

# Virginia Airport Economic Impact Study

Impact Roll-Out Webinar

January 21<sup>st</sup>, 2026



# Agenda

**1**

**Project  
Purpose and  
Overview**

**2**

**Project  
Process**

**3**

**Economic  
Impact  
Results**

**4**

**State of  
the  
Industry**

**5**

**Project  
Deliverables**

# Project Purpose and Overview

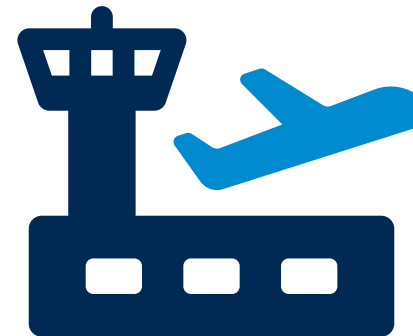


# Study Value to Airports



STATE legislators

LOCAL communities, airport  
sponsors, and other stakeholders



Airports of  
all sizes

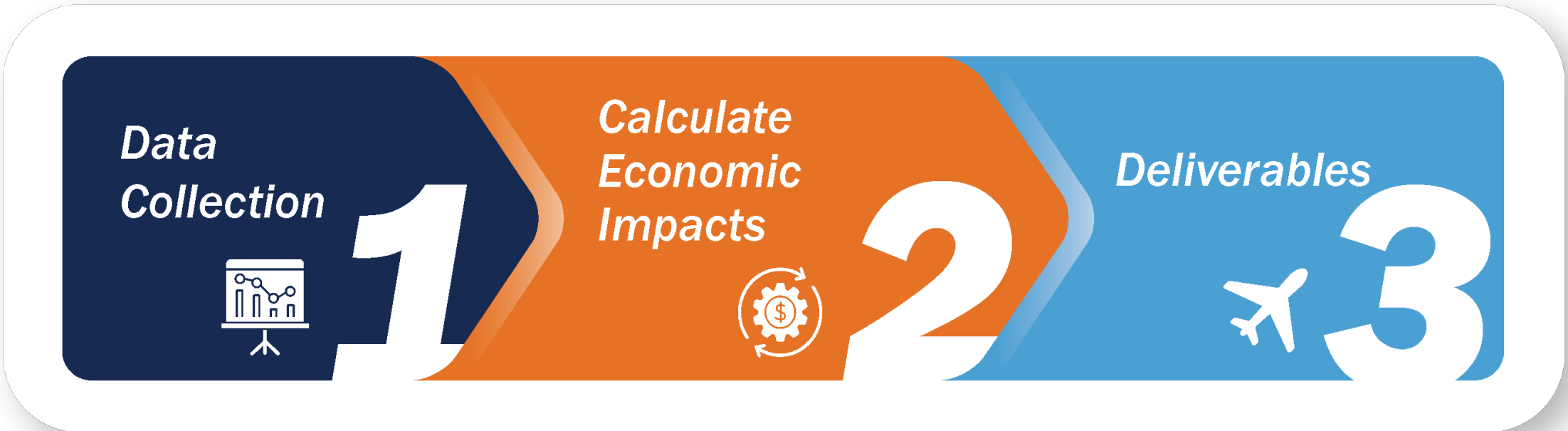




# Project Process



# Project Process



# Data Collection – Who Participated?



Airport  
Administration



Airport  
Tenants



Commercial  
Service Visitors



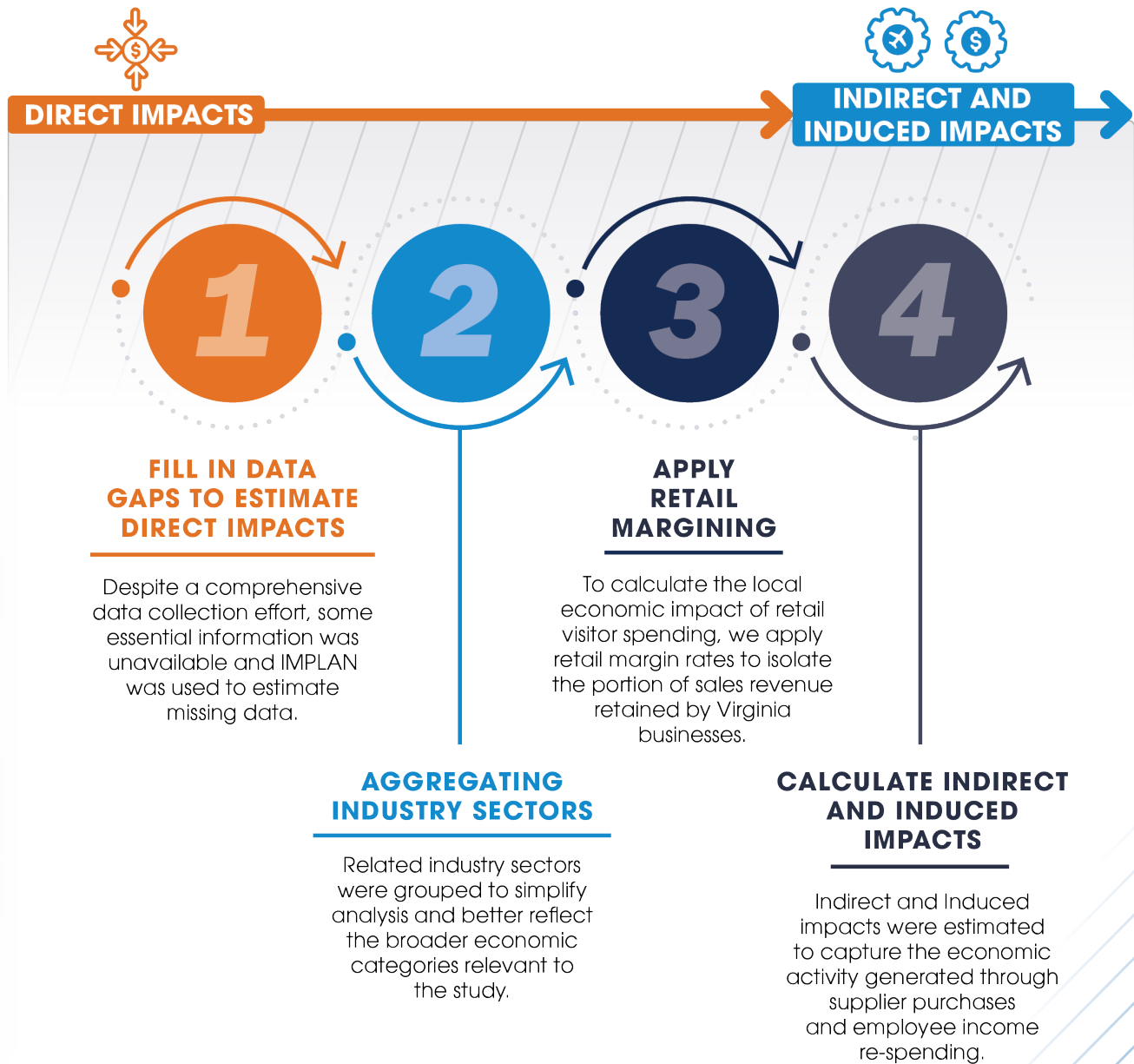
General Aviation  
Visitors



Off-Airport  
Businesses



# Use of IMPLAN





# Economic Impact Measures



## **JOBS**

The total number of people working because of the airport or company, 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)**

