



U.S. Department  
of Transportation  
Federal Aviation  
Administration

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

State Supplement

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# Introduction

“Civil aviation provides the means of transporting millions of passengers and tons of freight to all corners of the globe each and every day. Consumers rely on this physical connectivity to improve their quality of life and businesses depend on it to facilitate transactions, both of which are key to increasing a nation’s economic productivity and prosperity.”

— *The Economic Impact of Civil Aviation on the U.S. Economy, January 2020*

This report supplements Federal Aviation Administration’s (FAA) publication *The Economic Impact of Civil Aviation on the U.S. Economy*, released in January 2020. *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 2016. This supplement, also known as *The State Report*, examines the impact of the industry at the state level, a comparison of impacts across states, the state-level enabling impacts, and FAA spending impacts for 2016.<sup>1</sup> **As a result, the statistics and any conclusions contained in this report do not reflect the impact of COVID-19, but future reports will reflect the impact of COVID-19 as related to state impacts when the data becomes available.**

As presented the January 2020 report, in 2016, all civil aviation activity, across both the direct and catalytic sectors, amounts to more than 5.2 percent of U.S. Gross Domestic Product (GDP), and generated \$1.8 trillion in total economic activity and supported 10.9 million jobs with \$488.2 billion in earnings.<sup>2</sup> Considering only the direct sectors, the impact is 2.3 percent of GDP, \$850 billion in economic activity, and over 4 million jobs. At the state level, the intensity of the impact varies by population, number of airports, civil aviation manufacturing, tourism, and other civil aviation related business activities.

*The National Report* incorporated the 2014-2016 years’ data from the U.S. Department of Commerce (DOC), Department of Transportation (DOT), Department of Labor (DOL), and the National Science Foundation (NSF). The DOC’s Census Bureau completed its 2012 Economic Census data collection and reporting. These data were incorporated into the estimates for manufacturing, air couriers, and travel arrangements.

More recent RIMS II multipliers from the Bureau of Economic Analysis (BEA) reflecting the 2007 input-output benchmark tables (I-O tables) and the 2016 regional economic accounts are also incorporated in this report. The incorporation of the new regional accounts (replacing the previous data from 2015) into the calculation of the new multipliers captures changes to the structure of the U.S. and regional economies that occurred during the year. The new multipliers mainly show changes to impacts on employment across the relevant industries and states with no clear direction of the change, whether increasing or decreasing employment compared to the previous version of multipliers.

This report includes, as the previous *State Report* (2017) did, two new categories in the

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economic impact estimates. These categories are aviation research and development (R&D) and avionics manufacturing. These categories improve the scope of the reports by capturing other economic impacts related to civil aviation. R&D is a key element in economic growth and productivity, while avionics accounts for new technology and products that are continually being integrated into aircraft.

*The State Report* provides snapshots of aviation-related economic activity for all 50 states and the District of Columbia during calendar year 2016 based on data from the Bureau of Economic Analysis (BEA). As mentioned before, this report does not include any impacts from

### What's New?

This report incorporates the 2016 year's data from the U.S. Department of Commerce (DOC), Department of Transportation (DOT), Department of Labor (DOL), and the National Science Foundation (NSF). The DOC's Census Bureau completed its 2012 Economic Census data collection and reporting. These data were incorporated into the estimates for manufacturing, air couriers, and travel arrangements.

A new methodology to allocate the Airline Operations primary expenditure was also introduced. In prior editions of this report, the allocation was based on passenger share by state. The new allocation methodology utilizes revenue share by state, bringing it in line with the methodological approach that *The National Report* uses to calculate total Airline Operations primary expenditure.

More recent RIMS II multipliers from the Bureau of Economic Analysis (BEA) reflecting the 2007 input-output benchmark tables (I-O tables) and the 2016 annual regional economic

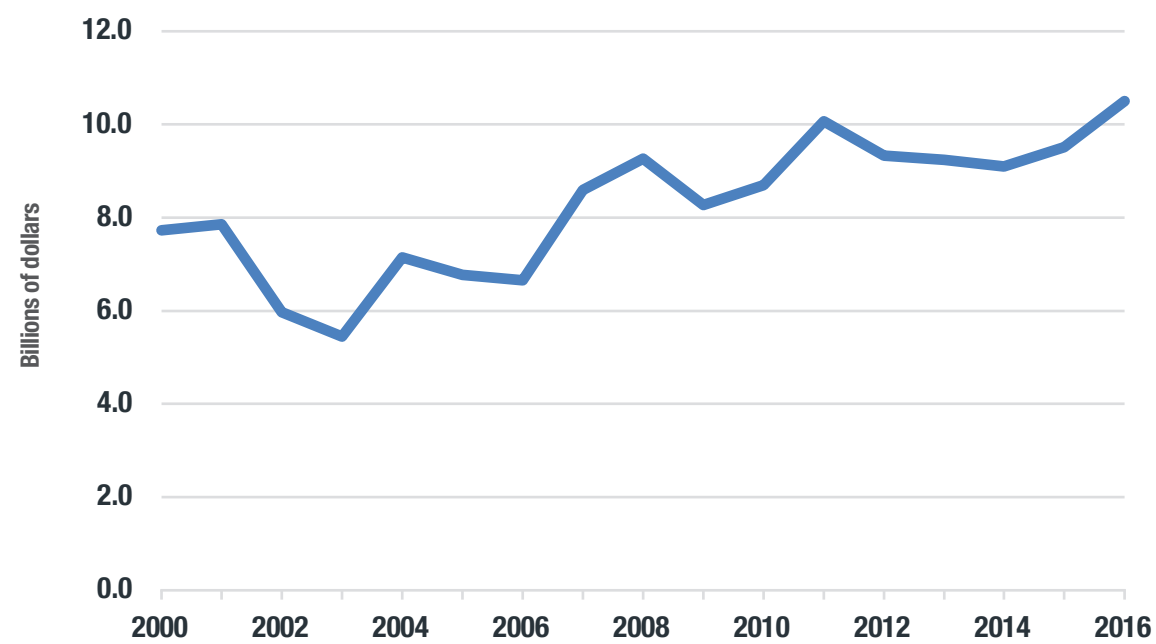
COVID-19. The report is organized as follows: The first section covers the economic performance of state economies. The second section briefly examines state-level economic impacts of the civil aviation industry by the type of expenditure categories included in *The National Report*. These expenditure categories are: airline operations, airport operations, general aviation, aircraft manufacturing, avionics manufacturing, research and development, 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.

accounts are also incorporated in this report. The incorporation of the new regional accounts (replacing the previous data from 2015) into the calculation of the new multipliers captures changes to the structure of the U.S. and regional economies that occurred during the year. The new multipliers mainly show changes to impacts on employment across the relevant industries and states with no clear direction of the change, whether increasing or decreasing employment compared to the previous version of multipliers.

Beginning with the previous *State Report*, two new categories were included in the economic impact estimates. The categories are: aviation research and development (R&D) and avionics manufacturing. These categories improve the scope of the reports by capturing other economic impacts related to civil aviation. R&D is a key element in economic growth and productivity, while avionics accounts for new technology and products that are continually being integrated into aircraft.



Figure 1. Avionics Manufacturing, 2000-2016



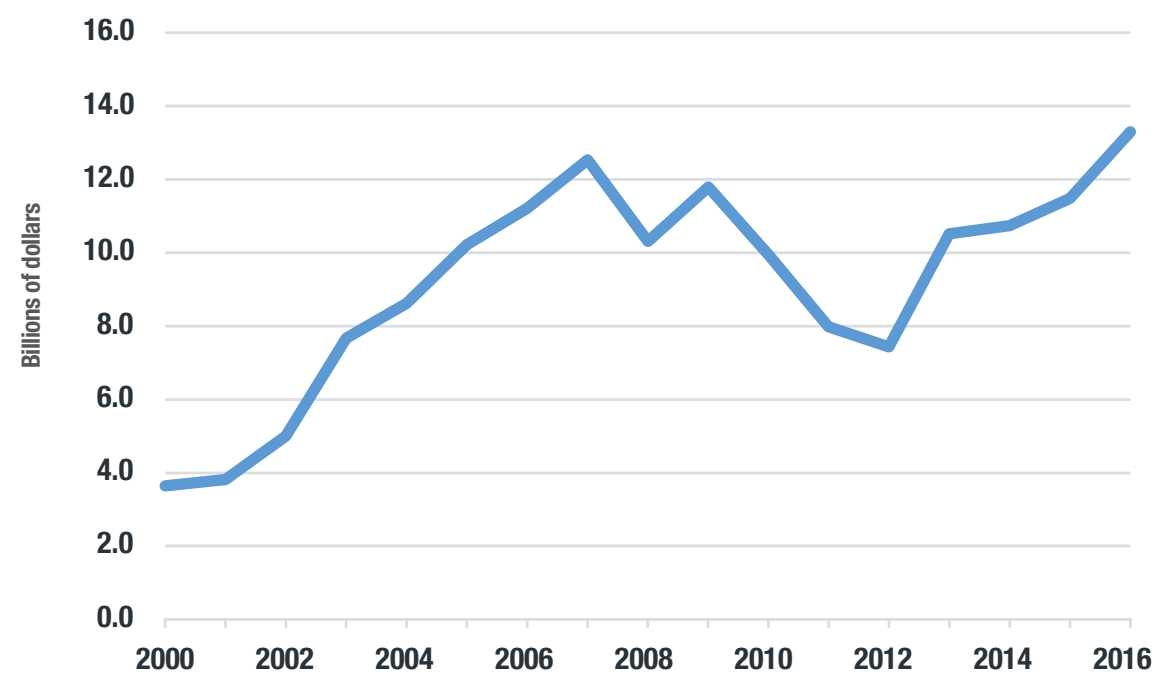
Avionics Manufacturing

A separate category for Avionics manufacturing is included in this and the prior version of the *National* and *State Reports*. Previously, it was assumed that all avionics equipment were included as part of new aircraft and aircraft parts manufacturing and were therefore not accounted for separately. Research shows this resulted in an incomplete estimate as some new avionics equipment was installed to update or replace older equipment on existing aircraft.<sup>3</sup>

The avionics data appears on **Figure 1** and includes the years 2000 through 2016. The graph shows in 2016, \$10.5 billion in new avionics equipment was manufactured in the U.S.

and includes newly manufactured equipment (including GPS) used to retrofit, refurbish, or replace avionics on existing aircraft, and new equipment exported to other countries. The methods employed to estimate this series are very similar to those used by the BEA to produce components of the U.S. GDP and components of the U.S. benchmark I-O tables, and are based mainly on data collected by the U.S. Census Bureau in various national surveys.

Figure 2. Aviation Research and Development Spending, 2000-2016



Aviation R&D

R&D, which includes innovation, has long been recognized as an important contributor to the economy. As part of the effort to better analyze the effects of R&D on the U.S. economy and improve international comparison of economic accounts, the BEA started to capitalize R&D products as an investment in the measurement of gross domestic product (GDP) starting in 2013. To be consistent in this report’s measure of aviation’s contribution to U.S. GDP, R&D estimates have been incorporated into the impact estimates.<sup>4</sup>

The primary source of data for the R&D estimates in this report is the NSF’s Business R&D and Innovation Survey (BRDIS). The NSF defines R&D as “creative and systematic work undertaken in order to increase the stock

of knowledge and to devise new applications of available knowledge.”<sup>5</sup> In this sense, R&D includes all incidences of innovation conducted by businesses in the production of goods, services, or processes (development).

For this report, R&D conducted by U.S. domestic business in the manufacturing of aircraft and related parts industries — as captured in the NSF Survey — are counted as primary output in the impact estimates. The estimates of R&D, based on NSF data from 2000-2015 and extrapolated for 2016, are shown in **Figure 2**. In 2016, U.S. domestic businesses spent more than \$13 billion in activities related to aviation R&D and innovation.





# 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 or catalytic expenditures on aviation-related economic activities. Civil aviation-related economic activities cover nine different expenditure categories. Direct expenditures account for the following seven activities: airline operations, airport operations, general aviation, aircraft-related manufacturing, avionics manufacturing, research and development, and air couriers. Catalytic expenditures cover two activities: visitor expenditures, and travel arrangements. Together, these direct and catalytic expenditures use the Regional Input-Output Modeling System (RIMS II) multipliers for each state to produce estimates of the additional secondary impacts of aviation expenditures.<sup>6</sup>

The sum of the primary and secondary impacts is the total impact of civil aviation on a state’s economy. When summed, the primary impacts for state-level estimates equal the national-level estimates. However, because of differences in multipliers, the summed state-level impacts will not equal the national-level estimates for total economic impacts. Examples of those differences include multipliers that are state and industry specific and multipliers that do not incorporate the interaction between states.

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 percentage of state GDP, representing aviation’s contribution to the state’s economy.<sup>7</sup>

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).

Nationally, the direct impact is 2.3 percent of GDP and including catalytic impacts the contribution of civil aviation is 5.2 percent of GDP in 2016.<sup>8</sup> **Table 1** shows at the state level, the value of contribution to a state’s GDP of direct and catalytic (visitor spending and travel arrangements) impacts range from a high of almost 21 percent (Hawaii) to a low of 0.4 percent (Delaware).

At the state level, aviation-related output is associated with population and overall economic activity. The three largest states in terms of populations are California, Texas, and Florida, which are also the top three states in terms of overall aviation economic activity.



Table 1 – Total Economic Impacts of Civil Aviation by State, Calendar Year 2016

State	Output (\$Millions)	Earnings (\$Millions)	Value Added (\$Millions)	Jobs	Value Added Share of State GDP	Jobs Share of State Total <sup>9</sup>
Alabama	7,420	1,912	3,930	50,163	1.9%	1.9%
Alaska	6,171	1,714	3,384	43,594	6.8%	9.5%
Arizona	41,082	11,062	23,019	284,459	7.4%	7.8%
Arkansas	5,338	1,304	2,766	32,424	2.3%	2.0%
California	194,811	53,870	109,138	1,150,100	4.1%	5.0%
Colorado	28,811	8,083	16,328	203,646	5.0%	5.6%
Connecticut	20,777	5,141	11,070	89,428	4.2%	3.9%
Delaware	506	116	286	3,342	0.4%	0.6%
District of Columbia	8,449	680	4,872	16,262	3.8%	1.8%
Florida	127,999	36,881	75,079	993,740	8.0%	8.5%
Georgia	41,802	11,259	23,368	322,789	4.3%	5.4%
Hawaii	30,530	8,571	17,734	208,349	20.7%	22.8%
Idaho	3,107	839	1,716	25,606	2.5%	2.6%
Illinois	55,515	15,093	31,047	351,210	3.9%	4.5%
Indiana	13,499	3,551	7,178	88,972	2.1%	2.3%
Iowa	3,604	924	1,955	25,616	1.1%	1.2%
Kansas	16,022	3,619	8,175	72,596	5.3%	3.8%
Kentucky	12,998	3,359	6,939	80,422	3.6%	3.2%
Louisiana	12,521	3,363	6,861	77,710	3.0%	2.9%
Maine	3,252	871	1,770	21,996	3.0%	2.7%
Maryland	14,873	3,875	8,540	90,567	2.2%	2.5%
Massachusetts	28,074	7,410	16,055	169,609	3.1%	3.6%
Michigan	22,345	6,236	12,482	157,619	2.5%	2.8%
Minnesota	19,365	5,194	10,592	142,771	3.1%	3.9%
Mississippi	2,070	513	1,085	13,773	1.0%	0.9%
Missouri	21,534	5,350	11,810	140,733	4.0%	3.8%
Montana	3,085	840	1,675	23,989	3.7%	3.6%
Nebraska	5,180	1,412	2,929	43,472	2.5%	3.3%
Nevada	33,342	9,387	19,778	245,273	13.1%	14.2%

State	Output (\$Millions)	Earnings (\$Millions)	Value Added (\$Millions)	Jobs	Value Added Share of State GDP	Jobs Share of State Total <sup>9</sup>
New Hampshire	2,470	627	1,390	15,284	1.8%	1.7%
New Jersey	29,354	7,510	16,555	160,699	2.8%	3.0%
New Mexico	3,750	1,013	2,060	29,928	2.3%	2.7%
New York	99,827	26,104	58,683	617,341	3.8%	5.0%
North Carolina	28,776	7,613	15,864	206,856	3.1%	3.5%
North Dakota	2,352	564	1,224	14,477	2.4%	2.5%
Ohio	27,832	7,276	14,829	171,855	2.4%	2.5%
Oklahoma	6,918	1,839	3,724	46,927	2.1%	2.1%
Oregon	13,579	3,585	7,639	95,247	3.6%	3.9%
Pennsylvania	32,857	8,712	18,294	225,974	2.5%	3.0%
Rhode Island	2,665	683	1,542	18,555	2.7%	2.9%
South Carolina	7,542	1,987	4,147	49,413	2.0%	1.8%
South Dakota	1,395	382	759	10,483	1.6%	1.8%
Tennessee	24,049	6,453	13,249	156,224	4.0%	4.0%
Texas	110,919	30,098	61,222	709,708	3.9%	4.3%
Utah	15,012	4,152	8,436	119,353	5.3%	6.2%
Vermont	1,195	304	644	8,917	2.0%	2.1%
Virginia	18,105	4,691	10,132	117,629	2.1%	2.3%
Washington	85,298	21,849	45,035	410,234	9.1%	9.5%
West Virginia	1,296	247	547	6,529	0.8%	0.7%
Wisconsin	9,440	2,579	5,208	72,663	1.7%	2.0%
Wyoming	1,138	301	600	7,473	1.7%	1.9%





Table 2 – Contribution to State Gross Domestic Product, Top Ten States

2016 Total Economic Impact of Civil Aviation (Top 10 States, Percent)	
State	Contribution to State GDP
Hawaii	20.7%
Nevada	13.1%
Washington	9.1%
Florida	8.0%
Arizona	7.4%
Alaska	6.8%
Utah	5.3%
Kansas	5.3%
Colorado	5.0%
Georgia	4.3%

2016 Catalytic Economic Impact of Civil Aviation (Top 10 States, Percent)	
State	Contribution to State GDP
Hawaii	15.8%
Nevada	10.5%
Florida	5.8%
Arizona	3.6%
Utah	3.4%
Alaska	3.1%
New York	3.0%
Colorado	2.9%
District of Columbia	2.8%
Illinois	2.5%

2016 Direct Economic Impact of Civil Aviation (Top 10 States, Percent)	
State	Contribution to State GDP
Washington	7.1%
Hawaii	4.9%
Kansas	4.8%
Arizona	3.8%
Alaska	3.8%
Connecticut	3.2%
Nevada	2.7%
Tennessee	2.4%
Kentucky	2.3%
Florida	2.2%

Table 2 shows the ranking of top ten states with the highest percent contribution to state GDP based on the different types of economic impact (total, direct, and catalytic). One factor common to all states and the impact of civil aviation is the importance of tourism. Aviation

and tourism have integrated and symbiotic impacts, as aviation brings many tourists to these destinations, while those tourist destinations provide passengers a reason to purchase flights in the first place. Table 2 presents the top ten states for contribution to state GDP based on catalytic economic impact.

Table 2 also shows the top ten states for contribution of GDP based on direct economic impact. Washington is ranked first as Boeing has a large aircraft manufacturing presence in the state. Aircraft manufacturing totaled nearly 60 percent of the Washington’s overall aviation-related economic activity. Also noteworthy, FedEx maintains its headquarters in Tennessee (ranked 8th) and air courier expenditures accounted for 40 percent of Tennessee’s total aviation-related economic activity.

Table 3 presents the economic impact for all 50 states and the District of Columbia of visitor expenditures and travel arrangements (the catalytic impact), on output and contribution to state GDP.



Catalytic Impacts

Table 3 – Catalytic Economic Impacts of Civil Aviation by State, Calendar Year 2016

State	Output (\$Millions)	Earnings (\$Millions)	Value Added (\$Millions)	Jobs	Value Added Share of State GDP	Jobs Share of State Total <sup>9</sup>
Alabama	2,637	764	1,584	27,512	0.8%	1.0%
Alaska	2,444	716	1,508	22,372	3.1%	4.9%
Arizona	18,014	5,326	11,092	167,473	3.6%	4.6%
Arkansas	1,463	419	876	14,945	0.7%	0.9%
California	108,305	31,745	65,429	784,212	2.5%	3.4%
Colorado	15,828	4,678	9,646	131,404	2.9%	3.6%
Connecticut	4,402	1,225	2,692	30,102	1.0%	1.3%
Delaware	330	83	201	2,786	0.3%	0.5%
District of Columbia	5,678	556	3,574	14,763	2.8%	1.7%
Florida	87,589	26,076	54,069	754,452	5.8%	6.5%
Georgia	20,711	6,005	12,525	187,015	2.3%	3.1%
Hawaii	21,944	6,422	13,525	172,843	15.8%	18.9%
Idaho	1,546	446	937	16,414	1.4%	1.7%
Illinois	33,730	9,636	20,099	235,586	2.5%	3.0%
Indiana	4,818	1,361	2,856	42,574	0.8%	1.1%
Iowa	1,590	444	952	15,374	0.5%	0.7%
Kansas	1,049	280	629	9,751	0.4%	0.5%
Kentucky	4,079	1,106	2,422	32,008	1.2%	1.3%
Louisiana	6,218	1,824	3,774	51,178	1.7%	1.9%
Maine	1,100	325	673	10,546	1.1%	1.3%
Maryland	8,675	2,337	5,346	60,654	1.4%	1.7%
Massachusetts	18,926	5,314	11,617	133,035	2.2%	2.8%
Michigan	12,312	3,645	7,443	105,614	1.5%	1.9%
Minnesota	10,793	3,102	6,404	100,566	1.9%	2.7%
Mississippi	797	224	479	7,661	0.4%	0.5%
Missouri	9,764	2,651	5,841	88,971	2.0%	2.4%
Montana	1,241	366	762	13,604	1.7%	2.0%
Nebraska	3,243	936	1,968	32,824	1.7%	2.5%
Nevada	25,388	7,387	15,734	202,279	10.5%	11.7%

State	Output (\$Millions)	Earnings (\$Millions)	Value Added (\$Millions)	Jobs	Value Added Share of State GDP	Jobs Share of State Total <sup>9</sup>
New Hampshire	1,206	326	742	9,405	0.9%	1.1%
New Jersey	17,062	4,657	10,374	116,350	1.8%	2.2%
New Mexico	1,765	515	1,079	19,196	1.2%	1.8%
New York	75,460	20,315	46,268	522,338	3.0%	4.3%
North Carolina	13,006	3,762	7,850	121,687	1.5%	2.1%
North Dakota	780	210	474	7,456	0.9%	1.3%
Ohio	10,221	2,921	6,067	91,978	1.0%	1.3%
Oklahoma	2,717	797	1,636	28,028	0.9%	1.2%
Oregon	7,317	2,091	4,457	64,661	2.1%	2.6%
Pennsylvania	18,432	5,175	11,047	158,758	1.5%	2.1%
Rhode Island	1,788	480	1,098	14,516	1.9%	2.3%
South Carolina	3,325	949	2,014	27,836	0.9%	1.0%
South Dakota	545	157	329	5,222	0.7%	0.9%
Tennessee	8,976	2,534	5,367	69,463	1.6%	1.8%
Texas	51,781	15,093	31,129	407,215	2.0%	2.4%
Utah	8,774	2,573	5,295	84,832	3.4%	4.4%
Vermont	652	183	399	6,447	1.3%	1.5%
Virginia	9,063	2,531	5,529	78,901	1.1%	1.5%
Washington	16,176	4,680	9,799	120,760	2.0%	2.8%
West Virginia	290	78	177	2,635	0.3%	0.3%
Wisconsin	5,004	1,456	2,995	49,774	1.0%	1.4%
Wyoming	287	81	176	2,644	0.5%	0.7%



Direct Impacts

Table 4 – Direct Economic Impacts of Civil Aviation by State, Calendar Year 2016

State	Output (\$Millions)	Earnings (\$Millions)	Value Added (\$Millions)	Jobs	Value Added Share of State GDP	Jobs Share of State Total <sup>9</sup>
Alabama	4,783	1,148	2,346	25,672	1.2%	1.0%
Alaska	3,727	998	1,876	21,027	3.8%	4.6%
Arizona	23,067	5,736	11,927	111,972	3.8%	3.1%
Arkansas	3,875	884	1,890	19,527	1.6%	1.2%
California	86,506	22,125	43,709	380,021	1.6%	1.6%
Colorado	12,983	3,405	6,682	64,525	2.0%	1.8%
Connecticut	16,375	3,916	8,377	60,639	3.2%	2.6%
Delaware	176	33	85	555	0.1%	0.1%
District of Columbia	2,770	124	1,297	1,747	1.0%	0.2%
Florida	40,410	10,805	21,009	233,748	2.2%	2.0%
Georgia	21,091	5,254	10,843	103,525	2.0%	1.7%
Hawaii	8,587	2,149	4,209	42,891	4.9%	4.7%
Idaho	1,561	392	779	10,334	1.1%	1.1%
Illinois	21,784	5,457	10,947	99,351	1.4%	1.3%
Indiana	8,681	2,190	4,322	49,501	1.3%	1.3%
Iowa	2,014	480	1,003	11,751	0.6%	0.6%
Kansas	14,973	3,339	7,545	63,644	4.8%	3.3%
Kentucky	8,919	2,253	4,518	51,757	2.3%	2.1%
Louisiana	6,303	1,539	3,087	29,935	1.4%	1.1%
Maine	2,152	546	1,097	12,393	1.8%	1.5%
Maryland	6,198	1,538	3,195	27,680	0.8%	0.8%
Massachusetts	9,148	2,096	4,439	40,370	0.9%	0.9%
Michigan	10,033	2,592	5,039	51,636	1.0%	0.9%
Minnesota	8,572	2,092	4,187	39,815	1.2%	1.1%
Mississippi	1,272	289	606	7,029	0.6%	0.4%
Missouri	11,769	2,699	5,969	55,100	2.0%	1.5%
Montana	1,843	474	913	12,225	2.0%	1.8%
Nebraska	1,938	476	960	12,315	0.8%	0.9%
Nevada	7,954	2,000	4,045	41,199	2.7%	2.4%

State	Output (\$Millions)	Earnings (\$Millions)	Value Added (\$Millions)	Jobs	Value Added Share of State GDP	Jobs Share of State Total <sup>9</sup>
New Hampshire	1,264	300	649	6,187	0.8%	0.7%
New Jersey	12,291	2,853	6,181	50,961	1.1%	0.9%
New Mexico	1,986	497	980	12,202	1.1%	1.1%
New York	24,367	5,789	12,415	98,062	0.8%	0.8%
North Carolina	15,770	3,851	8,014	76,286	1.5%	1.3%
North Dakota	1,573	354	750	8,082	1.5%	1.4%
Ohio	17,612	4,355	8,762	84,558	1.4%	1.2%
Oklahoma	4,201	1,042	2,088	21,392	1.2%	0.9%
Oregon	6,262	1,494	3,182	32,582	1.5%	1.3%
Pennsylvania	14,425	3,537	7,247	70,273	1.0%	0.9%
Rhode Island	877	203	444	4,586	0.8%	0.7%
South Carolina	4,218	1,038	2,133	24,525	1.0%	0.9%
South Dakota	850	225	430	6,022	0.9%	1.0%
Tennessee	15,074	3,919	7,882	91,632	2.4%	2.3%
Texas	59,139	15,005	30,093	285,294	1.9%	1.7%
Utah	6,237	1,580	3,141	32,260	2.0%	1.7%
Vermont	543	121	245	2,931	0.8%	0.7%
Virginia	9,042	2,160	4,603	42,914	0.9%	0.8%
Washington	69,122	17,169	35,236	287,492	7.1%	6.7%
West Virginia	1,006	169	370	4,137	0.5%	0.5%
Wisconsin	4,435	1,123	2,214	25,515	0.7%	0.7%
Wyoming	851	220	423	4,829	1.0%	1.2%



## Economic Impact by Expenditure Category - Direct

**Table 4** highlights the total direct economic impact that civil-aviation has on the U.S. economy. Below are the seven direct expenditure categories and the top five states in output level for each category. The national total direct output values cited below come from *The National Report*. As previously described these national values do not equal the summed state-level values.

### Airline Operations

Table 5 – Total Economic Output for Airlines, Top Five States

2016 Economic Impact of Civil Aviation (Top Five States, Billions of Dollars)	
State	Airlines
California	37.4
Texas	23.6
Florida	21.2
New York	13.7
Illinois	11.4

Of the nine 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 2016, the national total output by airlines was \$315.6 billion. **Table 5** presents the top five states by total airline output.

Together, these top five states contributed more than one-third of the national total output by airlines in 2016.

### Airport Operations

Table 6 – Total Economic Output for Airports, Top Five States

2016 Economic Impact of Civil Aviation (Top Five States, Billions of Dollars)	
State	Airport Operations
California	9.5
Florida	7.6
Texas	6.4
Illinois	4.9
New York	3.7

Airports contributed \$81.7 billion in total output to the U.S. economy in 2016. California, Florida, Texas, Illinois, and New York were the top five states in the total economic impact of airport operations (**Table 6**). In terms of enplanements, nine out of the 20 busiest airports in the nation are located within these states.

