



Georgia Department of Transportation



• ECONOMIC IMPACT REPORT FOR •
DANIEL FIELD AIRPORT



September 2020

According to Site Selection Magazine, Georgia is **ranked as the #1 state** for doing business.

Georgia Airports Mean Business.

Airports in Georgia generate positive economic impacts as well as support many other sectors of local and state economies. In the summer of 2019, the Georgia Department of Transportation undertook a statewide study to estimate the annual economic impact of 102 study airports. The study estimated economic impacts for seven commercial airports and 95 general aviation airports. This report includes impacts related to **Daniel Field Airport** and summarizes all Statewide Airport Economic Impacts.

Annual Economic Impacts for Daniel Field Airport

Residents, businesses, and visitors benefit from the state's well-developed airport system. While supporting transportation, healthcare, tourism, and commerce, airports contribute to the economy. The Economic Impact Study identified specific economic impacts associated with the **Daniel Field Airport** and other airport benefits. Key impacts for the **Daniel Field Airport** follow.

 Annual Visitors
18,433

 Employment Supported
237

 Annual Payroll
\$8,135,800

 Annual Spending
\$22,109,400

 Annual Economic Impact
\$30,245,200

 Airport-Supported Annual State & Local Sales & Income Tax Revenues
\$1,267,590

Economic Impacts for Daniel Field Airport

The table below provides information on the sources of annual economic impact estimated for the **Daniel Field Airport**. For more information on the impacts reported here, consult the study's Technical Report available at dot.ga.gov/IS/AirportAid.

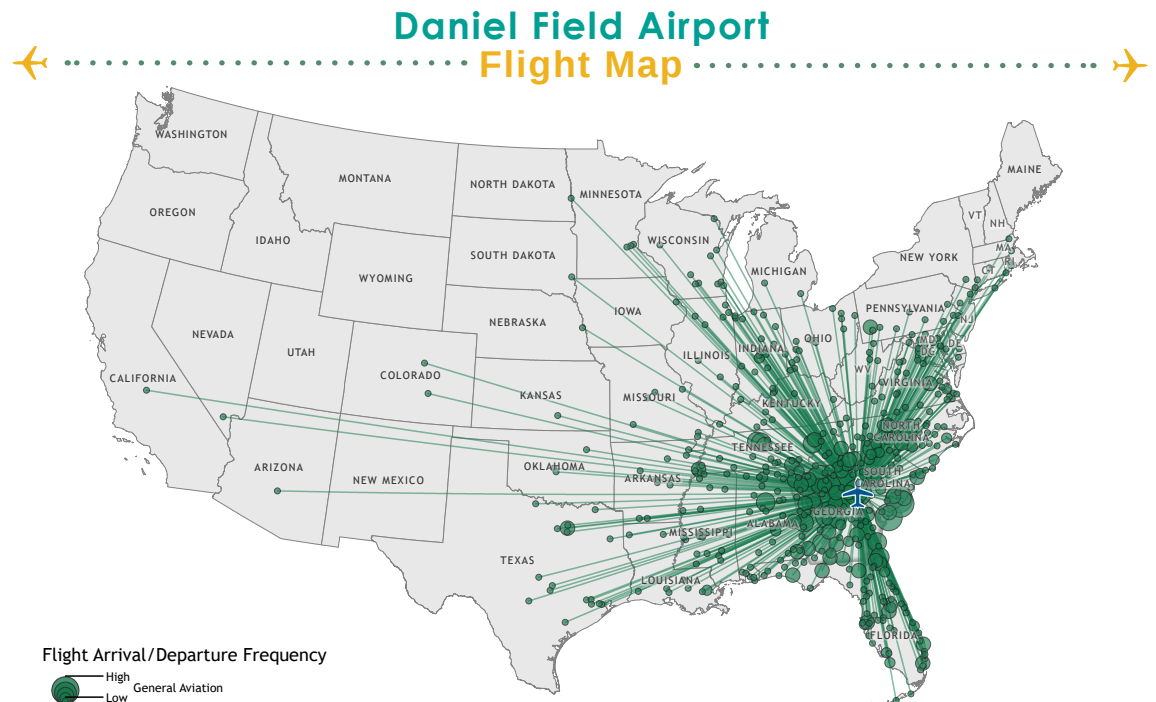
Annual Economic Impacts for Daniel Field Airport

	Employment	Payroll	Spending	Total Economic Activity
Airport Management & Business Tenants	90	\$3,818,200	\$8,472,800	\$12,291,000
Capital Investment	88	\$2,729,700	\$11,175,200	\$13,904,900
General Aviation Visitor Expenditures	59	\$1,587,900	\$2,461,400	\$4,049,300
Total	237	\$8,135,800	\$22,109,400	\$30,245,200

Georgia Airports Support Connectivity

A flight from a Georgia airport is a gateway to over 40,000 worldwide airports, including over 19,000 airports in the US alone. When employers seek to relocate or expand, proximity to an airport is among the top 10 factors they consider in their decision making. Georgia's tourist industry also depends on the efficiency of air travel.

