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Report Summary



The United States has the world's most extensive airport system. As a catalyst for moving passengers and cargo, and its essential role in facilitating commerce and national defense, airports are crucial in the everyday operations of American society. As globalization continues to take hold, the competitiveness of American industry increasingly relies on airports and the aviation infrastructure. National, regional and local economic growth depends upon the U.S. airport industry.

STATE OF THE U.S. AIRPORT INDUSTRY

- (Airports create \$507 billion each year in total economic activity nationwide.
- (There are 1.9 million jobs on airports in the U.S., and 4.8 million are created in local communities, for a total of 6.7 million airport-related jobs. These jobs translate into earnings of \$190 billion.
- (Airports generate \$33.5 billion in local, state, and federal taxes.
- (Over 1.9 million passengers each day rely on U.S. airports for business and leisure travel, and over 38,000 tons of cargo goes through U.S. airports each day.

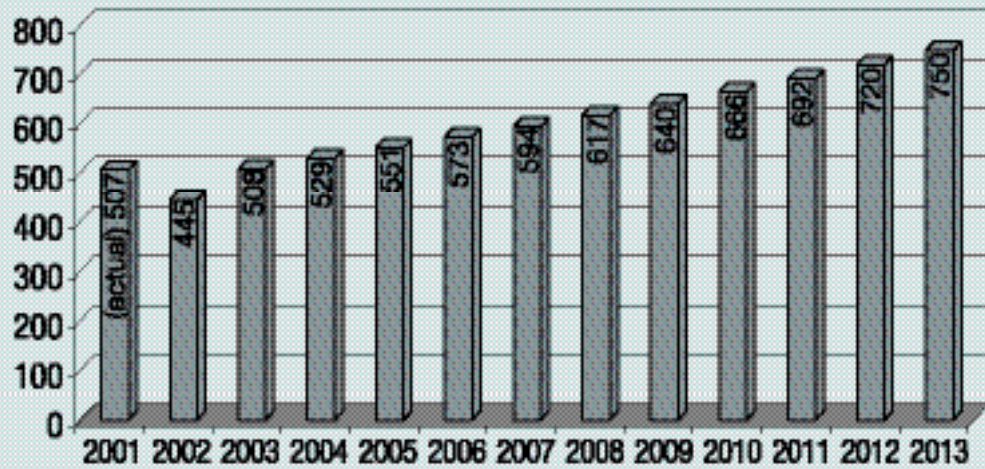
THE GROWTH OF THE AIRPORT INDUSTRY

- (Total U.S. scheduled passenger enplanements, estimated to be 683 million for 2001, is expected to increase to over one billion in 2013. This represents a growth of over 315 million passenger enplanements, or approximately 46% in total system activity. To meet this growth would require the equivalent of 10 new airports similar in size to Los Angeles or Dallas/Forth Worth or the equivalent of the combined total activity of the top 16 U.S. large hub airports.
- (Domestic passenger growth is expected to increase from approximately 628 million enplanements in 2001 to over 915 million enplanements in 2013, an increase of 43%.
- (For the same period, international passenger traffic is expected to surge 73% from 55 million to 95 million.
- (Air cargo is increasingly important to the economy of the United States. The U.S. cargo market has grown significantly during the past ten years and is expected to grow at 5.3% per year over the next 12 years.
- (In just a decade, by the year 2011, total economic related activity from airports is projected to grow to \$692 billion and the employment generated by airports is expected to increase to 9.2 million.

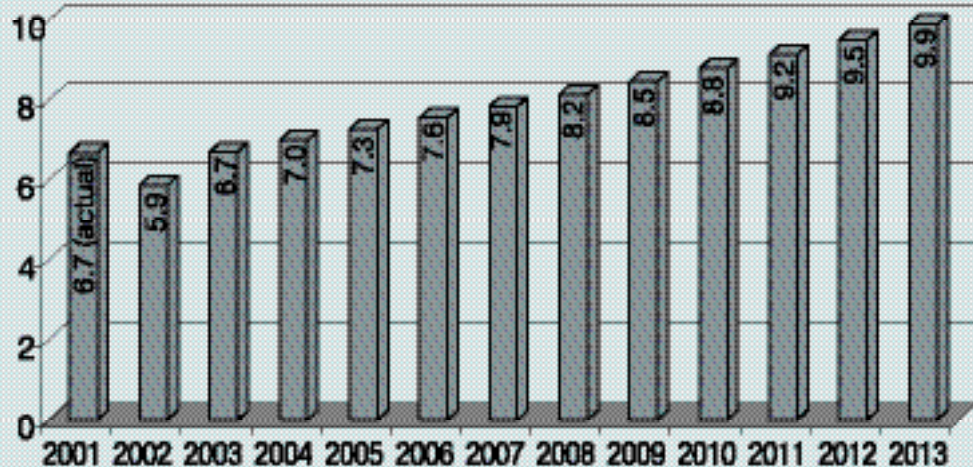
Prior to September 11th, 2001, the US airport industry faced congestion as one of its most significant issues. Congestion problems impacted airports in terms of capacity constraints and delays, causing unreliability for passengers and reduced airline efficiency and service quality. In 2002, the industry is recovering from a dip in activity and these issues are expected to return in the near future.

This impact study demonstrates the ever-increasing dependency the U.S. economy has on its airports. Strong and well-operated commercial and general aviation facilities are paramount in linking communities with one another—on a local, regional, national, and global basis. The economic vitality created by modern efficient airports and their tenants enable the global movement of people and goods.