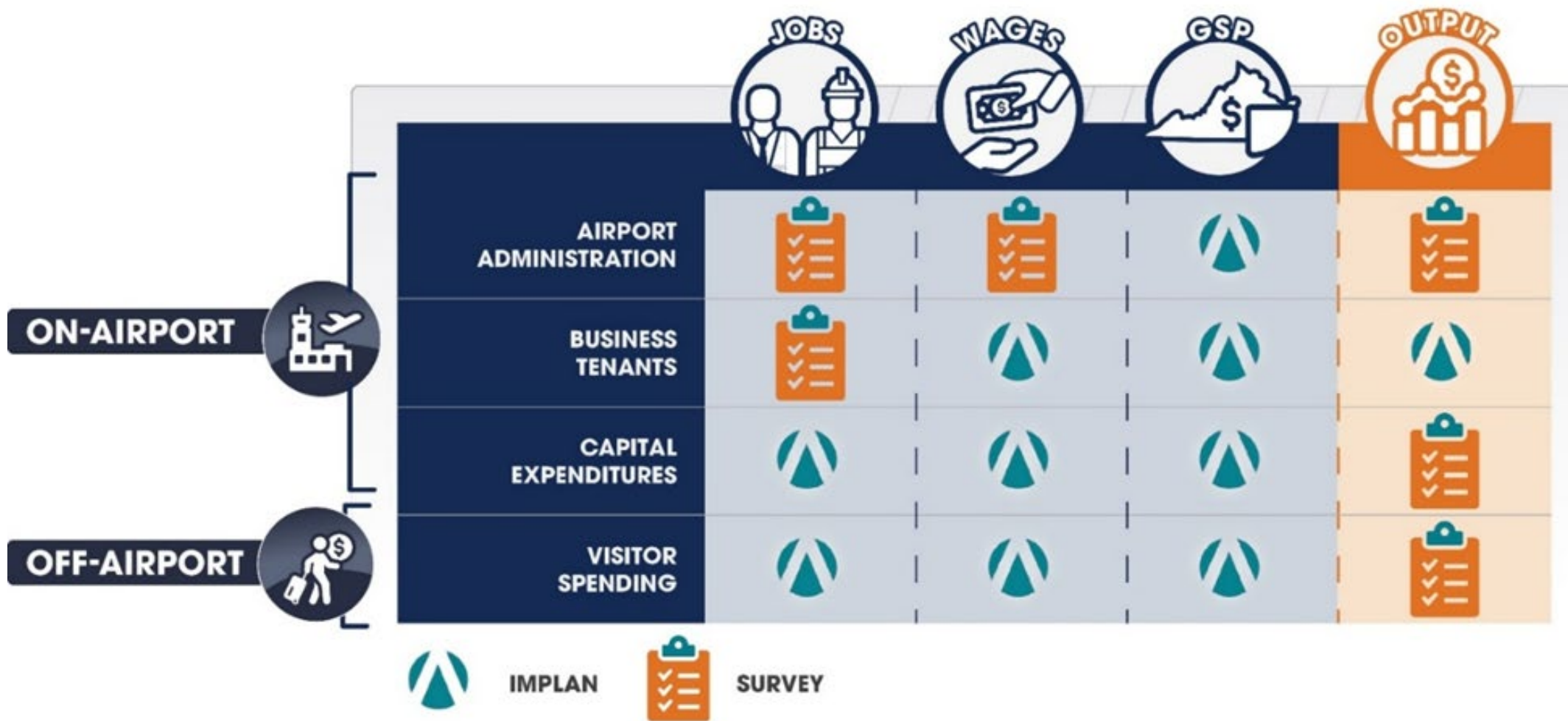
The value an airport adds to Virginia's economy. It's calculated by taking what the industry produces and subtracting the cost of its necessary materials such as fuel, maintenance, or utilities