### General Aviation

Table 7 – Total Economic Output for General Aviation, Top Five States

2016 Economic Impact of Civil Aviation (Top Five States, Billions of Dollars)	
State	General Aviation
California	5.0
Texas	3.4
Florida	3.4
Ohio	1.4
Arizona	1.4

General aviation operations contributed \$52.3 billion to total national civil aviation-related economic output in 2016. California ranked first in total economic output for general aviation at \$5.0 billion in 2016 (**Table 7**). The warm weather states of Florida and Texas followed closely behind with \$3.4 billion each.

### Aircraft Manufacturing

Table 8 – Total Economic Output for Aircraft, Aircraft Engine, and Parts Manufacturing, Top Five States

2016 Economic Impact of Civil Aviation (Top Five States, Billions of Dollars)	
State	Aircraft, Aircraft Engines and Parts Manufacturing
Washington	49.9
California	24.1
Texas	19.1
Connecticut	12.0
Kansas	10.7

Aircraft manufacturing output for the entire United States edged lower between 2014 and 2016 as most states saw activity ease.<sup>10</sup> The top five states in aviation-related manufacturing in 2016 were Washington, California, Texas, Connecticut, and Kansas (**Table 8**). Of these, only Washington increased in aviation-related manufacturing activity. These five states together accounted for 44 percent of national aviation-related manufacturing in the United States.



Avionics Manufacturing

Table 9 – Total Economic Output for Avionics Manufacturing, Top Five States

2016 Economic Impact of Civil Aviation (Top Five States, Billions of Dollars)	
State	Avionics Manufacturing
Arizona	3.8
Texas	2.2
Kansas	1.8
Florida	1.6
California	1.1

Nation-wide, avionics manufacturing economic output amounted to \$25.7 billion in 2016. The top-five states with avionics manufacturing were Arizona, Texas, Kansas, Florida, and California (Table 9). In all, these five states accounted for just over 40 percent of the national total.

Research and Development (R&D)

Table 10 – Total Economic Output for R&D, Top Five States

2016 Economic Impact of Civil Aviation (Top Five States, Billions of Dollars)	
State	R&D
Washington	7.7
California	3.8
New York	3.0
Connecticut	2.4
Ohio	2.1

In 2016, the total economic output of aviation R&D amounted to \$40.4 billion. The top-five states with R&D were Washington, California, New York, Connecticut and Ohio (Table 10). In all, these five states accounted for 47 percent of the national total.

Air Couriers

Table 11 – Total Economic Output for Air Couriers, Top Five States

2016 Economic Impact of Civil Aviation (Top Five States, Billions of Dollars)	
State	Air Couriers
Tennessee	9.4
California	5.5
Kentucky	4.9
Texas	3.7
Indiana	2.4

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

The total economic output of air couriers grew 6.7 percent in real terms between 2014 and 2016. 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 considerable economic development and growth potential for local residents (Table 11).

Economic Impact by Expenditure Category - Catalytic

The prior section focused on the direct expenditure categories. This section covers the two remaining expenditure categories. To find the total impact that these catalytic expenditure categories has on the U.S. economy see Table 3. The tables below cover the individual impact these categories have on the U.S. economy. The national total catalytic output values cited below come from *The National Report*. As previously described these national values do not equal the summed state-level values. Additionally, visitor expenditures is split into two subgroupings airlines and general aviation.

Visitor Expenditures

Table 12 – Total Economic Output for Visitor Expenditures: Airlines, Top Five States

2016 Economic Impact of Civil Aviation (Top Five States, Billions of Dollars)	
State	Visitor Expenditures - Airlines
California	104.4
Florida	85.2
New York	73.4
Texas	50.0
Illinois	31.9

Visitor expenditures by travelers using air transportation contributed the largest single portion of the total economic impact of civil aviation in 2016. At the national level, commercial airline visitor expenditures contributed \$886.5 billion to the U.S. economy and supported over 6.5 million jobs. In 2016, California, Florida, New York, Texas, and Illinois were the top five states for commercial airline visitor expenditures (Table 12). These five states are popular tourist and business destinations, and are home to some of the busiest airports in the nation.

Table 13 – Total Economic Output for Visitor Expenditures: General Aviation, Top Five States

2016 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
Alabama	0.3
Arizona	0.3

The top five states for general aviation visitor expenditures were California, Florida, Texas, Alabama, and Arizona (Table 13). All five states experience mild weather conditions that are conducive to general aviation operations. Nationally, general aviation visitor expenditures amounted to \$11.7 billion in total output and supported nearly 86 thousand jobs.

Travel Arrangements

Table 14 – Total Economic Output for Travel Arrangements, Top Five States

2016 Economic Impact of Civil Aviation (Top Five States, Billions of Dollars)	
State	Travel Arrangements
California	2.8
New York	1.8
Florida	1.6
Illinois	1.6
Texas	1.1

In 2016, the top five states for travel arrangement and reservation services output were California, New York, Florida, Illinois, and Texas (**Table 14**). According to the 2012 Economic Census, the eight largest firms in the travel arrangement and reservation services industry accounted for nearly 25 percent of all receipts and nearly 57,000 employees.

More information about the economic impact of civil aviation for each state is presented 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 National Report* (2011), the enabling impact of air transportation describes transportation services in terms of certain characteristics: speed, flexibility, reliability, cost, and safety.<sup>11</sup>

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 determined 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 2016 by state.

Across all commodities, \$598.7 billion in goods was transported by air in 2016 (**Table 15**). Data for this section came from the Freight Analysis Framework published by the U.S. Department of Transportation.<sup>12</sup>

Among the commodities normally transported by air are manufactured and technology-oriented goods. Total values of the flows for the top ten commodities transported by air in 2016 appear in **Table 15**. Electronics (\$141.8 billion), transport equipment (\$83.9 billion), and machinery (\$83.0 billion) were the commodities with the three highest total values transported by air. Electronics accounted for about 24 percent of the value of all commodities, while transport equipment and machinery accounted for about 14 percent each. Together, the top three commodities accounted for over 51 percent of the total shipment value and the top five accounted for over 78 percent. Nine of the ten commodities listed on **Table 15** remained from the 2014 list, with plastics/rubber replacing mixed freight.<sup>13</sup>

Value of Air Freight Flows by Commodity

Table 15 – Top Ten Value of Commodities Transported by Air, 2016

Commodity	Domestic and Export Flows (\$Billions)
Electronics	141.8
Transport equipment	83.9
Machinery	83.0
Precision instruments	80.7
Misc. manufactured products	78.3
Pharmaceuticals	51.1
Motorized vehicles	14.0
Chemical products	12.9
Articles-base metal	9.6
Plastics/rubber	7.7
All other commodities	35.7
All Commodities	598.7

Source: U.S. Department of Transportation, Federal Highway Administration and Bureau of Transportation Statistics, *Freight Analysis Framework*, Version 4.5.

Domestically across all categories, the majority of the value of goods transported is carried by truck and only about 1 percent is transported by air. Even so, it may seem impractical to move items under most of these headings by air, but the categories are quite broad and encompass a range of individual products. For example, Transport Equipment includes locomotives and other railway equipment, but it also includes high-value items such as spacecraft and spacecraft parts. In terms of dollars per ton of goods shipped, those moved



by air are valued at about \$67,000/ton while for all modes combined the value is under \$1,000/ton. In fact, the mode with the second highest value per ton is multi-modal including mail which averages less than \$6,000/ton. All other modes individually carried goods valued under \$1,000/ton on average.

Value of Air Freight Flows by State

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 2016, California was ranked highest with \$114.5 billion worth of goods transported by air. Washington was second at \$56.0 billion. The next three states were New York (\$52.9 billion), Texas (\$51.1 billion), and Florida (\$30.5 billion) (Table 16). California, New York, Texas and Florida are the top four states in terms of both population and economic size, while Washington is ranked 13th by both measures.<sup>14</sup> By value, goods shipped from California accounted for 19.1 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 37 percent; and goods shipped from the top five states accounted for about 51 percent. All five states in Table 16 are the same states that appeared on the previous State Report list, with Washington moving from 5th to 2nd place, and Texas and Florida shifting as well.

The latest estimates from the Freight Analysis Framework show that aviation continues to play an important role in transporting higher-value and perishable goods. The commodity categories

Table 16 – Top Five States, Value of Goods Transported by Air, 2016

State	Domestic and Export Flows (\$Billions)
California	114.5
Washington	56.0
New York	52.9
Texas	51.1
Florida	30.5
All other states	293.7
All States	598.7

Source: U.S. Department of Transportation, Federal Highway Administration and Bureau of Transportation Statistics, *Freight Analysis Framework*, Version 4.5.

that appear at the top of the list in Table 15 are mainly the same categories that lead the lists for the top states in Table 16. For example, four of the top five categories of goods listed for the nation as a whole also appear in the top five list of goods transported from California. These categories are electronics, precision instruments, miscellaneous manufactured products and machinery.

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

The next section covers the economic impact of FAA spending, providing the latest updated data from fiscal year 2016.

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 2016. Apart from Washington, D.C. where the headquarters results in outlays, the largest driver of FAA spending is the presence of FAA facilities and airports which are spread throughout all 50 states. FAA spending includes payroll, non-payroll expenses (including facilities and equipment, operations, research, etc.), and grants issued through the Airport Improvement Program (AIP). The FAA’s abilities to maintain safe skies, finance infrastructure projects, and support job creation are valuable 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

Total spending by the FAA at the state level was \$14.1 billion in FY 2016 (Table 17), similar to that spent in FY 2014.<sup>15</sup> FAA expenditures were highest in the District of Columbia, Texas, Virginia, California and Oklahoma. Total expenditures in these five states comprised 40 percent of all FAA spending in FY 2016.

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 derived through the use of the RIMS II model. The total impact of FAA spending, or the sum of primary FAA expenditures plus secondary impacts, was \$23.2 billion (Table 18). The total impact of FAA spending supported more than 150,000 jobs with earnings totaling \$6.6 billion. Texas, Oklahoma, and Virginia were the top three state beneficiaries of FAA spending in terms of this total impact.



Table 17 – FAA Spending by State, FY 2016

State	FAA Spending (\$Millions)	Percent of FAA Spending	State	FAA Spending (\$Millions)	Percent of FAA Spending
Alabama	105.6	0.7	Montana	61.0	0.4
Alaska	357.9	2.5	Nebraska	61.7	0.4
Arizona	189.1	1.3	Nevada	112.2	0.8
Arkansas	64.2	0.5	New Hampshire	132.7	0.9
California	878.4	6.2	New Jersey	469.3	3.3
Colorado	242.4	1.7	New Mexico	134.7	1.0
Connecticut	53.7	0.4	New York	382.0	2.7
Delaware	18.8	0.1	North Carolina	156.7	1.1
District of Columbia	2,033.3	14.4	North Dakota	140.6	1.0
Florida	624.5	4.4	Ohio	291.3	2.1
Georgia	488.7	3.5	Oklahoma	864.5	6.1
Hawaii	98.4	0.7	Oregon	91.2	0.6
Idaho	40.1	0.3	Pennsylvania	244.0	1.7
Illinois	637.0	4.5	Rhode Island	40.4	0.3
Indiana	213.5	1.5	South Carolina	104.1	0.7
Iowa	70.2	0.5	South Dakota	30.7	0.2
Kansas	146.7	1.0	Tennessee	191.4	1.4
Kentucky	85.1	0.6	Texas	924.3	6.5
Louisiana	98.5	0.7	Utah	124.4	0.9
Maine	47.2	0.3	Vermont	26.1	0.2
Maryland	517.8	3.7	Virginia	912.7	6.5
Massachusetts	489.8	3.5	Washington	372.5	2.6
Michigan	148.4	1.0	West Virginia	51.7	0.4
Minnesota	196.6	1.4	Wisconsin	84.5	0.6
Mississippi	75.0	0.5	Wyoming	40.0	0.3
Missouri	169.3	1.2	State Total	14,135.4	100.0

Table 18 – Total Impact of FAA Spending by State, FY 2016

Total: Primary + Secondary Impacts				Total: Primary + Secondary Impacts			
State	Output (\$Millions)	Earnings (\$Millions)	Jobs	State	Output (\$Millions)	Earnings (\$Millions)	Jobs
Alabama	198.3	64.2	1,581	Montana	100.5	33.7	837
Alaska	517.2	174.5	3,735	Nebraska	108.0	34.9	812
Arizona	344.9	112.6	2,816	Nevada	173.4	56.1	1,358
Arkansas	111.2	35.5	851	New Hampshire	167.9	50.1	1,222
California	1,445.1	455.4	9,581	New Jersey	860.5	251.4	5,201
Colorado	415.6	132.4	3,061	New Mexico	193.7	63.4	1,701
Connecticut	86.9	27.2	527	New York	498.8	143.4	3,097
Delaware	26.4	7.1	160	North Carolina	294.4	93.3	2,260
District of Columbia	2,454.0	170.5	2,998	North Dakota	254.4	77.7	1,526
Florida	1,044.4	338.8	8,823	Ohio	528.7	163.1	3,876
Georgia	868.6	269.6	7,063	Oklahoma	1,531.5	500.0	12,584
Hawaii	148.9	48.3	1,123	Oregon	162.9	50.4	1,103
Idaho	63.4	20.9	529	Pennsylvania	467.1	142.7	3,190
Illinois	1,291.2	393.9	8,250	Rhode Island	66.1	19.3	414
Indiana	354.7	108.3	2,591	South Carolina	189.6	59.9	1,527
Iowa	117.3	37.5	872	South Dakota	49.7	16.5	383
Kansas	221.1	62.7	1,562	Tennessee	353.2	106.3	2,419
Kentucky	150.1	45.0	1,089	Texas	1,813.7	566.8	12,963
Louisiana	169.6	56.4	1,284	Utah	209.3	65.9	1,661
Maine	77.3	25.7	648	Vermont	43.4	14.0	337
Maryland	828.9	249.3	5,566	Virginia	1,492.8	448.3	10,908
Massachusetts	890.1	274.2	6,237	Washington	549.9	172.2	3,833
Michigan	243.1	78.5	1,898	West Virginia	69.1	20.6	538
Minnesota	316.4	98.5	2,260	Wisconsin	145.3	47.4	1,089
Mississippi	116.9	36.8	947	Wyoming	63.0	20.5	475
Missouri	294.6	87.2	2,205	State Total	23,182.9	6,629.0	153,570



# Conclusion



*The State Report* supplement updates and highlights the economic impact of civil aviation on all fifty state economies and the District of Columbia for 2016. The strength and importance of the civil aviation industry at the state level provides a platform for decision makers at the national and state levels to better formulate policies that support economic development and job creation. At the national level in 2016, direct civil aviation impacts were \$850 billion in economic activity, and over 4 million jobs. When visitor spending and travel arrangements are included, the total supports \$1.8 trillion in economic activity and 10.9 million jobs with \$488.2 billion in earnings. Direct and catalytic impacts accounted for 5.2 percent of U.S. GDP.

At the state level, the three most populous states and three of the top four states Gross State Product were California, Texas, and Florida, and these were the top three states in terms of aviation-related economic output. Civil aviation contribution to Gross State Product was 8.0 percent for Florida, while California and Texas were 4.1 percent and 3.9 percent. When looking at the direct impact of civil aviation

on Gross State Product in percentage term Washington (7.1 percent), Hawaii (4.9 percent), and Kansas (4.8 percent) were the top three states. For catalytic impact of civil aviation on Gross State Product in percentage term Hawaii (15.8 percent), Nevada (10.5 percent), and Florida (5.8 percent) were the top three states. Additionally, this report draws attention to the nine 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.

Due to the evolving nature of civil aviation, additional category estimates will be added to the report over time. For example, Commercial Space launches and unmanned aircraft systems are rapidly expanding industries but source data are sparse. As soon as reliable data are available, the inclusion of these categories will provide an even more robust picture of the importance of civil aviation to the U.S. Economy at both the national and state levels.

# Notes

1. Previous versions of *The State Report* were published in 2009, 2011, 2015, and 2017. The 2017 version contained statistics for the year 2014. *The National Report* was published by the FAA in 2007, 2009, 2011, 2014, 2016, and 2020.

2. U.S. Department of Transportation, Federal Aviation Administration. 2020. The Economic Impact of Civil Aviation on the U.S. Economy. January 2020. [https://www.faa.gov/about/plans\\_reports/media/2020\\_jan\\_economic\\_impact\\_report.pdf](https://www.faa.gov/about/plans_reports/media/2020_jan_economic_impact_report.pdf)

3. Since this report covers civil aviation only, it does not include defense avionics equipment.

4. U.S. Department of Commerce, Bureau of Economic Analysis, National Income and Product Accounts.

5. National Science Foundation. Definitions of Research and Development: An Annotated Compilation of Official Sources. 2018. p. 7. <https://nsf.gov/statistics/randdef/>

6. 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>

7. 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.

8. U.S. Department of Transportation, Federal Aviation Administration. 2020. Op. cit.

9. Calculated using Bureau of Economic Analysis total employment data from the SAINC4 Personal Income and Employment by Major Component table.

10. U.S. Department of Transportation, Federal Aviation Administration. 2020. Op. cit.

11. 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.

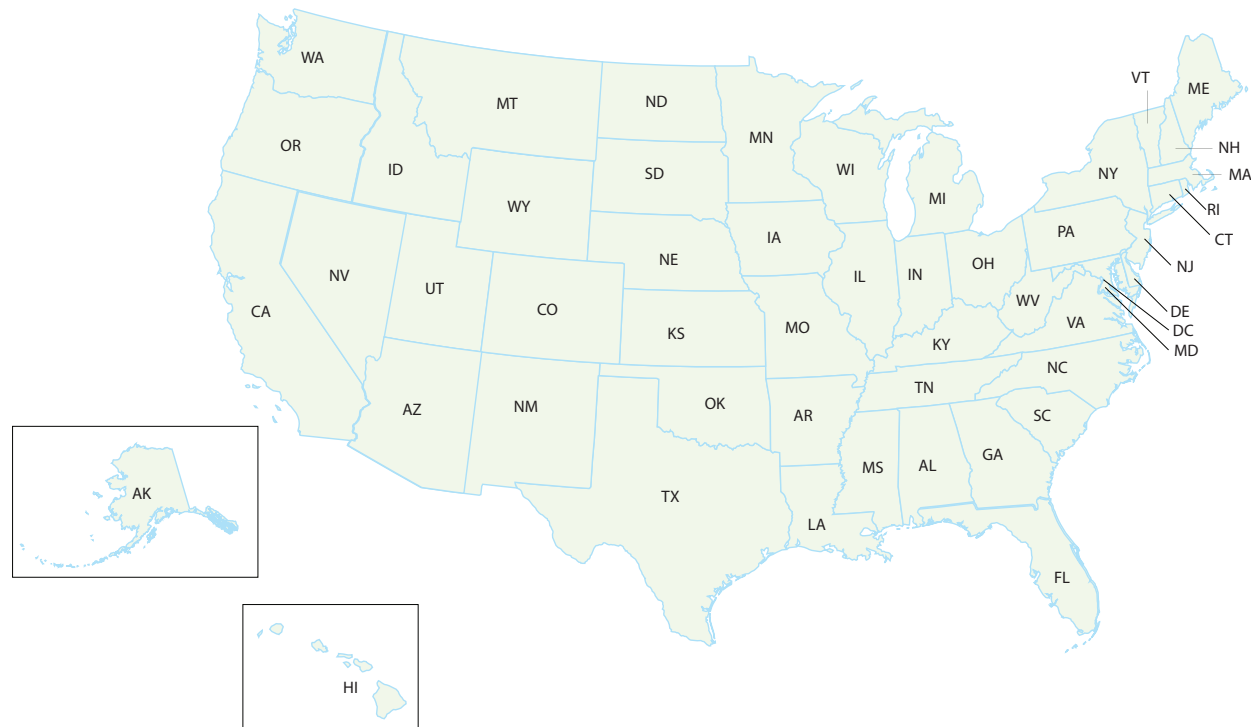
12. U.S. Department of Transportation, Federal Highway Administration and Bureau of Transportation Statistics. 2019. Freight Analysis Framework. Versions 4.5.

13. For a list of the detailed commodities that make up the categories that appear on Table 15, see, U.S. Bureau of the Census, SCTG Commodity Codes, 2012 Commodity Flow Survey. November 2011. [https://www.census.gov/econ/cfs/2012/2012\\_manual.pdf](https://www.census.gov/econ/cfs/2012/2012_manual.pdf)

14. Based on 2016 population estimates from the U.S. Census Bureau, the five most populous states were ranked in the following order: California (39.2 million persons), Texas (27.9 million), Florida (20.6 million), New York (19.6 million), and Illinois (12.8 million) (U.S. Department of Commerce, Bureau of the Census, Annual Estimates of the Resident Population: April 1, 2010 to July 1, 2018. 2018 Population Estimates. <https://www.census.gov/programs-surveys/popest/data/tables.html>. The size of each state’s economy is measured in terms of state-level GDP. In 2016, the top five states by state GDP were California (\$2,663.4 billion), Texas (\$1,564.4 billion), New York (\$1,541.5 billion), Florida (\$938.4 billion), and Illinois (\$805.4 billion) (U.S. Department of Commerce, Bureau of Economic Analysis, Regional Economic Accounts. <http://www.bea.gov/regional/index.htm>).

15. U.S. Department of Transportation, Federal Aviation Administration. 2017. The Economic Impact of Civil Aviation on the U.S. Economy. September 2017. [https://www.faa.gov/about/plans\\_reports/media/2017-economic-impact-report.pdf](https://www.faa.gov/about/plans_reports/media/2017-economic-impact-report.pdf)

Appendix A: State Fact Sheets



Largest Commercial Airport:<sup>1</sup>  
**Birmingham-Shuttlesworth International**

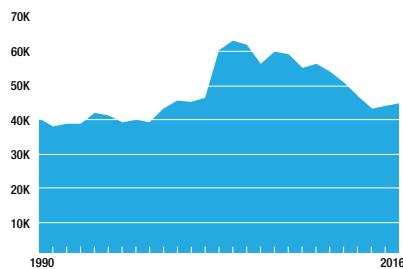
Population (Census Estimate):<sup>2</sup>  
**4,864,745**

Gross Domestic Product (\$Millions):<sup>3</sup>  
**\$203,398**

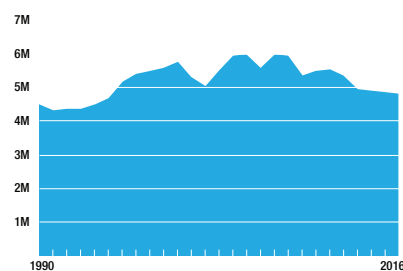
Contribution to Gross Domestic Product: **1.9%**

Percent of International Visitors:<sup>4</sup>  
**0.2%**

Number of Commercial Departures<sup>6</sup>



Number of Passengers<sup>6</sup>



Economic Impact of Civil Aviation by State (2016)

Alabama

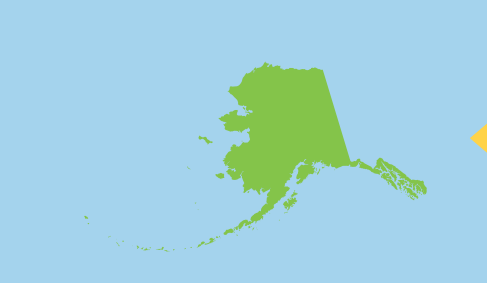
ACTIVITY	AVIATION STATISTICS <sup>1</sup>			
	Number of Airports <sup>1</sup>	Aircraft Operations <sup>5</sup>	Commercial <sup>6</sup>	
			Freight (Tons)	Passengers
Commercial Aviation	5	132,634	156,235	4,816,431
General Aviation	67	1,777,041	—	—
Reliever Airports	2	—	—	—
Total Aviation	74	1,909,675	156,235	4,816,431

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT <sup>7</sup>		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$1,220,279,512	\$279,965,611	6,580
▶ Airport Operations	\$208,008,334	\$68,095,004	1,653
▶ General Aviation	\$997,117,373	\$228,766,092	5,377
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$2,035,252,234	\$470,164,269	9,178
▶ Avionics Manufacturing	\$0	\$0	0
▶ Research & Development	\$65,257,018	\$21,161,148	406
▶ Air Courier	\$257,158,240	\$79,595,381	2,479
Catalytic			
▶ Visitor Expenditures — Airlines	\$2,273,351,855	\$658,664,162	23,842
▶ Visitor Expenditures — General Aviation	\$311,493,707	\$90,249,884	3,267
▶ Travel Arrangements	\$51,942,338	\$14,880,963	404
Total Aviation	\$7,419,860,612	\$1,911,542,514	53,185

TOTAL FAA SPENDING (FISCAL YEAR)	TOTAL ECONOMIC IMPACT <sup>7</sup>		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$198,283,063	\$64,171,758	1,581

ENABLING EFFECTS	TRADE FLOWS <sup>8</sup>	
	Value (\$)	Weight (Tons)
Within State	\$8,474,500	143
State-to-State	\$356,040,000	11,737
Exports	\$2,188,772,100	16,199
Total Enabling Effects	\$2,553,286,600	28,078





Economic Impact of Civil Aviation by State (2016)

# Alaska

Largest Commercial Airport:<sup>1</sup>  
**Ted Stevens Anchorage International**

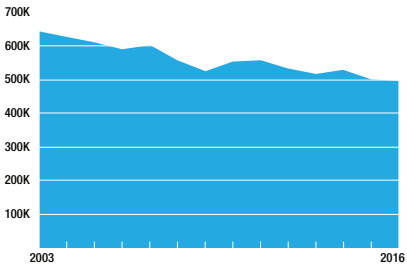
Population (Census Estimate):<sup>2</sup>  
**741,504**

Gross Domestic Product (\$Millions):<sup>3</sup>  
**\$49,429**

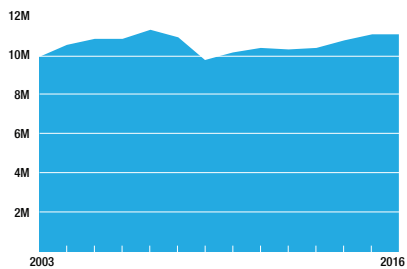
Contribution to Gross Domestic Product: **6.8%**

Percent of International Visitors:<sup>4</sup>  
**0.3%**

Number of Commercial Departures<sup>6</sup>



Number of Passengers<sup>6</sup>

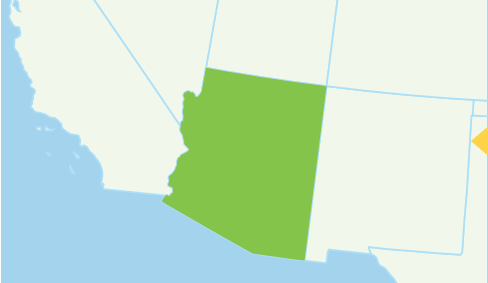


ACTIVITY	AVIATION STATISTICS			
	Number of Airports <sup>1</sup>	Aircraft Operations <sup>5</sup>	Commercial <sup>6</sup>	
			Freight (Tons)	Passengers
Commercial Aviation	87	973,226	4,067,016	11,093,076
General Aviation	169	831,689	—	—
Reliever Airports	0	—	—	—
Total Aviation	256	1,804,915	4,067,016	11,093,076

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT <sup>7</sup>		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$1,517,723,666	\$343,729,072	6,420
▶ Airport Operations	\$482,890,495	\$160,406,616	3,510
▶ General Aviation	\$480,272,995	\$108,770,651	2,031
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$8,240,176	\$1,782,049	35
▶ Avionics Manufacturing	\$0	\$0	0
▶ Research & Development	\$2,287,813	\$753,259	14
▶ Air Courier	\$1,235,752,037	\$382,538,498	9,016
Catalytic			
▶ Visitor Expenditures — Airlines	\$2,316,337,746	\$678,324,052	21,231
▶ Visitor Expenditures — General Aviation	\$106,548,763	\$31,202,094	977
▶ Travel Arrangements	\$21,289,581	\$6,087,197	165
Total Aviation	\$6,171,343,272	\$1,713,593,488	43,399

TOTAL FAA SPENDING (FISCAL YEAR)	TOTAL ECONOMIC IMPACT <sup>7</sup>		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$517,217,073	\$174,463,860	3,735

ENABLING EFFECTS	TRADE FLOWS <sup>8</sup>	
	Value (\$)	Weight (Tons)
Within State	\$435,387,200	98,669
State-to-State	\$2,235,342,200	14,633
Exports	\$88,978,400	1,980
Total Enabling Effects	\$2,759,707,800	115,282



Economic Impact of Civil Aviation by State (2016)

# Arizona

Largest Commercial Airport:<sup>1</sup>  
**Phoenix Sky Harbor International**

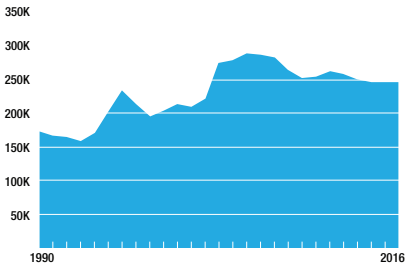
Population (Census Estimate):<sup>2</sup>  
**6,945,452**

