

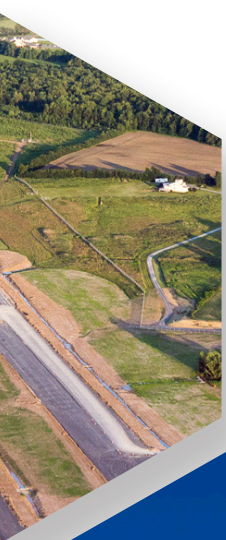


Economic Impacts of New York State Airports and Aviation

2024

Connecting Communities,
People, and Business
to the World

Technical Report





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Table of Contents

Chapter 1 – Introduction

Introduction	1
1.1. Goal & Purpose: To Study, Document, & Showcase Airport's Value	2
1.2. Overview of Project Approach.....	3
1.2.1. Data Collection & Agency Coordination	3
1.2.2. Data Analysis & Economic Modeling.....	3
1.2.3. Establishing Economic Context	4
1.3. Study Products.....	5
1.3.1. Technical Report.....	5
1.3.2. Executive Summary Report	5
1.3.3. Online Resource / Web-Portal.....	5
1.4. Notes for the Reader	5

Chapter 2 – State & National Economic Context

State & National Economic Context	1
2.1. New York State & Aviation Industry Factors.....	1
2.1.1. Statewide & Community Factors.....	1
2.1.2. National & Regional Factors	4
2.1.3. Future Trends in the Aviation Industry.....	11
2.1.4. Air Cargo Activity Statewide	19
2.2. Impacts of Potential Changes to the Aviation Jobs Act	23
2.3. Pre-Pandemic Activity, General Impacts & Recovery Outlook.....	27
2.4. Impacts of the COVID-19 Pandemic	32
2.4.1. Setbacks for Commercial Airports.....	32
2.4.2. Bright Spots for GA Airports	33

Chapter 3 – Statewide Economic Impacts

Statewide Economic Impacts of Aviation	1
3.1. Job Impacts.....	2
3.1.1. Direct Employment	2
3.1.2. Total Employment	2
3.2. Income Impacts	3
3.2.1. Direct Income	3
3.2.2. Total Income.....	3
3.3. Output Impacts.....	4
3.3.1. Direct Output	4
3.3.2. Total Output	4
3.4. State and Local Tax Revenue Impacts.....	5
3.5. Comparison of 2019 & 2020: Impacts of COVID-19/Global Pandemic.....	5



Chapter 4 – Impacts by Airport Type & Region

Impacts by Airport Type & Region..... 1

4.1. Port Authority of New York and New Jersey Airports..... 1

4.1.1. John F. Kennedy International Airport 1

4.1.2. LaGuardia Airport 3

4.1.3. New York Stewart International Airport..... 4

4.2. Other Commercial Service Airports 6

4.2.1. Primary and Hub Commercial Service Airports 6

4.2.2. Non-Hub Commercial Service Airports..... 15

4.3. General Aviation Airports 26

4.3.1. Akron Airport..... 27

4.3.2. Alfred S. Nader Regional Airport 28

4.3.3. Becks Grove Airport 30

4.3.4. Brookhaven Airport 31

4.3.5. Buffalo-Lancaster Regional Airport 32

4.3.6. Canandaigua Airport 33

4.3.7. Cattaraugus County – Olean Airport 34

4.3.8. Chapin Airport 35

4.3.9. Chautauqua County – Dunkirk Airport 36

4.3.10. Chautauqua County – Jamestown Airport..... 38

4.3.11. Columbia County Airport 39

4.3.12. Corning-Painted Post Airport..... 40

4.3.13. Cortland County Airport – Chase Field 41

4.3.14. Dansville Municipal Airport..... 42

4.3.15. East Hampton Airport..... 43

4.3.16. Finger Lakes Regional Airport 45

4.3.17. Floyd Bennett Memorial Airport..... 46

4.3.18. Francis S. Gabreski Airport..... 47

4.3.19. Fulton County Airport..... 48

4.3.20. Genesee County Airport 49

4.3.21. Griffiss International Airport..... 51

4.3.22. Hamilton Municipal Airport 52

4.3.23. Hornell Municipal Airport 53

4.3.24. Hudson Valley Regional Airport..... 54

4.3.25. Joseph Y. Resnick Airport..... 55

4.3.26. Kingston-Ulster Airport..... 56

4.3.27. Kline Kill Airport 58

4.3.28. Lake Placid Airport..... 59

4.3.29. Ledgesdale Airport 60

4.3.30. Le Roy Airport 61

4.3.31. Lt. Warren Eaton Airport 62

4.3.32. Malone-Dufort Airport..... 63

4.3.33. Middlesex Valley Airport..... 64



4.3.34. Montauk Airport 65

4.3.35. Orange County Airport 66

4.3.36. Oswego County Airport 67

4.3.37. Penn Yan Airport..... 69

4.3.38. Perry-Warsaw Airport..... 70

4.3.39. Piseco Airport 71

4.3.40. Potsdam Municipal Airport..... 72

4.3.41. Randall Airport..... 73

4.3.42. Republic Airport..... 75

4.3.43. Royalton Airport 76

4.3.44. Saratoga County Airport 77

4.3.45. Schenectady County Airport..... 78

4.3.46. Schroon Lake Airport 79

4.3.47. Sidney Municipal Airport 80

4.3.48. Skaneateles Aero Drome 82

4.3.49. Sky Acres Airport 83

4.3.50. South Albany Airport 84

4.3.51. Sullivan County International Airport 85

4.3.52. Ticonderoga Municipal Airport..... 86

4.3.53. Tri-Cities Airport 87

4.3.54. Wellsville Municipal Airport..... 88

4.3.55. Whitfords Airport 89

4.3.56. Williamson-Sodus Airport..... 90

4.3.57. Wurtsboro-Sullivan County Airport 91

4.4. General Aviation Airports by Region..... 93

- [Appendix A: Study Methodology](#)
- [Appendix B: IMPLAN Data Tables](#)
- [Appendix C: Republic Airport Report](#)
- [Appendix D: 2022 Summary Update](#)



List of Tables

Chapter 1 – Introduction

None

Chapter 2 – State & National Economic Context

Table 2-1 : Comparison of New York State GSP & Airport Economic Output - 2019.....	1
Table 2-2 : Comparison of New York State Return on Investment by Transportation System.....	2
Table 2-3 : Comparison of New York State Private Sector Employment by Sector & Airport System Employment	3
Table 2-4 : Average Economic Impact of Walmart Supercenter in New York State	4
Table 2-5 : Population Trends – 2010-2019	5
Table 2-6 : New York State Population Growth - Top 5 Counties - 2010-2019	6
Table 2-7 : Unemployment Rates.....	7
Table 2-8 : Annual GDP in Millions of 2012 Dollars	8
Table 2-9 : Comparison of Aviation Impacts – 2010 Study vs. 2020 Update.....	9
Table 2-10 : U.S. Air Carrier Statistics – 2010-2019.....	10
Table 2-11 : Passenger Enplanement Trends – New York State – 2010-2019.....	10
Table 2-12 : U.S. Commercial Carriers – Scheduled Passenger Capacity, Traffic & Load Factors ¹	13
Table 2-13 : Active Pilots by Certificate Type – Commercial Segment	14
Table 2-14 : Active Pilots by Certificate Type – General Aviation Segment	15
Table 2-15 : Active General Aviation & Air Taxi Aircraft	16
Table 2-16 : Outlook for New York State Airports, Aviation, and Economic Impacts	19
Table 2-17 : Air Cargo Tonnage at New York Commercial Service Airports	20
Table 2-18 : Economic Impact of Largest Air Cargo Operations - New York State - 2019	23
Table 2-19 : U.S. Commercial Carriers – Scheduled Passenger Capacity, Traffic & Load Factors ¹	29
Table 2-20 : Active Pilots by Certificate Type – Commercial Segment	30
Table 2-21 : Active Pilots by Certificate Type – General Aviation Segment.....	31
Table 2-22 : Active General Aviation & Air Taxi Aircraft	32

Chapter 3 – Statewide Economic Impacts

Table 3-1 : On-Airport Employment Impacts.....	2
Table 3-2 : Total 2019 Employment Impacts.....	3
Table 3-3 : On-Airport Income Impacts	3
Table 3-4 : Total 2019 Income Impacts	4
Table 3-5 : On-Airport Direct Output.....	4
Table 3-6 : Total 2019 Output Impacts.....	4
Table 3-7 : 2019 State and Local Taxes	5
Table 3-8 : Comparison of 2019 and 2020 Total Economic Impacts	6

Chapter 4 – Impacts by Airport Type & Region

Table 4-1 : Summary of JFK Impacts.....	1
Table 4-2 : Summary of LGA Impacts	1



Table 4-3 : Summary of SWF Impacts..... 1

Table 4-4 : Economic Impacts for JFK 3

Table 4-5 : Airlines Serving LGA..... 3

Table 4-6 : Economic Impacts for LGA..... 4

Table 4-7 : Airlines Serving SWF 5

Table 4-8 : Economic Impacts for SWF 6

Table 4-9 : Airlines Serving ALB 7

Table 4-10 : Economic Impacts for ALB..... 7

Table 4-11 : Airlines Serving BUF..... 8

Table 4-12 : Economic Impacts for BUF 9

Table 4-13 : Airlines Serving ROC 10

Table 4-14 : Economic Impacts of ROC 10

Table 4-15 : Airlines Serving ISP 11

Table 4-16 : Economic Impacts for ISP 12

Table 4-17 : Airlines Serving SYR 13

Table 4-18 : Economic Impacts for SYR 13

Table 4-19 : Airlines Serving HPN 14

Table 4-20 : Economic Impacts for HPN 15

Table 4-21 : Economic Impacts for SLK..... 16

Table 4-22 : Economic Impacts for ELM 18

Table 4-23 : Economic Impacts for BGM..... 19

Table 4-24 : Airlines Serving ITH..... 20

Table 4-25 : Economic Impacts for ITH..... 20

Table 4-26 : Economic Impacts for MSS 22

Table 4-27 : Economic Impacts for IAG 23

Table 4-28 : Economic Impacts for OGS..... 24

Table 4-29 : Economic Impacts for PBG 26

Table 4-30 : Economic Impacts for ART..... 27

Table 4-31 : Economic Impacts for 9G3 28

Table 4-32 : Economic Impacts for N66 29

Table 4-33 : Economic Impacts for K16..... 30

Table 4-34 : Economic Impacts for HWV..... 32

Table 4-35 : Economic Impacts for BQR 33

Table 4-36 : Economic Impacts for IUA 34

Table 4-37 : Economic Impacts for OLE..... 35

Table 4-38 : Economic Impacts for 1B8..... 36

Table 4-39 : Economic Impacts for DKK..... 37

Table 4-40 : Economic Impacts for JHW..... 38

Table 4-41 : Economic Impacts for 1B1..... 40

Table 4-42 : Economic Impacts for 7N1 41

Table 4-43 : Economic Impacts for N03 42

Table 4-44 : Economic Impacts for DSV..... 43

Table 4-45 : Economic Impacts for HTO 44

Table 4-46 : Economic Impacts for OG7 45



Table 4-47 : Economic Impacts for GFL..... 47

Table 4-48 : Economic Impacts for FOK..... 48

Table 4-49 : Economic Impacts for NYO..... 49

Table 4-50 : Economic Impacts for GVQ..... 50

Table 4-51 : Economic Impacts for RME..... 52

Table 4-52 : Economic Impacts for VGC 53

Table 4-53 : Economic Impacts for HTF 54

Table 4-54 : Economic Impacts for POU.....55

Table 4-55 : Economic Impacts for N89 56

Table 4-56 : Economic Impacts for 20N 57

Table 4-57 : Economic Impacts for NY1..... 58

Table 4-58 : Economic Impacts for LKP 59

Table 4-59 : Economic Impacts for 7G0 60

Table 4-60 : Economic Impacts for 5G0 61

Table 4-61 : Economic Impacts for OIC 63

Table 4-62 : Economic Impacts for MAL..... 64

Table 4-63 : Economic Impacts for 4N2 65

Table 4-64 : Economic Impacts for MTP..... 66

Table 4-65 : Economic Impacts for MGJ..... 67

Table 4-66 : Economic Impacts for FZY 68

Table 4-67 : Economic Impacts for PEO 69

Table 4-68 : Economic Impacts for 01G 71

Table 4-69 : Economic Impacts for K09..... 72

Table 4-70 : Economic Impacts for PTD..... 73

Table 4-71 : Economic Impacts for 06N 74

Table 4-72 : Economic Impacts for FRG..... 76

Table 4-73 : Economic Impacts for 9G5 77

Table 4-74 : Economic Impacts for 5B2..... 78

Table 4-75 : Economic Impacts for SCH..... 79

Table 4-76 : Economic Impacts for 4B7..... 80

Table 4-77 : Economic Impacts for N23 81

Table 4-78 : Economic Impacts for 6B9..... 82

Table 4-79 : Economic Impacts for 44N 83

Table 4-80 : Economic Impacts for 4B0..... 84

Table 4-81 : Economic Impacts for MSV..... 86

Table 4-82 : Economic Impacts for 4B6..... 87

Table 4-83 : Economic Impacts for CZG..... 88

Table 4-84 : Economic Impacts for ELZ..... 89

Table 4-85 : Economic Impacts for B16..... 90

Table 4-86 : Economic Impacts for SDC..... 91

Table 4-87 : Economic Impacts for N82 92

Table 4-88: General Aviation Airport by Region 93

Table 4-89 : Economic Impact by Region 94

List of Figures

Chapter 1 – Introduction

Figure 1-1 : Types of Aeronautical Functions Serving Public Interest 1

Chapter 2 – State & National Economic Context

Figure 2-1 : U.S. Annual Population Growth – 1900-2020* 5

Figure 2-2 : Economic Impact of One Based Business-Use Aircraft..... 26

Figure 2-3 : Taxes on Based Aircraft Sales & Use by State..... 27

Chapter 3 – Statewide Economic Impacts

Figure 3-1 : Airport Locations in New York State..... 1

Figure 3-2 : Comparison of 2019 and 2020 Total Jobs 6

Figure 3-3 : Comparison of 2019 and 2020 Annual Earnings 7

Figure 3-4 : Comparison of 2019 and 2020 Annual Economic Activity..... 7

Figure 3-5 : Comparison of 2019 and 2020 State and Local Taxes..... 8

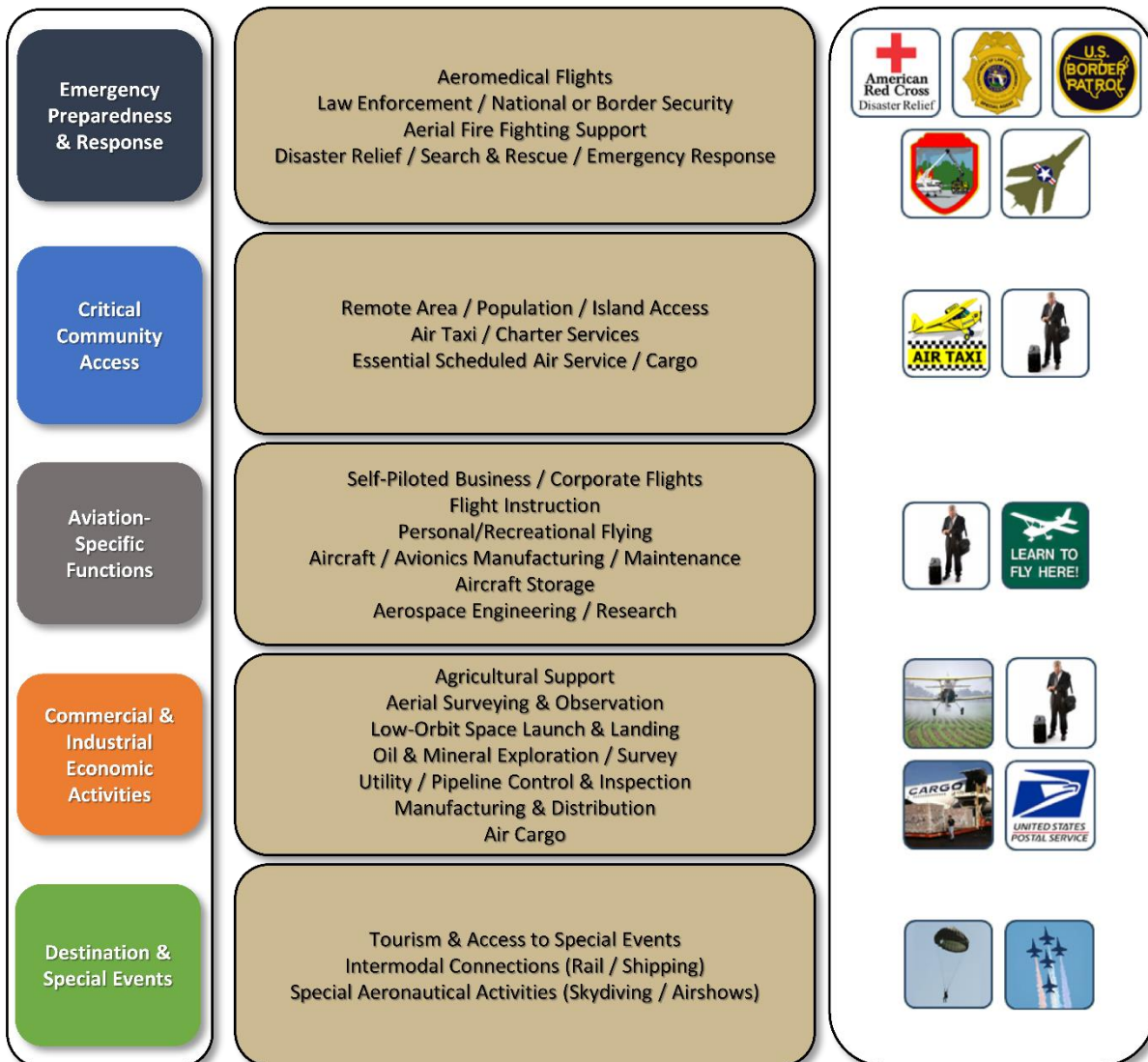
Chapter 4 – Impacts by Airport Type & Region

None

Introduction

New York’s system of public use airports is a critical component of the State’s transportation system, providing integrated and intermodal connectivity that generates substantial contributions to the State and local economies. People, business, and governments rely on New York airports and air travel for a wide range of activities, from personal recreation and business trips to a myriad of diverse functions serving local public needs such as emergency or medical response, law enforcement, disaster relief, search and rescue, and access to remote locations. The Federal Aviation Administration (FAA) recognizes the diverse and integral contributions that airports make to local communities and economies as illustrated in **Figure 1-1**.

Figure 1-1: Types of Aeronautical Functions Serving Public Interest



Source: *General Aviation Airports: A National Asset*, May 2012.



New York State’s system of public use airports consists of 131 airports, heliports, and seaplane bases, all of which are available for use by the public. Scheduled commercial airline service can be found at 18 of these airports, with the remaining airports dedicated to serving the needs of general aviation.

Aviation jobs and commerce at State airports are essential components of the communities they serve. Aviation activity can produce and multiply economic growth and development locally and statewide, building upon the facilities, services, and accessibility available to each airport’s existing market and prospective users.

1.1. GOAL & PURPOSE: TO STUDY, DOCUMENT, & SHOWCASE AIRPORT’S VALUE

The goal of this Economic Impacts of Aviation study (Study) is to determine the value of New York State’s public-use airport system and individual value to their respective communities and to the State of New York as a whole.

This Study provides an updated estimate of the benefits that result from airport and aviation activity throughout the State and capital spending on airport infrastructure, building directly from on-airport activity as reported by airport sponsors and related businesses.

The findings of this Study:

should be used to inform and support decision- and policy-making activities by local communities, elected and appointed officials, and government agencies entrusted to build and sustain the system for the people, communities, and business of New York State.

The Study focuses on airports as the catalysts of public and private investment and activity in the aviation industry. 2019 data is presented in this report because it represents the last full year where the aviation industry was unaffected by the COVID-19 pandemic. An updated analysis performed in 2022 (see Appendix D) documents the ongoing strong recovery from the lows of 2020, with full recovery expected in 2023.

Airports are where commercial airlines, cargo airlines, maintenance providers, business/corporate users, charger operators, and the multitude of other diverse users and support operators converge to conduct business, which represents a central point that generates tremendous economic effects.

Like other modes of transportation, the aviation system accommodates a diverse user base – from private pilots flying small aircraft for recreation to sophisticated business jets and regional or widebody commercial aircraft connecting passengers and cargo to major cities across the U.S. and the world. As such, the State’s airports face the same challenges of maintaining infrastructure and high demand for continued investments into facilities to improve and maintain efficiency, safety, and competitive advantage.

Recognizing the need for a dramatic re-imagination and revitalization of Upstate New York Airports, the State created the 2016 Upstate Airport Economic Development and Revitalization Competition and invested \$200 million into significant terminal improvement projects at Albany,

Elmira Corning, Ithaca, Rochester, Syracuse, and Plattsburgh. Sponsors of those airports responded strongly to this funding opportunity, leveraging federal and local funds to complete sweeping transformations of those airports. The projects have all been very well received by airport users and stakeholders and have greatly enhanced the front door of New York State.

Building on the success of that program, New York State announced a second round of funding availability, in 2021 totaling \$250 million¹. The results of this round of funding, along with information about other post-COVID-19 funding programs, can be seen in [Section 2.5, COVID-19 Relief Funding Programs](#).

1.2. OVERVIEW OF PROJECT APPROACH

The scope of this Study is statewide – utilizing data from all facilities included in New York State’s system of public use airports. Data for New York State airports operated by the Port Authority of New York and New Jersey (PANYNJ) was provided by PANYNJ.

1.2.1. Data Collection & Agency Coordination

This Study was developed using a robust data collection method. Surveys were administered to public-use airports in the statewide system to collect data quantifying on-airport jobs from airport sponsors and tenants, payroll, and a recent history of capital spending that could be tabulated and validated.

The following data was collected via online survey:

- Number of full-time and part-time jobs attributable to the airport sponsor.
- Number of full-time and part-time jobs attributable to airport tenants, including: commercial airlines, ground handling and support operators, Fixed Base Operators (FBOs), and Specialized Air Services Operators (SASOs), such as aircraft maintenance and repair operators, flight schools, rental car companies, aircraft management and/or charter providers, and retail concessionaires such as restaurants or caterers.
- Recent capital spending (most recent five-year period).
- Estimates of true transient (visitor) aircraft operations and visiting passengers.

Published data pertaining to visitor spending and other data inputs such as re-spending trends for the State and each county was used to estimate direct and indirect impacts of each airport. The results are cumulative – where a total statewide impact can be built up from individual airports to estimate total statewide economic impact of all on-airport activity at all public use state airports.

Based on aviation activity occurring during the 2019 calendar year. The study also provides perspective on impacts from the global COVID-19 pandemic in [Chapter 2, State & National Economic Context](#).

¹<https://www.dot.ny.gov/upstateairportsolicitation>



1.2.2. Data Analysis & Economic Modeling

Once airport data was collected and validated, an input-output analysis was conducted with sophisticated economic modeling software to estimate economic impacts of New York State airports. An input-output analysis is based on the interdependencies between economic, or business sectors, where the input is the number of full-time and part-time jobs, associated income or payroll, and capital project spending – all of which combine to attract and generate activity and additional spending in the local and regional marketplace. The modeling also incorporates a wide variety of additional data points, inputs, and spending patterns that trace the economic impacts of each airport activity out into the local, regional, and State economies.

Additional details pertaining to the methodology utilized for this Study, including a description of the economic modeling process and definitions of direct and indirect impacts that may be useful for the reader are included in [Appendix A: Study Methodology](#). This includes an explanation of how the input-output analysis was performed to incorporate the global COVID-19 pandemic effect on data inputs, travel, and visitor spending.

1.2.3. Establishing Economic Context

The approach to developing this Study also included consideration of State, local, regional, and national factors that affect aviation industry trends and New York State public-use airports included in the Study. [Chapter 2, State & National Economic Context](#) touches on the following as a means to provide context for understanding the scale and depth of airport's economic impact in New York State:

- The relationship of airport economic impacts to ***Statewide and Community Factors*** such as Gross State Product, employment by other industry sectors, and comparisons with an easily recognizable nationwide retailer that provides context for aviation impacts.
- The relationship of airport economic impacts to ***National and Regional Factors***, such as broader economic trends like population, unemployment rates, U.S. Gross Domestic Product, and national trends in aviation activity such as enplanements, load factors, revenue passenger miles, and available seat miles that affect aviation activity in the state.
- An assessment of the impact of other ***Trends in Aviation Industry*** on the future contributions of airports and aviation to the state economy. The assessment considers changes and trends such as aircraft upgauging by mainline domestic airlines, pilot supply, airline and hub consolidation, low-cost airline growth. Upgauging occurs when an airline replaces an aircraft with a different aircraft of a similar type, but with a higher seat capacity. And general aviation trends such as recreational flying, business aviation, electric aircraft, and fuel prices.
- A summary of ***Macro-level air cargo shipment activity*** is included that summarizes the impacts of air cargo activity at John F. Kennedy International, New York Stewart International, Syracuse Hancock International, Greater Rochester International, Buffalo Niagara International, Albany International, and Niagara Falls International.

Additional details pertaining to the methodology utilized for this Study and definitions of direct and indirect impacts that may be useful for the reader are included in [Appendix A: Study Methodology](#).

1.3. Study Products

The Study of Economic Impacts of Aviation in New York State is comprised of the following:

1.3.1. Technical Report

A comprehensive record of the data collection and results of the Study is documented in the Technical Report, which is organized into the following chapters:

Economic Impacts of Aviation in New York Technical Report Outline	
1.	Introduction
2.	State & National Economic Context
3.	Statewide Economic Impact of Aviation
4.	Impacts by Airport Type & Region
5.	Appendix A: Study Methodology
6.	Appendix B: IMPLAN ¹ Data Tables
7.	Appendix C: Republic Airport Report

¹IMPLAN is a software platform that models the impacts of expected growth or change based upon data inputs pertaining to the subject of study (e.g., airports) using extensive databases, economic factors, multipliers, and demographic statistics. Implan.com

1.3.2. Executive Summary Report

Derived from the Technical Report, the Executive Summary Report is a reduced-length brochure that makes use of illustrations and graphics that can be more accessible and more broadly distributed to greater audiences.

1.3.3. Online Resource / Web-Portal

An additional product provided by New York State Department of Transportation (NYSDOT) is the addition of an online resource to serve as a web-portal that provides easy access to the published, technical documentation developed for the Study². The web-portal can be accessed using this link <https://www.dot.ny.gov/divisions/operating/opdm/aviation/benefits>.



1.4. Notes for the Reader

The following message is provided by NYSDOT to all readers and/or users of Study products:

Consideration & Impacts of the Global COVID-19 Pandemic

The study utilizes data from 2019, a period where airport and aviation activity in the U.S. was not yet significantly or knowingly impacted by the global COVID-19 pandemic. Airports and travel were dramatically and visibly impacted by the COVID-19 pandemic. Mandatory quarantines, stay-at-home orders, social distancing guidelines and practice, and general concern about personal health and safety slashed travel demand virtually overnight. The Study includes an estimate of the impacts of the global COVID-19 pandemic on the system of public-use airports in New York State. However, all similar studies represent economic impacts for a fixed period of time. The analysis was updated using 2022 data to gauge the status of the recovery. Appendix D presents the 2022 results and documents that a strong recovery to New York's aviation system is well underway.

State & National Economic Context

When considering the contributions of aviation and airports in New York State to the local and State economies, it is prudent to also review a number of broader external economic and industry factors that have an effect on the use of aviation systems. This section summarizes some of these context factors in the following sections:

- New York State & Aviation Specific Factors
- Impacts of Potential Changes to the Aviation Jobs Act
- Pre-Pandemic Activity, General Impacts & Recovery Outlook

These issues and factors represent a snapshot of broader contextual forces that affect the economic impact of airports in New York State. In some ways, airports of all sizes and levels of activity throughout the state are dealing with these forces that drive business and corporate activity, recreational travel, airline service, public and private investment at airports, air cargo and opportunities for building sustainable facilities.

2.1. NEW YORK STATE & AVIATION INDUSTRY FACTORS

This section provides an overview of State, regional, and national socioeconomic and industry factors that affect airport and aviation activity at public-use airports in the New York system and the impacts these airports have on their communities and the economy.

2.1.1. Statewide & Community Factors

Statewide airport benefits can be related to a number of indicators or measures of economic activity that help provide context and understanding of the magnitude of impact that New York airports have on the economy. For this overview, the following measures are considered here:

- Gross State Product (GSP)
- Total Personal Income
- Total Employment

Table 2-1 presents a comparison of statewide economic production to that of the airport system.

Table 2-1: Comparison of New York State GSP & Airport Economic Output - 2019

Economic Indicator	New York State	New York Airports	Airport % of Total
Gross State Product/Output	\$1,746,786,278,641	\$79,936,093,600	4.58%
Total Personal Income	\$1,394,263,747,701	\$27,513,734,500	1.97%
Total Employment	12,790,041	454,533	3.55%

Source: IMPLAN for NYS and Consultant Estimates for NYS Airports.

As shown, the State’s airport system makes up about 4.6 percent of the total State GSP. Given that the total employment from airports is less than 3.6 percent, it can be shown that each



airport-related job produces a higher amount of economic output as compared to the statewide employment and GSP relationships. Given the number of industries¹ in the State, the aviation sector has significant impact, measuring in at roughly one-twentieth of the entire economy.

Data from Bureau of Labor Statistics for all New York State indicates that the air transportation system outperformed highways and all transportation systems combined in 2019, producing more revenue per dollar spent. A comparison of transportation system financials is in **Table 2-2**.

Table 2-2: Comparison of New York State Return on Investment by Transportation System

Transportation System	Revenue	Expenses	% Transportation Revenues / Expenses	Return per \$1.00 Spent
Air	\$1,988,160,000	\$2,725,620,000	2% / 1%	\$ 0.73
Highway	\$91,781,668,000	\$212,737,406,000	92% / 89%	\$ 0.43
Transit	\$4,225,251,000	\$21,846,633,000	4% / 9%	\$ 0.19
Water	\$2,152,632,000	\$2,594,473,000	2% / 1%	\$ 0.83
Total	\$100,177,711,000	\$239,904,132,000	100%	\$ 0.42

Source: Bureau of Transportation Statistics, *State Transportation Statistics, 2019*; U.S. Bureau of Census, *Annual Survey of State and Local Government Finances*.

A report published by the New York State Division of Research and Statistics provided a snapshot of the State’s industry structure². It provides some insights into the contribution of the State’s public-use airport system. The report was published in 2016 and compares well with the 2019 aviation economic impact study results. Table 2 from that *Industry Structure in New York State (Structure)* report is reproduced in **Table 2-3** for comparison to this Study’s results.

¹ IMPLAN software includes 519 industries in New York State.

² Industry Structure in New York State, June 2016.

Table 2-3: Comparison of New York State Private Sector Employment by Sector & Airport System Employment

Sector	Private Sector Employment	Percent of Total
Natural Resources, Mining and Construction	412,003	5%
Manufacturing	453,868	6%
Trade, Transportation and Utilities	1,554,276	20%
Financial Activities	696,178	9%
Information	263,928	3%
Professional and Business Services	1,265,372	16%
Educational Services	329,464	4%
Health Care and Social Assistance	1,395,282	18%
Leisure and Hospitality	916,803	12%
Other Services	355,787	5%
All Industries	7,696,062	100%
New York Public-Use Airport System	454,533	6%

Source: *Industry Structure in New York State, June 2016; IMPLAN for NYS and Consultant Estimates.*

As shown in **Table 2-3**, the public-use airport system in New York State accounts for six (6) percent of private sector employment in the State. This places the aviation system at about the same magnitude as natural resources, mining, and construction, and manufacturing industries³. Employment generated by New York airports includes both public and private sector jobs in many industries. The impact of New York State airports on employment compares positively. The airport system accounts for about two (2) percent of the State’s Total Personal Income.

In terms of tax revenues, New York State collected \$73.6 billion in taxes on personal income, sales, business, property transfers, and other miscellaneous taxes in 2019.⁴ By comparison, the State’s airport system generated \$2.53 billion in state taxes alone (and an additional \$3.59 billion in local taxes). Thus, the New York State airport system generated 3.4 percent of total State tax revenues.

Community Impact of an Airport: Comparisons to a Walmart Supercenter

At the community level, another comparison helpful for understanding an airport’s impact is to consider the impact of another business that many easily identify with – a Walmart Supercenter. The retail giant has stores in thousands of cities across the U.S., and according to Walmart’s 2019 annual report, the company earned \$331.7 billion in the U.S. and employs 1.5 million people.

³ <https://dol.ny.gov/system/files/documents/2021/03/industry-structure-in-new-york-state.pdf>

⁴NYS Department of Taxation and Finance, https://www.tax.ny.gov/research/collections/fy_collections_stat_report/2018_2019_annual_statistical_report_of_ny_state_tax_collections.htm, accessed July 7, 2021.



Using assumptions about average store size and employees, the average Walmart Supercenter employs 378 people and produced \$79,608,000 in sales in 2019. Using these inputs, the economic impacts of one Walmart Supercenter was estimated. **Table 2-4** presents the estimated economic impact of an average Walmart store on the local economy in New York State.

Table 2-4: Average Economic Impact of Walmart Supercenter in New York State

Impact Type	Employment	Labor Income	Total Value Added	Output
Direct Effect	297	\$10,688,393	\$16,426,944	\$25,294,025
Indirect Effect	102	\$7,748,200	\$12,981,937	\$20,527,861
Total Effect	399	\$18,436,592	\$29,408,881	\$45,821,887
Multiplier	1.34	1.72	1.79	1.81

Source: IMPLAN analysis by Consultant.

As shown, Walmart’s sales of \$79.6 million translates into direct output of \$25.3 million. The 378 employees per store produces 297 direct full-time equivalent employees earning an average of \$35,988 per year. In total, the average Walmart Supercenter has a total local impact of 399 jobs and \$45.8 million in total output. The following five (5) general aviation (GA) airports in the system had similar economic outputs or employment levels to the average Walmart Supercenter:

- Francis S. Gabreski
- Griffiss International
- Hudson Valley Regional
- Republic
- Schenectady County

2.1.2. National & Regional Factors

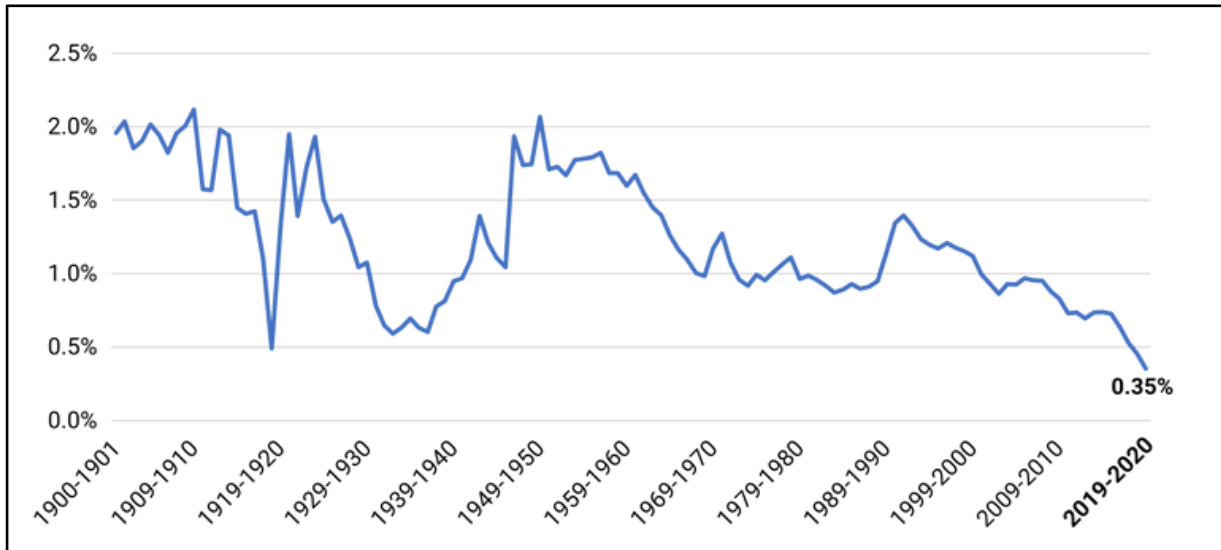
Changes in regional and national socioeconomic trends also influence the aviation industry. This section provides an overview of changes in population, employment rates, gross domestic product, and aviation industry trends affecting New York State and the Northeast Region⁵.

Population Trends

Despite the U.S. being one of the most rapidly growing countries in the world, the nation grew by just 0.35 percent from July 2019 to July 2020; which is the lowest annual growth rate since 1900. **Figure 2-1** illustrates annual population growth in the U.S.

⁵ The U.S. Census Bureau defines the Northeast Region as the states of New York, Pennsylvania, New Jersey, Connecticut, Rhode Island, Massachusetts, Vermont, New Hampshire, and Maine.

Figure 2-1: U.S. Annual Population Growth – 1900-2020*



Source: Brookings Institution, December 22, 2020.

Population growth is an indicator that affects economic activity, which has an impact in the aviation industry and at airports. **Table 2-5** compares population trends of New York State to the region. New York State population has maintained a steady 35 percent share of regional population for the 10-year period.

Table 2-5: Population Trends – 2010-2019

Year	New York State		Northeast Region	
	Population	Annual % Change	Population	Annual % Change
2010	19,392,283	-	55,361,036	-
2011	19,465,197	0.4%	55,521,598	0.3%
2012	19,570,261	0.5%	55,761,091	0.4%
2013	19,651,127	0.4%	55,943,073	0.3%
2014	19,746,227	0.5%	56,152,333	0.4%
2015	19,795,791	0.3%	56,283,891	0.2%
2016	19,745,289	-0.3%	56,209,510	-0.1%
2017	19,849,399	0.5%	56,470,581	0.5%
2018	19,542,209	-1.5%	56,111,079	-0.6%
2019	19,453,561	-0.5%	55,982,803	-0.2%
Percent Change	0.3%		1.1%	

Source: United States Census Bureau, 2021.

The State of New York comprises about 35 percent of total regional population, which is driven by growth in a number of counties. **Table 2-6** lists the population growth of the top five counties in the State during the 2010-2019 period.



Table 2-6: New York State Population Growth - Top 5 Counties - 2010-2019

County	2010 Population	2019 Population ^{1/}	% Change
Saratoga	219,607	229,863	4.7%
Rockland	311,687	325,789	4.5%
Orange	372,813	384,940	3.3%
New York (Manhattan)	1,585,873	1,628,706	2.7%
Bronx	1,385,108	1,418,207	2.40%

Source: United States Census Bureau, 2021.

^{1/}Based on U.S. Census Estimates

Overall, changes in population in New York State and the region affect the use of aviation, airports, and the impact the system of public-use airports in the State has on the economy. However, for general aviation airports the impacts begin at the airport level and are driven by aircraft operators and aviation business owners servicing these users. For this reason, population change for general aviation airports is more of an external factor that determines how far (geographically) the impacts of airports are distributed rather than a force directly shaping these types of airports and their economic impacts.

For commercial service airports, however, population change has a larger, more direct impact on activity and impacts. This is because airline decisions regarding airline routes and choices are largely driven by the size of the population and local business needs. Still, for all airports large and small, population change is a hyper-local issue because most general aviation airports service an area within a 30-minute drive and commercial airport catchment areas extend about one (1) hour or up to 90 minutes depending upon the size of the airport, airline and route options, and the convenience/distance to other airports that offer a compelling alternative for passengers.

Employment Rates & GDP

Changes in employment, like population, have an effect on the use of airports and aviation in every market, and upticks in job growth or reductions in unemployment have a positive impact on all segments of a local and regional economy.

Prior to the COVID-19/global pandemic, unemployment rates nationwide, in the Northeast Region, and in New York State enjoyed nearly a decade of decreases. As shown in **Table 2-7**, the unemployment rates dropped precipitously for New York State, the Northeast Region as well as the United States from 2010 through 2019. High unemployment in 2010 was the result of the Great Recession, which lasted from December 2007 through June 2009⁶, the longest economic downturn since World War II.

⁶ The Great Recession, Federal Reserve History, <https://www.federalreservehistory.org/essays/great-recession-of-200709>

Table 2-7: Unemployment Rates

Year	New York State	Northeast Region	United States
2010	9.9%	9.9%	10.8%
2011	9.6%	9.7%	10.3%
2012	9.2%	9.1%	9.4%
2013	8.7%	8.4%	8.4%
2014	7.3%	7.1%	7.2%
2015	6.5%	6.3%	6.3%
2016	5.9%	5.7%	5.8%
2017	5.5%	5.3%	5.3%
2018	5.0%	4.9%	4.9%
2019	4.4%	4.4%	4.5%
CAGR^{1/}	-8.62%	-8.62%	-9.27%

Source: United States Census Bureau, 2021; U.S. Bureau of Labor Statistics, 2021.

^{1/} CAGR (Compound Annual Growth Rate) is the measure of annual growth over time, with the effect of compounding included.

As shown above, New York State’s unemployment rates have been mostly consistent with those of the Northeast Region and the United States as a whole through 2019. In 2020, the impacts of the COVID-19/global pandemic has pushed unemployment in New York State to 10 percent, the Northeast Region to 7.4 percent, and national unemployment to 6.3 percent. While the timeline for recovery is uncertain, employment in New York, the Northeast Region, and the U.S. has improved in 2021, with unemployment rates in May coming in at 7.8 percent, 6.2 percent, and 5.8 percent, respectively.

Employment and unemployment in the broader region and U.S. have an impact on job growth and unemployment rates in New York State – all of which impact the aviation industry and activity at New York’s public-use airports. Since the estimates for economic impact of New York airports begins at the airport level with jobs and payroll, job loss is an important indicator for overall aviation industry health.

As will be described and presented in more detail in [Chapter 3, Statewide Economic Impacts of Aviation](#), and [Chapter 4, Airport Impacts by Type & Region](#), the total impact of airports and aviation in New York is more than 454,500 jobs, which is an increase of more than 60,000 jobs and 15 percent over those produced in 2010⁷ - a growth rate of 1.4 percent annually.

Gross domestic product (GDP) is the monetary measure of the market value of all the final goods and good services produced in a specified time period. GDP is accepted nationwide as a general measurement of economic health. **Table 2-8** shows the annual GDP of New York State, the Northeast Region, and the United States in millions of 2012 dollars from 2010-2019.

⁷ New York State Economic Impacts of Aviation, 2010.



Table 2-8: Annual GDP in Millions of 2012 Dollars

Year	New York State		Northeast Region		United States
	GDP	Share of Region	GDP	Share of U.S.	
2010	1,267,972.0	39%	3,279,149.4	21%	15,598,753.0
2011	1,270,516.7	39%	3,289,621.1	21%	15,840,664.0
2012	1,323,400.8	39%	3,373,228.8	21%	16,197,007.0
2013	1,325,490.0	39%	3,388,621.7	21%	16,495,369.0
2014	1,347,559.8	39%	3,433,481.8	20%	16,912,038.0
2015	1,372,232.4	39%	3,514,460.4	20%	17,432,170.0
2016	1,397,723.7	39%	3,564,918.5	20%	17,730,509.0
2017	1,424,905.5	39%	3,612,332.5	20%	18,144,105.0
2018	1,467,076.8	40%	3,697,952.7	20%	18,687,786.0
2019	1,490,678.5	40%	3,764,374.6	20%	19,091,662.0
CAGR	1.81%	0.26%	1.55%	-0.71%	2.27%

Source: <https://www.bea.gov/data/gdp/gdp-state>

As indicated by GDP data, economic production in New York State has outpaced the region as a whole but trailed the nation during the 2010-2019 period. The Northeast Region’s share of national GDP has decreased slightly during the period, while New York’s share of the region’s GDP has increased. This means New York State’s economy – and the State’s aviation industry and airports - better withstood the regional economic decline experienced by other states in the Northeast Region.

Just as population and employment are indicators of overall economic health, so also is GDP. Considering that State GDP grew slightly faster during the 2010-2019 period, a fair comparison is to determine if the economic output of airports and aviation in New York State has contributed to that growth. As will be described and presented in more detail in *Chapter 3, Statewide Economic Impacts of Aviation*, and *Chapter 4, Airport Impacts by Type & Region*, the total output of airports and aviation in New York is more than \$79.9 billion, which is an increase of more than \$29.7 billion in economic output and 59 percent over the economic benefits of airports and aviation in 2010⁸. Similarly, impacts to state and local tax receipts paid by residents and workers in New York State increased more than 35 percent and \$1.6 billion over 2010 levels.

During the 2010-2019 period, as unemployment declined and state GDP improved, the impacts of New York’s public-use airport system was also growing. **Table 2-9** compares the statewide results from the 2010 Study and those from this Study.

⁸ New York State Economic Impacts of Aviation, 2010.

Table 2-9: Comparison of Aviation Impacts – 2010 Study vs. 2020 Update

Source	Total Jobs	Total Annual Earnings	Total Annual Output	State & Local Taxes
2010 Study	394,500	\$18,054,092,500	\$50,257,889,400	\$4,517,044,900
2020 Update	454,533	\$27,513,734,500	\$79,936,093,600	\$6,117,541,437
# Change	60,033	\$9,459,642,000	\$29,678,204,200	\$1,600,496,537
% Change	15%	52%	59%	35%
CAGR	1.4%	4.3%	4.7%	3.1%

Sources: New York State Economic Impacts of Aviation, 2010; IMPLAN analysis by Consultant.

As indicated, growth in total jobs impacts was steady, at a rate of 1.4 percent annually through the period. Total annual earnings or personal income related to those jobs increased 4.3 percent annually, which outpaced the inflation for the same period (1.9 percent)⁹.

Aviation Industry Trends

National and regional trends in the aviation industry also have an effect on the New York system of public-use airports and their economic impact. Air carrier statistics that provide some insight into general health of the market for passenger travel nationwide include:

- **Passenger Enplanements:** enplanements is a count of each passenger boarding an aircraft.
- **Revenue Passenger Miles:** RPM is the number of miles traveled by paying passengers.
- **Available Seat Miles:** ASM is a measure of airline carrying capacity for revenue passengers.
- **Passenger Load Factor:** load factor is capacity utilization (in percentage).

Table 2-10 shows trends in these statistics system-wide for the 2010-2019 period.

⁹ Bureau of Labor Statistics, 2021. https://www.bls.gov/data/inflation_calculator.htm

Table 2-10: U.S. Air Carrier Statistics – 2010-2019

Year	Enplanements (000s)	RPM (000s)	ASM (000s)	Load Factor
2010	726,545	809,067,815	991,929,293	81.6%
2011	737,393	825,915,652	1,012,594,565	81.6%
2012	742,822	832,732,837	1,012,259,425	82.3%
2013	748,537	847,999,800	1,025,614,499	82.7%
2014	768,119	869,677,152	1,048,103,731	83.0%
2015	803,575	908,795,194	1,090,177,475	83.4%
2016	828,761	939,240,467	1,131,970,321	83.0%
2017	853,882	969,903,839	1,167,995,841	83.0%
2018	893,494	1,016,993,643	1,220,483,323	83.3%
2019	930,951	1,061,005,136	1,259,476,521	84.2%
CAGR	2.79%	3.06%	2.69%	0.36%

Source: Bureau of Transportation Statistics, T-100 Market and Segment, excludes cargo services.

As presented in **Table 2-10**, enplanements, RPM, and ASM have grown steadily over the period, with load factors remaining mostly steady at about 83 percent. This data indicates that increases to available seat miles by U.S. air carriers has been met by commensurate demand over the last 10 years, with load factors remaining steady as the legacy airlines adjust aircraft fleets, destinations and route frequency, and service via low-cost and ultra-low-cost carriers dials in seasonal routes and markets across the U.S.

During the same period, as shown in **Table 2-11**, enplanements in New York State have also grown at a steady average annual rate of 2.7 percent.

Table 2-11: Passenger Enplanement Trends – New York State – 2010-2019

Year	Enplanements
2010	43,659,120
2011	44,251,489
2012	45,704,962
2013	46,602,744
2014	47,729,898
2015	50,021,973
2016	51,989,375
2017	53,265,218
2018	54,614,955
2019	55,459,608
CAGR	2.69%

Source: Passenger Boarding (Enplanement) and All-Cargo Data for U.S. Airports, https://www.faa.gov/airports/planning_capacity/passenger_allcargo_stats/passenger/

As summarized in these sections regarding State, community, national, and regional factors, it is apparent that the aviation industry in general, and particular to New York State is a vital contributor to local community and statewide economies.

2.1.3. Future Trends in the Aviation Industry

Changes in the aviation industry create trends that have an impact on aviation activity and the economic impacts of New York State airport system. From legacy mainline carriers and low-cost or ultra-low-cost carriers operating at the 19 commercial service airports, to air cargo operators and recreational flying by private pilots – every operator and user of the public-use airport system has an impact on trends that affect the short- and long-term impacts of the system.

Commercial Aviation Trends

This section provides a snapshot of trends in commercial aviation that affect activity and impacts of airports in New York State.

- **Airline and Hub Consolidation:** In the early to mid-2000's, there were close to a dozen major network airlines such as Air Tran, America West, Continental, Northwest, TWA, and US Airways, all of whom have since merged or have been acquired by other airlines. As a result, several large airline hubs closed such as Pittsburgh (US Airways), Cincinnati (Delta), Cleveland (Continental), and Memphis (Northwest). While consolidation among the major network carriers (American, Delta, Southwest, and United) is unlikely, some consolidation cannot be ruled out for the next-sized tier of airlines such as Alaska, Frontier, JetBlue, or Spirit. Despite how the airlines sell the merger to regulatory agencies in the approval process, mergers and acquisitions typically result in reduced options and higher fares for the consumer in the long run. For airports this can result in a surplus of facilities such as ticket counters, baggage offices, and gates. Airports serving smaller cities are particularly vulnerable to this trend because the small size of their markets makes them less attractive to the network carriers.
- **New Airlines and Routes:** Industry consolidation has reduced the number of airlines in the domestic market. As a result, most small and medium sized airports are served by each of the major network carriers, and often a low-cost carrier and/or an ultra-low-cost carrier (ULCC). Long-term it is anticipated that congested airports in New York (EWR/LGA/JFK) and Philadelphia will see limited additional frequencies, with growth coming from the use of larger aircraft. Congestion at these large hubs creates opportunities at other less congested hub airports aimed at connecting traffic such as service from Portland to Denver as opposed to additional capacity to Newark or Chicago. Additionally, airlines are experimenting with more “point to point” service rather than connecting passengers through their hubs. This is especially true between the Northern U.S. and leisure destinations in the Southeastern U.S.
- **Low-Cost Airline Growth:** Low-cost and less than daily service has been introduced at dozens of small-hubs and non-hub airports throughout the U.S, including several in New York. The number of airports with low fare service has increased steadily over time with nearly every small-hub airport and larger boasting some type of low-fare service, with an

increasing number of non-hub airports joining that list. This service is often seasonal and less-than daily allowing airlines to better match service levels to the limited demand of these small markets. These airlines are quite nimble and adjust capacity to meet market conditions rapidly. Growth comes from the introduction of additional weekly frequencies and/or additional destinations (likely seasonal to start).

- **Aircraft Upgauging:** Industry wide, and especially at small and medium sized airports, regional jets and turboprop aircraft with 50 seats or less are being consolidated into larger, two-class regional aircraft with 66-76 seats on average. In most cases, these larger aircraft come at the expense of frequency, resulting in less convenient connections at hub airports and longer trip durations. This is further emphasized by the fact that there are no 9-66 seat aircraft currently being produced or in development aside from the ATR-42, which only has one operator in the U.S. (Silver Airways). The last 50-seat regional jet was delivered to a U.S. regional airport in 2005. Based on recent airline announcements, it is likely that most of the 50 seat regional jets will be retired by 2025. For example, Delta Air Lines, has announced that they expect their entire 50 seat regional jet fleet to be retired by 2023. For mainline sized aircraft, airlines have improved seat technology that has allowed them to increase the number of seats such that aircraft like the Boeing 737-800 and Airbus 320 that have traditionally been 150-seat aircraft have been reconfigured to accommodate between 160 and 189 seats. For most major airlines, the number of these larger regional jets allowed in the fleet is limited by the scope clause in their labor contract with their pilot unions. A positive result of upgauging aircraft is that pilots get advancement opportunities, and the pilot population gets better utilization.

Together, these trends in airline activity and the passenger market are reflected in FAA Aerospace Forecasts 2021-2041 (Aerospace Forecasts), which are developed by the FAA to support budget and planning needs of the agency. The forecasts are developed using statistical models to explain and incorporate emerging trends of the different segments of the aviation industry.

Table 2-12 provides a snapshot of forecasts for domestic and international scheduled passenger capacity, traffic, and load factors for the 2021-2029 period. Capacity is measured in Available Seat Miles (ASM), traffic is measured in Revenue Passenger Miles (RPM). These metrics provide a high-level look at expectations for passenger air travel and the system's overall health. For example, the forecasts reflect a slow recovery to pre-COVID-19 levels for domestic travel in 2023-2024, with international passenger travel recovering in 2025 through 2029. The overall growth rate of passenger travel through 2031 is anticipated to be strong by the FAA.

Table 2-12: U.S. Commercial Carriers – Scheduled Passenger Capacity, Traffic & Load Factors¹

Fiscal Year	Domestic (BIL ^{2/})			International (BIL)			System (BIL)		
	ASMs	RPMs	Load Factor	ASMs	RPMs	Load Factor	ASMs	RPMs	Load Factor
2021	571	397	69.5%	182	116	63.7%	753	513	68.1%
2022	747	573	76.7%	245	176	71.7%	993	749	75.5%
2023	855	698	81.6%	310	240	77.2%	1,166	937	80.4%
2024	921	783	85.0%	343	275	80.1%	1,265	1,058	83.7%
2025	940	807	85.8%	375	306	81.5%	1,316	1,113	84.6%
2026	961	827	86.0%	387	317	81.8%	1,348	1,144	84.8%
2027	984	847	86.1%	399	327	81.9%	1,384	1,174	84.9%
2028	1,011	869	86.0%	412	337	82.0%	1,422	1,207	84.8%
2029	1,035	890	86.0%	424	348	82.1%	1,459	1,238	84.8%
2030	1,061	913	86.1%	438	359	82.1%	1,498	1,272	84.9%
2031	1,089	938	86.1%	451	370	82.1%	1,540	1,308	84.9%
2021-31	6.7%	9.0%	2.2%	9.5%	12.3%	2.6%	7.4%	9.8%	2.2%

Source: Forms 41 and 298-C, U.S. Department of Transportation.

^{1/}Sum of U.S. Mainline and Regional Air Carriers.

^{2/} Billions.

- Commercial Pilot Supply:** In recent years, the industry has begun to see impacts associated with a reduced number of pilots entering the aviation industry. In the commercial segment of the market, the reduced pay, with the onset of regional jet flying in the 2000s, and regulatory changes requiring 1,500 hours for first officers, have added to an already increasingly expensive training process. These are compounding factors that will likely increase the severity of this issue in the coming years.

The Aerospace Forecasts includes a forecast of active pilots, which are those with a pilot certificate and a valid medical certificate. **Table 2-13** presents the forecast of active pilots with certificates of those flying for airlines or other for-hire operators such as aircraft charter operators. Overall, the data bears-out the overall national trend for static levels of active pilots through 2031. Total pilots (less student pilots) and instrument rated pilots data is included for comparison purposes and encompass all pilots with all certificates.



Table 2-13: Active Pilots by Certificate Type – Commercial Segment

Fiscal Year	Commercial	Airline Transport	Rotorcraft Only	Total – Less Student Pilots ¹	Instrument Rated Pilots ²
2021	103,900	166,400	13,350	471,605	317,000
2022	103,850	168,300	13,400	474,710	318,100
2023	103,900	169,200	13,550	476,580	319,400
2024	103,950	170,100	13,750	478,115	320,700
2025	103,950	171,000	13,950	479,250	322,100
2026	103,900	172,000	14,200	480,245	323,500
2027	103,850	173,100	14,450	481,195	325,000
2028	103,750	174,300	14,700	482,015	326,400
2029	103,700	175,500	14,950	482,790	327,800
2030	103,600	176,700	15,200	483,530	329,200
2031	103,500	178,000	15,450	484,275	330,600
2021-31	0.0%	0.7%	1.5%	0.3%	0.4%

Source: FAA U.S. Civil Airmen Statistics.

¹Student pilot forecast is suspended and excluded from this table.

²Instrument rated pilots should not be added to other categories in deriving total.

General Aviation Trends

This section provides a snapshot of trends in general aviation that affect activity and impacts of airports in New York State.

- General Aviation Pilots:** According to the Aerospace Forecasts, the outlook for pilot supply does have a bright spot in the GA segment of the aviation industry, where active pilots with sport pilot certificates are forecast to grow faster than other certificate types. A sport pilot requires less hours of flight training than recreational pilots and do not require a medical certificate. This has resulted in attracting more people to become pilots. There shows no growth in the forecast of active pilots with certificates held by most pilots flying for GA purposes. Total pilots (less student pilots) and instrument rated pilots data is included for comparison purposes and encompass all pilots with all certificates.

Table 2-14: Active Pilots by Certificate Type – General Aviation Segment

Fiscal Year	Recreational	Sport Pilot	Private	Glider Only	Total – Less Student Pilots ¹	Instrument Rated Pilots ²
2021	100	6,805	160,750	20,300	471,605	317,000
2022	90	6,970	161,350	20,750	474,710	318,100
2023	85	7,145	161,600	21,100	476,580	319,400
2024	85	7,330	161,500	21,400	478,115	320,700
2025	85	7,515	161,150	21,600	479,250	322,100
2026	85	7,710	160,550	21,800	480,245	323,500
2027	80	7,915	159,800	22,000	481,195	325,000
2028	80	8,135	158,900	22,150	482,015	326,400
2029	75	8,365	157,950	22,250	482,790	327,800
2030	75	8,605	156,950	22,400	483,530	329,200
2031	70	8,855	155,900	22,500	484,275	330,600
2021-31	-3.5%	2.7%	-0.3%	1.0%	0.3%	0.4%

Source: FAA U.S. Civil Airmen Statistics.

¹Student pilot forecast is suspended and excluded from this table.

²Instrument rated pilots should not be added to other categories in deriving total.

- Recreational Flying:** As more pilots enter the industry in the sport category, it is reasonable to anticipate some choosing to continue their training and advance toward recreational pilot certificates, becoming instrument-rated, and perhaps some becoming professional pilots for hire in the commercial market. For those pilots flying for recreation, the cost of aircraft ownership remains an obstacle for many. However, there are advantages of aircraft leasing, renting, and fractional ownership, and flying clubs continue to be popular as older pilots age-out of the industry and aircraft become available.

The Aerospace Forecasts includes a forecast of active GA aircraft, which is any aircraft that has a current registration and is flown at least one hour during a year. **Table 2-15** presents highlights of the forecast for fixed-wing, single and multi-, turboprop, and jet aircraft in the GA fleet through 2031. Also included are rotorcraft (helicopters) and light sport aircraft. The forecasts illustrate trends shown in **Table 2-14** for active pilots by certificate, where sport-certificated pilots and light sport aircraft are the fastest-growing.



Table 2-15: Active General Aviation & Air Taxi Aircraft

Fiscal Year	Single Engine	Multi-Engine	Turbo-Prop	Turbo Jet	Rotorcraft	Light Sport Aircraft
2021	126,745	12,320	10,170	15,620	10,215	2,465
2022	125,475	12,250	10,155	16,020	10,320	2,715
2023	124,195	12,175	10,130	16,440	10,440	2,985
2024	122,960	12,100	10,125	16,870	10,560	3,225
2025	121,765	12,030	10,140	17,315	10,685	3,385
2026	120,595	11,970	10,165	17,770	10,815	3,525
2027	119,450	11,915	10,195	18,230	10,960	3,670
2028	118,315	11,865	10,225	18,690	11,110	3,800
2029	117,180	11,815	10,275	19,150	11,260	3,930
2030	116,080	11,765	10,335	19,605	11,420	4,050
2031	114,990	11,720	10,390	20,065	11,580	4,180
2021-31	-1.0%	-0.5%	0.2%	2.5%	1.3%	5.4%

Source: 2001-2010, 2012-2018, FAA General Aviation and Air Taxi Activity (and Avionics) Surveys.

- Business Aviation:** Advancements in fuel efficiency and aircraft technology has resulted in a wide variety of new products entering the turbine and jet aircraft market. More aircraft options at lower costs have increased the number of aircraft in the business aviation market not only as a lease/purchase capacity but also more fractional ownership and charter options. With this, and the national forecast for based turbine aircraft following a positive trend, it is forecasted that turbo jet and rotorcraft will lead other aircraft types through the next 10 to 20-year period.

Technology Advancements

The list of emerging technologies in aviation and other segments of the transportation industry is growing daily, and considerable advances have been made since the publishing of the last economic impact study for New York State in 2010. Technological developments in aircraft, airports, and navigational systems employed by operators in the National Airspace System will also have a continued impact on aviation and airport activity and economic impacts in New York State. Generally, these are characterized as:

- ADS-B:** ADS-B stands for Automatic Dependent Surveillance – Broadcast, and replaces radar technology with satellites, bringing major advantages. Radar relies on radio signals and antennas to determine an aircraft's location. ADS-B uses satellite signals to track aircraft movements. It works by broadcasting information about an aircraft's GPS location, altitude, ground speed and other data to ground stations and other aircraft, once per second. Air traffic controllers and aircraft equipped with ADS-B In can immediately receive this information. This offers more precise tracking of aircraft compared to radar technology, which sweeps for position information every 5 to 12 seconds. Aircraft operating in most controlled U.S. airspace must be equipped with

ADS-B Out. ADS-B In provides operators of properly equipped aircraft with weather and traffic position information delivered directly to the cockpit. ADS-B In equipped aircraft have access to the graphical weather displays in the cockpit as well as text-based advisories, including Notices to Airmen and significant weather activity.

- **NextGen:** ADS-B came from the FAA's commitment to NextGen, the Next Generation Air Transportation System, which is the FAA-led modernization of America's air transportation system to make flying even safer, more efficient, and more predictable. For the past 10 years, the FAA has been incrementally implementing new technology with the broader goal of modernizing the nation's air traffic control system. Some of the key objectives involve improving the safety and efficiency of airspace in and around high-volume airport regions such as Atlanta, New York, and Washington. These improvements may not have a noticeable impact for airport's operational efficiency; however, it may reduce delays to hub airports and provide the opportunity for additional schedule frequencies resulting in an improved passenger experience.
- **Electric Aircraft for Scheduled Passenger Service:** To counter the high cost and uncertainty associated with aviation fuel, several aircraft manufacturers have begun investing in the development of all-electric aircraft. In June of 2020, the first ever commercial aircraft, a modified Cessna Caravan 208B, successfully flew for 30 minutes over Grant County International Airport in Washington State, powered by only electricity. This groundbreaking milestone will pave the way for larger electric aircraft manufacturing in the future as the technology is developed. The trend toward electric aircraft is accelerating, as signified by United Airlines announcement in July 2021 that it has conditionally agreed to purchase one hundred 19-seat aircraft with the potential fly customers up to 250 miles¹⁰. In order for these aircraft to enter revenue service on a wide scale, significant regulatory hurdles must be overcome. Key considerations associated with the development of electric aircraft include the provision of the necessary facilities for charging and the loss of fuel sales, flowage fees and tax revenue that funds airport infrastructure. However, the loss of fuel sales and associated revenue is offset by the reduction in burnt fossil fuels that release harmful emissions, less energy consumption, and a more positive impact on the environment.
- **Electric Aircraft for On-Demand Passenger Service:** With the advancement of electric aircraft, startups around the country are racing to bring to market a viable commercial electric aircraft and business model that can safely and efficiently meet passenger demand. This demand is for short-haul flights as an alternative to automobile travel, congested hub airports, or subsidize regional service with less than desired routes, frequencies, and mainline carrier connectivity. This is the market where new entrants to the Urban Air Mobility (UAM) aim to drive demand and deliver a compelling alternative.

¹⁰ <https://hub.united.com/electric-aircraft-set-to-take-flight-by-2026-under-new-agreements-with-united-airlines-ventures-breakthrough-energy-ventures-mesa-airlines-heart-aerospace-2653765004.html>



One of the most visible operators in the UAM market in New York is Blade that offers rotorcraft and fixed-wing routes in New York City area, Long Island, Cape Cod, Nantucket, Aspen, and Boca Raton in South Florida. More recent news for UAM or eVTOL (electric Vertical Take-Off and Landing) aircraft services in New York includes Eve, a project from Embraer and another startup that plans to produce aircraft that can carry 40 passengers or 10,000 pounds of air cargo. Nationally, plans are underway by Archer in Miami, Eve and Halo in Melbourne, and Munich-based Lilium for a vertiport for eVTOL aircraft in Lake Nona, Florida is at the forefront of bringing UAM/AAM to life for this generation.

Outlook for New York State

Considering the extensive list of trends affecting the performance, activity, and economic impact of airports and aviation in New York State, **Table 2-16** presents potential strengths, weaknesses, opportunities, and threats (S.W.O.T.) at play in the State and a general outlook for the future.



Table 2-16: Outlook for New York State Airports, Aviation, and Economic Impacts

Outlook	Summary Description
Strengths	<ul style="list-style-type: none"> • State’s leadership and commitment to airports & the aviation industry • New York City – a global economic and cultural center • Wide diversity of cultural and natural resources, recreational, and business opportunities that draw tourists and business travelers to all regions of the State. • Strong and diverse airport system that provides a variety of airport types & services in each Region. • Aviation Jobs Act assures that New York is competitive with neighboring states for aviation jobs and opportunities. • Proximity to major Canadian cities provides additional catchment area for airports near the Canadian border. • Active aviation industry and advocacy
Weaknesses	<ul style="list-style-type: none"> • Geographic, economic, and population diversity can cause imbalances across the state aviation system. • Most airports near the Canadian border are subject to unpredictable border disruptions and currency fluctuations. • Shortage of trained aviation professionals (airport managers, pilots, mechanics) • Most airports lack multi-modal linkages with community business centers. • Shortage of hangars capable of accommodating newer large cabin business jets. • Inconsistent local political support and irregular local funding support
Opportunities	<ul style="list-style-type: none"> • Demand for hangar space provides new revenue opportunities for airports. • Proximity to Canada and major Canadian markets provide additional growth opportunities. • Demand for training provides opportunities for aviation schools to flourish. • Recent state investment in airport terminals across the state assures airports are competitive and provide an attractive welcome to visitors.
Threats	<ul style="list-style-type: none"> • Capital investments in airports are dependent on federal funding. • Repeal of Aviation Jobs Act would harm New York’s airports’ ability to compete with airports in neighboring states. • Stagnant population growth • Uneven recovery from COVID-19 pandemic threatens air service in small communities. • Uncertain recovery of business and international air travel harms aviation activity. • Currency fluctuations are unpredictable and can stimulate or harm air travel. • Airline consolidation reduces competition. • Retirement of 50 seat regional jet aircraft threatens air service, especially in smaller communities

Source: McFarland Johnson Analysis, 2021.

