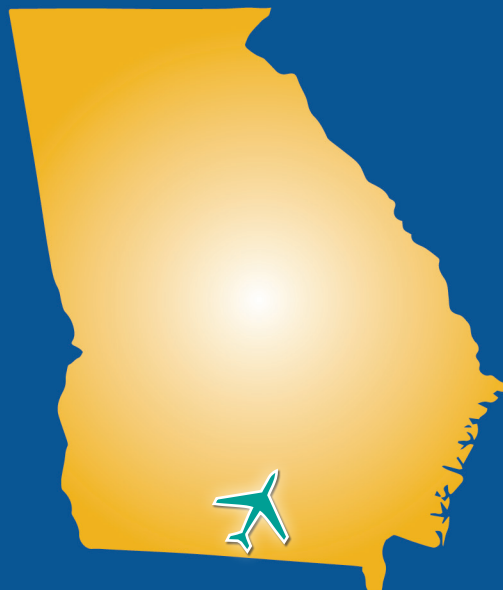




Georgia Department of Transportation



• ECONOMIC IMPACT REPORT FOR • VALDOSTA REGIONAL AIRPORT



September 2020

According to Site Selection Magazine, Georgia is **ranked as the #1 state** for doing business.

Georgia Airports Mean Business.

Airports in Georgia generate positive economic impacts as well as support many other sectors of local and state economies. In the summer of 2019, the Georgia Department of Transportation undertook a statewide study to estimate the annual economic impact of 102 study airports. The study estimated economic impacts for seven commercial airports and 95 general aviation airports. This report includes impacts related to **Valdosta Regional Airport** and summarizes all Statewide Airport Economic Impacts.

Annual Economic Impacts for Valdosta Regional Airport

Residents, businesses, and visitors benefit from the state's well-developed airport system. While supporting transportation, healthcare, tourism, and commerce, airports contribute to the economy. The Economic Impact Study identified specific economic impacts associated with the **Valdosta Regional Airport** and other airport benefits. Key impacts for the **Valdosta Regional Airport** follow.



Annual General Aviation Visitors
12,060



Annual Commercial Visitors
16,598



Employment Supported
362



Annual Payroll
\$12,655,000



Annual Spending
\$24,597,800



Annual Economic Impact
\$37,252,800



Airport-Supported Annual State & Local Sales & Income Tax Revenues
\$1,808,260

Economic Impacts for Valdosta Regional Airport

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

Annual Economic Impacts for Valdosta Regional Airport

	Employment	Payroll	Spending	Total Economic Activity
Airport Management & Business Tenants	188	\$7,928,100	\$11,607,700	\$19,535,800
Capital Investment	18	\$549,200	\$2,248,600	\$2,797,800
General Aviation Visitor Expenditures	46	\$1,239,700	\$1,921,700	\$3,161,400
Commercial Visitor Expenditures	110	\$2,938,000	\$8,819,800	\$11,757,800
Total	362	\$12,655,000	\$24,597,800	\$37,252,800

Georgia Airports Support Connectivity

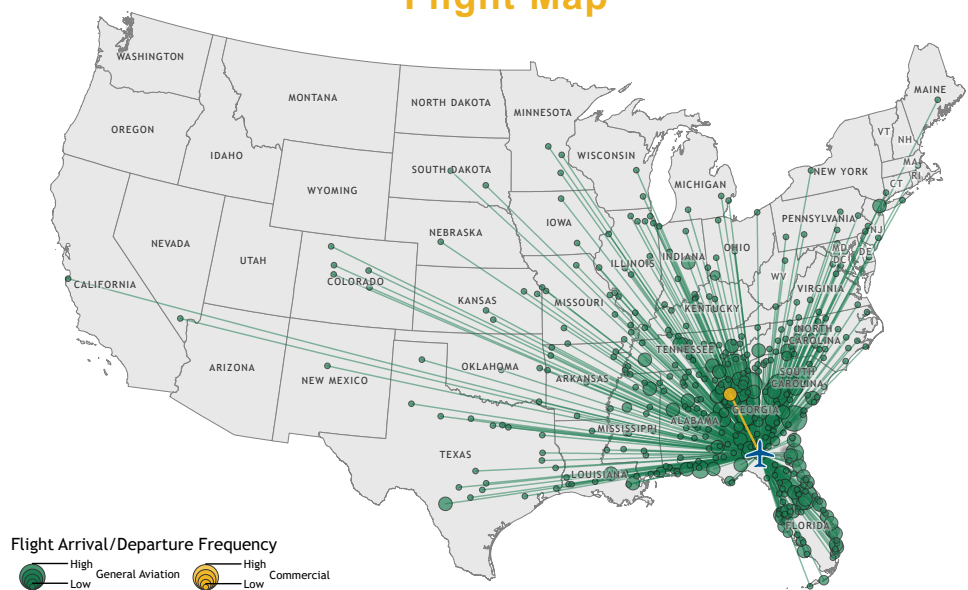
A flight from a Georgia airport is a gateway to over 40,000 worldwide airports, including over 19,000 airports in the US alone. When employers seek to relocate or expand, proximity to an airport is among the top 10 factors they consider in their decision making. Georgia's tourist industry also depends on the efficiency of air travel.

