STATEWIDE IMPACTS

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 Statewide Economic Activity** – $4.7 Billion
- **Total Annual Spending** – $10.5 Billion
- **Total Statewide Economic Activity –** $19.3 Billion

**Oklahoma Aeronautics Commission (OAC)**

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)

**OKLAHOMA 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

Oklahoma Department of Commerce to estimate total economic impacts. A state model, specific to Oklahoma, was used by the Oklahoma Development of Commerce to estimate total economic impacts.

**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 related to military aviation are shown below:

- **Total Statewide Jobs** – 72,648
- **Total Statewide Annual Payroll** – $4.7 Billion
- **Total Statewide Economic Activity** – $9.3 Billion
- **Total Annual Spending** – $16.6 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.

- **Total Statewide Jobs** – 58,958
- **Total Statewide Annual Payroll** – $3.4 Billion
- **Total Statewide Economic Activity** – $3.6 Billion
- **Total Annual Spending** – $7 Billion
- **Total Statewide Economic Activity –** $13.9 Billion

**Oklahoma Aviation & Aerospace Economic Impact Study**

2017
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. 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 20,075 visitors arrive at the airport on general aviation aircraft; and 21,112 visitors arrive on a scheduled commercial airline flight. 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 as estimated in OAC’s study.

The accompanying table shows direct, indirect/induced, and total economic impacts for the airport as estimated in OAC’s study.

### Annual Economic Impacts from Stillwater Regional Airport

<table>
<thead>
<tr>
<th>Category</th>
<th>Employment</th>
<th>Total Payroll</th>
<th>Annual Spending</th>
<th>Annual Economic Activity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Direct/Induced/Total</td>
<td>Direct</td>
<td>Induced</td>
<td>Total</td>
<td>Direct</td>
</tr>
<tr>
<td>Airport Management</td>
<td>14</td>
<td>6</td>
<td>20</td>
<td>$390,000</td>
</tr>
<tr>
<td>Airport Tenants</td>
<td>127</td>
<td>123</td>
<td>250</td>
<td>$6,090,701</td>
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<tr>
<td>Capital Investment</td>
<td>19.5</td>
<td>16.5</td>
<td>36</td>
<td>$743,730</td>
</tr>
<tr>
<td>General Aviation Spending</td>
<td>109</td>
<td>38</td>
<td>147</td>
<td>$2,420,580</td>
</tr>
<tr>
<td>Economic Service Visitor</td>
<td>151</td>
<td>98</td>
<td>251</td>
<td>$5,320,844</td>
</tr>
<tr>
<td>Total Impacts</td>
<td>420.5</td>
<td>242</td>
<td>663.4</td>
<td>$15,090,864</td>
</tr>
</tbody>
</table>

From these sources, the study estimated that the airport contributes approximately $3,940,557 in annual state and local tax revenues.

### The Airport Helps Connect the Community

When businesses decide to relocate or expand, there are many factors they consider. Frequently, having access to a commercial 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. Information from FAA is available on a snapshot of non-stop general aviation and commercial airline flights that depart from the airport. This is not a full accounting for all flights, but the map demonstrates how the airport helps to conveniently connect the community to destinations across the United States and beyond.

### Other Benefits of Stillwater Regional 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 Stillwater Regional Airport support many unnoticed health, welfare, environmental, safety, and other business benefits. Some of the other benefits supported by the airport are discussed here.

### Fixed-wing aircraft are used to support emergency medical needs.

Aircraft are used to transport patients, who have life-threatening medical conditions, from smaller hospitals to larger medical facilities. The airport helps support these types of important activities. A dollar value cannot be placed on the benefit of an airport helping save a life. Stillwater Medical Center and Perry Memorial Hospital patients rely on charter flights for access to larger hospitals. Air Evac 128 is based at the airport and has several helicopters that support regional medical evacuations. Although not based at the airport, MedFlight Stillwater (Air Medical) frequently utilizes the airport.

Stillwater is home to Oklahoma State University (OSU), and the airport supports the college in many ways. OSU occasionally charters flights for sports teams. Visiting professors, speakers, and parents often use the airport. OSU School of Educational Studies, with an enrollment of approximately 250 students, is located at the airport. The Mechanical and Aerospace Engineering Department also has the Aerospace Systems Discovery Lab located on the airport. The lab, a retired American Airlines MD-88, is used for STEM education at the college level as well as for local K-12 students.

Several local companies fly out of the airport to support their business operations. Special Energy Corporation (SEC), utilizes the airport daily to access its oil and gas operations throughout the south-central U.S. Core Investments uses the airport to access clients and offices throughout the region. SST Software, a developer of agricultural systems management software, flies their corporate aircraft to serve their customers. Other companies benefitting from the airport include Armstrong World Industries, Total Energy, Devon Energy, and the Pottawatomie Nation.

### Stillwater Regional Airport Provides More Than Just Economic Benefits

The airport has an Air Education Training Command Agreement with the U.S. Air Force that permits military training operations. Aircraft from both Vance and Tinker Air Force Bases use the airport. Activities associated with Oklahoma’s military airfields have an annual economic impact, estimated at $19.3 billion. While the majority of this impact is associated with the bases themselves, civilian airports in Oklahoma also help to support military flying. By accommodating military aircraft, the airport helps to contribute to the statewide economic benefit that Oklahoma receives from its military airfields.