

6/30/09

Presentation for



Key Elements for Economic Development

Plan Long-Term

- Maximize available airport property to meet aviation demand/facility requirements
- Maximize available land adjacent to airport for industrial and economic development

Provide Proper Land Use Controls

- Height restriction ordinance to protect air space
- Land use planning
- Protect against residential encroachment

Ability to Serve Jet Aircraft

Team Approach with Business/Community



South Carolina General Aviation Airport's Economic Impacts (Airports with less than 5000' Runway Length)

General Aviation Airport	Associated City	Runway Length	Total Economic Impact
Lee County	Barroville	2400'	\$260,000
Edgefield County	Trenton	2640'	\$63,000
Ridgeland	Edgemoor	2642'	\$425,000
Willy Hill	Willy Hill	2600'	\$25,000
Dillon County	Dillon	3000'	\$125,000
Robert F. Swain	Andrews	3000'	\$555,400
Union County	Union	3000'	\$624,000
Saluda County	Saluda	3200'	\$1,118,000
St. George	St. George	3200'	\$485,000
Hemingway-Stabley	Hemingway	3399'	\$13,000
Page and	Page and	3300'	\$211,000
Beaufort County	Beaufort	3404'	\$2,127,000
Wade County	Wadeville	3400'	\$125,000
Hampden-Hamlet	Hampden	3500'	\$145,100
McCormick County	McCormick	3500'	\$125,000
Barnes-Cooper Regional	Marion	3600'	\$1,177,000
Rowland County	Rowland	3600'	\$104,000
Twin City	Lots	3604'	\$645,100
Earl Cooper	Mount Pleasant	3700'	\$1,772,000
Lake City Municipal	Lake City	3700'	\$94,000
Summerville	Summerville	3700'	\$3,170,000
Berkley County	North Comer	3800'	\$4,070,000
Laurens County	Laurens	3800'	\$517,000
Heese Memorial	Calhoun Falls	3917'	\$94,000
Lexington County at Pelton	Pelton	4200'	\$494,000
Orangeburg-Horry County	Orangeburg	4400'	\$5,075,400
Greene County Regional	Greenville	4400'	\$9,936,400
Charter Municipal	Charter	4400'	\$654,000
Marion County	Marion	4500'	\$460,000

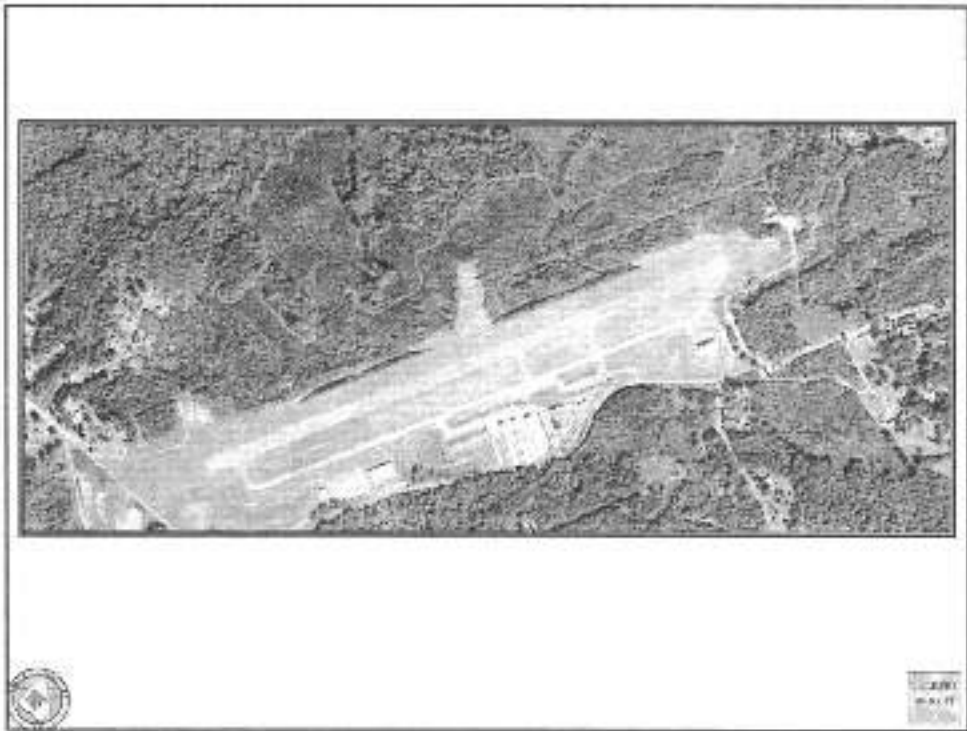
Average Economic Impact: **\$809,300**



Importance of Having at Least 5000'

