



TECHNICAL REPORT

ALABAMA

STATEWIDE AIRPORT ECONOMIC
IMPACT STUDY





2020 ALABAMA STATEWIDE AIRPORT ECONOMIC IMPACT STUDY

Prepared for:

Alabama Department of Transportation – Aeronautics Bureau

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Prepared by:

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

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All data presented in this report were collected prior to the 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 Study Summary

In 2018, the Alabama Department of Transportation (ALDOT) Aeronautics Bureau undertook a comprehensive project to estimate the annual economic impact of all public airports in Alabama. This includes both commercial service airports (those served by airlines) and general aviation airports (those served by all other forms of aviation). Within this document and other related reports, these airports are collectively referred to as the “study airports” and consist of six commercial service airports and 74 general aviation airports. Alabama’s airport system is shown in **Figure 1-1**.

In terms of context, it must be recognized that the economic impacts presented in this study reflect “a snapshot in time” or those conditions that specifically existed during the period that data was collected for the study (Spring 2018 - Fall 2019). (Note that this also means that all economic impact data was collected prior to the COVID-19 pandemic that began in Spring 2020.) This consideration is important since aviation is a very dynamic industry, and one that experiences change constantly. Thus, as conditions at the study airports change, it is

reasonable that the economic impact estimates developed in this study should also change. As part of this study, an online Calculator tool was provided to allow the Aeronautics Bureau the ability to project updates for each airport’s economic impact to reflect changing local conditions.

This report presents the results for ALDOT’s Statewide Aviation System Plan and Economic Impact Study. The primary objectives of this study effort included:

- Estimate the annual economic impacts that the state economy realizes from the day-to-day operation of six commercial and 74 public general aviation airports.
- Estimate the annual economic impact realized as a result of aviation-related business tenants located at study airports.
- Estimate the annual economic impacts resulting from capital investment at the study airports.
- Estimate the economic impacts of spending associated with visitors who arrive in Alabama on privately owned general aviation aircraft at all 80 study airports and on scheduled commercial airline flights at the six commercial airports.
- Estimate annual state and local tax revenues supported activities associated with study airports.

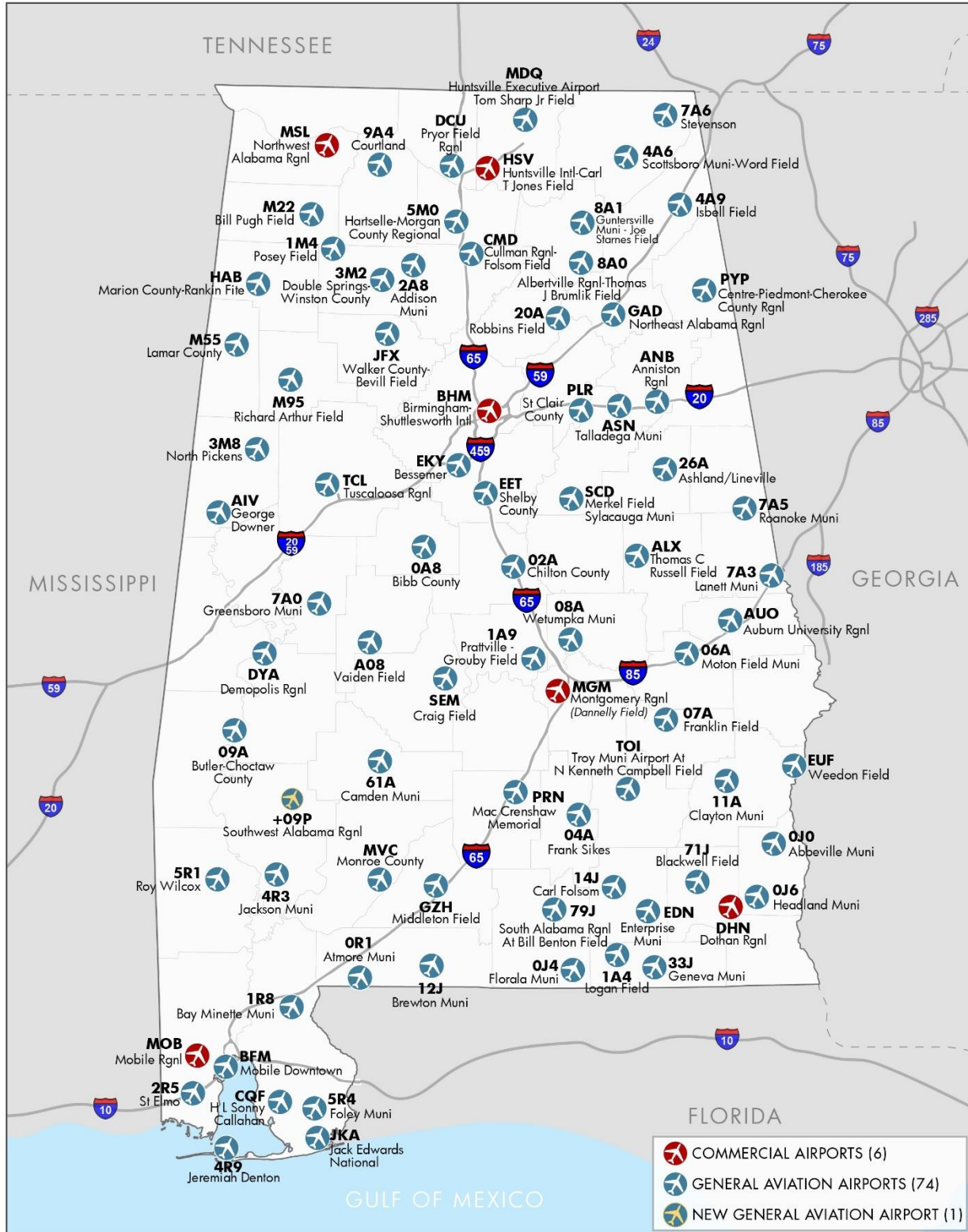


Photographer: Art Meripol
Source: Alabama Tourism Department

An Economic Impact Study measures the flow of dollars into state and local economies that result from each airport and their aviation-related activities.



Figure 1-1: Alabama Public Use Airports



Source: Jviation



1.1 Summary of Findings

A flight from an Alabama 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. Highlights from Alabama’s Statewide Airport Economic Impact Study include:

- The 80 ALDOT public use study airports (public use commercial service and general aviation aviation) support an estimated total of **44,399** jobs with an associated annual payroll of approximately **\$1.9 billion**.
- The 80 ALDOT public use study airports support a total of approximately **\$3.1 billion** in annual spending and **\$4.9 billion** in annual economic activity. Airport-supported activities represents approximately 2.1 percent of Alabama’s gross state product
- Direct activities supported at and by the 80 ALDOT study airports contribute an estimated **\$267.6 million** in state and local tax revenues annually.

Alabama’s airports are its gateway to the national and world economies

Table 1-1 presents a summary breakdown of the Alabama public use airport system’s economic impact estimates by category and measure. (Note that economic impacts for the individual study airports can be found in **Table 6-1**.)

Table 1-1: Statewide Economic Impact from All Impact Categories for All Study Airports

Impact Measure	Category	Direct	Indirect/Induced	Total
Employment	Airport Management	646	921	1,567
	Airport Business Tenants	11,414	12,485	23,899
	Capital Investment	1,263	1,221	2,484
	General Aviation Visitors	2,012	752	2,764
	Commercial Visitors	9,373	4,312	13,685
	Total Employment		24,708	19,691
Payroll	Airport Management	\$33,428,700	\$32,760,000	\$66,188,700
	Airport Business Tenants	\$753,596,200	\$495,555,700	\$1,249,151,900
	Capital Investment	\$45,578,300	\$41,475,500	\$87,053,800
	General Aviation Visitors	\$47,826,300	\$31,565,000	\$79,391,300
	Commercial Visitors	\$222,100,600	\$155,470,200	\$377,570,800
	Total Payroll		\$1,102,530,100	\$756,826,400
Spending	Airport Management	\$57,217,700	\$47,492,600	\$104,710,300
	Airport Business Tenants	\$1,219,104,200	\$553,145,200	\$1,772,249,400
	Capital Investment	\$190,983,300	\$162,336,100	\$353,319,400
	General Aviation Visitors	\$70,001,900	\$50,402,200	\$120,404,100
	Commercial Visitors	\$424,780,700	\$288,850,800	\$713,631,500
	Total Spending		\$1,962,087,800	\$1,102,226,900
Annual Economic Activity	Airport Management	\$90,646,400	\$80,252,600	\$170,899,000
	Airport Business Tenants	\$1,972,700,400	\$1,048,700,900	\$3,021,401,300
	Capital Investment	\$236,561,600	\$203,811,600	\$440,373,200
	General Aviation Visitors	\$117,828,200	\$81,967,200	\$199,795,400
	Commercial Visitors	\$646,881,300	\$444,321,000	\$1,091,202,300
	Total Annual Economic Activity		\$3,064,617,900	\$1,859,053,300

Source: Jviation

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



1.2 Value for their Communities

Alabama's airports bring substantial value to the communities that they serve not only with respect to economic impact, but also from a quality of life perspective. Activities regularly occur on airports that promote the livability of a community by enhancing the health, welfare, or safety of individuals in that airport's market area. While it may be difficult to place a dollar value on such impacts, these benefits, which vary throughout the airport system, improve the quality of life of the State's residents in a wide variety of ways.

- Facilitating emergency medical transport: Airports routinely operate as bases of operations for medical transport aircraft (including Med Flight, Angel Flight, Corporate Angel Network, Veterans Airlift Command, etc.), allowing patients and doctors to be moved quickly and efficiently through smaller, less active airports. This service is particularly important to remote locations that do not have convenient or direct ground access to appropriate medical facilities.
- Providing police support: Airports are routinely utilized by local and state police units as bases of operations for helicopter units, as staging areas for emergency evacuation plans, as a resource for facilitating prisoner transports, among other services.
- Supporting forest and wildlands firefighting operations: Some airports are occasionally used to provide forest and wildlands firefighting support.
- Serving as a staging area for community events: An airport should always be considered to be a community asset, and as part of a community at-large, airports are frequently used to host various events. Whether it is because of the open space and facilities available for community gatherings or for the activities directly related to airport operations, airports are a multifaceted resource for host communities.
- Conducting search-and-rescue operations: During a search-and-rescue operation, minutes count. Airports typically are able to provide a quickly mobilized base of operations for such activities. Not only does the airfield provide the infrastructure required for aircraft operations, but airports also typically have the space and utilities required to quickly and efficiently establish a search and rescue base of operations.
- Supporting the U.S. military and other government organizations: One of the principle benefits of the airport system is the number of airports available and the diversity of their locations. This is a primary consideration for supporting governmental organizations, including the military, where getting to where they need to go as quickly and as efficiently as possible is a major asset.
- Benefiting tourism and providing recreational opportunities: Airports provide critical connectivity to Alabama's tourism destinations ranging from the Gulf Coast to the south and "Rocket City" to the north, as well as the many sporting events that regularly occur throughout the state. Additionally, airports provide a wide range of aviation-related recreational activities including aerial tours, skydiving, flight training, aircraft rental/charter, among many others.

Alabama's airports bring substantial value to the communities that they serve not only with respect to economic impact, but also as an enhancement to their quality of life

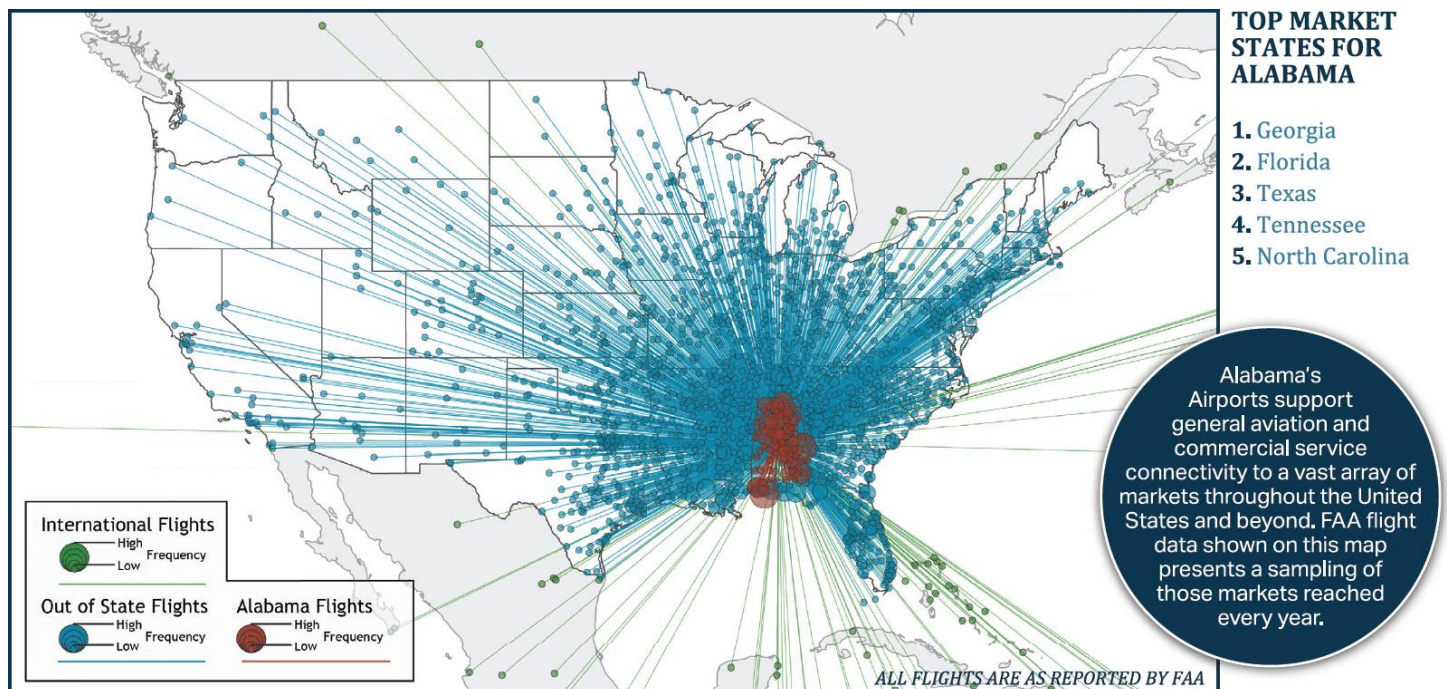
Some specific examples of how airports contribute to the economic welfare and quality of life of their host communities include the following:

- Mobile Regional Airport (MOB) – the airport is home to several major tenants, the largest being the U.S. Coast Guard Aviation Training Center, which acts as the Coast Guard's aviation and capabilities development center, as well as an operational air station. Typical missions include search and rescue, homeland security, and environmental protection. As an example of its value, this center played a vital role in the Mobile area's recovery from the BP Deepwater Horizon Oil Spill in 2010.



- Auburn University Regional Airport (AUO) – this airport directly supports business activity associated with Walmart, Home Depot, Southern Company, and General Electric Aviation, which operates a manufacturing facility in Auburn.
- Huntsville Executive Airport (MDQ) – this airport directly supports the air cargo needs of the area’s key industries including aerospace parts, automotive parts and equipment, and agriculture.
- Talladega Municipal Airport (ASN) - Talladega Superspeedway drivers, crews, and race spectators utilize this airport for its convenient access, aviation facilities and services during race event weeks.
- Craig Field (SEM) – this airport supports Selma’s central business district as well as local industries such as International Paper and Seoyon E-Hwa, an international automobile part supplier. Agencies using the airfield include the Selma Police Department, the Dallas County Sheriff’s Department, and the Alabama Law Enforcement Agency.
- Guntersville Municipal - Joe Starnes Field (8A1) - Ace Aeronautics located on the airport provides engineering, manufacturing, and repair for commercial and military aircraft. Marshall County Sheriff’s Department use the airport on a regular basis as well as air ambulance services for patient transport. These include Huntsville Hospital, LifeFlight, and Pilots for Christ. Local businesses including Lawler Enterprises, D&F Equipment, The Dream Ranch, a hunting, and fishing resort in Marshall County, also utilize the airfield.
- Richard Arthur Field (M95) – The airport is located in western Alabama and is home to an Air Evac Life Team helicopter base that provides air ambulance service to surrounding communities. Local and visiting businesses, such as Truck Bodies International and Dement Construction, use the airport. Ag sprayers use the airport as a staging base for the application of pesticides and fertilizer for both local crops and timber.
- North Pickens Airport (3M8) - The airport supports a wide variety of activities including military aircraft training operations and supporting Peco Foods, a nearby poultry provider that relies on aviation.

Figure 1-2: Extensive Reach of Alabama Airports



Source: Jviation.



2 Introduction

In 2018, the Alabama Department of Transportation (ALDOT) Aeronautics Bureau undertook a comprehensive study to estimate the annual economic impact of the 80 public use general aviation and commercial service airports in Alabama. This was done in association with a companion aviation system plan and a pavement management plan to provide the state with a comprehensive assessment of its current aviation system. Collectively, the airports included in this study are referred to within the report as the “study airports.” It is also important to note that all economic impacts reflected in this document represent state and local airport conditions which existed prior to the onset of the COVID-19 pandemic in March 2020. All information to support the analyses completed within this study was collected pre-COVID.

Alabama’s state airport system is shown in **Figure 2-1** and is classified into five categories (as well as one future airport). 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 Alabama 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, Alabama ranks near the middle of all states for key demographic and socio-economic indicators:

- Alabama ranks 24th for its population, estimated at 4.9 million
- Alabama ranks 24th for its labor force, estimated at 2.2 million
- Alabama ranks 27th for its Gross State Domestic Product (GDP), estimated at \$231 billion

Alabama has long recognized the strong connection between its airport system and its economy, and the state has a long history of investing in airports to support the state as well as local economies. While airports within 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 Alabama’s commercial and general aviation airports results in billions of dollars in economic impact for the state. To have an airport system that meets Alabama’s transportation needs and its economic objectives, the annual investment needed to grow and maintain the airport system is significant. While investment needs are high, as this study shows, the economic return that the state 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.

In terms of context, the economic impacts presented in this study reflect “a snapshot in time” or those conditions that specifically existed during the period that data was collected for the study (Spring 2018 - Fall 2019). (Note that this also means that all economic impact data was collected prior to the COVID-19 pandemic)



Source: Birmingham-Shuttlesworth International Airport



that began in Spring 2020.) This is important since aviation is a very dynamic industry, and one that experiences change constantly. Thus, as conditions at the study airports change, it is reasonable that the economic impact estimates developed in this study should also change. As part of this study, an online economic impact calculator tool was provided to allow the Aeronautics Bureau the ability to project updates for each airport's economic impact to reflect changing local conditions.

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

- Estimate the annual economic impacts that the state economy realizes from the day-to-day operation of six commercial and 74 public general aviation airports (a total of 80 public use airports).
- Estimate the annual economic impact realized as a result of aviation-related business tenants located at study airports.
- Estimate the annual economic impacts resulting from capital investment at the study airports.
- Estimate the economic impacts of spending associated with visitors who arrive in Alabama on privately owned general aviation aircraft at all 80 study airports and on scheduled commercial airline flights at the six commercial airports.

2.1 National and Local Trends

Alabama's most recent statewide airport economic impact study prior to this study was conducted in 2000. Given the amount of time that has passed between these two efforts, it is important to acknowledge major changes in the overall economic environment as well as relevant national and local aviation trends that may have impacted Alabama's airports since 2000. For example, two major industry-shifting events that occurred since the previous economic impact study was completed include the September 11th Terrorist Attacks, and the Great Recession of 2008-2009. Both of these events resulted significant national downturns in commercial airline passenger demand that ultimately resulted in substantial airline industry consolidation whereby the end of 2019, four airlines controlled over two-thirds of the U.S. market share. Locally, Alabama's six commercial service airports experienced a 14 percent decline in passenger enplanements from 2000 to 2019 even though national enplanements grew over that same time. With respect to general aviation, Alabama generally is reflective of U.S. trends in aircraft fleet, operations, hours flown, and private pilots, including the general decline of small general aviation aircraft levels and the growth in business class aircraft.

Table 2-1 below highlights numerous other aviation industry trends that are relevant to Alabama airports. For each measure and time period, also noted (as available/applicable) are U.S. average percent change over time, the Alabama percent change over time, and Alabama's state ranking of percent change over time.

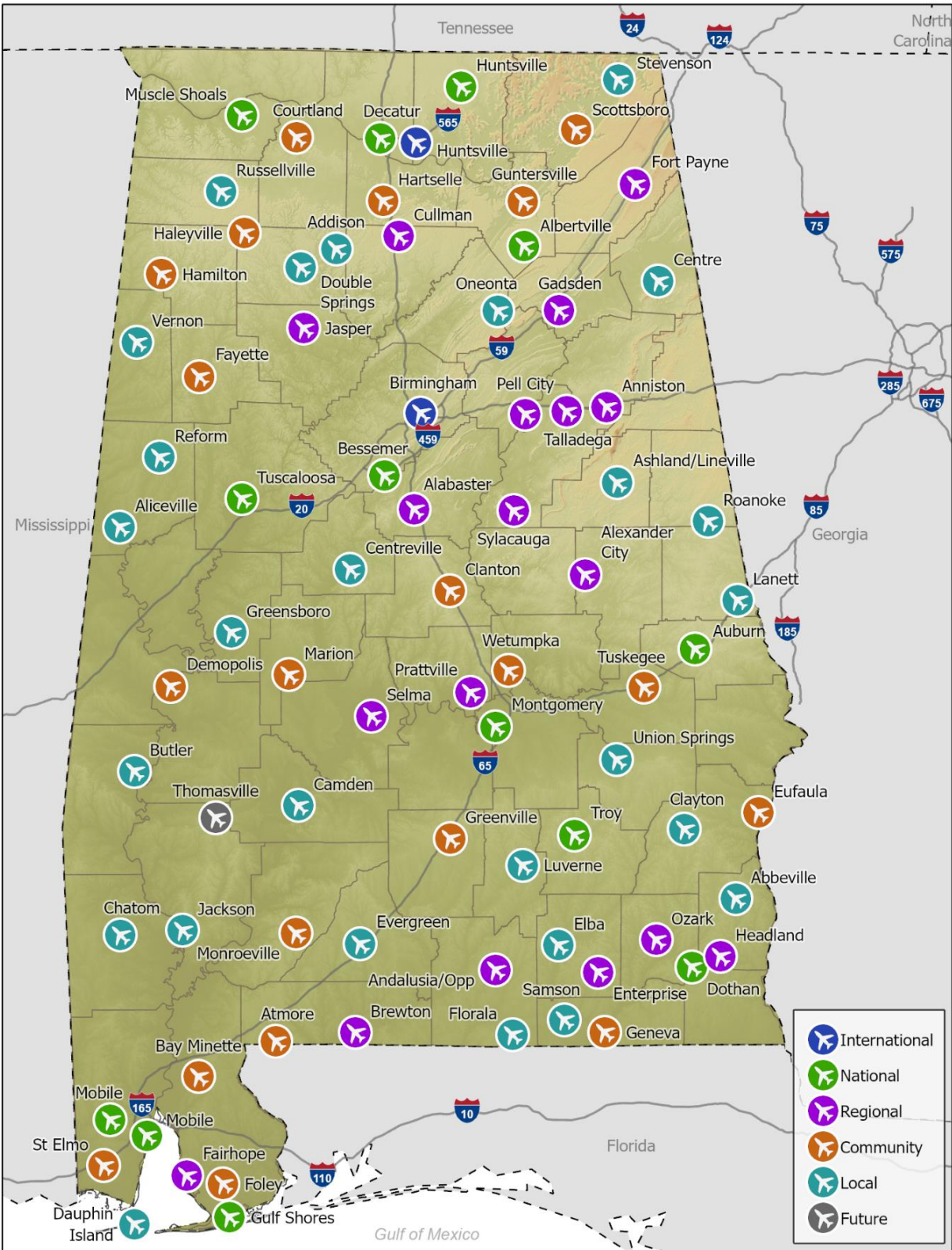
Aviation is an incredibly dynamic industry that is always changing.

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

- Measuring Economic Impacts
- Direct Economic Impacts for Study Airports
- Estimates of Indirect/Induced Annual Economic Impacts for Study Airports
- Total Annual Economic Impacts for Each Study Airport
- Statewide Annual Economic Impacts by Category for All Study Airports
- Total Annual Economic Impacts for All Alabama Airports
- Tax Revenue Analysis for Study Airports
- Summary and Conclusions



Figure 2-1: Alabama Airport System



Source: Jviation



Table 2-1: National and State Aviation Industry Trends

Measure	Time Period	U.S. Average Percent Change During Time Period	Alabama Percent Change During Time Period	Ranking of Alabama's Percent Change During Time Period (Out of 50 States)
Commercial Airline Trends				
Passenger Enplanements (AL Study Airports)	2000-2019		-14%	
FAA: Passenger Enplanements at All Airports (Primary, Non-Primary Commercial Service, and General Aviation)	2000-2019	33%	2%	39 th
FAA: Air Cargo Landed Weight (Qualifying Cargo Airports)	2000-2019	21%	-17%	31 st
ACI-NA: Air Cargo Total Tons Handled (Freight + Mail) Top 200 Airports	2000-2015	7%	0%	11 th
FAA Aerospace Forecast				
General Aviation Active Aircraft: Total General Aviation Fleet	2000-2015 / 2000-2019	-3% / -2%	27% /	3 rd /
General Aviation Active Aircraft: Fixed-Wing Piston (Single and Multi)	2000-2019	-17%		
General Aviation Hours Flown: Total General Aviation Fleet	2000-2015 / 2000-2019	-22% / -14%	9% /	6 th /
General Aviation Hours Flown: Fixed-Wing Piston (Single and Multi)	2000-2019	-36%		
Active Pilots: Total Pilots (Excluding Students)	2000-2019	-12%		
Active Pilots: Private Pilots	2000-2019	-36%		
General Aviation Fuel Consumption: Total AvGas	2000-2019	-30%		
General Aviation Fuel Consumption: Fixed-Wing Piston (Single and Multi)	2000-2019	-35%		
FAA Traffic Flow Management System Counts (TFMSC)				
Total Operations (Takeoffs and Landings)	2000-2019	-6%	-19%	
Jet Operations (Takeoffs and Landings)	2000-2019	18%	-7%	
Piston Operations (Takeoffs and Landings)	2000-2019	-19%	-45%	
Turboprop Operations (Takeoffs and Landings)	2000-2019	-47%	-33%	
FAA Terminal Area Forecast (TAF)				
Total Based Aircraft	2000-2019	-7%	-7%	31 st
Total Enplanements	2000-2019	31%	1%	39 th
Total Airport Operations	2000-2019	-18%	-1%	8 th
Air Carrier Operations	2000-2019	21%	-40	45 th
Commuter Operations	2000-2019	115%	122%	21 st
Total Itinerant Operations	2000-2019	-19%	-3%	6 th
Itinerant Air Carrier Operations	2000-2019	8%	-17%	39 th
Itinerant Air Taxi Operations	2000-2019	-32%	-6%	11 th
Itinerant General Aviation Operations	2000-2019	-27%	-7%	7 th
Total Local Operations	2000-2019	-15%	4%	13 th
Local General Aviation Operations	2000-2019	-15%	12%	12 th
Local Military Operations	2000-2019	-26%	-23%	15 th



Measure	Time Period	U.S. Average Percent Change During Time Period	Alabama Percent Change During Time Period	Ranking of Alabama's Percent Change During Time Period (Out of 50 States)
FAA U.S. Civil Airmen Statistics				
Total Pilot Certificates	2014-2019	14%	11%	23 rd
Student Pilots	2014-2019	70%	61%	39 th
Private Pilots	2014-2019	-9%	-13%	34 th
Commercial Pilots	2014-2019	1%	2%	15 th
Airline Transport Pilots	2014-2019	10%	11%	17 th
Recreational or Sport Pilots	2014-2019	23%	44%	4 th
Flight Instructors	2014-2019	12%	14%	15 th
Remote Pilots (Part 107 Certified UAS/Drone Pilots)	2016-2019	687%	606%	46 th
Total Non-Pilot Airmen Certificates	2014-2019	0%	4%	9 th
Ground Instructors	2014-2019	0%	4%	10 th
Flight Engineers	2014-2019	-27%	-21%	9 th
Mechanics	2014-2019	-11%	0%	5 th
Repairmen	2014-2019	-9%	-7%	24 th
Parachute Riggers	2014-2019	-22%	-13%	13 th
Dispatchers	2014-2019	0%	5%	17 th
Flight Attendants	2014-2019	31%	60%	1 st
General Aviation Manufacturers Association (GAMA) Annual Report 2019				
Total Aircraft Shipments (Global/U.S.)	2000-2019	-16% / -37%		
Single-Engine Piston Aircraft Shipments (Global/U.S.)	2000-2019	-41% / -54%		
Multi-Engine Piston Aircraft Shipments (Global/U.S.)	2000-2019	107% / -44%		
Turboprop Aircraft Shipments (Global/U.S.)	2000-2019	27% / 22%		
Business Jet Shipments (Global/U.S.)	2000-2019	8% / -14%		
FAA Economic Impact of Civil Aviation on the U.S. Economy by State (2011 & 2017 Reports)				
Output	2009-2014	14%	11%	29 th
Earnings	2009-2014	4%	0%	29 th
Value Added	2009-2014	11%	8%	28 th
Jobs	2009-2014	-7%	-17%	33 rd
Percent of State GDP	2009-2014		-5%	15 th
Aviation Related Jobs as a Percent of Total Jobs	2009-2014		-17%	26 th

Source: Jviation, FAA Aerospace Forecast Data, FAA Terminal Area Forecast Data, Airports Council International-North America Statistics, FAA Economic Impact of Civil Aviation on the U.S. Economy (2011 and 2017 Reports), FAA U.S. Civil Airmen Statistics, FAA Traffic Flow Management System Counts (TFMSC) Data, General Aviation Manufacturers Association (GAMA) Annual Report GAMA General Aviation Statistical Databook & Industry Outlook



3 Measuring Economic Impact

Airport economic impact studies are important educational tools utilized by airport operators and state agencies for several purposes, including:

- Measuring the economic benefits that an airport provides to the local community, region, and state.
- Quantifying the overall economic impact that an airport system provides for a state.
- Relating how capital expenditures for airport improvement projects is ultimately beneficial to the host community and state.
- Raising public awareness about how airports make contributions to the local community's quality of life beyond just the economic impacts.

An economic impact study seeks to measure dollars flowing into the state and local economies as a result of each airport and their related activities. This study utilized an approach consistent with Federal Aviation Administration (FAA) guidelines to estimate the annual economic impacts for the study airports. In general, current data were collected for various economic impact categories through interviews and surveys to capture all those economic activities that exist because of the presence of the airport as an aviation activity provider. That data, known as "direct impacts," serves as the basis and the first step of the economic impact cycle.

The second step was based on those indirect and induced economic impacts that are experienced in the state's 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 income associated with direct and indirect impacts. These impacts, sometimes known as multiplier impacts, are calculated through the use of an econometric input/output model (IMPLAN). When summed, direct, indirect, and induced impacts equal the total economic impacts generated by individual airports and within the overall airport system.

Economic Impacts are measured only for those elements that exist due to the presence of the airport and its ability to serve as an aeronautical resource.

The following sections detail the various impact categories that were examined, the economic impact measures that were calculated, and the specific processes that were utilized to generate the airport-specific and statewide economic impacts.

3.1 Categories for Airport-Specific and Statewide Economic Impacts

For this analysis of Alabama's 80 public commercial and general aviation airports, economic impacts are estimated for various impact categories. Annual economic impacts were estimated for each of the following:

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

Descriptions of these 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. While these employees can be full-time, part-time, and/or seasonal, they all require payroll (unless they are purely volunteers) that result in direct economic impacts. It must also be noted that since most study airports are owned and operated by a municipality or a county, some jobs related to the airport management category may be actually located off-airport, including those related to human resources, accounting, maintenance,



Source: Jack Edwards National Airport

procurement, grants administration, financial/legal services, among others. These jobs are included in this impact category as off-airport jobs but are often identified as being only a percentage of that full-time position since these services are frequently not dedicated exclusively to the airport and are shared with other non-airport departments. (Note that for this study, all part-time and seasonal jobs that are less than full-time were converted to full-time equivalent employment [FTE]. For example, two part-time employees are equal to one FTE.) Airports also typically have expenditures (or spending) to support their operations, which could include, but are not limited to, items such as utilities, insurance, supplies, and routine maintenance. This kind of spending also results in direct economic impacts and are considered.

- Airport Business Tenants:** Many airports have business tenants that provide aviation-related services. These often include Fixed Base Operators (an airport business tenant that provides fueling, maintenance, and other services to aircraft and airport customers), flight instructors, aerial



Source: Foley Municipal Airport

applicators, corporate flight departments, airlines, TSA, and terminal concessionaires, among others. For a business tenant to be considered as a direct impact in an economic impact study, they must be a business that provides aviation-related services with paid employees working at the airport. Tenants included in the tenant-related impacts are those that otherwise would not be located in the local area and therefore would not be impacting the local economy if not for the presence of the airport as an aeronautical asset. Determining if a tenant should be included in the analysis is based on how it can answer a simple question: “if the

airport did not exist as an aeronautical service provider in its current location, would that tenant still be there?” If the answer is “no,” then it is an aviation-related tenant. Economic impacts for non-aviation on-airport businesses are not included in this analysis, nor were the impacts of off-airport

aviation/aerospace businesses in Alabama. Direct employment, payroll, and spending are all considered for this category.

- Capital Investment:** Alabama airports regularly undertake capital improvement projects for major maintenance, expansion, and/or facility replacement. Projects are often funded with grants from ALDOT and/or the FAA. Larger airports sometimes generate enough revenue to fund development projects without federal or state assistance. Occasionally, third-party investment is also made, especially for hangar development. 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 capital investment cease. Thus, this study considered an average annual capital investment made over a five-year historic period to help normalize potential expenditure spikes that can occur during larger airport construction projects. Considering average annual capital investment over a multi-year period helps capture the full economic benefit that the state economy receives from investment in the study airports.

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 capital investment cease. Thus, this study considered an average annual capital investment made over a five-year historic period to help normalize potential expenditure spikes that can occur during larger airport construction projects. Considering average annual capital investment over a multi-year period helps capture the full economic benefit that the state economy receives from investment in the study airports.



Source: Weedon Field Airport

It is again important to recognize that economic conditions reflected in economic impact should be considered a “snapshot in time,” and that economic impacts for this category have the propensity to change between reporting periods, perhaps significantly. Economic impacts in the capital investment category are not on-going--they change annually, 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.

- Spending by Visitors Arriving on General Aviation Aircraft:** Visitors arriving at Alabama’s commercial service and general aviation airports for both business- and leisure-related purposes on general aviation aircraft generate direct economic impacts through their use of an airport. General aviation is often a preferred transportation mode due to its efficiency, particularly for business travel. Impacts associated with these visitors will vary as greatly as the purposes of these visits, but will generally relate to the expenditures visitors have for things such as hotels, restaurants, ground transportation, entertainment, hospitality, recreational, and retail purchases. In terms of economic impacts, the longer a visitor stays, the greater the amount they typically spend.

For this study, airports provided information to estimate the number of visitors arriving on general aviation aircraft. Airport and FAA data from the National Offload Program (NOP) both provided operational fleet mix (percentage of operations by jet/piston/ turboprop aircraft) for the visiting general aviation aircraft. Airport input helped to identify the typical number of visitors by aircraft type. Pilot and passenger surveys completed with the assistance of FBOs and airport managers provided information on the length of time general aviation visitors stayed in Alabama, as well as the average amount they spent per trip. These same surveys determined the percentage of visitors traveling only for the day versus an overnight trip.

It is critical to note that economic impacts associated with general aviation were only calculated with respect to visitors and not local residents. Impacts associated with local residents utilizing general aviation are recognized in other direct impact categories (e.g., airport business tenants). Direct employment, payroll, and spending are considered for this category.



Source: Northwest Alabama Regional Airport

- **Spending by Visitors Arriving on Scheduled Commercial Airlines:** Visitors that arrive at one of Alabama's six commercial service airports for both business- and leisure-related purposes on a commercial service aviation aircraft generate direct economic impacts through their use of an airport. Impacts associated with these visitors will generally relate to the expenditures visitors have for things such as hotels, restaurants, ground transportation, entertainment, and retail purchases. 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. Like general aviation visitors, commercial visitors have spending that supports employment and associated payroll. With help from the study's commercial airports, surveys of visitors using the six commercial airports were conducted. The surveys determine average length of stay and visitor spending patterns. Estimates of annual economic impacts in this category are developed using estimates of annual visitors, visitor spending, and length of stay patterns.



