



## Humboldt 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 Humboldt Municipal Airport

Situated in West Tennessee, Humboldt Municipal Airport (M53) is only minutes from I-40 and the city of Jackson. The airport's 4,003-foot long runway supports the growing business community in the surrounding region. The airport primarily serves the city of Humboldt, which boasts a labor force of approximately 300,000 people. This labor force draws from six neighboring counties, making Humboldt the largest labor force in the region, outside of Memphis. Combined with the proximity to Jackson, large companies such as Tyson have relocated to the area, generating more than 1,600 new jobs and driving activity at the airport. Humboldt Municipal Airport primarily serves recreational flying, aerial agriculture application, and emergency services. Vanderbilt Life Flight 8, one of three tenants at the airport, employs 19 people providing emergency medical transport. This activity is supported by the airport-owned fixed-base operator, which provides a diverse range of aviation services.

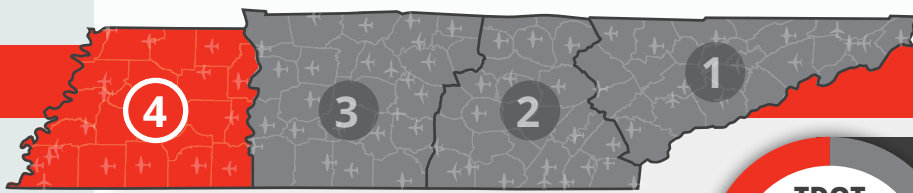
In order to understand the geographic reach of Humboldt Municipal Airport, the map below shows a selection of flights that operated both into and out of the airport.

### Airport Economic Impacts



Humboldt Municipal Airport Route Map

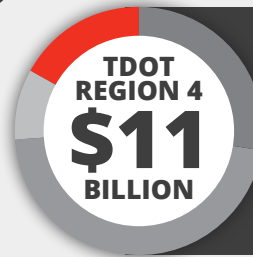




## Region 4 Profile

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		<b>\$5.1 BILLION</b>
VISITOR SPENDING		<b>\$1.5 BILLION</b>
FREIGHT/CARGO		<b>\$4.7 BILLION</b>



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](http://WWW.TASP2040.COM/ECONOMIC-IMPACT-STUDY)