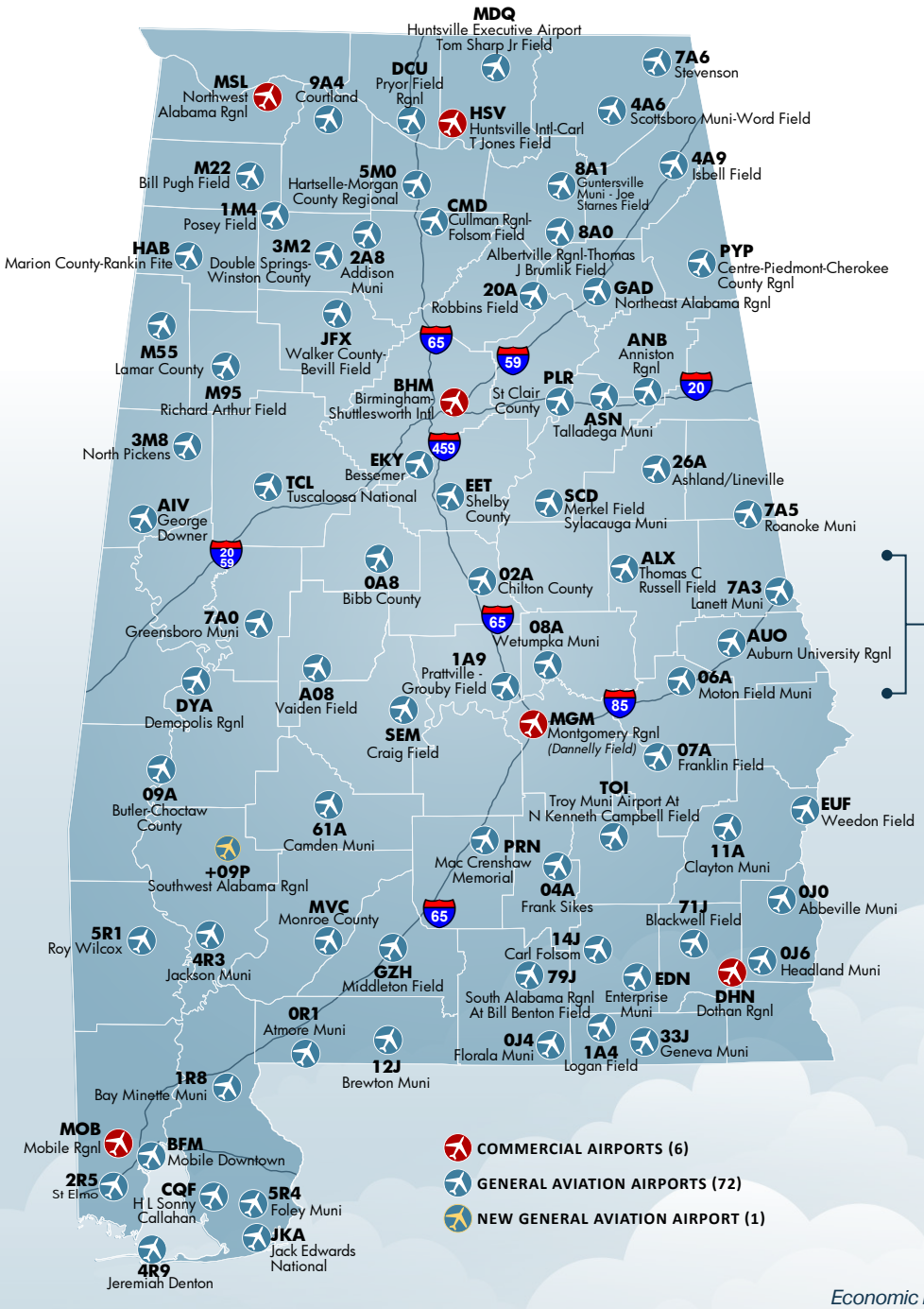
# EXECUTIVE SUMMARY

## ALABAMA

STATEWIDE AIRPORT SYSTEM PLAN
AND ECONOMIC IMPACT STUDY

# ALABAMA'S AIRPORT SYSTEM: AN ECONOMIC DRIVER FOR COMMUNITIES

The Alabama Department of Transportation's Aeronautics Bureau completed a comprehensive evaluation of its airports to guide future system development and measure the economic contributions of all 80 airports. This report summarizes important findings and highlights the economic contribution that the airport system generates for the state economy. All economic impacts estimated in the study reflect pre-COVID conditions.




## EACH YEAR, ALABAMA AIRPORTS GENERATE...

**44,399** EMPLOYMENT

**$1.9 B** PAYROLL

**$3.1 B** SPENDING

**$4.9 B** ECONOMIC ACTIVITY

**$267.6 M** TAX REVENUE

**$134.1 M** DEVELOPMENT NEEDS

*Economic impacts reported here reflect pre-COVID airport activity*

## ALABAMA'S AIRPORT SYSTEM IS HOME TO...

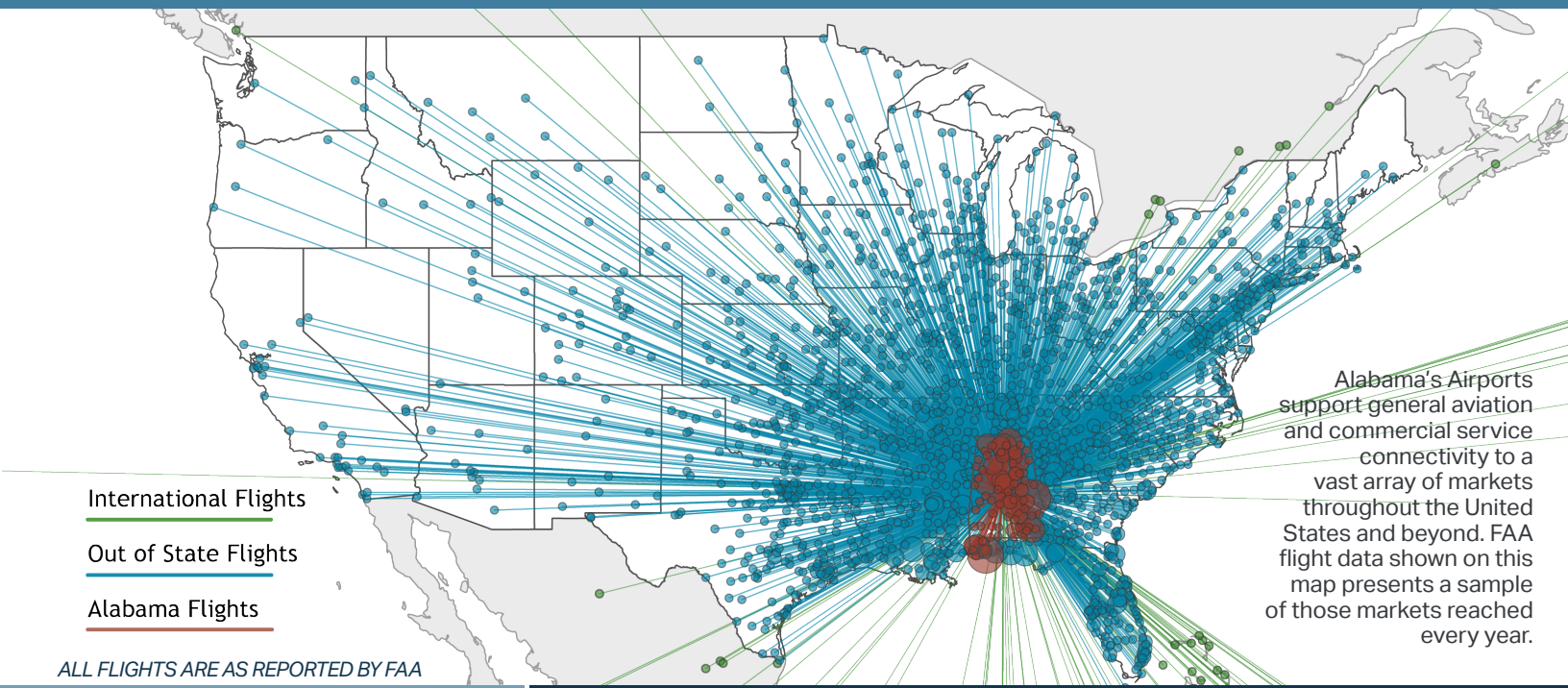
- **2,545** BASED AIRCRAFT (223 JETS)
- **1.8 MILLION** GENERAL AVIATION OPERATIONS
- **2.9 MILLION** COMMERCIAL AIRLINE PASSENGER ENPLANEMENTS
- **360** ON-AIRPORT BUSINESS TENANTS
- **12,060** ON-AIRPORT EMPLOYEES WITH AN AVERAGE SALARY OF **$65,000**

## ANNUAL SNAPSHOT OF MARKETS SERVED

**87** PERCENT OF ALL ALABAMA FLIGHTS ARE OUT OF STATE

**2,065** UNIQUE MARKETS SERVED BY GENERAL AVIATION FLIGHTS TO/FROM ALABAMA

**67** PERCENT OF ALL ALABAMA FLIGHTS ATTRIBUTED TO GENERAL AVIATION




*ALL FLIGHTS ARE AS REPORTED BY FAA*

Alabama's Airports support general aviation and commercial service connectivity to a vast array of markets throughout the United States and beyond. FAA flight data shown on this map presents a sample of those markets reached every year.

## ANNUAL VISITORS ARRIVING BY AIR

**1.2 MILLION** COMMERCIAL AIRLINE VISITORS

**451,100** GENERAL AVIATION VISITORS

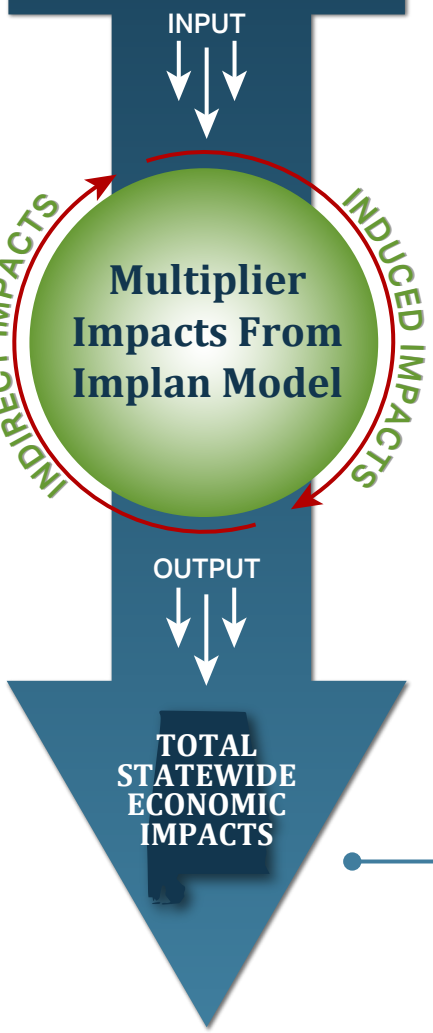
# ECONOMIC IMPACT METHODOLOGY - A BOTTOM-UP APPROACH

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).