Source: Birmingham-Shuttlesworth International Airport



When the annual economic impacts associated with each of these five categories are summed, it helps to tell the story of the extensive economic benefit that the state's economy receives from study airports. To the extent that there are no issues with confidentiality, economic impacts of each of the categories above are presented individually for each airport.

3.2 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 has been defined as being the sum of payroll and spending since 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. In this study, employment have been identified for airport management and airport business tenants through surveys and interviews. Spending by visitors who arrive on general aviation aircraft or on scheduled commercial carriers supports other employment. Investments made to implement capital projects support employment over the duration of the projects' planning and construction.
- **Payroll** is associated with all employment supported by airport management, airport business tenants, capital investment, and airport visitor spending.
- **Spending** for airport management and airport business tenants equals their annual purchase of goods, materials, and supplies to run the airport or to run their business. Spending for airports and airport business tenants does not include payroll or capital investment. In the visitor-related impact categories, spending is equal to the expenditures that all visitors have for lodging, food, ground transportation, entertainment, and retail, minus the portion of this spending that is payroll-related. In the capital investment category, spending is equal to total investment made to implement projects, minus the estimated cost of labor (payroll).
- **Annual Economic Activity** for each of the economic impact categories is the sum of payroll and spending. It is important to show the total annual economic impact that the state's economy realizes from airports and airport-supported activities.

Aviation-related jobs and spending serve as the basis of all airport economic impacts.

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

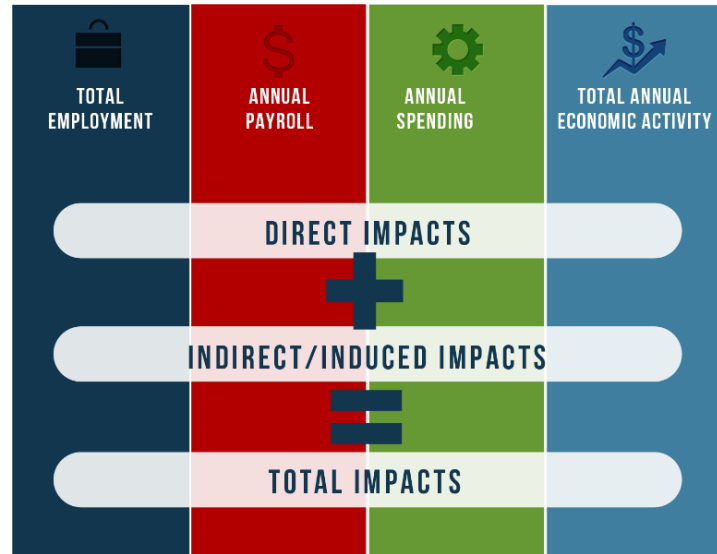
3.3 Process to Estimate Airport-Specific and Statewide Economic Impacts

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.

- **Direct Impacts:** Direct economic impacts are the start of the economic impact cycle measured in this report. Information concerning direct impacts was collected from airports or airport tenants/businesses, ALDOT, the FAA, USDOT, and/or from Alabama's visitors who arrive by air. Since direct impacts can be measured or counted in some way, it is important that these impacts are accurate and credible. Direct impacts are the employment, payroll, spending, and annual economic activity associated with the five categories of economic activity that occur on airports.

- Indirect/Induced Impacts:** When direct impacts enter state and local economies, they re-circulate or multiply, creating additional waves of 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, to pay for childcare, or to take their family pet to a local veterinarian, the direct airport-related payroll is infused into these other sectors of the economy, creating an induced economic impact. Similarly, when an on-airport business spends money for goods and services in other economic sectors, it creates an indirect economic impact.

An econometric input/output model, referred to in this document as IMPLAN, 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. The IMPLAN model is discussed in detail in **Section 5.1**.



- Total Economic Impacts:** For this study, total impacts are the sum of direct and indirect/induced impacts for each of the measurements.

4 Direct Economic Impacts for Study Airports

The economic impacts of 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, capital investment, and both air visitor categories.

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 spending associated with visitors who arrive via the airports. While not all direct impacts discussed take place on-airport, all direct impacts are linked to the airports and their operations. It is also critical to note that only those direct impacts that exist because of the presence of the airport as an aviation activity provider have been collected in this study.

Direct Impacts originate from on-airport activities associated with four or five specific sources.

4.1 Estimates of Direct Impacts for Airport Management at Study Airports

For this category, Alabama airports served as the primary source for identifying direct impacts. Each study airport provided information to support 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 each airport’s annual non-capital and non-payroll spending that support



airport operations. When all direct impacts were documented, each airport manager had the opportunity to review and adjust their direct impacts as identified for their airport. Each airport was able to verify the information that ultimately served as the basis for the airport’s estimated economic impact.

Note that because of confidentiality considerations, only direct employment and direct annual economic activity are reported since some airports have only one or two employees in the airport management category – payroll in such cases should not be revealed. Direct annual economic activity reported in this section represents direct payroll plus direct spending to operate the airport.



Source: Alabama Department of Transportation

When reviewing the direct impacts for each airport, it is important to understand that some airports have limited employment in the airport management category. Additionally, in those cases where airports contract with an FBO to provide management functions, related FBO employment was reported only in the business tenant category even if those employees provide airport management functions. This avoids the possibility of double-counting airport employees. Other considerations include some smaller general aviation airports that are operated by unpaid volunteers, and other various operating arrangements that are specific to each airport can limit employment in the airport management category.

Table 4-1 shows direct full-time equivalent jobs estimated for each study airport, as well as that airport’s estimated direct annual economic activity, including spending to support airport operations and payroll. This information was provided by each study airport. Employment shown in **Table 4-1** is the sum of all full-time on- and off-airport jobs, all part-time on- and off-airport jobs (translated into full-time jobs), and all seasonal jobs (translated into full-time jobs).

Table 4-1: Direct Airport Management Employment and Annual Economic Activity for Study Airports

FAA ID	Associated City	Airport Name	Direct Employment	Direct Annual Economic Activity
BHM	Birmingham	Birmingham-Shuttlesworth International	158	\$25,396,400
DHN	Dothan	Dothan Regional	27	\$1,850,000
HSV	Huntsville	Huntsville International-Carl T. Jones Field	103	\$15,062,600
MOB	Mobile	Mobile Regional	69	\$7,716,700



FAA ID	Associated City	Airport Name	Direct Employment	Direct Annual Economic Activity
MGM	Montgomery	Montgomery Regional (Dannelly Field)	35	\$7,189,400
MSL	Muscle Shoals	Northwest Alabama Regional	8	\$2,308,000
Commercial Service Airports Total			400	\$59,523,100
0J0	Abbeville	Abbeville Municipal	<1	\$47,500
2A8	Addison	Addison Municipal	<1	\$47,500
EET	Alabaster	Shelby County	8	\$948,000
8A0	Albertville	Albertville Regional-Thomas J. Brumlik Field	3	\$471,800
ALX	Alexander City	Thomas C. Russell Field	3	\$513,000
AIV	Aliceville	George Downer	1	\$49,200
79J	Andalusia/Opp	South Alabama Regional at Bill Benton Field	34	\$3,904,100
ANB	Anniston	Anniston Regional	2	\$355,800
26A	Ashland/Lineville	Ashland/Lineville	<1	\$19,300
0R1	Atmore	Atmore Municipal	3	\$255,000
AUO	Auburn	Auburn University Regional	25	\$3,122,000
1R8	Bay Minette	Bay Minette Municipal	3	\$467,300
EKY	Bessemer	Bessemer	9	\$1,994,800
12J	Brewton	Brewton Municipal	<1	\$112,600
09A	Butler	Butler-Choctaw County	<1	\$20,000
61A	Camden	Camden Municipal	<1	\$28,500
PYP	Centre	Centre-Piedmont-Cherokee County Regional	<1	\$103,000
0A8	Centreville	Bibb County	<1	\$19,300
5R1	Chatom	Roy Wilcox	<1	\$47,500
02A	Clanton	Chilton County	6	\$363,000
11A	Clayton	Clayton Municipal	<1	\$47,500
9A4	Courtland	Courtland	<1	\$51,400
CMD	Cullman	Cullman Regional-Folsom Field	6	\$1,134,400
4R9	Dauphin Island	Jeremiah Denton	<1	\$17,800
DCU	Decatur	Pryor Field Regional	1	\$190,100
DYA	Demopolis	Demopolis Regional	3	\$176,400
3M2	Double Springs	Double Springs-Winston County	<1	\$47,500
14J	Elba	Carl Folsom	<1	\$68,500
EDN	Enterprise	Enterprise Municipal	2	\$688,900
EUF	Eufaula	Weedon Field	2	\$226,600
GZH	Evergreen	Evergreen Regional - Middleton Field	1	\$160,400
CQF	Fairhope	H.L. Sonny Callahan	<1	\$221,100
M95	Fayette	Richard Arthur Field	<1	\$137,800
0J4	Floral	Floral Municipal	<1	\$34,900
5R4	Foley	Foley Municipal	<1	\$76,600
4A9	Fort Payne	Isbell Field	3	\$397,000
GAD	Gadsden	Northeast Alabama Regional	4	\$1,129,000
33J	Geneva	Geneva Municipal	<1	\$21,300
7A0	Greensboro	Greensboro Municipal	<1	\$47,500
PRN	Greenville	Mac Crenshaw Memorial	2	\$83,400
JKA	Gulf Shores	Jack Edwards National	2	\$516,900
8A1	Guntersville	Guntersville Municipal - Joe Starnes Field	3	\$282,000

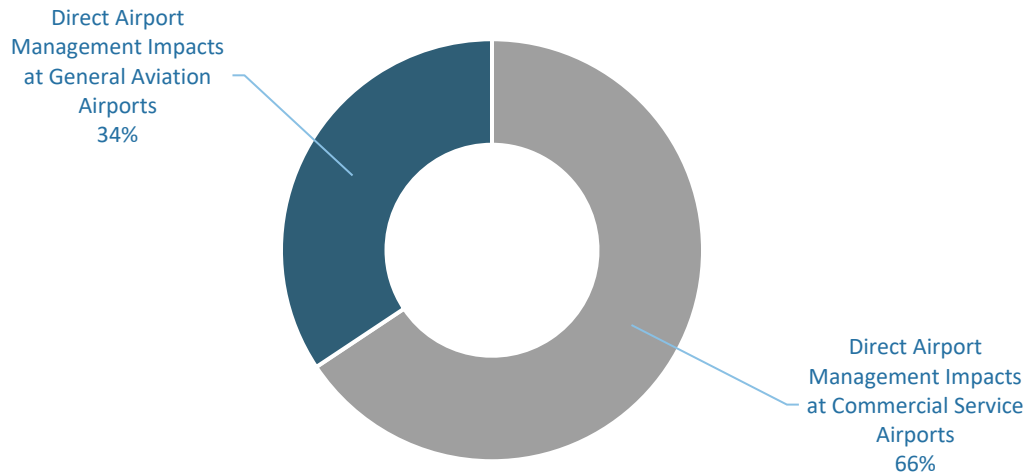


FAA ID	Associated City	Airport Name	Direct Employment	Direct Annual Economic Activity
1M4	Haleyville	Posey Field	2	\$260,600
HAB	Hamilton	Marion County-Rankin Fite	1	\$56,000
5M0	Hartselle	Hartselle-Morgan County Regional	6	\$129,000
0J6	Headland	Headland Municipal	1	\$302,200
MDQ	Huntsville	Huntsville Executive Airport Tom Sharp Jr. Field	1	\$864,700
4R3	Jackson	Jackson Municipal	<1	\$47,500
JFX	Jasper	Walker County-Bevill Field	8	\$325,800
7A3	Lanett	Lanett Municipal	1	\$90,000
04A	Luverne	Frank Sikes	<1	\$24,300
A08	Marion	Vaiden Field	<1	\$47,500
BFM	Mobile	Mobile Downtown	45	\$5,588,400
MVC	Monroeville	Monroe County Airport	2	\$46,300
20A	Oneonta	Robbins Field	<1	\$24,300
71J	Ozark	Ozark Airport - Blackwell Field	2	\$373,800
PLR	Pell City	St. Clair County	4	\$524,500
1A9	Prattville	Prattville - Grouby Field	<1	\$106,200
3M8	Reform	North Pickens	<1	\$47,500
7A5	Roanoke	Roanoke Municipal	<1	\$40,000
M22	Russellville	Bill Pugh Field	<1	\$46,200
1A4	Samson	Logan Field	<1	\$142,600
4A6	Scottsboro	Scottsboro Municipal-Word Field	3	\$106,900
SEM	Selma	Craig Field	4	\$204,500
2R5	St. Elmo	St. Elmo	1	\$121,000
7A6	Stevenson	Stevenson	2	\$285,200
SCD	Sylacauga	Merkel Field Sylacauga Municipal	2	\$140,000
ASN	Talladega	Talladega Municipal	3	\$721,000
TOI	Troy	Troy Municipal Airport at N. Kenneth Campbell Field	<1	\$98,600
TCL	Tuscaloosa	Tuscaloosa Regional	21	\$1,080,000
06A	Tuskegee	Moton Field Municipal	1	\$190,100
07A	Union Springs	Franklin Field	<1	\$34,300
M55	Vernon	Lamar County	1	\$190,100
08A	Wetumpka	Wetumpka Municipal	1	\$218,000
General Aviation Airports Total			246	\$31,123,300
All Alabama Airports			646	\$90,646,400

Source: Jviation, Alabama Airport Managers

As **Table 4-1** shows, direct total annual economic activity for the airport management category has been estimated at \$90.6 million for ALDOT study airports. **Figure 4-1** shows the distribution of this annual economic activity between the study’s general aviation and commercial airports. Airport management at commercial service airports makes up about two thirds of the direct annual economic activity.

Figure 4-1: Distribution of Direct Airport Management Impacts by Annual Economic Activity



Source: Aviation, Alabama Airport Managers

4.2 Estimates of Direct Impacts for Business Tenants at Study Airports

ALDOT and study airports provided information for on-airport aviation-related business tenants that provide aviation services or use aviation to conduct business at the study airports. For this study, business tenants are defined as revenue-generating aviation-related companies or public agencies with associated employment doing business on airport property. 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, material, and supplies to run their business

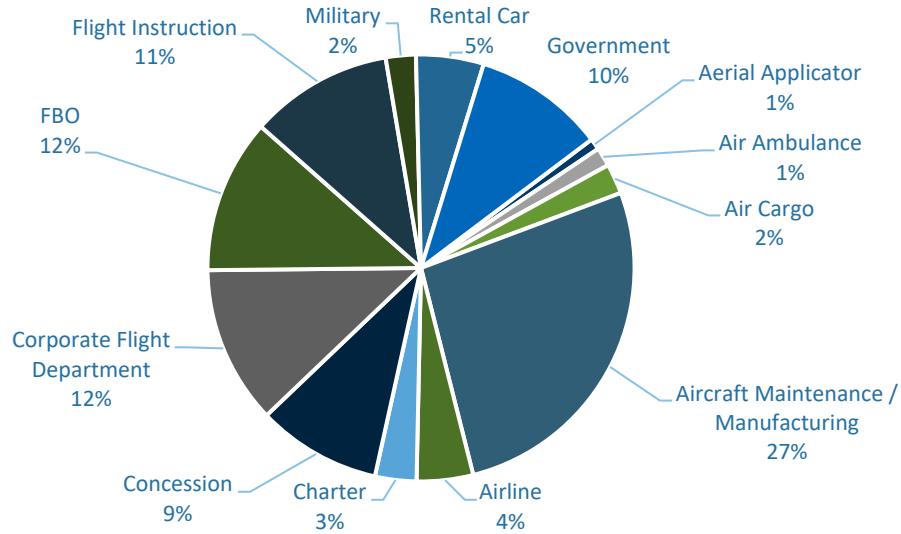


Source: Airbus



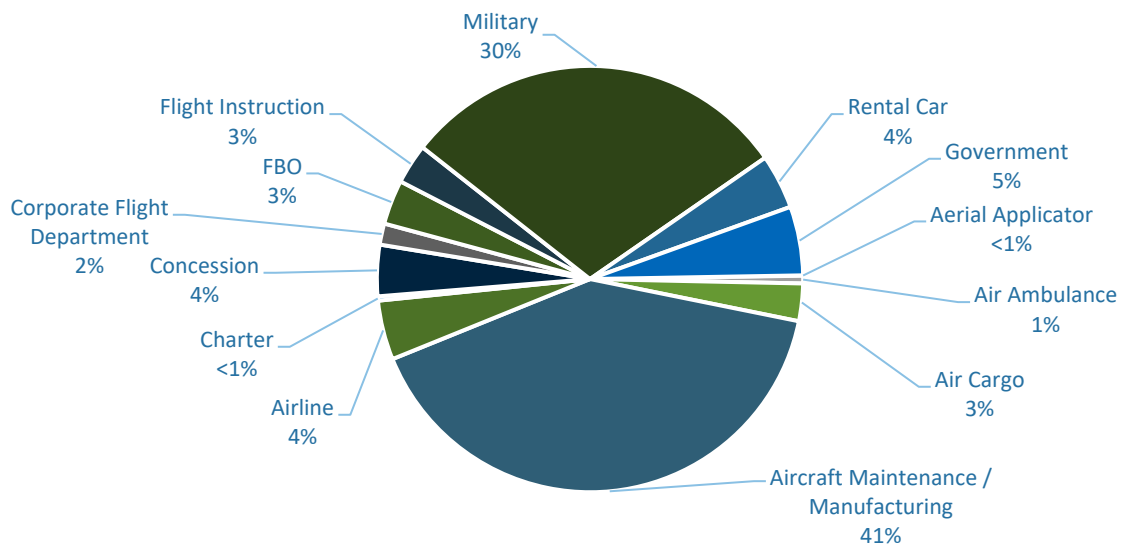
Business tenants at airports change occasionally; information for the business tenant impacts presented in this report represents conditions at the time data collection for this study concluded. Airports were provided an opportunity in January 2020 to confirm business-tenant-related information as part of the study outreach. Data collection efforts for the study show that statewide, there are 360 different on-airport aviation-related business tenants and that these companies support total direct full-time employment estimated at 11,414 jobs. For ALDOT study airports, **Figure 4-2** shows the statewide distribution of airport business tenants by primary service type, while **Figure 4-3** shows the statewide distribution of business tenants by number of employees.

Figure 4-2: Distribution of Airport Business Tenants by Service Type



Source: Jviation, Alabama Airport Tenants

Figure 4-3: Distribution of Business Tenant Employment by Service Type



Source: Jviation, Alabama Airport Tenants



Study research shows that while 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. Several general aviation airports report only one on-airport business tenant.

Table 4-2 presents the 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 this table does not reflect spending for capital projects, as this spending has been accounted for in another impact category. Additionally, this table provides total direct full-time business-tenant-related employment for each airport; part-time and seasonal jobs have been converted to full-time jobs¹. Direct impacts are used in subsequent analyses to estimate indirect/induced impacts associated with the airport business tenant category.

Table 4-2: 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
BHM	Birmingham	Birmingham-Shuttlesworth International	54	2,349	\$316,554,400
DHN	Dothan	Dothan Regional	20	406	\$83,301,600
HSV	Huntsville	Huntsville International-Carl T. Jones Field	28	782	\$119,086,300
MOB	Mobile	Mobile Regional	19	1,119	\$137,995,900
MGM	Montgomery	Montgomery Regional (Dannelly Field)	20	1,733	\$158,511,900
MSL	Muscle Shoals	Northwest Alabama Regional	8	50	\$7,815,600
Commercial Service Airports Total			149	6,439	\$823,265,700
0J0	Abbeville	Abbeville Municipal	-	-	\$0
2A8	Addison	Addison Municipal	-	-	\$0
EET	Alabaster	Shelby County	4	13	\$1,289,900
8A0	Albertville	Albertville Regional-Thomas J. Brumlik Field	4	37	\$5,085,600
ALX	Alexander City	Thomas C. Russell Field	3	8	\$1,099,300
AIV	Aliceville	George Downer	-	-	\$0
79J	Andalusia/Opp	South Alabama Regional at Bill Benton Field	5	148	\$23,931,100
ANB	Anniston	Anniston Regional	2	6	\$1,155,400
26A	Ashland/Lineville	Ashland/Lineville	-	-	\$0
0R1	Atmore	Atmore Municipal	1	6	\$1,319,000
AUO	Auburn	Auburn University Regional	4	35	\$5,503,600
1R8	Bay Minette	Bay Minette Municipal	1	3	\$382,700
EKY	Bessemer	Bessemer	15	64	\$8,215,700
12J	Brewton	Brewton Municipal	2	16	\$3,769,000
09A	Butler	Butler-Choctaw County	-	-	\$0
61A	Camden	Camden Municipal	-	-	\$0
PYP	Centre	Centre-Piedmont-Cherokee County Regional	2	2	\$260,400
0A8	Centreville	Bibb County	-	-	\$0
5R1	Chatom	Roy Wilcox	-	-	\$0
02A	Clanton	Chilton County	1	3	\$382,700
11A	Clayton	Clayton Municipal	-	-	\$0
9A4	Courtland	Courtland	-	-	\$0
CMD	Cullman	Cullman Regional-Folsom Field	6	31	\$4,111,500
4R9	Dauphin Island	Jeremiah Denton	-	-	\$0

¹ Some airports may have non-aviation businesses located on airport property. Only on-airport aviation-related business activity is included in the analysis.



FAA ID	Associated City	Airport Name	Number of Tenants	Direct Employment	Direct Annual Economic Activity
DCU	Decatur	Pryor Field Regional	6	14	\$4,293,300
DYA	Demopolis	Demopolis Regional	1	3	\$235,200
3M2	Double Springs	Double Springs-Winston County	-	-	\$0
14J	Elba	Carl Folsom	2	2	\$262,300
EDN	Enterprise	Enterprise Municipal	6	86	\$13,502,200
EUF	Eufaula	Weedon Field	2	8	\$546,100
GZH	Evergreen	Evergreen Regional - Middleton Field	-	-	\$0
CQF	Fairhope	H.L. Sonny Callahan	9	77	\$11,236,000
M95	Fayette	Richard Arthur Field	2	8	\$1,382,700
0J4	Floral	Floral Municipal	2	15	\$2,473,500
5R4	Foley	Foley Municipal	1	25	\$1,035,000
4A9	Fort Payne	Isbell Field	3	7	\$3,068,000
GAD	Gadsden	Northeast Alabama Regional	3	7	\$918,300
33J	Geneva	Geneva Municipal	1	2	\$255,100
7A0	Greensboro	Greensboro Municipal	2	2	\$256,800
PRN	Greenville	Mac Crenshaw Memorial	1	2	\$61,000
JKA	Gulf Shores	Jack Edwards National	11	82	\$14,232,500
8A1	Guntersville	Guntersville Municipal - Joe Starnes Field	3	59	\$11,004,300
1M4	Haleyville	Posey Field	1	5	\$260,000
HAB	Hamilton	Marion County-Rankin Fite	1	2	\$255,100
5M0	Hartselle	Hartselle-Morgan County Regional	1	3	\$393,500
0J6	Headland	Headland Municipal	5	22	\$4,472,800
MDQ	Huntsville	Huntsville Executive Airport Tom Sharp Jr. Field	5	516	\$83,953,000
4R3	Jackson	Jackson Municipal	-	-	\$0
JFX	Jasper	Walker County-Bevill Field	2	9	\$1,427,700
7A3	Lanett	Lanett Municipal	-	-	\$0
04A	Luverne	Frank Sikes	1	1	\$131,200
A08	Marion	Vaiden Field	-	-	\$0
BFM	Mobile	Mobile Downtown	28	2,811	\$745,883,300
MVC	Monroeville	Monroe County Airport	8	56	\$7,225,500
20A	Oneonta	Robbins Field	-	-	\$0
71J	Ozark	Ozark Airport - Blackwell Field	7	110	\$16,826,100
PLR	Pell City	St. Clair County	3	12	\$1,617,100
1A9	Prattville	Prattville - Grouby Field	5	13	\$2,237,400
3M8	Reform	North Pickens	-	-	\$0
7A5	Roanoke	Roanoke Municipal	-	-	\$0
M22	Russellville	Bill Pugh Field	1	1	\$127,600
1A4	Samson	Logan Field	1	1	\$63,800
4A6	Scottsboro	Scottsboro Municipal-Word Field	-	-	\$0
SEM	Selma	Craig Field	2	8	\$1,031,300
2R5	St. Elmo	St. Elmo	4	2	\$293,400
7A6	Stevenson	Stevenson	1	1	\$131,200
SCD	Sylacauga	Merkel Field Sylacauga Municipal	1	2	\$262,300
ASN	Talladega	Talladega Municipal	4	40	\$4,145,700

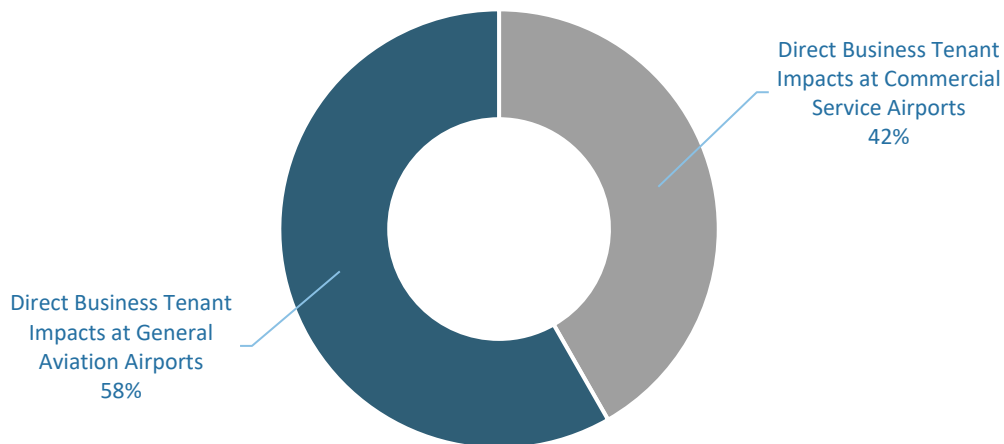


FAA ID	Associated City	Airport Name	Number of Tenants	Direct Employment	Direct Annual Economic Activity
TOI	Troy	Troy Municipal Airport at N. Kenneth Campbell Field	6	459	\$133,842,300
TCL	Tuscaloosa	Tuscaloosa Regional	14	111	\$21,084,500
06A	Tuskegee	Moton Field Municipal	1	8	\$1,386,600
07A	Union Springs	Franklin Field	-	-	\$0
M55	Vernon	Lamar County	-	-	\$0
08A	Wetumpka	Wetumpka Municipal	4	11	\$1,115,100
General Aviation Airports Total			211	4,975	\$1,149,434,700
All Alabama Airports			360	11,414	\$1,972,700,400

Source: Jviation, Alabama Airport Tenants

Figure 4-4 shows how all airport business-tenant-related impacts are distributed between the study’s general aviation and commercial service airports. As shown, 42 percent of the business-tenant-related direct impacts are associated with ALDOT commercial airports while the remaining 58 percent is associated with the general aviation airports.

Figure 4-4: Distribution of Airport Business Tenant Impacts by Annual Economic Activity



Source: Jviation, Alabama Airport Tenants

Finally, it is important to recognize that airports will often have other non-aviation-related tenants located on the airport that may also be providing revenue to the airport. A question that often arises is whether to include the direct impacts of those airport tenant activities that are not aviation related. To be clear, to maintain the integrity of the airport economic impact study and avoid the potential over-estimation of impacts, it is not appropriate to include non-aviation activities and businesses that happen to be located on an airport as separate tenant-related impacts in that airport’s total economic impact. There are two key points to be made about this:

- Tenants included in the tenant-related impacts are those that otherwise would not be located in the local area and therefore would not be impacting the local economy if not for the presence of the airport as an aeronautical asset. Thus, the simple question to ask is “if not for the existence of the



airport as an aeronautical service provider, would that tenant still be there?” If the answer is “no,” it is an aviation-related tenant. Oftentimes, businesses choose to locate at an airport for reasons other than direct access to aviation services, including lower rents, available land/buildings, location, etc. If that is the case with an on-airport tenant, it is not appropriate to include them as a tenant impact.

- It is critical to note that any non-aviation related activities and business tenants that may be present on an airport are in fact considered in the airport economic impact results; however, this is through the revenues that the airport receives through their lease agreements with those tenants. (It should also be recognized that this is a common practice since the FAA encourages land development of airport acreage that is not suitable for aeronautical activity as a strategy to help airports become financially self-sustaining.)

4.3 Estimates of Direct Impacts for Average Annual Capital Investment at Study Airports

When direct capital investment takes place at an airport, the spending associated with that investment will support employment and payroll over the duration of any projects’ implementation. For this study, direct capital investment impacts are estimated using information supplied by ALDOT, the FAA, the study airports, and the business tenants at the individual airports. The goal was to capture all investment made at each airport by local, state, and federal governments, as well as to consider any private investment. Note that local investment is most often made primarily to match state and FAA grants, while private investment also takes place at some study airports, primarily to build hangars.



Source: Alabama Department of Transportation



Each airport’s direct economic impact in this category will often fluctuate between cycles for measuring economic impact since capital investment at any given airport changes year-to-year. Because of this, an average annual capital investment (both public and private) over a five-year historical period was used to estimate direct impacts in this category. (Note that impacts in this category consider only those investments that have already been made; they do not include any investments planned in the future and/or included on an airport’s capital improvement plan.) In the capital investment impact category, statewide and airport-specific average annual capital investment 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 labor.

Once the average annual capital investment for each airport was established, the IMPLAN model was used to estimate direct employment and direct payroll for this impact category. The model provides information that indicates the portion of each airport’s average annual capital investment that is labor-related, versus the portion allocated to purchase goods, materials, and supplies.

Table 4-3 provides average annual direct economic impacts for each study airport in the capital investment category, and is based on the following:

- Average annual investment for capital projects over the past five years is direct annual economic activity); this data originates from ALDOT, FAA, airports, and business tenants.
- Direct employment supported by capital investment is based on a five-year average.
- Direct employment is based on ratios of jobs per average annual economic activity from IMPLAN.
- Direct payroll associated with employment in the capital investment category is from IMPLAN.
- Direct spending for goods, material, and supplies to support capital projects is equal to the direct annual economic activity minus direct annual payroll.

The direct jobs listed in the table are those supported by the capital investment and could include planning, consulting, permitting, designing, engineering, and the actual construction of capital projects. As shown below, several study airports’ average annual capital investment did not rise to the level that would support a full job.

Table 4-3: 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
BHM	Birmingham	Birmingham-Shuttlesworth International	57	\$2,060,000	\$8,632,000	\$10,692,000
DHN	Dothan	Dothan Regional	112	\$4,051,400	\$16,976,200	\$21,027,600
HSV	Huntsville	Huntsville International-Carl T. Jones Field	13	\$461,800	\$1,935,000	\$2,396,800
MOB	Mobile	Mobile Regional	23	\$833,100	\$3,490,700	\$4,323,800
MGM	Montgomery	Montgomery Regional (Dannelly Field)	18	\$647,400	\$2,712,700	\$3,360,100
MSL	Muscle Shoals	Northwest Alabama Regional	8	\$304,800	\$1,277,200	\$1,582,000
Commercial Service Airports Total			231	\$8,358,500	\$35,023,800	\$43,382,300
0J0	Abbeville	Abbeville Municipal	<1	\$6,900	\$28,900	\$35,800
2A8	Addison	Addison Municipal	-	\$0	\$0	\$0
EET	Alabaster	Shelby County	2	\$71,500	\$299,400	\$370,900
8A0	Albertville	Albertville Regional-Thomas J. Brumlik Field	2	\$86,300	\$361,600	\$447,900
ALX	Alexander City	Thomas C. Russell Field	4	\$129,300	\$541,600	\$670,900
AIV	Aliceville	George Downer	<1	\$17,200	\$71,900	\$89,100
79J	Andalusia/Opp	South Alabama Regional at Bill Benton Field	4	\$140,500	\$588,900	\$729,400



FAA ID	Associated City	Airport Name	Direct Employment	Direct Payroll	Direct Spending	Direct Annual Economic Activity
ANB	Anniston	Anniston Regional	1	\$32,400	\$135,900	\$168,300
26A	Ashland/Lineville	Ashland/Lineville	1	\$45,100	\$188,900	\$234,000
0R1	Atmore	Atmore Municipal	3	\$102,800	\$430,600	\$533,400
AUO	Auburn	Auburn University Regional	9	\$312,800	\$1,310,500	\$1,623,300
1R8	Bay Minette	Bay Minette Municipal	3	\$97,300	\$407,600	\$504,900
EKY	Bessemer	Bessemer	7	\$235,800	\$988,100	\$1,223,900
12J	Brewton	Brewton Municipal	1	\$32,600	\$136,600	\$169,200
09A	Butler	Butler-Choctaw County	<1	\$1,200	\$4,800	\$6,000
61A	Camden	Camden Municipal	1	\$33,000	\$138,100	\$171,100
PYP	Centre	Centre-Piedmont-Cherokee County Regional	1	\$47,000	\$196,900	\$243,900
0A8	Centreville	Bibb County	1	\$22,800	\$95,600	\$118,400
5R1	Chatom	Roy Wilcox	-	\$0	\$0	\$0
02A	Clanton	Chilton County	5	\$166,300	\$696,800	\$863,100
11A	Clayton	Clayton Municipal	<1	\$6,400	\$26,900	\$33,300
9A4	Courtland	Courtland	1	\$34,300	\$143,900	\$178,200
CMD	Cullman	Cullman Regional-Folsom Field	4	\$146,100	\$612,200	\$758,300
4R9	Dauphin Island	Jeremiah Denton	1	\$37,700	\$158,000	\$195,700
DCU	Decatur	Pryor Field Regional	4	\$149,800	\$627,700	\$777,500
DYA	Demopolis	Demopolis Regional	3	\$96,200	\$403,300	\$499,500
3M2	Double Springs	Double Springs-Winston County	-	\$0	\$0	\$0
14J	Elba	Carl Folsom	1	\$31,200	\$130,600	\$161,800
EDN	Enterprise	Enterprise Municipal	4	\$154,600	\$647,900	\$802,500
EUF	Eufaula	Weedon Field	1	\$30,400	\$127,300	\$157,700
GZH	Evergreen	Evergreen Regional - Middleton Field	1	\$49,800	\$208,800	\$258,600
CQF	Fairhope	H.L. Sonny Callahan	15	\$549,300	\$2,301,500	\$2,850,800
M95	Fayette	Richard Arthur Field	2	\$83,200	\$348,700	\$431,900
0J4	Florala	Florala Municipal	1	\$19,400	\$81,300	\$100,700
5R4	Foley	Foley Municipal	2	\$78,300	\$328,300	\$406,600
4A9	Fort Payne	Isbell Field	2	\$61,700	\$258,600	\$320,300
GAD	Gadsden	Northeast Alabama Regional	2	\$73,000	\$306,000	\$379,000
33J	Geneva	Geneva Municipal	1	\$48,100	\$201,500	\$249,600
7A0	Greensboro	Greensboro Municipal	<1	\$15,200	\$63,600	\$78,800
PRN	Greenville	Mac Crenshaw Memorial	4	\$157,500	\$660,100	\$817,600
JKA	Gulf Shores	Jack Edwards National	16	\$567,900	\$2,379,700	\$2,947,600
8A1	Guntersville	Guntersville Municipal - Joe Starnes Field	11	\$405,500	\$1,699,100	\$2,104,600
1M4	Haleyville	Posey Field	1	\$21,600	\$90,600	\$112,200
HAB	Hamilton	Marion County-Rankin Fite	3	\$91,300	\$382,600	\$473,900
5M0	Hartselle	Hartselle-Morgan County Regional	1	\$18,900	\$79,100	\$98,000
0J6	Headland	Headland Municipal	2	\$65,400	\$274,200	\$339,600
MDQ	Huntsville	Huntsville Executive Airport Tom Sharp Jr. Field	53	\$1,933,600	\$8,102,200	\$10,035,800
4R3	Jackson	Jackson Municipal	1	\$24,400	\$102,100	\$126,500
JFX	Jasper	Walker County-Bevill Field	3	\$98,800	\$414,000	\$512,800
7A3	Lanett	Lanett Municipal	9	\$308,800	\$1,293,900	\$1,602,700

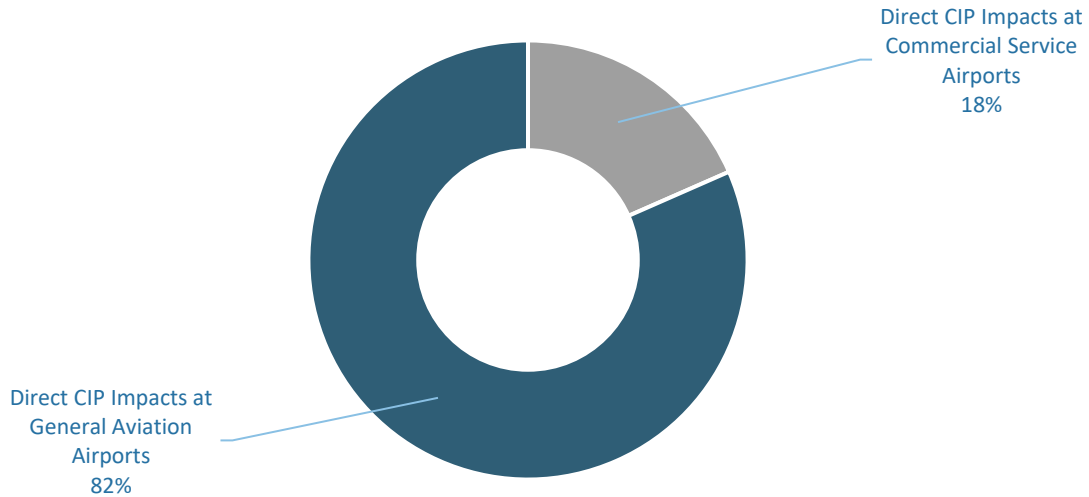


FAA ID	Associated City	Airport Name	Direct Employment	Direct Payroll	Direct Spending	Direct Annual Economic Activity
04A	Luverne	Frank Sikes	<1	\$200	\$800	\$1,000
A08	Marion	Vaiden Field	3	\$112,100	\$469,600	\$581,700
BFM	Mobile	Mobile Downtown	786	\$28,426,500	\$119,114,200	\$147,540,700
MVC	Monroeville	Monroe County Airport	3	\$121,800	\$510,500	\$632,300
20A	Oneonta	Robbins Field	1	\$41,300	\$172,900	\$214,200
71J	Ozark	Ozark Airport - Blackwell Field	4	\$152,400	\$638,400	\$790,800
PLR	Pell City	St. Clair County	1	\$24,800	\$103,800	\$128,600
1A9	Prattville	Prattville - Grouby Field	1	\$22,700	\$95,000	\$117,700
3M8	Reform	North Pickens	2	\$81,200	\$340,200	\$421,400
7A5	Roanoke	Roanoke Municipal	<1	\$10,900	\$45,800	\$56,700
M22	Russellville	Bill Pugh Field	1	\$29,400	\$123,300	\$152,700
1A4	Samson	Logan Field	<1	\$2,100	\$8,800	\$10,900
4A6	Scottsboro	Scottsboro Municipal-Word Field	2	\$67,000	\$280,700	\$347,700
SEM	Selma	Craig Field	2	\$65,100	\$272,900	\$338,000
2R5	St. Elmo	St. Elmo	2	\$73,600	\$308,500	\$382,100
7A6	Stevenson	Stevenson	-	\$0	\$0	\$0
SCD	Sylacauga	Merkel Field Sylacauga Municipal	4	\$129,300	\$541,700	\$671,000
ASN	Talladega	Talladega Municipal	2	\$84,800	\$355,400	\$440,200
TOI	Troy	Troy Municipal Airport at N. Kenneth Campbell Field	2	\$59,700	\$250,300	\$310,000
TCL	Tuscaloosa	Tuscaloosa Regional	10	\$353,800	\$1,482,700	\$1,836,500
06A	Tuskegee	Moton Field Municipal	1	\$35,100	\$147,100	\$182,200
07A	Union Springs	Franklin Field	10	\$346,800	\$1,453,100	\$1,799,900
M55	Vernon	Lamar County	-	\$0	\$0	\$0
08A	Wetumpka	Wetumpka Municipal	1	\$40,000	\$167,400	\$207,400
General Aviation Airports Total			1,032	\$37,219,800	\$155,959,500	\$193,179,300
All Alabama Airports			1,263	\$45,578,300	\$190,983,300	\$236,561,600

Source: Jviation, ALDOT, FAA, Alabama Airport Managers and Tenants

Figure 4-5 shows how direct economic activity in the capital investment category is divided between the study's general aviation and commercial service airports. As shown, 18 percent of the direct capital investment impact is associated with the state's six commercial airports while the remaining 82 percent is associated with the remaining 74 general aviation airports.