Total U.S. Airport Economic Related Activity Forecast 2002- 2013 (\$billion)



Total U.S. Airport Related Employment Forecast 2002- 2013 (in millions)



Sources: Specific airport economic impact studies, airport economic impacts reported in the 2001 ACI-NA Airport General Information Survey, and FAA Aerospace Forecasts, Fiscal Years 2000-2011.

Since the Last Report...



The U.S. airport industry has grown significantly since our last 'Economic Impact of U.S. Airports' Report published in 1998. During this time, robust economic growth (i.e., about 3.7% per year) and increased airline demand, improved efficiency and route rationalization all contributed to vigorous passenger growth rates at US airports. From 1997 to 2000, enplaned passengers at primary airports increased from 631 million to 695 million per year, a total of 64 million passengers, or 10% growth.

Capital development projects are one catalyst of economic activity generated by airports. According to the 2001 ACI-NA General Information Survey, the 91 U.S. airports that responded to the Capital Program Development question--which asked airports to list their top 5 projects through 2006--accounted for over \$32 billion worth of activity. This compares to just over \$18 billion for the respondents to the same question just four years earlier.

The years from 1997 to 2001 saw such rapid growth in the airway and airport system that the major problem facing the airports was the growing congestion measured by the increasing number of flight delays and cancellations. Airlines responded to the rising passenger demand by filling more seats and adding flights. In March 2001, the FAA forecast that Revenue Passenger Miles (RPMs) would increase at an average annual rate of 4.2 % during the period 2000 through 2012, resulting in a 64 percent increase in domestic airline traffic activity by 2012. The FAA also forecast average seats per departure to continue to decline with regional jets seeing a 5.7% average increase in enplanements per year and a 7.3% increase in RPMs per year. As a result, total combined aircraft operations at airports were forecast to increase from approximately 68.7 million operations in 2000 to 91.5 million in 2012, a 33% increase in the total system, with the air carrier component increasing 43%. Meanwhile, runway development has been slow and the likelihood of any new major domestic airports coming online is remote.

Building more runways is one way to relieve the pressure. But while many major runway projects are in the planning process, significant environmental permitting processes and political obstacles need to be overcome. Getting new runways approved and built, even when communities approve of the projects, sometimes takes decades. In the past several years, the FAA and airport managers have made progress on two initiatives: first, to reduce congestion by giving airport operators more flexibility in managing their facilities, and; second, by initiating measures to reduce the time it takes to approve capital projects.

While the events of September 11th and the current depressed state of domestic air carriers has slowed growth temporarily, projections are that the volume of passengers will return to 2000 levels by 2003 or 2004. Now, before congestion returns, is the time for the aviation industry to adopt measures to efficiently increase capacity and better use the capacity it has.

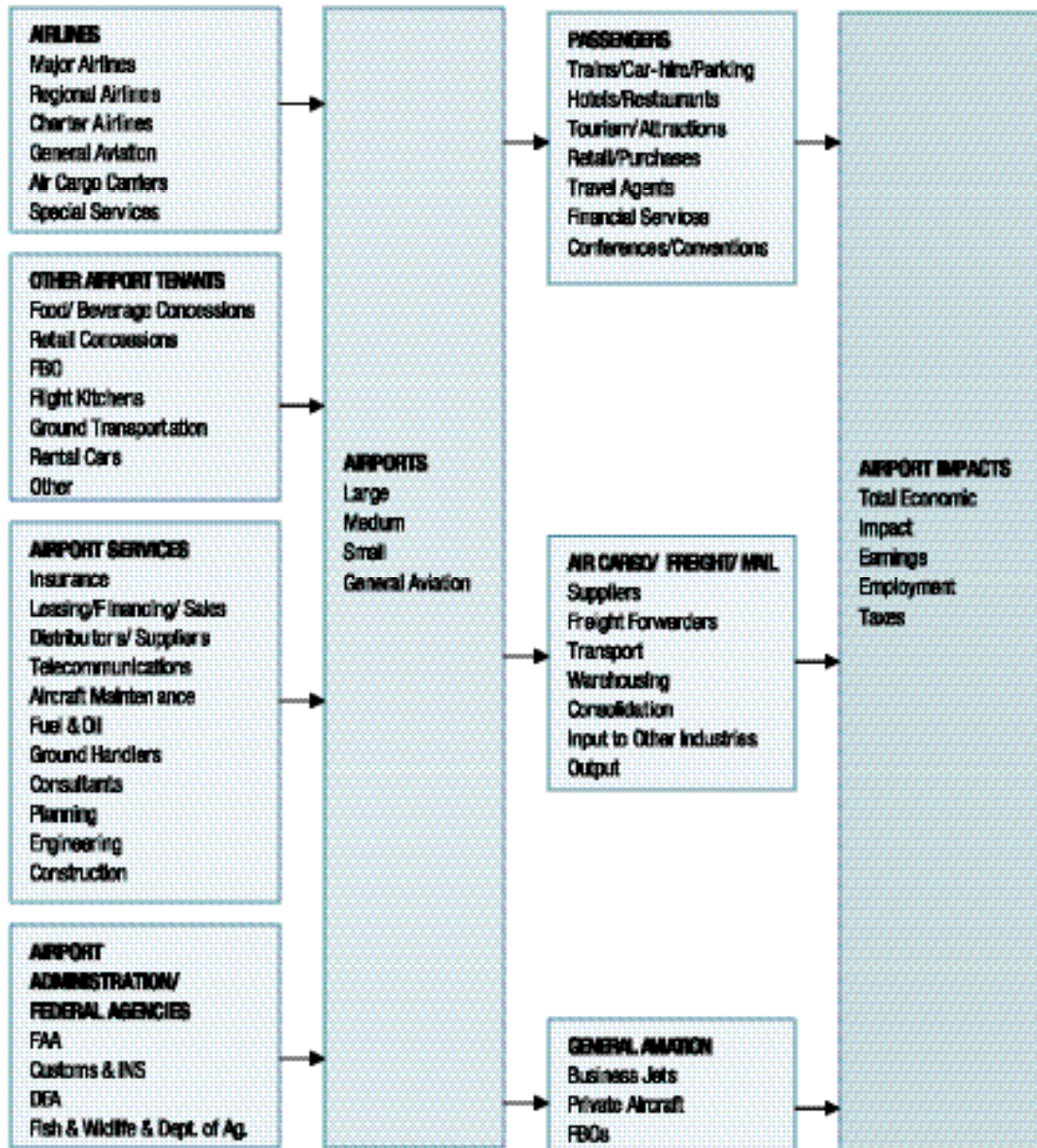
The growth of U.S. airport economic activity since the last report (which used 1997 data) is clearly evident. From 1997 to 2001, the total economic output created by the airports increased 33.4% from \$379.7 billion to \$506.5 billion. Meanwhile employment grew some 16% from 5.8 million total employees to over 6.7 million, with earnings increasing 22%. Airports are not just the gateways for their communities, but are vital contributors to the health of the American economy.

