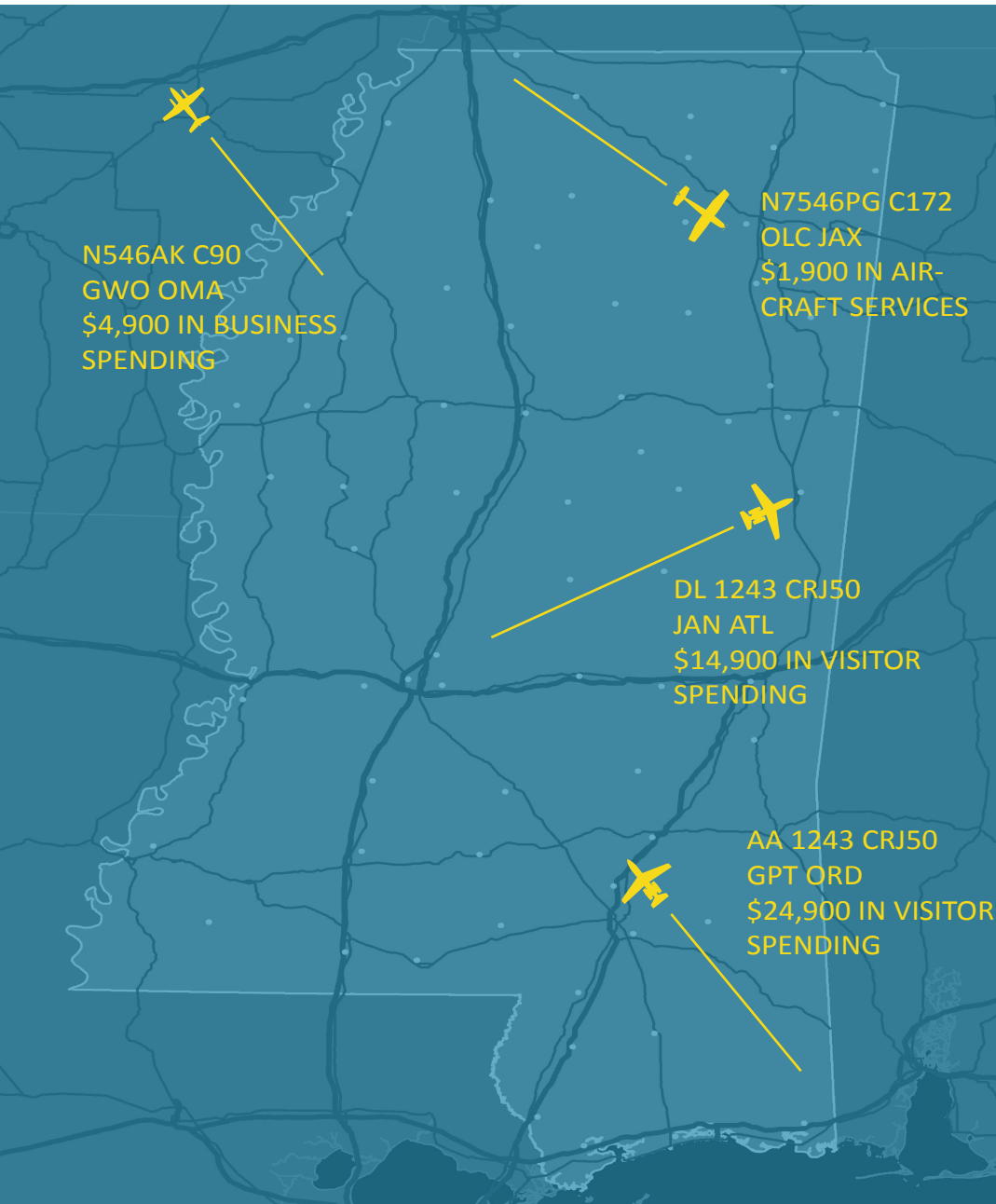


TECHNICAL REPORT

ECONOMIC IMPACT OF MISSISSIPPI AIRPORTS



Mississippi Statewide Aviation Economic Impact Study- Economic Impact of Mississippi Airports

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Mississippi Statewide Aviation Economic Impact Study- Economic Impact of Mississippi Airports

Introduction

Airports and aviation are essential elements of today's national economy and transportation system. They provide a quick, efficient, and safe method to move people and goods, and they improve the quality of life of every citizen. As important as the network of airports is to the nation's well-being, so too are airports to the economy of the State of Mississippi. The Mississippi Airport System provides an integral link to the rest of the country and the world, as well as serving as a significant source of transportation and economic stimulus within Mississippi.

Mississippi airports are significant generators of revenues, wages, and jobs for the State. Not only do the airports themselves generate economic benefits, but also many other non-aviation employers who rely on the Mississippi Airport System to support their daily business activities also contribute to building the State's economy. While most people of Mississippi are quite familiar with large commercial airline airports in the State, such as Jackson's Jackson-Medgar Wiley Evers International Airport, many are less familiar with the State's other public-use airports. In order for citizens to more fully understand the relationship between Mississippi public-use airports and the statewide economy, an economic impact analysis was undertaken by the Mississippi Department of Transportation, through the Aeronautics Division.

This study shows that many people, even beyond the immediate environs of each airport, derive significant economic benefits from the daily operation of the airport system. These groups include the commercial and industrial employers whose shipments arrive or depart via the airports; employees of businesses and corporations who base corporate aircraft at Mississippi airports; and quite significantly the tourism industry including hotels, restaurants and tourism related activities whose patrons use the general aviation airports to visit Mississippi tourism destinations. Non-aviation businesses in Mississippi and their clients and suppliers rely on aviation in a wide variety of ways to support their daily operations in the State and to grow and expand their overall business activity.

The goal of this statewide aviation economic impact study is to show how the aviation industry serves as an economic engine for the State. The primary focus of this study is on the identifiable and quantifiable impacts to the State and local economies resulting from the 73 airports studied (see **Exhibit 1**). Another goal of this study was to evaluate some of the less-quantifiable benefits linked with aviation such as quality of life contributions including health, safety, recreation, education, and overall community support.

Study Summary

Airports in Mississippi support the air travel needs of Mississippi residents, businesses, and visitors and the state is fortunate to have 73 public-use airports that support this function, as well as act as economic engines for regional economies. **Exhibit 1** depicts the location and general classification of each of these airports. This study highlights the important economic contributions that Mississippi realizes from its airports by quantifying employment, payroll, and total economic activity associated with these airports. The analysis considers the annual economic benefits accrued in 2012 associated with airport activity, on-airport construction, visitors who arrive via commercial airlines and visitors

who arrive on general aviation aircraft. The results of this analysis are reported for the state as a whole in this document, along with the results of individual airports, which can be found in the appendix.

The statewide system of airports analyzed in this study consists of eight commercial service airports and 65 general aviation airports¹. The Mississippi Department of Transportation Aeronautics Division interacts with these airports as part of its mission to support the safe and efficient creation, improvement, and continued operation of Mississippi's aviation facilities. The Aeronautics Division supports the operation and development of these airports through:

- Grant assistance
- Airport inspections
- Planning and technical assistance

The Aeronautics Division pursued this study in order to quantify the economic impacts of the aviation system as a whole and to illustrate the effects of various airports as economic assets.

This study found that the system of 73 public-use airports in Mississippi has a substantial economic impact on the state. In brief, the 73 airports:

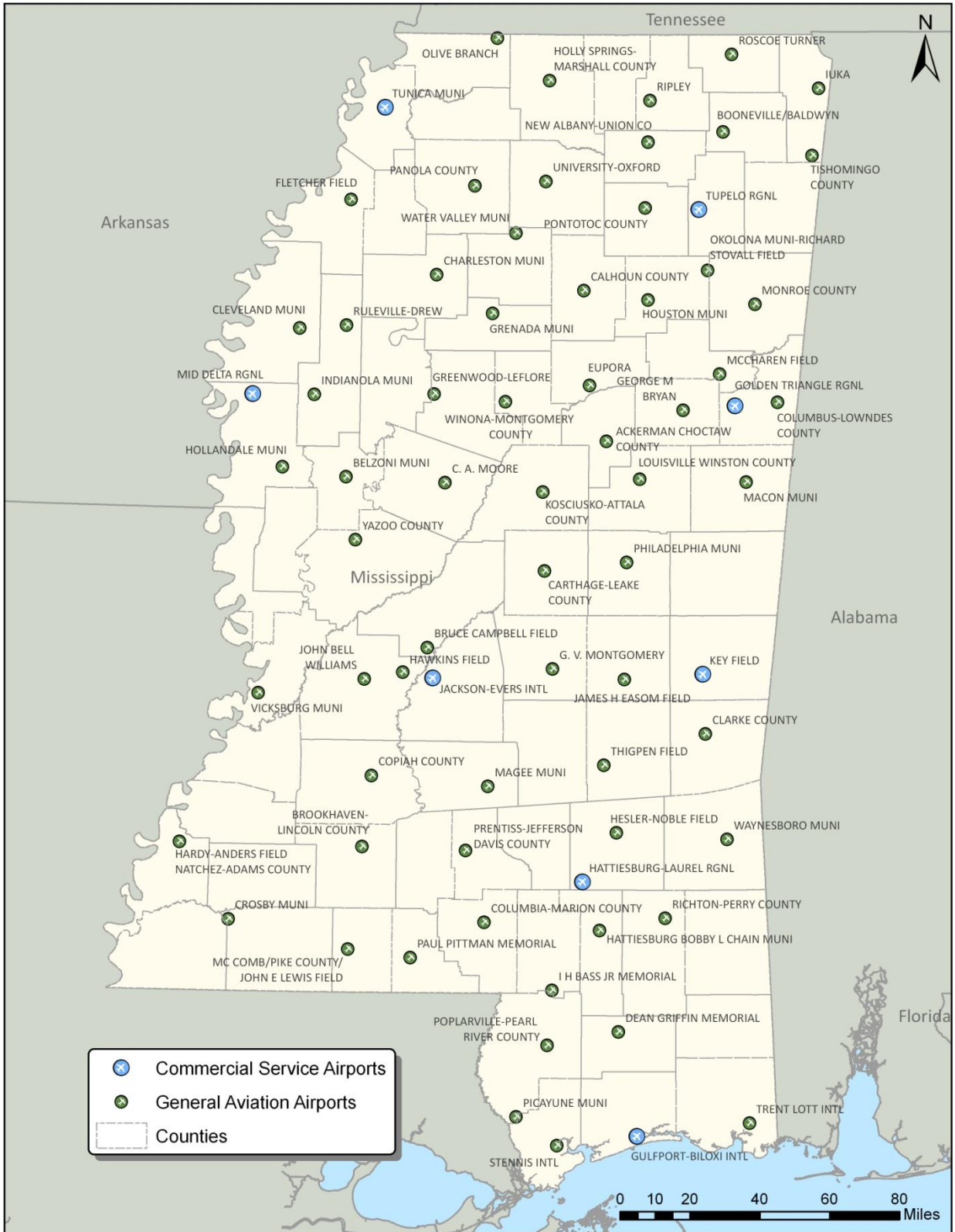
- Supported over 20,000 jobs
- Generated nearly \$722 million in annual payroll
- Produced over \$2.53 billion in annual economic output

These numbers include expenditures by hundreds of on-airport businesses and millions of visitors, as well as the multiplier effect associated with this spending. In addition, Mississippi residents depend on aviation to support their health, welfare, and safety needs. This report highlights some of the positive impacts that are not easily assigned a number value, such as life-saving medical flights.

Table 1 lists the total employment, payroll, and output for the 73 Mississippi study airports. These economic benefits reflect the diverse range of impacts of airport-related activity, from the helicopter manufacturing work performed by Airbus Helicopter (formerly American Eurocopter) at Golden Triangle Regional Airport where more than three hundred workers are employed, to Grass Roots Aviation, a one-man fixed base operator at Copiah County Airport. More detailed tables that break down the information summarized in Table 1 can be found in the appendix at the end of this report.

¹ For the purposes of this study, Tunica Municipal Airport (UTA) was included as a commercial service airport as it supports casino charter flights by commercial airlines on a regular basis.

Exhibit 1: Mississippi Airports Included In Economic Impact Analysis



Source: CDM Smith. Prepared October 2013

Mississippi Statewide Aviation Economic Impact Study

Table 1: Total Economic Impacts of Mississippi Airports

Associated City	Airport Name	Total Employment	Total Payroll	Total Output
Commercial Service Airports				
Columbus/West Point/Starkville	Golden Triangle Regional	1,668	\$60,924,800	\$272,548,100
Greenville	Greenville Mid-Delta	594	\$24,195,000	\$112,790,700
Gulfport	Gulfport-Biloxi International	3,926	\$105,171,600	\$426,281,800
Hattiesburg/Laurel	Hattiesburg-Laurel Regional	169	\$4,697,200	\$17,839,900
Jackson	Jackson-Medgar Wiley Evers International	6,508	\$270,554,500	\$873,529,100
Meridian	Key Field	1,796	\$73,742,200	\$152,308,400
Tunica	Tunica Municipal	700	\$17,510,100	\$74,901,700
Tupelo	Tupelo Regional	1,054	\$41,830,300	\$114,857,100
Commercial Service Airports Total		16,415	\$598,625,700	\$2,045,056,800
General Aviation Airports				
Aberdeen/Amory	Monroe County	38	\$929,200	\$4,718,100
Ackerman	Ackerman-Choctaw	1	\$9,100	\$32,400
Batesville	Panola County	15	\$387,900	\$1,346,000
Bay Springs	Thigpen Field	8	\$139,100	\$466,600
Bay St. Louis	Stennis	866	\$24,589,200	\$82,116,700
Belmont	Tishomingo County	17	\$435,400	\$1,574,600
Belzoni	Belzoni Municipal	13	\$663,500	\$2,790,300
Booneville	Booneville/Baldwyn	10	\$234,000	\$686,700
Brookhaven	Brookhaven-Lincoln County	15	\$397,700	\$4,936,400
Carthage	Carthage-Leake County	8	\$176,400	\$799,000
Charleston	Charleston Municipal	9	\$484,000	\$1,952,400
Clarksdale	Fletcher Field	43	\$1,244,500	\$5,504,700
Cleveland	Cleveland Municipal	102	\$3,507,100	\$15,927,500
Columbia	Columbia-Marion County	36	\$1,210,800	\$5,081,400
Columbus (Lowndes)	Columbus-Lowndes County	28	\$718,600	\$1,822,000
Corinth	Roscoe Turner Field	33	\$872,200	\$5,012,600
Crosby	Crosby Municipal	1	\$12,700	\$37,100
Crystal Springs	Copiah County	33	\$680,000	\$3,018,700
Drew	Ruleville-Drew	9	\$377,000	\$1,487,600
Eupora	Eupora	-	\$10,500	\$30,800
Forest	G. V. Montgomery	13	\$264,100	\$1,169,800
Greenwood	Greenwood-Leflore	278	\$12,758,600	\$64,078,400
Grenada	Grenada Municipal	16	\$277,000	\$1,682,500
Hattiesburg (Chain)	Hattiesburg Bobby L. Chain Municipal	108	\$4,078,000	\$18,691,600
Hollandale	Hollandale Municipal	9	\$424,100	\$1,709,000
Holly Springs	Holly Springs-Marshall County	34	\$782,900	\$3,082,800
Houston	Houston Municipal	27	\$361,300	\$1,240,000
Indianola	Indianola Municipal	34	\$1,291,100	\$4,913,700
Iuka	Iuka	7	\$159,100	\$592,600
Jackson	Hawkins Field	213	\$8,435,900	\$21,931,500
Kosciusko	Kosciusko-Attala County	6	\$128,400	\$507,300
Laurel – Hesler-Noble	Hesler-Noble Field	85	\$4,105,100	\$16,136,700
Lexington	C. A. Moore	3	\$85,000	\$395,500
Louisville	Louisville-Winston County	6	\$127,600	\$542,200
Lumberton	I. H. Bass, Jr. Memorial	35	\$916,100	\$3,193,000
Macon	Macon Municipal	6	\$182,600	\$719,700
Madison	Bruce Campbell Field	133	\$3,633,400	\$18,297,000
Magee	Magee Municipal	9	\$174,800	\$607,000
McComb	McComb-Pike County/John E. Lewis Field	14	\$385,300	\$2,148,400

Table 1: Total Economic Impacts of Mississippi Airports

Associated City	Airport Name	Total Employment	Total Payroll	Total Output
Natchez	Hardy-Anders Field Natchez-Adams County	30	\$883,100	\$3,295,200
New Albany	New Albany-Union County	12	\$245,800	\$797,800
Newton	James H. Easom Field	12	\$223,500	\$779,900
Okolona	Okolona Municipal-Richard Stovall Field	7	\$133,000	\$551,100
Olive Branch	Olive Branch	155	\$4,436,100	\$13,560,800
Oxford	University-Oxford	49	\$1,359,200	\$5,341,200
Pascagoula	Trent Lott International	387	\$15,540,900	\$63,900,200
Philadelphia	Philadelphia Municipal	27	\$640,100	\$3,516,300
Picayune	Picayune Municipal	230	\$12,510,600	\$51,238,700
Pittsboro	Calhoun County	4	\$147,000	\$296,700
Pontotoc	Pontotoc County	5	\$94,200	\$447,500
Poplarville	Poplarville-Pearl River County	6	\$135,100	\$523,600
Prentiss	Prentiss-Jefferson Davis County	2	\$34,600	\$147,100
Quitman	Clarke County	7	\$160,900	\$619,000
Raymond	John Bell Williams	120	\$3,776,700	\$14,132,300
Richton	Richton-Perry County	-	\$11,200	\$37,300
Ripley	Ripley	6	\$121,800	\$446,600
Starkville	George M. Bryan Field	68	\$2,078,300	\$8,583,500
Tylertown	Paul Pittman Memorial	10	\$225,600	\$838,600
Vicksburg	Vicksburg Municipal	30	\$896,200	\$3,181,800
Water Valley	Water Valley Municipal	2	\$68,100	\$50,400
Waynesboro	Waynesboro Municipal	7	\$155,600	\$608,100
West Point	McCharen Field	19	\$290,800	\$1,328,100
Wiggins	Dean Griffin Memorial	22	\$870,700	\$2,316,400
Winona	Winona-Montgomery County	51	\$1,477,100	\$6,957,000
Yazoo City	Yazoo County	21	\$1,005,400	\$4,085,700
General Aviation Airports Total		3,610	\$123,170,900	\$488,561,200
All Airports Total		20,025	\$721,796,600	\$2,533,618,000

Source: CDM Smith and IMPLAN. Prepared October 2013

Study Approach

The total economic impact of the airports in this analysis is quantified in terms of employment, payroll, and output. Output represents total spending or economic activity and accounts for the total value of aviation-related activities supported by the study airports. Three distinct groups of aviation users produce aviation-related economic impacts. These groups are:

- Businesses and organizations engaged in on-airport activities
- Visitors traveling to Mississippi via commercial airlines
- Visitors traveling to and within Mississippi via general aviation aircraft

Airport operations and on-airport activities, as well as visitors to Mississippi, are responsible for a significant percentage of the economic activity associated with the airports. A structured and measured approach was taken to enumerate all of these aviation-related activities, as explained in the following sections.

The Economic Modeling Process

All economic impacts from the 73 airports considered in this analysis were calculated using an input-output model. The input-output model considers economic impacts associated with on-airport activities, commercial service visitors, and general aviation visitors arriving at the airports. Impacts are discussed as:

- **Direct Impacts** – Direct impacts account for the initial point where the money from aviation-related activity first starts circulating in the economy. This includes impacts that result from on-airport activity and visitor spending. On-airport activity includes the benefits associated with businesses and government organizations located at the airport, which are directly related to the provision of aviation services. On-airport impacts include the employment, payroll, and spending of businesses such as fixed base operators (FBOs), flight schools, aircraft repair facilities, and airport management and operations staff. Capital expenditures of these businesses and government organizations are also included in direct impacts. Visitors contribute to direct impacts through their off-airport spending (any on-airport spending by visitors is included in the on-airport impacts), such as might take place at restaurants or hotels.
- **Multiplier Impacts** – Multiplier impacts result from the re-circulation and re-spending of direct impacts within the economy. This re-spending of money can occur multiple times and takes two forms – indirect and induced. Indirect impacts occur when businesses spend their revenue on business expenses, whereas induced impacts occur when employees spend their earnings on goods and services. For example, as airport employees spend their salary for housing, food, and services, those expenditures circulate through the economy resulting in increased spending, payroll, and employment throughout Mississippi. As this money is spent over and over again, some of it leaks beyond the boundaries of Mississippi, and thus no longer benefits the state's citizens. The economic model uses parameters specific to Mississippi to estimate the leakage effect associated with these multiplier impacts.
- **Total Impacts** – Total impacts are the sum of all direct and multiplier economic impacts attributable to an airport or the system of airports.

Direct impacts are measured through surveys of businesses, government units, and visitors. Because multiplier impacts are not as easy to measure as direct impacts, it is important to employ a reliable method of estimating multiplier impacts. A leading method used to estimate multiplier impacts is the input-output model.

The Impact Analysis for Planning (IMPLAN) input/output model was used to quantify multiplier impacts in this study. IMPLAN is a linear model that estimates purchases and sales between hundreds of sectors of the economy. The U.S. Forest Service, in cooperation with several other government agencies, initially developed the IMPLAN system to generate regional non-survey input-output models for regions as small as a single county. This modeling process is considered one of the leading methods currently available for estimating the total economic impact of an industry and has been used to estimate economic impacts for individual airports and systems of airports throughout the country.

The IMPLAN model contains a large economic database used to generate input-output tables. It includes data from sources such as Dun and Bradstreet, the U.S. Department of Commerce, and the U.S. Census Bureau. IMPLAN multipliers and data tables specific to Mississippi's industrial sectors were

obtained and used in this analysis. The IMPLAN input-output model used for this analysis requires direct impact estimates for three separate components of the economy. These categories are:

- **Employment** – Employment is based on the total of full-time jobs plus part-time jobs. In this analysis, two part-time positions are the equivalent of a single full-time position.
- **Payroll** – Payroll represents the annual salary, wages, and benefits paid to all employees.
- **Output** – Output for on-airport activities is typically assumed to be the sum of annual gross sales. While this assumption works well for profit-oriented tenants, it must be modified for organizations that do not generate sales, such as government tenants or corporate flight departments. In order to estimate the impact of these important tenant-related activities, output is assumed to be the sum of payroll and operating expenditures. While airlines do generate sales, ticket revenue is usually transferred outside the area being modeled. This makes it difficult to assign that revenue to specific airports, so airlines are treated in a manner similar to organizations that do not generate sales. Output related to capital improvement projects is equal to the expenditures on those projects. For visitors using an airport, output is assumed to equal visitor spending.

It is important to note that payroll and output cannot be combined because elements of economic benefit related to payroll are also contained, to some extent, in the output estimate. Each of the three impact components (employment, payroll, and output) stands alone as a measure of an airport's total economic impact.

Data Requirements for the Economic Modeling Process

A number of data collection efforts were undertaken to gather information related to economic activity occurring at the Mississippi airports considered in this analysis. These data were inputs to the modeling process to identify total economic impacts. The following groups were part of the data gathering effort to estimate direct impacts:

- **On-Airport** – This group includes airport tenants that are businesses with employees, such as airlines, FBOs, flight schools, concessionaires, and airport restaurants. Also included in this group are governmental agencies, such as public airport sponsors, air traffic controllers, other Federal Aviation Administration (FAA) units, as well as various other state and federal agencies.
- **Construction Impacts** – Each year, airports undertake capital improvement projects (CIP), such as runway rehabilitation or terminal improvements. In addition, businesses and other agencies undertake capital improvement projects. These projects employ people in jobs such as construction, architecture, engineering, and consulting.
- **Commercial Service Visitors** – This group includes estimated non-local passengers (visitors) arriving via commercial airlines. Average visitor spending for this group was estimated from passenger surveys conducted at the commercial service airports.
- **General Aviation Visitors** – Impacts from general aviation visitors are produced by non-local passengers arriving via private or business aircraft. General aviation visitors make up the portion of each airport's general aviation operations that leave the airport's local airspace, termed itinerant operations. Some itinerant operations at an airport are conducted by residents of the airport's market area who fly their planes to distant locations and subsequently return to

their home airport. The remaining itinerant operations are attributed to visitors. Itinerant operations performed by visitors are called true transient operations. Impacts for this group were estimated using survey data from pilots and passengers visiting airports across Mississippi. IMPLAN multipliers specific to Mississippi were then applied to direct impacts to estimate subsequent multiplier economic impacts.

Surveys, Data Collection Methods, and Model Assumptions

The economic model requires an extensive data gathering effort in order to estimate direct impacts. The methods used to collect information from each group considered in the direct impacts are discussed in the ensuing sections, along with the assumptions needed to arrive at these direct impacts. An explanation of the multiplier impacts resulting from the recirculation of the direct impacts is also part of this description.

On-Airport

Airport sponsors and owners were contacted to provide names, mailing addresses, and telephone numbers for each airport tenant. All airport tenants having aviation-related employees on Mississippi airports during 2012 were contacted to collect information regarding their economic activity. Since the purpose of this study was to measure the economic impacts of each Mississippi airport and the activity that relied on the airport, a distinction was made between those on-airport tenants that depended on the airport and those that did not. For example, a tenant farmer located on an airport would not be designated as aviation-related since farming does not need an airport to operate. A survey was provided to each aviation-related tenant and follow-up calls were made to obtain responses and to verify information on returned surveys. Airport tenants at each airport were grouped into 28 categories to aid in analysis. These categories consisted of:

- Aerial applicators
- Air ambulances
- Air cargo
- Aircraft maintenance (subdivided into manufacturing, aircraft broker, turbine maintenance, piston maintenance, and avionics maintenance)
- Airlines (passenger only)
- Airport management
- Air traffic control (subdivided into public, i.e., FAA, and private ATC)
- Charter
- Concessions (subdivided into categories for general aviation airports and commercial service airports)
- Corporate flight departments
- FBOs (subdivided into small and large FBO categories based on the number of employees)
- Federal government (not including air traffic control or TSA)

- Flight instruction (subdivided into independent flight schools and those associated with colleges or universities)
- Ground transportation
- Hangar rental and development
- Military
- Nonprofit
- Parking
- Rental car
- State and local government
- Transportation Security Administration

The survey sent to each airport tenant, including airport sponsors and managers, requested the following information:

- Type of aviation activity conducted by the tenant
- Number of full-time and part-time employees
- Estimated total annual wages and benefits paid to employees in 2012
- Estimated total capital improvement expenditures for each year, 2010 through 2012
- Estimated total operating expenses (excluding payroll and capital improvements previously identified) for 2012
- Estimated total gross sales (where applicable) by the business on the airport in 2012

These surveys were conducted in mid-2013 and it was assumed that businesses could provide reasonable estimates of their financial performance for 2012.

In addition, on-airport entities were asked to identify any businesses that sublease property from them, such as a corporate flight department subleasing hangar space from an FBO, so that they could be included in the analysis.

A high response rate was desired for the airport management and tenant surveys and approximately 39 percent responded to survey efforts. Several rounds of follow-up telephone calls were made to non-responding entities and to airport managers to obtain the greatest response rate possible for on-airport employment. Employment data was collected for nearly 100 percent of on-airport tenants. For airport tenants who did not supply complete information on payroll, expenses, output, and CIP, estimates were developed using ratios of payroll, expenses, output, and CIP per employee. These ratios were developed from survey data obtained from those tenants and businesses who did respond to the survey. For those categories of tenants that did not have sufficient Mississippi data to provide reliable averages, additional data was used from economic studies conducted around the country.

For purposes of estimating multiplier impacts, airport tenants were classified into one of three categories (aviation, concession, and government), based upon the nature of their business. This was done to facilitate subsequent IMPLAN modeling of multipliers. Aviation multipliers were used for airlines, aircraft maintenance, FBOs, air cargo, flight schools, and corporate flight departments. Retail, food and beverage, car rental, and parking tenants had a set of concession multipliers applied to estimate multiplier impacts. Government related entities, including military units, received their own set of multipliers for estimating multiplier impacts. Impacts stemming from construction projects were broken out from each tenant so a set of construction-related multipliers could be used for capital projects.

Construction Impacts

Each year, airports undertake capital improvement projects (CIP), such as runway rehabilitation or terminal improvements. In addition, businesses and other agencies undertake capital improvement projects. These projects employ people in jobs such as construction, architecture, engineering, and consulting. For this analysis, data was gathered on CIP expenditures and combined with IMPLAN data to estimate direct construction impacts. The following steps were used to estimate construction impacts:

- CIP data for 2010-2013 was gathered from airport managers as well as from aviation-related businesses and government agencies located on each airport. Mississippi Department of Transportation CIP records were used to verify airport CIP spending and to fill in missing airport data.
- CIP expenditures were averaged over the time period to avoid showing peaks or troughs in construction activity. This average CIP expenditure was used as the CIP direct output for the airport.
- The IMPLAN model indicates that every \$1 million spent annually on construction activity supports approximately 7.4 construction-related jobs in Mississippi. These jobs include construction workers, equipment operators, foremen, engineers, architects, consultants, and managers.
- Data from the U.S. Bureau of Labor Statistics was used to determine average pay for Mississippi employees involved in construction activity for 2012 was approximately \$29,134. This average payroll was applied to each CIP-related employee to determine direct payroll associated with CIP activity.
- CIP multipliers from the IMPLAN model were applied to these direct impact numbers to estimate induced and indirect impacts.

The following example demonstrates the calculations used to estimate the impacts from CIP at Picayune Municipal Airport.

Picayune Municipal Airport and its tenants reported average annual CIP expenditures for the period 2010 through 2012 of \$5,528,200. This was the direct output of CIP at the airport. In order to estimate employment associated with CIP expenditures, Mississippi specific employment ratios per \$1 million of CIP spending were developed using the IMPLAN model. It was estimated that approximately 7.4 workers are employed in Mississippi as a result of every \$1 million in CIP output at Picayune

Municipal Airport. That equates to an estimated 40.7 CIP-related jobs associated with construction activity at Picayune Municipal Airport.

$$\$5,528,200 \times 7.4 \div \$1,000,000 \text{ per job} = 40.7 \text{ jobs}$$

In order to estimate payroll impacts associated with employment supported by construction activity, average state wages for appropriate industry sectors were applied to the estimated number of employees supported by CIP spending. Based on data obtained from the U.S. Bureau of Labor Statistics, an average payroll of \$29,134 per employee in Mississippi was assumed for these job categories.

$$40.7 \text{ jobs} \times \$29,134 = \$1.18 \text{ million annual payroll}$$

The same calculation was used for each airport. Detailed tables showing the CIP impacts at each airport can be found in **Appendix A** at the end of this report.

Commercial Service Visitors

Airline flights to and from Mississippi's commercial service airports provide access for millions of business- and pleasure-related visitors. Visitors using commercial service airports as a gateway to the state contribute to the economy through their expenditures for food, lodging, entertainment, transportation, retail sales, and other goods and services. Numerous service industries also benefit from the multiplier effects stemming from visitor spending.

The spending patterns of commercial service visitors to Mississippi were estimated based on the results of departing passenger surveys. Survey teams visited three commercial service airports² to interview passengers. The other five commercial service airports had fewer daily flights, so it wouldn't be cost effective to use survey teams to gather data at these airports. Instead, surveys were left at ticket counters and departing passengers were asked to complete them prior to departure.

Passenger survey teams asked departing passengers the questions found on the survey. Departing passengers were first asked to indicate whether they were a resident of the airport area or a visitor. Those passengers who indicated that they were visitors were asked several questions to determine the following:

- The purpose of their trip (business or personal)
- Business Industry (if applicable)
- Duration of their stay
- Total expenditures during their stay in each of the following categories: lodging, food and beverage, rental car, taxi/limousine/shuttle, retail, entertainment/recreation/gaming, and other
- The total number of travelers that accounted for the expenditure estimates they identified

² Those three airports were Golden Triangle Regional, Gulfport-Biloxi International, and Jackson-Medgar Wiley Evers International.

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This data was used to estimate the economic impacts related to commercial service visitors for each commercial service airport, using the following methodology.

Enplanement data for 2012 was obtained for each commercial service airport from airport management survey. The percentage of visiting passengers was estimated for each airport, using a sampling of US DOT origin and destination data. This data for each airport is shown in **Table 2**. Visiting passengers are about 50 percent of all Mississippi passengers.

Table 2: Enplanements & Percent Visitors at Mississippi Commercial Service Airports - 2012

Associated City	Airport Name	Enplanements (2012)	Percent Visitors	Visitors
Columbus/West Point/Starkville	Golden Triangle Regional	40,117	44.0%	17,652
Greenville	Greenville Mid-Delta	6,000	43.0%	2,580
Gulfport	Gulfport-Biloxi International	390,000	53.0%	206,700
Hattiesburg/Laurel	Hattiesburg-Laurel Regional	15,535	47.0%	7,302
Jackson	Jackson-Medgar Wiley Evers International	612,617	45.0%	275,678
Meridian	Key Field	15,718	46.0%	7,230
Tunica	Tunica Municipal	40,433	100.0%	40,433
Tupelo	Tupelo Regional	8,232	42.0%	3,457
Commercial Service Airports Total		1,128,652	49.7%	561,031

Source: Airport records and US DOT O&D data. Prepared: October 2013.

Survey data was used to determine the average expenditure per visitor at each airport. For the three airports visited by survey teams, sufficient data was gathered to develop spending averages using data specific to each airport. For the other airports, survey data needed to be combined in order to obtain sufficient data with which to estimate reliable spending averages. The passenger survey data for Hattiesburg-Laurel Regional, Key Field, Tupelo Regional, and Greenville Mid-Delta were combined and the same spending average was used for all four airports. The passenger survey data from Gulfport-Biloxi International was applied to Tunica Municipal given the similarities in casino-related visitor patterns. For all airports, visitor spending averages did not include airfare or rental car expenditures as these impacts were captured in their respective on-airport businesses.

The average visitor expenditure was applied to the number of annual visitors for each airport to determine total economic output generated by commercial airline visitors on an annual basis. Ratios from the IMPLAN economic impact model found that every \$1 million in visitor expenditures supported approximately 11 jobs, predominately in the hospitality industry. Data from the U.S. Bureau of Labor Statistics was used to determine that the average pay for Mississippi employees supported by visitor spending was approximately \$21,210. This average payroll was applied to each visitor-related employee to determine direct payroll associated with visitor spending.

The following example demonstrates the calculations used to estimate commercial service visitor impacts.

Gulfport-Biloxi International Airport reported 390,000 enplanements during 2012. FAA origin and destination data indicates that 53 percent of these enplanements were visitors to the area, or approximately 206,700 visitors traveled through Gulfport-Biloxi International Airport in 2012.

$$390,000 \text{ enplanements} \times 53 \text{ percent visitors} = 206,700 \text{ visitors}$$

Survey data from Gulfport-Biloxi International provided estimates of average spending per visit of \$746. This average expenditure was used to calculate visitor's annual spending (or output) of approximately \$154 million.

$$206,700 \text{ visitors} \times \$746 \text{ per trip} = \$154 \text{ million}$$

In order to estimate employment associated with commercial service visitor expenditures, Mississippi specific employment ratios per \$1 million of visitor output were developed using the IMPLAN model. It was estimated that approximately 10.8 persons are employed in Mississippi as a result of every \$1 million in commercial service visitor output. That equates to an estimated 1,671 visitor-related jobs associated with visitors arriving via Gulfport-Biloxi International on commercial airlines.

$$\$154 \text{ million} \times 10.8 \div \$1,000,000 \text{ per job} = 1,671 \text{ jobs}$$

In order to estimate payroll impacts associated with employment supported by commercial service visitors, average state wages for appropriate industry sectors were applied to the estimated number of employees supported by commercial airline visitor spending. Most visitor expenditures take place in the hotel, motel, food, beverage, entertainment, retail, and transportation sectors. Based on data obtained from the U.S. Bureau of Labor Statistics, an average payroll of \$21,210 per employee in Mississippi was assumed for these job categories.

$$1,671 \text{ jobs} \times \$21,210 = \$35 \text{ million annual payroll}$$

The same calculation was used for each commercial service airport, using the average expenditure per trip appropriate for each airport, and the same employment multiplier and average payroll for all airports. Detailed tables showing the commercial service visitor impacts at each commercial service airport can be found in Appendix A at the end of this report.

General Aviation Visitors

General aviation refers to all segments of aircraft activity that are not related to the commercial airlines or the military. Visitors to Mississippi use general aviation aircraft to enjoy both the leisure opportunities available in Mississippi as well as to conduct business. For example, both the Jackson and Gulfport areas are home to multiple general aviation airports that cater to corporate jets, as well as provide aviation activities to the general public, such as flight lessons, sightseeing flights, and air charters.

The economic activity produced by general aviation visitors in Mississippi was determined by surveying visiting pilots and passengers. Surveys were delivered to FBO managers throughout the state's system of airports. The survey requested the following information:

- The airport where the survey was received
- The number of travelers in the aircraft
- The type of aircraft
- The purpose of the trip
- The length of stay in the airport area
- The estimated expenditures during the trip

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- The number of people responsible for the expenditures
- Where the aircraft is based
- Further comments regarding the value of the Mississippi aviation system to the pilot and his or her business

This survey data was used to develop an estimate of visitor expenditures. These estimates included the average number of visitors per aircraft, and the average expenditure per visitor per trip. Recognizing that these averages vary at different types of airports, Mississippi's airports were grouped into one of three categories. All of the commercial service airports and any airports classified as a reliever airport in the FAA's National Plan of Integrated Airport Systems were placed into one group (Tier 1). The remaining airports were split into two groups, those that are attended (Tier 2) and those that are unattended (Tier 3). Survey data within each group of airports was used to estimate the average number of visitors per arriving aircraft, and how much each spent during their stay.

Data from FAA 5010 forms for each airport were used to develop estimates of itinerant aircraft operations, which are operations by aircraft coming from another airport. Since many of these operations are aircraft that are returning to their home base, an estimate of true transient aircraft – those bringing visitors to the airport – was needed. True transients were estimated as 33 percent of all itinerant operations, based on data at the national level. Together, all of these estimates were used to assess the level of general aviation visitor spending at each airport as illustrated in the following example.

Bruce Campbell Field in Madison was estimated to have approximately 22,260 itinerant operations in 2012, or 11,130 itinerant arrivals (since it is assumed that all arrivals have a corresponding departure). Furthermore, it was assumed that 33 percent of these itinerant arrivals were true transient arrivals, or:

$$11,130 \text{ itinerant arrivals} \times 33 \text{ percent} = 3,673 \text{ true transient arrivals.}$$

Transient pilot survey data for all airports provided estimates of the average spending per arriving aircraft at general aviation airports. The statewide average spending per visiting GA aircraft arrival is estimated at \$517. When broken down by Tier, average spending per arriving aircraft is as follows:

Tier 1 Airports - \$636

Tier 2 Airports - \$343

Tier 3 Airports - \$261

These averages were then used to calculate the annual impacts of general aviation visitor spending in the surrounding areas of each airport.

To determine payroll and employment impacts resulting from this visitor spending (or output); multiplier ratios based on \$1 million of output were used. In other words, ratios developed by the input-output model indicate that for every \$1 million of general aviation visitor output, approximately 16.9 full-time positions in other industries are created. Most of these jobs are in the service and retail sectors. Visitors using general aviation at Bruce Campbell Field support approximately 29 full-time positions.

$$\$1.94 \text{ million} \times 16.9 \text{ jobs} \div \$1,000,000 \text{ per job} = 28.6 \text{ jobs}$$

The average annual statewide salary for service/retail industries of \$21,210 (based on Bureau of Labor Statistics data for Mississippi) was then applied to the estimate of employment to calculate the payroll impacts associated with general aviation visitors. In this example, visitor-related payroll created by the approximately 49.7 full-time positions is estimated to total approximately \$1 million.

$$28.6 \text{ jobs} \times \$21,210 = \$664,780 \text{ annual payroll}$$

The operational and visitor impact data for each study airport can be found in the appendix at the end of this report.

Study Multipliers

Employment, payroll, and output impacts derived from airport businesses and on-airport activities, as well as visitors, comprise each airport's direct economic impacts. Once these impacts enter the economy, they circulate among other sectors, creating rounds of additional spending beyond the initial inputs. This re-spending of the initial inputs continues until the money leaks beyond the defined boundaries of the study. This phenomenon is referred to as the multiplier effect.

Multipliers for estimating impacts beyond the direct impacts were derived from the IMPLAN model. The multipliers used in this analysis were developed specifically to measure the economic impacts that occur within different sectors of the Mississippi economy. **Table 3** summarizes the multipliers used for modeling the multiplier impacts of on-airport activities and visitor spending.

Table 3: Mississippi IMPLAN Multipliers by Economy Sector

Economy Sector	Employment Multiplier	Payroll Multiplier	Output Multiplier
Aviation (Note 1)	1.85	1.58	1.59
Concessions (Note 2)	1.83	1.67	1.63
Government (Note 3)	1.31	1.47	1.55
Construction C.I.P. (Note 4)	1.74	1.41	1.48
Commercial Service Visitor Expenditures (Note 5)	1.34	1.46	1.54
General Aviation Visitor Expenditures (Note 5)	1.58	1.58	1.57

Sources: CDM Smith and IMPLAN multipliers. Prepared: June 2013.

Notes

1. Aviation multipliers are the weighted average of the Aircraft Manufacturing, Aircraft Engine and Engine Parts Manufacturing, Other Aircraft Parts and Auxiliary Equipment Manufacturing, and Transport by Air multipliers.
2. Concessions multipliers are the weighted average of the Retail Stores - Miscellaneous, Business Support Services, Hotels and Motels, Including Casino Hotels, and Food Services and Drinking Places multipliers.
3. Government multipliers are the weighted average of the Other Federal Government Enterprises, and Other State and Local Government Enterprises multipliers.
4. Construction multipliers are the weighted average of the Construction of Other New Nonresidential Structures, Asphalt Paving Mixture and Block Manufacturing, Cement Manufacturing, Ready-mix Concrete Manufacturing, Maintenance and Repair of Nonresidential Structures, and Architectural, Engineering, and Related Services multipliers.
5. Visitor expenditures multipliers are the weighted average of the Retail Stores - Miscellaneous, Automotive Equipment Rental and Leasing, Hotels and Motels, Including Casino Hotels, and Food Services and Drinking Places multipliers. Weightings were different for commercial airline service and general aviation visitor multipliers to reflect the difference in their spending habits.

Multiplier effects arise from various interdependencies within an economic system. For example, the operation of an airport requires inputs in the form of supplies, equipment, and maintenance. These inputs generated by businesses on the airport provide an increase in sales for those local businesses providing these services and products. Moreover, the goods and services themselves require inputs (purchases from other businesses) for their production. The process continues as a large number of

impacts re-circulate from business to business through the economy. The total requirement for goods and services is the multiple of the initial needs of the airports considered in this analysis; hence it is referred to using the term “multiplier.”

The multipliers presented in Table 3 were used to estimate multiplier impacts in this analysis. For example, \$100 in direct expenditures (output) in the aviation sector supports a total output of \$159. That total output breaks down into \$100 of direct output and \$59 of multiplier impact. Example multiplier calculations are as follows:

- *Employment:* $100 \text{ jobs} \times 1.85 = 185 \text{ total jobs}$ (100 jobs at the airport generate 85 jobs off of the airport. These jobs are in the retail, finance, services, and other sectors and are attributed to aviation related employees and airport business spending locally).
- *Payroll:* $\$100,000 \text{ in direct payroll} \times 1.58 = \$158,000$ (\$100,000 in payroll associated with airport related employees generates payroll associated with the off-airport jobs)
- *Output:* $\$100 \text{ in direct output} \times 1.59 = \159 total output (when businesses on the airport spend monies for goods and services it creates additional spending by suppliers to airport businesses).

The methodology discussed in this section was applied to each of the study airports. By following this methodology, estimates of total employment, annual payroll, and annual output associated with each airport were developed. As noted previously, on-airports tenants were classified under one of three categories (aviation, concessions, or government) for purposes of assigning multipliers. Each airport has different overall on-airport multipliers because each airport has a different mix of tenants. The multipliers for CIP and visitors are the same for all airports.

Employment, Payroll, and Output Impacts for Study Airports

The airports in this analysis help to accommodate the travel needs of business and leisure visitors to Mississippi. The airports themselves are also significant generators of economic activity. Airports support jobs, payroll, and output for the Mississippi economy.

Mississippi's airports are home to a wide variety of businesses and employers, everything from small single proprietorship flight instructors to major airlines and corporate flight departments. Picayune Municipal Airport is home to a helicopter maintenance base for Chevron Corporation, one of the largest oil companies in the world. The base, which employs over 70 people, is an essential asset along the coast for ferrying personnel to and from oil rigs in the Gulf of Mexico.

Aerospace manufacturing is a significant industry in Mississippi, particularly in the Golden Triangle (Columbus/Starkville/West Point) and Gulf regions of the state. Airbus Helicopter (formerly American Eurocopter), Aurora Flight Sciences, and Stark Aerospace employ more than 550 personnel at their Golden Triangle Regional Airport locations, where they perform helicopter manufacturing and unmanned aerial vehicle (UAV) development. Northrop Grumman, located at Trent Lott International Airport, also conducts UAV development and production with nearly 200 employees.

Military aviation has a presence in Mississippi. Airports in Jackson, Bay St. Louis, Meridian, and Tupelo provide bases for aviation units of the army, navy, coast guard, as well as reserve units of the national guard. Jackson-Medgar Wiley Evers International is home to the nearly 1,000 airmen and officers of the 172nd Airlift Wing.

The following sections discuss economic impacts associated with employment, annual payroll, and total annual economic activity (output) for study airports. The combined impact of all of Mississippi's 73 airports is shown in each section. Detailed tables showing the impacts of each individual airport can be found in the appendix at the end of this report.

Employment Impacts

The findings of this analysis indicate that airports in Mississippi are an important source of jobs. Employment, as defined in this analysis, is based on estimates where part-time jobs are treated as half of a full-time job. Employment impacts are calculated for on-airport activity and visitors. On-airport activity includes private businesses and government agencies. For on-airport military units, their employment was also considered. Spending for capital improvement projects (CIP) and other improvement and construction projects also contributes to on-airport employment.

Employment from On-Airport Activity

Table 4 identifies the total number of jobs supported by the day-to-day activities of on-airport aviation-related tenants and businesses at the 73 Mississippi airports. These jobs comprise those people who are engaged in the provision of aviation-related services on the airport, such as aircraft fuel sales, aircraft maintenance, flight training, aircraft manufacturing, and charter services.

In total, there are 6,364 direct jobs supported by the on-airport activities of Mississippi's airports. It is important to note that this employment estimate does not include jobs associated with non-aviation businesses which, for various reasons, are located on an airport. For instance, some airports have industrial or business parks that include companies that are not related to the airport or aviation in any way. Employment related to these businesses is not included in the employment estimate shown in Table 4.

Table 4: Mississippi On-Airport Employment

Airports	Direct On-Airport Employment	Multiplier Employment	Total On-Airport Employment
Gulfport-Biloxi International	582	390	972
Jackson-Medgar Wiley Evers International	2,122	1,591	3,713
Other Commercial Service Airports	2,326	1,801	4,127
General Aviation Airports	1,334	1,014	2,348
Total On-Airport Employment	6,364	4,796	11,160

Source: CDM Smith and IMPLAN. Prepared October 2013.

Multiplier impacts are those jobs that are created by spin-off effects stemming from direct jobs associated with tenants, businesses, and airport management at Mississippi's airports. For example, an employee of a landscaping company may owe a portion of his job to an airport since part of the employee's job is periodic cutting of the grass at the airport. As a result of on-airport tenant activity, additional multiplier employment is created. Multiplier impacts associated with the day-to-day operation of Mississippi's airports add 4,796 positions to the economy. When direct and multiplier

employment is considered, Mississippi's airport tenants contributed 11,160 jobs to Mississippi's employment base.

Of this total, 42 percent, or approximately 4,700 jobs, are associated with Mississippi's two largest commercial service airports (Gulfport-Biloxi and Jackson-Evers). The other six commercial service airports in the state account for over 4,100 jobs, while the general aviation airports in Mississippi add over 2,300 jobs to the total.

Employment from Capital Improvement Project (CIP) Expenditures

Construction projects on airports generate jobs for architects, engineers, consultants, and laborers. **Table 5** identifies the number of employees in Mississippi whose jobs are supported by an average year of airport-related construction. Jackson-Evers, the state's busiest airport by enplanements, accounts for largest share of these jobs. Combined with the CIP work at the other commercial service airports and all of the general aviation airports, construction at Mississippi airports supports 1,213 direct jobs. Multiplier impacts add another 1,023 jobs, resulting in 2,236 jobs that depend on airport CIP work.

Table 5: Mississippi Employment from CIP Expenditures

Airports	Direct CIP Employment	Multiplier Employment	Total CIP Employment
Gulfport-Biloxi International	159	134	293
Jackson-Medgar Wiley Evers International	267	226	493
Other Commercial Service Airports	407	345	752
General Aviation Airports	380	318	698
Total CIP Employment	1,213	1,023	2,236

Source: CDM Smith and IMPLAN. Prepared October 2013.

Employment from Commercial Service Visitor Spending

Visitors arriving via commercial airlines spend money, which supports jobs beyond those found at the airport, primarily in the hospitality industry. **Table 6** identifies the number of employees in Mississippi whose jobs are supported by the spending of visitors arriving on commercial airlines via Mississippi's eight airports with commercial service.

Table 6: Mississippi Employment from Commercial Service Visitor Spending

Airports	Direct Commercial Service Visitor Employment	Multiplier Employment	Total Commercial Service Visitor Employment
Gulfport-Biloxi International	1,671	965	2,636
Jackson-Medgar Wiley Evers International	1,446	835	2,281
Other Commercial Service Airports	594	343	937
Total Commercial Service Visitor Employment	3,711	2,143	5,854

Source: CDM Smith and IMPLAN. Prepared October 2013.

Most of these jobs are the result of spending by visitors passing through Gulfport-Biloxi and Jackson-Evers. When added to the jobs resulting from visitors to the other commercial airports, 3,711 direct jobs can be traced to visitors arriving in Mississippi on commercial airlines. Multiplier impacts create an additional 2,143 jobs. The total number of jobs supported by commercial airline visitors in Mississippi is 5,854.

Employment from General Aviation Visitor Spending

Just as visitors arriving via commercial airlines contribute to the state's economy, so do visitors using general aviation aircraft. **Table 7** identifies the number of Mississippi jobs supported by spending from visitors using general aviation aircraft to travel to the state. With the availability of general aviation airports, it is no surprise little general aviation activity is found at the state's busiest commercial service airports and, therefore, only a handful of jobs are tied to that activity. The bulk of jobs tied to general aviation visitor spending are found around the 65 general aviation airports spread throughout the state.

Table 7: Mississippi Employment from General Aviation Visitor Spending

Airports	Direct CIP Employment	Multiplier Employment	Total CIP Employment
Gulfport-Biloxi International	19	6	25
Jackson-Medgar Wiley Evers International	16	5	21
Other Commercial Service Airports	124	43	165
General Aviation Airports	421	143	564
Total CIP Employment	580	195	775

Source: CDM Smith and IMPLAN. Prepared October 2013.

Direct jobs associated with general aviation visitor spending are usually found off-airport and are attributed to a variety of sectors; however, most of these jobs are concentrated in the hotel, motel, restaurant, recreational, entertainment, and retail sectors. As a result of general aviation visitor expenditures in Mississippi, there are 580 direct jobs supported in Mississippi.

Multiplier employment includes those jobs that exist due to continued circulation of general aviation visitor expenditures. Multiplier impacts result in 195 additional jobs. When direct and multiplier general aviation visitor-related employment impacts are combined, 775 jobs are supported by the spending of visitors using general aviation aircraft in Mississippi.

Total Employment

Table 8 identifies the total number of jobs supported by all activities at Mississippi's 73 airports. As a result of on-airport activities, CIP expenditures, and spending by visitors using the study airports, there are 11,868 direct jobs. The multiplier effect adds 8,157 additional jobs. In total, 20,025 jobs are supported in Mississippi by aviation-related operators, businesses, and visitors to the study airports.

Table 8: Mississippi Airports Total Employment

Airports	Direct Employment	Multiplier Employment	Total Employment
Gulfport-Biloxi International	2,431	1,495	3,926
Jackson-Medgar Wiley Evers International	3,851	2,657	6,508
Other Commercial Service Airports	3,451	2,530	5,981
General Aviation Airports	2,135	1,475	3,610
Total Employment	11,868	8,157	20,025

Source: CDM Smith and IMPLAN. Prepared October 2013

Payroll Impacts

The salaries, wages, and benefits paid to the employees described above result in a significant annual payroll benefit to the Mississippi economy. Estimates of the payroll impacts related to the previously identified employment impacts associated with on-airport businesses and their activities, commercial service visitors, and general aviation visitors are detailed below.

Payroll from On-Airport Activity

Table 9 shows the annual payroll impacts associated with on-airport activity at all of the study airports.

Table 9: Mississippi On-Airport Payroll

Airports	Direct On-Airport Payroll	Multiplier Payroll	Total On-Airport Payroll
Gulfport-Biloxi International	\$26,992,600	\$14,375,800	\$41,368,400
Jackson-Medgar Wiley Evers International	\$129,420,900	\$79,963,300	\$209,384,200
Other Commercial Service Airports	\$117,000,700	\$63,425,100	\$180,425,800
General Aviation Airports	\$62,025,900	\$30,640,700	\$92,666,600
Total On-Airport Payroll	\$335,440,100	\$188,404,900	\$523,845,000

Source: CDM Smith and IMPLAN. Prepared October 2013.

This study found that direct on-airport annual payroll impacts are \$335 million, with nearly \$130 million coming from Jackson International. The remaining commercial service airports in Mississippi contribute another \$144 million of annual payroll, and Mississippi's general aviation airports add another \$62 million to direct payroll.

This payroll impact ripples throughout the Mississippi economy, creating multiplier payroll impacts that are estimated through the IMPLAN model. The multiplier annual payroll impact related to on-airport tenants and businesses at the study airports is over \$188 million. Total payroll impacts produced by airports, which include direct and multiplier payroll, exceed \$526 million annually.

Payroll from CIP Expenditures

CIP and related construction work provide another source of airport-related payroll. Estimates of annual payroll tied to CIP are shown in **Table 10**.

Table 10: Mississippi Annual Payroll from CIP Expenditures

Airports	Direct CIP Payroll	Multiplier Payroll	Total CIP Payroll
Gulfport-Biloxi International	\$4,680,900	\$2,722,100	\$7,403,000
Jackson-Medgar Wiley Evers International	\$7,930,300	\$4,611,800	\$12,542,100
Other Commercial Service Airports	\$11,880,300	\$6,908,900	\$18,789,200
General Aviation Airports	\$10,771,700	\$6,263,900	\$17,035,600
Total CIP Payroll	\$35,263,200	\$20,506,700	\$55,769,900

Source: CDM Smith and IMPLAN. Prepared October 2013

Overall, direct CIP-related payroll totaled \$35 million in 2012. Multiplier impacts added another \$20.5 million in payroll, giving a total annual payroll impact attributed to CIP of over \$55.7 million.

Payroll from Commercial Service Visitor Spending

Table 11 identifies the annual payroll impact attributed to employees whose jobs are supported by the spending of commercial service visitors using the study airports.

Table 11: Mississippi Annual Payroll from Commercial Service Visitor Spending

Airports	Direct Commercial Service Visitor Payroll	Multiplier Payroll	Total Commercial Service Visitor Payroll
Gulfport-Biloxi International	\$35,441,900	\$20,474,600	\$55,916,500
Jackson-Medgar Wiley Evers International	\$30,669,700	\$17,717,800	\$48,387,500
Other Commercial Service Airports	\$12,598,800	\$7,278,300	\$19,877,100
Total Commercial Service Visitor Payroll	\$78,710,400	\$45,470,700	\$124,181,100

Source: CDM Smith and IMPLAN. Prepared October 2013

Direct payroll consists of salary, wages, and benefits paid to employees working at restaurants, hotels, motels, retail businesses, and other service industries that are used by commercial service visitors. Direct annual payroll attributable to spending by commercial service visitors is estimated at nearly \$78.7 million, with more than \$66.1 million of that from Jackson-Evers and Gulfport-Biloxi.

As employees in the service industries spend their payroll, the money continues to circulate in Mississippi, generating additional employment and subsequent payroll. Annual multiplier payroll impacts associated with commercial service visitor-supported employment are estimated at nearly \$45.5 million. When direct and multiplier payroll impacts stemming from commercial service visitor spending in Mississippi are combined, a total annual payroll impact of \$12.2 billion is produced.

Payroll from General Aviation Visitor Spending

Table 12 identifies the payroll impacts attributed to spending by visitors using general aviation to travel to various parts of Mississippi.

Table 12: Mississippi Annual Payroll from General Aviation Visitor Spending

Airports	Direct GA Visitor Payroll	Multiplier Payroll	Total GA Visitor Payroll
Gulfport-Biloxi International	\$392,900	\$182,600	\$575,500
Jackson-Medgar Wiley Evers International	\$337,600	\$156,900	\$494,500
Other Commercial Service Airports	\$2,631,200	\$1,222,800	\$3,854,000
General Aviation Airports	\$8,935,700	\$4,152,500	\$13,088,200
Total GA Visitor Payroll	\$12,297,400	\$5,714,800	\$18,012,200

Source: CDM Smith and IMPLAN. Prepared October 2013.

Visitor-related payroll includes salaries paid to employees working in visitor-related businesses and other service industries that are utilized by general aviation visitors, such as hotels, motels, and restaurants. Direct annual payroll attributable to spending by general aviation visitors is estimated at \$12.3 million. More than \$8.9 million of that payroll is attributed to Mississippi's general aviation airports.

As employees in the visitor-related industries spend their payroll, this spending continues to circulate, generating additional employment and subsequent payroll. The multiplier payroll impact associated with general aviation visitor spending is estimated at approximately \$5.7 million. When direct and multiplier payroll impacts stemming from general aviation visitor spending are combined, a total payroll impact of \$18 million is produced annually.

Total Annual Payroll

The combined impacts of airport businesses and tenants, on-airport activities, CIP, commercial service visitor, and general aviation visitor-related payroll in Mississippi are identified in **Table 13**. The collective direct annual payroll impact supported by the study airports is nearly \$462 million. Nearly \$722 million in total annual payroll is realized in Mississippi as a result of visitor spending and on-airport activity associated with the study airports, with approximately \$260 million in multiplier payroll benefits.

Table 13: Mississippi Airports Total Annual Payroll

Airports	Direct Payroll	Multiplier Payroll	Total Payroll
Gulfport-Biloxi International	\$67,450,200	\$37,721,400	\$105,171,600
Jackson-Medgar Wiley Evers International	\$168,198,000	\$102,356,500	\$270,554,500
Other Commercial Service Airports	\$144,081,600	\$78,818,000	\$222,899,600
General Aviation Airports	\$81,973,800	\$41,197,100	\$123,170,900
Total Payroll	\$461,703,600	\$260,093,000	\$721,796,600

Source: CDM Smith and IMPLAN. Prepared October 2013.

Output Impacts

Economic output is the result of money spent, invested, and generated by businesses and visitors. For this study, on-airport output is defined as annual gross sales for on-airport businesses and activities. The exceptions are organizations such as corporate flight departments and government agencies that do not generate revenue. Airlines are also exceptions since it is difficult to attribute revenues to specific airports. Output for these types of organizations is defined as the sum of annual payroll and operating expenses. Output for CIP is simply the expenditures related to those projects. Output related to commercial service and general aviation visitors is defined as spending by those people during their visits at locations that are not already captured by on-airport output, typically off-airport establishments. Annual economic output benefiting Mississippi's economy is discussed in this section.

Output from On-Airport Activity

Table 14 identifies annual output for all on-airport activities. The state's two busiest commercial service airports, Jackson-Evers and Gulfport-Biloxi, are responsible for approximately 44 percent of the direct output in the state. In total, Mississippi airports produce nearly \$1.1 billion in direct economic output.

Table 14: Mississippi On-Airport Output

Airports	Direct On-Airport Output	Multiplier Output	Total On-Airport Output
Gulfport-Biloxi International	\$96,521,800	\$51,540,900	\$148,062,700
Jackson-Medgar Wiley Evers International	\$383,411,000	\$221,509,800	\$604,920,800
Other Commercial Service Airports	\$367,936,000	\$192,223,300	\$560,159,300
General Aviation Airports	\$244,694,900	\$124,294,900	\$368,989,800
Total On-Airport Output	\$1,092,563,700	\$589,568,900	\$1,682,132,600

Source: CDM Smith and IMPLAN. Prepared October 2013

As aviation-related businesses and government entities located on each study airport spend money, these expenditures ripple through Mississippi's economy, leading to additional output impacts. Multiplier output impacts are estimated using IMPLAN multipliers, with an estimate of \$590 million in multiplier output from on-airport activity. When direct and multiplier impacts are combined, the total annual output for the study airports from on-airport activity exceeds \$1.68 billion.

Output from CIP Expenditures

Spending on CIP adds more than \$164 million in direct output to the Mississippi economy, as shown in **Table 15**. Jackson-Evers and Gulfport-Biloxi account for more than 35 percent of this amount as a result of their larger CIP budgets. Multiplier impacts add an additional \$96 million in impacts, resulting in total CIP impacts of \$261 million.

Table 15: Mississippi Output from CIP Expenditures

Airports	Direct CIP Output	Multiplier Output	Total CIP Output
Gulfport-Biloxi International	\$21,554,000	\$12,616,000	\$34,170,000
Jackson-Medgar Wiley Evers International	\$36,227,000	\$21,204,400	\$57,431,400
Other Commercial Service Airports	\$55,255,300	\$32,342,100	\$87,597,400
General Aviation Airports	\$51,343,200	\$30,052,500	\$81,395,700
Total CIP Output	\$164,379,500	\$96,215,000	\$260,594,500

Source: CDM Smith and IMPLAN. Prepared October 2013.

Output from Commercial Service Visitor Spending

Table 16 identifies the output attributed to commercial visitor spending. Jackson-Evers and Gulfport-Biloxi are responsible for more than 84 percent of the \$343 million in direct output related to visitor spending. Despite the fact that Jackson-Evers had over 200,000 more enplanements than Gulfport-Biloxi in 2012, Gulfport's impacts are higher due to higher average spending per visitor (\$746 versus \$484). The recirculation of those impacts creates another \$195.6 million in multiplier impacts. In total, the combined annual output from commercial service visitor spending is over \$538.3 million.

Table 16: Mississippi Output from Commercial Service Visitor Spending

Airports	Direct Commercial Service Visitor Output	Multiplier Output	Total Commercial Service Visitor Output
Gulfport-Biloxi International	\$154,295,300	\$88,075,300	\$242,370,600
Jackson-Medgar Wiley Evers International	\$133,519,000	\$76,215,700	\$209,734,700
Other Commercial Service Airports	\$53,906,400	\$30,349,500	\$86,248,300
Total Commercial Service Visitor Output	\$342,720,700	\$195,632,900	\$538,353,600

Source: CDM Smith and IMPLAN. Prepared October 2013.

Output from General Aviation Visitor Spending

Table 17 identifies the output attributed to general aviation visitors using airports in Mississippi. Direct annual output is estimated at over \$34.2 million. Not surprisingly, the majority of this output is found at the general aviation airports of Mississippi. As the businesses that support visitor activities re-circulate this money, multiplier impacts estimated at \$18.3 million are created. Combining the direct and multiplier impacts of general aviation visitor spending yields total general aviation visitor output of \$52.5 million.