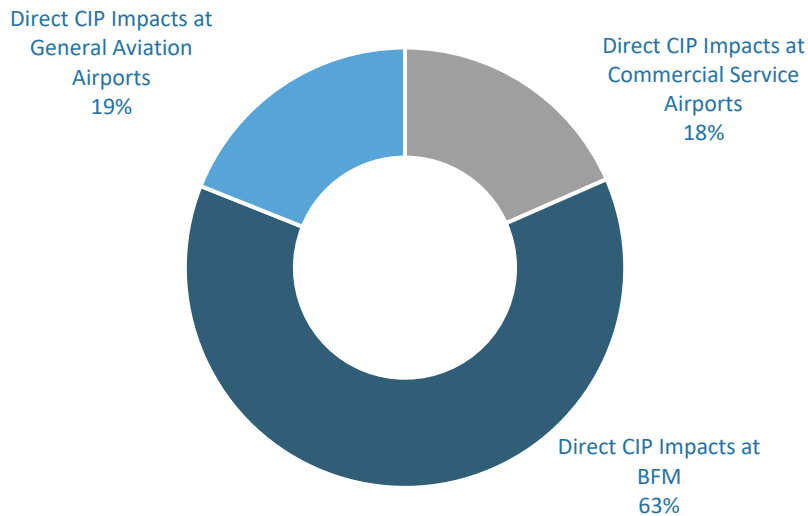
Figure 4-5: Distribution of Average Annual Capital Investment Impacts



Source: ALDOT, FAA, Alabama Airport Managers and Tenants

It must also be recognized that the majority of investments made at the general aviation airports are focused on Mobile Downtown Airport, which has benefited significantly by the presence of Airbus. **Figure 4-6** reflects the annual economic activity associated with capital investment spending (five-year average of spending for materials and labor) with Mobile Downtown (BFM) broken out to illustrate the significant investments made at that airport.

Figure 4-6: Distribution of Average Annual Capital Investment Impacts at BFM



Source: ALDOT, FAA, Alabama Airport Managers and Tenants

4.4 Estimates of Direct Impacts from General Aviation Visitor Spending for Study Airports



Source: Alabama Tourism Department

For this study, estimates of general aviation visitors were generated through coordination with ALDOT, airport management, and the FAA since actual visitor totals are not available from any existing source. Specifically, annual general aviation itinerant arrivals for each airport were taken from the FAA’s 5010 Form for each airport, as well as any itinerant aircraft data from those airports with air traffic control towers. Additionally, the airports and any 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 for the fleet mix of their weekly visiting general aviation aircraft (single-engine, multi-engine, and jet), in addition to the typical number of visitors that arrive on each type of visiting aircraft type. The study team and ALDOT benchmarked these estimates.

It is important to recognize that transient (visiting) arrivals represent only a portion of each airport’s total annual general aviation itinerant arrivals with the remaining portion being attributed to aircraft based at that airport. So, in order to not inappropriately overestimate the number of visitors arriving at the airport, an analysis was conducted to ensure that the number of visitors identified at each airport was reasonable. Survey estimates for the average number of visitors (pilots/passengers) were then applied to the resultant visiting aircraft fleet. (Airports and FBOs were also the source of information for typical visitors per aircraft type.) This process led to the 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.





With respect to general aviation visitor impacts, **Table 4-4** provides the following for each study airport:

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

As shown below, more than 451,000 visitors are estimated to arrive on general aviation aircraft annually at the commercial service and general aviation study airports. Additionally, there are nearly 170,000 visiting general aviation aircraft using the study airports each year.

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

FAA ID	Associated City	Airport Name	Annual Visiting/Transient General Aviation Aircraft Arrivals	Estimated General Aviation Passengers
BHM	Birmingham	Birmingham-Shuttlesworth International	12,740	25,480
DHN	Dothan	Dothan Regional	3,224	8,383
HSV	Huntsville	Huntsville International-Carl T. Jones Field	11,700	26,910
MOB	Mobile	Mobile Regional	4,160	8,320
MGM	Montgomery	Montgomery Regional (Dannelly Field)	5,096	16,536
MSL	Muscle Shoals	Northwest Alabama Regional	1,560	2,600
Commercial Service Airports Total			38,480	88,229
0J0	Abbeville	Abbeville Municipal	67	73
2A8	Addison	Addison Municipal	200	420
EET	Alabaster	Shelby County	3,120	12,532
8A0	Albertville	Albertville Regional-Thomas J. Brumlik Field	7,540	22,100
ALX	Alexander City	Thomas C. Russell Field	1,300	3,640
AIV	Aliceville	George Downer	260	520
79J	Andalusia/Opp	South Alabama Regional at Bill Benton Field	1,954	4,299
ANB	Anniston	Anniston Regional	2,534	5,829
26A	Ashland/Lineville	Ashland/Lineville	500	900
0R1	Atmore	Atmore Municipal	600	1,380
AUO	Auburn	Auburn University Regional	4,108	15,288
1R8	Bay Minette	Bay Minette Municipal	2,080	5,044
EKY	Bessemer	Bessemer	2,600	9,360
12J	Brewton	Brewton Municipal	2,340	10,400
09A	Butler	Butler-Choctaw County	104	208
61A	Camden	Camden Municipal	156	364
PYP	Centre	Centre-Piedmont-Cherokee County Regional	416	468
0A8	Centreville	Bibb County	550	1,100
5R1	Chatom	Roy Wilcox	208	624
02A	Clanton	Chilton County	2,704	8,424
11A	Clayton	Clayton Municipal	206	475
9A4	Courtland	Courtland	624	1,248
CMD	Cullman	Cullman Regional-Folsom Field	3,730	8,578
4R9	Dauphin Island	Jeremiah Denton	1,560	3,120
DCU	Decatur	Pryor Field Regional	2,600	9,100
DYA	Demopolis	Demopolis Regional	1,040	2,912
3M2	Double Springs	Double Springs-Winston County	555	1,166



FAA ID	Associated City	Airport Name	Annual Visiting/Transient General Aviation Aircraft Arrivals	Estimated General Aviation Passengers
14J	Elba	Carl Folsom	364	780
EDN	Enterprise	Enterprise Municipal	1,560	4,160
EUF	Eufaula	Weedon Field	156	429
GZH	Evergreen	Evergreen Regional - Middleton Field	612	1,407
CQF	Fairhope	H.L. Sonny Callahan	3,432	8,424
M95	Fayette	Richard Arthur Field	520	1,248
0J4	Florala	Florala Municipal	364	364
5R4	Foley	Foley Municipal	416	988
4A9	Fort Payne	Isbell Field	1,560	5,980
GAD	Gadsden	Northeast Alabama Regional	1,040	2,340
33J	Geneva	Geneva Municipal	780	1,560
7A0	Greensboro	Greensboro Municipal	624	2,184
PRN	Greenville	Mac Crenshaw Memorial	1,404	3,848
JKA	Gulf Shores	Jack Edwards National	7,800	21,840
8A1	Guntersville	Guntersville Municipal - Joe Starnes Field	936	3,068
1M4	Haleyville	Posey Field	520	1,196
HAB	Hamilton	Marion County-Rankin Fite	832	2,756
5M0	Hartselle	Hartselle-Morgan County Regional	520	1,612
0J6	Headland	Headland Municipal	1,820	3,952
MDQ	Huntsville	Huntsville Executive Airport Tom Sharp Jr. Field	4,212	16,848
4R3	Jackson	Jackson Municipal	366	842
JFX	Jasper	Walker County-Bevill Field	10,140	26,260
7A3	Lanett	Lanett Municipal	468	842
04A	Luverne	Frank Sikes	260	520
A08	Marion	Vaiden Field	1,282	2,949
BFM	Mobile	Mobile Downtown	4,735	11,149
MVC	Monroeville	Monroe County Airport	312	1,040
20A	Oneonta	Robbins Field	104	208
71J	Ozark	Ozark Airport - Blackwell Field	6,500	14,950
PLR	Pell City	St. Clair County	4,619	10,623
1A9	Prattville	Prattville - Grouby Field	1,404	3,796
3M8	Reform	North Pickens	426	979
7A5	Roanoke	Roanoke Municipal	440	880
M22	Russellville	Bill Pugh Field	156	468
1A4	Samson	Logan Field	156	416
4A6	Scottsboro	Scottsboro Municipal-Word Field	1,560	3,900
SEM	Selma	Craig Field	10,400	24,440
2R5	St. Elmo	St. Elmo	1,300	3,250
7A6	Stevenson	Stevenson	364	780
SCD	Sylacauga	Merkel Field Sylacauga Municipal	624	1,456
ASN	Talladega	Talladega Municipal	1,924	5,872
TOI	Troy	Troy Municipal Airport at N. Kenneth Campbell Field	5,328	12,254
TCL	Tuscaloosa	Tuscaloosa Regional	1,560	12,460
06A	Tuskegee	Moton Field Municipal	2,156	4,959

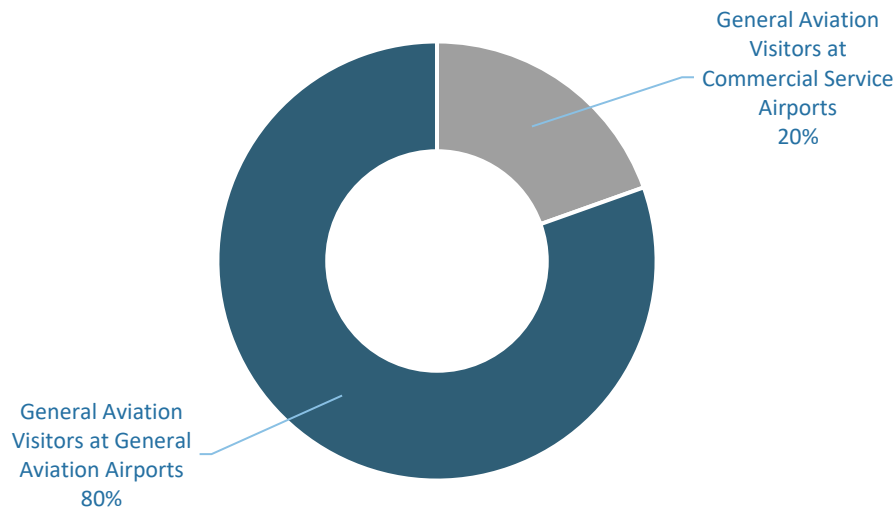


FAA ID	Associated City	Airport Name	Annual Visiting/Transient General Aviation Aircraft Arrivals	Estimated General Aviation Passengers
07A	Union Springs	Franklin Field	520	1,300
M55	Vernon	Lamar County	243	510
08A	Wetumpka	Wetumpka Municipal	572	1,248
General Aviation Airports Total			131,047	362,907
All Alabama Airports			169,527	451,136

Source: Aviation, Airport Managers/FBOs, ALDOT, FAA NOP Data

The distribution of general aviation visitors between commercial and general aviation study airports is reflected below in **Figure 4-7**. As shown, 20 percent of all estimated general aviation visitors use the six study commercial service airports, while 80 percent arrive at 74 general aviation airports.

Figure 4-7: Distribution of General Aviation Visitors



Source: Aviation, Airport Managers/FBOs, ALDOT, FAA NOP Data

Using the final general aviation visitor estimates from **Table 4-4**, information from visitor surveys conducted for this study on trip duration and spending per trip was used to estimate annual visitor spending. Airports and/or FBOs at study airports assisted in the process to distribute surveys to departing general aviation visitors. General aviation visitors were asked to provide information regarding:

- The purpose of their trip
- The duration of their stay
- The amount of money they spent for lodging, food, retail, ground transportation, and entertainment

It should be acknowledged that general aviation visitor purchases for aviation fuel were not measured in this impact category. Rather to avoid double-counting economic impacts, general aviation fuel purchases were reflected in either the airport management or the business tenant categories, and not in the general aviation visitor category. Additionally, it should be again noted that visitor spending largely correlates with the visitor’s length of stay, and that short visits (e.g., less than a day or even a few hours) may result in little to no spending.



Once direct annual visitor spending was estimated, information from the IMPLAN model was then used to determine the number of direct jobs and direct payroll that visitor spending supported. Direct employment and payroll supported by general aviation visitor spending is primarily, but not exclusively, associated with off-airport establishments/businesses. Spending by visitors arriving on general aviation aircraft supports jobs associated with hotels, entertainment venues, retail shops, ground transportation providers, and restaurants. **Table 4-5** presents the direct economic activity supported by general aviation visitor spending. This estimate of annual general aviation visitor expenditures has been 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. The annual economic activity resulting from visitors arriving on general aviation aircraft is the sum of payroll and spending. While direct spending from general aviation visitors is reported for all airports, in some cases this spending was not enough to support one job, or the payroll associated with that job.

Annual economic activity has been estimated based on average spending per visitor per trip. Average spending per visitor trip varies depending upon the airport, its setting, and the characteristics of the communities the airport serves. Average spending per visitor trip considers not only those visitors who spend at least one night, but also visitors who come only for the day and have limited spending. Across all study airports, average expenditures per general aviation visitor trip ranged from a low of \$10 to a high of \$450. Once direct economic activity was estimated, the IMPLAN model was used to estimate direct employment, along with associated direct payroll. Direct economic activity reflects the sum of visitor spending and employee payroll.² **Table 4-5** is based on the following:

- Direct annual economic activity from general aviation visitor spending is based on annual estimates of general aviation visitors multiplied by average spending per visitor trip.
- 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 from IMPLAN.
- Direct spending for goods, equipment, supplies, and infrastructure in the visitor spending category equals direct annual economic activity minus the direct annual payroll.

Table 4-5: Direct Impacts from General Aviation Visitor Spending for Study Airports

FAA ID	Associated City	Airport Name	Direct Employment	Direct Payroll	Direct Spending	Direct Annual Economic Activity
BHM	Birmingham	Birmingham-Shuttlesworth International	196	\$4,654,000	\$6,812,000	\$11,466,000
DHN	Dothan	Dothan Regional	43	\$1,020,800	\$1,494,200	\$2,515,000
HSV	Huntsville	Huntsville International-Carl T. Jones Field	207	\$4,915,200	\$7,194,300	\$12,109,500
MOB	Mobile	Mobile Regional	43	\$1,013,100	\$1,482,900	\$2,496,000
MGM	Montgomery	Montgomery Regional (Dannelly Field)	85	\$2,013,600	\$2,947,200	\$4,960,800
MSL	Muscle Shoals	Northwest Alabama Regional	13	\$316,600	\$463,400	\$780,000
		Commercial Service Airports Total	587	\$13,933,300	\$20,394,000	\$34,327,300
0J0	Abbeville	Abbeville Municipal	<1	\$300	\$400	\$700

² Since visitor spending in the local economy covers the cost of both goods and labor for the merchant(s), direct annual economic activity, which includes payroll and spending, is the first measure used to then determine employment, payroll, and spending. For example, when visitor spending at restaurants is reported, the visitor reports their total bill. The bill reflects the cost of the food, equipment, and establishment, plus the labor to prepare and serve the food.



FAA ID	Associated City	Airport Name	Direct Employment	Direct Payroll	Direct Spending	Direct Annual Economic Activity
2A8	Addison	Addison Municipal	<1	\$1,700	\$2,500	\$4,200
EET	Alabaster	Shelby County	21	\$508,700	\$744,500	\$1,253,200
8A0	Albertville	Albertville Regional-Thomas J. Brumlik Field	76	\$1,794,100	\$2,625,900	\$4,420,000
ALX	Alexander City	Thomas C. Russell Field	12	\$295,500	\$432,500	\$728,000
AIV	Aliceville	George Downer	<1	\$2,100	\$3,100	\$5,200
79J	Andalusia/Opp	South Alabama Regional at Bill Benton Field	7	\$174,500	\$255,400	\$429,900
ANB	Anniston	Anniston Regional	20	\$473,200	\$692,600	\$1,165,800
26A	Ashland/Lineville	Ashland/Lineville	<1	\$3,700	\$5,300	\$9,000
0R1	Atmore	Atmore Municipal	2	\$56,000	\$82,000	\$138,000
AUO	Auburn	Auburn University Regional	79	\$1,861,600	\$2,724,800	\$4,586,400
1R8	Bay Minette	Bay Minette Municipal	9	\$204,700	\$299,700	\$504,400
EKY	Bessemer	Bessemer	48	\$1,139,800	\$1,668,200	\$2,808,000
12J	Brewton	Brewton Municipal	9	\$211,100	\$308,900	\$520,000
09A	Butler	Butler-Choctaw County	<1	\$800	\$1,200	\$2,000
61A	Camden	Camden Municipal	<1	\$7,400	\$10,800	\$18,200
PYP	Centre	Centre-Piedmont-Cherokee County Regional	1	\$19,000	\$27,800	\$46,800
0A8	Centreville	Bibb County	<1	\$4,500	\$6,500	\$11,000
5R1	Chatom	Roy Wilcox	1	\$12,700	\$18,500	\$31,200
02A	Clanton	Chilton County	43	\$1,025,800	\$1,501,400	\$2,527,200
11A	Clayton	Clayton Municipal	<1	\$1,900	\$2,800	\$4,700
9A4	Courtland	Courtland	<1	\$5,100	\$7,400	\$12,500
CMD	Cullman	Cullman Regional-Folsom Field	44	\$1,044,500	\$1,528,900	\$2,573,400
4R9	Dauphin Island	Jeremiah Denton	3	\$63,300	\$92,700	\$156,000
DCU	Decatur	Pryor Field Regional	70	\$1,662,100	\$2,432,900	\$4,095,000
DYA	Demopolis	Demopolis Regional	10	\$236,400	\$346,000	\$582,400
3M2	Double Springs	Double Springs-Winston County	<1	\$4,700	\$6,900	\$11,600
14J	Elba	Carl Folsom	<1	\$3,200	\$4,600	\$7,800
EDN	Enterprise	Enterprise Municipal	7	\$168,900	\$247,100	\$416,000
EUF	Eufaula	Weedon Field	1	\$34,800	\$51,000	\$85,800
GZH	Evergreen	Evergreen Regional - Middleton Field	1	\$28,600	\$41,800	\$70,400
CQF	Fairhope	H.L. Sonny Callahan	65	\$1,538,700	\$2,252,100	\$3,790,800
M95	Fayette	Richard Arthur Field	1	\$25,300	\$37,100	\$62,400
0J4	Floral	Floral Municipal	<1	\$1,500	\$2,200	\$3,700
5R4	Foley	Foley Municipal	3	\$80,200	\$117,400	\$197,600
4A9	Fort Payne	Isbell Field	10	\$242,700	\$355,300	\$598,000
GAD	Gadsden	Northeast Alabama Regional	8	\$190,000	\$278,000	\$468,000
33J	Geneva	Geneva Municipal	1	\$31,700	\$46,300	\$78,000
7A0	Greensboro	Greensboro Municipal	<1	\$8,900	\$13,000	\$21,900
PRN	Greenville	Mac Crenshaw Memorial	3	\$78,100	\$114,300	\$192,400
JKA	Gulf Shores	Jack Edwards National	168	\$3,989,100	\$5,838,900	\$9,828,000
8A1	Guntersville	Guntersville Municipal - Joe Starnes Field	11	\$249,100	\$364,500	\$613,600
1M4	Haleyville	Posey Field	1	\$24,300	\$35,500	\$59,800



FAA ID	Associated City	Airport Name	Direct Employment	Direct Payroll	Direct Spending	Direct Annual Economic Activity
HAB	Hamilton	Marion County-Rankin Fite	9	\$223,700	\$327,500	\$551,200
5M0	Hartselle	Hartselle-Morgan County Regional	3	\$65,400	\$95,800	\$161,200
0J6	Headland	Headland Municipal	14	\$320,800	\$469,600	\$790,400
MDQ	Huntsville	Huntsville Executive Airport Tom Sharp Jr. Field	130	\$3,077,300	\$4,504,300	\$7,581,600
4R3	Jackson	Jackson Municipal	<1	\$3,400	\$5,000	\$8,400
JFX	Jasper	Walker County-Bevill Field	90	\$2,131,800	\$3,120,200	\$5,252,000
7A3	Lanett	Lanett Municipal	<1	\$3,400	\$5,000	\$8,400
04A	Luverne	Frank Sikes	<1	\$10,600	\$15,400	\$26,000
A08	Marion	Vaiden Field	5	\$119,700	\$175,200	\$294,900
BFM	Mobile	Mobile Downtown	57	\$1,357,600	\$1,987,100	\$3,344,700
MVC	Monroeville	Monroe County Airport	2	\$42,200	\$61,800	\$104,000
20A	Oneonta	Robbins Field	<1	\$800	\$1,200	\$2,000
71J	Ozark	Ozark Airport - Blackwell Field	51	\$1,213,600	\$1,776,400	\$2,990,000
PLR	Pell City	St. Clair County	55	\$1,293,600	\$1,893,400	\$3,187,000
1A9	Prattville	Prattville - Grouby Field	13	\$308,200	\$451,000	\$759,200
3M8	Reform	North Pickens	1	\$19,900	\$29,100	\$49,000
7A5	Roanoke	Roanoke Municipal	<1	\$3,600	\$5,200	\$8,800
M22	Russellville	Bill Pugh Field	<1	\$9,500	\$13,900	\$23,400
1A4	Samson	Logan Field	<1	\$1,700	\$2,500	\$4,200
4A6	Scottsboro	Scottsboro Municipal-Word Field	13	\$316,600	\$463,400	\$780,000
SEM	Selma	Craig Field	21	\$496,000	\$726,000	\$1,222,000
2R5	St. Elmo	St. Elmo	6	\$131,900	\$193,100	\$325,000
7A6	Stevenson	Stevenson	1	\$15,800	\$23,200	\$39,000
SCD	Sylacauga	Merkel Field Sylacauga Municipal	5	\$118,200	\$173,000	\$291,200
ASN	Talladega	Talladega Municipal	45	\$1,072,500	\$1,569,900	\$2,642,400
TOI	Troy	Troy Municipal Airport at N. Kenneth Campbell Field	63	\$1,492,200	\$2,184,100	\$3,676,300
TCL	Tuscaloosa	Tuscaloosa Regional	96	\$2,275,900	\$3,331,100	\$5,607,000
06A	Tuskegee	Moton Field Municipal	4	\$100,600	\$147,300	\$247,900
07A	Union Springs	Franklin Field	2	\$52,800	\$77,200	\$130,000
M55	Vernon	Lamar County	<1	\$2,100	\$3,000	\$5,100
08A	Wetumpka	Wetumpka Municipal	4	\$101,300	\$148,300	\$249,600
		General Aviation Airports Total	1,425	\$33,893,000	\$49,607,900	\$83,500,900
		All Alabama Airports	2,012	\$47,826,300	\$70,001,900	\$117,828,200

Source: Aviation, Visitor Surveys, and IMPLAN



4.5 Estimates of Direct Impacts from Commercial Service Visitor Spending for Study Airports

Like those visitors that arrive on general aviation aircraft, visitors who arrive on scheduled commercial airline flights also contribute spending in the direct impact category. For this study, direct annual impacts related to commercial service visitors were estimated by first identifying each commercial airport’s total annual commercial airline passenger enplanements³ in 2019. As provided by each airport, these enplanement totals were then broken down into visitor and local resident categories through the application of estimated visitor percentage data provided by the USDOT⁴. These visitor totals served as the basis of the economic impact projection discussed further below.

Beyond providing enplanement data, the study commercial service airports also collected visitor spending data through departing passenger surveys that were made available to airport users in both a paper format, and through an online platform via use of local wi-fi networks. Survey efforts ran formally from spring through fall of 2018, with additional data also collected during periods of 2019. In total, nearly 18,000 passenger survey submissions were collected from ALDOT study commercial airports. Information collected from these visitor surveys was used to develop estimates of average spending per visitor, per trip, by study airport. These included spending for lodging, food, ground transportation, retail, and entertainment. Note that these average included spending for all visitors, including those who spent no nights or multiple nights. Through this effort, it was also recognized that at visitor spending patterns differ by commercial airport, as do the percentage of commercial visitors who come only for the day, and that the length of stay for overnight visitors also varies by airport.

Table 4-6 presents a summary of this data, including the estimates of total commercial visitors to the study airports, the percent of total airport enplanements that are identified as visitors, and the estimates of average spending per visitor trip. It is important to note that the data in the table do not represent the total number of passenger enplanements at each study airport, but only that which is identified as being visitors. As shown in the table, the total number of visitors estimated to arrive annually on a commercial airline flight at one of Alabama’s commercial service airports is over 1.2 million with each visitor spending an average of \$520 per trip.

Table 4-6: Visitors Arriving on Commercial Airlines at Study Airports and Average Spending Per Trip

FAA ID	Associated City	Airport Name	Total Annual Commercial Visitors	Percent of Enplanements that are Visitors	Average Spending per Visitor Trip
BHM	Birmingham	Birmingham-Shuttlesworth International	659,321	43%	\$510
DHN	Dothan	Dothan Regional	28,303	47%	\$360
HSV	Huntsville	Huntsville International-Carl T. Jones Field	296,607	41%	\$500
MOB	Mobile	Mobile Regional	163,130	50%	\$700
MGM	Montgomery	Montgomery Regional (Dannelly Field)	93,727	49%	\$410
MSL	Muscle Shoals	Northwest Alabama Regional	2,964	48%	\$310
Commercial Service Airports Total			1,244,052		\$520*

Source: Aviation, Study Airports, FAA, and USDOT. Passenger data from 2019.

*Note: this is a weighted average

³ 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.

⁴ 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 residents and tickets associated with visitors. USDOT is the source of information to identify each commercial airport’s visitors.



Once visitor estimates were established and then the average length of stay and average spending per day, by airport, was obtained from the survey responses, the direct economic impact of commercial service visitors could be determined. Specifically, the IMPLAN model was used to estimate direct employment and their associated direct payroll that when combined with visitor spending results in direct economic activity.⁵ **Table 4-7** presents the results of this effort which also indicates that visitors who arrive on a commercial airline flight at study airports are responsible for total direct annual economic activity estimated at nearly \$646.9 million.

Table 4-7: Direct Impacts from Commercial Visitor Spending for Study Airports

FAA ID	Associated City	Airport Name	Direct Employment	Direct Payroll	Direct Spending	Direct Annual Economic Activity
BHM	Birmingham	Birmingham-Shuttlesworth International	4,884	\$115,718,800	\$221,319,100	\$337,037,900
DHN	Dothan	Dothan Regional	148	\$3,516,000	\$6,724,500	\$10,240,500
HSV	Huntsville	Huntsville International-Carl T. Jones Field	2,120	\$50,226,100	\$96,060,500	\$146,286,600
MOB	Mobile	Mobile Regional	1,652	\$39,141,600	\$74,860,600	\$114,002,200
MGM	Montgomery	Montgomery Regional (Dannelly Field)	556	\$13,186,000	\$25,219,100	\$38,405,100
MSL	Muscle Shoals	Northwest Alabama Regional	13	\$312,100	\$596,900	\$909,000
Commercial Service Airports Total			9,373	\$222,100,600	\$424,780,700	\$646,881,300

Source: Aviation, Study Passenger Surveys, and IMPLAN

Finally, it should be recognized that for expenditures per trip per airport reported above, all spending was assigned to one of the following categories: lodging, food, ground transportation, entertainment, or retail spending. The distribution of spending by category was necessary for two reasons. The first relates to establishing indirect/induced impacts associated with visitor spending; multipliers differ depending on in which category the spending takes place. 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 Alabama, or perhaps even in the United States. Secondly, subsequent tax revenues associated with visitor expenditures are estimated, and 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 spending.

4.6 Summary of Total Direct Economic Impacts for Study Airports

Table 4-8 presents total annual direct economic impacts of employment, payroll, spending, and economic activity for the ALDOT study airports as related to the five economic impact categories.

Table 4-8: Summary of Total Annual Statewide Direct Economic Impact by Category for Study Airports

Category	Direct Employment	Direct Payroll	Direct Spending	Direct Annual Economic Activity
Airport Management	640	\$33,428,700	\$57,217,700	\$90,646,400
Airport Business Tenants	11,406	\$753,596,200	\$1,219,104,200	\$1,972,700,400
Capital Investment	1,261	\$45,578,300	\$190,983,300	\$236,561,600
General Aviation Visitors	2,018	\$47,826,300	\$70,001,900	\$117,828,200
Commercial Visitors	9,373	\$222,100,600	\$424,780,700	\$646,881,300
Total	24,698	\$1,102,530,100	\$1,962,087,800	\$3,064,617,900

⁵ Since visitor spending in the local economy covers the cost of both goods and labor for the merchant(s), direct annual economic activity, which includes payroll and spending, is the first measure used to then determine employment, payroll, and spending. For example, when visitor spending at restaurants is reported, the visitor reports their total bill. The bill reflects the cost of the food, equipment, and establishment, plus the labor to prepare and serve the food.



Source: Jviation

Direct impacts are related to activity at each airport that can be quantified, counted, or measured in some way, and are typically the easiest to understand. **Table 4-9** 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, capital investment, general aviation visitor spending, commercial visitor spending (if applicable). Since all impact categories are combined in this table, previously omitted payroll and spending (due to confidentiality) figures are reflected in this total.

