



# The Economic Impact of American Airlines on the U.S. Economy -- 2012 Report --

In 2012, American Airlines (AA) impacted the U.S. economy by stimulating \$117 billion in economic activity, adding nearly \$51 billion to U.S. Gross Domestic Product (GDP), and effecting the creation of more than 965 thousand jobs. AA employed nearly 75 thousand people and had direct operating expenditures of \$22 billion, nearly 37% of which was from salary and benefits expense for active and retired employees.

AA is the world's third-largest airline in passenger miles transported, passenger fleet size, and operating revenues. AA operates a domestic network from five "cornerstone" markets: New York, Chicago, Dallas/Fort Worth, Los Angeles and Miami. These markets represent the top four U.S. population centers, and a geographically unique gateway to Latin American in Miami.

Domestically in 2012, AA served nearly 200 airports in 44 states, and flew more than one million flights carrying nearly 83 million passengers. Worldwide, AA serves more than 50 countries and territories with, on average, 3,500 daily flights. AA is also a founding member of the **oneworld**<sup>®</sup> alliance, which brings together some of the best and biggest names in the airline business. Together, **oneworld**<sup>®</sup> members and members-elect serve more than 840 destinations with more than 9,000 daily flights to 160 countries and territories.

## **American Airlines**

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The report that follows provides comprehensive accounting for AA's estimated impact on regional economies of the U.S. and its territories, including detail on direct expenditure, employment, total economic impact and contribution towards GDP.



# Methodology

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This report measures AA's impact on the economy in two forms: the economic activity that underlies the production of the company's salable products, and the economic activity that supports our passengers' non-airline travel spending (e.g. hotels, rental cars, etc.). Respectively, these direct and indirect aspects of economic impact are measured inclusive of the induced economic activity that they create. For instance, when AA buys fuel it may pay a fueling supplier; the fueling supplier in turn may pay for uniforms for its employees; the uniform supply company in turn may purchase cotton fabric; so on and so forth. This upstream economic activity is what is considered to be the induced impact.

Estimates of the direct, indirect, and induced economic impacts are determined by direct measurement of AA's operating activities, which are grossed-up through application of the Bureau of Economic Analysis's (BEA) Regional Input-Output Modeling System (RIMS II) Multipliers. Certain other input values are derived from the Federal Aviation Administration's (FAA) annual report on "The Economic Impact of Civil Aviation on the U.S. Economy" (the "FAA Report"), which is also largely supported by the BEA's RIMS II Multipliers.

1. The company's operating activities (direct expenses, employment, and passengers) are organized by state.
2. The company's total operating revenues are allocated by state on the basis of direct expenses. This approach is taken because the source of the company's operating revenues is not well-correlated with the location services are rendered.
3. At the state level:
  - a) The allocated portion of total operating revenues is multiplied by the RIMS II Multiplier for Final Demand Output to determine Direct Economic Output from the company's operating activities.
  - b) The total arriving and departing passenger segments<sup>1</sup> is multiplied by the Indirect Economic Output per passenger as derived from the FAA Report to determine the Indirect Economic Output from the company's passengers.
  - c) The sum of Direct Economic Output and Indirect Economic Output is the company's Total Economic Impact.
  - d) Total Economic Impact is converted into Total GDP Impact by dividing by the RIMS II Multiplier for Final Demand Output and then multiplying by the RIMS II Multiplier for Final Demand Value Added.
  - e) Total Economic Impact is converted into Total Employment Impact by dividing by the RIMS II Multiplier for Final Demand Output and then multiplying by the RIMS II Multiplier for Final Demand Employment.

Resources:

"The Economic Impact of Civil Aviation on the U.S. Economy," Federal Aviation Administration;  
[http://www.faa.gov/air\\_traffic/publications/media/FAA\\_Economic\\_Impact\\_Rpt\\_2011.pdf](http://www.faa.gov/air_traffic/publications/media/FAA_Economic_Impact_Rpt_2011.pdf)

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Regional Input-Output Modeling System (RIMS II); Bureau of Economic Analysis;  
<http://www.bea.gov/regional/rims/>

<sup>1</sup> This measure of passengers most closely aligns with the T-100 passenger data used in the FAA Report



# Terminology

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## **Total Economic Impact**

Total Economic Impact is a measure of all incremental economic activity that underlies the production of a unit of final demand.

## **Total GDP Impact**

Total GDP Impact is a measure of the value-added that is inherent in economic activity. Total GDP Impact differs from Total Economic Impact by the leakage (e.g. individual savings) and initial production costs from economic activity.

## **Total Employment Impact**

Total Employment Impact is a measure of all jobs that are created in association with incremental economic activity driven by a change in final demand.

## **Final Demand**

Final Demand is the value of a unit of output purchased by the final user. This may be thought of as the purchase price of final goods.

## **RIMS II Multipliers<sup>1</sup>**

RIMS II Multipliers are produced by the BEA and measure the economic impact of a change in final demand, in earnings, or in employment on a region's economy. These multipliers are available for most industries, including the airline industry, and can be purchased from the BEA for a fee.

**Final-demand output** Total industry output per \$1 change in final demand

**Final-demand earnings** Total household earnings per \$1 change in final demand

**Final-demand employment** Total number of jobs per \$1 million change in final demand

**Final-demand value added** Total value added per \$1 change in final demand

**Direct-effect earnings** Total household earnings per \$1 initial change in household earnings

**Direct-effect employment** Total number of jobs per initial change in jobs

## **Output<sup>2</sup>**

Output is the current-dollar value 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.

## **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.

## **Airports Served**

Airports with scheduled service or connection

Source:

1. Bureau of Economic Analysis

2. "The Economic Impact of Civil Aviation on the U.S. Economy" Federal Aviation Administration

# 2012 Economic Impact Analysis - United States Summary

State/ Country	Onboard				Active Employees	Salaries & Benefits		Airport Operations	Passenger Services	Maintenance	Ownership	General /Admin	Taxes	Total Direct Expenses	Economic Impact from Direct Operating		Total Economic Impact	Total GDP Impact	Total Job Impact
	Passengers	Departures	Destination			Fuel									Activities	from Passenger Spending			
AK	49,239	144	4	0	414,637	3,283,948	835,032	228,095	(4,370)	0	107,107	3,543	4,867,991	8,811,265	13,355,758	22,167,023	9,278,934	155	
AL	558,615	5,591	6	82	7,149,072	17,707,259	6,162,144	649,075	99,090	24,106	190,588	85,149	32,066,484	52,735,980	236,260,641	288,996,621	124,722,082	3,189	
AR	1,036,769	12,187	7	235	23,483,831	23,766,279	6,386,754	590,229	735,535	156,368	379,489	442,648	55,940,933	90,029,664	420,664,485	510,694,149	213,635,730	6,072	
AZ	2,121,432	10,333	7	723	84,596,600	64,889,940	12,510,330	4,616,457	646,212	58,923	(3,679,230)	184,262	163,823,495	260,702,762	745,623,912	1,006,326,674	451,480,606	8,973	
CA	19,282,253	91,685	70	6,170	725,448,800	849,275,104	232,791,707	61,959,926	15,081,920	14,301,817	12,074,229	12,522,712	1,923,456,214	3,961,799,699	9,701,472,430	13,663,272,128	5,935,128,990	96,165	
CO	2,236,323	11,828	20	195	25,106,640	60,674,120	23,193,606	5,102,060	516,708	58,296	743,238	610,329	116,004,997	216,321,540	629,002,790	845,324,330	373,573,404	6,223	
CT	532,603	3,040	4	199	27,082,963	19,584,750	4,716,896	1,129,978	52,543	6,282	275,268	22,952	52,871,632	80,541,451	333,482,847	414,024,297	182,134,802	3,096	
DC	2,760,794	16,833	8	744	74,777,457	80,418,947	30,142,322	5,549,527	757,733	2,213,427	1,228,928	250	195,088,591	224,841,209	773,383,974	998,225,184	383,919,433	3,188	
DE	0	0	0	0	1,355,854	0	0	0	0	0	0	0	1,355,854	2,375,077	0	2,375,077	975,611	0	
FL	33,315,352	141,631	143	10,327	1,054,099,898	1,218,321,280	444,491,702	158,449,038	22,967,836	5,561,431	24,435,397	709,761	2,929,036,344	4,760,198,610	17,312,008,777	22,072,207,387	9,996,756,245	191,521	
GA	1,551,205	12,241	6	165	25,993,451	50,619,499	7,916,615	2,251,476	699,922	32,007	625,724	1,074,455	89,213,148	147,334,174	288,538,716	435,872,891	195,956,666	3,232	
HI	1,494,582	4,218	12	88	11,718,439	106,629,227	23,015,386	3,961,849	713,025	28,718	1,077,819	33,150	147,177,614	263,865,186	800,901,909	1,064,767,095	444,811,474	6,937	
IA	745,304	9,695	7	83	5,999,645	17,625,139	5,159,889	232,469	119,698	29,398	204,533	0	29,370,771	39,059,338	289,829,081	328,888,420	136,092,613	3,690	
ID	3,842	56	2	0	2,092,196	139,275	92,630	594	190	2,007	8,549	302	2,335,744	3,187,084	1,444,252	4,631,336	1,960,848	20	
IL	22,939,198	170,715	134	9,207	875,841,633	822,410,703	205,309,420	48,859,937	28,115,384	17,386,378	10,527,867	7,194,569	2,015,645,891	3,765,350,904	6,965,933,185	10,731,284,089	4,601,338,315	85,802	
IN	1,016,786	9,747	9	110	13,211,354	25,049,059	7,339,530	930,686	122,896	30,348	295,770	408,383	47,388,026	84,593,898	448,693,773	533,287,671	216,542,587	5,397	
KS	508,857	4,854	5	69	7,823,098	10,974,347	2,752,007	476,638	66,793	25,421	139,371	27,983	22,285,658	38,253,511	232,226,226	270,479,737	108,497,700	2,931	
KY	885,555	11,420	9	92	17,652,150	28,555,014	5,924,657	551,223	166,721	39,630	350,317	470,588	53,710,299	92,054,463	219,605,256	311,659,719	128,080,084	2,651	
LA	1,507,319	13,720	9	171	11,892,041	30,793,161	8,274,130	1,624,589	339,483	97,444	392,623	225,546	53,639,018	102,567,315	636,334,326	738,901,640	313,419,540	6,796	
MA	3,249,188	11,349	9	1,211	140,792,264	130,486,366	41,931,803	11,167,390	3,256,112	1,644,207	2,324,499	2,979,129	334,581,770	495,088,725	1,796,835,185	2,291,923,909	1,003,104,069	15,740	
MD	875,741	4,656	4	60	12,530,058	28,536,761	7,538,485	1,896,022	120,940	49,833	410,316	10,631	51,093,045	78,690,726	332,054,579	410,745,306	182,348,932	2,609	
ME	6,654	0	0	0	2,369,582	170,220	8,371	13,973	0	296	0	0	2,562,442	3,825,544	3,015,866	6,841,410	2,999,420	38	
MI	1,338,567	13,958	11	411	43,522,666	36,592,970	11,228,763	1,410,173	12,766,512	57,604	1,224,224	105,641	110,908,553	161,596,064	345,385,192	506,981,256	216,649,766	5,133	
MN	1,121,900	7,848	5	89	8,476,053	29,071,919	6,891,350	1,750,497	193,525	14,299	234,350	159,176	46,791,169	79,971,040	272,686,166	352,657,206	145,645,259	3,257	
MO	3,249,720	19,374	12	1,399	196,681,228	79,998,435	31,651,854	5,830,977	7,057,328	168,299	1,637,486	360,974	323,386,582	511,131,854	1,296,059,623	1,807,191,476	791,847,253	22,310	
MS	269,945	3,745	2	0	2,660,678	6,660,712	943,241	325	227	0	33,311	158,649	10,457,163	18,427,866	103,613,435	122,041,301	49,714,372	1,020	
MT	294	0	0	0	1,007,494	7,800	363	617	0	0	0	0	1,016,275	1,763,557	109,631	1,873,188	764,306	1	
NC	2,398,369	19,908	14	1,498	109,258,257	80,788,753	16,829,273	4,008,187	1,881,981	213,051	1,273,817	519,197	214,772,516	317,159,533	519,928,212	837,087,745	361,554,766	9,483	
ND	66,251	993	1	0	103,622	1,917,915	650,476	0	305	1,420	25,003	5,486	2,704,226	4,358,864	24,348,408	28,707,272	11,493,242	317	
NE	553,507	3,951	3	20	1,969,141	12,426,859	3,252,357	848,908	12,244	1,973	103,710	54,280	18,669,472	25,007,280	220,750,733	245,758,014	102,965,083	3,163	
NH	0	0	0	0	7,195,177	0	(1,408)	0	0	0	0	0	7,193,769	10,685,813	0	10,685,813	4,703,513	0	
NJ	1,058,594	5,868	4	129	30,913,211	44,611,882	22,282,025	3,952,638	390,803	1,658,556	1,077,892	2,500	104,889,507	192,162,711	373,122,209	565,284,920	238,627,155	3,076	
NM	916,312	6,756	6	73	9,708,252	21,840,767	5,585,829	1,154,234	100,464	6,833	201,971	204,888	38,803,237	72,024,919	342,149,105	414,174,024	174,374,965	4,411	
NV	2,749,097	11,368	8	183	33,804,915	87,093,390	20,006,961	8,996,789	381,773	37,692	803,492	352,584	151,477,597	230,115,390	1,454,355,027	1,684,470,417	747,285,474	12,030	
NY	13,482,510	74,414	81	7,945	831,089,669	754,810,495	226,110,916	69,797,681	22,952,965	71,389,236	31,067,907	21,725	2,007,240,595	2,919,361,201	8,302,543,401	11,221,904,602	4,878,082,199	73,332	
OH	1,714,124	17,218	13	298	41,484,057	49,828,492	15,017,008	1,790,125	5,362,216	(574,717)	621,501	197,119	113,725,800	198,954,153	757,933,494	956,887,647	407,366,682	9,102	
OK	1,623,467	11,099	7	6,669	852,906,499	28,258,802	81,941,135	2,811,792	624,626,602	6,468,989	(15,299,984)	447,396	1,582,161,230	3,124,926,049	677,057,654	3,801,983,703	1,621,003,789	29,883	
OR	380,082	1,445	2	60	9,182,275	16,368,653	4,566,146	1,117,257	89,858	37,241	119,576	87,243	31,568,249	47,195,466	152,182,393	199,377,860	87,275,340	1,863	
PA	1,726,745	10,648	8	191	27,796,684	58,748,986	18,244,829	3,171,471	731,384	81,488	823,342	314,787	109,912,972	191,316,340	691,698,022	883,014,362	372,997,446	7,215	
RI	0	0	0	0	2,131,600	5,201	1,223	36,665	0	5,201	0	544	0	2,175,233	3,150,853	0	3,150,853	0	
SC	289,849	3,657	4	65	9,497,090	10,999,811	1,737,399	1,750	118,744	27,689	96,834	142,389	22,621,706	36,547,001	135,066,251	171,613,252	76,731,845	1,650	
SD	160,528	2,131	4	0	1,011,032	4,482,359	1,440,297	1,005	992	1,416	71,523	27,038	7,035,662	9,160,159	61,202,034	70,362,193	28,934,188	855	
TN	1,925,790	17,630	14	233	47,707,753	55,848,443	9,842,499	2,506,292	1,143,195	73,783	824,295	571,902	118,518,162	197,734,633	576,454,152	774,188,785	337,053,889	5,845	
TX	54,668,116	314,241	213	24,414	2,564,506,506	1,721,087,129	716,059,801	221,486,920	631,168,242	1,434,391,442	566,188,900	15,396,876	7,870,285,817	17,098,743,478	15,739,513,035	32,838,256,513	14,436,857,592	234,784	
UT	563,237	3,706	3	20	5,897,324	18,821,763	3,553,232	1,013,145	30,548	1,385	104,393	149,995	29,571,785	59,478,100	142,414,427	201,892,527	86,928,459	1,664	
VA	1,439,760	8,661	10	164	27,344,831	58,496,581	15,980,865	6,020,721	314,065	1,063,888	557,678	53,566	109,832,195	174,695,071	432,690,430	607,385,501	268,739,434	4,476	
VT	0	0	0	0	853,490	0	0	0	0	0	0	0	853,490	1,209,226	0	1,209,226	517,996	0	
WA	1,392,139	4,910	7	109	26,236,037	50,931,501	14,099,984	4,264,826	366,676	97,486	391,689	707,626	97,095,826	186,587,174	507,276,187	693,863,361	294,304,980	5,077	
WI	716,073	8,969	8	99	8,914,528	16,092,404	5,080,799	353,725	198,189	1,014	239,394	198,876	31,078,930	45,888,756	280,690,933	326,579,688	138,840,620	3,810	
WV	15,646	301	1	0	1,939,585	536,165	345,372	0	2,164	0	8,226	2,155	2,833,667	4,664,735	8,370,605	13,035,339	5,458,588	90	
WY	76,366	232	2	34	1,840,217	2,215,894	2,120,689	183,872	32,660	15,592	48,468	44,221	6,501,614	10,852,437	32,933,612	43,786,048	17,620,958	441	
PR	2,282,778	13,134	24	814	70,093,754														



Largest Commercial Airport:  
Ted Stevens Anchorage International

# Alaska

## Impact on Economy vs. Impact on GDP

**Total Economic Impact** is a measure of all incremental economic activity that underlies the production of a unit of output purchased by the final user, i.e. a seat mile in case of a commercial airline.

**Total GDP Impact** is a measure of the value-add that is inherent in economic activity. Total GDP Impact differs from Total Economic Impact by the leakage (e.g. individual savings) and initial production costs from economic activity.

### Regional Presence

Airports Served	1
Onboard Passengers	49,239
Originating Passengers	5,601
Terminating Passengers	4,762
Connecting Passengers	3,061
Departures	144
Destinations	4
Active Employees	0

### Regional Expenditure

Salaries & Benefits	414,637
Fuel	3,283,948
Airport Operations	835,032
Passenger Services	228,095
Maintenance	(4,370)
Ownership	0
General / Admin	107,107
Taxes	3,543
Total Direct Expenses	4,867,991

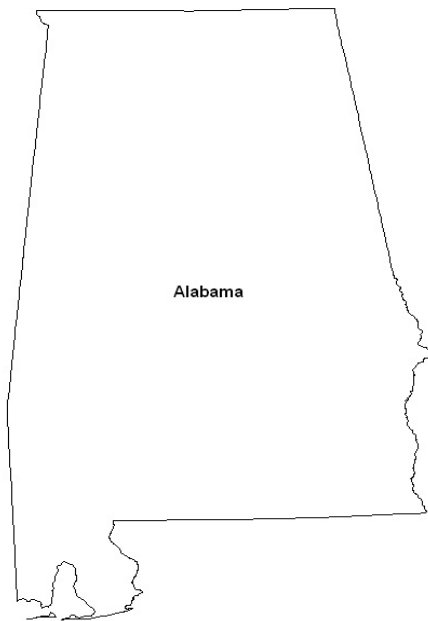
### Regional Impact

Economic Impact from Direct Operating Activities	8,811,265
Economic Impact from Passenger Spending	13,355,758
Total Economic Impact	22,167,023
Total Impact on GDP	9,278,934
Total Job Impact	155

## 2012 Economic Impact Analysis - Station Details AK

Station													Economic Impact						
	Onboard Passengers	Departures	Destination	Active Employees	Salaries & Benefits	Fuel	Airport Operations	Passenger Services	Maintenance	Ownership	General /Admin	Taxes	Total Direct Expenses	from Direct Operating Activities	Economic Impact from Passenger Spending	Total Economic Impact	Total Impact on GDP	Total Job Impact	
ANC	49,239	144		4	0	218,360	3,283,948	835,032	228,095	(4,370)	0	107,107	3,543	4,671,715	8,455,996	13,355,758	21,811,753	9,130,221	155
FAI	0	0		0	0	196,277	0	0	0	0	0	0	0	196,277	355,269	0	355,269	148,713	0
<b>Grand Total</b>	<b>49,239</b>	<b>144</b>		<b>4</b>	<b>0</b>	<b>414,637</b>	<b>3,283,948</b>	<b>835,032</b>	<b>228,095</b>	<b>(4,370)</b>	<b>0</b>	<b>107,107</b>	<b>3,543</b>	<b>4,867,991</b>	<b>8,811,265</b>	<b>13,355,758</b>	<b>22,167,023</b>	<b>9,278,934</b>	<b>155</b>





# Alabama

Largest Commercial Airport:  
Birmingham-Shuttlesworth

## Regional Presence

Airports Served	4
Onboard Passengers	558,915
Originating Passengers	82,070
Terminating Passengers	86,723
Connecting Passengers	5,440
Departures	5,591
Destinations	6
Active Employees	82

## Regional Expenditure

Salaries & Benefits	7,149,072
Fuel	17,707,259
Airport Operations	6,162,144
Passenger Services	649,075
Maintenance	99,090
Ownership	24,106
General / Admin	190,588
Taxes	85,149
Total Direct Expenses	32,066,484

## Regional Impact

Economic Impact from Direct Operating Activities	52,735,980
Economic Impact from Passenger Spending	236,387,523
Total Economic Impact	289,123,503
Total Impact on GDP	124,776,840
Total Job Impact	3,190

## Impact on Economy vs. Impact on GDP

**Total Economic Impact** is a measure of all incremental economic activity that underlies the production of a unit of output purchased by the final user, i.e. a seat mile in case of a commercial airline.

**Total GDP Impact** is a measure of the value-add that is inherent in economic activity. Total GDP Impact differs from Total Economic Impact by the leakage (e.g. individual savings) and initial production costs from economic activity.

## 2012 Economic Impact Analysis - Station Details AL

Station	Onboard			Active Employees	Salaries & Benefits	Fuel	Airport Operations	Passenger Services	Maintenance	Ownership	General /Admin	Taxes	Total Direct Expenses	Economic Impact	Economic Impact	Total Economic Impact	Total Impact on GDP	Total Job Impact
	Passengers	Departures	Destination											from Direct Operating Activities	from Passenger Spending			
BFM	0	0	0	0	0	43,588	0	0	0	0	0	0	43,588	71,685	0	71,685	30,937	0
BHM	226,053	1,735	2	25	3,176,329	6,987,116	2,159,736	385,767	26,437	12,391	41,822	45,176	12,834,774	21,107,845	95,606,861	116,714,706	50,370,489	1,271
HSV	188,420	1,789	2	31	2,023,987	6,249,191	2,958,228	246,818	59,838	2,779	61,818	19,510	11,622,171	19,113,619	79,690,359	98,803,978	42,640,768	1,083
MGM	70,074	1,027	1	15	1,005,163	2,357,607	431,093	0	1,400	1,306	43,355	10,162	3,850,086	6,331,783	29,637,099	35,968,883	15,523,067	409
MOB	74,068	1,040	1	12	943,592	2,069,757	613,087	16,490	11,415	7,629	43,593	10,302	3,715,866	6,111,048	31,326,322	37,437,370	16,156,821	425
<b>Grand Total</b>	<b>558,615</b>	<b>5,591</b>	<b>6</b>	<b>82</b>	<b>7,149,072</b>	<b>17,707,259</b>	<b>6,162,144</b>	<b>649,075</b>	<b>99,090</b>	<b>24,106</b>	<b>190,588</b>	<b>85,149</b>	<b>32,066,484</b>	<b>52,735,980</b>	<b>236,260,641</b>	<b>288,996,621</b>	<b>124,722,082</b>	<b>3,189</b>







Largest Commercial Airport:  
Little Rock National/Adams Field

# Arkansas

## Impact on Economy vs. Impact on GDP

**Total Economic Impact** is a measure of all incremental economic activity that underlies the production of a unit of output purchased by the final user, i.e. a seat mile in case of a commercial airline.

**Total GDP Impact** is a measure of the value-add that is inherent in economic activity. Total GDP Impact differs from Total Economic Impact by the leakage (e.g. individual savings) and initial production costs from economic activity.

