

STATEWIDE IMPACTS

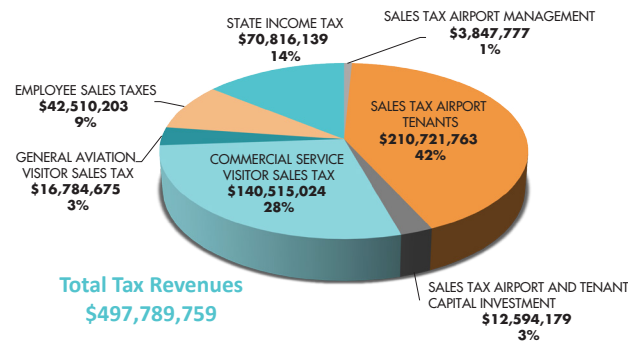
Total Annual Impacts from All Study Airports

OAC's research project estimated annual economic impacts for 109 study airports. As noted previously when total impacts (direct and indirect/induced) are considered, all airports are responsible for the following annual economic impacts.

- » Total Statewide Jobs – 74,002
- » Total Statewide Annual Payroll - \$3.6 Billion
- » Total Annual Spending - \$7 Billion
- » Total Statewide Economic Activity - \$10.6 B

Total Annual State Tax Revenues from Study Airports

Airport-related jobs and spending, along with visitor spending are responsible for a variety of tax revenues. On a statewide basis, the study airports and activities they support contribute the following annual tax revenues. Airport-related tax revenues estimated in this study considered only direct employment, payroll, and spending.



Total Annual Economic Impacts from Military Aviation

In addition to Oklahoma's 109 civilian airports, the state also has three major military airfields. These include: Altus Air Force Base, Tinker Air Force Base, and Vance Air Force Base. Similar to the civilian airports, the military airfields have annual economic impacts that can be measured in terms of spending and total annual economic activity. Economic impacts shown here are for all three bases and consider impacts related to operations and capital investment. In addition to the three air force bases, the Oklahoma Army Air Guard has various activities in Oklahoma at non-airport locations that also contribute to military-related economic impacts. Total statewide economic impacts from military aviation are shown below.

- » Total Statewide Jobs – 72,648
- » Total Statewide Annual Payroll - \$4.7 Billion
- » Total Annual Spending - \$14.6 Billion
- » Total Statewide Economic Activity - \$19.3 Billion

Additional Economic Impacts from Off-Airport Aviation and Aerospace Companies

Aside from aviation businesses located at study airports, there are other companies involved in activities that support the aviation or aerospace industries in Oklahoma. As part of the OAC project, these businesses were identified and researched to determine additional economic impacts associated with their operations. Examples of businesses included in this category include Nordam, Boeing, L-3, and Flight Safety International.

Additional economic impacts identified in this category are as follows:

- » Total Statewide Jobs – 58,958
- » Total Statewide Annual Payroll - \$3.4 Billion
- » Total Annual Spending - \$10.5 Billion
- » Total Statewide Economic Activity - \$13.9 Billion

Jobs in Oklahoma that Gain Efficiency from Using Aviation

Many employers in Oklahoma use aviation to transport their employees, ship and receive goods and supplies, and facilitate convenient visits from their customers and suppliers. Additional research conducted as part of the OAC study estimates that there are approximately 34,800 jobs statewide that have improved efficiency through support provided by various facets of aviation. These jobs are in addition to those supported by the airports, the military, and off-airport aviation-related employers.

Total Oklahoma Economic Impacts from Aviation and Aerospace

Aviation and aerospace are significant contributors to Oklahoma's economy. Total annual statewide economic impacts from the public airports, aviation-related military activities, and off-airport aviation and aerospace employers are shown below:



Annually, aviation and aerospace contribute \$43.7 billion to the Oklahoma economy. Employers in Oklahoma use commercial and general aviation airports as important tools to improve their efficiency. Military aviation units are some of the largest single site employers in the state, and there are over 800 off-airport businesses in Oklahoma that are engaged in aviation and aerospace activities.

When all aviation and aerospace activities are considered, this study has estimated that all direct, indirect, and induced jobs represent about 14.5% of all non-farm employment in Oklahoma. Clearly, the OAC study has shown that aviation and aerospace are significant contributors to Oklahoma's economy.