Table 4-9: Summary of Total Annual Direct Impacts by for Study Airports

FAA ID	Associated City	Airport Name	Direct Employment	Direct Payroll	Direct Spending	Direct Annual Economic Activity
BHM	Birmingham	Birmingham-Shuttlesworth International	7,644	\$271,014,700	\$430,132,000	\$701,146,700
DHN	Dothan	Dothan Regional	736	\$45,165,400	\$73,769,300	\$118,934,700
HSV	Huntsville	Huntsville International-Carl T. Jones Field	3,225	\$102,699,100	\$192,242,700	\$294,941,800
MOB	Mobile	Mobile Regional	2,905	\$115,608,200	\$150,926,400	\$266,534,600
MGM	Montgomery	Montgomery Regional (Dannelly Field)	2,427	\$125,967,700	\$86,459,600	\$212,427,300
MSL	Muscle Shoals	Northwest Alabama Regional	93	\$4,452,700	\$8,941,900	\$13,394,600
Commercial Service Airports Total			17,031	\$664,907,800	\$942,471,900	\$1,607,379,700
0J0	Abbeville	Abbeville Municipal	<1	\$16,500	\$67,500	\$84,000
2A8	Addison	Addison Municipal	<1	\$11,000	\$40,700	\$51,700
EET	Alabaster	Shelby County	44	\$1,354,600	\$2,507,400	\$3,862,000
8A0	Albertville	Albertville Regional-Thomas J. Brumlik Field	118	\$3,940,500	\$6,484,800	\$10,425,300
ALX	Alexander City	Thomas C. Russell Field	26	\$952,100	\$2,059,100	\$3,011,200
AIV	Aliceville	George Downer	2	\$56,500	\$87,000	\$143,500
79J	Andalusia/Opp	South Alabama Regional at Bill Benton Field	193	\$15,864,500	\$13,130,000	\$28,994,500
ANB	Anniston	Anniston Regional	28	\$781,500	\$2,063,800	\$2,845,300
26A	Ashland/Lineville	Ashland/Lineville	2	\$58,100	\$204,200	\$262,300
OR1	Atmore	Atmore Municipal	14	\$657,800	\$1,587,600	\$2,245,400
AUO	Auburn	Auburn University Regional	147	\$4,777,200	\$10,058,100	\$14,835,300
1R8	Bay Minette	Bay Minette Municipal	17	\$559,900	\$1,299,400	\$1,859,300
EKY	Bessemer	Bessemer	127	\$4,187,100	\$10,055,300	\$14,242,400
12J	Brewton	Brewton Municipal	26	\$1,031,300	\$3,539,500	\$4,570,800
09A	Butler	Butler-Choctaw County	<1	\$7,000	\$21,000	\$28,000
61A	Camden	Camden Municipal	1	\$46,000	\$171,800	\$217,800
PYP	Centre	Centre-Piedmont-Cherokee County Regional	5	\$161,400	\$492,700	\$654,100
0A8	Centreville	Bibb County	1	\$36,600	\$112,100	\$148,700
5R1	Chatom	Roy Wilcox	<1	\$22,000	\$56,700	\$78,700
02A	Clanton	Chilton County	57	\$1,454,700	\$2,681,300	\$4,136,000
11A	Clayton	Clayton Municipal	<1	\$17,600	\$67,900	\$85,500
9A4	Courtland	Courtland	1	\$48,700	\$193,400	\$242,100
CMD	Cullman	Cullman Regional-Folsom Field	84	\$2,933,600	\$5,644,000	\$8,577,600



FAA ID	Associated City	Airport Name	Direct Employment	Direct Payroll	Direct Spending	Direct Annual Economic Activity
4R9	Dauphin Island	Jeremiah Denton	4	\$115,400	\$254,100	\$369,500
DCU	Decatur	Pryor Field Regional	89	\$2,922,700	\$6,433,200	\$9,355,900
DYA	Demopolis	Demopolis Regional	18	\$513,000	\$980,500	\$1,493,500
3M2	Double Springs	Double Springs-Winston County	<1	\$14,000	\$45,100	\$59,100
14J	Elba	Carl Folsom	3	\$129,700	\$370,700	\$500,400
EDN	Enterprise	Enterprise Municipal	99	\$8,459,900	\$6,949,700	\$15,409,600
EUF	Eufaula	Weedon Field	12	\$354,900	\$661,300	\$1,016,200
GZH	Evergreen	Evergreen Regional - Middleton Field	4	\$124,900	\$364,500	\$489,400
CQF	Fairhope	H.L. Sonny Callahan	158	\$5,537,600	\$12,561,100	\$18,098,700
M95	Fayette	Richard Arthur Field	11	\$616,000	\$1,398,800	\$2,014,800
0J4	Floral	Floral Municipal	16	\$738,300	\$1,874,500	\$2,612,800
5R4	Foley	Foley Municipal	30	\$909,800	\$806,000	\$1,715,800
4A9	Fort Payne	Isbell Field	21	\$1,145,900	\$3,237,400	\$4,383,300
GAD	Gadsden	Northeast Alabama Regional	21	\$711,100	\$2,183,200	\$2,894,300
33J	Geneva	Geneva Municipal	5	\$155,500	\$448,500	\$604,000
7A0	Greensboro	Greensboro Municipal	3	\$113,100	\$291,900	\$405,000
PRN	Greenville	Mac Crenshaw Memorial	12	\$283,600	\$870,800	\$1,154,400
JKA	Gulf Shores	Jack Edwards National	268	\$9,971,900	\$17,553,100	\$27,525,000
8A1	Guntersville	Guntersville Municipal - Joe Starnes Field	84	\$6,218,900	\$7,785,600	\$14,004,500
1M4	Haleyville	Posey Field	8	\$187,100	\$505,500	\$692,600
HAB	Hamilton	Marion County-Rankin Fite	15	\$417,400	\$918,800	\$1,336,200
5M0	Hartselle	Hartselle-Morgan County Regional	12	\$320,500	\$461,200	\$781,700
0J6	Headland	Headland Municipal	38	\$1,895,700	\$4,009,300	\$5,905,000
MDQ	Huntsville	Huntsville Executive Airport Tom Sharp Jr. Field	700	\$56,374,100	\$46,061,000	\$102,435,100
4R3	Jackson	Jackson Municipal	1	\$37,100	\$145,300	\$182,400
JFX	Jasper	Walker County-Bevill Field	109	\$2,935,300	\$4,583,000	\$7,518,300
7A3	Lanett	Lanett Municipal	10	\$377,200	\$1,323,900	\$1,701,100
04A	Luverne	Frank Sikes	2	\$60,000	\$122,500	\$182,500
A08	Marion	Vaiden Field	8	\$241,100	\$683,000	\$924,100
BFM	Mobile	Mobile Downtown	3,699	\$228,023,500	\$674,333,600	\$902,357,100
MVC	Monroeville	Monroe County Airport	62	\$2,040,700	\$5,967,400	\$8,008,100
20A	Oneonta	Robbins Field	1	\$51,400	\$189,100	\$240,500
71J	Ozark	Ozark Airport - Blackwell Field	167	\$11,002,000	\$9,978,700	\$20,980,700
PLR	Pell City	St. Clair County	71	\$1,899,600	\$3,557,600	\$5,457,200
1A9	Prattville	Prattville - Grouby Field	26	\$960,800	\$2,259,700	\$3,220,500
3M8	Reform	North Pickens	3	\$110,400	\$407,500	\$517,900
7A5	Roanoke	Roanoke Municipal	<1	\$39,500	\$66,000	\$105,500
M22	Russellville	Bill Pugh Field	2	\$80,100	\$269,800	\$349,900
1A4	Samson	Logan Field	1	\$85,500	\$136,000	\$221,500
4A6	Scottsboro	Scottsboro Municipal-Word Field	18	\$450,500	\$784,100	\$1,234,600
SEM	Selma	Craig Field	35	\$946,100	\$1,849,700	\$2,795,800
2R5	St. Elmo	St. Elmo	11	\$328,600	\$792,900	\$1,121,500
7A6	Stevenson	Stevenson	3	\$111,500	\$343,900	\$455,400

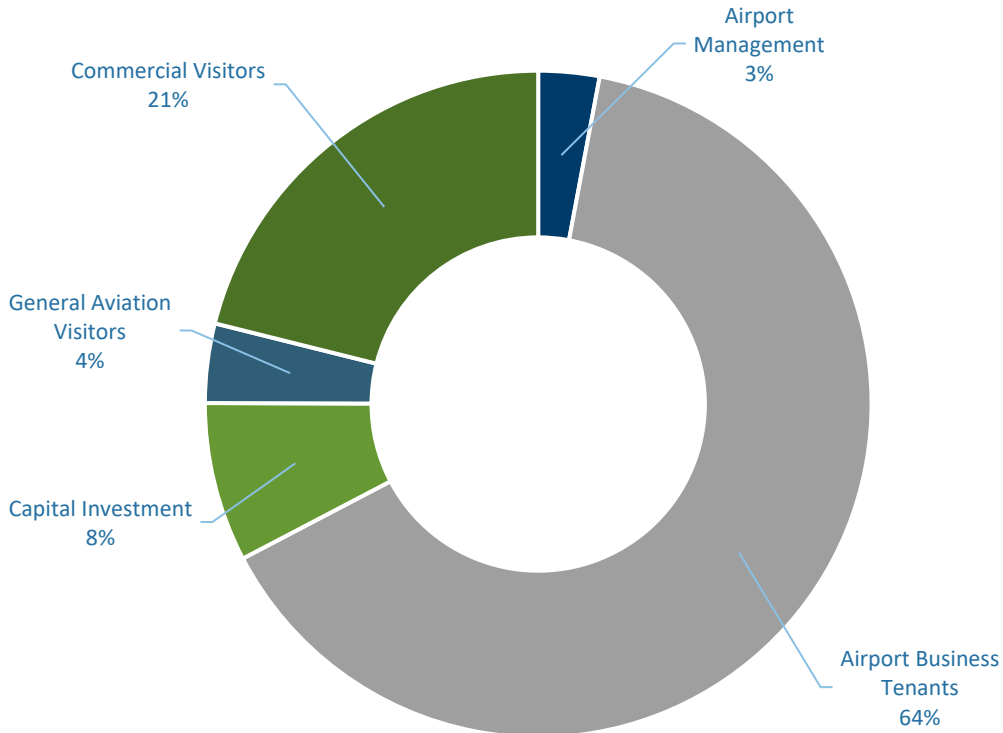


FAA ID	Associated City	Airport Name	Direct Employment	Direct Payroll	Direct Spending	Direct Annual Economic Activity
SCD	Sylacauga	Merkel Field Sylacauga Municipal	12	\$392,200	\$972,300	\$1,364,500
ASN	Talladega	Talladega Municipal	90	\$2,487,900	\$5,461,400	\$7,949,300
TOI	Troy	Troy Municipal Airport at N. Kenneth Campbell Field	524	\$34,702,200	\$103,225,000	\$137,927,200
TCL	Tuscaloosa	Tuscaloosa Regional	238	\$11,466,500	\$18,141,500	\$29,608,000
06A	Tuskegee	Moton Field Municipal	14	\$565,200	\$1,441,600	\$2,006,800
07A	Union Springs	Franklin Field	12	\$408,900	\$1,555,300	\$1,964,200
M55	Vernon	Lamar County	1	\$39,300	\$155,900	\$195,200
08A	Wetumpka	Wetumpka Municipal	17	\$572,000	\$1,218,100	\$1,790,100
General Aviation Airports Total			7,667	\$437,622,300	\$1,019,615,900	\$1,457,238,200
All Alabama Airports			24,698	\$1,102,530,100	\$1,962,087,800	\$3,064,617,900

Source: Jviation

Figure 4-8 shows the distribution of direct impacts by category for all study airports. As shown below, the business tenant category is responsible for the highest percentage of direct economic impacts among the 80 study airports. The next section of this report shows how these direct impacts can multiply once they enter the state and local economies.

Figure 4-8: Distribution of Direct Impacts by Impact Category for Study Airports



Source: Jviation

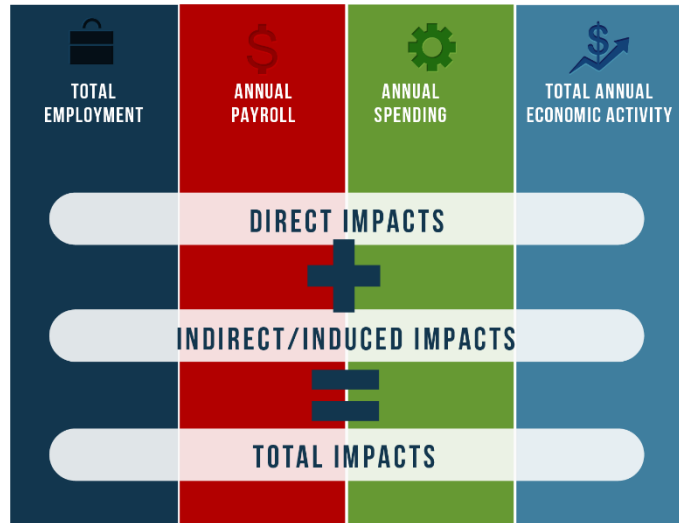
5 Estimates of Indirect/Induced Annual Economic Impacts for Study Airports

5.1 Discussion and Measurement of Indirect/Induced Economic Impacts

While some sectors of the economy are linked directly to the airports, many others are linked indirectly to the airports and those activities they support. This section discusses the indirect/induced economic impacts stemming from the direct economic impacts presented in the preceding section.

As stated previously, when visitors arrive at one of the study airports, they will often spend money on rental cars, hotels, food, entertainment, retail, and sometimes other items. These direct expenditures support the direct employment, payroll, and spending detailed in **Section 4**. Indirect/induced economic impacts differ from direct impacts in that while they are still supported by air visitors, their impacts are realized after the direct impacts enter the local economy.

As an example, many hotels are at least in part supported by the direct spending from visitors arriving on aircraft through the state’s airports. In order to operate and serve those air visitors, among their other customers, hotels must themselves pay for staff, utilities, purchase linens, secure food to supply their restaurant, buy new carpeting, etc. So at least a part of that hotel’s operational costs are due to visitors arriving at airports and those ancillary impacts are known as indirect or induced impacts. Additionally, the suppliers of the utilities, linens, food, and carpet must also buy “inputs” and make payments for salaries, all of which generate additional economic impacts. These indirect/induced impacts associated with the hotel’s operation are examples of how direct impacts (visitor spending in this case) associated with study airports generate additional indirect/induced impacts.



Indirect impacts result from on-airport aviation-related businesses purchasing from other industries

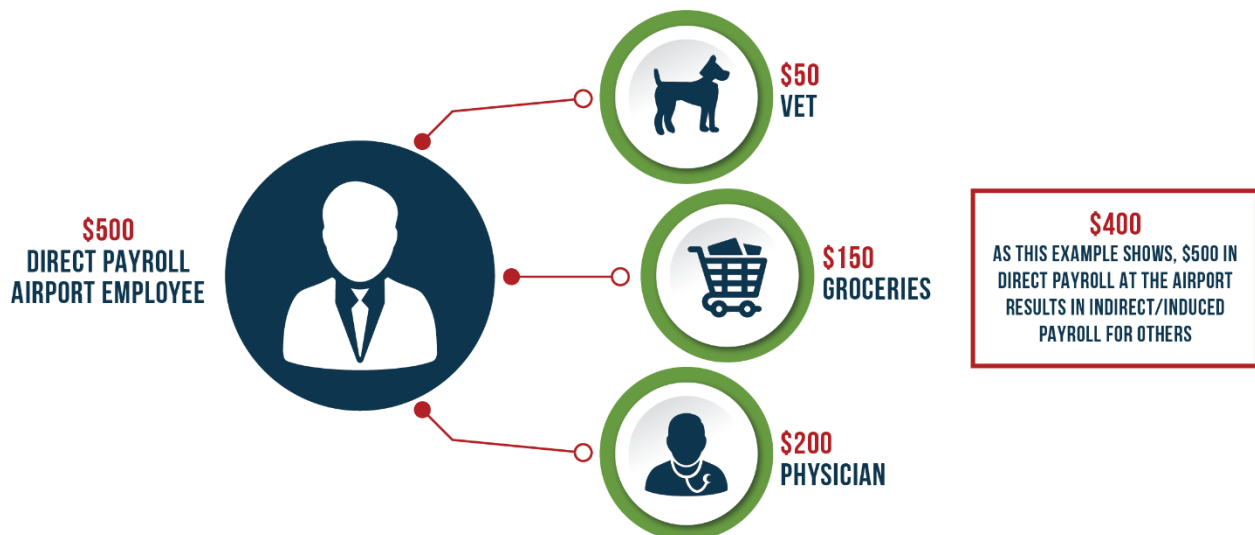
For this study, all indirect/induced impacts are based on sector-specific multipliers. In the economic modeling process, direct impacts in one sector lead to additional indirect/induced impacts in other sectors of the economy. In the process of estimating indirect/induced impacts, it is important to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

In the previous example, the hotel paid salaries to their employees. In turn, these employees generate their own indirect/induced or multiplier impacts. For instance, a hotel employee may use part of their income to take their family to dinner. Part of this expenditure becomes income to the waiter, who then spends some of their 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. These indirect/induced or multiplier impacts continue to cycle within the economy being studied until the multiplier impact eventually diminishes to zero. But it is critical to note that

Induced Impacts result from the expenditure of new household income associated with both the Direct and Indirect impacts.

the impetus of that economic activity was the initial introduction of new spending spurred by visitors to the area that arrived on aircraft at a local airport.

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 local or 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 local or state economy, thus the higher the multiplier impact. For small cities and rural areas, the opportunity to purchase needed goods and services locally is not as great. However, the business or individual may still be able to purchase what they need within the state, in this case Alabama. 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.



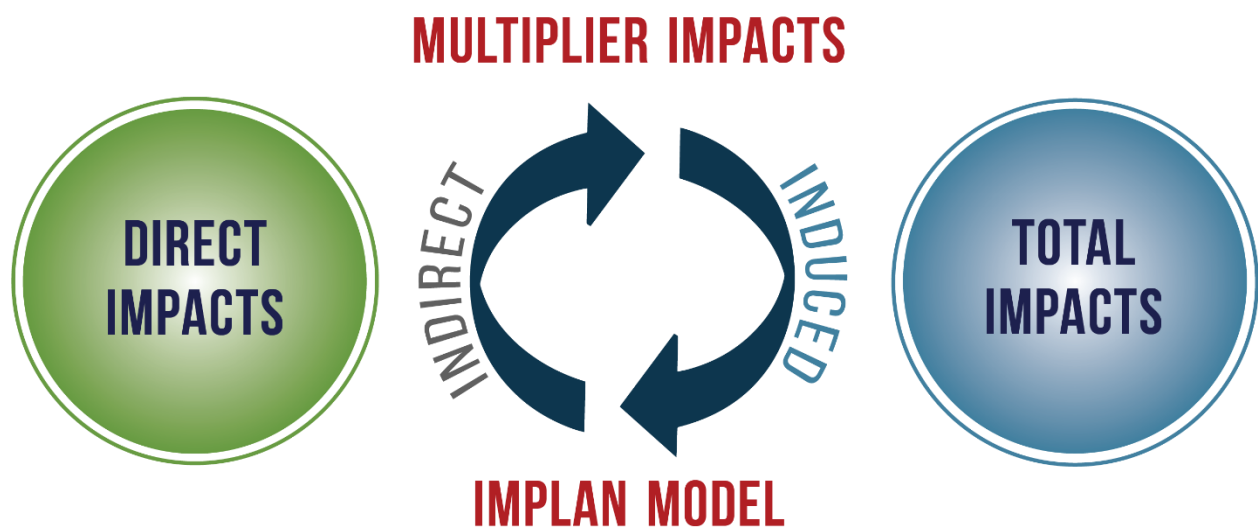
For this study, a statewide, Alabama-specific model was used to derive all indirect/induced and total annual economic impacts discussed in this report. A series of models were then prepared to estimate total economic impacts for each of the study airports. The primary source of data for all models comes from IMPLAN, a proprietary suite of models that has been offered for several decades by a North Carolina-based, privately owned company. This analysis uses Alabama-specific information with the most current version of IMPLAN. While there are several other models that support economic impact analysis, most are maintained by the U.S. Department of Commerce/Bureau of Economic Analysis. Note that the data (population, employment, income, and other factors) upon which government-maintained models are based tend to be less current than the data in IMPLAN.

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-output economic activity model that comprises statewide and regionally specific Alabama data sets. IMPLAN provides a system to estimate the interdependency between economic sectors, households, and government in a geographically defined region, 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 regional data from national averages, IMPLAN measures economic impacts from data that characterizes actual local economies in Alabama.

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) Census of Employment and Wages 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-output 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 multipliers. Multipliers vary by direct impact category—they can vary even within the same category, and they vary geographically throughout the state. Hundreds of multipliers in the IMPLAN model were considered in this analysis.



Within the business tenant category, there are different multipliers for each tenant type. For 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—has different multipliers. For instance, in the visitor expenditure category, there is a higher economic return to the state economy for money spent on hotels as opposed to retail. Hotels are 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 Alabama. Therefore, indirect/induced impacts are higher for spending on hotels than for retail spending.

In the process of estimating indirect/induced economic impacts associated with visitor expenditure, 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 another example, spending for equipment has a lower economic return (multiplier) than spending for runway paving since materials and labor are locally sourced.

The remaining portions of this section present the various 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 for all airports as these impacts relate to the airport management, business tenants, capital investment, general aviation visitor spending, and commercial visitor spending categories. This study focuses on direct impacts; a conservative approach has been taken to estimate all indirect/induced impacts.



Source: Jack Edwards National Airport



5.2 Indirect/Induced and Total 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. Direct impacts were 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

Table 5-1 presents each commercial service airport's direct, indirect/induced, and total annual economic impacts for employment, payroll, spending, and annual economic activity in the airport management category. In this and other tables, annual economic activity is the sum of spending and payroll.



Source: Alabama Department of Transportation



Table 5-1: Direct, Indirect/Induced, and Total Economic Impact 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
BHM	Birmingham	Birmingham-Shuttlesworth International	158	229	387	\$11,810,400	\$11,574,200	\$23,384,600	\$13,586,000	\$11,276,400	\$24,862,400	\$25,396,400	\$22,850,600	\$48,247,000
DHN	Dothan	Dothan Regional	27	39	66	\$1,050,000	\$1,029,000	\$2,079,000	\$800,000	\$664,000	\$1,464,000	\$1,850,000	\$1,693,000	\$3,543,000
HSV	Huntsville	Huntsville International-Carl T. Jones Field	103	149	252	\$5,687,000	\$5,573,300	\$11,260,300	\$9,375,600	\$7,781,700	\$17,157,300	\$15,062,600	\$13,355,000	\$28,417,600
MOB	Mobile	Mobile Regional	69	100	169	\$3,145,600	\$3,082,800	\$6,228,400	\$4,571,100	\$3,794,000	\$8,365,100	\$7,716,700	\$6,876,800	\$14,593,500
MGM	Montgomery	Montgomery Regional (Dannelly Field)	35	51	86	\$1,989,400	\$1,949,600	\$3,939,000	\$5,200,000	\$4,316,000	\$9,516,000	\$7,189,400	\$6,265,600	\$13,455,000
MSL	Muscle Shoals	Northwest Alabama Regional	8	12	20	\$477,600	\$468,000	\$945,600	\$1,830,400	\$1,519,300	\$3,349,700	\$2,308,000	\$1,987,300	\$4,295,300
Commercial Service Airports Total			400	580	980	\$24,160,000	\$23,676,900	\$47,836,900	\$35,363,100	\$29,351,400	\$64,714,500	\$59,523,100	\$53,028,300	\$112,551,400

Source: Aviation, Airport Managers, and IMPLAN



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

Direct economic impacts for the business tenant category of employment, payroll, spending, and total economic activity were obtained directly from each business tenant, airport representatives, or third-party data sources. Direct impacts were 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, the confidentiality of individual tenant survey responses has been maintained.

Table 5-2 presents each commercial service airport’s direct, indirect/induced, and total annual economic impacts of employment, payroll, spending, and annual economic activity in the airport business tenant category. As with other tables in this report, annual economic impact activity is the sum of payroll and spending. The impacts for airport business tenants presented in are only for on-airport aviation-related companies or agencies that have employees. Business-tenant-related impacts presented in are a sum of all business-tenant-related impacts at each airport.

5.4 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 Alabama that have more limited economic activity in both the airport management and the airport tenant categories. In addition, many general aviation airports in the state have some overlap between the management and business tenant functions.

Table 5-3 presents direct, indirect/induced, and total economic impacts for general aviation airports for the airport management and the airport business tenant economic impact categories. Note that airport management and tenant totals have been amalgamated in order to preserve confidentiality.



Source: Alabama Department of Transportation



Table 5-2: 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
BHM	Birmingham	Birmingham-Shuttlesworth International	2,349	2,670	5,019	\$136,771,500	\$109,496,900	\$246,268,400	\$179,782,900	\$103,044,700	\$282,827,600	\$316,554,400	\$212,541,600	\$529,096,000
DHN	Dothan	Dothan Regional	406	389	795	\$35,527,200	\$17,432,000	\$52,959,200	\$47,774,400	\$19,495,200	\$67,269,600	\$83,301,600	\$36,927,200	\$120,228,800
HSV	Huntsville	Huntsville International-Carl T. Jones Field	782	666	1,448	\$41,409,000	\$23,834,400	\$65,243,400	\$77,677,300	\$40,246,200	\$117,923,500	\$119,086,300	\$64,080,600	\$183,166,900
MOB	Mobile	Mobile Regional	1,119	1,472	2,591	\$71,474,800	\$65,538,300	\$137,013,100	\$66,521,100	\$47,938,300	\$114,459,400	\$137,995,900	\$113,476,600	\$251,472,500
MGM	Montgomery	Montgomery Regional (Dannelly Field)	1,733	2,334	4,067	\$108,131,300	\$101,666,900	\$209,798,200	\$50,380,600	\$34,368,200	\$84,748,800	\$158,511,900	\$136,035,100	\$294,547,000
MSL	Muscle Shoals	Northwest Alabama Regional	50	57	107	\$3,041,600	\$2,251,900	\$5,293,500	\$4,774,000	\$2,618,100	\$7,392,100	\$7,815,600	\$4,870,000	\$12,685,600
Commercial Service Airports Total			6,439	7,588	14,027	\$396,355,400	\$320,220,400	\$716,575,800	\$426,910,300	\$247,710,700	\$674,621,000	\$823,265,700	\$567,931,100	\$1,391,196,800

Source: Aviation, Airport Managers, Airport Tenants, and IMPLAN

Table 5-3: Direct, Indirect/Induced, and Total 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
0J0	Abbeville	Abbeville Municipal	<1	<1	<1	\$9,300	\$9,100	\$18,400	\$38,200	\$31,800	\$70,000	\$47,500	\$40,900	\$88,400
2A8	Addison	Addison Municipal	<1	<1	<1	\$9,300	\$9,100	\$18,400	\$38,200	\$31,800	\$70,000	\$47,500	\$40,900	\$88,400
EET	Alabaster	Shelby County	21	23	44	\$774,400	\$495,600	\$1,270,000	\$1,463,500	\$871,200	\$2,334,700	\$2,237,900	\$1,366,800	\$3,604,700
8A0	Albertville	Albertville Regional-Thomas J. Brumlik Field	40	40	80	\$2,060,100	\$1,024,800	\$3,084,900	\$3,497,300	\$1,508,900	\$5,006,200	\$5,557,400	\$2,533,700	\$8,091,100
ALX	Alexander City	Thomas C. Russell Field	11	12	23	\$527,300	\$393,000	\$920,300	\$1,085,000	\$640,100	\$1,725,100	\$1,612,300	\$1,033,100	\$2,645,400
AIV	Aliceville	George Downer	1	1	2	\$37,200	\$36,500	\$73,700	\$12,000	\$10,000	\$22,000	\$49,200	\$46,500	\$95,700
79J	Andalusia/Opp	South Alabama Regional at Bill Benton Field	182	193	375	\$15,549,500	\$7,812,800	\$23,362,300	\$12,285,700	\$6,111,300	\$18,397,000	\$27,835,200	\$13,924,100	\$41,759,300
ANB	Anniston	Anniston Regional	8	7	15	\$275,900	\$160,400	\$436,300	\$1,235,300	\$604,400	\$1,839,700	\$1,511,200	\$764,800	\$2,276,000
26A	Ashland/Lineville	Ashland/Lineville	<1	<1	<1	\$9,300	\$9,100	\$18,400	\$10,000	\$8,300	\$18,300	\$19,300	\$17,400	\$36,700
0R1	Atmore	Atmore Municipal	9	10	19	\$499,000	\$329,500	\$828,500	\$1,075,000	\$442,300	\$1,517,300	\$1,574,000	\$771,800	\$2,345,800
AUO	Auburn	Auburn University Regional	60	69	129	\$2,602,800	\$1,733,300	\$4,336,100	\$6,022,800	\$3,258,000	\$9,280,800	\$8,625,600	\$4,991,300	\$13,616,900
1R8	Bay Minette	Bay Minette Municipal	6	6	12	\$257,900	\$202,800	\$460,700	\$592,100	\$364,000	\$956,100	\$850,000	\$566,800	\$1,416,800
EKY	Bessemer	Bessemer	73	68	141	\$2,811,500	\$1,703,300	\$4,514,800	\$7,399,000	\$4,111,000	\$11,510,000	\$10,210,500	\$5,814,300	\$16,024,800
12J	Brewton	Brewton Municipal	17	15	32	\$787,600	\$387,300	\$1,174,900	\$3,094,000	\$1,218,000	\$4,312,000	\$3,881,600	\$1,605,300	\$5,486,900
09A	Butler	Butler-Choctaw County	<1	<1	<1	\$5,000	\$4,900	\$9,900	\$15,000	\$12,500	\$27,500	\$20,000	\$17,400	\$37,400
61A	Camden	Camden Municipal	<1	<1	<1	\$5,600	\$5,400	\$11,000	\$22,900	\$19,100	\$42,000	\$28,500	\$24,500	\$53,000
PYP	Centre	Centre-Piedmont-Cherokee County Regional	3	2	5	\$95,400	\$50,300	\$145,700	\$268,000	\$144,100	\$412,100	\$363,400	\$194,400	\$557,800
0A8	Centreville	Bibb County	<1	<1	<1	\$9,300	\$9,100	\$18,400	\$10,000	\$8,300	\$18,300	\$19,300	\$17,400	\$36,700
5R1	Chatom	Roy Wilcox	<1	<1	<1	\$9,300	\$9,100	\$18,400	\$38,200	\$31,800	\$70,000	\$47,500	\$40,900	\$88,400
02A	Clanton	Chilton County	9	11	20	\$262,600	\$207,400	\$470,000	\$483,100	\$273,600	\$756,700	\$745,700	\$481,000	\$1,226,700
11A	Clayton	Clayton Municipal	<1	<1	<1	\$9,300	\$9,100	\$18,400	\$38,200	\$31,800	\$70,000	\$47,500	\$40,900	\$88,400
9A4	Courtland	Courtland	<1	<1	<1	\$9,300	\$9,100	\$18,400	\$42,100	\$34,900	\$77,000	\$51,400	\$44,000	\$95,400
CMD	Cullman	Cullman Regional-Folsom Field	37	36	73	\$1,743,000	\$1,012,200	\$2,755,200	\$3,502,900	\$1,694,900	\$5,197,800	\$5,245,900	\$2,707,100	\$7,953,000
4R9	Dauphin Island	Jeremiah Denton	<1	<1	<1	\$14,400	\$14,100	\$28,500	\$3,400	\$2,800	\$6,200	\$17,800	\$16,900	\$34,700
DCU	Decatur	Pryor Field Regional	15	15	30	\$1,110,800	\$551,800	\$1,662,600	\$3,372,600	\$1,350,500	\$4,723,100	\$4,483,400	\$1,902,300	\$6,385,700
DYA	Demopolis	Demopolis Regional	6	5	11	\$180,400	\$131,700	\$312,100	\$231,200	\$126,600	\$357,800	\$411,600	\$258,300	\$669,900
3M2	Double Springs	Double Springs-Winston County	<1	<1	<1	\$9,300	\$9,100	\$18,400	\$38,200	\$31,800	\$70,000	\$47,500	\$40,900	\$88,400
14J	Elba	Carl Folsom	3	2	5	\$95,300	\$53,600	\$148,900	\$235,500	\$113,400	\$348,900	\$330,800	\$167,000	\$497,800
EDN	Enterprise	Enterprise Municipal	88	87	175	\$8,136,400	\$3,934,300	\$12,070,700	\$6,054,700	\$2,584,900	\$8,639,600	\$14,191,100	\$6,519,200	\$20,710,300
EUF	Eufaula	Weedon Field	10	8	18	\$289,700	\$210,000	\$499,700	\$483,000	\$267,600	\$750,600	\$772,700	\$477,600	\$1,250,300
GZH	Evergreen	Evergreen Regional - Middleton Field	1	2	3	\$46,500	\$45,600	\$92,100	\$113,900	\$94,600	\$208,500	\$160,400	\$140,200	\$300,600



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
CQF	Fairhope	H.L. Sonny Callahan	78	81	159	\$3,449,600	\$1,987,800	\$5,437,400	\$8,007,500	\$3,646,800	\$11,654,300	\$11,457,100	\$5,634,600	\$17,091,700
M95	Fayette	Richard Arthur Field	9	7	16	\$507,500	\$251,400	\$758,900	\$1,013,000	\$439,900	\$1,452,900	\$1,520,500	\$691,300	\$2,211,800
0J4	Florala	Florala Municipal	15	16	31	\$717,400	\$348,900	\$1,066,300	\$1,791,000	\$692,000	\$2,483,000	\$2,508,400	\$1,040,900	\$3,549,300
5R4	Foley	Foley Municipal	25	25	50	\$751,300	\$365,300	\$1,116,600	\$360,300	\$167,100	\$527,400	\$1,111,600	\$532,400	\$1,644,000
4A9	Fort Payne	Isbell Field	10	10	20	\$841,500	\$447,800	\$1,289,300	\$2,623,500	\$1,135,900	\$3,759,400	\$3,465,000	\$1,583,700	\$5,048,700
GAD	Gadsden	Northeast Alabama Regional	11	13	24	\$448,100	\$299,700	\$747,800	\$1,599,200	\$1,039,700	\$2,638,900	\$2,047,300	\$1,339,400	\$3,386,700
33J	Geneva	Geneva Municipal	2	3	5	\$75,700	\$40,900	\$116,600	\$200,700	\$81,800	\$282,500	\$276,400	\$122,700	\$399,100
7A0	Greensboro	Greensboro Municipal	2	3	5	\$89,000	\$47,400	\$136,400	\$215,300	\$99,000	\$314,300	\$304,300	\$146,400	\$450,700
PRN	Greenville	Mac Crenshaw Memorial	4	5	9	\$48,000	\$35,000	\$83,000	\$96,400	\$63,400	\$159,800	\$144,400	\$98,400	\$242,800
JKA	Gulf Shores	Jack Edwards National	84	87	171	\$5,414,900	\$3,067,500	\$8,482,400	\$9,334,500	\$3,939,400	\$13,273,900	\$14,749,400	\$7,006,900	\$21,756,300
8A1	Guntersville	Guntersville Municipal - Joe Stames Field	62	62	124	\$5,564,300	\$2,713,300	\$8,277,600	\$5,722,000	\$2,263,100	\$7,985,100	\$11,286,300	\$4,976,400	\$16,262,700
1M4	Haleyville	Posey Field	7	6	13	\$141,200	\$83,400	\$224,600	\$379,400	\$247,400	\$626,800	\$520,600	\$330,800	\$851,400
HAB	Hamilton	Marion County-Rankin Fite	3	3	6	\$102,400	\$67,100	\$169,500	\$208,700	\$88,400	\$297,100	\$311,100	\$155,500	\$466,600
5M0	Hartselle	Hartselle-Morgan County Regional	9	10	19	\$236,200	\$171,600	\$407,800	\$286,300	\$114,400	\$400,700	\$522,500	\$286,000	\$808,500
0J6	Headland	Headland Municipal	23	23	46	\$1,509,500	\$743,200	\$2,252,700	\$3,265,500	\$1,360,200	\$4,625,700	\$4,775,000	\$2,103,400	\$6,878,400
MDQ	Huntsville	Huntsville Executive Airport Tom Sharp Jr. Field	517	506	1,023	\$51,363,200	\$24,673,000	\$76,036,200	\$33,454,500	\$13,085,000	\$46,539,500	\$84,817,700	\$37,758,000	\$122,575,700
4R3	Jackson	Jackson Municipal	<1	<1	<1	\$9,300	\$9,100	\$18,400	\$38,200	\$31,800	\$70,000	\$47,500	\$40,900	\$88,400
JFX	Jasper	Walker County-Bevill Field	17	19	36	\$704,700	\$473,600	\$1,178,300	\$1,048,800	\$423,300	\$1,472,100	\$1,753,500	\$896,900	\$2,650,400
7A3	Lanett	Lanett Municipal	1	1	2	\$65,000	\$63,700	\$128,700	\$25,000	\$20,800	\$45,800	\$90,000	\$84,500	\$174,500
04A	Luverne	Frank Sikes	1	2	3	\$49,200	\$28,200	\$77,400	\$106,300	\$47,200	\$153,500	\$155,500	\$75,400	\$230,900
A08	Marion	Vaiden Field	<1	<1	<1	\$9,300	\$9,100	\$18,400	\$38,200	\$31,800	\$70,000	\$47,500	\$40,900	\$88,400
BFM	Mobile	Mobile Downtown	2,856	2,821	5,677	\$198,239,400	\$96,869,800	\$295,109,200	\$553,232,300	\$212,209,800	\$765,442,100	\$751,471,700	\$309,079,600	\$1,060,551,300
MVC	Monroeville	Monroe County Airport	58	58	116	\$1,876,700	\$1,004,900	\$2,881,600	\$5,395,100	\$2,285,800	\$7,680,900	\$7,271,800	\$3,290,700	\$10,562,500
20A	Oneonta	Robbins Field	<1	<1	<1	\$9,300	\$9,100	\$18,400	\$15,000	\$12,500	\$27,500	\$24,300	\$21,600	\$45,900
71J	Ozark	Ozark Airport - Blackwell Field	112	113	225	\$9,636,000	\$4,825,200	\$14,461,200	\$7,563,900	\$3,140,700	\$10,704,600	\$17,199,900	\$7,965,900	\$25,165,800
PLR	Pell City	St. Clair County	16	17	33	\$581,200	\$325,100	\$906,300	\$1,560,400	\$787,700	\$2,348,100	\$2,141,600	\$1,112,800	\$3,254,400
1A9	Prattville	Prattville - Grouby Field	13	13	26	\$629,900	\$305,300	\$935,200	\$1,713,700	\$696,400	\$2,410,100	\$2,343,600	\$1,001,700	\$3,345,300
3M8	Reform	North Pickens	<1	<1	<1	\$9,300	\$9,100	\$18,400	\$38,200	\$31,800	\$70,000	\$47,500	\$40,900	\$88,400
7A5	Roanoke	Roanoke Municipal	1	<1	1	\$25,000	\$24,500	\$49,500	\$15,000	\$12,500	\$27,500	\$40,000	\$37,000	\$77,000
M22	Russellville	Bill Pugh Field	1	2	3	\$41,200	\$23,700	\$64,900	\$132,600	\$67,600	\$200,200	\$173,800	\$91,300	\$265,100
1A4	Samson	Logan Field	2	1	3	\$81,700	\$53,200	\$134,900	\$124,700	\$99,000	\$223,700	\$206,400	\$152,200	\$358,600
4A6	Scottsboro	Scottsboro Municipal-Word Field	3	3	6	\$66,900	\$65,500	\$132,400	\$40,000	\$33,200	\$73,200	\$106,900	\$98,700	\$205,600
SEM	Selma	Craig Field	12	14	26	\$385,000	\$234,600	\$619,600	\$850,800	\$370,600	\$1,221,400	\$1,235,800	\$605,200	\$1,841,000
2R5	St. Elmo	St. Elmo	3	3	6	\$123,100	\$71,600	\$194,700	\$291,300	\$153,900	\$445,200	\$414,400	\$225,500	\$639,900
7A6	Stevenson	Stevenson	3	3	6	\$95,700	\$73,800	\$169,500	\$320,700	\$225,100	\$545,800	\$416,400	\$298,900	\$715,300
SCD	Sylacauga	Merkel Field Sylacauga Municipal	4	4	8	\$144,700	\$102,000	\$246,700	\$257,600	\$131,700	\$389,300	\$402,300	\$233,700	\$636,000
ASN	Talladega	Talladega Municipal	43	43	86	\$1,330,600	\$699,100	\$2,029,700	\$3,536,100	\$1,613,700	\$5,149,800	\$4,866,700	\$2,312,800	\$7,179,500
TOI	Troy	Troy Municipal Airport at N. Kenneth Campbell Field	460	455	915	\$33,150,300	\$16,282,700	\$49,433,000	\$100,790,600	\$38,513,600	\$139,304,200	\$133,940,900	\$54,796,300	\$188,737,200
TCL	Tuscaloosa	Tuscaloosa Regional	132	158	290	\$8,836,800	\$6,380,800	\$15,217,600	\$13,327,700	\$7,013,900	\$20,341,600	\$22,164,500	\$13,394,700	\$35,559,200
06A	Tuskegee	Moton Field Municipal	9	9	18	\$429,500	\$224,800	\$654,300	\$1,147,200	\$504,800	\$1,652,000	\$1,576,700	\$729,600	\$2,306,300
07A	Union Springs	Franklin Field	<1	<1	<1	\$9,300	\$9,100	\$18,400	\$25,000	\$20,800	\$45,800	\$34,300	\$29,900	\$64,200
M55	Vernon	Lamar County	1	1	2	\$37,200	\$36,500	\$73,700	\$152,900	\$127,000	\$279,900	\$190,100	\$163,500	\$353,600
08A	Wetumpka	Wetumpka Municipal	12	12	24	\$430,700	\$287,600	\$718,300	\$902,400	\$470,900	\$1,373,300	\$1,333,100	\$758,500	\$2,091,600
General Aviation Airports Total			5,221	5,238	10,459	\$366,509,500	\$184,418,400	\$550,927,900	\$814,048,500	\$323,575,700	\$1,137,624,200	\$1,180,558,000	\$507,994,100	\$1,688,552,100

Source: Jviation, Airport Managers, Airport Tenants, and IMPLAN

Note: <1 represents a fraction of a Full-Time Employee.

