

# VIRGINIA AIRPORT SYSTEM Economic Impact Study

# EXECUTIVE SUMMARY



**VIRGINIA**  
AIRPORT SYSTEM

ECONOMIC IMPACT STUDY

## FROM RUNWAYS TO REVENUE: AVIATION'S IMPACT ACROSS VIRGINIA

The Virginia airport system is a vital engine of connectivity, commerce, and community. Across the Commonwealth, **65 public-use airports**—including nine commercial service airports and 56 general aviation (GA) airports—play a critical role in supporting local, regional, and statewide economies. Each airport contributes unique value, collectively strengthening Virginia's position as a hub for business and travel.

To measure this impact, the Virginia Department of Aviation (DOAV) commissioned the Virginia Airport System Economic Impact Study, which quantified the economic contributions of aviation across the state.

Virginia's airports employ more than **129,000 people directly**, and their influence extends far beyond airport boundaries. For every direct job, an additional 1.7 jobs are supported throughout the state's economy. In total, the airport system supports **219,405 jobs**, generates **\$15.2 billion in wages**, contributes **\$25.8 billion to Gross State Product (GSP)**, and produces **\$42.0 billion in total economic output**.



**219,405**



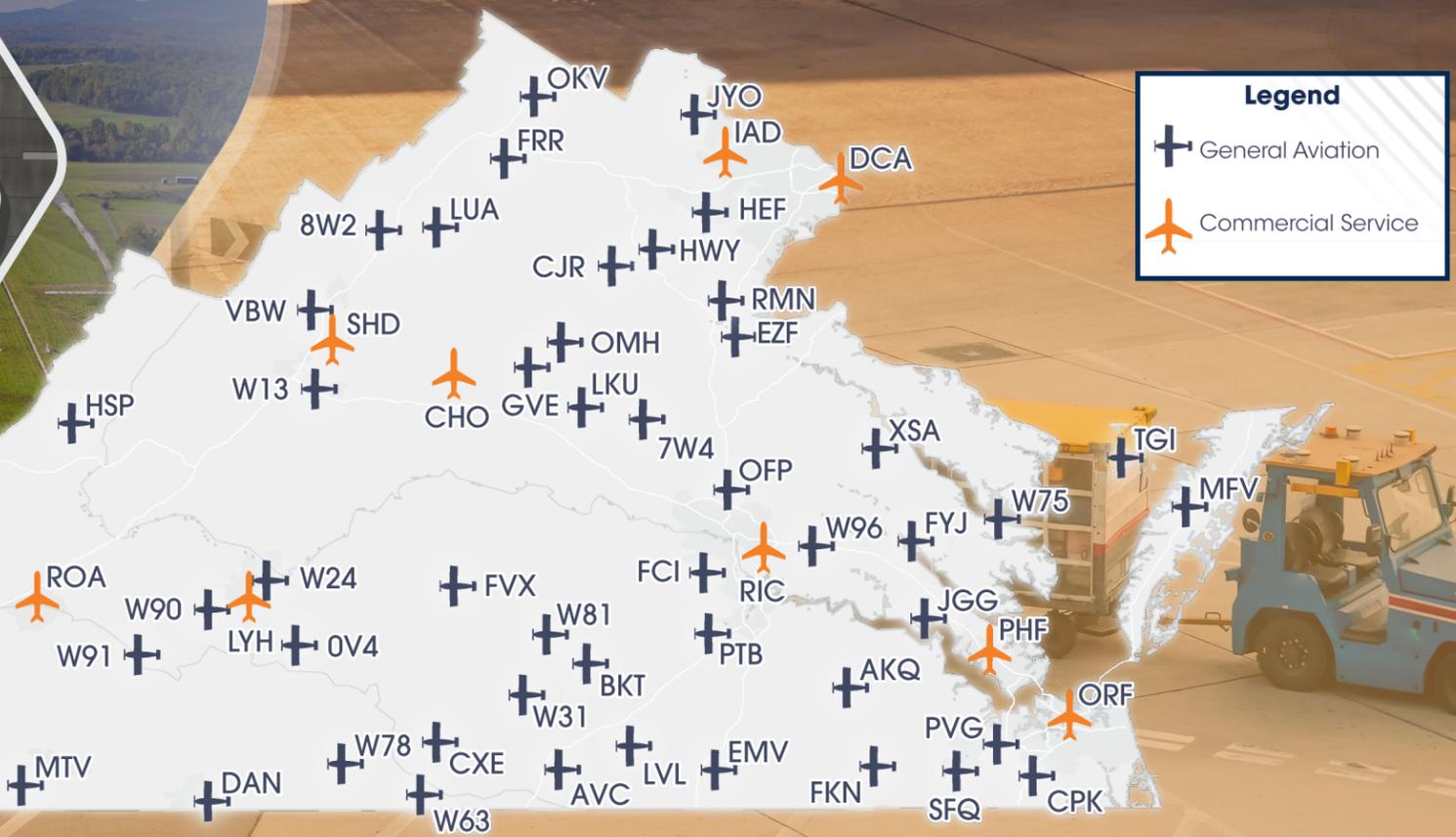