Gross Domestic Product (\$Millions):<sup>3</sup>  
**\$311,397**

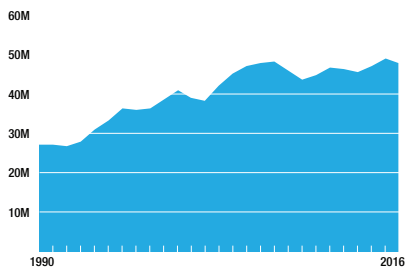
Contribution to Gross Domestic Product: **7.4%**

Percent of International Visitors:<sup>4</sup>  
**2.7%**

Number of Commercial Departures<sup>6</sup>



Number of Passengers<sup>6</sup>



ACTIVITY	AVIATION STATISTICS			
	Number of Airports <sup>1</sup>	Aircraft Operations <sup>5</sup>	Commercial <sup>6</sup>	
			Freight (Tons)	Passengers
Commercial Aviation	10	929,964	351,028	48,262,199
General Aviation	41	2,534,820	—	—
Reliever Airports	8	—	—	—
Total Aviation	59	3,464,784	351,028	48,262,199

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT <sup>7</sup>		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$5,465,836,151	\$1,309,593,424	25,813
▶ Airport Operations	\$1,264,525,604	\$417,658,523	10,334
▶ General Aviation	\$1,404,264,612	\$336,456,427	6,632
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$10,202,713,209	\$2,460,921,210	44,465
▶ Avionics Manufacturing	\$3,843,141,551	\$926,975,831	16,749
▶ Research & Development	\$144,202,478	\$47,468,623	913
▶ Air Courier	\$742,541,429	\$237,333,866	7,065
Catalytic			
▶ Visitor Expenditures — Airlines	\$17,053,020,080	\$5,044,075,246	160,032
▶ Visitor Expenditures — General Aviation	\$292,268,848	\$86,449,559	2,743
▶ Travel Arrangements	\$669,119,993	\$195,321,335	4,699
Total Aviation	\$41,081,633,957	\$11,062,254,044	279,445

TOTAL FAA SPENDING (FISCAL YEAR)	TOTAL ECONOMIC IMPACT <sup>7</sup>		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$344,867,859	\$112,645,252	2,816

ENABLING EFFECTS	TRADE FLOWS <sup>8</sup>	
	Value (\$)	Weight (Tons)
Within State	\$0	0
State-to-State	\$2,547,813,100	28,996
Exports	\$9,396,854,400	57,544
Total Enabling Effects	\$11,944,667,500	86,540



Economic Impact of Civil Aviation by State (2016)

Arkansas

Largest Commercial Airport:<sup>1</sup>  
**Adams Field/Clinton National**

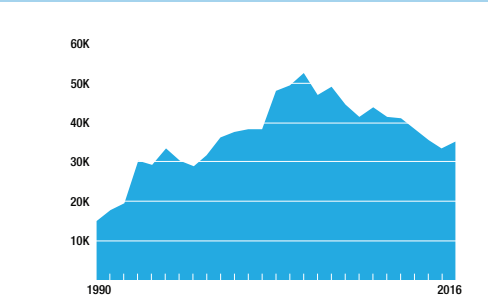
Population (Census Estimate):<sup>2</sup>  
**2,990,410**

Gross Domestic Product (\$Millions):<sup>3</sup>  
**\$120,090**

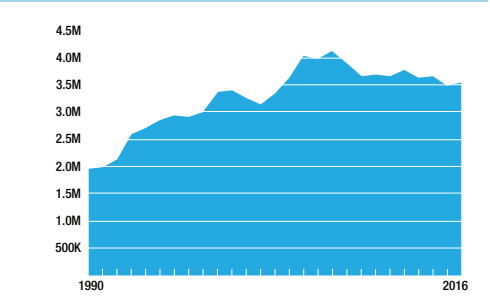
Contribution to Gross Domestic Product: **2.4%**

Percent of International Visitors:<sup>4</sup>  
**0.1%**

Number of Commercial Departures<sup>6</sup>



Number of Passengers<sup>6</sup>



ACTIVITY	AVIATION STATISTICS			
	Number of Airports <sup>1</sup>	Aircraft Operations <sup>5</sup>	Commercial <sup>6</sup>	
			Freight (Tons)	Passengers
Commercial Aviation	7	101,373	20,744	3,555,635
General Aviation	69	1,454,991	—	—
Reliever Airports	2	—	—	—
Total Aviation	78	1,556,364	20,744	3,555,635

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT <sup>7</sup>		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$852,240,872	\$186,534,028	4,525
▶ Airport Operations	\$211,991,528	\$67,719,367	1,623
▶ General Aviation	\$782,063,223	\$171,173,911	4,152
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$1,946,730,618	\$436,046,773	8,605
▶ Avionics Manufacturing	\$19,880,271	\$4,452,967	88
▶ Research & Development	\$2,328,088	\$756,945	15
▶ Air Courier	\$59,380,696	\$17,811,386	519
Catalytic			
▶ Visitor Expenditures — Airlines	\$1,328,915,618	\$380,815,118	13,600
▶ Visitor Expenditures — General Aviation	\$122,225,197	\$35,024,950	1,251
▶ Travel Arrangements	\$11,881,767	\$3,345,048	94
Total Aviation	\$5,337,637,878	\$1,303,680,491	34,472

TOTAL FAA SPENDING (FISCAL YEAR)	TOTAL ECONOMIC IMPACT <sup>7</sup>		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$111,179,119	\$35,488,609	851

ENABLING EFFECTS	TRADE FLOWS <sup>8</sup>	
	Value (\$)	Weight (Tons)
Within State	\$0	0
State-to-State	\$755,829,600	5,019
Exports	\$553,798,800	7,091
Total Enabling Effects	\$1,309,628,400	12,110



Economic Impact of Civil Aviation by State (2016)

California

Largest Commercial Airport:<sup>1</sup>  
**Los Angeles International**

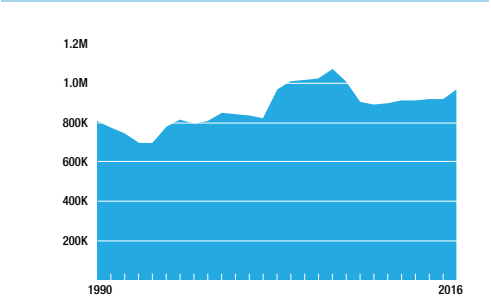
Population (Census Estimate):<sup>2</sup>  
**39,209,127**

Gross Domestic Product (\$Millions):<sup>3</sup>  
**\$2,663,396**

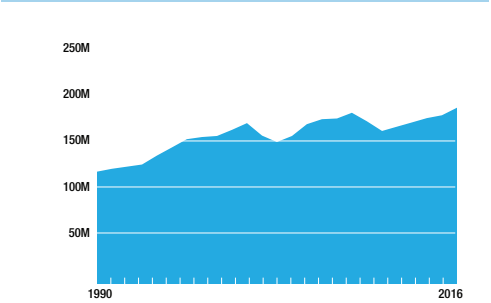
Contribution to Gross Domestic Product: **4.1%**

Percent of International Visitors:<sup>4</sup>  
**16.0%**

Number of Commercial Departures<sup>6</sup>



Number of Passengers<sup>6</sup>



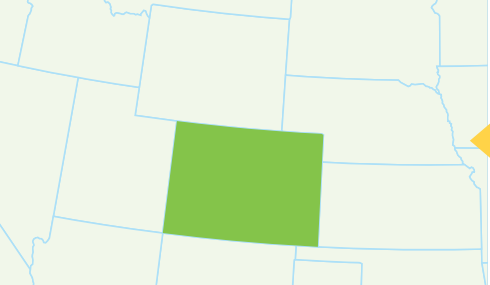
ACTIVITY	AVIATION STATISTICS			
	Number of Airports <sup>1</sup>	Aircraft Operations <sup>5</sup>	Commercial <sup>6</sup>	
			Freight (Tons)	Passengers
Commercial Aviation	26	2,308,664	4,562,656	214,365,780
General Aviation	128	7,787,793	—	—
Reliever Airports	36	—	—	—
Total Aviation	190	10,096,457	4,562,656	214,365,780

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT <sup>7</sup>		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$37,434,895,311	\$8,778,737,256	141,392
▶ Airport Operations	\$9,517,167,248	\$3,092,056,049	59,271
▶ General Aviation	\$5,013,792,520	\$1,175,768,406	18,937
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$24,120,033,451	\$5,860,687,478	93,324
▶ Avionics Manufacturing	\$1,127,385,065	\$273,932,105	4,362
▶ Research & Development	\$3,830,968,374	\$1,254,196,709	19,814
▶ Air Courier	\$5,461,827,876	\$1,689,810,863	42,920
Catalytic			
▶ Visitor Expenditures — Airlines	\$104,427,104,162	\$30,611,855,953	759,592
▶ Visitor Expenditures — General Aviation	\$1,104,791,797	\$323,859,669	8,036
▶ Travel Arrangements	\$2,773,363,479	\$809,421,391	16,584
Total Aviation	\$194,811,329,284	\$53,870,325,879	1,164,233

TOTAL FAA SPENDING (FISCAL YEAR)	TOTAL ECONOMIC IMPACT <sup>7</sup>		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$1,445,089,582	\$455,384,014	9,581

ENABLING EFFECTS	TRADE FLOWS <sup>8</sup>	
	Value (\$)	Weight (Tons)
Within State	\$3,741,302,900	8,774
State-to-State	\$31,040,073,400	212,431
Exports	\$79,689,442,200	609,471
Total Enabling Effects	\$114,470,818,500	830,676





Economic Impact of Civil Aviation by State (2016)

Colorado

Largest Commercial Airport:<sup>1</sup>  
**Denver International**

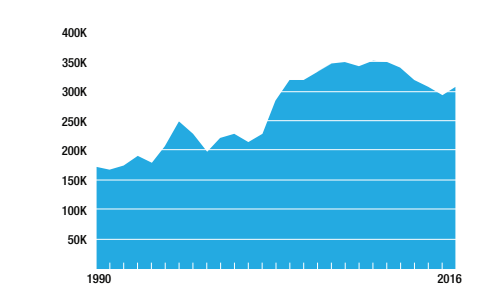
Population (Census Estimate):<sup>2</sup>  
**5,540,921**

Gross Domestic Product (\$Millions):<sup>3</sup>  
**\$329,097**

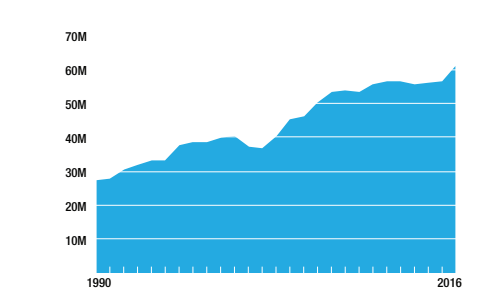
Contribution to Gross Domestic Product: **5.0%**

Percent of International Visitors:<sup>4</sup>  
**1.1%**

Number of Commercial Departures<sup>6</sup>



Number of Passengers<sup>6</sup>



ACTIVITY	AVIATION STATISTICS			
	Number of Airports <sup>1</sup>	Aircraft Operations <sup>5</sup>	Commercial <sup>6</sup>	
			Freight (Tons)	Passengers
Commercial Aviation	13	700,660	287,851	60,897,381
General Aviation	32	1,502,300	—	—
Reliever Airports	4	—	—	—
Total Aviation	49	2,202,960	287,851	60,897,381

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT <sup>7</sup>		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$6,945,038,918	\$1,653,288,026	29,848
▶ Airport Operations	\$2,171,807,150	\$715,090,758	14,488
▶ General Aviation	\$883,209,631	\$210,250,788	3,796
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$1,790,547,768	\$443,083,136	7,726
▶ Avionics Manufacturing	\$0	\$0	0
▶ Research & Development	\$537,545,141	\$177,190,309	3,130
▶ Air Courier	\$654,428,007	\$205,943,696	5,538
Catalytic			
▶ Visitor Expenditures — Airlines	\$15,408,416,508	\$4,554,556,949	128,331
▶ Visitor Expenditures — General Aviation	\$201,808,043	\$59,652,218	1,681
▶ Travel Arrangements	\$218,173,429	\$63,941,086	1,392
Total Aviation	\$28,810,974,595	\$8,082,996,965	195,929

TOTAL FAA SPENDING (FISCAL YEAR)	TOTAL ECONOMIC IMPACT <sup>7</sup>		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$415,624,371	\$132,393,658	3,061

ENABLING EFFECTS	TRADE FLOWS <sup>8</sup>	
	Value (\$)	Weight (Tons)
Within State	\$0	0
State-to-State	\$1,993,312,700	34,937
Exports	\$3,337,277,200	30,645
Total Enabling Effects	\$5,330,589,900	65,582



Economic Impact of Civil Aviation by State (2016)

Connecticut

Largest Commercial Airport:<sup>1</sup>  
**Bradley International**

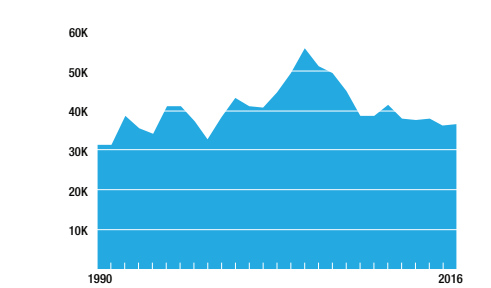
Population (Census Estimate):<sup>2</sup>  
**3,578,674**

Gross Domestic Product (\$Millions):<sup>3</sup>  
**\$262,979**

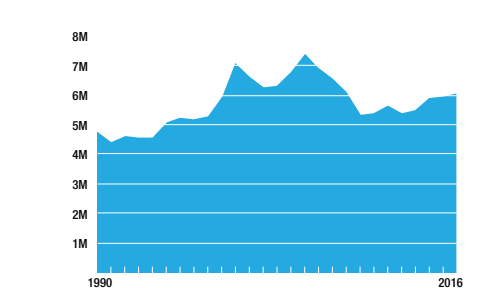
Contribution to Gross Domestic Product: **4.2%**

Percent of International Visitors:<sup>4</sup>  
**0.6%**

Number of Commercial Departures<sup>6</sup>



Number of Passengers<sup>6</sup>



ACTIVITY	AVIATION STATISTICS			
	Number of Airports <sup>1</sup>	Aircraft Operations <sup>5</sup>	Commercial <sup>6</sup>	
			Freight (Tons)	Passengers
Commercial Aviation	2	99,218	129,497	6,055,972
General Aviation	8	359,425	—	—
Reliever Airports	3	—	—	—
Total Aviation	13	458,643	129,497	6,055,972

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT <sup>7</sup>		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$1,077,193,651	\$235,963,399	4,155
▶ Airport Operations	\$144,956,011	\$45,502,317	848
▶ General Aviation	\$179,109,024	\$39,234,518	691
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$11,975,513,737	\$2,692,316,952	40,315
▶ Avionics Manufacturing	\$291,858,765	\$65,615,248	983
▶ Research & Development	\$2,365,533,987	\$735,572,813	10,985
▶ Air Courier	\$341,235,467	\$101,865,230	2,683
Catalytic			
▶ Visitor Expenditures — Airlines	\$4,085,366,317	\$1,137,908,377	28,321
▶ Visitor Expenditures — General Aviation	\$47,363,636	\$13,192,324	328
▶ Travel Arrangements	\$268,776,471	\$73,645,886	1,453
Total Aviation	\$20,776,907,068	\$5,140,817,065	90,741

TOTAL FAA SPENDING (FISCAL YEAR)	TOTAL ECONOMIC IMPACT <sup>7</sup>		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$86,926,301	\$27,199,711	527

ENABLING EFFECTS	TRADE FLOWS <sup>8</sup>	
	Value (\$)	Weight (Tons)
Within State	\$0	0
State-to-State	\$689,820,300	14,818
Exports	\$9,341,269,000	64,416
Total Enabling Effects	\$10,031,089,300	79,234

## Delaware

Largest Commercial Airport:<sup>1</sup>

**New Castle**

Population (Census Estimate):<sup>2</sup>

**949,216**

Gross Domestic Product (\$Millions):<sup>3</sup>

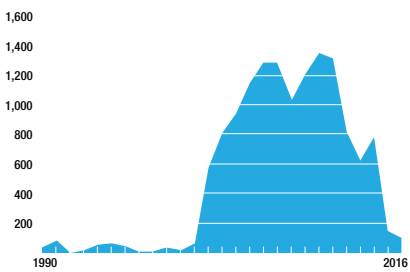
**\$70,380**

Contribution to Gross Domestic Product: **0.4%**

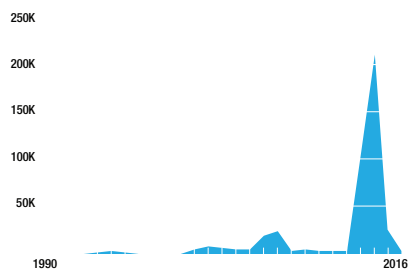
Percent of International Visitors:<sup>4</sup>

**0.1%**

### Number of Commercial Departures<sup>6</sup>



### Number of Passengers<sup>6</sup>



ACTIVITY	AVIATION STATISTICS			
	Number of Airports <sup>1</sup>	Aircraft Operations <sup>5</sup>	Commercial <sup>6</sup>	
			Freight (Tons)	Passengers
Commercial Aviation	1	5,155	4,930	3,118
General Aviation	2	121,486	—	—
Reliever Airports	1	—	—	—
<b>Total Aviation</b>	<b>4</b>	<b>126,641</b>	<b>4,930</b>	<b>3,118</b>

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT <sup>7</sup>		
	Economic Activity	Earnings (Payroll)	Jobs
<b>Direct</b>			
▶ Airlines	\$0	\$0	0
▶ Airport Operations	\$16,824,634	\$4,675,426	97
▶ General Aviation	\$67,811,608	\$12,621,350	206
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$86,275,850	\$14,268,837	231
▶ Avionics Manufacturing	\$0	\$0	0
▶ Research & Development	\$4,853,343	\$1,199,845	20
▶ Air Courier	\$230,320	\$60,994	2
<b>Catalytic</b>			
▶ Visitor Expenditures — Airlines	\$295,032,986	\$74,248,021	2,566
▶ Visitor Expenditures — General Aviation	\$10,700,947	\$2,693,001	93
▶ Travel Arrangements	\$24,267,984	\$5,747,681	126
<b>Total Aviation</b>	<b>\$505,997,672</b>	<b>\$115,515,155</b>	<b>3,341</b>

TOTAL FAA SPENDING (FISCAL YEAR)	TOTAL ECONOMIC IMPACT <sup>7</sup>		
	Economic Activity	Earnings (Payroll)	Jobs
<b>Total FAA Spending</b>	<b>\$26,422,355</b>	<b>\$7,066,355</b>	<b>160</b>

ENABLING EFFECTS	TRADE FLOWS <sup>8</sup>	
	Value (\$)	Weight (Tons)
Within State	\$0	0
State-to-State	\$128,484,500	4,026
Exports	\$1,350,254,600	13,497
<b>Total Enabling Effects</b>	<b>\$1,478,739,100</b>	<b>17,523</b>

## District of Columbia

Largest Commercial Airport:<sup>1</sup>

**Ronald Reagan Washington National**

Population (Census Estimate):<sup>2</sup>

**686,575**

Gross Domestic Product (\$Millions):<sup>3</sup>

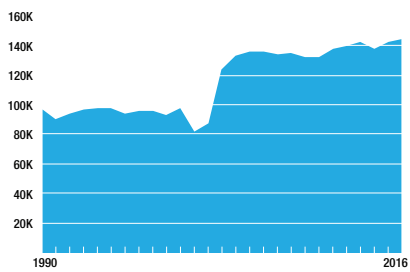
**\$129,817**

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

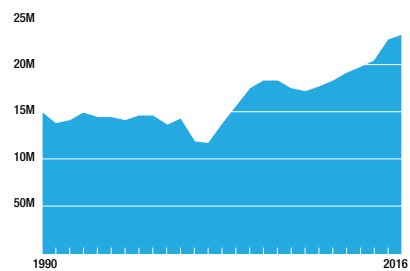
Percent of International Visitors:<sup>4</sup>

**0.7%**

### Number of Commercial Departures<sup>6</sup>



### Number of Passengers<sup>6</sup>



ACTIVITY	AVIATION STATISTICS			
	Number of Airports <sup>1</sup>	Aircraft Operations <sup>5</sup>	Commercial <sup>6</sup>	
			Freight (Tons)	Passengers
Commercial Aviation	0	293,138	2,375	23,031,899
General Aviation	0	3,261	—	—
Reliever Airports	1	—	—	—
<b>Total Aviation</b>	<b>1</b>	<b>296,399</b>	<b>2,375</b>	<b>23,031,899</b>

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT <sup>7</sup>		
	Economic Activity	Earnings (Payroll)	Jobs
<b>Direct</b>			
▶ Airlines	\$2,512,616,921	\$105,668,739	1,435
▶ Airport Operations	\$256,656,370	\$17,823,941	312
▶ General Aviation	\$1,205,222	\$50,686	1
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$0	\$0	0
▶ Avionics Manufacturing	\$0	\$0	0
▶ Research & Development	\$0	\$0	0
▶ Air Courier	\$0	\$0	0
<b>Catalytic</b>			
▶ Visitor Expenditures — Airlines	\$5,575,124,275	\$548,220,554	14,606
▶ Visitor Expenditures — General Aviation	\$601,344	\$59,132	2
▶ Travel Arrangements	\$102,525,696	\$8,043,857	156
<b>Total Aviation</b>	<b>\$8,448,729,828</b>	<b>\$679,866,909</b>	<b>16,510</b>

TOTAL FAA SPENDING (FISCAL YEAR)	TOTAL ECONOMIC IMPACT <sup>7</sup>		
	Economic Activity	Earnings (Payroll)	Jobs
<b>Total FAA Spending</b>	<b>\$2,454,006,518</b>	<b>\$170,479,852</b>	<b>2,998</b>

ENABLING EFFECTS	TRADE FLOWS <sup>8</sup>	
	Value (\$)	Weight (Tons)
Within State	\$0	0
State-to-State	\$244,200	210
Exports	\$438,012,500	2,087
<b>Total Enabling Effects</b>	<b>\$438,256,700</b>	<b>2,297</b>





Economic Impact of Civil Aviation by State (2016)

## Florida

Largest Commercial Airport:<sup>1</sup>

**Miami International**

Population (Census Estimate):<sup>2</sup>

**20,629,982**

Gross Domestic Product (\$Millions):<sup>3</sup>

**\$938,370**

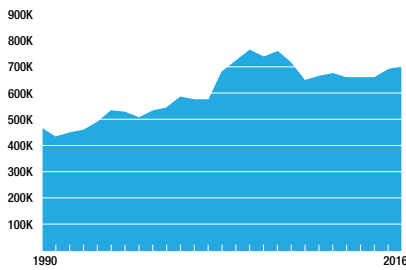
Contribution to Gross Domestic

Product: **8.0%**

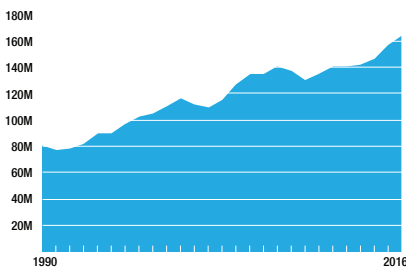
Percent of International Visitors:<sup>4</sup>

**19.5%**

Number of Commercial Departures<sup>6</sup>



Number of Passengers<sup>6</sup>



ACTIVITY	AVIATION STATISTICS			
	Number of Airports <sup>1</sup>	Aircraft Operations <sup>5</sup>	Commercial <sup>6</sup>	
			Freight (Tons)	Passengers
Commercial Aviation	20	1,846,283	2,729,876	163,688,028
General Aviation	59	6,086,404	—	—
Reliever Airports	21	—	—	—
<b>Total Aviation</b>	<b>100</b>	<b>7,932,687</b>	<b>2,729,876</b>	<b>163,688,028</b>

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT <sup>7</sup>		
	Economic Activity	Earnings (Payroll)	Jobs
<b>Direct</b>			
▶ Airlines	\$21,247,881,827	\$5,177,681,670	105,874
▶ Airport Operations	\$7,620,523,776	\$2,548,918,343	59,018
▶ General Aviation	\$3,405,451,018	\$829,839,956	16,969
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$3,188,755,750	\$775,010,525	15,063
▶ Avionics Manufacturing	\$1,629,376,617	\$396,011,525	7,697
▶ Research & Development	\$1,220,531,959	\$406,006,447	8,241
▶ Air Courier	\$2,097,513,349	\$671,546,195	20,886
<b>Catalytic</b>			
▶ Visitor Expenditures — Airlines	\$85,169,829,941	\$25,361,255,042	734,986
▶ Visitor Expenditures — General Aviation	\$829,974,814	\$247,143,888	7,162
▶ Travel Arrangements	\$1,589,023,175	\$468,052,776	12,303
<b>Total Aviation</b>	<b>\$127,998,862,228</b>	<b>\$36,881,466,367</b>	<b>988,200</b>

TOTAL FAA SPENDING (FISCAL YEAR)	TOTAL ECONOMIC IMPACT <sup>7</sup>		
	Economic Activity	Earnings (Payroll)	Jobs
<b>Total FAA Spending</b>	<b>\$1,044,367,842</b>	<b>\$338,832,144</b>	<b>8,823</b>

ENABLING EFFECTS	TRADE FLOWS <sup>8</sup>	
	Value (\$)	Weight (Tons)
Within State	\$86,010,200	2,578
State-to-State	\$4,955,187,000	62,129
Exports	\$25,454,627,300	189,147
<b>Total Enabling Effects</b>	<b>\$30,495,824,500</b>	<b>253,854</b>



Economic Impact of Civil Aviation by State (2016)

## Georgia

Largest Commercial Airport:<sup>1</sup>

**Hartsfield-Jackson Atlanta International**

Population (Census Estimate):<sup>2</sup>

**10,304,763**

Gross Domestic Product (\$Millions):<sup>3</sup>

**\$538,238**

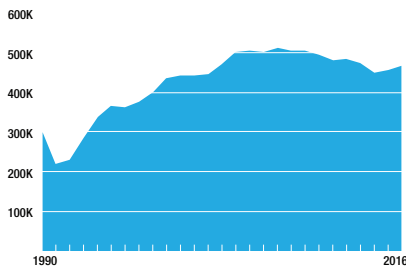
Contribution to Gross Domestic

Product: **4.3%**

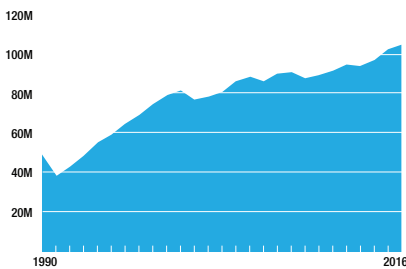
Percent of International Visitors:<sup>4</sup>

**1.6%**

Number of Commercial Departures<sup>6</sup>



Number of Passengers<sup>6</sup>

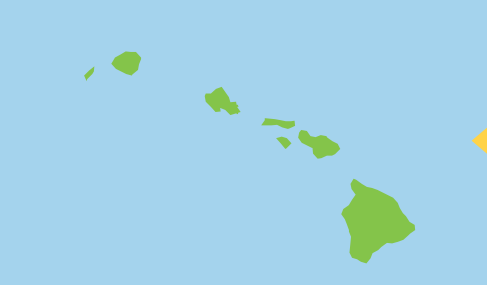


ACTIVITY	AVIATION STATISTICS			
	Number of Airports <sup>1</sup>	Aircraft Operations <sup>5</sup>	Commercial <sup>6</sup>	
			Freight (Tons)	Passengers
Commercial Aviation	7	999,640	810,683	104,855,880
General Aviation	87	1,753,690	—	—
Reliever Airports	4	—	—	—
<b>Total Aviation</b>	<b>98</b>	<b>2,753,330</b>	<b>810,683</b>	<b>104,855,880</b>

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT <sup>7</sup>		
	Economic Activity	Earnings (Payroll)	Jobs
<b>Direct</b>			
▶ Airlines	\$7,527,241,134	\$1,779,251,198	33,732
▶ Airport Operations	\$1,929,680,182	\$617,556,520	15,288
▶ General Aviation	\$1,008,649,455	\$238,419,458	4,520
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$9,786,465,713	\$2,354,334,834	43,674
▶ Avionics Manufacturing	\$0	\$0	0
▶ Research & Development	\$291,935,521	\$94,350,750	1,908
▶ Air Courier	\$547,210,030	\$170,120,708	4,403
<b>Catalytic</b>			
▶ Visitor Expenditures — Airlines	\$20,119,171,568	\$5,833,675,112	182,392
▶ Visitor Expenditures — General Aviation	\$257,596,151	\$74,691,557	2,335
▶ Travel Arrangements	\$333,876,178	\$96,166,172	2,288
<b>Total Aviation</b>	<b>\$41,801,825,933</b>	<b>\$11,258,566,307</b>	<b>209,540</b>