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— THE ECONOMIC IMPACT OF —

RICHARD LLOYD JONES JR AIRPORT

TULSA, OKLAHOMA



The Oklahoma Aeronautics Commission (OAC) has completed research to document how aviation and aerospace benefit the economies of the state and communities throughout Oklahoma. Economic impacts measured in the state study include those for Richard Lloyd Jones Jr Airport. This report provides a high-level overview of the airport's specific annual economic impacts, as well as total statewide aviation-related economic impacts. More information on the full study is available by contacting OAC.

Oklahoma
 AVIATION & AEROSPACE
 ECONOMIC IMPACT STUDY
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Statewide Economic Benefits from Airports

As part of OAC's research project, annual economic impacts for 109 study airports were estimated. Economic impacts reported in the OAC study reflect a snapshot of conditions that characterized the airports in 2016. Each airport was investigated, as applicable, to identify potential economic impacts related to:

- » Airport Management
- » Airport Tenants
- » Investment in Capital Projects
- » Spending from Visitors Arriving on General Aviation Aircraft
- » Spending from Visitors Arriving on Commercial Airlines

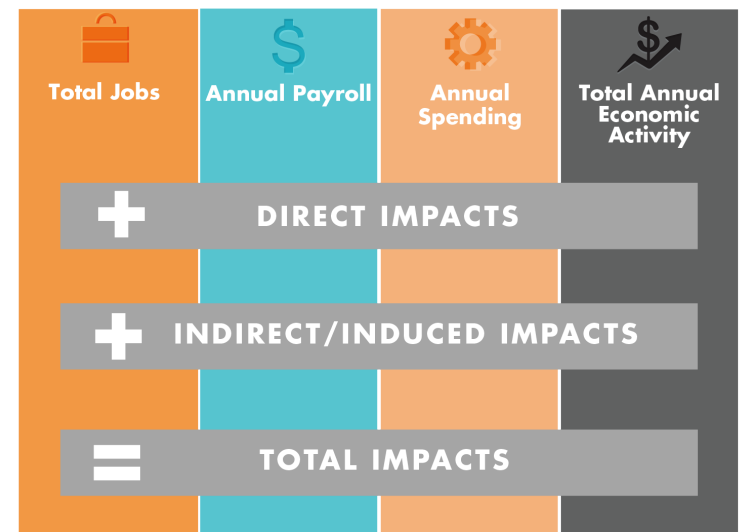
The OAC study used four primary measures to express both statewide and airport specific annual economic impacts:

- » Employment/Jobs
- » Annual Payroll
- » Annual Spending
- » Total Annual Economic Activity (Payroll plus Spending)

Economic impacts reported in the study reflect not only direct impacts but also indirect/induced impacts that result from a multiplier effect. Together, direct and indirect/induced impacts equal total statewide and airport specific annual economic impacts. A state model, specific to Oklahoma, was used by the Oklahoma Department of Commerce to estimate total economic impacts.

For all study airports, OAC's statewide economic impact study estimated total annual economic impacts as shown below.

ANNUAL ECONOMIC IMPACTS ALL STUDY AIRPORTS



RICHARD LLOYD JONES JR AIRPORT

Total Annual Economic Impact on Oklahoma's Economy



Richard Lloyd Jones Jr Airport Provides More Than Just Economic Benefits

Estimating the Airport's Annual Economic Impact

Surveys, interviews, and on-site visits were used to collect direct impacts for the airport management function and for any aviation-related airport tenants who are engaged in the provision of aviation services or customer support. In some instances, jobs in the airport management category are not physically located at the airport. This is particularly true when the airport is owned by a city or county. Also, for both the airport management and airport tenant categories, not all jobs are full-time. There are also part-time as well as seasonal jobs. For this study, all less-than-full-time positions were converted to full-time equivalent (FTE) jobs using hours worked or salary paid.

Many airports in Oklahoma have investments to complete capital projects. Funds for capital investment come from the FAA, the state, the airport owner, and/or other third-party sources. While money is being spent to implement a project, this spending helps to support jobs and the payroll associated with these jobs. For this study, average annual capital investment for the airport, from all sources, over a five-year period was considered to estimate economic impacts in the capital investment category.