Table 17: Mississippi Output from General Aviation Visitor Spending

Airports	Direct GA Visitor Output	Multiplier Output	Total GA Visitor Output
Gulfport-Biloxi International	\$1,091,700	\$586,800	\$1,678,500
Jackson-Medgar Wiley Evers International	\$938,000	\$504,200	\$1,442,200
Other Commercial Service Airports	\$7,311,100	\$3,929,800	\$11,240,900
General Aviation Airports	\$24,829,200	\$13,346,500	\$38,175,700
Total GA Visitor Output	\$34,170,000	\$18,367,300	\$52,537,300

Source: CDM Smith and IMPLAN. Prepared October 2013.

Total Annual Output

The total combined annual output related to on-airport activities, CIP, and commercial service and general aviation visitor spending is presented in **Table 18**. Direct annual output measures over \$1.63 billion. Multiplier output impacts are estimated at nearly \$900 million annually. Combined direct and multiplier output from on-airport activities, CIP and aviation visitors produce a total annual output of over \$2.53 billion for Mississippi's economy.

Table 18: Mississippi Airports Total Annual Output

Airports	Direct Output	Multiplier Output	Total Output
Gulfport-Biloxi International	\$273,462,800	\$152,819,000	\$426,281,800
Jackson-Medgar Wiley Evers International	\$554,095,000	\$319,434,100	\$873,529,100
Other Commercial Service Airports	\$485,408,800	\$259,837,100	\$745,245,900
General Aviation Airports	\$320,867,300	\$167,693,900	\$488,561,200
Total Output	\$1,633,833,900	\$899,784,100	\$2,533,618,000

Source: CDM Smith and IMPLAN. Prepared October 2013.

Qualitative Airport Benefits

Mississippi airports provide substantial quantitative benefits, as explained in the preceding sections. Beyond the quantitative aspects of aviation benefits, there are also qualitative benefits that deserve consideration when the total value of an airport system is analyzed. Qualitative benefits are those activities which take place at an airport on a regular basis that add to the quality of life, but are difficult to assign a dollar value. Qualitative benefits typically enhance the health, welfare, or safety of individuals in the airport's market area. While it may be difficult to place a dollar value on such impacts, these benefits improve the quality of life of Mississippi's residents in a variety of ways.

The activities contributing to the qualitative benefits vary throughout the airport system, yet each airport contributes in some way to the quality of life of residents of Mississippi. Some examples of the qualitative benefits of aviation at Mississippi system airports include:

- Facilitating emergency medical transport
- Providing support for law enforcement
- Conducting search and rescue operations
- Supporting the U.S. military and other government organizations
- Assisting with prisoner transport

- Supporting statewide agricultural activities
- Providing entertainment opportunities (e.g., museums, air shows)
- Hosting school field trips and other educational events
- Serving as a staging area for community events

It is clear from the information gathered at many of Mississippi's airports that these qualitative benefits are taking place across the state. Several specific examples include:

Corporate Flight Departments

Dun and Bradstreet data indicates 18 businesses based in Mississippi generate more than \$1.0 Billion in sales annually. These businesses often rely on corporate aircraft to transport personnel and goods quickly and efficiently. These same business' suppliers and customers similarly rely on corporate aircraft to travel to Mississippi to view manufacturing and product development as well as make sales calls and manage accounts. Corporate aviation is critical to these businesses day-to-day operations and plays a role in a competitive marketplace. This study found that there are 35 businesses in Mississippi with corporate flight departments on 17 Mississippi airports. These businesses include large agribusiness ventures to small manufacturers in mid-sized communities. Corporate aircraft include not only jet aircraft but piston and turboprop aircraft which provide advantages when flying into smaller general aviation airports.

Aerial Applicators

Agriculture is Mississippi's number one industry, employing approximately 29% of the state's workforce either directly or indirectly. In Mississippi, agriculture is a \$7.5 billion industry. There are approximately 42,400 farms in the state covering 11.2 million acres, which makes agriculture a significant contributor to all 82 counties. Aerial applicators boost agricultural productivity by applying fungicides to insecticides cotton, corn, wheat and soy beans. In Mississippi there are:

- Approximately 230 agricultural licensed aviation pilots
- Over 100 aerial applicator businesses
- Over 190 registered aircraft for agricultural purposes
- Over one million acres sprayed by aircraft in 2012

On-Airport Aerospace Manufacturing

Mississippi has a long tradition of excellence when it comes to aerospace and aviation. While most aerospace manufacturers are located off-airport six manufacturers base their operations on-airport to access the airport's runway and taxiway system. Aerospace manufacturers located on Mississippi airports include:

- Airbus Helicopter (formerly American Eurocopter)
- Aurora Flight Sciences
- Stark Aerospace
- Northrop Grumman

- Advanced Technologies
- Mississippi State University – RASPET Flight Research Laboratory

It's noteworthy to point out that Aurora Flight Sciences, Northrop Grumman Unmanned Systems, and Stark Aerospace – all manufacture Unmanned Aerial Systems (UAS) in Mississippi.

Air Ambulance

Mississippi also benefits from the numerous air ambulance operators located throughout the state that provide an invaluable life-saving service. Six airports support a total of nine air ambulance bases across the state. Operators include MedStat Air, Air Methods, Baptist Life Flight, Southeast Mississippi Air Ambulance, PHI Air Medical, and others. The largest outfit employs 16 and is operated by PHI Air Medical in conjunction with the University of Mississippi Medical Center (UMMC) at Key Field in Meridian.

Aviation Education

Aerospace companies located in our state benefit from an established industry infrastructure, numerous nearby suppliers and our universities research centers of excellence. Advanced university programs supply a steady talent pool of aerospace and aviation workers specializing in polymer science, aerospace engineering, commercial aviation and jet engine mechanics. Cleveland Municipal is home to the flight school of Delta State University, which also offers Bachelor and Master of Commercial Aviation degree programs – the only such programs in the state.

A number of Mississippi's community colleges offer programs of particular interest to aerospace- and aviation-related companies, such as Northwest Mississippi Community College's aviation maintenance technology programs and Hinds Community College's aviation maintenance and avionics technology programs.

Military Operations at Public Use Airports

Mississippi has a long legacy of military installations and, although reduced in number, the state's airports still support a significant presence of aviation-related military units. Five airports – Hawkins Field, Stennis International, Jackson International, Key Field, and Tupelo Regional – are home to a total of nine individual military operations. These operations represent several branches of the United States Armed Forces, including the U.S. Coast Guard, U.S. Navy (Naval Special Warfare Command), U.S. Army (Army Aviation Support Facility), as well as several reserve components such as the Mississippi Army National Guard and the Mississippi Air National Guard. The largest military aviation presence is located at Jackson International, where the Mississippi Air National Guard – 172nd Airlift Wing employs over 900 personnel with total payroll of over \$70 million and produces over \$172 million in economic output. Another notable military tenant is the Naval Special Warfare Command at Stennis International, which employs over 150 permanent personnel and conducts all types of training (air, sea, land) for thousands of military personnel each year in the Bay St. Louis area.

What is most notable about these and other examples is that no matter how large or small the contributions, all airports contribute in some way to the quality of life of Mississippi residents.

Historic CIP Construction Impacts Analysis

As previously determined, Capital Improvement Program (CIP) expenditures are responsible for a significant portion of each airport's individual economic impact. In Mississippi, the source of CIP

expenditures as they relate to airports can vary depending on the type of improvement. The vast majority of CIP expenditures originate from the FAA's Airport Improvement Program (AIP), which is a grant program for the planning and development of public-use airports that are included in the National Plan of Integrated Airport Systems (NPIAS). For large and medium primary hub airports³, the grant covers 75 percent of eligible costs (or 80 percent for noise program implementation). For small primary, reliever, and general aviation airports, the grant covers a range of 90-95 percent of eligible costs, based on statutory requirements. Under AIP, MDOT provides 50% of the remaining project costs through a matching grant. Under AIP, MDOT provides the remaining percentage of project costs through a matching grant. Other state funding sources are identified as Multimodal. For the purposes of this analysis, Multimodal will be analyzed separately from AIP expenditures.

Since CIP expenditures vary from year to year, it is beneficial to look at CIP expenditures over a longer period of time to get a complete picture of the impacts associated with them. When all CIP expenditures are combined (AIP and Multimodal) over the last decade⁴, 72 of Mississippi's 73 system airports⁵ accounted for over \$518 million in CIP expenditures (direct output), or over \$43 million annually. This CIP output creates an average of 679 direct construction jobs annually and nearly \$20 million in associated direct payroll each year. A set of Mississippi- and construction-specific multipliers are applied to these direct impacts to determine induced impacts, which when combined result in total impacts. **Table 19** lists by airport total impacts (which combines direct and multiplier impacts) on an average annual basis for AIP CIP expenditures.

³ There are no large or medium primary hub airports in Mississippi

⁴ MDOT and FAA Grant Data Available for 12 years from 2002-2013

⁵ No data was available for Charleston Municipal Airport (09M)

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Table 19: Airport Improvement Program (AIP) CIP Impacts of Mississippi Airports

Associated City	Airport Name	12-Year Total Direct CIP Expenditures	12-Year Average Annual CIP Expenditures	Average Annual Employment (Direct + Multiplier)	Average Annual Payroll (Direct + Multiplier)	Average Annual Output (Direct + Multiplier)
Commercial Service Airports						
Columbus/West Point/Starkville	Golden Triangle Regional	\$20,033,100	\$1,669,400	40	\$1,100,000	\$2,783,000
Greenville	Greenville Mid-Delta	\$17,700,200	\$1,475,000	36	\$972,000	\$2,459,000
Gulfport	Gulfport-Biloxi International	\$184,707,800	\$15,392,300	377	\$10,273,000	\$25,665,000
Hattiesburg/Laurel	Hattiesburg-Laurel Regional Jackson-Medgar Wiley Evers International	\$8,070,500	\$672,500	17	\$465,000	\$1,122,000
Jackson	Key Field	\$43,716,000	\$3,643,000	88	\$2,410,000	\$6,074,000
Meridian	Tunica Municipal	\$11,198,400	\$933,200	23	\$635,000	\$1,556,000
Tunica	Tupelo Regional	\$26,628,700	\$2,219,100	54	\$1,480,000	\$3,700,000
Tupelo		\$19,242,600	\$1,603,600	39	\$1,058,000	\$2,675,000
Commercial Service Airports Total		\$331,297,300	\$27,608,100	674	\$18,393,000	\$46,034,000
General Aviation Airports						
Aberdeen/Amory	Monroe County	\$1,250,400	\$104,200	3	\$84,000	\$173,000
Ackerman	Ackerman-Choctaw	\$680,700	\$56,700	2	\$42,000	\$95,000
Batesville	Panola County	\$1,503,000	\$125,200	3	\$84,000	\$208,000
Bay Springs	Thigpen Field	\$1,648,900	\$137,400	3	\$84,000	\$228,000
Bay St. Louis	Stennis	\$10,170,300	\$847,500	20	\$549,000	\$1,414,000
Belmont	Tishomingo County	\$1,088,700	\$90,700	2	\$42,000	\$152,000
Belzoni	Belzoni Municipal	\$1,369,900	\$114,200	3	\$84,000	\$190,000
Booneville	Booneville/Baldwyn	\$2,832,900	\$236,100	6	\$169,000	\$394,000
Brookhaven	Brookhaven-Lincoln County	\$1,619,800	\$135,000	3	\$84,000	\$225,000
Carthage	Carthage-Leake County	\$2,239,400	\$186,600	5	\$126,000	\$312,000
Charleston	Charleston Municipal	N/A	N/A	N/A	N/A	N/A
Clarksdale	Fletcher Field	\$2,284,800	\$190,400	5	\$126,000	\$317,000
Cleveland	Cleveland Municipal	\$9,047,700	\$754,000	19	\$507,000	\$1,257,000
Columbia	Columbia-Marion County	\$2,291,100	\$190,900	5	\$126,000	\$318,000
Columbus (Lowndes)	Columbus-Lowndes County	\$1,654,500	\$137,900	3	\$84,000	\$230,000
Corinth	Roscoe Turner Field	\$2,789,200	\$232,400	6	\$169,000	\$387,000
Crosby	Crosby Municipal	\$428,400	\$35,700	2	\$42,000	\$60,000
Crystal Springs	Copiah County	\$5,747,500	\$479,000	12	\$339,000	\$799,000
Drew	Ruleville-Drew	\$894,700	\$74,600	2	\$42,000	\$125,000
Eupora	Eupora	\$980,200	\$81,700	2	\$42,000	\$137,000
Forest	G. V. Montgomery	\$3,113,400	\$259,500	6	\$169,000	\$432,000
Greenwood	Greenwood-Leflore	\$2,161,700	\$180,100	5	\$126,000	\$300,000
Grenada	Grenada Municipal Hattiesburg Bobby L. Chain	\$1,479,600	\$123,300	3	\$84,000	\$205,000
Hattiesburg (Chain)	Municipal	\$2,576,100	\$214,700	5	\$126,000	\$359,000
Hollandale	Hollandale Municipal Holly Springs-Marshall County	\$1,003,300	\$83,600	2	\$42,000	\$140,000
Holly Springs		\$1,774,100	\$147,800	3	\$84,000	\$247,000
Houston	Houston Municipal	\$1,288,700	\$107,400	3	\$84,000	\$178,000
Indianola	Indianola Municipal	\$1,332,200	\$111,000	3	\$84,000	\$185,000
Iuka	Iuka	\$1,071,500	\$89,300	2	\$42,000	\$148,000
Jackson	Hawkins Field	\$313,500	\$26,100	-	\$0	\$43,000
Kosciusko	Kosciusko-Attala County	\$1,243,600	\$103,600	3	\$84,000	\$173,000
Laurel – Hesler-Noble	Hesler-Noble Field	\$2,551,100	\$212,600	5	\$126,000	\$355,000
Lexington	C. A. Moore	\$1,213,700	\$101,100	3	\$84,000	\$168,000

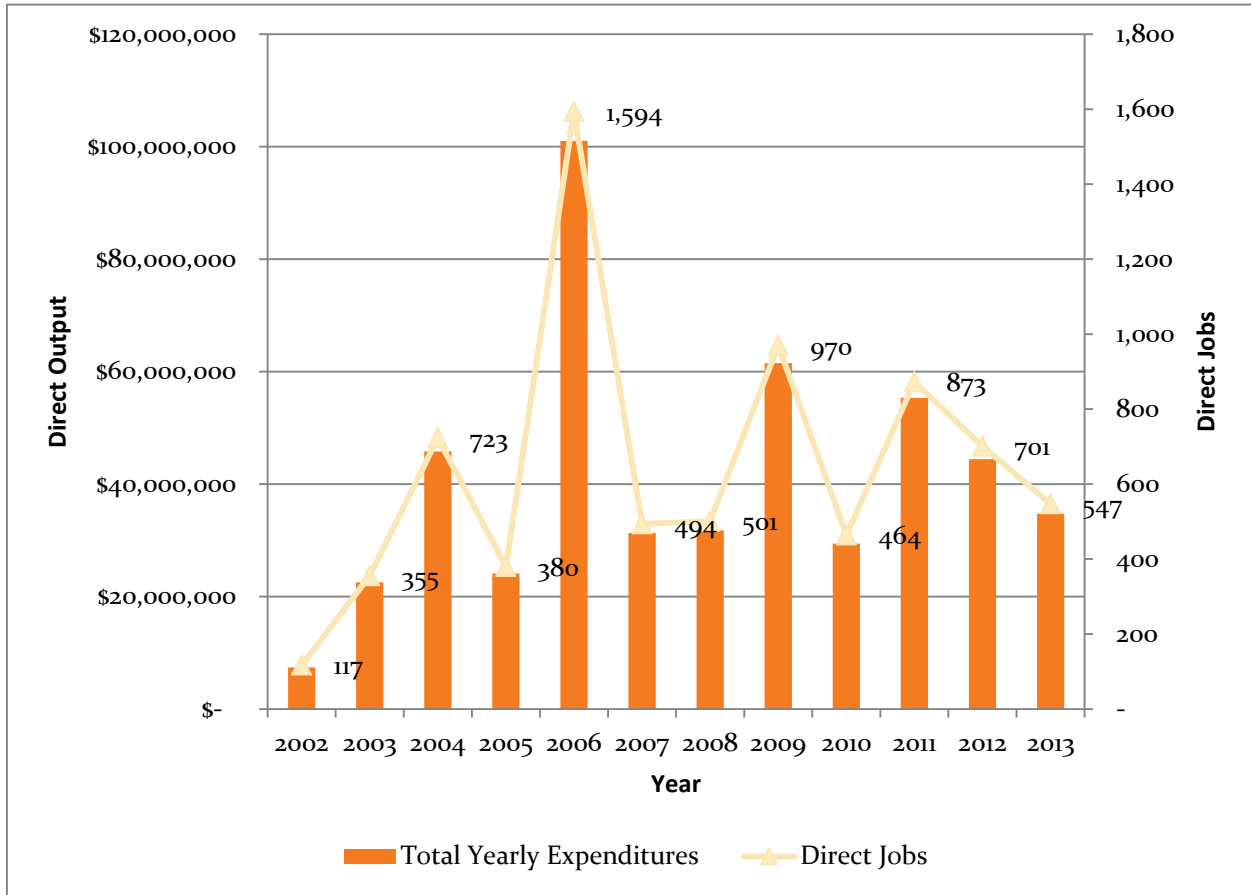
Table 19: Airport Improvement Program (AIP) CIP Impacts of Mississippi Airports

Associated City	Airport Name	12-Year Total Direct CIP Expenditures	12-Year Average Annual CIP Expenditures	Average Annual Employment (Direct + Multiplier)	Average Annual Payroll (Direct + Multiplier)	Average Annual Output (Direct + Multiplier)
Louisville	Louisville-Winston County	\$771,500	\$64,300	2	\$42,000	\$107,000
Lumberton	I. H. Bass, Jr. Memorial	\$1,238,500	\$103,200	3	\$84,000	\$172,000
Macon	Macon Municipal	\$754,000	\$62,800	2	\$42,000	\$105,000
Madison	Bruce Campbell Field	\$2,729,800	\$227,500	6	\$169,000	\$379,000
Magee	Magee Municipal	\$947,700	\$79,000	2	\$42,000	\$132,000
McComb	McComb-Pike County/John E. Lewis Field	\$7,078,800	\$589,900	14	\$381,000	\$984,000
Natchez	Hardy-Anders Field Natchez-Adams County	\$1,779,100	\$148,300	3	\$84,000	\$247,000
New Albany	New Albany-Union County	\$1,015,200	\$84,600	2	\$42,000	\$142,000
Newton	James H. Easom Field	\$2,380,100	\$198,300	5	\$126,000	\$330,000
Okolona	Okolona Municipal-Richard Stovall Field	\$1,256,700	\$104,700	3	\$84,000	\$175,000
Olive Branch	Olive Branch	\$2,023,500	\$168,600	5	\$126,000	\$282,000
Oxford	University-Oxford	\$15,789,700	\$1,315,800	33	\$888,000	\$2,194,000
Pascagoula	Trent Lott International	\$3,719,600	\$310,000	8	\$212,000	\$517,000
Philadelphia	Philadelphia Municipal	\$2,012,400	\$167,700	5	\$126,000	\$280,000
Picayune	Picayune Municipal	\$1,767,400	\$147,300	3	\$84,000	\$245,000
Pittsboro	Calhoun County	\$1,068,200	\$89,000	2	\$42,000	\$148,000
Pontotoc	Pontotoc County	\$622,700	\$51,900	2	\$42,000	\$87,000
Poplarville	Poplarville-Pearl River County	\$1,403,100	\$116,900	3	\$84,000	\$195,000
Prentiss	Prentiss-Jefferson Davis County	\$907,600	\$75,600	2	\$42,000	\$127,000
Quitman	Clarke County	\$1,382,500	\$115,200	3	\$84,000	\$192,000
Raymond	John Bell Williams	\$14,699,500	\$1,225,000	29	\$803,000	\$2,043,000
Richton	Richton-Perry County	\$553,700	\$46,100	2	\$42,000	\$77,000
Ripley	Ripley	\$862,600	\$71,900	2	\$42,000	\$120,000
Starkville	George M. Bryan Field	\$6,348,100	\$529,000	12	\$339,000	\$882,000
Tylertown	Paul Pittman Memorial	\$1,634,300	\$136,200	3	\$84,000	\$227,000
Vicksburg	Vicksburg Municipal	\$497,700	\$41,500	2	\$42,000	\$68,000
Water Valley	Water Valley Municipal	\$627,300	\$52,300	2	\$42,000	\$87,000
Waynesboro	Waynesboro Municipal	\$3,657,600	\$304,800	8	\$212,000	\$509,000
West Point	McCharen Field	\$1,379,400	\$114,900	3	\$84,000	\$192,000
Wiggins	Dean Griffin Memorial Winona-Montgomery County	\$1,961,700	\$163,500	5	\$126,000	\$272,000
Winona	Winona-Montgomery County	\$1,807,900	\$150,700	3	\$84,000	\$252,000
Yazoo City	Yazoo County	\$1,668,000	\$139,000	3	\$84,000	\$232,000
General Aviation Airports Total		\$157,990,500	\$13,165,800	331	\$8,770,000	\$21,955,000
All Airports Total		\$489,287,800	\$40,773,900	1,005	\$27,163,000	\$67,989,000

Source: FAA, MDOT, IMPLAN, CDM Smith

The airport with the largest economic impact from AIP CIP expenditures is Gulfport-Biloxi International, while the most significant economic impact by a general aviation airport was University-Oxford Airport. When examined on an annualized basis, 2006 was by far the most active year in terms of CIP expenditures across the state, with over \$101 million in direct output. Employment associated with this output reached nearly 1,600 direct construction jobs. This spike was largely driven by Gulfport-Biloxi International, which had over \$73 million in CIP expenditures that year. Annual statewide direct output and direct jobs are illustrated in **Exhibit 2** below.

Exhibit 2: Annual Statewide AIP CIP Expenditures (Direct Output) and Direct Jobs



Source: FAA, MDOT, IMPLAN, CDM Smith

Due to their smaller sums and lower prevalence, the CIP expenditures associated with Multimodal projects at Mississippi airports were analyzed independent from AIP expenditures. **Table 20** lists by airport total impacts (which combines direct and multiplier impacts) on an average annual basis for these combined CIP expenditure categories.

Table 20: Multimodal CIP Impacts of Mississippi Airports

Associated City	Airport Name	12-Year Total CIP Expenditures	12-Year Average Annual CIP Expenditures	Average Annual Employment (Direct + Multiplier)	Average Annual Payroll (Direct + Multiplier)	Average Annual Output (Direct + Multiplier)
Commercial Service Airports						
Columbus/West Point/Starkville	Golden Triangle Regional	\$2,259,500	\$188,300	5	\$126,000	\$313,000
Greenville	Greenville Mid-Delta	\$984,900	\$82,100	2	\$42,000	\$137,000
Gulfport	Gulfport-Biloxi International	\$2,000,300	\$166,700	5	\$126,000	\$278,000
Hattiesburg/Laurel	Hattiesburg-Laurel Regional Jackson-Medgar Wiley Evers International	\$1,650,000	\$137,500	3	\$84,000	\$228,000
Jackson	Key Field	\$1,282,500	\$106,900	3	\$84,000	\$178,000
Meridian	Tunica Municipal	\$2,876,100	\$239,700	6	\$169,000	\$400,000
Tunica	Tupelo Regional	\$897,800	\$74,800	2	\$42,000	\$125,000
Tupelo		\$2,154,900	\$179,600	5	\$126,000	\$300,000
Commercial Service Airports Total		\$14,106,000	\$1,175,600	31	\$799,000	\$1,959,000
General Aviation Airports						
Aberdeen/Amory	Monroe County	\$122,000	\$10,200	-	\$0	\$17,000
Ackerman	Ackerman-Choctaw	N/A	N/A	N/A	N/A	N/A
Batesville	Panola County	\$66,200	\$5,500	-	\$0	\$10,000
Bay Springs	Thigpen Field	N/A	N/A	N/A	N/A	N/A
Bay St. Louis	Stennis	\$1,527,200	\$127,300	3	\$84,000	\$212,000
Belmont	Tishomingo County	\$148,500	\$12,400	-	\$0	\$20,000
Belzoni	Belzoni Municipal	N/A	N/A	N/A	N/A	N/A
Booneville	Booneville/Baldwyn	\$137,600	\$11,500	-	\$0	\$18,000
Brookhaven	Brookhaven-Lincoln County	\$654,800	\$54,600	2	\$42,000	\$92,000
Carthage	Carthage-Leake County	N/A	N/A	N/A	N/A	N/A
Charleston	Charleston Municipal	N/A	N/A	N/A	N/A	N/A
Clarksdale	Fletcher Field	\$371,200	\$30,900	-	\$0	\$52,000
Cleveland	Cleveland Municipal	\$1,034,900	\$86,200	2	\$42,000	\$143,000
Columbia	Columbia-Marion County	\$120,000	\$10,000	-	\$0	\$17,000
Columbus (Lowndes)	Columbus-Lowndes County	\$699,900	\$58,300	2	\$42,000	\$97,000
Corinth	Roscoe Turner Field	\$334,200	\$27,900	-	\$0	\$47,000
Crosby	Crosby Municipal	N/A	N/A	N/A	N/A	N/A
Crystal Springs	Copiah County	\$511,800	\$42,700	2	\$42,000	\$72,000
Drew	Ruleville-Drew	N/A	N/A	N/A	N/A	N/A
Eupora	Eupora	N/A	N/A	N/A	N/A	N/A
Forest	G. V. Montgomery	N/A	N/A	N/A	N/A	N/A
Greenwood	Greenwood-Leflore	\$646,900	\$53,900	2	\$42,000	\$90,000
Grenada	Grenada Municipal	N/A	N/A	N/A	N/A	N/A
Hattiesburg (Chain)	Hattiesburg Bobby L. Chain Municipal	\$109,000	\$9,100	-	\$0	\$15,000
Hollandale	Hollandale Municipal	N/A	N/A	N/A	N/A	N/A
Holly Springs	Holly Springs-Marshall County	\$453,400	\$37,800	2	\$42,000	\$63,000
Houston	Houston Municipal	\$203,400	\$17,000	-	\$0	\$28,000
Indianola	Indianola Municipal	N/A	N/A	N/A	N/A	N/A
Iuka	Iuka	\$371,700	\$31,000	-	\$0	\$52,000
Jackson	Hawkins Field	N/A	N/A	N/A	N/A	N/A
Kosciusko	Kosciusko-Attala County	N/A	N/A	N/A	N/A	N/A
Laurel – Hesler-Noble	Hesler-Noble Field	N/A	N/A	N/A	N/A	N/A
Lexington	C. A. Moore	N/A	N/A	N/A	N/A	N/A
Louisville	Louisville-Winston County	N/A	N/A	N/A	N/A	N/A

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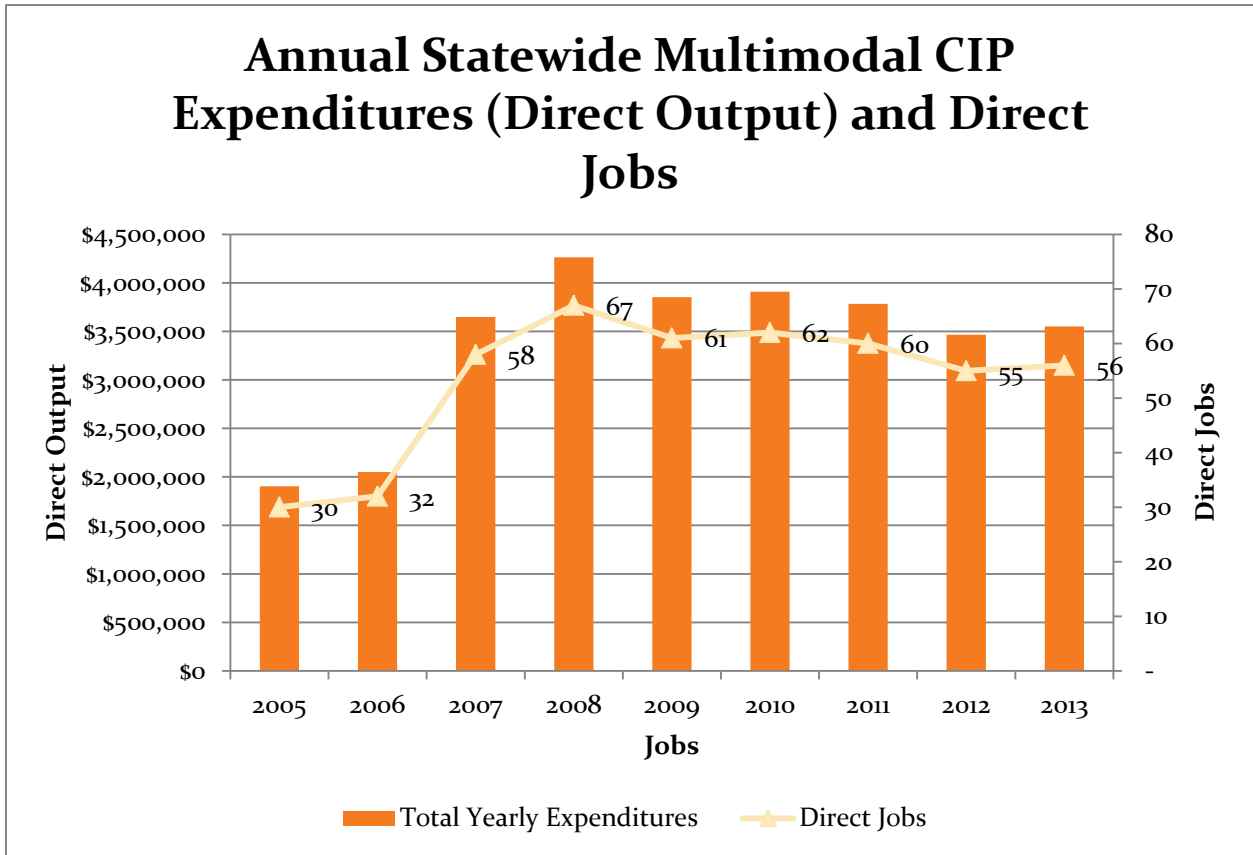
Table 20: Multimodal CIP Impacts of Mississippi Airports

Associated City	Airport Name	12-Year Total CIP Expenditures	12-Year Average Annual CIP Expenditures	Average Annual Employment (Direct + Multiplier)	Average Annual Payroll (Direct + Multiplier)	Average Annual Output (Direct + Multiplier)
Lumberton	I. H. Bass, Jr. Memorial	N/A	N/A	N/A	N/A	N/A
Macon	Macon Municipal	N/A	N/A	N/A	N/A	N/A
Madison	Bruce Campbell Field	\$425,200	\$35,400	2	\$42,000	\$58,000
Magee	Magee Municipal	\$297,000	\$24,800	-	\$0	\$42,000
McComb	McComb-Pike County/John E. Lewis Field	\$134,400	\$11,200	-	\$0	\$18,000
Natchez	Hardy-Anders Field Natchez-Adams County	\$1,670,500	\$139,200	3	\$84,000	\$232,000
New Albany	New Albany-Union County	\$259,700	\$21,600	-	\$0	\$37,000
Newton	James H. Easom Field	N/A	N/A	N/A	N/A	N/A
Okolona	Okolona Municipal-Richard Stovall Field	N/A	N/A	N/A	N/A	N/A
Olive Branch	Olive Branch	\$131,900	\$11,000	-	\$0	\$18,000
Oxford	University-Oxford	\$561,600	\$46,800	2	\$42,000	\$78,000
Pascagoula	Trent Lott International	\$1,140,400	\$95,000	2	\$42,000	\$158,000
Philadelphia	Philadelphia Municipal	N/A	N/A	N/A	N/A	N/A
Picayune	Picayune Municipal	\$814,000	\$67,800	2	\$42,000	\$113,000
Pittsboro	Calhoun County	N/A	N/A	N/A	N/A	N/A
Pontotoc	Pontotoc County	N/A	N/A	N/A	N/A	N/A
Poplarville	Poplarville-Pearl River County	N/A	N/A	N/A	N/A	N/A
Prentiss	Prentiss-Jefferson Davis County	N/A	N/A	N/A	N/A	N/A
Quitman	Clarke County	N/A	N/A	N/A	N/A	N/A
Raymond	John Bell Williams	N/A	N/A	N/A	N/A	N/A
Richton	Richton-Perry County	N/A	N/A	N/A	N/A	N/A
Ripley	Ripley	N/A	N/A	N/A	N/A	N/A
Starkville	George M. Bryan Field	\$1,215,700	\$101,300	3	\$84,000	\$168,000
Tylertown	Paul Pittman Memorial	N/A	N/A	N/A	N/A	N/A
Vicksburg	Vicksburg Municipal	\$338,000	\$28,200	-	\$0	\$47,000
Water Valley	Water Valley Municipal	N/A	N/A	N/A	N/A	N/A
Waynesboro	Waynesboro Municipal	\$8,300	\$700	-	\$0	\$2,000
West Point	McCharen Field	N/A	N/A	N/A	N/A	N/A
Wiggins	Dean Griffin Memorial	N/A	N/A	N/A	N/A	N/A
Winona	Winona-Montgomery County	\$589,000	\$49,100	2	\$42,000	\$82,000
Yazoo City	Yazoo County	N/A	N/A	N/A	N/A	N/A
General Aviation Airports Total		\$15,098,400	\$1,258,400	31	\$714,000	\$2,098,000
All Airports Total		\$29,204,400	\$2,434,000	62	\$1,513,000	\$4,057,000

Source: FAA, MDOT, IMPLAN, CDM Smith

The airport with the largest economic impact from Multimodal CIP expenditures is Key Field in Meridian, while the most significant economic impact by a general aviation airport was Hardy-Anders Field Natchez-Adams County. When examined on an annualized basis, 2008 was by far the most active year in terms of CIP expenditures across the state, with over \$4.2 million in direct output. Employment associated with this output reached 67 direct construction jobs. Annual statewide direct output and direct jobs are illustrated in **Exhibit 3** below.

Exhibit 3: Annual Statewide Multimodal CIP Expenditures (Direct Output) and Direct Jobs



Source: FAA, MDOT, IMPLAN, CDM Smith

Case Study Airports

The case study airports analyzed in this task include five distinct airport types that serve a broad range of aviation markets, intended to represent the whole spectrum of Mississippi airports. The five airport types chosen include one commercial service airport, one reliever airport, one large general aviation airport, one small general aviation airport, and one unique or niche airport. The resulting airports chosen were Gulfport-Biloxi International (GPT), Olive Branch (OLV), University-Oxford (UOX), Calhoun County (04M), and Tunica Municipal (UTA), respectively. The impacts associated with CIP expenditures for each of these airports is discussed below. Impacts are derived from all CIP expenditure categories combined (AIP and Multimodal).

Gulfport-Biloxi International (GPT)

Gulfport-Biloxi International Airport is a commercial service airport that serves Mississippi’s Gulf Coast. Over the past decade the airport has had an average capital improvement expenditure of \$15.5 million annually. One notable improvement project was the “2006 Airfield Improvements,” which

involved the construction of new cargo and general aviation facilities, the widening and rehabilitation of taxiway pavements, and the repair of airfield lighting and signage systems⁶.

Olive Branch (OLV)

Olive Branch Airport is a reliever airport for Memphis International, which is situated approximately 11.5 miles to the northwest. The average annual CIP expenditures at Olive Branch was \$180,000 over the last 12 years. Notable capital improvement projects that have occurred at Olive Branch Airport include the installation of security fencing, taxiway rehabilitation and lighting, seal and mark runway, apron rehabilitation, stormwater drainage system rehabilitation, installation of perimeter fencing, and an airport layout plan update.

University-Oxford (UOX)

University-Oxford Airport is a general aviation airport owned and operated by the University of Mississippi. The airport's average annual CIP expenditures during the past decade were over \$1.36 million. Notable capital improvement projects that have occurred at the airport include land acquisition for approaches and improved runway safety area, runway and taxiway extension, access road construction, and NAVAID upgrades⁷.

Calhoun County (04M)

Calhoun County Airport is a small unattended general aviation airport in Pittsboro. Over the last decade, the airport has seen average CIP expenditures of nearly \$90,000 annually. Notable capital improvement projects that have occurred at the airport include approach lighting system upgrades, runway safety area improvements, runway/taxiway/apron overlay, new T-hangar and taxiway construction, fuel farm construction, wildlife fence installation, and access road rehabilitation.

Tunica Municipal (UTA)

Over the past decade, Tunica Municipal Airport has had an average CIP expenditure of nearly \$2.3 million annually. Although it is classified as a general aviation airport by the FAA, for purposes of this analysis it is classified as commercial service airport since it accommodates a significant number of casino charter flights and sporadically hosts scheduled airline service. The Tunica Resorts area is home to nine casinos and is the major attraction of the area. Notable airport improvement projects that have occurred include new ARFF facility construction, commercial aircraft apron expansion, and a construction of a new passenger terminal and associated support infrastructure⁸.

The direct, multiplier, and total impacts for jobs, payroll and output for each case study airport are summarized in **Table 21** below. These impacts include AIP, Multimodal, MDA, and State-Only CIP expenditures combined.

⁶ <http://www.hbconst.com/about/experience/gulfport-biloxi-airport/>

⁷ <http://www.eutawconstruction.com/news.php?spd=4>

⁸ <http://tunicaairport.com/news-and-developments/construction>

Table 21: Case Study Airport CIP Impacts

		GPT	OLV	UOX	04M	UTA
Measure		Gulfport-Biloxi International Airport	Olive Branch Airport	University-Oxford Airport	Calhoun County Airport	Tunica Municipal Airport
JOBS	Direct	246	3	22	1	36
	Multiplier	136	2	13	1	20
	Total	382	5	35	2	56
PAYROLL	Direct	7,158,000	87,000	640,000	29,000	1,048,000
	Multiplier	3,241,000	39,000	290,000	13,000	474,000
	Total	10,399,000	126,000	930,000	42,000	1,522,000
OUTPUT	Direct	15,559,000	180,000	1,363,000	89,000	2,294,000
	Multiplier	10,384,000	120,000	909,000	59,000	1,531,000
	Total	25,943,000	300,000	2,272,000	148,000	3,825,000

Source: FAA, MDOT, IMPLAN, CDM Smith

Economic Impact Summary

Airports in Mississippi are significant components of the state’s economy. This study has examined their economic contributions in terms of jobs, payroll and output from on-airport operations, CIP expenditures, visitor expenditures, and the multiplier impacts resulting from the re-circulation of these initial impacts. It was found that the 73 airports considered in this analysis generated an estimated \$2.53 billion in economic output in 2012.

Table 22 provides a summary of each category of economic impacts for all Mississippi airports analyzed in this study. As shown, the airports help to support a total of 20,025 jobs that have an annual payroll of nearly \$722 million.

Table 22: Economic Impact Summary for Airports in Mississippi

Economic Impact by Airports	Direct On-Airport Impacts	Direct CIP Impacts	Direct Visitor-Related Impacts	Multiplier Impacts	Total Impacts
Employment					
Gulfport-Biloxi International	582	159	1,690	1,495	3,926
Jackson-Medgar Wiley Evers International	2,122	267	1,462	2,657	6,508
Other Commercial Service Airports	2,326	407	718	2,530	5,981
General Aviation Airports	1,334	380	421	1,475	3,610
Total Employment	6,364	1,213	4,291	8,157	20,025
Payroll					
Gulfport-Biloxi International	\$26,992,600	\$4,622,800	\$35,834,800	\$37,721,400	\$105,171,600
Jackson-Medgar Wiley Evers International	\$129,420,900	\$7,769,800	\$31,007,300	\$102,356,500	\$270,554,500
Other Commercial Service Airports	\$117,000,700	\$11,850,900	\$15,230,000	\$78,818,000	\$222,899,600
General Aviation Airports	\$62,025,900	\$11,012,200	\$8,935,700	\$41,197,100	\$123,170,900
Total Payroll	\$335,440,100	\$35,255,700	\$91,007,800	\$260,093,000	\$721,796,600
Output					
Gulfport-Biloxi International	\$96,521,800	\$21,554,000	\$155,387,000	\$152,819,000	\$426,281,800
Jackson-Medgar Wiley Evers International	\$383,411,000	\$36,227,000	\$134,457,000	\$319,434,100	\$873,529,100
Other Commercial Service Airports	\$367,936,000	\$55,255,300	\$62,217,500	\$259,837,100	\$745,245,900
General Aviation Airports	\$244,694,900	\$51,343,200	\$24,829,200	\$167,693,900	\$488,561,200
Total Output	\$1,092,563,700	\$164,379,500	\$376,890,700	\$899,784,100	\$2,533,618,000

Source: CDM Smith and IMPLAN. Prepared October 2013.

These are the impacts associated with traditional economic impact modeling. In addition to these quantifiable benefits, there are numerous quality of life benefits, such as medical flights, that Mississippi's airports provide.

Key study findings are as follows:

- Nearly \$377 million in visitor impacts are attributable to airports in Mississippi. The commercial service airports accounted for most visitors, with the state's two largest commercial service airports (Jackson-Evers and Gulfport-Biloxi) serving approximately over 475,000 visitors.
- Mississippi's two major airports – Jackson-Evers and Gulfport-Biloxi – are responsible for approximately 52 percent of the economic impact from all airports in Mississippi. They account for 52 percent of the 20,025 employees whose jobs are tied to airports, as well as the \$722 million in annual payroll. The two airports contribute 51 percent of \$2.53 billion in economic output generated by airports in Mississippi.
- Commercial airlines conducted more than 55,000 operations in 2012. General aviation conducted more than 1.4 million operations in 2012.
- Airports support 20,025 jobs, with a payroll of nearly \$722 million, and produce over \$2.53 billion in economic output.

Airports in Mississippi are major economic catalysts for the state and for the communities they serve. They support vital transportation services for all citizens in Mississippi, whether they use the air transportation system directly, or benefit indirectly through the delivery of packages and goods, visits from family and friends, or an improved quality of life. This economic impact analysis has shown that the magnitude of the economic impact that Mississippi receives from its network of airports is

significant, particularly from its two largest commercial airports in Jackson and Gulfport. In addition to economic benefits, airports provide communities with links to the national air transportation system, and they support many health, welfare, and safety services which improve the quality of life for all residents, businesses, and visitors.

APPENDIX A

Table A1: Estimates of General Aviation Itinerant Arrivals to Mississippi Airports

Associated City	Airport	Total GA Operations	GA Itinerant Percent	GA Itinerant Operations	GA True Transient Arrivals
Commercial Service Airports					
Columbus/West Point/Starkville	Golden Triangle Regional	34,056	35%	12,026	1,984
Greenville	Greenville Mid-Delta	30,008	22%	6,545	1,080
Gulfport	Gulfport-Biloxi International	73,432	14%	10,411	1,718
Hattiesburg/Laurel	Hattiesburg-Laurel Regional	37,710	45%	17,000	2,805
Jackson	Jackson-Medgar Wiley Evers International	59,116	15%	8,945	1,476
Meridian	Key Field	60,577	19%	11,487	1,895
Tunica	Tunica Municipal	10,257	26%	2,668	440
Tupelo	Tupelo Regional	51,632	41%	21,225	3,502
Commercial Service Airports Total		356,788	25%	90,307	14,901
General Aviation Airports					
Aberdeen/Amory	Monroe County	11,865	60%	7,140	1,178
Ackerman	Ackerman-Choctaw	600	67%	400	35
Batesville	Panola County	14,000	56%	7,800	1,287
Bay Springs	Thigpen Field	5,600	65%	3,650	602
Bay St. Louis	Stennis	63,600	65%	41,100	6,782
Belmont	Tishomingo County	10,000	74%	7,400	1,221
Belzoni	Belzoni Municipal	13,000	8%	1,000	88
Booneville	Booneville/Baldwyn	11,500	62%	7,100	1,172
Brookhaven	Brookhaven-Lincoln County	9,500	63%	6,000	990
Carthage	Carthage-Leake County	4,600	39%	1,800	158
Charleston	Charleston Municipal	5,700	16%	900	79
Clarksdale	Fletcher Field	36,203	46%	16,664	2,750
Cleveland	Cleveland Municipal	43,800	17%	7,600	1,254
Columbia	Columbia-Marion County	18,000	68%	12,240	2,020
Columbus (Lowndes)	Columbus-Lowndes County	13,200	52%	6,900	1,139
Corinth	Roscoe Turner Field	15,580	58%	9,025	1,489
Crosby	Crosby Municipal	1,200	100%	1,200	105
Crystal Springs	Copiah County	800	25%	200	33
Drew	Ruleville-Drew	10,400	25%	2,600	429
Eupora	Eupora	1,500	67%	1,000	88
Forest	G. V. Montgomery	5,460	65%	3,560	312
Greenwood	Greenwood-Leflore	36,540	47%	17,190	2,836
Grenada	Grenada Municipal	5,000	32%	1,600	264
Hattiesburg (Chain)	Hattiesburg Bobby L. Chain Municipal	39,672	33%	13,140	2,168
Hollandale	Hollandale Municipal	13,100	22%	2,900	254
Holly Springs	Holly Springs-Marshall County	12,680	60%	7,560	1,247
Houston	Houston Municipal	15,200	54%	8,200	1,353
Indianola	Indianola Municipal	21,500	28%	6,000	990
Iuka	Iuka	8,800	44%	3,900	644
Jackson	Hawkins Field	33,846	37%	12,692	2,094
Kosciusko	Kosciusko-Attala County	3,426	64%	2,200	363
Laurel – Hesler-Noble	Hesler-Noble Field	22,975	31%	7,125	1,176

Table A1: Estimates of General Aviation Itinerant Arrivals to Mississippi Airports

Associated City	Airport	Total GA Operations	GA Itinerant Percent	GA Itinerant Operations	GA True Transient Arrivals
Lexington	C. A. Moore	2,575	38%	975	85
Louisville	Louisville-Winston County	7,825	63%	4,950	433
Lumberton	I. H. Bass, Jr. Memorial	9,000	22%	2,000	175
Macon	Macon Municipal	6,300	62%	3,900	341
Madison	Bruce Campbell Field	48,660	46%	22,260	3,673
Magee	Magee Municipal	7,460	59%	4,410	728
McComb	McComb-Pike County/John E. Lewis Field	8,000	45%	3,600	594
Natchez	Hardy-Anders Field Natchez-Adams County	15,950	56%	9,000	1,485
New Albany	New Albany-Union County	9,300	69%	6,400	1,056
Newton	James H. Easom Field	9,060	62%	5,580	921
Okolona	Okolona Municipal-Richard Stovall Field	13,200	34%	4,500	394
Olive Branch	Olive Branch	64,825	45%	28,925	4,773
Oxford	University-Oxford	65,811	28%	18,186	3,001
Pascagoula	Trent Lott International	52,213	35%	18,483	3,050
Philadelphia	Philadelphia Municipal	11,970	59%	7,020	1,158
Picayune	Picayune Municipal	18,010	39%	7,100	1,172
Pittsboro	Calhoun County	5,820	7%	420	37
Pontotoc	Pontotoc County	12,994	29%	3,826	335
Poplarville	Poplarville-Pearl River County	7,700	29%	2,200	193
Prentiss	Prentiss-Jefferson Davis County	5,400	26%	1,400	123
Quitman	Clarke County	5,300	75%	4,000	660
Raymond	John Bell Williams	46,000	33%	15,000	2,475
Richton	Richton-Perry County	1,400	71%	1,000	88
Ripley	Ripley	10,800	61%	6,600	578
Starkville	George M. Bryan Field	22,520	32%	7,200	1,188
Tylertown	Paul Pittman Memorial	11,000	47%	5,200	858
Vicksburg	Vicksburg Municipal	6,600	29%	1,920	317
Water Valley	Water Valley Municipal	760	24%	180	30
Waynesboro	Waynesboro Municipal	3,910	43%	1,670	276
West Point	McCharen Field	7,880	36%	2,800	245
Wiggins	Dean Griffin Memorial	11,600	45%	5,200	858
Winona	Winona-Montgomery County	14,630	68%	9,990	1,648
Yazoo City	Yazoo County	12,800	13%	1,600	140
General Aviation Airports Total		1,046,120	43%	445,281	69,679
All Airports Total		1,402,908	38%	535,588	84,580

Source: FAA 5010 data and airport records. Totals may not sum due to rounding. Prepared October 2013.

Table A2: Estimates of General Aviation Visitors to Mississippi Airports

Associated City	Airport	GA True Transient Arrivals	Visitors per Arrival	Estimated GA Visitors
Commercial Service Airports				
Columbus/West Point/Starkville	Golden Triangle Regional	1,984	4.1	8,136
Greenville	Greenville Mid-Delta	1,080	4.1	4,428
Gulfport	Gulfport-Biloxi International	1,718	4.1	7,043
Hattiesburg/Laurel	Hattiesburg-Laurel Regional Jackson-Medgar Wiley Evers International	2,805	4.1	11,501
Jackson	Key Field	1,476	4.1	6,051
Meridian	Key Field	1,895	4.1	7,771
Tunica	Tunica Municipal	440	3.3	1,440
Tupelo	Tupelo Regional	3,502	4.1	14,359
Commercial Service Airports Total		14,901	4.1	60,727
General Aviation Airports				
Aberdeen/Amory	Monroe County	1,178	3.3	3,852
Ackerman	Ackerman-Choctaw	35	2.3	80
Batesville	Panola County	1,287	3.3	4,208
Bay Springs	Thigpen Field	602	3.3	1,969
Bay St. Louis	Stennis	6,782	3.3	22,176
Belmont	Tishomingo County	1,221	3.3	3,993
Belzoni	Belzoni Municipal	88	2.3	200
Booneville	Booneville/Baldwyn	1,172	3.3	3,831
Brookhaven	Brookhaven-Lincoln County	990	3.3	3,237
Carthage	Carthage-Leake County	158	2.3	361
Charleston	Charleston Municipal	79	2.3	180
Clarksdale	Fletcher Field	2,750	3.3	8,991
Cleveland	Cleveland Municipal	1,254	3.3	4,101
Columbia	Columbia-Marion County	2,020	3.3	6,604
Columbus (Lowndes)	Columbus-Lowndes County	1,139	3.3	3,723
Corinth	Roscoe Turner Field	1,489	3.3	4,869
Crosby	Crosby Municipal	105	2.3	241
Crystal Springs	Copiah County	33	3.3	108
Drew	Ruleville-Drew	429	3.3	1,403
Eupora	Eupora	88	2.3	200
Forest	G. V. Montgomery	312	2.3	714
Greenwood	Greenwood-Leflore	2,836	3.3	9,275
Grenada	Grenada Municipal	264	3.3	863
Hattiesburg (Chain)	Hattiesburg Bobby L. Chain Municipal	2,168	3.3	7,090
Hollandale	Hollandale Municipal	254	2.3	581
Holly Springs	Holly Springs-Marshall County	1,247	3.3	4,079
Houston	Houston Municipal	1,353	3.3	4,424
Indianola	Indianola Municipal	990	3.3	3,237
Iuka	Iuka	644	3.3	2,104
Jackson	Hawkins Field	2,094	3.3	6,848
Kosciusko	Kosciusko-Attala County	363	3.3	1,187
Laurel – Hesler-Noble	Hesler-Noble Field	1,176	3.3	3,844

Table A2: Estimates of General Aviation Visitors to Mississippi Airports

Associated City	Airport	GA True Transient Arrivals	Visitors per Arrival	Estimated GA Visitors
Lexington	C. A. Moore	85	2.3	195
Louisville	Louisville-Winston County	433	2.3	992
Lumberton	I. H. Bass, Jr. Memorial	175	2.3	401
Macon	Macon Municipal	341	2.3	782
Madison	Bruce Campbell Field	3,673	3.3	12,010
Magee	Magee Municipal	728	3.3	2,379
McComb	McComb-Pike County/John E. Lewis Field	594	3.3	1,942
Natchez	Hardy-Anders Field Natchez-Adams County	1,485	3.3	4,856
New Albany	New Albany-Union County	1,056	3.3	3,453
Newton	James H. Easom Field	921	3.3	3,011
Okolona	Okolona Municipal-Richard Stovall Field	394	2.3	902
Olive Branch	Olive Branch	4,773	4.1	19,568
Oxford	University-Oxford	3,001	3.3	9,812
Pascagoula	Trent Lott International	3,050	3.3	9,973
Philadelphia	Philadelphia Municipal	1,158	3.3	3,788
Picayune	Picayune Municipal	1,172	3.3	3,831
Pittsboro	Calhoun County	37	2.3	84
Pontotoc	Pontotoc County	335	2.3	767
Poplarville	Poplarville-Pearl River County	193	2.3	441
Prentiss	Prentiss-Jefferson Davis County	123	2.3	281
Quitman	Clarke County	660	3.3	2,158
Raymond	John Bell Williams	2,475	3.3	8,093
Richton	Richton-Perry County	88	2.3	200
Ripley	Ripley	578	2.3	1,323
Starkville	George M. Bryan Field	1,188	3.3	3,885
Tylertown	Paul Pittman Memorial	858	3.3	2,806
Vicksburg	Vicksburg Municipal	317	3.3	1,036
Water Valley	Water Valley Municipal	30	3.3	97
Waynesboro	Waynesboro Municipal	276	3.3	901
West Point	McCharen Field	245	2.3	561
Wiggins	Dean Griffin Memorial	858	3.3	2,806
Winona	Winona-Montgomery County	1,648	3.3	5,390
Yazoo City	Yazoo County	140	2.3	321
General Aviation Airports Total		69,679	3.3	227,621
All Airports Total		84,580	3.4	288,348

Source: CDM Smith. Totals may not sum due to rounding. Prepared October 2013.

Table A3: Estimates of General Aviation Visitor Expenditures at Mississippi Airports

Associated City	Airport	Estimated GA Visitors	Avg. Visitor Spending per Trip	Annual GA Visitor Expenditures (Output)
Commercial Service Airports				
Columbus/West Point/Starkville	Golden Triangle Regional	8,136	\$155	\$1,261,000
Greenville	Greenville Mid-Delta	4,428	\$155	\$686,300
Gulfport	Gulfport-Biloxi International	7,043	\$155	\$1,091,700
Hattiesburg/Laurel	Hattiesburg-Laurel Regional Jackson-Medgar Wiley Evers International	11,501	\$155	\$1,782,600
Jackson	Key Field	6,051	\$155	\$938,000
Meridian	Key Field	7,771	\$155	\$1,204,500
Tunica	Tunica Municipal	1,440	\$105	\$151,100
Tupelo	Tupelo Regional	14,359	\$155	\$2,225,600
Commercial Service Airports Total		60,727	\$154	\$9,340,800
General Aviation Airports				
Aberdeen/Amory	Monroe County	3,852	\$105	\$404,500
Ackerman	Ackerman-Choctaw	80	\$100	\$8,000
Batesville	Panola County	4,208	\$105	\$441,900
Bay Springs	Thigpen Field	1,969	\$105	\$206,800
Bay St. Louis	Stennis	22,176	\$105	\$2,328,400
Belmont	Tishomingo County	3,993	\$105	\$419,200
Belzoni	Belzoni Municipal	200	\$100	\$20,000
Booneville	Booneville/Baldwyn	3,831	\$105	\$402,200
Brookhaven	Brookhaven-Lincoln County	3,237	\$105	\$339,900
Carthage	Carthage-Leake County	361	\$100	\$36,100
Charleston	Charleston Municipal	180	\$100	\$18,000
Clarksdale	Fletcher Field	8,991	\$105	\$944,100
Cleveland	Cleveland Municipal	4,101	\$105	\$430,600
Columbia	Columbia-Marion County	6,604	\$105	\$693,400
Columbus (Lowndes)	Columbus-Lowndes County	3,723	\$105	\$390,900
Corinth	Roscoe Turner Field	4,869	\$105	\$511,300
Crosby	Crosby Municipal	241	\$100	\$24,100
Crystal Springs	Copiah County	108	\$105	\$11,300
Drew	Ruleville-Drew	1,403	\$105	\$147,300
Eupora	Eupora	200	\$100	\$20,000
Forest	G. V. Montgomery	714	\$100	\$71,400
Greenwood	Greenwood-Leflore	9,275	\$105	\$973,900
Grenada	Grenada Municipal	863	\$105	\$90,600
Hattiesburg (Chain)	Hattiesburg Bobby L. Chain Municipal	7,090	\$105	\$744,400
Hollandale	Hollandale Municipal	581	\$100	\$58,100
Holly Springs	Holly Springs-Marshall County	4,079	\$105	\$428,300
Houston	Houston Municipal	4,424	\$105	\$464,600
Indianola	Indianola Municipal	3,237	\$105	\$339,900
Iuka	Iuka	2,104	\$105	\$220,900
Jackson	Hawkins Field	6,848	\$105	\$719,000
Kosciusko	Kosciusko-Attala County	1,187	\$105	\$124,600
Laurel – Hesler-Noble	Hesler-Noble Field	3,844	\$105	\$403,700

Table A3: Estimates of General Aviation Visitor Expenditures at Mississippi Airports

Associated City	Airport	Estimated GA Visitors	Avg. Visitor Spending per Trip	Annual GA Visitor Expenditures (Output)
Lexington	C. A. Moore	195	\$100	\$19,500
Louisville	Louisville-Winston County	992	\$100	\$99,200
Lumberton	I. H. Bass, Jr. Memorial	401	\$100	\$40,100
Macon	Macon Municipal	782	\$100	\$78,200
Madison	Bruce Campbell Field	12,010	\$105	\$1,261,100
Magee	Magee Municipal	2,379	\$105	\$249,800
McComb	McComb-Pike County/John E. Lewis Field	1,942	\$105	\$203,900
Natchez	Hardy-Anders Field Natchez-Adams County	4,856	\$105	\$509,900
New Albany	New Albany-Union County	3,453	\$105	\$362,600
Newton	James H. Easom Field	3,011	\$105	\$316,100
Okolona	Okolona Municipal-Richard Stovall Field	902	\$100	\$90,200
Olive Branch	Olive Branch	19,568	\$155	\$3,033,000
Oxford	University-Oxford	9,812	\$105	\$1,030,300
Pascagoula	Trent Lott International	9,973	\$105	\$1,047,100
Philadelphia	Philadelphia Municipal	3,788	\$105	\$397,700
Picayune	Picayune Municipal	3,831	\$105	\$402,200
Pittsboro	Calhoun County	84	\$100	\$8,400
Pontotoc	Pontotoc County	767	\$100	\$76,700
Poplarville	Poplarville-Pearl River County	441	\$100	\$44,100
Prentiss	Prentiss-Jefferson Davis County	281	\$100	\$28,100
Quitman	Clarke County	2,158	\$105	\$226,600
Raymond	John Bell Williams	8,093	\$105	\$849,800
Richton	Richton-Perry County	200	\$100	\$20,000
Ripley	Ripley	1,323	\$100	\$132,300
Starkville	George M. Bryan Field	3,885	\$105	\$407,900
Tylertown	Paul Pittman Memorial	2,806	\$105	\$294,600
Vicksburg	Vicksburg Municipal	1,036	\$105	\$108,800
Water Valley	Water Valley Municipal	97	\$105	\$10,200
Waynesboro	Waynesboro Municipal	901	\$105	\$94,600
West Point	McCharen Field	561	\$100	\$56,100
Wiggins	Dean Griffin Memorial	2,806	\$105	\$294,600
Winona	Winona-Montgomery County	5,390	\$105	\$566,000
Yazoo City	Yazoo County	321	\$100	\$32,100
General Aviation Airports Total		227,621	\$109	\$24,829,200
All Airports Total		288,348	\$119	\$34,170,000

Source: CDM Smith. Totals may not sum due to rounding. Prepared October 2013.

Table A4: Estimates of Commercial Service Visitors to Mississippi Airports

Associated City	Airport Name	Enplaned Pax 2012	Percent Visitors	Visitors
Columbus/West Point/Starkville	Golden Triangle Regional	40,117	44.0%	17,652
Greenville	Greenville Mid-Delta	6,000	43.0%	2,580
Gulfport	Gulfport-Biloxi International	390,000	53.0%	206,700
Hattiesburg/Laurel	Hattiesburg-Laurel Regional	15,535	47.0%	7,302
Jackson	Jackson-Medgar Wiley Evers International	612,617	45.0%	275,678
Meridian	Key Field	15,718	46.0%	7,230
Tunica	Tunica Municipal	40,433	100.0%	40,433
Tupelo	Tupelo Regional	8,232	42.0%	3,457
Commercial Service Airports Total		1,128,652	50%	561,031

Source: FAA data and airport records. Prepared October 2013.

Table A5: Estimates of Commercial Service Visitor Expenditures at Mississippi Airports

Associated City	Airport Name	Visitors	Spending per Visitor	Visitor Expenditures
Columbus/West Point/Starkville	Golden Triangle Regional	17,652	\$789	\$13,935,300
Greenville	Greenville Mid-Delta	2,580	\$440	\$1,135,200
Gulfport	Gulfport-Biloxi International	206,700	\$746	\$154,295,300
Hattiesburg/Laurel	Hattiesburg-Laurel Regional	7,302	\$440	\$3,212,700
Jackson	Jackson-Medgar Wiley Evers International	275,678	\$484	\$133,519,000
Meridian	Key Field	7,230	\$440	\$3,181,300
Tunica	Tunica Municipal	40,433	\$789	\$31,920,600
Tupelo	Tupelo Regional	3,457	\$440	\$1,521,300
Commercial Service Airports Total		561,031	\$571	\$342,720,700

Source: CDM Smith. Prepared October 2013.

Table A6: On-Airport Employment from Mississippi Airports

Associated City	Airport Name	On-Airport Direct Employment	Multiplier Employment	Total On-Airport Employment
Commercial Service Airports				
Columbus/West Point/Starkville	Golden Triangle Regional	621	452	1,073
Greenville	Greenville Mid-Delta	306	220	526
Gulfport	Gulfport-Biloxi International	582	390	972
Hattiesburg/Laurel	Hattiesburg-Laurel Regional	34	26	60
Jackson	Jackson-Medgar Wiley Evers International	2,122	1,591	3,713
Meridian	Key Field	861	708	1,569
Tunica	Tunica Municipal	66	47	113
Tupelo	Tupelo Regional	438	348	786
Commercial Service Airports Total		5,030	3,782	8,812
General Aviation Airports				
Aberdeen/Amory	Monroe County	15	10	25
Ackerman	Ackerman-Choctaw	-	1	1
Batesville	Panola County	2	2	4
Bay Springs	Thigpen Field	1	1	2
Bay St. Louis	Stennis	415	331	746
Belmont	Tishomingo County	3	2	5
Belzoni	Belzoni Municipal	6	4	10
Booneville	Booneville/Baldwyn	1	-	1
Brookhaven	Brookhaven-Lincoln County	4	2	6
Carthage	Carthage-Leake County	1	-	1
Charleston	Charleston Municipal	4	3	7
Clarksdale	Fletcher Field	9	7	16
Cleveland	Cleveland Municipal	41	30	71
Columbia	Columbia-Marion County	7	5	12
Columbus (Lowndes)	Columbus-Lowndes County	8	6	14
Corinth	Roscoe Turner Field	7	5	12
Crosby	Crosby Municipal	-	-	-
Crystal Springs	Copiah County	6	5	11
Drew	Ruleville-Drew	2	1	3
Eupora	Eupora	-	-	-
Forest	G. V. Montgomery	1	1	2
Greenwood	Greenwood-Leflore	108	81	189
Grenada	Grenada Municipal	7	5	12
Hattiesburg (Chain)	Hattiesburg Bobby L. Chain Municipal	45	33	78
Hollandale	Hollandale Municipal	3	2	5
Holly Springs	Holly Springs-Marshall County	9	7	16
Houston	Houston Municipal	7	5	12
Indianola	Indianola Municipal	12	9	21
Iuka	Iuka	1	-	1
Jackson	Hawkins Field	93	74	167
Kosciusko	Kosciusko-Attala County	-	-	-
Laurel – Hesler-Noble	Hesler-Noble Field	30	22	52
Lexington	C. A. Moore	-	-	-
Louisville	Louisville-Winston County	1	-	1
Lumberton	I. H. Bass, Jr. Memorial	18	13	31
Macon	Macon Municipal	1	1	2
Madison	Bruce Campbell Field	55	42	97
Magee	Magee Municipal	1	1	2

Table A6: On-Airport Employment from Mississippi Airports

Associated City	Airport Name	On-Airport Direct Employment	Multiplier Employment	Total On-Airport Employment
McComb	McComb-Pike County/John E. Lewis Field	4	2	6
Natchez	Hardy-Anders Field Natchez-Adams County	8	6	14
New Albany	New Albany-Union County	2	1	3
Newton	James H. Easom Field	2	1	3
Okolona	Okolona Municipal-Richard Stovall Field	2	1	3
Olive Branch	Olive Branch	44	33	77
Oxford	University-Oxford	6	5	11
Pascagoula	Trent Lott International	147	111	258
Philadelphia	Philadelphia Municipal	9	6	15
Picayune	Picayune Municipal	84	62	146
Pittsboro	Calhoun County	2	1	3
Pontotoc	Pontotoc County	1	1	2
Poplarville	Poplarville-Pearl River County	1	1	2
Prentiss	Prentiss-Jefferson Davis County	-	-	-
Quitman	Clarke County	1	-	1
Raymond	John Bell Williams	27	21	48
Richton	Richton-Perry County	-	-	-
Ripley	Ripley	1	-	1
Starkville	George M. Bryan Field	20	15	35
Tylertown	Paul Pittman Memorial	-	-	-
Vicksburg	Vicksburg Municipal	6	4	10
Water Valley	Water Valley Municipal	1	1	2
Waynesboro	Waynesboro Municipal	1	1	2
West Point	McCharen Field	7	5	12
Wiggins	Dean Griffin Memorial	5	3	8
Winona	Winona-Montgomery County	20	15	35
Yazoo City	Yazoo County	9	7	16
General Aviation Airports Total		1,334	1,014	2,348
All Airports Total		6,364	4,796	11,160

Source: CDM Smith and IMPLAN. Prepared October 2013.

