airports

FAA ID	Associated City	Airport Name	Direct Employment	Indirect/Induced Employment	Total Employment	Direct Payroll	Indirect/Induced Payroll	Total Payroll	Direct Spending	Indirect/Induced Spending	Total Spending	Direct Annual Economic Activity	Indirect/Induced Annual Economic Activity	Total Annual Economic Activity
CNI	Canton	Cherokee County Airport	31	46	77	\$1,488,300	\$1,201,400	\$2,689,700	\$2,702,200	\$1,587,800	\$4,290,000	\$4,190,500	\$2,789,200	\$6,979,700
CTJ	Carrollton	West Georgia Regional Airport-O.V. Gray Field	29	42	71	\$1,780,300	\$1,432,700	\$3,213,000	\$4,094,800	\$3,020,200	\$7,115,000	\$5,875,100	\$4,452,900	\$10,328,000
VPC	Cartersville	Cartersville Airport	247	368	615	\$17,418,600	\$14,068,400	\$31,487,000	\$47,875,700	\$27,565,200	\$75,440,900	\$65,294,300	\$41,633,600	\$106,927,900
4A4	Cedartown	Polk County Airport-Cornelius Moore Field	4	4	8	\$184,700	\$144,600	\$329,300	\$389,200	\$435,600	\$824,800	\$573,900	\$580,200	\$1,154,100
CWV	Claxton	Claxton-Evans County Airport	4	5	9	\$273,700	\$220,300	\$494,000	\$809,700	\$505,900	\$1,315,600	\$1,083,400	\$726,200	\$1,809,600
48A	Cochran	Cochran Airport	3	6	9	\$159,500	\$128,200	\$287,700	\$290,200	\$236,100	\$526,300	\$449,700	\$364,300	\$814,000
CKF	Cordele	Crisp County-Cordele Airport	8	14	22	\$501,200	\$404,200	\$905,400	\$547,600	\$359,400	\$907,000	\$1,048,800	\$763,600	\$1,812,400
AJR	Cornelia	Habersham County Airport	9	11	20	\$370,400	\$294,500	\$664,900	\$830,200	\$774,800	\$1,605,000	\$1,200,600	\$1,069,300	\$2,269,900
25J	Cuthbert	Lower Chattahoochee Regional Airport	3	6	9	\$270,900	\$218,300	\$489,200	\$751,800	\$475,800	\$1,227,600	\$1,022,700	\$694,100	\$1,716,800
9A0	Dahlonega	Lumpkin County-Wimpy's Airport	1	1	2	\$62,500	\$47,400	\$109,900	\$24,000	\$35,500	\$59,500	\$86,500	\$82,900	\$169,400
DNN	Dalton	Dalton Municipal Airport	12	16	28	\$605,800	\$483,300	\$1,089,100	\$1,855,700	\$1,447,400	\$3,303,100	\$2,461,500	\$1,930,700	\$4,392,200
16J	Dawson	Dawson Municipal Airport	9	13	22	\$684,700	\$550,500	\$1,235,200	\$821,500	\$704,100	\$1,525,600	\$1,506,200	\$1,254,600	\$2,760,800
17J	Donalsonville	Donalsonville Municipal Airport	18	28	46	\$851,900	\$687,400	\$1,539,300	\$1,356,900	\$814,600	\$2,171,500	\$2,208,800	\$1,502,000	\$3,710,800
DQH	Douglas	Douglas Municipal Airport	28	43	71	\$1,698,800	\$1,368,100	\$3,066,900	\$3,282,900	\$2,189,500	\$5,472,400	\$4,981,700	\$3,557,600	\$8,539,300
DBN	Dublin	W.H. "Bud" Barron Airport	4	4	8	\$127,300	\$101,400	\$228,700	\$536,700	\$502,000	\$1,038,700	\$664,000	\$603,400	\$1,267,400
EZM	Eastman	Heart of Georgia Regional Airport	227	338	565	\$12,115,200	\$9,768,500	\$21,883,700	\$13,821,000	\$8,824,100	\$22,645,100	\$25,936,200	\$18,592,600	\$44,528,800
EBA	Elberton	Elbert County Airport-Patz Field	2	3	5	\$40,000	\$30,300	\$70,300	\$77,800	\$114,900	\$192,700	\$117,800	\$145,200	\$263,000
49A	Ellijay	Gilmer County Airport	3	3	6	\$117,200	\$88,900	\$206,100	\$350,000	\$517,300	\$867,300	\$467,200	\$606,200	\$1,073,400
FZG	Fitzgerald	Fitzgerald Municipal Airport	4	4	8	\$109,400	\$84,900	\$194,300	\$196,000	\$262,500	\$458,500	\$305,400	\$347,400	\$652,800
3J6	Folkston	Davis Field Airport	<1	<1	1	\$10,100	\$7,600	\$17,700	\$51,900	\$76,800	\$128,700	\$62,000	\$84,400	\$146,400
GVL	Gainesville	Lee Gilmer Memorial Airport	41	59	100	\$1,509,200	\$1,215,400	\$2,724,600	\$5,498,400	\$3,907,800	\$9,406,200	\$7,007,600	\$5,123,200	\$12,130,800
3J7	Greensboro	Greene County Regional Airport	12	11	23	\$574,200	\$431,300	\$1,005,500	\$936,600	\$680,000	\$1,616,600	\$1,510,800	\$1,111,300	\$2,622,100
6A2	Griffin	Griffin-Spalding County Airport	73	107	180	\$5,094,000	\$4,105,700	\$9,199,700	\$5,042,900	\$3,340,300	\$8,383,200	\$10,136,900	\$7,446,000	\$17,582,900
HMP	Hampton	Henry County Airport	50	71	121	\$2,547,000	\$2,041,100	\$4,588,100	\$5,268,300	\$4,049,500	\$9,317,800	\$7,815,300	\$6,090,600	\$13,905,900
51A	Hawkinsville	Hawkinsville-Pulaski County Airport	<1	<1	1	\$10,100	\$7,600	\$17,700	\$16,000	\$23,700	\$39,700	\$26,100	\$31,300	\$57,400
AZE	Hazlehurst	Hazlehurst Airport	1	1	2	\$42,000	\$31,800	\$73,800	\$185,700	\$274,500	\$460,200	\$227,700	\$306,300	\$534,000
LHW	Hinesville	MidCoast Regional Airport at Wright Army Airfield	34	44	78	\$1,734,200	\$1,321,800	\$3,056,000	\$1,392,800	\$1,816,900	\$3,209,700	\$3,127,000	\$3,138,700	\$6,265,700
HOE	Homerville	Homerville Airport	<1	<1	1	\$10,100	\$7,600	\$17,700	\$51,900	\$76,800	\$128,700	\$62,000	\$84,400	\$146,400
JZP	Jasper	Pickens County Airport	3	2	5	\$113,100	\$87,900	\$201,000	\$350,100	\$448,300	\$798,400	\$463,200	\$536,200	\$999,400
JCA	Jefferson	Jackson County Airport	9	13	22	\$558,100	\$447,700	\$1,005,800	\$708,300	\$597,200	\$1,305,500	\$1,266,400	\$1,044,900	\$2,311,300
09J	Jekyll Island	Jekyll Island Airport	5	3	8	\$163,500	\$115,800	\$279,300	\$285,000	\$285,400	\$570,400	\$448,500	\$401,200	\$849,700
JES	Jesup	Jesup-Wayne County Airport	2	2	4	\$88,900	\$69,800	\$158,700	\$311,300	\$314,600	\$625,900	\$400,200	\$384,400	\$784,600
9A5	LaFayette	Barwick LaFayette Airport	14	20	34	\$716,500	\$576,200	\$1,292,700	\$1,290,500	\$822,900	\$2,113,400	\$2,007,000	\$1,399,100	\$3,406,100
LGC	LaGrange	LaGrange-Callaway Airport	32	46	78	\$2,190,200	\$1,759,800	\$3,950,000	\$5,176,000	\$3,466,300	\$8,642,300	\$7,366,200	\$5,226,100	\$12,592,300
LZU	Lawrenceville	Gwinnett County Airport-Briscoe Field	367	524	891	\$21,511,400	\$17,269,000	\$38,780,400	\$47,131,100	\$28,940,900	\$76,072,000	\$68,642,500	\$46,209,900	\$114,852,400
2J3	Louisville	Louisville Municipal Airport	5	8	13	\$214,400	\$171,200	\$385,600	\$358,200	\$253,200	\$611,400	\$572,600	\$424,400	\$997,000
MAC	Macon	Macon Downtown Airport	23	31	54	\$807,100	\$622,900	\$1,430,000	\$1,201,200	\$1,302,800	\$2,504,000	\$2,008,300	\$1,925,700	\$3,934,000
52A	Madison	Madison Municipal Airport	1	2	3	\$58,800	\$46,900	\$105,700	\$120,400	\$115,900	\$236,300	\$179,200	\$162,800	\$342,000

Table 4-3: Direct, Indirect/Induced, And Total Annual Economic Impact from Airport Management and Airport Business Tenants for General Aviation Study Airports

FAA ID	Associated City	Airport Name	Direct Employment	Indirect/Induced Employment	Total Employment	Direct Payroll	Indirect/Induced Payroll	Total Payroll	Direct Spending	Indirect/Induced Spending	Total Spending	Direct Annual Economic Activity	Indirect/Induced Annual Economic Activity	Total Annual Economic Activity
MQW	Mc Rae	Telfair-Wheeler Airport	<1	<1	1	\$10,100	\$7,600	\$17,700	\$66,000	\$97,600	\$163,600	\$76,100	\$105,200	\$181,300
MHP	Metter	Metter Municipal Airport	2	4	6	\$97,300	\$78,100	\$175,400	\$236,300	\$211,200	\$447,500	\$333,600	\$289,300	\$622,900
MLJ	Milledgeville	Baldwin County Airport	6	11	17	\$527,600	\$425,600	\$953,200	\$2,144,500	\$1,316,200	\$3,460,700	\$2,672,100	\$1,741,800	\$4,413,900
2J5	Millen	Millen Airport	<1	<1	1	\$10,100	\$7,600	\$17,700	\$63,400	\$93,600	\$157,000	\$73,500	\$101,200	\$174,700
D73	Monroe	Monroe-Walton County Airport	3	5	8	\$149,800	\$118,300	\$268,100	\$518,500	\$582,900	\$1,101,400	\$668,300	\$701,200	\$1,369,500
53A	Montezuma	Dr. C.P. Savage, Sr. Airport	<1	<1	1	\$10,100	\$7,600	\$17,700	\$7,000	\$10,300	\$17,300	\$17,100	\$17,900	\$35,000
MGR	Moultrie	Moultrie Airport	30	42	72	\$1,945,500	\$1,559,000	\$3,504,500	\$3,577,300	\$2,113,600	\$5,690,900	\$5,522,800	\$3,672,600	\$9,195,400
MUL	Moultrie	Spence Airport	31	44	75	\$1,283,100	\$1,035,600	\$2,318,700	\$2,243,400	\$1,325,000	\$3,568,400	\$3,526,500	\$2,360,600	\$5,887,100
4J1	Nahunta	Brantley County Airport	<1	<1	1	\$10,100	\$7,600	\$17,700	\$26,100	\$38,600	\$64,700	\$36,200	\$46,200	\$82,400
4J2	Nashville	Berrien County Airport	1	1	2	\$30,200	\$22,800	\$53,000	\$27,700	\$41,100	\$68,800	\$57,900	\$63,900	\$121,800
PXE	Perry	Perry-Houston County Airport	27	38	65	\$1,223,100	\$968,800	\$2,191,900	\$2,605,000	\$2,214,100	\$4,819,100	\$3,828,100	\$3,182,900	\$7,011,000
PIM	Pine Mountain	Harris County Airport	4	4	8	\$147,900	\$116,200	\$264,100	\$569,000	\$568,600	\$1,137,600	\$716,900	\$684,800	\$1,401,700
4J5	Quitman	Quitman Brooks County Airport	2	4	6	\$87,500	\$70,100	\$157,600	\$204,500	\$163,800	\$368,300	\$292,000	\$233,900	\$525,900
RVJ	Reidsville	Swinton Smith Field at Reidsville Municipal Airport	3	5	8	\$156,100	\$125,600	\$281,700	\$495,400	\$295,500	\$790,900	\$651,500	\$421,100	\$1,072,600
RMG	Rome	Richard B. Russell Regional Airport-J.H. Towers Field	21	30	51	\$811,800	\$645,500	\$1,457,300	\$2,941,700	\$3,388,600	\$6,330,300	\$3,753,500	\$4,034,100	\$7,787,600
OKZ	Sandersville	Kaolin Field Airport	2	4	6	\$97,300	\$78,100	\$175,400	\$185,100	\$135,500	\$320,600	\$282,400	\$213,600	\$496,000
4J8	Soperton	Treutlen County Airport	<1	<1	1	\$10,100	\$7,600	\$17,700	\$51,900	\$76,800	\$128,700	\$62,000	\$84,400	\$146,400
TBR	Statesboro	Statesboro-Bulloch County Airport	27	37	64	\$1,158,700	\$918,600	\$2,077,300	\$2,154,900	\$1,972,100	\$4,127,000	\$3,313,600	\$2,890,700	\$6,204,300
SBO	Swainsboro	East Georgia Regional Airport	22	34	56	\$1,145,100	\$924,300	\$2,069,400	\$2,461,500	\$1,494,100	\$3,955,600	\$3,606,600	\$2,418,400	\$6,025,000
JYL	Sylvania	Plantation Airpark	8	13	21	\$375,300	\$302,600	\$677,900	\$753,300	\$556,500	\$1,309,800	\$1,128,600	\$859,100	\$1,987,700
SVV	Sylvester	Sylvester Airport	7	8	15	\$314,900	\$244,400	\$559,300	\$457,700	\$449,500	\$907,200	\$772,600	\$693,900	\$1,466,500
OPN	Thomaston	Thomaston-Upson County Airport	32	46	78	\$1,493,100	\$1,196,100	\$2,689,200	\$2,886,000	\$1,840,300	\$4,726,300	\$4,379,100	\$3,036,400	\$7,415,500
TVI	Thomasville	Thomasville Regional Airport	30	44	74	\$2,135,400	\$1,706,700	\$3,842,100	\$7,084,600	\$5,995,300	\$13,079,900	\$9,220,000	\$7,702,000	\$16,922,000
HQU	Thomson	Thomson-McDuffie Regional Airport	11	17	28	\$613,300	\$494,900	\$1,108,200	\$1,874,800	\$1,139,100	\$3,013,900	\$2,488,100	\$1,634,000	\$4,122,100
TMA	Tifton	Henry Tift Myers Airport	6	8	14	\$254,200	\$199,300	\$453,500	\$1,251,100	\$1,198,900	\$2,450,000	\$1,505,300	\$1,398,200	\$2,903,500
TOC	Toccoa	Toccoa Airport-RG LeTourneau Field	7	10	17	\$311,700	\$249,500	\$561,200	\$660,600	\$485,600	\$1,146,200	\$972,300	\$735,100	\$1,707,400
VDI	Vidalia	Vidalia Regional Airport	6	6	12	\$206,600	\$162,300	\$368,900	\$436,300	\$579,200	\$1,015,500	\$642,900	\$741,500	\$1,384,400
5A9	Warm Springs	Roosevelt Memorial Airport	<1	<1	1	\$10,100	\$7,600	\$17,700	\$27,200	\$40,300	\$67,500	\$37,300	\$47,900	\$85,200
IYY	Washington	Washington-Wilkes County Airport	6	10	16	\$286,900	\$231,200	\$518,100	\$761,000	\$481,100	\$1,242,100	\$1,047,900	\$712,300	\$1,760,200
AYS	Waycross	Waycross-Ware County Airport	7	10	17	\$433,600	\$339,400	\$773,000	\$1,227,400	\$1,192,300	\$2,419,700	\$1,661,000	\$1,531,700	\$3,192,700
BXG	Waynesboro	Burke County Airport	3	6	9	\$230,100	\$185,300	\$415,400	\$311,000	\$209,000	\$520,000	\$541,100	\$394,300	\$935,400
WDR	Winder	Barrow County Airport	101	137	238	\$5,331,300	\$4,139,500	\$9,470,800	\$4,819,700	\$4,499,300	\$9,319,000	\$10,151,000	\$8,638,800	\$18,789,800
65J	Wrens	Wrens Memorial Airport	<1	<1	1	\$10,100	\$7,600	\$17,700	\$10,000	\$14,800	\$24,800	\$20,100	\$22,400	\$42,500
General Aviation Airports Total			3,949	5,583	9,532	\$254,172,100	\$203,532,100	\$457,704,200	\$599,418,300	\$389,077,300	\$988,495,600	\$853,590,400	\$592,609,400	\$1,446,199,800

Source: Airport Managers, Airport Tenants, and IMPLAN

4.5 Indirect/Induced and Total Economic Impacts from Average Annual Capital Investment at Study Airports

Direct economic impacts for the capital investment category for employment, payroll, spending, and annual economic activity are obtained directly from GDOT, the FAA, airport sponsors, and/or third-party private investment sources. Direct impacts for the capital investment category for each study airport are presented in **Table 3-3**. As previously discussed, each airport’s average annual capital investment over a five-year timeframe (2015-2019) was used to determine direct capital investment impacts. The IMPLAN model was then used to determine the number of jobs the direct investment supports. Ratios in IMPLAN show that for every \$1 million in capital investment, 4.7 jobs are supported. Information for the Bureau of Labor Statistics was used to determine average payroll in Georgia for employees in categories such as engineering and construction. Once direct payroll is established, total average annual capital investment at an airport, minus payroll, shows the portion of the total capital investment that was used to purchase goods and supplies for the capital projects.

Direct impacts are entered into the IMPLAN model to estimate total economic impacts and to determine the portion of annual economic impacts from capital investment related to indirect/induced (multiplier) impacts.

For the capital investment category, **Table 4-4** presents each airport’s direct, indirect/induced, and total annual economic impacts for employment, payroll, spending, and annual economic activity. These results consider what has been invested in each airport, on average, over the past four years (generally through 2019). This approach was taken so that smaller airports that complete major projects on a less frequent basis would not be at a disadvantage. Also, considering capital investment over a multi-year period helps to capture the full impact for major projects that often extend over a multi-year period. As **Table 4-4** reflects, total statewide annual economic impacts in the average annual capital investment category for all study airports are as follows:

- Employment - 2,717
- Payroll - \$83,807,000
- Spending - \$343,097,900
- Economic Activity - \$426,904,900

Table 4-4: Direct, Indirect/Induced, and Total Annual Economic Impact from Average Annual Capital Investment at Study Airports

FAA ID	Associated City	Airport Name	Direct Employment	Indirect/Induced Employment	Total Employment	Direct Payroll	Indirect/Induced Payroll	Total Payroll	Direct Spending	Indirect/Induced Spending	Total Spending	Direct Annual Economic Activity	Indirect/Induced Annual Economic Activity	Total Annual Economic Activity
ABY	Albany	Southwest Georgia Regional Airport	11	18	29	\$415,000	\$470,500	\$885,500	\$1,877,500	\$1,747,600	\$3,625,100	\$2,292,500	\$2,218,100	\$4,510,600
AGS	Augusta	Augusta Regional Airport at Bush Field	18	30	48	\$687,800	\$779,500	\$1,467,300	\$3,111,200	\$2,895,900	\$6,007,100	\$3,799,000	\$3,675,400	\$7,474,400
BQK	Brunswick	Brunswick-Golden Isles Airport	52	86	138	\$1,993,600	\$2,259,600	\$4,253,200	\$9,018,200	\$8,394,000	\$17,412,200	\$11,011,800	\$10,653,600	\$21,665,400
CSG	Columbus	Columbus Airport	12	21	33	\$475,500	\$539,100	\$1,014,600	\$2,151,200	\$2,002,300	\$4,153,500	\$2,626,700	\$2,541,400	\$5,168,100
MCN	Macon	Middle Georgia Regional Airport	34	57	91	\$1,320,900	\$1,497,100	\$2,818,000	\$5,975,100	\$5,561,500	\$11,536,600	\$7,296,000	\$7,058,600	\$14,354,600
SAV	Savannah	Savannah/Hilton Head International Airport	348	574	922	\$13,336,300	\$15,116,100	\$28,452,400	\$60,328,300	\$56,153,000	\$116,481,300	\$73,664,600	\$71,269,100	\$144,933,700
VLD	Valdosta	Valdosta Regional Airport	7	11	18	\$257,400	\$291,800	\$549,200	\$1,164,600	\$1,084,000	\$2,248,600	\$1,422,000	\$1,375,800	\$2,797,800
Commercial Service Airports Total			482	797	1,279	\$18,486,500	\$20,953,700	\$39,440,200	\$83,626,100	\$77,838,300	\$161,464,400	\$102,112,600	\$98,792,000	\$200,904,600
15J	Adel	Cook County Airport	3	4	7	\$100,900	\$114,400	\$215,300	\$456,400	\$424,900	\$881,300	\$557,300	\$539,300	\$1,096,600
AMG	Alma	Bacon County Airport	1	2	3	\$48,500	\$55,000	\$103,500	\$219,500	\$204,300	\$423,800	\$268,000	\$259,300	\$527,300
ACJ	Americus	Jimmy Carter Regional Airport	1	3	4	\$54,000	\$61,200	\$115,200	\$244,300	\$227,500	\$471,800	\$298,300	\$288,700	\$587,000
75J	Ashburn	Turner County Airport	<1	1	1	\$14,500	\$16,400	\$30,900	\$65,500	\$61,100	\$126,600	\$80,000	\$77,500	\$157,500
AHN	Athens	Athens-Ben Epps Airport	7	11	18	\$254,600	\$288,500	\$543,100	\$1,151,600	\$1,071,900	\$2,223,500	\$1,406,200	\$1,360,400	\$2,766,600
FFC	Atlanta	Atlanta Regional Airport-Falcon Field (Peachtree City)	16	26	42	\$613,500	\$695,400	\$1,308,900	\$2,775,200	\$2,583,100	\$5,358,300	\$3,388,700	\$3,278,500	\$6,667,200
RYY	Atlanta	Cobb County International Airport-McCollum Field	27	44	71	\$1,026,800	\$1,163,800	\$2,190,600	\$4,644,800	\$4,323,300	\$8,968,100	\$5,671,600	\$5,487,100	\$11,158,700
CVC	Atlanta	Covington Municipal Airport	6	10	16	\$228,500	\$258,900	\$487,400	\$1,033,500	\$962,000	\$1,995,500	\$1,262,000	\$1,220,900	\$2,482,900
PDK	Atlanta	DeKalb-Peachtree Airport	62	102	164	\$2,380,100	\$2,697,700	\$5,077,800	\$10,766,600	\$10,021,400	\$20,788,000	\$13,146,700	\$12,719,100	\$25,865,800
FTY	Atlanta	Fulton County Airport-Brown Field	37	60	97	\$1,407,800	\$1,595,700	\$3,003,500	\$6,368,300	\$5,927,600	\$12,295,900	\$7,776,100	\$7,523,300	\$15,299,400
CCO	Atlanta	Newnan-Coweta County Airport	7	12	19	\$271,200	\$307,300	\$578,500	\$1,226,600	\$1,141,800	\$2,368,400	\$1,497,800	\$1,449,100	\$2,946,900
PUJ	Atlanta	Paulding-Northwest Atlanta Airport	6	9	15	\$219,200	\$248,400	\$467,600	\$991,400	\$922,800	\$1,914,200	\$1,210,600	\$1,171,200	\$2,381,800
DNL	Augusta	Daniel Field Airport	33	55	88	\$1,279,500	\$1,450,200	\$2,729,700	\$5,787,900	\$5,387,300	\$11,175,200	\$7,067,400	\$6,837,500	\$13,904,900
BGE	Bainbridge	Decatur County Industrial Air Park	1	1	2	\$29,500	\$33,500	\$63,000	\$133,500	\$124,300	\$257,800	\$163,000	\$157,800	\$320,800
BHC	Baxley	Baxley Municipal Airport	3	4	7	\$106,300	\$120,600	\$226,900	\$481,100	\$447,700	\$928,800	\$587,400	\$568,300	\$1,155,700
DZJ	Blairsville	Blairsville Airport	2	4	6	\$86,200	\$97,700	\$183,900	\$389,900	\$363,000	\$752,900	\$476,100	\$460,700	\$936,800
BIJ	Blakely	Early County Airport	1	1	2	\$21,800	\$24,800	\$46,600	\$98,800	\$91,900	\$190,700	\$120,600	\$116,700	\$237,300
SSI	Brunswick	Saint Simons Island Airport	32	53	85	\$1,227,900	\$1,391,800	\$2,619,700	\$5,554,700	\$5,170,300	\$10,725,000	\$6,782,600	\$6,562,100	\$13,344,700
82A	Buena Vista	Marion County Airport	2	2	4	\$60,400	\$68,400	\$128,800	\$273,200	\$254,300	\$527,500	\$333,600	\$322,700	\$656,300
6A1	Butler	Butler Municipal Airport	2	3	5	\$65,700	\$74,500	\$140,200	\$297,200	\$276,600	\$573,800	\$362,900	\$351,100	\$714,000
70J	Cairo	Cairo-Grady County Airport	1	1	2	\$35,300	\$40,000	\$75,300	\$159,700	\$148,700	\$308,400	\$195,000	\$188,700	\$383,700
CZL	Calhoun	Tom B. David Field Airport	1	2	3	\$36,400	\$41,300	\$77,700	\$164,700	\$153,400	\$318,100	\$201,100	\$194,700	\$395,800
CXU	Camilla	Camilla-Mitchell County Airport	2	5	7	\$95,100	\$107,700	\$202,800	\$430,100	\$400,300	\$830,400	\$525,200	\$508,000	\$1,033,200
18A	Canon	Franklin County Airport	1	2	3	\$37,400	\$42,500	\$79,900	\$169,400	\$157,700	\$327,100	\$206,800	\$200,200	\$407,000
CNI	Canton	Cherokee County Airport	4	7	11	\$165,500	\$187,600	\$353,100	\$748,600	\$696,900	\$1,445,500	\$914,100	\$884,500	\$1,798,600
CTJ	Carrollton	West Georgia Regional Airport-O.V. Gray Field	6	10	16	\$225,800	\$256,000	\$481,800	\$1,021,500	\$950,900	\$1,972,400	\$1,247,300	\$1,206,900	\$2,454,200
VPC	Cartersville	Cartersville Airport	6	9	15	\$211,800	\$240,100	\$451,900	\$958,200	\$891,900	\$1,850,100	\$1,170,000	\$1,132,000	\$2,302,000
4A4	Cedartown	Polk County Airport-Cornelius Moore Field	3	5	8	\$111,800	\$126,800	\$238,600	\$505,800	\$470,800	\$976,600	\$617,600	\$597,600	\$1,215,200
CWV	Claxton	Claxton-Evans County Airport	5	8	13	\$181,000	\$205,100	\$386,100	\$818,600	\$761,900	\$1,580,500	\$999,600	\$967,000	\$1,966,600
48A	Cochran	Cochran Airport	10	17	27	\$392,900	\$445,300	\$838,200	\$1,777,200	\$1,654,200	\$3,431,400	\$2,170,100	\$2,099,500	\$4,269,600
CKF	Cordele	Crisp County-Cordele Airport	1	1	2	\$34,100	\$38,600	\$72,700	\$154,100	\$143,400	\$297,500	\$188,200	\$182,000	\$370,200

Table 4-4: Direct, Indirect/Induced, and Total Annual Economic Impact from Average Annual Capital Investment at Study Airports

FAA ID	Associated City	Airport Name	Direct Employment	Indirect/Induced Employment	Total Employment	Direct Payroll	Indirect/Induced Payroll	Total Payroll	Direct Spending	Indirect/Induced Spending	Total Spending	Direct Annual Economic Activity	Indirect/Induced Annual Economic Activity	Total Annual Economic Activity
AJR	Cornelia	Habersham County Airport	18	31	49	\$707,600	\$802,000	\$1,509,600	\$3,200,800	\$2,979,300	\$6,180,100	\$3,908,400	\$3,781,300	\$7,689,700
25J	Cuthbert	Lower Chattahoochee Regional Airport	1	1	2	\$24,000	\$27,200	\$51,200	\$108,700	\$101,100	\$209,800	\$132,700	\$128,300	\$261,000
9A0	Dahlonega	Lumpkin County-Wimpy's Airport	11	17	28	\$412,100	\$467,100	\$879,200	\$1,864,200	\$1,735,100	\$3,599,300	\$2,276,300	\$2,202,200	\$4,478,500
DNN	Dalton	Dalton Municipal Airport	2	4	6	\$79,800	\$90,500	\$170,300	\$361,100	\$336,200	\$697,300	\$440,900	\$426,700	\$867,600
16J	Dawson	Dawson Municipal Airport	<1	1	1	\$15,800	\$17,800	\$33,600	\$71,200	\$66,400	\$137,600	\$87,000	\$84,200	\$171,200
17J	Donalsonville	Donalsonville Municipal Airport	3	5	8	\$122,400	\$138,800	\$261,200	\$553,900	\$515,600	\$1,069,500	\$676,300	\$654,400	\$1,330,700
DQH	Douglas	Douglas Municipal Airport	2	3	5	\$68,000	\$77,000	\$145,000	\$307,400	\$286,200	\$593,600	\$375,400	\$363,200	\$738,600
DBN	Dublin	W.H. "Bud" Barron Airport	1	2	3	\$39,200	\$44,500	\$83,700	\$177,400	\$165,100	\$342,500	\$216,600	\$209,600	\$426,200
EZM	Eastman	Heart of Georgia Regional Airport	8	13	21	\$305,700	\$346,400	\$652,100	\$1,382,800	\$1,287,000	\$2,669,800	\$1,688,500	\$1,633,400	\$3,321,900
EBA	Elberton	Elbert County Airport-Patz Field	1	1	2	\$35,000	\$39,800	\$74,800	\$158,500	\$147,600	\$306,100	\$193,500	\$187,400	\$380,900
49A	Ellijay	Gilmer County Airport	<1	<1	1	\$11,100	\$12,600	\$23,700	\$50,400	\$46,800	\$97,200	\$61,500	\$59,400	\$120,900
FZG	Fitzgerald	Fitzgerald Municipal Airport	<1	1	1	\$16,200	\$18,400	\$34,600	\$73,300	\$68,300	\$141,600	\$89,500	\$86,700	\$176,200
3J6	Folkston	Davis Field Airport	1	<1	1	\$19,900	\$22,600	\$42,500	\$90,000	\$83,800	\$173,800	\$109,900	\$106,400	\$216,300
GVL	Gainesville	Lee Gilmer Memorial Airport	4	6	10	\$149,300	\$169,200	\$318,500	\$675,400	\$628,600	\$1,304,000	\$824,700	\$797,800	\$1,622,500
3J7	Greensboro	Greene County Regional Airport	2	4	6	\$85,700	\$97,100	\$182,800	\$387,500	\$360,700	\$748,200	\$473,200	\$457,800	\$931,000
6A2	Griffin	Griffin-Spalding County Airport	16	26	42	\$608,000	\$689,100	\$1,297,100	\$2,750,200	\$2,559,800	\$5,310,000	\$3,358,200	\$3,248,900	\$6,607,100
HMP	Hampton	Henry County Airport	3	5	8	\$110,600	\$125,500	\$236,100	\$500,500	\$465,900	\$966,400	\$611,100	\$591,400	\$1,202,500
51A	Hawkinsville	Hawkinsville-Pulaski County Airport	3	4	7	\$97,600	\$110,600	\$208,200	\$441,500	\$410,900	\$852,400	\$539,100	\$521,500	\$1,060,600
AZE	Hazlehurst	Hazlehurst Airport	1	1	2	\$34,400	\$39,000	\$73,400	\$155,700	\$144,900	\$300,600	\$190,100	\$183,900	\$374,000
LHW	Hinesville	MidCoast Regional Airport at Wright Army Airfield	4	7	11	\$154,100	\$174,700	\$328,800	\$697,200	\$649,000	\$1,346,200	\$851,300	\$823,700	\$1,675,000
HOE	Homerville	Homerville Airport	17	27	44	\$643,600	\$729,500	\$1,373,100	\$2,911,400	\$2,709,900	\$5,621,300	\$3,555,000	\$3,439,400	\$6,994,400
JZP	Jasper	Pickens County Airport	<1	1	1	\$14,900	\$16,800	\$31,700	\$67,200	\$62,500	\$129,700	\$82,100	\$79,300	\$161,400
JCA	Jefferson	Jackson County Airport	2	2	4	\$64,600	\$73,200	\$137,800	\$292,100	\$271,900	\$564,000	\$356,700	\$345,100	\$701,800
09J	Jekyll Island	Jekyll Island Airport	<1	1	1	\$14,500	\$16,500	\$31,000	\$65,800	\$61,200	\$127,000	\$80,300	\$77,700	\$158,000
JES	Jesup	Jesup-Wayne County Airport	1	<1	1	\$20,400	\$23,100	\$43,500	\$92,300	\$85,900	\$178,200	\$112,700	\$109,000	\$221,700
9A5	LaFayette	Barwick LaFayette Airport	<1	1	1	\$16,400	\$18,700	\$35,100	\$74,400	\$69,200	\$143,600	\$90,800	\$87,900	\$178,700
LGC	LaGrange	LaGrange-Callaway Airport	3	4	7	\$108,200	\$122,600	\$230,800	\$489,400	\$455,600	\$945,000	\$597,600	\$578,200	\$1,175,800
LZU	Lawrenceville	Gwinnett County Airport-Briscoe Field	22	35	57	\$825,200	\$935,300	\$1,760,500	\$3,732,800	\$3,474,500	\$7,207,300	\$4,558,000	\$4,409,800	\$8,967,800
2J3	Louisville	Louisville Municipal Airport	2	2	4	\$60,700	\$68,800	\$129,500	\$274,500	\$255,600	\$530,100	\$335,200	\$324,400	\$659,600
MAC	Macon	Macon Downtown Airport	5	8	13	\$181,900	\$206,200	\$388,100	\$822,900	\$765,900	\$1,588,800	\$1,004,800	\$972,100	\$1,976,900
52A	Madison	Madison Municipal Airport	3	6	9	\$131,800	\$149,400	\$281,200	\$596,100	\$554,900	\$1,151,000	\$727,900	\$704,300	\$1,432,200
MQW	Mc Rae	Telfair-Wheeler Airport	15	25	40	\$581,300	\$658,800	\$1,240,100	\$2,629,500	\$2,447,500	\$5,077,000	\$3,210,800	\$3,106,300	\$6,317,100
MHP	Metter	Metter Municipal Airport	2	2	4	\$61,200	\$69,400	\$130,600	\$277,000	\$257,800	\$534,800	\$338,200	\$327,200	\$665,400
MLJ	Milledgeville	Baldwin County Airport	2	4	6	\$81,600	\$92,500	\$174,100	\$369,200	\$343,700	\$712,900	\$450,800	\$436,200	\$887,000
2J5	Millen	Millen Airport	1	3	4	\$52,000	\$59,000	\$111,000	\$235,400	\$219,100	\$454,500	\$287,400	\$278,100	\$565,500
D73	Monroe	Monroe-Walton County Airport	1	1	2	\$33,600	\$38,200	\$71,800	\$152,200	\$141,600	\$293,800	\$185,800	\$179,800	\$365,600
53A	Montezuma	Dr. C.P. Savage, Sr. Airport	<1	<1	1	\$7,600	\$8,500	\$16,100	\$34,200	\$31,800	\$66,000	\$41,800	\$40,300	\$82,100
MGR	Moultrie	Moultrie Airport	3	6	9	\$126,200	\$143,000	\$269,200	\$570,800	\$531,400	\$1,102,200	\$697,000	\$674,400	\$1,371,400
MUL	Moultrie	Spence Airport	1	1	2	\$22,800	\$25,800	\$48,600	\$103,000	\$95,800	\$198,800	\$125,800	\$121,600	\$247,400

Table 4-4: Direct, Indirect/Induced, and Total Annual Economic Impact from Average Annual Capital Investment at Study Airports

FAA ID	Associated City	Airport Name	Direct Employment	Indirect/Induced Employment	Total Employment	Direct Payroll	Indirect/Induced Payroll	Total Payroll	Direct Spending	Indirect/Induced Spending	Total Spending	Direct Annual Economic Activity	Indirect/Induced Annual Economic Activity	Total Annual Economic Activity
4J1	Nahunta	Brantley County Airport	<1	1	1	\$14,600	\$16,400	\$31,000	\$65,800	\$61,300	\$127,100	\$80,400	\$77,700	\$158,100
4J2	Nashville	Berrien County Airport	1	1	2	\$31,900	\$36,100	\$68,000	\$144,200	\$134,300	\$278,500	\$176,100	\$170,400	\$346,500
PXE	Perry	Perry-Houston County Airport	5	8	13	\$182,400	\$206,800	\$389,200	\$825,100	\$768,000	\$1,593,100	\$1,007,500	\$974,800	\$1,982,300
PIM	Pine Mountain	Harris County Airport	6	11	17	\$243,800	\$276,400	\$520,200	\$1,102,900	\$1,026,700	\$2,129,600	\$1,346,700	\$1,303,100	\$2,649,800
4J5	Quitman	Quitman Brooks County Airport	<1	1	1	\$12,900	\$14,500	\$27,400	\$58,200	\$54,100	\$112,300	\$71,100	\$68,600	\$139,700
RVJ	Reidsville	Swinton Smith Field at Reidsville Municipal Airport	1	1	2	\$33,500	\$38,000	\$71,500	\$151,600	\$141,100	\$292,700	\$185,100	\$179,100	\$364,200
RMG	Rome	Richard B. Russell Regional Airport-J.H. Towers Field	1	1	2	\$31,800	\$36,100	\$67,900	\$144,000	\$134,100	\$278,100	\$175,800	\$170,200	\$346,000
OKZ	Sandersville	Kaolin Field Airport	4	7	11	\$160,700	\$182,100	\$342,800	\$726,900	\$676,600	\$1,403,500	\$887,600	\$858,700	\$1,746,300
4J8	Soperton	Treutlen County Airport	<1	<1	<1	\$3,500	\$4,000	\$7,500	\$16,000	\$14,800	\$30,800	\$19,500	\$18,800	\$38,300
TBR	Statesboro	Statesboro-Bulloch County Airport	3	5	8	\$111,000	\$125,800	\$236,800	\$502,200	\$467,400	\$969,600	\$613,200	\$593,200	\$1,206,400
SBO	Swainsboro	East Georgia Regional Airport	3	5	8	\$119,500	\$135,400	\$254,900	\$540,400	\$503,000	\$1,043,400	\$659,900	\$638,400	\$1,298,300
JYL	Sylvania	Plantation Airpark	2	3	5	\$73,000	\$82,800	\$155,800	\$330,300	\$307,400	\$637,700	\$403,300	\$390,200	\$793,500
SYV	Sylvester	Sylvester Airport	4	8	12	\$168,600	\$191,100	\$359,700	\$762,600	\$709,800	\$1,472,400	\$931,200	\$900,900	\$1,832,100
OPN	Thomaston	Thomaston-Upson County Airport	34	55	89	\$1,294,500	\$1,467,300	\$2,761,800	\$5,855,900	\$5,450,600	\$11,306,500	\$7,150,400	\$6,917,900	\$14,068,300
TVI	Thomasville	Thomasville Regional Airport	5	8	13	\$191,200	\$216,700	\$407,900	\$864,800	\$805,000	\$1,669,800	\$1,056,000	\$1,021,700	\$2,077,700
HQU	Thomson	Thomson-McDuffie Regional Airport	1	2	3	\$49,400	\$55,900	\$105,300	\$223,300	\$207,800	\$431,100	\$272,700	\$263,700	\$536,400
TMA	Tifton	Henry Tift Myers Airport	2	3	5	\$76,300	\$86,400	\$162,700	\$345,000	\$321,100	\$666,100	\$421,300	\$407,500	\$828,800
TOC	Toccoa	Toccoa Airport-RG LeTourneau Field	1	1	2	\$22,800	\$25,800	\$48,600	\$103,100	\$95,900	\$199,000	\$125,900	\$121,700	\$247,600
VDI	Vidalia	Vidalia Regional Airport	4	6	10	\$145,100	\$164,400	\$309,500	\$656,200	\$610,800	\$1,267,000	\$801,300	\$775,200	\$1,576,500
5A9	Warm Springs	Roosevelt Memorial Airport	1	2	3	\$42,400	\$48,200	\$90,600	\$192,000	\$178,700	\$370,700	\$234,400	\$226,900	\$461,300
IYY	Washington	Washington-Wilkes County Airport	2	4	6	\$81,900	\$92,900	\$174,800	\$370,700	\$345,000	\$715,700	\$452,600	\$437,900	\$890,500
AYS	Waycross	Waycross-Ware County Airport	4	7	11	\$158,100	\$179,200	\$337,300	\$715,100	\$665,600	\$1,380,700	\$873,200	\$844,800	\$1,718,000
BXG	Waynesboro	Burke County Airport	4	8	12	\$168,700	\$191,200	\$359,900	\$763,100	\$710,400	\$1,473,500	\$931,800	\$901,600	\$1,833,400
WDR	Winder	Barrow County Airport	5	9	14	\$197,200	\$223,400	\$420,600	\$891,900	\$830,200	\$1,722,100	\$1,089,100	\$1,053,600	\$2,142,700
65J	Wrens	Wrens Memorial Airport	<1	1	1	\$12,100	\$13,600	\$25,700	\$54,600	\$50,800	\$105,400	\$66,700	\$64,400	\$131,100
		General Aviation Airports Total	543	895	1,438	\$20,795,900	\$23,570,900	\$44,366,800	\$94,071,700	\$87,561,800	\$181,633,500	\$114,867,600	\$111,132,700	\$226,000,300
		All Airports Total	1,025	1,692	2,717	\$39,282,400	\$44,524,600	\$83,807,000	\$177,697,800	\$165,400,100	\$343,097,900	\$216,980,200	\$209,924,700	\$426,904,900

Source: GDOT, FAA, Airport Managers, Airport Tenants, and IMPLAN

4.6 Indirect/Induced and Total Economic Impact from General Aviation Visitor Expenditures at Study Airports

Direct economic impacts for the general aviation visitor spending category for employment, payroll, spending, and annual economic activity were obtained using input from airport operators, GDOT, FAA NOP data, and study surveys. Direct impacts from general aviation visitor spending are presented in **Table 3-5**. As previously discussed in this report, the process to estimate general aviation visitors started with each airport. Each airport provided their weekly visiting/transient aircraft arrivals; the airport estimate was cross-checked using an AOPA methodology. Airports also identified the fleet mix for their visiting general aviation aircraft which was verified using FAA NOP data. Airports also provided information on their average visitors by aircraft type. These three inputs (average weekly visiting arrivals, visiting fleet mix, and visitors per plane type) resulted in an estimate of annual general aviation visitors for each airport. Study surveys were used to estimate average expenditures per visitor per trip for each airport.

Once total annual general aviation visitor expenditures were estimated for each airport, the IMPLAN model was used to determine the number of jobs the expenditures support. Ratios in IMPLAN show that for every \$1 million spent in the general aviation visitor category, 18.3 jobs are supported. Information on average salaries in Georgia’s hospitality industry from the Bureau of Labor Statistics was used to determine payroll associated with visitor-supported expenditures. Once payroll is determined, it is subtracted from the total expenditures to determine the portion of all visitor expenditures that are non-labor related.

Direct impacts (employment, payroll, and spending) are entered into the IMPLAN model to estimate total economic impacts and to determine the portion of general aviation visitor-related economic impacts that is attributed to indirect/induced (multiplier) impacts. For both general aviation and commercial visitor expenditures, direct visitor expenditures are assigned to one or more of the following categories based on survey results: hotels, food/restaurants, ground transportation, retail, and entertainment.

