Impact of Aviation in New York State

The economic impacts of New York State's airports are varied:

- $50 billion in annual economic activity for New York State businesses is attributable to aviation, equaling 4.4 percent of the total $1,144.5 billion Gross State Product, or $1 out of every $23.
- Approximately 394,500 New York State jobs are related directly or indirectly to aviation, representing roughly 4.6 percent of the 8.5 million jobs in the state.
- Payroll from aviation totals more than $18 billion, or 2 percent of total income in the state.
- Economic impacts from aviation in New York State are 6 percent of the nation’s total aviation economic impact (three times more than for the average state).
- Fortune 500 businesses such as IBM, Pfizer, Verizon, American Express, PepsiCo, Time Warner, Eastman Kodak, Walmart, Xerox and many others, are significant users of New York’s aviation system and help sustain local economies. These businesses rely on commercial service and general aviation to meet their business transportation needs.
- More than $4.5 billion in state and local tax revenues were collected, roughly 4 percent of all 2009 state and local taxes.
- More than $610 million invested by federal, state and local sources in capital development at New York State airports in 2009. This investment (1.2 percent of the total economic impact) helps maintain the $50 billion in total economic impacts.
- Airline markets across New York State have attracted low-fare carriers, such as Southwest Airlines, JetBlue, AirTran and Allegiant Air, saving New Yorkers millions of dollars in air fares each year. Cities with low-fare carriers have made businesses more accessible to their clients and New York locations more accessible to tourists.
### New York State Economic Impact of Airports

#### SUMMARY IMPACTS

<table>
<thead>
<tr>
<th>Airport Categories</th>
<th>Jobs*</th>
<th>Annual Earnings ($ Millions)</th>
<th>Annual Economic Activity ($ Millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>JFK and La Guardia Airports</td>
<td>319,000</td>
<td>$15,161</td>
<td>$42,059</td>
</tr>
<tr>
<td>Other Airline Service Airports</td>
<td>66,400</td>
<td>$2,387</td>
<td>$7,072</td>
</tr>
<tr>
<td>Non-Airline Service Airports/Heliports</td>
<td>9,100</td>
<td>$504</td>
<td>$1,124</td>
</tr>
<tr>
<td><strong>Total Statewide Airport Benefits</strong></td>
<td>394,500</td>
<td>$18,052</td>
<td>$50,255</td>
</tr>
</tbody>
</table>

*Note: Total Jobs is defined as all direct and indirect jobs generated.*
Boosting an Airport’s Economic Impact

To increase an airport’s economic impact to its community, airport sponsors must find ways to attract businesses and new investment in their facilities. The following strategies are available for many airports, but they must be planned and applied locally to achieve maximum benefit:

- Airport Branding, Marketing and Promotion
- Air Service Improvements
- Partnerships with Other Public and Private Agencies and Institutions
- Retention Strategies for Existing Tenants and Transient Clients
- Development of Non-Aeronautical Real Estate
- Attraction of Aviation Businesses and Manufacturers to New York Airports

New York State’s Airport System

New York State has an extensive airport system with 90 public-use facilities. Scheduled airline passenger service is provided at 18 of these airports, generating much of the economic impact to the state. However, the other 72 public-use general aviation (GA) airports and heliports feature important services, such as quick access for medical emergencies and law enforcement; charter flights for business and executives; flight training; and tourism and recreational flying. These general aviation airports and heliports are within a 30-minute drive for most New Yorkers. This study has shown that many of these non-airline airports provide a critical transportation link for local businesses.

EXISTING NEW YORK STATE AIRPORT SYSTEM

The existing aviation system is composed of:

- 67 General Aviation airports
- 18 Commercial Service airports
- 5 Heliport facilities

Generally, there is at least one GA airport within a 30-minute drive of most areas in the state and a commercial service airport offering scheduled passenger service within a 60-minute drive of most areas in the state.
### Commercial Service Airports