2.1.4. Air Cargo Activity Statewide

The air cargo sector of the aviation industry is comprised of several components, including integrated express and charter freight, scheduled and small-parcel transport, and mail service. As the air cargo industry has evolved during the last three decades, air cargo facilities and

services have become an increasingly integral part of the development of airports in New York's system.

The United States Department of Transportation, Bureau of Transportation Statistics collects passenger boarding and all-cargo data for airports across America and in foreign nations worldwide. This data is the basis for determining Airport Improvement Program (AIP) air cargo entitlement fund allocations. Based on US DOT's database, approximately 3.39 percent of the cargo and mail air freight in the U.S. – and documented airports around the world – is handled at 15 airports in New York. In 2019, New York accommodated 1.68 million tons of landed air cargo and mail weight. Of this total, JFK International had the majority of activity, with over 1.44 million tons. **Table 2-17** presents a summary of air cargo landed weight for each of the New York commercial service airports with significant amounts of cargo/mail carrier activity.

Table 2-17: Air Cargo Tonnage at New York Commercial Service Airports

Airport	2018	2019	% Change
John F. Kennedy International	1,514,946.0	1,435,213.0	-5.26%
Syracuse Hancock International	46,114.9	57,880.6	25.43%
Greater Rochester International	53,023.9	52,308.6	-1.35%
Buffalo Niagara International	45,612.9	48,226.6	5.73%
Stewart International	22,808.0	41,426.0	81.63%
Albany International	22,049.1	22,610.5	2.55%
LaGuardia	10,855.0	10,106.0	-6.90%
Niagara Falls International	103.0	465.8	352.18%
Long Island MacArthur	341.4	351.6	2.99%
Plattsburgh International	699.8	312.1	-55.41%
Elmira/Corning Regional	181.1	172.9	-4.48%
Westchester County	34.5	50.3	45.59%
Watertown International	2.4	2.0	-13.33%
Ithaca Tompkins Regional	21.3	1.5	-92.97%
Grand Totals	1,724,052.2	1,676,788.7	-2.74%

Source: United States Department of Transportation, Bureau of Transportation Statistics, On-Flight Market Freight Enplaned/Originating Airport ID, and Deplaned/Destination Airport ID - All Air Carriers - for Years 2018 and 2019

In 2019, New York airports performed slightly better than other airports worldwide with a small decrease of 2.7 percent – representing an overall decrease of 47,263.5 tons over 2018 totals. This compared to an overall decline internationally of 3.2 percent. Seven of fifteen New York airports reported declines, the largest of which was JFK International, which declined 79,733 tons. Declines in cargo at JFK in 2019 are linked to trade issues with China, and an overall weaker global air cargo market that impacted tonnage for both international inbound and outbound

cargo. U.S. – China trade issues extended to all global regions including the stronger Asian and European market countries, which are strong trade partners of the New York/New England region.

The Importance of JFK to Air Cargo in New York State

JFK ranks 7th in the U.S. for total cargo volume by weight but claims the top spot in the U.S. for both cargo value and as an international air freight gateway.¹¹ JFK was the third-busiest overall by value when compared with all U.S. air, land, and sea freight gateways, and was responsible for 85 percent of the state’s air cargo activity. JFK has allocated approximately 1,700 acres to freight, with over four (4) million square feet (SF) of facilities supporting 600 international freight operators. Highlights of cargo development at JFK includes:

- In 2016, JFK opened 70,000 SF Air France-KLM facility that added B747-8F aircraft capability and extensive cold-chain processing capabilities for pharmaceuticals and perishables.¹²
- In 2017, JFK opened The Ark, a \$65 million, 78,000-square-foot facility with capacity for up to 200 horses and pets, 1,000 birds, and 250 small animals. The entire cargo area at JFK is designated as a Foreign Trade Zone (FTZ), and its home to U.S. Customs for the Northeast region.¹³



Source: www.arkjfk.com

¹¹ *The Top 10 Freight Airports in the US, Now That’s Logistics; March 2019.*
<https://nowthatstlogistics.com/the-top-10-freight-airports-in-the-us/> (accessed 6/12/2020).

¹² Source: Ibid.

¹³ Source: Ibid.

- In 2014 The JFK Airport Travel Plaza opened with parking for truckers, automotive and diesel fuels, food, and rest services. The heart of the plaza features a 10,000- square-foot food court. The plaza also includes a dry-cleaning service and an urgent care facility. Conveniently located across the street from the plaza, the truck parking facility provides pay parking for nearly fifty tractor trailer trucks with plans for future expansion.



Source: www.jfkairportplaza.com

- In April 2019, the second phase of a multi-tiered cargo modernization plan at JFK was initiated with the signing of a long-term lease with JFK Air Cargo LLC to develop a 250,000 square foot state-of-the-art handling facility on 16.2 acres of property in the North Cargo Area. The Port Authority projects the overall cargo business at the airport as currently supporting nearly 78,000 jobs, \$13.1 billion in sales and an estimated \$6 billion in wages. The new facility – projected to be completed in summer 2021 – is expected to yield an estimated 200,000 tons of additional cargo, 5,400 regional jobs, more than \$1.8 billion in sales and an estimated \$660 million in wages.

These upgrades to JFK’s air cargo facilities are focused on easing truck congestion while making the airport more competitive and generating revenue that will be reinvested in the region.

The tremendous flow of goods and people into New York City and destinations throughout the region places significant demand upon ground transportation infrastructure outside the Airport, particularly on the Van Wyck Expressway, the primary access to and from JFK. The Van Wyck Expressway and Kew Gardens interchanges are bottlenecks that significantly impede ground vehicle access (cargo and passengers) to JFK. Between truck traffic and passenger access to JFK – both of which are projected to increase – NYSDOT has undertaken over \$2 billion in ongoing construction improvements to expand capacity and access on the Van Wyck Expressway to JFK. The current projected cost is \$1.22 billion and is scheduled for completion in fall of 2024.

Economic Impacts of Air Cargo in New York State

Jobs and economic impacts generated by the air cargo activity at New York airports are significant. In 2019, estimates from PANY&NJ showed air cargo economic impact at JFK to be \$12.47 billion in economic activity and 72,800 direct and indirect jobs. At LaGuardia, the totals were \$13 million and 77 jobs. Air cargo activity at other airports in the state generated an additional \$357 million in total economic activity and almost 3,000 total jobs. **Table 2-18** presents the estimated impacts of New York State’s largest air cargo airport operations.

Table 2-18: Economic Impact of Largest Air Cargo Operations - New York State - 2019

Airport	Total Jobs	Annual Earnings	Annual Economic Activity	Taxes
Commercial Service Airports				
Albany International	172	\$11,093,646	\$43,783,629	\$5,103,741
Buffalo Niagara International	259	\$28,450,392	\$73,340,292	\$7,365,897
Elmira/Corning Regional	22	\$1,238,789	\$5,584,077	\$698,015
Greater Rochester International	169	\$14,524,693	\$44,793,059	\$4,737,286
JFK International	72,779	\$4,422,048,320	\$12,470,315,601	\$1,356,182,817
LaGuardia	77	\$4,679,801	\$13,197,186	\$1,435,232
Plattsburgh International	21	\$681,491	\$4,064,167	\$571,076
Stewart International	240	\$14,596,645	\$41,163,000	\$4,476,595
Syracuse Hancock International	501	\$38,681,973	\$126,374,730	\$13,925,816
Subtotal Commercial Service	74,239	\$4,535,995,749	\$12,822,615,740	\$1,394,496,474
General Aviation Airports				
Potsdam Municipal/Damon Field	89	\$4,249,269	\$21,178,917	\$2,934,014
Total Air Cargo	74,328	\$4,540,245,019	\$12,843,794,658	\$1,397,430,488

Source: Tax Impacts at PANYNJ Airports Estimated by Consultants.

In 2019, the air cargo sector in New York State generated \$12.8 billion in total economic activity, with \$4.5 billion of that total being in payroll. Total direct and induced jobs created exceeded 74,300. It should be noted that JFK International accounted for between 97-98 percent of the total jobs and economic impact.

2.2. IMPACTS OF POTENTIAL CHANGES TO THE AVIATION JOBS ACT

The New York Aviation Jobs Act (AJA) was enacted on September 1, 2015, by the New York State legislature and exempted GA aircraft purchased in New York from paying sales and use tax. The AJA leveled the playing field for the State of New York in competition with neighboring states for aircraft owners, operators, and prospective owners considering the purchase of an aircraft.



Prior to the enactment of the AJA, New York lost over 700 based aircraft over a ten-year period¹⁴. Most of these losses can be attributed to other states attracting GA assets by offering lower or no taxes. Since enacting AJA, however, New York's airports and aviation businesses are investing in aircraft that continues to create permanent, high quality aviation jobs benefitting middle- and lower-income families. A snapshot of these successes at New York Airports is included¹⁵:

- **Plattsburgh International Airport:** In Northern New York, Plattsburgh International has undertaken a variety of infrastructure projects over the last few years geared specifically to grow their GA business. Projects included renovations to two 28,000 square foot hangars and construction of a GA Customs Facility. The addition of on-site Customs has resulted in an increase in GA traffic to the Airport and along with the renovations to the hangars and more favorable business climate created by the passage of the AJA have generated new opportunities for basing aircraft and doing business at the Airport.
- **Schenectady County Airport:** REVA Inc., the largest operator of aero-medical flights in North America, established its Northeast Flight Operations Center months after AJA went into effect. REVA is leasing office and hangar space at a new 20,000 square foot hangar. The company bases two Lear Jets at the airport creating 12 new, full-time jobs and intends to create 50 part-time medical jobs as the company hires local registered flight nurses, paramedics, respiratory therapists, and physicians for medical-transport flights.
- **Orange County Airport:** Since the passage of the AJA, the airport is at capacity with 170 based aircraft. They have waiting lists for hangars and tiedowns, and their corporate hangar space has been full without turnover for the last four years. Orange County has a full-service flight school instructing our nation's future airline, corporate and military pilots averaging 600+ flight hours per month. This includes BOCES educational programs for high school students interested in aviation. The airport's Fixed Base Operators (FBOs) have added more than a dozen new jobs focusing on aircraft maintenance and flight instruction. Many of their based tenants have made aircraft and equipment upgrades as a result of the AJA. Additionally, Orange County has experienced record fuel sales and well over 120,000 operations annually over the last four years. The AJA is vital to the future growth and competitiveness with the surrounding northeast states.
- **Stewart International Airport:** Owned and managed by the Port Authority of NY & NJ, reports substantial increases in flight operations since AJA and has additional hangar development projects planned or already underway.

¹⁴ New York Aviation Management Association, <https://www.nyama.aero/aviation-jobs-act-in-nys-budget>, <https://www.nyama.aero/aviation-jobs-act>, <https://www.nyama.aero/assets/docs/MEMORANDUM%20OF%20Opposition%20%20REPEAL%20AJA%20Hoylman%20S.7135.pdf>

¹⁵ Ibid.



- **Republic:** SheltAir invested \$1 million into the renovation of Hangar 4 (2016) to attract new jet aircraft, included replacement of building envelope/siding, rehab of the hangar door, new floor coating, new mechanical and electrical upgrades, and painting. The hangar has no vacancy. Three new hangars for 105,000 square feet (SF) of storage have been constructed, attracting three (3) large corporate aircraft which otherwise would have been based out of New York. A fourth 35,000 SF hangar is currently under construction, and the entire site has been prepared to allow construction of four (4) additional hangars totaling another 83,900 SF of hangar space to attract additional business jets. Additional development proposals, including a pending five-parcel development are currently progressing toward construction.
- **Floyd Bennett Memorial Airport:** Since 2015, three (3) tenants have purchased four new jets; each creating several jobs. Fuel purchases are up (350,000 gallons in the past four years, for which the state gets four percent sales tax). Two new hangars for jet aircraft have been constructed and two more are planned or underway at this time, the users of which will buy fuel and use services in Warren County.
- **Long Island MacArthur Airport:** In 2020, two (2) of the Fixed Based Operators at the airport will complete construction of two 30,000 SF hangars. Each hangar will cost \$5M - \$7M to construct. These are the first new hangars to be constructed at the airport in more than 20 years, and are 100 percent leased - demand has outpaced supply. The buildings represent aviation jobs for aircraft maintenance, pilots, crew, air traffic, dispatch, construction, catering, fuel suppliers, aviation manufacturing and parts suppliers, cleaning and more. Demand for capital development is also growing for the airport, including increased interest in long term leases of property for aviation uses.
- **Greater Binghamton Airport:** Evolution Jets chose Binghamton as an East Coast base of operations because of the AJA. The benefits of AJA allowed the airport to increase its revenue base with aviation businesses, which is extremely important with the decline in scheduled service and passenger volumes. In addition, FirstAir (FBO) offers a mechanic on duty for both airlines and GA operators, and Goodrich Aviation offers maintenance and flight training; As a result of the AJA, the airport has three (3) mechanics on the field where there previously were none.
- **Greater Rochester International:** OnCore purchased a Diamond DA62, a 7-seat aircraft with plans to hire four (4) pilots and growth flight instruction and charter services.
- **Francis S. Gabreski:** SheltAir constructed a 23,000SF hangar facility in 2018, which attracted and is accommodating new business jets.

Figure 2-2 illustrates the economic impact of one based business-use aircraft, and Figure 2-3 illustrates the current tax implications on aircraft in New York and surrounding states.

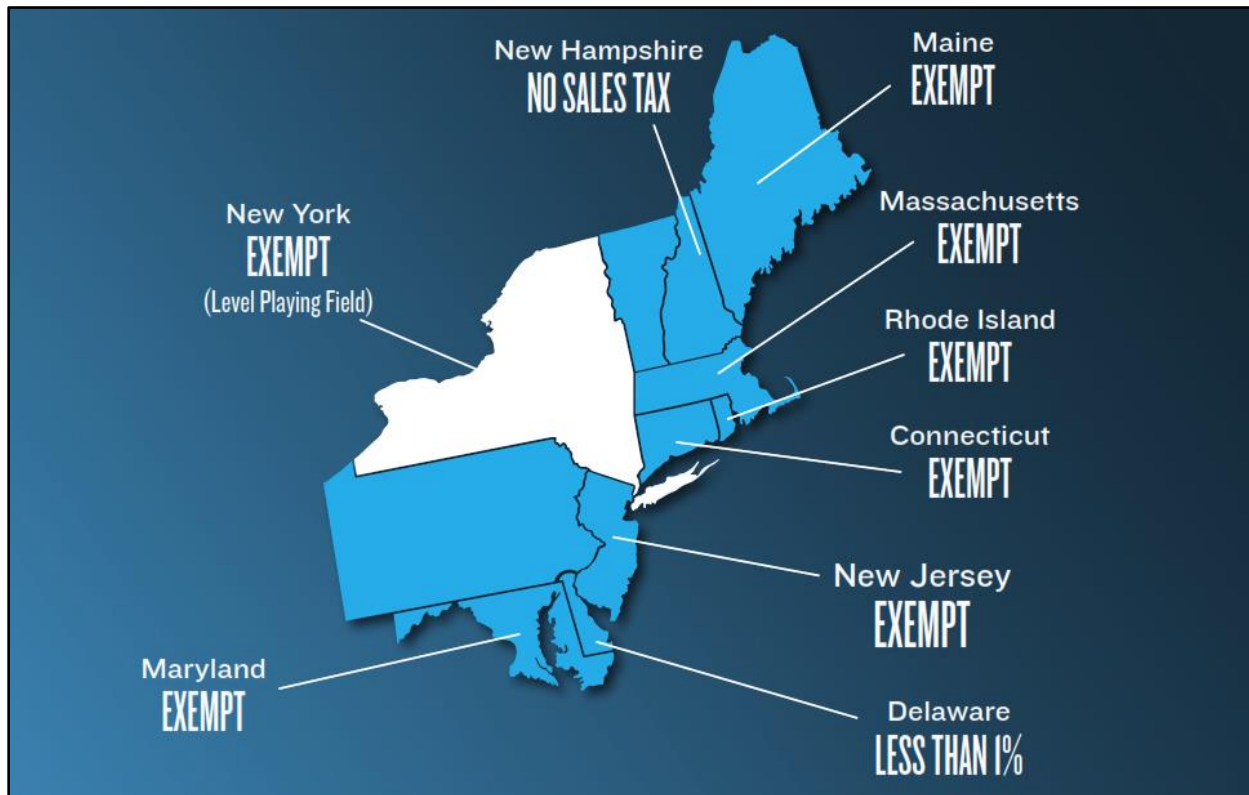
Figure 2-2: Economic Impact of One Based Business-Use Aircraft



Source: National Business Aviation Association (NBAA)
<https://noplanenogain.org/resources/infographics/>

Currently, Senate Bill 7135 and Assembly Bill 9053 proposes to repeal the Aviation Jobs Act. Reinstating the sales and use tax will disincentivize current and potential owners and businesses from acquiring and basing aircraft in New York.

Figure 2-3: Taxes on Based Aircraft Sales & Use by State



Source: Consultant research.

2.3. PRE-PANDEMIC ACTIVITY, GENERAL IMPACTS & RECOVERY OUTLOOK

Prior to the onset of the COVID-19 pandemic, the aviation industry was in the midst of a decade of steady growth and profitability. As described in [Section 2.1.3, Future Trends in the Aviation Industry](#), the following trends have been moving and shaping activity in both commercial and GA segments of the market:

- Airline and Hub Consolidation
- New Airlines and Routes
- Low-Cost Airline Growth
- Aircraft Upgauging
- Commercial Pilot & GA Pilot Supply

A few highlights from upstate commercial airports include:

- **Albany International Airport (ALB)** was the fastest growing upstate airport for six years prior to the COVID-19 pandemic. In 2013, ALB serviced 1.2 million passengers, which grew by more than 20 percent to over 1.5 million passengers in 2019. Much of this growth is attributed to the introduction of low-cost air carriers Allegiant and Frontier. ALB also completed an upgrade to the passenger terminal that included new concessionaires and received a grant to build a new parking garage. An Upstate Airport Economic Development and Revitalization Grant funded needed improvements to ALB, including

terminal improvements and a new, desperately needed parking garage to address a longstanding parking shortage. Additionally, the project included a new interchange on I-87 with direct access to the airport entrance. This important project resolved important bottlenecks for vehicles traveling to and from the airport via I-87.

- **Elmira-Corning Regional Airport (ELM)** to better service and attract scheduled air service, ELM finished a \$60 million terminal expansion and modernization in 2018. The project replaced a dilapidated terminal building with a facility that provides modern amenities that travelers expect. Allegiant announced new service to Punta Gorda (FL) in November 2019. This \$60 million was aided by \$40 million in Upstate Airport Economic Development and Revitalization funds.



- **Niagara Falls International Airport (IAG)** experienced airline growth with Allegiant’s introduction of service to Savannah-Hilton Head International Airport. Allegiant and Spirit continue to draw on the Canadian passenger market and travelers from the Buffalo area looking to fly at lower fares. The Airport also renewed Calspan Air Services’ lease and operating services agreement for another ten years. Calspan operates an FAA-approved Part 145 aircraft repair station and full-service, 24-hour FBO at IAG. This project was not funded by the State.
- **Syracuse Hancock International Airport (SYR)** reported its highest passenger traffic levels in nearly 30 years for 2019. Passenger enplanements rose more than 11 percent over the previous year and marked the most passengers to pass through the terminal since 1990. This growth is attributed to lower fares and larger aircraft. Syracuse recently completed a comprehensive \$62.4 million terminal upgrade project aided by \$35.8 million in Upstate Airport Economic Development and Revitalization funds.

Table 2-19 provides a look at historical activity and growth rates of domestic and international scheduled passenger capacity (ASM), traffic (RPM) and load factors for the 2010-2019 period. These metrics provide an indication of overall airline passenger market capacity and strength,

where: ASM is a measure of all available seats on airline flights; RPM is a measure of tickets sold for those flights; and load factor is how full each flight is.

As indicated, prior to the global COVID pandemic system-wide carrier capacity grew steadily at nearly three percent annually, with domestic leading international and RPM outpacing ASM – which is reflected in the steady growth of load factors as airlines dial-in route offerings, destinations, and frequencies.

Table 2-19: U.S. Commercial Carriers – Scheduled Passenger Capacity, Traffic & Load Factors¹

Fiscal Year	Domestic (BIL)			International (BIL)			System (BIL)		
	ASMs	RPMs	Load Factor	ASMs	RPMs	Load Factor	ASMs	RPMs	Load Factor
2010	679	555	81.7	281	231	82.1	961	786	81.8
2011	693	572	82.5	300	242	80.7	994	815	82.0
2012	694	578	83.2	301	245	81.4	995	822	82.6
2013	700	584	83.4	303	250	82.6	1,003	834	83.2
2014	711	600	84.4	315	257	81.4	1,026	857	83.5
2015	744	629	84.5	323	261	80.7	1,067	889	83.4
2016	783	663	84.7	329	265	80.6	1,112	928	83.5
2017	809	684	84.5	335	271	81.0	1,144	955	83.5
2018	850	720	84.7	345	281	81.5	1,195	1,001	83.8
2019	883	752	85.2	352	292	82.9	1,235	1,044	84.5
2010-19	3.0%	3.4%	0.5%	2.5%	2.6%	0.1%	2.8%	3.2%	0.4%

Source: Forms 41 and 298-C, U.S. Department of Transportation.

¹Sum of U.S. Mainline and Regional Air Carriers.

As described previously, commercial pilot supply has not grown as swiftly as passenger demand, which is one driving factor in aircraft upgauging by mainline carriers as they seek to meet passenger demand with fewer pilots over the long term. **Table 2-20** presents data on pilot certificate trends, which illustrates the need for pilots and why carriers are incorporating larger aircraft into their fleets. The net result to impacts of aviation and airports in New York State should be continued growth so long as the domestic and international business travel and leisure travel demand recovers in the post-COVID-19 environment.



Table 2-20: Active Pilots by Certificate Type – Commercial Segment

Fiscal Year	Commercial	Airline Transport	Rotorcraft Only	Total – Less Student Pilots ¹	Instrument Rated Pilots ²
2010	123,705	142,198	15,377	508,469	318,001
2011	120,865	142,511	15,220	498,471	314,122
2012	116,400	145,590	15,126	490,630	311,952
2013	108,206	149,824	15,114	478,801	307,120
2014	104,322	152,933	15,511	472,953	306,066
2015	101,164	154,730	15,566	467,310	304,329
2016	96,081	157,894	15,518	455,861	302,572
2017	98,161	159,825	15,355	460,185	306,652
2018	99,880	162,145	15,033	465,513	311,017
2019	100,863	164,947	14,248	466,900	314,168
2010-19	-2.2%	1.7%	-0.8%	-0.9%	-0.1%

Source: FAA U.S. Civil Airmen Statistics.

¹Student pilot forecast is suspended and excluded from this table.

²Instrument rated pilots are a subset of total and should not be added to other categories to derive total.

In the GA segment of the aviation market, 2019 saw increases in shipments of single engine piston, business jet, and helicopter aircraft while only seeing a decrease in turboprop aircraft¹⁶.

Table 2-21 presents pilot certificate data for the 2010-2019 period. Total pilots (less student pilots) and instrument rated pilots data is included for comparison purposes and encompass all pilots with all certificates. Similar to the state of commercial pilots, growth in sport pilot certificates should translate to continued general aviation activity in New York State.

¹⁶ General Aviation Management Association, https://gama.aero/wp-content/uploads/GAMA_2019Databook_Final-2020-03-20.pdf

Table 2-21: Active Pilots by Certificate Type – General Aviation Segment

Fiscal Year	Recreational	Sport Pilot	Private	Glider Only	Total – Less Student Pilots ¹	Instrument Rated Pilots ²
2010	212	3,682	202,020	21,275	508,469	318,001
2011	227	4,066	194,441	21,141	498,471	314,122
2012	218	4,493	188,001	20,802	490,630	311,952
2013	238	4,824	180,214	20,381	478,801	307,120
2014	220	5,157	174,883	19,927	472,953	306,066
2015	190	5,482	170,718	19,460	467,310	304,329
2016	175	5,889	162,313	17,991	455,861	302,572
2017	153	6,097	162,455	18,139	460,185	306,652
2018	144	6,246	163,695	18,370	465,513	311,017
2019	127	6,467	161,105	19,143	466,900	314,168
2010-19	-5.5%	6.5%	-2.5%	-1.2%	-0.9%	-0.1%

Source: FAA U.S. Civil Airmen Statistics.

¹Student pilot forecast is suspended and excluded from this table.

²Instrument rated pilots should not be added to other categories in deriving total.

As growth in sport rating certificated pilots continues, it is anticipated that some portion of those pilots will continue to gain additional training for instrument ratings or become private pilots. This should, over-time, support continued growth in active single engine aircraft for personal use, and turbojet and jet aircraft for business operators. Recent activity for active GA aircraft during the 2010-2019 period is presented in **Table 2-22**. As indicated, recent growth in the GA fleet is being kept steady by increases in turboprop and turbo jet aircraft that offset declines in multi-engine, light sport, and single engine aircraft.



Table 2-22: Active General Aviation & Air Taxi Aircraft

Fiscal Year	Single Engine	Multi-Engine	Turbo-Prop	Turbo Jet	Rotorcraft	Light Sport Aircraft
2010	139,519	15,900	9,369	11,484	10,102	6,528
2011	136,895	15,702	9,523	11,650	10,082	6,645
2012	128,847	14,313	10,304	11,793	10,055	2,001
2013	124,398	13,257	9,619	11,637	9,765	2,056
2014	126,036	13,146	9,777	12,362	9,966	2,231
2015	127,887	13,254	9,712	13,440	10,506	2,369
2016	129,652	12,986	9,779	13,751	10,577	2,478
2017	129,833	13,083	9,949	14,217	10,511	2,551
2018	130,179	12,861	9,925	14,596	9,989	2,554
2019	128,926	12,470	10,242	14,888	10,198	2,675
2010-19	-0.9%	-2.7%	1.0%	2.9%	0.1%	-9.4%

Source: 2001-2010, 2012-2018, FAA General Aviation and Air Taxi Activity (and Avionics) Surveys.

From these trends it is reasonable to conclude that recreational flying will remain strong; however, business aviation aircraft owners, operators, users, and supporting businesses are driving activity, investment, jobs, and economic impact in the GA market.

2.4. IMPACTS OF THE COVID-19 PANDEMIC

Starting in March 2020, the global COVID-19 pandemic caused a very significant reduction in demand for air travel around the globe, and throughout New York State’s system of commercial and general aviation airports. At the time of this writing (July 2021), the industry has begun to rebuild pre-COVID-19 momentum; however, the impact on air travel remains substantial.

2.4.1. Setbacks for Commercial Airports

Overall, traveler confidence is expected to drive the recovery for passenger travel, airlines, and businesses that use corporate and small business aviation. A few examples of COVID-19 impact at upstate commercial airports include:

- **Albany International** saw their average daily departures cut in half, as average daily flights dropped from 45 to just over 20 by the end of 2020, and passenger boarding was down 70 percent in December 2020 from 2019 levels. During 2020, concession operators temporarily closed, forcing the Airport to change rent policies for vendors through 2021¹⁷.

¹⁷Albany International Airport Continues to Adapt as Pandemic Takes its Toll, Times Union, December 17, 2020, <https://www.aviationpros.com/airports/news/21202939/airport-continues-to-adapt-as-pandemic-takes-its-toll>

- **Syracuse Hancock International** also experienced sharp declines in passenger activity in 2020 after the highest passenger traffic in three decades in 2019. In April 2020, passenger enplanements were down 96 percent, but improved to 16 percent by June. As expected, businesses depending on the Airport also experienced declines, and reductions in passengers reduced the need for concessions, and operators laid off or putting other workers on temporary leave.
- **Niagara Falls International**, a more affordable alternative to Buffalo Niagara International, watched Spirit Airlines suspend 3-5 weekly flights to Myrtle Beach and Fort Lauderdale in October 2020. Canadian passenger travel was halted by government-imposed travel and border crossing restrictions. Spirit's departure leaves Allegiant Airlines as the sole airline at the airport.
- **Elmira Corning Regional Airport**, served by Allegiant and Delta Air Lines, who cut its service of five daily flights by 70 percent to one or two daily departures in 2020.

2.4.2. Bright Spots for GA Airports

Impacts to GA activity were also sharp and swift. The FAA's *Business Jet Report: February 2021 Issue* shows that the industry saw a nearly 23 percent decrease in total business jet operations (domestic and international). However, the Business Report indicates that the dip in operations only lasted for about three months as operations rose from approximately 100,000 monthly operations back to around 300,000 monthly operations by July 2020.

The January 2021 Business Jet Report showed that business jet operations hovered around 300,000 monthly operations since July 2020 and were expected to return to pre-COVID levels (400,000 operations/month) as operations metrics stabilize and travel restrictions are rolled back.

The impacts of COVID-19 in 2020 did not include only bad news, as evidenced by a few positive stories from New York GA airports:

- **Canandaigua Airport:** Canandaigua Airport management reports one of the Airport's busiest years in 2020. Initially, when the virus was declared a pandemic and subsequent lockdowns took place across the State, there was a 6–8-week period of very minimal traffic. However, by April 2020, piston aircraft activity began to recover as visitors began flying to the area for leisure. Corporate and charter jet traffic took longer to return, but the typical May-September peak season experienced more than double the traditional jet activity. The Airport's location near in the Finger Lakes Region was an attractive respite for travelers visiting second homes but were deterred from commercial airline travel due to reduced service and perceived risks.
- **Orange County:** During 2020, Orange County served as the alternate location for the New York International Air Show. Normally held at New York Stewart International, State COVID-19 regulations forced the event to shift their planning efforts to a different format. To comply with state guidelines, the event was changed to a drive-in event.

The large turf runway made the Airport a favorable option to hold the event and meet social distancing requirements. This event resulted in over 2,500 vehicles in attendance, over \$1.7 million dollars in publicity value, and over 57 million in media impressions¹⁸. As a result, Orange County Airport is set to host the air show in 2021.



Industry experts and organizations widely believe that recovery is closely tied to the success of the COVID-19 vaccine rollout and consumer confidence. Internet searches regarding predictions of recovery in the air travel industry identify ranges of 4-7 years for reaching 2019 levels. Airlines for America Impacts of COVID-19 Data Updates¹⁹ (Airline Data) provides the following key points regarding recovery:

- Compounding the deep losses of 2020, U.S. passenger airlines incurred \$5.5 billion in pretax losses in 1Q 2021; airlines have amassed billions in debt to weather the crisis.
- The sizable associated interest expense will limit their wherewithal to rehire and reinvest.
- Bookings are improving but demand for corporate and long-haul international air travel are lagging, so revenues remain well below 2019 levels and industry cash burn continues.
- Air cargo demand reached an all-time high in 2020 and continues to grow in 2021.
- Total business traveler spend could take a few more years to return to pre-pandemic levels, so the industry's financial recovery will remain fragile and vulnerable to shocks.

¹⁸ Bitner Group, <https://www.bitnergroup.com/case-studies/new-york-air-show>

¹⁹ Impacts of COVID-19: Data Updates, Airlines for America, July 2021, <https://www.airlines.org/dataset/impact-of-covid19-data-updates/#>

- Per two nationally recognized surveys, customer satisfaction has reached an all-time high.

Airline Data states that the timing of a return to 2019 passenger volumes depends on business travel, but uncertainty about whether leisure and VFR (visiting friends and relatives) traffic will remain robust through 2023. Airline Data worst case scenario is for U.S. Airline Passenger traffic to remain below 2019 levels through 2024. However, an internet search shows airlines and the media have reported extensively that Summer 2021 domestic leisure travel had returned to or exceeded 2019 levels. While there is significant uncertainty, a sampling of recent earnings reports by network carriers reveals an optimistic outlook about the recovery.

2.5. NEW AIRPORT CAPITAL FUNDING PROGRAMS SINCE 2020

Due to the challenges of the COVID-19 pandemic on airports, and renewed focus on capital spending, the state and federal governments set aside money so that airports could continue to develop and progress capital improvement projects. The three main funding programs since the pandemic that have supported airports include the second round of the Upstate Airport Economic Development and Revitalization Competition (2021), the Coronavirus Aid, Relief and Economic Security (CARES) Act, and the Bipartisan Infrastructure Law (BIL).

2.5.1. 2021 Update Airport Economic Development and Revitalization Competition

Up to this point, this report has mentioned a few results of the 2016 Upstate Airport Economic Development and Revitalization Competition. The positive results of that competition led to the next round of funding in 2021. Governor Hochul said “By making critical investments to further modernize facilities across upstate New York, we are lifting upstate airports to new heights and providing a 21st century transportation experience that travelers expect and deserve.” When the program was announced, it was becoming clear that pent up demand for travel would spur air travel recovery faster than initially thought, reinforcing the need for critical investments in terminal facilities.

Adirondack, Albany, Binghamton, Ogdensburg, Rochester, Saratoga County, Sullivan County, Syracuse, and Watertown were awarded grants. The remaining \$20 million went to 24 public-use airports for improvements to security, weather monitoring stations, hangars, and aircraft fueling facilities.

Adirondack Regional Airport

Adirondack Regional Airport received a grant to revitalize the terminal building. The goal of the project is to improve lighting, wayfinding, and passenger flow.

Albany International Airport

Albany International Airport received a grant to expand the terminal building. The goal of the project is to enhance passenger amenities pre- and post-security. Additionally, the security area itself will be expanded.



Greater Binghamton Airport / Edwin A Link Field

Greater Binghamton Airport / Edwin A Link Field received two grants. The first is to relocate the General Aviation Terminal to integrate it with the Passenger Terminal; both terminals will be combined into one renovated facility. The facility will be accompanied by a new airport canopy. The second grant is to construct a new General Aviation Customs & Border Protection facility.

Ogdensburg International Airport

Ogdensburg International Airport received a grant to renovate and expand the terminal building. The goal of the project is to upgrade the passenger experience inside the terminal building and support passenger operations outside the building.

Frederick Douglass—Greater Rochester International Airport

Frederick Douglass—Greater Rochester International Airport received two grants. The first is to modernize the terminal building to make it more inviting and easier to navigate. The second grant is to enhance the HVAC system in the freight building, renovating the baggage belt, and expanding the existing canopy.

Saratoga County Airport

Saratoga County Airport received a grant to construct a new terminal building. The goal of the project is to build a brand new modern and energy efficient building.

Sullivan County International Airport

Sullivan County International Airport received a grant to upgrade the terminal building. The goal of the project is to reconfigure the interior space and provide a new lounge for pilots.

Syracuse Hancock International Airport

Syracuse Hancock International Airport received two grants. The first is to upgrade the Customs and Border Protection Federal Inspection station. The second grant is to expand the North Concourse of the terminal. The North Concourse accommodates 40 percent of all traffic.

Watertown International Airport

Watertown International Airport received a grant to reconstruct and expand the terminal building. The goal of the project is to modernize the facility and create a more comfortable space for passengers.

2.5.2. CARES Act

The CARES Act, signed into law on March 27, 2020 provided many airports the confidence to continue progressing capital improvement projects during the pandemic. For New York airports, the CARES ACT provided over \$411 million in federal funds allocated by the FAA. Using CARES Act funding for projects, airports could rely on the federal government to contribute a 100 percent

share for Airport Improvement Projects and other grants that were already planned for 2020. Appendix A describes the economic benefits of the CARES Act in New York.

2.5.3. Bipartisan Infrastructure Law (BIL)

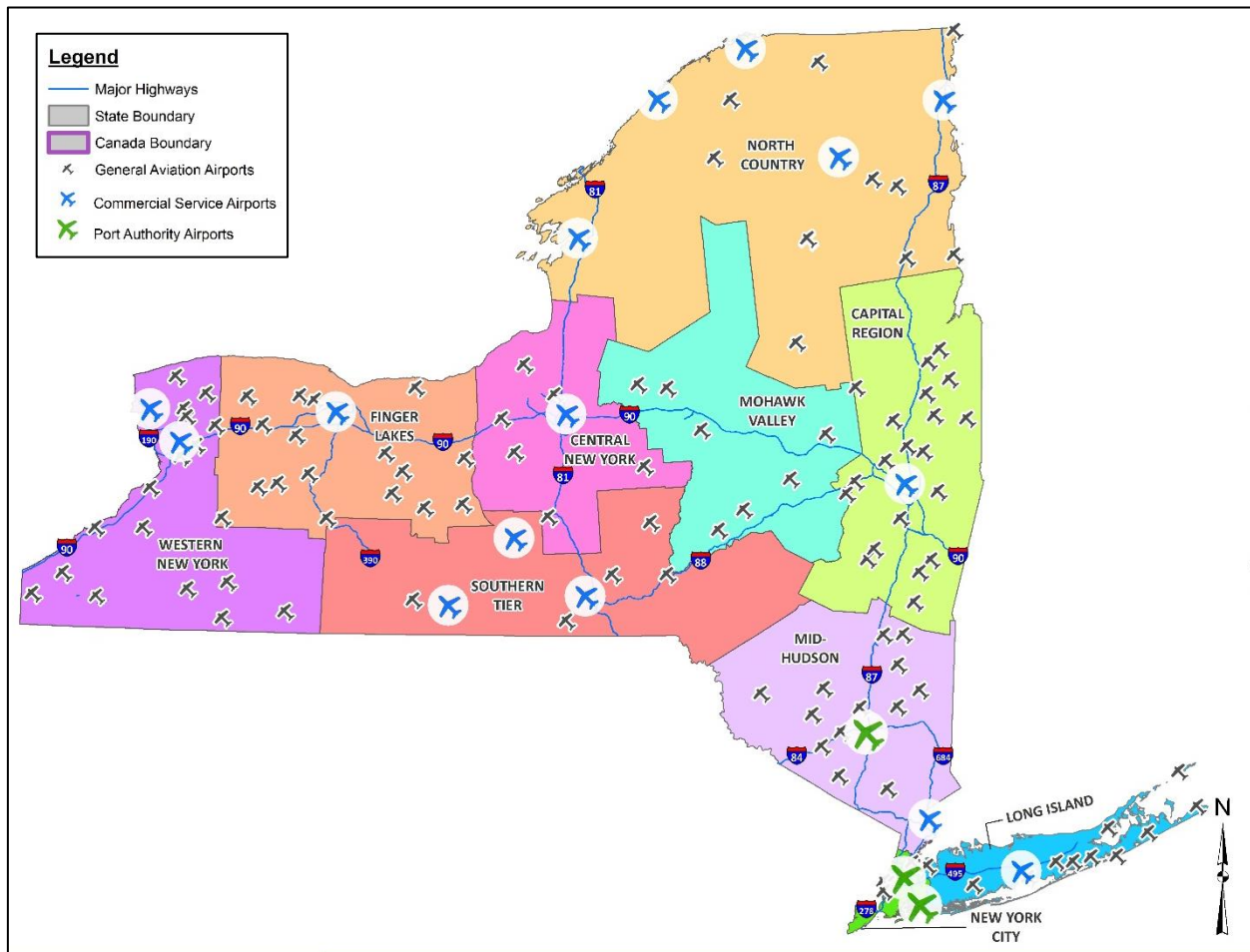
The BIL was signed into law on November 15, 2021 and provides \$25 billion over 5 years for the FAA. The funding is allocated as follows:

- \$5 billion will be administered by the FAA's Air Traffic Organization to fund FAA facilities upgrades.
- Up to \$14.55 billion for Airport Infrastructure Grants (AIG). These funds are awarded to airports based on formula allocations, similar to Airport Improvement Program (AIP) entitlement funds. Allocated amounts are based on enplanement and cargo volume for commercial service airports. Non-Primary Airport allocations are based on the airport classification within the National Plan of Integrated Airport System (NPIAS) and NPIAS eligible development cost for each classification. AIG funding allocations are updated annually. In Federal Fiscal Year (FY) 2022, \$136.9 million of AIG funds were available to NY airports.
- \$20 million annually for certain Air Traffic Control Towers. \$751,000 was awarded to NY airports under this program in FY 2022.
- \$4.85 billion for competitive Airport Terminal Program (ATP) grants, including multi-modal terminal development and on-airport rail access projects. \$19.3 million was awarded to NY airports under this program in FY 2022.

Statewide Economic Impacts of Aviation

An extensive network of public-use airports is available to accommodate New York's air travel needs. **Figure 3-1** shows the 130 airport locations throughout the state that were analyzed as part of this study. These airports contribute jobs, payroll, and output to the economy. Many of the airports have on-airport businesses that are engaged in aviation-related activity whose impacts were included in this analysis. Impacts from air traveler visitors using general aviation and commercial service aircraft were also assessed.

Figure 3-1: Airport Locations in New York State



Sources: New York Department of Transportation, Port Authority of New York and New Jersey, and ESRI 2021.

Four components of economic impact were measured for the calendar year 2019 related to aviation's contribution to New York State's economy:

- **Jobs:** The number of jobs associated with each airport is based on full-time equivalent positions.



- **Income:** Income is the sum of annual salaries paid to workers. It is a component of overall output.
- **Output (Economic Activity):** Output or economic activity for on-airport businesses is assumed to be the sum of annual gross expenditures associated with each airport.
- **State and Local Taxes:** These tax revenues are estimated as the result of aviation activity in New York State.

Payroll and output cannot be combined because elements of economic benefit related to payroll are also contained in the output estimate. Each of the four impact components (employment, payroll, output, and taxes) stands alone as a measure of an airport’s or the airport system’s total economic impact.

Because the impacts of COVID-19 on the aviation system were severe in New York State, the year 2020 impacts were determined separately. These impacts could be compared with the 2019 impacts to determine the severity of COVID-19 related economic impacts to the aviation system.

3.1. JOB IMPACTS

This study’s findings indicate that airports and the aviation industry in New York are an important source of jobs. Jobs, as defined in this analysis, are based on “full-time equivalent” (FTE) estimates where, except for military installations, two part-time jobs are generally assumed to equal one full-time job. At military installations, three part-time jobs were assumed to equal one full-time job, due to the predominant nature of weekend activity for part-time reservists. Employment impacts are calculated for both on-airport businesses and off-airport visitors.

3.1.1. Direct Employment

Table 3-1 lists the total number of full-time equivalent jobs generated based on surveys of each airport. In addition, Table 3-1 lists the number of direct jobs, which are those of the full-time equivalent workers plus on-airport jobs generated by capital spending, plus jobs related to air traveler spending off the airport. In the case of on-airport military units at public airports, the full- and part-time military personnel and the military-related civilian employees were included.

In total, there were 104,100 workers employed at New York airports in 2019, not counting workers employed for capital improvements and tourism. When those workers and off-airport visitor spending-related jobs are included, the direct number of jobs sustained by New York’s airports in 2019 exceeded 239,400. This jobs total does not include the large number of induced jobs, which are described later.

Table 3-1: On-Airport Employment Impacts

	2019 Full Time Equivalent (FTE)	2019 Direct Employment
Grand Total	104,096	239,410

Sources: Airport Manager Surveys, 2020; PANYNJ Analysis, 2020.

3.1.2. Total Employment

Table 3-2 identifies the direct, induced, and total numbers of employees whose jobs are directly related to activities at the airports in the state. Indirect economic impacts are the multiplied

effects of the direct impacts. Induced impacts are created by the successive rounds of spending in the local economy until the original direct impact has been incrementally exported from the local area. Induced impacts associated with the day-to-day operation of New York’s airports add more than 215,100 full-time equivalent positions to the economy. As a result of on-airport businesses and visitors using commercial service and general aviation airports, as well as the multiplier effect, there were more than 454,500 jobs attributable to New York's airports during 2019. Of this total, 448,900 jobs were associated with the commercial service airports and more than 5,600 jobs were associated with public and private general aviation airports and heliports.

Table 3-2: Total 2019 Employment Impacts

	Direct	Indirect	Total
Grand Total	239,410	215,123	454,533

Sources: IMPLAN Modeling by Consultant, 2021; PANYNJ Analysis, 2020.

3.2. INCOME IMPACTS

Jobs supported by aviation-related businesses and contracted employees and visitors to New York’s airports result in payroll expenditures being introduced in the statewide economy. These income impacts were calculated for aviation-related businesses and on-airport contracted employees, commercial service visitors, and general aviation visitors using airports in New York.

3.2.1. Direct Income

Table 3-3 identifies the income associated with direct on-airport aviation-related businesses and contracted employees at each of New York’s airports during 2019. Total payroll for these employees was approximately \$15.32 billion for 2019. Of this total, more than \$15.07 billion was attributable to commercial service airports. Direct on-airport payroll associated with public and private general aviation airports and heliports exceeded \$245.6 million.

Table 3-3: On-Airport Income Impacts

	2019 Direct Income
Grand Total	\$15,318,197,800

Sources: Airport Manager Surveys, 2020; PANYNJ Analysis, 2020.

3.2.2. Total Income

The direct, induced, and total impacts of the combined on-airport aviation-related businesses and contracted employees, commercial service visitors and general aviation visitor-related income are identified in **Table 3-4**. Businesses that supply and service these visitor-related industries owe a portion of their employees’ payroll to the service industries. As employees in the service industries spend their incomes, the monies continue to circulate, generating additional employment and subsequent payroll. When all direct impacts were combined for 2019, New York’s airport system was responsible for generating nearly \$15.32 billion in direct payroll. With nearly \$12.20 billion in induced payroll impacts, a total of nearly \$27.5 billion in annual payroll was created in New York as a result of business and visitor spending at general aviation and commercial service airports. Of this total, more than \$27.17 billion was associated with commercial service airports and nearly \$339.7 million with public and private general aviation airports and heliports.



Table 3-4: Total 2019 Income Impacts

	Direct	Indirect	Total
Grand Total	\$15,318,197,800	\$12,195,536,700	\$27,513,734,500

Sources: IMPLAN Modeling by Consultant, 2021; PANYNJ Analysis, 2020.

3.3. OUTPUT IMPACTS

Output, or economic activity, is defined as the total value of goods and services produced by an airport. Direct output is measured by the total expenditures at an airport or as the result of the airport’s existence (such as air visitor spending off the airport). These visitor-related expenditures are typically in the hotel/motel, restaurant, transportation, and retail sectors.

3.3.1. Direct Output

Table 3-5 identifies the direct aviation-related output for all airports in the state for 2019. Total direct annual output by on-airport aviation-related businesses and contracted employees was estimated at over \$49.70 billion during 2019. Direct on-airport output associated with public and private general aviation airports and heliports exceeded \$650 million. More than \$49.05 billion was attributable to commercial service airports.

Table 3-5: On-Airport Direct Output

	2019 Direct Output
Grand Total	\$49,700,199,400

Sources: IMPLAN Modeling by Consultant, 2021; PANYNJ Analysis, 2020.

3.3.2. Total Output

The direct, induced, and total combined impact of aviation-related businesses, commercial service and general aviation visitor output is identified in **Table 3-6**. Induced impacts associated with the day-to-day operation of New York’s airports add more than \$30.23 billion in output to the economy. Adding these impacts to the direct output results in the generation of \$79.93 billion in output attributable to New York’s airports during 2019. Of this total, nearly \$917 million in output is associated with public and private general aviation airports and heliports and \$79.01 billion in output is associated with the commercial service airports. Table 3-6 shows the total output generated at the state’s airports (\$79.93 billion).

Table 3-6: Total 2019 Output Impacts

	Direct	Indirect	Total
Grand Total	\$49,700,199,400	\$30,235,894,200	\$79,936,093,600

Source: IMPLAN Modeling by Consultant, 2021; PANYNJ Analysis, 2020.



3.4. STATE AND LOCAL TAX REVENUE IMPACTS

Airport activity in 2019 in New York State generated federal¹, state, and local tax revenues paid by the individuals directly employed by airports, as well as individuals employed in activities indirectly related to on-airport spending. State and local taxes include the following:

- Corporate profit taxes
- Dividend taxes – taxes paid on dividends earned by corporate stock owners
- Corporate motor vehicle licenses – fees paid to states for registering vehicles
- Other taxes paid by businesses
- Sales taxes – taxes paid as a portion of the sales price of a good or service
- Estate and gift taxes
- Personal income taxes
- Personal motor vehicle licenses – fees paid to states for registering vehicles owned by individuals
- Non-tax fees and fines on individuals
- Other taxes paid by individuals
- Personal property taxes – taxes paid by individual property owners
- Social Security taxes paid by both businesses and individuals

IMPLAN estimated that airport activity across the state generated \$6.12 billion in state and local tax revenues. Most taxes collected at the state’s airports come from John F. Kennedy International Airport (JFK), which in 2019 accounted for an estimated \$4.04 billion in state and local taxes. LaGuardia Airport contributed an additional \$1.51 billion in state and local taxes. The remaining commercial service airports contributed \$502 million, while public and private general aviation airports and heliports added \$62.6 million in state and local taxes. State and local tax revenues estimated for all airports in this study are presented in **Table 3-7**.

Table 3-7: 2019 State and Local Taxes

	Total
Grand Total	\$6,117,541,437

Sources: IMPLAN Modeling by Consultant, 2021; PANYNJ Analysis, 2020.

3.5. COMPARISON OF 2019 & 2020: IMPACTS OF COVID-19/GLOBAL PANDEMIC

COVID-19 had significant impacts on the aviation industry. While 2019 continued the growth trends of the years immediately prior, 2020 saw large drops in all impact categories. As shown in **Table 3-8**, in all categories; total jobs, annual earnings, annual economic activity, and state and local taxes, a year-over-year decrease was seen. In 2019, total jobs topped 454,000 while in 2020, this number dropped to just over 196,000, representing a 56.9 percent decrease in total jobs. Annual earnings decreased from over \$27.5 billion to just over \$12.3 billion, showing a 55.1

¹ Federal tax impacts were not included in this Study.



percent drop in earnings. In 2019, annual economic activity reached nearly \$80 billion while a drop of 55.6 percent left 2020 with just under \$35.5 billion.

Lastly, state and local taxes decreased by 57.5 percent from over \$6.1 billion in 2019 to just over \$2.6 billion in 2020.

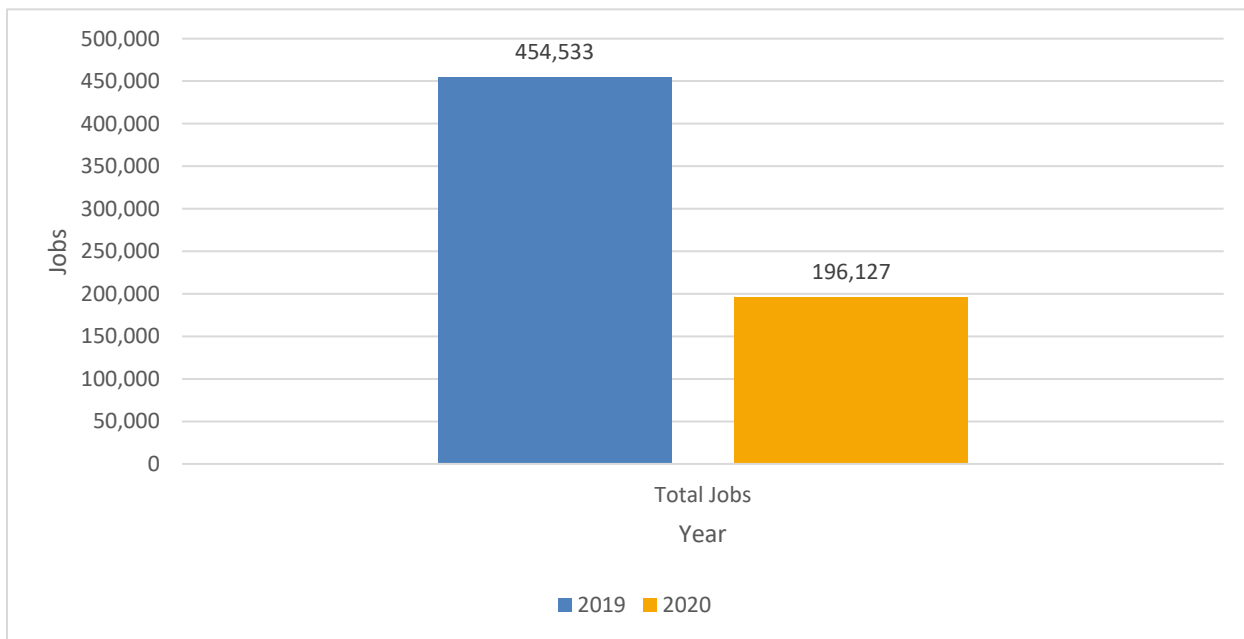
Table 3-8: Comparison of 2019 and 2020 Total Economic Impacts

Year	Total Jobs	Annual Earnings	Annual Economic Activity	State and Local Taxes
2019	454,533	\$27,513,734,500	\$79,936,093,600	\$6,117,541,437
2020	196,127	\$12,360,066,200	\$35,482,721,900	\$2,600,011,500
% Difference	-56.9%	-55.1%	-55.6%	-57.5%

Sources: IMPLAN Modeling by Consultant, 2021, PANYNJ Analysis 2020 and 2021.

The 57 percent decrease in total jobs between 2019 and 2020 is illustrated in **Figure 3-2**.

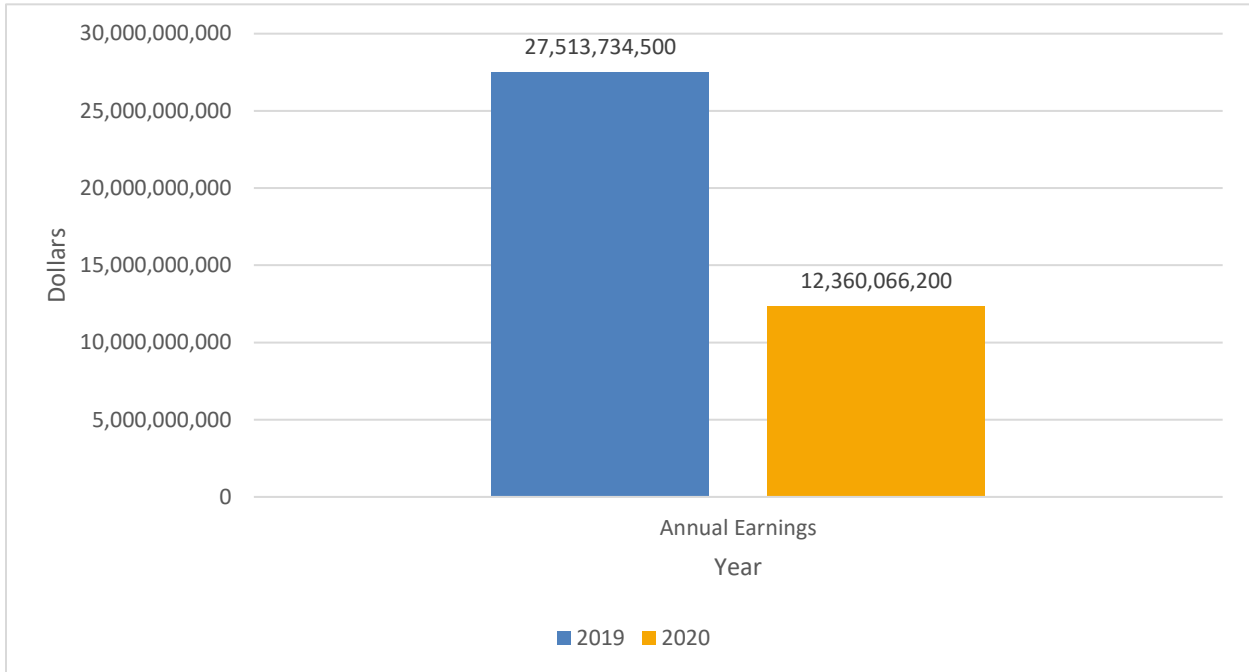
Figure 3-2: Comparison of 2019 and 2020 Total Jobs



Sources: IMPLAN Modeling by Consultant, 2021, PANYNJ Analysis 2020 and 2021.

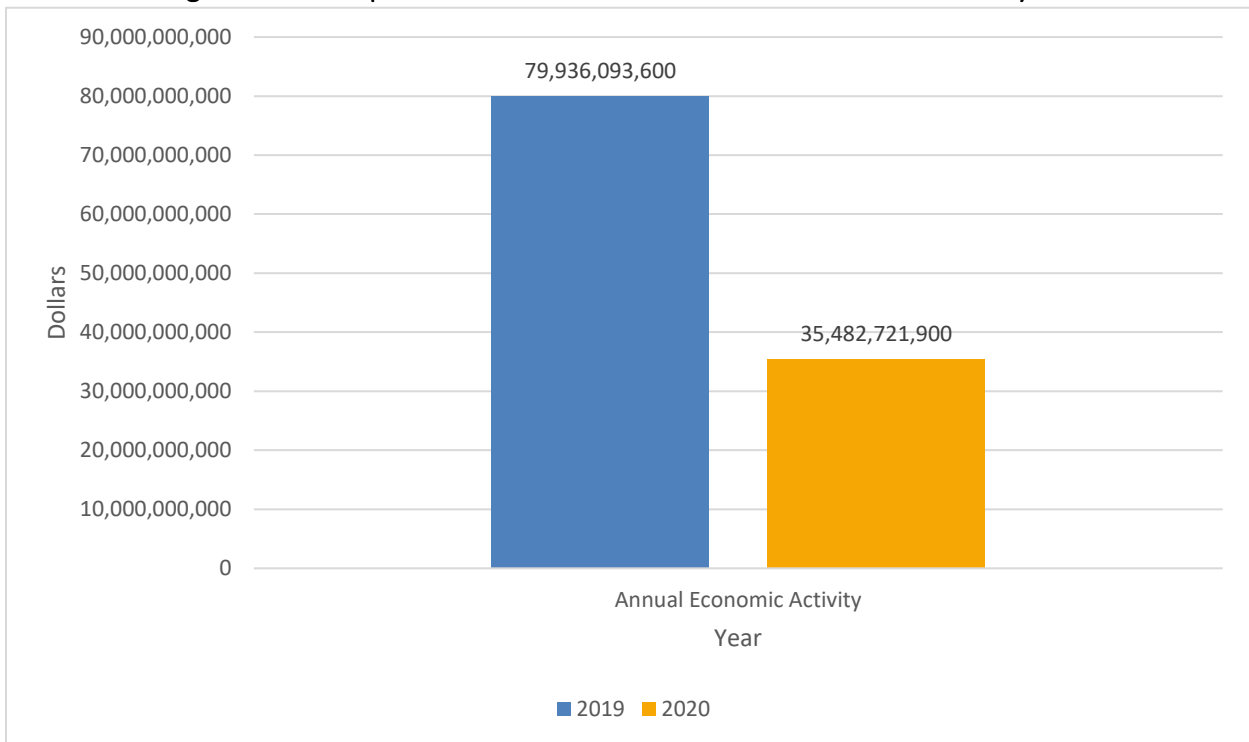
The 55 percent decrease in annual income between 2019 and 2020 is illustrated in **Figure 3-3**, and the 57 percent decrease in total output or annual economic activity is shown in **Figure 3-4**.

Figure 3-3: Comparison of 2019 and 2020 Annual Earnings



Sources: IMPLAN Modeling by Consultant, 2021;; PANYNJ Analysis 2020 and 2021.

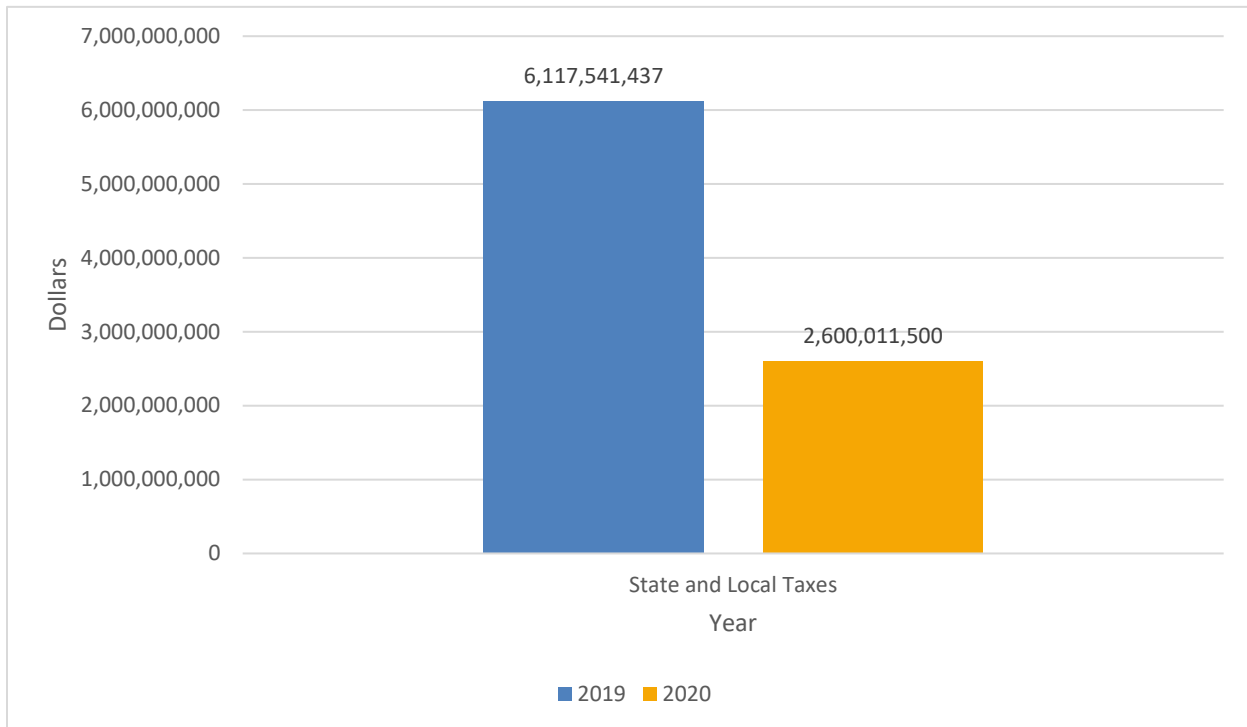
Figure 3-4: Comparison of 2019 and 2020 Annual Economic Activity



Source: IMPLAN Modeling by Consultant, 2021;; PANYNJ Analysis 2020 and 2021.

The 58 percent decline in annual state and local tax receipts is shown in Figure 3-5.

Figure 3-5: Comparison of 2019 and 2020 State and Local Taxes



Source: IMPLAN Modeling by Consultant, 2021;; PANYNJ Analysis 2020 and 2021.

While the impact of COVID-19 on the aviation sector of New York’s economy was severe, signs of recovery began to emerge in the 2nd half of 2020, beginning with the general aviation sector. By mid-2021, airlines were reporting that domestic leisure travel had returned to 2019 levels, suggesting that recovery is fully underway.

Impacts by Airport Type & Region

4.1. Port Authority of New York and New Jersey Airports

The Port Authority of New York and New Jersey owns and operates four airports, three of which are located in the State of New York. These three airports include John F. Kennedy International Airport (JFK), LaGuardia Airport (LGA), and New York Stewart International Airport (SWF). JFK and LGA are the two busiest airports in the State and greatly impact the State economy. The summary of total impacts for JFK, LGA, and SWF are shown in **Table 4-1**, **Table 4-2**, and **Table 4-3** respectively.

Table 4-1: Summary of JFK Impacts

Type	Employment	Labor Income	Output
Total Passenger Effect	78,094	\$7,067,037,438	\$23,885,316,974
Total Cargo Effect	72,779	\$4,422,048,320	\$12,470,315,601
Total Capital Spending	6,816	\$513,492,827	\$1,197,293,613

Source: PANYNJ Analysis, 2020.

Table 4-2: Summary of LGA Impacts

Type	Employment	Labor Income	Output
Total Passenger Effect	26,014	\$2,354,151,167	\$7,956,608,030
Total Cargo Effect	77	\$4,679,801	\$13,197,186
Total Capital Spending	6,700	\$513,087,420	\$1,196,348,339

Source: PANYNJ Analysis, 2020.

Table 4-3: Summary of SWF Impacts

Type	Employment	Labor Income	Output
Total Passenger Effect	704	\$63,698,869	\$211,790,064
Total Cargo Effect	240	\$14,596,645	\$41,163,000
Total Capital Spending	130	\$9,914,516	\$23,117,337

Source: PANYNJ Analysis, 2020.

4.1.1. John F. Kennedy International Airport

Airport Facilities

JFK is a massive Large Hub airport with eight airline terminals, four runways, large parking structures, multiple access roads, rail connections, and large air cargo handling facilities. It is owned by the City of New York and operated via lease to the Port Authority of New York & New Jersey. The longest runway (13R-31L) is 14,511 feet by 200 feet. The shortest runway (4R-22L) is 8,004 feet by 200 feet. The Airport encompasses 5,200 acres and is constructed to accommodate the largest aircraft in the world. The Airport is constantly expanding and renovating its facilities.



Aviation Activity

In 2019, JFK enplaned 31,036,700 passengers. For 2020, the travel impacts of COVID-19 reduced those enplanement levels to 8,269,800 (-73%). Aircraft operations for 2019 totaled 463,198. The reduction in enplanements materially reduced the economic impact of the Airport for 2020 by reducing visitor spending. In 2022 enplanements rose back up to 26,919,982 passengers, within -13 percent of 2019 enplanements.

JFK has more than 70 airlines which serve 189 destinations non-stop. As of 2022, JFK was ranked sixth in the nation in terms of passenger traffic. More than 63 percent of aircraft movements at JFK International are serving domestic destinations with an additional 37 percent of movements serving the international market. The top five airlines in terms of passengers carried at JFK are: JetBlue, Delta, American, Alaska and Air France. JFK ranks 8th in the U.S. for total cargo volume by weight, however, it claims the top spot in the US for cargo value. The Airport has one Fixed Base Operator (FBO), Sheltair, which sells fuel and accommodates general aviation passengers and aircraft.

Economic Activity at JFK

As one of the top international airports in the nation, JFK's economic activity is generated by the visitor spending of millions of tourists and businesspeople, along with on-airport employment by the airlines, air cargo companies, terminal concessionaires, hotels, restaurants, rental car companies, Transportation Security Administration (TSA), Federal Aviation Administration (FAA), U.S. Customs and Border Protection (USCBP), FBO activity, and others.

