Airport-related employment and spending are responsible for a variety of annual tax revenues. A conservative approach was taken to estimate airport-related tax revenues; this study considered only direct employment, payroll, and spending when estimating the statewide tax revenues. Tax revenues associated with indirect/induced impacts were not estimated in the SCAC study. Tax revenues estimated in the state study considered the following taxable events:

- Sales tax paid by visitors on hotels, meals, rental cars, entertainment, and retail spending.
- Sales tax paid on goods and materials purchased to support capital projects.
- Sales tax paid on applicable supplies needed to operate airports or tenant businesses.
- Sales and income taxes paid by employees whose direct jobs are airport-supported.

It is important to note that South Carolina recently removed a 5% tax on rental cars, and that parts and supplies purchased to repair aircraft in the state are tax exempt.

SCAC's economic impact study indicates that annually airports and airport-supported activities contribute an estimated $657 million in state and local tax revenues.

**Total Annual Statewide Economic Impacts**

<table>
<thead>
<tr>
<th>Category</th>
<th>Employees</th>
<th>Salary</th>
<th>Payroll</th>
<th>Economic Activity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Airport Management</td>
<td>1,274</td>
<td>$46.7M</td>
<td>$63.1M</td>
<td>$132.8M</td>
</tr>
<tr>
<td>Airport Tenants</td>
<td>10,967</td>
<td>$405.2M</td>
<td>$131.8M</td>
<td>$16.0B</td>
</tr>
<tr>
<td>Boeing</td>
<td>21,773</td>
<td>$152.8M</td>
<td>$27.0M</td>
<td>$4.2B</td>
</tr>
<tr>
<td>Capital Investment</td>
<td>1,567</td>
<td>$72.4M</td>
<td>$21.8M</td>
<td>$29.2M</td>
</tr>
<tr>
<td>General Aviation Visitors</td>
<td>4,590</td>
<td>$124.5M</td>
<td>$80.1M</td>
<td>$127.9M</td>
</tr>
<tr>
<td>Commercial Visitors</td>
<td>8,468</td>
<td>$329.8M</td>
<td>$71.8M</td>
<td>$96.0B</td>
</tr>
</tbody>
</table>

**TOTAL**                      | 32,759    | $548.0M| $215.0M | $165.0B          |

**Annual Costs versus Annual Benefits from South Carolina Airports**

SCAC's Statewide Aviation System Plan and Economic Impact Study produced the following findings:

- Airports and airport-supported activities are supporting an estimated $657 million in state and local tax revenues.
- Airports and the activities they support are responsible for an estimated $16.3 billion in total annual economic impact. Of this total annual impact, about $4.2 billion is associated with Boeing in Charleston.
- The average annual maintenance and development needs for all airports over the next five years are estimated at $156 million.
- Based on the most recent year for state and FAA funding, about 50% of the annual financial needs of the airports could be met. However, if state and FAA funding is more in line with 5-year averages, only 25% of the estimated investment needs will be met. A large funding gap is anticipated.

The SCAC reports that individual public airports in South Carolina, such as the Chester Catawba Regional Airport, make important economic and tax contributions to the state. The economic impacts, both statewide and specifically for the Chester Catawba Regional Airport summarized in this report, reflect a “snapshot” of conditions and activity that characterized South Carolina airports at the time data collection to support this study was completed. The economic impacts presented in this summary are annual in nature. As long as the Chester Catawba Regional Airport continues to be maintained and improved as warranted and activity at the airport stays healthy, the economic impacts associated with the Chester Catawba Regional Airport will continue to be realized year-after-year.

For More Information:
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Phone: 803.896.6260
www.scaeronautics.com
Prepared by: Aviation
Estimating the Annual Economic Impact for the Chester Catawba Regional Airport

The following table reports direct, indirect/induced, and total economic impacts for the airport as estimated in SCAC’s study.