For the general aviation visitor expenditure category, **Table 4-5** presents each airport’s direct, indirect/induced, and total annual economic impacts for employment, payroll, spending, and total annual economic activity, which is the sum of payroll and spending. As **Table 4-5** reflects, total statewide annual economic impacts for general aviation visitor expenditures at all study airports are as follows:

- Employment - 4,851
- Payroll - \$131,289,400
- Spending - \$203,512,200
- Economic Activity - \$334,801,600

Table 4-5: Direct, Indirect/Induced, and Total Annual Economic Impact from General Aviation Visitor Expenditures at Study Airports

FAA ID	Associated City	Airport Name	Direct Employment	Indirect/Induced Employment	Total Employment	Direct Payroll	Indirect/Induced Payroll	Total Payroll	Direct Spending	Indirect/Induced Spending	Total Spending	Direct Annual Economic Activity	Indirect/Induced Annual Economic Activity	Total Annual Economic Activity
ABY	Albany	Southwest Georgia Regional Airport	30	13	43	\$687,000	\$489,500	\$1,176,500	\$938,300	\$885,500	\$1,823,800	\$1,625,300	\$1,375,000	\$3,000,300
AGS	Augusta	Augusta Regional Airport at Bush Field	80	37	117	\$1,850,800	\$1,318,800	\$3,169,600	\$2,527,800	\$2,385,500	\$4,913,300	\$4,378,600	\$3,704,300	\$8,082,900
BQK	Brunswick	Brunswick-Golden Isles Airport	67	32	99	\$1,559,800	\$1,111,500	\$2,671,300	\$2,130,300	\$2,010,500	\$4,140,800	\$3,690,100	\$3,122,000	\$6,812,100
CSG	Columbus	Columbus Airport	60	28	88	\$1,390,600	\$991,000	\$2,381,600	\$1,899,300	\$1,792,500	\$3,691,800	\$3,289,900	\$2,783,500	\$6,073,400
MCN	Macon	Middle Georgia Regional Airport	41	19	60	\$952,500	\$678,800	\$1,631,300	\$1,301,000	\$1,227,700	\$2,528,700	\$2,253,500	\$1,906,500	\$4,160,000
SAV	Savannah	Savannah/Hilton Head International Airport	324	151	475	\$7,506,300	\$5,349,200	\$12,855,500	\$10,252,100	\$9,675,300	\$19,927,400	\$17,758,400	\$15,024,500	\$32,782,900
VLD	Valdosta	Valdosta Regional Airport	31	15	46	\$723,900	\$515,800	\$1,239,700	\$988,700	\$933,000	\$1,921,700	\$1,712,600	\$1,448,800	\$3,161,400
Commercial Service Airports Total			633	295	928	\$14,670,900	\$10,454,600	\$25,125,500	\$20,037,500	\$18,910,000	\$38,947,500	\$34,708,400	\$29,364,600	\$64,073,000
15J	Adel	Cook County Airport	5	2	7	\$110,500	\$78,700	\$189,200	\$150,900	\$142,300	\$293,200	\$261,400	\$221,000	\$482,400
AMG	Alma	Bacon County Airport	5	2	7	\$105,400	\$75,100	\$180,500	\$144,000	\$135,800	\$279,800	\$249,400	\$210,900	\$460,300
ACJ	Americus	Jimmy Carter Regional Airport	4	1	5	\$85,100	\$60,600	\$145,700	\$116,200	\$109,700	\$225,900	\$201,300	\$170,300	\$371,600
75J	Ashburn	Turner County Airport	<1	<1	1	\$9,500	\$6,800	\$16,300	\$13,000	\$12,200	\$25,200	\$22,500	\$19,000	\$41,500
AHN	Athens	Athens-Ben Epps Airport	134	62	196	\$3,099,000	\$2,208,500	\$5,307,500	\$4,232,700	\$3,994,500	\$8,227,200	\$7,331,700	\$6,203,000	\$13,534,700
FFC	Atlanta	Atlanta Regional Airport-Falcon Field (Peachtree City)	84	39	123	\$1,937,800	\$1,381,000	\$3,318,800	\$2,646,700	\$2,497,700	\$5,144,400	\$4,584,500	\$3,878,700	\$8,463,200
RYY	Atlanta	Cobb County International Airport-McCollum Field	123	57	180	\$2,840,600	\$2,024,300	\$4,864,900	\$3,879,700	\$3,661,400	\$7,541,100	\$6,720,300	\$5,685,700	\$12,406,000
CVC	Atlanta	Covington Municipal Airport	22	10	32	\$508,900	\$362,600	\$871,500	\$695,000	\$656,000	\$1,351,000	\$1,203,900	\$1,018,600	\$2,222,500
PDK	Atlanta	DeKalb-Peachtree Airport	672	311	983	\$15,543,800	\$11,076,800	\$26,620,600	\$21,229,700	\$20,035,100	\$41,264,800	\$36,773,500	\$31,111,900	\$67,885,400
FTY	Atlanta	Fulton County Airport-Brown Field	429	200	629	\$9,938,400	\$7,082,400	\$17,020,800	\$13,574,000	\$12,810,100	\$26,384,100	\$23,512,400	\$19,892,500	\$43,404,900
CCO	Atlanta	Newnan-Coweta County Airport	16	7	23	\$363,100	\$258,800	\$621,900	\$496,000	\$468,000	\$964,000	\$859,100	\$726,800	\$1,585,900
PUJ	Atlanta	Paulding-Northwest Atlanta Airport	14	6	20	\$319,800	\$227,900	\$547,700	\$436,800	\$412,300	\$849,100	\$756,600	\$640,200	\$1,396,800
DNL	Augusta	Daniel Field Airport	40	19	59	\$927,200	\$660,700	\$1,587,900	\$1,266,300	\$1,195,100	\$2,461,400	\$2,193,500	\$1,855,800	\$4,049,300
BGE	Bainbridge	Decatur County Industrial Air Park	8	4	12	\$188,100	\$134,000	\$322,100	\$256,900	\$242,400	\$499,300	\$445,000	\$376,400	\$821,400
BHC	Baxley	Baxley Municipal Airport	7	3	10	\$153,500	\$109,300	\$262,800	\$209,600	\$197,800	\$407,400	\$363,100	\$307,100	\$670,200
DZJ	Blairsville	Blairsville Airport	10	5	15	\$237,600	\$169,400	\$407,000	\$324,600	\$306,200	\$630,800	\$562,200	\$475,600	\$1,037,800
BIJ	Blakely	Early County Airport	3	1	4	\$66,900	\$47,600	\$114,500	\$91,300	\$86,300	\$177,600	\$158,200	\$133,900	\$292,100
SSI	Brunswick	Saint Simons Island Airport	186	87	273	\$4,311,700	\$3,072,600	\$7,384,300	\$5,889,000	\$5,557,500	\$11,446,500	\$10,200,700	\$8,630,100	\$18,830,800
82A	Buena Vista	Marion County Airport	<1	<1	<1	\$5,100	\$3,600	\$8,700	\$7,000	\$6,500	\$13,500	\$12,100	\$10,100	\$22,200
6A1	Butler	Butler Municipal Airport	1	1	2	\$33,500	\$23,900	\$57,400	\$45,800	\$43,200	\$89,000	\$79,300	\$67,100	\$146,400
70J	Cairo	Cairo-Grady County Airport	1	<1	1	\$21,000	\$14,900	\$35,900	\$28,700	\$27,000	\$55,700	\$49,700	\$41,900	\$91,600
CZL	Calhoun	Tom B. David Field Airport	15	7	22	\$345,900	\$246,500	\$592,400	\$472,500	\$445,800	\$918,300	\$818,400	\$692,300	\$1,510,700
CXU	Camilla	Camilla-Mitchell County Airport	3	2	5	\$72,400	\$51,600	\$124,000	\$98,900	\$93,200	\$192,100	\$171,300	\$144,800	\$316,100
18A	Canon	Franklin County Airport	5	2	7	\$106,300	\$75,800	\$182,100	\$145,200	\$137,000	\$282,200	\$251,500	\$212,800	\$464,300
CNI	Canton	Cherokee County Airport	18	8	26	\$406,600	\$289,800	\$696,400	\$555,400	\$524,100	\$1,079,500	\$962,000	\$813,900	\$1,775,900
CTJ	Carrollton	West Georgia Regional Airport-O.V. Gray Field	22	11	33	\$517,600	\$368,900	\$886,500	\$707,000	\$667,100	\$1,374,100	\$1,224,600	\$1,036,000	\$2,260,600
VPC	Cartersville	Cartersville Airport	45	22	67	\$1,052,800	\$750,200	\$1,803,000	\$1,437,900	\$1,357,000	\$2,794,900	\$2,490,700	\$2,107,200	\$4,597,900
4A4	Cedartown	Polk County Airport-Cornelius Moore Field	3	2	5	\$79,300	\$56,500	\$135,800	\$108,300	\$102,100	\$210,400	\$187,600	\$158,600	\$346,200
CWV	Claxton	Claxton-Evans County Airport	3	1	4	\$70,700	\$50,300	\$121,000	\$96,500	\$91,100	\$187,600	\$167,200	\$141,400	\$308,600
48A	Cochran	Cochran Airport	3	2	5	\$79,800	\$56,800	\$136,600	\$109,000	\$102,800	\$211,800	\$188,800	\$159,600	\$348,400
CKF	Cordele	Crisp County-Cordele Airport	7	4	11	\$171,800	\$122,400	\$294,200	\$234,600	\$221,400	\$456,000	\$406,400	\$343,800	\$750,200

Table 4-5: Direct, Indirect/Induced, and Total Annual Economic Impact from General Aviation Visitor Expenditures at Study Airports

FAA ID	Associated City	Airport Name	Direct Employment	Indirect/Induced Employment	Total Employment	Direct Payroll	Indirect/Induced Payroll	Total Payroll	Direct Spending	Indirect/Induced Spending	Total Spending	Direct Annual Economic Activity	Indirect/Induced Annual Economic Activity	Total Annual Economic Activity
AJR	Cornelia	Habersham County Airport	20	9	29	\$457,900	\$326,400	\$784,300	\$625,500	\$590,200	\$1,215,700	\$1,083,400	\$916,600	\$2,000,000
25J	Cuthbert	Lower Chattahoochee Regional Airport	<1	<1	<1	\$5,500	\$3,900	\$9,400	\$7,500	\$7,000	\$14,500	\$13,000	\$10,900	\$23,900
9A0	Dahlonega	Lumpkin County-Wimpy's Airport	1	<1	1	\$21,400	\$15,200	\$36,600	\$29,200	\$27,500	\$56,700	\$50,600	\$42,700	\$93,300
DNN	Dalton	Dalton Municipal Airport	25	12	37	\$577,500	\$411,500	\$989,000	\$788,700	\$744,300	\$1,533,000	\$1,366,200	\$1,155,800	\$2,522,000
16J	Dawson	Dawson Municipal Airport	4	1	5	\$85,000	\$60,500	\$145,500	\$116,000	\$109,500	\$225,500	\$201,000	\$170,000	\$371,000
17J	Donalsonville	Donalsonville Municipal Airport	4	2	6	\$89,700	\$63,900	\$153,600	\$122,500	\$115,700	\$238,200	\$212,200	\$179,600	\$391,800
DQH	Douglas	Douglas Municipal Airport	18	8	26	\$406,400	\$289,700	\$696,100	\$555,100	\$523,900	\$1,079,000	\$961,500	\$813,600	\$1,775,100
DBN	Dublin	W.H. "Bud" Barron Airport	7	4	11	\$168,700	\$120,200	\$288,900	\$230,400	\$217,500	\$447,900	\$399,100	\$337,700	\$736,800
EZM	Eastman	Heart of Georgia Regional Airport	41	19	60	\$951,000	\$677,800	\$1,628,800	\$1,298,900	\$1,225,900	\$2,524,800	\$2,249,900	\$1,903,700	\$4,153,600
EBA	Elberton	Elbert County Airport-Patz Field	2	1	3	\$54,200	\$38,600	\$92,800	\$74,000	\$69,800	\$143,800	\$128,200	\$108,400	\$236,600
49A	Ellijay	Gilmer County Airport	<1	<1	1	\$9,500	\$6,800	\$16,300	\$13,000	\$12,200	\$25,200	\$22,500	\$19,000	\$41,500
FZG	Fitzgerald	Fitzgerald Municipal Airport	6	2	8	\$129,200	\$92,100	\$221,300	\$176,500	\$166,600	\$343,100	\$305,700	\$258,700	\$564,400
3J6	Folkston	Davis Field Airport	<1	<1	<1	\$3,600	\$2,500	\$6,100	\$4,900	\$4,600	\$9,500	\$8,500	\$7,100	\$15,600
GVL	Gainesville	Lee Gilmer Memorial Airport	72	34	106	\$1,675,900	\$1,194,200	\$2,870,100	\$2,288,900	\$2,160,100	\$4,449,000	\$3,964,800	\$3,354,300	\$7,319,100
3J7	Greensboro	Greene County Regional Airport	10	5	15	\$237,900	\$169,600	\$407,500	\$325,000	\$306,600	\$631,600	\$562,900	\$476,200	\$1,039,100
6A2	Griffin	Griffin-Spalding County Airport	6	3	9	\$139,400	\$99,400	\$238,800	\$190,400	\$179,700	\$370,100	\$329,800	\$279,100	\$608,900
HMP	Hampton	Henry County Airport	17	8	25	\$398,900	\$284,200	\$683,100	\$544,800	\$514,100	\$1,058,900	\$943,700	\$798,300	\$1,742,000
51A	Hawkinsville	Hawkinsville-Pulaski County Airport	<1	<1	<1	\$7,100	\$5,100	\$12,200	\$9,700	\$9,200	\$18,900	\$16,800	\$14,300	\$31,100
AZE	Hazlehurst	Hazlehurst Airport	8	4	12	\$188,500	\$134,300	\$322,800	\$257,400	\$243,000	\$500,400	\$445,900	\$377,300	\$823,200
LHW	Hinesville	MidCoast Regional Airport at Wright Army Airfield	5	2	7	\$110,300	\$78,600	\$188,900	\$150,600	\$142,200	\$292,800	\$260,900	\$220,800	\$481,700
HOE	Homerville	Homerville Airport	<1	<1	1	\$9,300	\$6,600	\$15,900	\$12,600	\$12,000	\$24,600	\$21,900	\$18,600	\$40,500
JZP	Jasper	Pickens County Airport	11	6	17	\$265,000	\$188,800	\$453,800	\$361,900	\$341,600	\$703,500	\$626,900	\$530,400	\$1,157,300
JCA	Jefferson	Jackson County Airport	11	5	16	\$249,400	\$177,800	\$427,200	\$340,700	\$321,400	\$662,100	\$590,100	\$499,200	\$1,089,300
09J	Jekyll Island	Jekyll Island Airport	17	7	24	\$384,600	\$274,000	\$658,600	\$525,300	\$495,700	\$1,021,000	\$909,900	\$769,700	\$1,679,600
JES	Jesup	Jesup-Wayne County Airport	7	3	10	\$157,300	\$112,100	\$269,400	\$214,800	\$202,800	\$417,600	\$372,100	\$314,900	\$687,000
9A5	LaFayette	Barwick LaFayette Airport	5	2	7	\$110,400	\$78,700	\$189,100	\$150,800	\$142,300	\$293,100	\$261,200	\$221,000	\$482,200
LGC	LaGrange	LaGrange-Callaway Airport	27	13	40	\$633,600	\$451,600	\$1,085,200	\$865,400	\$816,700	\$1,682,100	\$1,499,000	\$1,268,300	\$2,767,300
LZU	Lawrenceville	Gwinnett County Airport-Briscoe Field	162	75	237	\$3,751,800	\$2,673,600	\$6,425,400	\$5,124,200	\$4,835,800	\$9,960,000	\$8,876,000	\$7,509,400	\$16,385,400
2J3	Louisville	Louisville Municipal Airport	3	1	4	\$66,800	\$47,600	\$114,400	\$91,200	\$86,100	\$177,300	\$158,000	\$133,700	\$291,700
MAC	Macon	Macon Downtown Airport	9	4	13	\$205,400	\$146,400	\$351,800	\$280,500	\$264,800	\$545,300	\$485,900	\$411,200	\$897,100
52A	Madison	Madison Municipal Airport	5	2	7	\$104,600	\$74,500	\$179,100	\$142,800	\$134,800	\$277,600	\$247,400	\$209,300	\$456,700
MQW	Mc Rae	Telfair-Wheeler Airport	3	1	4	\$59,800	\$42,600	\$102,400	\$81,700	\$77,100	\$158,800	\$141,500	\$119,700	\$261,200
MHP	Metter	Metter Municipal Airport	1	<1	1	\$21,400	\$15,200	\$36,600	\$29,200	\$27,500	\$56,700	\$50,600	\$42,700	\$93,300
MLJ	Milledgeville	Baldwin County Airport	9	4	13	\$199,100	\$141,900	\$341,000	\$272,000	\$256,600	\$528,600	\$471,100	\$398,500	\$869,600
2J5	Millen	Millen Airport	1	<1	1	\$19,100	\$13,600	\$32,700	\$26,100	\$24,600	\$50,700	\$45,200	\$38,200	\$83,400
D73	Monroe	Monroe-Walton County Airport	3	1	4	\$66,200	\$47,200	\$113,400	\$90,400	\$85,300	\$175,700	\$156,600	\$132,500	\$289,100
53A	Montezuma	Dr. C.P. Savage, Sr. Airport	1	<1	1	\$16,600	\$11,900	\$28,500	\$22,700	\$21,400	\$44,100	\$39,300	\$33,300	\$72,600
MGR	Moultrie	Moultrie Airport	11	6	17	\$264,900	\$188,900	\$453,800	\$361,900	\$341,500	\$703,400	\$626,800	\$530,400	\$1,157,200
MUL	Moultrie	Spence Airport	4	2	6	\$87,300	\$62,200	\$149,500	\$119,300	\$112,500	\$231,800	\$206,600	\$174,700	\$381,300

Table 4-5: Direct, Indirect/Induced, and Total Annual Economic Impact from General Aviation Visitor Expenditures at Study Airports

FAA ID	Associated City	Airport Name	Direct Employment	Indirect/Induced Employment	Total Employment	Direct Payroll	Indirect/Induced Payroll	Total Payroll	Direct Spending	Indirect/Induced Spending	Total Spending	Direct Annual Economic Activity	Indirect/Induced Annual Economic Activity	Total Annual Economic Activity
4J1	Nahunta	Brantley County Airport	<1	<1	<1	\$7,700	\$5,500	\$13,200	\$10,500	\$10,000	\$20,500	\$18,200	\$15,500	\$33,700
4J2	Nashville	Berrien County Airport	<1	<1	1	\$9,500	\$6,800	\$16,300	\$13,000	\$12,300	\$25,300	\$22,500	\$19,100	\$41,600
PXE	Perry	Perry-Houston County Airport	13	7	20	\$310,000	\$220,900	\$530,900	\$423,400	\$399,600	\$823,000	\$733,400	\$620,500	\$1,353,900
PIM	Pine Mountain	Harris County Airport	11	5	16	\$259,300	\$184,900	\$444,200	\$354,200	\$334,300	\$688,500	\$613,500	\$519,200	\$1,132,700
4J5	Quitman	Quitman Brooks County Airport	1	<1	1	\$14,000	\$10,000	\$24,000	\$19,100	\$18,100	\$37,200	\$33,100	\$28,100	\$61,200
RVJ	Reidsville	Swinton Smith Field at Reidsville Municipal Airport	1	1	2	\$25,400	\$18,100	\$43,500	\$34,700	\$32,700	\$67,400	\$60,100	\$50,800	\$110,900
RMG	Rome	Richard B. Russell Regional Airport-J.H. Towers Field	63	30	93	\$1,465,400	\$1,044,300	\$2,509,700	\$2,001,500	\$1,888,800	\$3,890,300	\$3,466,900	\$2,933,100	\$6,400,000
OKZ	Sandersville	Kaolin Field Airport	6	3	9	\$140,000	\$99,800	\$239,800	\$191,200	\$180,500	\$371,700	\$331,200	\$280,300	\$611,500
4J8	Soperton	Treutlen County Airport	<1	<1	<1	\$2,400	\$1,700	\$4,100	\$3,200	\$3,100	\$6,300	\$5,600	\$4,800	\$10,400
TBR	Statesboro	Statesboro-Bulloch County Airport	15	8	23	\$356,900	\$254,300	\$611,200	\$487,400	\$460,000	\$947,400	\$844,300	\$714,300	\$1,558,600
SBO	Swainsboro	East Georgia Regional Airport	4	2	6	\$99,900	\$71,300	\$171,200	\$136,500	\$128,800	\$265,300	\$236,400	\$200,100	\$436,500
JYL	Sylvania	Plantation Airpark	3	2	5	\$78,700	\$56,100	\$134,800	\$107,500	\$101,400	\$208,900	\$186,200	\$157,500	\$343,700
SYV	Sylvester	Sylvester Airport	1	<1	1	\$16,900	\$12,100	\$29,000	\$23,100	\$21,800	\$44,900	\$40,000	\$33,900	\$73,900
OPN	Thomaston	Thomaston-Upson County Airport	11	5	16	\$260,500	\$185,600	\$446,100	\$355,800	\$335,700	\$691,500	\$616,300	\$521,300	\$1,137,600
TVI	Thomasville	Thomasville Regional Airport	16	8	24	\$373,700	\$266,300	\$640,000	\$510,400	\$481,700	\$992,100	\$884,100	\$748,000	\$1,632,100
HQU	Thomson	Thomson-McDuffie Regional Airport	12	6	18	\$277,100	\$197,500	\$474,600	\$378,500	\$357,200	\$735,700	\$655,600	\$554,700	\$1,210,300
TMA	Tifton	Henry Tift Myers Airport	16	7	23	\$369,700	\$263,500	\$633,200	\$505,000	\$476,500	\$981,500	\$874,700	\$740,000	\$1,614,700
TOC	Toccoa	Toccoa Airport-RG LeTourneau Field	18	8	26	\$412,300	\$293,800	\$706,100	\$563,100	\$531,400	\$1,094,500	\$975,400	\$825,200	\$1,800,600
VDI	Vidalia	Vidalia Regional Airport	15	7	22	\$355,000	\$253,000	\$608,000	\$484,900	\$457,500	\$942,400	\$839,900	\$710,500	\$1,550,400
5A9	Warm Springs	Roosevelt Memorial Airport	1	<1	1	\$13,100	\$9,400	\$22,500	\$17,900	\$16,900	\$34,800	\$31,000	\$26,300	\$57,300
IYY	Washington	Washington-Wilkes County Airport	4	2	6	\$90,500	\$64,400	\$154,900	\$123,600	\$116,600	\$240,200	\$214,100	\$181,000	\$395,100
AYS	Waycross	Waycross-Ware County Airport	17	8	25	\$401,700	\$286,200	\$687,900	\$548,600	\$517,700	\$1,066,300	\$950,300	\$803,900	\$1,754,200
BXG	Waynesboro	Burke County Airport	1	1	2	\$34,400	\$24,500	\$58,900	\$47,000	\$44,400	\$91,400	\$81,400	\$68,900	\$150,300
WDR	Winder	Barrow County Airport	22	10	32	\$507,800	\$361,900	\$869,700	\$693,600	\$654,600	\$1,348,200	\$1,201,400	\$1,016,500	\$2,217,900
65J	Wrens	Wrens Memorial Airport	<1	<1	<1	\$7,100	\$5,100	\$12,200	\$9,700	\$9,200	\$18,900	\$16,800	\$14,300	\$31,100
General Aviation Airports Total			2,675	1,248	3,923	\$61,988,900	\$44,175,000	\$106,163,900	\$84,665,100	\$79,899,600	\$164,564,700	\$146,654,000	\$124,074,600	\$270,728,600
All Airports Total			3,308	1,543	4,851	\$76,659,800	\$54,629,600	\$131,289,400	\$104,702,600	\$98,809,600	\$203,512,200	\$181,362,400	\$153,439,200	\$334,801,600

Source: Airport Managers, Study Surveys, FAA NOP Data, Aircraft Owners Pilots Association (AOPA), and IMPLAN

4.7 Indirect/Induced and Total Annual Economic Impact from Commercial Visitor Expenditures at Commercial Service Study Airports

Direct economic impacts for the commercial visitor expenditure category for employment, payroll, spending, and annual economic activity are obtained from visitor surveys, study airports, and USDOT. Direct impacts for commercial visitor expenditures are presented in **Table 3-7**. As previously discussed, a percentage of each commercial airport’s annual enplaned passengers are related to visitors, as opposed to residents of the airport’s market area. Each airport provided its total annual estimated enplaned passengers for 2019. Information from USDOT, for each commercial airport, was then used to determine the number of annual enplanements that are visitors versus residents. Study surveys provided information on average expenditures per visitor per trip for each commercial airport.

Once total annual commercial visitor expenditures were estimated for each airport, the IMPLAN model was used to determine the number of jobs the expenditures support. Ratios in the IMPLAN model show that for every \$1 million spent by commercial visitors, 11.4 jobs are supported. Information on average salaries in Georgia’s hospitality industry from the Bureau of Labor Statistics was used to determine payroll associated with visitor supported expenditures. Once payroll is determined, it is subtracted from the total expenditures to determine the portion of all visitor expenditures that are non-labor related.

Direct impacts are entered in the IMPLAN model to estimate total economic impacts and to determine the portion of each airport’s commercial visitor expenditure impacts that are related to indirect/induced (multiplier) impacts.

For the commercial visitor expenditure category, **Table 4-6** presents each commercial service airport’s direct, indirect/induced, and total annual economic impacts for employment, payroll, spending, and annual economic activity. Impacts in this category are associated with only the commercial service study airports. These impacts do not include those associated with Hartsfield-Jackson Atlanta International Airport. As **Table 4-6** reflects, total statewide annual economic impacts from commercial visitor expenditures at just the commercial study airports are as follows:

- Employment - 10,517
- Payroll - \$281,769,200
- Spending - \$845,852,000
- Economic Activity - \$1,127,621,200

Table 4-6: Direct, Indirect, and Total Annual Economic Impact from Commercial Visitor Spending at Study Airports

FAA ID	Associated City	Airport Name	Direct Employment	Indirect/Induced Employment	Total Employment	Direct Payroll	Indirect/Induced Payroll	Total Payroll	Direct Spending	Indirect/Induced Spending	Total Spending	Direct Annual Economic Activity	Indirect/Induced Annual Economic Activity	Total Annual Economic Activity
ABY	Albany	Southwest Georgia Regional Airport	67	35	102	\$1,554,700	\$1,181,900	\$2,736,600	\$4,320,100	\$3,894,900	\$8,215,000	\$5,874,800	\$5,076,800	\$10,951,600
AGS	Augusta	Augusta Regional Airport at Bush Field	816	424	1,240	\$18,873,600	\$14,347,600	\$33,221,200	\$52,444,800	\$47,283,000	\$99,727,800	\$71,318,400	\$61,630,600	\$132,949,000
BQK	Brunswick	Brunswick-Golden Isles Airport	150	79	229	\$3,480,900	\$2,646,200	\$6,127,100	\$9,672,600	\$8,720,500	\$18,393,100	\$13,153,500	\$11,366,700	\$24,520,200
CSG	Columbus	Columbus Airport	136	71	207	\$3,155,500	\$2,398,800	\$5,554,300	\$8,768,300	\$7,905,400	\$16,673,700	\$11,923,800	\$10,304,200	\$22,228,000
MCN	Macon	Middle Georgia Regional Airport	46	25	71	\$1,074,300	\$816,700	\$1,891,000	\$2,985,200	\$2,691,300	\$5,676,500	\$4,059,500	\$3,508,000	\$7,567,500
SAV	Savannah	Savannah/Hilton Head International Airport	5,630	2,928	8,558	\$130,270,500	\$99,030,500	\$229,301,000	\$361,986,900	\$326,359,200	\$688,346,100	\$492,257,400	\$425,389,700	\$917,647,100
VLD	Valdosta	Valdosta Regional Airport	72	38	110	\$1,669,200	\$1,268,800	\$2,938,000	\$4,638,100	\$4,181,700	\$8,819,800	\$6,307,300	\$5,450,500	\$11,757,800
Commercial Service Airports Total			6,917	3,600	10,517	\$160,078,700	\$121,690,500	\$281,769,200	\$444,816,000	\$401,036,000	\$845,852,000	\$604,894,700	\$522,726,500	\$1,127,621,200

Source: Study Airports, USDOT, Study Surveys, and IMPLAN

5. Total Annual Economic Impact for Each Study Airport

For each of the commercial service and general aviation study airports analyzed in this study, the airport's total annual economic impact is the sum of its impacts from airport management, airport business tenants, average annual capital investment, general aviation visitor expenditures, and commercial visitor expenditures. All total economic impacts for each study airport are the sum of its direct impacts added to its indirect/induced impacts. All impacts reported in this section reflect pre-COVID conditions.

Table 5-1 provides a summary of each study airport's total annual economic impact. **Table 5-1** presents total annual economic impacts (employment, payroll, spending, and annual economic activity) for each of the commercial service or general aviation airports resulting from each of the five economic impact categories considered in this report. Impacts are reported as being either direct, indirect/induced, or total. Total impacts are the sum of all direct and indirect/induced impacts. Total airport economic impacts shown in **Table 5-1** are estimated using a statewide Georgia input/economic activity model developed specifically for this analysis. Impacts shown in **Table 5-1** reflect each study airport's total impact on the state economy. As **Table 5-1** reflects, total statewide annual economic impacts for all impact categories for all study airports are as follows:

- Employment - 67,260
- Payroll - \$3,506,771,900
- Spending - \$3,439,604,300
- Economic Activity - \$6,946,376,200

Table 5-1: Total Annual Statewide Economic Impact for Each Study Airport

FAA ID	Associated City	Airport Name	Direct Employment	Indirect/Induced Employment	Total Employment	Direct Payroll	Indirect/Induced Payroll	Total Payroll	Direct Spending	Indirect/Induced Spending	Total Spending	Direct Annual Economic Activity	Indirect/Induced Annual Economic Activity	Total Annual Economic Activity
ABY	Albany	Southwest Georgia Regional Airport	292	322	614	\$11,226,800	\$8,937,100	\$20,163,900	\$23,140,200	\$19,688,200	\$42,828,400	\$34,367,000	\$28,625,300	\$62,992,300
AGS	Augusta	Augusta Regional Airport at Bush Field	1,458	1,181	2,639	\$56,835,400	\$44,181,700	\$101,017,100	\$95,206,000	\$89,484,600	\$184,690,600	\$152,041,400	\$133,666,300	\$285,707,700
BQK	Brunswick	Brunswick-Golden Isles Airport	741	874	1,615	\$47,924,000	\$38,863,900	\$86,787,900	\$37,498,200	\$30,643,800	\$68,142,000	\$85,422,200	\$69,507,700	\$154,929,900
CSG	Columbus	Columbus Airport	376	335	711	\$16,006,300	\$12,522,000	\$28,528,300	\$34,627,300	\$31,397,800	\$66,025,100	\$50,633,600	\$43,919,800	\$94,553,400
MCN	Macon	Middle Georgia Regional Airport	694	946	1,640	\$54,696,400	\$44,381,900	\$99,078,300	\$32,130,700	\$22,648,100	\$54,778,800	\$86,827,100	\$67,030,000	\$153,857,100
SAV	Savannah	Savannah/Hilton Head International Airport	20,642	24,144	44,786	\$1,415,892,300	\$1,134,414,200	\$2,550,306,500	\$923,984,300	\$739,863,500	\$1,663,847,800	\$2,339,876,600	\$1,874,277,700	\$4,214,154,300
VLD	Valdosta	Valdosta Regional Airport	196	166	362	\$7,111,600	\$5,543,400	\$12,655,000	\$13,365,600	\$11,232,200	\$24,597,800	\$20,477,200	\$16,775,600	\$37,252,800
Commercial Service Airports Total			24,399	27,968	52,367	\$1,609,692,800	\$1,288,844,200	\$2,898,537,000	\$1,159,952,300	\$944,958,200	\$2,104,910,500	\$2,769,645,100	\$2,233,802,400	\$5,003,447,500
15J	Adel	Cook County Airport	12	12	24	\$363,000	\$314,700	\$677,700	\$941,400	\$853,100	\$1,794,500	\$1,304,400	\$1,167,800	\$2,472,200
AMG	Alma	Bacon County Airport	7	6	13	\$207,600	\$172,900	\$380,500	\$491,500	\$460,200	\$951,700	\$699,100	\$633,100	\$1,332,200
ACJ	Americus	Jimmy Carter Regional Airport	15	20	35	\$619,200	\$509,000	\$1,128,200	\$1,898,500	\$1,261,200	\$3,159,700	\$2,517,700	\$1,770,200	\$4,287,900
75J	Ashburn	Turner County Airport	2	7	9	\$137,500	\$114,300	\$251,800	\$270,600	\$230,000	\$500,600	\$408,100	\$344,300	\$752,400
AHN	Athens	Athens-Ben Epps Airport	191	141	332	\$5,709,500	\$4,341,700	\$10,051,200	\$8,831,700	\$8,958,700	\$17,790,400	\$14,541,200	\$13,300,400	\$27,841,600
FFC	Atlanta	Atlanta Regional Airport-Falcon Field (Peachtree City)	357	444	801	\$18,767,400	\$15,129,500	\$33,896,900	\$77,723,900	\$48,530,800	\$126,254,700	\$96,491,300	\$63,660,300	\$160,151,600
RYY	Atlanta	Cobb County International Airport-McCollum Field	469	485	954	\$21,422,700	\$17,140,300	\$38,563,000	\$53,637,600	\$37,137,700	\$90,775,300	\$75,060,300	\$54,278,000	\$129,338,300
CVC	Atlanta	Covington Municipal Airport	68	80	148	\$3,300,600	\$2,681,300	\$5,981,900	\$7,516,600	\$5,394,300	\$12,910,900	\$10,817,200	\$8,075,600	\$18,892,800
PKD	Atlanta	DeKalb-Peachtree Airport	1,353	1,249	2,602	\$62,154,300	\$49,046,000	\$111,200,300	\$153,771,100	\$107,176,000	\$260,947,100	\$215,925,400	\$156,222,000	\$372,147,400
FTY	Atlanta	Fulton County Airport-Brown Field	1,017	1,072	2,089	\$64,934,000	\$51,810,300	\$116,744,300	\$135,772,000	\$89,514,200	\$225,286,200	\$200,706,000	\$141,324,500	\$342,030,500
CCO	Atlanta	Newnan-Coweta County Airport	186	261	447	\$9,286,400	\$7,538,900	\$16,825,300	\$13,833,100	\$9,470,000	\$23,303,100	\$23,119,500	\$17,008,900	\$40,128,400
PUJ	Atlanta	Paulding-Northwest Atlanta Airport	34	34	68	\$1,214,500	\$1,011,100	\$2,225,600	\$2,714,900	\$2,269,400	\$4,984,300	\$3,929,400	\$3,280,500	\$7,209,900
DNL	Augusta	Daniel Field Airport	109	128	237	\$4,319,300	\$3,816,500	\$8,135,800	\$12,392,800	\$9,716,600	\$22,109,400	\$16,712,100	\$13,533,100	\$30,245,200
BGE	Bainbridge	Decatur County Industrial Air Park	22	23	45	\$775,600	\$614,400	\$1,390,000	\$1,501,500	\$1,408,700	\$2,910,200	\$2,277,100	\$2,023,100	\$4,300,200
BHC	Baxley	Baxley Municipal Airport	13	12	25	\$405,800	\$347,200	\$753,000	\$1,055,000	\$900,400	\$1,955,400	\$1,460,800	\$1,247,600	\$2,708,400
DZJ	Blairsville	Blairsville Airport	30	35	65	\$1,560,300	\$1,261,700	\$2,822,000	\$3,147,200	\$2,286,700	\$5,433,900	\$4,707,500	\$3,548,400	\$8,255,900
BIJ	Blakely	Early County Airport	5	3	8	\$110,500	\$88,800	\$199,300	\$265,100	\$289,100	\$554,200	\$375,600	\$377,900	\$753,500
SSI	Brunswick	Saint Simons Island Airport	279	209	488	\$7,614,600	\$6,073,700	\$13,688,300	\$15,617,200	\$13,921,900	\$29,539,100	\$23,231,800	\$19,995,600	\$43,227,400
82A	Buena Vista	Marion County Airport	3	2	5	\$94,300	\$93,700	\$188,000	\$305,200	\$297,800	\$603,000	\$399,500	\$391,500	\$791,000
6A1	Butler	Butler Municipal Airport	5	8	13	\$196,500	\$176,500	\$373,000	\$628,600	\$603,800	\$1,232,400	\$825,100	\$780,300	\$1,605,400
70J	Cairo	Cairo-Grady County Airport	4	5	9	\$116,400	\$102,900	\$219,300	\$292,800	\$285,200	\$578,000	\$409,200	\$388,100	\$797,300
CZL	Calhoun	Tom B. David Field Airport	51	61	112	\$2,430,800	\$1,932,100	\$4,362,900	\$4,519,100	\$3,321,700	\$7,840,800	\$6,949,900	\$5,253,800	\$12,203,700
CXU	Camilla	Camilla-Mitchell County Airport	26	37	63	\$1,461,100	\$1,191,700	\$2,652,800	\$2,999,300	\$2,381,600	\$5,380,900	\$4,460,400	\$3,573,300	\$8,033,700
18A	Canon	Franklin County Airport	9	8	17	\$271,000	\$220,600	\$491,600	\$495,600	\$541,600	\$1,037,200	\$766,600	\$762,200	\$1,528,800
CNI	Canton	Cherokee County Airport	53	61	114	\$2,060,400	\$1,678,800	\$3,739,200	\$4,006,200	\$2,808,800	\$6,815,000	\$6,066,600	\$4,487,600	\$10,554,200
CTJ	Carrrollton	West Georgia Regional Airport-O.V. Gray Field	57	63	120	\$2,523,700	\$2,057,600	\$4,581,300	\$5,823,300	\$4,638,200	\$10,461,500	\$8,347,000	\$6,695,800	\$15,042,800
VPC	Cartersville	Cartersville Airport	298	399	697	\$18,683,200	\$15,058,700	\$33,741,900	\$50,271,800	\$29,814,100	\$80,085,900	\$68,955,000	\$44,872,800	\$113,827,800
4A4	Cedartown	Polk County Airport-Cornelius Moore Field	10	11	21	\$375,800	\$327,900	\$703,700	\$1,003,300	\$1,008,500	\$2,011,800	\$1,379,100	\$1,336,400	\$2,715,500
CWV	Claxton	Claxton-Evans County Airport	12	14	26	\$525,400	\$475,700	\$1,001,100	\$1,724,800	\$1,358,900	\$3,083,700	\$2,250,200	\$1,834,600	\$4,084,800
48A	Cochran	Cochran Airport	16	25	41	\$632,200	\$630,300	\$1,262,500	\$2,176,400	\$1,993,100	\$4,169,500	\$2,808,600	\$2,623,400	\$5,432,000
CKF	Cordele	Crisp County-Cordele Airport	16	19	35	\$707,100	\$565,200	\$1,272,300	\$936,300	\$724,200	\$1,660,500	\$1,643,400	\$1,289,400	\$2,932,800

Table 5-1: Total Annual Statewide Economic Impact for Each Study Airport

FAA ID	Associated City	Airport Name	Direct Employment	Indirect/Induced Employment	Total Employment	Direct Payroll	Indirect/Induced Payroll	Total Payroll	Direct Spending	Indirect/Induced Spending	Total Spending	Direct Annual Economic Activity	Indirect/Induced Annual Economic Activity	Total Annual Economic Activity
AJR	Cornelia	Habersham County Airport	47	51	98	\$1,535,900	\$1,422,900	\$2,958,800	\$4,656,500	\$4,344,300	\$9,000,800	\$6,192,400	\$5,767,200	\$11,959,600
25J	Cuthbert	Lower Chattahoochee Regional Airport	4	7	11	\$300,400	\$249,400	\$549,800	\$868,000	\$583,900	\$1,451,900	\$1,168,400	\$833,300	\$2,001,700
9A0	Dahlonega	Lumpkin County-Wimpy's Airport	13	18	31	\$496,000	\$529,700	\$1,025,700	\$1,917,400	\$1,798,100	\$3,715,500	\$2,413,400	\$2,327,800	\$4,741,200
DNN	Dalton	Dalton Municipal Airport	39	32	71	\$1,263,100	\$985,300	\$2,248,400	\$3,005,500	\$2,527,900	\$5,533,400	\$4,268,600	\$3,513,200	\$7,781,800
16J	Dawson	Dawson Municipal Airport	13	15	28	\$785,500	\$628,800	\$1,414,300	\$1,008,700	\$880,000	\$1,888,700	\$1,794,200	\$1,508,800	\$3,303,000
17J	Donalsonville	Donalsonville Municipal Airport	25	35	60	\$1,064,000	\$890,100	\$1,954,100	\$2,033,300	\$1,445,900	\$3,479,200	\$3,097,300	\$2,336,000	\$5,433,300
DQH	Douglas	Douglas Municipal Airport	48	54	102	\$2,173,200	\$1,734,800	\$3,908,000	\$4,145,400	\$2,999,600	\$7,145,000	\$6,318,600	\$4,734,400	\$11,053,000
DBN	Dublin	W.H. "Bud" Barron Airport	12	10	22	\$335,200	\$266,100	\$601,300	\$944,500	\$884,600	\$1,829,100	\$1,279,700	\$1,150,700	\$2,430,400
EZM	Eastman	Heart of Georgia Regional Airport	276	370	646	\$13,371,900	\$10,792,700	\$24,164,600	\$16,502,700	\$11,337,000	\$27,839,700	\$29,874,600	\$22,129,700	\$52,004,300
EBA	Elberton	Elbert County Airport-Patz Field	5	5	10	\$129,200	\$108,700	\$237,900	\$310,300	\$332,300	\$642,600	\$439,500	\$441,000	\$880,500
49A	Ellijay	Gilmer County Airport	3	5	8	\$137,800	\$108,300	\$246,100	\$413,400	\$576,300	\$989,700	\$551,200	\$684,600	\$1,235,800
FZG	Fitzgerald	Fitzgerald Municipal Airport	10	7	17	\$254,800	\$195,400	\$450,200	\$445,800	\$497,400	\$943,200	\$700,600	\$692,800	\$1,393,400
3J6	Folkston	Davis Field Airport	1	1	2	\$33,600	\$32,700	\$66,300	\$146,800	\$165,200	\$312,000	\$180,400	\$197,900	\$378,300
GVL	Gainesville	Lee Gilmer Memorial Airport	117	99	216	\$3,334,400	\$2,578,800	\$5,913,200	\$8,462,700	\$6,696,500	\$15,159,200	\$11,797,100	\$9,275,300	\$21,072,400
3J7	Greensboro	Greene County Regional Airport	24	20	44	\$897,800	\$698,000	\$1,595,800	\$1,649,100	\$1,347,300	\$2,996,400	\$2,546,900	\$2,045,300	\$4,592,200
6A2	Griffin	Griffin-Spalding County Airport	95	136	231	\$5,841,400	\$4,894,200	\$10,735,600	\$7,983,500	\$6,079,800	\$14,063,300	\$13,824,900	\$10,974,000	\$24,798,900
HMP	Hampton	Henry County Airport	70	84	154	\$3,056,500	\$2,450,800	\$5,507,300	\$6,313,600	\$5,029,500	\$11,343,100	\$9,370,100	\$7,480,300	\$16,850,400
51A	Hawkinsville	Hawkinsville-Pulaski County Airport	3	5	8	\$114,800	\$123,300	\$238,100	\$467,200	\$443,800	\$911,000	\$582,000	\$567,100	\$1,149,100
AZE	Hazlehurst	Hazlehurst Airport	10	6	16	\$264,900	\$205,100	\$470,000	\$598,800	\$662,400	\$1,261,200	\$863,700	\$867,500	\$1,731,200
LHW	Hinesville	MidCoast Regional Airport at Wright Army Airfield	43	53	96	\$1,998,600	\$1,575,100	\$3,573,700	\$2,240,600	\$2,608,100	\$4,848,700	\$4,239,200	\$4,183,200	\$8,422,400
HOE	Homerville	Homerville Airport	17	29	46	\$663,000	\$743,700	\$1,406,700	\$2,975,900	\$2,798,700	\$5,774,600	\$3,638,900	\$3,542,400	\$7,181,300
JZP	Jasper	Pickens County Airport	14	9	23	\$393,000	\$293,500	\$686,500	\$779,200	\$852,400	\$1,631,600	\$1,172,200	\$1,145,900	\$2,318,100
JCA	Jefferson	Jackson County Airport	22	20	42	\$872,100	\$698,700	\$1,570,800	\$1,341,100	\$1,190,500	\$2,531,600	\$2,213,200	\$1,889,200	\$4,102,400
09J	Jekyll Island	Jekyll Island Airport	22	11	33	\$562,600	\$406,300	\$968,900	\$876,100	\$842,300	\$1,718,400	\$1,438,700	\$1,248,600	\$2,687,300
JES	Jesup	Jesup-Wayne County Airport	10	5	15	\$266,600	\$205,000	\$471,600	\$618,400	\$603,300	\$1,221,700	\$885,000	\$808,300	\$1,693,300
9A5	LaFayette	Barwick LaFayette Airport	19	23	42	\$843,300	\$673,600	\$1,516,900	\$1,515,700	\$1,034,400	\$2,550,100	\$2,359,000	\$1,708,000	\$4,067,000
LGC	LaGrange	LaGrange-Callaway Airport	62	63	125	\$2,932,000	\$2,334,000	\$5,266,000	\$6,530,800	\$4,738,600	\$11,269,400	\$9,462,800	\$7,072,600	\$16,535,400
LZU	Lawrenceville	Gwinnett County Airport-Briscoe Field	551	634	1,185	\$26,088,400	\$20,877,900	\$46,966,300	\$55,988,100	\$37,251,200	\$93,239,300	\$82,076,500	\$58,129,100	\$140,205,600
2J3	Louisville	Louisville Municipal Airport	10	11	21	\$341,900	\$287,600	\$629,500	\$723,900	\$594,900	\$1,318,800	\$1,065,800	\$882,500	\$1,948,300
MAC	Macon	Macon Downtown Airport	37	43	80	\$1,194,400	\$975,500	\$2,169,900	\$2,304,600	\$2,333,500	\$4,638,100	\$3,499,000	\$3,309,000	\$6,808,000
52A	Madison	Madison Municipal Airport	9	10	19	\$295,200	\$270,800	\$566,000	\$859,300	\$805,600	\$1,664,900	\$1,154,500	\$1,076,400	\$2,230,900
MQW	Mc Rae	Telfair-Wheeler Airport	18	27	45	\$651,200	\$709,000	\$1,360,200	\$2,777,200	\$2,622,200	\$5,399,400	\$3,428,400	\$3,331,200	\$6,759,600
MHP	Metter	Metter Municipal Airport	5	6	11	\$179,900	\$162,700	\$342,600	\$542,500	\$496,500	\$1,039,000	\$722,400	\$659,200	\$1,381,600
MLJ	Milledgeville	Baldwin County Airport	17	19	36	\$808,300	\$660,000	\$1,468,300	\$2,785,700	\$1,916,500	\$4,702,200	\$3,594,000	\$2,576,500	\$6,170,500
2J5	Millen	Millen Airport	2	4	6	\$81,200	\$80,200	\$161,400	\$324,900	\$337,300	\$662,200	\$406,100	\$417,500	\$823,600
D73	Monroe	Monroe-Walton County Airport	7	7	14	\$249,600	\$203,700	\$453,300	\$761,100	\$809,800	\$1,570,900	\$1,010,700	\$1,013,500	\$2,024,200
53A	Montezuma	Dr. C.P. Savage, Sr. Airport	1	2	3	\$34,300	\$28,000	\$62,300	\$63,900	\$63,500	\$127,400	\$98,200	\$91,500	\$189,700
MGR	Moultrie	Moultrie Airport	44	54	98	\$2,336,600	\$1,890,900	\$4,227,500	\$4,510,000	\$2,986,500	\$7,496,500	\$6,846,600	\$4,877,400	\$11,724,000
MUL	Moultrie	Spence Airport	36	47	83	\$1,393,200	\$1,123,600	\$2,516,800	\$2,465,700	\$1,533,300	\$3,999,000	\$3,858,900	\$2,656,900	\$6,515,800

Table 5-1: Total Annual Statewide Economic Impact for Each Study Airport

FAA ID	Associated City	Airport Name	Direct Employment	Indirect/Induced Employment	Total Employment	Direct Payroll	Indirect/Induced Payroll	Total Payroll	Direct Spending	Indirect/Induced Spending	Total Spending	Direct Annual Economic Activity	Indirect/Induced Annual Economic Activity	Total Annual Economic Activity
4J1	Nahunta	Brantley County Airport	<1	2	2	\$32,400	\$29,500	\$61,900	\$102,400	\$109,900	\$212,300	\$134,800	\$139,400	\$274,200
4J2	Nashville	Berrien County Airport	2	3	5	\$71,600	\$65,700	\$137,300	\$184,900	\$187,700	\$372,600	\$256,500	\$253,400	\$509,900
PXE	Perry	Perry-Houston County Airport	45	53	98	\$1,715,500	\$1,396,500	\$3,112,000	\$3,853,500	\$3,381,700	\$7,235,200	\$5,569,000	\$4,778,200	\$10,347,200
PIM	Pine Mountain	Harris County Airport	21	20	41	\$651,000	\$577,500	\$1,228,500	\$2,026,100	\$1,929,600	\$3,955,700	\$2,677,100	\$2,507,100	\$5,184,200
4J5	Quitman	Quitman Brooks County Airport	3	5	8	\$114,400	\$94,600	\$209,000	\$281,800	\$236,000	\$517,800	\$396,200	\$330,600	\$726,800
RVJ	Reidsville	Swinton Smith Field at Reidsville Municipal Airport	5	7	12	\$215,000	\$181,700	\$396,700	\$681,700	\$469,300	\$1,151,000	\$896,700	\$651,000	\$1,547,700
RMG	Rome	Richard B. Russell Regional Airport-J.H. Towers Field	85	61	146	\$2,309,000	\$1,725,900	\$4,034,900	\$5,087,200	\$5,411,500	\$10,498,700	\$7,396,200	\$7,137,400	\$14,533,600
OKZ	Sandersville	Kaolin Field Airport	12	14	26	\$398,000	\$360,000	\$758,000	\$1,103,200	\$992,600	\$2,095,800	\$1,501,200	\$1,352,600	\$2,853,800
4J8	Soperton	Treutlen County Airport	<1	1	1	\$16,000	\$13,300	\$29,300	\$71,100	\$94,700	\$165,800	\$87,100	\$108,000	\$195,100
TBR	Statesboro	Statesboro-Bulloch County Airport	45	50	95	\$1,626,600	\$1,298,700	\$2,925,300	\$3,144,500	\$2,899,500	\$6,044,000	\$4,771,100	\$4,198,200	\$8,969,300
SBO	Swainsboro	East Georgia Regional Airport	29	41	70	\$1,364,500	\$1,131,000	\$2,495,500	\$3,138,400	\$2,125,900	\$5,264,300	\$4,502,900	\$3,256,900	\$7,759,800
JYL	Sylvania	Plantation Airpark	13	18	31	\$527,000	\$441,500	\$968,500	\$1,191,100	\$965,300	\$2,156,400	\$1,718,100	\$1,406,800	\$3,124,900
SYV	Sylvester	Sylvester Airport	12	16	28	\$500,400	\$447,600	\$948,000	\$1,243,400	\$1,181,100	\$2,424,500	\$1,743,800	\$1,628,700	\$3,372,500
OPN	Thomaston	Thomaston-Upson County Airport	77	106	183	\$3,048,100	\$2,849,000	\$5,897,100	\$9,097,700	\$7,626,600	\$16,724,300	\$12,145,800	\$10,475,600	\$22,621,400
TVI	Thomasville	Thomasville Regional Airport	51	60	111	\$2,700,300	\$2,189,700	\$4,890,000	\$8,459,800	\$7,282,000	\$15,741,800	\$11,160,100	\$9,471,700	\$20,631,800
HQU	Thomson	Thomson-McDuffie Regional Airport	24	25	49	\$939,800	\$748,300	\$1,688,100	\$2,476,600	\$1,704,100	\$4,180,700	\$3,416,400	\$2,452,400	\$5,868,800
TMA	Tifton	Henry Tift Myers Airport	24	18	42	\$700,200	\$549,200	\$1,249,400	\$2,101,100	\$1,996,500	\$4,097,600	\$2,801,300	\$2,545,700	\$5,347,000
TOC	Toccoa	Toccoa Airport-RG LeTourneau Field	26	19	45	\$746,800	\$569,100	\$1,315,900	\$1,326,800	\$1,112,900	\$2,439,700	\$2,073,600	\$1,682,000	\$3,755,600
VDI	Vidalia	Vidalia Regional Airport	25	19	44	\$706,700	\$579,700	\$1,286,400	\$1,577,400	\$1,647,500	\$3,224,900	\$2,284,100	\$2,227,200	\$4,511,300
5A9	Warm Springs	Roosevelt Memorial Airport	2	3	5	\$65,600	\$65,200	\$130,800	\$237,100	\$235,900	\$473,000	\$302,700	\$301,100	\$603,800
IYY	Washington	Washington-Wilkes County Airport	12	16	28	\$459,300	\$388,500	\$847,800	\$1,255,300	\$942,700	\$2,198,000	\$1,714,600	\$1,331,200	\$3,045,800
AYS	Waycross	Waycross-Ware County Airport	28	25	53	\$993,400	\$804,800	\$1,798,200	\$2,491,100	\$2,375,600	\$4,866,700	\$3,484,500	\$3,180,400	\$6,664,900
BXG	Waynesboro	Burke County Airport	8	15	23	\$433,200	\$401,000	\$834,200	\$1,121,100	\$963,800	\$2,084,900	\$1,554,300	\$1,364,800	\$2,919,100
WDR	Winder	Barrow County Airport	128	156	284	\$6,036,300	\$4,724,800	\$10,761,100	\$6,405,200	\$5,984,100	\$12,389,300	\$12,441,500	\$10,708,900	\$23,150,400
65J	Wrens	Wrens Memorial Airport	<1	2	2	\$29,300	\$26,300	\$55,600	\$74,300	\$74,800	\$149,100	\$103,600	\$101,100	\$204,700
		General Aviation Airports Total	7,167	7,726	14,893	\$336,956,900	\$271,278,000	\$608,234,900	\$778,155,100	\$556,538,700	\$1,334,693,800	\$1,115,112,000	\$827,816,700	\$1,942,928,700
		All Airports Total	31,566	35,694	67,260	\$1,946,649,700	\$1,560,122,200	\$3,506,771,900	\$1,938,107,400	\$1,501,496,900	\$3,439,604,300	\$3,884,757,100	\$3,061,619,100	\$6,946,376,200

Source: Aviation

6. Statewide Annual Economic Impacts by Category for All Study Airports

Annual direct, indirect/induced, and total economic impacts are estimated for each of the commercial service and general aviation study airports. Summed, these airport-specific impacts equal total statewide economic impacts for each of the five economic impact categories. Total statewide annual economic impacts for all study airports, by impact category, are summarized in **Table 6-1**, **Table 6-2**, **Table 6-3**, **Table 6-4**, and **Table 6-5** and reflect pre-COVID conditions.

