

# STATEWIDE IMPACTS

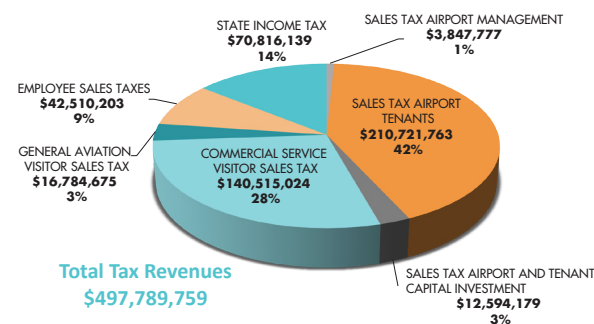
## Total Annual Impacts from All Study Airports

OAC's research project estimated annual economic impacts for 109 study airports. As noted previously when total impacts (direct and indirect/induced) are considered, all airports are responsible for the following annual economic impacts.

- » Total Statewide Jobs – 74,002
- » Total Statewide Annual Payroll - \$3.6 Billion
- » Total Annual Spending - \$7 Billion
- » Total Statewide Economic Activity - \$10.6 B

## Total Annual State Tax Revenues from Study Airports

Airport related jobs and spending, along with visitor spending are responsible for a variety of tax revenues. On a statewide basis, the study airports and activities they support contribute the following annual tax revenues. Airport related tax revenues estimated in this study considered only direct employment, payroll, and spending.



## Total Annual Economic Impacts from Military Aviation

In addition to Oklahoma's 109 civilian airports, the state also has three major military airfields. These include: Altus Air Force Base, Tinker Air Force Base, and Vance Air Force Base. Similar to the civilian airports, the military airfields have annual economic impacts that can be measured in terms of spending, and total annual economic activity. Economic impacts shown here are for all three bases and consider impacts related to operations and capital investment. In addition to the three air force bases, the Air National Guard has various activities in Oklahoma at non-airport locations that also contribute to military related economic impacts. Total statewide economic impacts from military aviation are shown below.

- » Total Statewide Jobs – 72,648
- » Total Statewide Annual Payroll - \$4.7 Billion
- » Total Annual Spending - \$14.6 Billion
- » Total Statewide Economic Activity - \$19.3 Billion

## Additional Economic Impacts from Off-Airport Aviation and Aerospace Companies

Aside from aviation businesses located at study airports, there are other companies involved in activities that support the aviation or aerospace industries in Oklahoma. As part of the OAC project, these businesses were identified and researched to determine additional economic impacts associated with their operations. Examples of businesses included in this category include Nordam, Boeing, L-3, and Flight Safety International.

Additional economic impacts identified in this category are as follows:

- » Total Statewide Jobs – 58,958
- » Total Statewide Annual Payroll - \$3.4 Billion
- » Total Annual Spending - \$10.5 Billion
- » Total Statewide Economic Activity - \$13.9 Billion

## Jobs in Oklahoma that Gain Efficiency from Using Aviation

Many employers in Oklahoma use aviation to transport their employees, ship and receive goods and supplies, and facilitate convenient visits from their customers and suppliers. Additional research conducted as part of the OAC study estimates that there are approximately 34,800 jobs statewide that have improved efficiency through support provided by various facets of aviation. These jobs are in addition to those supported by the airports, the military, and off-airport aviation related employers.

## Total Oklahoma Economic Impacts from Aviation and Aerospace

Aviation and aerospace are significant contributors to Oklahoma's economy. Total annual statewide economic impacts from the public airports, aviation related military activities, and off-airport aviation and aerospace employers are shown below:



Annually, aviation and aerospace contribute \$43.7 billion to the Oklahoma economy. Employers in Oklahoma use aviation to transport employees, ship and receive supplies, and facilitate convenient visits from customers. Military aviation units are some of the largest single site employers in the state, and there are over 800 off-airport businesses in Oklahoma that are engaged in aviation and aerospace activities.

When all aviation and aerospace activities are considered, this study has estimated that all direct, indirect, and induced jobs represent about 14.5% of all non-farm employment in Oklahoma. Clearly, the OAC study has shown that aviation and aerospace are significant contributors to Oklahoma's economy.