### Regional Presence

Airports Served	4
Onboard Passengers	1,037,169
Originating Passengers	120,422
Terminating Passengers	126,566
Connecting Passengers	26,701
Departures	12,187
Destinations	7
Active Employees	235

### Regional Expenditure

Salaries & Benefits	23,483,831
Fuel	23,766,279
Airport Operations	6,386,754
Passenger Services	590,029
Maintenance	735,535
Ownership	156,368
General / Admin	379,489
Taxes	442,648
Total Direct Expenses	55,940,933

### Regional Economic Impact

Economic Impact from Direct Operating Activities	90,029,664
Economic Impact from Passenger Spending	420,826,783
Total Economic Impact	510,856,447
Total Impact on GDP	213,703,623
Total Job Impact	6,074



## 2012 Economic Impact Analysis - Station Details AR

Station													Economic Impact					
	Onboard Passengers	Departures	Destination	Active Employees	Salaries & Benefits	Fuel	Airport Operations	Passenger Services	Maintenance	Ownership	General /Admin	Taxes	Total Direct Expenses	from Direct Operating Activities	Economic Impact from Passenger Spending	Total Economic Impact	Total Impact on GDP	Total Job Impact
BYH	0	0	0	1	82,615	0	64,650	0	243,483	0	3,930	0	394,678	635,183	0	635,183	265,712	2
FSM	96,543	1,417	1	20	1,025,117	1,494,599	246,974	0	6,339	6,767	25,424	13,673	2,818,893	4,536,642	39,171,900	43,708,542	18,284,342	562
FYV	0	0	0	0	0	28,715	5,088	0	0	0	0	0	33,802	54,401	0	54,401	22,757	0
LIT	453,842	3,907	2	28	6,065,787	9,000,397	2,489,329	440,597	111,890	38,885	91,793	201,053	18,439,731	29,676,352	184,144,406	213,820,757	89,446,401	2,487
TXK	56,169	1,036	1	13	623,764	948,489	130,865	0	21,128	0	12,283	6,170	1,742,700	2,804,648	22,790,326	25,594,974	10,706,998	329
XNA	430,215	5,827	3	173	15,686,548	12,294,080	3,449,848	149,432	352,694	110,716	246,060	221,752	32,511,129	52,322,438	174,557,854	226,880,292	94,909,520	2,692
<b>Grand Total</b>	<b>1,036,769</b>	<b>12,187</b>	<b>7</b>	<b>235</b>	<b>23,483,831</b>	<b>23,766,279</b>	<b>6,386,754</b>	<b>590,029</b>	<b>735,535</b>	<b>156,368</b>	<b>379,489</b>	<b>442,648</b>	<b>55,940,933</b>	<b>90,029,664</b>	<b>420,664,485</b>	<b>510,694,149</b>	<b>213,635,730</b>	<b>6,072</b>





# Arizona

Largest Commercial Airport:  
Phoenix Sky Harbor International

## Regional Presence

Airports Served	2
Onboard Passengers	2,122,738
Originating Passengers	366,603
Terminating Passengers	375,017
Connecting Passengers	53,354
Departures	10,333
Destinations	7
Active Employees	723

## Regional Expenditure

Salaries & Benefits	84,596,600
Fuel	64,889,940
Airport Operations	12,510,330
Passenger Services	4,616,457
Maintenance	646,212
Ownership	58,923
General / Admin	(3,679,230)
Taxes	184,262
Total Direct Expenses	163,823,495

## Regional Economic Impact

Economic Impact from Direct Operating Activities	260,702,762
Economic Impact from Passenger Spending	746,082,934
Total Economic Impact	1,006,785,697
Total Impact on GDP	451,686,542
Total Job Impact	8,978

## Impact on Economy vs. Impact on GDP

**Total Economic Impact** is a measure of all incremental economic activity that underlies the production of a unit of output purchased by the final user, i.e. a seat mile in case of a commercial airline.

**Total GDP Impact** is a measure of the value-add that is inherent in economic activity. Total GDP Impact differs from Total Economic Impact by the leakage (e.g. individual savings) and initial production costs from economic activity.

## 2012 Economic Impact Analysis - Station Details AZ

Station													Economic Impact					
	Onboard Passengers	Departures	Destination	Active Employees	Salaries & Benefits	Fuel	Airport Operations	Passenger Services	Maintenance	Ownership	General /Admin	Taxes	Total Direct Expenses	from Direct Operating Activities	Economic Impact from Passenger Spending	Total Economic Impact	Total Impact on GDP	Total Job Impact
IGM	0	0	0	0	0	14,612	0	0	0	0	0	0	14,612	23,252	0	23,252	10,432	0
MZJ	0	0	0	0	0	32,726	0	0	0	0	0	0	32,726	52,079	0	52,079	23,365	0
PHX	1,300,615	6,185	4	101	42,485,206	40,429,449	8,117,311	2,957,910	449,666	20,046	254,599	138,782	94,852,968	150,945,570	457,129,733	608,075,303	272,808,237	4,568
QCZ	0	0	0	558	26,690,503	0	128,043	0	149,471	36,128	(4,099,290)	0	22,904,855	36,449,955	0	36,449,955	16,352,988	1,523
TUS	820,817	4,148	3	64	15,420,891	24,413,153	4,264,977	1,658,547	47,076	2,750	165,460	45,480	46,018,334	73,231,906	288,494,179	361,726,085	162,285,584	2,883
<b>Grand Total</b>	<b>2,121,432</b>	<b>10,333</b>	<b>7</b>	<b>723</b>	<b>84,596,600</b>	<b>64,889,940</b>	<b>12,510,330</b>	<b>4,616,457</b>	<b>646,212</b>	<b>58,923</b>	<b>(3,679,230)</b>	<b>184,262</b>	<b>163,823,495</b>	<b>260,702,762</b>	<b>745,623,912</b>	<b>1,006,326,674</b>	<b>451,480,606</b>	<b>8,973</b>





Largest Commercial Airport:  
Los Angeles International

# California

## Impact on Economy vs. Impact on GDP

**Total Economic Impact** is a measure of all incremental economic activity that underlies the production of a unit of output purchased by the final user, i.e. a seat mile in case of a commercial airline.

**Total GDP Impact** is a measure of the value-add that is inherent in economic activity. Total GDP Impact differs from Total Economic Impact by the leakage (e.g. individual savings) and initial production costs from economic activity.

### Regional Presence

Airports Served	11
Onboard Passengers	22,103,555
Originating Passengers	4,323,479
Terminating Passengers	4,213,353
Connecting Passengers	3,841,633
Departures	91,685
Destinations	70
Active Employees	6,170

### Regional Expenditure

Salaries & Benefits	725,448,800
Fuel	849,275,104
Airport Operations	232,791,707
Passenger Services	61,959,926
Maintenance	15,081,920
Ownership	14,301,817
General / Admin	12,074,229
Taxes	12,522,712
Total Direct Expenses	1,923,456,214

### Regional Economic Impact

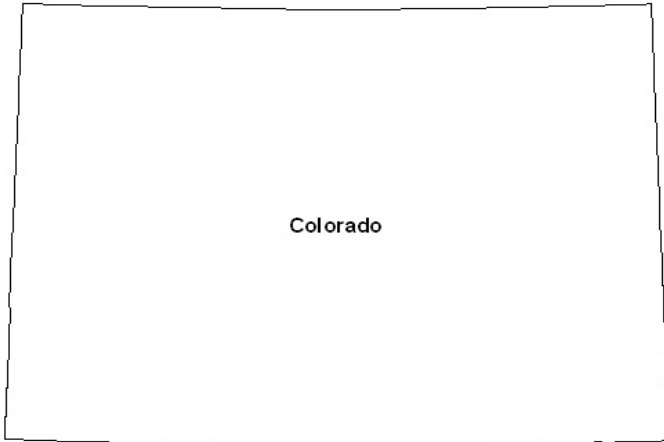
Economic Impact from Direct Operating Activities	3,961,799,699
Economic Impact from Passenger Spending	11,120,953,004
Total Economic Impact	15,082,752,703
Total Impact on GDP	6,551,730,946
Total Job Impact	107,640



## 2012 Economic Impact Analysis - Station Details CA

Station	Onboard			Active Employees	Salaries & Benefits		Airport Operations		Passenger Services		General /Admin		Taxes	Economic Impact from Direct Operating Activities		Economic Impact from Passenger Spending	Total Economic Impact	Total Impact on GDP	Total Job Impact
	Passengers	Departures	Destination		Fuel	Maintenance	Ownership			Total Direct Expenses									
BUR	19,111	0	0	0	100,005	742,922	118,352	56,509	767	14,518	12,219	7,333	1,052,625	2,168,123	9,615,310	11,783,433	5,118,554	78	
FAT	295,432	2,459	2	33	2,100,883	9,459,433	1,630,418	438,067	51,637	3,630	131,928	57,651	13,873,648	28,575,963	148,640,587	177,216,550	76,980,322	1,296	
LAX	11,077,904	53,567	46	4,540	556,725,978	553,959,008	146,495,651	39,449,308	11,056,444	13,844,121	8,384,864	9,151,600	1,339,066,975	2,758,115,885	5,573,621,518	8,331,737,403	3,619,186,952	58,110	
LGB	0	0	0	0	0	0	0	8,145	0	0	0	0	8,145	16,776	0	16,776	7,287	0	
MMH	0	0	0	0	8,046	0	0	0	0	0	211	0	8,257	17,007	0	17,007	7,388	0	
MRY	79,856	1,167	1	31	1,640,549	1,581,520	620,252	0	17,559	4,602	40,444	29,324	3,934,249	8,103,490	40,177,918	48,281,408	20,972,750	413	
NTD	0	0	0	0	0	22,299	1,145	0	0	0	0	0	23,444	48,289	0	48,289	20,976	0	
OAK	0	0	0	0	0	0	(5,979)	21,340	0	0	(25)	0	15,336	31,587	0	31,587	13,721	0	
ONT	363,940	1,397	1	15	2,248,952	12,772,789	4,040,736	914,475	15,527	23,093	186,169	95,744	20,297,485	41,807,330	183,108,990	224,916,321	97,700,416	1,522	
PSP	270,094	1,109	2	21	1,645,385	10,964,915	2,236,456	650,562	36,670	29,880	155,319	67,132	15,786,319	32,515,549	135,892,289	168,407,837	73,153,944	1,160	
SAN	1,590,569	8,337	4	200	20,736,872	53,439,931	14,547,718	3,914,037	738,396	31,197	493,073	532,947	94,434,171	194,508,857	800,262,360	994,771,217	432,114,316	7,045	
SBA	118,599	1,703	1	59	2,208,976	1,334,971	973,749	53,725	60,599	5,060	72,559	6,037	4,715,675	9,713,016	59,670,669	69,383,684	30,139,275	653	
SBP	0	0	0	1	175,482	0	5,070	0	25	0	5,357	0	185,935	382,975	0	382,975	166,359	3	
SFO	3,088,896	10,629	6	1,112	114,734,161	124,235,452	38,243,047	10,847,493	2,858,613	326,258	1,861,182	1,690,058	294,796,262	607,200,587	1,554,115,039	2,161,315,626	938,844,437	15,759	
SJC	754,539	4,356	3	52	7,935,706	28,545,460	8,775,635	1,622,830	71,901	1,284	321,460	294,675	47,568,952	97,979,178	379,630,913	477,610,091	207,466,957	3,218	
SMF	459,580	2,708	2	29	3,320,085	17,000,860	5,970,616	934,021	49,592	7,730	133,925	131,780	27,548,608	56,742,682	231,228,306	287,970,989	125,090,458	1,952	
SMX	88	0	0	0	3,697	401	0	0	0	0	0	271	4,370	9,000	44,275	53,276	23,142	0	
SNA	1,163,645	4,253	2	77	11,864,022	35,215,141	9,138,841	3,049,414	124,192	10,444	275,544	458,160	60,135,759	123,863,402	585,464,255	709,327,657	308,121,737	4,954	
<b>Grand Total</b>	<b>19,282,253</b>	<b>91,685</b>	<b>70</b>	<b>6,170</b>	<b>725,448,800</b>	<b>849,275,104</b>	<b>232,791,707</b>	<b>61,959,926</b>	<b>15,081,920</b>	<b>14,301,817</b>	<b>12,074,229</b>	<b>12,522,712</b>	<b>1,923,456,214</b>	<b>3,961,799,699</b>	<b>9,701,472,430</b>	<b>13,663,272,128</b>	<b>5,935,128,990</b>	<b>96,165</b>	





Largest Commercial Airport:  
Denver International

# Colorado

## Impact on Economy vs. Impact on GDP

**Total Economic Impact** is a measure of all incremental economic activity that underlies the production of a unit of output purchased by the final user, i.e. a seat mile in case of a commercial airline.

**Total GDP Impact** is a measure of the value-add that is inherent in economic activity. Total GDP Impact differs from Total Economic Impact by the leakage (e.g. individual savings) and initial production costs from economic activity.

### Regional Presence

Airports Served	9
Onboard Passengers	2,242,767
Originating Passengers	443,667
Terminating Passengers	447,329
Connecting Passengers	120,471
Departures	11,828
Destinations	20
Active Employees	195

### Regional Expenditure

Salaries & Benefits	25,106,640
Fuel	60,674,120
Airport Operations	23,193,606
Passenger Services	5,102,060
Maintenance	516,708
Ownership	58,296
General / Admin	743,238
Taxes	610,329
<b>Total Direct Expenses</b>	<b>116,004,997</b>

### Regional Economic Impact

Economic Impact from Direct Operating Activities	216,321,540
Economic Impact from Passenger Spending	630,815,272
<b>Total Economic Impact</b>	<b>847,136,812</b>
<b>Total Impact on GDP</b>	<b>374,374,393</b>
<b>Total Job Impact</b>	<b>6,239</b>

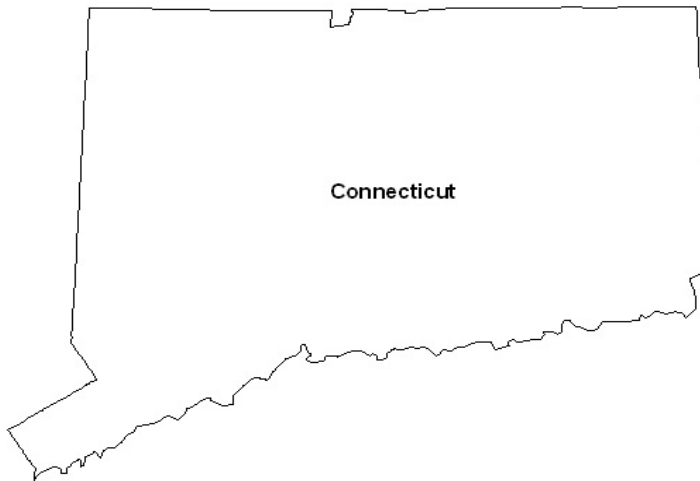


## 2012 Economic Impact Analysis - Station Details CO

Station	Onboard				Active Employees	Salaries & Benefits		Airport Operations	Passenger Services	Maintenance	Ownership	General /Admin		Taxes	Total Direct Expenses	Economic Impact from Direct Operating Activities		Economic Impact from Passenger Spending	Total Economic Impact	Total Impact on GDP	Total Job Impact
	Passengers	Departures	Destination			Fuel															
ASE	28,585	334	2	0	174,549	1,006,034	371,884	0	0	0	48,545	9,705	1,610,716	3,003,600	8,040,004	11,043,603	4,880,489	73			
COS	360,130	1,732	1	16	1,865,105	8,294,287	2,736,541	729,667	14,499	6,077	70,141	47,739	13,764,056	25,666,668	101,292,512	126,959,180	56,106,954	962			
DEN	1,466,624	7,224	5	150	19,832,167	38,648,713	13,743,992	3,344,907	457,252	27,726	419,902	432,558	76,907,215	143,413,540	412,512,230	555,925,770	245,679,765	4,137			
DRO	32,120	371	1	2	451,911	821,404	293,120	0	2,838	0	15,334	21,467	1,606,074	2,994,944	9,034,281	12,029,225	5,316,064	87			
EGE	194,291	862	6	8	1,507,559	7,369,801	3,732,216	847,320	25,357	3,250	55,712	65,794	13,607,009	25,373,813	54,647,554	80,021,366	35,363,769	518			
GJT	65,269	787	1	20	879,791	1,963,392	468,989	0	9,833	15,036	54,775	11,073	3,402,890	6,345,574	18,357,985	24,703,559	10,917,221	217			
GUC	23,183	105	1	0	94,985	608,083	402,784	51,173	999	0	16,182	5,281	1,179,487	2,199,461	6,520,602	8,720,063	3,853,649	59			
HDN	46,189	220	2	0	223,083	1,392,060	968,265	113,096	1,524	944	35,245	12,403	2,746,620	5,121,789	12,991,419	18,113,209	8,004,754	118			
MTJ	19,734	193	1	0	75,200	568,212	475,692	15,696	4,405	5,264	27,402	4,181	1,176,052	2,193,056	5,550,514	7,743,569	3,422,109	51			
PUB	198	0	0	0	2,290	2,134	124	202	0	0	0	127	4,877	9,095	55,691	64,786	28,631	1			
<b>Grand Total</b>	<b>2,236,323</b>	<b>11,828</b>	<b>20</b>	<b>195</b>	<b>25,106,640</b>	<b>60,674,120</b>	<b>23,193,606</b>	<b>5,102,060</b>	<b>516,708</b>	<b>58,296</b>	<b>743,238</b>	<b>610,329</b>	<b>116,004,997</b>	<b>216,321,540</b>	<b>629,002,790</b>	<b>845,324,330</b>	<b>373,573,404</b>	<b>6,223</b>			







Largest Commercial Airport:  
Bradley International

# Connecticut

## Impact on Economy vs. Impact on GDP

**Total Economic Impact** is a measure of all incremental economic activity that underlies the production of a unit of output purchased by the final user, i.e. a seat mile in case of a commercial airline.

**Total GDP Impact** is a measure of the value-add that is inherent in economic activity. Total GDP Impact differs from Total Economic Impact by the leakage (e.g. individual savings) and initial production costs from economic activity.

### Regional Presence

Airports Served	1
Onboard Passengers	532,603
Originating Passengers	97,742
Terminating Passengers	102,925
Connecting Passengers	4,983
Departures	3,040
Destinations	4
Active Employees	199

### Regional Expenditure

Salaries & Benefits	27,082,963
Fuel	19,584,750
Airport Operations	4,716,896
Passenger Services	1,129,978
Maintenance	52,543
Ownership	6,282
General / Admin	275,268
Taxes	22,952
Total Direct Expenses	52,871,632

### Regional Economic Impact

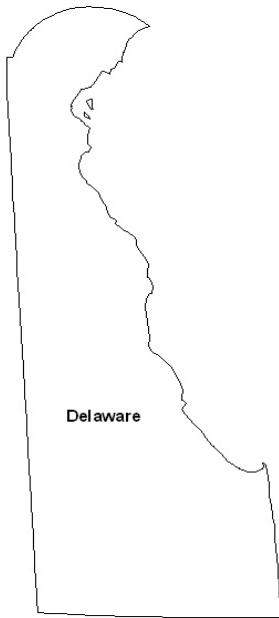
Economic Impact from Direct Operating Activities	80,541,451
Economic Impact from Passenger Spending	333,482,847
Total Economic Impact	414,024,297
Total Impact on GDP	182,134,802
Total Job Impact	3,096



## 2012 Economic Impact Analysis - Station Details CT

Station													Economic Impact					
	Onboard Passengers	Departures	Destination	Active Employees	Salaries & Benefits	Fuel	Airport Operations	Passenger Services	Maintenance	Ownership	General /Admin	Taxes	Total Direct Expenses	from Direct Operating Activities	Economic Impact from Passenger Spending	Total Economic Impact	Total Impact on GDP	Total Job Impact
BDL	532,603	3,040	4	199	27,082,963	19,584,750	4,716,896	1,129,978	52,543	6,282	275,268	22,952	52,871,632	80,541,451	333,482,847	414,024,297	182,134,802	3,096
<b>Grand Total</b>	<b>532,603</b>	<b>3,040</b>	<b>4</b>	<b>199</b>	<b>27,082,963</b>	<b>19,584,750</b>	<b>4,716,896</b>	<b>1,129,978</b>	<b>52,543</b>	<b>6,282</b>	<b>275,268</b>	<b>22,952</b>	<b>52,871,632</b>	<b>80,541,451</b>	<b>333,482,847</b>	<b>414,024,297</b>	<b>182,134,802</b>	<b>3,096</b>





Largest Commercial Airport:  
New Castle

# Delaware

## Impact on Economy vs. Impact on GDP

**Total Economic Impact** is a measure of all incremental economic activity that underlies the production of a unit of output purchased by the final user, i.e. a seat mile in case of a commercial airline.

**Total GDP Impact** is a measure of the value-add that is inherent in economic activity. Total GDP Impact differs from Total Economic Impact by the leakage (e.g. individual savings) and initial production costs from economic activity.

### Regional Presence

Airports Served	0
Onboard Passengers	0
Originating Passengers	0
Terminating Passengers	0
Connecting Passengers	0
Departures	0
Destinations	0
Active Employees	0

### Regional Expenditure

Salaries & Benefits	1,355,854
Fuel	0
Airport Operations	0
Passenger Services	0
Maintenance	0
Ownership	0
General / Admin	0
Taxes	0
<b>Total Direct Expenses</b>	<b>1,355,854</b>

### Regional Economic Impact

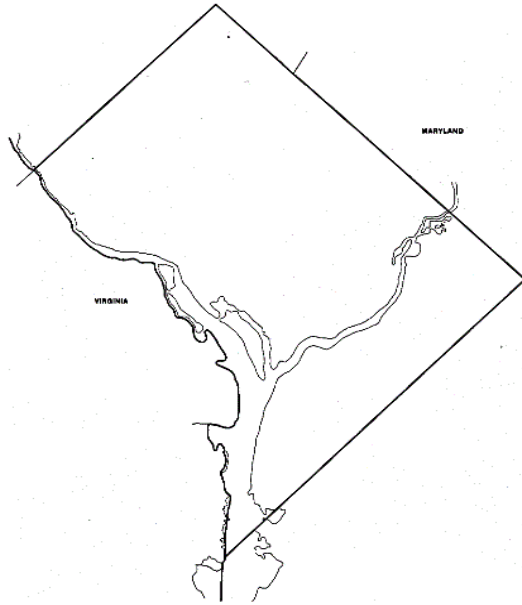
Economic Impact from Direct Operating Activities	2,375,077
Economic Impact from Passenger Spending	0
<b>Total Economic Impact</b>	<b>2,375,077</b>
<b>Total Impact on GDP</b>	<b>975,611</b>
<b>Total Job Impact</b>	<b>0</b>



## 2012 Economic Impact Analysis - Station Details DE

Station													Economic Impact		Total Economic Impact	Total Impact on GDP	Total Job Impact	
	Onboard Passengers	Departures	Destination	Active Employees	Salaries & Benefits	Fuel	Airport Operations	Passenger Services	Passenger Services	Ownership	General /Admin	Taxes	Total Direct Expenses	from Direct Operating Activities				Economic Impact from Passenger Spending
DE	0	0	0	0	1,355,854	0	0	0	0	0	0	0	1,355,854	2,375,077	0	2,375,077	975,611	0
<b>Grand Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,355,854</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,355,854</b>	<b>2,375,077</b>	<b>0</b>	<b>2,375,077</b>	<b>975,611</b>	<b>0</b>





## District of Columbia

Largest Commercial Airport:  
Ronald Reagan National

### Regional Presence

Airports Served	1
Onboard Passengers	2,760,794
Originating Passengers	707,025
Terminating Passengers	713,541
Connecting Passengers	94,905
Departures	16,833
Destinations	8
Active Employees	744

### Regional Expenditure

Salaries & Benefits	74,777,457
Fuel	80,418,947
Airport Operations	30,142,322
Passenger Services	5,549,527
Maintenance	757,733
Ownership	2,213,427
General / Admin	1,228,928
Taxes	250
<b>Total Direct Expenses</b>	<b>195,088,591</b>

### Regional Economic Impact

Economic Impact from Direct Operating Activities	224,841,209
Economic Impact from Passenger Spending	773,383,974
<b>Total Economic Impact</b>	<b>998,225,184</b>
<b>Total Impact on GDP</b>	<b>383,919,433</b>
<b>Total Job Impact</b>	<b>3,188</b>

### Impact on Economy vs. Impact on GDP

Total Economic Impact is a measure of all incremental economic activity that underlies the production of a unit of output purchased by the final user, i.e. a seat mile in case of a commercial airline.