Table 6-1: Statewide Annual Economic Impact for Study Airports from Airport Management

Impact Measure	Direct	Indirect/Induced	Total
Employment	655	867	1,522
Payroll	\$32,607,100	\$24,708,700	\$57,315,800
Spending	\$74,864,200	\$110,662,500	\$185,526,700
Annual Economic Activity	\$107,471,300	\$135,371,200	\$242,842,500

Source: Jviation

Note: Results include the commercial service and general aviation study airports

Table 6-2: Statewide Annual Economic Impact for Study Airports from Airport Business Tenants

Impact Measure	Direct	Indirect/Induced	Total
Employment	19,661	27,992	47,653
Payroll	\$1,638,021,700	\$1,314,568,800	\$2,952,590,500
Spending	\$1,136,026,800	\$725,588,700	\$1,861,615,500
Annual Economic Activity	\$2,774,048,500	\$2,040,157,500	\$4,814,206,000

Source: Jviation

Note: Results include the commercial service and general aviation study airports

Table 6-3: Statewide Annual Economic Impact for Study Airports from Average Annual Capital Investment

Impact Measure	Direct	Indirect/Induced	Total
Employment	1,025	1,692	2,717
Payroll	\$39,282,400	\$44,524,600	\$83,807,000
Spending	\$177,697,800	\$165,400,100	\$343,097,900
Annual Economic Activity	\$216,980,200	\$209,924,700	\$426,904,900

Source: Jviation

Note: Results include the commercial service and general aviation study airports

Table 6-4: Statewide Annual Economic Impact for Study Airports from General Aviation Visitor Expenditures

Impact Measure	Direct	Indirect/Induced	Total
Employment	3,308	1,543	4,851
Payroll	\$76,659,800	\$54,629,600	\$131,289,400
Spending	\$104,702,600	\$98,809,600	\$203,512,200
Annual Economic Activity	\$181,362,400	\$153,439,200	\$334,801,600

Source: Jviation

Note: Results include the commercial service and general aviation study airports

Table 6-5: Statewide Annual Economic Impact for Study Airports from Commercial Visitor Expenditures

Impact Measure	Direct	Indirect/Induced	Total
Employment	6,917	3,600	10,517
Payroll	\$160,078,700	\$121,690,500	\$281,769,200
Spending	\$444,816,000	\$401,036,000	\$845,852,000
Annual Economic Activity	\$604,894,700	\$522,726,500	\$1,127,621,200

Source: Jviation

Note: Results include the eight study commercial airports

Table 6-6 presents total annual employment, payroll, spending, and economic activity for all study airports.

Table 6-6: Statewide Economic Impact from All Impact Categories for All Study Airports

Category	Category	Direct	Indirect/Induced	Total
Employment	Airport Management	655	867	1,522
	Airport Business Tenants	19,661	27,992	47,653
	Capital Investment	1,025	1,692	2,717
	General Aviation Visitors	3,308	1,543	4,851
	Commercial Visitors	6,917	3,600	10,517
	Total Employment	31,566	35,694	67,260
Payroll	Airport Management	\$32,607,100	\$24,708,700	\$57,315,800
	Airport Business Tenants	\$1,638,021,700	\$1,314,568,800	\$2,952,590,500
	Capital Investment	\$39,282,400	\$44,524,600	\$83,807,000
	General Aviation Visitors	\$76,659,800	\$54,629,600	\$131,289,400
	Commercial Visitors	\$160,078,700	\$121,690,500	\$281,769,200
	Total Payroll	\$1,946,649,700	\$1,560,122,200	\$3,506,771,900
Spending	Airport Management	\$74,864,200	\$110,662,500	\$185,526,700
	Airport Business Tenants	\$1,136,026,800	\$725,588,700	\$1,861,615,500
	Capital Investment	\$177,697,800	\$165,400,100	\$343,097,900
	General Aviation Visitors	\$104,702,600	\$98,809,600	\$203,512,200
	Commercial Visitors	\$444,816,000	\$401,036,000	\$845,852,000
	Total Spending	\$1,938,107,400	\$1,501,496,900	\$3,439,604,300
Annual Economic Activity	Airport Management	\$107,471,300	\$135,371,200	\$242,842,500
	Airport Business Tenants	\$2,774,048,500	\$2,040,157,500	\$4,814,206,000
	Capital Investment	\$216,980,200	\$209,924,700	\$426,904,900
	General Aviation Visitors	\$181,362,400	\$153,439,200	\$334,801,600
	Commercial Visitors	\$604,894,700	\$522,726,500	\$1,127,621,200
	Total	\$3,884,757,100	\$3,061,619,100	\$6,946,376,200

Source: Jviation

Note: Results include the commercial service and general aviation study airports

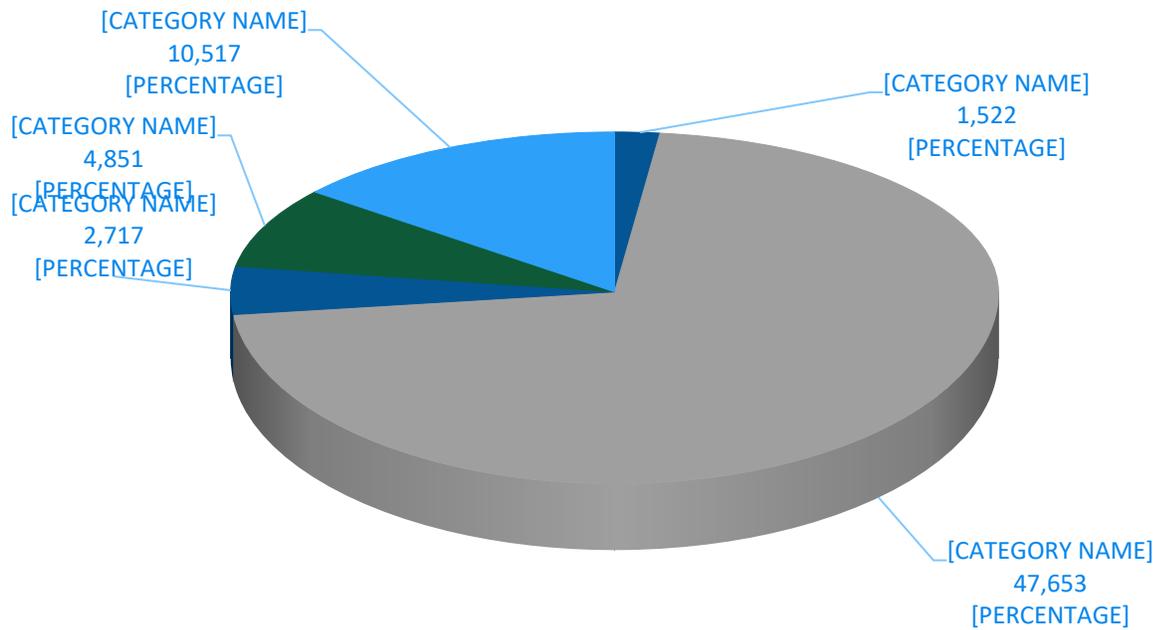
As shown in **Table 6-6**, this study estimates the following annual statewide economic impacts for all 102 commercial and general aviation study airports:

- Total Jobs: **67,260**
- Total Annual Payroll: **\$3.5 billion**
- Total Annual Spending: **\$3.4 billion**
- Total Annual Economic Activity: **\$6.9 billion**

Figure 6-1, Figure 6-2, and Figure 6-3 help summarize the information presented in **Table 6-6**. These figures show the contribution percentages for each economic category to total annual statewide employment, payroll, and spending estimated for all study airports.

Figure 6-1: Percentage of Statewide Employment Impact by Impact Category for Study Airports

TOTAL STATEWIDE AIRPORT-SUPPORTED EMPLOYMENT: 67,260

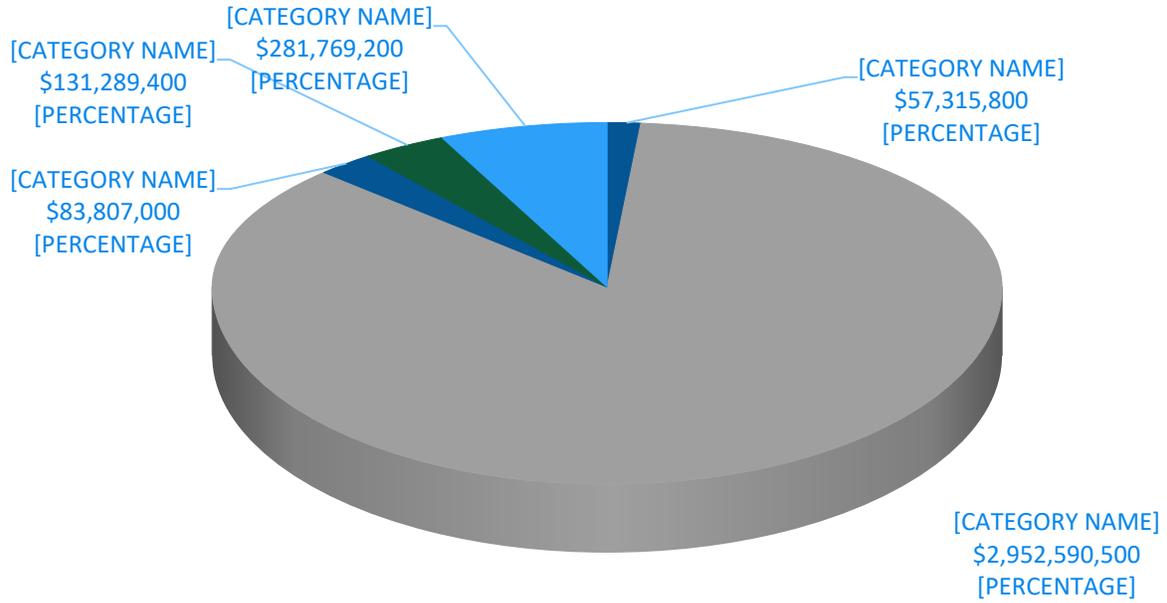


Source: Jviation

Note: Results include the commercial service and general aviation study airports

Figure 6-2: Percentage of Statewide Payroll Impact by Impact Category for Study Airports

**TOTAL STATEWIDE AIRPORT-SUPPORTED PAYROLL:
\$3,506,771,900**

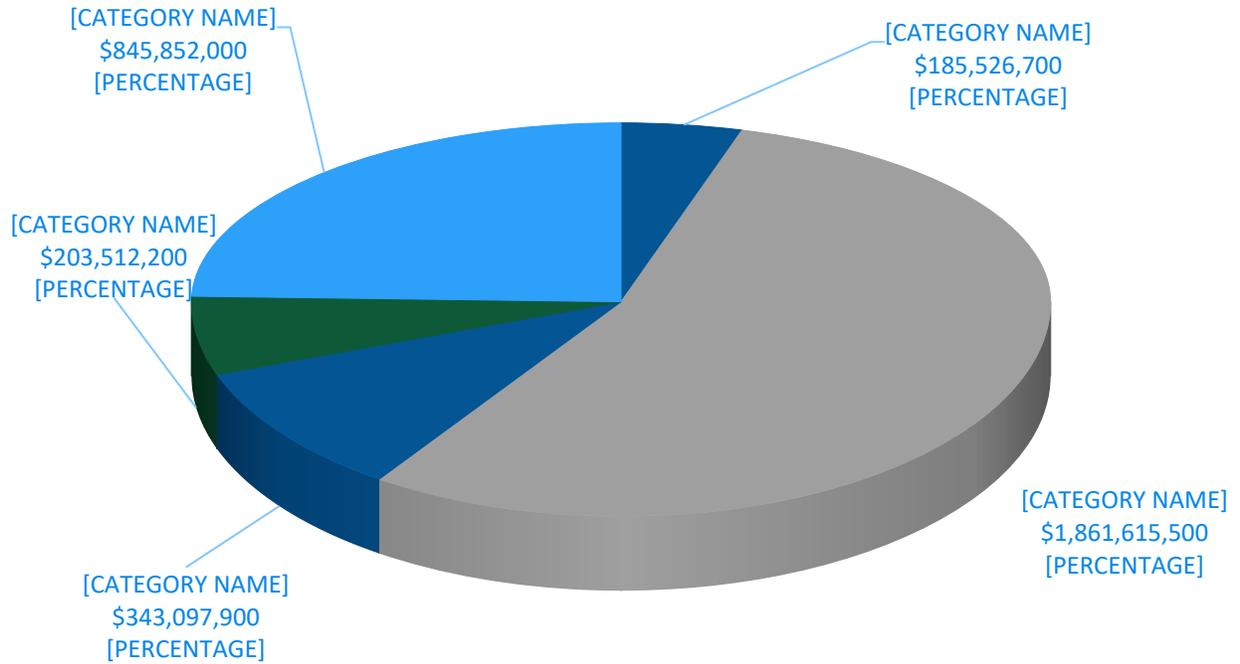


Source: Jviation

Note: Results include the commercial service and general aviation study airports

Figure 6-3: Percentage of Statewide Spending Impact by Impact Category for Study Airports

**TOTAL STATEWIDE AIRPORT-SUPPORTED SPENDING:
\$3,439,604,300**



Source: Jviation

7. Annual Economic Impact for Hartsfield-Jackson Atlanta International Airport

A study was conducted in 2017 to measure the annual economic impact of Hartsfield-Jackson Atlanta International Airport (ATL). To incorporate the annual economic impacts from this major international airport into the results from GDOT's Statewide Airport Economic Impact Study, the Technical Report from the City of Atlanta's 2016-2017 Economic Impact Study for ATL was considered. The ATL study was conducted by the Economic Development Research Group. The ATL study measured the airport's impact on three separate regions:

- The Metropolitan Atlanta area, defined as the 28-county Atlanta-Sandy Springs-Marietta Metropolitan Statistical Area
- The state of Georgia
- The 355-county Piedmont Atlantic Megaregion, covering all or portions of six states

For the GDOT study to reflect all statewide economic impacts from all public airports, ATL's estimated impacts for the state of Georgia in the ATL study were integrated into other statewide GDOT economic impact results. Similar to the GDOT study, the ATL study identified direct impacts and then used an econometric input/output model to determine indirect and induced impacts that the direct impacts support; the ATL study also relied on the IMPLAN model to estimate indirect and induced impacts. The GDOT study used four economic impact measures: employment, payroll, spending, and annual economic activity. The ATL study used similar but different measurements: jobs, labor income, and revenue. Labor income reported in the ATL study is different than payroll reported in the GDOT study because it also includes proprietor income. In the ATL study, revenue is defined as the total value of production, while annual economic activity reported in the GDOT study is the sum of payroll and spending. These distinctions are important, as results from the GDOT and ATL studies are not necessarily directly comparable.

This section provides a high-level overview of ATL's estimated economic impacts on the state of Georgia. Those wishing for more detailed information on ATL's annual economic impacts should consult that study. That study is available via the following link: <http://www.atl.com/atl-2016-2017-economic-impact-study-executive-summary/>.

7.1 On-Airport Impacts

As a job center, ATL supports airlines, aviation support services, on-airport freight services, terminal passenger services, ground transportation services, construction expenditures, and airport administration. In 2017, the ATL study estimated that 63,359 people are employed directly at the airport or in its immediate surroundings as a result of the airport's activities. Passenger airlines, aviation support services, and freight forwarders together account for 62.5 percent of that employment.

On-airport impacts for other study airports in the GDOT study were assigned to one of three categories: airport management, business tenants, and average annual capital investment. For the ATL study, these three categories and others were combined to measure total on-airport economic impacts, shown in

Table 7-1

. Consequently, it is not possible to report on the three specific impact categories for ATL the way they were reported for other study airports.

Table 7-1: Summary of ATL On-Airport Economic Impacts in Georgia

Impact Type	Jobs	Labor Income	Revenue
Direct Impacts	63,359	\$4,531,400,000	\$17,049,300,000
Indirect Impacts	37,124	\$1,818,000,000	\$5,730,700,000
Induced Impacts	46,591	\$1,834,700,000	\$6,643,800,000
Total State Impact	147,075	\$8,184,100,000	\$29,423,900,000

Source: The City of Atlanta’s 2016-2017 Economic Impact Study for ATL

As

Table 7-1

shows, as direct impacts in various on-airport categories multiply in the state economy, they create additional indirect and induced impacts. Combined, direct and indirect/induced impacts equal ATL’s annual statewide economic impacts in this category. On-airport impacts, which include those related to airport management, airport business tenants, annual capital investment, and other categories support over 147,000 total jobs; these jobs have annual labor income estimated at \$8.2 billion. Total statewide revenue for ATL, in the on-airport category, is estimated at \$29.4 billion annually.

7.2 Visitor Impacts

In FY17, 52.1 million passengers boarded planes at ATL; this included persons transferring planes to other destinations, residents of Georgia departing for destinations beyond the state, and non-residents or visitors who come to Georgia via ATL. The economic impact analysis is limited to true visitors, rather than connecting passengers or Georgia residents. Spending by travelers who use ATL for flight transfers (connections) confine their spending to the airport terminal, and the impacts of their expenditures are captured in the on-airport impacts category. Of the airport’s 52.1 million enplanements, 16.8 million are identified as visitors (see **Table 7-2**). This includes both domestic and international visitors to Georgia. Overall, direct visitor expenditures amounted to \$11.05 billion, according to the ATL study. As shown in **Table 7-3**, expenditures per visitor trip vary by trip purpose and by domestic or international visitor. In the domestic visitor category, spending per visitor per trip ranges from \$521 for visitors on personal travel and \$734 per trip for visitors on business travel. In the international visitor category, visitors traveling for personal reasons reportedly spent \$1,041 per trip, while international business visitors spent an average of \$1,326 per trip.

Table 7-4 shows total annual statewide economic impacts from all ATL visitor-related spending. As noted, total annual direct expenditures from all visitors arriving via ATL was estimated at \$11.05 billion. This spending, in turn, directly supported 122,733 jobs in retail, entertainment, eating and drinking establishments, hotels, ground transportation, and other categories. As shown, in total, visitors spending by those arriving in Georgia via ATL support over 178,000 jobs with total annual labor income estimated at almost \$5.3 million. Total annual revenue related to all ATL visitor-related expenditures is estimated at \$19.1 billion.

Table 7-2: Visitors to Georgia via ATL (FY17)

Origin	Total Passenger Enplanements	Total Visitor Enplanements
Domestic	46,226,593	15,321,115
International	5,871,147	1,565,022
Total	52,097,740	16,886,136

Source: The City of Atlanta’s 2016-2017 Economic Impact Study for ATL

Table 7-3: Average Spending per Visitor Per Trip

Trip Purpose	Visitor Origin	
	Domestic	International
Business	\$734	\$1,325
Personal	\$521	\$1,041

Source: The City of Atlanta’s 2016-2017 Economic Impact Study for ATL

Table 7-4: Summary of Economic Impacts of ATL Visitor Spending in Georgia

Impact Type	Jobs	Labor Income	Revenue
Direct Impacts	122,733	\$3,000,100,000	\$11,047,100,000
Indirect Impacts	25,053	\$1,118,400,000	\$3,808,100,000
Induced Impacts	30,253	\$1,168,600,000	\$4,288,000,000
Total State Impact	178,039	\$5,287,100,000	\$19,143,200,000

Source: The City of Atlanta’s 2016-2017 Economic Impact Study for ATL

7.3 Economic Dependence on Air Freight

ATL plays a critical role in Georgia’s economy by enabling manufacturers and other goods-producing businesses to transport commodities and finished goods to customers in both domestic and international locations. ATL contributes to economic development by enabling firms to sell products across the United States and the world, thereby maximizing Georgia’s share of national and international trade. According to the ATL study, without the services offered at ATL, companies that produce and ship products would find markets limited and market shares curtailed. In turn, economic activity associated with the production of goods shipped by air would decrease.

Table 7-5 summarizes the economic contribution to the state of Georgia to outbound air cargo shipped through ATL. In total, over 19,500 direct jobs across the state are supported by air cargo shipped through ATL, with multiplier effects yielding additional impacts, totaling over 58,000 jobs and over \$18 billion in revenue. Note that according to the ATL study, direct revenue is equivalent to the total value of commodities shipped outbound to domestic and international markets.

Table 7-5: State Economic Dependence on Air Freight at ATL

Impact Type	Jobs	Labor Income	Revenue
Direct Impacts	19,547	\$1,553,000,000	\$11,923,000,000
Indirect Impacts	17,459	\$962,000,000	\$3,357,000,000
Induced Impacts	21,123	\$749,000,000	\$2,904,000,000
Total State Impact	58,128	\$3,264,000,000	\$18,185,000,000

Source: The City of Atlanta’s 2016-2017 Economic Impact Study for ATL

7.4 Total Annual Economic Impacts of ATL

Economic impacts for ATL were estimated in three categories: on-airport activity, visitor spending, and freight dependence. Summing annual economic impacts in these three categories results in annual economic impacts shown in **Table 7-6**. As shown, the ATL study estimated that the airport supports 393,242 jobs with associated annual labor income of \$16.8 billion. The annual total statewide revenue supported by ATL is estimated at \$66.7 billion.

Table 7-6: Total Annual Economic of ATL

Impact Type	Jobs	Labor Income	Revenue
On-Airport Activity	147,075	\$8.2 billion	\$29.4 billion
Visitor Spending	178,039	\$5.3 billion	\$19.1 billion
Air Freight Dependence	58,128	\$3.3 billion	\$18.2 billion
Total State Impact	383,242	\$16.8 billion	\$66.7 billion

Source: The City of Atlanta’s 2016-2017 Economic Impact Study for ATL

7.5 Annual State and Local Tax Revenues from ATL

As part of the GDOT study, analysis was undertaken to estimate state and local tax revenues associated with the study airports and their airport-supported activities. (Tax revenues for the 102 study airports are presented in **Section 9** of this report). The GDOT analysis considered only tax revenues associated with direct impacts; tax revenues associated with indirect/induced impacts were not estimated in the study.

The ATL study also provides estimates of state and local tax revenues associated with the airport, and also presents estimates of tax revenues associated with only direct impacts. To achieve more consistency with tax revenues estimated for other airports in Georgia, ATL’s estimated tax revenues from direct impacts are presented in this section. The tax revenue analysis in the GDOT study provides specific information on the tax events and tax rates considered to development tax revenue estimates for each study airport. While state and local tax revenue estimates from direct impacts were developed for ATL, the ATL study does not provide specific information on what tax events are represented in the ATL estimate. Therefore, it is not possible to know how directly comparable the state and local tax revenues estimated for study airports are to those estimated for ATL.

Table 7-7 presents an estimate of ATL’s state and local tax revenues, considering only direct impacts. As shown, the ATL study estimates that the airport contributes over \$1 billion annually in tax revenues to the state and various local (municipal and county) governments.

Economic impacts for ATL, along with the airport’s tax revenue impacts, are folded into those estimated for the other 102 study airports to achieve an estimate of total annual economic impacts associated with Georgia airports. Total impacts from all airports are presented in the next section of this document.

Table 7-7: Estimated State and Local Tax Revenues from ATL in Georgia

Jurisdiction	Tax Revenue From Direct Impacts
State Government	\$737,000,000
Municipal Governments	\$30,000,000
County Governments	\$298,000,000
Total State Impact	\$1,065,000,000

Source: The City of Atlanta’s 2016-2017 Economic Impact Study for ATL

8. Total Annual Economic Impacts for All Georgia Airports

Table 8-1 shows total annual economic impacts for the 103 public airports in Georgia. Impacts shown in this table were developed in the Georgia Statewide Airport Economic Impact Study and obtained from the City of Atlanta for Hartsfield-Jackson Atlanta International Airport. As this table shows, based on both studies, total annual economic impacts for Georgia’s airports is estimated as follows:

- 450,502 jobs
- \$20.3 billion in annual payroll
- \$53.3 billion in annual spending
- \$73.6 billion in annual economic activity

Table 8-1: Total Impacts for All Georgia Airports

FAA ID	Associated City	Airport Name	Total Employment	Total Payroll	Total Spending	Total Annual Economic Activity
ABY	Albany	Southwest Georgia Regional Airport	614	\$20,163,900	\$42,828,400	\$62,992,300
AGS	Augusta	Augusta Regional Airport at Bush Field	2,639	\$101,017,100	\$184,690,600	\$285,707,700
BQK	Brunswick	Brunswick-Golden Isles Airport	1,615	\$86,787,900	\$68,142,000	\$154,929,900
CSG	Columbus	Columbus Airport	711	\$28,528,300	\$66,025,100	\$94,553,400
MCN	Macon	Middle Georgia Regional Airport	1,640	\$99,078,300	\$54,778,800	\$153,857,100
SAV	Savannah	Savannah/Hilton Head International Airport	44,786	\$2,550,306,500	\$1,663,847,800	\$4,214,154,300
VLD	Valdosta	Valdosta Regional Airport	362	\$12,655,000	\$24,597,800	\$37,252,800
		Study Commercial Service Airports Total	52,367	\$2,898,537,000	\$2,104,910,500	\$5,003,447,500
ATL	Atlanta	Hartsfield-Jackson Atlanta International Airport	383,242	\$16,800,000,000	\$49,900,000,000	\$66,700,000,000
		All Commercial Service Airports Total	435,609	\$19,698,537,000	\$52,004,910,500	\$71,703,447,500
15J	Adel	Cook County Airport	24	\$677,700	\$1,794,500	\$2,472,200
AMG	Alma	Bacon County Airport	13	\$380,500	\$951,700	\$1,332,200
ACJ	Americus	Jimmy Carter Regional Airport	35	\$1,128,200	\$3,159,700	\$4,287,900
75J	Ashburn	Turner County Airport	9	\$251,800	\$500,600	\$752,400
AHN	Athens	Athens-Ben Epps Airport	332	\$10,051,200	\$17,790,400	\$27,841,600
FFC	Atlanta	Atlanta Regional Airport-Falcon Field (Peachtree City)	801	\$33,896,900	\$126,254,700	\$160,151,600
RYY	Atlanta	Cobb County International Airport-McCollum Field	954	\$38,563,000	\$90,775,300	\$129,338,300
CVC	Atlanta	Covington Municipal Airport	148	\$5,981,900	\$12,910,900	\$18,892,800
PDK	Atlanta	DeKalb-Peachtree Airport	2,602	\$111,200,300	\$260,947,100	\$372,147,400
FTY	Atlanta	Fulton County Airport-Brown Field	2,089	\$116,744,300	\$225,286,200	\$342,030,500
CCO	Atlanta	Newnan-Coweta County Airport	447	\$16,825,300	\$23,303,100	\$40,128,400

Table 8-1: Total Impacts for All Georgia Airports

FAA ID	Associated City	Airport Name	Total Employment	Total Payroll	Total Spending	Total Annual Economic Activity
PUJ	Atlanta	Paulding-Northwest Atlanta Airport	68	\$2,225,600	\$4,984,300	\$7,209,900
DNL	Augusta	Daniel Field Airport	237	\$8,135,800	\$22,109,400	\$30,245,200
BGE	Bainbridge	Decatur County Industrial Air Park	45	\$1,390,000	\$2,910,200	\$4,300,200
BHC	Baxley	Baxley Municipal Airport	25	\$753,000	\$1,955,400	\$2,708,400
DZJ	Blairsville	Blairsville Airport	65	\$2,822,000	\$5,433,900	\$8,255,900
BIJ	Blakely	Early County Airport	8	\$199,300	\$554,200	\$753,500
SSI	Brunswick	Saint Simons Island Airport	488	\$13,688,300	\$29,539,100	\$43,227,400
82A	Buena Vista	Marion County Airport	5	\$188,000	\$603,000	\$791,000
6A1	Butler	Butler Municipal Airport	13	\$373,000	\$1,232,400	\$1,605,400
70J	Cairo	Cairo-Grady County Airport	9	\$219,300	\$578,000	\$797,300
CZL	Calhoun	Tom B. David Field Airport	112	\$4,362,900	\$7,840,800	\$12,203,700
CXU	Camilla	Camilla-Mitchell County Airport	63	\$2,652,800	\$5,380,900	\$8,033,700
18A	Canon	Franklin County Airport	17	\$491,600	\$1,037,200	\$1,528,800
CNI	Canton	Cherokee County Airport	114	\$3,739,200	\$6,815,000	\$10,554,200
CTJ	Carrollton	West Georgia Regional Airport-O.V. Gray Field	120	\$4,581,300	\$10,461,500	\$15,042,800
VPC	Cartersville	Cartersville Airport	697	\$33,741,900	\$80,085,900	\$113,827,800
4A4	Cedartown	Polk County Airport-Cornelius Moore Field	21	\$703,700	\$2,011,800	\$2,715,500
CWV	Claxton	Claxton-Evans County Airport	26	\$1,001,100	\$3,083,700	\$4,084,800
48A	Cochran	Cochran Airport	41	\$1,262,500	\$4,169,500	\$5,432,000
CKF	Cordele	Crisp County-Cordele Airport	35	\$1,272,300	\$1,660,500	\$2,932,800
AJR	Cornelia	Habersham County Airport	98	\$2,958,800	\$9,000,800	\$11,959,600
25J	Cuthbert	Lower Chattahoochee Regional Airport	11	\$549,800	\$1,451,900	\$2,001,700
9A0	Dahlonega	Lumpkin County-Wimpy's Airport	31	\$1,025,700	\$3,715,500	\$4,741,200
DNN	Dalton	Dalton Municipal Airport	71	\$2,248,400	\$5,533,400	\$7,781,800
16J	Dawson	Dawson Municipal Airport	28	\$1,414,300	\$1,888,700	\$3,303,000
17J	Donalsonville	Donalsonville Municipal Airport	60	\$1,954,100	\$3,479,200	\$5,433,300
DQH	Douglas	Douglas Municipal Airport	102	\$3,908,000	\$7,145,000	\$11,053,000
DBN	Dublin	W.H. "Bud" Barron Airport	22	\$601,300	\$1,829,100	\$2,430,400
EZM	Eastman	Heart of Georgia Regional Airport	646	\$24,164,600	\$27,839,700	\$52,004,300
EBA	Elberton	Elbert County Airport-Patz Field	10	\$237,900	\$642,600	\$880,500
49A	Ellijay	Gilmer County Airport	8	\$246,100	\$989,700	\$1,235,800
FZG	Fitzgerald	Fitzgerald Municipal Airport	17	\$450,200	\$943,200	\$1,393,400

Table 8-1: Total Impacts for All Georgia Airports

FAA ID	Associated City	Airport Name	Total Employment	Total Payroll	Total Spending	Total Annual Economic Activity
3J6	Folkston	Davis Field Airport	2	\$66,300	\$312,000	\$378,300
GVL	Gainesville	Lee Gilmer Memorial Airport	216	\$5,913,200	\$15,159,200	\$21,072,400
3J7	Greensboro	Greene County Regional Airport	44	\$1,595,800	\$2,996,400	\$4,592,200
6A2	Griffin	Griffin-Spalding County Airport	231	\$10,735,600	\$14,063,300	\$24,798,900
HMP	Hampton	Henry County Airport	154	\$5,507,300	\$11,343,100	\$16,850,400
51A	Hawkinsville	Hawkinsville-Pulaski County Airport	8	\$238,100	\$911,000	\$1,149,100
AZE	Hazlehurst	Hazlehurst Airport	16	\$470,000	\$1,261,200	\$1,731,200
LHW	Hinesville	MidCoast Regional Airport at Wright Army Airfield	96	\$3,573,700	\$4,848,700	\$8,422,400
HOE	Homerville	Homerville Airport	46	\$1,406,700	\$5,774,600	\$7,181,300
JZP	Jasper	Pickens County Airport	23	\$686,500	\$1,631,600	\$2,318,100
JCA	Jefferson	Jackson County Airport	42	\$1,570,800	\$2,531,600	\$4,102,400
09J	Jekyll Island	Jekyll Island Airport	33	\$968,900	\$1,718,400	\$2,687,300
JES	Jesup	Jesup-Wayne County Airport	15	\$471,600	\$1,221,700	\$1,693,300
9A5	LaFayette	Barwick LaFayette Airport	42	\$1,516,900	\$2,550,100	\$4,067,000
LGC	LaGrange	LaGrange-Callaway Airport	125	\$5,266,000	\$11,269,400	\$16,535,400
LZU	Lawrenceville	Gwinnett County Airport-Briscoe Field	1,185	\$46,966,300	\$93,239,300	\$140,205,600
2J3	Louisville	Louisville Municipal Airport	21	\$629,500	\$1,318,800	\$1,948,300
MAC	Macon	Macon Downtown Airport	80	\$2,169,900	\$4,638,100	\$6,808,000
52A	Madison	Madison Municipal Airport	19	\$566,000	\$1,664,900	\$2,230,900
MQW	Mc Rae	Telfair-Wheeler Airport	45	\$1,360,200	\$5,399,400	\$6,759,600
MHP	Metter	Metter Municipal Airport	11	\$342,600	\$1,039,000	\$1,381,600
MLJ	Milledgeville	Baldwin County Airport	36	\$1,468,300	\$4,702,200	\$6,170,500
2J5	Millen	Millen Airport	6	\$161,400	\$662,200	\$823,600
D73	Monroe	Monroe-Walton County Airport	14	\$453,300	\$1,570,900	\$2,024,200
53A	Montezuma	Dr. C.P. Savage, Sr. Airport	3	\$62,300	\$127,400	\$189,700
MGR	Moultrie	Moultrie Airport	98	\$4,227,500	\$7,496,500	\$11,724,000
MUL	Moultrie	Spence Airport	83	\$2,516,800	\$3,999,000	\$6,515,800
4J1	Nahunta	Brantley County Airport	2	\$61,900	\$212,300	\$274,200
4J2	Nashville	Berrien County Airport	5	\$137,300	\$372,600	\$509,900
PXE	Perry	Perry-Houston County Airport	98	\$3,112,000	\$7,235,200	\$10,347,200
PIM	Pine Mountain	Harris County Airport	41	\$1,228,500	\$3,955,700	\$5,184,200
4J5	Quitman	Quitman Brooks County Airport	8	\$209,000	\$517,800	\$726,800
RVJ	Reidsville	Swinton Smith Field at Reidsville Municipal Airport	12	\$396,700	\$1,151,000	\$1,547,700

Table 8-1: Total Impacts for All Georgia Airports

FAA ID	Associated City	Airport Name	Total Employment	Total Payroll	Total Spending	Total Annual Economic Activity
RMG	Rome	Richard B. Russell Regional Airport-J.H. Towers Field	146	\$4,034,900	\$10,498,700	\$14,533,600
OKZ	Sandersville	Kaolin Field Airport	26	\$758,000	\$2,095,800	\$2,853,800
4J8	Soperton	Treutlen County Airport	1	\$29,300	\$165,800	\$195,100
TBR	Statesboro	Statesboro-Bulloch County Airport	95	\$2,925,300	\$6,044,000	\$8,969,300
SBO	Swainsboro	East Georgia Regional Airport	70	\$2,495,500	\$5,264,300	\$7,759,800
JYL	Sylvania	Plantation Airpark	31	\$968,500	\$2,156,400	\$3,124,900
SYV	Sylvester	Sylvester Airport	28	\$948,000	\$2,424,500	\$3,372,500
OPN	Thomaston	Thomaston-Upson County Airport	183	\$5,897,100	\$16,724,300	\$22,621,400
TVI	Thomasville	Thomasville Regional Airport	111	\$4,890,000	\$15,741,800	\$20,631,800
HQU	Thomson	Thomson-McDuffie Regional Airport	49	\$1,688,100	\$4,180,700	\$5,868,800
TMA	Tifton	Henry Tift Myers Airport	42	\$1,249,400	\$4,097,600	\$5,347,000
TOC	Toccoa	Toccoa Airport-RG LeTourneau Field	45	\$1,315,900	\$2,439,700	\$3,755,600
VDI	Vidalia	Vidalia Regional Airport	44	\$1,286,400	\$3,224,900	\$4,511,300
5A9	Warm Springs	Roosevelt Memorial Airport	5	\$130,800	\$473,000	\$603,800
IY	Washington	Washington-Wilkes County Airport	28	\$847,800	\$2,198,000	\$3,045,800
AYS	Waycross	Waycross-Ware County Airport	53	\$1,798,200	\$4,866,700	\$6,664,900
BXG	Waynesboro	Burke County Airport	23	\$834,200	\$2,084,900	\$2,919,100
WDR	Winder	Barrow County Airport	284	\$10,761,100	\$12,389,300	\$23,150,400
65J	Wrens	Wrens Memorial Airport	2	\$55,600	\$149,100	\$204,700
		All General Aviation Airports Total	14,893	\$608,234,900	\$1,334,693,800	\$1,942,928,700
		All Airports Total (Study & ATL)	450,502	\$20,306,771,900	\$53,339,604,300	\$73,646,376,200

Source: GDOT, Aviation, and the City of Atlanta

As noted earlier in this report, airports included in Georgia’s state airport system are assigned to one of three levels. These levels (Level III, Level II, and Level I) help facilitate planning and programming for system airport. Using information presented in **Table 8-1**,

groups the airports by their assigned level in the state airport system. **Table 8-3** summarizes statewide annual economic impacts by airport level.

