

Contents

1	Introduction
2	Tracking the Geographic Progression of the Recent Recession
7	State Economic Impact
11	Economic Impact by Expenditure Category
11	Airline Operations
11	Airport Operations
12	General Aviation
12	Manufacturing
13	Air Couriers
13	Visitor Expenditures
14	Travel Arrangements
15	Enabling Impact by State
15	Value of Air Freight Flows by Commodity
16	Value of Air Freight Flows by State
17	FAA Spending
20	Conclusion
21	Notes
22	Appendix A: State Fact Sheets
74	Appendix A Notes
75	Glossary of Economic Terms
76	Glossary Notes
77	Acknowledgements

Introduction

“In today’s ever-changing and innovative world, aviation provides a vital link to economic opportunities at home and abroad.” — *The Economic Impact of Civil Aviation on the U.S. Economy, August 2011*

Aviation leads the U.S. economy through the peaks and valleys of business cycles by providing businesses and consumers quick and easy access to many places in the world, connecting regional and global markets, and supporting much-needed jobs in a variety of industries. In 2009, U.S. civil aviation-related economic activity totaled \$1.3 trillion, generating 10.2 million jobs with \$394.4 billion in earnings. Civil aviation accounted for 5.2 percent of U.S. gross domestic product (GDP).¹

This report is a supplement to the Federal Aviation Administration (FAA) publication *The Economic Impact of Civil Aviation on the U.S. Economy*, released in August 2011. *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 2009. This supplement, also known as *The State Report*, examines the impact of the industry at the state level and includes an overview of recent economic events, state-level enabling impacts, and FAA spending impacts for 2009.²

As reported in *The National Report*, aviation-related economic activity is closely tied to the health of the overall U.S. economy. States weathered tough times during the recent financial crisis and recession, as decreased wealth resulting from the fall in home prices and loss of income among the newly unemployed led to lower overall expenditures on goods and services — including air transportation.

The State Report provides snapshots of aviation-related economic activity for the 50 states and the District of Columbia for calendar year 2009, the low point of the most recent recession. The report is organized as follows: The first section covers the economic performances of state economies during the recent recession and recovery. The second section briefly examines state-level economic impacts of the civil aviation industry by the type of expenditure categories included in *The National Report*. These expenditure categories are: airline operations, airport operations, general aviation, aircraft manufacturing, air couriers, visitor expenditures, and travel arrangements. State-level estimates of enabling effects, or economic activities which depend on air transportation, appear in the third section. Estimates of the impact of FAA spending in each state are presented in the fourth section. Fifty-one fact sheets, one for each state and the District of Columbia, are found in Appendix A.

Tracking the Geographic Progression of the Recent Recession and Recovery, 2007–2010

The U.S. economy endured difficult economic challenges during recent years. The latest recession, officially dated from December 2007 to June 2009 by the National Bureau of Economic Research (NBER), had a substantial impact on all 50 states — with some states affected more than others.³

To determine how each of the states weathered the recent recession, monthly economic indicators developed by the Philadelphia Federal Reserve Bank (PFRB) are used as proxies for state GDP. These measures developed by the PFRB are coincident indexes⁴ and are indicators of state-level GDP.

The indexes use data that are highly correlated with economic activity and estimate the prevailing monthly economic conditions in each of the 50 states (the District of Columbia is not included). The indexes are constructed from four component indicators, including nonfarm employment, hours worked in manufacturing, the unemployment rate, and compensation (wages and salaries) paid to workers. These indexes allow us to take geographic “snapshots” of state economies over a specific period of time such as the recent recession and subsequent recovery from 2007 through 2010 (Figures 1-6).



Percent Change in the State Coincident Index, December 2007

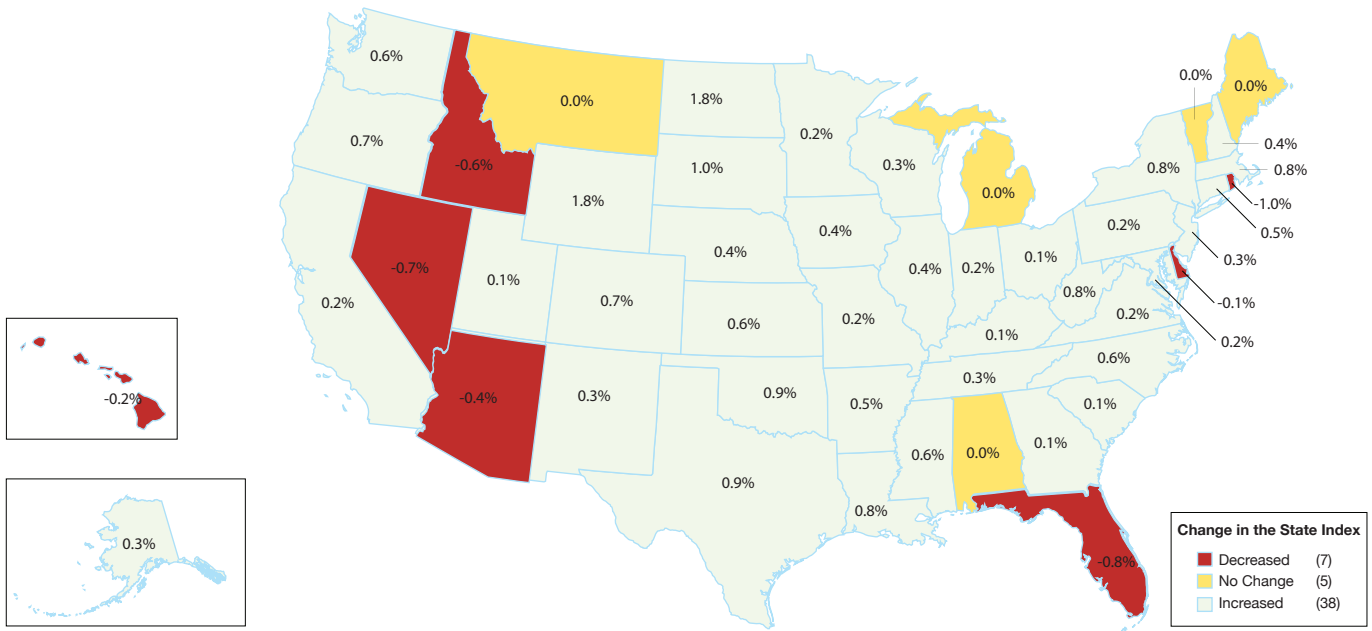


Figure 1 – State Coincident Indexes, three-month percent change (December 2007). Beginning of the recent recession. Source: Federal Reserve Bank of Philadelphia. State indexes do not include the District of Columbia.

Percent Change in the State Coincident Index, March 2008

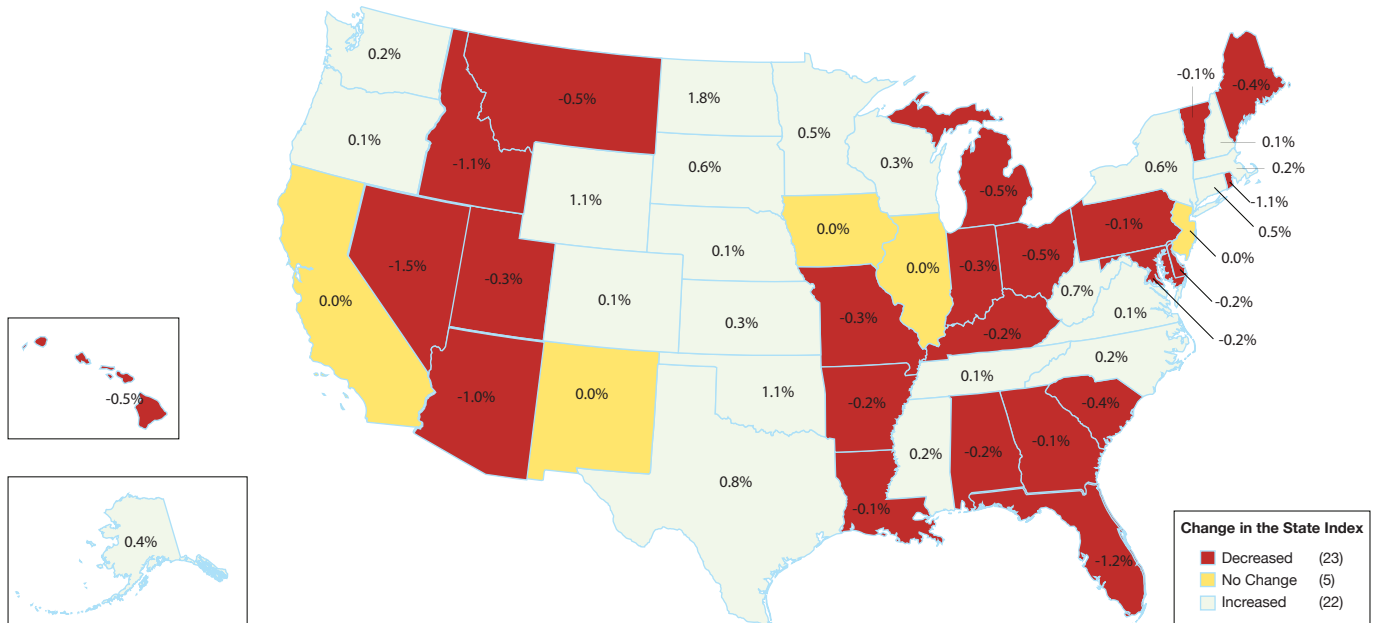


Figure 2 – State Coincident Indexes, three-month percent change (March 2008). Four months into the recent recession. Source: Federal Reserve Bank of Philadelphia. State indexes do not include the District of Columbia.

Percent Change in the State Coincident Index, September 2008

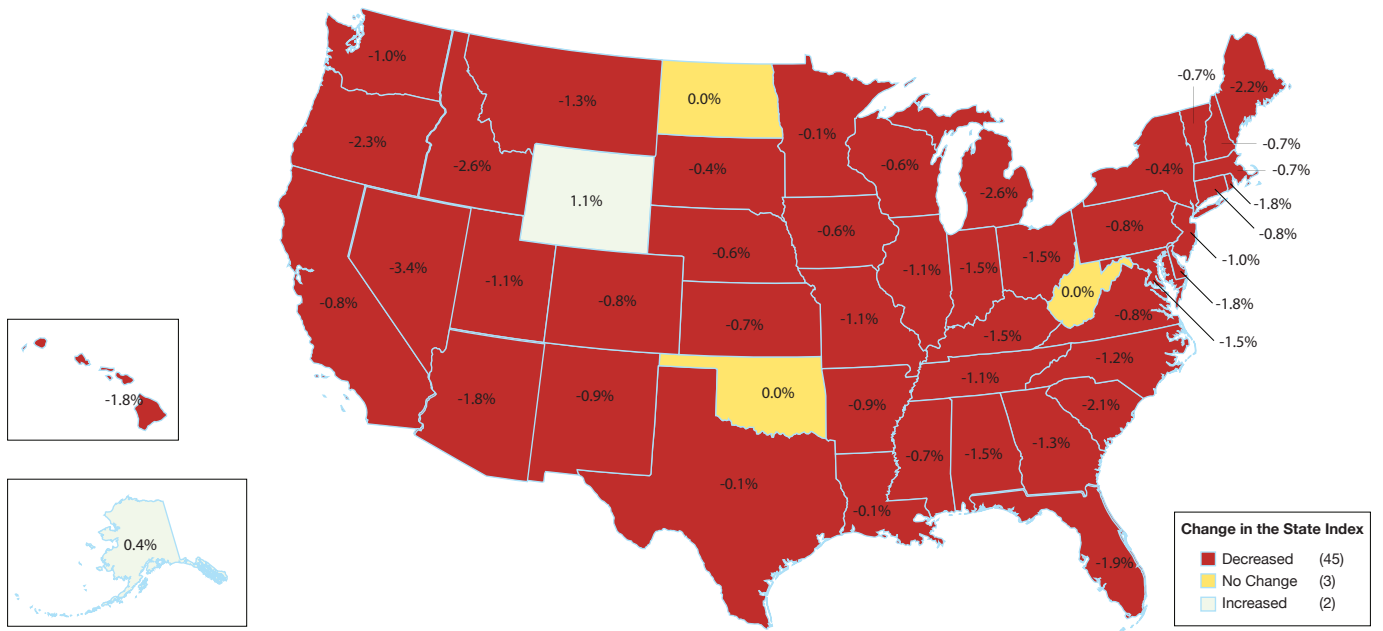


Figure 3 – State Coincident Indexes, three-month percent change (September 2008). Ten months into the recession. Nearly all states had negative growth with the exceptions of Wyoming, North Dakota, Oklahoma, West Virginia, and Alaska. Source: Federal Reserve Bank of Philadelphia. State indexes do not include the District of Columbia.

Percent Change in the State Coincident Index, March 2009

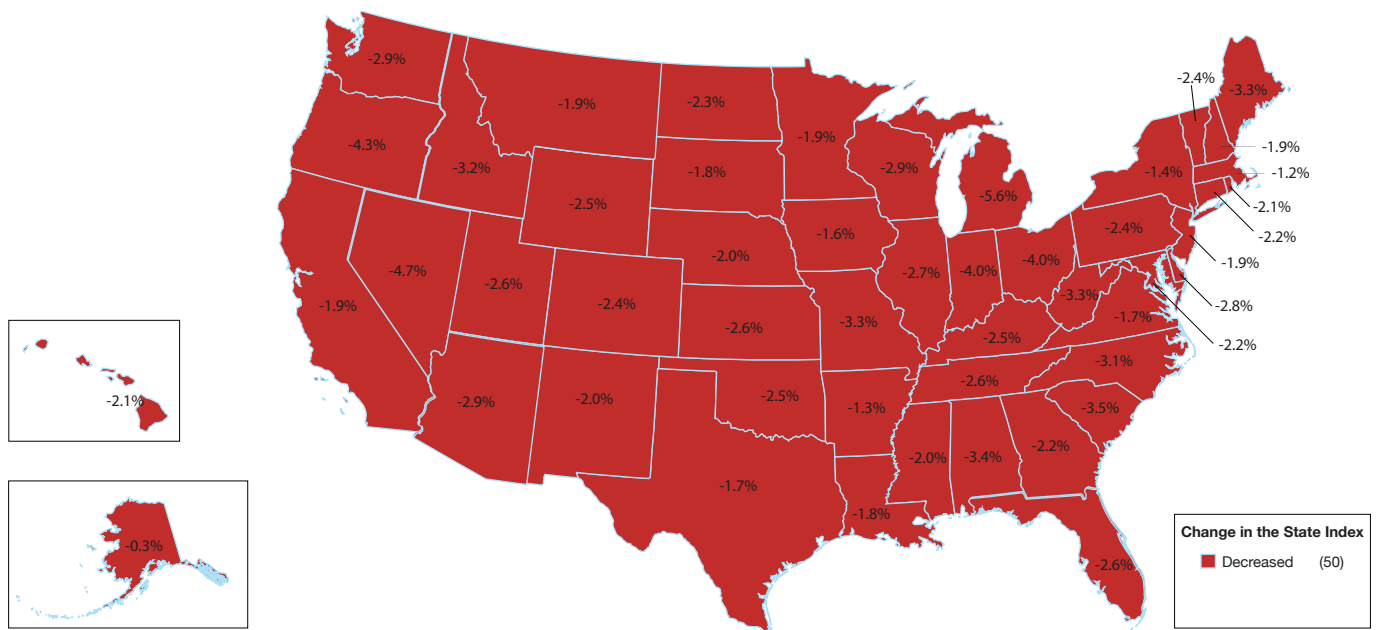


Figure 4 – State Coincident Indexes, three-month percent change (March 2009). Sixteen months into the recession. All states experienced negative growth. Source: Federal Reserve Bank of Philadelphia. State indexes do not include the District of Columbia.

Percent Change in the State Coincident Index, September 2009

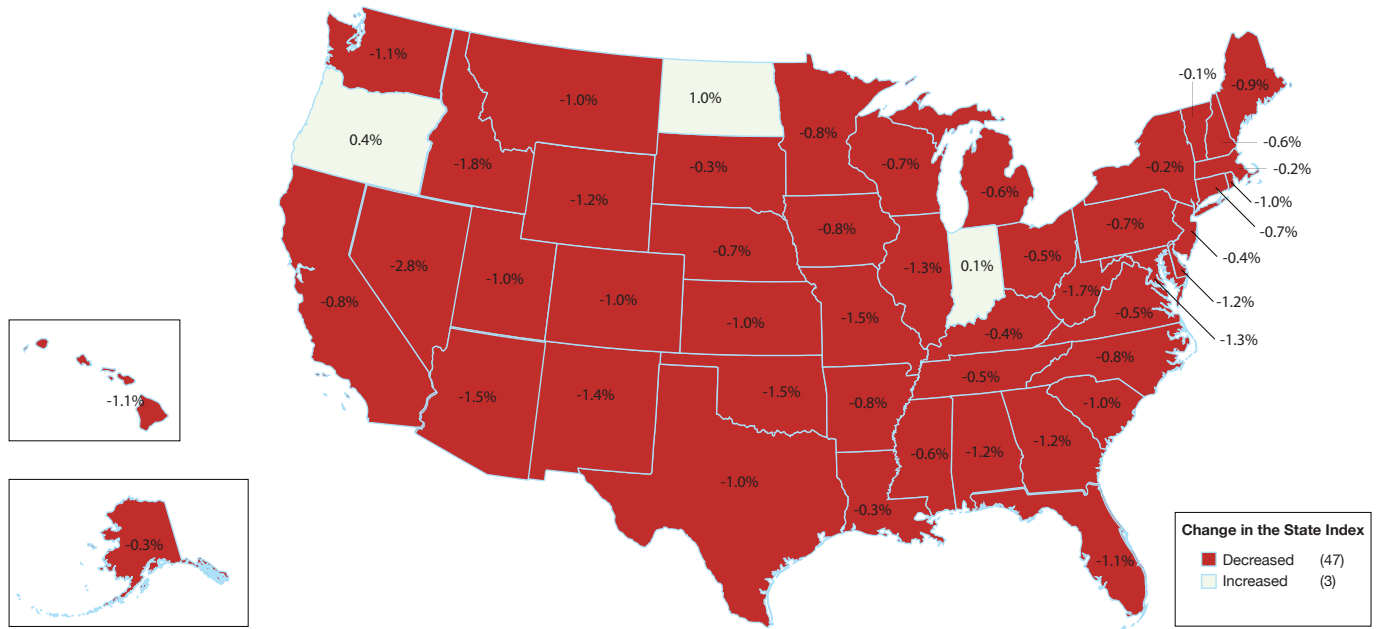


Figure 5 – State Coincident Indexes, three-month percent change (September 2009). Three months after the end of recession officially declared by the NBER. Oregon, North Dakota, and Indiana were the first states to show positive economic growth. Source: Federal Reserve Bank of Philadelphia. State indexes do not include the District of Columbia.

Percent Change in the State Coincident Index, March 2010

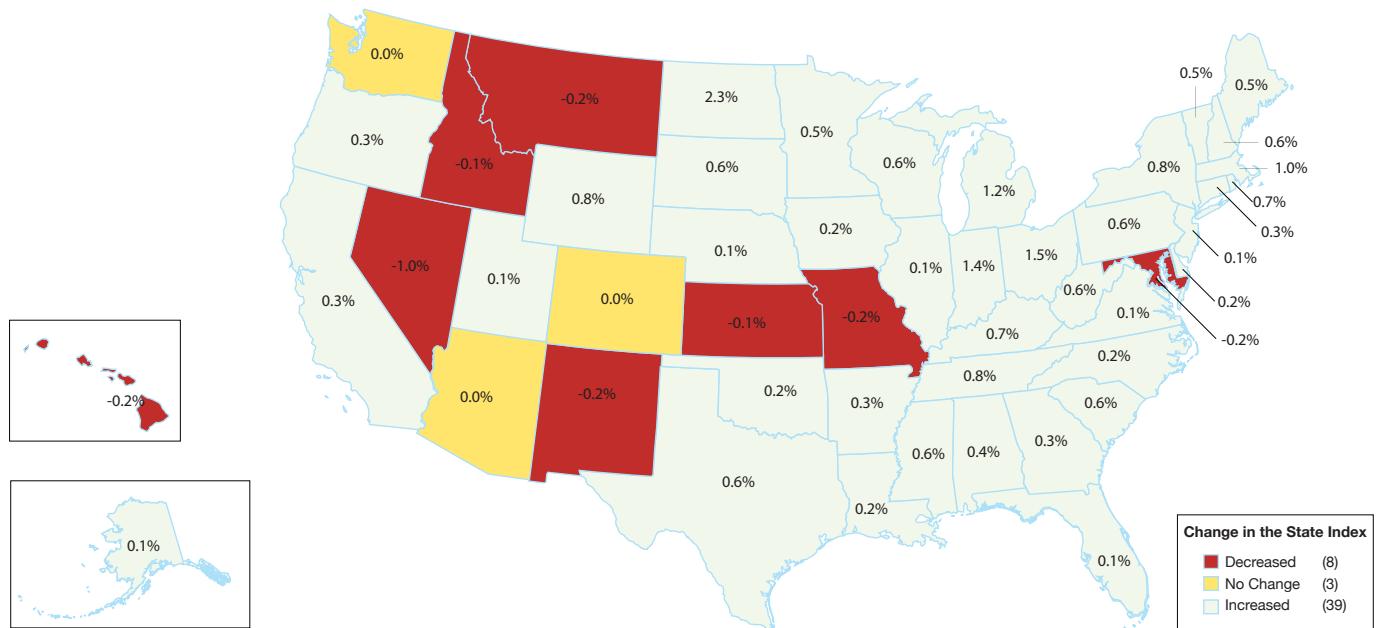


Figure 6 – State Coincident Indexes, three-month percent change (March 2010). Nine months after the recession. Nearly all states had positive economic growth nine months after the recession was officially declared over. Source: Federal Reserve Bank of Philadelphia. State indexes do not include the District of Columbia.

The maps in Figures 1-6 show the geographic progression of the recession through each of the 50 states. In order to show the dramatic economic changes during the recent recession, the monthly percent change in each state's index⁵ is reported at three- and six-month intervals. The color shadings indicate which states experienced a decrease (red), no change (yellow), or an increase (gray) in their economic activity index.

At the beginning of the recession in December 2007, only seven states⁶ were red, indicating negative economic growth (Figure 1). These states include the four most popular tourist destinations: Florida (-0.8 percent), Nevada (-0.7 percent), Arizona (-0.4 percent), and Hawaii (-0.2 percent). These states were primarily affected by the declining national economy and housing values due to the mortgage crisis, leading to decreases in tourist-related spending.

As the recession unfolded in 2008, the number of states experiencing negative economic growth quickly increased to 23 states by March and 45 by September (Figures 2 and 3). By March 2009, all 50 states were in the red as the recession was reaching its low point (Figure 4). In September 2009, the economy was beginning to show signs of a turnaround as growth in three states turned positive (Figure 5). The three states were North Dakota — an economy supported by a booming oil industry — and Oregon and Indiana — two states rejuvenated by a revival in durable goods manufacturing.⁷

By March 2010, the economy started to recover in almost four of every five states (39 out of 50 states) (Figure 6). As noted in *The National Report*, positive economic growth is a major driver of growth in air passenger traffic and other aviation-related economic activities. The next section reports on aviation-related economic activities for calendar year 2009, when the business-cycle trough ended and economic recovery began for the U.S. economy.

State Economic Impact

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

The state-level estimates that appear in this report are based on the same methodology as the estimates that appear in *The National Report* and represent direct and indirect expenditures on aviation-related economic activities. These direct and indirect expenditures are called primary impacts. Civil aviation-related economic activities include: airline operations, airport operations, general aviation, aircraft-related manufacturing, air couriers, visitor expenditures, and travel arrangements. These state-level primary expenditures are entered into the Regional Input-Output Modeling System (RIMS II) for each particular state to produce estimates of the secondary effects of the expenditures on economic output, earnings, and jobs.⁸ The secondary, or induced, impacts comprise spending by businesses and

individuals who receive aviation-related direct and indirect expenditures as revenue or earnings.

The sum of the primary and secondary impacts equals the total economic impact of civil aviation on a state's economy. Based on multipliers provided by the RIMS II model, an estimate of value-added activities within the civil aviation sector is used to identify the contribution of civil aviation-related economic activity. This measure is reported as a percent of state GDP, representing aviation's contribution to the state's economy.⁹

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 are contribution of aviation to state GDP and aviation-related jobs as a percent of total jobs (columns 6 and 7). Information on output (economic activity), earnings, jobs, and contribution to state GDP can also be found in the state fact sheets (Appendix A).