Total GDP Impact is a measure of the value-add that is inherent in economic activity. Total GDP Impact differs from Total Economic Impact by the leDCage (e.g. individual savings) and initial production costs from economic activity.



## 2012 Economic Impact Analysis - Station Details DC

Station	Onboard		Active Employees	Salaries & Benefits	Fuel	Airport Operations	Passenger Services	Maintenance	Ownership	General /Admin	Taxes	Total Direct Expenses	Economic Impact	Economic Impact	Total Economic Impact	Total Impact on GDP	Total Job Impact	
	Passengers	Departures											Destination	from Direct Operating Activities				from Passenger Spending
DCA	2,760,794	16,833	8	744	74,777,457	80,418,947	30,142,322	5,549,527	757,733	2,213,427	1,228,928	250	195,088,591	224,841,209	773,383,974	998,225,184	383,919,433	3,188
<b>Grand Total</b>	<b>2,760,794</b>	<b>16,833</b>	<b>8</b>	<b>744</b>	<b>74,777,457</b>	<b>80,418,947</b>	<b>30,142,322</b>	<b>5,549,527</b>	<b>757,733</b>	<b>2,213,427</b>	<b>1,228,928</b>	<b>250</b>	<b>195,088,591</b>	<b>224,841,209</b>	<b>773,383,974</b>	<b>998,225,184</b>	<b>383,919,433</b>	<b>3,188</b>





# Florida

Largest Commercial Airport:  
Orlando International

## Regional Presence

Airports Served	12
Onboard Passengers	37,427,666
Originating Passengers	6,454,805
Terminating Passengers	6,510,224
Connecting Passengers	14,901,024
Departures	141,631
Destinations	143
Active Employees	10,327

## Regional Expenditure

Salaries & Benefits	1,054,099,898
Fuel	1,218,321,280
Airport Operations	444,491,702
Passenger Services	158,449,038
Maintenance	22,967,836
Ownership	5,561,431
General / Admin	24,435,397
Taxes	709,761
Total Direct Expenses	2,929,036,344

## Regional Economic Impact

Economic Impact from Direct Operating Activities	4,760,198,610
Economic Impact from Passenger Spending	19,448,934,002
Total Economic Impact	24,209,132,611
Total Impact on GDP	10,964,594,224
Total Job Impact	211,761

## Impact on Economy vs. Impact on GDP

**Total Economic Impact** is a measure of all incremental economic activity that underlies the production of a unit of output purchased by the final user, i.e. a seat mile in case of a commercial airline.

**Total GDP Impact** is a measure of the value-add that is inherent in economic activity. Total GDP Impact differs from Total Economic Impact by the leakage (e.g. individual savings) and initial production costs from economic activity.

## 2012 Economic Impact Analysis - Station Details FL

Station	Operational Metrics				Salaries & Benefits	Fuel	Airport Operations	Passenger Services	Maintenance	Ownership	General /Admin	Taxes	Economic Impact			Total Impact on GDP	Total Job Impact	
	Onboard Passengers	Departures	Destination	Active Employees									Total Direct Expenses	Economic Impact from Direct Operating Activities	Economic Impact from Passenger Spending			Total Economic Impact
DAB	258	0	0	0	509	1,891	128	36,470	0	0	0	3	39,001	63,384	134,067	197,451	89,428	1
EYW	188,033	2,010	1	29	1,129,712	1,216,364	376,792	0	12	48	125,211	451	2,848,591	4,629,461	97,709,577	102,339,038	46,350,526	1,002
FLL	1,182,421	4,528	6	76	8,363,208	36,555,719	5,820,432	3,076,619	474,264	110,744	310,654	19,344	54,730,982	88,947,461	614,433,932	703,381,393	318,569,512	6,023
GNV	46,760	683	1	1	125,435	1,021,145	286,023	0	0	0	30,514	510	1,463,628	2,378,652	24,298,393	26,677,046	12,082,340	233
HST	207	0	0	0	1,062	698	0	0	0	0	0	7	1,766	2,870	107,566	110,436	50,018	1
JAX	494,441	3,501	3	40	2,598,271	15,116,033	3,348,667	670,414	49,384	8,270	147,678	5,319	21,944,036	35,662,914	256,931,607	292,594,521	132,519,419	2,540
MCO	2,713,650	9,662	5	200	20,402,493	69,608,962	11,140,797	8,110,618	1,176,093	39,545	849,277	29,515	111,357,300	180,975,176	1,410,122,655	1,591,097,831	720,626,483	13,890
MIA	25,918,162	105,667	114	9,739	1,001,770,136	1,019,407,048	405,367,918	141,575,133	20,944,454	5,355,643	22,282,110	623,752	2,617,326,194	4,253,614,857	13,468,128,688	17,721,743,545	8,026,381,202	153,545
MLB	0	0	0	0	0	0	0	4,850	0	0	56	0	4,906	7,972	0	7,972	3,611	0
PBI	361,839	1,442	2	0	779,601	12,230,536	3,592,644	890,222	13,735	0	119,472	5,069	17,631,279	28,653,925	188,026,227	216,680,152	98,136,930	1,781
PIE	0	0	0	27	2,976,280	0	239,726	0	129,399	317	3,687	0	3,349,409	5,443,378	0	5,443,378	2,465,369	73
PNS	235,408	3,057	2	22	1,184,416	6,655,006	1,138,709	1,940	15,820	15,241	63,550	1,913	9,076,595	14,751,061	122,327,549	137,078,610	62,084,477	1,217
RSW	478,056	1,722	2	63	3,311,873	14,517,861	4,929,263	1,041,829	84,808	90	100,474	6,327	23,992,525	38,992,068	248,417,296	287,409,364	130,171,002	2,521
TLH	98,078	1,427	2	0	218,549	2,642,411	1,402,567	284	198	0	36,122	1,421	4,301,552	6,990,778	50,965,309	57,956,087	26,248,977	483
TPA	1,444,993	6,002	4	104	10,012,421	34,821,115	6,123,265	3,040,659	59,208	17,954	306,974	14,652	54,396,247	88,403,458	750,876,998	839,280,456	380,119,758	7,390
VPS	153,046	1,930	1	25	1,225,931	4,526,493	724,771	0	20,460	13,580	59,619	1,478	6,572,332	10,681,194	79,528,912	90,210,106	40,857,193	821
<b>Grand Total</b>	<b>33,315,352</b>	<b>141,631</b>	<b>143</b>	<b>10,327</b>	<b>1,054,099,898</b>	<b>1,218,321,280</b>	<b>444,491,702</b>	<b>158,449,038</b>	<b>22,967,836</b>	<b>5,561,431</b>	<b>24,435,397</b>	<b>709,761</b>	<b>2,929,036,344</b>	<b>4,760,198,610</b>	<b>17,312,008,777</b>	<b>22,072,207,387</b>	<b>9,996,756,245</b>	<b>191,521</b>







# Georgia

Largest Commercial Airport:  
Hartsfield-Jackson Atlanta International

## Regional Presence

Airports Served	3
Onboard Passengers	1,551,257
Originating Passengers	403,119
Terminating Passengers	412,915
Connecting Passengers	120,050
Departures	12,241
Destinations	6
Active Employees	165

## Regional Expenditure

Salaries & Benefits	25,993,451
Fuel	50,619,499
Airport Operations	7,916,615
Passenger Services	2,251,476
Maintenance	699,922
Ownership	32,007
General / Admin	625,724
Taxes	1,074,455
Total Direct Expenses	89,213,148

## Regional Economic Impact

Economic Impact from Direct Operating Activities	147,334,174
Economic Impact from Passenger Spending	288,548,389
Total Economic Impact	435,882,563
Total Impact on GDP	195,961,014
Total Job Impact	3,232

## Impact on Economy vs. Impact on GDP

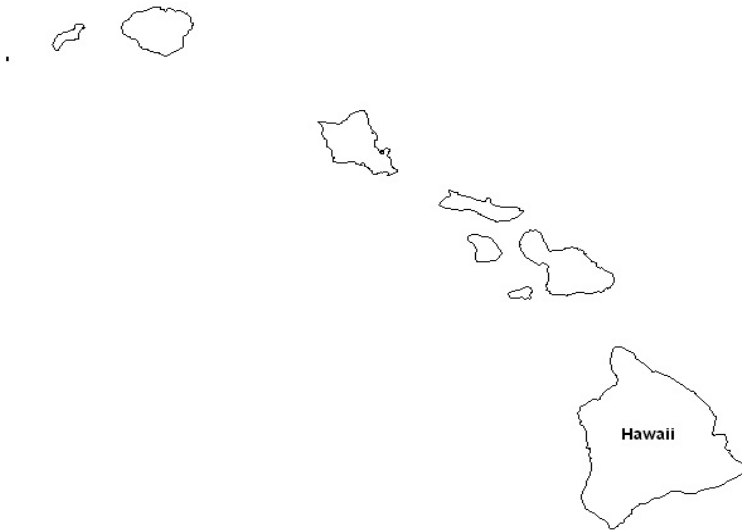
**Total Economic Impact** is a measure of all incremental economic activity that underlies the production of a unit of output purchased by the final user, i.e. a seat mile in case of a commercial airline.

**Total GDP Impact** is a measure of the value-add that is inherent in economic activity. Total GDP Impact differs from Total Economic Impact by the leakage (e.g. individual savings) and initial production costs from economic activity.

## 2012 Economic Impact Analysis - Station Details GA

Station													Economic Impact					
	Onboard Passengers	Departures	Destination	Active Employees	Salaries & Benefits	Fuel	Airport Operations	Passenger Services	Maintenance	Ownership	General /Admin	Taxes	Total Direct Expenses	from Direct Operating Activities	Economic Impact from Passenger Spending	Total Economic Impact	Total Impact on GDP	Total Job Impact
AGS	3,177	0	0	0	12,475	175,521	99,817	0	0	129	(3,102)	964	285,804	472,001	590,952	1,062,952	477,875	6
ATL	1,423,479	10,478	4	151	24,785,473	45,177,340	6,448,259	2,251,476	684,260	29,012	573,362	1,023,871	80,973,052	133,725,781	264,780,479	398,506,260	179,157,639	2,964
CSG	33,623	695	1	0	152,717	1,760,915	576,879	0	1,762	0	16,427	11,803	2,520,502	4,162,572	6,254,194	10,416,766	4,683,096	59
DLH	0	0	0	0	0	0	898	0	0	0	0	0	898	1,484	0	1,484	667	0
SAV	90,926	1,068	1	14	1,042,785	3,505,723	790,763	0	13,900	2,866	39,036	37,817	5,432,890	8,972,337	16,913,091	25,885,428	11,637,388	203
<b>Grand Total</b>	<b>1,551,205</b>	<b>12,241</b>	<b>6</b>	<b>165</b>	<b>25,993,451</b>	<b>50,619,499</b>	<b>7,916,615</b>	<b>2,251,476</b>	<b>699,922</b>	<b>32,007</b>	<b>625,724</b>	<b>1,074,455</b>	<b>89,213,148</b>	<b>147,334,174</b>	<b>288,538,716</b>	<b>435,872,891</b>	<b>195,956,666</b>	<b>3,232</b>





Largest Commercial Airport:  
Honolulu International

# Hawaii

## Impact on Economy vs. Impact on GDP

**Total Economic Impact** is a measure of all incremental economic activity that underlies the production of a unit of output purchased by the final user, i.e. a seat mile in case of a commercial airline.

**Total GDP Impact** is a measure of the value-add that is inherent in economic activity. Total GDP Impact differs from Total Economic Impact by the leakage (e.g. individual savings) and initial production costs from economic activity.

### Regional Presence

Airports Served	4
Onboard Passengers	1,496,322
Originating Passengers	301,746
Terminating Passengers	297,451
Connecting Passengers	116,026
Departures	4,218
Destinations	12
Active Employees	88

### Regional Expenditure

Salaries & Benefits	11,718,439
Fuel	106,629,227
Airport Operations	23,015,386
Passenger Services	3,961,849
Maintenance	713,025
Ownership	28,718
General / Admin	1,077,819
Taxes	33,150
Total Direct Expenses	147,177,614

### Regional Economic Impact

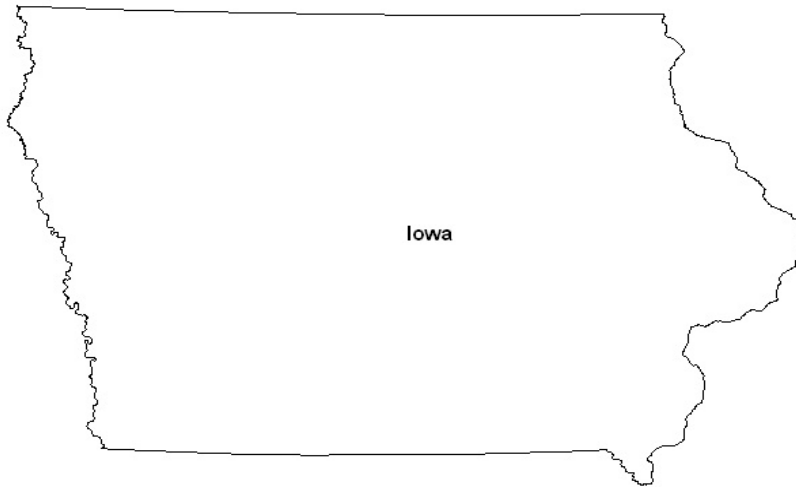
Economic Impact from Direct Operating Activities	263,865,186
Economic Impact from Passenger Spending	801,834,323
Total Economic Impact	1,065,699,509
Total Impact on GDP	445,200,994
Total Job Impact	6,945



## 2012 Economic Impact Analysis - Station Details HI

Station	Operational Metrics				Station Expenses								Economic Impact			Total Job Impact		
	Onboard Passengers	Departures	Destination	Active Employees	Salaries & Benefits	Fuel	Airport Operations	Passenger Services	Maintenance	Ownership	General /Admin	Taxes	Total Direct Expenses	Economic Impact from Direct Operating Activities	Economic Impact from Passenger Spending		Total Economic Impact	Total Impact on GDP
HNL	784,771	2,117	5	88	9,024,629	56,547,825	11,231,554	2,118,032	668,312	13,712	585,789	16,532	80,206,386	143,796,820	420,535,368	564,332,188	235,752,432	3,742
KOA	111,374	363	2	0	343,841	7,299,164	1,520,706	246,931	19,953	7,775	172,681	2,121	9,613,173	17,234,834	59,682,004	76,916,838	32,132,372	501
LIH	183,954	598	2	0	891,936	12,805,668	2,795,442	484,751	13,651	6,005	99,386	5,502	17,102,341	30,661,677	98,575,461	129,237,138	53,989,424	828
OGG	414,483	1,140	3	0	1,458,032	29,976,569	7,467,684	1,112,136	11,109	1,226	219,963	8,995	40,255,714	72,171,856	222,109,075	294,280,931	122,937,246	1,866
<b>Grand Total</b>	<b>1,494,582</b>	<b>4,218</b>	<b>12</b>	<b>88</b>	<b>11,718,439</b>	<b>106,629,227</b>	<b>23,015,386</b>	<b>3,961,849</b>	<b>713,025</b>	<b>28,718</b>	<b>1,077,819</b>	<b>33,150</b>	<b>147,177,614</b>	<b>263,865,186</b>	<b>800,901,909</b>	<b>1,064,767,095</b>	<b>444,811,474</b>	<b>6,937</b>





Largest Commercial Airport:  
Des Moines International

# Iowa

## Impact on Economy vs. Impact on GDP

**Total Economic Impact** is a measure of all incremental economic activity that underlies the production of a unit of output purchased by the final user, i.e. a seat mile in case of a commercial airline.

**Total GDP Impact** is a measure of the value-add that is inherent in economic activity. Total GDP Impact differs from Total Economic Impact by the leakage (e.g. individual savings) and initial production costs from economic activity.

### Regional Presence

Airports Served	5
Onboard Passengers	745,462
Originating Passengers	65,648
Terminating Passengers	71,565
Connecting Passengers	6,524
Departures	9,695
Destinations	7
Active Employees	83

### Regional Expenditure

Salaries & Benefits	5,999,645
Fuel	17,625,139
Airport Operations	5,159,889
Passenger Services	232,469
Maintenance	119,698
Ownership	29,398
General / Admin	204,533
Taxes	0
Total Direct Expenses	29,370,771

### Regional Economic Impact

Economic Impact from Direct Operating Activities	39,059,338
Economic Impact from Passenger Spending	289,890,523
Total Economic Impact	328,949,862
Total Impact on GDP	136,118,037
Total Job Impact	3,691



## 2012 Economic Impact Analysis - Station Details IA

Station	Operational Metrics				Station Expenses								Economic Impact					
	Onboard Passengers	Departures	Destination	Active Employees	Salaries & Benefits	Fuel	Airport Operations	Passenger Services	Maintenance	Ownership	General /Admin	Taxes	Total Direct Expenses	Economic Impact from Direct Operating Activities	Economic Impact from Passenger Spending	Total Economic Impact	Total Impact on GDP	Total Job Impact
ALO	27,196	495	1	0	45,424	538,950	378,841	39	1,272	1,314	15,390	0	981,231	1,304,910	10,575,808	11,880,718	4,916,190	130
CID	244,796	3,872	2	27	1,968,887	6,665,615	1,303,878	0	38,024	2,811	64,579	0	10,043,794	13,356,951	95,194,712	108,551,663	44,918,211	1,212
DBQ	60,875	983	1	16	592,938	1,085,634	585,453	0	5,613	0	42,201	0	2,311,839	3,074,448	23,672,683	26,747,131	11,067,848	315
DSM	371,451	3,845	2	40	3,177,806	8,506,372	2,581,199	232,430	74,305	23,906	64,060	0	14,660,079	19,496,014	144,447,503	163,943,518	67,839,122	1,838
SUX	40,986	500	1	0	214,589	828,568	310,517	0	484	1,366	18,304	0	1,373,828	1,827,015	15,938,375	17,765,390	7,351,242	196
<b>Grand Total</b>	<b>745,304</b>	<b>9,695</b>	<b>7</b>	<b>83</b>	<b>5,999,645</b>	<b>17,625,139</b>	<b>5,159,889</b>	<b>232,469</b>	<b>119,698</b>	<b>29,398</b>	<b>204,533</b>	<b>0</b>	<b>29,370,771</b>	<b>39,059,338</b>	<b>289,829,081</b>	<b>328,888,420</b>	<b>136,092,613</b>	<b>3,690</b>





# Idaho

Largest Commercial Airport:  
Boise Air Terminal/Gowen Field

## Regional Presence

Airports Served	1
Onboard Passengers	3,842
Originating Passengers	1,109
Terminating Passengers	846
Connecting Passengers	624
Departures	56
Destinations	2
Active Employees	0

## Regional Expenditure

Salaries & Benefits	2,092,196
Fuel	139,275
Airport Operations	92,630
Passenger Services	594
Maintenance	190
Ownership	2,007
General / Admin	8,549
Taxes	302
Total Direct Expenses	2,335,744

## Regional Economic Impact

Economic Impact from Direct Operating Activities	3,187,084
Economic Impact from Passenger Spending	1,444,252
Total Economic Impact	4,631,336
Total Impact on GDP	1,960,848
Total Job Impact	20

## Impact on Economy vs. Impact on GDP

**Total Economic Impact** is a measure of all incremental economic activity that underlies the production of a unit of output purchased by the final user, i.e. a seat mile in case of a commercial airline.

**Total GDP Impact** is a measure of the value-add that is inherent in economic activity. Total GDP Impact differs from Total Economic Impact by the leakage (e.g. individual savings) and initial production costs from economic activity.

## 2012 Economic Impact Analysis - Station Details ID

Station													Economic Impact					
	Onboard Passengers	Departures	Destination	Active Employees	Salaries & Benefits	Fuel	Airport Operations	Passenger Services	Maintenance	Ownership	General /Admin	Taxes	Total Direct Expenses	from Direct Operating Activities	Economic Impact from Passenger Spending	Total Economic Impact	Total Impact on GDP	Total Job Impact
BOI	3,842	56	2	0	2,092,196	139,275	92,630	594	190	2,007	8,549	302	2,335,744	3,187,084	1,444,252	4,631,336	1,960,848	20
<b>Grand Total</b>	<b>3,842</b>	<b>56</b>	<b>2</b>	<b>0</b>	<b>2,092,196</b>	<b>139,275</b>	<b>92,630</b>	<b>594</b>	<b>190</b>	<b>2,007</b>	<b>8,549</b>	<b>302</b>	<b>2,335,744</b>	<b>3,187,084</b>	<b>1,444,252</b>	<b>4,631,336</b>	<b>1,960,848</b>	<b>20</b>







# Illinois

Largest Commercial Airport:  
Chicago O'Hare International

## Regional Presence

Airports Served	6
Onboard Passengers	23,654,350
Originating Passengers	4,985,440
Terminating Passengers	4,907,758
Connecting Passengers	11,020,257
Departures	170,715
Destinations	134
Active Employees	9,207

## Regional Expenditure

Salaries & Benefits	875,841,633
Fuel	822,410,703
Airport Operations	205,288,283
Passenger Services	48,859,937
Maintenance	28,115,384
Ownership	17,386,378
General / Admin	10,527,867
Taxes	7,194,569
Total Direct Expenses	2,015,624,754

## Regional Economic Impact

Economic Impact from Direct Operating Activities	3,765,311,419
Economic Impact from Passenger Spending	7,183,102,985
Total Economic Impact	10,948,414,404
Total Impact on GDP	4,694,439,013
Total Job Impact	87,528

## Impact on Economy vs. Impact on GDP

**Total Economic Impact** is a measure of all incremental economic activity that underlies the production of a unit of output purchased by the final user, i.e. a seat mile in case of a commercial airline.

**Total GDP Impact** is a measure of the value-add that is inherent in economic activity. Total GDP Impact differs from Total Economic Impact by the leakage (e.g. individual savings) and initial production costs from economic activity.