Total Economic Impacts of US Airports--1997 vs. 2001

Total Impact	Output	Earnings	Employment
1997	\$ 379.7 bn	\$ 155.5 bn	5.8 m
2001	\$ 506.5 bn	\$ 190.2 bn	6.7 m
Increase	\$ 126.8 bn	\$ 34.7 bn	0.9 m
% change	33%	22%	16%

The Airport Industry

Today airports have all of the functions and physical infrastructure of a modern city, share many responsibilities with their host communities, and provide essential, if not indispensable, public services. The airport may have hundreds of tenants engaged in a wide array of aeronautical and general business enterprises located on, and generating revenue for, the airport. Annual operating budgets may run into the tens – or hundreds – of millions of dollars, with capital projects accounting for many millions or billions more. The terminal complex, general aviation facilities, airport support facilities such as maintenance buildings and equipment, and aircraft operating areas such as runways, taxiways and aprons easily value in the hundreds of millions of dollars for even a modest-sized commercial airport. Modern airports are “big business,” impacting the social, economic, and political life of today’s communities.

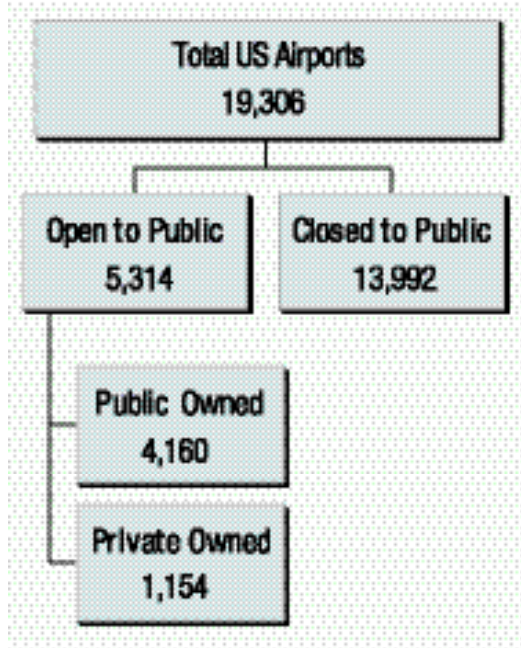


Number of U.S. Airports 2001



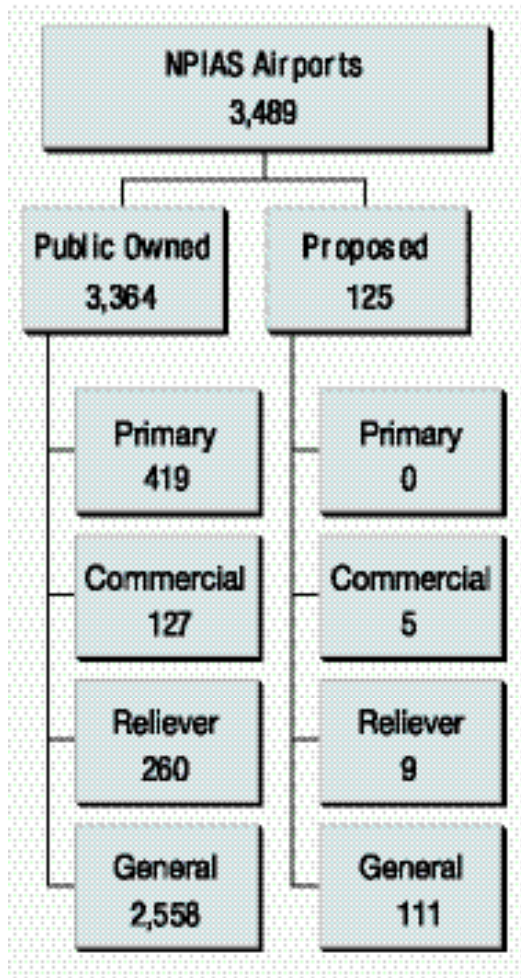
Total US Airports

According to the Federal Aviation Administration (FAA), there are more than 19,300 airports in the United States. Approximately 28% of those airports are public facilities, typically operated by a state or local governmental agency.



NPIAS Airports

In the FAA's National Plan of Integrated Airport Systems (NPIAS) there are a number of classifications for airports with scheduled passenger service. Commercial Service Airports are defined as those airports receiving scheduled passenger service and having 2,500 or more annual enplanements. In 2001, there were 546 commercial service airports. Primary airports are defined as those commercial service airports having 10,001 or more enplanements. In 2001, the FAA classified 31 airports as large hubs, 35 were classified as medium hubs, 71 were small hubs and 282 were non-hubs. It is clear that airports of all sizes provide significant economic impacts on their local communities.