**\$15.2 Billion**



**\$25.8 Billion**



**\$42.0 Billion**



## WHAT IS ECONOMIC IMPACT?

Economic impact refers to the ripple effect that aviation activities have on the broader economy. It measures how airports and related businesses generate employment and spending, which in turn stimulates additional jobs, income, and business activity throughout the Commonwealth. This economic impact study demonstrates the role Virginia airports play within the Commonwealth, quantifying these contributions in terms of Jobs, Wages, GSP, and Output. The economic measures used throughout this report are defined below.



### JOBS

The total number of people working due to the airport, including both full-time and part-time positions.



### WAGES

All the money and benefits employees receive for their work, including salaries, health benefits, and taxes paid on their behalf.



### GROSS STATE PRODUCT (GSP)

The value an airport adds to Virginia's economy. It is calculated by taking what the industry produces and subtracting the cost of its necessary materials, such as fuel, maintenance, or utilities.



### TOTAL ECONOMIC IMPACT (OUTPUT)

The overall value of the airport's activity, including all spending ripples. It is equivalent to GSP plus the cost of everything it buys—like fuel, maintenance, and utilities—from other businesses.

## HOW IS ECONOMIC IMPACT CALCULATED?

### Understanding Impacts

Virginia's aviation system contributes to the Commonwealth's economy through three components: direct, indirect, and induced impacts. Each impact is measured individually and combined to show the full scope of aviation's broader economic impact.

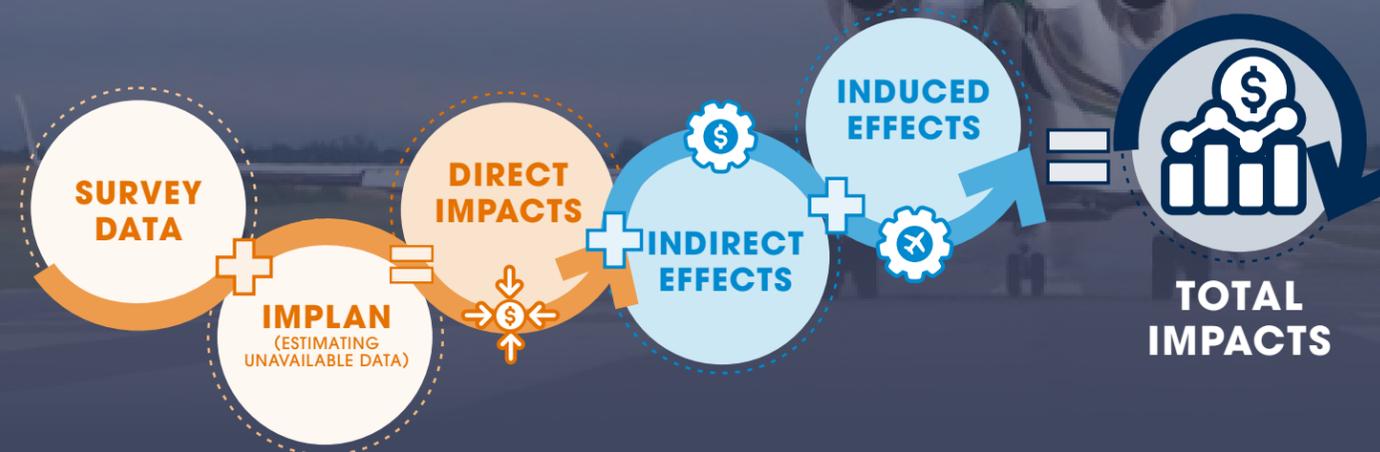
### Direct, Indirect, and Induced Impacts

