# DRAUGHON-MILLER CENTRAL TEXAS REGIONAL (TPL)

2020

## ANNUAL ECONOMIC IMPACTS

**426** TOTAL JOBS

**$25.4M** TOTAL PAYROLL

**$76.5M** TOTAL OUTPUT

## OVERVIEW

Aircraft operations at **DRAUGHON-MILLER CENTRAL TEXAS REGIONAL AIRPORT** are supported by two runways. Runway 16/34 is 7,000 feet long, and Runway 03/21 is 4,740 feet long. Operations at the airport are supported by both precision and non-precision published approaches. The airport currently reports the availability of both 100LL fuel and Jet A. Temple Executive Air Center functions as the airport's FBO; the airport serves high-end business users. A variety of services are reported at the airport including aircraft maintenance, avionics repair, and flight training. General aviation airports throughout Texas serve a wide variety of users, and their activities vary in terms of scope and frequency. Community characteristics, the airport's geographical setting, and proximity to other system airports influence economic impacts estimated in this study.

## OTHER BENEFITS SUPPORTED BY GENERAL AVIATION AIRPORTS

The study looked at the most common ways general aviation airports in Texas are used. The airports support many activities related to health, public welfare, emergency response, public safety, and business operations. These benefits cannot be easily measured in dollars, but they improve the quality of life, resiliency, and economy of communities throughout Texas. Examples of activities supported by Texas airports are shown to the right.

## ESTIMATING ECONOMIC IMPACTS

On-airport direct jobs are located at the airport (for example airport management, aviation-related business tenants, and investment for capital projects). Off-airport jobs are supported by the expenditures of visitors who arrive in Texas via the airport. The total jobs identified for each airport include direct jobs located at the airport, off-airport direct jobs supported by visitor expenditures, and additional multiplier jobs.

**PERCENT OF STUDY AIRPORTS SUPPORTING VARIOUS SYSTEM USERS**

| | |
|---|---|
| LOCAL/VISITING BUSINESSES | 82% |
| LOCAL/STATE/ FEDERAL AGENCIES | 70% |
| TRANSIENT MILITARY OPERATIONS | 65% |
| EMERGENCY SERVICES/HOSPITALS | 80% |
| COLLEGES / UNIVERSITIES | 45% |
| RECREATIONAL ACTIVITIES/TOURISM | 75% |
| AERIAL SURVEYS/ INSPECTIONS | 65% |
| AERIAL APPLICATORS | 55% |

## EMPLOYMENT ECONOMIC IMPACT ESTIMATES

**DIRECT ON-AIRPORT JOBS**



MANAGEMENT **16**



TENANTS **61**



CAPITAL INVESTMENT **25**

**DIRECT OFF-AIRPORT JOBS**

GENERAL AVIATION VISITOR SPENDING **148**



**MULTIPLIER JOBS**

ADDITIONAL JOBS **176**




**TOTAL JOBS**

**426**



# TEXAS AVIATION IMPACT 2026

The Texas A&M Transportation Institute (TTI) and the Texas Department of Transportation's (TxDOT) Aviation Division partnered to undertake an analysis and research project to identify annual economic impacts for airports in the Texas Airport System.

**288** AIRPORTS | **263** GENERAL AVIATION | **25** COMMERCIAL SERVICE

The study's analysis produced estimates of economic impact for 277 of the Texas airports, while annual impacts for 11 other airports were obtained from other sources/reports.

## TOTAL ANNUAL ECONOMIC IMPACTS FOR ALL TEXAS AIRPORTS

This study measures economic impacts for Texas airports in three ways: employment, annual payroll, and annual output (total economic activity). Texas's strong business climate and tourism industry help drive airport-related activity for both commercial service and general aviation airports. The statewide totals reported here include direct impacts (identified through surveys, site visits, and research) and multiplier impacts (indirect and induced impacts estimated using an input/output econometric model). For this analysis, annual output represents the estimated total value of economic activity associated with Texas airports.

**$240B** OUTPUT

**1.2M** JOBS

## STATEWIDE IMPACTS FROM ALL TEXAS GENERAL AVIATION AIRPORTS

General aviation airports across Texas make significant contributions to the state's economy. When all **263 GENERAL AVIATION AIRPORTS** in the Texas Airport System are considered, the study analysis estimates total statewide impacts. The last statewide measurement for economic impacts from general aviation airports was completed in 2018. As shown here, the economic impacts from Texas general aviation airports have increased since then.