## 2012 Economic Impact Analysis - Station Details II

Station	Onboard			Active Employees	Salaries & Benefits	Fuel	Airport Operations	Passenger Services	Maintenance	Ownership	General /Admin	Taxes	Total Direct Expenses	Economic Impact	Economic Impact	Total Economic Impact	Total Impact on GDP	Total Job Impact
	Passengers	Departures	Destination											from Direct Operating Activities	from Passenger Spending			
BMI	99,539	1,363	2	0	47,852	1,884,198	511,050	0	1,587	0	19,010	4,262	2,467,959	4,610,299	30,226,951	34,837,250	14,937,446	240
CDV	0	0	0	16	1,424,612	0	144,397	0	6	0	24,358	0	1,593,372	2,976,518	0	2,976,518	1,276,265	52
CMI	169,002	2,246	2	19	903,114	2,602,023	521,843	0	33,513	533	39,760	5,013	4,105,800	7,669,888	51,320,741	58,990,629	25,293,883	471
DKB	0	0	0	1	37,045	0	(31,902)	0	0	0	1,096	0	6,240	11,656	0	11,656	4,998	3
MDH	0	0	0	0	0	4,198	0	0	0	0	0	0	4,198	7,842	0	7,842	3,362	0
MLI	142,721	2,273	2	16	774,059	3,675,210	1,026,196	831	21,785	0	32,619	8,780	5,539,480	10,348,090	43,340,005	53,688,095	23,020,273	397
ORD	22,330,252	161,886	124	9,139	871,711,305	808,762,679	202,348,040	48,817,874	28,018,312	17,384,763	10,370,728	7,159,328	1,994,573,029	3,725,985,498	6,781,014,900	10,507,000,398	4,505,170,407	84,110
PIA	152,923	2,276	2	16	874,133	3,942,716	788,526	34,860	40,081	1,082	38,329	10,995	5,730,721	10,705,341	46,438,040	57,143,381	24,501,823	421
RFD	6,021	0	0	0	28,024	35,544	3,555	6,372	0	0	19	2,496	76,009	141,990	1,828,394	1,970,384	844,857	15
SPI	38,740	671	2	0	41,490	1,504,135	(2,285)	0	100	0	1,948	3,695	1,549,083	2,893,783	11,764,154	14,657,937	6,285,001	93
<b>Grand Total</b>	<b>22,939,198</b>	<b>170,715</b>	<b>134</b>	<b>9,207</b>	<b>875,841,633</b>	<b>822,410,703</b>	<b>205,309,420</b>	<b>48,859,937</b>	<b>28,115,384</b>	<b>17,386,378</b>	<b>10,527,867</b>	<b>7,194,569</b>	<b>2,015,645,891</b>	<b>3,765,350,904</b>	<b>6,965,933,185</b>	<b>10,731,284,089</b>	<b>4,601,338,315</b>	<b>85,802</b>





# Indiana

Largest Commercial Airport:  
Indianapolis International

## Regional Presence

Airports Served	3
Onboard Passengers	1,016,902
Originating Passengers	151,064
Terminating Passengers	161,208
Connecting Passengers	19,768
Departures	9,747
Destinations	9
Active Employees	110

## Regional Expenditure

Salaries & Benefits	13,211,354
Fuel	25,049,059
Airport Operations	7,339,530
Passenger Services	930,686
Maintenance	122,896
Ownership	30,348
General / Admin	295,770
Taxes	408,383
Total Direct Expenses	47,388,026

## Regional Economic Impact

Economic Impact from Direct Operating Activities	84,593,898
Economic Impact from Passenger Spending	448,744,962
Total Economic Impact	533,338,860
Total Impact on GDP	216,563,372
Total Job Impact	5,397

## Impact on Economy vs. Impact on GDP

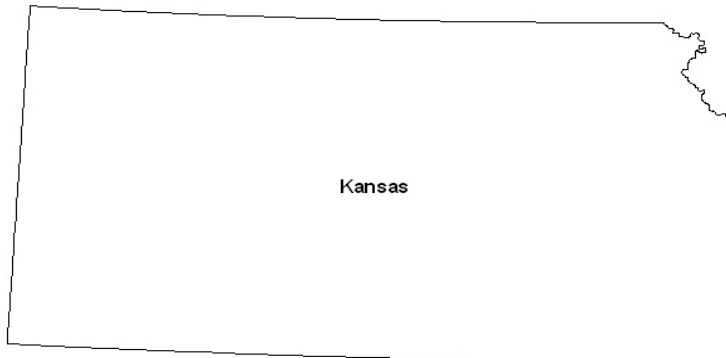
**Total Economic Impact** is a measure of all incremental economic activity that underlies the production of a unit of output purchased by the final user, i.e. a seat mile in case of a commercial airline.

**Total GDP Impact** is a measure of the value-add that is inherent in economic activity. Total GDP Impact differs from Total Economic Impact by the leakage (e.g. individual savings) and initial production costs from economic activity.

## 2012 Economic Impact Analysis - Station Details IN

Station													Economic Impact from Direct Operating Activities		Economic Impact from Passenger Spending	Total Economic Impact	Total Impact on GDP	Total Job Impact
	Onboard Passengers	Departures	Destination	Active Employees	Salaries & Benefits	Fuel	Airport Operations	Passenger Services	Maintenance	Ownership	General /Admin	Taxes	Total Direct Expenses					
EVV	128,613	1,911	2	20	1,584,041	3,368,349	768,299	0	11,173	0	17,425	44,155	5,793,444	10,342,063	56,755,160	67,097,223	27,244,970	696
FWA	150,250	2,029	2	19	1,531,241	3,446,793	929,148	1,940	33,626	2,522	33,876	40,297	6,019,443	10,745,503	66,303,273	77,048,776	31,285,818	804
HUF	0	0	0	0	0	0	0	0	0	0	24	0	24	43	0	43	17	0
IND	737,877	5,807	5	58	9,542,945	18,233,425	5,235,106	928,746	45,491	15,791	232,248	323,896	34,557,650	61,689,978	325,615,041	387,305,019	157,266,022	3,869
LAF	0	0	0	12	552,526	0	406,978	0	32,605	12,035	11,976	0	1,016,120	1,813,909	0	1,813,909	736,542	27
MIE	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SBN	46	0	0	0	601	491	0	0	0	0	220	34	1,346	2,402	20,299	22,701	9,218	0
<b>Grand Total</b>	<b>1,016,786</b>	<b>9,747</b>	<b>9</b>	<b>110</b>	<b>13,211,354</b>	<b>25,049,059</b>	<b>7,339,530</b>	<b>930,686</b>	<b>122,896</b>	<b>30,348</b>	<b>295,770</b>	<b>408,383</b>	<b>47,388,026</b>	<b>84,593,898</b>	<b>448,693,773</b>	<b>533,287,671</b>	<b>216,542,587</b>	<b>5,397</b>





Largest Commercial Airport:  
Wichita Mid-Continent

# Kansas

## Impact on Economy vs. Impact on GDP

**Total Economic Impact** is a measure of all incremental economic activity that underlies the production of a unit of output purchased by the final user, i.e. a seat mile in case of a commercial airline.

**Total GDP Impact** is a measure of the value-add that is inherent in economic activity. Total GDP Impact differs from Total Economic Impact by the leakage (e.g. individual savings) and initial production costs from economic activity.

### Regional Presence

Airports Served	3
Onboard Passengers	509,009
Originating Passengers	41,430
Terminating Passengers	44,505
Connecting Passengers	5,674
Departures	4,854
Destinations	5
Active Employees	69

### Regional Expenditure

Salaries & Benefits	7,823,098
Fuel	10,974,347
Airport Operations	2,752,007
Passenger Services	476,638
Maintenance	66,793
Ownership	25,421
General / Admin	139,371
Taxes	27,983
Total Direct Expenses	22,285,658

### Regional Economic Impact

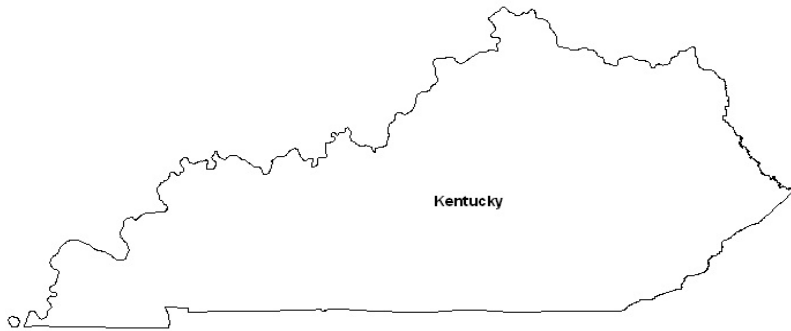
Economic Impact from Direct Operating Activities	38,253,511
Economic Impact from Passenger Spending	232,295,594
Total Economic Impact	270,549,105
Total Impact on GDP	108,525,525
Total Job Impact	2,932



## 2012 Economic Impact Analysis - Station Details KS

Station														Economic Impact from Direct Operating Activities		Economic Impact from Passenger Spending	Total Economic Impact	Total Impact on GDP	Total Job Impact
	Onboard Passengers	Departures	Destination	Active Employees	Salaries & Benefits	Fuel	Airport Operations	Passenger Services	Maintenance	Ownership	General /Admin	Taxes	Total Direct Expenses						
FOE	0	0	0	0	0	8,437	1,287	0	0	0	0	0	9,724	16,691	0	16,691	6,695	0	
GCK	29,206	537	1	0	230,135	721,820	296,897	0	221	1,348	20,791	1,259	1,272,471	2,184,207	13,328,694	15,512,900	6,222,699	160	
ICT	355,061	2,586	2	53	5,482,519	7,222,053	1,928,549	476,638	51,815	7,116	84,384	18,680	15,271,752	26,214,085	162,038,600	188,252,685	75,513,913	2,054	
MHK	124,590	1,731	2	16	2,110,444	3,022,038	525,275	0	14,757	16,957	34,196	8,045	5,731,711	9,838,528	56,858,932	66,697,460	26,754,392	716	
<b>Grand Total</b>	<b>508,857</b>	<b>4,854</b>	<b>5</b>	<b>69</b>	<b>7,823,098</b>	<b>10,974,347</b>	<b>2,752,007</b>	<b>476,638</b>	<b>66,793</b>	<b>25,421</b>	<b>139,371</b>	<b>27,983</b>	<b>22,285,658</b>	<b>38,253,511</b>	<b>232,226,226</b>	<b>270,479,737</b>	<b>108,497,700</b>	<b>2,931</b>	





Largest Commercial Airport:  
Cincinnati/Northern Kentucky International

# Kentucky

## Impact on Economy vs. Impact on GDP

**Total Economic Impact** is a measure of all incremental economic activity that underlies the production of a unit of output purchased by the final user, i.e. a seat mile in case of a commercial airline.

**Total GDP Impact** is a measure of the value-add that is inherent in economic activity. Total GDP Impact differs from Total Economic Impact by the leakage (e.g. individual savings) and initial production costs from economic activity.

### Regional Presence

Airports Served	3
Onboard Passengers	885,777
Originating Passengers	155,992
Terminating Passengers	167,583
Connecting Passengers	29,879
Departures	11,420
Destinations	9
Active Employees	92

### Regional Expenditure

Salaries & Benefits	17,652,150
Fuel	28,555,014
Airport Operations	5,924,657
Passenger Services	551,223
Maintenance	166,721
Ownership	39,630
General / Admin	350,317
Taxes	470,588
Total Direct Expenses	53,710,299

### Regional Economic Impact

Economic Impact from Direct Operating Activities	92,054,463
Economic Impact from Passenger Spending	219,660,309
Total Economic Impact	311,714,772
Total Impact on GDP	128,102,709
Total Job Impact	2,651



## 2012 Economic Impact Analysis - Station Details KY

Station	Operational Metrics				Financial & Operational Costs									Economic Impact				
	Onboard Passengers	Departures	Destination	Active Employees	Salaries & Benefits	Fuel	Airport Operations	Passenger Services	Maintenance	Ownership	General /Admin	Taxes	Total Direct Expenses	Economic Impact from Direct Operating Activities	Economic Impact from Passenger Spending	Total Economic Impact	Total Impact on GDP	Total Job Impact
CVG	356,367	5,889	4	51	7,531,443	12,687,128	2,512,497	14,801	47,990	24,578	224,199	183,861	23,226,497	39,808,059	88,374,032	128,182,091	52,677,879	1,110
HOP	0	0	0	0	0	8,247	834	0	0	0	0	0	9,081	15,564	0	15,564	6,396	0
LEX	125,668	1,881	2	0	1,561,249	4,068,499	1,488	0	2,309	0	3,736	52,252	5,689,534	9,751,332	31,163,907	40,915,239	16,814,580	337
SDF	403,520	3,650	3	41	8,559,457	11,791,140	3,409,838	536,422	116,421	15,052	122,381	234,475	24,785,187	42,479,507	100,067,317	142,546,824	58,581,229	1,204
<b>Grand Total</b>	<b>885,555</b>	<b>11,420</b>	<b>9</b>	<b>92</b>	<b>17,652,150</b>	<b>28,555,014</b>	<b>5,924,657</b>	<b>551,223</b>	<b>166,721</b>	<b>39,630</b>	<b>350,317</b>	<b>470,588</b>	<b>53,710,299</b>	<b>92,054,463</b>	<b>219,605,256</b>	<b>311,659,719</b>	<b>128,080,084</b>	<b>2,651</b>







# Louisiana

Largest Commercial Airport:  
Louis Armstrong New Orleans International

## Regional Presence

Airports Served	7
Onboard Passengers	1,508,687
Originating Passengers	221,417
Terminating Passengers	230,600
Connecting Passengers	29,234
Departures	13,720
Destinations	9
Active Employees	171

## Regional Expenditure

Salaries & Benefits	11,892,041
Fuel	30,793,161
Airport Operations	8,274,130
Passenger Services	1,624,589
Maintenance	339,483
Ownership	97,444
General / Admin	392,623
Taxes	225,546
Total Direct Expenses	53,639,018

## Regional Economic Impact

Economic Impact from Direct Operating Activities	102,567,315
Economic Impact from Passenger Spending	636,911,845
Total Economic Impact	739,479,159
Total Impact on GDP	313,664,505
Total Job Impact	6,801

## Impact on Economy vs. Impact on GDP

**Total Economic Impact** is a measure of all incremental economic activity that underlies the production of a unit of output purchased by the final user, i.e. a seat mile in case of a commercial airline.

**Total GDP Impact** is a measure of the value-add that is inherent in economic activity. Total GDP Impact differs from Total Economic Impact by the leakage (e.g. individual savings) and initial production costs from economic activity.

## 2012 Economic Impact Analysis - Station Details LA

Station	Onboard			Active Employees	Salaries & Benefits		Airport Operations	Passenger Services	Maintenance	Ownership	General /Admin	Taxes	Economic Impact			Total Job Impact		
	Passengers	Departures	Destination		Fuel								Total Direct Expenses	from Direct Operating Activities	Economic Impact from Passenger Spending		Total Economic Impact	Total Impact on GDP
AEX	75,589	1,281	1	22	899,261	1,645,384	181,502	0	34,024	28,903	39,516	4,283	2,832,872	5,416,954	31,910,880	37,327,833	15,833,328	383
BTR	191,465	2,633	1	33	2,110,463	4,159,174	1,374,094	20,485	106,877	19,296	66,283	31,872	7,888,543	15,084,293	80,829,441	95,913,733	40,683,680	899
LCH	41,283	717	1	16	746,738	894,288	180,541	0	26,665	19,257	18,224	4,449	1,890,162	3,614,325	17,428,156	21,042,480	8,925,578	222
LFT	94,070	1,357	1	0	171,654	2,095,263	(6,699)	0	0	0	7,169	12,577	2,279,963	4,359,694	39,712,874	44,072,568	18,694,239	391
MLU	53,584	893	1	17	680,565	1,179,393	364,447	0	12,349	6,179	39,726	3,962	2,286,622	4,372,426	22,621,183	26,993,609	11,449,866	276
MSY	862,638	4,159	3	51	5,790,985	17,988,487	5,037,319	1,552,195	111,569	2,612	163,106	156,163	30,802,436	58,899,721	364,173,854	423,073,575	179,454,907	3,743
SHV	188,690	2,680	1	31	1,492,376	2,831,172	1,142,927	51,909	47,999	21,197	58,598	12,242	5,658,420	10,819,903	79,657,938	90,477,841	38,377,941	882
<b>Grand Total</b>	<b>1,507,319</b>	<b>13,720</b>	<b>9</b>	<b>171</b>	<b>11,892,041</b>	<b>30,793,161</b>	<b>8,274,130</b>	<b>1,624,589</b>	<b>339,483</b>	<b>97,444</b>	<b>392,623</b>	<b>225,546</b>	<b>53,639,018</b>	<b>102,567,315</b>	<b>636,334,326</b>	<b>738,901,640</b>	<b>313,419,540</b>	<b>6,796</b>





Largest Commercial Airport:  
General Edward Lawrence Logan International

# Massachusetts

## Impact on Economy vs. Impact on GDP

**Total Economic Impact** is a measure of all incremental economic activity that underlies the production of a unit of output purchased by the final user, i.e. a seat mile in case of a commercial airline.

**Total GDP Impact** is a measure of the value-add that is inherent in economic activity. Total GDP Impact differs from Total Economic Impact by the leakage (e.g. individual savings) and initial production costs from economic activity.

### Regional Presence

Airports Served	1
Onboard Passengers	3,249,188
Originating Passengers	767,140
Terminating Passengers	769,829
Connecting Passengers	131,392
Departures	11,349
Destinations	9
Active Employees	1,211

### Regional Expenditure

Salaries & Benefits	140,792,264
Fuel	130,486,366
Airport Operations	41,931,803
Passenger Services	11,167,390
Maintenance	3,256,112
Ownership	1,644,207
General / Admin	2,324,499
Taxes	2,979,129
Total Direct Expenses	334,581,770

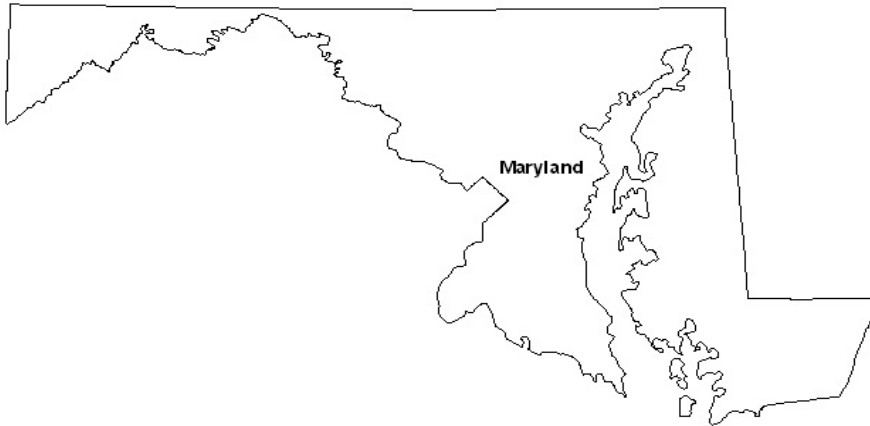
### Regional Economic Impact

Economic Impact from Direct Operating Activities	495,088,725
Economic Impact from Passenger Spending	1,796,835,185
Total Economic Impact	2,291,923,909
Total Impact on GDP	1,003,104,069
Total Job Impact	15,740

## 2012 Economic Impact Analysis - Station Details MA

Station	Onboard		Destination	Active Employees	Salaries & Benefits		Fuel	Airport Operations	Passenger Services	Maintenance	Ownership	General /Admin	Taxes	Total Direct Expenses	Economic Impact from Direct Operating Activities	Economic Impact from Passenger Spending	Total Economic Impact	Total Impact on GDP	Total Job Impact
	Passengers	Departures																	
BOS	3,249,188	11,349	9	1,211	140,792,264	130,486,366	41,931,803	11,167,390	3,256,112	1,644,207	2,324,499	2,979,129	334,581,770	495,088,725	1,796,835,185	2,291,923,909	1,003,104,069	15,740	
<b>Grand Total</b>	<b>3,249,188</b>	<b>11,349</b>	<b>9</b>	<b>1,211</b>	<b>140,792,264</b>	<b>130,486,366</b>	<b>41,931,803</b>	<b>11,167,390</b>	<b>3,256,112</b>	<b>1,644,207</b>	<b>2,324,499</b>	<b>2,979,129</b>	<b>334,581,770</b>	<b>495,088,725</b>	<b>1,796,835,185</b>	<b>2,291,923,909</b>	<b>1,003,104,069</b>	<b>15,740</b>	





Largest Commercial Airport:  
Baltimore/Washington International

# Maryland

## Impact on Economy vs. Impact on GDP

**Total Economic Impact** is a measure of all incremental economic activity that underlies the production of a unit of output purchased by the final user, i.e. a seat mile in case of a commercial airline.

**Total GDP Impact** is a measure of the value-add that is inherent in economic activity. Total GDP Impact differs from Total Economic Impact by the leakage (e.g. individual savings) and initial production costs from economic activity.

### Regional Presence

Airports Served	1
Onboard Passengers	875,741
Originating Passengers	185,938
Terminating Passengers	188,665
Connecting Passengers	8,275
Departures	4,656
Destinations	4
Active Employees	60

### Regional Expenditure

Salaries & Benefits	12,530,058
Fuel	28,536,761
Airport Operations	7,538,485
Passenger Services	1,896,022
Maintenance	120,940
Ownership	49,833
General / Admin	410,316
Taxes	10,631
<b>Total Direct Expenses</b>	<b>51,093,045</b>

### Regional Economic Impact

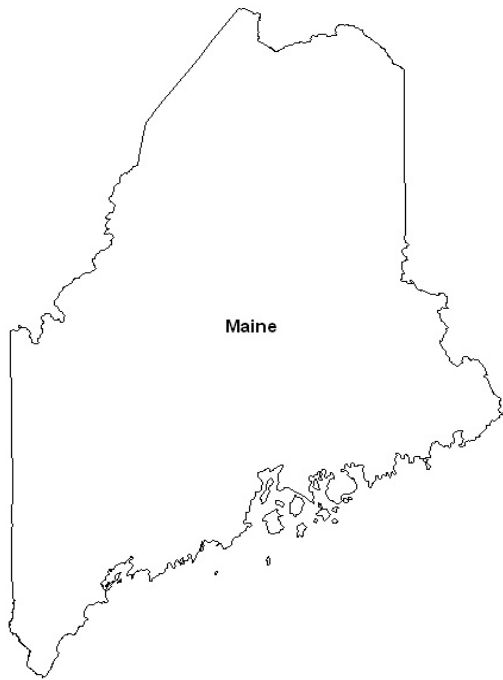
Economic Impact from Direct Operating Activities	78,690,726
Economic Impact from Passenger Spending	332,054,579
<b>Total Economic Impact</b>	<b>410,745,306</b>
<b>Total Impact on GDP</b>	<b>182,348,932</b>
<b>Total Job Impact</b>	<b>2,609</b>



## 2012 Economic Impact Analysis - Station Details MD

Station														Economic Impact		Total Economic Impact	Total Impact on GDP	Total Job Impact
	Onboard Passengers	Departures	Destination	Active Employees	Salaries & Benefits	Fuel	Airport Operations	Passenger Services	Maintenance	Ownership	General /Admin	Taxes	Total Direct Expenses	from Direct Operating Activities	Economic Impact from Passenger Spending			
BWI	875,741	4,656	4	60	12,530,058	28,536,761	7,538,485	1,896,022	120,940	49,833	410,316	10,631	51,093,045	78,690,726	332,054,579	410,745,306	182,348,932	2,609
<b>Grand Total</b>	<b>875,741</b>	<b>4,656</b>	<b>4</b>	<b>60</b>	<b>12,530,058</b>	<b>28,536,761</b>	<b>7,538,485</b>	<b>1,896,022</b>	<b>120,940</b>	<b>49,833</b>	<b>410,316</b>	<b>10,631</b>	<b>51,093,045</b>	<b>78,690,726</b>	<b>332,054,579</b>	<b>410,745,306</b>	<b>182,348,932</b>	<b>2,609</b>





# Maine

Largest Commercial Airport:  
Portland International Jetport

## Regional Presence

Airports Served	0
Onboard Passengers	6,654
Originating Passengers	144
Terminating Passengers	152
Connecting Passengers	4,369
Departures	0
Destinations	0
Active Employees	0

## Regional Expenditure

Salaries & Benefits	2,369,582
Fuel	170,220
Airport Operations	8,371
Passenger Services	13,973
Maintenance	0
Ownership	296
General / Admin	0
Taxes	0
Total Direct Expenses	2,562,442

## Regional Economic Impact

Economic Impact from Direct Operating Activities	3,825,544
Economic Impact from Passenger Spending	3,015,866
Total Economic Impact	6,841,410
Total Impact on GDP	2,999,420
Total Job Impact	38

## Impact on Economy vs. Impact on GDP

**Total Economic Impact** is a measure of all incremental economic activity that underlies the production of a unit of output purchased by the final user, i.e. a seat mile in case of a commercial airline.

**Total GDP Impact** is a measure of the value-add that is inherent in economic activity. Total GDP Impact differs from Total Economic Impact by the leakage (e.g. individual savings) and initial production costs from economic activity.

