



Georgia Department of Transportation



EXECUTIVE SUMMARY

• 2020 STATEWIDE AIRPORT ECONOMIC IMPACT STUDY •



OCTOBER 2020

GEORGIA AIRPORTS MEAN BUSINESS

Georgia is served by an extensive and well-developed system of 103 public general aviation and commercial airports. These airports:

- Provide essential transportation links
- Support a variety of users
- Generate significant economic activity
- Add to the quality of life for Georgia residents, businesses, and visitors

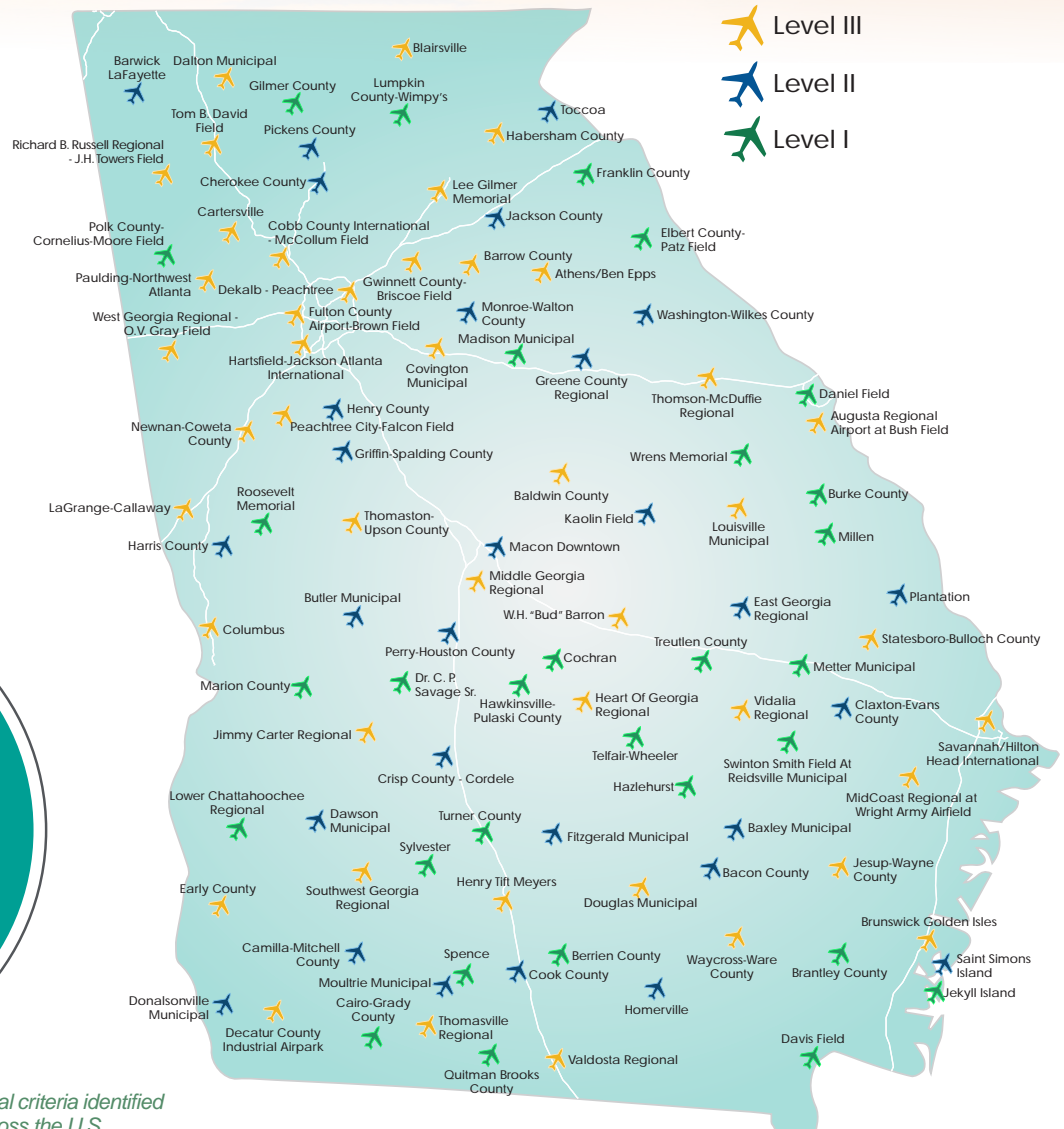
In 2019, the Georgia Department of Transportation (GDOT) initiated a Statewide Airport Economic Impact Study to determine the annual impact of the state’s public airports. The study estimated the economic impact for 102 airports in this document; these are referred to as the study airports. The economic impact for the world’s busiest commercial airport, Hartsfield-Jackson Atlanta International Airport (ATL), was obtained from a separate study conducted by the City of Atlanta. Since a similar approach was used to estimate annual economic impacts for ATL, the findings from the two separate efforts are combined to produce an overall statewide economic impact total. It is important to note that all economic impacts documented in this report reflect pre-COVID conditions for all airports.

GDOT Assigned Roles for Public Airports

Within the Georgia airport system, airports are assigned to one of three levels. Each level has a designated set of facility and service objectives that are considered desirable to meet typical customer and user needs. Level III airports are the most highly developed. Levels for each airport are shown here.

State Roles for Georgia Airports

- Level III
- Level II
- Level I



According to *Site Selection Magazine*,


GEORGIA IS RANKED AS THE #1 STATE FOR DOING BUSINESS*


*The 2019 ranking is based on a variety of locational criteria identified and evaluated by corporate site selectors from across the U.S.


KEY STUDY FINDINGS

When annual economic activity for all Georgia airports was last measured in 2011, it was estimated at \$62.6 billion. This study indicates total statewide economic activity has now increased to \$73.7 billion. The following table shows total annual statewide economic impacts for all Georgia airports, including Hartsfield-Jackson Atlanta International Airport. The remainder of this report discusses how economic impacts were derived and provides more information on the benefits of airports in Georgia.