There are 1,700 acres dedicated to freight and four million square feet of cargo facilities supporting 600 international freight forwarders at JFK. For example: The Ark, a 78,000 square foot facility designed to handle animals of all kinds, opened in 2017. The new 70,000 square foot Air France-KLM facility adds B747-8F aircraft capability. The Airport offers extensive cold-chain processing capabilities for pharmaceuticals, food, and perishables. The entire cargo area is designated as a Foreign Trade Zone (FTZ), and it is home to USCBP for the Northeast region.

Economic Impacts for JFK

The economic impact of JFK, shown in **Table 4-4**, was estimated by PANYNJ at \$52.7 billion for 2019, which included the impacts of on-airport business spending, airport operations, capital spending and visitor spending. Nearly 284,500 jobs are supported by this airport. For 2020, there was a dramatic decrease because of COVID-19 restrictions. Total economic impacts that year were \$23.4 billion, with almost 125,600 jobs supported. In 2022, some economic impacts nearly returned to 2022 levels, in some cases surpassing them. While total dollar impacts were over \$45 billion, less than \$7.3 billion from the 2019 number, and total employment was 238,000 jobs, about 45,000 jobs fewer than in 2019, the summary of economic impacts for JFK from 2019, 2020, and 2022 in **Table 4-4** show some 2022 economic impacts surpassing those of 2019.

Table 4-4: Economic Impacts for JFK

Item	2019	2020	2022
Direct Impacts			
Airport-Related Payrolls	\$9,521,075,900	\$4,246,835,700	\$10,198,480,700
Airport Expenditures	\$32,421,515,400	\$14,107,943,300	\$25,632,003,900
Airport-Related Employment	149,270	70,581	146,184
Induced Impacts			
Induced Impacts	\$20,281,410,800	\$9,137,119,600	\$19,749,996,100
Total Induced Employment Impacts	135,209	54,976	91,940
Grand Total Dollar Impacts	\$52,702,926,200	\$23,245,062,900	\$45,382,000,000
Grand Total Income Impacts	\$17,699,578,600	\$7,864,921,300	\$19,059,000,000
Grand Total Employment Impacts	284,479	125,557	238,124
Estimated State and Local Taxes	\$4,038,439,100	\$1,707,903,300	\$2,672,092,000

Source: PANYNJ Analysis, 2020.

4.1.2. LaGuardia Airport

Airport Facilities

LGA is located approximately four miles east of the borough of Manhattan and is closer to Manhattan than JFK. LGA is a Large Hub and has two intersecting runways (both roughly 7,000 feet long) and five linear terminal buildings with associated parking and access facilities. Three of the four runway approaches are over water. LGA is owned by the City of New York and operated via lease to the Port Authority of New York & New Jersey. The Airport encompasses 680 acres and is limited to mostly narrow body jet aircraft. The Airport is constantly expanding and renovating its facilities.

Aviation Activity

In 2019, LGA enplaned 15,393,600 passengers. For 2020, the travel impacts of COVID-19 reduced those enplanement levels to 4,147,100 (-73%). Aircraft operations for 2019 totaled 374,539. The reduction in enplanements materially reduced the economic impact of the Airport for 2020 by reducing visitor spending. In 2022 enplanements rose back up to 14,500,000 passengers, only 800,000 fewer than in 2019.

Nine airlines, shown in **Table 4-5**, serve LGA with 87 non-stop destinations. Air cargo service is provided by FedEx, UPS, and passenger airline freight services. The Airport has one FBO, Sheltair, which sells fuel and accommodates general aviation passengers and aircraft.

Table 4-5: Airlines Serving LGA

Airlines		
Air Canada	Frontier	Southwest
American	JetBlue	United
Delta	Spirit	WestJet

Source: PANYNJ, 2020.



Economic Activity at LGA

As the second busiest airport in New York State, LGA’s economic activity is generated by the visitor spending of millions of tourists and businesspeople, along with the on-airport employment by the airlines, air cargo companies, terminal concessionaires, hotels, restaurants, rental car companies, TSA, FAA, FBO activity, and many other service industries.

Economic Impacts for LGA

The 2019 economic impact of LGA, shown in **Table 4-6**, was estimated by PANYNJ at \$19.8 billion, which included the impacts of on-airport business spending, airport operations, capital spending and visitor spending. More than 120,900 jobs were supported by this airport. In 2020, a significant decline occurred due to the COVID-19 restrictions. Total economic impacts that year were \$6.7 billion, with more than 37,900 jobs supported. In 2022, economic impacts did not reach 2019 levels. Total dollar impacts in 2022 reached about \$13.6 billion, about \$6.1 billion less than in 2019. Total employment impacts in 2022 were 62,000 jobs, about 50 percent jobs fewer than in 2019. A summary of economic impacts for LGA from 2019, 2020 and 2022 is shown in **Table 4-6**.

Table 4-6: Economic Impacts for LGA

Item	2019	2020	2022
Direct Impacts			
Airport-Related Payrolls	\$3,766,793,800	\$1,290,103,900	\$3,299,322,400
Airport Expenditures	\$12,387,419,900	\$4,224,312,600	\$7,574,301,600
Airport-Related Employment	56,742	18,331	34,222
Induced Impacts			
Induced Impacts	\$7,372,733,700	\$2,521,044,800	\$6,060,698,400
Total Induced Employment Impacts	64,180	19,596	27,793
Grand Total Dollar Impacts	\$19,760,153,600	\$6,745,357,400	\$13,635,000,000
Grand Total Income Impacts	\$6,865,918,400	\$2,317,879,100	\$5,973,000,000
Grand Total Employment Impacts	120,922	37,927	62,015
Estimated State and Local Taxes	\$1,514,150,800	\$495,607,100	\$802,828,800

Source: PANYNJ Analysis, 2020.

4.1.3. New York Stewart International Airport

Airport Facilities

SWF is owned by New York State DOT and operated by the Port Authority of New York & New Jersey. SWF is located in Orange County the southern Hudson Valley, two miles west of Newburgh. The former military base is a Non-Hub airport that covers 1,552 acres and features two intersecting runways and one designated helipad. The primary runway (9-27) is 11,817 feet by 150 feet, while the crosswind runway (16-34) is 6,004 feet by 150 feet. The Airport can accommodate all aircraft in the civil and military fleet. The 105th Airlift Wing of the New York Air National Guard is stationed at SWF. Recently, the Airport completed a \$37 million expansion of the terminal for

international flights. In addition, numerous former military facilities have been repurposed for general aviation and business usage.

Aviation Activity

In 2019, SWF enplaned 268,100 passengers. For 2020, the travel impacts of COVID-19 reduced those enplanement levels to 50,000 (-81 percent). Aircraft operations for 2019 totaled 40,238. The reduction in enplanements reduced the economic impact of the Airport for 2020 by reducing visitor spending. In 2022 enplanements rose back up to 149,000, though still 44 percent fewer than in 2019.

SWF has airline service from four carriers, shown in **Table 4-7**, with eight non-stop destinations: Fort Lauderdale, Myrtle Beach, Philadelphia, Punta Gorda/Ft. Myers, Orlando, Destin/Fort-Walton Beach, Savannah, and Clearwater/St. Petersburg. There are two FBOs at SWF: Atlantic Aviation and Signature Flight Support. Combined services include fuel sales; ground handling for charter, international, and air cargo; aircraft parking, rental cars, and other aviation related services.

Table 4-7: Airlines Serving SWF

Airlines	
Allegiant	Play
Frontier	Norse Atlantic

Source: PANYNJ, 2020.

Economic Activity at SWF

SWF serves as a business platform for both aviation and non-aviation companies and organizations. In addition to the employees of the airlines, the airport supports aviation-related employees of several rental car agencies, concessionaires, corporate flight departments, federal government, TSA, aircraft charter firms, flight training, aircraft maintenance and fuel sales personnel, State government and Airport management. Non-aviation employers in the industrial park include Anheuser-Busch, Epicor Software, New York State Police, Bank of America, and the Newburgh Enlarged School District. Other nearby prominent companies include Piller, Local Media Group, SUNY Orange County Community College, and Orange Regional Medical Center.

Economic Impacts for SWF

The airport’s economic impact, shown in **Table 4-8**, was measured through direct employment inputs from PANYNJ, along with capital spending and visitor spending estimates. In 2019, these inputs revealed that 1,086 jobs and \$256.5 million in expenditures are a direct result of on-airport businesses, including airport management. Including induced expenditures, the total 2019 impact for Stewart International Airport was \$413.6 million, supporting 2,196 jobs. In 2020, a significant decline occurred due to the COVID-19 restrictions. Total economic impacts that year were \$144.1 million, with 840 jobs supported. In 2022, economic impacts did not reach 2019 levels. Total dollar impacts in 2022 reached about \$135 million, about \$278.6 million less than in 2019. Total employment impacts in 2022 were 800 jobs, about 1,300 jobs fewer than in 2019. A summary of economic impacts for SWF from 2019, 2020 and 2022 is shown in **Table 4-8**.



Table 4-8: Economic Impacts for SWF

Item	2019	2020	2022
Direct Impacts			
Airport-Related Payrolls	\$75,605,300	\$29,945,000	\$33,443,800
Airport Expenditures	\$256,507,200	\$87,850,400	\$76,093,000
Airport-Related Employment	1,086	489	542
Induced Impacts			
Induced Impacts	\$157,063,800	\$56,252,300	\$58,907,000
Total Induced Employment Impacts	1,109	351	264
Grand Total Dollar Impacts	\$413,571,000	\$144,102,700	\$135,000,000
Grand Total Income Impacts	\$139,210,000	\$51,932,700	\$60,000,000
Grand Total Employment Impacts	2,196	840	806
Estimated State and Local Taxes	\$31,690,500	\$10,587,800	\$7,948,800

Source: PANYNJ Analysis, 2020.

4.2. Other Commercial Service Airports

In addition to the three Port Authority Airports, there are 15 other commercial service airports in the State.

4.2.1. Primary and Hub Commercial Service Airports

Albany International Airport

Airport Facilities

Albany International Airport (ALB) is located six miles northwest of Albany, in the town of Colonie. It is owned by Albany County and operated by the Albany County Airport Authority. ALB is a Small Hub airport that covers 1,000 acres and features two intersecting runways, a terminal complex, and general aviation hangars and related facilities. The primary runway (1-19) is 8,500 feet by 150 feet, while the crosswind runway (10-28) is 7,200 feet by 150 feet. The Airport can accommodate all airline and general aviation aircraft types. The Airport has recently completed multi-million-dollar capital improvements to the passenger terminal, parking garage, control tower, and cargo facilities.

Aviation Activity

In 2019 ALB enplaned 1,496,500 passengers. For 2020, the travel impacts of COVID-19 reduced those enplanement levels to 509,400 (-66%). Aircraft operations for 2019 totaled 73,776. The reduction in enplanements materially reduced the economic impact of the Airport for 2020 by reducing visitor spending. In 2022, enplanements rose back up to 1,290,000 passengers, though still 14 percent fewer than in 2019.

There are 20 non-stop destinations served by the seven airlines, shown in **Table 4-9**, at ALB. Air cargo service is provided by FedEx, UPS, Mobile Air Transport, and four passenger airline freight services. ALB is designated as an International Port of Entry. International passengers are screened at the Airport by the USCBP staff.

Table 4-9: Airlines Serving ALB

Airlines		
Air Canada	Cape Air	JetBlue
Allegiant	Delta	Southwest
American	Frontier	United

Source: Airport Management Surveys, 2021.

General Aviation at ALB is served by a world class FBO, Million Air, from a stunning two-story facility. Services include pilot and passenger lounges, flight planning facilities, aircraft storage and tie down, Jet A fuel and AvGas.

Economic Activity at ALB

Many businesses are located at the airport in addition to passenger and cargo airlines. These include car rental agencies, restaurants, and other aviation support services. ALB is also home to the 109th Airlift Wing of the New York Air National Guard. The significance of the Airport to area commerce is defined by its business clientele. Prominent corporate and institutional organization users include Verizon Communications, Equinox Fitness, Trans World Entertainment Corporation, Bryant & Stratton College, MERCYCARE, AMRI, Record Town, State University of New York at Albany, KeyCorp, Bank of America, InfoEd International, and Taconic Farms, among others.

Economic Impacts for ALB

In 2019, study surveys of sponsors and businesses revealed that 4,862 jobs and \$579.5 million in expenditures are the direct result of on-airport businesses, including airport sponsor expenditures, and visitor spending at the airport. Including indirect expenditures, the total impact for Albany International Airport was \$938.7 million, supporting 7,004 jobs. For 2020, total dollar impacts decreased by \$232 million to \$706.9 million and total employment decreased to 4,735 jobs. In 2022, some economic impacts surpassed those of 2019. Total dollar impacts were over \$992.4 million, which topped the 2019 value by over \$53.7 million, but total employment was 6,600 jobs, about 400 jobs fewer than in 2019. A summary of economic impacts for ALB from 2019, 2020, and 2022 are shown in **Table 4-10**.

Table 4-10: Economic Impacts for ALB

Item	2019	2020	2022
Direct Impacts			
Airport-Related Payrolls	\$248,180,500	\$191,246,600	\$338,294,100
Airport Expenditures	\$579,477,300	\$439,581,500	\$596,753,900
Airport-Related Employment	4,862 Jobs	3,133 Jobs	4,437 Jobs
Induced Impacts			
Induced Impacts	\$359,248,200	\$267,347,600	\$395,672,000
Total Induced Employment Impacts	2,142 Jobs	1,602 Jobs	2,163 Jobs
Grand Total Dollar Impacts	\$938,725,500	\$706,929,100	\$992,425,900
Grand Total Income Impacts	\$367,794,100	\$280,769,700	\$477,533,500
Grand Total Employment Impacts	7,004 Jobs	4,735 Jobs	6,600 Jobs
Estimated State and Local Taxes	\$67,620,847	\$47,193,015	\$70,498,500

Source: IMPLAN Modeling by Consultant, 2021.



Buffalo Niagara International Airport

Airport Facilities

Buffalo Niagara International Airport (BUF) is located five miles east of the City of Buffalo. The Airport is owned and operated by Niagara Frontier Transportation Authority and serves northwest New York State and the southern Golden Horseshoe region of Ontario, Canada. BUF is a Medium Hub airport that covers 1,000 acres and features two intersecting runways and a terminal complex. The primary runway (5-23) is 8,829 feet by 150 feet, while the crosswind runway (14-32) is 7,161 feet by 150 feet. The Airport can accommodate all airline and general aviation aircraft types in the civil fleet. The Airport has recently engaged in multi-million-dollar capital improvements to the east and west concourses of the passenger terminal as well as the baggage claim area.

Aviation Activity

In 2019, BUF enplaned 2,459,200 passengers. For 2020, the travel impacts of COVID-19 reduced the enplanement levels to 703,400 (-71%). Aircraft operations for 2019 totaled 80,036. The reduction in enplanements materially reduced the economic impact of the Airport for 2020 by reducing visitor spending. In 2022, enplanements rose back up to 2,030,552 passengers, though still 17 percent fewer than in 2019.

Six airlines, shown in **Table 4-11**, and one vacation charter airline (Vacation Express) serve BUF with 29 non-stop destinations. Air cargo service is provided by FedEx, UPS, and passenger airline freight services. In addition, BUF is designated as an International Port of Entry. International passengers are screened at the Airport by the USCBP staff at the facility.

Table 4-11: Airlines Serving BUF

Airlines		
American	Frontier	Southwest
Delta	JetBlue	United

Source: Airport Management Surveys, 2021.

General Aviation at BUF is served by a full service FBO, TAC Air, from an inviting executive terminal and professional business setting with a pilots’ lounge, conference room, concierge services for local hotels or activities and rental cars through preferred partner Hertz. The FBO offers ground services, Jet A and Avgas, de-icing, heated hangars, charter customer services and processing and cargo handling.

Economic Activity at BUF

In addition to the employees of airlines serving BUF, the Airport supports employees of rental car companies, air cargo operators, federal agencies (including FAA, TSA, National Weather Service, Post Office, and USCBP), aircraft maintenance and fuel sales personnel, law enforcement, airline terminal concessions, corporate flight departments, and airport management. As evidenced by its business clientele, BUF is vital to area commerce. Prominent corporate users and local businesses include Honeywell, Bank of America, Computer Task Group, Delaware North, Kaleida Health, Rich Products Corporation, Verizon, Gibraltar Industries, Ivoclar Vivadent, M&T Bank Corporation, Samsung, Ford Motor Co., Geico, Fisher Price, and Dunlop Tires, among others.

In 2019, study surveys of sponsors and businesses revealed that 6,818 jobs and \$936.1 million in expenditures are the direct result of on-airport businesses, including airport sponsor expenditures, and visitor spending at the airport. Including indirect expenditures, the total impact for Buffalo Niagara International Airport was \$1.5 billion, supporting 9,863 jobs. For 2020, total dollar impacts decreased by \$544 million to \$928 million and total employment decreased to 5,276 jobs. In 2022 economic impacts almost recovered to 2019 levels. Total dollar impacts in 2022 were \$1.46 billion, only about \$11.6 million less than in 2019. Total employment was 9,087 jobs in 2022, only about 800 fewer jobs than in 2019. Total dollar impacts were A summary of economic impacts for BUF from 2019, 2020, and 2022 are shown in **Table 4-12**.

Table 4-12: Economic Impacts for BUF

Item	2019	2020	2022
Direct Impacts			
Airport-Related Payrolls	\$454,344,300	\$293,375,800	\$499,538,600
Airport Expenditures	\$936,084,000	\$595,592,900	\$908,066,300
Airport-Related Employment	6,818 Jobs	3,373 Jobs	6,200 Jobs
Induced Impacts			
Induced Impacts	\$536,027,700	\$332,407,800	\$552,481,200
Total Induced Employment Impacts	3,045 Jobs	1,903 Jobs	2,886 Jobs
Grand Total Dollar Impacts	\$1,472,111,700	\$928,000,700	\$1,460,547,500
Grand Total Income Impacts	\$650,974,900	\$417,529,300	\$705,758,400
Grand Total Employment Impacts	9,863 Jobs	5,276 Jobs	9,087 Jobs
Estimated State and Local Taxes	\$114,084,569	\$70,060,359	\$49,516,000

Source: IMPLAN Modeling by Consultant, 2021.

Frederick Douglass – Greater Rochester International Airport

Airport Facilities

Fredrick Douglass—Greater Rochester International Airport (ROC) is a Small Hub commercial service facility located within the City of Rochester, three miles southwest of downtown Rochester, in Monroe County. It is owned and operated by Monroe County and serves the greater Rochester metro area and nearby communities to the south. ROC covers 1,136 acres and features three runways, two of which intersect, and a terminal complex. The primary runway (4-22) is 8,001 feet by 150 feet. The main crosswind runway (10-28) is 6,402 feet by 150 feet. A third runway (7-25) is used for general aviation activity and is 4,000 feet by 100 feet. The Airport can accommodate all airline and general aviation aircraft types in the civil fleet. Recently, the County has embarked on renovations to the Airport including renaming it after Fredrick Douglass, improvements to terminal building and USCBP areas, along with continued airfield improvements.

Aviation Activity

In 2019, ROC enplaned 1,276,600 passengers. For 2020, the travel impacts of COVID-19 reduced those enplanement levels to 412,200 (-68%). Aircraft operations for 2019 totaled 77,481. The reduction in enplanements materially reduced the economic impact of the Airport for 2020 by reducing visitor spending. In 2022, enplanements rose back up to 1,156,778 passengers, though still 9 percent fewer than in 2019.



ROC’s six airlines, shown in **Table 4-13**, serve 19 nonstop destinations, including large hubs such as New York’s JFK and LaGuardia, Chicago, Orlando, Newark, Detroit, and Atlanta. Air cargo service is provided by FedEx, UPS, and four passenger airline freight services. General Aviation at ROC is served by two outstanding FBOs – AvFlight and USAirports – each with their own facilities on the Airport. Services include pilot and passenger lounges, flight planning facilities, aircraft hangars and tie-down spaces, Jet A fuel and AvGas, catering, charters, and aircraft maintenance.

Table 4-13: Airlines Serving ROC

Airlines		
Allegiant	Delta	Southwest
American	JetBlue	United

Source: Airport Management Surveys, 2021.

Economic Activity at ROC

In addition to the employees of the airlines serving ROC, the Airport supports employees of several rental car agencies, terminal concessionaires including restaurants and gift shops, corporate flight departments, TSA, an on-site hotel, air freight operators, the FBOs, aircraft maintenance and fuel sales personnel, FAA, and airport management. The New York Air National Guard (the 642nd Aviation Support Battalion, part of the 42nd Infantry Division) also has a significant presence on the airfield. Prominent local employers that use the Airport include Eastman Kodak, Xerox Corporation, University of Rochester/Strong Memorial Hospital, Via Health, Wegmans Food Markets, Paychex, Home Properties, Excellus BlueCross BlueShield, Horizon Solutions Co, Carestream Health, Delphi Energy and Engine, Frontier Communications Corporation, Unity Health System, Hickey Freeman, Bausch & Lomb, and numerous others.

Economic Impacts for ROC

In 2019, study surveys of sponsors and businesses revealed that 3,104 jobs and \$382.3 million in expenditures are the direct result of on-airport businesses, including airport sponsor expenditures, and visitor spending at the airport. Including indirect expenditures, the total impact for Fredrick Douglass - Greater Rochester International Airport was \$621.5 million, supporting 4,612 jobs. For 2020, total dollar impacts decreased by \$206.5 million to \$415.1 million and total employment decreased to 2,667 jobs. In 2022, economic impacts exceeded those in 2019. Total dollar impacts in 2022 were \$652.1 million, about \$36 million more than in 2019, and total employment impacts were 4,662 jobs, 50 more than in 2019. A summary of economic impacts for ROC from 2019, 2020, and 2022 are shown in **Table 4-14**.

Table 4-14: Economic Impacts of ROC

Item	2019	2020	2022
Direct Impacts			
Airport-Related Payrolls	\$155,075,400	\$102,959,100	\$179,228,900
Airport Expenditures	\$382,343,900	\$259,185,100	\$384,770,200
Airport-Related Employment	3,104 Jobs	1,680 Jobs	3,101 Jobs
Induced Impacts			
Induced Impacts	\$239,144,900	\$155,883,200	\$267,288,800
Total Induced Employment Impacts	1,508 Jobs	987 Jobs	1,562 Jobs

Item	2019	2020	2022
Grand Total Dollar Impacts	\$621,488,800	\$415,068,300	\$652,059,000
Grand Total Income Impacts	\$233,974,800	\$154,518,800	\$270,168,200
Grand Total Employment Impacts	4,612 Jobs	2,667 Jobs	4,662 Jobs
Estimated State and Local Taxes	\$52,745,054	\$34,627,982	\$49,299,900

Source: IMPLAN Modeling by Consultant, 2021.

Long Island MacArthur Airport

Airport Facilities

Long Island MacArthur Airport (ISP), a Small Hub airport, is owned by the Town of Islip and located in Ronkonkoma, 40 miles east of New York City. It is bordered on the north by the Long Island Railroad and has a dedicated shuttle to connect the Airport to the rail line. The Airport has three active runways and two designated helipad sites. The primary runway (6-24) is 7,006 feet by 150 feet, while the main crosswind runway (15R-33L) is 5,186 feet by 150 feet. A general aviation runway (15L-33R) is 3,175 feet by 75 feet. Covering 1,311 acres, ISP has extensive airline terminal and auto parking facilities, as well as hangars and other aviation-related facilities.

Aviation Activity

In 2019, ISP enplaned 774,400 passengers. For 2020, the travel impacts of COVID-19 reduced those enplanement levels to 263,000 (-66 percent). Aircraft operations for 2019 totaled 148,978. The reduction in enplanements materially reduced the economic impact of the Airport for 2020 by reducing visitor spending. In 2022, enplanements rose back up to 613,716 passengers, though still 21 percent fewer than in 2019.

There are three airlines, shown in **Table 4-15**, serving eight non-stop destinations from ISP. There are three FBOs at ISP – Hawthorne Global Aviation Services, Mid-Island Air Service, and Sheltair – and a host of aviation maintenance, flight training, and charter aircraft services.

Table 4-15: Airlines Serving ISP

Airlines		
American	Frontier	Southwest

Source: Airport Management Surveys, 2021.

Economic Activity at ISP

In addition to the employees of the airlines that provide service to Long Island MacArthur Airport, the airport supports employees of several rental car agencies, concessionaires, corporate flight departments, FAA, USCBP, security, aircraft charter firms, flight training (helicopter and fixed wing), New York Army National Guard, aircraft maintenance and fuel sales personnel, and airport management. Nearby Fortune 1,000 companies that utilize the airport include Arrow Electronics, Henry Schein, Olsten, Cablevision, and Computer Associates International. Other prominent businesses with headquarters locally include Nature's Bounty Co., Sentry Technology, Langer Biomechanics, Designs for Vision, Lakeland Industries, Harry Krantz Company, and Elite Technical. In addition, high-profile companies, such as Liz Claiborne and Rolling Stone Magazine, have frequented the Airport.



Economic Impacts for ISP

In 2019, study surveys of sponsors and businesses revealed that 2,874 jobs and \$375.3 million in expenditures are the direct result of on-airport businesses, including airport sponsor expenditures, and visitor spending at the airport. Including indirect expenditures, the total impact for Long Island MacArthur Airport was \$577.2 million, supporting 4,086 jobs. For 2020, total dollar impacts decreased by \$164.4 million to \$412.8 million and total employment decreased to 2,521 jobs. In 2022, economic impacts did not reach 2019 levels. Total dollar impacts in 2022 reached about \$524.9 million, about \$52.3 million less than in 2019. Total employment impacts in 2022 were 3,550 jobs, about 500 jobs fewer than in 2019. A summary of economic impacts for ISP from 2019, 2020 and 2022 is shown in **Table 4-16**.

Table 4-16: Economic Impacts for ISP

Item	2019	2020	2022
Direct Impacts			
Airport-Related Payrolls	\$156,901,800	\$112,432,700	\$177,997,300
Airport Expenditures	\$375,250,900	\$270,507,500	\$335,948,000
Airport-Related Employment	2,874 Jobs	1,669 Jobs	2,539 Jobs
Induced Impacts			
Induced Impacts	\$201,935,600	\$142,283,200	\$188,964,200
Total Induced Employment Impacts	1,212 Jobs	852 Jobs	1,011 Jobs
Grand Total Dollar Impacts	\$577,186,500	\$412,790,700	\$524,912,200
Grand Total Income Impacts	\$229,334,400	\$163,767,600	\$246,371,900
Grand Total Employment Impacts	4,086 Jobs	2,521 Jobs	3,550 Jobs
Estimated State and Local Taxes	\$45,986,921	\$31,326,630	\$38,141,500

Source: IMPLAN Modeling by Consultant, 2021.

Syracuse Hancock International Airport

Airport Facilities

Syracuse Hancock International Airport (SYR) is located four miles northeast of Syracuse, in Onondaga County. It is owned and operated by the City of Syracuse. SYR is a Small Hub airport that covers 2,000 acres and features two intersecting runways, a terminal complex, and general aviation hangars and related facilities. The primary runway (10-28) is 9,003 feet by 150 feet, while the crosswind runway (15-33) is 7,500 feet by 150 feet. The Airport can accommodate all airline and general aviation aircraft types. In 2017-2018, \$62.4 million was invested in the wide-scale redesign, reconstruction, and expansion of the terminal building, with the terminal itself increasing by 14,500 square feet. The Airport continues to invest in other ongoing capital improvements to the airfield and terminal area.

Aviation Activity

In 2019 SYR enplaned 1,271,900 passengers. For 2020, the travel impacts of COVID-19 reduced those enplanement levels to 433,800 (-66%). Aircraft operations for 2019 totaled 65,574. The reduction in enplanements materially reduced the economic impact of the Airport for 2020 by reducing visitor spending. In 2022, enplanements rose back up to 1,265,843 passengers, only 0.5 percent fewer than in 2019.



There are 23 non-stop destinations served by the six airlines, shown in **Table 4-17**, at SYR. Air cargo service is provided by FedEx, UPS, and passenger airline freight services. SYR is designated as an International Port of Entry and has USCBP staff at the facility. In addition to its important commercial service role, the airport is used for recreational flying, corporate/business activity, aerial inspections, police/law enforcement, aerial photography, search and rescue, emergency medical evacuation, and medical shipments.

Table 4-17: Airlines Serving SYR

Airlines		
Allegiant	Delta	JetBlue
American	Frontier	United

Source: Airport Management Surveys, 2021.

SYR has two FBOs - Million Air and Signature Flight Services. Combined services include fuel sales, ground handling for charter, international, and air cargo, aircraft parking, rental cars, and other aviation related services.

Economic Activity at SYR

SYR supports employees of the airlines, rental car companies, air cargo operators, aircraft maintenance and fuel sales personnel, FAA, TSA, terminal concessionaires, Hancock Field Air National Guard Base, New York State Police, USCBP, U.S. Immigration, U.S. Postal Service, corporate flight departments, and airport management. The significance of the airport to area commerce is emphasized by its business clientele. Prominent corporate and institutional organization airport users include Upstate Medical University, Syracuse University, UPS, FedEx and Delaware North Company Travel and Hospitality Services. Other nearby prominent companies are Johnson Controls, Welch-Allyn Inc., Hotel Acquisition Company, American Food & Vending Corp., Byrne Dairy, Crouse Hospital, Carrols Restaurant Group, Seneca Data, and Verizon.

Economic Impacts for SYR

In 2019, study surveys of sponsors and businesses revealed that 3,687 jobs and \$520.6 million in expenditures are the direct result of on-airport businesses, including airport sponsor expenditures, and visitor spending at the airport. Including indirect expenditures, the total impact for Syracuse Hancock International Airport was \$830.8 million, supporting 5,692 jobs. For 2020, total dollar impacts decreased by \$197.3 million to \$633.5 million and total employment decreased to 3,646 jobs. In 2022, economic impacts did not hit 2019 levels. Total dollar impacts in 2022 reached about \$864.5 million, about \$33.8 million less than in 2019. Total employment impacts in 2022 were 4,076 jobs, about 1,600 jobs fewer than in 2019. A summary of economic impacts for SYR from 2019, 2020 and 2022 is shown in **Table 4-18**.

Table 4-18: Economic Impacts for SYR

Item	2019	2020	2022
Direct Impacts			
Airport-Related Payrolls	\$196,766,000	\$149,910,700	\$227,432,600
Airport Expenditures	\$520,609,700	\$402,159,800	\$512,396,300
Airport-Related Employment	3,687 Jobs	2,135 Jobs	4,186
Induced Impacts			



Item	2019	2020	2022
Induced Impacts	\$310,147,500	\$231,311,400	\$352,126,000
Total Induced Employment Impacts	2,005 Jobs	1,511 Jobs	2,093
Grand Total Dollar Impacts	\$830,757,200	\$633,471,200	\$864,522,300
Grand Total Income Impacts	\$298,767,500	\$226,485,400	\$351,312,800
Grand Total Employment Impacts	5,692 Jobs	3,646 Jobs	6,279
Estimated State and Local Taxes	\$74,258,804	\$56,433,289	\$58,578,300

Source: IMPLAN Modeling by Consultant, 2021.

Westchester County Airport

Airport Facilities

Westchester County Airport (HPN) is located three miles northeast of White Plains. As a Small Hub airport, HPN is owned by the County and operated by AvPorts. The Airport covers 702 acres and features two intersecting runways, a terminal complex, general aviation hangars and related facilities. The primary runway (16-34) is 6,549 feet by 150 feet, while the crosswind runway (11-29) is 4,451 feet by 150 feet. The Airport was closed briefly in 2020 to conduct runway repairs during the COVID-19 shutdown. The Airport continues to invest in other ongoing capital improvements to the airfield and terminal area.

Aviation Activity

In 2019 HPN enplaned 872,000 passengers. For 2020, the travel impacts of COVID-19 reduced those enplanement levels to 232,300 (-73%). Aircraft operations for 2019 totaled 158,672. The reduction in enplanements materially reduced the economic impact of the Airport for 2020 by reducing visitor spending. In 2022, enplanements rose up to 873,250, surpassing the 2019 enplanements number by 0.14 percent.

There are 16 non-stop destinations served by the five airlines, shown in **Table 4-19**, at HPN. Air cargo service is provided by FedEx, UPS, and passenger airline freight services. In addition to its important commercial service role, the airport is used for corporate/business activity, aerial inspections, police/law enforcement, aerial photography, search and rescue, emergency medical evacuation, and medical shipments.

Table 4-19: Airlines Serving HPN

Airlines		
American	Delta	United
Cape Air	JetBlue	

Source: Airport Management Surveys, 2021.

HPN is served by three FBOs with a total of five on-airport locations: Signature Flight Support, Ross Aviation, and Million Air White Plains. Combined services include fuel sales; ground handling for charter, international, and air cargo; aircraft parking, hangars, aircraft maintenance, rental cars, and other aviation related services.

Economic Activity at HPN

More than 70 businesses are at the Airport, including the airlines, car rental agencies, FAA, TSA, and other aviation services, such as food service, freight forwarding, and airline support. Corporate aviation plays a large role in the use of the Airport and in creating local aviation jobs. Prominent corporate and institutional organization airport users include AboveNet, Bunge Limited, Citigroup Corporate Aviation, Dannon, General Electric Co., Heineken, IBM Corporation, ITT, JP Morgan Chase, Krasdale Foods, McGraw-Hill Companies, Mitsui & Co., Paxar Corporation, PepsiCo, Phillip Morris, Sabra Dipping Company, Texaco, The United States Tennis Association, Triumph Apparel Corporation, and the Xerox Corporation.

Economic Impacts for HPN

In 2019, Study surveys of sponsors and businesses revealed that 3,683 jobs and \$751.4 million in expenditures are the direct result of on-airport businesses, including airport sponsor expenditures, and visitor spending at the airport. Including indirect expenditures, the total impact for Westchester County Airport was \$1.1 billion, supporting 5,433 jobs. For 2020, total dollar impacts decreased by \$199.1 million to \$861.4 million and total employment decreased to 3,742 jobs. In 2022, some economic impacts surpassed 2019 levels. Total dollar impacts in 2022 reached almost \$1 billion, about \$56 million less than in 2019. However, total employment impacts in 2022 were 5,515 jobs, about 80 more jobs than in 2019. A summary of economic impacts for HPN from 2019, 2020 and 2022 is shown in **Table 4-20**.

Table 4-20: Economic Impacts for HPN

Item	2019	2020	2022
Direct Impacts			
Airport-Related Payrolls	\$318,110,400	\$256,758,900	\$387,274,400
Airport Expenditures	\$751,360,000	\$617,089,900	\$690,311,100
Airport-Related Employment	3,683 Jobs	2,339 Jobs	3,926 Jobs
Induced Impacts			
Induced Impacts	\$309,083,300	\$244,273,900	\$314,057,400
Total Induced Employment Impacts	1,750 Jobs	1,403 Jobs	1,589 Jobs
Grand Total Dollar Impacts	\$1,060,443,300	\$861,363,800	\$1,004,368,500
Grand Total Income Impacts	\$443,689,300	\$356,680,000	\$516,027,300
Grand Total Employment Impacts	5,433 Jobs	3,742 Jobs	5,515 Jobs
Estimated State and Local Taxes	\$70,984,221	\$55,033,874	\$61,978,500

Source: IMPLAN Modeling by Consultant, 2021.

4.2.2. Non-Hub Commercial Service Airports

Adirondack Regional Airport

Airport Facilities

Adirondack Regional Airport (SLK) is located four miles northwest of the City of Saranac Lake within the jurisdiction of the Adirondack Park Agency (APA) on approximately 1,500 acres of level terrain surrounded by hills and mountains. SLK is classified as a Non-Hub commercial service airport serving the North Country of New York. The primary runway (5-23) measures 6,573 feet by 150



feet and can accommodate medium to large business jet aircraft. Runway 9-27 is the crosswind runway and measures 3,997 feet by 100 feet. SLK has a small terminal building and a number of aircraft hangars.

Aviation Activity

SLK is one of five New York airports supported by the U.S. Department of Transportation Essential Air Service program. As the major air center for the Tri-Lakes Area and Northern New York State, SLK provides service to the Boston, MA market with three departures and arrivals per day via Cape Air. In 2019, SLK enplaned 4,830 passengers. For 2020, the travel impacts of COVID-19 reduced the enplanement levels to 1,620 (-66%). In 2022, enplanements rose back up to 4,000 passengers, though still 17 percent fewer than in 2019.

Aircraft operations for 2019 totaled 6,900. In addition to commercial service, Adirondack Regional supports general aviation activity and has 17 aircraft based on the airport. New York State Police operates a helicopter at the Airport and North Country Life Flight’s flight nursing operation is also based at the Airport. The National Guard operates helicopters at the Airport, as do local utility providers.

Economic Activity at SLK

The significance of the Airport to area commerce is underscored by its business clientele. Prominent corporate users of Adirondack Regional Airport include Cape Air, NetJets Aviation, Wells Fargo, Citation Air, Coca-Cola, US Bancorp, and others. In addition, the Airport supports employees of ground transportation companies (rental car, taxi, Uber, and Lyft drivers), aircraft maintenance, fuel sales personnel, law enforcement, and airport management. SLK also supports air access to the U.S. Olympic Training Center at Lake Placid, which attract athletes from all over the world.

Economic Impacts for SLK

For 2019, study surveys of sponsors and businesses revealed that 54 jobs and \$8.6 million in expenditures are the direct result of on-airport businesses, including airport sponsor expenditures, and visitor spending at the airport. Including indirect expenditures, the total impact for Adirondack Regional Airport was \$11.6 million, supporting 73 jobs. For 2020, total dollar impacts decreased by \$370,000 to \$11.3 million and total employment decreased to 69 jobs. In 2022, economic impacts surpassed 2019 levels. Total dollar impacts in 2022 reached almost \$13.9 million, about \$1.7 million more than in 2019. Total employment impacts in 2022 were 91 jobs, 18 jobs more than in 2019. A summary of economic impacts for SLK from 2019, 2020 and 2022 is shown in **Table 4-21**.

Table 4-21: Economic Impacts for SLK

Item	2019	2020	2022
Direct Impacts			
Airport-Related Payrolls	\$3,066,500	\$2,963,300	\$4,536,500
Airport Expenditures	\$8,636,600	\$8,359,600	\$10,433,500
Airport-Related Employment	54 Jobs	50 Jobs	68 Jobs
Induced Impacts			
Induced Impacts	\$3,000,900	\$2,907,900	\$3,433,000



Item	2019	2020	2022
Total Induced Employment Impacts	19 Jobs	19 Jobs	23 Jobs
Grand Total Dollar Impacts	\$11,637,500	\$11,267,500	\$13,866,500
Grand Total Income Impacts	\$3,924,400	\$3,795,100	\$5,618,000
Grand Total Employment Impacts	73 Jobs	69 Jobs	91 Jobs
Estimated State and Local Taxes	\$553,723	\$523,183	\$279,900

Source: IMPLAN Modeling by Consultant, 2021.

Elmira / Corning Regional Airport

Airport Facilities

Elmira/Corning Regional Airport (ELM) is a Non-Hub commercial service facility located between the cities of Elmira and Corning and serves the Southern Tier of New York and the Northern Tier of Pennsylvania. The Airport is owned and operated by Chemung County and covers 1,000 acres and features two intersecting runways and a terminal complex. ELM’s primary runway (6-24) is 8,001 feet by 150 feet, while the crosswind runway (10-28) is 5,404 feet by 150 feet. The Airport can accommodate all airline and general aviation aircraft types.

Aviation Activity

In 2019, ELM enplaned 156,400 passengers during the calendar year. For 2020, the travel impacts of COVID-19 reduced the enplanement levels to 51,300 (-67%). Aircraft operations for 2019 totaled 15,601. The reduction in enplanements materially reduced the economic impact of the Airport for 2020 by reducing visitor spending. In 2022, enplanements rose back up to 81,746 passengers, though still 48 percent fewer than in 2019.

Two airlines serve ELM, Delta, and Allegiant. Delta flies to Detroit and Allegiant flies to three Florida destinations, with seasonal service to Myrtle Beach. Air cargo service is provided by FedEx, UPS, and Delta Air Lines freight services.

General Aviation at ELM is served by two FBO’s; Atlantic Aviation and Premier Aviation. The FBO’s offers ground services, Jet A and Avgas, de-icing, hangars, charter customer services and processing and cargo handling.

Economic Activity at ELM

The airport supports a wide range of businesses including rental car agencies, air freight operators, aircraft maintenance and fuel sales companies, the Elmira Soaring School, airline terminal concessions companies, Atlantic Aviation, Premier Aviation, and airport management. In addition, the FAA and TSA have personnel located at the Airport. Prominent corporate users and local businesses include Corning Incorporated, the Hilliard Corporation, Hardinge, F M Howell & Co, Southern Tier Industries, and CVS Pharmacy, among others.

Economic Impacts for ELM

In 2019, study surveys of sponsors and businesses revealed that 554 jobs and \$84.6 million in expenditures are the direct result of on-airport businesses, including airport sponsor expenditures, and visitor spending at the airport. Including indirect expenditures, the total impact for Elmira/Corning Regional Airport was \$117.3 million, supporting 765 jobs. For 2020, total dollar impacts decreased by \$21 million to \$95.8 million and total employment decreased to 536 jobs.



In 2022, economic impacts did not hit 2019 levels. Total dollar impacts in 2022 reached \$94.2 million, about \$23 million less than in 2019. Total employment impacts in 2022 were 181 jobs, 30 fewer jobs than in 2019. A summary of economic impacts for ELM from 2019, 2020 and 2022 is shown in **Table 4-22**.

Table 4-22: Economic Impacts for ELM

Item	2019	2020	2022
Direct Impacts			
Airport-Related Payrolls	\$28,361,500	\$22,268,500	\$25,588,400
Airport Expenditures	\$84,611,800	\$69,226,200	\$65,190,300
Airport-Related Employment	554 Jobs	365 Jobs	371 Jobs
Induced Impacts			
Induced Impacts	\$32,682,700	\$26,582,200	\$29,042,900
Total Induced Employment Impacts	211 Jobs	171 Jobs	181 Jobs
Grand Total Dollar Impacts	\$117,294,500	\$95,808,400	\$94,233,200
Grand Total Income Impacts	\$38,397,200	\$30,528,900	\$35,474,400
Grand Total Employment Impacts	765 Jobs	536 Jobs	552 Jobs
Estimated State and Local Taxes	\$10,684,596	\$8,574,227	\$6,640,200

Source: IMPLAN Modeling by Consultant, 2021.

Greater Binghamton Airport / Edwin A Link Field

Airport Facilities

Greater Binghamton Regional/Edwin A. Link Field (BGM) is a Non-Hub commercial service airport located eight miles north of Binghamton and owned by Broome County. The Airport covers 1,199 acres and features two intersecting runways and a terminal complex. The primary runway (16-34) is 7,305 feet by 150 feet wide, while the crosswind runway (10-28) is 5,001 feet by 150 feet. The Airport can accommodate most airline and general aviation aircraft types.

Aviation Activity

In 2019, BGM enplaned 38,100 passengers during the calendar year. For 2020, the travel impacts of COVID-19 reduced the enplanement levels to 8,500 (-78%). Aircraft operations for 2019 totaled 14,299. The reduction in enplanements materially reduced the economic impact of the Airport for 2020 by reducing visitor spending. In 2022, enplanements rose back up to 13,429 passengers, though still 65 percent fewer than in 2019.

BGM is served by Delta Air Lines with nonstop service to Detroit. Most of the daily departures from Greater Binghamton are operated on 50-seat regional jet aircraft. General Aviation at BGM is served by one full service FBO, FirstAir, with ground services, Jet A and Avgas, hangars, passenger terminal, and aircraft maintenance.

Economic Activity at BGM

In addition to the employees of Delta, the airport supports employees of rental car companies, air cargo operators, aircraft maintenance and fuel sales personnel, law enforcement, FAA, terminal concessions, corporate flight departments and airport management. Flight training toward private, instrument and commercial ratings and CFI training is offered by Goodrich Pilot Training

Center. Prominent corporate and institutional organizations in the area include Raymond Corporation, Universal Corporation, BAE Systems, United Health Services, Lockheed Martin, Collins Aerospace, L3 Technologies, Binghamton University, Endicott Interconnect Technologies, Broome County Government, Lourdes Hospital, IBM Corporation, New York State Electric and Gas, McIntosh Laboratory, Crowley Foods, Mirabito, Doron Precision Systems, and Maines Paper and Foods.

Economic Impacts for BGM

In 2019, study surveys of sponsors and businesses revealed that 243 jobs and \$39.7 million in expenditures are the direct result of on-airport businesses, including airport sponsor expenditures, and visitor spending at the airport. Including indirect expenditures, the total impact for Greater Binghamton Regional/Edwin A. Link Field was \$56.8 million, supporting 358 jobs. For 2020, total dollar impacts decreased by \$6.3 million to \$50.5 million and total employment decreased to 283 jobs. In 2022, some economic impacts surpassed 2019 levels. Total dollar impacts in 2022 reached almost \$57.7 million, about \$1 million more than in 2019. However, total employment impacts in 2022 were 326 jobs, 32 jobs fewer than in 2019. A summary of economic impacts for BGM from 2019, 2020 and 2022 is shown in **Table 4-23**.

Table 4-23: Economic Impacts for BGM

Item	2019	2020	2022
Direct Impacts			
Airport-Related Payrolls	\$16,169,300	\$14,564,900	\$17,107,000
Airport Expenditures	\$39,687,900	\$35,477,500	\$39,791,700
Airport-Related Employment	243 Jobs	183 Jobs	213 Jobs
Induced Impacts			
Induced Impacts	\$17,145,400	\$15,011,900	\$17,943,000
Total Induced Employment Impacts	115 Jobs	100 Jobs	113 Jobs
Grand Total Dollar Impacts	\$56,833,300	\$50,489,400	\$57,734,700
Grand Total Income Impacts	\$21,467,000	\$19,215,200	\$22,777,000
Grand Total Employment Impacts	358 Jobs	283 Jobs	326 Jobs
Estimated State and Local Taxes	\$4,165,088	\$3,569,016	\$3,010,500

Source: IMPLAN Modeling by Consultant, 2021.

Ithaca Tompkins Regional Airport

Airport Facilities

Ithaca Tompkins International Airport (ITH) is a Non-Hub commercial service airport located three miles northeast of Ithaca and owned by Tompkins County. The Airport covers 531 acres and features a single paved runway and terminal complex. The primary runway (14-32) is 6,977 feet by 150 feet. There is a turf runway, almost parallel (15-33), that is 2,018 feet by 50 feet. The Airport can accommodate most airline and general aviation aircraft types. In 2019, the Airport nearly doubled the size of it terminal building and added several new gates and passenger boarding bridges.



Aviation Activity

In 2019, ITH enplaned 109,300 passengers during the calendar year. For 2020, the travel impacts of COVID-19 reduced the enplanement levels to 33,100 (-70%). Aircraft operations for 2019 totaled 35,875. The reduction in enplanements materially reduced the economic impact of the Airport for 2020 by reducing visitor spending. In 2022, enplanements rose back up to 56,816 passengers, though still 48 percent fewer than in 2019.

The Airport serves five nonstop hubs: Newark, Dulles, Charlotte, Philadelphia, and Detroit through three airlines, shown in **Table 4-24**. ITH is marketed as a major international and national gateway to Cornell, Ithaca Colleges, and Tompkins Cortland Community College.

Table 4-24: Airlines Serving ITH

Airlines		
American	Delta	United

Source: Airport Management Surveys, 2021.

General Aviation at ITH is served by Taughanock Aviation, which has been the provider of FBO services at the Airport since 1997, with over 50,000 square feet of new hangar facilities and a 9,000 square foot FBO and new company headquarters on the field. Services include Jet A and Avgas, ground services, heated hangar space, passenger terminal, ramp space, aircraft maintenance, and aircraft charter.

Economic Activity at ITH

In addition to the employees of three airlines, the airport supports employees of several rental car agencies, ground transportation, TSA, FAA, terminal concessionaires, corporate aviation, security, aircraft maintenance and fuel sales personnel, and airport management. Faculty and students at Cornell University and Ithaca College are major users of the Airport, as are employers such as Pfizer, BorgWarner, Tompkins Financial, MPL, the Cayuga Medical Center, and many others.

Economic Impacts for ITH

In 2019, study surveys of sponsors and businesses revealed that 448 jobs and \$67.9 million in expenditures are the direct result of on-airport businesses, including airport sponsor expenditures, and visitor spending at the airport. Including indirect expenditures, the total impact for Ithaca Tompkins International Airport was \$90.2 million, supporting 596 jobs. For 2020, total dollar impacts decreased by \$14.5 million to \$75.6 million and total employment decreased to 451 jobs. In 2022, economic impacts did not hit 2019 levels. Total dollar impacts in 2022 reached over \$57.4 million, about \$32.7 million less than in 2019. Total employment impacts in 2022 were 368 jobs, 228 jobs fewer than in 2019. A summary of economic impacts for ITH from 2019, 2020 and 2022 is shown in **Table 4-25**.

Table 4-25: Economic Impacts for ITH

Item	2019	2020	2022
Direct Impacts			
Airport-Related Payrolls	\$25,541,300	\$21,012,900	\$19,129,700
Airport Expenditures	\$67,878,200	\$57,064,100	\$41,187,800
Airport-Related Employment	448 Jobs	328 Jobs	270 Jobs



Item	2019	2020	2022
Induced Impacts			
Induced Impacts	\$22,277,900	\$18,530,800	\$16,242,100
Total Induced Employment Impacts	148 Jobs	123 Jobs	98 Jobs
Grand Total Dollar Impacts	\$90,156,100	\$75,594,900	\$57,430,000
Grand Total Income Impacts	\$32,349,500	\$26,708,600	\$24,601,700
Grand Total Employment Impacts	596 Jobs	451 Jobs	368 Jobs
Estimated State and Local Taxes	\$6,649,064	\$5,394,586	\$3,598,100

Source: IMPLAN Modeling by Consultant, 2021.

Massena International Airport – Richards Field

Airport Facilities

Massena International Airport – Richards Field (MSS) is owned by the Town of Massena and located on the border of New York and Canada in St. Lawrence County. MSS is a Non-Hub airport that covers 752 acres and features two intersecting runways, a terminal building, and general aviation hangars and related facilities. The primary runway (5-23) is 5,601 feet by 100 feet, while the crosswind runway (9-27) is 4,000 feet by 100 feet.

Aviation Activity

MSS is one of five New York airports supported by the U.S. Department of Transportation Essential Air Service (EAS) program. In 2019 MSS enplaned 5,056 passengers during the calendar year. For 2020, the travel impacts of COVID-19 reduced those enplanement levels to 2,000 (-60%). In 2022, enplanements increased to 4,721 passengers, which is within 6.6 percent fewer enplanements than in 2019.

Aircraft operations for 2019 totaled 9,190. The Airport is a U.S. Customs Port of Entry for planes entering the United States from Canada or other foreign countries. Boutique Air provides nonstop flights to Boston Logan Airport (BOS) under the EAS program. FBO services are currently provided by Town employees.

Economic Activity at MSS

In addition to the employees of Boutique Air, the airport supports employees of TSA, USCBP, aircraft fuel sales personnel, and airport management. Prominent corporate and institutional organizations in the area include CSX, Alcoa, Procter & Gamble, General Electric, Regeneron Pharmaceuticals, Bank of America, NetJets Aviation and Power Authority of the State of New York. Prior to the COVID-19 pandemic, Canadian air travelers would use the Airport.

Economic Impacts for MSS

In 2019, study surveys of sponsors and businesses revealed that 24 jobs and \$4.2 million in expenditures are the direct result of on-airport businesses, including airport sponsor expenditures, and visitor spending at the airport. Including indirect expenditures, the total impact for Massena International Airport - Richards Field was \$5.6 million, supporting 34 jobs. For 2020, total dollar impacts decreased by \$133,800 and total employment decreased to 32 jobs. In 2022, economic impacts surpassed 2019 levels. Total dollar impacts in 2022 reached almost \$11.7 million, about \$6.1 million more than in 2019. Total employment impacts in 2022 were 63 jobs, 29 jobs more



than in 2019. A summary of economic impacts for MSS from 2019, 2020 and 2022 is shown in Table 4-26.

Table 4-26: Economic Impacts for MSS

Item	2019	2020	2022
Direct Impacts			
Airport-Related Payrolls	\$1,724,700	\$1,688,200	\$3,071,000
Airport Expenditures	\$4,180,500	\$4,084,800	\$8,575,700
Airport-Related Employment	24 Jobs	23 Jobs	43 Jobs
Induced Impacts			
Induced Impacts	\$1,402,400	\$1,364,300	\$3,153,600
Total Induced Employment Impacts	10 Jobs	9 Jobs	20 Jobs
Grand Total Dollar Impacts	\$5,582,900	\$5,449,100	\$11,729,300
Grand Total Income Impacts	\$2,130,100	\$2,082,600	\$4,013,300
Grand Total Employment Impacts	34 Jobs	32 Jobs	63 Jobs
Estimated State and Local Taxes	\$406,817	\$393,585	\$549,600

Source: IMPLAN Modeling by Consultant, 2021.

Niagara Falls International Airport

Airport Facilities

Niagara Falls International Airport (IAG) is located four miles east of Niagara Falls and roughly 10 miles north of Buffalo. The Airport is a Non-Hub airport operated by Niagara Frontier Transportation Authority (NFTA) and features three runways. The primary runway (10L-28R) is 9,826 feet by 150 feet, while the crosswind runway (6-24) is 5,188 feet by 150 feet. There is a general aviation runway (10R-28L) that is 3,972 feet by 78 feet. The Airport has the fourth-longest runway in the state and has USCBP facilities to process international passengers. The Airport has a 69,400 square feet terminal building with significant ramp space and parking area on the south side. IAG is jointly used with the military, which includes the Air Force Reserve Command's 914th Airlift Wing and the New York Air National Guard's 107th Airlift Wing on the north side of the Airport.

Aviation Activity

In 2019, IAG enplaned 122,100 passengers. For 2020, the travel impacts of COVID-19 reduced those enplanement levels to 42,000 (-66%). Aircraft operations for 2019 totaled 18,469. The reduction in enplanements reduced the economic impact of the Airport for 2020 by reducing visitor spending. In 2022, enplanements rose back up to 58,453 passengers, though still 52 percent fewer than in 2019.

There were two airlines, Allegiant and Spirit, serving five non-stop destinations from IAG in 2019. Since that time Spirit has suspended operations until travel demand returns. There is one FBO at IAG, Calspan Air Services, which sells fuel, provides aircraft parking, hangars, rental cars, and aircraft maintenance.

Economic Activity at IAG

Tourism is the top industry in Niagara Falls and the Airport is poised to take advantage of better pricing points than those in Toronto, Canada. Economic activities at the Airport include significant military, airline, tourism, business/corporate, recreational flying, police/law enforcement, traffic/news reporting and prisoner transport. Prominent corporate and institutional organizations, airport users include Xtra Airways, NetJets Aviation, SE Aviation, Quest Diagnostics, USA Jet Airlines, New York Power Authority, Falcon Air Express, Wells Fargo Bank Northwest, Precision Process Equipment, Precious Plate, Seneca Gaming, Norampac Industries, and Manitoba Aeronautical Corp. The military has a significant presence on the Airport, with the 914th Air Wing and the 107th Air Wing, with more than 1,000 personnel.

Economic Impacts for IAG

In 2019, study surveys of sponsors and businesses revealed that 1,303 jobs and \$135 million in expenditures are the direct result of on-airport businesses, including airport sponsor expenditures, and visitor spending at the airport. Including indirect expenditures, the total impact for Niagara Falls International Airport was \$219.4 million, supporting 1,840 jobs. For 2020, total dollar impacts decreased by \$19.8 million to \$199.6 million and total employment decreased to 1,641 jobs. In 2022, economic impacts surpassed 2019 levels. Total dollar impacts in 2022 reached almost \$340.2 million, about \$121 million more than in 2019. Total employment impacts in 2022 were 2,992 jobs, 1,152 jobs more than in 2019. A summary of economic impacts for IAG from 2019, 2020 and 2022 is shown in **Table 4-27**.

Table 4-27: Economic Impacts for IAG

Item	2019	2020	2022
Direct Impacts			
Airport-Related Payrolls	\$64,113,900	\$59,619,500	\$125,540,200
Airport Expenditures	\$134,954,100	\$123,431,000	\$231,232,100
Airport-Related Employment	1,303 Jobs	1,155 Jobs	2,354 Jobs
Induced Impacts			
Induced Impacts	\$84,425,100	\$76,148,200	\$108,948,600
Total Induced Employment Impacts	537 Jobs	486 Jobs	638 Jobs
Grand Total Dollar Impacts	\$219,379,200	\$199,579,200	\$340,180,700
Grand Total Income Impacts	\$92,628,000	\$85,367,200	\$162,384,300
Grand Total Employment Impacts	1,840 Jobs	1,641 Jobs	2,992 Jobs
Estimated State and Local Taxes	\$12,370,823	\$10,565,685	\$15,394,000

Source: IMPLAN Modeling by Consultant, 2021.

Ogdensburg International Airport

Airport Facilities

Ogdensburg International Airport (OGS) is owned and operated by the Ogdensburg Bridge & Port Authority and located on the border of New York and Canada in St. Lawrence County. OGS is a Non-Hub airport that covers 500 acres and features one runway (9-27) that is 6,400 feet by 150 feet. The Airport has a terminal building, hangar area, and large auto parking lot to accommodate



business and leisure travelers. The terminal and runway expansion, completed in 2016, succeeded in attracting new airline service to the Airport.

Aviation Activity

OGS is one of five New York airports supported by the U.S. Department of Transportation Essential Air Service (EAS) program. In 2019 OGS enplaned 26,900 passengers during the calendar year. For 2020, the travel impacts of COVID-19 reduced those enplanement levels to 9,259 (-66%). In 2022, enplanements further fell to 7,872 passengers, which is 71 percent fewer than in 2019.

Aircraft operations for 2019 totaled 1,766. The Airport is a U.S. Customs Port of Entry for planes entering the United States from Canada or other foreign countries. United Airlines serves the Airport with nonstop flights to Washington Dulles. Allegiant Airlines formerly served the airport with non-stop service to Orlando and Clearwater/St. Petersburg but stopped service during 2020 due reduction in demand because of COVID-19 and the associated closure of the Canadian border. FBO services are currently provided by the Ogdensburg Bridge & Port Authority.

Economic Activity at OGS

In addition to airline employees, the Airport supports employees of TSA, aircraft fuel sales personnel, and airport management. The significance of the airport to area commerce is in many ways defined by its business clientele. Prominent corporate and institutional organization airport users include Bank of America, EMS Services of New York, Procter & Gamble, New York State Department of Correctional Services, Dow Corning, Alcoa, General Electric, and numerous others. Prior to the COVID-19 pandemic, a significant number of Canadian air travelers used the Airport.

Economic Impacts for OGS

In 2019, study surveys of sponsors and businesses revealed that 107 jobs and \$16.9 million in expenditures are the direct result of on-airport businesses, including airport sponsor expenditures, and visitor spending at the airport. Including indirect expenditures, the total impact for Ogdensburg International Airport was \$22.8 million, supporting 148 jobs. For 2020, total dollar impacts decreased by \$2.1 million to \$20.7 million and total employment decreased to 125 jobs. In 2022, economic impacts did not hit 2019 levels. Total dollar impacts in 2022 reached over \$13.9 million, about \$9 million less than in 2019. Total employment impacts in 2022 were 79 jobs, 69 jobs fewer than in 2019. A summary of economic impacts for OGS from 2019, 2020 and 2022 is shown in **Table 4-28**.

Table 4-28: Economic Impacts for OGS

Item	2019	2020	2022
Direct Impacts			
Airport-Related Payrolls	\$6,281,500	\$5,719,100	\$4,462,800
Airport Expenditures	\$16,912,800	\$15,437,200	\$10,362,200
Airport-Related Employment	107 Jobs	88 Jobs	57 Jobs
Induced Impacts			
Induced Impacts	\$5,846,900	\$5,260,000	\$3,541,000
Total Induced Employment Impacts	41 Jobs	37 Jobs	23 Jobs
Grand Total Dollar Impacts	\$22,759,700	\$20,697,200	\$13,903,200
Grand Total Income Impacts	\$7,952,500	\$7,221,100	\$5,545,800





Item	2019	2020	2022
Grand Total Employment Impacts	148 Jobs	125 Jobs	79 Jobs
Estimated State and Local Taxes	\$1,480,667	\$1,276,731	\$677,100

Source: IMPLAN Modeling by Consultant, 2021.

Plattsburgh International Airport

Airport Facilities

Plattsburgh International Airport (PBG) is owned and operated by Clinton County and located three miles south of the city near Lake Champlain. The former military base is a Non-Hub airport that covers 1,912 acres and features one runway (9-27) that is 11,759 feet by 200 feet. The Airport can accommodate all aircraft in the civil and military fleet. The Airport has a recently expanded terminal building, USCBP, and large air cargo handling area. In addition, the numerous military hangars and facilities have been repurposed for general aviation and business usage. In 2018, the state announced an investment of \$42.9 million to modernize PBG. Since that time, many capital improvements have been made and the work continues.

Aviation Activity

PBG is one of five New York airports supported by the U.S. Department of Transportation Essential Air Service (EAS) program. In 2019 PBG enplaned 125,500 passengers during the calendar year. For 2020, the travel impacts of COVID-19 reduced those enplanement levels to 43,300 (-65%). In 2022, enplanements rose back up to 74,258 passengers, though still 41 percent fewer than in 2019.

Aircraft operations for 2019 totaled 11,932. The Airport is a U.S. Customs Port of Entry for planes entering the United States from Canada or other foreign countries. United Airlines and Allegiant Air serve the Airport with nonstop flights to five destinations including Washington, Orlando, Clearwater/St. Petersburg, Fort Lauderdale, and Fort Myers. Previous surveys have shown that up to 85 percent of the air travelers at PBG are from Canada. FBO services are currently provided by Eagle Aviation Services.

Economic Activity at PBG

As a former air base that was closed in 1995, the facility was managed by Plattsburgh Airbase Redevelopment Corporation (PARC) through 2018. PARC was responsible for the full 5,000-acre facility, including development of the significant industrial park. With the sale of the final 8.3-acre parcel, the PARC voted unanimously to dissolve the organization. There are 80 tenants that perform manufacturing, medical care, food processing and jet engine testing, to name a few. Tenants include Bombardier, GSM Vehicles and Wyeth Pharmaceuticals. Prominent corporate and institutional organization users include Wells Fargo, EMS Services of New York, Advocacy and Resource Center, Power Authority of New York, and several others.

Economic Impacts for PBG

In 2019, study surveys of sponsors and businesses revealed that 501 jobs and \$69.1 million in expenditures are the direct result of on-airport businesses, including airport sponsor expenditures, and visitor spending at the airport. Including indirect expenditures, the total impact for Plattsburgh International Airport was \$99.8 million, supporting 714 jobs. For 2020, total dollar impacts decreased by \$17.1 million to \$82.7 million and total employment decreased to 525 jobs. In 2022,



economic impacts did not hit 2019 levels. Total dollar impacts in 2022 reached almost \$82.7 million, about \$17 million less than in 2019. Total employment impacts in 2022 were 551 jobs, 163 jobs fewer than in 2019. A summary of economic impacts for PBG from 2019, 2020 and 2022 is shown in **Table 4-29**.

Table 4-29: Economic Impacts for PBG

Item	2019	2020	2022
Direct Impacts			
Airport-Related Payrolls	\$27,713,500	\$23,120,900	\$25,365,900
Airport Expenditures	\$69,095,700	\$57,294,100	\$56,945,100
Airport-Related Employment	501 Jobs	348 Jobs	376 Jobs
Induced Impacts			
Induced Impacts	\$30,666,300	\$25,382,700	\$25,729,400
Total Induced Employment Impacts	213 Jobs	177 Jobs	175 Jobs
Grand Total Dollar Impacts	\$99,762,000	\$82,676,800	\$82,674,500
Grand Total Income Impacts	\$37,582,300	\$31,343,700	\$34,053,200
Grand Total Employment Impacts	714 Jobs	525 Jobs	551 Jobs
Estimated State and Local Taxes	\$7,235,406	\$5,530,815	\$5,079,100

Source: IMPLAN Modeling by Consultant, 2021.

Watertown International Airport

Airport Facilities

Watertown International Airport (ART) is owned and operated by Jefferson County and located in the Town of Hounsfield, six miles west of Watertown. ART is a Non-Hub airport that covers 1,060 acres and features two intersecting runways, a terminal building, and numerous hangars and other general aviation facilities. The primary runway (10-28) is 7,001 feet by 150 feet, while the crosswind runway (7-25) is 4,999 feet by 150 feet. ART is in the process of making capital improvements such as a runway/taxiway extension and terminal area development, designed to better serve air travelers in the region.

Aviation Activity

ART is one of five New York airports supported by the U.S. Department of Transportation Essential Air Service (EAS) program. In 2019 ART enplaned 22,500 passengers during the calendar year. For 2020, the travel impacts of COVID-19 reduced those enplanement levels to 11,700 (-48%). In 2022, enplanements rose back up to 20,699 passengers, though still 8 percent fewer than in 2019.

Aircraft operations for 2019 totaled 49,786. The Airport has twice-daily scheduled commercial airline service via American Airlines to Philadelphia, providing connections to all American routes and destinations. Additionally, the airport is used for corporate/business aviation, recreational flying, air cargo, police and law enforcement, aerial photography, search and rescue, and medical shipments.

Economic Activity at ART

In addition to airline and TSA employees, the Airport supports employees of the FBO, which is operated by the County. Watertown International Airport proudly serves the men and women of

neighboring Fort Drum and the 10th Mountain Division and provides connections for soldiers with family and friends throughout the country and the world. Prominent corporate and institutional organizations airport users include Beechcraft Corp., NetJets Aviation, New York State Police, Gulfstream Aerospace, Bank of America, Wachovia Financial Services, New York Power Authority, Conoco Phillips, and many others. Significant local companies include Knowlton Technologies, New York Air Brake Corporation, Stebbins Engineering and Manufacturing Company, and Samaritan Medical Center.

Economic Impacts for ART

In 2019, study surveys of sponsors and businesses revealed that 82 jobs and \$13.1 million in expenditures are the direct result of on-airport businesses, including airport sponsor expenditures, and visitor spending at the airport. Including indirect expenditures, the total impact for Watertown International Airport was \$18.4 million, supporting 118 jobs. For 2020, total dollar impacts decreased by \$1.2 million to \$17.1 million and total employment decreased to 105 jobs. In 2022, economic impacts surpassed 2019 levels. Total dollar impacts in 2022 reached over \$29.5 million, about \$11 million more than in 2019. Total employment impacts in 2022 were 182 jobs, 64 jobs more than in 2019. A summary of economic impacts for ART from 2019, 2020 and 2022 is shown in **Table 4-30**.

