



Georgia Department of Transportation



• ECONOMIC IMPACT REPORT FOR •
BUTLER MUNICIPAL 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 **Butler Municipal Airport** and summarizes all Statewide Airport Economic Impacts.

Annual Economic Impacts for Butler Municipal 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 **Butler Municipal Airport** and other airport benefits. Key impacts for the **Butler Municipal Airport** follow.

- Annual Visitors **1,469**
- Employment Supported **13**
- Annual Payroll **\$373,000**
- Annual Spending **\$1,232,400**
- Annual Economic Impact **\$1,605,400**
- Airport-Supported Annual State & Local Sales & Income Tax Revenues **\$62,180**

Economic Impacts for Butler Municipal Airport

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

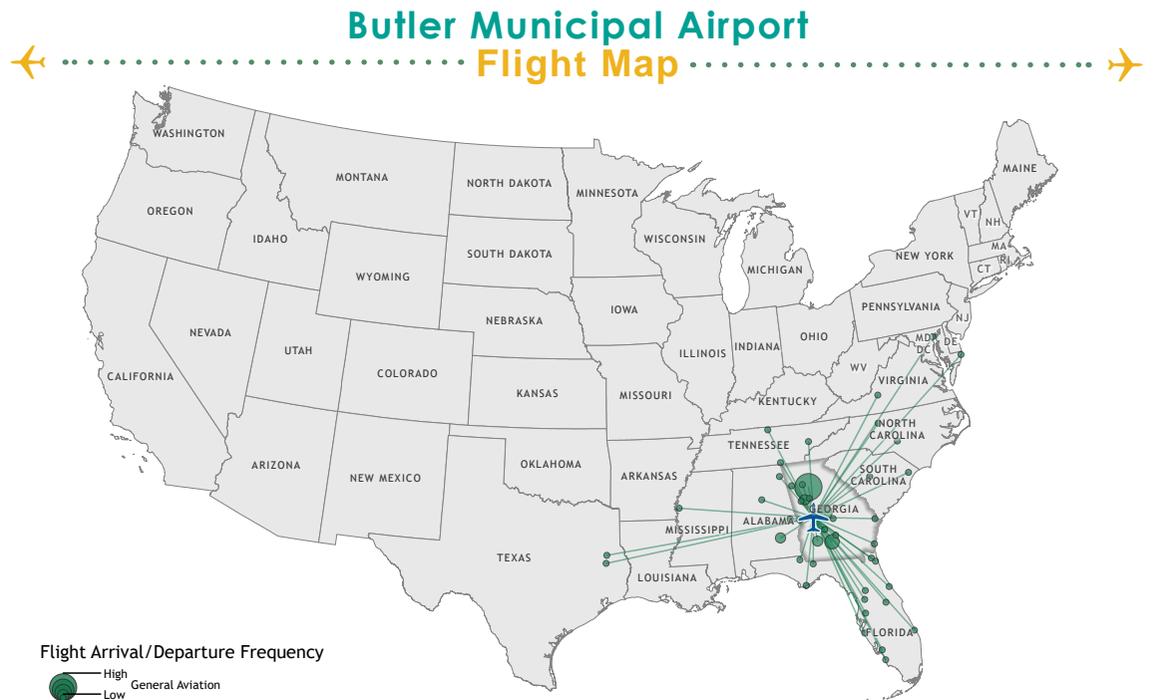
Annual Economic Impacts for Butler Municipal Airport

	Employment	Payroll	Spending	Total Economic Activity
Airport Management & Business Tenants	6	\$175,400	\$569,600	\$745,000
Capital Investment	5	\$140,200	\$573,800	\$714,000
General Aviation Visitor Expenditures	2	\$57,400	\$89,000	\$146,400
Total	13	\$373,000	\$1,232,400	\$1,605,400

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 **Butler Municipal 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 Butler Municipal Airport

- 1** Atlanta, Georgia
- 2** Tifton, Georgia
- 3** Macon, Georgia
- 4** Cedartown, Georgia
- 5** Columbus, 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.

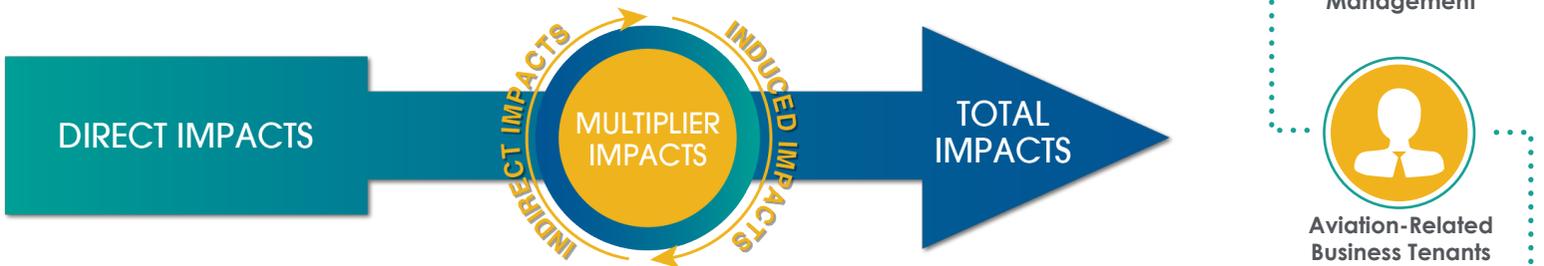
Statewide Economic Impacts All System Airports