When all Georgia airports, including Hartsfield-Jackson Atlanta International, are considered, the airports support:

- 

450,502 total statewide jobs
- 

These jobs have an annual payroll of **\$20.2 Billion**
- 

Annual economic activity associated with the airports is **\$73.7 Billion**

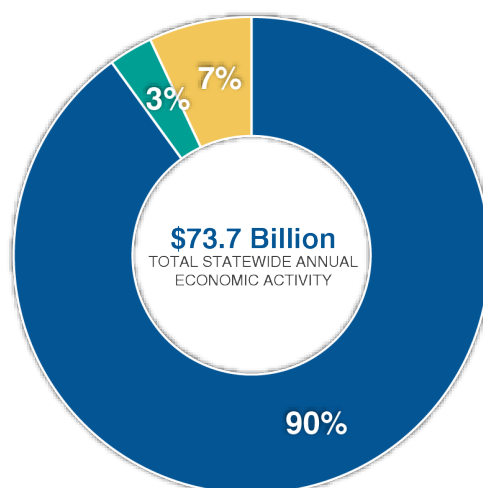
SUMMARY OF ANNUAL ECONOMIC IMPACT




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

*2016-2017 Technical Report, City of Atlanta Economic Impact Study; airport jobs include on-airport plus off-airport air cargo/freight jobs. All impacts reported here are pre-COVID.

DISTRIBUTION OF STATEWIDE ANNUAL ECONOMIC ACTIVITY

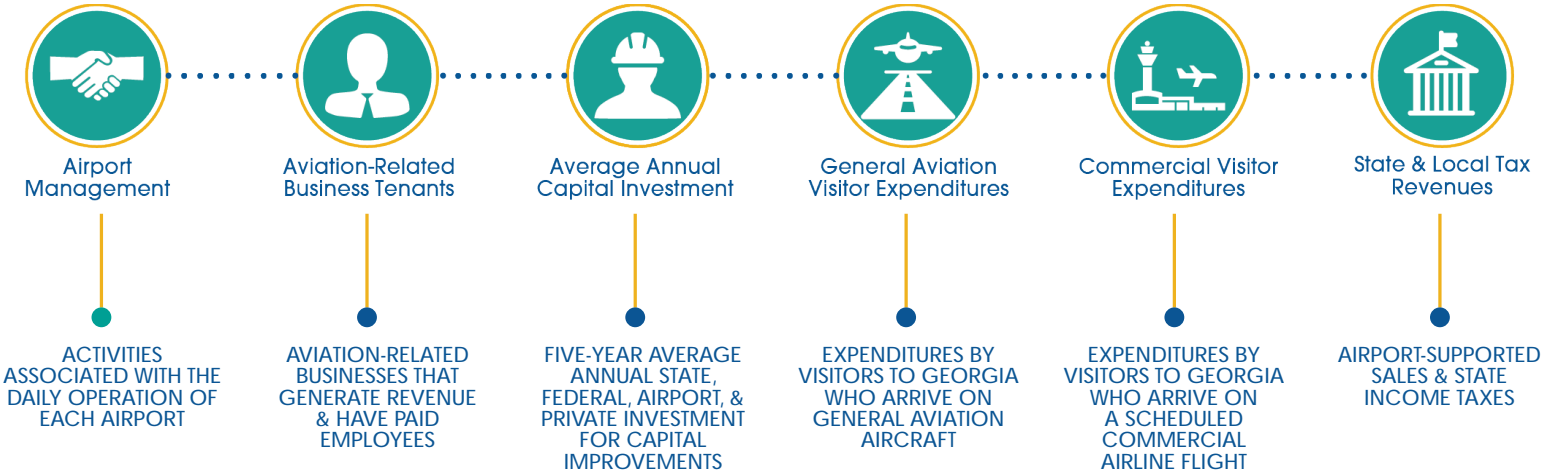
As this graph shows, when all annual statewide economic activity is considered, Hartsfield-Jackson Atlanta International Airport accounts for 90 percent of all economic activity. The other commercial airports account for 7 percent of all annual economic activity, and general aviation airports account for the remaining 3 percent of all statewide economic activity.



-  Hartsfield-Jackson Atlanta International Airport
-  General Aviation Study Airports
-  Commercial Study Airports

ECONOMIC IMPACT CATEGORIES

Impacts, as applicable, were established by airport for the categories shown below.



ECONOMIC IMPACT MEASUREMENTS

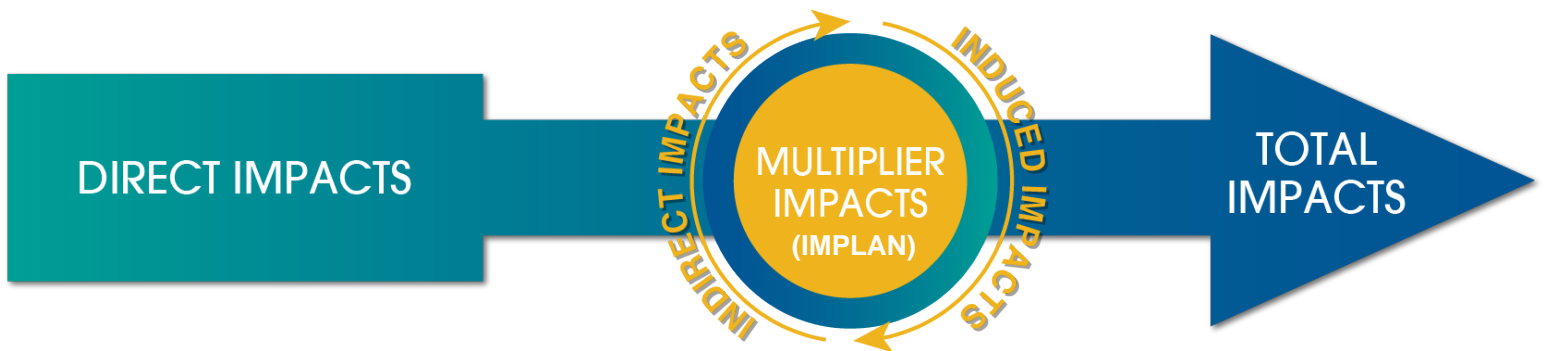
This study used the following measurements to document airport-specific and statewide annual economic impacts:

- EMPLOYMENT** — All jobs that are in some way airport-supported.
- ANNUAL PAYROLL** — Annual income earned by all employees that are airport-supported.
- ANNUAL SPENDING** — Annual funds expended to operate the airport, an aviation business, or improve airports in the state. Spending also includes money associated with visitor expenditures that are non-payroll related.
- ANNUAL ECONOMIC ACTIVITY** — Combined payroll and spending which represents the total flow of all economic impacts from the airports into the state's economy.

STUDY METHODOLOGY

The study used an approach consistent with Federal Aviation Administration (FAA) guidelines to estimate annual economic impacts for the study airports. Data was collected through interviews and surveys to identify **direct** economic impacts. Direct impacts are the first stage of the economic impact cycle. An econometric input/output model (**IMPLAN**) was used to estimate **indirect** and **induced** impacts, sometimes known as multiplier impacts, which trigger additional economic impacts.

