



U.S. Department
of Transportation
Federal Aviation
Administration

The Economic Impact of Civil Aviation on the U.S. Economy

Economic Impact of Civil Aviation by State

January 2015



Contents

Introduction.....	1
State Economic Impact.....	3
Economic Impact by Expenditure Category	7
Airline Operations.....	7
Airport Operations	7
General Aviation.....	8
Manufacturing	8
Air Couriers	9
Visitor Expenditures	9
Travel Arrangements	10
Enabling Impact by State.....	11
Value of Air Freight Flows by Commodity	11
Value of Air Freight Flows by State	12
FAA Spending	13
Conclusion	16
Notes	17
Appendix A: State Fact Sheets	18
Appendix A Notes	71
Glossary of Economic Terms	72
Glossary Notes.....	75
Acknowledgements	76

Introduction

“The network connectivity of civil air transportation provides a dynamic and real-time infrastructure that keeps our nation competitive on the global stage.”

— *The Economic Impact of Civil Aviation on the U.S. Economy, June 2014*

Civil aviation connects passengers and businesses to almost any place on the globe. The dynamic infrastructure provided by civil aviation not only supports businesses in their ability to innovate, create new jobs and explore economic opportunities, it also provides us with vital connectivity to family, friends, and new frontiers. In 2012, U.S. civil aviation-related economic activity generated \$1.5 trillion and supported 11.8 million jobs with \$459.4 billion in earnings. Civil aviation accounted for 5.4 percent of U.S. gross domestic product (GDP).¹

This report is a supplement to the Federal Aviation Administration (FAA) publication *The Economic Impact of Civil Aviation on the U.S. Economy*, released in June 2014. *The Economic Impact Report*, or *The National Report*, presents economic statistics on the impact of the industry on the U.S. economy at the national level for the year 2012. This supplement, also known as *The State Report*, examines the impact of the industry at the state level, and includes an overview of recent economic events, state-level enabling impacts, and FAA spending impacts for 2012.²

The State Report provides snapshots of aviation-related economic activity for all 50 states and the District of Columbia during calendar year 2012. The report is organized as follows: The first section covers the economic performance of state economies. The second section briefly examines state-level economic impacts of the civil aviation industry by the type of expenditure categories included in *The National Report*. These expenditure categories are: airline operations, airport operations, general aviation, aircraft manufacturing, air couriers, visitor expenditures, and travel arrangements. State-level estimates of enabling effects, or economic activities which depend on air transportation, appear in the third section. Estimates of the impact of FAA spending in each state are presented in the fourth section. Fifty-one fact sheets, one for each state and the District of Columbia, are in Appendix A.



Arrivals

Flight	Airline	From	Arrival
BA 145	British Airways	London	10:00
BA 146	British Airways	London	10:15
BA 147	British Airways	London	10:30
BA 148	British Airways	London	10:45
BA 149	British Airways	London	11:00
BA 150	British Airways	London	11:15
BA 151	British Airways	London	11:30
BA 152	British Airways	London	11:45
BA 153	British Airways	London	12:00
BA 154	British Airways	London	12:15

Arrivals

Flight	Airline	From	Arrival
BA 155	British Airways	London	12:30
BA 156	British Airways	London	12:45
BA 157	British Airways	London	13:00
BA 158	British Airways	London	13:15
BA 159	British Airways	London	13:30
BA 160	British Airways	London	13:45
BA 161	British Airways	London	14:00
BA 162	British Airways	London	14:15
BA 163	British Airways	London	14:30
BA 164	British Airways	London	14:45

Arrivals

Flight	Airline	From	Arrival
BA 165	British Airways	London	15:00
BA 166	British Airways	London	15:15
BA 167	British Airways	London	15:30
BA 168	British Airways	London	15:45
BA 169	British Airways	London	16:00
BA 170	British Airways	London	16:15
BA 171	British Airways	London	16:30
BA 172	British Airways	London	16:45
BA 173	British Airways	London	17:00
BA 174	British Airways	London	17:15



For treatments & other remedies.

SECURITY ADVICE
Passengers are advised that baggage at Sydney Airport is subject to security screening.

Arrivals

Flight	Airline	From	Arrival
BA 175	British Airways	London	17:30
BA 176	British Airways	London	17:45
BA 177	British Airways	London	18:00
BA 178	British Airways	London	18:15
BA 179	British Airways	London	18:30
BA 180	British Airways	London	18:45
BA 181	British Airways	London	19:00
BA 182	British Airways	London	19:15
BA 183	British Airways	London	19:30
BA 184	British Airways	London	19:45

Arrivals

Flight	Airline	From	Arrival
BA 185	British Airways	London	20:00
BA 186	British Airways	London	20:15
BA 187	British Airways	London	20:30
BA 188	British Airways	London	20:45
BA 189	British Airways	London	21:00
BA 190	British Airways	London	21:15
BA 191	British Airways	London	21:30
BA 192	British Airways	London	21:45
BA 193	British Airways	London	22:00
BA 194	British Airways	London	22:15

Arrivals

Flight	Airline	From	Arrival
BA 195	British Airways	London	22:30
BA 196	British Airways	London	22:45
BA 197	British Airways	London	23:00
BA 198	British Airways	London	23:15
BA 199	British Airways	London	23:30
BA 200	British Airways	London	23:45
BA 201	British Airways	London	00:00
BA 202	British Airways	London	00:15
BA 203	British Airways	London	00:30
BA 204	British Airways	London	00:45

State Economic Impact



In addition to providing connectivity and increased accessibility, aviation is important to a state's economic performance because it supports economic output, attracts business and tourism, supports local economic development, and retains jobs that might otherwise be relocated elsewhere.

The state-level estimates that appear in this report are based on the same methodology as the estimates that appear in *The National Report* and represent direct and indirect expenditures on aviation-related economic activities. These direct and indirect expenditures are called primary impacts. Civil aviation-related economic activities include: airline operations, airport operations, general aviation, aircraft-related manufacturing, air couriers, visitor

expenditures, and travel arrangements. These state-level primary expenditures are entered into the Regional Input-Output Modeling System (RIMS II) for each state to produce estimates of the secondary effects of the expenditures on economic output, earnings, and jobs.³ These secondary impacts, or induced impacts, comprise spending by businesses and individuals who receive aviation-related direct and indirect expenditures as revenue or earnings.

The sum of the primary and secondary impacts equals the total economic impact of civil aviation on a state's economy. Based on multipliers provided by the RIMS II model, an estimate of value-added activities within the civil aviation sector is used to identify the contribution of civil aviation-related economic activity. This measure is reported as a percent of state GDP, representing aviation's contribution to the state's economy.⁴

Total economic impact on output by state (including the District of Columbia) appears in Table 1 (column 2). Data on earnings, value added, and jobs generated by the aviation industry also appear in the table (columns 3, 4, and 5). Other information in Table 1 includes contributions of aviation to state GDP and aviation-related jobs as a percent of total jobs (columns 6 and 7). Information on output (economic activity), earnings, jobs, and contribution to state GDP can also be found in the state fact sheets (Appendix A).

Table 1 – Economic Impacts of Civil Aviation by State, Calendar Year 2012

State	Output (\$Millions)	Earnings (\$Millions)	Value Added (\$Millions)	Jobs	% of GDP	Aviation Related Jobs (% of Total Jobs) ⁶
Alabama	6,609	1,912	3,552	63,105	1.9	2.5
Alaska	6,847	2,054	3,882	59,870	7.5	13.0
Arizona	38,161	11,423	21,071	291,313	7.9	8.8
Arkansas	5,409	1,500	2,764	47,188	2.5	3.0
California	168,651	50,478	93,986	1,202,537	4.7	5.8
Colorado	29,797	9,165	16,911	243,926	6.2	7.5
Connecticut	19,187	4,978	9,757	106,275	4.3	4.8
Delaware	477	119	275	3,938	0.4	0.7
District of Columbia	6,696	574	3,918	15,188	3.6	1.8
Florida	94,047	29,530	55,716	832,608	7.2	8.1
Georgia	44,996	13,253	24,661	352,553	5.7	6.5
Hawaii	21,989	6,771	12,995	187,037	17.9	21.8
Idaho	2,702	825	1,547	30,992	2.7	3.5
Illinois	51,034	15,030	28,924	366,165	4.2	4.9
Indiana	12,162	3,440	6,565	108,684	2.2	3.0
Iowa	2,927	847	1,651	30,819	1.1	1.5
Kansas	13,510	3,228	6,260	77,633	4.5	4.2
Kentucky	12,543	3,280	7,015	98,017	4.0	4.1
Louisiana	9,345	2,726	5,103	75,936	2.1	2.9
Maine	2,938	792	1,493	26,657	2.8	3.3
Maryland	13,466	3,747	7,826	92,490	2.5	2.7
Massachusetts	22,727	6,665	13,408	165,894	3.3	3.9
Michigan	19,831	5,900	11,299	181,586	2.8	3.5
Minnesota	16,526	4,921	9,342	146,029	3.2	4.2
Mississippi	2,915	803	1,500	23,895	1.5	1.6
Missouri	17,431	4,736	9,801	139,127	3.8	3.9

Table 1 – Economic Impacts of Civil Aviation by State, Calendar Year 2012

State	Output (\$Millions)	Earnings (\$Millions)	Value Added (\$Millions)	Jobs	% of GDP	Aviation Related Jobs (% of Total Jobs) ⁵
Montana	2,772	855	1,580	31,804	3.9	5.1
Nebraska	3,901	1,113	2,242	42,267	2.3	3.4
Nevada	27,072	8,324	16,168	224,207	12.1	14.7
New Hampshire	2,356	675	1,383	20,768	2.1	2.5
New Jersey	22,523	6,174	13,044	151,833	2.6	3.0
New Mexico	3,864	1,173	2,180	38,452	2.7	3.6
New York	80,663	22,198	48,293	552,473	4.0	4.9
North Carolina	26,136	7,698	14,481	241,553	3.2	4.5
North Dakota	2,162	571	1,192	20,949	2.6	3.7
Ohio	25,407	7,067	13,486	199,612	2.6	3.0
Oklahoma	6,366	1,895	3,471	61,602	2.2	2.8
Oregon	11,933	3,348	6,944	109,310	3.5	4.9
Pennsylvania	31,614	8,860	17,804	258,655	3.0	3.6
Rhode Island	2,645	757	1,580	22,443	3.1	3.8
South Carolina	6,307	1,856	3,543	59,855	2.0	2.4
South Dakota	1,359	417	785	15,333	1.8	2.7
Tennessee	22,528	6,284	12,950	172,768	4.7	4.7
Texas	97,817	28,958	53,793	777,753	3.8	5.1
Utah	12,965	3,861	7,255	118,886	5.6	7.0
Vermont	1,124	316	622	11,081	2.3	2.6
Virginia	16,639	4,703	9,569	134,140	2.1	2.8
Washington	48,787	13,723	25,201	335,092	6.7	8.7
West Virginia	1,617	413	845	12,501	1.2	1.4
Wisconsin	10,865	3,182	5,981	109,682	2.3	3.1
Wyoming	1,045	307	594	10,273	1.5	2.6

Table 2 – Percent of State Gross Domestic Product, Top Ten States

2012 Economic Impact of Civil Aviation (Top 10 States, Percent)	
State	Contribution to GDP
Hawaii	17.9
Nevada	12.1
Arizona	7.9
Alaska	7.5
Florida	7.2
Washington	6.7
Colorado	6.2
Georgia	5.7
Utah	5.6
California	4.7

Nationally, civil aviation contributed 5.4 percent to GDP in 2012,⁶ but at the state level, the value of contribution to a state's GDP ranges from a high of 17.9 percent (Hawaii) to a low of 0.4 percent (Delaware) as shown in Table 1. The top ten states with the highest percent contribution to state GDP are shown in Table 2.

At the state level, population and overall economic activity are associated with aviation-related output. The five largest states in terms of population and economic size are California, Texas, New York, Florida, and

Illinois, which are also the top five states in terms of overall aviation economic activity.

One factor common to the first five states in Table 2 is that each is a popular tourism destination. Aviation is important to these states because air transportation is a major means of bringing in tourists and their related spending on food, hotel, entertainment, and other items such as gifts.

For Alaska, aviation is important not only because the state is a popular tourist destination for fishing and hunting enthusiasts, but also because most Alaskan cities and towns are primarily accessible by airplane.

Due to the state's unique size and logistical challenges, Alaska's residents use aviation not only for passenger travel, but also rely heavily on air transportation for consumer staples, mail, and medical services.

For some states, tourism is a driver of aviation-related economic activity but not the largest. Boeing has a large aircraft manufacturing presence in the state of Washington, which accounted for a majority of the state's manufacturing economic activity and totaled 52 percent of the state's overall aviation-related economic activity. Also noteworthy, FedEx maintains its headquarters in Tennessee and air courier expenditures accounted for nearly 50 percent of Tennessee's total aviation-related economic activity.

Economic Impact by Expenditure Category

Airline Operations

Table 3 – Total Economic Output for Airlines, Top Five States

2012 Economic Impact of Civil Aviation (Top Five States, Billions of Dollars)	
State	Airlines
California	36.0
Texas	30.2
Florida	24.9
Georgia	17.2
Illinois	16.7

Of the seven expenditure categories, airline operations accounted for the second-largest share of the economic impact, after visitor expenditures. Airline operations expenditures include spending on air transportation of passengers and freight on commercial passenger airlines. In 2012, the national total output by airlines was \$373.9 billion. Table 3 presents the top five states by total airline output.

Together, these top five states contributed more than one-third of the total output by airlines in 2012.

Airport Operations

Table 4 – Total Economic Output for Airports, Top Five States

2012 Economic Impact of Civil Aviation (Top Five States, Billions of Dollars)	
State	Airport Operations
California	9.0
Florida	4.9
Texas	4.6
Illinois	4.1
New York	2.7

Airports contributed \$73 billion in total output to the U.S. economy in 2012. California, Florida, Texas, Illinois, and New York were the top five states in the total economic impact of airport operations (Table 4). Some of the busiest airports in the nation are located within these states.

General Aviation

Table 5 – Total Economic Output for General Aviation, Top Five States

2012 Economic Impact of Civil Aviation (Top Five States, Billions of Dollars)	
State	General Aviation
California	3.6
Florida	2.4
Texas	2.2
Ohio	1.0
Washington	1.0

General aviation operations contributed \$39.3 billion to total national civil aviation-related economic output in 2012. California ranked first in total economic output for general aviation at \$3.6 billion in 2012 (Table 5). The warm weather states of Florida and Texas followed closely behind with \$2.4 billion and \$2.2 billion, respectively.

Manufacturing

Table 6 – Total Economic Output for Aircraft, Aircraft Engine, and Parts Manufacturing, Top Five States

2012 Economic Impact of Civil Aviation (Top Five States, Billions of Dollars)	
State	Manufacturing
California	34.9
Washington	25.4
Texas	16.3
Connecticut	13.4
Arizona	11.8

Aviation-related manufacturing output for the entire United States increased 15.5 percent in real terms between 2009 and 2012, from \$217.2 billion to \$250.9 billion.⁷ The top five states in aviation-related manufacturing in 2012 were California, Washington, Texas, Connecticut, and Arizona (Table 6). These five states together accounted for nearly 40 percent of all aviation-related manufacturing in the United States.

Air Couriers

Table 7 – Total Economic Output for Air Couriers, Top Five States

2012 Economic Impact of Civil Aviation (Top Five States, Billions of Dollars)	
State	Air Couriers
Tennessee	11.2
California	6.7
Kentucky	5.6
Texas	4.2
Indiana	2.8

Express air cargo has become an integral part of everyday life for businesses and consumers across the globe. Air couriers are engaged in furnishing air delivery of individually addressed letters, parcels, and packages (generally under 100 lbs.), except by the U.S. Postal Service. Retail outlets of the largest air couriers, FedEx and UPS, are located in almost every nook and cranny of the United States. Air transportation and its technological advances have enabled air couriers to provide their customers with quick and reliable services.

The total economic output of air couriers grew 14 percent in real terms between 2009 and 2012. Tennessee, California, Kentucky, Texas, and Indiana were the top five states in total economic output for air couriers. Tennessee and Kentucky are home to FedEx and UPS international air hubs, providing much-needed economic development and growth potential for local residents (Table 7).

Visitor Expenditures

Table 8 – Total Economic Output for Visitor Expenditures: Airlines, Top Five States

2012 Economic Impact of Civil Aviation (Top Five States, Billions of Dollars)	
State	Visitor Expenditures – Airlines
California	76.0
New York	56.9
Florida	54.1
Texas	38.2
Illinois	25.1

Visitor expenditures by travelers using air transportation contributed the largest single portion of the total economic impact of civil aviation in 2012. At the national level, commercial airline visitor expenditures contributed \$671 billion to the U.S. economy and supported nearly 6 million jobs. General aviation visitor expenditures accounted for \$12.1 billion and supported over 108,000 jobs. In 2012, California, New York, Florida, Texas, and Illinois were the top five states for commercial airline visitor expenditures (Table 8). These five states are popular tourist and business destinations, and are home to some of the busiest airports in the nation.

Table 9 – Total Economic Output for Visitor Expenditures: General Aviation, Top Five States

2012 Economic Impact of Civil Aviation (Top Five States, Billions of Dollars)	
State	Visitor Expenditures – General Aviation
California	1.1
Florida	0.8
Texas	0.7
Washington	0.3
Alabama	0.3

The top five states for general aviation visitor expenditures were California, Florida, Texas, Washington, and Alabama (Table 9). All five states experience mild weather conditions that are conducive for general aviation operations. Some of the general aviation activity may also be attributable to transportation to and from oil rigs in the Gulf states.

Travel Arrangements

Table 10 – Total Economic Output for Travel Arrangements, Top Five States

2012 Economic Impact of Civil Aviation (Top Five States, Billions of Dollars)	
State	Travel Arrangements
Texas	1.5
California	1.3
Arizona	1.3
Florida	1.2
New York	1.1

In 2012, the top five states for travel arrangement and reservation services output were Texas, California, Arizona, Florida, and New York (Table 10). According to the 2007 Economic Census, the eight largest firms in the travel arrangement and reservation services industry accounted for nearly 42 percent of all receipts and nearly 62,000 employees.

More information about the economic impact of civil aviation for each state can be found in Appendix A, which contains civil aviation-related data on all 50 states and the District of Columbia. The fact sheets report data on aviation-related economic activity, including jobs, earnings, and other economic statistics.

The next section covers the enabling impacts of civil aviation, followed by FAA spending by state.

Enabling Impact by State

First introduced in *The 2011 National Report*, the enabling impact of air transportation describes transportation services in terms of certain characteristics: speed, flexibility, reliability, cost, and safety.⁸

Safety is always the most important characteristic for civil aviation, but speed, flexibility, and reliability are also important for passengers facing travel time constraints. Speed and reliability are highly important for high-value cargo. The value of air transportation is partly characterized by passenger spending at their destinations and the value of goods transported by air. Destination spending (or visitor expenditures) was covered earlier in this report. This section presents air freight findings for 2012 by state.



Value of Air Freight Flows by Commodity

Table 11 – Top Ten Value of Commodities Transported by Air, 2012

Commodity	Domestic and Export Flows (\$Billions)
Electronics	179.7
Machinery	134.7
Precision instruments	95.4
Misc. manufactured products	83.0
Transport equipment	71.4
Pharmaceuticals	38.4
Chemical products	13.8
Basic chemicals	11.2
Motorized and other vehicles (including parts)	8.8
Articles-base metal	8.2
All other commodities	38.2
All Commodities	682.8

Source: U.S. Department of Transportation, Federal Highway Administration, Freight Analysis Framework, Version 3.5.

Across all commodities, a total value of \$682.8 billion in goods was transported by air in 2012 (Table 11), an increase of 35 percent from the \$505.9 billion in goods transported by air in 2009.⁹ Data for this section came from the Freight Analysis Framework published by the U.S. Department of Transportation.¹⁰

Among the commodities normally transported by air are manufactured and technology-oriented goods. Values of the flows for the top ten commodities transported by air in 2012 appear in Table 11. Electronics (\$179.7 billion), machinery (\$134.7 billion), and precision instruments (\$95.4 billion) were the three highest-valued commodities transported by air. Electronics accounted for more than 26 percent of the value of all commodities, while machinery accounted for almost 20 percent. Together, the top three commodities accounted for almost 60 percent of total shipment value and the top five accounted for over 80 percent. The top eight of the ten commodities listed on Table 11 remained the same ranking from the 2009 list, while motorized and other vehicles (including parts) and articles-based metal replaced textiles/leather and plastics/rubber.¹¹

Value of Air Freight Flows by State

Table 12 – Top Five States, Value of Goods Transported by Air, 2012

State	Domestic and Export Flows (\$Billions)
California	113.7
New York	104.0
Florida	77.3
Texas	47.8
Illinois	47.0
All other states	293.0
All States	682.8

Source: U.S. Department of Transportation, Federal Highway Administration, Freight Analysis Framework, Version 3.5.

Among the individual states, the value of freight transported by air includes goods transported within the state, to other states, and to other countries (exports). In 2012, California was ranked highest with \$113.7 billion worth of goods transported by air. New York was second at \$104 billion. The next three states were Florida (\$77.3 billion), Texas (\$47.8 billion), and Illinois (\$47 billion) (Table 12). These were the top five states in terms of both population and economic size.¹² By value, goods shipped from California accounted for 16.6 percent of the value of goods shipped from all states and the District of Columbia; goods shipped from the top three states accounted for about 43 percent; and goods shipped from the top five states accounted for about 57 percent. While the five states on Table 12 were the same states that appeared on the 2009 list, New York overtook Florida in second place on the list.

The latest estimates from the Freight Analysis Framework show that aviation continues to play an important role in transporting higher-value and perishable goods. Some examples of such goods are electronics, machinery, and precision instruments. The data also show larger states (in terms of population and economic output) tend to transport such products by air.

Enabled flow estimates for each state and the District of Columbia also appear in Appendix A.

The next section covers the economic impact of FAA spending, providing the latest updated data from fiscal year 2012.

FAA Spending

The FAA's spending in states represents the agency's contribution to the U.S. economy. This section presents the economic impact of those expenditures on each of the 50 states and the District of Columbia for fiscal year 2012 (FY 2012). Outside of Washington, D.C., the largest driver of FAA spending is the presence of FAA facilities and airports. FAA spending includes payroll, non-payroll expenses (including facilities and equipment, operations, research, etc.), and grants issued through the Airport Improvement Program (AIP). During uncertain economic times, the value of the FAA's ability to maintain safe skies, finance infrastructure projects, and support job creation becomes more important to state and local officials. These expenditures assist local economies in important ways by:

- Keeping the civil aviation industry operating safely and efficiently,
- Providing federal, state, and local job opportunities,
- Facilitating opportunities for private businesses,
- Distributing aid for infrastructure building by local airports, and
- Modernizing the air traffic system with NextGen investment.