For More Information:

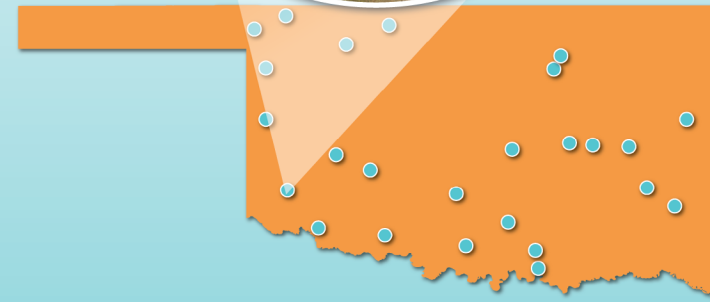


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## — THE ECONOMIC IMPACT OF —

# SELECTED GENERAL AVIATION AIRPORTS IN OKLAHOMA



The Oklahoma Aeronautics Commission (OAC) has completed research to document how aviation and aerospace benefit the economies of the state and communities throughout Oklahoma. This report provides a high-level overview of airport specific annual economic impacts, as well as total statewide aviation-related economic impacts. More information on the full study is available by contacting OAC.

# Oklahoma

AVIATION AND AEROSPACE  
ECONOMIC IMPACT STUDY

— 2 0 1 7 —

# OKLAHOMA

## Statewide Economic Benefits from Airports

As part of OAC's research project, annual economic impacts for 109 study airports were estimated. Economic impacts reported in the OAC study reflect a snapshot of conditions that characterized the airports in 2016. Each airport was investigated, as applicable, to identify potential economic impacts related to:

- » Airport Management
- » Airport Tenants
- » Investment in Capital Projects
- » Spending from Visitors Arriving on General Aviation Aircraft
- » Spending from Visitors Arriving on Commercial Airlines

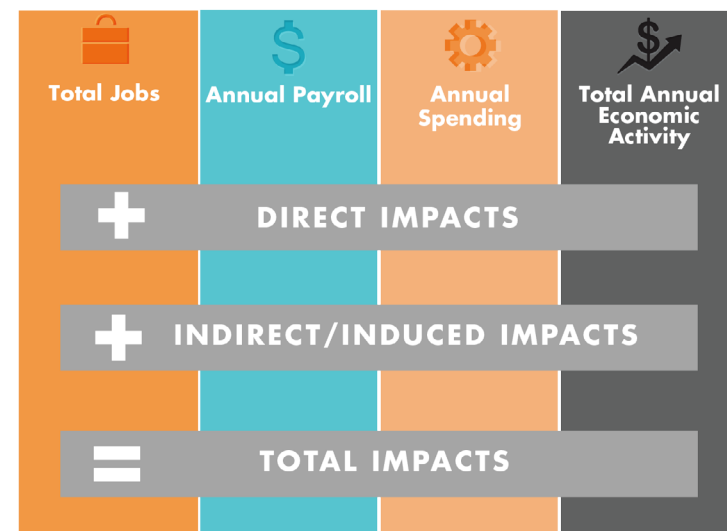
The OAC study used four primary measures to express both statewide and airport specific annual economic impacts:

- » Employment/Jobs
- » Annual Payroll
- » Annual Spending
- » Total Annual Economic Activity (Payroll plus Spending)

Economic impacts reported in the study reflect not only direct impacts but also indirect/induced impacts that result from a multiplier effect. Together, direct and indirect/induced impacts equal total statewide and airport specific annual economic impacts. A state model, specific to Oklahoma, was used by the Oklahoma Department of Commerce to estimate total economic impacts.

For all study airports, OAC's statewide economic impact study estimated total annual economic impacts as shown below.

## ANNUAL ECONOMIC IMPACTS ALL STUDY AIRPORTS



# TOTAL ANNUAL ECONOMIC IMPACT FOR SELECTED GENERAL AVIATION AIRPORTS IN OKLAHOMA

## Estimating an Airport's Annual Economic Impact.

Surveys, interviews, and on-site visits were used to collect direct impacts for the airport management function and for any aviation-related airport tenants who are engaged in the provision of aviation services or customer support. In some instances, jobs in the airport management category are not physically located at the airport. This is particularly true when the airport is owned by a city or county. Also, for both the airport management and airport tenant categories, not all jobs are full-time. There are also part-time as well as seasonal jobs. For this study, all less-than-full-time positions were converted to full-time equivalent (FTE) jobs using hours worked or salary paid.