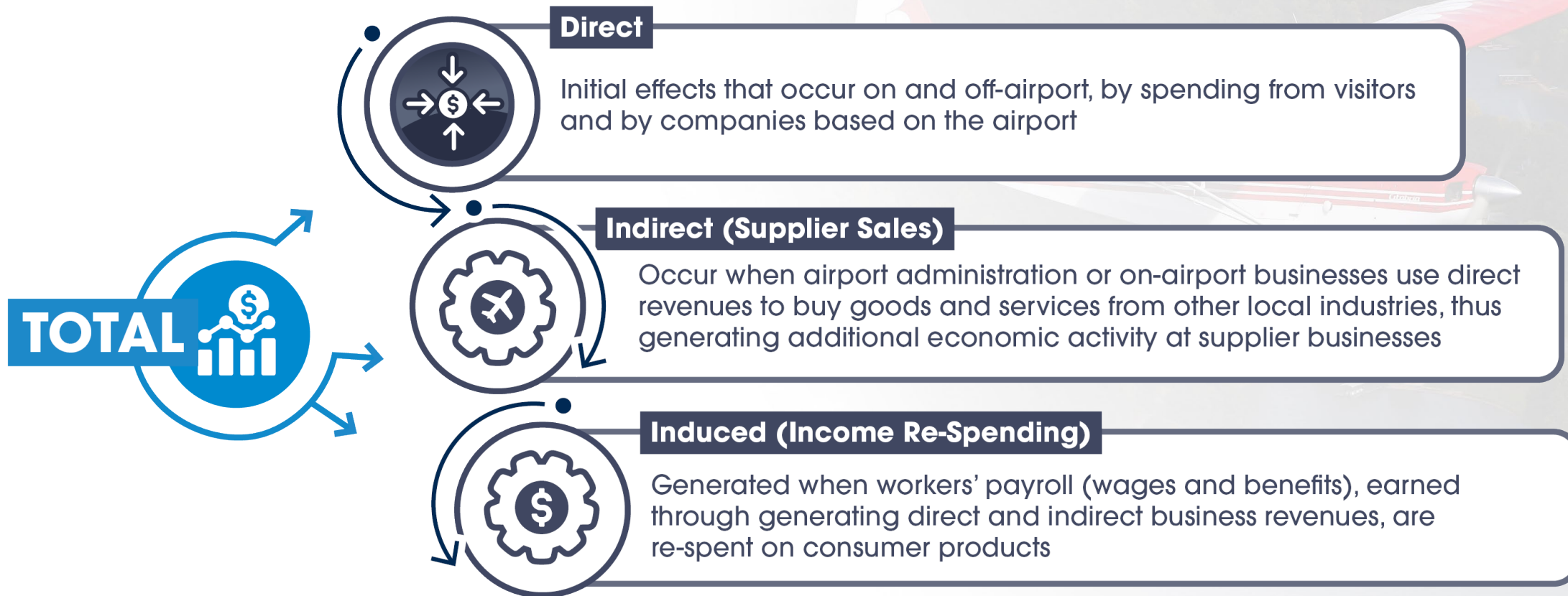
## **TOTAL ECONOMIC IMPACT (OUTPUT)**

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

# Filling in Direct Data

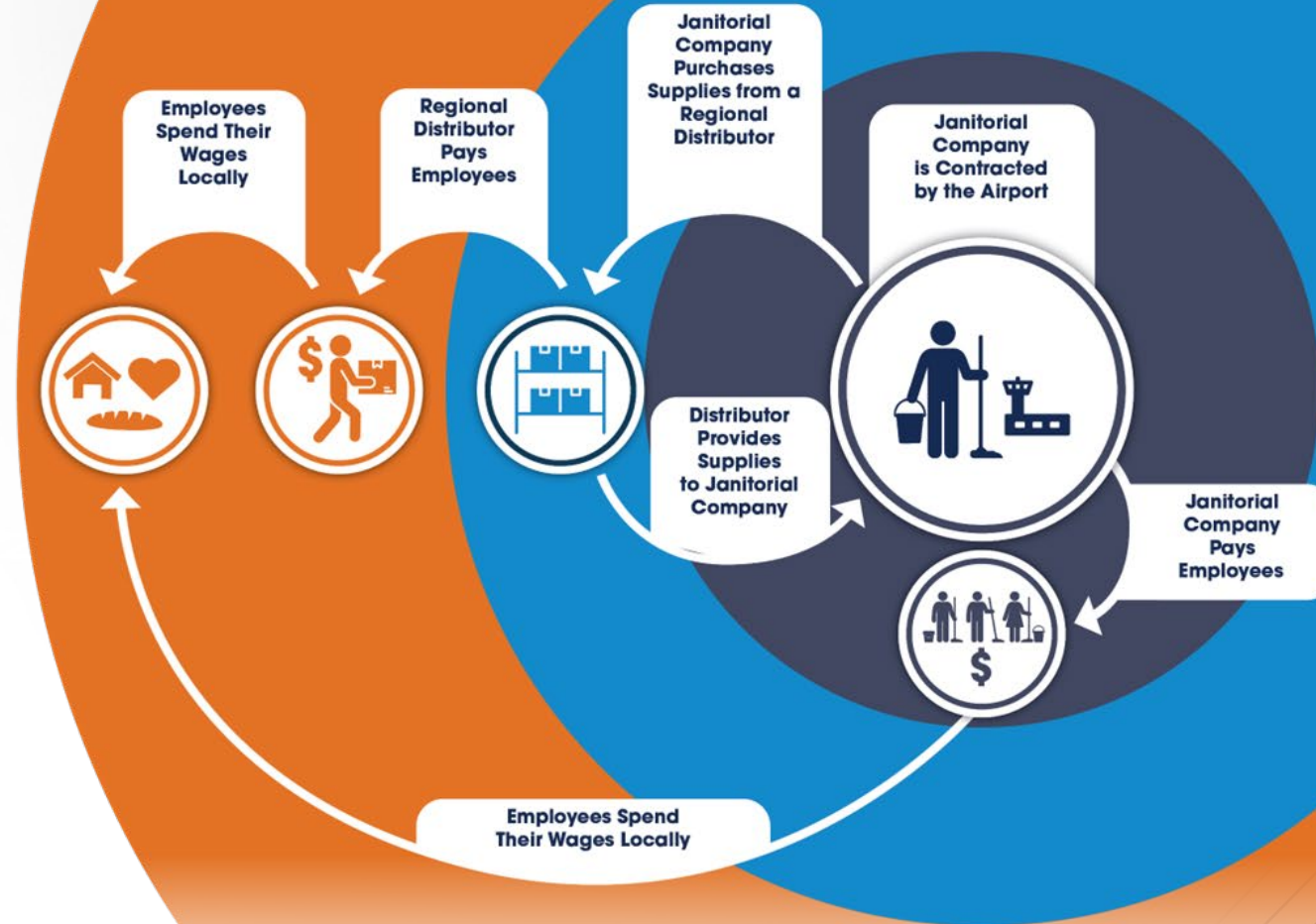


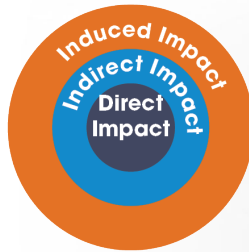
# Economic Impact Terms



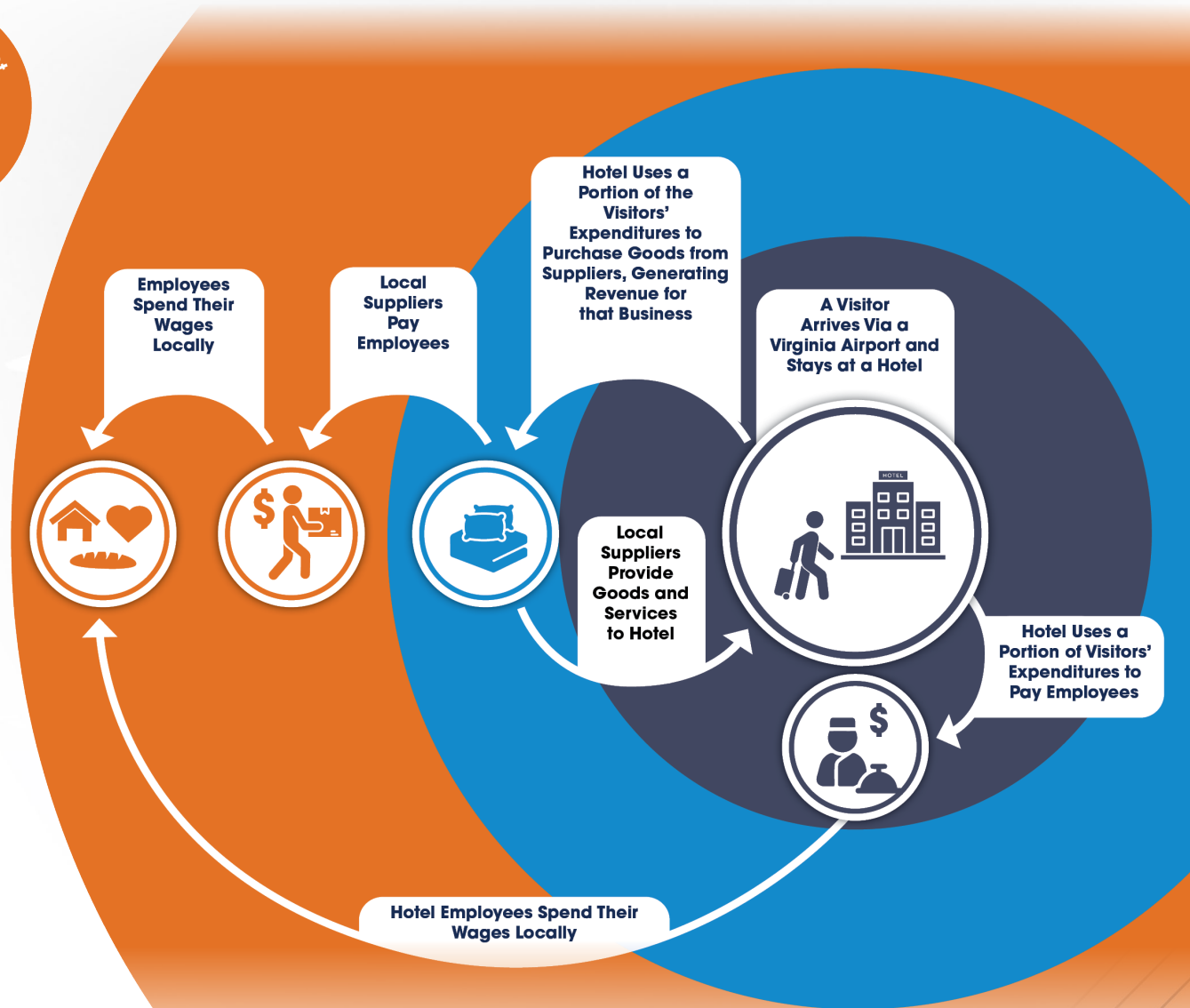


# Example: On-Airport

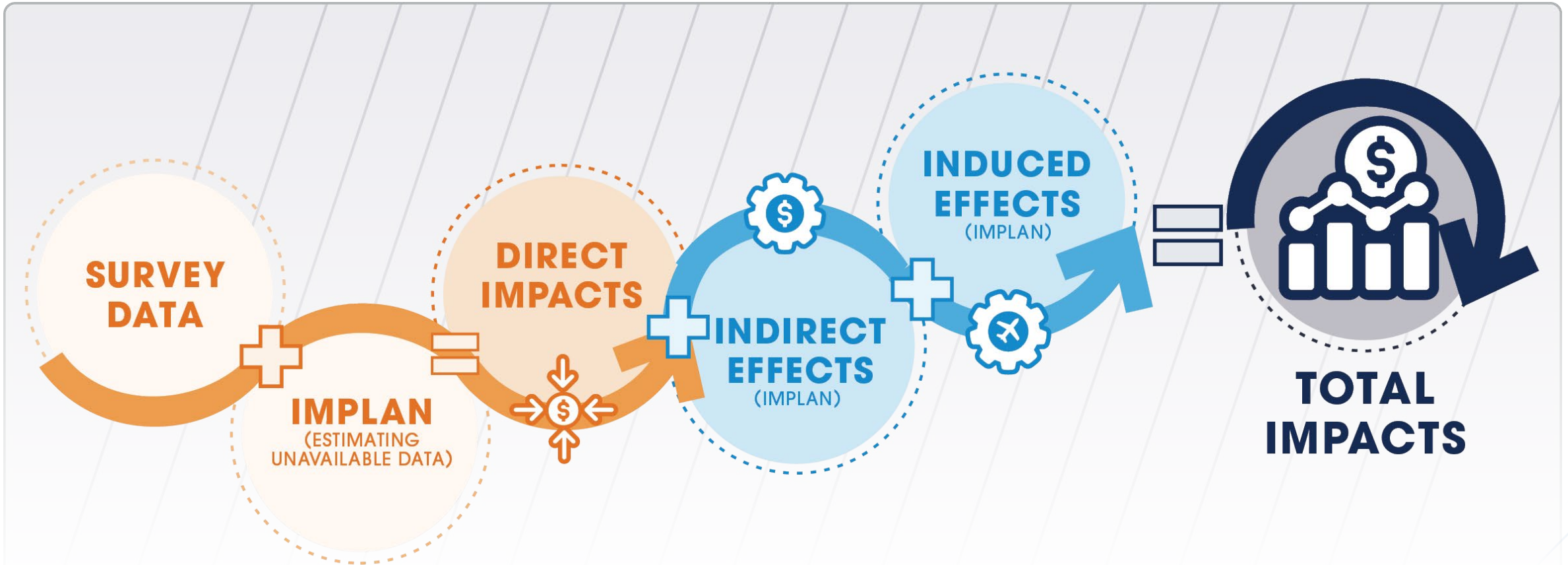




# Example: Visitor Spending



# To Summarize...



# Economic Impact Results



A blurred, dark blue-tinted background image of an airplane on a tarmac, with the nose and cockpit area visible on the left side.

# **The Statewide Economic Impact of the Commonwealth's 65 airports is.....**



# Statewide Economic Impact



	JOBS	WAGES	GSP	OUTPUT
DIRECT	129,491	\$9,136,589,000	\$15,271,619,000	\$24,749,449,000
INDIRECT	44,237	\$3,367,675,000	\$5,224,508,000	\$8,929,236,000