Indirect and induced impacts are experienced in the state's economy as a result of the initial direct impacts. When summed, direct, indirect, and induced impacts equal **total economic 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.



The following sections summarize total impacts by category for the 102 study airports. Impacts for Hartsfield-Jackson Atlanta International Airport are not reported in the following sections of this summary.

AIRPORT MANAGEMENT IMPACT CATEGORY

Study airports have employees dedicated to day-to-day airport operations. Some employees in this category work at the airport, while others may work off-airport in other city and county office locations. Airport management employees can be full-time, part-time, or seasonal. For this analysis, all less than full-time jobs in all impact categories were converted to reflect full-time equivalent jobs/employment, sometimes referred to as FTEs.

Airports have annual spending to support their operations. Airport spending includes, but is not limited to, items such as utilities, insurance, supplies, and routine maintenance. For this category, spending does not include payroll or capital investment. Statewide annual economic impacts in the airport management category for the study's commercial and general aviation airports are shown below.

Statewide Annual Economic Impacts - Airport Management Category

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





There are **581 different aviation business tenants** at study airports. These businesses **employ 19,661 individuals**. These individuals have an average annual payroll that exceeds **\$83,000**.

BUSINESS TENANT IMPACT CATEGORY

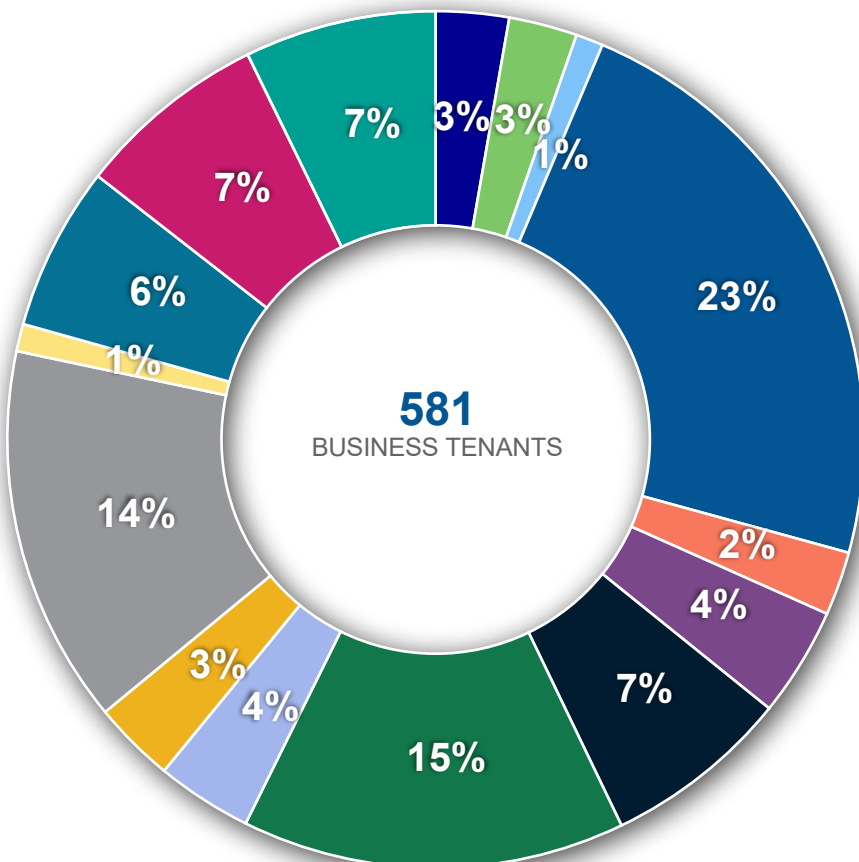
Study airports have business tenants that provide aviation-related services. Flight instructors, aerial applicators, fixed base operators (FBOs), corporate flight departments, airlines, Transportation Security Administration (TSA), and terminal concessionaires are examples of business tenants. For a business tenant to be considered in this analysis, they need to be a company that provides aviation-related services with paid employees working to support aircraft or airport customers.

Similar to impacts in other categories, business tenants have employment, payroll, spending, and annual economic activity impacts. Business tenants have spending to support their operations; business tenant spending does not include payroll or capital investment. Annual statewide economic impacts from business tenants at study airports are shown below.

Statewide Annual Economic Impacts - Business Tenants Category

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

Distribution of Business Tenants by Service Type



CATEGORY	NUMBER OF BUSINESSES
Aircraft Maintenance/Manufacturing	133
Corporate Flight Department	84
Flight Instruction	83
Government	42
Other	42
Concession	41
Rental Car	36
Charter	24
FBO (≥ 6 FTE)	21
FBO (< 6 FTE)	18
Aerial Applicator	16
Air Ambulance	15
Airline	14
Air Cargo	6
Military	6

AVERAGE ANNUAL CAPITAL INVESTMENT IMPACTS

Capital projects are undertaken using local, state, federal, and private funds. Since the nature of capital improvement projects can be cyclical, each airport's capital investment history over a five-year period (2015-2019) was considered to estimate impacts in this category. Impacts in this category take place when projects are being planned, permitted, designed, engineered, and implemented. Direct average annual capital investment for each study airport is entered into the IMPLAN model to estimate direct employment and payroll supported by the airport's direct average annual capital investment. Annual statewide economic impacts in the capital investment category are shown below.

Statewide Annual Economic Impacts - Capital Investment Category

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



AVERAGE ANNUAL CAPITAL INVESTMENT

**IMPLAN MODEL
USED TO
DETERMINE**



DIRECT EMPLOYMENT & DIRECT PAYROLL

On average per year, \$217 million is invested to improve study airports.



GENERAL AVIATION VISITOR EXPENDITURE IMPACTS

The study concluded that approximately **357,000 general aviation aircraft arrivals** bring approximately **1.4 million general aviation visitors** annually to all study airports. General aviation is often selected for its efficiency, especially for business travel. Trips can be made in a day without an overnight stay. Study surveys indicate that average general aviation **visitor expenditures per trip range from \$54 to \$192**. After direct visitor expenditures by airport are developed, the IMPLAN model is used to determine the direct employment and payroll supported by visitor expenditures. The table below shows total statewide annual economic impacts associated with general aviation visitor expenditures in Georgia.