## 2012 Economic Impact Analysis - Station Details ME

Station													Economic Impact					
	Onboard Passengers	Departures	Destination	Active Employees	Salaries & Benefits	Fuel	Airport Operations	Passenger Services	Maintenance	Ownership	General /Admin	Taxes	Total Direct Expenses	from Direct Operating Activities	Economic Impact from Passenger Spending	Total Economic Impact	Total Impact on GDP	Total Job Impact
BGR	6,654	0	0	0	789,861	170,220	8,371	13,973	0	296	0	0	982,721	1,467,132	3,015,866	4,482,998	1,965,442	38
NHZ	0	0	0	0	789,861	0	0	0	0	0	0	0	789,861	1,179,206	0	1,179,206	516,989	0
PQI	0	0	0	0	789,861	0	0	0	0	0	0	0	789,861	1,179,206	0	1,179,206	516,989	0
<b>Grand Total</b>	<b>6,654</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,369,582</b>	<b>170,220</b>	<b>8,371</b>	<b>13,973</b>	<b>0</b>	<b>296</b>	<b>0</b>	<b>0</b>	<b>2,562,442</b>	<b>3,825,544</b>	<b>3,015,866</b>	<b>6,841,410</b>	<b>2,999,420</b>	<b>38</b>







# Michigan

Largest Commercial Airport:  
Detroit Metropolitan Wayne County

## Regional Presence

Airports Served	6
Onboard Passengers	1,339,237
Originating Passengers	218,054
Terminating Passengers	231,053
Connecting Passengers	78,354
Departures	13,958
Destinations	11
Active Employees	411

## Regional Expenditure

Salaries & Benefits	43,522,666
Fuel	36,592,970
Airport Operations	11,228,763
Passenger Services	1,410,173
Maintenance	12,766,512
Ownership	57,604
General / Admin	1,224,224
Taxes	105,641
Total Direct Expenses	106,908,553

## Regional Economic Impact

Economic Impact from Direct Operating Activities	161,596,064
Economic Impact from Passenger Spending	345,558,070
Total Economic Impact	507,154,134
Total Impact on GDP	216,723,643
Total Job Impact	5,135

## Impact on Economy vs. Impact on GDP

**Total Economic Impact** is a measure of all incremental economic activity that underlies the production of a unit of output purchased by the final user, i.e. a seat mile in case of a commercial airline.

**Total GDP Impact** is a measure of the value-add that is inherent in economic activity. Total GDP Impact differs from Total Economic Impact by the leakage (e.g. individual savings) and initial production costs from economic activity.

## 2012 Economic Impact Analysis - Station Details MI

Station	Operational Metrics				Station Expenses									Economic Impact			Total Job Impact	
	Onboard Passengers	Departures	Destination	Active Employees	Salaries & Benefits	Fuel	Airport Operations	Passenger Services	Maintenance	Ownership	General /Admin	Taxes	Total Direct Expenses	Economic Impact from Direct Operating Activities	Economic Impact from Passenger Spending	Total Economic Impact		Total Impact on GDP
AZO	81,385	1,574	1	21	932,032	1,569,708	788,726	0	32,172	0	16,979	1,265	3,340,882	5,049,861	20,999,452	26,049,313	11,131,728	301
DTW	835,890	6,797	4	75	19,469,625	25,548,724	6,798,234	1,407,259	67,307	9,445	181,209	87,457	53,569,259	80,971,833	215,681,418	296,653,251	126,769,692	2,705
FNT	78,090	1,025	1	20	1,318,028	1,426,644	574,864	0	15,786	13,120	20,656	3,487	3,372,585	5,097,781	20,149,256	25,247,038	10,788,890	288
GRR	249,373	3,323	2	43	3,456,646	6,251,555	1,870,372	2,915	63,650	3,396	54,261	10,861	11,713,656	17,705,606	64,344,737	82,050,343	35,062,810	864
MBS	0	0	0	0	0	0	0	0	0	0	85	0	85	129	0	129	55	0
MQT	23,154	309	1	240	17,473,155	603,147	776,837	0	12,564,941	31,643	937,056	402	32,387,181	48,954,372	5,974,336	54,928,707	23,472,843	731
SSM	0	0	0	0	0	0	0	0	0	0	150	0	150	227	0	227	97	0
TVC	70,675	930	2	12	873,180	1,193,191	419,729	0	22,657	0	13,828	2,169	2,524,754	3,816,256	18,235,993	22,052,249	9,423,651	245
<b>Grand Total</b>	<b>1,338,567</b>	<b>13,958</b>	<b>11</b>	<b>411</b>	<b>43,522,666</b>	<b>36,592,970</b>	<b>11,228,763</b>	<b>1,410,173</b>	<b>12,766,512</b>	<b>57,604</b>	<b>1,224,224</b>	<b>105,641</b>	<b>106,908,553</b>	<b>161,596,064</b>	<b>345,385,192</b>	<b>506,981,256</b>	<b>216,649,766</b>	<b>5,133</b>





# Minnesota

Largest Commercial Airport: Minneapolis-St. Paul International

## Regional Presence

Airports Served	2
Onboard Passengers	1,122,004
Originating Passengers	230,407
Terminating Passengers	236,039
Connecting Passengers	16,698
Departures	7,848
Destinations	5
Active Employees	89

## Regional Expenditure

Salaries & Benefits	8,476,053
Fuel	29,071,919
Airport Operations	6,891,350
Passenger Services	1,750,497
Maintenance	193,525
Ownership	14,299
General / Admin	234,350
Taxes	159,176
Total Direct Expenses	46,791,169

## Regional Economic Impact

Economic Impact from Direct Operating Activities	79,971,040
Economic Impact from Passenger Spending	272,711,444
Total Economic Impact	352,682,484
Total Impact on GDP	145,655,698
Total Job Impact	3,257

## Impact on Economy vs. Impact on GDP

**Total Economic Impact** is a measure of all incremental economic activity that underlies the production of a unit of output purchased by the final user, i.e. a seat mile in case of a commercial airline.

**Total GDP Impact** is a measure of the value-add that is inherent in economic activity. Total GDP Impact differs from Total Economic Impact by the leakage (e.g. individual savings) and initial production costs from economic activity.

## 2012 Economic Impact Analysis - Station Details MN

Station													Economic Impact from Direct Operating Activities		Economic Impact from Passenger Spending	Total Economic Impact	Total Impact on GDP	Total Job Impact
	Onboard Passengers	Departures	Destination	Active Employees	Salaries & Benefits	Fuel	Airport Operations	Passenger Services	Maintenance	Ownership	General /Admin	Taxes	Total Direct Expenses					
MSP	1,021,557	6,268	4	73	7,722,071	26,760,192	5,864,654	1,750,363	165,133	7,826	204,156	149,718	42,624,113	72,849,101	248,297,051	321,146,152	132,631,387	2,942
RST	100,343	1,580	1	16	753,982	2,311,727	1,026,697	134	28,392	6,473	30,194	9,458	4,167,057	7,121,939	24,389,115	31,511,054	13,013,872	315
<b>Grand Total</b>	<b>1,121,900</b>	<b>7,848</b>	<b>5</b>	<b>89</b>	<b>8,476,053</b>	<b>29,071,919</b>	<b>6,891,350</b>	<b>1,750,497</b>	<b>193,525</b>	<b>14,299</b>	<b>234,350</b>	<b>159,176</b>	<b>46,791,169</b>	<b>79,971,040</b>	<b>272,686,166</b>	<b>352,657,206</b>	<b>145,645,259</b>	<b>3,257</b>





# Missouri

Largest Commercial Airport:  
Lambert-St. Louis International

## Regional Presence

Airports Served	4
Onboard Passengers	3,250,616
Originating Passengers	648,755
Terminating Passengers	663,579
Connecting Passengers	158,164
Departures	19,374
Destinations	12
Active Employees	1,399

## Regional Expenditure

Salaries & Benefits	196,681,228
Fuel	79,998,435
Airport Operations	31,651,854
Passenger Services	5,830,977
Maintenance	7,057,328
Ownership	168,299
General / Admin	1,637,486
Taxes	360,974
Total Direct Expenses	323,386,582

## Regional Economic Impact

Economic Impact from Direct Operating Activities	511,131,854
Economic Impact from Passenger Spending	1,296,416,967
Total Economic Impact	1,807,548,821
Total Impact on GDP	792,003,828
Total Job Impact	22,315

## Impact on Economy vs. Impact on GDP

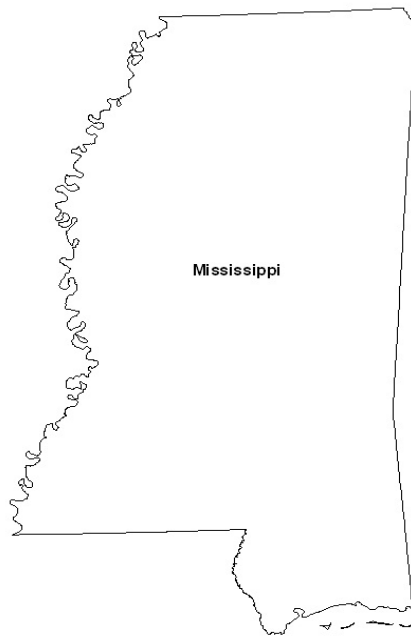
**Total Economic Impact** is a measure of all incremental economic activity that underlies the production of a unit of output purchased by the final user, i.e. a seat mile in case of a commercial airline.

**Total GDP Impact** is a measure of the value-add that is inherent in economic activity. Total GDP Impact differs from Total Economic Impact by the leakage (e.g. individual savings) and initial production costs from economic activity.

## 2012 Economic Impact Analysis - Station Details MO

Station	Operational Metrics				Station Expenses									Economic Impact				
	Onboard Passengers	Departures	Destination	Active Employees	Salaries & Benefits	Fuel	Airport Operations	Passenger Services	Maintenance	Ownership	General /Admin	Taxes	Total Direct Expenses	Economic Impact from Direct Operating Activities	Economic Impact from Passenger Spending	Total Economic Impact	Total Impact on GDP	Total Job Impact
JLN	48,894	713	1	10	603,175	1,057,309	83,472	0	1,974	6,469	14,535	2,884	1,769,818	2,797,303	19,500,000	22,297,302	9,769,888	305
MCI	910,211	5,143	2	182	19,639,710	17,854,504	5,795,432	1,411,227	3,812,385	31,080	348,840	82,195	48,975,375	77,408,512	363,012,113	440,420,625	192,976,708	5,659
MKC	0	0	0	0	0	6,104	404	0	0	0	0	0	6,508	10,287	0	10,287	4,507	0
SGF	234,639	3,437	2	0	890,654	5,324,324	(15,642)	0	185	0	16,358	9,881	6,225,760	9,840,187	93,579,180	103,419,367	45,314,701	1,327
STL	2,055,976	10,081	7	1,206	175,547,689	55,756,195	25,788,187	4,419,749	3,242,784	130,750	1,257,753	266,014	266,409,121	421,075,565	819,968,329	1,241,043,895	543,781,448	15,020
<b>Grand Total</b>	<b>3,249,720</b>	<b>19,374</b>	<b>12</b>	<b>1,399</b>	<b>196,681,228</b>	<b>79,998,435</b>	<b>31,651,854</b>	<b>5,830,977</b>	<b>7,057,328</b>	<b>168,299</b>	<b>1,637,486</b>	<b>360,974</b>	<b>323,386,582</b>	<b>511,131,854</b>	<b>1,296,059,623</b>	<b>1,807,191,476</b>	<b>791,847,253</b>	<b>22,310</b>





# Mississippi

Largest Commercial Airport:  
Jackson-Evers International

## Regional Presence

Airports Served	2
Onboard Passengers	269,989
Originating Passengers	33,873
Terminating Passengers	36,036
Connecting Passengers	1,020
Departures	3,745
Destinations	2
Active Employees	0

## Regional Expenditure

Salaries & Benefits	2,660,678
Fuel	6,660,712
Airport Operations	943,241
Passenger Services	325
Maintenance	227
Ownership	0
General / Admin	33,331
Taxes	158,649
Total Direct Expenses	10,457,163

## Regional Economic Impact

Economic Impact from Direct Operating Activities	18,427,866
Economic Impact from Passenger Spending	103,630,324
Total Economic Impact	122,058,190
Total Impact on GDP	49,721,252
Total Job Impact	1,020

## Impact on Economy vs. Impact on GDP

**Total Economic Impact** is a measure of all incremental economic activity that underlies the production of a unit of output purchased by the final user, i.e. a seat mile in case of a commercial airline.

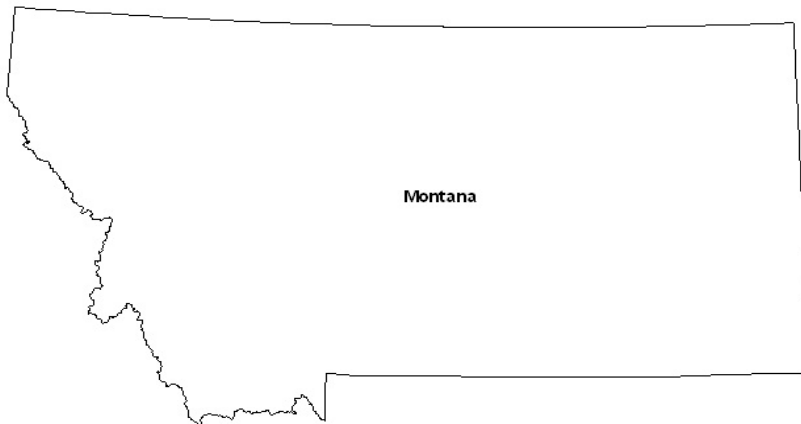
**Total GDP Impact** is a measure of the value-add that is inherent in economic activity. Total GDP Impact differs from Total Economic Impact by the leakage (e.g. individual savings) and initial production costs from economic activity.

## 2012 Economic Impact Analysis - Station Details MS

Station	Onboard			Active Employees	Salaries & Benefits	Fuel	Airport Operations	Passenger Services	Maintenance	Ownership	General /Admin	Taxes	Total Direct Expenses	Economic Impact		Total Economic Impact	Total Impact on GDP	Total Job Impact
	Passengers	Departures	Destination											from Direct Operating Activities	from Passenger Spending			
JAN	180,163	2,560	1	0	443,363	4,307,221	(18,544)	325	0	0	15,719	122,638	4,870,721	8,583,303	69,152,262	77,735,565	31,666,123	681
BIX	0	0	0	0	443,363	0	0	0	0	0	0	0	443,363	781,305	0	781,305	318,270	0
GPT	89,782	1,185	1	0	443,865	2,344,518	960,463	0	227	0	17,612	36,011	3,802,696	6,701,203	34,461,173	41,162,376	16,767,780	339
GTR	0	0	0	0	443,363	4,292	1,322	0	0	0	0	0	448,976	791,197	0	791,197	322,300	0
PIB	0	0	0	0	443,363	0	0	0	0	0	0	0	443,363	781,305	0	781,305	318,270	0
TUP	0	0	0	0	443,363	4,681	0	0	0	0	0	0	448,044	789,554	0	789,554	321,630	0
<b>Grand Total</b>	<b>269,945</b>	<b>3,745</b>	<b>2</b>	<b>0</b>	<b>2,660,678</b>	<b>6,660,712</b>	<b>943,241</b>	<b>325</b>	<b>227</b>	<b>0</b>	<b>33,331</b>	<b>158,649</b>	<b>10,457,163</b>	<b>18,427,866</b>	<b>103,613,435</b>	<b>122,041,301</b>	<b>49,714,372</b>	<b>1,020</b>







Largest Commercial Airport:  
Billings-Logan International

# Montana

## Impact on Economy vs. Impact on GDP

**Total Economic Impact** is a measure of all incremental economic activity that underlies the production of a unit of output purchased by the final user, i.e. a seat mile in case of a commercial airline.

**Total GDP Impact** is a measure of the value-add that is inherent in economic activity. Total GDP Impact differs from Total Economic Impact by the leakage (e.g. individual savings) and initial production costs from economic activity.

### Regional Presence

Airports Served	0
Onboard Passengers	294
Originating Passengers	0
Terminating Passengers	0
Connecting Passengers	177
Departures	0
Destinations	0
Active Employees	0

### Regional Expenditure

Salaries & Benefits	1,007,494
Fuel	7,800
Airport Operations	363
Passenger Services	617
Maintenance	0
Ownership	0
General / Admin	0
Taxes	0
Total Direct Expenses	1,016,275

### Regional Economic Impact

Economic Impact from Direct Operating Activities	1,763,557
Economic Impact from Passenger Spending	109,631
Total Economic Impact	1,873,188
Total Impact on GDP	764,306
Total Job Impact	1

## 2012 Economic Impact Analysis - Station Details MT

Station													Economic Impact		Total Economic Impact	Total Impact on GDP	Total Job Impact	
	Onboard Passengers	Departures	Destination	Active Employees	Salaries & Benefits	Fuel	Airport Operations	Passenger Services	Maintenance	Ownership	General /Admin	Taxes	Total Direct Expenses	from Direct Operating Activities				Economic Impact from Passenger Spending
BIL	294	0	0	0	503,747	7,800	363	617	0	0	0	0	512,528	889,397	109,631	999,028	407,628	1
GTF	0	0	0	0	503,747	0	0	0	0	0	0	0	503,747	874,160	0	874,160	356,679	0
<b>Grand Total</b>	<b>294</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,007,494</b>	<b>7,800</b>	<b>363</b>	<b>617</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1,016,275</b>	<b>1,763,557</b>	<b>109,631</b>	<b>1,873,188</b>	<b>764,306</b>	<b>1</b>





Largest Commercial Airport:  
Charlotte/Douglas International

# North Carolina

## Impact on Economy vs. Impact on GDP

**Total Economic Impact** is a measure of all incremental economic activity that underlies the production of a unit of output purchased by the final user, i.e. a seat mile in case of a commercial airline.

**Total GDP Impact** is a measure of the value-add that is inherent in economic activity. Total GDP Impact differs from Total Economic Impact by the leakage (e.g. individual savings) and initial production costs from economic activity.

### Regional Presence

Airports Served	3
Onboard Passengers	2,399,763
Originating Passengers	563,299
Terminating Passengers	580,902
Connecting Passengers	162,813
Departures	19,908
Destinations	14
Active Employees	1,498

### Regional Expenditure

Salaries & Benefits	109,258,257
Fuel	80,788,753
Airport Operations	16,817,721
Passenger Services	4,008,187
Maintenance	1,882,001
Ownership	214,573
General / Admin	1,275,008
Taxes	519,197
Total Direct Expenses	214,763,699

### Regional Economic Impact

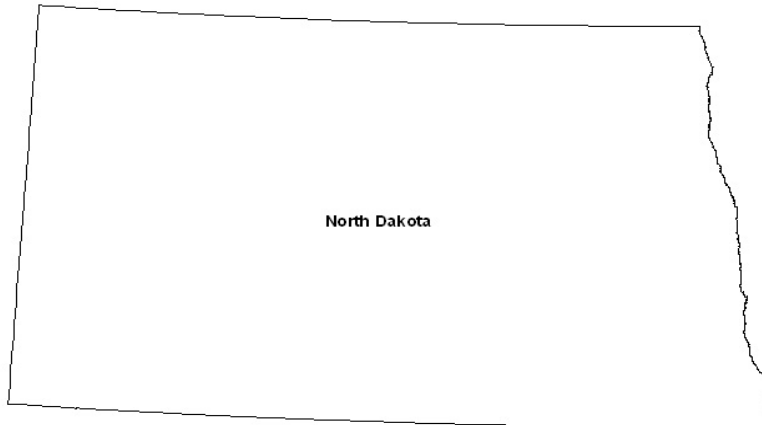
Economic Impact from Direct Operating Activities	317,146,512
Economic Impact from Passenger Spending	520,230,409
Total Economic Impact	837,376,921
Total Impact on GDP	361,679,667
Total Job Impact	9,486



## 2012 Economic Impact Analysis - Station Details NC

Station														Economic Impact					
	Onboard Passengers	Departures	Destination	Active Employees	Salaries & Benefits	Fuel	Airport Operations	Passenger Services	Maintenance	Ownership	General /Admin	Taxes	Total Direct Expenses	from Direct Operating Activities	Economic Impact from Passenger Spending	Total Economic Impact	Total Impact on GDP	Total Job Impact	
CLT	769,253	7,056	4	54	11,123,070	25,569,586	1,486,423	884,176	61,955	25,258	205,448	147,044	39,502,960	58,334,932	166,761,802	225,096,735	97,223,735	2,064	
FAY	3,089	0	0	0	16,334	199,512	67,515	0	0	119	8,757	288	292,527	431,981	669,646	1,101,627	475,815	8	
GSO	119,869	1,504	2	14	1,999,454	4,543,740	690,085	26,264	47,845	3,439	107,206	26,329	7,444,362	10,993,262	25,985,691	36,978,952	15,971,941	334	
ILM	11,068	0	0	0	91,404	534,554	189,859	0	614	0	2,983	1,612	821,025	1,212,427	2,399,366	3,611,793	1,560,005	28	
ISO	0	0	0	0	0	3,510	0	0	0	0	0	0	3,510	5,183	0	5,183	2,239	0	
OAJ	0	0	0	0	0	2,337	0	0	0	0	0	0	2,337	3,451	0	3,451	1,491	0	
POB	0	0	0	0	0	17,962	0	0	0	0	0	0	17,962	26,525	0	26,525	11,457	0	
RDU	1,495,090	11,348	8	1,430	96,027,995	49,917,553	14,395,391	3,097,747	1,771,567	184,234	949,422	343,924	166,687,834	246,151,772	324,111,707	570,263,479	246,308,085	7,049	
<b>Grand Total</b>	<b>2,398,369</b>	<b>19,908</b>	<b>14</b>	<b>1,498</b>	<b>109,258,257</b>	<b>80,788,753</b>	<b>16,829,273</b>	<b>4,008,187</b>	<b>1,881,981</b>	<b>213,051</b>	<b>1,273,817</b>	<b>519,197</b>	<b>214,772,516</b>	<b>317,159,533</b>	<b>519,928,212</b>	<b>837,087,745</b>	<b>361,554,766</b>	<b>9,483</b>	





Largest Commercial Airport:  
Hector International

# North Dakota

## Impact on Economy vs. Impact on GDP

**Total Economic Impact** is a measure of all incremental economic activity that underlies the production of a unit of output purchased by the final user, i.e. a seat mile in case of a commercial airline.

**Total GDP Impact** is a measure of the value-add that is inherent in economic activity. Total GDP Impact differs from Total Economic Impact by the leakage (e.g. individual savings) and initial production costs from economic activity.

### Regional Presence

Airports Served	1
Onboard Passengers	66,251
Originating Passengers	5,593
Terminating Passengers	5,783
Connecting Passengers	728
Departures	993
Destinations	1
Active Employees	0

### Regional Expenditure

Salaries & Benefits	103,622
Fuel	1,917,915
Airport Operations	650,476
Passenger Services	0
Maintenance	305
Ownership	1,420
General / Admin	25,003
Taxes	5,486
Total Direct Expenses	2,704,226

### Regional Economic Impact

Economic Impact from Direct Operating Activities	4,358,864
Economic Impact from Passenger Spending	24,348,408
Total Economic Impact	28,707,272
Total Impact on GDP	11,493,242
Total Job Impact	317

## 2012 Economic Impact Analysis - Station Details ND

Station													Economic Impact					
	Onboard Passengers	Departures	Destination	Active Employees	Salaries & Benefits	Fuel	Airport Operations	Passenger Services	Maintenance	Ownership	General /Admin	Taxes	Total Direct Expenses	from Direct Operating Activities	Economic Impact from Passenger Spending	Total Economic Impact	Total Impact on GDP	Total Job Impact
FAR	66,251	993	1	0	103,622	1,917,915	650,476	0	305	1,420	25,003	5,486	2,704,226	4,358,864	24,348,408	28,707,272	11,493,242	317
<b>Grand Total</b>	<b>66,251</b>	<b>993</b>	<b>1</b>	<b>0</b>	<b>103,622</b>	<b>1,917,915</b>	<b>650,476</b>	<b>0</b>	<b>305</b>	<b>1,420</b>	<b>25,003</b>	<b>5,486</b>	<b>2,704,226</b>	<b>4,358,864</b>	<b>24,348,408</b>	<b>28,707,272</b>	<b>11,493,242</b>	<b>317</b>





Largest Commercial Airport:  
Eppley Airfield

# Nebraska

## Impact on Economy vs. Impact on GDP

**Total Economic Impact** is a measure of all incremental economic activity that underlies the production of a unit of output purchased by the final user, i.e. a seat mile in case of a commercial airline.