This year's update of the FAA spending by state incorporates new source data that better reflects the states where projects (products and services) are located rather than the states in which payments were disbursed. The new data based on project locations mainly affects spending by states through non-payroll expenses, resulting in substantial reallocation of

spending among a number of states — primarily reflected in the spending for the District of Columbia and the states of Illinois, Pennsylvania, California, Virginia, and Massachusetts.

Total spending by the FAA at the state level was \$14.5 billion in FY 2012 (Table 13), about the same as in FY 2009.¹³ FAA expenditures were highest in the District of Columbia, Virginia, Oklahoma, California, and Texas. Total expenditures in these five states comprised more than 40 percent of all FAA spending in FY 2012.

FAA spending not only supports direct federal employment, earnings, and jobs, but also induces other economic activities within state economies. Estimates of the total impact of FAA spending are based on the RIMS II model. The total impact of FAA spending, or the sum of primary FAA expenditures plus secondary impacts, was \$25 billion (Table 14). The total impact of FAA spending supported over 184,000 jobs with earnings totaling \$7.3 billion. Virginia, Oklahoma, and Texas were the top three state beneficiaries of FAA spending.

Table 13 – FAA Spending by State, FY 2012

State	FAA Spending (\$Millions)	Percent of FAA Spending	State	FAA Spending (\$Millions)	Percent of FAA Spending
Alabama	90.0	0.6	Montana	67.2	0.5
Alaska	450.1	3.1	Nebraska	53.6	0.4
Arizona	186.7	1.3	Nevada	127.5	0.9
Arkansas	58.0	0.4	New Hampshire	142.6	1.0
California	878.8	6.1	New Jersey	394.8	2.7
Colorado	300.5	2.1	New Mexico	111.4	0.8
Connecticut	46.9	0.3	New York	420.3	2.9
Delaware	13.5	0.1	North Carolina	140.2	1.0
District of Columbia	2,390.8	16.5	North Dakota	129.0	0.9
Florida	579.3	4.0	Ohio	324.2	2.2
Georgia	484.6	3.3	Oklahoma	886.6	6.1
Hawaii	98.4	0.7	Oregon	74.7	0.5
Idaho	36.0	0.2	Pennsylvania	301.2	2.1
Illinois	733.1	5.1	Rhode Island	13.3	0.1
Indiana	188.1	1.3	South Carolina	92.0	0.6
Iowa	62.9	0.4	South Dakota	41.0	0.3
Kansas	156.6	1.1	Tennessee	174.6	1.2
Kentucky	67.9	0.5	Texas	860.1	5.9
Louisiana	94.3	0.6	Utah	135.7	0.9
Maine	36.6	0.3	Vermont	16.3	0.1
Maryland	527.0	3.6	Virginia	994.8	6.9
Massachusetts	386.4	2.7	Washington	353.9	2.4
Michigan	179.0	1.2	West Virginia	58.7	0.4
Minnesota	196.6	1.4	Wisconsin	93.2	0.6
Mississippi	79.9	0.6	Wyoming	26.2	0.2
Missouri	149.1	1.0	State Total	14,504.3	100.0

Table 14 – Total Impact of FAA Spending by State, FY 2012

Total: Primary + Secondary Impacts				Total: Primary + Secondary Impacts			
State	Output (\$Millions)	Earnings (\$Millions)	Jobs	State	Output (\$Millions)	Earnings (\$Millions)	Jobs
Alabama	173.6	55.2	1,518	Montana	115.3	38.8	1,136
Alaska	712.9	235.2	5,533	Nebraska	82.7	26.5	700
Arizona	354.9	120.7	3,037	Nevada	216.5	72.7	1,848
Arkansas	100.0	31.0	881	New Hampshire	212.4	62.5	1,677
California	1,619.4	520.8	11,940	New Jersey	736.8	224.6	5,103
Colorado	587.6	193.5	4,744	New Mexico	155.0	50.3	1,431
Connecticut	81.3	25.6	569	New York	644.0	190.4	4,348
Delaware	19.5	5.1	134	North Carolina	273.8	88.3	2,458
District of Columbia	3,087.1	251.3	6,737	North Dakota	213.1	70.1	1,924
Florida	998.8	327.1	8,959	Ohio	645.3	204.4	5,423
Georgia	884.2	276.3	7,413	Oklahoma	1,588.6	551.6	14,791
Hawaii	161.0	54.4	1,417	Oregon	142.1	44.2	1,144
Idaho	57.6	19.2	564	Pennsylvania	635.4	201.7	5,125
Illinois	1,584.5	517.9	11,902	Rhode Island	20.5	6.0	159
Indiana	303.4	90.3	2,593	South Carolina	181.8	57.2	1,640
Iowa	101.4	31.7	875	South Dakota	65.5	21.4	596
Kansas	213.5	61.2	1,679	Tennessee	326.5	96.7	2,556
Kentucky	119.3	34.6	984	Texas	1,702.3	537.4	13,194
Louisiana	171.6	56.0	1,405	Utah	249.5	78.8	2,249
Maine	63.0	20.7	591	Vermont	27.7	8.8	251
Maryland	904.2	291.4	6,969	Virginia	1,776.1	564.0	14,323
Massachusetts	770.4	257.2	5,691	Washington	572.3	178.4	4,451
Michigan	334.7	108.6	3,052	West Virginia	88.4	26.2	738
Minnesota	330.9	102.8	2,698	Wisconsin	172.5	55.5	1,484
Mississippi	132.0	40.8	1,191	Wyoming	40.9	13.3	332
Missouri	270.9	77.9	2,085	State Total	25,022.9	7,276.0	184,244

Conclusion



This supplement updates and highlights the economic impact of civil aviation on all fifty state economies and the District of Columbia for 2012. The strength and importance of the civil aviation industry at the state level provides a platform for decision makers at the national and state level to better formulate policies that support economic development and job creation. At the national level in 2012, civil aviation generated \$1.5 trillion in economic activity, supported 11.8 million jobs with \$459.4 billion in earnings. Civil aviation accounted for 5.4 percent of U.S. gross domestic product.

At the state level, the top five states in population and overall economic output (California, Texas, New York, Florida, and Illinois) are also the top five states in terms of aviation-related economic output. This report draws attention to the seven aviation-related economic categories which make up overall aviation economic activity for the

states. With some exceptions, the largest states in population and economic output appear on every list. This is especially true for visitor expenditures and airline operations—the two largest aviation-related categories. These are also the top five states in terms of air freight flow value.

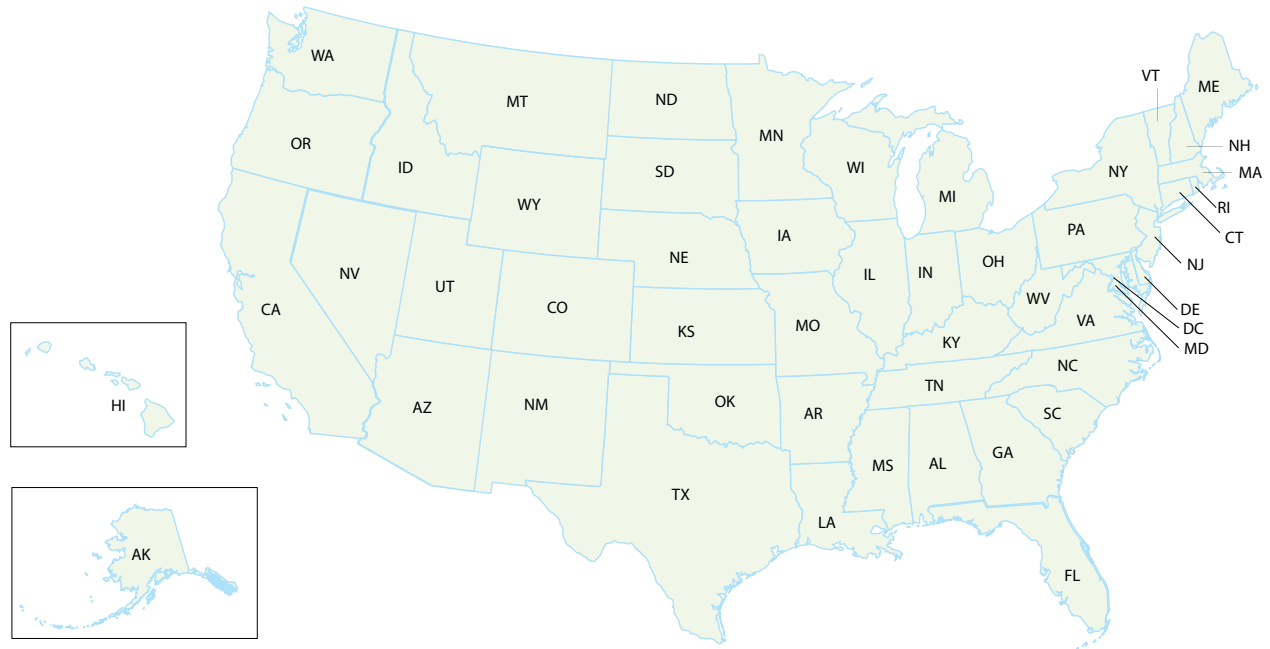
The services provided by civil aviation have become an integral part of our way of life that is critical for job creation and sustaining a healthy U.S. economy in the today's global economic environment. As memories of the most recent recession have faded, the role and importance of air transportation continues to evolve.

Between 2009 and 2012, output for civil aviation increased by nearly 12 percent and the number of jobs increased by 16.5 percent. Not all states experienced the same growth rates, but overall, the U.S. economy has proven its resilience and is emerging slowly back to healthy growth.

Notes

- ¹ U.S. Department of Transportation, Federal Aviation Administration. 2014. *The Economic Impact of Civil Aviation on the U.S. Economy*. June 2014. http://www.faa.gov/air_traffic/publications/media/2014-economic-impact-report.pdf
- ² Previous versions of *The State Report* were published in 2009 and 2011. The 2011 version contained statistics for the year 2009. *The National Report* was published by the FAA in 2007, 2009, 2011, and 2014.
- ³ The RIMS II model was developed by the U.S. Department of Commerce, Bureau of Economic Analysis. Regional Input-Output Modeling System. <http://www.bea.gov/regional/rims/index.cfm>.
- ⁴ State GDP is the sum of the value added of all economic activities in the state. GDP can also be measured as total economic activities less intermediate purchases.
- ⁵ Calculated using Bureau of Economic Analysis total employment data from the SA04 personal income and employment summary table.
- ⁶ U.S. Department of Transportation, Federal Aviation Administration. 2014. Op. cit.
- ⁷ Ibid.
- ⁸ Mariya A. Ishutkina and R. John Hansman. 2009. "Analysis of the Interaction Between Air Transportation and Economic Activity: A Worldwide Perspective," MIT International Center for Air Transportation.
- ⁹ U.S. Department of Transportation, Federal Aviation Administration. 2011. *The Economic Impact of Civil Aviation on the U.S. Economy*, by State. December 2011. P. 15. http://www.faa.gov/air_traffic/publications/reports/economic_impact_map/media/faa_economic_impact_reportby_state_2011.pdf.
- ¹⁰ U.S. Department of Transportation, Federal Highway Administration. 2014. *Freight Analysis Framework*. Version 3.5.
- ¹¹ Of the total value of motorized and other vehicles (including parts) transported, only 0.5 percent are transported by air; 74.9 percent is transported by truck, 7.5 percent by rail, and the remaining 17.1 percent by other transportation modes. Motorized and other vehicles (including parts) transported by air, probably consisting mainly of high-valued parts instead of whole vehicles, tend to have a higher value than those transported by other modes. For example, the value of these commodities transported by air is approximately \$30,500 per ton versus about \$7,700 per ton by rail and \$6,000 per ton by truck (Based on: U.S. Department of Transportation, Federal Highway Administration. 2014. *Freight Analysis Framework*. Version 3.5).
- ¹² Based on results from the 2010 Decennial Census, the five most populous states were ranked in the following order: California (37.3 million persons), Texas (25.1 million), New York (19.4 million), Florida (18.8 million), and Illinois (12.8 million) (U.S. Department of Commerce, Bureau of the Census, *2010 Census Briefs: Population Distribution and Change: 2000 to 2010*, March 2011. <http://www.census.gov/prod/cen2010/briefs/c2010br-01.pdf>.) The size of each state's economy is measured in terms of state-level GDP. In 2012, the top five states by state GDP were California (\$2,003.5 billion), Texas (\$1,397.4 billion), New York (\$1,205.9 billion), Florida (\$777.2 billion), and Illinois (\$695.2 billion) (U.S. Department of Commerce, Bureau of Economic Analysis, Regional Economic Accounts. <http://www.bea.gov/regional/index.htm>).
- ¹³ U.S. Department of Transportation, Federal Aviation Administration. 2011. Op. cit., p. 17.

Appendix A: State Fact Sheets



Alabama

Largest Commercial Airport:¹ **Birmingham-Shuttlesworth International**

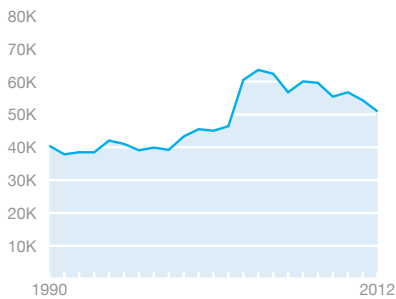
Population (Estimate):² **4,817,528**

Gross Domestic Product (\$ Millions):³ **\$183,547**

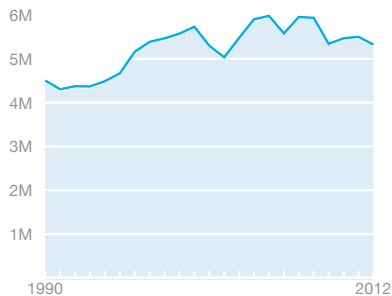
Contribution to Gross Domestic Product: **1.9%**

State Share of International Visitors to:⁴ **0.2%**

Number of Departures⁵



Number of Passengers⁵

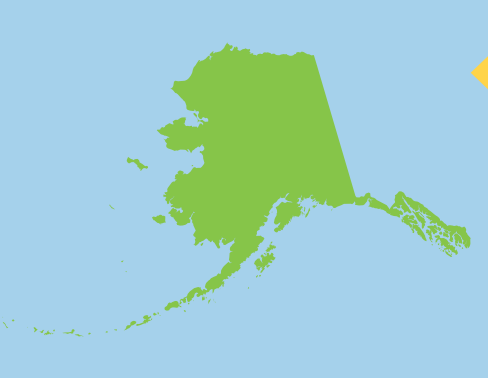


ACTIVITY	AVIATION STATISTICS ^{1,5,8}			
	Number of Airports	Aircraft Operations	Commercial ⁵	
			Freight (Tons)	Passengers
Commercial Aviation	6	50,916	156,988	5,326,316
General Aviation	67	1,791,605	—	—
Private Use Airports	2	—	—	—
Total Aviation	75	1,842,521	156,988	5,326,316

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Commercial	\$882,929,978	\$271,691,641	8,064
▶ Airport Operations	\$392,334,662	\$141,800,771	3,623
▶ General Aviation	\$664,657,381	\$204,525,680	6,071
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$1,897,049,095	\$472,438,048	11,335
▶ Air Courier	\$327,252,403	\$97,876,458	3,278
Indirect			
▶ Visitor Expenditures — Commercial	\$2,110,499,144	\$624,477,433	26,564
▶ Visitor Expenditures — General Aviation	\$307,913,454	\$91,108,781	3,876
▶ Travel Arrangements	\$26,331,023	\$8,457,647	294
Total Aviation	\$6,608,967,140	\$1,912,376,459	63,105

FAA SPENDING (FY 2012)	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$173,634,014	\$55,233,358	1,518

ENABLING EFFECTS	TRADE FLOWS ⁷	
	Value (\$)	Weight (Tons)
Within State	\$0	0
State-to-State	\$790,261,000	20,065
Exports	\$2,211,099,800	38,374
Total Enabling Effects	\$3,001,360,800	58,439



Economic Impact of Civil Aviation by State (2012)

Alaska

Largest Commercial Airport:¹ **Ted Stevens Anchorage International**

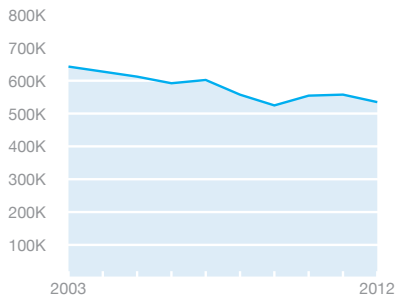
Population (Estimate):² **730,307**

Gross Domestic Product (\$ Millions):³ **\$51,859**

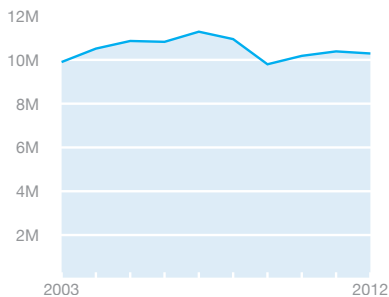
Contribution to Gross Domestic Product: **7.5%**

State Share of International Visitors to:⁴ **0.6%**

Number of Departures⁵



Number of Passengers⁵



ACTIVITY	AVIATION STATISTICS ^{1,5,8}			
	Number of Airports	Aircraft Operations	Commercial ⁵	
			Freight (Tons)	Passengers
Commercial Aviation	91	534,777	4,430,734	10,291,550
General Aviation	166	832,228	—	—
Private Use Airports	0	—	—	—
Total Aviation	257	1,367,005	4,430,734	10,291,550

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Commercial	\$1,727,506,356	\$521,031,440	11,856
▶ Airport Operations	\$563,023,643	\$199,047,872	4,726
▶ General Aviation	\$312,634,874	\$94,293,487	2,146
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$42,545,195	\$9,944,377	301
▶ Air Courier	\$1,851,683,993	\$522,538,409	13,094
Indirect			
▶ Visitor Expenditures — Commercial	\$2,217,334,280	\$667,188,003	26,197
▶ Visitor Expenditures — General Aviation	\$116,758,844	\$35,132,321	1,379
▶ Travel Arrangements	\$15,438,462	\$4,949,021	172
Total Aviation	\$6,846,925,646	\$2,054,124,931	59,870

FAA SPENDING (FY 2012)	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$712,867,419	\$235,203,612	5,533

ENABLING EFFECTS	TRADE FLOWS ⁷	
	Value (\$)	Weight (Tons)
Within State	\$854,773,000	426,134
State-to-State	\$236,917,100	30,105
Exports	\$33,255,984,900	293,843
Total Enabling Effects	\$34,347,675,000	750,082

Arizona

Largest Commercial Airport:¹ **Phoenix Sky Harbor International**

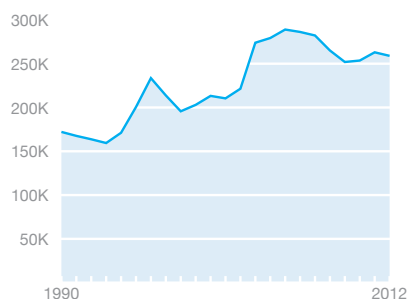
Population (Estimate):² **6,551,149**

Gross Domestic Product (\$ Millions):³ **\$266,891**

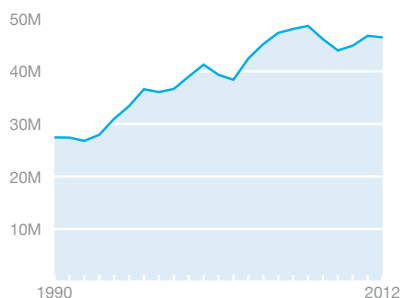
Contribution to Gross Domestic Product: **7.9%**

State Share of International Visitors to:⁴ **2.4%**

Number of Departures⁵



Number of Passengers⁵



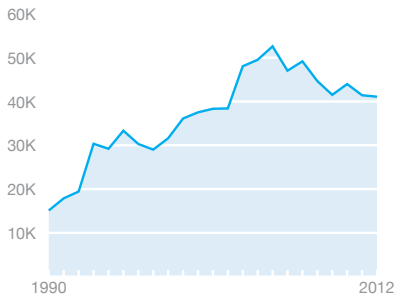
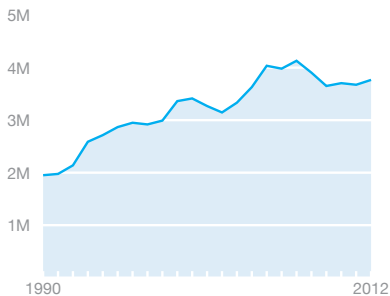
ACTIVITY	AVIATION STATISTICS ^{1,5,8}			
	Number of Airports	Aircraft Operations	Commercial ⁵	
			Freight (Tons)	Passengers
Commercial Aviation	11	258,954	297,320	46,476,029
General Aviation	39	2,452,585	—	—
Private Use Airports	8	—	—	—
Total Aviation	58	2,711,539	297,320	46,476,029

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Commercial	\$7,991,967,649	\$2,536,888,234	54,549
▶ Airport Operations	\$2,559,244,184	\$946,506,410	23,005
▶ General Aviation	\$943,854,396	\$299,607,458	6,442
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$11,794,747,398	\$3,077,639,393	64,869
▶ Air Courier	\$874,354,042	\$269,308,038	8,574
Indirect			
▶ Visitor Expenditures — Commercial	\$12,401,858,117	\$3,779,835,919	118,173
▶ Visitor Expenditures — General Aviation	\$301,455,779	\$91,877,634	2,872
▶ Travel Arrangements	\$1,293,178,947	\$421,769,105	12,827
Total Aviation	\$38,160,660,511	\$11,423,432,191	291,313

FAA SPENDING (FY 2012)	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$354,922,546	\$120,701,849	3,037

ENABLING EFFECTS	TRADE FLOWS ⁷	
	Value (\$)	Weight (Tons)
Within State	\$0	0
State-to-State	\$5,600,480,300	110,092
Exports	\$1,947,932,000	9,921
Total Enabling Effects	\$7,548,412,300	120,014

Arkansas

Largest Commercial Airport:¹ **Adams Field/Clinton National**Population (Estimate):² **2,949,828**Gross Domestic Product (\$ Millions):³ **\$109,557**Contribution to Gross Domestic Product: **2.5%**State Share of International Visitors to:⁴ **0.1%**Number of Departures⁵Number of Passengers⁵