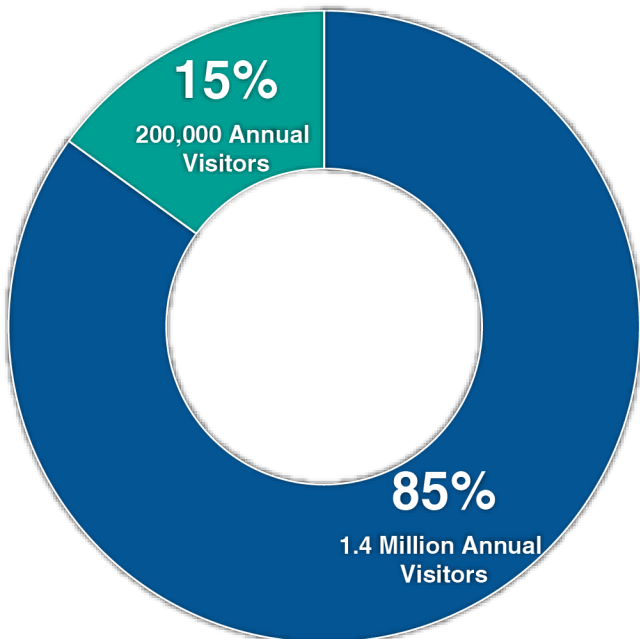
Statewide Annual Economic Impacts - General Aviation Visitor Expenditure Category

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



Over **700 general aviation visitors** completed surveys that identified impacts in this category. The visitor surveys provided information on the distribution of visitor expenditures between categories such as lodging, food, ground transportation, retail, and entertainment. An estimated **85 percent of all general aviation visitors arrive via one of the general aviation airports**, while the remaining **15 percent arrive on a general aviation aircraft at a commercial airport**. Statewide, on average, 56 percent of all general aviation visitor trips are “day-only” which limits spending opportunities.

Distribution of Annual General Aviation Visitors



AN ESTIMATED 1.4 MILLION VISITORS ARRIVE IN GEORGIA EACH YEAR ON GENERAL AVIATION AIRCRAFT

- General Aviation Visitors using General Aviation Airports
- General Aviation Visitors using Commercial Service Airports

COMMERCIAL VISITOR EXPENDITURE IMPACTS

The study investigated impacts related to commercial visitors arriving at seven commercial airports in Georgia. A portion of each airport’s annual enplanements (boarding passengers) are residents of the airport market area, and the remainder are visitors. The distribution between resident and visitor enplanements varies by airport. As a percent of total enplanements, visitors range from a high of 60 percent to a low of 37 percent of all annual enplanements. Information from the United States Department of Transportation (USDOT) is used to establish resident versus visitor enplanements for each commercial airport.

Visitors provided information on the length of their stay and spending in categories which include lodging, food, ground transportation, entertainment, and retail. The table below shows visitors and average expenditures per trip by airport. Annual statewide impacts from commercial visitor expenditures at the seven commercial service study airports are also reported below.

Percent Visitors and Spending per Visitor for Commercial Study Airports

FAA ID	Associated City	Airport Name	Total Annual Commercial Visitors	Percent of Total Enplanements that are Visitors	Average Expenditure per Visitor Trip
ABY	Albany	Southwest Georgia Regional	18,951	46%	\$310
AGS	Augusta	Augusta Regional Airport at Bush Field	148,580	44%	\$480
BQK	Brunswick	Brunswick-Golden Isles	23,488	56%	\$560
CSG	Columbus	Columbus	29,810	59%	\$400
MCN	Macon	Middle Georgia Regional	9,901	50%	\$410
SAV	Savannah	Savannah/Hilton Head International	895,013	60%	\$550
VLD	Valdosta	Valdosta Regional	16,598	37%	\$380
Commercial Airports Total			1,142,341	57%	\$440

Over 7,500 commercial visitor surveys helped to provide estimates of average spending per visitor per trip at the commercial airports. Over 1.1 million visitors come to Georgia each year on commercial flights at the seven commercial study airports.

Statewide Annual Economic Impacts - Commercial Visitor Expenditure Category

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

Does not include information for Hartsfield-Jackson Atlanta International Airport

TOTAL ANNUAL STATEWIDE ECONOMIC IMPACTS FOR STUDY AIRPORTS

Total statewide annual economic impacts for the study airports are summarized in the table below. The totals include direct impacts, identified through study research, and indirect/induced impacts estimated using the IMPLAN model. Economic activity is the sum of payroll and spending for all economic impact categories.

Total Annual Statewide Economic Impacts for Study Airports

	Employment	Payroll	Spending	Economic Activity
Airport Management	1,522	\$57,315,800	\$185,526,700	\$242,842,500
Airport Business Tenants	47,653	\$2,952,590,500	\$1,861,615,500	\$4,814,206,000
Capital Investment	2,717	\$83,807,000	\$343,097,900	\$426,904,900
General Aviation Visitor Expenditures	4,851	\$131,289,400	\$203,512,200	\$334,801,600
Commercial Visitor Expenditures	10,517	\$281,769,200	\$845,852,000	\$1,127,621,200
Total	67,260	\$3,506,771,900	\$3,439,604,300	\$6,946,376,200

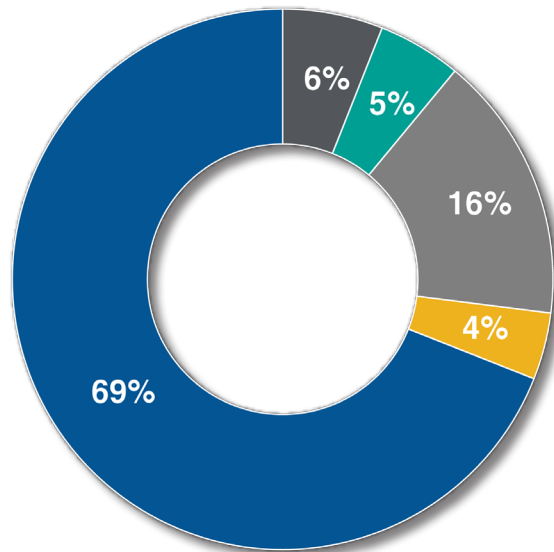
Does not include information for Hartsfield-Jackson Atlanta International Airport



This graph shows that for the study airports, the business tenants account for the highest statewide impact as measured by economic activity. Combined, all study airports are responsible for supporting **\$6.9 billion in annual economic activity** in Georgia. This activity supports **67,260 jobs** that have an annual payroll of **\$3.5 billion**.

