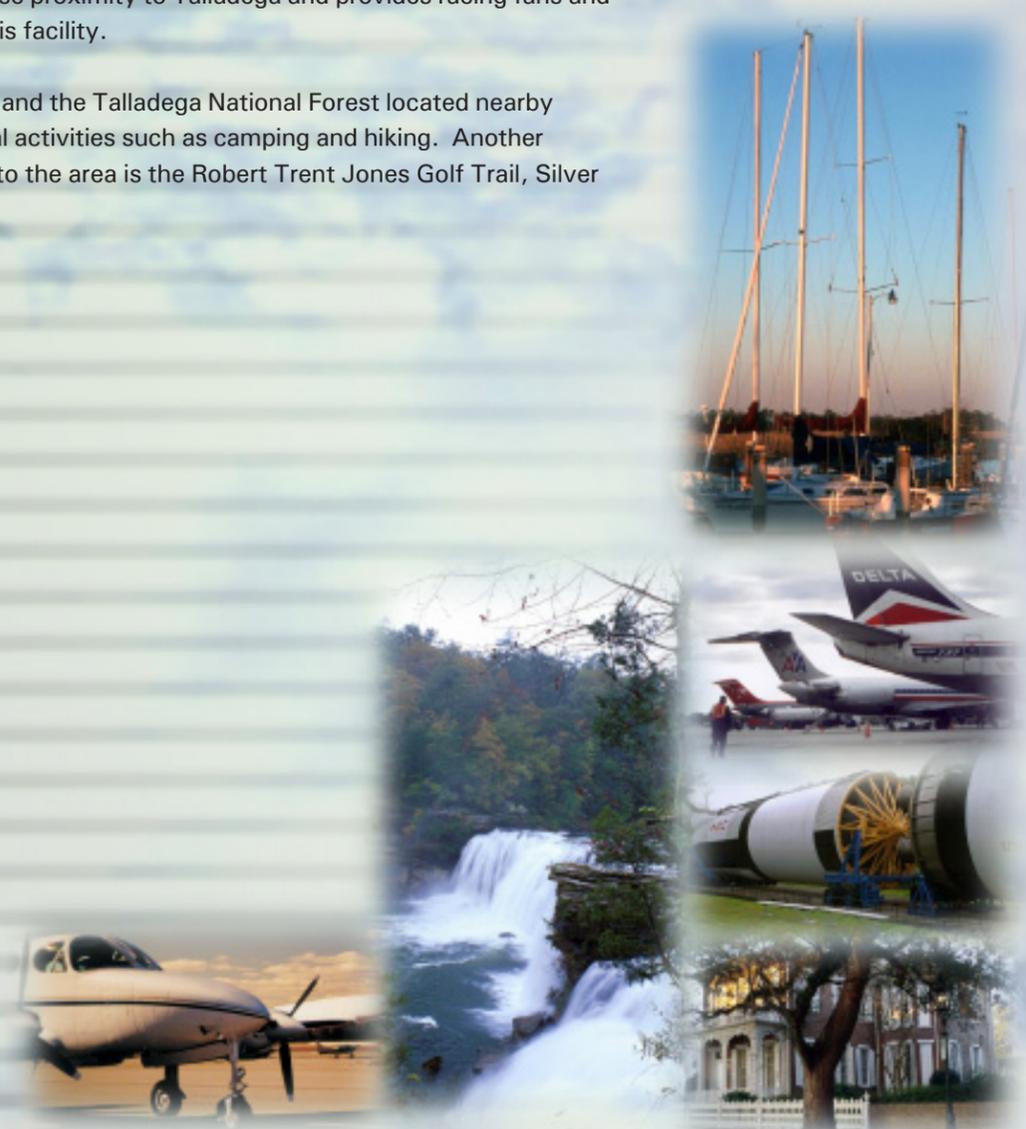


Anniston Metropolitan Airport supports a variety of aviation activity. Corporate and business use of the airport is extensive. The airport is used for law enforcement, emergency medical evacuation, and forest fire fighting. The airport is also used occasionally for recreational flying, agricultural spraying, and air shows.

Two NASCAR races take place at the nearby Talladega Superspeedway. The airport is in close proximity to Talladega and provides racing fans and teams access to this facility.

Cheaha State Park and the Talladega National Forest located nearby provide recreational activities such as camping and hiking. Another popular attraction to the area is the Robert Trent Jones Golf Trail, Silver Lakes Course.



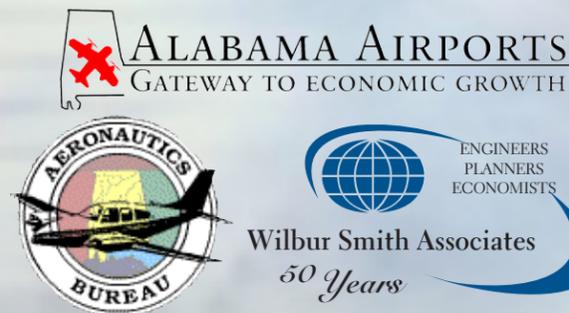
Alabama Airports: Gateway to Economic Growth

*Anniston Metropolitan Airport
is responsible for \$6.38 million
in annual economic activity*



For more information on Alabama airports contact

Alabama Department of Transportation
Aeronautics Bureau
1409 Coliseum Boulevard
Montgomery, Alabama 36130
Tel. (334) 242-6820



Alabama Airport System

Alabama's 84 airports and 52 heliports are the gateway to the economic growth of our state. They are absolutely critical to our industrial and economic recruitment efforts, and to the retention and expansion of our existing businesses.

