

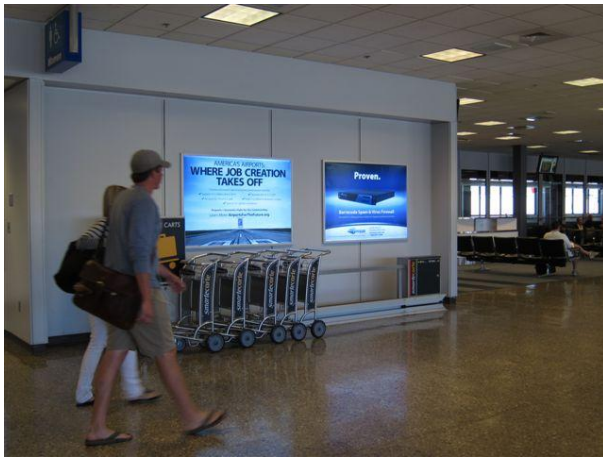
Putting It Into Practice- *Airports for the Future* Campaign Examples

Updated 10/2/12



AirportsForTheFuture.org

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Salt Lake City Department of Airports • Fall 2012

Airports Are the Nation's Second Largest Employer

Airports in the United States support 10.5 million jobs and create an annual payroll of \$365 billion according to a study recently released by Airports Council International – North America (ACI-NA). This places airports, as a whole, as the second largest employer in the nation, after Wal-Mart.

The study, commissioned by ACI-NA and done by CDM Smith, analyzes the economic impact of the 490 commercial airports in the United States. It also points out that U.S. airports generate an annual output of \$1.2 trillion in total economic impact, are strong economic multipliers, are responsible for about 8% of U.S. gross domestic product (GDP), and support more than 7% of the country's work force.

"This analysis confirms that America's airports are economic hubs that drive our local, state and national economies, both inside and outside the airport fence line," said Greg Principato, president of ACI-NA, "Airports are bright spots in this time of economic uncertainty, especially for the 10.5 million American workers who depend on airports for good jobs across the USA."

In addition, ACI-NA has identified over \$80 billion in documented infrastructure projects underway including runways, terminals and other facilities needed to meet an anticipated surge in domestic passenger travel over the next decade. This doesn't take into account growth projections for cargo and other aviation-related services.

Using a model to determine the economic impact by state, the study estimates that the six commercial airports in Utah provide 98,300 jobs, a payroll of \$3,400,507,000 and an output of \$9,495,047,000.

The study calculated the direct employment of Utah's commercial airports accounts for 13,690 on-airport jobs, 250 jobs related to Capital Improvement Projects (CIP), and 30,080 visitor jobs. This is a combined total of 44,020 jobs generated by the commercial airports in the State.

The complete study, *The Economic Impact of Commercial Airports in 2010*, is posted on ACI-NA's web site at: www.aci-na.org.

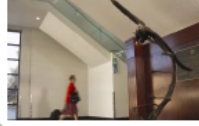
\$9,495,047,000

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Airport Materials

RTIA HIGHLIGHTS



No local tax dollars are involved in operating Reno-Tahoe International Airport.

Reno-Tahoe Airport Authority

- Governed by a nine member Board of Trustees, appointed by City Councils of Reno and Sparks, Washoe County Commission and Reno-Sparks Convention and Visitors Authority.
- RTIA is totally self-sufficient financially. RTIA runs on fees and rentals collected from Airport tenants (i.e. airlines, rental car agencies, restaurants, gaming machines, gift shops, etc.).
- The Reno-Tahoe Airport Authority currently has 242 employees.
- Total number of Airport employees (including tenants) at RTIA is 2,600.
- Total annual economic impact on the Reno-Tahoe area is \$2 billion.

Board of Trustees

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- Adam Mayberry, Vice Chairman
- Mark Crawford, Treasurer
- Rick Murdock, Secretary
- Dr. Kosta Arger, Trustee
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Management

- Krys T. Bart, A.A.E., President/CEO
- Dean Schultz, A.A.E., Executive Vice President/COO



**Reno-Tahoe
Airport Authority**

Reno-Tahoe International Airport
Reno-Tahoe Airport Authority
P.O. Box 12490
Reno, Nevada 89510

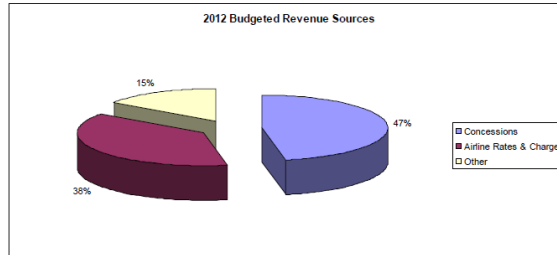
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reno-tahoeairport.com

Airport Materials



Funding MSP Operations

Airport users provide \$260 million needed to operate, fund debt



Minnesota Chamber of Commerce

going your way



Capital Funding



- In past decade, invested between \$100 million and \$500 million annually
- Funding sources:
 - Passenger facilities charges
 - Airport Improvement Program grants
 - Bonds or commercial paper

Minnesota Chamber of Commerce

going your way



Websites and Blogs

THURSDAY, AUGUST 2, 2012

Helping Local Business Take-Off



What does the Long Beach Airport (LGB) mean to you?