ACTIVITY	AVIATION STATISTICS ^{1,5,8}			
	Number of Airports	Aircraft Operations	Commercial ⁵	
			Freight (Tons)	Passengers
Commercial Aviation	4	41,095	22,289	3,766,660
General Aviation	71	1,530,274	—	—
Private Use Airports	2	—	—	—
Total Aviation	77	1,571,369	22,289	3,766,660

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Commercial	\$591,439,564	\$181,705,794	4,736
▶ Airport Operations	\$214,265,972	\$77,546,160	2,063
▶ General Aviation	\$537,748,719	\$165,210,554	4,306
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$2,482,139,498	\$610,975,703	16,420
▶ Air Courier	\$77,693,167	\$22,613,723	751
Indirect			
▶ Visitor Expenditures — Commercial	\$1,376,268,373	\$404,099,264	17,292
▶ Visitor Expenditures — General Aviation	\$122,046,427	\$35,835,214	1,533
▶ Travel Arrangements	\$7,351,133	\$2,327,695	88
Total Aviation	\$5,408,952,852	\$1,500,314,107	47,188

FAA SPENDING (FY 2012)	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$100,023,975	\$31,002,085	881

ENABLING EFFECTS	TRADE FLOWS ⁷	
	Value (\$)	Weight (Tons)
Within State	\$0	0
State-to-State	\$1,079,089,800	5,477
Exports	\$92,460,200	984
Total Enabling Effects	\$1,171,550,000	6,460

California

Largest Commercial Airport:¹ **Los Angeles International**

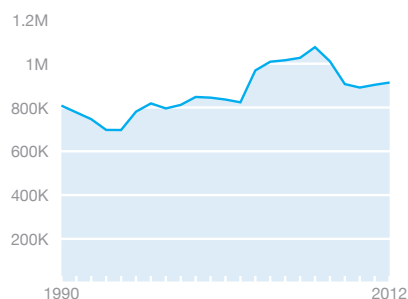
Population (Estimate):² **37,999,878**

Gross Domestic Product (\$ Millions):³ **\$2,003,479**

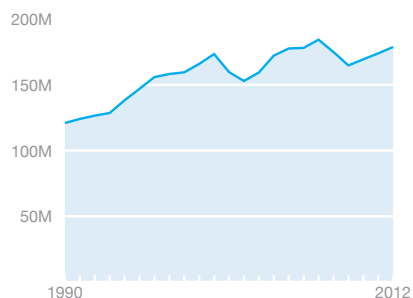
Contribution to Gross Domestic Product: **4.7%**

State Share of International Visitors to:⁴ **14.9%**

Number of Departures⁵



Number of Passengers⁵



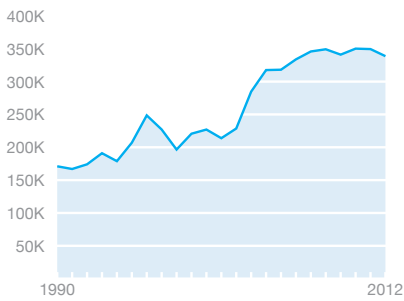
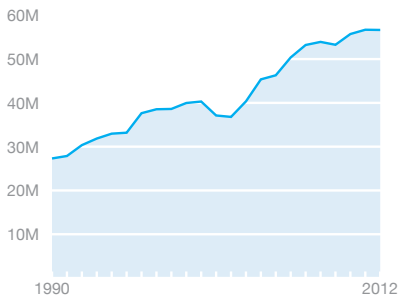
ACTIVITY	AVIATION STATISTICS ^{1,5,8}			
	Number of Airports	Aircraft Operations	Commercial ⁵	
			Freight (Tons)	Passengers
Commercial Aviation	29	914,030	3,885,211	178,822,917
General Aviation	125	7,972,585	—	—
Private Use Airports	37	—	—	—
Total Aviation	191	8,886,615	3,885,211	178,822,917

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Commercial	\$36,041,531,296	\$11,068,673,047	224,973
▶ Airport Operations	\$9,010,841,307	\$3,272,631,250	70,606
▶ General Aviation	\$3,596,130,552	\$1,104,403,500	22,447
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$34,881,096,708	\$9,235,606,212	177,899
▶ Air Courier	\$6,705,941,961	\$2,011,097,800	53,297
Indirect			
▶ Visitor Expenditures — Commercial	\$75,971,864,899	\$23,020,187,183	633,111
▶ Visitor Expenditures — General Aviation	\$1,147,669,117	\$347,754,500	9,564
▶ Travel Arrangements	\$1,295,966,962	\$417,644,130	10,641
Total Aviation	\$168,651,042,800	\$50,477,997,623	1,202,537

FAA SPENDING (FY 2012)	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$1,619,399,590	\$520,813,581	11,940

ENABLING EFFECTS	TRADE FLOWS ⁷	
	Value (\$)	Weight (Tons)
Within State	\$2,075,474,300	48,295
State-to-State	\$26,982,595,000	690,792
Exports	\$84,596,802,700	750,843
Total Enabling Effects	\$113,654,872,000	1,489,930

Colorado

Largest Commercial Airport:¹ **Denver International**Population (Estimate):² **5,189,458**Gross Domestic Product (\$ Millions):³ **\$274,048**Contribution to Gross Domestic Product: **6.2%**State Share of International Visitors to:⁴ **1.0%**Number of Departures⁵Number of Passengers⁵AVIATION STATISTICS^{1,5,8}

ACTIVITY	Number of Airports	Aircraft Operations	Commercial ⁵	
			Freight (Tons)	Passengers
Commercial Aviation	14	338,714	281,506	56,651,717
General Aviation	31	1,534,115	—	—
Private Use Airports	4	—	—	—
Total Aviation	49	1,872,829	281,506	56,651,717

TOTAL ECONOMIC IMPACT⁶

AVIATION ACTIVITY	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Commercial	\$10,667,493,313	\$3,337,711,475	77,471
▶ Airport Operations	\$1,957,199,202	\$712,600,294	16,067
▶ General Aviation	\$646,492,440	\$202,278,565	4,695
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$1,818,187,841	\$462,702,320	9,579
▶ Air Courier	\$829,871,964	\$252,074,992	7,398
Indirect			
▶ Visitor Expenditures — Commercial	\$13,511,482,998	\$4,083,968,222	125,402
▶ Visitor Expenditures — General Aviation	\$211,408,338	\$63,900,087	1,962
▶ Travel Arrangements	\$154,486,113	\$49,812,097	1,353
Total Aviation	\$29,796,622,208	\$9,165,048,051	243,926

TOTAL ECONOMIC IMPACT⁶

FAA SPENDING (FY 2012)	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$587,616,443	\$193,489,594	4,744

TRADE FLOWS⁷

ENABLING EFFECTS	Value (\$)	Weight (Tons)
Within State	0	0
State-to-State	\$3,921,063,900	14,123
Exports	\$5,031,349,800	12,837
Total Enabling Effects	\$8,952,413,700	26,960

Connecticut

Largest Commercial Airport:¹ **Bradley International**

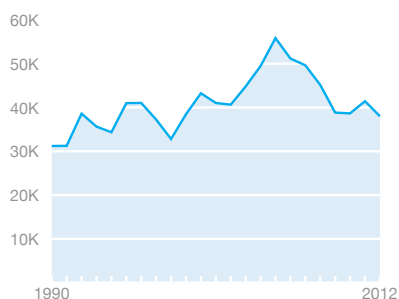
Population (Estimate):² **3,591,765**

Gross Domestic Product (\$ Millions):³ **\$229,317**

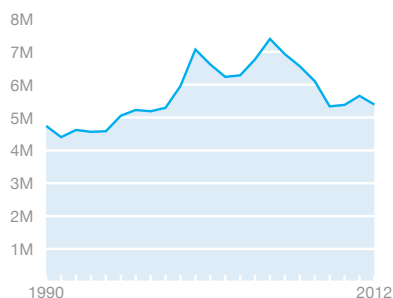
Contribution to Gross Domestic Product: **4.3%**

State Share of International Visitors to:⁴ **0.6%**

Number of Departures⁵



Number of Passengers⁵



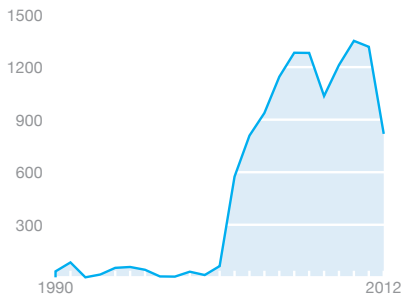
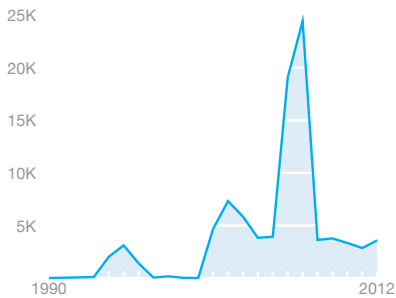
ACTIVITY	AVIATION STATISTICS ^{1,5,8}			
	Number of Airports	Aircraft Operations	Commercial ⁵	
			Freight (Tons)	Passengers
Commercial Aviation	2	37,999	122,026	5,395,180
General Aviation	8	423,727	—	—
Private Use Airports	3	—	—	—
Total Aviation	13	461,726	122,026	5,395,180

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Commercial	\$854,984,662	\$250,873,092	4,975
▶ Airport Operations	\$180,425,023	\$60,438,025	1,289
▶ General Aviation	\$150,277,775	\$44,095,118	874
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$13,410,159,441	\$3,299,143,376	63,196
▶ Air Courier	\$454,244,469	\$132,357,398	3,796
Indirect			
▶ Visitor Expenditures — Commercial	\$3,363,992,235	\$954,951,475	26,085
▶ Visitor Expenditures — General Aviation	\$54,894,719	\$15,583,209	426
▶ Travel Arrangements	\$718,076,700	\$220,985,806	5,634
Total Aviation	\$19,187,055,024	\$4,978,427,500	106,275

FAA SPENDING (FY 2012)	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$81,303,514	\$25,643,212	569

ENABLING EFFECTS	TRADE FLOWS ⁷	
	Value (\$)	Weight (Tons)
Within State	\$0	0
State-to-State	\$8,832,946,000	57,753
Exports	\$1,753,393,300	15,054
Total Enabling Effects	\$10,586,339,300	72,807

Delaware

Largest Commercial Airport:¹ **New Castle**Population (Estimate):² **917,053**Gross Domestic Product (\$ Millions):³ **\$65,984**Contribution to Gross Domestic Product: **0.4%**State Share of International Visitors to:⁴ **0.2%**Number of Departures⁵Number of Passengers⁵

ACTIVITY	AVIATION STATISTICS ^{1,5,8}			
	Number of Airports	Aircraft Operations	Commercial ⁵	
			Freight (Tons)	Passengers
Commercial Aviation	0	819	54,720	3,587
General Aviation	2	150,680	—	—
Private Use Airports	2	—	—	—
Total Aviation	4	151,499	54,720	3,587

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Commercial	\$582,392	\$140,746	3
▶ Airport Operations	\$0	\$0	0
▶ General Aviation	\$54,751,447	\$13,231,767	327
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$81,243,110	\$14,616,151	298
▶ Air Courier	\$19,310,015	\$4,644,903	145
Indirect			
▶ Visitor Expenditures — Commercial	\$288,789,233	\$78,165,774	2,888
▶ Visitor Expenditures — General Aviation	\$15,791,820	\$4,274,328	158
▶ Travel Arrangements	\$16,348,103	\$4,377,001	119
Total Aviation	\$476,816,120	\$119,450,669	3,938

FAA SPENDING (FY 2012)	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$19,495,884	\$5,073,775	134

ENABLING EFFECTS	TRADE FLOWS ⁷	
	Value (\$)	Weight (Tons)
Within State	\$0	0
State-to-State	\$878,265,100	2,118
Exports	\$2,187,926,200	24,769
Total Enabling Effects	\$3,066,191,300	26,887

District of Columbia

Largest Commercial Airport:¹ **Ronald Reagan Washington National**

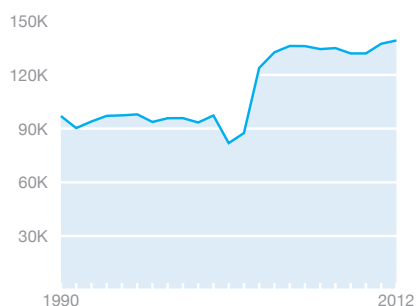
Population (Estimate):² **633,427**

Gross Domestic Product (\$ Millions):³ **\$109,793**

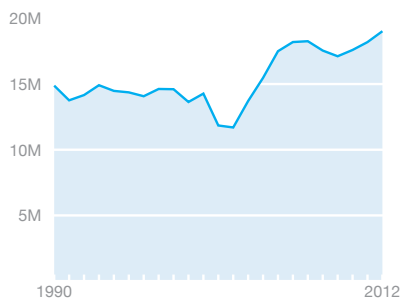
Contribution to Gross Domestic Product: **3.6%**

State Share of International Visitors to:⁴ **0.7%**

Number of Departures⁵



Number of Passengers⁵



ACTIVITY	AVIATION STATISTICS ^{1,5,8}			
	Number of Airports	Aircraft Operations	Commercial ⁵	
			Freight (Tons)	Passengers
Commercial Aviation	1	139,215	5,902	19,021,664
General Aviation	0	6,183	—	—
Private Use Airports	0	—	—	—
Total Aviation	1	145,398	5,902	19,021,664

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Commercial	\$2,020,208,632	\$133,442,010	2,506
▶ Airport Operations	\$337,996,124	\$27,635,392	745
▶ General Aviation	\$1,469,614	\$97,073	2
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$0	\$0	0
▶ Air Courier	\$10,979,639	\$800,992	21
Indirect			
▶ Visitor Expenditures — Commercial	\$4,272,556,023	\$406,148,908	11,749
▶ Visitor Expenditures — General Aviation	\$1,133,730	\$107,772	3
▶ Travel Arrangements	\$52,017,720	\$5,792,232	161
Total Aviation	\$6,696,361,481	\$574,024,378	15,188

FAA SPENDING (FY 2012)	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$3,087,090,662	\$251,281,062	6,737

ENABLING EFFECTS	TRADE FLOWS ⁷	
	Value (\$)	Weight (Tons)
Within State	\$0	0
State-to-State	\$2,112,400	3
Exports	\$2,768,500	114
Total Enabling Effects	\$4,880,900	118



Economic Impact of Civil Aviation by State (2012)

Florida

Largest Commercial Airport:¹ **Miami International**

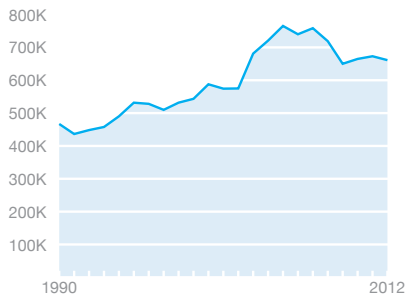
Population (Estimate):² **19,320,749**

Gross Domestic Product (\$ Millions):³ **\$777,164**

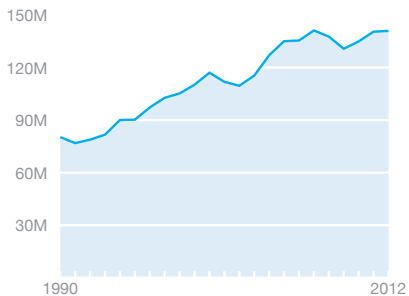
Contribution to Gross Domestic Product: **7.2%**

State Share of International Visitors to:⁴ **17.5%**

Number of Departures⁵



Number of Passengers⁵

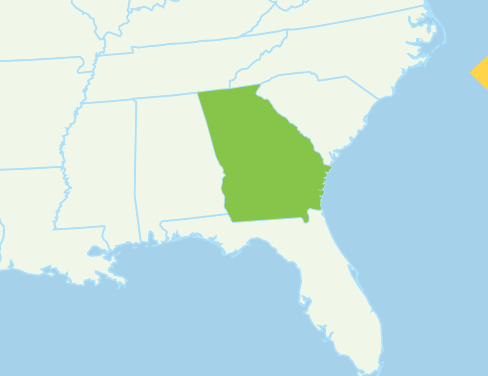


ACTIVITY	AVIATION STATISTICS ^{1,5,8}			
	Number of Airports	Aircraft Operations	Commercial ⁵	
			Freight (Tons)	Passengers
Commercial Aviation	19	661,218	2,587,549	140,948,929
General Aviation	60	5,948,404	—	—
Private Use Airports	21	—	—	—
Total Aviation	100	6,609,622	2,587,549	140,948,929

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Commercial	\$24,892,232,009	\$8,071,959,240	186,035
▶ Airport Operations	\$4,924,230,730	\$1,831,815,557	46,748
▶ General Aviation	\$2,351,033,128	\$762,384,168	17,571
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$3,094,749,548	\$809,851,748	23,488
▶ Air Courier	\$2,612,041,856	\$812,282,123	27,416
Indirect			
▶ Visitor Expenditures — Commercial	\$54,097,232,141	\$16,580,632,949	510,530
▶ Visitor Expenditures — General Aviation	\$842,859,298	\$258,333,746	7,954
▶ Travel Arrangements	\$1,232,550,394	\$403,000,244	12,866
Total Aviation	\$94,046,929,106	\$29,530,259,775	832,608

FAA SPENDING (FY 2012)	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$998,809,712	\$327,077,286	8,959

ENABLING EFFECTS	TRADE FLOWS ⁷	
	Value (\$)	Weight (Tons)
Within State	\$99,844,300	1,133
State-to-State	\$4,782,564,300	78,415
Exports	\$72,467,105,200	907,214
Total Enabling Effects	\$77,349,513,800	986,762



Economic Impact of Civil Aviation by State (2012)

Georgia

Largest Commercial Airport:¹ **Hartsfield-Jackson Atlanta International**

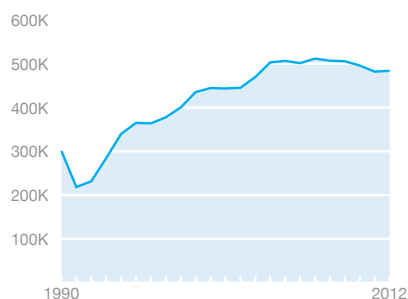
Population (Estimate):² **9,915,646**

Gross Domestic Product (\$ Millions):³ **\$433,569**

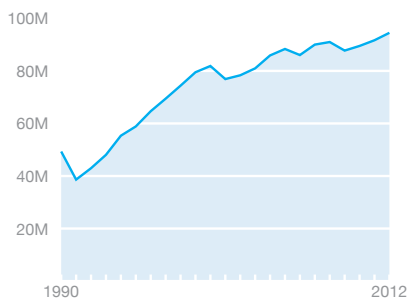
Contribution to Gross Domestic Product: **5.7%**

State Share of International Visitors to:⁴ **1.6%**

Number of Departures⁵



Number of Passengers⁵



ACTIVITY	AVIATION STATISTICS ^{1,5,8}			
	Number of Airports	Aircraft Operations	Commercial ⁵	
			Freight (Tons)	Passengers
Commercial Aviation	8	483,710	814,833	94,491,757
General Aviation	86	1,724,457	—	—
Private Use Airports	4	—	—	—
Total Aviation	98	2,208,167	814,833	94,491,757

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Commercial	\$17,181,232,978	\$5,262,148,846	114,122
▶ Airport Operations	\$1,462,556,392	\$522,578,771	13,096
▶ General Aviation	\$701,728,320	\$214,920,482	4,661
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$9,355,993,438	\$2,383,529,343	62,853
▶ Air Courier	\$674,542,739	\$203,327,657	5,337
Indirect			
▶ Visitor Expenditures — Commercial	\$15,140,614,935	\$4,519,739,813	147,963
▶ Visitor Expenditures — General Aviation	\$254,094,477	\$75,851,670	2,483
▶ Travel Arrangements	\$224,866,743	\$71,164,054	2,038
Total Aviation	\$44,995,630,021	\$13,253,260,635	352,553

FAA SPENDING (FY 2012)	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$884,209,902	\$276,312,348	7,413

ENABLING EFFECTS	TRADE FLOWS ⁷	
	Value (\$)	Weight (Tons)
Within State	\$40,373,600	37
State-to-State	\$6,870,138,400	54,558
Exports	\$15,358,830,200	212,642
Total Enabling Effects	\$22,269,342,200	267,237

Hawaii

Largest Commercial Airport:¹ **Honolulu International**

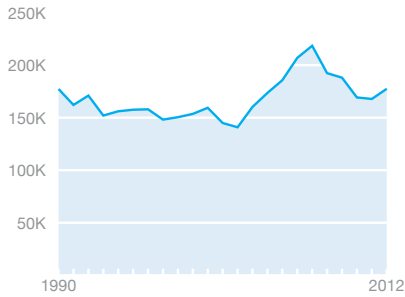
Population (Estimate):² **1,390,090**

Gross Domestic Product (\$ Millions):³ **\$72,424**

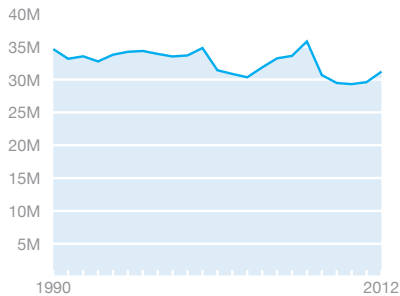
Contribution to Gross Domestic Product: **17.9%**

State Share of International Visitors to:⁴ **5.9%**

Number of Departures⁵



Number of Passengers⁵



ACTIVITY	AVIATION STATISTICS ^{1,5,8}			
	Number of Airports	Aircraft Operations	Commercial ⁵	
			Freight (Tons)	Passengers
Commercial Aviation	7	177,476	725,502	31,204,682
General Aviation	7	302,895	—	—
Private Use Airports	1	—	—	—
Total Aviation	15	480,371	725,502	31,204,682

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Commercial	\$5,369,368,646	\$1,650,299,041	39,564
▶ Airport Operations	\$800,785,556	\$300,891,287	7,997
▶ General Aviation	\$116,641,151	\$35,850,170	859
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$56,974,907	\$7,287,582	172
▶ Air Courier	\$1,048,259,818	\$318,584,964	9,042
Indirect			
▶ Visitor Expenditures — Commercial	\$14,487,732,681	\$4,423,033,443	128,260
▶ Visitor Expenditures — General Aviation	\$25,966,930	\$7,927,576	230
▶ Travel Arrangements	\$83,576,156	\$27,376,708	912
Total Aviation	\$21,989,305,847	\$6,771,250,772	187,037

FAA SPENDING (FY 2012)	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$161,011,773	\$54,380,859	1,417

ENABLING EFFECTS	TRADE FLOWS ⁷	
	Value (\$)	Weight (Tons)
Within State	\$500,819,300	178,639
State-to-State	\$259,337,700	20,502
Exports	\$10,468,170,300	121,961
Total Enabling Effects	\$11,228,327,300	321,102