- Direct impacts reflect the immediate economic activity at an airport. This includes operations, on-airport businesses, and visitor spending.
- Indirect impacts capture the ripple effect of supplier purchases made to support aviation activity.
- Induced impacts measure household spending by employees whose wages are tied to aviation.

To develop these estimates, surveys of airport management, tenants, and visitors were conducted. This study used IMPLAN, an industry-standard economic modeling tool, to estimate impacts.

### The Big Picture

The economic impacts presented in this Executive Summary are reported as the combined total of direct, indirect, and induced impacts, expressed in terms of Jobs, Wages, GSP, and Output. These totals are developed through a structured process. First, survey data from airport management, tenants, and visitors, together with IMPLAN's industry-standard assumptions, are used to estimate the direct impacts. IMPLAN then models how this direct activity generates additional indirect impacts related to supplier purchases and induced impacts resulting from household spending within Virginia's economy. The sum of these components represents the total economic impact of Virginia's airport system. While the Technical Report provides more detailed and disaggregated results, this Executive Summary focuses on the aggregated totals to clearly communicate the overall statewide and airport-level economic contribution.



### ON-AIRPORT IMPACTS

On-airport impacts capture the economic contributions of businesses and activities operating at Virginia's airports. These include airport administration, on-airport business tenants, and capital expenditures.

Collectively, on-airport activities account for **70 percent** of the statewide total output, supporting **130,784 jobs**, generating **\$10.9 billion in wages**, contributing **\$18.0 billion to GSP**, and producing **\$29.4 billion in total economic output**. Of this \$29.4 billion, **airport administrative staff account for six percent**, **on-airport business tenants for 91 percent**, and **capital expenditures for the remaining three percent**—underscoring the role of tenant operations in driving economic activity.

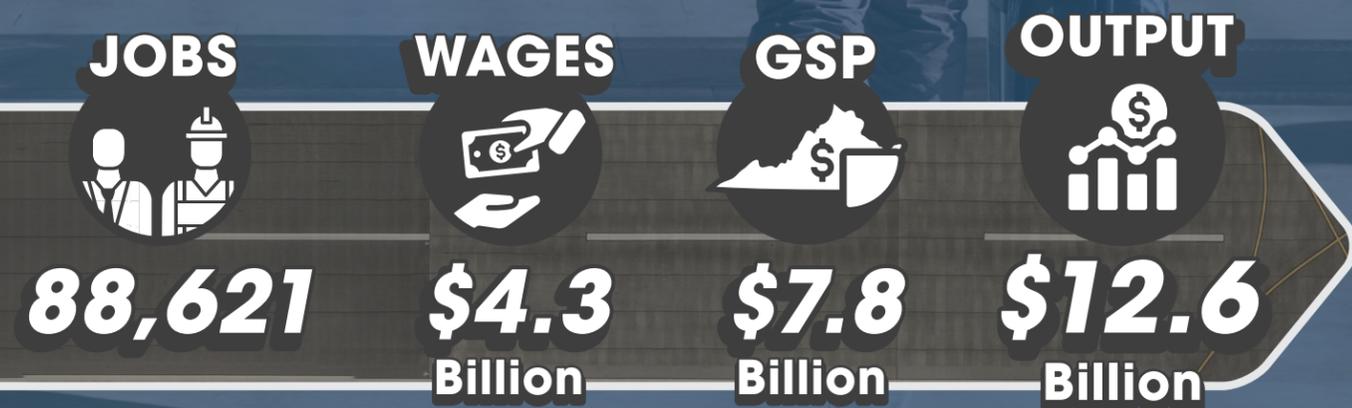


### OFF-AIRPORT VISITOR SPENDING IMPACTS

Visitor spending reflects the economic benefits generated when travelers use Virginia's airports and spend money in local communities. These off-airport expenditures—on lodging, food and beverage, transportation, entertainment, and retail—extend the reach of aviation far beyond airport boundaries, creating jobs and supporting businesses across the Commonwealth. By capturing this flow of visitor dollars, the analysis highlights how airports support jobs outside of the airport, within local and regional communities.