DISTRIBUTION OF TOTAL ANNUAL ECONOMIC IMPACTS BY CATEGORY

\$6.9 BILLION IN TOTAL ANNUAL ECONOMIC ACTIVITY FOR STUDY AIRPORTS



- Airport Management - \$243 million
- Airport Business Tenants - \$4.8 billion
- Capital Investment - \$427 million
- General Aviation Visitors - \$335 million
- Commercial Visitors - \$1.1 billion

SALES AND INCOME TAX REVENUE IMPACTS

The study airports are responsible for supporting certain activities that contribute to state and local tax revenues. For this analysis, state and local tax revenue estimates are based only on direct impacts and tax rates are specific to each airport. Tax revenues from study airports considered:

- Sales tax collected on airport and business tenant expenditures
- Sales tax paid on the taxable portion of materials needed to implement capital projects
- Sales tax paid on expenditures by commercial and general aviation visitors
- Sales tax paid on typical annual expenditures by employees whose jobs are airport-supported
- State income tax paid by employees whose jobs are airport-supported

Annual sales and income tax revenues from study airports are estimated at \$283.3 million. Tables at the end of this summary report show annual state and local tax revenues for each study airport.

A separate study, commissioned by the City of Atlanta for Hartsfield-Jackson Atlanta International Airport, also estimated state and local tax revenues. While the sources for these tax revenues are not identified, the City's study did separate tax revenues supported by just direct impacts. These state and local tax revenues from ATL's direct impacts are reflected in the table below.

Estimated Annual State and Local Tax Revenues from all Georgia Airports



*Note: State & local tax revenues for Hartsfield-Jackson Atlanta International Airport (ATL) were obtained from a study conducted by the City of Atlanta.





BUSINESS USE OF AVIATION AND JOBS THAT GAIN EFFICIENCY FROM AIRPORTS

Businesses rely on airports to improve their efficiency. This study identified countless examples of employers in communities around the state that rely on airports as an essential business tool. Airports often reduce travel times from days to hours. Businesses prosper in small communities with the help of their local airport. Employees of manufacturing businesses, construction companies, universities, hospitals, state and federal agencies, tourist destinations, and others rely on Georgia airports. The economic impact study conducted by the City Atlanta for Hartsfield-Jackson Atlanta International Airport identified 58,120 off-airport jobs in the air cargo and air freight sectors of the state's economy that are airport dependent. In addition to these off-airport jobs, this study estimates that there are approximately **65,115 other jobs** throughout Georgia that gain efficiency from using Georgia airports. These jobs are in addition to the previously identified airport-supported jobs for the study airports and for Hartsfield-Jackson Atlanta International Airport.

ECONOMIC IMPACT OF MILITARY AIRFIELDS IN GEORGIA

The economic impacts associated with a military unit co-located at one of the 102 civilian study airports were previously considered as part of the business tenant impacts. Three of the study airports have military units; these units support 1,500 direct jobs and generate an estimated \$126.7 million in annual economic activity. In addition, there are five separate military airfields that contribute to the economic impact of aviation in Georgia. Economic impacts for these bases were obtained from other sources and were not estimated as part of this study. Total annual economic impacts associated with each base is summarized below. These aviation-related military impacts are in addition to those previously estimated for the 102 study airports and Hartsfield-Jackson Atlanta International Airport.

Annual Economic Impacts of Military Airfields in Georgia

Base Name	Total Employment	Total Annual Economic Activity
Dobbins Air Reserve Base	2,433	\$164.6 million
Fort Benning	21,900	\$4.8 billion
Fort Stewart and Hunter Army Airfield	24,419	\$4.9 billion
Moody Air Force Base	10,332	\$430.7 million
Robins Air Reserve Base	22,257	\$2.9 billion
Total	81,341	\$13.2 billion

See GDOT Statewide Airport Economic Impact Study Technical Report for data sources.

Georgia airports connect to over 19,000 airports in the U.S. and more than 40,000 airports around the world.

Information from FAA’s National Offload Program (2018 NOP) which tracks aircraft activity was used to show how Georgia airports connect residents, businesses, and visitors to international and domestic locations. Connectivity provided by Georgia airports is critical to the economic vitality of our state.

INTERNATIONAL GENERAL AVIATION NON-STOP FLIGHTS



Source: FAA NOP Data

INFORMATION ON INTERNATIONAL GENERAL AVIATION FLIGHTS

- 62 percent of all Georgia airports support general aviation flights to international cities in 68 different countries.
- General aviation flights reach 287 different international destinations.
- The longest route flown by a general aviation aircraft from Georgia is to Abu Dhabi, 7,613 air miles.
- International flights by region: 23 percent Canada; 40 percent Central/South America & Caribbean Islands; 29 percent Europe and the Middle East; and 8 percent Other.



Information on Georgia's Commercial Airline Flights

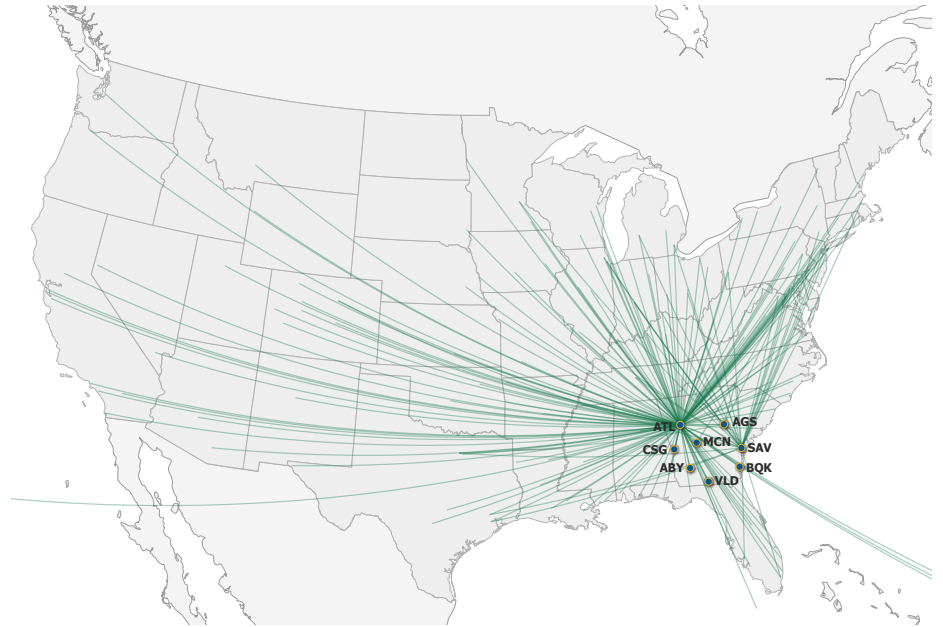
- 8 airports in Georgia have scheduled commercial airline flights
- 22 different commercial airlines provide service to Georgia airports
- There are more than 1,400 total daily commercial airline departures from all Georgia commercial airports
- Top city destinations for Georgia's commercial travelers are New York, Boston, Los Angeles, Fort Lauderdale, and Chicago
- Top destinations by state for Georgia's commercial travelers are Florida, New York, Texas, California, and Illinois