<table>
<thead>
<tr>
<th>Source: FAA National Offload Program (NOP)</th>
<th>DIRECT</th>
<th>INDIRECT/INDUCED</th>
<th>TOTAL</th>
</tr>
</thead>
<tbody>
<tr>
<td>Management &amp; Tenants</td>
<td>$1,685,600</td>
<td>$204,230</td>
<td>$1,889,190</td>
</tr>
<tr>
<td>Capital Investment</td>
<td>$762,380</td>
<td>$74,640</td>
<td>$837,020</td>
</tr>
<tr>
<td>Visitor Spending</td>
<td>$74,640</td>
<td>$74,640</td>
<td>$149,280</td>
</tr>
<tr>
<td>General Aviation</td>
<td>$120,590</td>
<td>$240,110</td>
<td>$360,700</td>
</tr>
</tbody>
</table>

Total Annual Economic Impact for the Chester Catawba Regional Airport

The report helps connect the community.

When businesses decide to relocate or expand, there are many factors they consider. Access to an airport is a highly-rated decision-making factor. FAA provides an account of some but not all non-stop general aviation flights that arrive and depart from the airport. The map below demonstrates how the Chester Catawba Regional Airport connects the community to destinations across the United States.

The flight data for the Chester Catawba Regional Airport shown on this map was obtained from FAA’s National Offload Program. Flights shown reflect both instrument and visual flight rule activity for arrivals and departures. The map helps to depict non-stop flight destinations to and from the airport. The map reflects a significant portion, but not all of the airport’s annual landings and take-offs.

Airport benefits also come in the form of annual tax revenues. Activities at the airport and off-airport activities that the airport helps to support (primarily visitor spending) are linked to many transactions that are subject to sales tax. South Carolina residents whose jobs are directly supported by airports also pay state income tax. Airport-supported tax revenues benefit state and local sales tax.

The report findings estimated that, when only direct economic impacts are considered, the airport contributes approximately $218,560 in annual state and local tax revenues.

The Airport’s Role in State Airport System

South Carolina’s Aviation System Plan helps ensure the state has a balanced and viable public system of airports. Assigning a “role” to each airport helps to achieve this objective. Each airport’s role is based on a variety of factors, such as activity, facilities, services, airport location, and market area characteristics. Within the South Carolina system, the Chester Catawba Regional Airport is designated as an SC III Business/Recreation Airport. There are four different roles for airports in the system, and each role has a specific set of objectives. Objectives for SC III Airports in South Carolina are shown below.

AIRPORT ROLE

Business/Recreation (SC III)

ROLE CRITERIA

SC III Airports are generally located in non-urban areas. These airports serve smaller business and personal aircraft. These airports offer fuel and most aviation services, and SC III airports are supported by a non-precision approach.

FACILITY OBJECTIVES

- Published approach
- Runway length 3,200 feet with Medium Intensity Runway Lighting (MIRL)
- Runway width 60 feet
- Partial parallel taxiway or turnaround on both runway ends with Medium Intensity Taxiway Lighting (MITL)
- Automated Surface Observing System (ASOS) or Automated Weather Observation System (AWOS)
- 100LL fuel

The system plan summarized the airport’s development needs over the next five years. Costs to improve and maintain the airport over that time-frame consider not only projects identified by the system plan, but also projects from SCAC’s Statewide Pavement Management Plan and the airport’s own locally generated capital improvement plan (CIP). These three sources indicate an estimated $12,850,741 will be needed to maintain and improve the airport over the next five years; this equates to an average annual investment of $2,570,148.

As SCAC’s Statewide Economic Impact Study has shown, on an annual basis the Chester Catawba Regional Airport supports an estimated $5.2M in economic benefit. The airport’s annual economic impact far exceeds its annual financial need for maintenance and improvement. SCAC’s statewide studies show the airport is well worth the investment.

THE AIRPORT AND AIRPORT ACTIVITIES SUPPORT ANNUAL TAX REVENUES ESTIMATED AT $218,560.

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