Surveys and interviews were conducted to determine all direct impacts

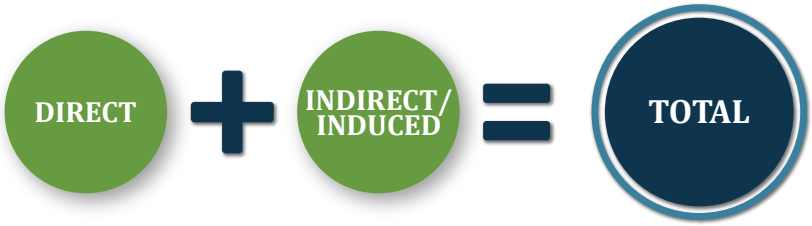
## WHAT IS ANNUAL ECONOMIC ACTIVITY?

Annual economic activity represents dollars flowing into the economy from payroll and spending.


The economic data was filtered through a statistical input/output model (IMPLAN) to estimate indirect and induced impacts, sometimes known as multiplier impacts. These multiplier impacts represent the additional economic impact of airport-driven spending as it recirculates through the state economy.

Indirect and induced impacts are experienced in the State's economy as a result of the initial direct impacts. An indirect impact is the purchase of goods or services by a business in one industry from a business in a different industry; an induced impact is generated by spending of new income associated with direct and indirect impacts. Direct, indirect, and induced impacts are added together to determine the total economic impact.



## AIRPORT ACTIVITIES DRIVE ALL IMPACTS

### ECONOMIC IMPACTS ARE MEASURED USING THESE FIVE CATEGORIES

| | ACTIVITY MEASURE | DIRECT | INDIRECT/INDUCED | TOTAL |
|---|---|---|---|---|
| Airport Management | 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 |
| Aviation-Related Business Tenants | 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 |
| Average Annual Capital Investment | 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 |
| General Aviation Visitor Expenditures | 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 |
| Commercial Visitor Expenditures | 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 |
| SUM OF IMPACTS | EMPLOYMENT | 24,708 | 19,691 | 44,399 |
| | PAYROLL | $1,102,530,100 | $756,826,400 | $1,859,356,500 |
| | SPENDING | $1,962,087,800 | $1,102,226,900 | $3,064,314,700 |
| | ECONOMIC ACTIVITY | $3,064,617,900 | $1,859,053,300 | $4,923,671,200 |

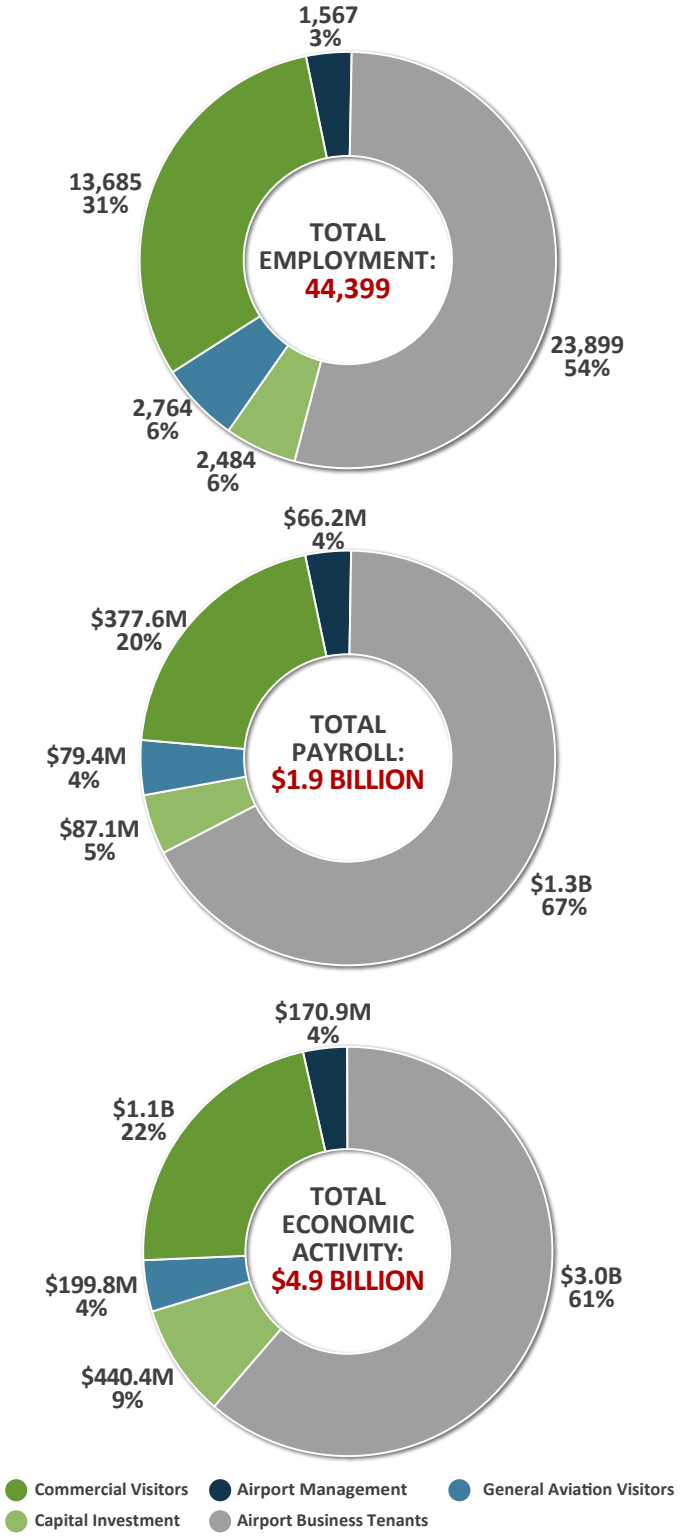
# ALABAMA AIRPORTS SUPPORT OVER $4.9 BILLION IN ANNUAL ECONOMIC ACTIVITY


Of the five categories of airport activity, the state's 360 on-airport business tenants are responsible for **11,400 direct on-airport jobs** and, when considering multiplier impacts, are responsible for more than half of the 44,399 total jobs attributed to airports in Alabama. The 44,399 total jobs represent more than two percent of all the jobs in the state.

Payroll spent by airport-supported employees goes on to create approximately **$1.9 billion of additional income** for local communities as it recirculates throughout the state. After business tenants, the commercial service visitor category is the second-largest generator of total statewide payroll.

Of the $4.9 billion in total annual economic activity, nearly **50% is attributable to Alabama's 74 general aviation airports.** In addition to the numerous business tenants, general aviation airports generate significant annual economic activity by supporting major events such as college football games and automobile races.

## TOTAL IMPACTS BY CATEGORY AND MEASURE

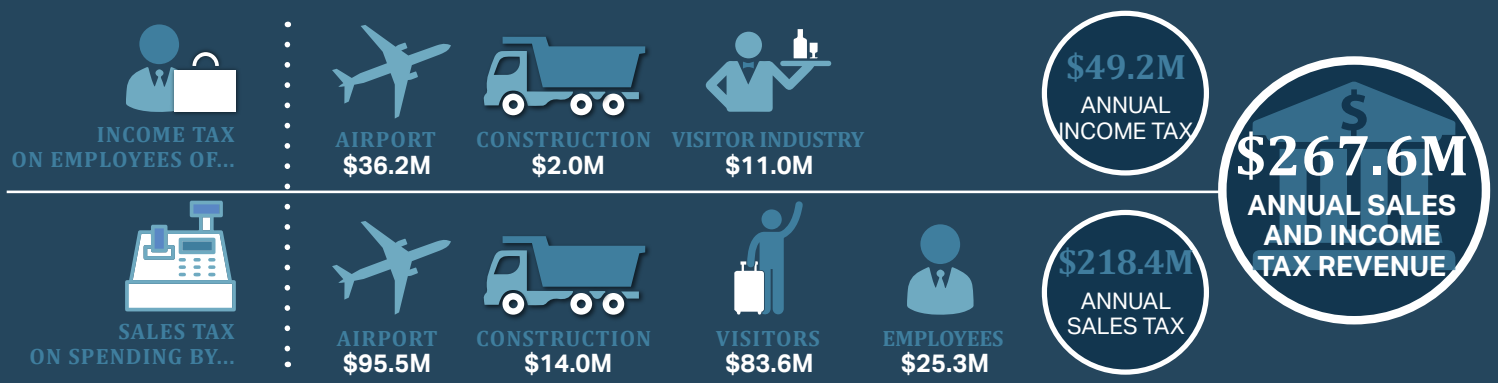


## STATE AND LOCAL TAX REVENUES GENERATED BY AIRPORT-SUPPORTED ACTIVITY

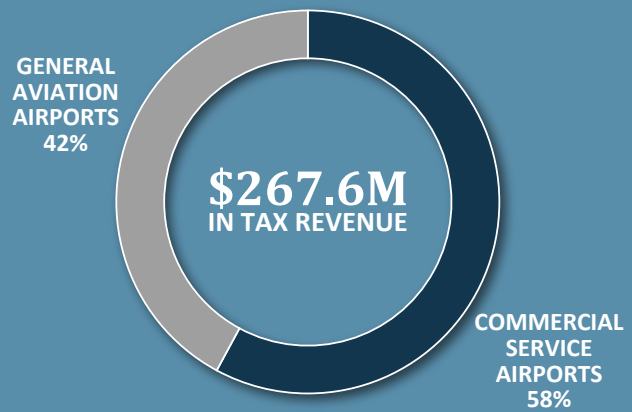
In addition to the significant annual economic impacts identified, airports and the activities they support are also important contributors to state and local tax revenues. Aviation-related tax revenues are associated with sales tax events as well as state income tax payments. Airport-related taxable events include:

- Sales tax on visitor spending
- Income tax on employees supported by visitor spending
- Sales tax on spending by airports and their business tenants
- Income tax on employees of airports and business tenants
- Sales tax on capital investment spending
- Income tax on employees supported by capital investment spending

### BENEFITS ALSO COME IN THE FORM OF

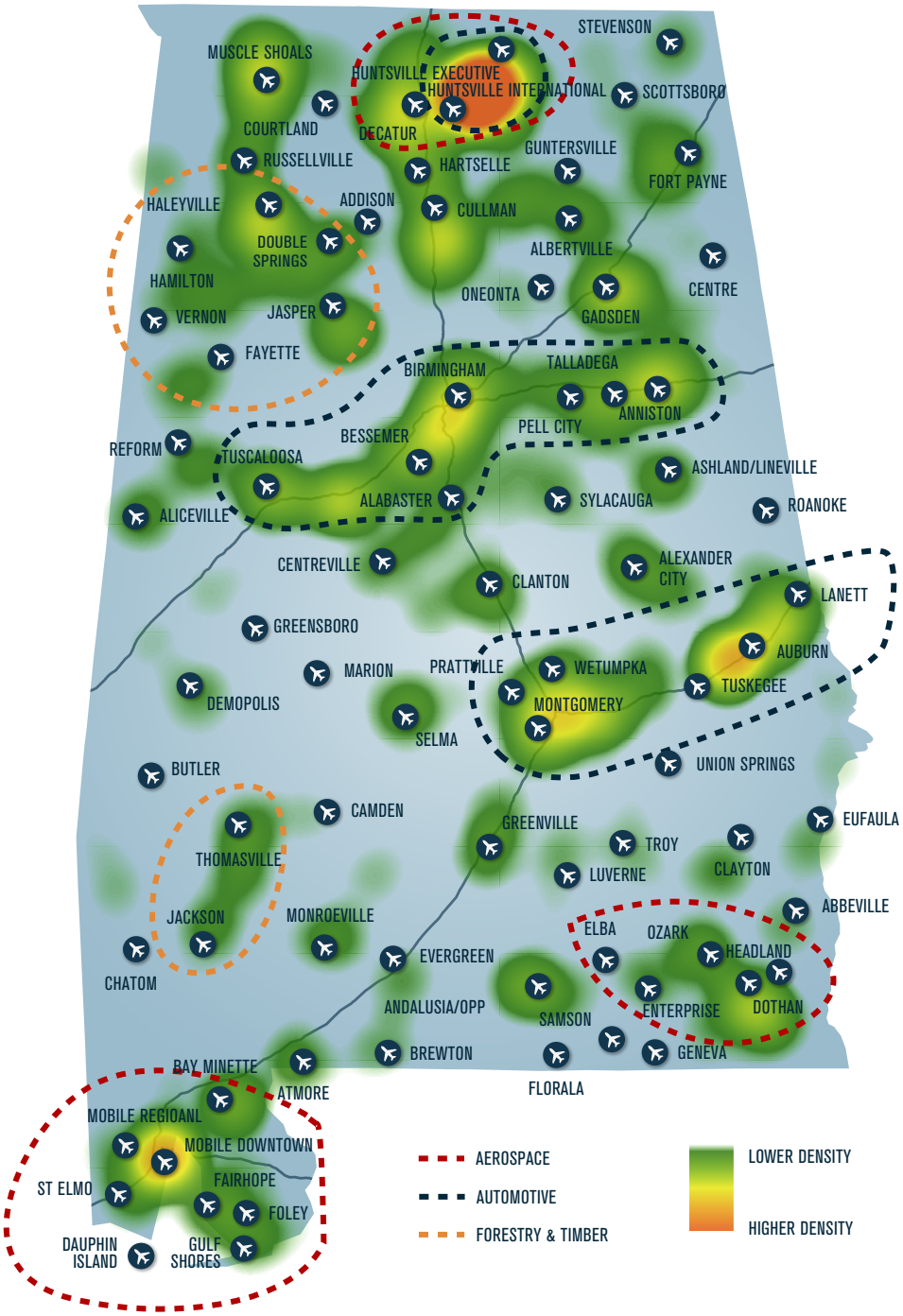



When these taxable events are considered, it is estimated that airports and airport-supported activities contribute approximately **$267.6 million** in annual state and local tax revenues. It is important to note that this estimate is based only on direct economic impacts identified in this analysis, not indirect/induced impacts. Aircraft sales and use tax is not considered.



# BUSINESS EFFICIENCY VIA ALABAMA AIRPORTS

Alabama airports play a key role in supporting businesses and industries across the state. The industry clusters highlighted below represent a few major employers/economic drivers for the respective regions. These industries are likely to use aviation and directly benefit from the availability and quality of Alabama airports.




Aviation is a tool that contributes to the efficiency and success of many companies in Alabama. Businesses and employees improve their efficiency through the use of general aviation, commercial aviation, and air cargo services facilitated by Alabama airports. The IMPLAN model estimated that aviation improved the efficiency of approximately **40,600 JOBS** in Alabama. These jobs are in addition to those previously identified in this study for airport management, airport tenants, capital investment spending, and visitor spending. It is important to note that these jobs are not 100% aviation dependent, but aviation helps these employees and their companies be successful.

**Military aviation units and military contractors at Alabama airports account for MORE THAN ONE-QUARTER of statewide tenant impacts.**

## SUPPORTING THE MISSION: MILITARY ACTIVITY AT ALABAMA AIRPORTS

Alabama has a rich military aviation history, and it continues to be a significant part of the state's economy and culture. Alabama's airport system is home to several military aviation installations and numerous private military contractors that were counted as tenants for the purposes of the economic impact study. These military tenants are responsible for a significant share of Alabama airports' overall economic impact. Additionally, there are several separate military aviation installations not associated with a system airport. Despite not being included in the economic impact study, these military aviation installations are significant contributors to the state economy and play an important role in the United States' national security.


### MILITARY AVIATION UNITS AT ALABAMA AIRPORTS:

- Alabama Air National Guard 117th Air Refueling Wing located at Birmingham-Shuttlesworth International Airport
- Alabama Air National Guard 187th Fighter Wing located at Montgomery Regional Airport (Dannelly Field). The Wing was recently selected as a base for the F-35A, with jets to begin locating at the airport in 2023
- U.S. Army Aviation Support Facilities are located at Montgomery Regional Airport (Dannelly Field), Birmingham-Shuttlesworth International Airport, and Mobile Regional Airport
- Coast Guard Aviation Training Center at Mobile Regional Airport

### MILITARY CONTRACTORS AT ALABAMA AIRPORTS

- Airbus Military Aircraft at Mobile Regional Airport
- Sikorsky at Troy Municipal Airport
- Yulista at Huntsville Executive Airport
- Bell Helicopter at Ozark Airport – Blackwell Field
- DynCorp at South Alabama Regional Airport
- Ace Aeronautics at Guntersville Municipal Airport
- BAE Systems at Albertville Regional Airport
- CAE Training Center at Dothan Regional Airport

### MILITARY AVIATION INSTALLATIONS

- Fort Rucker: U.S. Army Aviation Center of Excellence
- Maxwell Air Force Base
- Redstone Army Airfield
- Naval Outlying Landing Field Barin
- Naval Outlying Landing Field Summerdale
- Naval Outlying Landing Field Brewton

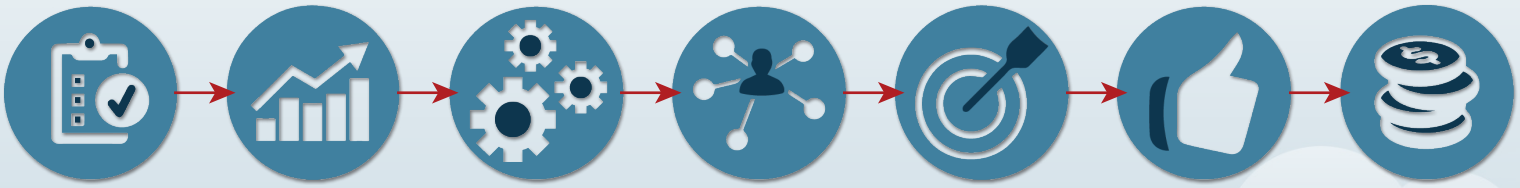
# SYSTEM PLANNING PROCESS

**GOAL: TO DEVELOP AN AIRPORT SYSTEM THAT ENHANCES ECONOMIC DEVELOPMENT IN THE STATE**

**GOAL: ENHANCE SYSTEM EFFECTIVENESS AND EFFICIENCY**

## PROCESS

The planning process (illustrated below) used to develop the Alabama Statewide Airport System Plan incorporated in-depth data collection and analysis. The inventory and forecast stages inform the evaluation of the system's performance, meaningful roles for each airport, and appropriate facility and service objectives. Deficiencies in the system were measured against available funding and recommendations for the future of the airport system were provided.




## AIRPORT ACTIVITY FORECAST

Alabama airport activity is forecasted to remain steady over the next 10 years. These results demonstrate the usefulness and importance of the 80-airport system in serving all Alabama residents.