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

Direct economic impacts for the capital investment category of employment, payroll, spending, and annual economic activity were obtained directly from ALDOT, the FAA, airport sponsors, or third-party private investment categories. Direct impacts were 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.

Table 5-4 presents each study airport's direct, indirect/induced, and total annual economic impacts of employment, payroll, spending, and annual economic activity in the capital investment category. These results account for what has been invested in each airport, on average, over the previous five 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 capture the full impact of major projects that often extend over a multi-year period.



Source: Airbus



Table 5-4: Direct, Indirect/Induced, and Total 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
BHM	Birmingham	Birmingham-Shuttlesworth International	57	55	112	\$2,060,000	\$1,874,600	\$3,934,600	\$8,632,000	\$7,337,200	\$15,969,200	\$10,692,000	\$9,211,800	\$19,903,800
DHN	Dothan	Dothan Regional	112	109	221	\$4,051,400	\$3,686,700	\$7,738,100	\$16,976,200	\$14,429,900	\$31,406,100	\$21,027,600	\$18,116,600	\$39,144,200
HSV	Huntsville	Huntsville International-Carl T. Jones Field	13	12	25	\$461,800	\$420,200	\$882,000	\$1,935,000	\$1,644,700	\$3,579,700	\$2,396,800	\$2,064,900	\$4,461,700
MOB	Mobile	Mobile Regional	23	22	45	\$833,100	\$758,000	\$1,591,100	\$3,490,700	\$2,967,100	\$6,457,800	\$4,323,800	\$3,725,100	\$8,048,900
MGM	Montgomery	Montgomery Regional (Dannelly Field)	18	17	35	\$647,400	\$589,100	\$1,236,500	\$2,712,700	\$2,305,900	\$5,018,600	\$3,360,100	\$2,895,000	\$6,255,100
MSL	Muscle Shoals	Northwest Alabama Regional	8	9	17	\$304,800	\$277,400	\$582,200	\$1,277,200	\$1,085,700	\$2,362,900	\$1,582,000	\$1,363,100	\$2,945,100
Commercial Service Airports Total			231	224	455	\$8,358,500	\$7,606,000	\$15,964,500	\$35,023,800	\$29,770,500	\$64,794,300	\$43,382,300	\$37,376,500	\$80,758,800
0J0	Abbeville	Abbeville Municipal	<1	<1	<1	\$6,900	\$6,300	\$13,200	\$28,900	\$24,500	\$53,400	\$35,800	\$30,800	\$66,600
2A8	Addison	Addison Municipal	-	-	-	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
EET	Alabaster	Shelby County	2	2	4	\$71,500	\$65,000	\$136,500	\$299,400	\$254,500	\$553,900	\$370,900	\$319,500	\$690,400
8A0	Albertville	Albertville Regional-Thomas J. Brumlik Field	2	3	5	\$86,300	\$78,500	\$164,800	\$361,600	\$307,300	\$668,900	\$447,900	\$385,800	\$833,700
ALX	Alexander City	Thomas C. Russell Field	4	3	7	\$129,300	\$117,600	\$246,900	\$541,600	\$460,400	\$1,002,000	\$670,900	\$578,000	\$1,248,900
AIV	Aliceville	George Downer	<1	1	1	\$17,200	\$15,600	\$32,800	\$71,900	\$61,100	\$133,000	\$89,100	\$76,700	\$165,800
79J	Andalusia/Opp	South Alabama Regional at Bill Benton Field	4	4	8	\$140,500	\$127,900	\$268,400	\$588,900	\$500,500	\$1,089,400	\$729,400	\$628,400	\$1,357,800
ANB	Anniston	Anniston Regional	1	1	2	\$32,400	\$29,500	\$61,900	\$135,900	\$115,500	\$251,400	\$168,300	\$145,000	\$313,300
26A	Ashland/Lineville	Ashland/Lineville	1	1	2	\$45,100	\$41,000	\$86,100	\$188,900	\$160,600	\$349,500	\$234,000	\$201,600	\$435,600
0R1	Atmore	Atmore Municipal	3	3	6	\$102,800	\$93,500	\$196,300	\$430,600	\$365,900	\$796,500	\$533,400	\$459,400	\$992,800
AUO	Auburn	Auburn University Regional	9	8	17	\$312,800	\$284,600	\$597,400	\$1,310,500	\$1,113,900	\$2,424,400	\$1,623,300	\$1,398,500	\$3,021,800
1R8	Bay Minette	Bay Minette Municipal	3	2	5	\$97,300	\$88,500	\$185,800	\$407,600	\$346,500	\$754,100	\$504,900	\$435,000	\$939,900
EKY	Bessemer	Bessemer	7	6	13	\$235,800	\$214,600	\$450,400	\$988,100	\$839,900	\$1,828,000	\$1,223,900	\$1,054,500	\$2,278,400
12J	Brewton	Brewton Municipal	1	1	2	\$32,600	\$29,700	\$62,300	\$136,600	\$116,200	\$252,800	\$169,200	\$145,900	\$315,100
09A	Butler	Butler-Choctaw County	<1	<1	<1	\$1,200	\$1,000	\$2,200	\$4,800	\$4,200	\$9,000	\$6,000	\$5,200	\$11,200
61A	Camden	Camden Municipal	1	1	2	\$33,000	\$30,000	\$63,000	\$138,100	\$117,500	\$255,600	\$171,100	\$147,500	\$318,600
PYP	Centre	Centre-Piedmont-Cherokee County Regional	1	2	3	\$47,000	\$42,800	\$89,800	\$196,900	\$167,400	\$364,300	\$243,900	\$210,200	\$454,100
0A8	Centreville	Bibb County	1	<1	1	\$22,800	\$20,800	\$43,600	\$95,600	\$81,200	\$176,800	\$118,400	\$102,000	\$220,400
5R1	Chatom	Roy Wilcox	-	-	-	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
02A	Clanton	Chilton County	5	4	9	\$166,300	\$151,300	\$317,600	\$696,800	\$592,300	\$1,289,100	\$863,100	\$743,600	\$1,606,700
11A	Clayton	Clayton Municipal	<1	<1	<1	\$6,400	\$5,900	\$12,300	\$26,900	\$22,900	\$49,800	\$33,300	\$28,800	\$62,100
9A4	Courtland	Courtland	1	1	2	\$34,300	\$31,300	\$65,600	\$143,900	\$122,400	\$266,300	\$178,200	\$153,700	\$331,900
CMD	Cullman	Cullman Regional-Folsom Field	4	4	8	\$146,100	\$132,900	\$279,000	\$612,200	\$520,400	\$1,132,600	\$758,300	\$653,300	\$1,411,600
4R9	Dauphin Island	Jeremiah Denton	1	1	2	\$37,700	\$34,300	\$72,000	\$158,000	\$134,300	\$292,300	\$195,700	\$168,600	\$364,300
DCU	Decatur	Pryor Field Regional	4	4	8	\$149,800	\$136,300	\$286,100	\$627,700	\$533,500	\$1,161,200	\$777,500	\$669,800	\$1,447,300
DYA	Demopolis	Demopolis Regional	3	2	5	\$96,200	\$87,600	\$183,800	\$403,300	\$342,800	\$746,100	\$499,500	\$430,400	\$929,900
3M2	Double Springs	Double Springs-Winston County	-	-	-	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
14J	Elba	Carl Folsom	1	1	2	\$31,200	\$28,300	\$59,500	\$130,600	\$110,900	\$241,500	\$161,800	\$139,200	\$301,000
EDN	Enterprise	Enterprise Municipal	4	4	8	\$154,600	\$140,700	\$295,300	\$647,900	\$550,700	\$1,198,600	\$802,500	\$691,400	\$1,493,900
EUF	Eufaula	Weedon Field	1	1	2	\$30,400	\$27,600	\$58,000	\$127,300	\$108,100	\$235,400	\$157,700	\$135,700	\$293,400
GZH	Evergreen	Evergreen Regional - Middleton Field	1	2	3	\$49,800	\$45,400	\$95,200	\$208,800	\$177,500	\$386,300	\$258,600	\$222,900	\$481,500
CQF	Fairhope	H.L. Sonny Callahan	15	15	30	\$549,300	\$499,800	\$1,049,100	\$2,301,500	\$1,956,300	\$4,257,800	\$2,850,800	\$2,456,100	\$5,306,900
M95	Fayette	Richard Arthur Field	2	3	5	\$83,200	\$75,800	\$159,000	\$348,700	\$296,500	\$645,200	\$431,900	\$372,300	\$804,200
0J4	Floral	Floral Municipal	1	<1	1	\$19,400	\$17,600	\$37,000	\$81,300	\$69,000	\$150,300	\$100,700	\$86,600	\$187,300
5R4	Foley	Foley Municipal	2	2	4	\$78,300	\$71,300	\$149,600	\$328,300	\$279,000	\$607,300	\$406,600	\$350,300	\$756,900
4A9	Fort Payne	Isbell Field	2	1	3	\$61,700	\$56,200	\$117,900	\$258,600	\$219,800	\$478,400	\$320,300	\$276,000	\$596,300
GAD	Gadsden	Northeast Alabama Regional	2	2	4	\$73,000	\$66,500	\$139,500	\$306,000	\$260,200	\$566,200	\$379,000	\$326,700	\$705,700



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
33J	Geneva	Geneva Municipal	1	2	3	\$48,100	\$43,700	\$91,800	\$201,500	\$171,300	\$372,800	\$249,600	\$215,000	\$464,600
7A0	Greensboro	Greensboro Municipal	<1	1	1	\$15,200	\$13,800	\$29,000	\$63,600	\$54,100	\$117,700	\$78,800	\$67,900	\$146,700
PRN	Greenville	Mac Crenshaw Memorial	4	5	9	\$157,500	\$143,400	\$300,900	\$660,100	\$561,100	\$1,221,200	\$817,600	\$704,500	\$1,522,100
JKA	Gulf Shores	Jack Edwards National	16	15	31	\$567,900	\$516,800	\$1,084,700	\$2,379,700	\$2,022,700	\$4,402,400	\$2,947,600	\$2,539,500	\$5,487,100
8A1	Guntersville	Guntersville Municipal - Joe Stames Field	11	11	22	\$405,500	\$369,000	\$774,500	\$1,699,100	\$1,444,200	\$3,143,300	\$2,104,600	\$1,813,200	\$3,917,800
1M4	Haleyville	Posey Field	1	<1	1	\$21,600	\$19,700	\$41,300	\$90,600	\$77,100	\$167,700	\$112,200	\$96,800	\$209,000
HAB	Hamilton	Marion County-Rankin Fite	3	2	5	\$91,300	\$83,100	\$174,400	\$382,600	\$325,200	\$707,800	\$473,900	\$408,300	\$882,200
5M0	Hartselle	Hartselle-Morgan County Regional	1	<1	1	\$18,900	\$17,100	\$36,000	\$79,100	\$67,200	\$146,300	\$98,000	\$84,300	\$182,300
0J6	Headland	Headland Municipal	2	2	4	\$65,400	\$59,600	\$125,000	\$274,200	\$233,100	\$507,300	\$339,600	\$292,700	\$632,300
MDQ	Huntsville	Huntsville Executive Airport Tom Sharp Jr. Field	53	52	105	\$1,933,600	\$1,759,500	\$3,693,100	\$8,102,200	\$6,886,900	\$14,989,100	\$10,035,800	\$8,646,400	\$18,682,200
4R3	Jackson	Jackson Municipal	1	<1	1	\$24,400	\$22,100	\$46,500	\$102,100	\$86,700	\$188,800	\$126,500	\$108,800	\$235,300
JFX	Jasper	Walker County-Bevill Field	3	2	5	\$98,800	\$89,900	\$188,700	\$414,000	\$351,900	\$765,900	\$512,800	\$441,800	\$954,600
7A3	Lanett	Lanett Municipal	9	8	17	\$308,800	\$281,000	\$589,800	\$1,293,900	\$1,099,700	\$2,393,600	\$1,602,700	\$1,380,700	\$2,983,400
04A	Luverne	Frank Sikes	<1	<1	<1	\$200	\$200	\$400	\$800	\$700	\$1,500	\$1,000	\$900	\$1,900
A08	Marion	Vaiden Field	3	3	6	\$112,100	\$101,900	\$214,000	\$469,600	\$399,100	\$868,700	\$581,700	\$501,000	\$1,082,700
BFM	Mobile	Mobile Downtown	786	763	1,549	\$28,426,500	\$25,868,100	\$54,294,600	\$119,114,200	\$101,247,100	\$220,361,300	\$147,540,700	\$127,115,200	\$274,655,900
MVC	Monroeville	Monroe County Airport	3	4	7	\$121,800	\$110,900	\$232,700	\$510,500	\$433,900	\$944,400	\$632,300	\$544,800	\$1,177,100
20A	Oneonta	Robbins Field	1	1	2	\$41,300	\$37,500	\$78,800	\$172,900	\$146,900	\$319,800	\$214,200	\$184,400	\$398,600
71J	Ozark	Ozark Airport - Blackwell Field	4	4	8	\$152,400	\$138,600	\$291,000	\$638,400	\$542,700	\$1,181,100	\$790,800	\$681,300	\$1,472,100
PLR	Pell City	St. Clair County	1	<1	1	\$24,800	\$22,500	\$47,300	\$103,800	\$88,200	\$192,000	\$128,600	\$110,700	\$239,300
1A9	Prattville	Prattville - Grouby Field	1	<1	1	\$22,700	\$20,600	\$43,300	\$95,000	\$80,800	\$175,800	\$117,700	\$101,400	\$219,100
3M8	Reform	North Pickens	2	2	4	\$81,200	\$73,900	\$155,100	\$340,200	\$289,200	\$629,400	\$421,400	\$363,100	\$784,500
7A5	Roanoke	Roanoke Municipal	<1	1	1	\$10,900	\$10,000	\$20,900	\$45,800	\$39,000	\$84,800	\$56,700	\$49,000	\$105,700
M22	Russellville	Bill Pugh Field	1	1	2	\$29,400	\$26,800	\$56,200	\$123,300	\$104,700	\$228,000	\$152,700	\$131,500	\$284,200
1A4	Samson	Logan Field	<1	<1	<1	\$2,100	\$1,900	\$4,000	\$8,800	\$7,600	\$16,400	\$10,900	\$9,500	\$20,400
4A6	Scottsboro	Scottsboro Municipal-Word Field	2	2	4	\$67,000	\$60,900	\$127,900	\$280,700	\$238,600	\$519,300	\$347,700	\$299,500	\$647,200
SEM	Selma	Craig Field	2	2	4	\$65,100	\$59,300	\$124,400	\$272,900	\$232,000	\$504,900	\$338,000	\$291,300	\$629,300
2R5	St. Elmo	St. Elmo	2	2	4	\$73,600	\$67,000	\$140,600	\$308,500	\$262,200	\$570,700	\$382,100	\$329,200	\$711,300
7A6	Stevenson	Stevenson	-	-	-	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
SCD	Sylacauga	Merkel Field Sylacauga Municipal	4	3	7	\$129,300	\$117,600	\$246,900	\$541,700	\$460,400	\$1,002,100	\$671,000	\$578,000	\$1,249,000
ASN	Talladega	Talladega Municipal	2	3	5	\$84,800	\$77,200	\$162,000	\$355,400	\$302,100	\$657,500	\$440,200	\$379,300	\$819,500
TOI	Troy	Troy Municipal Airport at N. Kenneth Campbell Field	2	1	3	\$59,700	\$54,400	\$114,100	\$250,300	\$212,800	\$463,100	\$310,000	\$267,200	\$577,200
TCL	Tuscaloosa	Tuscaloosa Regional	10	9	19	\$353,800	\$322,000	\$675,800	\$1,482,700	\$1,260,200	\$2,742,900	\$1,836,500	\$1,582,200	\$3,418,700
06A	Tuskegee	Moton Field Municipal	1	1	2	\$35,100	\$31,900	\$67,000	\$147,100	\$125,000	\$272,100	\$182,200	\$156,900	\$339,100
07A	Union Springs	Franklin Field	10	9	19	\$346,800	\$315,600	\$662,400	\$1,453,100	\$1,235,200	\$2,688,300	\$1,799,900	\$1,550,800	\$3,350,700
M55	Vernon	Lamar County	-	-	-	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
08A	Wetumpka	Wetumpka Municipal	1	1	2	\$40,000	\$36,300	\$76,300	\$167,400	\$142,300	\$309,700	\$207,400	\$178,600	\$386,000
General Aviation Airports Total			1,032	997	2,029	\$37,219,800	\$33,869,500	\$71,089,300	\$155,959,500	\$132,565,600	\$288,525,100	\$193,179,300	\$166,435,100	\$359,614,400
All Alabama Airports			1,263	1,221	2,484	\$45,578,300	\$41,475,500	\$87,053,800	\$190,983,300	\$162,336,100	\$353,319,400	\$236,561,600	\$203,811,600	\$440,373,200

Source: Jviation, ALDOT, FAA, Airport Managers, Airport Tenants, and IMPLAN

Note: <1 represents a fraction of a Full-Time Employee



5.6 Indirect/Induced and Total Economic Impacts from General Aviation Visitor Spending at Study Airports

Direct economic impacts for the general aviation visitor spending category of employment, payroll, spending, and annual economic activity were obtained using input from airport operators, ALDOT, FAA NOP data, and study surveys.

Direct impacts were entered into the IMPLAN model to estimate the total economic impacts and to determine the portion of general aviation visitor-related economic impacts attributable to indirect/induced (multiplier) impacts. Direct visitor spending was assigned to one or more of the following categories based on the survey results: hotels, food/restaurants, ground transportation, retail, and entertainment.

Table 5-5 presents general aviation visitor spending data for each airport's direct, indirect/induced, and total annual economic impacts in terms of employment, payroll, spending, and total annual economic activity (the sum of payroll and spending).



Source: Alabama Department of Transportation



Table 5-5: Direct, Indirect/Induced, and Total Economic Impact from General Aviation 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
BHM	Birmingham	Birmingham-Shuttlesworth International	196	73	269	\$4,654,000	\$3,071,600	\$7,725,600	\$6,812,000	\$4,904,600	\$11,716,600	\$11,466,000	\$7,976,200	\$19,442,200
DHN	Dothan	Dothan Regional	43	16	59	\$1,020,800	\$673,800	\$1,694,600	\$1,494,200	\$1,075,800	\$2,570,000	\$2,515,000	\$1,749,600	\$4,264,600
HSV	Huntsville	Huntsville International-Carl T. Jones Field	207	77	284	\$4,915,200	\$3,244,000	\$8,159,200	\$7,194,300	\$5,179,900	\$12,374,200	\$12,109,500	\$8,423,900	\$20,533,400
MOB	Mobile	Mobile Regional	43	16	59	\$1,013,100	\$668,700	\$1,681,800	\$1,482,900	\$1,067,700	\$2,550,600	\$2,496,000	\$1,736,400	\$4,232,400
MGM	Montgomery	Montgomery Regional (Dannelly Field)	85	31	116	\$2,013,600	\$1,328,900	\$3,342,500	\$2,947,200	\$2,122,000	\$5,069,200	\$4,960,800	\$3,450,900	\$8,411,700
MSL	Muscle Shoals	Northwest Alabama Regional	13	5	18	\$316,600	\$209,000	\$525,600	\$463,400	\$333,700	\$797,100	\$780,000	\$542,700	\$1,322,700
Commercial Service Airports Total			587	218	805	\$13,933,300	\$9,196,000	\$23,129,300	\$20,394,000	\$14,683,700	\$35,077,700	\$34,327,300	\$23,879,700	\$58,207,000
0J0	Abbeville	Abbeville Municipal	<1	<1	<1	\$300	\$200	\$500	\$400	\$300	\$700	\$700	\$500	\$1,200
2A8	Addison	Addison Municipal	<1	<1	<1	\$1,700	\$1,100	\$2,800	\$2,500	\$1,800	\$4,300	\$4,200	\$2,900	\$7,100
EET	Alabaster	Shelby County	21	8	29	\$508,700	\$335,700	\$844,400	\$744,500	\$536,100	\$1,280,600	\$1,253,200	\$871,800	\$2,125,000
8A0	Albertville	Albertville Regional-Thomas J. Brumlik Field	76	28	104	\$1,794,100	\$1,184,000	\$2,978,100	\$2,625,900	\$1,890,700	\$4,516,600	\$4,420,000	\$3,074,700	\$7,494,700
ALX	Alexander City	Thomas C. Russell Field	12	5	17	\$295,500	\$195,000	\$490,500	\$432,500	\$311,400	\$743,900	\$728,000	\$506,400	\$1,234,400
AIV	Aliceville	George Downer	<1	<1	<1	\$2,100	\$1,400	\$3,500	\$3,100	\$2,200	\$5,300	\$5,200	\$3,600	\$8,800
79J	Andalusia/Opp	South Alabama Regional at Bill Benton Field	7	3	10	\$174,500	\$115,100	\$289,600	\$255,400	\$183,900	\$439,300	\$429,900	\$299,000	\$728,900
ANB	Anniston	Anniston Regional	20	7	27	\$473,200	\$312,300	\$785,500	\$692,600	\$498,700	\$1,191,300	\$1,165,800	\$811,000	\$1,976,800
26A	Ashland/Lineville	Ashland/Lineville	<1	<1	<1	\$3,700	\$2,400	\$6,100	\$5,300	\$3,900	\$9,200	\$9,000	\$6,300	\$15,300
0R1	Atmore	Atmore Municipal	2	1	3	\$56,000	\$37,000	\$93,000	\$82,000	\$59,000	\$141,000	\$138,000	\$96,000	\$234,000
AUO	Auburn	Auburn University Regional	79	29	108	\$1,861,600	\$1,228,700	\$3,090,300	\$2,724,800	\$1,961,900	\$4,686,700	\$4,586,400	\$3,190,600	\$7,777,000
1R8	Bay Minette	Bay Minette Municipal	9	3	12	\$204,700	\$135,200	\$339,900	\$299,700	\$215,700	\$515,400	\$504,400	\$350,900	\$855,300
EKY	Bessemer	Bessemer	48	18	66	\$1,139,800	\$752,200	\$1,892,000	\$1,668,200	\$1,201,200	\$2,869,400	\$2,808,000	\$1,953,400	\$4,761,400
12J	Brewton	Brewton Municipal	9	3	12	\$211,100	\$139,300	\$350,400	\$308,900	\$222,500	\$531,400	\$520,000	\$361,800	\$881,800
09A	Butler	Butler-Choctaw County	<1	<1	<1	\$800	\$600	\$1,400	\$1,200	\$900	\$2,100	\$2,000	\$1,500	\$3,500
61A	Camden	Camden Municipal	<1	<1	<1	\$7,400	\$4,900	\$12,300	\$10,800	\$7,800	\$18,600	\$18,200	\$12,700	\$30,900
PYP	Centre	Centre-Piedmont-Cherokee County Regional	1	<1	1	\$19,000	\$12,500	\$31,500	\$27,800	\$20,000	\$47,800	\$46,800	\$32,500	\$79,300
0A8	Centreville	Bibb County	<1	<1	<1	\$4,500	\$2,900	\$7,400	\$6,500	\$4,700	\$11,200	\$11,000	\$7,600	\$18,600
5R1	Chatom	Roy Wilcox	1	<1	1	\$12,700	\$8,300	\$21,000	\$18,500	\$13,400	\$31,900	\$31,200	\$21,700	\$52,900
02A	Clanton	Chilton County	43	16	59	\$1,025,800	\$677,000	\$1,702,800	\$1,501,400	\$1,081,000	\$2,582,400	\$2,527,200	\$1,758,000	\$4,285,200
11A	Clayton	Clayton Municipal	<1	<1	<1	\$1,900	\$1,300	\$3,200	\$2,800	\$2,100	\$4,900	\$4,700	\$3,400	\$8,100
9A4	Courtland	Courtland	<1	<1	<1	\$5,100	\$3,300	\$8,400	\$7,400	\$5,400	\$12,800	\$12,500	\$8,700	\$21,200
CMD	Cullman	Cullman Regional-Folsom Field	44	16	60	\$1,044,500	\$689,400	\$1,733,900	\$1,528,900	\$1,100,800	\$2,629,700	\$2,573,400	\$1,790,200	\$4,363,600
4R9	Dauphin Island	Jeremiah Denton	3	1	4	\$63,300	\$41,800	\$105,100	\$92,700	\$66,700	\$159,400	\$156,000	\$108,500	\$264,500
DCU	Decatur	Pryor Field Regional	70	26	96	\$1,662,100	\$1,097,100	\$2,759,200	\$2,432,900	\$1,751,600	\$4,184,500	\$4,095,000	\$2,848,700	\$6,943,700
DYA	Demopolis	Demopolis Regional	10	4	14	\$236,400	\$156,000	\$392,400	\$346,000	\$249,100	\$595,100	\$582,400	\$405,100	\$987,500
3M2	Double Springs	Double Springs-Winston County	<1	<1	<1	\$4,700	\$3,200	\$7,900	\$6,900	\$5,000	\$11,900	\$11,600	\$8,200	\$19,800
14J	Elba	Carl Folsom	<1	<1	<1	\$3,200	\$2,100	\$5,300	\$4,600	\$3,400	\$8,000	\$7,800	\$5,500	\$13,300
EDN	Enterprise	Enterprise Municipal	7	3	10	\$168,900	\$111,400	\$280,300	\$247,100	\$178,000	\$425,100	\$416,000	\$289,400	\$705,400
EUF	Eufaula	Weedon Field	1	1	2	\$34,800	\$23,000	\$57,800	\$51,000	\$36,700	\$87,700	\$85,800	\$59,700	\$145,500
GZH	Evergreen	Evergreen Regional - Middleton Field	1	1	2	\$28,600	\$18,800	\$47,400	\$41,800	\$30,100	\$71,900	\$70,400	\$48,900	\$119,300
CQF	Fairhope	H.L. Sonny Callahan	65	24	89	\$1,538,700	\$1,015,500	\$2,554,200	\$2,252,100	\$1,621,600	\$3,873,700	\$3,790,800	\$2,637,100	\$6,427,900
M95	Fayette	Richard Arthur Field	1	<1	1	\$25,300	\$16,700	\$42,000	\$37,100	\$26,700	\$63,800	\$62,400	\$43,400	\$105,800
0J4	Floral	Floral Municipal	<1	<1	<1	\$1,500	\$1,000	\$2,500	\$2,200	\$1,500	\$3,700	\$3,700	\$2,500	\$6,200
5R4	Foley	Foley Municipal	3	2	5	\$80,200	\$52,900	\$133,100	\$117,400	\$84,500	\$201,900	\$197,600	\$137,400	\$335,000
4A9	Fort Payne	Isbell Field	10	4	14	\$242,700	\$160,200	\$402,900	\$355,300	\$255,800	\$611,100	\$598,000	\$416,000	\$1,014,000
GAD	Gadsden	Northeast Alabama Regional	8	3	11	\$190,000	\$125,300	\$315,300	\$278,000	\$200,200	\$478,200	\$468,000	\$325,500	\$793,500



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
33J	Geneva	Geneva Municipal	1	1	2	\$31,700	\$20,900	\$52,600	\$46,300	\$33,400	\$79,700	\$78,000	\$54,300	\$132,300
7A0	Greensboro	Greensboro Municipal	<1	1	1	\$8,900	\$5,800	\$14,700	\$13,000	\$9,300	\$22,300	\$21,900	\$15,100	\$37,000
PRN	Greenville	Mac Crenshaw Memorial	3	2	5	\$78,100	\$51,500	\$129,600	\$114,300	\$82,300	\$196,600	\$192,400	\$133,800	\$326,200
JKA	Gulf Shores	Jack Edwards National	168	63	231	\$3,989,100	\$2,632,900	\$6,622,000	\$5,838,900	\$4,203,900	\$10,042,800	\$9,828,000	\$6,836,800	\$16,664,800
8A1	Guntersville	Guntersville Municipal - Joe Stames Field	11	3	14	\$249,100	\$164,300	\$413,400	\$364,500	\$262,500	\$627,000	\$613,600	\$426,800	\$1,040,400
1M4	Haleyville	Posey Field	1	<1	1	\$24,300	\$16,000	\$40,300	\$35,500	\$25,600	\$61,100	\$59,800	\$41,600	\$101,400
HAB	Hamilton	Marion County-Rankin Fite	9	4	13	\$223,700	\$147,700	\$371,400	\$327,500	\$235,700	\$563,200	\$551,200	\$383,400	\$934,600
5M0	Hartselle	Hartselle-Morgan County Regional	3	1	4	\$65,400	\$43,200	\$108,600	\$95,800	\$68,900	\$164,700	\$161,200	\$112,100	\$273,300
0J6	Headland	Headland Municipal	14	5	19	\$320,800	\$211,800	\$532,600	\$469,600	\$338,100	\$807,700	\$790,400	\$549,900	\$1,340,300
MDQ	Huntsville	Huntsville Executive Airport Tom Sharp Jr. Field	130	48	178	\$3,077,300	\$2,031,100	\$5,108,400	\$4,504,300	\$3,243,000	\$7,747,300	\$7,581,600	\$5,274,100	\$12,855,700
4R3	Jackson	Jackson Municipal	<1	<1	<1	\$3,400	\$2,300	\$5,700	\$5,000	\$3,600	\$8,600	\$8,400	\$5,900	\$14,300
JFX	Jasper	Walker County-Bevill Field	90	33	123	\$2,131,800	\$1,406,900	\$3,538,700	\$3,120,200	\$2,246,600	\$5,366,800	\$5,252,000	\$3,653,500	\$8,905,500
7A3	Lanett	Lanett Municipal	<1	<1	<1	\$3,400	\$2,300	\$5,700	\$5,000	\$3,600	\$8,600	\$8,400	\$5,900	\$14,300
04A	Luverne	Frank Sikes	<1	1	1	\$10,600	\$6,900	\$17,500	\$15,400	\$11,200	\$26,600	\$26,000	\$18,100	\$44,100
A08	Marion	Vaiden Field	5	2	7	\$119,700	\$79,000	\$198,700	\$175,200	\$126,100	\$301,300	\$294,900	\$205,100	\$500,000
BFM	Mobile	Mobile Downtown	57	21	78	\$1,357,600	\$896,000	\$2,253,600	\$1,987,100	\$1,430,700	\$3,417,800	\$3,344,700	\$2,326,700	\$5,671,400
MVC	Monroeville	Monroe County Airport	2	<1	2	\$42,200	\$27,900	\$70,100	\$61,800	\$44,500	\$106,300	\$104,000	\$72,400	\$176,400
20A	Oneonta	Robbins Field	<1	<1	<1	\$800	\$600	\$1,400	\$1,200	\$900	\$2,100	\$2,000	\$1,500	\$3,500
71J	Ozark	Ozark Airport - Blackwell Field	51	19	70	\$1,213,600	\$801,000	\$2,014,600	\$1,776,400	\$1,279,000	\$3,055,400	\$2,990,000	\$2,080,000	\$5,070,000
PLR	Pell City	St. Clair County	55	20	75	\$1,293,600	\$853,700	\$2,147,300	\$1,893,400	\$1,363,200	\$3,256,600	\$3,187,000	\$2,216,900	\$5,403,900
1A9	Prattville	Prattville - Grouby Field	13	5	18	\$308,200	\$203,300	\$511,500	\$451,000	\$324,800	\$775,800	\$759,200	\$528,100	\$1,287,300
3M8	Reform	North Pickens	1	<1	1	\$19,900	\$13,100	\$33,000	\$29,100	\$20,900	\$50,000	\$49,000	\$34,000	\$83,000
7A5	Roanoke	Roanoke Municipal	<1	<1	<1	\$3,600	\$2,300	\$5,900	\$5,200	\$3,800	\$9,000	\$8,800	\$6,100	\$14,900
M22	Russellville	Bill Pugh Field	<1	1	1	\$9,500	\$6,300	\$15,800	\$13,900	\$10,000	\$23,900	\$23,400	\$16,300	\$39,700
1A4	Samson	Logan Field	<1	<1	<1	\$1,700	\$1,100	\$2,800	\$2,500	\$1,800	\$4,300	\$4,200	\$2,900	\$7,100
4A6	Scottsboro	Scottsboro Municipal-Word Field	13	5	18	\$316,600	\$209,000	\$525,600	\$463,400	\$333,700	\$797,100	\$780,000	\$542,700	\$1,322,700
SEM	Selma	Craig Field	21	8	29	\$496,000	\$327,400	\$823,400	\$726,000	\$522,700	\$1,248,700	\$1,222,000	\$850,100	\$2,072,100
2R5	St. Elmo	St. Elmo	6	2	8	\$131,900	\$87,100	\$219,000	\$193,100	\$139,000	\$332,100	\$325,000	\$226,100	\$551,100
7A6	Stevenson	Stevenson	1	<1	1	\$15,800	\$10,500	\$26,300	\$23,200	\$16,700	\$39,900	\$39,000	\$27,200	\$66,200
SCD	Sylacauga	Merkel Field Sylacauga Municipal	5	2	7	\$118,200	\$78,000	\$196,200	\$173,000	\$124,600	\$297,600	\$291,200	\$202,600	\$493,800
ASN	Talladega	Talladega Municipal	45	17	62	\$1,072,500	\$707,900	\$1,780,400	\$1,569,900	\$1,130,300	\$2,700,200	\$2,642,400	\$1,838,200	\$4,480,600
TOI	Troy	Troy Municipal Airport at N. Kenneth Campbell Field	63	23	86	\$1,492,200	\$984,900	\$2,477,100	\$2,184,100	\$1,572,600	\$3,756,700	\$3,676,300	\$2,557,500	\$6,233,800
TCL	Tuscaloosa	Tuscaloosa Regional	96	36	132	\$2,275,900	\$1,502,000	\$3,777,900	\$3,331,100	\$2,398,500	\$5,729,600	\$5,607,000	\$3,900,500	\$9,507,500
06A	Tuskegee	Moton Field Municipal	4	2	6	\$100,600	\$66,500	\$167,100	\$147,300	\$106,100	\$253,400	\$247,900	\$172,600	\$420,500
07A	Union Springs	Franklin Field	2	1	3	\$52,800	\$34,800	\$87,600	\$77,200	\$55,600	\$132,800	\$130,000	\$90,400	\$220,400
M55	Vernon	Lamar County	<1	<1	<1	\$2,100	\$1,300	\$3,400	\$3,000	\$2,200	\$5,200	\$5,100	\$3,500	\$8,600
08A	Wetumpka	Wetumpka Municipal	4	2	6	\$101,300	\$66,900	\$168,200	\$148,300	\$106,800	\$255,100	\$249,600	\$173,700	\$423,300
General Aviation Airports Total			1,425	534	1,959	\$33,893,000	\$22,369,000	\$56,262,000	\$49,607,900	\$35,718,500	\$85,326,400	\$83,500,900	\$58,087,500	\$141,588,400
All Alabama Airports			2,012	752	2,764	\$47,826,300	\$31,565,000	\$79,391,300	\$70,001,900	\$50,402,200	\$120,404,100	\$117,828,200	\$81,967,200	\$199,795,400

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

Note: <1 represents a fraction of a Full-Time Employee



5.7 Indirect/Induced and Total Economic Impacts from Commercial Visitor Spending at Study Airports

Direct economic impacts for the commercial visitor spending category of employment, payroll, spending, and annual economic activity were obtained from visitor surveys, study airports, and USDOT. Direct impacts were entered in the IMPLAN model to estimate total economic impacts and to determine the portion of each airport's commercial visitor spending impacts related to indirect/induced (multiplier) impacts. Direct visitor spending was assigned to one or more of the following categories based on the survey results: hotels, food/restaurants, ground transportation, retail, and entertainment.

