

Tennessee Department of Transportation Aeronautics Division

AVIATION ECONOMIC IMPACT STUDY

Executive Summary



AEIS 
TENNESSEE
Aviation Economic Impact Study

TASP 



Tennessee Relies on Aviation

Tennessee's airports serve far more than just residents. More than 7.8 million out-of-state visitors traveled through the state's commercial service and general aviation airports, contributing approximately \$7 billion to Tennessee's economy. Beyond supporting tourism, the state's airports directly employ about 1,537 people and are home to nearly 734 businesses. Together, these businesses employ an additional 49,554 people, generating nearly \$20 billion in economic activity through their on-airport operations alone.

The impact of Tennessee's aviation system extends well beyond passenger travel. The state's airports also play a vital role in freight and cargo transportation, supporting more than 73,000 jobs and generating approximately \$22.7 billion in economic impact.

To better understand the value Tennessee's airports bring to the state, the Tennessee Department of Transportation (TDOT) Aeronautics Division conducted this Aviation Economic Impact Study. Using data collected during calendar year 2025, the study provides a snapshot of the economic contributions made by Tennessee's 76 system airports. As a whole, these airports generate an estimated \$53.8 billion in economic impact, demonstrating the critical role aviation plays in supporting jobs, businesses, and economic growth across the state.



Tennessee's Statewide Aviation Benefits

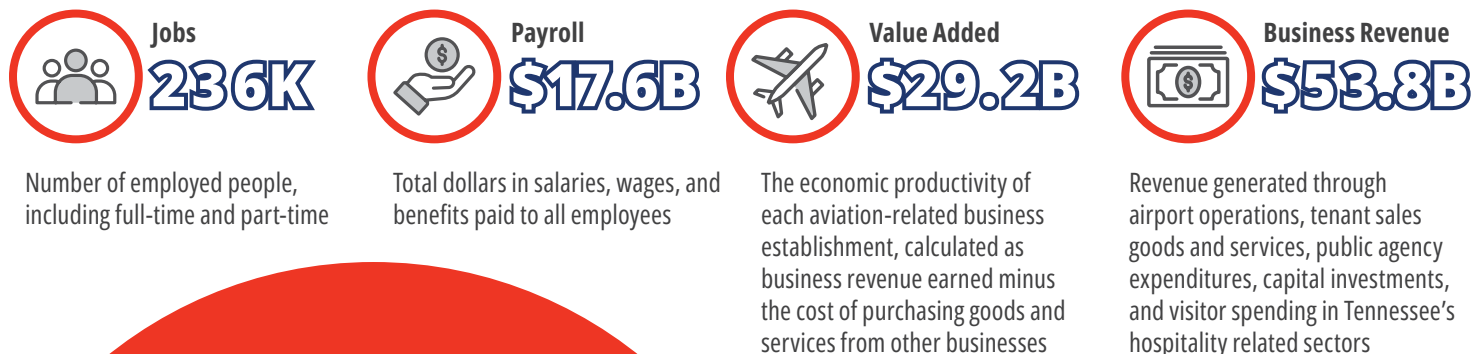
Tennessee's airports generate economic value through three primary areas: on-airport activities, visitor spending, and freight/cargo operations. Together, these sectors contribute an estimated \$53.8 billion in total economic impact across the state



What is Economic Impact?

Tennessee's airports play a vital role in supporting local, regional, national, and international economies through the movement of people, goods, and services. Airports connect businesses to customers and suppliers, enable residents and visitors to travel efficiently, and provide critical links for cargo transportation. They also serve as important gateways to the state, often shaping visitors' first impressions and influencing business location and investment decisions. A strong and diverse airport system helps drive economic growth and supports communities across Tennessee.

The economic impact of each airport, TDOT region, and the state is measured using the economic indicators shown below. In 2025, Tennessee's aviation system supported 235,624 jobs, generated \$17.6 billion in payroll, contributed \$29.1 billion in value added, and produced \$53.8 billion in business revenue statewide.



How is Economic Impact Measured?

Tennessee's airports serve as a significant economic asset, supporting businesses, jobs, tourism, and trade across the state. This study evaluated three primary sources of economic impact: direct impacts, multiplier impacts, and freight/cargo impacts. In 2025, these activities generated an estimated \$53.8 billion in economic impact, highlighting the substantial contribution of Tennessee's aviation system to the state's economy.

Direct impacts represent the economic activity generated through airport operations, aviation-related businesses, and visitors arriving through Tennessee airports. These impacts include commercial airline and general aviation services, airport management and administration, construction and capital improvement projects, and businesses located on airport property that rely on aviation access. Spending by out-of-state visitors traveling through Tennessee airports is also included, reflecting expenditures made within local communities. Expenditures by Tennessee residents were excluded to ensure the analysis measured only new economic activity entering the state.

Direct impact estimates were developed using information provided by airport operators, aviation businesses, and visitor surveys conducted throughout Tennessee. Additional employment and economic data were obtained from federal sources and incorporated into the economic modeling system to quantify aviation-related economic activity.

Multiplier impacts account for the additional economic activity created when aviation-related dollars circulate throughout Tennessee. These effects occur when airports, aviation businesses, and visitor-serving establishments purchase goods and services from Tennessee suppliers. Additional spending by employees further expands economic activity as income is spent on housing, healthcare, retail purchases, and other household needs. These transactions support jobs and business activity across numerous industries.

The study also examined freight and cargo impacts, reflecting the importance of Tennessee's airports in facilitating the movement of goods. These impacts include products shipped through airport facilities to domestic and international markets, as well as goods transported into Tennessee for manufacturing, distribution, business operations, and consumer purchases.

Economic impact estimates were derived from direct impacts, multiplier impacts, and freight/cargo impacts. These measurements provide a comprehensive understanding of how Tennessee's airports contribute to economic growth, support employment, strengthen business activity, and facilitate commerce throughout the state.

Airport-Specific Direct Impacts



On-Airport Activity

Airport Administration
Airport Tenants
Construction



Visitor Spending

Commercial Service
General Aviation

Airport-Specific Direct Impacts



Airport-Generated Multiplier Impacts



Statewide Freight/Cargo



Total Economic Impact of Aviation in Tennessee





On-Airport Impacts

The most visible economic benefits generated by airports occur directly on airport property. These impacts result from airport administration and operations, businesses located at airports, and the employees who support these activities. Airport tenants include a wide range of organizations, such as fixed-base operators (FBOs), airlines, aircraft maintenance providers, manufacturers, government agencies, and other businesses that rely on airport access.

Based on 2025 data, Tennessee's airports directly support approximately 1,537 employees and are home to nearly 734 businesses. These organizations range from aviation-focused enterprises to non-aviation tenants that benefit from airport connectivity. Collectively, these businesses directly employ 49,554 workers across the state.