This map depicts destinations for flights departing from and arriving at **Daniel Field Airport** on any given day. This information is generated from the FAA's National Offload Program (NOP). Flights represent only a fraction of all destinations that can be reached directly from the airport. The map helps to show how the airport supports the travel needs of businesses, visitors, and residents of the airport's service area.



Top Five Destinations for Daniel Field Airport

- 1 Atlanta, Georgia
- 2 Brunswick, Georgia
- 3 Savannah, Georgia
- 4 Dublin, Georgia
- 5 Macon, Georgia

Statewide Economic Impacts

Shown below are total annual statewide economic impacts. All economic impacts shown in this report for Hartsfield-Jackson Atlanta International Airport were obtained from a separate study for that airport conducted by the City of Atlanta. As shown, when all Georgia airports are considered, total annual statewide economic impacts are estimated at 450,502 jobs, \$9.2 billion in annual payroll, and \$73.7 billion in annual economic activity.

Statewide Economic Impacts All System Airports

	Hartsfield-Jackson Atlanta International Airport*	Commercial Study Airports	General Aviation Study Airports	State Total
Employment	383,242	52,376	14,893	450,502
Payroll	\$16.7 billion	\$1.3 billion	\$271 million	\$9.2 billion
Economic Activity	\$66.8 billion	\$2.2 billion	\$828 million	\$73.7 billion

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

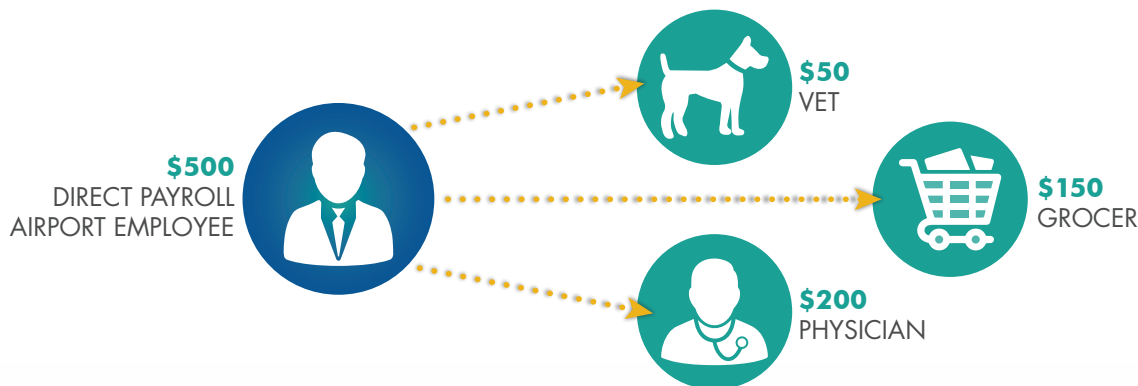
Economic Impact Categories and Measurements

The study identified impacts related to airport management (day-to-day airport operations), aviation-related business tenants, average annual capital investment, expenditures from visitors arriving on general aviation aircraft, and expenditures by visitors arriving on scheduled commercial airline flights. For each of these five categories, impacts were measured for **employment, payroll, spending, and annual economic activity**. Annual economic activity is the sum of payroll and spending. In addition, the study estimated state and local tax revenues that are generated by airport-supported activities.



Study Methodology

Data collection and survey efforts identified **direct** economic impacts in each of the five impact categories using an approved FAA methodology. A state input/output model (**IMPLAN**) was used to estimate additional **indirect and induced** impacts, sometimes referred to as multiplier impacts. Combined, direct plus indirect/induced impacts equal total state or airport specific economic impacts.