TOTAL FAA SPENDING (FISCAL YEAR)	TOTAL ECONOMIC IMPACT <sup>7</sup>		
	Economic Activity	Earnings (Payroll)	Jobs
<b>Total FAA Spending</b>	<b>\$868,615,437</b>	<b>\$269,567,872</b>	<b>7,063</b>

ENABLING EFFECTS	TRADE FLOWS <sup>8</sup>	
	Value (\$)	Weight (Tons)
Within State	\$2,207,600	220
State-to-State	\$6,682,197,400	58,418
Exports	\$10,476,597,800	100,124
<b>Total Enabling Effects</b>	<b>\$17,161,002,800</b>	<b>158,761</b>



Economic Impact of Civil Aviation by State (2016)

## Hawaii

Largest Commercial Airport:<sup>1</sup>

**Honolulu International**

Population (Census Estimate):<sup>2</sup>

**1,428,105**

Gross Domestic Product (\$Millions):<sup>3</sup>

**\$85,867**

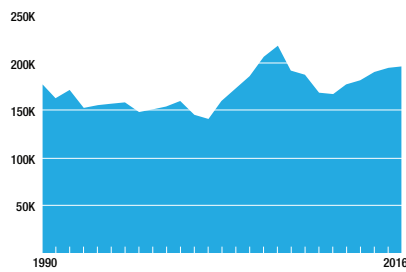
Contribution to Gross Domestic

Product: **20.7%**

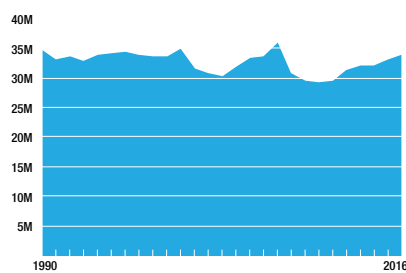
Percent of International Visitors:<sup>4</sup>

**6.0%**

Number of Commercial Departures<sup>6</sup>



Number of Passengers<sup>6</sup>

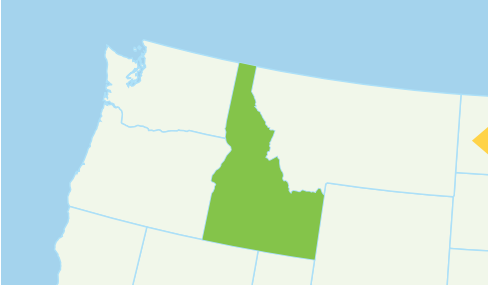


ACTIVITY	AVIATION STATISTICS			
	Number of Airports <sup>1</sup>	Aircraft Operations <sup>5</sup>	Commercial <sup>6</sup>	
			Freight (Tons)	Passengers
Commercial Aviation	9	646,550	770,154	33,819,581
General Aviation	5	289,667	—	—
Reliever Airports	1	—	—	—
<b>Total Aviation</b>	<b>15</b>	<b>936,217</b>	<b>770,154</b>	<b>33,819,581</b>

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT <sup>7</sup>		
	Economic Activity	Earnings (Payroll)	Jobs
<b>Direct</b>			
▶ Airlines	\$6,540,902,470	\$1,503,281,843	27,819
▶ Airport Operations	\$1,073,963,134	\$355,051,848	7,962
▶ General Aviation	\$168,563,560	\$38,740,608	717
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$0	\$0	0
▶ Avionics Manufacturing	\$0	\$0	0
▶ Research & Development	\$2,528,545	\$829,467	16
▶ Air Courier	\$800,564,421	\$250,664,900	6,377
<b>Catalytic</b>			
▶ Visitor Expenditures — Airlines	\$21,748,593,334	\$6,365,754,350	171,327
▶ Visitor Expenditures — General Aviation	\$26,007,555	\$7,612,341	205
▶ Travel Arrangements	\$169,086,395	\$48,645,869	1,311
<b>Total Aviation</b>	<b>\$30,530,214,415</b>	<b>\$8,570,581,227</b>	<b>215,733</b>

TOTAL FAA SPENDING (FISCAL YEAR)	TOTAL ECONOMIC IMPACT <sup>7</sup>		
	Economic Activity	Earnings (Payroll)	Jobs
<b>Total FAA Spending</b>	<b>\$148,864,468</b>	<b>\$48,272,323</b>	<b>1,123</b>

ENABLING EFFECTS	TRADE FLOWS <sup>8</sup>	
	Value (\$)	Weight (Tons)
Within State	\$397,792,400	48,956
State-to-State	\$326,787,300	31,483
Exports	\$445,196,600	10,893
<b>Total Enabling Effects</b>	<b>\$1,169,776,300</b>	<b>91,331</b>



Economic Impact of Civil Aviation by State (2016)

## Idaho

Largest Commercial Airport:<sup>1</sup>

**Boise Air Terminal/Gowen Field**

Population (Census Estimate):<sup>2</sup>

**1,682,930**

Gross Domestic Product (\$Millions):<sup>3</sup>

**\$69,313**

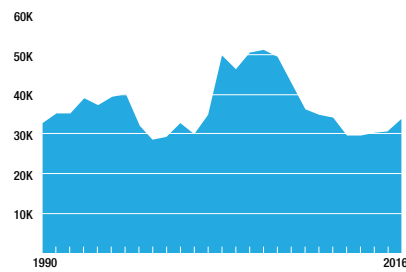
Contribution to Gross Domestic

Product: **2.5%**

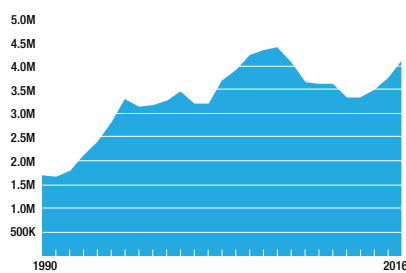
Percent of International Visitors:<sup>4</sup>

**0.1%**

Number of Commercial Departures<sup>6</sup>



Number of Passengers<sup>6</sup>



ACTIVITY	AVIATION STATISTICS			
	Number of Airports <sup>1</sup>	Aircraft Operations <sup>5</sup>	Commercial <sup>6</sup>	
			Freight (Tons)	Passengers
Commercial Aviation	6	158,549	45,461	4,100,649
General Aviation	30	863,571	—	—
Reliever Airports	1	—	—	—
<b>Total Aviation</b>	<b>37</b>	<b>1,022,120</b>	<b>45,461</b>	<b>4,100,649</b>

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT <sup>7</sup>		
	Economic Activity	Earnings (Payroll)	Jobs
<b>Direct</b>			
▶ Airlines	\$676,479,917	\$153,776,874	3,886
▶ Airport Operations	\$96,282,346	\$32,059,775	838
▶ General Aviation	\$411,970,833	\$93,648,881	2,366
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$84,050,359	\$19,321,333	411
▶ Avionics Manufacturing	\$0	\$0	0
▶ Research & Development	\$2,437,464	\$806,565	15
▶ Air Courier	\$289,904,254	\$92,446,506	2,816
<b>Catalytic</b>			
▶ Visitor Expenditures — Airlines	\$1,415,319,995	\$408,829,705	15,081
▶ Visitor Expenditures — General Aviation	\$110,747,002	\$31,990,408	1,180
▶ Travel Arrangements	\$19,649,837	\$5,648,851	153
<b>Total Aviation</b>	<b>\$3,106,842,007</b>	<b>\$838,528,899</b>	<b>26,748</b>

TOTAL FAA SPENDING (FISCAL YEAR)	TOTAL ECONOMIC IMPACT <sup>7</sup>		
	Economic Activity	Earnings (Payroll)	Jobs
<b>Total FAA Spending</b>	<b>\$63,368,334</b>	<b>\$20,907,377</b>	<b>529</b>

ENABLING EFFECTS	TRADE FLOWS <sup>8</sup>	
	Value (\$)	Weight (Tons)
Within State	\$0	0
State-to-State	\$428,472,800	4,066
Exports	\$2,812,374,300	14,013
<b>Total Enabling Effects</b>	<b>\$3,240,847,100</b>	<b>18,079</b>





Economic Impact of Civil Aviation by State (2016)

Illinois

Largest Commercial Airport:<sup>1</sup>  
**Chicago O’Hare International**

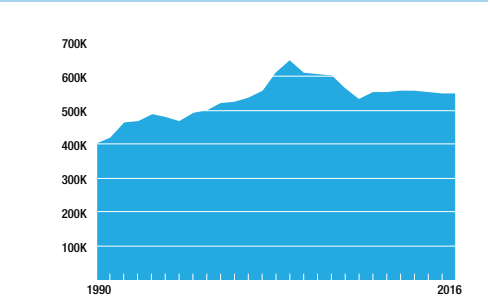
Population (Census Estimate):<sup>2</sup>  
**12,826,895**

Gross Domestic Product (\$Millions):<sup>3</sup>  
**\$805,434**

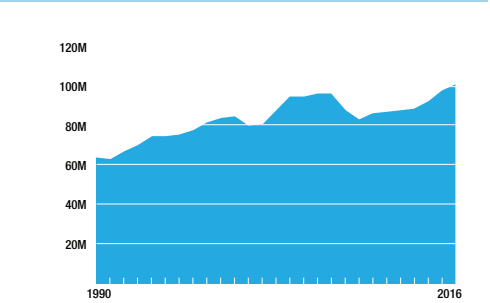
Contribution to Gross Domestic Product: **3.9%**

Percent of International Visitors:<sup>4</sup>  
**3.2%**

Number of Commercial Departures<sup>6</sup>



Number of Passengers<sup>6</sup>



ACTIVITY	AVIATION STATISTICS			
	Number of Airports <sup>1</sup>	Aircraft Operations <sup>5</sup>	Commercial <sup>6</sup>	
			Freight (Tons)	Passengers
Commercial Aviation	12	1,282,863	2,036,844	100,802,982
General Aviation	65	1,980,894	—	—
Reliever Airports	9	—	—	—
Total Aviation	86	3,263,757	2,036,844	100,802,982

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT <sup>7</sup>		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$11,417,278,262	\$2,564,088,976	42,362
▶ Airport Operations	\$4,915,049,896	\$1,512,116,217	31,147
▶ General Aviation	\$1,272,017,418	\$285,669,295	4,720
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$1,427,222,021	\$334,609,491	5,522
▶ Avionics Manufacturing	\$1,123,284,027	\$263,351,805	4,346
▶ Research & Development	\$642,031,129	\$202,908,523	3,283
▶ Air Courier	\$987,499,882	\$293,866,448	7,972
Catalytic			
▶ Visitor Expenditures — Airlines	\$31,897,123,828	\$9,115,446,000	224,643
▶ Visitor Expenditures — General Aviation	\$274,896,803	\$78,559,025	1,936
▶ Travel Arrangements	\$1,558,419,769	\$441,977,099	9,008
Total Aviation	\$55,514,823,035	\$15,092,592,880	334,938

TOTAL FAA SPENDING (FISCAL YEAR)	TOTAL ECONOMIC IMPACT <sup>7</sup>		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$1,291,220,501	\$393,946,209	8,250

ENABLING EFFECTS	TRADE FLOWS <sup>8</sup>	
	Value (\$)	Weight (Tons)
Within State	\$3,920,800	386
State-to-State	\$6,870,896,200	103,127
Exports	\$14,094,497,400	141,241
Total Enabling Effects	\$20,969,314,400	244,754



Economic Impact of Civil Aviation by State (2016)

Indiana

Largest Commercial Airport:<sup>1</sup>  
**Indianapolis International**

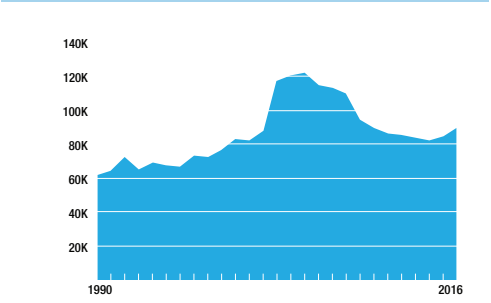
Population (Census Estimate):<sup>2</sup>  
**6,633,344**

Gross Domestic Product (\$Millions):<sup>3</sup>  
**\$338,227**

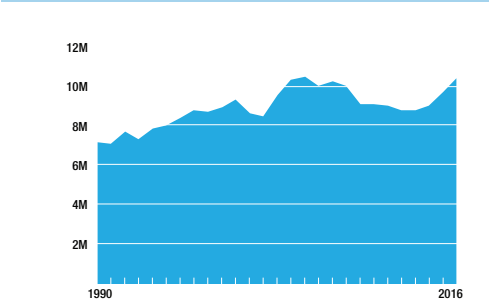
Contribution to Gross Domestic Product: **2.1%**

Percent of International Visitors:<sup>4</sup>  
**0.3%**

Number of Commercial Departures<sup>6</sup>



Number of Passengers<sup>6</sup>

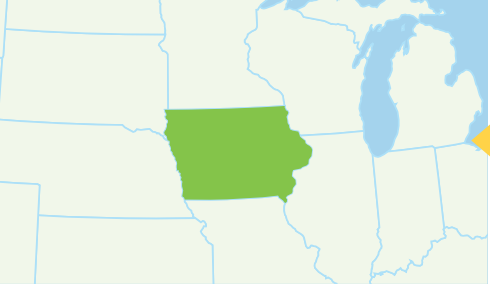


ACTIVITY	AVIATION STATISTICS			
	Number of Airports <sup>1</sup>	Aircraft Operations <sup>5</sup>	Commercial <sup>6</sup>	
			Freight (Tons)	Passengers
Commercial Aviation	4	244,517	1,112,204	10,384,054
General Aviation	54	1,076,039	—	—
Reliever Airports	7	—	—	—
Total Aviation	65	1,320,556	1,112,204	10,384,054

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT <sup>7</sup>		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$2,140,598,922	\$462,418,886	9,675
▶ Airport Operations	\$586,825,370	\$182,042,991	4,409
▶ General Aviation	\$617,108,360	\$133,309,682	2,789
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$2,377,380,377	\$540,477,768	10,257
▶ Avionics Manufacturing	\$257,567,165	\$58,555,765	1,111
▶ Research & Development	\$286,771,820	\$90,904,421	1,574
▶ Air Courier	\$2,414,741,739	\$721,918,955	19,686
Catalytic			
▶ Visitor Expenditures — Airlines	\$4,572,361,649	\$1,292,205,390	40,632
▶ Visitor Expenditures — General Aviation	\$143,261,613	\$40,487,486	1,273
▶ Travel Arrangements	\$102,164,298	\$28,774,491	669
Total Aviation	\$13,498,781,314	\$3,551,095,834	92,075

TOTAL FAA SPENDING (FISCAL YEAR)	TOTAL ECONOMIC IMPACT <sup>7</sup>		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$354,726,154	\$108,260,493	2,591

ENABLING EFFECTS	TRADE FLOWS <sup>8</sup>	
	Value (\$)	Weight (Tons)
Within State	\$2,614,900	224
State-to-State	\$3,080,168,500	24,394
Exports	\$11,963,596,000	85,950
Total Enabling Effects	\$15,046,379,400	110,568



Economic Impact of Civil Aviation by State (2016)

Iowa

Largest Commercial Airport:<sup>1</sup>  
**Des Moines International**

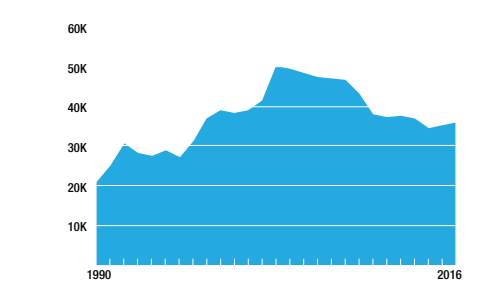
Population (Census Estimate):<sup>2</sup>  
**3,131,785**

Gross Domestic Product (\$Millions):<sup>3</sup>  
**\$180,351**

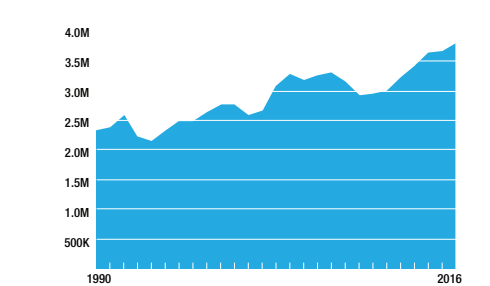
Contribution to Gross Domestic Product: **1.1%**

Percent of International Visitors:<sup>4</sup>  
**0.1%**

Number of Commercial Departures<sup>6</sup>



Number of Passengers<sup>6</sup>

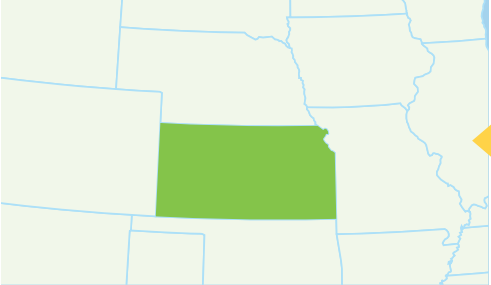


ACTIVITY	AVIATION STATISTICS			
	Number of Airports <sup>1</sup>	Aircraft Operations <sup>5</sup>	Commercial <sup>6</sup>	
			Freight (Tons)	Passengers
Commercial Aviation	6	102,274	113,374	3,793,280
General Aviation	72	797,995	—	—
Reliever Airports	1	—	—	—
Total Aviation	79	900,269	113,374	3,793,280

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT <sup>7</sup>		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$710,890,242	\$153,497,231	3,853
▶ Airport Operations	\$111,562,251	\$35,467,456	909
▶ General Aviation	\$372,539,711	\$80,439,723	2,019
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$481,772,431	\$106,692,431	1,951
▶ Avionics Manufacturing	\$0	\$0	0
▶ Research & Development	\$32,771,974	\$10,486,663	209
▶ Air Courier	\$304,783,162	\$93,384,452	2,809
Catalytic			
▶ Visitor Expenditures — Airlines	\$1,445,763,037	\$404,120,429	14,058
▶ Visitor Expenditures — General Aviation	\$104,512,031	\$29,213,257	1,016
▶ Travel Arrangements	\$39,289,896	\$10,849,697	300
Total Aviation	\$3,603,884,737	\$924,151,340	27,125

TOTAL FAA SPENDING (FISCAL YEAR)	TOTAL ECONOMIC IMPACT <sup>7</sup>		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$117,279,103	\$37,541,703	872

ENABLING EFFECTS	TRADE FLOWS <sup>8</sup>	
	Value (\$)	Weight (Tons)
Within State	\$0	0
State-to-State	\$209,840,100	11,008
Exports	\$1,517,457,000	16,534
Total Enabling Effects	\$1,727,297,100	27,542



Economic Impact of Civil Aviation by State (2016)

Kansas

Largest Commercial Airport:<sup>1</sup>  
**Wichita Dwight D Eisenhower National**

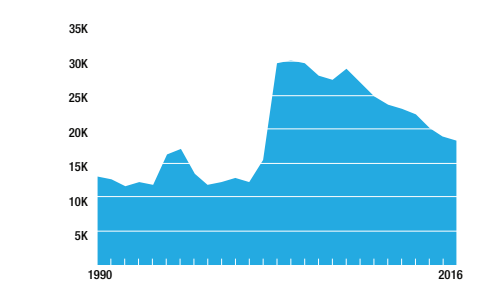
Population (Census Estimate):<sup>2</sup>  
**2,911,263**

Gross Domestic Product (\$Millions):<sup>3</sup>  
**\$155,682**

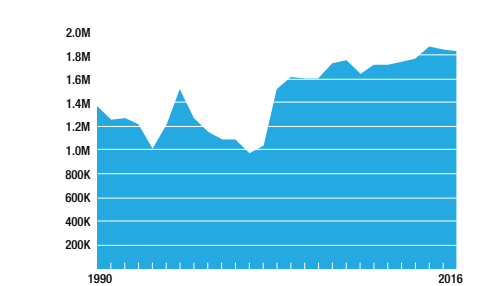
Contribution to Gross Domestic Product: **5.3%**

Percent of International Visitors:<sup>4</sup>  
**0.1%**

Number of Commercial Departures<sup>6</sup>



Number of Passengers<sup>6</sup>



ACTIVITY	AVIATION STATISTICS			
	Number of Airports <sup>1</sup>	Aircraft Operations <sup>5</sup>	Commercial <sup>6</sup>	
			Freight (Tons)	Passengers
Commercial Aviation	7	108,510	31,482	1,830,361
General Aviation	69	1,221,700	—	—
Reliever Airports	4	—	—	—
Total Aviation	80	1,330,210	31,482	1,830,361

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT <sup>7</sup>		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$437,969,380	\$87,406,884	2,026
▶ Airport Operations	\$146,238,481	\$41,285,742	862
▶ General Aviation	\$725,751,685	\$144,840,475	3,358
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$10,685,278,055	\$2,334,184,879	43,070
▶ Avionics Manufacturing	\$1,764,398,265	\$385,430,471	7,112
▶ Research & Development	\$989,620,711	\$289,862,396	5,735
▶ Air Courier	\$223,669,627	\$56,130,832	1,481
Catalytic			
▶ Visitor Expenditures — Airlines	\$872,307,820	\$233,338,031	8,195
▶ Visitor Expenditures — General Aviation	\$141,616,605	\$37,881,742	1,330
▶ Travel Arrangements	\$35,436,514	\$9,019,130	226
Total Aviation	\$16,022,287,142	\$3,619,380,582	73,395

TOTAL FAA SPENDING (FISCAL YEAR)	TOTAL ECONOMIC IMPACT <sup>7</sup>		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$221,140,186	\$62,702,615	1,562

ENABLING EFFECTS	TRADE FLOWS <sup>8</sup>	
	Value (\$)	Weight (Tons)
Within State	\$2,874,700	238
State-to-State	\$1,932,966,800	23,628
Exports	\$2,679,242,400	16,668
Total Enabling Effects	\$4,615,083,900	40,534





Economic Impact of Civil Aviation by State (2016)

Kentucky

Largest Commercial Airport:<sup>1</sup>  
**Cincinnati/Northern Kentucky International**

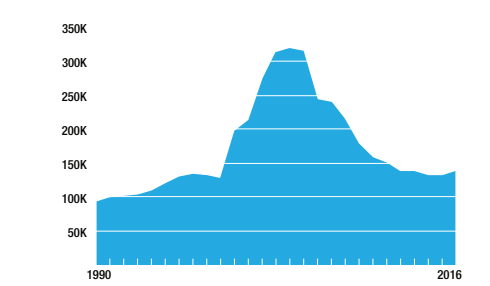
Population (Census Estimate):<sup>2</sup>  
**4,438,229**

Gross Domestic Product (\$Millions):<sup>3</sup>  
**\$195,080**

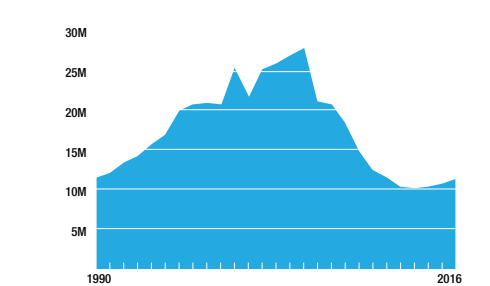
Contribution to Gross Domestic Product: **3.6%**

Percent of International Visitors:<sup>4</sup>  
**0.1%**

Number of Commercial Departures<sup>6</sup>



Number of Passengers<sup>6</sup>

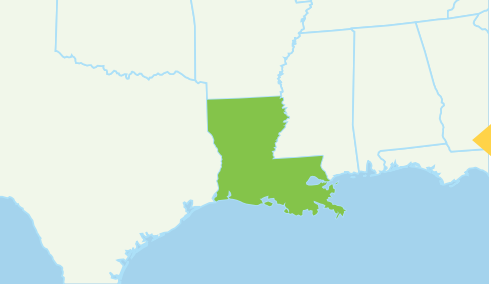


ACTIVITY	AVIATION STATISTICS			
	Number of Airports <sup>1</sup>	Aircraft Operations <sup>5</sup>	Commercial <sup>6</sup>	
			Freight (Tons)	Passengers
Commercial Aviation	5	358,658	3,629,571	11,263,538
General Aviation	49	787,148	—	—
Reliever Airports	1	—	—	—
Total Aviation	55	1,145,806	3,629,571	11,263,538

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT <sup>7</sup>		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$2,379,949,776	\$490,729,721	9,560
▶ Airport Operations	\$467,339,103	\$137,187,838	3,078
▶ General Aviation	\$443,034,021	\$91,350,651	1,780
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$756,152,925	\$165,056,618	3,433
▶ Avionics Manufacturing	\$0	\$0	0
▶ Research & Development	\$1,011,418	\$307,042	6
▶ Air Courier	\$4,871,827,799	\$1,368,116,026	33,901
Catalytic			
▶ Visitor Expenditures — Airlines	\$3,932,507,502	\$1,066,307,278	30,871
▶ Visitor Expenditures — General Aviation	\$110,277,112	\$29,901,859	866
▶ Travel Arrangements	\$35,960,459	\$9,717,749	272
Total Aviation	\$12,998,060,114	\$3,358,674,784	83,765

TOTAL FAA SPENDING (FISCAL YEAR)	TOTAL ECONOMIC IMPACT <sup>7</sup>		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$150,134,564	\$45,029,519	1,089

ENABLING EFFECTS	TRADE FLOWS <sup>8</sup>	
	Value (\$)	Weight (Tons)
Within State	\$0	0
State-to-State	\$2,412,647,500	46,575
Exports	\$14,353,744,900	119,386
Total Enabling Effects	\$16,766,392,400	165,960



Economic Impact of Civil Aviation by State (2016)

Louisiana

Largest Commercial Airport:<sup>1</sup>  
**Louis Armstrong New Orleans International**

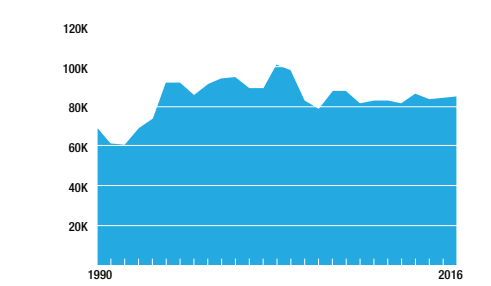
Population (Census Estimate):<sup>2</sup>  
**4,678,215**

Gross Domestic Product (\$Millions):<sup>3</sup>  
**\$228,087**

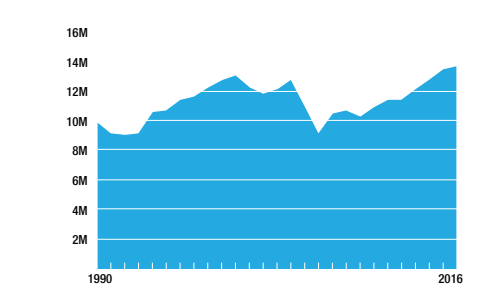
Contribution to Gross Domestic Product: **3.0%**

Percent of International Visitors:<sup>4</sup>  
**1.1%**

Number of Commercial Departures<sup>6</sup>



Number of Passengers<sup>6</sup>



ACTIVITY	AVIATION STATISTICS			
	Number of Airports <sup>1</sup>	Aircraft Operations <sup>5</sup>	Commercial <sup>6</sup>	
			Freight (Tons)	Passengers
Commercial Aviation	7	317,946	97,676	13,652,067
General Aviation	46	1,357,344	—	—
Reliever Airports	3	—	—	—
Total Aviation	56	1,675,290	97,676	13,652,067

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT <sup>7</sup>		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$2,867,558,569	\$652,962,934	11,665
▶ Airport Operations	\$854,577,673	\$278,292,571	5,928
▶ General Aviation	\$827,075,282	\$188,330,766	3,364
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$1,373,909,110	\$305,461,621	5,833
▶ Avionics Manufacturing	\$52,100,055	\$11,583,421	221
▶ Research & Development	\$10,186,834	\$3,374,201	69
▶ Air Courier	\$317,316,286	\$98,599,663	2,854
Catalytic			
▶ Visitor Expenditures — Airlines	\$6,045,188,463	\$1,773,621,850	49,761
▶ Visitor Expenditures — General Aviation	\$130,810,934	\$38,379,139	1,077
▶ Travel Arrangements	\$41,942,338	\$12,143,911	340
Total Aviation	\$12,520,665,544	\$3,362,750,077	81,113

TOTAL FAA SPENDING (FISCAL YEAR)	TOTAL ECONOMIC IMPACT <sup>7</sup>		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$169,555,053	\$56,447,086	1,284

ENABLING EFFECTS	TRADE FLOWS <sup>8</sup>	
	Value (\$)	Weight (Tons)
Within State	\$231,200	0
State-to-State	\$121,761,100	7,411
Exports	\$860,815,700	12,870
Total Enabling Effects	\$982,808,000	20,281



Economic Impact of Civil Aviation by State (2016)