● 2019
● 2029

BASED AIRCRAFT

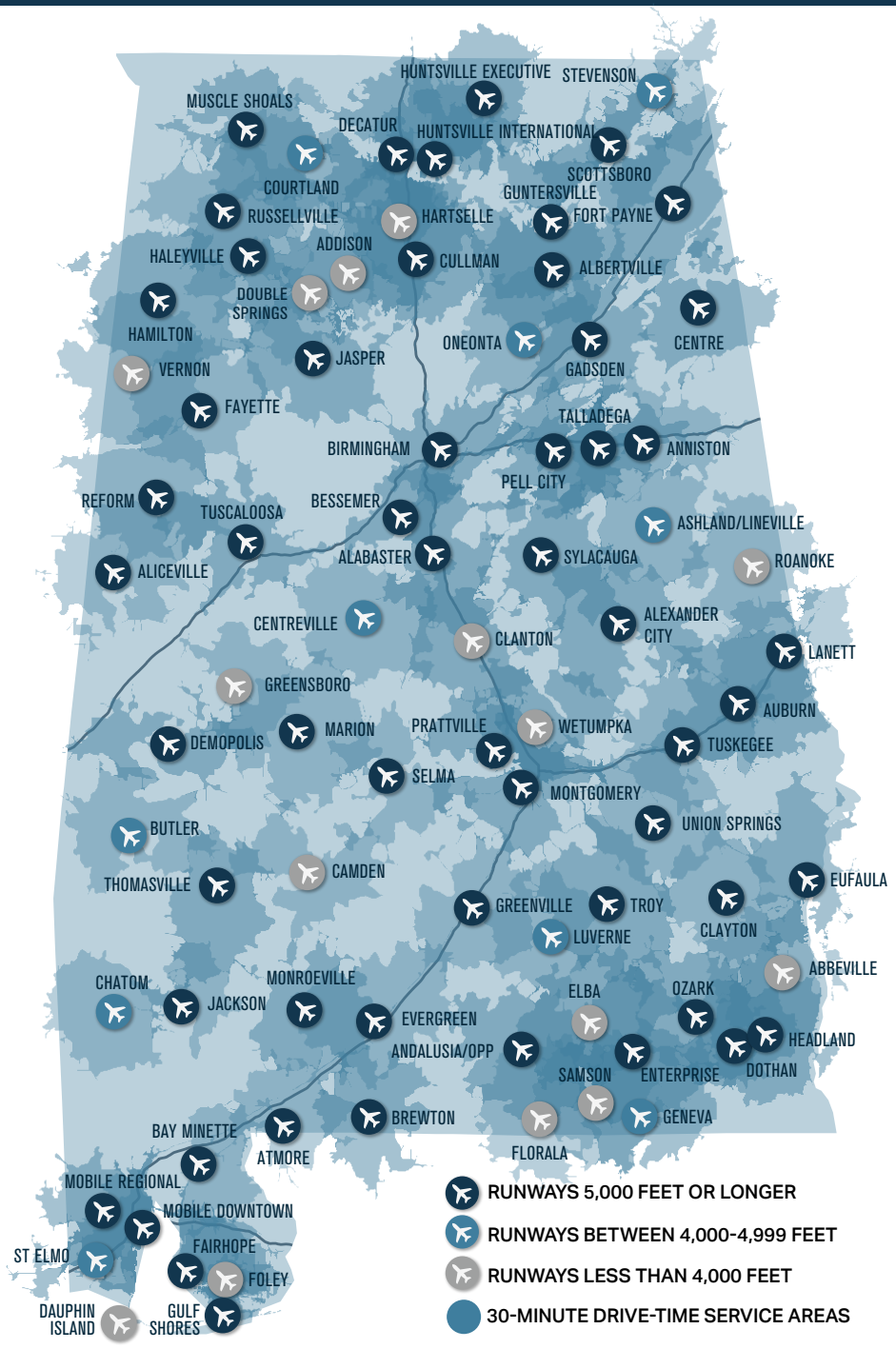
2,521
2,564

OPERATIONS

1.85 M
1.88 M

## ACCESSIBILITY FOR ALL TYPES OF AVIATION USERS

Alabama airports provide critical aviation access to large portions of the state's population. The state supports major businesses from nearly every important sector of the nation's economy. With aviation access, Alabama is open to markets throughout the United States and around the world. The map below illustrates 30-minute drive-time access to Alabama airports with runway lengths widely considered standard for medium and light business aircraft.




**71%** 60-minute access to airports with scheduled airline service

**91%** 30-minute access to any Alabama system airport

**94%** 45-minute access to Alabama airports meeting NBAA Medium Business Jet Airport characteristics

**81%** 30-minute access to Alabama airports meeting NBAA Light Business Jet Airport characteristics

**84%** 30-minute access to airports with a vertical guidance approach

## USER-CENTRIC OBJECTIVES TO FIT EACH SYSTEM ROLE

Objectives for each role set the recommended level of service for airports. These objectives are strictly recommendations and do not serve as requirements for an airport to be in any one particular role. In some cases, airports will exceed or fall short of the measure, but does not preclude the airport from serving its assigned role within the state system.

### OBJECTIVES BY ROLE

| FACILITY OR SERVICE | INTERNATIONAL | NATIONAL | GENERAL AVIATION REGIONAL | GENERAL AVIATION COMMUNITY | LOCAL SERVICE |
|---|---|---|---|---|---|
| **AIRSIDE FACILITIES** | | | | | |
| ARC | C-II | C-II | B-II | B-I | A-I |
| Runway Length | 5,500' | 5,500' | 5,000' | 3,700' | Maintain existing |
| Runway Width | 100' | 100' | 100' | 75' | 60' |
| Taxiway System | Full Parallel | Full Parallel | Full Parallel | Turnaround both ends | Turnaround both ends |
| NAVAIDS | PAPI or VASI both Runway Ends | PAPI or VASI both Runway Ends | PAPI or VASI both Runway Ends | Not an objective | Not an objective |
| Approach | Precision-Like Approach (ILS or LPV) | Precision-Like Approach (ILS or LPV) | Precision-Like Approach (ILS or LPV) | Published Non-Precision | Visual |
| Lighting | HIRL | HIRL | HIRL | MIRL | LIRL |
| | MITL | MITL | MITL | | |
| | ALS | ALS | | | |
| Weather | AWOS/ASOS | AWOS/ASOS | AWOS/ASOS | Not an objective | Not an objective |
| **OTHER FACILITIES** | | | | | |
| Hangar Storage | 75% of based aircraft | 75% of based aircraft | 50% of based aircraft | 25% of based aircraft | Not an objective |
| Paved Tie Downs | 25% of based & 75% of daily transient | 25% of based & 75% of daily transient | 50% of based & 75% of daily transient | 75% of based & 75% of daily transient | Not an objective |
| GA Admin Building | 2,000 SF | 2,000 SF | 1,000 SF | 500 SF w/ RR Public Restroom | Not an objective |
| Paved GA Auto Parking | 1 space for each Based Aircraft | 1 space for each Based Aircraft | Equal to 75% of Based Aircraft | Equal to 25% of Based Aircraft | Not an objective |
| **SERVICES** | | | | | |
| Fuel | Jet/AvGas | Jet/AvGas | Jet/AvGas | AvGas | AvGas |
| FBO | Yes | Yes | Yes | Not an objective | Not an objective |
| Aircraft Maintenance | On-site | On-site | On-site | Not an objective | Not an objective |
| Public Restrooms | Available | Available | Available | Available | Available |
| **DOCUMENTATION** | | | | | |
| Planning | Master Plan Completed Within Past 5 Years | Master Plan Completed Within Past 5 Years | Master Plan Completed Within Past 10 Years | Master Plan Completed Within Past 10 Years | Master Plan Completed Within Past 10 Years |
| ALDOT License | Meets State Licensing Standards | Meets State Licensing Standards | Meets State Licensing Standards | Meets State Licensing Standards | Meets State Licensing Standards |

## AIRPORT ROLES FOR DIVERSE AVIATION ACTIVITY

The five system roles originate from the previous statewide system plan; they serve as a way to break out important components of the system that are important to different users. Airports were assigned roles based on an analysis of 13 factors including runway length, fuel availability, weather reporting equipment, navigational aids, and based aircraft, among others. Many of these factors influence later portions of the plan including facility and service objectives and an evaluation of system performance.

### SYSTEM ROLES

**INTERNATIONAL**
Primary gateway to global passenger and air cargo markets

**NATIONAL**
Accommodate the highest level of general aviation activity and serve major population centers

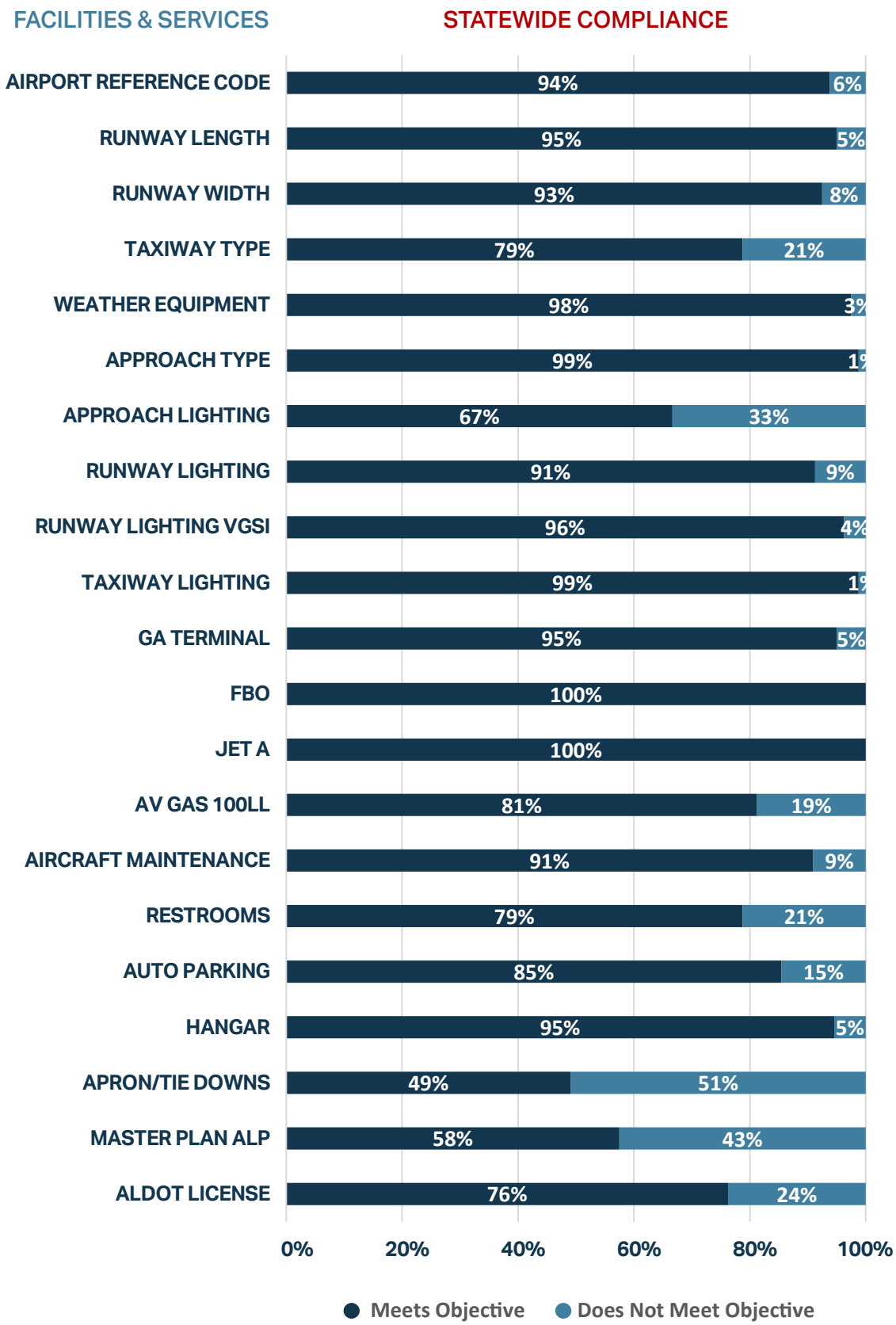
**REGIONAL**
Serve business activity, with a focus on small jet and multi-engine aircraft

**COMMUNITY**
Supplement local economies and provide access for small business, recreational, and personal flying

**LOCAL**
Limited contributing role to local economies and serve recreational and personal flying activities

## MEASURABLE OBJECTIVES THAT HIGHLIGHT SYSTEM STRENGTHS

Statewide ability to meet facility and service objectives demonstrates that many of the system's airports are well-equipped to meet the demands of their respective role. The strength of the system's airside facilities demonstrate the importance of investments in airfield safety and operation.