The visitor spending impacts include both commercial service and general aviation visitors and account for the remaining **30 percent** of the statewide total economic output. With nine commercial service airports across the Commonwealth, facilitating over 10 million passengers annually, **commercial service visitors were responsible for 92 percent** of this impact. **GA pilots and passengers were responsible for the remaining eight percent**.

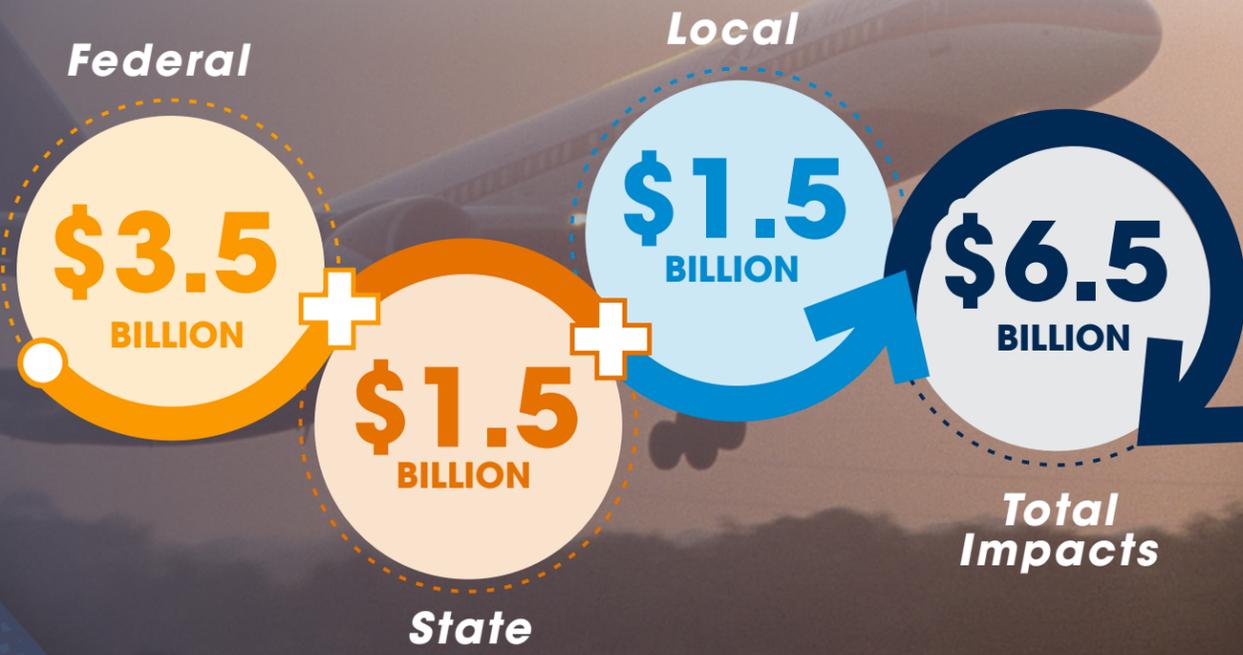
Visitor spending was responsible for supporting **88,621 jobs**, **\$4.3 billion in wages**, **\$7.8 billion in GSP**, and **\$12.6 billion in total economic output**.



### TAX REVENUE IMPACTS

Tax impacts represent the revenue generated at the local, state, and federal levels as a result of aviation-related activity. These activities include taxes paid by airports, tenants, construction companies, and their employees, as well as visitors traveling from out of state. The analysis accounts for federal social taxes such as Medicare and Social Security, personal income taxes at both state and federal levels, sales taxes at state and local levels, property taxes, and other taxes, including those on motor vehicles.