Source: Federal Aviation Administration

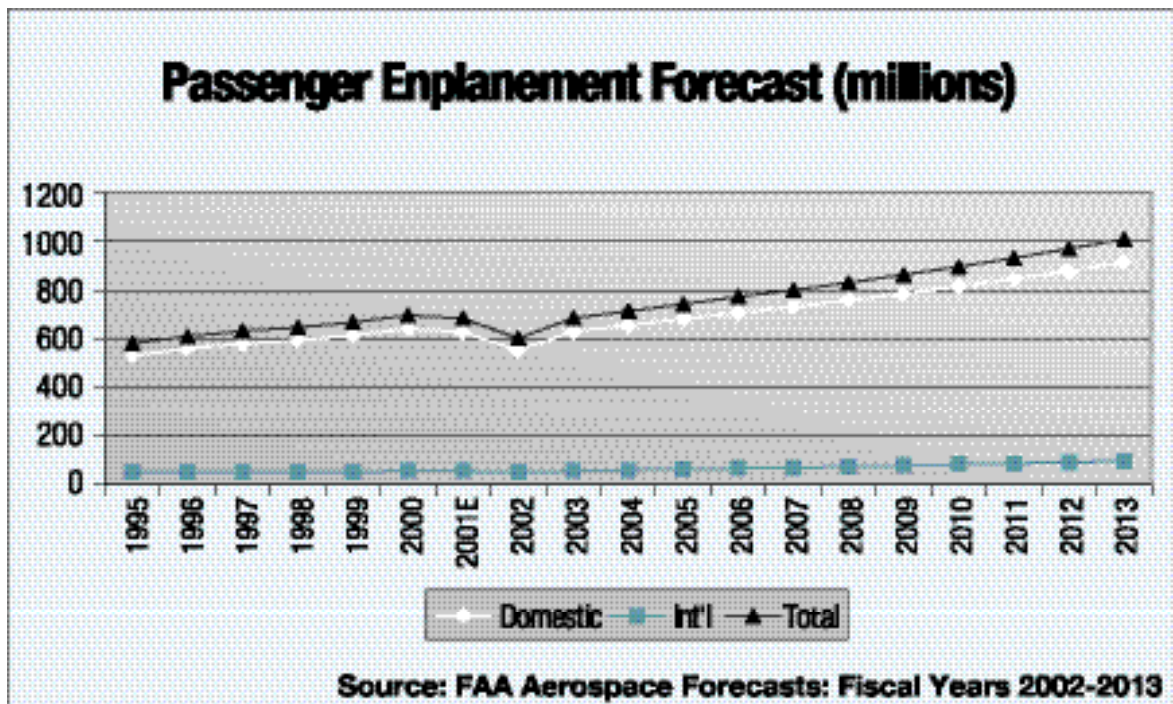
Growth in Airport Activity

Total scheduled U.S. commercial air carrier activity (domestic and international) has steadily increased over the years and is growing at rates significantly higher than the U.S. economy. Between 1995 and 2001, aviation demand grew at an average annual rate of 3.0%. This demand is expected to increase at an average annual rate of 4.0% from 2003 to approximately 2 billion total passengers in 2013. In addition, revenue passenger miles (RPMs) are projected to increase at an even higher annual rate of 4.7% from 2003 to 2013.

From 1995 to 2001, domestic passengers increased at a faster rate than international traffic. However, from 2003 to 2013, international passenger traffic is expected to grow at an annual rate of 5.6% compared to a 3.8% growth rate for domestic traffic. The airport industry remains one of the fastest growing economic sectors of the U.S. economy.

There are many factors driving the growth in aviation demand:

- (Increase in U.S. wealth as measured by GDP
- (The ability of air carriers to adjust supply with demand to maximize revenues
- (High-cost air carriers restructuring and reducing unit costs
- (Expanding global alliances
- (Increased efficiency and productivity
- (The entrance of new low-cost air carriers increasing competition
- (Declining real fares
- (The ability to create air space efficiencies and airport capacity over time



The Economic Benefits of U.S. Airports 2001



Airports are important because they provide significant transportation benefits and economic impacts. Economic impacts measure the importance of airports in the aviation industry in terms of the employment they provide and the goods and services they utilize. Transportation benefits are the services that a community hopes to obtain by developing and maintaining an airport. Airports are the necessary means of connecting communities to world markets.

TRANSPORTATION BENEFITS

Airports provide a variety of public benefits to the surrounding service areas. The most substantial of these are the time saved and cost avoided by using air transportation.

Other benefits include:

- (High levels of safety
- (Comfort and convenience of aviation
- (Access to the national and international airport system
- (Enhancements to community well-being
- (Inbound tourists

ECONOMIC BENEFITS

The economic impacts of an airport are assessed by looking at the full extent of the airport's impact on the local, regional and national economy, from the actual movement of passengers and freight, to the stimulation of economic growth that the airport's presence can cause in a local situation. Total economic impacts are made up of three components: direct, indirect and induced impacts.

Direct impacts are consequences of economic activities carried out at the airport by airlines, airport management, fixed base operators, and other tenants with a direct involvement in aviation. Employing labor, purchasing locally produced goods and services, and contracting for airport construction and capital improvements are examples of airport activities that generate direct impacts. The distinguishing feature of a direct impact is that it is an immediate consequence of airport economic activity.

Indirect/induced airport impacts are consequences of economic activities that supply on-airport businesses, off-airport business activities associated with airport through-put (i.e., hotels, restaurants, travel agencies, etc.), or the impacts resulting from successive rounds of spending in the local community.