Table 1 – Economic Impacts of Civil Aviation by State, 2009

State	Output (\$Millions)	Earnings (\$Millions)	Value Added (\$Millions)	Jobs	% of GDP	Aviation Related Jobs (% of Total Jobs) ¹⁰
Alabama	5,880	1,718	3,227	57,843	1.9	2.3
Alaska	6,692	2,030	3,845	61,186	8.4	13.8
Arizona	35,446	10,564	19,957	273,761	8.0	8.5
Arkansas	4,723	1,331	2,469	42,206	2.5	2.7
California	154,697	46,521	87,906	1,100,327	4.8	5.5
Colorado	28,152	8,687	16,251	234,927	6.5	7.4
Connecticut	15,892	4,177	8,187	81,962	3.6	3.7
Delaware	405	101	228	3,014	0.4	0.6
District of Columbia	6,736	591	4,033	14,511	4.1	1.8
Florida	102,821	32,252	61,866	929,293	8.4	9.4
Georgia	39,191	11,693	21,975	305,289	5.6	5.7
Hawaii	21,938	6,762	13,122	182,191	20.1	21.8
Idaho	2,750	841	1,591	32,910	3.0	3.7
Illinois	47,083	13,915	26,984	337,992	4.3	4.6
Indiana	11,110	3,187	6,094	103,998	2.3	3.0
Iowa	2,573	746	1,455	27,464	1.1	1.4
Kansas	10,807	2,624	5,064	63,829	4.1	3.5
Kentucky	11,479	3,001	6,408	93,156	4.1	4.0
Louisiana	9,646	2,804	5,315	78,425	2.6	3.1
Maine	3,107	838	1,586	28,984	3.2	3.6
Maryland	13,100	3,654	7,780	92,424	2.7	2.7
Massachusetts	20,732	6,098	12,360	147,281	3.4	3.6
Michigan	17,562	5,282	10,075	167,693	2.7	3.3
Minnesota	14,661	4,366	8,340	130,967	3.2	3.8
Mississippi	3,112	852	1,611	25,223	1.7	1.7
Missouri	16,839	4,612	9,616	141,174	4.0	4.0

Table 1 (Continued) – Economic Impacts of Civil Aviation by State, 2009

State	Output (\$Millions)	Earnings (\$Millions)	Value Added (\$Millions)	Jobs	% of GDP	Aviation Related Jobs (% of Total Jobs) ¹⁰
Montana	2,565	791	1,483	31,928	4.2	5.1
Nebraska	3,333	958	1,908	37,227	2.2	3.0
Nevada	32,335	9,922	19,638	261,225	15.7	17.2
New Hampshire	2,710	776	1,607	24,218	2.7	3.0
New Jersey	21,085	5,807	12,284	138,502	2.6	2.8
New Mexico	4,437	1,350	2,565	47,953	3.3	4.5
New York	71,615	19,807	43,239	460,906	4.0	4.2
North Carolina	22,275	6,677	12,602	212,175	3.1	4.1
North Dakota	1,503	396	830	15,194	2.6	3.1
Ohio	21,952	6,186	11,846	174,129	2.6	2.7
Oklahoma	5,962	1,794	3,323	62,258	2.3	2.9
Oregon	11,002	3,126	6,443	104,815	3.8	4.8
Pennsylvania	30,182	8,522	17,206	248,322	3.1	3.5
Rhode Island	3,124	899	1,877	27,727	4.0	4.7
South Carolina	5,416	1,609	3,148	55,178	2.0	2.2
South Dakota	1,221	372	707	14,879	1.8	2.7
Tennessee	20,968	5,880	12,107	163,507	5.0	4.6
Texas	93,019	27,532	51,499	708,222	4.5	5.0
Utah	11,332	3,389	6,352	106,385	5.7	6.5
Vermont	1,126	321	636	11,299	2.6	2.7
Virginia	17,561	5,001	10,239	146,685	2.5	3.1
Washington	42,054	11,998	22,316	292,457	6.7	7.6
West Virginia	1,392	362	736	11,635	1.2	1.3
Wisconsin	9,039	2,683	5,080	91,918	2.1	2.7
Wyoming	1,146	336	661	11,676	1.8	3.0



Table 2 – Percent Contribution to State GDP, Top Ten States

State	% of GDP
Hawaii	20.1
Nevada	15.7
Florida	8.4
Alaska	8.4
Arizona	8.0
Washington	6.7
Colorado	6.5
Utah	5.7
Georgia	5.6
Tennessee	5.0

Nationally, civil aviation contributed 5.2 percent to GDP in 2009,¹¹ but at the state level, the value of contribution to a state’s GDP ranges from a high of 20.1 percent (Hawaii) to a low of 0.4 percent (Delaware) as shown in Table 1. The top ten states with the highest percent contribution to state GDP are shown in Table 2.

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

For Alaska, aviation is important not only because the state is a popular tourist destination for fishing and hunting enthusiasts, but also because most Alaskan cities and towns are primarily accessible by airplane. Due to the state’s unique size and logistical challenges, its residents use aviation not only for passenger travel, but also rely heavily on air transportation for consumer staples, mail, and medical services.

For some states, tourism is a driver of aviation-related economic activity but not the largest. The state of Washington is home to Boeing, whose economic activity accounted for 45 percent of the state’s total aviation-related economic activity. Also noteworthy, FedEx maintains its headquarters in Tennessee and air courier expenditures accounted for nearly 43 percent of Tennessee’s total aviation-related economic activity.

Economic Impact by Expenditure Category

Airline Operations

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

2009 Economic Impact by Aviation (Top Five States, Billions of Dollars)	
State	Airlines
California	27.9
Texas	24.0
Florida	19.1
Georgia	13.2
Illinois	13.1

Of the seven expenditure categories, airline operations accounted for the second-largest share of the economic impact, after visitor expenditures. In 2009, the national total output by airlines was \$296.6 billion. Table 3 presents the top five states by total airline output. Together, these top five states contributed nearly one-third of the total output by airlines in 2009.

Airport Operations

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

2009 Economic Impact by Aviation (Top Five States, Billions of Dollars)	
State	Airport Operations
California	6.7
Florida	6.6
Texas	4.7
Illinois	3.9
New York	3.2

Airports contributed nearly \$79 billion in total output to the U.S. economy in 2009. California, Florida, Texas, Illinois, and New York were the top five states in the total economic impact of airport operations (Table 4). Some of the busiest airports in the nation are located within these states.



General Aviation

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

2009 Economic Impact by Aviation (Top Five States, Billions of Dollars)	
State	General Aviation
California	3.7
Florida	2.3
Texas	2.1
Washington	1.0
Arizona	1.0

As described in *The National Report*, even during the recent economic downturn (which strongly affected general aviation operations and operators), general aviation operations contributed \$14.4 billion to total national civil aviation-related economic output in 2009. California ranked first in total economic output for general aviation, \$3.7 billion in 2009 (Table 5). The warm weather states of Florida and Texas followed closely behind with \$2.3 billion and \$2.1 billion, respectively.

Manufacturing

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

2009 Economic Impact by Aviation (Top Five States, Billions of Dollars)	
State	Manufacturing
California	25.3
Washington	19.0
Texas	17.5
Connecticut	10.5
Arizona	10.0

Aircraft-related manufacturing benefited from a surge in global demand for new aircraft during the first decade of the 21st century. However, despite the surge in demand for new aircraft, manufacturing output for the entire United States decreased 4.3 percent in real terms between 2008 and 2009, from \$193.8 to \$185.4 billion.¹² The top five states in aviation-related manufacturing in 2009 were California, Washington, Texas, Connecticut, and Arizona (Table 6). These five states contributed just over 6 percent of the national \$1.3 trillion total aviation output in 2009 and accounted for nearly 40.5 percent of all aviation-related manufacturing in the United States.

Air Couriers

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

2009 Economic Impact by Aviation (Top Five States, Billions of Dollars)	
State	Air Couriers
Tennessee	8.9
California	5.9
Kentucky	4.3
Texas	3.3
Florida	2.4

Express air cargo has become an integral part of everyday life for businesses and consumers across the globe. Retail outlets of the largest air couriers, FedEx and UPS, are located in almost every nook and cranny of the United States. Air transportation and its technological advances have enabled air couriers to provide their customers with quick and reliable service.

The total economic output of air couriers fell 12 percent between 2008 and 2009. Tennessee, California, Kentucky, Texas, and Florida were the top five states in total economic output for air couriers. Tennessee and Kentucky are home to FedEx and UPS international air hubs, providing much-needed economic development and growth potential for local residents (Table 7).

Visitor Expenditures

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

2009 Economic Impact by Aviation (Top Five States, Billions of Dollars)	
State	Visitor Expenditures – Airlines
California	82.9
Florida	67.9
New York	52.7
Texas	39.6
Illinois	25.2

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

2009 Economic Impact by Aviation (Top Five States, Billions of Dollars)	
State	Visitor Expenditures – General Aviation
California	1.2
Florida	0.8
Texas	0.6
Arizona	0.3
Washington	0.3

Visitor expenditures by travelers using air transportation contributed the largest single portion of the total economic impact of civil aviation in 2009. At the national level, commercial airline visitor expenditures contributed \$597 billion to the U.S. economy and supported over 5.3 million jobs. General aviation visitor expenditures accounted for \$11.9 billion and supported just over 100,000 jobs.

In 2009, California, Florida, New York, Texas, and Illinois were the top five states for commercial airline visitor expenditures (Table 8). These five states are popular tourist and business destinations, and are home to some of the busiest airports in the nation.

The top five states for general aviation visitor expenditures were California, Florida, Texas, Arizona, and Washington (Table 9). All five states experience mild weather conditions that are conducive for general aviation operations.

Travel Arrangements

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

2009 Economic Impact by Aviation (Top Five States, Billions of Dollars)	
State	Travel Arrangements
Texas	1.2
California	1.0
Arizona	1.0
Florida	1.0
New York	0.9

The top five states for travel arrangement output were Texas, California, Arizona, Florida, and New York (Table 10). According to the 2007 Economic Census, the eight largest firms in the travel arrangement industry accounted for nearly 42 percent of all receipts and nearly 62,000 employees. Some of the larger travel arrangers are Expedia (which also owns Hotwire), Sabre (which owns Travelocity), Orbitz (which owns Cheap Tickets), and Priceline. Hotwire is located in California, while Sabre and Travelocity are headquartered in Texas.¹³

Overall, 2009 was a difficult year not only for the aviation sector, but also for the entire U.S. economy. As the economy begins to pick up, aviation will be there to play a vital role during the recovery. Appendix A 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 a new economic measurement of the impact of aviation on the economy — enabling impacts.

Enabling Impact by State

The National Report introduced a new concept developed by MIT researchers,¹⁴ the enabling impact. This concept views transportation services in terms of certain characteristics: speed, flexibility, reliability, cost, and safety. The first three characteristics are important for passengers who face travel time constraints, while speed and reliability are important for high-value cargo. The value of air transportation is partly characterized by passenger spending at their destinations and the value of goods transported by air. Destination spending (or visitor expenditures) was covered earlier in this report. This section presents air freight findings for 2009 by state.

Value of Air Freight Flows by Commodity

Table 11 – Top Ten Value of Commodities Transported by Air, 2009

Commodity	Domestic and Export Flows (\$Billions)
Electronics	123.3
Machinery	97.8
Precision instruments	78.0
Misc. manufactured products	57.1
Transport equipment	54.5
Pharmaceuticals	31.8
Chemical products	12.3
Basic chemicals	8.2
Textiles/leather	6.1
Plastics/rubber	6.1
All other commodities	30.7
All commodities	505.9

Across all commodities, a total value of \$505.9 billion in goods was transported by air in 2009 (Table 11); by contrast, \$562.1 billion in goods was transported by air in 2008.¹⁵ The decline in freight transportation is a reflection of the recent recession. Data for this section came from the Freight Analysis Framework (FAF), published by the U.S. Department of Transportation.¹⁶

Among the commodities normally transported by air are manufactured or technology-oriented goods. Values of the flows for the top ten commodities transported by air in 2009 appear in Table 11. Electronics (\$123.3 billion), machinery (\$97.8 billion), and precision instruments (\$78.0 billion) were the three highest-valued commodities transported by air. Electronics accounted for almost 25 percent of the value of all commodities, while machinery accounted for almost 20 percent. Together, the top three commodities accounted for almost 60 percent of total shipment value and the top five accounted for over 80 percent. Nine of the ten commodities listed on Table 11 also appeared in 2008 top ten list, while textiles/leather replaced articles-base metal.¹⁷

Source: U.S. Department of Transportation, Federal Highway Administration, *Freight Analysis Framework*, Version 3.0.

Value of Air Freight Flows by State

Table 12 — Top Five States, Value of Goods Transported by Air, 2009

State	Domestic and Export Flows (\$Billions)
California	88.7
Florida	68.4
New York	67.2
Texas	31.3
Illinois	29.2
All other states	221.1
All states	505.9

Source: U.S. Department of Transportation, Federal Highway Administration, *Freight Analysis Framework*, Version 3.0.

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). California was ranked highest with \$88.7 billion worth of goods transported by air. Florida was second at \$68.4 billion. The next three states were New York (\$67.2 billion), Texas (\$31.3 billion), and Illinois (\$29.2 billion) (Table 12). These were the top five states in terms of both population and economic size.¹⁸ By value, goods shipped from California accounted for 17.5 percent of the value goods shipped from all states and the District of Columbia; goods shipped from the top three states accounted for about 44 percent; and goods shipped from the top five states accounted for about 56 percent. Four of the five states on Table 12 were the same states that appeared on the 2008 list in *The National Report*. Illinois replaced Tennessee on the list.

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

Further, although the value of goods transported by air declined between 2008 and 2009 due to the recession, the pattern of goods transported remained roughly the same; of the top 10 commodities transported, nine remained unchanged from 2008. Among the top five states ranked by value of goods transported, four remained the same between 2008 and 2009 (California, Florida, New York, and Texas).

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

The next section concludes this report on the economic impact of civil aviation on state economies. A relatively new measure of the economic impact of FAA spending, first published in the most recent *National Report*, is updated from 2008 to 2009.

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 2009 (FY 2009). Outside of Washington, D.C., the largest driver of FAA spending is the presence of FAA facilities and airports. FAA spending includes payroll, non-payroll expenses (including facilities and equipment, operations, research, etc.), and grants issued through the Airport Improvement Program (AIP).

During uncertain economic times, the value of the FAA's ability to maintain safe skies, finance projects and support job creation becomes more important to state and local officials. These expenditures assist local economies in four important ways by:

- Keeping the civil aviation industry operating efficiently and safely;
- Providing federal, state, and local job opportunities;
- Facilitating opportunities for private businesses; and
- Distributing aid for infrastructure building by local airports.

Total spending by the FAA at the state level was nearly \$14.5 billion in FY 2009 (Table 13), an increase of 3.6 percent from FY 2008.¹⁹ FAA expenditures were highest in Virginia, California, and Illinois. Total expenditures in these three states comprised nearly 22 percent of all FAA spending in FY 2009. Virginia, California, and Illinois are home to large airports and FAA facilities.

FAA spending not only supports direct federal employment, earnings, and jobs, but also induces other economic activities within state economies. Estimates of the total impact of FAA spending are based on the BEA RIMS II model. The total impact of FAA spending, or the sum of primary FAA expenditures plus secondary impacts, was nearly \$27.2 billion (Table 14). The total impact of FAA spending supported just over 219,000 jobs with earnings totaling \$8.7 billion. Illinois, California, and Virginia were the top three state beneficiaries of FAA spending.

Table 13 – FAA Spending by State, FY 2009

State	FAA Spending (\$Millions)	Percent of FAA Spending	State	FAA Spending (\$Millions)	Percent of FAA Spending
Alabama	122.2	0.8	Montana	65.8	0.5
Alaska	466.6	3.2	Nebraska	66.7	0.5
Arizona	188.3	1.3	Nevada	121.5	0.8
Arkansas	62.8	0.4	New Hampshire	138.9	1.0
California	1,051.2	7.3	New Jersey	558.5	3.9
Colorado	372.6	2.6	New Mexico	117.4	0.8
Connecticut	65.8	0.5	New York	510.2	3.5
Delaware	21.6	0.1	North Carolina	200.3	1.4
District of Columbia	401.1	2.8	North Dakota	156.6	1.1
Florida	631.7	4.4	Ohio	350.3	2.4
Georgia	485.7	3.4	Oklahoma	918.2	6.3
Hawaii	137.9	1.0	Oregon	104.2	0.7
Idaho	42.7	0.3	Pennsylvania	507.6	3.5
Illinois	993.8	6.9	Rhode Island	16.6	0.1
Indiana	214.1	1.5	South Carolina	75.8	0.5
Iowa	56.7	0.4	South Dakota	42.3	0.3
Kansas	166.7	1.2	Tennessee	235.8	1.6
Kentucky	84.7	0.6	Texas	948.6	6.5
Louisiana	103.2	0.7	Utah	144.6	1.0
Maine	43.0	0.3	Vermont	14.2	0.1
Maryland	524.1	3.6	Virginia	1,107.3	7.6
Massachusetts	478.5	3.3	Washington	483.0	3.3
Michigan	185.4	1.3	West Virginia	60.8	0.4
Minnesota	218.9	1.5	Wisconsin	108.3	0.7
Mississippi	85.2	0.6	Wyoming	35.7	0.2
Missouri	191.0	1.3	State Total	14,484.7	100.0

Table 14 – Total Impact of FAA Spending by State, FY 2009

Total: Primary + Secondary Impacts				Total: Primary + Secondary Impacts			
State	Output (\$Millions)	Earnings (\$Millions)	Jobs	State	Output (\$Millions)	Earnings (\$Millions)	Jobs
Alabama	250.4	80.1	2,377	Montana	113.7	38.2	1,210
Alaska	736.4	243.6	5,807	Nebraska	106.4	34.3	976
Arizona	358.6	122.3	3,138	Nevada	206.0	68.5	1,691
Arkansas	111.5	34.7	1,043	New Hampshire	207.0	61.3	1,647
California	2,081.6	684.6	14,762	New Jersey	1,140.4	359.3	7,649
Colorado	762.6	254.4	6,358	New Mexico	168.4	55.3	1,653
Connecticut	118.3	37.5	785	New York	800.7	243.9	5,220
Delaware	35.7	9.6	248	North Carolina	390.6	127.8	3,692
District of Columbia	500.9	40.6	1,091	North Dakota	253.4	84.7	2,230
Florida	1,138.0	378.2	10,325	Ohio	700.4	222.6	6,102
Georgia	917.8	289.9	7,834	Oklahoma	1,697.9	591.7	16,893
Hawaii	235.5	78.9	1,934	Oregon	207.7	64.9	1,734
Idaho	69.6	23.0	715	Pennsylvania	1,133.7	367.9	8,402
Illinois	2,208.1	739.0	16,656	Rhode Island	26.6	7.8	211
Indiana	367.6	111.0	3,193	South Carolina	147.3	45.8	1,404
Iowa	88.2	27.6	809	South Dakota	67.3	22.0	676
Kansas	233.6	67.4	1,906	Tennessee	474.5	143.5	3,874
Kentucky	158.9	46.5	1,415	Texas	1,954.2	624.0	15,496
Louisiana	191.3	62.5	1,662	Utah	273.0	87.6	2,603
Maine	76.0	25.3	770	Vermont	23.8	7.6	229
Maryland	923.4	299.9	7,330	Virginia	2,086.6	671.2	17,374
Massachusetts	966.2	324.9	7,307	Washington	893.6	292.1	6,971
Michigan	350.7	113.9	3,059	West Virginia	95.6	28.5	860
Minnesota	376.2	118.1	3,100	Wisconsin	208.0	67.1	1,833
Mississippi	143.1	44.1	1,365	Wyoming	56.7	18.5	491
Missouri	365.1	106.5	2,946	State Total	27,198.5	8,700.0	219,057

Conclusion

The recent recession and recovery has proven to be a global challenge for civil aviation. The overall national picture for civil aviation does not show the real challenges and opportunities faced by state economies. This supplement reports on the contribution of civil aviation to state economies, where real job creation takes place. By understanding the strengths and importance of the civil aviation industry at the state level, decision makers at the national and state level can better formulate policies that support economic development and job creation.

The role of air transportation continues to grow for both the nation and local communities. This report

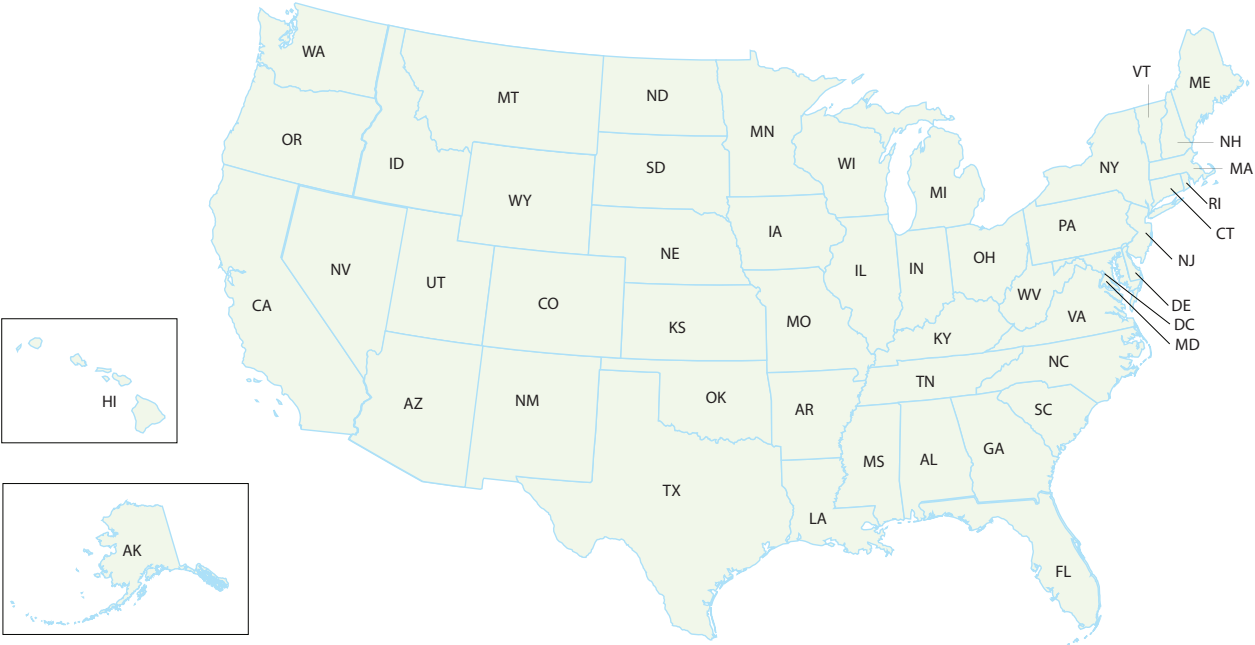
highlights how the civil aviation industry and FAA spending enable state economies to facilitate economic growth and development. The civil aviation industry contributes to international trade, creates and supports higher-paying jobs, supports just-in-time business models, and helps connect us to our friends and families. FAA spending on the National Airspace System is vital to maintaining safe skies and inducing additional economic activity in states. Together, air transportation becomes an integral part of our way of life and it plays a critical role in providing the jobs and earnings that sustain a healthy economy at both the national and state levels in the 21st century.