INDUCED	45,677	\$2,686,975,000	\$5,346,981,000	\$8,332,893,000
TOTAL	<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*

# State of the Industry



# State of the Commonwealth's Industry



## **Blackstone / Allen C. Perkinson Airfield (KBKT):**

*Defense/UAS companies are clustering at KBKT—relocations and capital spend are following FAA's first U.S. public-use vertiport approval, turning a dual-use airfield into a visible AAM/UAS test and training node.*



## **Hampton Roads Executive (KPVG):**

*Aggressive hangar/apron build-out backed by DOAV/VAB funding is creating capacity for corporate flight departments and AAM test operations*



## **Bridgewater / Dynamic Aviation (KVBW):**

*The Virginia aerospace employer is expanding its fleet and capabilities in-state, implying sustained or increased on-airport employment and supplier activity.*



## **Dulles International (IAD) & Reagan National (DCA)**

*IAD and DCA have experienced 17% growth in enplanements since the previous study.*

# Other Industry Changes



**COVID  
Recovery**



**Increased Labor  
Costs**



**Workforce  
Shortages**



**Increased construction  
material costs**



**Record  
Inflation**

# Project Deliverables





# Technical Report



**Chapter 1. Study Introduction**

Airports serve as dynamic centers of business activity, supporting a wide range of industries beyond air transportation. These airports contribute to local, regional, and statewide economies by generating jobs, attracting investment, and enabling efficient movement of people and goods. Their presence enhances connectivity and strengthens the economic vitality of the communities they serve.