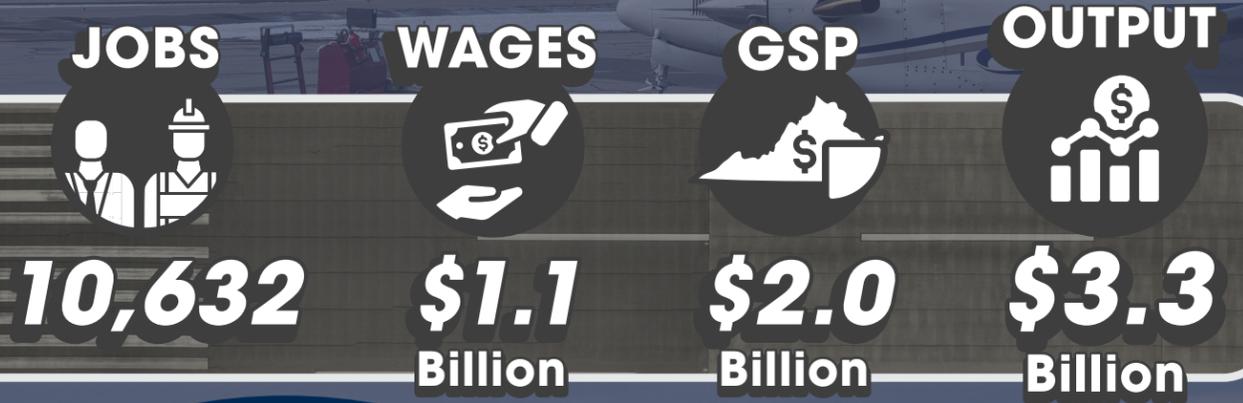
On-airport business tenants are a major driver of tax revenue, accounting for approximately 60 percent of all taxes generated through aviation activity in Virginia and producing **\$4.1 billion in tax revenue**. Airport administration, capital expenditures, and visitors contribute an additional **\$2.4 billion in tax revenue for a total of \$6.5 billion in aviation related tax revenue across the state**. Of this total, **23 percent supports local governments, 23 percent benefits the Commonwealth, and 54 percent is contributed at the federal level**. These figures underscore the significant role Virginia's aviation industry plays—not only in strengthening the commonwealth's economy but also in contributing meaningfully to national fiscal health.



### INDUSTRY RELIANCE IMPACTS

Virginia welcomes both emerging and established business ventures, offering an environment where enterprise can thrive. With 65 public-use airports across the Commonwealth, Virginia provides essential gateways that connect businesses to regional, national, and global markets. The economic impact of these airports extends well beyond their boundaries. Businesses across Virginia rely on the Commonwealth's airport network system to support critical supply chains, workforce mobility, and customer access. This interconnected system underpins a wide range of industry sectors, including education and research, tourism, and corporate enterprise. **Notably, Virginia ranks fifth nationally in the number of Fortune 500 company headquarters**—underscoring the Commonwealth's position as a hub for corporate excellence. The Commonwealth's airports play a vital role in sustaining this competitive edge by ensuring seamless connectivity and operational efficiency for businesses statewide.

Of the total statewide impacts—**219,405 jobs, \$15.2 billion in wages, \$25.8 billion in GSP, and \$42.0 billion in Output**—Virginia's airports support **10,632 jobs, \$1.1 billion in wages, \$2.0 billion in GSP, and \$3.3 billion in output** through off-airport businesses that rely on aviation to sustain their operations. These figures highlight the reach of aviation across the Commonwealth, showing how airports stimulate activity well beyond their boundaries. Importantly, these reliance impacts are not additive to the total; rather, they represent another lens on the aviation sector's role in fueling Virginia's economy.



### CENTRAL VIRGINIA'S INNOVATION CORRIDOR

Central Virginia is undergoing a transformative expansion, attracting firms in biotechnology, national security, and digital technology. The region has secured over \$350 million in private investment from the companies shown on the map to the right—demonstrating its growing role as a hub for innovation. Companies within Central Virginia's Innovation Corridor increasingly depend on the Commonwealth's airports—particularly Charlottesville-Albemarle (CHO)—to attract top talent, access global markets, and pursue new ventures, fueling continued regional economic momentum.