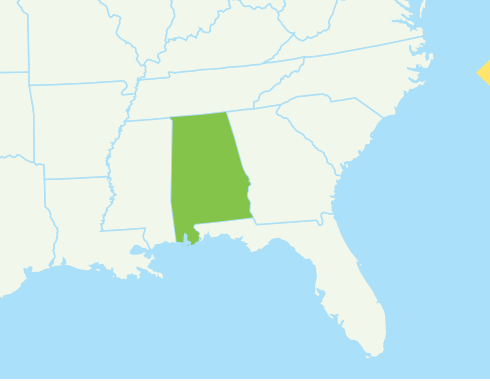


Notes

- ¹ U.S. Department of Transportation, Federal Aviation Administration. 2011. *The Economic Impact of Civil Aviation on the U.S. Economy*. August 2011. http://www.faa.gov/air_traffic/publications/media/FAA_Economic_Impact_Rpt_2011.pdf
- ² A previous version of *The State Report* was first published in October 2009. The earlier version contained statistics for the year 2007. Previous versions of *The National Report* were published by the FAA in 2007, 2008, and 2009.
- ³ Officially, recessions are confirmed by NBER's Business Cycle Dating Committee using monthly economic data.
- ⁴ Federal Reserve Bank of Philadelphia. *State Coincident Indexes*. <http://www.philadelphiafed.org/research-and-data/regional-economy/indexes/coincident/>. Indexes are available for 50 states and do not include the District of Columbia.
- ⁵ The percent change in the index is the percent change from the previous three months.
- ⁶ Arizona, Delaware, Florida, Hawaii, Idaho, Nevada, and Rhode Island.
- ⁷ The Council of Governments. 2011. "North Dakota, Indiana Economies Among Fastest Growing in U.S. in 2010" July/August 2011. <http://www.csgmidwest.org/policyresearch/July2011GDP.aspx>; State of Oregon, Office of Economic Analysis. 2011. "Blog of Oregon Economic News and Analysis." <http://oregoneconomicanalysis.wordpress.com/2011/06/07/gdp-by-state/>
- ⁸ 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.htm>.
- ⁹ 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.
- ¹⁰ Calculated using Bureau of Economic Analysis total employment data from the SA04 State income and employment summary table.
- ¹¹ U.S. Department of Transportation, Federal Aviation Administration. 2011. *Op. cit.*
- ¹² *Ibid.*
- ¹³ Online Travel Agents – List of Best Sites. <http://www.vacationdealstravel.com/best-travel/online-travel-agents.html>
- ¹⁴ 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.
- ¹⁵ *Loc. cit.*, p. 37.
- ¹⁶ U.S. Department of Transportation, Federal Highway Administration. 2010. *Freight Analysis Framework*. Version 3.0.
- ¹⁷ U.S. Department of Transportation, Federal Aviation Administration. 2011. *Op. cit.*
- ¹⁸ Based on results from the 2010 Decennial Census, the five most populous states were ranked in the following order: California (37.3 million persons), Texas (25.1 million), New York (19.4 million), Florida (18.8 million), and Illinois (12.8 million) (U.S. Department of Commerce, Bureau of the Census, *2010 Census Briefs: Population Distribution and Change: 2000 to 2010*, March 2011. <http://www.census.gov/prod/cen2010/briefs/c2010br-01.pdf>.) The size of each state's economy is measured in terms of state-level GDP. In 2009, the top five states by state GDP were California (\$1,847.0 billion), Texas (\$1,146.6 billion), New York (\$1,094.1 billion), Florida (\$732.8 billion), and Illinois (\$632.0 billion) (U.S. Department of Commerce, Bureau of Economic Analysis, Gross Domestic Product by State. <http://www.bea.gov/regional/index.htm>).
- ¹⁹ U.S. Department of Transportation, Federal Aviation Administration. 2011. *Op. cit.*

Appendix A: State Fact Sheets





Alabama

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

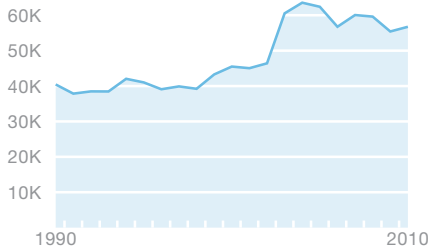
Population (Estimate):² **4,708,708**

Gross Domestic Product (\$ Millions):³ **166,819**

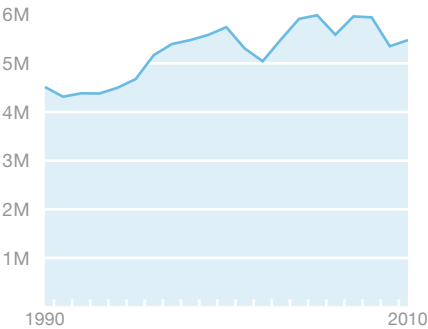
Contribution to Gross Domestic Product: **1.9%**

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

Number of Departures⁵



Number of Passengers⁵



ACTIVITY	AVIATION STATISTICS ^{1,5,8}			
	Number of Airports	Aircraft Operations	Commercial	
			Freight (Tons)	Passengers
Commercial Aviation	6	55,415	125,754	5,342,201
General Aviation	67	1,819,578	-	-
Reliever Airports	2	-	-	-
Total Activity	75	1,874,993	125,754	5,342,201

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$742,314,974	\$228,656,831	6,222
▶ Airport Operations	\$305,302,802	\$110,060,519	2,856
▶ General Aviation	\$633,432,324	\$195,117,481	5,310
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$1,336,168,852	\$336,497,758	7,676
▶ Air Courier	\$289,685,980	\$86,621,864	3,118
Indirect			
▶ Visitor Expenditures - Airlines	\$2,259,430,610	\$667,373,167	28,703
▶ Visitor Expenditures - General Aviation	\$292,817,823	\$86,490,267	3,720
▶ Travel Arrangements	\$21,275,976	\$6,815,568	238
Total Aviation Activity	\$5,880,429,340	\$1,717,633,456	57,843

FAA SPENDING (FY 2009)	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$250,359,557	\$80,090,720	2,377

ENABLING EFFECTS	TRADE FLOWS ⁷	
	Value	Weight (Tons)
Within State	0	0
State-to-State	\$757,016,300	14,233
Exports	\$2,054,428,900	38,835
Total Enabling Effects	\$2,811,445,200	53,068

Alaska

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

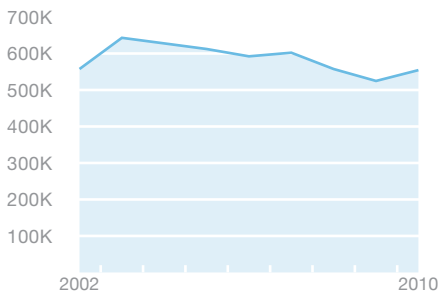
Population (Estimate):² **698,473**

Gross Domestic Product (\$ Millions):³ **45,861**

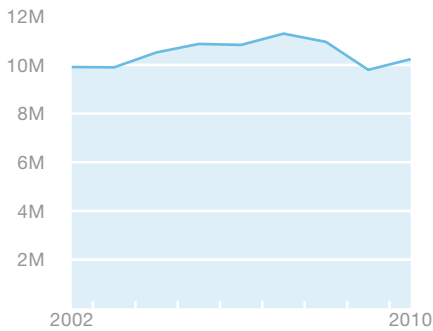
Contribution to Gross Domestic Product: **8.4%**

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

Number of Departures⁵



Number of Passengers⁵



ACTIVITY	AVIATION STATISTICS ^{1,5,8}			
	Number of Airports	Aircraft Operations	Commercial	
			Freight (Tons)	Passengers
Commercial Aviation	92	524,749	4,240,114	9,798,810
General Aviation	165	757,770	-	-
Reliever Airports	0	-	-	-
Total Activity	257	1,282,519	4,240,114	9,798,810

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$1,355,145,221	\$409,523,047	9,365
▶ Airport Operations	\$785,649,293	\$278,670,653	6,972
▶ General Aviation	\$262,549,658	\$79,342,150	1,814
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$44,663,860	\$10,628,182	276
▶ Air Courier	\$1,476,269,986	\$417,554,084	10,672
Indirect			
▶ Visitor Expenditures - Airlines	\$2,657,863,328	\$801,220,100	30,810
▶ Visitor Expenditures - General Aviation	\$97,548,738	\$29,406,331	1,131
▶ Travel Arrangements	\$12,212,192	\$3,926,015	146
Total Aviation Activity	\$6,691,902,277	\$2,030,270,563	61,186

FAA SPENDING (FY 2009)	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$736,384,471	\$243,554,829	5,807

ENABLING EFFECTS	TRADE FLOWS ⁷	
	Value	Weight (Tons)
Within State	\$1,315,371,100	1,392,359
State-to-State	\$119,030,100	2,624
Exports	\$21,056,959,800	221,640
Total Enabling Effects	\$22,491,361,000	1,616,623

Arizona

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

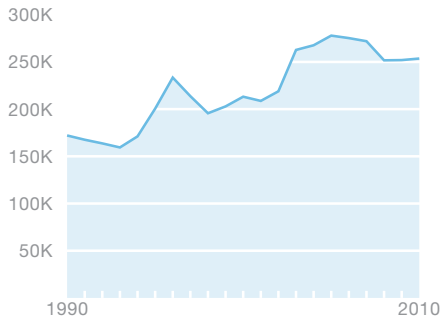
Population (Estimate):² **6,595,778**

Gross Domestic Product (\$ Millions):³ **249,711**

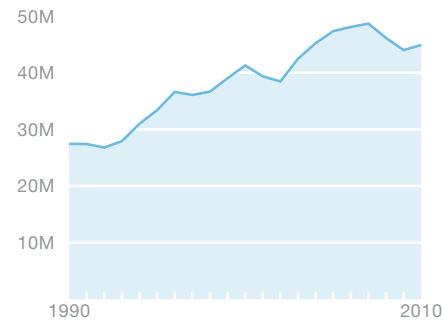
Contribution to Gross Domestic Product: **8.0%**

State Share of International Visitors:⁴ **3.1%**

Number of Departures⁵



Number of Passengers⁵



ACTIVITY	AVIATION STATISTICS ^{1,5,8}			
	Number of Airports	Aircraft Operations	Commercial	
			Freight (Tons)	Passengers
Commercial Aviation	11	251,951	268,155	43,986,447
General Aviation	39	2,831,150	-	-
Reliever Airports	8	-	-	-
Total Activity	58	3,083,101	268,155	43,986,447

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$6,187,457,344	\$1,964,011,110	42,237
▶ Airport Operations	\$759,071,024	\$281,308,724	7,227
▶ General Aviation	\$997,740,869	\$316,701,036	6,811
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$9,950,666,787	\$2,626,058,082	50,859
▶ Air Courier	\$747,999,768	\$230,389,337	7,976
Indirect			
▶ Visitor Expenditures - Airlines	\$15,460,003,753	\$4,714,212,412	145,110
▶ Visitor Expenditures - General Aviation	\$315,963,162	\$96,346,513	2,966
▶ Travel Arrangements	\$1,026,987,314	\$335,031,191	10,576
Total Aviation Activity	\$35,445,890,021	\$10,564,058,406	273,761

FAA SPENDING (FY 2009)	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$358,596,932	\$122,291,591	3,138

ENABLING EFFECTS	TRADE FLOWS ⁷	
	Value	Weight (Tons)
Within State	\$8,200	0
State-to-State	\$4,183,927,600	44,683
Exports	\$491,863,000	2,827
Total Enabling Effects	\$4,675,798,800	47,510

Arkansas

Largest Commercial Airport:¹ **Little Rock National/Adams Field**

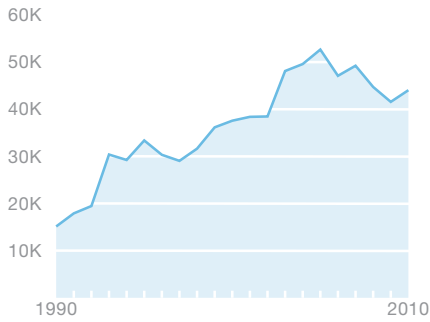
Population (Estimate):² **2,889,450**

Gross Domestic Product (\$ Millions):³ **98,795**

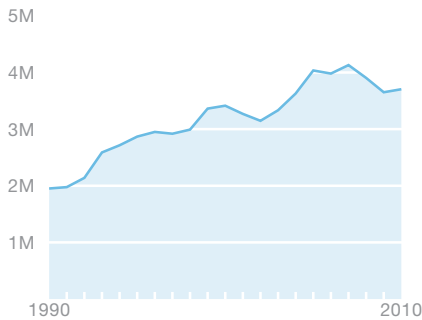
Contribution to Gross Domestic Product: **2.5%**

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

Number of Departures⁵



Number of Passengers⁵



ACTIVITY	AVIATION STATISTICS ^{1,5,8}			
	Number of Airports	Aircraft Operations	Commercial	
			Freight (Tons)	Passengers
Commercial Aviation	4	41,509	22,426	3,651,012
General Aviation	71	1,597,515	-	-
Reliever Airports	2	-	-	-
Total Activity	77	1,639,024	22,426	3,651,012

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$476,719,276	\$146,637,283	3,636
▶ Airport Operations	\$192,878,995	\$69,777,275	1,683
▶ General Aviation	\$522,583,802	\$160,745,061	3,985
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$1,854,897,150	\$462,509,998	11,024
▶ Air Courier	\$65,829,899	\$19,161,024	684
Indirect			
▶ Visitor Expenditures - Airlines	\$1,481,382,143	\$434,618,940	19,502
▶ Visitor Expenditures - General Aviation	\$122,980,676	\$36,080,988	1,619
▶ Travel Arrangements	\$5,873,090	\$1,858,030	74
Total Aviation Activity	\$4,723,145,031	\$1,331,388,599	42,206

FAA SPENDING (FY 2009)	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$111,456,941	\$34,738,306	1,043

ENABLING EFFECTS	TRADE FLOWS ⁷	
	Value	Weight (Tons)
Within State	0	0
State-to-State	\$1,455,059,800	2,290
Exports	\$722,200	5
Total Enabling Effects	\$1,455,782,000	2,295

California

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

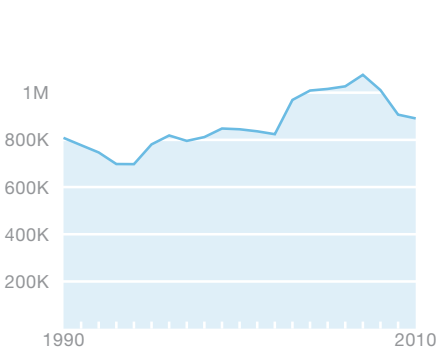
Population (Estimate):² **36,961,664**

Gross Domestic Product (\$ Millions):³ **1,847,048**

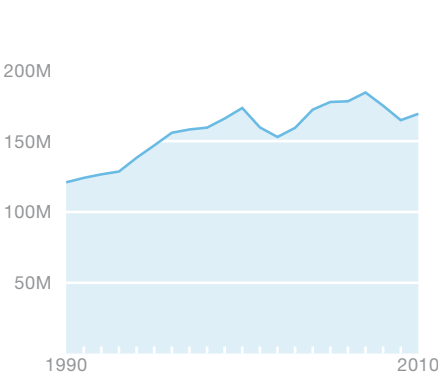
Contribution to Gross Domestic Product: **4.8%**

State Share of International Visitors:⁴ **16.5%**

Number of Departures⁵



Number of Passengers⁵



ACTIVITY	AVIATION STATISTICS ^{1,5,8}			
	Number of Airports	Aircraft Operations	Commercial	
			Freight (Tons)	Passengers
Commercial Aviation	29	906,881	3,635,401	164,816,430
General Aviation	125	8,636,840	-	-
Reliever Airports	37	-	-	-
Total Activity	191	9,543,721	3,635,401	164,816,430

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$27,908,589,999	\$8,571,874,239	171,653
▶ Airport Operations	\$6,723,289,277	\$2,436,866,156	49,029
▶ General Aviation	\$3,663,986,077	\$1,125,360,610	22,535
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$25,341,139,586	\$6,788,972,578	118,551
▶ Air Courier	\$5,889,354,052	\$1,767,292,850	49,697
Indirect			
▶ Visitor Expenditures - Airlines	\$82,924,026,128	\$25,130,207,353	670,356
▶ Visitor Expenditures - General Aviation	\$1,197,494,130	\$362,901,769	9,681
▶ Travel Arrangements	\$1,048,702,719	\$337,572,607	8,826
Total Aviation Activity	\$154,696,581,968	\$46,521,048,162	1,100,327

FAA SPENDING (FY 2009)	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$2,081,577,738	\$684,617,648	14,762

ENABLING EFFECTS	TRADE FLOWS ⁷	
	Value	Weight (Tons)
Within State	\$4,193,226,600	6,574
State-to-State	\$24,550,555,000	300,598
Exports	\$59,915,732,600	572,357
Total Enabling Effects	\$88,659,514,200	879,529

Colorado

Largest Commercial Airport:¹ **Denver International**

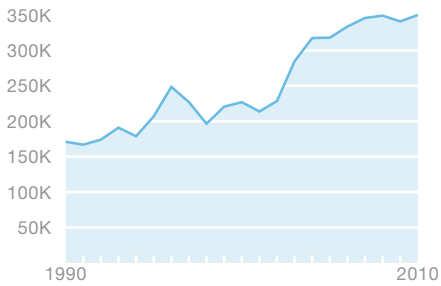
Population (Estimate):² **5,024,748**

Gross Domestic Product (\$ Millions):³ **250,664**

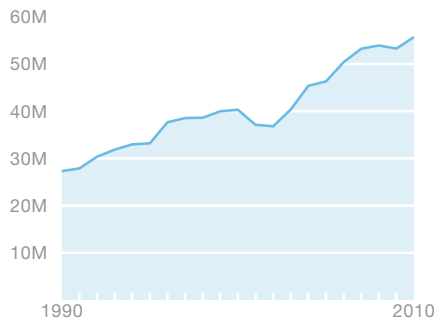
Contribution to Gross Domestic Product: **6.5%**

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

Number of Departures⁵



Number of Passengers⁵

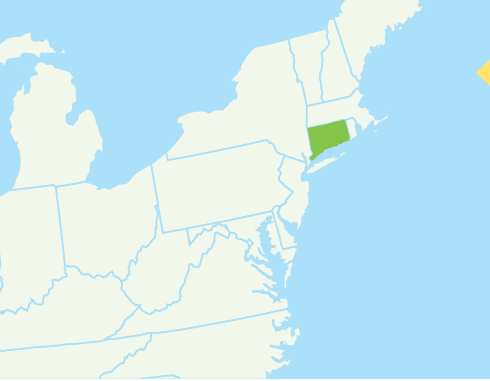


ACTIVITY	AVIATION STATISTICS ^{1,5,8}			
	Number of Airports	Aircraft Operations	Commercial	
			Freight (Tons)	Passengers
Commercial Aviation	14	341,037	275,170	53,268,114
General Aviation	31	1,698,346	-	-
Reliever Airports	4	-	-	-
Total Activity	49	2,039,383	275,170	53,268,114

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$8,416,426,607	\$2,620,832,254	60,164
▶ Airport Operations	\$2,066,809,568	\$752,486,344	18,527
▶ General Aviation	\$672,276,825	\$209,343,569	4,806
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$1,008,672,948	\$270,618,622	5,435
▶ Air Courier	\$664,507,778	\$201,206,920	6,456
Indirect			
▶ Visitor Expenditures - Airlines	\$14,982,537,109	\$4,527,113,270	136,475
▶ Visitor Expenditures - General Aviation	\$217,503,552	\$65,720,726	1,981
▶ Travel Arrangements	\$122,971,223	\$39,644,454	1,082
Total Aviation Activity	\$28,151,705,609	\$8,686,966,159	234,927

FAA SPENDING (FY 2009)	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$762,627,918	\$254,423,773	6,358

ENABLING EFFECTS	TRADE FLOWS ⁷	
	Value	Weight (Tons)
Within State	0	0
State-to-State	\$4,058,367,900	9,250
Exports	\$3,058,877,300	6,765
Total Enabling Effects	\$7,117,245,200	16,015



Connecticut

Largest Commercial Airport:¹ **Bradley International**

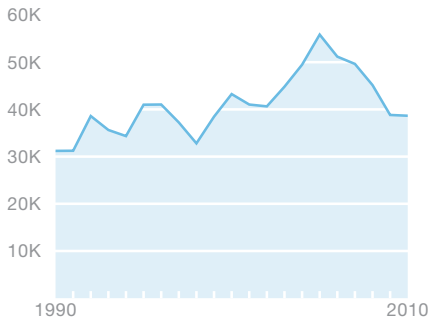
Population (Estimate):² **3,518,288**

Gross Domestic Product (\$ Millions):³ **227,550**

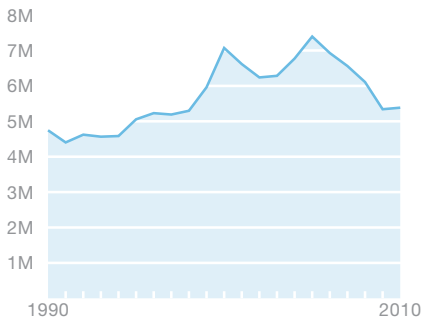
Contribution to Gross Domestic Product: **3.6%**

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

Number of Departures⁵



Number of Passengers⁵



ACTIVITY	AVIATION STATISTICS ^{1,5,8}			
	Number of Airports	Aircraft Operations	Commercial	
			Freight (Tons)	Passengers
Commercial Aviation	2	38,822	122,740	5,340,798
General Aviation	8	479,116	-	-
Reliever Airports	3	-	-	-
Total Activity	13	517,938	122,740	5,340,798

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$712,429,193	\$209,531,349	3,882
▶ Airport Operations	\$175,326,097	\$58,769,139	1,154
▶ General Aviation	\$160,117,123	\$47,091,777	873
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$10,512,822,706	\$2,615,550,512	41,920
▶ Air Courier	\$367,140,396	\$107,069,331	3,179
Indirect			
▶ Visitor Expenditures - Airlines	\$3,344,075,269	\$948,864,342	26,208
▶ Visitor Expenditures - General Aviation	\$50,342,480	\$14,284,422	395
▶ Travel Arrangements	\$569,887,784	\$175,475,070	4,351
Total Aviation Activity	\$15,892,141,048	\$4,176,635,942	81,962

FAA SPENDING (FY 2009)	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$118,305,032	\$37,493,880	785

ENABLING EFFECTS	TRADE FLOWS ⁷	
	Value	Weight (Tons)
Within State	0	0
State-to-State	\$8,358,211,700	32,430
Exports	\$1,162,031,800	7,927
Total Enabling Effects	\$9,520,243,500	40,356

Delaware

Largest Commercial Airport:¹ **New Castle**

Population (Estimate):² **885,122**

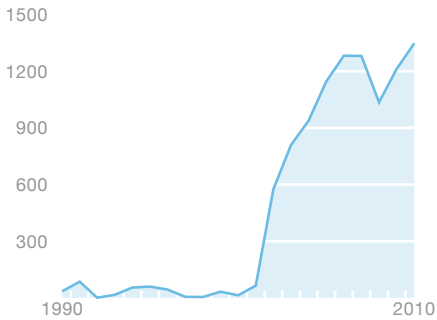
Gross Domestic Product (\$ Millions):³ **60,660**

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

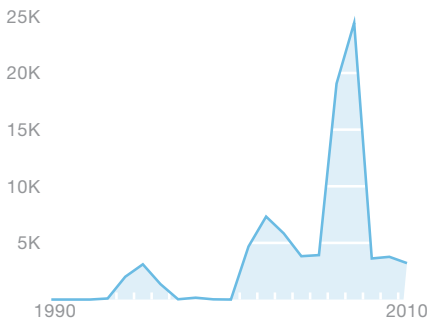
State Share of International Visitors:⁴ **0.1%**



Number of Departures⁵



Number of Passengers⁵



ACTIVITY	AVIATION STATISTICS ^{1,5,8}			
	Number of Airports	Aircraft Operations	Commercial	
			Freight (Tons)	Passengers
Commercial Aviation	0	1,212	86,430	3,772
General Aviation	2	165,928	-	-
Reliever Airports	2	-	-	-
Total Activity	4	167,140	86,430	3,772

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$513,673	\$124,300	2
▶ Airport Operations	\$30,865,097	\$9,634,604	242
▶ General Aviation	\$56,610,371	\$13,698,754	267
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$83,616,548	\$15,079,973	275
▶ Air Courier	\$12,662,778	\$3,048,110	102
Indirect			
▶ Visitor Expenditures - Airlines	\$192,242,712	\$51,980,588	1,881
▶ Visitor Expenditures - General Aviation	\$15,312,885	\$4,140,457	150
▶ Travel Arrangements	\$13,121,711	\$3,511,423	95
Total Aviation Activity	\$404,945,774	\$101,218,209	3,014

FAA SPENDING (FY 2009)	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$35,744,562	\$9,608,850	248

ENABLING EFFECTS	TRADE FLOWS ⁷	
	Value	Weight (Tons)
Within State	0	0
State-to-State	\$611,473,400	2,803
Exports	\$1,413,441,600	16,116
Total Enabling Effects	\$2,024,915,000	18,919



District of Columbia

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

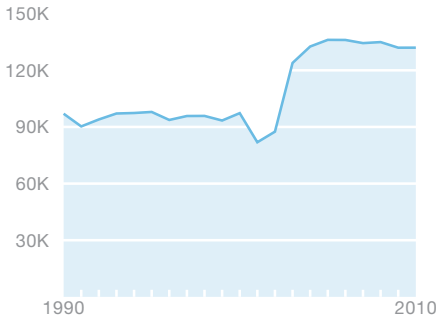
Population (Estimate):² **599,657**

Gross Domestic Product (\$ Millions):³ **98,892**

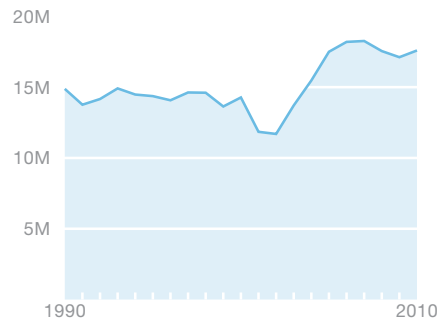
Contribution to Gross Domestic Product: **4.1%**