<table>
<thead>
<tr>
<th>Airports</th>
<th>Total Jobs</th>
<th>Annual Earnings</th>
<th>Annual Economic Activity</th>
</tr>
</thead>
<tbody>
<tr>
<td>Adirondack Regional</td>
<td>74</td>
<td>$4,084,700</td>
<td>$78,655,000</td>
</tr>
<tr>
<td>Albany International</td>
<td>8,672</td>
<td>$288,002,700</td>
<td>$760,810,300</td>
</tr>
<tr>
<td>Buffalo Niagara International</td>
<td>18,628</td>
<td>$384,019,500</td>
<td>$1,071,165,400</td>
</tr>
<tr>
<td>Chautauqua County-Jamestown</td>
<td>341</td>
<td>$17,365,800</td>
<td>$43,366,700</td>
</tr>
<tr>
<td>Elmira/Corning Regional*</td>
<td>3,377</td>
<td>$319,435,800</td>
<td>$1,543,279,400</td>
</tr>
<tr>
<td>Greater Binghamton</td>
<td>483</td>
<td>$23,236,400</td>
<td>$52,764,800</td>
</tr>
<tr>
<td>Greater Rochester International</td>
<td>9,998</td>
<td>$295,207,000</td>
<td>$800,363,800</td>
</tr>
<tr>
<td>Ithaca Tompkins Regional</td>
<td>510</td>
<td>$28,573,300</td>
<td>$66,836,400</td>
</tr>
<tr>
<td>John F. Kennedy International**</td>
<td>224,621</td>
<td>$10,883,000,000</td>
<td>$30,314,000,000</td>
</tr>
<tr>
<td>LaGuardia**</td>
<td>94,367</td>
<td>$4,278,000,000</td>
<td>$11,745,000,000</td>
</tr>
<tr>
<td>Long Island Mac Arthur</td>
<td>6,085</td>
<td>$229,179,700</td>
<td>$577,016,000</td>
</tr>
<tr>
<td>Massena International</td>
<td>61</td>
<td>$4,177,300</td>
<td>$8,571,000</td>
</tr>
<tr>
<td>Ogdensburg International</td>
<td>53</td>
<td>$3,564,300</td>
<td>$7,445,600</td>
</tr>
<tr>
<td>Plattsburgh International</td>
<td>373</td>
<td>$15,652,100</td>
<td>$38,689,000</td>
</tr>
<tr>
<td>Stewart International</td>
<td>5,579</td>
<td>$333,521,900</td>
<td>$750,722,600</td>
</tr>
<tr>
<td>Syracuse Hancock International</td>
<td>7,552</td>
<td>$213,062,800</td>
<td>$596,916,100</td>
</tr>
<tr>
<td>Watertown International</td>
<td>87</td>
<td>$4,708,800</td>
<td>$8,881,700</td>
</tr>
<tr>
<td>Wentworth County</td>
<td>8,328</td>
<td>$334,138,200</td>
<td>$752,876,800</td>
</tr>
</tbody>
</table>

**Subtotal Commercial Service** 385,389 **$17,548,033,100** **$49,139,647,800**

* Note: ELM included $1.28 billion direct impacts from helicopter manufacturer on the airport.

** Note: JFK International and LGA Airports data from Port Authority of NY & NJ.
Conclusions About Aviation’s Economic Impact

The aviation sector has an important role in New York State’s economy and in the communities served by airports.

- **Annual Economic Activity** attributable to aviation totals more than **$50 billion**.
- **This $50 billion** impact is **4.4 percent** of the **$1,145 billion** estimated Gross State Product (GSP).
- Nearly **400,000** New York State jobs are directly or indirectly linked to airports and the aviation industry. All of these jobs pay **$18 billion** annually.
- Aviation accounts, directly or indirectly, for almost **4.6 percent** of total jobs in the state.
- Airports and aviation pay more than **$4.5 billion** in state and local taxes each year – about **4.1 percent** of the state’s total.
- Aviation’s annual economic activity is over **$2,500** per New York State resident.

Taxes Returned from Aviation

More than **$4.5 billion** in state and local taxes are generated from aviation-related activity in New York State. This amount represents approximately **4.1 percent** of the total 2009 state and local tax revenue. These taxes are then used for all types of community projects, not necessarily those related to aviation. Thus, this tax revenue benefits all New Yorkers, not just those in aviation.

Airline and commuter services are vital to New York State’s economic well-being.

- JFK International and LaGuardia Airports make up almost **84 percent** of the state’s aviation economic impact.
- The other 16 airline airports, with total direct and indirect impacts of more than **$7 billion** in economic activity and more than **66,000 jobs**, account for more than **14 percent** of the state’s aviation economic impact.

New York’s 72 non-airline public-use airports also have an important role in local and state economies.

- Non-airline airports yield approximately **$1.1 billion** in annual economic activity and provide businesses and residents with access to air transportation while relieving congestion at busy commercial service airports.

- Public funding of airports for capital improvements, which helps maintain New York’s investments—including federal, state and local—is only **1.2 percent** of the **$50.3 billion** annual economic impact generated by the airports. Much of this public funding is paid for by FAA grants from user fees and taxes. Federal grant funding may range from 75 percent to 95 percent of the total project.
The results of this study have shown that the highest rates of output and employment are found in five primary aviation businesses:

**Aviation Manufacturing**
Sikorsky at Elmira generated $1.3 billion with 1,250 Total Jobs

**Maintenance/Repair/Overhaul (MRO) Facilities**
Griffiss International MRO produced $170 million and 900 Total Jobs

**Airline Passenger Enplanements**
- Downstate: One Passenger Generates $1,215 and 107 Passengers = One Direct Job (including Direct and Indirect Jobs)
- Upstate: One Passenger Generates $840 and 132 Passengers = One Direct Job (including Direct and Indirect Jobs)

**Corporate Jet Aircraft**
One Aircraft Can Generate $1 million in Spending and 5 Direct Jobs (excluding Indirect Spending and Jobs)

**Air Cargo**
One Ton of Air Cargo Generates $2,500 and 68 Enplaned Tons = One Direct Job (including Direct and Indirect Jobs)

Every citizen benefits from aviation, whether he or she has ever flown in an aircraft or shipped air cargo, because aviation supports the entire New York State economy. This includes the manufacturing firms, the service firms, the tourism industry and all others. In this regard, the multiplied effect of respending aviation-generated dollars within the state radiates the benefits of aviation to every county and every community.

The impact of airports and aviation in New York is much more than these numbers can estimate. Similar to roads and bridges, airports provide connectivity to business markets, facilitating economic growth. However, airports are unique in that they connect regional, interstate, and even global markets in the most direct and time-efficient way.

Strategic investment in New York State airports is essential to long-term economic recovery and growth.