Table 5-6 presents each commercial service airport's direct, indirect/induced, and total annual economic impacts for employment, payroll, spending, and annual economic activity for commercial visitor spending.



Source: Airbus



Table 5-6: Direct, Indirect/Induced, and Total 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
BHM	Birmingham	Birmingham-Shuttlesworth International	4,884	2,246	7,130	\$115,718,800	\$81,003,100	\$196,721,900	\$221,319,100	\$150,497,000	\$371,816,100	\$337,037,900	\$231,500,100	\$568,538,000
DHN	Dothan	Dothan Regional	148	69	217	\$3,516,000	\$2,461,200	\$5,977,200	\$6,724,500	\$4,572,700	\$11,297,200	\$10,240,500	\$7,033,900	\$17,274,400
HSV	Huntsville	Huntsville International-Carl T. Jones Field	2,120	975	3,095	\$50,226,100	\$35,158,300	\$85,384,400	\$96,060,500	\$65,321,100	\$161,381,600	\$146,286,600	\$100,479,400	\$246,766,000
MOB	Mobile	Mobile Regional	1,652	760	2,412	\$39,141,600	\$27,399,000	\$66,540,600	\$74,860,600	\$50,905,200	\$125,765,800	\$114,002,200	\$78,304,200	\$192,306,400
MGM	Montgomery	Montgomery Regional (Dannelly Field)	556	256	812	\$13,186,000	\$9,230,200	\$22,416,200	\$25,219,100	\$17,148,900	\$42,368,000	\$38,405,100	\$26,379,100	\$64,784,200
MSL	Muscle Shoals	Northwest Alabama Regional	13	6	19	\$312,100	\$218,400	\$530,500	\$596,900	\$405,900	\$1,002,800	\$909,000	\$624,300	\$1,533,300
Commercial Service Airports Total			9,373	4,312	13,685	\$222,100,600	\$155,470,200	\$377,570,800	\$424,780,700	\$288,850,800	\$713,631,500	\$646,881,300	\$444,321,000	\$1,091,202,300

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



6 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 spending, and commercial visitor spending. All total economic impacts for each study airport are the sum of its direct impacts added to its indirect/induced impacts. Total airport economic impacts were estimated using a statewide Alabama input-output economic activity model developed specifically for this analysis.

Total Economic Impacts are the sum of Direct Impacts and the Indirect/Induced Impacts for each of the airport measurements.

Table 6-1 provides a summary of each study airport's total annual economic impact; these impacts reflect each airport's total impact on the state economy.



Source: Alabama Department of Transportation



Table 6-1: 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
BHM	Birmingham	Birmingham-Shuttlesworth International	7,644	5,273	12,917	\$271,014,700	\$207,020,400	\$478,035,100	\$430,132,000	\$277,059,900	\$707,191,900	\$701,146,700	\$484,080,300	\$1,185,227,000
DHN	Dothan	Dothan Regional	736	622	1,358	\$45,165,400	\$25,282,700	\$70,448,100	\$73,769,300	\$40,237,600	\$114,006,900	\$118,934,700	\$65,520,300	\$184,455,000
HSV	Huntsville	Huntsville International-Carl T. Jones Field	3,225	1,879	5,104	\$102,699,100	\$68,230,200	\$170,929,300	\$192,242,700	\$120,173,600	\$312,416,300	\$294,941,800	\$188,403,800	\$483,345,600
MOB	Mobile	Mobile Regional	2,906	2,370	5,276	\$115,608,200	\$97,446,800	\$213,055,000	\$150,926,400	\$106,672,300	\$257,598,700	\$266,534,600	\$204,119,100	\$470,653,700
MGM	Montgomery	Montgomery Regional (Dannelly Field)	2,427	2,689	5,116	\$125,967,700	\$114,764,700	\$240,732,400	\$86,459,600	\$60,261,000	\$146,720,600	\$212,427,300	\$175,025,700	\$387,453,000
MSL	Muscle Shoals	Northwest Alabama Regional	92	89	181	\$4,452,700	\$3,424,700	\$7,877,400	\$8,941,900	\$5,962,700	\$14,904,600	\$13,394,600	\$9,387,400	\$22,782,000
Commercial Service Airports Total			17,030	12,922	29,952	\$664,907,800	\$516,169,500	\$1,181,077,300	\$942,471,900	\$610,367,100	\$1,552,839,000	\$1,607,379,700	\$1,126,536,600	\$2,733,916,300
0J0	Abbeville	Abbeville Municipal	<1	1	1	\$16,500	\$15,600	\$32,100	\$67,500	\$56,600	\$124,100	\$84,000	\$72,200	\$156,200
2A8	Addison	Addison Municipal	<1	1	1	\$11,000	\$10,200	\$21,200	\$40,700	\$33,600	\$74,300	\$51,700	\$43,800	\$95,500
EET	Alabaster	Shelby County	44	33	77	\$1,354,600	\$896,300	\$2,250,900	\$2,507,400	\$1,661,800	\$4,169,200	\$3,862,000	\$2,558,100	\$6,420,100
8A0	Albertville	Albertville Regional-Thomas J. Brumlik Field	118	71	189	\$3,940,500	\$2,287,300	\$6,227,800	\$6,484,800	\$3,706,900	\$10,191,700	\$10,425,300	\$5,994,200	\$16,419,500
ALX	Alexander City	Thomas C. Russell Field	27	20	47	\$952,100	\$705,600	\$1,657,700	\$2,059,100	\$1,411,900	\$3,471,000	\$3,011,200	\$2,117,500	\$5,128,700
AIV	Aliceville	George Downer	1	2	3	\$56,500	\$53,500	\$110,000	\$87,000	\$73,300	\$160,300	\$143,500	\$126,800	\$270,300
79J	Andalusia/Opp	South Alabama Regional at Bill Benton Field	193	200	393	\$15,864,500	\$8,055,800	\$23,920,300	\$13,130,000	\$6,795,700	\$19,925,700	\$28,994,500	\$14,851,500	\$43,846,000
ANB	Anniston	Anniston Regional	29	15	44	\$781,500	\$502,200	\$1,283,700	\$2,063,800	\$1,218,600	\$3,282,400	\$2,845,300	\$1,720,800	\$4,566,100
26A	Ashland/Lineville	Ashland/Lineville	1	2	3	\$58,100	\$52,500	\$110,600	\$204,200	\$172,800	\$377,000	\$262,300	\$225,300	\$487,600
0R1	Atmore	Atmore Municipal	14	14	28	\$657,800	\$460,000	\$1,117,800	\$1,587,600	\$867,200	\$2,454,800	\$2,245,400	\$1,327,200	\$3,572,600
AUO	Auburn	Auburn University Regional	148	106	254	\$4,777,200	\$3,246,600	\$8,023,800	\$10,058,100	\$6,333,800	\$16,391,900	\$14,835,300	\$9,580,400	\$24,415,700
1R8	Bay Minette	Bay Minette Municipal	18	11	29	\$559,900	\$426,500	\$986,400	\$1,299,400	\$926,200	\$2,225,600	\$1,859,300	\$1,352,700	\$3,212,000
EKY	Bessemer	Bessemer	128	92	220	\$4,187,100	\$2,670,100	\$6,857,200	\$10,055,300	\$6,152,100	\$16,207,400	\$14,242,400	\$8,822,200	\$23,064,600
12J	Brewton	Brewton Municipal	27	19	46	\$1,031,300	\$556,300	\$1,587,600	\$3,539,500	\$1,556,700	\$5,096,200	\$4,570,800	\$2,113,000	\$6,683,800
09A	Butler	Butler-Choctaw County	<1	1	1	\$7,000	\$6,500	\$13,500	\$21,000	\$17,600	\$38,600	\$28,000	\$24,100	\$52,100
61A	Camden	Camden Municipal	1	1	2	\$46,000	\$40,300	\$86,300	\$171,800	\$144,400	\$316,200	\$217,800	\$184,700	\$402,500
PYP	Centre	Centre-Piedmont-Cherokee County Regional	5	4	9	\$161,400	\$105,600	\$267,000	\$492,700	\$331,500	\$824,200	\$654,100	\$437,100	\$1,091,200
0A8	Centreville	Bibb County	1	1	2	\$36,600	\$32,800	\$69,400	\$112,100	\$94,200	\$206,300	\$148,700	\$127,000	\$275,700
5R1	Chatom	Roy Wilcox	1	1	2	\$22,000	\$17,400	\$39,400	\$56,700	\$45,200	\$101,900	\$78,700	\$62,600	\$141,300
02A	Clanton	Chilton County	57	31	88	\$1,454,700	\$1,035,700	\$2,490,400	\$2,681,300	\$1,946,900	\$4,628,200	\$4,136,000	\$2,982,600	\$7,118,600
11A	Clayton	Clayton Municipal	<1	1	1	\$17,600	\$16,300	\$33,900	\$67,900	\$56,800	\$124,700	\$85,500	\$73,100	\$158,600
9A4	Courtland	Courtland	1	2	3	\$48,700	\$43,700	\$92,400	\$193,400	\$162,700	\$356,100	\$242,100	\$206,400	\$448,500
CMD	Cullman	Cullman Regional-Folsom Field	85	56	141	\$2,933,600	\$1,834,500	\$4,768,100	\$5,644,000	\$3,316,100	\$8,960,100	\$8,577,600	\$5,150,600	\$13,728,200
4R9	Dauphin Island	Jeremiah Denton	4	2	6	\$115,400	\$90,200	\$205,600	\$254,100	\$203,800	\$457,900	\$369,500	\$294,000	\$663,500
DCU	Decatur	Pryor Field Regional	89	45	134	\$2,922,700	\$1,785,200	\$4,707,900	\$6,433,200	\$3,635,600	\$10,068,800	\$9,355,900	\$5,420,800	\$14,776,700
DYA	Demopolis	Demopolis Regional	19	11	30	\$513,000	\$375,300	\$888,300	\$980,500	\$718,500	\$1,699,000	\$1,493,500	\$1,093,800	\$2,587,300
3M2	Double Springs	Double Springs-Winston County	<1	1	1	\$14,000	\$12,300	\$26,300	\$45,100	\$36,800	\$81,900	\$59,100	\$49,100	\$108,200
14J	Elba	Carl Folsom	4	3	7	\$129,700	\$84,000	\$213,700	\$370,700	\$227,700	\$598,400	\$500,400	\$311,700	\$812,100
EDN	Enterprise	Enterprise Municipal	99	94	193	\$8,459,900	\$4,186,400	\$12,646,300	\$6,949,700	\$3,313,600	\$10,263,300	\$15,409,600	\$7,500,000	\$22,909,600
EUF	Eufaula	Weedon Field	12	10	22	\$354,900	\$260,600	\$615,500	\$661,300	\$412,400	\$1,073,700	\$1,016,200	\$673,000	\$1,689,200
GZH	Evergreen	Evergreen Regional - Middleton Field	3	5	8	\$124,900	\$109,800	\$234,700	\$364,500	\$302,200	\$666,700	\$489,400	\$412,000	\$901,400
CQF	Fairhope	H.L. Sonny Callahan	158	120	278	\$5,537,600	\$3,503,100	\$9,040,700	\$12,561,100	\$7,224,700	\$19,785,800	\$18,098,700	\$10,727,800	\$28,826,500
M95	Fayette	Richard Arthur Field	12	10	22	\$616,000	\$343,900	\$959,900	\$1,398,800	\$763,100	\$2,161,900	\$2,014,800	\$1,107,000	\$3,121,800
0J4	Florala	Florala Municipal	16	16	32	\$738,300	\$367,500	\$1,105,800	\$1,874,500	\$762,500	\$2,637,000	\$2,612,800	\$1,130,000	\$3,742,800
5R4	Foley	Foley Municipal	30	29	59	\$909,800	\$489,500	\$1,399,300	\$806,000	\$530,600	\$1,336,600	\$1,715,800	\$1,020,100	\$2,735,900
4A9	Fort Payne	Isbell Field	22	15	37	\$1,145,900	\$664,200	\$1,810,100	\$3,237,400	\$1,611,500	\$4,848,900	\$4,383,300	\$2,275,700	\$6,659,000
GAD	Gadsden	Northeast Alabama Regional	21	18	39	\$711,100	\$491,500	\$1,202,600	\$2,183,200	\$1,500,100	\$3,683,300	\$2,894,300	\$1,991,600	\$4,885,900



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
33J	Geneva	Geneva Municipal	4	6	10	\$155,500	\$105,500	\$261,000	\$448,500	\$286,500	\$735,000	\$604,000	\$392,000	\$996,000
7A0	Greensboro	Greensboro Municipal	2	5	7	\$113,100	\$67,000	\$180,100	\$291,900	\$162,400	\$454,300	\$405,000	\$229,400	\$634,400
PRN	Greenville	Mac Crenshaw Memorial	11	12	23	\$283,600	\$229,900	\$513,500	\$870,800	\$706,800	\$1,577,600	\$1,154,400	\$936,700	\$2,091,100
JKA	Gulf Shores	Jack Edwards National	268	165	433	\$9,971,900	\$6,217,200	\$16,189,100	\$17,553,100	\$10,166,000	\$27,719,100	\$27,525,000	\$16,383,200	\$43,908,200
8A1	Guntersville	Guntersville Municipal - Joe Stames Field	84	76	160	\$6,218,900	\$3,246,600	\$9,465,500	\$7,785,600	\$3,969,800	\$11,755,400	\$14,004,500	\$7,216,400	\$21,220,900
1M4	Haleyville	Posey Field	9	6	15	\$187,100	\$119,100	\$306,200	\$505,500	\$350,100	\$855,600	\$692,600	\$469,200	\$1,161,800
HAB	Hamilton	Marion County-Rankin Fite	15	9	24	\$417,400	\$297,900	\$715,300	\$918,800	\$649,300	\$1,568,100	\$1,336,200	\$947,200	\$2,283,400
5M0	Hartselle	Hartselle-Morgan County Regional	13	11	24	\$320,500	\$231,900	\$552,400	\$461,200	\$250,500	\$711,700	\$781,700	\$482,400	\$1,264,100
0J6	Headland	Headland Municipal	39	30	69	\$1,895,700	\$1,014,600	\$2,910,300	\$4,009,300	\$1,931,400	\$5,940,700	\$5,905,000	\$2,946,000	\$8,851,000
MDQ	Huntsville	Huntsville Executive Airport Tom Sharp Jr. Field	700	606	1,306	\$56,374,100	\$28,463,600	\$84,837,700	\$46,061,000	\$23,214,900	\$69,275,900	\$102,435,100	\$51,678,500	\$154,113,600
4R3	Jackson	Jackson Municipal	1	1	2	\$37,100	\$33,500	\$70,600	\$145,300	\$122,100	\$267,400	\$182,400	\$155,600	\$338,000
JFX	Jasper	Walker County-Bevill Field	110	54	164	\$2,935,300	\$1,970,400	\$4,905,700	\$4,583,000	\$3,021,800	\$7,604,800	\$7,518,300	\$4,992,200	\$12,510,500
7A3	Lanett	Lanett Municipal	10	9	19	\$377,200	\$347,000	\$724,200	\$1,323,900	\$1,124,100	\$2,448,000	\$1,701,100	\$1,471,100	\$3,172,200
04A	Luverne	Frank Sikes	1	3	4	\$60,000	\$35,300	\$95,300	\$122,500	\$59,100	\$181,600	\$182,500	\$94,400	\$276,900
A08	Marion	Vaiden Field	8	6	14	\$241,100	\$190,000	\$431,100	\$683,000	\$557,000	\$1,240,000	\$924,100	\$747,000	\$1,671,100
BFM	Mobile	Mobile Downtown	3,699	3,605	7,304	\$228,023,500	\$123,633,900	\$351,657,400	\$674,333,600	\$314,887,600	\$989,221,200	\$902,357,100	\$438,521,500	\$1,340,878,600
MVC	Monroeville	Monroe County Airport	63	62	125	\$2,040,700	\$1,143,700	\$3,184,400	\$5,967,400	\$2,764,200	\$8,731,600	\$8,008,100	\$3,907,900	\$11,916,000
20A	Oneonta	Robbins Field	1	2	3	\$51,400	\$47,200	\$98,600	\$189,100	\$160,300	\$349,400	\$240,500	\$207,500	\$448,000
71J	Ozark	Ozark Airport - Blackwell Field	167	136	303	\$11,002,000	\$5,764,800	\$16,766,800	\$9,978,700	\$4,962,400	\$14,941,100	\$20,980,700	\$10,727,200	\$31,707,900
PLR	Pell City	St. Clair County	72	37	109	\$1,899,600	\$1,201,300	\$3,100,900	\$3,557,600	\$2,239,100	\$5,796,700	\$5,457,200	\$3,440,400	\$8,897,600
1A9	Prattville	Prattville - Grouby Field	27	18	45	\$960,800	\$529,200	\$1,490,000	\$2,259,700	\$1,102,000	\$3,361,700	\$3,220,500	\$1,631,200	\$4,851,700
3M8	Reform	North Pickens	3	3	6	\$110,400	\$96,100	\$206,500	\$407,500	\$341,900	\$749,400	\$517,900	\$438,000	\$955,900
7A5	Roanoke	Roanoke Municipal	1	1	2	\$39,500	\$36,800	\$76,300	\$66,000	\$55,300	\$121,300	\$105,500	\$92,100	\$197,600
M22	Russellville	Bill Pugh Field	2	4	6	\$80,100	\$56,800	\$136,900	\$269,800	\$182,300	\$452,100	\$349,900	\$239,100	\$589,000
1A4	Samson	Logan Field	2	1	3	\$85,500	\$56,200	\$141,700	\$136,000	\$108,400	\$244,400	\$221,500	\$164,600	\$386,100
4A6	Scottsboro	Scottsboro Municipal-Word Field	18	10	28	\$450,500	\$335,400	\$785,900	\$784,100	\$605,500	\$1,389,600	\$1,234,600	\$940,900	\$2,175,500
SEM	Selma	Craig Field	35	24	59	\$946,100	\$621,300	\$1,567,400	\$1,849,700	\$1,125,300	\$2,975,000	\$2,795,800	\$1,746,600	\$4,542,400
2R5	St. Elmo	St. Elmo	11	7	18	\$328,600	\$225,700	\$554,300	\$792,900	\$555,100	\$1,348,000	\$1,121,500	\$780,800	\$1,902,300
7A6	Stevenson	Stevenson	4	3	7	\$111,500	\$84,300	\$195,800	\$343,900	\$241,800	\$585,700	\$455,400	\$326,100	\$781,500
SCD	Sylacauga	Merkel Field Sylacauga Municipal	13	9	22	\$392,200	\$297,600	\$689,800	\$972,300	\$716,700	\$1,689,000	\$1,364,500	\$1,014,300	\$2,378,800
ASN	Talladega	Talladega Municipal	90	63	153	\$2,487,900	\$1,484,200	\$3,972,100	\$5,461,400	\$3,046,100	\$8,507,500	\$7,949,300	\$4,530,300	\$12,479,600
TOI	Troy	Troy Municipal Airport at N. Kenneth Campbell Field	525	479	1,004	\$34,702,200	\$17,322,000	\$52,024,200	\$103,225,000	\$40,299,000	\$143,524,000	\$137,927,200	\$57,621,000	\$195,548,200
TCL	Tuscaloosa	Tuscaloosa Regional	238	203	441	\$11,466,500	\$8,204,800	\$19,671,300	\$18,141,500	\$10,672,600	\$28,814,100	\$29,608,000	\$18,877,400	\$48,485,400
06A	Tuskegee	Moton Field Municipal	14	12	26	\$565,200	\$323,200	\$888,400	\$1,441,600	\$735,900	\$2,177,500	\$2,006,800	\$1,059,100	\$3,065,900
07A	Union Springs	Franklin Field	12	11	23	\$408,900	\$359,500	\$768,400	\$1,555,300	\$1,311,600	\$2,866,900	\$1,964,200	\$1,671,100	\$3,635,300
M55	Vernon	Lamar County	1	1	2	\$39,300	\$37,800	\$77,100	\$155,900	\$129,200	\$285,100	\$195,200	\$167,000	\$362,200
08A	Wetumpka	Wetumpka Municipal	17	15	32	\$572,000	\$390,800	\$962,800	\$1,218,100	\$720,000	\$1,938,100	\$1,790,100	\$1,110,800	\$2,900,900
General Aviation Airports Total			7,678	6,769	14,447	\$437,622,300	\$240,656,900	\$678,279,200	\$1,019,615,900	\$491,859,800	\$1,511,475,700	\$1,457,238,200	\$732,516,700	\$2,189,754,900
All Alabama Airports			24,708	19,691	44,399	\$1,102,530,100	\$756,826,400	\$1,859,356,500	\$1,962,087,800	\$1,102,226,900	\$3,064,314,700	\$3,064,617,900	\$1,859,053,300	\$4,923,671,200

Source: JVIation

Note: <1 represents a fraction of a Full-Time Employee



7 Statewide Annual Economic Impacts by Category for All Study Airports

Annual direct, indirect/induced, and total economic impacts were estimated for each of the commercial service and general aviation study airports. Summed, these airport-specific impacts equal the total statewide economic impacts for each of the five economic impact categories. Total statewide annual economic impacts for all study airports are summarized below in **Table 7-1**, **Table 7-2**, **Table 7-3**, **Table 7-4**, and **Table 7-5**.

Table 7-1: Statewide Annual Economic Impact for Study Airports from Airport Management

Impact Measure	Direct	Indirect/Induced	Total
Employment	646	921	1,567
Payroll	\$33,428,700	\$32,760,000	\$66,188,700
Spending	\$57,217,700	\$47,492,600	\$104,710,300
Annual Economic Activity	\$90,646,400	\$80,252,600	\$170,899,000

Source: Jviation

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

Table 7-2: Statewide Annual Economic Impact for Study Airports from Airport Business Tenants

Impact Measure	Direct	Indirect/Induced	Total
Employment	11,414	12,485	23,899
Payroll	\$753,596,200	\$495,555,700	\$1,249,151,900
Spending	\$1,219,104,200	\$553,145,200	\$1,772,249,400
Annual Economic Activity	\$1,972,700,400	\$1,048,700,900	\$3,021,401,300

Source: Jviation

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

Table 7-3: Statewide Annual Economic Impact for Study Airports from Average Annual Capital Investment

Impact Measure	Direct	Indirect/Induced	Total
Employment	1,263	1,221	2,484
Payroll	\$45,578,300	\$41,475,500	\$87,053,800
Spending	\$190,983,300	\$162,336,100	\$353,319,400
Annual Economic Activity	\$236,561,600	\$203,811,600	\$440,373,200

Source: Jviation

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

Table 7-4: Statewide Annual Economic Impact for Study Airports from General Aviation Visitor Spending

Impact Measure	Direct	Indirect/Induced	Total
Employment	2,012	752	2,764
Payroll	\$47,826,300	\$31,565,000	\$79,391,300
Spending	\$70,001,900	\$50,402,200	\$120,404,100
Annual Economic Activity	\$117,828,200	\$81,967,200	\$199,795,400

Source: Jviation

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



Table 7-5: Statewide Annual Economic Impact for Study Airports from Commercial Visitor Spending

Impact Measure	Direct	Indirect/Induced	Total
Employment	9,373	4,312	13,685
Payroll	\$222,100,600	\$155,470,200	\$377,570,800
Spending	\$424,780,700	\$288,850,800	\$713,631,500
Annual Economic Activity	\$646,881,300	\$444,321,000	\$1,091,202,300

Source: Jviation

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

Table 7-6 presents total annual employment, payroll, spending, and economic activity for the ALDOT study airports.

Table 7-6: Statewide Economic Impact from All Impact Categories for All Study Airports

Impact Measure	Category	Direct	Indirect/Induced	Total
Employment	Airport Management	646	921	1,567
	Airport Business Tenants	11,414	12,485	23,899
	Capital Investment	1,263	1,221	2,484
	General Aviation Visitors	2,012	752	2,764
	Commercial Visitors	9,373	4,312	13,685
	Total Employment		24,708	19,691
Payroll	Airport Management	\$33,428,700	\$32,760,000	\$66,188,700
	Airport Business Tenants	\$753,596,200	\$495,555,700	\$1,249,151,900
	Capital Investment	\$45,578,300	\$41,475,500	\$87,053,800
	General Aviation Visitors	\$47,826,300	\$31,565,000	\$79,391,300
	Commercial Visitors	\$222,100,600	\$155,470,200	\$377,570,800
	Total Payroll		\$1,102,530,100	\$756,826,400
Spending	Airport Management	\$57,217,700	\$47,492,600	\$104,710,300
	Airport Business Tenants	\$1,219,104,200	\$553,145,200	\$1,772,249,400
	Capital Investment	\$190,983,300	\$162,336,100	\$353,319,400
	General Aviation Visitors	\$70,001,900	\$50,402,200	\$120,404,100
	Commercial Visitors	\$424,780,700	\$288,850,800	\$713,631,500
	Total Spending		\$1,962,087,800	\$1,102,226,900
Annual Economic Activity	Airport Management	\$90,646,400	\$80,252,600	\$170,899,000
	Airport Business Tenants	\$1,972,700,400	\$1,048,700,900	\$3,021,401,300
	Capital Investment	\$236,561,600	\$203,811,600	\$440,373,200
	General Aviation Visitors	\$117,828,200	\$81,967,200	\$199,795,400
	Commercial Visitors	\$646,881,300	\$444,321,000	\$1,091,202,300
	Total Annual Economic Activity		\$3,064,617,900	\$1,859,053,300

Source: Jviation

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

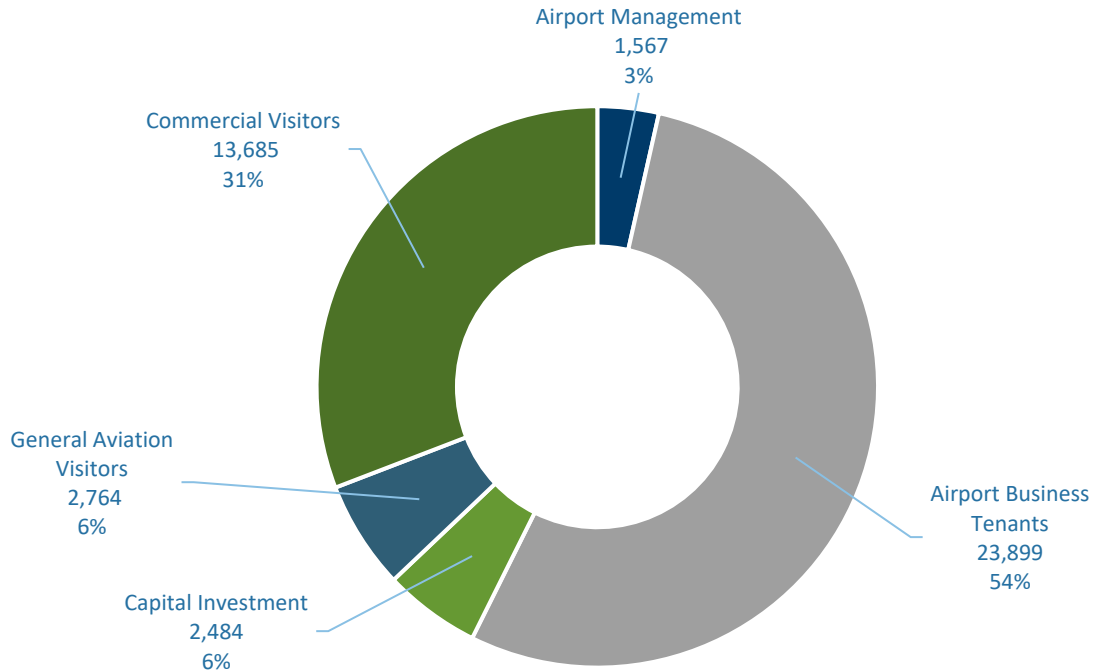
As shown in Table 7-6, this study estimates the following total annual statewide economic impacts for all 80 study airports:

- Total Jobs: **44,399**
- Total Annual Payroll: **\$1.9 billion**
- Total Annual Spending: **\$3.1 billion**
- Total Annual Economic Activity: **\$4.9 billion**



Figure 7-1, Figure 7-2, and Figure 7-3 summarize the information presented in Table 7-6. These figures show the contribution percentages made by each of the economic categories that contribute to total annual statewide employment, payroll, and spending estimated for all study airports.

Figure 7-1: Percentage of Statewide Employment Impact by Impact Category for Study Airports

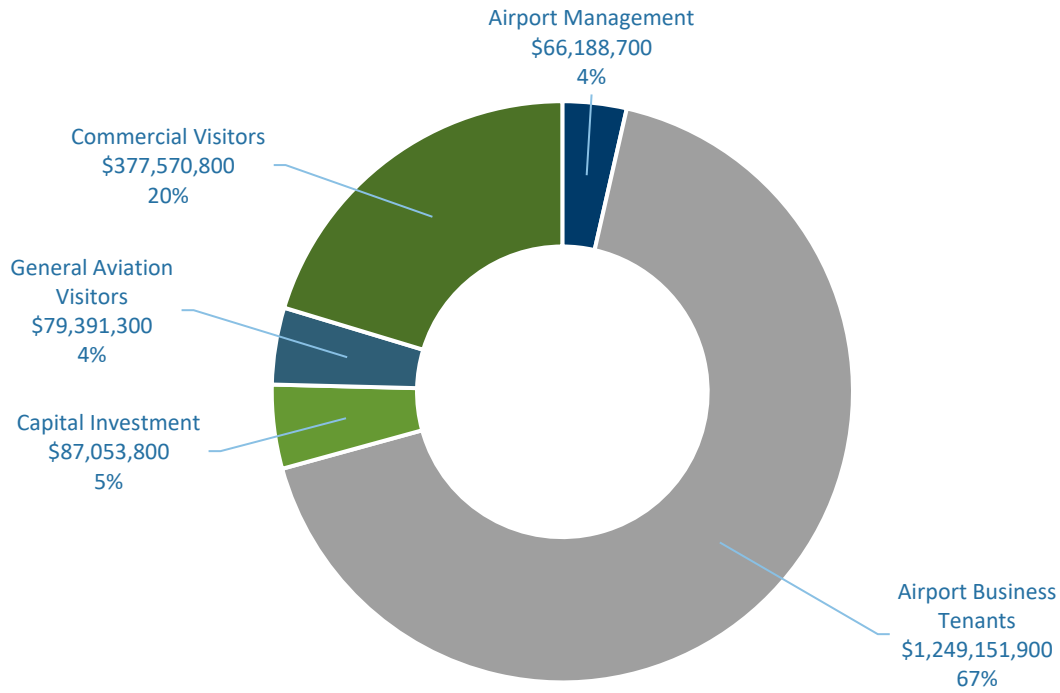


Source: Jviation

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



Figure 7-2: Percentage of Statewide Payroll Impact by Impact Category for Study Airports

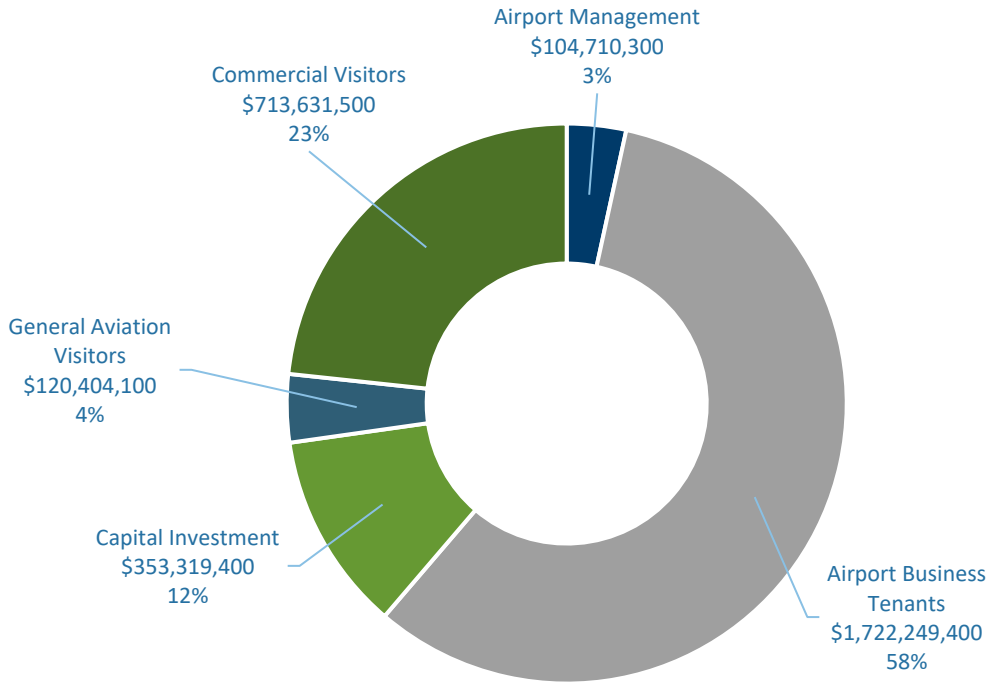


Source: Jviation

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



Figure 7-3: Percentage of Statewide Spending Impact by Impact Category for Study Airports



Source: Jviation

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



Source: Richard Arthur Field Airport



8 Total Annual Economic Impacts for Each Study Airport

The total annual economic impacts for the 80 public use airports in Alabama shown in **Table 7-6** were developed as part of the statewide economic impact component of the Alabama Aviation System Plan. The total employment, total payroll, total spending, and total annual economic activity from all impact categories presented in **Table 8-1**.