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

Number of Departures⁵



Number of Passengers⁵



ACTIVITY	AVIATION STATISTICS ^{1,5,8}			
	Number of Airports	Aircraft Operations	Commercial	
			Freight (Tons)	Passengers
Commercial Aviation	1	131,980	5,912	17,115,437
General Aviation	0	5,013	–	–
Reliever Airports	0	–	–	–
Total Activity	1	136,993	5,912	17,115,437

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$1,509,101,580	\$99,858,138	1,587
▶ Airport Operations	\$379,817,553	\$31,047,677	842
▶ General Aviation	\$1,107,362	\$73,275	1
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	0	0	0
▶ Air Courier	\$9,064,440	\$660,987	22
Indirect			
▶ Visitor Expenditures - Airlines	\$4,794,564,422	\$454,666,385	11,930
▶ Visitor Expenditures - General Aviation	\$863,767	\$81,911	2
▶ Travel Arrangements	\$41,673,214	\$4,639,683	127
Total Aviation Activity	\$6,736,192,338	\$591,028,056	14,511

FAA SPENDING (FY 2009)	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$500,893,988	\$40,557,877	1,091

ENABLING EFFECTS	TRADE FLOWS ⁷	
	Value	Weight (Tons)
Within State	0	0
State-to-State	\$1,275,700	9
Exports	0	0
Total Enabling Effects	\$1,275,700	9



Economic Impact of Civil Aviation by State (2009)

Florida

Largest Commercial Airport:¹ **Orlando International**

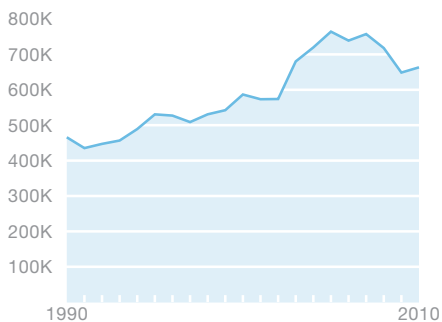
Population (Estimate):² **18,537,969**

Gross Domestic Product (\$ Millions):³ **732,782**

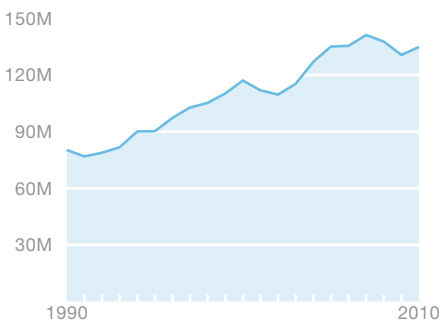
Contribution to Gross Domestic Product: **8.4%**

State Share of International Visitors:⁴ **13.7%**

Number of Departures⁵



Number of Passengers⁵

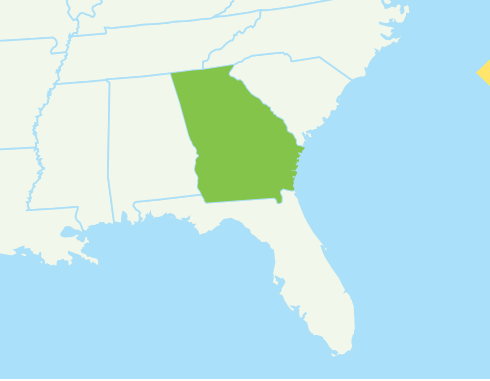


ACTIVITY	AVIATION STATISTICS ^{1,5,8}			
	Number of Airports	Aircraft Operations	Commercial	
			Freight (Tons)	Passengers
Commercial Aviation	21	649,720	2,313,264	130,632,197
General Aviation	58	6,304,748	-	-
Reliever Airports	21	-	-	-
Total Activity	100	6,954,468	2,313,264	130,632,197

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$19,144,296,566	\$6,207,865,097	145,075
▶ Airport Operations	\$6,604,800,724	\$2,458,566,605	63,259
▶ General Aviation	\$2,314,826,592	\$750,622,054	17,542
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$2,681,115,965	\$710,253,252	15,437
▶ Air Courier	\$2,371,927,230	\$737,613,743	26,620
Indirect			
▶ Visitor Expenditures - Airlines	\$67,881,790,384	\$20,807,736,956	642,934
▶ Visitor Expenditures - General Aviation	\$842,509,105	\$258,253,469	7,980
▶ Travel Arrangements	\$979,879,905	\$320,672,545	10,447
Total Aviation Activity	\$102,821,146,471	\$32,251,583,721	929,293

FAA SPENDING (FY 2009)	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$1,137,953,252	\$378,246,866	10,325

ENABLING EFFECTS	TRADE FLOWS ⁷	
	Value	Weight (Tons)
Within State	\$230,481,500	2,519
State-to-State	\$5,116,760,800	29,602
Exports	\$63,088,518,100	791,127
Total Enabling Effects	\$68,435,760,400	823,248



Georgia

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

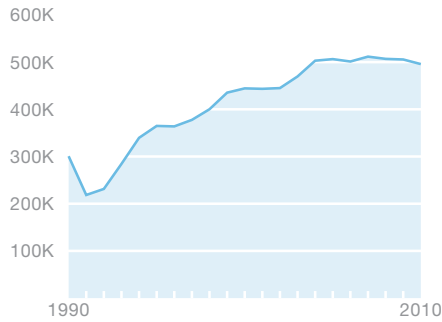
Population (Estimate):² **9,829,211**

Gross Domestic Product (\$ Millions):³ **394,117**

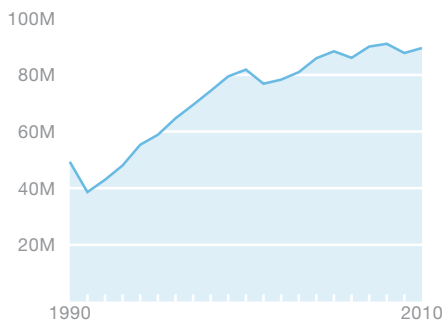
Contribution to Gross Domestic Product: **5.6%**

State Share of International Visitors:⁴ **1.8%**

Number of Departures⁵



Number of Passengers⁵



ACTIVITY	AVIATION STATISTICS ^{1,5,8}			
	Number of Airports	Aircraft Operations	Commercial	
			Freight (Tons)	Passengers
Commercial Aviation	9	505,620	750,199	87,732,250
General Aviation	85	1,715,043	-	-
Reliever Airports	4	-	-	-
Total Activity	98	2,220,663	750,199	87,732,250

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$13,224,292,691	\$4,051,587,567	86,601
▶ Airport Operations	\$2,083,453,571	\$744,625,325	18,806
▶ General Aviation	\$647,663,983	\$198,427,803	4,241
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$5,908,611,750	\$1,521,595,319	32,470
▶ Air Courier	\$586,507,512	\$176,763,405	5,026
Indirect			
▶ Visitor Expenditures - Airlines	\$16,319,023,473	\$4,871,090,384	154,303
▶ Visitor Expenditures - General Aviation	\$241,525,218	\$72,093,233	2,284
▶ Travel Arrangements	\$180,146,789	\$56,986,520	1,558
Total Aviation Activity	\$39,191,224,988	\$11,693,169,557	305,289

FAA SPENDING (FY 2009)	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$917,840,950	\$289,864,682	7,834

ENABLING EFFECTS	TRADE FLOWS ⁷	
	Value	Weight (Tons)
Within State	\$8,908,800	31
State-to-State	\$5,315,387,300	18,211
Exports	\$11,087,172,100	153,345
Total Enabling Effects	\$16,411,468,200	171,586

Hawaii

Largest Commercial Airport:¹ **Honolulu International**

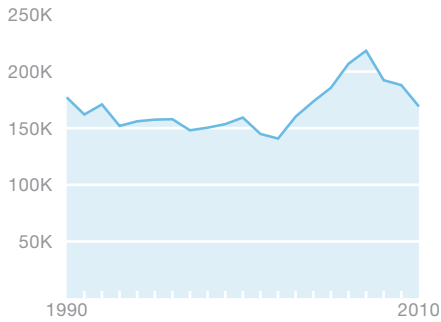
Population (Estimate):² **1,295,178**

Gross Domestic Product (\$ Millions):³ **65,428**

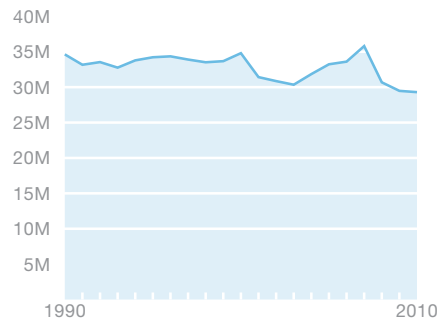
Contribution to Gross Domestic Product: **20.1%**

State Share of International Visitors:⁴ **4.6%**

Number of Departures⁵



Number of Passengers⁵



ACTIVITY	AVIATION STATISTICS ^{1,5,8}			
	Number of Airports	Aircraft Operations	Commercial	
			Freight (Tons)	Passengers
Commercial Aviation	8	188,040	655,397	29,476,772
General Aviation	6	273,574	-	-
Reliever Airports	1	-	-	-
Total Activity	15	461,614	655,397	29,476,772

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$4,243,950,689	\$1,304,919,177	32,439
▶ Airport Operations	\$833,712,970	\$313,265,808	7,728
▶ General Aviation	\$98,679,462	\$30,341,710	754
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$61,536,134	\$8,863,348	222
▶ Air Courier	\$816,317,679	\$248,345,621	7,427
Indirect			
▶ Visitor Expenditures - Airlines	\$15,795,722,787	\$4,827,399,517	132,675
▶ Visitor Expenditures - General Aviation	\$20,757,532	\$6,343,800	174
▶ Travel Arrangements	\$67,326,991	\$22,066,910	771
Total Aviation Activity	\$21,938,004,244	\$6,761,545,891	182,191

FAA SPENDING (FY 2009)	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$235,509,133	\$78,916,880	1,934

ENABLING EFFECTS	TRADE FLOWS ⁷	
	Value	Weight (Tons)
Within State	\$397,850,400	43,300
State-to-State	\$192,604,200	9,934
Exports	\$7,004,608,400	87,204
Total Enabling Effects	\$7,595,063,000	140,437

Idaho

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

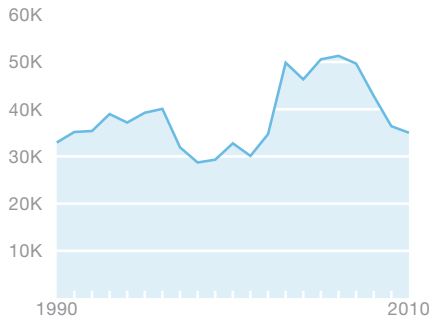
Population (Estimate):² **1,545,801**

Gross Domestic Product (\$ Millions):³ **53,661**

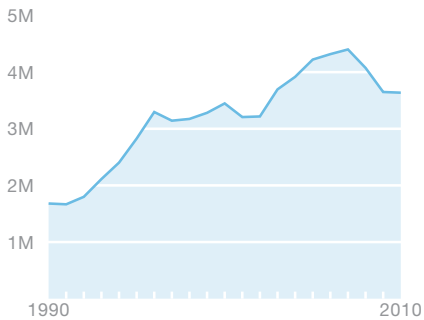
Contribution to Gross Domestic Product: **3.0%**

State Share of International Visitors:⁴ **0.0%**

Number of Departures⁵



Number of Passengers⁵



ACTIVITY	AVIATION STATISTICS ^{1,5,8}			
	Number of Airports	Aircraft Operations	Commercial	
			Freight (Tons)	Passengers
Commercial Aviation	6	36,407	44,509	3,649,338
General Aviation	30	1,026,850	-	-
Reliever Airports	1	-	-	-
Total Activity	37	1,063,257	44,509	3,649,338

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$421,585,203	\$135,370,687	4,047
▶ Airport Operations	\$81,921,452	\$30,819,484	909
▶ General Aviation	\$297,193,855	\$95,428,720	2,853
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$142,649,311	\$35,047,682	921
▶ Air Courier	\$299,574,342	\$89,625,370	3,366
Indirect			
▶ Visitor Expenditures - Airlines	\$1,371,828,116	\$413,652,623	18,976
▶ Visitor Expenditures - General Aviation	\$112,598,347	\$33,952,214	1,558
▶ Travel Arrangements	\$23,020,118	\$7,488,088	281
Total Aviation Activity	\$2,750,370,744	\$841,384,868	32,910

FAA SPENDING (FY 2009)	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$69,595,861	\$23,021,392	715

ENABLING EFFECTS	TRADE FLOWS ⁷	
	Value	Weight (Tons)
Within State	\$22,291,700	427
State-to-State	\$555,494,900	10,707
Exports	\$11,500	0
Total Enabling Effects	\$577,798,100	11,134

Illinois

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

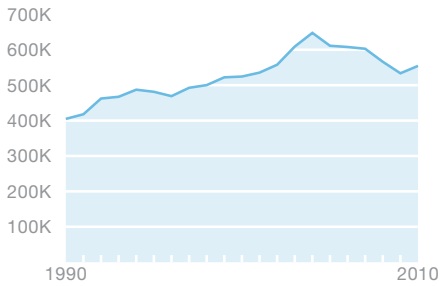
Population (Estimate):² **12,910,409**

Gross Domestic Product (\$ Millions):³ **631,970**

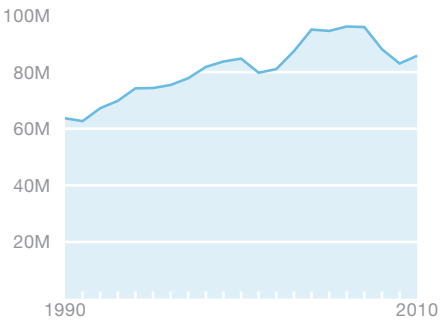
Contribution to Gross Domestic Product: **4.3%**

State Share of International Visitors:⁴ **3.1%**

Number of Departures⁵



Number of Passengers⁵



ACTIVITY	AVIATION STATISTICS ^{1,5,8}			
	Number of Airports	Aircraft Operations	Commercial	
			Freight (Tons)	Passengers
Commercial Aviation	10	533,586	1,656,548	83,019,158
General Aviation	67	2,136,106	-	-
Reliever Airports	9	-	-	-
Total Activity	86	2,669,692	1,656,548	83,019,158

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$13,062,072,715	\$3,679,308,618	73,853
▶ Airport Operations	\$3,900,745,712	\$1,363,903,802	30,216
▶ General Aviation	\$842,011,689	\$237,176,820	4,761
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$1,771,942,622	\$446,726,998	8,447
▶ Air Courier	\$1,234,673,773	\$363,226,377	11,540
Indirect			
▶ Visitor Expenditures - Airlines	\$25,210,380,402	\$7,495,657,991	200,282
▶ Visitor Expenditures - General Aviation	\$275,677,540	\$81,965,624	2,190
▶ Travel Arrangements	\$785,196,919	\$247,061,522	6,702
Total Aviation Activity	\$47,082,701,373	\$13,915,027,751	337,992

FAA SPENDING (FY 2009)	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$2,208,123,056	\$738,959,881	16,656

ENABLING EFFECTS	TRADE FLOWS ⁷	
	Value	Weight (Tons)
Within State	\$108,605,200	247
State-to-State	\$4,969,976,400	25,572
Exports	\$24,106,232,400	395,549
Total Enabling Effects	\$29,184,814,000	421,369

Indiana

Largest Commercial Airport:¹ **Indianapolis International**

Population (Estimate):² **6,423,113**

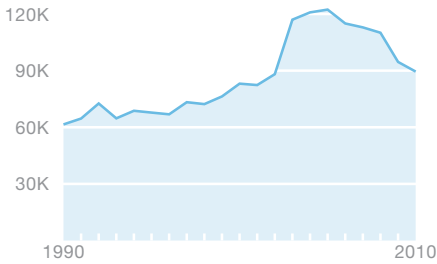
Gross Domestic Product (\$ Millions):³ **\$259,894**

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

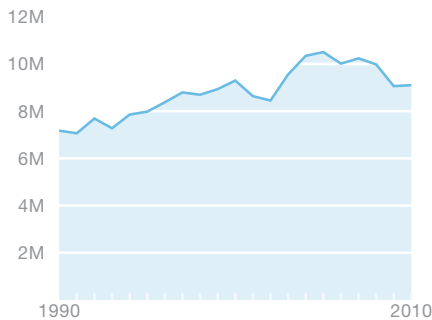
State Share of International Visitors:⁴ **0.2%**



Number of Departures⁵



Number of Passengers⁵



ACTIVITY	AVIATION STATISTICS ^{1,5,8}			
	Number of Airports	Aircraft Operations	Commercial	
			Freight (Tons)	Passengers
Commercial Aviation	5	94,614	1,018,754	9,059,825
General Aviation	54	1,291,203	-	-
Reliever Airports	7	-	-	-
Total Activity	66	1,385,817	1,018,754	9,059,825

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$1,299,348,909	\$392,380,489	10,191
▶ Airport Operations	\$746,469,868	\$258,430,278	6,965
▶ General Aviation	\$463,940,249	\$140,101,785	3,639
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$2,154,699,740	\$533,407,390	12,025
▶ Air Courier	\$2,259,804,327	\$655,413,260	23,198
Indirect			
▶ Visitor Expenditures - Airlines	\$3,997,977,017	\$1,151,548,462	45,904
▶ Visitor Expenditures - General Aviation	\$142,865,242	\$41,149,874	1,640
▶ Travel Arrangements	\$44,953,888	\$14,111,678	436
Total Aviation Activity	\$11,110,059,239	\$3,186,543,216	103,998

FAA SPENDING (FY 2009)	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$367,599,465	\$111,003,947	3,193

ENABLING EFFECTS	TRADE FLOWS ⁷	
	Value	Weight (Tons)
Within State	\$6,430,400	10
State-to-State	\$1,147,363,500	6,819
Exports	\$4,258,628,600	51,062
Total Enabling Effects	\$5,412,422,500	57,890

Iowa

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

Population (Estimate):² **3,007,856**

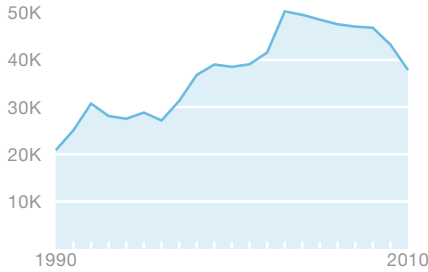
Gross Domestic Product (\$ Millions):³ **136,062**

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

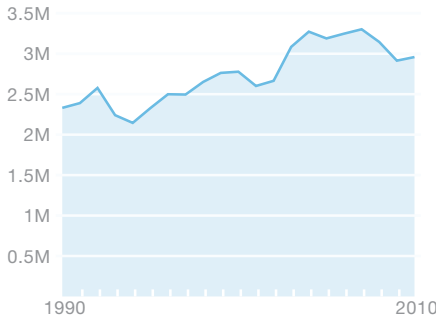
State Share of International Visitors:⁴ **0.1%**



Number of Departures⁵



Number of Passengers⁵



ACTIVITY	AVIATION STATISTICS ^{1,5,8}			
	Number of Airports	Aircraft Operations	Commercial	
			Freight (Tons)	Passengers
Commercial Aviation	8	43,233	109,430	2,914,508
General Aviation	69	799,545	-	-
Reliever Airports	1	-	-	-
Total Activity	78	842,778	109,430	2,914,508

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$320,574,656	\$96,598,020	3,072
▶ Airport Operations	\$143,584,996	\$49,464,569	1,381
▶ General Aviation	\$220,327,341	\$66,390,728	2,112
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$295,628,675	\$70,940,078	1,694
▶ Air Courier	\$350,254,176	\$102,641,592	3,925
Indirect			
▶ Visitor Expenditures - Airlines	\$1,133,375,342	\$327,776,567	13,935
▶ Visitor Expenditures - General Aviation	\$88,210,844	\$25,510,920	1,085
▶ Travel Arrangements	\$21,541,266	\$6,721,715	260
Total Aviation Activity	\$2,573,497,295	\$746,044,190	27,464

FAA SPENDING (FY 2009)	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$88,221,202	\$27,637,496	809

ENABLING EFFECTS	TRADE FLOWS ⁷	
	Value	Weight (Tons)
Within State	0	0
State-to-State	\$536,848,900	3,353
Exports	\$20,800	0
Total Enabling Effects	\$536,869,700	3,353

Kansas

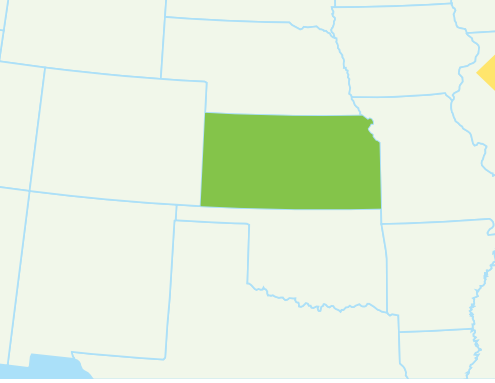
Largest Commercial Airport:¹ **Wichita Mid-Continent**

Population (Estimate):² **2,818,747**

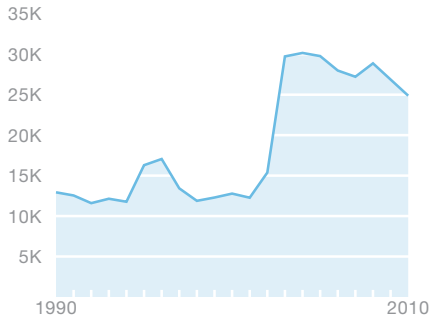
Gross Domestic Product (\$ Millions):³ **122,544**

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

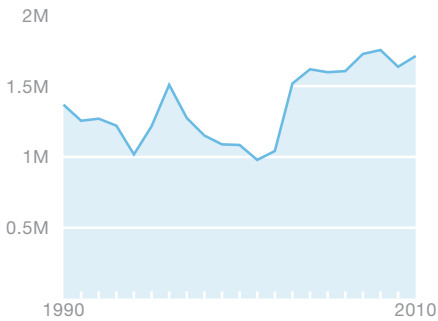
State Share of International Visitors:⁴ **0.1%**



Number of Departures⁵



Number of Passengers⁵



ACTIVITY	AVIATION STATISTICS ^{1,5,8}			
	Number of Airports	Aircraft Operations	Commercial	
			Freight (Tons)	Passengers
Commercial Aviation	7	26,875	27,330	1,636,641
General Aviation	68	1,384,699	-	-
Reliever Airports	4	-	-	-
Total Activity	79	1,411,574	27,330	1,636,641

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$208,607,267	\$51,762,129	1,452
▶ Airport Operations	\$100,634,223	\$33,221,860	829
▶ General Aviation	\$442,173,725	\$109,717,430	3,077
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$8,927,954,029	\$2,121,463,453	45,983
▶ Air Courier	\$221,532,276	\$52,912,342	1,631
Indirect			
▶ Visitor Expenditures - Airlines	\$746,911,141	\$210,026,550	8,977
▶ Visitor Expenditures - General Aviation	\$139,535,753	\$39,236,545	1,677
▶ Travel Arrangements	\$20,049,926	\$5,835,827	203
Total Aviation Activity	\$10,807,398,339	\$2,624,176,136	63,829

FAA SPENDING (FY 2009)	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$233,593,286	\$67,374,181	1,906

ENABLING EFFECTS	TRADE FLOWS ⁷	
	Value	Weight (Tons)
Within State	\$16,879,300	123
State-to-State	\$7,418,763,100	41,898
Exports	0	0
Total Enabling Effects	\$7,435,642,400	42,021



Economic Impact of Civil Aviation by State (2009)