## Maine

Largest Commercial Airport:<sup>1</sup>  
**Portland International Jetport**

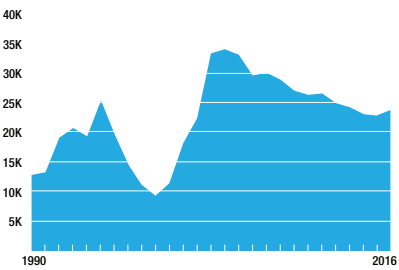
Population (Census Estimate):<sup>2</sup>  
**1,331,370**

Gross Domestic Product (\$Millions):<sup>3</sup>  
**\$59,604**

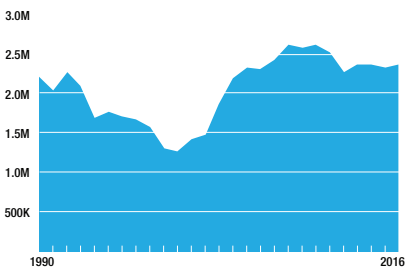
Contribution to Gross Domestic Product: **3.0%**

Percent of International Visitors:<sup>4</sup>  
**0.1%**

Number of Commercial Departures<sup>6</sup>



Number of Passengers<sup>6</sup>



ACTIVITY	AVIATION STATISTICS			
	Number of Airports <sup>1</sup>	Aircraft Operations <sup>5</sup>	Commercial <sup>6</sup>	
			Freight (Tons)	Passengers
Commercial Aviation	6	91,221	12,318	2,372,703
General Aviation	27	387,461	—	—
Reliever Airports	2	—	—	—
<b>Total Aviation</b>	<b>35</b>	<b>478,682</b>	<b>12,318</b>	<b>2,372,703</b>

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT <sup>7</sup>		
	Economic Activity	Earnings (Payroll)	Jobs
<b>Direct</b>			
▶ Airlines	\$441,102,770	\$103,590,316	2,631
▶ Airport Operations	\$145,515,015	\$49,269,095	1,271
▶ General Aviation	\$189,325,444	\$44,461,935	1,129
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$1,112,191,362	\$262,906,934	5,107
▶ Avionics Manufacturing	\$0	\$0	0
▶ Research & Development	\$66,816,921	\$22,295,803	473
▶ Air Courier	\$197,223,263	\$63,295,309	1,781
<b>Catalytic</b>			
▶ Visitor Expenditures — Airlines	\$1,017,814,413	\$300,533,144	9,807
▶ Visitor Expenditures — General Aviation	\$40,450,440	\$11,943,924	390
▶ Travel Arrangements	\$41,935,536	\$12,233,194	349
<b>Total Aviation</b>	<b>\$3,252,375,164</b>	<b>\$870,529,654</b>	<b>22,939</b>

TOTAL FAA SPENDING (FISCAL YEAR)	TOTAL ECONOMIC IMPACT <sup>7</sup>		
	Economic Activity	Earnings (Payroll)	Jobs
<b>Total FAA Spending</b>	<b>\$77,298,715</b>	<b>\$25,661,686</b>	<b>648</b>

ENABLING EFFECTS	TRADE FLOWS <sup>8</sup>	
	Value (\$)	Weight (Tons)
Within State	\$0	0
State-to-State	\$51,984,700	2,033
Exports	\$891,835,800	13,850
<b>Total Enabling Effects</b>	<b>\$943,820,500</b>	<b>15,882</b>



Economic Impact of Civil Aviation by State (2016)

## Maryland

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

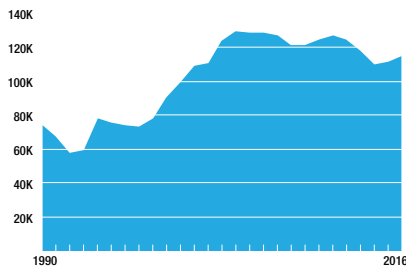
Population (Census Estimate):<sup>2</sup>  
**6,004,692**

Gross Domestic Product (\$Millions):<sup>3</sup>  
**\$384,156**

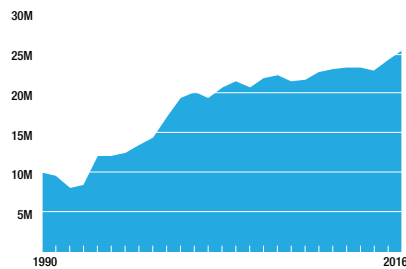
Contribution to Gross Domestic Product: **2.2%**

Percent of International Visitors:<sup>4</sup>  
**0.8%**

Number of Commercial Departures<sup>6</sup>



Number of Passengers<sup>6</sup>



ACTIVITY	AVIATION STATISTICS			
	Number of Airports <sup>1</sup>	Aircraft Operations <sup>5</sup>	Commercial <sup>6</sup>	
			Freight (Tons)	Passengers
Commercial Aviation	3	254,851	134,073	25,461,450
General Aviation	9	566,673	—	—
Reliever Airports	6	—	—	—
<b>Total Aviation</b>	<b>18</b>	<b>821,524</b>	<b>134,073</b>	<b>25,461,450</b>

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT <sup>7</sup>		
	Economic Activity	Earnings (Payroll)	Jobs
<b>Direct</b>			
▶ Airlines	\$2,620,918,379	\$571,646,683	9,404
▶ Airport Operations	\$934,835,693	\$288,885,793	6,089
▶ General Aviation	\$295,688,937	\$64,492,508	1,061
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$691,733,716	\$149,242,445	2,477
▶ Avionics Manufacturing	\$400,092,827	\$86,320,545	1,433
▶ Research & Development	\$936,978,108	\$283,123,323	4,619
▶ Air Courier	\$318,074,748	\$94,130,665	2,596
<b>Catalytic</b>			
▶ Visitor Expenditures — Airlines	\$8,421,332,801	\$2,269,568,684	59,154
▶ Visitor Expenditures — General Aviation	\$60,171,543	\$16,216,370	423
▶ Travel Arrangements	\$193,370,977	\$51,636,004	1,077
<b>Total Aviation</b>	<b>\$14,873,197,730</b>	<b>\$3,875,263,020</b>	<b>88,333</b>

TOTAL FAA SPENDING (FY 2014)	TOTAL ECONOMIC IMPACT <sup>7</sup>		
	Economic Activity	Earnings (Payroll)	Jobs
<b>Total FAA Spending</b>	<b>\$828,860,927</b>	<b>\$249,316,734</b>	<b>5,566</b>

ENABLING EFFECTS	TRADE FLOWS <sup>8</sup>	
	Value (\$)	Weight (Tons)
Within State	\$0	0
State-to-State	\$975,298,900	18,031
Exports	\$3,912,812,600	39,456
<b>Total Enabling Effects</b>	<b>\$4,888,111,500</b>	<b>57,487</b>





Economic Impact of Civil Aviation by State (2016)

## Massachusetts

Largest Commercial Airport:<sup>1</sup>  
**General Edward Lawrence Logan International**

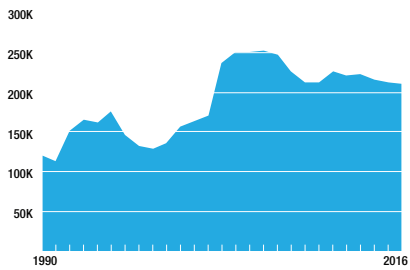
Population (Census Estimate):<sup>2</sup>  
**6,826,022**

Gross Domestic Product (\$Millions):<sup>3</sup>  
**\$519,741**

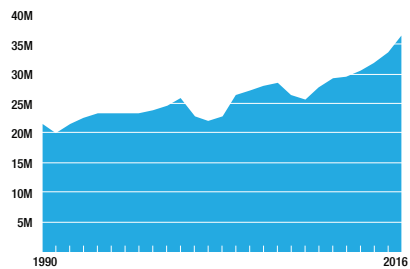
Contribution to Gross Domestic Product: **3.1%**

Percent of International Visitors:<sup>4</sup>  
**3.0%**

Number of Commercial Departures<sup>6</sup>



Number of Passengers<sup>6</sup>



ACTIVITY	AVIATION STATISTICS			
	Number of Airports <sup>1</sup>	Aircraft Operations <sup>5</sup>	Commercial <sup>6</sup>	
			Freight (Tons)	Passengers
Commercial Aviation	7	582,538	326,114	36,334,711
General Aviation	17	983,585	—	—
Reliever Airports	4	—	—	—
<b>Total Aviation</b>	<b>28</b>	<b>1,566,123</b>	<b>326,114</b>	<b>36,334,711</b>

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT <sup>7</sup>		
	Economic Activity	Earnings (Payroll)	Jobs
<b>Direct</b>			
▶ Airlines	\$5,425,099,638	\$1,175,114,386	20,672
▶ Airport Operations	\$1,474,902,889	\$454,562,991	10,503
▶ General Aviation	\$491,100,550	\$106,375,801	1,871
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$785,239,896	\$81,205,022	1,416
▶ Avionics Manufacturing	\$92,442,916	\$9,559,918	167
▶ Research & Development	\$483,812,739	\$152,396,590	2,383
▶ Air Courier	\$395,161,853	\$117,183,688	3,358
<b>Catalytic</b>			
▶ Visitor Expenditures — Airlines	\$18,377,259,422	\$5,161,346,868	129,771
▶ Visitor Expenditures — General Aviation	\$129,252,639	\$36,301,262	913
▶ Travel Arrangements	\$419,702,835	\$116,162,593	2,351
<b>Total Aviation</b>	<b>\$28,073,975,377</b>	<b>\$7,410,209,118</b>	<b>173,404</b>

TOTAL FAA SPENDING (FISCAL YEAR)	TOTAL ECONOMIC IMPACT <sup>7</sup>		
	Economic Activity	Earnings (Payroll)	Jobs
<b>Total FAA Spending</b>	<b>\$890,091,449</b>	<b>\$274,184,992</b>	<b>6,237</b>

ENABLING EFFECTS	TRADE FLOWS <sup>8</sup>	
	Value (\$)	Weight (Tons)
Within State	\$0	0
State-to-State	\$3,736,818,500	93,438
Exports	\$16,918,028,500	127,766
<b>Total Enabling Effects</b>	<b>\$20,654,847,000</b>	<b>221,203</b>



Economic Impact of Civil Aviation by State (2016)

## Michigan

Largest Commercial Airport:<sup>1</sup>  
**Detroit Metropolitan Wayne County**

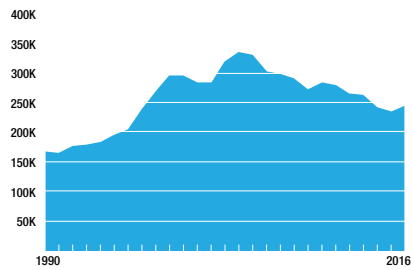
Population (Census Estimate):<sup>2</sup>  
**9,951,890**

Gross Domestic Product (\$Millions):<sup>3</sup>  
**\$490,183**

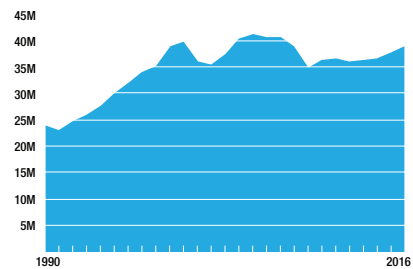
Contribution to Gross Domestic Product: **2.5%**

Percent of International Visitors:<sup>4</sup>  
**0.8%**

Number of Commercial Departures<sup>6</sup>



Number of Passengers<sup>6</sup>

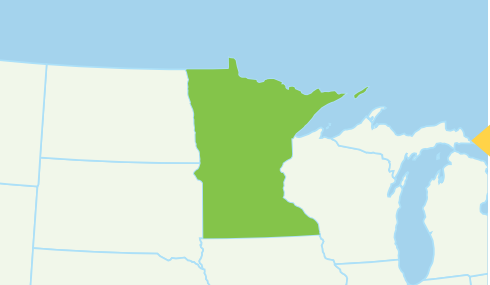


ACTIVITY	AVIATION STATISTICS			
	Number of Airports <sup>1</sup>	Aircraft Operations <sup>5</sup>	Commercial <sup>6</sup>	
			Freight (Tons)	Passengers
Commercial Aviation	19	594,336	311,979	39,060,345
General Aviation	68	1,425,096	—	—
Reliever Airports	8	—	—	—
<b>Total Aviation</b>	<b>95</b>	<b>2,019,432</b>	<b>311,979</b>	<b>39,060,345</b>

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT <sup>7</sup>		
	Economic Activity	Earnings (Payroll)	Jobs
<b>Direct</b>			
▶ Airlines	\$4,940,778,147	\$1,156,462,497	20,399
▶ Airport Operations	\$1,358,728,138	\$447,509,373	10,638
▶ General Aviation	\$751,721,932	\$175,951,681	3,104
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$1,206,918,539	\$291,617,956	5,447
▶ Avionics Manufacturing	\$594,893,923	\$143,739,402	2,685
▶ Research & Development	\$321,952,170	\$106,462,389	1,841
▶ Air Courier	\$857,720,194	\$269,928,574	7,521
<b>Catalytic</b>			
▶ Visitor Expenditures — Airlines	\$11,962,872,011	\$3,541,751,351	102,792
▶ Visitor Expenditures — General Aviation	\$196,719,128	\$58,241,051	1,690
▶ Travel Arrangements	\$152,262,585	\$44,671,835	1,132
<b>Total Aviation</b>	<b>\$22,344,566,768</b>	<b>\$6,236,336,108</b>	<b>157,249</b>

TOTAL FAA SPENDING (FISCAL YEAR)	TOTAL ECONOMIC IMPACT <sup>7</sup>		
	Economic Activity	Earnings (Payroll)	Jobs
<b>Total FAA Spending</b>	<b>\$243,116,823</b>	<b>\$78,541,939</b>	<b>1,898</b>

ENABLING EFFECTS	TRADE FLOWS <sup>8</sup>	
	Value (\$)	Weight (Tons)
Within State	\$493,400	41
State-to-State	\$2,177,593,300	114,523
Exports	\$5,780,558,000	94,414
<b>Total Enabling Effects</b>	<b>\$7,958,644,700</b>	<b>208,978</b>



Economic Impact of Civil Aviation by State (2016)

Minnesota

Largest Commercial Airport:<sup>1</sup>  
**Minneapolis-St. Paul International/Wold-Chamberlain**

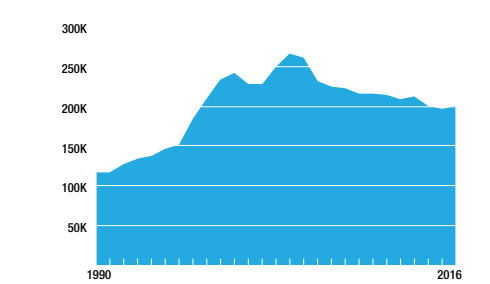
Population (Census Estimate):<sup>2</sup>  
**5,523,409**

Gross Domestic Product (\$Millions):<sup>3</sup>  
**\$338,638**

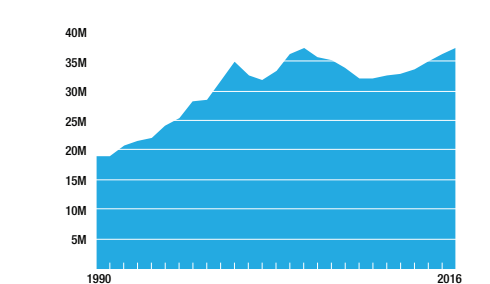
Contribution to Gross Domestic Product: **3.1%**

Percent of International Visitors:<sup>4</sup>  
**0.4%**

Number of Commercial Departures<sup>6</sup>



Number of Passengers<sup>6</sup>



ACTIVITY	AVIATION STATISTICS			
	Number of Airports <sup>1</sup>	Aircraft Operations <sup>5</sup>	Commercial <sup>6</sup>	
			Freight (Tons)	Passengers
Commercial Aviation	8	490,792	235,175	37,232,013
General Aviation	82	1,488,228	—	—
Reliever Airports	7	—	—	—
Total Aviation	97	1,979,020	235,175	37,232,013

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT <sup>7</sup>		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$4,727,708,570	\$1,064,492,912	18,368
▶ Airport Operations	\$868,749,145	\$277,678,711	6,449
▶ General Aviation	\$874,743,063	\$196,957,527	3,399
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$441,315,853	\$105,001,382	2,011
▶ Avionics Manufacturing	\$924,723,274	\$220,017,525	4,213
▶ Research & Development	\$209,925,956	\$68,032,613	1,130
▶ Air Courier	\$524,598,116	\$159,454,286	4,246
Catalytic			
▶ Visitor Expenditures — Airlines	\$10,355,525,432	\$2,976,473,577	97,180
▶ Visitor Expenditures — General Aviation	\$188,027,269	\$54,044,404	1,765
▶ Travel Arrangements	\$249,544,890	\$71,790,028	1,622
Total Aviation	\$19,364,861,568	\$5,193,942,964	140,382

TOTAL FAA SPENDING (FISCAL YEAR)	TOTAL ECONOMIC IMPACT <sup>7</sup>		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$316,389,666	\$98,483,698	2,260

ENABLING EFFECTS	TRADE FLOWS <sup>8</sup>	
	Value (\$)	Weight (Tons)
Within State	\$0	0
State-to-State	\$2,631,451,600	26,295
Exports	\$7,580,114,000	69,289
Total Enabling Effects	\$10,211,565,600	95,583



Economic Impact of Civil Aviation by State (2016)

Mississippi

Largest Commercial Airport:<sup>1</sup>  
**Jackson-Medgar Wiley Evers International**

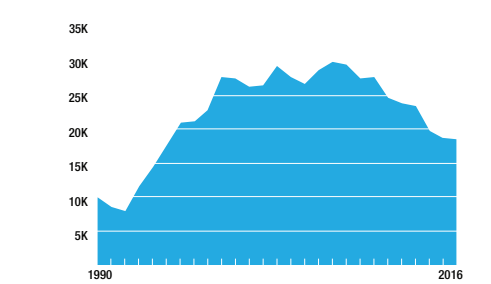
Population (Census Estimate):<sup>2</sup>  
**2,988,298**

Gross Domestic Product (\$Millions):<sup>3</sup>  
**\$106,891**

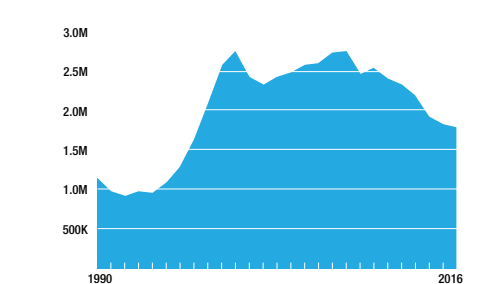
Contribution to Gross Domestic Product: **1.0%**

Percent of International Visitors:<sup>4</sup>  
**0.1%**

Number of Commercial Departures<sup>6</sup>



Number of Passengers<sup>6</sup>



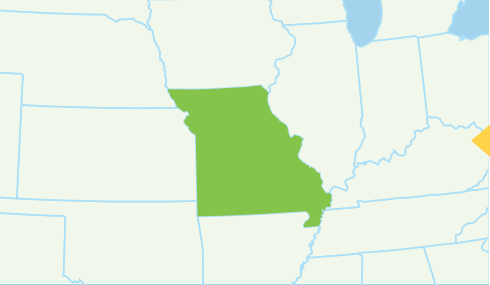
ACTIVITY	AVIATION STATISTICS			
	Number of Airports <sup>1</sup>	Aircraft Operations <sup>5</sup>	Commercial <sup>6</sup>	
			Freight (Tons)	Passengers
Commercial Aviation	6	67,336	9,678	1,783,736
General Aviation	66	1,065,147	—	—
Reliever Airports	1	—	—	—
Total Aviation	73	1,132,483	9,678	1,783,736

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT <sup>7</sup>		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$418,870,600	\$90,354,638	2,199
▶ Airport Operations	\$97,124,551	\$30,658,932	796
▶ General Aviation	\$597,457,959	\$128,877,743	3,136
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$107,351,784	\$23,614,246	472
▶ Avionics Manufacturing	\$0	\$0	0
▶ Research & Development	\$11,579,238	\$3,689,957	77
▶ Air Courier	\$40,093,724	\$11,433,371	349
Catalytic			
▶ Visitor Expenditures — Airlines	\$672,061,642	\$188,974,935	6,473
▶ Visitor Expenditures — General Aviation	\$115,044,043	\$32,348,879	1,108
▶ Travel Arrangements	\$9,971,303	\$2,780,477	80
Total Aviation	\$2,069,554,845	\$512,733,177	14,690

TOTAL FAA SPENDING (FISCAL YEAR)	TOTAL ECONOMIC IMPACT <sup>7</sup>		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$116,941,234	\$36,785,858	947

ENABLING EFFECTS	TRADE FLOWS <sup>8</sup>	
	Value (\$)	Weight (Tons)
Within State	\$0	0
State-to-State	\$2,655,619,900	7,654
Exports	\$1,688,197,200	11,471
Total Enabling Effects	\$4,343,817,100	19,125





Economic Impact of Civil Aviation by State (2016)

Missouri

Largest Commercial Airport:<sup>1</sup>  
**Lambert-St Louis International**

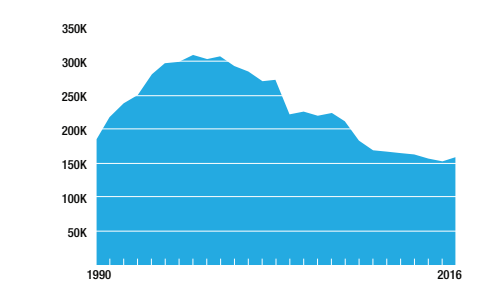
Population (Census Estimate):<sup>2</sup>  
**6,087,203**

Gross Domestic Product (\$Millions):<sup>3</sup>  
**\$296,070**

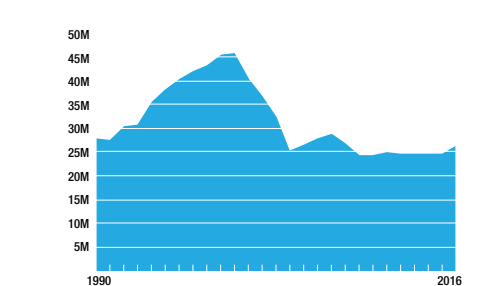
Contribution to Gross Domestic Product: **4.0%**

Percent of International Visitors:<sup>4</sup>  
**0.2%**

Number of Commercial Departures<sup>6</sup>



Number of Passengers<sup>6</sup>

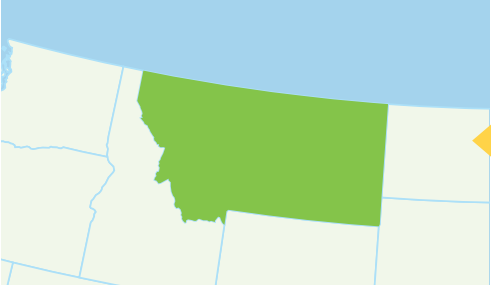


ACTIVITY	AVIATION STATISTICS			
	Number of Airports <sup>1</sup>	Aircraft Operations <sup>5</sup>	Commercial <sup>6</sup>	
			Freight (Tons)	Passengers
Commercial Aviation	8	385,167	207,285	26,308,977
General Aviation	63	885,226	—	—
Reliever Airports	5	—	—	—
Total Aviation	76	1,270,393	207,285	26,308,977

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT <sup>7</sup>		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$4,190,267,563	\$904,530,443	19,357
▶ Airport Operations	\$654,359,185	\$195,630,997	4,811
▶ General Aviation	\$477,913,647	\$103,164,640	2,208
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$5,433,906,126	\$1,207,812,546	21,948
▶ Avionics Manufacturing	\$72,807,742	\$16,183,221	294
▶ Research & Development	\$506,910,613	\$146,098,591	2,811
▶ Air Courier	\$433,268,974	\$125,241,981	3,671
Catalytic			
▶ Visitor Expenditures — Airlines	\$9,276,577,468	\$2,520,612,788	85,361
▶ Visitor Expenditures — General Aviation	\$123,001,128	\$33,421,617	1,132
▶ Travel Arrangements	\$364,882,297	\$97,106,739	2,479
Total Aviation	\$21,533,894,742	\$5,349,803,563	144,071

TOTAL FAA SPENDING (FISCAL YEAR)	TOTAL ECONOMIC IMPACT <sup>7</sup>		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$294,630,161	\$87,218,548	2,205

ENABLING EFFECTS	TRADE FLOWS <sup>8</sup>	
	Value (\$)	Weight (Tons)
Within State	\$3,725,200	116
State-to-State	\$1,495,758,700	20,393
Exports	\$2,349,614,000	22,575
Total Enabling Effects	\$3,849,097,900	43,084



Economic Impact of Civil Aviation by State (2016)

Montana

Largest Commercial Airport:<sup>1</sup>  
**Bozeman Yellowstone International**

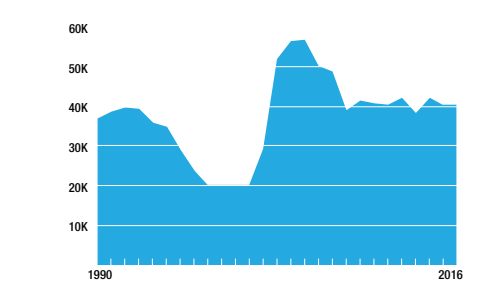
Population (Census Estimate):<sup>2</sup>  
**1,040,863**

Gross Domestic Product (\$Millions):<sup>3</sup>  
**\$45,550**

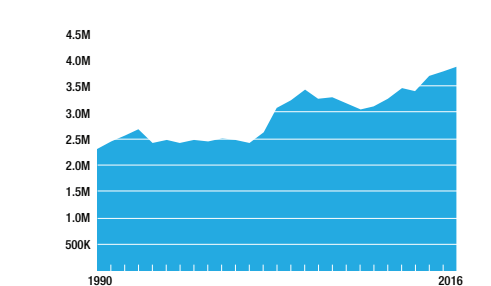
Contribution to Gross Domestic Product: **3.7%**

Percent of International Visitors:<sup>4</sup>  
**0.1%**

Number of Commercial Departures<sup>6</sup>



Number of Passengers<sup>6</sup>

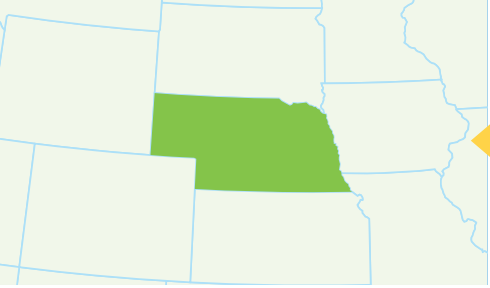


ACTIVITY	AVIATION STATISTICS			
	Number of Airports <sup>1</sup>	Aircraft Operations <sup>5</sup>	Commercial <sup>6</sup>	
			Freight (Tons)	Passengers
Commercial Aviation	12	149,515	65,554	3,881,165
General Aviation	59	589,846	—	—
Reliever Airports	0	—	—	—
Total Aviation	71	739,361	65,554	3,881,165

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT <sup>7</sup>		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$866,285,073	\$196,165,621	4,755
▶ Airport Operations	\$111,397,697	\$37,501,316	970
▶ General Aviation	\$330,585,520	\$74,859,323	1,815
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$28,294,126	\$6,234,026	122
▶ Avionics Manufacturing	\$0	\$0	0
▶ Research & Development	\$933,078	\$313,939	7
▶ Air Courier	\$505,817,439	\$159,116,525	4,556
Catalytic			
▶ Visitor Expenditures — Airlines	\$1,162,979,328	\$343,260,167	12,786
▶ Visitor Expenditures — General Aviation	\$62,472,732	\$18,439,193	687
▶ Travel Arrangements	\$15,741,761	\$4,602,437	132
Total Aviation	\$3,084,506,754	\$840,492,547	25,829

TOTAL FAA SPENDING (FISCAL YEAR)	TOTAL ECONOMIC IMPACT <sup>7</sup>		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$100,460,410	\$33,734,463	837

ENABLING EFFECTS	TRADE FLOWS <sup>8</sup>	
	Value (\$)	Weight (Tons)
Within State	\$0	0
State-to-State	\$543,398,700	4,136
Exports	\$273,806,700	2,345
Total Enabling Effects	\$817,205,400	6,481



Economic Impact of Civil Aviation by State (2016)

# Nebraska

Largest Commercial Airport:<sup>1</sup>  
**Eppley Airfield**

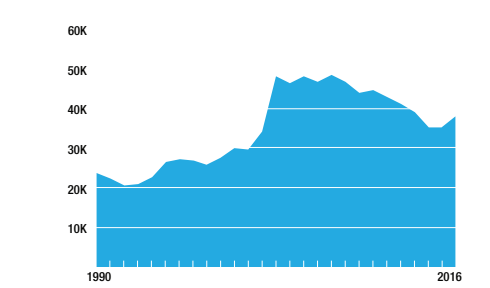
Population (Census Estimate):<sup>2</sup>  
**1,905,924**

Gross Domestic Product (\$Millions):<sup>3</sup>  
**\$116,056**

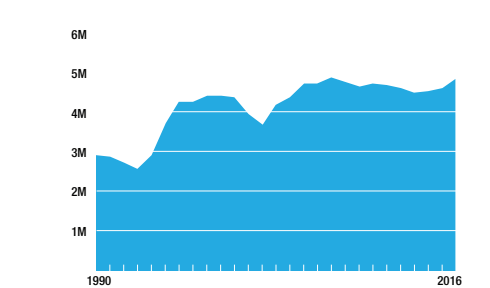
Contribution to Gross Domestic Product: **2.5%**