Table A7: CIP Employment from Mississippi Airports

Associated City	Airport Name	CIP Direct Employment	Multiplier Employment	Total CIP Employment
Commercial Service Airports				
Columbus/West Point/Starkville	Golden Triangle Regional	177	151	328
Greenville	Greenville Mid-Delta	18	15	33
Gulfport	Gulfport-Biloxi International	159	134	293
Hattiesburg/Laurel	Hattiesburg-Laurel Regional Jackson-Medgar Wiley Evers International	8	6	14
Jackson	Key Field	267	226	493
Meridian	Key Field	79	67	146
Tunica	Tunica Municipal	21	17	38
Tupelo	Tupelo Regional	104	89	193
Commercial Service Airports Total		833	705	1,538
General Aviation Airports				
Aberdeen/Amory	Monroe County	2	2	4
Ackerman	Ackerman-Choctaw	-	-	-
Batesville	Panola County	-	1	1
Bay Springs	Thigpen Field	1	-	1
Bay St. Louis	Stennis	36	31	67
Belmont	Tishomingo County	1	1	2
Belzoni	Belzoni Municipal	2	1	3
Booneville	Booneville/Baldwyn	-	-	-
Brookhaven	Brookhaven-Lincoln County	1	-	1
Carthage	Carthage-Leake County	3	3	6
Charleston	Charleston Municipal	1	1	2
Clarksdale	Fletcher Field	3	3	6
Cleveland	Cleveland Municipal	11	10	21
Columbia	Columbia-Marion County	4	4	8
Columbus (Lowndes)	Columbus-Lowndes County	3	2	5
Corinth	Roscoe Turner Field	5	4	9
Crosby	Crosby Municipal	-	-	-
Crystal Springs	Copiah County	12	10	22
Drew	Ruleville-Drew	2	1	3
Eupora	Eupora	-	-	-
Forest	G. V. Montgomery	5	4	9
Greenwood	Greenwood-Leflore	36	31	67
Grenada	Grenada Municipal	1	1	2
Hattiesburg (Chain)	Hattiesburg Bobby L. Chain Municipal	7	6	13
Hollandale	Hollandale Municipal	1	2	3
Holly Springs	Holly Springs-Marshall County	4	4	8
Houston	Houston Municipal	2	2	4
Indianola	Indianola Municipal	3	2	5
Iuka	Iuka	1	-	1
Jackson	Hawkins Field	16	14	30
Kosciusko	Kosciusko-Attala County	1	2	3
Laurel – Hesler-Noble	Hesler-Noble Field	13	11	24
Lexington	C. A. Moore	2	1	3
Louisville	Louisville-Winston County	2	1	3
Lumberton	I. H. Bass, Jr. Memorial	2	1	3
Macon	Macon Municipal	1	1	2
Madison	Bruce Campbell Field	4	3	7
Magee	Magee Municipal	1	-	1

Table A7: CIP Employment from Mississippi Airports

Associated City	Airport Name	CIP Direct Employment	Multiplier Employment	Total CIP Employment
McComb	McComb-Pike County/John E. Lewis Field	2	1	3
Natchez	Hardy-Anders Field Natchez-Adams County	2	2	4
New Albany	New Albany-Union County	1	-	1
Newton	James H. Easom Field	1	1	2
Okolona	Okolona Municipal-Richard Stovall Field	1	1	2
Olive Branch	Olive Branch	5	4	9
Oxford	University-Oxford	8	7	15
Pascagoula	Trent Lott International	57	48	105
Philadelphia	Philadelphia Municipal	2	1	3
Picayune	Picayune Municipal	41	34	75
Pittsboro	Calhoun County	1	-	1
Pontotoc	Pontotoc County	1	-	1
Poplarville	Poplarville-Pearl River County	2	1	3
Prentiss	Prentiss-Jefferson Davis County	-	1	1
Quitman	Clarke County	1	-	1
Raymond	John Bell Williams	29	24	53
Richton	Richton-Perry County	-	-	-
Ripley	Ripley	1	1	2
Starkville	George M. Bryan Field	13	11	24
Tylertown	Paul Pittman Memorial	2	1	3
Vicksburg	Vicksburg Municipal	10	8	18
Water Valley	Water Valley Municipal	-	-	-
Waynesboro	Waynesboro Municipal	1	2	3
West Point	McCharen Field	3	3	6
Wiggins	Dean Griffin Memorial	4	3	7
Winona	Winona-Montgomery County	1	2	3
Yazoo City	Yazoo County	2	2	4
General Aviation Airports Total		380	318	698
All Airports Total		1,213	1,023	2,236

Source: CDM Smith and IMPLAN. Prepared October 2013.

Table A8: General Aviation Visitor Employment from Mississippi Airports

Associated City	Airport Name	GA Visitor-Related Employment	Multiplier Employment	Total GA Visitor-Related Employment
Commercial Service Airports				
Columbus/West Point/Starkville	Golden Triangle Regional	21	8	29
Greenville	Greenville Mid-Delta	12	4	16
Gulfport	Gulfport-Biloxi International	19	6	25
Hattiesburg/Laurel	Hattiesburg-Laurel Regional	30	10	40
Jackson	Jackson-Medgar Wiley Evers International	16	5	21
Meridian	Key Field	20	7	27
Tunica	Tunica Municipal	3	-	3
Tupelo	Tupelo Regional	38	12	50
Commercial Service Airports Total		159	52	211
General Aviation Airports				
Aberdeen/Amory	Monroe County	7	2	9
Ackerman	Ackerman-Choctaw	-	-	-
Batesville	Panola County	7	3	10
Bay Springs	Thigpen Field	4	1	5
Bay St. Louis	Stennis	40	13	53
Belmont	Tishomingo County	7	3	10
Belzoni	Belzoni Municipal	-	-	-
Booneville	Booneville/Baldwyn	7	2	9
Brookhaven	Brookhaven-Lincoln County	6	2	8
Carthage	Carthage-Leake County	1	-	1
Charleston	Charleston Municipal	-	-	-
Clarksdale	Fletcher Field	16	5	21
Cleveland	Cleveland Municipal	7	3	10
Columbia	Columbia-Marion County	12	4	16
Columbus (Lowndes)	Columbus-Lowndes County	7	2	9
Corinth	Roscoe Turner Field	9	3	12
Crosby	Crosby Municipal	-	1	1
Crystal Springs	Copiah County	-	-	-
Drew	Ruleville-Drew	2	1	3
Eupora	Eupora	-	-	-
Forest	G. V. Montgomery	1	1	2
Greenwood	Greenwood-Leflore	17	5	22
Grenada	Grenada Municipal	2	-	2
Hattiesburg (Chain)	Hattiesburg Bobby L. Chain Municipal	13	4	17
Hollandale	Hollandale Municipal	1	-	1
Holly Springs	Holly Springs-Marshall County	7	3	10
Houston	Houston Municipal	8	3	11
Indianola	Indianola Municipal	6	2	8
Iuka	Iuka	4	1	5
Jackson	Hawkins Field	12	4	16
Kosciusko	Kosciusko-Attala County	2	1	3
Laurel – Hesler-Noble	Hesler-Noble Field	7	2	9
Lexington	C. A. Moore	-	-	-
Louisville	Louisville-Winston County	2	-	2
Lumberton	I. H. Bass, Jr. Memorial	1	-	1
Macon	Macon Municipal	1	1	2
Madison	Bruce Campbell Field	21	8	29
McComb	McComb-Pike County/John E. Lewis Field	3	2	5

Table A8: General Aviation Visitor Employment from Mississippi Airports

Associated City	Airport Name	GA Visitor-Related Employment	Multiplier Employment	Total GA Visitor-Related Employment
Natchez	Hardy-Anders Field Natchez-Adams County	9	3	12
New Albany	New Albany-Union County	6	2	8
Newton	James H. Easom Field	5	2	7
Okolona	Okolona Municipal-Richard Stovall Field	2	-	2
Olive Branch	Olive Branch	51	18	69
Oxford	University-Oxford	17	6	23
Pascagoula	Trent Lott International	18	6	24
Philadelphia	Philadelphia Municipal	7	2	9
Picayune	Picayune Municipal	7	2	9
Pittsboro	Calhoun County	-	-	-
Pontotoc	Pontotoc County	1	1	2
Poplarville	Poplarville-Pearl River County	1	-	1
Prentiss	Prentiss-Jefferson Davis County	-	1	1
Quitman	Clarke County	4	1	5
Raymond	John Bell Williams	14	5	19
Richton	Richton-Perry County	-	-	-
Ripley	Ripley	2	1	3
Starkville	George M. Bryan Field	7	2	9
Tylertown	Paul Pittman Memorial	5	2	7
Vicksburg	Vicksburg Municipal	2	-	2
Water Valley	Water Valley Municipal	-	-	-
Waynesboro	Waynesboro Municipal	2	-	2
West Point	McCharen Field	1	-	1
Wiggins	Dean Griffin Memorial	5	2	7
Winona	Winona-Montgomery County	10	3	13
Yazoo City	Yazoo County	1	-	1
General Aviation Airports Total		421	143	564
All Airports Total		580	195	775

Source: CDM Smith and IMPLAN. Prepared October 2013.

Table A9: Commercial Service Visitor Employment of Mississippi Airports

Associated City	Airport Name	CS Visitor-Related Employment	Multiplier Employment	Total CS Visitor-Related Employment
Commercial Service Airports				
Columbus/West				
Point/Starkville	Golden Triangle Regional	151	87	238
Greenville	Greenville Mid-Delta	12	7	19
Gulfport	Gulfport-Biloxi International	1,671	965	2,636
Hattiesburg/Laurel	Hattiesburg-Laurel Regional	35	20	55
Jackson	Jackson-Medgar Wiley Evers International	1,446	835	2,281
Meridian	Key Field	34	20	54
Tunica	Tunica Municipal	346	200	546
Tupelo	Tupelo Regional	16	9	25
Commercial Service Airports Total		3,711	2,143	5,854

Source: CDM Smith and IMPLAN. Prepared October 2013.

Table A10: Total Employment from Mississippi Airports

Associated City	Airport Name	Total Direct Employment	Total Multiplier Employment	Total Employment
Commercial Service Airports				
Columbus/West Point/Starkville	Golden Triangle Regional	970	698	1,668
Greenville	Greenville Mid-Delta	348	246	594
Gulfport	Gulfport-Biloxi International	2,431	1,495	3,926
Hattiesburg/Laurel	Hattiesburg-Laurel Regional	107	62	169
Jackson	Jackson-Medgar Wiley Evers International	3,851	2,657	6,508
Meridian	Key Field	994	802	1,796
Tunica	Tunica Municipal	436	264	700
Tupelo	Tupelo Regional	596	458	1,054
Commercial Service Airports Total		9,733	6,682	16,415
General Aviation Airports				
Aberdeen/Amory	Monroe County	24	14	38
Ackerman	Ackerman-Choctaw	-	1	1
Batesville	Panola County	9	6	15
Bay Springs	Thigpen Field	6	2	8
Bay St. Louis	Stennis	491	375	866
Belmont	Tishomingo County	11	6	17
Belzoni	Belzoni Municipal	8	5	13
Booneville	Booneville/Baldwyn	8	2	10
Brookhaven	Brookhaven-Lincoln County	11	4	15
Carthage	Carthage-Leake County	5	3	8
Charleston	Charleston Municipal	5	4	9
Clarksdale	Fletcher Field	28	15	43
Cleveland	Cleveland Municipal	59	43	102
Columbia	Columbia-Marion County	23	13	36
Columbus (Lowndes)	Columbus-Lowndes County	18	10	28
Corinth	Roscoe Turner Field	21	12	33
Crosby	Crosby Municipal	-	1	1
Crystal Springs	Copiah County	18	15	33
Drew	Ruleville-Drew	6	3	9
Eupora	Eupora	-	-	-
Forest	G. V. Montgomery	7	6	13
Greenwood	Greenwood-Leflore	161	117	278
Grenada	Grenada Municipal	10	6	16
Hattiesburg (Chain)	Hattiesburg Bobby L. Chain Municipal	65	43	108
Hollandale	Hollandale Municipal	5	4	9
Holly Springs	Holly Springs-Marshall County	20	14	34
Houston	Houston Municipal	17	10	27
Indianola	Indianola Municipal	21	13	34
Iuka	Iuka	6	1	7
Jackson	Hawkins Field	121	92	213
Kosciusko	Kosciusko-Attala County	3	3	6
Laurel – Hesler-Noble	Hesler-Noble Field	50	35	85
Lexington	C. A. Moore	2	1	3
Louisville	Louisville-Winston County	5	1	6
Lumberton	I. H. Bass, Jr. Memorial	21	14	35
Macon	Macon Municipal	3	3	6
Madison	Bruce Campbell Field	80	53	133
Magee	Magee Municipal	6	3	9
McComb	McComb-Pike County/John E. Lewis Field	9	5	14

Table A10: Total Employment from Mississippi Airports

Associated City	Airport Name	Total Direct Employment	Total Multiplier Employment	Total Employment
Natchez	Hardy-Anders Field Natchez-Adams County	19	11	30
New Albany	New Albany-Union County	9	3	12
Newton	James H. Easom Field	8	4	12
Okolona	Okolona Municipal-Richard Stovall Field	5	2	7
Olive Branch	Olive Branch	100	55	155
Oxford	University-Oxford	31	18	49
Pascagoula	Trent Lott International	222	165	387
Philadelphia	Philadelphia Municipal	18	9	27
Picayune	Picayune Municipal	132	98	230
Pittsboro	Calhoun County	3	1	4
Pontotoc	Pontotoc County	3	2	5
Poplarville	Poplarville-Pearl River County	4	2	6
Prentiss	Prentiss-Jefferson Davis County	-	2	2
Quitman	Clarke County	6	1	7
Raymond	John Bell Williams	70	50	120
Richton	Richton-Perry County	-	-	-
Ripley	Ripley	4	2	6
Starkville	George M. Bryan Field	40	28	68
Tylertown	Paul Pittman Memorial	7	3	10
Vicksburg	Vicksburg Municipal	18	12	30
Water Valley	Water Valley Municipal	1	1	2
Waynesboro	Waynesboro Municipal	4	3	7
West Point	McCharen Field	11	8	19
Wiggins	Dean Griffin Memorial	14	8	22
Winona	Winona-Montgomery County	31	20	51
Yazoo City	Yazoo County	12	9	21
General Aviation Airports Total		2,135	1,475	3,610
All Airports Total		11,868	8,157	20,025

Source: CDM Smith and IMPLAN. Prepared October 2013.

Table A11: On-Airport Payroll from Mississippi Airports

Associated City	Airport Name	On-Airport Payroll	Multiplier Payroll	Total On-Airport Payroll
Commercial Service Airports				
Columbus/West Point/Starkville	Golden Triangle Regional	\$33,182,400	\$13,846,600	\$47,029,000
Greenville	Greenville Mid-Delta	\$15,890,700	\$6,717,400	\$22,608,100
Gulfport	Gulfport-Biloxi International	\$26,992,600	\$14,375,800	\$41,368,400
Hattiesburg/Laurel	Hattiesburg-Laurel Regional	\$1,418,400	\$817,600	\$2,236,000
Jackson	Jackson-Medgar Wiley Evers International	\$129,420,900	\$79,963,300	\$209,384,200
Meridian	Key Field	\$41,202,600	\$27,127,500	\$68,330,100
Tunica	Tunica Municipal	\$3,184,600	\$1,722,700	\$4,907,300
Tupelo	Tupelo Regional	\$22,122,000	\$13,193,300	\$35,315,300
Commercial Service Airports Total		\$273,414,200	\$157,764,200	\$431,178,400
General Aviation Airports				
Aberdeen/Amory	Monroe County	\$418,300	\$188,000	\$606,300
Ackerman	Ackerman-Choctaw	\$1,100	\$800	\$1,900
Batesville	Panola County	\$95,500	\$43,600	\$139,100
Bay Springs	Thigpen Field	\$0	\$0	\$0
Bay St. Louis	Stennis	\$13,529,500	\$8,164,900	\$21,694,400
Belmont	Tishomingo County	\$110,600	\$63,500	\$174,100
Belzoni	Belzoni Municipal	\$412,600	\$167,900	\$580,500
Booneville	Booneville/Baldwyn	\$12,800	\$8,500	\$21,300
Brookhaven	Brookhaven-Lincoln County	\$127,400	\$55,200	\$182,600
Carthage	Carthage-Leake County	\$0	\$0	\$0
Charleston	Charleston Municipal	\$310,100	\$125,700	\$435,800
Clarksdale	Fletcher Field	\$417,200	\$173,900	\$591,100
Cleveland	Cleveland Municipal	\$1,948,500	\$811,300	\$2,759,800
Columbia	Columbia-Marion County	\$463,700	\$192,800	\$656,500
Columbus (Lowndes)	Columbus-Lowndes County	\$260,000	\$116,100	\$376,100
Corinth	Roscoe Turner Field	\$240,800	\$136,500	\$377,300
Crosby	Crosby Municipal	\$0	\$0	\$0
Crystal Springs	Copiah County	\$96,000	\$38,900	\$134,900
Drew	Ruleville-Drew	\$155,000	\$62,900	\$217,900
Eupora	Eupora	\$0	\$0	\$0
Forest	G. V. Montgomery	\$2,300	\$1,600	\$3,900
Greenwood	Greenwood-Leflore	\$7,340,400	\$3,223,600	\$10,564,000
Grenada	Grenada Municipal	\$117,000	\$68,100	\$185,100
Hattiesburg (Chain)	Hattiesburg Bobby L. Chain Municipal	\$2,377,500	\$985,800	\$3,363,300
Hollandale	Hollandale Municipal	\$232,500	\$94,300	\$326,800
Holly Springs	Holly Springs-Marshall County	\$259,000	\$108,700	\$367,700
Houston	Houston Municipal	\$12,000	\$4,900	\$16,900
Indianola	Indianola Municipal	\$702,600	\$287,700	\$990,300
Iuka	Iuka	\$4,500	\$3,000	\$7,500
Jackson	Hawkins Field	\$4,485,800	\$2,832,900	\$7,318,700
Kosciusko	Kosciusko-Attala County	\$0	\$0	\$0
Laurel – Hesler-Noble	Hesler-Noble Field	\$2,347,000	\$951,400	\$3,298,400
Lexington	C. A. Moore	\$0	\$0	\$0
Louisville	Louisville-Winston County	\$0	\$0	\$0
Lumberton	I. H. Bass, Jr. Memorial	\$575,900	\$233,400	\$809,300
Macon	Macon Municipal	\$57,200	\$25,100	\$82,300
Madison	Bruce Campbell Field	\$1,919,300	\$865,200	\$2,784,500
Magee	Magee Municipal	\$9,000	\$6,100	\$15,100
McComb	McComb-Pike County/John E. Lewis Field	\$136,600	\$67,800	\$204,400

Table A11: On-Airport Payroll from Mississippi Airports

Associated City	Airport Name	On-Airport Payroll	Multiplier Payroll	Total On-Airport Payroll
Natchez	Hardy-Anders Field Natchez-Adams County	\$303,900	\$202,100	\$506,000
New Albany	New Albany-Union County	\$12,000	\$8,100	\$20,100
Newton	James H. Easom Field	\$6,000	\$4,000	\$10,000
Okolona	Okolona Municipal-Richard Stovall Field	\$19,500	\$9,900	\$29,400
Olive Branch	Olive Branch	\$1,709,200	\$904,000	\$2,613,200
Oxford	University-Oxford	\$270,000	\$181,900	\$451,900
Pascagoula	Trent Lott International	\$8,455,100	\$3,921,600	\$12,376,700
Philadelphia	Philadelphia Municipal	\$246,900	\$100,000	\$346,900
Picayune	Picayune Municipal	\$7,408,800	\$3,014,600	\$10,423,400
Pittsboro	Calhoun County	\$69,300	\$46,600	\$115,900
Pontotoc	Pontotoc County	\$12,000	\$4,900	\$16,900
Poplarville	Poplarville-Pearl River County	\$24,000	\$9,700	\$33,700
Prentiss	Prentiss-Jefferson Davis County	\$0	\$0	\$0
Quitman	Clarke County	\$3,300	\$2,200	\$5,500
Raymond	John Bell Williams	\$1,273,700	\$722,300	\$1,996,000
Richton	Richton-Perry County	\$0	\$0	\$0
Ripley	Ripley	\$4,800	\$3,200	\$8,000
Starkville	George M. Bryan Field	\$900,200	\$375,200	\$1,275,400
Tylertown	Paul Pittman Memorial	\$0	\$0	\$0
Vicksburg	Vicksburg Municipal	\$241,400	\$139,700	\$381,100
Water Valley	Water Valley Municipal	\$40,300	\$16,700	\$57,000
Waynesboro	Waynesboro Municipal	\$23,200	\$15,600	\$38,800
West Point	McCharen Field	\$71,000	\$43,500	\$114,500
Wiggins	Dean Griffin Memorial	\$329,100	\$221,700	\$550,800
Winona	Winona-Montgomery County	\$791,000	\$320,900	\$1,111,900
Yazoo City	Yazoo County	\$633,500	\$262,200	\$895,700
General Aviation Airports Total		\$62,025,900	\$30,640,700	\$92,666,600
All Airports Total		\$335,440,100	\$188,404,900	\$523,845,000

Source: CDM Smith and IMPLAN. Prepared October 2013.

Table A12: CIP Payroll from Mississippi Airports

Associated City	Airport Name	CIP Direct Payroll	Multiplier Payroll	Total CIP Payroll
Commercial Service Airports				
Columbus/West Point/Starkville	Golden Triangle Regional	\$5,171,000	\$3,007,200	\$8,178,200
Greenville	Greenville Mid-Delta	\$520,800	\$302,800	\$823,600
Gulfport	Gulfport-Biloxi International	\$4,622,800	\$2,688,400	\$7,311,200
Hattiesburg/Laurel	Hattiesburg-Laurel Regional	\$221,400	\$128,800	\$350,200
Jackson	Jackson-Medgar Wiley Evers International	\$7,769,800	\$4,518,500	\$12,288,300
Meridian	Key Field	\$2,301,200	\$1,338,300	\$3,639,500
Tunica	Tunica Municipal	\$597,500	\$347,400	\$944,900
Tupelo	Tupelo Regional	\$3,039,000	\$1,767,300	\$4,806,300
Commercial Service Airports Total		\$24,243,500	\$14,098,700	\$38,342,200
General Aviation Airports				
Aberdeen/Amory	Monroe County	\$69,400	\$40,300	\$109,700
Ackerman	Ackerman-Choctaw	\$1,900	\$1,100	\$3,000
Batesville	Panola County	\$10,100	\$5,800	\$15,900
Bay Springs	Thigpen Field	\$19,100	\$11,000	\$30,100
Bay St. Louis	Stennis	\$1,054,300	\$613,100	\$1,667,400
Belmont	Tishomingo County	\$25,500	\$14,800	\$40,300
Belzoni	Belzoni Municipal	\$45,800	\$26,700	\$72,500
Booneville	Booneville/Baldwyn	\$500	\$200	\$700
Brookhaven	Brookhaven-Lincoln County	\$22,700	\$13,200	\$35,900
Carthage	Carthage-Leake County	\$99,500	\$57,900	\$157,400
Charleston	Charleston Municipal	\$24,500	\$14,200	\$38,700
Clarksdale	Fletcher Field	\$98,500	\$57,200	\$155,700
Cleveland	Cleveland Municipal	\$329,000	\$191,300	\$520,300
Columbia	Columbia-Marion County	\$119,400	\$69,400	\$188,800
Columbus (Lowndes)	Columbus-Lowndes County	\$86,300	\$50,100	\$136,400
Corinth	Roscoe Turner Field	\$142,500	\$82,900	\$225,400
Crosby	Crosby Municipal	\$0	\$0	\$0
Crystal Springs	Copiah County	\$340,900	\$198,200	\$539,100
Drew	Ruleville-Drew	\$51,500	\$30,000	\$81,500
Eupora	Eupora	\$0	\$0	\$0
Forest	G. V. Montgomery	\$140,800	\$81,800	\$222,600
Greenwood	Greenwood-Leflore	\$1,063,000	\$618,200	\$1,681,200
Grenada	Grenada Municipal	\$27,900	\$16,200	\$44,100
Hattiesburg (Chain)	Hattiesburg Bobby L. Chain Municipal	\$203,800	\$118,500	\$322,300
Hollandale	Hollandale Municipal	\$42,200	\$24,500	\$66,700
Holly Springs	Holly Springs-Marshall County	\$119,700	\$69,700	\$189,400
Houston	Houston Municipal	\$62,900	\$36,600	\$99,500
Indianola	Indianola Municipal	\$76,900	\$44,700	\$121,600
Iuka	Iuka	\$22,200	\$13,000	\$35,200
Jackson	Hawkins Field	\$466,700	\$271,500	\$738,200
Kosciusko	Kosciusko-Attala County	\$39,600	\$23,100	\$62,700
Laurel – Hesler-Noble	Hesler-Noble Field	\$375,500	\$218,400	\$593,900
Lexington	C. A. Moore	\$47,200	\$27,500	\$74,700
Louisville	Louisville-Winston County	\$47,600	\$27,700	\$75,300
Lumberton	I. H. Bass, Jr. Memorial	\$54,200	\$31,500	\$85,700
Macon	Macon Municipal	\$37,400	\$21,700	\$59,100
Madison	Bruce Campbell Field	\$116,400	\$67,700	\$184,100
Magee	Magee Municipal	\$17,700	\$10,300	\$28,000
McComb	McComb-Pike County/John E. Lewis Field	\$46,400	\$27,000	\$73,400

Table A12: CIP Payroll from Mississippi Airports

Associated City	Airport Name	CIP Direct Payroll	Multiplier Payroll	Total CIP Payroll
Natchez	Hardy-Anders Field Natchez-Adams County	\$68,500	\$39,800	\$108,300
New Albany	New Albany-Union County	\$21,900	\$12,700	\$34,600
Newton	James H. Easom Field	\$29,600	\$17,300	\$46,900
Okolona	Okolona Municipal-Richard Stovall Field	\$35,500	\$20,600	\$56,100
Olive Branch	Olive Branch	\$141,700	\$82,400	\$224,100
Oxford	University-Oxford	\$230,300	\$133,900	\$364,200
Pascagoula	Trent Lott International	\$1,651,700	\$960,500	\$2,612,200
Philadelphia	Philadelphia Municipal	\$52,800	\$30,800	\$83,600
Picayune	Picayune Municipal	\$1,185,700	\$689,500	\$1,875,200
Pittsboro	Calhoun County	\$16,900	\$9,800	\$26,700
Pontotoc	Pontotoc County	\$23,300	\$13,600	\$36,900
Poplarville	Poplarville-Pearl River County	\$49,400	\$28,800	\$78,200
Prentiss	Prentiss-Jefferson Davis County	\$12,500	\$7,300	\$19,800
Quitman	Clarke County	\$22,700	\$13,200	\$35,900
Raymond	John Bell Williams	\$842,600	\$490,100	\$1,332,700
Richton	Richton-Perry County	\$400	\$300	\$700
Ripley	Ripley	\$27,900	\$16,200	\$44,100
Starkville	George M. Bryan Field	\$371,700	\$216,200	\$587,900
Tylertown	Paul Pittman Memorial	\$44,500	\$25,800	\$70,300
Vicksburg	Vicksburg Municipal	\$289,400	\$168,300	\$457,700
Water Valley	Water Valley Municipal	\$3,600	\$2,100	\$5,700
Waynesboro	Waynesboro Municipal	\$42,300	\$24,600	\$66,900
West Point	McCharen Field	\$92,800	\$53,900	\$146,700
Wiggins	Dean Griffin Memorial	\$104,100	\$60,500	\$164,600
Winona	Winona-Montgomery County	\$42,200	\$24,600	\$66,800
Yazoo City	Yazoo County	\$58,700	\$34,100	\$92,800
General Aviation Airports Total		\$11,012,200	\$6,403,900	\$17,416,100
All Airports Total		\$35,255,700	\$20,502,600	\$55,758,300

Source: CDM Smith and IMPLAN. Prepared October 2013.

Table A13: General Aviation Visitor Payroll from Mississippi Airports

Associated City	Airport Name	Visitor-Related Payroll	Multiplier Payroll	Total Visitor-Related Payroll
Commercial Service Airports				
Columbus/West Point/Starkville	Golden Triangle Regional	\$453,800	\$210,900	\$664,700
Greenville	Greenville Mid-Delta	\$247,000	\$114,800	\$361,800
Gulfport	Gulfport-Biloxi International	\$392,900	\$182,600	\$575,500
Hattiesburg/Laurel	Hattiesburg-Laurel Regional	\$641,500	\$298,200	\$939,700
Jackson	Jackson-Medgar Wiley Evers International	\$337,600	\$156,900	\$494,500
Meridian	Key Field	\$433,500	\$201,400	\$634,900
Tunica	Tunica Municipal	\$54,400	\$25,300	\$79,700
Tupelo	Tupelo Regional	\$801,000	\$372,200	\$1,173,200
Commercial Service Airports Total		\$3,361,700	\$1,562,300	\$4,924,000
General Aviation Airports				
Aberdeen/Amory	Monroe County	\$145,600	\$67,600	\$213,200
Ackerman	Ackerman-Choctaw	\$2,900	\$1,300	\$4,200
Batesville	Panola County	\$159,000	\$73,900	\$232,900
Bay Springs	Thigpen Field	\$74,400	\$34,600	\$109,000
Bay St. Louis	Stennis	\$838,000	\$389,400	\$1,227,400
Belmont	Tishomingo County	\$150,900	\$70,100	\$221,000
Belzoni	Belzoni Municipal	\$7,200	\$3,300	\$10,500
Booneville	Booneville/Baldwyn	\$144,700	\$67,300	\$212,000
Brookhaven	Brookhaven-Lincoln County	\$122,300	\$56,900	\$179,200
Carthage	Carthage-Leake County	\$13,000	\$6,000	\$19,000
Charleston	Charleston Municipal	\$6,500	\$3,000	\$9,500
Clarksdale	Fletcher Field	\$339,800	\$157,900	\$497,700
Cleveland	Cleveland Municipal	\$155,000	\$72,000	\$227,000
Columbia	Columbia-Marion County	\$249,500	\$116,000	\$365,500
Columbus (Lowndes)	Columbus-Lowndes County	\$140,700	\$65,400	\$206,100
Corinth	Roscoe Turner Field	\$184,000	\$85,500	\$269,500
Crosby	Crosby Municipal	\$8,700	\$4,000	\$12,700
Crystal Springs	Copiah County	\$4,100	\$1,900	\$6,000
Drew	Ruleville-Drew	\$53,000	\$24,600	\$77,600
Eupora	Eupora	\$7,200	\$3,300	\$10,500
Forest	G. V. Montgomery	\$25,700	\$11,900	\$37,600
Greenwood	Greenwood-Leflore	\$350,500	\$162,900	\$513,400
Grenada	Grenada Municipal	\$32,600	\$15,200	\$47,800
Hattiesburg (Chain)	Hattiesburg Bobby L. Chain Municipal	\$267,900	\$124,500	\$392,400
Hollandale	Hollandale Municipal	\$20,900	\$9,700	\$30,600
Holly Springs	Holly Springs-Marshall County	\$154,100	\$71,700	\$225,800
Houston	Houston Municipal	\$167,200	\$77,700	\$244,900
Indianola	Indianola Municipal	\$122,300	\$56,900	\$179,200
Iuka	Iuka	\$79,500	\$36,900	\$116,400
Jackson	Hawkins Field	\$258,800	\$120,200	\$379,000
Kosciusko	Kosciusko-Attala County	\$44,800	\$20,900	\$65,700
Laurel – Hesler-Noble	Hesler-Noble Field	\$145,300	\$67,500	\$212,800
Lexington	C. A. Moore	\$7,000	\$3,300	\$10,300
Louisville	Louisville-Winston County	\$35,700	\$16,600	\$52,300
Lumberton	I. H. Bass, Jr. Memorial	\$14,400	\$6,700	\$21,100
Macon	Macon Municipal	\$28,100	\$13,100	\$41,200
Madison	Bruce Campbell Field	\$453,900	\$210,900	\$664,800
Magee	Magee Municipal	\$89,900	\$41,800	\$131,700

Table A13: General Aviation Visitor Payroll from Mississippi Airports

Associated City	Airport Name	Visitor-Related Payroll	Multiplier Payroll	Total Visitor-Related Payroll
McComb	McComb-Pike County/John E. Lewis Field	\$73,400	\$34,100	\$107,500
Natchez	Hardy-Anders Field Natchez-Adams County	\$183,500	\$85,300	\$268,800
New Albany	New Albany-Union County	\$130,500	\$60,600	\$191,100
Newton	James H. Easom Field	\$113,800	\$52,800	\$166,600
Okolona	Okolona Municipal-Richard Stovall Field	\$32,500	\$15,000	\$47,500
Olive Branch	Olive Branch	\$1,091,500	\$507,300	\$1,598,800
Oxford	University-Oxford	\$370,800	\$172,300	\$543,100
Pascagoula	Trent Lott International	\$376,800	\$175,200	\$552,000
Philadelphia	Philadelphia Municipal	\$143,100	\$66,500	\$209,600
Picayune	Picayune Municipal	\$144,700	\$67,300	\$212,000
Pittsboro	Calhoun County	\$3,000	\$1,400	\$4,400
Pontotoc	Pontotoc County	\$27,600	\$12,800	\$40,400
Poplarville	Poplarville-Pearl River County	\$15,900	\$7,300	\$23,200
Prentiss	Prentiss-Jefferson Davis County	\$10,100	\$4,700	\$14,800
Quitman	Clarke County	\$81,600	\$37,900	\$119,500
Raymond	John Bell Williams	\$305,800	\$142,200	\$448,000
Richton	Richton-Perry County	\$7,200	\$3,300	\$10,500
Ripley	Ripley	\$47,600	\$22,100	\$69,700
Starkville	George M. Bryan Field	\$146,800	\$68,200	\$215,000
Tylertown	Paul Pittman Memorial	\$106,000	\$49,300	\$155,300
Vicksburg	Vicksburg Municipal	\$39,200	\$18,200	\$57,400
Water Valley	Water Valley Municipal	\$3,700	\$1,700	\$5,400
Waynesboro	Waynesboro Municipal	\$34,000	\$15,900	\$49,900
West Point	McCharen Field	\$20,200	\$9,400	\$29,600
Wiggins	Dean Griffin Memorial	\$106,000	\$49,300	\$155,300
Winona	Winona-Montgomery County	\$203,700	\$94,700	\$298,400
Yazoo City	Yazoo County	\$11,600	\$5,300	\$16,900
General Aviation Airports Total		\$8,935,700	\$4,152,500	\$13,088,200
All Airports Total		\$12,297,400	\$5,714,800	\$18,012,200

Source: CDM Smith and IMPLAN. Prepared October 2013.

Table A14: Commercial Service Visitor Payroll of Mississippi Airports

Associated City	Airport Name	Visitor-Related Payroll	Multiplier Payroll	Total Visitor-Related Payroll
Commercial Service Airports				
Columbus/West Point/Starkville	Golden Triangle Regional	\$3,202,700	\$1,850,200	\$5,052,900
Greenville	Greenville Mid-Delta	\$254,500	\$147,000	\$401,500
Gulfport	Gulfport-Biloxi International	\$35,441,900	\$20,474,600	\$55,916,500
Hattiesburg/Laurel	Hattiesburg-Laurel Regional	\$742,400	\$428,900	\$1,171,300
Jackson	Jackson-Medgar Wiley Evers International	\$30,669,700	\$17,717,800	\$48,387,500
Meridian	Key Field	\$721,100	\$416,600	\$1,137,700
Tunica	Tunica Municipal	\$7,338,700	\$4,239,500	\$11,578,200
Tupelo	Tupelo Regional	\$339,400	\$196,100	\$535,500
Commercial Service Airports Total		\$78,710,400	\$45,470,700	\$124,181,100

Source: CDM Smith and IMPLAN. Prepared October 2013.

Table A15: Total Payroll from Mississippi Airports

Associated City	Airport Name	Total Direct Payroll	Total Multiplier Payroll	Total Payroll
Commercial Service Airports				
Columbus/West Point/Starkville	Golden Triangle Regional	\$42,009,900	\$18,914,900	\$60,924,800
Greenville	Greenville Mid-Delta	\$16,913,000	\$7,282,000	\$24,195,000
Gulfport	Gulfport-Biloxi International	\$67,450,200	\$37,721,400	\$105,171,600
Hattiesburg/Laurel	Hattiesburg-Laurel Regional	\$3,023,700	\$1,673,500	\$4,697,200
Jackson	Jackson-Medgar Wiley Evers International	\$168,198,000	\$102,356,500	\$270,554,500
Meridian	Key Field	\$44,658,400	\$29,083,800	\$73,742,200
Tunica	Tunica Municipal	\$11,175,200	\$6,334,900	\$17,510,100
Tupelo	Tupelo Regional	\$26,301,400	\$15,528,900	\$41,830,300
Commercial Service Airports Total		\$379,729,800	\$218,895,900	\$598,625,700
General Aviation Airports				
Aberdeen/Amory	Monroe County	\$633,300	\$295,900	\$929,200
Ackerman	Ackerman-Choctaw	\$5,900	\$3,200	\$9,100
Batesville	Panola County	\$264,600	\$123,300	\$387,900
Bay Springs	Thigpen Field	\$93,500	\$45,600	\$139,100
Bay St. Louis	Stennis	\$15,421,800	\$9,167,400	\$24,589,200
Belmont	Tishomingo County	\$287,000	\$148,400	\$435,400
Belzoni	Belzoni Municipal	\$465,600	\$197,900	\$663,500
Booneville	Booneville/Baldwyn	\$158,000	\$76,000	\$234,000
Brookhaven	Brookhaven-Lincoln County	\$272,400	\$125,300	\$397,700
Carthage	Carthage-Leake County	\$112,500	\$63,900	\$176,400
Charleston	Charleston Municipal	\$341,100	\$142,900	\$484,000
Clarksdale	Fletcher Field	\$855,500	\$389,000	\$1,244,500
Cleveland	Cleveland Municipal	\$2,432,500	\$1,074,600	\$3,507,100
Columbia	Columbia-Marion County	\$832,600	\$378,200	\$1,210,800
Columbus (Lowndes)	Columbus-Lowndes County	\$487,000	\$231,600	\$718,600
Corinth	Roscoe Turner Field	\$567,300	\$304,900	\$872,200
Crosby	Crosby Municipal	\$8,700	\$4,000	\$12,700
Crystal Springs	Copiah County	\$441,000	\$239,000	\$680,000
Drew	Ruleville-Drew	\$259,500	\$117,500	\$377,000
Eupora	Eupora	\$7,200	\$3,300	\$10,500
Forest	G. V. Montgomery	\$168,800	\$95,300	\$264,100
Greenwood	Greenwood-Leflore	\$8,753,900	\$4,004,700	\$12,758,600
Grenada	Grenada Municipal	\$177,500	\$99,500	\$277,000
Hattiesburg (Chain)	Hattiesburg Bobby L. Chain Municipal	\$2,849,200	\$1,228,800	\$4,078,000
Hollandale	Hollandale Municipal	\$295,600	\$128,500	\$424,100
Holly Springs	Holly Springs-Marshall County	\$532,800	\$250,100	\$782,900
Houston	Houston Municipal	\$242,100	\$119,200	\$361,300
Indianola	Indianola Municipal	\$901,800	\$389,300	\$1,291,100
Iuka	Iuka	\$106,200	\$52,900	\$159,100
Jackson	Hawkins Field	\$5,211,300	\$3,224,600	\$8,435,900
Kosciusko	Kosciusko-Attala County	\$84,400	\$44,000	\$128,400
Laurel – Hesler-Noble	Hesler-Noble Field	\$2,867,800	\$1,237,300	\$4,105,100
Lexington	C. A. Moore	\$54,200	\$30,800	\$85,000
Louisville	Louisville-Winston County	\$83,300	\$44,300	\$127,600
Lumberton	I. H. Bass, Jr. Memorial	\$644,500	\$271,600	\$916,100
Macon	Macon Municipal	\$122,700	\$59,900	\$182,600
Madison	Bruce Campbell Field	\$2,489,600	\$1,143,800	\$3,633,400
Magee	Magee Municipal	\$116,600	\$58,200	\$174,800
McComb	McComb-Pike County/John E. Lewis Field	\$256,400	\$128,900	\$385,300

Table A15: Total Payroll from Mississippi Airports

Associated City	Airport Name	Total Direct Payroll	Total Multiplier Payroll	Total Payroll
Natchez	Hardy-Anders Field Natchez-Adams County	\$555,900	\$327,200	\$883,100
New Albany	New Albany-Union County	\$164,400	\$81,400	\$245,800
Newton	James H. Easom Field	\$149,400	\$74,100	\$223,500
Okolona	Okolona Municipal-Richard Stovall Field	\$87,500	\$45,500	\$133,000
Olive Branch	Olive Branch	\$2,942,400	\$1,493,700	\$4,436,100
Oxford	University-Oxford	\$871,100	\$488,100	\$1,359,200
Pascagoula	Trent Lott International	\$10,483,600	\$5,057,300	\$15,540,900
Philadelphia	Philadelphia Municipal	\$442,800	\$197,300	\$640,100
Picayune	Picayune Municipal	\$8,739,200	\$3,771,400	\$12,510,600
Pittsboro	Calhoun County	\$89,200	\$57,800	\$147,000
Pontotoc	Pontotoc County	\$62,900	\$31,300	\$94,200
Poplarville	Poplarville-Pearl River County	\$89,300	\$45,800	\$135,100
Prentiss	Prentiss-Jefferson Davis County	\$22,600	\$12,000	\$34,600
Quitman	Clarke County	\$107,600	\$53,300	\$160,900
Raymond	John Bell Williams	\$2,422,100	\$1,354,600	\$3,776,700
Richton	Richton-Perry County	\$7,600	\$3,600	\$11,200
Ripley	Ripley	\$80,300	\$41,500	\$121,800
Starkville	George M. Bryan Field	\$1,418,700	\$659,600	\$2,078,300
Tylertown	Paul Pittman Memorial	\$150,500	\$75,100	\$225,600
Vicksburg	Vicksburg Municipal	\$570,000	\$326,200	\$896,200
Water Valley	Water Valley Municipal	\$47,600	\$20,500	\$68,100
Waynesboro	Waynesboro Municipal	\$99,500	\$56,100	\$155,600
West Point	McCharen Field	\$184,000	\$106,800	\$290,800
Wiggins	Dean Griffin Memorial	\$539,200	\$331,500	\$870,700
Winona	Winona-Montgomery County	\$1,036,900	\$440,200	\$1,477,100
Yazoo City	Yazoo County	\$703,800	\$301,600	\$1,005,400
General Aviation Airports Total		\$81,973,800	\$41,197,100	\$123,170,900
All Airports Total		\$461,703,600	\$260,093,000	\$721,796,600

Source: CDM Smith and IMPLAN. Prepared October 2013.

Table A16: On-Airport Output from Mississippi Airports

Associated City	Airport Name	On-Airport Output	Multiplier Output	Total On-Airport Output
Commercial Service Airports				
Columbus/West Point/Starkville	Golden Triangle Regional	\$142,106,800	\$68,390,400	\$210,497,200
Greenville	Greenville Mid-Delta	\$71,511,700	\$34,591,300	\$106,103,000
Gulfport	Gulfport-Biloxi International	\$96,521,800	\$51,540,900	\$148,062,700
Hattiesburg/Laurel	Hattiesburg-Laurel Regional	\$5,427,600	\$2,988,200	\$8,415,800
Jackson	Jackson-Medgar Wiley Evers International	\$383,411,000	\$221,509,800	\$604,920,800
Meridian	Key Field	\$79,819,600	\$48,629,900	\$128,449,500
Tunica	Tunica Municipal	\$13,137,400	\$6,974,100	\$20,111,500
Tupelo	Tupelo Regional	\$55,932,900	\$30,649,400	\$86,582,300
Commercial Service Airports Total		\$847,868,800	\$465,274,000	\$1,313,142,800
General Aviation Airports				
Aberdeen/Amory	Monroe County	\$2,409,600	\$1,173,700	\$3,583,300
Ackerman	Ackerman-Choctaw	\$3,800	\$2,300	\$6,100
Batesville	Panola County	\$391,300	\$200,800	\$592,100
Bay Springs	Thigpen Field	\$4,800	\$3,000	\$7,800
Bay St. Louis	Stennis	\$45,512,400	\$25,231,400	\$70,743,800
Belmont	Tishomingo County	\$473,600	\$268,200	\$741,800
Belzoni	Belzoni Municipal	\$1,638,500	\$782,300	\$2,420,800
Booneville	Booneville/Baldwyn	\$39,900	\$25,000	\$64,900
Brookhaven	Brookhaven-Lincoln County	\$2,645,300	\$1,600,900	\$4,246,200
Carthage	Carthage-Leake County	\$4,900	\$3,000	\$7,900
Charleston	Charleston Municipal	\$1,181,500	\$562,500	\$1,744,000
Clarksdale	Fletcher Field	\$2,243,200	\$1,082,100	\$3,325,300
Cleveland	Cleveland Municipal	\$8,671,900	\$4,161,900	\$12,833,800
Columbia	Columbia-Marion County	\$2,115,300	\$1,017,400	\$3,132,700
Columbus (Lowndes)	Columbus-Lowndes County	\$385,000	\$198,400	\$583,400
Corinth	Roscoe Turner Field	\$2,059,900	\$1,113,000	\$3,172,900
Crosby	Crosby Municipal	\$0	\$0	\$0
Crystal Springs	Copiah County	\$325,300	\$156,400	\$481,700
Drew	Ruleville-Drew	\$595,700	\$284,400	\$880,100
Eupora	Eupora	\$0	\$0	\$0
Forest	G. V. Montgomery	\$12,100	\$7,500	\$19,600
Greenwood	Greenwood-Leflore	\$36,891,600	\$17,832,200	\$54,723,800
Grenada	Grenada Municipal	\$852,000	\$485,100	\$1,337,100
Hattiesburg (Chain)	Hattiesburg Bobby L. Chain Municipal	\$10,838,400	\$5,202,500	\$16,040,900
Hollandale	Hollandale Municipal	\$886,100	\$421,900	\$1,308,000
Holly Springs	Holly Springs-Marshall County	\$1,037,300	\$501,900	\$1,539,200
Houston	Houston Municipal	\$40,200	\$20,600	\$60,800
Indianola	Indianola Municipal	\$2,585,900	\$1,237,100	\$3,823,000
Iuka	Iuka	\$54,500	\$34,200	\$88,700
Jackson	Hawkins Field	\$11,112,000	\$6,264,000	\$17,376,000
Kosciusko	Kosciusko-Attala County	\$13,900	\$8,700	\$22,600
Laurel – Hesler-Noble	Hesler-Noble Field	\$8,597,100	\$4,143,400	\$12,740,500
Lexington	C. A. Moore	\$10,000	\$6,300	\$16,300
Louisville	Louisville-Winston County	\$23,300	\$14,500	\$37,800
Lumberton	I. H. Bass, Jr. Memorial	\$1,849,500	\$881,300	\$2,730,800
Macon	Macon Municipal	\$217,300	\$106,000	\$323,300
Madison	Bruce Campbell Field	\$10,397,300	\$5,100,400	\$15,497,700
Magee	Magee Municipal	\$56,500	\$35,300	\$91,800
McComb	McComb-Pike County/John E. Lewis Field	\$991,300	\$500,500	\$1,491,800

Table A16: On-Airport Output from Mississippi Airports

Associated City	Airport Name	On-Airport Output	Multiplier Output	Total On-Airport Output
Natchez	Hardy-Anders Field Natchez-Adams County	\$1,235,200	\$770,000	\$2,005,200
New Albany	New Albany-Union County	\$48,200	\$30,200	\$78,400
Newton	James H. Easom Field	\$46,000	\$28,800	\$74,800
Okolona	Okolona Municipal-Richard Stovall Field	\$95,200	\$55,000	\$150,200
Olive Branch	Olive Branch	\$5,111,900	\$2,738,400	\$7,850,300
Oxford	University-Oxford	\$1,263,000	\$791,800	\$2,054,800
Pascagoula	Trent Lott International	\$33,485,300	\$16,596,600	\$50,081,900
Philadelphia	Philadelphia Municipal	\$1,700,800	\$813,400	\$2,514,200
Picayune	Picayune Municipal	\$28,340,500	\$13,515,900	\$41,856,400
Pittsboro	Calhoun County	\$97,800	\$61,200	\$159,000
Pontotoc	Pontotoc County	\$105,000	\$52,300	\$157,300
Poplarville	Poplarville-Pearl River County	\$61,300	\$29,200	\$90,500
Prentiss	Prentiss-Jefferson Davis County	\$7,000	\$4,400	\$11,400
Quitman	Clarke County	\$63,200	\$39,600	\$102,800
Raymond	John Bell Williams	\$4,248,700	\$2,348,600	\$6,597,300
Richton	Richton-Perry County	\$2,000	\$1,300	\$3,300
Ripley	Ripley	\$22,800	\$14,300	\$37,100
Starkville	George M. Bryan Field	\$3,515,900	\$1,692,800	\$5,208,700
Tylertown	Paul Pittman Memorial	\$35,000	\$21,900	\$56,900
Vicksburg	Vicksburg Municipal	\$568,100	\$307,400	\$875,500
Water Valley	Water Valley Municipal	\$5,000	\$3,100	\$8,100
Waynesboro	Waynesboro Municipal	\$92,300	\$57,900	\$150,200
West Point	McCharen Field	\$360,100	\$196,100	\$556,200
Wiggins	Dean Griffin Memorial	\$672,400	\$421,500	\$1,093,900
Winona	Winona-Montgomery County	\$3,909,200	\$1,865,400	\$5,774,600
Yazoo City	Yazoo County	\$2,434,800	\$1,167,700	\$3,602,500
General Aviation Airports Total		\$244,694,900	\$124,294,900	\$368,989,800
All Airports Total		\$1,092,563,700	\$589,568,900	\$1,682,132,600

Source: CDM Smith and IMPLAN. Prepared October 2013.

Table A17: CIP Output from Mississippi Airports

Associated City	Airport Name	CIP Direct Output	Multiplier Output	Total CIP Output
Commercial Service Airports				
Columbus/West Point/Starkville	Golden Triangle Regional	\$24,110,000	\$14,112,200	\$38,222,200
Greenville	Greenville Mid-Delta	\$2,428,100	\$1,421,200	\$3,849,300
Gulfport	Gulfport-Biloxi International	\$21,554,000	\$12,616,000	\$34,170,000
Hattiesburg/Laurel	Hattiesburg-Laurel Regional	\$1,032,400	\$604,300	\$1,636,700
Jackson	Jackson-Medgar Wiley Evers International	\$36,227,000	\$21,204,400	\$57,431,400
Meridian	Key Field	\$10,729,500	\$6,280,200	\$17,009,700
Tunica	Tunica Municipal	\$2,785,800	\$1,630,500	\$4,416,300
Tupelo	Tupelo Regional	\$14,169,500	\$8,293,700	\$22,463,200
Commercial Service Airports Total		\$113,036,300	\$66,162,500	\$179,198,800
General Aviation Airports				
Aberdeen/Amory	Monroe County	\$323,500	\$189,400	\$512,900
Ackerman	Ackerman-Choctaw	\$8,800	\$5,200	\$14,000
Batesville	Panola County	\$47,000	\$27,500	\$74,500
Bay Springs	Thigpen Field	\$88,800	\$52,000	\$140,800
Bay St. Louis	Stennis	\$4,915,700	\$2,877,300	\$7,793,000
Belmont	Tishomingo County	\$118,800	\$69,500	\$188,300
Belzoni	Belzoni Municipal	\$213,700	\$125,000	\$338,700
Booneville	Booneville/Baldwyn	\$2,100	\$1,300	\$3,400
Brookhaven	Brookhaven-Lincoln County	\$105,700	\$61,900	\$167,600
Carthage	Carthage-Leake County	\$464,000	\$271,600	\$735,600
Charleston	Charleston Municipal	\$114,000	\$66,700	\$180,700
Clarksdale	Fletcher Field	\$459,100	\$268,700	\$727,800
Cleveland	Cleveland Municipal	\$1,533,800	\$897,800	\$2,431,600
Columbia	Columbia-Marion County	\$556,700	\$325,900	\$882,600
Columbus (Lowndes)	Columbus-Lowndes County	\$402,200	\$235,400	\$637,600
Corinth	Roscoe Turner Field	\$664,600	\$389,000	\$1,053,600
Crosby	Crosby Municipal	\$0	\$0	\$0
Crystal Springs	Copiah County	\$1,589,300	\$930,300	\$2,519,600
Drew	Ruleville-Drew	\$240,300	\$140,700	\$381,000
Eupora	Eupora	\$0	\$0	\$0
Forest	G. V. Montgomery	\$656,300	\$384,100	\$1,040,400
Greenwood	Greenwood-Leflore	\$4,956,200	\$2,901,000	\$7,857,200
Grenada	Grenada Municipal	\$130,000	\$76,100	\$206,100
Hattiesburg (Chain)	Hattiesburg Bobby L. Chain Municipal	\$950,100	\$556,100	\$1,506,200
Hollandale	Hollandale Municipal	\$196,600	\$115,100	\$311,700
Holly Springs	Holly Springs-Marshall County	\$558,300	\$326,800	\$885,100
Houston	Houston Municipal	\$293,200	\$171,700	\$464,900
Indianola	Indianola Municipal	\$358,400	\$209,700	\$568,100
Iuka	Iuka	\$103,700	\$60,600	\$164,300
Jackson	Hawkins Field	\$2,176,200	\$1,273,800	\$3,450,000
Kosciusko	Kosciusko-Attala County	\$184,900	\$108,200	\$293,100
Laurel – Hesler-Noble	Hesler-Noble Field	\$1,750,700	\$1,024,800	\$2,775,500
Lexington	C. A. Moore	\$220,300	\$128,900	\$349,200
Louisville	Louisville-Winston County	\$222,000	\$129,900	\$351,900
Lumberton	I. H. Bass, Jr. Memorial	\$252,600	\$147,900	\$400,500
Macon	Macon Municipal	\$174,200	\$102,000	\$276,200
Madison	Bruce Campbell Field	\$542,700	\$317,600	\$860,300
Magee	Magee Municipal	\$82,700	\$48,400	\$131,100

Table A17: CIP Output from Mississippi Airports

Associated City	Airport Name	CIP Direct Output	Multiplier Output	Total CIP Output
Natchez	Hardy-Anders Field Natchez-Adams County	\$319,200	\$186,800	\$506,000
New Albany	New Albany-Union County	\$102,100	\$59,800	\$161,900
Newton	James H. Easom Field	\$138,200	\$80,900	\$219,100
Okolona	Okolona Municipal-Richard Stovall Field	\$165,400	\$96,800	\$262,200
Olive Branch	Olive Branch	\$660,600	\$386,600	\$1,047,200
Oxford	University-Oxford	\$1,073,800	\$628,500	\$1,702,300
Pascagoula	Trent Lott International	\$7,700,900	\$4,507,500	\$12,208,400
Philadelphia	Philadelphia Municipal	\$246,400	\$144,200	\$390,600
Picayune	Picayune Municipal	\$5,528,200	\$3,235,700	\$8,763,900
Pittsboro	Calhoun County	\$78,700	\$46,100	\$124,800
Pontotoc	Pontotoc County	\$108,700	\$63,600	\$172,300
Poplarville	Poplarville-Pearl River County	\$230,400	\$134,900	\$365,300
Prentiss	Prentiss-Jefferson Davis County	\$58,400	\$34,100	\$92,500
Quitman	Clarke County	\$105,800	\$62,000	\$167,800
Raymond	John Bell Williams	\$3,928,800	\$2,299,600	\$6,228,400
Richton	Richton-Perry County	\$2,000	\$1,200	\$3,200
Ripley	Ripley	\$130,000	\$76,100	\$206,100
Starkville	George M. Bryan Field	\$1,733,100	\$1,014,500	\$2,747,600
Tylertown	Paul Pittman Memorial	\$207,300	\$121,400	\$328,700
Vicksburg	Vicksburg Municipal	\$1,349,300	\$789,700	\$2,139,000
Water Valley	Water Valley Municipal	\$16,800	\$9,800	\$26,600
Waynesboro	Waynesboro Municipal	\$197,100	\$115,400	\$312,500
West Point	McCharen Field	\$432,500	\$253,100	\$685,600
Wiggins	Dean Griffin Memorial	\$485,400	\$284,100	\$769,500
Winona	Winona-Montgomery County	\$196,900	\$115,300	\$312,200
Yazoo City	Yazoo County	\$273,600	\$160,200	\$433,800
General Aviation Airports Total		\$51,343,200	\$30,052,500	\$81,395,700
All Airports Total		\$164,379,500	\$96,215,000	\$260,594,500

Source: CDM Smith and IMPLAN. Prepared October 2013.

Table A18: General Aviation Visitor Output from Mississippi Airports

Associated City	Airport Name	Visitor-Related Output	Multiplier Output	Total Visitor Related Output
Commercial Service Airports				
Columbus/West Point/Starkville	Golden Triangle Regional	\$1,261,000	\$677,800	\$1,938,800
Greenville	Greenville Mid-Delta	\$686,300	\$368,900	\$1,055,200
Gulfport	Gulfport-Biloxi International	\$1,091,700	\$586,800	\$1,678,500
Hattiesburg/Laurel	Hattiesburg-Laurel Regional	\$1,782,600	\$958,200	\$2,740,800
Jackson	Jackson-Medgar Wiley Evers International	\$938,000	\$504,200	\$1,442,200
Meridian	Key Field	\$1,204,500	\$647,400	\$1,851,900
Tunica	Tunica Municipal	\$151,100	\$81,200	\$232,300
Tupelo	Tupelo Regional	\$2,225,600	\$1,196,300	\$3,421,900
Commercial Service Airports Total		\$9,340,800	\$5,020,800	\$14,361,600
General Aviation Airports				
Aberdeen/Amory	Monroe County	\$404,500	\$217,400	\$621,900
Ackerman	Ackerman-Choctaw	\$8,000	\$4,300	\$12,300
Batesville	Panola County	\$441,900	\$237,500	\$679,400
Bay Springs	Thigpen Field	\$206,800	\$111,200	\$318,000
Bay St. Louis	Stennis	\$2,328,400	\$1,251,500	\$3,579,900
Belmont	Tishomingo County	\$419,200	\$225,300	\$644,500
Belzoni	Belzoni Municipal	\$20,000	\$10,800	\$30,800
Booneville	Booneville/Baldwyn	\$402,200	\$216,200	\$618,400
Brookhaven	Brookhaven-Lincoln County	\$339,900	\$182,700	\$522,600
Carthage	Carthage-Leake County	\$36,100	\$19,400	\$55,500
Charleston	Charleston Municipal	\$18,000	\$9,700	\$27,700
Clarksdale	Fletcher Field	\$944,100	\$507,500	\$1,451,600
Cleveland	Cleveland Municipal	\$430,600	\$231,500	\$662,100
Columbia	Columbia-Marion County	\$693,400	\$372,700	\$1,066,100
Columbus (Lowndes)	Columbus-Lowndes County	\$390,900	\$210,100	\$601,000
Corinth	Roscoe Turner Field	\$511,300	\$274,800	\$786,100
Crosby	Crosby Municipal	\$24,100	\$13,000	\$37,100
Crystal Springs	Copiah County	\$11,300	\$6,100	\$17,400
Drew	Ruleville-Drew	\$147,300	\$79,200	\$226,500
Eupora	Eupora	\$20,000	\$10,800	\$30,800
Forest	G. V. Montgomery	\$71,400	\$38,400	\$109,800
Greenwood	Greenwood-Leflore	\$973,900	\$523,500	\$1,497,400
Grenada	Grenada Municipal	\$90,600	\$48,700	\$139,300
Hattiesburg (Chain)	Hattiesburg Bobby L. Chain Municipal	\$744,400	\$400,100	\$1,144,500
Hollandale	Hollandale Municipal	\$58,100	\$31,200	\$89,300
Holly Springs	Holly Springs-Marshall County	\$428,300	\$230,200	\$658,500
Houston	Houston Municipal	\$464,600	\$249,700	\$714,300
Indianola	Indianola Municipal	\$339,900	\$182,700	\$522,600
Iuka	Iuka	\$220,900	\$118,700	\$339,600
Jackson	Hawkins Field	\$719,000	\$386,500	\$1,105,500
Kosciusko	Kosciusko-Attala County	\$124,600	\$67,000	\$191,600
Laurel – Hesler-Noble	Hesler-Noble Field	\$403,700	\$217,000	\$620,700
Lexington	C. A. Moore	\$19,500	\$10,500	\$30,000
Louisville	Louisville-Winston County	\$99,200	\$53,300	\$152,500
Lumberton	I. H. Bass, Jr. Memorial	\$40,100	\$21,600	\$61,700
Macon	Macon Municipal	\$78,200	\$42,000	\$120,200
Madison	Bruce Campbell Field	\$1,261,100	\$677,900	\$1,939,000
Magee	Magee Municipal	\$249,800	\$134,300	\$384,100

Table A18: General Aviation Visitor Output from Mississippi Airports

Associated City	Airport Name	Visitor-Related Output	Multiplier Output	Total Visitor Related Output
McComb	McComb-Pike County/John E. Lewis Field	\$203,900	\$109,600	\$313,500
Natchez	Hardy-Anders Field Natchez-Adams County	\$509,900	\$274,100	\$784,000
New Albany	New Albany-Union County	\$362,600	\$194,900	\$557,500
Newton	James H. Easom Field	\$316,100	\$169,900	\$486,000
Okolona	Okolona Municipal-Richard Stovall Field	\$90,200	\$48,500	\$138,700
Olive Branch	Olive Branch	\$3,033,000	\$1,630,300	\$4,663,300
Oxford	University-Oxford	\$1,030,300	\$553,800	\$1,584,100
Pascagoula	Trent Lott International	\$1,047,100	\$562,800	\$1,609,900
Philadelphia	Philadelphia Municipal	\$397,700	\$213,800	\$611,500
Picayune	Picayune Municipal	\$402,200	\$216,200	\$618,400
Pittsboro	Calhoun County	\$8,400	\$4,500	\$12,900
Pontotoc	Pontotoc County	\$76,700	\$41,200	\$117,900
Poplarville	Poplarville-Pearl River County	\$44,100	\$23,700	\$67,800
Prentiss	Prentiss-Jefferson Davis County	\$28,100	\$15,100	\$43,200
Quitman	Clarke County	\$226,600	\$121,800	\$348,400
Raymond	John Bell Williams	\$849,800	\$456,800	\$1,306,600
Richton	Richton-Perry County	\$20,000	\$10,800	\$30,800
Ripley	Ripley	\$132,300	\$71,100	\$203,400
Starkville	George M. Bryan Field	\$407,900	\$219,300	\$627,200
Tylertown	Paul Pittman Memorial	\$294,600	\$158,400	\$453,000
Vicksburg	Vicksburg Municipal	\$108,800	\$58,500	\$167,300
Water Valley	Water Valley Municipal	\$10,200	\$5,500	\$15,700
Waynesboro	Waynesboro Municipal	\$94,600	\$50,800	\$145,400
West Point	McCharen Field	\$56,100	\$30,200	\$86,300
Wiggins	Dean Griffin Memorial	\$294,600	\$158,400	\$453,000
Winona	Winona-Montgomery County	\$566,000	\$304,200	\$870,200
Yazoo City	Yazoo County	\$32,100	\$17,300	\$49,400
General Aviation Airports Total		\$24,829,200	\$13,346,500	\$38,175,700
All Airports Total		\$34,170,000	\$18,367,300	\$52,537,300

Source: CDM Smith and IMPLAN. Prepared October 2013.

