



Memphis International 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 Memphis International Airport

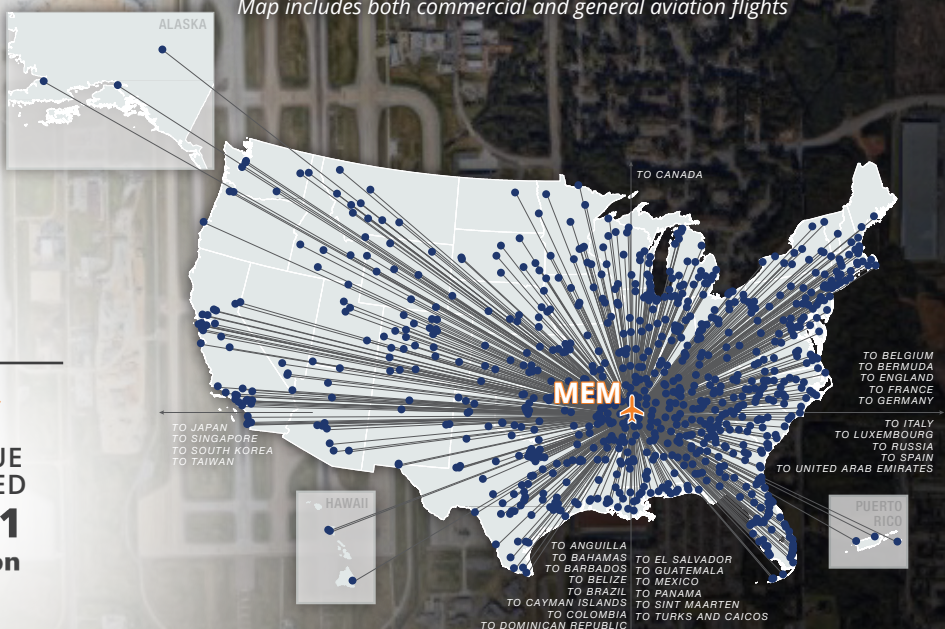
Close to the border of both Mississippi and Arkansas in one of Tennessee's most popular tourist destinations, Memphis International Airport (MEM) is one of Tennessee's six commercial service airports. The airport serves nearly five million annual passengers from across the globe with service provided by eight air carriers. The airport serves 22 non-stop domestic destinations, ranging as far west as Los Angeles and as far south as Miami. Memphis International Airport is also the global "SuperHub" for FedEx, which employs 10,000 people at the airport, operates almost 400 flights per day, and contributes billions to the state's economy. Thanks largely to the presence of FedEx, Memphis International Airport is the busiest cargo airport in the world. The airport also supports aircraft maintenance, flight training, and much more with its 60 additional onsite tenants, who in turn employ nearly 5,000 people. In order to understand the geographic reach of Memphis International Airport (MEM), the map below shows a selection of flights that operated both into and out of the airport.

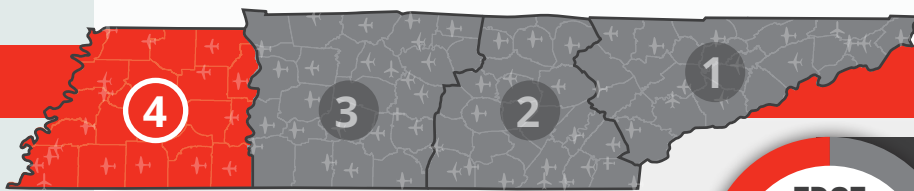
Airport Economic Impacts



Memphis International Airport Route Map

Map includes both commercial and general aviation flights

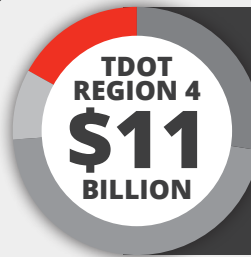




Region 4 Profile

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