**Total GDP Impact** is a measure of the value-add that is inherent in economic activity. Total GDP Impact differs from Total Economic Impact by the leakage (e.g. individual savings) and initial production costs from economic activity.

### Regional Presence

Airports Served	2
Onboard Passengers	553,507
Originating Passengers	80,387
Terminating Passengers	81,629
Connecting Passengers	2,483
Departures	3,951
Destinations	3
Active Employees	20

### Regional Expenditure

Salaries & Benefits	1,969,141
Fuel	12,426,859
Airport Operations	3,252,357
Passenger Services	848,908
Maintenance	12,244
Ownership	1,973
General / Admin	103,710
Taxes	54,280
Total Direct Expenses	18,669,472

### Regional Economic Impact

Economic Impact from Direct Operating Activities	25,007,280
Economic Impact from Passenger Spending	220,750,733
Total Economic Impact	245,758,014
Total Impact on GDP	102,965,083
Total Job Impact	3,163



## 2012 Economic Impact Analysis - Station Details NE

Station													Economic Impact					
	Onboard Passengers	Departures	Destination	Active Employees	Salaries & Benefits	Fuel	Airport Operations	Passenger Services	Maintenance	Ownership	General /Admin	Taxes	Total Direct Expenses	from Direct Operating Activities	Economic Impact from Passenger Spending	Total Economic Impact	Total Impact on GDP	Total Job Impact
GRI	45,949	667	1	0	32,508	1,231,532	464,411	0	1,741	1,795	12,277	2,477	1,746,741	2,339,715	18,325,469	20,665,184	8,658,079	260
OMA	507,558	3,284	2	20	1,936,633	11,195,327	2,787,946	848,908	10,503	178	91,433	51,803	16,922,730	22,667,565	202,425,264	225,092,830	94,307,003	2,904
<b>Grand Total</b>	<b>553,507</b>	<b>3,951</b>	<b>3</b>	<b>20</b>	<b>1,969,141</b>	<b>12,426,859</b>	<b>3,252,357</b>	<b>848,908</b>	<b>12,244</b>	<b>1,973</b>	<b>103,710</b>	<b>54,280</b>	<b>18,669,472</b>	<b>25,007,280</b>	<b>220,750,733</b>	<b>245,758,014</b>	<b>102,965,083</b>	<b>3,163</b>







Largest Commercial Airport: Manchester Municipal

# New Hampshire

## Impact on Economy vs. Impact on GDP

**Total Economic Impact** is a measure of all incremental economic activity that underlies the production of a unit of output purchased by the final user, i.e. a seat mile in case of a commercial airline.

**Total GDP Impact** is a measure of the value-add that is inherent in economic activity. Total GDP Impact differs from Total Economic Impact by the leakage (e.g. individual savings) and initial production costs from economic activity.

### Regional Presence

Airports Served	0
Onboard Passengers	0
Originating Passengers	0
Terminating Passengers	0
Connecting Passengers	0
Departures	0
Destinations	0
Active Employees	0

### Regional Expenditure

Salaries & Benefits	7,195,177
Fuel	0
Airport Operations	(1,408)
Passenger Services	0
Maintenance	0
Ownership	0
General / Admin	0
Taxes	0
Total Direct Expenses	7,193,769

### Regional Economic Impact

Economic Impact from Direct Operating Activities	10,685,813
Economic Impact from Passenger Spending	0
Total Economic Impact	10,685,813
Total Impact on GDP	4,703,513
Total Job Impact	0



## 2012 Economic Impact Analysis - Station Details NH

Station													Economic Impact		Total Economic Impact	Total Impact on GDP	Total Job Impact	
	Onboard Passengers	Departures	Destination	Active Employees	Salaries & Benefits	Fuel	Airport Operations	Passenger Services	Maintenance	Ownership	General /Admin	Taxes	Total Direct Expenses	from Direct Operating Activities				Economic Impact from Passenger Spending
MHT	0	0	0	0	3,597,588	0	(1,408)	0	0	0	0	0	3,596,181	5,341,861	0	5,341,861	2,351,297	0
PSM	0	0	0	0	3,597,588	0	0	0	0	0	0	0	3,597,588	5,343,952	0	5,343,952	2,352,217	0
<b>Grand Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7,195,177</b>	<b>0</b>	<b>(1,408)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7,193,769</b>	<b>10,685,813</b>	<b>0</b>	<b>10,685,813</b>	<b>4,703,513</b>	<b>0</b>





# New Jersey

Largest Commercial Airport:  
Newark Liberty International

## Regional Presence

Airports Served	1
Onboard Passengers	1,058,594
Originating Passengers	287,086
Terminating Passengers	290,352
Connecting Passengers	47,023
Departures	5,868
Destinations	4
Active Employees	129

## Regional Expenditure

Salaries & Benefits	30,913,211
Fuel	44,611,882
Airport Operations	22,282,025
Passenger Services	3,952,638
Maintenance	390,803
Ownership	1,658,556
General / Admin	1,077,892
Taxes	2,500
Total Direct Expenses	104,889,507

## Regional Economic Impact

Economic Impact from Direct Operating Activities	192,162,711
Economic Impact from Passenger Spending	373,122,209
Total Economic Impact	565,284,920
Total Impact on GDP	238,627,155
Total Job Impact	3,076

## Impact on Economy vs. Impact on GDP

**Total Economic Impact** is a measure of all incremental economic activity that underlies the production of a unit of output purchased by the final user, i.e. a seat mile in case of a commercial airline.

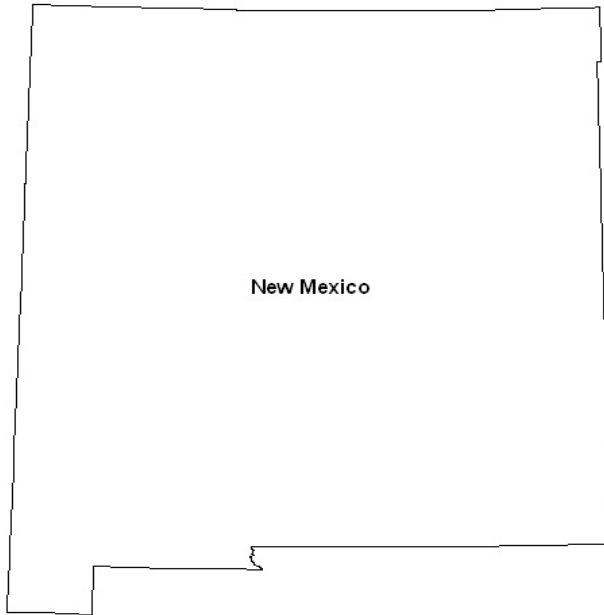
**Total GDP Impact** is a measure of the value-add that is inherent in economic activity. Total GDP Impact differs from Total Economic Impact by the leakage (e.g. individual savings) and initial production costs from economic activity.



## 2012 Economic Impact Analysis - Station Details NJ

Station													Economic Impact					
	Onboard Passengers	Departures	Destination	Active Employees	Salaries & Benefits	Fuel	Airport Operations	Passenger Services	Maintenance	Ownership	General /Admin	Taxes	Total Direct Expenses	from Direct Operating Activities	Economic Impact from Passenger Spending	Total Economic Impact	Total Impact on GDP	Total Job Impact
ACY	226	0	0	0	4,866	1,645	158	278	0	0	0	1	6,948	12,729	79,658	92,387	39,000	1
EWR	1,058,368	5,868	4	129	30,908,344	44,610,237	22,281,868	3,952,360	390,803	1,658,556	1,077,892	2,499	104,882,559	192,149,982	373,042,551	565,192,533	238,588,155	3,075
<b>Grand Total</b>	<b>1,058,594</b>	<b>5,868</b>	<b>4</b>	<b>129</b>	<b>30,913,211</b>	<b>44,611,882</b>	<b>22,282,025</b>	<b>3,952,638</b>	<b>390,803</b>	<b>1,658,556</b>	<b>1,077,892</b>	<b>2,500</b>	<b>104,889,507</b>	<b>192,162,711</b>	<b>373,122,209</b>	<b>565,284,920</b>	<b>238,627,155</b>	<b>3,076</b>





# New Mexico

Largest Commercial Airport: Albuquerque International Sunport

## Impact on Economy vs. Impact on GDP

**Total Economic Impact** is a measure of all incremental economic activity that underlies the production of a unit of output purchased by the final user, i.e. a seat mile in case of a commercial airline.

**Total GDP Impact** is a measure of the value-add that is inherent in economic activity. Total GDP Impact differs from Total Economic Impact by the leakage (e.g. individual savings) and initial production costs from economic activity.

### Regional Presence

Airports Served	3
Onboard Passengers	916,642
Originating Passengers	101,498
Terminating Passengers	105,886
Connecting Passengers	12,814
Departures	6,756
Destinations	6
Active Employees	73

### Regional Expenditure

Salaries & Benefits	9,708,252
Fuel	21,840,767
Airport Operations	5,585,829
Passenger Services	1,154,234
Maintenance	100,464
Ownership	6,833
General / Admin	201,971
Taxes	204,888
Total Direct Expenses	38,803,237

### Regional Economic Impact

Economic Impact from Direct Operating Activities	72,024,919
Economic Impact from Passenger Spending	342,272,326
Total Economic Impact	414,297,245
Total Impact on GDP	174,426,843
Total Job Impact	4,413

## 2012 Economic Impact Analysis - Station Details NM

Station	Onboard		Destination	Active Employees	Salaries & Benefits	Fuel	Airport Operations	Passenger Services	Maintenance	Ownership	General /Admin	Taxes	Total Direct Expenses	Economic Impact	Economic Impact	Total Economic Impact	Total Impact on GDP	Total Job Impact
	Passengers	Departures												from Direct Operating Activities	from Passenger Spending			
ABQ	751,181	4,398	3	56	7,660,599	17,614,899	4,562,734	1,153,574	86,146	2,520	176,979	154,600	31,412,052	58,305,716	280,489,513	338,795,229	142,639,091	3,608
ROW	69,677	1,020	1	3	731,783	1,733,386	385,461	660	1,005	0	13,841	17,521	2,883,656	5,352,519	26,017,255	31,369,775	13,207,258	330
SAF	95,454	1,338	2	14	1,315,870	2,492,482	637,634	0	13,312	4,313	11,151	32,767	4,507,529	8,366,684	35,642,337	44,009,020	18,528,616	474
<b>Grand Total</b>	<b>916,312</b>	<b>6,756</b>	<b>6</b>	<b>73</b>	<b>9,708,252</b>	<b>21,840,767</b>	<b>5,585,829</b>	<b>1,154,234</b>	<b>100,464</b>	<b>6,833</b>	<b>201,971</b>	<b>204,888</b>	<b>38,803,237</b>	<b>72,024,919</b>	<b>342,149,105</b>	<b>414,174,024</b>	<b>174,374,965</b>	<b>4,411</b>





# Nevada

Largest Commercial Airport:  
McCarran International

## Regional Presence

Airports Served	2
Onboard Passengers	2,749,347
Originating Passengers	726,602
Terminating Passengers	715,016
Connecting Passengers	53,892
Departures	11,368
Destinations	8
Active Employees	183

## Regional Expenditure

Salaries & Benefits	33,804,915
Fuel	87,093,390
Airport Operations	20,006,961
Passenger Services	8,996,789
Maintenance	381,773
Ownership	37,692
General / Admin	803,492
Taxes	352,584
Total Direct Expenses	151,477,597

## Regional Economic Impact

Economic Impact from Direct Operating Activities	230,115,390
Economic Impact from Passenger Spending	1,454,487,285
Total Economic Impact	1,684,602,675
Total Impact on GDP	747,344,147
Total Job Impact	12,031

## Impact on Economy vs. Impact on GDP

**Total Economic Impact** is a measure of all incremental economic activity that underlies the production of a unit of output purchased by the final user, i.e. a seat mile in case of a commercial airline.

**Total GDP Impact** is a measure of the value-add that is inherent in economic activity. Total GDP Impact differs from Total Economic Impact by the leakage (e.g. individual savings) and initial production costs from economic activity.

## 2012 Economic Impact Analysis - Station Details NV

Station	Onboard			Active Employees	Salaries & Benefits		Fuel	Airport Operations	Passenger Services	Maintenance	Ownership	General /Admin	Taxes	Total Direct Expenses	Economic Impact from Direct Operating Activities	Economic Impact from Passenger Spending	Total Economic Impact	Total Impact on GDP	Total Job Impact
	Passengers	Departures	Destination																
LAS	2,385,779	9,087	5	166	30,938,642	74,530,856	17,039,948	8,211,933	363,190	26,815	690,808	320,600	132,122,792	200,712,769	1,262,148,874	1,462,861,643	648,972,665	10,457	
RNO	363,318	2,281	3	17	2,866,272	12,562,534	2,967,013	784,856	18,583	10,877	112,684	31,984	19,354,805	29,402,621	192,206,153	221,608,775	98,312,809	1,573	
<b>Grand Total</b>	<b>2,749,097</b>	<b>11,368</b>	<b>8</b>	<b>183</b>	<b>33,804,915</b>	<b>87,093,390</b>	<b>20,006,961</b>	<b>8,996,789</b>	<b>381,773</b>	<b>37,692</b>	<b>803,492</b>	<b>352,584</b>	<b>151,477,597</b>	<b>230,115,390</b>	<b>1,454,355,027</b>	<b>1,684,470,417</b>	<b>747,285,474</b>	<b>12,030</b>	







Largest Commercial Airport:  
John F. Kennedy International

# New York

## Impact on Economy vs. Impact on GDP

**Total Economic Impact** is a measure of all incremental economic activity that underlies the production of a unit of output purchased by the final user, i.e. a seat mile in case of a commercial airline.

**Total GDP Impact** is a measure of the value-add that is inherent in economic activity. Total GDP Impact differs from Total Economic Impact by the leakage (e.g. individual savings) and initial production costs from economic activity.

### Regional Presence

Airports Served	7
Onboard Passengers	13,492,540
Originating Passengers	4,370,362
Terminating Passengers	4,336,568
Connecting Passengers	2,150,791
Departures	74,414
Destinations	81
Active Employees	7,945

### Regional Expenditure

Salaries & Benefits	831,089,669
Fuel	754,810,495
Airport Operations	226,110,916
Passenger Services	69,797,681
Maintenance	22,952,965
Ownership	71,389,236
General / Admin	31,067,907
Taxes	21,725
Total Direct Expenses	2,007,240,595

### Regional Economic Impact

Economic Impact from Direct Operating Activities	2,919,361,201
Economic Impact from Passenger Spending	8,308,719,885
Total Economic Impact	11,228,081,086
Total Impact on GDP	4,880,767,072
Total Job Impact	73,373



## 2012 Economic Impact Analysis - Station Details NY

Station	Operational Metrics				Station Expenses								Economic Impact					
	Onboard Passengers	Departures	Destination	Active Employees	Salaries & Benefits	Fuel	Airport Operations	Passenger Services	Maintenance	Ownership	General /Admin	Taxes	Total Direct Expenses	Economic Impact from Direct Operating Activities	Economic Impact from Passenger Spending	Total Economic Impact	Total Impact on GDP	Total Job Impact
ALB	470	0	0	5	178,642	8,549	69,852	655	10,298	1,300	1,072	1	270,370	393,230	289,426	682,657	296,746	14
ART	35,327	601	1	10	399,244	1,464,775	349,753	0	28,391	9,142	22,221	11	2,273,537	3,306,667	21,754,403	25,061,069	10,893,869	168
BGM	0	0	0	9	295,212	0	116,782	0	14,868	444	662	0	427,968	622,443	0	622,443	270,572	20
BUF	143,426	1,597	1	16	1,149,714	3,183,203	1,039,378	50,530	35,818	26	64,705	100	5,523,473	8,033,423	88,321,877	96,355,300	41,884,964	627
CRB	0	0	0	0	0	0	0	59,840	0	0	0	0	59,840	87,032	0	87,032	37,832	0
GNV	0	0	0	54	4,666,313	0	888,834	0	191	86,789	104,635	0	5,746,762	8,358,178	0	8,358,178	3,633,241	120
HPN	98,721	1,469	1	1	461,945	4,253,583	1,457,334	214,100	25	19,254	10,705	88	6,417,033	9,333,031	60,792,492	70,125,523	30,483,067	409
ISP	0	0	0	0	0	0	10	0	0	0	716	0	726	1,056	0	1,056	459	0
JFK	7,901,947	32,098	58	4,205	392,561,367	563,702,173	147,214,818	58,486,952	13,076,146	65,394,262	24,452,343	13,799	1,264,901,859	1,839,692,472	4,866,027,017	6,705,719,489	2,914,928,617	41,971
LGA	5,067,561	35,869	18	3,595	427,988,561	175,881,510	72,732,644	10,974,305	9,704,639	5,865,912	6,329,716	7,597	709,484,884	1,031,885,589	3,120,609,229	4,152,494,818	1,805,059,994	28,921
NDV	0	0	0	8	703,615	0	0	0	0	0	8,999	0	712,614	1,036,437	0	1,036,437	450,532	19
NYC	0	0	0	4	385,050	0	0	0	0	0	3,931	0	388,981	565,740	0	565,740	245,923	9
ROC	118,063	1,462	1	24	1,272,194	3,111,071	1,119,109	0	46,500	26	30,874	43	5,579,816	8,115,369	72,703,316	80,818,685	35,131,308	540
SWF	1,868	0	0	0	16,547	12,187	2,815	2,066	0	0	96	4	33,715	49,035	1,150,316	1,199,351	521,349	8
SYR	115,127	1,318	1	14	1,011,265	3,193,445	1,119,587	9,233	36,090	12,082	37,233	82	5,419,016	7,881,500	70,895,324	78,776,824	34,243,726	507
<b>Grand Total</b>	<b>13,482,510</b>	<b>74,414</b>	<b>81</b>	<b>7,945</b>	<b>831,089,669</b>	<b>754,810,495</b>	<b>226,110,916</b>	<b>69,797,681</b>	<b>22,952,965</b>	<b>71,389,236</b>	<b>31,067,907</b>	<b>21,725</b>	<b>2,007,240,595</b>	<b>2,919,361,201</b>	<b>8,302,543,401</b>	<b>11,221,904,602</b>	<b>4,878,082,199</b>	<b>73,332</b>





# Ohio

Largest Commercial Airport:  
Cleveland-Hopkins International

## Regional Presence

Airports Served	4
Onboard Passengers	1,715,374
Originating Passengers	352,638
Terminating Passengers	374,866
Connecting Passengers	26,002
Departures	17,218
Destinations	13
Active Employees	298

## Regional Expenditure

Salaries & Benefits	41,484,057
Fuel	49,828,492
Airport Operations	15,017,008
Passenger Services	1,790,125
Maintenance	5,362,216
Ownership	(574,717)
General / Admin	621,501
Taxes	197,119
Total Direct Expenses	113,725,800

## Regional Economic Impact

Economic Impact from Direct Operating Activities	198,954,153
Economic Impact from Passenger Spending	758,486,206
Total Economic Impact	957,440,359
Total Impact on GDP	407,601,982
Total Job Impact	9,107

## Impact on Economy vs. Impact on GDP

**Total Economic Impact** is a measure of all incremental economic activity that underlies the production of a unit of output purchased by the final user, i.e. a seat mile in case of a commercial airline.

**Total GDP Impact** is a measure of the value-add that is inherent in economic activity. Total GDP Impact differs from Total Economic Impact by the leakage (e.g. individual savings) and initial production costs from economic activity.

## 2012 Economic Impact Analysis - Station Details OH

Station	Operational Metrics				Station Expenses									Economic Impact			Total Job Impact	
	Onboard Passengers	Departures	Destination	Active Employees	Salaries & Benefits	Fuel	Airport Operations	Passenger Services	Maintenance	Ownership	General /Admin	Taxes	Total Direct Expenses	Economic Impact from Direct Operating Activities	Economic Impact from Passenger Spending	Total Economic Impact		Total Impact on GDP
CIN	0	0	0	1	94,062	0	0	0	0	0	1,545	0	95,607	167,256	0	167,256	71,204	3
CLE	512,970	5,562	5	55	10,232,231	16,944,839	6,798,118	523,390	274,294	2,455	171,579	64,410	35,011,317	61,249,488	226,819,731	288,069,219	122,636,970	2,610
CMH	812,281	7,971	5	184	25,490,890	22,528,644	5,642,005	826,686	4,993,664	(623,980)	339,375	106,824	59,304,108	103,747,774	359,165,951	462,913,725	197,071,860	4,455
DAY	309,018	2,339	2	46	4,507,364	8,543,237	1,502,082	440,050	80,180	46,808	84,159	20,645	15,224,526	26,634,085	136,638,360	163,272,445	69,508,426	1,615
TOL	79,855	1,346	1	12	1,159,510	1,811,771	1,074,802	0	14,077	0	24,842	5,239	4,090,242	7,155,549	35,309,452	42,465,001	18,078,221	419
<b>Grand Total</b>	<b>1,714,124</b>	<b>17,218</b>	<b>13</b>	<b>298</b>	<b>41,484,057</b>	<b>49,828,492</b>	<b>15,017,008</b>	<b>1,790,125</b>	<b>5,362,216</b>	<b>(574,717)</b>	<b>621,501</b>	<b>197,119</b>	<b>113,725,800</b>	<b>198,954,153</b>	<b>757,933,494</b>	<b>956,887,647</b>	<b>407,366,682</b>	<b>9,102</b>





Largest Commercial Airport:  
Will Rogers World

# Oklahoma

## Impact on Economy vs. Impact on GDP

**Total Economic Impact** is a measure of all incremental economic activity that underlies the production of a unit of output purchased by the final user, i.e. a seat mile in case of a commercial airline.

**Total GDP Impact** is a measure of the value-add that is inherent in economic activity. Total GDP Impact differs from Total Economic Impact by the leakage (e.g. individual savings) and initial production costs from economic activity.

### Regional Presence

Airports Served	3
Onboard Passengers	1,624,243
Originating Passengers	133,507
Terminating Passengers	137,325
Connecting Passengers	103,747
Departures	11,099
Destinations	7
Active Employees	6,669

### Regional Expenditure

Salaries & Benefits	852,906,499
Fuel	28,258,802
Airport Operations	81,941,135
Passenger Services	2,811,792
Maintenance	624,626,602
Ownership	6,468,989
General / Admin	(15,299,984)
Taxes	447,396
Total Direct Expenses	1,582,161,230

### Regional Economic Impact

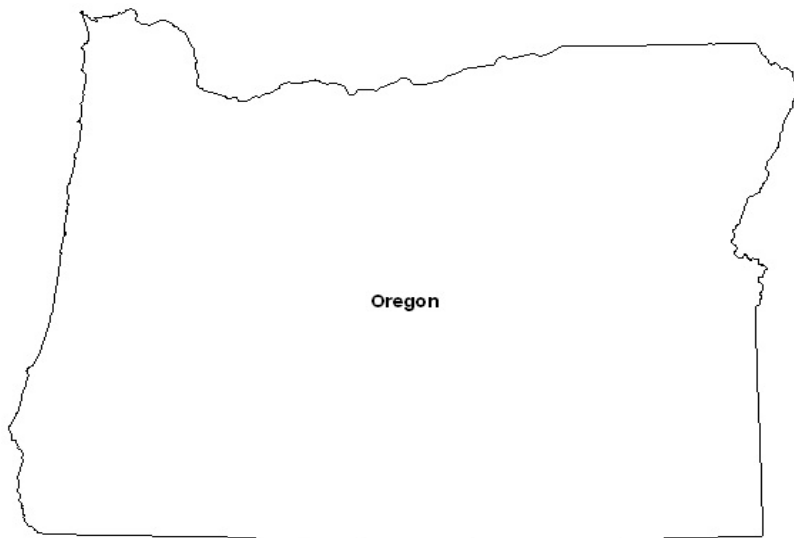
Economic Impact from Direct Operating Activities	3,124,926,049
Economic Impact from Passenger Spending	677,381,281
Total Economic Impact	3,802,307,330
Total Impact on GDP	1,621,141,770
Total Job Impact	29,888



## 2012 Economic Impact Analysis - Station Details OK

Station	Onboard		Destination	Active Employees	Salaries & Benefits	Fuel	Airport Operations	Passenger Services	Maintenance	Ownership	General /Admin	Taxes	Total Direct Expenses	Economic Impact	Economic Impact	Total Economic Impact	Total Impact on GDP	Total Job Impact
	Passengers	Departures												from Direct Operating Activities	from Passenger Spending			
LAW	105,917	1,823		13	15,275,295	1,262,660	215,930	0	24,141	4,956	53,339	29,786	16,866,107	33,312,241	44,172,081	77,484,322	33,036,012	632
OKC	789,837	4,849		22	114,460,224	13,311,417	4,283,070	890,786	16,664	5,012	209,648	228,156	133,404,977	263,488,120	329,397,017	592,885,136	252,780,950	4,474
SWO	0	0		0	0	6,645	1,323	0	0	0	0	0	7,969	15,739	0	15,739	6,711	0
TUL	727,713	4,427		6,633	723,170,980	13,678,079	77,440,812	1,921,006	624,585,797	6,459,021	(15,562,972)	189,454	1,431,882,178	2,828,109,949	303,488,557	3,131,598,505	1,335,180,116	24,776
<b>Grand Total</b>	<b>1,623,467</b>	<b>11,099</b>		<b>7</b>	<b>852,906,499</b>	<b>28,258,802</b>	<b>81,941,135</b>	<b>2,811,792</b>	<b>624,626,602</b>	<b>6,468,989</b>	<b>(15,299,984)</b>	<b>447,396</b>	<b>1,582,161,230</b>	<b>3,124,926,049</b>	<b>677,057,654</b>	<b>3,801,983,703</b>	<b>1,621,003,789</b>	<b>29,883</b>





Largest Commercial Airport:  
Portland International

# Oregon

## Impact on Economy vs. Impact on GDP

**Total Economic Impact** is a measure of all incremental economic activity that underlies the production of a unit of output purchased by the final user, i.e. a seat mile in case of a commercial airline.