Airport capital improvement projects and infrastructure investments also contribute significantly to economic activity. Construction-related expenditures associated with airport development generated approximately \$2 billion in economic impact from public and private investments during 2025. These investments support jobs, business activity, and long-term improvements to Tennessee's aviation system.

When direct airport operations, tenant activities, and construction-related spending are combined, Tennessee's airports generated a statewide impact of 102,677 jobs, \$7.8 billion in payroll, \$12.0 billion in value added, and \$20.7 billion in business revenue in 2025.

This on-airport activity represents a substantial portion of the overall \$53.8 billion economic impact generated by Tennessee's aviation system in 2025.


Commercial Service Business
Tenants Generated

\$16.3B


General Aviation Business
Tenants Generated

\$1.5B

\$17.9B

Total Economic Impact of
Business Tenants



Visitor Spending Impacts

Tennessee's airports play an important role in connecting the state to travelers from across the country and around the world. For many visitors, the airport experience shapes their first and last impressions of Tennessee and can influence future travel decisions. In 2025, Tennessee welcomed nearly 147 million visitors, including an estimated 7.1 million travelers arriving through the state's commercial service airports. An additional 740,000 visitors entered Tennessee through its general aviation airports. These visitors contribute to the economy by spending money on lodging, dining, transportation, entertainment, and other local goods and services.

To better understand visitor spending patterns, passengers were surveyed in person at Tennessee's major commercial service airports, including Nashville International Airport (BNA), Frederick W. Smith International Airport (MEM), McGhee Tyson Airport (TYS), Lovell Field (CHA), and Tri-Cities Airport (TRI). Responses from thousands of travelers provided insight into visitor expenditures and travel behavior. Survey results indicated that 61 percent of respondents traveled to Tennessee for leisure or personal purposes, while 39 percent visited for business-related activities. Visitor spending estimates reflect expenditures made by out-of-state travelers and do not include spending by Tennessee residents.

To assess spending associated with general aviation travel, surveys were also distributed at airports and fixed-base operators (FBOs) throughout the state. Additional information from aviation travelers, along with comparable data sources, was used to estimate the economic contribution of general aviation visitors. Visitor expenditures associated with air travel generated more than \$10.3 billion in direct economic activity across Tennessee.

Visitor spending supported 59,907 jobs, generated approximately \$3.4 billion in payroll, produced \$6.7 billion in value added, and accounted for more than \$10.3 billion in business revenue throughout Tennessee.



Statewide total Economic impact
due to Commercial Service Visitors

31%



Statewide total Jobs associated
with Visitor Spending Impacts

36%



Jobs

103K



Payroll

\$7.8B



Value Added

\$12.0B



Business Revenue

\$20.7B



Jobs

59K



Payroll

\$3.4B



Value Added

\$6.7B



Business Revenue

\$10.5B





Air Cargo

Tennessee's airports are a key part of the transportation network that moves goods throughout the state, across the country, and around the world. Air cargo services help businesses receive raw materials, ship products, and connect with customers in domestic and international markets. These services support efficient supply chains, expand market opportunities, and help Tennessee businesses remain competitive. The freight and cargo impacts presented in this study represent economic activity associated with Tennessee industries and businesses. Cargo that passes through the state without supporting economic activity in Tennessee was not included in the analysis.

Transportation equipment, precision instruments, textiles and leather products, and pharmaceuticals represent the largest air cargo commodities moving through Tennessee airports. While many commodity groups exhibit similar inbound and outbound shipment values, pharmaceutical products account for a substantially larger share of incoming cargo, indicating the state's reliance on these goods.

Freight and cargo activity supported 73,040 jobs, generated approximately \$6.4 billion in payroll, contributed \$10.4 billion in value added, and produced \$22.7 billion in business revenue across Tennessee. These impacts demonstrate the important role Tennessee's airport system plays in supporting commerce, industry, and economic growth throughout the state.

INBOUND

Precision Instruments and Apparatus

\$4,131,000,000

Pharmaceutical Products

\$2,329,000,000

Transportation Equipment, not elsewhere classified

\$703,000,000

Electronic and Other Electrical Equipment and Components, and Office Equipment

\$678,000,000

Miscellaneous Manufactured Products

\$81,000,000

Other

\$158,000,000

OUTBOUND

Mixed Freight

\$1,026,000,000

Precision Instruments and Apparatus

\$191,000,000

Electronic and Other Electrical Equipment and Components, and Office Equipment

\$151,000,000

Pharmaceutical Products

\$114,000,000

Motorized and Other Vehicles (includes parts)

\$99,000,000

Other

\$264,000,000

ALL COMMODITIES

\$8B
INBOUND

\$2B
OUTBOUND



Tax Impacts

Tennessee airports generate significant state and local tax revenue through a variety of sources. For example, aviation fuel purchased by airport users is subject to fuel taxes, while airport tenants collect sales taxes on products sold to customers. Using data from the Tax Foundation, the U.S. Bureau of Economic Analysis, and other federal, state, and local sources, the tax impacts associated with Tennessee airports were estimated. These direct airport activities generate nearly \$1.4 billion in state and local tax revenue.

SOURCE OF STATE AND LOCAL TAX REVENUES

Visitor Spending	\$811,595,639
Airport Tenants	\$426,302,052
Airport Employees	\$122,592,525
Aviation Fuel Tax	\$25,705,500
Property Tax on Privately-Owned, Public-Use Airports	\$14,640

