



Collegedale Municipal Airport

Aviation Moves Tennessee

Tennessee's aviation system is made up of 78 public-use airports, which serve aviation needs from commercial passenger jet operations to single-engine recreational flights. To understand how Tennessee's airports support the state's economy, the Tennessee Department of Transportation (TDOT) Aeronautics Division undertook the Aviation Economic Impact Study. This study determined that Tennessee's aviation system generated **220,936 jobs** and contributed **\$40 billion** in 2019 to the state's economy, accounting for **11%** of Tennessee's 2019 gross domestic product (GDP).

About Collegedale Municipal Airport

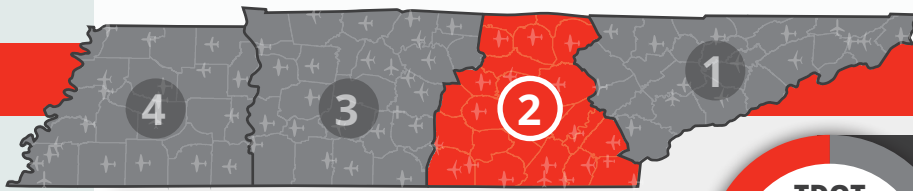
Located minutes from the Tennessee/Georgia border, Collegedale Municipal Airport (FGU) is situated just east of Chattanooga. The airport has a 5,004-foot runway that supports a wide variety of general aviation traffic, including flight training, sport aviation, flight testing, and aerial photography. The airport has four business tenants that provide a comprehensive range of flight training and support services. For instance, Aviation Specialists Inc. is a certified Cessna Pilot Center that provides flight training ranging from private pilot training up to an airline transport pilot (ATP) certificate. This is supported by the airframe and powerplant repair services available at Hart Aviation that keep the training fleet airworthy. Additionally, the airport offers medical examinations and an FAA-designated pilot examiner (DPE) available through Tennessee Family & Aviation Medical Services and Take Flight Aviation LLC. These tenants allow training students to get a check ride on-site.

Airport Economic Impacts



Airport economic impact terms are defined on the second page.

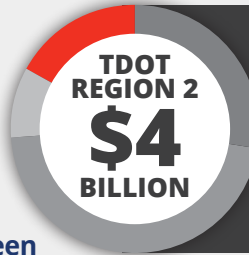




Region 2 Profile

Region 2 is located in east central Tennessee and covers some of the most rapidly-growing urban areas in Tennessee. Cleveland, supported by Tennessee's newest airport, Cleveland Regional Jetport (RZR), is one of Tennessee's major manufacturing hubs. **Thirteen**

Fortune-500 manufacturing companies have a presence in Cleveland, driving economic activity for the region. To the west, Tullahoma, supported by Tullahoma Regional Airport (THA), is quickly becoming a tourism hotspot. Tullahoma Regional Airport (THA) is the closest airport to the annual Bonnaroo festival, and the airport's **jet traffic increases by 80%** during this event as **tens of thousands of visitors** attend the event. Growth in the Region is supported by its **18 general aviation** airports and its single commercial service airport, Lovell Field (CHA), in Chattanooga. Lovell Field (CHA) saw a **10 percent increase in enplanements** between 2018 and 2019. In addition to welcoming **over 345,000 visitors** in 2019, Region 2's airports generated **18,087 jobs** and contributed **\$4 billion** in 2019 to the state's economy.



| | | |
|---------------------|--|--------------------------|
| ON-AIRPORT | | \$703 MILLION |
| VISITOR SPENDING | | \$296 MILLION |
| FREIGHT/ CARGO | | \$2.6 BILLION |



TOTAL ECONOMIC
IMPACT

\$40 BILLION

AVIATION CONTRIBUTES

11% OF TENNESSEE'S
GROSS DOMESTIC
PRODUCT (GDP)

What is Economic Impact?

The economic impacts of each airport, TDOT Region, and the state are defined by the total jobs, payroll, value added, and business revenue generated by aviation in the state.

JOB **220,936 employed**

Number of employed people, including full-time and part-time

PAYROLL **\$13 billion**

Total employment compensation, including wages and other benefits (e.g., healthcare insurance payments, retirement contributions, etc.); also known as "labor income"

VALUE ADDED **\$21 billion**

The economic productivity of each aviation-related business establishment, calculated as business revenue earned minus the cost of purchasing goods and services from other businesses; also reflects a company's or industry's contribution to Tennessee's GDP

BUSINESS REVENUE **\$40 billion**

The incorporation of expenditures needed to administer airports, sales of goods and services by airport tenants, budget expenditures to public sector agencies located on airports, the cost of capital expenditures, and visitor spending in Tennessee's hospitality-related sectors; the term "economic impact" is also used to describe business revenues

Statewide Aviation Benefits

The statewide economic impact of Tennessee's airports consists of three major categories: On-Airport Activity, Visitor Spending, and Freight/Cargo. Together, they account for **\$40 billion** in economic impact for Tennessee.

On-Airport Activity

TOTAL OUTPUT \$12 billion

Impacts related to the activity of airport administration, business tenants, and capital improvements on airports

Visitor Spending

TOTAL OUTPUT \$9 billion

Impacts related to out-of-state visitor spending at both commercial service and general aviation airports

Freight/Cargo

TOTAL OUTPUT \$19 billion

Impacts related to air cargo operations

TN

TDOT
Department of
Transportation

Kimley»Horn

with assistance from Garver, LLC and EBP

For more information on the Tennessee Aviation
Economic Impact Study, visit our webpage at

WWW.TASP2040.COM/ECONOMIC-IMPACT-STUDY