



Fayette County 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 Fayette County Airport

Fayette County Airport (FYE) is an hour's drive east of Memphis and serves the general aviation needs of the greater Memphis area. The airport's 5,100-foot runway supports daily recreational flights and flight training. The airport's fixed-base operator, Fayette 6, provides a wide variety of services, including routine maintenance and repair and flight training. The airport also supports agriculture and unmanned aircraft systems (UAS, or drone) operations. The airport's support of UAS testing and flights help to advance UAS in Tennessee and build opportunities for pilots to grow their skills. The airport prides itself on growing the field of aviation and encouraging aviation enthusiasts; the airport hosts high school site visits to its facility to teach students about aviation, aircrafts, and careers in the field.

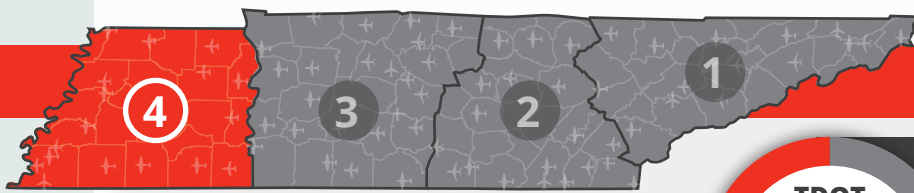
In order to understand the geographic reach of Fayette County Airport, the map below shows a selection of flights that operated both into and out of the airport.

Airport Economic Impacts



Fayette County Airport Route Map

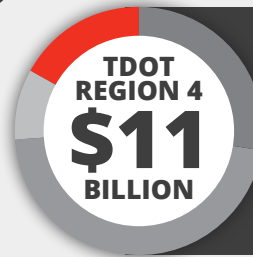




Region 4 Profile

Region 4 is located in west Tennessee and covers a diverse region that borders five additional states, including Kentucky, Missouri, Arkansas, Mississippi, and Alabama. The Region's **20 airports** support recreational and business users both within Tennessee and in bordering states.

Memphis International Airport (MEM) is the **second-busiest air cargo airport in the world**, thanks to the presence of the FedEx global hub. Memphis International Airport (MEM) is supported by **three general aviation airports** in Memphis and nearby Millington. One of these airports, Millington-Memphis Airport (MQA), is adjacent to the Canadian National Railroad and the Millington Industrial Park, meaning the airport operates as part of **an intermodal transportation hub**, supporting industry both within and outside the Region. Region 4 airports also support the area's agriculture industry, with **five aerial application companies** being based at airports in the Region. These based tenants employ a total of **19 employees** and contribute **\$724 thousand** in direct economic impact to the state. In 2019, Region 4's airports welcomed approximately **1.1 million visitors**, generated **59,609 jobs**, and contributed **\$11 billion** to the state's economy.



ON-AIRPORT		\$5.1 BILLION
VISITOR SPENDING		\$1.5 BILLION
FREIGHT/CARGO		\$4.7 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.

JOBS **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