Information on Georgia's General Aviation Flights

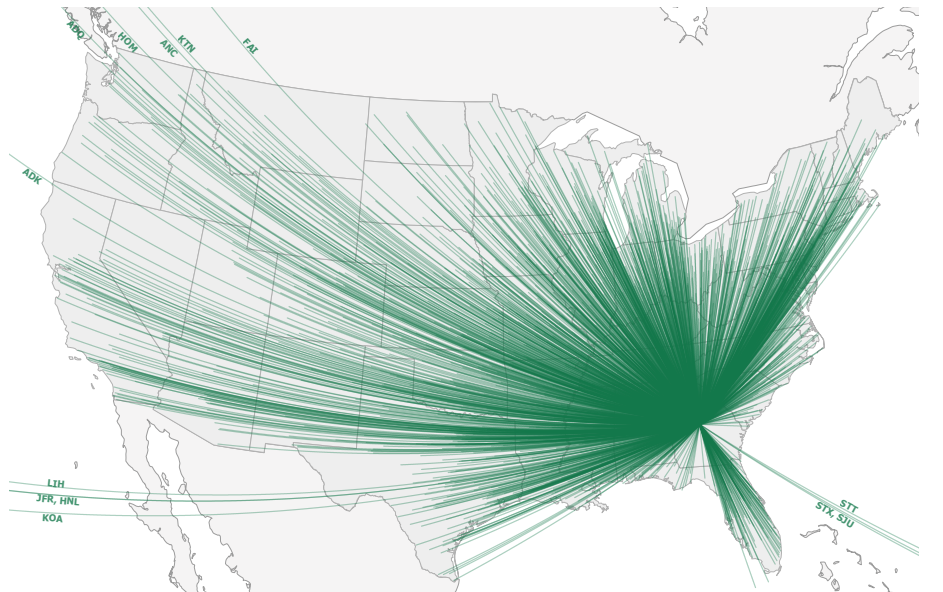
- Over 1,535 domestic destinations are served non-stop by general aviation flights departing Georgia airports
- Approximately 28 percent of all general aviation flights are from one Georgia airport to another
- The longest domestic route flown by a general aviation aircraft is from Savannah to Honolulu, approximately 4,706 air miles
- The top 5 destination states for Georgia's general aviation flights are Florida, North Carolina, Alabama, South Carolina, and Tennessee
- The top 5 city destinations for Georgia's general aviation flights are Jacksonville, Orlando, Tampa, Houston, and Greenville (SC)

COMMERCIAL NON-STOP DOMESTIC FLIGHTS



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

GENERAL AVIATION NON-STOP DOMESTIC FLIGHTS



Source: FAA NOP Data

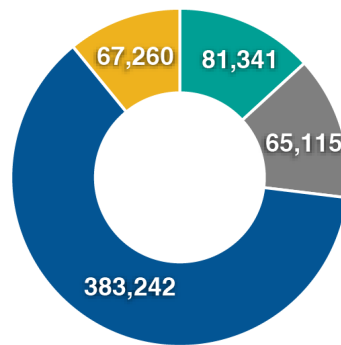
SUMMARY OF STATEWIDE AIRPORT ECONOMIC IMPACTS

Public airports and military airfields provide significant annual positive economic impacts for Georgia's economy. These impacts are summarized below. Total annual impacts for each individual airport follow on subsequent pages. Statewide and airport-specific economic impacts reported in this document reflect pre-COVID conditions.



TOTAL STATEWIDE EMPLOYMENT | 596,958

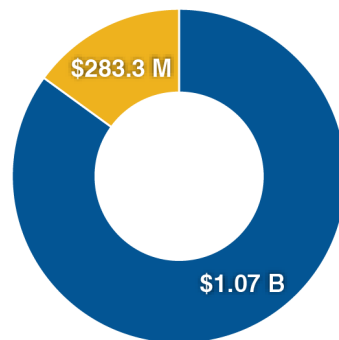
This total employment of 596,958 represents 13 percent of all statewide employment in Georgia.



- Employment All Study Airports
- Employment Hartsfield-Jackson Atlanta International Airport
- Employment Gaining Efficiency from Airports/Aviation
- Employment from Military Airfields

TOTAL STATE AND LOCAL TAX REVENUES | \$1.35 BILLION

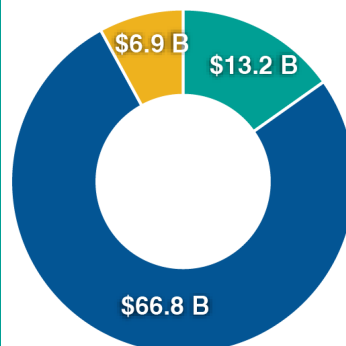
Considering only direct impacts, study airports support \$196.5 million in annual sales tax revenue and \$86.6 million in state income tax revenue.



- State and Local Tax Revenues from Study Airports
- State and Local Tax Revenue Impacts from Hartsfield-Jackson Atlanta International Airport

TOTAL ANNUAL STATEWIDE ECONOMIC ACTIVITY | \$86.9 BILLION

Total annual economic activity represents nearly 15 percent of Georgia's State Gross Product of \$592.2 billion.



- Annual Economic Activity from Study Airports
- Annual Economic Activity from Hartsfield-Jackson Atlanta International Airport
- Annual Economic Activity from Georgia's Military Airfields