Table 4-30: Economic Impacts for ART

Item	2019	2020	2022
Direct Impacts			
Airport-Related Payrolls	\$6,759,600	\$6,404,800	\$10,056,600
Airport Expenditures	\$13,066,600	\$12,186,700	\$20,769,200
Airport-Related Employment	82 Jobs	72 Jobs	128 Jobs
Induced Impacts			
Induced Impacts	\$5,283,500	\$4,944,700	\$8,684,200
Total Induced Employment Impacts	36 Jobs	33 Jobs	54 Jobs
Grand Total Dollar Impacts	\$18,350,100	\$17,131,400	\$29,453,300
Grand Total Income Impacts	\$8,347,300	\$7,893,900	\$12,877,600
Grand Total Employment Impacts	118 Jobs	105 Jobs	182 Jobs
Estimated State and Local Taxes	\$1,449,040	\$1,328,080	\$1,620,500

Source: IMPLAN Modeling by Consultant, 2021.

4.3. General Aviation Airports

4.3.1. Akron Airport

Airport Facilities

Akron Airport (9G3) is located one mile east of Akron, roughly 15 miles east of Buffalo. The Airport is privately owned by Christian Airmen, Inc., and available for public use. 9G3 has one paved runway (7-25), which is 3,268 feet by 75 feet, and one turf runway (11-29), which is 1,955 feet by 50 feet. The Airport covers 155 acres and features hangars and general aviation terminal space.



Aviation Activity

Aircraft operations at 9G3 for 2019 totaled 50,900. The Airport lists 53 based aircraft, which include five multi-engine aircraft and one jet. Activities at the Airport include flight training, recreational flying, corporate/business use, staging area, aerial photography, emergency medical flights, and search and rescue. The Airport’s owner is also its FBO.

Economic Activity at 9G3

The Airport offers aircraft rentals along with experienced FAA certified flight instructors and a designated FAA examiner on staff. The Airport hosts breakfast fly-ins and attracts general aviation from the greater Buffalo MSA. Prominent business and corporate airport users include Michael F. Yates and Company Inc., Basin Industries and Rare Air.

Economic Impacts for 9G3

In 2019, study surveys of sponsors and businesses revealed that five jobs and \$760,900 in expenditures were the direct result of on-airport businesses, including airport sponsor expenditures, and visitor spending at the airport. Including indirect expenditures, the total impact for Akron Airport was \$1,313,700, supporting eight jobs. For 2020, total dollar impacts decreased by \$22,700 and total employment remained at eight jobs. In 2022, economic impacts surpassed 2019 levels. Total dollar impacts in 2022 reached \$1,744,200, about \$400,000 more than in 2019. Total employment impacts in 2022 were 11 jobs, three jobs more than in 2019. A summary of economic impacts for 9G3 from 2019, 2020 and 2022 is shown in **Table 4-31**.

Table 4-31: Economic Impacts for 9G3

Item	2019	2020	2022
Direct Impacts			
Airport-Related Payrolls	\$273,500	\$268,100	\$430,900
Airport Expenditures	\$760,900	\$747,200	\$1,029,700
Airport-Related Employment	5 Jobs	5 Jobs	7 Jobs
Induced Impacts			
Induced Impacts	\$552,800	\$543,800	\$714,600
Total Induced Employment Impacts	3 Jobs	3 Jobs	4 Jobs
Grand Total Dollar Impacts	\$1,313,700	\$1,291,000	\$1,744,200
Grand Total Income Impacts	\$467,200	\$458,800	\$677,600
Grand Total Employment Impacts	8 Jobs	8 Jobs	11 Jobs
Estimated State and Local Taxes	\$65,667	\$63,607	\$89,500

Source: IMPLAN Modeling by Consultant, 2021.

4.3.2. Alfred S. Nader Regional Airport

Airport Facilities

Alfred S. Nader Regional Airport (N66) is located three miles north of Oneonta in the Mohawk Valley region. It is the closest airport with a paved runway, to Cooperstown – home of the National

Baseball Hall of Fame – which is located 20 miles to the north. The Airport is owned by the City of Oneonta and covers 310 acres. N66 has a single runway (6-24) that is 4,199 feet by 75 feet. The Airport has an administration/terminal building, ramp area, one Conventional hangar and three sets of T-hangars.

Aviation Activity

Aircraft operations at N66 for 2019 totaled 21,600. The single busiest time of the year is Induction Weekend at the National Baseball Hall of Fame and Museum in Cooperstown. The Airport is used year-round for visitors traveling for business and pleasure. N66 lists 15 based aircraft, including one multi-engine aircraft and one helicopter. The City recently improved the fuel farm with two new 12,000-gallon tanks for 100LL and Jet A fuels. City crews keep the runways clear of snow during daylight hours.

Economic Activity at N66

Tourism is one of Otsego County’s largest industries which leads to the Airport being used heavily in the summer for regional attractions. The Airport also serves many other strategic purposes including business transportation, new business development, aerial medical evacuation, law enforcement, air cargo, air taxi, and charter service. An innovative drone training program was launched at the Airport in 2018, as a collaboration between Oneonta Job Corps, Hudson Valley College and SkyOP LLC of Canandaigua.

Economic Impacts for N66

In 2019, study surveys of sponsors and businesses revealed that six jobs and \$869,700 in expenditures are the direct result of on-airport businesses, including airport sponsor expenditures, and visitor spending at the airport. Including indirect expenditures, the total impact for Alfred S. Nader Regional Airport was \$1.2 million, supporting nine jobs. For 2020, total dollar impacts decreased by \$12,800 and total employment remained at nine jobs. In 2022, economic impacts returned to 2019 levels. Total dollar impacts in 2022 reached almost \$1.3 million, only about \$60,000 more than in 2019. Total employment impacts in 2022 remained at nine jobs. A summary of economic impacts for N66 from 2019, 2020 and 2022 is shown in **Table 4-32**.

Table 4-32: Economic Impacts for N66

Item	2019	2020	2022
Direct Impacts			
Airport-Related Payrolls	\$291,300	\$287,700	\$341,900
Airport Expenditures	\$869,700	\$860,400	\$899,600
Airport-Related Employment	6 Jobs	6 Jobs	7 Jobs
Induced Impacts			
Induced Impacts	\$363,100	\$359,600	\$397,300
Total Induced Employment Impacts	3 Jobs	3 Jobs	2 Jobs
Grand Total Dollar Impacts	\$1,232,800	\$1,220,000	\$1,296,900
Grand Total Income Impacts	\$403,100	\$398,400	\$464,700



Item	2019	2020	2022
Grand Total Employment Impacts	9 Jobs	9 Jobs	9 Jobs
Estimated State and Local Taxes	\$58,930	\$57,673	\$59,500

Source: IMPLAN Modeling by Consultant, 2021.

4.3.3. Becks Grove Airport

Airport Facilities

Becks Grove Airport (K16) is a privately owned airport located eight miles northwest of Rome in Central New York. The Airport covers 120 acres and has one paved runway (6-24) that is 3,000 feet by 23 feet. The Airport has one Conventional hangar, ramp space, and one set of T-hangars.

Aviation Activity

Aircraft operations at K16 for 2019 totaled 6,050. The Airport lists seven based aircraft, all of which are single-engine aircraft. Services are limited at the Airport; however, it does provide hangar space for aircraft owners in its service area.

Economic Activity at K16

Economic activities at the Airport include the use of small general aviation aircraft for a variety of purposes including personal and business flying and flight training. There is a business located on the Airport, Daman Construction Group, which employs 31 people and performs utility construction.

Economic Impacts for K16

In 2019, study surveys of sponsors and businesses revealed that 34 jobs and \$5.4 million in expenditures are the direct result of on-airport businesses, including airport sponsor expenditures, and visitor spending at the airport. Including indirect expenditures, the total impact for Becks Grove Airport was \$7.9 million, supporting 50 jobs. For 2020, total dollar impacts decreased by \$5,500 and total employment remained at 50 jobs. In 2022, economic impacts returned to 2019 levels. Total dollar impacts in 2022 reached \$8.4 million, about \$500,000 more than in 2019. Total employment impacts in 2022 were 49 jobs, only one job fewer than in 2019. A summary of economic impacts for K16 from 2019, 2020 and 2022 is shown in **Table 4-33**.

Table 4-33: Economic Impacts for K16

Item	2019	2020	2022
Direct Impacts			
Airport-Related Payrolls	\$2,078,100	\$2,076,600	\$2,337,100
Airport Expenditures	\$5,359,400	\$5,355,700	\$5,598,700
Airport-Related Employment	34 Jobs	34 Jobs	33 Jobs
Induced Impacts			
Induced Impacts	\$2,518,800	\$2,517,000	\$2,767,100
Total Induced Employment Impacts	16 Jobs	16 Jobs	16 Jobs

Item	2019	2020	
Grand Total Dollar Impacts	\$7,878,200	\$7,872,700	\$8,365,900
Grand Total Income Impacts	\$2,871,500	\$2,869,400	\$3,260,300
Grand Total Employment Impacts	50 Jobs	50 Jobs	49 Jobs
Estimated State and Local Taxes	\$295,777	\$295,290	\$277,500

Source: IMPLAN Modeling by Consultant, 2021.

4.3.4. Brookhaven Airport

Airport Facilities

Brookhaven Airport (HWV) is located one mile north of Shirley on Long Island, approximately 60 miles east of New York City. The Airport covers 795 acres and is owned by the Town of Brookhaven. HWV has two intersecting runways, an extensive terminal and ramp area, along with numerous T-hangars and Conventional hangars. Runway 15-33 is 4,222 feet by 150 feet, while the crosswind runway (6-24) is 4,201 feet by 100 feet.

Airport Activity

Aircraft operations at HWV for 2019 totaled 54,384. The Airport lists 174 based aircraft, which include seven multi-engine aircraft and one helicopter. Activities at HWV include corporate/business, recreational flying, flight instruction and aviation education. The Airport’s FBO is Northeast Airpark/Northeast Aviation Fueling. Services available at the Airport include aviation fuel sales, aircraft ground handling, aircraft parking (ramp or tiedown), hangars, passenger terminal and lounge, aircraft modifications, and aircraft painting.

Economic Activity at HWV

Employment at the Airport is related to flight training, FBO maintenance and fuel sales, along with some specialty operators. Prominent corporate and institutional organization users include Dowling College, Air Hamptons, USM Associates, and Crow Executive Air.

Economic Impacts for HWV

In 2019, study surveys of sponsors and businesses revealed that 55 jobs and \$7.3 million in expenditures are the direct result of on-airport businesses, including airport sponsor expenditures, and visitor spending at the airport. Including indirect expenditures, the total impact for Brookhaven Airport was \$12.2 million, supporting 85 jobs. For 2020, total dollar impacts decreased by \$141,700 and total employment decreased to 84 jobs. In 2022, economic impacts nearly returned to 2019 levels, and slightly surpassed them in some cases. Total dollar impacts in 2022 reached almost \$11 million, about \$1.3 million less than in 2019. However, total employment impacts in 2022 were 87 jobs, two jobs more than in 2019. A summary of economic impacts for HWV from 2019, 2020 and 2022 is shown in **Table 4-34**.



Table 4-34: Economic Impacts for HWV

Item	2019	2020	2022
Direct Impacts			
Airport-Related Payrolls	\$3,449,400	\$3,411,000	\$4,642,900
Airport Expenditures	\$7,294,800	\$7,204,500	\$6,551,800
Airport-Related Employment	55 Jobs	54 Jobs	63 Jobs
Induced Impacts			
Induced Impacts	\$4,944,000	\$4,892,600	\$4,401,800
Total Induced Employment Impacts	30 Jobs	30 Jobs	24 Jobs
Grand Total Dollar Impacts	\$12,238,800	\$12,097,100	\$10,953,600
Grand Total Income Impacts	\$5,251,100	\$5,194,600	\$6,231,900
Grand Total Employment Impacts	85 Jobs	84 Jobs	87 Jobs
Estimated State and Local Taxes	\$654,609	\$641,969	\$745,300

Source: IMPLAN Modeling by Consultant, 2021.

4.3.5. Buffalo-Lancaster Regional Airport

Airport Facilities

Buffalo-Lancaster Regional Airport (BQR) is located three miles northeast of Lancaster mile, approximately five miles east of Greater Buffalo International Airport. The Airport covers 100 acres and is privately owned by Lancaster Airport, Inc. BQR has a single runway (8-26) that is 3,199 feet by 75 feet. The Airport also has a terminal and ramp area, along with numerous T-hangars and one large Conventional hangar.

Aviation Activity

Aircraft operations at BQR for 2019 totaled 45,000. The Airport lists 59 based aircraft, which include two multi-engine aircraft and one helicopter. Activities at the Airport include flight training, recreational flying, and business use. BQR is the base for the Western New York Flying Club. The Airport’s owner is also its FBO.

Economic Activity at BQR

Employment at the Airport is related to flight training, FBO maintenance and fuel sales, along with some specialty operators. Prominent corporate and institutional organization users include Reliant Air, Aero-Tech Services, Northeastern Aero Services and FMT.

Economic Impacts for BQR

In 2019, study surveys of sponsors and businesses revealed that six jobs and \$613,800 in expenditures are the direct result of on-airport businesses, including airport sponsor expenditures, and visitor spending at the airport. Including indirect expenditures, the total impact for Buffalo-Lancaster Regional Airport was \$1.1 million, supporting nine jobs. For 2020, total dollar impacts decreased by \$31,300 and total employment decreased to eight jobs. In 2022, economic impacts nearly returned to 2019 levels. Total dollar impacts in 2022 reached \$968,400, only about

\$100,000 less than in 2019. Total employment impacts in 2022 were nine jobs, the same as in 2019. A summary of economic impacts for BQR from 2019, 2020 and 2022 is shown in **Table 4-35**.

Table 4-35: Economic Impacts for BQR

Item	2019	2020	2022
Direct Impacts			
Airport-Related Payrolls	\$226,100	\$218,700	\$274,000
Airport Expenditures	\$613,800	\$594,900	\$549,500
Airport-Related Employment	6 Jobs	6 Jobs	7 Jobs
Induced Impacts			
Induced Impacts	\$459,100	\$446,700	\$418,800
Total Induced Employment Impacts	3 Jobs	2 Jobs	2 Jobs
Grand Total Dollar Impacts	\$1,072,900	\$1,041,600	\$968,400
Grand Total Income Impacts	\$378,900	\$367,300	\$416,800
Grand Total Employment Impacts	9 Jobs	8 Jobs	9 Jobs
Estimated State and Local Taxes	\$63,939	\$61,104	\$75,600

Source: IMPLAN Modeling by Consultant, 2021.

4.3.6. Canandaigua Airport

Airport Facilities

Canandaigua Airport (IUA) is located three miles northwest of Canandaigua in the Finger Lakes Region. The Airport is owned by the Ontario County Industrial Development Agency and covers 296 acres. IUA has a single runway (13-31) that is 5,500 feet by 100 feet. The Airport also has a terminal and ramp area, along with numerous T-hangars and one large Conventional hangar.

Aviation Activity

Aircraft operations at IUA for 2019 totaled 21,600. The Airport lists 64 based aircraft, which include two multi-engine aircraft, one jet, and four helicopters. Activities at the Airport include corporate/business use, flight training, recreational flying, and aerial medical evacuation. The Airport’s FBO, MFC Aviation Services, sells aviation fuel, and provides several services including aircraft ground handling, oxygen service, aircraft parking (ramp or tiedown), hangars, hangar leasing, GPU/Power cart, and other corporate amenities.

Economic Activity at IUA

Employment at the Airport is related to corporate aviation, flight training, aerial medical evacuation operations, FBO maintenance and fuel sales, along with some specialty operators. Prominent corporate and institutional organization users include Constellation Brands located in Victor and E&J Gallo Winery, which recently purchased the Canandaigua Wine brand.



Economic Impacts for IUA

In 2019, study surveys of sponsors and businesses revealed that 20 jobs and \$2.7 million in expenditures are the direct result of on-airport businesses, including airport sponsor expenditures, and visitor spending at the airport. Including indirect expenditures, the total impact for Canandaigua Airport was \$3.8 million, supporting 28 jobs. For 2020, total dollar impacts increased by \$128,300 and total employment increased to 29 jobs. In 2022, economic impacts surpassed 2019 levels. Total dollar impacts in 2022 reached almost \$7.6 million, about \$3.7 million more than in 2019. Total employment impacts in 2022 were 67 jobs, 39 jobs more than in 2019. A summary of economic impacts for IUA from 2019, 2020 and 2022 is shown in **Table 4-36**.

Table 4-36: Economic Impacts for IUA

Item	2019	2020	2022
Direct Impacts			
Airport-Related Payrolls	\$1,038,200	\$1,073,700	\$2,868,700
Airport Expenditures	\$2,727,700	\$2,820,900	\$5,297,500
Airport-Related Employment	20 Jobs	22 Jobs	53 Jobs
Induced Impacts			
Induced Impacts	\$1,114,900	\$1,150,000	\$2,291,900
Total Induced Employment Impacts	8 Jobs	7 Jobs	14 Jobs
Grand Total Dollar Impacts	\$3,842,600	\$3,970,900	\$7,589,400
Grand Total Income Impacts	\$1,410,800	\$1,458,000	\$3,634,500
Grand Total Employment Impacts	28 Jobs	29 Jobs	67 Jobs
Estimated State and Local Taxes	\$176,068	\$188,118	\$508,500

Source: IMPLAN Modeling by Consultant, 2021.

4.3.7. Cattaraugus County – Olean Airport

Airport Facilities

Cattaraugus County-Olean Airport (OLE) is located 10 miles north of Olean in the western Southern Tier region. The Airport is owned by the City of Olean and covers 426 acres. OLE has a single paved runway (4-22) that is 4,800 feet by 100 feet, and a turf crosswind runway (16-34), that is 2,117 feet by 100 feet. The Airport also has a lean-to terminal space and ramp area, along with two sets of T-hangars and one large Conventional hangar.

Aviation Activity

Aircraft operations at OLE for 2019 totaled 25,550. The Airport lists 17 based aircraft, which include one multi-engine aircraft. The City of Olean serves as the FBO at the Airport and provides airport management, fuel sales, aircraft parking, hangars, rental cars, and courtesy transportation.

Economic Activity at OLE

Employment at the Airport is related to personal flying, flight training, some itinerant corporate aviation, FBO fuel sales, along with some specialty operators. A previous study found that the Airport is used by Saint Bonaventure University, NetJets Aviation, and Bombardier Aerospace.

Economic Impacts for OLE

In 2019, study surveys of sponsors and businesses revealed that five jobs and \$687,500 in expenditures are the direct result of on-airport businesses, including airport sponsor expenditures, and visitor spending at the airport. Including indirect expenditures, the total impact for Cattaraugus County-Olean Airport was \$943,900, supporting seven jobs. For 2020, total dollar impacts decreased by \$19,900 and total employment remained at seven jobs. In 2022, economic impacts surpassed 2019 levels. Total dollar impacts in 2022 reached \$2.3 million, about \$1.3 million more than in 2019. Total employment impacts in 2022 were 15 jobs, eight jobs more than in 2019. A summary of economic impacts for OLE from 2019, 2020 and 2022 is shown in **Table 4-37**.

Table 4-37: Economic Impacts for OLE

Item	2019	2020	2022
Direct Impacts			
Airport-Related Payrolls	\$275,100	\$269,400	\$645,100
Airport Expenditures	\$687,500	\$672,500	\$1,688,700
Airport-Related Employment	5 Jobs	5 Jobs	11 Jobs
Induced Impacts			
Induced Impacts	\$256,400	\$251,500	\$587,100
Total Induced Employment Impacts	2 Jobs	2 Jobs	4 Jobs
Grand Total Dollar Impacts	\$943,900	\$924,000	\$2,275,900
Grand Total Income Impacts	\$349,700	\$342,600	\$816,400
Grand Total Employment Impacts	7 Jobs	7 Jobs	15 Jobs
Estimated State and Local Taxes	\$36,124	\$34,215	\$84,300

Source: IMPLAN Modeling by Consultant, 2021.

4.3.8. Chapin Airport

Airport Facilities

Chapin Airport (1B8) is a privately owned airport located two miles north of Cambridge near the southern border of Vermont. The Airport is listed with 14 acres, yet it has two intersecting turf runways. Runway 5-23 is 2,130 feet by 65 feet, while Runway 7-25 is 2,100 feet by 63 feet. The Airport has a terminal, several small box hangars, and three sets of T-hangars.



Aviation Activity

Aircraft operations at 1B8 for 2019 totaled 1,400. The Airport lists 21 based aircraft, which includes one multi-engine aircraft. Services are limited at the Airport; however, it does provide hangar space for aircraft owners in its service area.

Economic Activity at 1B8

Economic activities at the Airport include the use of small general aviation aircraft for a variety of purposes including personal and business flying and flight training. The Airport is used extensively by the Cambridge Valley Flying Club.

Economic Impacts for 1B8

In 2019, study surveys of sponsors and businesses revealed that one job and \$104,000 in expenditures are the direct result of on-airport businesses, including airport sponsor expenditures, and visitor spending at the airport. Including indirect expenditures, the total impact for Chapin Airport was \$135,900, supporting one job. For 2020, total dollar impacts decreased by \$200 and total employment remained at one job. In 2022, economic impacts returned to 2019 levels and exceeded it in some cases. Total dollar impacts in 2022 reached \$193,800, about \$60,000 more than in 2019. Total employment impacts in 2022 remained at one job. A summary of economic impacts for 1B8 from 2019, 2020 and 2022 is shown in **Table 4-38**.

Table 4-38: Economic Impacts for 1B8

Item	2019	2020	2022
Direct Impacts			
Airport-Related Payrolls	\$18,300	\$18,300	\$129,200
Airport Expenditures	\$104,000	\$103,900	\$145,200
Airport-Related Employment	1 Job	1 Job	1 Job
Induced Impacts			
Induced Impacts	\$31,900	\$31,800	\$48,600
Total Induced Employment Impacts	0 Jobs	0 Jobs	0 Jobs
Grand Total Dollar Impacts	\$135,900	\$135,700	\$193,800
Grand Total Income Impacts	\$26,400	\$26,300	\$142,700
Grand Total Employment Impacts	1 Job	1 Job	1 Job
Estimated State and Local Taxes	\$5,139	\$5,125	\$11,000

Source: IMPLAN Modeling by Consultant, 2021.

4.3.9. Chautauqua County – Dunkirk Airport

Airport Facilities

Chautauqua County – Dunkirk Airport (DKK) is located three miles east of Dunkirk, with Lake Erie to the north and Interstate 90 to the south. The Airport is owned by the County and covers 450 acres. DKK has two intersecting runways. The primary runway (6-24) is 6,000 feet by 100 feet,

while the crosswind runway (15-33) is 4,000 feet by 100 feet. The Airport also has a terminal and ramp area, along with several Conventional hangars and one set of T-hangars.

Aviation Activity

Aircraft operations at DKK for 2019 totaled 26,005. The Airport lists 27 based aircraft, which include three multi-engine aircraft, two jets, and one helicopter. Centric Aviation serves as the FBO at the Airport and provides airport management, fuel sales, aircraft parking, hangars, and rental cars on site.

Economic Activity at DKK

Employment at the Airport is related to corporate aviation, personal flying, flight training, FBO fuel sales, aircraft maintenance, along with some specialty operators. Prominent corporate and institutional airport users of Chautauqua County-Dunkirk Airport include Bob Evans Farms, LuftLadder, Cessna Aircraft, and EMS Services of New York.

Economic Impacts for DKK

In 2019, study surveys of sponsors and businesses revealed that 12 jobs and \$1.4 million in expenditures are the direct result of on-airport businesses, including airport sponsor expenditures, and visitor spending at the airport. Including indirect expenditures, the total impact for Chautauqua County – Dunkirk Airport was \$2 million, supporting 16 jobs. For 2020, total dollar impacts decreased by \$53,400 and total employment remained at 16 jobs. In 2022, economic impacts surpassed 2019 levels. Total dollar impacts in 2022 reached almost \$3.5 million, about \$1.4 million more than in 2019. Total employment impacts in 2022 were 30 jobs, 14 jobs more than in 2019. A summary of economic impacts for DKK from 2019, 2020 and 2022 is shown in **Table 4-39**.

Table 4-39: Economic Impacts for DKK

Item	2019	2020	2022
Direct Impacts			
Airport-Related Payrolls	\$582,400	\$568,300	\$1,148,000
Airport Expenditures	\$1,404,500	\$1,365,800	\$2,389,600
Airport-Related Employment	12 Jobs	11 Jobs	23 Jobs
Induced Impacts			
Induced Impacts	\$606,100	\$591,400	\$1,060,800
Total Induced Employment Impacts	4 Jobs	5 Jobs	7 Jobs
Grand Total Dollar Impacts	\$2,010,600	\$1,957,200	\$3,450,400
Grand Total Income Impacts	\$755,900	\$737,700	\$1,467,800
Grand Total Employment Impacts	16 Jobs	16 Jobs	30 Jobs
Estimated State and Local Taxes	\$114,733	\$109,195	\$206,900

Source: IMPLAN Modeling by Consultant, 2021.



4.3.10. Chautauqua County – Jamestown Airport

Airport Facilities

Chautauqua County – Jamestown Airport (JHW) is located three miles north of Jamestown, with access to Highway 60 and nearby Interstate 86. The Airport is owned by the County and covers 788 acres. JHW has two intersecting runways. The primary runway (7-25) is 5,299 feet by 100 feet, while the crosswind runway (13-31) is 4,499 feet by 100 feet. The Airport also has a large terminal and ramp area, along with several large Conventional hangars.

Aviation Activity

Aircraft operations at JHW for 2019 totaled 7,100. The Airport lists 19 based aircraft, which include four multi-engine aircraft and one helicopter. Centric Aviation serves as the FBO at the Airport and provides airport management, fuel sales, aircraft parking, hangars, and rental cars on site. The airport also serves as a gateway for visitors; provides for shipping of just-in-time materials; accommodates police and law enforcement, aerial photography, search and rescue, medical shipments, and serves as a location for community facilities.

Economic Activity at JHW

The Airport supports employees of air cargo operators, aircraft maintenance and fuel sales personnel, and airport management. Prominent corporate and institutional organization Airport users include Chautauqua County, FedEx, NetJets Aviation, Jamestown Community College Professional Piloting Program, LuftLadder, and EMS Services of New York. In addition, the Airport has hosted events, such as an Open House, Skyjam, and school tours.

Economic Impacts for JHW

In 2019, study surveys of sponsors and businesses revealed that 32 jobs and \$4.6 million in expenditures are the direct result of on-airport businesses, including airport sponsor expenditures, and visitor spending at the airport. Including indirect expenditures, the total impact for Chautauqua County – Jamestown Airport was \$6.6 million, supporting 46 jobs. For 2020, total dollar impacts decreased by \$12,600 and total employment remained at 46 jobs. In 2022, economic impacts surpassed 2019 levels. Total dollar impacts in 2022 reached over \$34.1 million, about \$27.5 million more than in 2019. Total employment impacts in 2022 were 165 jobs, 119 jobs more than in 2019. A summary of economic impacts for JHW from 2019, 2020 and 2022 is shown in **Table 4-40**.

Table 4-40: Economic Impacts for JHW

Item	2019	2020	2022
Direct Impacts			
Airport-Related Payrolls	\$1,413,100	\$1,409,800	\$10,164,700
Airport Expenditures	\$4,602,100	\$4,593,000	\$22,977,000
Airport-Related Employment	32 Jobs	31 Jobs	85 Jobs
Induced Impacts			



Item	2019	2020	2022
Induced Impacts	\$2,039,600	\$2,036,100	\$11,156,500
Total Induced Employment Impacts	14 Jobs	15 Jobs	80 Jobs
Grand Total Dollar Impacts	\$6,641,700	\$6,629,100	\$34,133,500
Grand Total Income Impacts	\$1,991,700	\$1,987,400	\$13,669,000
Grand Total Employment Impacts	46 Jobs	46 Jobs	165 Jobs
Estimated State and Local Taxes	\$350,893	\$349,585	\$665,200

Source: IMPLAN Modeling by Consultant, 2021.

4.3.11. Columbia County Airport

Airport Facilities

Columbia County Airport (1B1) is located four miles northeast of Hudson, and three miles east of the Hudson River. The Airport is owned by the County and covers 357 acres. 1B1 has a single runway (3-21) that is 5,350 feet by 100 feet. The Airport also has a terminal and ramp area, along with one large Conventional hangar. The Airport also supports the Parker O’Malley Aviation Museum and the Columbia County Commerce Center.

Aviation Activity

Aircraft operations at 1B1 for 2019 totaled 19,200. The Airport lists 18 based aircraft, which include one multi-engine aircraft and two business jets. FBO services are provided by Richmor Aviation, with fuel sales, ground handling, flight training, aircraft rentals, and additional corporate amenity services.

Economic Activity at 1B1

Employment at the Airport is related to corporate aviation, personal flying, flight training, FBO fuel sales, aircraft maintenance, along with some specialty operators. Prominent corporate and institutional airport users of the Airport include Whittier Healthcare Holdings, Seneca Foods Corporation, and NetJets Aviation.

Economic Impacts for 1B1

In 2019, study surveys of sponsors and businesses revealed that 28 jobs and \$10.4 million in expenditures are the direct result of on-airport businesses, including airport sponsor expenditures, and visitor spending at the airport. Including indirect expenditures, the total impact for Columbia County Airport was \$12.9 million, supporting 47 jobs. For 2020, total dollar impacts decreased by \$23,500 to and total employment remained at 47 jobs. In 2022, economic impacts surpassed 2019 levels. Total dollar impacts in 2022 reached over \$15.2 million, about \$2.3 million more than in 2019. Total employment impacts in 2022 were 63 jobs, 16 jobs more than in 2019. A summary of economic impacts for 1B1 from 2019, 2020 and 2022 is shown in **Table 4-41**.



Table 4-41: Economic Impacts for 1B1

Item	2019	2020	2022
Direct Impacts			
Airport-Related Payrolls	\$2,644,000	\$2,637,800	\$3,942,700
Airport Expenditures	\$10,447,300	\$10,430,100	\$11,111,700
Airport-Related Employment	28 Jobs	28 Jobs	35 Jobs
Induced Impacts			
Induced Impacts	\$2,433,900	\$2,427,600	\$4,117,600
Total Induced Employment Impacts	19 Jobs	19 Jobs	28 Jobs
Grand Total Dollar Impacts	\$12,881,200	\$12,857,700	\$15,229,300
Grand Total Income Impacts	\$3,346,500	\$3,338,600	\$5,163,400
Grand Total Employment Impacts	47 Jobs	47 Jobs	63 Jobs
Estimated State and Local Taxes	\$1,190,574	\$1,188,284	\$369,800

Source: IMPLAN Modeling by Consultant, 2021.

4.3.12. Corning-Painted Post Airport

Airport Facilities

Corning-Painted Post Airport (7N1) is located two miles northwest of Corning in the Southern Tier region. The Airport is owned by the Town of Erwin Industrial Development Agency (TEIDA). 7N1 covers 76 acres and has a single runway (13-31) that is 3,269 feet by 75 feet. The Airport also has a terminal and ramp area, along with several Conventional hangars and T-hangars. Interstate 86 borders the Airport to the north.

Aviation Activity

Aircraft operations at 7N1 for 2019 totaled 9,025. The Airport lists 30 based aircraft, which include one multi-engine aircraft and one helicopter. Costa Flying Service as the FBO for the airport. In addition, Costa Flying Service offers a full range of service for the public and business communities including scenic air tours, air taxi, flight instruction, airplane maintenance, and a unique service restoring historic aircraft, the only such service on the east coast.

Economic Activity at 7N1

Employment at the Airport is primarily related to the FBO services, aviation fuel sales, and aircraft maintenance. The Airport serves the general aviation needs of the Corning area for personal and business aviation. Since purchasing the Airport in 2001, TEIDA has completed over \$10 million in capital improvements, and has more than doubled the number of aircraft based at the Airport.

Economic Impacts for 7N1

In 2019, study surveys of sponsors and businesses revealed that six jobs and \$815,900 in expenditures are the direct result of on-airport businesses, including airport sponsor expenditures, and visitor spending at the airport. Including indirect expenditures, the total impact for Corning-Painted Post Airport was \$1.2 million, supporting eight jobs. For 2020, total dollar impacts

decreased by \$3,000 and total employment remained at eight jobs. In 2022, economic impacts nearly returned to 2019 levels and surpassed them in some cases. Total dollar impacts in 2022 reached \$983,100, about \$240,000 less than in 2019. Total employment impacts in 2022 remained at eight jobs. A summary of economic impacts for 7N1 from 2019, 2020 and 2022 is shown in **Table 4-42**.

Table 4-42: Economic Impacts for 7N1

Item	2019	2020	2022
Direct Impacts			
Airport-Related Payrolls	\$303,600	\$302,700	\$327,800
Airport Expenditures	\$815,900	\$813,700	\$657,700
Airport-Related Employment	6 Jobs	6 Jobs	6 Jobs
Induced Impacts			
Induced Impacts	\$409,500	\$408,700	\$325,300
Total Induced Employment Impacts	2 Jobs	2 Jobs	2 Jobs
Grand Total Dollar Impacts	\$1,225,400	\$1,222,400	\$983,100
Grand Total Income Impacts	\$445,000	\$443,900	\$438,900
Grand Total Employment Impacts	8 Jobs	8 Jobs	8 Jobs
Estimated State and Local Taxes	\$52,650	\$52,365	\$48,000

Source: IMPLAN Modeling by Consultant, 2021.

4.3.13. Cortland County Airport – Chase Field

Airport Facilities

Cortland County Airport - Chase Field (N03) is located two miles southwest of Cortland in the Central New York region. The Airport is owned by the County and covers 105 acres. N03 has a single runway (6-24) that is 3,400 feet by 75 feet. The Airport also has a terminal and ramp area, along with two Conventional hangars and numerous T-hangars. There is industrial development adjacent to the Airport to the east.

Aviation Activity

Aircraft operations at N03 for 2019 totaled 16,989. The Airport lists 38 based aircraft, which include one multi-engine aircraft, one business jet, and one helicopter. The County sells fuel via a self-serve tank and credit card operation and keeps the runways clear of snow during daylight hours.

Economic Activity at N03

Employment at the Airport is related to personal flying, flight training, business aviation, and fuel sales. 7:47 Aviation occupies Main Hangar 1 and provides flight training services to student pilots. The Airport serves the general aviation needs of Cortland County and the surrounding area.



Economic Impacts for N03

In 2019, study surveys of sponsors and businesses revealed that eight jobs and \$929,400 in expenditures are the direct result of on-airport businesses, including airport sponsor expenditures, and visitor spending at the airport. Including indirect expenditures, the total impact for Cortland County Airport - Chase Field was \$1.3 million, supporting 10 jobs. For 2020, total dollar impacts decreased by \$38,100 and total employment remained at 10 jobs. In 2022, economic impacts surpassed 2019 levels. Total dollar impacts in 2022 reached almost \$1.8 million, about \$500,000 more than in 2019. Total employment impacts in 2022 were 14 jobs, four jobs more than in 2019. A summary of economic impacts for N03 from 2019, 2020 and 2022 is shown in **Table 4-43**.

Table 4-43: Economic Impacts for N03

Item	2019	2020	2022
Direct Impacts			
Airport-Related Payrolls	\$296,500	\$286,500	\$535,300
Airport Expenditures	\$929,400	\$900,300	\$1,313,300
Airport-Related Employment	8 Jobs	7 Jobs	11 Jobs
Induced Impacts			
Induced Impacts	\$324,900	\$315,900	\$466,400
Total Induced Employment Impacts	2 Jobs	3 Jobs	3 Jobs
Grand Total Dollar Impacts	\$1,254,300	\$1,216,200	\$1,779,600
Grand Total Income Impacts	\$395,200	\$382,600	\$676,000
Grand Total Employment Impacts	10 Jobs	10 Jobs	14 Jobs
Estimated State and Local Taxes	\$63,391	\$59,505	\$99,100

Source: IMPLAN Modeling by Consultant, 2021.

4.3.14. Dansville Municipal Airport

Airport Facilities

Dansville Municipal Airport (DSV) is located in Livingston County, in the Finger Lakes Region. The Airport is owned by the Town of North Dansville and covers 162 acres. DSV has a single runway (14-32) that is 3,500 feet by 100 feet. The Airport also has terminal and ramp space, including several aircraft hangars. There is industrial development off-airport on the northeast side. The closure of crosswind runway has opened area on the Airport’s east side for aviation or non-aviation development.

Aviation Activity

Aircraft operations at DSV for 2019 totaled 48,050. The Airport lists 21 based aircraft, which include one multi-engine aircraft and one business jet. Activity at the airport is primarily related to two flying clubs, the Dansville Pilots Association, and the Finger Lakes Soaring Club. FBO services are provided by Sterling Airways, Inc.



Economic Activity at DSV

The significance of the airport to area commerce is in many ways defined by its business clientele. Aviation-related businesses linked to the Airport include Kennedy Aviation, Wisconsin Aviation, and Six Wings Inc.

Economic Impacts for DSV

In 2019, study surveys of sponsors and businesses revealed that seven jobs and \$730,100 in expenditures are the direct result of on-airport businesses, including airport sponsor expenditures, and visitor spending at the airport. Including indirect expenditures, the total impact for Dansville Municipal Airport was \$1 million, supporting nine jobs. For 2020, total dollar impacts decreased by \$111,000 and total employment decreased to eight jobs. In 2022, economic impacts slightly surpassed 2019 levels. Total dollar impacts in 2022 reached almost \$1.1 million, only about \$55,000 more than in 2019. Total employment impacts in 2022 were 12 jobs, just three jobs more than in 2019. A summary of economic impacts for DSV from 2019, 2020 and 2022 is shown in **Table 4-44**.

Table 4-44: Economic Impacts for DSV

Item	2019	2020	2022
Direct Impacts			
Airport-Related Payrolls	\$294,700	\$262,500	\$448,400
Airport Expenditures	\$730,100	\$646,500	\$789,400
Airport-Related Employment	7 Jobs	6 Jobs	10 Jobs
Induced Impacts			
Induced Impacts	\$297,700	\$270,300	\$290,900
Total Induced Employment Impacts	2 Jobs	2 Jobs	2 Jobs
Grand Total Dollar Impacts	\$1,027,800	\$916,800	\$1,080,200
Grand Total Income Impacts	\$383,500	\$343,800	\$536,600
Grand Total Employment Impacts	9 Jobs	8 Jobs	12 Jobs
Estimated State and Local Taxes	\$60,312	\$48,914	\$83,800

Source: IMPLAN Modeling by Consultant, 2021.

4.3.15. East Hampton Airport

Airport Facilities

East Hampton Airport (HTO) is a general aviation airport on the east end of Long Island. The airport serves the air transportation needs of resident users and those visiting second homes, along with business and corporate users. HTO covers 570 acres and has a primary runway (10-28) that measures 4,255 feet by 100 feet. The crosswind runway (16-34) is 2,060 feet by 75 feet. The Airport has a terminal building, a seasonal control tower that is operated during the summer season, and 62 private hangars.



Aviation Activity

Aircraft operations at HTO for 2019 totaled 25,260. The Airport lists 54 based aircraft, which include two multi-engine aircraft, two business jets, and two helicopters. FBO services are provided by Sound Aircraft Services and include Jet A and Avgas fueling, aircraft charters, catering, and ramp service. An additional charter service, Long Island Airlines, provides charter and flight school services as well.

Economic Activity at HTO

Employment at the Airport is primarily related to the FBO services and charter flight operations. The Airport supports a mix of private pilots, charter flights, commercial businesses (including Hertz and Enterprise car rental companies) and seasonal visitors. A seasonal charter service, Tailwind Airways connects East Hampton to New York City at its Skyports Seaplane Base. In addition, there are multiple helicopter charter services that ferry second-home owners from New York City to the Hamptons, using HTO.

Economic Impacts for HTO

In 2019, study surveys of sponsors and businesses revealed that 48 jobs and \$6.8 million in expenditures are the direct result of on-airport businesses, including airport sponsor expenditures, and visitor spending at the airport. Including indirect expenditures, the total impact for East Hampton Airport was \$11.3 million, supporting 76 jobs. For 2020, total dollar impacts decreased by \$223,900 and total employment decreased to 74 jobs. In 2022, economic impacts almost returned to 2019 levels, and in some cases surpassed them. Total dollar impacts in 2022 reached over \$10.3 million, only about \$1 million less than in 2019. However, total employment impacts in 2022 were 82 jobs, just six jobs more than in 2019. A summary of economic impacts for HTO from 2019, 2020 and 2022 is shown in **Table 4-45**.

Table 4-45: Economic Impacts for HTO

Item	2019	2020	2022
Direct Impacts			
Airport-Related Payrolls	\$3,293,500	\$3,232,900	\$4,696,100
Airport Expenditures	\$6,800,700	\$6,658,100	\$6,219,500
Airport-Related Employment	48 Jobs	46 Jobs	59 Jobs
Induced Impacts			
Induced Impacts	\$4,538,400	\$4,457,100	\$4,127,600
Total Induced Employment Impacts	28 Jobs	28 Jobs	23 Jobs
Grand Total Dollar Impacts	\$11,339,100	\$11,115,200	\$10,347,100
Grand Total Income Impacts	\$4,986,400	\$4,897,100	\$6,217,800
Grand Total Employment Impacts	76 Jobs	74 Jobs	82 Jobs
Estimated State and Local Taxes	\$592,212	\$572,245	\$699,900

Source: IMPLAN Modeling by Consultant, 2021.



4.3.16. Finger Lakes Regional Airport

Airport Facilities

Finger Lakes Regional Airport (OG7) is a general aviation airport near Seneca Falls in Seneca County. The Airport is owned by the County and covers 110 acres. There is one paved runway (1-19) which measures 4,592 feet by 75 feet, and one turf crosswind runway (11-29) which measures 1,850 feet by 60 feet. The Airport has a terminal building, ramp area, and aircraft hangar storage on the field.

Aviation Activity

Aircraft operations at OG7 for 2019 totaled 12,965. The Airport lists 23 based aircraft, which include two multi-engine aircraft and one helicopter. FBO services are provided by County employees, with self-serve available for Avgas and Jet A and full-service available for Jet A fueling. In addition to this, Air Methods provides medical transport in connection with the LifeNet of New York service area.

Economic Activity at OG7

Employment at the Airport is primarily related to the FBO aviation fuel sales, and medical transport operations. The Airport serves the general aviation needs of Seneca Falls and the surrounding area in the Finger Lakes region.

Economic Impacts for OG7

In 2019, study surveys of sponsors and businesses revealed that 21 jobs and \$2.9 million in expenditures are the direct result of on-airport businesses, including airport sponsor expenditures, and visitor spending at the airport. Including indirect expenditures, the total impact for Finger Lakes Regional Airport was \$3.6 million, supporting 26 jobs. For 2020, total dollar impacts decreased by \$4,300 and total employment remained at 26 jobs. In 2022, economic impacts did not return to 2019 levels. Total dollar impacts in 2022 reached over \$2.5 million, about \$1.1 million less than in 2019. Total employment impacts in 2022 were 18 jobs, eight jobs more than in 2019. A summary of economic impacts for OG7 from 2019, 2020 and 2022 is shown in **Table 4-46**.

Table 4-46: Economic Impacts for OG7

Item	2019	2020	2022
Direct Impacts			
Airport-Related Payrolls	\$1,216,600	\$1,215,300	\$894,600
Airport Expenditures	\$2,851,400	\$2,848,000	\$1,982,700
Airport-Related Employment	21 Jobs	21 Jobs	14 Jobs
Induced Impacts			
Induced Impacts	\$755,800	\$754,900	\$543,900
Total Induced Employment Impacts	5 Jobs	5 Jobs	3 Jobs
Grand Total Dollar Impacts	\$3,607,200	\$3,602,900	\$2,526,600
Grand Total Income Impacts	\$1,419,500	\$1,417,900	\$1,043,500



Item	2019	2020	2022
Grand Total Employment Impacts	26 Jobs	26 Jobs	18 Jobs
Estimated State and Local Taxes	\$146,162	\$145,765	\$80,800

Source: IMPLAN Modeling by Consultant, 2021.

4.3.17. Floyd Bennett Memorial Airport

Airport Facilities

Floyd Bennett Memorial Airport (GFL) is located in Warren County, NY, approximately 45 miles north of Albany. The Airport is owned by the County and is used to accommodate business/corporate activity, tourism, and recreational flying. GFL covers 628 acres and has a primary runway (01-19) that measures 5,000 feet by 150 feet. The crosswind runway (12-30) is 3,999 feet by 100 feet. The Airport has an extensive landside area, with terminal building, hangars, and ramp space. There is an adjacent business park on the east side of the Airport.

Aviation Activity

Aircraft operations at GFL for 2019 totaled 24,204. The Airport lists 48 based aircraft, which include three multi-engine aircraft, and five business jets. Full Service FBO services are provided by Rich Air, and Freer Idea's provides flight training services to student pilots. A new on-site restaurant, The Aviator Restaurant, is now open.

Economic Activity at GFL

Employment at the Airport is primarily related to the FBO services, aviation fuel sales, and flight instruction. The Airport serves the general aviation needs of Glens Falls, Lake George, the Sagamore Resort, family Adventure Parks, and is a gateway to the Adirondacks. Prominent users of the Airport include visitors of the Sagamore and other vacation venues, International Paper Company, General Electric Company, Aetna Insurance, Irving (purchased Scott Paper Co.) Nibco Company, and Travelers Insurance.

Economic Impacts for GFL

In 2019, study surveys of sponsors and businesses revealed that 19 jobs and \$2.4 million in expenditures are the direct result of on-airport businesses, including airport sponsor expenditures, and visitor spending at the airport. Including indirect expenditures, the total impact for Floyd Bennett Memorial Airport was \$3.8 million, supporting 28 jobs. For 2020, total dollar impacts decreased by \$168,100 and total employment decreased to 26 jobs. In 2022, economic impacts surpassed 2019 levels. Total dollar impacts in 2022 reached \$5.3 million, about \$1.5 million more than in 2019. Total employment impacts in 2022 were 43 jobs, 15 jobs more than in 2019. A summary of economic impacts for GFL from 2019, 2020 and 2022 is shown in **Table 4-47**.

Table 4-47: Economic Impacts for GFL

Item	2019	2020	2022
Direct Impacts			
Airport-Related Payrolls	\$917,200	\$876,700	\$1,421,700
Airport Expenditures	\$2,381,100	\$2,270,600	\$3,400,700
Airport-Related Employment	19 Jobs	17 Jobs	32 Jobs
Induced Impacts			
Induced Impacts	\$1,403,700	\$1,346,100	\$1,857,300
Total Induced Employment Impacts	9 Jobs	9 Jobs	11 Jobs
Grand Total Dollar Impacts	\$3,784,800	\$3,616,700	\$5,258,000
Grand Total Income Impacts	\$1,346,300	\$1,288,300	\$1,982,500
Grand Total Employment Impacts	28 Jobs	26 Jobs	43 Jobs
Estimated State and Local Taxes	\$193,291	\$177,970	\$301,600

Source: IMPLAN Modeling by Consultant, 2021.

4.3.18. Francis S. Gabreski Airport

Airport Facilities

Francis S. Gabreski Airport (FOK) is adjacent to the Village of Westhampton Beach in the Town of Southampton, Suffolk County. FOK occupies 1,451 acres three miles north of the Atlantic Ocean. Westhampton Beach is 78 miles east of New York City and has long been a popular summer vacation destination for residents of the metro area. The Airport has three runways. Runway 6/24 is 9,000 feet long and 150 feet wide. Runways 1/19 and 15/33 are both 5,000 feet long and 150 feet wide. The Airport's FAA Air Traffic Control Tower operates between 7:00 AM and 11:00 PM.

Landside development, consisting of numerous military surplus buildings and approximately 12 acres of paved apron, is primarily on the west side of the airfield. The 106th Rescue Wing of the New York State Air National Guard (NYANG) occupies a 90-acre site in the southwest portion of airport property.

Aviation Activity

Aircraft operations at FOK for 2019 totaled 54,889. The Airport lists 75 based aircraft, which include seven multi-engine aircraft, ten business jets, and four helicopters. The Airport is home to the 106th Rescue Wing of the Air National Guard, which operates over-water search and rescue missions, and disaster relief assistance. FBO services are provided by Sheltair Aviation, and additional aircraft maintenance and management services are provided by Sunrise Jets.

Economic Activity at FOK

Employment at the Airport is primarily related to Air National Guard activities, control tower, FBO services, Airport management, law enforcement, aviation fuel sales, aerial medical evacuation, and aircraft maintenance. The Suffolk County Sheriff and Police Medevac operation is located at the Airport, employing 20. The Airport is also home of the Rechler Industrial Park which employs more than 200.



Economic Impacts for FOK

In 2019, study surveys of sponsors and businesses revealed that 900 jobs and \$83.2 million in expenditures are the direct result of on-airport businesses, including airport sponsor expenditures, and visitor spending at the airport. Including indirect expenditures, the total impact for Francis S. Gabreski Airport was \$115 million, supporting 1,093 jobs. For 2020, total dollar impacts increased by \$12,200 and total employment remained at 1,093 jobs. In 2022, economic impacts returned to 2019 levels. Total dollar impacts in 2022 reached over \$116.1 million, only about \$1.1 million more than in 2019. Total employment impacts in 2022 were 1,085 jobs, just eight jobs fewer than in 2019. A summary of economic impacts for FOK from 2019, 2020 and 2022 is shown in **Table 4-48**.

Table 4-48: Economic Impacts for FOK

Item	2019	2020	2022
Direct Impacts			
Airport-Related Payrolls	\$43,502,400	\$43,505,700	\$49,101,800
Airport Expenditures	\$83,219,100	\$83,226,900	\$84,775,600
Airport-Related Employment	900 Jobs	900 Jobs	918 Jobs
Induced Impacts			
Induced Impacts	\$31,805,300	\$31,809,700	\$31,352,200
Total Induced Employment Impacts	193 Jobs	193 Jobs	167 Jobs
Grand Total Dollar Impacts	\$115,024,400	\$115,036,600	\$116,127,800
Grand Total Income Impacts	\$54,676,600	\$54,681,500	\$60,165,200
Grand Total Employment Impacts	1,093 Jobs	1,093 Jobs	1,085 Jobs
Estimated State and Local Taxes	\$4,447,000	\$4,448,091	\$3,302,800

Source: IMPLAN Modeling by Consultant, 2021.

4.3.19. Fulton County Airport

Airport Facilities

The Fulton County Airport (NYO) is two miles east of Johnstown and serves a variety of general aviation needs within eastern New York. The Airport is owned by Fulton County and covers 300 acres. NYO has a single runway (10-28) that is 4,000 feet by 75 feet. NYO also has a large hangar with terminal space, a large ramp area, and three sets of T-hangars.

Aviation Activity

Aircraft operations at NYO for 2019 totaled 11,200. The Airport lists 28 based aircraft, all of which are single-engine aircraft. Activities at the airport include corporate/business, recreational flying, aerial inspections, police/law enforcement, career training, medical shipments, and real estate tours. In addition to this, the airport hosts Fulton County’s Annual Fireworks and a semiannual Circus Benefit.

Economic Activity at NYO

Employment at the Airport is primarily related to the FBO services, aviation fuel sales, and aircraft maintenance. Prominent corporate and institutional organization users of the airport have changed over the years but have included Benjamin Moore Paints, Walmart Regional Distribution Center, and Spalding Sports Worldwide. FBO services are provided by The 195 Factory, which offers a full line of airframe parts for Cessna 195 and Cessna 190 aircraft. Services also include airport management, aviation fuel, aircraft ground handling, aircraft parking (ramp or tiedown), hangars, hangar leasing/sales, flight training, and aircraft rental.

Economic Impacts for NYO

In 2019, study surveys of sponsors and businesses revealed that eight jobs and \$1.2 million in expenditures are the direct result of on-airport businesses, including airport sponsor expenditures, and visitor spending at the airport. Including indirect expenditures, the total impact for Fulton County Airport was \$1.9 million, supporting 13 jobs. For 2020, total dollar impacts decreased by \$9,000 and total employment remained at 13 jobs. In 2022, economic impacts surpassed 2019 levels. Total dollar impacts in 2022 reached over \$8.4 million, about \$6.5 million more than in 2019. Total employment impacts in 2022 were 40 jobs, 13 jobs more than in 2019. A summary of economic impacts for NYO from 2019, 2020 and 2022 is shown in **Table 4-49**.

Table 4-49: Economic Impacts for NYO

Item	2019	2020	2022
Direct Impacts			
Airport-Related Payrolls	\$489,900	\$487,200	\$4,281,400
Airport Expenditures	\$1,241,300	\$1,234,900	\$6,249,400
Airport-Related Employment	8 Jobs	8 Jobs	26 Jobs
Induced Impacts			
Induced Impacts	\$661,300	\$658,700	\$2,158,700
Total Induced Employment Impacts	5 Jobs	5 Jobs	14 Jobs
Grand Total Dollar Impacts	\$1,902,600	\$1,893,600	\$8,408,100
Grand Total Income Impacts	\$734,800	\$731,300	\$4,990,700
Grand Total Employment Impacts	13 Jobs	13 Jobs	40 Jobs
Estimated State and Local Taxes	\$83,647	\$82,772	\$303,700

Source: IMPLAN Modeling by Consultant, 2021.

4.3.20. Genesee County Airport

Airport Facilities

Genesee County Airport (GVQ) is a general aviation airport located near Batavia, midway between Buffalo and Rochester. The Airport is owned by Genesee County and covers 326 acres. The Airport has a single runway (10-28) that measures 5,499 feet by 100 feet. The Airport also has a terminal and ramp area, along with several Conventional hangars and T-hangars.



Aviation Activity

Aircraft operations at GVV for 2019 totaled 40,000. The Airport lists 46 based aircraft, which include five multi-engine aircraft, nine business jets, and two helicopters. FBO services are provided by County employees. Mercy Flight offers aeromedical transport services; Boshart Enterprises provides aircraft maintenance and avionics services; Rochester Amphibian offers airplane restoration services, and P&L Air offers flight instruction services to student pilots.

Economic Activity at GVV

Employment at the Airport is primarily related to aviation fuel sales, aeromedical transport, aircraft maintenance and avionics, airplane restoration, and flight school services. The Airport serves the general aviation needs of the Genesee County greater area for both personal and business aviation. Located conveniently between Rochester and Buffalo, the Airport attracts corporate and business jet activity from those two metro areas.

Economic Impacts for GVV

In 2019, study surveys of sponsors and businesses revealed that 36 jobs and \$4.8 million in expenditures are the direct result of on-airport businesses, including airport sponsor expenditures, and visitor spending at the airport. Including indirect expenditures, the total impact for Genesee County Airport was \$6.4 million, supporting 47 jobs. For 2020, total dollar impacts increased by \$9,600 and total employment remained at 47 jobs. In 2022, economic impacts surpassed 2019 levels. Total dollar impacts in 2022 reached almost \$8.9 million, about \$2.5 million more than in 2019. Total employment impacts in 2022 were 67 jobs, 20 jobs more than in 2019. A summary of economic impacts for GVV from 2019, 2020 and 2022 is shown in **Table 4-50**.

Table 4-50: Economic Impacts for GVV

Item	2019	2020	2022
Direct Impacts			
Airport-Related Payrolls	\$1,796,500	\$1,799,500	\$2,728,000
Airport Expenditures	\$4,805,000	\$4,812,500	\$6,494,100
Airport-Related Employment	36 Jobs	36 Jobs	52 Jobs
Induced Impacts			
Induced Impacts	\$1,598,600	\$1,600,700	\$2,398,300
Total Induced Employment Impacts	11 Jobs	11 Jobs	14 Jobs
Grand Total Dollar Impacts	\$6,403,600	\$6,413,200	\$8,892,400
Grand Total Income Impacts	\$2,294,300	\$2,297,900	\$3,474,200
Grand Total Employment Impacts	47 Jobs	47 Jobs	67 Jobs
Estimated State and Local Taxes	\$258,872	\$259,794	\$388,000

Source: IMPLAN Modeling by Consultant, 2021.

4.3.21. Griffiss International Airport

Airport Facilities

Griffiss International Airport (RME) is located one mile east of the central business district of Rome, NY. The Airport is owned by the County of Oneida and covers 1,680-acres. A former military base, the Airport features an impressive airfield, with a primary runway measuring 11,820 feet in length by 200 feet in width. The airfield has the capacity and approach capability to accommodate operations of all aircraft in the civil and military fleet, especially during periods of low visibility and poor weather conditions.

Landside facilities consist of approximately 20 structures, including airport administrative and FBO offices; an aircraft rescue and firefighting (ARFF) building; large conventional hangars for storage and aircraft maintenance; and a set of five “nose dock” hangars that were once used for maintenance of B-52 aircraft. Service to aircraft as large as B-747 has been performed within the large hangar space available.

Aviation Activity

Aircraft operations at RME for 2019 totaled 18,906. The Airport lists 73 based aircraft, which include 11 multi-engine aircraft, four business jets, and five helicopters. Million Air is the Fixed Base Operator for the Airport, and provides aviation fuel, aircraft parking, hangar leasing, GPU, Power cart, flight training, aircraft charters, and catering services.

Economic Activity at RME

The Airport serves the corporate, business, governmental, and general aviation needs of Oneida County and the surrounding area. RME was one of the original six Unmanned Aerial Systems (UAS) test sites and the Airport continues to facilitate work in that area, having agreements with Northeast UAS Airspace Integration Research Alliance (NUAIR), AX Enterprize, and Praxis Aerospace Concepts, International. The significance of the Airport to area commerce is shown by the success of the associated Business & Technology Park, the location of several Maintenance/Repair/Overhaul operators on the airport, and by business and military fueling clientele that drive activity at the airport today. Prominent corporate and institutional organization users include BAE Systems, Booz Allen & Hamilton, Intelligent Software Solutions, and 75 other businesses.

Griffiss Business and Technology Park has tenants such as Air Force Research Laboratory, Griffiss Institute for Information Assurance, Lockheed Martin, a Family Dollar distribution center, New York State Technology Enterprises Corp., and a variety of other businesses.

Economic Impacts for RME

In 2019, study surveys of sponsors and businesses revealed that 127 jobs and \$29.3 million in expenditures are the direct result of on-airport businesses, including airport sponsor expenditures, and visitor spending at the airport. Including indirect expenditures, the total impact for Griffiss International Airport was \$40.2 million, supporting 196 jobs. For 2020, total dollar impacts increased by \$700 and total employment remained at 196 jobs. In 2022, economic impacts



surpassed 2019 levels. Total dollar impacts in 2022 reached almost \$85.5 million, about \$45.2 million more than in 2019. Total employment impacts in 2022 were 505 jobs, 309 jobs more than in 2019. A summary of economic impacts for RME from 2019, 2020 and 2022 is shown in **Table 4-51**.

Table 4-51: Economic Impacts for RME

Item	2019	2020	2022
Direct Impacts			
Airport-Related Payrolls	\$8,440,600	\$8,440,800	\$26,355,400
Airport Expenditures	\$29,268,900	\$29,269,300	\$56,605,800
Airport-Related Employment	127 Jobs	127 Jobs	332 Jobs
Induced Impacts			
Induced Impacts	\$10,927,700	\$10,928,000	\$28,874,000
Total Induced Employment Impacts	69 Jobs	69 Jobs	173 Jobs
Grand Total Dollar Impacts	\$40,196,600	\$40,197,300	\$85,479,800
Grand Total Income Impacts	\$11,813,900	\$11,814,200	\$36,171,900
Grand Total Employment Impacts	196 Jobs	196 Jobs	505 Jobs
Estimated State and Local Taxes	\$1,582,211	\$1,582,274	\$2,556,500

Source: IMPLAN Modeling by Consultant, 2021.

4.3.22. Hamilton Municipal Airport

Airport Facilities

Hamilton Municipal Airport (VGC) is a general aviation airport near Syracuse, in Central New York. The Airport is owned by the village of Hamilton and covers 180 acres. VGC has a single runway (17-35) that measures 5,314 feet by 75 feet. The Airport also has a terminal and ramp area, along with several Conventional hangars and T-hangars.

Aviation Activity

Aircraft operations at VGC for 2019 totaled 17,310. The Airport lists 42 based aircraft, which include one multi-engine aircraft, and one business jet. FBO services are rendered by Village employees. Eagle View Aviation provides flight instruction to student pilots and scenic flights.

Economic Activity at VGC

Employment at the Airport is primarily related to the FBO services, aviation fuel sales, aircraft maintenance, and flight instruction. The Hamilton AirPark Business Center – a 50-acre business park and incubation center – is adjacent to the Airport, as well as a larger industrial park. The Airport is often used visitors, faculty, and families of students at Colgate University in Hamilton.

Economic Impacts for VGC

In 2019, study surveys of sponsors and businesses revealed that nine jobs and \$1.1 million in expenditures are the direct result of on-airport businesses, including airport sponsor expenditures,

and visitor spending at the airport. Including indirect expenditures, the total impact for Hamilton Municipal Airport was \$1.5 million, supporting 12 jobs. For 2020, total dollar impacts decreased by \$14,600 and total employment decreased to 11 jobs. In 2022, economic impacts surpassed 2019 levels. Total dollar impacts in 2022 reached \$2.4 million, about \$832,000 more than in 2019. Total employment impacts in 2022 were 17 jobs, six jobs more than in 2019. A summary of economic impacts for VGC from 2019, 2020 and 2022 is shown in **Table 4-52**.

Table 4-52: Economic Impacts for VGC

Item	2019	2020	2022
Direct Impacts			
Airport-Related Payrolls	\$370,400	\$366,200	\$634,100
Airport Expenditures	\$1,136,700	\$1,125,600	\$1,697,800
Airport-Related Employment	9 Jobs	9 Jobs	13 Jobs
Induced Impacts			
Induced Impacts	\$406,400	\$402,900	\$677,600
Total Induced Employment Impacts	3 Jobs	2 Jobs	4 Jobs
Grand Total Dollar Impacts	\$1,543,100	\$1,528,500	\$2,375,300
Grand Total Income Impacts	\$492,400	\$487,100	\$832,600
Grand Total Employment Impacts	12 Jobs	11 Jobs	17 Jobs
Estimated State and Local Taxes	\$69,630	\$68,201	\$112,500

Source: IMPLAN Modeling by Consultant, 2021.

4.3.23. Hornell Municipal Airport

Airport Facilities

Hornell Municipal Airport (HTF) provides general aviation access to personal users and various industrial and service-related industries in Steuben County and neighboring Allegany County. The airport is owned by the City of Hornell and covers 170 acres. The Airport has a single runway (18-36) that measures 5,000 feet by 75 feet. The landside area features a terminal building and ramp space, along with a large Conventional hangar and a set of T-hangars.

Aviation Activity

Aircraft operations at HTF for 2019 totaled 19,902. The Airport lists 12 based aircraft, which include two business jets, and one helicopter. FBO services and airport management are provided by Hornell Aero.

Economic Activity at HTF

Employment at the Airport is primarily related to the FBO services, and aviation fuel sales. The Airport serves the general aviation needs of the Steuben County area for personal and business aviation. An industrial park adjacent to the Airport houses Dyco Electronics and New York State Electric and Gas offices, among others.



Economic Impacts for HTF

In 2019, study surveys of sponsors and businesses revealed that two jobs and \$244,100 in expenditures are the direct result of on-airport businesses, including airport sponsor expenditures, and visitor spending at the airport. Including indirect expenditures, the total impact for Hornell Municipal Airport was \$338,300, supporting three jobs. For 2020, total dollar impacts decreased by \$15,600 and total employment remained at three jobs. In 2022, economic impacts returned to 2019 levels. Total dollar impacts in 2022 reached 335,200, only \$3,100 more than in 2019. Total employment impacts in 2022 were 4 jobs, just one job more than in 2019. A summary of economic impacts for HTF from 2019, 2020 and 2022 is shown in **Table 4-53**.

Table 4-53: Economic Impacts for HTF

Item	2019	2020	2022
Direct Impacts			
Airport-Related Payrolls	\$119,000	\$114,500	\$141,600
Airport Expenditures	\$244,100	\$232,800	\$239,600
Airport-Related Employment	2 Jobs	2 Jobs	3 Jobs
Induced Impacts			
Induced Impacts	\$94,200	\$89,900	\$95,600
Total Induced Employment Impacts	1 Job	1 Job	1 Job
Grand Total Dollar Impacts	\$338,300	\$322,700	\$335,200
Grand Total Income Impacts	\$149,200	\$143,200	\$173,400
Grand Total Employment Impacts	3 Jobs	3 Jobs	3 Jobs
Estimated State and Local Taxes	\$18,226	\$16,749	\$24,400

Source: IMPLAN Modeling by Consultant, 2021.

4.3.24. Hudson Valley Regional Airport (Formerly Dutchess County Airport)

Airport Facilities

Hudson Valley Regional Airport (POU) (Formerly Dutchess County Airport) is seven miles south of the City of Poughkeepsie, in the Town of Wappinger, and provides corporate and general aviation transportation services. The Airport covers 640 acres and has three runways. The primary runway (06-24) is 5,001 feet by 100 feet. The main crosswind runway (15-33) is 2,744 feet by 100 feet. A third runway (07-25) has a turf surface and is 1,358 feet by 100 feet. The Airport has an Air Traffic Control Tower on the field that is operational 14 hours per day. POU has a large terminal building, multiple ramp areas, and significant numbers of both Conventional and T-hangers.

Aviation Activity

Aircraft operations at POU for 2019 totaled 50,357, with an estimated decline to 43,206 for 2020. The Airport lists 73 based aircraft, which include 3 multiengine aircraft, 1 business jet, and two helicopters. The Full service FBO, FlightLevel Aviation, provides full-service avgas and jet fuel in

addition to a comprehensive range of aircraft services. AAG, a helicopter charter service owned by Sikorsky and based at POU, was recently sold to OneSky, a fractional ownership company.

Economic Activity at POU

The Airport is considered an important infrastructure and transportation facility in the development of the County and the local economy. The Airport hosts the Great Hudson Valley Balloon Race and Air Show and the War Birds Fly In. POU supports jobs at the FBO, Paula’s Runway Café, and AAG, as well as the jobs of staff and management of the airport.

Economic Impacts of POU

In 2019, study surveys of sponsors and businesses revealed that 90 full- and part-time jobs and \$33.8 million in expenditures are the direct result of on-airport businesses, including airport sponsor expenditures, and visitor spending at the airport. Including indirect expenditures, the total impact for Hudson Valley Regional Airport was \$46.8 million, supporting 178 jobs. For 2020, total dollar impacts decreased by \$42,300 and total employment decreased to 177 full-time jobs. A summary of economic impacts for POU from 2019, 2020 and 2022 is shown in **Table 4-55**.