AIRPORTS GENERATE WEALTH

U.S. Airports are responsible for nearly \$507 billion each year in total economic activity nationwide.

AIRPORTS GENERATE EMPLOYMENT

The total economic impact of airports on the labor market in the U.S. is 6.7 million jobs. This includes 1.9 million jobs directly related to airports and another 4.8 million jobs indirectly created in local communities. The total jobs translate into earnings of \$190.2 billion.

AIRPORTS GENERATE TAXES

In tax benefits, U.S. airports generate \$33.5 billion in local, state and federal taxes.



CASE STUDIES

The case studies presented in the following pages illustrate the important contributions airports make to local and national economies.

**Note: Based on CY 2001 data. All cargo statistics provided in metric tonnes.*



Baltimore/Washington International Airport

Passengers: 20,369,923

Cargo: 225,083

Operations: 324,065

The Year 2000 was one of rapid growth for Baltimore/Washington International Airport; passenger growth surged 12.4% (even after 16.2% growth in 1999) making BWI the fastest growing commercial airport among the 30 busiest in North America. With more than 750 daily flights, BWI serves 61 nonstop domestic destinations and nine international destinations.

In order to accommodate this growth, BWI is investing \$1.8 billion in a landside expansion program to improve the Airport. These projects include an inter-modal transportation center, a new consolidated rental car facility, and peplemovers. The Airport has also become the first in the nation to install the 'Smart park' system which uses technology to direct travelers to open parking spaces. In addition, 'Pay & Go' machines have been installed for customers convenience so that they can pre-pay.

The recent EIS on BWI shows its unquestionable role as an economic catalyst in the state of Maryland. In 2000, it generated \$6.5 billion in annual revenue statewide, up from \$5.3 billion two years ago. The number of jobs supported by the Airport also increased to nearly 85,000 statewide, an increase of 10,000 jobs since the last study using figures from 1998.

The booming activity at BWI directly or indirectly supports 84,937 jobs in the Washington-Baltimore Region. The jobs of 12,030 people are directly dependent on BWI Airport activity in airline and airport services, freight transportation, ground transportation and construction and consulting. This resulted in an estimated \$358 million paid in wages and salaries in 2000. Of these jobs, 10,465 were generated by commercial airline passenger activity, 961 in construction and consulting, and 604 in air cargo.

In addition, 6,369 induced jobs were created in the region due to the purchases of goods and services and 5,692 indirect jobs were generated in the local economy due to the \$236.2 million of local purchases. The EIS also reports that more than \$1.8 billion of total personal income was generated by BWI.



Blue Grass Airport



Passengers: 876,641

Cargo: 1,415

Operations: 90,422

Situated on over 1,000 acres of land, Blue Grass Airport is just seven miles from downtown Lexington, KY. The Airport serves the air service needs of 44 counties in the Central and Eastern Kentucky region.

Lexington, known as the Thoroughbred Horse Capital of the World and home of the University of Kentucky is also recognized for its strong base of manufacturing, health care and finance industry. A number of prominent companies call central Kentucky home including Toyota Motor Manufacturing, Lexmark International, Valvoline, Long John Silvers/A&W Restaurants, Clark Material Handling and others. The state capital of Frankfort is located just 18 miles from the airport.

Blue Grass Airport is served by six airline brands providing 100 daily flights to 11 non-stop destinations. Serving a core base of business and high yield leisure travelers, Blue Grass Airport provides frequent jet service to the nation's major gateways and connecting service to destinations worldwide.

While a majority of passengers using the Airport live within the seven-county Lexington metropolitan area, nearly 1 in every 3 passengers using the Airport live outside of the Lexington area. In 2001, Lexington announced new non-stop service to five destinations, replaced turbo-prop aircraft with regional jets and increased daily flights.

According to its Economic Impact Study, Blue Grass Airport contributes 1,760 jobs in the local economy. The Airport is credited for \$134.2 million in annual revenue and \$45.8 million in worker earnings. This includes the impact from airport businesses, which account for about 1,000 jobs and the impact of the airport on regional industry and tourism that account for the remainder.

The Airport also makes a healthy contribution to local tourism. It is estimated that each trip into the community for business generates \$400 in visitor spending while leisure trips generated \$244. In total, it is estimated that \$18 million was spent by visitors using Blue Grass Airport in 1999 and 381 jobs were created in the local economy.





Hartsfield Atlanta International Airport

Passengers: 75,858,500

Cargo: 739,927

Operations: 890,494

Located just 10 miles from downtown Atlanta, Hartsfield Atlanta International Airport is distinguished as "the world's busiest airport" and has an economic impact on the region of over \$17 billion annually. The 3,750-acre airport complex processed more than 75 million passengers in 2001 and is expected to accommodate roughly the same number in 2002. The largest concourse is the 1.7 million square-foot Concourse E, opened in 1994 to handle international operations. This concourse includes federal inspection service (FIS) facilities with the capacity to process 6,000 persons per hour.

Hartsfield is currently instituting a massive Master Plan for capital improvement to create a more user-friendly airport for the new millennium. The results of this \$5.4 billion, 10 year capital improvement plan will begin with the construction of a new extended fifth runway and a four-gate expansion in the International Terminal, Concourse E. The Recommended Plan differs from the preferred alternative presented in Working Paper VIII-D in that it omits the sixth runway. In the Airport's final analysis it was determined that a sixth runway, located 5,000 feet from the nearest runway, would not be economically justified based on current information. Additionally, such a project would involve significant disruption of the local communities.