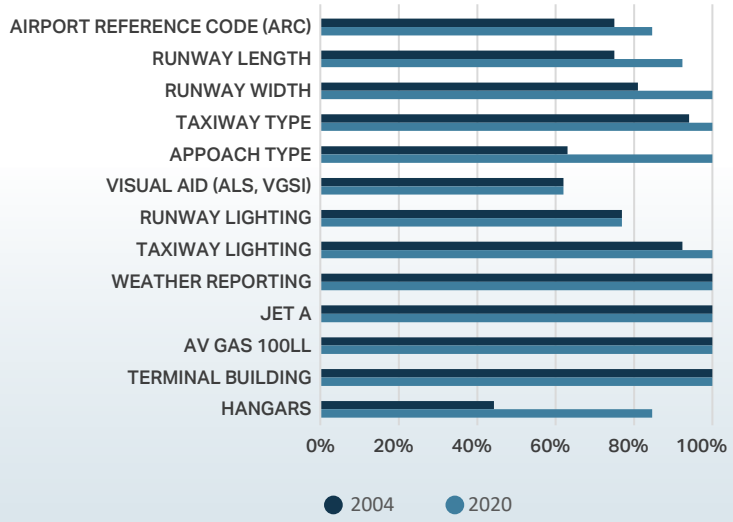


## MEASURABLE SYSTEM IMPROVEMENTS SINCE 2004

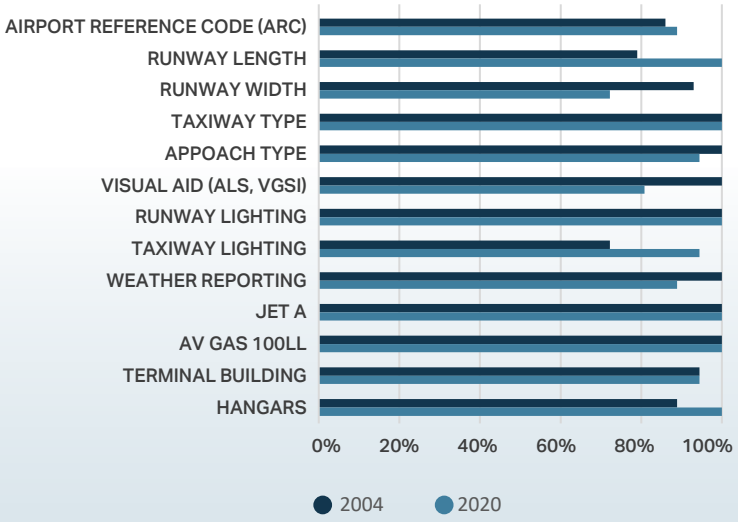
A comparison between selected objectives from the 2004 plan and the current system illustrates a marked improvement over the past two decades. Projects at airports across all roles have increased the system's safety and efficiency.

*(SELECT AIRSIDE FACILITIES USING 2020 OBJECTIVES)*

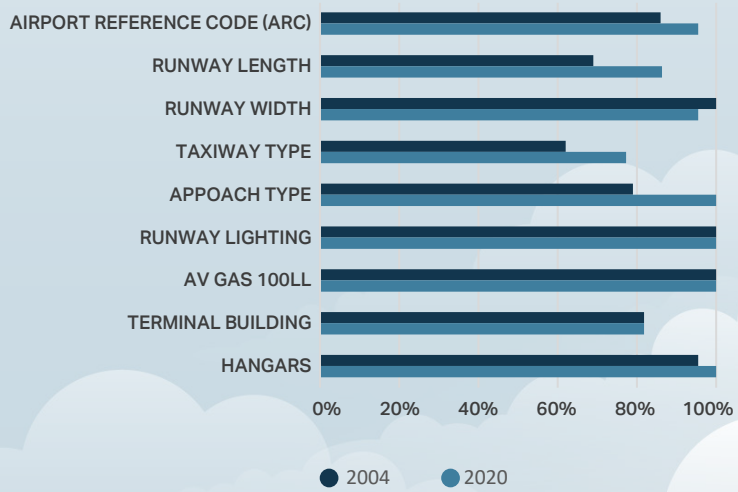
### NATIONAL/INTERNATIONAL



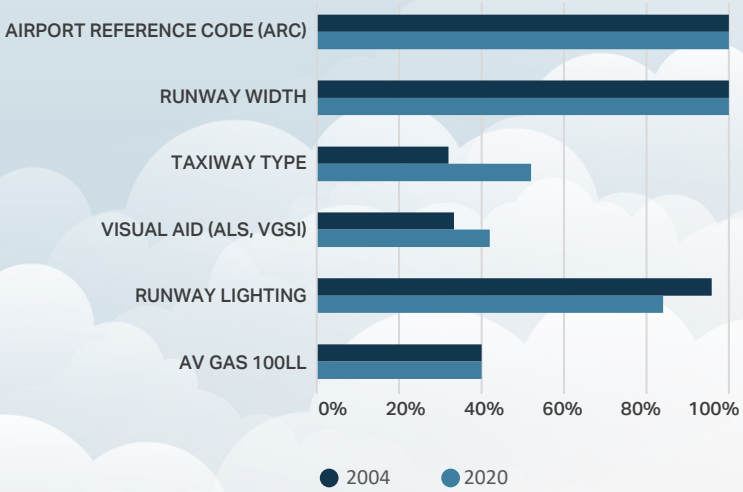

### REGIONAL




### COMMUNITY




### LOCAL



## AIRPORT PAVEMENT: A VALUABLE ASSET WORTH INVESTMENT

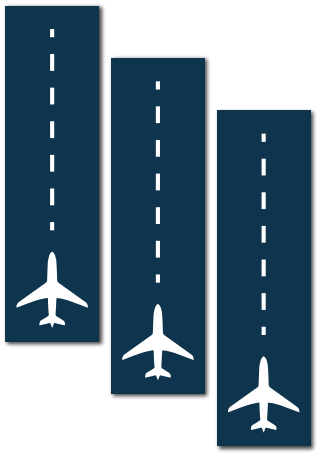
Another important component of this study was a comprehensive Airport Pavement Management Program (PMP) update. Alabama's airports represent significant state and local investment aimed at providing adequate load-carrying capacity, good ride quality, and above all, safe operational surfaces for aircraft. Once pavement construction is complete, pavements immediately begin a gradual deterioration due to weathering, fatigue, subsurface drainage, increased use/loads, and numerous other factors. A PMP is helpful in documenting pavement condition and identifies when maintenance and rehabilitation activities are needed to preserve these valuable assets. This PMP provides an integrated framework for comprehensive evaluation and decision making for managing airfield pavements.

**For this PMP update, 59 of the 80 system airports* were studied and the overall goals of this effort were:**

1. **Assess pavement condition for each airport**
2. **Develop 7-year Capital Improvement Plans for each airport based on the results of visual inspection**
3. **Develop an interactive web-based GIS application to view PMP results in maps, charts, and tables**

**The 21 airports that were not included in the PMP were the largest commercial service and general aviation airports that perform their own pavement management programs, as well as numerous small General Aviation Local airports.*