- Reduced/Lost Fuel Sales
- Reduced/Lost Operations
- Reduced/Lost Based Aircraft
- Reduced Property Taxes
- Limited Viability with Prospective Companies
- Less Competitive (AIR-Georgia, NC-Economic Development)





THE ECONOMIC IMPACT OF

Oconee

County Regional Airport



Aviation Benefits Everyone

There is a strong relationship between South Carolina's economy and aviation. The state's system of airports is essential in the global market place. Airports in South Carolina have helped to both lead and sustain growth and economic diversification. Airports support the state's economy and are also economic generators. Residents, businesses, and visitors rely on the airport system to support health, welfare, and safety needs. South Carolina's military airfields are also important to our national security.

South Carolina is served by a diversified system of airports. The state's 6 commercial service and 54 general aviation airports are essential underpinnings to South Carolina's diversified business base, its growing population, and its burgeoning tourism industry. In addition, South Carolina is home to four busy military airfields. Commercial aviation includes all scheduled airline flights, charter flights, and flights flown by air cargo companies. All other flights by civilian aircraft are classified as general aviation. Operations by military aircraft constitute the remainder of the state's annual aviation activity.

Methodology

A methodology approved by the Federal Aviation Administration (FAA) was used to calculate the economic impacts associated with South Carolina's civilian airport system and its four military airfields. Airport related economic impacts were identified for three categories: direct, indirect, and multiplier.

Direct impacts are those associated with on-airport employers, business, and tenants. Direct impacts occur as a result of the provision of aviation services. Indirect impacts are those tied to spending by visitors who arrive in South Carolina through one of the public commercial or general aviation airports. As direct and indirect impacts are released into the local, regional and statewide economies, additional multiplier impacts are created. The economic impacts created by the multiplier effect re-circulate until the benefits ultimately leak outside South Carolina. Multipliers that are specific to South Carolina were used to complete the economic impact analysis.



South Carolina's Total Annual Economic Benefits from Aviation



Total Employment 65,533 Jobs

Total Payroll \$1.9 billion

Total Economic Activity \$4.3 billion

South Carolina also realizes additional tax benefits from aviation. When taxes on fuel, personal property, and income are considered, airports, airfields, aviation related activities and those employed by aviation contribute at least \$73.6 million to the tax base of the state. Fuel taxes and property taxes alone account for an estimated \$18.9 million in annual tax receipts for the state and its counties. From a state perspective, it is projected that approximately 12 percent of the taxes being collected from aviation fuel and property taxes will be returned to the state's aviation fund.

A first class airport system is essential to South Carolina. A strategic program to invest in, maintain, and grow commercial and general aviation airports is critical to South Carolina's economic future.

OCONEE COUNTY REGIONAL AIRPORT

Oconee County Regional Airport is a general aviation airport owned and operated by Oconee County. The airport, located in the Appalachian region of South Carolina's Upstate, is within four miles of Clemson University. Highway access is provided by US76/123 and SC37 and SC210. Oconee County Regional has one asphalt runway, Runway 7/25, measuring 4,400 feet long by 100 feet wide.

The airport generates \$1.3 in direct output, of which \$372,900 is paid to approximately 12 direct full-time jobs. Additionally, 7,540 general aviation visitors arrive at the airport each year, generating another \$2.4 million in indirect aviation-related output. Including the multiplier effect, the airport tenants and visitors at Oconee County Regional Airport generate \$6.3 million in total economic output, of which \$2.7 million in payroll is paid to 107 full-time equivalent jobs.

Regular airport activities include corporate/business flying, flight training and education, recreational flying, aircraft maintenance, aircraft rentals, skydiving and various aviation services related to the health, welfare, and safety of the community. Regional ecotourism destinations also make Oconee County Regional one of a number of South Carolina general aviation airports that serve to support regional business activity and recreational visitors.

IMPACT MEASURES

Economic impacts are expressed in terms of jobs/employment, payroll/earnings, and total annual economic activity or output.