Table 8-2: Statewide Annual Economic Impact for Study Airports by Airport Level

FAA ID	Associated City	Airport Name	System Plan Level	Total Employment	Total Payroll	Total Spending	Total Annual Economic Activity
ATL	Atlanta	Hartsfield-Jackson International Airport	Level III CS ATL	383,242	\$16,735,200,000	\$50,015,800,000	\$66,751,000,000
ABY	Albany	Southwest Georgia Regional Airport	Level III CS	614	\$20,163,900	\$42,828,400	\$62,992,300
AGS	Augusta	Augusta Regional Airport at Bush Field	Level III CS	2,639	\$101,017,100	\$184,690,600	\$285,707,700
BQK	Brunswick	Brunswick-Golden Isles Airport	Level III CS	1,615	\$86,787,900	\$68,142,000	\$154,929,900
CSG	Columbus	Columbus Airport	Level III CS	711	\$28,528,300	\$66,025,100	\$94,553,400
MCN	Macon	Middle Georgia Regional Airport	Level III CS	1,640	\$99,078,300	\$54,778,800	\$153,857,100
SAV	Savannah	Savannah/Hilton Head International Airport	Level III CS	44,786	\$2,550,306,500	\$1,663,847,800	\$4,214,154,300
VLD	Valdosta	Valdosta Regional Airport	Level III CS	362	\$12,655,000	\$24,597,800	\$37,252,800
		Level III Commercial Service Total		435,609	\$19,633,737,000	\$52,120,710,500	\$71,754,447,500
		Level III Commercial Service (Without ATL) Total		52,367	\$2,898,537,000	\$2,104,910,500	\$5,003,447,500
ACJ	Americus	Jimmy Carter Regional Airport	Level III	35	\$1,128,200	\$3,159,700	\$4,287,900
AHN	Athens	Athens-Ben Epps Airport	Level III	332	\$10,051,200	\$17,790,400	\$27,841,600
FFC	Atlanta	Atlanta Regional Airport-Falcon Field (Peachtree City)	Level III	801	\$33,896,900	\$126,254,700	\$160,151,600
RYY	Atlanta	Cobb County International Airport-McCollum Field	Level III	954	\$38,563,000	\$90,775,300	\$129,338,300
CVC	Atlanta	Covington Municipal Airport	Level III	148	\$5,981,900	\$12,910,900	\$18,892,800
PDK	Atlanta	DeKalb-Peachtree Airport	Level III	2,602	\$111,200,300	\$260,947,100	\$372,147,400
FTY	Atlanta	Fulton County Airport-Brown Field	Level III	2,089	\$116,744,300	\$225,286,200	\$342,030,500
CCO	Atlanta	Newnan-Coweta County Airport	Level III	447	\$16,825,300	\$23,303,100	\$40,128,400
BGE	Bainbridge	Decatur County Industrial Air Park	Level III	45	\$1,390,000	\$2,910,200	\$4,300,200
DZJ	Blairsville	Blairsville Airport	Level III	65	\$2,822,000	\$5,433,900	\$8,255,900
BIJ	Blakely	Early County Airport	Level III	8	\$199,300	\$554,200	\$753,500
CZL	Calhoun	Tom B. David Field Airport	Level III	112	\$4,362,900	\$7,840,800	\$12,203,700
CTJ	Carrollton	West Georgia Regional Airport-O.V. Gray Field	Level III	120	\$4,581,300	\$10,461,500	\$15,042,800
VPC	Cartersville	Cartersville Airport	Level III	697	\$33,741,900	\$80,085,900	\$113,827,800
AJR	Cornelia	Habersham County Airport	Level III	98	\$2,958,800	\$9,000,800	\$11,959,600
DNN	Dalton	Dalton Municipal Airport	Level III	71	\$2,248,400	\$5,533,400	\$7,781,800
DQH	Douglas	Douglas Municipal Airport	Level III	102	\$3,908,000	\$7,145,000	\$11,053,000
DBN	Dublin	W.H. "Bud" Barron Airport	Level III	22	\$601,300	\$1,829,100	\$2,430,400
EZM	Eastman	Heart of Georgia Regional Airport	Level III	646	\$24,164,600	\$27,839,700	\$52,004,300
GVL	Gainesville	Lee Gilmer Memorial Airport	Level III	216	\$5,913,200	\$15,159,200	\$21,072,400

Table 8-2: Statewide Annual Economic Impact for Study Airports by Airport Level

FAA ID	Associated City	Airport Name	System Plan Level	Total Employment	Total Payroll	Total Spending	Total Annual Economic Activity
LHW	Hinesville	MidCoast Regional Airport at Wright Army Airfield	Level III	96	\$3,573,700	\$4,848,700	\$8,422,400
JES	Jesup	Jesup-Wayne County Airport	Level III	15	\$471,600	\$1,221,700	\$1,693,300
LGC	LaGrange	LaGrange-Callaway Airport	Level III	125	\$5,266,000	\$11,269,400	\$16,535,400
LZU	Lawrenceville	Gwinnett County Airport-Briscoe Field	Level III	1,185	\$46,966,300	\$93,239,300	\$140,205,600
2J3	Louisville	Louisville Municipal Airport	Level III	21	\$629,500	\$1,318,800	\$1,948,300
MLJ	Milledgeville	Baldwin County Airport	Level III	36	\$1,468,300	\$4,702,200	\$6,170,500
RMG	Rome	Richard B. Russell Regional Airport-J.H. Towers Field	Level III	146	\$4,034,900	\$10,498,700	\$14,533,600
TBR	Statesboro	Statesboro-Bulloch County Airport	Level III	95	\$2,925,300	\$6,044,000	\$8,969,300
OPN	Thomaston	Thomaston-Upson County Airport	Level III	183	\$5,897,100	\$16,724,300	\$22,621,400
TVI	Thomasville	Thomasville Regional Airport	Level III	111	\$4,890,000	\$15,741,800	\$20,631,800
HQU	Thomson	Thomson-McDuffie Regional Airport	Level III	49	\$1,688,100	\$4,180,700	\$5,868,800
TMA	Tifton	Henry Tift Myers Airport	Level III	42	\$1,249,400	\$4,097,600	\$5,347,000
VDI	Vidalia	Vidalia Regional Airport	Level III	44	\$1,286,400	\$3,224,900	\$4,511,300
AYS	Waycross	Waycross-Ware County Airport	Level III	53	\$1,798,200	\$4,866,700	\$6,664,900
WDR	Winder	Barrow County Airport	Level III	284	\$10,761,100	\$12,389,300	\$23,150,400
		Level III General Aviation Total		12,095	\$514,188,700	\$1,128,589,200	\$1,642,777,900
15J	Adel	Cook County Airport	Level II	24	\$677,700	\$1,794,500	\$2,472,200
AMG	Alma	Bacon County Airport	Level II	13	\$380,500	\$951,700	\$1,332,200
PUJ	Atlanta	Paulding-Northwest Atlanta Airport	Level II	68	\$2,225,600	\$4,984,300	\$7,209,900
BHC	Baxley	Baxley Municipal Airport	Level II	25	\$753,000	\$1,955,400	\$2,708,400
SSI	Brunswick	Saint Simons Island Airport	Level II	488	\$13,688,300	\$29,539,100	\$43,227,400
6A1	Butler	Butler Municipal Airport	Level II	13	\$373,000	\$1,232,400	\$1,605,400
CXU	Camilla	Camilla-Mitchell County Airport	Level II	63	\$2,652,800	\$5,380,900	\$8,033,700
CNI	Canton	Cherokee County Airport	Level II	114	\$3,739,200	\$6,815,000	\$10,554,200
CWV	Claxton	Claxton-Evans County Airport	Level II	26	\$1,001,100	\$3,083,700	\$4,084,800
CKF	Cordele	Crisp County-Cordele Airport	Level II	35	\$1,272,300	\$1,660,500	\$2,932,800
16J	Dawson	Dawson Municipal Airport	Level II	28	\$1,414,300	\$1,888,700	\$3,303,000
17J	Donalsonville	Donalsonville Municipal Airport	Level II	60	\$1,954,100	\$3,479,200	\$5,433,300
FZG	Fitzgerald	Fitzgerald Municipal Airport	Level II	17	\$450,200	\$943,200	\$1,393,400
3J7	Greensboro	Greene County Regional Airport	Level II	44	\$1,595,800	\$2,996,400	\$4,592,200
6A2	Griffin	Griffin-Spalding County Airport	Level II	231	\$10,735,600	\$14,063,300	\$24,798,900
HMP	Hampton	Henry County Airport	Level II	154	\$5,507,300	\$11,343,100	\$16,850,400
HOE	Homerville	Homerville Airport	Level II	46	\$1,406,700	\$5,774,600	\$7,181,300
JZP	Jasper	Pickens County Airport	Level II	23	\$686,500	\$1,631,600	\$2,318,100

Table 8-2: Statewide Annual Economic Impact for Study Airports by Airport Level

FAA ID	Associated City	Airport Name	System Plan Level	Total Employment	Total Payroll	Total Spending	Total Annual Economic Activity
JCA	Jefferson	Jackson County Airport	Level II	42	\$1,570,800	\$2,531,600	\$4,102,400
9A5	LaFayette	Barwick LaFayette Airport	Level II	42	\$1,516,900	\$2,550,100	\$4,067,000
MAC	Macon	Macon Downtown Airport	Level II	80	\$2,169,900	\$4,638,100	\$6,808,000
D73	Monroe	Monroe-Walton County Airport	Level II	14	\$453,300	\$1,570,900	\$2,024,200
MGR	Moultrie	Moultrie Airport	Level II	98	\$4,227,500	\$7,496,500	\$11,724,000
PXE	Perry	Perry-Houston County Airport	Level II	98	\$3,112,000	\$7,235,200	\$10,347,200
PIM	Pine Mountain	Harris County Airport	Level II	41	\$1,228,500	\$3,955,700	\$5,184,200
OKZ	Sandersville	Kaolin Field Airport	Level II	26	\$758,000	\$2,095,800	\$2,853,800
SBO	Swainsboro	East Georgia Regional Airport	Level II	70	\$2,495,500	\$5,264,300	\$7,759,800
JYL	Sylvania	Plantation Airpark	Level II	31	\$968,500	\$2,156,400	\$3,124,900
TOC	Toccoa	Toccoa Airport-RG LeTourneau Field	Level II	45	\$1,315,900	\$2,439,700	\$3,755,600
IY	Washington	Washington-Wilkes County Airport	Level II	28	\$847,800	\$2,198,000	\$3,045,800
		Level II Total		2,087	\$71,178,600	\$143,649,900	\$214,828,500
75J	Ashburn	Turner County Airport	Level I	9	\$251,800	\$500,600	\$752,400
DNL	Augusta	Daniel Field Airport	Level I	237	\$8,135,800	\$22,109,400	\$30,245,200
82A	Buena Vista	Marion County Airport	Level I	5	\$188,000	\$603,000	\$791,000
70J	Cairo	Cairo-Grady County Airport	Level I	9	\$219,300	\$578,000	\$797,300
18A	Canon	Franklin County Airport	Level I	17	\$491,600	\$1,037,200	\$1,528,800
4A4	Cedartown	Polk County Airport-Cornelius Moore Field	Level I	21	\$703,700	\$2,011,800	\$2,715,500
48A	Cochran	Cochran Airport	Level I	41	\$1,262,500	\$4,169,500	\$5,432,000
25J	Cuthbert	Lower Chattahoochee Regional Airport	Level I	11	\$549,800	\$1,451,900	\$2,001,700
9A0	Dahlonega	Lumpkin County-Wimpy's Airport	Level I	31	\$1,025,700	\$3,715,500	\$4,741,200
EBA	Elberton	Elbert County Airport-Patz Field	Level I	10	\$237,900	\$642,600	\$880,500
49A	Ellijay	Gilmer County Airport	Level I	8	\$246,100	\$989,700	\$1,235,800
3J6	Folkston	Davis Field Airport	Level I	2	\$66,300	\$312,000	\$378,300
51A	Hawkinsville	Hawkinsville-Pulaski County Airport	Level I	8	\$238,100	\$911,000	\$1,149,100
AZE	Hazlehurst	Hazlehurst Airport	Level I	16	\$470,000	\$1,261,200	\$1,731,200
09J	Jekyll Island	Jekyll Island Airport	Level I	33	\$968,900	\$1,718,400	\$2,687,300
52A	Madison	Madison Municipal Airport	Level I	19	\$566,000	\$1,664,900	\$2,230,900
MQW	Mc Rae	Telfair-Wheeler Airport	Level I	45	\$1,360,200	\$5,399,400	\$6,759,600
MHP	Metter	Metter Municipal Airport	Level I	11	\$342,600	\$1,039,000	\$1,381,600
2J5	Millen	Millen Airport	Level I	6	\$161,400	\$662,200	\$823,600
53A	Montezuma	Dr. C.P. Savage, Sr. Airport	Level I	3	\$62,300	\$127,400	\$189,700
MUL	Moultrie	Spence Airport	Level I	83	\$2,516,800	\$3,999,000	\$6,515,800
4J1	Nahunta	Brantley County Airport	Level I	2	\$61,900	\$212,300	\$274,200
4J2	Nashville	Berrien County Airport	Level I	5	\$137,300	\$372,600	\$509,900

Table 8-2: Statewide Annual Economic Impact for Study Airports by Airport Level

FAA ID	Associated City	Airport Name	System Plan Level	Total Employment	Total Payroll	Total Spending	Total Annual Economic Activity
4J5	Quitman	Quitman Brooks County Airport	Level I	8	\$209,000	\$517,800	\$726,800
RVJ	Reidsville	Swinton Smith Field at Reidsville Municipal Airport	Level I	12	\$396,700	\$1,151,000	\$1,547,700
4J8	Soperton	Treutlen County Airport	Level I	1	\$29,300	\$165,800	\$195,100
SYV	Sylvester	Sylvester Airport	Level I	28	\$948,000	\$2,424,500	\$3,372,500
5A9	Warm Springs	Roosevelt Memorial Airport	Level I	5	\$130,800	\$473,000	\$603,800
BXG	Waynesboro	Burke County Airport	Level I	23	\$834,200	\$2,084,900	\$2,919,100
65J	Wrens	Wrens Memorial Airport	Level I	2	\$55,600	\$149,100	\$204,700
Level I Total				711	\$22,867,600	\$62,454,700	\$85,322,300
All Airports Total				450,502	\$20,241,971,900	\$53,455,404,300	\$73,697,376,200
All Airports Total (Without ATL)				67,260	\$3,506,771,900	\$3,439,604,300	\$6,946,376,200

Source: GDOT, Aviation, and the City of Atlanta

Table 8-3: Summary of Statewide Annual Economic Impact by Airport Level

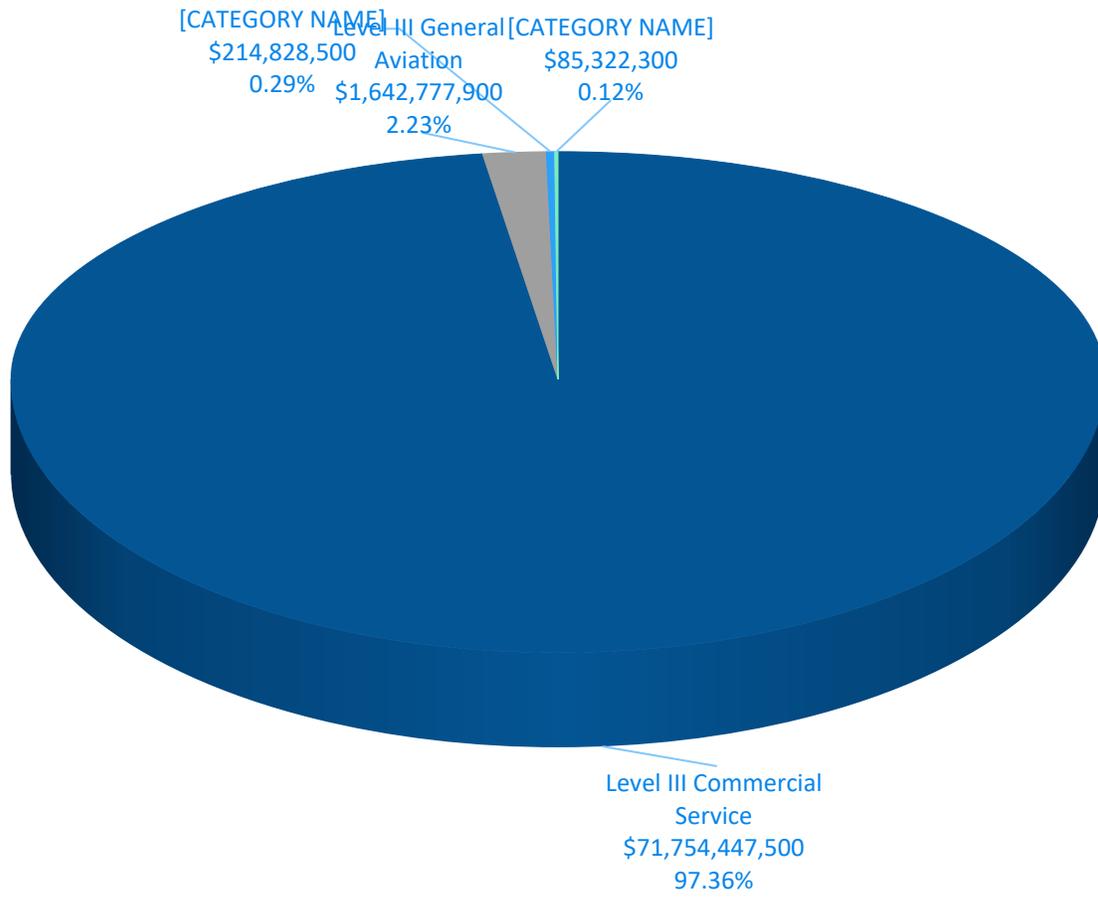
Study Level	Employment	Payroll	Spending	Annual Economic Activity
Level III CS	435,609	\$19,633,737,000	\$52,120,710,500	\$71,754,447,500
Level III (without ATL)	52,367	\$2,898,537,000	\$2,104,910,500	\$5,003,447,500
Level III GA	12,095	\$514,188,700	\$1,128,589,200	\$1,642,777,900
Level II	2,087	\$71,178,600	\$143,649,900	\$214,828,500
Level I	711	\$22,867,600	\$62,454,700	\$85,322,300
All Airport Levels	450,502	\$20,306,771,900	\$53,339,604,300	\$73,646,376,200

Source: GDOT, Aviation and the City of Atlanta

Figure 8-1 illustrates the impacts from Hartsfield-Jackson Atlanta International, as well as impacts from all study airports. As this figure shows, Level III Commercial Service airports account for 97.36 percent of the annual economic activity, Level III General Aviation airports account for 2.23 percent of the annual economic activity, Level II airports account for 0.29 percent of the annual economic activity, and Level I airports account for 0.12 percent of the annual economic activity identified in this study.

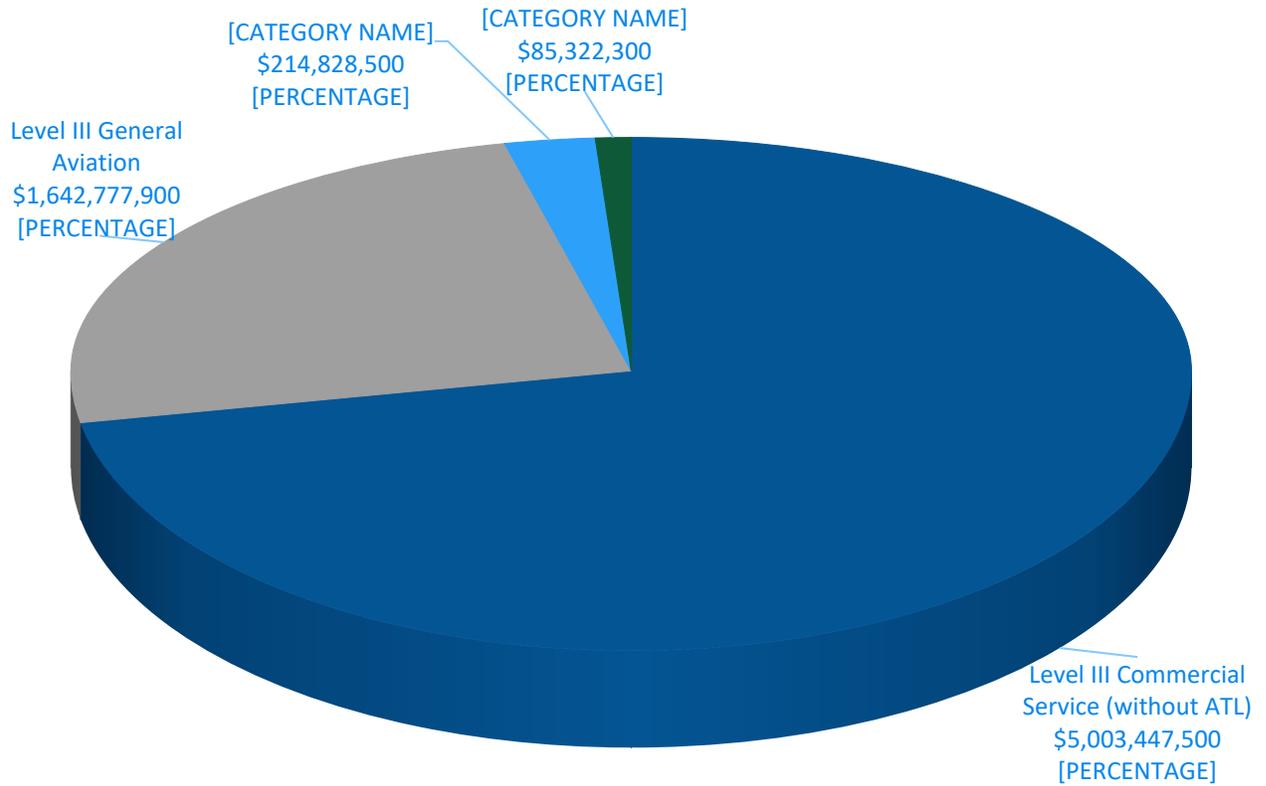
Figure 8-2 summarizes the distribution of statewide annual economic activity by airport level when only study airports are considered, and the impacts from Hartsfield-Jackson Atlanta International are excluded. As this figure shows, Level III Commercial Service airports account for 72 percent of the annual economic activity, Level III General Aviation airports account for 24 percent of the annual economic activity, Level II airports account for 3 percent of the annual economic activity, and Level I airports account for 1 percent of the annual economic activity identified in this study.

Figure 8-1: Percentage of Statewide Annual Economic Activity by Airport Level with ATL



Source: Aviation

Figure 8-2: Percentage of Statewide Annual Economic Activity by Airport Level for Study Airports



Source: Aviation

9. Tax Revenue Analysis

This section of the study estimates annual tax revenues the state and local communities realize from activity supported by 102 commercial and general aviation airports. Tax revenues for ATL were discussed previously in **Section 7**. As with other aspects of direct economic impact, multiple rounds of additional impacts can occur, magnifying state and local sales tax receipts. However, for this tax revenue analysis, taxes collected by state and local government entities are estimated considering only direct economic impacts. This conservative approach is taken to prevent overstating tax revenue estimates associated with the study airports.

It is important to understand that the focus of this analysis is on applicable sales tax on retail purchases and on state income tax, as applicable, for wages earned by airport-supported employees. The analysis does not include other taxes that are imposed on the sale of aviation fuel, aircraft, aircraft parts, or aviation services, nor does it include any aviation-related property taxes.

The discussion of tax revenues includes the following:

- An overview of how and where airport-supported activities become a taxable event;
- What specific taxes are relevant; and
- Estimates of airport-supported tax revenues, statewide and for individual Georgia airports.

The following analysis shows that on an annual basis the study airports and activities the airports support, contribute an estimated \$283.3 million in sales and income tax revenues to state and local governments. Commercial service airports account for 71 percent (\$202.4 million) of the estimated tax revenue, and the remaining 95 general aviation study airports are responsible for approximately \$80.8 million in total statewide tax revenue.

9.1 Taxable Events for Activities Associated with Study Airports

There are several instances where airport-supported businesses, employees, and visitors engage in taxable events. Tax collections include sales tax on visitor expenditures for food, retail purchases, entertainment, lodging, or car rentals. Airport management and on-airport business tenants may also purchase supplies and other services that are subject to sales tax. Employees hired by the airport, employees of business tenants, employees supported by capital investment, and air visitor-supported employees pay state income taxes. In addition, these same employees pay sales tax on individual purchases from wages (payroll) earned in conjunction with the study airports. **Figure 9-1** summarizes the most common airport-supported activities that contribute to tax revenues considered in this analysis.

Figure 9-1: Common Airport Activities with Tax Implications



Source: Marr Arnold Planning

A bottom-up approach is taken to estimate visitor, employee, and other airport-supported tax contributions. These calculations include the following:

- *Sales tax on the taxable portion of goods and services purchased by airports and airport business tenants.* Each year, airport management and business tenants purchase goods, services, and supplies which enable them to operate.
- *Sales tax on the taxable portion of spending to support the implementation of capital projects.* Most airports have spending (purchases of goods, materials, and supplies) to implement capital improvement projects.
- *Sales tax paid by employees in Georgia whose jobs are supported by the airports or airport-related activities.* In Georgia, as this study has documented, airport management, business tenants, capital investment spending, and air visitor spending all support direct employment. All airport associated employees use part of their income (payroll) each year on expenditures that are subject to sales tax.
- *Sales tax paid by visitors to Georgia.* When visitors come to Georgia on a commercial airline flight or on a general aviation aircraft, they often have expenditures for lodging, food, ground transportation, entertainment, and retail purchases.
- *State income tax paid by all workers whose jobs are supported by the airports or airport activities.* The payroll for all direct jobs in the airport management, on-airport business tenant, capital investment, and air visitor categories is subject to Georgia’s state income tax.

9.2 Methodology to Estimate Individual Airport Tax Impacts for Study Airports

Two key taxes come into play with on-airport activity and visitor expenditures. These include:

- *State and Local Sales Tax.* Georgia imposes 4 percent sales and use tax on the retail sale price of tangible personal property and certain services. This tax applies to many airport-related transactions.

The state allows local governments to impose a local option sales tax of up to 5 percent³. Local governments can impose sales tax on prepared food and bottled beverages, admissions/amusements, lodging, and ground transportation, excluding ride-sharing services⁴. All local taxes were added to the state sales tax, when applicable, and are used to estimate sales and use tax revenue associated with each study airport, as shown in **Table 9-1**.

Any taxes on aircraft or aviation fuel are not included in this analysis.

- *State Income Tax.* Georgia levies a state income tax that is based on federal taxable income, modified by state additions and subtractions. State income tax rates ranged from 1 percent to 5.75 percent, depending on filing status and tax bracket⁵.

Estimates of sales tax and state income tax supported by airport-related activities were developed for each study airport. These estimates rely on direct spending, employment, and payroll data from other parts of this economic impact study. Four methodologies are used to determine:

1. Sales tax revenues attributable to airport management, business tenants, and capital improvement spending (also referred to capital investment).
2. Sales tax revenues attributable to commercial and general aviation visitor expenditures.
3. Sales tax revenues attributable to airport-supported employee spending.
4. State income tax paid by airport-supported employees.

Table 9-1: State and Local Sales/Use Tax Rates in Georgia as of January 2020

FAA ID	City	County	Name	Sales & Use Tax Rate (Incl. Statewide 4% Tax Rate)	Hotel-Motel Excise Tax Rate	Rental Car Excise Tax Rate
Commercial Service Airports						
ABY	Albany	Dougherty	Southwest Georgia Regional Airport	8.00%	8.00%	11.00%
AGS	Augusta	Richmond	Augusta Regional Airport at Bush Field	8.00%	6.00%	12.40%
BQK	Brunswick	Glynn	Brunswick-Golden Isles Airport	7.00%	8.00%	8.00%
CSG	Columbus	Muscogee	Columbus Airport	8.00%	8.00%	12.50%
MCN	Macon	Bibb	Middle Georgia Regional Airport	7.00%	0.00%	13.60%
SAV	Savannah	Chatham	Savannah/Hilton Head International Airport	7.00%	12.00%	12.28%
VLD	Valdosta	Lowndes	Valdosta Regional Airport	8.00%	14.00%	9.78%
General Aviation Airports						
15J	Adel	Cook	Cook County Airport	8.00%	5.00%	8.00%
AMG	Alma	Bacon	Bacon County Airport	8.00%	7.00%	8.00%
ACJ	Americus	Sumter	Jimmy Carter Regional Airport	8.00%	7.00%	8.00%

³ Georgia Department of Revenue

⁴ As of April 2020, ride-sharing services are not subject to any sales taxes or fees.

⁵ 2019 Georgia State Tax Rate Schedule, published by the Georgia Department of Revenue

Table 9-1: State and Local Sales/Use Tax Rates in Georgia as of January 2020

FAA ID	City	County	Name	Sales & Use Tax Rate (Incl. Statewide 4% Tax Rate)	Hotel-Motel Excise Tax Rate	Rental Car Excise Tax Rate
75J	Ashburn	Turner	Turner County Airport	8.00%	13.00%	8.00%
AHN	Athens	Clarke	Athens-Ben Epps Airport	8.00%	7.00%	11.00%
CCO	Atlanta	Coweta	Newnan-Coweta County Airport	7.00%	16.00%	10.00%
CVC	Atlanta	Newton	Covington Municipal Airport	7.00%	13.00%	7.00%
FFC	Atlanta	Fayette	Atlanta Regional Airport-Falcon Field (Peachtree City)	7.00%	11.00%	8.00%
FTY	Atlanta	Fulton	Fulton County Airport-Brown Field	7.80%	15.00%	9.00%
PDK	Atlanta	De Kalb	DeKalb-Peachtree Airport	8.00%	8.00%	11.00%
PUJ	Atlanta	Paulding	Paulding-Northwest Atlanta Airport	7.00%	8.00%	7.00%
RYY	Atlanta	Cobb	Cobb County International Airport-McCollum Field	6.00%	16.00%	9.00%
DNL	Augusta	Richmond	Daniel Field Airport	8.00%	6.00%	8.00%
BGE	Bainbridge	Decatur	Decatur County Industrial Air Park	8.00%	5.00%	8.00%
BHC	Baxley	Appling	Baxley Municipal Airport	8.00%	5.00%	8.00%
DZJ	Blairsville	Union	Blairsville Airport	7.00%	10.00%	7.00%
BIJ	Blakely	Early	Early County Airport	8.00%	5.00%	8.00%
SSI	Brunswick	Glynn	Saint Simons Island Airport	7.00%	8.00%	8.00%
82A	Buena Vista	Marion	Marion County Airport	8.00%	0.00%	8.00%
6A1	Butler	Taylor	Butler Municipal Airport	8.00%	0.00%	8.00%
70J	Cairo	Grady	Cairo-Grady County Airport	7.00%	5.00%	7.00%
CZL	Calhoun	Gordon	Tom B. David Field Airport	7.00%	16.00%	7.00%
CXU	Camilla	Mitchell	Camilla-Mitchell County Airport	7.00%	5.00%	7.00%
18A	Canon	Franklin	Franklin County Airport	7.00%	5.00%	7.00%
CNI	Canton	Cherokee	Cherokee County Airport	6.00%	14.00%	10.00%
CTJ	Carrollton	Carroll	West Georgia Regional Airport-O.V. Gray Field	7.00%	14.00%	7.00%
VPC	Cartersville	Bartow	Cartersville Airport	7.00%	16.00%	8.00%
4A4	Cedartown	Polk	Polk County Airport-Cornelius Moore Field	7.00%	8.00%	7.00%
CWV	Claxton	Evans	Claxton-Evans County Airport	8.00%	10.00%	8.00%
48A	Cochran	Bleckley	Cochran Airport	8.00%	5.00%	8.00%
CKF	Cordele	Crisp	Crisp County-Cordele Airport	8.00%	11.00%	8.00%
AJR	Cornelia	Habersham	Habersham County Airport	7.00%	13.00%	7.00%
25J	Cuthbert	Randolph	Lower Chattahoochee Regional Airport	8.00%	10.00%	8.00%
9A0	Dahlonega	Lumpkin	Lumpkin County-Wimpy's Airport	8.00%	13.00%	8.00%
DNN	Dalton	Whitfield	Dalton Municipal Airport	6.00%	14.00%	6.00%
16J	Dawson	Terrell	Dawson Municipal Airport	8.00%	5.00%	8.00%
17J	Donalsonville	Seminole	Donalsonville Municipal Airport	8.00%	5.00%	8.00%
DQH	Douglas	Coffee	Douglas Municipal Airport	8.00%	5.00%	8.00%
DBN	Dublin	Laurens	W.H. "Bud" Barron Airport	8.00%	8.00%	7.00%
EZM	Eastman	Dodge	Heart of Georgia Regional Airport	8.00%	5.00%	8.00%

Table 9-1: State and Local Sales/Use Tax Rates in Georgia as of January 2020

FAA ID	City	County	Name	Sales & Use Tax Rate (Incl. Statewide 4% Tax Rate)	Hotel-Motel Excise Tax Rate	Rental Car Excise Tax Rate
EBA	Elberton	Elbert	Elbert County Airport-Patz Field	8.00%	11.00%	8.00%
49A	Ellijay	Gilmer	Gilmer County Airport	7.00%	10.00%	7.00%
FZG	Fitzgerald	Ben Hill	Fitzgerald Municipal Airport	8.00%	8.00%	8.00%
3J6	Folkston	Charlton	Davis Field Airport	8.00%	5.00%	8.00%
GVL	Gainesville	Hall	Lee Gilmer Memorial Airport	7.00%	13.00%	7.00%
3J7	Greensboro	Greene	Greene County Regional Airport	7.00%	10.00%	11.72%
6A2	Griffin	Spalding	Griffin-Spalding County Airport	7.00%	16.00%	7.00%
HMP	Hampton	Henry	Henry County Airport	7.00%	10.00%	7.00%
51A	Hawkinsville	Pulaski	Hawkinsville-Pulaski County Airport	7.00%	8.00%	7.00%
AZE	Hazlehurst	Jeff Davis	Hazlehurst Airport	8.00%	5.00%	8.00%
LHW	Hinesville	Liberty	MidCoast Regional Airport at Wright Army Airfield	7.00%	10.00%	7.00%
HOE	Homerville	Clinch	Homerville Airport	8.00%	6.00%	8.00%
JZP	Jasper	Pickens	Pickens County Airport	7.00%	12.00%	7.00%
JCA	Jefferson	Jackson	Jackson County Airport	7.00%	5.00%	7.00%
09J	Jekyll Island	Glynn	Jekyll Island Airport	7.00%	5.00%	7.00%
JES	Jesup	Wayne	Jesup-Wayne County Airport	8.00%	13.00%	8.00%
9A5	LaFayette	Walker	Barwick LaFayette Airport	8.00%	16.00%	8.00%
LGC	LaGrange	Troup	LaGrange-Callaway Airport	7.00%	8.00%	7.00%
LZU	Lawrenceville	Gwinnett	Gwinnett County Airport-Briscoe Field	6.00%	16.00%	9.00%
2J3	Louisville	Jefferson	Louisville Municipal Airport	8.00%	10.00%	8.00%
MAC	Macon	Bibb	Macon Downtown Airport	7.00%	0.00%	7.00%
52A	Madison	Morgan	Madison Municipal Airport	8.00%	10.00%	8.00%
MQW	Mc Rae	Wheeler	Telfair-Wheeler Airport	8.00%	5.00%	8.00%
MHP	Metter	Candler	Metter Municipal Airport	8.00%	7.00%	8.00%
MLJ	Milledgeville	Baldwin	Baldwin County Airport	7.00%	16.00%	7.00%
2J5	Millen	Jenkins	Millen Airport	8.00%	8.00%	8.00%
D73	Monroe	Walton	Monroe-Walton County Airport	7.00%	5.00%	7.00%
53A	Montezuma	Macon	Dr. C.P. Savage, Sr. Airport	8.00%	5.00%	8.00%
MGR	Moultrie	Colquitt	Moultrie Airport	8.00%	7.00%	8.00%
MUL	Moultrie	Colquitt	Spence Airport	8.00%	7.00%	8.00%
4J1	Nahunta	Brantley	Brantley County Airport	8.00%	0.00%	8.00%
4J2	Nashville	Berrien	Berrien County Airport	8.00%	5.00%	8.00%
PXE	Perry	Houston	Perry-Houston County Airport	7.00%	7.00%	7.00%
PIM	Pine Mountain	Harris	Harris County Airport	8.00%	10.00%	8.00%
4J5	Quitman	Brooks	Quitman Brooks County Airport	8.00%	0.00%	8.00%
RVJ	Reidsville	Tattnell	Swinton Smith Field at Reidsville Municipal Airport	8.00%	0.00%	8.00%
RMG	Rome	Floyd	Richard B. Russell Regional Airport-J.H. Towers Field	7.00%	14.00%	7.00%
OKZ	Sandersville	Washington	Kaolin Field Airport	8.00%	5.00%	8.00%

Table 9-1: State and Local Sales/Use Tax Rates in Georgia as of January 2020

FAA ID	City	County	Name	Sales & Use Tax Rate (Incl. Statewide 4% Tax Rate)	Hotel-Motel Excise Tax Rate	Rental Car Excise Tax Rate
4J8	Soperton	Treutlen	Treutlen County Airport	8.00%	0.00%	8.00%
TBR	Statesboro	Bulloch	Statesboro-Bulloch County Airport	8.00%	11.00%	8.00%
SBO	Swainsboro	Emanuel	East Georgia Regional Airport	8.00%	5.00%	8.00%
JYL	Sylvania	Screven	Plantation Airpark	7.00%	13.00%	7.00%
SYV	Sylvester	Worth	Sylvester Airport	8.00%	0.00%	8.00%
OPN	Thomaston	Upson	Thomaston-Upson County Airport	8.00%	10.00%	8.00%
TVI	Thomasville	Thomas	Thomasville Regional Airport	7.00%	16.00%	8.00%
HQU	Thomson	Mc Duffie	Thomson-McDuffie Regional Airport	8.00%	0.00%	8.00%
TMA	Tifton	Tift	Henry Tift Myers Airport	8.00%	10.00%	8.00%
TOC	Toccoa	Stephens	Toccoa Airport-RG LeTourneau Field	7.00%	13.00%	7.00%
VDI	Vidalia	Toombs	Vidalia Regional Airport	8.00%	0.00%	8.00%
5A9	Warm Springs	Meriwether	Roosevelt Memorial Airport	7.00%	10.00%	7.00%
IYY	Washington	Wilkes	Washington-Wilkes County Airport	8.00%	5.00%	8.00%
AYS	Waycross	Ware	Waycross-Ware County Airport	9.00%	5.00%	9.00%
BXG	Waynesboro	Burke	Burke County Airport	7.00%	5.00%	7.00%
WDR	Winder	Barrow	Barrow County Airport	7.00%	0.00%	10.00%
65J	Wrens	Jefferson	Wrens Memorial Airport	8.00%	10.00%	8.00%

Source: Georgia Department of Revenue, Georgia Department of Community Affairs, Enterprise, and Hertz

9.2.1 Airport Management, Business Tenants, and Capital Investment Sales Tax Revenues

This economic impact study estimates employment, payroll, and spending associated with airport management, business tenants located at airports, and capital investment at airports. To estimate the amount of direct for “spending” related to each category, that is subject to sales tax, direct payroll is subtracted from direct annual economic activity, as described in the following equation:

$$\text{Taxable Spending} = \text{Direct Annual Economic Activity} - \text{Direct Payroll}$$

An airport’s applicable sales tax rate is applied to the estimated annual taxable spending for airport management, business tenants, and capital investment projects, using the following generalized formula:

$$\text{Sales Taxes} = (\text{Annual Spending} \times \text{Sales Tax Rate}) / (1 + \text{Sales Tax Rate})$$

9.2.2 Visitor Spending Sales Tax Revenues

Considerable effort went into surveying visitors arriving in Georgia via study airports. Surveys help track visitor expenditure patterns for hotels/lodging, food/restaurants, retail purchases, ground transportation, and various forms of entertainment. Georgia sales tax is charged on all these expenditure categories. For each commercial airport, visitor expenditures were estimated for commercial visitors using data collected during this study. Spending is also estimated for general aviation visitors who arrive at all study airports; spending estimates are based on the results of surveys conducted for this study. Some counties and cities levy additional sales tax on certain categories of expenditures such as hotels or rental cars; these tax rates are shown in **Table 9-1**.

Tax rates are applied to estimates for each category of visitor spending. Tax revenues generated by visitor expenditures are developed using the following generalized formula:

$$\text{Sales Taxes} = (\text{Visitor Spending by Expenditure Category} \times \text{Sales Tax Rate}) / (1 + \text{Sales Tax Rate})$$

9.2.3 Airport-Supported Employee Spending Sales Tax Revenues

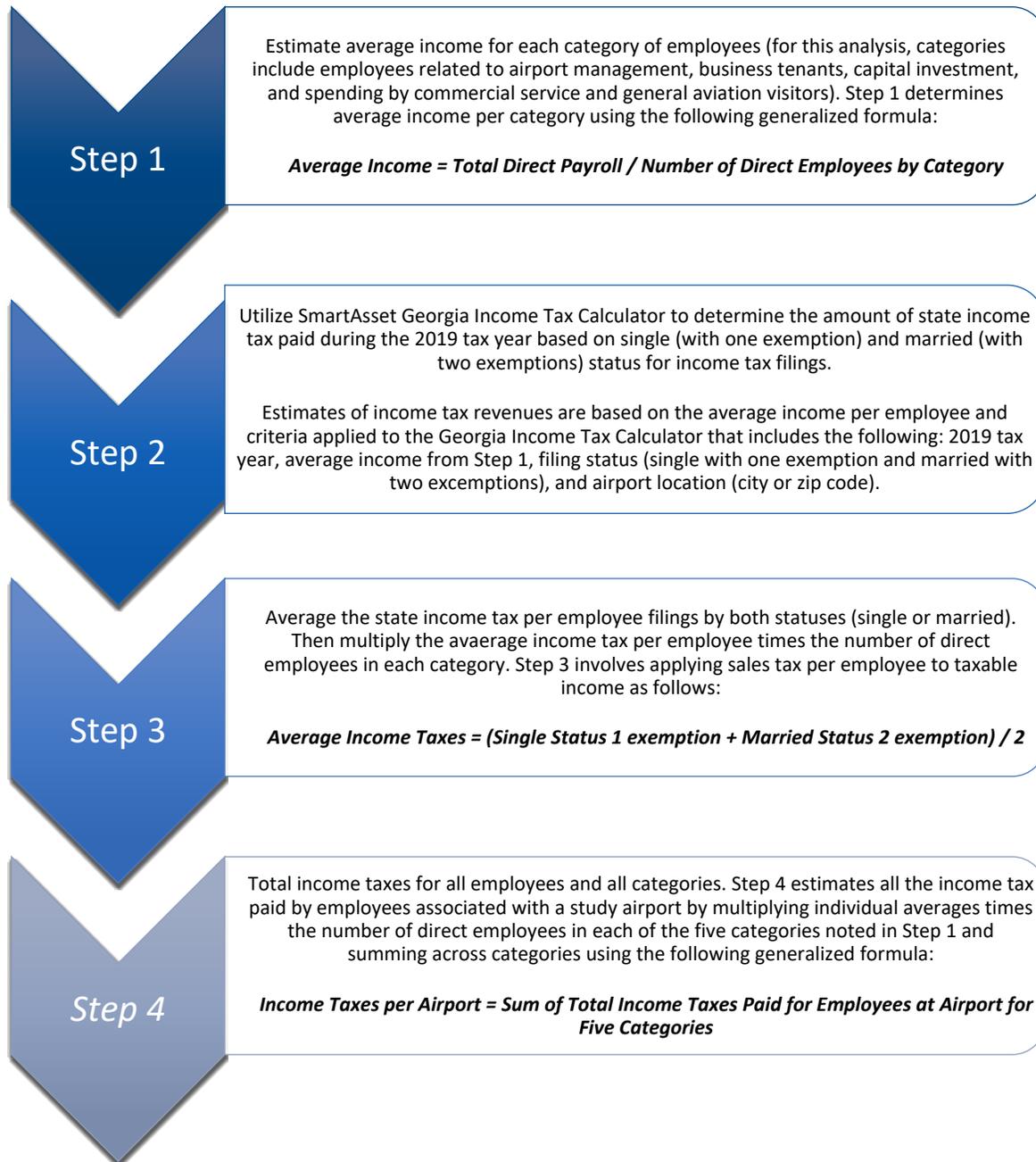
Airport-supported employees spend earned wages on taxable purchases or services. As this study identified, there are thousands of direct jobs supported by airport management, business tenants, capital investment, and both categories of air visitor expenditures. For all employees, a portion of their annual income (payroll) is spent on purchases subject to a sales tax. Estimates of sales tax revenues from this group involves a four-step calculation:



9.2.4 Airport-Supported Employee State Income Tax Revenues

Each employee associated with an airport-supported activity pays state income tax. Georgia’s income tax is graduated and based on modifications to federal taxable income. Just as with estimates of income spent

on taxable purchases and services, gross income is adjusted to reflect deductions made prior to estimating this tax. Using the Georgia Income Tax Calculator⁶ obtained from SmartAsset.com, state income taxes paid by airport-supported employees were estimated using the following multi-step process:



9.3 Sales and Income Tax Revenues Associated with Each Study Airport

Using the methodologies described in the prior section, **Table 9-2**, **Table 9-3**, **Table 9-4**, and **Table 9-5** detail estimates of state and local sales and state income tax revenues associated with each study airport.