**Total GDP Impact** is a measure of the value-add that is inherent in economic activity. Total GDP Impact differs from Total Economic Impact by the leakage (e.g. individual savings) and initial production costs from economic activity.

### Regional Presence

Airports Served	1
Onboard Passengers	380,082
Originating Passengers	51,997
Terminating Passengers	49,981
Connecting Passengers	31,262
Departures	1,445
Destinations	2
Active Employees	60

### Regional Expenditure

Salaries & Benefits	9,182,275
Fuel	16,368,653
Airport Operations	4,566,146
Passenger Services	1,117,257
Maintenance	89,858
Ownership	37,241
General / Admin	119,576
Taxes	87,243
Total Direct Expenses	31,568,249

### Regional Economic Impact

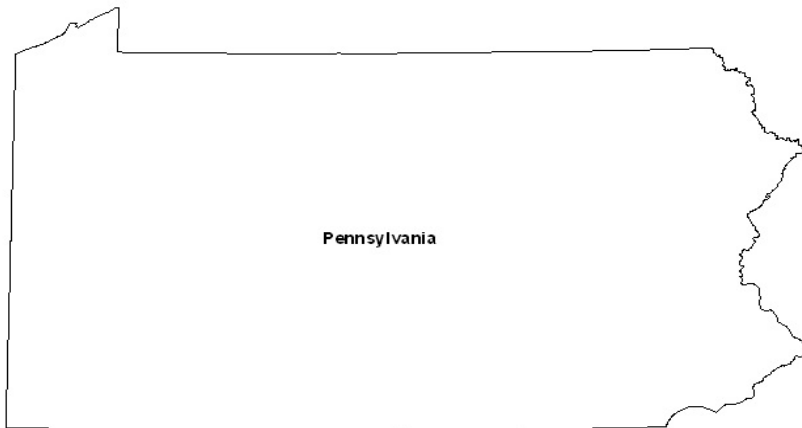
Economic Impact from Direct Operating Activities	47,195,466
Economic Impact from Passenger Spending	152,182,393
Total Economic Impact	199,377,860
Total Impact on GDP	87,275,340
Total Job Impact	1,863

## 2012 Economic Impact Analysis - Station Details OR

Station													Economic Impact					
	Onboard Passengers	Departures	Destination	Active Employees	Salaries & Benefits	Fuel	Airport Operations	Passenger Services	Maintenance	Ownership	General /Admin	Taxes	Total Direct Expenses	from Direct Operating Activities	Economic Impact from Passenger Spending	Total Economic Impact	Total Impact on GDP	Total Job Impact
PDX	380,082	1,445	2	60	9,182,275	16,368,653	4,566,033	1,117,257	89,858	37,241	119,576	87,243	31,568,137	47,195,298	152,182,393	199,377,691	87,275,266	1,863
PWM	0	0	0	0	0	0	113	0	0	0	0	0	113	169	0	169	74	0
<b>Grand Total</b>	<b>380,082</b>	<b>1,445</b>	<b>2</b>	<b>60</b>	<b>9,182,275</b>	<b>16,368,653</b>	<b>4,566,146</b>	<b>1,117,257</b>	<b>89,858</b>	<b>37,241</b>	<b>119,576</b>	<b>87,243</b>	<b>31,568,249</b>	<b>47,195,466</b>	<b>152,182,393</b>	<b>199,377,860</b>	<b>87,275,340</b>	<b>1,863</b>







Largest Commercial Airport:  
Philadelphia International

# Pennsylvania

## Impact on Economy vs. Impact on GDP

**Total Economic Impact** is a measure of all incremental economic activity that underlies the production of a unit of output purchased by the final user, i.e. a seat mile in case of a commercial airline.

**Total GDP Impact** is a measure of the value-add that is inherent in economic activity. Total GDP Impact differs from Total Economic Impact by the leakage (e.g. individual savings) and initial production costs from economic activity.

### Regional Presence

Airports Served	3
Onboard Passengers	1,727,169
Originating Passengers	360,545
Terminating Passengers	381,047
Connecting Passengers	33,609
Departures	10,648
Destinations	8
Active Employees	191

### Regional Expenditure

Salaries & Benefits	27,796,684
Fuel	58,748,986
Airport Operations	18,244,829
Passenger Services	3,171,471
Maintenance	731,384
Ownership	81,488
General / Admin	823,342
Taxes	314,787
Total Direct Expenses	109,912,972

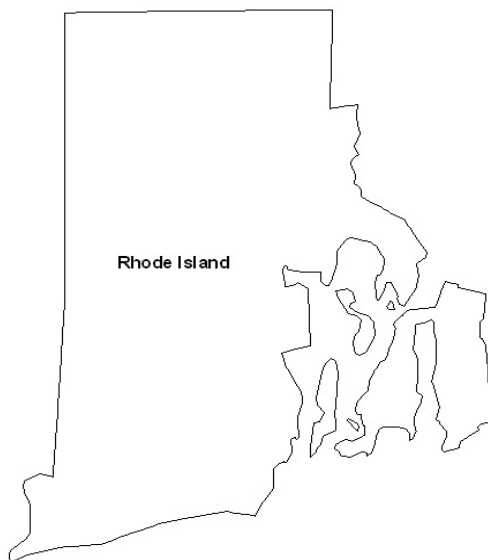
### Regional Economic Impact

Economic Impact from Direct Operating Activities	191,316,340
Economic Impact from Passenger Spending	691,867,868
Total Economic Impact	883,184,208
Total Impact on GDP	373,069,191
Total Job Impact	7,216

## 2012 Economic Impact Analysis - Station Details PA

Station	Operational Data				Station Expenses								Economic Impact					
	Onboard Passengers	Departures	Destination	Active Employees	Salaries & Benefits	Fuel	Airport Operations	Passenger Services	Maintenance	Ownership	General /Admin	Taxes	Total Direct Expenses	Economic Impact from Direct Operating Activities	Economic Impact from Passenger Spending	Total Economic Impact	Total Impact on GDP	Total Job Impact
ABE	0	0	0	0	0	0	217	0	0	1,308	2,292	0	3,817	6,644	0	6,644	2,807	0
AVP	0	0	0	21	769,206	0	59,292	0	9,637	3,264	11,097	0	852,496	1,483,869	0	1,483,869	626,807	60
ERI	0	0	0	0	(2,799)	0	0	0	0	0	7,330	0	4,531	7,887	0	7,887	3,332	0
MDT	82,758	972	1	4	577,403	2,388,927	1,392,394	10,087	1,641	0	30,566	8,881	4,409,900	7,675,945	33,151,128	40,827,073	17,245,919	330
PHL	1,048,672	5,274	3	118	19,153,214	37,866,071	10,328,521	2,356,054	352,568	19,501	369,629	197,212	70,642,770	122,961,975	420,076,125	543,038,100	229,386,784	4,388
PIT	595,315	4,402	4	48	7,299,660	18,493,988	6,464,405	805,330	367,538	57,415	402,428	108,694	33,999,458	59,180,020	238,470,769	297,650,789	125,731,799	2,437
<b>Grand Total</b>	<b>1,726,745</b>	<b>10,648</b>	<b>8</b>	<b>191</b>	<b>27,796,684</b>	<b>58,748,986</b>	<b>18,244,829</b>	<b>3,171,471</b>	<b>731,384</b>	<b>81,488</b>	<b>823,342</b>	<b>314,787</b>	<b>109,912,972</b>	<b>191,316,340</b>	<b>691,698,022</b>	<b>883,014,362</b>	<b>372,997,446</b>	<b>7,215</b>





# Rhode Island

Largest Commercial Airport:  
Theodore Francis Green State

## Regional Presence

Airports Served	0
Onboard Passengers	0
Originating Passengers	0
Terminating Passengers	0
Connecting Passengers	0
Departures	0
Destinations	0
Active Employees	0

## Regional Expenditure

Salaries & Benefits	2,131,600
Fuel	5,201
Airport Operations	1,223
Passenger Services	36,665
Maintenance	0
Ownership	0
General / Admin	544
Taxes	0
Total Direct Expenses	2,175,233

## Regional Economic Impact

Economic Impact from Direct Operating Activities	3,150,853
Economic Impact from Passenger Spending	0
Total Economic Impact	3,150,853
Total Impact on GDP	1,370,882
Total Job Impact	0

## Impact on Economy vs. Impact on GDP

**Total Economic Impact** is a measure of all incremental economic activity that underlies the production of a unit of output purchased by the final user, i.e. a seat mile in case of a commercial airline.

**Total GDP Impact** is a measure of the value-add that is inherent in economic activity. Total GDP Impact differs from Total Economic Impact by the leakage (e.g. individual savings) and initial production costs from economic activity.

## 2012 Economic Impact Analysis - Station Details RI

Station													Economic Impact		Total Economic Impact	Total Impact on GDP	Total Job Impact	
	Onboard Passengers	Departures	Destination	Active Employees	Salaries & Benefits	Fuel	Airport Operations	Passenger Services	Maintenance	Ownership	General /Admin	Taxes	Total Direct Expenses	from Direct Operating Activities				Economic Impact from Passenger Spending
PVD	0	0	0	0	2,131,600	5,201	1,223	36,665	0	0	544	0	2,175,233	3,150,853	0	3,150,853	1,370,882	0
<b>Grand Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2,131,600</b>	<b>5,201</b>	<b>1,223</b>	<b>36,665</b>	<b>0</b>	<b>0</b>	<b>544</b>	<b>0</b>	<b>2,175,233</b>	<b>3,150,853</b>	<b>0</b>	<b>3,150,853</b>	<b>1,370,882</b>	<b>0</b>





Largest Commercial Airport:  
Charleston International

# South Carolina

## Impact on Economy vs. Impact on GDP

**Total Economic Impact** is a measure of all incremental economic activity that underlies the production of a unit of output purchased by the final user, i.e. a seat mile in case of a commercial airline.

**Total GDP Impact** is a measure of the value-add that is inherent in economic activity. Total GDP Impact differs from Total Economic Impact by the leakage (e.g. individual savings) and initial production costs from economic activity.

### Regional Presence

Airports Served	3
Onboard Passengers	290,137
Originating Passengers	57,776
Terminating Passengers	62,254
Connecting Passengers	1,785
Departures	3,657
Destinations	4
Active Employees	65

### Regional Expenditure

Salaries & Benefits	9,497,090
Fuel	10,999,811
Airport Operations	1,737,399
Passenger Services	1,750
Maintenance	118,744
Ownership	27,689
General / Admin	96,834
Taxes	142,389
Total Direct Expenses	22,621,706

### Regional Economic Impact

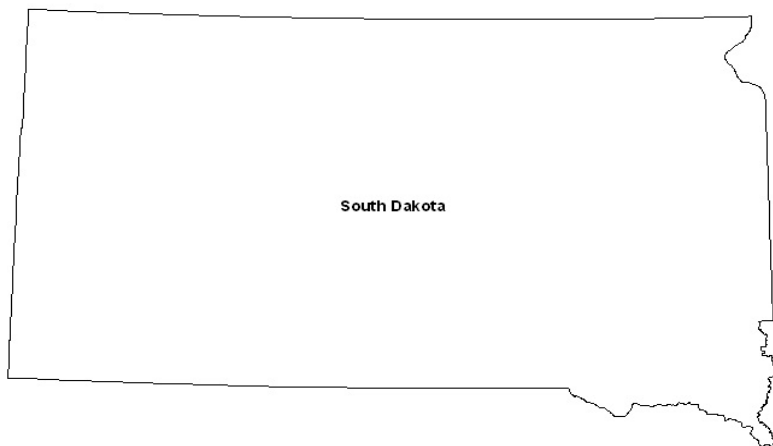
Economic Impact from Direct Operating Activities	36,547,001
Economic Impact from Passenger Spending	135,200,456
Total Economic Impact	171,747,456
Total Impact on GDP	76,791,850
Total Job Impact	1,652



## 2012 Economic Impact Analysis - Station Details SC

Station													Economic Impact from Direct Operating Activities		Economic Impact from Passenger Spending	Total Economic Impact	Total Impact on GDP	Total Job Impact
	Onboard Passengers	Departures	Destination	Active Employees	Salaries & Benefits	Fuel	Airport Operations	Passenger Services	Maintenance	Ownership	General /Admin	Taxes	Total Direct Expenses					
CAE	78,812	1,025	1	15	2,418,191	3,313,935	600,541	939	15,866	9,542	21,787	38,353	6,419,153	10,370,605	36,725,472	47,096,077	21,057,633	442
CHS	116,545	1,523	2	16	3,368,448	4,301,246	441,001	811	23,251	9,211	39,776	56,253	8,239,996	13,312,309	54,308,610	67,620,919	30,234,715	641
GSP	94,492	1,109	1	34	3,710,451	3,384,630	694,516	0	79,205	8,936	31,970	47,783	7,957,491	12,855,902	44,032,169	56,888,072	25,435,837	567
MYR	0	0	0	0	0	0	1,342	0	423	0	3,301	0	5,066	8,184	0	8,184	3,659	0
<b>Grand Total</b>	<b>289,849</b>	<b>3,657</b>	<b>4</b>	<b>65</b>	<b>9,497,090</b>	<b>10,999,811</b>	<b>1,737,399</b>	<b>1,750</b>	<b>118,744</b>	<b>27,689</b>	<b>96,834</b>	<b>142,389</b>	<b>22,621,706</b>	<b>36,547,001</b>	<b>135,066,251</b>	<b>171,613,252</b>	<b>76,731,845</b>	<b>1,650</b>





Largest Commercial Airport:  
Sioux Falls Regional/Joe Foss Field

# South Dakota

## Impact on Economy vs. Impact on GDP

**Total Economic Impact** is a measure of all incremental economic activity that underlies the production of a unit of output purchased by the final user, i.e. a seat mile in case of a commercial airline.

**Total GDP Impact** is a measure of the value-add that is inherent in economic activity. Total GDP Impact differs from Total Economic Impact by the leakage (e.g. individual savings) and initial production costs from economic activity.

### Regional Presence

Airports Served	2
Onboard Passengers	160,528
Originating Passengers	20,399
Terminating Passengers	21,153
Connecting Passengers	6,523
Departures	2,131
Destinations	4
Active Employees	0

### Regional Expenditure

Salaries & Benefits	1,011,032
Fuel	4,482,359
Airport Operations	1,440,297
Passenger Services	1,005
Maintenance	992
Ownership	1,416
General / Admin	71,523
Taxes	27,038
<b>Total Direct Expenses</b>	<b>7,035,662</b>

### Total Economic Impact

Economic Impact from Direct Operating Activities	9,160,159
Economic Impact from Passenger Spending	61,202,034
<b>Total Economic Impact</b>	<b>70,362,193</b>
<b>Total Impact on GDP</b>	<b>28,934,188</b>
<b>Total Job Impact</b>	<b>855</b>

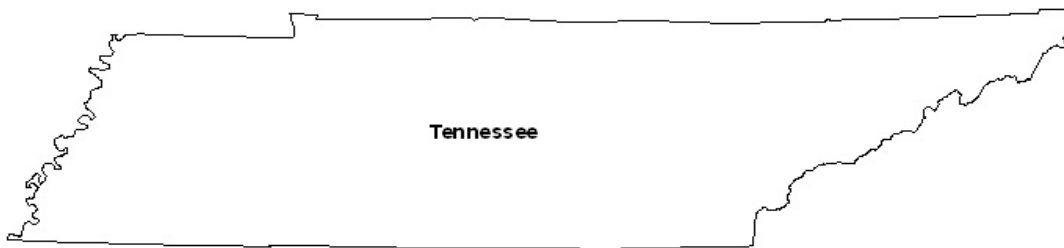


## 2012 Economic Impact Analysis - Station Details SD

Station													Economic Impact from Direct Operating Activities		Economic Impact from Passenger Spending	Total Economic Impact	Total Impact on GDP	Total Job Impact
	Onboard Passengers	Departures	Destination	Active Employees	Salaries & Benefits	Fuel	Airport Operations	Passenger Services	Maintenance	Ownership	General /Admin	Taxes	Total Direct Expenses					
FSD	121,542	1,641	2	0	505,516	3,233,145	981,565	548	509	0	51,144	19,485	4,791,912	6,238,884	46,338,443	52,577,327	21,620,734	647
RAP	38,986	490	2	0	505,516	1,249,213	458,732	457	483	1,416	20,380	7,553	2,243,750	2,921,276	14,863,591	17,784,866	7,313,454	208
<b>Grand Total</b>	<b>160,528</b>	<b>2,131</b>	<b>4</b>	<b>0</b>	<b>1,011,032</b>	<b>4,482,359</b>	<b>1,440,297</b>	<b>1,005</b>	<b>992</b>	<b>1,416</b>	<b>71,523</b>	<b>27,038</b>	<b>7,035,662</b>	<b>9,160,159</b>	<b>61,202,034</b>	<b>70,362,193</b>	<b>28,934,188</b>	<b>855</b>







Largest Commercial Airport:  
Memphis International

# Tennessee

## Impact on Economy vs. Impact on GDP

**Total Economic Impact** is a measure of all incremental economic activity that underlies the production of a unit of output purchased by the final user, i.e. a seat mile in case of a commercial airline.

**Total GDP Impact** is a measure of the value-add that is inherent in economic activity. Total GDP Impact differs from Total Economic Impact by the leakage (e.g. individual savings) and initial production costs from economic activity.

### Regional Presence

Airports Served	4
Onboard Passengers	1,926,966
Originating Passengers	429,599
Terminating Passengers	436,168
Connecting Passengers	60,154
Departures	17,630
Destinations	14
Active Employees	233

### Regional Expenditure

Salaries & Benefits	47,707,753
Fuel	55,848,443
Airport Operations	9,842,499
Passenger Services	2,506,292
Maintenance	1,143,195
Ownership	73,783
General / Admin	824,295
Taxes	571,902
Total Direct Expenses	118,518,162

### Regional Economic Impact

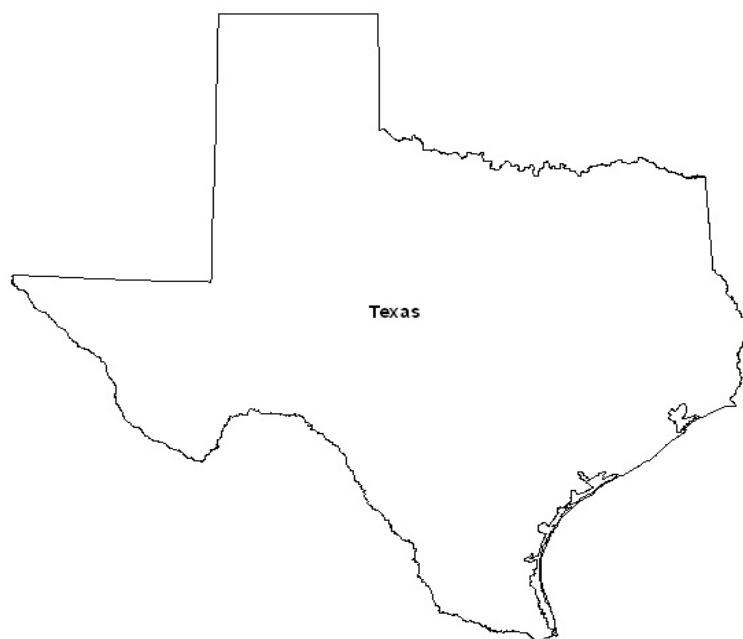
Economic Impact from Direct Operating Activities	197,734,633
Economic Impact from Passenger Spending	576,806,169
Total Economic Impact	774,540,802
Total Impact on GDP	337,207,145
Total Job Impact	5,849



## 2012 Economic Impact Analysis - Station Details TN

Station														Economic Impact from Direct Operating Activities		Economic Impact from Passenger Spending	Total Economic Impact	Total Impact on GDP	Total Job Impact
	Onboard Passengers	Departures	Destination	Active Employees	Salaries & Benefits	Fuel	Airport Operations	Passenger Services	Maintenance	Ownership	General /Admin	Taxes	Total Direct Expenses						
BNA	1,355,204	10,975	7	151	35,201,389	37,920,648	6,369,085	2,101,129	985,246	65,872	676,667	433,723	83,753,760	139,734,018	405,658,443	545,392,461	237,444,217	4,083	
CHA	77,911	1,220	2	15	2,112,143	2,726,465	352,445	0	42,393	0	23,798	26,798	5,284,042	8,815,848	23,321,400	32,137,248	13,991,399	250	
MEM	292,143	2,900	3	41	6,663,619	9,065,015	2,200,378	405,162	57,793	3,830	101,809	66,427	18,564,032	30,972,064	87,448,292	118,420,356	51,555,954	899	
TRI	2,197	0	0	0	26,105	89,612	56,081	0	1,190	124	1,318	432	174,863	291,740	657,636	949,376	413,324	6	
TYS	198,335	2,535	2	26	3,704,497	6,046,702	864,511	0	56,572	3,957	20,703	44,522	10,741,465	17,920,963	59,368,381	77,289,344	33,648,994	607	
<b>Grand Total</b>	<b>1,925,790</b>	<b>17,630</b>	<b>14</b>	<b>233</b>	<b>47,707,753</b>	<b>55,848,443</b>	<b>9,842,499</b>	<b>2,506,292</b>	<b>1,143,195</b>	<b>73,783</b>	<b>824,295</b>	<b>571,902</b>	<b>118,518,162</b>	<b>197,734,633</b>	<b>576,454,152</b>	<b>774,188,785</b>	<b>337,053,889</b>	<b>5,845</b>	





# Texas

Largest Commercial Airport:  
Dallas/Fort Worth International

## Regional Presence

Airports Served	21
Onboard Passengers	66,331,184
Originating Passengers	7,876,828
Terminating Passengers	7,790,915
Connecting Passengers	32,198,102
Departures	314,241
Destinations	213
Active Employees	24,414

## Regional Expenditure

Salaries & Benefits	2,564,506,506
Fuel	1,721,087,129
Airport Operations	716,059,801
Passenger Services	221,486,920
Maintenance	631,168,242
Ownership	1,434,391,442
General / Admin	566,188,900
Taxes	15,396,876
Total Direct Expenses	7,870,285,817

## Regional Economic Impact

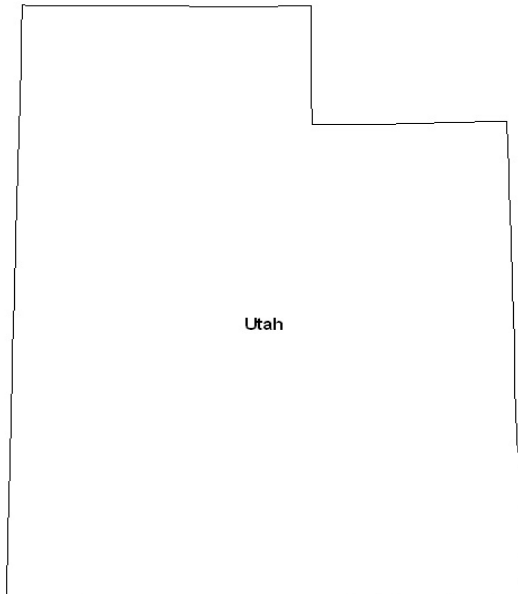
Economic Impact from Direct Operating Activities	17,098,743,478
Economic Impact from Passenger Spending	19,097,430,305
Total Economic Impact	36,196,173,783
Total Impact on GDP	15,913,116,644
Total Job Impact	266,170

## Impact on Economy vs. Impact on GDP

**Total Economic Impact** is a measure of all incremental economic activity that underlies the production of a unit of output purchased by the final user, i.e. a seat mile in case of a commercial airline.