Percent of International Visitors:<sup>4</sup>  
**0.5%**

Number of Commercial Departures<sup>6</sup>



Number of Passengers<sup>6</sup>

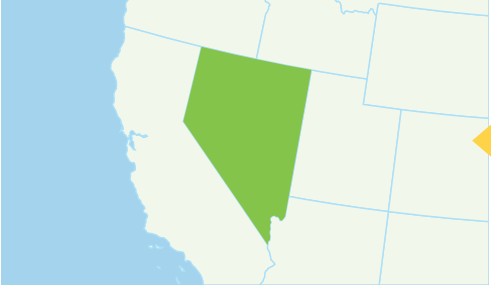


ACTIVITY	AVIATION STATISTICS			
	Number of Airports <sup>1</sup>	Aircraft Operations <sup>5</sup>	Commercial <sup>6</sup>	
			Freight (Tons)	Passengers
Commercial Aviation	6	122,206	70,073	4,839,907
General Aviation	66	697,801	—	—
Reliever Airports	1	—	—	—
<b>Total Aviation</b>	<b>73</b>	<b>820,007</b>	<b>70,073</b>	<b>4,839,907</b>

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT <sup>7</sup>		
	Economic Activity	Earnings (Payroll)	Jobs
<b>Direct</b>			
▶ Airlines	\$889,795,744	\$199,757,171	4,932
▶ Airport Operations	\$173,397,361	\$55,393,375	1,332
▶ General Aviation	\$347,887,722	\$78,100,022	1,928
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$87,971,641	\$9,346,929	197
▶ Avionics Manufacturing	\$0	\$0	0
▶ Research & Development	\$10,056,267	\$3,257,323	67
▶ Air Courier	\$428,777,442	\$130,148,322	3,858
<b>Catalytic</b>			
▶ Visitor Expenditures — Airlines	\$3,112,876,021	\$899,119,198	31,651
▶ Visitor Expenditures — General Aviation	\$68,881,930	\$19,895,770	700
▶ Travel Arrangements	\$60,834,178	\$17,123,976	472
<b>Total Aviation</b>	<b>\$5,180,478,306</b>	<b>\$1,412,142,087</b>	<b>45,139</b>

TOTAL FAA SPENDING (FISCAL YEAR)	TOTAL ECONOMIC IMPACT <sup>7</sup>		
	Economic Activity	Earnings (Payroll)	Jobs
<b>Total FAA Spending</b>	<b>\$107,963,233</b>	<b>\$34,916,983</b>	<b>812</b>

ENABLING EFFECTS	TRADE FLOWS <sup>8</sup>	
	Value (\$)	Weight (Tons)
Within State	\$0	0
State-to-State	\$74,732,900	8,839
Exports	\$722,566,500	7,038
<b>Total Enabling Effects</b>	<b>\$797,299,400</b>	<b>15,877</b>



Economic Impact of Civil Aviation by State (2016)

# Nevada

Largest Commercial Airport:<sup>1</sup>  
**McCarran International**

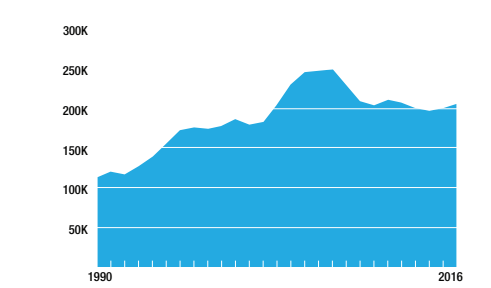
Population (Census Estimate):<sup>2</sup>  
**2,919,772**

Gross Domestic Product (\$Millions):<sup>3</sup>  
**\$150,436**

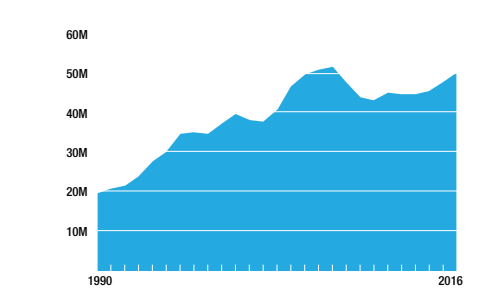
Contribution to Gross Domestic Product: **13.1%**

Percent of International Visitors:<sup>4</sup>  
**7.3%**

Number of Commercial Departures<sup>6</sup>



Number of Passengers<sup>6</sup>

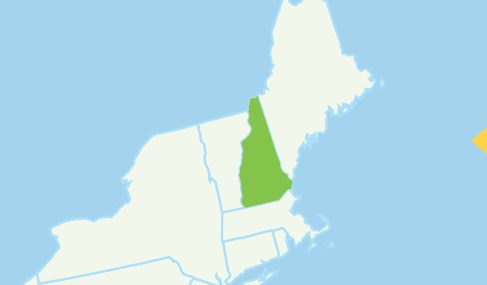


ACTIVITY	AVIATION STATISTICS			
	Number of Airports <sup>1</sup>	Aircraft Operations <sup>5</sup>	Commercial <sup>6</sup>	
			Freight (Tons)	Passengers
Commercial Aviation	5	673,357	184,384	49,883,016
General Aviation	22	630.345	—	—
Reliever Airports	3	—	—	—
<b>Total Aviation</b>	<b>30</b>	<b>1,303,702</b>	<b>184,384</b>	<b>49,883,016</b>

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT <sup>7</sup>		
	Economic Activity	Earnings (Payroll)	Jobs
<b>Direct</b>			
▶ Airlines	\$5,923,025,658	\$1,376,344,697	26,170
▶ Airport Operations	\$1,113,405,899	\$364,846,100	8,813
▶ General Aviation	\$327,601,072	\$76,125,282	1,447
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$70,491,208	\$16,611,521	342
▶ Avionics Manufacturing	\$0	\$0	0
▶ Research & Development	\$95,009,374	\$30,894,552	572
▶ Air Courier	\$424,935,545	\$135,594,140	3,854
<b>Catalytic</b>			
▶ Visitor Expenditures — Airlines	\$25,154,261,683	\$7,319,804,521	200,486
▶ Visitor Expenditures — General Aviation	\$86,837,359	\$25,269,376	692
▶ Travel Arrangements	\$146,445,774	\$41,775,266	1,101
<b>Total Aviation</b>	<b>\$33,342,013,573</b>	<b>\$9,387,265,455</b>	<b>243,478</b>

TOTAL FAA SPENDING (FISCAL YEAR)	TOTAL ECONOMIC IMPACT <sup>7</sup>		
	Economic Activity	Earnings (Payroll)	Jobs
<b>Total FAA Spending</b>	<b>\$173,432,580</b>	<b>\$56,141,349</b>	<b>1,358</b>

ENABLING EFFECTS	TRADE FLOWS <sup>8</sup>	
	Value (\$)	Weight (Tons)
Within State	\$6,536,800	23
State-to-State	\$512,127,900	19,130
Exports	\$7,275,647,400	21,370
<b>Total Enabling Effects</b>	<b>\$7,794,312,100</b>	<b>40,524</b>



Economic Impact of Civil Aviation by State (2016)

## New Hampshire

Largest Commercial Airport:<sup>1</sup>

**Manchester**

Population (Census Estimate):<sup>2</sup>

**1,342,373**

Gross Domestic Product (\$Millions):<sup>3</sup>

**\$78,402**

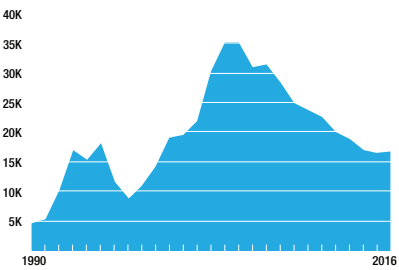
Contribution to Gross Domestic

Product: **1.8%**

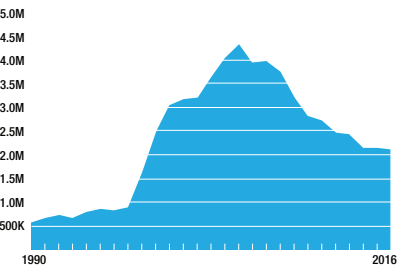
Percent of International Visitors:<sup>4</sup>

**0.1%**

Number of Commercial Departures<sup>6</sup>



Number of Passengers<sup>6</sup>

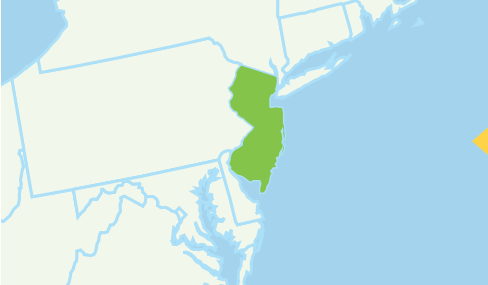


ACTIVITY	AVIATION STATISTICS			
	Number of Airports <sup>1</sup>	Aircraft Operations <sup>5</sup>	Commercial <sup>6</sup>	
			Freight (Tons)	Passengers
Commercial Aviation	3	69,201	95,895	2,097,983
General Aviation	11	278,900	—	—
Reliever Airports	1	—	—	—
<b>Total Aviation</b>	<b>15</b>	<b>348,101</b>	<b>95,895</b>	<b>2,097,983</b>

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT <sup>7</sup>		
	Economic Activity	Earnings (Payroll)	Jobs
<b>Direct</b>			
▶ Airlines	\$324,934,013	\$69,298,827	1,290
▶ Airport Operations	\$130,743,878	\$40,417,026	862
▶ General Aviation	\$134,628,628	\$28,712,310	534
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$180,544,873	\$38,522,154	730
▶ Avionics Manufacturing	\$275,701,604	\$58,825,374	1,114
▶ Research & Development	\$49,222,718	\$14,964,627	247
▶ Air Courier	\$167,816,802	\$49,535,557	1,410
<b>Catalytic</b>			
▶ Visitor Expenditures — Airlines	\$1,136,347,221	\$307,839,431	8,946
▶ Visitor Expenditures — General Aviation	\$24,822,322	\$6,724,432	195
▶ Travel Arrangements	\$44,899,578	\$11,884,838	264
<b>Total Aviation</b>	<b>\$2,469,661,638</b>	<b>\$626,724,576</b>	<b>15,592</b>

TOTAL FAA SPENDING (FISCAL YEAR)	TOTAL ECONOMIC IMPACT <sup>7</sup>		
	Economic Activity	Earnings (Payroll)	Jobs
<b>Total FAA Spending</b>	<b>\$167,885,078</b>	<b>\$50,143,841</b>	<b>1,222</b>

ENABLING EFFECTS	TRADE FLOWS <sup>8</sup>	
	Value (\$)	Weight (Tons)
Within State	\$0	0
State-to-State	\$518,847,600	8,054
Exports	\$2,300,214,200	18,569
<b>Total Enabling Effects</b>	<b>\$2,819,061,800</b>	<b>26,623</b>



Economic Impact of Civil Aviation by State (2016)

## New Jersey

Largest Commercial Airport:<sup>1</sup>

**Newark Liberty International**

Population (Census Estimate):<sup>2</sup>

**8,874,516**

Gross Domestic Product (\$Millions):<sup>3</sup>

**\$581,271**

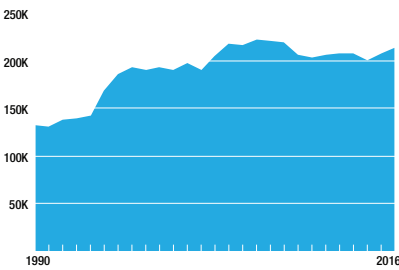
Contribution to Gross Domestic

Product: **2.8%**

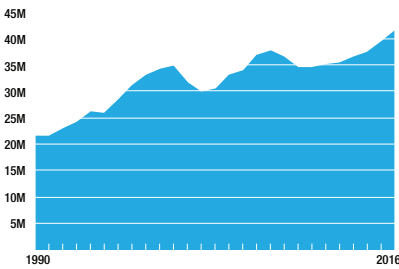
Percent of International Visitors:<sup>4</sup>

**2.0%**

Number of Commercial Departures<sup>6</sup>



Number of Passengers<sup>6</sup>



ACTIVITY	AVIATION STATISTICS			
	Number of Airports <sup>1</sup>	Aircraft Operations <sup>5</sup>	Commercial <sup>6</sup>	
			Freight (Tons)	Passengers
Commercial Aviation	4	540,701	788,706	41,647,677
General Aviation	8	849,507	—	—
Reliever Airports	12	—	—	—
<b>Total Aviation</b>	<b>24</b>	<b>1,390,208</b>	<b>788,706</b>	<b>41,647,677</b>

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT <sup>7</sup>		
	Economic Activity	Earnings (Payroll)	Jobs
<b>Direct</b>			
▶ Airlines	\$8,045,969,693	\$1,711,502,605	27,860
▶ Airport Operations	\$1,559,866,685	\$460,021,996	8,869
▶ General Aviation	\$512,688,572	\$109,056,815	1,775
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$225,637,960	\$49,377,853	884
▶ Avionics Manufacturing	\$500,514,504	\$109,530,912	1,960
▶ Research & Development	\$226,626,909	\$68,013,396	1,092
▶ Air Courier	\$1,220,004,344	\$345,530,895	8,521
<b>Catalytic</b>			
▶ Visitor Expenditures — Airlines	\$16,480,280,698	\$4,500,274,732	112,990
▶ Visitor Expenditures — General Aviation	\$122,406,679	\$33,425,625	839
▶ Travel Arrangements	\$459,647,852	\$123,337,518	2,520
<b>Total Aviation</b>	<b>\$29,353,643,894</b>	<b>\$7,510,072,347</b>	<b>167,311</b>

TOTAL FAA SPENDING (FISCAL YEAR)	TOTAL ECONOMIC IMPACT <sup>7</sup>		
	Economic Activity	Earnings (Payroll)	Jobs
<b>Total FAA Spending</b>	<b>\$860,479,787</b>	<b>\$251,391,987</b>	<b>5,201</b>

ENABLING EFFECTS	TRADE FLOWS <sup>8</sup>	
	Value (\$)	Weight (Tons)
Within State	\$0	0
State-to-State	\$4,628,277,500	95,377
Exports	\$11,854,256,500	127,054
<b>Total Enabling Effects</b>	<b>\$16,482,534,000</b>	<b>222,430</b>





Economic Impact of Civil Aviation by State (2016)

New Mexico

Largest Commercial Airport:<sup>1</sup>  
**Albuquerque International Sunport**

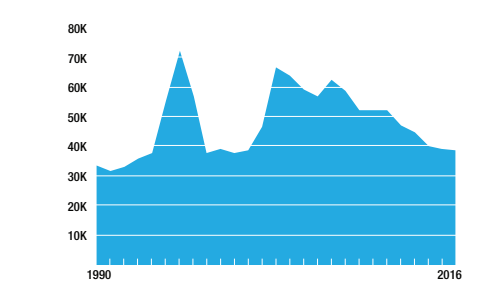
Population (Census Estimate):<sup>2</sup>  
**2,092,789**

Gross Domestic Product (\$Millions):<sup>3</sup>  
**\$91,004**

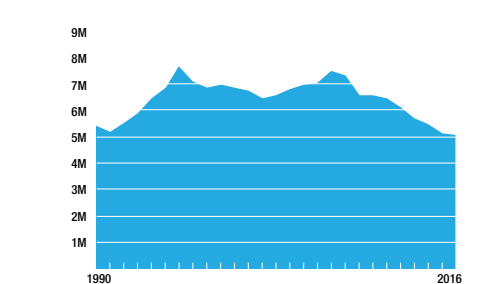
Contribution to Gross Domestic Product: **2.3%**

Percent of International Visitors:<sup>4</sup>  
**0.1%**

Number of Commercial Departures<sup>6</sup>



Number of Passengers<sup>6</sup>

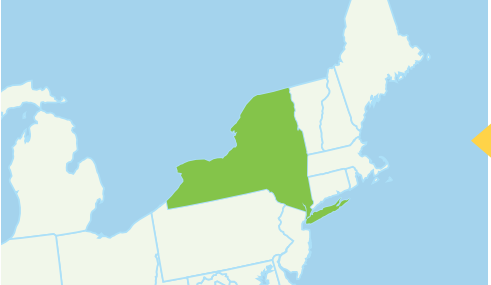


ACTIVITY	AVIATION STATISTICS			
	Number of Airports <sup>1</sup>	Aircraft Operations <sup>5</sup>	Commercial <sup>6</sup>	
			Freight (Tons)	Passengers
Commercial Aviation	6	117,209	96,481	5,102,916
General Aviation	43	544,425	—	—
Reliever Airports	1	—	—	—
Total Aviation	50	661,634	96,481	5,102,916

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT <sup>7</sup>		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$999,716,778	\$225,838,954	5,216
▶ Airport Operations	\$137,603,259	\$45,594,830	1,185
▶ General Aviation	\$313,697,083	\$70,865,092	1,637
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$49,198,204	\$11,209,790	212
▶ Avionics Manufacturing	\$64,203,482	\$14,628,737	277
▶ Research & Development	\$12,017,531	\$3,987,417	74
▶ Air Courier	\$409,212,151	\$125,244,740	3,601
Catalytic			
▶ Visitor Expenditures — Airlines	\$1,691,052,918	\$493,781,503	18,424
▶ Visitor Expenditures — General Aviation	\$62,521,703	\$18,256,117	681
▶ Travel Arrangements	\$11,193,654	\$3,224,097	91
Total Aviation	\$3,750,416,764	\$1,012,631,275	31,398

TOTAL FAA SPENDING (FISCAL YEAR)	TOTAL ECONOMIC IMPACT <sup>7</sup>		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$193,660,748	\$63,434,067	1,701

ENABLING EFFECTS	TRADE FLOWS <sup>8</sup>	
	Value (\$)	Weight (Tons)
Within State	\$0	0
State-to-State	\$307,773,200	2,686
Exports	\$1,496,996,100	5,184
Total Enabling Effects	\$1,804,769,300	7,870



Economic Impact of Civil Aviation by State (2016)

New York

Largest Commercial Airport:<sup>1</sup>  
**John F. Kennedy International**

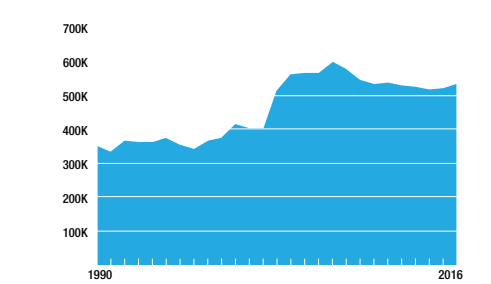
Population (Census Estimate):<sup>2</sup>  
**19,641,589**

Gross Domestic Product (\$Millions):<sup>3</sup>  
**\$1,541,524**

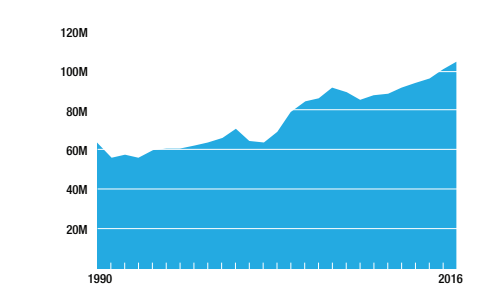
Contribution to Gross Domestic Product: **3.8%**

Percent of International Visitors:<sup>4</sup>  
**17.4%**

Number of Commercial Departures<sup>6</sup>



Number of Passengers<sup>6</sup>



ACTIVITY	AVIATION STATISTICS			
	Number of Airports <sup>1</sup>	Aircraft Operations <sup>5</sup>	Commercial <sup>6</sup>	
			Freight (Tons)	Passengers
Commercial Aviation	20	1,293,406	1,569,501	104,572,642
General Aviation	50	2,053,797	—	—
Reliever Airports	19	—	—	—
Total Aviation	89	3,347,203	1,569,501	104,572,642

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT <sup>7</sup>		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$13,659,605,573	\$2,863,148,766	45,296
▶ Airport Operations	\$3,672,218,127	\$1,101,211,096	20,571
▶ General Aviation	\$1,042,652,262	\$214,774,273	3,398
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$1,447,665,193	\$319,909,829	4,790
▶ Avionics Manufacturing	\$398,416,739	\$88,043,445	1,318
▶ Research & Development	\$3,041,012,300	\$872,511,861	14,087
▶ Air Courier	\$1,123,573,730	\$329,165,926	8,602
Catalytic			
▶ Visitor Expenditures — Airlines	\$73,398,188,563	\$19,780,371,247	511,247
▶ Visitor Expenditures — General Aviation	\$235,408,749	\$63,441,245	1,640
▶ Travel Arrangements	\$1,826,282,650	\$471,528,653	9,451
Total Aviation	\$99,827,023,887	\$26,104,106,343	620,400

TOTAL FAA SPENDING (FISCAL YEAR)	TOTAL ECONOMIC IMPACT <sup>7</sup>		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$498,846,082	\$143,354,570	3,097

ENABLING EFFECTS	TRADE FLOWS <sup>8</sup>	
	Value (\$)	Weight (Tons)
Within State	\$86,111,600	1,365
State-to-State	\$5,393,867,600	46,001
Exports	\$47,428,989,700	145,334
Total Enabling Effects	\$52,908,968,900	192,699



Economic Impact of Civil Aviation by State (2016)

## North Carolina

Largest Commercial Airport:<sup>1</sup>  
**Charlotte/Douglas International**

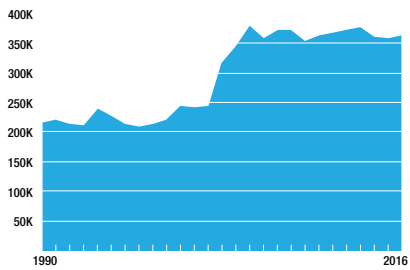
Population (Census Estimate):<sup>2</sup>  
**10,156,679**

Gross Domestic Product (\$Millions):<sup>3</sup>  
**\$518,248**

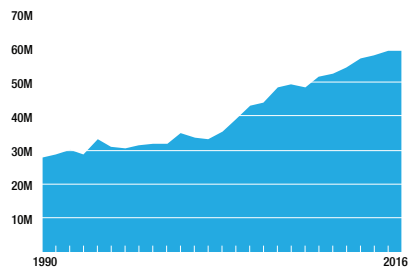
Contribution to Gross Domestic Product: **3.1%**

Percent of International Visitors:<sup>4</sup>  
**0.9%**

Number of Commercial Departures<sup>6</sup>



Number of Passengers<sup>6</sup>

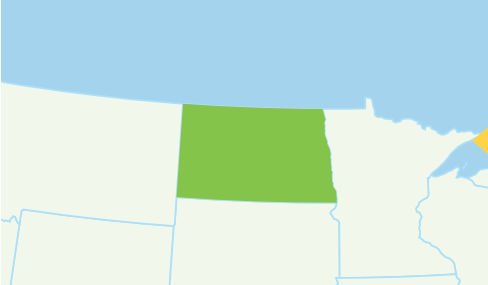


ACTIVITY	AVIATION STATISTICS			
	Number of Airports <sup>1</sup>	Aircraft Operations <sup>5</sup>	Commercial <sup>6</sup>	
			Freight (Tons)	Passengers
Commercial Aviation	11	839,413	326,511	59,181,458
General Aviation	59	1,647,322	—	—
Reliever Airports	2	—	—	—
<b>Total Aviation</b>	<b>72</b>	<b>2,486,735</b>	<b>326,511</b>	<b>59,181,458</b>

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT <sup>7</sup>		
	Economic Activity	Earnings (Payroll)	Jobs
<b>Direct</b>			
▶ Airlines	\$5,749,882,354	\$1,328,359,147	26,614
▶ Airport Operations	\$891,494,292	\$287,217,826	6,737
▶ General Aviation	\$874,353,760	\$201,996,449	4,047
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$6,925,169,505	\$1,648,109,272	29,320
▶ Avionics Manufacturing	\$398,861,013	\$94,924,252	1,689
▶ Research & Development	\$212,399,352	\$68,819,172	1,249
▶ Air Courier	\$717,593,223	\$221,839,059	6,629
<b>Catalytic</b>			
▶ Visitor Expenditures — Airlines	\$12,520,868,600	\$3,622,143,897	117,599
▶ Visitor Expenditures — General Aviation	\$232,459,479	\$67,247,865	2,183
▶ Travel Arrangements	\$252,479,710	\$72,154,126	1,905
<b>Total Aviation</b>	<b>\$28,775,561,287</b>	<b>\$7,612,811,064</b>	<b>197,974</b>

TOTAL FAA SPENDING (FISCAL YEAR)	TOTAL ECONOMIC IMPACT <sup>7</sup>		
	Economic Activity	Earnings (Payroll)	Jobs
<b>Total FAA Spending</b>	<b>\$294,357,506</b>	<b>\$93,288,462</b>	<b>2,260</b>

ENABLING EFFECTS	TRADE FLOWS <sup>8</sup>	
	Value (\$)	Weight (Tons)
Within State	\$0	0
State-to-State	\$2,321,968,100	43,097
Exports	\$8,728,643,700	79,627
<b>Total Enabling Effects</b>	<b>\$11,050,611,800</b>	<b>122,724</b>



Economic Impact of Civil Aviation by State (2016)

## North Dakota

Largest Commercial Airport:<sup>1</sup>  
**Hector International**

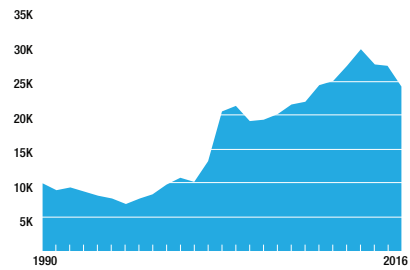
Population (Census Estimate):<sup>2</sup>  
**754,353**

Gross Domestic Product (\$Millions):<sup>3</sup>  
**\$50,772**

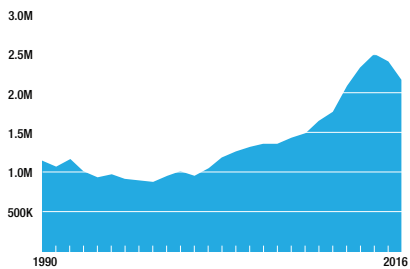
Contribution to Gross Domestic Product: **2.4%**

Percent of International Visitors:<sup>4</sup>  
**0.0%**

Number of Commercial Departures<sup>6</sup>



Number of Passengers<sup>6</sup>



ACTIVITY	AVIATION STATISTICS			
	Number of Airports <sup>1</sup>	Aircraft Operations <sup>5</sup>	Commercial <sup>6</sup>	
			Freight (Tons)	Passengers
Commercial Aviation	8	176,606	34,454	2,164,075
General Aviation	45	657,459	—	—
Reliever Airports	0	—	—	—
<b>Total Aviation</b>	<b>53</b>	<b>834,065</b>	<b>34,454</b>	<b>2,164,075</b>

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT <sup>7</sup>		
	Economic Activity	Earnings (Payroll)	Jobs
<b>Direct</b>			
▶ Airlines	\$537,630,033	\$111,238,988	2,472
▶ Airport Operations	\$151,977,766	\$45,927,565	892
▶ General Aviation	\$381,991,166	\$79,036,341	1,757
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$104,115,731	\$7,666,614	163
▶ Avionics Manufacturing	\$0	\$0	0
▶ Research & Development	\$10,207,467	\$3,151,542	61
▶ Air Courier	\$386,851,186	\$106,718,298	2,737
<b>Catalytic</b>			
▶ Visitor Expenditures — Airlines	\$718,913,569	\$193,723,543	6,898
▶ Visitor Expenditures — General Aviation	\$49,565,096	\$13,356,162	476
▶ Travel Arrangements	\$11,209,645	\$2,996,809	82
<b>Total Aviation</b>	<b>\$2,352,461,660</b>	<b>\$563,815,861</b>	<b>15,538</b>

TOTAL FAA SPENDING (FISCAL YEAR)	TOTAL ECONOMIC IMPACT <sup>7</sup>		
	Economic Activity	Earnings (Payroll)	Jobs
<b>Total FAA Spending</b>	<b>\$254,377,528</b>	<b>\$77,724,446</b>	<b>1,526</b>

ENABLING EFFECTS	TRADE FLOWS <sup>8</sup>	
	Value (\$)	Weight (Tons)
Within State	\$0	0
State-to-State	\$10,191,600	1,290
Exports	\$130,082,400	1,721
<b>Total Enabling Effects</b>	<b>\$140,274,000</b>	<b>3,011</b>



Economic Impact of Civil Aviation by State (2016)

Ohio

Largest Commercial Airport:<sup>1</sup>  
**Cleveland-Hopkins International**

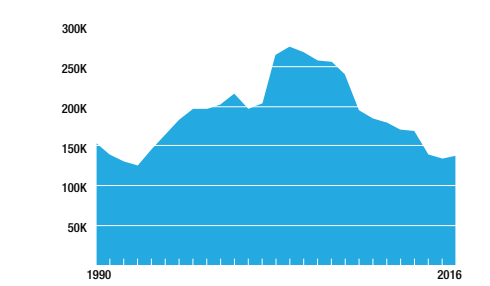
Population (Census Estimate):<sup>2</sup>  
**11,635,003**