Table 8-1: Total Impacts for All Alabama Public Airports

FAA ID	Associated City	Airport Name	Total Employment	Total Payroll	Total Spending	Total Annual Economic Activity
BHM	Birmingham	Birmingham-Shuttlesworth International	12,917	\$478,035,100	\$707,191,900	\$1,185,227,000
DHN	Dothan	Dothan Regional	1,358	\$70,448,100	\$114,006,900	\$184,455,000
HSV	Huntsville	Huntsville International-Carl T. Jones Field	5,104	\$170,929,300	\$312,416,300	\$483,345,600
MOB	Mobile	Mobile Regional	5,276	\$213,055,000	\$257,598,700	\$470,653,700
MGM	Montgomery	Montgomery Regional (Dannelly Field)	5,116	\$240,732,400	\$146,720,600	\$387,453,000
MSL	Muscle Shoals	Northwest Alabama Regional	181	\$7,877,400	\$14,904,600	\$22,782,000
Commercial Service Airports Total			29,952	\$1,181,077,300	\$1,552,839,000	\$2,733,916,300
0J0	Abbeville	Abbeville Municipal	1	\$32,100	\$124,100	\$156,200
2A8	Addison	Addison Municipal	1	\$21,200	\$74,300	\$95,500
EET	Alabaster	Shelby County	77	\$2,250,900	\$4,169,200	\$6,420,100
8A0	Albertville	Albertville Regional-Thomas J. Brumlik Field	189	\$6,227,800	\$10,191,700	\$16,419,500
ALX	Alexander City	Thomas C. Russell Field	47	\$1,657,700	\$3,471,000	\$5,128,700
AIV	Aliceville	George Downer	3	\$110,000	\$160,300	\$270,300
79J	Andalusia/Opp	South Alabama Regional at Bill Benton Field	393	\$23,920,300	\$19,925,700	\$43,846,000
ANB	Anniston	Anniston Regional	44	\$1,283,700	\$3,282,400	\$4,566,100
26A	Ashland/Lineville	Ashland/Lineville	3	\$110,600	\$377,000	\$487,600
0R1	Atmore	Atmore Municipal	28	\$1,117,800	\$2,454,800	\$3,572,600
AUO	Auburn	Auburn University Regional	254	\$8,023,800	\$16,391,900	\$24,415,700
1R8	Bay Minette	Bay Minette Municipal	29	\$986,400	\$2,225,600	\$3,212,000
EKY	Bessemer	Bessemer	220	\$6,857,200	\$16,207,400	\$23,064,600
12J	Brewton	Brewton Municipal	46	\$1,587,600	\$5,096,200	\$6,683,800
09A	Butler	Butler-Choctaw County	1	\$13,500	\$38,600	\$52,100
61A	Camden	Camden Municipal	2	\$86,300	\$316,200	\$402,500
PYP	Centre	Centre-Piedmont-Cherokee County Regional	9	\$267,000	\$824,200	\$1,091,200
0A8	Centreville	Bibb County	2	\$69,400	\$206,300	\$275,700
5R1	Chatom	Roy Wilcox	2	\$39,400	\$101,900	\$141,300
02A	Clanton	Chilton County	88	\$2,490,400	\$4,628,200	\$7,118,600
11A	Clayton	Clayton Municipal	1	\$33,900	\$124,700	\$158,600
9A4	Courtland	Courtland	3	\$92,400	\$356,100	\$448,500
CMD	Cullman	Cullman Regional-Folsom Field	141	\$4,768,100	\$8,960,100	\$13,728,200
4R9	Dauphin Island	Jeremiah Denton	6	\$205,600	\$457,900	\$663,500
DCU	Decatur	Pryor Field Regional	134	\$4,707,900	\$10,068,800	\$14,776,700
DYA	Demopolis	Demopolis Regional	30	\$888,300	\$1,699,000	\$2,587,300
3M2	Double Springs	Double Springs-Winston County	1	\$26,300	\$81,900	\$108,200



FAA ID	Associated City	Airport Name	Total Employment	Total Payroll	Total Spending	Total Annual Economic Activity
14J	Elba	Carl Folsom	7	\$213,700	\$598,400	\$812,100
EDN	Enterprise	Enterprise Municipal	193	\$12,646,300	\$10,263,300	\$22,909,600
EUF	Eufaula	Weedon Field	22	\$615,500	\$1,073,700	\$1,689,200
GZH	Evergreen	Evergreen Regional - Middleton Field	8	\$234,700	\$666,700	\$901,400
CQF	Fairhope	H.L. Sonny Callahan	278	\$9,040,700	\$19,785,800	\$28,826,500
M95	Fayette	Richard Arthur Field	22	\$959,900	\$2,161,900	\$3,121,800
0J4	Florala	Florala Municipal	32	\$1,105,800	\$2,637,000	\$3,742,800
5R4	Foley	Foley Municipal	59	\$1,399,300	\$1,336,600	\$2,735,900
4A9	Fort Payne	Isbell Field	37	\$1,810,100	\$4,848,900	\$6,659,000
GAD	Gadsden	Northeast Alabama Regional	39	\$1,202,600	\$3,683,300	\$4,885,900
33J	Geneva	Geneva Municipal	10	\$261,000	\$735,000	\$996,000
7A0	Greensboro	Greensboro Municipal	7	\$180,100	\$454,300	\$634,400
PRN	Greenville	Mac Crenshaw Memorial	23	\$513,500	\$1,577,600	\$2,091,100
JKA	Gulf Shores	Jack Edwards National	433	\$16,189,100	\$27,719,100	\$43,908,200
8A1	Guntersville	Guntersville Municipal - Joe Starnes Field	160	\$9,465,500	\$11,755,400	\$21,220,900
1M4	Haleyville	Posey Field	15	\$306,200	\$855,600	\$1,161,800
HAB	Hamilton	Marion County-Rankin Fite	24	\$715,300	\$1,568,100	\$2,283,400
5M0	Hartselle	Hartselle-Morgan County Regional	24	\$552,400	\$711,700	\$1,264,100
0J6	Headland	Headland Municipal	69	\$2,910,300	\$5,940,700	\$8,851,000
MDQ	Huntsville	Huntsville Executive Airport Tom Sharp Jr. Field	1,306	\$84,837,700	\$69,275,900	\$154,113,600
4R3	Jackson	Jackson Municipal	2	\$70,600	\$267,400	\$338,000
JFX	Jasper	Walker County-Bevill Field	164	\$4,905,700	\$7,604,800	\$12,510,500
7A3	Lanett	Lanett Municipal	19	\$724,200	\$2,448,000	\$3,172,200
04A	Luverne	Frank Sikes	4	\$95,300	\$181,600	\$276,900
A08	Marion	Vaiden Field	14	\$431,100	\$1,240,000	\$1,671,100
BFM	Mobile	Mobile Downtown	7,304	\$351,657,400	\$989,221,200	\$1,340,878,600
MVC	Monroeville	Monroe County Airport	125	\$3,184,400	\$8,731,600	\$11,916,000
20A	Oneonta	Robbins Field	3	\$98,600	\$349,400	\$448,000
71J	Ozark	Ozark Airport - Blackwell Field	303	\$16,766,800	\$14,941,100	\$31,707,900
PLR	Pell City	St. Clair County	109	\$3,100,900	\$5,796,700	\$8,897,600
1A9	Prattville	Prattville - Grouby Field	45	\$1,490,000	\$3,361,700	\$4,851,700
3M8	Reform	North Pickens	6	\$206,500	\$749,400	\$955,900
7A5	Roanoke	Roanoke Municipal	2	\$76,300	\$121,300	\$197,600
M22	Russellville	Bill Pugh Field	6	\$136,900	\$452,100	\$589,000
1A4	Samson	Logan Field	3	\$141,700	\$244,400	\$386,100
4A6	Scottsboro	Scottsboro Municipal-Word Field	28	\$785,900	\$1,389,600	\$2,175,500
SEM	Selma	Craig Field	59	\$1,567,400	\$2,975,000	\$4,542,400
2R5	St. Elmo	St. Elmo	18	\$554,300	\$1,348,000	\$1,902,300
7A6	Stevenson	Stevenson	7	\$195,800	\$585,700	\$781,500
SCD	Sylacauga	Merkel Field Sylacauga Municipal	22	\$689,800	\$1,689,000	\$2,378,800
ASN	Talladega	Talladega Municipal	153	\$3,972,100	\$8,507,500	\$12,479,600
TOI	Troy	Troy Municipal Airport at N. Kenneth Campbell Field	1,004	\$52,024,200	\$143,524,000	\$195,548,200
TCL	Tuscaloosa	Tuscaloosa Regional	441	\$19,671,300	\$28,814,100	\$48,485,400



FAA ID	Associated City	Airport Name	Total Employment	Total Payroll	Total Spending	Total Annual Economic Activity
06A	Tuskegee	Moton Field Municipal	26	\$888,400	\$2,177,500	\$3,065,900
07A	Union Springs	Franklin Field	23	\$768,400	\$2,866,900	\$3,635,300
M55	Vernon	Lamar County	2	\$77,100	\$285,100	\$362,200
08A	Wetumpka	Wetumpka Municipal	32	\$962,800	\$1,938,100	\$2,900,900
General Aviation Airports Total			14,447	\$678,279,200	\$1,511,475,700	\$2,189,754,900
All Alabama Airports			44,399	\$1,859,356,500	\$3,064,314,700	\$4,923,671,200

Source: Jviation

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



9 Tax Revenue Analysis for Study Airports

As part of ALDOT’s Statewide Aviation Economic Impact Study, an analysis was undertaken to estimate the annual tax revenues Alabama realizes from its 80 commercial and general aviation public use airports. The results of this analysis show that on an annual basis, airport and airport-supported activities in Alabama contribute approximately **\$267.6 million** in tax revenues to local and state governments.

This section of the report provides overviews of the following:

- How and where airport supported activities become taxable events
- Those specific taxes that are relevant to aviation
- The estimated tax revenues, both statewide and for individual Alabama airports

9.1 Taxable Events for Activities Associated with Alabama Airports

Taxes estimated in this analysis are associated with the following types of taxable events:

- *Sales/use tax on the taxable portion of goods and services purchased by airports and airport business tenants.* Each year, airport management and airport business tenants purchase goods and services, which enable them to operate. These expenditures are typically subject to sales/use tax.
- *Sales/use tax on the taxable portion of spending to support implementation of capital projects.* Purchases of goods, materials, and supplies to implement capital improvement projects, are expenditures subject to a sales/use tax.
- *Sales/use tax paid by employees in Alabama whose jobs are supported by airports or airport-related activities.* In Alabama, airport management, airport 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/use tax.
- *Sales/use tax paid by visitors to Alabama.* When visitors come to Alabama on a commercial airline flight or on a general aviation aircraft, they often have expenditures for lodging, food, rental cars, entertainment, and retail purchases. These expenditures are subject to sales/use tax.
- *State income tax paid by all workers whose jobs are supported by airports or airport-related activities.* The payroll for all direct jobs in the airport management, airport tenant, capital investment, and air visitor categories are subject to Alabama’s state income tax.

Airports generate significant tax revenues for Alabama and their host communities.

9.2 Sales Tax Applicable to Airport Supported Activities

Sales taxes are the most important component of airport-related tax revenue. For this analysis, sales taxes have been associated with:

- Purchases made by airports
- Purchases made by airport business tenants
- Purchases made to support airport capital improvement projects
- Purchases made by visitors
- Purchases by employees whose jobs are supported by airports and airport associated activities



Sales taxes are levied at the state level (Alabama state sales and use tax rate is currently 4 percent) and at local levels whose rates can vary by county and municipality. All counties have adopted some level of sales/use tax, ranging from 0.5 percent to 5 percent. Municipalities can also levy similar taxes, which range from 0 percent to 5 percent. Local sales and use taxes in Alabama include, but are not limited to, county taxes, municipal taxes, lodging taxes, restaurant taxes, and rental car taxes.



Source: Enterprise Municipal Airport

Additionally, states, counties and cities can levy sales and use taxes that apply only to certain types of spending. The state lodging tax is 4 percent, except in Blount, Cherokee, Colbert, Cullman, DeKalb, Etowah, Franklin, Jackson, Lauderdale, Lawrence, Limestone, Madison, Marion, Marshall, Morgan, and Winston Counties, where it is 5 percent. Some municipalities also have separate tax rates applied to lodging, which range from 2 percent to 12 percent.

Lastly, the State of Alabama applies a 1.5 percent excise tax on rental cars. Some counties also apply separate taxes for rental car leases, which range from 0.7 percent to 2.3 percent. Additionally, some municipalities levy separate taxes for rental cars ranging from 0.38 percent to 5 percent.

Given that all spending measured in this tax analysis does not necessarily occur in the same municipality or county of the airport itself, and in order to account for the wide variety of spending that occurs from expenses, visitor spending, and capital improvement expenditures, various discounts have been applied in this analysis. There are also a number of small, unique local taxes across the state that were not included due to the inability to precisely track the entire spectrum of possible spending associated with the economic impact of the study airports.

Airport Spending, Business Tenant Spending, and Capital Improvement Projects were all subject to the statewide sales/use tax rate of 4 percent, the sales/use tax rate of the county in which the airport is located, and any municipal sales/use taxes for the municipality associated with the airport. The municipal estimate was discounted by 50% to account for spending that may occur in unincorporated areas. The same taxes and discounts were applied to sales taxes generated by Airport/Aviation-Related Employee spending.



Source: Chilton County Airport



Visitor Spending from general aviation and commercial airline service was also subject to various discounts. Spending on entertainment, retail, and non-rental car ground transportation were all subject to the same rates described above. When a county had a separate lodging tax rate, that rate was applied to airports in that jurisdiction. When a municipality had a separate lodging tax rate, that rate was applied to the airport associated with it, but with a 50% discount to account for spending on lodging that may occur in unincorporated areas of the county.

The state income tax ranges from 2 percent to 5 percent. The average job identified in this study pays approximately \$45,000, yielding an effective tax rate of 4.95%. This rate was applied to all payroll associated with any employees in Alabama who have an airport or airport-supported job. This includes all direct jobs identified in this study that are associated with airport management, airport business tenants, jobs supported by capital investment spending, and jobs supported by visitor spending. Depending on income, Alabama residents can claim a deduction of up to \$7,500, although many taxpayers claim a deduction closer to \$4,000 given the levels of single filers versus those filing jointly. Income taxes for airport/aviation-related employees were estimated by applying a typical deduction of \$4,000 to each employee's payroll estimate to determine taxable income.

9.3 Sales, Income, and Property Tax Revenues from Commercial and General Aviation Airports in Alabama

For this tax analysis, each airport's tax revenue associated with direct jobs, payroll, and spending were estimated for each of the activities measured in the economic impact study:

- Airport management
- Business tenants (aviation businesses) at airports
- Spending for capital improvements at airports
- Spending by commercial aviation visitors
- Spending by general aviation visitors

These impacts were then summed to reflect statewide tax impacts.

9.3.1 Sales Taxes Generated by Direct Airport Management Spending

Sales taxes associated with airport management were estimated using reported annual spending for goods and services. Estimates of sales tax associated with the airport management category were generated using the following formula:

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

Statewide tax revenues from direct airport management spending are presented in **Table 9-1**. Direct annual spending in the airport management category is estimated at **\$57.2 million**. On an annual basis, statewide sales tax revenues generated from spending for goods and services is estimated at **\$4.0 million**.

9.3.2 Sales Taxes Generated by Direct Airport Tenant Spending

Sales tax revenues associated with airport business tenants were estimated using reported spending. The applicable sales tax rate for the airport was then applied to the estimated annual taxable spending. Estimates of sales tax revenues were generated using the following formula:

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



Statewide tax revenues created by direct airport tenant spending are presented in **Table 9-1**. Direct annual tenant spending was estimated at **\$1.2 billion**. On an annual basis, statewide sales tax revenues generated from tenant spending for goods, services (excluding labor), and supplies are estimated at **\$91.5 million**.

9.3.3 Sales Tax Generated by Direct Capital Investment Spending

Nearly all study airports reported investments/spending to support capital improvement projects. This investment is primarily attributable to state and federal grants and local funds used to leverage grants; but in some cases, private/third-party capital investment spending was also identified.

Capital investment reflects both cost of labor to implement projects, as well as the cost of goods, materials, and supplies required for construction. For this analysis, sales tax was applied to the portion of the capital investment that relates to the purchase of goods, material, and supplies. To identify only capital investment spending, payroll was subtracted from the total capital investment estimates provided by ALDOT, FAA, airports, and airport business tenants.

The applicable sales tax rate for each airport was applied to the estimated spending for goods, material, and supplies used to implement capital improvements. The following formulas were used to estimate sales tax revenue associated with capital investment spending:

$$\text{Taxable Expenditures} = \text{Direct Spending} - \text{Direct Payroll}$$

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

Statewide tax revenues from direct capital investment spending are presented in **Table 9-1**. These sales tax revenues are associated with an estimated average annual capital investment spending of **\$191 million** for all airports. This analysis estimated that approximately **\$14 million** in annual state sales tax revenues come from an average annual capital investment spending at the 80 public airports.

9.3.4 Sales Tax Generated by Direct Visitor Spending

Considerable effort went into surveying visitors arriving at Alabama’s airports to track expenditure patterns for lodging, restaurants, retail purchases, rental cars, and entertainment. Sales tax rates are different depending upon the expenditure category: retail, entertainment, lodging, food, and rental car. Sales tax revenues collected in association with visitor spending provide a significant annual benefit to the state and local communities. The calculation of sales tax revenues associated with visitor spending is represented by the following formula:

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

Both commercial service and general aviation visitors account for approximately **\$859.1 million** in direct visitor spending. The sales tax revenues generated by both commercial service and general aviation visitors spending were determined by estimating direct visitor spending by category for each airport and then applying the applicable tax rate.

Statewide tax revenues from direct spending from commercial and general aviation visitors are presented in **Table 9-1**. Annually, this spending by visitors results in approximately **\$83.6 million** in annual statewide sales tax revenues.



9.3.5 Sales Tax Generated in Association with Direct Airport and Airport-Supported Employees

The U.S. Department of Labor’s Bureau of Labor and Statistics (BLS) estimates that between 25 and 35 percent of the average employee’s income is spent on items subject to sales tax. To remain conservative, this analysis used the midpoint or an effective rate of 30 percent. As part of this study, direct jobs and associated direct annual payroll were both estimated for airport management, airport business tenants, jobs supported by capital investment spending, and jobs supported by visitor spending.

Using the assumption that 30 percent of income is spent on taxable items, sales tax paid by all employees whose job is directly supported by airport management, an airport tenant, airport/tenant related capital improvement investment, and/or visitor spending were calculated. The formulas used to determine estimated sales tax paid in association with the payroll related to airport/airport supported employees are:

$$\text{Average Income} = \text{Direct Payroll} / \text{Number of Direct Employees}$$

$$\text{Sales Taxes Paid per Employee per Average Income} = 30 \text{ percent of Average Employee Income}$$

$$\text{Sales Taxes per Airport} = \text{Sales Tax Paid per Employee} \times \text{Number of Direct Employees}$$

Estimates of sales tax revenues were derived for each Alabama airport, based on the average income per employee. When all impact categories are considered (airport management, tenant, capital investment, commercial service visitor spending, and general aviation visitor spending), it was estimated that a total of 24,685 direct jobs are supported and that these jobs have an associated annual direct payroll of over \$1.1 billion. An average payroll (earnings) per employee was calculated for each airport by impact category, then the effective sales tax rate was applied to develop an estimate of employee-related sales tax revenues.

Statewide sales tax revenues associated with direct spending from airport and airport-supported employees are presented in **Table 9-1**. Annual sales tax revenues in this category are estimated at **\$25.3 million**.

9.3.6 State Income Tax Generated in Association with Direct Airport and Direct Airport-Supported Employees

Using current Alabama income taxes, state income taxes paid by all employees whose job is directly supported by an airport (management or tenant) or an airport-supported activity (construction/visitor spending) were estimated. The following formula generated the estimate for state income tax revenue:

$$\text{Average Income} = \text{Direct Payroll} / \text{Number of Direct Employees}$$

$$\text{Average State Income Tax Paid per Employee per Average Income} = 4.95\%$$

$$\text{State Income Taxes Paid per Airport} = \text{State Income Tax Paid per Employee} \times \text{Number of Direct Employees}$$

An average income tax rate was developed for each airport/airport-supported employee. The methodology for determining average state income tax paid per employee, using current Alabama income tax rates, was based on the 2019 tax year.

Statewide income tax revenues associated with the payroll of employees whose jobs are supported directly by the airports or by airport associated activities are presented in **Table 9-1**. Annual state income tax revenues in this category were estimated at **\$49.2 million**.



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

Table 9-1 provides a summary of statewide sales tax and income tax revenues by category.

Table 9-1: Estimated Alabama Statewide Sales & Income Tax Revenues from Direct Airport and Airport Supported Activities, CY 2019

Category	Estimated Tax
Sales Tax Airport Management	\$4,030,000
Sales Tax Airport Business Tenants	\$91,498,600
Sales Tax Capital Investment Spending (Airports/Business Tenants)	\$13,992,400
Commercial Service Visitor Sales Tax	
Lodging	\$38,576,500
Retail	\$2,889,000
Restaurant	\$11,293,600
Ground Transportation	\$14,190,000
Entertainment/Other	\$6,736,100
Subtotal	\$73,685,200
General Aviation Visitor Sales Tax	
Lodging	\$4,341,900
Retail	\$777,500
Restaurant	\$2,586,600
Ground Transportation	\$1,613,700
Entertainment/Other	\$613,000
Subtotal	\$9,932,600
Employee Sales Taxes	
Airport Employees	\$757,000
Airport Business Tenant Employees	\$17,487,500
Employees Supporting Capital Investment Spending	\$1,081,300
Employees Supporting Commercial Visitors	\$4,804,100
Employees Supporting General Aviation Visitors	\$1,134,700
Subtotal	\$25,264,500
Employee Income Taxes	
Airport Employees	\$1,501,100
Airport Business Tenant Employees	\$34,689,400
Employees Supporting Capital Investment Spending	\$1,980,100
Employees Supporting Commercial Visitors	\$9,045,800
Employees Supporting General Aviation Visitors	\$1,944,100
Subtotal	\$49,160,500
Total	\$267,563,900

Source: Estimates prepared by Jviation, 2020

Table 9-2 summarizes estimates of sales tax and income tax revenues attributable to Alabama’s commercial service and general aviation airports.



Table 9-2: Sales Taxes Generated by Activity at Alabama Commercial Service and General Aviation Airports

Sales Taxes Generated by:	Commercial	General Aviation	All Airports
Airport Management	\$2,399,500	\$1,630,500	\$4,030,000
Airport Business Tenants	\$29,301,900	\$62,196,800	\$91,498,700
Airport & Business Tenant Capital Investment Spending	\$2,496,200	\$11,496,200	\$13,992,400
Commercial Service Visitors	\$73,685,200	N/A	\$73,685,200
General Aviation Visitors	\$2,938,900	\$6,993,800	\$9,932,700
Airport, Construction, & Visitor Employees	\$14,844,100	\$10,420,500	\$25,264,600
Percent	58%	42%	100%
Total	\$125,665,700	\$92,737,700	\$218,403,400

Source: Estimates prepared by Jviation, 2020

Table 9-3 summarizes the portion of state income tax revenues that are attributable to the commercial and the general aviation airports.

Table 9-3: State Income Taxes Generated by Activity at Alabama Commercial Service and General Aviation Airports

State Income Taxes Generated by:	Commercial	General Aviation	All Airports
Airport Employees	\$1,105,400	\$395,700	\$1,501,100
Airport Business Tenant Employees	\$18,159,500	\$16,529,900	\$34,689,400
Airport Construction Employees	\$364,200	\$1,615,800	\$1,980,000
Employees Supporting Commercial Visitors	\$9,045,800	N/A	\$9,045,800
Employees Supporting General Aviation Visitors	\$567,500	\$1,376,600	\$1,944,100
Percent	59%	41%	100%
Total	\$29,242,500	\$19,918,000	\$49,160,500

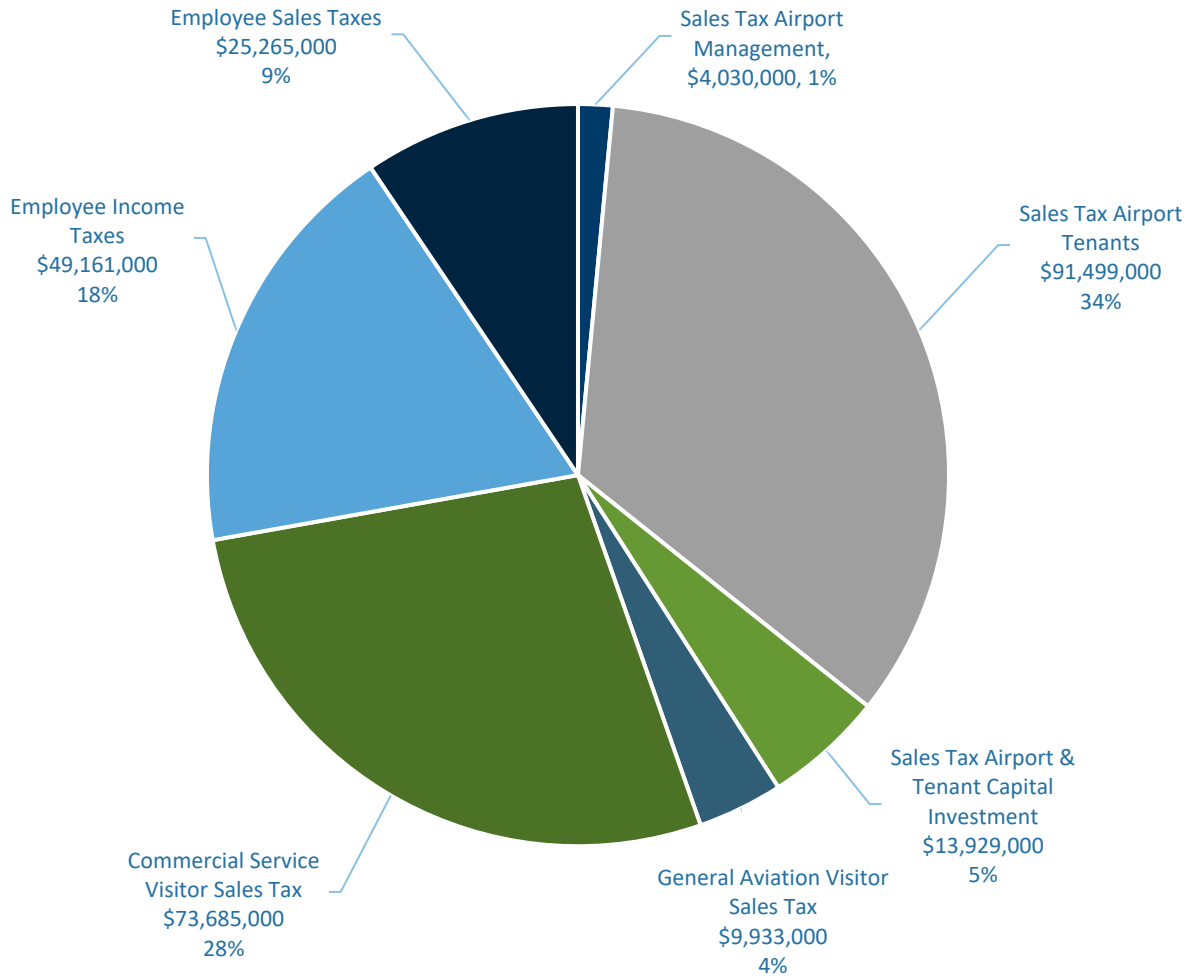
Source: Estimates prepared by Jviation, 2020

Figure 9-1 shows the relative contribution of each type of taxable transaction to overall statewide tax revenues associated with airports and airport-supported activity. Statewide, this study estimated that when all tax revenue contributors are considered, state and local governments realize approximately **\$267.6 million** in annual tax revenues from airport and airport-supported activities. The largest contributor to state and local tax revenues are sales taxes paid by airport business tenants and commercial service visitors (34 percent and 28 percent respectively, totaling \$165.2 million).



Figure 9-1: Contributions to Airport and Airport Supported Sales Tax, and Income Tax Revenues

Total: \$267,565,000

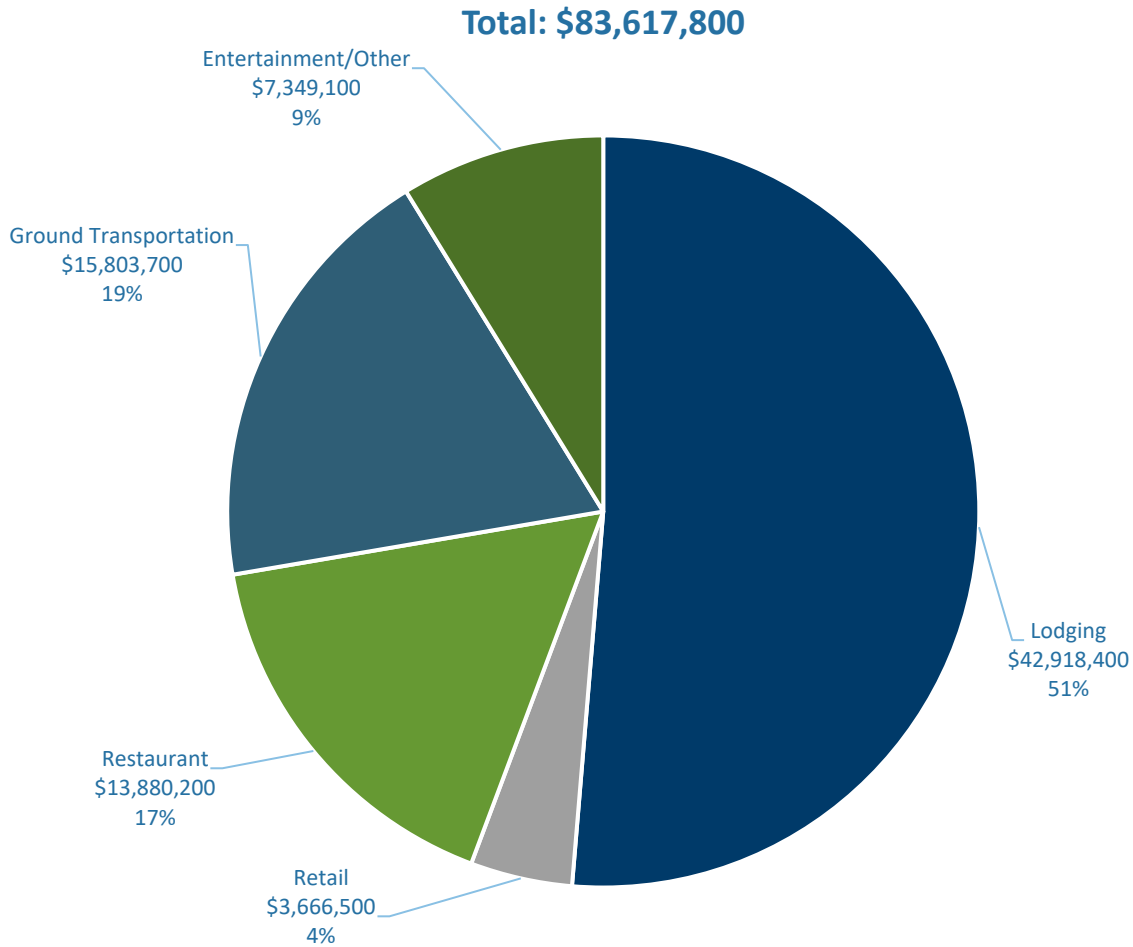


Source: Estimates prepared by Jviation, 2020



Figure 9-2 details sales tax revenues associated with expenditures made by visitors (commercial and general aviation) arriving at an Alabama commercial service or general aviation airports. Visitors account for about \$859.1 million in annual spending and **\$83.6 million** in annual tax revenues. Information presented in **Figure 9-2** reflects spending by visitors arriving by both commercial and general aviation aircraft in Alabama.

Figure 9-2: Distribution of Visitor Paid Sales Taxes by Type of Expenditure



Source: Estimates prepared by Jviation, 2020



9.5 Sales and Income Tax Revenues Associated with Each of the 80 Alabama Airports

Table 9-4, Table 9-5, and Table 9-6 detail estimated state and local sales and income tax revenues associated with each of Alabama’s 80 public use airports. While these tables provide information on individual tax revenue categories, **Table 9-7** provides a summary of all tax revenues that are generated directly by the 80 study airports and the activities they support.