An Airport creates jobs and income, is as a hub for freight and potential business investments, and serves as a gateway for passengers to travel around the world. Your Airport can be considered one of Long Beach's principal resources because what the Airport does best is serve people in the community. It can be a key factor in the decision of potential businesses -- who provide valuable local employment -- to locate in an area.

At a time when jobs are first on the minds of many, an Airport is the first impression a prospective industry official has when landing in Long Beach. LGB becomes the front door to the area and the welcoming committee to the businesses Long Beach is seeking to attract.

Recently, California State Long Beach Economics Professors Joseph P Magaddino, Ph.D. and Lisa M. Grobar, Ph.D studied the economic impacts of LGB on the region. Using the data from 2011, the study found that the Long Beach Airport Area Complex houses approximately 5 percent of all Long Beach business establishments and accounts for approximately 9 percent of all jobs within the city. Over the entire region, the Airport Area Complex generates 43,000 jobs, the equivalent of more than 10 billion in valued output.

The study also stated that business in our area generate an annual payroll of \$1.4 billion and total regional earnings of more than \$2.6 billion. The average annual wage for the airport area is more than \$78,000 -- 1.5 times as large as the median income in LA County.

The complex is 1,166 acres of private business. Four fixed-base operators and numerous aviation service companies alone are located at the airport. These firms provide fuel sales, hangars for movie production, tiedown areas, sales and service for aircraft manufacturers, flight and ground school instruction, and air taxi and charter service. Several non-aviation-related businesses are also located on airport property, including hotels, restaurants, and a golf course.

The Airport is clearly an important component of the overall vitality of the City's economy and the future is looking even brighter. The Airport is exploring possibilities that the market will support enhanced uses of the Airport and the adjacent land within the current framework of the Airport Noise Compatibility Ordinance, ensuring a quality of life and economic vitality for the citizens of Long Beach.

The notion that LGB is a convenient and efficient place to travel in turn creates an environment in which business can take off. As a citizen of this great city, I am committed to the progress and service your Airport provides. LGB has a tremendous opportunity to generate more business to help the economy not only stabilize but thrive. We want to make Long Beach and the region a healthy place for jobs and a great place to work.

Lastly, LGB is a tax generator rather than a tax user. The Airport does not receive local tax dollars toward its operation, but is financed entirely by revenues from lease, rental and user fees. In 2011, the Airport generated \$32.6 million in fees and revenues. The majority of these fees were related to parking, fixed-base operators, car rentals, and landing fees.

Travel with us to get to one of our 13 destinations and take every opportunity to fly home to LGB. We always look forward to welcoming you back. Plus, we're a friendly place, so take a tour and have lunch while watching the dedicated staff at your Airport work for you.



**LONG BEACH
AIRPORT**

Building a Better Way to Fly

Long Beach Airport

BLOG ARCHIVE

▼ 2012 (17)

▼ August (3)

LGB - A Tool For Economic Development

Volunteers Help to Keep Airport Safe

Helping Local Business Take-Off

▶ July (2)

▶ June (2)

▶ May (2)

▶ April (2)

▶ March (4)

▶ February (2)

▶ 2011 (7)

ABOUT ME



**Long Beach
Airport**

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Take the virtual tour to see what's in store for your GSP.

Watch a short video of what the airport will look like once WINGSPAN is completed. The computer generated walk through is a great way to get a perspective on just how amazing the airport will be post renovations.



RENDERING GALLERY

IMPACT

Look at it as growth.

The new GSP will be an impelling force in Upstate SC, positively impacting the economic landscape.

The GSP International Airport has always had a major economic impact on the Upstate of South Carolina. WINGSPAN will further enhance economic growth at the airport and throughout the region. Many local contractors and vendors are participating in this program thereby ensuring the circulation of local dollars within the community. No local taxpayer dollars are being used to fund the program, and GSP does not have Passenger Facility Charges (PFCs). GSP has been a draw to the Upstate for many large companies in the past. An improved airport facility will help ensure continued growth and development of the Upstate.

Downloads

- [Economic Impact Analysis: Greenville-Spartanburg International Airport 2012](#)
- [Economic Impact Analysis: Greenville-Spartanburg International Airport 2009](#)



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Get more of it.



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and sweet.



Believe it when
you see it.




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Social Media

**Cleveland Hopkins International Airport (CLE)** Friday ✕


Sunday marks the 73rd year of celebrating the long and storied development of the aviation industry in the United States of America. Airports are proud to be a part of that very important history. CLE has played a significant role in the development of commercial aviation as the first municipally owned airport, July 1, 1925. We also had the first radio controlled air traffic control system, the first control tower and we were the first airport with runway lights.


Today, CLE hosts more daily flights to more cities than any airport in Ohio or Western PA with 240 daily departures to 70 cities.

At CLE, we understand the responsibility we have to the people of Cleveland and Northeast Ohio, and to the region's economy. Airports are major drivers of economic growth and stability, and businesses both large and small depend on airports to grow and expand their business.

Happy National Aviation Day!

Like · Comment · Share 2

 54 people like this.

 **Gayle Birkelbach** Happy National Aviation Day!!
Friday at 6:24pm · Like