Idaho

Largest Commercial Airport:¹ **Boise Air Terminal/Gowen Field**

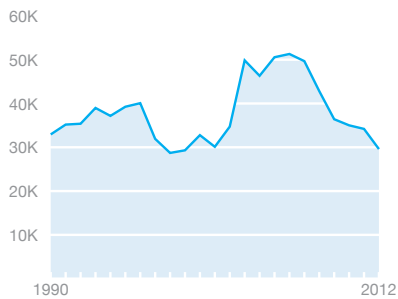
Population (Estimate):² **1,595,590**

Gross Domestic Product (\$ Millions):³ **\$58,243**

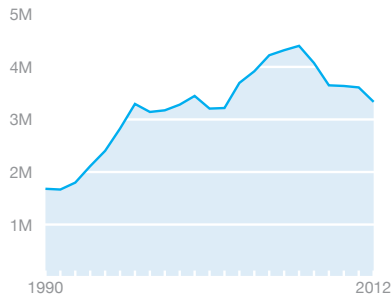
Contribution to Gross Domestic Product: **2.7%**

State Share of International Visitors to:⁴ **0.1%**

Number of Departures⁵



Number of Passengers⁵



ACTIVITY	AVIATION STATISTICS ^{1,5,8}			
	Number of Airports	Aircraft Operations	Commercial ⁵	
			Freight (Tons)	Passengers
Commercial Aviation	6	29,590	46,868	3,334,941
General Aviation	30	894,009	—	—
Private Use Airports	1	—	—	—
Total Aviation	37	923,599	46,868	3,334,941

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Commercial	\$467,230,111	\$150,116,367	4,583
▶ Airport Operations	\$98,418,053	\$36,941,394	1,067
▶ General Aviation	\$280,311,420	\$90,061,259	2,749
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$171,434,994	\$41,282,441	1,240
▶ Air Courier	\$368,559,320	\$110,211,612	3,874
Indirect			
▶ Visitor Expenditures — Commercial	\$1,175,078,576	\$353,672,140	15,648
▶ Visitor Expenditures — General Aviation	\$111,485,215	\$33,554,535	1,485
▶ Travel Arrangements	\$29,109,707	\$9,462,521	347
Total Aviation	\$2,701,627,396	\$825,302,269	30,992

FAA SPENDING (FY 2012)	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$57,612,248	\$19,169,609	564

ENABLING EFFECTS	TRADE FLOWS ⁷	
	Value (\$)	Weight (Tons)
Within State	\$9,539,000	3
State-to-State	\$1,230,364,900	5,129
Exports	\$103,178,200	529
Total Enabling Effects	\$1,343,082,100	5,662



Economic Impact of Civil Aviation by State (2012)

Illinois

Largest Commercial Airport:¹ **Chicago O'Hare International**

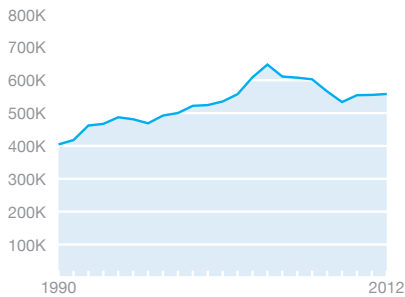
Population (Estimate):² **12,868,192**

Gross Domestic Product (\$ Millions):³ **\$695,238**

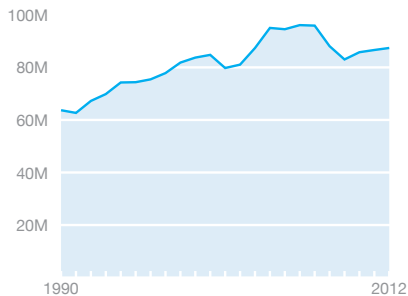
Contribution to Gross Domestic Product: **4.2%**

State Share of International Visitors to:⁴ **3.5%**

Number of Departures⁵



Number of Passengers⁵



ACTIVITY	AVIATION STATISTICS ^{1,5,8}			
	Number of Airports	Aircraft Operations	Commercial ⁵	
			Freight (Tons)	Passengers
Commercial Aviation	10	558,172	1,741,412	87,394,417
General Aviation	67	1,994,294	—	—
Private Use Airports	9	—	—	—
Total Aviation	86	2,552,466	1,741,412	87,394,417

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Commercial	\$16,702,755,740	\$4,693,219,773	95,413
▶ Airport Operations	\$4,116,483,884	\$1,437,990,107	32,337
▶ General Aviation	\$853,001,618	\$239,680,453	4,873
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$1,717,920,286	\$428,059,290	11,296
▶ Air Courier	\$1,263,832,366	\$371,082,695	11,222
Indirect			
▶ Visitor Expenditures — Commercial	\$25,117,518,827	\$7,467,273,760	200,393
▶ Visitor Expenditures — General Aviation	\$279,229,337	\$83,013,052	2,228
▶ Travel Arrangements	\$983,143,046	\$309,356,250	8,404
Total Aviation	\$51,033,885,103	\$15,029,675,379	366,165

FAA SPENDING (FY 2012)	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$1,584,545,545	\$517,867,771	11,902

ENABLING EFFECTS	TRADE FLOWS ⁷	
	Value (\$)	Weight (Tons)
Within State	\$23,793,700	9
State-to-State	\$5,267,103,300	67,149
Exports	\$41,728,047,600	640,206
Total Enabling Effects	\$47,018,944,600	707,365

Indiana

Largest Commercial Airport:¹ **Indianapolis International**

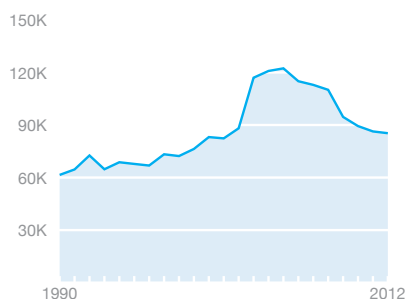
Population (Estimate):² **6,537,782**

Gross Domestic Product (\$ Millions):³ **\$298,625**

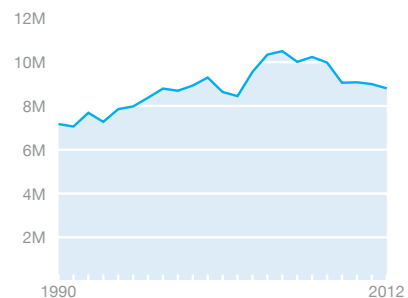
Contribution to Gross Domestic Product: **2.2%**

State Share of International Visitors to:⁴ **0.3%**

Number of Departures⁵



Number of Passengers⁵



ACTIVITY	AVIATION STATISTICS ^{1,5,8}			
	Number of Airports	Aircraft Operations	Commercial ⁵	
			Freight (Tons)	Passengers
Commercial Aviation	4	85,315	1,062,064	8,801,439
General Aviation	54	1,136,541	—	—
Private Use Airports	7	—	—	—
Total Aviation	65	1,221,856	1,062,064	8,801,439

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Commercial	\$1,514,756,694	\$457,103,098	12,076
▶ Airport Operations	\$584,471,456	\$202,259,159	5,486
▶ General Aviation	\$437,754,416	\$132,099,697	3,490
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$2,910,851,802	\$710,287,909	17,085
▶ Air Courier	\$2,782,915,095	\$806,042,781	26,764
Indirect			
▶ Visitor Expenditures — Commercial	\$3,741,872,551	\$1,076,308,376	41,791
▶ Visitor Expenditures — General Aviation	\$132,953,258	\$38,242,539	1,485
▶ Travel Arrangements	\$56,200,747	\$17,614,250	506
Total Aviation	\$12,161,776,020	\$3,439,957,808	108,684

FAA SPENDING (FY 2012)	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$303,431,352	\$90,276,734	2,593

ENABLING EFFECTS	TRADE FLOWS ⁷	
	Value (\$)	Weight (Tons)
Within State	\$314,800	1
State-to-State	\$1,880,975,800	23,221
Exports	\$7,086,175,100	63,373
Total Enabling Effects	\$8,967,465,700	86,594

Economic Impact of Civil Aviation by State (2012)

Iowa

Largest Commercial Airport:¹ **Des Moines International**

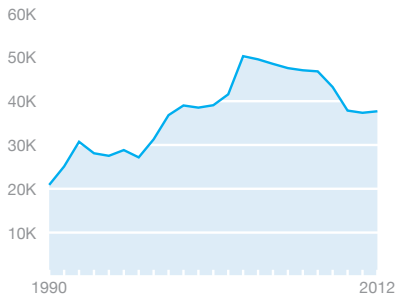
Population (Estimate):² **3,075,039**

Gross Domestic Product (\$ Millions):³ **\$152,436**

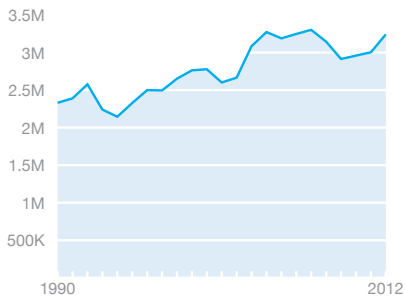
Contribution to Gross Domestic Product: **1.1%**

State Share of International Visitors to:⁴ **0.1%**

Number of Departures⁵



Number of Passengers⁵



ACTIVITY	AVIATION STATISTICS ^{1,5,8}			
	Number of Airports	Aircraft Operations	Commercial ⁵	
			Freight (Tons)	Passengers
Commercial Aviation	8	37,699	106,460	3,241,959
General Aviation	69	800,084	—	—
Private Use Airports	1	—	—	—
Total Aviation	78	837,783	106,460	3,241,959

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Commercial	\$435,727,788	\$130,979,911	3,885
▶ Airport Operations	\$122,786,023	\$42,274,344	1,181
▶ General Aviation	\$240,657,586	\$72,341,746	2,146
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$323,723,456	\$76,752,827	1,804
▶ Air Courier	\$399,617,950	\$117,253,767	4,104
Indirect			
▶ Visitor Expenditures — Commercial	\$1,281,173,897	\$370,661,641	16,180
▶ Visitor Expenditures — General Aviation	\$96,350,483	\$27,875,551	1,217
▶ Travel Arrangements	\$27,402,398	\$8,542,694	302
Total Aviation	\$2,927,439,581	\$846,682,481	30,819

FAA SPENDING (FY 2012)	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$101,351,449	\$31,657,477	875

ENABLING EFFECTS	TRADE FLOWS ⁷	
	Value (\$)	Weight (Tons)
Within State	\$0	0
State-to-State	\$599,442,000	11,196
Exports	\$196,296,100	1,948
Total Enabling Effects	\$795,738,100	13,145

Kansas

Largest Commercial Airport:¹ **Wichita Mid-Continent**

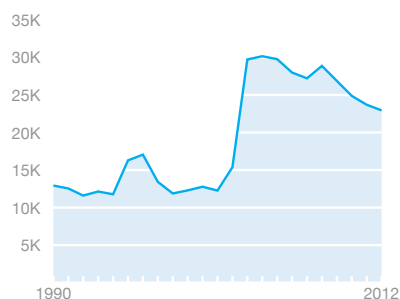
Population (Estimate):² **2,885,398**

Gross Domestic Product (\$ Millions):³ **\$138,953**

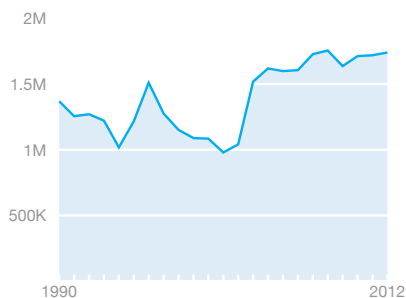
Contribution to Gross Domestic Product: **4.5%**

State Share of International Visitors to:⁴ **0.1%**

Number of Departures⁵



Number of Passengers⁵



ACTIVITY	AVIATION STATISTICS ^{1,5,8}			
	Number of Airports	Aircraft Operations	Commercial ⁵	
			Freight (Tons)	Passengers
Commercial Aviation	8	22,947	30,100	1,740,427
General Aviation	67	1,364,519	—	—
Private Use Airports	4	—	—	—
Total Aviation	79	1,387,466	30,100	1,740,427

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Commercial	\$266,126,938	\$66,014,380	1,892
▶ Airport Operations	\$109,069,467	\$35,956,905	898
▶ General Aviation	\$466,948,349	\$115,829,334	3,320
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$11,481,587,130	\$2,688,281,006	58,581
▶ Air Courier	\$259,038,607	\$61,767,886	1,842
Indirect			
▶ Visitor Expenditures — Commercial	\$758,622,658	\$212,999,659	9,128
▶ Visitor Expenditures — General Aviation	\$143,526,894	\$40,298,268	1,727
▶ Travel Arrangements	\$25,044,514	\$7,277,593	243
Total Aviation	\$13,509,964,555	\$3,228,425,031	77,633

FAA SPENDING (FY 2012)	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$213,508,203	\$61,242,209	1,679

ENABLING EFFECTS	TRADE FLOWS ⁷	
	Value (\$)	Weight (Tons)
Within State	\$13,081,200	49
State-to-State	\$9,381,419,100	60,253
Exports	\$308,429,200	2,133
Total Enabling Effects	\$9,702,929,500	62,435

Kentucky

Largest Commercial Airport:¹ Cincinnati/Northern Kentucky International

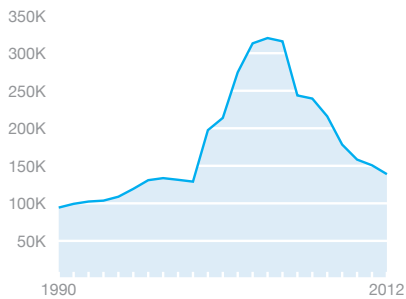
Population (Estimate):² 4,379,730

Gross Domestic Product (\$ Millions):³ \$173,466

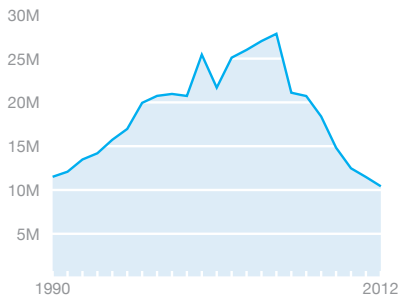
Contribution to Gross Domestic Product: 4.0%

State Share of International Visitors to:⁴ 0.2%

Number of Departures⁵



Number of Passengers⁵



ACTIVITY	AVIATION STATISTICS ^{1,5,8}			
	Number of Airports	Aircraft Operations	Commercial ⁵	
			Freight (Tons)	Passengers
Commercial Aviation	5	138,877	2,924,328	10,423,012
General Aviation	49	766,553	—	—
Private Use Airports	1	—	—	—
Total Aviation	55	905,430	2,924,328	10,423,012

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Commercial	\$1,695,928,064	\$389,236,648	9,620
▶ Airport Operations	\$449,402,815	\$141,421,054	3,642
▶ General Aviation	\$279,133,916	\$64,064,716	1,583
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$840,367,161	\$197,049,358	5,787
▶ Air Courier	\$5,597,515,192	\$1,455,056,225	39,489
Indirect			
▶ Visitor Expenditures — Commercial	\$3,557,624,071	\$997,957,281	36,619
▶ Visitor Expenditures — General Aviation	\$109,584,467	\$30,739,790	1,128
▶ Travel Arrangements	\$13,355,497	\$4,023,740	149
Total Aviation	\$12,542,911,184	\$3,279,548,812	98,017

FAA SPENDING (FY 2012)	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$119,313,583	\$34,612,764	984

ENABLING EFFECTS	TRADE FLOWS ⁷	
	Value (\$)	Weight (Tons)
Within State	\$0	0
State-to-State	\$829,905,600	21,485
Exports	\$7,161,070,700	67,346
Total Enabling Effects	\$7,990,976,300	88,831

Louisiana

Largest Commercial Airport:¹ **Louis Armstrong New Orleans International**

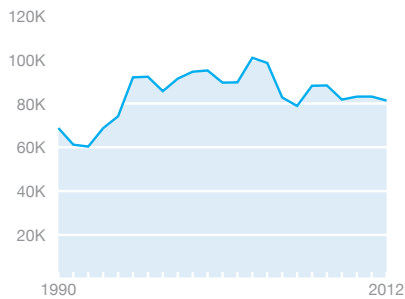
Population (Estimate):² **4,602,134**

Gross Domestic Product (\$ Millions):³ **\$243,264**

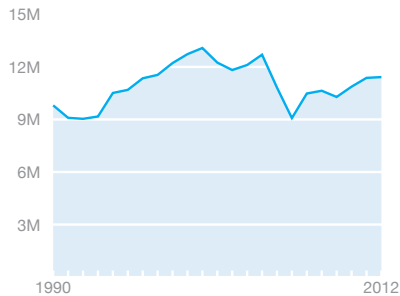
Contribution to Gross Domestic Product: **2.1%**

State Share of International Visitors to:⁴ **0.7%**

Number of Departures⁵



Number of Passengers⁵

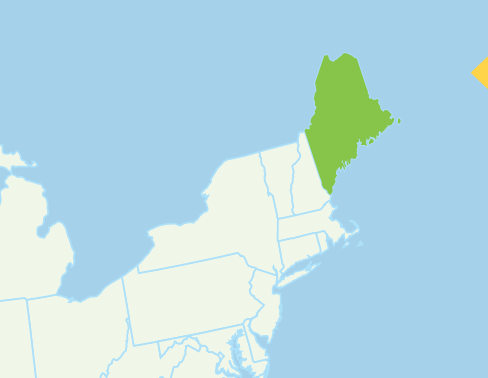


ACTIVITY	AVIATION STATISTICS ^{1,5,8}			
	Number of Airports	Aircraft Operations	Commercial ⁵	
			Freight (Tons)	Passengers
Commercial Aviation	7	81,324	103,512	11,419,590
General Aviation	46	1,452,022	—	—
Private Use Airports	3	—	—	—
Total Aviation	56	1,533,346	103,512	11,419,590

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Commercial	\$1,999,003,687	\$579,304,693	13,015
▶ Airport Operations	\$615,496,257	\$221,885,798	5,108
▶ General Aviation	\$568,843,123	\$164,848,866	3,704
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$1,896,766,256	\$465,929,424	13,876
▶ Air Courier	\$452,999,414	\$136,530,938	4,150
Indirect			
▶ Visitor Expenditures — Commercial	\$3,650,473,479	\$1,107,722,772	34,503
▶ Visitor Expenditures — General Aviation	\$138,820,156	\$42,124,467	1,312
▶ Travel Arrangements	\$22,515,015	\$7,338,300	268
Total Aviation	\$9,344,917,388	\$2,725,685,256	75,936

FAA SPENDING (FY 2012)	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$171,553,778	\$55,962,056	1,405

ENABLING EFFECTS	TRADE FLOWS ⁷	
	Value (\$)	Weight (Tons)
Within State	\$0	0
State-to-State	\$682,092,100	16,112
Exports	\$93,721,700	1,707
Total Enabling Effects	\$775,813,800	17,819



Economic Impact of Civil Aviation by State (2012)

Maine

Largest Commercial Airport:¹ **Portland International Jetport**

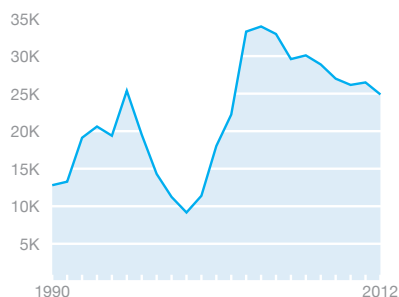
Population (Estimate):² **1,328,501**

Gross Domestic Product (\$ Millions):³ **\$53,656**

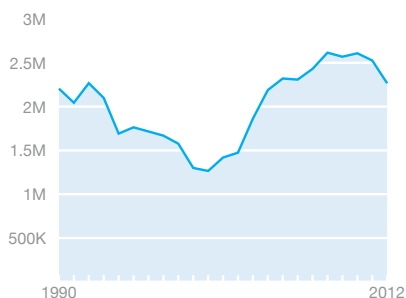
Contribution to Gross Domestic Product: **2.8%**

State Share of International Visitors to:⁴ **0.1%**

Number of Departures⁵



Number of Passengers⁵



ACTIVITY	AVIATION STATISTICS ^{1,5,8}			
	Number of Airports	Aircraft Operations	Commercial ⁵	
			Freight (Tons)	Passengers
Commercial Aviation	6	24,888	28,164	2,266,032
General Aviation	27	493,238	—	—
Private Use Airports	2	—	—	—
Total Aviation	35	518,126	28,164	2,266,032

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Commercial	\$358,582,866	\$118,013,640	3,504
▶ Airport Operations	\$108,848,323	\$40,500,848	1,099
▶ General Aviation	\$174,677,214	\$57,488,229	1,707
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$953,965,011	\$166,849,122	4,486
▶ Air Courier	\$307,687,894	\$94,283,134	3,007
Indirect			
▶ Visitor Expenditures — Commercial	\$948,242,464	\$288,202,291	11,817
▶ Visitor Expenditures — General Aviation	\$55,128,970	\$16,755,520	687
▶ Travel Arrangements	\$30,589,561	\$9,996,845	350
Total Aviation	\$2,937,722,303	\$792,089,628	26,657

FAA SPENDING (FY 2012)	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$62,951,274	\$20,685,695	591

ENABLING EFFECTS	TRADE FLOWS ⁷	
	Value (\$)	Weight (Tons)
Within State	\$0	0
State-to-State	\$133,855,900	3,329
Exports	\$355,681,200	2,261
Total Enabling Effects	\$489,537,100	5,590

Maryland

Largest Commercial Airport:¹ **Baltimore/Washington International Thurgood Marshall**

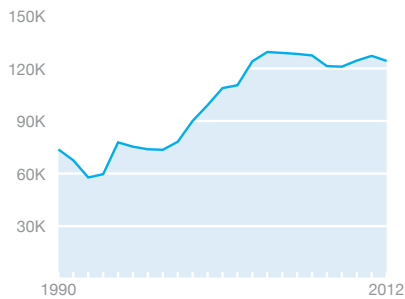
Population (Estimate):² **5,884,868**

Gross Domestic Product (\$ Millions):³ **\$317,678**

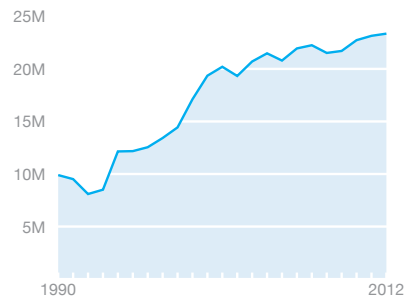
Contribution to Gross Domestic Product: **2.5%**