Table 4-54: Economic Impacts for POU

Item	2019	2020	2022
Direct Impacts			
Airport-Related Payrolls	\$12,320,100	\$12,308,200	\$26,151,878
Airport Expenditures	\$33,758,300	\$33,729,900	\$57,862,433
Airport-Related Employment	90 Jobs	89 Jobs	197 Jobs
Induced Impacts			
Induced Impacts	\$12,995,600	\$12,981,700	\$9,891,991
Total Induced Employment Impacts	88 Jobs	88 Jobs	174 Jobs
Grand Total Dollar Impacts	\$46,753,900	\$46,711,600	\$85,511,190
Grand Total Income Impacts	\$16,687,200	\$16,670,800	\$36,043,869
Grand Total Employment Impacts	178 Jobs	177 Jobs	372 Jobs
Estimated State and Local Taxes	\$4,021,107	\$4,017,224	\$3,463,705

Source: IMPLAN Modeling by Consultant, 2021.

4.3.25. Joseph Y. Resnick Airport

Airport Facilities

Joseph Y. Resnick Airport (N89) is one mile northeast of Ellenville, NY, and serves general aviation needs in the Hudson Valley. The Airport is owned by the Town of Wawarsing and covers 80 acres. The Airport has a single runway (04-22) that measures 3,838 feet by 75 feet. The Airport also has a terminal and ramp area, along with several Conventional hangars and T-hangars.



Aviation Activity

Aircraft operations at N89 for 2019 totaled 5,900. The Airport lists 37 based aircraft, which include one multi-engine aircraft and one helicopter. The airport is used primarily for recreational flying and is a gateway for resort visitors to the Catskill Mountains.

Economic Activity at N89

Employment at the Airport is primarily related to the FBO services and aviation fuel sales. The FBO services are provided by employees of the Town of Wawarsing. In addition to this, the Town of Wawarsing Sheriff’s substation is located in the terminal.

Economic Impacts for N89

In 2019, study surveys of sponsors and businesses revealed that three jobs and \$398,300 in expenditures are the direct result of on-airport businesses, including airport sponsor expenditures, and visitor spending at the airport. Including indirect expenditures, the total impact for Joseph Y. Resnick Airport was \$583,200, supporting four jobs. For 2020, total dollar impacts decreased by \$2,400 and total employment remained at four jobs. In 2022, economic impacts nearly returned to 2019 levels. Total dollar impacts in 2022 reached \$528,800, only about \$54,000 less than in 2019. Total employment impacts in 2022 were three jobs, just one job fewer than in 2019. A summary of economic impacts for N89 from 2019, 2020 and 2022 is shown in **Table 4-55**.

Table 4-55: Economic Impacts for N89

Item	2019	2020	2022
Direct Impacts			
Airport-Related Payrolls	\$173,100	\$172,500	\$167,300
Airport Expenditures	\$398,300	\$396,600	\$359,400
Airport-Related Employment	3 Jobs	3 Jobs	2 Jobs
Induced Impacts			
Induced Impacts	\$184,900	\$184,200	\$169,400
Total Induced Employment Impacts	1 Job	1 Job	1 Job
Grand Total Dollar Impacts	\$583,200	\$580,800	\$528,800
Grand Total Income Impacts	\$225,500	\$224,700	\$215,300
Grand Total Employment Impacts	4 Jobs	4 Jobs	3 Jobs
Estimated State and Local Taxes	\$28,443	\$28,212	\$26,000

Source: IMPLAN Modeling by Consultant, 2021.

4.3.26. Kingston-Ulster Airport

Airport Facilities

Kingston-Ulster Airport (20N) is a general aviation airport serving the Upper Hudson area in Ulster County just west of the Hudson River. The Airport covers 87 acres and has a single runway (15-33) that measures 3,100 feet by 60 feet. 20N also has a terminal area ramp with hangars, along with a significant through-the-fence helicopter operator (Hudson Valley Helicopters).

Aviation Activity

Aircraft operations at 20N for 2019 totaled 8,000. The Airport lists 34 based aircraft, which include two multi-engine aircraft and three helicopters. Hudson Valley Helicopters conducts extensive flight training operations along with charter flights and aerial observation services. State and local law enforcement agencies and emergency service providers routinely use the Airport. Richmor Aviation provides FBO services and flight instruction at the Airport.

Economic Activity at 20N

Employment at the Airport is primarily related to the FBO services, aviation fuel sales, helicopter operations, and flight instruction. The Airport serves the general aviation needs of the Upper Hudson area for personal and business aviation.

Economic Impacts for 20N

In 2019, study surveys of sponsors and businesses revealed that seven jobs and \$863,200 in expenditures are the direct result of on-airport businesses, including airport sponsor expenditures, and visitor spending at the airport. Including indirect expenditures, the total impact for Kingston-Ulster Airport was \$1.3 million, supporting 10 jobs. For 2020, total dollar impacts decreased by \$1,800 and total employment remained at 10 jobs. In 2022, economic impacts did not return to 2019 levels. Total dollar impacts in 2022 reached \$796,100, about \$503,000 less than in 2019. Total employment impacts in 2022 were eight jobs, two jobs fewer than in 2019. A summary of economic impacts for 20N from 2019, 2020 and 2022 is shown in **Table 4-56**.

Table 4-56: Economic Impacts for 20N

Item	2019	2020	2022
Direct Impacts			
Airport-Related Payrolls	\$301,200	\$300,800	\$365,900
Airport Expenditures	\$863,200	\$861,900	\$512,100
Airport-Related Employment	7 Jobs	7 Jobs	6 Jobs
Induced Impacts			
Induced Impacts	\$435,600	\$435,100	\$284,000
Total Induced Employment Impacts	3 Jobs	3 Jobs	2 Jobs
Grand Total Dollar Impacts	\$1,298,800	\$1,297,000	\$796,100
Grand Total Income Impacts	\$435,900	\$435,300	\$454,900
Grand Total Employment Impacts	10 Jobs	10 Jobs	8 Jobs
Estimated State and Local Taxes	\$60,544	\$60,370	\$53,400

Source: IMPLAN Modeling by Consultant, 2021.



4.3.27. Kline Kill Airport

Airport Facilities

Kline Kill Airport (NY1) is a privately owned airport located in Columbia County, two miles north of Ghent in the Capital Region. The Airport covers 37 acres and has a single turf runway (1-19) that is 4,000 feet by 75 feet. The Airport has multiple sets of T-hangar units and box hangars.

Aviation Activity

Aircraft operations at NY1 for 2019 totaled 900. The Airport lists 39 based aircraft, all of which are single engine. The Airport provides hangar space for aircraft owners in its service area. In addition, the Airport is home to Chapter 146 of the Experimental Aircraft Association (EAA). The Association hosts fly-in breakfasts for aircraft enthusiasts and Young Eagles rallies (for junior members).

Economic Activity at NY1

Economic activities at the Airport include the use of small general aviation aircraft for personal flying and EAA activities.

Economic Impacts for NY1

In 2019, study surveys of sponsors and businesses revealed that one job and \$125,100 in expenditures are the direct result of on-airport businesses, including airport sponsor expenditures, and visitor spending at the airport. Including indirect expenditures, the total impact for Kline Kill Airport was \$172,100, supporting two jobs. For 2020, total dollar impacts decreased by \$100 and total employment remained at two jobs. In 2022, economic impacts did not return to 2019 levels. Total dollar impacts in 2022 reached \$143,500, about \$29,000 less than in 2019. Total employment impacts in 2022 were one job, one job fewer than in 2019. A summary of economic impacts for NY1 from 2019, 2020 and 2022 is shown in **Table 4-57**.

Table 4-57: Economic Impacts for NY1

Item	2019	2020	2022
Direct Impacts			
Airport-Related Payrolls	\$24,900	\$24,900	\$53,000
Airport Expenditures	\$125,100	\$125,000	\$99,000
Airport-Related Employment	1 Job	1 Job	1 Job
Induced Impacts			
Induced Impacts	\$47,000	\$47,000	\$44,500
Total Induced Employment Impacts	1 Job	1 Job	0 Jobs
Grand Total Dollar Impacts	\$172,100	\$172,000	\$143,500
Grand Total Income Impacts	\$38,200	\$38,200	\$65,800
Grand Total Employment Impacts	2 Jobs	2 Jobs	1 Job
Estimated State and Local Taxes	\$6,806	\$6,797	\$8,700

Source: IMPLAN Modeling by Consultant, 2021.



4.3.28. Lake Placid Airport

Airport Facilities

Lake Placid Airport (LKP) is located one mile southeast of the central business district of Lake Placid, in Essex County in the Adirondack Mountains region. The Airport is adjacent to the Olympic Jumping Complex and covers 35 acres. It is owned by the local park district and has a single runway (14-32) that measures 4,196 feet by 60 feet. The landside area contains hangars and tie down ramp spaces in a triangular configuration.

Aviation Activity

Aircraft operations at LKP for 2019 totaled 12,000. The Airport lists 14 based aircraft, which include two multi-engine aircraft. Aviation activities occurring at the Airport include business, recreational flying, police/law enforcement, aerial photography and surveying, search and rescue, emergency medical evacuation, flight instruction, and air charter operated by Adirondack Flying Service.

Economic Activity at LKP

Employment at the Airport is primarily related to the FBO services, aviation fuel sales, air charter, and flight instruction. The Airport serves the general aviation needs of the Essex County area for personal and business aviation.

Economic Impacts for LKP

In 2019, study surveys of sponsors and businesses revealed that 10 jobs and \$1.3 million in expenditures are the direct result of on-airport businesses, including airport sponsor expenditures, and visitor spending at the airport. Including indirect expenditures, the total impact for Lake Placid Airport was \$1.7 million, supporting 13 jobs. For 2020, total dollar impacts decreased by \$3,900 and total employment remained at 13 jobs. In 2022, economic impacts nearly returned to 2019 levels. Total dollar impacts in 2022 reached over \$1.6 million, only about \$89,000 less than in 2019. Total employment impacts in 2022 remained at 13 jobs. A summary of economic impacts for LKP from 2019, 2020 and 2022 is shown in **Table 4-58**.

Table 4-58: Economic Impacts for LKP

Item	2019	2020	2022
Direct Impacts			
Airport-Related Payrolls	\$345,800	\$344,700	\$466,500
Airport Expenditures	\$1,250,200	\$1,247,400	\$1,200,800
Airport-Related Employment	10 Jobs	10 Jobs	10 Jobs
Induced Impacts			
Induced Impacts	\$470,800	\$469,700	\$431,300
Total Induced Employment Impacts	3 Jobs	3 Jobs	3 Jobs
Grand Total Dollar Impacts	\$1,721,000	\$1,717,100	\$1,632,000
Grand Total Income Impacts	\$477,200	\$475,900	\$588,100
Grand Total Employment Impacts	13 Jobs	13 Jobs	13 Jobs



Item	2019	2020	2022
Estimated State and Local Taxes	\$65,470	\$65,096	\$71,300

Source: IMPLAN Modeling by Consultant, 2021.

4.3.29. Ledgesdale Airport

Airport Facilities

Ledgesdale Airpark (7G0) is three miles southeast of Brockport, NY, and serves general aviation needs in the greater Rochester area. The Airport is owned by Big Fella Enterprises Inc. and covers 166 acres. The Airport has a single runway (10-28) that measures 4,206 feet by 75 feet. 7G0 has a terminal and ramp area, along with a large Conventional hangar and two sets of T-hangar units.

Aviation Activity

Aircraft operations at 7G0 for 2019 totaled 16,100. The Airport lists 30 based aircraft, which includes one multi-engine aircraft. While Big Fella Enterprises, Inc., operates the Airport facility, Soma Inc., operates the FAA Certified Repair Station and Ledgesdale Flight Training operates the Flight School.

Economic Activity at 7G0

Employment at the Airport is primarily related to the aviation fuel sales, aircraft maintenance, and flight school activity. The Airport is designated as a reliever airport for Greater Rochester, and serves the general aviation needs of the greater Rochester area.

Economic Impacts for 7G0

In 2019, study surveys of sponsors and businesses revealed that one job and \$171,100 in expenditures are the direct result of on-airport businesses, including airport sponsor expenditures, and visitor spending at the airport. Including indirect expenditures, the total impact for Ledgesdale Airpark was \$305,600, supporting two jobs. For 2020, total dollar impacts decreased by \$3,200 and total employment remained at two jobs. In 2022, economic impacts nearly returned to 2019 levels. Total dollar impacts in 2022 reached \$245,100, only about \$61,000 less than in 2019. Total employment impacts in 2022 remained at two jobs. A summary of economic impacts for 7G0 from 2019, 2020 and 2022 is shown in **Table 4-59**.

Table 4-59: Economic Impacts for 7G0

Item	2019	2020	2022
Direct Impacts			
Airport-Related Payrolls	\$66,300	\$65,500	\$85,500
Airport Expenditures	\$171,100	\$169,200	\$132,800
Airport-Related Employment	1 Job	1 Job	1 Job
Induced Impacts			
Induced Impacts	\$134,500	\$133,200	\$112,300
Total Induced Employment Impacts	1 Job	1 Job	1 Job



Item	2019	2020	2022
Grand Total Dollar Impacts	\$305,600	\$302,400	\$245,100
Grand Total Income Impacts	\$114,000	\$112,800	\$125,700
Grand Total Employment Impacts	2 Jobs	2 Jobs	2 Jobs
Estimated State and Local Taxes	\$15,081	\$14,815	\$15,100

Source: IMPLAN Modeling by Consultant, 2021.

4.3.30. Le Roy Airport

Airport Facilities

Le Roy Airport (5G0) is located two miles east of Le Roy in Genesee County in western New York. The Airport is privately owned and operated by Le Roy Aviation Services and covers 83 acres. 5G0 has a single runway (10-28) that is 3,854 feet by 60 feet. The Airport has a ramp area, terminal building space, and several sets of T-hangar units.

Aviation Activity

Aircraft operations at 5G0 for 2019 totaled 14,660. The Airport lists 29 based aircraft, which includes two multi-engine aircraft. The Airport owner/FBO sells 100LL fuel via a self-serve station.

Economic Activity at 5G0

Located near the borders of three counties, the Airport serves the general aviation needs of eastern Genesee, southern Monroe, and northern Livingston Counties. Employment at the Airport is related to personal flying, flight training, business aviation, and fuel sales. Recently, the Airport has undergone facility upgrades, using grants for hangar and taxiway development.

Economic Impacts for 5G0

In 2019, study surveys of sponsors and businesses revealed that four jobs and \$712,900 in expenditures are the direct result of on-airport businesses, including airport sponsor expenditures, and visitor spending at the airport. Including indirect expenditures, the total impact for Le Roy Airport was \$940,800, supporting six jobs. For 2020, total dollar impacts increased by \$600 and total employment remained at six jobs. In 2022, economic impacts surpassed 2019 levels. Total dollar impacts in 2022 reached over \$2 million, about \$1.1 million more than in 2019. Total employment impacts in 2022 were 18 jobs, 12 jobs more than in 2019. A summary of economic impacts for 5G0 from 2019, 2020 and 2022 is shown in **Table 4-60**.

Table 4-60: Economic Impacts for 5G0

Item	2019	2020	2022
Direct Impacts			
Airport-Related Payrolls	\$323,500	\$323,700	\$771,300
Airport Expenditures	\$712,900	\$713,300	\$1,455,500
Airport-Related Employment	4 Jobs	4 Jobs	14 Jobs
Induced Impacts			



Item	2019	2020	2022
Induced Impacts	\$227,900	\$228,100	\$576,800
Total Induced Employment Impacts	2 Jobs	2 Jobs	4 Jobs
Grand Total Dollar Impacts	\$940,800	\$941,400	\$2,032,300
Grand Total Income Impacts	\$392,400	\$392,600	\$961,100
Grand Total Employment Impacts	6 Jobs	6 Jobs	18 Jobs
Estimated State and Local Taxes	\$37,802	\$37,854	\$91,200

Source: IMPLAN Modeling by Consultant, 2021.

4.3.31. Lt. Warren Eaton Airport

Airport Facilities

Lt. Warren Eaton Airport (OIC) is located two miles north of Norwich in the Southern Tier region. The Airport is owned and operated by the County and covers 147 acres. OIC has a single runway (1-19) that is 4,727 feet by 75 feet. The Airport has a small terminal building and ramp area, along with two Conventional hangars and 18 T-hangars.

Aviation Activity

Aircraft operations at OIC for 2019 totaled 17,300. The Airport lists 15 based aircraft, which includes one multi-engine aircraft. The County sells 100LL and Jet A fuels via a self-serve station with two 10,000-gallon tanks and credit card operation. County crews keep the runways clear of snow during daylight hours.

Economic Activity at OIC

The Airport serves the general aviation needs of Chenango County and the surrounding area. Employment at the Airport is related to personal flying, flight training, business aviation, and fuel sales. At the time of this report, the County was actively recruiting a fixed base operation (FBO) to service the users of OIC. The area is home to Chobani, NBT Bank, The Raymond Corporation, Unison Industries/GE Aerospace, and other corporations.

Economic Impacts for OIC

In 2019, study surveys of sponsors and businesses revealed that six jobs and \$785,200 in expenditures are the direct result of on-airport businesses, including airport sponsor expenditures, and visitor spending at the airport. Including indirect expenditures, the total impact for Lt. Warren Eaton Airport was \$1.1 million, supporting eight jobs. For 2020, total dollar impacts decreased by \$14,600 and total employment remained at eight jobs. In 2022, economic impacts surpassed 2019 levels. Total dollar impacts in 2022 reached \$1.6 million, about \$540,000 more than in 2019. Total employment impacts in 2022 were three jobs, one job more than in 2019. A summary of economic impacts for OIC from 2019, 2020 and 2022 is shown in **Table 4-61**.

Table 4-61: Economic Impacts for OIC

Item	2019	2020	2022
Direct Impacts			
Airport-Related Payrolls	\$334,100	\$329,700	\$722,400
Airport Expenditures	\$785,200	\$774,100	\$1,146,500
Airport-Related Employment	6 Jobs	6 Jobs	10 Jobs
Induced Impacts			
Induced Impacts	\$300,000	\$296,500	\$480,400
Total Induced Employment Impacts	2 Jobs	2 Jobs	3 Jobs
Grand Total Dollar Impacts	\$1,085,200	\$1,070,600	\$1,626,900
Grand Total Income Impacts	\$409,100	\$403,900	\$851,400
Grand Total Employment Impacts	8 Jobs	8 Jobs	13 Jobs
Estimated State and Local Taxes	\$54,682	\$53,269	\$95,200

Source: IMPLAN Modeling by Consultant, 2021.

4.3.32. Malone-Dufort Airport

Airport Facilities

Malone-Dufort Airport (MAL) is less than 12 miles from the Canadian border and two miles west of the Malone central business district in the North Country region. The Airport is owned by the Town of Malone and covers 135 acres. MAL has two runways: Runway 5-23 is 3,994 feet by 100 feet, and Runway 4-32 is 3,250 feet by 75 feet. The Airport has an administration/terminal building and ramp area, Conventional hangars, T-hangars, and tie-down spaces.

Aviation Activity

Aircraft operations at MAL for 2019 totaled 8,700. The Airport – opened in 1949 as a joint effort by the Town of Malone and the Civil Aeronautics Board – serves general aviation needs in the area including business/corporate and recreational flying. There are 12 based aircraft listed at the Airport – all single-engine aircraft. The Town offers self-service AvGas (100LL) fuel but does not currently offer Jet-A. Town crews keep the runways clear of snow during daylight hours.

Economic Activity at MAL

The Airport serves the general aviation needs of Franklin County and the surrounding area. Employment at the Airport is related to personal flying, flight training, business aviation, and fuel sales. The area is home to Trudeau Institute, the Alice Hyde Medical Center, Adirondack Wood Furnishings, and other corporations.

Economic Impacts for MAL

In 2019, study surveys of sponsors and businesses revealed that three jobs and \$479,100 in expenditures are the direct result of on-airport businesses, including airport sponsor expenditures, and visitor spending at the airport. Including indirect expenditures, the total impact for Malone-Dufort Airport was \$657,500, supporting five jobs. For 2020, total dollar impacts decreased by



\$9,000 and total employment remained at five jobs. In 2022, economic impacts returned to 2019 levels and surpassed it in some cases. Total dollar impacts in 2022 reached \$785,300, about \$128,000 more than in 2019. Total employment impacts in 2022 remained at five jobs. A summary of economic impacts for MAL from 2019, 2020 and 2022 is shown in **Table 4-62**.

Table 4-62: Economic Impacts for MAL

Item	2019	2020	2022
Direct Impacts			
Airport-Related Payrolls	\$117,400	\$114,900	\$182,300
Airport Expenditures	\$479,100	\$472,300	\$582,900
Airport-Related Employment	3 Jobs	3 Jobs	4 Jobs
Induced Impacts			
Induced Impacts	\$178,400	\$176,200	\$202,400
Total Induced Employment Impacts	2 Jobs	2 Jobs	1 Job
Grand Total Dollar Impacts	\$657,500	\$648,500	\$785,300
Grand Total Income Impacts	\$168,100	\$164,900	\$243,800
Grand Total Employment Impacts	5 Jobs	5 Jobs	6 Jobs
Estimated State and Local Taxes	\$21,663	\$20,919	\$18,500

Source: IMPLAN Modeling by Consultant, 2021.

4.3.33. Middlesex Valley Airport

Airport Facilities

Middlesex Valley Airport (4N2) is a privately owned airport located in Yates County, one mile northwest of Middlesex in the Finger Lakes region. The Airport covers 56 acres and has a single turf runway (3-21) that is 2,130 feet by 175 feet. The Airport has several box hangars and one set of T-hangar units.

Aviation Activity

Aircraft operations at 4N2 for 2019 totaled 1,250. The Airport lists eight based aircraft, all of which are single engine. The Airport provides hangar space for aircraft owners in its service area.

Economic Activity at 4N2

Economic activities at the Airport include the use of small general aviation aircraft for personal flying and aircraft maintenance. The Airport reported two direct jobs.

Economic Impacts for 4N2

In 2013, study surveys of sponsors and businesses revealed that two jobs and \$211,200 in expenditures are the direct result of on-airport businesses, including airport sponsor expenditures, and visitor spending at the airport. Including indirect expenditures, the total impact for Middlesex Valley Airport was \$267,200, supporting three jobs. For 2020, total dollar impacts decreased by \$1,000 and total employment remained at three jobs. In 2022, economic impacts returned to 2019

levels and surpassed them in some cases. Total dollar impacts in 2022 reached \$346,700, about \$80,000 more than in 2019. Total employment impacts in 2022 remained at three jobs. A summary of economic impacts for 4N2 from 2019, 2020 and 2022 is shown in **Table 4-63**.

Table 4-63: Economic Impacts for 4N2

Item	2019	2020	2022
Direct Impacts			
Airport-Related Payrolls	\$179,700	\$179,400	\$235,500
Airport Expenditures	\$211,200	\$210,500	\$272,900
Airport-Related Employment	2 Jobs	2 Jobs	2 Jobs
Induced Impacts			
Induced Impacts	\$56,000	\$55,700	\$73,800
Total Induced Employment Impacts	1 Job	1 Job	1 Job
Grand Total Dollar Impacts	\$267,200	\$266,200	\$346,700
Grand Total Income Impacts	\$194,500	\$194,200	\$255,800
Grand Total Employment Impacts	3 Jobs	3 Jobs	3 Jobs
Estimated State and Local Taxes	\$9,683	\$9,583	\$13,800

Source: IMPLAN Modeling by Consultant, 2021.

4.3.34. Montauk Airport

Airport Facilities

Montauk Airport (MTP) is a privately owned, public-use airport at the eastern tip of Long Island, three miles northeast of Montauk. The Airport is owned by Montauk Airport Inc. and covers 40 acres. MTP has one runway (6-24) that is 3,246 feet by 75 feet. The Airport has an administration/terminal building and ramp area, one Conventional hangar, four T-hangars, and numerous tie-down spaces. The Airport is open year-round, but the Airport office is closed between November and March.

Aviation Activity

Aircraft operations at MTP for 2019 totaled 30,361. The Airport opened in 1957 as a as a quick means of accessing Montauk without hours of driving time from New York City. It serves the general aviation needs in the area including recreational and light business flying. MTP is base for three single engine and one multi engine aircraft. Limited FBO services are provided by the Airport staff and fuel is not available on the Airport.

Economic Activity at MTP

The Airport serves general aviation at the eastern end of Suffolk County and the surrounding area. Employment at the Airport is related to primarily to personal flying catering to recreation, vacation, and tourism. Business aviation is a minor feature. The area is home to numerous small businesses, second homes, restaurants, lodging rentals, and entertainment catering to vacation visitors and tourism.



Economic Impacts for MTP

In 2019, study surveys of sponsors and businesses revealed that two jobs and \$270,900 in expenditures are the direct result of on-airport businesses, including airport sponsor expenditures, and visitor spending at the airport. Including indirect expenditures, the total impact for Montauk Airport was \$444,600, supporting three jobs. For 2020, total dollar impacts decreased by \$32,800 and total employment remained at three jobs. In 2022, economic impacts surpassed 2019 levels. Total dollar impacts in 2022 reached \$629,300, about \$185,000 more than in 2019. Total employment impacts in 2022 were five jobs, just two jobs more than in 2019. A summary of economic impacts for MTP from 2019, 2020 and 2022 is shown in **Table 4-64**.

Table 4-64: Economic Impacts for MTP

Item	2019	2020	2022
Direct Impacts			
Airport-Related Payrolls	\$118,000	\$109,100	\$228,300
Airport Expenditures	\$270,900	\$250,000	\$386,100
Airport-Related Employment	2 Jobs	2 Jobs	4 Jobs
Induced Impacts			
Induced Impacts	\$173,700	\$161,800	\$243,200
Total Induced Employment Impacts	1 Job	1 Job	1 Job
Grand Total Dollar Impacts	\$444,600	\$411,800	\$629,300
Grand Total Income Impacts	\$181,800	\$168,700	\$315,800
Grand Total Employment Impacts	3 Jobs	3 Jobs	5 Jobs
Estimated State and Local Taxes	\$27,498	\$24,575	\$47,900

Source: IMPLAN Modeling by Consultant, 2021.

4.3.35. Orange County Airport

Airport Facilities

Orange County Airport (MGJ) is located one mile southwest of Montgomery in the Mid-Hudson region. The Airport is situated on 596 acres and owned by Orange County. It serves as a full-service general aviation facility with two runways: (3-21) that is 5,006 feet by 100 feet and (8-26) that is 3,664 feet by 100 feet. The Airport has an administration/terminal building and multiple ramp areas, with over 140 Conventional and T-hangars, and more than 30 tie-down spaces.

Aviation Activity

Aircraft operations at MGJ for 2019 totaled 118,900. The Airport lists 156 based aircraft, including 15 multi-engine aircraft, four jet aircraft, and one helicopter. The County serves as the FBO and offers both 100LL and Jet A fuels. In addition, Take Flight Aviation provides flight training and aircraft maintenance, particularly for Diamond Aircraft. Other maintenance providers on the Airport include Taylor Aviation and Flightpath Aviation. In the winter, County crews keep the runways clear of snow during daylight hours.

Economic Activity at MGJ

MGJ is considered an important component of business and corporate travel infrastructure due to the County’s high number of corporations, headquarters locations, and administrative offices. The Airport offers charter, flight instruction, and aircraft rental. Prominent corporate and institutional organization users include Crystal Run Healthcare, Abbott & Mills, 44X Inc., TM Aero, Aero Service Unlimited, North East Aero, Take Flight Aviation, Taylor Aviation, and Flightpath Aviation.

Economic Impacts for MGJ

In 2019, study surveys of sponsors and businesses revealed that 88 jobs and \$12.8 million in expenditures are the direct result of on-airport businesses, including airport sponsor expenditures, and visitor spending at the airport. Including indirect expenditures, the total impact for Orange County Airport was \$19.8 million, supporting 131 jobs. For 2020, total dollar impacts increased by \$416,200 to \$20.2 million and total employment increased to 135 jobs. In 2022, economic impacts did not return to 2019 levels. Total dollar impacts in 2022 reached almost \$11.8 million, about \$8 million less than in 2019. Total employment impacts in 2022 were 99 jobs, 32 jobs fewer than in 2019. A summary of economic impacts for MGJ from 2019, 2020 and 2022 is shown in **Table 4-65**.

Table 4-65: Economic Impacts for MGJ

Item	2019	2020	2022
Direct Impacts			
Airport-Related Payrolls	\$4,930,400	\$5,043,500	\$3,911,100
Airport Expenditures	\$12,769,200	\$13,048,200	\$7,597,400
Airport-Related Employment	88 Jobs	92 Jobs	75 Jobs
Induced Impacts			
Induced Impacts	\$7,030,800	\$7,168,000	\$4,194,200
Total Induced Employment Impacts	43 Jobs	43 Jobs	24 Jobs
Grand Total Dollar Impacts	\$19,800,000	\$20,216,200	\$11,791,600
Grand Total Income Impacts	\$7,086,600	\$7,242,400	\$5,224,600
Grand Total Employment Impacts	131 Jobs	135 Jobs	99 Jobs
Estimated State and Local Taxes	\$1,129,232	\$1,169,111	\$899,000

Source: IMPLAN Modeling by Consultant, 2021.

4.3.36. Oswego County Airport

Airport Facilities

Oswego County Airport (FZY) is located in the Town of Volney, three miles northeast of the City of Fulton in the Central New York region. The Airport is owned by the County and covers 171 acres. FZY has two intersecting runways. Runway 15-33 is 5,196 feet by 100 feet, and Runway 6-24 is 3,997 feet by 100 feet. The Airport has an administration/terminal building, large ramp area, Conventional/box hangars, T-hangars, and tie-down spaces.



Aviation Activity

Aircraft operations at FZY for 2019 totaled 20,550. The Airport serves general aviation needs in the area including business/corporate and recreational flying. The Airport lists 79 based aircraft, including one jet aircraft, and two helicopters. The County offers full service fueling for 100LL and Jet A fuels, and self-service fueling for 100LL. County crews keep the runways clear of snow during winter months for year-round access.

Economic Activity at FZY

The Airport serves the general aviation needs of Oswego County and the surrounding area. There is an industrial park with over 140 available acres of industrially zoned property located adjacent to the Airport. Employment at the Airport is related to personal flying, flight training, business aviation, and fuel sales. The area is home to a variety of corporations and small businesses.

Economic Impacts for FZY

In 2019, study surveys of sponsors and businesses revealed that 17 jobs and \$2.5 million in expenditures are the direct result of on-airport businesses, including airport sponsor expenditures, and visitor spending at the airport. Including indirect expenditures, the total impact for Oswego County Airport was \$3.3 million, supporting 23 jobs. For 2020, total dollar impacts decreased by \$41,700 and total employment remained at 23 jobs. In 2022, economic impacts nearly returned to 2019 levels. Total dollar impacts in 2022 reached over \$2.8 million, about \$482,000 less than in 2019. Total employment impacts in 2022 remained at 23 jobs. A summary of economic impacts for FZY from 2019, 2020 and 2022 is shown in **Table 4-66**.

Table 4-66: Economic Impacts for FZY

Item	2019	2020	2022
Direct Impacts			
Airport-Related Payrolls	\$1,125,500	\$1,113,600	\$915,100
Airport Expenditures	\$2,466,200	\$2,433,800	\$2,183,200
Airport-Related Employment	17 Jobs	17 Jobs	18 Jobs
Induced Impacts			
Induced Impacts	\$850,500	\$841,200	\$651,800
Total Induced Employment Impacts	6 Jobs	6 Jobs	4 Jobs
Grand Total Dollar Impacts	\$3,316,700	\$3,275,000	\$2,835,000
Grand Total Income Impacts	\$1,378,900	\$1,364,800	\$1,094,900
Grand Total Employment Impacts	23 Jobs	23 Jobs	23 Jobs
Estimated State and Local Taxes	\$165,104	\$161,019	\$134,800

Source: IMPLAN Modeling by Consultant, 2021.



4.3.37. Penn Yan Airport

Airport Facilities

Penn Yan Airport (PEO) is located one mile south of Penn Yan in the Finger Lakes region, less than a mile from Keuka Lake. The Airport is situated on 315 acres and is owned by Yates County. PEO serves as a full-service general aviation facility with two perpendicular runways. The primary runway (1-19) is 5,499 feet by 100 feet and crosswind runway (10-28) is 3,561 feet by 50 feet. The Airport has an administration/terminal building, a large ramp area, with a number of Conventional hangars, T-hangars, and tie-down spaces.

Aviation Activity

Aircraft operations at PEO for 2019 totaled 19,200. The Airport lists 30 based aircraft, including two jet aircraft, and one helicopter. PEO offers both 100LL and Jet A fuels. Seneca Flight Operations serves as the FBO and the base of operations for their jet charters. Penn Yan Aero specializes in overhauling and rebuilding Lycoming & Continental engines. Precision Aviation, also located at the Airport, provides aircraft maintenance services. County crews keep the runways clear of snow during winter months. The Penn Yan Flying Club was the original airport owner and supports 150 to 200 members. Penn Yan Flying Club offers training, as well as aircraft and hangar space for club members. Other services provided at the airport include engine rebuilding, air freight, and corporate charter.

Economic Activity at PEO

PEO has three major businesses on-site, Precision Aviation, Penn Yan Aero, and Seneca Flight Operations. Seneca Flight Operations manages jet aircraft for companies in the region. Employment at the Airport is generated primarily through these three companies, as they perform charter flights, aircraft maintenance, and specialized services. The significance of the Airport to area commerce is in many ways defined by its business clientele. Prominent corporate and institutional organization users include Seneca Foods Corporation, NetJets Aviation, Bombardier, Gulfstream Aerospace Corporation, and Wells Fargo.

Economic Impacts for PEO

In 2019, study surveys of sponsors and businesses revealed that 61 jobs and \$20.6 million in expenditures are the direct result of on-airport businesses, including airport sponsor expenditures, and visitor spending at the airport. Including indirect expenditures, the total impact for Penn Yan Airport was \$23.3 million, supporting 84 jobs. For 2020, total dollar impacts decreased by \$12,400 and total employment remained at 84 jobs. In 2022, economic impacts returned to 2019 levels. Total dollar impacts in 2022 reached almost \$19.1 million, about \$4.2 million less than in 2019. Total employment impacts in 2022 were 90 jobs, just six jobs more than in 2019. A summary of economic impacts for PEO from 2019, 2020 and 2022 is shown in **Table 4-67**.

Table 4-67: Economic Impacts for PEO

Item	2019	2020	2022
Direct Impacts			



Item	2019	2020	2022
Airport-Related Payrolls	\$3,617,300	\$3,613,900	\$5,082,100
Airport Expenditures	\$20,634,300	\$20,624,800	\$16,332,000
Airport-Related Employment	61 Jobs	61 Jobs	70 Jobs
Induced Impacts			
Induced Impacts	\$2,687,800	\$2,684,900	\$2,780,800
Total Induced Employment Impacts	23 Jobs	23 Jobs	20 Jobs
Grand Total Dollar Impacts	\$23,322,100	\$23,309,700	\$19,112,800
Grand Total Income Impacts	\$4,341,300	\$4,337,200	\$5,877,200
Grand Total Employment Impacts	84 Jobs	84 Jobs	90 Jobs
Estimated State and Local Taxes	\$556,012	\$554,699	\$658,500

Source: IMPLAN Modeling by Consultant, 2021.

4.3.38. Perry-Warsaw Airport

Airport Facilities

Perry-Warsaw Airport (01G) is located three miles northwest of Perry in the Niagara Frontier region. The Airport is situated on 158 acres and is owned by the towns of Perry and Warsaw. It serves as a general aviation facility with one paved runway (10-28) that is 3,429 feet by 60 feet and one turf runway (10-28) that is 1,806 feet by 60 feet. The Airport has an administration/terminal building, ramp area, Conventional hangar, T-hangars, and tie-down spaces.

Aviation Activity

Aircraft operations at 01G for 2019 totaled 14,500. The Airport lists 24 based aircraft, including two multi engine aircraft, and one helicopter. 01G offers 100LL fuel via a self-service tank and aircraft maintenance. In addition, Rochester Skydivers operate from the Airport.

Economic Activity at 01G

The Airport serves the general aviation needs of Wyoming County and the surrounding area. Employment at the Airport is related to personal flying, flight training, business aviation, skydiving, and fuel sales. The area is home to Steel & O’Brien Mfg., Pioneer Credit Recovery, Prestolite Electric, Inc., and a variety of other corporations and small businesses.

Economic Impacts for 01G

In 2019, study surveys of sponsors and businesses revealed that two jobs and \$283,500 in expenditures are the direct result of on-airport businesses, including airport sponsor expenditures, and visitor spending at the airport. Including indirect expenditures, the total impact for Perry-Warsaw Airport was \$358,400, supporting three jobs. For 2020, total dollar impacts decreased by \$5,300 and total employment remained at three jobs. In 2022, economic impacts surpassed 2019 levels. Total dollar impacts in 2022 reached almost \$1.1 million, about \$737,000 more than in

2019. Total employment impacts in 2022 were 10 jobs, seven jobs more than in 2019. A summary of economic impacts for O1G from 2019, 2020 and 2022 is shown in **Table 4-68**.

Table 4-68: Economic Impacts for O1G

Item	2019	2020	2022
Direct Impacts			
Airport-Related Payrolls	\$140,900	\$139,200	\$471,000
Airport Expenditures	\$283,500	\$279,200	\$844,800
Airport-Related Employment	2 Jobs	2 Jobs	9 Jobs
Induced Impacts			
Induced Impacts	\$74,900	\$73,900	\$250,600
Total Induced Employment Impacts	1 Job	1 Job	1 Job
Grand Total Dollar Impacts	\$358,400	\$353,100	\$1,095,500
Grand Total Income Impacts	\$161,400	\$159,400	\$535,900
Grand Total Employment Impacts	3 Jobs	3 Jobs	10 Jobs
Estimated State and Local Taxes	\$16,804	\$16,263	\$61,300

Source: IMPLAN Modeling by Consultant, 2021.

4.3.39. Piseco Airport

Airport Facilities

Piseco Airport (K09) is located three miles northwest of Piseco in the North Country region. The Airport is owned by the Town of Arietta and covers 60 acres. K09 has a single runway (4-22) that is 3,016 feet by 60 feet. In addition, the Airport has a small terminal building and ramp area with 19 tie-downs, one small Conventional hangar, and five T-hangars.

Aviation Activity

The Airport is within Adirondack Park, a mountainous wilderness tourism area. Aviation activities include recreational flying, aerial photography, search and rescue, medical shipments, patient transfer, and environmental patrol. Aircraft operations at K09 for 2019 totaled 3,150. The Airport lists two based aircraft and offers 100LL AvGas fuel.

Economic Activity at K09

The Airport serves general aviation in Hamilton County and the surrounding area and because of its location within Adirondack Park, it can serve as a gateway for visitors to the region. Employment at the Airport is primarily related to personal flying and fuel sales. The area is home to a number of small businesses and corporations. The New York State Department of Environmental Conservation uses the Airport regularly as does Golden Eagle Wings, Adventure Air, and Brave Cow Equipment.



Economic Impacts for K09

In 2019, study surveys of sponsors and businesses revealed that three jobs and \$316,700 in expenditures are the direct result of on-airport businesses, including airport sponsor expenditures, and visitor spending at the airport. Including indirect expenditures, the total impact for Piseco Airport was \$386,000, supporting three jobs. For 2020, total dollar impacts decreased by \$1,900 and total employment remained at three jobs. In 2022, economic impacts surpassed 2019 levels. Total dollar impacts in 2022 reached almost \$1.1 million, about \$680,000 more than in 2019. Total employment impacts in 2022 were six jobs, three jobs more than in 2019. A summary of economic impacts for K09 from 2019, 2020 and 2022 is shown in **Table 4-69**.

Table 4-69: Economic Impacts for K09

Item	2019	2020	2022
Direct Impacts			
Airport-Related Payrolls	\$121,300	\$120,800	\$241,600
Airport Expenditures	\$316,700	\$315,200	\$843,000
Airport-Related Employment	3 Jobs	3 Jobs	5 Jobs
Induced Impacts			
Induced Impacts	\$69,300	\$68,900	\$223,200
Total Induced Employment Impacts	0 Jobs	0 Jobs	1 Job
Grand Total Dollar Impacts	\$386,000	\$384,100	\$1,066,200
Grand Total Income Impacts	\$136,800	\$136,200	\$297,200
Grand Total Employment Impacts	3 Jobs	3 Jobs	7 Jobs
Estimated State and Local Taxes	\$16,857	\$16,657	\$35,400

Source: IMPLAN Modeling by Consultant, 2021.

4.3.40. Potsdam Municipal Airport

Airport Facilities

Potsdam Municipal Airport (PTD) is located two miles east of Potsdam in the Thousand Island-Seaway Region and is less than 19 miles from the Canadian border. The Airport is owned by the Village of Potsdam and covers 168 acres. PTD has a single runway (6-24) that is 3,703 feet by 75 feet. The Airport also has a terminal and ramp area, along with T-hangars, Conventional hangars, and tie-downs.

Aviation Activity

Aircraft operations at PTD for 2019 totaled 6,000. The Airport lists 12 based aircraft, which include two multi-engine aircraft, and one jet. Activities at the Airport include corporate/business use, flight training, recreational flying, and aerial medical evacuation. FBO services are provided by City employees with both 100LL and Jet A fuel. City crews keep the runways clear of snow, as necessary.

Economic Activity at PTD

PTD serves the light general aviation needs of St. Lawrence County and the surrounding area. Employment at the Airport is related to personal flying, light business aviation, and fuel sales. The United Parcel Service (UPS) facility adjacent to Potsdam Municipal Airport is the largest employer that directly uses the Airport for business purposes. Other corporate and institutional users of the airport include Mercy Flight, Life Flight, EMS Services of New York, and NetJets Aviation. The area is home to Clarkson University, SUNY Potsdam, Canton-Potsdam Hospital, Procter & Gamble, and other businesses.

Economic Impacts for PTD

In 2019, study surveys of sponsors and businesses revealed that 58 jobs and \$17.2 million in expenditures are the direct result of on-airport businesses, including airport sponsor expenditures, and visitor spending at the airport. Including indirect expenditures, the total impact for Potsdam Municipal Airport/Damon Field was \$22.6 million, supporting 100 jobs. For 2020, total dollar impacts decreased by \$4,400 and total employment remained at 100 jobs. In 2022, economic impacts returned to 2019 levels. Total dollar impacts in 2022 reached almost \$23.7 million, only about \$1.1 million more than in 2019. Total employment impacts in 2022 were 107 jobs, just seven jobs more than in 2019. A summary of economic impacts for PTD from 2019, 2020 and 2022 is shown in **Table 4-70**.

Table 4-70: Economic Impacts for PTD

Item	2019	2020	2022
Direct Impacts			
Airport-Related Payrolls	\$3,073,100	\$3,071,900	\$3,989,400
Airport Expenditures	\$17,156,800	\$17,153,600	\$17,362,900
Airport-Related Employment	58 Jobs	58 Jobs	61 Jobs
Induced Impacts			
Induced Impacts	\$5,413,400	\$5,412,200	\$6,333,800
Total Induced Employment Impacts	42 Jobs	42 Jobs	46 Jobs
Grand Total Dollar Impacts	\$22,570,200	\$22,565,800	\$23,696,700
Grand Total Income Impacts	\$4,748,500	\$4,746,900	\$6,223,100
Grand Total Employment Impacts	100 Jobs	100 Jobs	107 Jobs
Estimated State and Local Taxes	\$3,002,523	\$3,002,087	\$1,387,100

Source: IMPLAN Modeling by Consultant, 2021.

4.3.41. Randall Airport

Airport Facilities

Randall Airport (06N) is a privately owned airport located in Orange County, two miles southeast of Middletown in the Mid-Hudson region. The Airport covers 77 acres and has a single paved runway (1R-19L) that is 2,810 feet by 60 feet. The Airport has a terminal and two sets of T-hangars.



Aviation Activity

Aircraft operations at 06N for 2019 totaled 22,500. The Airport lists 32 based aircraft, which include 20 glider airplanes. There is a significant amount of glider activity at the Airport, along with balloon tours, flight training, and aircraft maintenance. The Airport provides hangar space for aircraft owners in its service area.

Economic Activity at 06N

Economic activities at the Airport include glider operations, flight training, aircraft maintenance, and the use of small general aviation aircraft for business and personal flying. In addition to the Airport management, there are six aviation businesses located on the Airport: Plane Service (aircraft maintenance), Above the Clouds (balloon tours), Fantasy Balloon Flights, Wandering Winds (balloon tours), Middletown Aviation (flight instruction), USHG (glider tows/instruction), and Hangar 3 (glider operations).

Economic Impacts for 06N

In 2019, study surveys of sponsors and businesses revealed that 16 jobs and \$2.3 million in expenditures are the direct result of on-airport businesses, including airport sponsor expenditures, and visitor spending at the airport. Including indirect expenditures, the total impact for Randall Airport was \$3.7 million, supporting 26 jobs. For 2020, total dollar impacts decreased by \$5,800 and total employment remained at 26 jobs. In 2022, economic impacts nearly returned to 2019 levels. Total dollar impacts in 2022 reached almost \$2.9 million, only about \$823,000 less than in 2019. Total employment impacts in 2022 were 24 jobs, just two jobs fewer than in 2019. A summary of economic impacts for 06N from 2019, 2020 and 2022 is shown in **Table 4-71**.

Table 4-71: Economic Impacts for 06N

Item	2019	2020	2022
Direct Impacts			
Airport-Related Payrolls	\$916,300	\$914,700	\$1,195,000
Airport Expenditures	\$2,271,200	\$2,267,300	\$1,732,200
Airport-Related Employment	16 Jobs	16 Jobs	17 Jobs
Induced Impacts			
Induced Impacts	\$1,422,200	\$1,420,300	\$1,137,900
Total Induced Employment Impacts	10 Jobs	10 Jobs	7 Jobs
Grand Total Dollar Impacts	\$3,693,400	\$3,687,600	\$2,870,100
Grand Total Income Impacts	\$1,408,500	\$1,406,300	\$1,592,800
Grand Total Employment Impacts	26 Jobs	26 Jobs	24 Jobs
Estimated State and Local Taxes	\$194,181	\$193,626	\$193,200

Source: IMPLAN Modeling by Consultant, 2021.



4.3.42. Republic Airport

Airport Facilities

Republic Airport (FRG) is located one mile east of Farmingdale and is an important general aviation business airport on Long Island. The Airport is owned by the State of New York and managed under contract by an airport management company under the supervision of New York State Department of Transportation. The Airport covers 526 acres and has two intersecting runways. The primary runway (14-32) is 6,833 feet by 150 feet, while the crosswind runway (1-19) is 5,516 feet by 150 feet. The Airport has a large terminal and administrative building, FAA Air Traffic Control Tower (ATCT), multiple ramp areas, numerous Conventional hangars, T-hangars, and tie-downs spaces.

Aviation Activity

Republic Airport serves as a general aviation reliever airport and has a significant corporate aviation fleet. Aircraft operations at FRG for 2019 totaled 198,407. Even so, FRG is the busiest general aviation airport in New York State. The Airport lists 350 based aircraft, which include 47 multi-engine aircraft, 54 jets, and 11 helicopters. In addition to serving as a major corporate aviation facility, the airport also has flight training (with 14 flight schools), charter activity (with 9 charter services), aerial advertising and filming, aircraft sales, aircraft catering, aircraft cleaning and maintenance, and aerial medical evacuation. FBO services are provided by Republic Jet Center, Sheltair Aviation Services Farmingdale, and Atlantic Aviation Long Island.

Economic Activity at FRG

Republic Airport has the highest employment and economic impact of any general aviation airport in New York State. The significance of the Airport to area commerce is in many ways defined by its business clientele. Prominent corporate and institutional organization users include Farmingdale State College SUNY, NetJets Aviation, Geico, Wells Fargo, Coca-Cola, Vitamin World, Mustang Sally Aviation, Mercy Flight, HEMS Services, and Bank of America. Nearby corporations of note include the Alcott Group, P.C. Richard & Son, Levitz Furniture Corporation, Minuteman Press International, Telephonics, J D'Addario & Co., Enzo Biochem, Modern Medical Systems, Marjam Supply, and many others. FRG is also home to the American Air Power Museum and the Long Island Historical Society. The Airport supports the region's sports activities and venues including the U.S. Open golf championship at Bethpage Golf Course (less than one mile from the end of Runway 14), the US Open tennis tournament, thoroughbred racing events at Belmont Park, teams from Major League Baseball, National Hockey League, National Basketball Association, and a variety of other teams.

Economic Impacts for FRG

In 2019, study surveys of sponsors and businesses revealed that 713 jobs and \$183.4 million in expenditures are the direct result of on-airport businesses, including airport sponsor expenditures, and visitor spending at the airport. Including indirect expenditures, the total impact for Republic Airport was \$271 million, supporting 1,240 jobs. For 2020, total dollar impacts decreased by \$1.3 million and total employment decreased to 1,228 jobs. In 2022, economic impacts surpassed 2019 levels. Total dollar impacts in 2022 reached over \$355.9 million, about \$85 million more than in



2019. Total employment impacts in 2022 were 1,694 jobs, 454 jobs more than in 2019. A summary of economic impacts for FRG from 2019, 2020 and 2022 is shown in **Table 4-72**.

Table 4-72: Economic Impacts for FRG

Item	2019	2020	2022
Direct Impacts			
Airport-Related Payrolls	\$62,156,400	\$61,800,100	\$107,805,200
Airport Expenditures	\$183,444,500	\$182,605,100	\$228,115,500
Airport-Related Employment	713 Jobs	704 Jobs	997 Jobs
Induced Impacts			
Induced Impacts	\$87,514,800	\$87,036,800	\$127,813,100
Total Induced Employment Impacts	527 Jobs	524 Jobs	697 Jobs
Grand Total Dollar Impacts	\$270,959,300	\$269,641,900	\$355,928,700
Grand Total Income Impacts	\$93,856,400	\$93,331,000	\$155,838,800
Grand Total Employment Impacts	1,240 Jobs	1,228 Jobs	1,694 Jobs
Estimated State and Local Taxes	\$24,364,888	\$24,247,407	\$22,721,400

Source: IMPLAN Modeling by Consultant, 2021.

4.3.43. Royalton Airport

Airport Facilities

Royalton Airport (9G5) is a privately owned airport located in Niagara County, six miles east of Lockport in the Niagara Frontier region. The Airport covers 104 acres and has a single paved runway (1R-19L) that is 2,530 feet by 35 feet. The Airport has terminal space, many box hangars, and two sets of T-hangars.

Aviation Activity

Aircraft operations at 9G5 for 2019 totaled 6,100. The Airport lists 33 based aircraft, three of which are helicopters. Aviation activity at the Airport includes personal and business flying, flight training, and helicopter activity. The Airport provides hangar space for aircraft owners in its service area.

Economic Activity at 9G5

Economic activities at the Airport include helicopter operations, personal and business flying, flight training, and some aircraft maintenance. Tanger-Aire serves as the FBO and provides fuel sales of Mogas and 100LL. The Airport also hosts an annual fly-in breakfast for charity.

Economic Impacts for 9G5

In 2019, study surveys of sponsors and businesses revealed that one job and \$172,600 in expenditures are the direct result of on-airport businesses, including airport sponsor expenditures, and visitor spending at the airport. Including indirect expenditures, the total impact for Royalton Airport was \$237,400, supporting two jobs. For 2020, total dollar impacts decreased by \$600 and total employment remained at two jobs. In 2022, economic impacts did not return to 2019 levels.

Total dollar impacts in 2022 reached \$145,600, about \$92,000 less than in 2019. Total employment impacts in 2022 were two jobs, the same as 2019. A summary of economic impacts for 9G5 from 2019, 2020 and 2022 is shown in **Table 4-73**.

Table 4-73: Economic Impacts for 9G5

Item	2019	2020	2022
Direct Impacts			
Airport-Related Payrolls	\$67,700	\$67,600	\$74,000
Airport Expenditures	\$172,600	\$172,200	\$103,700
Airport-Related Employment	1 Job	1 Job	1 Job
Induced Impacts			
Induced Impacts	\$64,800	\$64,600	\$41,900
Total Induced Employment Impacts	1 Job	1 Job	0 Jobs
Grand Total Dollar Impacts	\$237,400	\$236,800	\$145,600
Grand Total Income Impacts	\$87,500	\$87,300	\$87,600
Grand Total Employment Impacts	2 Jobs	2 Jobs	2 Jobs
Estimated State and Local Taxes	\$9,262	\$9,200	\$7,800

Source: IMPLAN Modeling by Consultant, 2021.

4.3.44. Saratoga County Airport

Airport Facilities

Saratoga County Airport (5B2) is located two miles southwest of Saratoga Springs in the Capital Region and about 30 miles west of the Vermont border. The Airport is owned by Saratoga County and covers 527 acres. 5B2 has two intersecting runways. The primary runway (5-23) is 4,699 feet by 100 feet and crosswind runway (14-32) is 4,000 feet by 100 feet. The Airport has a terminal and ramp area, Conventional hangars, T-hangars, and tie-downs.

Aviation Activity

Aircraft operations at 5B2 for 2019 totaled 48,996. The Airport lists 47 based aircraft, which includes one multi-engine aircraft, one jet, and one helicopter. Activities at the Airport include corporate/business use, flight training, recreational flying, and aerial medical evacuation. FBO services are provided by North American Flight Services with both 100LL and Jet A fuel. 5B2 is most active in July and August, when it serves clients and patrons arriving for the Saratoga thoroughbred racing season.

Economic Activity at 5B2

The Airport serves the general aviation needs of Saratoga County and the surrounding area and provides a base for economic development in the region. Employment at the Airport is related to personal flying, business aviation, aircraft sales and maintenance, and fuel sales. Corporate and institutional users of the Airport include Mercy Flight, HEMS Services, and NetJets. The Airport supports the region’s local business activity, including the large economic impacts of the summer horse racing season. The area is home to Ayco, AIM Services, Saratoga Hospital, Four Winds



Hospital, Saratoga Builders Association, Adirondack Trust Company, Espey Mfg. & Electronics, and other significant businesses.

Economic Impacts for 5B2

In 2019, study surveys of sponsors and businesses revealed that 42 jobs and \$8.6 million in expenditures are the direct result of on-airport businesses, including airport sponsor expenditures, and visitor spending at the airport. Including indirect expenditures, the total impact for Saratoga County Airport was \$12.6 million, supporting 68 jobs. For 2020, total dollar impacts decreased by \$275,100 and total employment decreased to 65 jobs. In 2022, economic impacts did not return to 2019 levels. Total dollar impacts in 2022 reached almost \$9.8 million, about \$2.8 million less than in 2019. Total employment impacts in 2022 were 54 jobs, 14 jobs fewer than in 2019. A summary of economic impacts for 5B2 from 2019, 2020 and 2022 is shown in **Table 4-74**.

Table 4-74: Economic Impacts for 5B2

Item	2019	2020	2022
Direct Impacts			
Airport-Related Payrolls	\$2,820,000	\$2,744,400	\$2,697,800
Airport Expenditures	\$8,602,000	\$8,413,400	\$6,517,800
Airport-Related Employment	42 Jobs	40 Jobs	36 Jobs
Induced Impacts			
Induced Impacts	\$4,038,200	\$3,951,700	\$3,279,500
Total Induced Employment Impacts	26 Jobs	25 Jobs	18 Jobs
Grand Total Dollar Impacts	\$12,640,200	\$12,365,100	\$9,797,300
Grand Total Income Impacts	\$4,159,400	\$4,057,400	\$3,753,700
Grand Total Employment Impacts	68 Jobs	65 Jobs	54 Jobs
Estimated State and Local Taxes	\$1,202,549	\$1,177,375	\$495,300

Source: IMPLAN Modeling by Consultant, 2021.

4.3.45. Schenectady County Airport

Airport Facilities

Schenectady County Airport (SCH) is located three miles north of the central business district of Schenectady in the Capital Region. The Airport is owned by the County and covers 680 acres. SCH has two intersecting runways. The primary runway (4-22) is 7,001 feet by 150 feet, while the crosswind runway (10-28) is 4,850 feet by 150 feet. The Airport has a significant terminal and ramp area, along with numerous Conventional and T-hangars. The Airport is shared with the New York Air National Guard 109th Airlift Wing (Stratton Air National Guard Base) which conducts a significant level of annual operations with the C-130 military aircraft. The Airport has an Air Traffic Control Tower and is also the home of the Empire State Aerosciences Museum.

Aviation Activity

Aircraft operations at SCH for 2019 totaled 48,996. In addition to civil aircraft operations, the military performs more than 7,400 annual aircraft operations at SCH. Richmor Aviation serves as

the FBO and offers fuel sales, hangar space, aircraft maintenance and repair (including avionics), rental cars, and charter service. The Airport lists 75 based aircraft, which include three multi-engine aircraft and 12 business jets.

Economic Activity at SCH

Employment at SCH is generated by the military unit based there, along with the Airport’s FBO, Richmor Aviation. Other employers include aerial medical evacuation providers, aircraft maintenance personnel, and charter aircraft teams. Prominent corporate and institutional organization users include Bombardier Aerospace, NetJets Aviation, Cushing Stone Company Inc., Chieftain Ltd., Wachovia Financial Services Inc., and Richmor Aviation Inc.

Economic Impacts for SCH

In 2019, study surveys of sponsors and businesses revealed that 1,040 jobs and \$83.9 million in expenditures are the direct result of on-airport businesses, including airport sponsor expenditures, and visitor spending at the airport. Including indirect expenditures, the total impact for Schenectady County Airport was \$99.4 million, supporting 1,139 jobs. For 2020, total dollar impacts decreased by \$110,900 and total employment decreased to 1,138 jobs. In 2022, economic impacts surpassed 2019 levels. Total dollar impacts in 2022 reached over \$166.9 million, about \$67.5 million more than in 2019. Total employment impacts in 2022 were 1,497 jobs, 358 jobs more than in 2019. A summary of economic impacts for SCH from 2019, 2020 and 2022 is shown in **Table 4-75**.

Table 4-75: Economic Impacts for SCH

Item	2019	2020	2022
Direct Impacts			
Airport-Related Payrolls	\$42,537,800	\$42,506,900	\$80,000,600
Airport Expenditures	\$83,884,000	\$83,804,000	\$140,317,800
Airport-Related Employment	1,040 Jobs	1,039 Jobs	1,348 Jobs
Induced Impacts			
Induced Impacts	\$15,513,500	\$15,482,600	\$26,590,700
Total Induced Employment Impacts	99 Jobs	99 Jobs	149 Jobs
Grand Total Dollar Impacts	\$99,397,500	\$99,286,600	\$166,908,400
Grand Total Income Impacts	\$47,219,800	\$47,179,300	\$88,973,200
Grand Total Employment Impacts	1,139 Jobs	1,138 Jobs	1,497 Jobs
Estimated State and Local Taxes	\$2,558,713	\$2,548,430	\$4,602,800

Source: IMPLAN Modeling by Consultant, 2021.

4.3.46. Schroon Lake Airport

Airport Facilities

Schroon Lake Airport (4B7) is a general aviation airport east of Interstate 87, approximately 18 miles west of Ticonderoga. The Airport is owned by the Town of Schroon Lake and covers 26 acres.



4B7 has a single runway (16-34) that is 3,000 feet by 60 feet. The Airport has one hangar and several tie-down spaces.

Aviation Activity

Aircraft operations at 4B7 for 2019 totaled 800. The Airport lists one based aircraft on the field. There are no fuel sales or other aviation businesses on the Airport.

Economic Activity at 4B7

The Airport serves local and transient general aviation in the Northern New York area. In particular, owners of second homes in the area and those on vacation can use the Airport for air access.

Economic Impacts for 4B7

In 2019, study surveys of sponsors and businesses revealed that two jobs and \$224,900 in expenditures are the direct result of on-airport businesses, including airport sponsor expenditures, and visitor spending at the airport. Including indirect expenditures, the total impact for Schroon Lake Airport was \$308,400, supporting two jobs. For 2020, total dollar impacts decreased by \$600 and total employment remained at two jobs. In 2022, economic impacts did not return to 2019 levels. Total dollar impacts in 2022 reached \$130,200, about \$178,000 less than in 2019. Total employment impacts in 2022 were one job, one job less than in 2019. A summary of economic impacts for 4B7 from 2019, 2020 and 2022 is shown in **Table 4-76**.

Table 4-76: Economic Impacts for 4B7

Item	2019	2020	2022
Direct Impacts			
Airport-Related Payrolls	\$62,000	\$61,800	\$49,700
Airport Expenditures	\$224,900	\$224,500	\$94,300
Airport-Related Employment	2 Jobs	2 Jobs	1 Job
Induced Impacts			
Induced Impacts	\$83,500	\$83,300	\$35,900
Total Induced Employment Impacts	0 Jobs	0 Jobs	0 Jobs
Grand Total Dollar Impacts	\$308,400	\$307,800	\$130,200
Grand Total Income Impacts	\$85,400	\$85,200	\$59,900
Grand Total Employment Impacts	2 Jobs	2 Jobs	1 Job
Estimated State and Local Taxes	\$11,800	\$11,746	\$6,100

Source: IMPLAN Modeling by Consultant, 2021.

4.3.47. Sidney Municipal Airport

Airport Facilities

Sidney Municipal Airport (N23) is located three miles southwest of Sidney, in the eastern Southern Tier region. The Airport is owned and operated by the Village of Sidney. The Airport covers 50 acres and has a single runway (7-25) that is 4,201 feet by 75 feet. N23 also has a terminal and

ramp area, along with a large Conventional hangar and two sets of T-hangars. There is industrial development adjacent to the Airport to the east (ACCO Brands).

Aviation Activity

Aircraft operations at N23 for 2019 totaled 7,800. The Airport lists 22 based aircraft, which include two multi-engine aircraft, one business jet, and one helicopter. The Airport’s FBO, Delaware Aviation provides aircraft maintenance, charter service, flight instruction, and aircraft rental. Full service and self-service aviation fueling are available at the Airport. Air Methods, an air ambulance company, has a base at the Airport and provides aerial medical evacuation services to the region.

Economic Activity at N23

Employment at the Airport is generated by airport management functions, air ambulance activity, aircraft maintenance, flight instruction, and charter service. The Airport fulfills both business aviation and personal flying needs in the region. The Airport is also used for some community functions such as Toys for Tots drives, and prior to COVID-19, N23 hosted fly-in pancake breakfasts.

Economic Impacts for N23

In 2019, study surveys of sponsors and businesses revealed that 25 jobs and \$2.9 million in expenditures are the direct result of on-airport businesses, including airport sponsor expenditures, and visitor spending at the airport. Including indirect expenditures, the total impact for Sidney Municipal Airport was \$4 million, supporting 33 jobs. For 2020, total dollar impacts decreased by \$9,500 and total employment remained at 33 jobs. In 2022, economic impacts returned to 2019 levels. Total dollar impacts in 2022 reached over \$3.9 million, only about \$57,000 less than in 2019. Total employment impacts in 2022 remained at 33 jobs. A summary of economic impacts for N23 from 2019, 2020 and 2022 is shown in **Table 4-77**.

Table 4-77: Economic Impacts for N23

Item	2019	2020	2022
Direct Impacts			
Airport-Related Payrolls	\$1,062,400	\$1,059,900	\$1,347,500
Airport Expenditures	\$2,899,300	\$2,892,200	\$2,881,500
Airport-Related Employment	25 Jobs	25 Jobs	26 Jobs
Induced Impacts			
Induced Impacts	\$1,100,200	\$1,097,800	\$1,061,600
Total Induced Employment Impacts	8 Jobs	8 Jobs	7 Jobs
Grand Total Dollar Impacts	\$3,999,500	\$3,990,000	\$3,943,000
Grand Total Income Impacts	\$1,340,700	\$1,337,700	\$1,639,100
Grand Total Employment Impacts	33 Jobs	33 Jobs	32 Jobs
Estimated State and Local Taxes	\$159,553	\$158,581	\$114,700

Source: IMPLAN Modeling by Consultant, 2021.



4.3.48. Skaneateles Aero Drome

Airport Facilities

Skaneateles Aero Drome (6B9) is located two miles southwest of Skaneateles in Onondaga County near Syracuse. The Airport is privately owned and operated by Skaneateles Aerodrome LLC. The Airport covers 100 acres and has one paved runway (10-28) that is 3,134 feet by 58 feet and one turf crosswind runway (4-22) that is 3,350 feet by 130 feet. 6B9 also has terminal and ramp space, along with two Conventional hangars and two sets of T-hangars.

Aviation Activity

Aircraft operations at 6B9 for 2019 totaled 9,108. The Airport lists 22 based aircraft, which includes one multi-engine aircraft. The Airport’s owner/operator provides airport management, aviation fuel, aircraft parking (ramp or tiedown), and hangars leasing. Finger Lakes Flying Service provides aircraft maintenance services, and self-service aviation fueling is available at the Airport.

Economic Activity at 6B9

Economic activity at the Airport is generated by airport management functions, aircraft maintenance, flight instruction, and general aviation flying. The airport fulfills both business aviation and personal flying need in its service area.

Economic Impacts for 6B9

In 2019, study surveys of sponsors and businesses revealed that three jobs and \$483,900 in expenditures are the direct result of on-airport businesses, including airport sponsor expenditures, and visitor spending at the airport. Including indirect expenditures, the total impact for Skaneateles Aero Drome was \$884,500, supporting six jobs. For 2020, total dollar impacts increased by \$3,100 and total employment remained at six jobs. In 2022, economic impacts nearly returned to 2019 levels. Total dollar impacts in 2022 reached \$721,800, about \$163,000 less than in 2019. Total employment impacts in 2022 remained at six jobs. A summary of economic impacts for 6B9 from 2019, 2020 and 2022 is shown in **Table 4-78**.

Table 4-78: Economic Impacts for 6B9

Item	2019	2020	2022
Direct Impacts			
Airport-Related Payrolls	\$185,800	\$186,600	\$268,300
Airport Expenditures	\$483,900	\$485,800	\$399,400
Airport-Related Employment	3 Jobs	3 Jobs	4 Jobs
Induced Impacts			
Induced Impacts	\$400,600	\$401,800	\$322,400
Total Induced Employment Impacts	3 Jobs	3 Jobs	2 Jobs
Grand Total Dollar Impacts	\$884,500	\$887,600	\$721,800
Grand Total Income Impacts	\$328,900	\$330,000	\$386,000
Grand Total Employment Impacts	6 Jobs	6 Jobs	6 Jobs

Item	2019	2020	2022
Estimated State and Local Taxes	\$43,308	\$43,581	\$40,800

Source: IMPLAN Modeling by Consultant, 2021.