To display the role Aviation (DOAV) has the economic value residents, business airport stakeholders with the information

**1.1. Study Area**  
According to the facilities. However, the VAS includes 6 10 are privately owned a range of function (GA).

Virginia's nine Commonwealth to including private international destinations while Table 1.1.c

**Figure 1.1 Virginia Airport System (Map)**

**Table 1.1 Virginia Airport System (List)**

Associated City	Airport	FAA ID	Ownership
<b>Commercial Service</b>			
Arlington	Ronald Reagan Washington National	DCA	Public
Charlottesville	Charlottesville-Albemarle	CHO	Public
Dulles	Dulles International	IAD	Public
Lynchburg	Lynchburg Regional	LHY	Public
Newport News	Newport News-Williamsburg International	PHF	Public
Norfolk	Norfolk International	ORF	Public
Richmond	Richmond International	RIC	Public
Roanoke	Roanoke-Blacksburg	ROA	Public
Staunton	Shenandoah Valley Regional	SFD	Public
<b>General Aviation</b>			
Arlington	Virginia Highlands	VII	Public
Blacksburg	Virginia Tech-Montgomery Executive	BOB	Public
Blacksburg	Allen C. Perkins Municipal	BKT	Army
Bridgewater	Bridgewater Air Park	VBW	Private
Brookneal	Brookneal-Campbell County	0V4	Public
Bumpass	Lake Anna	7W4	Private
Chase City	Chase City Municipal	0XE	Public
Clarksville	Lake County Regional	W63	Public
Croze	Croze Municipal	W61	Public
Quipeper	Quipeper Regional	CIR	Public
Danville	Danville Regional	DAN	Public
Dublin	New River Valley	PSK	Public
Emporia	Emporia-Greenville Regional	EMV	Public
Farmville	Farmville Regional	FVX	Public
Forest	New London	W90	Private
Franklin	Franklin Regional	FKN	Public
Fredericksburg	Shannon	1ZJ	Private
Front Royal	Front Royal-Warren County	FRR	Public
Galax Hillsville	Twin County	HLX	Public
Gordonsville	Gordonsville Municipal	0VE	Public
Hot Springs	Ingalls Field	HSP	Public
Jonesville	Lee County	0VG	Public
Kenbridge	Lunenburg County	W61	Public
Lawrenceville	Brunswick Municipal	LVL	Public



# Executive Summary

**VIRGINIA AIRPORT SYSTEM**  
Economic Impact Study

**EXECUTIVE SUMMARY**

**VIRGINIA**  
AIRPORT SYSTEM  
ECONOMIC IMPACT STUDY

airporeconimpactva.com

**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.

Virginia's airports airport boundaries in total, the airport to Gross State Product activity exceeds the Commonwealth. Was on Florida's economy.

### 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. By quantifying these contributions, such as Jobs, Wages, GSP, and Total Economic Impact (Output) the economic impact analysis demonstrates the role airports play within the State's economy. The economic measures used throughout this report are defined below.

#### JOBS

The total number of people working because of the airport or company, 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 the economy. It's 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 value an airport adds to Virginia's economy. 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 is measured individually and then combined to show the full scope of aviation's economic influence.

#### Direct, Indirect, and Induced Impacts

Direct impacts reflect the immediate activity at airports—operations, on-airport businesses, and visitor spending in local communities.

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. Where data gaps existed, analysts used IMPLAN, an industry-standard economic modeling tool, to fill in missing information and apply multipliers.