State Share of International Visitors to:⁴ **0.7%**

Number of Departures⁵



Number of Passengers⁵

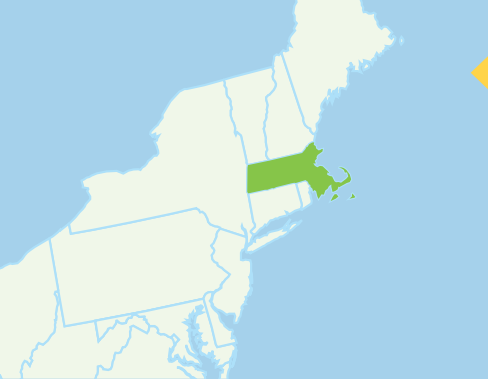


ACTIVITY	AVIATION STATISTICS ^{1,5,8}			
	Number of Airports	Aircraft Operations	Commercial ⁵	
			Freight (Tons)	Passengers
Commercial Aviation	3	124,323	121,628	23,356,121
General Aviation	9	595,039	—	—
Private Use Airports	6	—	—	—
Total Aviation	18	719,362	121,628	23,356,121

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Commercial	\$3,831,813,972	\$1,107,272,640	22,461
▶ Airport Operations	\$559,957,195	\$196,119,347	4,472
▶ General Aviation	\$218,476,819	\$63,132,868	1,281
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$1,007,195,849	\$234,896,418	4,590
▶ Air Courier	\$488,348,660	\$142,042,410	4,315
Indirect			
▶ Visitor Expenditures — Commercial	\$7,187,376,336	\$1,953,186,405	54,033
▶ Visitor Expenditures — General Aviation	\$75,835,466	\$20,608,466	570
▶ Travel Arrangements	\$97,348,798	\$29,423,706	768
Total Aviation	\$13,466,353,095	\$3,746,682,260	92,490

FAA SPENDING (FY 2012)	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$904,240,590	\$291,360,544	6,969

ENABLING EFFECTS	TRADE FLOWS ⁷	
	Value (\$)	Weight (Tons)
Within State	\$0	0
State-to-State	\$1,821,696,200	46,638
Exports	\$358,440,600	3,779
Total Enabling Effects	\$2,180,136,800	50,417



Economic Impact of Civil Aviation by State (2012)

Massachusetts

Largest Commercial Airport:¹ **General Edward Lawrence Logan International**

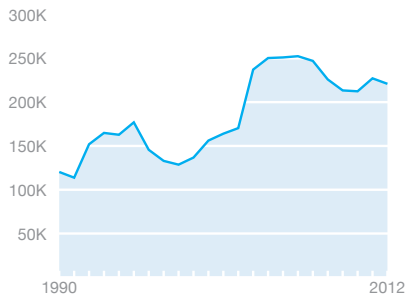
Population (Estimate):² **6,645,303**

Gross Domestic Product (\$ Millions):³ **\$403,823**

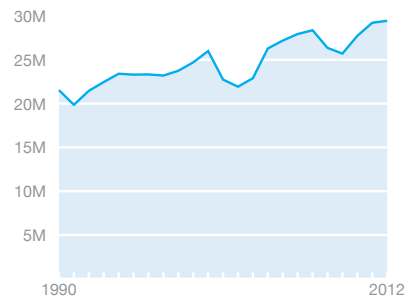
Contribution to Gross Domestic Product: **3.3%**

State Share of International Visitors to:⁴ **3.0%**

Number of Departures⁵



Number of Passengers⁵



ACTIVITY	AVIATION STATISTICS ^{1,5,8}			
	Number of Airports	Aircraft Operations	Commercial ⁵	
			Freight (Tons)	Passengers
Commercial Aviation	6	220,916	265,272	29,454,582
General Aviation	18	1,144,952	—	—
Private Use Airports	4	—	—	—
Total Aviation	28	1,365,868	265,272	29,454,582

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Commercial	\$4,678,481,720	\$1,339,603,765	28,972
▶ Airport Operations	\$1,354,557,705	\$468,012,992	10,322
▶ General Aviation	\$407,001,102	\$116,537,852	2,520
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$1,173,383,173	\$287,001,902	5,581
▶ Air Courier	\$455,972,632	\$133,433,475	3,917
Indirect			
▶ Visitor Expenditures — Commercial	\$14,268,699,474	\$4,202,526,097	111,558
▶ Visitor Expenditures — General Aviation	\$153,755,166	\$45,285,143	1,202
▶ Travel Arrangements	\$234,889,369	\$72,828,288	1,822
Total Aviation	\$22,726,740,339	\$6,665,229,513	165,894

FAA SPENDING (FY 2012)	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$770,437,453	\$257,235,928	5,691

ENABLING EFFECTS	TRADE FLOWS ⁷	
	Value (\$)	Weight (Tons)
Within State	\$0	0
State-to-State	\$5,030,423,300	36,205
Exports	\$7,900,240,500	55,858
Total Enabling Effects	\$12,930,663,800	92,063

Michigan

Largest Commercial Airport:¹ **Detroit Metropolitan Wayne County**

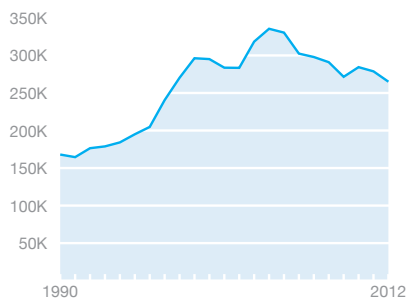
Population (Estimate):² **9,882,519**

Gross Domestic Product (\$ Millions):³ **\$400,504**

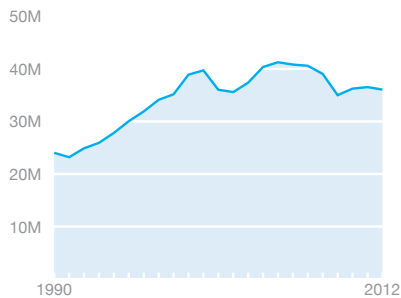
Contribution to Gross Domestic Product: **2.8%**

State Share of International Visitors to:⁴ **0.7%**

Number of Departures⁵



Number of Passengers⁵



ACTIVITY	AVIATION STATISTICS ^{1,5,8}			
	Number of Airports	Aircraft Operations	Commercial ⁵	
			Freight (Tons)	Passengers
Commercial Aviation	17	265,024	305,177	36,067,290
General Aviation	69	1,538,365	—	—
Private Use Airports	9	—	—	—
Total Aviation	95	1,803,389	305,177	36,067,290

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Commercial	\$5,607,828,374	\$1,577,862,236	36,442
▶ Airport Operations	\$1,016,385,694	\$373,430,830	10,264
▶ General Aviation	\$535,299,483	\$150,616,029	3,479
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$1,304,316,011	\$339,007,055	7,955
▶ Air Courier	\$1,180,403,767	\$362,489,573	11,288
Indirect			
▶ Visitor Expenditures — Commercial	\$9,831,441,514	\$2,985,560,504	108,393
▶ Visitor Expenditures — General Aviation	\$208,928,026	\$63,446,165	2,303
▶ Travel Arrangements	\$146,881,841	\$47,688,069	1,462
Total Aviation	\$19,831,484,711	\$5,900,100,461	181,586

FAA SPENDING (FY 2012)	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$334,687,265	\$108,638,696	3,052

ENABLING EFFECTS	TRADE FLOWS ⁷	
	Value (\$)	Weight (Tons)
Within State	\$670,200	0
State-to-State	\$2,199,220,800	30,245
Exports	\$1,637,242,800	49,669
Total Enabling Effects	\$3,837,133,800	79,913

Minnesota

Largest Commercial Airport:¹ **Minneapolis-St. Paul International**

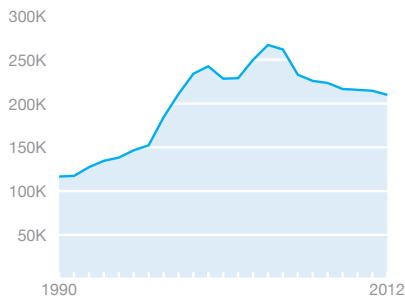
Population (Estimate):² **5,379,646**

Gross Domestic Product (\$ Millions):³ **\$294,729**

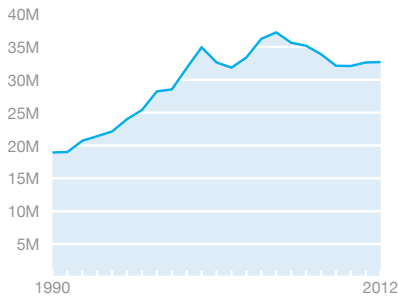
Contribution to Gross Domestic Product: **3.2%**

State Share of International Visitors to:⁴ **0.4%**

Number of Departures⁵



Number of Passengers⁵



ACTIVITY	AVIATION STATISTICS ^{1,5,8}			
	Number of Airports	Aircraft Operations	Commercial ⁵	
			Freight (Tons)	Passengers
Commercial Aviation	7	209,862	220,892	32,702,615
General Aviation	83	1,510,518	—	—
Private Use Airports	7	—	—	—
Total Aviation	97	1,720,380	220,892	32,702,615

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Commercial	\$5,564,346,564	\$1,627,031,156	34,152
▶ Airport Operations	\$999,053,879	\$357,904,615	8,786
▶ General Aviation	\$575,193,310	\$168,188,201	3,530
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$292,048,257	\$73,949,867	2,038
▶ Air Courier	\$560,773,601	\$165,620,461	5,298
Indirect			
▶ Visitor Expenditures — Commercial	\$8,169,077,595	\$2,416,070,145	88,596
▶ Visitor Expenditures — General Aviation	\$181,867,442	\$53,788,753	1,972
▶ Travel Arrangements	\$183,573,440	\$58,394,911	1,656
Total Aviation	\$16,525,934,088	\$4,920,948,108	146,029

FAA SPENDING (FY 2012)	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$330,855,663	\$102,759,247	2,698

ENABLING EFFECTS	TRADE FLOWS ⁷	
	Value (\$)	Weight (Tons)
Within State	\$0	0
State-to-State	\$3,156,395,500	31,669
Exports	\$2,032,949,200	16,191
Total Enabling Effects	\$5,189,344,700	47,860

Mississippi

Largest Commercial Airport:¹ **Jackson-Evers International**

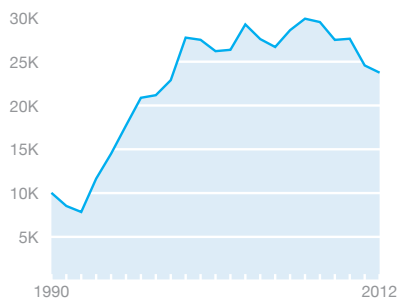
Population (Estimate):² **2,986,450**

Gross Domestic Product (\$ Millions):³ **\$101,490**

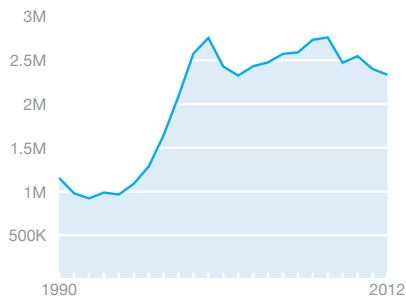
Contribution to Gross Domestic Product: **1.5%**

State Share of International Visitors to:⁴ **0.1%**

Number of Departures⁵



Number of Passengers⁵



ACTIVITY	AVIATION STATISTICS ^{1,5,8}			
	Number of Airports	Aircraft Operations	Commercial ⁵	
			Freight (Tons)	Passengers
Commercial Aviation	8	23,747	11,009	2,333,036
General Aviation	64	1,107,972	—	—
Private Use Airports	1	—	—	—
Total Aviation	73	1,131,719	11,009	2,333,036

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Commercial	\$389,238,138	\$117,877,096	3,510
▶ Airport Operations	\$147,866,859	\$51,793,870	1,426
▶ General Aviation	\$413,693,753	\$125,283,249	3,730
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$1,017,525,241	\$235,947,373	5,917
▶ Air Courier	\$52,178,100	\$14,996,448	498
Indirect			
▶ Visitor Expenditures — Commercial	\$770,841,376	\$221,149,062	7,584
▶ Visitor Expenditures — General Aviation	\$115,922,586	\$33,257,389	1,141
▶ Travel Arrangements	\$7,363,275	\$2,328,123	89
Total Aviation	\$2,914,629,327	\$802,632,611	23,895

FAA SPENDING (FY 2012)	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$131,960,156	\$40,803,604	1,191

ENABLING EFFECTS	TRADE FLOWS ⁷	
	Value (\$)	Weight (Tons)
Within State	\$861,800	5
State-to-State	\$170,856,100	2,163
Exports	\$190,407,000	1,259
Total Enabling Effects	\$362,124,900	3,426

Missouri

Largest Commercial Airport:¹ **Lambert-St Louis International**

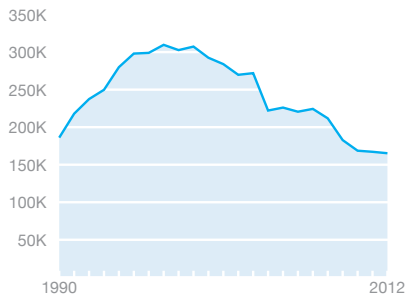
Population (Estimate):² **6,024,522**

Gross Domestic Product (\$ Millions):³ **\$258,832**

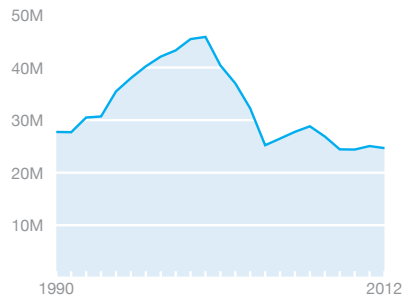
Contribution to Gross Domestic Product: **3.8%**

State Share of International Visitors to:⁴ **0.2%**

Number of Departures⁵



Number of Passengers⁵



ACTIVITY	AVIATION STATISTICS ^{1,5,8}			
	Number of Airports	Aircraft Operations	Commercial ⁵	
			Freight (Tons)	Passengers
Commercial Aviation	7	165,275	198,571	24,672,644
General Aviation	64	914,563	—	—
Private Use Airports	5	—	—	—
Total Aviation	76	1,079,838	198,571	24,672,644

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Commercial	\$4,171,016,373	\$1,125,053,349	25,293
▶ Airport Operations	\$772,111,728	\$249,476,973	6,148
▶ General Aviation	\$346,015,905	\$93,331,293	2,098
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$2,778,423,373	\$662,783,859	13,744
▶ Air Courier	\$490,902,124	\$138,424,570	4,488
Indirect			
▶ Visitor Expenditures — Commercial	\$8,603,472,393	\$2,390,168,104	84,915
▶ Visitor Expenditures — General Aviation	\$128,915,467	\$35,814,567	1,272
▶ Travel Arrangements	\$140,080,444	\$40,820,702	1,168
Total Aviation	\$17,430,937,806	\$4,735,873,416	139,127

FAA SPENDING (FY 2012)	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$270,879,113	\$77,886,802	2,085

ENABLING EFFECTS	TRADE FLOWS ⁷	
	Value (\$)	Weight (Tons)
Within State	\$1,130,500	4
State-to-State	\$3,054,562,600	32,622
Exports	\$148,629,700	3,140
Total Enabling Effects	\$3,204,322,800	35,765

Montana

Largest Commercial Airport:¹ **Billings Logan International**

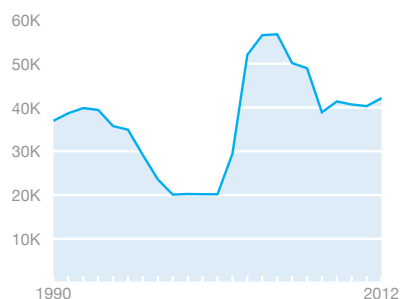
Population (Estimate):² **1,005,494**

Gross Domestic Product (\$ Millions):³ **\$40,422**

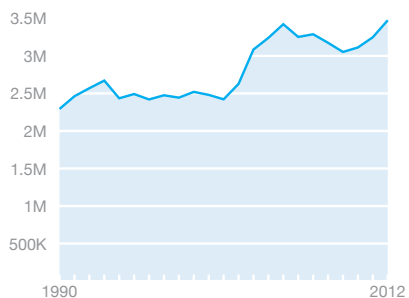
Contribution to Gross Domestic Product: **3.9%**

State Share of International Visitors to:⁴ **0.1%**

Number of Departures⁵



Number of Passengers⁵



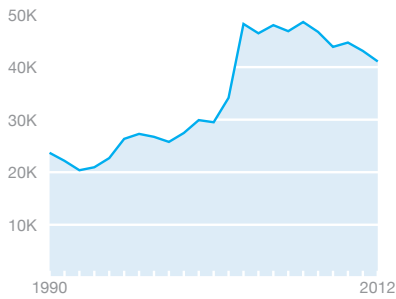
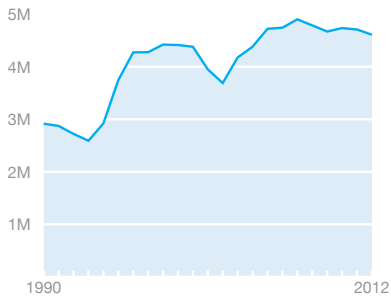
ACTIVITY	AVIATION STATISTICS ^{1,5,8}			
	Number of Airports	Aircraft Operations	Commercial ⁵	
			Freight (Tons)	Passengers
Commercial Aviation	9	42,148	55,550	3,474,774
General Aviation	61	651,560	—	—
Private Use Airports	0	—	—	—
Total Aviation	70	693,708	55,550	3,474,774

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Commercial	\$548,706,434	\$175,445,584	5,357
▶ Airport Operations	\$120,610,214	\$45,868,372	1,326
▶ General Aviation	\$230,262,988	\$73,625,206	2,248
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$29,177,228	\$6,754,351	168
▶ Air Courier	\$612,209,243	\$181,560,308	6,061
Indirect			
▶ Visitor Expenditures — Commercial	\$1,144,211,723	\$345,404,841	15,482
▶ Visitor Expenditures — General Aviation	\$68,071,326	\$20,548,789	921
▶ Travel Arrangements	\$18,939,729	\$6,171,272	240
Total Aviation	\$2,772,188,885	\$855,378,724	31,804

FAA SPENDING (FY 2012)	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$115,255,955	\$38,765,733	1,136

ENABLING EFFECTS	TRADE FLOWS ⁷	
	Value (\$)	Weight (Tons)
Within State	\$0	0
State-to-State	\$77,827,100	1,020
Exports	\$14,971,600	343
Total Enabling Effects	\$92,798,700	1,364

Nebraska

Largest Commercial Airport:¹ **Eppley Airfield**Population (Estimate):² **1,855,350**Gross Domestic Product (\$ Millions):³ **\$99,557**Contribution to Gross Domestic Product: **2.3%**State Share of International Visitors to:⁴ **0.4%**Number of Departures⁵Number of Passengers⁵

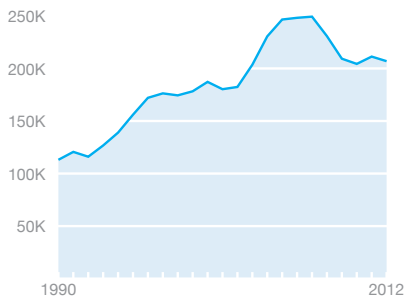
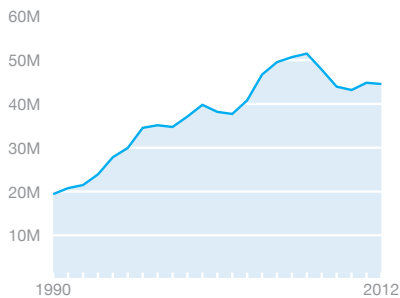
ACTIVITY	AVIATION STATISTICS ^{1,5,8}			
	Number of Airports	Aircraft Operations	Commercial ⁵	
			Freight (Tons)	Passengers
Commercial Aviation	6	41,077	62,686	4,608,388
General Aviation	65	719,737	—	—
Private Use Airports	1	—	—	—
Total Aviation	72	760,814	62,686	4,608,388

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Commercial	\$617,892,134	\$175,070,090	5,215
▶ Airport Operations	\$118,227,662	\$42,280,931	1,149
▶ General Aviation	\$215,970,130	\$61,191,765	1,823
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$176,986,513	\$25,040,396	585
▶ Air Courier	\$493,315,234	\$137,497,831	4,613
Indirect			
▶ Visitor Expenditures — Commercial	\$2,179,836,412	\$641,807,518	27,664
▶ Visitor Expenditures — General Aviation	\$66,371,503	\$19,541,709	842
▶ Travel Arrangements	\$31,983,126	\$10,091,118	377
Total Aviation	\$3,900,582,715	\$1,112,521,359	42,267

FAA SPENDING (FY 2012)	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$82,734,366	\$26,457,199	700

ENABLING EFFECTS	TRADE FLOWS ⁷	
	Value (\$)	Weight (Tons)
Within State	\$0	0
State-to-State	\$112,792,400	6,468
Exports	\$69,283,800	13,297
Total Enabling Effects	\$182,076,200	19,765

Nevada

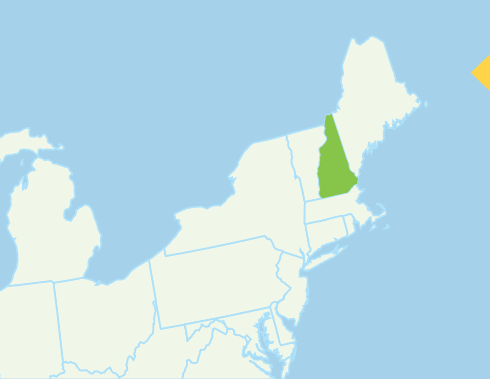
Largest Commercial Airport:¹ **McCarran International**Population (Estimate):² **2,754,354**Gross Domestic Product (\$ Millions):³ **\$133,584**Contribution to Gross Domestic Product: **12.1%**State Share of International Visitors to:⁴ **7.9%**Number of Departures⁵Number of Passengers⁵

ACTIVITY	AVIATION STATISTICS ^{1,5,8}			
	Number of Airports	Aircraft Operations	Commercial ⁵	
			Freight (Tons)	Passengers
Commercial Aviation	5	206,914	163,512	44,551,092
General Aviation	22	688,631	—	—
Private Use Airports	3	—	—	—
Total Aviation	30	895,545	163,512	44,551,092