This map depicts destinations for flights departing from and arriving at **Valdosta Regional Airport** on any given day. This information is generated from the FAA's National Offload Program (NOP). Flights represent only a fraction of all destinations that can be reached directly from the airport. The map helps to show how the airport supports the travel needs of businesses, visitors, and residents of the airport's service area.

Valdosta Regional Airport



Flight Map



Data Source: FAA Traffic Flight Management System (TFMS); CY 2018

Top Five Destinations for Valdosta Regional Airport



Atlanta, Georgia



Savannah, Georgia



Augusta, Georgia



Athens, Georgia



Orlando, Florida

Statewide Economic Impacts

Shown below are total annual statewide economic impacts. All economic impacts shown in this report for Hartsfield-Jackson Atlanta International Airport were obtained from a separate study for that airport conducted by the City of Atlanta. As shown, when all Georgia airports are considered, total annual statewide economic impacts are estimated at 450,502 jobs, \$9.2 billion in annual payroll, and \$73.7 billion in annual economic activity.

Statewide Economic Impacts All System Airports

	Hartsfield-Jackson Atlanta International Airport*	Commercial Study Airports	General Aviation Study Airports	State Total
Employment	383,242	52,376	14,893	450,502
Payroll	\$16.7 billion	\$1.3 billion	\$271 million	\$9.2 billion
Economic Activity	\$66.8 billion	\$2.2 billion	\$828 million	\$73.7 billion

*2016-2017 Technical Report, City of Atlanta Economic Impact Study

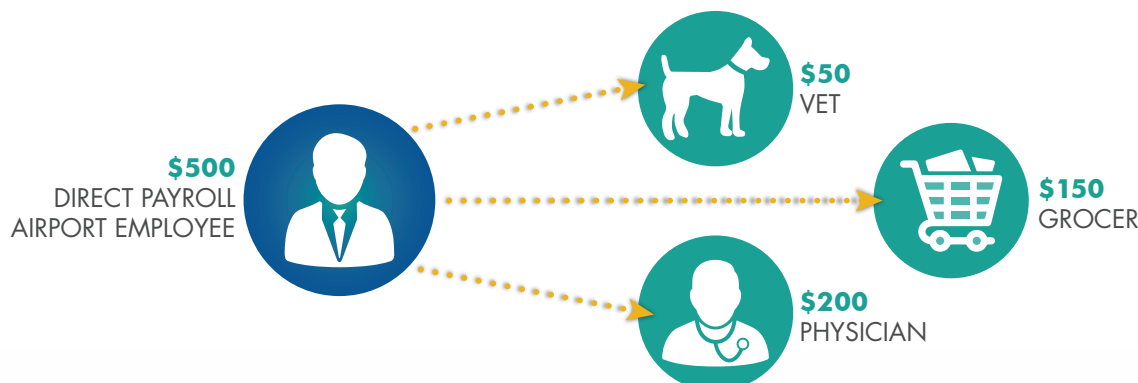
Economic Impact Categories and Measurements

The study identified impacts related to airport management (day-to-day airport operations), aviation-related business tenants, average annual capital investment, expenditures from visitors arriving on general aviation aircraft, and expenditures by visitors arriving on scheduled commercial airline flights. For each of these five categories, impacts were measured for **employment, payroll, spending, and annual economic activity**. Annual economic activity is the sum of payroll and spending. In addition, the study estimated state and local tax revenues that are generated by airport-supported activities.



Study Methodology

Data collection and survey efforts identified **direct** economic impacts in each of the five impact categories using an approved FAA methodology. A state input/output model (**IMPLAN**) was used to estimate additional **indirect and induced** impacts, sometimes referred to as multiplier impacts. Combined, direct plus indirect/induced impacts equal total state or airport specific economic impacts.



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



Airport Management



Aviation-Related Business Tenants



Average Annual Capital Investment



Visitors Arriving on General Aviation Aircraft



Visitors Arriving on Commercial Flights

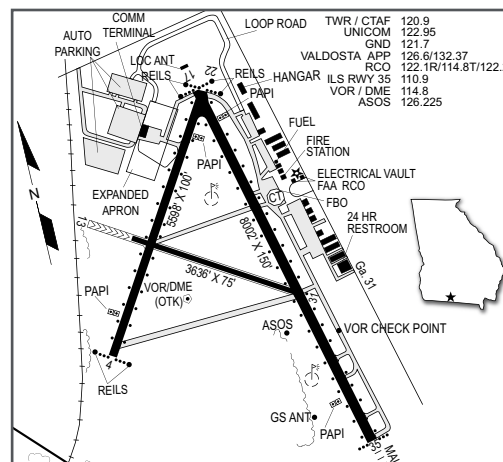
Valdosta Regional Airport

Valdosta is located in South Georgia along Interstate 75. Valdosta serves as the county seat of Lowndes County and is the prominent commercial and manufacturing center in South Georgia. The largest employer in the region is Moody Air Force Base.