ESTIMATED 2025 ANNUAL REVENUES

TOTAL
\$1.4B



Jobs

73k



Payroll

\$6.4B



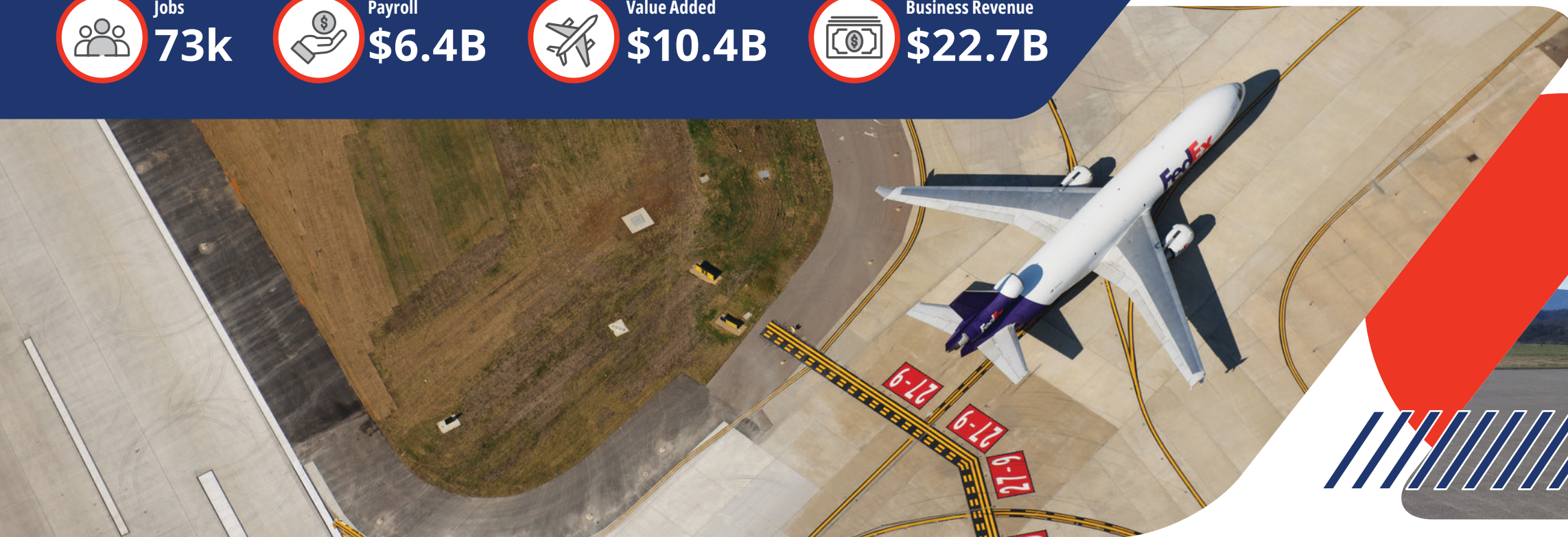
Value Added

\$10.4B



Business Revenue

\$22.7B





Region 1 Profile

Located in East Tennessee, Region 1 is served by 15 public-use airports. Bordering North Carolina, Virginia, and Kentucky, the region's aviation system supports business activity, tourism, regional connectivity, and access to major destinations throughout the Southeast.

Airports across Region 1 support economic activity by facilitating aviation services, business operations, and employment opportunities. In 2025, the region's airports directly employed approximately 332 people and were home to about 234 on-airport businesses. These organizations represent a diverse range of industries, including air transportation, aircraft maintenance and services, manufacturing, public safety, emergency response, and government operations. Their activities supported an additional 3,749 jobs throughout the region.

Visitor travel is a significant contributor to the regional economy. During 2025, approximately 834,480 visitors arrived through Knoxville McGhee Tyson Airport (TYS), while the region's general aviation airports welcomed an estimated 214,234 additional visitors. These travelers' spending helps support local businesses in lodging, dining, retail, transportation, and entertainment.

Region 1 is home to several of Tennessee's most popular tourism destinations. Great Smoky Mountains National Park, Gatlinburg, and Dollywood attract millions of visitors each year and serve as major economic drivers for the area. Gatlinburg-Pigeon Forge Airport (GKT) provides convenient access for many of these travelers. In addition, the University of Tennessee, sporting events, and business activity generate demand for air travel, making the region's airports important assets for tourism, commerce, and economic development.

