

“Airports Soar Ahead,” by Nancy Condon, associate editor of *EconSouth* and senior publication specialist
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Discussion questions

1. What economic impact does Huntsville’s airport have in terms of cargo transport, jobs, and payroll? What does it mean that the airport is a “customs point of entry”?
2. What was the total economic impact of the nation’s 490 commercial airports in 2010? How does that compare to the nation’s GDP? What percentage of the workforce is connected to commercial airports?
3. Why does economist Richard Florida say large airports tend to be found in areas like the Southeast? What economic impact does Hartsfield International Airport have in Georgia? Which southern state has the biggest impact from airports?
4. What is a “problem of simultaneity”? How does it relate to airports? Did economist Richard Green find in his research that airports are a source of growth? Why is passenger activity more important than cargo activity in predicting economic growth?

Related links

[Huntsville International Airport](#)

[Orlando International Airport](#)

[Hartsfield-Jackson Atlanta International Airport](#)

[*The Economic Impact of Commercial Airports in 2010*](#)

[*Trends and Market Forces Shaping Small Community Air Service in the United States*](#)

[“Hartsfield-Jackson Makes a Major Regional Impact”](#): *Clayton News Daily*

[“Orlando Airport an Economic Engine”](#): *Orlando Sentinel*

[Q&A with air travel expert Bill Swelbar and Huntsville airport director Rick Tucker](#)