Jobs/Employment

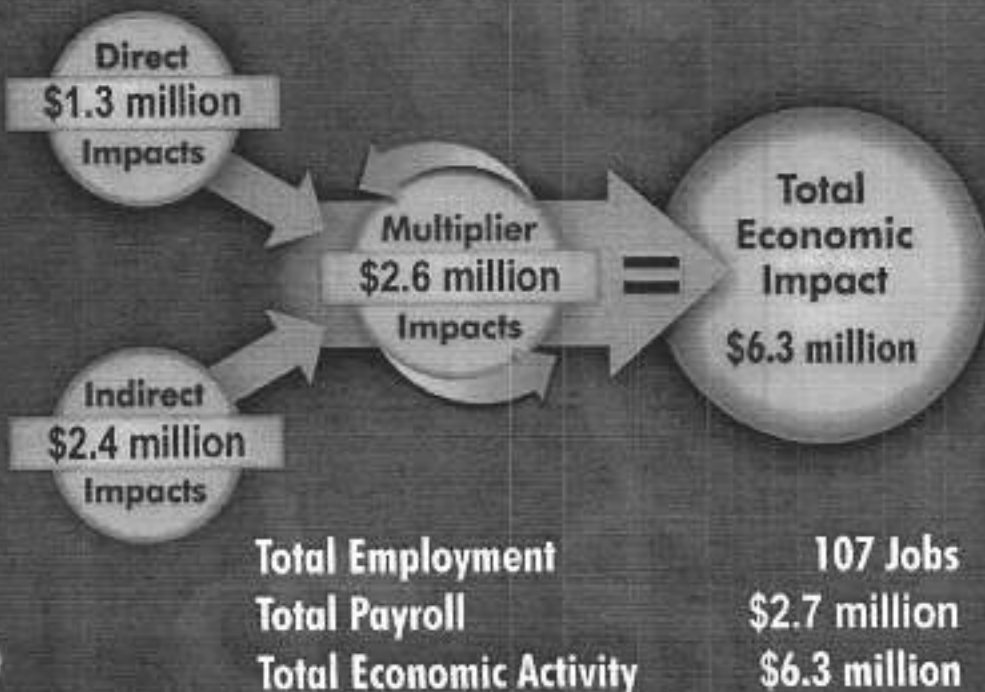
Thousands of jobs in South Carolina are created by businesses, tenants and other activities that are located on commercial service or general aviation airports or at one of the four military airfields. In addition, spending by visitors who arrive in South Carolina using one of the commercial service or general aviation airports supports additional employment.

Payroll/Earnings

Aviation in South Carolina supports an estimated 65,533 jobs. All of these jobs have annual salaries that contribute to the payroll/earnings benefits. It is estimated that on an annual basis, public commercial service and general aviation airports and the four military airfields are responsible for \$1.9 billion in payroll/earnings benefits.

Annual Economic Activity/Output

Airports, the military airfields and related aviation activities all require the purchase of goods and services. Expenditures in this category are in addition to those identified in the earnings or payroll category. These impacts are expressed as total annual economic activity or output. For South Carolina, this annual benefit is estimated at \$4.3 billion.





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Airport Financial Goal = Self Sufficiency

CEU COUNCIL PRESENTATION
6-2009

AIRPORT DEVELOPMENT NEEDS TO ACHIEVE SELF SUFFICIENCY

1. Airport Infrastructure Development
FAA Airport Improvement Program (AIP) Funding -- Jay's Pitch
2. REVENUE PRODUCING DEVELOPMENT
(→ MORE AIRCRAFT STORAGE CAPABILITY)
= MORE TAX REVENUE TO COUNTY
= INCREASED FUEL SALES

BENEFITS OF AIRPORT \$\$\$ DEVELOPMENT (ie MORE HANGARS)

- a. MORE Potential Aircraft Property Tax to County \$\$*
(Single \$1 Million Jet -> \$12,600 in yearly property tax revenue)
30 \$75K aircraft -> \$28,350 in yearly tax revenue
- b. MORE Hanger Rental Revenue \$\$\$
- c. MORE VOLUME Fuel Sales \$\$
- d. MORE Operations (More FAA funding)

*Tax = 6% of appraised value X millage rate

THE LAST SLIDE

ALL Airport Revenue Development Plans must
maximize our limited amount of revenue
producing real estate