Payroll + Spending = Total Annual Economic Activity

Associated City	Airport Name	Total Employment	Total Payroll	Total Spending	Total Annual Economic Activity	Total State & Local Tax Revenues
Commercial Study Airports						
Albany	Southwest Georgia Regional	614	\$20,163,900	\$42,828,400	\$62,992,300	\$2,666,710
Augusta	Augusta Regional at Bush Field	2,639	\$101,017,100	\$184,690,600	\$285,707,700	\$12,986,650
Brunswick	Brunswick-Golden Isles	1,615	\$86,787,900	\$68,142,000	\$154,929,900	\$5,862,890
Columbus	Columbus	711	\$28,528,300	\$66,025,100	\$94,553,400	\$4,155,450
Macon	Middle Georgia Regional	1,640	\$99,078,300	\$54,778,800	\$153,857,100	\$5,582,910
Savannah	Savannah/Hilton Head International	44,786	\$2,550,306,500	\$1,663,847,800	\$4,214,154,300	\$169,399,240
Valdosta	Valdosta Regional	362	\$12,655,000	\$24,597,800	\$37,252,800	\$1,808,260
Commercial Service Airports Subtotal		52,367	\$2,898,537,000	\$2,104,910,500	\$5,003,447,500	\$202,462,110
Atlanta	Hartsfield-Jackson Atlanta International Airport	383,242	\$16,735,200,000	\$50,015,800,000	\$66,751,000,000	\$1,065,000,000
Commercial Service Airports Total		435,609	\$19,633,737,000	\$52,120,710,500	\$71,754,447,500	\$1,267,462,110
General Aviation Study Airports - Level III						
Americus	Jimmy Carter Regional	35	\$1,128,200	\$3,159,700	\$4,287,900	\$190,190
Athens	Athens-Ben Epps	332	\$10,051,200	\$17,790,400	\$27,841,600	\$1,219,810
Atlanta	Atlanta Regional-Falcon Field (Peachtree City)	801	\$33,896,900	\$126,254,700	\$160,151,600	\$6,534,140
Atlanta	Cobb County International-McCollum Field	954	\$38,563,000	\$90,775,300	\$129,338,300	\$4,639,810
Atlanta	Covington Municipal	148	\$5,981,900	\$12,910,900	\$18,892,800	\$763,690
Atlanta	DeKalb-Peachtree	2,602	\$111,200,300	\$260,947,100	\$372,147,400	\$16,900,710
Atlanta	Fulton County-Brown Field	2,089	\$116,744,300	\$225,286,200	\$342,030,500	\$15,441,590
Atlanta	Newnan-Coweta County	447	\$16,825,300	\$23,303,100	\$40,128,400	\$1,521,400
Bainbridge	Decatur County Industrial Air Park	45	\$1,390,000	\$2,910,200	\$4,300,200	\$203,840
Blairsville	Blairsville	65	\$2,822,000	\$5,433,900	\$8,255,900	\$352,940
Blakely	Early County	8	\$199,300	\$554,200	\$753,500	\$31,170
Calhoun	Tom B. David Field	112	\$4,362,900	\$7,840,800	\$12,203,700	\$487,200
Carrollton	West Georgia Regional-O.V. Gray Field	120	\$4,581,300	\$10,461,500	\$15,042,800	\$591,840
Cartersville	Cartersville	697	\$33,741,900	\$80,085,900	\$113,827,800	\$4,643,230
Cornelia	Habersham County	98	\$2,958,800	\$9,000,800	\$11,959,600	\$446,940
Dalton	Dalton Municipal	71	\$2,248,400	\$5,533,400	\$7,781,800	\$309,790
Douglas	Douglas Municipal	102	\$3,908,000	\$7,145,000	\$11,053,000	\$469,550

Associated City	Airport Name	Total Employment	Total Payroll	Total Spending	Total Annual Economic Activity	Total State & Local Tax Revenues
Dublin	W.H. "Bud" Barron	22	\$601,300	\$1,829,100	\$2,430,400	\$102,530
Eastman	Heart of Georgia Regional	646	\$24,164,600	\$27,839,700	\$52,004,300	\$2,175,370
Gainesville	Lee Gilmer Memorial	216	\$5,913,200	\$15,159,200	\$21,072,400	\$913,620
Hinesville	MidCoast Regional at Wright Army Airfield	96	\$3,573,700	\$4,848,700	\$8,422,400	\$275,560
Jesup	Jesup-Wayne County	15	\$471,600	\$1,221,700	\$1,693,300	\$78,430
LaGrange	LaGrange-Callaway	125	\$5,266,000	\$11,269,400	\$16,535,400	\$656,020
Lawrenceville	Gwinnett County-Briscoe Field	1,185	\$46,966,300	\$93,239,300	\$140,205,600	\$5,146,340
Louisville	Louisville Municipal	21	\$629,500	\$1,318,800	\$1,948,300	\$82,490
Milledgeville	Baldwin County	36	\$1,468,300	\$4,702,200	\$6,170,500	\$258,730
Rome	Richard B. Russell Regional-J.H. Towers Field	146	\$4,034,900	\$10,498,700	\$14,533,600	\$622,230
Statesboro	Statesboro-Bulloch County	95	\$2,925,300	\$6,044,000	\$8,969,300	\$370,020
Thomaston	Thomaston-Upson County	183	\$5,897,100	\$16,724,300	\$22,621,400	\$919,530
Thomasville	Thomasville Regional	111	\$4,890,000	\$15,741,800	\$20,631,800	\$774,370
Thomson	Thomson-McDuffie Regional	49	\$1,688,100	\$4,180,700	\$5,868,800	\$249,890
Tifton	Henry Tift Myers	42	\$1,249,400	\$4,097,600	\$5,347,000	\$231,490
Vidalia	Vidalia Regional	44	\$1,286,400	\$3,224,900	\$4,511,300	\$165,330
Waycross	Waycross-Ware County	53	\$1,798,200	\$4,866,700	\$6,664,900	\$296,000
Winder	Barrow County	284	\$10,761,100	\$12,389,300	\$23,150,400	\$798,700
General Aviation Study Airports - Level III Subtotal		12,095	\$514,188,700	\$1,128,589,200	\$1,642,777,900	\$68,864,490
General Aviation Study Airports - Level II						
Adel	Cook County	24	\$677,700	\$1,794,500	\$2,472,200	\$98,870
Alma	Bacon County	13	\$380,500	\$951,700	\$1,332,200	\$56,660
Atlanta	Paulding-Northwest Atlanta	68	\$2,225,600	\$4,984,300	\$7,209,900	\$271,820
Baxley	Baxley Municipal	25	\$753,000	\$1,955,400	\$2,708,400	\$116,080
Brunswick	Saint Simons Island	488	\$13,688,300	\$29,539,100	\$43,227,400	\$1,743,070
Butler	Butler Municipal	13	\$373,000	\$1,232,400	\$1,605,400	\$62,180
Camilla	Camilla-Mitchell County	63	\$2,652,800	\$5,380,900	\$8,033,700	\$291,850
Canton	Cherokee County	114	\$3,739,200	\$6,815,000	\$10,554,200	\$383,310