# DID YOU KNOW?



### ALABAMA'S 80 SYSTEM AIRPORTS CONSIST OF:

**$49.2 MILLION** IN ANNUAL ECONOMIC BENEFIT PER MILE OF RUNWAY

**100 Miles** of Total Runway Length

**145 Million Square Feet** of Total Airport Pavement

**WHICH IS EQUIVALENT TO**

**2,286 Lane-Miles** of Interstate Highway

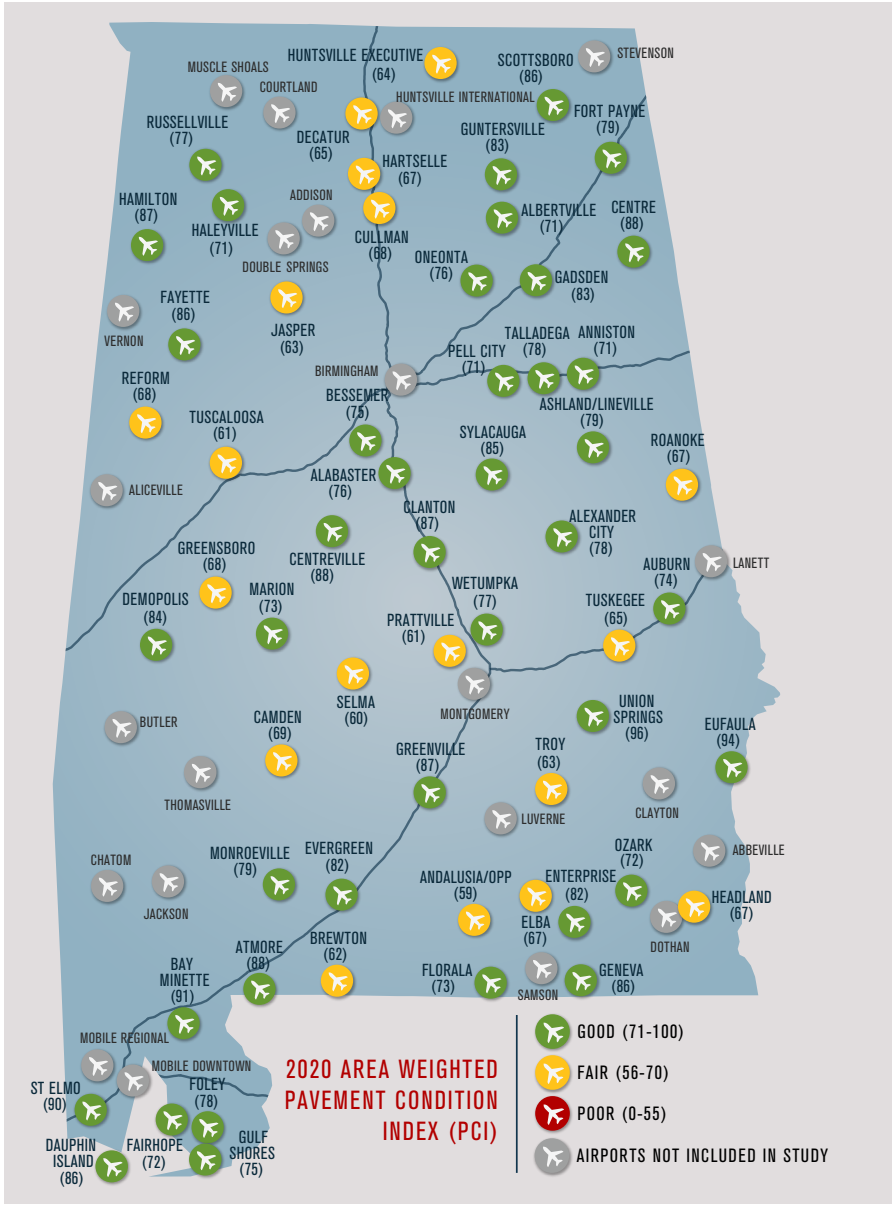
**572 Miles** of a Four-Lane Interstate

**THIS IS THE EQUIVALENT OF THE COMBINED LENGTH OF I-65, I-85, AND I-10 IN ALABAMA**

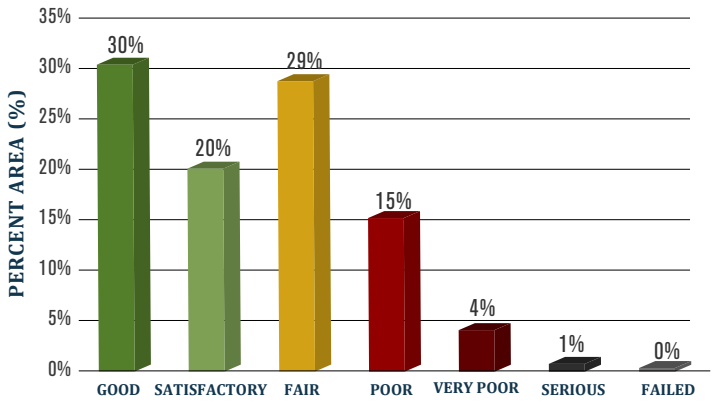
## CURRENT PAVEMENT CONDITIONS

The pavement inventory identified detailed information on location, limits, size, functional classification, layer thickness and composition, and dates of construction for each section of airport pavement.

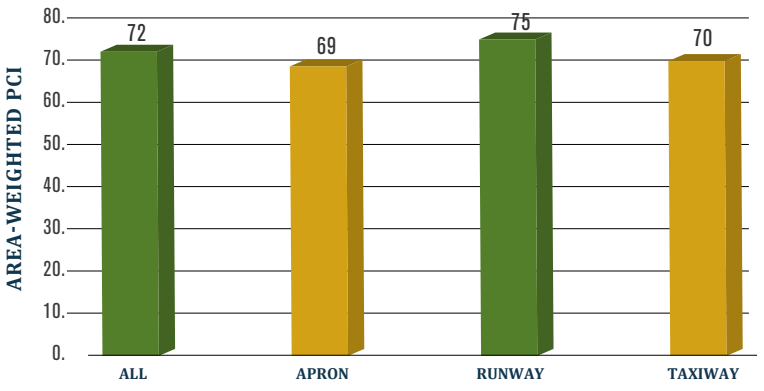
The Pavement Condition Index (PCI) value is a measure of the pavement's surface condition that provides insight into the overall level of distress, but is not a direct measure of structural capacity. It is a numerical rating (on a scale of 0 to 100) based on type, severity, and quantity of each distress found in an inspected sample unit. Results are presented in both a seven-category ASTM rating system, and a simplified three-category rating system, as shown on the map to the right.




### STATEWIDE AIRPORT PCI BY PERCENT OF AREA



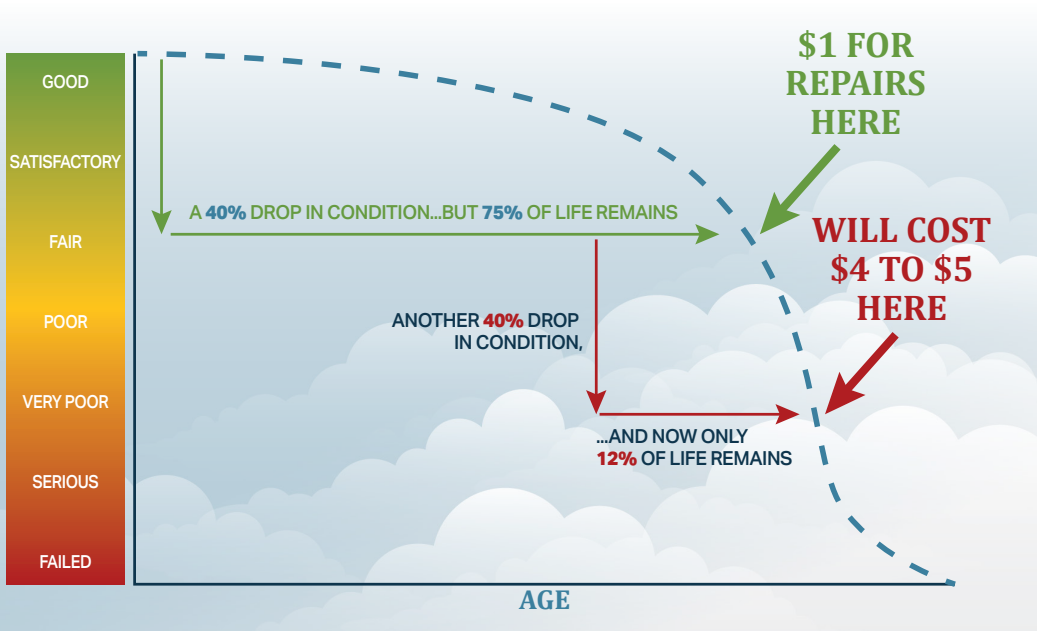

### STATEWIDE AREA WEIGHTED PCI BY BRANCH TYPE



## SMART INVESTMENTS MADE SOONER RESULT IN GREATER COST BENEFITS OVER THE LONG TERM

### THE IMPORTANCE OF PAVEMENT MAINTENANCE

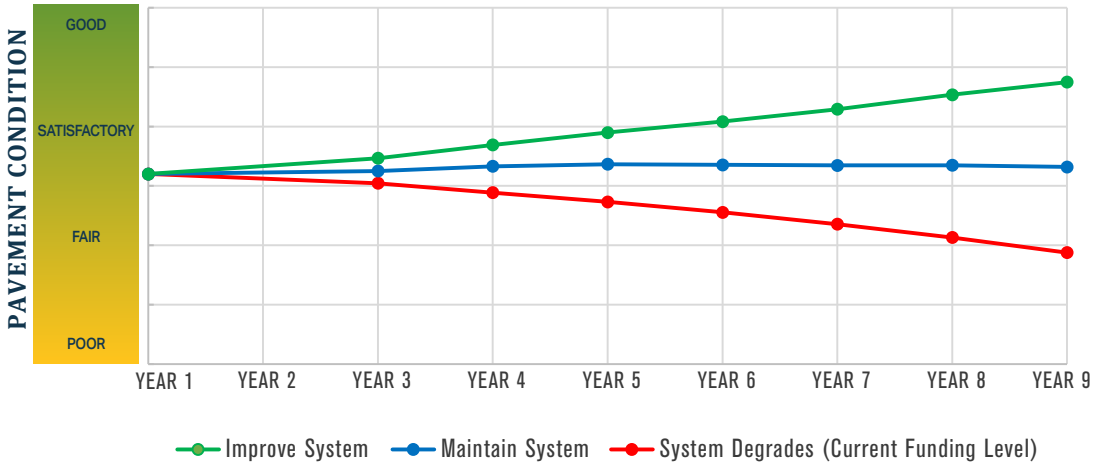
The typical lifespan for airside pavement is 20 years; however, a "Good" or "Fair" rating may only last 5 to 15 years. After that point, the pavement can deteriorate quickly and reach a point of failure in another five years. Because the deterioration accelerates so quickly, it is critical to perform maintenance and repairs before the surface declines to a "fair" condition. As shown on the chart to the right, rehabilitation before this point is critical to reduce costs and increase pavement lifespan.