## IMPACTS BY AIRPORT

Associated City	Airport Name	FAA ID	Jobs	Wages	GSP	Output
<b>Commercial Service</b>						
Charlottesville	Charlottesville-Albemarle	CHO	2,857	\$174,407,000	\$305,266,000	\$501,455,000
Lynchburg	Lynchburg Regional	LYH	935	\$52,751,000	\$84,024,000	\$141,894,000
Newport News	Newport News-Williamsburg International	PHF	1,365	\$79,386,000	\$144,984,000	\$264,097,000
Norfolk	Norfolk International	ORF	16,336	\$856,062,000	\$1,542,583,000	\$2,623,815,000
Richmond	Richmond International	RIC	14,075	\$834,952,000	\$1,421,864,000	\$2,359,834,000
Roanoke	Roanoke - Blacksburg	ROA	3,216	\$193,599,000	\$346,443,000	\$613,059,000
Staunton/Waynesboro/Harrisonburg	Shenandoah Valley Regional	SHD	721	\$41,252,000	\$71,576,000	\$118,163,000
Washington	Ronald Reagan Washington National	DCA	74,211	\$5,201,059,000	\$8,999,883,000	\$14,505,825,000
Washington	Dulles International	IAD	94,695	\$6,958,358,000	\$11,715,727,000	\$18,929,191,000
<b>Commercial Service Total</b>			<b>208,410</b>	<b>\$14,391,826,000</b>	<b>\$24,632,351,000</b>	<b>\$40,057,334,000</b>
<b>General Aviation</b>						
Abingdon	Virginia Highlands	VJI	122	\$5,485,000	\$9,852,000	\$16,886,000
Blacksburg	Virginia Tech-Montgomery Executive	BCB	203	\$12,550,000	\$21,816,000	\$36,877,000
Blackstone	Allen C. Perkinson Municipal	BKT	204	\$17,239,000	\$33,030,000	\$58,606,000
Bridgewater	Bridgewater Air Park	VBW	1,115	\$131,842,000	\$162,517,000	\$241,761,000
Brookneal	Brookneal-Campbell County	OV4	8	\$288,000	\$520,000	\$931,000
Bumpass	Lake Anna	7W4	5	\$251,000	\$459,000	\$744,000
Chase City	Chase City Municipal	CXE	2	\$100,000	\$183,000	\$344,000
Clarksville	Lake Country Regional	W63	12	\$478,000	\$879,000	\$1,626,000
Crewe	Crewe Municipal	W81	6	\$194,000	\$362,000	\$657,000
Culpeper	Culpeper Regional	CJR	410	\$24,470,000	\$42,449,000	\$69,485,000
Danville	Danville Regional	DAN	236	\$10,769,000	\$17,892,000	\$30,173,000
Dublin	New River Valley	PSK	42	\$2,373,000	\$3,474,000	\$5,533,000
Emporia	Emporia-Greenville Regional	EMV	32	\$2,619,000	\$3,516,000	\$4,818,000
Farmville	Farmville Regional	FVX	50	\$1,908,000	\$3,416,000	\$6,291,000
Forest	New London	W90	16	\$601,000	\$1,117,000	\$1,979,000
Franklin	Franklin Regional	FKN	4	\$203,000	\$416,000	\$644,000
Fredericksburg	Shannon	EZF	163	\$8,380,000	\$15,222,000	\$27,097,000
Front Royal	Front Royal-Warren County	FRR	154	\$9,402,000	\$15,177,000	\$26,551,000
Galax/Hillsville	Twin County	HLX	45	\$2,255,000	\$3,650,000	\$5,841,000
Gordonsville	Gordonsville Municipal	GVE	16	\$1,188,000	\$1,689,000	\$2,528,000
Hot Springs	Ingalls Field	HSP	16	\$696,000	\$1,475,000	\$2,427,000
Jonesville	Lee County	OVG	10	\$450,000	\$710,000	\$1,195,000
Kenbridge	Lunenburg County	W31	3	\$140,000	\$289,000	\$502,000

