

COLUMBUS REGIONAL AIRPORT AUTHORITY PORT COLUMBUS • RICKENBACKER • BOLTON



Economic Impact Study



OVERVIEW

The Columbus Regional Airport Authority oversees the operations of Port Columbus International Airport, Rickenbacker International Airport, and Bolton Field Airport. The coordinated approach to the management of the three-airport regional system enables each airport to focus on its core strengths. The centralized management approach also delivers high-quality, cost effective and coordinated aviation and logistics services for Central Ohio.

Port Columbus, Rickenbacker, and Bolton Field combine to serve the needs of residents, businesses, and visitors to our area. The diverse airport system accommodates travelers, airlines, Foreign-Trade Zone businesses, freight forwarders, aircraft owners, as well as food and retail establishments.

The three airports managed by the Columbus Regional Airport Authority bring significant business and economic benefits to Central Ohio. These economic benefits and other more qualitative benefits supported by the airports are the focus of this report.

THE AIRPORTS

Port Columbus International Airport has evolved into one of the premier commercial service airports in the Midwest. The airport's success is rooted in its convenient and easy access as well as its first-class passenger facilities. Expanded airline service and competitive fares have been instrumental in the airport's growing passenger base. The result has been a passenger market area that spans Ohio and reaches into nearby states.

Rickenbacker International Airport has emerged as one of the nation's fastest growing international air cargo airports. The vision for this airport is a multimodal gateway designed to accommodate 21st century logistics. The airport offers its customers many exceptional advantages for distribution to the increasingly global market place. Cornerstones of the airport's success are its strategic geographic location, multimodal access opportunities, a successful Foreign-Trade Zone, and 13 booming industrial parks.

Bolton Field Airport serves the general aviation needs of much of the Columbus region. The airport's location in one of the fastest growing parts of the city makes it well positioned to serve business, recreational and personal aviation needs. Improved facilities enhance the airport's role in the regional system. Emerging general aviation technologies will make it easier to learn to fly and will make aircraft ownership more affordable. These trends increase the long-term importance of Bolton Field Airport in the regional system.

CMH
PORT COLUMBUS

LCK
RICKENBACKER

TZR
BOLTON FIELD



STUDY PROCESS

The Columbus Regional Airport Authority initiated this study to measure the economic benefits associated with the three airports that it operates. This study followed a proven, FAA-supported methodology. The methodology considered all aviation activities that take place at each of the airports. These activities included those associated with all businesses or employers located at the airports, including governmental agencies. Benefits stemming from capital improvement projects at each airport were also considered.

Each year thousands of visitors arrive in the Columbus region via commercial airlines or general aviation aircraft using the three airports. These visitors come to Columbus for business, family or vacation related travel, or to attend one of the area's many conventions, sporting events, and other attractions. Visitors who arrive by air have expenditures for lodging, food, ground transportation, entertainment, and shopping.

When combined, on-airport activities and visitor related expenditures are classified in this study as first-round benefits. These first-round benefits, however, are just the start of the economic benefit cycle that begins at the airports. As on-airport tenant and visitor spending takes place in the Columbus region, it creates additional waves of benefits.

For example, when people who are employed at one of the airports use their income to pay for goods and services in the study area, they help to support other area businesses. The initial dollar earned at one of the airports is re-spent, creating additional economic benefits. In this study, these additional multiplier impacts are referred to as second-round impacts. When both first-round and second-round impacts are summed, a complete picture of all economic benefits associated with the airports begins to emerge.





ECONOMIC BENEFIT MEASURES

For this study, benefits related to airport activities and visitors are estimated using three measures. These measures are as follows:

► Employment

The total number of full-time equivalent jobs associated with airport activities, airport operations, and visitors who arrive by air.

► Payroll

Total annual wages and benefits paid to all persons who derive their employment totally or in part from one of the airports.

► Total Economic Activity

This measure, also referred to as output, is the total annual value of all goods and services provided in the study area that are tied in some way to one of the three airports.



TENANT-RELATED ECONOMIC IMPACTS

There are many businesses and activities at each of the three airports that account for significant economic benefits each year. Tenants at the airports include the commercial airlines, air cargo providers, ground transportation providers, concessionaires, government, airport management, fixed base operators (FBOs), and other businesses that provide support to aviation-related activities. For this study, other on-airport businesses at Port Columbus and Rickenbacker such as hotels were included in this impact category.

As estimated in this study, annual tenant-related economic impacts for the three airports owned and operated by the Columbus Regional Airport Authority are as follows:

- Tenant-Related Employment – 19,097
- Tenant-Related Payroll – \$569.5 Million
- Tenant-Related Economic Activity – \$2.1 Billion



Note that only aviation-related tenants were included in this study. The economic benefits from the many Foreign-Trade Zone companies at Rickenbacker as well as the 13 industrial parks with their associated 23 million square feet of development were not included in this study.

VISITOR-RELATED ECONOMIC IMPACT

Each year, an estimated 1.2 million visitors arrive in the Columbus region via one of the three study airports. Over 85 percent of all visitor-related travel to the area is accommodated by Port Columbus International Airport.

Visitors also come to the Columbus region via the charter airlines at Rickenbacker International Airport as well as the corporate and general aviation aircraft which are served by all three airports.