Table A19: Commercial Service Visitor Output of Mississippi Airports

Associated City	Airport Name	Visitor-Related Output	Multiplier Output	Total Visitor Related Output
Commercial Service Airports				
Columbus/West Point/Starkville	Golden Triangle Regional	\$13,935,300	\$7,954,600	\$21,889,900
Greenville	Greenville Mid-Delta	\$1,135,200	\$648,000	\$1,783,200
Gulfport	Gulfport-Biloxi International	\$154,295,300	\$88,075,300	\$242,370,600
Hattiesburg/Laurel	Hattiesburg-Laurel Regional	\$3,212,700	\$1,833,900	\$5,046,600
Jackson	Jackson-Medgar Wiley Evers International	\$133,519,000	\$76,215,700	\$209,734,700
Meridian	Key Field	\$3,181,300	\$1,816,000	\$4,997,300
Tunica	Tunica Municipal	\$31,920,600	\$18,221,000	\$50,141,600
Tupelo	Tupelo Regional	\$1,521,300	\$868,400	\$2,389,700
Commercial Service Airports Total		\$342,720,700	\$195,632,900	\$538,353,600

Source: CDM Smith and IMPLAN. Prepared October 2013.

Table A20: Total Output from Mississippi Airports

Associated City	Airport Name	Total Direct Output	Total Multiplier Output	Total Output
Commercial Service Airports				
Columbus/West Point/Starkville	Golden Triangle Regional	\$181,413,100	\$91,135,000	\$272,548,100
Greenville	Greenville Mid-Delta	\$75,761,300	\$37,029,400	\$112,790,700
Gulfport	Gulfport-Biloxi International	\$273,462,800	\$152,819,000	\$426,281,800
Hattiesburg/Laurel	Hattiesburg-Laurel Regional	\$11,455,300	\$6,384,600	\$17,839,900
Jackson	Jackson-Medgar Wiley Evers International	\$554,095,000	\$319,434,100	\$873,529,100
Meridian	Key Field	\$94,934,900	\$57,373,500	\$152,308,400
Tunica	Tunica Municipal	\$47,994,900	\$26,906,800	\$74,901,700
Tupelo	Tupelo Regional	\$73,849,300	\$41,007,800	\$114,857,100
Commercial Service Airports Total		\$1,312,966,600	\$732,090,200	\$2,045,056,800
General Aviation Airports				
Aberdeen/Amory	Monroe County	\$3,137,600	\$1,580,500	\$4,718,100
Ackerman	Ackerman-Choctaw	\$20,600	\$11,800	\$32,400
Batesville	Panola County	\$880,200	\$465,800	\$1,346,000
Bay Springs	Thigpen Field	\$300,400	\$166,200	\$466,600
Bay St. Louis	Stennis	\$52,756,500	\$29,360,200	\$82,116,700
Belmont	Tishomingo County	\$1,011,600	\$563,000	\$1,574,600
Belzoni	Belzoni Municipal	\$1,872,200	\$918,100	\$2,790,300
Booneville	Booneville/Baldwyn	\$444,200	\$242,500	\$686,700
Brookhaven	Brookhaven-Lincoln County	\$3,090,900	\$1,845,500	\$4,936,400
Carthage	Carthage-Leake County	\$505,000	\$294,000	\$799,000
Charleston	Charleston Municipal	\$1,313,500	\$638,900	\$1,952,400
Clarksdale	Fletcher Field	\$3,646,400	\$1,858,300	\$5,504,700
Cleveland	Cleveland Municipal	\$10,636,300	\$5,291,200	\$15,927,500
Columbia	Columbia-Marion County	\$3,365,400	\$1,716,000	\$5,081,400
Columbus (Lowndes)	Columbus-Lowndes County	\$1,178,100	\$643,900	\$1,822,000
Corinth	Roscoe Turner Field	\$3,235,800	\$1,776,800	\$5,012,600
Crosby	Crosby Municipal	\$24,100	\$13,000	\$37,100
Crystal Springs	Copiah County	\$1,925,900	\$1,092,800	\$3,018,700
Drew	Ruleville-Drew	\$983,300	\$504,300	\$1,487,600
Eupora	Eupora	\$20,000	\$10,800	\$30,800
Forest	G. V. Montgomery	\$739,800	\$430,000	\$1,169,800
Greenwood	Greenwood-Leflore	\$42,821,700	\$21,256,700	\$64,078,400
Grenada	Grenada Municipal	\$1,072,600	\$609,900	\$1,682,500
Hattiesburg (Chain)	Hattiesburg Bobby L. Chain Municipal	\$12,532,900	\$6,158,700	\$18,691,600
Hollandale	Hollandale Municipal	\$1,140,800	\$568,200	\$1,709,000
Holly Springs	Holly Springs-Marshall County	\$2,023,900	\$1,058,900	\$3,082,800
Houston	Houston Municipal	\$798,000	\$442,000	\$1,240,000
Indianola	Indianola Municipal	\$3,284,200	\$1,629,500	\$4,913,700
Iuka	Iuka	\$379,100	\$213,500	\$592,600
Jackson	Hawkins Field	\$14,007,200	\$7,924,300	\$21,931,500
Kosciusko	Kosciusko-Attala County	\$323,400	\$183,900	\$507,300
Laurel – Hesler-Noble	Hesler-Noble Field	\$10,751,500	\$5,385,200	\$16,136,700
Lexington	C. A. Moore	\$249,800	\$145,700	\$395,500
Louisville	Louisville-Winston County	\$344,500	\$197,700	\$542,200
Lumberton	I. H. Bass, Jr. Memorial	\$2,142,200	\$1,050,800	\$3,193,000
Macon	Macon Municipal	\$469,700	\$250,000	\$719,700
Madison	Bruce Campbell Field	\$12,201,100	\$6,095,900	\$18,297,000
Magee	Magee Municipal	\$389,000	\$218,000	\$607,000
Natchez	Hardy-Anders Field Natchez-Adams County	\$2,064,300	\$1,230,900	\$3,295,200

Table A20: Total Output from Mississippi Airports

Associated City	Airport Name	Total Direct Output	Total Multiplier Output	Total Output
New Albany	New Albany-Union County	\$512,900	\$284,900	\$797,800
Newton	James H. Eason Field	\$500,300	\$279,600	\$779,900
Okolona	Okolona Municipal-Richard Stovall Field	\$350,800	\$200,300	\$551,100
Olive Branch	Olive Branch	\$8,805,500	\$4,755,300	\$13,560,800
Oxford	University-Oxford	\$3,367,100	\$1,974,100	\$5,341,200
Pascagoula	Trent Lott International	\$42,233,300	\$21,666,900	\$63,900,200
Philadelphia	Philadelphia Municipal	\$2,344,900	\$1,171,400	\$3,516,300
Picayune	Picayune Municipal	\$34,270,900	\$16,967,800	\$51,238,700
Pittsboro	Calhoun County	\$184,900	\$111,800	\$296,700
Pontotoc	Pontotoc County	\$290,400	\$157,100	\$447,500
Poplarville	Poplarville-Pearl River County	\$335,800	\$187,800	\$523,600
Prentiss	Prentiss-Jefferson Davis County	\$93,500	\$53,600	\$147,100
Quitman	Clarke County	\$395,600	\$223,400	\$619,000
Raymond	John Bell Williams	\$9,027,300	\$5,105,000	\$14,132,300
Richton	Richton-Perry County	\$24,000	\$13,300	\$37,300
Ripley	Ripley	\$285,100	\$161,500	\$446,600
Starkville	George M. Bryan Field	\$5,656,900	\$2,926,600	\$8,583,500
Tylertown	Paul Pittman Memorial	\$536,900	\$301,700	\$838,600
Vicksburg	Vicksburg Municipal	\$2,026,200	\$1,155,600	\$3,181,800
Water Valley	Water Valley Municipal	\$32,000	\$18,400	\$50,400
Waynesboro	Waynesboro Municipal	\$384,000	\$224,100	\$608,100
West Point	McCharen Field	\$848,700	\$479,400	\$1,328,100
Wiggins	Dean Griffin Memorial	\$1,452,400	\$864,000	\$2,316,400
Winona	Winona-Montgomery County	\$4,672,100	\$2,284,900	\$6,957,000
Yazoo City	Yazoo County	\$2,740,500	\$1,345,200	\$4,085,700
General Aviation Airports Total		\$320,867,300	\$167,693,900	\$488,561,200
All Airports Total		\$1,633,833,900	\$899,784,100	\$2,533,618,000

Source: CDM Smith and IMPLAN. Prepared October 2013.

Table A21: Total Economic Impacts of Mississippi Airports

Associated City	Airport Name	Total Employment	Total Payroll	Total Output
Commercial Service Airports				
Columbus/West Point/Starkville	Golden Triangle Regional	1,668	\$60,924,800	\$272,548,100
Greenville	Greenville Mid-Delta	594	\$24,195,000	\$112,790,700
Gulfport	Gulfport-Biloxi International	3,926	\$105,171,600	\$426,281,800
Hattiesburg/Laurel	Hattiesburg-Laurel Regional	169	\$4,697,200	\$17,839,900
Jackson	Jackson-Medgar Wiley Evers International	6,508	\$270,554,500	\$873,529,100
Meridian	Key Field	1,796	\$73,742,200	\$152,308,400
Tunica	Tunica Municipal	700	\$17,510,100	\$74,901,700
Tupelo	Tupelo Regional	1,054	\$41,830,300	\$114,857,100
Commercial Service Airports Total		16,415	\$598,625,700	\$2,045,056,800
General Aviation Airports				
Aberdeen/Amory	Monroe County	38	\$929,200	\$4,718,100
Ackerman	Ackerman-Choctaw	1	\$9,100	\$32,400
Batesville	Panola County	15	\$387,900	\$1,346,000
Bay Springs	Thigpen Field	8	\$139,100	\$466,600
Bay St. Louis	Stennis	866	\$24,589,200	\$82,116,700
Belmont	Tishomingo County	17	\$435,400	\$1,574,600
Belzoni	Belzoni Municipal	13	\$663,500	\$2,790,300
Booneville	Booneville/Baldwyn	10	\$234,000	\$686,700
Brookhaven	Brookhaven-Lincoln County	15	\$397,700	\$4,936,400
Carthage	Carthage-Leake County	8	\$176,400	\$799,000
Charleston	Charleston Municipal	9	\$484,000	\$1,952,400
Clarksdale	Fletcher Field	43	\$1,244,500	\$5,504,700
Cleveland	Cleveland Municipal	102	\$3,507,100	\$15,927,500
Columbia	Columbia-Marion County	36	\$1,210,800	\$5,081,400
Columbus (Lowndes)	Columbus-Lowndes County	28	\$718,600	\$1,822,000
Corinth	Roscoe Turner Field	33	\$872,200	\$5,012,600
Crosby	Crosby Municipal	1	\$12,700	\$37,100
Crystal Springs	Copiah County	33	\$680,000	\$3,018,700
Drew	Ruleville-Drew	9	\$377,000	\$1,487,600
Eupora	Eupora	-	\$10,500	\$30,800
Forest	G. V. Montgomery	13	\$264,100	\$1,169,800
Greenwood	Greenwood-Leflore	278	\$12,758,600	\$64,078,400
Grenada	Grenada Municipal	16	\$277,000	\$1,682,500
Hattiesburg (Chain)	Hattiesburg Bobby L. Chain Municipal	108	\$4,078,000	\$18,691,600
Hollandale	Hollandale Municipal	9	\$424,100	\$1,709,000
Holly Springs	Holly Springs-Marshall County	34	\$782,900	\$3,082,800
Houston	Houston Municipal	27	\$361,300	\$1,240,000
Indianola	Indianola Municipal	34	\$1,291,100	\$4,913,700
Iuka	Iuka	7	\$159,100	\$592,600
Jackson	Hawkins Field	213	\$8,435,900	\$21,931,500
Kosciusko	Kosciusko-Attala County	6	\$128,400	\$507,300
Laurel – Hesler-Noble	Hesler-Noble Field	85	\$4,105,100	\$16,136,700
Lexington	C. A. Moore	3	\$85,000	\$395,500
Louisville	Louisville-Winston County	6	\$127,600	\$542,200
Lumberton	I. H. Bass, Jr. Memorial	35	\$916,100	\$3,193,000
Macon	Macon Municipal	6	\$182,600	\$719,700
Madison	Bruce Campbell Field	133	\$3,633,400	\$18,297,000
Magee	Magee Municipal	9	\$174,800	\$607,000
McComb	McComb-Pike County/John E. Lewis Field	14	\$385,300	\$2,148,400

Table A21: Total Economic Impacts of Mississippi Airports

Associated City	Airport Name	Total Employment	Total Payroll	Total Output
Natchez	Hardy-Anders Field Natchez-Adams County	30	\$883,100	\$3,295,200
New Albany	New Albany-Union County	12	\$245,800	\$797,800
Newton	James H. Easom Field	12	\$223,500	\$779,900
Okolona	Okolona Municipal-Richard Stovall Field	7	\$133,000	\$551,100
Olive Branch	Olive Branch	155	\$4,436,100	\$13,560,800
Oxford	University-Oxford	49	\$1,359,200	\$5,341,200
Pascagoula	Trent Lott International	387	\$15,540,900	\$63,900,200
Philadelphia	Philadelphia Municipal	27	\$640,100	\$3,516,300
Picayune	Picayune Municipal	230	\$12,510,600	\$51,238,700
Pittsboro	Calhoun County	4	\$147,000	\$296,700
Pontotoc	Pontotoc County	5	\$94,200	\$447,500
Poplarville	Poplarville-Pearl River County	6	\$135,100	\$523,600
Prentiss	Prentiss-Jefferson Davis County	2	\$34,600	\$147,100
Quitman	Clarke County	7	\$160,900	\$619,000
Raymond	John Bell Williams	120	\$3,776,700	\$14,132,300
Richton	Richton-Perry County	-	\$11,200	\$37,300
Ripley	Ripley	6	\$121,800	\$446,600
Starkville	George M. Bryan Field	68	\$2,078,300	\$8,583,500
Tylertown	Paul Pittman Memorial	10	\$225,600	\$838,600
Vicksburg	Vicksburg Municipal	30	\$896,200	\$3,181,800
Water Valley	Water Valley Municipal	2	\$68,100	\$50,400
Waynesboro	Waynesboro Municipal	7	\$155,600	\$608,100
West Point	McCharen Field	19	\$290,800	\$1,328,100
Wiggins	Dean Griffin Memorial	22	\$870,700	\$2,316,400
Winona	Winona-Montgomery County	51	\$1,477,100	\$6,957,000
Yazoo City	Yazoo County	21	\$1,005,400	\$4,085,700
General Aviation Airports Total		3,610	\$123,170,900	\$488,561,200
All Airports Total		20,025	\$721,796,600	\$2,533,618,000

Source: CDM Smith and IMPLAN. Prepared October 2013.⁸

Table A22: Aviation Activities at Mississippi Airports

City	Airport	Recreational Flying		Aerial agricultural spraying	Corporate/business activity	Aerial inspections	Air cargo	Flight training	Touch-&-go, cross country	Aviation career training/vocational	Gateway for resort visitors	Aerial sight seeing	Real estate tours	Police/law enforcement	Prisoner Transport	Military exercises/training	Search & rescue	Civil Air Patrol	Environmental patrol	Emergency medical evacuation	Medical doctor transport	Forest/wildland firefighting	Aerial photography/surveying	Aerial advertising/banner towing	News reporting	Youth outreach	Other		
		D	S	D	M	M	O	W	M	O	M	S	O	S	O	O	O	O	O	O	O	O	O	O	O	O	O	O	
Aberdeen/Amory	Monroe County	D	S	D	M	M		O	M		S						O			O	O								
Ackerman	Ackerman-Choctaw	M	O					O	M											O	O								
Batesville	Panola County	O	S	M	M	M	O	O	O		O	O	O	O	O	O	O	M		O	O	O	O	O	O	O	O	O	
Bay Springs	Thigpen Field	W	S	W	M	M	O	O	O		S	S	S	S	S	O	O	O	O	O	O	O	O	O	O	O	O	O	
Bay St. Louis	Stennis	W	S	D	M	M	O	W	D	O	D	W	O	O	O	D	M	D	D	M	M	O	W	O	M	M	M	M	
Belmont	Tishomingo County	W	S	W	W	W		S	W		M	M			O	W	O	O	O	O	O								
Belzoni	Belzoni Municipal	W	D	O				W	M		S	S																	
Booneville	Booneville/Baldwyn	W	O	W											O	W		O											
Brookhaven	Brookhaven-Lincoln County	D	S	W	O	W	O	O	O	O	S	O	O	O	O		O	O	O	S	O	S	O	O	O	O	O	O	
Carthage	Carthage-Leake County	D	S	M	O	O		O	O		O	O					O	O	O	O	O		O						
Charleston	Charleston Municipal	M	O					O	M											O									
Clarksdale	Fletcher Field	D	D	D	O	O		D	D	O	M	O					O	O	O	O	O		O						
Cleveland	Cleveland Municipal	D	D	W	M	M	O	D	D	D	S	O					O	O	O	O	W		O					O	D ¹
Columbia	Columbia-Marion County	D	O	D	M	M		M	W		O	O				M	O	O	O	O	O	M	O					O	O
Columbus (Lowndes)	Columbus-Lowndes County	D	S	D	M	M		D	D		S	D	O			D							M					O	O
Columbus/West Point/Starkville	Golden Triangle Regional	D	D	D				D	D							D	M	D	M				O						
Corinth	Roscoe Turner Field	D	S	W	M	M	O	W	D	M	S	W	O			M	O	O	O	M	M	S	O					O	O
Crosby	Crosby Municipal	M	O					O	M											O									
Crystal Springs	Copiah County	D	O	O	O	O		O	O										O										
Drew	Ruleville-Drew	D	D	M				O	D		S																		
Eupora	Eupora	M	O					O	M																				

MONROE COUNTY

ABERDEEN, MISSISSIPPI

MISSISSIPPI

ECONOMIC IMPACT

OF AIRPORTS STUDY

ECONOMIC IMPACT ANALYSIS

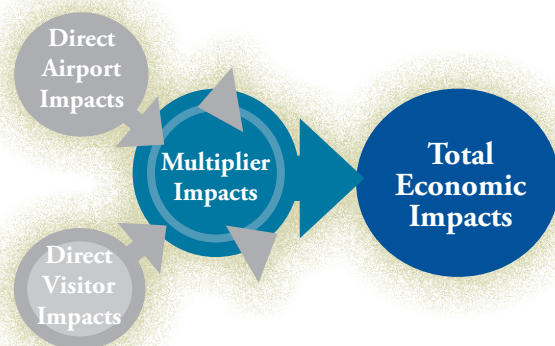
Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's economic benefits. Additional direct impacts are also linked to visitors who arrive via the State's system of airports. Spending by these visitors supports additional employment and associated annual payroll. These direct impacts create additional multiplier that ripple through the economy. These multiplier impacts (induced/indirect) were measured with Mississippi-specific IMPLAN multipliers. When combined, direct and multiplier benefits equal the total economic impact associated with each airport.

Direct In 2012, there were four aviation-related tenants on the airport, including airport management, who supported over 17 employees. These tenants' direct employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants and construction is estimated at \$2.7 million annually. The estimated direct annual payroll of these tenants is \$487,700. Operational data indicated that approximately 3,852 visitors used the airport. Visitor-related spending supported an additional seven full-time jobs for employees earning over \$145,600 annually. Output from general aviation visitors is estimated at \$404,500.

Multiplier The multiplier impacts associated with on-airport tenants and general aviation visitors also create additional impacts throughout the State. Multiplier impacts are induced and indirect impacts calculated using the Mississippi specific IMPLAN multipliers. The accompanying table presents the direct, multiplier, and total impacts for output, payroll, and employment as they relate to on-airport tenants and visitors.

Total For 2012, the total output (including direct and multiplier impacts) stemming from all on-airport tenants and general aviation visitors to Monroe County Airport was approximately \$4.7 million. Total full-time employment related to airport tenants and general aviation visitors, including all multiplier impacts, is estimated at approximately 38 persons, with a total annual payroll (direct and multiplier impacts) of approximately \$929,200 associated with these jobs.

METHODOLOGY



AIRPORT SUMMARY TABLE

ECONOMIC IMPACTS

On-Airport	Visitor Spending
<ul style="list-style-type: none"> • FAA, Other Government • Airport Management • Aircraft maintenance • Vendors • Retail & Restaurant • Car Rental • Parking • Construction • Fixed Based Operators 	<ul style="list-style-type: none"> • Hotels • Retail & Restaurants • Travel Agents • Convention Centers • Tourist Destinations
17 Jobs \$487,700 in Payroll \$2,733,100 in Economic Output	7 Jobs \$145,600 in Payroll \$404,500 in Economic Output

MULTIPLIER ECONOMIC IMPACTS

<ul style="list-style-type: none"> • Suppliers of Materials & Services to Airports • Air Dependent Businesses • Visitor Dependent Businesses • Consumer Product and Service Sales
14 Jobs \$295,900 in Payroll \$1,580,500 in Economic Output

TOTAL ECONOMIC IMPACTS

38 Jobs \$929,200 in Payroll \$4,718,100 in Economic Activity



QUALITATIVE BENEFITS

- ✦ The most common activities at the airport are recreational flying and corporate activity
- ✦ Businesses in the banking, medical, food manufacturing, logistics, construction, energy, and agricultural industries often utilize the airport
- ✦ Multiple flying clubs use Monroe County Airport with regularity
- ✦ Other common activities include aerial utility inspections, touch-and-go operations, flight training, operations by law enforcement and the Civil Air Patrol, medical flights, and aerial photography
- ✦ The airport is used seasonally as a base for agricultural spraying and a gateway to area attractions
- ✦ FAA data indicates that the airport supports flights to and from airports in Birmingham, the Florida Keys and Panhandle, Dallas, Kansas City, and Jackson, among other regions.

MISSISSIPPI
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ACKERMAN-CHOCTAW COUNTY

ACKERMAN, MISSISSIPPI

MISSISSIPPI

ECONOMIC IMPACT

OF AIRPORTS STUDY

ECONOMIC IMPACT ANALYSIS

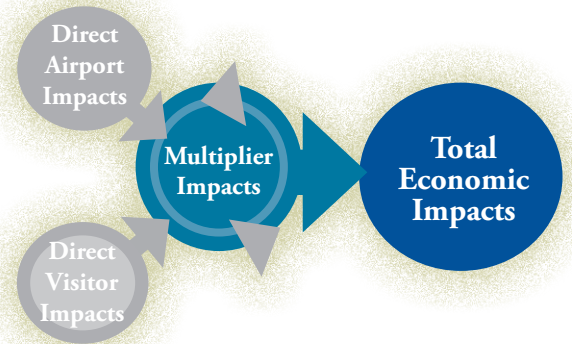
Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's economic benefits. Additional direct impacts are also linked to visitors who arrive via the State's system of airports. Spending by these visitors supports additional employment and associated annual payroll. These direct impacts create additional multiplier that ripple through the economy. These multiplier impacts (induced/indirect) were measured with Mississippi-specific IMPLAN multipliers. When combined, direct and multiplier benefits equal the total economic impact associated with each airport.

Direct In 2012, there were no aviation-related tenants located on the airport. All economic impacts generated by the airport are the result of sponsor operation of the airport, construction projects and visitor related impacts. For 2012, the total combined direct output stemming from all sponsor activity, construction projects and general aviation visitors to Ackerman- Choctaw Airport was approximately \$20,600. Total direct full-time employment related to the airport and general aviation visitors is estimated at less than one person with a total direct payroll of approximately \$5,900 annually. Survey data indicated that approximately 80 visitors used the airport in 2012.

Multiplier The multiplier impacts associated with on-airport tenants and general aviation visitors also create additional impacts throughout the State. Multiplier impacts are induced and indirect impacts calculated using the Mississippi specific IMPLAN multipliers. The accompanying table presents the direct, multiplier, and total impacts for output, payroll, and employment as they relate to on-airport tenants and visitors.

Total For 2012, the total output (including direct and multiplier impacts) stemming from all on-airport tenants and general aviation visitors to Ackerman-Choctaw Airport was approximately \$32,400. Total full-time employment related to sponsor operation of the airport, construction projects and visitor related impacts, including all multiplier impacts, is estimated at approximately one person, with a total annual payroll (direct and multiplier impacts) of approximately \$9,100 associated with this job.

METHODOLOGY



AIRPORT SUMMARY TABLE

ECONOMIC IMPACTS

On-Airport	Visitor Spending
<ul style="list-style-type: none"> • FAA, Other Government • Airport Management • Aircraft maintenance • Vendors • Retail & Restaurant • Car Rental • Parking • Construction • Fixed Based Operators 	<ul style="list-style-type: none"> • Hotels • Retail & Restaurants • Travel Agents • Convention Centers • Tourist Destinations
<p><1 Job \$3,000 in Payroll \$12,600 in Economic Output</p>	<p><1 Job \$2,900 in Payroll \$8,000 in Economic Output</p>

MULTIPLIER ECONOMIC IMPACTS

<ul style="list-style-type: none"> • Suppliers of Materials & Services to Airports • Air Dependent Businesses • Visitor Dependent Businesses • Consumer Product and Service Sales
<p>1 Job \$3,200 in Payroll \$11,800 in Economic Output</p>

TOTAL ECONOMIC IMPACTS

<p>1 Job \$9,100 in Payroll \$32,400 in Economic Activity</p>



QUALITATIVE BENEFITS

- + The airport provides access to the community and is an alternative to driving to this rural area of the state.
- + Student pilots on occasion use the airport for flight training due to its un-congested operating environment.
- + Recreational pilots use the airport.

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ECONOMIC IMPACT

OF AIRPORTS STUDY



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BOONEVILLE-BALDWIN AIRPORT

BALDWIN, MISSISSIPPI

MISSISSIPPI

ECONOMIC IMPACT

OF AIRPORTS STUDY

ECONOMIC IMPACT ANALYSIS

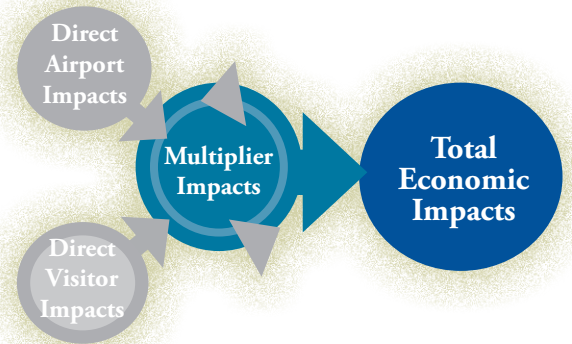
Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's economic benefits. Additional direct impacts are also linked to visitors who arrive via the State's system of airports. Spending by these visitors supports additional employment and associated annual payroll. These direct impacts create additional multiplier that ripple through the economy. These multiplier impacts (induced/indirect) were measured with Mississippi-specific IMPLAN multipliers. When combined, direct and multiplier benefits equal the total economic impact associated with each airport.

Direct In 2012, there were no aviation-related tenants located on the airport. All economic impacts generated by the airport are the result of sponsor operation of the airport, construction projects and visitor related impacts. For 2012, the total combined direct output stemming from all sponsor activity, construction projects and general aviation visitors to Booneville-Baldwin Airport was approximately \$444,200. Total direct full-time employment related to the airport and general aviation visitors is estimated at eight persons with a total direct payroll of approximately \$158,000 annually. Survey data indicated that approximately 3,831 visitors used the airport in 2012.

Multiplier The multiplier impacts associated with on-airport tenants and general aviation visitors also create additional impacts throughout the State. Multiplier impacts are induced and indirect impacts calculated using the Mississippi specific IMPLAN multipliers. The accompanying table presents the direct, multiplier, and total impacts for output, payroll, and employment as they relate to on-airport tenants and visitors.

Total For 2012, the total output (including direct and multiplier impacts) stemming from all on-airport tenants and general aviation visitors to Booneville-Baldwin Airport was approximately \$686,700. Total full-time employment related to sponsor operation of the airport, construction projects and visitor related impacts, including all multiplier impacts, is estimated at approximately ten persons, with a total annual payroll (direct and multiplier impacts) of approximately \$234,000 associated with these jobs.

METHODOLOGY



AIRPORT SUMMARY TABLE

ECONOMIC IMPACTS

On-Airport	Visitor Spending
<ul style="list-style-type: none"> • FAA, Other Government • Airport Management • Aircraft maintenance • Vendors • Retail & Restaurant • Car Rental • Parking • Construction • Fixed Based Operators 	<ul style="list-style-type: none"> • Hotels • Retail & Restaurants • Travel Agents • Convention Centers • Tourist Destinations
<p>1 Job \$13,300 in Payroll \$42,000 in Economic Output</p>	<p>7 Jobs \$144,700 in Payroll \$402,200 in Economic Output</p>

MULTIPLIER ECONOMIC IMPACTS

<ul style="list-style-type: none"> • Suppliers of Materials & Services to Airports • Air Dependent Businesses • Visitor Dependent Businesses • Consumer Product and Service Sales
<p>2 Jobs \$76,000 in Payroll \$242,500 in Economic Output</p>

TOTAL ECONOMIC IMPACTS

<p>10 Jobs \$234,000 in Payroll \$686,700 in Economic Activity</p>
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BOONEVILLE-BALDWIN AIRPORT

QUALITATIVE BENEFITS

- + Companies/ governmental entities with significant traffic include: Compass Rose Aviation and Pierce Foam & Supply, LLC.
- + Weekly activities occurring at the airport include recreational flying, corporate/business activity and military exercise/training.
- + FAA records indicate the airport supported nonstop flights to airports as far away as Detroit, Indianapolis, Chicago, Nashville, New Orleans, Atlanta, Palm Beach, and Asheville.

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ECONOMIC IMPACT

OF AIRPORTS STUDY



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PANOLA COUNTY

BATESVILLE, MISSISSIPPI

MISSISSIPPI

ECONOMIC IMPACT

OF AIRPORTS STUDY

ECONOMIC IMPACT ANALYSIS

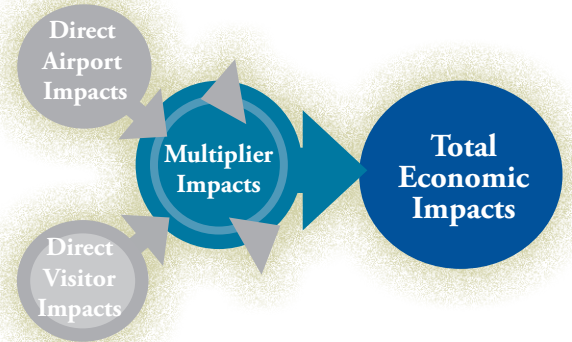
Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's economic benefits. Additional direct impacts are also linked to visitors who arrive via the State's system of airports. Spending by these visitors supports additional employment and associated annual payroll. These direct impacts create additional multiplier that ripple through the economy. These multiplier impacts (induced/indirect) were measured with Mississippi-specific IMPLAN multipliers. When combined, direct and multiplier benefits equal the total economic impact associated with each airport.

Direct In 2012, there were two aviation-related tenants on the airport, including airport management, who supported two employees. These tenants' direct employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$438,300 annually. The estimated direct annual payroll of these tenants is \$105,600. Operational data indicated that approximately 4,208 visitors used the airport. Visitor-related spending supported an additional seven full-time jobs for employees earning over \$159,000 annually. Output from general aviation visitors is estimated at \$441,900.

Multiplier The multiplier impacts associated with on-airport tenants and general aviation visitors also create additional impacts throughout the State. Multiplier impacts are induced and indirect impacts calculated using the Mississippi specific IMPLAN multipliers. The accompanying table presents the direct, multiplier, and total impacts for output, payroll, and employment as they relate to on-airport tenants and visitors.

Total For 2012, the total output (including direct and multiplier impacts) stemming from all on-airport tenants and general aviation visitors to Panola County Airport was approximately \$1.3 million. Total full-time employment related to airport tenants and general aviation visitors, including all multiplier impacts, is estimated at approximately 15 persons, with a total annual payroll (direct and multiplier impacts) of approximately \$387,900 associated with these jobs.

METHODOLOGY



AIRPORT SUMMARY TABLE

ECONOMIC IMPACTS

On-Airport	Visitor Spending
<ul style="list-style-type: none"> • FAA, Other Government • Airport Management • Aircraft maintenance • Vendors • Retail & Restaurant • Car Rental • Parking • Construction • Fixed Based Operators 	<ul style="list-style-type: none"> • Hotels • Retail & Restaurants • Travel Agents • Convention Centers • Tourist Destinations
<p>2 Jobs \$105,600 in Payroll \$438,300 in Economic Output</p>	<p>7 Jobs \$159,000 in Payroll \$441,900 in Economic Output</p>

MULTIPLIER ECONOMIC IMPACTS

<ul style="list-style-type: none"> • Suppliers of Materials & Services to Airports • Air Dependent Businesses • Visitor Dependent Businesses • Consumer Product and Service Sales
<p>6 Jobs \$123,300 in Payroll \$465,800 in Economic Output</p>

TOTAL ECONOMIC IMPACTS

<p>15 Jobs \$387,900 in Payroll \$1,346,000 in Economic Activity</p>
--



QUALITATIVE BENEFITS

- ✦ The most common activities at Panola County Airport are corporate flights, aerial utility inspections, and operations by the Civil Air Patrol
- ✦ Corporate activity at the airport includes operations by businesses in the transportation, manufacturing, agriculture, construction, oil and gas, and retail industries
- ✦ A wide variety of other general aviation services occur at the airport less frequently, such as recreational flying, air cargo, instruction, sightseeing, real estate tours, aerial photography, news reporting, and banner towing
- ✦ As needed, the airport is utilized for law enforcement, emergency response, and medical operations
- ✦ The airport supports youth outreach programs involving such groups as the Boy Scouts and EAA Young Eagles
- ✦ FAA data indicates that the airport supports flights to and from airports in Nashville, Tuscaloosa, Houston, San Antonio, Dallas, Austin, and Jackson, among other areas

MISSISSIPPI

ECONOMIC IMPACT

OF AIRPORTS STUDY



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THIGPEN FIELD

BAY SPRINGS, MISSISSIPPI

MISSISSIPPI

ECONOMIC IMPACT

OF AIRPORTS STUDY

ECONOMIC IMPACT ANALYSIS

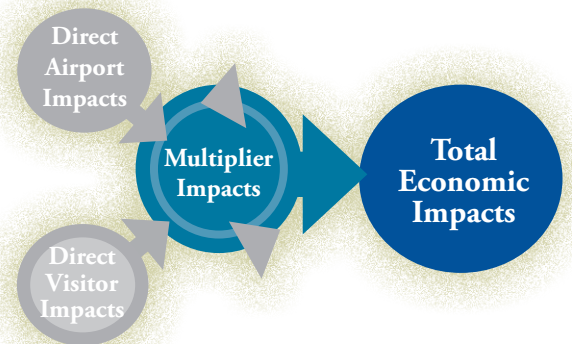
Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's economic benefits. Additional direct impacts are also linked to visitors who arrive via the State's system of airports. Spending by these visitors supports additional employment and associated annual payroll. These direct impacts create additional multiplier that ripple through the economy. These multiplier impacts (induced/indirect) were measured with Mississippi-specific IMPLAN multipliers. When combined, direct and multiplier benefits equal the total economic impact associated with each airport.

Direct In 2012, there were no aviation-related tenants located on the airport. All economic impacts generated by the airport are the result of sponsor operation of the airport, construction projects and visitor related impacts. For 2012, the total combined direct output stemming from all sponsor activity, construction projects and general aviation visitors to Thigpen Field Airport was approximately \$300,400. Total direct full-time employment related to the airport and general aviation visitors is estimated at six persons with a total direct payroll of approximately \$93,500 annually. Survey data indicated that approximately 1,969 visitors used the airport in 2012.

Multiplier The multiplier impacts associated with on-airport tenants and general aviation visitors also create additional impacts throughout the State. Multiplier impacts are induced and indirect impacts calculated using the Mississippi specific IMPLAN multipliers. The accompanying table presents the direct, multiplier, and total impacts for output, payroll, and employment as they relate to on-airport tenants and visitors.

Total For 2012, the total output (including direct and multiplier impacts) stemming from all on-airport tenants and general aviation visitors to Thigpen Field Airport was approximately \$466,600. Total full-time employment related to sponsor operation of the airport, construction projects and visitor related impacts, including all multiplier impacts, is estimated at approximately eight persons, with a total annual payroll (direct and multiplier impacts) of approximately \$139,100 associated with these jobs.

METHODOLOGY



AIRPORT SUMMARY TABLE

ECONOMIC IMPACTS

On-Airport	Visitor Spending
<ul style="list-style-type: none"> • FAA, Other Government • Airport Management • Aircraft maintenance • Vendors • Retail & Restaurant • Car Rental • Parking • Construction • Fixed Based Operators 	<ul style="list-style-type: none"> • Hotels • Retail & Restaurants • Travel Agents • Convention Centers • Tourist Destinations
<p>2 Jobs \$19,100 in Payroll \$93,600 in Economic Output</p>	<p>4 Jobs \$74,400 in Payroll \$206,800 in Economic Output</p>

MULTIPLIER ECONOMIC IMPACTS

- Suppliers of Materials & Services to Airports
- Air Dependent Businesses
- Visitor Dependent Businesses
- Consumer Product and Service Sales

2 Jobs
\$45,600 in Payroll
\$166,200 in Economic Output

TOTAL ECONOMIC IMPACTS

8 Jobs
\$139,100 in Payroll
\$466,600 in Economic Activity



QUALITATIVE BENEFITS

- ✦ Activities include weekly recreational flying, corporate/business flights, and monthly aerial utility inspections.
- ✦ Major airport users include Peco, Fail Telecommunications, and McBurlow. Fail Communications currently has a Cessna 150 on-airport.
- ✦ Several local businesses pick up clients, suppliers and colleagues at the airport after they have arrived on general aviation aircraft.
- ✦ The airport currently holds a yearly fly-in at the airport during the Bayfest Community Event.
- ✦ FAA records indicate the airport recently supported nonstop general aviation flights to Nashville, TN, Gallatin, TN, and Huntsville, AL.

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STENNIS INTERNATIONAL

BAY ST. LOUIS, MISSISSIPPI

MISSISSIPPI

ECONOMIC IMPACT

OF AIRPORTS STUDY

ECONOMIC IMPACT ANALYSIS

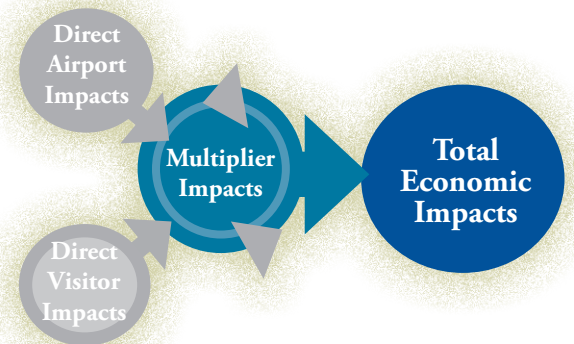
Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's economic benefits. Additional direct impacts are also linked to visitors who arrive via the State's system of airports. Spending by these visitors supports additional employment and associated annual payroll. These direct impacts create additional multiplier that ripple through the economy. These multiplier impacts (induced/indirect) were measured with Mississippi-specific IMPLAN multipliers. When combined, direct and multiplier benefits equal the total economic impact associated with each airport.

Direct In 2012, there were 13 aviation-related tenants on the airport, including airport management, who supported over 451 employees. These tenants' direct employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants and construction is estimated at \$50.4 million annually. The estimated direct annual payroll of these tenants is \$14.6 million. Operational data indicated that approximately 22,176 visitors used the airport. Visitor-related spending supported an additional 40 full-time jobs for employees earning over \$838,000 annually. Output from general aviation visitors is estimated at \$2.3 million.

Multiplier The multiplier impacts associated with on-airport tenants and general aviation visitors also create additional impacts throughout the State. Multiplier impacts are induced and indirect impacts calculated using the Mississippi specific IMPLAN multipliers. The accompanying table presents the direct, multiplier, and total impacts for output, payroll, and employment as they relate to on-airport tenants and visitors.

Total For 2012, the total output (including direct and multiplier impacts) stemming from all on-airport tenants and general aviation visitors to Stennis Airport was approximately \$82.1 million. Total full-time employment related to airport tenants and general aviation visitors, including all multiplier impacts, is estimated at approximately 866 persons, with a total annual payroll (direct and multiplier impacts) of approximately \$24.6 million associated with these jobs.

METHODOLOGY



AIRPORT SUMMARY TABLE

ECONOMIC IMPACTS

On-Airport	Visitor Spending
<ul style="list-style-type: none"> • FAA, Other Government • Airport Management • Aircraft maintenance • Vendors • Retail & Restaurant • Car Rental • Parking • Construction • Fixed Based Operators 	<ul style="list-style-type: none"> • Hotels • Retail & Restaurants • Travel Agents • Convention Centers • Tourist Destinations
451 Jobs \$14,583,800 in Payroll \$50,428,100 in Economic Output	40 Jobs \$838,000 in Payroll \$2,328,400 in Economic Output

MULTIPLIER ECONOMIC IMPACTS

- Suppliers of Materials & Services to Airports
- Air Dependent Businesses
- Visitor Dependent Businesses
- Consumer Product and Service Sales

375 Jobs
 \$9,167,400 in Payroll
 \$29,360,200 in Economic Output

TOTAL ECONOMIC IMPACTS

866 Jobs
 \$24,589,200 in Payroll
 \$82,116,700 in Economic Activity



QUALITATIVE BENEFITS

- ✦ The airport is most commonly utilized for corporate flights, flight training, Civil Air Patrol, and as a gateway to regional tourism.
- ✦ Tourism companies, charter operators, and area casinos utilize the airport on a regular basis.
- ✦ Stennis International experiences extensive military activity, including operations by the Marines, Air Force, and Coast Guard as they pertain to training, helo jumping, refueling, and more.
- ✦ Both military and corporate users operate cargo activity at the airport.
- ✦ The airport is utilized for doctor and patient transfer, emergency medical response, coastal patrol, and oil spill response.
- ✦ Aerial application includes spraying for mosquitoes, pine trees, and rabies abatement
- ✦ Pearl River Community College and Hancock High School use the airport for education.
- ✦ Other activities include aerial sightseeing, mapping and surveying, and banner towing
- ✦ Events at the airport include EAA sponsored Young Eagles flights.
- ✦ FAA data indicates that the airport supports flights to and from airports in Houston, Jacksonville, Kansas City, Nashville, Greenville, Baltimore, Fort Lauderdale, Tampa, and many other regions.



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TISHOMINGO COUNTY

BELMONT, MISSISSIPPI

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ECONOMIC IMPACT

OF AIRPORTS STUDY

ECONOMIC IMPACT ANALYSIS

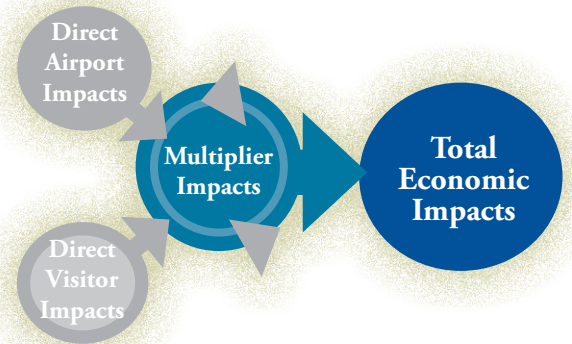
Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's economic benefits. Additional direct impacts are also linked to visitors who arrive via the State's system of airports. Spending by these visitors supports additional employment and associated annual payroll. These direct impacts create additional multiplier that ripple through the economy. These multiplier impacts (induced/indirect) were measured with Mississippi-specific IMPLAN multipliers. When combined, direct and multiplier benefits equal the total economic impact associated with each airport.

Direct In 2012, there were two aviation-related tenants on the airport, including airport management, who supported over four employees. These tenants' direct employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants and construction is estimated at \$592,400 annually. The estimated direct annual payroll of these tenants is \$136,100. Operational data indicated that approximately 3,993 visitors used the airport. Visitor-related spending supported an additional seven full-time jobs for employees earning over \$150,900 annually. Output from general aviation visitors is estimated at \$419,200.

Multiplier The multiplier impacts associated with on-airport tenants and general aviation visitors also create additional impacts throughout the State. Multiplier impacts are induced and indirect impacts calculated using the Mississippi specific IMPLAN multipliers. The accompanying table presents the direct, multiplier, and total impacts for output, payroll, and employment as they relate to on-airport tenants and visitors.

Total For 2012, the total output (including direct and multiplier impacts) stemming from all on-airport tenants and general aviation visitors to Tishomingo Airport was approximately \$1.6 million. Total full-time employment related to airport tenants and general aviation visitors, including all multiplier impacts, is estimated at approximately 17 persons, with a total annual payroll (direct and multiplier impacts) of approximately \$435,400 associated with these jobs.

METHODOLOGY



AIRPORT SUMMARY TABLE

ECONOMIC IMPACTS

On-Airport	Visitor Spending
<ul style="list-style-type: none"> • FAA, Other Government • Airport Management • Aircraft maintenance • Vendors • Retail & Restaurant • Car Rental • Parking • Construction • Fixed Based Operators 	<ul style="list-style-type: none"> • Hotels • Retail & Restaurants • Travel Agents • Convention Centers • Tourist Destinations
<p>4 Jobs \$136,100 in Payroll \$592,400 in Economic Output</p>	<p>7 Jobs \$150,900 in Payroll \$419,200 in Economic Output</p>

MULTIPLIER ECONOMIC IMPACTS

<ul style="list-style-type: none"> • Suppliers of Materials & Services to Airports • Air Dependent Businesses • Visitor Dependent Businesses • Consumer Product and Service Sales
<p>6 Jobs \$148,400 in Payroll \$563,000 in Economic Output</p>

TOTAL ECONOMIC IMPACTS

<p>17 Jobs \$435,400 in Payroll \$1,574,600 in Economic Activity</p>
--



QUALITATIVE BENEFITS

- + Companies/ governmental entities with significant traffic include: Fly High, LLC., Sunshine Homes/Sunshine Hill, LLC., and Tiffin Homes. Sunshine Homes currently has a Cessna 310 and King Air based at the airport.
- + Main weekly activities at the airport include recreational flying, corporate/business activity, aerial inspections, flight training, and military/exercise and training.
- + The airport provides tours to school age children to educate them in airports and air transportation. They also provide training to local emergency officials and educate them how to handle aircraft accidents such as fuel leaks and how to disengage engines in case of aircraft emergency.
- + Local businesses have donated their time and services to clear land for possible airport expansion.
- + The airport also supports local charities.



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BELZONI MUNICIPAL AIRPORT

BELZONI, MISSISSIPPI

ECONOMIC IMPACT ANALYSIS

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's economic benefits. Additional direct impacts are also linked to visitors who arrive via the State's system of airports. Spending by these visitors supports additional employment and associated annual payroll. These direct impacts create additional multiplier that ripple through the economy. These multiplier impacts (induced/indirect) were measured with Mississippi-specific IMPLAN multipliers. When combined, direct and multiplier benefits equal the total economic impact associated with each airport.

Direct In 2012, there were three aviation-related tenants located on the airport. All economic impacts generated by the airport are the result of sponsor operation of the airport, construction projects and visitor related impacts. For 2012, the total combined direct output stemming from all sponsor activity, construction projects and general aviation visitors to Belzoni Municipal Airport was approximately \$1,852,200. Total direct full-time employment related to the airport and general aviation visitors is estimated at eight persons with a total direct payroll of approximately \$458,400 annually. Survey data indicated that approximately 200 visitors used the airport in 2012.

Multiplier The multiplier impacts associated with on-airport tenants and general aviation visitors also create additional impacts throughout the State. Multiplier impacts are induced and indirect impacts calculated using the Mississippi specific IMPLAN multipliers. The accompanying table presents the direct, multiplier, and total impacts for output, payroll, and employment as they relate to on-airport tenants and visitors.

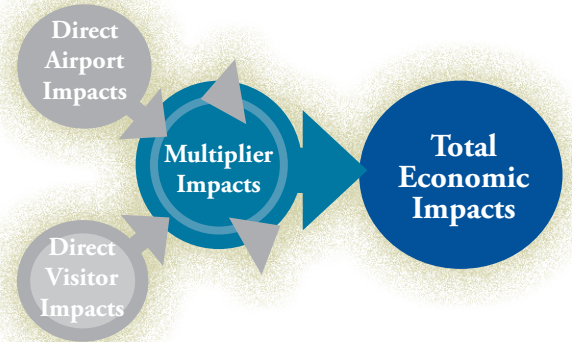
Total For 2012, the total output (including direct and multiplier impacts) stemming from all on-airport tenants and general aviation visitors to Belzoni Municipal Airport was approximately \$2.8 million. Total full-time employment related to sponsor operation of the airport, construction projects and visitor related impacts, including all multiplier impacts, is estimated at approximately 13 persons, with a total annual payroll (direct and multiplier impacts) of approximately \$663,500 associated with these jobs.

MISSISSIPPI

ECONOMIC IMPACT

OF AIRPORTS STUDY

METHODOLOGY



AIRPORT SUMMARY TABLE

ECONOMIC IMPACTS

On-Airport	Visitor Spending
<ul style="list-style-type: none"> • FAA, Other Government • Airport Management • Aircraft maintenance • Vendors • Retail & Restaurant • Car Rental • Parking • Construction • Fixed Based Operators 	<ul style="list-style-type: none"> • Hotels • Retail & Restaurants • Travel Agents • Convention Centers • Tourist Destinations
8 Jobs \$458,400 in Payroll \$1,852,200 in Economic Output	>1 Job \$7,200 in Payroll \$20,000 in Economic Output

MULTIPLIER ECONOMIC IMPACTS

<ul style="list-style-type: none"> • Suppliers of Materials & Services to Airports • Air Dependent Businesses • Visitor Dependent Businesses • Consumer Product and Service Sales
5 Jobs \$197,900 in Payroll \$918,100 in Economic Output

TOTAL ECONOMIC IMPACTS

13 Jobs \$663,500 in Payroll \$2,790,300 in Economic Activity



BELZONI MUNICIPAL AIRPORT

QUALITATIVE BENEFITS

- + The airport significantly supports seasonal aerial agricultural spraying on a daily basis.
- + Recreational flying and flight training and instruction occur on a weekly basis at the airport.

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BROOKHAVEN- LINCOLN COUNTY

BROOKHAVEN, MISSISSIPPI

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ECONOMIC IMPACT

OF AIRPORTS STUDY

ECONOMIC IMPACT ANALYSIS

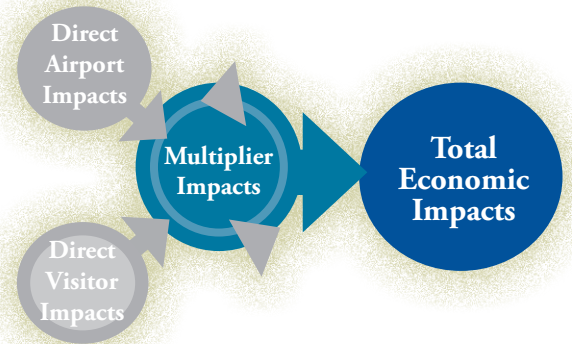
Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's economic benefits. Additional direct impacts are also linked to visitors who arrive via the State's system of airports. Spending by these visitors supports additional employment and associated annual payroll. These direct impacts create additional multiplier that ripple through the economy. These multiplier impacts (induced/indirect) were measured with Mississippi-specific IMPLAN multipliers. When combined, direct and multiplier benefits equal the total economic impact associated with each airport.

Direct In 2012, there were two aviation-related tenants on the airport, including airport management, who supported over five employees. These tenants' direct employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants and construction is estimated at \$2.8 million annually. The estimated direct annual payroll of these tenants is \$150,100. Operational data indicated that approximately 3,237 visitors used the airport. Visitor-related spending supported an additional 6 full-time jobs for employees earning over \$122,300 annually. Output from general aviation visitors is estimated at \$339,900.

Multiplier The multiplier impacts associated with on-airport tenants and general aviation visitors also create additional impacts throughout the State. Multiplier impacts are induced and indirect impacts calculated using the Mississippi specific IMPLAN multipliers. The accompanying table presents the direct, multiplier, and total impacts for output, payroll, and employment as they relate to on-airport tenants and visitors.

Total For 2012, the total output (including direct and multiplier impacts) stemming from all on-airport tenants and general aviation visitors to Brookhaven-Lincoln Airport was approximately \$4.9 million. Total full-time employment related to airport tenants and general aviation visitors, including all multiplier impacts, is estimated at approximately 15 persons, with a total annual payroll (direct and multiplier impacts) of approximately \$397,700 associated with these jobs.

METHODOLOGY



AIRPORT SUMMARY TABLE

ECONOMIC IMPACTS

On-Airport	Visitor Spending
<ul style="list-style-type: none"> • FAA, Other Government • Airport Management • Aircraft maintenance • Vendors • Retail & Restaurant • Car Rental • Parking • Construction • Fixed Based Operators 	<ul style="list-style-type: none"> • Hotels • Retail & Restaurants • Travel Agents • Convention Centers • Tourist Destinations
<p>5 Jobs \$150,100 in Payroll \$2,751,000 in Economic Output</p>	<p>6 Jobs \$122,300 in Payroll \$339,900 in Economic Output</p>

MULTIPLIER ECONOMIC IMPACTS

<ul style="list-style-type: none"> • Suppliers of Materials & Services to Airports • Air Dependent Businesses • Visitor Dependent Businesses • Consumer Product and Service Sales
<p>4 Jobs \$125,300 in Payroll \$1,845,500 in Economic Output</p>

TOTAL ECONOMIC IMPACTS

<p>15 Jobs \$397,700 in Payroll \$4,936,400 in Economic Activity</p>
--



QUALITATIVE BENEFITS

- + Primary aviation activities include daily recreational flights, and weekly corporate/business flights to and from the airport.
- + Companies/ governmental entities with significant traffic include: Rex Lumber, M & M Milling, Reeds Metals, Industrial Process Systems, and W.W. Flying services.
- + The airport offers charter services, Executive Air Charter-air taxi/charter/flight instruction
- + Boy Scouts projects
- + Radio controlled planes for youth-open to the public (spring/summer)
- + College athlete recruiting flights
- + Military training which includes occasional helicopter flights, fueling and overnights
- + Medical transport: local pilots will transport patients to Jackson/Birmingham when needed.
- + Aerial mapping-such as tax maps.

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CARTHAGE-LEAKE COUNTY

CARTHAGE, MISSISSIPPI

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ECONOMIC IMPACT

OF AIRPORTS STUDY

ECONOMIC IMPACT ANALYSIS

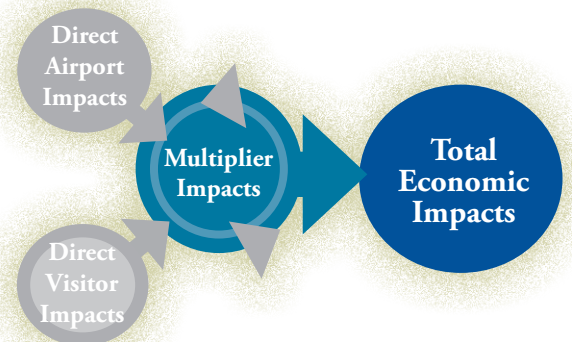
Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's economic benefits. Additional direct impacts are also linked to visitors who arrive via the State's system of airports. Spending by these visitors supports additional employment and associated annual payroll. These direct impacts create additional multiplier that ripple through the economy. These multiplier impacts (induced/indirect) were measured with Mississippi-specific IMPLAN multipliers. When combined, direct and multiplier benefits equal the total economic impact associated with each airport.

Direct In 2012, there were no aviation-related tenants located on the airport. All economic impacts generated by the airport are the result of sponsor operation of the airport, construction projects and visitor related impacts. For 2012, the total combined direct output stemming from all sponsor activity, construction projects and general aviation visitors to Carthage-Leake County Airport was approximately \$505,000. Total direct full-time employment related to the airport and general aviation visitors is estimated at five persons with a total direct payroll of approximately \$112,500 annually. Survey data indicated that approximately 361 visitors used the airport in 2012.

Multiplier The multiplier impacts associated with on-airport tenants and general aviation visitors also create additional impacts throughout the State. Multiplier impacts are induced and indirect impacts calculated using the Mississippi specific IMPLAN multipliers. The accompanying table presents the direct, multiplier, and total impacts for output, payroll, and employment as they relate to on-airport tenants and visitors.

Total For 2012, the total output (including direct and multiplier impacts) stemming from all on-airport tenants and general aviation visitors to Carthage-Leake County Airport was approximately \$799,000. Total full-time employment related to sponsor operation of the airport, construction projects and visitor related impacts, including all multiplier impacts, is estimated at approximately eight persons, with a total annual payroll (direct and multiplier impacts) of approximately \$176,400 associated with these jobs.

METHODOLOGY



AIRPORT SUMMARY TABLE

ECONOMIC IMPACTS

On-Airport	Visitor Spending
<ul style="list-style-type: none"> • FAA, Other Government • Airport Management • Aircraft maintenance • Vendors • Retail & Restaurant • Car Rental • Parking • Construction • Fixed Based Operators 	<ul style="list-style-type: none"> • Hotels • Retail & Restaurants • Travel Agents • Convention Centers • Tourist Destinations
<p>4 Jobs \$99,500 in Payroll \$468,900 in Economic Output</p>	<p>1 Job \$13,000 in Payroll \$36,100 in Economic Output</p>

MULTIPLIER ECONOMIC IMPACTS

- Suppliers of Materials & Services to Airports
- Air Dependent Businesses
- Visitor Dependent Businesses
- Consumer Product and Service Sales

3 Jobs
\$63,900 in Payroll
\$294,000 in Economic Output

TOTAL ECONOMIC IMPACTS

8 Jobs
\$176,400 in Payroll
\$799,000 in Economic Activity



QUALITATIVE BENEFITS

- + Activities on airport include daily recreational flying, monthly corporate business activity, and occasional aerial inspections and flight training.
- + The airport provides access to the community and is an alternative to driving to this rural area of the state.
- + Student pilots on occasion use the airport for flight training due to its uncongested operating environment.

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CHARLESTON MUNICIPAL

CHARLESTON, MISSISSIPPI

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ECONOMIC IMPACT

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ECONOMIC IMPACT ANALYSIS

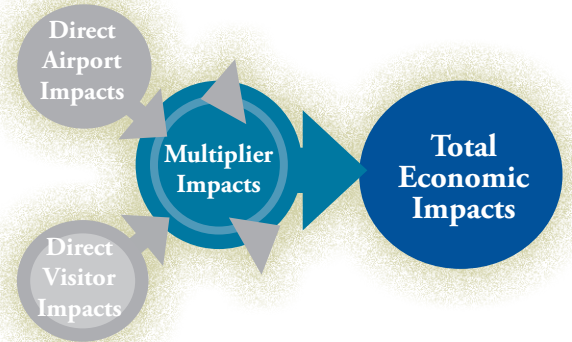
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Direct In 2012, there was one aviation-related tenant located on the airport. All economic impacts generated by the airport are the result of tenant activity, sponsor operation of the airport, construction projects, and visitor related impacts. There are eight employs associated with on-airport activity. Direct output is estimated at \$1.3 million while the annual payroll is estimated at \$334,600. Operational data indicates that approximately 180 visitors used the airport. Visitor-related spending supported less than one employee earning \$6,500 annually. Output from general aviation visitors is estimated at \$18,000.

Multiplier The multiplier impacts associated with on-airport tenants and general aviation visitors also create second-round impacts throughout the State. Multiplier impacts are induced and indirect impacts calculated using the Mississippi specific IMPLAN multipliers. The accompanying table presents the direct, multiplier, and total impacts for output, payroll, and employment as they relate to on-airport tenants and visitors.

Total For 2012, the total output (including direct and multiplier impacts) stemming from all on-airport tenants and general aviation visitors to Charleston Municipal Airport was approximately \$2.0 million. Total full-time employment related to sponsor operation of the airport, construction projects and visitor related impacts, including all multiplier impacts, is estimated at approximately nine persons, with a total annual payroll (direct and multiplier impacts) of approximately \$484,000 associated with these jobs.

METHODOLOGY



AIRPORT SUMMARY TABLE

ECONOMIC IMPACTS

On-Airport	Visitor Spending
<ul style="list-style-type: none"> • FAA, Other Government • Airport Management • Aircraft maintenance • Vendors • Retail & Restaurant • Car Rental • Parking • Construction • Fixed Based Operators 	<ul style="list-style-type: none"> • Hotels • Retail & Restaurants • Travel Agents • Convention Centers • Tourist Destinations
5 Jobs \$334,600 in Payroll \$1,295,500 in Economic Output	<1 Job \$6,500 in Payroll \$18,000 in Economic Output

MULTIPLIER ECONOMIC IMPACTS

<ul style="list-style-type: none"> • Suppliers of Materials & Services to Airports • Air Dependent Businesses • Visitor Dependent Businesses • Consumer Product and Service Sales
4 Jobs \$142,900 in Payroll \$638,900 in Economic Output

TOTAL ECONOMIC IMPACTS

9 Jobs \$484,000 in Payroll \$1,952,400 in Economic Activity
--



QUALITATIVE BENEFITS

- + Companies/ governmental entities with significant traffic include: Horn Aviation, LLC., Special Exploration Co. Inc., and Pennington Aviation, Inc.
- + The airport supports aerial agricultural operations.
- + FAA Records indicate the airport supported nonstop general aviation flights from as far away as New Orleans, LA, Atlanta, GA, Little Rock, AR, Destin-Fort Walton Beach, FL, Baton Rouge, LA, and Pensacola, FL.