The Valdosta Regional Airport, located just three miles south of Valdosta's city center, is owned and operated by Valdosta-Lowndes County Airport Authority. The airport has three runways: Runway 17/35 is 8,002 feet long; Runway 4/22 is 5,598 feet long; and Runway 13/31 is 3,636 feet long. The airport is equipped with a precision instrument landing system, private air traffic control tower, and an aircraft rescue and firefighting station.

The airport is one of only eight airports in Georgia with scheduled commercial airline service. Delta Air Lines provides daily non-stop service between the airport and Delta's connecting hub in Atlanta. Avis and Hertz provide rental cars in the commercial aviation terminal. TSA is also at the airport to support passenger activities.

There are about 13 different businesses located at the airport to service aircraft and customer needs. Air Methods, an aerial emergency services medical provider, is the largest tenant at the airport. Other businesses provide flight training, government/agency support, aircraft maintenance, and fixed base operator (FBO) services. Area businesses rely on the airport, doctors and medical supplies are flown in and out of the region from the airport, military and law enforcement use the airport for training and search and rescue operations, and local real estate companies use the airport occasionally to perform aerial photography and real estate tours. Valdosta State University's sports teams utilize the airport to travel to games and events.



Examples of How Valdosta Regional Airport Supports its Community

There is a good chance you benefit from different activities that the airport supports. Airports support healthcare and emergency services. Airports support the state's agricultural and forestry industries, and power companies rely on airports to keep electricity flowing. State and federal agencies use airports to protect the environment, and law enforcement benefits from airports. Businesses throughout Georgia rely on airports to improve their efficiency. Examples of how the airport benefits the community follow.

Healthcare/Medical Support: The Burn and Reconstructive Centers of America traces its roots to an emergency room in 1978. Joseph M. Still (JMS) Burn Center at Doctors Hospital (in Augusta) has grown to be the largest burn center in America. In addition, the JMS Burn Center at Doctors Hospital is the cornerstone of the Burn and Reconstructive Centers of America burn care network; this network brings comprehensive, convenient care to patients around the United States. There are 13 different centers, with one located in Valdosta. At last report, the centers completed over 32,000 annual surgeries and treated over 80,500 patients. Every week, doctors from the center in Augusta travel, using general aviation aircraft and airports, to treat patients in different centers across the county. The local airport plays an important role by providing access to doctors who fly to Valdosta from Augusta and other locations around the United States.

Business Use: Airports are tools used by a wide variety of employers to increase many aspects of their efficiency. When businesses consider where they locate or expand, proximity to an airport is often a top consideration. Airports are also a contributor to an area's economic diversification and growth. Both local and visiting businesses rely on air travel to increase their efficiency. Airports help companies expand their market areas, reduce employee travel time, provide access for customers and suppliers, and tie together offices in multiple locations. Some of the local businesses that rely on and benefit from the airport include Martin's Famous Pastry Shoppe, Langdale Forest Products, Crews Engineering, IPG Architects and Planners, Studio 8 Design, US Press, and Steeda Manufacturing. This diverse listing of area employers demonstrates the types of businesses that use aviation as a tool. By supporting these local and visiting businesses, the airport assists many sectors of the local economy.

Educational Support: Local airports support area colleges and universities. Institutions use airports to facilitate their philanthropic outreach efforts, and sports teams (including visiting teams) often travel by air. Visiting professors or lecturers use local airports to decrease their travel time, and students and their parents sometimes use air travel. Local airports support the travel needs of college staff who attend seminars and training; airports support student recruitment efforts and help to expand and diversify a college's market area. Valdosta State University, an NCAA Division II school, benefits from its use of the airport. The airport also has a unique relationship with Wiregrass Georgia Technical College; Wiregrass Georgia Technical College is a unit of the Technical College System of Georgia. The airport's Air Traffic Control Tower (ATCT) is operated by Advanced Air Traffic Control (ATC). Advanced ATC trains students from Wiregrass Georgia Technical College to be eligible to apply for Control Tower Operator certification by the Federal Aviation Administration in accordance with FAR Part 65. The nation often faces shortages of qualified aircraft traffic controllers. By supporting these institutions, the airport helps the community and provides the training needed to promote the safe operation of the nation's air traffic control system.

Other Users: There are a wide variety of other users that also rely on and benefit from the airport. These users include Georgia Power who uses the airport to support power line inspections; the Georgia Forestry Commission who uses the airport to spot and fight forest fires; emergency medical operators; and various branches of the U.S. military that use the airport to support various types of training. The variety of services that these additional operators provide demonstrates how the airport contributes to many facets of health, welfare, and safety for residents and businesses.

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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.