Each year, an estimated 440,000 visitors arrive in Oklahoma on general aviation aircraft; 42,224 of these visitors arrive via Richard Lloyd Jones Jr Airport (RVS). While in the state, these visitors often have expenditures for lodging, food, retail, ground transportation, entertainment, and/or retail purchases. Annual visitor spending helps to support other jobs and payroll, primarily in the hospitality industry.

The accompanying table shows direct, indirect/induced, and total economic impacts for the airport for airport management, airport tenants, capital investment, and visitor spending. Additional airport-related benefits come in the form of state tax revenues that the airport contributes related to the following:

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

From these sources, the study estimated that the airport contributes approximately \$4,714,247 in annual state and local tax revenues.

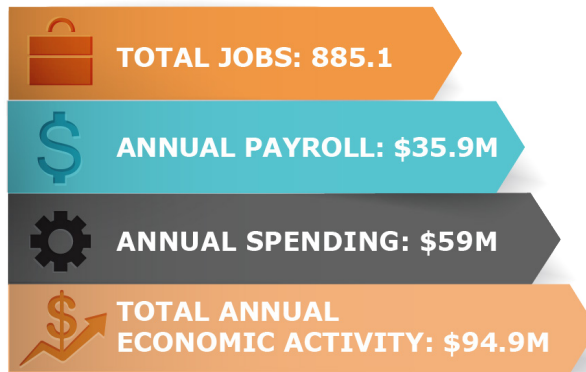
Annual Economic Impacts from Richard Lloyd Jones Jr Airport

This table reports the direct, indirect/induced, and total economic impacts for the airport as estimated in OAC's study.

	EMPLOYMENT			TOTAL PAYROLL			ANNUAL SPENDING			ANNUAL ECONOMIC ACTIVITY		
	Direct	Indirect/Induced	Total	Direct	Indirect/Induced	Total	Direct	Indirect/Induced	Total	Direct	Indirect/Induced	Total
Airport Management	6	2	8	\$250,600	\$100,280	\$350,880	\$190,000	\$147,478	\$337,478	\$440,600	\$247,758	\$688,358
Airport Tenants	268	221.1	489.1	\$13,066,703	\$10,538,765	\$23,605,468	\$14,971,014	\$12,929,159	\$27,900,173	\$28,037,717	\$23,467,924	\$51,505,641
Capital Investment	42	35.0	77.0	\$1,610,199	\$1,631,155	\$3,241,354	\$5,172,625	\$4,241,219	\$9,413,844	\$6,782,824	\$5,872,374	\$12,655,198
General Aviation Visitor Spending	229	82	311	\$5,081,006	\$3,632,669	\$8,713,675	\$14,129,949	\$7,245,430	\$21,375,379	\$19,210,955	\$10,878,099	\$30,089,054
Total Impacts	545	340.1	885.1	\$20,008,508	\$15,902,869	\$35,911,377	\$34,463,588	\$24,563,286	\$59,026,874	\$54,472,096	\$40,466,155	\$94,938,251