⁶ <https://smartasset.com/taxes/georgia-tax-calculator>

Table 9-2: Estimated Direct State and Local Sales Taxes Supported by Airport Management, Business Tenants, Capital Investment, and Visitor Expenditures at Study Airports

FAA ID	City	Name	Sales Tax- On-Airport Spending			Sales Tax- Visitor Expenditures		Total Sales Tax
			Airport Management	Business Tenants	Capital Investment	Commercial Service	General Aviation	
Commercial Service Airports								
ABY	Albany	Southwest Georgia Regional Airport	\$316,140	\$914,960	\$144,440	\$526,240	\$125,680	\$2,027,460
AGS	Augusta	Augusta Regional Airport at Bush Field	\$1,028,780	\$1,826,760	\$248,940	\$6,245,040	\$319,730	\$9,669,250
BQK	Brunswick	Brunswick-Golden Isles Airport	\$77,870	\$1,049,300	\$609,520	\$1,034,940	\$256,080	\$3,027,710
CSG	Columbus	Columbus Airport	\$490,560	\$1,187,020	\$184,600	\$1,086,180	\$259,540	\$3,207,900
MCN	Macon	Middle Georgia Regional Airport	\$31,180	\$1,446,910	\$403,840	\$278,700	\$114,680	\$2,275,310
SAV	Savannah	Savannah/Hilton Head International Airport	\$1,114,550	\$32,099,220	\$4,077,450	\$46,682,020	\$1,507,740	\$85,480,980
VLD	Valdosta	Valdosta Regional Airport	\$39,880	\$465,820	\$99,080	\$632,540	\$157,740	\$1,395,060
Total Commercial Service Airports Tax Contribution			\$3,098,960	\$38,989,990	\$5,767,870	\$56,485,660	\$2,741,190	\$107,083,670
General Aviation Airports								
15J	Adel	Cook County Airport	\$8,080	\$17,620	\$35,460	\$0	\$17,350	\$78,510
AMG	Alma	Bacon County Airport	\$3,990	\$5,860	\$17,400	\$0	\$17,840	\$45,090
ACJ	Americus	Jimmy Carter Regional Airport	\$3,990	\$114,320	\$21,260	\$0	\$14,340	\$153,910
75J	Ashburn	Turner County Airport	\$3,990	\$10,780	\$5,040	\$0	\$1,890	\$21,700
AHN	Athens	Athens-Ben Epps Airport	\$134,120	\$131,060	\$88,580	\$0	\$546,000	\$899,760
CCO	Atlanta	Newnan-Coweta County Airport	\$71,160	\$747,360	\$82,910	\$0	\$79,600	\$981,030
CVC	Atlanta	Covington Municipal Airport	\$35,460	\$355,740	\$84,190	\$0	\$98,490	\$573,880
FFC	Atlanta	Atlanta Regional Airport-Falcon Field (Peachtree City)	\$103,820	\$4,782,910	\$195,110	\$0	\$356,040	\$5,437,880
FTY	Atlanta	Fulton County Airport-Brown Field	\$220,710	\$8,474,670	\$478,070	\$0	\$2,183,130	\$11,356,580
PDK	Atlanta	DeKalb-Peachtree Airport	\$225,880	\$9,141,420	\$828,200	\$0	\$2,843,610	\$13,039,110
PUJ	Atlanta	Paulding-Northwest Atlanta Airport	\$14,940	\$72,030	\$67,010	\$0	\$51,400	\$205,380
RYY	Atlanta	Cobb County International Airport-McCollum Field	\$14,520	\$2,605,170	\$269,710	\$0	\$583,440	\$3,472,840
DNL	Augusta	Daniel Field Airport	\$7,690	\$402,960	\$453,480	\$0	\$152,900	\$1,017,030
BGE	Bainbridge	Decatur County Industrial Air Park	\$34,620	\$50,860	\$44,500	\$0	\$29,090	\$159,070

Table 9-2: Estimated Direct State and Local Sales Taxes Supported by Airport Management, Business Tenants, Capital Investment, and Visitor Expenditures at Study Airports

FAA ID	City	Name	Sales Tax- On-Airport Spending			Sales Tax- Visitor Expenditures		Total Sales Tax
			Airport Management	Business Tenants	Capital Investment	Commercial Service	General Aviation	
BHC	Baxley	Baxley Municipal Airport	\$3,990	\$24,040	\$41,020	\$0	\$24,090	\$93,140
DZJ	Blairsville	Blairsville Airport	\$17,170	\$147,260	\$56,680	\$0	\$41,520	\$262,630
BIJ	Blakely	Early County Airport	\$5,770	\$0	\$9,160	\$0	\$10,330	\$25,260
SSI	Brunswick	Saint Simons Island Airport	\$32,670	\$249,410	\$375,430	\$0	\$698,240	\$1,355,750
82A	Buena Vista	Marion County Airport	\$1,920	\$0	\$21,020	\$0	\$670	\$23,610
6A1	Butler	Butler Municipal Airport	\$10,270	\$11,700	\$24,660	\$0	\$4,160	\$50,790
70J	Cairo	Cairo-Grady County Airport	\$3,720	\$3,340	\$10,860	\$0	\$3,010	\$20,930
CZL	Calhoun	Tom B. David Field Airport	\$37,900	\$224,460	\$11,140	\$0	\$73,110	\$346,610
CXU	Camilla	Camilla-Mitchell County Airport	\$15,580	\$151,390	\$29,070	\$0	\$10,310	\$206,350
18A	Canon	Franklin County Airport	\$10,690	\$1,540	\$13,340	\$0	\$15,330	\$40,900
CNI	Canton	Cherokee County Airport	\$3,010	\$153,900	\$43,470	\$0	\$74,910	\$275,290
CTJ	Carrollton	West Georgia Regional Airport-O.V. Gray Field	\$51,040	\$225,720	\$69,340	\$0	\$103,300	\$449,400
VPC	Cartersville	Cartersville Airport	\$20,250	\$3,215,560	\$67,340	\$0	\$225,340	\$3,528,490
4A4	Cedartown	Polk County Airport-Cornelius Moore Field	\$15,900	\$10,410	\$36,250	\$0	\$12,680	\$75,240
CWV	Claxton	Claxton-Evans County Airport	\$3,750	\$58,540	\$66,780	\$0	\$13,200	\$142,270
48A	Cochran	Cochran Airport	\$5,990	\$16,340	\$136,700	\$0	\$12,740	\$171,770
CKF	Cordele	Crisp County-Cordele Airport	\$3,990	\$38,140	\$11,840	\$0	\$33,070	\$87,040
AJR	Cornelia	Habersham County Airport	\$22,450	\$33,650	\$219,910	\$0	\$88,610	\$364,620
25J	Cuthbert	Lower Chattahoochee Regional Airport	\$3,990	\$53,840	\$33,200	\$0	\$1,010	\$92,040
9A0	Dahlonega	Lumpkin County-Wimpy's Airport	\$1,850	\$0	\$226,860	\$0	\$4,240	\$232,950
DNN	Dalton	Dalton Municipal Airport	\$24,910	\$82,840	\$29,410	\$0	\$107,180	\$244,340
16J	Dawson	Dawson Municipal Airport	\$19,970	\$43,220	\$5,480	\$0	\$13,340	\$82,010
17J	Donalsonville	Donalsonville Municipal Airport	\$3,470	\$100,900	\$42,620	\$0	\$14,090	\$161,080
DQH	Douglas	Douglas Municipal Airport	\$26,940	\$225,600	\$23,640	\$0	\$62,830	\$339,010
DBN	Dublin	W.H. "Bud" Barron Airport	\$16,620	\$24,660	\$13,640	\$0	\$29,120	\$84,040

Table 9-2: Estimated Direct State and Local Sales Taxes Supported by Airport Management, Business Tenants, Capital Investment, and Visitor Expenditures at Study Airports

FAA ID	City	Name	Sales Tax- On-Airport Spending			Sales Tax- Visitor Expenditures		Total Sales Tax
			Airport Management	Business Tenants	Capital Investment	Commercial Service	General Aviation	
EZM	Eastman	Heart of Georgia Regional Airport	\$75,460	\$987,700	\$106,360	\$0	\$147,030	\$1,316,550
EBA	Elberton	Elbert County Airport-Patz Field	\$5,980	\$0	\$13,060	\$0	\$10,290	\$29,330
49A	Ellijay	Gilmer County Airport	\$23,660	\$0	\$7,220	\$0	\$1,620	\$32,500
FZG	Fitzgerald	Fitzgerald Municipal Airport	\$12,770	\$2,300	\$5,640	\$0	\$22,650	\$43,360
3J6	Folkston	Davis Field Airport	\$3,990	\$0	\$6,920	\$0	\$570	\$11,480
GVL	Gainesville	Lee Gilmer Memorial Airport	\$57,560	\$314,060	\$45,650	\$0	\$324,300	\$741,570
3J7	Greensboro	Greene County Regional Airport	\$6,200	\$57,110	\$26,190	\$0	\$42,320	\$131,820
6A2	Griffin	Griffin-Spalding County Airport	\$34,640	\$306,200	\$189,100	\$0	\$28,500	\$558,440
HMP	Hampton	Henry County Airport	\$50,350	\$305,720	\$35,220	\$0	\$68,710	\$460,000
51A	Hawkinsville	Hawkinsville-Pulaski County Airport	\$1,080	\$0	\$29,840	\$0	\$1,140	\$32,060
AZE	Hazlehurst	Hazlehurst Airport	\$14,280	\$0	\$11,980	\$0	\$30,080	\$56,340
LHW	Hinesville	MidCoast Regional Airport at Wright Army Airfield	\$18,920	\$75,210	\$47,130	\$0	\$18,990	\$160,250
HOE	Homerville	Homerville Airport	\$3,990	\$0	\$223,960	\$0	\$1,520	\$229,470
JZP	Jasper	Pickens County Airport	\$18,520	\$5,150	\$26,430	\$0	\$48,600	\$98,700
JCA	Jefferson	Jackson County Airport	\$14,400	\$33,480	\$53,950	\$0	\$35,570	\$137,400
09J	Jekyll Island	Jekyll Island Airport	\$680	\$18,590	\$4,850	\$0	\$55,470	\$79,590
JES	Jesup	Jesup-Wayne County Airport	\$11,620	\$12,340	\$7,100	\$0	\$32,600	\$63,660
9A5	LaFayette	Barwick LaFayette Airport	\$7,400	\$91,860	\$9,040	\$0	\$24,190	\$132,490
LGC	LaGrange	LaGrange-Callaway Airport	\$38,380	\$311,460	\$35,660	\$0	\$102,350	\$487,850
LZU	Lawrenceville	Gwinnett County Airport-Briscoe Field	\$46,500	\$2,690,380	\$216,760	\$0	\$770,580	\$3,724,220
2J3	Louisville	Louisville Municipal Airport	\$4,150	\$23,400	\$22,600	\$0	\$12,580	\$62,730
MAC	Macon	Macon Downtown Airport	\$1,690	\$79,500	\$55,620	\$0	\$22,580	\$159,390
52A	Madison	Madison Municipal Airport	\$3,990	\$5,260	\$48,160	\$0	\$19,370	\$76,780
MQW	Mc Rae	Telfair-Wheeler Airport	\$5,080	\$0	\$203,500	\$0	\$9,540	\$218,120
MHP	Metter	Metter Municipal Airport	\$6,480	\$11,700	\$23,340	\$0	\$3,620	\$45,140
MLJ	Milledgeville	Baldwin County Airport	\$6,960	\$137,980	\$25,570	\$0	\$42,090	\$212,600

Table 9-2: Estimated Direct State and Local Sales Taxes Supported by Airport Management, Business Tenants, Capital Investment, and Visitor Expenditures at Study Airports

FAA ID	City	Name	Sales Tax- On-Airport Spending			Sales Tax- Visitor Expenditures		Total Sales Tax
			Airport Management	Business Tenants	Capital Investment	Commercial Service	General Aviation	
2J5	Millen	Millen Airport	\$4,880	\$0	\$18,100	\$0	\$3,360	\$26,340
D73	Monroe	Monroe-Walton County Airport	\$15,270	\$19,770	\$21,930	\$0	\$9,420	\$66,390
53A	Montezuma	Dr. C.P. Savage, Sr. Airport	\$540	\$0	\$3,520	\$0	\$2,650	\$6,710
MGR	Moultrie	Moultrie Airport	\$3,850	\$271,340	\$43,900	\$0	\$44,860	\$363,950
MUL	Moultrie	Spence Airport	\$3,910	\$168,660	\$7,920	\$0	\$14,870	\$195,360
4J1	Nahunta	Brantley County Airport	\$2,010	\$0	\$5,060	\$0	\$1,020	\$8,090
4J2	Nashville	Berrien County Airport	\$2,130	\$0	\$22,680	\$0	\$1,510	\$26,320
PXE	Perry	Perry-Houston County Airport	\$38,150	\$137,910	\$58,110	\$0	\$47,980	\$282,150
PIM	Pine Mountain	Harris County Airport	\$20,690	\$23,080	\$84,840	\$0	\$48,450	\$177,060
4J5	Quitman	Quitman Brooks County Airport	\$3,990	\$11,740	\$4,460	\$0	\$1,850	\$22,040
RVJ	Reidsville	Swinton Smith Field at Reidsville Municipal Airport	\$1,110	\$37,000	\$11,660	\$0	\$3,340	\$53,110
RMG	Rome	Richard B. Russell Regional Airport-J.H. Towers Field	\$121,270	\$77,550	\$12,280	\$0	\$292,460	\$503,560
OKZ	Sandersville	Kaolin Field Airport	\$2,540	\$11,700	\$55,920	\$0	\$21,990	\$92,150
4J8	Soperton	Treutlen County Airport	\$3,990	\$0	\$1,240	\$0	\$310	\$5,540
TBR	Statesboro	Statesboro-Bulloch County Airport	\$40,080	\$125,680	\$40,180	\$0	\$69,500	\$275,440
SBO	Swainsboro	East Georgia Regional Airport	\$7,690	\$181,660	\$41,560	\$0	\$15,710	\$246,620
JYL	Sylvania	Plantation Airpark	\$9,460	\$41,450	\$22,320	\$0	\$14,860	\$88,090
SYV	Sylvester	Sylvester Airport	\$15,980	\$19,240	\$58,780	\$0	\$2,230	\$96,230
OPN	Thomaston	Thomaston-Upson County Airport	\$16,520	\$205,480	\$474,940	\$0	\$49,070	\$746,010
TVI	Thomasville	Thomasville Regional Airport	\$139,510	\$339,320	\$58,450	\$0	\$79,980	\$617,260
HQU	Thomson	Thomson-McDuffie Regional Airport	\$5,960	\$138,260	\$18,320	\$0	\$32,530	\$195,070
TMA	Tifton	Henry Tift Myers Airport	\$41,150	\$55,080	\$26,540	\$0	\$69,650	\$192,420
TOC	Toccoa	Toccoa Airport-RG LeTourneau Field	\$8,110	\$36,540	\$6,970	\$0	\$77,850	\$129,470
VDI	Vidalia	Vidalia Regional Airport	\$28,000	\$5,560	\$50,940	\$0	\$41,680	\$126,180
5A9	Warm Springs	Roosevelt Memorial Airport	\$1,840	\$0	\$14,270	\$0	\$2,230	\$18,340

Table 9-2: Estimated Direct State and Local Sales Taxes Supported by Airport Management, Business Tenants, Capital Investment, and Visitor Expenditures at Study Airports

FAA ID	City	Name	Sales Tax- On-Airport Spending			Sales Tax- Visitor Expenditures		Total Sales Tax
			Airport Management	Business Tenants	Capital Investment	Commercial Service	General Aviation	
IYY	Washington	Washington-Wilkes County Airport	\$3,990	\$54,540	\$28,520	\$0	\$14,210	\$101,260
AYS	Waycross	Waycross-Ware County Airport	\$36,440	\$69,220	\$62,870	\$0	\$67,510	\$236,040
BXG	Waynesboro	Burke County Airport	\$2,370	\$18,660	\$51,580	\$0	\$4,970	\$77,580
WDR	Winder	Barrow County Airport	\$8,790	\$316,960	\$68,130	\$0	\$56,650	\$450,530
65J	Wrens	Wrens Memorial Airport	\$770	\$0	\$4,200	\$0	\$1,300	\$6,270
Total General Aviation Airports Tax Contribution			\$2,312,500	\$39,845,020	\$7,150,820	\$0	\$11,622,410	\$60,930,750
Total Tax Contribution of All Airports			\$5,411,460	\$78,835,010	\$12,918,690	\$56,485,660	\$14,363,600	\$168,014,420

Source: Marr Arnold Planning and Jviation

Table 9-3: Estimated Direct State and Local Sales Taxes Paid by Employees Associated with Airport-Supported Activities at Study Airports

FAA ID	City	Name	Sales Tax- On-Airport Employees			Sales Tax- Visitor Supported Employees		Total Sales Tax
			Airport Management	Business Tenants	Capital Investment	Commercial Service	General Aviation	
Commercial Service Airports								
ABY	Albany	Southwest Georgia Regional Airport	\$15,830	\$140,690	\$8,110	\$42,730	\$18,890	\$226,250
AGS	Augusta	Augusta Regional Airport at Bush Field	\$105,940	\$481,590	\$14,410	\$556,260	\$54,550	\$1,212,750
BQK	Brunswick	Brunswick-Golden Isles Airport	\$18,850	\$494,880	\$36,090	\$88,600	\$39,700	\$678,120
CSG	Columbus	Columbus Airport	\$36,650	\$146,900	\$9,960	\$93,000	\$40,990	\$327,500
MCN	Macon	Middle Georgia Regional Airport	\$6,260	\$635,630	\$23,910	\$27,340	\$24,250	\$717,390
SAV	Savannah	Savannah/Hilton Head International Airport	\$198,060	\$15,041,120	\$241,430	\$3,315,870	\$191,060	\$18,987,540
VLD	Valdosta	Valdosta Regional Airport	\$7,010	\$77,770	\$5,390	\$49,190	\$21,330	\$160,690
Total Commercial Service Airports Tax Contribution			\$388,600	\$17,018,580	\$339,300	\$4,172,990	\$390,770	\$22,310,240
General Aviation Airports								
15J	Adel	Cook County Airport	\$570	\$2,720	\$2,110	\$0	\$3,260	\$8,660
AMG	Alma	Bacon County Airport	\$230	\$910	\$1,020	\$0	\$3,110	\$5,270
ACJ	Americus	Jimmy Carter Regional Airport	\$230	\$9,050	\$1,130	\$0	\$2,510	\$12,920
75J	Ashburn	Turner County Airport	\$230	\$2,040	\$300	\$0	\$280	\$2,850
AHN	Athens	Athens-Ben Epps Airport	\$12,160	\$34,840	\$5,330	\$0	\$91,340	\$143,670
CCO	Atlanta	Newnan-Coweta County Airport	\$5,180	\$135,060	\$4,910	\$0	\$9,240	\$154,390
CVC	Atlanta	Covington Municipal Airport	\$3,560	\$33,930	\$4,140	\$0	\$12,950	\$54,580
FFC	Atlanta	Atlanta Regional Airport-Falcon Field (Peachtree City)	\$4,810	\$236,810	\$11,110	\$0	\$49,320	\$302,050
FTY	Atlanta	Fulton County Airport-Brown Field	\$10,190	\$791,160	\$33,090	\$0	\$328,990	\$1,163,430
PDK	Atlanta	DeKalb-Peachtree Airport	\$22,330	\$775,230	\$55,940	\$0	\$514,540	\$1,368,040
PUJ	Atlanta	Paulding-Northwest Atlanta Airport	\$3,340	\$7,440	\$3,970	\$0	\$8,140	\$22,890
RYY	Atlanta	Cobb County International Airport-McCollum Field	\$3,560	\$228,720	\$15,670	\$0	\$60,890	\$308,840
DNL	Augusta	Daniel Field Airport	\$450	\$35,140	\$26,800	\$0	\$27,330	\$89,720
BGE	Bainbridge	Decatur County Industrial Air Park	\$1,610	\$9,500	\$620	\$0	\$5,540	\$17,270
BHC	Baxley	Baxley Municipal Airport	\$230	\$2,720	\$2,230	\$0	\$4,520	\$9,700
DZJ	Blairsville	Blairsville Airport	\$1,390	\$15,560	\$1,560	\$0	\$6,050	\$24,560

Table 9-3: Estimated Direct State and Local Sales Taxes Paid by Employees Associated with Airport-Supported Activities at Study Airports

FAA ID	City	Name	Sales Tax- On-Airport Employees			Sales Tax- Visitor Supported Employees		Total Sales Tax
			Airport Management	Business Tenants	Capital Investment	Commercial Service	General Aviation	
BIJ	Blakely	Early County Airport	\$680	\$0	\$460	\$0	\$1,970	\$3,110
SSI	Brunswick	Saint Simons Island Airport	\$8,210	\$31,320	\$22,230	\$0	\$109,750	\$171,510
82A	Buena Vista	Marion County Airport	\$500	\$0	\$1,270	\$0	\$150	\$1,920
6A1	Butler	Butler Municipal Airport	\$230	\$1,810	\$1,380	\$0	\$990	\$4,410
70J	Cairo	Cairo-Grady County Airport	\$200	\$1,180	\$640	\$0	\$530	\$2,550
CZL	Calhoun	Tom B. David Field Airport	\$3,920	\$28,080	\$660	\$0	\$8,800	\$41,460
CXU	Camilla	Camilla-Mitchell County Airport	\$1,390	\$17,780	\$1,720	\$0	\$1,840	\$22,730
18A	Canon	Franklin County Airport	\$170	\$1,740	\$680	\$0	\$2,710	\$5,300
CNI	Canton	Cherokee County Airport	\$170	\$20,160	\$2,530	\$0	\$8,720	\$31,580
CTJ	Carrollton	West Georgia Regional Airport-O.V. Gray Field	\$2,360	\$23,400	\$4,090	\$0	\$13,180	\$43,030
VPC	Cartersville	Cartersville Airport	\$100	\$247,490	\$3,830	\$0	\$26,800	\$278,220
4A4	Cedartown	Polk County Airport-Cornelius Moore Field	\$1,400	\$1,570	\$2,020	\$0	\$2,020	\$7,010
CWV	Claxton	Claxton-Evans County Airport	\$450	\$3,690	\$3,790	\$0	\$2,080	\$10,010
48A	Cochran	Cochran Airport	\$230	\$2,940	\$8,230	\$0	\$2,350	\$13,750
CKF	Cordele	Crisp County-Cordele Airport	\$230	\$8,230	\$710	\$0	\$5,060	\$14,230
AJR	Cornelia	Habersham County Airport	\$1,910	\$4,750	\$12,810	\$0	\$11,660	\$31,130
25J	Cuthbert	Lower Chattahoochee Regional Airport	\$230	\$4,000	\$490	\$0	\$160	\$4,880
9A0	Dahlonega	Lumpkin County-Wimpy's Airport	\$860	\$0	\$8,050	\$0	\$590	\$9,500
DNN	Dalton	Dalton Municipal Airport	\$2,710	\$6,020	\$1,330	\$0	\$13,530	\$23,590
16J	Dawson	Dawson Municipal Airport	\$1,090	\$9,220	\$320	\$0	\$2,420	\$13,050
17J	Donalsonville	Donalsonville Municipal Airport	\$230	\$16,290	\$2,560	\$0	\$2,640	\$21,720
DQH	Douglas	Douglas Municipal Airport	\$1,810	\$28,380	\$1,420	\$0	\$11,980	\$43,590
DBN	Dublin	W.H. "Bud" Barron Airport	\$1,020	\$1,810	\$820	\$0	\$4,970	\$8,620
EZM	Eastman	Heart of Georgia Regional Airport	\$6,340	\$219,340	\$6,400	\$0	\$28,030	\$260,110
EBA	Elberton	Elbert County Airport-Patz Field	\$950	\$0	\$680	\$0	\$1,490	\$3,120
49A	Ellijay	Gilmer County Airport	\$1,960	\$0	\$200	\$0	\$240	\$2,400
FZG	Fitzgerald	Fitzgerald Municipal Airport	\$1,580	\$1,020	\$340	\$0	\$3,810	\$6,750

Table 9-3: Estimated Direct State and Local Sales Taxes Paid by Employees Associated with Airport-Supported Activities at Study Airports

FAA ID	City	Name	Sales Tax- On-Airport Employees			Sales Tax- Visitor Supported Employees		Total Sales Tax
			Airport Management	Business Tenants	Capital Investment	Commercial Service	General Aviation	
3J6	Folkston	Davis Field Airport	\$230	\$0	\$420	\$0	\$100	\$750
GVL	Gainesville	Lee Gilmer Memorial Airport	\$1,170	\$27,070	\$2,700	\$0	\$42,660	\$73,600
3J7	Greensboro	Greene County Regional Airport	\$200	\$9,000	\$1,550	\$0	\$6,060	\$16,810
6A2	Griffin	Griffin-Spalding County Airport	\$3,130	\$68,770	\$11,010	\$0	\$3,550	\$86,460
HMP	Hampton	Henry County Airport	\$3,120	\$38,840	\$2,000	\$0	\$10,150	\$54,110
51A	Hawkinsville	Hawkinsville-Pulaski County Airport	\$200	\$0	\$1,770	\$0	\$180	\$2,150
AZE	Hazlehurst	Hazlehurst Airport	\$910	\$0	\$720	\$0	\$5,550	\$7,180
LHW	Hinesville	MidCoast Regional Airport at Wright Army Airfield	\$1,390	\$27,180	\$2,790	\$0	\$2,810	\$34,170
HOE	Homerville	Homerville Airport	\$230	\$0	\$13,480	\$0	\$270	\$13,980
JZP	Jasper	Pickens County Airport	\$1,170	\$780	\$270	\$0	\$6,750	\$8,970
JCA	Jefferson	Jackson County Airport	\$940	\$7,490	\$1,170	\$0	\$6,350	\$15,950
09J	Jekyll Island	Jekyll Island Airport	\$250	\$3,300	\$260	\$0	\$9,790	\$13,600
JES	Jesup	Jesup-Wayne County Airport	\$910	\$910	\$430	\$0	\$4,640	\$6,890
9A5	LaFayette	Barwick LaFayette Airport	\$1,000	\$12,960	\$340	\$0	\$3,250	\$17,550
LGC	LaGrange	LaGrange-Callaway Airport	\$2,940	\$27,610	\$1,960	\$0	\$16,130	\$48,640
LZU	Lawrenceville	Gwinnett County Airport-Briscoe Field	\$6,770	\$261,890	\$12,590	\$0	\$80,420	\$361,670
2J3	Louisville	Louisville Municipal Airport	\$900	\$3,620	\$1,270	\$0	\$1,970	\$7,760
MAC	Macon	Macon Downtown Airport	\$2,780	\$13,190	\$3,290	\$0	\$5,230	\$24,490
52A	Madison	Madison Municipal Airport	\$210	\$850	\$2,570	\$0	\$2,870	\$6,500
MQW	Mc Rae	Telfair-Wheeler Airport	\$230	\$0	\$12,180	\$0	\$1,760	\$14,170
MHP	Metter	Metter Municipal Airport	\$230	\$1,810	\$1,280	\$0	\$630	\$3,950
MLJ	Milledgeville	Baldwin County Airport	\$200	\$6,660	\$1,480	\$0	\$5,070	\$13,410
2J5	Millen	Millen Airport	\$230	\$0	\$1,090	\$0	\$560	\$1,880
D73	Monroe	Monroe-Walton County Airport	\$270	\$2,350	\$610	\$0	\$1,680	\$4,910
53A	Montezuma	Dr. C.P. Savage, Sr. Airport	\$230	\$0	\$160	\$0	\$490	\$880
MGR	Moultrie	Moultrie Airport	\$3,620	\$27,570	\$2,640	\$0	\$7,810	\$41,640
MUL	Moultrie	Spence Airport	\$340	\$26,700	\$480	\$0	\$2,570	\$30,090

Table 9-3: Estimated Direct State and Local Sales Taxes Paid by Employees Associated with Airport-Supported Activities at Study Airports

FAA ID	City	Name	Sales Tax- On-Airport Employees			Sales Tax- Visitor Supported Employees		Total Sales Tax
			Airport Management	Business Tenants	Capital Investment	Commercial Service	General Aviation	
4J1	Nahunta	Brantley County Airport	\$230	\$0	\$300	\$0	\$230	\$760
4J2	Nashville	Berrien County Airport	\$680	\$0	\$670	\$0	\$280	\$1,630
PXE	Perry	Perry-Houston County Airport	\$4,210	\$16,830	\$3,300	\$0	\$7,890	\$32,230
PIM	Pine Mountain	Harris County Airport	\$1,360	\$1,810	\$5,110	\$0	\$7,640	\$15,920
4J5	Quitman	Quitman Brooks County Airport	\$230	\$1,610	\$270	\$0	\$410	\$2,520
RVJ	Reidsville	Swinton Smith Field at Reidsville Municipal Airport	\$230	\$2,720	\$700	\$0	\$750	\$4,400
RMG	Rome	Richard B. Russell Regional Airport-J.H. Towers Field	\$3,470	\$12,140	\$580	\$0	\$37,300	\$53,490
OKZ	Sandersville	Kaolin Field Airport	\$230	\$1,810	\$3,370	\$0	\$4,130	\$9,540
4J8	Soperton	Treutlen County Airport	\$230	\$0	\$70	\$0	\$70	\$370
TBR	Statesboro	Statesboro-Bulloch County Airport	\$3,170	\$20,820	\$2,330	\$0	\$10,520	\$36,840
SBO	Swainsboro	East Georgia Regional Airport	\$230	\$21,930	\$2,500	\$0	\$2,950	\$27,610
JYL	Sylvania	Plantation Airpark	\$200	\$6,260	\$1,320	\$0	\$2,000	\$9,780
SYV	Sylvester	Sylvester Airport	\$3,490	\$2,110	\$3,290	\$0	\$460	\$9,350
OPN	Thomaston	Thomaston-Upson County Airport	\$3,260	\$23,660	\$25,290	\$0	\$7,160	\$59,370
TVI	Thomasville	Thomasville Regional Airport	\$6,460	\$23,450	\$3,460	\$0	\$9,510	\$42,880
HQU	Thomson	Thomson-McDuffie Regional Airport	\$230	\$10,720	\$1,030	\$0	\$8,170	\$20,150
TMA	Tifton	Henry Tift Myers Airport	\$2,720	\$2,720	\$1,600	\$0	\$10,900	\$17,940
TOC	Toccoa	Toccoa Airport-RG LeTourneau Field	\$780	\$4,700	\$410	\$0	\$10,490	\$16,380
VDI	Vidalia	Vidalia Regional Airport	\$2,010	\$2,260	\$3,040	\$0	\$10,460	\$17,770
5A9	Warm Springs	Roosevelt Memorial Airport	\$200	\$0	\$770	\$0	\$330	\$1,300
IYY	Washington	Washington-Wilkes County Airport	\$230	\$5,430	\$1,720	\$0	\$2,670	\$10,050
AYS	Waycross	Waycross-Ware County Airport	\$3,210	\$5,260	\$3,760	\$0	\$13,450	\$25,680
BXG	Waynesboro	Burke County Airport	\$200	\$3,040	\$3,050	\$0	\$880	\$7,170
WDR	Winder	Barrow County Airport	\$1,960	\$84,360	\$3,570	\$0	\$12,930	\$102,820
65J	Wrens	Wrens Memorial Airport	\$230	\$0	\$250	\$0	\$210	\$690
Total General Aviation Airports Tax Contribution			\$184,250	\$3,823,240	\$411,860	\$0	\$1,787,570	\$6,206,920

Table 9-3: Estimated Direct State and Local Sales Taxes Paid by Employees Associated with Airport-Supported Activities at Study Airports

FAA ID	City	Name	Sales Tax- On-Airport Employees			Sales Tax- Visitor Supported Employees		Total Sales Tax
			Airport Management	Business Tenants	Capital Investment	Commercial Service	General Aviation	
Total Tax Contribution of All Airports			\$572,850	\$20,841,820	\$751,160	\$4,172,990	\$2,178,340	\$28,517,160

Source: Marr Arnold Planning and Aviation

Table 9-4: Estimated State Income Tax Paid by Employees Associated with Airport-Supported Activities at Study Airports

FAA ID	City	Name	State Income Tax- On-Airport Employees			State Income Tax- Visitor Supported Employees		Total State Income Tax
			Airport Management	Business Tenants	Capital Investment	Commercial Service	General Aviation	
Commercial Service Airports								
ABY	Albany	Southwest Georgia Regional Airport	\$35,910	\$310,270	\$15,220	\$35,780	\$15,820	\$413,000
AGS	Augusta	Augusta Regional Airport at Bush Field	\$297,870	\$1,304,650	\$25,220	\$434,320	\$42,590	\$2,104,650
BQK	Brunswick	Brunswick-Golden Isles Airport	\$18,140	\$1,949,840	\$73,090	\$80,100	\$35,890	\$2,157,060
CSG	Columbus	Columbus Airport	\$58,300	\$439,700	\$17,430	\$72,620	\$32,000	\$620,050
MCN	Macon	Middle Georgia Regional Airport	\$14,160	\$2,480,980	\$48,430	\$24,720	\$21,920	\$2,590,210
SAV	Savannah	Savannah/Hilton Head International Airport	\$492,970	\$60,778,270	\$488,940	\$2,997,800	\$172,740	\$64,930,720
VLD	Valdosta	Valdosta Regional Airport	\$12,850	\$175,150	\$9,440	\$38,410	\$16,660	\$252,510
Total Commercial Service Airports Tax Contribution			\$930,200	\$67,438,860	\$677,770	\$3,683,750	\$337,620	\$73,068,200
General Aviation Airports								
15J	Adel	Cook County Airport	\$140	\$5,310	\$3,700	\$0	\$2,550	\$11,700
AMG	Alma	Bacon County Airport	\$380	\$1,710	\$1,780	\$0	\$2,430	\$6,300
ACJ	Americus	Jimmy Carter Regional Airport	\$380	\$19,040	\$1,980	\$0	\$1,960	\$23,360
75J	Ashburn	Turner County Airport	\$380	\$4,150	\$530	\$0	\$220	\$5,280
AHN	Athens	Athens-Ben Epps Airport	\$34,070	\$61,660	\$9,330	\$0	\$71,320	\$176,380
CCO	Atlanta	Newnan-Coweta County Airport	\$12,740	\$354,940	\$9,940	\$0	\$8,360	\$385,980
CVC	Atlanta	Covington Municipal Airport	\$8,570	\$106,560	\$8,390	\$0	\$11,710	\$135,230
FFC	Atlanta	Atlanta Regional Airport-Falcon Field (Peachtree City)	\$21,890	\$705,240	\$22,490	\$0	\$44,590	\$794,210

Table 9-4: Estimated State Income Tax Paid by Employees Associated with Airport-Supported Activities at Study Airports

FAA ID	City	Name	State Income Tax- On-Airport Employees			State Income Tax- Visitor Supported Employees		Total State Income Tax
			Airport Management	Business Tenants	Capital Investment	Commercial Service	General Aviation	
FTY	Atlanta	Fulton County Airport-Brown Field	\$34,530	\$2,606,740	\$51,610	\$0	\$228,700	\$2,921,580
PDK	Atlanta	DeKalb-Peachtree Airport	\$44,240	\$2,004,370	\$87,260	\$0	\$357,690	\$2,493,560
PUJ	Atlanta	Paulding-Northwest Atlanta Airport	\$9,210	\$18,940	\$8,040	\$0	\$7,360	\$43,550
RYY	Atlanta	Cobb County International Airport-McCollum Field	\$12,630	\$742,490	\$37,640	\$0	\$65,370	\$858,130
DNL	Augusta	Daniel Field Airport	\$150	\$92,440	\$46,910	\$0	\$21,340	\$160,840
BGE	Bainbridge	Decatur County Industrial Air Park	\$2,810	\$19,280	\$1,080	\$0	\$4,330	\$27,500
BHC	Baxley	Baxley Municipal Airport	\$380	\$5,420	\$3,900	\$0	\$3,540	\$13,240
DZJ	Blairsville	Blairsville Airport	\$2,970	\$54,150	\$3,160	\$0	\$5,470	\$65,750
BIJ	Blakely	Early County Airport	\$460	\$0	\$800	\$0	\$1,540	\$2,800
SSI	Brunswick	Saint Simons Island Airport	\$4,830	\$66,740	\$45,020	\$0	\$99,220	\$215,810
82A	Buena Vista	Marion County Airport	\$1,260	\$0	\$2,210	\$0	\$120	\$3,590
6A1	Butler	Butler Municipal Airport	\$380	\$3,420	\$2,410	\$0	\$770	\$6,980
70J	Cairo	Cairo-Grady County Airport	\$380	\$1,280	\$1,290	\$0	\$480	\$3,430
CZL	Calhoun	Tom B. David Field Airport	\$7,680	\$82,160	\$1,330	\$0	\$7,960	\$99,130
CXU	Camilla	Camilla-Mitchell County Airport	\$2,580	\$55,030	\$3,490	\$0	\$1,670	\$62,770
18A	Canon	Franklin County Airport	\$380	\$4,740	\$1,370	\$0	\$2,450	\$8,940
CNI	Canton	Cherokee County Airport	\$380	\$60,630	\$6,070	\$0	\$9,360	\$76,440
CTJ	Carrollton	West Georgia Regional Airport-O.V. Gray Field	\$2,770	\$76,440	\$8,290	\$0	\$11,910	\$99,410
VPC	Cartersville	Cartersville Airport	\$190	\$804,330	\$7,770	\$0	\$24,230	\$836,520
4A4	Cedartown	Polk County Airport-Cornelius Moore Field	\$4,030	\$3,800	\$4,100	\$0	\$1,830	\$13,760
CWV	Claxton	Claxton-Evans County Airport	\$250	\$12,330	\$6,640	\$0	\$1,630	\$20,850
48A	Cochran	Cochran Airport	\$380	\$5,990	\$14,400	\$0	\$1,840	\$22,610
CKF	Cordele	Crisp County-Cordele Airport	\$380	\$21,650	\$1,250	\$0	\$3,950	\$27,230
AJR	Cornelia	Habersham County Airport	\$3,270	\$11,440	\$25,940	\$0	\$10,540	\$51,190
25J	Cuthbert	Lower Chattahoochee Regional Airport	\$380	\$12,400	\$880	\$0	\$130	\$13,790
9A0	Dahlonega	Lumpkin County-Wimpy's Airport	\$2,990	\$0	\$15,110	\$0	\$490	\$18,590
DNN	Dalton	Dalton Municipal Airport	\$2,910	\$22,740	\$2,920	\$0	\$13,290	\$41,860

Table 9-4: Estimated State Income Tax Paid by Employees Associated with Airport-Supported Activities at Study Airports

FAA ID	City	Name	State Income Tax- On-Airport Employees			State Income Tax- Visitor Supported Employees		Total State Income Tax
			Airport Management	Business Tenants	Capital Investment	Commercial Service	General Aviation	
16J	Dawson	Dawson Municipal Airport	\$1,890	\$30,290	\$580	\$0	\$1,960	\$34,720
17J	Donalsonville	Donalsonville Municipal Airport	\$380	\$34,030	\$4,490	\$0	\$2,060	\$40,960
DQH	Douglas	Douglas Municipal Airport	\$3,120	\$71,990	\$2,490	\$0	\$9,350	\$86,950
DBN	Dublin	W.H. "Bud" Barron Airport	\$550	\$4,000	\$1,440	\$0	\$3,880	\$9,870
EZM	Eastman	Heart of Georgia Regional Airport	\$63,680	\$501,930	\$11,210	\$0	\$21,890	\$598,710
EBA	Elberton	Elbert County Airport-Patz Field	\$590	\$0	\$1,280	\$0	\$1,250	\$3,120
49A	Ellijay	Gilmer County Airport	\$4,740	\$0	\$410	\$0	\$220	\$5,370
FZG	Fitzgerald	Fitzgerald Municipal Airport	\$2,650	\$1,040	\$590	\$0	\$2,970	\$7,250
3J6	Folkston	Davis Field Airport	\$380	\$0	\$730	\$0	\$80	\$1,190
GVL	Gainesville	Lee Gilmer Memorial Airport	\$2,670	\$51,750	\$5,470	\$0	\$38,560	\$98,450
3J7	Greensboro	Greene County Regional Airport	\$380	\$23,250	\$3,140	\$0	\$5,480	\$32,250
6A2	Griffin	Griffin-Spalding County Airport	\$6,630	\$228,340	\$22,290	\$0	\$3,210	\$260,470
HMP	Hampton	Henry County Airport	\$6,670	\$100,240	\$4,050	\$0	\$9,180	\$120,140
51A	Hawkinsville	Hawkinsville-Pulaski County Airport	\$380	\$0	\$3,580	\$0	\$160	\$4,120
AZE	Hazlehurst	Hazlehurst Airport	\$1,620	\$0	\$1,260	\$0	\$4,340	\$7,220
LHW	Hinesville	MidCoast Regional Airport at Wright Army Airfield	\$2,140	\$70,810	\$5,650	\$0	\$2,540	\$81,140
HOE	Homerville	Homerville Airport	\$380	\$0	\$23,600	\$0	\$220	\$24,200
JZP	Jasper	Pickens County Airport	\$2,800	\$1,710	\$550	\$0	\$6,100	\$11,160
JCA	Jefferson	Jackson County Airport	\$2,770	\$22,130	\$2,370	\$0	\$5,740	\$33,010
09J	Jekyll Island	Jekyll Island Airport	\$860	\$4,540	\$530	\$0	\$8,850	\$14,780
JES	Jesup	Jesup-Wayne County Airport	\$1,510	\$2,000	\$750	\$0	\$3,620	\$7,880
9A5	LaFayette	Barwick LaFayette Airport	\$2,080	\$27,940	\$600	\$0	\$2,540	\$33,160
LGC	LaGrange	LaGrange-Callaway Airport	\$7,550	\$93,430	\$3,970	\$0	\$14,580	\$119,530
LZU	Lawrenceville	Gwinnett County Airport-Briscoe Field	\$29,750	\$914,110	\$30,250	\$0	\$86,340	\$1,060,450
2J3	Louisville	Louisville Municipal Airport	\$1,400	\$6,830	\$2,230	\$0	\$1,540	\$12,000
MAC	Macon	Macon Downtown Airport	\$4,850	\$23,180	\$6,670	\$0	\$4,730	\$39,430
52A	Madison	Madison Municipal Airport	\$380	\$2,000	\$4,830	\$0	\$2,410	\$9,620

Table 9-4: Estimated State Income Tax Paid by Employees Associated with Airport-Supported Activities at Study Airports

FAA ID	City	Name	State Income Tax- On-Airport Employees			State Income Tax- Visitor Supported Employees		Total State Income Tax
			Airport Management	Business Tenants	Capital Investment	Commercial Service	General Aviation	
MQW	Mc Rae	Telfair-Wheeler Airport	\$380	\$0	\$21,310	\$0	\$1,380	\$23,070
MHP	Metter	Metter Municipal Airport	\$380	\$3,420	\$2,240	\$0	\$490	\$6,530
MLJ	Milledgeville	Baldwin County Airport	\$380	\$24,770	\$2,990	\$0	\$4,580	\$32,720
2J5	Millen	Millen Airport	\$380	\$0	\$1,910	\$0	\$440	\$2,730
D73	Monroe	Monroe-Walton County Airport	\$1,030	\$4,990	\$1,230	\$0	\$1,520	\$8,770
53A	Montezuma	Dr. C.P. Savage, Sr. Airport	\$380	\$0	\$280	\$0	\$380	\$1,040
MGR	Moultrie	Moultrie Airport	\$7,590	\$80,710	\$4,630	\$0	\$6,100	\$99,030
MUL	Moultrie	Spence Airport	\$320	\$49,490	\$840	\$0	\$2,010	\$52,660
4J1	Nahunta	Brantley County Airport	\$380	\$0	\$540	\$0	\$180	\$1,100
4J2	Nashville	Berrien County Airport	\$1,140	\$0	\$1,170	\$0	\$220	\$2,530
PXE	Perry	Perry-Houston County Airport	\$8,470	\$40,390	\$6,690	\$0	\$7,130	\$62,680
PIM	Pine Mountain	Harris County Airport	\$2,480	\$3,230	\$8,940	\$0	\$5,970	\$20,620
4J5	Quitman	Quitman Brooks County Airport	\$380	\$2,850	\$470	\$0	\$320	\$4,020
RVJ	Reidsville	Swinton Smith Field at Reidsville Municipal Airport	\$380	\$6,000	\$1,230	\$0	\$580	\$8,190
RMG	Rome	Richard B. Russell Regional Airport-J.H. Towers Field	\$5,920	\$24,380	\$1,160	\$0	\$33,720	\$65,180
OKZ	Sandersville	Kaolin Field Airport	\$380	\$3,420	\$5,890	\$0	\$3,220	\$12,910
4J8	Soperton	Treutlen County Airport	\$380	\$0	\$130	\$0	\$60	\$570
TBR	Statesboro	Statesboro-Bulloch County Airport	\$5,690	\$39,770	\$4,070	\$0	\$8,210	\$57,740
SBO	Swainsboro	East Georgia Regional Airport	\$380	\$47,690	\$4,560	\$0	\$2,300	\$54,930
JYL	Sylvania	Plantation Airpark	\$380	\$14,610	\$2,680	\$0	\$1,810	\$19,480
SYV	Sylvester	Sylvester Airport	\$8,500	\$4,610	\$6,180	\$0	\$390	\$19,680
OPN	Thomaston	Thomaston-Upson County Airport	\$8,560	\$52,140	\$47,460	\$0	\$5,990	\$114,150
TVI	Thomasville	Thomasville Regional Airport	\$12,390	\$86,230	\$7,010	\$0	\$8,600	\$114,230
HQU	Thomson	Thomson-McDuffie Regional Airport	\$380	\$26,100	\$1,810	\$0	\$6,380	\$34,670
TMA	Tifton	Henry Tift Myers Airport	\$4,540	\$5,280	\$2,800	\$0	\$8,510	\$21,130
TOC	Toccoa	Toccoa Airport-RG LeTourneau Field	\$1,790	\$10,540	\$840	\$0	\$9,490	\$22,660

Table 9-4: Estimated State Income Tax Paid by Employees Associated with Airport-Supported Activities at Study Airports

FAA ID	City	Name	State Income Tax- On-Airport Employees			State Income Tax- Visitor Supported Employees		Total State Income Tax
			Airport Management	Business Tenants	Capital Investment	Commercial Service	General Aviation	
VDI	Vidalia	Vidalia Regional Airport	\$3,200	\$4,690	\$5,320	\$0	\$8,170	\$21,380
5A9	Warm Springs	Roosevelt Memorial Airport	\$380	\$0	\$1,550	\$0	\$300	\$2,230
IYY	Washington	Washington-Wilkes County Airport	\$380	\$11,120	\$3,000	\$0	\$2,080	\$16,580
AYS	Waycross	Waycross-Ware County Airport	\$5,380	\$13,860	\$5,800	\$0	\$9,240	\$34,280
BXG	Waynesboro	Burke County Airport	\$380	\$10,050	\$6,180	\$0	\$790	\$17,400
WDR	Winder	Barrow County Airport	\$4,680	\$221,750	\$7,230	\$0	\$11,690	\$245,350
65J	Wrens	Wrens Memorial Airport	\$380	\$0	\$440	\$0	\$160	\$980
Total General Aviation Airports Tax Contribution			\$462,290	\$11,055,190	\$762,620	\$0	\$1,426,560	\$13,706,660
Total Tax Contribution of All Airports			\$1,392,490	\$78,494,050	\$1,440,390	\$3,683,750	\$1,764,180	\$86,774,860

Source: Marr Arnold Planning and Jviation

Table 9-5: Summary of Total Tax Revenues for Study Airports

FAA ID	City	Name	Total Estimated Sales Taxes Supported by Airport, Business Tenants, Capital Investment, and Visitor Spending	Total Estimated Sales Tax Paid by Employees Associated w/ Airport-Supported Activities	Total Estimated Income Taxes Paid by Employees Associated w/ Airport - Supported Activities	Total Tax Revenues
Commercial Service Airports						
ABY	Albany	Southwest Georgia Regional Airport	\$2,027,460	\$226,250	\$413,000	\$2,666,710
AGS	Augusta	Augusta Regional Airport at Bush Field	\$9,669,250	\$1,212,750	\$2,104,650	\$12,986,650
BQK	Brunswick	Brunswick-Golden Isles Airport	\$3,027,710	\$678,120	\$2,157,060	\$5,862,890
CSG	Columbus	Columbus Airport	\$3,207,900	\$327,500	\$620,050	\$4,155,450
MCN	Macon	Middle Georgia Regional Airport	\$2,275,310	\$717,390	\$2,590,210	\$5,582,910
SAV	Savannah	Savannah/Hilton Head International Airport	\$85,480,980	\$18,987,540	\$64,930,720	\$169,399,240
VLD	Valdosta	Valdosta Regional Airport	\$1,395,060	\$160,690	\$252,510	\$1,808,260

Table 9-5: Summary of Total Tax Revenues for Study Airports

FAA ID	City	Name	Total Estimated Sales Taxes Supported by Airport, Business Tenants, Capital Investment, and Visitor Spending	Total Estimated Sales Tax Paid by Employees Associated w/ Airport-Supported Activities	Total Estimated Income Taxes Paid by Employees Associated w/ Airport - Supported Activities	Total Tax Revenues
Total Commercial Service Airports Tax Contribution			\$107,083,670	\$22,310,240	\$73,068,200	\$202,462,110
General Aviation Airports						
15J	Adel	Cook County Airport	\$78,510	\$8,660	\$11,700	\$98,870
AMG	Alma	Bacon County Airport	\$45,090	\$5,270	\$6,300	\$56,660
ACJ	Americus	Jimmy Carter Regional Airport	\$153,910	\$12,920	\$23,360	\$190,190
75J	Ashburn	Turner County Airport	\$21,700	\$2,850	\$5,280	\$29,830
AHN	Athens	Athens-Ben Epps Airport	\$899,760	\$143,670	\$176,380	\$1,219,810
CCO	Atlanta	Newnan-Coweta County Airport	\$981,030	\$154,390	\$385,980	\$1,521,400
CVC	Atlanta	Covington Municipal Airport	\$573,880	\$54,580	\$135,230	\$763,690
FFC	Atlanta	Atlanta Regional Airport-Falcon Field (Peachtree City)	\$5,437,880	\$302,050	\$794,210	\$6,534,140
FTY	Atlanta	Fulton County Airport-Brown Field	\$11,356,580	\$1,163,430	\$2,921,580	\$15,441,590
PDK	Atlanta	DeKalb-Peachtree Airport	\$13,039,110	\$1,368,040	\$2,493,560	\$16,900,710
PUJ	Atlanta	Paulding-Northwest Atlanta Airport	\$205,380	\$22,890	\$43,550	\$271,820
RYY	Atlanta	Cobb County International Airport-McCollum Field	\$3,472,840	\$308,840	\$858,130	\$4,639,810
DNL	Augusta	Daniel Field Airport	\$1,017,030	\$89,720	\$160,840	\$1,267,590
BGE	Bainbridge	Decatur County Industrial Air Park	\$159,070	\$17,270	\$27,500	\$203,840
BHC	Baxley	Baxley Municipal Airport	\$93,140	\$9,700	\$13,240	\$116,080
DZJ	Blairsville	Blairsville Airport	\$262,630	\$24,560	\$65,750	\$352,940
BIJ	Blakely	Early County Airport	\$25,260	\$3,110	\$2,800	\$31,170
SSI	Brunswick	Saint Simons Island Airport	\$1,355,750	\$171,510	\$215,810	\$1,743,070
82A	Buena Vista	Marion County Airport	\$23,610	\$1,920	\$3,590	\$29,120
6A1	Butler	Butler Municipal Airport	\$50,790	\$4,410	\$6,980	\$62,180
70J	Cairo	Cairo-Grady County Airport	\$20,930	\$2,550	\$3,430	\$26,910
CZL	Calhoun	Tom B. David Field Airport	\$346,610	\$41,460	\$99,130	\$487,200