Kentucky

Largest Commercial Airport:¹ **Cincinnati/Northern Kentucky International**

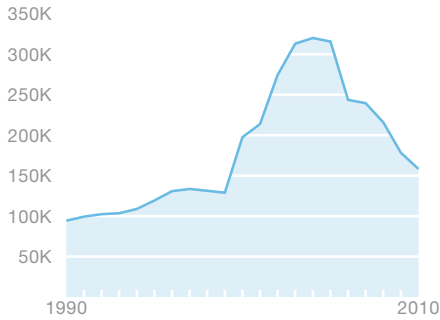
Population (Estimate):² **4,314,113**

Gross Domestic Product (\$ Millions):³ **155,789**

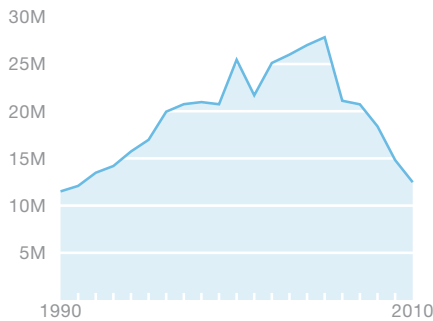
Contribution to Gross Domestic Product: **4.1%**

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

Number of Departures⁵



Number of Passengers⁵

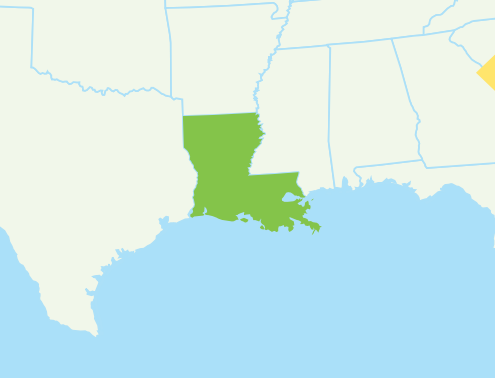


ACTIVITY	AVIATION STATISTICS ^{1,5,8}			
	Number of Airports	Aircraft Operations	Commercial	
			Freight (Tons)	Passengers
Commercial Aviation	4	178,294	2,275,907	14,825,929
General Aviation	50	695,930	-	-
Reliever Airports	1	-	-	-
Total Activity	55	874,224	2,275,907	14,825,929

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$2,008,228,407	\$461,264,962	11,917
▶ Airport Operations	\$421,894,984	\$132,790,189	3,511
▶ General Aviation	\$236,166,501	\$54,244,493	1,401
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$694,771,108	\$165,135,494	3,850
▶ Air Courier	\$4,336,456,482	\$1,126,011,157	31,623
Indirect			
▶ Visitor Expenditures - Airlines	\$3,676,623,061	\$1,031,684,045	39,727
▶ Visitor Expenditures - General Aviation	\$93,840,071	\$26,332,127	1,014
▶ Travel Arrangements	\$10,675,299	\$3,216,406	113
Total Aviation Activity	\$11,478,655,913	\$3,000,678,873	93,156

FAA SPENDING (FY 2009)	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$158,868,984	\$46,523,454	1,415

ENABLING EFFECTS	TRADE FLOWS ⁷	
	Value	Weight (Tons)
Within State	0	0
State-to-State	\$446,720,900	13,018
Exports	\$5,819,832,000	72,439
Total Enabling Effects	\$6,266,552,900	85,457



Louisiana

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

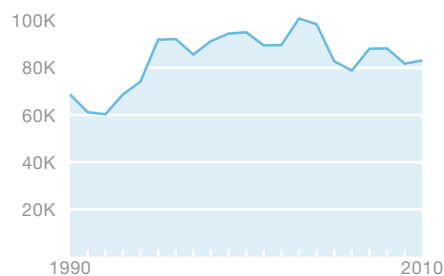
Population (Estimate):² **4,492,076**

Gross Domestic Product (\$ Millions):³ **205,117**

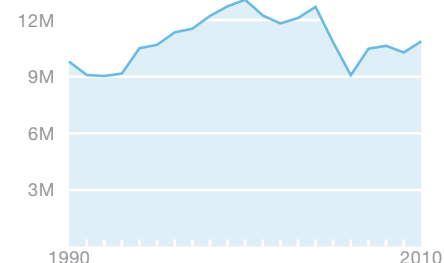
Contribution to Gross Domestic Product: **2.6%**

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

Number of Departures⁵



Number of Passengers⁵



ACTIVITY	AVIATION STATISTICS ^{1,5,8}			
	Number of Airports	Aircraft Operations	Commercial	
			Freight (Tons)	Passengers
Commercial Aviation	7	81,783	110,310	10,284,356
General Aviation	46	1,485,218	-	-
Reliever Airports	3	-	-	-
Total Activity	56	1,567,001	110,310	10,284,356

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$1,495,647,794	\$434,096,282	9,560
▶ Airport Operations	\$433,788,086	\$156,583,086	3,494
▶ General Aviation	\$541,132,957	\$157,058,236	3,459
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$2,312,438,593	\$578,450,544	14,048
▶ Air Courier	\$372,439,465	\$112,441,776	3,645
Indirect			
▶ Visitor Expenditures - Airlines	\$4,341,674,682	\$1,319,430,110	42,704
▶ Visitor Expenditures - General Aviation	\$131,041,479	\$39,823,360	1,289
▶ Travel Arrangements	\$17,962,004	\$5,866,646	226
Total Aviation Activity	\$9,646,125,060	\$2,803,750,040	78,425

FAA SPENDING (FY 2009)	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$191,328,683	\$62,522,066	1,662

ENABLING EFFECTS	TRADE FLOWS ⁷	
	Value	Weight (Tons)
Within State	0	0
State-to-State	\$519,282,200	8,267
Exports	\$11,289,600	122
Total Enabling Effects	\$530,571,800	8,389

Maine

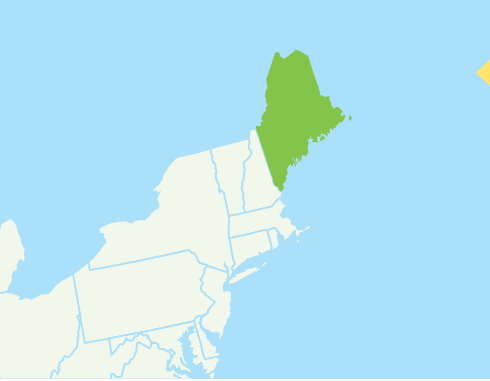
Largest Commercial Airport:¹ **Portland International Jetport**

Population (Estimate):² **1,318,301**

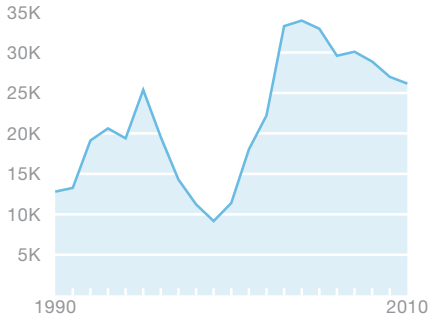
Gross Domestic Product (\$ Millions):³ **50,039**

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

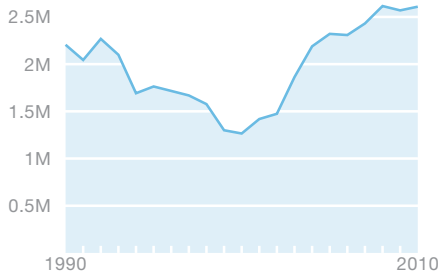
State Share of International Visitors:⁴ **0.1%**



Number of Departures⁵



Number of Passengers⁵

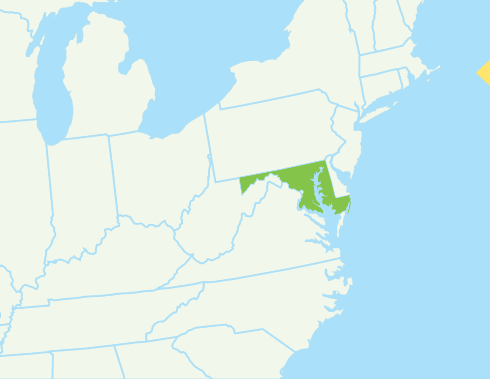


ACTIVITY	AVIATION STATISTICS ^{1,5,8}			
	Number of Airports	Aircraft Operations	Commercial	
			Freight (Tons)	Passengers
Commercial Aviation	6	26,994	41,763	2,569,495
General Aviation	26	503,052	-	-
Reliever Airports	2	-	-	-
Total Activity	34	530,046	41,763	2,569,495

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$336,373,754	\$110,795,235	3,228
▶ Airport Operations	\$140,019,475	\$52,159,483	1,453
▶ General Aviation	\$164,986,630	\$54,343,516	1,583
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$976,645,561	\$166,168,286	4,404
▶ Air Courier	\$247,222,386	\$75,854,048	2,666
Indirect			
▶ Visitor Expenditures - Airlines	\$1,164,600,638	\$354,669,406	14,670
▶ Visitor Expenditures - General Aviation	\$52,540,403	\$16,000,741	662
▶ Travel Arrangements	\$24,584,507	\$8,046,718	318
Total Aviation Activity	\$3,106,973,354	\$838,037,433	28,984

FAA SPENDING (FY 2009)	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$75,982,210	\$25,335,501	770

ENABLING EFFECTS	TRADE FLOWS ⁷	
	Value	Weight (Tons)
Within State	0	0
State-to-State	\$131,813,500	1,473
Exports	\$256,709,700	1,809
Total Enabling Effects	\$388,523,200	3,281



Maryland

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

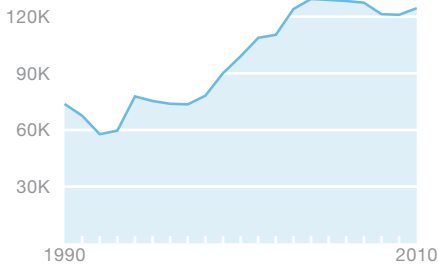
Population (Estimate):² **5,699,478**

Gross Domestic Product (\$ Millions):³ **285,116**

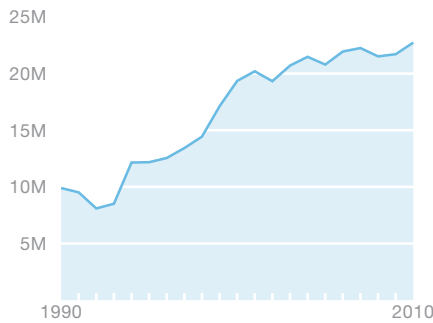
Contribution to Gross Domestic Product: **2.7%**

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

Number of Departures⁵



Number of Passengers⁵

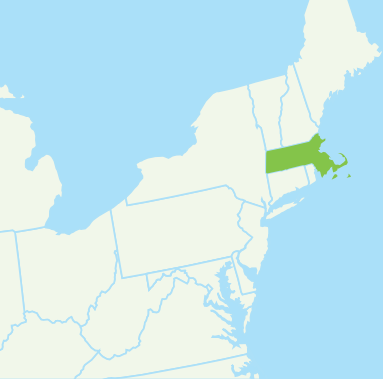


ACTIVITY	AVIATION STATISTICS ^{1,5,8}			
	Number of Airports	Aircraft Operations	Commercial	
			Freight (Tons)	Passengers
Commercial Aviation	2	121,013	105,649	21,708,748
General Aviation	10	819,318	-	-
Reliever Airports	6	-	-	-
Total Activity	18	940,331	105,649	21,708,748

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$2,954,316,134	\$853,367,004	17,697
▶ Airport Operations	\$575,953,683	\$201,653,479	4,736
▶ General Aviation	\$279,341,997	\$80,689,145	1,673
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$453,330,460	\$106,991,181	2,048
▶ Air Courier	\$446,397,364	\$129,837,781	4,344
Indirect			
▶ Visitor Expenditures - Airlines	\$8,231,302,619	\$2,235,460,911	60,671
▶ Visitor Expenditures - General Aviation	\$81,452,363	\$22,120,870	600
▶ Travel Arrangements	\$78,098,730	\$23,584,423	654
Total Aviation Activity	\$13,100,193,349	\$3,653,704,793	92,424

FAA SPENDING (FY 2009)	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$923,403,249	\$299,898,342	7,330

ENABLING EFFECTS	TRADE FLOWS ⁷	
	Value	Weight (Tons)
Within State	0	0
State-to-State	\$2,198,674,100	32,876
Exports	\$135,330,900	1,210
Total Enabling Effects	\$2,334,005,000	34,086



Massachusetts

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

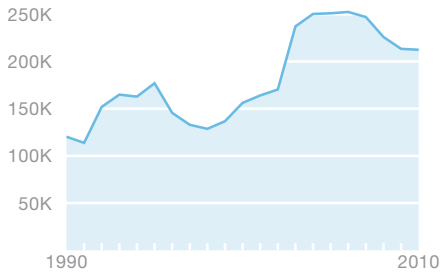
Population (Estimate):² **6,593,587**

Gross Domestic Product (\$ Millions):³ **360,538**

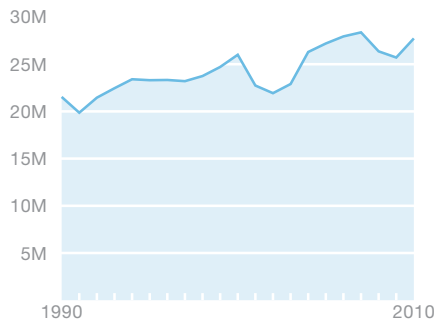
Contribution to Gross Domestic Product: **3.4%**

State Share of International Visitors:⁴ **3.1%**

Number of Departures⁵



Number of Passengers⁵



ACTIVITY	AVIATION STATISTICS ^{1,5,8}			
	Number of Airports	Aircraft Operations	Commercial	
			Freight (Tons)	Passengers
Commercial Aviation	8	213,381	260,234	25,708,830
General Aviation	17	1,308,498	-	-
Reliever Airports	3	-	-	-
Total Activity	28	1,521,879	260,234	25,708,830

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$3,378,613,422	\$967,805,520	21,280
▶ Airport Operations	\$1,089,088,081	\$376,897,898	8,570
▶ General Aviation	\$430,814,986	\$123,407,170	2,713
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$876,429,947	\$217,193,770	3,652
▶ Air Courier	\$384,926,679	\$112,800,306	3,410
Indirect			
▶ Visitor Expenditures - Airlines	\$14,217,253,756	\$4,191,956,425	104,997
▶ Visitor Expenditures - General Aviation	\$167,361,205	\$49,346,441	1,236
▶ Travel Arrangements	\$187,310,329	\$58,181,987	1,423
Total Aviation Activity	\$20,731,798,405	\$6,097,589,517	147,281

FAA SPENDING (FY 2009)	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$966,238,889	\$324,897,979	7,307

ENABLING EFFECTS	TRADE FLOWS ⁷	
	Value	Weight (Tons)
Within State	0	0
State-to-State	\$5,022,211,500	17,042
Exports	\$4,955,527,800	33,368
Total Enabling Effects	\$9,977,739,300	50,409

Michigan

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

Population (Estimate):² **9,969,727**

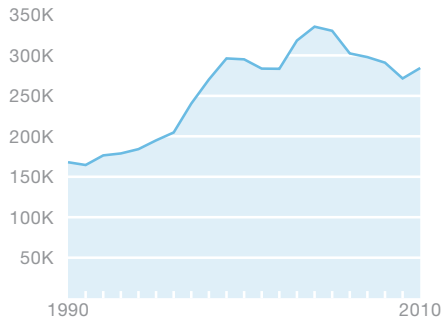
Gross Domestic Product (\$ Millions):³ **369,671**

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

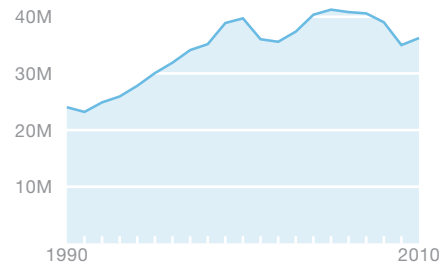
State Share of International Visitors:⁴ **0.5%**



Number of Departures⁵



Number of Passengers⁵



ACTIVITY	AVIATION STATISTICS ^{1,5,8}			
	Number of Airports	Aircraft Operations	Commercial	
			Freight (Tons)	Passengers
Commercial Aviation	16	271,525	237,366	35,001,893
General Aviation	70	1,809,592	-	-
Reliever Airports	9	-	-	-
Total Activity	95	2,081,117	237,366	35,001,893

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$4,568,779,208	\$1,289,738,072	29,381
▶ Airport Operations	\$1,195,393,632	\$440,014,941	11,494
▶ General Aviation	\$591,767,150	\$167,052,201	3,806
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$863,671,362	\$228,443,270	4,803
▶ Air Courier	\$958,313,309	\$295,067,304	9,695
Indirect			
▶ Visitor Expenditures - Airlines	\$9,031,401,154	\$2,751,259,781	104,599
▶ Visitor Expenditures - General Aviation	\$235,725,473	\$71,809,679	2,730
▶ Travel Arrangements	\$117,362,688	\$38,217,650	1,186
Total Aviation Activity	\$17,562,413,977	\$5,281,602,897	167,693

FAA SPENDING (FY 2009)	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$350,659,013	\$113,886,779	3,059

ENABLING EFFECTS	TRADE FLOWS ⁷	
	Value	Weight (Tons)
Within State	\$56,400	1
State-to-State	\$1,102,374,200	11,125
Exports	\$553,262,800	16,360
Total Enabling Effects	\$1,655,693,400	27,485

Minnesota

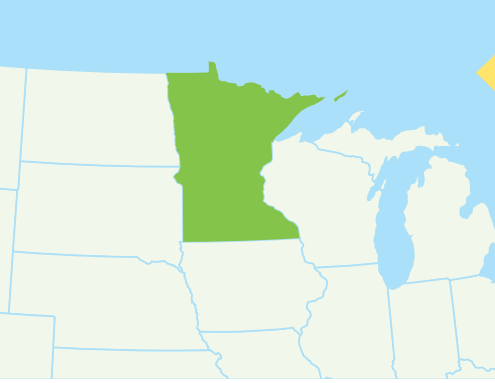
Largest Commercial Airport:¹ **Minneapolis-St. Paul International**

Population (Estimate):² **5,266,214**

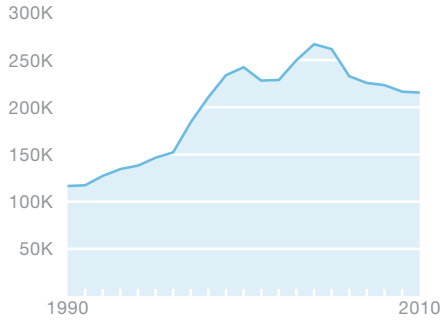
Gross Domestic Product (\$ Millions):³ **258,499**

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

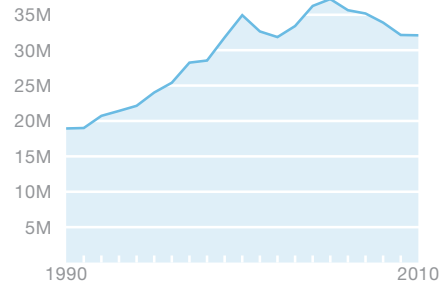
State Share of International Visitors:⁴ **0.3%**



Number of Departures⁵



Number of Passengers⁵



ACTIVITY	AVIATION STATISTICS ^{1,5,8}			
	Number of Airports	Aircraft Operations	Commercial	
			Freight (Tons)	Passengers
Commercial Aviation	9	216,562	224,017	32,145,554
General Aviation	81	1,607,030	-	-
Reliever Airports	7	-	-	-
Total Activity	97	1,823,592	224,017	32,145,554

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$4,486,225,232	\$1,311,940,803	25,876
▶ Airport Operations	\$776,765,210	\$278,974,765	6,840
▶ General Aviation	\$561,882,739	\$164,315,623	3,241
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$226,016,256	\$58,000,921	1,262
▶ Air Courier	\$469,802,765	\$138,750,039	4,944
Indirect			
▶ Visitor Expenditures - Airlines	\$7,813,216,742	\$2,313,498,697	85,402
▶ Visitor Expenditures - General Aviation	\$181,686,693	\$53,797,551	1,986
▶ Travel Arrangements	\$145,299,381	\$46,305,822	1,417
Total Aviation Activity	\$14,660,895,018	\$4,365,584,221	130,967

FAA SPENDING (FY 2009)	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$376,204,788	\$118,066,916	3,100

ENABLING EFFECTS	TRADE FLOWS ⁷	
	Value	Weight (Tons)
Within State	0	0
State-to-State	\$4,062,696,100	17,041
Exports	\$947,103,900	8,828
Total Enabling Effects	\$5,009,800,000	25,870



Mississippi

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

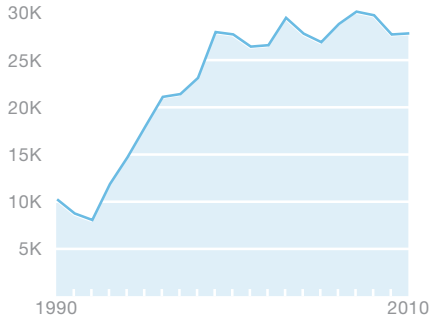
Population (Estimate):² **2,951,996**

Gross Domestic Product (\$ Millions):³ **94,406**

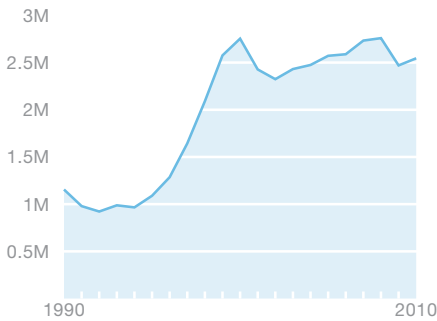
Contribution to Gross Domestic Product: **1.7%**

State Share of International Visitors:⁴ **0.0%**

Number of Departures⁵



Number of Passengers⁵



ACTIVITY	AVIATION STATISTICS ^{1,5,8}			
	Number of Airports	Aircraft Operations	Commercial	
			Freight (Tons)	Passengers
Commercial Aviation	7	27,489	9,530	2,469,866
General Aviation	65	1,161,216	-	-
Reliever Airports	1	-	-	-
Total Activity	73	1,188,705	9,530	2,469,866

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$333,367,858	\$100,696,888	3,192
▶ Airport Operations	\$122,050,764	\$42,778,164	1,148
▶ General Aviation	\$392,667,441	\$118,608,883	3,760
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$1,152,590,126	\$270,525,630	6,141
▶ Air Courier	\$42,951,233	\$12,302,603	443
Indirect			
▶ Visitor Expenditures - Airlines	\$948,012,746	\$271,937,636	9,333
▶ Visitor Expenditures - General Aviation	\$114,823,803	\$32,937,230	1,130
▶ Travel Arrangements	\$5,829,523	\$1,844,268	76
Total Aviation Activity	\$3,112,293,495	\$851,631,300	25,223

FAA SPENDING (FY 2009)	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$143,073,003	\$44,052,219	1,365

ENABLING EFFECTS	TRADE FLOWS ⁷	
	Value	Weight (Tons)
Within State	\$30,900	1
State-to-State	\$144,756,700	781
Exports	\$1,295,000	12
Total Enabling Effects	\$146,082,600	795

Missouri

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

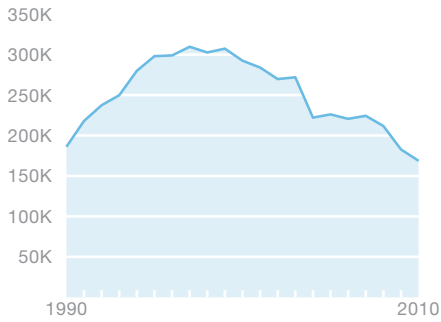
Population (Estimate):² **5,987,580**

Gross Domestic Product (\$ Millions):³ **237,955**

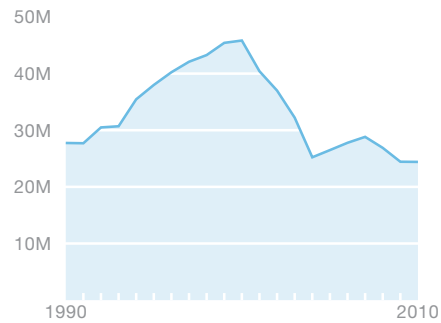
Contribution to Gross Domestic Product: **4.0%**

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

Number of Departures⁵



Number of Passengers⁵



ACTIVITY	AVIATION STATISTICS ^{1,5,8}			
	Number of Airports	Aircraft Operations	Commercial	
			Freight (Tons)	Passengers
Commercial Aviation	6	182,786	208,650	24,437,099
General Aviation	63	893,269	-	-
Reliever Airports	6	-	-	-
Total Activity	75	1,076,055	208,650	24,437,099