Gross Domestic Product (\$Millions):<sup>3</sup>  
**\$621,363**

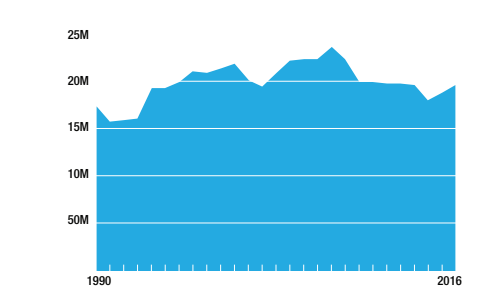
Contribution to Gross Domestic Product: **2.4%**

Percent of International Visitors:<sup>4</sup>  
**0.7%**

Number of Commercial Departures<sup>6</sup>



Number of Passengers<sup>6</sup>

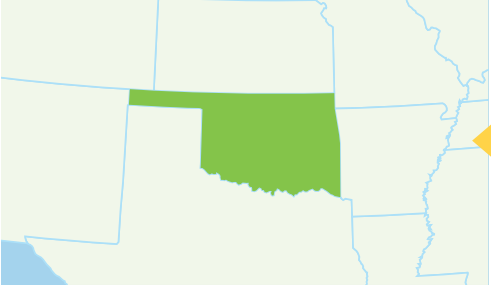


ACTIVITY	AVIATION STATISTICS			
	Number of Airports <sup>1</sup>	Aircraft Operations <sup>5</sup>	Commercial <sup>6</sup>	
			Freight (Tons)	Passengers
Commercial Aviation	8	501,084	379,754	19,482,765
General Aviation	81	2,379,379	—	—
Reliever Airports	10	—	—	—
Total Aviation	99	2,880,463	379,754	19,482,765

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT <sup>7</sup>		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$4,011,099,146	\$903,304,414	16,087
▶ Airport Operations	\$800,950,268	\$252,618,052	5,324
▶ General Aviation	\$1,422,678,677	\$320,388,971	5,706
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$8,473,850,700	\$1,992,232,259	39,001
▶ Avionics Manufacturing	\$328,425,921	\$77,214,095	1,512
▶ Research & Development	\$2,071,506,240	\$658,191,652	12,601
▶ Air Courier	\$503,415,922	\$151,386,091	4,327
Catalytic			
▶ Visitor Expenditures — Airlines	\$9,752,730,426	\$2,787,791,189	88,187
▶ Visitor Expenditures — General Aviation	\$236,231,989	\$67,526,265	2,136
▶ Travel Arrangements	\$231,550,163	\$65,834,402	1,655
Total Aviation	\$27,832,439,454	\$7,276,487,402	176,536

TOTAL FAA SPENDING (FISCAL YEAR)	TOTAL ECONOMIC IMPACT <sup>7</sup>		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$528,703,525	\$163,106,060	3,876

ENABLING EFFECTS	TRADE FLOWS <sup>8</sup>	
	Value (\$)	Weight (Tons)
Within State	\$15,922,200	413
State-to-State	\$2,020,180,800	33,510
Exports	\$11,864,413,700	156,855
Total Enabling Effects	\$13,900,516,700	190,778



Economic Impact of Civil Aviation by State (2016)

Oklahoma

Largest Commercial Airport:<sup>1</sup>  
**Will Rogers World**

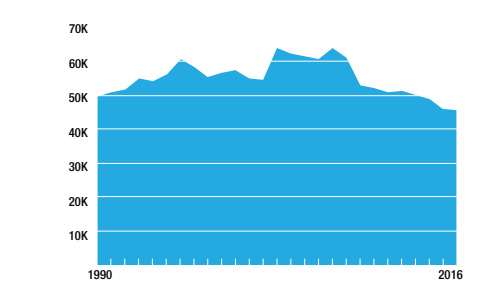
Population (Census Estimate):<sup>2</sup>  
**3,926,769**

Gross Domestic Product (\$Millions):<sup>3</sup>  
**\$178,510**

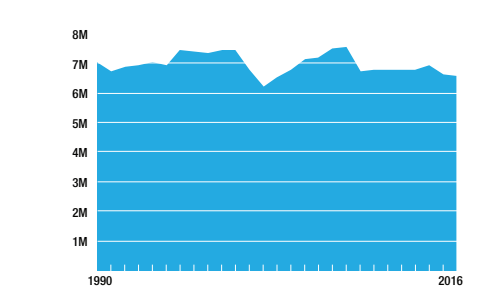
Contribution to Gross Domestic Product: **2.1%**

Percent of International Visitors:<sup>4</sup>  
**0.1%**

Number of Commercial Departures<sup>6</sup>



Number of Passengers<sup>6</sup>



ACTIVITY	AVIATION STATISTICS			
	Number of Airports <sup>1</sup>	Aircraft Operations <sup>5</sup>	Commercial <sup>6</sup>	
			Freight (Tons)	Passengers
Commercial Aviation	3	116,066	91,253	6,584,957
General Aviation	95	1,072,427	—	—
Reliever Airports	3	—	—	—
Total Aviation	101	1,188,493	91,253	6,584,957

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT <sup>7</sup>		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$1,557,531,416	\$363,494,442	6,988
▶ Airport Operations	\$302,003,741	\$100,035,075	2,413
▶ General Aviation	\$668,216,628	\$155,947,436	2,998
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$1,266,481,102	\$301,305,085	5,771
▶ Avionics Manufacturing	\$91,487,185	\$21,765,468	417
▶ Research & Development	\$39,639,887	\$13,162,622	276
▶ Air Courier	\$275,299,262	\$86,059,487	2,530
Catalytic			
▶ Visitor Expenditures — Airlines	\$2,523,539,800	\$740,079,307	26,134
▶ Visitor Expenditures — General Aviation	\$143,247,012	\$42,010,096	1,483
▶ Travel Arrangements	\$50,656,619	\$14,745,045	411
Total Aviation	\$6,918,102,651	\$1,838,604,062	49,420

TOTAL FAA SPENDING (FISCAL YEAR)	TOTAL ECONOMIC IMPACT <sup>7</sup>		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$1,531,486,310	\$499,991,680	12,584

ENABLING EFFECTS	TRADE FLOWS <sup>8</sup>	
	Value (\$)	Weight (Tons)
Within State	\$0	0
State-to-State	\$335,677,600	13,748
Exports	\$1,727,354,400	13,432
Total Enabling Effects	\$2,063,032,000	27,180





Largest Commercial Airport:<sup>1</sup>  
**Portland International**

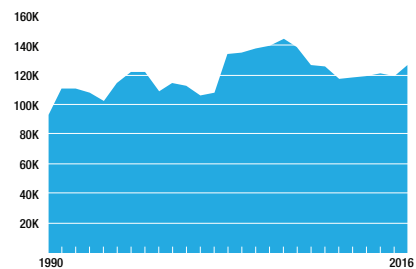
Population (Census Estimate):<sup>2</sup>  
**4,091,404**

Gross Domestic Product (\$Millions):<sup>3</sup>  
**\$215,153**

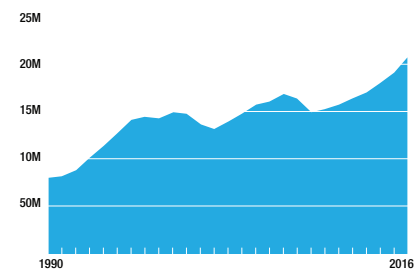
Contribution to Gross Domestic Product: **3.6%**

Percent of International Visitors:<sup>4</sup>  
**0.4%**

Number of Commercial Departures<sup>6</sup>



Number of Passengers<sup>6</sup>



Economic Impact of Civil Aviation by State (2016)

## Oregon

ACTIVITY	AVIATION STATISTICS			
	Number of Airports <sup>1</sup>	Aircraft Operations <sup>5</sup>	Commercial <sup>6</sup>	
			Freight (Tons)	Passengers
Commercial Aviation	7	304,757	243,985	20,637,631
General Aviation	48	1,351,009	—	—
Reliever Airports	2	—	—	—
<b>Total Aviation</b>	<b>57</b>	<b>1,655,766</b>	<b>243,985</b>	<b>20,637,631</b>

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT <sup>7</sup>		
	Economic Activity	Earnings (Payroll)	Jobs
<b>Direct</b>			
▶ Airlines	\$3,008,546,155	\$637,129,022	12,778
▶ Airport Operations	\$703,554,933	\$210,951,491	4,474
▶ General Aviation	\$680,616,489	\$144,136,236	2,891
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$577,286,080	\$132,914,868	2,503
▶ Avionics Manufacturing	\$194,814,344	\$44,854,230	845
▶ Research & Development	\$31,571,340	\$10,095,753	194
▶ Air Courier	\$1,065,609,499	\$313,512,028	8,899
<b>Catalytic</b>			
▶ Visitor Expenditures — Airlines	\$7,051,623,506	\$2,016,001,253	62,434
▶ Visitor Expenditures — General Aviation	\$185,105,007	\$52,920,001	1,639
▶ Travel Arrangements	\$80,412,535	\$22,460,732	589
<b>Total Aviation</b>	<b>\$13,579,139,888</b>	<b>\$3,584,975,614</b>	<b>97,244</b>

TOTAL FAA SPENDING (FISCAL YEAR)	TOTAL ECONOMIC IMPACT <sup>7</sup>		
	Economic Activity	Earnings (Payroll)	Jobs
<b>Total FAA Spending</b>	<b>\$162,872,048</b>	<b>\$50,336,651</b>	<b>1,103</b>

ENABLING EFFECTS	TRADE FLOWS <sup>8</sup>	
	Value (\$)	Weight (Tons)
Within State	\$0	0
State-to-State	\$794,609,100	25,702
Exports	\$11,211,590,500	50,196
<b>Total Enabling Effects</b>	<b>\$12,006,199,600</b>	<b>75,898</b>



Largest Commercial Airport:<sup>1</sup>  
**Philadelphia International**

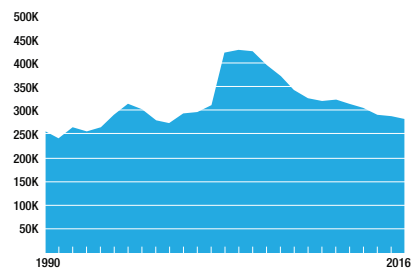
Population (Census Estimate):<sup>2</sup>  
**12,783,538**

Gross Domestic Product (\$Millions):<sup>3</sup>  
**\$724,266**

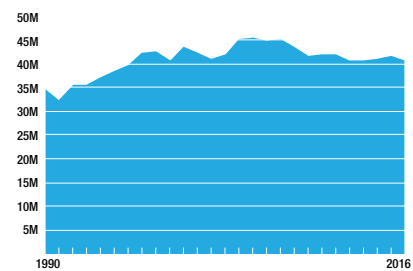
Contribution to Gross Domestic Product: **2.5%**

Percent of International Visitors:<sup>4</sup>  
**1.8%**

Number of Commercial Departures<sup>6</sup>



Number of Passengers<sup>6</sup>



Economic Impact of Civil Aviation by State (2016)

## Pennsylvania

ACTIVITY	AVIATION STATISTICS			
	Number of Airports <sup>1</sup>	Aircraft Operations <sup>5</sup>	Commercial <sup>6</sup>	
			Freight (Tons)	Passengers
Commercial Aviation	13	698,452	677,517	40,612,447
General Aviation	38	1,458,958	—	—
Reliever Airports	12	—	—	—
<b>Total Aviation</b>	<b>63</b>	<b>2,157,410</b>	<b>677,517</b>	<b>40,612,447</b>

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT <sup>7</sup>		
	Economic Activity	Earnings (Payroll)	Jobs
<b>Direct</b>			
▶ Airlines	\$6,593,218,381	\$1,452,699,837	26,703
▶ Airport Operations	\$1,742,784,527	\$539,379,650	12,051
▶ General Aviation	\$859,104,436	\$189,288,569	3,479
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$2,924,287,540	\$679,885,391	11,674
▶ Avionics Manufacturing	\$228,023,927	\$53,014,669	910
▶ Research & Development	\$448,354,145	\$138,965,859	2,330
▶ Air Courier	\$1,629,655,848	\$483,520,048	13,126
<b>Catalytic</b>			
▶ Visitor Expenditures — Airlines	\$17,922,581,653	\$5,033,378,389	155,096
▶ Visitor Expenditures — General Aviation	\$163,596,442	\$45,944,430	1,416
▶ Travel Arrangements	\$345,503,127	\$95,886,311	2,246
<b>Total Aviation</b>	<b>\$32,857,110,025</b>	<b>\$8,711,963,153</b>	<b>229,031</b>

TOTAL FAA SPENDING (FISCAL YEAR)	TOTAL ECONOMIC IMPACT <sup>7</sup>		
	Economic Activity	Earnings (Payroll)	Jobs
<b>Total FAA Spending</b>	<b>\$467,086,508</b>	<b>\$142,737,238</b>	<b>3,190</b>

ENABLING EFFECTS	TRADE FLOWS <sup>8</sup>	
	Value (\$)	Weight (Tons)
Within State	\$32,400	124
State-to-State	\$1,878,396,500	30,073
Exports	\$10,739,973,000	112,980
<b>Total Enabling Effects</b>	<b>\$12,618,401,900</b>	<b>143,176</b>

## Rhode Island

Largest Commercial Airport:<sup>1</sup>  
**Theodore Francis Green State**

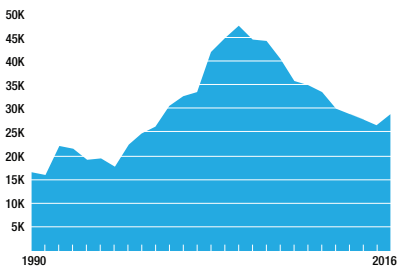
Population (Census Estimate):<sup>2</sup>  
**1,057,063**

Gross Domestic Product (\$Millions):<sup>3</sup>  
**\$57,727**

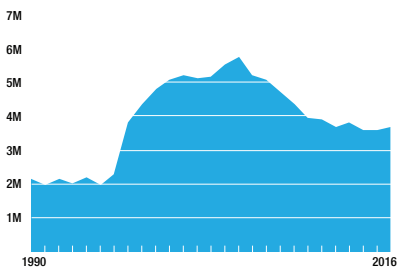
Contribution to Gross Domestic Product: **2.7%**

Percent of International Visitors:<sup>4</sup>  
**0.1%**

Number of Commercial Departures<sup>6</sup>



Number of Passengers<sup>6</sup>



ACTIVITY	AVIATION STATISTICS			
	Number of Airports <sup>1</sup>	Aircraft Operations <sup>5</sup>	Commercial <sup>6</sup>	
			Freight (Tons)	Passengers
Commercial Aviation	3	61,356	13,969	3,684,669
General Aviation	1	87,845	—	—
Reliever Airports	2	—	—	—
<b>Total Aviation</b>	<b>6</b>	<b>149,201</b>	<b>13,969</b>	<b>3,684,669</b>

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT <sup>7</sup>		
	Economic Activity	Earnings (Payroll)	Jobs
<b>Direct</b>			
▶ Airlines	\$556,566,294	\$114,035,821	2,371
▶ Airport Operations	\$140,200,611	\$41,669,185	950
▶ General Aviation	\$41,809,774	\$8,566,476	178
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$0	\$0	0
▶ Avionics Manufacturing	\$0	\$0	0
▶ Research & Development	\$2,436,674	\$703,770	14
▶ Air Courier	\$135,981,827	\$37,551,499	1,073
<b>Catalytic</b>			
▶ Visitor Expenditures — Airlines	\$1,732,160,463	\$465,457,180	14,133
▶ Visitor Expenditures — General Aviation	\$8,526,431	\$2,291,178	70
▶ Travel Arrangements	\$47,758,619	\$12,248,867	313
<b>Total Aviation</b>	<b>\$2,665,440,693</b>	<b>\$682,523,978</b>	<b>19,102</b>

TOTAL FAA SPENDING (FISCAL YEAR)	TOTAL ECONOMIC IMPACT <sup>7</sup>		
	Economic Activity	Earnings (Payroll)	Jobs
<b>Total FAA Spending</b>	<b>\$66,067,300</b>	<b>\$19,304,194</b>	<b>414</b>

ENABLING EFFECTS	TRADE FLOWS <sup>8</sup>	
	Value (\$)	Weight (Tons)
Within State	\$0	0
State-to-State	\$207,610,500	3,834
Exports	\$974,735,800	8,799
<b>Total Enabling Effects</b>	<b>\$1,182,346,300</b>	<b>12,633</b>

## South Carolina

Largest Commercial Airport:<sup>1</sup>  
**Charleston AFB/International**

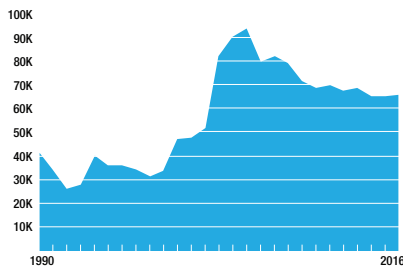
Population (Census Estimate):<sup>2</sup>  
**4,958,235**

Gross Domestic Product (\$Millions):<sup>3</sup>  
**\$212,675**

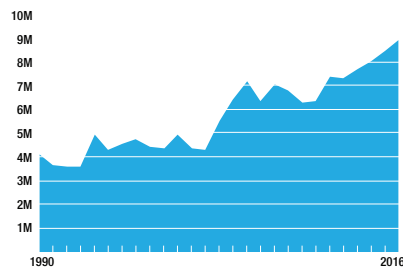
Contribution to Gross Domestic Product: **2.0%**

Percent of International Visitors:<sup>4</sup>  
**0.3%**

Number of Commercial Departures<sup>6</sup>



Number of Passengers<sup>6</sup>



ACTIVITY	AVIATION STATISTICS			
	Number of Airports <sup>1</sup>	Aircraft Operations <sup>5</sup>	Commercial <sup>6</sup>	
			Freight (Tons)	Passengers
Commercial Aviation	6	284,574	135,425	8,904,390
General Aviation	45	587,917	—	—
Reliever Airports	2	—	—	—
<b>Total Aviation</b>	<b>53</b>	<b>872,491</b>	<b>135,425</b>	<b>8,904,390</b>

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT <sup>7</sup>		
	Economic Activity	Earnings (Payroll)	Jobs
<b>Direct</b>			
▶ Airlines	\$1,676,248,278	\$391,409,760	9,903
▶ Airport Operations	\$295,563,253	\$95,688,977	2,430
▶ General Aviation	\$318,397,287	\$74,346,866	1,881
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$1,497,293,133	\$343,727,865	6,482
▶ Avionics Manufacturing	\$0	\$0	0
▶ Research & Development	\$69,264,836	\$22,154,876	462
▶ Air Courier	\$361,162,967	\$110,762,814	3,366
<b>Catalytic</b>			
▶ Visitor Expenditures — Airlines	\$3,191,180,233	\$911,361,136	26,768
▶ Visitor Expenditures — General Aviation	\$80,831,921	\$23,084,585	678
▶ Travel Arrangements	\$52,531,198	\$14,661,792	389
<b>Total Aviation</b>	<b>\$7,542,473,105</b>	<b>\$1,987,198,671</b>	<b>52,360</b>

TOTAL FAA SPENDING (FY 2014)	TOTAL ECONOMIC IMPACT <sup>7</sup>		
	Economic Activity	Earnings (Payroll)	Jobs
<b>Total FAA Spending</b>	<b>\$189,647,514</b>	<b>\$59,914,856</b>	<b>1,527</b>

ENABLING EFFECTS	TRADE FLOWS <sup>8</sup>	
	Value (\$)	Weight (Tons)
Within State	\$6,716,000	66
State-to-State	\$663,718,300	12,905
Exports	\$2,988,118,100	60,947
<b>Total Enabling Effects</b>	<b>\$3,658,552,400</b>	<b>73,918</b>



Economic Impact of Civil Aviation by State (6)

## South Dakota

Largest Commercial Airport:<sup>1</sup>

**Joe Foss Field**

Population (Census Estimate):<sup>2</sup>

**862,890**

Gross Domestic Product (\$Millions):<sup>3</sup>

**\$48,462**

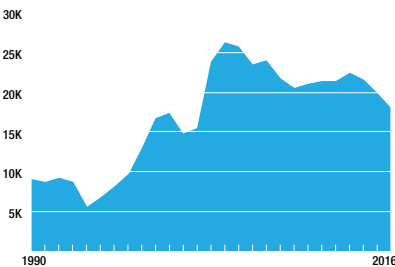
Contribution to Gross Domestic

Product: **1.6%**

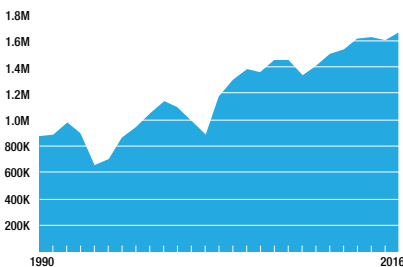
Percent of International Visitors:<sup>4</sup>

**0.0%**

Number of Commercial Departures<sup>6</sup>



Number of Passengers<sup>6</sup>

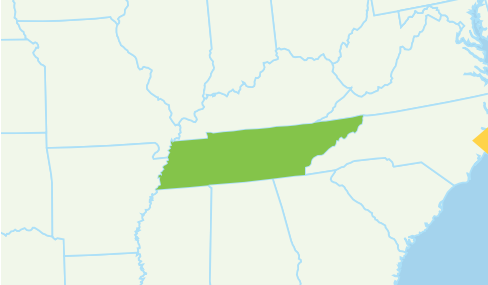


ACTIVITY	AVIATION STATISTICS			
	Number of Airports <sup>1</sup>	Aircraft Operations <sup>5</sup>	Commercial <sup>6</sup>	
			Freight (Tons)	Passengers
Commercial Aviation	4	76,610	53,888	1,663,863
General Aviation	54	387,723	—	—
Reliever Airports	0	—	—	—
<b>Total Aviation</b>	<b>58</b>	<b>464,333</b>	<b>53,888</b>	<b>1,663,863</b>

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT <sup>7</sup>		
	Economic Activity	Earnings (Payroll)	Jobs
<b>Direct</b>			
▶ Airlines	\$323,658,149	\$73,532,840	1,819
▶ Airport Operations	\$46,120,266	\$15,417,051	355
▶ General Aviation	\$179,518,726	\$40,785,384	1,009
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$0	\$0	0
▶ Avionics Manufacturing	\$0	\$0	0
▶ Research & Development	\$890,749	\$290,827	6
▶ Air Courier	\$300,028,397	\$95,074,345	2,833
<b>Catalytic</b>			
▶ Visitor Expenditures — Airlines	\$504,779,162	\$145,384,626	4,848
▶ Visitor Expenditures — General Aviation	\$33,886,260	\$9,759,795	325
▶ Travel Arrangements	\$6,308,730	\$1,736,813	48
<b>Total Aviation</b>	<b>\$1,395,190,439</b>	<b>\$381,981,681</b>	<b>11,244</b>

TOTAL FAA SPENDING (FISCAL YEAR)	TOTAL ECONOMIC IMPACT <sup>7</sup>		
	Economic Activity	Earnings (Payroll)	Jobs
<b>Total FAA Spending</b>	<b>\$49,660,653</b>	<b>\$16,454,788</b>	<b>383</b>

ENABLING EFFECTS	TRADE FLOWS <sup>8</sup>	
	Value (\$)	Weight (Tons)
Within State	\$0	0
State-to-State	\$146,242,100	1,966
Exports	\$93,206,400	1,311
<b>Total Enabling Effects</b>	<b>\$239,448,500</b>	<b>3,277</b>



Economic Impact of Civil Aviation by State (2016)

## Tennessee

Largest Commercial Airport:<sup>1</sup>

**Nashville International**

Population (Census Estimate):<sup>2</sup>

**6,645,011**

Gross Domestic Product (\$Millions):<sup>3</sup>

**\$334,385**

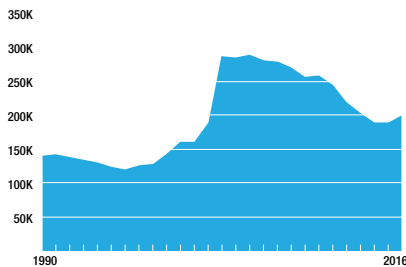
Contribution to Gross Domestic

Product: **4.0%**

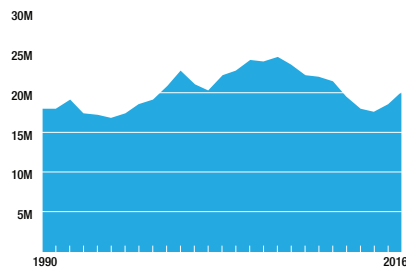
Percent of International Visitors:<sup>4</sup>

**0.7%**

Number of Commercial Departures<sup>6</sup>



Number of Passengers<sup>6</sup>



ACTIVITY	AVIATION STATISTICS			
	Number of Airports <sup>1</sup>	Aircraft Operations <sup>5</sup>	Commercial <sup>6</sup>	
			Freight (Tons)	Passengers
Commercial Aviation	5	488,288	4,850,516	20,246,250
General Aviation	59	1,288,861	—	—
Reliever Airports	5	—	—	—
<b>Total Aviation</b>	<b>69</b>	<b>1,777,149</b>	<b>4,850,516</b>	<b>20,246,250</b>

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT <sup>7</sup>		
	Economic Activity	Earnings (Payroll)	Jobs
<b>Direct</b>			
▶ Airlines	\$3,832,354,736	\$831,287,598	18,983
▶ Airport Operations	\$624,217,246	\$185,681,611	4,168
▶ General Aviation	\$742,891,741	\$161,142,883	3,680
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$497,464,386	\$115,422,372	2,144
▶ Avionics Manufacturing	\$0	\$0	0
▶ Research & Development	\$14,830,243	\$4,667,891	84
▶ Air Courier	\$9,361,773,657	\$2,620,476,907	62,573
<b>Catalytic</b>			
▶ Visitor Expenditures — Airlines	\$8,692,444,693	\$2,454,715,065	67,418
▶ Visitor Expenditures — General Aviation	\$175,822,611	\$49,651,672	1,364
▶ Travel Arrangements	\$107,282,185	\$29,871,499	681
<b>Total Aviation</b>	<b>\$24,049,081,499</b>	<b>\$6,452,917,498</b>	<b>161,095</b>

TOTAL FAA SPENDING (FISCAL YEAR)	TOTAL ECONOMIC IMPACT <sup>7</sup>		
	Economic Activity	Earnings (Payroll)	Jobs
<b>Total FAA Spending</b>	<b>\$353,168,726</b>	<b>\$106,292,003</b>	<b>2,419</b>

ENABLING EFFECTS	TRADE FLOWS <sup>8</sup>	
	Value (\$)	Weight (Tons)
Within State	\$27,312,600	419
State-to-State	\$2,254,204,000	23,878
Exports	\$8,786,131,200	67,423
<b>Total Enabling Effects</b>	<b>\$11,067,647,800</b>	<b>91,720</b>





Economic Impact of Civil Aviation by State (2016)

Texas

Largest Commercial Airport:<sup>1</sup>  
**Dallas/Fort Worth International**

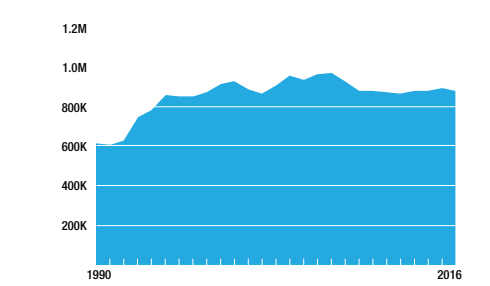
Population (Census Estimate):<sup>2</sup>  
**27,937,492**

Gross Domestic Product (\$Millions):<sup>3</sup>  
**\$1,564,396**

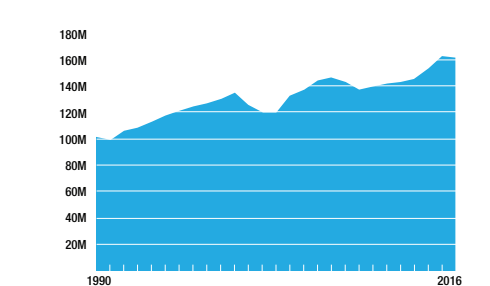
Contribution to Gross Domestic Product: **3.9%**