Table 9-5: Summary of Total Tax Revenues for Study Airports

FAA ID	City	Name	Total Estimated Sales Taxes Supported by Airport, Business Tenants, Capital Investment, and Visitor Spending	Total Estimated Sales Tax Paid by Employees Associated w/ Airport-Supported Activities	Total Estimated Income Taxes Paid by Employees Associated w/ Airport - Supported Activities	Total Tax Revenues
CXU	Camilla	Camilla-Mitchell County Airport	\$206,350	\$22,730	\$62,770	\$291,850
18A	Canon	Franklin County Airport	\$40,900	\$5,300	\$8,940	\$55,140
CNI	Canton	Cherokee County Airport	\$275,290	\$31,580	\$76,440	\$383,310
CTJ	Carrollton	West Georgia Regional Airport-O.V. Gray Field	\$449,400	\$43,030	\$99,410	\$591,840
VPC	Cartersville	Cartersville Airport	\$3,528,490	\$278,220	\$836,520	\$4,643,230
4A4	Cedartown	Polk County Airport-Cornelius Moore Field	\$75,240	\$7,010	\$13,760	\$96,010
CWV	Claxton	Claxton-Evans County Airport	\$142,270	\$10,010	\$20,850	\$173,130
48A	Cochran	Cochran Airport	\$171,770	\$13,750	\$22,610	\$208,130
CKF	Cordele	Crisp County-Cordele Airport	\$87,040	\$14,230	\$27,230	\$128,500
AJR	Cornelia	Habersham County Airport	\$364,620	\$31,130	\$51,190	\$446,940
25J	Cuthbert	Lower Chattahoochee Regional Airport	\$92,040	\$4,880	\$13,790	\$110,710
9A0	Dahlonega	Lumpkin County-Wimpy's Airport	\$232,950	\$9,500	\$18,590	\$261,040
DNN	Dalton	Dalton Municipal Airport	\$244,340	\$23,590	\$41,860	\$309,790
16J	Dawson	Dawson Municipal Airport	\$82,010	\$13,050	\$34,720	\$129,780
17J	Donalsonville	Donalsonville Municipal Airport	\$161,080	\$21,720	\$40,960	\$223,760
DQH	Douglas	Douglas Municipal Airport	\$339,010	\$43,590	\$86,950	\$469,550
DBN	Dublin	W.H. "Bud" Barron Airport	\$84,040	\$8,620	\$9,870	\$102,530
EZM	Eastman	Heart of Georgia Regional Airport	\$1,316,550	\$260,110	\$598,710	\$2,175,370
EBA	Elberton	Elbert County Airport-Patz Field	\$29,330	\$3,120	\$3,120	\$35,570
49A	Ellijay	Gilmer County Airport	\$32,500	\$2,400	\$5,370	\$40,270
FZG	Fitzgerald	Fitzgerald Municipal Airport	\$43,360	\$6,750	\$7,250	\$57,360
3J6	Folkston	Davis Field Airport	\$11,480	\$750	\$1,190	\$13,420
GVL	Gainesville	Lee Gilmer Memorial Airport	\$741,570	\$73,600	\$98,450	\$913,620
3J7	Greensboro	Greene County Regional Airport	\$131,820	\$16,810	\$32,250	\$180,880

Table 9-5: Summary of Total Tax Revenues for Study Airports

FAA ID	City	Name	Total Estimated Sales Taxes Supported by Airport, Business Tenants, Capital Investment, and Visitor Spending	Total Estimated Sales Tax Paid by Employees Associated w/ Airport-Supported Activities	Total Estimated Income Taxes Paid by Employees Associated w/ Airport - Supported Activities	Total Tax Revenues
6A2	Griffin	Griffin-Spalding County Airport	\$558,440	\$86,460	\$260,470	\$905,370
HMP	Hampton	Henry County Airport	\$460,000	\$54,110	\$120,140	\$634,250
51A	Hawkinsville	Hawkinsville-Pulaski County Airport	\$32,060	\$2,150	\$4,120	\$38,330
AZE	Hazlehurst	Hazlehurst Airport	\$56,340	\$7,180	\$7,220	\$70,740
LHW	Hinesville	MidCoast Regional Airport at Wright Army Airfield	\$160,250	\$34,170	\$81,140	\$275,560
HOE	Homerville	Homerville Airport	\$229,470	\$13,980	\$24,200	\$267,650
JZP	Jasper	Pickens County Airport	\$98,700	\$8,970	\$11,160	\$118,830
JCA	Jefferson	Jackson County Airport	\$137,400	\$15,950	\$33,010	\$186,360
09J	Jekyll Island	Jekyll Island Airport	\$79,590	\$13,600	\$14,780	\$107,970
JES	Jesup	Jesup-Wayne County Airport	\$63,660	\$6,890	\$7,880	\$78,430
9A5	LaFayette	Barwick LaFayette Airport	\$132,490	\$17,550	\$33,160	\$183,200
LGC	LaGrange	LaGrange-Callaway Airport	\$487,850	\$48,640	\$119,530	\$656,020
LZU	Lawrenceville	Gwinnett County Airport-Briscoe Field	\$3,724,220	\$361,670	\$1,060,450	\$5,146,340
2J3	Louisville	Louisville Municipal Airport	\$62,730	\$7,760	\$12,000	\$82,490
MAC	Macon	Macon Downtown Airport	\$159,390	\$24,490	\$39,430	\$223,310
52A	Madison	Madison Municipal Airport	\$76,780	\$6,500	\$9,620	\$92,900
MQW	Mc Rae	Telfair-Wheeler Airport	\$218,120	\$14,170	\$23,070	\$255,360
MHP	Metter	Metter Municipal Airport	\$45,140	\$3,950	\$6,530	\$55,620
MLJ	Milledgeville	Baldwin County Airport	\$212,600	\$13,410	\$32,720	\$258,730
2J5	Millen	Millen Airport	\$26,340	\$1,880	\$2,730	\$30,950
D73	Monroe	Monroe-Walton County Airport	\$66,390	\$4,910	\$8,770	\$80,070
53A	Montezuma	Dr. C.P. Savage, Sr. Airport	\$6,710	\$880	\$1,040	\$8,630
MGR	Moultrie	Moultrie Airport	\$363,950	\$41,640	\$99,030	\$504,620
MUL	Moultrie	Spence Airport	\$195,360	\$30,090	\$52,660	\$278,110
4J1	Nahunta	Brantley County Airport	\$8,090	\$760	\$1,100	\$9,950

Table 9-5: Summary of Total Tax Revenues for Study Airports

FAA ID	City	Name	Total Estimated Sales Taxes Supported by Airport, Business Tenants, Capital Investment, and Visitor Spending	Total Estimated Sales Tax Paid by Employees Associated w/ Airport-Supported Activities	Total Estimated Income Taxes Paid by Employees Associated w/ Airport - Supported Activities	Total Tax Revenues
4J2	Nashville	Berrien County Airport	\$26,320	\$1,630	\$2,530	\$30,480
PXE	Perry	Perry-Houston County Airport	\$282,150	\$32,230	\$62,680	\$377,060
PIM	Pine Mountain	Harris County Airport	\$177,060	\$15,920	\$20,620	\$213,600
4J5	Quitman	Quitman Brooks County Airport	\$22,040	\$2,520	\$4,020	\$28,580
RVJ	Reidsville	Swinton Smith Field at Reidsville Municipal Airport	\$53,110	\$4,400	\$8,190	\$65,700
RMG	Rome	Richard B. Russell Regional Airport-J.H. Towers Field	\$503,560	\$53,490	\$65,180	\$622,230
OKZ	Sandersville	Kaolin Field Airport	\$92,150	\$9,540	\$12,910	\$114,600
4J8	Soperton	Treutlen County Airport	\$5,540	\$370	\$570	\$6,480
TBR	Statesboro	Statesboro-Bulloch County Airport	\$275,440	\$36,840	\$57,740	\$370,020
SBO	Swainsboro	East Georgia Regional Airport	\$246,620	\$27,610	\$54,930	\$329,160
JYL	Sylvania	Plantation Airpark	\$88,090	\$9,780	\$19,480	\$117,350
SYV	Sylvester	Sylvester Airport	\$96,230	\$9,350	\$19,680	\$125,260
OPN	Thomaston	Thomaston-Upson County Airport	\$746,010	\$59,370	\$114,150	\$919,530
TVI	Thomasville	Thomasville Regional Airport	\$617,260	\$42,880	\$114,230	\$774,370
HQU	Thomson	Thomson-McDuffie Regional Airport	\$195,070	\$20,150	\$34,670	\$249,890
TMA	Tifton	Henry Tift Myers Airport	\$192,420	\$17,940	\$21,130	\$231,490
TOC	Toccoa	Toccoa Airport-RG LeTourneau Field	\$129,470	\$16,380	\$22,660	\$168,510
VDI	Vidalia	Vidalia Regional Airport	\$126,180	\$17,770	\$21,380	\$165,330
5A9	Warm Springs	Roosevelt Memorial Airport	\$18,340	\$1,300	\$2,230	\$21,870
IYY	Washington	Washington-Wilkes County Airport	\$101,260	\$10,050	\$16,580	\$127,890
AYS	Waycross	Waycross-Ware County Airport	\$236,040	\$25,680	\$34,280	\$296,000
BXG	Waynesboro	Burke County Airport	\$77,580	\$7,170	\$17,400	\$102,150
WDR	Winder	Barrow County Airport	\$450,530	\$102,820	\$245,350	\$798,700
65J	Wrens	Wrens Memorial Airport	\$6,270	\$690	\$980	\$7,940
Total General Aviation Airports Tax Contribution			\$60,930,750	\$6,206,920	\$13,706,660	\$80,844,330

Table 9-5: Summary of Total Tax Revenues for Study Airports

FAA ID	City	Name	Total Estimated Sales Taxes Supported by Airport, Business Tenants, Capital Investment, and Visitor Spending	Total Estimated Sales Tax Paid by Employees Associated w/ Airport-Supported Activities	Total Estimated Income Taxes Paid by Employees Associated w/ Airport - Supported Activities	Total Tax Revenues
Total Tax Contribution of All Airports			\$168,014,420	\$28,517,160	\$86,774,860	\$283,306,440

Source: Marr Arnold Planning and Aviation

9.4 Summary of Statewide Sales and Income Tax Revenues from Study Airports

Table 9-6 provides a summary of statewide tax revenues by category. Figure 9-2 graphically depicts the contribution of each type of taxable transaction to overall statewide tax revenues associated with airports and airport-supported activity. Statewide, this analysis estimates that when all tax revenue contributors are considered, state and local governments realize more than \$283 million in annual tax revenues from airport and airport-supported activities at the 102 study airports.

Table 9-6: Estimated Statewide Tax Revenues from Direct Airport and Airport-Supported Activities at Study Airports

Source	Estimated Tax
Sales Tax Airport Management	\$5,411,460
Sales Tax Business Tenants	\$78,835,010
Sales Tax Airport and Business Tenant Capital Investment	\$12,918,690
Commercial Service Visitor Sales Tax	
Hotel/Lodging	\$16,015,100
Food/Restaurant	\$16,923,070
Ground Transportation	\$13,205,590
Retail	\$4,230,770
Entertainment	\$5,170,950
Other	\$940,180
Subtotal	\$56,485,660
General Aviation Visitor Sales Tax	
Hotel/Lodging	\$5,470,230
Food/Restaurant	\$5,102,510
Ground Transportation	\$1,895,700
Retail	\$1,144,420
Entertainment	\$750,740
Subtotal	\$14,363,600
Employee Sales Taxes	
Airport Employees	\$572,850
Business Tenant Employees	\$20,841,820
Employees Supporting Capital Investment	\$751,160
Employees Supporting Commercial Visitors	\$4,172,990
Employees Supporting General Aviation Visitors	\$2,178,340
Subtotal	\$28,517,160
State Income Tax	
Airport Employees	\$1,392,490
Business Tenant Employees	\$78,494,050
Employees Supporting Capital Investment	\$1,440,390
Employees Supporting Commercial Visitors	\$3,683,750
Employees Supporting General Aviation Visitors	\$1,764,180
Subtotal	\$86,774,860
All Taxes	\$283,306,440

Source: Marr Arnold Planning and Aviation

9.5 Hartsfield-Jackson Atlanta International Airport’s Contribution to Tax Revenues

Table 9-7 summarizes the total state and local tax revenues supported by Hartsfield-Jackson Atlanta International Airport. These estimates were developed as part of the *Hartsfield-Jackson Atlanta International Airport Economic Impact Study 2016-2017* commissioned by the City of Atlanta. From information provided in that report, it is not possible to separate the estimates for Hartsfield-Jackson Atlanta International by type of tax. While the ATL tax revenues are associated only with the direct impacts this airport supports, the study for ATL does not provide detail on the sources for the estimated tax revenues shown in **Table 9-6**. These tax revenues are, however, in addition to those estimated as being supported by other commercial and general aviation airports included in the GDOT study.

Table 9-7: Estimated State and Local Tax Impacts from ATL

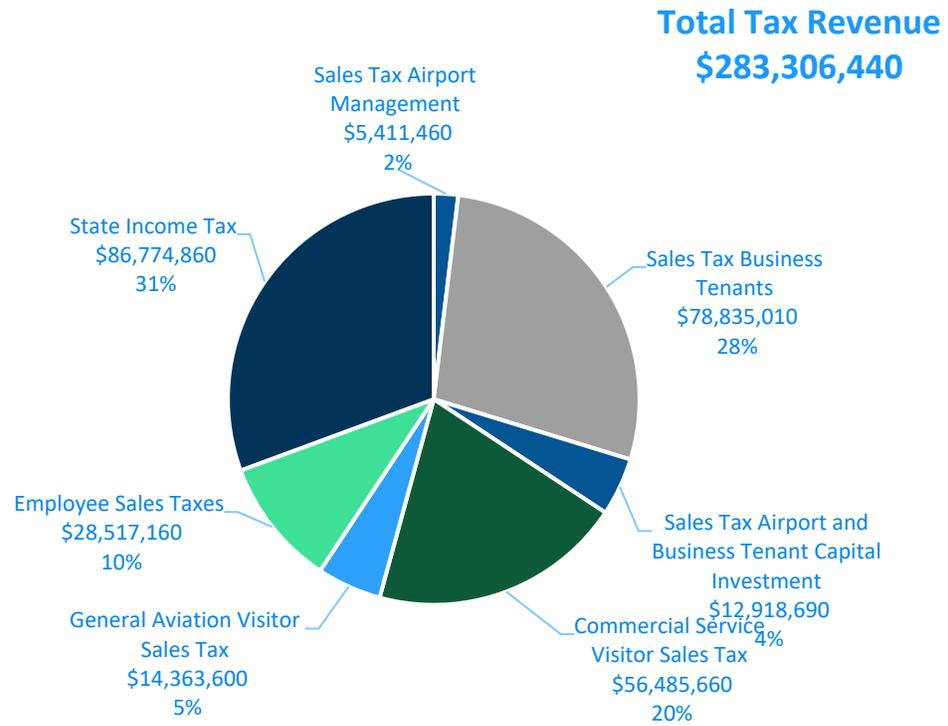
Jurisdiction	Revenues from Direct Activities
State	\$737,000,000
Municipal	\$30,000,000
County	\$298,000,000
Total	\$1,065,000,000

Source: City of Atlanta

9.6 Summary of Tax Revenues from Study Airports and ATL

As shown in **Table 9-6** and **Table 9-7**, airports in Georgia contribute a significant amount of state and local tax revenue. When annual state and local tax revenues from all 102 study airports (\$283 million) and Hartsfield-Jackson Atlanta International Airport (\$1.1 billion) are combined, airports in Georgia contribute over \$1.3 billion in state and local tax revenues each year. These estimates reflect tax revenues that come from state and local sales tax and state income tax; tax revenues estimated this analysis do not include any taxes levied on aircraft sales, service, or parts; aviation fuel; or any personal property tax on aircraft.

Figure 9-2: Contributions to Airport and Airport-Supported Sales Tax and Income Tax Revenues at Study Airports



Source: Marr Arnold Planning and Aviation

10. Economic Impacts from Military Airfields in Georgia

Currently, the Georgia Air National Guard, Georgia Army National Guard, and U.S. Army have units located at three publicly owned, public-use civilian airports in Georgia. These military installations are located at three civilian study airports as follows:

- MidCoast Regional Airport at Wright Army Airfield in Hinesville – U.S. Army
- Savannah-Hilton Head International Airport in Savannah – Georgia Air National Guard and Army National Guard
- Barrow County Airport – Georgia Army National Guard

Economic impacts from these installations were previously measured as part of the business tenant impacts for each respective airport. On a direct basis (not including indirect/induced or multiplier impacts) the military units at the civilian airports account for 1,500 jobs, \$81.3 million in annual payroll, \$45.4 million in annual spending, and \$126.7 million in annual economic activity. As noted, the total impacts (direct plus indirect/induced) for these military units, at the applicable study airports, are reflected in the total annual economic impacts for each airport's business tenants.

In addition to the military impacts at civilian airports, there are five military airfields that have additional contributions to the state's economy. Annual economic activity and employment supported by the five military air bases is in addition to the economic impacts previously shown in this report for all study airports and Hartsfield-Jackson Atlanta International Airport. Estimated annual economic impacts for each of the five military airfields were obtained from other studies; their impacts were not estimated as part of the GDOT study. The additional military impacts are presented here to provide a more holistic view of all annual economic impacts that Georgia realizes from airports and airfields. A brief description of each military airfield follows:

- Moody Air Force Base – this base is in South Georgia near Valdosta. The Major Command at Moody is the Air Combat Command (ACC). The 23rd Wing is the home of the world famous "Flying Tigers" combat search and rescue and security forces warriors. The 23rd Wing consists of "first in" combat search and rescue; close-in air support; forward air control; interdiction; and force protection airmen who conduct worldwide operations in support of U.S. national security interests and the Global War on Terror.
- Fort Stewart and Hunter Army Airfield – this base is the largest Army installation east of the Mississippi River. It covers 280,000 acres. The base is approximately 41 miles southwest of Savannah. The base is a world-class training facility for the Army.
- Robins Air Force Base – this base is in middle Georgia near Macon. Robins AFB is the largest industrial complex in Georgia. The base covers more than 6,934 acres and includes Georgia's largest runway; this runway is 12,000 feet long by 300 feet wide with two 1,000-foot overruns. The Warner Robins Air Logistics Center is the host unit at Robins AFB, along with the 78th Air Base Wing. There are more than 60 other units that contribute to combat superiority, readiness, and sustainability for the Air Force at this Georgia base.
- Dobbins Air Reserve Base – this is a United States Air Force reserve air base located in Marietta, Georgia, a suburb of Atlanta. It was originally known as Dobbins Air Force Base. The installation is the home station of the host wing, the 94th Airlift Wing of the Air Force Reserve Command (AFRC) and its fleet of C-130 Hercules aircraft. The base is also the headquarters for AFRC's Twenty-Second Air Force (22 AF). Additional organizations at Dobbins include various units of the Marine Corps Reserve and Navy Reserve. Over 14,000 flight operations occur annually, making the Dobbins complex an extremely active facility with diverse air traffic operations from all branches of the military and other government agencies.

- Fort Benning – this base is a U.S. Army facility located near Columbus, Georgia. The base is the “Home of the Infantry.” Training schools make up a major portion of the base’s current mission. It provides sites for the U.S. Army Infantry Training School, as well as the Airborne School, the School for the Americas, and the Ranger Training Brigade. In addition to training, the base also houses units of the Forces Command, including the 36th Engineer Group, the 3rd Ranger Battalion, the 75th Ranger Regiment, and the 3rd Infantry Division. An average of 20,000 troops train at this base daily.

Table 10-1 presents the total annual economic impacts from Georgia’s five military airfields, as they were derived from other sources.

Table 10-1: Annual Economic Impacts of Military Airfields in Georgia

Base Name	Location	Employment	Annual Economic Activity
Moody Air Force Base ⁵	Valdosta	10,332	\$430.7 million
Fort Stewart and Hunter Army Airfield ⁶	Savannah	24,419	\$4.9 billion
Robins Air Force Base ⁷	Warner Robins	6,614	\$4.8 billion
Dobbins Air Reserve Base ⁸	Marietta	2,433	\$164.6 million
Fort Benning ⁹	Columbus	21,900	\$4.8 billion
Total		81,341	\$13.2 billion

Source:

⁵ 2014 Economic Impact Analysis – Dobbins Air Reserve Base

⁶ 2018 Columbus Ledger-Enquirer – Fort Benning

⁷ 2018 Savannah Area Chamber – Fort Stewart and Hunter Army Airfield

⁸ 2015 Economic Impact – Moody Air Force Base

⁹ 2017 Economic Impact Statement – Robins Air Reserve Base

The additional impact these aviation-related military installations provide to the Georgia economy totals 81,341 jobs and almost \$13.2 billion in economic activity. It is worth noting all employment reported for the military airfields may be less than full-time in nature.

11. Estimate of Non-Aviation Employment Benefiting from Airports

The study, and other analysis completed by the City of Atlanta for Hartsfield-Jackson Atlanta International Airport, indicate that when direct plus indirect/induced employment supported by airports in Georgia is considered, there are 392,374 airport-supported jobs statewide. These jobs are associated with airport management, aviation-related business tenants, spending that takes place to support capital improvement projects, and spending from visitors to Georgia who arrive on scheduled commercial flights and general aviation aircraft. This estimate for all airport-supported employees includes direct plus indirect/induced employment.

However, these jobs are not the only jobs that rely on the airport system; throughout Georgia there are many other jobs that depend on and gain efficiency from using airports. These are additional jobs that regularly rely on the airports and activities the airports support. General aviation, scheduled commercial airline flights, and air cargo/freight carriers support many types of employers and employment in Georgia. A separate analysis completed in the City of Atlanta's economic impact study for Hartsfield-Jackson Atlanta International Airport identified 58,128 off-airport jobs that are supported in some way by this airport in the state's air cargo/air freight industries. This additional air cargo-related employment was included in the previously reported (**Section 7**) annual economic impact for Hartsfield-Jackson Atlanta International Airport.

In addition to these off-airport jobs identified in the City of Atlanta's study that benefit from the airport, this study documented hundreds of non-aviation businesses in Georgia that use general aviation as an important business tool. Many of these same non-aviation businesses also gain efficiency from using commercial aviation. Many businesses identified in the study have multiple locations within Georgia, in the region, in other states, and even in international locations. General aviation is often used to tie together offices that are in different locations that are not served by commercial airports. Corporate flights can reduce employee travel time from days to hours, improving company productivity. Construction companies often have large-scale development projects going on simultaneously in different locations; general aviation enables construction companies to fly conveniently from site to site to monitor various aspects of project development and implementation.

For many non-aviation employers, commercial airline flights are an integral tool for employees that need to travel as part of their job. Access to an airport with scheduled commercial airline service or a business-ready general aviation airport is often critical to a company's ability to effectively operate. Companies use aviation to visit their clients, vendors, and suppliers, thereby expanding their market areas.

Georgia colleges and universities use general and commercial aviation as tools to expand their recruitment areas. They often support fundraising or philanthropic activities using flights from public airports. College and university sports teams also often rely on flights from the airports. Study airports in rural areas are often used by visiting coaches recruiting Georgia student-athletes.

Surgeons and doctors also use airports. It is not uncommon for teams of physicians to rely on aviation to support life-saving transplants, and shipment of organs by air is commonplace. Various local, state, and federal agencies rely on aviation/airports to carry out their missions and responsibilities. Law enforcement agencies and agencies charged with protecting the environment and natural resources often rely on airports. Many companies engaged in manufacturing and equipment repair rely on just-in-time shipments of parts and supplies that arrive by air. Sometimes shipments come on general aviation aircraft, and other times they are carried by companies dedicated to shipping air cargo and freight. The efficiency of power, communications, and energy companies is also improved as a result of aerial inspections that airports support.

The IMPLAN model provides information that can be used to estimate the number of jobs statewide that have improved efficiency as a result of general aviation, commercial aviation, and air cargo. Analysis shows that there are an estimated 65,115 additional jobs in Georgia that have improved efficiency from their reliance on

the airports. These jobs are in addition to the previously estimated airport- and visitor-supported jobs for all public airports and the off-airport air cargo/freight jobs that are associated with Hartsfield-Jackson Atlanta International Airport. The next section of this report provides case studies for businesses and airports that help demonstrate some of the specific ways that airports support employers and employment in Georgia.

12. Case Studies

As the previous section documented, airports in Georgia play an important role in supporting employment tied to non-aviation businesses throughout Georgia; they do so by providing improved efficiency to many types of employers. As part of this study, research was completed to document businesses, agencies, hospitals, medical providers, universities, resort areas, and others that are supported by each study airport. Results of this research are provided in each airport's individual summary report; these reports are available from GDOT Aviation Programs at <http://www.dot.ga.gov/IS/AirportAid>.

To highlight the role that airport's play in serving their communities and supporting economic development, five airport case studies were undertaken. To provide a greater understanding of how different types of businesses in Georgia rely on aviation/airports as an important business tool, four business case studies were completed. Airport and business case studies completed for GDOT's Statewide Airport Economic Impact Study are summarized in this section. A summary report was also prepared for each of the airport and business case studies; these reports are available in **Appendix A** to this report.

12.1 Airport Case Studies

12.1.1 Cobb County International-McCollum Field

Located north of the city of Atlanta, Cobb County is the third-largest county in Georgia. The area's strategic location and excellent accessibility have attracted major employers with household names such as Aaron's, Home Depot, Genuine Parts/Napa, the Weather Channel, and Lockheed Martin. The airport works in concert with several agencies in Cobb County that provide various incentives to help retain and attract businesses to the area. The county's major target industries include aerospace, bioscience, healthcare, information technology, professional services, tourism, and wholesale trade. Many of these target sectors rely on a good business class general aviation airport, such as the Cobb County International Airport. Facilities, such as the airport's runway which is over 6,300 feet long, its precision instrument approach for pilots, and on-site customs services are highly sought after by business users. The airport's recent runway extension and new full-time on-site customs facility have been instrumental in increased demand that the airport has experienced.

Airports in Georgia are major contributors to the state's economy. The airport's annual economic impacts come from day-to-day operations associated with the airport's management function, activities associated with aviation-related business tenants at the airport, impacts from annual average capital investment, and expenditures from visitors who arrive via the airport. The airport's impacts, as measured in GDOT's 2020 economic impact study, are presented here.

- Jobs - 954
- Annual Payroll - \$38.6 million
- Annual Spending - \$90.8 million
- Annual Economic Activity - \$129.4 million
- Annual State and Local Tax Revenues - \$4.6 million

GDOT last measured the airport's annual economic impact in 2011; and since that time, the airport's annual economic impact has increased. Jobs have increased from 842 to 954, annual payroll from \$25 million to \$38.6 million, and annual economic activity from \$112.4 million to \$129.4 million.

Some of the major users of the airport are as follows:

- Air Methods
- Bank of America
- Baxter International
- BizChair.com
- C.W. Mathews Construction
- Clorox Services Company
- Coolray
- Deere & Company
- Dominion Energy
- Federal Aviation Administration (FAA)
- FAA Flight Inspection Field Office
- Georgia State Patrol
- Kennesaw State University
- Liberty Media
- Lowe’s
- NCR Corporation
- NetJets Company
- Site One Landscaping
- Tyler Perry Studios
- Vulcan Materials
- Wellstar Kennestone Hospital

Businesses with corporate aircraft based at the airport are highlighted below:

- **The Clorox Company** – For more than 70 years, the Atlanta area has been an important hub for the Home Care division of Clorox. With offices in Alpharetta, Kennesaw, and Forest Park, the company employs approximately 800 people in sales, strategic sourcing, engineering, quality, product supply, manufacturing, and distribution.
- **Lockheed Martin** – This global security company employs approximately 98,000 people worldwide and is engaged in the research, design, development, and manufacture of advanced technology systems. From its base in Marietta, the company manufactures its C-130J Super Hercules transport aircraft and components of the F-35 Lightning II.
NCR Corporation - NCR invented the first electric cash register, NCR’s flagship product for 50 years. Today, NCR operates in 130 countries processing more than 550 million transactions a day, supplying the technology for point-of-sale terminals, ATM machines, travel kiosks, and mobile boarding passes around the globe. For many business trips, the company’s corporate aircraft makes more sense.
“For some trips, it’s easier and more affordable to dispatch NCR’s Gulfstream G550 or Bombardier Challenger 300”, says Andrea Ledford, senior vice president of corporate services and chief human resources officer for NCR.
- **Bizchair.com** – Bizchair.com is an online retail company founded by an entrepreneur from the local area. BizChair.com offers a wide selection of furniture for homes, offices, restaurants, schools, and churches. Thousands of products ship from their three distribution centers in or near Cobb County.

As the airport has developed, various improvements have helped to support area economic development. Some of the major airport projects that have been implemented are shown below.

Year	Project	Costs
2011	S. Taxiway and Apron Improvements	\$2.9M
2012	New 100,000 Square Ft Hangar Development	\$12M
2013	Design A and B Parallel Taxiway Extensions	\$246K
2014	Construct New ATCT	\$2.5M
2014	Taxiways A and B Extension	\$1.3M
2016	N. Apron Rehabilitation and MALSF Install	\$1.9M
2020	N. Apron Rehabilitation Phase II	\$2.5M

On average, in each of the last five years, \$5.7 million has been invested in maintaining and improving the airport. When multiplier impacts are considered, average annual capital investment at the airport supports 71 construction-related jobs, these jobs have an annual payroll of \$2.2 million, all spending for materials to

implement capital projects is estimated at \$9.0 million, and total annual economic activity related to capital investment at the airport is estimated at \$11.2 million.

The airport's master plan identifies projects that are necessary to support safe airport operations and to accommodate expanding air traffic. Projects identified include safety upgrades, an extended primary runway, and additional aircraft storage hangars. The master plan identifies a need to extend the airport's primary runway by 1,200 feet to a total length of 7,500 feet and improvements to the runway safety areas (RSAs) to eliminate the declared distances on the runway; declared distances limit the effective use of the runway for either or both aircraft takeoffs and landings. Continued improvement of and investment are essential for the airport to continue to be an underpinning to the area's economic diversity and growth.

12.1.2 Cook County Airport

With an eye on the local economy and an understanding of the importance of a first-class general aviation airport, the 2030 Greater Cook County Comprehensive Plan identified the need to expand and update the Cook County Airport. The renovation of the existing airport began in 2010, and Cook County now has a business-ready airport facility that rivals any general aviation airport in Georgia. The airport has two runways, one 4,000 feet and one 5,500 feet long, jet fuel, and an aircraft repair station. The terminal houses the Cook County Economic Development Commission; the terminal has a state-of-the-art board and conference room.

Strategically located near Interstate 75, Cook County is focused on the future. That future includes economic growth and diversification. The county's primary industrial park is adjacent to the airport; this part consists of a 3,000-acre megasite and a 350-acre Georgia Ready for Accelerated Development (GRAD) site. The GRAD Program offers 60+ industrial-certified sites in the state that are ready for fast-track construction projects through advanced due diligence. ACCELER-UP, Cook County's custom construction program, speeds facility completion, and drives down costs. This local program is powered by an industry-leading, in-county custom metal construction sector. The Cook County Economic Development Commission works with both new and existing employers to provide both job retention and growth. Cardinal CT is an existing industry that recently expanded. The company is a leading commercial and architectural glass fabricator. Three reasons the company chose its site in Cook County were the location, the airport, and the local workforce. All economic development groups in Cook County recognize the important role that its improved airport plays in job retention and attraction. Before the airport was expanded, the area was not competitive for some economic development opportunities.

Airports in Georgia are major contributors to the state's economy. The airport's annual economic impact comes from the day-to-day operation of the airport associated with the airport's management function, activities associated with aviation-related business tenants at the airport, impacts from annual average capital investment, and expenditures from visitors who arrive via the airport. The airport's annual economic impacts are presented below. GDOT last measured the airport's annual economic impact in 2011; and since that time, the airport's annual economic impact has increased. Jobs have increased from 18 to 24, annual payroll from \$468,100 to \$677,700, and annual economic activity from \$1.6 million to \$2.5 million.

- Jobs - 24
- Payroll - \$677,700
- Spending - \$1.79 million
- Annual Economic Activity - \$2.47 million
- Annual State and Local Tax Revenues - \$98,870

Some of the major users of the airport are:

- Air Evac Lifeteam 142
- AirLife Georgia
- Hornet Steel Buildings, Inc.
- Lenox River Ranch
- Lindsey Bridge, LLC
- Live Oak Plantation
- O’Neal Restaurants, Inc.
- Project 70 Audio Services, Inc.
- South Georgia Motor Sports Park
- Summers Concrete Contracting, Inc.
- United States Air Force Air Wing Rescue Battalion – Moody AFB
- Voya Financial

Local companies that rely on the airport include:

- **Summers Concrete Contracting, Inc.** – Located in Hahira, Georgia, Summers Concrete Contracting Inc. is a frequent user of the airport. They specialize in concrete runways and aircraft parking aprons for civilian and military airports throughout the Southeast. They often have several large-scale projects in progress at the same time, and these projects can be in different states. They rely on general aviation to provide quick access to their project sites, enabling them to inspect and oversee multiple projects in different locations all in the same day.
- **O’Neal Restaurants, Inc.** – O’Neal Restaurants, Inc. relies on the airport to tie together its multi-state business operations. The company operates the Smok’n Pig, Ole Times Buffet, and Mama June’s Home Cookin’ restaurants. With operations in Alabama, Florida, and Georgia, quick and efficient travel between locations is facilitated by general aviation planes, saving days of travel time.
- **Hornet Steel Buildings, Inc.** – Hornet Steel Buildings, Inc. has their manufacturing facility located in Adel. They specialize in steel buildings and in pre-engineered metal buildings. Their buildings are used on farms, airports, and in-office settings. They work on projects throughout the Southeast. They use their company aircraft to expand their market area, check on project work sites, and to visit with their customers. The airport also enables customers and suppliers of the company to conveniently travel to Adel.

Cook County has been successful in its effort to expand and diversify its economic base, and the airport has been an important contributor to this success, according to the Cook County Economic Development Commission. Recent developments in the county are shown below.

Company	Investment	Jobs Created	Year	Type
Messer NA	\$40M	30	2019	New Industry
Custom Ag Formulators	\$1.5M	15	2016	New Industry
Blockstream	\$12M	5	2019	New Industry
Southwell Medical Center	\$50M	95 new; 225 retained	2019	New facility
Cardinal CT	\$10M	20	2019	Business Expansion
Elite Structures	\$4M	10	2018	Business Expansion
Machine Tool & Mfg.	\$2M	15	2019	Business Expansion

On average, in each of the last five years, \$557,300 has been invested to maintain and improve the airport. When multiplier impacts are considered, average annual capital investment at the airport supports seven construction-related jobs, these jobs have an annual payroll of \$215,300, all spending for materials to implement capital projects is estimated at \$881,300, and total annual economic activity related to capital investment at the airport is estimated at \$1.1 million.

The airport’s capital improvement plan identifies projects that are necessary to support safe airport operations and to accommodate expanding air traffic and the needs of the business community. Projects planned at the airport in the coming years are consistent with the requirements of corporate pilots and a

business-ready airport. Continued improvement of and investment in the airport are essential for the airport to continue to be an important underpinning to the area's economic diversity and growth.

- Implement a new fuel management system
- Expanded perimeter fencing
- Add 10 T-hangars and two additional corporate hangars
- Enhanced security protocols
- Provide AWOS weather reporting system

Cardinal CT chose its location in Cook County in part because of the airport. According to Mike Harris, the plant's general manager...*"From a production standpoint and from a work ethics standpoint, the quality of the labor force here is tremendous."*

12.1.3 Dalton Municipal Airport

The Dalton Municipal Airport is in Whitfield County, Georgia; the county is on the Georgia-Tennessee state line and is near the Chattanooga Metropolitan Area. Two nearby counties in Georgia, Catoosa and Murray, lack a publicly-owned airport. As a result, the airport often fills the role of a regional air access point for a multi-county area.

The Dalton area has one of the largest concentrations of manufacturing in Georgia, and the airport plays a role in attracting, retaining, and supporting companies engaged in manufacturing. This support includes expanding the market areas for local businesses, providing access for visiting customers and suppliers, and facilitating just-in-time air shipments of parts and supplies to keep production rolling. The airport's runway, Runway 14/32, is 5,496 feet long and can accommodate most business jets. The runway is served by a precision instrument approach, and the airport's terminal building hosts business meetings, especially for developers who have projects in the area. Corporate real estate managers fly to Dalton to inspect potential development sites for their next location; when schedules are tight, meetings can take place right at the airport. The airport acts as the front door for its progressive market area.

Dalton is the home of over 30 international companies, including some that have their North American headquarters in Dalton. Companies such as Mohawk Industries, a leading manufacturer of vinyl flooring, and SwissTex America, the maker of the machinery for the carpet and textile industries, have manufacturing facilities in Dalton. Companies, such as Shaw Industries and Engineered Floors, that started in Dalton have grown to be recognized around the world. Air access is essential to many types of businesses, and the Dalton Municipal Airport is an important part of the area's economic success, diversity, and growth.

Airports in Georgia are major contributors to the state's economy. The airport's annual economic impacts come from the day-to-day operations associated with the airport's management function, activities associated with aviation-related business tenants at the airport, impacts from annual average capital investment, and expenditures from visitors who arrive via the airport. GDOT last measured the airport's annual economic impact in 2011; and since that time, the airport's annual economic impact has increased. Jobs have increased from 37 to 71 and annual economic activity increased from \$3 million to \$7.8 million.

- Jobs - 71
- Payroll - \$2.25 million
- Spending - \$5.5 million
- Annual Economic Activity - \$7.8 million
- Annual State and Local Tax Revenues - \$309,790

Some of the major users of the airport are shown here:

- Angel MedFlight
- Civil Air Patrol
- Engineered Floors LLC
- Erlanger LIFE FORCE Air Medical
- Georgia Governor's Office
- Georgia State Patrol
- J.W. Buckley & Associates
- Polyloom Inc.
- Shaw Industries
- U.S. Army
- U.S. Department of Agriculture
- U.S. & Georgia Forestry Service

Local companies that rely on the airport include:

Star Holdings – Star Holdings, operating since 1995, is a business with an aircraft based at the airport. Star Holdings includes: ArrowStar (USA); StarChem (USA); StarChem (Canada); StarChem (Honduras); and Arropol Chemicals. The company focuses on the production of surfactants (specialty chemicals), silicones, and specialty chemicals in the following fields: textiles, oil and gas, consumer care, and chemical intermediates. Corporate aircraft and the Dalton Municipal Airport have played a big role in their expansion and success.

Cimbar Performance Minerals – CIMBAR Performance Mineral's heritage dates back to 1914, and the company is now headquartered in Georgia. CIMBAR operates 13 production and mining sites in the United States, China, Mexico and Pakistan. CIMBAR has a global business focused on minerals and additives, engineered to enhance the performance, appearance, processing, and functionality in a broad range of product markets including industrial, automotive, pharmaceutical, and consumer-based applications. CIMBAR's product includes barium sulfates, talc, magnesium hydroxide, 100% recycled mineral products, and alumina trihydrate.

Textile Rubber and Chemical Company – Headquartered in Dalton, Textile Rubber and Chemical Company started as a supplier of latex to the tufted carpet and rug industry. They now export to all continents and have established manufacturing and distribution facilities around the world. Since 1951, they have applied their chemical and manufacturing expertise to work in a wide range of industries and technologies. The company is the largest chemical wholesaler in Whitfield County with over \$250 million in annual revenues.

Advanced Machine Technologies – Advanced Machine Technologies, Inc., operating since 1999, is a manufacturing and process technology design-build firm providing automation to manufacturing companies in a variety of industries. Services they provide include chemical processing and handling controls; material handling controls (specialty); hot melt bonding systems; and emergency generator fuel control systems. They have completed hundreds of projects/systems ranging in size from a few thousand dollars to over \$2 million. They have systems in China, Scotland, Peru, Canada, the Caribbean, Australia, Chile, and the United States. Their expertise in applying modern electronic technologies has made them a leader in their field.

Each year, the airport has investment for projects to maintain, improve, and expand the airport. This investment goes toward materials needed for the projects, along with the jobs needed to implement the projects and the payroll associated with the jobs. Some of the airport's recent projects are shown below.

Year	Project	Costs
2012	Land Acquisition Phase 1 RPZ Approach & Obstruction Removal	\$424K
2013	Land Acquisition Phase 2 RPZ Approach	\$1.24M
2014	Land Acquisition Phase 3 RPZ Approach & Obstruction Removal	\$317K
2015	New Self-service Jet A Fuel Farm	\$145K
2015	Land Acquisition Phase 4 RPZ Approach & Obstruction Removal	\$1.0M
2016	Land Acquisition Phase 5 RPZ Approach & Obstruction Removal & Apron Rehab Design	\$297K
2017	Airfield Crack Seal & Remarketing	\$139K
2018	Rehab and Overlay Apron Phase 1	\$1.79M
2019	Airport Layout Plan Update	\$159K

Pending airport projects that will enable the airport to fulfill its role as an economic catalyst include additional rehabilitations to the aircraft parking ramp and the construction of new hangars.

Investment in the area supported by the Dalton Municipal Airport has been unprecedented. Business investments have supported new jobs as shown below. The airport has played a key role in the area's economic development. Continued support for and investment in Dalton Municipal Airport will be important for continuing to fuel the region's economy.

- 2013 Shaw Industries - \$85 million; 115 jobs
- 2013 Mohawk Industries - \$58 million; 472 jobs
- 2013 Engineered Floors - \$290 million; 1,200 jobs
- 2013 IVC Expansion - \$100 million; 200 jobs
- 2014 Challenger Industries - \$15 million; 25 jobs
- 2015 Lyle Industries - \$18 million; 55 jobs
- 2016 Sustainable Corrugated - \$16 million; 55 jobs
- 2016 IVC Expansion - \$250 million; 200 jobs
- 2016 Marquis Industries - \$8 million; 12 jobs
- 2017 Engineered Floors (carpet tile plant) - \$55 million; 100 jobs
- 2018 QCELLS - \$150 million; 550 jobs
- 2018 Core Scientific - \$42 million; 60 jobs
- 2019 CJ Logistics - \$2 million; 150 jobs
- 2019 Prodigy Disc - \$2 million; 15 jobs
- 2019 White Flyer - \$12 million; 38 jobs
- 2020 Novalis - \$30 million; 150 jobs

12.1.4 LaGrange-Callaway Airport

LaGrange and Troup County are in west central Georgia near the intersection of Interstates 85 and 185. The area has been a magnet for economic development, and the airport has been an essential component of the area's economic diversification. Site Selection magazine ranked LaGrange the number one micropolitan in Georgia for industrial investment and is tied for 16th in the U.S for industrial investment relative to its market size. The airport's market area hosts the largest business park in the Southeast; this business park is home to 100 manufacturers which include companies from 18 different countries. Troup County is home to more Fortune 500 regional sites per capita than anywhere in the United States.

The airport's role in attracting and retaining major employers is significant. As demand by both local and visiting aircraft has increased, facilities at the airport have been improved to accommodate growing business-related demand. In 2019, the airport completed a project to extend its primary runway to 6,500 feet. The airport also has a secondary runway that is 5,001 feet long. According to corporate pilots, this is the runway length needed to accommodate most business jets, the fastest growing segment of the general aviation fleet. The airport is also frequently used by air freight/cargo carriers to fly in just-in-time supplies and parts for area manufacturing businesses; the 6,500-foot runway is important to these operators. The airport also has a first-class terminal building which often hosts meetings for developers who have ongoing development projects in the area.

Airports in Georgia are major contributors to the state's economy. The airport's annual economic impact comes from the day-to-day operation of the airport associated with the airport's management function, activities associated with aviation-related business tenants at the airport, impacts from annual average capital investment, and expenditures from visitors who arrive via the airport. The airport's annual economic impacts, as measured in the state study, are presented here. GDOT last measured the airport's annual economic impact in 2011; and since that time, the airport's annual economic impact has increased. Jobs have increased from 72 to 125, annual payroll from \$2.8 million to \$5.3 million, and annual economic activity from \$8.7 million to \$16.6 million.

- Jobs - 125
- Annual Payroll - \$5.3 million
- Annual Spending - \$11.3 million
- Annual Economic Activity - \$16.6 million
- Annual State and Local Tax Revenues - \$656,020

Area economic development that has relied on and benefited from the airport follows.

- KIA produces three of its top-selling models at its \$1 billion manufacturing plant. Kia employs 3,000 associates at its local plant. Local investment by Kia Motors Manufacturing Georgia, Inc. has created more than 15,000 regional jobs.
- SEWON America, a supplier to the automotive industry, created an additional 100 jobs with their 2018 investment of another \$160 million at its headquarters and manufacturing plant in LaGrange. This is in addition to their initial \$320 million investment and 600+ local jobs.
- S. Badcock Corporation is one of the largest furniture retailers in the United States. This employer has invested more than \$30 million in a 535,000-square-foot regional distribution center. Their investment created more than 100 jobs in Troup County; additional expansion is planned.
- Jindal Films Americas LLC is a global manufacturer of specialty films for packaging and labels. They recently launched an expansion plan for their manufacturing and research/development facility. The \$180 million expansion includes the relocation of Jindal's North American Headquarters and will create more than 250 new jobs in Troup County.

- Fokker, the Dutch aerospace company, first located in LaGrange after acquiring Aerotron in 2007. They completed their first major local expansion in 2017. The company built a 10,000-square-foot addition to its existing plant and added 25 new jobs.
- In 2017, Duracell committed to move all its North American battery manufacturing to Troup County with a \$100 million expansion project. The move also included the relocation of Duracell's Global customer service, engineering, and purchasing operations.
- Seoyon E-Hwa built its manufacturing facility in 2011, investing over \$45 million and creating over 300 new jobs. Seoyon E-Hwa is one of a growing number of local KIA suppliers.
- Interface Flooring, a billion-dollar company, has its North American manufacturing facilities in LaGrange. In 2019 Interface began a \$110 million expansion project for its local facilities.
- Milliken, a billion-dollar textile and chemical company, completed a \$70 million expansion project to its local manufacturing facilities in 2020.

Not only does the airport help to support a vast array of industrial and business activities, but it also supports other uses and users. LaGrange College plans to begin an Aviation Management Program; they may use the airport for their flight school. Great Wolf Lodge opened in 2018, investing more than \$170 million in its facilities. This venue attracts visitors from a six-state area. West Point Lake also attracts visitors to the area, hosting well-known fishing tournaments. The airport helps to meet the travel needs for the area's tourist attractions. The airport supports emergency medical flights and aerial applicators who treat crops and area timberlands.

Georgia Crown, a nationally known spirits company, bases their corporate business jets at the airport. With affiliated offices in Alabama and Tennessee, Georgia Crown uses their corporate aircraft as a time-saving business tool to tie together other regional offices and to interface directly with their customers that are located throughout the United States. The airport is integral to many facets of the well-being of the area and visiting businesses and to the quality of life for residents.

12.1.5 Middle Georgia Regional Airport

Middle Georgia Regional Airport meets the scheduled commercial, general aviation, and air cargo/freight needs of a market area centered around Macon-Bibb County, Georgia. Access to a first-class airport is important to area job retention and attraction. Some of the area's major employers that rely on aviation are the Medical Center of Central Georgia, Geico, Coliseum Health System, Robins Air Force Base, and Houston Healthcare. The Macon-Bibb County Industrial Authority leads economic development initiatives for the area, and the airport is an important link for helping to leverage state and federal investment in the area. The airport's landside and airside facilities and its passenger terminal have attracted a diverse base of business-related tenants and commercial air service.

Recently, Irving Tissue decided to locate its new \$870 million paper products facility in Macon. A driving factor in their decision to base in Macon was the location of their new facility in relation to the airport. Their facility is just three miles from the airport. The company plans to fly its Challenger corporate jet to Macon on a regular basis. The company, headquartered in Canada, is a major producer of private label consumer paper products. Their corporate plane is essential to the efficiency of their operations, and the airport was a critical factor in attracting this new employer to the area.