Instead, the planned improvements include:

- (A fifth runway to accommodate commuter aircraft
- (An additional passenger terminal
- (Construction of 9-13 additional gates on International Concourse E (new total of 40 gates)
- (Construction of a consolidated rental car facility
- (Ongoing modifications of central passenger terminal complex
- (Enhanced road and rail access
- (Additional parking facilities
- (Expanded Airport People Mover (underground train)

In 2000, passenger and airport activity at Hartsfield Atlanta International Airport generated some 45,000 direct jobs, of which the majority, nearly 70%, were employed directly with the airlines serving the Airport. About 3,500 jobs were with air freight carriers, and 2,100 jobs were with ground transportation firms. About 1,800 direct jobs were with retail concessions in the airport terminals, while over 1,800 more direct jobs were with security firms and skycaps.

The total airport payroll is \$1.9 billion, resulting in a direct and indirect economic impact of \$3.8 billion on the local and regional economy. The total annual regional economic impact of the airport is over \$17.3 billion.



Kansas City International Airport



Passengers: 12,032,943

Cargo: 142,563

Operations: 209,697

Kansas City International Airport, located on over 10,200 acres, is 21 miles northwest of downtown Kansas City. The Airport became the Kansas City metropolitan area's official commercial airport in November of 1972, when all scheduled airline operations were transferred from Kansas City Municipal Airport.

Currently, a \$230 million project is underway to upgrade the facility's mechanical and electrical systems and give the terminals a more modern, sleeker look. The KCI Terminal Improvement Project will be completed in four phases over a three-year period ending in late 2004.

For 2000, the total output (including first-round and secondary impacts) stemming from all tenants at the Kansas City International Airport is estimated at nearly \$1.6 billion. Total full-time employment related to airport tenants, including all secondary impacts, is estimated at more than 17,600 persons, with a total payroll, (direct and secondary) of approximately \$534.9 million annually. In 2000, there were over 70 tenants with on-airport employees located at Kansas City International Airport.

The total tenant and visitor-related employment in the region is estimated at more than 67,400 full-time positions; total annual payroll is estimated at nearly \$1.5 billion; and total output is estimated at approximately \$3.2 billion.

It is estimated that one out of 20 jobs in the Kansas City region are somehow related to Kansas City International Airport. It is also estimated that the Airport is responsible for \$3.2 billion, or 3.6 percent, of the primary market's aggregated gross county product. In addition, when consolidating all direct, on-airport jobs, Kansas City International Airport, with its 7,492 employees, would be the fifth largest employer in the Kansas City region.





Minneapolis-St. Paul International Airport

Passengers: 34,308,389

Cargo: 339,676

Operations: 501,465

For two years in a row, Minneapolis-St. Paul International Airport has been named the number one airport in North America—and sixth in the world—in terms of customer satisfaction by the International Air Transport Association. As a major hub airport, the Twin Cities of Minneapolis and St. Paul benefits from non-stop or direct service to 175 domestic destinations, nine Canadian cities, four European cities, two Asian cities and 10 Caribbean and Latin American cities.

And the airport continues to improve. As a result of the Minnesota Legislature's decision in 1996 to expand MSP at its present site rather than build a new airport, the Metropolitan Airports Commission is implementing MSP 2010, a plan that includes improvements to the airfield, terminal, parking and roads. MSP 2010 is designed to accommodate the region's demand for air travel through the year 2010. The \$2.6 billion project is paid through user fees (landing fees, parking revenue, passenger facility charges and concessions revenue) instead of taxes. The improvements include:

- (A new moving walkway and a new 3,500-square-foot business and conference center.
- (The addition of Runway 17/35 adding 25 percent more capacity at MSP. This new, 8,000-foot, north-south runway will allow MSP to meet growing demand for air service nationally and internationally. The new runway, expected to be completed by 2004, will help reduce congestion and delays nationwide.
- (The extension of Runway 4/22 to accommodate long-haul international flights.
- (Improved air freight and airline maintenance facilities.

Passenger and air freight activity at Minneapolis-St. Paul International Airport generated \$8.9 billion of business revenue to firms, \$6.6 billion of which was on-airport. In addition, some 32,000 direct employees earned over \$1.3 billion in wages. Activity at the Airport annually generates over \$400 million in state, county, and municipal taxes on top of Federal aviation-specific taxes totaling nearly \$295 million.



Nashville International Airport



Passengers: 8,473,617

Cargo: 50,312

Operations: 235,123

The reach of Nashville International Airport extends throughout large portions of Tennessee and into Southern Kentucky and Northern Alabama and serves 79 counties within a 100-mile radius. The Airport has 15 carriers with around 400 average daily arriving and departing flights operate from 46 air carrier gates and 17 commuter aircraft parking positions. Nashville International provides nonstop and same plane service to 81 cities in the U.S., Canada and Mexico. In 1999, the airport handled more than 8.5 million passengers. The terminal has been expanded over the years to 820,000 square feet of space.

The growth in activity at the Airport has been significant in the last few years. Total departures and arrivals in Nashville grew 9.2 percent in 1999, versus 2.1 percent nationwide. Again in 2000 it outpaced the nationwide growth rate of 3.9% with a 5.7% increase in total passengers.

The service at Nashville International had changed throughout the 1990s. The composition of the airport's passengers was shifting from connecting passengers to origin and destination travelers, a very important factor for the regional economy. Origin and destination traffic, known in the industry as O&D, are those passengers who either originate in Nashville or whose final destination is Nashville. They do not change airplanes and fly on to another location. These are passengers who arrive in Nashville, travel out into the communities and spend money with local businesses.

In 1992, O&D traffic had reached four million passengers. By 1999, O&D traffic was more than 6.5 million passengers, exceeding growth at the Memphis, Chattanooga and Knoxville airports combined. In addition, Nashville International was, and continues to be, a low-fare airport. Twelve of Nashville's top 15 air service markets in 1999 had fares less than both the national and regional averages for routes of similar distances.