Percent of International Visitors:<sup>4</sup>  
**4.0%**

Number of Commercial Departures<sup>6</sup>



Number of Passengers<sup>6</sup>

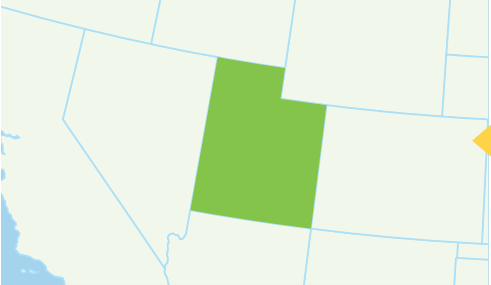


ACTIVITY	AVIATION STATISTICS			
	Number of Airports <sup>1</sup>	Aircraft Operations <sup>5</sup>	Commercial <sup>6</sup>	
			Freight (Tons)	Passengers
Commercial Aviation	24	2,009,239	2,069,756	162,137,146
General Aviation	162	4,883,151	—	—
Reliever Airports	24	—	—	—
Total Aviation	210	6,892,390	2,069,756	162,137,146

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT <sup>7</sup>		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$23,572,037,849	\$5,575,356,536	98,229
▶ Airport Operations	\$6,362,822,222	\$2,035,473,531	46,552
▶ General Aviation	\$3,417,048,351	\$808,214,503	14,240
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$19,059,197,159	\$4,646,401,648	79,950
▶ Avionics Manufacturing	\$2,163,953,712	\$527,545,731	9,077
▶ Research & Development	\$907,630,614	\$294,139,887	5,241
▶ Air Courier	\$3,655,875,657	\$1,117,861,406	32,005
Catalytic			
▶ Visitor Expenditures — Airlines	\$50,036,645,194	\$14,585,915,526	394,941
▶ Visitor Expenditures — General Aviation	\$653,240,971	\$190,422,791	5,156
▶ Travel Arrangements	\$1,090,740,767	\$316,212,135	7,118
Total Aviation	\$110,919,192,494	\$30,097,543,693	692,509

TOTAL FAA SPENDING (FISCAL YEAR)	TOTAL ECONOMIC IMPACT <sup>7</sup>		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$1,813,738,614	\$566,797,106	12,963

ENABLING EFFECTS	TRADE FLOWS <sup>8</sup>	
	Value (\$)	Weight (Tons)
Within State	\$952,560,600	5,445
State-to-State	\$10,659,894,500	129,610
Exports	\$39,467,936,900	297,269
Total Enabling Effects	\$51,080,392,000	432,325



Economic Impact of Civil Aviation by State (2016)

Utah

Largest Commercial Airport:<sup>1</sup>  
**Salt Lake City International**

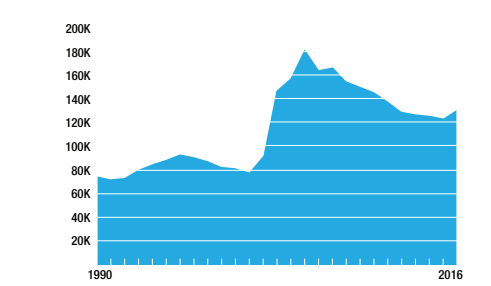
Population (Census Estimate):<sup>2</sup>  
**3,042,613**

Gross Domestic Product (\$Millions):<sup>3</sup>  
**\$157,902**

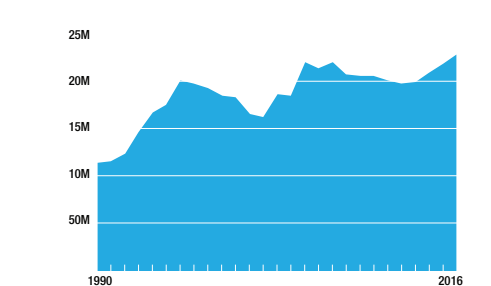
Contribution to Gross Domestic Product: **5.3%**

Percent of International Visitors:<sup>4</sup>  
**1.2%**

Number of Commercial Departures<sup>6</sup>



Number of Passengers<sup>6</sup>

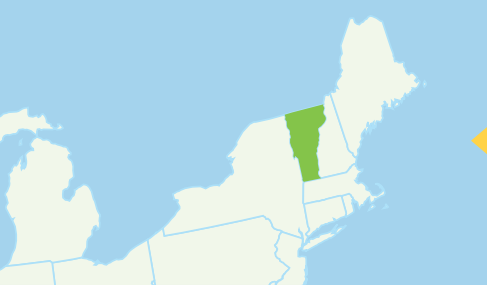


ACTIVITY	AVIATION STATISTICS			
	Number of Airports <sup>1</sup>	Aircraft Operations <sup>5</sup>	Commercial <sup>6</sup>	
			Freight (Tons)	Passengers
Commercial Aviation	7	296,769	192,813	22,835,921
General Aviation	28	665,266	—	—
Reliever Airports	1	—	—	—
Total Aviation	36	962,035	192,813	22,835,921

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT <sup>7</sup>		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$3,057,114,043	\$709,363,311	13,340
▶ Airport Operations	\$528,508,679	\$170,843,769	3,663
▶ General Aviation	\$426,611,899	\$98,989,709	1,862
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$1,051,633,688	\$255,003,821	5,095
▶ Avionics Manufacturing	\$317,475,537	\$76,982,580	1,538
▶ Research & Development	\$187,044,934	\$61,415,304	1,298
▶ Air Courier	\$668,857,363	\$207,034,572	5,465
Catalytic			
▶ Visitor Expenditures — Airlines	\$8,462,288,861	\$2,481,574,878	82,180
▶ Visitor Expenditures — General Aviation	\$74,587,879	\$21,872,972	724
▶ Travel Arrangements	\$237,546,137	\$69,391,310	1,928
Total Aviation	\$15,011,669,020	\$4,152,472,225	117,092

TOTAL FAA SPENDING (FISCAL YEAR)	TOTAL ECONOMIC IMPACT <sup>7</sup>		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$209,253,173	\$65,887,112	1,661

ENABLING EFFECTS	TRADE FLOWS <sup>8</sup>	
	Value (\$)	Weight (Tons)
Within State	\$0	0
State-to-State	\$2,298,270,000	318,124
Exports	\$8,099,746,700	42,250
Total Enabling Effects	\$10,398,016,700	360,374



Economic Impact of Civil Aviation by State (2016)

## Vermont

Largest Commercial Airport:<sup>1</sup>

**Burlington International**

Population (Census Estimate):<sup>2</sup>

**623,644**

Gross Domestic Product (\$Millions):<sup>3</sup>

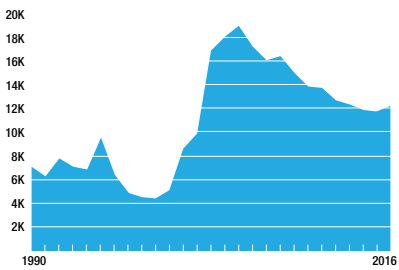
**\$31,635**

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

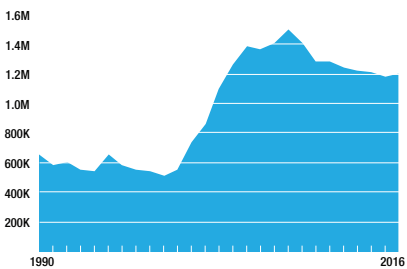
Percent of International Visitors:<sup>4</sup>

**0.1%**

Number of Commercial Departures<sup>6</sup>



Number of Passengers<sup>6</sup>



ACTIVITY	AVIATION STATISTICS			
	Number of Airports <sup>1</sup>	Aircraft Operations <sup>5</sup>	Commercial <sup>6</sup> Freight (Tons)	Passengers
Commercial Aviation	2	28,378	5,358	1,200,149
General Aviation	10	159,978	—	—
Reliever Airports	0	—	—	—
<b>Total Aviation</b>	<b>12</b>	<b>188,356</b>	<b>5,358</b>	<b>1,200,149</b>

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT <sup>7</sup>		
	Economic Activity	Earnings (Payroll)	Jobs
<b>Direct</b>			
▶ Airlines	\$219,389,559	\$46,608,915	1,173
▶ Airport Operations	\$41,156,219	\$13,008,925	333
▶ General Aviation	\$72,796,556	\$15,465,497	389
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$95,993,804	\$9,215,805	197
▶ Avionics Manufacturing	\$0	\$0	0
▶ Research & Development	\$75,728,676	\$24,618,138	506
▶ Air Courier	\$37,895,317	\$11,759,450	333
<b>Catalytic</b>			
▶ Visitor Expenditures — Airlines	\$626,819,165	\$176,366,770	6,229
▶ Visitor Expenditures — General Aviation	\$13,611,965	\$3,829,970	135
▶ Travel Arrangements	\$11,461,999	\$3,209,995	83
<b>Total Aviation</b>	<b>\$1,194,853,261</b>	<b>\$304,083,465</b>	<b>9,378</b>

TOTAL FAA SPENDING (FISCAL YEAR)	TOTAL ECONOMIC IMPACT <sup>7</sup>		
	Economic Activity	Earnings (Payroll)	Jobs
<b>Total FAA Spending</b>	<b>\$43,429,360</b>	<b>\$14,015,267</b>	<b>337</b>

ENABLING EFFECTS	TRADE FLOWS <sup>8</sup>	
	Value (\$)	Weight (Tons)
Within State	\$0	0
State-to-State	\$509,658,400	4,249
Exports	\$1,442,579,600	7,477
<b>Total Enabling Effects</b>	<b>\$1,952,238,000</b>	<b>11,726</b>



Economic Impact of Civil Aviation by State (2016)

## Virginia

Largest Commercial Airport:<sup>1</sup>

**Washington Dulles International**

Population (Census Estimate):<sup>2</sup>

**8,410,946**

Gross Domestic Product (\$Millions):<sup>3</sup>

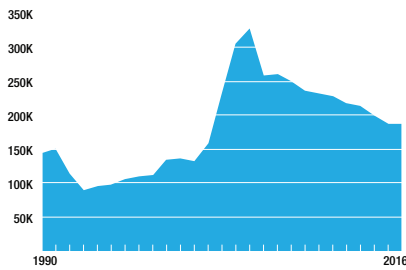
**\$493,866**

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

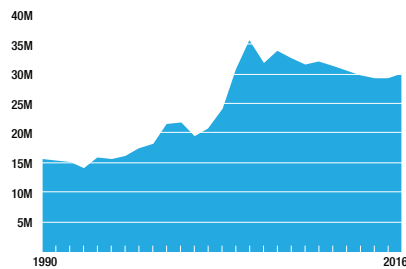
Percent of International Visitors:<sup>4</sup>

**0.9%**

Number of Commercial Departures<sup>6</sup>



Number of Passengers<sup>6</sup>



ACTIVITY	AVIATION STATISTICS			
	Number of Airports <sup>1</sup>	Aircraft Operations <sup>5</sup>	Commercial <sup>6</sup> Freight (Tons)	Passengers
Commercial Aviation	9	462,951	418,123	29,996,018
General Aviation	33	1,272,446	—	—
Reliever Airports	5	—	—	—
<b>Total Aviation</b>	<b>47</b>	<b>1,735,397</b>	<b>418,123</b>	<b>29,996,018</b>

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT <sup>7</sup>		
	Economic Activity	Earnings (Payroll)	Jobs
<b>Direct</b>			
▶ Airlines	\$4,875,589,324	\$1,069,839,813	19,971
▶ Airport Operations	\$1,194,997,063	\$367,139,025	8,317
▶ General Aviation	\$669,587,131	\$146,926,027	2,743
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$953,579,380	\$214,521,974	3,621
▶ Avionics Manufacturing	\$553,479,117	\$124,513,423	2,102
▶ Research & Development	\$206,250,346	\$61,483,088	1,056
▶ Air Courier	\$588,593,132	\$175,834,120	5,104
<b>Catalytic</b>			
▶ Visitor Expenditures — Airlines	\$8,613,462,085	\$2,409,266,498	75,821
▶ Visitor Expenditures — General Aviation	\$155,005,671	\$43,356,547	1,364
▶ Travel Arrangements	\$294,562,545	\$78,529,895	1,715
<b>Total Aviation</b>	<b>\$18,105,105,794</b>	<b>\$4,691,410,410</b>	<b>121,815</b>

TOTAL FAA SPENDING (FISCAL YEAR)	TOTAL ECONOMIC IMPACT <sup>7</sup>		
	Economic Activity	Earnings (Payroll)	Jobs
<b>Total FAA Spending</b>	<b>\$1,492,808,433</b>	<b>\$448,294,003</b>	<b>10,908</b>

ENABLING EFFECTS	TRADE FLOWS <sup>8</sup>	
	Value (\$)	Weight (Tons)
Within State	\$9,740,100	241
State-to-State	\$1,170,847,700	14,415
Exports	\$3,967,754,300	36,715
<b>Total Enabling Effects</b>	<b>\$5,148,342,100</b>	<b>51,372</b>

## Washington

Largest Commercial Airport:<sup>1</sup>

**Seattle-Tacoma International**

Population (Census Estimate):<sup>2</sup>

**7,294,680**

Gross Domestic Product (\$Millions):<sup>3</sup>

**\$492,943**

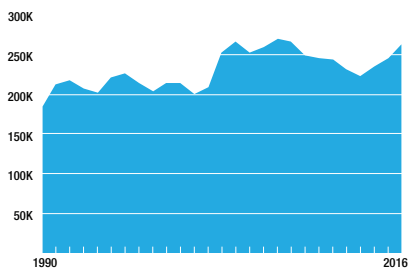
Contribution to Gross Domestic

Product: **9.1%**

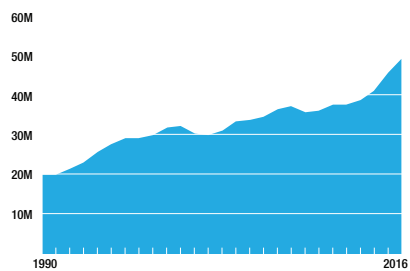
Percent of International Visitors:<sup>4</sup>

**1.5%**

### Number of Commercial Departures<sup>6</sup>



### Number of Passengers<sup>6</sup>



ACTIVITY	AVIATION STATISTICS			
	Number of Airports <sup>1</sup>	Aircraft Operations <sup>5</sup>	Commercial <sup>6</sup>	
			Freight (Tons)	Passengers
Commercial Aviation	13	662,309	687,124	49,429,101
General Aviation	46	2,187,544	—	—
Reliever Airports	5	—	—	—
<b>Total Aviation</b>	<b>64</b>	<b>2,849,853</b>	<b>687,124</b>	<b>49,429,101</b>

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT <sup>7</sup>		
	Economic Activity	Earnings (Payroll)	Jobs
<b>Direct</b>			
▶ Airlines	\$6,664,632,381	\$1,523,697,805	25,073
▶ Airport Operations	\$1,411,135,982	\$457,098,019	8,902
▶ General Aviation	\$1,303,637,606	\$298,043,410	4,904
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$49,917,196,574	\$11,771,442,465	192,973
▶ Avionics Manufacturing	\$719,907,578	\$169,768,160	2,783
▶ Research & Development	\$7,719,147,463	\$2,523,198,173	41,482
▶ Air Courier	\$1,386,294,958	\$425,481,309	11,375
<b>Catalytic</b>			
▶ Visitor Expenditures — Airlines	\$15,462,597,437	\$4,474,588,583	116,041
▶ Visitor Expenditures — General Aviation	\$282,148,339	\$81,648,490	2,117
▶ Travel Arrangements	\$431,029,336	\$123,697,122	2,601
<b>Total Aviation</b>	<b>\$85,297,727,656</b>	<b>\$21,848,663,537</b>	<b>408,252</b>

TOTAL FAA SPENDING (FISCAL YEAR)	TOTAL ECONOMIC IMPACT <sup>7</sup>		
	Economic Activity	Earnings (Payroll)	Jobs
<b>Total FAA Spending</b>	<b>\$549,889,574</b>	<b>\$172,248,283</b>	<b>3,833</b>

ENABLING EFFECTS	TRADE FLOWS <sup>8</sup>	
	Value (\$)	Weight (Tons)
Within State	\$10,509,600	349
State-to-State	\$13,951,109,400	48,489
Exports	\$42,062,615,100	1,037,056
<b>Total Enabling Effects</b>	<b>\$56,024,234,100</b>	<b>1,085,896</b>

## West Virginia

Largest Commercial Airport:<sup>1</sup>

**Yeager**

Population (Census Estimate):<sup>2</sup>

**1,830,929**

Gross Domestic Product (\$Millions):<sup>3</sup>

**\$69,814**

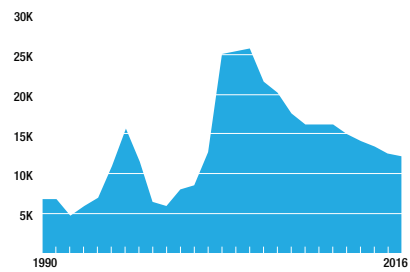
Contribution to Gross Domestic

Product: **0.8%**

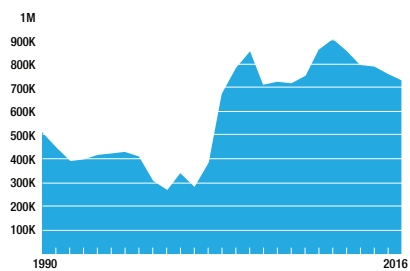
Percent of International Visitors:<sup>4</sup>

**0.0%**

### Number of Commercial Departures<sup>6</sup>



### Number of Passengers<sup>6</sup>



ACTIVITY	AVIATION STATISTICS			
	Number of Airports <sup>1</sup>	Aircraft Operations <sup>5</sup>	Commercial <sup>6</sup>	
			Freight (Tons)	Passengers
Commercial Aviation	7	63,896	12,460	728,092
General Aviation	15	270,930	—	—
Reliever Airports	1	—	—	—
<b>Total Aviation</b>	<b>23</b>	<b>334,826</b>	<b>12,460</b>	<b>728,092</b>

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT <sup>7</sup>		
	Economic Activity	Earnings (Payroll)	Jobs
<b>Direct</b>			
▶ Airlines	\$144,143,573	\$29,009,310	715
▶ Airport Operations	\$99,868,144	\$30,145,932	777
▶ General Aviation	\$144,850,649	\$29,151,611	719
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$491,424,691	\$43,579,721	877
▶ Avionics Manufacturing	\$0	\$0	0
▶ Research & Development	\$17,996,090	\$5,592,255	115
▶ Air Courier	\$108,044,807	\$31,328,977	935
<b>Catalytic</b>			
▶ Visitor Expenditures — Airlines	\$251,449,749	\$67,651,411	2,297
▶ Visitor Expenditures — General Aviation	\$28,936,094	\$7,785,124	264
▶ Travel Arrangements	\$9,576,100	\$2,543,476	74
<b>Total Aviation</b>	<b>\$1,296,289,896</b>	<b>\$246,787,818</b>	<b>6,772</b>

TOTAL FAA SPENDING (FISCAL YEAR)	TOTAL ECONOMIC IMPACT <sup>7</sup>		
	Economic Activity	Earnings (Payroll)	Jobs
<b>Total FAA Spending</b>	<b>\$69,103,923</b>	<b>\$20,602,422</b>	<b>538</b>

ENABLING EFFECTS	TRADE FLOWS <sup>8</sup>	
	Value (\$)	Weight (Tons)
Within State	\$0	0
State-to-State	\$202,003,000	2,308
Exports	\$539,421,700	11,700
<b>Total Enabling Effects</b>	<b>\$741,424,700</b>	<b>14,008</b>





Economic Impact of Civil Aviation by State (2016)

## Wisconsin

Largest Commercial Airport:<sup>1</sup>  
**General Mitchell International**

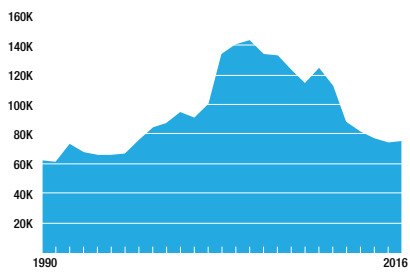
Population (Census Estimate):<sup>2</sup>  
**5,772,958**

Gross Domestic Product (\$Millions):<sup>3</sup>  
**\$312,141**

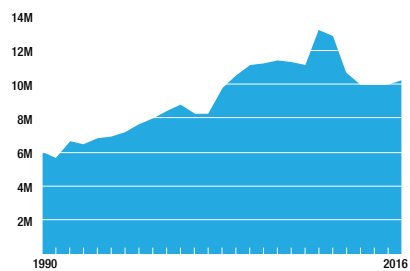
Contribution to Gross Domestic Product: **1.7%**

Percent of International Visitors to:<sup>4</sup>  
**0.3%**

Number of Commercial Departures<sup>6</sup>



Number of Passengers<sup>6</sup>

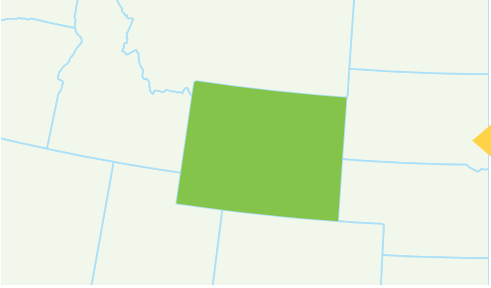


ACTIVITY	AVIATION STATISTICS			
	Number of Airports <sup>1</sup>	Aircraft Operations <sup>5</sup>	Commercial <sup>6</sup>	
			Freight (Tons)	Passengers
Commercial Aviation	8	252,919	130,708	10,260,676
General Aviation	73	1,607,405	—	—
Reliever Airports	6	—	—	—
<b>Total Aviation</b>	<b>87</b>	<b>1,860,324</b>	<b>130,708</b>	<b>10,260,676</b>

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT <sup>7</sup>		
	Economic Activity	Earnings (Payroll)	Jobs
<b>Direct</b>			
▶ Airlines	\$1,744,171,358	\$394,557,626	8,882
▶ Airport Operations	\$297,922,546	\$97,464,706	2,305
▶ General Aviation	\$788,354,859	\$178,337,650	4,015
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$356,729,952	\$84,257,550	1,604
▶ Avionics Manufacturing	\$359,320,178	\$84,869,347	1,616
▶ Research & Development	\$309,469,941	\$100,991,598	1,948
▶ Air Courier	\$579,525,081	\$182,134,698	5,145
<b>Catalytic</b>			
▶ Visitor Expenditures — Airlines	\$4,700,019,645	\$1,368,095,556	47,050
▶ Visitor Expenditures — General Aviation	\$208,898,058	\$60,806,662	2,091
▶ Travel Arrangements	\$95,465,320	\$27,510,045	632
<b>Total Aviation</b>	<b>\$9,439,876,939</b>	<b>\$2,579,025,438</b>	<b>75,288</b>

TOTAL FAA SPENDING (FISCAL YEAR)	TOTAL ECONOMIC IMPACT <sup>7</sup>		
	Economic Activity	Earnings (Payroll)	Jobs
<b>Total FAA Spending</b>	<b>\$145,313,180</b>	<b>\$47,373,690</b>	<b>1,089</b>

ENABLING EFFECTS	TRADE FLOWS <sup>8</sup>	
	Value (\$)	Weight (Tons)
Within State	\$417,000	40
State-to-State	\$1,379,117,700	30,047
Exports	\$5,250,841,400	74,752
<b>Total Enabling Effects</b>	<b>\$6,630,376,100</b>	<b>104,839</b>



Economic Impact of Civil Aviation by State (2016)

## Wyoming

Largest Commercial Airport:<sup>1</sup>  
**Jackson Hole**

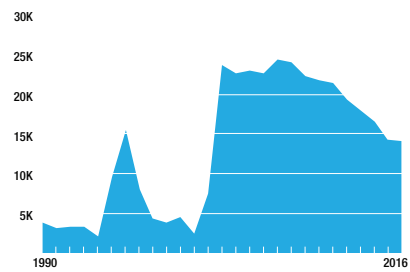
Population (Census Estimate):<sup>2</sup>  
**584,290**

Gross Domestic Product (\$Millions):<sup>3</sup>  
**\$35,905**

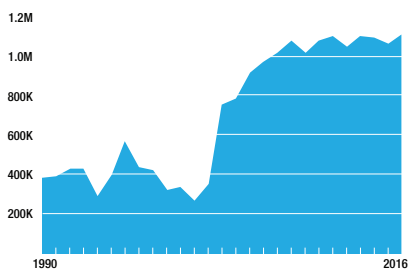
Contribution to Gross Domestic Product: **1.7%**

Percent of International Visitors to:<sup>4</sup>  
**0.0%**

Number of Commercial Departures<sup>6</sup>



Number of Passengers<sup>6</sup>



ACTIVITY	AVIATION STATISTICS			
	Number of Airports <sup>1</sup>	Aircraft Operations <sup>5</sup>	Commercial <sup>6</sup>	
			Freight (Tons)	Passengers
Commercial Aviation	9	50,597	14,871	1,104,434
General Aviation	24	269,737	—	—
Reliever Airports	0	—	—	—
<b>Total Aviation</b>	<b>33</b>	<b>320,334</b>	<b>14,871</b>	<b>1,104,434</b>

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT <sup>7</sup>		
	Economic Activity	Earnings (Payroll)	Jobs
<b>Direct</b>			
▶ Airlines	\$309,681,637	\$66,263,675	1,546
▶ Airport Operations	\$114,970,802	\$37,213,173	941
▶ General Aviation	\$146,502,052	\$31,347,562	731
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$16,244,921	\$3,419,171	70
▶ Avionics Manufacturing	\$0	\$0	0
▶ Research & Development	\$834,416	\$268,609	5
▶ Air Courier	\$262,786,933	\$81,635,855	2,350
<b>Catalytic</b>			
▶ Visitor Expenditures — Airlines	\$241,706,261	\$67,810,650	2,253
▶ Visitor Expenditures — General Aviation	\$29,844,702	\$8,372,926	278
▶ Travel Arrangements	\$15,816,665	\$4,385,423	113
<b>Total Aviation</b>	<b>\$1,138,388,389</b>	<b>\$300,717,045</b>	<b>8,288</b>

TOTAL FAA SPENDING (FISCAL YEAR)	TOTAL ECONOMIC IMPACT <sup>7</sup>		
	Economic Activity	Earnings (Payroll)	Jobs
<b>Total FAA Spending</b>	<b>\$62,955,340</b>	<b>\$20,536,519</b>	<b>475</b>

ENABLING EFFECTS	TRADE FLOWS <sup>8</sup>	
	Value (\$)	Weight (Tons)
Within State	\$0	0
State-to-State	\$12,835,700	1,522
Exports	\$29,760,100	284
<b>Total Enabling Effects</b>	<b>\$42,595,800</b>	<b>1,806</b>



# 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/](http://www.faa.gov/airports/planning_capacity/npias/)

2. U.S. Department of Commerce, Bureau of the Census, Annual Estimates of the Resident Population: April 1, 2010 to July 1, 2018. 2018 Population Estimates. <https://www.census.gov/programs-surveys/popest/data/tables.html>

3. U.S. Department of Commerce, Bureau of Economic Analysis. Regional Economic Accounts. <https://www.bea.gov/data/economic-accounts/regional>

4. U.S. Department of Commerce, International Trade Administration. Office of Travel and Tourism Industries. <https://travel.trade.gov/>

5. U.S. Department of Transportation, Federal Aviation Administration. Terminal Area Forecast (TAF). <https://taf.faa.gov/>

6. U.S. Department of Transportation, Bureau of Transportation Statistics. T-100 Segment Database.

7. Total economic impact is the sum of primary plus secondary impacts.

8. U.S. Department of Transportation, Federal Highway Administration and Bureau of Transportation Statistics. 2019. Freight Analysis Framework. Versions 4.5. [https://ops.fhwa.dot.gov/freight/freight\\_analysis/faf/](https://ops.fhwa.dot.gov/freight/freight_analysis/faf/)

# Glossary of Economic Terms

## Catalytic Impact

Catalytic impact refers to sectors that provide goods and services that are related to and partially dependent upon civil aviation but their main function is not to support aviation. These categories include visitor expenditures and travel arrangers.<sup>1</sup>

## Direct Impact

Direct impact refers to sectors that provide goods and services that are fundamental to and inseparable from civil aviation. These categories include airline operations, airport operations, civil aviation-related manufacturing, research and development, and air couriers.

## 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.<sup>2</sup> 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.”<sup>3</sup>

## 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.<sup>4</sup>

## 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.<sup>5</sup> 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.

## 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 Impact

This is a term used to categorize the dollar amounts that flow through the civil aviation industry. Primary impact refers to the first round of expenditures within each sector that are collected from government and private sources. These amounts are applied against the RIMS II multipliers to derive secondary impacts.

## Secondary Impact

This is a term used to categorize the dollar amounts that flow through the civil aviation industry. Secondary impacts result from follow-on spending down the supply chain after the

initial round or primary impact. This includes payments to suppliers, and suppliers of suppliers, as well as spending by employees of those businesses. Secondary impacts therefore capture both interindustry and household spending that derive from activity in the respective sectors.

## Total Economic Activity

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

## Total Impact

Total impact is the sum of primary and secondary 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. ACI Europe, “The Social and Economic Impact of Airports in Europe,” 2004, p. 5.

2. United Nations. 2008. System of National Accounts, 2008. P. 136.

3. U.S. Department of Labor, Bureau of Labor Statistics. 2011. Handbook of Methods. March 2011.

4. 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.

5. Organization for Economic Co-operation and Development. 2002. “Glossary of Statistical Terms.”



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