4.3.49. Sky Acres Airport

Airport Facilities

Sky Acres Airport (44N) is located six miles southwest of Millbrook in the Upper Hudson Valley. The Airport is privately owned and operated by Sky Acres Enterprises. The Airport covers 205 acres and has a single runway (17-35) that is 3,828 feet by 60 feet. 44N also has a terminal and ramp area, along with a several Conventional hangars and four sets of T-hangars.

Aviation Activity

Aircraft operations at 44N for 2019 totaled 48,300. The Airport lists 83 based aircraft, which includes one multi-engine aircraft and two gliders. Aviation activity includes business aviation, personal flying, glider flying, and pilot training. The Airport’s owner operates the FBO - HerGin Aviation – selling fuel and providing other aviation services.

Economic Activity at 44N

Employment at 44N is generated by on-site services, which include airport management and operation, aircraft maintenance and repairs, hangar leasing and sales, pilot shop, and a 24/7 self-service fueling station. Sky Acres is the home of SkyGeek, the world's leading online aviation superstore. Matt Aviation Properties, Inc. leases and sells hangar space at the Airport.

Economic Impacts for 44N

In 2019, study surveys of sponsors and businesses revealed that 24 jobs and \$3.1 million in expenditures are the direct result of on-airport businesses, including airport sponsor expenditures, and visitor spending at the airport. Including indirect expenditures, the total impact for Sky Acres Airport was \$4.8 million, supporting 35 jobs. For 2020, total dollar impacts decreased by \$45,000 and total employment decreased to 34 jobs. In 2022, economic impacts surpassed 2019 levels. Total dollar impacts in 2022 reached almost \$35.5 million, about \$30.7 million more than in 2019. Total employment impacts in 2022 were 177 jobs, 142 jobs more than in 2019. A summary of economic impacts for 44N from 2019, 2020 and 2022 is shown in **Table 4-79**.

Table 4-79: Economic Impacts for 44N

Item	2019	2020	2022
Direct Impacts			
Airport-Related Payrolls	\$1,339,900	\$1,327,200	\$5,061,000
Airport Expenditures	\$3,097,300	\$3,067,100	\$23,367,300
Airport-Related Employment	24 Jobs	23 Jobs	106 Jobs
Induced Impacts			
Induced Impacts	\$1,680,100	\$1,665,300	\$12,129,900



Item	2019	2020	2022
Total Induced Employment Impacts	11 Jobs	11 Jobs	71 Jobs
Grand Total Dollar Impacts	\$4,777,400	\$4,732,400	\$35,497,300
Grand Total Income Impacts	\$1,912,900	\$1,895,500	\$9,211,900
Grand Total Employment Impacts	35 Jobs	34 Jobs	177 Jobs
Estimated State and Local Taxes	\$268,341	\$264,206	\$3,210,600

Source: IMPLAN Modeling by Consultant, 2021.

4.3.50. South Albany Airport

Airport Facilities

South Albany Airport (4B0) is located six miles south of Albany in the Capital Region. A large rail yard is adjacent to the Airport on the south side. The Airport is privately owned and operated by South Albany Corporation. The Airport covers 66 acres and has a single runway (1-19) that is 2,853 feet by 60 feet. 4B0 also has a terminal and ramp area, along with two Conventional hangars and three sets of T-hangars. 4B0 is one of the oldest privately owned, public-use airports in New York State.

Aviation Activity

Aircraft operations at 4B0 for 2019 totaled 28,500. The Airport lists 26 based aircraft, two of which are multi-engine aircraft. Airport management is provided by the owner, with flight training available from Hewison Aviation. In addition, Air Methods Corp., an air ambulance company, provides aerial medical evacuation services from the Airport.

Economic Activity at 4B0

Employment at 4B0 is generated by airport management functions, air ambulance activity, light aircraft maintenance, flight instruction, and some charter service. The Airport fulfills both business aviation and personal flying needs in the greater Albany metro area.

Economic Impacts of 4B0

In 2019, study surveys of sponsors and businesses revealed that 20 jobs and \$2.4 million in expenditures are the direct result of on-airport businesses, including airport sponsor expenditures, and visitor spending at the airport. Including indirect expenditures, the total impact for South Albany Airport was \$3.9 million, supporting 28 jobs. For 2020, total dollar impacts increased by \$5,500 and total employment remained at 28 jobs. In 2022, economic impacts slightly surpassed 2019 levels. Total dollar impacts in 2022 reached over \$4.2 million, only about \$367,000 more than in 2019. Total employment impacts in 2022 were 33 jobs, just four jobs more than in 2019. A summary of economic impacts for 4B0 from 2019, 2020 and 2022 is shown in **Table 4-80**.

Table 4-80: Economic Impacts for 4B0

Item	2019	2020	2022
Direct Impacts			

Item	2019	2020	2022
Airport-Related Payrolls	\$1,246,200	\$1,247,700	\$1,497,300
Airport Expenditures	\$2,394,900	\$2,398,500	\$2,724,700
Airport-Related Employment	20 Jobs	20 Jobs	25 Jobs
Induced Impacts			
Induced Impacts	\$1,459,400	\$1,461,300	\$1,496,700
Total Induced Employment Impacts	8 Jobs	8 Jobs	7 Jobs
Grand Total Dollar Impacts	\$3,854,300	\$3,859,800	\$4,221,400
Grand Total Income Impacts	\$1,746,100	\$1,748,300	\$2,017,300
Grand Total Employment Impacts	28 Jobs	28 Jobs	33 Jobs
Estimated State and Local Taxes	\$153,350	\$153,804	\$142,300

Source: IMPLAN Modeling by Consultant, 2021.

4.3.51. Sullivan County International Airport

Airport Facilities

Sullivan County International Airport (MSV) is located six miles northwest of Monticello in the Catskills region. The Airport is owned by the County and covers 600 acres. MSV has a single runway (15-33) that is 6,298 feet by 150 feet. The Airport has a terminal and ramp area, along with several Conventional hangars and numerous T-hangars. The long runway has a precision instrument approach and can support most types of business jet aircraft.

Aviation Activity

Aircraft operations at MSV for 2019 totaled 21,506. The Airport lists 23 based aircraft, which include two multi-engine aircraft and one business jet. FBO services are provided by the County, with fuel sales, ground handling, hangar rentals, and additional corporate amenity services. The Airport has an aircraft maintenance provider and an aviation management company that provides aircraft management and flight training.

Economic Activity at MSV

Employment at the Airport is related to corporate aviation, personal flying, flight training, FBO fuel sales, corporate aviation, aircraft maintenance, along with some specialty operators. In addition to the County, other employers on the Airport include Woodstock Aircraft Services (aircraft maintenance), Kormair Inc. (aircraft management, flight training), and Granite (corporate aviation).

Economic Impacts for MSV

In 2019, study surveys of sponsors and businesses revealed that 26 jobs and \$6.2 million in expenditures are the direct result of on-airport businesses, including airport sponsor expenditures, and visitor spending at the airport. Including indirect expenditures, the total impact for Sullivan County International Airport was \$8.8 million, supporting 43 jobs. For 2020, total dollar impacts decreased by \$27,800 and total employment remained at 43 jobs. In 2022, economic impacts



surpassed 2019 levels. Total dollar impacts in 2022 reached over \$10.1 million, about \$1.3 million more than in 2019. Total employment impacts in 2022 were 45 jobs, two jobs more than in 2019. A summary of economic impacts for MSV from 2019, 2020 and 2022 is shown in **Table 4-81**.

Table 4-81: Economic Impacts for MSV

Item	2019	2020	2022
Direct Impacts			
Airport-Related Payrolls	\$3,304,000	\$3,295,700	\$3,888,100
Airport Expenditures	\$6,184,600	\$6,164,500	\$7,215,400
Airport-Related Employment	26 Jobs	25 Jobs	27 Jobs
Induced Impacts			
Induced Impacts	\$2,632,400	\$2,624,700	\$2,908,900
Total Induced Employment Impacts	17 Jobs	18 Jobs	18 Jobs
Grand Total Dollar Impacts	\$8,817,000	\$8,789,200	\$10,124,200
Grand Total Income Impacts	\$4,053,700	\$4,043,300	\$4,707,200
Grand Total Employment Impacts	43 Jobs	43 Jobs	45 Jobs
Estimated State and Local Taxes	\$603,425	\$600,817	\$574,300

Source: IMPLAN Modeling by Consultant, 2021.

4.3.52. Ticonderoga Municipal Airport

Airport Facilities

Ticonderoga Municipal Airport (4B6) is located two miles northeast of Ticonderoga near the border of Southern Vermont. The Airport is owned by the Town of Ticonderoga and covers 60 acres. 4B6 has a single runway (2-20) that is 4,041 feet by 60 feet. The Airport has a ramp area, along with one set of T-hangar units.

Aviation Activity

Aircraft operations at 4B6 for 2019 totaled 11,200. The Airport lists 11 based aircraft, which includes one multi-engine aircraft. FBO services are provided by the Town, with aviation fuel sales.

Economic Activity at 4B6

Ticonderoga Municipal Airport serves general aviation needs in northern New York. Activities at the Airport include business and recreational flying.

Economic Impacts for 4B6

In 2019, study surveys of sponsors and businesses revealed that four jobs and \$369,800 in expenditures are the direct result of on-airport businesses, including airport sponsor expenditures, and visitor spending at the airport. Including indirect expenditures, the total impact for Ticonderoga Municipal Airport was \$496,000, supporting five jobs. For 2020, total dollar impacts decreased by \$5,900 and total employment remained five jobs. In 2022, economic impacts surpassed 2019 levels. Total dollar impacts in 2022 reached almost \$1.1 million, about \$600,000

more than in 2019. Total employment impacts in 2022 were nine jobs, five jobs more than in 2019. A summary of economic impacts for 4B6 from 2019, 2020 and 2022 is shown in **Table 4-82**.

Table 4-82: Economic Impacts for 4B6

Item	2019	2020	2022
Direct Impacts			
Airport-Related Payrolls	\$230,300	\$228,600	\$405,400
Airport Expenditures	\$369,800	\$365,500	\$819,000
Airport-Related Employment	4 Jobs	4 Jobs	7 Jobs
Induced Impacts			
Induced Impacts	\$126,200	\$124,600	\$272,500
Total Induced Employment Impacts	1 Jobs	1 Jobs	2 Jobs
Grand Total Dollar Impacts	\$496,000	\$490,100	\$1,091,400
Grand Total Income Impacts	\$265,000	\$262,900	\$482,000
Grand Total Employment Impacts	5 Jobs	5 Jobs	9 Jobs
Estimated State and Local Taxes	\$20,212	\$19,647	\$45,400

Source: IMPLAN Modeling by Consultant, 2021.

4.3.53. Tri-Cities Airport

Airport Facilities

Tri-Cities Airport (CZG) is located three miles southwest of Endicott and is bordered on two sides by the Susquehanna River in the Southern Tier region. The Airport is owned by the Village of Endicott and covers 230 acres. CZG has a single runway (3-21) that is 3,900 feet by 75 feet. The Airport has a terminal and ramp area, along with several sets of T-hangars and one Conventional hangar.

Aviation Activity

Aircraft operations at CZG for 2019 totaled 6,500. The Airport lists 19 based aircraft, which include two multi-engine aircraft. There is no active FBO on the field, however, the Airport has 24-hour self-service fuel, a flying club and an active pilot's association.

Economic Activity at CZG

CZG serves general aviation needs in the Southern Tier of New York. Activities at the Airport include flight training, recreational flying, and some business aviation. Adjacent to Tri-Cities Airport is the En-Joie Golf Course, home to the Dick's Sporting Goods Open, part of the PGA Champions Tour. On the golf course is a restaurant. The course and restaurant are within walking distance of the aircraft ramp.

Economic Impacts for CZG

In 2019, study surveys of sponsors and businesses revealed that 10 jobs and \$614,300 in expenditures are the direct result of on-airport businesses, including airport sponsor expenditures,



and visitor spending at the airport. Including indirect expenditures, the total impact for Tri-Cities Airport was \$951,900, supporting 12 jobs. For 2020, total dollar impacts decreased by \$2,800 and total employment remained at 12 jobs. In 2022, economic impacts nearly returned to 2019 levels and surpassed them in some cases. Total dollar impacts in 2022 reached almost \$1.3 million, about \$318,000 more than in 2019. However, total employment impacts in 2022 were nine jobs, three jobs fewer than in 2019. A summary of economic impacts for CZG from 2019, 2020 and 2022 is shown in **Table 4-83**.

Table 4-83: Economic Impacts for CZG

Item	2019	2020	2022
Direct Impacts			
Airport-Related Payrolls	\$323,900	\$323,200	\$406,500
Airport Expenditures	\$614,300	\$612,500	\$833,200
Airport-Related Employment	10 Jobs	10 Jobs	6 Jobs
Induced Impacts			
Induced Impacts	\$337,600	\$336,600	\$436,400
Total Induced Employment Impacts	2 Jobs	2 Jobs	3 Jobs
Grand Total Dollar Impacts	\$951,900	\$949,100	\$1,269,600
Grand Total Income Impacts	\$431,200	\$430,200	\$545,800
Grand Total Employment Impacts	12 Jobs	12 Jobs	9 Jobs
Estimated State and Local Taxes	\$53,059	\$52,794	\$57,100

Source: IMPLAN Modeling by Consultant, 2021.

4.3.54. Wellsville Municipal Airport

Airport Facilities

Wellsville Municipal Airport (ELZ) is located two miles southwest of Wellsville in the Southern Tier region. The Airport is owned by the Town of Wellsville and covers 382 acres. ELZ has a single runway (10-28) that is 5,301 feet by 100 feet. The Airport has a terminal and ramp area, along with several Conventional hangars and one set of T-hangars.

Aviation Activity

Aircraft operations at ELZ for 2019 totaled 9,350. The Airport lists 20 based aircraft, which include four multi-engine aircraft. The Town of Wellsville serves as the FBO and sells fuel, including self-serve fuel for a discount. Other services available at the Airport include aircraft maintenance, flight training, charters, and event hosting.

Economic Activity at ELZ

Economic activities at the Airport include corporate and business aviation, aircraft maintenance, fuel sales, and flight training. ELZ has hosted events including fly-ins, meetings and meals, weddings, and other celebrations. Canyon Aero provides aircraft maintenance services throughout the week.

Economic Impacts for ELZ

In 2019, study surveys of sponsors and businesses revealed that six jobs and \$671,200 in expenditures are the direct result of on-airport businesses, including airport sponsor expenditures, and visitor spending at the airport. Including indirect expenditures, the total impact for Wellsville Municipal Airport was \$871,900, supporting seven jobs. For 2020, total dollar impacts decreased by \$23,000 and total employment remained at seven jobs. In 2022, economic impacts surpassed 2019 levels. Total dollar impacts in 2022 reached almost \$3.2 million, about \$2.3 million more than in 2019. Total employment impacts in 2022 were 17 jobs, 10 jobs more than in 2019. A summary of economic impacts for ELZ from 2019, 2020 and 2022 is shown in **Table 4-84**.

Table 4-84: Economic Impacts for ELZ

Item	2019	2020	2022
Direct Impacts			
Airport-Related Payrolls	\$284,700	\$277,900	\$1,246,500
Airport Expenditures	\$671,200	\$653,500	\$2,384,100
Airport-Related Employment	6 Jobs	6 Jobs	12 Jobs
Induced Impacts			
Induced Impacts	\$200,700	\$195,400	\$808,400
Total Induced Employment Impacts	1 Job	1 Job	5 Jobs
Grand Total Dollar Impacts	\$871,900	\$848,900	\$3,192,400
Grand Total Income Impacts	\$332,400	\$324,500	\$1,453,400
Grand Total Employment Impacts	7 Jobs	7 Jobs	17 Jobs
Estimated State and Local Taxes	\$41,993	\$39,662	\$135,200

Source: IMPLAN Modeling by Consultant, 2021.

4.3.55. Whitfords Airport

Airport Facilities

Whitfords Airport (B16) is located two miles northeast of Weedsport in Central New York. The Airport is privately owned and operated and covers 120 acres. B16 has one paved runway (10-28) that is 3,630 feet by 60 feet. The Airport has terminal and ramp space, along with several sets of T-hangars and one Conventional hangar.

Aviation Activity

Aircraft operations at B16 for 2019 totaled 6,100. The Airport lists 19 based aircraft, which includes one multi-engine aircraft. The Airport owner, Whitfords Airport LLC, serves as the FBO and offers self-serve fuel. The Airport is known for its skydiving activities and fly-in pancake breakfasts.

Economic Activity at B16

Economic activities at the Airport include aircraft maintenance, fuel sales, flight training, and skydiving instruction. B16 is well known for its fly-in pancake breakfasts, which attract aviation



enthusiasts from around the Central New York region. In addition, Skydive CNY provides seasonal skydiving instruction from the Airport.

Economic Impacts for B16

In 2019, study surveys of sponsors and businesses revealed that 12 jobs and \$1.4 million in expenditures are the direct result of on-airport businesses, including airport sponsor expenditures, and visitor spending at the airport. Including indirect expenditures, the total impact for Whitfords Airport was \$2 million, supporting 16 jobs. For 2020, total dollar impacts decreased by \$1,800 and total employment remained at 16 jobs. In 2022, economic impacts did not return to 2019 levels. Total dollar impacts in 2022 reached over \$1.6 million, about \$351,000 less than in 2019. Total employment impacts in 2022 were 15 jobs, one job fewer than in 2019. A summary of economic impacts for B16 from 2019, 2020 and 2022 is shown in **Table 4-85**.

Table 4-85: Economic Impacts for B16

Item	2019	2020	2022
Direct Impacts			
Airport-Related Payrolls	\$667,200	\$666,700	\$762,300
Airport Expenditures	\$1,424,200	\$1,422,800	\$1,175,900
Airport-Related Employment	12 Jobs	12 Jobs	12 Jobs
Induced Impacts			
Induced Impacts	\$534,100	\$533,700	\$431,300
Total Induced Employment Impacts	4 Jobs	4 Jobs	3 Jobs
Grand Total Dollar Impacts	\$1,958,300	\$1,956,500	\$1,607,200
Grand Total Income Impacts	\$825,900	\$825,200	\$898,500
Grand Total Employment Impacts	16 Jobs	16 Jobs	15 Jobs
Estimated State and Local Taxes	\$109,733	\$109,547	\$119,800

Source: IMPLAN Modeling by Consultant, 2021.

4.3.56. Williamson-Sodus Airport

Airport Facilities

Williamson-Sodus Airport (SDC) is located between the cities of Williamson and Sodus roughly four miles south of Lake Erie in the Finger Lakes region. The Airport is privately owned and operated and covers 109 acres. SDC has one paved runway (10-28) that is 3,803 feet by 60 feet. The Airport has terminal and ramp space, along with several sets of T-hangars and Conventional hangars.

Aviation Activity

Aircraft operations at SDC for 2019 totaled 26,536. The Airport lists 56 based aircraft, which include two helicopters. The Airport owner, Williamson Flying Club, serves as the FBO and offers self-serve fuel. The Airport is known for its flying club and aircraft maintenance activities.

Economic Activity at SDC

Economic activities at the Airport include aircraft maintenance, fuel sales, flight training, and flying club operations. SDC supports employment for BAC Services (aircraft maintenance), Williamson Aeronautical (aircraft maintenance) and Williamson Flying Club. The Airport hosts fly-in breakfasts and accommodates activity during the annual Williamson Apple Blossom Festival. The Coast Guard and Civil Air Patrol also operate at SDC. The Airport has a relatively large, based aircraft population and as such, supports both business and pleasure flying in the region.

Economic Impacts for SDC

In 2019, study surveys of sponsors and businesses revealed that 18 jobs and \$2 million in expenditures are the direct result of on-airport businesses, including airport sponsor expenditures, and visitor spending at the airport. Including indirect expenditures, the total impact for Williamson-Sodus Airport was \$2.7 million, supporting 23 jobs. For 2020, total dollar impacts decreased by \$2,600 and total employment remained at 23 jobs. In 2022, economic impacts did not return to 2019 levels. Total dollar impacts in 2022 reached almost \$1.8 million, about \$888,000 less than in 2019. Total employment impacts in 2022 were 15 jobs, eight jobs fewer than in 2019. A summary of economic impacts for SDC from 2019, 2020 and 2022 is shown in **Table 4-86**.

Table 4-86: Economic Impacts for SDC

Item	2019	2020	2022
Direct Impacts			
Airport-Related Payrolls	\$432,100	\$431,400	\$508,100
Airport Expenditures	\$1,993,000	\$1,991,000	\$1,312,900
Airport-Related Employment	18 Jobs	18 Jobs	12 Jobs
Induced Impacts			
Induced Impacts	\$673,000	\$672,400	\$464,600
Total Induced Employment Impacts	5 Jobs	5 Jobs	3 Jobs
Grand Total Dollar Impacts	\$2,666,000	\$2,663,400	\$1,777,600
Grand Total Income Impacts	\$615,000	\$614,100	\$637,500
Grand Total Employment Impacts	23 Jobs	23 Jobs	15 Jobs
Estimated State and Local Taxes	\$132,568	\$132,316	\$91,700

Source: IMPLAN Modeling by Consultant, 2021.

4.3.57. Wurtsboro-Sullivan County Airport

Airport Facilities

Wurtsboro-Sullivan County Airport (N82) is located two miles northeast of Wurtsboro on the southern edge of the Catskill Mountains in the Hudson Valley region. The Airport is privately owned and operated and covers 270 acres. N82 has one paved runway (5-23) that is 3,591 feet by 60 feet. There are also three turf runways that vary in length from 1,101 feet to 2,092 feet. The Airport has terminal and ramp space, along with several sets of T-hangars and Conventional hangars.



Aviation Activity

Aircraft operations at N82 for 2019 were estimated at 70,000. The Airport listed 23 based aircraft in 2018. The Airport owner, Wurtsboro Flight Management, serves as the FBO and offers airport management, aircraft parking (ramp or tiedown), hangars, flight training, aerial tours/aerial sightseeing, aircraft maintenance, aircraft painting, aviation accessories. The Airport is also known for its extensive glider activity, with two gliders available for rent.

Economic Activity at N82

Economic activities at the Airport include aircraft maintenance, glider rental and towing, flight training, and airport management. Wurtsboro Flight Management LLC maintains the Airport property and facilities while also managing a fleet of gliders and airplanes for rides, lessons, tows, and rental. The Airport also has community space available for picnics, weddings, and other events.

Economic Impacts for N82

In 2019, study surveys of sponsors and businesses revealed that 11 jobs and \$1.5 million in expenditures are the direct result of on-airport businesses, including airport sponsor expenditures, and visitor spending at the airport. Including indirect expenditures, the total impact for Wurtsboro-Sullivan County Airport was \$2.2 million, supporting 16 jobs. For 2020, total dollar impacts decreased by \$19,300 and total employment remained at 16 jobs. In 2022, economic impacts did not return to 2019 levels. Total dollar impacts in 2022 reached over \$1.4 million, about \$800 thousand less than in 2019. Total employment impacts in 2022 were 15 jobs, one job fewer than in 2019. A summary of economic impacts for N82 from 2019, 2020 and 2022 is shown in **Table 4-87**.

Table 4-87: Economic Impacts for N82

Item	2019	2020	2022
Direct Impacts			
Airport-Related Payrolls	\$573,600	\$567,800	\$621,100
Airport Expenditures	\$1,465,000	\$1,451,000	\$978,000
Airport-Related Employment	11 Jobs	11 Jobs	12 Jobs
Induced Impacts			
Induced Impacts	\$744,800	\$739,500	\$443,100
Total Induced Employment Impacts	5 Jobs	5 Jobs	3 Jobs
Grand Total Dollar Impacts	\$2,209,800	\$2,190,500	\$1,421,100
Grand Total Income Impacts	\$805,800	\$798,500	\$755,300
Grand Total Employment Impacts	16 Jobs	16 Jobs	15 Jobs
Estimated State and Local Taxes	\$105,352	\$103,533	\$108,300

Source: IMPLAN Modeling by Consultant, 2021.



4.4.

4.4. General Aviation Airports by Region

New York State is divided into ten regions: Western New York, Finger Lakes, Central New York, Southern Tier, North Country, Mohawk Valley, Capital Region, Mid-Hudson, New York City, and Long Island. The breakdown of general aviation airports by region is shown in **Table 4-88**.

Table 4-88: General Aviation Airport by Region

Region and Airports		
Western New York		
Akron/Jesson Field	Clarence Aerodrome	Hollands International Field
Buffalo – Lancaster Regional	Dart	North Buffalo Suburban
Buffalo Airfield	Giermek Executive	Pratt’s Eastern Divide
Cattaraugus County – Orleans	Gowanda	Royalton
Chautauqua County – Dunkirk	Great Valley	Wellsville Municipal / Tarantine Field
Chautauqua County – Jamestown	Hamburg Inc	
Finger Lakes		
Arcade Tri-County	Largedale Airpark	Perry – Warsaw
Canandaigua	Le Roy	Pine Hill
Dansville Municipal	Middlesex Valley	R&R Aero
Finger Lakes Regional	Midlakes	Spencerport Airpark
Genesee County	Ovid	William – Sodus
Geneseo	Penn Yan	
Central New York		
Airline Enterprises	Hamilton Municipal	Skaneateles Aero Drome
Cortland County – Chase Field	Oswego County	Whitsford
Southern Tier		
Corning – Painted Post	Hornell Municipal	Sidney Municipal
Greene	Lt Warren Eaton	Tri-Cities
North Country		
Lake Placid	Marcy Field	Rouses Point SPB
Long Lake / Helms SPB	Moores	Schroon Lake
Long Lake Sagamore SPB	Piseco	Ticonderoga Municipal
Malone - Dufort	Potsdam Municipal Damon	
Mohawk Valley		
Albert S Nader Regional	Cooperstown – Westville	Griffiss International
Becks Grove	Frankfort – Highland	Sharon
Blue Heron	Fulton County	
Capital Region		
Argyle	Garnsey	Plateau Sky Ranch
Chapin Field	Green Acres	Rensselaer County
Columbia County	Greenville – Rainbow	Round Lake Airport and SPB
Duanesburg	Harris	Saratoga County



Region and Airports		
Floyd Bennett Memorial	Heber Airpark	Schenectady County
Freehold	Kline Kill	South Albany
Mid-Hudson		
Airhaven	Kobelt	Sullivan County International
Haverstraw Heliport	Orange County	Warwick Municipal
Hudson Valley Regional	Randall	Wurtsburo – Sullivan County
Joseph Y Resnick	Sky Acres	
Kingston – Ulster	Sky Park	
New York City		
Downtown Manhattan / Wall Street Heliport	Evers SPB	New York Skyports Inc SPB *
East 34 th Street Heliport	New York Skyports Inc SPB *	
Long Island		
Bayport Aerodrome	Francis S Gabreski	Republic
Brookhaven	Lufker	Sands Point SPB
East Hampton	Mattituck	
Elizabeth Field	Montauk	

Note: * There are two separate New York Skyports Inc SPB’s in the New York City Region.
 Source: New York State Airport System Plan, 2018.

The economic impacts of each individual airport were aggregated to determine the impact each region has on the State’s economy. The economic impact by region is shown in **Table 4-89**.

Table 4-89: Economic Impact by Region

New York Region	Total Jobs	Annual Earnings	Annual Economic Activity	% of State Economic Activity
Western New York	124	\$6,356,507	\$17,923,783	2.0%
Finger Lakes	242	\$12,236,642	\$44,947,068	4.9%
Central New York	67	\$3,435,744	\$8,991,912	1.0%
Southern Tier	66	\$2,861,861	\$7,810,373	0.9%
North Country	130	\$6,025,435	\$26,489,222	2.9%
Mohawk Valley	275	\$16,314,380	\$52,400,615	5.7%
Capital Region	1,332	\$59,201,748	\$135,972,134	14.8%
Mid-Hudson	465	\$34,378,222	\$92,672,676	10.1%
New York City	377	\$37,842,600	\$114,414,793	12.5%
Long Island	2,525	\$161,061,061	\$415,351,824	45.2%
Total General Aviation	5,604	\$339,714,200	\$916,974,400	100%

Source: IMPLAN Modeling by Consultant, 2021.



As shown, the Long Island Region of New York has the largest overall impact on the economy. Their 2,525 total jobs make up approximately 45 percent of all aviation jobs in the State, their \$61,061,061 annual earnings account for more than 47 percent of all annual earnings, and their total \$415,351,824 of annual economic activity is about 45 percent of the State's total. The next most impactful region is the Capital Region.



Appendix A: Study Methodology





For this study, economic impacts were defined to include direct, induced, and total economic impacts. These impacts are measured in terms of jobs, income, and economic output. The tax revenue impacts of aviation activity in New York State are included. This appendix summarizes the study methodology.

A.1. DIRECT ECONOMIC IMPACT INPUTS

By definition, direct impacts are associated with providers of services at an airport. They are immediate consequences of airport economic activity. The value of direct impacts is the sum of all payroll, capital expenditures, operating and maintenance costs, taxes, and fees incurred by providers of services at an airport. In addition, direct impacts include users of airport services that are derived from offsite economic activities that are attributable to the airport. The value of these impacts is the sum of the fees and charges paid, expenses related to food, lodging, ground transportation, and similar outlays.

The collection of data inputs for direct impacts is essential for the accurate assessment of overall economic impacts of aviation. Considerable time and effort were expended to survey airports to gather information on their businesses and employers. In addition, follow-ups with airport management were made to record their input on COVID-19 trends at their airports. These trends for 2020 will be compared to the baseline economic impacts of 2019.

Response varied by airport, but a significant amount of valuable information was collected. In some cases, extrapolation of the survey information was needed to cover non-respondents. Direct impact inputs for this study included the following:

- 2019 Direct Employment
- Average Annual Capital Spending
- 2019 and 2020 Direct Visitor Spending

A.1.1. 2019 Direct Employment

Where operational expenditures are not available, the employment component can be used in conjunction with the IMPLAN model to estimate the spending of the various businesses and organizations on an airport. The IMPLAN model can estimate forward and backward. That is, estimates of employment can be made from expenditure input and estimates of expenditures can be made from employment input. Thus, data regarding one or the other can produce completed output from the economic multiplier modeling.

Surveys were emailed to each New York airport for airport managers to confirm estimates of 2019 on-airport employment. Some airport managers are very familiar with the operators on their fields and could respond to the surveys. For some of the smallest general aviation airports, there was very little employment to report and data from these airports was aggregated for modeling. In some cases, they would have to contact on-airport businesses to get updated numbers.

A.1.2. Average Annual Capital Spending

In New York State, the average annual amount of capital spending for each airport is available from published records of the State and FAA. However, these records are only for expenditures, but not

the number of workers associated with each capital improvement project. Thus, the IMPLAN modeling used the direct impact of average annual capital improvement expenditures to derive employment numbers. A five-year history was collected for each airport and average spending was derived from that period. Results show the aggregated jobs numbers generated by these average expenditures along with the jobs generated by visitor spending and the employment survey results.

A.1.3. Direct Visitor Spending

This study and hundreds of others funded by the FAA confirm that the federal government supports the concept that off-airport air traveler visitor spending leads to job creation and economic impact. The Federal Aviation Administration (FAA) study, “The Economic Impact of Civil Aviation on the U.S. Economy – Economic Impact of Civil Aviation by State” published in January of 2020, states the following: “Among all sectors, however, airline visitor expenditures is clearly in the lead with primary output of \$358 billion, reflecting the scope and importance of air travel as a means of transport.”¹

Visitors using airports spend money at local hotels, rental car agencies, restaurants, and other businesses. As can be imagined, a survey effort needed to track the expenditures of airport users in New York State would require resources much greater than those available for this effort. Therefore, a surrogate measure of air visitor spending was developed that did not require surveys of arriving passengers. This method first estimated the number of visitors to an airport. Then, an estimated expenditure per visitor was applied to the total number of visitors, quantifying direct economic impacts. Using the IMPLAN model, these expenditures could be translated into jobs and added to the direct employment totals. This method was used for both airline and general aviation visitors.

2019 Visitor Spending

- **Commercial Airport Airline Visitors:** The approach used to determine commercial airline visitor spending is similar to the method used by the Port Authority of New York & New Jersey. That is, the number of true visitors, times a per-trip spending level yielded an estimate of direct airline passenger visitor spending. In this regard, true visitors to airline airports are those who do not live in the airports’ service area. **Table A-1** shows estimates of true visitor percentages made from the previous NYS Economic Impact Study (2010).

Table A-1: Estimates of True Visitor Percentages

Facilities	Visitor Percentages
Small and Non-Hub Airline Airports	33%
Medium Hub and Larger Airline Airports	45%

Source: R.A. Wiedemann, 2021.

¹ Source: The Economic Impact of Civil Aviation on the U.S. Economy: January 2020. https://www.faa.gov/about/plans_reports/media/2020_jan_economic_impact_report.pdf (accessed 3/30/2020).



To simplify the calculation, it was assumed that enplanements will equal deplanements over the long term. Thus, enplanements times the visitor percentages yielded the number of true visitors for the various commercial airports. A spending estimate, as described in a following section, was then multiplied by each airport’s number of airline visitors.

- General Aviation Visitors:** For many years, the Aircraft Owners and Pilots Association (AOPA) published a number - 2.5 pilots and passengers - as the average occupancy of itinerant general aviation aircraft. The FAA accepted this number, primarily because there were no definitive surveys showing different statistics. Recent checks of both the AOPA and FAA websites have shown these estimates are no longer published. However, the numbers are reasonable, given the makeup of the general aviation fleet in New York.

For this study it was assumed that only a small percentage of itinerant general aviation aircraft landings contain actual visitors. Similar to the previous NYS Economic Impact Study (2010), the following assumptions, shown in **Table A-2**, were made for the percentage of itinerant aircraft landings containing visitors.

Table A-2: Assumptions for Itinerant Aircraft Landings With Visitors

Facility	Visitor Percentages
Privately-Owned, Public-Use Facilities	2.5%
Publicly-Owned, General Aviation Airports in Rural Areas	5.0%
Publicly-Owned, General Aviation Airport in Urban Areas	10.0%
General Aviation Activity at Airline Airports	12.5%

Source: R.A. Wiedemann, 2021.

Using this method, the number of general aviation visitors was estimated for each airport in New York State. As with the airline visitors, a spending estimate was applied to these totals and the resulting expenditures were used to estimate direct jobs.

- Visitor Spending:** Visitor spending levels were derived from information contained in **Table A-3**, along with comparisons to previous estimates from prior economic impact studies for New York State. For airports in rural upstate areas, an average visitor expenditure level of \$284 was assigned. Airports in upstate New York urban areas were assigned an average level of \$498, while airports in the New York City metropolitan area were assigned an average expenditure level of \$713 per passenger.



Table A-3: 2019 Visitor Spending Estimates

Item	Estimates
New York City Visitor Spending	
Direct Spending	\$46,400,000,000
Total Visitors	615,100,000
Spending per Visitor	\$713
Statewide Visitor Spending	
Direct Spending	\$71,800,000,000
Total Visitors	252,700,000
Spending per Visitor	\$284
Upstate New York Urban Visitor Spending	
Average of New York City and New York State	\$498

Sources: 2019 New York City Travel & Tourism Trend Report (NYC & Company, 2020) <https://indd.adobe.com/view/e91e777a-c68b-4db1-a609-58664a52cffd> (accessed 3/30/2020); The Economic Impact of Tourism on New York State: CY 2018, (Tourism Economics Report, from Empire State Development Corporation, 2019); and R.A. Wiedemann Consultants

In comparison, the inflation-adjusted spending numbers for the 2010 NYS study used \$590 for New York City, \$506 for upstate urban areas, and \$344 for upstate rural areas. These numbers confirm that the new estimates for this study are very reasonable.

Visitor travel statistics were taken from 2019, which resulted in the development of visitor spending levels for that year (pre-COVID timeframe). Once these new estimates of visitor spending were applied to the number of estimated visitors, a total spending amount was developed for each airport. Those amounts were translated into direct job totals by the IMPLAN model.

2020 Visitor Spending: Impacts of COVID-19/Global Pandemic

COVID-19 significantly impacted both airline and general aviation traffic in 2020. The impacts have been much more severe on airline travel than on general aviation transportation. With the initial shut down of the U.S. in March 2020, there was uncertainty as to whether there would be a “V” shaped recovery or something much more gradual. For general aviation, it is shaping up to be more of a V-shaped recovery, with operations and fuel sales approaching pre-COVID levels. The airline business, on the other hand, is in a much slower recovery. Airlines such as United and others are planning on 2023 as the year that 2019 passenger levels will be equaled or exceeded.²

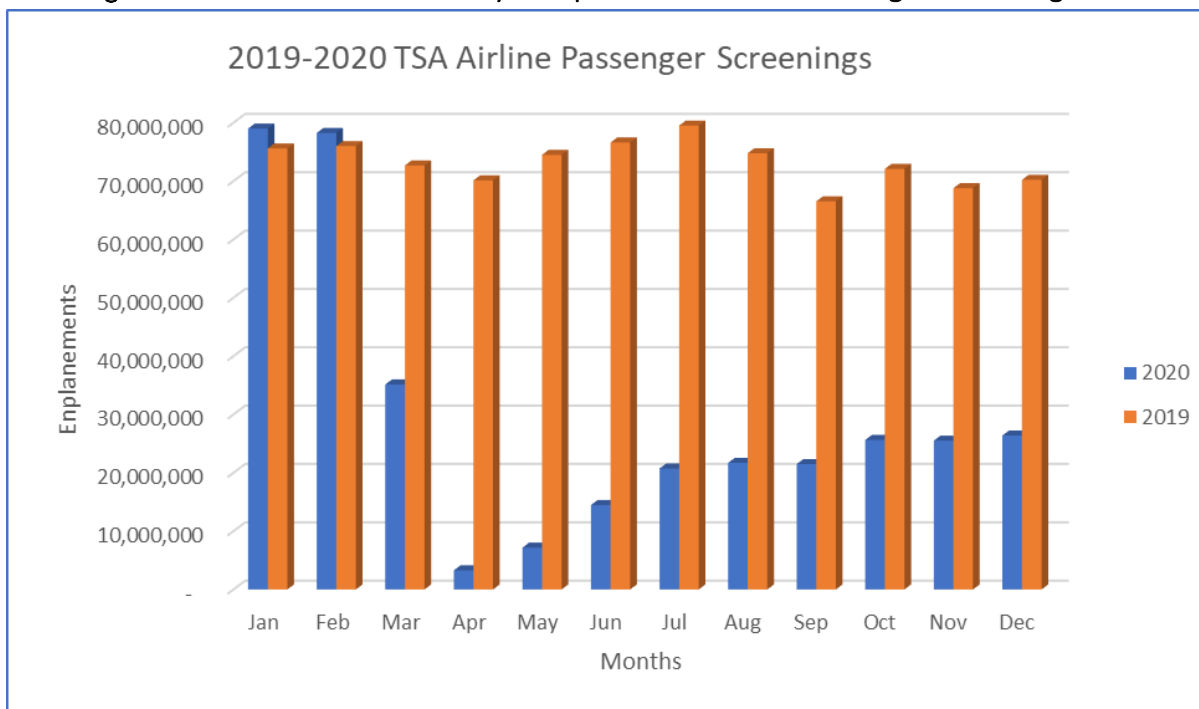
As mentioned, 2019 was used as the baseline for economic impact assessment. However, there is a need to show the impacts of the pandemic on New York State airports, to gain perspective of

² “United Airlines Aims for Pre-Virus Margins in 2023 After Record Loss,” (Crain’s Chicago Business, 1/20/21): <https://www.chicagobusiness.com/airlines-airports/united-airlines-aims-pre-virus-margins-2023-after-record-loss> (accessed 2/3/21).

the economic impacts of COVID-19 on air travel. Of course, the 2020 impacts are not representative of the aviation system in New York when it is healthy. Therefore, both 2019 and 2020 impacts were estimated. The 2020 estimate was made as a percentage of 2019, based on activity figures, surveys, and data concerning the pandemic impacts. The 2020 numbers are shown beside the 2019 numbers in the Statewide summary section.

- COVID-19 and Airline Visitor Spending:** Figure A-1 shows a year-to-year comparison by month for 2020 versus 2019 for passenger screenings by the TSA in the U.S. The graph shows the dramatic effect of the pandemic on passenger totals, beginning in March. In both January and February, airline traffic was up 4.5 and 3.0 percent, respectively. March 2020 saw 48.3 percent of the March 2019 traffic, while April showed only 4.7 percent against the previous year. In total, the year-over-year monthly comparisons reveal the following:

Figure A-1: Year-to-Year Monthly Comparison of Airline Passenger Screenings



Source: TSA Checkpoint Travel Numbers, <https://www.tsa.gov/coronavirus/passenger-throughput> (Accessed 2/16/21.)

Table A-4 compares airline passengers for January-December as well as March-December periods for 2019 and 2020. As shown, 2020 only had 40.9 percent of the total 2019 passengers through the year. From March through December, only 27.8 percent of the 2019 passengers seen during that same time frame were seen.

Table A-4: Airlines Passenger Comparison

Time Frame	2019	2020	Percent
January - December	877,446,600	358,810,500	40.9
March - December	725,846,600	201,552,500	27.8

Source: TSA Checkpoint Travel Numbers <https://www.tsa.gov/coronavirus/passenger-throughput> (accessed 2/16/21)

It is encouraging to note that the daily comparisons toward the end of December have been trending toward 50 percent. It is likely that the worst is over. For the future, there is likely to be a slow climb back toward the 2019 baseline. The only question is how long it may take to achieve those numbers. For airline travel, the answer is looking more and more like 2023.

For this analysis, actual passenger enplanement data from 2019 and 2020 was used. Because the study was ongoing in 2021, the data could be collected for upstate and downstate airline airports. Using these numbers in association with estimated visitor spending patterns at non-Port Authority airports, a total estimated airline visitor spending amount could be generated. The Port Authority airports’ 2020 impacts were estimated by the Port Authority and are included in **Tables 4-4, 4-6, and 4-8** in *Chapter 4, Impacts by Airport Type & Region*, aggregated direct employment totals. Some commercial service airports fared better than others, however, all suffered losses in traffic.

- General Aviation Visitor Spending:** For general aviation visitor spending, 2020 was lower than 2019, but not to the degree of airline declines. From our survey analysis, the results concerning COVID-19 impacts were aggregated, showing lesser impacts on the larger, business class airports than on the smaller, personal flying facilities. This makes intuitive sense, in that discretionary air travel would be curtailed during the height of the pandemic, while some important business flights would still be made.

For general aviation airports, the visitor spending numbers were generated using itinerant aircraft operations as the driver. There are four general aviation airports in New York State that have Air Traffic Control Towers – Republic Airport, Gabreski Airport (Suffolk County), Hudson Valley Regional, and Griffiss International Airport. Data from 2019 and 2020 from those airports was combined with survey data from the other general aviation airports to estimate the decline in aircraft operations. Overall, there was a 24 percent decrease (weighted average) in fuel sales at general aviation airports in New York State. It is assumed that this decrease is directly related to aircraft operations. The smallest airports’ operational activity was estimated to decrease at an average of 34 percent. Some changes were made to airports where survey data differed significantly from these assumptions.

Applying these average declines and using actual survey responses, the 2019 baseline activity levels were used to estimate aircraft operational activity at general aviation airports in New York State for 2020. These numbers, in turn, impacted visitor spending and the number of jobs estimated for this component of demand in 2020.

A.2.INDIRECT AND INDUCED IMPACTS

Induced economic impacts are the *multiplied effects* of the direct impacts. Some economists divide the induced impacts category into “indirect” and “induced” subcategories. The indirect impacts are associated with the first round of re-spending, while the induced impacts include all other combined rounds of re-spending until the original amount is exported from the region of study. Indirect impacts are caused by business-to-business transactions in the local economy caused by airport activity.

Induced impacts created by the successive rounds of spending in the local economy are called “multipliers.” By tracing the spending impacts through all the various economic sectors via IMPLAN modeling, it can be shown that the economic impacts of aviation can be felt in parts of New York’s economy that are far removed from aviation. Regions that are more economically self-sufficient have higher re-spending multipliers than do regions that are more dependent on regional imports since less of the money is siphoned out of the community for goods and services.

For purposes of this report, indirect and induced impacts have been combined and are reported as induced impacts.

A.2.1.IMPLAN Model

IMPLAN, developed originally by the U.S. Forest Service, is a comprehensive impact system that is built on the framework of input-output and social accounting methodology. The database is maintained at the county level, affording the analyst an opportunity to create regions for study that are aggregations of counties. The database includes the latest business censuses supplemented by County Business Patterns and other data derived from the Bureau of Economic Analysis.

The input-output and social accounting models are derived from national data with adjustments made to reflect regional specialization, size, and industrial composition. The procedures used to accomplish this are well-known and accepted in literature on non-survey techniques. Since IMPLAN provides a comprehensive system (i.e., the complete input-output table or social accounts), it is possible to trace impacts of change in one sector on other sectors in a detailed fashion. The IMPLAN software permits users to:

- Develop a complete set of social account matrices
- Develop user-specified multiplier tables
- Change any component of the system: production functions, trade flows, or database
- Create custom impact analyses by entering final demand changes
- Obtain any report in the system to examine the model's assumptions and calculations

In addition, the IMPLAN databases are composed of the following components:

- Employment;
- Industry Output;
- Value Added;
 - Employee Compensation;
 - Proprietary Income;

- Other Property Type Income;
- Indirect Business Taxes;
- Institutional Demands;
- Personal Consumption Expenditures (PCE) - three income levels;
- Federal Government Military and Non-Military Purchases;
- State and Local Government Education and Non-Education Purchases;
- Commodity Credit Corporation;
- Inventory Purchases;
- Capital Formation;
- Foreign Exports;
- Federal, State and Local Government Sales;
- Inventory Sales;
- National Structural Matrices;
 - Use;
 - Make;
 - Inter-Institutional Transfers (SAM);

The ability to edit data makes IMPLAN a dynamic economic modeling tool. Software users have the ability to edit all underlying data, from value added, employment, and final demands to production functions, byproducts, and regional purchase coefficients - and many other components.

A.2.2. Multiplier Example

The effects of induced economic impacts can be demonstrated through the following example. A new firm opens at a New York State airport, generating 200 new jobs, most of them filled by local residents. At the end of the year, the New York State Department of Labor notes that employment has risen by 350 - yet only 200 new jobs were created. Why did an additional 150 jobs appear in the State? The process by which these jobs were created is known as the multiplier or ripple effect and is a result of several factors: the new firm making purchases of inputs from other firms in the region (thereby generating additional output and potentially employment) as well as the impacts of the expenditures of wages and salaries earned by the 200 new employees. It would be a tedious and difficult process to trace the impacts on a case-by-case study. Fortunately, IMPLAN provides an accounting system and associated model to make this more feasible.

There are several additional multipliers that can be calculated. For example, when a sector expands production, it will increase payments to labor, generating additional wages and salaries that will be spent in the region. Further, other industries whose production has to expand to meet these new demands will also spend more on wages and salaries. Thus, an income multiplier may be generated that reveals the relationship between direct income generation and total income (in similar fashion to output). The analysis can also be transformed into employment terms. Referring back to the example above, it becomes clear why 350 jobs were created in total when only 200 direct jobs were created. The answer is the multiplier process.

Multipliers vary not only across sectors but also across regions. A small regional economy, with a modest representation of industry, may not be able to provide all the necessary inputs required by local industry. Thus, there will be considerable importation of inputs (sometimes referred to as

leakages). In general, the larger the value of the imports, the lower the value of the multiplier. The value of multipliers could be expected to decrease as the economic region under consideration gets smaller. Thus, moving from the U.S. as a whole to a census region, an individual state, a metropolitan region, and finally to a county would result in smaller and smaller multiplier values. However, there are a few cases in which this finding is not confirmed - cases in which a region may have a significant representation of a particular sector.

A.3. TAX ESTIMATES

IMPLAN includes the estimate of tax impacts associated with expenditures. These important transactions include those between the government and consumers (taxes, transfers such as unemployment compensation, welfare), between firms and government (such as business taxes) and between consumers and firms (dividends from stock ownership). These institutional transactions are captured in a social accounting matrix. With a social accounting system, the multipliers tend to be larger than those derived from the input-output system alone. The primary benefit of using an input-output model that includes a social accounting system is the quantification of taxes collected through the various transactions between sectors. In this regard, State and local taxes were estimated for each New York airport studied in this analysis.

Information contained in the IMPLAN model for taxes includes direct, indirect, induced, and total impacts for the following areas:

- Sub-County General
- Sub-County Special Districts
- County
- State
- Federal
- Total

In previous IMPLAN models, the State and local impacts could not be separated. The current models permit these separations and as such, can estimate the tax revenue impacts by local government subdivision, which are generated by activity and expenditures at a local airport.

A.4. CARES ACT IMPACTS

The Coronavirus Aid, Relief and Economic Security Act was passed by the U.S. Congress and signed into law in March of 2020. The State of New York has received more than \$7.5 billion in CARES Act funds, some of which was directed toward airports. Under this new CARES Airport Program:

- Primary commercial service airports, with more than 10,000 annual passenger enplanements, will receive additional funds based on the number of annual enplanements, in a similar way to how they currently receive AIP entitlement funds.
- All commercial service airports will receive funds based on the number of passengers that board aircraft there, the amount of debt an airport has, and the amount of money the airport has in reserve.
- General aviation airports will receive funds based on their airport categories, such as National, Regional, Local, Basic and Unclassified.



In all, airports in New York State received \$411,244,400. All but \$3,769,600 went to airline airports, with JFK International receiving the highest amount of \$193,389,105 or 47 percent of the total. **Table A-5** presents a listing of the NYS airports and their CARES Act funding in 2020.

Table A-5: CARES Act Funding by Airport

Airport	Amount	Airport	Amount
Commercial Service Airports			
Adirondack Regional	\$69,000	Long Island McArthur	\$7,124,107
Albany International	\$15,277,876	Massena International	\$69,000
Buffalo Niagara International	\$21,647,814	Niagara Falls International	\$1,890,589
Elmira/Corning Regional	\$2,494,192	Ogdensburg International	\$2,401,267
Greater Binghamton	\$1,356,057	Plattsburgh International	\$2,028,646
Greater Rochester International	\$12,868,049	Stewart International	\$6,445,860
Ithaca Tompkins Regional	\$1,775,964	Syracuse Hancock Int'l	\$12,921,402
John F. Kennedy International	\$193,389,105	Watertown International	\$1,098,108
LaGuardia	\$102,931,268	Westchester County	\$23,607,111
Subtotal for Commercial Service Airports - \$409,395,415			
General Aviation Airports			
Akron	\$1,000	Montauk	\$1,000
Brookhaven Calabro	\$69,000	Oneonta Municipal	\$20,000
Buffalo Lancaster Regional	\$1,000	Orange County	\$69,000
Canandaigua	\$30,000	Oswego County	\$30,000
Cattaraugus County – Olean	\$30,000	Penn Yan	\$69,000
Chautauqua County-Dunkirk	\$30,000	Perry-Warsaw	\$30,000
Chautauqua County – Jamestown	\$69,000	Piseco	\$20,000
Columbia County	\$69,000	Potsdam Municipal	\$69,000
Corning-Painted Post	\$30,000	Republic	\$157,000
Cortland County	\$30,000	Saratoga County	\$69,000
Dansville Municipal	\$30,000	Schenectady County	\$69,000
East Hampton	\$69,000	Schroon Lake	\$1,000
Finger Lakes Regional	\$30,000	Sidney Municipal	\$30,000
Floyd Bennett Memorial	\$69,000	Sky Acres	\$69,000
Francis S. Gabreski	\$69,000	Sullivan County International	\$30,000
Fulton County	\$30,000	Ticonderoga Municipal	\$20,000
Genesee County	\$69,000	Tri-Cities	\$30,000
Griffiss International	\$69,000	Wellsville	\$30,000
Hamilton Municipal	\$30,000	Whitford's	\$1,000
Hornell Municipal	\$20,000	Williamson-Sodus	\$1,000
Hudson Valley Regional	\$30,000	Wurtsboro-Sullivan County	\$1,000
Joseph Y. Resnick	\$30,000	Buffalo Municipal	\$20,000
Kingston-Ulster	\$1,000	Buffalo Airfield	\$1,000



Airport	Amount	Airport	Amount
Lake Placid	\$30,000	LeRoy	\$1,000
Ledgedale Airpark	\$1,000	Randall	\$1,000
Lt. Warren Eaton	\$30,000	Warwick	\$30,000
Malone-Dufort	\$20,000	Bayport Aerodrome	\$20,000
Subtotal for General Aviation Airports - \$1,875,000			
Heliports			
West 30th	\$1,000	Skyports	\$1,000
East 34 th	\$1,000	Wall Street	\$1,000
Subtotal for Heliports - \$4,000			
Grand Total - \$411,274,415			

Source: Numbers taken from FAA Map of CARES Funding, https://www.faa.gov/airports/cares_act/map/, accessed 4/21/21.

A.4.1. Impacts of CARES Payments

The impact of CARES Act payments are contained within the total 2020 impacts, as documented in the main body of this report. Those payments made up for revenue shortfalls created by COVID-19 lockdowns and decreased travel demand. However, airports did not close. They kept open and met payrolls. While the CARES Act payments did not increase the overall economic impact, they represented a portion of the existing impact. To identify these impacts, a special run of the IMPLAN model was made. **Table A-6** presents the results in terms of jobs, income, and output. In addition, these funds generated their own State and local tax revenues. As shown, the direct infusion of \$411.3 million into the aviation system produced a total impact of \$814.7 million and sustained almost 5,000 jobs. This economic assistance was greatly needed in 2020.

Table A-6: CARES Economic Impact of New York State

Item	2020 ^{1/}
Direct Impacts	
Airport-Related Payrolls	\$179,819,100
Airport Expenditures	\$411,274,400
Airport-Related Employment	2,743 Jobs
Induced Impacts	
Induced Impacts	\$403,418,800
Total Induced Employment Impacts	2,213 Jobs
Grand Total Dollar Impacts	\$814,693,200
Grand Total Income Impacts	\$339,363,400
Grand Total Employment Impacts	4,956 Jobs
Estimated State and Local Taxes	\$40,990,991

Source: IMPLAN Modeling by Consultant

^{1/} Jobs are rounded to the nearest full-time job



Appendix B: IMPLAN Data Tables





Economic Impacts for Aggregate Airports, New York

ITEM	2019
Direct Impacts	
Airport-Related Payrolls	\$4,132,900
Airport Expenditures	\$9,576,800
Airport-Related Employment	64 Jobs
Induced Impacts	
Induced Impacts	\$9,084,700
Total Induced Employment Impacts	49 Jobs
Grand Total Dollar Impacts	\$18,661,500
Grand Total Income Impacts	\$7,698,400
Grand Total Employment Impacts¹	113 Jobs
Estimated State and Local Taxes	\$964,185

¹Jobs are rounded to the nearest full-time job

Employment

Description	Direct	Indirect	Induced	Total
Total	63.6	25.1	24.1	112.8
11 Ag, Forestry, Fish & Hunting	0.0	0.0	0.1	0.1
21 Mining	0.0	0.0	0.0	0.0
22 Utilities	0.0	0.1	0.1	0.1
23 Construction	3.4	0.5	0.1	4.1
31-33 Manufacturing	0.0	0.3	0.1	0.4
42 Wholesale Trade	0.0	0.6	0.6	1.2
44-45 Retail trade	0.3	0.6	3.3	4.2
48-49 Transportation & Warehousing	57.1	9.4	1.0	67.5
51 Information	0.0	0.4	0.4	0.8
52 Finance & insurance	0.0	1.0	1.3	2.3
53 Real estate & rental	0.0	1.5	1.3	2.8
54 Professional- scientific & tech svcs	0.0	1.4	1.0	2.4
55 Management of companies	0.0	0.8	0.2	1.0
56 Administrative & waste services	0.0	4.2	1.1	5.3
61 Educational svcs	0.0	0.0	1.2	1.2
62 Health & social services	0.0	0.0	6.0	6.0
71 Arts- entertainment & recreation	0.5	0.3	0.8	1.5
72 Accommodation & food services	2.3	0.7	2.8	5.7
81 Other services	0.0	2.6	2.7	5.3



92 Government & non NAICs	0.0	0.8	0.3	1.1
<i>Multiplier</i>	1.77			

Income

Description	Direct	Indirect	Induced	Total
Total	\$4,132,909	\$1,920,228	\$1,645,263	\$7,698,399
11 Ag, Forestry, Fish & Hunting	\$0	\$1,202	\$1,856	\$3,058
21 Mining	\$0	\$5,768	\$1,289	\$7,057
22 Utilities	\$0	\$12,890	\$13,602	\$26,492
23 Construction	\$273,489	\$39,749	\$11,224	\$324,462
31-33 Manufacturing	\$0	\$32,733	\$16,137	\$48,869
42 Wholesale Trade	\$0	\$71,407	\$59,461	\$130,869
44-45 Retail trade	\$13,072	\$27,778	\$149,775	\$190,626
48-49 Transportation & Warehousing	\$3,716,770	\$597,868	\$51,277	\$4,365,916
51 Information	\$0	\$70,567	\$56,051	\$126,618
52 Finance & insurance	\$0	\$171,418	\$204,365	\$375,783
53 Real estate & rental	\$0	\$80,157	\$55,584	\$135,741
54 Professional- scientific & tech svcs	\$0	\$171,972	\$122,305	\$294,277
55 Management of companies	\$0	\$127,818	\$33,333	\$161,151
56 Administrative & waste services	\$0	\$255,165	\$68,757	\$323,922
61 Educational svcs	\$0	\$1,678	\$71,176	\$72,854
62 Health & social services	\$0	\$9	\$429,902	\$429,912
71 Arts- entertainment & recreation	\$18,709	\$15,071	\$37,171	\$70,951
72 Accommodation & food services	\$110,869	\$25,159	\$99,024	\$235,052
81 Other services	\$0	\$119,035	\$131,790	\$250,825
92 Government & non NAICs	\$0	\$92,782	\$31,184	\$123,966
<i>Multiplier</i>	1.86			

Output

Description	Direct	Indirect	Induced	Total
Total	\$9,576,785	\$4,600,139	\$4,484,626	\$18,661,550
11 Ag, Forestry, Fish & Hunting	\$0	\$2,775	\$6,454	\$9,229
21 Mining	\$0	\$12,056	\$1,452	\$13,508
22 Utilities	\$0	\$77,806	\$81,481	\$159,287
23 Construction	\$772,213	\$122,705	\$34,043	\$928,961
31-33 Manufacturing	\$0	\$145,910	\$85,010	\$230,920
42 Wholesale Trade	\$0	\$263,545	\$195,684	\$459,228
44-45 Retail trade	\$27,510	\$71,664	\$359,227	\$458,401



48-49 Transportation & Warehousing	\$8,482,800	\$1,387,513	\$128,475	\$9,998,789
51 Information	\$0	\$314,513	\$241,705	\$556,218
52 Finance & insurance	\$0	\$461,143	\$642,106	\$1,103,249
53 Real estate & rental	\$0	\$355,617	\$844,949	\$1,200,566
54 Professional- scientific & tech svcs	\$0	\$289,828	\$222,323	\$512,150
55 Management of companies	\$0	\$220,766	\$57,572	\$278,338
56 Administrative & waste services	\$0	\$445,770	\$121,743	\$567,513
61 Educational svcs	\$0	\$3,017	\$108,952	\$111,969
62 Health & social services	\$0	\$17	\$740,146	\$740,162
71 Arts- entertainment & recreation	\$45,863	\$36,036	\$81,121	\$163,021
72 Accommodation & food services	\$248,399	\$57,568	\$244,135	\$550,102
81 Other services	\$0	\$128,914	\$228,187	\$357,100
92 Government & non NAICs	\$0	\$202,974	\$59,865	\$262,838
Multiplier	1.95			

Tax Impact Summary

Impact	Direct	Indirect	Induced	Total
Sub County General	\$116,082	\$87,217	\$123,463	\$326,762
Sub County Special Districts	\$36,448	\$29,248	\$44,033	\$109,729
County	\$26,509	\$21,243	\$31,954	\$79,705
State	\$201,194	\$115,910	\$130,885	\$447,989
Federal	\$826,050	\$399,165	\$365,853	\$1,591,068
Total Tax Impact	\$1,206,282	\$652,783	\$696,188	\$2,555,253

Economic Impacts for Aggregated Heliports, New York, MSA

ITEM	2019
Direct Impacts	
Airport-Related Payrolls	\$22,632,000
Airport Expenditures	\$78,325,800
Airport-Related Employment	179 Jobs
Induced Impacts	
Induced Impacts	\$39,591,500
Total Induced Employment Impacts	209 Jobs
Grand Total Dollar Impacts	\$117,917,300
Grand Total Income Impacts	\$38,998,100
Grand Total Employment Impacts¹	388 Jobs
Estimated State and Local Taxes	\$11,734,537

¹Jobs are rounded to the nearest full-time job

Employment

Description	Direct	Indirect	Induced	Total
Total	179.4	105.4	103.1	388.2
11 Ag, Forestry, Fish & Hunting	0.0	0.0	0.1	0.1
21 Mining	0.0	0.1	0.0	0.1
22 Utilities	0.0	0.1	0.3	0.4
23 Construction	0.1	0.9	0.6	1.6
31-33 Manufacturing	0.0	0.3	0.6	0.9
42 Wholesale Trade	0.0	1.8	2.4	4.1
44-45 Retail trade	1.3	0.3	13.2	14.8
48-49 Transportation & Warehousing	165.3	35.4	4.3	204.9
51 Information	0.0	1.0	1.6	2.6
52 Finance & insurance	0.0	4.7	5.3	10.1
53 Real estate & rental	0.0	7.6	5.3	12.9
54 Professional- scientific & tech svcs	0.0	3.7	4.2	7.8
55 Management of companies	0.0	2.1	0.9	2.9
56 Administrative & waste services	0.0	11.8	4.4	16.2
61 Educational svcs	0.0	0.6	5.4	6.0
62 Health & social services	0.0	0.0	26.5	26.5
71 Arts- entertainment & recreation	2.4	0.4	3.2	6.0
72 Accommodation & food services	10.3	30.0	11.6	51.9
81 Other services	0.0	2.5	12.4	14.9



92 Government & non NAICs	0.0	2.3	1.1	3.5
<i>Multiplier</i>	2.16			

Income

Description	Direct	Indirect	Induced	Total
Total	\$22,631,955	\$8,660,109	\$7,706,078	\$38,998,141
11 Ag, Forestry, Fish & Hunting	\$0	\$427	\$2,862	\$3,290
21 Mining	\$0	\$48,270	\$4,462	\$52,732
22 Utilities	\$0	\$28,347	\$62,155	\$90,502
23 Construction	\$9,954	\$76,603	\$50,434	\$136,991
31-33 Manufacturing	\$0	\$41,911	\$60,167	\$102,078
42 Wholesale Trade	\$0	\$249,001	\$282,984	\$531,985
44-45 Retail trade	\$71,148	\$17,799	\$685,442	\$774,389
48-49 Transportation & Warehousing	\$21,878,849	\$2,470,910	\$243,241	\$24,592,999
51 Information	\$0	\$200,560	\$265,602	\$466,162
52 Finance & insurance	\$0	\$1,055,264	\$985,792	\$2,041,056
53 Real estate & rental	\$0	\$886,853	\$257,415	\$1,144,269
54 Professional- scientific & tech svcs	\$0	\$510,441	\$562,417	\$1,072,858
55 Management of companies	\$0	\$375,493	\$156,563	\$532,056
56 Administrative & waste services	\$0	\$844,944	\$319,919	\$1,164,864
61 Educational svcs	\$0	\$29,609	\$359,021	\$388,629
62 Health & social services	\$0	\$47	\$1,992,713	\$1,992,760
71 Arts- entertainment & recreation	\$98,558	\$29,998	\$181,676	\$310,232
72 Accommodation & food services	\$573,445	\$1,353,194	\$468,416	\$2,395,055
81 Other services	\$0	\$138,675	\$621,521	\$760,196
92 Government & non NAICs	\$0	\$301,762	\$143,275	\$445,037
<i>Multiplier</i>	1.72			

Output

Description	Direct	Indirect	Induced	Total
Total	\$78,325,818	\$19,536,172	\$20,055,297	\$117,917,287
11 Ag, Forestry, Fish & Hunting	\$0	\$618	\$3,815	\$4,433
21 Mining	\$0	\$37,230	\$4,500	\$41,730
22 Utilities	\$0	\$157,809	\$341,657	\$499,466
23 Construction	\$27,000	\$227,252	\$146,399	\$400,651
31-33 Manufacturing	\$0	\$152,513	\$264,556	\$417,070
42 Wholesale Trade	\$0	\$859,480	\$864,475	\$1,723,955
44-45 Retail trade	\$135,863	\$42,286	\$1,560,604	\$1,738,752



Economic Impacts of Airports & Aviation

48-49 Transportation & Warehousing	\$76,709,692	\$5,484,626	\$625,350	\$82,819,668
51 Information	\$0	\$806,086	\$1,122,802	\$1,928,887
52 Finance & insurance	\$0	\$2,320,717	\$2,898,226	\$5,218,943
53 Real estate & rental	\$0	\$2,552,632	\$3,738,811	\$6,291,443
54 Professional- scientific & tech svcs	\$0	\$868,741	\$989,608	\$1,858,349
55 Management of companies	\$0	\$620,602	\$258,762	\$879,364
56 Administrative & waste services	\$0	\$1,622,774	\$543,832	\$2,166,606
61 Educational svcs	\$0	\$58,016	\$536,564	\$594,580
62 Health & social services	\$0	\$83	\$3,352,543	\$3,352,626
71 Arts- entertainment & recreation	\$226,505	\$69,388	\$381,088	\$676,981
72 Accommodation & food services	\$1,226,759	\$2,708,776	\$1,091,950	\$5,027,485
81 Other services	\$0	\$200,316	\$1,060,408	\$1,260,724
92 Government & non NAICs	\$0	\$746,227	\$269,346	\$1,015,573
Multiplier	1.51			

Tax Impact Summary

Impact	Direct	Indirect	Induced	Total
Sub County General	\$4,706,607	\$581,928	\$694,090	\$5,982,625
Sub County Special Districts	\$1,021,327	\$109,236	\$131,845	\$1,262,408
County	\$502,981	\$53,853	\$64,974	\$621,809
State	\$2,797,190	\$523,262	\$547,242	\$3,867,694
Federal	\$5,197,341	\$1,752,699	\$1,648,770	\$8,598,810
Total Tax Impact	\$14,225,446	\$3,020,978	\$3,086,922	\$20,333,346