MISSISSIPPI
**ECONOMIC
IMPACT**
OF AIRPORTS STUDY



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ECONOMIC IMPACT ANALYSIS

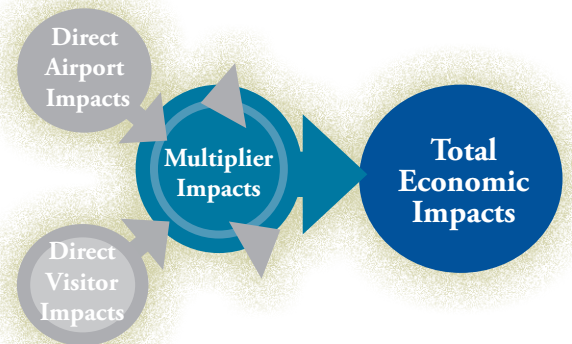
Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's economic benefits. Additional direct impacts are also linked to visitors who arrive via the State's system of airports. Spending by these visitors supports additional employment and associated annual payroll. These direct impacts create additional multiplier that ripple through the economy. These multiplier impacts (induced/indirect) were measured with Mississippi-specific IMPLAN multipliers. When combined, direct and multiplier benefits equal the total economic impact associated with each airport.

Direct In 2012, there were four aviation-related tenants on the airport, including airport management, who supported over 52 employees. These tenants' direct employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants and construction is estimated at \$10.2 million annually. The estimated direct annual payroll of these tenants is \$2.3 million. Operational data indicated that approximately 4,101 visitors used the airport. Visitor-related spending supported an additional seven full-time jobs for employees earning over \$155,000 annually. Indirect output from general aviation visitors is estimated at \$430,600.

Multiplier The multiplier impacts associated with on-airport tenants and general aviation visitors also create additional impacts throughout the State. Multiplier impacts are induced and indirect impacts calculated using the Mississippi specific IMPLAN multipliers. The accompanying table presents the direct, multiplier, and total impacts for output, payroll, and employment as they relate to on-airport tenants and visitors.

Total For 2012, the total output (including direct and multiplier impacts) stemming from all on-airport tenants and general aviation visitors to Cleveland Municipal Airport was approximately \$15.9 million. Total full-time employment related to airport tenants and general aviation visitors, including all multiplier impacts, is estimated at approximately 102 persons, with a total annual payroll (direct and multiplier impacts) of approximately \$3.5 million associated with these jobs.

METHODOLOGY



AIRPORT SUMMARY TABLE

ECONOMIC IMPACTS

On-Airport	Visitor Spending
<ul style="list-style-type: none"> • FAA, Other Government • Airport Management • Aircraft maintenance • Vendors • Retail & Restaurant • Car Rental • Parking • Construction • Fixed Based Operators 	<ul style="list-style-type: none"> • Hotels • Retail & Restaurants • Travel Agents • Convention Centers • Tourist Destinations
52 Jobs \$2,277,500 in Payroll \$10,205,700 in Economic Output	7 Jobs \$155,000 in Payroll \$430,600 in Economic Output

MULTIPLIER ECONOMIC IMPACTS

<ul style="list-style-type: none"> • Suppliers of Materials & Services to Airports • Air Dependent Businesses • Visitor Dependent Businesses • Consumer Product and Service Sales
43 Jobs \$1,074,600 in Payroll \$5,291,200 in Economic Output

TOTAL ECONOMIC IMPACTS

102 Jobs \$3,507,100 in Payroll \$15,927,500 in Economic Activity



QUALITATIVE BENEFITS

- ✦ The most common activities at the airport are recreational flying, agricultural spraying, and aviation education
- ✦ Delta State University Commercial Aviation program is located on the airport and offers a full range of pilot, and instructor certifications
- ✦ Corporate activity includes operations by businesses in the agricultural, education, transportation, real estate, healthcare, and recreation industries
- ✦ Other common activities include aerial utility inspections and medical doctor transport
- ✦ As needed, the airport is utilized for air cargo, sightseeing, law enforcement operations, search and rescue, Civil Air Patrol operations, and emergency flights
- ✦ During hunting season, the airport is used as a gateway for sportsmen
- ✦ The airport hosts an annual tenant appreciation cookout for the local aviation community
- ✦ FAA data indicates that the airport supports flights to and from airports in Memphis, Columbia, Chicago, Dallas, San Antonio, Jackson, Birmingham, and the Florida Panhandle, among other regions

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ECONOMIC IMPACT

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ECONOMIC IMPACT

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ECONOMIC IMPACT ANALYSIS

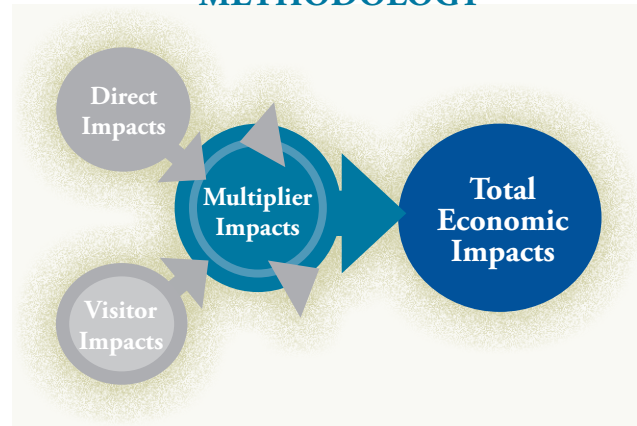
Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport’s economic benefits. Additional direct impacts are also linked to visitors who arrive via the State’s system of airports. Spending by these visitors supports additional employment and associated annual payroll. These direct impacts create additional multiplier that ripple through the economy. These multiplier impacts (induced/indirect) were measured with Mississippi-specific IMPLAN multipliers. When combined, direct and multiplier benefits equal the total economic impact associated with each airport.

Direct In 2012, there were three aviation-related tenants on the airport, including airport management, who supported over 11 employees. These tenants’ direct employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$2.6 million annually. The estimated direct annual payroll of these tenants is \$583,100. Operational data indicated that approximately 6,604 visitors used the airport. Visitor-related spending supported an additional 12 full-time jobs for employees earning over \$249,500 annually. Indirect output from general aviation visitors is estimated at \$693,400.

Multiplier The multiplier impacts associated with on-airport tenants and general aviation visitors also create additional impacts throughout the State. Multiplier impacts are induced and indirect impacts calculated using the Mississippi specific IMPLAN multipliers. The accompanying table presents the 2012 direct, multiplier, and total impacts for output, payroll, and employment as they relate to on-airport tenants and visitors.

Total For 2012, the total output (including direct and multiplier impacts) stemming from all on-airport tenants and general aviation visitors to Columbia- Marion Airport was approximately \$5 million. Total full-time employment related to airport tenants and general aviation visitors, including all multiplier impacts, is estimated at approximately 36 persons, with a total annual payroll (direct and multiplier impacts) of approximately \$1.2 million associated with these jobs.

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AIRPORT SUMMARY TABLE

ECONOMIC IMPACTS

On-Airport	Visitor Spending
<ul style="list-style-type: none"> • FAA, Other Government • Airport Management • Aircraft maintenance • Vendors • Retail & Restaurant • Car Rental • Parking • Other Ground • Transportation • Fixed Based Operators 	<ul style="list-style-type: none"> • Hotels • Retail & Restaurants • Travel Agents • Convention Centers • Tourist Destinations
11 Jobs \$583,100 in Payroll \$2,672,000 in Economic Output	12 Jobs \$249,500 in Payroll \$693,400 in Economic Output

MULTIPLIER ECONOMIC IMPACTS

<ul style="list-style-type: none"> • Suppliers of Materials & Services to Airports • Air Dependent Businesses • Visitor Dependent Businesses • Consumer Product and Service Sales
13 Jobs \$378,200 in Payroll \$1,716,000 in Economic Output

TOTAL ECONOMIC IMPACTS

36 Jobs \$1,210,800 in Payroll \$5,081,400 in Economic Activity



QUALITATIVE BENEFITS

- + Primary aviation activity at the airport is mainly related to corporate aviation and recreational flying. The airport is used regularly for flight instruction.
- + Aerial inspections, military flights and cross country flight instruction take place on a monthly basis at the airport. The airport is also used occasionally for agricultural spraying, civil air patrol search and rescue, aerial photography, and sightseeing.
- + Military exercise training at the airport is related to helicopter touch and go operations
- + The Mississippi Forestry Commission sends planes to search for forest fires on occasion
- + The airport hosts an annual fly-in during the summer months. Local Boy Scout troops use the airport for campouts.
- + Airport management indicates Columbia- Marion County Airport is used by pipeline construction companies as well as medical professionals. The airport is used occasionally by individuals and businesses visiting local horse farms.
- + FAA records indicate the airport is used by air ambulance companies such as Air Med and Christian Medical Mission Aviation Support. The State of Mississippi has also used the airport.
- + Businesses that have utilized the airfield in 2012 include: Pearl Equipment, LLC, Goldstar Aviation, LLC., and Kenmar, Inc.,
- + FAA data also indicates that in 2012 the airport supported flights to and from airports in New Orleans, Dallas, Birmingham, Tulsa, Houston, and San Antonio as well as many other locations.

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GOLDEN TRIANGLE REGIONAL

COLUMBUS, MISSISSIPPI

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ECONOMIC IMPACT ANALYSIS

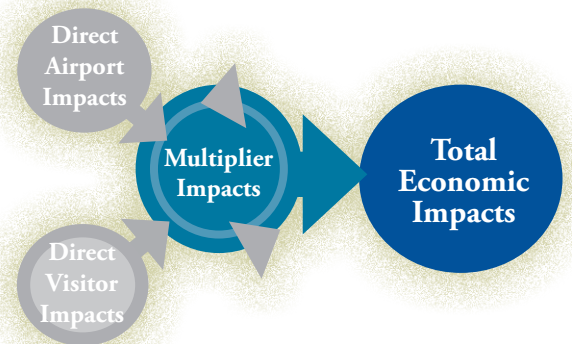
Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's economic benefits. Additional direct impacts are also linked to visitors who arrive via the State's system of airports. Spending by these visitors supports additional employment and associated annual payroll. These direct impacts create additional multiplier that ripple through the economy. These multiplier impacts (induced/indirect) were measured with Mississippi-specific IMPLAN multipliers. When combined, direct and multiplier benefits equal the total economic impact associated with each airport.

Direct In 2012, there were 15 aviation-related tenants on the airport who supported 798 employees. These tenants' first-round or direct employment, payroll, and output impacts were derived from survey data. Direct impacts also include airport sponsor activity and airport related construction. Direct output from all on-airport aviation-related tenants and airport management is estimated at \$166.2 million annually. The estimated direct annual payroll of these tenants and airport management is \$38.4 million. Visitors using commercial airlines and general aviation also create economic direct impacts. Survey data indicated that approximately 25,788 visitors arrived via Golden Triangle Regional Airport in 2012. Visitor-related output (spending) supported an additional 172 full-time jobs for employees earning \$3.7 million annually. Output from commercial airline visitors is estimated at \$15.2 million.

Multiplier The multiplier impacts associated with on-airport tenants and general aviation visitors also create second-round impacts throughout the State. Multiplier impacts are induced and indirect impacts calculated using the Mississippi specific IMPLAN multipliers. The accompanying table presents the direct, multiplier, and total impacts for output, payroll, and employment as they relate to on-airport tenants and visitors.

Total For 2012, the total output stemming from all on-airport tenants and all commercial airline and general aviation visitors to Golden Triangle Regional Airport was approximately \$277.4 million. Total full-time employment related to airport tenants and visitors, including all multiplier impacts, is estimated at approximately 1,697 persons, with a total annual payroll of approximately \$62.3 million associated with these jobs.

METHODOLOGY



AIRPORT SUMMARY TABLE

ECONOMIC IMPACTS

On-Airport	Visitor Spending
<ul style="list-style-type: none"> • FAA, Other Government • Airport Management • Aircraft maintenance • Vendors • Retail & Restaurant • Car Rental • Parking • Construction • Fixed Based Operators 	<ul style="list-style-type: none"> • Hotels • Retail & Restaurants • Travel Agents • Convention Centers • Tourist Destinations
798 Jobs \$38,353,400 in Payroll \$166,216,800 in Economic Output	172 Jobs \$3,656,500 in Payroll \$15,196,300 in Economic Output

MULTIPLIER ECONOMIC IMPACTS

- Suppliers of Materials & Services to Airports
- Air Dependent Businesses
- Visitor Dependent Businesses
- Consumer Product and Service Sales

698 Jobs
 \$18,914,900 in Payroll
 \$91,135,000 in Economic Output

TOTAL ECONOMIC IMPACTS

1,668 Jobs
 \$60,924,800 in Payroll
 \$272,548,100 in Economic Activity



QUALITATIVE BENEFITS

- + Daily activities into GTR include daily recreational flying, aerial agricultural spraying, corporate business activity, flight training/instruction and military flight training.
- + GTR is the nucleus of a new industrial complex in northeast Mississippi and home to American Eurocopter, Aurora Flight Sciences, and Stark Aerospace.
- + Companies/ governmental entities with significant traffic include: American Eurocopter, PACCAR, Severstal NA, Prestage Farms, Mississippi Steel Processors, Southern Ionics, Columbus AFB, Mississippi State University and Navistar.
- + GTR sees general aviation arrivals and departures from various locations including Atlanta, Birmingham, Houston, Jacksonville, Chicago, Augusta, and Austin. Common charter companies to use the airport include Executive Jet, AirTran Airways, Delta Business Jets, ExpressJet Airlines, and Flight Options.
- + The airport provides cargo handling service, rental car service, charter flights, flight training, and corporate flights.
- + Golden Triangle supports MSU athletics and sports events and local hunting lodges.
- + The Golden Triangle Regional Airport is located adjacent to the Lowndes County Industrial Park and the new GTR Global Aerospace Park. A home to several international and domestic industries, the area surrounding the airport is one of the fastest growing industrial sites in the southeastern United States.

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COLUMBUS-LOWNDES COUNTY

COLUMBUS, MISSISSIPPI

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ECONOMIC IMPACT ANALYSIS

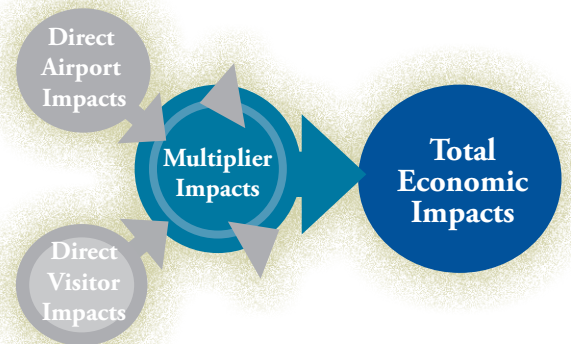
Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's economic benefits. Additional direct impacts are also linked to visitors who arrive via the State's system of airports. Spending by these visitors supports additional employment and associated annual payroll. These direct impacts create additional multiplier that ripple through the economy. These multiplier impacts (induced/indirect) were measured with Mississippi-specific IMPLAN multipliers. When combined, direct and multiplier benefits equal the total economic impact associated with each airport.

Direct In 2012, there were three aviation-related tenants on the airport, including airport management, who supported over 11 employees. These tenants' direct employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants and construction is estimated at \$787,200 annually. The estimated direct annual payroll of these tenants is \$346,300. Operational data indicated that approximately 3,723 visitors used the airport. Visitor-related spending supported an additional seven full-time jobs for employees earning \$140,700 annually. Output from general aviation visitors is estimated at \$390,900.

Multiplier The multiplier impacts associated with on-airport tenants and general aviation visitors also create additional impacts throughout the State. Multiplier impacts are induced and indirect impacts calculated using the Mississippi specific IMPLAN multipliers. The accompanying table presents the 2012 direct, multiplier, and total impacts for output, payroll, and employment as they relate to on-airport tenants and visitors.

Total For 2012, the total output (including direct and multiplier impacts) stemming from all on-airport tenants and general aviation visitors to Columbus-Lowndes Airport was approximately \$1.8 million. Total full-time employment related to airport tenants and general aviation visitors, including all multiplier impacts, is estimated at approximately 28 persons, with a total annual payroll (direct and multiplier impacts) of approximately \$718,600 associated with these jobs.

METHODOLOGY



AIRPORT SUMMARY TABLE

ECONOMIC IMPACTS

On-Airport	Visitor Spending
<ul style="list-style-type: none"> • FAA, Other Government • Airport Management • Aircraft maintenance • Vendors • Retail & Restaurant • Car Rental • Parking • Construction • Fixed Based Operators 	<ul style="list-style-type: none"> • Hotels • Retail & Restaurants • Travel Agents • Convention Centers • Tourist Destinations
11 Jobs \$346,300 in Payroll \$787,200 in Economic Output	7 Jobs \$140,700 in Payroll \$390,900 in Economic Output

MULTIPLIER ECONOMIC IMPACTS

<ul style="list-style-type: none"> • Suppliers of Materials & Services to Airports • Air Dependent Businesses • Visitor Dependent Businesses • Consumer Product and Service Sales
10 Jobs \$231,600 in Payroll \$643,900 in Economic Output

TOTAL ECONOMIC IMPACTS

28 Jobs \$718,600 in Payroll \$1,822,000 in Economic Activity



QUALITATIVE BENEFITS

- + Daily activities at Columbus-Lowndes County Airport typically include recreational flying, corporate activity, flight training and education, aerial sightseeing, and military exercises
- + Corporate activity at the airport includes operations by businesses in the construction, healthcare, manufacturing, warehousing, and retail industries
- + Other general aviation activities supported at the airport include aerial inspections and photography, real estate tours, and operations by law enforcement and the Civil Air Patrol
- + The airport is used seasonally as a gateway for area tourism
- + Columbus-Lowndes County Airport supports a number of community events, including Young Eagles fly-ins, charity benefits, and monthly cookouts
- + FAA data indicates that the airport supported general aviation flights to and from airports in Jackson, Montgomery, Gulfport-Biloxi, Tuscaloosa, and the Florida Panhandle, among other regions

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ROSCOE TURNER FIELD

CORINTH, MISSISSIPPI

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ECONOMIC IMPACT ANALYSIS

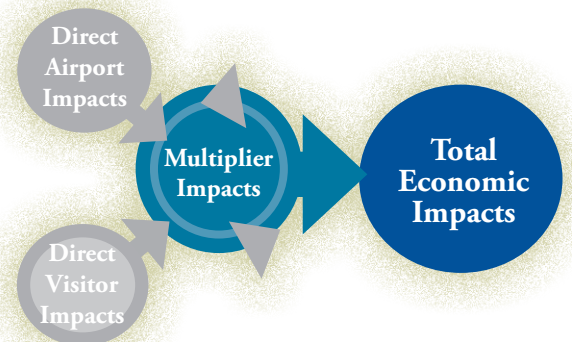
Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's economic benefits. Additional direct impacts are also linked to visitors who arrive via the State's system of airports. Spending by these visitors supports additional employment and associated annual payroll. These direct impacts create additional multiplier that ripple through the economy. These multiplier impacts (induced/indirect) were measured with Mississippi-specific IMPLAN multipliers. When combined, direct and multiplier benefits equal the total economic impact associated with each airport.

Direct In 2012, there was one aviation-related tenant located on the airport. All economic impacts generated by the airport are the result of tenant activity, sponsor operation of the airport, construction projects, and visitor related impacts. There are 12 employees associated with on-airport activity. Direct output is estimated at \$2.7 million while the annual payroll is estimated at \$383,300. Operational data indicates that approximately 4,869 visitors used the airport. Visitor-related spending supported an additional nine employees earning \$184,000 annually. Output from general aviation visitors is estimated at \$511,300.

Multiplier The multiplier impacts associated with on-airport tenants and general aviation visitors also create additional impacts throughout the State. Multiplier impacts are induced and indirect impacts calculated using the Mississippi specific IMPLAN multipliers. The accompanying table presents the direct, multiplier, and total impacts for output, payroll, and employment as they relate to on-airport tenants and visitors.

Total For 2012, the total output (including direct and multiplier impacts) stemming from all on-airport tenants and general aviation visitors to Roscoe Turner Field Airport was approximately \$5 million. Total full-time employment related to airport tenants and general aviation visitors, including all multiplier impacts, is estimated at approximately 33 persons, with a total annual payroll (direct and multiplier impacts) of approximately \$872,200 associated with these jobs.

METHODOLOGY



AIRPORT SUMMARY TABLE

ECONOMIC IMPACTS

On-Airport	Visitor Spending
<ul style="list-style-type: none"> • FAA, Other Government • Airport Management • Aircraft maintenance • Vendors • Retail & Restaurant • Car Rental • Parking • Construction • Fixed Based Operators 	<ul style="list-style-type: none"> • Hotels • Retail & Restaurants • Travel Agents • Convention Centers • Tourist Destinations
12 Jobs \$383,300 in Payroll \$2,724,500 in Economic Output	9 Jobs \$184,000 in Payroll \$511,300 in Economic Output

MULTIPLIER ECONOMIC IMPACTS

- Suppliers of Materials & Services to Airports
- Air Dependent Businesses
- Visitor Dependent Businesses
- Consumer Product and Service Sales

12 Jobs
 \$304,900 in Payroll
 \$1,776,800 in Economic Output

TOTAL ECONOMIC IMPACTS

33 Jobs
 \$872,200 in Payroll
 \$5,012,600 in Economic Activity



QUALITATIVE BENEFITS

- + Daily activity at the airport includes recreational flying and flight training, while corporate/business activity, flight training and aerial sightseeing occur on a weekly basis.
- + Companies/ governmental entities with significant traffic include: Mathis Timber, Hopkins Truck Sales, and Hatchie Lumber. All of these companies have aircraft based at the airport.
- + The airport supports aerial agricultural operations.



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ECONOMIC IMPACT ANALYSIS

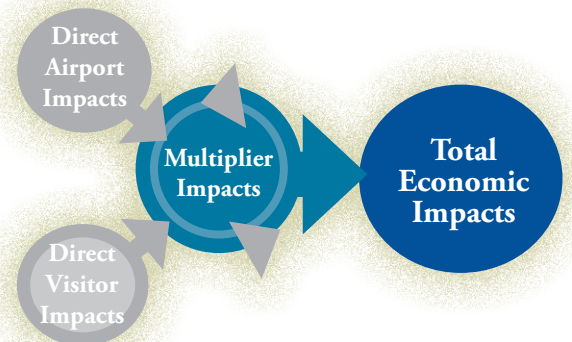
Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport’s economic benefits. Additional direct impacts are also linked to visitors who arrive via the State’s system of airports. Spending by these visitors supports additional employment and associated annual payroll. These direct impacts create additional multiplier that ripple through the economy. These multiplier impacts (induced/indirect) were measured with Mississippi-specific IMPLAN multipliers. When combined, direct and multiplier benefits equal the total economic impact associated with each airport.

Direct In 2012, there were no aviation-related tenants located on the airport. All economic impacts generated by the airport are the result of sponsor operation of the airport, construction projects and visitor related impacts. For 2012, the total combined direct output stemming from all sponsor activity, construction projects and general aviation visitors to Crosby Municipal Airport was approximately \$24,100. Total direct full-time employment related to the airport and general aviation visitors is estimated at less than one person with a total direct payroll of approximately \$8,700 annually. Survey data indicated that approximately 241 visitors used the airport in 2012.

Multiplier The multiplier impacts associated with on-airport tenants and general aviation visitors also create additional impacts throughout the State. Multiplier impacts are induced and indirect impacts calculated using the Mississippi specific IMPLAN multipliers. The accompanying table presents the direct, multiplier, and total impacts for output, payroll, and employment as they relate to on-airport tenants and visitors.

Total For 2012, the total output (including direct and multiplier impacts) stemming from all on-airport tenants and general aviation visitors to Crosby Municipal Airport was approximately \$37,100. Total full-time employment related to sponsor operation of the airport, construction projects and visitor related impacts, including all multiplier impacts, is estimated at approximately one person, with a total annual payroll (direct and multiplier impacts) of approximately \$12,700 associated with this jobs.

METHODOLOGY



AIRPORT SUMMARY TABLE

ECONOMIC IMPACTS

On-Airport	Visitor Spending
<ul style="list-style-type: none"> • FAA, Other Government • Airport Management • Aircraft maintenance • Vendors • Retail & Restaurant • Car Rental • Parking • Construction • Fixed Based Operators 	<ul style="list-style-type: none"> • Hotels • Retail & Restaurants • Travel Agents • Convention Centers • Tourist Destinations
<1 Job \$8,700 in Payroll \$24,100 in Economic Output	

MULTIPLIER ECONOMIC IMPACTS

<ul style="list-style-type: none"> • Suppliers of Materials & Services to Airports • Air Dependent Businesses • Visitor Dependent Businesses • Consumer Product and Service Sales
1 Job \$4,000 in Payroll \$13,000 in Economic Output

TOTAL ECONOMIC IMPACTS

1 Job \$12,700 in Payroll \$37,100 in Economic Activity



QUALITATIVE BENEFITS

- ✦ The airport supports aerial agricultural operations.
- ✦ The airport provides access to the community and is an alternative to driving to this rural area of the state.
- ✦ Student pilots on occasion use the airport for flight training due to its un-congested operating environment.
- ✦ Recreational pilots also use the airport.

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COPIAH COUNTY AIRPORT

CRYSTAL COUNTY, MISSISSIPPI

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ECONOMIC IMPACT

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ECONOMIC IMPACT ANALYSIS

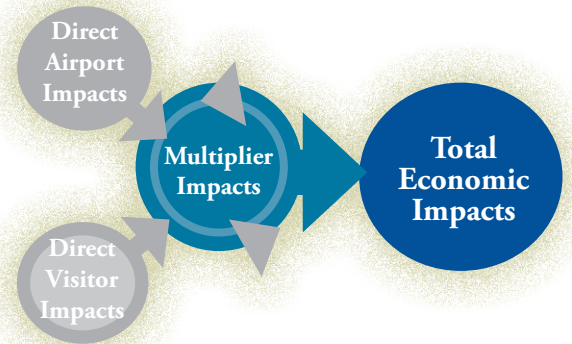
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Direct In 2012, there were two aviation-related tenants on the airport, including airport management, who supported over 18 employees. These tenants' direct employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$1.9 million annually. The estimated direct annual payroll of these tenants is \$436,900. Operational data indicated that approximately 108 visitors used the airport. Visitor-related spending supported an additional payroll earning over \$4,100 annually. Output from general aviation visitors is estimated at \$11,300.

Multiplier The multiplier impacts associated with on-airport tenants and general aviation visitors also create additional impacts throughout the State. Multiplier impacts are induced and indirect impacts calculated using the Mississippi specific IMPLAN multipliers. The accompanying table presents the direct, multiplier, and total impacts for output, payroll, and employment as they relate to on-airport tenants and visitors.

Total For 2012, the total output (including direct and multiplier impacts) stemming from all on-airport tenants and general aviation visitors to Copiah County Airport was approximately \$3 million. Total full-time employment related to airport tenants and general aviation visitors, including all multiplier impacts, is estimated at approximately 33 persons, with a total annual payroll (direct and multiplier impacts) of approximately \$680,000 associated with these jobs.

METHODOLOGY



AIRPORT SUMMARY TABLE

ECONOMIC IMPACTS

On-Airport	Visitor Spending
<ul style="list-style-type: none"> • FAA, Other Government • Airport Management • Aircraft maintenance • Vendors • Retail & Restaurant • Car Rental • Parking • Construction • Fixed Based Operators 	<ul style="list-style-type: none"> • Hotels • Retail & Restaurants • Travel Agents • Convention Centers • Tourist Destinations
18 Jobs \$436,900 in Payroll \$1,914,600 in Economic Output	<1 Job \$4,100 in Payroll \$11,300 in Economic Output

MULTIPLIER ECONOMIC IMPACTS

- Suppliers of Materials & Services to Airports
- Air Dependent Businesses
- Visitor Dependent Businesses
- Consumer Product and Service Sales

15 Jobs
 \$239,000 in Payroll
 \$1,092,800 in Economic Output

TOTAL ECONOMIC IMPACTS

33 Jobs
 \$680,000 in Payroll
 \$3,018,700 in Economic Activity



COPIAH COUNTY AIRPORT

QUALITATIVE BENEFITS

- + Common activities include agricultural spraying, corporate activity, flight training, environmental patrol and surveying, and operations by the Civil Air Patrol
- + The airport is often utilized by businesses in the pipeline inspection, manufacturing, agricultural, and consulting industries
- + The airport hosts a variety of events, including fly-ins, an FAA safety seminar, and two pancake breakfasts
- + FAA records indicate the airport recently supported general aviation flights to Venice, FL, Pensacola, FL, and Reserve, LA.

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RULEVILLE- DREW AIRPORT

DREW, MISSISSIPPI

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ECONOMIC IMPACT ANALYSIS

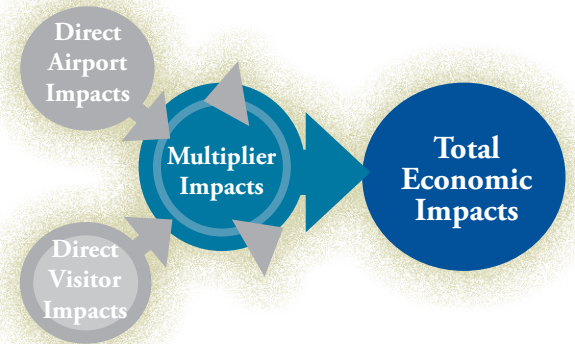
Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's economic benefits. Additional direct impacts are also linked to visitors who arrive via the State's system of airports. Spending by these visitors supports additional employment and associated annual payroll. These direct impacts create additional multiplier that ripple through the economy. These multiplier impacts (induced/indirect) were measured with Mississippi-specific IMPLAN multipliers. When combined, direct and multiplier benefits equal the total economic impact associated with each airport.

Direct In 2012, there was one aviation-related tenant located on the airport. All economic impacts generated by the airport are the result of tenant activity, sponsor operation of the airport, construction projects, and visitor related impacts. There are four employees associated with on-airport activity. Direct output is estimated at \$836,000 while the annual payroll is estimated at \$206,500. Operational data indicates that approximately 1,403 visitors used the airport. Visitor-related spending supported an additional two employees earning \$53,000 annually. Output from general aviation visitors is estimated at \$147,300.

Multiplier The multiplier impacts associated with on-airport tenants and general aviation visitors also create additional impacts throughout the State. Multiplier impacts are induced and indirect impacts calculated using the Mississippi specific IMPLAN multipliers. The accompanying table presents the direct, multiplier, and total impacts for output, payroll, and employment as they relate to on-airport tenants and visitors.

Total For 2012, the total output (including direct and multiplier impacts) stemming from all on-airport tenants and general aviation visitors to Ruleville-Drew Airport was approximately \$1.5 million. Total full-time employment related to airport tenants and general aviation visitors, including all multiplier impacts, is estimated at approximately nine persons, with a total annual payroll (direct and multiplier impacts) of approximately \$377,000 associated with these jobs.

METHODOLOGY



AIRPORT SUMMARY TABLE

ECONOMIC IMPACTS

On-Airport	Visitor Spending
<ul style="list-style-type: none"> • FAA, Other Government • Airport Management • Aircraft maintenance • Vendors • Retail & Restaurant • Car Rental • Parking • Construction • Fixed Based Operators 	<ul style="list-style-type: none"> • Hotels • Retail & Restaurants • Travel Agents • Convention Centers • Tourist Destinations
<p>4 Jobs \$206,500 in Payroll \$836,000 in Economic Output</p>	<p>2 Jobs \$53,000 in Payroll \$147,300 in Economic Output</p>

MULTIPLIER ECONOMIC IMPACTS

- Suppliers of Materials & Services to Airports
- Air Dependent Businesses
- Visitor Dependent Businesses
- Consumer Product and Service Sales

3 Jobs
\$117,500 in Payroll
\$504,300 in Economic Output

TOTAL ECONOMIC IMPACTS

9 Jobs
\$377,000 in Payroll
\$1,487,600 in Economic Activity



RULEVILLE- DREW AIRPORT

QUALITATIVE BENEFITS

- ✦ The most common activities at Ruleville-Drew Airport are recreational flying, agricultural spraying, and training activities such as touch-and-go operations
- ✦ Aerial fertilizing and pesticide services are provided to area farms by a aerial applicator business based on the airport
- ✦ Other activities at the airport include flight instruction and corporate flights
- ✦ The airport is also used seasonally as a gateway for tourists and sportsmen

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EUPORA AIRPORT

EUPORA, MISSISSIPPI

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ECONOMIC IMPACT ANALYSIS

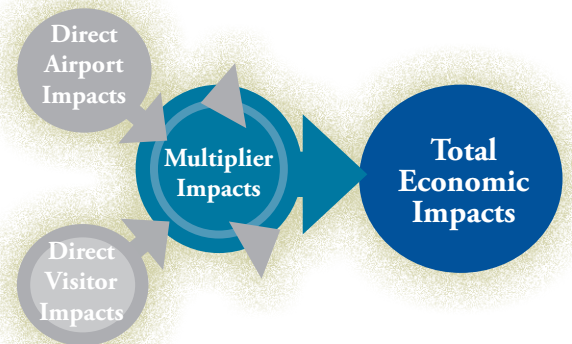
Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's economic benefits. Additional direct impacts are also linked to visitors who arrive via the State's system of airports. Spending by these visitors supports additional employment and associated annual payroll. These direct impacts create additional multiplier that ripple through the economy. These multiplier impacts (induced/indirect) were measured with Mississippi-specific IMPLAN multipliers. When combined, direct and multiplier benefits equal the total economic impact associated with each airport.

Direct In 2012, there were no aviation-related tenants located on the airport. All economic impacts generated by the airport are the result of sponsor operation of the airport, construction projects and visitor related impacts. For 2012, the total combined direct output stemming from all sponsor activity, construction projects and general aviation visitors to Europa Airport was approximately \$20,000. Total direct full-time employment related to the airport and general aviation visitors is estimated at less than one job with a total direct payroll of approximately \$7,200 annually. Survey data indicated that approximately 200 visitors used the airport in 2012.

Multiplier The multiplier impacts associated with on-airport tenants and general aviation visitors also create additional impacts throughout the State. Multiplier impacts are induced and indirect impacts calculated using the Mississippi specific IMPLAN multipliers. The accompanying table presents the direct, multiplier, and total impacts for output, payroll, and employment as they relate to on-airport tenants and visitors.

Total For 2012, the total output (including direct and multiplier impacts) stemming from all on-airport tenants and general aviation visitors to Europa Airport was approximately \$30,800. Total full-time employment related to sponsor operation of the airport, construction projects and visitor related impacts, including all multiplier impacts, is estimated at less than one job, with a total annual payroll (direct and multiplier impacts) of approximately \$10,500.

METHODOLOGY



AIRPORT SUMMARY TABLE

ECONOMIC IMPACTS

On-Airport	Visitor Spending
<ul style="list-style-type: none"> • FAA, Other Government • Airport Management • Aircraft maintenance • Vendors • Retail & Restaurant • Car Rental • Parking • Construction • Fixed Based Operators 	<ul style="list-style-type: none"> • Hotels • Retail & Restaurants • Travel Agents • Convention Centers • Tourist Destinations
<p><1 Job \$7,200 in Payroll \$20,000 in Economic Output</p>	

MULTIPLIER ECONOMIC IMPACTS

<ul style="list-style-type: none"> • Suppliers of Materials & Services to Airports • Air Dependent Businesses • Visitor Dependent Businesses • Consumer Product and Service Sales
<p><1 Job \$3,300 in Payroll \$10,800 in Economic Output</p>

TOTAL ECONOMIC IMPACTS

<p><1 Job \$10,500 in Payroll \$30,800 in Economic Activity</p>
--



QUALITATIVE BENEFITS

- ✦ The airport supports aerial agricultural operations.
- ✦ The airport provides access to the community and is an alternative to driving to this rural area of the state.
- ✦ Student pilots on occasion use the airport for flight training due to its un-congested operating environment.
- ✦ Recreational pilots also use the airport.

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G.V. MONTGOMERY AIRPORT

FOREST, MISSISSIPPI

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ECONOMIC IMPACT ANALYSIS

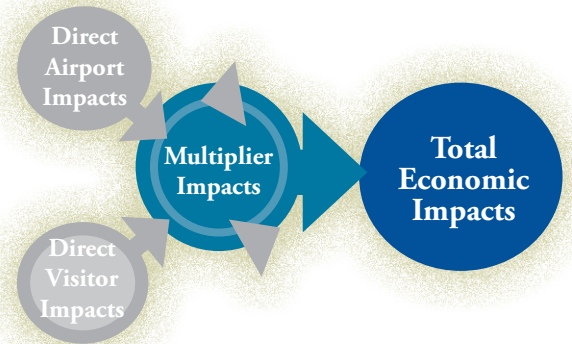
Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's economic benefits. Additional direct impacts are also linked to visitors who arrive via the State's system of airports. Spending by these visitors supports additional employment and associated annual payroll. These direct impacts create additional multiplier that ripple through the economy. These multiplier impacts (induced/indirect) were measured with Mississippi-specific IMPLAN multipliers. When combined, direct and multiplier benefits equal the total economic impact associated with each airport.

Direct In 2012, there were no aviation-related tenants located on the airport. All economic impacts generated by the airport are the result of sponsor operation of the airport, construction projects and visitor related impacts. For 2012, the total combined direct output stemming from all sponsor activity, construction projects and general aviation visitors to G.V. Montgomery Airport was approximately \$739,800. Total direct full-time employment related to the airport and general aviation visitors is estimated at seven persons with a total direct payroll of approximately \$168,800 annually. Survey data indicated that approximately 714 visitors used the airport in 2012.

Multiplier The multiplier impacts associated with on-airport tenants and general aviation visitors also create additional impacts throughout the State. Multiplier impacts are induced and indirect impacts calculated using the Mississippi specific IMPLAN multipliers. The accompanying table presents the direct, multiplier, and total impacts for output, payroll, and employment as they relate to on-airport tenants and visitors.

Total For 2012, the total output (including direct and multiplier impacts) stemming from all on-airport tenants and general aviation visitors to G.V. Montgomery Airport was approximately \$1.2 million. Total full-time employment related to sponsor operation of the airport, construction projects and visitor related impacts, including all multiplier impacts, is estimated at approximately 13 persons, with a total annual payroll (direct and multiplier impacts) of approximately \$264,100 associated with these jobs.

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AIRPORT SUMMARY TABLE

ECONOMIC IMPACTS

On-Airport	Visitor Spending
<ul style="list-style-type: none"> • FAA, Other Government • Airport Management • Aircraft maintenance • Vendors • Retail & Restaurant • Car Rental • Parking • Construction • Fixed Based Operators 	<ul style="list-style-type: none"> • Hotels • Retail & Restaurants • Travel Agents • Convention Centers • Tourist Destinations
<p>6 Jobs \$143,100 in Payroll \$668,400 in Economic Output</p>	<p>1 Job \$25,700 in Payroll \$71,400 in Economic Output</p>

MULTIPLIER ECONOMIC IMPACTS

<ul style="list-style-type: none"> • Suppliers of Materials & Services to Airports • Air Dependent Businesses • Visitor Dependent Businesses • Consumer Product and Service Sales
<p>6 Jobs \$95,300 in Payroll \$430,000 in Economic Output</p>

TOTAL ECONOMIC IMPACTS

<p>13 Jobs \$264,100 in Payroll \$1,169,800 in Economic Activity</p>
--



QUALITATIVE BENEFITS

- + Activities on airport include occasional recreational flying, corporate/business activity, aerial inspections, flight training, police/law enforcement usage, and emergency medical transport.
- + The airport supports seasonal aerial agricultural spraying on a daily basis.
- + Recreational flying and flight training and instruction occur on a weekly basis.
- + Business uses of the airfield include companies such as CMGC, Inc. and RRC, Inc.
- + The airport has recently supported nonstop general aviation flights as far away as Sturgis, MI, Lexington, KY, Wellington, KS and Orlando, FL.

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GREENVILLE MID-DELTA REGIONAL

GREENVILLE, MISSISSIPPI

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ECONOMIC IMPACT

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ECONOMIC IMPACT ANALYSIS

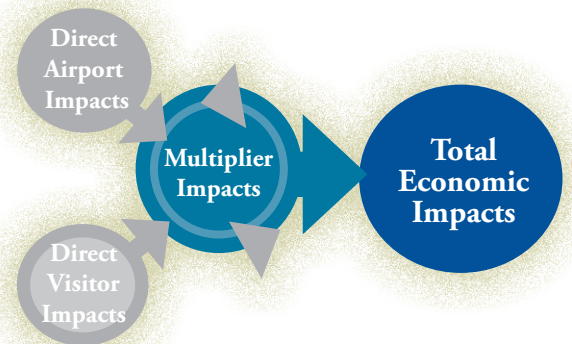
Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's economic benefits. Additional direct impacts are also linked to visitors who arrive via the State's system of airports. Spending by these visitors supports additional employment and associated annual payroll. These direct impacts create additional multiplier that ripple through the economy. These multiplier impacts (induced/indirect) were measured with Mississippi-specific IMPLAN multipliers. When combined, direct and multiplier benefits equal the total economic impact associated with each airport.

Direct In 2012, there were 20 aviation-related tenants on the airport who supported 324 employees. These tenants' direct employment, payroll, and output impacts were derived from survey data. Direct impacts also include airport sponsor activity and airport related construction. Direct output from all on-airport aviation-related tenants and airport management is estimated at \$73.9 million annually. The estimated direct annual payroll of these tenants and airport management is \$16.4 million. Visitors using commercial airlines and general aviation also create economic direct impacts. Survey data indicated that approximately 7,008 visitors arrived via Greenville Mid-Delta Airport in 2012. Visitor-related output (spending) supported an additional 24 full-time jobs for employees earning \$501,500 annually. Output from commercial airline visitors is estimated at \$1.8 million.

Multiplier The multiplier impacts associated with on-airport tenants and general aviation visitors also create additional impacts throughout the State. Multiplier impacts are induced and indirect impacts calculated using the Mississippi specific IMPLAN multipliers. The accompanying table presents the direct, multiplier, and total impacts for output, payroll, and employment as they relate to on-airport tenants and visitors.

Total For 2012, the total output stemming from all on-airport tenants and all commercial airline and general aviation visitors to Greenville Mid-Delta Airport was approximately \$112.8 million. Total full-time employment related to airport tenants and visitors, including all multiplier impacts, is estimated at approximately 594 persons, with a total annual payroll of approximately \$24.2 million associated with these jobs.

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AIRPORT SUMMARY TABLE

ECONOMIC IMPACTS

On-Airport	Visitor Spending
<ul style="list-style-type: none"> • FAA, Other Government • Airport Management • Aircraft maintenance • Vendors • Retail & Restaurant • Car Rental • Parking • Construction • Fixed Based Operators 	<ul style="list-style-type: none"> • Hotels • Retail & Restaurants • Travel Agents • Convention Centers • Tourist Destinations
<p>324 Jobs \$16,411,500 in Payroll \$73,939,800 in Economic Output</p>	<p>24 Jobs \$501,500 in Payroll \$1,821,500 in Economic Output</p>

MULTIPLIER ECONOMIC IMPACTS

<ul style="list-style-type: none"> • Suppliers of Materials & Services to Airports • Air Dependent Businesses • Visitor Dependent Businesses • Consumer Product and Service Sales
<p>246 Jobs \$7,282,000 in Payroll \$37,029,400 in Economic Output</p>

TOTAL ECONOMIC IMPACTS

<p>594 Jobs \$24,195,000 in Payroll \$112,790,700 in Economic Activity</p>
--



GREENVILLE MID-DELTA REGIONAL

QUALITATIVE BENEFITS

- + Mid-Delta Regional is the only commercial airport in the Mississippi Delta region and serves one commercial airline, Silver Airways which flies to Atlanta, GA and Tupelo, MS.
- + Companies/ governmental entities with significant daily/yearly traffic include: First Windsor, LLC., Hathaway Aviation, and Lang Aviation.
- + GLH sees arrivals and departures from Memphis, Atlanta, St. Louis, Chicago, Louisville, Gainesville, New Orleans, and San Antonio. Common companies include: Delta Air Elite, Key Lime Air, Flight Options, Eagle Med, and Multi-Aero.
- + GLH also provides cargo handling services, pilot instruction and rental car services.
- + Daily activities occurring at the airport include recreational flying, aerial agricultural operations, corporate/business activity, flight training and military training.

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GREENWOOD - LEFLORE AIRPORT

GREENWOOD, MISSISSIPPI

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ECONOMIC IMPACT ANALYSIS

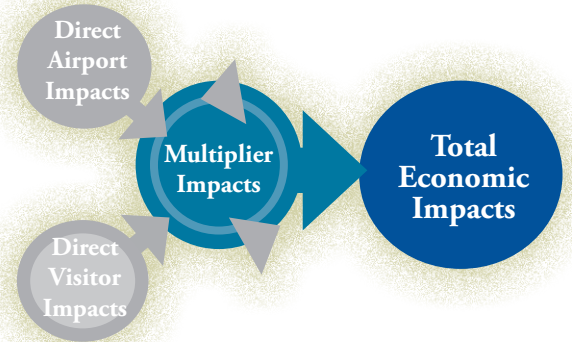
Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's economic benefits. Additional direct impacts are also linked to visitors who arrive via the State's system of airports. Spending by these visitors supports additional employment and associated annual payroll. These direct impacts create additional multiplier that ripple through the economy. These multiplier impacts (induced/indirect) were measured with Mississippi-specific IMPLAN multipliers. When combined, direct and multiplier benefits equal the total economic impact associated with each airport.

Direct In 2012, there were ten aviation-related tenants on the airport, including airport management, who supported over 144 employees. These tenants' direct employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants and construction is estimated at \$41.9 million annually. The estimated direct annual payroll of these tenants is \$8.4 million. Operational data indicated that approximately 9,275 visitors used the airport. Visitor-related spending supported an additional 17 full-time jobs for employees earning over \$350,500 annually. Output from general aviation visitors is estimated at \$973,900 million.

Multiplier The multiplier impacts associated with on-airport tenants and general aviation visitors also create additional impacts throughout the State. Multiplier impacts are induced and indirect impacts calculated using the Mississippi specific IMPLAN multipliers. The accompanying table presents the direct, multiplier, and total impacts for output, payroll, and employment as they relate to on-airport tenants and visitors.

Total For 2012, the total output (including direct and multiplier impacts) stemming from all on-airport tenants and general aviation visitors to Greenwood- LeFlore Airport was approximately \$64 million. Total full-time employment related to airport tenants, construction and general aviation visitors, including all multiplier impacts, is estimated at approximately 278 persons, with a total annual payroll (direct and multiplier impacts) of approximately \$12.8 million associated with these jobs.

METHODOLOGY



AIRPORT SUMMARY TABLE

ECONOMIC IMPACTS

On-Airport	Visitor Spending
<ul style="list-style-type: none"> • FAA, Other Government • Airport Management • Aircraft maintenance • Vendors • Retail & Restaurant • Car Rental • Parking • Construction • Fixed Based Operators 	<ul style="list-style-type: none"> • Hotels • Retail & Restaurants • Travel Agents • Convention Centers • Tourist Destinations
144 Jobs \$8,403,400 in Payroll \$41,847,800 in Economic Output	17 Jobs \$350,500 in Payroll \$973,900 in Economic Output

MULTIPLIER ECONOMIC IMPACTS

<ul style="list-style-type: none"> • Suppliers of Materials & Services to Airports • Air Dependent Businesses • Visitor Dependent Businesses • Consumer Product and Service Sales
117 Jobs \$4,004,700 in Payroll \$21,256,700 in Economic Output

TOTAL ECONOMIC IMPACTS

278 Jobs \$12,758,600 in Payroll \$64,078,400 in Economic Activity
--

GREENWOOD - LEFLORE AIRPORT

QUALITATIVE BENEFITS

- + Greenwood Airport was originally built by the United States Armed Forces as a basic flight training airfield. Daily activities at GWO include recreational flying, corporate/business activity, flight training, and military exercise/training. Aerial photography flights take place at the airport on regular basis during the summer months.
- + Companies/ governmental entities with significant traffic include: U.S. Air Force, General Electric Commercial Aviation Services, Carl Investments, Barrett Law, Corporation, Provine Helicopters, RC Construction Company, and Wade, Inc. and U.S. Army.
- + GWO supports a significant amount of aerial agricultural operations. The airport also supports air ambulance activity, air charter service, and pilot instruction on a regular basis.

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GRENADA MUNICIPAL AIRPORT

GRENADA, MISSISSIPPI

ECONOMIC IMPACT ANALYSIS

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's economic benefits. Additional direct impacts are also linked to visitors who arrive via the State's system of airports. Spending by these visitors supports additional employment and associated annual payroll. These direct impacts create additional multiplier that ripple through the economy. These multiplier impacts (induced/indirect) were measured with Mississippi-specific IMPLAN multipliers. When combined, direct and multiplier benefits equal the total economic impact associated with each airport.

Direct In 2012, there was one aviation-related tenant located on the airport. All economic impacts generated by the airport are the result of tenant activity, sponsor operation of the airport, construction projects, and visitor related impacts. There are eight employees associated with on-airport activity. Direct output is estimated at \$982,000 while the annual payroll is estimated at \$144,900. Operational data indicates that approximately 863 visitors used the airport. Visitor-related spending supported an additional two employees earning \$32,200 annually. Output from general aviation visitors is estimated at \$90,600.

Multiplier The multiplier impacts associated with on-airport tenants and general aviation visitors also create additional impacts throughout the State. Multiplier impacts are induced and indirect impacts calculated using the Mississippi specific IMPLAN multipliers. The accompanying table presents the direct, multiplier, and total impacts for output, payroll, and employment as they relate to on-airport tenants and visitors.

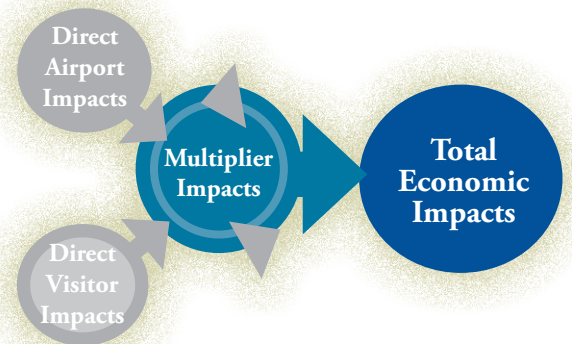
Total For 2012, the total output (including direct and multiplier impacts) stemming from all on-airport tenants and general aviation visitors to Grenada Municipal Airport was approximately \$1.7 million. Total full-time employment related to airport tenants and general aviation visitors, including all multiplier impacts, is estimated at approximately 16 persons, with a total annual payroll (direct and multiplier impacts) of approximately \$277,000 associated with these jobs.

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ECONOMIC IMPACT

OF AIRPORTS STUDY

METHODOLOGY



AIRPORT SUMMARY TABLE

ECONOMIC IMPACTS

On-Airport	Visitor Spending
<ul style="list-style-type: none"> • FAA, Other Government • Airport Management • Aircraft maintenance • Vendors • Retail & Restaurant • Car Rental • Parking • Construction • Fixed Based Operators 	<ul style="list-style-type: none"> • Hotels • Retail & Restaurants • Travel Agents • Convention Centers • Tourist Destinations
8 Jobs \$144,900 in Payroll \$982,000 in Economic Output	2 Jobs \$32,600 in Payroll \$90,600 in Economic Output

MULTIPLIER ECONOMIC IMPACTS

- Suppliers of Materials & Services to Airports
- Air Dependent Businesses
- Visitor Dependent Businesses
- Consumer Product and Service Sales

6 Jobs
 \$99,500 in Payroll
 \$609,900 in Economic Output

TOTAL ECONOMIC IMPACTS

16 Jobs
 \$277,000 in Payroll
 \$1,682,500 in Economic Activity



GRENADA MUNICIPAL AIRPORT

QUALITATIVE BENEFITS

- + Activities at the airport include daily recreational flying and weekly touch and go, cross country flights, and flight training.
- + Companies/ governmental entities with significant traffic include: Cox Enterprises, Regional, Clayton Homes, Air National Guard, CAFB, Lake County Aero, and Pollan Aviation.
- + GNF sponsors an aerobatic aircraft contest and powered parachute fly-in for the community on an annual basis.
- + Grenada Municipal supports air ambulance operations, wildlife patrols, aerial utility inspections and Civil Air Patrol at least once a month if not more.
- + The airport is used during hunting season by hunters flying in from out of state.
- + The airport is business friendly and is located adjacent to an industrial park.
- + FAA records indicate the airport supported nonstop general aviation flights to destinations as far away as Atlantic City, NJ, Nashville, TN, Asheville, NC, Atlanta, GA, Houston, TX, Evansville, IN, Lexington, KY, Fort Wayne, IN, New Orleans, LA, Memphis, TN, Kissimmee, FL, Columbus, OH, Orlando, FL and Birmingham, AL.

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GULFPORT- BILOXI INTERNATIONAL

GULFPORT, MISSISSIPPI

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ECONOMIC IMPACT

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ECONOMIC IMPACT ANALYSIS

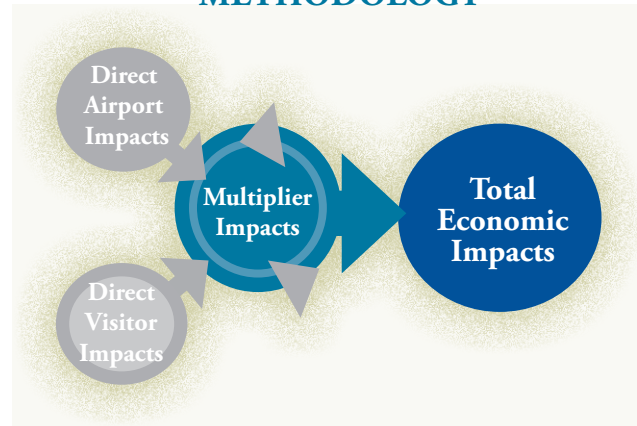
Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's economic benefits. Additional direct impacts are also linked to visitors who arrive via the State's system of airports. Spending by these visitors supports additional employment and associated annual payroll. These direct impacts create additional multiplier that ripple through the economy. These multiplier impacts (induced/indirect) were measured with Mississippi-specific IMPLAN multipliers. When combined, direct and multiplier benefits equal the total economic impact associated with each airport.

Direct In 2012, there were 29 aviation-related tenants on the airport who supported 741 employees. These tenants' direct employment, payroll, and output impacts were derived from survey data. Direct impacts also include airport sponsor activity and airport related construction. Direct output from all on-airport aviation-related tenants and airport management is estimated at \$118 million annually. The estimated direct annual payroll of these tenants and airport management is \$31.6 million. Visitors using commercial airlines and general aviation also create economic direct impacts. Survey data indicated that approximately 213,743 visitors arrived via Gulfport-Biloxi International Airport in 2012. Visitor-related output (spending) supported an additional 1,690 full-time jobs for employees earning \$35.8 million annually. Output from commercial airline visitors is estimated at \$155.4 million.

Multiplier The multiplier impacts associated with on-airport tenants and general aviation visitors also create additional impacts throughout the State. Multiplier impacts are induced and indirect impacts calculated using the Mississippi specific IMPLAN multipliers. The accompanying table presents the direct, multiplier, and total impacts for output, payroll, and employment as they relate to on-airport tenants and visitors.

Total For 2012, the total output stemming from all on-airport tenants and all commercial airline and general aviation visitors to Gulfport-Biloxi International Airport was approximately \$426.3 million. Total full-time employment related to airport tenants and visitors, including all multiplier impacts, is estimated at approximately 3,926 persons, with a total annual payroll of approximately \$105.2 million associated with these jobs.

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AIRPORT SUMMARY TABLE

ECONOMIC IMPACTS

On-Airport	Visitor Spending
<ul style="list-style-type: none"> • FAA, Other Government • Airport Management • Aircraft maintenance • Vendors • Retail & Restaurant • Car Rental • Parking • Construction • Fixed Based Operators 	<ul style="list-style-type: none"> • Hotels • Retail & Restaurants • Travel Agents • Convention Centers • Tourist Destinations
741 Jobs \$31,615,400 in Payroll \$118,075,800 in Economic Output	1,690 Jobs \$35,834,800 in Payroll \$155,387,000 in Economic Output

MULTIPLIER ECONOMIC IMPACTS

<ul style="list-style-type: none"> • Suppliers of Materials & Services to Airports • Air Dependent Businesses • Visitor Dependent Businesses • Consumer Product and Service Sales
1,495 Jobs \$37,721,400 in Payroll \$152,819,000 in Economic Output

TOTAL ECONOMIC IMPACTS

3,926 Jobs \$105,171,600 in Payroll \$426,281,800 in Economic Activity
--



GULFPORT- BILOXI INTERNATIONAL

QUALITATIVE BENEFITS

- + Daily activity at the airport includes recreational flying, corporate/business activity, aerial inspection flights, air cargo, flight training/instruction, police/law enforcement usage, military exercises and aerial photography/surveying. Air Ambulance activity is occurs on a regular basis at the airport.
- + Businesses that use the airport on a regular basis include Yates Construction, Roy Anderson Corporation, Hancock Bank and Southern Company.
- + Current airlines operating at GPT include American Airlines (Dallas/Ft. Worth), Delta (Atlanta), United (Houston), US Airways (Charlotte), and Vision Airlines (Orlando/St. Petersburg).
- + A 40,000-square-foot cargo facility is located at Gulfport–Biloxi International Airport. The cargo facility includes 20,000 square feet of chiller space, 20,000 square feet of cargo sorting and distribution space, and 6,000 square feet of office space
- + Companies/ governmental entities with significant traffic include: Air Medical Leasing, Inc., Airplane One, LLC., BC Aviation, Belleaire, LLC., Tewes Aviation, and RA Aviation Corporation.
- + GPT commonly experiences general aviation arrivals and departures from Atlanta, Houston, Charlotte, Pensacola, Birmingham, Palm Beach, and Cincinnati. Common charters include: Executive Aviation, World Airways, and Flight Options.
- + GPT also supports air freight services, cargo handling, air ambulance service, avionics, charter service, pilot instruction, aircraft rental, and aircraft sales,.
- + GPT is heavily involved in community events, sponsoring events such as the Area Development Partnership Pine Belt Expo in July, American Red Cross event in June, Coast Young Professionals event in June, Stennis Industry Day in February, Salute the Military event in October, and Seabee Day in March.

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HATTIESBURG MUNICIPAL

HATTIESBURG, MISSISSIPPI

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ECONOMIC IMPACT

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ECONOMIC IMPACT ANALYSIS

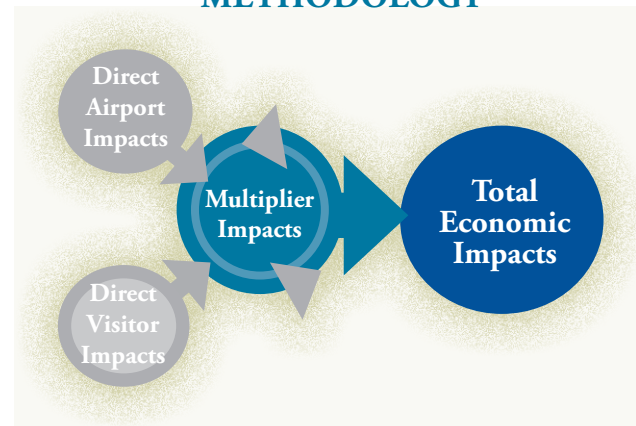
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Direct In 2012, there were nine aviation-related tenants on the airport, including airport management, who supported over 52 employees. These tenants' direct employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$11.8 million annually. The estimated direct annual payroll of these tenants is \$2.6 million. Operational data indicated that approximately 7,090 visitors used the airport. Visitor-related spending supported an additional 13 full-time jobs for employees earning over \$267,900 annually. Output from general aviation visitors is estimated at \$744,400.

Multiplier The multiplier impacts associated with on-airport tenants and general aviation visitors also create additional impacts throughout the State. Multiplier impacts are induced and indirect impacts calculated using the Mississippi specific IMPLAN multipliers. The accompanying table presents the direct, multiplier, and total impacts for output, payroll, and employment as they relate to on-airport tenants and visitors.

Total For 2012, the total output (including direct and multiplier impacts) stemming from all on-airport tenants and general aviation visitors to Hattiesburg Airport was approximately \$18.7 million. Total full-time employment related to airport tenants and general aviation visitors, including all multiplier impacts, is estimated at approximately 108 persons, with a total annual payroll (direct and multiplier impacts) of approximately \$4 million associated with these jobs.

METHODOLOGY



AIRPORT SUMMARY TABLE

ECONOMIC IMPACTS

On-Airport	Visitor Spending
<ul style="list-style-type: none"> • FAA, Other Government • Airport Management • Aircraft maintenance • Vendors • Retail & Restaurant • Car Rental • Parking • Construction • Fixed Based Operators 	<ul style="list-style-type: none"> • Hotels • Retail & Restaurants • Travel Agents • Convention Centers • Tourist Destinations
52 Jobs \$2,581,300 in Payroll \$11,788,500 in Economic Output	13 Jobs \$267,900 in Payroll \$744,400 in Economic Output

MULTIPLIER ECONOMIC IMPACTS

<ul style="list-style-type: none"> • Suppliers of Materials & Services to Airports • Air Dependent Businesses • Visitor Dependent Businesses • Consumer Product and Service Sales
43 Jobs \$1,228,800 in Payroll \$6,158,700 in Economic Output

TOTAL ECONOMIC IMPACTS

108 Jobs \$4,078,000 in Payroll \$18,691,600 in Economic Activity



QUALITATIVE BENEFITS

- + Daily activities at HBG typically include recreational flying, aerial agricultural spraying, aerial inspections, air cargo, flight training, aerial sightseeing, military exercises, medical doctor transport, and aerial photography/surveying.
- + The airport is a regular stop on the “Wings of Freedom” tour held biennially, drawing an estimated 3,000 attendees and provides the public with a static display of World War II aircraft.
- + Companies/ governmental entities with significant traffic include: U.S. Military (all branches), Baptist Life Flights, Southeast Mississippi Air Ambulance, and other various corporations (with aircraft up to a Boeing 737). Baptist Life Flight and Southeast Mississippi Air Ambulance both have aircraft based at the airport.
- + HBG supports pilot instruction and aircraft rentals.

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HOLLANDALE MUNICIPAL

HOLLANDALE, MISSISSIPPI

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ECONOMIC IMPACT

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ECONOMIC IMPACT ANALYSIS

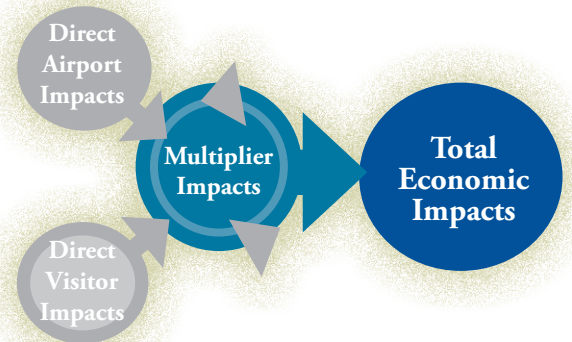
Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's economic benefits. Additional direct impacts are also linked to visitors who arrive via the State's system of airports. Spending by these visitors supports additional employment and associated annual payroll. These direct impacts create additional multiplier that ripple through the economy. These multiplier impacts (induced/indirect) were measured with Mississippi-specific IMPLAN multipliers. When combined, direct and multiplier benefits equal the total economic impact associated with each airport.