**2018**
**GENERAL AVIATION AIRPORT IMPACTS**

Total Employment ..... **48K**

Total Annual Output..... **$9.3B**

**2026**
**GENERAL AVIATION AIRPORT IMPACTS**

Total Employment ..... **78K**

Total Annual Output ..... **$16.9B**

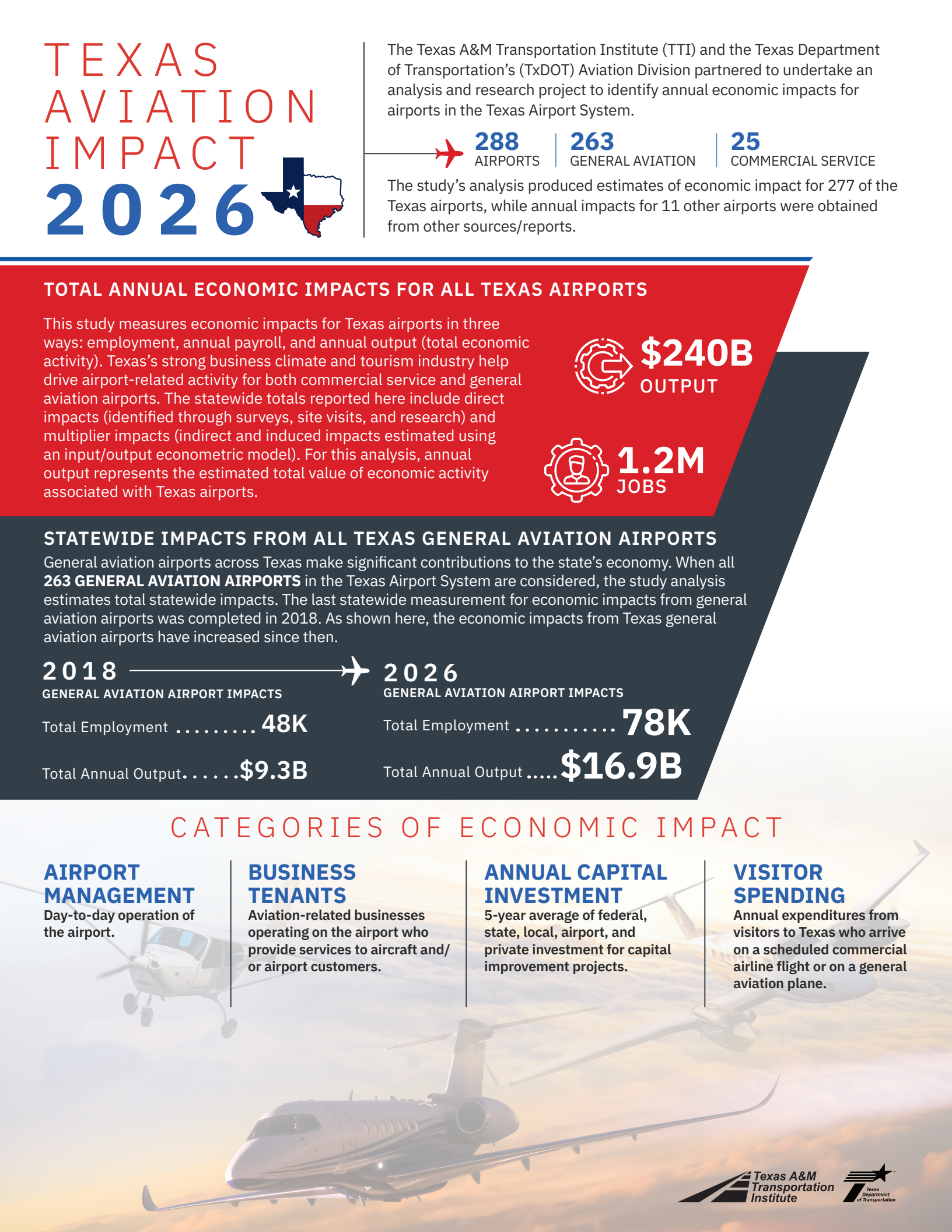
## CATEGORIES OF ECONOMIC IMPACT

### AIRPORT MANAGEMENT
**Day-to-day operation of the airport.**

### BUSINESS TENANTS
**Aviation-related businesses operating on the airport who provide services to aircraft and/or airport customers.**

### ANNUAL CAPITAL INVESTMENT
**5-year average of federal, state, local, airport, and private investment for capital improvement projects.**

### VISITOR SPENDING
**Annual expenditures from visitors to Texas who arrive on a scheduled commercial airline flight or on a general aviation plane.**



Texas A&M Transportation Institute

Texas Department of Transportation