## PROJECTED ALABAMA AIRPORT PAVEMENT PERFORMANCE SCENARIOS:

### FORECASTED PAVEMENT CONDITION FOR THREE MAINTENANCE AND REPAIR SCENARIOS

With limited allocated funding for pavement maintenance and repair (M&R) projects, a defined procedure for setting priorities and schedules that will maximize the funds available is **more important than ever.**



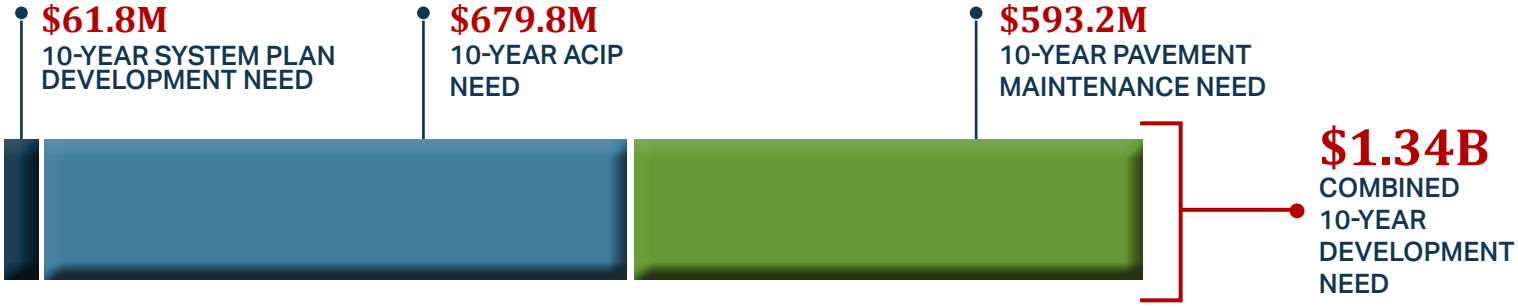

## ESTIMATED PAVEMENT FUNDING NEEDS TO MAINTAIN ALABAMA'S 80-AIRPORT SYSTEM:

**Total Need** *(Over 10 Years)* → **$593.2 Million**

**Average Annual Need** → **$59.3 Million**

## ENSURING THE SYSTEM OPERATES AT A HIGH LEVEL

Projects identified as part of the system planning process were combined with estimated 10-year costs for the Airport Capital Improvement Program (ACIP) and ongoing pavement maintenance and rehabilitation program. Any overlapping projects were eliminated so the combined 10-year need represents a true cost to providing ongoing support and upgrades.

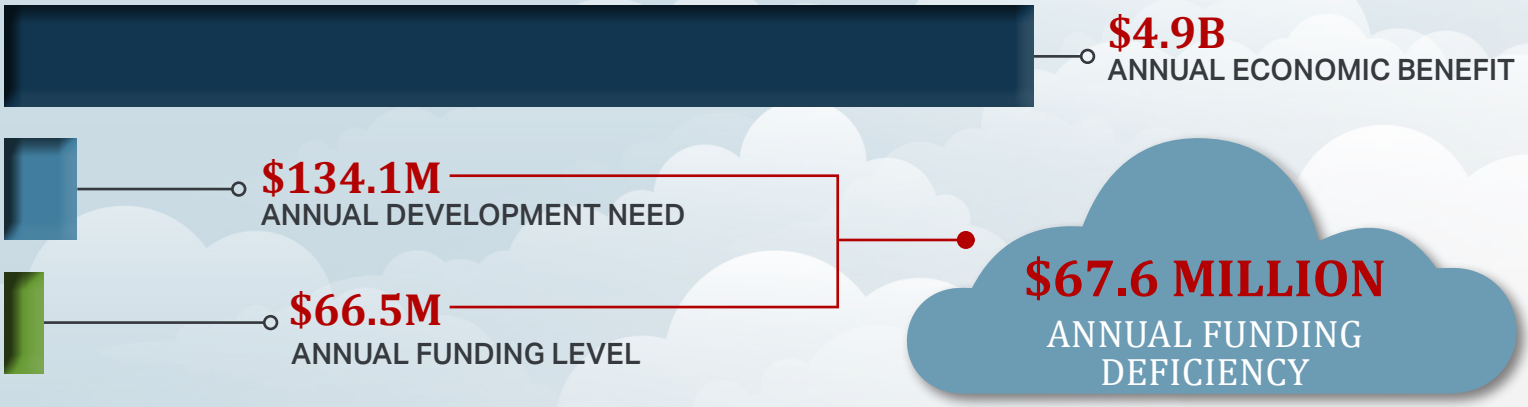



### AIRPORT BENEFITS OUTWEIGH COSTS

The average annual funding need for the 80 study airports over the next 10 years is estimated at **$134.1 million.** At current average funding levels of $66.5 million, only fifty percent of these capital needs can be met.


## BENEFIT vs COST vs FUNDING

OF ALABAMA'S AIRPORT SYSTEM



## STRIVING FOR AN EFFECTIVE AND EFFICIENT SYSTEM

An **effective** airport system should support the host community's access to economic markets and key industries, while an **efficient** system successfully addresses needs through thoughtful implementation of scarce resources. The ALDOT Aeronautics Bureau seeks to maximize development that results in a more effective and efficient Alabama airport system.

## RECOMMENDATIONS INCLUDE:

### PROVIDING INDUSTRY ACCESS TO BUSINESS-READY AIRPORTS

Targeted airports will be improved to fully support business aircraft operations and make more portions of the state readily accessible by global and national companies.

### MAINTAINING ACCESS TO COMMERCIAL AIR SERVICE

Ensuring all of Alabama has appropriate access to commercial air service is key to the state's economic vitality.

### PLANNING FOR AIRPORT SYSTEM SUSTAINABILITY

As the airport system evolves, its effectiveness for Alabama must be maintained. The system requires enhancements to meet new demands and contingency plans for its most vulnerable airports.

### PROMOTING ECONOMIC DEVELOPMENT

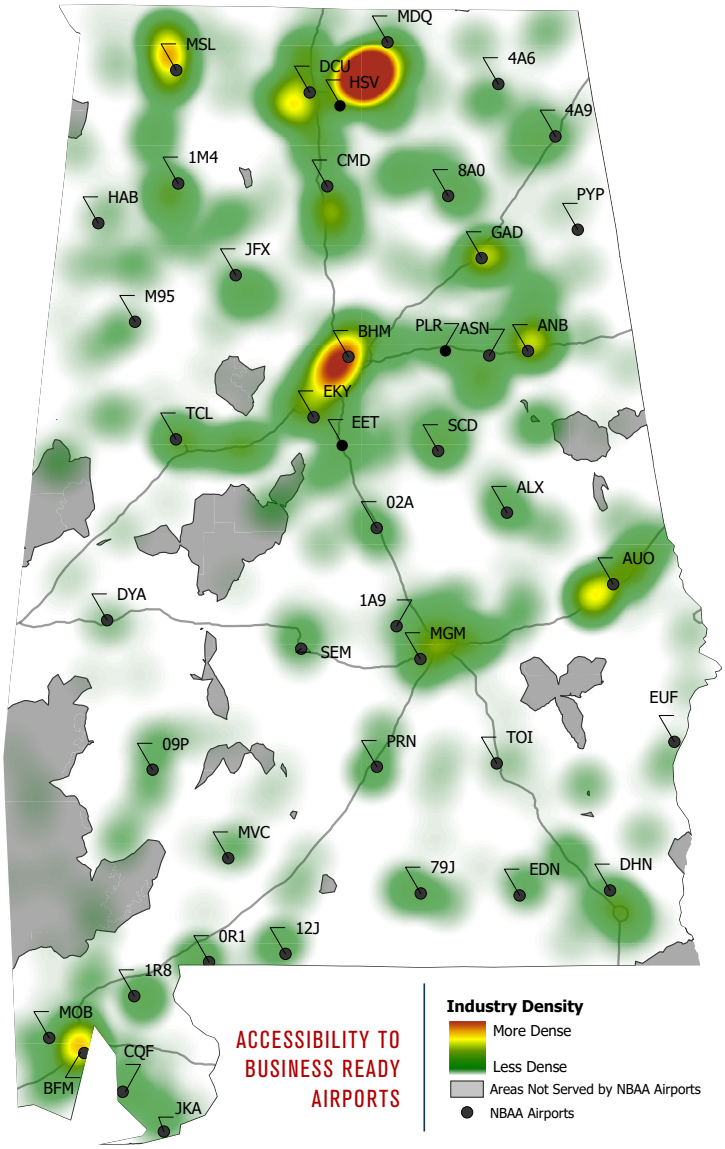
The system must enhance economic development opportunities for industrial sectors that are likely to utilize general aviation aircraft for business travel.

### PRIORITIZING PROJECT FUNDING

Priorities that include matching funding criteria, local match requirements, and an annual application cycle to keep projects current must be established.

### IMPLEMENT PROJECTS ALIGNED WITH THE SYSTEM PLAN, ACIP, AND PMP

Projects from these three sources should be supported when they align with future system needs. Properly sequenced projects will deliver system improvements.



## ECONOMIC IMPACT OF ALL AIRPORTS

### TOTAL ANNUAL ECONOMIC IMPACTS BY AIRPORT

| FAA ID | CITY | AIRPORT NAME | TOTAL EMPLOYMENT | TOTAL PAYROLL | TOTAL SPENDING | TOTAL ANNUAL ECONOMIC ACTIVITY | TOTAL TAX IMPACTS |
|---|---|---|---|---|---|---|---|
| BHM | Birmingham | Birmingham-Shuttlesworth International | 12,917 | $478,035,100 | $707,191,900 | $1,185,227,000 | $73,709,800 |
| DHN | Dothan | Dothan Regional | 1,358 | $70,448,100 | $114,006,900 | $184,455,000 | $9,314,300 |
| HSV | Huntsville | Huntsville International-Carl T. Jones Field | 5,104 | $170,929,300 | $312,416,300 | $483,345,600 | $27,908,200 |
| MOB | Mobile | Mobile Regional | 5,276 | $213,055,000 | $257,598,700 | $470,653,700 | $24,754,100 |
| MGM | Montgomery | Montgomery Regional (Dannelly Field) | 5,116 | $240,732,400 | $146,720,600 | $387,453,000 | $18,255,600 |
| MSL | Muscle Shoals | Northwest Alabama Regional | 181 | $7,877,400 | $14,904,600 | $22,782,000 | $966,200 |
| **COMMERCIAL SERVICE AIRPORTS TOTAL** | | | **29,952** | **$1,181,077,300** | **$1,552,839,000** | **$2,733,916,300** | **$154,908,200** |
| 0J0 | Abbeville | Abbeville Municipal | 1 | $32,100 | $124,100 | $156,200 | $5,200 |
| 2A8 | Addison | Addison Municipal | 1 | $21,200 | $74,300 | $95,500 | $3,300 |
| EET | Alabaster | Shelby County | 77 | $2,250,900 | $4,169,200 | $6,420,100 | $312,500 |
| 8A0 | Albertville | Albertville Regional-Thomas J. Brumlik Field | 189 | $6,227,800 | $10,191,700 | $16,419,500 | $822,700 |
| ALX | Alexander City | Thomas C. Russell Field | 47 | $1,657,700 | $3,471,000 | $5,128,700 | $245,800 |
| AIV | Aliceville | George Downer | 3 | $110,000 | $160,300 | $270,300 | $10,300 |
| 79J | Andalusia/ Opp | South Alabama Regional at Bill Benton Field | 393 | $23,920,300 | $19,925,700 | $43,846,000 | $2,152,900 |
| ANB | Anniston | Anniston Regional | 44 | $1,283,700 | $3,282,400 | $4,566,100 | $229,000 |
| 26A | Ashland/ Lineville | Ashland/Lineville | 3 | $110,600 | $377,000 | $487,600 | $17,800 |
| 0R1 | Atmore | Atmore Municipal | 28 | $1,117,800 | $2,454,800 | $3,572,600 | $168,200 |
| AUO | Auburn | Auburn University Regional | 254 | $8,023,800 | $16,391,900 | $24,415,700 | $1,469,100 |
| 1R8 | Bay Minette | Bay Minette Municipal | 29 | $986,400 | $2,225,600 | $3,212,000 | $157,700 |
| EKY | Bessemer | Bessemer | 220 | $6,857,200 | $16,207,400 | $23,064,600 | $1,084,600 |
| 12J | Brewton | Brewton Municipal | 46 | $1,587,600 | $5,096,200 | $6,683,800 | $346,100 |
| 09A | Butler | Butler-Choctaw County | 1 | $13,500 | $38,600 | $52,100 | $1,800 |
| 61A | Camden | Camden Municipal | 2 | $86,300 | $316,200 | $402,500 | $18,600 |
| PYP | Centre | Centre-Piedmont-Cherokee County Regional | 9 | $267,000 | $824,200 | $1,091,200 | $52,400 |
| 0A8 | Centreville | Bibb County | 2 | $69,400 | $206,300 | $275,700 | $11,300 |