Direct In 2012, there was one aviation-related tenant located on the airport. All economic impacts generated by the airport are the result of tenant activity, sponsor operation of the airport, construction projects, and visitor related impacts. There are four employees associated with on-airport activity. Direct output is estimated at \$1.1 million while the annual payroll is estimated at \$274,700. Operational data indicates that approximately 581 visitors used the airport. Visitor-related spending supported approximately one employee earning \$20,900 annually. Output from general aviation visitors is estimated at \$58,100.

Multiplier The multiplier impacts associated with on-airport tenants and general aviation visitors also create additional impacts throughout the State. Multiplier impacts are induced and indirect impacts calculated using the Mississippi specific IMPLAN multipliers. The accompanying table presents the direct, multiplier, and total impacts for output, payroll, and employment as they relate to on-airport tenants and visitors.

Total For 2012, the total output (including direct and multiplier impacts) stemming from all on-airport tenants and general aviation visitors to Hollandale Municipal Airport was approximately \$1.7 million. Total full-time employment related to sponsor operation of the airport, construction projects and visitor related impacts, including all multiplier impacts, is estimated at approximately nine persons, with a total annual payroll (direct and multiplier impacts) of approximately \$424,100 associated with these jobs.

METHODOLOGY



AIRPORT SUMMARY TABLE

ECONOMIC IMPACTS

On-Airport	Visitor Spending
<ul style="list-style-type: none"> • FAA, Other Government • Airport Management • Aircraft maintenance • Vendors • Retail & Restaurant • Car Rental • Parking • Construction • Fixed Based Operators 	<ul style="list-style-type: none"> • Hotels • Retail & Restaurants • Travel Agents • Convention Centers • Tourist Destinations
4 Jobs \$274,700 in Payroll \$1,082,700 in Economic Output	1 Job \$20,900 in Payroll \$58,100 in Economic Output

MULTIPLIER ECONOMIC IMPACTS

<ul style="list-style-type: none"> • Suppliers of Materials & Services to Airports • Air Dependent Businesses • Visitor Dependent Businesses • Consumer Product and Service Sales
4 Jobs \$128,500 in Payroll \$586,200 in Economic Output

TOTAL ECONOMIC IMPACTS

9 Jobs \$424,100 in Payroll \$1,709,000 in Economic Activity
--



QUALITATIVE BENEFITS

- + FAA records indicate the airport supported nonstop general aviation flights to airports as far away as Nashville, TN, Memphis, TN, and Dallas, TX.
- + The airport supports aerial agricultural operations.
- + Student pilots on occasion use the airport for flight training due to its uncongested operating environment.
- + The airport provides access to the community and is an alternative to driving to this rural area of the state.

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HOLLY SPRINGS- MARSHALL COUNTY

HOLLY SPRINGS, MISSISSIPPI

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ECONOMIC IMPACT

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ECONOMIC IMPACT ANALYSIS

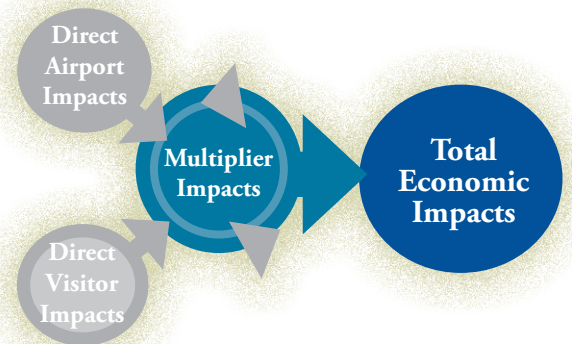
Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's economic benefits. Additional direct impacts are also linked to visitors who arrive via the State's system of airports. Spending by these visitors supports additional employment and associated annual payroll. These direct impacts create additional multiplier that ripple through the economy. These multiplier impacts (induced/indirect) were measured with Mississippi-specific IMPLAN multipliers. When combined, direct and multiplier benefits equal the total economic impact associated with each airport.

Direct In 2012, there was one aviation-related tenant located on the airport. All economic impacts generated by the airport are the result of tenant activity, sponsor operation of the airport, construction projects, and visitor related impacts. There 13 employees associated with on-airport activity. Direct output is estimated at \$1.6 million while the annual payroll is estimated at \$378,700. Operational data indicates that approximately 4,079 visitors used the airport. Visitor-related spending supported an additional seven employees earning \$154,100 annually. Output from general aviation visitors is estimated at \$428,300.

Multiplier The multiplier impacts associated with on-airport tenants and general aviation visitors also create additional impacts throughout the State. Multiplier impacts are induced and indirect impacts calculated using the Mississippi specific IMPLAN multipliers. The accompanying table presents the direct, multiplier, and total impacts for output, payroll, and employment as they relate to on-airport tenants and visitors.

Total For 2012, the total output (including direct and multiplier impacts) stemming from all on-airport tenants and general aviation visitors to Holly Springs-Marshall County Airport was approximately \$3.1 million. Total full-time employment related to airport tenants and general aviation visitors, including all multiplier impacts, is estimated at approximately 34 persons, with a total annual payroll (direct and multiplier impacts) of approximately \$782,900 associated with these jobs.

METHODOLOGY



AIRPORT SUMMARY TABLE

ECONOMIC IMPACTS

On-Airport	Visitor Spending
<ul style="list-style-type: none"> • FAA, Other Government • Airport Management • Aircraft maintenance • Vendors • Retail & Restaurant • Car Rental • Parking • Construction • Fixed Based Operators 	<ul style="list-style-type: none"> • Hotels • Retail & Restaurants • Travel Agents • Convention Centers • Tourist Destinations
13 Jobs \$378,700 in Payroll \$1,595,600 in Economic Output	7 Jobs \$154,100 in Payroll \$428,300 in Economic Output

MULTIPLIER ECONOMIC IMPACTS

<ul style="list-style-type: none"> • Suppliers of Materials & Services to Airports • Air Dependent Businesses • Visitor Dependent Businesses • Consumer Product and Service Sales
14 Jobs \$250,100 in Payroll \$1,058,900 in Economic Output

TOTAL ECONOMIC IMPACTS

34 Jobs \$782,900 in Payroll \$3,082,800 in Economic Activity



HOLLY SPRINGS- MARSHALL COUNTY

QUALITATIVE BENEFITS

- ✦ The primary aviation activity at Holly Springs- Marshall County Airport is recreational flying, which occurs daily
- ✦ Activities that occur on a weekly basis include corporate flights, aerial utility inspections, flight instruction, and other training activities such as touch-and-go operations
- ✦ Businesses in the retail, real estate, forestry, education, manufacturing, and agricultural industries utilize the airport
- ✦ The airport also supports operations by law enforcement, the Civil Air Patrol, and various search and rescue and medical operators
- ✦ Other activities at the airport include being utilized as a gateway for area tourism, aerial sightseeing, real estate tours, military exercises, and news reporting
- ✦ Agricultural spraying occurs seasonally at the airport
- ✦ FAA data indicates that the airport supports flights to and from airports in Gulfport-Biloxi, the Florida Panhandle, Jackson, and St. Louis, among other regions

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ECONOMIC IMPACT ANALYSIS

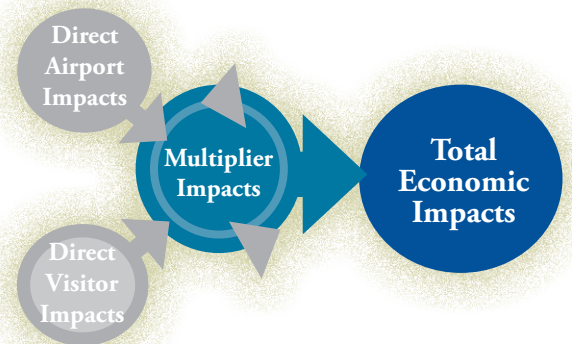
Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's economic benefits. Additional direct impacts are also linked to visitors who arrive via the State's system of airports. Spending by these visitors supports additional employment and associated annual payroll. These direct impacts create additional multiplier that ripple through the economy. These multiplier impacts (induced/indirect) were measured with Mississippi-specific IMPLAN multipliers. When combined, direct and multiplier benefits equal the total economic impact associated with each airport.

Direct In 2012, there was one aviation-related tenant located on the airport. All economic impacts generated by the airport are the result of tenant activity, sponsor operation of the airport, construction projects, and visitor related impacts. There are nine employees associated with on-airport activity. Direct output is estimated at \$333,400 while the annual payroll is estimated at \$74,900. Operational data indicates that approximately 4,424 visitors used the airport. Visitor-related spending supported an additional eight employees earning \$167,200 annually. Output from general aviation visitors is estimated at \$464,600.

Multiplier The multiplier impacts associated with on-airport tenants and general aviation visitors also create additional impacts throughout the State. Multiplier impacts are induced and indirect impacts calculated using the Mississippi specific IMPLAN multipliers. The accompanying table presents the direct, multiplier, and total impacts for output, payroll, and employment as they relate to on-airport tenants and visitors.

Total For 2012, the total output (including direct and multiplier impacts) stemming from all on-airport tenants and general aviation visitors to Houston Municipal Airport is approximately \$1.2 million. Total full-time employment related to airport tenants and general aviation visitors, including all multiplier impacts, is estimated at approximately 27 persons, with a total annual payroll (direct and multiplier impacts) of approximately \$361,300 associated with these jobs.

METHODOLOGY



AIRPORT SUMMARY TABLE

ECONOMIC IMPACTS

On-Airport	Visitor Spending
<ul style="list-style-type: none"> • FAA, Other Government • Airport Management • Aircraft maintenance • Vendors • Retail & Restaurant • Car Rental • Parking • Construction • Fixed Based Operators 	<ul style="list-style-type: none"> • Hotels • Retail & Restaurants • Travel Agents • Convention Centers • Tourist Destinations
<p>9 Jobs \$74,900 in Payroll \$333,400 in Economic Output</p>	<p>8 Jobs \$167,200 in Payroll 464,600 in Economic Output</p>

MULTIPLIER ECONOMIC IMPACTS

<ul style="list-style-type: none"> • Suppliers of Materials & Services to Airports • Air Dependent Businesses • Visitor Dependent Businesses • Consumer Product and Service Sales
<p>10 Jobs \$119,200 in Payroll \$442,000 in Economic Output</p>

TOTAL ECONOMIC IMPACTS

<p>27 Jobs \$361,300 in Payroll \$1,240,000 in Economic Activity</p>
--



QUALITATIVE BENEFITS

- + Recreational flying is a daily occurrence at Houston Municipal Airport, and includes limited ultralight activity
- + Other daily activities at the airport include flight instruction, and training activities such as touch-and-go operations, and military exercises
- + Corporate aviation at the airport includes operations by businesses in the banking, agriculture, and consulting industries
- + Occasional aviation activities at Houston Municipal Airport include aerial utility inspections, air cargo, sightseeing, real estate tours, search and rescue, medical operations, and environmental patrol
- + The airport is also utilized for seasonal agricultural spraying and as a gateway to area tourism
- + An annual fly-in is hosted each spring and includes static aviation displays and various competitions

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ECONOMIC IMPACT

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ECONOMIC IMPACT ANALYSIS

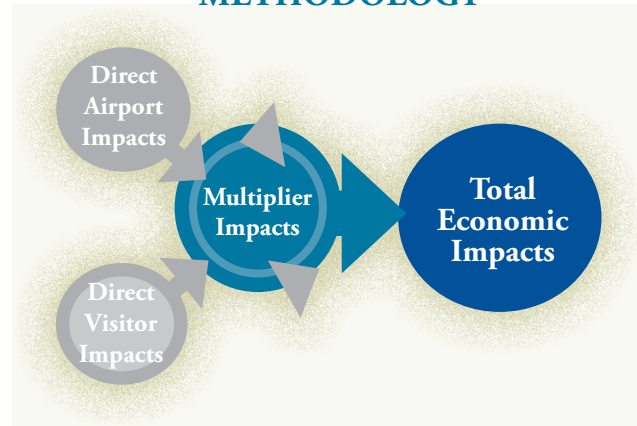
Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport’s economic benefits. Additional direct impacts are also linked to visitors who arrive via the State’s system of airports. Spending by these visitors supports additional employment and associated annual payroll. These direct impacts create additional multiplier that ripple through the economy. These multiplier impacts (induced/indirect) were measured with Mississippi-specific IMPLAN multipliers. When combined, direct and multiplier benefits equal the total economic impact associated with each airport.

Direct In 2012, there were four aviation-related tenants on the airport, including airport management, who supported over 15 employees. These tenants’ direct employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants and construction is estimated at \$2.9 million annually. The estimated direct annual payroll of these tenants is \$779,500. Operational data indicated that approximately 3,237 visitors used the airport. Visitor-related spending supported an additional 6 full-time jobs for employees earning over \$122,300 annually. Output from general aviation visitors is estimated at \$339,900.

Multiplier The multiplier impacts associated with on-airport tenants and general aviation visitors also create additional impacts throughout the State. Multiplier impacts are induced and indirect impacts calculated using the Mississippi specific IMPLAN multipliers. The accompanying table presents the direct, multiplier, and total impacts for output, payroll, and employment as they relate to on-airport tenants and visitors.

Total For 2012, the total output (including direct and multiplier impacts) stemming from all on-airport tenants and general aviation visitors to Indianola Municipal Airport was approximately \$4.9 million. Total full-time employment related to airport tenants and general aviation visitors, including all multiplier impacts, is estimated at approximately 34 persons, with a total annual payroll (direct and multiplier impacts) of approximately \$1.3 million associated with these jobs.

METHODOLOGY



AIRPORT SUMMARY TABLE

ECONOMIC IMPACTS

On-Airport	Visitor Spending
<ul style="list-style-type: none"> • FAA, Other Government • Airport Management • Aircraft maintenance • Vendors • Retail & Restaurant • Car Rental • Parking • Constuction • Fixed Based Operators 	<ul style="list-style-type: none"> • Hotels • Retail & Restaurants • Travel Agents • Convention Centers • Tourist Destinations
15 Jobs \$779,500 in Payroll \$2,944,300 in Economic Output	6 Jobs \$122,300 in Payroll \$339,900 in Economic Output

MULTIPLIER ECONOMIC IMPACTS

<ul style="list-style-type: none"> • Suppliers of Materials & Services to Airports • Air Dependent Businesses • Visitor Dependent Businesses • Consumer Product and Service Sales
13 Jobs \$389,300 in Payroll \$1,629,500 in Economic Output

TOTAL ECONOMIC IMPACTS

34 Jobs \$1,291,100 in Payroll \$4,913,700 in Economic Activity



QUALITATIVE BENEFITS

- + The most common activity at Indianola Municipal Airport is aerial agricultural spraying, with four spraying companies based at the airport
 - + Corporate activity occurs weekly, with businesses in the banking, retail, communications, medical, human resources, and construction industries utilizing the airport
 - + Aviation education activity and operations by law enforcement also occur
- When needed, the airport is used for search and rescue, Civil Air Patrol operations, medical transfer, and emergency evacuation
- + The airport is also utilized for recreational flying, aerial photography, and news reporting
 - + Opened during World War II as Indianola Auxiliary Field, the airport was transitioned to public use in 1947



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IUKA AIRPORT

IUKA, MISSISSIPPI

ECONOMIC IMPACT ANALYSIS

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's economic benefits. Additional direct impacts are also linked to visitors who arrive via the State's system of airports. Spending by these visitors supports additional employment and associated annual payroll. These direct impacts create additional multiplier that ripple through the economy. These multiplier impacts (induced/indirect) were measured with Mississippi-specific IMPLAN multipliers. When combined, direct and multiplier benefits equal the total economic impact associated with each airport.

Direct In 2012, there were no aviation-related tenants located on the airport. All economic impacts generated by the airport are the result of sponsor operation of the airport, construction projects and visitor related impacts. For 2012, the total combined direct output stemming from all sponsor activity, construction projects and general aviation visitors to Iuka Airport was approximately \$379,100. Total direct full-time employment related to the airport and general aviation visitors is estimated at six persons with a total direct payroll of approximately \$106,200 annually. Survey data indicated that approximately 2,104 visitors used the airport in 2012.

Multiplier The multiplier impacts associated with on-airport tenants and general aviation visitors also create additional impacts throughout the State. Multiplier impacts are induced and indirect impacts calculated using the Mississippi specific IMPLAN multipliers. The accompanying table presents the direct, multiplier, and total impacts for output, payroll, and employment as they relate to on-airport tenants and visitors.

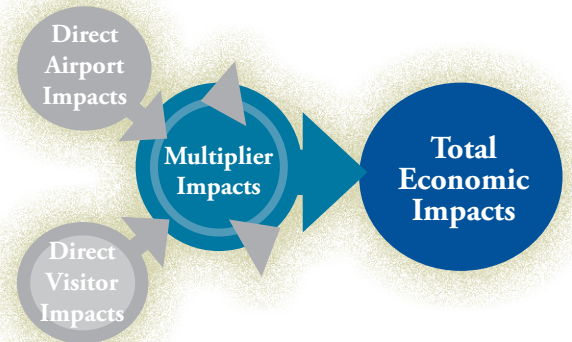
Total For 2012, the total output (including direct and multiplier impacts) stemming from all on-airport tenants and general aviation visitors to Iuka Airport was approximately \$592,600. Total full-time employment related to sponsor operation of the airport, construction projects and visitor related impacts, including all multiplier impacts, is estimated at approximately seven persons, with a total annual payroll (direct and multiplier impacts) of approximately \$159,100 associated with these jobs.

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ECONOMIC IMPACT

OF AIRPORTS STUDY

METHODOLOGY



AIRPORT SUMMARY TABLE

ECONOMIC IMPACTS

On-Airport	Visitor Spending
<ul style="list-style-type: none"> • FAA, Other Government • Airport Management • Aircraft maintenance • Vendors • Retail & Restaurant • Car Rental • Parking • Construction • Fixed Based Operators 	<ul style="list-style-type: none"> • Hotels • Retail & Restaurants • Travel Agents • Convention Centers • Tourist Destinations
<p>2 Jobs \$26,700 in Payroll \$158,200 in Economic Output</p>	<p>4 Jobs \$79,500 in Payroll \$220,900 in Economic Output</p>

MULTIPLIER ECONOMIC IMPACTS

<ul style="list-style-type: none"> • Suppliers of Materials & Services to Airports • Air Dependent Businesses • Visitor Dependent Businesses • Consumer Product and Service Sales
<p>1 Job \$52,900 in Payroll \$213,500 in Economic Output</p>

TOTAL ECONOMIC IMPACTS

<p>7 Jobs \$159,100 in Payroll \$592,600 in Economic Activity</p>



QUALITATIVE BENEFITS

- ✦ The airport supports aerial agricultural services.
- ✦ Weekly activities at the airport include recreational flying, aerial sightseeing and flights related to police and law enforcement activities.
- ✦ Businesses that have used the airport include: Snowball Medical and Virginia Communications Inc.
- ✦ The airport hosts an annual fly-in each October that draws approximately 1000 attendees.
- ✦ The airport is used on a monthly basis for physician transport, military exercises, aerial real estate tours and business flights.
- ✦ FAA records indicate the airport supported nonstop general aviation flights to Monroe, LA, Houston, TX, Alexander City, AL, Bloomington-Normal, IL, Crystal River, FL and Knoxville, TN.

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ECONOMIC IMPACT ANALYSIS

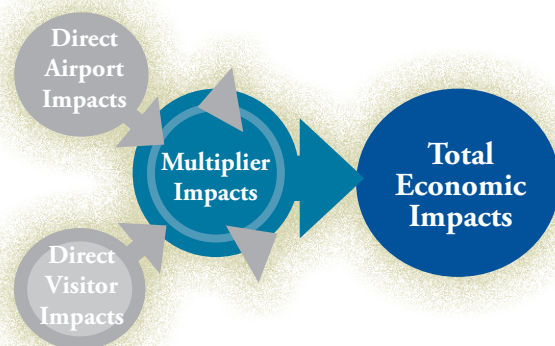
Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport’s economic benefits. Additional direct impacts are also linked to visitors who arrive via the State’s system of airports. Spending by these visitors supports additional employment and associated annual payroll. These direct impacts create additional multiplier that ripple through the economy. These multiplier impacts (induced/indirect) were measured with Mississippi-specific IMPLAN multipliers. When combined, direct and multiplier benefits equal the total economic impact associated with each airport.

Direct In 2012, there were nine aviation-related tenants on the airport, including airport management, who supported over 109 employees. These tenants’ direct employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants and construction is estimated at \$13.3 million annually. The estimated direct annual payroll of these tenants is \$5 million. Operational data indicated that approximately 6,848 visitors used the airport. Visitor-related spending supported an additional 12 full-time jobs for employees earning over \$258,800 annually. Output from general aviation visitors is estimated at \$719,000.

Multiplier The multiplier impacts associated with on-airport tenants and general aviation visitors also create additional impacts throughout the State. Multiplier impacts are induced and indirect impacts calculated using the Mississippi specific IMPLAN multipliers. The accompanying table presents the direct, multiplier, and total impacts for output, payroll, and employment as they relate to on-airport tenants and visitors.

Total For 2012, the total output (including direct and multiplier impacts) stemming from all on-airport tenants and general aviation visitors to Hawkins Field Airport was approximately \$21.9 million. Total full-time employment related to airport tenants and general aviation visitors, including all multiplier impacts, is estimated at approximately 213 persons, with a total annual payroll (direct and multiplier impacts) of approximately \$8.4 million associated with these jobs.

METHODOLOGY



AIRPORT SUMMARY TABLE

ECONOMIC IMPACTS

On-Airport	Visitor Spending
<ul style="list-style-type: none"> • FAA, Other Government • Airport Management • Aircraft maintenance • Vendors • Retail & Restaurant • Car Rental • Parking • Construction • Fixed Based Operators 	<ul style="list-style-type: none"> • Hotels • Retail & Restaurants • Travel Agents • Convention Centers • Tourist Destinations
<p>109 Jobs \$4,952,500 in Payroll \$13,288,200 in Economic Output</p>	<p>12 Jobs \$258,800 in Payroll \$719,000 in Economic Output</p>

MULTIPLIER ECONOMIC IMPACTS

<ul style="list-style-type: none"> • Suppliers of Materials & Services to Airports • Air Dependent Businesses • Visitor Dependent Businesses • Consumer Product and Service Sales
<p>92 Jobs \$3,224,600 in Payroll \$7,924,300 in Economic Output</p>

TOTAL ECONOMIC IMPACTS

<p>213 Jobs \$8,435,900 in Payroll \$21,931,500 in Economic Activity</p>
--



QUALITATIVE BENEFITS

- ✦ Primary aviation activity includes recreational flying, corporate activity, air cargo, and aviation education.
- ✦ The airport is home the Mississippi Army National Guard and is often utilized for military exercises. The airport also experiences operations by the Civil Air Patrol.
- ✦ The airport supports emergency medical and air ambulance operations in the Jackson region on a regular basis.
- ✦ Businesses that operate at Hawkins Field include but are not limited to companies in the banking, finance, real estate industries, equipment sales, faith ministries, and government agencies.
- ✦ Events at the airport include a tenant appreciation day and airshows in 2008 and 2010.
- ✦ FAA data indicates that Hawkins Field commonly supports flights to and from airports in Austin, Baton Rouge, New Orleans, Houston, and Dallas
- ✦ Flights from Hawkins Field also regularly depart to resort areas along the Florida Panhandle.



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ECONOMIC IMPACT ANALYSIS

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport’s economic benefits. Additional direct impacts are also linked to visitors who arrive via the State’s system of airports. Spending by these visitors supports additional employment and associated annual payroll. These direct impacts create additional multiplier that ripple through the economy. These multiplier impacts (induced/indirect) were measured with Mississippi-specific IMPLAN multipliers. When combined, direct and multiplier benefits equal the total economic impact associated with each airport.

Direct In 2012, there were 45 aviation-related tenants on the airport who supported 2,389 employees. These tenants’ direct employment, payroll, and output impacts were derived from survey data. Direct impacts also include airport sponsor activity and airport related construction. Direct output from all on-airport aviation-related tenants and airport management is estimated at \$419.6 million annually. The estimated direct annual payroll of these tenants and airport management is \$137.2 million. Visitors using commercial airlines and general aviation also create economic direct impacts. Survey data indicated that approximately 275,678 visitors arrived via Jackson-Medgar Airport in 2012. Commercial airline visitor-related output (spending) supported an additional 1,462 full-time jobs for employees earning \$31 million annually. Output from visitors is estimated at \$134.5 million.

Multiplier The multiplier impacts associated with on-airport tenants and general aviation visitors also create additional impacts throughout the State. Multiplier impacts are induced and indirect impacts calculated using the Mississippi specific IMPLAN multipliers. The accompanying table presents the direct, multiplier, and total impacts for output, payroll, and employment as they relate to on-airport tenants and visitors.

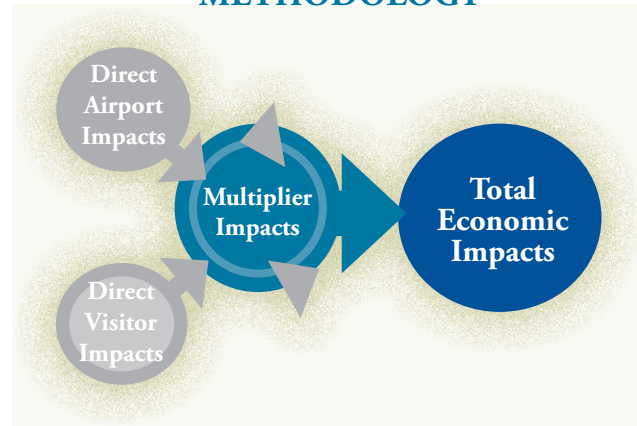
Total For 2012, the total output stemming from all on-airport tenants and all commercial airline and general aviation visitors to Jackson-Medgar Airport was approximately \$873.5 million. Total full-time employment related to airport tenants and visitors, including all multiplier impacts, is estimated at approximately 6,508 persons, with a total annual payroll of approximately \$270.6 million associated with these jobs.

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ECONOMIC IMPACT

OF AIRPORTS STUDY

METHODOLOGY



AIRPORT SUMMARY TABLE

ECONOMIC IMPACTS

On-Airport	Visitor Spending
<ul style="list-style-type: none"> • FAA, Other Government • Airport Management • Aircraft maintenance • Vendors • Retail & Restaurant • Car Rental • Parking • Construction • Fixed Based Operators 	<ul style="list-style-type: none"> • Hotels • Retail & Restaurants • Travel Agents • Convention Centers • Tourist Destinations
<p>2,389 Jobs \$137,190,700 in Payroll \$419,638,000 in Economic Output</p>	<p>1,462 Jobs \$31,007,300 in Payroll \$134,457,000 in Economic Output</p>

MULTIPLIER ECONOMIC IMPACTS

<ul style="list-style-type: none"> • Suppliers of Materials & Services to Airports • Air Dependent Businesses • Visitor Dependent Businesses • Consumer Product and Service Sales
<p>2,657 Jobs \$102,356,500 in Payroll \$319,434,100 in Economic Output</p>

TOTAL ECONOMIC IMPACTS

<p>6,508 Jobs \$270,554,500 in Payroll \$873,529,100 in Economic Activity</p>



QUALITATIVE BENEFITS

- ✦ Other than air carrier flights, the most common activities at Jackson-Medgar Wiley Evers International Airport are corporate activities, recreational flying, air cargo, prisoner transport, and military training. The airport is also utilized for real estate tours. We have done several helicopter charters promoting the EMC, but not sure what else this is based on.
- ✦ The airport is home to five (six, including State of MS) flight departments, and provides air transport for companies in a variety of industries
- ✦ The Mississippi Air National Guard has a base located on the airfield. The 172d Airlift Wing is home to the 172d Operations, Maintenance, Support and Medical Groups. In addition, the 172d includes the 172d Financial Management Services, 172d Family Readiness Office and the 172d Aircraft Generation Squadron.
- ✦ Jackson-Evers International Airport is a crucial facility for emergency response in the Jackson region

MISSISSIPPI

ECONOMIC IMPACT

OF AIRPORTS STUDY



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KOSCIUSKO- ATTALA COUNTY

KOSCIUSKO, MISSISSIPPI

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ECONOMIC IMPACT

OF AIRPORTS STUDY

ECONOMIC IMPACT ANALYSIS

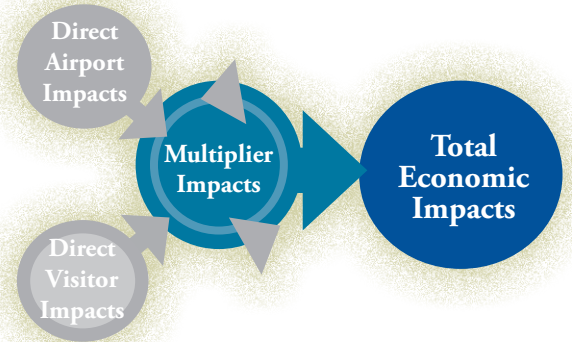
Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's economic benefits. Additional direct impacts are also linked to visitors who arrive via the State's system of airports. Spending by these visitors supports additional employment and associated annual payroll. These direct impacts create additional multiplier that ripple through the economy. These multiplier impacts (induced/indirect) were measured with Mississippi-specific IMPLAN multipliers. When combined, direct and multiplier benefits equal the total economic impact associated with each airport.

Direct In 2012, there were no aviation-related tenants located on the airport. All economic impacts generated by the airport are the result of on-airport operation of the airport, construction projects and visitor related impacts. For 2012, the total combined direct output stemming from all sponsor activity, construction projects and general aviation visitors to Kosciusko-Attala County Airport was approximately \$323,400. Total direct full-time employment related to the airport and general aviation visitors is estimated at three persons with a total direct payroll of approximately \$84,400 annually. Survey data indicated that approximately 1,187 visitors used the airport in 2012.

Multiplier The multiplier impacts associated with on-airport tenants and general aviation visitors also create additional impacts throughout the State. Multiplier impacts are induced and indirect impacts calculated using the Mississippi specific IMPLAN multipliers. The accompanying table presents the direct, multiplier, and total impacts for output, payroll, and employment as they relate to on-airport tenants and visitors.

Total For 2012, the total output (including direct and multiplier impacts) stemming from all on-airport tenants and general aviation visitors to Kosciusko-Attala County Airport was approximately \$507,300. Total full-time employment related to sponsor operation of the airport, construction projects and visitor related impacts, including all multiplier impacts, is estimated at approximately six persons, with a total annual payroll (direct and multiplier impacts) of approximately \$128,400 associated with these jobs.

METHODOLOGY



AIRPORT SUMMARY TABLE

ECONOMIC IMPACTS

On-Airport	Visitor Spending
<ul style="list-style-type: none"> • FAA, Other Government • Airport Management • Aircraft maintenance • Vendors • Retail & Restaurant • Car Rental • Parking • Construction • Fixed Based Operators 	<ul style="list-style-type: none"> • Hotels • Retail & Restaurants • Travel Agents • Convention Centers • Tourist Destinations
<p>1 Job \$39,600 in Payroll \$198,800 in Economic Output</p>	<p>2 Jobs \$44,800 in Payroll \$124,600 in Economic Output</p>

MULTIPLIER ECONOMIC IMPACTS

<ul style="list-style-type: none"> • Suppliers of Materials & Services to Airports • Air Dependent Businesses • Visitor Dependent Businesses • Consumer Product and Service Sales
<p>3 Jobs \$44,000 in Payroll \$183,900 in Economic Output</p>

TOTAL ECONOMIC IMPACTS

<p>6 Jobs \$128,400 in Payroll \$507,300 in Economic Activity</p>



QUALITATIVE BENEFITS

- + Daily aviation activities at the airport include recreational flying and training exercises such as touch-and-go operations
- + Corporate activity includes operations by businesses in the contracting, food production, manufacturing, and financial industries
- + Other aviation activities include sightseeing, utility inspections, real estate tours, military exercises, and aerial photography
- + As needed, the airport supports operations by law enforcement, the Civil Air Patrol, and search and rescue operators, and emergency responders
- + Agricultural spraying occurs seasonally at the airport
- + Kosciusko- Attala County Airport is often used as a site for remote control aircraft activity
- + The airport supports youth outreach programs involving such groups as the Boy Scouts and Young Eagles
- + FAA data indicates that the airport supports flights to and from airports in Atlanta, New Orleans, Gulf Shores, Jackson, Asheville, and Nashville, among other regions

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HESLER- NOBLE FIELD

LAUREL, MISSISSIPPI

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ECONOMIC IMPACT

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ECONOMIC IMPACT ANALYSIS

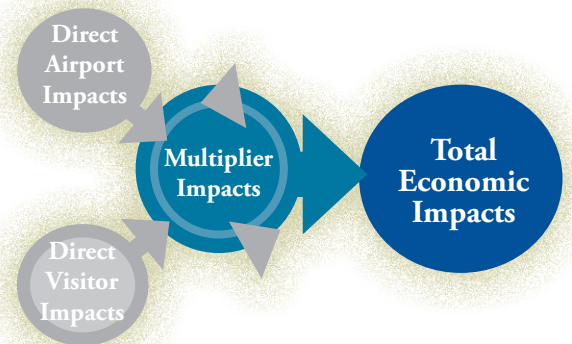
Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's economic benefits. Additional direct impacts are also linked to visitors who arrive via the State's system of airports. Spending by these visitors supports additional employment and associated annual payroll. These direct impacts create additional multiplier that ripple through the economy. These multiplier impacts (induced/indirect) were measured with Mississippi-specific IMPLAN multipliers. When combined, direct and multiplier benefits equal the total economic impact associated with each airport.

Direct In 2012, there were four aviation-related tenants on the airport, including airport management, who supported over 43 employees. These tenants' direct employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$10.3 million annually. The estimated direct annual payroll of these tenants is \$2.7 million. Operational data indicated that approximately 3,844 visitors used the airport. Visitor-related spending supported an additional seven full-time jobs for employees earning over \$145,300 annually. Output from general aviation visitors is estimated at \$403,700.

Multiplier The multiplier impacts associated with on-airport tenants and general aviation visitors also create additional impacts throughout the State. Multiplier impacts are induced and indirect impacts calculated using the Mississippi specific IMPLAN multipliers. The accompanying table presents the direct, multiplier, and total impacts for output, payroll, and employment as they relate to on-airport tenants and visitors.

Total For 2012, the total output (including direct and multiplier impacts) stemming from all on-airport tenants and general aviation visitors to Hesler-Noble Field Airport was approximately \$16.1 million. Total full-time employment related to airport tenants and general aviation visitors, including all multiplier impacts, is estimated at approximately 85 persons, with a total annual payroll (direct and multiplier impacts) of approximately \$4.1 million associated with these jobs.

METHODOLOGY



AIRPORT SUMMARY TABLE

ECONOMIC IMPACTS

On-Airport	Visitor Spending
<ul style="list-style-type: none"> • FAA, Other Government • Airport Management • Aircraft maintenance • Vendors • Retail & Restaurant • Car Rental • Parking • Construction • Fixed Based Operators 	<ul style="list-style-type: none"> • Hotels • Retail & Restaurants • Travel Agents • Convention Centers • Tourist Destinations
43 Jobs \$2,722,500 in Payroll \$10,347,800 in Economic Output	7 Jobs \$145,300 in Payroll \$403,700 in Economic Output

MULTIPLIER ECONOMIC IMPACTS

- Suppliers of Materials & Services to Airports
- Air Dependent Businesses
- Visitor Dependent Businesses
- Consumer Product and Service Sales

35 Jobs
 \$1,237,300 in Payroll
 \$5,385,200 in Economic Output

TOTAL ECONOMIC IMPACTS

85 Jobs
 \$4,105,100 in Payroll
 \$16,136,700 in Economic Activity



QUALITATIVE BENEFITS

- + The most common activity at Hesler-Noble Field is corporate flights, including operations by three corporate flight departments
- + The airport is regularly utilized by timber, oil and gas, agricultural, and manufacturing companies. Another frequent activity is recreational flying
- + Aerial application includes agricultural spraying for beetle infestations and activity by the U.S. Forestry Service
- + Pipeline inspection companies use the airport when surveying for leaks and vegetation
- + Other occasional activities include police and law enforcement operations, prisoner transport, military refueling, training exercises, sightseeing, and emergency medical operations
- + FAA data indicates that the airport supports flights to and from airports in Asheville, Memphis, Jackson, Waco, the Florida Panhandle, Baton Rouge, and Birmingham, among other areas.



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C.A. MOORE AIRPORT

LEXINGTON, MISSISSIPPI

ECONOMIC IMPACT ANALYSIS

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's economic benefits. Additional direct impacts are also linked to visitors who arrive via the State's system of airports. Spending by these visitors supports additional employment and associated annual payroll. These direct impacts create additional multiplier that ripple through the economy. These multiplier impacts (induced/indirect) were measured with Mississippi-specific IMPLAN multipliers. When combined, direct and multiplier benefits equal the total economic impact associated with each airport.

Direct In 2012, there were no aviation-related tenants located on the airport. All economic impacts generated by the airport are the result of sponsor operation of the airport, construction projects and visitor related impacts. For 2012, the total combined direct output stemming from all sponsor activity, construction projects and general aviation visitors to C.A. Moore Airport was approximately \$249,800. Total direct full-time employment related to the airport and general aviation visitors is estimated at two persons with a total direct payroll of approximately \$54,200 annually. Survey data indicated that approximately 195 visitors used the airport in 2012.

Multiplier The multiplier impacts associated with on-airport tenants and general aviation visitors also create additional impacts throughout the State. Multiplier impacts are induced and indirect impacts calculated using the Mississippi specific IMPLAN multipliers. The accompanying table presents the direct, multiplier, and total impacts for output, payroll, and employment as they relate to on-airport tenants and visitors.

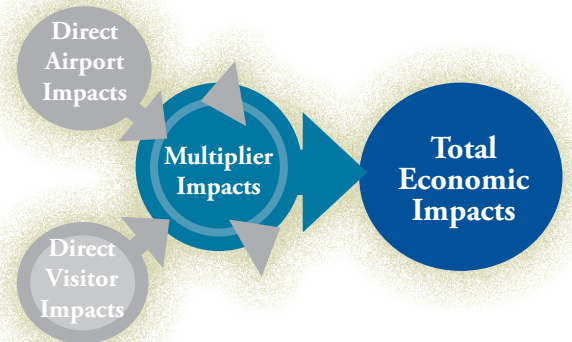
Total For 2012, the total output (including direct and multiplier impacts) stemming from all on-airport tenants and general aviation visitors to C.A. Moore Airport was approximately \$395,500. Total full-time employment related to sponsor operation of the airport, construction projects and visitor related impacts, including all multiplier impacts, is estimated at approximately three persons, with a total annual payroll (direct and multiplier impacts) of approximately \$85,000 associated with these jobs.

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ECONOMIC IMPACT

OF AIRPORTS STUDY

METHODOLOGY



AIRPORT SUMMARY TABLE

ECONOMIC IMPACTS

On-Airport	Visitor Spending
<ul style="list-style-type: none"> • FAA, Other Government • Airport Management • Aircraft maintenance • Vendors • Retail & Restaurant • Car Rental • Parking • Construction • Fixed Based Operators 	<ul style="list-style-type: none"> • Hotels • Retail & Restaurants • Travel Agents • Convention Centers • Tourist Destinations
2 Jobs \$47,200 in Payroll \$230,300 in Economic Output	<1 Job \$7,000 in Payroll \$19,500 in Economic Output

MULTIPLIER ECONOMIC IMPACTS

- Suppliers of Materials & Services to Airports
- Air Dependent Businesses
- Visitor Dependent Businesses
- Consumer Product and Service Sales

1 Jobs
 \$30,800 in Payroll
 \$145,700 in Economic Output

TOTAL ECONOMIC IMPACTS

3 Jobs
 \$85,000 in Payroll
 \$395,500 in Economic Activity



QUALITATIVE BENEFITS

- + Activities on airport include recreational flights on a weekly basis and touch and go, cross-country flights and flight training on a monthly basis.
- + On a daily basis the airport sees flights carrying visitors to the area as well as hunters during hunting season.
- + Companies/ governmental entities with significant traffic include: Entergy and FEMA.
- + The airport is used on a seasonal basis for real estate tours, pipeline inspections and wildlife management flights.
- + The airport is used occasionally for aerial forest fire fighting.
- + The airport has supported the governor's flights to the area on Mississippi Governors Day.

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LOUISVILLE- WINSTON COUNTY

LOUISVILLE, MISSISSIPPI

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ECONOMIC IMPACT

OF AIRPORTS STUDY

ECONOMIC IMPACT ANALYSIS

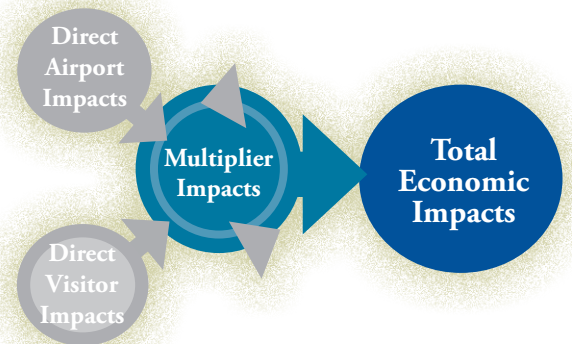
Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's economic benefits. Additional direct impacts are also linked to visitors who arrive via the State's system of airports. Spending by these visitors supports additional employment and associated annual payroll. These direct impacts create additional multiplier that ripple through the economy. These multiplier impacts (induced/indirect) were measured with Mississippi-specific IMPLAN multipliers. When combined, direct and multiplier benefits equal the total economic impact associated with each airport.

Direct In 2012, there were no aviation-related tenants located on the airport. All economic impacts generated by the airport are the result of sponsor operation of the airport, construction projects and visitor related impacts. For 2012, the total combined direct output stemming from all sponsor activity, construction projects and general aviation visitors to Louisville-Winston County Airport was approximately \$344,500. Total direct full-time employment related to the airport and general aviation visitors is estimated at five persons with a total direct payroll of approximately \$83,300 annually. Survey data indicated that approximately 992 visitors used the airport in 2012.

Multiplier The multiplier impacts associated with on-airport tenants and general aviation visitors also create additional impacts throughout the State. Multiplier impacts are induced and indirect impacts calculated using the Mississippi specific IMPLAN multipliers. The accompanying table presents the direct, multiplier, and total impacts for output, payroll, and employment as they relate to on-airport tenants and visitors.

Total For 2012, the total output (including direct and multiplier impacts) stemming from all on-airport tenants and general aviation visitors to Louisville-Winston County Airport was approximately \$542,000. Total full-time employment related to sponsor operation of the airport, construction projects and visitor related impacts, including all multiplier impacts, is estimated at approximately six persons, with a total annual payroll (direct and multiplier impacts) of approximately \$127,600 associated with these jobs.

METHODOLOGY



AIRPORT SUMMARY TABLE

ECONOMIC IMPACTS

On-Airport	Visitor Spending
<ul style="list-style-type: none"> • FAA, Other Government • Airport Management • Aircraft maintenance • Vendors • Retail & Restaurant • Car Rental • Parking • Construction • Fixed Based Operators 	<ul style="list-style-type: none"> • Hotels • Retail & Restaurants • Travel Agents • Convention Centers • Tourist Destinations
<p>3 Jobs \$47,600 in Payroll \$245,300 in Economic Output</p>	<p>2 Jobs \$35,700 in Payroll \$99,200 in Economic Output</p>

MULTIPLIER ECONOMIC IMPACTS

- Suppliers of Materials & Services to Airports
- Air Dependent Businesses
- Visitor Dependent Businesses
- Consumer Product and Service Sales

1 Job
\$44,300 in Payroll
\$197,700 in Economic Output

TOTAL ECONOMIC IMPACTS

6 Jobs
\$127,600 in Payroll
\$542,000 in Economic Activity



QUALITATIVE BENEFITS

- ✦ The primary aviation activity at Louisville Winston County Airport is business related flying
- ✦ Businesses in the manufacturing, construction, financial, consulting and agricultural industries currently utilize the airport
- ✦ Recreational flying is also common at the airport.
- ✦ Other frequent activities include touch-and-go training, emergency medical operations, and aerial photography
- ✦ The airport also experiences such activities as air cargo, aerial utility inspections, law enforcement operations, search and rescue, environmental patrols, and news reporting
- ✦ The airport sponsors regular fly ins that are attended by area schools and local Boy & Girl Scout troops and other community organization.
- ✦ FAA data indicates that the airport supports flights to and from airports in Memphis, Atlanta, Dallas, Chicago, Jacksonville, Birmingham, Baton Rouge, Baltimore, and Little Rock, among other regions

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I.H. BASS, JR. MEMORIAL

LUMBERTON, MISSISSIPPI

ECONOMIC IMPACT ANALYSIS

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's economic benefits. Additional direct impacts are also linked to visitors who arrive via the State's system of airports. Spending by these visitors supports additional employment and associated annual payroll. These direct impacts create additional multiplier that ripple through the economy. These multiplier impacts (induced/indirect) were measured with Mississippi-specific IMPLAN multipliers. When combined, direct and multiplier benefits equal the total economic impact associated with each airport.

Direct In 2012, there was one aviation-related tenant located on the airport. All economic impacts generated by the airport are the result of tenant activity, sponsor operation of the airport, construction projects, and visitor related impacts. There are 20 employees associated with on-airport activity. Direct output is estimated at \$2.1 million while the annual payroll is estimated at \$630,100. Operational data indicates that approximately 401 visitors used the airport. Visitor-related spending supported approximately one employee earning \$14,400 annually. Output from general aviation visitors is estimated at \$40,100.

Multiplier The multiplier impacts associated with on-airport tenants and general aviation visitors also create additional impacts throughout the State. Multiplier impacts are induced and indirect impacts calculated using the Mississippi specific IMPLAN multipliers. The accompanying table presents the direct, multiplier, and total impacts for output, payroll, and employment as they relate to on-airport tenants and visitors.

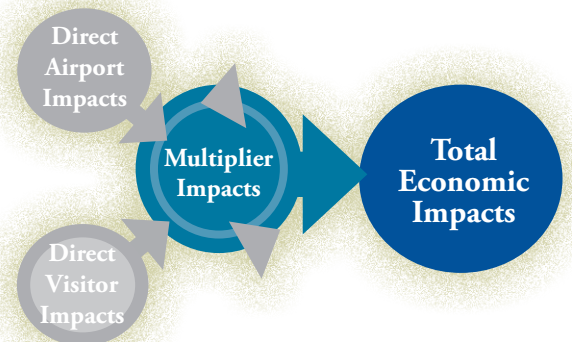
Total For 2012, the total output (including direct and multiplier impacts) stemming from all on-airport tenants and general aviation visitors to I.H. Bass, Jr. Memorial Airport was approximately \$3.2 million. Total full-time employment related to sponsor operation of the airport, construction projects and visitor related impacts, including all multiplier impacts, is estimated at approximately 35 persons, with a total annual payroll (direct and multiplier impacts) of approximately \$916,100 associated with these jobs.

MISSISSIPPI

ECONOMIC IMPACT

OF AIRPORTS STUDY

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AIRPORT SUMMARY TABLE

ECONOMIC IMPACTS

On-Airport	Visitor Spending
<ul style="list-style-type: none"> • FAA, Other Government • Airport Management • Aircraft maintenance • Vendors • Retail & Restaurant • Car Rental • Parking • Construction • Fixed Based Operators 	<ul style="list-style-type: none"> • Hotels • Retail & Restaurants • Travel Agents • Convention Centers • Tourist Destinations
20 Jobs \$630,100 in Payroll \$2,102,100 in Economic Output	1 Job \$14,400 in Payroll \$40,100 in Economic Output

MULTIPLIER ECONOMIC IMPACTS

- Suppliers of Materials & Services to Airports
- Air Dependent Businesses
- Visitor Dependent Businesses
- Consumer Product and Service Sales

14 Jobs
 \$271,600 in Payroll
 \$1,050,800 in Economic Output

TOTAL ECONOMIC IMPACTS

35 Jobs
 \$916,100 in Payroll
 \$3,193,000 in Economic Activity



QUALITATIVE BENEFITS

- ✦ Recreational flying occurs on a weekly basis at the airport.
- ✦ Gold Coast Sky Divers uses the facility on weekends and holidays for skydiving with about 30 operations on average per week.
- ✦ Activities on-airport include: weekly recreational flying and occasional corporate/business activity, flight training, military exercise/training, civil air patrol, skydiving, and emergency medical evacuation.
- ✦ The airport is occasionally used for aerial timber and agricultural spraying.
- ✦ The airport has recently supported nonstop general aviation flights from as far away as Baton Rouge, LA, and Houma, LA.

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FLETCHER FIELD

LYON, MISSISSIPPI

ECONOMIC IMPACT ANALYSIS

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's economic benefits. Additional direct impacts are also linked to visitors who arrive via the State's system of airports. Spending by these visitors supports additional employment and associated annual payroll. These direct impacts create additional multiplier that ripple through the economy. These multiplier impacts (induced/indirect) were measured with Mississippi-specific IMPLAN multipliers. When combined, direct and multiplier benefits equal the total economic impact associated with each airport.

Direct In 2012, there were four aviation-related tenants on the airport, including airport management, who supported over 12 employees. These tenants' direct employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants and construction is estimated at \$2.7 million annually. The estimated direct annual payroll of these tenants is \$515,700. Operational data indicated that approximately 8,991 visitors used the airport. Visitor-related spending supported an additional 16 full-time jobs for employees earning over \$339,800 annually. Output from general aviation visitors is estimated at \$944,100.

Multiplier The multiplier impacts associated with on-airport tenants and general aviation visitors also create additional impacts throughout the State. Multiplier impacts are induced and indirect impacts calculated using the Mississippi specific IMPLAN multipliers. The accompanying table presents the direct, multiplier, and total impacts for output, payroll, and employment as they relate to on-airport tenants and visitors.

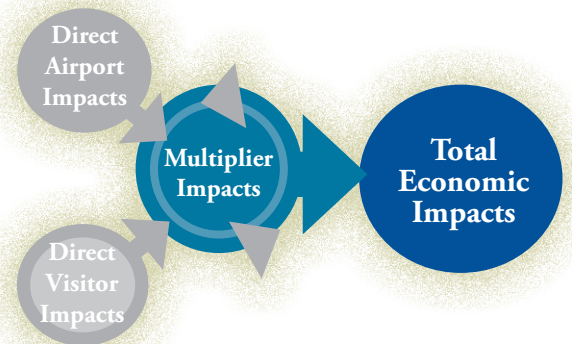
Total For 2012, the total output (including direct and multiplier impacts) stemming from all on-airport tenants and general aviation visitors to Fletcher Field Airport was approximately \$5.5 million. Total full-time employment related to airport tenants and general aviation visitors, including all multiplier impacts, is estimated at approximately 43 persons, with a total annual payroll (direct and multiplier impacts) of approximately \$1.2 million associated with these jobs.

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OF AIRPORTS STUDY

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AIRPORT SUMMARY TABLE

ECONOMIC IMPACTS

On-Airport	Visitor Spending
<ul style="list-style-type: none"> • FAA, Other Government • Airport Management • Aircraft maintenance • Vendors • Retail & Restaurant • Car Rental • Parking • Construction • Fixed Based Operators 	<ul style="list-style-type: none"> • Hotels • Retail & Restaurants • Travel Agents • Convention Centers • Tourist Destinations
12 Jobs \$515,700 in Payroll \$2,702,300 in Economic Output	16 Jobs \$339,800 in Payroll \$944,100 in Economic Output

MULTIPLIER ECONOMIC IMPACTS

<ul style="list-style-type: none"> • Suppliers of Materials & Services to Airports • Air Dependent Businesses • Visitor Dependent Businesses • Consumer Product and Service Sales
15 Jobs \$389,000 in Payroll \$1,858,300 in Economic Output

TOTAL ECONOMIC IMPACTS

43 Jobs \$1,244,500 in Payroll \$5,504,700 in Economic Activity



QUALITATIVE BENEFITS

- + The airport supports aerial agricultural operations, pilot instruction, aircraft rentals and car rentals.
- + Weekly activities occurring at CKM include recreational flying, aerial agricultural flying, corporate/business flying, and flight training/instruction.
- + Common visitors to the airport include sportsman, sports fans, and casino patrons.

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ECONOMIC IMPACT ANALYSIS

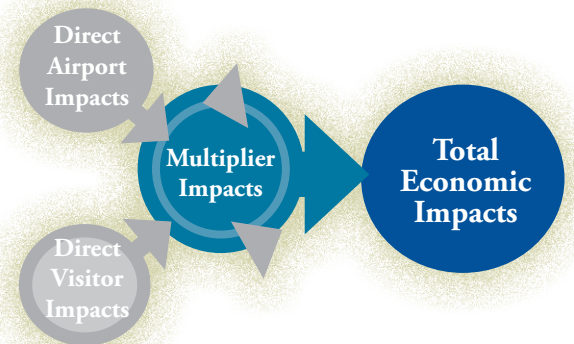
Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's economic benefits. Additional direct impacts are also linked to visitors who arrive via the State's system of airports. Spending by these visitors supports additional employment and associated annual payroll. These direct impacts create additional multiplier that ripple through the economy. These multiplier impacts (induced/indirect) were measured with Mississippi-specific IMPLAN multipliers. When combined, direct and multiplier benefits equal the total economic impact associated with each airport.

Direct In 2012, there was one aviation-related tenant located on the airport. All economic impacts generated by the airport are the result of tenant activity, sponsor operation of the airport, construction projects, and visitor related impacts. There are two employees associated with on-airport activity. Direct output is estimated at \$391,500 while the annual payroll is estimated at \$94,600. Operational data indicates that approximately 782 visitors used the airport. Visitor-related spending supported approximately one employee earning \$28,100 annually. Output from general aviation visitors is estimated at \$78,200.

Multiplier The multiplier impacts associated with on-airport tenants and general aviation visitors also create additional impacts throughout the State. Multiplier impacts are induced and indirect impacts calculated using the Mississippi specific IMPLAN multipliers. The accompanying table presents the direct, multiplier, and total impacts for output, payroll, and employment as they relate to on-airport tenants and visitors.

Total For 2012, the total output (including direct and multiplier impacts) stemming from all on-airport tenants and general aviation visitors to Macon Municipal Airport was approximately \$719,700. Total full-time employment related to sponsor operation of the airport, construction projects and visitor related impacts, including all multiplier impacts, is estimated at approximately six persons, with a total annual payroll (direct and multiplier impacts) of approximately \$182,600 associated with these jobs.

METHODOLOGY



AIRPORT SUMMARY TABLE

ECONOMIC IMPACTS

On-Airport	Visitor Spending
<ul style="list-style-type: none"> • FAA, Other Government • Airport Management • Aircraft maintenance • Vendors • Retail & Restaurant • Car Rental • Parking • Construction • Fixed Based Operators 	<ul style="list-style-type: none"> • Hotels • Retail & Restaurants • Travel Agents • Convention Centers • Tourist Destinations
<p>2 Jobs \$94,600 in Payroll \$391,500 in Economic Output</p>	<p>1 Job \$28,100 in Payroll \$78,200 in Economic Output</p>

MULTIPLIER ECONOMIC IMPACTS

- Suppliers of Materials & Services to Airports
- Air Dependent Businesses
- Visitor Dependent Businesses
- Consumer Product and Service Sales

3 Jobs
\$59,900 in Payroll
\$250,000 in Economic Output

TOTAL ECONOMIC IMPACTS

6 Jobs
\$182,600 in Payroll
\$719,700 in Economic Activity

QUALITATIVE BENEFITS

- + Companies/ governmental entities with significant traffic include: U.S. Department of Justice and Kirk Aviation. Kirk Aviation current has a C188 Cessna and 201C Weatherly based at the airport.
- + Other businesses that used the airport recently include Kansas based Mid States Appraisal Services Inc., and Oklahoma based Appraisal Services Inc.
- + The airport supports aerial agricultural spraying operations.
- + Macon Municipal supports recreational flying, and police/law enforcement flights on a weekly basis.
- + Macon Municipal currently hosts Macon Experimental Aircraft Association Club Chapter 1198 meeting at the airport.
- + FAA records indicate the airport has supported nonstop general aviation flights as far away as Houston, TX, Panama City, FL, Shreveport, LA, Tallahassee, FL and Branson, MO.

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BRUCE CAMPBELL FIELD

MADISON, MISSISSIPPI

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ECONOMIC IMPACT

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ECONOMIC IMPACT ANALYSIS

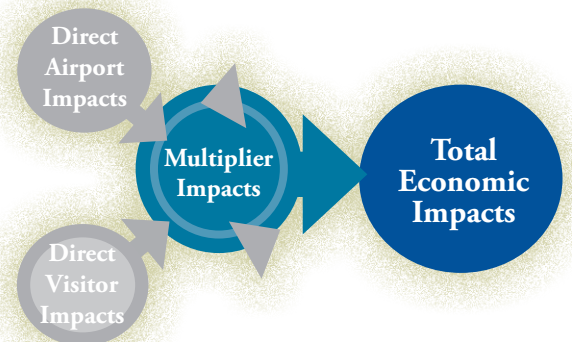
Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's economic benefits. Additional direct impacts are also linked to visitors who arrive via the State's system of airports. Spending by these visitors supports additional employment and associated annual payroll. These direct impacts create additional multiplier that ripple through the economy. These multiplier impacts (induced/indirect) were measured with Mississippi-specific IMPLAN multipliers. When combined, direct and multiplier benefits equal the total economic impact associated with each airport.

Direct In 2012, there were eight aviation-related tenants on the airport, including airport management, who supported over 59 employees. These tenants' direct employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants and construction is estimated at \$10.9 million annually. The estimated direct annual payroll of these tenants is \$2 million. Operational data indicated that approximately 12,010 visitors used the airport. Visitor-related spending supported an additional 21 full-time jobs for employees earning over \$453,900 annually. Output from general aviation visitors is estimated at \$1.3 million.

Multiplier The multiplier impacts associated with on-airport tenants and general aviation visitors also create additional impacts throughout the State. Multiplier impacts are induced and indirect impacts calculated using the Mississippi specific IMPLAN multipliers. The accompanying table presents the direct, multiplier, and total impacts for output, payroll, and employment as they relate to on-airport tenants and visitors.

Total For 2012, the total output (including direct and multiplier impacts) stemming from all on-airport tenants and general aviation visitors to Bruce Campbell Airport was approximately \$18.3 million. Total full-time employment related to airport tenants and general aviation visitors, including all multiplier impacts, is estimated at approximately 133 persons, with a total annual payroll (direct and multiplier impacts) of approximately \$3.6 million associated with these jobs.

METHODOLOGY



AIRPORT SUMMARY TABLE

ECONOMIC IMPACTS

On-Airport	Visitor Spending
<ul style="list-style-type: none"> • FAA, Other Government • Airport Management • Aircraft maintenance • Vendors • Retail & Restaurant • Car Rental • Parking • Construction • Fixed Based Operators 	<ul style="list-style-type: none"> • Hotels • Retail & Restaurants • Travel Agents • Convention Centers • Tourist Destinations
59 Jobs \$2,035,700 in Payroll \$10,940,000 in Economic Output	21 Jobs \$453,900 in Payroll \$1,261,100 in Economic Output

MULTIPLIER ECONOMIC IMPACTS

<ul style="list-style-type: none"> • Suppliers of Materials & Services to Airports • Air Dependent Businesses • Visitor Dependent Businesses • Consumer Product and Service Sales
53 Jobs \$1,143,800 in Payroll \$6,095,900 in Economic Output

TOTAL ECONOMIC IMPACTS

133 Jobs \$3,633,400 in Payroll \$18,297,000 in Economic Activity



QUALITATIVE BENEFITS

- + Several activities occur daily at Bruce Campbell Field, including recreational flights, corporate activity, and flight instruction and education
- + The airport is also frequently used as a gateway to attractions and activities in the Jackson region
- + Corporate activity includes flights by businesses in the insurance, oil and gas, construction, medical, and real estate industries
- + Other activities that occur at least weekly include aerial utility inspections, cargo, military exercises, forest and wildland firefighting, aerial photography, and news reporting
- + When needed, the airport is also utilized for sightseeing, emergency medical operations, law enforcement flights, and search and rescue
- + The airport hosts three customer appreciation events each year in May, October, and December
- + FAA data indicates that the airport supports general aviation flights to and from airports in Dallas, Hattiesburg, Baton Rouge, Houston, Ft. Myers, Birmingham, and the Florida Panhandle, among other regions



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ECONOMIC IMPACT ANALYSIS

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport’s economic benefits. Additional direct impacts are also linked to visitors who arrive via the State’s system of airports. Spending by these visitors supports additional employment and associated annual payroll. These direct impacts create additional multiplier that ripple through the economy. These multiplier impacts (induced/indirect) were measured with Mississippi-specific IMPLAN multipliers. When combined, direct and multiplier benefits equal the total economic impact associated with each airport.

Direct In 2012, there were no aviation-related tenants located on the airport. All economic impacts generated by the airport are the result of sponsor operation of the airport, construction projects and visitor related impacts. For 2012, the total combined direct output stemming from all sponsor activity, construction projects and general aviation visitors to Magee Municipal Airport was approximately \$389,000. Total direct full-time employment related to the airport and general aviation visitors is estimated at six persons with a total direct payroll of approximately \$116,600 annually. Survey data indicated that approximately 2,379 visitors used the airport in 2012.

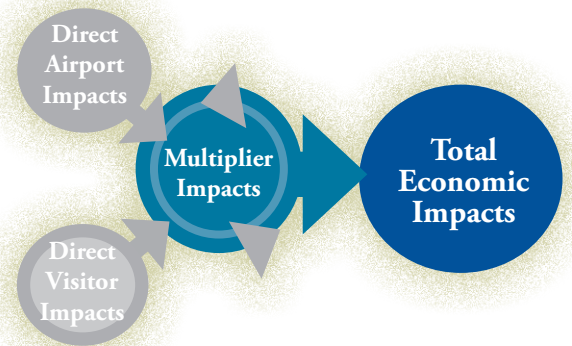
Multiplier The multiplier impacts associated with on-airport tenants and general aviation visitors also create additional impacts throughout the State. Multiplier impacts are induced and indirect impacts calculated using the Mississippi specific IMPLAN multipliers. The accompanying table presents the direct, multiplier, and total impacts for output, payroll, and employment as they relate to on-airport tenants and visitors.

Total For 2012, the total output (including direct and multiplier impacts) stemming from all on-airport tenants and general aviation visitors to Magee Municipal Airport was approximately \$607,000. Total full-time employment related to sponsor operation of the airport, construction projects and visitor related impacts, including all multiplier impacts, is estimated at approximately nine persons, with a total annual payroll (direct and multiplier impacts) of approximately \$174,800 associated with these jobs.

ECONOMIC IMPACT

OF AIRPORTS STUDY

METHODOLOGY



AIRPORT SUMMARY TABLE

ECONOMIC IMPACTS

On-Airport	Visitor Spending
<ul style="list-style-type: none"> • FAA, Other Government • Airport Management • Aircraft maintenance • Vendors • Retail & Restaurant • Car Rental • Parking • Construction • Fixed Based Operators 	<ul style="list-style-type: none"> • Hotels • Retail & Restaurants • Travel Agents • Convention Centers • Tourist Destinations
<p>2 Jobs \$26,700 in Payroll \$139,200 in Economic Output</p>	<p>4 Jobs \$89,900 in Payroll \$249,800 in Economic Output</p>

MULTIPLIER ECONOMIC IMPACTS

<ul style="list-style-type: none"> • Suppliers of Materials & Services to Airports • Air Dependent Businesses • Visitor Dependent Businesses • Consumer Product and Service Sales
<p>3 Jobs \$58,200 in Payroll \$218,000 in Economic Output</p>

TOTAL ECONOMIC IMPACTS

<p>9 Jobs \$174,800 in Payroll \$607,000 in Economic Activity</p>

QUALITATIVE BENEFITS

- ✦ Magee Municipal sees recreational flying on a daily basis, while activities such as aerial sightseeing and corporate/business activity occur on a weekly basis.
- ✦ Promotional events taking place at the airport include an annual Fly-In/ Airport Fun Day Airshow. This event typically attracts 550 attendees.
- ✦ Pioneer Health operated one to two operations per week from the airport although their aircraft are not based at the airport.
- ✦ The airport supports flight instruction including touch-and-go activity.
- ✦ About once a month a doctor is transported to area hospitals via air transportation.
- ✦ The airport is used occasionally for aerial pipeline inspections, military exercises, air ambulance activity, and aerial photography.