Economic Impacts for CARES ACT, New York State

ITEM	2019
Direct Impacts	
Airport-Related Payrolls	\$179,819,100
Airport Expenditures	\$411,274,400
Airport-Related Employment	2,743 Jobs
Induced Impacts	
Induced Impacts	\$403,418,800
Total Induced Employment Impacts	2,213 Jobs
Grand Total Dollar Impacts	\$814,693,200
Grand Total Income Impacts	\$339,363,400
Grand Total Employment Impacts¹	4,956 Jobs
Estimated State and Local Taxes	\$40,990,991

¹Jobs are rounded to the nearest full-time job

Employment

Description	Direct	Indirect	Induced	Total
Total	2,742.8	1,148.6	1,063.7	4,955.5
11 Ag, Forestry, Fish & Hunting	0.0	1.4	3.8	5.2
21 Mining	0.0	0.6	0.2	0.8
22 Utilities	0.0	2.5	2.8	5.3
23 Construction	0.0	23.9	6.4	30.3
31-33 Manufacturing	0.0	12.0	9.2	21.5
42 Wholesale Trade	0.0	23.0	23.9	46.9
44-45 Retail trade	0.0	11.1	145.6	156.7
48-49 Transportation & Warehousing	2,742.8	451.7	43.3	3,237.8
51 Information	0.0	19.9	15.7	35.6
52 Finance & insurance	0.0	46.1	55.3	101.4
53 Real estate & rental	0.0	64.0	57.3	121.4
54 Professional- scientific & tech svcs	0.0	56.4	44.0	100.4
55 Management of companies	0.0	36.0	9.1	45.1
56 Administrative & waste services	0.0	196.8	46.6	243.4
61 Educational svcs	0.0	1.1	51.8	52.9
62 Health & social services	0.0	0.0	265.1	265.1
71 Arts- entertainment & recreation	0.0	10.9	33.0	43.9
72 Accommodation & food services	0.0	27.4	121.5	148.9
81 Other services	0.0	124.9	116.8	241.7



92 Government & non NAICs	0.0	39.0	12.3	51.3
<i>Multiplier</i>	1.81			

Income

Description	Direct	Indirect	Induced	Total
Total	\$179,819,137	\$87,074,249	\$72,470,047	\$339,363,432
11 Ag, Forestry, Fish & Hunting	\$0	\$42,808	\$81,773	\$124,582
21 Mining	\$0	\$195,895	\$56,821	\$252,716
22 Utilities	\$0	\$531,699	\$599,561	\$1,131,259
23 Construction	\$0	\$1,891,129	\$494,510	\$2,385,638
31-33 Manufacturing	\$0	\$1,071,085	\$711,179	\$1,782,264
42 Wholesale Trade	\$0	\$2,734,430	\$2,620,351	\$5,354,781
44-45 Retail trade	\$0	\$504,064	\$6,600,335	\$7,104,399
48-49 Transportation & Warehousing	\$179,819,137	\$28,798,615	\$2,258,695	\$210,876,447
51 Information	\$0	\$3,132,775	\$2,469,977	\$5,602,751
52 Finance & insurance	\$0	\$8,008,833	\$8,996,554	\$17,005,387
53 Real estate & rental	\$0	\$3,441,856	\$2,449,761	\$5,891,617
54 Professional- scientific & tech svcs	\$0	\$7,172,573	\$5,387,844	\$12,560,417
55 Management of companies	\$0	\$5,783,554	\$1,468,513	\$7,252,067
56 Administrative & waste services	\$0	\$11,911,964	\$3,028,505	\$14,940,469
61 Educational svcs	\$0	\$68,158	\$3,129,961	\$3,198,119
62 Health & social services	\$0	\$404	\$18,937,945	\$18,938,349
71 Arts- entertainment & recreation	\$0	\$674,346	\$1,636,586	\$2,310,932
72 Accommodation & food services	\$0	\$1,071,872	\$4,362,282	\$5,434,154
81 Other services	\$0	\$5,641,149	\$5,804,680	\$11,445,829
92 Government & non NAICs	\$0	\$4,397,041	\$1,374,215	\$5,771,256
<i>Multiplier</i>	1.89			

Output

Description	Direct	Indirect	Induced	Total
Total	\$411,274,415	\$205,856,461	\$197,562,352	\$814,693,227
11 Ag, Forestry, Fish & Hunting	\$0	\$103,646	\$284,443	\$388,089
21 Mining	\$0	\$215,090	\$63,970	\$279,060
22 Utilities	\$0	\$3,198,076	\$3,591,627	\$6,789,703
23 Construction	\$0	\$5,837,832	\$1,499,876	\$7,337,708
31-33 Manufacturing	\$0	\$4,733,572	\$3,747,092	\$8,480,664
42 Wholesale Trade	\$0	\$10,329,553	\$8,623,453	\$18,953,006
44-45 Retail trade	\$0	\$1,336,942	\$15,830,517	\$17,167,460



48-49 Transportation & Warehousing	\$411,274,415	\$66,786,398	\$5,658,514	\$483,719,327
51 Information	\$0	\$14,095,397	\$10,651,684	\$24,747,081
52 Finance & insurance	\$0	\$21,290,134	\$28,278,046	\$49,568,180
53 Real estate & rental	\$0	\$15,185,262	\$37,228,433	\$52,413,694
54 Professional- scientific & tech svcs	\$0	\$12,068,580	\$9,794,031	\$21,862,611
55 Management of companies	\$0	\$9,989,306	\$2,536,403	\$12,525,709
56 Administrative & waste services	\$0	\$20,759,883	\$5,362,405	\$26,122,289
61 Educational svcs	\$0	\$122,523	\$4,792,267	\$4,914,790
62 Health & social services	\$0	\$740	\$32,603,534	\$32,604,274
71 Arts- entertainment & recreation	\$0	\$1,615,868	\$3,572,351	\$5,188,219
72 Accommodation & food services	\$0	\$2,465,455	\$10,755,388	\$13,220,843
81 Other services	\$0	\$6,030,565	\$10,049,939	\$16,080,504
92 Government & non NAICs	\$0	\$9,691,640	\$2,638,376	\$12,330,016
Multiplier	1.98			

Tax Impact Summary

Impact	Direct	Indirect	Induced	Total
Sub County General	\$4,638,345	\$3,677,546	\$5,439,791	\$13,755,682
Sub County Special Districts	\$1,437,796	\$1,208,561	\$1,940,147	\$4,586,504
County	\$1,046,075	\$877,925	\$1,407,936	\$3,331,935
State	\$8,475,245	\$5,075,439	\$5,766,186	\$19,316,870
Federal	\$35,807,819	\$18,023,506	\$16,115,529	\$69,946,853
Total Tax Impact	\$51,405,279	\$28,862,977	\$30,669,588	\$110,937,844

Appendix B: IMPLAN Data Tables Individual Airport Results



Economic Impacts for Adirondack Regional Airport, Franklin County, NY

ITEM	2019
Direct Impacts	
Airport-Related Payrolls	\$3,066,500
Airport Expenditures	\$8,636,600
Airport-Related Employment	54 Jobs
Induced Impacts	
Induced Impacts	\$3,000,900
Total Induced Employment Impacts	19 Jobs
Grand Total Dollar Impacts	\$11,637,500
Grand Total Income Impacts	\$3,924,400
Grand Total Employment Impacts¹	73 Jobs
Estimated State and Local Taxes	\$553,723

¹Jobs are rounded to the nearest full-time job

Employment

Description	Direct	Indirect	Induced	Total
Total	53.7	10.2	9.2	73.2
11 Ag, Forestry, Fish & Hunting	0.0	0.0	0.1	0.1
21 Mining	0.0	0.0	0.0	0.0
22 Utilities	0.0	0.0	0.0	0.1
23 Construction	7.2	0.2	0.1	7.4
31-33 Manufacturing	0.0	0.1	0.0	0.1
42 Wholesale Trade	0.0	0.1	0.1	0.2
44-45 Retail trade	0.4	0.9	1.7	3.0
48-49 Transportation & Warehousing	24.5	1.2	0.2	25.8
51 Information	0.0	0.1	0.1	0.2
52 Finance & insurance	0.0	0.5	0.4	0.8
53 Real estate & rental	0.5	0.6	0.4	1.4
54 Professional- scientific & tech svcs	0.0	0.5	0.2	0.7
55 Management of companies	0.0	0.2	0.0	0.2
56 Administrative & waste services	0.0	1.3	0.3	1.6
61 Educational svcs	1.0	0.0	0.5	1.5
62 Health & social services	2.5	0.0	2.6	5.1
71 Arts- entertainment & recreation	0.7	0.1	0.3	1.1
72 Accommodation & food services	5.9	1.5	1.1	8.5
81 Other services	0.0	0.3	1.0	1.3



92 Government & non NAICs	11.0	2.6	0.4	14.0
<i>Multiplier</i>	1.36			

Income

Description	Direct	Indirect	Induced	Total
Total	\$3,066,456	\$443,704	\$414,225	\$3,924,384
11 Ag, Forestry, Fish & Hunting	\$0	\$701	\$781	\$1,482
21 Mining	\$0	\$5,268	\$518	\$5,786
22 Utilities	\$0	\$4,541	\$3,925	\$8,465
23 Construction	\$293,863	\$7,318	\$2,203	\$303,384
31-33 Manufacturing	\$0	\$10,991	\$596	\$11,587
42 Wholesale Trade	\$0	\$7,390	\$4,020	\$11,410
44-45 Retail trade	\$10,897	\$35,707	\$52,838	\$99,442
48-49 Transportation & Warehousing	\$881,933	\$27,365	\$3,607	\$912,905
51 Information	\$0	\$8,733	\$4,943	\$13,676
52 Finance & insurance	\$0	\$15,632	\$16,306	\$31,938
53 Real estate & rental	\$24,159	\$23,171	\$6,249	\$53,579
54 Professional- scientific & tech svcs	\$0	\$22,215	\$11,982	\$34,197
55 Management of companies	\$0	\$5,956	\$1,094	\$7,050
56 Administrative & waste services	\$0	\$39,980	\$9,237	\$49,217
61 Educational svcs	\$60,774	\$1,332	\$14,577	\$76,683
62 Health & social services	\$122,347	\$261	\$187,945	\$310,554
71 Arts- entertainment & recreation	\$17,951	\$1,132	\$4,589	\$23,672
72 Accommodation & food services	\$162,775	\$50,825	\$26,486	\$240,086
81 Other services	\$0	\$8,873	\$35,980	\$44,852
92 Government & non NAICs	\$1,491,757	\$166,313	\$26,349	\$1,684,419
<i>Multiplier</i>	1.28			

Output

Description	Direct	Indirect	Induced	Total
Total	\$8,636,555	\$1,587,713	\$1,413,269	\$11,637,537
11 Ag, Forestry, Fish & Hunting	\$0	\$2,515	\$3,659	\$6,174
21 Mining	\$0	\$5,764	\$558	\$6,323
22 Utilities	\$0	\$35,870	\$31,002	\$66,872
23 Construction	\$1,205,530	\$34,157	\$10,072	\$1,249,760
31-33 Manufacturing	\$0	\$47,370	\$12,053	\$59,423
42 Wholesale Trade	\$0	\$87,349	\$26,755	\$114,104
44-45 Retail trade	\$30,812	\$106,938	\$166,656	\$304,407

Economic Impacts of Airports & Aviation



48-49 Transportation & Warehousing	\$4,215,020	\$121,123	\$16,710	\$4,352,852
51 Information	\$0	\$42,337	\$27,357	\$69,694
52 Finance & insurance	\$0	\$120,780	\$113,370	\$234,151
53 Real estate & rental	\$107,505	\$108,754	\$317,139	\$533,397
54 Professional- scientific & tech svcs	\$0	\$55,155	\$32,760	\$87,915
55 Management of companies	\$0	\$21,778	\$4,000	\$25,778
56 Administrative & waste services	\$0	\$108,246	\$24,386	\$132,632
61 Educational svcs	\$111,217	\$2,572	\$29,454	\$143,243
62 Health & social services	\$248,266	\$513	\$339,967	\$588,746
71 Arts- entertainment & recreation	\$51,369	\$8,476	\$19,645	\$79,489
72 Accommodation & food services	\$492,195	\$114,966	\$78,709	\$685,869
81 Other services	\$0	\$21,040	\$79,698	\$100,738
92 Government & non NAICs	\$2,174,643	\$542,009	\$79,318	\$2,795,970
Multiplier	1.35			

Tax Impact Summary

Impact	Direct	Indirect	Induced	Total
Sub County General	\$67,961	(\$12,709)	\$11,492	\$66,745
Sub County Special Districts	\$124,714	(\$23,322)	\$21,089	\$122,481
County	\$102,879	(\$19,094)	\$17,382	\$101,168
State	\$237,106	(\$11,773)	\$37,996	\$263,330
Federal	\$647,542	\$72,515	\$94,465	\$814,522
Total Tax Impact	\$1,180,202	\$5,618	\$182,425	\$1,368,245



Economic Impacts for Albany International Airport, Albany-Schenectady-Troy, NY MSA

ITEM	2019
Direct Impacts	
Airport-Related Payrolls	\$248,180,500
Airport Expenditures	\$579,477,300
Airport-Related Employment	4,862 Jobs
Induced Impacts	
Induced Impacts	\$359,248,200
Total Induced Employment Impacts	2,142 Jobs
Grand Total Dollar Impacts	\$938,725,500
Grand Total Income Impacts	\$367,794,100
Grand Total Employment Impacts¹	7,004 Jobs
Estimated State and Local Taxes	\$67,620,847

¹Jobs are rounded to the nearest full-time job

Employment

Description	Direct	Indirect	Induced	Total
Total	4,861.6	805.3	1,336.5	7,003.6
11 Ag, Forestry, Fish & Hunting	0.0	1.4	4.5	5.9
21 Mining	0.0	1.3	0.3	1.6
22 Utilities	0.0	4.2	3.2	7.4
23 Construction	89.1	12.7	8.3	110.1
31-33 Manufacturing	0.0	9.6	5.1	14.9
42 Wholesale Trade	0.0	24.9	28.7	53.6
44-45 Retail trade	317.3	26.8	210.5	554.6
48-49 Transportation & Warehousing	1,598.7	174.3	52.0	1,825.0
51 Information	0.0	19.3	21.1	40.4
52 Finance & insurance	0.0	46.1	86.4	132.4
53 Real estate & rental	70.0	76.3	64.4	210.8
54 Professional- scientific & tech svcs	37.0	73.2	57.2	167.4
55 Management of companies	0.0	48.3	12.6	61.0
56 Administrative & waste services	0.0	113.9	50.5	164.4
61 Educational svcs	0.0	2.2	68.0	70.2
62 Health & social services	0.0	0.0	320.4	320.4
71 Arts- entertainment & recreation	375.2	22.5	43.1	440.8
72 Accommodation & food services	1,511.8	80.3	154.6	1,746.7
81 Other services	0.0	42.6	129.3	171.9



92 Government & non NAICs	862.5	25.4	16.3	904.2
<i>Multiplier</i>	1.44			

Income

Description	Direct	Indirect	Induced	Total
Total	\$248,180,452	\$48,338,418	\$71,275,252	\$367,794,122
11 Ag, Forestry, Fish & Hunting	\$0	\$22,021	\$53,451	\$75,472
21 Mining	\$0	\$168,448	\$67,036	\$235,484
22 Utilities	\$0	\$807,812	\$595,390	\$1,403,202
23 Construction	\$7,018,893	\$987,533	\$618,237	\$8,624,663
31-33 Manufacturing	\$0	\$783,163	\$364,776	\$1,147,939
42 Wholesale Trade	\$0	\$2,154,020	\$2,461,699	\$4,615,719
44-45 Retail trade	\$10,396,142	\$1,126,577	\$7,560,079	\$19,082,797
48-49 Transportation & Warehousing	\$74,429,320	\$9,890,021	\$2,206,305	\$86,525,647
51 Information	\$0	\$2,028,289	\$2,123,700	\$4,151,989
52 Finance & insurance	\$0	\$3,380,950	\$6,702,751	\$10,083,700
53 Real estate & rental	\$5,881,156	\$2,743,017	\$1,799,403	\$10,423,576
54 Professional- scientific & tech svcs	\$3,627,026	\$6,357,886	\$4,839,739	\$14,824,651
55 Management of companies	\$0	\$4,929,619	\$1,287,628	\$6,217,248
56 Administrative & waste services	\$0	\$4,753,683	\$2,254,281	\$7,007,964
61 Educational svcs	\$0	\$93,686	\$3,267,613	\$3,361,299
62 Health & social services	\$0	\$703	\$21,434,140	\$21,434,843
71 Arts- entertainment & recreation	\$7,462,880	\$361,634	\$980,244	\$8,804,758
72 Accommodation & food services	\$56,746,047	\$2,627,986	\$4,317,761	\$63,691,795
81 Other services	\$0	\$2,625,119	\$6,773,661	\$9,398,780
92 Government & non NAICs	\$82,618,989	\$2,496,250	\$1,567,358	\$86,682,597
<i>Multiplier</i>	1.48			

Output

Description	Direct	Indirect	Induced	Total
Total	\$579,477,345	\$139,362,025	\$219,886,086	\$938,725,456
11 Ag, Forestry, Fish & Hunting	\$0	\$83,794	\$223,409	\$307,203
21 Mining	\$0	\$418,246	\$76,544	\$494,789
22 Utilities	\$0	\$5,849,469	\$4,203,118	\$10,052,587
23 Construction	\$19,860,000	\$3,057,317	\$1,890,313	\$24,807,630
31-33 Manufacturing	\$0	\$3,529,703	\$1,815,111	\$5,344,815
42 Wholesale Trade	\$0	\$9,068,456	\$9,413,221	\$18,481,677
44-45 Retail trade	\$26,083,538	\$3,038,481	\$19,962,602	\$49,084,621



Economic Impacts of Airports & Aviation

48-49 Transportation & Warehousing	\$201,975,006	\$23,524,881	\$5,094,387	\$230,594,274
51 Information	\$0	\$10,274,625	\$11,063,438	\$21,338,063
52 Finance & insurance	\$0	\$15,616,631	\$32,366,690	\$47,983,320
53 Real estate & rental	\$18,067,161	\$15,629,436	\$41,355,759	\$75,052,355
54 Professional- scientific & tech svcs	\$8,843,076	\$12,370,638	\$9,972,380	\$31,186,094
55 Management of companies	\$0	\$10,240,953	\$2,674,962	\$12,915,915
56 Administrative & waste services	\$0	\$10,429,155	\$4,817,184	\$15,246,339
61 Educational svcs	\$0	\$191,353	\$5,331,131	\$5,522,484
62 Health & social services	\$0	\$1,331	\$39,391,717	\$39,393,048
71 Arts- entertainment & recreation	\$24,350,811	\$1,631,434	\$3,189,662	\$29,171,907
72 Accommodation & food services	\$139,869,961	\$6,032,034	\$11,918,268	\$157,820,263
81 Other services	\$0	\$3,690,246	\$12,373,301	\$16,063,547
92 Government & non NAICs	\$140,427,792	\$4,683,842	\$2,752,887	\$147,864,522
Multiplier	1.62			

Tax Impact Summary

Impact	Direct	Indirect	Induced	Total
Sub County General	\$3,411,557	\$713,415	\$1,413,809	\$5,538,781
Sub County Special Districts	\$10,435,152	\$2,182,170	\$4,324,511	\$16,941,833
County	\$8,927,757	\$1,866,834	\$3,698,745	\$14,493,336
State	\$19,596,134	\$3,972,993	\$7,077,770	\$30,646,897
Federal	\$55,002,360	\$10,657,922	\$16,529,721	\$82,190,002
Total Tax Impact	\$97,372,960	\$19,393,333	\$33,044,556	\$149,810,849



Economic Impacts for Buffalo Niagara International Airport, Buffalo-Cheektowaga, NY MSA

ITEM	2019
Direct Impacts	
Airport-Related Payrolls	\$454,344,300
Airport Expenditures	\$936,084,000
Airport-Related Employment	6,818 Jobs
Induced Impacts	
Induced Impacts	\$536,027,700
Total Induced Employment Impacts	3,045 Jobs
Grand Total Dollar Impacts	\$1,472,111,700
Grand Total Income Impacts	\$650,974,900
Grand Total Employment Impacts¹	9,863 Jobs
Estimated State and Local Taxes	\$114,084,569

¹Jobs are rounded to the nearest full-time job

Employment

Description	Direct	Indirect	Induced	Total
Total	6,817.8	1,330.3	1,714.7	9,862.8
11 Ag, Forestry, Fish & Hunting	0.0	0.8	0.6	1.4
21 Mining	0.0	0.1	0.0	0.1
22 Utilities	0.0	7.5	4.5	12.0
23 Construction	96.5	15.7	10.1	122.3
31-33 Manufacturing	0.0	6.5	3.9	10.5
42 Wholesale Trade	0.0	35.9	36.3	72.1
44-45 Retail trade	405.4	29.7	219.7	654.7
48-49 Transportation & Warehousing	1,805.6	244.4	59.5	2,109.5
51 Information	0.0	21.8	18.8	40.6
52 Finance & insurance	0.0	103.7	160.6	264.3
53 Real estate & rental	36.0	189.2	113.2	338.4
54 Professional- scientific & tech svcs	10.0	121.8	83.1	214.9
55 Management of companies	0.0	103.1	22.8	125.9
56 Administrative & waste services	56.0	171.9	73.9	301.8
61 Educational svcs	0.0	3.9	80.9	84.8
62 Health & social services	26.0	0.1	409.5	435.6
71 Arts- entertainment & recreation	671.7	20.7	48.6	740.9
72 Accommodation & food services	3,081.7	162.0	167.4	3,411.1
81 Other services	89.0	70.2	191.1	350.3



Economic Impacts of Airports & Aviation

92 Government & non NAICs	540.0	21.4	10.4	571.7
<i>Multiplier</i>	1.45			

Income

Description	Direct	Indirect	Induced	Total
Total	\$454,344,266	\$90,265,976	\$106,364,608	\$650,974,851
11 Ag, Forestry, Fish & Hunting	\$0	\$45,951	\$27,016	\$72,967
21 Mining	\$0	\$26,221	\$10,597	\$36,818
22 Utilities	\$0	\$1,400,003	\$835,981	\$2,235,984
23 Construction	\$8,508,970	\$1,386,027	\$866,656	\$10,761,653
31-33 Manufacturing	\$0	\$639,562	\$306,501	\$946,063
42 Wholesale Trade	\$0	\$4,497,307	\$4,457,526	\$8,954,833
44-45 Retail trade	\$24,966,747	\$1,714,035	\$11,836,125	\$38,516,907
48-49 Transportation & Warehousing	\$156,693,243	\$19,967,376	\$3,396,835	\$180,057,454
51 Information	\$0	\$2,565,985	\$1,929,897	\$4,495,882
52 Finance & insurance	\$0	\$6,213,564	\$9,422,241	\$15,635,805
53 Real estate & rental	\$6,936,075	\$9,533,778	\$4,314,528	\$20,784,381
54 Professional- scientific & tech svcs	\$1,128,837	\$11,282,376	\$7,659,167	\$20,070,380
55 Management of companies	\$0	\$6,858,375	\$1,514,488	\$8,372,862
56 Administrative & waste services	\$2,379,307	\$9,960,945	\$4,405,378	\$16,745,630
61 Educational svcs	\$0	\$142,228	\$3,773,794	\$3,916,022
62 Health & social services	\$1,884,531	\$10,117	\$33,386,655	\$35,281,303
71 Arts- entertainment & recreation	\$21,467,845	\$1,093,432	\$2,154,692	\$24,715,968
72 Accommodation & food services	\$141,002,903	\$6,494,766	\$5,991,550	\$153,489,220
81 Other services	\$3,031,313	\$4,112,167	\$8,939,913	\$16,083,393
92 Government & non NAICs	\$86,344,496	\$2,321,763	\$1,135,067	\$89,801,326
<i>Multiplier</i>	1.43			

Output

Description	Direct	Indirect	Induced	Total
Total	\$936,084,014	\$240,701,334	\$295,326,345	\$1,472,111,693
11 Ag, Forestry, Fish & Hunting	\$0	\$52,881	\$24,839	\$77,720
21 Mining	\$0	\$23,666	\$2,186	\$25,852
22 Utilities	\$0	\$9,727,070	\$5,198,889	\$14,925,959
23 Construction	\$23,040,699	\$4,108,842	\$2,506,231	\$29,655,772
31-33 Manufacturing	\$0	\$2,109,882	\$1,309,157	\$3,419,039
42 Wholesale Trade	\$0	\$14,886,222	\$14,080,721	\$28,966,943
44-45 Retail trade	\$43,350,400	\$3,939,966	\$26,478,895	\$73,769,261



48-49 Transportation & Warehousing	\$342,378,846	\$39,898,798	\$7,182,865	\$389,460,508
51 Information	\$0	\$14,390,037	\$10,403,457	\$24,793,494
52 Finance & insurance	\$0	\$27,343,673	\$46,083,674	\$73,427,348
53 Real estate & rental	\$12,677,669	\$40,685,734	\$59,532,951	\$112,896,353
54 Professional- scientific & tech svcs	\$1,904,423	\$21,254,860	\$15,166,051	\$38,325,334
55 Management of companies	\$0	\$17,771,809	\$3,924,426	\$21,696,235
56 Administrative & waste services	\$5,426,972	\$18,890,889	\$7,941,025	\$32,258,886
61 Educational svcs	\$0	\$323,321	\$5,970,854	\$6,294,175
62 Health & social services	\$3,239,425	\$19,797	\$55,440,203	\$58,699,424
71 Arts- entertainment & recreation	\$54,426,000	\$3,023,712	\$4,237,150	\$61,686,862
72 Accommodation & food services	\$318,799,398	\$13,712,480	\$14,696,102	\$347,207,980
81 Other services	\$5,399,039	\$4,781,686	\$12,990,354	\$23,171,080
92 Government & non NAICs	\$125,441,144	\$3,756,010	\$2,156,315	\$131,353,470
Multiplier	1.57			

Tax Impact Summary

Impact	Direct	Indirect	Induced	Total
Sub County General	\$8,566,398	\$1,690,767	\$2,354,395	\$12,611,561
Sub County Special Districts	\$25,789,810	\$5,090,187	\$7,088,091	\$37,968,088
County	\$13,072,074	\$2,580,062	\$3,592,739	\$19,244,874
State	\$30,335,549	\$6,026,344	\$7,898,153	\$44,260,046
Federal	\$88,652,399	\$17,855,579	\$21,833,003	\$128,340,981
Total Tax Impact	\$166,416,231	\$33,242,939	\$42,766,380	\$242,425,550



Economic Impacts for Greater Binghamton Regional/Edwin A. Link Field, Binghamton, NY MSA

ITEM	2019
Direct Impacts	
Airport-Related Payrolls	\$16,169,300
Airport Expenditures	\$39,687,900
Airport-Related Employment	243 Jobs
Induced Impacts	
Induced Impacts	\$17,145,400
Total Induced Employment Impacts	115 Jobs
Grand Total Dollar Impacts	\$56,833,300
Grand Total Income Impacts	\$21,467,000
Grand Total Employment Impacts¹	358 Jobs
Estimated State and Local Taxes	\$4,165,088

¹Jobs are rounded to the nearest full-time job

Employment

Description	Direct	Indirect	Induced	Total
Total	242.8	45.7	69.1	357.4
11 Ag, Forestry, Fish & Hunting	0.0	0.1	0.1	0.2
21 Mining	0.0	0.2	0.0	0.2
22 Utilities	0.0	0.2	0.2	0.4
23 Construction	32.6	0.5	0.5	33.7
31-33 Manufacturing	0.0	0.8	0.1	0.9
42 Wholesale Trade	0.0	1.8	1.5	3.2
44-45 Retail trade	4.7	4.5	12.8	21.9
48-49 Transportation & Warehousing	67.9	9.8	4.5	82.2
51 Information	0.0	0.7	0.9	1.6
52 Finance & insurance	0.0	2.5	3.4	5.9
53 Real estate & rental	8.0	4.9	3.2	16.1
54 Professional- scientific & tech svcs	0.0	2.4	2.3	4.7
55 Management of companies	0.0	0.8	0.3	1.2
56 Administrative & waste services	0.0	5.6	3.0	8.6
61 Educational svcs	6.0	0.1	0.9	6.9
62 Health & social services	0.0	0.0	16.5	16.5
71 Arts- entertainment & recreation	10.2	0.5	1.9	12.6
72 Accommodation & food services	38.8	7.6	9.1	55.5
81 Other services	0.0	1.8	7.1	8.9



92 Government & non NAICs	74.5	1.1	0.8	76.4
<i>Multiplier</i>	1.47			

Income

Description	Direct	Indirect	Induced	Total
Total	\$16,169,299	\$2,132,737	\$3,164,944	\$21,466,980
11 Ag, Forestry, Fish & Hunting	\$0	\$900	\$1,046	\$1,945
21 Mining	\$0	\$17,972	\$1,217	\$19,189
22 Utilities	\$0	\$22,148	\$27,144	\$49,293
23 Construction	\$2,017,352	\$32,091	\$28,706	\$2,078,149
31-33 Manufacturing	\$0	\$67,441	\$7,163	\$74,604
42 Wholesale Trade	\$0	\$125,871	\$101,672	\$227,543
44-45 Retail trade	\$149,701	\$178,147	\$412,533	\$740,381
48-49 Transportation & Warehousing	\$3,530,859	\$324,577	\$107,920	\$3,963,356
51 Information	\$0	\$41,405	\$55,136	\$96,542
52 Finance & insurance	\$0	\$97,970	\$153,110	\$251,080
53 Real estate & rental	\$582,866	\$276,215	\$100,657	\$959,738
54 Professional- scientific & tech svcs	\$0	\$155,282	\$141,803	\$297,085
55 Management of companies	\$0	\$77,356	\$30,443	\$107,800
56 Administrative & waste services	\$0	\$215,656	\$122,522	\$338,179
61 Educational svcs	\$116,881	\$1,676	\$20,516	\$139,073
62 Health & social services	\$0	\$21	\$1,170,979	\$1,171,000
71 Arts- entertainment & recreation	\$177,792	\$8,556	\$39,600	\$225,948
72 Accommodation & food services	\$1,395,149	\$226,707	\$233,142	\$1,854,999
81 Other services	\$0	\$124,886	\$327,694	\$452,580
92 Government & non NAICs	\$8,198,698	\$137,860	\$81,939	\$8,418,498
<i>Multiplier</i>	1.33			

Output

Description	Direct	Indirect	Induced	Total
Total	\$39,687,941	\$6,946,584	\$10,198,762	\$56,833,287
11 Ag, Forestry, Fish & Hunting	\$0	\$1,888	\$4,493	\$6,381
21 Mining	\$0	\$48,174	\$1,765	\$49,940
22 Utilities	\$0	\$186,187	\$219,599	\$405,786
23 Construction	\$6,459,667	\$113,548	\$100,593	\$6,673,808
31-33 Manufacturing	\$0	\$542,765	\$56,639	\$599,405
42 Wholesale Trade	\$0	\$505,257	\$393,080	\$898,337
44-45 Retail trade	\$382,357	\$505,225	\$1,178,043	\$2,065,624



48-49 Transportation & Warehousing	\$13,957,106	\$1,072,222	\$340,207	\$15,369,535
51 Information	\$0	\$293,754	\$396,542	\$690,296
52 Finance & insurance	\$0	\$578,375	\$924,543	\$1,502,919
53 Real estate & rental	\$1,920,150	\$1,149,928	\$2,180,080	\$5,250,158
54 Professional- scientific & tech svcs	\$0	\$332,615	\$343,430	\$676,045
55 Management of companies	\$0	\$167,578	\$65,950	\$233,528
56 Administrative & waste services	\$0	\$474,081	\$255,361	\$729,443
61 Educational svcs	\$403,270	\$5,692	\$41,616	\$450,578
62 Health & social services	\$0	\$41	\$2,089,056	\$2,089,097
71 Arts- entertainment & recreation	\$637,450	\$30,204	\$129,348	\$797,002
72 Accommodation & food services	\$3,523,221	\$537,697	\$692,224	\$4,753,142
81 Other services	\$0	\$169,495	\$647,028	\$816,523
92 Government & non NAICs	\$12,404,719	\$231,856	\$139,168	\$12,775,743
Multiplier	1.43			

Tax Impact Summary

Impact	Direct	Indirect	Induced	Total
Sub County General	\$267,918	\$49,563	\$81,406	\$398,888
Sub County Special Districts	\$616,289	\$114,010	\$187,257	\$917,556
County	\$680,131	\$125,786	\$206,583	\$1,012,500
State	\$1,296,108	\$207,303	\$332,734	\$1,836,144
Federal	\$3,578,357	\$465,929	\$721,320	\$4,765,606
Total Tax Impact	\$6,438,804	\$962,591	\$1,529,300	\$8,930,694



Economic Impacts for Fredrick Douglass - Greater Rochester International Airport, Rochester, NY MSA

ITEM	2019
Direct Impacts	
Airport-Related Payrolls	\$155,075,400
Airport Expenditures	\$382,343,900
Airport-Related Employment	3,104 Jobs
Induced Impacts	
Induced Impacts	\$239,144,900
Total Induced Employment Impacts	1,508 Jobs
Grand Total Dollar Impacts	\$621,488,800
Grand Total Income Impacts	\$233,974,800
Grand Total Employment Impacts¹	4,612 Jobs
Estimated State and Local Taxes	\$52,745,054

¹Jobs are rounded to the nearest full-time job

Employment

Description	Direct	Indirect	Induced	Total
Total	3,104.5	562.6	944.4	4,611.6
11 Ag, Forestry, Fish & Hunting	0.0	0.9	3.5	4.4
21 Mining	0.0	1.1	0.1	1.2
22 Utilities	0.0	3.0	2.1	5.1
23 Construction	123.3	7.6	5.7	136.6
31-33 Manufacturing	0.0	7.2	3.5	10.9
42 Wholesale Trade	0.0	18.1	18.3	36.4
44-45 Retail trade	168.1	26.0	143.6	337.7
48-49 Transportation & Warehousing	854.0	74.7	29.8	958.5
51 Information	0.0	12.1	12.5	24.6
52 Finance & insurance	0.0	35.5	63.8	99.3
53 Real estate & rental	90.0	58.9	45.2	194.1
54 Professional- scientific & tech svcs	0.0	56.9	46.0	103.0
55 Management of companies	0.0	34.1	9.7	43.8
56 Administrative & waste services	0.0	89.8	46.9	136.7
61 Educational svcs	16.0	2.1	42.1	60.2
62 Health & social services	0.0	0.0	232.4	232.4
71 Arts- entertainment & recreation	324.0	14.8	32.9	371.8
72 Accommodation & food services	1,204.6	76.0	108.9	1,389.4
81 Other services	0.0	31.6	89.2	120.8



Economic Impacts of Airports & Aviation

92 Government & non NAICs	324.5	12.0	8.4	344.9
<i>Multiplier</i>	1.49			

Income

Description	Direct	Indirect	Induced	Total
Total	\$155,075,362	\$32,093,346	\$46,806,093	\$233,974,802
11 Ag, Forestry, Fish & Hunting	\$0	\$21,346	\$71,584	\$92,930
21 Mining	\$0	\$215,825	\$37,102	\$252,926
22 Utilities	\$0	\$499,323	\$336,544	\$835,867
23 Construction	\$8,787,038	\$545,967	\$390,687	\$9,723,693
31-33 Manufacturing	\$0	\$500,424	\$226,717	\$727,141
42 Wholesale Trade	\$0	\$1,728,022	\$1,839,516	\$3,567,538
44-45 Retail trade	\$5,289,343	\$1,007,569	\$4,652,673	\$10,949,584
48-49 Transportation & Warehousing	\$53,339,241	\$3,794,109	\$1,288,230	\$58,421,580
51 Information	\$0	\$1,061,303	\$1,014,586	\$2,075,889
52 Finance & insurance	\$0	\$2,217,082	\$4,031,614	\$6,248,695
53 Real estate & rental	\$5,137,847	\$1,999,221	\$962,862	\$8,099,930
54 Professional- scientific & tech svcs	\$0	\$4,501,670	\$3,503,017	\$8,004,687
55 Management of companies	\$0	\$3,881,808	\$1,103,720	\$4,985,528
56 Administrative & waste services	\$0	\$4,086,879	\$2,222,858	\$6,309,737
61 Educational svcs	\$528,207	\$93,035	\$2,314,848	\$2,936,091
62 Health & social services	\$0	\$648	\$14,081,793	\$14,082,441
71 Arts- entertainment & recreation	\$6,361,577	\$254,448	\$703,327	\$7,319,352
72 Accommodation & food services	\$49,068,352	\$2,589,813	\$2,978,674	\$54,636,838
81 Other services	\$0	\$1,977,553	\$4,320,841	\$6,298,394
92 Government & non NAICs	\$26,563,758	\$1,117,299	\$724,903	\$28,405,960
<i>Multiplier</i>	1.51			

Output

Description	Direct	Indirect	Induced	Total
Total	\$382,343,857	\$92,930,971	\$146,213,922	\$621,488,750
11 Ag, Forestry, Fish & Hunting	\$0	\$75,826	\$253,904	\$329,730
21 Mining	\$0	\$536,570	\$53,359	\$589,929
22 Utilities	\$0	\$3,744,159	\$2,478,172	\$6,222,331
23 Construction	\$25,974,595	\$1,756,895	\$1,247,223	\$28,978,714
31-33 Manufacturing	\$0	\$2,181,454	\$1,090,292	\$3,271,746
42 Wholesale Trade	\$0	\$6,244,532	\$6,507,772	\$12,752,304
44-45 Retail trade	\$13,386,595	\$2,816,048	\$12,852,080	\$29,054,723



48-49 Transportation & Warehousing	\$140,974,713	\$9,499,996	\$2,894,446	\$153,369,155
51 Information	\$0	\$5,593,699	\$5,711,806	\$11,305,504
52 Finance & insurance	\$0	\$11,193,034	\$21,823,443	\$33,016,476
53 Real estate & rental	\$20,666,276	\$12,546,402	\$27,471,162	\$60,683,840
54 Professional- scientific & tech svcs	\$0	\$9,034,567	\$7,565,889	\$16,600,456
55 Management of companies	\$0	\$7,680,964	\$2,183,939	\$9,864,903
56 Administrative & waste services	\$0	\$8,470,408	\$4,468,390	\$12,938,799
61 Educational svcs	\$1,307,389	\$192,275	\$3,720,444	\$5,220,108
62 Health & social services	\$0	\$1,202	\$26,926,934	\$26,928,136
71 Arts- entertainment & recreation	\$20,799,313	\$963,600	\$2,017,859	\$23,780,772
72 Accommodation & food services	\$118,807,915	\$5,837,937	\$8,482,621	\$133,128,473
81 Other services	\$0	\$2,783,401	\$7,306,539	\$10,089,941
92 Government & non NAICs	\$40,427,061	\$1,778,002	\$1,157,647	\$43,362,710
Multiplier	1.63			

Tax Impact Summary

Impact	Direct	Indirect	Induced	Total
Sub County General	\$3,115,057	\$581,374	\$1,012,094	\$4,708,525
Sub County Special Districts	\$7,635,269	\$1,424,997	\$2,480,728	\$11,540,995
County	\$9,217,821	\$1,720,412	\$2,994,845	\$13,933,078
State	\$14,875,276	\$2,908,957	\$4,778,222	\$22,562,456
Federal	\$35,173,939	\$7,362,310	\$11,190,260	\$53,726,509
Total Tax Impact	\$70,017,363	\$13,998,051	\$22,456,149	\$106,471,563



Economic Impacts for Ithaca Tompkins International Airport, Ithaca, NY MSA

ITEM	2019
Direct Impacts	
Airport-Related Payrolls	\$25,541,300
Airport Expenditures	\$67,878,200
Airport-Related Employment	448 Jobs
Induced Impacts	
Induced Impacts	\$22,277,900
Total Induced Employment Impacts	148 Jobs
Grand Total Dollar Impacts	\$90,156,100
Grand Total Income Impacts	\$32,349,500
Grand Total Employment Impacts¹	596 Jobs
Estimated State and Local Taxes	\$6,649,064

¹Jobs are rounded to the nearest full-time job

Employment

Description	Direct	Indirect	Induced	Total
Total	448.4	64.6	82.9	596.0
11 Ag, Forestry, Fish & Hunting	0.0	0.3	0.5	0.8
21 Mining	0.0	0.6	0.0	0.6
22 Utilities	0.0	0.3	0.2	0.6
23 Construction	54.5	1.0	0.4	55.8
31-33 Manufacturing	0.0	0.7	0.1	0.8
42 Wholesale Trade	0.0	1.7	1.0	2.6
44-45 Retail trade	12.9	7.9	14.3	35.0
48-49 Transportation & Warehousing	167.3	9.2	1.9	178.5
51 Information	0.0	1.2	1.3	2.5
52 Finance & insurance	0.0	5.2	3.8	8.9
53 Real estate & rental	8.0	4.0	4.2	16.2
54 Professional- scientific & tech svcs	0.0	6.2	3.1	9.3
55 Management of companies	0.0	1.9	0.4	2.2
56 Administrative & waste services	6.0	7.5	2.1	15.6
61 Educational svcs	0.0	0.3	4.4	4.6
62 Health & social services	0.0	0.0	19.4	19.4
71 Arts- entertainment & recreation	30.8	2.1	3.7	36.6
72 Accommodation & food services	93.8	10.7	11.2	115.7
81 Other services	6.0	2.8	10.5	19.3



92 Government & non NAICs	69.0	1.3	0.6	70.9
<i>Multiplier</i>	1.33			

Income

Description	Direct	Indirect	Induced	Total
Total	\$25,541,279	\$2,991,908	\$3,816,305	\$32,349,492
11 Ag, Forestry, Fish & Hunting	\$0	\$2,971	\$7,252	\$10,222
21 Mining	\$0	\$56,555	\$3,663	\$60,217
22 Utilities	\$0	\$48,517	\$32,925	\$81,442
23 Construction	\$2,902,615	\$50,906	\$18,029	\$2,971,549
31-33 Manufacturing	\$0	\$37,154	\$4,606	\$41,760
42 Wholesale Trade	\$0	\$114,364	\$63,700	\$178,064
44-45 Retail trade	\$427,409	\$294,704	\$482,564	\$1,204,677
48-49 Transportation & Warehousing	\$8,990,210	\$399,945	\$63,442	\$9,453,597
51 Information	\$0	\$66,866	\$73,682	\$140,548
52 Finance & insurance	\$0	\$221,300	\$192,233	\$413,533
53 Real estate & rental	\$406,148	\$126,356	\$76,436	\$608,940
54 Professional- scientific & tech svcs	\$0	\$382,445	\$186,085	\$568,530
55 Management of companies	\$0	\$102,093	\$19,390	\$121,484
56 Administrative & waste services	\$159,803	\$273,718	\$79,115	\$512,636
61 Educational svcs	\$0	\$13,157	\$272,287	\$285,444
62 Health & social services	\$0	\$37	\$1,290,806	\$1,290,842
71 Arts- entertainment & recreation	\$465,958	\$46,035	\$87,883	\$599,876
72 Accommodation & food services	\$4,695,888	\$516,838	\$378,450	\$5,591,176
81 Other services	\$280,446	\$131,932	\$436,595	\$848,974
92 Government & non NAICs	\$7,212,801	\$106,017	\$47,162	\$7,365,980
<i>Multiplier</i>	1.27			

Output

Description	Direct	Indirect	Induced	Total
Total	\$67,878,173	\$9,778,639	\$12,499,256	\$90,156,068
11 Ag, Forestry, Fish & Hunting	\$0	\$7,496	\$17,784	\$25,279
21 Mining	\$0	\$218,542	\$5,726	\$224,268
22 Utilities	\$0	\$441,461	\$288,165	\$729,626
23 Construction	\$10,000,000	\$190,132	\$67,537	\$10,257,669
31-33 Manufacturing	\$0	\$246,764	\$27,794	\$274,558
42 Wholesale Trade	\$0	\$689,277	\$311,568	\$1,000,845
44-45 Retail trade	\$1,078,168	\$855,531	\$1,299,008	\$3,232,707



Economic Impacts of Airports & Aviation

48-49 Transportation & Warehousing	\$31,190,626	\$1,153,032	\$193,204	\$32,536,862
51 Information	\$0	\$441,155	\$460,748	\$901,903
52 Finance & insurance	\$0	\$1,387,404	\$1,381,253	\$2,768,657
53 Real estate & rental	\$1,582,887	\$760,113	\$2,954,321	\$5,297,322
54 Professional- scientific & tech svcs	\$0	\$819,996	\$444,148	\$1,264,144
55 Management of companies	\$0	\$298,410	\$56,676	\$355,086
56 Administrative & waste services	\$455,980	\$672,643	\$195,852	\$1,324,475
61 Educational svcs	\$0	\$25,937	\$440,635	\$466,572
62 Health & social services	\$0	\$62	\$2,272,257	\$2,272,318
71 Arts- entertainment & recreation	\$1,797,477	\$150,581	\$236,635	\$2,184,692
72 Accommodation & food services	\$10,316,743	\$1,014,607	\$946,669	\$12,278,018
81 Other services	\$437,377	\$226,273	\$825,313	\$1,488,963
92 Government & non NAICs	\$11,018,915	\$179,226	\$73,963	\$11,272,104
Multiplier	1.33			

Tax Impact Summary

Impact	Direct	Indirect	Induced	Total
Sub County General	\$647,695	\$130,959	\$147,556	\$926,210
Sub County Special Districts	\$1,259,482	\$254,658	\$286,931	\$1,801,070
County	\$979,677	\$197,963	\$223,076	\$1,400,717
State	\$1,835,933	\$311,797	\$373,338	\$2,521,068
Federal	\$4,962,005	\$611,421	\$808,350	\$6,381,776
Total Tax Impact	\$9,684,793	\$1,506,797	\$1,839,251	\$13,030,840



Economic Impacts for Long Island MacArthur Airport, Suffolk County, NY

ITEM	2019
Direct Impacts	
Airport-Related Payrolls	\$156,901,800
Airport Expenditures	\$375,250,900
Airport-Related Employment	2,874 Jobs
Induced Impacts	
Induced Impacts	\$201,935,600
Total Induced Employment Impacts	1,212 Jobs
Grand Total Dollar Impacts	\$577,186,500
Grand Total Income Impacts	\$229,334,400
Grand Total Employment Impacts¹	4,086 Jobs
Estimated State and Local Taxes	\$45,986,921

¹Jobs are rounded to the nearest full-time job

Employment

Description	Direct	Indirect	Induced	Total
Total	2,873.9	491.8	719.8	4,085.6
11 Ag, Forestry, Fish & Hunting	0.0	0.5	1.0	1.5
21 Mining	0.0	0.1	0.0	0.2
22 Utilities	0.0	0.7	0.6	1.3
23 Construction	47.4	8.7	5.8	61.9
31-33 Manufacturing	0.0	4.8	2.4	7.3
42 Wholesale Trade	0.0	16.0	17.5	33.5
44-45 Retail trade	134.7	14.6	113.4	262.7
48-49 Transportation & Warehousing	1,002.5	60.2	25.2	1,088.0
51 Information	10.0	9.1	7.5	26.6
52 Finance & insurance	0.0	27.1	51.7	78.8
53 Real estate & rental	54.5	64.7	41.8	161.0
54 Professional- scientific & tech svcs	0.0	43.1	33.7	76.7
55 Management of companies	0.0	16.7	4.2	21.0
56 Administrative & waste services	13.0	87.2	35.3	135.5
61 Educational svcs	48.0	1.8	19.4	69.2
62 Health & social services	0.0	0.0	161.7	161.7
71 Arts- entertainment & recreation	252.3	15.8	23.1	291.2
72 Accommodation & food services	1,069.5	66.3	90.8	1,226.6
81 Other services	0.5	38.4	77.7	116.6



Economic Impacts of Airports & Aviation

92 Government & non NAICs	241.5	15.8	6.9	264.2
<i>Multiplier</i>	1.42			

Income

Description	Direct	Indirect	Induced	Total
Total	\$156,901,774	\$31,443,851	\$40,988,791	\$229,334,416
11 Ag, Forestry, Fish & Hunting	\$0	\$30,456	\$54,741	\$85,198
21 Mining	\$0	\$62,972	\$28,599	\$91,571
22 Utilities	\$0	\$222,690	\$199,664	\$422,355
23 Construction	\$3,829,059	\$706,526	\$457,757	\$4,993,343
31-33 Manufacturing	\$0	\$452,599	\$192,424	\$645,023
42 Wholesale Trade	\$0	\$1,720,182	\$1,730,655	\$3,450,836
44-45 Retail trade	\$5,916,313	\$711,621	\$4,912,660	\$11,540,594
48-49 Transportation & Warehousing	\$60,738,443	\$3,742,502	\$952,697	\$65,433,642
51 Information	\$2,965,895	\$1,377,097	\$801,399	\$5,144,391
52 Finance & insurance	\$0	\$2,361,936	\$4,357,894	\$6,719,830
53 Real estate & rental	\$6,410,194	\$2,878,692	\$1,383,071	\$10,671,957
54 Professional- scientific & tech svcs	\$0	\$3,394,313	\$2,631,415	\$6,025,728
55 Management of companies	\$0	\$2,305,540	\$583,148	\$2,888,688
56 Administrative & waste services	\$1,045,707	\$4,376,429	\$1,827,867	\$7,250,002
61 Educational svcs	\$1,544,392	\$58,806	\$719,654	\$2,322,852
62 Health & social services	\$0	\$340	\$11,968,486	\$11,968,827
71 Arts- entertainment & recreation	\$6,383,237	\$291,743	\$596,325	\$7,271,305
72 Accommodation & food services	\$44,360,308	\$2,376,222	\$2,835,372	\$49,571,902
81 Other services	\$21,205	\$2,294,490	\$3,852,167	\$6,167,862
92 Government & non NAICs	\$23,687,021	\$2,078,695	\$902,794	\$26,668,510
<i>Multiplier</i>	1.46			

Output

Description	Direct	Indirect	Induced	Total
Total	\$375,250,890	\$82,962,371	\$118,973,219	\$577,186,480
11 Ag, Forestry, Fish & Hunting	\$0	\$42,642	\$80,803	\$123,444
21 Mining	\$0	\$81,359	\$33,618	\$114,977
22 Utilities	\$0	\$830,259	\$687,951	\$1,518,210
23 Construction	\$10,746,703	\$2,164,491	\$1,370,632	\$14,281,825
31-33 Manufacturing	\$0	\$1,642,677	\$859,854	\$2,502,532
42 Wholesale Trade	\$0	\$6,349,940	\$6,243,855	\$12,593,794
44-45 Retail trade	\$12,250,061	\$1,793,075	\$12,231,885	\$26,275,021



48-49 Transportation & Warehousing	\$157,891,318	\$8,391,125	\$2,457,778	\$168,740,221
51 Information	\$5,951,851	\$4,962,232	\$3,471,063	\$14,385,146
52 Finance & insurance	\$0	\$10,168,613	\$18,350,260	\$28,518,872
53 Real estate & rental	\$16,431,537	\$13,484,536	\$24,807,974	\$54,724,047
54 Professional- scientific & tech svcs	\$0	\$6,691,969	\$5,626,628	\$12,318,597
55 Management of companies	\$0	\$4,213,328	\$1,065,692	\$5,279,020
56 Administrative & waste services	\$3,182,450	\$8,911,091	\$3,591,093	\$15,684,634
61 Educational svcs	\$3,872,576	\$146,423	\$1,218,584	\$5,237,582
62 Health & social services	\$0	\$617	\$20,290,546	\$20,291,162
71 Arts- entertainment & recreation	\$18,224,563	\$1,314,404	\$1,662,798	\$21,201,765
72 Accommodation & food services	\$107,247,907	\$5,231,910	\$7,389,635	\$119,869,452
81 Other services	\$34,865	\$2,822,431	\$5,823,730	\$8,681,027
92 Government & non NAICs	\$39,417,059	\$3,719,252	\$1,708,841	\$44,845,152
Multiplier	1.54			

Tax Impact Summary

Impact	Direct	Indirect	Induced	Total
Sub County General	\$2,948,366	\$530,394	\$883,601	\$4,362,361
Sub County Special Districts	\$10,974,767	\$1,974,297	\$3,289,049	\$16,238,113
County	\$5,251,194	\$944,933	\$1,573,306	\$7,769,434
State	\$11,911,741	\$2,276,831	\$3,428,443	\$17,617,014
Federal	\$34,070,684	\$6,704,615	\$9,172,502	\$49,947,801
Total Tax Impact	\$65,156,752	\$12,431,070	\$18,346,901	\$95,934,723



Economic Impacts for Massena International Airport - Richards Field, St. Lawrence County, NY

ITEM	2019
Direct Impacts	
Airport-Related Payrolls	\$1,724,700
Airport Expenditures	\$4,180,500
Airport-Related Employment	24 Jobs
Induced Impacts	
Induced Impacts	\$1,402,400
Total Induced Employment Impacts	10 Jobs
Grand Total Dollar Impacts	\$5,582,900
Grand Total Income Impacts	\$2,130,100
Grand Total Employment Impacts¹	34 Jobs
Estimated State and Local Taxes	\$406,817

¹Jobs are rounded to the nearest full-time job

Employment

Description	Direct	Indirect	Induced	Total
Total	23.8	3.7	6.1	33.7
11 Ag, Forestry, Fish & Hunting	0.0	0.0	0.0	0.0
21 Mining	0.0	0.0	0.0	0.0
22 Utilities	0.0	0.0	0.0	0.0
23 Construction	6.5	0.0	0.0	6.5
31-33 Manufacturing	0.0	0.0	0.0	0.0
42 Wholesale Trade	0.0	0.1	0.0	0.1
44-45 Retail trade	0.5	0.8	1.2	2.5
48-49 Transportation & Warehousing	4.5	0.6	0.2	5.3
51 Information	0.0	0.0	0.1	0.1
52 Finance & insurance	0.0	0.2	0.3	0.5
53 Real estate & rental	0.0	0.1	0.2	0.4
54 Professional- scientific & tech svcs	0.0	0.2	0.2	0.4
55 Management of companies	0.0	0.2	0.1	0.2
56 Administrative & waste services	0.0	0.3	0.2	0.4
61 Educational svcs	0.0	0.0	0.2	0.2
62 Health & social services	0.0	0.0	1.8	1.8
71 Arts- entertainment & recreation	1.0	0.1	0.2	1.2
72 Accommodation & food services	3.4	0.8	0.8	5.0
81 Other services	0.0	0.1	0.7	0.7



92 Government & non NAICs	8.0	0.1	0.1	8.2
<i>Multiplier</i>	1.41			

Income

Description	Direct	Indirect	Induced	Total
Total	\$1,724,693	\$160,465	\$244,921	\$2,130,079
11 Ag, Forestry, Fish & Hunting	\$0	\$171	\$273	\$444
21 Mining	\$0	\$1,941	\$46	\$1,988
22 Utilities	\$0	\$1,689	\$2,683	\$4,372
23 Construction	\$321,205	\$1,411	\$1,760	\$324,376
31-33 Manufacturing	\$0	\$3,848	\$465	\$4,313
42 Wholesale Trade	\$0	\$5,401	\$2,756	\$8,157
44-45 Retail trade	\$10,718	\$29,513	\$34,251	\$74,481
48-49 Transportation & Warehousing	\$207,766	\$31,014	\$7,019	\$245,800
51 Information	\$0	\$2,390	\$4,047	\$6,437
52 Finance & insurance	\$0	\$6,383	\$11,388	\$17,771
53 Real estate & rental	\$0	\$5,208	\$3,882	\$9,090
54 Professional- scientific & tech svcs	\$0	\$9,909	\$7,180	\$17,090
55 Management of companies	\$0	\$13,273	\$5,580	\$18,853
56 Administrative & waste services	\$0	\$10,504	\$6,663	\$17,167
61 Educational svcs	\$0	\$405	\$9,838	\$10,243
62 Health & social services	\$0	\$1	\$94,466	\$94,468
71 Arts- entertainment & recreation	\$12,874	\$139	\$1,504	\$14,517
72 Accommodation & food services	\$114,948	\$24,368	\$18,914	\$158,230
81 Other services	\$0	\$2,598	\$23,144	\$25,742
92 Government & non NAICs	\$1,057,182	\$10,298	\$9,060	\$1,076,540
<i>Multiplier</i>	1.24			

Output

Description	Direct	Indirect	Induced	Total
Total	\$4,180,521	\$535,706	\$866,672	\$5,582,899
11 Ag, Forestry, Fish & Hunting	\$0	\$368	\$890	\$1,257
21 Mining	\$0	\$9,357	\$138	\$9,495
22 Utilities	\$0	\$12,844	\$19,566	\$32,409
23 Construction	\$1,190,792	\$5,837	\$7,232	\$1,203,860
31-33 Manufacturing	\$0	\$21,674	\$2,114	\$23,789
42 Wholesale Trade	\$0	\$52,059	\$21,666	\$73,725
44-45 Retail trade	\$32,852	\$89,588	\$106,508	\$228,947



Economic Impacts of Airports & Aviation

48-49 Transportation & Warehousing	\$1,071,102	\$79,531	\$16,749	\$1,167,382
51 Information	\$0	\$13,132	\$22,121	\$35,253
52 Finance & insurance	\$0	\$46,752	\$84,607	\$131,359
53 Real estate & rental	\$0	\$26,273	\$194,850	\$221,123
54 Professional- scientific & tech svcs	\$0	\$26,020	\$20,771	\$46,791
55 Management of companies	\$0	\$31,215	\$13,121	\$44,336
56 Administrative & waste services	\$0	\$25,264	\$15,546	\$40,809
61 Educational svcs	\$0	\$776	\$17,706	\$18,483
62 Health & social services	\$0	\$2	\$182,139	\$182,142
71 Arts- entertainment & recreation	\$54,769	\$4,185	\$8,469	\$67,423
72 Accommodation & food services	\$296,633	\$57,579	\$58,378	\$412,590
81 Other services	\$0	\$5,469	\$46,724	\$52,193
92 Government & non NAICs	\$1,534,373	\$27,781	\$27,378	\$1,589,532
Multiplier	1.34			

Tax Impact Summary

Impact	Direct	Indirect	Induced	Total
Sub County General	\$26,023	\$8,059	\$8,982	\$43,063
Sub County Special Districts	\$46,715	\$14,466	\$16,123	\$77,304
County	\$64,912	\$19,988	\$22,298	\$107,198
State	\$123,774	\$24,756	\$30,720	\$179,251
Federal	\$372,914	\$37,889	\$58,389	\$469,193
Total Tax Impact	\$634,338	\$105,159	\$136,512	\$876,009





Economic Impacts for Niagara Falls International Airport, Buffalo-Cheektowaga, NY MSA

ITEM	2019
Direct Impacts	
Airport-Related Payrolls	\$64,113,900
Airport Expenditures	\$134,954,100
Airport-Related Employment	1,303 Jobs
Induced Impacts	
Induced Impacts	\$84,425,100
Total Induced Employment Impacts	537 Jobs
Grand Total Dollar Impacts	\$219,379,200
Grand Total Income Impacts	\$92,628,000
Grand Total Employment Impacts¹	1,840 Jobs
Estimated State and Local Taxes	\$12,370,823

¹Jobs are rounded to the nearest full-time job

Employment

Description	Direct	Indirect	Induced	Total
Total	1,303.0	163.8	373.5	1,840.3
11 Ag, Forestry, Fish & Hunting	0.0	0.1	1.2	1.3
21 Mining	0.0	0.1	0.1	0.2
22 Utilities	0.0	0.5	0.8	1.2
23 Construction	3.6	2.2	2.2	8.0
31-33 Manufacturing	0.0	1.2	1.6	2.9
42 Wholesale Trade	0.0	3.8	7.8	11.7
44-45 Retail trade	29.9	2.7	56.2	88.8
48-49 Transportation & Warehousing	265.8	51.2	14.3	331.2
51 Information	0.0	2.9	4.8	7.6
52 Finance & insurance	0.0	10.0	22.8	32.8
53 Real estate & rental	9.0	12.3	16.0	37.3
54 Professional- scientific & tech svcs	6.0	11.2	16.6	33.8
55 Management of companies	0.0	9.2	4.5	13.8
56 Administrative & waste services	8.0	25.0	16.5	49.4
61 Educational svcs	0.0	0.2	13.3	13.5
62 Health & social services	5.0	0.0	88.2	93.2
71 Arts- entertainment & recreation	28.7	2.0	11.7	42.4
72 Accommodation & food services	173.1	12.4	52.8	238.2
81 Other services	54.0	10.2	35.6	99.8



Economic Impacts of Airports & Aviation

92 Government & non NAICs	720.0	6.6	6.7	733.2
<i>Multiplier</i>	1.41			

Income

Description	Direct	Indirect	Induced	Total
Total	\$64,113,884	\$9,586,803	\$18,927,310	\$92,627,997
11 Ag, Forestry, Fish & Hunting	\$0	\$3,566	\$24,043	\$27,609
21 Mining	\$0	\$65,664	\$49,414	\$115,078
22 Utilities	\$0	\$72,775	\$120,739	\$193,514
23 Construction	\$232,378	\$141,502	\$134,369	\$508,249
31-33 Manufacturing	\$0	\$103,666	\$124,799	\$228,465
42 Wholesale Trade	\$0	\$355,137	\$703,492	\$1,058,629
44-45 Retail trade	\$1,081,126	\$106,464	\$1,992,613	\$3,180,203
48-49 Transportation & Warehousing	\$15,062,669	\$2,954,818	\$621,506	\$18,638,993
51 Information	\$0	\$237,208	\$367,292	\$604,500
52 Finance & insurance	\$0	\$567,625	\$1,370,004	\$1,937,629
53 Real estate & rental	\$591,379	\$407,629	\$451,559	\$1,450,567
54 Professional- scientific & tech svcs	\$550,060	\$874,386	\$1,268,494	\$2,692,939
55 Management of companies	\$0	\$996,062	\$489,506	\$1,485,568
56 Administrative & waste services	\$232,363	\$1,092,426	\$766,533	\$2,091,322
61 Educational svcs	\$0	\$6,531	\$493,460	\$499,991
62 Health & social services	\$340,275	\$1,507	\$5,878,888	\$6,220,670
71 Arts- entertainment & recreation	\$659,649	\$81,585	\$463,288	\$1,204,522
72 Accommodation & food services	\$5,091,131	\$319,403	\$1,258,742	\$6,669,277
81 Other services	\$2,549,557	\$601,974	\$1,762,171	\$4,913,702
92 Government & non NAICs	\$37,723,297	\$596,872	\$586,400	\$38,906,570
<i>Multiplier</i>	1.44			

Output

Description	Direct	Indirect	Induced	Total
Total	\$134,954,080	\$26,354,288	\$58,070,809	\$219,379,177
11 Ag, Forestry, Fish & Hunting	\$0	\$9,435	\$59,767	\$69,202
21 Mining	\$0	\$40,825	\$24,171	\$64,996
22 Utilities	\$0	\$550,153	\$901,797	\$1,451,950
23 Construction	\$741,211	\$493,767	\$463,575	\$1,698,553
31-33 Manufacturing	\$0	\$484,813	\$812,166	\$1,296,980
42 Wholesale Trade	\$0	\$1,562,489	\$2,686,447	\$4,248,936
44-45 Retail trade	\$2,280,632	\$290,832	\$5,172,518	\$7,743,981



48-49 Transportation & Warehousing	\$37,847,239	\$7,117,049	\$1,505,824	\$46,470,113
51 Information	\$0	\$1,358,416	\$2,026,380	\$3,384,796
52 Finance & insurance	\$0	\$3,001,101	\$8,170,688	\$11,171,789
53 Real estate & rental	\$2,109,765	\$2,453,137	\$10,555,012	\$15,117,913
54 Professional- scientific & tech svcs	\$1,014,126	\$1,731,031	\$2,744,116	\$5,489,272
55 Management of companies	\$0	\$2,016,188	\$990,838	\$3,007,027
56 Administrative & waste services	\$640,804	\$2,198,886	\$1,558,340	\$4,398,030
61 Educational svcs	\$0	\$15,666	\$808,837	\$824,503
62 Health & social services	\$600,605	\$3,099	\$10,270,741	\$10,874,444
71 Arts- entertainment & recreation	\$2,006,987	\$168,779	\$992,041	\$3,167,807
72 Accommodation & food services	\$13,763,818	\$823,865	\$3,819,046	\$18,406,729
81 Other services	\$4,043,312	\$681,174	\$3,189,077	\$7,913,563
92 Government & non NAICs	\$69,905,582	\$1,353,584	\$1,319,428	\$72,578,594
Multiplier	1.63			

Tax Impact Summary

Impact	Direct	Indirect	Induced	Total
Sub County General	\$575,451	\$148,419	\$517,084	\$1,240,954
Sub County Special Districts	\$843,197	\$217,475	\$757,672	\$1,818,343
County	\$1,281,695	\$330,050	\$1,148,788	\$2,760,533
State	\$3,909,767	\$705,665	\$1,935,561	\$6,550,993
Federal	\$14,578,407	\$2,117,989	\$4,464,873	\$21,161,269
Total Tax Impact	\$21,188,517	\$3,519,598	\$8,823,978	\$33,532,092



Economic Impacts for Ogdensburg International Airport, St. Lawrence County, NY

ITEM	2019
Direct Impacts	
Airport-Related Payrolls	\$6,281,500
Airport Expenditures	\$16,912,800
Airport-Related Employment	107 Jobs
Induced Impacts	
Induced Impacts	\$5,846,900
Total Induced Employment Impacts	41 Jobs
Grand Total Dollar Impacts	\$22,759,700
Grand Total Income Impacts	\$7,952,500
Grand Total Employment Impacts¹	148 Jobs
Estimated State and Local Taxes	\$1,480,667

¹Jobs are rounded to the nearest full-time job

Employment

Description	Direct	Indirect	Induced	Total
Total	107.4	17.2	23.2	147.8
11 Ag, Forestry, Fish & Hunting	0.0	0.1	0.1	0.2
21 Mining	0.0	0.2	0.0	0.2
22 Utilities	0.0	0.1	0.1	0.1
23 Construction	43.9	0.1	0.2	44.2
31-33 Manufacturing	0.0	0.3	0.0	0.3
42 Wholesale Trade	0.0	0.6	0.2	0.8
44-45 Retail trade	2.1	5.5	4.6	12.2
48-49 Transportation & Warehousing	14.9	2.0	0.7	17.6
51 Information	0.0	0.3	0.3	0.6
52 Finance & insurance	0.0	0.7	1.0	1.7
53 Real estate & rental	1.5	0.6	0.8	2.9
54 Professional- scientific & tech svcs	0.0	1.3	0.6	1.9
55 Management of companies	0.0	0.8	0.3	1.1
56 Administrative & waste services	0.0	1.4	0.7	2.0
61 Educational svcs	0.0	0.1	0.8	0.8
62 Health & social services	0.0	0.0	6.6	6.6
71 Arts- entertainment & recreation	4.5	0.5	0.6	5.6
72 Accommodation & food services	15.5	1.9	3.1	20.5
81 Other services	4.0	0.4	2.5	6.9