## TOTAL ANNUAL ECONOMIC IMPACTS BY AIRPORT

| FAA ID | CITY | AIRPORT NAME | TOTAL EMPLOYMENT | TOTAL PAYROLL | TOTAL SPENDING | TOTAL ANNUAL ECONOMIC ACTIVITY | TOTAL TAX IMPACTS |
|---|---|---|---|---|---|---|---|
| 5R1 | Chatom | Roy Wilcox | 2 | $39,400 | $101,900 | $141,300 | $5,600 |
| 02A | Clanton | Chilton County | 88 | $2,490,400 | $4,628,200 | $7,118,600 | $431,300 |
| 11A | Clayton | Clayton Municipal | 1 | $33,900 | $124,700 | $158,600 | $5,300 |
| 9A4 | Courtland | Courtland | 3 | $92,400 | $356,100 | $448,500 | $17,400 |
| CMD | Cullman | Cullman Regional-Folsom Field | 141 | $4,768,100 | $8,960,100 | $13,728,200 | $770,200 |
| 4R9 | Dauphin Island | Jeremiah Denton | 6 | $205,600 | $457,900 | $663,500 | $29,900 |
| DCU | Decatur | Pryor Field Regional | 134 | $4,707,900 | $10,068,800 | $14,776,700 | $815,800 |
| DYA | Demopolis | Demopolis Regional | 30 | $888,300 | $1,699,000 | $2,587,300 | $121,800 |
| 3M2 | Double Springs | Double Springs-Winston County | 1 | $26,300 | $81,900 | $108,200 | $4,100 |
| 14J | Elba | Carl Folsom | 7 | $213,700 | $598,400 | $812,100 | $32,200 |
| EDN | Enterprise | Enterprise Municipal | 193 | $12,646,300 | $10,263,300 | $22,909,600 | $1,044,300 |
| EUF | Eufaula | Weedon Field | 22 | $615,500 | $1,073,700 | $1,689,200 | $71,600 |
| GZH | Evergreen | Evergreen Regional - Middleton Field | 8 | $234,700 | $666,700 | $901,400 | $36,000 |
| CQF | Fairhope | H.L. Sonny Callahan | 278 | $9,040,700 | $19,785,800 | $28,826,500 | $1,431,900 |
| M95 | Fayette | Richard Arthur Field | 22 | $959,900 | $2,161,900 | $3,121,800 | $144,400 |
| 0J4 | Florala | Florala Municipal | 32 | $1,105,800 | $2,637,000 | $3,742,800 | $193,500 |
| 5R4 | Foley | Foley Municipal | 59 | $1,399,300 | $1,336,600 | $2,735,900 | $131,500 |
| 4A9 | Fort Payne | Isbell Field | 37 | $1,810,100 | $4,848,900 | $6,659,000 | $308,100 |
| GAD | Gadsden | Northeast Alabama Regional | 39 | $1,202,600 | $3,683,300 | $4,885,900 | $215,200 |
| 33J | Geneva | Geneva Municipal | 10 | $261,000 | $735,000 | $996,000 | $44,500 |
| 7A0 | Greensboro | Greensboro Municipal | 7 | $180,100 | $454,300 | $634,400 | $30,300 |
| PRN | Greenville | Mac Crenshaw Memorial | 23 | $513,500 | $1,577,600 | $2,091,100 | $86,400 |
| JKA | Gulf Shores | Jack Edwards National | 433 | $16,189,100 | $27,719,100 | $43,908,200 | $2,407,100 |
| 8A1 | Guntersville | Guntersville Municipal - Joe Starnes Field | 160 | $9,465,500 | $11,755,400 | $21,220,900 | $948,500 |
| 1M4 | Haleyville | Posey Field | 15 | $306,200 | $855,600 | $1,161,800 | $51,100 |
| HAB | Hamilton | Marion County-Rankin Fite | 24 | $715,300 | $1,568,100 | $2,283,400 | $111,900 |
| 5M0 | Hartselle | Hartselle-Morgan County Regional | 24 | $552,400 | $711,700 | $1,264,100 | $65,800 |
| 0J6 | Headland | Headland Municipal | 69 | $2,910,300 | $5,940,700 | $8,851,000 | $430,600 |
| MDQ | Huntsville | Huntsville Executive Airport Tom Sharp Jr. Field | 1,306 | $84,837,700 | $69,275,900 | $154,113,600 | $6,972,900 |

## TOTAL ANNUAL ECONOMIC IMPACTS BY AIRPORT

| FAA ID | CITY | AIRPORT NAME | TOTAL EMPLOYMENT | TOTAL PAYROLL | TOTAL SPENDING | TOTAL ANNUAL ECONOMIC ACTIVITY | TOTAL TAX IMPACTS |
|---|---|---|---|---|---|---|---|
| 4R3 | Jackson | Jackson Municipal | 2 | $70,600 | $267,400 | $338,000 | $11,300 |
| JFX | Jasper | Walker County-Bevill Field | 164 | $4,905,700 | $7,604,800 | $12,510,500 | $769,300 |
| 7A3 | Lanett | Lanett Municipal | 19 | $724,200 | $2,448,000 | $3,172,200 | $117,600 |
| 04A | Luverne | Frank Sikes | 4 | $95,300 | $181,600 | $276,900 | $14,300 |
| A08 | Marion | Vaiden Field | 14 | $431,100 | $1,240,000 | $1,671,100 | $81,500 |
| BFM | Mobile | Mobile Downtown | 7,304 | $351,657,400 | $989,221,200 | $1,340,878,600 | $69,247,700 |
| MVC | Monroeville | Monroe County Airport | 125 | $3,184,400 | $8,731,600 | $11,916,000 | $568,100 |
| 20A | Oneonta | Robbins Field | 3 | $98,600 | $349,400 | $448,000 | $18,100 |
| 71J | Ozark | Ozark Airport - Blackwell Field | 303 | $16,766,800 | $14,941,100 | $31,707,900 | $1,604,300 |
| PLR | Pell City | St. Clair County | 109 | $3,100,900 | $5,796,700 | $8,897,600 | $511,400 |
| 1A9 | Prattville | Prattville - Grouby Field | 45 | $1,490,000 | $3,361,700 | $4,851,700 | $274,100 |
| 3M8 | Reform | North Pickens | 6 | $206,500 | $749,400 | $955,900 | $42,300 |
| 7A5 | Roanoke | Roanoke Municipal | 2 | $76,300 | $121,300 | $197,600 | $6,900 |
| M22 | Russellville | Bill Pugh Field | 6 | $136,900 | $452,100 | $589,000 | $24,000 |
| 1A4 | Samson | Logan Field | 3 | $141,700 | $244,400 | $386,100 | $13,600 |
| 4A6 | Scottsboro | Scottsboro Municipal-Word Field | 28 | $785,900 | $1,389,600 | $2,175,500 | $112,600 |
| SEM | Selma | Craig Field | 59 | $1,567,400 | $2,975,000 | $4,542,400 | $232,600 |
| 2R5 | St. Elmo | St. Elmo | 18 | $554,300 | $1,348,000 | $1,902,300 | $67,900 |
| 7A6 | Stevenson | Stevenson | 7 | $195,800 | $585,700 | $781,500 | $32,400 |
| SCD | Sylacauga | Merkel Field Sylacauga Municipal | 22 | $689,800 | $1,689,000 | $2,378,800 | $114,300 |
| ASN | Talladega | Talladega Municipal | 153 | $3,972,100 | $8,507,500 | $12,479,600 | $728,200 |
| TOI | Troy | Troy Municipal Airport at N. Kenneth Campbell Field | 1,004 | $52,024,200 | $143,524,000 | $195,548,200 | $10,715,400 |
| TCL | Tuscaloosa | Tuscaloosa National | 441 | $19,671,300 | $28,814,100 | $48,485,400 | $2,818,300 |
| 06A | Tuskegee | Moton Field Municipal | 26 | $888,400 | $2,177,500 | $3,065,900 | $170,600 |
| 07A | Union Springs | Franklin Field | 23 | $768,400 | $2,866,900 | $3,635,300 | $150,800 |
| M55 | Vernon | Lamar County | 2 | $77,100 | $285,100 | $362,200 | $13,600 |
| 08A | Wetumpka | Wetumpka Municipal | 32 | $962,800 | $1,938,100 | $2,900,900 | $126,000 |
| GENERAL AVIATION AIRPORTS TOTAL | | | 14,447 | $678,279,200 | $1,511,475,700 | $2,189,754,900 | $112,655,700 |
| ALL AIRPORTS TOTAL | | | 44,399 | $1,859,356,500 | $3,064,314,700 | $4,923,671,200 | $267,563,900 |


DEPARTMENT OF TRANSPORTATION

# ALABAMA

## STATEWIDE AIRPORT SYSTEM PLAN AND ECONOMIC IMPACT STUDY

PREPARED BY

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