"If the airport wasn't here, Briggs & Stratton wouldn't be here."
 Dave DeBaets, Vice President & General Manager Large Engine Division, Briggs & Stratton Corporation, Auburn, Alabama

1 in 3 People Employed In Alabama Work For A Company That Uses

General Aviation. A survey of 2,800 major Alabama companies revealed that 1 out of every 3 people employed in Alabama works for a company that directly uses general aviation in some way in the performance of its business. The study also found that for a recent 12 month period in Alabama there were 95 locations announced for distributors, manufacturers, headquarters operations and selected service industries. Each one of these new facilities located within 17 miles of a general aviation airport, with one in four located near the larger air carrier airports.

"Most companies will not locate a plant unless there is an airport nearby."
 Cary Baker, Shaw Industries, Andalusia, Alabama

Tourism impact of aviation in Alabama is overwhelming. Tourism generates 6.1 billion dollars for Alabama's economy every year, with both commercial service and general aviation airports bringing in more than 2.5 million visitors. One good example of the economic impact is the Robert Trent Jones Golf Course trail. Since its inception, this unique Alabama

attraction has generated more than 4.1 billion dollars in tourism revenues for our state, with 40% of all people who use these facilities arriving by air. Stated differently, aviation has contributed directly to the generation of 1.6 billion dollars in the Alabama economy through the Robert Trent Jones Golf Course Trail alone. Alabama's beautiful Gulf Coast resort areas, the Talladega Super Speedway, the new Tuskegee Airmen Museum and numerous hunting and fishing concerns statewide also rely heavily on Alabama's aviation system as part of their contribution to tourism. And visitors to each of these attractions use Alabama's hotels, resorts, restaurants and retail establishments.

"As aviation continues to grow on Alabama's Gulf Coast, tourism will grow right along with it."
 Herb Malone, President/CEO Alabama Gulf Coast Convention & Visitors Bureau

FAA Study Quantifies Impacts. The specific airport impacts were determined in a recent comprehensive economic impact study funded by the Federal Aviation Administration, which this brochure summarizes. Each airport was surveyed, with on-airport (direct) and visitor-related (indirect) expenditures measured. The multiplier effect of these benefits was then calculated to determine the total airport-related impacts. For example, when an airport employee buys local goods and services, **First Round Impacts** support additional economic activity in the community. The total economic impact is the sum of all direct and multiplier impacts.

In addition to economic benefits, Alabama's airports provide a number of critical services for our residents including emergency medical flights, police and fire support, traffic reporting, search and rescue operations, wildlife resource management, agricultural operations, emergency readiness and disaster relief among others.

Second Round Impacts
 \$2.4 Billion

Total Statewide Impacts	
	\$4.7 Billion
	\$1.8 Billion
	73,140

Economic Impact Anniston Metropolitan Airport

Anniston Metropolitan Airport is located five miles southwest of Anniston, Alabama, in Calhoun County. The airport is located approximately one mile south of Interstate 20 on State Highway 21. The Anniston Metropolitan Airport is 60 miles east of Birmingham and 90 miles west of Atlanta. The 678-acre airport has one runway, Runway 5/23, which measures 7,000 feet in length. The airport, with 71 based aircraft, experiences approximately 34,151 aircraft operations annually.

Major employers in the community include Anniston Army Depot, Regional Medical Center, Springs Industries, Werner, North American Bus Industries, Jacksonville State University, Bostrom Seating, United Defense, Super Value, and Federal Mogul.

Impacts Types

First Round Impacts include both direct and indirect impacts. Direct impacts are defined as those benefits that are associated with companies or businesses located on the airport. Indirect impacts generally occur off-airport and are usually attributed to the spending of visitors who arrive in the State via an Alabama airport.

Secondary Impacts primarily consist of induced impacts. Induced impacts are those benefits that are the result of the recirculation of direct and indirect impacts within the economy. Recirculation of direct and indirect impacts within an economy is frequently referred to as the "multiplier effect."

Impact Measures



Impact Measures

Employment measures the number of the people employed in the aviation industry and the share of those employed in sectors that support aviation or aviation use. The employment measure is based on full-time equivalent positions.

Payroll measures the annual salary and benefits paid to all workers who directly or indirectly owe their jobs to aviation.

Output measures the dollar value of all aviation and aviation-related services plus the sum of the sum of intermediate goods and services needed to produce aviation services. Output for aviation-related tenants is typically assumed to be the sum of annual gross sales and average annual capital expenditures.