Nashville International Airport was attributed with \$3.6 billion in total economic activity in FY2000. The Airport supported a grand total of some 57,000 in direct and indirect jobs, and the people who filled these jobs earned more than \$1.3 billion in wages.





Oakland International Airport

Passengers: 11,416,579

Cargo: 608,542

Operations: 395,653

After dramatic growth in cargo during the 1990s, Oakland International Airport is now the thirteenth largest cargo airport in North America. Of the Airport's 257 daily commercial departures, 64 are all-cargo flights. Meanwhile, passenger growth has climbed to over 11 million per year.

Oakland International Airport is moving forward with selected components of its \$1.5 billion Airport Development Program (ADP), a group of 18 planned projects that includes a new and expanded terminal complex, new and expanded warehouse facilities, and improved highway access. Projects will be built based on funding availability and finalization of environmental approvals.

Some of the planned improvements to the terminal complex are a two-level roadway system in front of a consolidated terminal building with one level for departing passengers and one level for arriving passengers; 12 additional gates; a central concessions courtyard; a multi-level parking garage; and a six-lane parkway linking the airport and Bay Farm Island (Alameda) with Interstate 880. This terminal expansion project is being designed to accommodate all of the changes in airport security and to accommodate the proposed Bay Area Rapid Transit (BART) rail connector between the airport and the Coliseum BART station.

The ADP will be financed through revenue municipal bonds, Port of Oakland revenue, and federal sources such as passenger facility charge (PFC) and airport improvement program (AIP) funds.

The ADP will boost the regional economy by adding more than 2,000 construction jobs, 2,300 permanent aviation industry jobs and 400-induced jobs, which are created by local responding. In total, the Port of Oakland estimates the project to generate more than \$600 million in personal income and \$76 million in additional state and local tax revenues annually.

The operations of Oakland International Airport supported total employment of 18,600 people in 2000, 10,700 of whom were direct employees. Cargo-related jobs accounted for 3,200 of the direct employees. The total economic impact of the airport in 2000 was \$4.5 billion.



Philadelphia International Airport



Passengers: 23,953,052

Cargo: 536,270

Operations: 466,985

Philadelphia International Airport serves as the principal gateway for the fifth largest metropolitan population in the United States. Owned and operated by the City of Philadelphia, the Airport is located approximately seven miles from downtown Philadelphia and is easily accessible from various Interstates.

The Airport has undergone significant changes in the last few years, including:

- (a new \$100 million, 38 gate, 185,000 square-foot regional terminal that accommodates commuter and turbo-prop aircraft (Terminal F opened June 2001);
- (the completion of a \$53 million deicing facility capable of deicing aircraft simultaneously and strategically located with ready access to the two main jet runways (completed June 2002);
- (a new \$10 million, state-of-the-art Aircraft Fire Fighting Training Facility that is capable of simulating real-life aircraft fires (completed May 2002);
- (the completion of a \$20 million, two-part expansion of Terminal D resulting in 4 new gates, expanded baggage claim facilities, and moving sidewalk (completed June 2002); and
- (a new \$500 million, 800,000 square-foot, 4-level international terminal with 13 new international gates (the new International Terminal is scheduled to be completed in late 2002). The new terminal will include large public areas for ticketing, baggage claim, concessions and federal inspection services.

Philadelphia International Airport in 2000 generated over \$2.2 billion in direct economic activity and almost \$7.2 billion in total economic activity. The Airport's activities also supported a total of over 147,000 jobs with over 21,000 jobs directly at the Airport. The total jobs translate into earnings of over \$3.8 billion. The activities of the Airport also generated over \$220 million in total taxes.



Rickenbacker International Airport

Passengers: n/a

Cargo: 96,759

Operations: 38,408

Rickenbacker International Airport is a 5,000-acre international airport in Columbus, Ohio, specializing in air cargo. The Airport features parallel 12,000-foot-long runways.

Cargo operations have been enhanced by the development of Rickenbacker's Air Cargo Terminal Complex. The Airport has more than 500,000 square feet of air cargo terminals in place with direct airside access. 245,000 square feet of construction is planned over the next two years and more than 3,000,000 square feet of additional air cargo facilities are planned for development during the next five to ten years. Rickenbacker International Airport is considered the largest public, all-cargo dedicated airport in the world. Averaging more than 15 percent annual growth, overall cargo activity has increased more than five-fold in less than a decade.

More than 60 companies do business at Rickenbacker. Types of businesses include: cargo airlines, freight forwarders, logistics companies, e-tailers, corporate aviation businesses, manufacturers and distributors. Mirroring its employment growth, air cargo volumes have grown dramatically- cargo tonnage at Rickenbacker quadrupled to 183.5 million pounds between 1991 and 1999.

In 2000/01, an economic impact study was done in order to have an independent evaluation of the role played by the Airport and Free Trade Zone (FTZ) #138 along with the 110 companies doing business on site and in the immediate area. It was found that in 2000, business operations and capital investment at Rickenbacker generated \$1.8 billion in total output in Central Ohio, adding \$493 million in household earnings and supporting 18,711 jobs.

The impact on the Central Ohio region's economy of Rickenbacker International Airport, including airport businesses and the military sector, was over \$811 million in 2000 and supported over 7,600 jobs. A total of 4,356 people worked in jobs in the FTZ #138 in 2000 with output by companies doing business in the Zone at \$951 million, an increase from \$770 million in 1998.