Table 9-4: Estimated Local and State Sales Taxes Paid by Airports, Business Tenants, and Visitors

FAA ID	Associated City	Airport Name	Airport Management	Business Tenants	Capital Investment	Commercial Visitors	General Aviation Visitors	All Categories
BHM	Birmingham	Birmingham-Shuttlesworth International	\$888,800	\$11,761,500	\$564,700	\$41,921,900	\$1,100,100	\$56,237,000
DHN	Dothan	Dothan Regional	\$59,300	\$3,538,800	\$1,257,500	\$1,094,200	\$211,700	\$6,161,500
HSV	Huntsville	Huntsville International-Carl T Jones Field	\$592,800	\$4,911,700	\$122,400	\$14,877,700	\$923,900	\$21,428,400
MOB	Mobile	Mobile Regional	\$338,600	\$4,927,500	\$258,600	\$11,157,500	\$202,000	\$16,884,200
MGM	Montgomery	Montgomery Regional (Dannelly Field)	\$396,300	\$3,839,600	\$206,700	\$4,557,300	\$441,100	\$9,441,100
MSL	Muscle Shoals	Northwest Alabama Regional	\$123,700	\$322,700	\$86,300	\$76,600	\$60,000	\$669,400
		Commercial Airports Tax Contribution	\$2,399,500	\$29,301,900	\$2,496,200	\$73,685,200	\$2,938,900	\$110,821,700
BHM	Birmingham	Birmingham-Shuttlesworth International	\$888,800	\$11,761,500	\$564,700	\$41,921,900	\$1,100,100	\$56,237,000
DHN	Dothan	Dothan Regional	\$59,300	\$3,538,800	\$1,257,500	\$1,094,200	\$211,700	\$6,161,500
HSV	Huntsville	Huntsville International-Carl T Jones Field	\$592,800	\$4,911,700	\$122,400	\$14,877,700	\$923,900	\$21,428,500
MOB	Mobile	Mobile Regional	\$338,600	\$4,927,500	\$258,600	\$11,157,500	\$202,000	\$16,884,200
MGM	Montgomery	Montgomery Regional (Dannelly Field)	\$396,300	\$3,839,600	\$206,700	\$4,557,300	\$441,100	\$9,441,000
MSL	Muscle Shoals	Northwest Alabama Regional	\$123,700	\$322,700	\$86,300	\$76,600	\$60,000	\$669,300
		Total Commercial Airports Tax Contribution	\$2,399,500	\$29,301,900	\$2,496,200	\$73,685,200	\$2,938,900	\$110,821,700
0J0	Abbeville	Abbeville Municipal	\$2,700	\$0	\$2,000		\$100	\$4,800
2A8	Addison	Addison Municipal	\$2,700	\$0	\$0		\$300	\$3,000
EET	Alabaster	Shelby County	\$45,800	\$49,900	\$19,600		\$111,000	\$226,300
8A0	Albertville	Albertville Regional-Thomas J. Brumlik Field	\$26,200	\$202,600	\$23,700		\$317,500	\$570,000
ALX	Alexander City	Thomas C. Russell Field	\$31,100	\$49,300	\$40,100		\$60,900	\$181,400
AIV	Aliceville	George Downer	\$900	\$0	\$5,600		\$400	\$6,900
79J	Andalusia/Opp	South Alabama Regional at Bill Benton Field	\$244,300	\$692,000	\$44,900		\$39,400	\$1,020,600
ANB	Anniston	Anniston Regional	\$20,900	\$65,300	\$9,500		\$83,100	\$178,800
26A	Ashland/Lineville	Ashland/Lineville	\$700	\$0	\$13,200		\$600	\$14,500
0R1	Atmore	Atmore Municipal	\$5,600	\$74,100	\$31,900		\$11,500	\$123,100



FAA ID	Associated City	Airport Name	Airport Management	Business Tenants	Capital Investment	Commercial Visitors	General Aviation Visitors	All Categories
AUO	Auburn	Auburn University Regional	\$195,800	\$351,700	\$119,100		\$453,800	\$1,120,400
1R8	Bay Minette	Bay Minette Municipal	\$24,200	\$22,200	\$31,900		\$40,900	\$119,200
EKY	Bessemer	Bessemer	\$110,600	\$373,400	\$64,600		\$267,700	\$816,300
12J	Brewton	Brewton Municipal	\$7,000	\$222,200	\$10,100		\$37,200	\$276,500
09A	Butler	Butler-Choctaw County	\$1,100	\$0	\$400		\$200	\$1,700
61A	Camden	Camden Municipal	\$2,000	\$0	\$12,300		\$1,600	\$15,900
PYP	Centre	Centre-Piedmont-Cherokee County Regional	\$7,600	\$14,000	\$15,800		\$4,200	\$41,600
0A8	Centreville	Bibb County	\$800	\$0	\$7,900		\$900	\$9,600
5R1	Chatom	Roy Wilcox	\$2,700	\$0	\$0		\$2,200	\$4,900
02A	Clanton	Chilton County	\$16,500	\$23,400	\$57,500		\$234,400	\$331,800
11A	Clayton	Clayton Municipal	\$2,700	\$0	\$1,900		\$300	\$4,900
9A4	Courtland	Courtland	\$3,100	\$0	\$10,700		\$1,000	\$14,800
CMD	Cullman	Cullman Regional-Folsom Field	\$63,300	\$218,600	\$49,300		\$234,900	\$566,100
4R9	Dauphin Island	Jeremiah Denton	\$200	\$0	\$11,400		\$11,400	\$23,000
DCU	Decatur	Pryor Field Regional	\$11,300	\$238,500	\$46,500		\$323,600	\$619,900
DYA	Demopolis	Demopolis Regional	\$6,000	\$10,100	\$28,100		\$44,300	\$88,500
3M2	Double Springs	Double Springs-Winston County	\$2,800	\$0	\$0		\$900	\$3,700
14J	Elba	Carl Folsom	\$3,500	\$11,900	\$8,500		\$600	\$24,500
EDN	Enterprise	Enterprise Municipal	\$41,300	\$354,800	\$42,400		\$33,100	\$471,600
EUF	Eufaula	Weedon Field	\$7,000	\$26,700	\$8,900		\$6,300	\$48,900
GZH	Evergreen	Evergreen Regional - Middleton Field	\$7,900	\$0	\$14,600		\$5,300	\$27,800
CQF	Fairhope	H.L. Sonny Callahan	\$13,700	\$579,400	\$170,500		\$295,800	\$1,059,400
M95	Fayette	Richard Arthur Field	\$8,800	\$64,100	\$25,100		\$4,500	\$102,500
0J4	Floralia	Floralia Municipal	\$2,000	\$134,500	\$6,200		\$300	\$143,000
5R4	Foley	Foley Municipal	\$5,300	\$23,000	\$25,700		\$16,000	\$70,000
4A9	Fort Payne	Isbell Field	\$20,200	\$151,400	\$16,900		\$43,500	\$232,000
GAD	Gadsden	Northeast Alabama Regional	\$67,000	\$44,600	\$21,300		\$35,600	\$168,500
33J	Geneva	Geneva Municipal	\$900	\$13,600	\$14,500		\$5,600	\$34,600
7A0	Greensboro	Greensboro Municipal	\$3,000	\$13,900	\$5,000		\$1,700	\$23,600
PRN	Greenville	Mac Crenshaw Memorial	\$4,300	\$2,700	\$47,500		\$13,800	\$68,300
JKA	Gulf Shores	Jack Edwards National	\$29,000	\$702,300	\$186,400		\$799,000	\$1,716,700
8A1	Guntersville	Guntersville Municipal - Joe Starnes Field	\$12,900	\$361,400	\$111,200		\$44,100	\$529,600
1M4	Haleyville	Posey Field	\$17,000	\$11,100	\$6,700		\$4,600	\$39,400
HAB	Hamilton	Marion County-Rankin Fite	\$1,400	\$13,200	\$26,700		\$43,800	\$85,100
5M0	Hartselle	Hartselle-Morgan County Regional	\$1,000	\$22,600	\$6,500		\$14,000	\$44,100
0J6	Headland	Headland Municipal	\$18,500	\$209,300	\$19,100		\$55,600	\$302,500



FAA ID	Associated City	Airport Name	Airport Management	Business Tenants	Capital Investment	Commercial Visitors	General Aviation Visitors	All Categories
MDQ	Huntsville	Huntsville Executive Airport Tom Sharp Jr. Field	\$52,300	\$2,063,100	\$512,300		\$578,400	\$3,206,100
4R3	Jackson	Jackson Municipal	\$2,500	\$0	\$6,700		\$600	\$9,800
JFX	Jasper	Walker County-Bevill Field	\$3,800	\$69,300	\$28,900		\$478,800	\$580,800
7A3	Lanett	Lanett Municipal	\$1,700	\$0	\$90,300		\$700	\$92,700
04A	Luverne	Frank Sikes	\$1,200	\$7,300	\$100		\$2,100	\$10,700
A08	Marion	Vaiden Field	\$3,000	\$0	\$36,800		\$25,700	\$65,500
BFM	Mobile	Mobile Downtown	\$232,200	\$43,965,200	\$8,823,300		\$306,400	\$53,327,100
MVC	Monroeville	Monroe County Airport	\$2,200	\$385,900	\$36,700		\$8,100	\$432,900
20A	Oneonta	Robbins Field	\$1,200	\$0	\$13,500		\$200	\$14,900
71J	Ozark	Ozark Airport - Blackwell Field	\$18,300	\$542,000	\$47,300		\$226,400	\$834,000
PLR	Pell City	St. Clair County	\$33,900	\$88,400	\$8,100		\$253,700	\$384,100
1A9	Prattville	Prattville - Grouby Field	\$7,200	\$116,100	\$6,800		\$80,400	\$210,500
3M8	Reform	North Pickens	\$3,200	\$0	\$28,100		\$3,800	\$35,100
7A5	Roanoke	Roanoke Municipal	\$1,100	\$0	\$3,500		\$700	\$5,300
M22	Russellville	Bill Pugh Field	\$2,700	\$6,600	\$8,600		\$1,700	\$19,600
1A4	Samson	Logan Field	\$8,000	\$700	\$600		\$300	\$9,600
4A6	Scottsboro	Scottsboro Municipal-Word Field	\$2,800	\$0	\$19,600		\$61,500	\$83,900
SEM	Selma	Craig Field	\$7,600	\$53,600	\$19,600		\$90,200	\$171,000
2R5	St. Elmo	St. Elmo	\$5,000	\$10,200	\$16,100		\$17,200	\$48,500
7A6	Stevenson	Stevenson	\$16,000	\$6,400	\$0		\$2,900	\$25,300
SCD	Sylacauga	Merkel Field Sylacauga Municipal	\$5,900	\$14,300	\$42,400		\$24,900	\$87,500
		General Aviation Airports Tax Contribution	\$1,630,500	\$62,196,800	\$11,496,200	\$0	\$6,993,800	\$82,317,300
		All Airports Tax Contribution	\$4,030,000	\$91,498,600	\$13,992,400	\$73,685,200	\$9,932,600	\$193,138,800

Source: Estimates prepared by Jviation, 2017



Table 9-5: Estimated Local and State Sales Taxes Paid by Employees Associated with Airports and Airport-Supported Activities

FAA ID	Associated City	Airport Name	Airport Management	Business Tenants	Capital Investment	Commercial Visitors	General Aviation Visitors	All Categories
BHM	Birmingham	Birmingham-Shuttlesworth International	\$248,000	\$2,872,200	\$43,300	\$2,430,100	\$97,700	\$5,691,300
DHN	Dothan	Dothan Regional	\$25,200	\$852,700	\$97,200	\$84,400	\$24,500	\$1,084,000
HSV	Huntsville	Huntsville International-Carl T Jones Field	\$115,200	\$838,500	\$9,400	\$1,017,100	\$99,500	\$2,079,700
MOB	Mobile	Mobile Regional	\$75,500	\$1,715,400	\$20,000	\$939,400	\$24,300	\$2,774,600
MGM	Montgomery	Montgomery Regional (Dannelly Field)	\$49,200	\$2,676,300	\$16,000	\$326,400	\$49,800	\$3,117,700
MSL	Muscle Shoals	Northwest Alabama Regional	\$10,400	\$66,200	\$6,600	\$6,800	\$6,900	\$96,900
		Commercial Airports Tax Contribution	\$523,500	\$9,021,200	\$192,500	\$4,804,100	\$302,800	\$14,844,100
0J0	Abbeville	Abbeville Municipal	\$200	\$0	\$200		\$0	\$400
2A8	Addison	Addison Municipal	\$200	\$0	\$0		\$0	\$200
EET	Alabaster	Shelby County	\$5,200	\$11,100	\$1,500		\$10,700	\$28,500
8A0	Albertville	Albertville Regional-Thomas J. Brumlik Field	\$1,500	\$41,800	\$1,800		\$37,700	\$82,800
ALX	Alexander City	Thomas C. Russell Field	\$2,200	\$10,400	\$3,100		\$7,100	\$22,800
AIV	Aliceville	George Downer	\$1,000	\$0	\$400		\$100	\$1,500
79J	Andalusia/Opp	South Alabama Regional at Bill Benton Field	\$17,300	\$367,600	\$3,500		\$4,300	\$392,700
ANB	Anniston	Anniston Regional	\$1,300	\$5,000	\$700		\$10,700	\$17,700
26A	Ashland/Lineville	Ashland/Lineville	\$200	\$0	\$1,000		\$100	\$1,300
0R1	Atmore	Atmore Municipal	\$4,300	\$7,700	\$2,500		\$1,300	\$15,800
AUO	Auburn	Auburn University Regional	\$29,000	\$49,000	\$9,400		\$55,900	\$143,300
1R8	Bay Minette	Bay Minette Municipal	\$4,000	\$2,500	\$2,500		\$5,200	\$14,200
EKY	Bessemer	Bessemer	\$6,400	\$52,700	\$5,000		\$23,900	\$88,000
12J	Brewton	Brewton Municipal	\$500	\$18,500	\$800		\$5,100	\$24,900
09A	Butler	Butler-Choctaw County	\$100	\$0	\$0		\$0	\$100
61A	Camden	Camden Municipal	\$200	\$0	\$1,000		\$200	\$1,400
PYP	Centre	Centre-Piedmont-Cherokee County Regional	\$200	\$2,300	\$1,200		\$500	\$4,200
0A8	Centreville	Bibb County	\$300	\$0	\$600		\$100	\$1,000
5R1	Chatom	Roy Wilcox	\$200	\$0	\$0		\$300	\$500
02A	Clanton	Chilton County	\$4,400	\$2,700	\$4,500		\$27,700	\$39,300
11A	Clayton	Clayton Municipal	\$200	\$0	\$100		\$0	\$300
9A4	Courtland	Courtland	\$200	\$0	\$800		\$100	\$1,100
CMD	Cullman	Cullman Regional-Folsom Field	\$9,100	\$36,600	\$3,800		\$27,400	\$76,900
4R9	Dauphin Island	Jeremiah Denton	\$300	\$0	\$900		\$1,500	\$2,700
DCU	Decatur	Pryor Field Regional	\$900	\$25,800	\$3,600		\$39,900	\$70,200



FAA ID	Associated City	Airport Name	Airport Management	Business Tenants	Capital Investment	Commercial Visitors	General Aviation Visitors	All Categories
DYA	Demopolis	Demopolis Regional	\$2,000	\$2,000	\$2,200		\$5,300	\$11,500
3M2	Double Springs	Double Springs-Winston County	\$200	\$0	\$0		\$100	\$300
14J	Elba	Carl Folsom	\$300	\$1,700	\$700		\$100	\$2,800
EDN	Enterprise	Enterprise Municipal	\$1,200	\$169,700	\$3,300		\$3,600	\$177,800
EUF	Eufaula	Weedon Field	\$2,900	\$3,700	\$700		\$800	\$8,100
GZH	Evergreen	Evergreen Regional - Middleton Field	\$1,100	\$0	\$1,100		\$600	\$2,800
CQF	Fairhope	H.L. Sonny Callahan	\$900	\$81,900	\$13,200		\$36,900	\$132,900
M95	Fayette	Richard Arthur Field	\$400	\$11,400	\$1,900		\$600	\$14,300
0J4	Floral	Floral Municipal	\$200	\$17,500	\$500		\$0	\$18,200
5R4	Foley	Foley Municipal	\$200	\$18,900	\$2,000		\$2,100	\$23,200
4A9	Fort Payne	Isbell Field	\$1,900	\$15,800	\$1,300		\$5,100	\$24,100
GAD	Gadsden	Northeast Alabama Regional	\$3,800	\$6,300	\$1,600		\$4,300	\$16,000
33J	Geneva	Geneva Municipal	\$200	\$1,500	\$1,100		\$700	\$3,500
7A0	Greensboro	Greensboro Municipal	\$200	\$2,000	\$400		\$200	\$2,800
PRN	Greenville	Mac Crenshaw Memorial	\$600	\$600	\$3,700		\$1,800	\$6,700
JKA	Gulf Shores	Jack Edwards National	\$3,800	\$134,300	\$14,500		\$101,700	\$254,300
8A1	Guntersville	Guntersville Municipal - Joe Starnes Field	\$1,800	\$115,100	\$8,500		\$5,200	\$130,600
1M4	Haleyville	Posey Field	\$800	\$2,600	\$500		\$600	\$4,500
HAB	Hamilton	Marion County-Rankin Fite	\$800	\$1,500	\$2,100		\$5,000	\$9,400
5M0	Hartselle	Hartselle-Morgan County Regional	\$3,200	\$3,200	\$500		\$1,800	\$8,700
0J6	Headland	Headland Municipal	\$800	\$33,100	\$1,500		\$7,200	\$42,600
MDQ	Huntsville	Huntsville Executive Airport Tom Sharp Jr. Field	\$800	\$1,039,400	\$39,200		\$62,300	\$1,141,700
4R3	Jackson	Jackson Municipal	\$200	\$0	\$500		\$100	\$800
JFX	Jasper	Walker County-Bevill Field	\$6,100	\$9,800	\$2,200		\$48,000	\$66,100
7A3	Lanett	Lanett Municipal	\$1,500	\$0	\$7,000		\$100	\$8,600
04A	Luverne	Frank Sikes	\$200	\$1,100	\$0		\$300	\$1,600
A08	Marion	Vaiden Field	\$200	\$0	\$2,900		\$3,100	\$6,200
BFM	Mobile	Mobile Downtown	\$58,900	\$4,698,900	\$682,200		\$32,600	\$5,472,600
MVC	Monroeville	Monroe County Airport	\$400	\$43,300	\$2,800		\$1,000	\$47,500
20A	Oneonta	Robbins Field	\$200	\$0	\$1,100		\$0	\$1,300
71J	Ozark	Ozark Airport - Blackwell Field	\$3,000	\$228,200	\$3,700		\$29,100	\$264,000
PLR	Pell City	St. Clair County	\$2,400	\$12,500	\$600		\$33,000	\$48,500
1A9	Prattville	Prattville - Grouby Field	\$100	\$14,500	\$500		\$7,200	\$22,300
3M8	Reform	North Pickens	\$300	\$0	\$2,200		\$500	\$3,000
7A5	Roanoke	Roanoke Municipal	\$600	\$0	\$300		\$100	\$1,000
M22	Russellville	Bill Pugh Field	\$200	\$800	\$700		\$200	\$1,900
1A4	Samson	Logan Field	\$600	\$1,200	\$100		\$0	\$1,900



FAA ID	Associated City	Airport Name	Airport Management	Business Tenants	Capital Investment	Commercial Visitors	General Aviation Visitors	All Categories
4A6	Scottsboro	Scottsboro Municipal-Word Field	\$1,500	\$0	\$1,500		\$7,100	\$10,100
SEM	Selma	Craig Field	\$2,300	\$6,600	\$1,500		\$11,500	\$21,900
2R5	St. Elmo	St. Elmo	\$400	\$1,600	\$1,200		\$2,200	\$5,400
7A6	Stevenson	Stevenson	\$1,300	\$900	\$0		\$400	\$2,600
SCD	Sylacauga	Merkel Field Sylacauga Municipal	\$1,700	\$2,000	\$3,300		\$3,000	\$10,000
ASN	Talladega	Talladega Municipal	\$3,500	\$34,500	\$2,400		\$30,600	\$71,000
TOI	Troy	Troy Municipal Airport at N. Kenneth Campbell Field	\$500	\$844,900	\$1,500		\$38,100	\$885,000
TCL	Tuscaloosa	Tuscaloosa National	\$26,900	\$251,400	\$11,100		\$71,700	\$361,100
06A	Tuskegee	Moton Field Municipal	\$1,000	\$10,600	\$1,000		\$2,700	\$15,300
07A	Union Springs	Franklin Field	\$200	\$0	\$8,600		\$1,300	\$10,100
M55	Vernon	Lamar County	\$800	\$0	\$0		\$100	\$900
08A	Wetumpka	Wetumpka Municipal	\$1,100	\$7,900	\$800		\$2,100	\$11,900
		General Aviation Airports Tax Contribution	\$233,500	\$8,466,300	\$888,800	\$0	\$831,900	\$10,420,500
		All Airports Tax Contribution	\$757,000	\$17,487,500	\$1,081,300	\$4,804,100	\$1,134,700	\$25,264,600

Source: Estimates prepared by Jviation, 2020



Source: Talladega Municipal Airport



Table 9-6: Estimated State Income Taxes Paid by Employees Associated with Airports and Airport Supported Activities

FAA ID	Associated City	Airport Name	Airport Management	Business Tenants	Capital Investment	Commercial Visitors	General Aviation Visitors	All Categories
BHM	Birmingham	Birmingham-Shuttlesworth International	\$547,700	\$6,241,500	\$89,800	\$4,713,000	\$189,600	\$11,781,500
DHN	Dothan	Dothan Regional	\$46,200	\$1,661,300	\$176,600	\$143,300	\$41,600	\$2,068,800
HSV	Huntsville	Huntsville International-Carl T Jones Field	\$258,500	\$1,875,800	\$20,100	\$2,045,600	\$200,200	\$4,400,100
MOB	Mobile	Mobile Regional	\$140,600	\$3,283,000	\$36,300	\$1,594,200	\$41,300	\$5,095,400
MGM	Montgomery	Montgomery Regional (Dannelly Field)	\$90,600	\$4,958,800	\$28,200	\$537,100	\$82,000	\$5,696,800
MSL	Muscle Shoals	Northwest Alabama Regional	\$21,800	\$139,200	\$13,300	\$12,700	\$12,900	\$200,000
		Commercial Airports Tax Contribution	\$1,105,400	\$18,159,500	\$364,200	\$9,045,800	\$567,500	\$29,242,500
0J0	Abbeville	Abbeville Municipal	\$100	\$0	\$0	\$0	\$0	\$100
2A8	Addison	Addison Municipal	\$100	\$0	\$0	\$0	\$0	\$100
EET	Alabaster	Shelby County	\$10,700	\$23,300	\$3,100	\$0	\$20,700	\$57,800
8A0	Albertville	Albertville Regional-Thomas J. Brumlik Field	\$2,900	\$90,200	\$3,800	\$0	\$73,100	\$170,000
ALX	Alexander City	Thomas C. Russell Field	\$4,100	\$19,800	\$5,600	\$0	\$12,000	\$41,500
AIV	Aliceville	George Downer	\$1,600	\$0	\$300	\$0	\$0	\$1,900
79J	Andalusia/Opp	South Alabama Regional at Bill Benton Field	\$27,600	\$698,700	\$6,100	\$0	\$7,100	\$739,500
ANB	Anniston	Anniston Regional	\$2,400	\$9,700	\$1,300	\$0	\$19,300	\$32,700
26A	Ashland/Lineville	Ashland/Lineville	\$100	\$0	\$2,000	\$0	\$0	\$2,100
0R1	Atmore	Atmore Municipal	\$8,200	\$14,500	\$4,500	\$0	\$2,300	\$29,500
AUO	Auburn	Auburn University Regional	\$42,500	\$73,300	\$13,600	\$0	\$75,800	\$205,200
1R8	Bay Minette	Bay Minette Municipal	\$7,300	\$4,300	\$4,200	\$0	\$8,300	\$24,100
EKY	Bessemer	Bessemer	\$13,100	\$110,400	\$10,300	\$0	\$46,400	\$180,200
12J	Brewton	Brewton Municipal	\$400	\$34,600	\$1,300	\$0	\$8,600	\$44,900
09A	Butler	Butler-Choctaw County	\$0	\$0	\$0	\$0	\$0	\$0
61A	Camden	Camden Municipal	\$0	\$0	\$1,300	\$0	\$100	\$1,400
PYP	Centre	Centre-Piedmont-Cherokee County Regional	\$100	\$3,800	\$2,100	\$0	\$600	\$6,600
0A8	Centreville	Bibb County	\$100	\$0	\$600	\$0	\$0	\$700
5R1	Chatom	Roy Wilcox	\$100	\$0	\$0	\$0	\$200	\$300
02A	Clanton	Chilton County	\$6,900	\$4,300	\$7,300	\$0	\$41,800	\$60,300
11A	Clayton	Clayton Municipal	\$100	\$0	\$0	\$0	\$0	\$100
9A4	Courtland	Courtland	\$100	\$0	\$1,400	\$0	\$0	\$1,500
CMD	Cullman	Cullman Regional-Folsom Field	\$16,000	\$62,400	\$6,400	\$0	\$42,500	\$127,300
4R9	Dauphin Island	Jeremiah Denton	\$100	\$0	\$1,600	\$0	\$2,600	\$4,300
DCU	Decatur	Pryor Field Regional	\$1,600	\$49,900	\$6,500	\$0	\$67,700	\$125,700



FAA ID	Associated City	Airport Name	Airport Management	Business Tenants	Capital Investment	Commercial Visitors	General Aviation Visitors	All Categories
DYA	Demopolis	Demopolis Regional	\$3,900	\$3,900	\$4,200	\$0	\$9,600	\$21,600
3M2	Double Springs	Double Springs-Winston County	\$100	\$0	\$0	\$0	\$0	\$100
14J	Elba	Carl Folsom	\$300	\$3,500	\$1,200	\$0	\$0	\$5,000
EDN	Enterprise	Enterprise Municipal	\$2,400	\$379,000	\$6,700	\$0	\$6,900	\$395,000
EUF	Eufaula	Weedon Field	\$5,800	\$6,400	\$1,100	\$0	\$1,400	\$14,700
GZH	Evergreen	Evergreen Regional - Middleton Field	\$2,000	\$0	\$2,200	\$0	\$1,200	\$5,400
CQF	Fairhope	H.L. Sonny Callahan	\$800	\$152,200	\$23,900	\$0	\$62,700	\$239,600
M95	Fayette	Richard Arthur Field	\$300	\$22,600	\$3,600	\$0	\$1,000	\$27,500
0J4	Floral	Floral Municipal	\$100	\$31,800	\$400	\$0	\$0	\$32,300
5R4	Foley	Foley Municipal	\$100	\$31,600	\$3,400	\$0	\$3,300	\$38,400
4A9	Fort Payne	Isbell Field	\$3,800	\$35,600	\$2,700	\$0	\$9,900	\$52,000
GAD	Gadsden	Northeast Alabama Regional	\$7,500	\$12,300	\$3,200	\$0	\$7,700	\$30,700
33J	Geneva	Geneva Municipal	\$100	\$2,900	\$2,100	\$0	\$1,300	\$6,400
7A0	Greensboro	Greensboro Municipal	\$100	\$3,500	\$200	\$0	\$100	\$3,900
PRN	Greenville	Mac Crenshaw Memorial	\$800	\$800	\$6,900	\$0	\$3,200	\$11,700
JKA	Gulf Shores	Jack Edwards National	\$6,800	\$242,100	\$24,800	\$0	\$162,500	\$436,200
8A1	Guntersville	Guntersville Municipal - Joe Starnes Field	\$3,600	\$256,900	\$17,700	\$0	\$10,200	\$288,400
1M4	Haleyville	Posey Field	\$1,200	\$4,500	\$500	\$0	\$1,000	\$7,200
HAB	Hamilton	Marion County-Rankin Fite	\$1,600	\$2,900	\$4,000	\$0	\$9,100	\$17,600
5M0	Hartselle	Hartselle-Morgan County Regional	\$4,600	\$5,300	\$400	\$0	\$2,700	\$13,000
0J6	Headland	Headland Municipal	\$1,600	\$67,800	\$2,900	\$0	\$13,100	\$85,400
MDQ	Huntsville	Huntsville Executive Airport Tom Sharp Jr. Field	\$1,600	\$2,413,900	\$84,300	\$0	\$125,300	\$2,625,100
4R3	Jackson	Jackson Municipal	\$100	\$0	\$700	\$0	\$0	\$800
JFX	Jasper	Walker County-Bevill Field	\$11,800	\$19,500	\$4,300	\$0	\$86,800	\$122,400
7A3	Lanett	Lanett Municipal	\$3,000	\$0	\$13,500	\$0	\$0	\$16,500
04A	Luverne	Frank Sikes	\$100	\$1,800	\$0	\$0	\$200	\$2,100
A08	Marion	Vaiden Field	\$100	\$0	\$4,900	\$0	\$4,900	\$9,900
BFM	Mobile	Mobile Downtown	\$111,400	\$9,042,600	\$1,238,800	\$0	\$55,300	\$10,448,100
MVC	Monroeville	Monroe County Airport	\$500	\$80,300	\$5,300	\$0	\$1,700	\$87,800
20A	Oneonta	Robbins Field	\$100	\$0	\$1,800	\$0	\$0	\$1,900
71J	Ozark	Ozark Airport - Blackwell Field	\$5,800	\$444,400	\$6,600	\$0	\$49,400	\$506,200
PLR	Pell City	St. Clair County	\$3,800	\$21,600	\$700	\$0	\$52,700	\$78,800
1A9	Prattville	Prattville - Grouby Field	\$0	\$28,100	\$600	\$0	\$12,600	\$41,300
3M8	Reform	North Pickens	\$100	\$0	\$3,500	\$0	\$700	\$4,300
7A5	Roanoke	Roanoke Municipal	\$500	\$0	\$100	\$0	\$0	\$600
M22	Russellville	Bill Pugh Field	\$100	\$1,400	\$1,000	\$0	\$100	\$2,600
1A4	Samson	Logan Field	\$900	\$1,200	\$0	\$0	\$0	\$2,100



FAA ID	Associated City	Airport Name	Airport Management	Business Tenants	Capital Investment	Commercial Visitors	General Aviation Visitors	All Categories
4A6	Scottsboro	Scottsboro Municipal-Word Field	\$2,800	\$0	\$2,900	\$0	\$12,900	\$18,600
SEM	Selma	Craig Field	\$4,100	\$12,400	\$2,800	\$0	\$20,200	\$39,500
2R5	St. Elmo	St. Elmo	\$1,000	\$4,400	\$3,200	\$0	\$5,400	\$14,000
7A6	Stevenson	Stevenson	\$2,400	\$1,800	\$0	\$0	\$400	\$4,600
SCD	Sylacauga	Merkel Field Sylacauga Municipal	\$2,900	\$3,500	\$5,600	\$0	\$4,800	\$16,800
ASN	Talladega	Talladega Municipal	\$5,300	\$51,500	\$3,700	\$0	\$43,700	\$104,200
TOI	Troy	Troy Municipal Airport at N. Kenneth Campbell Field	\$400	\$1,533,500	\$2,600	\$0	\$60,800	\$1,597,300
TCL	Tuscaloosa	Tuscaloosa National	\$37,800	\$369,400	\$15,400	\$0	\$92,700	\$515,300
06A	Tuskegee	Moton Field Municipal	\$1,600	\$17,700	\$1,500	\$0	\$4,100	\$24,900
07A	Union Springs	Franklin Field	\$100	\$0	\$15,100	\$0	\$2,200	\$17,400
M55	Vernon	Lamar County	\$1,600	\$0	\$0	\$0	\$0	\$1,600
08A	Wetumpka	Wetumpka Municipal	\$2,500	\$16,400	\$1,700	\$0	\$4,100	\$24,700
		General Aviation Airports Tax Contribution	\$395,700	\$16,529,900	\$1,615,800	\$0	\$1,376,600	\$19,918,000
		All Airports Tax Contribution	\$1,501,100	\$34,689,400	\$1,980,100	\$9,045,800	\$1,944,100	\$49,160,500

Source: Estimates prepared by Jviation



Table 9-7: Total Estimated Taxes Paid by All Airport and Airport-Supported Activities

FAA ID	Associated City	Airport Name	All Categories
BHM	Birmingham	Birmingham-Shuttlesworth International	\$73,709,800
DHN	Dothan	Dothan Regional	\$9,314,300
HSV	Huntsville	Huntsville International-Carl T Jones Field	\$27,908,200
MOB	Mobile	Mobile Regional	\$24,754,100
MGM	Montgomery	Montgomery Regional (Dannelly Field)	\$18,255,600
MSL	Muscle Shoals	Northwest Alabama Regional	\$966,200
Commercial Airports Tax Contribution			\$154,908,200
0J0	Abbeville	Abbeville Municipal	\$5,200
2A8	Addison	Addison Municipal	\$3,300
EET	Alabaster	Shelby County	\$312,500
8A0	Albertville	Albertville Regional-Thomas J. Brumlik Field	\$822,700
ALX	Alexander City	Thomas C. Russell Field	\$245,800
AIV	Aliceville	George Downer	\$10,300
79J	Andalusia/Opp	South Alabama Regional at Bill Benton Field	\$2,152,900
ANB	Anniston	Anniston Regional	\$229,000
26A	Ashland/Lineville	Ashland/Lineville	\$17,800
0R1	Atmore	Atmore Municipal	\$168,200
AUO	Auburn	Auburn University Regional	\$1,469,100
1R8	Bay Minette	Bay Minette Municipal	\$157,700
EKY	Bessemer	Bessemer	\$1,084,600
12J	Brewton	Brewton Municipal	\$346,100
09A	Butler	Butler-Choctaw County	\$1,800
61A	Camden	Camden Municipal	\$18,600
PYP	Centre	Centre-Piedmont-Cherokee County Regional	\$52,400
0A8	Centreville	Bibb County	\$11,300
5R1	Chatom	Roy Wilcox	\$5,600
02A	Clanton	Chilton County	\$431,300
11A	Clayton	Clayton Municipal	\$5,300
9A4	Courtland	Courtland	\$17,400
CMD	Cullman	Cullman Regional-Folsom Field	\$770,200
4R9	Dauphin Island	Jeremiah Denton	\$29,900
DCU	Decatur	Pryor Field Regional	\$815,800
DYA	Demopolis	Demopolis Regional	\$121,800
3M2	Double Springs	Double Springs-Winston County	\$4,100
14J	Elba	Carl Folsom	\$32,200
EDN	Enterprise	Enterprise Municipal	\$1,044,300
EUF	Eufaula	Weedon Field	\$71,600
GZH	Evergreen	Evergreen Regional - Middleton Field	\$36,000
CQF	Fairhope	H.L. Sonny Callahan	\$1,431,900
M95	Fayette	Richard Arthur Field	\$144,400
0J4	Floral	Floral Municipal	\$193,500
5R4	Foley	Foley Municipal	\$131,500
4A9	Fort Payne	Isbell Field	\$308,100
GAD	Gadsden	Northeast Alabama Regional	\$215,200



FAA ID	Associated City	Airport Name	All Categories
33J	Geneva	Geneva Municipal	\$44,500
7A0	Greensboro	Greensboro Municipal	\$30,300
PRN	Greenville	Mac Crenshaw Memorial	\$86,400
JKA	Gulf Shores	Jack Edwards National	\$2,407,100
8A1	Guntersville	Guntersville Municipal - Joe Starnes Field	\$948,500
1M4	Haleyville	Posey Field	\$51,100
HAB	Hamilton	Marion County-Rankin Fite	\$111,900
5M0	Hartselle	Hartselle-Morgan County Regional	\$65,800
0J6	Headland	Headland Municipal	\$430,600
MDQ	Huntsville	Huntsville Executive Airport Tom Sharp Jr. Field	\$6,972,900
4R3	Jackson	Jackson Municipal	\$11,300
JFX	Jasper	Walker County-Bevill Field	\$769,300
7A3	Lanett	Lanett Municipal	\$117,600
04A	Luverne	Frank Sikes	\$14,300
A08	Marion	Vaiden Field	\$81,500
BFM	Mobile	Mobile Downtown	\$69,247,700
MVC	Monroeville	Monroe County Airport	\$568,100
20A	Oneonta	Robbins Field	\$18,100
71J	Ozark	Ozark Airport - Blackwell Field	\$1,604,300
PLR	Pell City	St. Clair County	\$511,400
1A9	Prattville	Prattville - Grouby Field	\$274,100
3M8	Reform	North Pickens	\$42,300
7A5	Roanoke	Roanoke Municipal	\$6,900
M22	Russellville	Bill Pugh Field	\$24,000
1A4	Samson	Logan Field	\$13,600
4A6	Scottsboro	Scottsboro Municipal-Word Field	\$112,600
SEM	Selma	Craig Field	\$232,600
2R5	St. Elmo	St. Elmo	\$67,900
7A6	Stevenson	Stevenson	\$32,400
SCD	Sylacauga	Merkel Field Sylacauga Municipal	\$114,300
ASN	Talladega	Talladega Municipal	\$728,200
TOI	Troy	Troy Municipal Airport at N. Kenneth Campbell Field	\$10,715,400
TCL	Tuscaloosa	Tuscaloosa National	\$2,818,300
06A	Tuskegee	Moton Field Municipal	\$170,600
07A	Union Springs	Franklin Field	\$150,800
M55	Vernon	Lamar County	\$13,600
08A	Wetumpka	Wetumpka Municipal	\$126,000
		General Aviation Airports Tax Contribution	\$112,655,700
		All Airports Tax Contribution	\$267,563,900

Source: Estimates prepared by Jviation



10 Estimate of Non-Aviation Employment Benefitting from Airports

Throughout the state, there are many companies and employees whose jobs benefit from aviation. By using various facets of aviation, employers and workers in Alabama improve their efficiency. Examples of how aviation helps improve business efficiency throughout the state follow:

- **General Aviation:** There are many companies in Alabama that own, rent, or charter general aviation aircraft. Using general aviation for business travel can reduce travel time from days to hours. Companies use general aviation to expand their market area, visit clients, stay connected with other offices, and monitor the status of ongoing projects.
- **Commercial Aviation:** Hundreds of companies in Alabama have employees who travel on scheduled commercial airline flights to support their work assignments. Scheduled commercial airline flights enable Alabama workers to travel to destinations throughout the United States and around the world. No other mode of travel provides similar efficiency for long distance travel.
- **Air Shipments:** Companies, both large and small, throughout the state rely on and benefit from shipments they receive and send by air. In some instances, these can be traditional air cargo shipments of heavy freight or they might be the just-in-time shipments of small parts needed for supply chain management.

Aviation is a tool that contributes to the efficiency and success of many companies in Alabama. Alabama jobs that gain efficiency from using aviation, identified in this section, have not been previously estimated or identified in this study. It is important to note that the jobs identified in this section are not 100% aviation dependent, but aviation helps these employees and their companies be successful.

Just some examples of non-aviation jobs that are supported in Alabama by study airports follow:

- Patients hospitals across the state often require organ transplants. Often when organs become available, a physician from the hospital is flown on a charter plane to harvest organs and bring them back to Alabama. There, a team of surgeons will complete the medical procedure. While the jobs of these physicians are not completely dependent on aviation, this example demonstrates how there are jobs in the medical profession that rely on aviation to make life saving surgery possible.
- Hundreds of companies across the state such as Alabama Power in Birmingham, Austal USA in Mobile, Hyundai Motor Manufacturing Alabama in Montgomery, Regions Bank in Birmingham, Mercedes Benz U.S. International in Tuscaloosa, Boeing in Huntsville, and Honda Manufacturing of Alabama in Lincoln have staff that travel on a frequent basis. While the jobs of these employees are not 100% reliant on aviation, because employees can travel on commercial or general aviation aircraft, the companies improve their efficiency. Employment for companies throughout the state who have employees that use commercial or general aviation has not previously been measured or quantified in this report.
- Both Auburn University and the University of Alabama have employees who make recruiting trips across the country. Both universities also use aviation as a method for outreach for their endowments and philanthropies. While employees who carry out these functions for both schools do not rely exclusively on aviation to support their jobs, their jobs do benefit immensely from being able to use and rely on air travel.

The IMPLAN model was used to identify jobs throughout the state that have improved efficiency because they rely on or benefit from some facet of aviation. Additional work completed as part of Alabama's Statewide Economic Impact Study shows that there are an estimated 40,600 jobs that have improved efficiency because of aviation. These 40,600 jobs represent roughly two percent of all employment statewide. As noted, these jobs are in addition to those previously identified in this study for airport management, airport tenants, capital investment spending, and visitor spending.



11 Summary and Conclusions

The Alabama Statewide Airport Economic Impact Study includes an analysis that estimates total statewide annual economic impacts for 80 public use airports. As applicable, economic impacts are estimated for the following categories: airport management, business tenants, capital investment, general aviation visitor spending, and commercial visitor spending. 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 total annual impacts for the 80 ALDOT study airports are:

- Employment: **44,399**
- Annual Payroll: **\$1.9 billion**
- Annual Spending: **\$3.1 billion**
- Annual Economic Activity: **\$4.9 billion**
- Annual State and Local Tax Revenues: **\$267.6 million**

The \$4.9 billion in total annual economic activity that is airport-supported represents about 2.1 percent of Alabama's gross state product.



Source: Guntersville Municipal Airport