	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

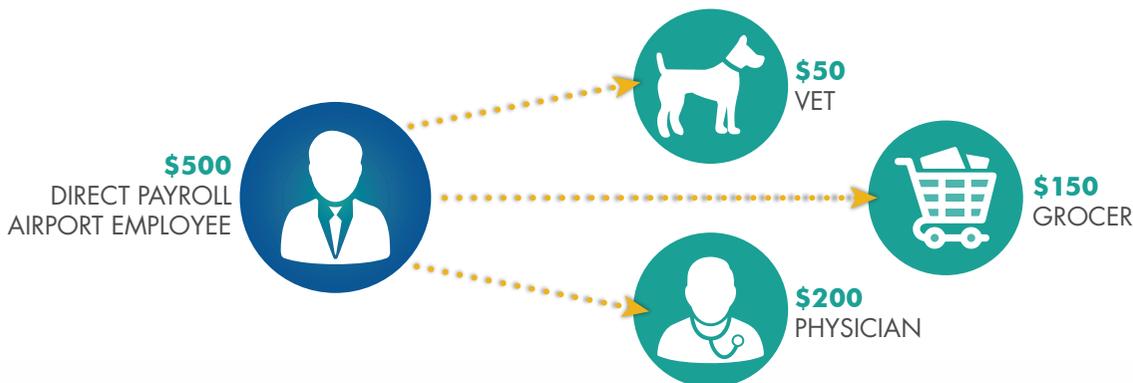
Economic Impact Categories and Measurements

The study identified impacts related to airport management (day-to-day airport operations), aviation-related business tenants, average annual capital investment, expenditures by 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.



The direct impacts that start at the airport multiply within the state economy. The \$150 of direct impact spent with the grocery results in additional payroll (induced impacts) for the grocer's employees. As the grocery buys supplies, this additional business to business spending results in indirect impacts.

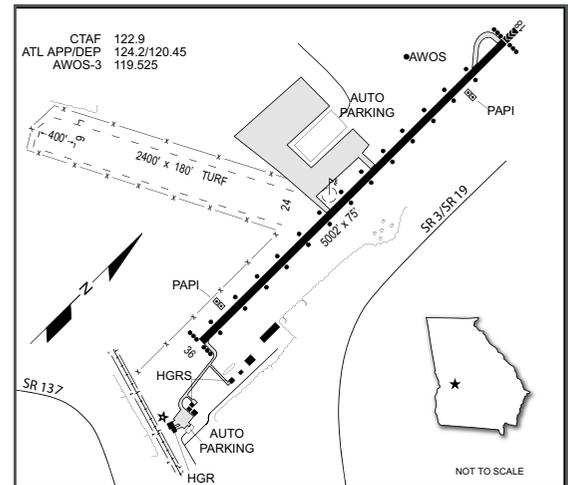
Visitors Arriving on Commercial Flights

Butler Municipal Airport

The City of Butler is located at the intersection of US Highway 19 and State Route 96 in west-central Georgia. Butler is the largest city and the county seat of Taylor County. There are about 30,000 Georgia residents within a 30-minute drive of the airport. The area's economy is heavily dependent upon agricultural, timber, and mining.

The Butler Municipal Airport is located one mile north of Butler's central business district. The airport is owned and operated by Taylor County. The primary runway, Runway 01/19, is 5,002 feet long. The turf crosswind runway, Runway 06/24, is approximately 2,400 feet long.

Ragwings & Rivets provides aircraft maintenance services at the airport. Aerial applicators frequently use the airport to support the area's abundant agricultural and logging industries. Other activities supported by the airport include flight training, aerial inspections, air cargo, environmental patrols, aerial photography and surveys, real estate tours, and aerial advertising.



Examples of How Butler Municipal 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 a 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. Businesses and others that rely on and benefit from the airport include Barrow Automotive, Flint Energies, Butler Sand, and M. F. & H. Textiles. By supporting these local users, the airport assists many sectors of the local economy.

Aerial Applicators: Agriculture is an important part of Georgia's economy. Georgia is home to a diverse array of food and fiber products and an assortment of related processing companies. Together, agriculture and its related industries in Georgia, directly and indirectly, account for over \$74.3 billion in economic output and over 411,500 jobs. Georgia is host to over 42,000 farms, encompassing more than 9 million acres; 88 percent of these farms are considered small businesses. The Bureau of Economic Analysis reports nearly 35,000 farm proprietors in the state. Aviation is a tool that supports agriculture in Georgia. Aerial applicators spray crops and timber to prevent the spread of disease and pests. The airport hosts transient or visiting aerial applicators, helping to support area farmers.

Powerline Patrols Georgia Power: An estimated 500,000 miles of powerlines snake their way around the United States. General aviation aircraft are often employed to scout the lines and to report problems to the power company. Pilots flying low-power general aviation aircraft make observations on discrepancies, vegetation infringement, and other potential issues that may require maintenance or repair. Georgia Power uses the airport to support its maintenance activities, which include aerial powerline patrols that are necessary to provide reliable and economical service to customers. Georgia's electric highway of powerlines cover 12,500 miles. Following storms, aircraft can quickly survey area powerlines for damage. Quick aerial response supported by the airport results in targeted dispatch of repair crews to assist with restoring power in a timely fashion.

Hunting: Hunters visiting Georgia spend a significant amount of money on supplies and equipment. According to the Georgia Department of Natural Resources, Georgia hosts about 1.5 million hunters annually; spending by hunters supports almost 24,000 jobs. One of Georgia's timber management companies estimates that approximately 60 percent of the hunting leases they provide are for visitors from other states. Grey Ghost Plantation is an example of a local hunting area that brings visitors to the area. Visitors maximize the time they have to spend on recreational activities. Without quick access, some travelers could choose to hunt elsewhere.

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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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