\$8.8B

Total Economic Impact



\$1.8B

On-Airport Activity



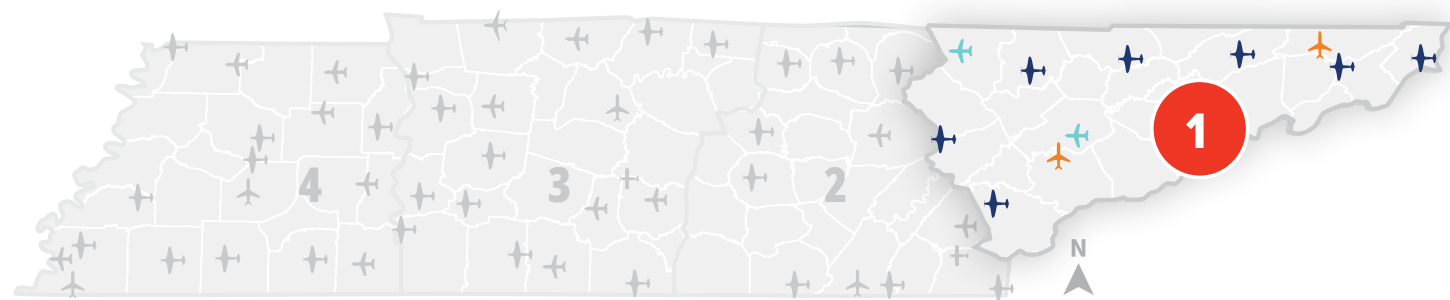
\$1.6B

Visitor Spending



\$5.4B

Freight/Cargo



Regional Highlights

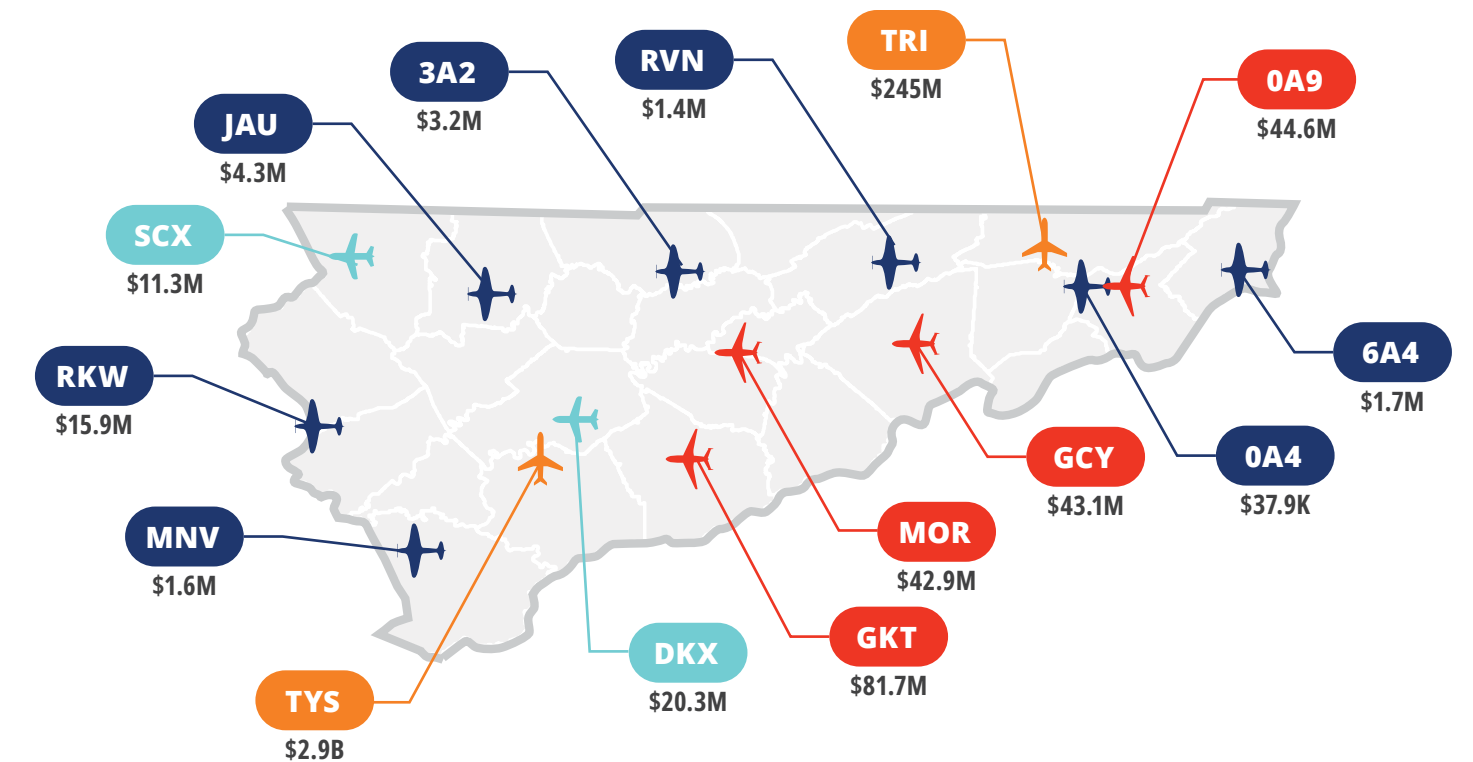


Tri-Cities Airport (TRI) In 2025, Breeze Airways announced new nonstop service to Orlando and Washington D.C., adding new travel options and strengthening business and tourism connectivity for Tennessee.

Greenville Municipal Airport (GCY) is investing in new corporate hangar facilities designed to attract business aviation activity, accommodate larger aircraft, and generate additional airport revenue.

Morristown Regional Airport (MOR) is pursuing airport development and expansion initiatives to support future aviation growth and economic development opportunities in East Tennessee.

McGhee Tyson Airport (TYS) is home to Cirrus Aircraft's Vision Center, the company's primary customer delivery, flight training, and aircraft service facility for owners of Cirrus SR Series aircraft and the Vision Jet.



✈ Commercial Service ✈ Regional Service ✈ Community Business ✈ Community Service ✈ Turf





Region 2 Profile

Located in East-Central Tennessee, Region 2 is served by 18 public-use airports. Extending from the Kentucky border into the heart of Middle Tennessee, the region's aviation system supports economic activity, visitor travel, and access to communities, businesses, and essential services.

Airports throughout Region 2 support economic activity by facilitating aviation services, business operations, and employment opportunities. In 2025, the region's airports directly employed approximately 156 people and were home to more than 139 on-airport businesses. These businesses include aircraft maintenance providers, flight schools, air transportation companies, and other aviation-related enterprises, supporting an additional 1,853 jobs throughout the region.

Visitor activity also contributes significantly to the regional economy. Lovell Field (CHA), the region's only commercial service airport, served approximately 244,906 visitors during 2025. The region's general aviation airports welcomed an estimated 124,308 additional visitors. Spending by these travelers supports local businesses through purchases related to lodging, dining, transportation, retail, and entertainment.

Manufacturing and tourism are key components of Region 2's economy. Cleveland is recognized as a major manufacturing center and is home to numerous national and international companies. Cleveland Regional Jetport (RZR) supports business travel and corporate aviation throughout the area. Chattanooga serves as a hub for commerce, industry, and tourism, attracting visitors with its outdoor recreation, cultural attractions, and vibrant downtown district. Airports across Region 2 help strengthen business connectivity, support visitor travel, and contribute to economic growth throughout the region.