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ECONOMIC IMPACT

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ECONOMIC IMPACT ANALYSIS

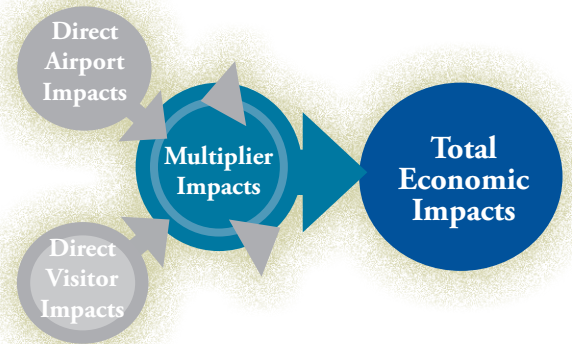
Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport’s economic benefits. Additional direct impacts are also linked to visitors who arrive via the State’s system of airports. Spending by these visitors supports additional employment and associated annual payroll. These direct impacts create additional multiplier that ripple through the economy. These multiplier impacts (induced/indirect) were measured with Mississippi-specific IMPLAN multipliers. When combined, direct and multiplier benefits equal the total economic impact associated with each airport.

Direct In 2012, there were two aviation-related tenants on the airport, including airport management, who supported over six employees. These tenants’ direct employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$1.2 million annually. The estimated direct annual payroll of these tenants is \$183,000. Operational data indicated that approximately 1,942 visitors used the airport. Visitor-related spending supported an additional three full-time jobs for employees earning over \$73,400 annually. Output from general aviation visitors is estimated at \$203,900.

Multiplier The multiplier impacts associated with on-airport tenants and general aviation visitors also create additional impacts throughout the State. Multiplier impacts are induced and indirect impacts calculated using the Mississippi specific IMPLAN multipliers. The accompanying table presents the direct, multiplier, and total impacts for output, payroll, and employment as they relate to on-airport tenants and visitors.

Total For 2012, the total output (including direct and multiplier impacts) stemming from all on-airport tenants and general aviation visitors to McComb-Pike County Airport was approximately \$2.1 million. Total full-time employment related to airport tenants and general aviation visitors, including all multiplier impacts, is estimated at approximately 14 persons, with a total annual payroll (direct and multiplier impacts) of approximately \$385,300 associated with these jobs.

METHODOLOGY



AIRPORT SUMMARY TABLE

ECONOMIC IMPACTS

On-Airport	Visitor Spending
<ul style="list-style-type: none"> • FAA, Other Government • Airport Management • Aircraft maintenance • Vendors • Retail & Restaurant • Car Rental • Parking • Construction • Fixed Based Operators 	<ul style="list-style-type: none"> • Hotels • Retail & Restaurants • Travel Agents • Convention Centers • Tourist Destinations
<p>6 Jobs \$183,000 in Payroll \$1,207,700 in Economic Output</p>	<p>3 Jobs \$73,400 in Payroll \$203,900 in Economic Output</p>

MULTIPLIER ECONOMIC IMPACTS

<ul style="list-style-type: none"> • Suppliers of Materials & Services to Airports • Air Dependent Businesses • Visitor Dependent Businesses • Consumer Product and Service Sales
<p>5 Jobs \$128,900 in Payroll \$736,800 in Economic Output</p>

TOTAL ECONOMIC IMPACTS

<p>14 Jobs \$385,300 in Payroll \$2,148,400 in Economic Activity</p>
--



QUALITATIVE BENEFITS

- + Daily activities at the airport include recreational flying, corporate activity, and aerial inspections of utilities
- + Corporate activity at the airport includes operations by businesses in the manufacturing, finance, transportation, retail, medical, and education industries
- + Other common activities at John E. Lewis Field include touch-and-go operations, military exercises, and agricultural spraying
- + Less frequent activities supported by the airport include air cargo, vocational education, environmental patrol, and youth outreach events
- + When needed, the airport supports law enforcement, medical, evacuation, firefighting, and search and rescue operations
- + The airport also hosts an annual fly-in for pilots, aircraft owners and community residents
- + FAA data indicates that the airport supports general aviation flights to and from airports in Houston, Baton Rouge, Gulfport-Biloxi, Little Rock, and San Antonio, among other areas



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MERIDIAN REGIONAL AIRPORT

MERIDIAN, MISSISSIPPI

MISSISSIPPI

ECONOMIC IMPACT

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ECONOMIC IMPACT ANALYSIS

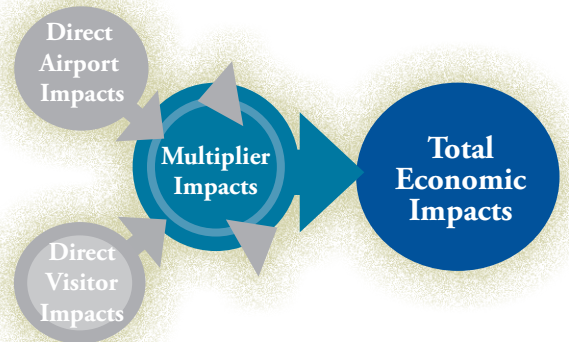
Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's economic benefits. Additional direct impacts are also linked to visitors who arrive via the State's system of airports. Spending by these visitors supports additional employment and associated annual payroll. These direct impacts create additional multiplier that ripple through the economy. These multiplier impacts (induced/indirect) were measured with Mississippi-specific IMPLAN multipliers. When combined, direct and multiplier benefits equal the total economic impact associated with each airport.

Direct In 2012, there were 15 aviation-related tenants on the airport who supported 940 employees. These tenants' direct employment, payroll, and output impacts were derived from survey data. Direct impacts also include airport sponsor activity and airport related construction. Direct output from all on-airport aviation-related tenants and airport management is estimated at \$90.5 million annually. The estimated direct annual payroll of these tenants and airport management is \$43.5 million. Visitors using commercial airlines and general aviation also create economic direct impacts. Survey data indicated that approximately 15,000 visitors arrived via Key Field Airport in 2012. Visitor-related output (spending) supported an additional 54 full-time jobs for employees earning \$1.2 million annually. Output from commercial airline visitors is estimated at \$4.4 million.

Multiplier The multiplier impacts associated with on-airport tenants and general aviation visitors also create additional impacts throughout the State. Multiplier impacts are induced and indirect impacts calculated using the Mississippi specific IMPLAN multipliers. The accompanying table presents the direct, multiplier, and total impacts for output, payroll, and employment as they relate to on-airport tenants and visitors.

Total For 2012, the total output stemming from all on-airport tenants and all commercial airline and general aviation visitors to Key Field Airport was approximately \$152.3 million. Total full-time employment related to airport tenants and visitors, including all multiplier impacts, is estimated at approximately 1,796 persons, with a total annual payroll of approximately \$73.7 million associated with these jobs.

METHODOLOGY



AIRPORT SUMMARY TABLE

ECONOMIC IMPACTS

On-Airport	Visitor Spending
<ul style="list-style-type: none"> • FAA, Other Government • Airport Management • Aircraft maintenance • Vendors • Retail & Restaurant • Car Rental • Parking • Construction • Fixed Based Operators 	<ul style="list-style-type: none"> • Hotels • Retail & Restaurants • Travel Agents • Convention Centers • Tourist Destinations
940 Jobs \$43,503,800 in Payroll \$90,549,100 in Economic Output	54 Jobs \$1,154,600 in Payroll \$4,385,800 in Economic Output

MULTIPLIER ECONOMIC IMPACTS

<ul style="list-style-type: none"> • Suppliers of Materials & Services to Airports • Air Dependent Businesses • Visitor Dependent Businesses • Consumer Product and Service Sales
802 Jobs \$29,083,800 in Payroll \$57,373,500 in Economic Output

TOTAL ECONOMIC IMPACTS

1,796 Jobs \$73,742,200 in Payroll \$152,308,400 in Economic Activity



MERIDIAN REGIONAL AIRPORT

QUALITATIVE BENEFITS

- + Meridian Regional Airport connects area residents to Atlanta and from there to the world
- + Daily general aviation activities typically include recreational flying, corporate activity, civilian and military flight training and education, military exercises, and air ambulance operations
- + Corporate activity at the airport includes six corporate flight departments, and frequent activity by businesses in the trucking, radio, structural steel, plumbing, pipeline and audio industries
- + Aircraft conducting aerial inspection of pipelines and utilities are also common
- + The airport also supports on occasion air cargo, youth outreach and aerial photography
- + When needed, the airport is also used for emergency evacuation, law enforcement operations, and the Civil Air Patrol
- + The airport hosts and is involved in community events such as an annual open house, Navy Winging Parties, Navy League fundraisers, and Air shows at NAS Meridian

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HATTIESBURG- LAUREL REGIONAL

MOSELLE, MISSISSIPPI

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ECONOMIC IMPACT ANALYSIS

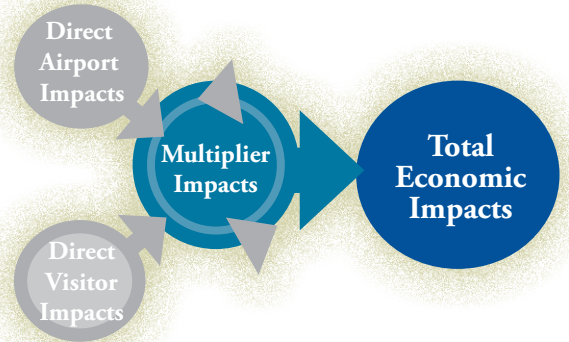
Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's economic benefits. Additional direct impacts are also linked to visitors who arrive via the State's system of airports. Spending by these visitors supports additional employment and associated annual payroll. These direct impacts create additional multiplier that ripple through the economy. These multiplier impacts (induced/indirect) were measured with Mississippi-specific IMPLAN multipliers. When combined, direct and multiplier benefits equal the total economic impact associated with each airport.

Direct In 2012, there were nine aviation-related tenants on the airport who supported 42 employees. These tenants' direct employment, payroll, and output impacts were derived from survey data. Direct impacts also include airport sponsor activity and airport related construction. Direct output from all on-airport aviation-related tenants and airport management is estimated at \$6.4 million annually. The estimated direct annual payroll of these tenants and airport management is \$1.6 million. Visitors using commercial airlines and general aviation also create economic direct impacts. Survey data indicated that approximately 18,803 visitors arrived via Hattiesburg-Laurel Regional Airport in 2012. Visitor-related output (spending) supported an additional 65 full-time jobs for employees earning \$1.3 million annually. Output from commercial airline visitors is estimated at \$5 million.

Multiplier The multiplier impacts associated with on-airport tenants and general aviation visitors also create additional impacts throughout the State. Multiplier impacts are induced and indirect impacts calculated using the Mississippi specific IMPLAN multipliers. The accompanying table presents the direct, multiplier, and total impacts for output, payroll, and employment as they relate to on-airport tenants and visitors.

Total For 2012, the total output stemming from all on-airport tenants and all commercial airline and general aviation visitors to Hattiesburg-Laurel Regional Airport was approximately \$17.8 million. Total full-time employment related to airport tenants and visitors, including all multiplier impacts, is estimated at approximately 169 persons, with a total annual payroll of approximately \$4.7 million associated with these jobs.

METHODOLOGY



AIRPORT SUMMARY TABLE

ECONOMIC IMPACTS

On-Airport	Visitor Spending
<ul style="list-style-type: none"> • FAA, Other Government • Airport Management • Aircraft maintenance • Vendors • Retail & Restaurant • Car Rental • Parking • Construction • Fixed Based Operators 	<ul style="list-style-type: none"> • Hotels • Retail & Restaurants • Travel Agents • Convention Centers • Tourist Destinations
<p>42 Jobs \$1,639,800 in Payroll \$6,460,000 in Economic Output</p>	<p>65 Jobs \$1,383,900 in Payroll \$4,995,300 in Economic Output</p>

MULTIPLIER ECONOMIC IMPACTS

<ul style="list-style-type: none"> • Suppliers of Materials & Services to Airports • Air Dependent Businesses • Visitor Dependent Businesses • Consumer Product and Service Sales
<p>62 Jobs \$1,673,500 in Payroll \$6,384,600 in Economic Output</p>

TOTAL ECONOMIC IMPACTS

<p>169 Jobs \$4,697,200 in Payroll \$17,839,900 in Economic Activity</p>
--



QUALITATIVE BENEFITS

- ✦ Through Silver Airways, residents of the Hattiesburg region are connected to the Atlanta hub and then to the world
- ✦ The airport is most commonly used for general aviation activities such as recreational flying, corporate activity, and as a gateway for area tourism
- ✦ Corporate activity at the airport includes operations by businesses in the oil and gas, legal, healthcare, retail, finance, forestry, contracting, and education industries
- ✦ Area universities commonly charter flights from Hattiesburg- Laurel Regional Airport to transport sports teams
- ✦ Aerial utility inspections, flight instruction, and other training activities such as touch-and-go operations are frequent general aviation activities
- ✦ As needed, the airport supports cargo, emergency response, law enforcement, Civil Air Patrol, sightseeing, medical, aerial photography, and news reporting operations
- ✦ The airport also supports youth outreach programs involving such groups as the Boy Scouts and EAA Young Eagles program
- ✦ FAA data indicates that the airport supports flights to and from airports in Tampa, Dallas, Tallahassee, Columbia, Gulfport-Biloxi, Raleigh-Durham, Birmingham, Charlotte, New Orleans, and Miami, among other regions

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NATCHEZ- ADAMS COUNTY FIELD

NATCHEZ, MISSISSIPPI

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ECONOMIC IMPACT

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ECONOMIC IMPACT ANALYSIS

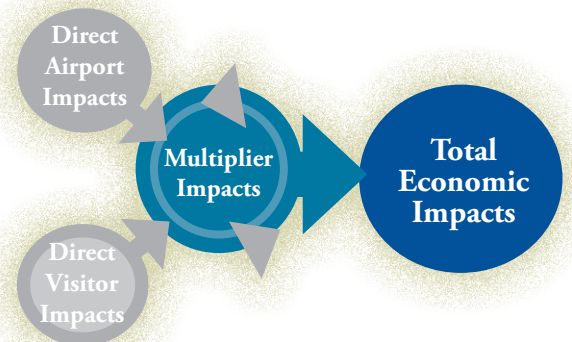
Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's economic benefits. Additional direct impacts are also linked to visitors who arrive via the State's system of airports. Spending by these visitors supports additional employment and associated annual payroll. These direct impacts create additional multiplier that ripple through the economy. These multiplier impacts (induced/indirect) were measured with Mississippi-specific IMPLAN multipliers. When combined, direct and multiplier benefits equal the total economic impact associated with each airport.

Direct In 2012, there were no aviation-related tenants located on the airport. All economic impacts generated by the airport are the result of sponsor operation of the airport, construction projects and visitor related impacts. For 2012, the total combined direct output stemming from all sponsor activity, construction projects and general aviation visitors to Natchez-Adams County Airport was approximately \$2 million. Total direct full-time employment related to the airport and general aviation visitors is estimated at 19 persons with a total direct payroll of approximately \$555,900 annually. Survey data indicated that approximately 4,856 visitors used the airport in 2012.

Multiplier The multiplier impacts associated with on-airport tenants and general aviation visitors also create additional impacts throughout the State. Multiplier impacts are induced and indirect impacts calculated using the Mississippi specific IMPLAN multipliers. The accompanying table presents the direct, multiplier, and total impacts for output, payroll, and employment as they relate to on-airport tenants and visitors.

Total For 2012, the total output (including direct and multiplier impacts) stemming from all on-airport tenants and general aviation visitors to Natchez- Adams County Airport was approximately \$3.3 million. Total full-time employment related to airport tenants and general aviation visitors, including all multiplier impacts, is estimated at approximately 30 persons, with a total annual payroll (direct and multiplier impacts) of approximately \$883,100 associated with these jobs.

METHODOLOGY



AIRPORT SUMMARY TABLE

ECONOMIC IMPACTS

On-Airport	Visitor Spending
<ul style="list-style-type: none"> • FAA, Other Government • Airport Management • Aircraft maintenance • Vendors • Retail & Restaurant • Car Rental • Parking • Construction • Fixed Based Operators 	<ul style="list-style-type: none"> • Hotels • Retail & Restaurants • Travel Agents • Convention Centers • Tourist Destinations
<p>10 Jobs \$372,400 in Payroll \$1,554,400 in Economic Output</p>	<p>9 Jobs \$183,500 in Payroll \$509,900 in Economic Output</p>

MULTIPLIER ECONOMIC IMPACTS

<ul style="list-style-type: none"> • Suppliers of Materials & Services to Airports • Air Dependent Businesses • Visitor Dependent Businesses • Consumer Product and Service Sales
<p>11 Jobs \$327,200 in Payroll \$1,230,900 in Economic Output</p>

TOTAL ECONOMIC IMPACTS

<p>30 Jobs \$883,100 in Payroll \$3,295,200 in Economic Activity</p>
--



NATCHEZ- ADAMS COUNTY FIELD

QUALITATIVE BENEFITS

- + The airport supports businesses with aircraft rental service.
- + Daily activities at HEZ include corporate business activity and flight training.
- + Recreational flying, aerial utility inspections, flight training and military exercise occur on a weekly basis.
- + The airport is used occasionally for aerial ag operations, real estate tours, prisoner transport, search and rescue, air ambulance, doctor transport and aerial photography.
- + Businesses that use the airport on a regular basis include Callon Petroleum, Paradise Foods, Boone Newspapers, LLOG Exploration Company, Fitch Co, Air South, Terrebonne Wireline, Kelly's Kids, Stevens and Hobby Insurance, Delta Fuels, Stout and Company, and JMR Oil Inc.

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NEW ALBANY- UNION COUNTY

NEW ALBANY, MISSISSIPPI

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ECONOMIC IMPACT

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ECONOMIC IMPACT ANALYSIS

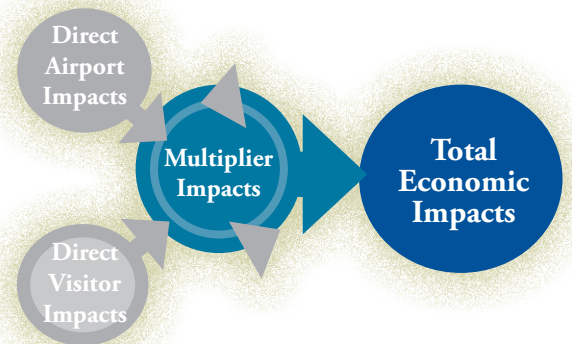
Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's economic benefits. Additional direct impacts are also linked to visitors who arrive via the State's system of airports. Spending by these visitors supports additional employment and associated annual payroll. These direct impacts create additional multiplier that ripple through the economy. These multiplier impacts (induced/indirect) were measured with Mississippi-specific IMPLAN multipliers. When combined, direct and multiplier benefits equal the total economic impact associated with each airport.

Direct In 2012, there were no aviation-related tenants located on the airport. All economic impacts generated by the airport were the result of on-airport operations, construction projects and visitor related impacts. For 2012, the total combined direct output stemming from all on-airport activity, construction projects and general aviation visitors to New Albany- Union County Airport was approximately \$512,900. Total direct full-time employment related to the airport and general aviation visitors is estimated at nine persons with a total direct payroll of approximately \$164,400 annually. Survey data indicated that approximately 3,453 visitors used the airport in 2012.

Multiplier The multiplier impacts associated with on-airport tenants and general aviation visitors also create additional impacts throughout the State. Multiplier impacts are induced and indirect impacts calculated using the Mississippi specific IMPLAN multipliers. The accompanying table presents the direct, multiplier, and total impacts for output, payroll, and employment as they relate to on-airport tenants and visitors.

Total For 2012, the total output (including direct and multiplier impacts) stemming from all on-airport tenants and general aviation visitors to New Albany- Union County Airport was approximately \$797,800. Total full-time employment related to airport tenants and general aviation visitors, including all multiplier impacts, is estimated at approximately 12 persons, with a total annual payroll (direct and multiplier impacts) of approximately \$245,800 associated with these jobs.

METHODOLOGY



AIRPORT SUMMARY TABLE

ECONOMIC IMPACTS

On-Airport	Visitor Spending
<ul style="list-style-type: none"> • FAA, Other Government • Airport Management • Aircraft maintenance • Vendors • Retail & Restaurant • Car Rental • Parking • Construction • Fixed Based Operators 	<ul style="list-style-type: none"> • Hotels • Retail & Restaurants • Travel Agents • Convention Centers • Tourist Destinations
<p>3 Jobs \$33,900 in Payroll \$150,300 in Economic Output</p>	<p>6 Jobs \$130,500 in Payroll \$362,600 in Economic Output</p>

MULTIPLIER ECONOMIC IMPACTS

<ul style="list-style-type: none"> • Suppliers of Materials & Services to Airports • Air Dependent Businesses • Visitor Dependent Businesses • Consumer Product and Service Sales
<p>3 Jobs \$81,400 in Payroll \$284,900 in Economic Output</p>

TOTAL ECONOMIC IMPACTS

<p>12 Jobs \$245,800 in Payroll \$797,800 in Economic Activity</p>
--



QUALITATIVE BENEFITS

- + The most common activity at the airport is recreational flying, including ultralight and glider activity
- + Training activity, such as touch-and-go operations, is also a daily occurrence when weather permits
- + Corporate activity at New Albany-Union County Airport includes operations by businesses in the manufacturing, real estate, architecture, and healthcare industries
- + Other aviation activities at the airport include military exercises, real estate tours, operations by law enforcement and the Civil Air Patrol, medical flights, and aerial photography
- + Agricultural spraying occurs seasonally at New Albany-Union County Airport

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JAMES H. EASOM FIELD

NEWTON, MISSISSIPPI

MISSISSIPPI

ECONOMIC IMPACT

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ECONOMIC IMPACT ANALYSIS

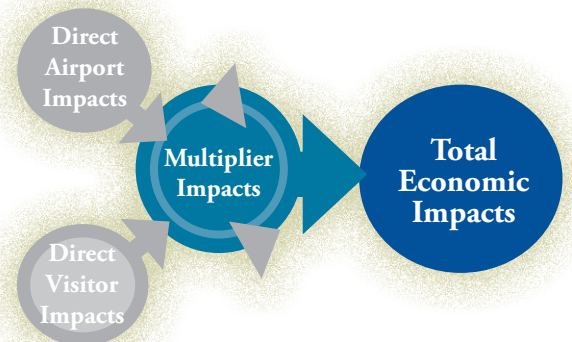
Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's economic benefits. Additional direct impacts are also linked to visitors who arrive via the State's system of airports. Spending by these visitors supports additional employment and associated annual payroll. These direct impacts create additional multiplier that ripple through the economy. These multiplier impacts (induced/indirect) were measured with Mississippi-specific IMPLAN multipliers. When combined, direct and multiplier benefits equal the total economic impact associated with each airport.

Direct In 2012, there were no aviation-related tenants located on the airport. All economic impacts generated by the airport are the result of sponsor operation of the airport, construction projects and visitor related impacts. For 2012, the total combined direct output stemming from all sponsor activity, construction projects and general aviation visitors to James H. Easom Field Airport was approximately \$500,300. Total direct full-time employment related to the airport and general aviation visitors is estimated at eight persons with a total direct payroll of approximately \$149,900 annually. Survey data indicated that approximately 3,011 visitors used the airport in 2012.

Multiplier The multiplier impacts associated with on-airport tenants and general aviation visitors also create additional impacts throughout the State. Multiplier impacts are induced and indirect impacts calculated using the Mississippi specific IMPLAN multipliers. The accompanying table presents the direct, multiplier, and total impacts for output, payroll, and employment as they relate to on-airport tenants and visitors.

Total For 2012, the total output (including direct and multiplier impacts) stemming from all on-airport tenants and general aviation visitors to James H. Easom Field Airport was approximately \$779,900. Total full-time employment related to sponsor operation of the airport, construction projects and visitor related impacts, including all multiplier impacts, is estimated at approximately 12 persons, with a total annual payroll (direct and multiplier impacts) of approximately \$223,500 associated with these jobs.

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AIRPORT SUMMARY TABLE

ECONOMIC IMPACTS

On-Airport	Visitor Spending
<ul style="list-style-type: none"> • FAA, Other Government • Airport Management • Aircraft maintenance • Vendors • Retail & Restaurant • Car Rental • Parking • Construction • Fixed Based Operators 	<ul style="list-style-type: none"> • Hotels • Retail & Restaurants • Travel Agents • Convention Centers • Tourist Destinations
3 Jobs \$35,600 in Payroll \$184,200 in Economic Output	5 Jobs \$113,800 in Payroll \$316,100 in Economic Output

MULTIPLIER ECONOMIC IMPACTS

<ul style="list-style-type: none"> • Suppliers of Materials & Services to Airports • Air Dependent Businesses • Visitor Dependent Businesses • Consumer Product and Service Sales
4 Jobs \$74,100 in Payroll \$279,600 in Economic Output

TOTAL ECONOMIC IMPACTS

12 Jobs \$223,500 in Payroll \$779,900 in Economic Activity

QUALITATIVE BENEFITS

- ✦ The most common activities at James H. Easom Field are daily recreational flying, flight instruction, and other training exercises such as touch-and-go operations
- ✦ Corporate activity at the airport includes flights by businesses in the medical, manufacturing, agricultural, and salvage industries
- ✦ Other activities at the airport include aerial utility inspections, sightseeing, real estate tours, search and rescue and evacuation, and aerial photography
- ✦ Seasonal activities include agricultural spraying, operations by law enforcement, and firefighting
- ✦ FAA data indicates that the airport supports general aviation flights to and from airports in Birmingham, Memphis, Houston, Cleveland, and the Florida Panhandle, among other regions

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ECONOMIC IMPACT

OF AIRPORTS STUDY

ECONOMIC IMPACT ANALYSIS

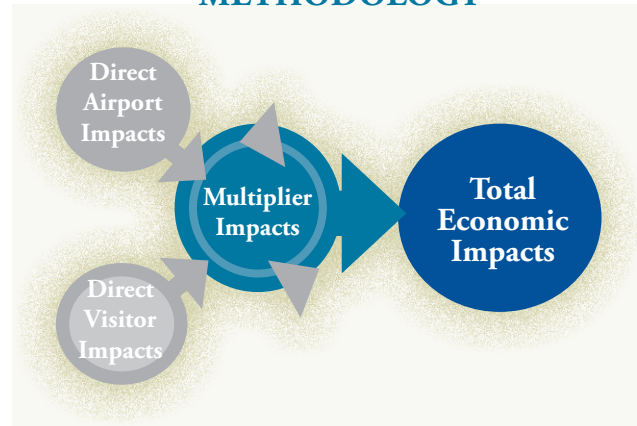
Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's economic benefits. Additional direct impacts are also linked to visitors who arrive via the State's system of airports. Spending by these visitors supports additional employment and associated annual payroll. These direct impacts create additional multiplier that ripple through the economy. These multiplier impacts (induced/indirect) were measured with Mississippi-specific IMPLAN multipliers. When combined, direct and multiplier benefits equal the total economic impact associated with each airport.

Direct In 2012, there was one aviation-related tenant located on the airport. All economic impacts generated by the airport are the result of tenant activity, sponsor operation of the airport, construction projects, and visitor related impacts. There are three employees associated with on-airport activity. Direct output is estimated at \$260,000 while the annual payroll is estimated at \$55,000. Operational data indicates that approximately 902 visitors used the airport. Visitor-related spending supported an additional two employees earning \$32,500 annually. Output from general aviation visitors is estimated at \$90,200.

Multiplier The multiplier impacts associated with on-airport tenants and general aviation visitors also create additional impacts throughout the State. Multiplier impacts are induced and indirect impacts calculated using the Mississippi specific IMPLAN multipliers. The accompanying table presents the direct, multiplier, and total impacts for output, payroll, and employment as they relate to on-airport tenants and visitors.

Total For 2012, the total output (including direct and multiplier impacts) stemming from all on-airport tenants and general aviation visitors to Okolona Municipal Airport was approximately \$551,100. Total full-time employment related to airport tenants and general aviation visitors, including all multiplier impacts, is estimated at approximately seven persons, with a total annual payroll (direct and multiplier impacts) of approximately \$133,000 associated with these jobs.

METHODOLOGY



AIRPORT SUMMARY TABLE

ECONOMIC IMPACTS

On-Airport	Visitor Spending
<ul style="list-style-type: none"> • FAA, Other Government • Airport Management • Aircraft maintenance • Vendors • Retail & Restaurant • Car Rental • Parking • Construction • Fixed Based Operators 	<ul style="list-style-type: none"> • Hotels • Retail & Restaurants • Travel Agents • Convention Centers • Tourist Destination
<p>3 Jobs \$55,000 in Payroll \$260,600 in Economic Output</p>	<p>2 Jobs \$32,500 in Payroll \$90,200 in Economic Output</p>

MULTIPLIER ECONOMIC IMPACTS

<ul style="list-style-type: none"> • Suppliers of Materials & Services to Airports • Air Dependent Businesses • Visitor Dependent Businesses • Consumer Product and Service Sales
<p>2 Jobs \$45,500 in Payroll \$200,300 in Economic Output</p>

TOTAL ECONOMIC IMPACTS

<p>7 Jobs \$133,000 in Payroll \$551,100 in Economic Activity</p>



OKOLONA MUNICIPAL- RICHARD STOVALL FIELD

QUALITATIVE BENEFITS

- ✦ The airport supports aerial agricultural operations.
- ✦ USAF pilot training flights from Columbus Air Force Base use the airport for practice VFR approaches, touch-and-go's, and departures.
- ✦ Recreational flying occurs on a weekly basis at the airport with aerial agricultural spraying occurring on a seasonal basis.
- ✦ Business use of the airport includes the agricultural sector and the furniture manufacturing sector.
- ✦ FAA records indicate the airport has supported nonstop general aviation flights from as far away as Texarkana, TX, Destin-Fort Walton Beach, FL, and New Orleans, LA.

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OLIVE BRANCH AIRPORT

OLIVE BRANCH, MISSISSIPPI

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ECONOMIC IMPACT ANALYSIS

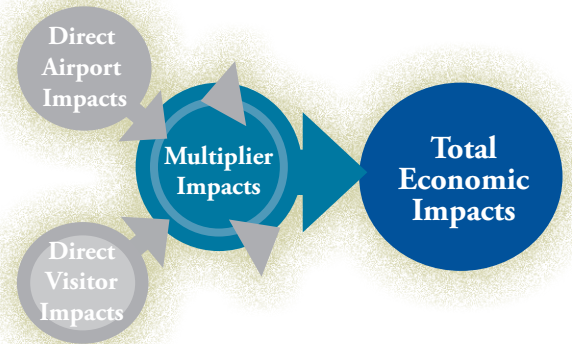
Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's economic benefits. Additional direct impacts are also linked to visitors who arrive via the State's system of airports. Spending by these visitors supports additional employment and associated annual payroll. These direct impacts create additional multiplier that ripple through the economy. These multiplier impacts (induced/indirect) were measured with Mississippi-specific IMPLAN multipliers. When combined, direct and multiplier benefits equal the total economic impact associated with each airport.

Direct In 2012, there were four aviation-related tenants on the airport, including airport management, who supported over 49 employees. These tenants' direct employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants and construction is estimated at \$5.8 million annually. The estimated direct annual payroll of these tenants is \$1.9 million. Operational data indicated that approximately 19,568 visitors used the airport. Visitor-related spending supported an additional 51 full-time jobs for employees earning over \$1 million annually. Indirect output from general aviation visitors is estimated at \$3 million.

Multiplier The multiplier impacts associated with on-airport tenants and general aviation visitors also create additional impacts throughout the State. Multiplier impacts are induced and indirect impacts calculated using the Mississippi specific IMPLAN multipliers. The accompanying table presents the direct, multiplier, and total impacts for output, payroll, and employment as they relate to on-airport tenants and visitors.

Total For 2012, the total output (including direct and multiplier impacts) stemming from all on-airport tenants and general aviation visitors to Olive Branch Airport was approximately \$13.6 million. Total full-time employment related to airport tenants and general aviation visitors, including all multiplier impacts, is estimated at approximately 155 persons, with a total annual payroll (direct and multiplier impacts) of approximately \$4.4 million associated with these jobs.

METHODOLOGY



AIRPORT SUMMARY TABLE

ECONOMIC IMPACTS

On-Airport	Visitor Spending
<ul style="list-style-type: none"> • FAA, Other Government • Airport Management • Aircraft maintenance • Vendors • Retail & Restaurant • Car Rental • Parking • Construction • Fixed Based Operators 	<ul style="list-style-type: none"> • Hotels • Retail & Restaurants • Travel Agents • Convention Centers • Tourist Destinations
49 Jobs \$1,850,900 in Payroll \$5,772,500 in Economic Output	51 Jobs \$1,091,500 in Payroll \$3,033,000 in Economic Output

MULTIPLIER ECONOMIC IMPACTS

<ul style="list-style-type: none"> • Suppliers of Materials & Services to Airports • Air Dependent Businesses • Visitor Dependent Businesses • Consumer Product and Service Sales
55 Jobs \$1,493,700 in Payroll \$4,755,300 in Economic Output

TOTAL ECONOMIC IMPACTS

155 Jobs \$4,436,100 in Payroll \$13,560,800 in Economic Activity



QUALITATIVE BENEFITS

- ✦ Southern Airways Express offers nonstop passenger service to three locations on the Gulf of Mexico: Destin, Gulf Shores, and Panama City Beach
- ✦ As a designated reliever airport, Olive Branch Airport serves a wide range of general aviation needs in the region
- ✦ Daily activities include recreational flights, corporate activity, flight instruction, and other such training activities as touch-and-go operations and vocational education
- ✦ Corporate activity at the airport includes operations by businesses in the manufacturing, construction, warehousing, human resources, transportation, and financial industries, among others
- ✦ Other common aviation activities include aerial utility inspections, sightseeing, and real estate tours
- ✦ As needed, the airport supports operations by law enforcement, the Civil Air Patrol, and various air ambulance operators and emergency responders
- ✦ The airport hosts a local chamber of commerce luncheon once each year
- ✦ FAA data indicates that the airport supports flights to and from airports in Columbus, Birmingham, Nashville, Orlando, Cleveland, Charleston, Chicago, Boca Raton, and Cincinnati, among other regions



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ECONOMIC IMPACT ANALYSIS

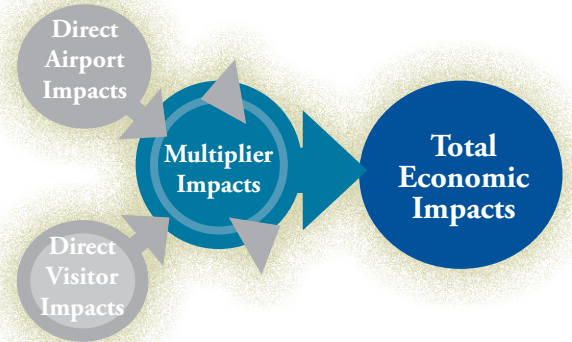
Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport’s economic benefits. Additional direct impacts are also linked to visitors who arrive via the State’s system of airports. Spending by these visitors supports additional employment and associated annual payroll. These direct impacts create additional multiplier that ripple through the economy. These multiplier impacts (induced/indirect) were measured with Mississippi-specific IMPLAN multipliers. When combined, direct and multiplier benefits equal the total economic impact associated with each airport.

Direct In 2012, there were no aviation-related tenants located on the airport. All economic impacts generated by the airport are the result of on-airport operations, construction projects and visitor related impacts. For 2012, the total combined direct output stemming from all on-airport activity, construction projects and general aviation visitors to University- Oxford Airport was approximately \$3.3 million. Total direct full-time employment related to the airport and general aviation visitors is estimated at 31 persons with a total direct payroll of approximately \$871,100 annually. Survey data indicated that approximately 9,812 visitors used the airport in 2012.

Multiplier The multiplier impacts associated with on-airport tenants and general aviation visitors also create additional impacts throughout the State. Multiplier impacts are induced and indirect impacts calculated using the Mississippi specific IMPLAN multipliers. The accompanying table presents the direct, multiplier, and total impacts for output, payroll, and employment as they relate to on-airport tenants and visitors.

Total For 2012, the total output (including direct and multiplier impacts) stemming from all on-airport tenants and general aviation visitors to University-Oxford Airport was approximately \$5.3 million. Total full-time employment related to sponsor operation of the airport, construction projects and visitor related impacts, including all multiplier impacts, is estimated at approximately 49 persons, with a total annual payroll (direct and multiplier impacts) of approximately \$1.4 million associated with these jobs.

METHODOLOGY



AIRPORT SUMMARY TABLE

ECONOMIC IMPACTS

On-Airport	Visitor Spending
<ul style="list-style-type: none"> • FAA, Other Government • Airport Management • Aircraft maintenance • Vendors • Retail & Restaurant • Car Rental • Parking • Construction • Fixed Based Operators 	<ul style="list-style-type: none"> • Hotels • Retail & Restaurants • Travel Agents • Convention Centers • Tourist Destinations
14 Jobs \$500,300 in Payroll \$2,336,800 in Economic Output	17 Jobs \$370,800 in Payroll \$1,030,300 in Economic Output

MULTIPLIER ECONOMIC IMPACTS

<ul style="list-style-type: none"> • Suppliers of Materials & Services to Airports • Air Dependent Businesses • Visitor Dependent Businesses • Consumer Product and Service Sales
18 Jobs \$488,100 in Payroll \$1,974,100 in Economic Output

TOTAL ECONOMIC IMPACTS

49 Jobs \$1,359,200 in Payroll \$5,341,200 in Economic Activity



QUALITATIVE BENEFITS

- ✦ The most common activity at University-Oxford Airport is corporate aviation, which includes operations by businesses in the construction, healthcare, telecommunication, insurance, human resources, manufacturing, and recreation industries, among others
- ✦ Other common general aviation activities are recreational flying, flight training, and other instructional activities such as touch-and-go operations
- ✦ Less frequent activities include air cargo, aerial inspections of utilities and infrastructure, sightseeing, real estate tours, military exercises, and aerial photography
- ✦ On occasion the airport is utilized for law enforcement, Civil Air Patrol, emergency response, and medical operations
- ✦ University-Oxford Airport supports youth outreach through groups such as the Boy Scouts and EAA Young Eagles
- ✦ FAA data indicates that the airport supports flights to and from airports in Dallas, Memphis, Shreveport, Mobile, St. Louis, Jackson, Baton Rouge, Chicago, Montgomery, and many other regions

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TRENT LOTT INTERNATIONAL

PASCAGOULA, MISSISSIPPI

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ECONOMIC IMPACT ANALYSIS

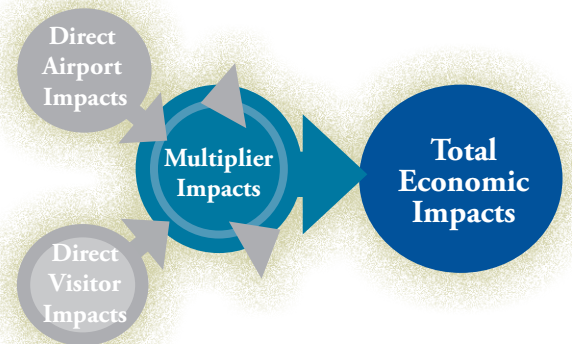
Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's economic benefits. Additional direct impacts are also linked to visitors who arrive via the State's system of airports. Spending by these visitors supports additional employment and associated annual payroll. These direct impacts create additional multiplier that ripple through the economy. These multiplier impacts (induced/indirect) were measured with Mississippi-specific IMPLAN multipliers. When combined, direct and multiplier benefits equal the total economic impact associated with each airport.

Direct In 2012, there were six aviation-related tenants on the airport, including airport management, who supported over 204 employees. These tenants' direct employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants and construction is estimated at \$41.2 million annually. The estimated direct annual payroll of these tenants is \$10.1 million. Operational data indicated that approximately 9,973 visitors used the airport. Visitor-related spending supported an additional 18 full-time jobs for employees earning over \$376,800 annually. Output from general aviation visitors is estimated at \$1 million.

Multiplier The multiplier impacts associated with on-airport tenants and general aviation visitors also create additional impacts throughout the State. Multiplier impacts are induced and indirect impacts calculated using the Mississippi specific IMPLAN multipliers. The accompanying table presents the direct, multiplier, and total impacts for output, payroll, and employment as they relate to on-airport tenants and visitors.

Total For 2012, the total output (including direct and multiplier impacts) stemming from all on-airport tenants and general aviation visitors to Trent Lott International Airport was approximately \$63.9 million. Total full-time employment related to airport tenants and general aviation visitors, including all multiplier impacts, is estimated at approximately 387 persons, with a total annual payroll (direct and multiplier impacts) of approximately \$15.5 million associated with these jobs.

METHODOLOGY



AIRPORT SUMMARY TABLE

ECONOMIC IMPACTS

On-Airport	Visitor Spending
<ul style="list-style-type: none"> • FAA, Other Government • Airport Management • Aircraft maintenance • Vendors • Retail & Restaurant • Car Rental • Parking • Construction • Fixed Based Operators 	<ul style="list-style-type: none"> • Hotels • Retail & Restaurants • Travel Agents • Convention Centers • Tourist Destinations
<p>204 Jobs \$10,106,800 in Payroll \$41,186,200 in Economic Output</p>	<p>18 Jobs \$376,800 in Payroll \$1,047,100 in Economic Output</p>

MULTIPLIER ECONOMIC IMPACTS

<ul style="list-style-type: none"> • Suppliers of Materials & Services to Airports • Air Dependent Businesses • Visitor Dependent Businesses • Consumer Product and Service Sales
<p>165 Jobs \$5,057,300 in Payroll \$21,666,900 in Economic Output</p>

TOTAL ECONOMIC IMPACTS

<p>387 Jobs \$15,540,900 in Payroll \$63,900,200 in Economic Activity</p>



QUALITATIVE BENEFITS

- + The airport has acted an air cargo port during times of natural disasters such as Hurricane Katrina
- + Other emergency response, law enforcement, search and rescue, and evacuation operators use the airport as a base of operations during times of recovery
- + Education at the airport includes part time based flight instruction and visits by the FAA flight examiner
- + Military exercises include touch-and-go training, and cargo operations by the Air Force, Coast Guard, and Army
- + The airport is utilized for corporate and recreational flights and as a gateway to area attractions such as the Gulf Coast, golf courses, and local casinos
- + Other general aviation activity includes seasonal agricultural spraying, aerial pipeline and infrastructure inspections, operations by the Civil Air Patrol, and air ambulance flights and transport to the Gulf of Mexico Oil Platforms
- + Events hosted at the airport include the Cruising the Coast and Mardi Gras fly-ins, the Home of Grace biker event, school field trips, and library meetings
- + FAA data indicates that the airport supports flights to and from airports in Jackson, Birmingham, San Antonio, Raleigh-Durham, Baton Rouge, Memphis, Austin, Oil Platforms in the Gulf of Mexico, and the Florida Pan-handle, among other regions

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ECONOMIC IMPACT ANALYSIS

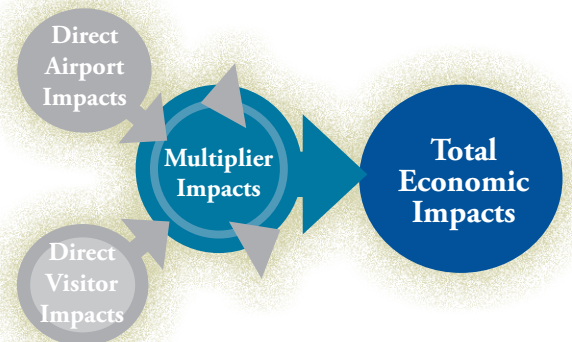
Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport’s economic benefits. Additional direct impacts are also linked to visitors who arrive via the State’s system of airports. Spending by these visitors supports additional employment and associated annual payroll. These direct impacts create additional multiplier that ripple through the economy. These multiplier impacts (induced/indirect) were measured with Mississippi-specific IMPLAN multipliers. When combined, direct and multiplier benefits equal the total economic impact associated with each airport.

Direct In 2012, there were three aviation-related tenants on the airport, including airport management, who supported over 11 employees. These tenants’ direct employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants and construction is estimated at \$1.9 million annually. The estimated direct annual payroll of these tenants is \$299,700. Operational data indicated that approximately 3,788 visitors used the airport. Visitor-related spending supported an additional seven full-time jobs for employees earning over \$143,100 annually. Indirect output from general aviation visitors is estimated at \$397,700.

Multiplier The multiplier impacts associated with on-airport tenants and general aviation visitors also create additional impacts throughout the State. Multiplier impacts are induced and indirect impacts calculated using the Mississippi specific IMPLAN multipliers. The accompanying table presents the direct, multiplier, and total impacts for output, payroll, and employment as they relate to on-airport tenants and visitors.

Total For 2012, the total output (including direct and multiplier impacts) stemming from all on-airport tenants and general aviation visitors to Philadelphia Municipal Airport was approximately \$3.5 million. Total full-time employment related to airport tenants and general aviation visitors, including all multiplier impacts, is estimated at approximately 27 persons, with a total annual payroll (direct and multiplier impacts) of approximately \$640,100 associated with these jobs.

METHODOLOGY



AIRPORT SUMMARY TABLE

ECONOMIC IMPACTS

On-Airport	Visitor Spending
<ul style="list-style-type: none"> • FAA, Other Government • Airport Management • Aircraft maintenance • Vendors • Retail & Restaurant • Car Rental • Parking • Construction • Fixed Based Operators 	<ul style="list-style-type: none"> • Hotels • Retail & Restaurants • Travel Agents • Convention Centers • Tourist Destinations
11 Jobs \$299,700 in Payroll \$1,947,200 in Economic Output	7 Jobs \$143,100 in Payroll \$397,700 in Economic Output

MULTIPLIER ECONOMIC IMPACTS

<ul style="list-style-type: none"> • Suppliers of Materials & Services to Airports • Air Dependent Businesses • Visitor Dependent Businesses • Consumer Product and Service Sales
9 Jobs \$197,300 in Payroll \$1,171,400 in Economic Output

TOTAL ECONOMIC IMPACTS

27 Jobs \$640,100 in Payroll \$3,516,300 in Economic Activity



QUALITATIVE BENEFITS

- ✦ The most common activities at Philadelphia Municipal Airport include recreational flying and agricultural spraying
- ✦ The airport is also commonly used as a gateway for tourism in the area
- ✦ Corporate activity includes operations by businesses in the construction, agriculture, energy, and transportation industries
- ✦ Flight instruction and other training exercises such as touch-and-go operations are also common
- ✦ Other aviation activities that occur on occasion include aerial utility inspections, air cargo, sightseeing, military exercises, and aerial photography
- ✦ As needed, the airport supports operations by law enforcement and the Civil Air Patrol
- ✦ FAA data indicates that the airport supports flights to and from airports in Wichita, Gulfport-Biloxi, Baton Rouge, Birmingham, and Jackson, among other regions

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PICAYUNE MUNICIPAL

PICAYUNE, MISSISSIPPI

ECONOMIC IMPACT ANALYSIS

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's economic benefits. Additional direct impacts are also linked to visitors who arrive via the State's system of airports. Spending by these visitors supports additional employment and associated annual payroll. These direct impacts create additional multiplier that ripple through the economy. These multiplier impacts (induced/indirect) were measured with Mississippi-specific IMPLAN multipliers. When combined, direct and multiplier benefits equal the total economic impact associated with each airport.

Direct In 2012, there were four aviation-related tenants on the airport, including airport management, who supported over 125 employees. These tenants' direct employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants is estimated at \$33.9 million annually. The estimated direct annual payroll of these tenants is \$8.6 million. Operational data indicated that approximately 3,831 visitors used the airport. Visitor-related spending supported an additional seven full-time jobs for employees earning \$144,700 annually. Output from general aviation visitors is estimated at \$402,200.

Multiplier The multiplier impacts associated with on-airport tenants and general aviation visitors also create additional impacts throughout the State. Multiplier impacts are induced and indirect impacts calculated using the Mississippi specific IMPLAN multipliers. The accompanying table presents the direct, multiplier, and total impacts for output, payroll, and employment as they relate to on-airport tenants and visitors.

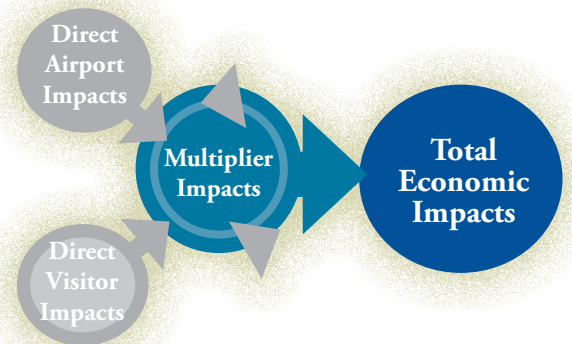
Total For 2012, the total output (including direct and multiplier impacts) stemming from all on-airport tenants and general aviation visitors to Picayune Municipal Airport was approximately \$51.2 million. Total full-time employment related to airport tenants and general aviation visitors, including all multiplier impacts, is estimated at approximately 230 persons, with a total annual payroll (direct and multiplier impacts) of approximately \$12.5 million associated with these jobs.

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ECONOMIC IMPACT

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METHODOLOGY



AIRPORT SUMMARY TABLE

ECONOMIC IMPACTS

On-Airport	Visitor Spending
<ul style="list-style-type: none"> • FAA, Other Government • Airport Management • Aircraft maintenance • Vendors • Retail & Restaurant • Car Rental • Parking • Construction • Fixed Based Operators 	<ul style="list-style-type: none"> • Hotels • Retail & Restaurants • Travel Agents • Convention Centers • Tourist Destinations
125 Jobs \$8,594,500 in Payroll \$33,868,700 in Economic Output	7 Jobs \$144,700 in Payroll \$402,200 in Economic Output

MULTIPLIER ECONOMIC IMPACTS

<ul style="list-style-type: none"> • Suppliers of Materials & Services to Airports • Air Dependent Businesses • Visitor Dependent Businesses • Consumer Product and Service Sales
98 Jobs \$3,771,400 in Payroll \$16,967,800 in Economic Output

TOTAL ECONOMIC IMPACTS

230 Jobs \$12,510,600 in Payroll \$51,238,700 in Economic Activity
--



QUALITATIVE BENEFITS

- + Daily activities at the airport include recreational flying, corporate activity, and various aviation education and training exercises
- + Corporate activity includes operations by businesses in the retail, health-care, construction, manufacturing, and communications industries
- + Military exercises and law enforcement operations are also common activities at Picayune Municipal Airport
- + Other less frequent activities that the airport supports include agricultural spraying, utility inspections, air cargo, sightseeing, real estate tours, banner towing, and various emergency and medical aircraft operations
- + The airport frequently hosts Boy Scout groups related to aviation merit badge projects
- + Events at the airport include FAA Aviation Safety Workshops twice each year, school field trips, and holiday events such as an Easter egg drop
- + FAA data indicates that the airport supports flights to and from airports in Fort Lauderdale, Lafayette, Jackson, Mobile, San Antonio, the Florida Panhandle, and Houston, among other areas

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CALHOUN COUNTY

PITTSBORO, MISSISSIPPI

ECONOMIC IMPACT ANALYSIS

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's economic benefits. Additional direct impacts are also linked to visitors who arrive via the State's system of airports. Spending by these visitors supports additional employment and associated annual payroll. These direct impacts create additional multiplier that ripple through the economy. These multiplier impacts (induced/indirect) were measured with Mississippi-specific IMPLAN multipliers. When combined, direct and multiplier benefits equal the total economic impact associated with each airport.

Direct In 2012, there were no aviation-related tenants located on the airport. All economic impacts generated by the airport are the result of sponsor operation of the airport, construction projects and visitor related impacts. For 2012, the total combined direct output stemming from all sponsor activity, construction projects and general aviation visitors to Calhoun County Airport was approximately \$184,900. Total direct full-time employment related to the airport and general aviation visitors is estimated at three persons with a total direct payroll of approximately \$89,200 annually. Survey data indicated that approximately 84 visitors used the airport in 2012.

Multiplier The multiplier impacts associated with on-airport tenants and general aviation visitors also create additional impacts throughout the State. Multiplier impacts are induced and indirect impacts calculated using the Mississippi specific IMPLAN multipliers. The accompanying table presents the direct, multiplier, and total impacts for output, payroll, and employment as they relate to on-airport tenants and visitors.

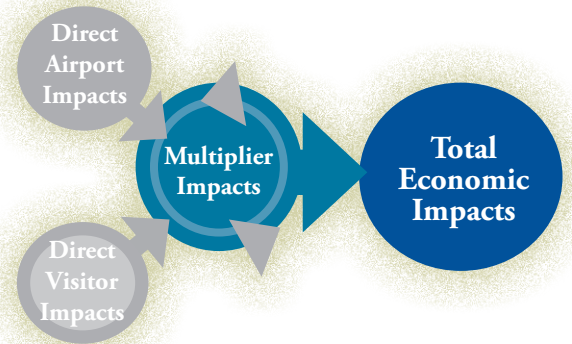
Total For 2012, the total output (including direct and multiplier impacts) stemming from all on-airport tenants and general aviation visitors to Calhoun County Airport was approximately \$296,700. Total full-time employment related to sponsor operation of the airport, construction projects and visitor related impacts, including all multiplier impacts, is estimated at approximately four persons, with a total annual payroll (direct and multiplier impacts) of approximately \$147,000 associated with these jobs.

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METHODOLOGY



AIRPORT SUMMARY TABLE

ECONOMIC IMPACTS

On-Airport	Visitor Spending
<ul style="list-style-type: none"> • FAA, Other Government • Airport Management • Aircraft maintenance • Vendors • Retail & Restaurant • Car Rental • Parking • Construction • Fixed Based Operators 	<ul style="list-style-type: none"> • Hotels • Retail & Restaurants • Travel Agents • Convention Centers • Tourist Destinations
3 Jobs \$86,200 in Payroll \$176,500 in Economic Output	<1 Job \$3,000 in Payroll \$8,400 in Economic Output

MULTIPLIER ECONOMIC IMPACTS

<ul style="list-style-type: none"> • Suppliers of Materials & Services to Airports • Air Dependent Businesses • Visitor Dependent Businesses • Consumer Product and Service Sales
1 Job \$57,800 in Payroll \$111,800 in Economic Output

TOTAL ECONOMIC IMPACTS

4 Jobs \$147,000 in Payroll \$296,700 in Economic Activity
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QUALITATIVE BENEFITS

- ✦ The airport supports aerial agricultural operations.
- ✦ Hayworth Manufacturing uses the airport on a regular basis
- ✦ Activities occurring at the airport on a weekly basis include recreational flying as well as timber industry support.
- ✦ The airport experiences corporate/business flying on a monthly basis.

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PONTOTOC COUNTY

PONTOTOC, MISSISSIPPI

ECONOMIC IMPACT ANALYSIS

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's economic benefits. Additional direct impacts are also linked to visitors who arrive via the State's system of airports. Spending by these visitors supports additional employment and associated annual payroll. These direct impacts create additional multiplier that ripple through the economy. These multiplier impacts (induced/indirect) were measured with Mississippi-specific IMPLAN multipliers. When combined, direct and multiplier benefits equal the total economic impact associated with each airport.

Direct In 2012, there was one aviation-related tenant located on the airport. All economic impacts generated by the airport are the result of tenant activity, sponsor operation of the airport, construction projects, and visitor related impacts. There are two employees associated with on-airport activity. Direct output is estimated at \$213,700 while the annual payroll is estimated at \$35,300. Operational data indicates that approximately 767 visitors used the airport. Visitor-related spending supported approximately one employee earning \$27,600 annually. Output from general aviation visitors is estimated at \$76,700.

Multiplier The multiplier impacts associated with on-airport tenants and general aviation visitors also create additional impacts throughout the State. Multiplier impacts are induced and indirect impacts calculated using the Mississippi specific IMPLAN multipliers. The accompanying table presents the direct, multiplier, and total impacts for output, payroll, and employment as they relate to on-airport tenants and visitors.

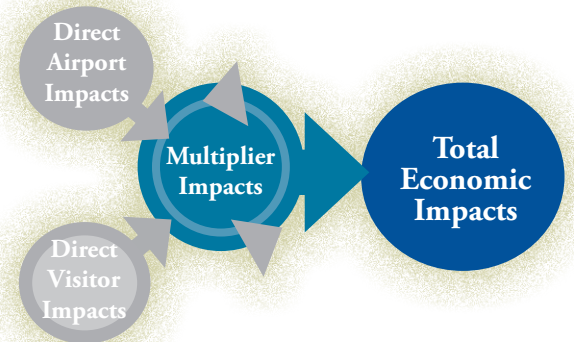
Total For 2012, the total output (including direct and multiplier impacts) stemming from all on-airport tenants and general aviation visitors to Pontotoc County Airport was approximately \$447,500. Total full-time employment related to sponsor operation of the airport, construction projects and visitor related impacts, including all multiplier impacts, is estimated at approximately five persons, with a total annual payroll (direct and multiplier impacts) of approximately \$94,200 associated with these jobs.

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AIRPORT SUMMARY TABLE

ECONOMIC IMPACTS

On-Airport	Visitor Spending
<ul style="list-style-type: none"> • FAA, Other Government • Airport Management • Aircraft maintenance • Vendors • Retail & Restaurant • Car Rental • Parking • Construction • Fixed Based Operators 	<ul style="list-style-type: none"> • Hotels • Retail & Restaurants • Travel Agents • Convention Centers • Tourist Destinations
2 Jobs \$35,300 in Payroll \$213,700 in Economic Output	1 Job \$27,600 in Payroll \$76,700 in Economic Output

MULTIPLIER ECONOMIC IMPACTS

- Suppliers of Materials & Services to Airports
- Air Dependent Businesses
- Visitor Dependent Businesses
- Consumer Product and Service Sales

2 Jobs
 \$31,300 in Payroll
 \$157,100 in Economic Output

TOTAL ECONOMIC IMPACTS

5 Jobs
 \$94,200 in Payroll
 \$447,500 in Economic Activity



QUALITATIVE BENEFITS

- ✦ The airport supports aerial agricultural operations.
- ✦ Pontotoc sees recreational flying on a daily basis, while activities such as flight training/ instruction, flight training, and military exercise/ training occur on a weekly basis.
- ✦ Pontotoc participates in community events on an annual basis- sponsoring a Veterans Day Tribute to local veterans which is commemorated by an aerial rose petal drop.
- ✦ The Experimental Aircraft Association holds Fly-Ins which is strongly supported by the community.

MISSISSIPPI

ECONOMIC IMPACT

OF AIRPORTS STUDY



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POPLARVILLE- PEARL RIVER COUNTY

POPLARVILLE, MISSISSIPPI

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ECONOMIC IMPACT

OF AIRPORTS STUDY

ECONOMIC IMPACT ANALYSIS

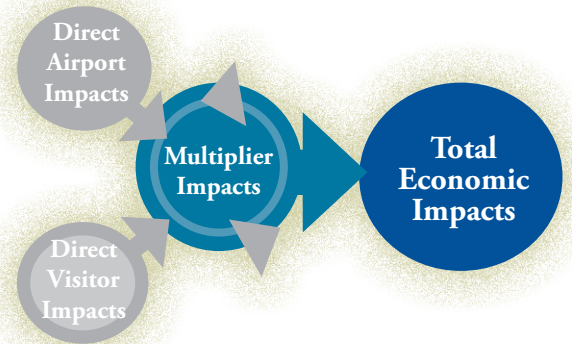
Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's economic benefits. Additional direct impacts are also linked to visitors who arrive via the State's system of airports. Spending by these visitors supports additional employment and associated annual payroll. These direct impacts create additional multiplier that ripple through the economy. These multiplier impacts (induced/indirect) were measured with Mississippi-specific IMPLAN multipliers. When combined, direct and multiplier benefits equal the total economic impact associated with each airport.

Direct In 2012, there were no aviation-related tenants located on the airport. All economic impacts generated by the airport are the result of sponsor operation of the airport, construction projects and visitor related impacts. For 2012, the total combined direct output stemming from all sponsor activity, construction projects and general aviation visitors to Poplarville-Pearl River County Airport was approximately \$335,800. Total direct full-time employment related to the airport and general aviation visitors is estimated at four persons with a total direct payroll of approximately \$89,300 annually. Survey data indicated that approximately 441 visitors used the airport in 2012.

Multiplier The multiplier impacts associated with on-airport tenants and general aviation visitors also create additional impacts throughout the State. Multiplier impacts are induced and indirect impacts calculated using the Mississippi specific IMPLAN multipliers. The accompanying table presents the direct, multiplier, and total impacts for output, payroll, and employment as they relate to on-airport tenants and visitors.

Total For 2012, the total output (including direct and multiplier impacts) stemming from all on-airport tenants and general aviation visitors to Poplarville- Pearl River County Airport was approximately \$523,600. Total full-time employment related to sponsor operation of the airport, construction projects and visitor related impacts, including all multiplier impacts, is estimated at approximately six persons, with a total annual payroll (direct and multiplier impacts) of approximately \$135,100 associated with these jobs.

METHODOLOGY



AIRPORT SUMMARY TABLE

ECONOMIC IMPACTS

On-Airport	Visitor Spending
<ul style="list-style-type: none"> • FAA, Other Government • Airport Management • Aircraft maintenance • Vendors • Retail & Restaurant • Car Rental • Parking • Construction • Fixed Based Operators 	<ul style="list-style-type: none"> • Hotels • Retail & Restaurants • Travel Agents • Convention Centers • Tourist Destinations
<p>3 Jobs \$73,400 in Payroll \$291,700 in Economic Output</p>	<p>1 Job \$15,900 in Payroll \$44,100 in Economic Output</p>

MULTIPLIER ECONOMIC IMPACTS

<ul style="list-style-type: none"> • Suppliers of Materials & Services to Airports • Air Dependent Businesses • Visitor Dependent Businesses • Consumer Product and Service Sales
<p>2 Jobs \$45,800 in Payroll \$187,800 in Economic Output</p>

TOTAL ECONOMIC IMPACTS

<p>6 Jobs \$135,100 in Payroll \$523,600 in Economic Activity</p>



POPLARVILLE- PEARL RIVER COUNTY

QUALITATIVE BENEFITS

- + The most common activity at Poplarville-Pearl River County Airport is recreational flying, which occurs daily and includes limited ultralight activity
- + Flight training is common at the airport, including one based flight instructor
- + The airport is often utilized as a gateway for area tourism and hunting
- + Aerial agricultural spraying is a common activity, including pest control and fertilizing pine trees and timber
- + Other activities include corporate flights, aerial pipeline inspections, real estate tours, law enforcement operations, and military exercises
- + The airport hosts a number of events, including multiple fly-ins per year, weekly model airplane events, and informal gatherings by local Boy Scout troops to work on aviation badges

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PRENTISS- JEFFERSON DAVIS COUNTY

PRENTISS, MISSISSIPPI

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ECONOMIC IMPACT

OF AIRPORTS STUDY

ECONOMIC IMPACT ANALYSIS

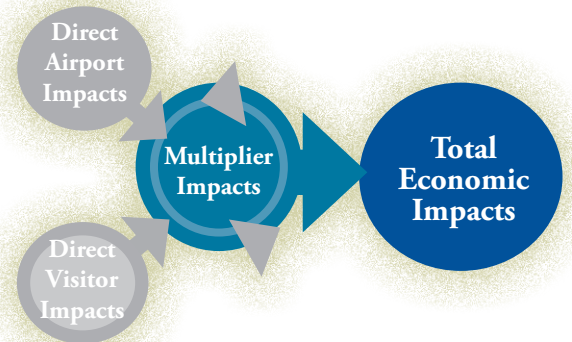
Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's economic benefits. Additional direct impacts are also linked to visitors who arrive via the State's system of airports. Spending by these visitors supports additional employment and associated annual payroll. These direct impacts create additional multiplier that ripple through the economy. These multiplier impacts (induced/indirect) were measured with Mississippi-specific IMPLAN multipliers. When combined, direct and multiplier benefits equal the total economic impact associated with each airport.