Associated City	Airport Name	Total Employment	Total Payroll	Total Spending	Total Annual Economic Activity	Total State & Local Tax Revenues
Claxton	Claxton-Evans County	26	\$1,001,100	\$3,083,700	\$4,084,800	\$173,130
Cordele	Crisp County-Cordele	35	\$1,272,300	\$1,660,500	\$2,932,800	\$128,500
Dawson	Dawson Municipal	28	\$1,414,300	\$1,888,700	\$3,303,000	\$129,780
Donalsonville	Donalsonville Municipal	60	\$1,954,100	\$3,479,200	\$5,433,300	\$223,760
Fitzgerald	Fitzgerald Municipal	17	\$450,200	\$943,200	\$1,393,400	\$57,360
Greensboro	Greene County Regional	44	\$1,595,800	\$2,996,400	\$4,592,200	\$180,880
Griffin	Griffin-Spalding County	231	\$10,735,600	\$14,063,300	\$24,798,900	\$905,370
Hampton	Henry County	154	\$5,507,300	\$11,343,100	\$16,850,400	\$634,250
Homerville	Homerville	46	\$1,406,700	\$5,774,600	\$7,181,300	\$267,650
Jasper	Pickens County	23	\$686,500	\$1,631,600	\$2,318,100	\$118,830
Jefferson	Jackson County	42	\$1,570,800	\$2,531,600	\$4,102,400	\$186,360
LaFayette	Barwick LaFayette	42	\$1,516,900	\$2,550,100	\$4,067,000	\$183,200
Macon	Macon Downtown	80	\$2,169,900	\$4,638,100	\$6,808,000	\$223,310
Monroe	Monroe-Walton County	14	\$453,300	\$1,570,900	\$2,024,200	\$80,070
Moultrie	Moultrie	98	\$4,227,500	\$7,496,500	\$11,724,000	\$504,620
Perry	Perry-Houston County	98	\$3,112,000	\$7,235,200	\$10,347,200	\$377,060
Pine Mountain	Harris County	41	\$1,228,500	\$3,955,700	\$5,184,200	\$213,600
Sandersville	Kaolin Field	26	\$758,000	\$2,095,800	\$2,853,800	\$114,600
Swainsboro	East Georgia Regional	70	\$2,495,500	\$5,264,300	\$7,759,800	\$329,160
Sylvania	Plantation Airpark	31	\$968,500	\$2,156,400	\$3,124,900	\$117,350
Toccoa	Toccoa-RG LeTourneau Field	45	\$1,315,900	\$2,439,700	\$3,755,600	\$168,510
Washington	Washington-Wilkes County	28	\$847,800	\$2,198,000	\$3,045,800	\$127,890
General Aviation Study Airports - Level II Subtotal		2,087	\$71,178,600	\$143,649,900	\$214,828,500	\$8,469,080
General Aviation Study Airports - Level I						
Ashburn	Turner County	9	\$251,800	\$500,600	\$752,400	\$29,830
Augusta	Daniel Field	237	\$8,135,800	\$22,109,400	\$30,245,200	\$1,267,590
Buena Vista	Marion County	5	\$188,000	\$603,000	\$791,000	\$29,120
Cairo	Cairo-Grady County	9	\$219,300	\$578,000	\$797,300	\$26,910

Associated City	Airport Name	Total Employment	Total Payroll	Total Spending	Total Annual Economic Activity	Total State & Local Tax Revenues
Canon	Franklin County	17	\$491,600	\$1,037,200	\$1,528,800	\$55,140
Cedartown	Polk County-Cornelius Moore Field	21	\$703,700	\$2,011,800	\$2,715,500	\$96,010
Cochran	Cochran	41	\$1,262,500	\$4,169,500	\$5,432,000	\$208,130
Cuthbert	Lower Chattahoochee Regional	11	\$549,800	\$1,451,900	\$2,001,700	\$110,710
Dahlonega	Lumpkin County-Wimpy's	31	\$1,025,700	\$3,715,500	\$4,741,200	\$261,040
Elberton	Elbert County-Patz Field	10	\$237,900	\$642,600	\$880,500	\$35,570
Ellijay	Gilmer County	8	\$246,100	\$989,700	\$1,235,800	\$40,270
Folkston	Davis Field	2	\$66,300	\$312,000	\$378,300	\$13,420
Hawkinsville	Hawkinsville-Pulaski County	8	\$238,100	\$911,000	\$1,149,100	\$38,330
Hazlehurst	Hazlehurst	16	\$470,000	\$1,261,200	\$1,731,200	\$70,740
Jekyll Island	Jekyll Island	33	\$968,900	\$1,718,400	\$2,687,300	\$107,970
Madison	Madison Municipal	19	\$566,000	\$1,664,900	\$2,230,900	\$92,900
Mc Rae	Telfair-Wheeler	45	\$1,360,200	\$5,399,400	\$6,759,600	\$255,360
Metter	Metter Municipal	11	\$342,600	\$1,039,000	\$1,381,600	\$55,620
Millen	Millen	6	\$161,400	\$662,200	\$823,600	\$30,950
Montezuma	Dr. C.P. Savage, Sr.	3	\$62,300	\$127,400	\$189,700	\$8,630
Moultrie	Spence	83	\$2,516,800	\$3,999,000	\$6,515,800	\$278,110
Nahunta	Brantley County	2	\$61,900	\$212,300	\$274,200	\$9,950
Nashville	Berrien County	5	\$137,300	\$372,600	\$509,900	\$30,480
Quitman	Quitman Brooks County	8	\$209,000	\$517,800	\$726,800	\$28,580
Reidsville	Swinton Smith Field at Reidsville Municipal	12	\$396,700	\$1,151,000	\$1,547,700	\$65,700
Soperton	Treutlen County	1	\$29,300	\$165,800	\$195,100	\$6,480
Sylvester	Sylvester	28	\$948,000	\$2,424,500	\$3,372,500	\$125,260
Warm Springs	Roosevelt Memorial	5	\$130,800	\$473,000	\$603,800	\$21,870
Waynesboro	Burke County	23	\$834,200	\$2,084,900	\$2,919,100	\$102,150
Wrens	Wrens Memorial	2	\$55,600	\$149,100	\$204,700	\$7,940
General Aviation Study Airports - Level I Subtotal		711	\$22,867,600	\$62,454,700	\$85,322,300	\$3,510,760
General Aviation Airports Total		14,893	\$608,234,900	\$1,334,693,800	\$1,942,928,700	\$80,844,330
All Airports Total		450,502	\$20,241,971,900	\$53,455,404,300	\$73,697,376,200	\$1,348,306,440

GEORGIA AIRPORTS MEAN BUSINESS



ACKNOWLEDGMENTS

Russell R. McMurry, P.E., Commissioner
Meg Pirkle, P.E., Chief Engineer

Division of Intermodal

Carol Comer, Director
Leigh Ann Trainer, Assistant Division Director
Steve Brian, Manager, Aviation Programs
Joseph Robinson, Aviation Project Manager
Michael Giambrone, Aviation Planner

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