\$5.2B

total economic impact



\$1.3B

On-Airport Activity



\$621M

Visitor Spending



\$3.3B

Freight/Cargo



Regional Highlights

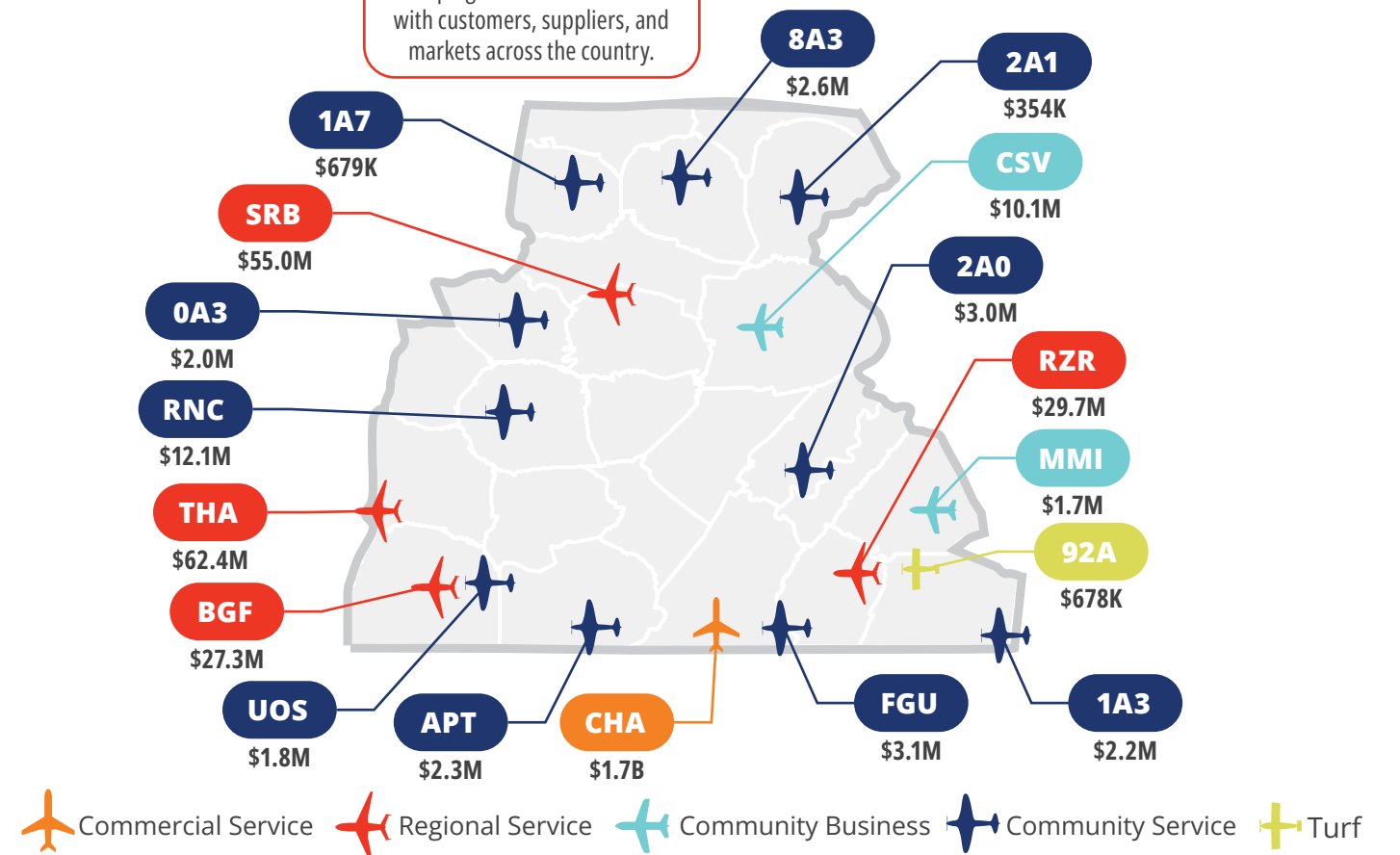


Winchester Municipal Airport (BGF) supports aviation activity near Tims Ford Lake, one of Tennessee's premier outdoor recreation destinations.

Cleveland Regional Jetport (RZR) serves the Bradley County area, a major manufacturing hub in Southeast Tennessee. This area is home to companies such as Amazon, Coca-Cola Refreshments, and Duracell, helping connect businesses with customers, suppliers, and markets across the country.

Jamestown Municipal Airport (2A1) serves as a gateway to Big South Fork National River and Recreation Area, one of the most popular destinations for hiking, horseback riding, camping, and outdoor recreation.

Crossville Memorial Airport (CSV) serves the golf capital of Tennessee, a region known for its championship golf courses.





Region 3 Profile

Located in Middle Tennessee, Region 3 includes 24 public-use airports. Home to the Nashville metropolitan area, the region's aviation system connects businesses, residents, and visitors while supporting economic growth, healthcare, tourism, and commerce throughout the state.

Airports across Region 3 contribute to the regional economy by supporting aviation services, business operations, and employment. In 2025, the region's airports directly employed approximately 595 people and were home to nearly 174 on-airport businesses. These organizations provide a variety of services, including commercial air transportation, aircraft maintenance, flight training, air ambulance operations, and other aviation-related activities. Their operations supported an additional 14,903 jobs throughout the region.

Region 3 is one of Tennessee's busiest aviation markets. During 2025, approximately 5.3 million visitors traveled through the region's commercial service and general aviation airports. Traveler spending supports hotels, restaurants, retail establishments, entertainment venues, transportation providers, and other local businesses.

Nashville serves as the region's economic center and is a leading destination for tourism, entertainment, healthcare, education, and corporate headquarters activity. Nashville International Airport (BNA), the state's largest commercial airport, provides essential access for both business and leisure travelers. The region is also home to several busy general aviation airports, including John C. Tune Airport (JWN), Smyrna Airport (MQY), and Murfreesboro Municipal Airport (MBT), which support corporate aviation, flight training, aircraft maintenance, and economic development throughout Middle Tennessee.