As estimated in this study, annual visitor-related economic impacts for the three airports owned and operated by the Columbus Regional Airport Authority are as follows:

• Visitor-Related Employment – 10,897
• Visitor-Related Payroll – \$223.7 Million
• Visitor-Related Economic Activity – \$623.0 Million

TOTAL ANNUAL ECONOMIC IMPACTS

As noted, this study considered the first-round economic impacts as well as the second-round economic impacts associated with tenant and visitor-related activity. Second-round benefits created by the multiplier effect of the spending cycle that starts with the airports and aviation visitors were also measured using an input-output model.

When tenant and visitor-related economic activities are summed, the result is an estimate of the total annual economic benefit that the region receives from the three airports. Total annual economic benefits for Port Columbus, Rickenbacker, and Bolton Field are estimated as follows:

• Total Employment – 29,994
• Total Annual Payroll – \$793.1 Million
• Total Annual Economic Activity – \$2.7 Billion





BUSINESS DEPENDENCE AND OTHER BENEFITS

As demonstrated, the three study airports are responsible for over \$2.7 billion in annual economic benefits. This estimate of annual economic contribution from airport tenants and visitors, however, only tells part of the story. Air travel is integral to the economic well being of the region. Proximity to a commercial service and/or general aviation airport is essential to many employers in our area.

Over 2,000 non-aviation businesses in the study area were contacted to identify the ways and the extent to which they rely on the airports. The business survey determined that there are at least 50,000 jobs in the Columbus region that in some way rely on or benefit from the airports on a regular basis.

The airports also support many vital air transportation needs in the Columbus region including emergency services, patient and organ transport, law enforcement, education, as well as news and traffic reporting.

CRAA FACTS

Port Columbus International Airport's total economic impact comprises 3.1 percent of the estimated Gross Metropolitan Product (GMP) for the Columbus Metropolitan Statistical Area (MSA).

The 5,828 on-airport jobs make Port Columbus International Airport the 12th largest employer in the Columbus MSA.

The 9,019 on-airport jobs at the three study airports make the CRAA Airports the sixth largest employer in the Columbus MSA.

Rickenbacker averages over 560,000 pounds of inbound and outbound cargo per day.

Rickenbacker supports over 900 air cargo-related jobs.

SUMMARY

Port Columbus International Airport, Rickenbacker International Airport, and Bolton Field Airport are significant economic catalysts for the Columbus region. Many employers in the region rely on the commercial, air cargo, and general aviation services and operations that are accommodated by the regional airport system on a daily basis. The multi-faceted airport system operated by the Columbus Regional Airport Authority enables our market to stay competitive in an increasingly global workplace. By investing in and maintaining our excellent airport system, our region is positioned to meet the economic challenges of the future.

PORT COLUMBUS

+

RICKENBACKER

+

BOLTON FIELD

=

**\$2.7+ BILLION IN ANNUAL
ECONOMIC ACTIVITY**

AIRPORT ECONOMIC IMPACT SUMMARIES

Port Columbus International Airport			Annual Economic Activity
	Jobs	Annual Payroll	
Airport Tenants			
First-Round	5,828	\$229.8 Million	\$851.3 Million
Second-Round	6,920	\$174.1 Million	\$721.7 Million
Total	12,748	\$403.9 Million	\$1.6 Billion
Commercial Service Visitor Industry			
First-Round	7,155	\$134.6 Million	\$368.2 Million
Second-Round	3,323	\$79.6 Million	\$230.4 Million
Total	10,478	\$214.2 Million	\$598.6 Million
General Aviation Visitor Industry			
First-Round	211	\$4.1 Million	\$9.7 Million
Second-Round	83	\$2.6 Million	\$7.1 Million
Total	294	\$6.7 Million	\$16.8 Million
Total	23,520	\$624.8 Million	\$2.2 Billion

Rickenbacker International Airport			Annual Economic Activity
	Jobs	Annual Payroll	
Airport Tenants			
First-Round	3,133	\$102.5 Million	\$254.8 Million
Second-Round	3,085	\$59.4 Million	\$288.0 Million
Total	6,218	\$161.9 Million	\$542.8 Million
Commercial Service Visitor Industry			
First-Round	44	\$836,000	\$2.5 Million
Second-Round	20	\$494,200	\$1.6 Million
Total	64	\$1.3 Million	\$4.1 Million
General Aviation Visitor Industry			
First-Round	13	\$252,200	\$603,700
Second-Round	5	\$162,500	\$443,100
Total	18	\$414,700	\$1.0 Million
Total	6,300	\$163.6 Million	\$547.9 Million

Bolton Field Airport			Annual Economic Activity
	Jobs	Annual Payroll	
Airport Tenants			
First-Round	58	\$2.1 Million	\$4.3 Million
Second-Round	73	\$1.6 Million	\$3.9 Million
Total	131	\$3.7 Million	\$8.2 Million
General Aviation Visitor Industry			
First-Round	31	\$601,400	\$1.4 Million
Second-Round	12	\$387,400	\$1.1 million
Total	43	\$988,800	\$2.5 Million
Total	174	\$4.7 Million	\$10.7 Million

Total Impact	29,994	\$793.1 Million	\$2.7 Billion
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