## IMPACTS BY AIRPORT

Associated City	Airport Name	FAA ID	Jobs	Wages	GSP	Output
<b>General Aviation</b>						
Lawrenceville	Brunswick Municipal	LVL	2	\$66,000	\$112,000	\$192,000
Leesburg	Leesburg Executive	JYO	480	\$40,952,000	\$56,303,000	\$79,877,000
Louisa	Louisa County	LKU	175	\$9,909,000	\$16,376,000	\$26,207,000
Luray	Luray Caverns	LUA	72	\$5,210,000	\$7,640,000	\$11,854,000
Lynchburg	Falwell	W24	10	\$400,000	\$555,000	\$840,000
Manassas	Manassas Regional	HEF	2,343	\$207,920,000	\$310,036,000	\$517,274,000
Marion/Wytheville	Mountain Empire	MKJ	84	\$3,596,000	\$6,840,000	\$11,249,000
Martinsville	Blue Ridge Regional	MTV	354	\$34,510,000	\$47,895,000	\$75,966,000
Melfa	Accomack County	MFV	59	\$2,579,000	\$5,831,000	\$9,294,000
Moneta	Smith Mountain Lake	W91	31	\$1,362,000	\$2,339,000	\$3,935,000
New Market	New Market	8W2	40	\$2,155,000	\$3,127,000	\$5,249,000
Norfolk	Chesapeake Regional	CPK	427	\$21,285,000	\$34,984,000	\$56,299,000
Norfolk	Hampton Roads Executive	PVG	745	\$38,741,000	\$67,118,000	\$115,580,000
Orange	Orange County	OMH	96	\$5,964,000	\$8,482,000	\$13,373,000
Petersburg	Dinwiddie County	PTB	104	\$4,692,000	\$7,975,000	\$14,327,000
Quinton	New Kent County	W96	51	\$2,205,000	\$3,887,000	\$6,569,000
Richlands	Tazewell County	JFZ	8	\$352,000	\$707,000	\$1,093,000
Richmond	Richmond Executive - Chesterfield County	FCI	647	\$46,293,000	\$68,693,000	\$99,595,000
Richmond/Ashland	Hanover County Municipal	OPF	374	\$21,907,000	\$33,443,000	\$53,684,000
South Boston	William M Tuck	W78	28	\$995,000	\$1,673,000	\$2,787,000
South Hill	Mecklenburg-Brunswick Regional	AVC	76	\$3,003,000	\$5,024,000	\$8,642,000
Stafford	Stafford Regional	RMN	338	\$23,526,000	\$34,961,000	\$50,563,000
Suffolk	Suffolk Executive	SFQ	99	\$5,215,000	\$8,927,000	\$14,213,000
Tangier	Tangier Island	TGI	3	\$125,000	\$234,000	\$401,000
Tappahannock	Tappahannock-Essex County	XSA	34	\$1,625,000	\$2,631,000	\$4,140,000
Topping	Hummel Field	W75	57	\$2,317,000	\$4,044,000	\$6,933,000
Wakefield	Wakefield Municipal	AKQ	4	\$181,000	\$432,000	\$720,000
Warrenton	Warrenton-Fauquier	HWY	414	\$24,082,000	\$37,814,000	\$59,877,000
Waynesboro	Eagles Nest	W13	12	\$1,388,000	\$1,723,000	\$2,277,000
West Point	Middle Peninsula Regional	FYJ	205	\$17,551,000	\$28,434,000	\$52,638,000
Williamsburg	Williamsburg-Jamestown	JGG	84	\$3,481,000	\$6,526,000	\$11,126,000
Winchester	Winchester Regional	OKV	610	\$28,568,000	\$46,936,000	\$80,607,000
Wise	Lonesome Pine	LNP	57	\$3,377,000	\$8,943,000	\$13,365,000
<b>General Aviation Total</b>			<b>10,995</b>	<b>\$799,414,000</b>	<b>\$1,210,758,000</b>	<b>\$1,954,244,000</b>
<b>Statewide Total</b>			<b>219,405</b>	<b>\$15,191,240,000</b>	<b>\$25,843,109,000</b>	<b>\$42,011,577,000</b>

Totals may not sum due to rounding.



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DEPARTMENT OF VIRGINIA AVIATION



# VIRGINIA AIRPORT SYSTEM

ECONOMIC IMPACT STUDY