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$3,407,849,225	\$917,517,761	21,313
▶ Airport Operations	\$910,449,423	\$294,070,471	7,737
▶ General Aviation	\$312,086,177	\$84,025,023	1,952
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$2,103,269,672	\$507,450,000	10,098
▶ Air Courier	\$407,680,185	\$114,647,055	4,005
Indirect			
▶ Visitor Expenditures - Airlines	\$9,467,678,842	\$2,629,211,774	93,937
▶ Visitor Expenditures - General Aviation	\$119,093,390	\$33,072,704	1,182
▶ Travel Arrangements	\$110,569,335	\$32,228,992	951
Total Aviation Activity	\$16,838,676,249	\$4,612,223,781	141,174

FAA SPENDING (FY 2009)	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$365,133,903	\$106,480,759	2,946

ENABLING EFFECTS	TRADE FLOWS ⁷	
	Value	Weight (Tons)
Within State	\$1,699,500	1
State-to-State	\$2,630,586,600	18,213
Exports	\$11,482,500	107
Total Enabling Effects	\$2,643,768,600	18,321

Montana

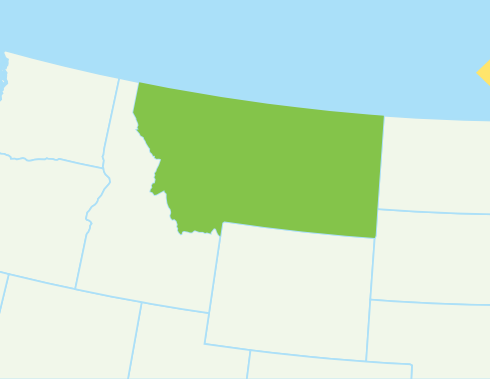
Largest Commercial Airport:¹ **Billings-Logan International**

Population (Estimate):² **974,989**

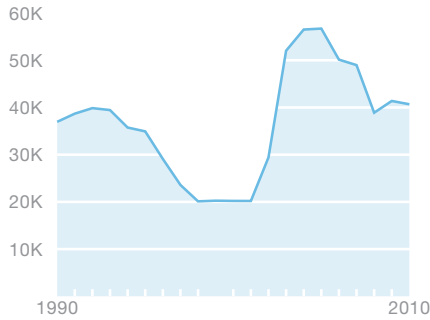
Gross Domestic Product (\$ Millions):³ **34,999**

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

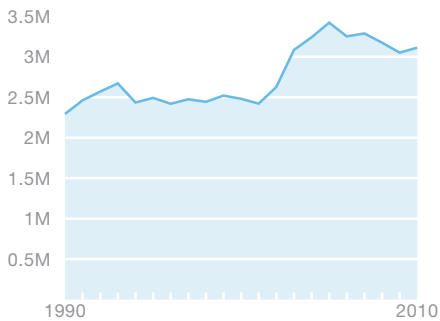
State Share of International Visitors:⁴ **0.1%**



Number of Departures⁵



Number of Passengers⁵

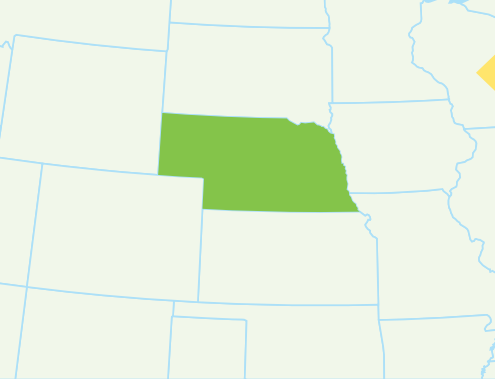


ACTIVITY	AVIATION STATISTICS ^{1,5,8}			
	Number of Airports	Aircraft Operations	Commercial	
			Freight (Tons)	Passengers
Commercial Aviation	8	41,380	54,943	3,052,070
General Aviation	62	657,173	-	-
Reliever Airports	0	-	-	-
Total Activity	70	698,553	54,943	3,052,070

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$401,378,086	\$128,201,552	4,166
▶ Airport Operations	\$123,393,069	\$46,856,889	1,405
▶ General Aviation	\$216,521,201	\$69,157,622	2,248
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$10,138,105	\$2,348,557	67
▶ Air Courier	\$513,241,367	\$152,081,474	5,619
Indirect			
▶ Visitor Expenditures - Airlines	\$1,217,232,467	\$367,094,638	17,255
▶ Visitor Expenditures - General Aviation	\$68,027,239	\$20,515,748	964
▶ Travel Arrangements	\$15,174,496	\$4,942,128	205
Total Aviation Activity	\$2,565,106,030	\$791,198,607	31,928

FAA SPENDING (FY 2009)	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$113,695,552	\$38,191,753	1,210

ENABLING EFFECTS	TRADE FLOWS ⁷	
	Value	Weight (Tons)
Within State	0	0
State-to-State	\$78,836,200	793
Exports	\$17,800,200	44
Total Enabling Effects	\$96,636,400	837



Economic Impact of Civil Aviation by State (2009)

Nebraska

Largest Commercial Airport:¹ **Eppley Airfield**

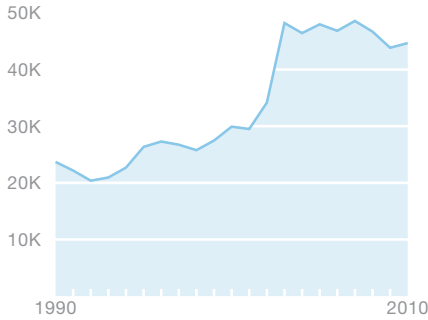
Population (Estimate):² **1,796,619**

Gross Domestic Product (\$ Millions):³ **86,411**

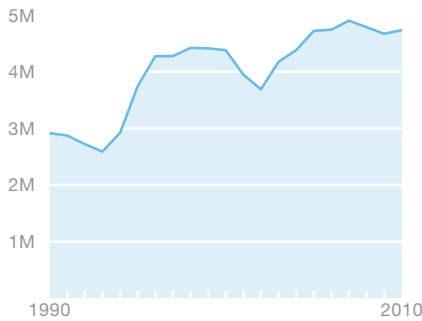
Contribution to Gross Domestic Product: **2.2%**

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

Number of Departures⁵



Number of Passengers⁵



ACTIVITY	AVIATION STATISTICS ^{1,5,8}			
	Number of Airports	Aircraft Operations	Commercial	
			Freight (Tons)	Passengers
Commercial Aviation	6	43,850	69,857	4,669,269
General Aviation	65	732,742	-	-
Reliever Airports	1	-	-	-
Total Activity	72	776,592	69,857	4,669,269

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$517,867,938	\$147,016,386	4,372
▶ Airport Operations	\$182,288,313	\$65,424,053	1,695
▶ General Aviation	\$203,602,339	\$57,800,219	1,719
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$167,772,058	\$26,760,236	612
▶ Air Courier	\$431,098,287	\$120,422,543	4,434
Indirect			
▶ Visitor Expenditures - Airlines	\$1,741,139,042	\$513,360,905	23,227
▶ Visitor Expenditures - General Aviation	\$63,603,779	\$18,753,065	848
▶ Travel Arrangements	\$25,262,412	\$7,991,846	320
Total Aviation Activity	\$3,332,634,168	\$957,529,252	37,227

FAA SPENDING (FY 2009)	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$106,377,557	\$34,320,247	976

ENABLING EFFECTS	TRADE FLOWS ⁷	
	Value	Weight (Tons)
Within State	0	0
State-to-State	\$183,103,100	16,370
Exports	\$143,437,300	1,370
Total Enabling Effects	\$326,540,400	17,740

Nevada

Largest Commercial Airport:¹ **McCarran International**

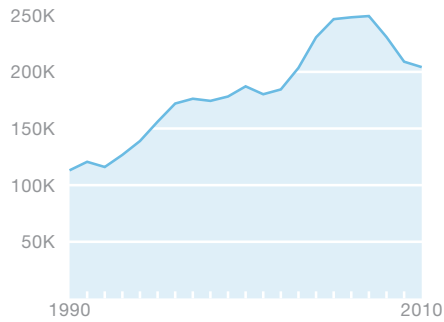
Population (Estimate):² **2,643,085**

Gross Domestic Product (\$ Millions):³ **125,037**

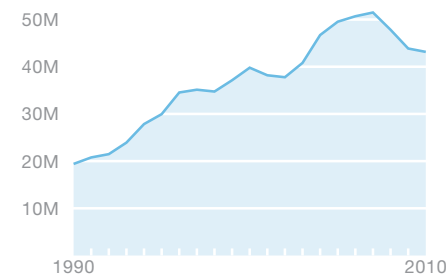
Contribution to Gross Domestic Product: **15.7%**

State Share of International Visitors:⁴ **5.4%**

Number of Departures⁵



Number of Passengers⁵

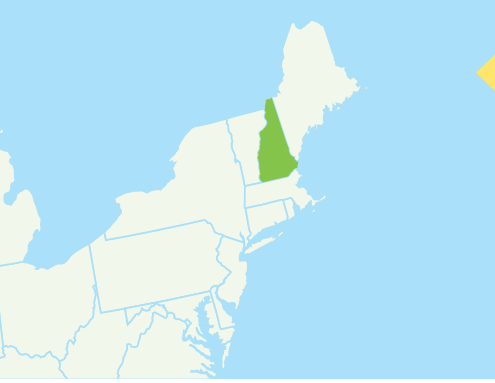


ACTIVITY	AVIATION STATISTICS ^{1,5,8}			
	Number of Airports	Aircraft Operations	Commercial	
			Freight (Tons)	Passengers
Commercial Aviation	5	208,996	149,216	43,860,660
General Aviation	22	658,276	-	-
Reliever Airports	3	-	-	-
Total Activity	30	867,272	149,216	43,860,660

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$5,799,373,201	\$1,856,282,138	43,599
▶ Airport Operations	\$2,414,530,256	\$889,103,273	24,196
▶ General Aviation	\$218,059,727	\$69,797,263	1,639
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$101,288,982	\$26,008,066	622
▶ Air Courier	\$426,898,756	\$130,380,970	4,267
Indirect			
▶ Visitor Expenditures - Airlines	\$23,203,608,810	\$6,897,072,688	185,371
▶ Visitor Expenditures - General Aviation	\$83,761,220	\$24,897,301	669
▶ Travel Arrangements	\$87,196,849	\$28,318,959	862
Total Aviation Activity	\$32,334,717,800	\$9,921,860,657	261,225

FAA SPENDING (FY 2009)	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$205,978,715	\$68,492,710	1,691

ENABLING EFFECTS	TRADE FLOWS ⁷	
	Value	Weight (Tons)
Within State	\$615,500	6
State-to-State	\$388,044,100	10,181
Exports	\$218,875,300	2,578
Total Enabling Effects	\$607,534,900	12,765



Economic Impact of Civil Aviation by State (2009)

New Hampshire

Largest Commercial Airport:¹ **Manchester Municipal**

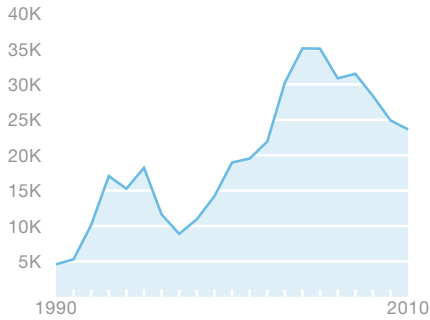
Population (Estimate):² **1,324,575**

Gross Domestic Product (\$ Millions):³ **59,086**

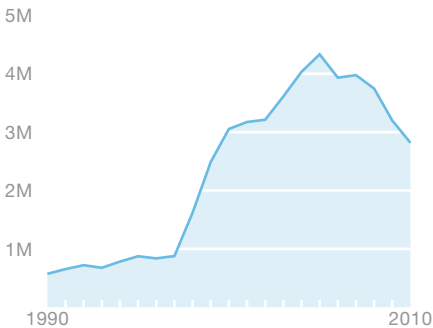
Contribution to Gross Domestic Product: **2.7%**

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

Number of Departures⁵



Number of Passengers⁵



ACTIVITY	AVIATION STATISTICS ^{1,5,8}			
	Number of Airports	Aircraft Operations	Commercial	
			Freight (Tons)	Passengers
Commercial Aviation	3	24,912	88,148	3,198,720
General Aviation	11	387,103	-	-
Reliever Airports	1	-	-	-
Total Activity	15	412,015	88,148	3,198,720

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$417,414,454	\$125,718,545	2,980
▶ Airport Operations	\$133,679,146	\$45,784,673	1,164
▶ General Aviation	\$126,555,010	\$38,116,341	904
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$165,141,320	\$39,476,467	762
▶ Air Courier	\$196,003,317	\$57,408,306	1,926
Indirect			
▶ Visitor Expenditures - Airlines	\$1,619,591,719	\$455,066,816	15,982
▶ Visitor Expenditures - General Aviation	\$37,197,274	\$10,451,551	367
▶ Travel Arrangements	\$14,643,292	\$4,421,297	133
Total Aviation Activity	\$2,710,225,533	\$776,443,995	24,218

FAA SPENDING (FY 2009)	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$206,975,650	\$61,263,967	1,647

ENABLING EFFECTS	TRADE FLOWS ⁷	
	Value	Weight (Tons)
Within State	0	0
State-to-State	\$1,966,882,300	5,868
Exports	0	0
Total Enabling Effects	\$1,966,882,300	5,868



New Jersey

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

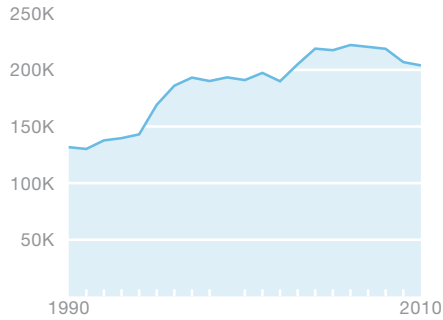
Population (Estimate):² **8,707,739**

Gross Domestic Product (\$ Millions):³ **471,946**

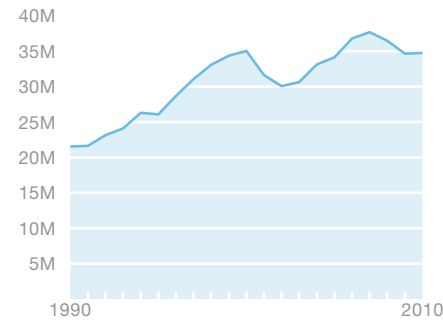
Contribution to Gross Domestic Product: **2.6%**

State Share of International Visitors:⁴ **2.3%**

Number of Departures⁵



Number of Passengers⁵



ACTIVITY	AVIATION STATISTICS ^{1,5,8}			
	Number of Airports	Aircraft Operations	Commercial	
			Freight (Tons)	Passengers
Commercial Aviation	2	206,852	821,760	34,653,840
General Aviation	9	915,586	-	-
Reliever Airports	13	-	-	-
Total Activity	24	1,122,438	821,760	34,653,840

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$5,152,392,157	\$1,268,356,371	25,880
▶ Airport Operations	\$1,369,458,724	\$454,658,218	9,239
▶ General Aviation	\$341,050,143	\$83,955,784	1,713
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$277,604,447	\$66,565,864	1,183
▶ Air Courier	\$1,307,514,516	\$358,528,186	10,016
Indirect			
▶ Visitor Expenditures - Airlines	\$12,214,425,302	\$3,451,369,447	87,375
▶ Visitor Expenditures - General Aviation	\$124,908,746	\$35,294,843	894
▶ Travel Arrangements	\$297,161,801	\$88,433,896	2,202
Total Aviation Activity	\$21,084,515,835	\$5,807,162,609	138,502

FAA SPENDING (FY 2009)	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$1,140,375,102	\$359,276,589	7,649

ENABLING EFFECTS	TRADE FLOWS ⁷	
	Value	Weight (Tons)
Within State	0	0
State-to-State	\$5,427,232,700	29,770
Exports	\$18,156,977,000	134,112
Total Enabling Effects	\$23,584,209,700	163,882

New Mexico

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

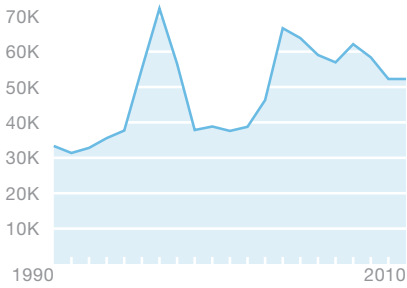
Population (Estimate):² **2,009,671**

Gross Domestic Product (\$ Millions):³ **76,871**

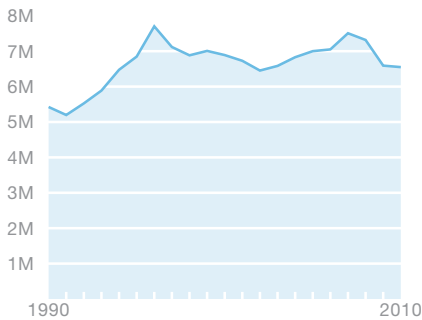
Contribution to Gross Domestic Product: **3.3%**

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

Number of Departures⁵



Number of Passengers⁵

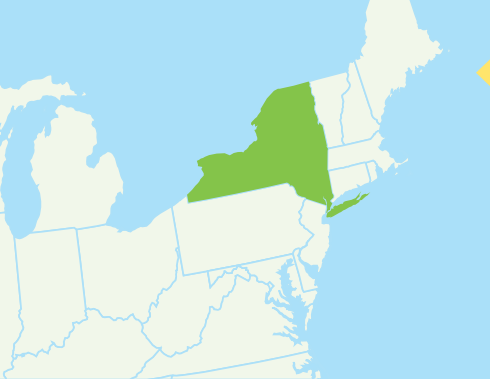


ACTIVITY	AVIATION STATISTICS ^{1,5,8}			
	Number of Airports	Aircraft Operations	Commercial	
			Freight (Tons)	Passengers
Commercial Aviation	5	52,268	108,218	6,592,639
General Aviation	44	645,350	-	-
Reliever Airports	1	-	-	-
Total Activity	50	697,618	108,218	6,592,639

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$932,485,253	\$291,712,679	7,806
▶ Airport Operations	\$135,435,479	\$50,983,542	1,359
▶ General Aviation	\$228,685,979	\$71,540,649	1,914
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$127,740,356	\$32,056,237	760
▶ Air Courier	\$470,818,973	\$135,710,047	4,624
Indirect			
▶ Visitor Expenditures - Airlines	\$2,461,678,482	\$744,100,630	30,517
▶ Visitor Expenditures - General Aviation	\$68,282,875	\$20,640,116	847
▶ Travel Arrangements	\$11,390,350	\$3,743,023	127
Total Aviation Activity	\$4,436,517,747	\$1,350,486,924	47,953

FAA SPENDING (FY 2009)	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$168,368,305	\$55,252,140	1,653

ENABLING EFFECTS	TRADE FLOWS ⁷	
	Value	Weight (Tons)
Within State	0	0
State-to-State	\$182,910,900	2,395
Exports	\$2,630,300	39
Total Enabling Effects	\$185,541,200	2,434



New York

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

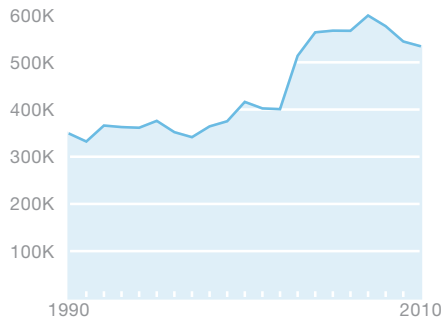
Population (Estimate):² **19,541,453**

Gross Domestic Product (\$ Millions):³ **1,094,104**

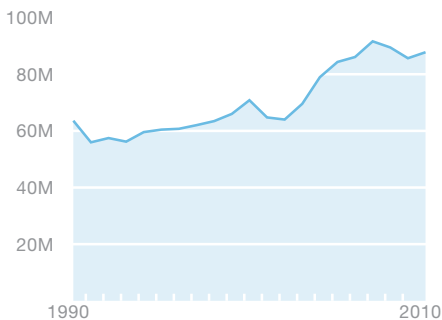
Contribution to Gross Domestic Product: **4.0%**

State Share of International Visitors:⁴ **20.0%**

Number of Departures⁵



Number of Passengers⁵



ACTIVITY	AVIATION STATISTICS ^{1,5,8}			
	Number of Airports	Aircraft Operations	Commercial	
			Freight (Tons)	Passengers
Commercial Aviation	16	544,123	1,540,809	85,655,040
General Aviation	53	2,277,036	-	-
Reliever Airports	21	-	-	-
Total Activity	90	2,821,159	1,540,809	85,655,040

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$10,841,503,883	\$2,956,773,786	56,690
▶ Airport Operations	\$3,185,387,109	\$1,083,900,345	21,673
▶ General Aviation	\$722,051,296	\$196,923,081	3,776
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$1,780,394,617	\$435,905,376	7,352
▶ Air Courier	\$1,238,861,322	\$348,565,421	9,990
Indirect			
▶ Visitor Expenditures - Airlines	\$52,746,460,941	\$14,464,126,834	353,284
▶ Visitor Expenditures - General Aviation	\$235,784,147	\$64,656,694	1,579
▶ Travel Arrangements	\$864,209,371	\$255,827,624	6,562
Total Aviation Activity	\$71,614,652,686	\$19,806,679,161	460,906

FAA SPENDING (FY 2009)	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$800,695,298	\$243,927,121	5,220

ENABLING EFFECTS	TRADE FLOWS ⁷	
	Value	Weight (Tons)
Within State	\$56,948,100	72
State-to-State	\$4,940,998,800	31,257
Exports	\$62,219,598,900	530,157
Total Enabling Effects	\$67,217,545,800	561,487



Economic Impact of Civil Aviation by State (2009)

North Carolina

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

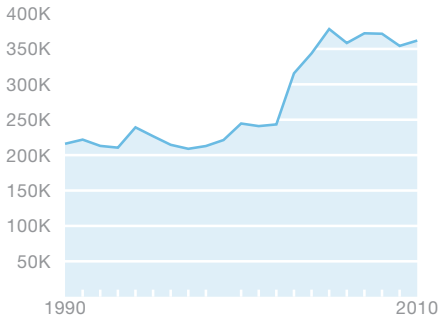
Population (Estimate):² **9,380,884**

Gross Domestic Product (\$ Millions):³ **407,032**

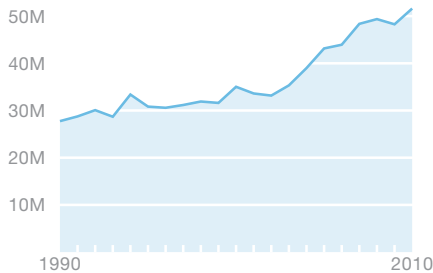
Contribution to Gross Domestic Product: **3.1%**

State Share of International Visitors:⁴ **0.8%**

Number of Departures⁵



Number of Passengers⁵



ACTIVITY	AVIATION STATISTICS ^{1,5,8}			
	Number of Airports	Aircraft Operations	Commercial	
			Freight (Tons)	Passengers
Commercial Aviation	10	354,295	281,524	48,262,219
General Aviation	59	1,658,224	-	-
Reliever Airports	3	-	-	-
Total Activity	72	2,012,519	281,524	48,262,219

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$6,228,481,541	\$1,875,388,199	46,606
▶ Airport Operations	\$1,512,438,023	\$549,259,744	14,789
▶ General Aviation	\$536,141,765	\$161,431,632	4,012
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$2,351,745,741	\$604,537,639	12,245
▶ Air Courier	\$750,311,095	\$228,863,357	7,906
Indirect			
▶ Visitor Expenditures - Airlines	\$10,462,480,638	\$3,122,967,615	121,690
▶ Visitor Expenditures - General Aviation	\$204,131,336	\$60,931,587	2,374
▶ Travel Arrangements	\$229,207,322	\$73,209,258	2,553
Total Aviation Activity	\$22,274,937,461	\$6,676,589,032	212,175

FAA SPENDING (FY 2009)	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$390,558,322	\$127,770,371	3,692

ENABLING EFFECTS	TRADE FLOWS ⁷	
	Value	Weight (Tons)
Within State	\$1,528,200	7
State-to-State	\$2,621,024,200	24,740
Exports	\$1,620,152,800	19,959
Total Enabling Effects	\$4,242,705,200	44,706

North Dakota

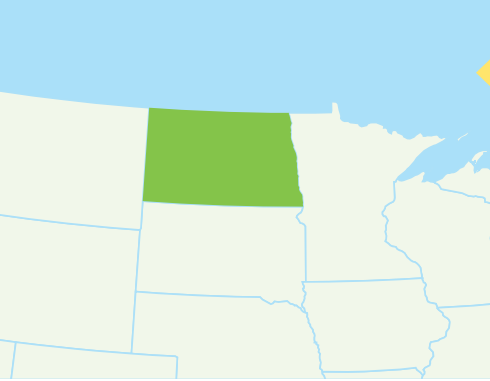
Largest Commercial Airport:¹ **Hector International**