Many airports in Oklahoma have investments to complete capital projects. Funds for capital investment come from the FAA, the state, the airport owner, and/or other third-party sources. While money is being spent to implement a project, this spending helps to support jobs and the payroll associated with these jobs. For this study, average annual capital investment for the airport, from all sources, over a five-year period was considered to estimate economic impacts in the capital investment category.

Each year, an estimated 440,000 visitors arrive in Oklahoma on general aviation aircraft. While in the state, these visitors often have expenditures for lodging, food, retail, ground transportation, entertainment, and/or retail purchases. Annual visitor spending helps to support other jobs and payroll, primarily in the hospitality industry.

The accompanying table shows total economic impacts for each airport included in this summary. These total impacts represent direct, indirect, and induced impacts as they were estimated for airport management, airport tenants, capital investment, and visitor spending. Additional airport related benefits come in the form of state tax revenues that the airports contribute as they relate to the following:

- Sales tax paid by visitors on hotels, meals, rental cars, and retail spending
- Sales tax paid on goods and materials purchased to support capital projects
- Sales tax paid on supplies needed to operate the airport or tenant businesses
- Sales and income tax paid by employees whose direct jobs are airport supported

From these sources, the study estimated that all airports included in this report contribute approximately \$330,195 in annual and state local tax revenues.

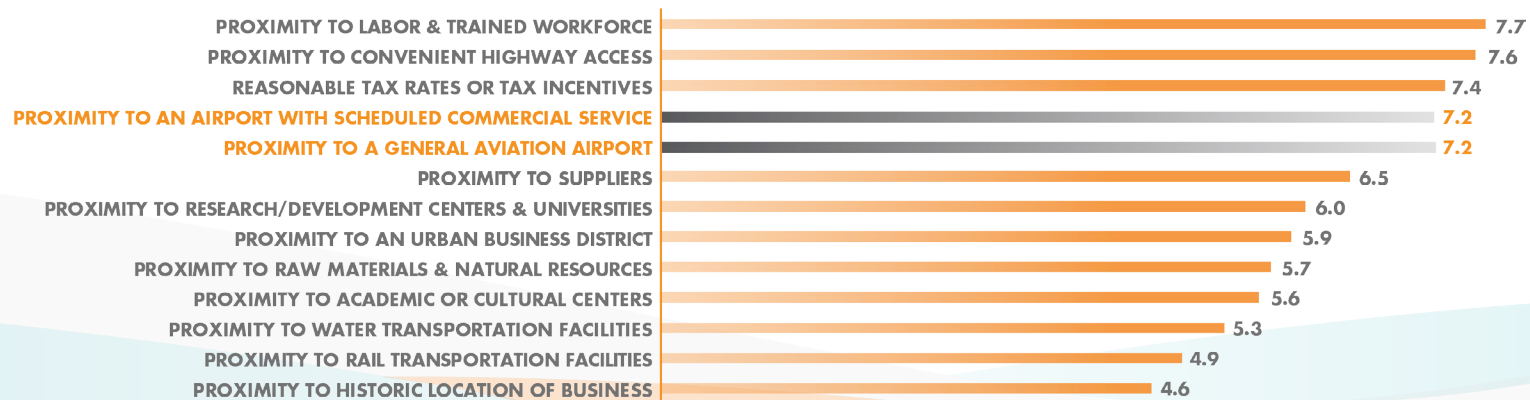
## Total Annual Economic Impacts for Selected General Aviation Airports

This table shows total annual economic impacts for each airport included in this report. These totals represent direct, indirect, and induced impacts. Combined total impacts in this table represent all impacts that were identified from airport management, airport tenants, CIP investment, and/or visitor spending.