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Commercial	\$7,195,178,005	\$2,301,654,807	50,659
▶ Airport Operations	\$1,436,983,444	\$528,240,164	13,921
▶ General Aviation	\$248,900,627	\$79,620,452	1,752
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$119,939,959	\$30,393,625	701
▶ Air Courier	\$504,526,208	\$154,299,575	4,745
Indirect			
▶ Visitor Expenditures — Commercial	\$17,364,128,278	\$5,166,512,371	150,503
▶ Visitor Expenditures — General Aviation	\$91,618,915	\$27,260,237	794
▶ Travel Arrangements	\$110,851,359	\$35,977,601	1,131
Total Aviation	\$27,072,126,794	\$8,323,958,833	224,207

FAA SPENDING (FY 2012)	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$216,452,009	\$72,657,376	1,848

ENABLING EFFECTS	TRADE FLOWS ⁷	
	Value (\$)	Weight (Tons)
Within State	\$57,652,600	11,092
State-to-State	\$462,751,300	16,111
Exports	\$633,387,100	5,153
Total Enabling Effects	\$1,153,791,000	32,356



Economic Impact of Civil Aviation by State (2012)

New Hampshire

Largest Commercial Airport:¹ **Manchester**

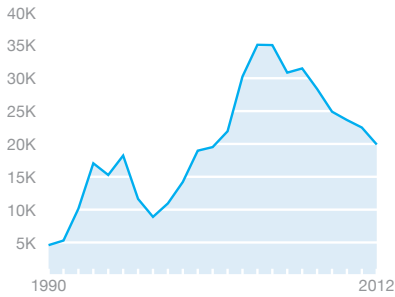
Population (Estimate):² **1,321,617**

Gross Domestic Product (\$ Millions):³ **\$64,697**

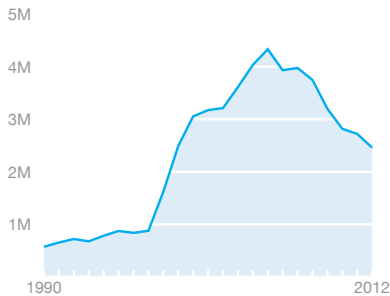
Contribution to Gross Domestic Product: **2.1%**

State Share of International Visitors to:⁴ **0.1%**

Number of Departures⁵



Number of Passengers⁵



ACTIVITY	AVIATION STATISTICS ^{1,5,8}			
	Number of Airports	Aircraft Operations	Commercial ⁵	
			Freight (Tons)	Passengers
Commercial Aviation	2	19,912	98,230	2,458,922
General Aviation	12	318,714	—	—
Private Use Airports	1	—	—	—
Total Aviation	15	338,626	98,230	2,458,922

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Commercial	\$389,649,265	\$117,241,450	2,761
▶ Airport Operations	\$114,674,068	\$39,239,616	1,047
▶ General Aviation	\$113,028,114	\$34,008,995	801
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$176,714,469	\$41,832,564	830
▶ Air Courier	\$244,714,846	\$71,779,684	2,157
Indirect			
▶ Visitor Expenditures — Commercial	\$1,267,061,323	\$356,313,505	12,707
▶ Visitor Expenditures — General Aviation	\$31,064,135	\$8,735,624	312
▶ Travel Arrangements	\$18,614,745	\$5,618,530	154
Total Aviation	\$2,355,520,965	\$674,769,969	20,768

FAA SPENDING (FY 2012)	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$212,421,965	\$62,475,089	1,677

ENABLING EFFECTS	TRADE FLOWS ⁷	
	Value (\$)	Weight (Tons)
Within State	\$0	0
State-to-State	\$3,057,197,300	10,131
Exports	\$141,158,600	1,606
Total Enabling Effects	\$3,198,355,900	11,737

New Jersey

Largest Commercial Airport:¹ **Newark Liberty International**

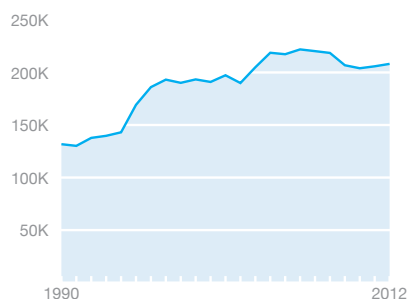
Population (Estimate):² **8,867,749**

Gross Domestic Product (\$ Millions):³ **\$508,003**

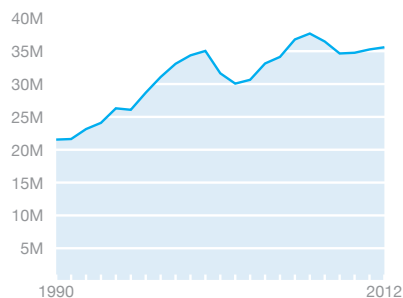
Contribution to Gross Domestic Product: **2.6%**

State Share of International Visitors to:⁴ **2.0%**

Number of Departures⁵



Number of Passengers⁵



ACTIVITY	AVIATION STATISTICS ^{1,5,8}			
	Number of Airports	Aircraft Operations	Commercial ⁵	
			Freight (Tons)	Passengers
Commercial Aviation	2	208,168	793,166	35,600,526
General Aviation	9	836,812	—	—
Private Use Airports	13	—	—	—
Total Aviation	24	1,044,980	793,166	35,600,526

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Commercial	\$6,327,430,876	\$1,561,977,727	31,802
▶ Airport Operations	\$1,388,103,272	\$460,833,006	9,915
▶ General Aviation	\$332,855,031	\$82,167,969	1,673
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$299,302,623	\$70,887,046	1,489
▶ Air Courier	\$1,508,945,589	\$414,695,830	11,142
Indirect			
▶ Visitor Expenditures — Commercial	\$12,169,941,091	\$3,437,980,957	92,076
▶ Visitor Expenditures — General Aviation	\$123,181,078	\$34,798,377	932
▶ Travel Arrangements	\$373,093,627	\$111,002,500	2,804
Total Aviation	\$22,522,853,188	\$6,174,343,414	151,833

FAA SPENDING (FY 2012)	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$736,785,623	\$224,633,583	5,103

ENABLING EFFECTS	TRADE FLOWS ⁷	
	Value (\$)	Weight (Tons)
Within State	\$0	0
State-to-State	\$8,009,321,500	111,019
Exports	\$25,782,093,700	214,994
Total Enabling Effects	\$33,791,415,200	326,013

New Mexico

Largest Commercial Airport:¹ **Albuquerque International Sunport**

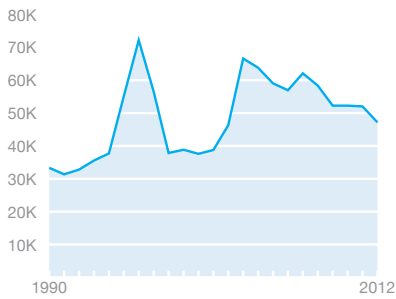
Population (Estimate):² **2,083,540**

Gross Domestic Product (\$ Millions):³ **\$80,600**

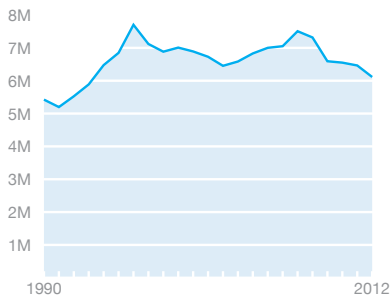
Contribution to Gross Domestic Product: **2.7%**

State Share of International Visitors to:⁴ **0.1%**

Number of Departures⁵



Number of Passengers⁵



ACTIVITY	AVIATION STATISTICS ^{1,5,8}			
	Number of Airports	Aircraft Operations	Commercial ⁵	
			Freight (Tons)	Passengers
Commercial Aviation	5	47,183	100,264	6,113,268
General Aviation	44	545,223	—	—
Private Use Airports	1	—	—	—
Total Aviation	50	592,406	100,264	6,113,268

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Commercial	\$1,034,149,160	\$323,775,186	8,278
▶ Airport Operations	\$134,426,680	\$50,561,983	1,248
▶ General Aviation	\$206,414,475	\$64,624,996	1,652
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$167,655,478	\$41,262,459	945
▶ Air Courier	\$558,479,982	\$160,868,049	4,920
Indirect			
▶ Visitor Expenditures — Commercial	\$1,685,059,149	\$508,232,948	20,488
▶ Visitor Expenditures — General Aviation	\$64,039,440	\$19,315,021	779
▶ Travel Arrangements	\$14,180,243	\$4,652,004	143
Total Aviation	\$3,864,404,608	\$1,173,292,646	38,452

FAA SPENDING (FY 2012)	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$155,033,873	\$50,257,585	1,431

ENABLING EFFECTS	TRADE FLOWS ⁷	
	Value (\$)	Weight (Tons)
Within State	\$0	0
State-to-State	\$363,696,900	970
Exports	\$50,958,900	1,095
Total Enabling Effects	\$414,655,800	2,065

New York

Largest Commercial Airport:¹ **John F. Kennedy International**

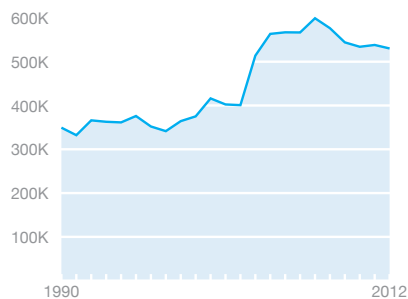
Population (Estimate):² **19,576,125**

Gross Domestic Product (\$ Millions):³ **\$1,205,930**

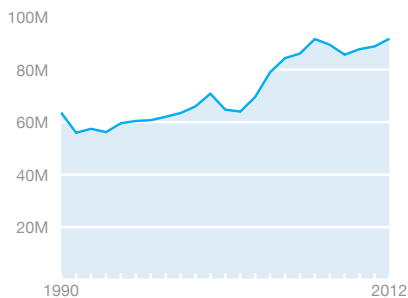
Contribution to Gross Domestic Product: **4.0%**

State Share of International Visitors to:⁴ **19.7%**

Number of Departures⁵



Number of Passengers⁵



ACTIVITY	AVIATION STATISTICS ^{1,5,8}			
	Number of Airports	Aircraft Operations	Commercial ⁵	
			Freight (Tons)	Passengers
Commercial Aviation	17	530,200	1,638,508	91,750,651
General Aviation	52	2,231,726	—	—
Private Use Airports	20	—	—	—
Total Aviation	89	2,761,926	1,638,508	91,750,651

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Commercial	\$14,283,532,907	\$3,893,100,404	77,437
▶ Airport Operations	\$2,709,778,170	\$918,119,021	20,097
▶ General Aviation	\$777,541,522	\$211,925,665	4,215
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$3,036,584,083	\$734,202,032	13,442
▶ Air Courier	\$1,547,800,001	\$435,376,905	11,896
Indirect			
▶ Visitor Expenditures — Commercial	\$56,946,989,521	\$15,608,459,854	415,129
▶ Visitor Expenditures — General Aviation	\$257,115,320	\$70,472,104	1,874
▶ Travel Arrangements	\$1,103,691,932	\$326,007,562	8,383
Total Aviation	\$80,663,033,456	\$22,197,663,546	552,473

FAA SPENDING (FY 2012)	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$644,046,764	\$190,446,523	4,348

ENABLING EFFECTS	TRADE FLOWS ⁷	
	Value (\$)	Weight (Tons)
Within State	\$77,785,000	1,138
State-to-State	\$6,846,185,200	60,597
Exports	\$97,121,245,500	792,126
Total Enabling Effects	\$104,045,215,700	853,861

North Carolina

Largest Commercial Airport:¹ **Charlotte/Douglas International**

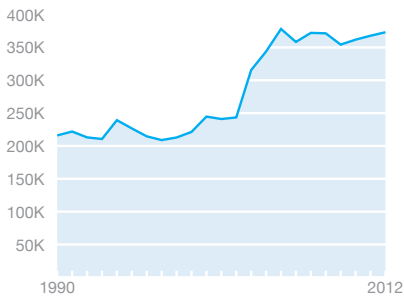
Population (Estimate):² **9,748,364**

Gross Domestic Product (\$ Millions):³ **\$455,973**

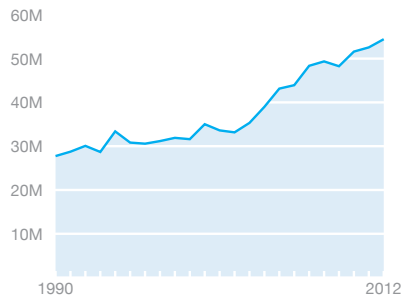
Contribution to Gross Domestic Product: **3.2%**

State Share of International Visitors to:⁴ **1.0%**

Number of Departures⁵



Number of Passengers⁵



ACTIVITY	AVIATION STATISTICS ^{1,5,8}			
	Number of Airports	Aircraft Operations	Commercial ⁵	
			Freight (Tons)	Passengers
Commercial Aviation	9	373,114	287,670	54,432,876
General Aviation	60	1,656,971	—	—
Private Use Airports	3	—	—	—
Total Aviation	72	2,030,085	287,670	54,432,876

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Commercial	\$8,943,222,496	\$2,682,273,296	67,253
▶ Airport Operations	\$729,101,894	\$261,814,007	7,082
▶ General Aviation	\$609,261,722	\$182,731,275	4,582
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$3,928,514,417	\$1,007,033,729	29,114
▶ Air Courier	\$889,536,102	\$270,654,637	8,624
Indirect			
▶ Visitor Expenditures — Commercial	\$10,505,551,108	\$3,129,601,452	118,933
▶ Visitor Expenditures — General Aviation	\$227,398,966	\$67,742,104	2,574
▶ Travel Arrangements	\$303,592,384	\$96,397,833	3,390
Total Aviation	\$26,136,179,090	\$7,698,248,334	241,553

FAA SPENDING (FY 2012)	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$273,842,184	\$88,310,037	2,458

ENABLING EFFECTS	TRADE FLOWS ⁷	
	Value (\$)	Weight (Tons)
Within State	\$15,821,200	18
State-to-State	\$1,893,780,800	47,027
Exports	\$2,393,490,500	30,049
Total Enabling Effects	\$4,303,092,500	77,093

North Dakota

Largest Commercial Airport:¹ **Hector International**

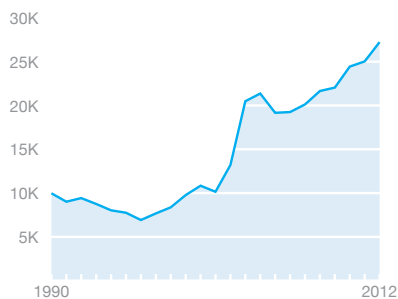
Population (Estimate):² **701,345**

Gross Domestic Product (\$ Millions):³ **\$46,016**

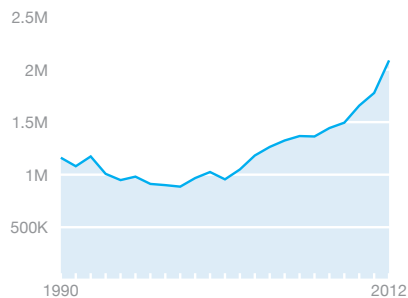
Contribution to Gross Domestic Product: **2.6%**

State Share of International Visitors to:⁴ **0.1%**

Number of Departures⁵



Number of Passengers⁵



ACTIVITY	AVIATION STATISTICS ^{1,5,8}			
	Number of Airports	Aircraft Operations	Commercial ⁵	
			Freight (Tons)	Passengers
Commercial Aviation	8	27,236	27,400	2,087,136
General Aviation	45	681,394	—	—
Private Use Airports	0	—	—	—
Total Aviation	53	708,630	27,400	2,087,136

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Commercial	\$310,952,373	\$77,498,790	2,259
▶ Airport Operations	\$106,352,795	\$36,244,594	1,006
▶ General Aviation	\$227,194,422	\$56,623,761	1,651
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$84,860,758	\$9,074,426	289
▶ Air Courier	\$585,159,798	\$153,667,425	5,296
Indirect			
▶ Visitor Expenditures — Commercial	\$793,339,264	\$222,046,382	9,790
▶ Visitor Expenditures — General Aviation	\$41,975,173	\$11,748,360	518
▶ Travel Arrangements	\$11,923,153	\$3,642,287	139
Total Aviation	\$2,161,757,736	\$570,546,025	20,949

FAA SPENDING (FY 2012)	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$213,146,221	\$70,125,243	1,924

ENABLING EFFECTS	TRADE FLOWS ⁷	
	Value (\$)	Weight (Tons)
Within State	\$0	0
State-to-State	\$11,029,700	195
Exports	\$8,505,000	433
Total Enabling Effects	\$19,534,700	628

Ohio

Largest Commercial Airport:¹ **Cleveland-Hopkins International**

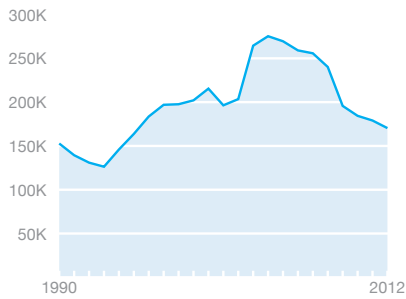
Population (Estimate):² **11,553,031**

Gross Domestic Product (\$ Millions):³ **\$509,393**

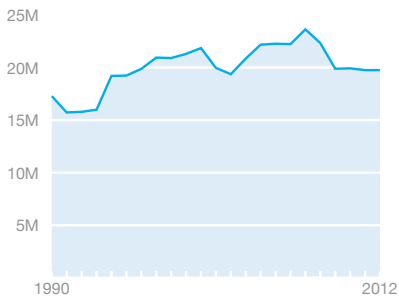
Contribution to Gross Domestic Product: **2.6%**

State Share of International Visitors to:⁴ **0.9%**

Number of Departures⁵



Number of Passengers⁵



ACTIVITY	AVIATION STATISTICS ^{1,5,8}			
	Number of Airports	Aircraft Operations	Commercial ⁵	
			Freight (Tons)	Passengers
Commercial Aviation	6	170,359	212,964	19,752,575
General Aviation	82	2,504,347	—	—
Private Use Airports	12	—	—	—
Total Aviation	100	2,674,706	212,964	19,752,575

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Commercial	\$3,528,658,334	\$1,000,015,800	21,707
▶ Airport Operations	\$841,392,432	\$295,762,188	7,503
▶ General Aviation	\$1,001,236,391	\$283,748,698	6,159
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$10,135,167,898	\$2,576,332,590	61,071
▶ Air Courier	\$642,417,518	\$186,473,798	5,831
Indirect			
▶ Visitor Expenditures — Commercial	\$8,881,757,525	\$2,611,504,469	93,461
▶ Visitor Expenditures — General Aviation	\$242,670,723	\$71,352,508	2,554
▶ Travel Arrangements	\$133,764,002	\$41,883,152	1,327
Total Aviation	\$25,407,064,823	\$7,067,073,203	199,612

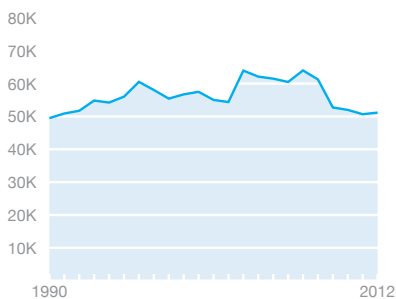
FAA SPENDING (FY 2012)	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$645,278,931	\$204,447,727	5,423

ENABLING EFFECTS	TRADE FLOWS ⁷	
	Value (\$)	Weight (Tons)
Within State	\$12,290,600	24
State-to-State	\$1,669,678,300	67,445
Exports	\$5,137,266,100	54,665
Total Enabling Effects	\$6,819,235,000	122,134

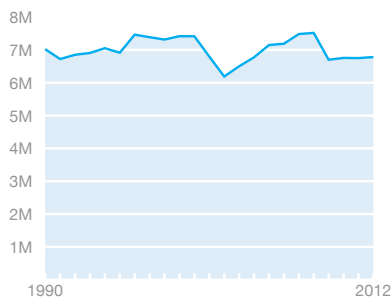
Oklahoma

Largest Commercial Airport:¹ **Will Rogers World**Population (Estimate):² **3,815,780**Gross Domestic Product (\$ Millions):³ **\$160,953**Contribution to Gross Domestic Product: **2.2%**State Share of International Visitors to:⁴ **0.2%**

Number of Departures⁵



Number of Passengers⁵



ACTIVITY	AVIATION STATISTICS ^{1,5,8}			
	Number of Airports	Aircraft Operations	Commercial ⁵	
			Freight (Tons)	Passengers
Commercial Aviation	3	51,166	95,213	6,781,426
General Aviation	95	1,014,591	—	—
Private Use Airports	3	—	—	—
Total Aviation	101	1,065,757	95,213	6,781,426

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Commercial	\$1,269,567,359	\$400,861,444	8,890
▶ Airport Operations	\$231,854,518	\$85,575,021	2,192
▶ General Aviation	\$425,091,047	\$134,221,008	2,977
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$1,402,887,107	\$355,183,851	10,013
▶ Air Courier	\$329,024,251	\$98,518,267	3,196
Indirect			
▶ Visitor Expenditures — Commercial	\$2,518,140,723	\$762,383,129	32,017
▶ Visitor Expenditures — General Aviation	\$135,112,490	\$40,906,166	1,718
▶ Travel Arrangements	\$54,720,633	\$17,799,226	600
Total Aviation	\$6,366,398,128	\$1,895,448,114	61,602

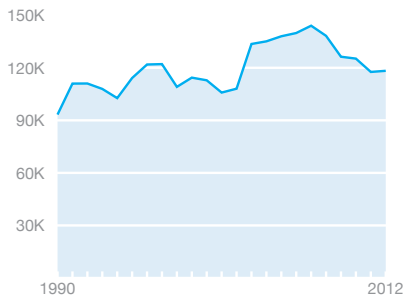
FAA SPENDING (FY 2012)	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$1,588,596,395	\$551,606,480	14,791

ENABLING EFFECTS	TRADE FLOWS ⁷	
	Value (\$)	Weight (Tons)
Within State	\$20,600	12
State-to-State	\$310,559,100	8,378
Exports	\$80,781,600	1,074
Total Enabling Effects	\$391,361,300	9,464

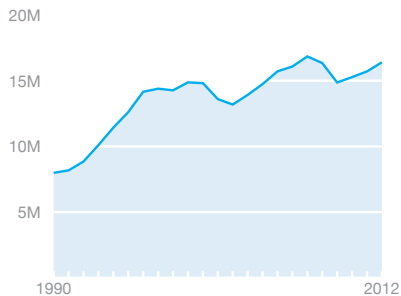
Oregon

Largest Commercial Airport:¹ **Portland International**Population (Estimate):² **3,899,801**Gross Domestic Product (\$ Millions):³ **\$198,702**Contribution to Gross Domestic Product: **3.5%**State Share of International Visitors to:⁴ **0.6%**