Population (Estimate):² **646,844**

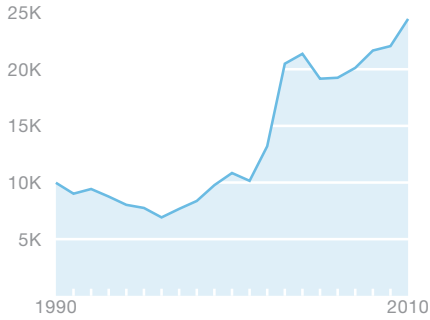
Gross Domestic Product (\$ Millions):³ **31,626**

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

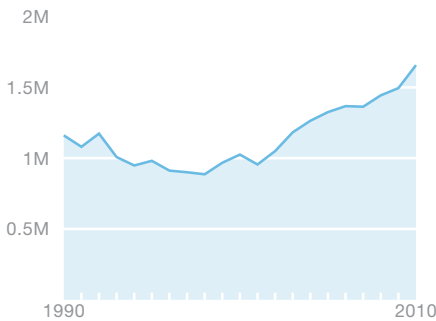
State Share of International Visitors:⁴ **0.0%**



Number of Departures⁵



Number of Passengers⁵



ACTIVITY	AVIATION STATISTICS ^{1,5,8}			
	Number of Airports	Aircraft Operations	Commercial	
			Freight (Tons)	Passengers
Commercial Aviation	8	22,044	22,178	1,494,612
General Aviation	45	579,029	-	-
Reliever Airports	0	-	-	-
Total Activity	53	601,073	22,178	1,494,612

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$176,701,653	\$44,033,065	1,280
▶ Airport Operations	\$62,778,460	\$21,514,733	556
▶ General Aviation	\$171,503,904	\$42,737,815	1,243
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$67,896,947	\$8,023,204	186
▶ Air Courier	\$436,823,323	\$114,815,433	4,280
Indirect			
▶ Visitor Expenditures - Airlines	\$549,296,203	\$153,634,990	7,152
▶ Visitor Expenditures - General Aviation	\$29,199,637	\$8,166,971	380
▶ Travel Arrangements	\$9,277,703	\$2,839,390	117
Total Aviation Activity	\$1,503,477,830	\$395,765,600	15,194

FAA SPENDING (FY 2009)	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$253,394,172	\$84,653,457	2,230

ENABLING EFFECTS	TRADE FLOWS ⁷	
	Value	Weight (Tons)
Within State	0	0
State-to-State	\$7,573,900	78
Exports	\$452,100	20
Total Enabling Effects	\$8,026,000	98



Economic Impact of Civil Aviation by State (2009)

Ohio

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

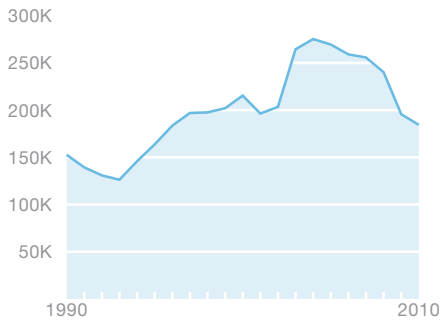
Population (Estimate):² **11,542,645**

Gross Domestic Product (\$ Millions):³ **462,015**

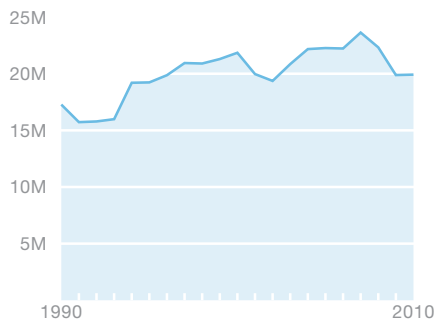
Contribution to Gross Domestic Product: **2.6%**

State Share of International Visitors:⁴ **0.8%**

Number of Departures⁵



Number of Passengers⁵



ACTIVITY	AVIATION STATISTICS ^{1,5,8}			
	Number of Airports	Aircraft Operations	Commercial	
			Freight (Tons)	Passengers
Commercial Aviation	7	195,714	580,415	19,881,268
General Aviation	81	2,567,034	-	-
Reliever Airports	12	-	-	-
Total Activity	100	2,762,748	580,415	19,881,268

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$2,913,622,364	\$828,375,954	18,348
▶ Airport Operations	\$779,882,027	\$275,008,452	7,123
▶ General Aviation	\$942,502,153	\$267,964,074	5,935
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$7,630,404,742	\$1,961,074,118	40,029
▶ Air Courier	\$548,770,355	\$159,756,551	4,854
Indirect			
▶ Visitor Expenditures - Airlines	\$8,790,891,977	\$2,589,428,990	94,176
▶ Visitor Expenditures - General Aviation	\$240,132,488	\$70,732,985	2,573
▶ Travel Arrangements	\$105,832,202	\$33,233,233	1,091
Total Aviation Activity	\$21,952,038,309	\$6,185,574,356	174,129

FAA SPENDING (FY 2009)	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$700,417,459	\$222,560,734	6,102

ENABLING EFFECTS	TRADE FLOWS ⁷	
	Value	Weight (Tons)
Within State	\$3,341,400	28
State-to-State	\$1,587,457,000	21,813
Exports	\$4,170,819,700	46,358
Total Enabling Effects	\$5,761,618,100	68,199



Economic Impact of Civil Aviation by State (2009)

Oklahoma

Largest Commercial Airport:¹ **Will Rogers World**

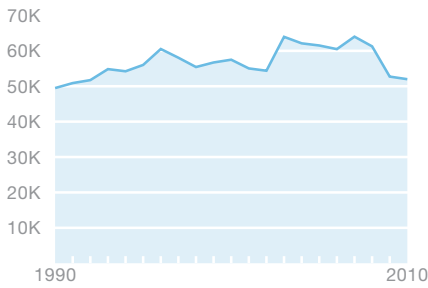
Population (Estimate):² **3,687,050**

Gross Domestic Product (\$ Millions):³ **142,388**

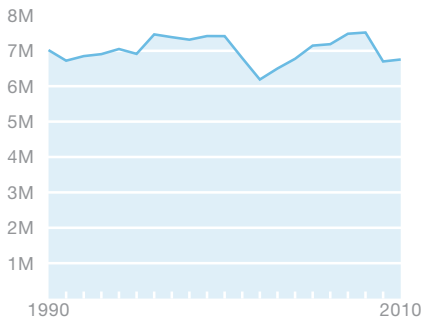
Contribution to Gross Domestic Product: **2.3%**

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

Number of Departures⁵



Number of Passengers⁵



ACTIVITY	AVIATION STATISTICS ^{1,5,8}			
	Number of Airports	Aircraft Operations	Commercial	
			Freight (Tons)	Passengers
Commercial Aviation	3	52,727	101,150	6,698,715
General Aviation	95	1,124,545	-	-
Reliever Airports	3	-	-	-
Total Activity	101	1,177,272	101,150	6,698,715

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$1,041,581,008	\$328,116,921	7,693
▶ Airport Operations	\$256,861,260	\$94,612,956	2,590
▶ General Aviation	\$438,066,394	\$137,998,865	3,236
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$951,477,333	\$243,983,343	5,853
▶ Air Courier	\$297,164,928	\$88,818,842	3,156
Indirect			
▶ Visitor Expenditures - Airlines	\$2,793,660,891	\$844,192,290	37,368
▶ Visitor Expenditures - General Aviation	\$139,002,998	\$42,004,117	1,859
▶ Travel Arrangements	\$43,907,712	\$14,259,165	502
Total Aviation Activity	\$5,961,722,525	\$1,793,986,499	62,258

FAA SPENDING (FY 2009)	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$1,697,900,098	\$591,708,885	16,893

ENABLING EFFECTS	TRADE FLOWS ⁷	
	Value	Weight (Tons)
Within State	\$111,700	43
State-to-State	\$394,765,700	5,597
Exports	\$239,200	2
Total Enabling Effects	\$395,116,600	5,642

Oregon

Largest Commercial Airport:¹ **Portland International**

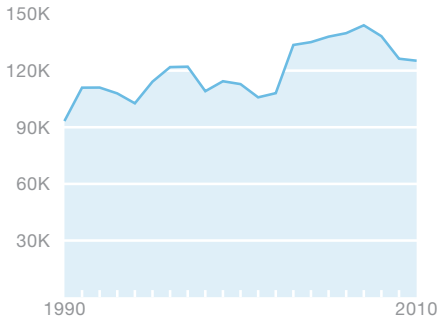
Population (Estimate):² **3,825,657**

Gross Domestic Product (\$ Millions):³ **167,481**

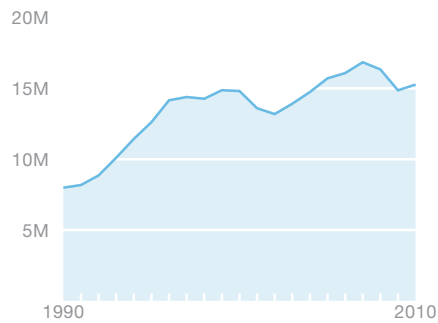
Contribution to Gross Domestic Product: **3.8%**

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

Number of Departures⁵



Number of Passengers⁵



ACTIVITY	AVIATION STATISTICS ^{1,5,8}			
	Number of Airports	Aircraft Operations	Commercial	
			Freight (Tons)	Passengers
Commercial Aviation	8	126,310	223,181	14,864,524
General Aviation	47	1,433,110	-	-
Reliever Airports	2	-	-	-
Total Activity	57	1,559,420	223,181	14,864,524

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$1,926,521,078	\$480,502,944	12,520
▶ Airport Operations	\$791,088,883	\$265,258,829	6,192
▶ General Aviation	\$465,332,979	\$116,060,950	3,024
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$418,688,669	\$102,206,677	2,264
▶ Air Courier	\$1,213,259,737	\$343,087,226	11,502
Indirect			
▶ Visitor Expenditures - Airlines	\$5,951,660,004	\$1,748,474,466	66,697
▶ Visitor Expenditures - General Aviation	\$190,928,999	\$56,090,986	2,140
▶ Travel Arrangements	\$44,926,567	\$14,109,640	477
Total Aviation Activity	\$11,002,406,917	\$3,125,791,717	104,815

FAA SPENDING (FY 2009)	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$207,683,174	\$64,947,424	1,734

ENABLING EFFECTS	TRADE FLOWS ⁷	
	Value	Weight (Tons)
Within State	0	0
State-to-State	\$2,305,846,100	20,818
Exports	\$936,258,000	6,586
Total Enabling Effects	\$3,242,104,100	27,404



Pennsylvania

Largest Commercial Airport:¹ **Philadelphia International**

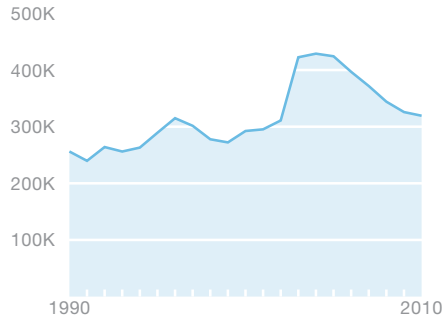
Population (Estimate):² **12,604,767**

Gross Domestic Product (\$ Millions):³ **546,538**

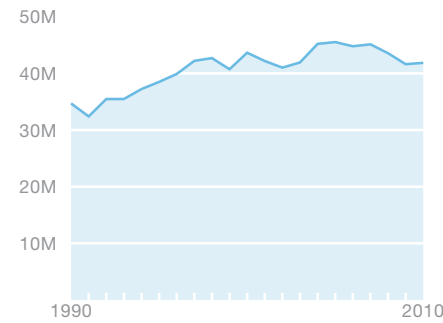
Contribution to Gross Domestic Product: **3.1%**

State Share of International Visitors:⁴ **2.2%**

Number of Departures⁵



Number of Passengers⁵



ACTIVITY	AVIATION STATISTICS ^{1,5,8}			
	Number of Airports	Aircraft Operations	Commercial	
			Freight (Tons)	Passengers
Commercial Aviation	13	325,799	652,785	41,630,231
General Aviation	38	1,673,379	-	-
Reliever Airports	12	-	-	-
Total Activity	63	1,999,178	652,785	41,630,231

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$6,016,079,258	\$1,581,555,692	36,305
▶ Airport Operations	\$1,581,194,888	\$533,611,096	11,563
▶ General Aviation	\$605,843,692	\$159,269,102	3,656
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$2,913,040,716	\$729,168,297	14,402
▶ Air Courier	\$2,012,170,588	\$574,295,696	17,686
Indirect			
▶ Visitor Expenditures - Airlines	\$16,676,202,012	\$4,830,830,361	161,060
▶ Visitor Expenditures - General Aviation	\$166,793,684	\$48,317,476	1,611
▶ Travel Arrangements	\$210,559,587	\$64,577,274	2,039
Total Aviation Activity	\$30,181,884,425	\$8,521,624,994	248,322

FAA SPENDING (FY 2009)	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$1,133,748,499	\$367,892,438	8,402

ENABLING EFFECTS	TRADE FLOWS ⁷	
	Value	Weight (Tons)
Within State	\$217,467,900	2,799
State-to-State	\$3,292,877,400	85,829
Exports	\$6,402,771,900	72,227
Total Enabling Effects	\$9,913,117,200	160,854

Rhode Island

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

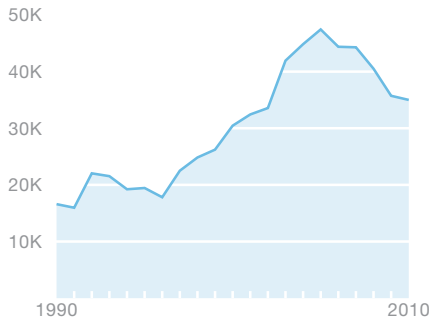
Population (Estimate):² **1,053,209**

Gross Domestic Product (\$ Millions):³ **47,470**

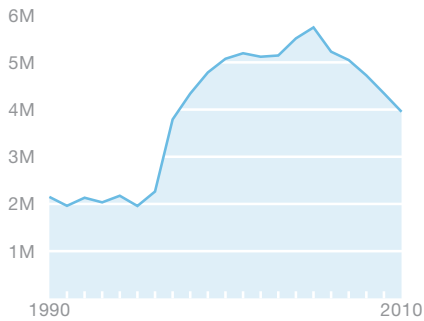
Contribution to Gross Domestic Product: **4.0%**

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

Number of Departures⁵



Number of Passengers⁵

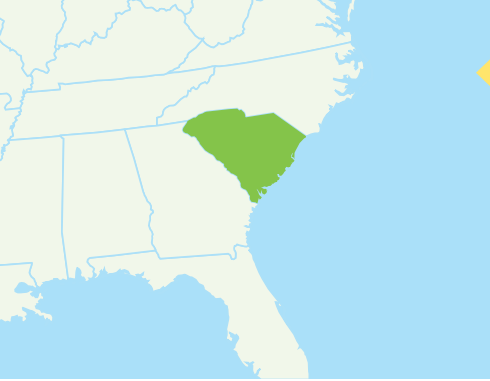


ACTIVITY	AVIATION STATISTICS ^{1,5,8}			
	Number of Airports	Aircraft Operations	Commercial	
			Freight (Tons)	Passengers
Commercial Aviation	3	35,730	12,340	4,343,592
General Aviation	1	104,908	–	–
Reliever Airports	2	–	–	–
Total Activity	6	140,638	12,340	4,343,592

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$555,383,585	\$163,422,018	4,230
▶ Airport Operations	\$266,009,824	\$88,956,604	2,483
▶ General Aviation	\$33,605,795	\$9,888,529	256
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$0	\$0	0
▶ Air Courier	\$145,889,741	\$40,103,518	1,369
Indirect			
▶ Visitor Expenditures - Airlines	\$2,044,214,072	\$572,909,482	18,644
▶ Visitor Expenditures - General Aviation	\$13,668,354	\$3,830,680	125
▶ Travel Arrangements	\$65,188,883	\$19,403,639	621
Total Aviation Activity	\$3,123,960,253	\$898,514,470	27,727

FAA SPENDING (FY 2009)	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$26,558,326	\$7,769,959	211

ENABLING EFFECTS	TRADE FLOWS ⁷	
	Value	Weight (Tons)
Within State	0	0
State-to-State	\$474,381,900	23,735
Exports	\$6,000	0
Total Enabling Effects	\$474,387,900	23,735



South Carolina

Largest Commercial Airport:¹ **Charleston International**

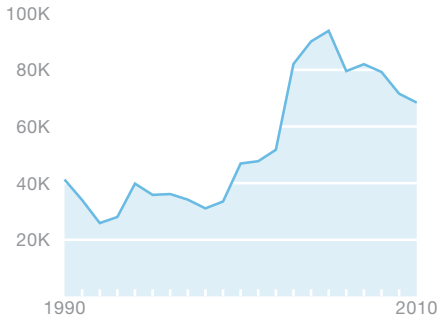
Population (Estimate):² **4,561,242**

Gross Domestic Product (\$ Millions):³ **158,786**

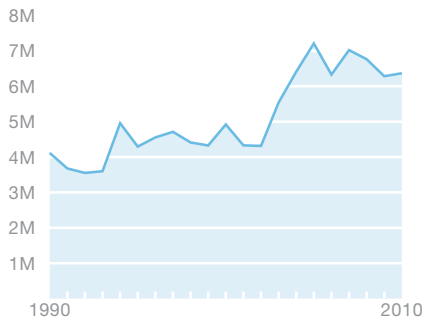
Contribution to Gross Domestic Product: **2.0%**

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

Number of Departures⁵



Number of Passengers⁵



ACTIVITY	AVIATION STATISTICS ^{1,5,8}			
	Number of Airports	Aircraft Operations	Commercial	
			Freight (Tons)	Passengers
Commercial Aviation	6	71,576	154,421	6,283,640
General Aviation	45	1,145,355	-	-
Reliever Airports	2	-	-	-
Total Activity	53	1,216,931	154,421	6,283,640

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$896,093,894	\$273,739,972	8,085
▶ Airport Operations	\$195,892,083	\$69,990,763	1,999
▶ General Aviation	\$409,207,784	\$125,005,346	3,692
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$353,538,023	\$88,335,488	1,915
▶ Air Courier	\$475,304,863	\$143,236,157	5,169
Indirect			
▶ Visitor Expenditures - Airlines	\$2,928,102,900	\$862,265,368	32,567
▶ Visitor Expenditures - General Aviation	\$129,987,903	\$38,278,732	1,446
▶ Travel Arrangements	\$27,432,173	\$8,555,431	305
Total Aviation Activity	\$5,415,559,624	\$1,609,407,257	55,178

FAA SPENDING (FY 2009)	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$147,286,910	\$45,815,903	1,404

ENABLING EFFECTS	TRADE FLOWS ⁷	
	Value	Weight (Tons)
Within State	0	0
State-to-State	\$788,901,600	19,211
Exports	\$3,803,986,600	39,222
Total Enabling Effects	\$4,592,888,200	58,433

South Dakota

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

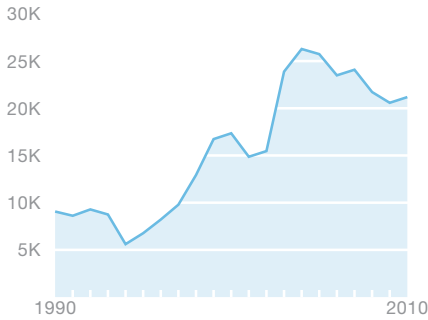
Population (Estimate):² **812,383**

Gross Domestic Product (\$ Millions):³ **38,255**

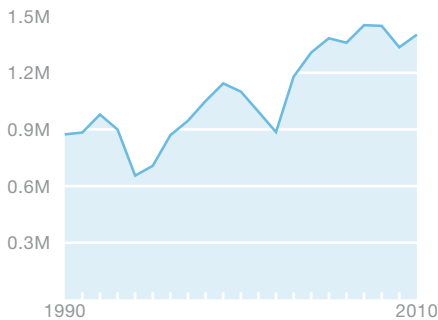
Contribution to Gross Domestic Product: **1.8%**

State Share of International Visitors:⁴ **0.0%**

Number of Departures⁵



Number of Passengers⁵



ACTIVITY	AVIATION STATISTICS ^{1,5,8}			
	Number of Airports	Aircraft Operations	Commercial	
			Freight (Tons)	Passengers
Commercial Aviation	5	20,580	50,275	1,335,213
General Aviation	53	588,337	-	-
Reliever Airports	0	-	-	-
Total Activity	58	608,917	50,275	1,335,213

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$142,794,364	\$46,665,564	1,507
▶ Airport Operations	\$39,292,160	\$14,316,494	412
▶ General Aviation	\$157,633,393	\$51,514,996	1,663
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$27,529,869	\$6,398,435	154
▶ Air Courier	\$297,745,495	\$87,782,506	3,378
Indirect			
▶ Visitor Expenditures - Airlines	\$509,056,062	\$150,844,037	7,108
▶ Visitor Expenditures - General Aviation	\$43,868,672	\$12,999,212	613
▶ Travel Arrangements	\$3,415,512	\$1,094,363	45
Total Aviation Activity	\$1,221,335,528	\$371,615,607	14,879

FAA SPENDING (FY 2009)	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$67,337,640	\$21,992,461	676

ENABLING EFFECTS	TRADE FLOWS ⁷	
	Value	Weight (Tons)
Within State	0	0
State-to-State	\$44,512,000	311
Exports	\$526,672,200	5,035
Total Enabling Effects	\$571,184,200	5,346

Tennessee

Largest Commercial Airport:¹ **Memphis International**

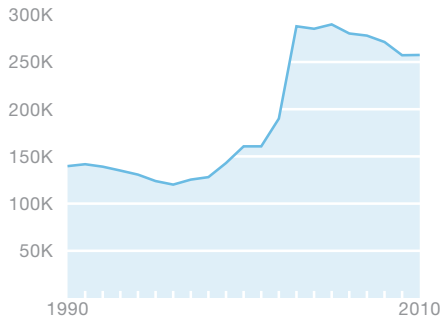
Population (Estimate):² **6,296,254**

Gross Domestic Product (\$ Millions):³ **243,849**

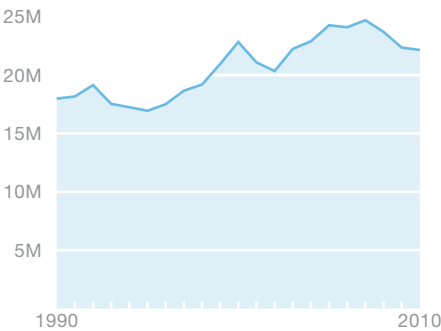
Contribution to Gross Domestic Product: **5.0%**

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

Number of Departures⁵



Number of Passengers⁵

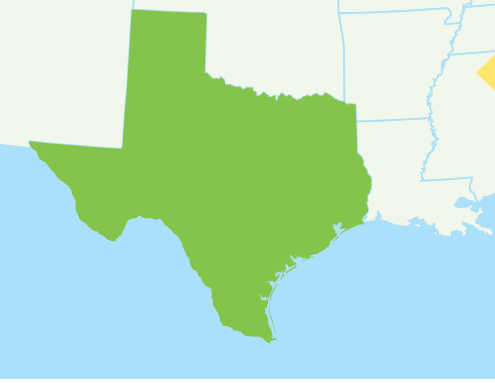


ACTIVITY	AVIATION STATISTICS ^{1,5,8}			
	Number of Airports	Aircraft Operations	Commercial	
			Freight (Tons)	Passengers
Commercial Aviation	5	257,177	4,184,839	22,348,603
General Aviation	59	1,290,853	-	-
Reliever Airports	5	-	-	-
Total Activity	69	1,548,030	4,184,839	22,348,603

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$3,255,347,085	\$914,940,627	23,255
▶ Airport Operations	\$833,989,175	\$275,528,720	6,596
▶ General Aviation	\$471,069,792	\$132,397,830	3,365
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$584,778,033	\$147,883,215	3,125
▶ Air Courier	\$8,919,026,212	\$2,401,778,238	63,726
Indirect			
▶ Visitor Expenditures - Airlines	\$6,689,693,576	\$1,944,717,454	61,509
▶ Visitor Expenditures - General Aviation	\$161,556,600	\$46,965,072	1,485
▶ Travel Arrangements	\$52,305,090	\$16,112,896	446
Total Aviation Activity	\$20,967,765,562	\$5,880,324,052	163,507

FAA SPENDING (FY 2009)	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$474,488,435	\$143,499,933	3,874