Savannah International Airport



Passengers: 1,702,284

Cargo: 7,477

Operations: 109,047

Two economic development studies were conducted for Savannah International Airport by the Center for Regional Analysis at Armstrong Atlantic State University on behalf of the Savannah Airport Commission and the Savannah Economic Development Authority (SEDA).

The companion studies, 'A Savannah Area Industrial Targeting and Recruiting Strategy: The Savannah International Airport as a Link to the Regional Economy' and 'The Economic Impact of the Savannah International Airport', were undertaken by the Center for Regional Analysis to evaluate the Savannah International Airport as a link to the regional economy.

The first target study, A Savannah Area Industrial Targeting and Recruiting Strategy: The Savannah International Airport as a Link to the Regional Economy, evaluated more than four hundred industries to identify which of these would most likely contribute to the growth and diversification of the Savannah economy. The industries were evaluated as potential targets for recruitment or development in the region in the immediate vicinity of the Savannah International Airport.

The need to identify industries that can make use of this transportation resource base has become increasingly important as the competition for industrial development has intensified among economic development agencies. Of the seven industries selected by the study team for in-depth analysis, two are in the areas of medical and surgical products, two are in electronics, and two are drug and chemistry related. The plastics industry also stands as a suitable target and is a common input for the six other industries reviewed.

The second study, The Economic Impact of the Savannah International Airport was conducted to quantify the impact of the Savannah International Airport on regional economic activity. This was determined by measuring the total economic impact of the airport on Bryan, Chatham, and Effingham counties during 1998. In total, it is estimated that the Savannah International Airport and airport-related enterprises played a role in nearly one-seventh of the local economic activity that took place in 1998. Local output from the airport and airport-related firms exceeded \$1.4 billion in 1998. This generated an additional economic ripple effect totaling \$658.3 million in local economic activity.

The total economic impact of the Savannah International Airport and airport related activity on the local economy in the same period was approximately \$2 billion.



Seattle-Tacoma International Airport

Passengers: 27,036,073

Cargo: 400,499

Operations: 400,635

On just 2500 acres, Seattle-Tacoma International Airport served more than 28 million passengers in 2000. It is, by comparison, just one-fourth the size of Washington Dulles, one-seventh the size of Dallas-Fort Worth and one-fourteenth the size of Denver International. The Airport was designed to serve 25 million passengers and was last expanded in 1972. Sea-Tac, in turn, is implementing upgrades and improvements to ensure that the Airport can facilitate its current and expected growth.

The following are the key renovations and expansions:

- (Concourse A: This project involves doubling the number of gates serving the concourse, widening the concourse, adding new retail shops and restaurants, adding conference facilities, upgrading the baggage system and improving office spaces.
- (Central Terminal: This renovation and expansion will provide enhanced security, updated retail, new concession areas and additional curbside baggage check-in locations.
- (A third parallel runway 8500 feet long (slated for completion in 2006): When there are low clouds (about 44 percent of the time), Sea-Tac can use only one of its two existing runways for arrivals. The result is that all arriving air traffic is directed onto one runway, which slows things down and causes delays. A third runway will allow landings on two runways at the same time in all but the worst weather, reducing both delays and costs for passengers and airlines.

The Sea-Tac runway project consists of five main parts:

- (Property acquisition.
- (Embankment: Fill material to raise the third runway site up to the airfield elevation.
- (Airfield: A new parallel taxiway, connecting taxiways, aircraft exits, and utilities.
- (FAA facilities & navigational aids: Relocated FAA ground radar for use during bad weather.
- (Environmental Mitigation: Filling of wetlands on the west side of the Airport and other areas, while protecting and restoring wetlands and creeks in the project area, and furnishing replacement wetlands.

The passenger and airport activity at Seattle-Tacoma International Airport created a total economic output of over \$10.8 billion in 2000. The Airport's activities have created over 42,000 jobs – over 17,000 of which are on-airport. These jobs have translated into total earnings of over \$1.8 billion.



Southwest Florida International Airport



Southwest Florida International Airport

Passengers: 5,277,708

Cargo: 15,891

Operations: 75,779

Operated by the Lee County Port Authority, the 6,600-acre Southwest Florida International Airport is located approximately 15 miles southeast of downtown Fort Myers, Florida. Daily nonstop service is provided to 28 cities, including 6 nonstop flights to New York, 8 to Chicago and 10 to Atlanta. The number of daily flights ranges from a high of 218 in April to a low of 124 in September. Passenger growth has surged at the Airport from 3.7 million total passengers in 1990 to 5.3 million in 2001. In 1994, the runway was extended from 8,400 to 12,000 feet to accommodate nonstop international and transcontinental flights.

Growth at the Airport has necessitated a Capital Improvement Program to construct a Midfield Terminal Complex. The new terminal building will have two operational levels and a mezzanine level, encompassing approximately 685,000 square feet, including 28 aircraft gates along three concourses. In addition to the terminal, a south parallel taxiway (to access the existing 12,000 foot runway), roadway and parking improvements, a new fueling system, and upgrades to the cargo and rental car facilities are being constructed. Construction of the Midfield Terminal Complex began in early 2002 and is slated for completion in 2005. The total economic output of the construction is expected to generate approximately \$649 million during this period with total payroll coming to \$336 million. Total employment is expected to be approximately 13,660 full-time employees.

The project is being funded with grants from the Federal Aviation Administration and the Florida Department of Transportation; airline rents and fees; and other airport revenue, including bonds. No ad valorem (property) taxes are used for airport operation or construction.

In 2000, all of the activity of the Airport created a total output of \$2.1 billion with \$1.3 billion of that directly at the Airport. The 44,000 total employees that the Airport's activities supported earned payrolls totaling over \$900 million. Of this, the 30,000 direct employees earned \$577 million in payroll.



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