Number of Departures⁵



Number of Passengers⁵



AVIATION STATISTICS^{1,5,8}

ACTIVITY	Number of Airports	Aircraft Operations	Commercial ⁵	
			Freight (Tons)	Passengers
Commercial Aviation	9	118,275	217,839	16,402,111
General Aviation	46	1,357,234	—	—
Private Use Airports	2	—	—	—
Total Aviation	57	1,475,509	217,839	16,402,111

TOTAL ECONOMIC IMPACT⁶

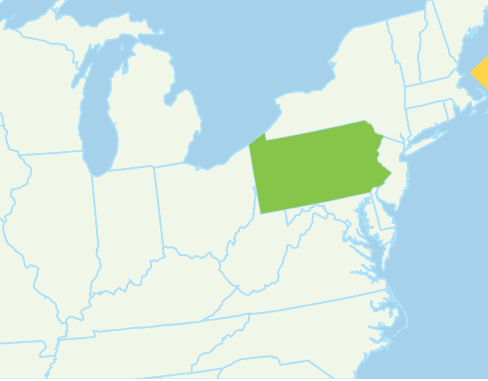
AVIATION ACTIVITY	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Commercial	\$2,546,338,871	\$634,112,071	15,702
▶ Airport Operations	\$457,643,836	\$153,384,706	3,691
▶ General Aviation	\$471,549,638	\$117,429,507	2,908
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$523,461,709	\$126,228,496	2,970
▶ Air Courier	\$1,369,231,917	\$387,103,017	11,845
Indirect			
▶ Visitor Expenditures — Commercial	\$6,311,217,973	\$1,854,370,065	69,458
▶ Visitor Expenditures — General Aviation	\$197,113,780	\$57,916,221	2,169
▶ Travel Arrangements	\$56,322,130	\$17,689,684	567
Total Aviation	\$11,932,879,854	\$3,348,233,766	109,310

TOTAL ECONOMIC IMPACT⁶

FAA SPENDING (FY 2012)	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$142,087,907	\$44,220,889	1,144

TRADE FLOWS⁷

ENABLING EFFECTS	Value (\$)	Weight (Tons)
Within State	\$0	0
State-to-State	\$1,711,102,500	6,560
Exports	\$1,826,801,400	14,806
Total Enabling Effects	\$3,537,903,900	21,366



Economic Impact of Civil Aviation by State (2012)

Pennsylvania

Largest Commercial Airport:¹ **Philadelphia International**

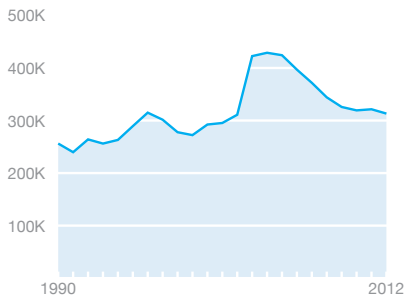
Population (Estimate):² **12,764,475**

Gross Domestic Product (\$ Millions):³ **\$600,897**

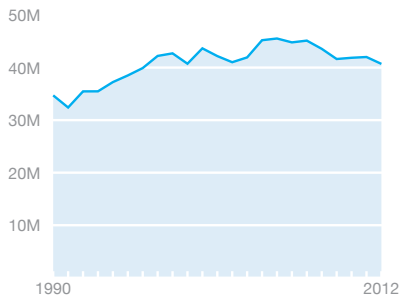
Contribution to Gross Domestic Product: **3.0%**

State Share of International Visitors to:⁴ **2.1%**

Number of Departures⁵



Number of Passengers⁵



ACTIVITY	AVIATION STATISTICS ^{1,5,8}			
	Number of Airports	Aircraft Operations	Commercial ⁵	
			Freight (Tons)	Passengers
Commercial Aviation	13	313,191	594,258	40,697,657
General Aviation	38	1,559,118	—	—
Private Use Airports	12	—	—	—
Total Aviation	63	1,872,309	594,258	40,697,657

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Commercial	\$7,071,602,324	\$1,859,237,935	43,548
▶ Airport Operations	\$1,513,042,704	\$511,474,927	13,207
▶ General Aviation	\$606,294,516	\$159,404,575	3,734
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$3,889,931,509	\$961,740,274	19,708
▶ Air Courier	\$2,061,050,095	\$588,241,769	17,482
Indirect			
▶ Visitor Expenditures — Commercial	\$16,039,131,182	\$4,649,927,254	156,805
▶ Visitor Expenditures — General Aviation	\$172,728,747	\$50,076,036	1,689
▶ Travel Arrangements	\$260,687,220	\$80,048,603	2,483
Total Aviation	\$31,614,468,299	\$8,860,151,372	258,655

FAA SPENDING (FY 2012)	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$635,362,634	\$201,653,031	5,125

ENABLING EFFECTS	TRADE FLOWS ⁷	
	Value (\$)	Weight (Tons)
Within State	\$14,980,800	136
State-to-State	\$2,924,671,800	50,541
Exports	\$9,655,270,000	112,016
Total Enabling Effects	\$12,594,922,600	162,693

Rhode Island

Largest Commercial Airport:¹ **Theodore Francis Green State**

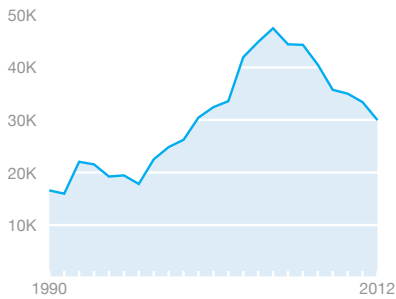
Population (Estimate):² **1,050,304**

Gross Domestic Product (\$ Millions):³ **\$50,956**

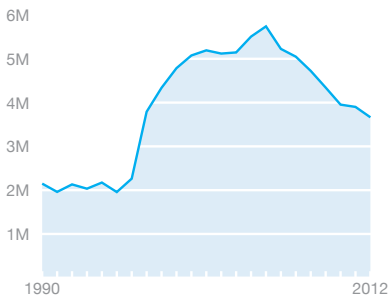
Contribution to Gross Domestic Product: **3.1%**

State Share of International Visitors to:⁴ **0.1%**

Number of Departures⁵



Number of Passengers⁵

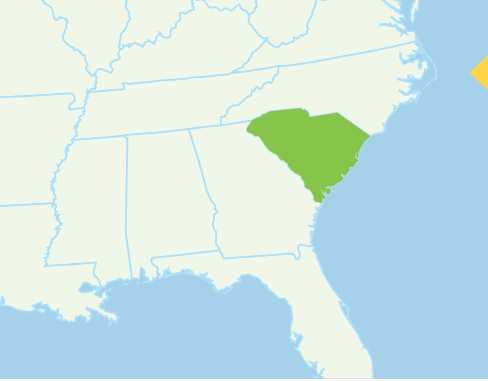


ACTIVITY	AVIATION STATISTICS ^{1,5,8}			
	Number of Airports	Aircraft Operations	Commercial ⁵	
			Freight (Tons)	Passengers
Commercial Aviation	3	29,958	12,270	3,663,644
General Aviation	1	107,930	—	—
Private Use Airports	2	—	—	—
Total Aviation	6	137,888	12,270	3,663,644

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Commercial	\$566,116,062	\$166,779,273	4,675
▶ Airport Operations	\$108,436,188	\$36,334,362	933
▶ General Aviation	\$37,324,210	\$10,995,810	308
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$0	\$0	0
▶ Air Courier	\$174,393,239	\$48,096,374	1,480
Indirect			
▶ Visitor Expenditures — Commercial	\$1,665,633,579	\$467,288,550	14,203
▶ Visitor Expenditures — General Aviation	\$11,510,199	\$3,229,152	98
▶ Travel Arrangements	\$81,632,897	\$24,316,545	745
Total Aviation	\$2,645,046,373	\$757,040,065	22,443

FAA SPENDING (FY 2012)	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$20,466,565	\$5,993,449	159

ENABLING EFFECTS	TRADE FLOWS ⁷	
	Value (\$)	Weight (Tons)
Within State	\$0	0
State-to-State	\$233,283,100	5,261
Exports	\$139,498,600	1,972
Total Enabling Effects	\$372,781,700	7,232



Economic Impact of Civil Aviation by State (2012)

South Carolina

Largest Commercial Airport:¹ **Charleston International**

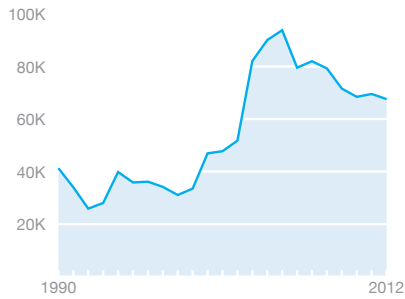
Population (Estimate):² **4,723,417**

Gross Domestic Product (\$ Millions):³ **\$176,217**

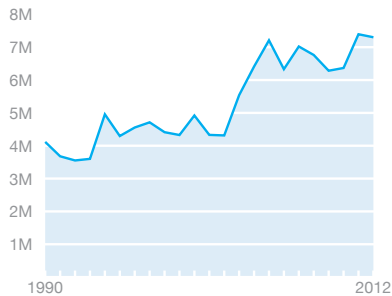
Contribution to Gross Domestic Product: **2.0%**

State Share of International Visitors to:⁴ **0.4%**

Number of Departures⁵



Number of Passengers⁵



ACTIVITY	AVIATION STATISTICS ^{1,5,8}			
	Number of Airports	Aircraft Operations	Commercial ⁵	
			Freight (Tons)	Passengers
Commercial Aviation	6	67,561	118,061	7,302,495
General Aviation	45	1,112,037	—	—
Private Use Airports	2	—	—	—
Total Aviation	53	1,179,598	118,061	7,302,495

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Commercial	\$1,252,814,173	\$382,728,528	11,474
▶ Airport Operations	\$364,621,647	\$130,343,757	3,664
▶ General Aviation	\$426,963,607	\$130,435,268	3,910
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$988,214,550	\$243,990,275	5,510
▶ Air Courier	\$462,714,383	\$139,459,338	4,573
Indirect			
▶ Visitor Expenditures — Commercial	\$2,644,129,424	\$778,860,954	28,907
▶ Visitor Expenditures — General Aviation	\$133,668,580	\$39,373,730	1,461
▶ Travel Arrangements	\$34,286,229	\$10,698,114	356
Total Aviation	\$6,307,412,592	\$1,855,889,965	59,855

FAA SPENDING (FY 2012)	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$181,820,826	\$57,174,567	1,640

ENABLING EFFECTS	TRADE FLOWS ⁷	
	Value (\$)	Weight (Tons)
Within State	\$0	0
State-to-State	\$1,100,426,100	37,612
Exports	\$5,082,649,600	53,851
Total Enabling Effects	\$6,183,075,700	91,462

South Dakota

Largest Commercial Airport:¹ **Sioux Falls Regional/Joe Foss Field**

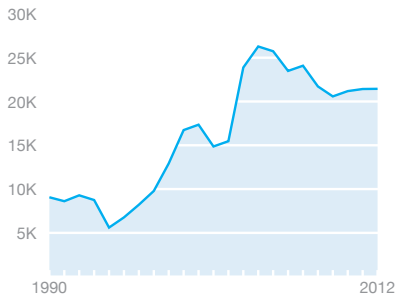
Population (Estimate):² **834,047**

Gross Domestic Product (\$ Millions):³ **\$42,464**

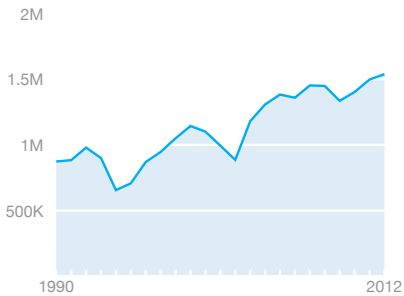
Contribution to Gross Domestic Product: **1.8%**

State Share of International Visitors to:⁴ **0.1%**

Number of Departures⁵



Number of Passengers⁵



ACTIVITY	AVIATION STATISTICS ^{1,5,8}			
	Number of Airports	Aircraft Operations	Commercial ⁵	
			Freight (Tons)	Passengers
Commercial Aviation	5	21,445	54,169	1,538,220
General Aviation	53	452,844	—	—
Private Use Airports	0	—	—	—
Total Aviation	58	474,289	54,169	1,538,220

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Commercial	\$199,712,266	\$65,242,563	1,950
▶ Airport Operations	\$81,936,982	\$29,822,816	822
▶ General Aviation	\$131,580,380	\$42,985,047	1,284
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$23,111,311	\$5,300,839	161
▶ Air Courier	\$352,942,793	\$104,171,500	3,601
Indirect			
▶ Visitor Expenditures — Commercial	\$531,146,355	\$157,621,898	7,006
▶ Visitor Expenditures — General Aviation	\$34,618,520	\$10,273,321	457
▶ Travel Arrangements	\$4,322,784	\$1,385,188	53
Total Aviation	\$1,359,371,390	\$416,803,171	15,333

FAA SPENDING (FY 2012)	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$65,507,595	\$21,361,514	596

ENABLING EFFECTS	TRADE FLOWS ⁷	
	Value (\$)	Weight (Tons)
Within State	\$0	0
State-to-State	\$36,306,600	270
Exports	\$72,941,800	309
Total Enabling Effects	\$109,248,400	579

Tennessee

Largest Commercial Airport:¹ **Memphis International**

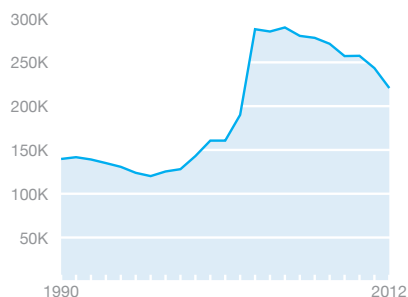
Population (Estimate):² **6,454,914**

Gross Domestic Product (\$ Millions):³ **\$277,036**

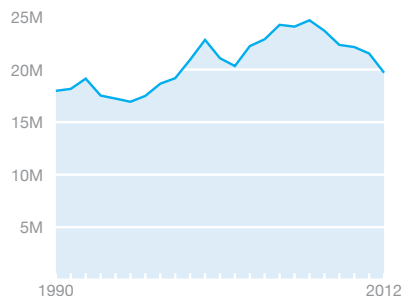
Contribution to Gross Domestic Product: **4.7%**

State Share of International Visitors to:⁴ **0.3%**

Number of Departures⁵



Number of Passengers⁵



ACTIVITY	AVIATION STATISTICS ^{1,5,8}			
	Number of Airports	Aircraft Operations	Commercial ⁵	
			Freight (Tons)	Passengers
Commercial Aviation	6	220,678	4,541,594	19,702,530
General Aviation	58	1,212,764	—	—
Private Use Airports	5	—	—	—
Total Aviation	69	1,433,442	4,541,594	19,702,530

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Commercial	\$3,427,516,726	\$964,015,225	24,787
▶ Airport Operations	\$761,031,138	\$251,847,539	6,268
▶ General Aviation	\$472,161,002	\$132,798,884	3,415
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$710,285,395	\$177,826,790	4,148
▶ Air Courier	\$11,173,782,085	\$3,013,294,154	77,985
Indirect			
▶ Visitor Expenditures — Commercial	\$5,755,198,368	\$1,676,850,392	54,092
▶ Visitor Expenditures — General Aviation	\$162,989,933	\$47,489,194	1,532
▶ Travel Arrangements	\$64,873,920	\$20,054,585	540
Total Aviation	\$22,527,838,567	\$6,284,176,763	172,768

FAA SPENDING (FY 2012)	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$326,473,940	\$96,739,729	2,556

ENABLING EFFECTS	TRADE FLOWS ⁷	
	Value (\$)	Weight (Tons)
Within State	\$15,125,900	29
State-to-State	\$9,930,773,100	26,161
Exports	\$19,796,978,600	162,103
Total Enabling Effects	\$29,742,877,600	188,293

Texas

Largest Commercial Airport:¹ **Dallas/Fort Worth International**

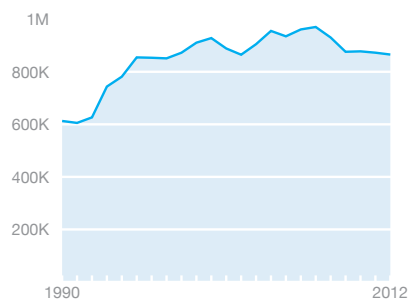
Population (Estimate):² **26,060,796**

Gross Domestic Product (\$ Millions):³ **\$1,397,369**

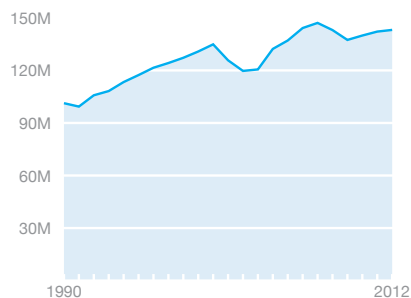
Contribution to Gross Domestic Product: **3.8%**

State Share of International Visitors to:⁴ **3.9%**

Number of Departures⁵



Number of Passengers⁵



ACTIVITY	AVIATION STATISTICS ^{1,5,8}			
	Number of Airports	Aircraft Operations	Commercial ⁵	
			Freight (Tons)	Passengers
Commercial Aviation	26	865,603	1,845,755	143,123,456
General Aviation	159	4,650,378	—	—
Private Use Airports	24	—	—	—
Total Aviation	209	5,515,981	1,845,755	143,123,456

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Commercial	\$30,181,030,442	\$9,109,373,802	190,025
▶ Airport Operations	\$4,585,316,619	\$1,630,265,528	37,186
▶ General Aviation	\$2,194,662,465	\$662,402,856	13,818
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$16,335,950,075	\$4,232,394,728	118,103
▶ Air Courier	\$4,179,803,649	\$1,240,896,729	38,942
Indirect			
▶ Visitor Expenditures — Commercial	\$38,160,179,526	\$11,401,280,323	359,779
▶ Visitor Expenditures — General Aviation	\$664,300,742	\$198,475,979	6,263
▶ Travel Arrangements	\$1,515,965,960	\$482,686,580	13,637
Total Aviation	\$97,817,209,480	\$28,957,776,524	777,753

FAA SPENDING (FY 2012)	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$1,702,325,880	\$537,446,804	13,194

ENABLING EFFECTS	TRADE FLOWS ⁷	
	Value (\$)	Weight (Tons)
Within State	\$2,821,401,500	17,325
State-to-State	\$9,598,689,500	182,049
Exports	\$35,358,045,100	356,771
Total Enabling Effects	\$47,778,136,100	556,146

Utah

Largest Commercial Airport:¹ **Salt Lake City International**

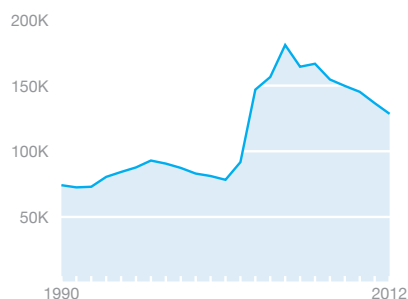
Population (Estimate):² **2,854,871**

Gross Domestic Product (\$ Millions):³ **\$130,486**

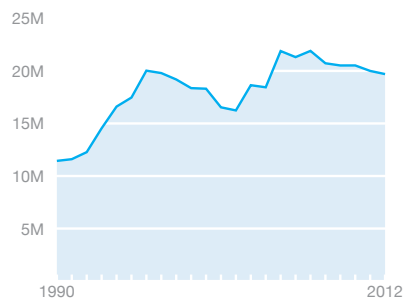
Contribution to Gross Domestic Product: **5.6%**

State Share of International Visitors to:⁴ **1.0%**

Number of Departures⁵



Number of Passengers⁵

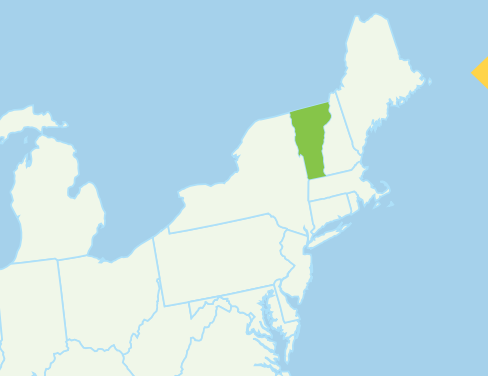


ACTIVITY	AVIATION STATISTICS ^{1,5,8}			
	Number of Airports	Aircraft Operations	Commercial ⁵	
			Freight (Tons)	Passengers
Commercial Aviation	5	128,501	179,953	19,696,560
General Aviation	29	594,688	—	—
Private Use Airports	2	—	—	—
Total Aviation	36	723,189	179,953	19,696,560

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Commercial	\$3,844,520,880	\$1,148,906,510	28,334
▶ Airport Operations	\$347,047,690	\$124,859,986	3,370
▶ General Aviation	\$259,774,937	\$77,631,810	1,915
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$1,514,599,161	\$398,146,460	9,627
▶ Air Courier	\$808,803,036	\$242,726,958	7,663
Indirect			
▶ Visitor Expenditures — Commercial	\$5,846,586,826	\$1,760,228,463	64,002
▶ Visitor Expenditures — General Aviation	\$67,184,567	\$20,227,218	735
▶ Travel Arrangements	\$276,759,760	\$88,724,278	3,238
Total Aviation	\$12,965,276,856	\$3,861,451,683	118,886

FAA SPENDING (FY 2012)	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$249,492,772	\$78,792,760	2,249

ENABLING EFFECTS	TRADE FLOWS ⁷	
	Value (\$)	Weight (Tons)
Within State	\$29,200	3
State-to-State	\$1,252,329,400	19,515
Exports	\$172,262,200	2,568
Total Enabling Effects	\$1,424,620,800	22,085



Economic Impact of Civil Aviation by State (2012)

Vermont

Largest Commercial Airport:¹ **Burlington International**

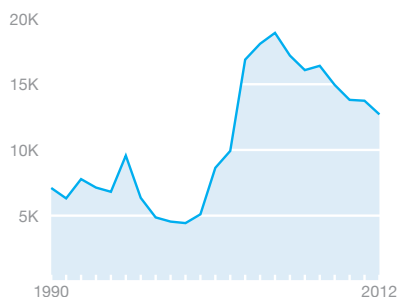
Population (Estimate):² **625,953**

Gross Domestic Product (\$ Millions):³ **\$27,296**

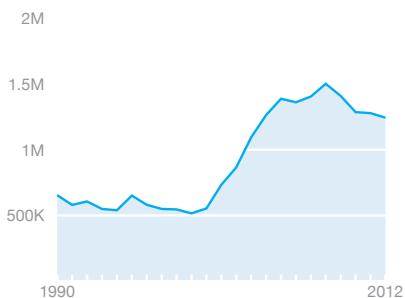
Contribution to Gross Domestic Product: **2.3%**