\$25.0B

total economic impact



\$8.4B

On-Airport Activity



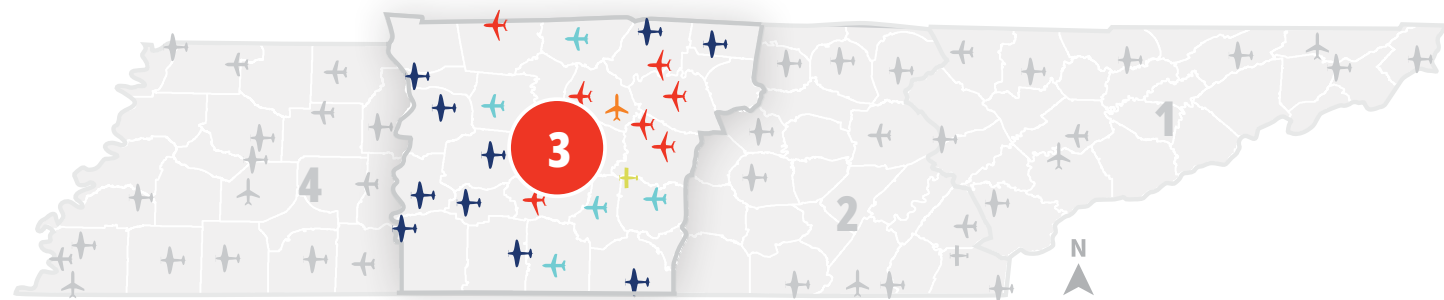
\$6.5B

Visitor Spending



\$10.1B

Freight/Cargo



Regional Highlights

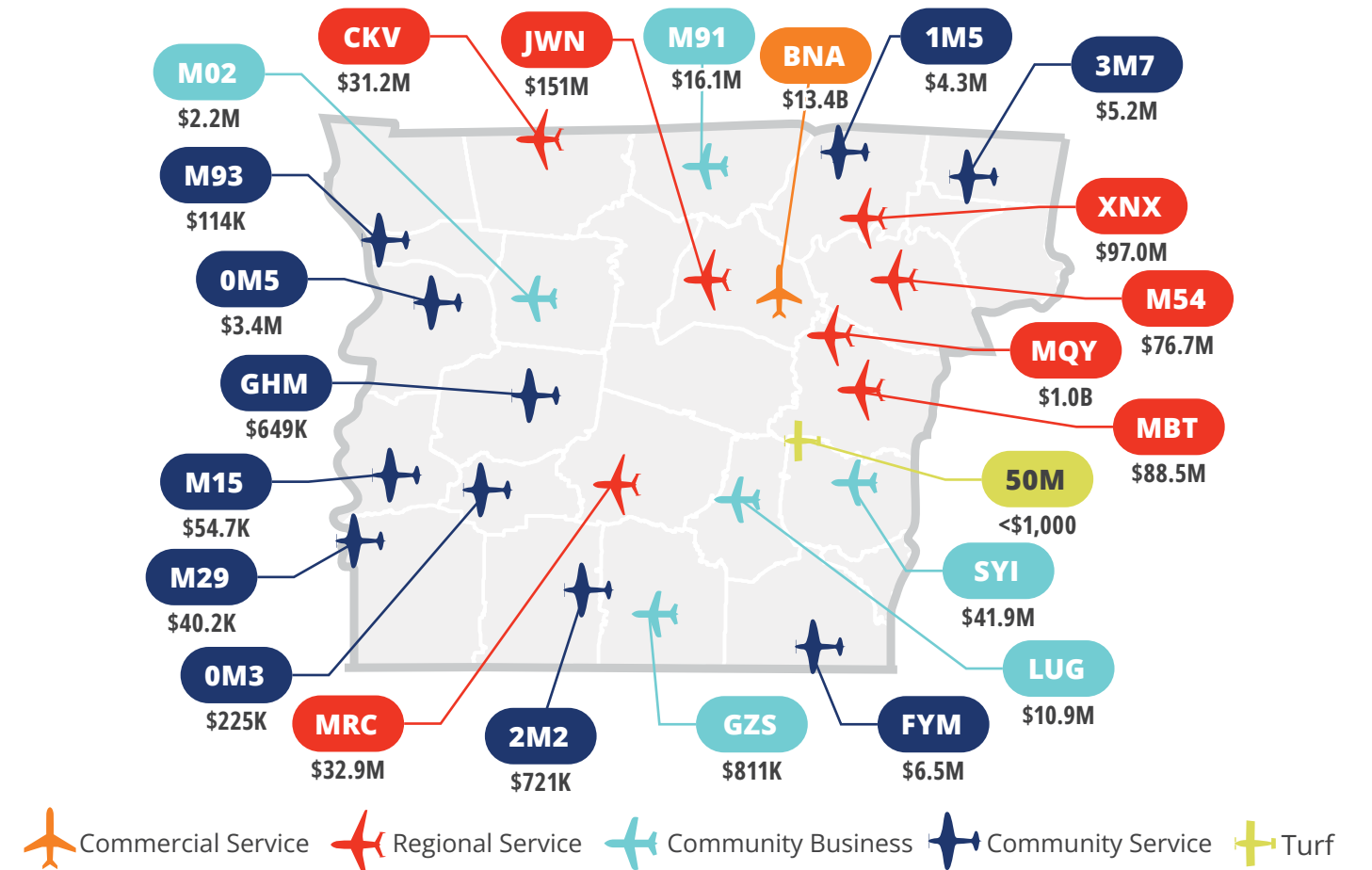


Nashville International Airport (BNA) is one of the fastest growing airports in the United States and serves as the primary gateway to Music City, welcoming tens of millions of passengers annually.

Smyrna Airport (MQY) leases portions of its extensive airfield pavement to Nissan, where thousands of vehicles are staged before being shipped to destinations across the country and around the world.

John C. Tune Airport (JWN) is Nashville's primary reliever airport and serves as a major hub for corporate and business aviation activity in Middle Tennessee.

Clarksville Regional Airport (CKV) serves Fort Campbell and the surrounding region, home to the renowned 101st Airborne Division.





Region 4 Profile

Located in western Tennessee, Region 4 is home to 19 public-use airports. Spanning from the Mississippi River across the state's agricultural and industrial centers, the region's aviation network supports transportation, logistics, manufacturing, agriculture, and economic development.

Airports throughout Region 4 support a wide range of aviation and business activities that contribute to the regional economy. In 2025, the region's airports directly employed approximately 455 people and were home to more than 260 on-airport businesses. These organizations support activities such as agricultural aviation, emergency medical services, corporate aviation, aircraft maintenance, aviation support services, and recreational flying. Their operations supported an additional 28,909 jobs across the region, largely driven by cargo and logistics-related activity.

Visitor travel also contributes to economic activity throughout West Tennessee. Frederick W. Smith International Airport (MEM), the region's commercial service airport, serves both passenger and cargo operations and is one of the nation's leading air cargo facilities. The region's general aviation airports welcomed an estimated 85,973 visitors in 2025, generating spending on lodging, dining, transportation, retail, and entertainment.

Tourism remains an important part of the regional economy. West Tennessee is home to nationally recognized attractions such as Graceland, Beale Street, and numerous music, arts, and historical destinations. Memphis attracts visitors from around the world with its cultural heritage, entertainment opportunities, and business activity. Airports across Region 4 provide essential access for residents, businesses, and visitors, supporting economic development, tourism, and regional connectivity throughout West Tennessee.