Airport Management



Aviation-Related Business Tenants



Average Annual Capital Investment



Visitors Arriving on General Aviation Aircrafts

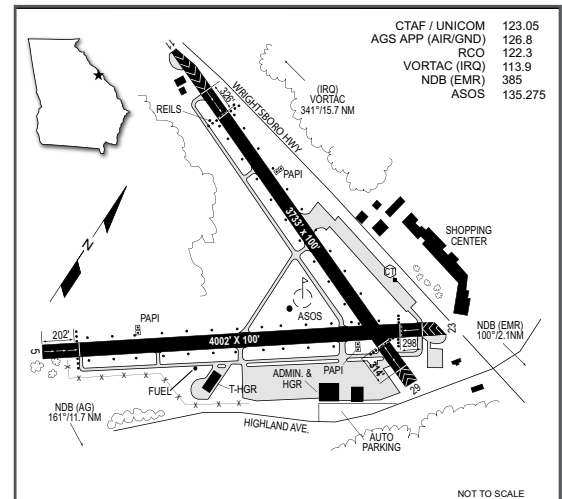


Visitors Arriving on Commercial Flights

Daniel Field Airport

Daniel Field is located in the City of Augusta in Richmond County. The population within a 30-minute drive time of the airport is estimated at 320,000. The airport is located in the eastern part of Georgia, approximately 34 miles east of Thomson and 136 miles northeast of Macon. Highway access to the airport from the east and west is via I-20 and I-520.

The airport has two intersecting runways. Runway 5/23 is 4,002 feet long, and Runway 11/29 is 3,733 feet long. The airport accommodates a variety of aviation-related activities including recreational flying, corporate/business jets, and flight training. While the Masters Golf Tournament is being held, the airport helps to serve overflow traffic from Augusta Regional. Augusta Aviation, with over 35 employees, is the airport's largest business tenant; they provide aircraft with a range of services from fueling to maintenance.



Examples of How Daniel Field Airport Supports its Community

There is a good chance you benefit from different activities that the airport supports. Airports support healthcare and emergency services. Airports support the state's agricultural and forestry industries, and power companies rely on airports to keep electricity flowing. State and federal agencies use airports to protect the environment, and law enforcement benefits from airports. Businesses throughout Georgia rely on airports to improve their efficiency. Examples of how the airport benefits the community follow.

Business Use: Airports are tools used by a wide variety of employers to increase their efficiency. When businesses consider where they locate or expand, proximity to an airport is often a top consideration. Airports are also an important contributor to an area's economic diversification and growth. Both local and visiting businesses rely on air travel to increase their efficiency. Airports can be used to help companies expand their market areas, reduce employee travel time, provide access for customers and suppliers, and tie together offices in multiple locations. Local doctors also use airports to transport their services to smaller/rural hospitals. The airport is used extensively by local and visiting businesses. Local business users include Gulbrandsen Chemicals, ACC Construction, Bell & Brigham, Royal Flush, Harkrider CPA, Jackson Law, Gerald Jones Auto Group, Michael Scott DMD, Advanced Services, GSC Construction, Hagler Systems, Gary Waugh DMD, CSRA Pain Management, Time Transport & Leasing, Merrill Lynch, and the Southeastern Development Association. By accommodating these local businesses and a host of other visiting businesses, the airport assists many sectors of the area economy.

Medical Support: There is often a close link between local medical care facilities and the airport. Hospitals rely on just-in-time arrival of supplies that come by air. Patients are often transported by air from smaller hospitals to larger hospitals. Medical professionals travel by air to harvest organs and return to perform life-saving organ transplants. LifeLink of Georgia, an organization dedicated to supporting organ donation, uses the airport. Other medical centers that rely on the airport include Augusta University Hospital, Doctors Hospital, Children's Medical Hospital of Georgia, and the Burn and Reconstructive Centers of America.

Law Enforcement : The airport supports essential law enforcement activities. The Georgia State Patrol (GSP) Aviation Division uses the airport and operates 24/7 to provide air support for different assignments. GSP supports public safety interests for the citizens of Georgia. The GSP Aviation Division performs aerial search and rescue missions utilizing infra-red cameras, and many missing persons have been located from the air using this technology. Other missions supported by the GSP Aviation Division include manhunts, aerial photography, aerial surveillance, natural disaster response, SWAT missions, and fire suppression. The Division has also become a nationwide leader for its innovative use of aircraft to suppress the distribution of illegal substances.

Military Use: Georgia and the Southeast have several military air bases. Even with these facilities, civilian airports in Georgia play an important role in supporting military operations. Aircraft from Fort Benning and Fort Gordon use the airport. Aircraft may do touch-and-goes for training. Typically, these aircraft are not on the ground for extended periods of time since they require special security or ground support requirements. A military aircraft is a fixed-wing or rotary-wing aircraft that is operated by a legal or insurrectionary armed service of any type. Military aircraft can be either combat or non-combat. It is more common for non-combat military planes to operate at civilian airports in Georgia. A strong military is important to the U.S.

THIS DOCUMENT WAS PREPARED BY

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Data collection and analysis for this study took place before the onset of the COVID-19 pandemic in March 2020. Results reflect conditions at Georgia airports prior to that time.

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