#### The Big Picture

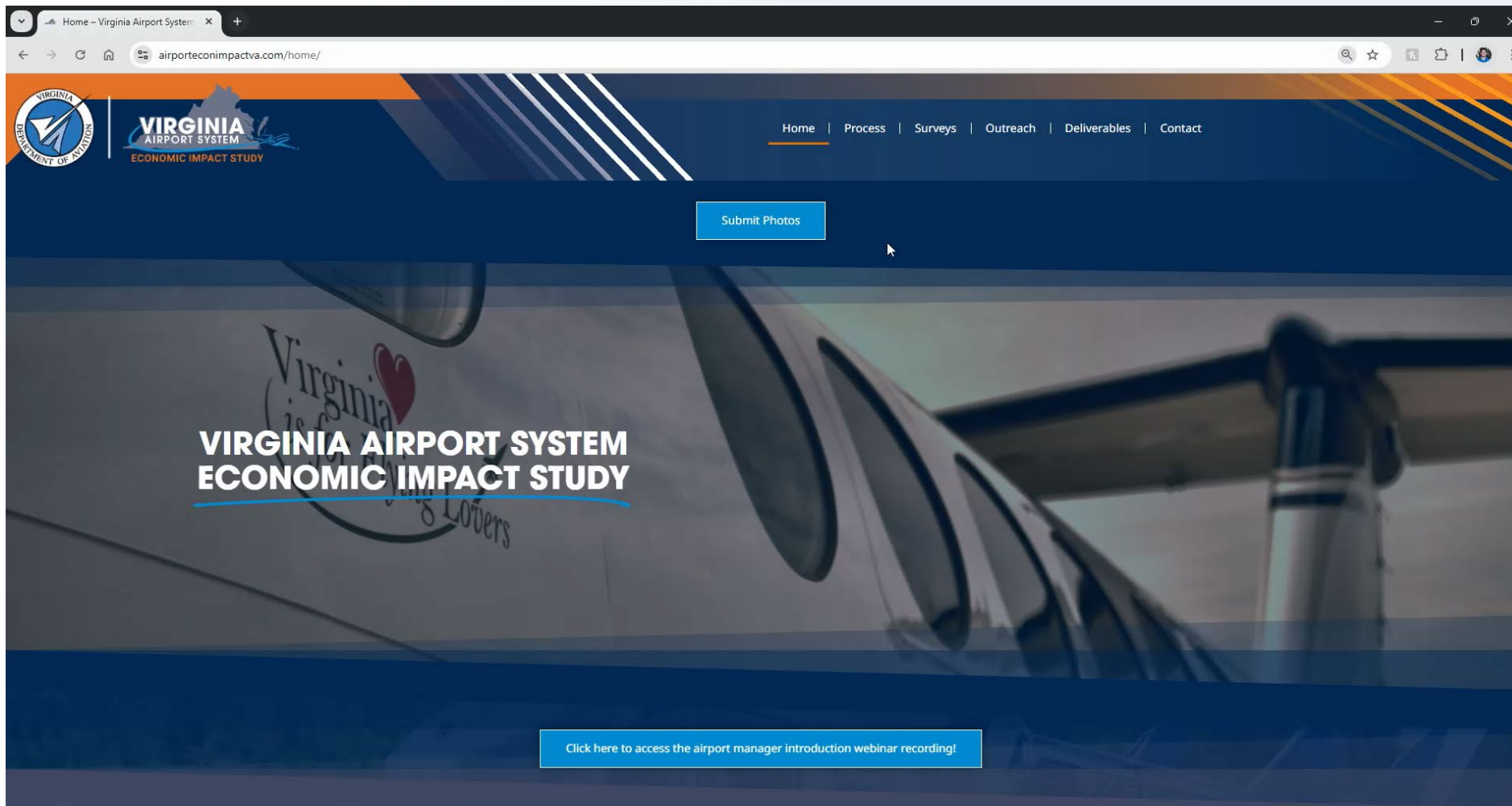
Together, these impacts reveal how Virginia's aviation system drives jobs, income, and growth across the state—extending far beyond airport boundaries and into every corner of the economy.

**SURVEY DATA** + **IMPLAN (ESTIMATING UNAVAILABLE DATA)** = **DIRECT IMPACTS** + **INDIRECT EFFECTS (IMPLAN)** + **INDUCED EFFECTS (IMPLAN)** = **TOTAL IMPACTS**

airporeconimpactva.com



# Project Website



# Start Spreading the News



**Present to City  
and County Staff**



**Community Meetings  
and Workshops**



**Public Reports and  
Publications**



**Social Media  
Campaigns**

# Thank You ALL!



***Stephen Smiley***

*Department of Aviation*

☎ (804) 236 3627

✉ [Stephen.Smiley@doav.virginia.gov](mailto:Stephen.Smiley@doav.virginia.gov)



***Tom Gibson, C.M.***

*Kimley-Horn*

☎ (703) 674 1367

✉ [Thomas.Gibson@kimley-horn.com](mailto:Thomas.Gibson@kimley-horn.com)