AIRPORT NAME	TOTAL EMPLOYMENT	TOTAL ANNUAL PAYROLL	TOTAL ANNUAL SPENDING	TOTAL ANNUAL ECONOMIC ACTIVITY
Buffalo Municipal	3	\$82,253	\$215,090	\$297,343
Carnegie Municipal	3	\$111,149	\$250,083	\$361,232
Cherokee Municipal	4	\$95,750	\$241,329	\$337,079
Mignon Laird Municipal	1	\$27,067	\$58,413	\$85,481
Tenkiller Lake	2	\$27,808	\$66,221	\$94,029
Cordell Municipal	4	\$112,810	\$227,302	\$340,111
Fountainhead Lodge	1	\$17,944	\$42,185	\$60,129
Eufaula Municipal	4	\$103,777	\$293,322	\$397,099
Gage	3	\$87,210	\$204,262	\$291,472
Healdton Municipal	1	\$14,972	\$4,264	\$19,236
Henryetta Municipal	2	\$50,218	\$79,737	\$129,956
Hominy Municipal	2	\$36,359	\$66,960	\$103,319
Lake Texoma State Park	1	\$20,591	\$48,642	\$69,233
Laverne Municipal	3	\$74,980	\$443,635	\$518,615
Lindsay Municipal	3	\$105,646	\$291,607	\$397,254
Scott Field (Mangum)	4	\$127,115	\$323,322	\$450,437
Mooreland Municipal	1	\$46,370	\$153,878	\$200,249
Okemah Flying Field	3	\$198,932	\$578,137	\$777,069
Sulphur Municipal	2	\$63,672	\$173,762	\$237,434
Talihina Municipal	3	\$38,187	\$99,115	\$137,302
Tipton Municipal	1	\$17,504	\$18,121	\$35,625
Tishomingo Airpark	3	\$117,898	\$307,945	\$425,843
Walters Municipal	5	\$200,200	\$325,948	\$526,148
Waynoka Municipal	2	\$76,724	\$212,195	\$288,920
Westport	1	\$23,310	\$55,264	\$78,574
Wilburton Municipal	3	\$118,078	\$314,421	\$432,499

## Airports Help Connect the Community

When businesses decide to relocate or expand, there are many factors they consider. Having access to a general aviation airport is a highly rated decision-making factor. A mile of road can take you one mile, and a mile of runway can take you pretty much anywhere. Oklahoma airports were surveyed to determine how important general aviation airports are to their location in the state. The survey results are shown below.



## Other Benefits Supported by General Aviation Airports

Economic and tax revenue benefits for selected general aviation airports have been previously reported. But these are not the only benefits communities receive from general aviation airports. Some of the other benefits supported by Oklahoma airports are discussed here.

### Aviation Educational Support

Oklahoma is a leader in aviation education and training. An estimated 50 different Oklahoma airports support some type of aviation training or educational activities. Statewide, it is estimated that about 1,570 people have jobs that are directly supported by aviation-related education and training.

### Aerial Applicator Support

Crop and livestock production are staples for Oklahoma's economy. There are over 34 million acres dedicated to agriculture. Aerial applicators treat both rangelands and crops, helping to increase yields. Almost 50 different airports support based or transient aerial applicators. Aerial applicators are responsible for over \$20 million in statewide annual economic impact.

### Medical and Healthcare Support

Aviation plays an important role in supporting emergency and medical needs. Airports are utilized to transport patients from remote health care facilities to state-of-the-art hospitals. General aviation planes are used to airlift patients from accidents for life-saving treatment. Physicians and nurse practitioners fly to rural parts of the state to provide patients with local healthcare options. Teams of doctors fly on general aviation aircraft to recover and prepare organ donations for transplants. Over 70 airports support the state's healthcare needs.

### Pipeline Patrol Support

Oklahoma is designated as the primary oil delivery point in the country. Oklahoma has almost 1,000 miles of pipelines. It is far more economical to conduct pipeline inspections from the air, using general aviation aircraft; 22 different Oklahoma airports were identified as supporting this activity.

### Safety Support

The state of Oklahoma covers almost 69,000 square miles. Without the ability to support its services by air, the Oklahoma Highway Patrol (OHP) and other law enforcement agencies would not be able to provide effective protection for citizens across the state; there are 30 different airports that support OHP and various law enforcement activities.

### Recreational Support

The state's lakes and parks are also often reached via airports. All Oklahoma airports support at least some visitor travel, and many of the visitors who come to Oklahoma take advantage of one of the state's many recreational activities. Every airport in Oklahoma supports some type of recreational flying.