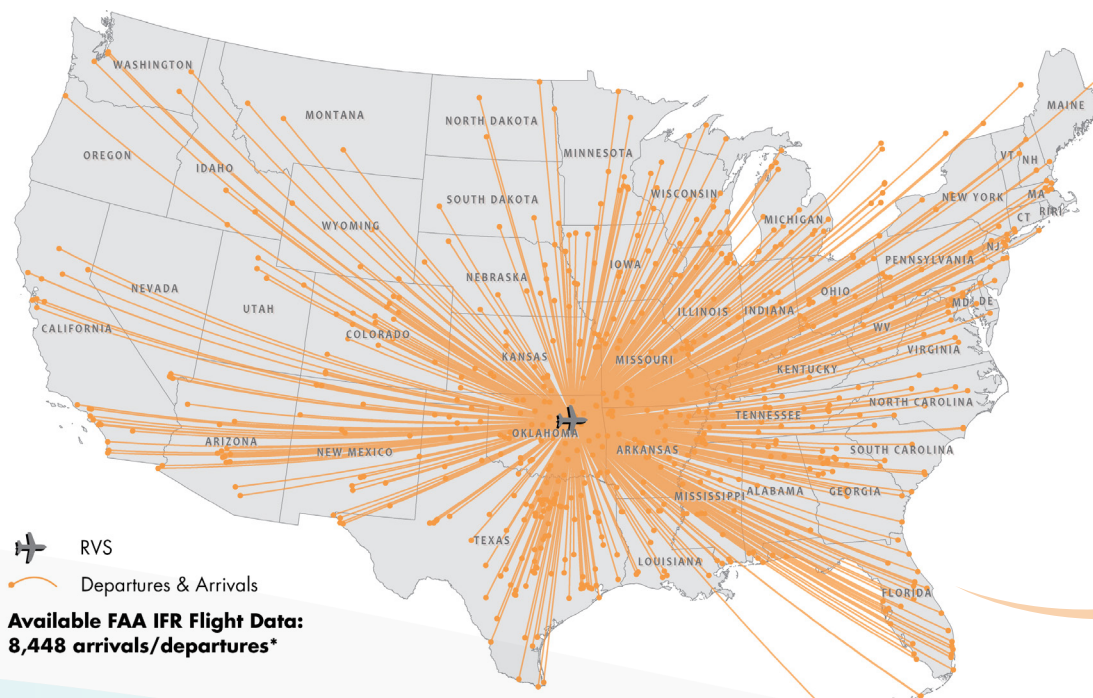
Annual Economic Activity = Payroll + Spending

Total Annual Economic Impact for Richard Lloyd Jones Jr Airport



The Airport Helps Connect the Community

When businesses decide to relocate or expand, there are many factors they consider. Frequently, having access to a general aviation airport is a highly-rated decision-making factor. A mile of road can take you one mile, and a mile of runway can take you pretty much anywhere. Limited information is available from FAA sources on originations and destinations for the airport's flights. The map below shows a very small snapshot of the airport's non-stop flights. Despite the small sample size, the map helps to show how the airport helps to conveniently connect the community to destinations across the United States and beyond.



*This FAA data represents only a small fraction of actual operations

Other Benefits of Richard Lloyd Jones Jr Airport

The airport's economic and tax revenue benefits have been previously reported. But these are not the only benefits the community receives from the airport. Airports such as Richard Lloyd Jones Jr Airport support many unnoticed health, welfare, environmental, safety, and other business benefits. Some of the other benefits supported by the airport are discussed here.

The oil and gas industry is a cornerstone of the Oklahoma economy. The airport is used daily by energy companies to access oil wells, drilling sites, and regional offices. Laredo Petroleum, Unit Corp, and Ventana Exploration & Production are examples of these companies. Many of these companies also have vendors and suppliers such as Lariat, Paragon Industries, Asphalt & Fuel Supply, BRG Energy, and White Buffalo Environmental that use the airport on a regular basis to support their area operations. Del Aviation, a Tulsa-based company, provides air patrol of pipelines and transmission power lines from the airport. These airport-supported employers and activities are important to many area jobs.

The airport plays a key role in supporting the development of Tulsa and the surrounding areas. Many land developers and construction companies, such as Rasmussen Group and Precision Construction Group, fly into the airport when looking for development sites. Once land has been acquired, these and similar companies continue to use the airport to oversee construction.

The airport supports missions conducted by the Veterans Airlift Command. This group provides free air transportation to wounded veterans and their families. Flights are offered for medical and other compassionate purposes.

The airport also supports the area's healthcare needs. Angel Flight Oklahoma, Tulsa Life Flight, and Eagle Med all use RVS on a regular basis to transport patients to/from hospitals and clinics. In addition to transferring patients, Tulsa Life Flight frequently provides transportation for specialty neonatal teams to Saint Francis Hospital, Eastern Oklahoma Perinatal Center, and the St. John Medical Center NICU. Angel Flight Oklahoma, based in Tulsa, is a volunteer organization that provides free air transportation for medical care.

Oklahoma is a leader in aviation education and training; statewide, it is estimated that there are over 1,560 jobs devoted to this endeavor. RVS plays an important role in training tomorrow's pilots and aviation professionals. Educational activities at RVS include Tulsa Tech's courses on airframe and power plant, avionics, and composites, Tulsa Community College's Riverside Community Campus and Aviation Center, Spartan College of Aeronautics and Technology's flight training program, and numerous private flight training operations. Hundreds of students start their formal aviation training every year at RVS.