Airports and airport-supported activities are responsible for a variety of annual tax revenues. A conservative approach was taken to estimate airport-related tax revenues; this study considered only direct employment, payroll, and spending when estimating the statewide tax revenues. Tax revenues associated with indirect, induced impacts were not estimated in the SCAC study. Tax revenues estimated in the state study considered the following taxable events:

- Sales tax paid by visitors on hotels, meals, rental cars, entertainment, and retail spending.
- Property taxes paid on aircraft were not included in this analysis.
- Sales tax paid on applicable supplies needed to repair aircraft in the state are tax exempt. Personal property taxes paid on aircraft were not included in this analysis.
- Sales and income taxes paid by employees whose direct jobs are airport-supported.
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ROCK HILL/YORK CO/BRYANT FIELD
Total Annual Economic Impact on South Carolina’s Economy

Estimating the Annual Economic Impact for Rock Hill/York Co/Bryant Field

Interviews and surveys were used to document direct impacts for airport management and aviation-related tenants. Some employees in the management category are not located at the airport; some employees split their time between the airport and other government functions. For both management and tenants, not all jobs are full-time. Less-than-full-time positions were converted to full-time equivalent (FTE) jobs using hours worked or salary paid.

Airports use FAA, state, local, and/or private investments to complete capital projects. When capital funds are being expended, such spending helps support employment and associated payroll. Average annual capital investment for the airport, from all sources, for a multi-year period was considered to estimate economic impacts in the capital investment category.

ANNUALLY, 18,384 VISITORS ARRIVE IN SOUTH CAROLINA VIA THE AIRPORT.

Each year, 18,384 visitors arrive at the airport on general aviation planes. Visitors to South Carolina often have expenditures for lodging, food, ground transportation, entertainment, and/or retail purchases. Visitor spending helps support jobs and payroll, primarily in the hospitality industry.

The table on the next panel shows direct, indirect/induced, and total economic impacts for the airport as estimated in SCAC’s study.

The Airport Helps Connect the Community

When businesses decide to relocate or expand, there are many factors they consider. Access to an airport is a highly-rated decision-making factor. FAA provides an account of some but not all non-stop general aviation flights that arrive and depart from the airport. The table below demonstrates how Rock Hill/York Co/Bryant Field connects the community to destinations across the United States.

The flight data for Rock Hill/York Co/Bryant Field shown on this map was obtained from FAA’s National Offload Program. Flights shown reflect both instrument and visual flight rule activity for arrivals and departures. The map helps to depict non-stop flight destinations to and from the airport. The map reflects a significant portion, but not all of the airport’s annual landings and take-offs.

The Airport’s Role in State: Airport System

South Carolina’s Aviation System Plan helps ensure the state has a balanced and viable system of public airports. Assigning a “role” to each airport helps to achieve this objective. Each airport’s role is based on a variety of factors that consider activity, facilities, services, airport location, and market area characteristics. Within the South Carolina system, Rock Hill/York Co/Bryant Field is designated as an SC II Corporate/Business Airport. There are four different roles for airports in the system, and each role has a specific set of objectives. Objectives for SC II Airports in South Carolina are shown below.

AIRPORT ROLE

Corporate/Business (SC II)

FACTORs: Performance with Vertical Guidance (LPV) approach; Runway length 5,000 feet with Medium Intensity Runway Lighting (MIRL); Runway width 75 feet; Full parallel taxiway with Medium Intensity Taxiway Lighting (MIL); Automated Surface Observing System (ASOS) or Automated Weather Observation System (AWOS); Fixed Base Operator (FBO); Jet A and 100LL fuel.

The system plan summarized the airport’s development needs over the next five years. Costs to improve and maintain the airport over that time-frame consider not only projects identified by the system plan, but also projects from SCAC’s Statewide Pavement Management Plan and the airport’s own locally generated capital improvement plan (CIP). These three sources indicate an estimated $17,665,231 will be needed to maintain and improve the airport over the next five years; this equates to an average annual investment of $3,533,046.

As SCAC’s Statewide Economic Impact Study has shown, on an annual basis Rock Hill/York Co/Bryant Field supports an estimated $40.5 M in economic benefit. The airport’s annual economic impact far exceeds its annual financial need for maintenance and improvement. SCAC’s statewide studies show the airport is well worth the investment!