\$14.8B
total economic impact



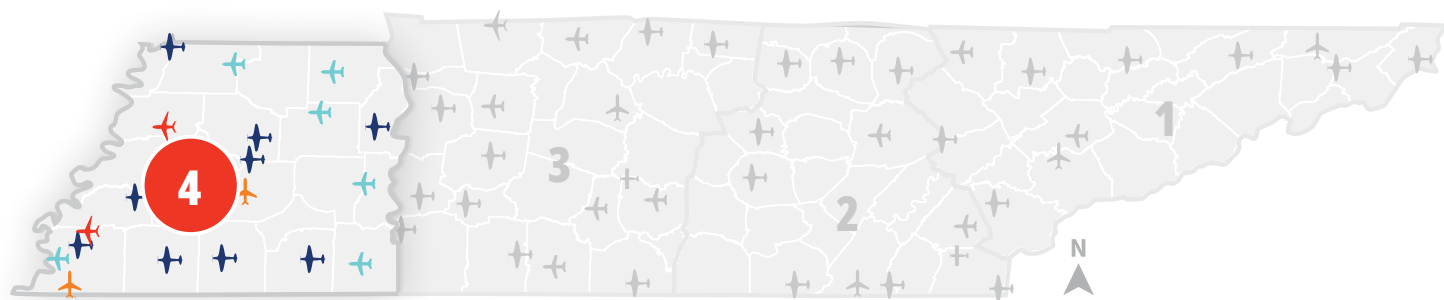
\$9.2B
On-Airport Activity



\$1.7B
Visitor Spending



\$3.9B
Freight/Cargo



Regional Highlights

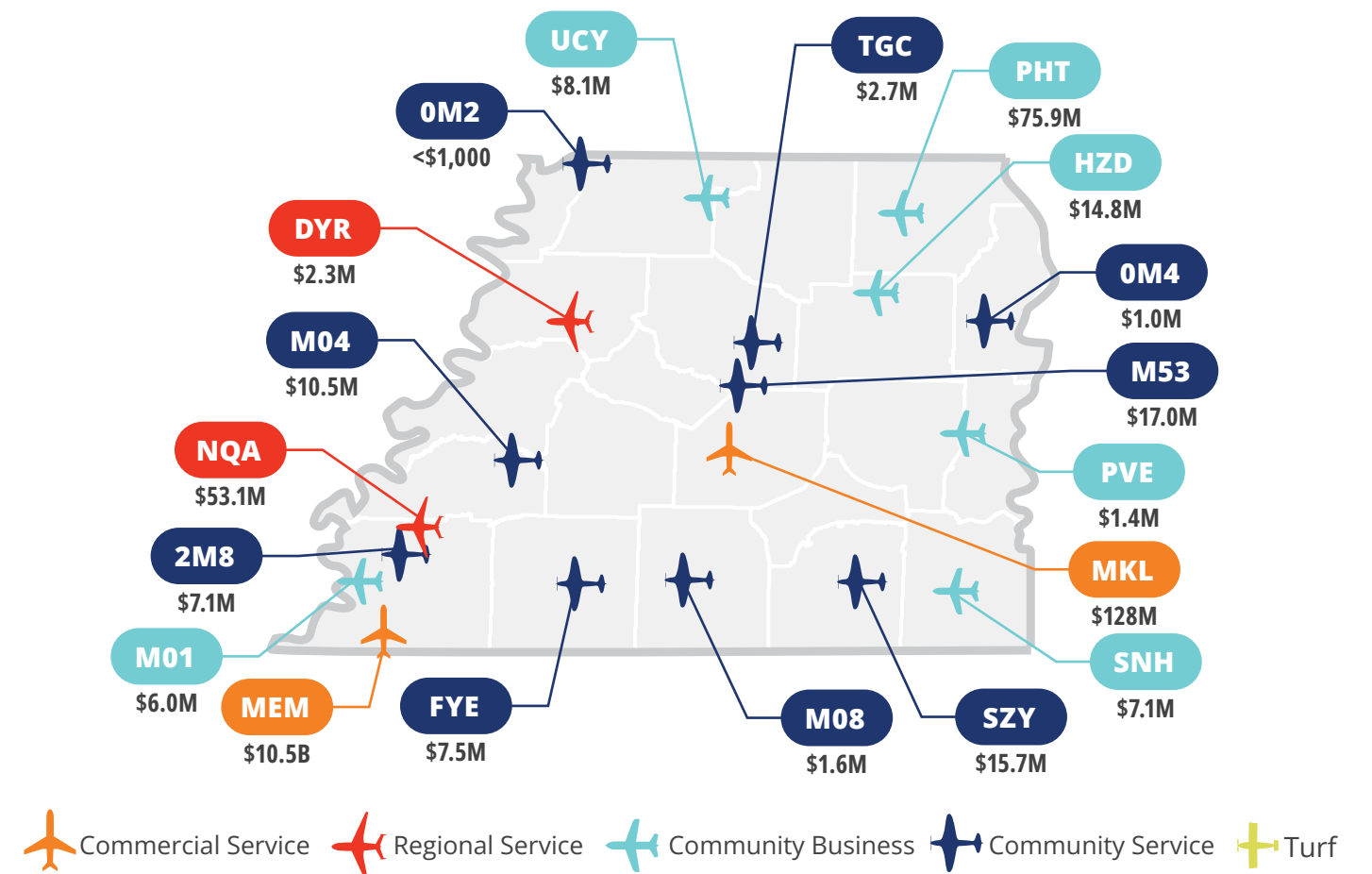


Frederick W. Smith International Airport (MEM) is one of the nation's leading air cargo facilities, connecting West Tennessee to global markets and supply chains.

Millington-Memphis Airport (NQA) occupies former Naval Air Station Memphis, which trained generations of military professionals and remains an important aviation facility in West Tennessee.

Jackson Regional Airport (MKL), formerly known as McKellar-Sipes Airport, was used as a military training base during World War II and still serves as an important part of West Tennessee's aviation network today.

Savannah-Hardin County Airport (SNH) provides convenient access to Shiloh National Military Park, one of the best-preserved Civil War battlefields in the United States.





Summary Table of Economic Impacts by Airport

Associated City	FAA ID	Airport Name	County	Total Jobs	Total Payroll	Total Value Added	Total Economic Impact
Athens	MMI	McMinn County	McMinn	11	\$517,403	\$1,032,071	\$1,722,537
Benton	92A	Chilhowee Gliderport	Polk	4	\$316,001	\$502,900	\$677,611
Bolivar	M08	William L Whitehurst Field	Hardeman	14	\$967,715	\$1,201,417	\$1,588,861
Bristol/Johnson/Kingsport	TRI	Tri-Cities	Sullivan	1,432	\$83,460,186	\$148,937,897	\$244,981,878
Camden	OM4	Benton County	Benton	8	\$436,156	\$666,170	\$1,048,682
Centerville	GHM	Centerville Municipal	Hickman	4	\$291,028	\$459,395	\$649,070
Chattanooga	CHA	Lovell Field	Hamilton	7,311	\$570,618,637	\$975,484,155	\$1,664,051,572
Clarksville	CKV	Outlaw Field	Montgomery	142	\$11,477,581	\$19,096,860	\$31,191,678
Cleveland	RZR	Cleveland Regional Jetport	Bradley	197	\$9,257,554	\$17,864,007	\$29,687,824
Clifton	M29	Hassell Field	Wayne	<10	\$13,624	\$26,706	\$40,230
Collegedale	FGU	Collegedale Municipal	Hamilton	22	\$1,243,562	\$1,753,576	\$3,053,182
Columbia/Mount Pleasant	MRC	Mauzy County	Mauzy	143	\$12,146,899	\$19,460,631	\$32,861,342
Copperhill	1A3	Martin Campbell Field	Polk	15	\$1,131,564	\$1,503,397	\$2,194,698
Covington	M04	Covington Municipal	Tipton	45	\$3,466,401	\$5,969,277	\$10,451,615
Crossville	CSV	Crossville Memorial-Whitson Field	Cumberland	66	\$4,136,833	\$6,357,313	\$10,070,077
Dayton	2A0	Mark Anton	Rhea	22	\$1,465,812	\$2,055,465	\$2,975,429
Dickson	M02	Dickson Municipal	Dickson	13	\$849,108	\$1,393,298	\$2,180,365
Dyersburg	DYR	Dyersburg Regional	Dyer	17	\$969,400	\$1,521,548	\$2,293,656
Eagleville	50M	Puckett Field	Bedford	<10	<\$1,000	<\$1,000	<\$1,000
Elizabethton	OA9	Elizabethton Municipal	Carter	222	\$14,441,553	\$25,586,218	\$44,577,623
Fayetteville	FYM	Fayetteville Municipal	Lincoln	40	\$2,993,292	\$4,517,210	\$6,532,219
Gainesboro	1A7	Jackson County	Jackson	4	\$266,290	\$374,213	\$679,322
Gallatin	XNX	Music City Executive	Sumner	362	\$33,343,644	\$58,232,641	\$97,033,916
Greeneville	GCY	Greeneville Municipal	Greene	272	\$17,487,280	\$28,309,009	\$43,141,855
Hohenwald	OM3	Paul Bridges Field	Lewis	2	\$70,654	\$151,222	\$225,332
Humboldt	M53	Humboldt Municipal	Gibson	59	\$5,470,945	\$9,188,012	\$16,982,244
Huntingdon	HZD	Carroll County	Carroll	61	\$4,931,720	\$8,367,153	\$14,791,056
Jacksboro	JAU	Colonel Tommy C Stiner Airfield	Campbell	28	\$1,886,916	\$2,836,368	\$4,261,392
Jackson	MKL	Jackson Regional	Madison	656	\$47,893,467	\$72,393,023	\$128,192,032
Jamestown	2A1	Jamestown Municipal	Fentress	3	\$163,025	\$216,131	\$353,942
Jasper	APT	Marion County - Brown Field	Marion	19	\$791,478	\$1,303,147	\$2,335,211
Johnson City	OA4	Johnson City	Washington	4	\$25,156	\$30,153	\$37,921
Knoxville	DKX	Knoxville Downtown Island	Knox	122	\$7,915,158	\$11,682,287	\$20,325,632
Knoxville	TYS	McGhee Tyson	Blount	14,542	\$930,030,296	\$1,681,038,500	\$2,876,119,760
Lafayette	3M7	Lafayette Municipal	Macon	30	\$2,105,460	\$3,113,244	\$5,164,269
Lawrenceburg	2M2	Lawrenceburg-Lawrence County	Lawrence	5	\$375,665	\$529,385	\$720,906
Lebanon	M54	Lebanon Municipal	Wilson	377	\$28,758,027	\$48,026,354	\$76,684,834
Lewisburg	LUG	Ellington	Marshall	61	\$4,824,391	\$7,264,579	\$10,865,061