**Total GDP Impact** is a measure of the value-add that is inherent in economic activity. Total GDP Impact differs from Total Economic Impact by the leakage (e.g. individual savings) and initial production costs from economic activity.





# Utah

Largest Commercial Airport:  
Salt Lake City International

## Regional Presence

Airports Served	1
Onboard Passengers	563,237
Originating Passengers	95,985
Terminating Passengers	95,069
Connecting Passengers	11,510
Departures	3,706
Destinations	3
Active Employees	20

## Regional Expenditure

Salaries & Benefits	5,897,324
Fuel	18,821,763
Airport Operations	3,553,232
Passenger Services	1,013,145
Maintenance	30,548
Ownership	1,385
General / Admin	104,393
Taxes	149,995
Total Direct Expenses	29,571,785

## Regional Economic Impact

Economic Impact from Direct Operating Activities	59,478,100
Economic Impact from Passenger Spending	142,414,427
Total Economic Impact	201,892,527
Total Impact on GDP	86,928,459
Total Job Impact	1,664

## Impact on Economy vs. Impact on GDP

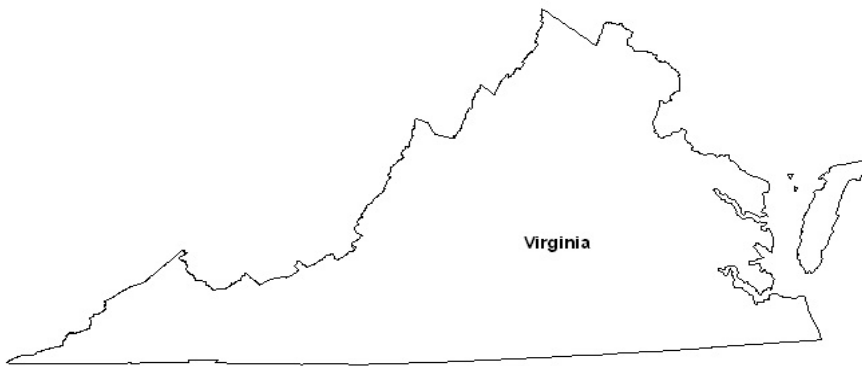
**Total Economic Impact** is a measure of all incremental economic activity that underlies the production of a unit of output purchased by the final user, i.e. a seat mile in case of a commercial airline.

**Total GDP Impact** is a measure of the value-add that is inherent in economic activity. Total GDP Impact differs from Total Economic Impact by the leakage (e.g. individual savings) and initial production costs from economic activity.

## 2012 Economic Impact Analysis - Station Details UT

Station														Economic Impact				
	Onboard Passengers	Departures	Destination	Active Employees	Salaries & Benefits	Fuel	Airport Operations	Passenger Services	Maintenance	Ownership	General /Admin	Taxes	Total Direct Expenses	from Direct Operating Activities	Economic Impact from Passenger Spending	Total Economic Impact	Total Impact on GDP	Total Job Impact
SLC	563,237	3,706	3	20	5,897,324	18,821,763	3,553,232	1,013,145	30,548	1,385	104,393	149,995	29,571,785	59,478,100	142,414,427	201,892,527	86,928,459	1,664
<b>Grand Total</b>	<b>563,237</b>	<b>3,706</b>	<b>3</b>	<b>20</b>	<b>5,897,324</b>	<b>18,821,763</b>	<b>3,553,232</b>	<b>1,013,145</b>	<b>30,548</b>	<b>1,385</b>	<b>104,393</b>	<b>149,995</b>	<b>29,571,785</b>	<b>59,478,100</b>	<b>142,414,427</b>	<b>201,892,527</b>	<b>86,928,459</b>	<b>1,664</b>





Largest Commercial Airport:  
Dulles International

# Virginia

## Impact on Economy vs. Impact on GDP

**Total Economic Impact** is a measure of all incremental economic activity that underlies the production of a unit of output purchased by the final user, i.e. a seat mile in case of a commercial airline.

**Total GDP Impact** is a measure of the value-add that is inherent in economic activity. Total GDP Impact differs from Total Economic Impact by the leakage (e.g. individual savings) and initial production costs from economic activity.

### Regional Presence

Airports Served	4
Onboard Passengers	1,441,336
Originating Passengers	300,735
Terminating Passengers	312,047
Connecting Passengers	31,897
Departures	8,661
Destinations	10
Active Employees	164

### Regional Expenditure

Salaries & Benefits	27,344,831
Fuel	58,496,581
Airport Operations	15,980,865
Passenger Services	6,020,721
Maintenance	314,065
Ownership	1,063,888
General / Admin	557,678
Taxes	53,566
Total Direct Expenses	109,832,195

### Regional Economic Impact

Economic Impact from Direct Operating Activities	174,695,071
Economic Impact from Passenger Spending	433,164,065
Total Economic Impact	607,859,136
Total Impact on GDP	268,948,995
Total Job Impact	4,480

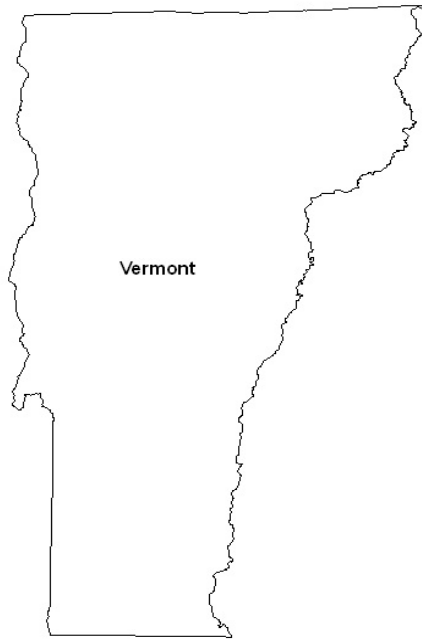


## 2012 Economic Impact Analysis - Station Details VA

Station	Operational Metrics				Station Expenses								Economic Impact					
	Onboard Passengers	Departures	Destination	Active Employees	Salaries & Benefits	Fuel	Airport Operations	Passenger Services	Maintenance	Ownership	General /Admin	Taxes	Total Direct Expenses	Economic Impact from Direct Operating Activities	Economic Impact from Passenger Spending	Total Economic Impact	Total Impact on GDP	Total Job Impact
CHO	50,290	708	1	0	612,322	1,514,785	255,983	0	0	0	36,190	1,742	2,421,021	3,850,788	15,113,631	18,964,419	8,390,861	141
IAD	770,481	3,275	3	67	16,928,811	32,766,806	12,274,202	5,048,315	122,561	1,045,200	298,055	34,162	68,518,112	108,982,402	231,552,311	340,534,713	150,670,547	2,341
ORF	256,408	1,827	3	64	4,504,053	10,196,177	1,570,398	421,335	112,160	6,058	108,225	6,942	16,925,348	26,920,839	77,058,182	103,979,021	46,005,812	889
RIC	362,581	2,851	3	33	5,299,645	14,018,813	1,880,282	551,071	79,344	12,631	115,208	10,720	21,967,714	34,941,043	108,966,306	143,907,349	63,672,214	1,105
<b>Grand Total</b>	<b>1,439,760</b>	<b>8,661</b>	<b>10</b>	<b>164</b>	<b>27,344,831</b>	<b>58,496,581</b>	<b>15,980,865</b>	<b>6,020,721</b>	<b>314,065</b>	<b>1,063,888</b>	<b>557,678</b>	<b>53,566</b>	<b>109,832,195</b>	<b>174,695,071</b>	<b>432,690,430</b>	<b>607,385,501</b>	<b>268,739,434</b>	<b>4,476</b>







Largest Commercial Airport:  
Burlington International

# Vermont

## Impact on Economy vs. Impact on GDP

**Total Economic Impact** is a measure of all incremental economic activity that underlies the production of a unit of output purchased by the final user, i.e. a seat mile in case of a commercial airline.

**Total GDP Impact** is a measure of the value-add that is inherent in economic activity. Total GDP Impact differs from Total Economic Impact by the leakage (e.g. individual savings) and initial production costs from economic activity.

### Regional Presence

Airports Served	0
Onboard Passengers	0
Originating Passengers	0
Terminating Passengers	0
Connecting Passengers	0
Departures	0
Destinations	0
Active Employees	0

### Regional Expenditure

Salaries & Benefits	853,490
Fuel	0
Airport Operations	0
Passenger Services	0
Maintenance	0
Ownership	0
General / Admin	0
Taxes	0
Total Direct Expenses	853,490

### Regional Economic Impact

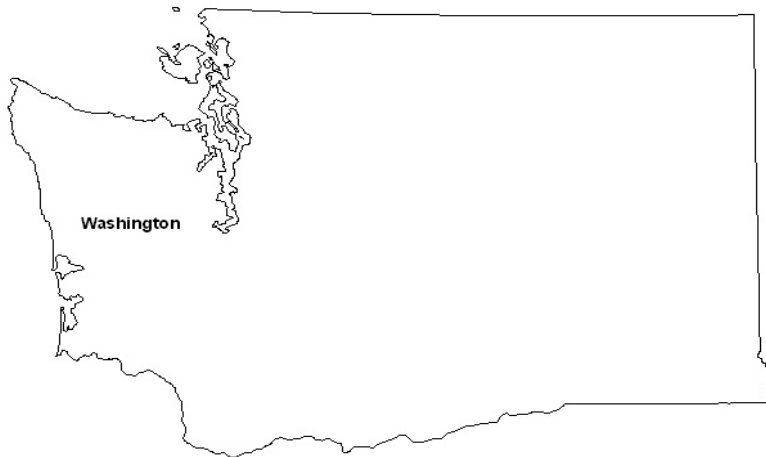
Economic Impact from Direct Operating Activities	1,209,226
Economic Impact from Passenger Spending	0
Total Economic Impact	1,209,226
Total Impact on GDP	517,996
Total Job Impact	0



## 2012 Economic Impact Analysis - Station Details VT

Station													Economic Impact		Total Economic Impact	Total Impact on GDP	Total Job Impact	
	Onboard Passengers	Departures	Destination	Active Employees	Salaries & Benefits	Fuel	Airport Operations	Passenger Services	Maintenance	Ownership	General /Admin	Taxes	Total Direct Expenses	from Direct Operating Activities				Economic Impact from Passenger Spending
VT	0	0	0	0	853,490	0	0	0	0	0	0	0	853,490	1,209,226	0	1,209,226	517,996	0
<b>Grand Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>853,490</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>853,490</b>	<b>1,209,226</b>	<b>0</b>	<b>1,209,226</b>	<b>517,996</b>	<b>0</b>





Largest Commercial Airport:  
Seattle-Tacoma International

# Washington

## Impact on Economy vs. Impact on GDP

**Total Economic Impact** is a measure of all incremental economic activity that underlies the production of a unit of output purchased by the final user, i.e. a seat mile in case of a commercial airline.

**Total GDP Impact** is a measure of the value-add that is inherent in economic activity. Total GDP Impact differs from Total Economic Impact by the leakage (e.g. individual savings) and initial production costs from economic activity.

### Regional Presence

Airports Served	1
Onboard Passengers	1,392,139
Originating Passengers	266,512
Terminating Passengers	226,263
Connecting Passengers	198,904
Departures	4,910
Destinations	7
Active Employees	109

### Regional Expenditure

Salaries & Benefits	26,236,037
Fuel	50,931,501
Airport Operations	14,099,984
Passenger Services	4,264,826
Maintenance	366,676
Ownership	97,486
General / Admin	391,689
Taxes	707,626
Total Direct Expenses	97,095,826

### Regional Economic Impact

Economic Impact from Direct Operating Activities	186,587,174
Economic Impact from Passenger Spending	507,276,187
Total Economic Impact	693,863,361
Total Impact on GDP	294,304,980
Total Job Impact	5,077



## 2012 Economic Impact Analysis - Station Details WA

Station													Economic Impact					
	Onboard Passengers	Departures	Destination	Active Employees	Salaries & Benefits	Fuel	Airport Operations	Passenger Services	Maintenance	Ownership	General /Admin	Taxes	Total Direct Expenses	from Direct Operating Activities	Economic Impact from Passenger Spending	Total Economic Impact	Total Impact on GDP	Total Job Impact
BFI	0	0	0	0	0	206,785	0	0	0	0	0	0	206,785	397,375	0	397,375	168,548	0
PAE	0	0	0	0	0	47,362	0	0	0	0	0	0	47,362	91,015	0	91,015	38,605	0
SEA	1,391,865	4,910	7	109	26,231,400	50,675,394	14,099,855	4,264,502	366,676	97,486	391,689	707,438	96,834,440	186,084,874	507,176,345	693,261,219	294,049,579	5,076
YKM	274	0	0	0	4,638	1,959	129	325	0	0	0	188	7,238	13,910	99,842	113,751	48,248	1
<b>Grand Total</b>	<b>1,392,139</b>	<b>4,910</b>	<b>7</b>	<b>109</b>	<b>26,236,037</b>	<b>50,931,501</b>	<b>14,099,984</b>	<b>4,264,826</b>	<b>366,676</b>	<b>97,486</b>	<b>391,689</b>	<b>707,626</b>	<b>97,095,826</b>	<b>186,587,174</b>	<b>507,276,187</b>	<b>693,863,361</b>	<b>294,304,980</b>	<b>5,077</b>





# Wisconsin

Largest Commercial Airport:  
General Mitchell International

## Regional Presence

Airports Served	5
Onboard Passengers	716,321
Originating Passengers	70,354
Terminating Passengers	76,969
Connecting Passengers	26,337
Departures	8,969
Destinations	8
Active Employees	99

## Regional Expenditure

Salaries & Benefits	8,914,528
Fuel	16,092,404
Airport Operations	5,080,799
Passenger Services	353,725
Maintenance	198,189
Ownership	1,014
General / Admin	239,394
Taxes	198,876
Total Direct Expenses	31,078,930

## Regional Economic Impact

Economic Impact from Direct Operating Activities	45,888,756
Economic Impact from Passenger Spending	280,788,145
Total Economic Impact	326,676,901
Total Impact on GDP	138,881,948
Total Job Impact	3,811

## Impact on Economy vs. Impact on GDP

**Total Economic Impact** is a measure of all incremental economic activity that underlies the production of a unit of output purchased by the final user, i.e. a seat mile in case of a commercial airline.

**Total GDP Impact** is a measure of the value-add that is inherent in economic activity. Total GDP Impact differs from Total Economic Impact by the leakage (e.g. individual savings) and initial production costs from economic activity.

## 2012 Economic Impact Analysis - Station Details WI

Station													Economic Impact from Direct Operating Activities		Economic Impact from Passenger Spending	Total Economic Impact	Total Impact on GDP	Total Job Impact
	Onboard Passengers	Departures	Destination	Active Employees	Salaries & Benefits	Fuel	Airport Operations	Passenger Services	Maintenance	Ownership	General /Admin	Taxes	Total Direct Expenses					
CWA	33,321	625	1	0	136,661	707,687	335,018	0	418	261	35,941	5,191	1,221,178	1,803,097	13,061,381	14,864,479	6,319,418	167
GRB	84,456	1,368	2	18	899,222	1,456,646	570,203	0	41,813	0	24,900	5,655	2,998,439	4,427,264	33,105,610	37,532,874	15,956,557	463
LSE	77,650	1,459	1	15	755,913	1,975,780	781,665	0	23,396	0	12,389	8,102	3,557,247	5,252,357	30,437,750	35,690,107	15,173,131	422
MKE	303,493	2,823	2	37	4,477,373	7,576,834	2,014,172	351,068	79,364	0	137,875	120,843	14,757,531	21,789,834	118,965,152	140,754,986	59,839,941	1,603
MSN	217,153	2,694	2	30	2,645,358	4,370,578	1,379,741	2,657	53,199	753	28,287	59,085	8,539,657	12,609,000	85,121,040	97,730,040	41,548,510	1,155
OSH	0	0	0	0	0	4,879	0	0	0	0	0	0	4,879	7,204	0	7,204	3,062	0
<b>Grand Total</b>	<b>716,073</b>	<b>8,969</b>	<b>8</b>	<b>99</b>	<b>8,914,528</b>	<b>16,092,404</b>	<b>5,080,799</b>	<b>353,725</b>	<b>198,189</b>	<b>1,014</b>	<b>239,394</b>	<b>198,876</b>	<b>31,078,930</b>	<b>45,888,756</b>	<b>280,690,933</b>	<b>326,579,688</b>	<b>138,840,620</b>	<b>3,810</b>





# West Virginia

Largest Commercial Airport:  
Yeager

## Regional Presence

Airports Served	1
Onboard Passengers	15,646
Originating Passengers	5,553
Terminating Passengers	6,271
Connecting Passengers	251
Departures	301
Destinations	1
Active Employees	0

## Regional Expenditure

Salaries & Benefits	1,939,585
Fuel	536,165
Airport Operations	345,372
Passenger Services	0
Maintenance	2,164
Ownership	0
General / Admin	8,226
Taxes	2,155
Total Direct Expenses	2,833,667

## Regional Economic Impact

Economic Impact from Direct Operating Activities	4,664,735
Economic Impact from Passenger Spending	8,370,605
Total Economic Impact	13,035,339
Total Impact on GDP	5,458,588
Total Job Impact	90

## Impact on Economy vs. Impact on GDP

**Total Economic Impact** is a measure of all incremental economic activity that underlies the production of a unit of output purchased by the final user, i.e. a seat mile in case of a commercial airline.

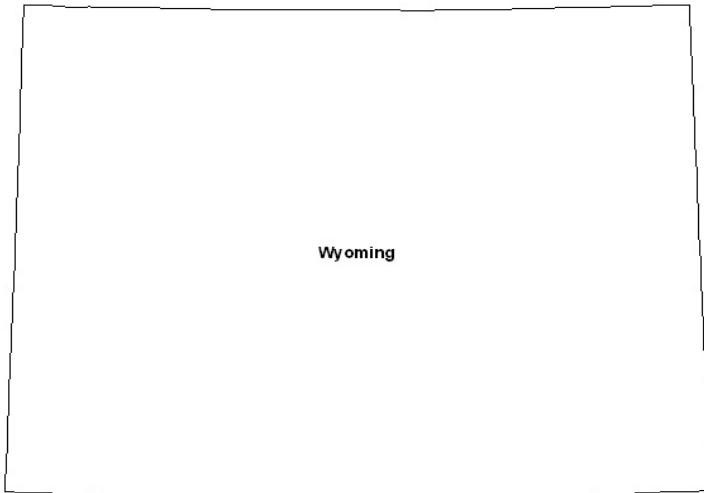
**Total GDP Impact** is a measure of the value-add that is inherent in economic activity. Total GDP Impact differs from Total Economic Impact by the leakage (e.g. individual savings) and initial production costs from economic activity.

## 2012 Economic Impact Analysis - Station Details WV

Station													Economic Impact from Direct Operating Activities		Economic Impact from Passenger Spending	Total Economic Impact	Total Impact on GDP	Total Job Impact
	Onboard Passengers	Departures	Destination	Active Employees	Salaries & Benefits	Fuel	Airport Operations	Passenger Services	Maintenance	Ownership	General /Admin	Taxes	Total Direct Expenses					
CKB	0	0	0	0	484,896	21,248	2,644	0	0	0	0	0	508,788	837,559	0	837,559	350,730	0
CRW	15,595	301	1	0	484,896	497,999	340,900	0	2,164	0	8,226	2,146	1,336,331	2,199,845	8,343,320	10,543,165	4,414,982	90
LWB	0	0	0	0	484,896	16,917	1,829	0	0	0	0	0	503,642	829,088	0	829,088	347,183	0
MRB	51	0	0	0	484,896	0	0	0	0	0	0	9	484,905	798,243	27,285	825,528	345,692	0
<b>Grand Total</b>	<b>15,646</b>	<b>301</b>	<b>1</b>	<b>0</b>	<b>1,939,585</b>	<b>536,165</b>	<b>345,372</b>	<b>0</b>	<b>2,164</b>	<b>0</b>	<b>8,226</b>	<b>2,155</b>	<b>2,833,667</b>	<b>4,664,735</b>	<b>8,370,605</b>	<b>13,035,339</b>	<b>5,458,588</b>	<b>90</b>







Largest Commercial Airport:  
Jackson Hole

# Wyoming

## Impact on Economy vs. Impact on GDP

Total Economic Impact is a measure of all incremental economic activity that underlies the production of a unit of output purchased by the final user, i.e. a seat mile in case of a commercial airline.

Total GDP Impact is a measure of the value-add that is inherent in economic activity. Total GDP Impact differs from Total Economic Impact by the leWYage (e.g. individual savings) and initial production costs from economic activity.

### Regional Presence

Airports Served	1
Onboard Passengers	76,366
Originating Passengers	7,900
Terminating Passengers	7,978
Connecting Passengers	720
Departures	232
Destinations	2
Active Employees	34

### Regional Expenditure

Salaries & Benefits	1,840,217
Fuel	2,215,894
Airport Operations	2,120,689
Passenger Services	183,872
Maintenance	32,660
Ownership	15,592
General / Admin	48,468
Taxes	44,221
<b>Total Direct Expenses</b>	<b>6,501,614</b>

### Regional Economic Impact

Economic Impact from Direct Operating Activities	10,852,437
Economic Impact from Passenger Spending	32,933,612
<b>Total Economic Impact</b>	<b>43,786,048</b>
<b>Total Impact on GDP</b>	<b>17,620,958</b>
<b>Total Job Impact</b>	<b>441</b>



## 2012 Economic Impact Analysis - Station Details WY

Station	Onboard			Active Employees	Station Details								Economic Impact					
	Passengers	Departures	Destination		Salaries & Benefits	Fuel	Airport Operations	Passenger Services	Maintenance	Ownership	General /Admin	Taxes	Total Direct Expenses	from Direct Operating Activities	Economic Impact from Passenger Spending	Total Economic Impact	Total Impact on GDP	Total Job Impact
CYS	4,613	0	0	0	52,957	190,853	112,341	0	0	0	2,623	4,737	363,510	606,768	1,989,403	2,596,171	1,044,785	23
JAC	71,753	232	2	34	1,787,260	2,025,041	2,008,349	183,872	32,660	15,592	45,845	39,484	6,138,103	10,245,669	30,944,209	41,189,877	16,576,173	418
<b>Grand Total</b>	<b>76,366</b>	<b>232</b>	<b>2</b>	<b>34</b>	<b>1,840,217</b>	<b>2,215,894</b>	<b>2,120,689</b>	<b>183,872</b>	<b>32,660</b>	<b>15,592</b>	<b>48,468</b>	<b>44,221</b>	<b>6,501,614</b>	<b>10,852,437</b>	<b>32,933,612</b>	<b>43,786,048</b>	<b>17,620,958</b>	<b>441</b>