ENABLING EFFECTS	TRADE FLOWS ⁷	
	Value	Weight (Tons)
Within State	\$4,148,100	89
State-to-State	\$9,067,442,100	21,390
Exports	\$16,588,070,300	173,800
Total Enabling Effects	\$25,659,660,500	195,279



Economic Impact of Civil Aviation by State (2009)

Texas

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

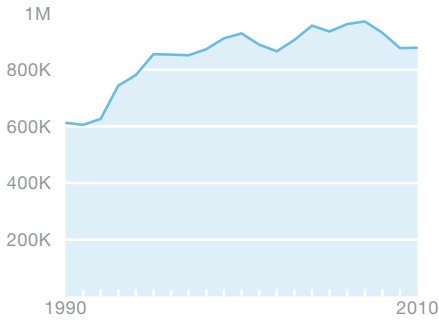
Population (Estimate):² **24,782,302**

Gross Domestic Product (\$ Millions):³ **1,146,647**

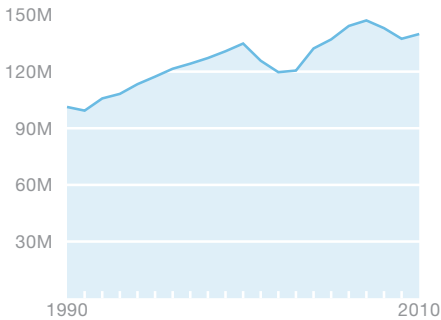
Contribution to Gross Domestic Product: **4.5%**

State Share of International Visitors:⁴ **6.1%**

Number of Departures⁵



Number of Passengers⁵



ACTIVITY	AVIATION STATISTICS ^{1,5,8}			
	Number of Airports	Aircraft Operations	Commercial	
			Freight (Tons)	Passengers
Commercial Aviation	26	876,146	1,665,033	137,399,598
General Aviation	160	4,881,212	-	-
Reliever Airports	24	-	-	-
Total Activity	210	5,757,358	1,665,033	137,399,598

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$24,042,500,659	\$7,263,252,729	149,899
▶ Airport Operations	\$4,684,848,900	\$1,667,260,546	37,196
▶ General Aviation	\$2,139,850,303	\$646,449,958	13,341
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$17,477,709,074	\$4,576,406,349	88,484
▶ Air Courier	\$3,281,747,024	\$975,329,526	32,534
Indirect			
▶ Visitor Expenditures - Airlines	\$39,558,757,864	\$11,831,391,207	369,741
▶ Visitor Expenditures - General Aviation	\$621,398,101	\$185,850,225	5,808
▶ Travel Arrangements	\$1,212,357,800	\$386,456,868	11,218
Total Aviation Activity	\$93,019,169,726	\$27,532,397,408	708,222

FAA SPENDING (FY 2009)	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$1,954,176,078	\$624,014,983	15,496

ENABLING EFFECTS	TRADE FLOWS ⁷	
	Value	Weight (Tons)
Within State	\$521,433,400	2,681
State-to-State	\$10,655,554,800	85,652
Exports	\$20,101,524,900	217,184
Total Enabling Effects	\$31,278,513,100	305,516

Utah

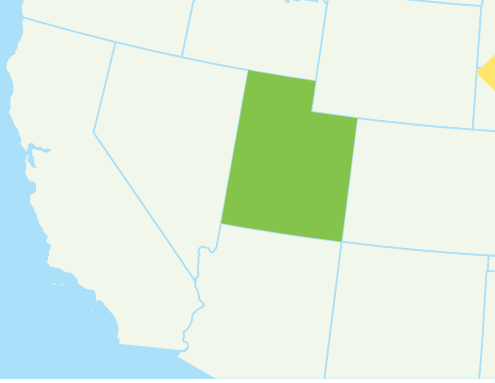
Largest Commercial Airport:¹ **Salt Lake City International**

Population (Estimate):² **2,784,572**

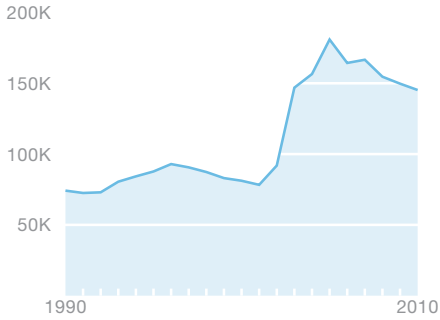
Gross Domestic Product (\$ Millions):³ **111,301**

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

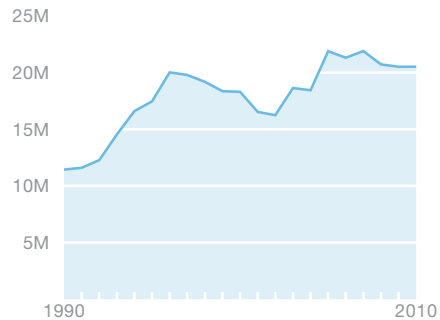
State Share of International Visitors:⁴ **0.2%**



Number of Departures⁵



Number of Passengers⁵

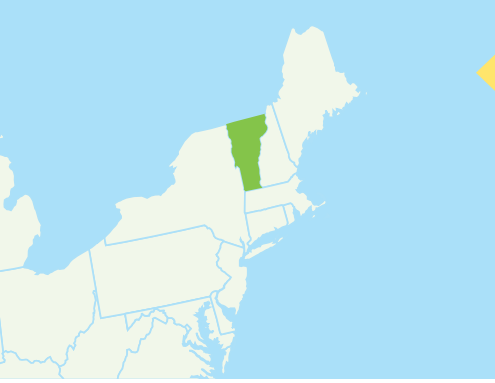


ACTIVITY	AVIATION STATISTICS ^{1,5,8}			
	Number of Airports	Aircraft Operations	Commercial	
			Freight (Tons)	Passengers
Commercial Aviation	6	149,737	165,785	20,517,702
General Aviation	28	715,460	-	-
Reliever Airports	2	-	-	-
Total Activity	36	865,197	165,785	20,517,702

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$3,319,986,816	\$991,971,994	24,351
▶ Airport Operations	\$430,971,985	\$155,029,127	4,116
▶ General Aviation	\$290,037,763	\$86,659,783	2,127
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$1,183,501,492	\$313,531,564	7,619
▶ Air Courier	\$638,777,454	\$191,561,991	6,636
Indirect			
▶ Visitor Expenditures - Airlines	\$5,187,899,174	\$1,561,563,823	58,103
▶ Visitor Expenditures - General Aviation	\$59,742,876	\$17,982,677	669
▶ Travel Arrangements	\$221,059,034	\$70,858,240	2,763
Total Aviation Activity	\$11,331,976,594	\$3,389,159,197	106,385

FAA SPENDING (FY 2009)	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$273,011,495	\$87,597,606	2,603

ENABLING EFFECTS	TRADE FLOWS ⁷	
	Value	Weight (Tons)
Within State	\$11,300	2
State-to-State	\$948,495,400	11,871
Exports	\$15,512,000	32
Total Enabling Effects	\$964,018,700	11,905



Economic Impact of Civil Aviation by State (2009)

Vermont

Largest Commercial Airport:¹ **Burlington International**

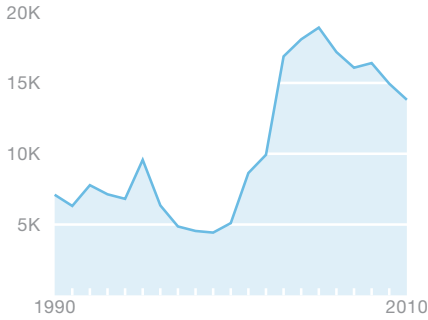
Population (Estimate):² **621,760**

Gross Domestic Product (\$ Millions):³ **24,625**

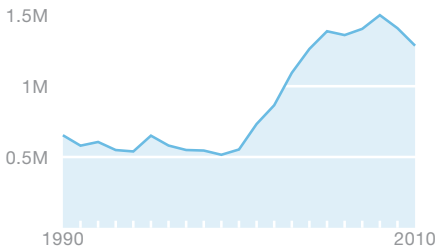
Contribution to Gross Domestic Product: **2.6%**

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

Number of Departures⁵



Number of Passengers⁵



ACTIVITY	AVIATION STATISTICS ^{1,5,8}			
	Number of Airports	Aircraft Operations	Commercial	
			Freight (Tons)	Passengers
Commercial Aviation	2	14,948	4,510	1,409,700
General Aviation	10	164,130	–	–
Reliever Airports	0	–	–	–
Total Activity	12	179,078	4,510	1,409,700

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$172,480,851	\$54,480,199	1,621
▶ Airport Operations	\$43,939,134	\$15,822,938	409
▶ General Aviation	\$50,311,087	\$15,891,376	473
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$111,640,608	\$17,414,551	418
▶ Air Courier	\$43,441,632	\$12,861,182	480
Indirect			
▶ Visitor Expenditures - Airlines	\$686,226,382	\$199,092,661	7,691
▶ Visitor Expenditures - General Aviation	\$12,681,711	\$3,679,304	142
▶ Travel Arrangements	\$5,688,987	\$1,775,949	65
Total Aviation Activity	\$1,126,410,392	\$321,018,161	11,299

FAA SPENDING (FY 2009)	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$23,818,486	\$7,634,921	229

ENABLING EFFECTS	TRADE FLOWS ⁷	
	Value	Weight (Tons)
Within State	0	0
State-to-State	\$166,160,500	1,013
Exports	\$3,200	0
Total Enabling Effects	\$166,163,700	1,013



Virginia

Largest Commercial Airport:¹ **Dulles International**

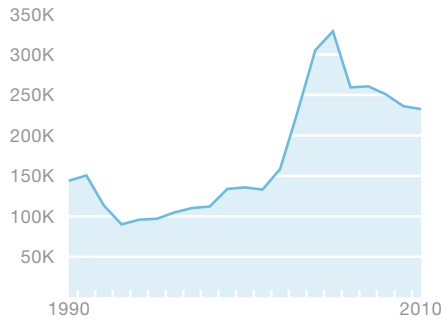
Population (Estimate):² **7,882,590**

Gross Domestic Product (\$ Millions):³ **409,732**

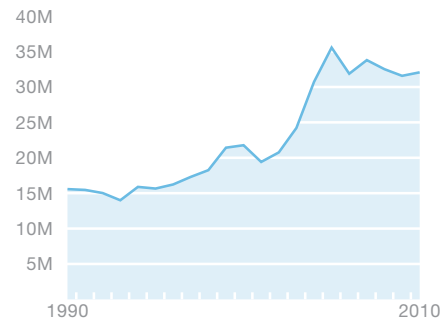
Contribution to Gross Domestic Product: **2.5%**

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

Number of Departures⁵



Number of Passengers⁵



ACTIVITY	AVIATION STATISTICS ^{1,5,8}			
	Number of Airports	Aircraft Operations	Commercial	
			Freight (Tons)	Passengers
Commercial Aviation	8	236,085	393,993	31,574,983
General Aviation	33	1,219,129	-	-
Reliever Airports	6	-	-	-
Total Activity	47	1,455,214	393,993	31,574,983

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$4,395,681,354	\$1,207,793,255	28,130
▶ Airport Operations	\$1,782,098,686	\$608,983,028	15,303
▶ General Aviation	\$425,201,010	\$116,831,697	2,721
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$489,616,063	\$120,666,438	2,418
▶ Air Courier	\$664,026,929	\$188,163,900	6,410
Indirect			
▶ Visitor Expenditures - Airlines	\$9,489,215,545	\$2,666,906,953	88,687
▶ Visitor Expenditures - General Aviation	\$145,881,686	\$40,999,478	1,363
▶ Travel Arrangements	\$168,882,721	\$50,313,617	1,654
Total Aviation Activity	\$17,560,603,993	\$5,000,658,365	146,685

FAA SPENDING (FY 2009)	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$2,086,589,471	\$671,247,018	17,374

ENABLING EFFECTS	TRADE FLOWS ⁷	
	Value	Weight (Tons)
Within State	\$56,900	2
State-to-State	\$792,878,500	3,876
Exports	\$6,879,557,300	80,097
Total Enabling Effects	\$7,672,492,700	83,976

Washington

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

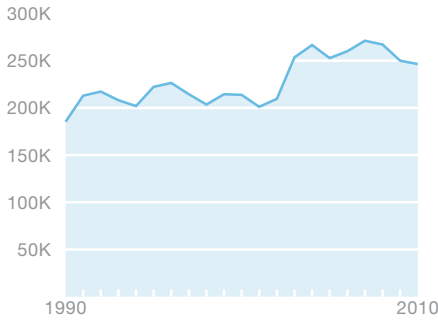
Population (Estimate):² **6,664,195**

Gross Domestic Product (\$ Millions):³ **331,639**

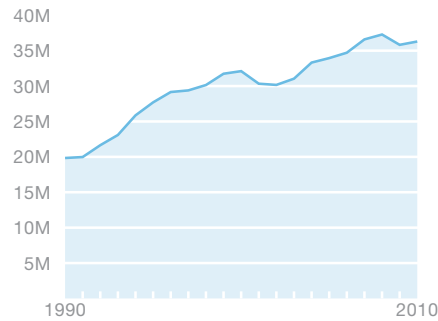
Contribution to Gross Domestic Product: **6.7%**

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

Number of Departures⁵



Number of Passengers⁵



ACTIVITY	AVIATION STATISTICS ^{1,5,8}			
	Number of Airports	Aircraft Operations	Commercial	
			Freight (Tons)	Passengers
Commercial Aviation	12	249,975	618,410	35,822,976
General Aviation	47	2,558,616	-	-
Reliever Airports	5	-	-	-
Total Activity	64	2,808,591	618,410	35,822,976

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$5,650,470,022	\$1,758,474,390	37,536
▶ Airport Operations	\$1,333,634,574	\$486,355,632	10,462
▶ General Aviation	\$1,011,089,435	\$314,659,642	6,717
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$19,010,538,324	\$4,960,481,391	96,479
▶ Air Courier	\$1,561,979,017	\$461,591,380	14,424
Indirect			
▶ Visitor Expenditures - Airlines	\$13,053,396,732	\$3,884,563,397	122,867
▶ Visitor Expenditures - General Aviation	\$319,985,170	\$95,224,462	3,012
▶ Travel Arrangements	\$113,120,834	\$36,171,292	961
Total Aviation Activity	\$42,054,214,109	\$11,997,521,587	292,457

FAA SPENDING (FY 2009)	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$893,573,579	\$292,066,789	6,971

ENABLING EFFECTS	TRADE FLOWS ⁷	
	Value	Weight (Tons)
Within State	\$55,341,300	48
State-to-State	\$5,964,641,900	23,403
Exports	\$5,460,758,000	66,558
Total Enabling Effects	\$11,480,741,200	90,009

West Virginia

Largest Commercial Airport:¹ **Yeager**

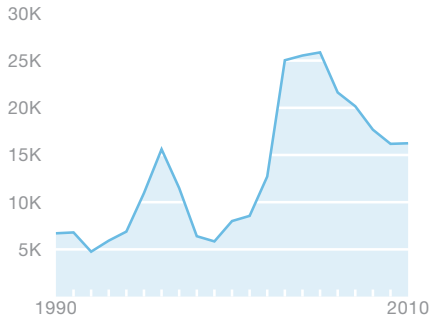
Population (Estimate):² **1,819,777**

Gross Domestic Product (\$ Millions):³ **61,043**

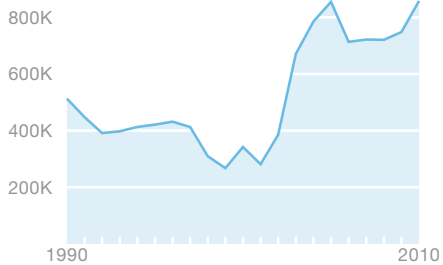
Contribution to Gross Domestic Product: **1.2%**

State Share of International Visitors:⁴ **0.0%**

Number of Departures⁵



Number of Passengers⁵



ACTIVITY	AVIATION STATISTICS ^{1,5,8}			
	Number of Airports	Aircraft Operations	Commercial	
			Freight (Tons)	Passengers
Commercial Aviation	7	16,181	7,447	748,124
General Aviation	15	297,780	-	-
Reliever Airports	1	-	-	-
Total Activity	23	313,961	7,447	748,124

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$96,865,832	\$28,236,920	895
▶ Airport Operations	\$89,320,135	\$29,693,813	811
▶ General Aviation	\$96,594,878	\$28,157,936	893
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$522,811,952	\$114,496,778	2,781
▶ Air Courier	\$149,559,916	\$40,782,680	1,529
Indirect			
▶ Visitor Expenditures - Airlines	\$400,246,094	\$110,094,422	4,326
▶ Visitor Expenditures - General Aviation	\$32,012,644	\$8,805,616	346
▶ Travel Arrangements	\$4,315,060	\$1,298,578	53
Total Aviation Activity	\$1,391,726,511	\$361,566,743	11,635

FAA SPENDING (FY 2009)	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$95,558,887	\$28,479,984	860

ENABLING EFFECTS	TRADE FLOWS ⁷	
	Value	Weight (Tons)
Within State	0	0
State-to-State	\$254,477,800	7,452
Exports	0	0
Total Enabling Effects	\$254,477,800	7,452

Wisconsin

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

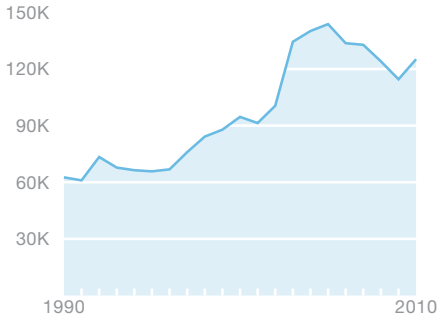
Population (Estimate):² **5,654,774**

Gross Domestic Product (\$ Millions):³ **239,613**

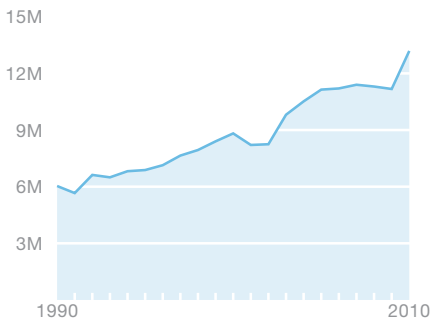
Contribution to Gross Domestic Product: **2.1%**

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

Number of Departures⁵



Number of Passengers⁵



ACTIVITY	AVIATION STATISTICS ^{1,5,8}			
	Number of Airports	Aircraft Operations	Commercial	
			Freight (Tons)	Passengers
Commercial Aviation	8	114,540	88,031	11,173,736
General Aviation	74	1,788,828	-	-
Reliever Airports	6	-	-	-
Total Activity	88	1,903,368	88,031	11,173,736

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$1,431,857,704	\$439,552,883	10,725
▶ Airport Operations	\$265,728,686	\$95,863,906	2,617
▶ General Aviation	\$574,290,439	\$176,296,162	4,302
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$1,506,122,619	\$387,878,453	8,748
▶ Air Courier	\$587,748,823	\$179,026,212	6,053
Indirect			
▶ Visitor Expenditures - Airlines	\$4,379,953,413	\$1,314,384,820	55,937
▶ Visitor Expenditures - General Aviation	\$210,923,593	\$63,296,283	2,694
▶ Travel Arrangements	\$82,854,467	\$26,754,290	843
Total Aviation Activity	\$9,039,479,746	\$2,683,053,009	91,918

FAA SPENDING (FY 2009)	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$208,022,225	\$67,089,326	1,833

ENABLING EFFECTS	TRADE FLOWS ⁷	
	Value	Weight (Tons)
Within State	\$20,215,100	74
State-to-State	\$1,930,270,100	14,174
Exports	\$3,779,800	75
Total Enabling Effects	\$1,954,265,000	14,323

Wyoming

Largest Commercial Airport:¹ **Jackson Hole**

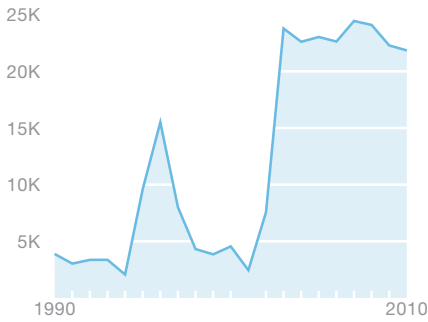
Population (Estimate):² **544,270**

Gross Domestic Product (\$ Millions):³ **36,760**

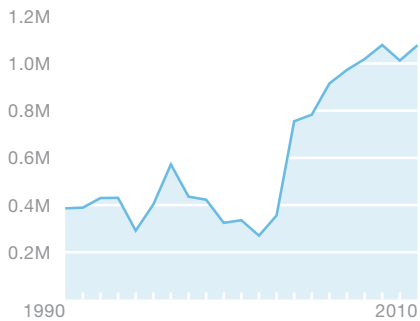
Contribution to Gross Domestic Product: **1.8%**

State Share of International Visitors:⁴ **0.0%**

Number of Departures⁵



Number of Passengers⁵



ACTIVITY	AVIATION STATISTICS ^{1,5,8}			
	Number of Airports	Aircraft Operations	Commercial	
			Freight (Tons)	Passengers
Commercial Aviation	10	22,291	15,507	1,012,539
General Aviation	23	282,191	–	–
Reliever Airports	0	–	–	–
Total Activity	33	304,482	15,507	1,012,539

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Direct			
▶ Airlines	\$122,108,366	\$35,738,163	985
▶ Airport Operations	\$55,655,198	\$19,497,044	536
▶ General Aviation	\$85,258,633	\$24,953,138	687
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$7,671,320	\$1,832,761	49
▶ Air Courier	\$405,740,855	\$117,753,719	4,028
Indirect			
▶ Visitor Expenditures - Airlines	\$436,667,707	\$126,605,494	5,012
▶ Visitor Expenditures - General Aviation	\$28,585,867	\$8,288,059	328
▶ Travel Arrangements	\$3,967,144	\$1,268,585	51
Total Aviation Activity	\$1,145,655,090	\$335,936,962	11,676

FAA SPENDING (FY 2009)	TOTAL ECONOMIC IMPACT ⁶		
	Economic Activity	Earnings (Payroll)	Jobs
Total FAA Spending	\$56,656,410	\$18,509,329	491

ENABLING EFFECTS	TRADE FLOWS ⁷	
	Value	Weight (Tons)
Within State	0	0
State-to-State	\$6,199,900	128
Exports	\$1,634,100	3
Total Enabling Effects	\$7,834,000	131

Appendix A Notes

- ¹ U.S. Department of Transportation, Federal Aviation Administration. National Plan of Integrated Airport Systems (NPIAS), http://www.faa.gov/airports/planning_capacity/npias/
- ² U.S. Department of Commerce, Bureau of the Census. Population Estimate Program. <http://www.census.gov/popest/estimates.html>
- ³ U.S. Department of Commerce, Bureau of Economic Analysis. Regional Economic Accounts. <http://www.bea.gov/regional/index.htm>
- ⁴ U.S. Department of Commerce, International Trade Administration. Office of Travel and Tourism Industries. <http://tinet.ita.doc.gov/>
- ⁵ U.S. Department of Transportation, Bureau of Transportation Statistics, *T-100 Segment Database*.
- ⁶ Total economic impact is the sum of primary plus secondary impacts.
- ⁷ U.S. Department of Transportation, Federal Highway Administration, *Freight Analysis Framework*, Version 3.0.
- ⁸ U.S. Department of Transportation, Federal Aviation Administration. Terminal Area Forecast (TAF). <http://aspm.faa.gov/main/taf.asp>

Glossary of Economic Terms

Earnings

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

Employment (Jobs)

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

Enabling Impact

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

FAA Spending

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

Gross Domestic Product

Gross domestic product (GDP) is the dollar measure of overall economic production during a given period of time. It is the current-dollar value of all final goods and services produced within a country during a specified

time period, such as a year or quarter. These goods and services include consumption, investment, government expenditures, and exports. GDP can also be viewed in value-added terms as the sum or aggregate of value added over each stage of production over the entire economy. The Bureau of Economic Analysis (BEA) publishes annual and quarterly measures of GDP.

Gross Output

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

Induced Impact

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

Input

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

Multipliers

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

Output

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

Primary Direct Impact

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

Primary Impact

Primary impact refers to expenditures on air transportation and supporting services; aircraft, aircraft engines, and parts manufacturing; and travel and other trip-related expenditures by travelers using air transportation.

Primary Indirect Impact

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

Recession

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

Secondary Impact

Secondary impact is used interchangeably with Induced Impact.

Total Economic Activity

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

Total Impact

Total impact is the sum of primary and induced impacts.

Value Added

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

Glossary Notes

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

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TIME ON



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