Direct In 2012, there were no aviation-related tenants located on the airport. All economic impacts generated by the airport are the result of sponsor operation of the airport, construction projects and visitor related impacts. For 2012, the total combined direct output stemming from all sponsor activity, construction projects and general aviation visitors to Prentiss-Jefferson Davis County Airport was approximately \$93,500. Total direct full-time employment related to the airport and general aviation visitors is estimated at less than one person with a total direct payroll of approximately \$22,600 annually. Survey data indicated that approximately 281 visitors used the airport in 2012.

Multiplier The multiplier impacts associated with on-airport tenants and general aviation visitors also create additional impacts throughout the State. Multiplier impacts are induced and indirect impacts calculated using the Mississippi specific IMPLAN multipliers. The accompanying table presents the direct, multiplier, and total impacts for output, payroll, and employment as they relate to on-airport tenants and visitors.

Total For 2012, the total output (including direct and multiplier impacts) stemming from all on-airport tenants and general aviation visitors to Prentiss-Jefferson Davis County Airport was approximately \$147,100. Total full-time employment related to sponsor operation of the airport, construction projects and visitor related impacts, including all multiplier impacts, is estimated at approximately two persons, with a total annual payroll (direct and multiplier impacts) of approximately \$34,600 associated with these jobs.

METHODOLOGY



AIRPORT SUMMARY TABLE

ECONOMIC IMPACTS

On-Airport	Visitor Spending
<ul style="list-style-type: none"> • FAA, Other Government • Airport Management • Aircraft maintenance • Vendors • Retail & Restaurant • Car Rental • Parking • Construction • Fixed Based Operators 	<ul style="list-style-type: none"> • Hotels • Retail & Restaurants • Travel Agents • Convention Centers • Tourist Destinations
<p><1 Job \$12,500 in Payroll \$65,400 in Economic Output</p>	<p><1 Jobs \$10,100 in Payroll \$28,100 in Economic Output</p>

MULTIPLIER ECONOMIC IMPACTS

<ul style="list-style-type: none"> • Suppliers of Materials & Services to Airports • Air Dependent Businesses • Visitor Dependent Businesses • Consumer Product and Service Sales
<p>2 Jobs \$12,000 in Payroll \$53,600 in Economic Output</p>

TOTAL ECONOMIC IMPACTS

<p>2 Jobs \$34,600 in Payroll \$147,100 in Economic Activity</p>
--



PRENTISS- JEFFERSON DAVIS COUNTY

QUALITATIVE BENEFITS

- ✦ The most common activity at Prentiss-Jefferson Davis County Airport is recreational flying, including ultralight activity
- ✦ Corporate activity at the airport includes businesses in the construction, agricultural, educational and medical industries
- ✦ Other activities at the airport include aerial sightseeing, utility inspections, touch-and-go operations, real estate tours, and operations by law enforcement, the Civil Air Patrol, and medical operators
- ✦ The airport is used seasonally by agricultural spraying operators
- ✦ A local pilot hosts a fly-in at the airport that attracts other pilots and area residents to view different planes and enjoy a cookout
- ✦ FAA records indicate the airport supported general aviation flights recently to and from Benton, Arkansas, Gonzales, LA, Jennings, LA, Waco, TX, Arlington, TX, Atlanta, GA, and St. Petersburg, FL

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CLARKE COUNTY

QUITMAN, MISSISSIPPI

ECONOMIC IMPACT ANALYSIS

Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's economic benefits. Additional direct impacts are also linked to visitors who arrive via the State's system of airports. Spending by these visitors supports additional employment and associated annual payroll. These direct impacts create additional multiplier that ripple through the economy. These multiplier impacts (induced/indirect) were measured with Mississippi-specific IMPLAN multipliers. When combined, direct and multiplier benefits equal the total economic impact associated with each airport.

Direct In 2012, there were no aviation-related tenants located on the airport. All economic impacts generated by the airport are the result of sponsor operation of the airport, construction projects and visitor related impacts. For 2012, the total combined direct output stemming from all sponsor activity, construction projects and general aviation visitors to Clarke County Airport was approximately \$395,600. Total direct full-time employment related to the airport and general aviation visitors is estimated at six persons with a total direct payroll of approximately \$107,600 annually. Survey data indicated that approximately 2,158 visitors used the airport in 2012.

Multiplier The multiplier impacts associated with on-airport tenants and general aviation visitors also create additional impacts throughout the State. Multiplier impacts are induced and indirect impacts calculated using the Mississippi specific IMPLAN multipliers. The accompanying table presents the direct, multiplier, and total impacts for output, payroll, and employment as they relate to on-airport tenants and visitors.

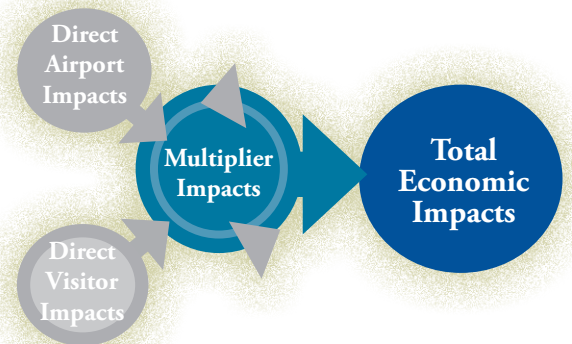
Total For 2012, the total output (including direct and multiplier impacts) stemming from all on-airport tenants and general aviation visitors to Clarke County Airport was approximately \$619,000. Total full-time employment related to sponsor operation of the airport, construction projects and visitor related impacts, including all multiplier impacts, is estimated at approximately seven persons, with a total annual payroll (direct and multiplier impacts) of approximately \$160,900 associated with these jobs.

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ECONOMIC IMPACT

OF AIRPORTS STUDY

METHODOLOGY



AIRPORT SUMMARY TABLE

ECONOMIC IMPACTS

On-Airport	Visitor Spending
<ul style="list-style-type: none"> • FAA, Other Government • Airport Management • Aircraft maintenance • Vendors • Retail & Restaurant • Car Rental • Parking • Construction • Fixed Based Operators 	<ul style="list-style-type: none"> • Hotels • Retail & Restaurants • Travel Agents • Convention Centers • Tourist Destinations
<p>2 Jobs \$26,000 in Payroll \$169,000 in Economic Output</p>	<p>4 Jobs \$81,600 in Payroll \$226,600 in Economic Output</p>

MULTIPLIER ECONOMIC IMPACTS

<ul style="list-style-type: none"> • Suppliers of Materials & Services to Airports • Air Dependent Businesses • Visitor Dependent Businesses • Consumer Product and Service Sales
<p>1 Job \$53,300 in Payroll \$223,400 in Economic Output</p>

TOTAL ECONOMIC IMPACTS

<p>7 Jobs \$160,900 in Payroll \$619,000 in Economic Activity</p>



QUALITATIVE BENEFITS

- + Clark County sees recreational flying on a daily basis, with flight training happening weekly. Touch & go training is primarily related to flight instructors based in Meridian, MS.
- + The US military trains at the airport with helicopters ops, for hovering practice and touch-and-goes
- + 2013 marks the first year the airport is sponsoring an annual Fly-In event and a local school field trip to learn about the airport.
- + Businesses that utilized the airport for transporting personnel to the area include Age Consulting LLC, Batal Development & Consulting, Brada Manufacturing, and R & R Tractor Company.
- + FAA records indicate the airport supported nonstop flights to destinations as far away as Destin-Fort Walton Beach, FL, Sarasota, FL, Lafayette, LA, Kansas City and Bessemer, AL.

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JOHN BELL WILLIAMS AIRPORT

RAYMOND, MISSISSIPPI

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ECONOMIC IMPACT

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ECONOMIC IMPACT ANALYSIS

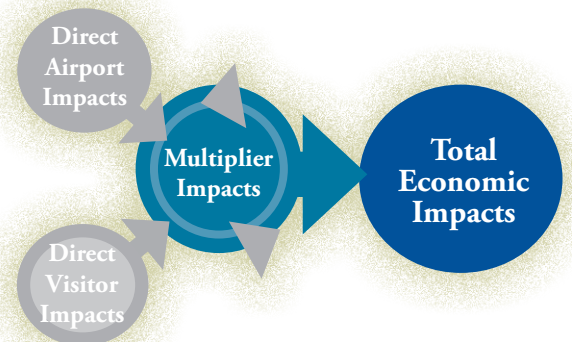
Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's economic benefits. Additional direct impacts are also linked to visitors who arrive via the State's system of airports. Spending by these visitors supports additional employment and associated annual payroll. These direct impacts create additional multiplier that ripple through the economy. These multiplier impacts (induced/indirect) were measured with Mississippi-specific IMPLAN multipliers. When combined, direct and multiplier benefits equal the total economic impact associated with each airport.

Direct In 2012, there were seven aviation-related tenants on the airport, including airport management, who supported over 56 employees. These tenants' direct employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants and construction is estimated at \$8.1 million annually. The estimated direct annual payroll of these tenants is \$2.1 million. Operational data indicated that approximately 8,093 visitors used the airport. Visitor-related spending supported an additional 14 full-time jobs for employees earning over \$305,800 annually. Output from general aviation visitors is estimated at \$849,800.

Multiplier The multiplier impacts associated with on-airport tenants and general aviation visitors also create additional impacts throughout the State. Multiplier impacts are induced and indirect impacts calculated using the Mississippi specific IMPLAN multipliers. The accompanying table presents the direct, multiplier, and total impacts for output, payroll, and employment as they relate to on-airport tenants and visitors.

Total For 2012, the total output (including direct and multiplier impacts) stemming from all on-airport tenants and general aviation visitors to John Bell Williams Airport was approximately \$14.1 million. Total full-time employment related to airport tenants and general aviation visitors, including all multiplier impacts, is estimated at approximately 120 persons, with a total annual payroll (direct and multiplier impacts) of approximately \$3.8 million associated with these jobs.

METHODOLOGY



AIRPORT SUMMARY TABLE

ECONOMIC IMPACTS

On-Airport	Visitor Spending
<ul style="list-style-type: none"> • FAA, Other Government • Airport Management • Aircraft maintenance • Vendors • Retail & Restaurant • Car Rental • Parking • Construction • Fixed Based Operators 	<ul style="list-style-type: none"> • Hotels • Retail & Restaurants • Travel Agents • Convention Centers • Tourist Destinations
56 Jobs \$2,116,300 in Payroll \$8,177,500 in Economic Output	14 Jobs \$305,800 in Payroll \$849,800 in Economic Output

MULTIPLIER ECONOMIC IMPACTS

- Suppliers of Materials & Services to Airports
- Air Dependent Businesses
- Visitor Dependent Businesses
- Consumer Product and Service Sales

50 Jobs
 \$1,354,600 in Payroll
 \$5,105,000 in Economic Output

TOTAL ECONOMIC IMPACTS

120 Jobs
 \$3,776,700 in Payroll
 \$14,132,300 in Economic Activity



JOHN BELL WILLIAMS AIRPORT

QUALITATIVE BENEFITS

- ✦ Primary aviation activities include recreational flying, corporate flights, and aviation education
- ✦ Hinds Community College operates a FAA Part 147 Airframe and Powerplant (A&P) vocational school and an FAA Part 141 approved flight school at the airport
- ✦ Government agencies utilizing the airport include prisoner transport by US Marshalls, helicopter training by the Mississippi Air National Guard, and refueling by the Mississippi Forestry Commission
- ✦ The airport is a base of operations for the Mississippi Department of Public Safety
- ✦ The airport's annual radio controlled aircraft event is a fundraiser for the Hinds Community College A&P Scholarship Fund
- ✦ The airport serves as a monthly meeting site for the local EAA chapter
- ✦ John Bell Williams Airport is also used by hunters visiting the area, by air ambulance operators, for news reporting, and aerial photography
- ✦ Coaches from various universities in the southeast have used the airport during their recruiting trips

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RICHTON- PERRY COUNTY

RICHTON, MISSISSIPPI

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ECONOMIC IMPACT

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ECONOMIC IMPACT ANALYSIS

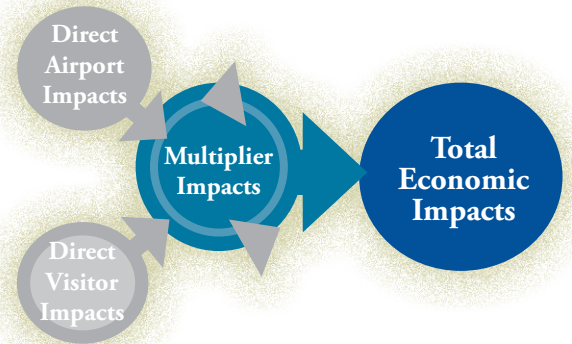
Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's economic benefits. Additional direct impacts are also linked to visitors who arrive via the State's system of airports. Spending by these visitors supports additional employment and associated annual payroll. These direct impacts create additional multiplier that ripple through the economy. These multiplier impacts (induced/indirect) were measured with Mississippi-specific IMPLAN multipliers. When combined, direct and multiplier benefits equal the total economic impact associated with each airport.

Direct In 2012, there were no aviation-related tenants located on the airport. All economic impacts generated by the airport are the result of sponsor operation of the airport, construction projects and visitor related impacts. For 2012, the total combined direct output stemming from all sponsor activity, construction projects and general aviation visitors to Richton-Perry County Airport was approximately \$24,000. Total direct full-time employment related to the airport and general aviation visitors is estimated at less than one person with a total direct payroll of approximately \$7,600 annually. Survey data indicated that approximately 200 visitors used the airport in 2012.

Multiplier The multiplier impacts associated with on-airport tenants and general aviation visitors also create additional impacts throughout the State. Multiplier impacts are induced and indirect impacts calculated using the Mississippi specific IMPLAN multipliers. The accompanying table presents the direct, multiplier, and total impacts for output, payroll, and employment as they relate to on-airport tenants and visitors.

Total For 2012, the total output (including direct and multiplier impacts) stemming from all on-airport tenants and general aviation visitors to Richton-Perry County Airport is approximately \$37,300. Total full-time employment related to sponsor operation of the airport, construction projects and visitor related impacts, including all multiplier impacts, is estimated at approximately less than one person, with a total annual payroll (direct and multiplier impacts) of approximately \$11,200.

METHODOLOGY



AIRPORT SUMMARY TABLE

ECONOMIC IMPACTS

On-Airport	Visitor Spending
<ul style="list-style-type: none"> • FAA, Other Government • Airport Management • Aircraft maintenance • Vendors • Retail & Restaurant • Car Rental • Parking • Construction • Fixed Based Operators 	<ul style="list-style-type: none"> • Hotels • Retail & Restaurants • Travel Agents • Convention Centers • Tourist Destinations
<p><1 Job \$400 in Payroll \$4,000 in Economic Output</p>	<p><1 Job \$7,200 in Payroll 20,000 in Economic Output</p>

MULTIPLIER ECONOMIC IMPACTS

<ul style="list-style-type: none"> • Suppliers of Materials & Services to Airports • Air Dependent Businesses • Visitor Dependent Businesses • Consumer Product and Service Sales
<p><1 Job \$3,600 in Payroll \$13,300 in Economic Output</p>

TOTAL ECONOMIC IMPACTS

<p><1 Job \$11,200 in Payroll \$37,300 in Economic Activity</p>
--



QUALITATIVE BENEFITS

- ✦ The most common activity at Richton- Perry County Airport is flight instruction such as touch-and-go operations
- ✦ Other common activities include recreational flying, operations by law enforcement, military exercises, and private aviation using the airport as a gateway to area tourism
- ✦ The airport is also used for corporate aviation, agricultural spraying, flight training, medical flights, drug enforcement, and search and rescue operations
- ✦ The airport has also instituted a Boy Scout aviation program and maintains a strong relationship with its local community

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RIPLEY AIRPORT

RIPLEY, MISSISSIPPI

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ECONOMIC IMPACT ANALYSIS

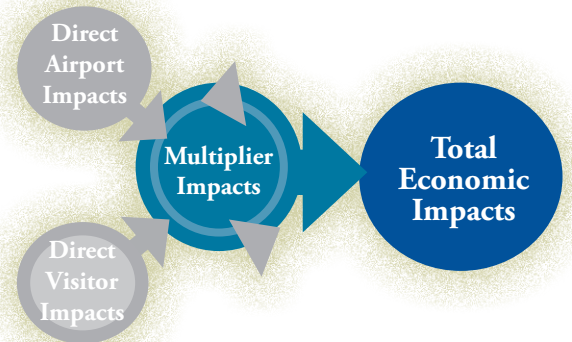
Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's economic benefits. Additional direct impacts are also linked to visitors who arrive via the State's system of airports. Spending by these visitors supports additional employment and associated annual payroll. These direct impacts create additional multiplier that ripple through the economy. These multiplier impacts (induced/indirect) were measured with Mississippi-specific IMPLAN multipliers. When combined, direct and multiplier benefits equal the total economic impact associated with each airport.

Direct In 2012, there were no aviation-related tenants located on the airport. All economic impacts generated by the airport are the result of sponsor operation of the airport, construction projects and visitor related impacts. For 2012, the total combined direct output stemming from all sponsor activity, construction projects and general aviation visitors to Ripley Airport was approximately \$285,100. Total direct full-time employment related to the airport and general aviation visitors is estimated at four persons with a total direct payroll of approximately \$80,300 annually. Survey data indicated that approximately 1,323 visitors used the airport in 2012.

Multiplier The multiplier impacts associated with on-airport tenants and general aviation visitors also create additional impacts throughout the State. Multiplier impacts are induced and indirect impacts calculated using the Mississippi specific IMPLAN multipliers. The accompanying table presents the direct, multiplier, and total impacts for output, payroll, and employment as they relate to on-airport tenants and visitors.

Total For 2012, the total output (including direct and multiplier impacts) stemming from all on-airport tenants and general aviation visitors to Ripley Airport was approximately \$446,600. Total full-time employment related to sponsor operation of the airport, construction projects and visitor related impacts, including all multiplier impacts, is estimated at approximately six persons, with a total annual payroll (direct and multiplier impacts) of approximately \$121,800 associated with these jobs.

METHODOLOGY



AIRPORT SUMMARY TABLE

ECONOMIC IMPACTS

On-Airport	Visitor Spending
<ul style="list-style-type: none"> • FAA, Other Government • Airport Management • Aircraft maintenance • Vendors • Retail & Restaurant • Car Rental • Parking • Construction • Fixed Based Operators 	<ul style="list-style-type: none"> • Hotels • Retail & Restaurants • Travel Agents • Convention Centers • Tourist Destinations
<p>2 Jobs \$32,700 in Payroll \$152,800 in Economic Output</p>	<p>2 Jobs \$47,600 in Payroll \$132,300 in Economic Output</p>

MULTIPLIER ECONOMIC IMPACTS

- Suppliers of Materials & Services to Airports
- Air Dependent Businesses
- Visitor Dependent Businesses
- Consumer Product and Service Sales

2 Jobs
\$41,500 in Payroll
\$161,500 in Economic Output

TOTAL ECONOMIC IMPACTS

6 Jobs
\$121,800 in Payroll
\$446,600 in Economic Activity



QUALITATIVE BENEFITS

- + Ripley Airport sees corporate/business activity on a daily basis and recreational flying occurring weekly.
- + Companies/ governmental entities with significant traffic include: Hill Brothers Construction Co., Hill Brothers Leasing, LLC., Marco Investments, and WMC Parker & Associates.
- + Hill Brothers has aircraft based at the airport and operates approximately ten times per week.
- + FAA records indicate the airport recently supported nonstop aviation flights to Kissimmee, FL, Des Moines, IA, Dupage, IL, Panama City, FL, Little Rock, AR, Toledo, OH, Chicago, IL, New Orleans, LA, Birmingham, AL, Nashville, TN and Gainesville, FL.

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GEORGE M. BRYAN AIRPORT

STARKVILLE, MISSISSIPPI

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ECONOMIC IMPACT

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ECONOMIC IMPACT ANALYSIS

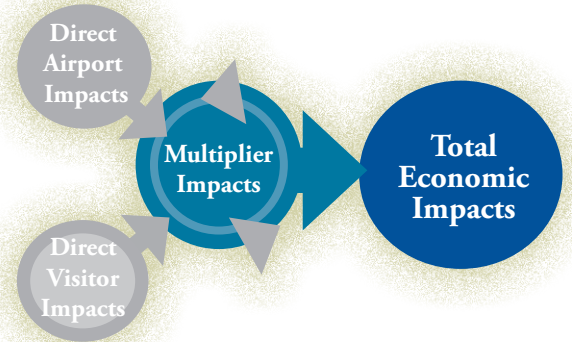
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Direct In 2012, there were five aviation-related tenants on the airport, including airport management, who supported over 33 employees. These tenants' direct employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants and construction is estimated at \$5.2 million annually. The estimated direct annual payroll of these tenants is \$1.3 million. Operational data indicated that approximately 3,885 visitors used the airport. Visitor-related spending supported an additional seven full-time jobs for employees earning \$146,800 annually. Output from general aviation visitors is estimated at \$407,900.

Multiplier The multiplier impacts associated with on-airport tenants and general aviation visitors also create additional impacts throughout the State. Multiplier impacts are induced and indirect impacts calculated using the Mississippi specific IMPLAN multipliers. The accompanying table presents the direct, multiplier, and total impacts for output, payroll, and employment as they relate to on-airport tenants and visitors.

Total For 2012, the total output (including direct and multiplier impacts) stemming from all on-airport tenants and general aviation visitors to George M. Bryan Field Airport was approximately \$8.6 million. Total full-time employment related to airport tenants and general aviation visitors, including all multiplier impacts, is estimated at approximately 68 persons, with a total annual payroll (direct and multiplier impacts) of approximately \$2 million associated with these jobs.

METHODOLOGY



AIRPORT SUMMARY TABLE

ECONOMIC IMPACTS

On-Airport	Visitor Spending
<ul style="list-style-type: none"> • FAA, Other Government • Airport Management • Aircraft maintenance • Vendors • Retail & Restaurant • Car Rental • Parking • Construction • Fixed Based Operators 	<ul style="list-style-type: none"> • Hotels • Retail & Restaurants • Travel Agents • Convention Centers • Tourist Destinations
<p>33 Jobs \$1,271,900 in Payroll \$5,249,000 in Economic Output</p>	<p>7 Jobs \$146,800 in Payroll \$407,900 in Economic Output</p>

MULTIPLIER ECONOMIC IMPACTS

- Suppliers of Materials & Services to Airports
- Air Dependent Businesses
- Visitor Dependent Businesses
- Consumer Product and Service Sales

28 Jobs
\$659,600 in Payroll
\$2,926,600 in Economic Output

TOTAL ECONOMIC IMPACTS

68 Jobs
\$2,078,300 in Payroll
\$8,583,500 in Economic Activity



QUALITATIVE BENEFITS

- + Daily activities at the airport typically include recreational flying, including glider activity, and flight training
- + Mississippi State University utilizes the airport daily for training exercises, and less frequently for athletic department transport, as well as alumni visiting for events and games
- + Corporate activity at the airport includes operations by businesses in the education, manufacturing, and legal industries
- + Other common aviation activities include real estate tours and touch-and-go operations
- + As needed, the airport supports aerial agricultural spraying, utility inspections, law enforcement operations, emergency evacuation, aerial photography, and news reporting
- + The airport supports youth outreach through groups such as the Boy Scouts and Young Eagles
- + The local Experimental Aircraft Association chapter holds events at the airport twice a year
- + FAA data indicates that the airport supports flights to and from airports in Houston, Jackson, Baton Rouge, Huntsville, Indianapolis, Knoxville, and the Florida Panhandle, among other regions

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ECONOMIC IMPACT ANALYSIS

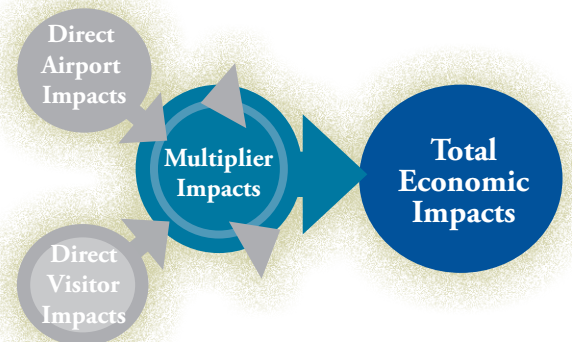
Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's economic benefits. Additional direct impacts are also linked to visitors who arrive via the State's system of airports. Spending by these visitors supports additional employment and associated annual payroll. These direct impacts create additional multiplier that ripple through the economy. These multiplier impacts (induced/indirect) were measured with Mississippi-specific IMPLAN multipliers. When combined, direct and multiplier benefits equal the total economic impact associated with each airport.

Direct In 2012, there were ten aviation-related tenants on the airport who supported 87 employees. These tenants' direct employment, payroll, and output impacts were derived from survey data. Direct impacts also include airport sponsor activity and airport related construction. Direct output from all on-airport aviation-related tenants and airport management is estimated at \$15.9 million annually. The estimated direct annual payroll of these tenants and airport management is \$3.8 million. Visitors using commercial airlines and general aviation also create economic direct impacts. Survey data indicated that approximately 41,847 visitors arrived via Tunica Municipal Airport in 2012. Visitor-related output (spending) supported an additional 349 full-time jobs for employees earning \$7.4 million annually. Output from commercial airline visitors is estimated at \$32 million.

Multiplier The multiplier impacts associated with on-airport tenants and general aviation visitors also create additional impacts throughout the State. Multiplier impacts are induced and indirect impacts calculated using the Mississippi specific IMPLAN multipliers. The accompanying table presents the direct, multiplier, and total impacts for output, payroll, and employment as they relate to on-airport tenants and visitors.

Total For 2012, the total output stemming from all on-airport tenants and all commercial airline and general aviation visitors to Tunica Municipal Airport was approximately \$74.9 million. Total full-time employment related to airport tenants and visitors, including all multiplier impacts, is estimated at approximately 700 persons, with a total annual payroll of approximately \$17.5 million associated with these jobs.

METHODOLOGY



AIRPORT SUMMARY TABLE

ECONOMIC IMPACTS

On-Airport	Visitor Spending
<ul style="list-style-type: none"> • FAA, Other Government • Airport Management • Aircraft maintenance • Vendors • Retail & Restaurant • Car Rental • Parking • Construction • Fixed Based Operators 	<ul style="list-style-type: none"> • Hotels • Retail & Restaurants • Travel Agents • Convention Centers • Tourist Destinations
87 Jobs \$3,782,100 in Payroll \$15,923,200 in Economic Output	349 Jobs \$7,393,100 in Payroll \$32,071,700 in Economic Output

MULTIPLIER ECONOMIC IMPACTS

- Suppliers of Materials & Services to Airports
- Air Dependent Businesses
- Visitor Dependent Businesses
- Consumer Product and Service Sales

264 Jobs
 \$6,334,900 in Payroll
 \$26,906,800 in Economic Output

TOTAL ECONOMIC IMPACTS

700 Jobs
 \$17,510,100 in Payroll
 \$74,901,700 in Economic Activity



QUALITATIVE BENEFITS

- + In addition to charters to Caesar's casinos in Tunica, other area casinos operate charter vacation packages through Tunica Municipal Airport
- + Corporate activity is also a daily activity, and includes operations by businesses in the retail, agriculture, manufacturing, food production, accommodations, construction, and finance industries, among others
- + Other general aviation activities supported by the airport include agricultural crop spraying, aerial pipeline and utility inspections, flight training, sightseeing, real estate tours, military and helicopter training and aerial photography
- + As needed, the airport supports law enforcement and Civil Air Patrol operations
- + The airport supports youth outreach through events for school groups and the Boy Scouts
- + The airport maintains a healthy relationship with its community, including participation with the Tunica County Volunteer Fire Department and Tunica County Sheriff's Office
- + FAA data indicates that the airport supported general aviation flights to and from airports in St. Louis, San Antonio, Indianapolis, Milwaukee, Huntsville, Houston, Dallas, and many other regions
- + Charter operations for 2013, covered 27 states from 75 cities from Texas up to Nebraska through Minnesota, then East over to Maine and down the East coast. Major markets include: Atlanta, Michigan-Ohio, Raleigh-Kinston-Wilmington, Charlotte-Roanoke-Greensboro-Bristol. The Airport averaged 2.97 public charter operations per day

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ECONOMIC IMPACT

OF AIRPORTS STUDY



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ECONOMIC IMPACT ANALYSIS

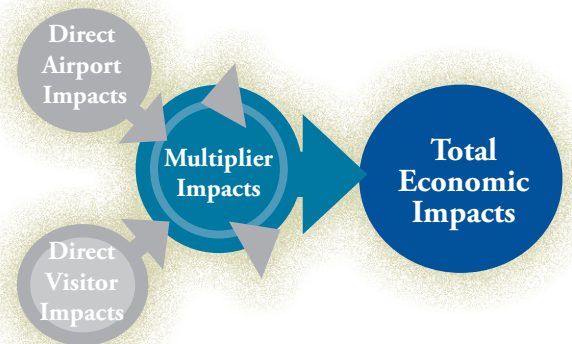
Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's economic benefits. Additional direct impacts are also linked to visitors who arrive via the State's system of airports. Spending by these visitors supports additional employment and associated annual payroll. These direct impacts create additional multiplier that ripple through the economy. These multiplier impacts (induced/indirect) were measured with Mississippi-specific IMPLAN multipliers. When combined, direct and multiplier benefits equal the total economic impact associated with each airport.

Direct In 2012, there were 15 aviation-related tenants on the airport who supported 542 employees. These tenants' direct employment, payroll, and output impacts were derived from survey data. Direct impacts also include airport sponsor activity and airport related construction. Direct output from all on-airport aviation-related tenants and airport management is estimated at \$70.1 million annually. The estimated direct annual payroll of these tenants and airport management is \$25.1 million. Visitors using commercial airlines and general aviation also create economic direct impacts. Survey data indicated that approximately 17,816 visitors arrived via Tupelo Regional Airport in 2012. Visitor-related output (spending) supported an additional 54 full-time jobs for employees earning \$1.1 million annually. Output from commercial airline visitors is estimated at \$3.7 million.

Multiplier The multiplier impacts associated with on-airport tenants and general aviation visitors also create additional impacts throughout the State. Multiplier impacts are induced and indirect impacts calculated using the Mississippi specific IMPLAN multipliers. The accompanying table presents the direct, multiplier, and total impacts for output, payroll, and employment as they relate to on-airport tenants and visitors.

Total For 2012, the total output stemming from all on-airport tenants and all commercial airline and general aviation visitors to Tupelo Regional Airport was approximately \$114.9 million. Total full-time employment related to airport tenants and visitors, including all multiplier impacts, is estimated at approximately 1,054 persons, with a total annual payroll of approximately \$41.8 million associated with these jobs.

METHODOLOGY



AIRPORT SUMMARY TABLE

ECONOMIC IMPACTS

On-Airport	Visitor Spending
<ul style="list-style-type: none"> • FAA, Other Government • Airport Management • Aircraft maintenance • Vendors • Retail & Restaurant • Car Rental • Parking • Construction • Fixed Based Operators 	<ul style="list-style-type: none"> • Hotels • Retail & Restaurants • Travel Agents • Convention Centers • Tourist Destinations
542 Jobs \$25,161,000 in Payroll \$70,102,400 in Economic Output	54 Jobs \$1,140,400 in Payroll \$3,746,900 in Economic Output

MULTIPLIER ECONOMIC IMPACTS

<ul style="list-style-type: none"> • Suppliers of Materials & Services to Airports • Air Dependent Businesses • Visitor Dependent Businesses • Consumer Product and Service Sales
458 Jobs \$15,528,900 in Payroll \$41,007,800 in Economic Output

TOTAL ECONOMIC IMPACTS

1,054 Jobs \$41,830,300 in Payroll \$114,857,100 in Economic Activity



QUALITATIVE BENEFITS

- ✦ Connecting flights from Tupelo Regional Airport to Atlanta-Hartsfield International connect area residents to locations throughout the world
- ✦ Daily general aviation activities include recreational flying, corporate activity, aerial agricultural spraying, flight instruction and education, military exercises, and medical flights
- ✦ Corporate activity includes operations by area furniture manufacturers, as well as businesses in the automotive (Toyota plant nearby) retail, banking, healthcare, construction, oil and gas, and timber industries, among others
- ✦ Other common general aviation activities include aerial utility inspections, law enforcement and Civil Air Patrol operations, air cargo, doctor transport, and news reporting
- ✦ On an occasional basis the airport also supports sightseeing, real estate tours, prisoner transport, search and rescue, and aerial photography
- ✦ The airport hosted the Aviation Expo in 2012, and regularly hosts FAA Safety Seminars
- ✦ FAA data indicates that the airport supported general aviation flights to and from airports in Atlanta, Memphis, Dekalb, Augusta, El Paso, Kansas City, Oakland, Nashville, and Dallas, among other regions

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PAUL PITTMAN MEMORIAL

TYLERTOWN, MISSISSIPPI

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ECONOMIC IMPACT ANALYSIS

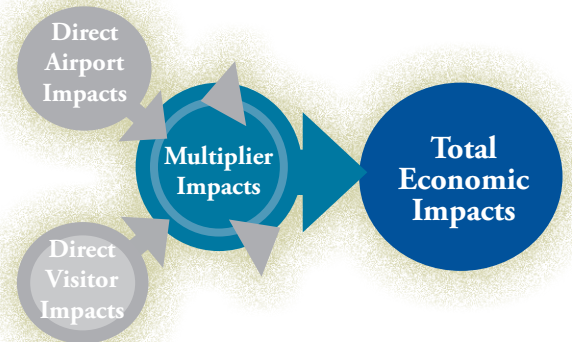
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Direct In 2012, there were no aviation-related tenants located on the airport. All economic impacts generated by the airport are the result of on-airport operations, construction projects and visitor related impacts. For 2012, the total combined direct output stemming from all on-airport attendance activity, construction projects and general aviation visitors to Paul Pittman Memorial Airport was approximately \$536,900. Total direct full-time employment related to the airport and general aviation visitors is estimated at seven persons with a total direct payroll of approximately \$150,500 annually. Survey data indicated that approximately 2,806 visitors used the airport in 2012.

Multiplier The multiplier impacts associated with on-airport tenants and general aviation visitors also create additional impacts throughout the State. Multiplier impacts are induced and indirect impacts calculated using the Mississippi specific IMPLAN multipliers. The accompanying table presents the direct, multiplier, and total impacts for output, payroll, and employment as they relate to on-airport tenants and visitors.

Total For 2012, the total output (including direct and multiplier impacts) stemming from all on-airport tenants and general aviation visitors to Paul Pittman Memorial Airport was approximately \$838,600. Total full-time employment related to airport tenants and general aviation visitors, including all multiplier impacts, is estimated at approximately 10 persons, with a total annual payroll (direct and multiplier impacts) of approximately \$225,600 associated with these jobs.

METHODOLOGY



AIRPORT SUMMARY TABLE

ECONOMIC IMPACTS

On-Airport	Visitor Spending
<ul style="list-style-type: none"> • FAA, Other Government • Airport Management • Aircraft maintenance • Vendors • Retail & Restaurant • Car Rental • Parking • Construction • Fixed Based Operators 	<ul style="list-style-type: none"> • Hotels • Retail & Restaurants • Travel Agents • Convention Centers • Tourist Destinations
<p>2 Jobs \$44,500 in Payroll \$242,300 in Economic Output</p>	<p>5 Jobs \$106,000 in Payroll \$294,600 in Economic Output</p>

MULTIPLIER ECONOMIC IMPACTS

<ul style="list-style-type: none"> • Suppliers of Materials & Services to Airports • Air Dependent Businesses • Visitor Dependent Businesses • Consumer Product and Service Sales
<p>3 Jobs \$75,100 in Payroll \$301,700 in Economic Output</p>

TOTAL ECONOMIC IMPACTS

<p>10 Jobs \$225,600 in Payroll \$838,600 in Economic Activity</p>
--



QUALITATIVE BENEFITS

- ✦ The most common aviation activity at Paul Pittman Memorial Airport is recreational flying
- ✦ Other activities supported by the airport include aerial inspections of utilities and pipelines, training exercises such as touch-and-go operations, law enforcement operations, and military exercises
- ✦ Aerial agricultural spraying takes place at the airport seasonally
- ✦ An annual fly-in and cookout attracts regional pilots and local residents to the airport
- ✦ The airport supports youth outreach through groups such as Girl Scouts and Boy Scouts, who visit the airport to earn their aviation badges
- ✦ An area Girl Scout troop also assists in gardening at the airport

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ECONOMIC IMPACT ANALYSIS

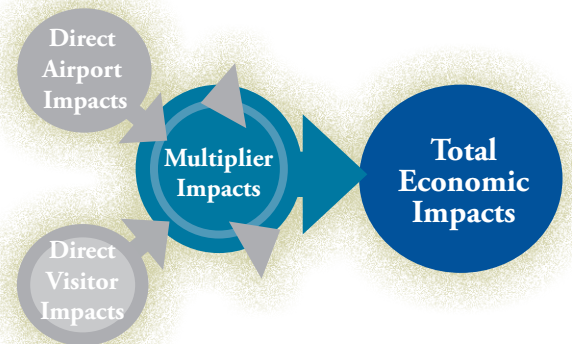
Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport’s economic benefits. Additional direct impacts are also linked to visitors who arrive via the State’s system of airports. Spending by these visitors supports additional employment and associated annual payroll. These direct impacts create additional multiplier that ripple through the economy. These multiplier impacts (induced/indirect) were measured with Mississippi-specific IMPLAN multipliers. When combined, direct and multiplier benefits equal the total economic impact associated with each airport.

Direct In 2012, there were three aviation-related tenants on the airport, including airport management, who supported over 16 employees. These tenants’ direct employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants and construction is estimated at \$2 million annually. The estimated direct annual payroll of these tenants is \$530,800. Operational data indicated that approximately 1,036 visitors used the airport. Visitor-related spending supported an additional two full-time jobs for employees earning over \$39,200 annually. Output from general aviation visitors is estimated at \$108,800.

Multiplier The multiplier impacts associated with on-airport tenants and general aviation visitors also create additional impacts throughout the State. Multiplier impacts are induced and indirect impacts calculated using the Mississippi specific IMPLAN multipliers. The accompanying table presents the direct, multiplier, and total impacts for output, payroll, and employment as they relate to on-airport tenants and visitors.

Total For 2012, the total output (including direct and multiplier impacts) stemming from all on-airport tenants and general aviation visitors to Vicksburg Airport was approximately \$3.2 million. Total full-time employment related to airport tenants and general aviation visitors, including all multiplier impacts, is estimated at approximately 30 persons, with a total annual payroll (direct and multiplier impacts) of approximately \$896,200 associated with these jobs.

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AIRPORT SUMMARY TABLE

ECONOMIC IMPACTS

On-Airport	Visitor Spending
<ul style="list-style-type: none"> • FAA, Other Government • Airport Management • Aircraft maintenance • Vendors • Retail & Restaurant • Car Rental • Parking • Construction • Fixed Based Operators 	<ul style="list-style-type: none"> • Hotels • Retail & Restaurants • Travel Agents • Convention Centers • Tourist Destinations
16 Jobs \$530,800 in Payroll \$1,917,400 in Economic Output	2 Jobs \$39,200 in Payroll \$108,800 in Economic Output

MULTIPLIER ECONOMIC IMPACTS

<ul style="list-style-type: none"> • Suppliers of Materials & Services to Airports • Air Dependent Businesses • Visitor Dependent Businesses • Consumer Product and Service Sales
12 Jobs \$326,200 in Payroll \$1,155,600 in Economic Output

TOTAL ECONOMIC IMPACTS

30 Jobs \$896,200 in Payroll \$3,181,800 in Economic Activity



QUALITATIVE BENEFITS

- + Daily aviation activities at Vicksburg Municipal Airport include recreational flying, corporate activity, flight instruction, and other training exercises such as touch-and-go operations
- + Corporate activity includes operations by businesses in the manufacturing, construction, oil and gas, tourism, and finance industries
- + The airport is also commonly used as a gateway to regional tourism such as area casinos, and for aerial inspections of utilities and infrastructure
- + Less frequent general aviation activities include aerial agricultural spraying, real estate tours, military exercises, environmental patrol, aerial photography, and news reporting
- + On occasion, the airport supports law enforcement, Civil Air Patrol, medical, and emergency response operations
- + FAA data indicates that the airport supports flights to and from airports in Lubbock, Lafayette, Shreveport, Tuscaloosa, Jackson, Dallas, Louisville, Baton Rouge, and New Orleans, among other regions

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WATER VALLEY MUNICIPAL

WATER VALLEY, MISSISSIPPI

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ECONOMIC IMPACT ANALYSIS

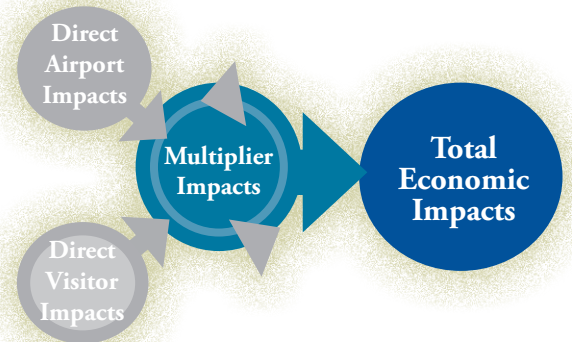
Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's economic benefits. Additional direct impacts are also linked to visitors who arrive via the State's system of airports. Spending by these visitors supports additional employment and associated annual payroll. These direct impacts create additional multiplier that ripple through the economy. These multiplier impacts (induced/indirect) were measured with Mississippi-specific IMPLAN multipliers. When combined, direct and multiplier benefits equal the total economic impact associated with each airport.

Direct In 2012, there was one aviation-related tenant located on the airport. All economic impacts generated by the airport are the result of tenant activity, sponsor operation of the airport, construction projects, and visitor related impacts. There is one employee associated with on-airport activity. Direct output is estimated at \$21,800 while the annual payroll is estimated at \$43,900. Operational data indicates that approximately 97 visitors used the airport. Visitor-related spending supported less than one employee earning \$3,700 annually. Output from general aviation visitors is estimated at \$10,200.

Multiplier The multiplier impacts associated with on-airport tenants and general aviation visitors also create additional impacts throughout the State. Multiplier impacts are induced and indirect impacts calculated using the Mississippi specific IMPLAN multipliers. The accompanying table presents the direct, multiplier, and total impacts for output, payroll, and employment as they relate to on-airport tenants and visitors.

Total For 2012, the total output (including direct and multiplier impacts) stemming from all on-airport tenants and general aviation visitors to Water Valley Airport was approximately \$50,400. Total full-time employment related to airport tenants and general aviation visitors, including all multiplier impacts, is estimated at approximately two persons, with a total annual payroll (direct and multiplier impacts) of approximately \$68,100 associated with these jobs.

METHODOLOGY



AIRPORT SUMMARY TABLE

ECONOMIC IMPACTS

On-Airport	Visitor Spending
<ul style="list-style-type: none"> • FAA, Other Government • Airport Management • Aircraft maintenance • Vendors • Retail & Restaurant • Car Rental • Parking • Construction • Fixed Based Operators 	<ul style="list-style-type: none"> • Hotels • Retail & Restaurants • Travel Agents • Convention Centers • Tourist Destinations
1 Job \$43,900 in Payroll \$21,800 in Economic Output	<1 Jobs \$3,700 in Payroll \$10,200 in Economic Output

MULTIPLIER ECONOMIC IMPACTS

<ul style="list-style-type: none"> • Suppliers of Materials & Services to Airports • Air Dependent Businesses • Visitor Dependent Businesses • Consumer Product and Service Sales
1 Job \$20,500 in Payroll \$18,400 in Economic Output

TOTAL ECONOMIC IMPACTS

2 Jobs \$68,100 in Payroll \$50,400 in Economic Activity
--



QUALITATIVE BENEFITS

- ✦ The airport provides access to the community and is an alternative to driving to this rural area of the state.
- ✦ Student pilots on occasion use the airport for flight training due to its un-congested operating environment.
- ✦ The airport supports aerial agricultural operations.
- ✦ Recreational pilots also use the airport.

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WAYNESBORO MUNICIPAL

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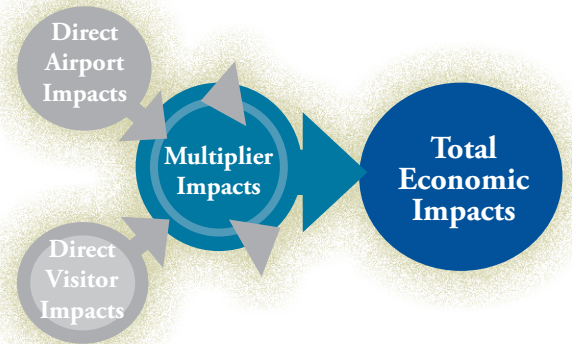
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Direct In 2012, there were no aviation-related tenants located on the airport. All economic impacts generated by the airport are the result of on-airport operations, construction projects and visitor related impacts. For 2012, the total combined direct output stemming from all on-airport activity, construction projects and general aviation visitors to Waynesboro Airport was approximately \$384,000. Total direct full-time employment related to the airport and general aviation visitors is estimated at four persons with a total direct payroll of approximately \$99,500 annually. Survey data indicated that approximately 901 visitors used the airport in 2012.

Multiplier The multiplier impacts associated with on-airport tenants and general aviation visitors also create additional impacts throughout the State. Multiplier impacts are induced and indirect impacts calculated using the Mississippi specific IMPLAN multipliers. The accompanying table presents the direct, multiplier, and total impacts for output, payroll, and employment as they relate to on-airport tenants and visitors.

Total For 2012, the total output (including direct and multiplier impacts) stemming from all on-airport tenants and general aviation visitors to Waynesboro Municipal Airport was approximately \$608,100. Total full-time employment related to sponsor operation of the airport, construction projects and visitor related impacts, including all multiplier impacts, is estimated at approximately seven persons, with a total annual payroll (direct and multiplier impacts) of approximately \$155,600 associated with these jobs.

METHODOLOGY



AIRPORT SUMMARY TABLE

ECONOMIC IMPACTS

On-Airport	Visitor Spending
<ul style="list-style-type: none"> • FAA, Other Government • Airport Management • Aircraft maintenance • Vendors • Retail & Restaurant • Car Rental • Parking • Construction • Fixed Based Operators 	<ul style="list-style-type: none"> • Hotels • Retail & Restaurants • Travel Agents • Convention Centers • Tourist Destinations
<p>2 Jobs \$65,500 in Payroll \$289,400 in Economic Output</p>	<p>2 Jobs \$34,000 in Payroll \$94,600 in Economic Output</p>

MULTIPLIER ECONOMIC IMPACTS

<ul style="list-style-type: none"> • Suppliers of Materials & Services to Airports • Air Dependent Businesses • Visitor Dependent Businesses • Consumer Product and Service Sales
<p>3 Jobs \$56,100 in Payroll \$224,100 in Economic Output</p>

TOTAL ECONOMIC IMPACTS

<p>7 Jobs \$155,600 in Payroll \$608,100 in Economic Activity</p>



QUALITATIVE BENEFITS

- ✦ Activities that happen on a weekly basis include corporate/business activity and aerial inspections.
- ✦ The airport sees arrivals and departures to areas such as New Orleans, St. Louis, Augusta, Portland, Memphis, El Paso, Charleston, Nashville, and Austin.
- ✦ Common users include: Quest Diagnostics, Ameristar Jet Charter, Air Team, Royal Air Freight, McNeely Charter Service, and Executive Jet.
- ✦ The airport is used occasionally for air ambulance medical flights.
- ✦ The airport supports aerial agricultural operations on a regular basis.

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ECONOMIC IMPACT ANALYSIS

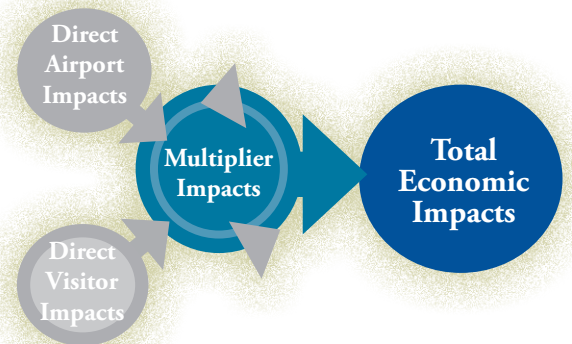
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Direct In 2012, there was one aviation-related tenant located on the airport. All economic impacts generated by the airport are the result of tenant activity, sponsor operation of the airport, construction projects, and visitor related impacts. There are ten employees associated with on-airport activity. Direct output is estimated at \$792,600 while the annual payroll is estimated at \$163,800. Operational data indicates that approximately 561 visitors used the airport. Visitor-related spending supported approximately one employee earning \$20,200 annually. Output from general aviation visitors is estimated at \$56,100.

Multiplier The multiplier impacts associated with on-airport tenants and general aviation visitors also create additional impacts throughout the State. Multiplier impacts are induced and indirect impacts calculated using the Mississippi specific IMPLAN multipliers. The accompanying table presents the direct, multiplier, and total impacts for output, payroll, and employment as they relate to on-airport tenants and visitors.

Total For 2012, the total output (including direct and multiplier impacts) stemming from all on-airport tenants and general aviation visitors to McCharen Field Airport was approximately \$1.3 million. Total full-time employment related to sponsor operation of the airport, construction projects and visitor related impacts, including all multiplier impacts, is estimated at approximately 19 persons, with a total annual payroll (direct and multiplier impacts) of approximately \$290,800 associated with these jobs.

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AIRPORT SUMMARY TABLE

ECONOMIC IMPACTS

On-Airport	Visitor Spending
<ul style="list-style-type: none"> • FAA, Other Government • Airport Management • Aircraft maintenance • Vendors • Retail & Restaurant • Car Rental • Parking • Construction • Fixed Based Operators 	<ul style="list-style-type: none"> • Hotels • Retail & Restaurants • Travel Agents • Convention Centers • Tourist Destinations
10 Jobs \$163,800 in Payroll \$792,600 in Economic Output	1 Job \$20,200 in Payroll \$56,100 in Economic Output

MULTIPLIER ECONOMIC IMPACTS

- Suppliers of Materials & Services to Airports
- Air Dependent Businesses
- Visitor Dependent Businesses
- Consumer Product and Service Sales

8 Jobs
 \$106,800 in Payroll
 \$479,400 in Economic Output

TOTAL ECONOMIC IMPACTS

19 Jobs
 \$290,800 in Payroll
 \$1.328,100 in Economic Activity



QUALITATIVE BENEFITS

- ✦ The most common activity at McCharen Field is recreational flying, which occurs daily
- ✦ Corporate aviation activity at the airport includes operations by businesses in the manufacturing, retail, energy, and agricultural industries
- ✦ The airport is often used as a gateway to attractions in the Golden Triangle region such as golf courses and parks
- ✦ Many other aviation activities are supported including utility inspections, flight training and education, real estate tours, aerial photography, banner towing, and news reporting
- ✦ The airport is utilized for emergency, medical, Civil Air Patrol, firefighting, and law enforcement operations as needed
- ✦ Regional Boy Scout groups visit the airport related to projects and to earn their aviation merit badges
- ✦ FAA data indicates that the airport supports flights to and from airports in Wichita, Dallas, San Angelo, Kansas City, and Memphis, among other areas

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DEAN GRIFFIN MEMORIAL

WIGGINS, MISSISSIPPI

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ECONOMIC IMPACT ANALYSIS

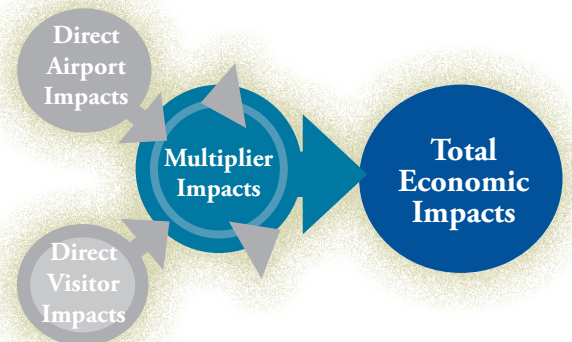
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Direct In 2012, there were two aviation-related tenants on the airport, including airport management, who supported over nine employees. These tenants' direct employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants and construction is estimated at \$1.1 million annually. The estimated direct annual payroll of these tenants is \$433,200. Operational data indicated that approximately 2,806 visitors used the airport. Visitor-related spending supported an additional five full-time jobs for employees earning \$106,000 annually. Output from general aviation visitors is estimated at \$294,600.

Multiplier The multiplier impacts associated with on-airport tenants and general aviation visitors also create additional impacts throughout the State. Multiplier impacts are induced and indirect impacts calculated using the Mississippi specific IMPLAN multipliers. The accompanying table presents the direct, multiplier, and total impacts for output, payroll, and employment as they relate to on-airport tenants and visitors.

Total For 2012, the total output (including direct and multiplier impacts) stemming from all on-airport tenants and general aviation visitors to Dean Griffin Memorial Airport was approximately \$2.3 million. Total full-time employment related to airport tenants and general aviation visitors, including all multiplier impacts, is estimated at approximately 22 persons, with a total annual payroll (direct and multiplier impacts) of approximately \$870,700 associated with these jobs.

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AIRPORT SUMMARY TABLE

ECONOMIC IMPACTS

On-Airport	Visitor Spending
<ul style="list-style-type: none"> • FAA, Other Government • Airport Management • Aircraft maintenance • Vendors • Retail & Restaurant • Car Rental • Parking • Construction • Fixed Based Operators 	<ul style="list-style-type: none"> • Hotels • Retail & Restaurants • Travel Agents • Convention Centers • Tourist Destinations
<p>9 Jobs \$433,200 in Payroll \$1,157,800 in Economic Output</p>	<p>5 Jobs \$106,000 in Payroll \$294,600 in Economic Output</p>

MULTIPLIER ECONOMIC IMPACTS

<ul style="list-style-type: none"> • Suppliers of Materials & Services to Airports • Air Dependent Businesses • Visitor Dependent Businesses • Consumer Product and Service Sales
<p>8 Jobs \$331,500 in Payroll \$864,000 in Economic Output</p>

TOTAL ECONOMIC IMPACTS

<p>22 Jobs \$870,700 in Payroll \$2,316,400 in Economic Activity</p>
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QUALITATIVE BENEFITS

- ✦ The U.S. Forestry Service and Mississippi Forestry Commission are frequent users of the airport
- ✦ The most common activities at Dean Griffin Memorial Airport include recreational flying and military exercises
- ✦ Other common activities include training exercises such as flight instruction touch-and-go operations, and aerial sightseeing tours
- ✦ The airport supports a number of other activities that happen less frequently, including utility inspections, real estate tours, operations by law enforcement, prisoner transport, emergency medical operations, and aerial photography
- ✦ The airport is used seasonally for agricultural spraying

MISSISSIPPI

ECONOMIC IMPACT

OF AIRPORTS STUDY



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WINONA- MONTGOMERY COUNTY

WINONA, MISSISSIPPI

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ECONOMIC IMPACT

OF AIRPORTS STUDY

ECONOMIC IMPACT ANALYSIS

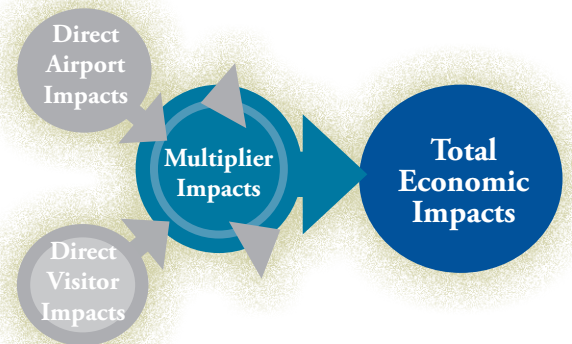
Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's economic benefits. Additional direct impacts are also linked to visitors who arrive via the State's system of airports. Spending by these visitors supports additional employment and associated annual payroll. These direct impacts create additional multiplier that ripple through the economy. These multiplier impacts (induced/indirect) were measured with Mississippi-specific IMPLAN multipliers. When combined, direct and multiplier benefits equal the total economic impact associated with each airport.

Direct In 2012, there were two aviation-related tenants on the airport. Tenants, airport management, and construction who support 21 employees. Tenants' direct employment, payroll, and output impacts were derived from survey data. Direct output from all on-airport aviation-related tenants and construction is estimated at \$4.1 million annually. The estimated direct annual payroll of these tenants is \$833,200. Operational data indicated that approximately 5,390 visitors used the airport. Visitor-related spending supported an additional ten full-time jobs for employees earning over \$203,700 annually. Indirect output from general aviation visitors is estimated at \$566,000.

Multiplier The multiplier impacts associated with on-airport tenants and general aviation visitors also create additional impacts throughout the State. Multiplier impacts are induced and indirect impacts calculated using the Mississippi specific IMPLAN multipliers. The accompanying table presents the direct, multiplier, and total impacts for output, payroll, and employment as they relate to on-airport tenants and visitors.

Total For 2012, the total output (including direct and multiplier impacts) stemming from all on-airport tenants and general aviation visitors to Winona-Montgomery Airport was approximately \$7.0 million. Total full-time employment related to airport tenants and general aviation visitors, including all multiplier impacts, is estimated at approximately 51 persons, with a total annual payroll (direct and multiplier impacts) of approximately \$1.5 million associated with these jobs.

METHODOLOGY



AIRPORT SUMMARY TABLE

ECONOMIC IMPACTS

On-Airport	Visitor Spending
<ul style="list-style-type: none"> • FAA, Other Government • Airport Management • Aircraft maintenance • Vendors • Retail & Restaurant • Car Rental • Parking • Construction • Fixed Based Operators 	<ul style="list-style-type: none"> • Hotels • Retail & Restaurants • Travel Agents • Convention Centers • Tourist Destinations
21 Jobs \$833,200 in Payroll \$4,106,100 in Economic Output	10 Jobs \$203,700 in Payroll \$566,000 in Economic Output

MULTIPLIER ECONOMIC IMPACTS

<ul style="list-style-type: none"> • Suppliers of Materials & Services to Airports • Air Dependent Businesses • Visitor Dependent Businesses • Consumer Product and Service Sales
20 Jobs \$440,200 in Payroll \$2,284,900 in Economic Output

TOTAL ECONOMIC IMPACTS

51 Jobs \$1,477,100 in Payroll \$6,957,000 in Economic Activity



QUALITATIVE BENEFITS

- ✦ Weekly aviation activities occurring at the airport include recreational flying, emergency medical flights by the University of Mississippi Medical Center, and research testing.
- ✦ The airport supports aerial agricultural operations.
- ✦ Businesses that use the airport include: R C Construction, Garmin International, and Headstrong Inc.,
- ✦ FAA records indicate the airport has recently support nonstop general aviation flights from as far away as Conway, AR, Memphis, TN, Gulf Shores, AL, Denton, TX, Shreveport, LA, and Sylacauga, AL.

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ECONOMIC IMPACT ANALYSIS

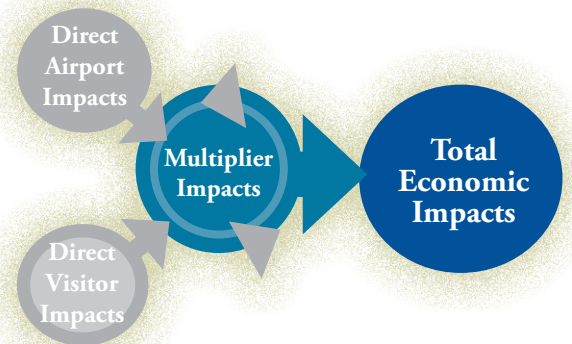
Economic impacts at an airport are measured through employment, payroll, and output (spending). On-airport business and government activities (direct impacts) account for a significant portion of an airport's economic benefits. Additional direct impacts are also linked to visitors who arrive via the State's system of airports. Spending by these visitors supports additional employment and associated annual payroll. These direct impacts create additional multiplier that ripple through the economy. These multiplier impacts (induced/indirect) were measured with Mississippi-specific IMPLAN multipliers. When combined, direct and multiplier benefits equal the total economic impact associated with each airport.

Direct In 2012, there were no aviation-related tenants located on the airport. All economic impacts generated by the airport are the result of sponsor operation of the airport, construction projects and visitor related impacts. For 2012, the total combined direct output stemming from all sponsor activity, construction projects and general aviation visitors to Yazoo County Airport was approximately \$2.7 million. Total direct full-time employment related to the airport and general aviation visitors is estimated at 12 persons with a total direct payroll of approximately \$703,800 annually. Survey data indicated that approximately 321 visitors used the airport in 2012.

Multiplier The multiplier impacts associated with on-airport tenants and general aviation visitors also create additional impacts throughout the State. Multiplier impacts are induced and indirect impacts calculated using the Mississippi specific IMPLAN multipliers. The accompanying table presents the 2012 direct, multiplier, and total impacts for output, payroll, and employment as they relate to on-airport tenants and visitors.

Total For 2012, the total output (including direct and multiplier impacts) stemming from all on-airport tenants and general aviation visitors to Yazoo County Airport was approximately \$4 million. Total full-time employment related to sponsor operation of the airport, construction projects and visitor related impacts, including all multiplier impacts, is estimated at approximately 21 persons, with a total annual payroll (direct and multiplier impacts) of approximately \$1 million associated with these jobs.

METHODOLOGY



AIRPORT SUMMARY TABLE

ECONOMIC IMPACTS

On-Airport	Visitor Spending
<ul style="list-style-type: none"> • FAA, Other Government • Airport Management • Aircraft maintenance • Vendors • Retail & Restaurant • Car Rental • Parking • Construction • Fixed Based Operators 	<ul style="list-style-type: none"> • Hotels • Retail & Restaurants • Travel Agents • Convention Centers • Tourist Destinations
11 Jobs \$692,200 in Payroll \$2,708,400 in Economic Output	1 Job \$11,600 in Payroll \$32,100 in Economic Output

MULTIPLIER ECONOMIC IMPACTS

- Suppliers of Materials & Services to Airports
- Air Dependent Businesses
- Visitor Dependent Businesses
- Consumer Product and Service Sales

9 Jobs
 \$301,600 in Payroll
 \$1,345,200 in Economic Output

TOTAL ECONOMIC IMPACTS

21 Jobs
 \$1,005,400 in Payroll
 \$4,085,700 in Economic Activity



QUALITATIVE BENEFITS

- + Companies/ governmental entities with significant traffic include: CF Industries and AMCO, neither however have aircraft based on the airport.
- + Yazoo County Airport sees aerial agricultural spraying on a daily basis, while activities such as flight training and corporate/business activity occur on a weekly basis.
- + The airport supports corporate flights for local catfish farms as well as financial institutions.
- + FAA records indicate the airport has supported general aviation flights to destinations as far away as Arlington, TX, Atlanta, GA, Fayetteville, AR, Tulsa, OK, Lake Charles, LA, Concord, NC, Ocala, FL and Huntsville, AL

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