Associated City	FAA ID	Airport Name	County	Total Jobs	Total Payroll	Total Value Added	Total Economic Impact
Lexington-Parsons	PVE	Beech River Regional	Henderson	12	\$670,535	\$997,204	\$1,412,888
Linden	M15	James Tucker	Perry	1	\$14,958	\$37,653	\$54,744
Livingston	8A3	Livingston Municipal	Overton	19	\$1,302,165	\$1,758,058	\$2,644,276
Madisonville	MNV	Monroe County	Monroe	10	\$565,572	\$1,068,503	\$1,630,817
McKinnon	M93	Houston County	Houston	1	\$29,150	\$74,702	\$113,745
McMinnville	RNC	Warren County Memorial	Warren	51	\$4,121,179	\$7,195,354	\$12,118,017
Memphis	M01	General Dewitt Spain	Shelby	36	\$2,085,833	\$3,933,142	\$6,028,724
Memphis	MEM	Frederick W. Smith International	Shelby	63,386	\$4,160,281,463	\$6,154,006,629	\$10,540,107,671
Millington	2M8	Charles W Baker	Shelby	38	\$2,629,588	\$4,228,416	\$7,108,313
Millington	NQA	Millington - Memphis	Shelby	371	\$23,840,282	\$35,517,974	\$53,055,246
Morristown	MOR	Moore-Murrell	Hamblen	260	\$16,946,138	\$27,546,228	\$42,882,382
Mountain City	6A4	Johnson County	Johnson	12	\$716,125	\$1,047,085	\$1,713,459
Murfreesboro	MBT	Murfreesboro Municipal	Rutherford	550	\$46,603,538	\$63,158,757	\$88,531,544
Nashville	BNA	Nashville International	Davidson	64,514	\$4,574,360,203	\$8,264,418,938	\$13,359,896,030
Nashville	JWN	John C. Tune	Davidson	728	\$61,773,537	\$92,949,417	\$151,465,648
Oneida	SCX	Scott Municipal	Scott	58	\$4,280,028	\$6,450,566	\$11,289,884
Paris	PHT	Henry County	Henry	271	\$23,966,455	\$41,120,983	\$75,891,423
Portland	1M5	Douglas Hunter Field	Sumner	26	\$1,934,574	\$2,740,758	\$4,299,850
Pulaski	GZS	Abernathy Field	Giles	6	\$313,577	\$513,640	\$810,601
Rockwood	RKW	Rockwood Municipal	Morgan	100	\$7,922,623	\$10,719,396	\$15,870,500
Rogersville	RVN	Hawkins County	Hawkins	8	\$508,053	\$791,075	\$1,421,783
Savannah	SNH	Savannah-Hardin County	Henry	50	\$2,627,488	\$4,499,598	\$7,148,511
Selmer	SZY	Robert Sibley	McNairy	44	\$4,265,705	\$8,403,610	\$15,709,775
Sevierville	GKT	Gatlinburg - Pigeon Forge	Sevier	453	\$27,919,671	\$48,701,691	\$81,664,811
Sewanee	UOS	Franklin County	Franklin	7	\$626,874	\$1,043,799	\$1,763,056
Shelbyville	SYI	Bomar Field - Shelbyville Municipal	Bedford	227	\$15,443,869	\$25,550,731	\$41,873,529
Smithville	OA3	Smithville Municipal	DeKalb	13	\$876,328	\$1,249,443	\$2,019,157
Smyrna	MQY	Smyrna	Rutherford	3,995	\$356,910,394	\$624,032,164	\$1,023,783,978
Somerville	FYE	Fayette County	Fayette	55	\$3,001,767	\$4,678,248	\$7,475,013
Sparta	SRB	Upper Cumberland Regional	White	345	\$19,630,721	\$33,488,268	\$54,994,975
Springfield	M91	Springfield Robertson County	Robertson	73	\$6,352,837	\$9,747,675	\$16,113,346
Tazewell	3A2	New Tazewell Municipal	Claiborne	23	\$1,292,902	\$1,975,420	\$3,236,993
Tiptonville	OM2	Reelfoot Lake Airpark	Lake	<10	<\$1,000	<\$1,000	<\$1,000
Trenton	TGC	Gibson County	Gibson	22	\$1,555,982	\$2,040,977	\$2,746,563
Tullahoma	THA	Tullahoma Regional Airport/ William Northern Field	Coffee	285	\$22,719,873	\$36,725,081	\$62,358,155
Union City	UCY	Everett-Stewart Regional	Obion	52	\$2,980,539	\$4,832,389	\$8,069,523
Waverly	OM5	Humphreys County	Humphreys	22	\$1,326,010	\$1,997,099	\$3,420,212
Winchester	BGF	Winchester Municipal	Franklin	125	\$9,034,307	\$15,319,356	\$27,261,699



Tennessee's Economic Impact at a Glance

The TDOT Aeronautics Division commissioned the Aviation Economic Impact Study (AEIS) to assess the value of the State's aviation industry. Using the IMPLAN economic modeling system and data collected through airport surveys, the study quantified the significant role aviation plays in supporting Tennessee's economy. Tennessee's 76 airports, grouped into four regions, were estimated to generate \$53.8 billion in economic activity.

Of the total economic impact, on-airport activity generated an estimated \$20.7 billion in revenue, visitor spending contributed an estimated \$ 10.3 billion, and freight and cargo activity generated approximately \$22.7 billion. Collectively, Tennessee's aviation industry accounts for approximately 9% of the state's Gross Domestic Product (GDP).

The aviation industry also supports employment and income throughout Tennessee, generating an estimate of 235,591 jobs, \$17.6 billion in payroll, and \$29.2 billion in value added. These findings emphasize the critical role Tennessee's airports play in connecting communities, facilitating commerce, and driving economic growth across the state.



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