Airports in Georgia are major contributors to the state's economy. The airport's annual economic impacts come from day-to-day operations associated with the airport's management function, activities associated with aviation-related business tenants at the airport, impacts from annual average capital investment, and expenditures from visitors who arrive via the airport. These impacts are even more impressive given that, recently, the airport lost several of its major aviation tenants and scheduled airline service, resulting in job losses. Airport leaders; economic development groups; local, state, and federal officials; the military; and

even neighboring counties worked collaboratively in a truly regional effort to recruit new businesses to the airport. The results, in an environment ripe with intense competition for aviation-related tenants, are impressive.

- Jobs - 1,640
- Annual Payroll - \$99.1 million
- Annual Spending - \$54.8 million
- Annual Economic Activity - \$153.9 million
- Annual State and Local Tax Revenues - \$5.6 million

Some of the major users of the airport follow:

- | | | |
|---------------------------------|---|--------------------------------|
| • Air Evac Lifeteam | • Five Star Automotive Group | • Mid Georgia Electric Company |
| • Angel Flights Soars | • Georgia Department of Natural Resources | • Ocmulgee Fields |
| • ASP Franchising | • Georgia Forestry Commission | • Price Company |
| • Bibb County Sheriff | • Georgia National Guard | • Reza Sedghi Law Firm |
| • Butler Automotive Group | • Georgia State Patrol | • Sellers Construction |
| • Carl Reynolds Law | • Kinetix | • US Military Branches |
| • Cherokee Brick and Tile | • LifeFlight | • Walthall Oil Company |
| • Civil Air Patrol | | • Wayne Reaves Software |
| • Fickling and Company Realtors | | • Westmoreland Patterson Law |

Local companies that rely on the airport include:

- **Dean Baldwin Painting** – In October 2019, Dean Baldwin Painting, together with the Macon-Bibb County Industrial Authority, announced plans to build a new state-of-the-art aircraft strip and paint facility at the airport. The new facility will be approximately 187,000 square feet of office, warehouse, and ramp space and will bring \$20 million in new investment to the area. The company provides painting services for military and commercial customers. The new facility will bring approximately 115 new jobs to the area, jobs that have salaries that start at \$60,000 per year.
- **Stevens Aerospace and Defense Systems** – Stevens Aerospace provides full-service maintenance, airframe upgrades and repairs, avionics repair and installations, and interior refurbishments. Staffed by a dedicated team of Gulfstream and large cabin aircraft specialists, their team brings a wealth of industry expertise for legacy aircraft. They have about 150 employees at the airport.
- **Embraer Aircraft Maintenance Services** – Embraer, the third largest aircraft manufacturer in the world, brought more than 200 jobs to the airport in 2018. They provide commercial jet aircraft maintenance services. The company, based in Brazil, invested about \$1.6 million into its facility at the airport to support its operations. Embraer’s decision put Macon on the international aviation map.
- **Central Georgia Technical College** – Through a unique partnership with Macon-Bibb County and Robins Air Force Base, Central Georgia Technical College (CGTC) is one of the airport’s newer tenants. CGTC’s aviation program is housed in the former Boeing manufacturing facility. The union between CGTC and Robins AFB provides a pipeline for skilled aircraft maintenance workers. CGTC has also partnered with Delta Airlines Technical Operations to train a future pipeline of qualified aviation mechanics.

“We are all very excited about this new location and the prospect of doing business in the aviation friendly State of Georgia with its famous Southern Hospitality; it’s a well planned expansion for us,” says Dean Baldwin Painting CEO Barbara Baldwin-McNulty. “Not only does this new facility address our need for more capacity, it also places us closer to potential and current customers in the Southeast.”

As with most Georgia airports, Middle Georgia Regional is continually maintaining, improving, expanding, and planning for its infrastructure needs. Some recent projects include:

Year	Project	Costs
2011	Runway 5/23 and Taxiway Bravo Rehabilitation	\$1.7M
2015	Taxiway Bravo Lighting and Electrical Rehabilitation	\$188K
2015	Runway 5/23 Safety Area Rehabilitation	\$1.04M
2015	New Airport Master Plan	\$173K
2017	Runway 5/23 Extension Justification Study	\$50K
2017	East Drive Realignment	\$184K
2018	Main Ramp Rehabilitation and Crack Seal/Remark of Taxiway Delta and South Ramp (East Half)	\$1.93M

But the biggest anticipated project for the airport is yet to come. That project will include the extension of Runway 5/23 from its current length of 6,501 feet to 8,000 feet. This project is essential for Middle Georgia Regional Airport to continue to be a major industrial complex, supporting the area’s economy. The longer runway will enable the airport to handle the largest commercial and military jets. The airport’s goal is to have the longer runway operational within a five-year window. In addition, the airport has approximately 200 acres of airport property available for future development.

In 2018, the airport lost long-term tenant, HAECO, because they were unable to provide MRO services to the largest commercial jets. United Airlines cited the runway length as being their primary factor not being able to operate at the airport. HAECO was unable to find additional MRO services and shut down their operations at the airport; current length was a major contributor to their decision to close their facility.

Commercial carriers have also been impacted by the current runway length. Miami Air operated a charter flight from Macon to Providence, Rhode Island, to transport the Mercer University basketball team to the NCAA Tournament. The runway length limited fuel the charter could buy in Macon, forcing an interim stop to buy more fuel.

Sun Country Airlines has operated public charters to Gulfport and Laughlin, Nevada since January 2016. However, the 737-800 they operate is both passenger load and fuel restricted. Because of the current runway length, they can only use about 75 percent of the available seats on their plane.

A longer runway will assist the airport with recruiting future tenants and may help to expand commercial air service.

12.2 Business Case Studies

12.2.1 Beasley Forest Products

Beasley Forest Products is much more than just a timber company, and they are an excellent example of a highly successful business that thrives in a smaller community in Georgia with the help of the Hazlehurst Airport. Beasley Forest Products is North America's premier producer of matting products for construction equipment; they support the energy transmission, utility, and construction industries. Beasley is the largest hardwood sawmill in the United States. Their products are produced from hardwood harvested throughout the state of Georgia and parts of Alabama, South Carolina, and Florida. The company is committed to the sustainability and stewardship of Georgia's forests and to zero waste in manufacturing their products. Beasley Forest Product is part of the Beasley Group, a family of companies engaged in other timber-related industries which include the manufacturing of flooring, hardwoods for furniture, and wood pellets for fuel, a product which they export to Asia and Europe.

Beasley Group companies are located throughout Georgia in Lumber City, Sandersville, Lyon, Dublin, and Macon; they have other production facilities/subsidiaries in Wisconsin, Mississippi, North Carolina, and South Carolina. While their roots are in Georgia and the Southeast, their customer base spans the United States. The company's corporate planes, based at the Hazlehurst Airport, are essential to supporting the efficiency and productivity of Beasley Forest Products.

Beasley corporate aircraft connect Hazlehurst non-stop to Georgia and the United States.

It takes about two hours or more to drive from Hazlehurst to an airport with commercial airline service. In that same two hours, Beasley's corporate aircraft can transport company employees to destinations in 30 states, saving hundreds of hours in travel time. The company's corporate planes are used to facilitate convenient access to cities where Beasley operates their subsidiaries. They also use their company planes to fly from one Georgia airport to another.

The company operates two Beechcraft Barons and one Cessna Citation. The flight ranges for these aircraft are 350 miles and 2,000 miles, respectively. While the company flies to destinations throughout the United States, they also frequently use airports in Georgia. The Georgia airports frequently used by Beasley include PDK, FTY, SAV, RYY, FFC, TMA, JES, AGS, MCN, and PUJ.

These aircraft make about 400 trips per year, saving Beasley employees thousands of hours, increasing their productivity, and expanding the company's market area. Trips that would normally take days can be turned into hours with the help of the company's corporate planes. An estimated 30 percent of the company's annual trips are taken to other destinations in Georgia, while the remaining 70 percent are to destinations throughout the United States. The company's aircraft are significant time savers; 90 percent of their customers are located in rural locations that do not have commercial airports. Airline trips to these locations take over seven hours each way! When consideration is given to driving to a commercial departure airport, parking, checking in, clearing security, waiting for a plane, deplaning on arrival, and then driving to the final destination, the efficiency of using the corporate plane cannot be touched.

The company also consistently relies on FedEx and UPS for logistics and supply chain management; these operators provide next day service to bring in time-sensitive parts and critical supplies. But in some cases when conditions warrant, the company's corporate aircraft will fly to secure parts and supplies when they are needed to keep the company's mills up and running. Beasley has approximately 800 employees in the Hazlehurst area, 1,000 employees in the state of Georgia, and 1,500 employees companywide. The company currently has several ongoing efforts that will expand their operations and add 150 new jobs. Other companies in the Hazlehurst area that are associated with Beasley Timber Products include FRAM, Hazlehurst Wood

Pellets, and Thompson Hardwoods. Corporate aircraft and accessibility provided by the local airport are key ingredients to the success of Beasley Forest Products.

“Our company aircraft are like time machines; we can leave Georgia at 9 am and be in Auburn by 8:45 am – get there before we left” says Zachary Johnson, Procurement Manager, Beasley Forest Products

12.2.2 Business Case Study - Coca-Cola

On May 8, 1886, Dr. John Pemberton served the world’s first Coca-Cola at Jacobs' Pharmacy in Atlanta. From that first drink, Coca-Cola has grown to become one of Georgia’s most iconic businesses, evolving to become a total beverage company. The Coke brand is known and manufactured worldwide and, while the company’s roots have spread, its base of operations remains in Georgia. With diverse products and interests in locations throughout the United States and around the world, it is no wonder that the company relies on its corporate aircraft as an essential and time-saving business tool.

The company’s business operations are supported by three Gulfstream G550 corporate aircraft. These aircraft are based at Fulton County Airport-Brown Field, which is located just west of the Atlanta Metro area. For more than 47 years, Coca-Cola has partnered with another Georgia-based company, Gulfstream Aerospace Corporation in Savannah, to supply its corporate aircraft. This is an excellent example of business-to-business commerce in Georgia.

The G550 business aircraft can fly non-stop to destinations as far away as Istanbul, Turkey, a distance of 5,759 air miles. The company operates in over 200 countries and territories. With business interests in many international cities, corporate planes are essential to effective and efficient travel for company leaders and teams. However, the efficiency of making all available city pairs are constrained due to limited runway available at Fulton County airport.

Within Georgia, the company’s corporate aircraft are flown to both Albany and Savannah. Both Georgia locations have large bottling plants. The company uses corporate aircraft to connect large and small city pairs alike in virtually every state domestically. When flying either internationally or domestically, corporate aircraft are used to facilitate market expansion, accommodate face-to-face meetings with primary customers and suppliers, and support troubleshooting at large production facilities. To facilitate these activities, the company relies on maintenance, fuel, catering, cleaning services, and hosts of other large and small local Georgia businesses. Worldwide, the company and its subsidiaries have more than 700,000 employees. In addition to its use of corporate aviation, the company also relies on commercial airline travel.

The use of corporate aviation is not just about the company’s bottom line. The company’s planes have also supported humanitarian and disaster relief efforts in locations such as Japan (tsunami), Haiti (earthquake) and Puerto Rico (hurricane). According to Sean Lee, General Manager Corporate Aviation, *“Our corporate aircraft save approximately 275 eight-hour business days per year for senior leaders and teams.”*

Worldwide, the company and its subsidiaries have more than 700,000 employees. According to Zippia, when all Coca-Cola brands are considered, the company has an estimated 62,600 _____employees in Georgia, making it the 6th largest employer in the state. In addition to its use of _____corporate aviation, the company also relies on commercial airline travel. Employees of just the parent company in Atlanta make an estimated 14,500 annual trips on domestic commercial airline flights and over 4,800 trips on scheduled commercial international flights.

12.2.3 Claxton Poultry Farms

Claxton Poultry is committed to serving their customers with the highest quality products backed by exceptional customer service. One of the tools they use to stand by this commitment is their corporate aircraft. This plane, a King Air 250, is based at the Claxton-Evans County Airport. For more than 70 years, Claxton Poultry has been a mainstay in the area's economy. Using their corporate plane to communicate face-to-face with their customers is important for supporting their unmatched customer service and has contributed to Claxton Poultry becoming one of the largest family-owned egg to market companies in the United States.

Each year Claxton Poultry sells over 450 million pounds of chicken; their customers include national restaurant chains such as Chick-fil-A and Zaxby's, along with grocers, delis, distributors, and other restaurants located primarily in the Southeast. Their processing plant is located in Claxton and their state-of-the-art deboning facility is in Sylvania. Their facility in Sylvania is a new addition that resulted from an \$18.5 million investment creating 200 new jobs in Screven County. Their total workforce in Georgia exceeds 1,800 employees.

The company's market area extends beyond the United States. Each year, Claxton Poultry exports more than 33 million pounds of frozen chicken to Puerto Rico, China, and other export markets.

The company's success is rooted in its dedication to communication with its customers and suppliers. Being able to jump on their King Air 250 and be in a meeting with their customers in a matter of minutes, versus hours, is critical to their success. One of the company's larger customers is Walmart. Headquartered in Bentonville, Arkansas, the drive time from Claxton to Bentonville is over 13 hours; with the corporate plane, travel time is reduced to three hours. With the time difference, you can leave Claxton at 8 am, arrive in Bentonville, Arkansas for a two-hour meeting, have lunch, and then return to Claxton by 5 pm.

Approximately 15 percent (300 hours) of all workdays are supported by a flight on the corporate plane. Three hours of driving to see customers in Atlanta and Athens is cut to 45 minutes of flying time. Since many of the Claxton Poultry customers are in Georgia, about 70 percent of all flights on their corporate plane are from one Georgia airport to another. The remaining 30 percent of the company's flights are to see customers in other states. These customers include Kelly Foods (FL), Kentucky Fried Chicken (KY), Columbia Meats (SC), and Imler's (PA). They also use their corporate plane to fly to Washington DC for industry meetings and to Gainesville, Georgia to visit the Georgia Poultry Lab.

Claxton Poultry relies on the local airport not only to meet its own travel needs but also to meet the needs of its customers and suppliers. A recent runway extension made Claxton more accessible to Claxton Poultry vendors. Prior to the runway extension, some visiting businesses flew to other airports in the region, rented a car, and drove to Claxton. Vendors and other integrators can now fly directly to Claxton to inspect equipment, conduct plant tours, and demonstrate to other potential clients their equipment's capabilities. Some of the companies that fly in to do business with Claxton Poultry include Dar Pro (KY), PECO (AL), Marel (KS), and Fieldale Farms (GA).

Claxton Poultry opened its doors in 1949; it is still a family-owned business with its roots in Georgia. The company's corporate plane is essential to supporting its success which is tied to hands-on customer relations and outreach. In a three-hour flight, they can reach their customers and suppliers for face-to-face meetings in more than 20 different states.

Greg Finch, the company CFO said, *"The time savings and efficiency afforded by the company's plane far outweighs its annual operational costs. Staff can continue to work on the plane while traveling, and trips that would require an overnight stay can be reduced to a day allowing our employees to be back at their desks or better yet be home with their families. The benefits of using the corporate plane to support company travel cannot be matched."*

According to Greg Finch, CFO, *“The business benefits we gain by using our corporate aircraft far exceed its operating cost.”*

12.2.4 Phoenix Air

Phoenix Air is headquartered at the Cartersville-Bartow County Airport, located approximately 35-miles northwest of Atlanta. They moved to Cartersville in 1985, and they are the airport’s primary business tenant. The Cartersville-Bartow County Airport generates an estimated \$114 million in annual economic activity, and Phoenix Air is an important contributor to this economic impact.

Many Georgia residents may not realize that Phoenix Air is the United States Government’s number one provider for time-sensitive passenger transport and emergency medical airlift services. Phoenix Air is an FAA-certificated Part 135 company with worldwide operating authority to provide passenger, air ambulance, and high priority air cargo services. The company is known globally as a leading innovator in aviation-related emergency medical services.

Phoenix Air was founded in Atlanta in the late 1970’s by Atlanta-native Mark Thompson. The company started as a local charter company, operating two small planes transporting automotive parts to assembly plants around the country. Fifty years later, Phoenix Air has evolved into to a multi-faceted company with global capabilities. All “heavy” aircraft maintenance and aircraft modifications are also performed in Cartersville. In addition to their headquarters in Cartersville, Phoenix Air also has offices, aircraft, and staff in Norfolk, VA; San Diego, CA; Los Angeles, CA; Stuttgart, Germany; Malta; Nairobi, Kenya.

Phoenix Air owns and operates approximately 40 aircraft. The types of aircraft they own, and their primary operational missions follow:

- Learjet 35 and 36 – Military contracts for radar/communications jamming, target towing, air ambulance
- Embraer 120 – Passenger transport under military contract
- Citation 500 – Company management transport
- Gulfstream G-I – Military contracts for radar/communications jamming, target rocket launch bed
- Gulfstream G-II – Military contracts for sea surveillance and data collection
- Gulfstream G-III – Passenger transport, cargo transport, live animal transport, air ambulance, and biocontainment transport for patients with contagious diseases
- Gulfstream G-IV – Passenger transport

Early in 2020, with the coronavirus outbreak, Phoenix Air was called on by the U.S. State Department to bring at-risk citizens back to the United States. One of those missions included bringing 800 Americans home from Wuhan, China. They also were responsible for transporting Americans aboard the Diamond Princess cruise ship which was quarantined in Japan; 44 Americans had tested positive for the virus. Biological containment systems, which are unique to Phoenix Air, were used to transport the patients, keeping them completely isolated for the 12- to 14-hour flight.

In April 2020, Phoenix Air completed what the U.S. Secretary of State described as one the most complex medical evacuations in history. Dispatching their highly modified Gulfstream medevac jet and highly skilled medical staff, they flew 8,000 miles to bring a critically ill United States citizen back from Bhutan to an intensive care unit in Baltimore. During the Ebola crisis, Phoenix Air flew more than 40 lifesaving missions, bringing United States citizens back from various locations in Africa for medical treatment.

“We’re the only company in the world that can transport highly contagious patients,” said Dent Thompson Senior Vice President of Phoenix Air.

Phoenix Air is not just an emergency medical provider. In addition to their air ambulance services they provide services which include:

- Air Charter
- Air Ambulance
- High Priority Air Cargo
- Airframe Modifications
- Specialized Military Training
- Flight Training
- Fixed Base Operator (FBO) Services

Of the flights they perform annually, the company estimates that approximately 70 percent are routine flights, with the remaining 30 percent being time-sensitive emergency flights. Of their emergency medical/air ambulance flights, an estimated 50 percent are to domestic locations with the remaining 50 percent being to international cities. The majority of their flights are under Government contracts to transport people, equipment, and electronic warfare technology. From Point Mugu NAS, California, the company's EMB-120 aircraft make scheduled flights into various military bases in California and Nevada; they also fly semi-scheduled flights in their Gulfstream G-III plane into Mogadishu, Somalia; these flights support the U.S. State Department.

Phoenix Air currently holds 10 federal contracts with U.S. Department of Defense, U.S. Department of State, NASA, DARPA, and Department of the Interior. They complete hundreds of missions each year for U.S. Government agencies.

Company services include transporting dolphins for various marine parks such as Sea World and the Shedd Aquarium. They operate highly specialized medevac missions for the Berlin Heart Pump company transporting pediatric patients on this device who are traveling for live-saving heart transplants. Phoenix Air prides themselves as being good stewards to Cartersville and Bartow County; they are constantly innovating to fulfill their mission of saving lives around the world.

"It's very rewarding, there's not a day goes by that I'm not thankful that we stumbled into this line of work and that we do have the ability to make a difference in the world."

- Dent Thompson, Senior Vice President of Phoenix Air

13. Connectivity Supported by Georgia Airports

When it comes to efficient and fast travel, there simply is no substitute for air. As part of the GDOT study, research and analysis were completed to visually show how airports connect Georgia residents, businesses, and visitors to locations throughout the United States and around the world. FAA maintains two primary repositories of aircraft flight information; these are the National Offload Program (NOP) and the Performance Data Analysis and Reporting System (PDARS). Both repositories collect and store similar instrument flight rule (IFR) flight track data obtained from FAA air surveillance systems. The availability of visual flight rule (VFR) flight tracking data is more limited in these databases, as FAA does not always retain VFR data. Some VFR flight information is, however, recorded in the NOP flight data. FAA NOP's data for Georgia airports was obtained and analyzed for the GDOT economic impact study.

NOP data for 2018 was analyzed for this study. FAA's release of the NOP data typically lags by about 12 months; 2018 data was the most current year available when the GDOT study started in the summer of 2019. The NOP data, analyzed for the GDOT study, has over 1.2 million flight records. The NOP data is used to develop individual airport flight maps and systemwide flight maps to depict the connectivity that all study airports support. The individual airport flight maps are part of each airport's individual airport report. The individual airport reports are available from GDOT Aviation Programs. Full sized flight maps presented in this section are available in **Appendix B** to this report.

13.1 International Connectivity

Hartsfield-Jackson Atlanta International (ATL) is the busiest commercial airport in the world. The airport serves both originating and connecting travelers, boosting its total volume of annual passenger demand. Higher levels of passengers mean that ATL is able to support non-stop flights to many international locations. At the time this report was prepared, ATL had non-stop international commercial airline service to more than 70 international destinations in 47 countries. Among the other seven commercial study airports, only Savannah has a non-stop international flight; this flight is to Toronto, Canada. **Figure 13-1** depicts Georgia's non-stop international commercial airline flights, as reported in February 2020. The longest scheduled commercial international flight from Georgia is to Shanghai, China; the flight takes around 16 hours.

Figure 13-1: Georgia's Non-Stop Commercial International Flights



Source: <https://www.flightsfrom.com/ATL>

The NOP data also shows that Georgia airports support non-stop flights on general aviation aircraft to many international destinations. **Figure 13-2** uses FAA NOP data to report on non-stop international general aviation flights from Georgia airports.

Figure 13-2: Georgia’s Non-Stop General Aviation International Flights



Source: FAA NOP Data

According to the NOP data, 62 percent of all study airports support international flights to one or more destinations. These non-stop international general aviation flights reach 287 different destinations, more than four times as many international cities than can be reached directly on scheduled commercial airline flights. The 287 international locations are located in 68 different countries. The longest international route flown by a general aviation plane from a Georgia airport is to Abu Dhabi, approximately 7,600 air miles. By region, international non-stop general aviation flights are summarized as follows:

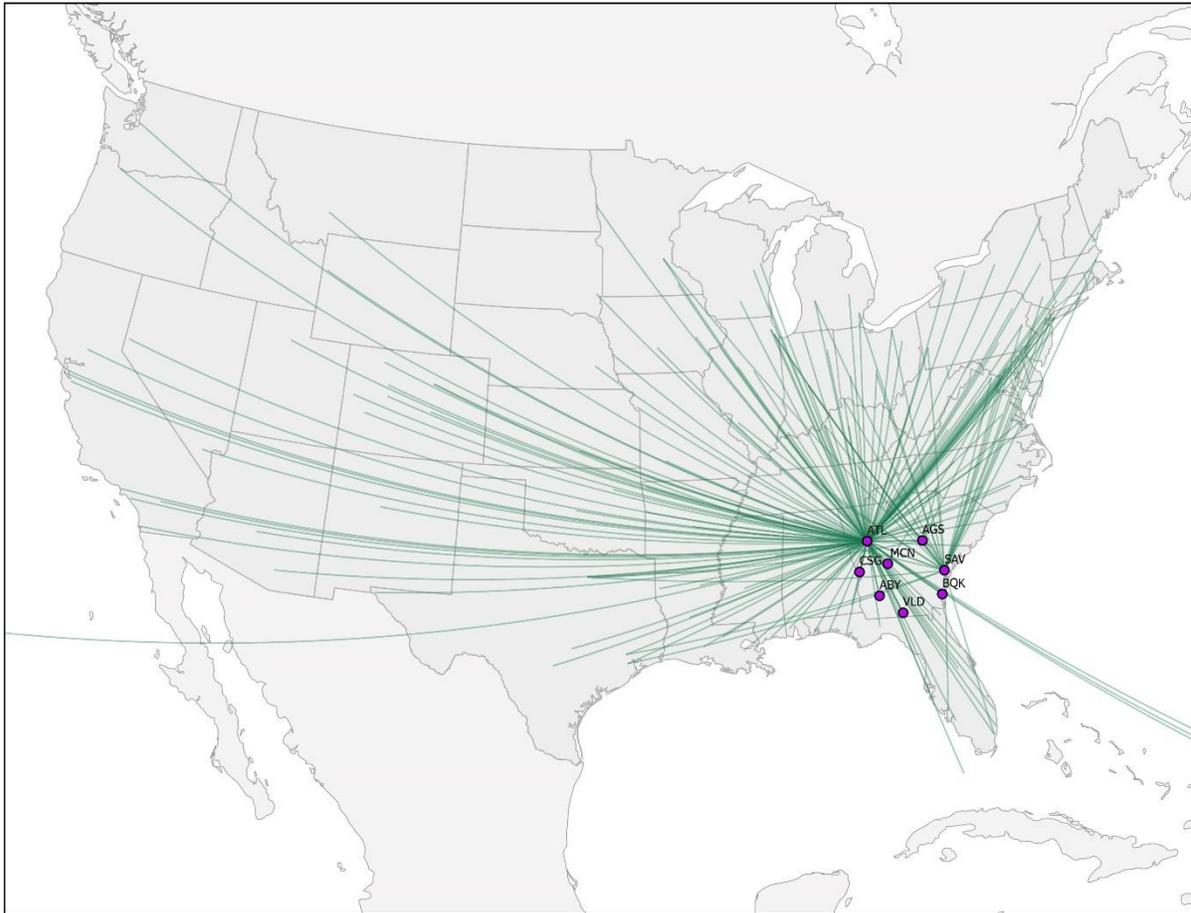
- 23 percent of the flights are to cities in Canada
- 40 percent of the flights are to locations in Central America, South America, or the Caribbean Islands
- 29 percent of the flights are to cities in Europe and/or the Middle East
- 8 percent of the flights are to other international locations

Flights to international locations, not served by a commercial airport on a general aviation plane, save thousands of days of travel time for Georgia businesses.

13.2 Domestic Connectivity

Figure 13-3 depicts Georgia’s non-stop scheduled commercial airline service. It is worth noting that prior to the COVID-19 pandemic (March 2020), Delta Air Lines had plans to expand its non-stop domestic network. It is anticipated that this expansion will still take place, but that it will be delayed, following economic recovery. When pending expansion plans are realized, non-stop scheduled commercial airline service from Atlanta will be available to 49 of the 50 states.

Figure 13-3: Georgia’s Non-Stop Domestic Commercial Airline Flights

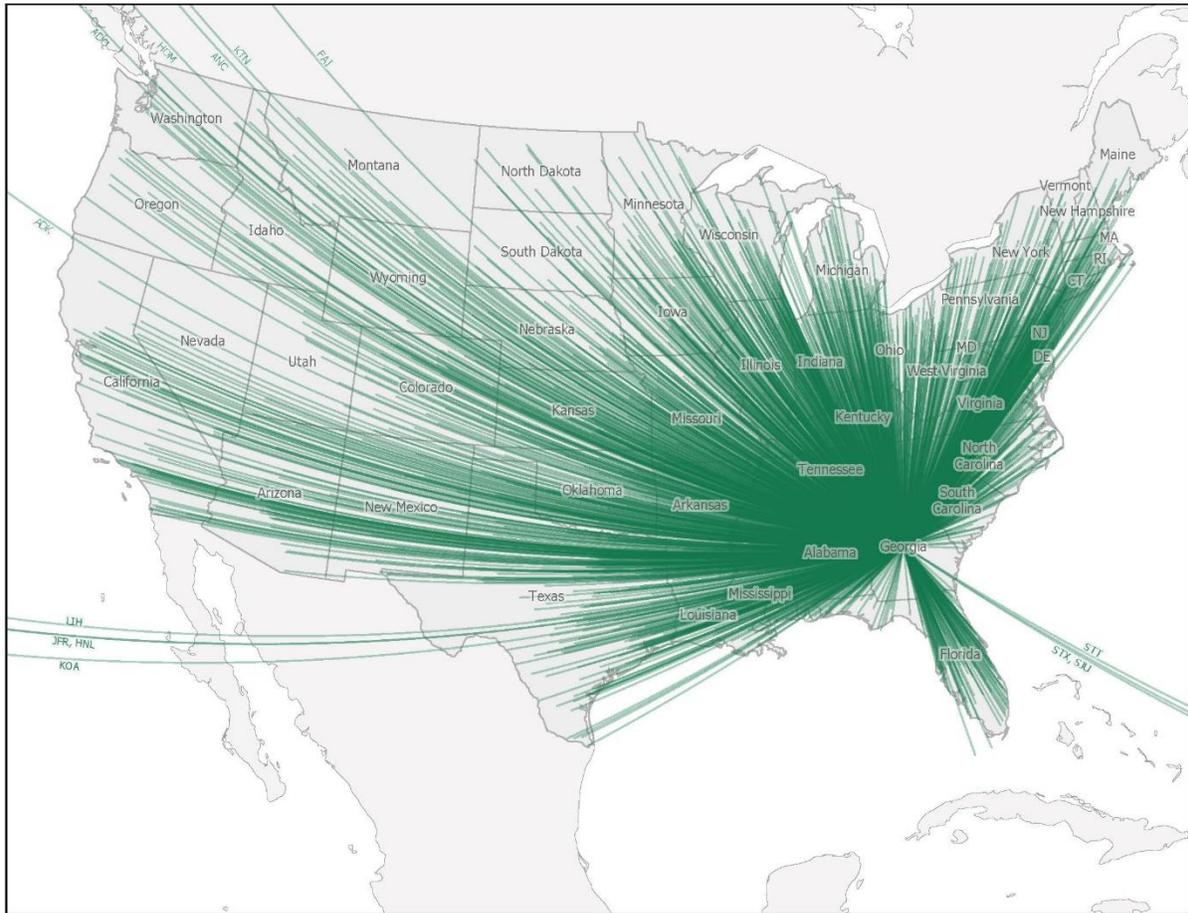


Source: <https://savannahairport.com/flights/airlines/>; <https://www.flyags.com/Arrivals-Departures>; <http://flyvaldosta.com/services/>; <https://airport.albanyga.gov/flight-info>; <https://www.flygcairports.com/delta-connection.html>; <https://www.flycolumbusga.com/airlines-at-csg-2/>; <https://www.flightsfrom.com/ATL>

A total of eight airports in Georgia have scheduled commercial airline service. A ninth airport, Athens-Ben Epps, formerly had commercial airline service; as of June 2020, this airport is pursuing a carrier to reinstate commercial service with federal grant assistance. There are 22 different commercial airlines that provide non-stop service to Georgia. These airlines have an estimated 1,400 daily scheduled departures to about 165 different cities. Top commercial airline travel destinations to and from Georgia are New York, Boston, Los Angeles, Fort Lauderdale, and Chicago. By volume, the states that are most traveled to, using commercial airline service, are Florida, New York, Texas, California, and Illinois.

A flight on a general aviation plane from one of the airports in Georgia can take you to just about any place in the lower 48 states, and some non-stop general aviation flights to Hawaii are also reported in the NOP data. Based on the FAA’s NOP data, **Figure 13-4** depicts non-stop domestic general aviation flights supported by all study airports. According to the NOP data, non-stop general aviation flights are flown from Georgia airports to over 1,535 domestic locations; this represents a flight to 81 percent of all public airports in the United States.

Figure 13-4: Non-Stop Domestic General Aviation Flights



Source: FAA NOP Data

General aviation is also an important in-state mode of travel. The NOP data indicates that 28 percent of all general aviation flights are flown from one Georgia airport to another; businesses interviewed as part of the GDOT statewide economic impact study indicate they use general aviation flights within the state to save hours, if not days, of business travel time.

The longest domestic route recorded in the NOP data, for a general aviation flight, is 4,700 air miles flown from Savannah to Honolulu on a Gulfstream aircraft manufactured in Georgia. The top five domestic destinations from Georgia for general aviation travelers are Jacksonville, Orlando, Tampa, Houston, and Greenville, South Carolina. By volume, top states for Georgia general aviation flights are Florida, North Carolina, Alabama, South Carolina, and Tennessee. Many employers in the Southeast have multiple locations/offices; the regional nature of Georgia’s general aviation business travel reflects heavy business use.

Results of the statewide economic impact study document the annual economic impact that Georgia and its communities realize from the state’s airport system. Information in this section, however, displays how Georgia is directly connected to thousands of international and domestic locations through its airport system.

14. Economic Impact Calculator

Economic impact studies are a “snapshot in time;” they reflect conditions and activity at study airports when the study is undertaken. Annual economic impacts reported in this study can, for the most part, be expected to be realized in subsequent years. Data included in Georgia’s Statewide Airport Economic Impact Study reflects conditions that characterized the study airports in early 2020. All impacts reported in the study and included in its economic impact calculator are pre-COVID. Aviation is a dynamic and ever-changing industry. Therefore, the economic impacts presented in this report have the propensity to change.

As part of the state economic impact study, a tool was created that enables GDOT to update baseline economic impacts for an individual study airport, as these impacts are identified in the state study. The tool is an economic impact calculator that can be used by GDOT to generate updated economic impact results. This section provides an overview of the calculator.

The economic impact calculator should primarily be used to update an airport’s economic impact, as it was estimated in the state study, only when changing conditions at an airport warrant an update. The calculator enables GDOT to update an airport’s economic impact, but it is worth noting that the degree of accuracy reflected in results from the update tool will not be to the same degree of accuracy as reported in the state study. Therefore, small changes in any of the economic impact categories may not warrant using the calculator to produce an updated economic impact estimate. The calculator can be used to estimate increased or decreased economic impacts.

Each airport’s annual economic impact, as reported in the state study, is based, as applicable, on impacts associated with airport management, aviation-related airport business tenants, average annual investment to implement capital improvement projects, expenditures by visitors who arrive on general aviation aircraft, and expenditures by visitors who arrive on scheduled commercial airline flights. The calculator enables GDOT to produce an updated economic impact based on changes in direct inputs in any or all of these categories.

Airport Management: Changes to employment, payroll, or annual spending to support day-to-day airport operations can be used to revise an airport’s economic impact in this category. As appropriate, all three impacts (employment, payroll, and spending) need to be updated separately. If the airport experiences changes in direct airport management employment (increases or decreases), the calculator produces a revised economic impact estimate. Changes in annual direct payroll associated with changes in employment also need to be entered to produce a revised economic impact estimate. Changes in direct airport operating expenses (spending) can also be entered to produce a revised economic impact. When GDOT enters updated direct impacts, the calculator estimates additional indirect/induced impacts as applicable for the airport management category.

Business Tenants: The tool provides information for each airport’s current (January 2020) business tenants, as they were identified in the state study. Data in the calculator includes the tenant’s full-time employment and the primary line of service the tenant provides. Changes to business tenant impacts can be made by increasing or decreasing full-time employment estimates for existing tenants. If the airport loses a business tenant, a revised economic impact estimate can be generated by changing full-time employment for any business tenant to 0. The tool can also estimate changes in economic impact resulting from the addition of one or more new tenants or from a “potential” business tenant. To use this function, the airport needs to provide GDOT with the new or potential business tenant’s primary line of business, along with an estimate of their full-time employment. Once updated direct employment for existing or new/potential business tenants is entered, the calculator estimates indirect/induced impacts, along with the anticipated change in business tenant payroll and spending associated with any change.

Average Annual Capital Investment: The state study considered a five-year history of investment (local, state, federal, and private/tenant) to establish an estimate of average annual capital investment; this average was

used to estimate annual economic impacts in this category. Impacts reflect investments made through the end of 2019. GDOT can update impacts in this category by entering additional investment (spending for projects that took place after 2019), plus the number of years over which the additional investment took place. The calculator also has the ability to estimate the “potential” economic impact that could result from a large capital project, for instance, a new runway or a major runway extension. Updates in this category require anticipated/planned direct investment; the calculator estimates all indirect/induced impacts, along with employment and payroll supported by any potential capital investment.

General Aviation Visitor Expenditures: Estimates of annual general aviation visitors were developed specifically to match the circumstances of each individual study airport. The process first identifies average visiting/transient general aviation aircraft arrivals per week, the typical fleet mix for these aircraft, and then the average number of visitors per plane type. Study surveys identify specific estimates of average expenditures per visitor trip, by airport. Updates in this category can be made if the number of average weekly arriving visiting general aviation aircraft arrivals increase or decrease. Once a change in weekly visiting arriving aircraft is entered, the calculator estimates all indirect/induced impacts, along with employment and payroll supported by general aviation visitor expenditures.

Commercial Visitor Expenditure: Seven of the study airports have impacts in this category. Underlying information in the calculator stores each airport’s percent of visitors versus resident enplanements, and the airport’s average expenditures per visitor per trip, as derived from the study’s surveys. Changes in annual commercial enplanements are needed to update impacts in this category. Once a different annual enplanement level is entered, the calculator estimates all indirect/induced impacts, along with employment and payroll supported by commercial visitor expenditures.

When a study airport experiences measurable changes in conditions (direct impacts in any of the five categories) that existed at the time the GDOT statewide study was conducted, the airport can contact Aviation Programs to collaboratively determine how changing conditions may have impacted the airport’s economic impact as presented in this study. All direct impacts that drive the calculator are based on airport conditions that existed prior to March 2020 and the COVID pandemic.

15. Summary and Conclusions

The Statewide Airport Economic Impact Study includes an analysis that estimates total statewide annual economic impacts for 102 study airports. As applicable, economic impacts are estimated for the following categories: airport management, business tenants, capital investment, general aviation visitor expenditures, and commercial visitor expenditures. For each category, employment, annual payroll, annual spending, and annual economic activity are estimated. For this analysis, annual economic activity is the sum of payroll and spending. These two measurements combined represent the economic cycle that starts at the airports and flows into other sectors of local and state economies. In addition, considering only direct impacts, estimates of state and local tax revenues that stem from airport-supported payroll and spending are also estimated.

The economic impacts for Hartsfield-Jackson Atlanta International Airport (ATL) are obtained from a study conducted for that airport by the City of Atlanta (see **Section 7** of this report). The methodology used to identify economic impacts for ATL was similar, but not identical, to that used in the state study. However, to provide a complete understanding of total annual economic impacts that are associated with all Georgia airports, the economic impact estimates for the study airports and ATL are combined. Total annual statewide impacts are presented in **Table 15-1**.

Table 15-1: Total Annual Economic Impacts from Georgia Airports

	Impacts	Hartsfield-Jackson Atlanta International*	Study Commercial Service Airports	Study General Aviation Airports	Statewide Totals
Employment	Airports	82,906	16,849	4,492	104,247
	Visitor	122,733	7,550	2,675	132,958
	Indirect/Induced	177,603	27,968	7,726	213,297
Total Jobs		383,242	52,367	14,893	450,502
Payroll	Airport	\$6,084,400,000	\$1,434,943,200	\$274,968,000	\$7,794,311,200
	Visitor	\$3,000,100,000	\$174,749,600	\$61,988,900	\$3,236,838,500
	Indirect/Induced	\$7,650,700,000	\$1,288,844,200	\$271,278,000	\$9,210,822,200
Total Payroll		\$16,735,200,000	\$2,898,537,000	\$608,234,900	\$20,241,971,900
Economic Activity	Airport	\$28,972,300,000	\$2,130,042,000	\$968,458,000	\$32,070,800,000
	Visitor	\$11,047,100,000	\$639,603,100	\$146,654,000	\$11,833,357,100
	Indirect/Induced	\$26,731,600,000	\$2,233,802,400	\$827,816,700	\$29,793,219,100
Total Economic Activity		\$66,751,000,000	\$5,003,447,500	\$1,942,928,700	\$73,697,376,200

* 2016 – 2017 Technical Report, City of Atlanta Economic Impact Study

As **Table 15-1** shows, when all Georgia airports are considered, collectively, they support:

- 450,502 jobs
- \$20.2 billion in annual payroll
- \$73.7 billion in annual economic activity

As shown in **Table 15-1**, annual economic activity associated with just the 102 commercial and general aviation study airports is estimated at \$6.9 billion. GDOT’s recent state airport system plan, for these same airports, determined that the average annual investment need to upgrade and maintain these airports is \$411 million. This shows that the average annual benefit from the airport system is far in excess of its annual financial need.

Since the economic impacts of Georgia airports were last measured in 2011, statewide payroll from all airports has increased from \$17.8 billion to \$20.2 billion, and annual total economic activity has grown from \$62.6 billion to \$73.7 billion.

The state study also identified 65,115 additional non-aviation jobs throughout the state that depend on the airports. Further, 81,341 jobs that are supported by military airfields in Georgia were identified. In total, the 596,958 jobs that are supported by airports and military airfields represent about 13 percent of all employment in Georgia.

When the \$73.7 billion in economic activity supported by ATL and study airports is added to the annual economic activity supported by military airfields in Georgia (\$13.2 billion), the resultant total annual economic activity of \$86.9 billion accounts for about 15 percent of Georgia's Gross State Product.

Airport jobs, payrolls, and other activities the airports support are important generators of local and state tax revenues. The GDOT study and the City of Atlanta study for ATL indicate that when considering just the direct impacts of the 103 airports in Georgia's state airport system, collectively, all airports contribute \$1.35 billion in annual state and local tax revenues.

As this study shows, airports are important economic generators and contribute to the success of many sectors of Georgia's economy. In addition to this Technical Report, several other reports and products have been produced in association with this study; these include:

- Statewide Executive Summary
- Individual Airport Reports (102 Study Airports)
- Fact Sheet on Statewide Economic Impacts
- Project Video

Access to these additional products is available by contacting Aviation Programs.

Appendix A – Airport and Business Case Studies

COBB COUNTY INTERNATIONAL AIRPORT



COBB COUNTY INTERNATIONAL AIRPORT
-MCCOLLUM FIELD-



Located north of the city of Atlanta, Cobb County is the third-largest county in Georgia. The area's strategic location and excellent accessibility have attracted major employers with household names such as Aaron's, Home Depot, Genuine Parts/Napa, the Weather Channel, and Lockheed Martin. The airport works in concert with several agencies in Cobb County that provide various incentives to help retain and attract businesses to the area. The county's major target industries include aerospace, bioscience, healthcare, information technology, professional services, tourism, and wholesale trade. Many of these target sectors rely on a good business class general aviation airport, such as the Cobb County International Airport. Facilities, such as the airport's runway which is over 6,300 feet long, its precision instrument approach for pilots, and on-site customs services are highly sought after by business users. The airport's recent runway extension and new full-time on-site customs facility have been instrumental in increased demand that the airport has experienced.

ANNUAL ECONOMIC IMPACTS FOR COBB COUNTY INTERNATIONAL AIRPORT

Airports in Georgia are major contributors to the state's economy. The airport's annual economic impacts come from day-to-day operations associated with the airport's management function, activities associated with aviation-related business tenants at the airport, impacts from annual average capital investment, and expenditures from visitors who arrive via the airport.

GDOT last measured the airport's annual economic impact in 2011; and since that time, the airport's annual economic impact has increased. Jobs have increased from 842 to 954, annual payroll from \$25 million to \$38.6 million, and annual economic activity from \$112.4 million to \$129.4 million.



JOBS

954



PAYROLL

\$38.6 M



SPENDING

\$90.8 M



ANNUAL ECONOMIC ACTIVITY

\$129.4 M



STATE AND LOCAL TAX REVENUE

\$4.6 M

MAJOR USERS OF THE AIRPORT INCLUDE:

Air Methods	Clorox Services Company	Federal Aviation Administration	NCR Corporation
Bank of America	Coolray	Georgia State Patrol	NetJets Company
Baxter International	Deere & Company	Kennesaw State University	Site One Landscaping
BizChair.com	Dominion Energy	Liberty Media	Tyler Perry Studios
C.W. Mathews Construction	FAA Flight Inspection Field Office	Lowe's	Vulcan Materials
			Wellstar Kennestone Hospital

RECENT AIRPORT IMPROVEMENTS

2011	S. Taxiway and Apron Improvements	\$2.9M	2014	Taxiway A and B Taxiway Extension	\$1.3M
2012	New 100,000-sq.ft. Hangar Development	\$12M	2016	N. Apron Rehabilitation and MALSF Install	\$1.9M
2013	Design A and B Parallel Taxiway Extensions	\$246K	2020	Apron Rehabilitation Phase II	\$2.5M
2014	Construct New ATCT	\$2.5M			

BUSINESSES WITH CORPORATE AIRCRAFT BASED AT THE AIRPORT

The Clorox Company

For more than 70 years, the Atlanta area has been an important hub for the Home Care division of Clorox. With offices in Alpharetta, Kennesaw, and Forest Park, the company employs approximately 800 people in sales, strategic sourcing, engineering, quality, product supply, manufacturing, and distribution.

Bizchair.com

Bizchair.com is an online retail company founded by an entrepreneur from the local area. BizChair.com offers a wide selection of furniture for homes, offices, restaurants, schools, and churches. Thousands of products ship from their three distribution centers in or near Cobb County.

NCR Corporations

NCR invented the first electric cash register, NCR's flagship product for 50 years. Today, NCR operates in 130 countries processing more than 550 million transactions a day, supplying the technology for point-of-sale terminals, ATM machines, travel kiosks, and mobile boarding passes around the globe. For many business trips, the company's corporate aircraft makes more sense.

Lockheed Martin

This global security company employs approximately 98,000 people worldwide and is engaged in the research, design, development, and manufacture of advanced technology systems. From its base in Marietta, the company manufactures its C-130J Super Hercules transport aircraft and components of the F-35 Lightning II.

"For some trips, it's easier and more affordable to dispatch NCR's Gulfstream G550 or Bombardier Challenger 300."

- Andrea Ledford, senior vice president of corporate services and chief human resources officer for NCR.

INVESTMENT IN THE AIRPORT IS AN INVESTMENT IN THE COMMUNITY'S ECONOMIC GROWTH

On average, in each of the last five years, **\$5.7 million** has been invested in maintaining and improving the airport. When multiplier impacts are considered, average annual capital investment at the airport supports **71 construction-related jobs**, these jobs have an annual payroll of **\$2.2 million**, all spending for materials to implement capital projects is estimated at **\$9.0 million**, and total annual economic activity related to capital investment at the airport is estimated at **\$11.2 million**.

The airport's master plan identifies projects that are necessary to support safe airport operations and to accommodate expanding air traffic. Projects identified include safety upgrades, an extended primary runway, and additional aircraft storage hangars. The master plan identifies a need to extend the airport's primary runway by 1,200 feet to a total length of 7,500 feet and improvements to the the runway safety areas (RSAs) to eliminate the declared distances on the runway; declared distances limit the effective use of the runway for either or both aircraft takeoffs and landings. Continued improvement of and investment are essential for the airport to continue to be an underpinning to the area's economic diversity and growth.

COOK COUNTY AIRPORT



With an eye on the local economy and an understanding of the importance of a first-class general aviation airport, the 2030 Greater Cook County Comprehensive Plan identified the need to expand and update the Cook County Airport. The renovation of the existing airport began in 2010, and Cook County now has a business-ready airport facility that rivals any general aviation airport in Georgia. The airport has two runways, one 4,000 feet and one 5,500 feet long, jet fuel, and an aircraft repair station. The terminal houses the Cook County Economic Development Commission; the terminal has a state-of-the-art board and conference room.