State Share of International Visitors to:⁴ **0.1%**

Number of Departures⁵



Number of Passengers⁵

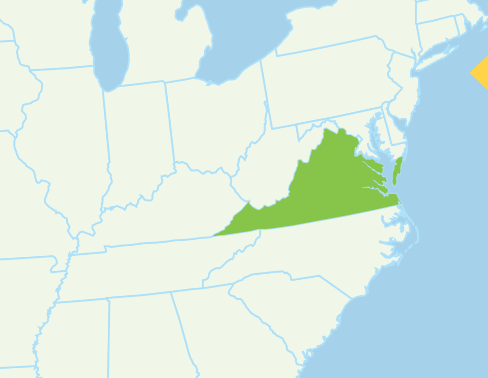


ACTIVITY	AVIATION STATISTICS ^{1,5,8}			
	Number of Airports	Aircraft Operations	Commercial ⁵	
			Freight (Tons)	Passengers
Commercial Aviation	2	12,706	4,556	1,243,907
General Aviation	10	177,079	—	—
Private Use Airports	0	—	—	—
Total Aviation	12	189,785	4,556	1,243,907

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Commercial	\$182,999,527	\$57,809,341	1,732
▶ Airport Operations	\$39,997,346	\$14,414,959	404
▶ General Aviation	\$58,302,254	\$18,417,615	552
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$131,646,985	\$18,468,995	447
▶ Air Courier	\$52,484,500	\$15,565,109	506
Indirect			
▶ Visitor Expenditures — Commercial	\$636,899,110	\$185,200,853	7,198
▶ Visitor Expenditures — General Aviation	\$14,553,809	\$4,232,033	164
▶ Travel Arrangements	\$7,107,372	\$2,220,880	78
Total Aviation	\$1,123,990,903	\$316,329,786	11,081

FAA SPENDING (FY 2012)	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$27,679,648	\$8,822,189	251

ENABLING EFFECTS	TRADE FLOWS ⁷	
	Value (\$)	Weight (Tons)
Within State	\$0	0
State-to-State	\$81,909,500	1,074
Exports	\$82,285,100	421
Total Enabling Effects	\$164,194,600	1,495



Economic Impact of Civil Aviation by State (2012)

Virginia

Largest Commercial Airport:¹ **Washington Dulles International**

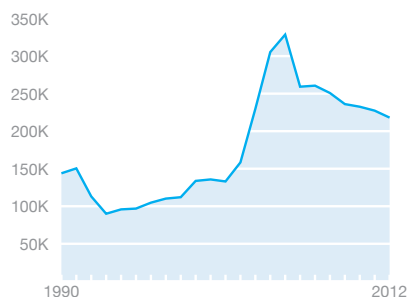
Population (Estimate):² **8,186,628**

Gross Domestic Product (\$ Millions):³ **\$445,876**

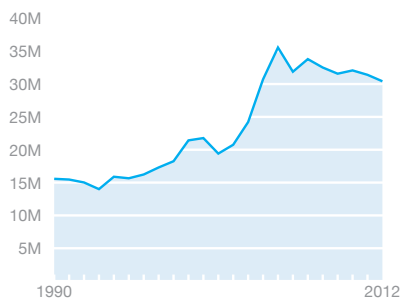
Contribution to Gross Domestic Product: **2.1%**

State Share of International Visitors to:⁴ **1.0**

Number of Departures⁵



Number of Passengers⁵



ACTIVITY	AVIATION STATISTICS ^{1,5,8}			
	Number of Airports	Aircraft Operations	Commercial ⁵	
			Freight (Tons)	Passengers
Commercial Aviation	8	218,079	392,181	30,422,632
General Aviation	33	1,224,177	—	—
Private Use Airports	6	—	—	—
Total Aviation	47	1,442,256	392,181	30,422,632

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Commercial	\$4,998,899,851	\$1,374,329,266	31,121
▶ Airport Operations	\$1,346,183,257	\$460,615,529	11,179
▶ General Aviation	\$450,171,607	\$123,764,034	2,803
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$729,456,628	\$177,308,295	3,947
▶ Air Courier	\$787,703,300	\$223,229,253	6,864
Indirect			
▶ Visitor Expenditures — Commercial	\$7,964,641,014	\$2,238,466,957	74,776
▶ Visitor Expenditures — General Aviation	\$153,152,591	\$43,043,624	1,438
▶ Travel Arrangements	\$209,207,285	\$62,353,565	2,013
Total Aviation	\$16,639,415,532	\$4,703,110,524	134,140

FAA SPENDING (FY 2012)	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$1,776,125,015	\$563,950,724	14,323

ENABLING EFFECTS	TRADE FLOWS ⁷	
	Value (\$)	Weight (Tons)
Within State	\$93,300	0
State-to-State	\$1,157,511,900	25,455
Exports	\$10,239,723,900	108,798
Total Enabling Effects	\$11,397,329,100	134,253

Washington

Largest Commercial Airport:¹ **Seattle-Tacoma International**

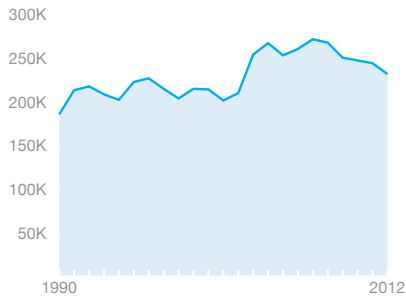
Population (Estimate):² **6,895,318**

Gross Domestic Product (\$ Millions):³ **\$375,730**

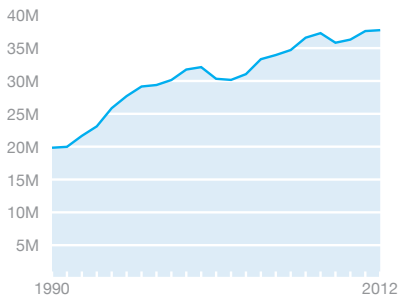
Contribution to Gross Domestic Product: **6.7%**

State Share of International Visitors to:⁴ **1.2%**

Number of Departures⁵



Number of Passengers⁵



ACTIVITY	AVIATION STATISTICS ^{1,5,8}			
	Number of Airports	Aircraft Operations	Commercial ⁵	
			Freight (Tons)	Passengers
Commercial Aviation	12	231,370	587,245	37,737,839
General Aviation	47	2,394,962	—	—
Private Use Airports	5	—	—	—
Total Aviation	64	2,626,332	587,245	37,737,839

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Commercial	\$7,039,352,434	\$2,196,772,826	45,252
▶ Airport Operations	\$1,284,341,776	\$470,026,360	10,472
▶ General Aviation	\$999,794,034	\$312,006,024	6,427
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$25,377,651,549	\$6,545,012,447	139,748
▶ Air Courier	\$1,825,571,802	\$539,320,826	15,669
Indirect			
▶ Visitor Expenditures — Commercial	\$11,801,107,532	\$3,519,872,292	113,250
▶ Visitor Expenditures — General Aviation	\$320,681,684	\$95,648,529	3,077
▶ Travel Arrangements	\$138,450,985	\$44,475,724	1,196
Total Aviation	\$48,786,951,795	\$13,723,135,028	335,092

FAA SPENDING (FY 2012)	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$572,342,002	\$178,364,604	4,451

ENABLING EFFECTS	TRADE FLOWS ⁷	
	Value (\$)	Weight (Tons)
Within State	\$6,216,200	20
State-to-State	\$7,749,834,200	38,513
Exports	\$7,175,065,800	85,704
Total Enabling Effects	\$14,931,116,200	124,237



Economic Impact of Civil Aviation by State (2012)

West Virginia

Largest Commercial Airport:¹ **Yeager**

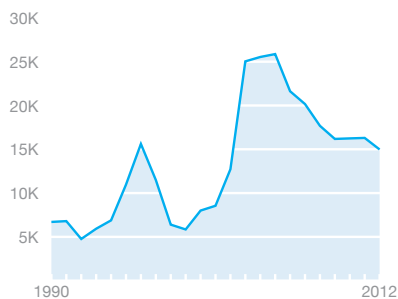
Population (Estimate):² **1,856,680**

Gross Domestic Product (\$ Millions):³ **\$69,380**

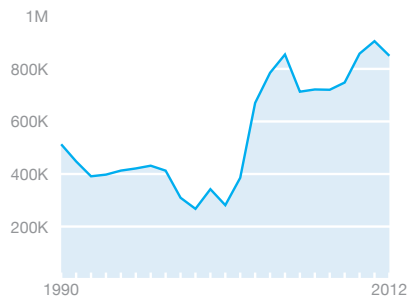
Contribution to Gross Domestic Product: **1.2%**

State Share of International Visitors to:⁴ **0.1%**

Number of Departures⁵



Number of Passengers⁵



ACTIVITY	AVIATION STATISTICS ^{1,5,8}			
	Number of Airports	Aircraft Operations	Commercial ⁵	
			Freight (Tons)	Passengers
Commercial Aviation	6	14,978	7,257	849,913
General Aviation	16	289,935	—	—
Private Use Airports	1	—	—	—
Total Aviation	23	304,913	7,257	849,913

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Commercial	\$132,110,411	\$38,654,314	1,154
▶ Airport Operations	\$75,065,230	\$24,977,585	658
▶ General Aviation	\$100,860,113	\$29,510,759	881
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$672,906,842	\$145,382,177	3,300
▶ Air Courier	\$104,927,065	\$28,685,586	987
Indirect			
▶ Visitor Expenditures — Commercial	\$489,685,448	\$134,687,130	5,090
▶ Visitor Expenditures — General Aviation	\$35,546,295	\$9,776,947	369
▶ Travel Arrangements	\$5,398,706	\$1,623,354	62
Total Aviation	\$1,616,500,110	\$413,297,851	12,501

FAA SPENDING (FY 2012)	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$88,418,850	\$26,151,496	738

ENABLING EFFECTS	TRADE FLOWS ⁷	
	Value (\$)	Weight (Tons)
Within State	\$0	0
State-to-State	\$168,913,900	1,024
Exports	\$19,635,400	257
Total Enabling Effects	\$188,549,300	1,281



Economic Impact of Civil Aviation by State (2012)

Wisconsin

Largest Commercial Airport:¹ **General Mitchell International**

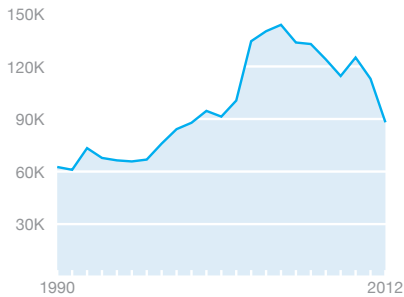
Population (Estimate):² **5,724,554**

Gross Domestic Product (\$ Millions):³ **\$261,548**

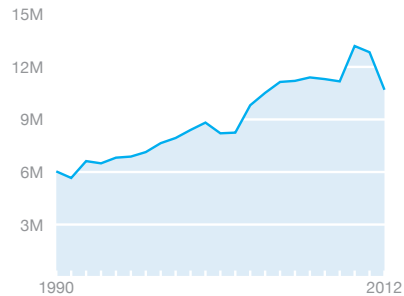
Contribution to Gross Domestic Product: **2.3%**

State Share of International Visitors to:⁴ **0.3%**

Number of Departures⁵



Number of Passengers⁵



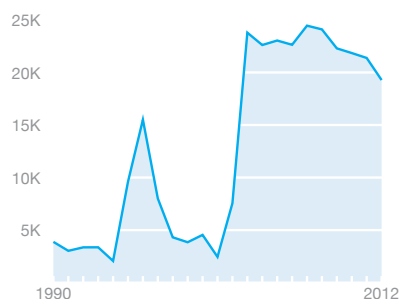
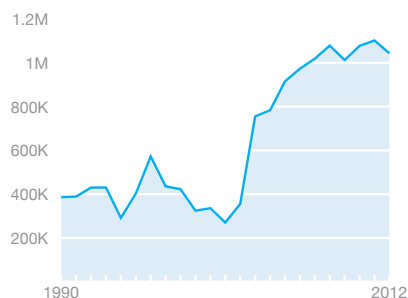
ACTIVITY	AVIATION STATISTICS ^{1,5,8}			
	Number of Airports	Aircraft Operations	Commercial ⁵	
			Freight (Tons)	Passengers
Commercial Aviation	8	88,114	104,770	10,694,066
General Aviation	73	1,725,951	—	—
Private Use Airports	6	—	—	—
Total Aviation	87	1,814,065	104,770	10,694,066

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Commercial	\$1,644,210,555	\$506,260,268	14,543
▶ Airport Operations	\$347,242,186	\$125,709,917	3,385
▶ General Aviation	\$593,880,773	\$182,858,721	5,253
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$2,727,932,849	\$692,229,899	20,227
▶ Air Courier	\$793,593,554	\$242,469,035	7,725
Indirect			
▶ Visitor Expenditures — Commercial	\$4,435,245,604	\$1,333,225,797	54,824
▶ Visitor Expenditures — General Aviation	\$220,052,581	\$66,147,358	2,720
▶ Travel Arrangements	\$103,035,294	\$33,339,650	1,004
Total Aviation	\$10,865,193,395	\$3,182,240,645	109,682

FAA SPENDING (FY 2012)	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$172,546,482	\$55,473,249	1,484

ENABLING EFFECTS	TRADE FLOWS ⁷	
	Value (\$)	Weight (Tons)
Within State	\$287,600	52
State-to-State	\$1,709,546,100	25,527
Exports	\$301,703,000	7,119
Total Enabling Effects	\$2,011,536,700	32,697

Wyoming

Largest Commercial Airport:¹ **Jackson Hole**Population (Estimate):² **576,626**Gross Domestic Product (\$ Millions):³ **\$38,422**Contribution to Gross Domestic Product: **1.5%**State Share of International Visitors to:⁴ **0.1%**Number of Departures⁵Number of Passengers⁵

ACTIVITY	AVIATION STATISTICS ^{1,5,8}			
	Number of Airports	Aircraft Operations	Commercial ⁵	
			Freight (Tons)	Passengers
Commercial Aviation	10	19,278	16,087	1,043,572
General Aviation	23	271,961	—	—
Private Use Airports	0	—	—	—
Total Aviation	33	291,239	16,087	1,043,572

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Commercial	\$153,757,338	\$44,953,725	1,309
▶ Airport Operations	\$71,497,466	\$24,950,703	677
▶ General Aviation	\$89,676,014	\$26,218,396	764
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$5,228,536	\$1,226,735	29
▶ Air Courier	\$362,957,452	\$105,134,835	3,334
Indirect			
▶ Visitor Expenditures — Commercial	\$327,412,559	\$94,837,964	3,759
▶ Visitor Expenditures — General Aviation	\$29,547,303	\$8,558,639	339
▶ Travel Arrangements	\$5,048,835	\$1,608,356	62
Total Aviation	\$1,045,125,502	\$307,489,354	10,273

FAA SPENDING (FY 2012)	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$40,940,419	\$13,296,343	332

ENABLING EFFECTS	TRADE FLOWS ⁷	
	Value (\$)	Weight (Tons)
Within State	\$0	0
State-to-State	\$14,127,100	33
Exports	\$5,960,800	341
Total Enabling Effects	\$20,087,900	374



Appendix A Notes

- ¹ U.S. Department of Transportation, Federal Aviation Administration. National Plan of Integrated Airport Systems (NPIAS). http://www.faa.gov/airports/planning_capacity/npias/
- ² U.S. Department of Commerce, Bureau of the Census. Population Estimate Program. <http://www.census.gov/popest/estimates.html>
- ³ U.S. Department of Commerce, Bureau of Economic Analysis. Regional Economic Accounts. <http://www.bea.gov/regional/index.htm>
- ⁴ U.S. Department of Commerce, International Trade Administration. Office of Travel and Tourism Industries. <http://tinet.ita.doc.gov/>
- ⁵ U.S. Department of Transportation, Bureau of Transportation Statistics. T-100 Segment Database.
- ⁶ Total economic impact is the sum of primary plus secondary impacts.
- ⁷ U.S. Department of Transportation, Federal Highway Administration. Freight Analysis Framework, Version 3.5. http://www.ops.fhwa.dot.gov/freight/freight_analysis/faf/
- ⁸ U.S. Department of Transportation, Federal Aviation Administration. Terminal Area Forecast (TAF). <http://aspm.faa.gov/main/taf.asp>

Glossary of Economic Terms

Earnings

Wages and salaries and other labor income, such as overtime, benefits, and proprietors' income, paid to all employed persons by employers for a given unit of work or time. The Bureau of Labor Statistics (BLS) publishes earnings data.

Employment (Jobs)

Employment is the implicit or explicit contractual relationship which exists between an employer and employee, whereby the employee voluntarily agrees to provide work effort to the employer in exchange for cash or in kind remuneration.¹ The BLS is responsible for collecting and publishing data on the number of employed within the United States. According to the BLS: "Employment data refer to persons on establishment payrolls who received pay for any part of the pay period that includes the 12th day of the month. Data exclude proprietors, the unincorporated self-employed, unpaid volunteer or family workers, farm workers, and domestic workers. Salaried officers of corporations are included. Government employment covers only civilian employees; military personnel are excluded. Employees of the Central Intelligence Agency, the National Security Agency, the National Imagery and Mapping Agency, and the Defense Intelligence Agency also are excluded."²

Enabling Impact

Enabling impact is the economic impact on employment and income generated by economic activities that are dependent on the availability of air transportation services.³

FAA Spending

FAA spending includes FAA expenditures on payroll, non-payroll (including facilities and equipment, operations, research), and grants issued through the Airport Improvement Program (AIP).

Gross Domestic Product

Gross domestic product (GDP) is the dollar measure of overall economic production during a given period of time. It is the current-dollar value of all final goods and services produced within a country during a specified time period, such as a year or quarter. These goods and services include consumption, investment, government expenditures, and exports. GDP can also be viewed in value-added terms as the sum or aggregate of value added over each stage of production over the entire economy. The Bureau of Economic Analysis (BEA) publishes annual and quarterly measures of GDP.

Gross Output

For an industry, gross output is the dollar value of goods or services produced by the industry and made available for use outside that industry during a specified time period.⁴ It is measured as total sales or receipts, plus other operating income, commodity taxes (sales and excise taxes), and changes in inventories; or, equivalently, as value added, plus goods and services purchased for use in production. For an entire nation, total gross output is equal to total intermediate inputs plus GDP. Therefore, total gross output exceeds GDP. The BEA publishes annual national- and industry-level estimates of gross output.

Glossary (Continued)

Induced Impact

Induced impacts result from expenditures identified in the measurement of primary impacts, as well as spending by employees.

Input

The total monetary value of goods and services consumed or used to produce a final good or service including capital, labor, energy, materials, and services.

Multipliers

Multipliers measure the impact of particular spending on the rest of the economy. In particular, these coefficients gauge the effects of spending on output, earnings, and employment. The BEA publishes industry-level multiplier estimates.

Output

Output is the current-dollar production of goods or services by a production unit and measured by total sales or receipts of that unit, plus other operating income, commodity taxes (sales and excise taxes), and changes in inventories.

Primary Direct Impact

Primary direct impact refers to expenditures on air transportation, air transportation support services, and civil aviation-related manufacturing.

Primary Impact

Primary impact refers to expenditures on air transportation and supporting services; aircraft, aircraft engines, and parts manufacturing;

and travel and other trip-related expenditures by travelers using air transportation.

Primary Indirect Impact

Primary indirect impact refers to expenditures of air passengers on travel-related goods and services, other than airfares and associated charges paid directly to airlines or travel arrangers.

Recession

A recession is the period between an economic peak and an economic trough and is characterized by a significant decline in economic activity across the economy, lasting from a few months to more than a year. The timing of economic peaks and troughs are based on measures of economic activity such as real GDP, employment, retail sales, and industrial production.⁵ Recessions are declared by the Business Cycle Dating Committee of the National Bureau of Economic Research (NBER). The most recent U.S. business-cycle contraction or recession officially began in December 2007 and ended in June 2009.

Secondary Impact

Secondary impact is used interchangeably with Induced Impact.

Total Economic Activity

Total economic activity is a term used interchangeably with Gross Output.

Glossary (Continued)

Total Impact

Total impact is the sum of primary and induced impacts.

Value Added

Value added refers to the current dollar contribution into production by an individual producer, industry or sector during a specified time period. It is measured as the difference between gross output and goods and services purchased for use in production. (These purchased goods and services are also called input purchases or intermediate inputs.) Equivalently, value added consists of employee compensation, production-related taxes, imports less subsidies, and gross operating surplus. Value added can be summed or aggregated across individual producers over an entire sector, industry or nation; at the national level, total value added equals GDP. The BEA publishes national- and selected sector-level annual and quarterly measures of value added, as well as selected annual industry measures.

Glossary Notes

- ¹ United Nations. 2008. System of National Accounts, 2008. P. 136.
- ² U.S. Department of Labor, Bureau of Labor Statistics. 2011. Handbook of Labor Statistics. March 2011.
- ³ Mariya A. Ishutkina and R. John Hansman. 2009. "Analysis of the Interaction Between Air Transportation and Economic Activity: A Worldwide Perspective," MIT International Center for Air Transportation.
- ⁴ Organization for Economic Co-operation and Development. 2002. "Glossary of Statistical Terms."
- ⁵ National Bureau of Economic Research. "Statement of the NBER Business Cycle Dating Committee on the Determination of the Dates of Turning Points in the U.S. Economy."

Acknowledgements

The Office of Performance Analysis is very grateful for the helpful contribution, comments and guidance from:

Kevin Alsop, FAA

Zoe Ambargis, U.S. Department of Commerce, Bureau of Economic Analysis

Andrea Boykin, FAA

Richard Champley, U.S. Department of Commerce, International Trade Administration

Tony Choi, GRA Incorporated

Murali Darivemula, AFN Contractor

Karl Grundmann, AOC Contractor

Aswin Gunnam, GRA Incorporated

John Heimlich, Airlines for America®

Jon Henning, FAA

Daniel Larkin, Airlines for America®

David Lee, Airlines for America®

Randal Matsunaga, FAA

Aaron McDaniel, FAA

Al Meilus, FAA

Maame Owusu-Afriyie, AOC Contractor

Allison Ritman, FAA

Matthew Russell, FAA

Toby Tomlinson, AOC Contractor

Michael Wells, FAA

Ryan Willis, AOC Contractor

The Economic Analysis Group under the Office of Performance Analysis and Strategy extends a very special thank you to **David Chin**.

For more information, please send inquiries to:

Thea Graham

Economic Analysis Group

Office of Performance Analysis

EconImpact@faa.gov



U.S. Department of Transportation
Federal Aviation Administration

800 Independence Avenue, SW
Washington, DC 20591