Strategically located near Interstate 75, Cook County Georgia is focused on the future. That future includes economic growth and diversification. The county's primary industrial park is adjacent to the airport; this part consists of a 3,000-acre megasite and a 350-acre GRAD site. The Georgia Ready for Accelerated Development (GRAD) Program offers 60+ industrial certified sites in the state that are ready for fast-track construction projects through advanced due diligence. ACCELER-UP, Cook County's custom construction program, speeds facility completion, and drives down costs. This local program is powered by an industry-leading, in-county custom metal construction sector. The Cook County Economic Development Commission works with both new and existing employers to provide both job retention and growth. Cardinal CT is an existing industry that recently expanded. The company is a leading commercial and architectural glass fabricator. Three reasons the company chose its site in Cook County were the location, the airport, and the local workforce. All economic development groups in Cook County recognize the important role that its improved airport plays in job retention and attraction. Before the airport was expanded, the area was not competitive for some economic development opportunities.

ANNUAL ECONOMIC IMPACTS FOR THE COOK COUNTY AIRPORT

Airports in Georgia are major contributors to the state's economy. The airport's annual economic impact comes from the day-to-day operation of the airport associated with the airport's management function; activities associated with aviation-related business tenants at the airport; impacts from annual average capital investment; and expenditures from visitors who arrive via the airport. The airport's annual economic impacts are presented below. GDOT last measured the airport's annual economic impact in 2011; and since that time, the airport's annual economic impact has increased. Jobs have increased from 18 to 24, annual payroll from \$468,100 to \$677,700, and annual economic activity from \$1.6 million to \$2.5 million.



JOBS

24



PAYROLL

\$677,700



SPENDING

\$1.79M



**ANNUAL ECONOMIC
ACTIVITY**

\$2.47M



**STATE AND LOCAL
TAX REVENUE**

\$98,870

MAJOR USERS OF THE AIRPORT INCLUDE:

Air Evac Lifeteam 142	Lenox River Ranch	O'Neal Restaurants, Inc.	Summers Concrete Contracting, Inc.
AirLife Georgia	Lindsey Bridge, LLC	Project 70 Audio Services, Inc.	United States Air Force Air Wing Rescue Battalion – Moody AFB
Hornet Steel Buildings, Inc.	Live Oak Plantation	South Georgia Motor Sports Park	Voya Financial

BUSINESSES WITH CORPORATE AIRCRAFT BASED AT THE AIRPORT

Summers Concrete Contracting, Inc.

Located in Hahira, Georgia, Summers Concrete Contracting Inc. is a frequent user of the airport. They specialize in concrete runways and aircraft parking aprons for civilian and military airports throughout the Southeast. They often have several large-scale projects in progress at the same time, and these projects can be in different states. They rely on general aviation to provide quick access to their project sites, enabling them to inspect and oversee multiple projects in different locations all in the same day.

O'Neal Restaurants, Inc.

O'Neal Restaurants, Inc. relies on the airport to tie together its multi-state business operations. The company operates the Smok'n Pig, Ole Times Buffet, and Mama June's Home Cookin' restaurants. With operations in Alabama, Florida, and Georgia, quick and efficient travel between locations is facilitated by general aviation planes, saving days of travel time.

Hornet Steel Buildings, Inc.

Hornet Steel Buildings, Inc. has their manufacturing facility located in Adel. They specialize in steel buildings and in pre-engineered metal buildings. Their buildings are used on farms, airports, and in office settings. They work on projects throughout the Southeast. They use their company aircraft to expand their market area, check on project work sites, and to visit with their customers. The airport also enables customers and suppliers of the company to conveniently travel to Adel.

Cardinal CT chose its location in Cook County in part because of the airport. According to Mike Harris, the plant's general manager... "From a production standpoint and from a work ethics standpoint, the quality of the labor force here is tremendous."

AREA ECONOMIC DEVELOPMENT

Cook County has been successful in its efforts to expand and diversify its economic base, and the airport has been an important contributor to this success, according to the Cook County Economic Development Commission. Recent developments in the county are shown below.

Company	Investment	Jobs Created	Year	Type
Messer NA	\$40M	30	2019	New Industry
Custom Ag Formulators	\$1.5M	15	2016	New Industry
Blockstream	\$12M	5	2019	New Industry
Southwell Medical Center	\$50M	95 New; 225 Retained	2019	New Facility
Cardinal CT	\$10M	20	2019	Business Expansion
Elite Structures	\$4M	10	2018	Business Expansion
Machine Tool & Mfg.	\$2M	15	2019	Business Expansion

INVESTMENT IN THE AIRPORT IS AN INVESTMENT IN THE COMMUNITY'S ECONOMIC GROWTH

On average, in each of the last five years, **\$557,300** has been invested to maintain and improve the airport. When multiplier impacts are considered, average annual capital investment at the airport supports **seven construction-related jobs**, these jobs have an annual payroll of **\$215,300**, all spending for materials to implement capital projects is estimated at **\$881,300**, and total annual economic activity related to capital investment at the airport is estimated at **\$1.1 million**.

PLANNED AIRPORT IMPROVEMENTS

The airport's capital improvement plan identifies projects that are necessary to support safe airport operations and to accommodate expanding air traffic and the needs of the business community. Projects planned at the airport in the coming years are consistent with the requirements of corporate pilots and a business-ready airport. Continued improvement of and investment in the airport are essential for the airport to continue to be an important underpinning to the area's economic diversity and growth.

New fuel management system	Enhanced security protocols
Expanded perimeter fencing	AWOS weather reporting system
10 additional T-hangars and two additional corporate hangars	

DALTON MUNICIPAL AIRPORT



The Dalton Municipal Airport is in Whitfield County, Georgia; the county is on the Georgia-Tennessee state line and is near the Chattanooga Metropolitan Area. Two nearby counties in Georgia, Catoosa and Murray, lack a publicly owned airport. As a result, the airport often fills the role of a regional air access point for a multi-county area.

The Dalton area has one of the largest concentrations of manufacturing in Georgia, and the airport plays a role in attracting, retaining, and supporting companies engaged in manufacturing. This support includes expanding the market areas for local businesses, providing access for visiting customers and suppliers, and facilitating just-in-time air shipments of parts and supplies to keep production rolling. The airport's runway, Runway 14/32, is 5,496 feet long and can accommodate most business jets. The runway is served by a precision instrument approach, and the airport's terminal building hosts business meetings, especially for developers who have projects in the area. Corporate real estate managers fly to Dalton to inspect potential development sites for their next location; when schedules are tight, meetings can take place right at the airport. The airport acts as the front door for its progressive market area.

Dalton is the home of over 30 international companies, including some that have their North American headquarters in Dalton. Companies such as Mohawk Industries, a leading manufacturer of vinyl flooring, and SwissTex America, the maker of the machinery for the carpet and textile industries, have manufacturing facilities in Dalton. Companies, such as Shaw Industries and Engineered Floors, that started in Dalton have grown to be recognized around the world. Air access is essential to many types of businesses, and the Dalton Municipal Airport is an important part of the area's economic success, diversity, and growth.

ANNUAL ECONOMIC IMPACTS FOR DALTON MUNICIPAL AIRPORT

Airports in Georgia are major contributors to the state's economy. The airport's annual economic impacts comes from the day-to-day operations associated with the airport's management function, activities associated with aviation-related business tenants at the airport, impacts from annual average capital investment, and expenditures from visitors who arrive via the airport. GDOT last measured the airport's annual economic impact in 2011; and since that time, the airport's annual economic impact has increased. Jobs have increased from 37 to 71 and annual economic activity increased from \$3 million to \$7.8 million.



MAJOR USERS OF THE AIRPORT INCLUDE:

Angel MedFlight
Civil Air Patrol
Engineered Floors LLC

Erlanger LIFE FORCE Air Medical
Georgia Governor's Office
Georgia State Patrol

J.W. Buckley & Associates
Polyloom Inc.
Shaw Industries

U.S. Army
U.S. Department of Agriculture
U.S. & Georgia Forestry Service

BUSINESSES WITH CORPORATE AIRCRAFT BASED AT THE AIRPORT

The following businesses have corporate aircraft based at the airport. A corporate aircraft is an important business tool, helping businesses to improve their productivity and efficiency.

Star Holdings

Star Holdings, operating since 1995, is a business with an aircraft based at the airport. Star Holdings includes: ArrowStar (USA); StarChem (USA); StarChem (Canada); StarChem (Honduras); and Arropol Chemicals. The company focuses on the production of surfactants (specialty chemicals), silicones, and specialty chemicals in the following fields: textiles, oil and gas, consumer care, and chemical intermediates. Corporate aircraft and the Dalton Municipal Airport have played a big role in their expansion and success.

Textile Rubber and Chemical Company

Headquartered in Dalton, Textile Rubber and Chemical Company started as a supplier of latex to the tufted carpet and rug industry. They now export to all continents and have established manufacturing and distribution facilities around the world. Since 1951, they have applied their chemical and manufacturing expertise to work in a wide range of industries and technologies. The company is the largest chemical wholesaler in Whitfield County with over \$250 million in annual revenues.

CIMBAR Performance Minerals

CIMBAR Performance Mineral's heritage dates back to 1914, and the company is now headquartered in Georgia. CIMBAR operates 13 production and mining sites in the United States, China, Mexico and Pakistan. CIMBAR has a global business focused on minerals and additives, engineered to enhance the performance, appearance, processing, and functionality in a broad range of product markets including industrial, automotive, pharmaceutical, and consumer-based applications. CIMBAR's product includes barium sulfates, talc, magnesium hydroxide, 100% recycled mineral products, and alumina trihydrate.

Advanced Machine Technologies

Advanced Machine Technologies, Inc., operating since 1999, is a manufacturing and process technology design-build firm providing automation to manufacturing companies in a variety of industries. Services they provide include chemical processing and handling controls; material handling controls (specialty); hot melt bonding systems; and emergency generator fuel control systems. They have completed hundreds of projects/systems ranging in size from a few thousand dollars to over \$2 million. They have systems in China, Scotland, Peru, Canada, the Caribbean, Australia, Chile, and the United States. Their expertise in applying modern electronic technologies has made them a leader in their field.

INVESTMENT IN THE AIRPORT IS AN INVESTMENT IN THE COMMUNITY'S ECONOMIC GROWTH

Each year, the airport has investment for projects to maintain, improve, and expand the airport. This investment goes toward materials needed for the projects, along with the jobs needed to implement the projects and the payroll associated with the jobs. Some of the airport's recent projects are shown below.

RECENT AIRPORT IMPROVEMENTS

2012	Land Acquisition Phase 1 RPZ Approach & Obstruction Removal	\$423,800
2013	Land Acquisition Phase 2 RPZ Approach	\$1,238,470
2014	Land Acquisition Phase 3 RPZ Approach & Obstruction Removal	\$316,510
2015	New self-service Jet A fuel farm	\$145,000
2015	Land Acquisition Phase 4 RPZ Approach & Obstruction Removal	\$1,000,000
2016	Land Acquisition Phase 5 RPZ Approach & Obstruction Removal & Apron Rehab Design	\$296,800
2017	Airfield Crack Seal & Remarketing	\$138,600
2018	Rehab and Overlay Apron Phase 1	\$1,786,500
2019	Airport Layout Plan Update	\$159,300

Pending airport projects that will enable the airport to fulfill its role as an economic catalyst include additional rehabilitations to the aircraft parking ramp and the construction of new hangars.

Investment in the area supported by the Dalton Municipal Airport has been unprecedented. Business investments have supported new jobs as shown below. The airport has played a key role in the area's economic development. Continued support for and investment in Dalton Municipal Airport will be important for continuing to fuel the region's economy.

DEVELOPMENT PROJECTS

2013 Shaw Industries - \$85 million; 115 jobs	2016 Marquis Industries - \$8 million; 12 jobs
2013 Mohawk Industries - \$58 million; 472 jobs	2017 Engineered Floors (carpet tile plant) - \$55 million; 100 jobs
2013 Engineered Floors - \$290 million; 1,200 jobs	2018 QCELLS - \$150 million; 550 jobs
2013 IVC Expansion - \$100 million; 200 jobs	2018 Core Scientific - \$42 million; 60 jobs
2014 Challenger Industries - \$15 million; 25 jobs	2019 CJ Logistics - \$2 million; 150 jobs
2015 Lyle Industries - \$18 million; 55 jobs	2019 Prodigy Disc - \$2 million; 15 jobs
2016 Sustainable Corrugated - \$16 million; 55 jobs	2019 White Flyer - \$12 million; 38 jobs
2016 IVC Expansion - \$250 million; 200 jobs	2020 Novalis - \$30 million; 150 jobs

LAGRANGE-CALLAWAY AIRPORT



LaGrange and Troup County are in west central Georgia near the intersection of Interstates 85 and 185. The area has been a magnet for economic development, and the airport has been an essential component of the area's economic diversification. Site Selection magazine ranked LaGrange the number one micropolitan in Georgia for industrial investment and is tied for 16th in the U.S for industrial investment, relative to its market size. The airport's market area hosts the largest business park in the Southeast; this business park is home to 100 manufacturers which include companies from 18 different countries. Troup County is home to more Fortune 500 regional sites per capita than anywhere in the United States.

The airport's role in attracting and retaining major employers is significant. As demand by both local and visiting aircraft has increased, facilities at the airport have been improved to accommodate growing business-related demand. In 2019, the airport completed a project to extend its primary runway to 6,500 feet. The airport also has a secondary runway that is 5,001 feet long. According to corporate pilots, this is the runway length needed to accommodate most business jets, the fastest growing segment of the general aviation fleet. The airport is also frequently used by air freight/cargo carriers to fly in just-in-time supplies and parts for area manufacturing businesses; the 6,500-foot runway is important to these operators. The airport also has a first-class terminal building which often hosts meetings for developers who have ongoing development projects in the area.

ANNUAL ECONOMIC IMPACTS FOR LAGRANGE-CALLAWAY AIRPORT

Airports in Georgia are major contributors to the state's economy. The airport's annual economic impact comes from the day-to-day operation of the airport associated with the airport's management function; activities associated with aviation-related business tenants at the airport; impacts from annual average capital investment; and expenditures from visitors who arrive via the airport. The airport's annual economic impacts, as measured in the state study, are presented here. GDOT last measured the airport's annual economic impact in 2011; and since that time, the airport's annual economic impact has increased. Jobs have increased from 72 to 125, annual payroll from \$2.8 million to \$5.3 million, and annual economic activity from \$8.7 million to \$16.6 million.



JOBS

125



PAYROLL

\$5.3 M



SPENDING

\$11.3 M



**ANNUAL ECONOMIC
ACTIVITY**

\$16.6 M



**STATE AND LOCAL
TAX REVENUE**

\$656,020

AREA ECONOMIC DEVELOPMENT

AREA ECONOMIC DEVELOPMENT THAT HAS RELIED ON AND BENEFITED FROM THE AIRPORT

KIA produces three of its top-selling models at its \$1 billion manufacturing plant. Kia employs 3,000 associates at its local plant. Local investment by Kia Motors Manufacturing Georgia, Inc. has created more than 15,000 regional jobs.

SEWON America, a supplier to the automotive industry, created an additional 100 jobs with their 2018 investment of another \$160 million at its headquarters and manufacturing plant in LaGrange. This is in addition to their initial \$320 million investment and 600+ local jobs.

S. Badcock Corporation is one of the largest furniture retailers in the U.S. This employer has invested more than \$30 million in a 535,000-square-foot regional distribution center. Their investment created more than 100 jobs in Troup County; additional expansion is planned.

Jindal Films Americas LLC is a global manufacturer of specialty films for packaging and labels. They recently launched an expansion plan for their manufacturing and research/development facility. The \$180 million expansion includes the relocation of Jindal's North American Headquarters and will create more than 250 new jobs in Troup County.

Fokker, the Dutch aerospace company, first located in LaGrange after acquiring Aerotron in 2007. They completed their first major local expansion in 2017. The company built a 10,000-square-foot addition to its existing plant and added 25 new jobs.

In 2017, **Duracell** committed to move all its North American battery manufacturing to Troup County with a \$100 million expansion project. The move also included the relocation of Duracell's Global customer service, engineering, and purchasing operations.

Seoyon E-Hwa built its manufacturing facility in 2011, investing over \$45 million and creating over 300 new jobs. Seoyon E-Hwa is one of a growing number of local KIA suppliers.

Interface Flooring, a billion-dollar company, has its North American manufacturing facilities in LaGrange. In 2019 Interface began a \$110 million expansion project for its local facilities.

Milliken, a billion dollar textile and chemical company, completed a \$70 million expansion project to its local manufacturing facilities in 2020.

OTHER AIRPORT USES AND USERS

Not only does the airport help to support a vast array of industrial and business activities, but it also supports other uses and users. LaGrange College plans to begin an Aviation Management Program; they may use the airport for their flight school. Great Wolf Lodge opened in 2018, investing more than \$170 million in its facilities. This venue attracts visitors from a six-state area. West Point Lake also attracts visitors to the area, hosting well-known fishing tournaments. The airport helps to meet the travel needs for the area's tourist attractions. The airport supports emergency medical flights and aerial applicators who treat crops and area timberlands.

Georgia Crown, a nationally known spirits company, bases their corporate business jets at the airport. With affiliated offices in Alabama and Tennessee, Georgia Crown uses their corporate aircraft as a time-saving business tool to tie together other regional offices and to interface directly with their customers that are located throughout the U.S. The airport is integral to many facets of the well-being of the area and visiting businesses and to the quality of life for residents.



MIDDLE GEORGIA REGIONAL AIRPORT



Middle Georgia Regional Airport meets the scheduled commercial, general aviation, and air cargo/freight needs of a market area centered around Macon-Bibb County, Georgia. Access to a first-class airport is important to area job retention and attraction. Some of the area's major employers that rely on aviation are the Medical Center of Central Georgia, Geico, Coliseum Health System, Robins Air Force Base, and Houston Healthcare. The Macon-Bibb County Industrial Authority leads economic development initiatives for the area, and the airport is an important link for helping to leverage state and federal investment in the area. The airport's landside and airside facilities and its passenger terminal have attracted a diverse base of business-related tenants and commercial air service.

Recently, Irving Tissue decided to locate its new \$870 million paper products facility in Macon. A driving factor in their decision to base in Macon was the location of their new facility in relation to the airport. Their facility is just three miles from the airport. The company plans to fly its Challenger corporate jet to Macon on a regular basis. The company, headquartered in Canada, is a major producer of private label consumer paper products. Their corporate plane is essential to the efficiency of their operations, and the airport was a critical factor in attracting this new employer to the area.

ANNUAL ECONOMIC IMPACTS FOR MIDDLE GEORGIA REGIONAL AIRPORT

Airports in Georgia are major contributors to the state's economy. The airport's annual economic impacts come from day-to-day operations associated with the airport's management function, activities associated with aviation-related business tenants at the airport, impacts from annual average capital investment, and expenditures from visitors who arrive via the airport. These impacts are even more impressive given that, recently, the airport lost several of its major aviation tenants and scheduled airline service, resulting in job losses. Airport leaders; economic development groups; local, state, and federal officials; the military; and even neighboring counties worked collaboratively in a truly regional effort to recruit new businesses to the airport. The results, in an environment ripe with intense competition for aviation-related tenants, are impressive.



JOBS

1,640



PAYROLL

\$99.1 M



SPENDING

\$54.8 M



ANNUAL ECONOMIC ACTIVITY

\$153.9 M



STATE AND LOCAL TAX REVENUE

\$5.6 M

MAJOR USERS OF THE AIRPORT INCLUDE:

Air Evac Lifeteam	Civil Air Patrol	Georgia State Patrol	Reza Sedghi Law Firm
Angel Flights Soars	Fickling and Company Realtors	Kinetix	Sellers Construction
ASP Franchising	Five Star Automotive Group	LifeFlight	US Military Branches
Bibb County Sheriff	Georgia Department of Natural Resources	Mid Georgia Electric Company	Walthall Oil Company
Butler Automotive Group	Georgia Forestry Commission	Ocmulgee Fields	Wayne Reaves Software
Carl Reynolds Law	Georgia National Guard	Price Company	Westmoreland Patterson Law
Cherokee Brick and Tile			

BUSINESSES TENANTS AT THE AIRPORT

Embraer Aircraft Maintenance Services

Embraer, the third largest aircraft manufacturer in the world, brought more than 200 jobs to the airport in 2018. They provide commercial jet aircraft maintenance services. The company, based in Brazil, invested about \$1.6 million into its facility at the airport to support its operations. Embraer's decision put Macon on the international aviation map.

Stevens Aerospace and Defense Systems

Stevens Aerospace provides full-service maintenance, airframe upgrades and repairs, avionics repair and installations, and interior refurbishments. Staffed by a dedicated team of Gulfstream and large cabin aircraft specialists, their team brings a wealth of industry expertise for legacy aircraft. They have about 150 employees at the airport.

Dean Baldwin Painting

In October 2019, Dean Baldwin Painting, together with the Macon-Bibb County Industrial Authority, announced plans to build a new state-of-the-art aircraft strip and paint facility at the airport. The new facility will be approximately 187,000 square feet of office, warehouse, and ramp space and will bring \$20 million in new investment to the area. The company provides painting services for military and commercial customers. The new facility will bring approximately 115 new jobs to the area, jobs that have salaries that start at \$60,000 per year.

Central Georgia Technical College

Through a unique partnership with Macon-Bibb County and Robins Air Force Base, Central Georgia Technical College (CGTC) is one of the airport's newer tenants. CGTC's aviation program is housed in the former Boeing manufacturing facility. The union between CGTC and Robins AFB provides a pipeline for skilled aircraft maintenance workers. CGTC has also partnered with Delta Airlines Technical Operations to train a future pipeline of qualified aviation mechanics.

"We are all very excited about this new location and the prospect of doing business in the aviation friendly State of Georgia with its famous Southern Hospitality; it's a well planned expansion for us," says Dean Baldwin Painting CEO Barbara Baldwin-McNulty. **"Not only does this new facility address our need for more capacity, it also places us closer to potential and current customers in the Southeast."**

RECENT AIRPORT DEVELOPMENT

2011	Runway 5/23 and Taxiway Bravo Rehabilitation	\$1.7M	2017	Runway 5/23 Extension Justification Study	\$50K
2015	Taxiway Bravo Lighting and Electrical Rehabilitation	\$188K	2017	East Drive Realignment	\$184K
2015	Runway 5/23 Safety Area Rehabilitation	\$1.04M	2018	Main Ramp Rehabilitation and Crack Seal/Remark of Taxiway Delta and South Ramp (East Half)	\$1.93M
2015	New Airport Master Plan	\$173K			

INVESTMENT IN THE AIRPORT IS AN INVESTMENT IN THE COMMUNITY'S ECONOMIC GROWTH

But the biggest anticipated project for the airport is yet to come. That project will include the extension of Runway 5/23 from its current length of 6,501 feet to 8,000 feet. This project is essential for Middle Georgia Regional Airport to continue to be a major industrial complex, supporting the area's economy. The longer runway will enable the airport to handle the largest commercial and military jets. The airport's goal is to have the longer runway operational within a five-year window. In addition, the airport has approximately 200 acres of airport property available for future development.

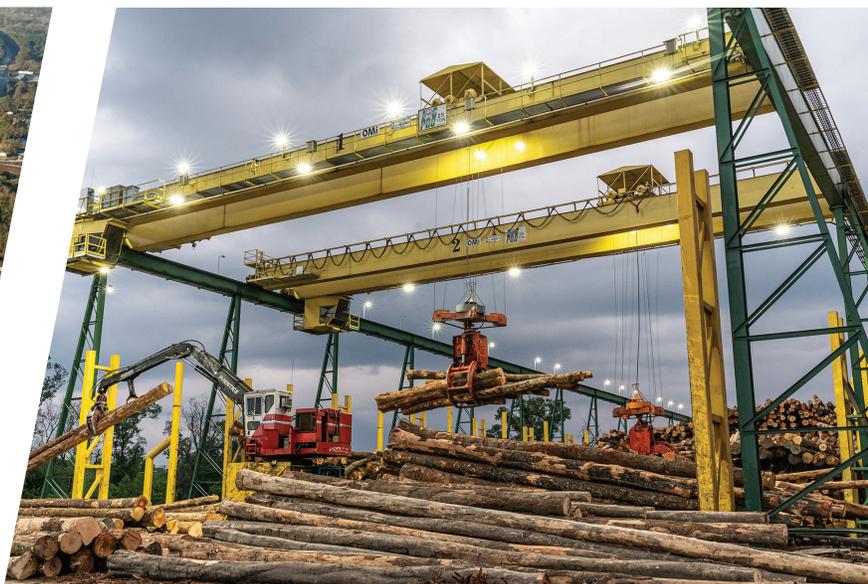
In 2018, the airport lost long-term tenant, HAECO, because they were unable to provide MRO services to the largest commercial jets. United Airlines cited the runway length as being their primary factor not being able to operate at the airport. HAECO was unable to find additional MRO services and shut down their operations at the airport; current length was a major contributor to their decision to close their facility.

Commercial carriers have also been impacted by the current runway length. Miami Air operated a charter flight from Macon to Providence, Rhode Island, to transport the Mercer University basketball team to the NCAA Tournament. The runway length limited fuel the charter could buy in Macon, forcing an interim stop to buy more fuel.

Sun Country Airlines has operated public charters to Gulfport and Laughlin, Nevada since January 2016. However, the 737-800 they operate is both passenger load and fuel restricted. Because of the current runway length, they can only use about 75 percent of the available seats on their plane.

A longer runway will assist the airport with recruiting future tenants and may help to expand commercial air service.





BEASLEY FOREST PRODUCTS

Beasley Forest Products is much more than just a timber company, and they are an excellent example of a highly successful business that thrives in a smaller community in Georgia with the help of the Hazlehurst Airport. Beasley Forest Products is North America’s premier producer of matting products for construction equipment; they support the energy transmission, utility, and construction industries. Beasley is the largest hardwood sawmill in the U.S. Their products are produced from hardwood harvested throughout the state of Georgia and parts of Alabama, South Carolina, and Florida. The company is committed to the sustainability and stewardship of Georgia’s forests and to zero waste in manufacturing their products. Beasley Forest Product is part of the Beasley Group, a family of companies engaged in other timber-related industries which include the manufacturing of flooring, hardwoods for furniture, and wood pellets for fuel, a product which they export to Asia and Europe.

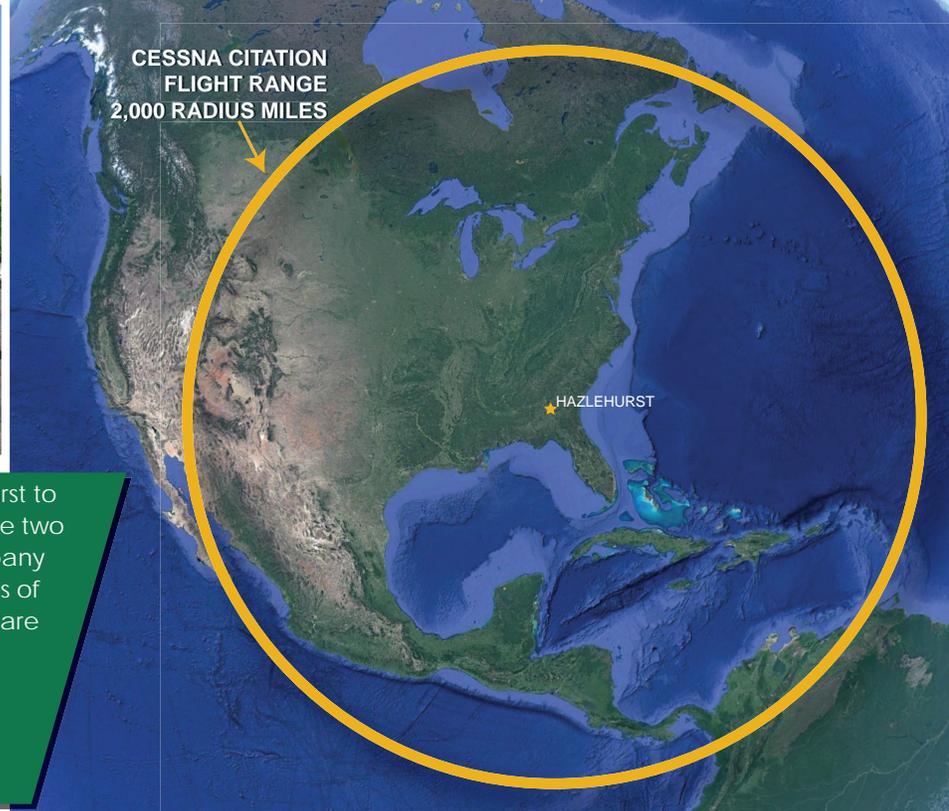
Beasley Group companies are located throughout Georgia in Lumber City, Sandersville, Lyon, Dublin, and Macon; they have other production facilities/subsidiaries in Wisconsin, Mississippi, North Carolina, and South Carolina. While their roots are in Georgia and the Southeast, their customer base spans the U.S. The company’s corporate planes, based at the Hazlehurst Airport, are essential to supporting the efficiency and productivity of Beasley Forest Products.

“Our company aircraft are like time machines; we can leave Georgia at 9 am and be in Auburn by 8:45 am – get there before we left”

*- Zachary Johnson,
Procurement Manager,
Beasley Forest Products*



BEASLEY CORPORATE AIRCRAFT CONNECT HAZLEHURST NON-STOP TO GEORGIA AND THE U.S.



It takes about two hours or more to drive from Hazlehurst to an airport with commercial airline service. In that same two hours, Beasley's corporate aircraft can transport company employees to destinations in 30 states, saving hundreds of hours in travel time. The company's corporate planes are used to facilitate convenient access to cities where Beasley operates their subsidiaries. They also use their company planes to fly from one Georgia airport to another. The company's top Georgia travel destinations are reflected on the map.

The company operates two Beechcraft Barons and one Cessna Citation. The flight ranges for these aircraft are 350 miles and 2,000 miles, respectively. While the company flies to destinations throughout the U.S., they also frequently use airports in Georgia. The Georgia airports frequently used by Beasley include PDK, FTY, SAV, RYY, FFC, TMA, JES, AGS, MCN, and PUJ.

These aircraft make about 400 trips per year, saving Beasley employees thousands of hours, increasing their productivity, and expanding the company's market area. Trips that would normally take days can be turned into hours with the help of the company's corporate planes. An estimated 30% of the company's annual trips are taken to other destinations in Georgia, while the remaining 70% are to destinations throughout the U.S. The company's aircraft are significant time savers; 90% of their customers are located in rural locations that do not have commercial airports. Airline trips to these locations take over seven hours each way! When consideration is given to driving to a commercial departure airport, parking, checking in, clearing security, waiting for a plane, deplaning on arrival, and then driving to the final destination, the efficiency of using the corporate plane cannot be touched.

The company also consistently relies on FedEx and UPS for logistics and supply chain management; these operators provide next day service to bring in time-sensitive parts and critical supplies. But in some cases when conditions warrant, the company's corporate aircraft will fly to secure parts and supplies when they are needed to keep the company's mills up and running.



Beasley has approximately 800 employees in the Hazlehurst area, 1,000 employees in the state of Georgia, and 1,500 employees company-wide. The company currently has several ongoing efforts that will expand their operations and add 150 new jobs. Other companies in the Hazlehurst area that are associated with Beasley Timber Products include FRAM, Hazlehurst Wood Pellets, and Thompson Hardwoods. Corporate aircraft and accessibility provided by the local airport are key ingredients to the success of Beasley Forest Products.



COCA-COLA

On May 8, 1886, Dr. John Pemberton served the world's first Coca-Cola at Jacobs' Pharmacy in Atlanta. From that first drink, Coca-Cola has grown to become one of Georgia's most iconic businesses, evolving to become a total beverage company. The Coke brand is known and manufactured worldwide and, while the company's roots have spread, its base of operations remains in Georgia. With diverse products and interests in locations throughout the U.S. and around the world, it is no wonder that the company relies on its corporate aircraft as an essential and time-saving business tool.

The company's business operations are supported by three Gulfstream G550 corporate aircraft. These aircraft are based at Fulton County Airport-Brown Field, which is located just west of the Atlanta Metro area. For more than 47 years, Coca-Cola has partnered with another Georgia-based company, Gulfstream Aerospace Corporation in Savannah, to supply its corporate aircraft. This is an excellent example of business-to-business commerce in Georgia.

The G550 business aircraft can fly non-stop to destinations as far away as Istanbul, Turkey, a distance of 5,759 air miles. The company operates in over 200 countries and territories. With business interests in many international cities, corporate planes are essential to effective and efficient travel for company leaders and teams. However, the efficiency of making all available city pairs are constrained due to limited runway available at Fulton County airport.

Within Georgia, the company's corporate aircraft are flown to both Albany and Savannah. Both Georgia locations have large bottling plants. The company uses corporate aircraft to connect large and small city pairs alike in virtually every state domestically. When flying either internationally or domestically, corporate aircraft are used to facilitate market expansion, accommodate face-to-face meetings with primary customers and suppliers, and support troubleshooting at large production facilities. To facilitate these activities, the company relies on maintenance, fuel, catering, cleaning services and hosts of other large and small local Georgia businesses. Worldwide, the company and its subsidiaries have more than 700,000 employees. In addition to its use of corporate aviation, the company also relies on commercial airline travel.

The use of corporate aviation is not just about the company's bottom line. The company's planes have also supported humanitarian and disaster relief efforts in locations such as Japan (tsunami), Haiti (earthquake) and Puerto Rico (hurricane). According to Sean Lee, General Manager Corporate Aviation, "Our corporate aircraft save approximately 275 eight-hour business days per year for senior leaders and teams."

COCA-COLA'S CORPORATE AIRCRAFT CONNECT EMPLOYEES DIRECTLY TO VARIOUS INTERNATIONAL LOCATIONS



According to Sean Lee, General Manager Corporate Aviation, "Our corporate aircraft save approximately 275 eight-hour business days per year for senior leaders and teams."

Within Georgia, the company's corporate aircraft are flown to both Albany and Savannah. Both Georgia locations have large bottling plants; There are over 2,000 operators that bottle products under the Coca-Cola umbrella. The Company utilizes corporate aircraft to connect large and small city pairs alike in virtually every state Domestically.

When flying either internationally or domestically, corporate aircraft are used to facilitate market expansion, accommodate face-to-face meetings with primary customers and suppliers, and support troubleshooting at large production facilities. Coca-Cola is the major supplier for stadiums, amusement parks, and major hotel chains throughout the U.S.



Worldwide, the company and its subsidiaries have more than 700,000 employees. According to Zippia, when all Coca-Cola brands are considered, the company has an estimated 62,600 employees in Georgia, making it the 6th largest employer in the state. In addition to its use of corporate aviation, the company also relies on commercial airline travel. Employees of just the parent company in Atlanta make an estimated 14,500 annual trips on domestic commercial airline flights and over 4,800 trips on scheduled commercial international flights.

The use of corporate aviation is not just about the company's bottom- line. The company's planes have also supported humanitarian and disaster relief efforts in locations such as Japan (tsunami), Haiti (earthquake), and Puerto Rico (hurricane).



CLAXTON POULTRY FARMS

Claxton Poultry is committed to serving their customers with the highest quality products backed by exceptional customer service. One of the tools they use to stand by this commitment is their corporate aircraft. This plane, a King Air 250, is based at the Claxton-Evans County Airport. For more than 70 years, Claxton Poultry has been a mainstay in the area's economy. Using their corporate plane to communicate face-to-face with their customers is important for supporting their unmatched customer service and has contributed to Claxton Poultry becoming one of the largest family-owned egg to market companies in the U.S.

Each year Claxton Poultry sells over 450 million pounds of chicken; their customers include national restaurant chains such as Chick-fil-A and Zaxby's, along with grocers, delis, distributors, and other restaurants located primarily in the Southeast. Their processing plant is located in Claxton and their state-of-the-art deboning facility is in Sylvania. Their facility in Sylvania is a new addition that resulted from an \$18.5 million investment creating 200 new jobs in Screven County. Their total workforce in Georgia exceeds 1,800 employees.

The company's market area extends beyond the U.S. Each year, Claxton Poultry exports more than 33 million pounds of frozen chicken to Puerto Rico, China, and other export markets.

According to Greg Finch,
Chief Financial Officer,

*"The business
benefits we gain by
using our corporate
aircraft far exceed its
operating cost."*

CLAXTON POULTRY FARMS' CORPORATE AIRCRAFT IS CRITICAL TO THEIR SUCCESS

The company's success is rooted in its dedication to communication with its customers and suppliers. Being able to jump on their King Air 250 and be in a meeting with their customers in a matter of minutes, versus hours, is critical to their success. One of the company's larger customers is Walmart. Headquartered in Bentonville, Arkansas, the drive time from Claxton to Bentonville is over 13 hours; with the corporate plane, travel time is reduced to 3 hours. With the time difference, you can leave Claxton at 8 am, arrive in Bentonville, AR for a 2-hour meeting, have lunch, and then return to Claxton by 5 pm.



Approximately 15 percent (300 hours) of all workdays are supported by a flight on the corporate plane. Three hours of driving to see customers in Atlanta and Athens is cut to 45 minutes of flying time. Since many of the Claxton Poultry customers are in Georgia, about 70 percent of all flights on their corporate plane are from one Georgia airport to another. The remaining 30 percent of the company's flights are to see customers in other states. These customers include Kelly Foods (FL), Kentucky Fried Chicken (KY), Columbia Meats (SC), and Imler's (PA). They also use their corporate plane to fly to Washington DC for industry meetings and to Gainesville, Georgia to visit the Georgia Poultry Lab.

Claxton Poultry relies on the local airport not only to meet its own travel needs but also to meet the needs of its customers and suppliers. A recent runway extension made Claxton more accessible to Claxton Poultry vendors. Prior to the runway extension, some visiting businesses flew to other airports in the region, rented a car, and drove to Claxton. Vendors and other integrators can now fly directly to Claxton to inspect equipment, conduct plant tours, and demonstrate to other potential clients their equipment's capabilities. Some of the companies that fly in to do business with Claxton Poultry include Dar Pro (KY), PECO (AL), Marel (KS), and Fieldale Farms (GA).



Claxton Poultry opened its doors in 1949; it is still a family-owned business with its roots in Georgia. The company's corporate plane is essential to supporting its success which is tied to hands-on customer relations and outreach. In a three-hour flight, they can reach their customers and suppliers for face-to-face meetings in more than 20 different states.

Greg Finch, the company CFO said, "The time savings and efficiency afforded by the company's plane far outweighs its annual operational costs. Staff can continue to work on the plane while traveling, and trips that would require an overnight stay can be reduced to a day allowing our employees to be back at their desks or better yet be home with their families. The benefits of using the corporate plane to support company travel cannot be matched.



PHOENIX AIR

Phoenix Air is headquartered at the Cartersville-Bartow County Airport, located approximately 35-miles northwest of Atlanta. They moved to Cartersville in 1985, and they are the airport's primary business tenant. The Cartersville-Bartow County Airport generates an estimated \$114 million in annual economic activity, and Phoenix Air is an important contributor to this economic impact.

Many Georgia residents may not realize that Phoenix Air is the U.S. Government's number one provider for time-sensitive passenger transport and emergency medical airlift services. Phoenix Air is an FAA-certificated Part 135 company with worldwide operating authority to provide passenger, air ambulance, and high priority air cargo services. The company is known globally as a leading innovator in aviation-related emergency medical services.

Phoenix Air was founded in Atlanta in the late 1970's by Atlanta-native Mark Thompson. The company started as a local charter company, operating two small planes transporting automotive parts to assembly plants around the country. Fifty years later, Phoenix Air has evolved into to a multi-faceted company with global capabilities. All "heavy" aircraft maintenance and aircraft modifications are also performed in Cartersville. In addition to their headquarters in Cartersville, Phoenix Air also has offices, aircraft, and staff in Norfolk, VA; San Diego, CA; Los Angeles, CA; Stuttgart, Germany; Malta; Nairobi, Kenya.

"It's very rewarding, there's not a day goes by that I'm not thankful that we stumbled into this line of work and that we do have the ability to make a difference in the world."

- Dent Thompson, Senior Vice President of Phoenix Air

PHOENIX AIR OPERATES APPROXIMATELY 40 AIRCRAFT IN SUPPORT OF ITS OPERATIONAL MISSIONS

The types of aircraft they own, and their primary operational missions follow:

Learjet 35 and 36 – Military contracts for radar/communications jamming, target towing, air ambulance

Embraer 120 – Passenger transport under military contract

Citation 500 – Company management transport

Gulfstream G-I – Military contracts for radar/communications jamming, target rocket launch bed

Gulfstream G-II – Military contracts for sea surveillance and data collection

Gulfstream G-III – Passenger transport, cargo transport, live animal transport, air ambulance, and biocontainment transport for patients with contagious diseases

Gulfstream G-IV – Passenger transport



Early in 2020, with the coronavirus outbreak, Phoenix Air was called on by the U.S. State Department to bring at-risk citizens back to the U.S. One of those missions included bringing 800 Americans home from Wuhan, China. They also were responsible for transporting Americans aboard the Diamond Princess cruise ship which was quarantined in Japan; 44 Americans had tested positive for the virus. Biological containment systems, which are unique to Phoenix Air, were used to transport the patients, keeping them completely isolated for the 12- to 14-hour flight.

In April 2020, Phoenix Air completed what the U.S. Secretary of State described as one the most complex medical evacuations in history. Dispatching their highly modified Gulfstream medevac jet and highly skilled medical staff, they flew 8,000 miles to bring a critically ill U.S. citizen back from Bhutan to an intensive care unit in Baltimore. During the Ebola crisis, Phoenix Air flew more than 40 lifesaving missions, bringing U.S. citizens back from various locations in Africa for medical treatment.

"We're one of the only companies in the world that can transport highly contagious patients." - Dent Thompson

Phoenix Air is not just an emergency medical provider. In addition to their air ambulance services they provide services which include:

- Air Charter
- Air Ambulance
- High Priority Air Cargo
- Airframe Modifications
- Specialized Military Training
- Flight Training
- Fixed Base Operator (FBO) Services

Of the flights they perform annually, the company estimates that approximately 70% are routine flights, with the remaining 30% being time-sensitive emergency flights. Of their emergency medical/air ambulance flights, an estimated 50% are to domestic locations with the remaining 50% being to international cities. The majority of their flights are under Government contracts to transport people, equipment, and electronic warfare technology. From Point Mugu NAS, California, the company's EMB-120 aircraft make scheduled flights into various military bases in California and Nevada; they also fly semi-scheduled flights in their Gulfstream G-III plane into Mogadishu, Somalia; these flights support the U.S. State Department.

Phoenix Air currently holds 10 federal contracts with U.S. Department of Defense, U.S. Department of State, NASA, DARPA, and Department of the Interior. They complete hundreds of missions each year for U.S. Government agencies.

Company services include transporting dolphins for various marine parks such as Sea World and the Shedd Aquarium. They operate highly specialized medevac missions for the Berlin Heart Pump company transporting pediatric patients on this device who are traveling for live-saving heart transplants. Phoenix Air prides themselves as being good stewards to Cartersville and Bartow County; they are constantly innovating to fulfill their mission of saving lives around the world.

Appendix B – Flight Maps

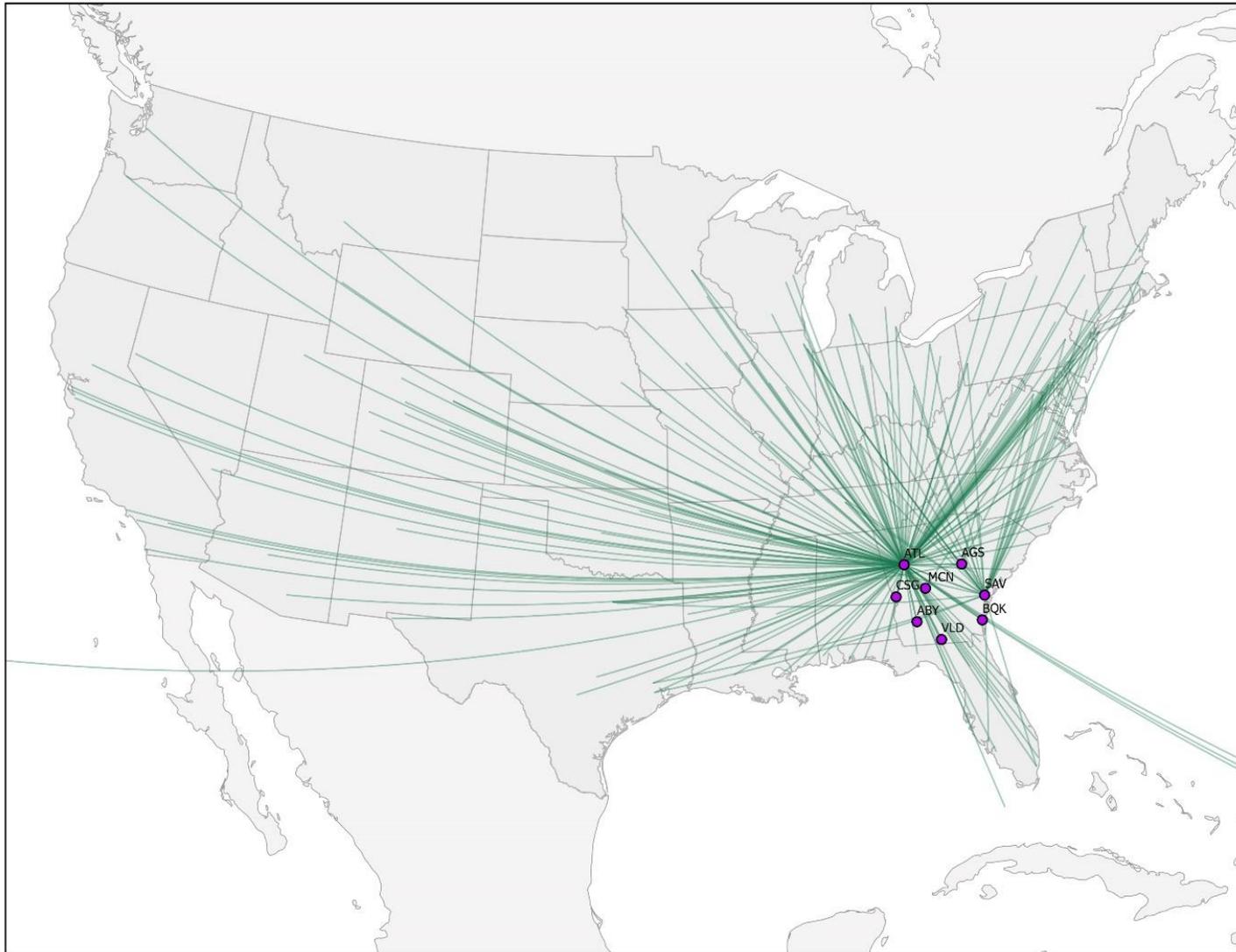
Georgia's Non-Stop Commercial International Flights



Georgia's Non-Stop General Aviation International Flights



Georgia's Non-Stop Domestic Commercial Airline Flights



Non-Stop Domestic General Aviation Flights