92 Government & non NAICs	21.0	0.4	0.3	21.7
<i>Multiplier</i>	1.38			

Income

Description	Direct	Indirect	Induced	Total
Total	\$6,281,524	\$753,136	\$917,847	\$7,952,507
11 Ag, Forestry, Fish & Hunting	\$0	\$1,144	\$1,021	\$2,165
21 Mining	\$0	\$12,793	\$174	\$12,967
22 Utilities	\$0	\$9,452	\$10,042	\$19,494
23 Construction	\$2,177,153	\$6,604	\$6,596	\$2,190,353
31-33 Manufacturing	\$0	\$25,083	\$1,743	\$26,826
42 Wholesale Trade	\$0	\$32,602	\$10,321	\$42,923
44-45 Retail trade	\$49,110	\$198,630	\$128,282	\$376,022
48-49 Transportation & Warehousing	\$635,988	\$109,152	\$26,298	\$771,438
51 Information	\$0	\$13,493	\$15,152	\$28,645
52 Finance & insurance	\$0	\$26,231	\$42,691	\$68,922
53 Real estate & rental	\$87,949	\$20,796	\$14,527	\$123,273
54 Professional- scientific & tech svcs	\$0	\$60,675	\$26,922	\$87,597
55 Management of companies	\$0	\$63,565	\$20,904	\$84,470
56 Administrative & waste services	\$0	\$52,520	\$24,976	\$77,496
61 Educational svcs	\$0	\$2,308	\$37,001	\$39,309
62 Health & social services	\$0	\$5	\$354,016	\$354,021
71 Arts- entertainment & recreation	\$58,992	\$770	\$5,642	\$65,404
72 Accommodation & food services	\$526,714	\$53,374	\$70,871	\$650,959
81 Other services	\$170,434	\$18,098	\$86,751	\$275,283
92 Government & non NAICs	\$2,575,183	\$45,842	\$33,915	\$2,654,941
<i>Multiplier</i>	1.27			

Output

Description	Direct	Indirect	Induced	Total
Total	\$16,912,752	\$2,599,156	\$3,247,747	\$22,759,654
11 Ag, Forestry, Fish & Hunting	\$0	\$2,423	\$3,334	\$5,757
21 Mining	\$0	\$62,350	\$517	\$62,867
22 Utilities	\$0	\$71,372	\$73,225	\$144,597
23 Construction	\$8,071,291	\$27,311	\$27,100	\$8,125,702
31-33 Manufacturing	\$0	\$142,985	\$7,919	\$150,904
42 Wholesale Trade	\$0	\$268,394	\$81,138	\$349,532
44-45 Retail trade	\$150,534	\$602,506	\$398,907	\$1,151,947



Economic Impacts of Airports & Aviation

48-49 Transportation & Warehousing	\$2,486,883	\$274,967	\$62,761	\$2,824,611
51 Information	\$0	\$72,995	\$82,815	\$155,809
52 Finance & insurance	\$0	\$202,545	\$317,112	\$519,657
53 Real estate & rental	\$322,496	\$117,226	\$730,355	\$1,170,077
54 Professional- scientific & tech svcs	\$0	\$158,172	\$77,866	\$236,038
55 Management of companies	\$0	\$149,485	\$49,160	\$198,645
56 Administrative & waste services	\$0	\$124,408	\$58,266	\$182,674
61 Educational svcs	\$0	\$4,292	\$66,587	\$70,879
62 Health & social services	\$0	\$9	\$682,576	\$682,586
71 Arts- entertainment & recreation	\$250,964	\$22,975	\$31,757	\$305,695
72 Accommodation & food services	\$1,359,232	\$129,171	\$218,721	\$1,707,123
81 Other services	\$285,477	\$37,418	\$175,163	\$498,059
92 Government & non NAICs	\$3,985,874	\$128,152	\$102,468	\$4,216,494
Multiplier	1.35			

Tax Impact Summary

Impact	Direct	Indirect	Induced	Total
Sub County General	\$80,804	\$41,199	\$33,647	\$155,649
Sub County Special Districts	\$145,054	\$73,958	\$60,401	\$279,414
County	\$201,843	\$102,168	\$83,534	\$387,545
State	\$418,677	\$124,282	\$115,099	\$658,059
Federal	\$1,333,084	\$180,392	\$218,814	\$1,732,289
Total Tax Impact	\$2,179,462	\$522,000	\$511,495	\$3,212,956





Economic Impacts for Plattsburgh International Airport, Clinton County, NY

ITEM	2019
Direct Impacts	
Airport-Related Payrolls	\$27,713,500
Airport Expenditures	\$69,095,700
Airport-Related Employment	501 Jobs
Induced Impacts	
Induced Impacts	\$30,666,300
Total Induced Employment Impacts	213 Jobs
Grand Total Dollar Impacts	\$99,762,000
Grand Total Income Impacts	\$37,582,300
Grand Total Employment Impacts¹	714 Jobs
Estimated State and Local Taxes	\$7,235,406

¹Jobs are rounded to the nearest full-time job

Employment

Description	Direct	Indirect	Induced	Total
Total	500.7	88.9	124.4	714.0
11 Ag, Forestry, Fish & Hunting	0.0	0.3	0.8	1.1
21 Mining	0.0	0.1	0.0	0.1
22 Utilities	0.0	0.4	0.3	0.8
23 Construction	88.0	0.9	0.9	89.9
31-33 Manufacturing	0.0	1.6	0.2	1.8
42 Wholesale Trade	0.0	2.5	2.0	4.5
44-45 Retail trade	21.4	11.0	24.6	56.9
48-49 Transportation & Warehousing	100.9	23.4	5.0	129.4
51 Information	0.0	1.5	1.4	2.9
52 Finance & insurance	0.0	5.0	5.1	10.2
53 Real estate & rental	7.0	8.2	4.6	19.9
54 Professional- scientific & tech svcs	10.0	3.9	2.7	16.7
55 Management of companies	0.0	1.0	0.3	1.3
56 Administrative & waste services	0.0	11.5	5.2	16.7
61 Educational svcs	0.0	0.1	1.4	1.5
62 Health & social services	0.0	0.0	34.6	34.6
71 Arts- entertainment & recreation	36.3	0.5	3.5	40.3
72 Accommodation & food services	131.5	12.7	18.2	162.5
81 Other services	5.0	2.8	12.8	20.6



Economic Impacts of Airports & Aviation

92 Government & non NAICs	100.5	1.3	0.8	102.6
<i>Multiplier</i>	1.43			

Income

Description	Direct	Indirect	Induced	Total
Total	\$27,713,518	\$4,265,996	\$5,602,764	\$37,582,278
11 Ag, Forestry, Fish & Hunting	\$0	\$7,478	\$21,638	\$29,116
21 Mining	\$0	\$10,686	\$3,704	\$14,390
22 Utilities	\$0	\$68,111	\$51,516	\$119,627
23 Construction	\$6,008,571	\$64,339	\$58,762	\$6,131,672
31-33 Manufacturing	\$0	\$138,234	\$11,340	\$149,574
42 Wholesale Trade	\$0	\$258,449	\$232,945	\$491,394
44-45 Retail trade	\$641,137	\$538,784	\$771,940	\$1,951,862
48-49 Transportation & Warehousing	\$3,666,569	\$1,378,671	\$243,655	\$5,288,895
51 Information	\$0	\$87,704	\$87,239	\$174,942
52 Finance & insurance	\$0	\$128,463	\$182,549	\$311,012
53 Real estate & rental	\$258,182	\$291,036	\$89,303	\$638,520
54 Professional- scientific & tech svcs	\$759,122	\$231,254	\$147,525	\$1,137,900
55 Management of companies	\$0	\$41,553	\$12,385	\$53,938
56 Administrative & waste services	\$0	\$389,830	\$182,034	\$571,863
61 Educational svcs	\$0	\$2,945	\$44,942	\$47,888
62 Health & social services	\$0	\$20	\$2,287,928	\$2,287,948
71 Arts- entertainment & recreation	\$515,038	\$4,662	\$52,679	\$572,378
72 Accommodation & food services	\$4,113,183	\$358,325	\$451,137	\$4,922,645
81 Other services	\$240,862	\$171,265	\$612,013	\$1,024,140
92 Government & non NAICs	\$11,510,854	\$94,186	\$57,532	\$11,662,572
<i>Multiplier</i>	1.36			

Output

Description	Direct	Indirect	Induced	Total
Total	\$69,095,700	\$13,082,853	\$17,583,484	\$99,762,037
11 Ag, Forestry, Fish & Hunting	\$0	\$11,906	\$40,938	\$52,844
21 Mining	\$0	\$20,357	\$843	\$21,200
22 Utilities	\$0	\$590,995	\$446,174	\$1,037,169
23 Construction	\$18,628,616	\$218,448	\$196,821	\$19,043,885
31-33 Manufacturing	\$0	\$786,958	\$64,858	\$851,816
42 Wholesale Trade	\$0	\$755,680	\$715,036	\$1,470,715
44-45 Retail trade	\$1,661,172	\$1,355,129	\$2,181,773	\$5,198,074



48-49 Transportation & Warehousing	\$14,664,193	\$3,290,418	\$528,566	\$18,483,177
51 Information	\$0	\$469,290	\$496,467	\$965,757
52 Finance & insurance	\$0	\$934,228	\$1,263,575	\$2,197,803
53 Real estate & rental	\$1,325,256	\$1,644,819	\$3,671,640	\$6,641,714
54 Professional- scientific & tech svcs	\$2,114,722	\$570,611	\$366,938	\$3,052,271
55 Management of companies	\$0	\$146,421	\$43,639	\$190,060
56 Administrative & waste services	\$0	\$1,004,837	\$461,939	\$1,466,776
61 Educational svcs	\$0	\$7,586	\$82,179	\$89,766
62 Health & social services	\$0	\$38	\$4,230,980	\$4,231,018
71 Arts- entertainment & recreation	\$2,052,145	\$21,736	\$209,025	\$2,282,905
72 Accommodation & food services	\$11,114,506	\$868,677	\$1,343,884	\$13,327,067
81 Other services	\$381,737	\$253,729	\$1,140,793	\$1,776,260
92 Government & non NAICs	\$17,153,352	\$130,992	\$97,417	\$17,381,760
Multiplier	1.44			

Tax Impact Summary

Impact	Direct	Indirect	Induced	Total
Sub County General	\$349,902	\$68,649	\$111,363	\$529,913
Sub County Special Districts	\$1,081,049	\$212,095	\$344,064	\$1,637,208
County	\$1,028,581	\$201,726	\$327,159	\$1,557,466
State	\$2,416,765	\$431,213	\$662,841	\$3,510,819
Federal	\$5,970,478	\$916,873	\$1,255,432	\$8,142,783
Total Tax Impact	\$10,846,776	\$1,830,555	\$2,700,858	\$15,378,189



Economic Impacts for Syracuse Hancock International Airport, Syracuse, NY MSA

ITEM	2019
Direct Impacts	
Airport-Related Payrolls	\$196,766,000
Airport Expenditures	\$520,609,700
Airport-Related Employment	3,687 Jobs
Induced Impacts	
Induced Impacts	\$310,147,500
Total Induced Employment Impacts	2,005 Jobs
Grand Total Dollar Impacts	\$830,757,200
Grand Total Income Impacts	\$298,767,500
Grand Total Employment Impacts¹	5,692 Jobs
Estimated State and Local Taxes	\$74,258,804

¹Jobs are rounded to the nearest full-time job

Employment

Description	Direct	Indirect	Induced	Total
Total	3,687.0	858.3	1,146.1	5,691.4
11 Ag, Forestry, Fish & Hunting	0.0	0.9	4.2	5.1
21 Mining	0.0	1.2	0.1	1.3
22 Utilities	0.0	5.8	4.8	10.6
23 Construction	115.7	10.5	7.3	133.5
31-33 Manufacturing	0.0	6.2	3.2	9.4
42 Wholesale Trade	0.0	21.2	23.2	44.4
44-45 Retail trade	165.5	26.2	183.2	374.8
48-49 Transportation & Warehousing	1,432.5	174.7	51.7	1,659.0
51 Information	0.0	12.9	14.2	27.1
52 Finance & insurance	0.0	66.8	76.0	142.8
53 Real estate & rental	5.0	75.1	51.8	131.8
54 Professional- scientific & tech svcs	0.0	49.8	43.3	93.2
55 Management of companies	0.0	39.9	12.0	51.9
56 Administrative & waste services	0.0	120.0	52.3	172.3
61 Educational svcs	0.0	2.8	44.3	47.1
62 Health & social services	0.0	0.0	268.0	268.0
71 Arts- entertainment & recreation	339.7	16.9	40.6	397.2
72 Accommodation & food services	1,249.5	169.2	140.5	1,559.2
81 Other services	5.0	39.4	111.9	156.3



92 Government & non NAICs	374.0	18.9	13.5	406.4
<i>Multiplier</i>	1.54			

Income

Description	Direct	Indirect	Induced	Total
Total	\$196,766,023	\$45,564,727	\$56,436,710	\$298,767,460
11 Ag, Forestry, Fish & Hunting	\$0	\$12,958	\$56,632	\$69,590
21 Mining	\$0	\$94,321	\$6,959	\$101,279
22 Utilities	\$0	\$1,113,945	\$904,520	\$2,018,466
23 Construction	\$7,060,119	\$637,576	\$428,147	\$8,125,842
31-33 Manufacturing	\$0	\$499,136	\$247,708	\$746,843
42 Wholesale Trade	\$0	\$1,942,584	\$2,083,987	\$4,026,571
44-45 Retail trade	\$5,455,450	\$1,018,161	\$6,208,119	\$12,681,730
48-49 Transportation & Warehousing	\$92,485,653	\$8,839,107	\$1,829,549	\$103,154,309
51 Information	\$0	\$921,084	\$962,299	\$1,883,383
52 Finance & insurance	\$0	\$2,934,856	\$4,239,028	\$7,173,884
53 Real estate & rental	\$451,464	\$4,880,965	\$1,854,415	\$7,186,844
54 Professional- scientific & tech svcs	\$0	\$4,033,138	\$3,360,809	\$7,393,946
55 Management of companies	\$0	\$3,776,131	\$1,130,483	\$4,906,613
56 Administrative & waste services	\$0	\$5,182,959	\$2,343,325	\$7,526,284
61 Educational svcs	\$0	\$119,424	\$2,094,321	\$2,213,745
62 Health & social services	\$0	\$815	\$17,688,353	\$17,689,169
71 Arts- entertainment & recreation	\$5,764,721	\$162,880	\$640,462	\$6,568,063
72 Accommodation & food services	\$44,849,151	\$5,188,098	\$3,645,127	\$53,682,377
81 Other services	\$247,815	\$2,300,299	\$5,440,710	\$7,988,824
92 Government & non NAICs	\$40,451,649	\$1,906,291	\$1,271,758	\$43,629,698
<i>Multiplier</i>	1.52			

Output

Description	Direct	Indirect	Induced	Total
Total	\$520,609,721	#####	\$176,323,859	\$830,757,232
11 Ag, Forestry, Fish & Hunting	\$0	\$46,537	\$179,809	\$226,347
21 Mining	\$0	\$410,659	\$27,118	\$437,777
22 Utilities	\$0	\$7,012,118	\$5,587,895	\$12,600,014
23 Construction	\$23,142,127	\$2,284,285	\$1,514,136	\$26,940,548
31-33 Manufacturing	\$0	\$2,244,677	\$1,241,480	\$3,486,157
42 Wholesale Trade	\$0	\$9,080,326	\$8,144,331	\$17,224,657
44-45 Retail trade	\$13,364,478	\$2,855,573	\$16,854,526	\$33,074,577



Economic Impacts of Airports & Aviation

48-49 Transportation & Warehousing	\$288,135,530	\$22,586,404	\$4,581,860	\$315,303,793
51 Information	\$0	\$6,171,848	\$6,605,134	\$12,776,982
52 Finance & insurance	\$0	\$15,501,435	\$24,617,322	\$40,118,757
53 Real estate & rental	\$1,324,647	\$18,255,251	\$33,459,845	\$53,039,743
54 Professional- scientific & tech svcs	\$0	\$8,084,560	\$7,271,309	\$15,355,869
55 Management of companies	\$0	\$8,123,877	\$2,432,093	\$10,555,970
56 Administrative & waste services	\$0	\$11,520,846	\$4,974,061	\$16,494,907
61 Educational svcs	\$0	\$248,322	\$3,689,608	\$3,937,930
62 Health & social services	\$0	\$1,606	\$31,096,215	\$31,097,821
71 Arts- entertainment & recreation	\$20,692,379	\$1,006,330	\$2,376,031	\$24,074,739
72 Accommodation & food services	\$113,067,889	\$12,088,203	\$10,587,394	\$135,743,486
81 Other services	\$380,474	\$2,927,793	\$9,060,832	\$12,369,099
92 Government & non NAICs	\$60,502,196	\$3,373,003	\$2,022,862	\$65,898,061
Multiplier	1.60			

Tax Impact Summary

Impact	Direct	Indirect	Induced	Total
Sub County General	\$5,794,186	\$1,186,741	\$1,574,952	\$8,555,879
Sub County Special Districts	\$10,963,590	\$2,245,517	\$2,980,079	\$16,189,186
County	\$11,837,947	\$2,424,777	\$3,217,846	\$17,480,570
State	\$21,424,683	\$4,579,725	\$6,028,760	\$32,033,168
Federal	\$44,470,054	\$10,344,914	\$13,369,516	\$68,184,485
Total Tax Impact	\$94,490,459	\$20,781,675	\$27,171,154	\$142,443,288





Economic Impacts for Watertown International Airport, Jefferson County, NY

ITEM	2019
Direct Impacts	
Airport-Related Payrolls	\$6,759,600
Airport Expenditures	\$13,066,600
Airport-Related Employment	82 Jobs
Induced Impacts	
Induced Impacts	\$5,283,500
Total Induced Employment Impacts	36 Jobs
Grand Total Dollar Impacts	\$18,350,100
Grand Total Income Impacts	\$8,347,300
Grand Total Employment Impacts¹	118 Jobs
Estimated State and Local Taxes	\$1,449,040

¹Jobs are rounded to the nearest full-time job

Employment

Description	Direct	Indirect	Induced	Total
Total	82.4	9.8	25.8	118.0
11 Ag, Forestry, Fish & Hunting	0.0	0.0	0.0	0.1
21 Mining	0.0	0.1	0.0	0.1
22 Utilities	0.0	0.1	0.1	0.2
23 Construction	14.2	0.1	0.1	14.4
31-33 Manufacturing	0.0	0.1	0.0	0.1
42 Wholesale Trade	0.0	0.3	0.3	0.7
44-45 Retail trade	1.7	1.9	5.4	9.0
48-49 Transportation & Warehousing	14.4	1.7	0.7	16.7
51 Information	0.0	0.2	0.2	0.4
52 Finance & insurance	0.0	0.8	1.1	1.8
53 Real estate & rental	1.0	1.1	1.2	3.4
54 Professional- scientific & tech svcs	0.0	0.2	0.4	0.6
55 Management of companies	0.0	0.3	0.2	0.5
56 Administrative & waste services	0.0	0.6	0.4	1.0
61 Educational svcs	2.0	0.0	0.2	2.2
62 Health & social services	0.0	0.0	7.5	7.5
71 Arts- entertainment & recreation	3.3	0.1	0.6	3.9
72 Accommodation & food services	13.0	1.6	3.6	18.2
81 Other services	0.0	0.3	3.3	3.6



92 Government & non NAICs	33.0	0.3	0.4	33.7
<i>Multiplier</i>	1.43			

Income

Description	Direct	Indirect	Induced	Total
Total	\$6,759,607	\$460,229	\$1,127,468	\$8,347,303
11 Ag, Forestry, Fish & Hunting	\$0	\$425	\$1,125	\$1,550
21 Mining	\$0	\$10,507	\$714	\$11,221
22 Utilities	\$0	\$9,717	\$15,066	\$24,783
23 Construction	\$917,841	\$4,092	\$8,468	\$930,401
31-33 Manufacturing	\$0	\$8,253	\$950	\$9,202
42 Wholesale Trade	\$0	\$20,678	\$22,111	\$42,789
44-45 Retail trade	\$48,667	\$76,594	\$163,946	\$289,207
48-49 Transportation & Warehousing	\$2,284,133	\$91,615	\$28,115	\$2,403,862
51 Information	\$0	\$8,915	\$13,015	\$21,930
52 Finance & insurance	\$0	\$31,102	\$51,899	\$83,001
53 Real estate & rental	\$47,589	\$49,200	\$22,428	\$119,217
54 Professional- scientific & tech svcs	\$0	\$13,328	\$17,773	\$31,101
55 Management of companies	\$0	\$29,244	\$16,132	\$45,377
56 Administrative & waste services	\$0	\$17,316	\$12,129	\$29,444
61 Educational svcs	\$81,209	\$912	\$5,975	\$88,095
62 Health & social services	\$0	\$6	\$482,659	\$482,664
71 Arts- entertainment & recreation	\$69,867	\$586	\$11,914	\$82,367
72 Accommodation & food services	\$465,450	\$54,467	\$89,727	\$609,644
81 Other services	\$0	\$15,121	\$141,291	\$156,412
92 Government & non NAICs	\$2,844,852	\$18,153	\$22,032	\$2,885,037
<i>Multiplier</i>	1.23			

Output

Description	Direct	Indirect	Induced	Total
Total	\$13,066,609	\$1,589,148	\$3,694,302	\$18,350,060
11 Ag, Forestry, Fish & Hunting	\$0	\$740	\$2,706	\$3,446
21 Mining	\$0	\$44,419	\$1,050	\$45,469
22 Utilities	\$0	\$78,325	\$119,479	\$197,805
23 Construction	\$2,917,626	\$13,832	\$28,649	\$2,960,107
31-33 Manufacturing	\$0	\$48,946	\$5,905	\$54,851
42 Wholesale Trade	\$0	\$140,417	\$102,564	\$242,980
44-45 Retail trade	\$131,314	\$216,595	\$479,280	\$827,190



48-49 Transportation & Warehousing	\$4,589,079	\$228,800	\$62,302	\$4,880,180
51 Information	\$0	\$50,195	\$75,625	\$125,820
52 Finance & insurance	\$0	\$176,738	\$328,211	\$504,949
53 Real estate & rental	\$209,774	\$243,438	\$806,728	\$1,259,940
54 Professional- scientific & tech svcs	\$0	\$32,476	\$44,663	\$77,138
55 Management of companies	\$0	\$65,911	\$36,360	\$102,271
56 Administrative & waste services	\$0	\$47,322	\$31,754	\$79,076
61 Educational svcs	\$179,296	\$2,013	\$11,602	\$192,910
62 Health & social services	\$0	\$12	\$899,900	\$899,912
71 Arts- entertainment & recreation	\$218,921	\$4,815	\$39,776	\$263,513
72 Accommodation & food services	\$1,185,687	\$124,483	\$272,562	\$1,582,731
81 Other services	\$0	\$26,966	\$288,716	\$315,682
92 Government & non NAICs	\$3,634,913	\$42,705	\$56,471	\$3,734,089
Multiplier	1.40			

Tax Impact Summary

Impact	Direct	Indirect	Induced	Total
Sub County General	\$54,194	\$12,455	\$22,441	\$89,090
Sub County Special Districts	\$120,589	\$27,713	\$49,934	\$198,235
County	\$265,296	\$60,910	\$109,765	\$435,972
State	\$507,258	\$73,180	\$145,304	\$725,743
Federal	\$1,293,991	\$104,068	\$253,379	\$1,651,438
Total Tax Impact	\$2,241,328	\$278,326	\$580,823	\$3,100,478



Economic Impacts for Westchester County Airport, Westchester County, NY

ITEM	2019
Direct Impacts	
Airport-Related Payrolls	\$318,110,400
Airport Expenditures	\$751,360,000
Airport-Related Employment	3,683 Jobs
Induced Impacts	
Induced Impacts	\$309,083,300
Total Induced Employment Impacts	1,750 Jobs
Grand Total Dollar Impacts	\$1,060,443,300
Grand Total Income Impacts	\$443,689,300
Grand Total Employment Impacts¹	5,433 Jobs
Estimated State and Local Taxes	\$70,984,221

¹Jobs are rounded to the nearest full-time job

Employment

Description	Direct	Indirect	Induced	Total
Total	3,682.7	907.8	842.2	5,432.8
11 Ag, Forestry, Fish & Hunting	0.0	0.1	0.4	0.5
21 Mining	0.0	0.1	0.0	0.1
22 Utilities	0.0	2.5	1.4	3.9
23 Construction	105.2	14.4	5.5	125.1
31-33 Manufacturing	0.0	2.8	1.3	4.2
42 Wholesale Trade	0.0	23.5	17.2	40.7
44-45 Retail trade	139.6	19.8	118.1	277.5
48-49 Transportation & Warehousing	1,896.1	174.5	24.3	2,094.9
51 Information	0.0	18.0	11.9	29.9
52 Finance & insurance	0.0	57.9	63.1	121.0
53 Real estate & rental	88.0	102.7	52.9	243.6
54 Professional- scientific & tech svcs	0.0	64.3	37.7	102.1
55 Management of companies	0.0	32.6	6.0	38.6
56 Administrative & waste services	0.0	137.3	37.2	174.6
61 Educational svcs	17.0	2.9	43.7	63.6
62 Health & social services	0.0	0.0	199.3	199.3
71 Arts- entertainment & recreation	228.5	15.1	30.6	274.2
72 Accommodation & food services	1,092.9	114.3	74.8	1,282.0
81 Other services	0.0	110.8	112.7	223.5



92 Government & non NAICs	115.5	14.2	4.1	133.8
<i>Multiplier</i>	1.48			

Income

Description	Direct	Indirect	Induced	Total
Total	\$318,110,353	\$68,730,363	\$56,848,601	\$443,689,316
11 Ag, Forestry, Fish & Hunting	\$0	\$4,004	\$14,458	\$18,462
21 Mining	\$0	\$29,074	\$4,686	\$33,759
22 Utilities	\$0	\$614,424	\$335,079	\$949,503
23 Construction	\$8,527,468	\$1,163,882	\$430,209	\$10,121,559
31-33 Manufacturing	\$0	\$570,292	\$326,475	\$896,767
42 Wholesale Trade	\$0	\$3,003,849	\$2,192,594	\$5,196,442
44-45 Retail trade	\$5,467,052	\$1,016,674	\$5,132,626	\$11,616,351
48-49 Transportation & Warehousing	\$208,207,296	\$12,567,250	\$1,336,628	\$222,111,175
51 Information	\$0	\$2,747,090	\$1,492,838	\$4,239,929
52 Finance & insurance	\$0	\$6,012,372	\$6,711,942	\$12,724,314
53 Real estate & rental	\$18,120,811	\$6,614,116	\$2,353,430	\$27,088,357
54 Professional- scientific & tech svcs	\$0	\$6,592,184	\$4,007,708	\$10,599,891
55 Management of companies	\$0	\$7,222,450	\$1,331,023	\$8,553,473
56 Administrative & waste services	\$0	\$7,809,777	\$2,175,857	\$9,985,634
61 Educational svcs	\$694,168	\$120,554	\$2,285,315	\$3,100,036
62 Health & social services	\$0	\$803	\$16,562,103	\$16,562,906
71 Arts- entertainment & recreation	\$9,180,216	\$898,561	\$1,598,664	\$11,677,441
72 Accommodation & food services	\$51,984,402	\$4,921,118	\$2,856,700	\$59,762,220
81 Other services	\$0	\$5,201,258	\$5,234,766	\$10,436,024
92 Government & non NAICs	\$15,928,941	\$1,620,630	\$465,500	\$18,015,072
<i>Multiplier</i>	1.39			

Output

Description	Direct	Indirect	Induced	Total
Total	\$751,359,961	#####	\$150,401,819	\$1,060,443,286
11 Ag, Forestry, Fish & Hunting	\$0	\$4,065	\$12,617	\$16,682
21 Mining	\$0	\$33,068	\$5,363	\$38,431
22 Utilities	\$0	\$3,130,916	\$1,640,227	\$4,771,143
23 Construction	\$24,200,000	\$3,633,559	\$1,307,196	\$29,140,755
31-33 Manufacturing	\$0	\$1,363,209	\$634,529	\$1,997,739
42 Wholesale Trade	\$0	\$8,811,066	\$6,545,588	\$15,356,654
44-45 Retail trade	\$12,464,538	\$2,522,418	\$12,700,998	\$27,687,954



Economic Impacts of Airports & Aviation

48-49 Transportation & Warehousing	\$513,583,581	\$27,119,525	\$3,123,504	\$543,826,610
51 Information	\$0	\$10,377,978	\$6,170,476	\$16,548,455
52 Finance & insurance	\$0	\$18,984,450	\$23,421,496	\$42,405,946
53 Real estate & rental	\$37,505,449	\$24,906,318	\$31,948,432	\$94,360,198
54 Professional- scientific & tech svcs	\$0	\$11,961,900	\$7,536,406	\$19,498,305
55 Management of companies	\$0	\$11,262,241	\$2,075,514	\$13,337,756
56 Administrative & waste services	\$0	\$14,492,714	\$3,946,625	\$18,439,339
61 Educational svcs	\$1,529,427	\$257,534	\$3,362,970	\$5,149,931
62 Health & social services	\$0	\$1,341	\$27,342,711	\$27,344,052
71 Arts- entertainment & recreation	\$20,780,353	\$1,851,034	\$3,212,470	\$25,843,857
72 Accommodation & food services	\$116,074,206	\$10,080,821	\$6,713,771	\$132,868,798
81 Other services	\$0	\$5,254,092	\$8,028,984	\$13,283,075
92 Government & non NAICs	\$25,222,407	\$2,633,255	\$671,943	\$28,527,606
Multiplier	1.41			

Tax Impact Summary

Impact	Direct	Indirect	Induced	Total
Sub County General	\$8,737,242	\$1,517,479	\$1,795,169	\$12,049,890
Sub County Special Districts	\$15,642,406	\$2,706,093	\$3,216,383	\$21,564,882
County	\$7,908,871	\$1,368,213	\$1,626,217	\$10,903,301
State	\$18,963,690	\$3,747,294	\$3,755,164	\$26,466,148
Federal	\$62,748,483	\$13,052,669	\$11,292,717	\$87,093,869
Total Tax Impact	\$114,000,692	\$22,391,748	\$21,685,650	\$158,078,090





Economic Impacts for Akron Airport, Erie County, NY	
ITEM	2019
Direct Impacts	
Airport-Related Payrolls	\$273,500
Airport Expenditures	\$760,900
Airport-Related Employment	5 Jobs
Induced Impacts	
Induced Impacts	\$552,800
Total Induced Employment Impacts	3 Jobs
Grand Total Dollar Impacts	\$1,313,700
Grand Total Income Impacts	\$467,200
Grand Total Employment Impacts¹	8 Jobs
Estimated State and Local Taxes	\$65,667

¹Jobs are rounded to the nearest full-time job

Employment

Description	Direct	Indirect	Induced	Total
Total	4.8	1.6	1.7	8.1
11 Ag, Forestry, Fish & Hunting	0.0	0.0	0.0	0.0
21 Mining	0.0	0.0	0.0	0.0
22 Utilities	0.0	0.0	0.0	0.0
23 Construction	2.0	0.0	0.0	2.0
31-33 Manufacturing	0.0	0.0	0.0	0.0
42 Wholesale Trade	0.0	0.1	0.0	0.1
44-45 Retail trade	0.0	0.2	0.2	0.6
48-49 Transportation & Warehousing	2.2	0.5	0.1	2.7
51 Information	0.0	0.0	0.0	0.0
52 Finance & insurance	0.0	0.1	0.1	0.2
53 Real estate & rental	0.0	0.1	0.1	0.2
54 Professional- scientific & tech svcs	0.0	0.1	0.1	0.2
55 Management of companies	0.0	0.1	0.0	0.1
56 Administrative & waste services	0.0	0.2	0.1	0.3
61 Educational svcs	0.0	0.0	0.1	0.1
62 Health & social services	0.0	0.0	0.4	0.4
71 Arts- entertainment & recreation	0.1	0.0	0.1	0.2
72 Accommodation & food services	0.4	0.1	0.3	0.8
81 Other services	0.0	0.1	0.2	0.3





92 Government & non NAICs	0.0	0.0	0.0	0.1
<i>Multiplier</i>	1.71			

Income

Description	Direct	Indirect	Induced	Total
Total	\$273,495	\$106,025	\$87,729	\$467,248
11 Ag, Forestry, Fish & Hunting	\$0	\$19	\$24	\$43
21 Mining	\$0	\$1,753	\$125	\$1,878
22 Utilities	\$0	\$567	\$542	\$1,109
23 Construction	\$130,845	\$1,288	\$610	\$132,743
31-33 Manufacturing	\$0	\$2,642	\$375	\$3,017
42 Wholesale Trade	\$0	\$8,388	\$3,017	\$11,405
44-45 Retail trade	\$1,719	\$10,508	\$9,292	\$21,519
48-49 Transportation & Warehousing	\$125,346	\$27,695	\$2,663	\$155,705
51 Information	\$0	\$1,976	\$1,605	\$3,581
52 Finance & insurance	\$0	\$4,657	\$6,338	\$10,996
53 Real estate & rental	\$0	\$4,823	\$2,216	\$7,039
54 Professional- scientific & tech svcs	\$0	\$12,030	\$5,930	\$17,960
55 Management of companies	\$0	\$6,694	\$2,196	\$8,889
56 Administrative & waste services	\$0	\$10,557	\$3,521	\$14,078
61 Educational svcs	\$0	\$65	\$2,256	\$2,320
62 Health & social services	\$0	\$1	\$28,065	\$28,065
71 Arts- entertainment & recreation	\$2,250	\$702	\$2,152	\$5,104
72 Accommodation & food services	\$13,335	\$1,449	\$5,997	\$20,781
81 Other services	\$0	\$6,147	\$8,583	\$14,730
92 Government & non NAICs	\$0	\$4,066	\$2,220	\$6,287
<i>Multiplier</i>	1.71			

Output

Description	Direct	Indirect	Induced	Total
Total	\$760,886	\$289,580	\$263,192	\$1,313,659
11 Ag, Forestry, Fish & Hunting	\$0	\$38	\$61	\$99
21 Mining	\$0	\$5,197	\$28	\$5,225
22 Utilities	\$0	\$4,152	\$3,944	\$8,096
23 Construction	\$413,712	\$4,461	\$2,084	\$420,256
31-33 Manufacturing	\$0	\$11,558	\$1,849	\$13,408
42 Wholesale Trade	\$0	\$30,816	\$10,725	\$41,541
44-45 Retail trade	\$4,013	\$28,471	\$23,516	\$56,001



48-49 Transportation & Warehousing	\$300,238	\$67,300	\$6,549	\$374,088
51 Information	\$0	\$10,392	\$8,402	\$18,794
52 Finance & insurance	\$0	\$24,898	\$37,147	\$62,045
53 Real estate & rental	\$0	\$24,342	\$49,632	\$73,974
54 Professional- scientific & tech svcs	\$0	\$23,338	\$12,775	\$36,112
55 Management of companies	\$0	\$13,514	\$4,433	\$17,947
56 Administrative & waste services	\$0	\$20,798	\$6,988	\$27,786
61 Educational svcs	\$0	\$145	\$3,648	\$3,793
62 Health & social services	\$0	\$2	\$48,837	\$48,839
71 Arts- entertainment & recreation	\$6,690	\$1,333	\$4,474	\$12,497
72 Accommodation & food services	\$36,233	\$3,959	\$18,085	\$58,277
81 Other services	\$0	\$6,819	\$15,548	\$22,367
92 Government & non NAICs	\$0	\$8,049	\$4,465	\$12,514
Multiplier	1.73			

Tax Impact Summary

Impact	Direct	Indirect	Induced	Total
Sub County General	\$2,308	\$2,445	\$2,308	\$7,060
Sub County Special Districts	\$3,277	\$3,471	\$3,277	\$10,025
County	\$5,131	\$5,422	\$5,117	\$15,671
State	\$14,989	\$9,346	\$8,577	\$32,912
Federal	\$56,417	\$23,085	\$20,002	\$99,504
Total Tax Impact	\$82,122	\$43,768	\$39,282	\$165,171



Economic Impacts for Brookhaven Airport, Suffolk County, NY

ITEM	2019
Direct Impacts	
Airport-Related Payrolls	\$3,449,400
Airport Expenditures	\$7,294,800
Airport-Related Employment	55 Jobs
Induced Impacts	
Induced Impacts	\$4,944,000
Total Induced Employment Impacts	30 Jobs
Grand Total Dollar Impacts	\$12,238,800
Grand Total Income Impacts	\$5,251,100
Grand Total Employment Impacts¹	85 Jobs
Estimated State and Local Taxes	\$654,609

¹Jobs are rounded to the nearest full-time job

Employment

Description	Direct	Indirect	Induced	Total
Total	55.2	13.4	16.3	85.0
11 Ag, Forestry, Fish & Hunting	0.0	0.0	0.0	0.0
21 Mining	0.0	0.0	0.0	0.0
22 Utilities	0.0	0.0	0.0	0.0
23 Construction	1.2	0.3	0.1	1.6
31-33 Manufacturing	0.0	0.1	0.0	0.1
42 Wholesale Trade	0.0	0.4	0.4	0.8
44-45 Retail trade	0.3	0.3	2.6	3.2
48-49 Transportation & Warehousing	34.2	2.8	0.6	37.6
51 Information	0.0	0.2	0.2	0.4
52 Finance & insurance	0.0	0.8	1.2	2.0
53 Real estate & rental	0.0	1.5	1.0	2.5
54 Professional- scientific & tech svcs	0.0	1.0	0.8	1.8
55 Management of companies	0.0	0.3	0.1	0.4
56 Administrative & waste services	0.0	2.9	0.8	3.7
61 Educational svcs	12.0	0.2	0.4	12.6
62 Health & social services	0.0	0.0	3.7	3.7
71 Arts- entertainment & recreation	0.6	0.2	0.5	1.3
72 Accommodation & food services	2.4	0.5	2.1	4.9
81 Other services	0.0	1.6	1.8	3.3



92 Government & non NAICs	4.5	0.5	0.2	5.2
<i>Multiplier</i>	1.54			

Income

Description	Direct	Indirect	Induced	Total
Total	\$3,449,389	\$868,335	\$933,424	\$5,251,148
11 Ag, Forestry, Fish & Hunting	\$0	\$588	\$1,248	\$1,835
21 Mining	\$0	\$1,533	\$652	\$2,186
22 Utilities	\$0	\$4,419	\$4,554	\$8,973
23 Construction	\$94,304	\$27,575	\$10,428	\$132,306
31-33 Manufacturing	\$0	\$11,542	\$4,385	\$15,927
42 Wholesale Trade	\$0	\$44,108	\$39,450	\$83,558
44-45 Retail trade	\$12,302	\$15,195	\$111,984	\$139,481
48-49 Transportation & Warehousing	\$2,368,634	\$176,131	\$21,695	\$2,566,460
51 Information	\$0	\$27,122	\$18,267	\$45,389
52 Finance & insurance	\$0	\$66,418	\$99,053	\$165,472
53 Real estate & rental	\$0	\$56,785	\$31,537	\$88,322
54 Professional- scientific & tech svcs	\$0	\$78,545	\$59,913	\$138,459
55 Management of companies	\$0	\$43,318	\$13,281	\$56,599
56 Administrative & waste services	\$0	\$139,439	\$41,600	\$181,039
61 Educational svcs	\$386,098	\$5,293	\$16,316	\$407,707
62 Health & social services	\$0	\$6	\$272,626	\$272,631
71 Arts- entertainment & recreation	\$15,437	\$3,220	\$13,554	\$32,212
72 Accommodation & food services	\$99,845	\$14,797	\$64,577	\$179,218
81 Other services	\$0	\$80,596	\$87,721	\$168,318
92 Government & non NAICs	\$472,770	\$71,703	\$20,582	\$565,055
<i>Multiplier</i>	1.52			

Output

Description	Direct	Indirect	Induced	Total
Total	\$7,294,764	\$2,234,616	\$2,709,459	\$12,238,840
11 Ag, Forestry, Fish & Hunting	\$0	\$830	\$1,841	\$2,671
21 Mining	\$0	\$1,998	\$767	\$2,765
22 Utilities	\$0	\$15,434	\$15,691	\$31,124
23 Construction	\$264,674	\$84,476	\$31,224	\$380,374
31-33 Manufacturing	\$0	\$42,190	\$19,606	\$61,796
42 Wholesale Trade	\$0	\$168,173	\$142,332	\$310,505
44-45 Retail trade	\$26,436	\$38,640	\$278,827	\$343,903



Economic Impacts of Airports & Aviation

48-49 Transportation & Warehousing	\$5,208,839	\$396,367	\$55,951	\$5,661,158
51 Information	\$0	\$120,943	\$79,137	\$200,080
52 Finance & insurance	\$0	\$299,057	\$417,382	\$716,439
53 Real estate & rental	\$0	\$291,796	\$565,081	\$856,877
54 Professional- scientific & tech svcs	\$0	\$152,314	\$128,126	\$280,439
55 Management of companies	\$0	\$79,163	\$24,270	\$103,433
56 Administrative & waste services	\$0	\$265,425	\$81,736	\$347,161
61 Educational svcs	\$968,144	\$13,251	\$27,666	\$1,009,061
62 Health & social services	\$0	\$10	\$462,121	\$462,131
71 Arts- entertainment & recreation	\$44,073	\$15,031	\$37,807	\$96,912
72 Accommodation & food services	\$238,704	\$35,246	\$168,327	\$442,277
81 Other services	\$0	\$81,796	\$132,603	\$214,399
92 Government & non NAICs	\$543,893	\$132,477	\$38,966	\$715,336
Multiplier	1.68			

Tax Impact Summary

Impact	Direct	Indirect	Induced	Total
Sub County General	\$21,822	\$12,452	\$20,133	\$54,406
Sub County Special Districts	\$81,227	\$46,349	\$74,942	\$202,518
County	\$39,041	\$22,193	\$35,848	\$97,082
State	\$164,555	\$57,949	\$78,098	\$300,603
Federal	\$701,647	\$183,350	\$208,887	\$1,093,885
Total Tax Impact	\$1,008,292	\$322,294	\$417,909	\$1,748,494





Economic Impacts for Buffalo-Lancaster Regional Airport, Erie County, NY

ITEM	2019
Direct Impacts	
Airport-Related Payrolls	\$226,100
Airport Expenditures	\$613,800
Airport-Related Employment	6 Jobs
Induced Impacts	
Induced Impacts	\$459,100
Total Induced Employment Impacts	3 Jobs
Grand Total Dollar Impacts	\$1,072,900
Grand Total Income Impacts	\$378,900
Grand Total Employment Impacts¹	9 Jobs
Estimated State and Local Taxes	\$63,939

¹Jobs are rounded to the nearest full-time job

Employment

Description	Direct	Indirect	Induced	Total
Total	5.8	1.4	1.3	8.5
11 Ag, Forestry, Fish & Hunting	0.0	0.0	0.0	0.0
21 Mining	0.0	0.0	0.0	0.0
22 Utilities	0.0	0.0	0.0	0.0
23 Construction	0.8	0.0	0.0	0.8
31-33 Manufacturing	0.0	0.0	0.0	0.0
42 Wholesale Trade	0.0	0.1	0.0	0.1
44-45 Retail trade	0.1	0.1	0.2	0.4
48-49 Transportation & Warehousing	1.3	0.3	0.1	1.6
51 Information	0.0	0.0	0.0	0.1
52 Finance & insurance	0.0	0.1	0.1	0.2
53 Real estate & rental	0.0	0.2	0.1	0.2
54 Professional- scientific & tech svcs	0.0	0.1	0.1	0.2
55 Management of companies	0.0	0.1	0.0	0.1
56 Administrative & waste services	0.0	0.3	0.1	0.3
61 Educational svcs	3.0	0.0	0.1	3.1
62 Health & social services	0.0	0.0	0.4	0.4
71 Arts- entertainment & recreation	0.1	0.0	0.1	0.2
72 Accommodation & food services	0.6	0.1	0.2	0.9
81 Other services	0.0	0.1	0.1	0.2





92 Government & non NAICs	0.0	0.0	0.0	0.1
<i>Multiplier</i>	1.46			

Income

Description	Direct	Indirect	Induced	Total
Total	\$226,099	\$81,829	\$70,991	\$378,919
11 Ag, Forestry, Fish & Hunting	\$0	\$9	\$20	\$29
21 Mining	\$0	\$779	\$101	\$880
22 Utilities	\$0	\$558	\$439	\$997
23 Construction	\$50,214	\$1,057	\$493	\$51,764
31-33 Manufacturing	\$0	\$1,480	\$304	\$1,784
42 Wholesale Trade	\$0	\$4,538	\$2,442	\$6,980
44-45 Retail trade	\$2,366	\$4,441	\$7,522	\$14,329
48-49 Transportation & Warehousing	\$67,916	\$15,272	\$2,155	\$85,343
51 Information	\$0	\$3,350	\$1,300	\$4,649
52 Finance & insurance	\$0	\$5,783	\$5,127	\$10,910
53 Real estate & rental	\$0	\$5,548	\$1,794	\$7,342
54 Professional- scientific & tech svcs	\$0	\$11,585	\$4,799	\$16,384
55 Management of companies	\$0	\$6,453	\$1,777	\$8,230
56 Administrative & waste services	\$0	\$10,820	\$2,849	\$13,669
61 Educational svcs	\$84,157	\$810	\$1,820	\$86,787
62 Health & social services	\$0	\$1	\$22,712	\$22,713
71 Arts- entertainment & recreation	\$3,097	\$738	\$1,740	\$5,575
72 Accommodation & food services	\$18,350	\$1,537	\$4,854	\$24,741
81 Other services	\$0	\$3,788	\$6,945	\$10,733
92 Government & non NAICs	\$0	\$3,282	\$1,797	\$5,079
<i>Multiplier</i>	1.68			

Output

Description	Direct	Indirect	Induced	Total
Total	\$613,804	\$246,068	\$212,984	\$1,072,856
11 Ag, Forestry, Fish & Hunting	\$0	\$19	\$50	\$69
21 Mining	\$0	\$2,028	\$22	\$2,051
22 Utilities	\$0	\$4,079	\$3,194	\$7,272
23 Construction	\$158,769	\$3,658	\$1,686	\$164,114
31-33 Manufacturing	\$0	\$6,253	\$1,497	\$7,750
42 Wholesale Trade	\$0	\$16,574	\$8,682	\$25,256
44-45 Retail trade	\$5,522	\$12,032	\$19,037	\$36,590



48-49 Transportation & Warehousing	\$161,075	\$36,951	\$5,300	\$203,326
51 Information	\$0	\$19,553	\$6,803	\$26,355
52 Finance & insurance	\$0	\$34,561	\$30,055	\$64,616
53 Real estate & rental	\$0	\$35,560	\$40,162	\$75,721
54 Professional- scientific & tech svcs	\$0	\$22,243	\$10,338	\$32,580
55 Management of companies	\$0	\$13,028	\$3,588	\$16,616
56 Administrative & waste services	\$0	\$21,354	\$5,654	\$27,008
61 Educational svcs	\$229,369	\$2,191	\$2,946	\$234,505
62 Health & social services	\$0	\$2	\$39,522	\$39,524
71 Arts- entertainment & recreation	\$9,206	\$1,162	\$3,620	\$13,988
72 Accommodation & food services	\$49,862	\$4,215	\$14,637	\$68,713
81 Other services	\$0	\$4,483	\$12,579	\$17,062
92 Government & non NAICs	\$0	\$6,123	\$3,615	\$9,739
Multiplier	1.75			

Tax Impact Summary

Impact	Direct	Indirect	Induced	Total
Sub County General	\$3,776	\$1,653	\$1,868	\$7,296
Sub County Special Districts	\$5,361	\$2,347	\$2,652	\$10,360
County	\$8,378	\$3,666	\$4,142	\$16,186
State	\$16,359	\$6,797	\$6,941	\$30,097
Federal	\$47,510	\$18,060	\$16,186	\$81,757
Total Tax Impact	\$81,384	\$32,522	\$31,789	\$145,696



Economic Impacts for Canandaigua Airport, Ontario County, NY

ITEM	2019
Direct Impacts	
Airport-Related Payrolls	\$1,038,200
Airport Expenditures	\$2,727,700
Airport-Related Employment	20 Jobs
Induced Impacts	
Induced Impacts	\$1,114,900
Total Induced Employment Impacts	8 Jobs
Grand Total Dollar Impacts	\$3,842,600
Grand Total Income Impacts	\$1,410,800
Grand Total Employment Impacts¹	28 Jobs
Estimated State and Local Taxes	\$176,068

¹Jobs are rounded to the nearest full-time job

Employment

Description	Direct	Indirect	Induced	Total
Total	20.2	4.0	3.5	27.7
11 Ag, Forestry, Fish & Hunting	0.0	0.0	0.0	0.0
21 Mining	0.0	0.0	0.0	0.0
22 Utilities	0.0	0.0	0.0	0.0
23 Construction	3.2	0.1	0.0	3.4
31-33 Manufacturing	0.0	0.0	0.0	0.0
42 Wholesale Trade	0.0	0.2	0.1	0.2
44-45 Retail trade	0.2	0.5	0.7	1.4
48-49 Transportation & Warehousing	13.7	1.0	0.1	14.7
51 Information	0.0	0.1	0.0	0.1
52 Finance & insurance	0.0	0.3	0.2	0.4
53 Real estate & rental	0.0	0.2	0.2	0.3
54 Professional- scientific & tech svcs	0.0	0.2	0.1	0.3
55 Management of companies	0.0	0.2	0.0	0.2
56 Administrative & waste services	0.0	0.7	0.1	0.8
61 Educational svcs	0.0	0.0	0.1	0.1
62 Health & social services	0.0	0.0	0.8	0.8
71 Arts- entertainment & recreation	0.4	0.1	0.1	0.6
72 Accommodation & food services	1.7	0.2	0.6	2.4
81 Other services	0.0	0.3	0.4	0.7



92 Government & non NAICs	1.0	0.1	0.0	1.1
<i>Multiplier</i>	1.37			

Income

Description	Direct	Indirect	Induced	Total
Total	\$1,038,185	\$221,270	\$151,387	\$1,410,843
11 Ag, Forestry, Fish & Hunting	\$0	\$299	\$315	\$615
21 Mining	\$0	\$2,210	\$97	\$2,307
22 Utilities	\$0	\$464	\$478	\$943
23 Construction	\$251,503	\$7,460	\$1,765	\$260,727
31-33 Manufacturing	\$0	\$5,394	\$394	\$5,789
42 Wholesale Trade	\$0	\$14,091	\$4,901	\$18,993
44-45 Retail trade	\$5,947	\$17,177	\$20,336	\$43,460
48-49 Transportation & Warehousing	\$634,953	\$53,272	\$3,677	\$691,901
51 Information	\$0	\$8,540	\$3,493	\$12,033
52 Finance & insurance	\$0	\$10,566	\$7,207	\$17,773
53 Real estate & rental	\$0	\$6,729	\$3,354	\$10,083
54 Professional- scientific & tech svcs	\$0	\$12,934	\$5,836	\$18,771
55 Management of companies	\$0	\$25,657	\$4,287	\$29,944
56 Administrative & waste services	\$0	\$26,914	\$4,577	\$31,491
61 Educational svcs	\$0	\$301	\$4,725	\$5,027
62 Health & social services	\$0	\$2	\$49,151	\$49,153
71 Arts- entertainment & recreation	\$8,964	\$1,440	\$2,948	\$13,352
72 Accommodation & food services	\$58,941	\$5,025	\$13,808	\$77,775
81 Other services	\$0	\$16,953	\$18,600	\$35,553
92 Government & non NAICs	\$77,877	\$5,840	\$1,438	\$85,156
<i>Multiplier</i>	1.36			

Output

Description	Direct	Indirect	Induced	Total
Total	\$2,727,701	\$620,985	\$493,959	\$3,842,644
11 Ag, Forestry, Fish & Hunting	\$0	\$1,100	\$1,162	\$2,262
21 Mining	\$0	\$10,299	\$159	\$10,458
22 Utilities	\$0	\$2,835	\$2,526	\$5,360
23 Construction	\$731,948	\$23,703	\$5,539	\$761,190
31-33 Manufacturing	\$0	\$23,134	\$1,994	\$25,128
42 Wholesale Trade	\$0	\$44,257	\$15,336	\$59,593
44-45 Retail trade	\$16,699	\$52,306	\$58,722	\$127,726



Economic Impacts of Airports & Aviation

48-49 Transportation & Warehousing	\$1,710,839	\$133,964	\$9,738	\$1,854,541
51 Information	\$0	\$42,631	\$20,515	\$63,145
52 Finance & insurance	\$0	\$65,528	\$52,198	\$117,726
53 Real estate & rental	\$0	\$33,737	\$106,152	\$139,890
54 Professional- scientific & tech svcs	\$0	\$29,676	\$14,140	\$43,816
55 Management of companies	\$0	\$47,245	\$7,893	\$55,139
56 Administrative & waste services	\$0	\$57,230	\$10,286	\$67,516
61 Educational svcs	\$0	\$576	\$8,859	\$9,435
62 Health & social services	\$0	\$3	\$95,800	\$95,803
71 Arts- entertainment & recreation	\$27,840	\$2,474	\$6,911	\$37,225
72 Accommodation & food services	\$150,782	\$12,964	\$41,169	\$204,915
81 Other services	\$0	\$30,728	\$33,083	\$63,811
92 Government & non NAICs	\$89,593	\$6,595	\$1,778	\$97,966
Multiplier	1.41			

Tax Impact Summary

Impact	Direct	Indirect	Induced	Total
Sub County General	\$5,341	\$2,717	\$2,998	\$11,057
Sub County Special Districts	\$18,863	\$9,595	\$10,589	\$39,048
County	\$19,653	\$9,986	\$11,018	\$40,656
State	\$50,399	\$17,682	\$17,226	\$85,307
Federal	\$192,583	\$43,576	\$32,170	\$268,329
Total Tax Impact	\$286,840	\$83,556	\$74,001	\$444,397





Economic Impacts for Cattaraugus County-Olean Airport, Cattaraugus County, NY

ITEM	2019
Direct Impacts	
Airport-Related Payrolls	\$275,100
Airport Expenditures	\$687,500
Airport-Related Employment	5 Jobs
Induced Impacts	
Induced Impacts	\$256,400
Total Induced Employment Impacts	2 Jobs
Grand Total Dollar Impacts	\$943,900
Grand Total Income Impacts	\$349,700
Grand Total Employment Impacts¹	7 Jobs
Estimated State and Local Taxes	\$36,124

¹Jobs are rounded to the nearest full-time job

Employment

Description	Direct	Indirect	Induced	Total
Total	5.4	0.8	0.8	7.1
11 Ag, Forestry, Fish & Hunting	0.0	0.0	0.0	0.0
21 Mining	0.0	0.0	0.0	0.0
22 Utilities	0.0	0.0	0.0	0.0
23 Construction	1.5	0.0	0.0	1.5
31-33 Manufacturing	0.0	0.0	0.0	0.0
42 Wholesale Trade	0.0	0.0	0.0	0.0
44-45 Retail trade	0.0	0.2	0.2	0.4
48-49 Transportation & Warehousing	2.2	0.1	0.0	2.3
51 Information	0.0	0.0	0.0	0.0
52 Finance & insurance	0.0	0.0	0.0	0.1
53 Real estate & rental	0.0	0.1	0.0	0.1
54 Professional- scientific & tech svcs	0.0	0.0	0.0	0.1
55 Management of companies	0.0	0.0	0.0	0.0
56 Administrative & waste services	0.0	0.1	0.0	0.1
61 Educational svcs	0.0	0.0	0.0	0.0
62 Health & social services	0.0	0.0	0.2	0.2
71 Arts- entertainment & recreation	0.1	0.0	0.0	0.1
72 Accommodation & food services	0.5	0.0	0.1	0.7
81 Other services	0.0	0.1	0.1	0.2



92 Government & non NAICs	1.0	0.1	0.0	1.2
<i>Multiplier</i>	1.31			

Income

Description	Direct	Indirect	Induced	Total
Total	\$275,094	\$40,776	\$33,797	\$349,667
11 Ag, Forestry, Fish & Hunting	\$0	\$34	\$26	\$60
21 Mining	\$0	\$173	\$2	\$175
22 Utilities	\$0	\$456	\$347	\$803
23 Construction	\$88,807	\$850	\$291	\$89,948
31-33 Manufacturing	\$0	\$672	\$55	\$728
42 Wholesale Trade	\$0	\$1,932	\$710	\$2,642
44-45 Retail trade	\$1,811	\$6,879	\$5,770	\$14,460
48-49 Transportation & Warehousing	\$106,464	\$6,156	\$724	\$113,345
51 Information	\$0	\$711	\$368	\$1,079
52 Finance & insurance	\$0	\$2,002	\$1,760	\$3,762
53 Real estate & rental	\$0	\$1,200	\$399	\$1,600
54 Professional- scientific & tech svcs	\$0	\$2,995	\$1,316	\$4,312
55 Management of companies	\$0	\$549	\$115	\$663
56 Administrative & waste services	\$0	\$3,807	\$915	\$4,722
61 Educational svcs	\$0	\$67	\$975	\$1,042
62 Health & social services	\$0	\$0	\$10,053	\$10,053
71 Arts- entertainment & recreation	\$1,898	\$26	\$341	\$2,265
72 Accommodation & food services	\$14,109	\$996	\$3,183	\$18,288
81 Other services	\$0	\$3,901	\$4,878	\$8,779
92 Government & non NAICs	\$62,004	\$7,369	\$1,569	\$70,941
<i>Multiplier</i>	1.27			

Output

Description	Direct	Indirect	Induced	Total
Total	\$687,529	\$136,757	\$119,630	\$943,915
11 Ag, Forestry, Fish & Hunting	\$0	\$114	\$136	\$250
21 Mining	\$0	\$614	\$5	\$619
22 Utilities	\$0	\$3,633	\$2,731	\$6,363
23 Construction	\$284,853	\$2,960	\$1,018	\$288,831
31-33 Manufacturing	\$0	\$5,560	\$981	\$6,541
42 Wholesale Trade	\$0	\$11,144	\$3,096	\$14,241
44-45 Retail trade	\$4,409	\$21,302	\$15,420	\$41,131



48-49 Transportation & Warehousing	\$279,776	\$15,864	\$1,539	\$297,179
51 Information	\$0	\$3,672	\$2,135	\$5,808
52 Finance & insurance	\$0	\$12,077	\$11,035	\$23,112
53 Real estate & rental	\$0	\$9,601	\$26,512	\$36,113
54 Professional- scientific & tech svcs	\$0	\$7,542	\$3,563	\$11,105
55 Management of companies	\$0	\$1,505	\$315	\$1,820
56 Administrative & waste services	\$0	\$8,368	\$2,094	\$10,462
61 Educational svcs	\$0	\$154	\$2,086	\$2,239
62 Health & social services	\$0	\$1	\$21,637	\$21,637
71 Arts- entertainment & recreation	\$7,350	\$84	\$1,307	\$8,742
72 Accommodation & food services	\$39,809	\$2,769	\$9,958	\$52,536
81 Other services	\$0	\$5,665	\$9,248	\$14,913
92 Government & non NAICs	\$71,332	\$24,126	\$4,813	\$100,271
Multiplier	1.37			

Tax Impact Summary

Impact	Direct	Indirect	Induced	Total
Sub County General	\$1,893	\$200	\$914	\$3,008
Sub County Special Districts	\$3,457	\$366	\$1,670	\$5,494
County	\$5,373	\$569	\$2,596	\$8,538
State	\$13,606	\$1,888	\$3,591	\$19,085
Federal	\$51,403	\$8,111	\$7,514	\$67,029
Total Tax Impact	\$75,732	\$11,135	\$16,286	\$103,153



Economic Impacts for Chautauqua County – Dunkirk Airport, Chautauqua County, NY

ITEM	2019
Direct Impacts	
Airport-Related Payrolls	\$582,400
Airport Expenditures	\$1,404,500
Airport-Related Employment	12 Jobs
Induced Impacts	
Induced Impacts	\$606,100
Total Induced Employment Impacts	4 Jobs
Grand Total Dollar Impacts	\$2,010,600
Grand Total Income Impacts	\$755,900
Grand Total Employment Impacts¹	16 Jobs
Estimated State and Local Taxes	\$114,733

¹Jobs are rounded to the nearest full-time job

Employment

Description	Direct	Indirect	Induced	Total
Total	11.9	2.0	2.4	16.4
11 Ag, Forestry, Fish & Hunting	0.0	0.0	0.0	0.0
21 Mining	0.0	0.0	0.0	0.0
22 Utilities	0.0	0.0	0.0	0.0
23 Construction	2.7	0.0	0.0	2.7
31-33 Manufacturing	0.0	0.1	0.0	0.1
42 Wholesale Trade	0.0	0.1	0.0	0.1
44-45 Retail trade	0.1	0.4	0.5	1.0
48-49 Transportation & Warehousing	4.5	0.4	0.1	5.0
51 Information	0.0	0.0	0.0	0.0
52 Finance & insurance	0.0	0.1	0.1	0.2
53 Real estate & rental	0.0	0.1	0.1	0.2
54 Professional- scientific & tech svcs	0.0	0.1	0.1	0.2
55 Management of companies	0.0	0.0	0.0	0.0
56 Administrative & waste services	0.0	0.4	0.1	0.5
61 Educational svcs	0.0	0.0	0.1	0.1
62 Health & social services	0.0	0.0	0.6	0.6
71 Arts- entertainment & recreation	0.3	0.0	0.1	0.5
72 Accommodation & food services	1.3	0.1	0.4	1.8
81 Other services	0.0	0.1	0.3	0.4



92 Government & non NAICs	3.0	0.0	0.0	3.1
<i>Multiplier</i>	1.38			

Income

Description	Direct	Indirect	Induced	Total
Total	\$582,445	\$81,622	\$91,838	\$755,905
11 Ag, Forestry, Fish & Hunting	\$0	\$121	\$269	\$390
21 Mining	\$0	\$253	\$74	\$327
22 Utilities	\$0	\$1,090	\$1,056	\$2,146
23 Construction	\$140,440	\$2,130	\$765	\$143,334
31-33 Manufacturing	\$0	\$5,237	\$250	\$5,487
42 Wholesale Trade	\$0	\$3,688	\$1,739	\$5,427
44-45 Retail trade	\$4,285	\$13,192	\$13,637	\$31,115
48-49 Transportation & Warehousing	\$174,116	\$18,386	\$2,509	\$195,010
51 Information	\$0	\$1,838	\$1,388	\$3,226
52 Finance & insurance	\$0	\$3,709	\$3,455	\$7,165
53 Real estate & rental	\$0	\$3,192	\$1,447	\$4,638
54 Professional- scientific & tech svcs	\$0	\$5,744	\$3,709	\$9,453
55 Management of companies	\$0	\$720	\$188	\$908
56 Administrative & waste services	\$0	\$10,728	\$3,108	\$13,836
61 Educational svcs	\$0	\$140	\$2,387	\$2,528
62 Health & social services	\$0	\$1	\$33,864	\$33,865
71 Arts- entertainment & recreation	\$4,729	\$124	\$1,291	\$6,144
72 Accommodation & food services	\$36,783	\$2,137	\$8,311	\$47,231
81 Other services	\$0	\$5,819	\$11,208	\$17,027
92 Government & non NAICs	\$222,092	\$3,373	\$1,183	\$226,648
<i>Multiplier</i>	1.30			

Output

Description	Direct	Indirect	Induced	Total
Total	\$1,404,527	\$287,998	\$318,047	\$2,010,572
11 Ag, Forestry, Fish & Hunting	\$0	\$353	\$776	\$1,129
21 Mining	\$0	\$874	\$10	\$884
22 Utilities	\$0	\$9,958	\$9,431	\$19,388
23 Construction	\$491,275	\$8,205	\$2,930	\$502,410
31-33 Manufacturing	\$0	\$28,151	\$1,150	\$29,301
42 Wholesale Trade	\$0	\$26,713	\$8,697	\$35,409
44-45 Retail trade	\$11,346	\$39,945	\$40,772	\$92,063



Economic Impacts of Airports & Aviation

48-49 Transportation & Warehousing	\$525,037	\$51,128	\$5,532	\$581,697
51 Information	\$0	\$9,402	\$7,714	\$17,116
52 Finance & insurance	\$0	\$24,296	\$25,411	\$49,706
53 Real estate & rental	\$0	\$21,929	\$68,429	\$90,359
54 Professional- scientific & tech svcs	\$0	\$15,307	\$10,392	\$25,699
55 Management of companies	\$0	\$2,883	\$752	\$3,634
56 Administrative & waste services	\$0	\$26,722	\$8,040	\$34,761
61 Educational svcs	\$0	\$324	\$4,601	\$4,925
62 Health & social services	\$0	\$3	\$65,705	\$65,708
71 Arts- entertainment & recreation	\$18,916	\$1,736	\$5,880	\$26,532
72 Accommodation & food services	\$102,450	\$6,088	\$26,942	\$135,479
81 Other services	\$0	\$8,874	\$23,107	\$31,981
92 Government & non NAICs	\$255,503	\$5,108	\$1,777	\$262,388
Multiplier	1.43			

Tax Impact Summary

Impact	Direct	Indirect	Induced	Total
Sub County General	\$4,259	\$3,574	\$3,221	\$11,054
Sub County Special Districts	\$7,607	\$6,383	\$5,752	\$19,742
County	\$10,681	\$8,926	\$8,045	\$27,653
State	\$32,178	\$12,200	\$11,906	\$56,284
Federal	\$124,309	\$20,215	\$23,062	\$167,586
Total Tax Impact	\$179,034	\$51,298	\$51,987	\$282,319





Economic Impacts for Chautauqua County – Jamestown Airport, Chautauqua County, NY

ITEM	2019
Direct Impacts	
Airport-Related Payrolls	\$1,413,100
Airport Expenditures	\$4,602,100
Airport-Related Employment	32 Jobs
Induced Impacts	
Induced Impacts	\$2,039,600
Total Induced Employment Impacts	14 Jobs
Grand Total Dollar Impacts	\$6,641,700
Grand Total Income Impacts	\$1,991,700
Grand Total Employment Impacts¹	46 Jobs
Estimated State and Local Taxes	\$350,893

¹Jobs are rounded to the nearest full-time job

Employment

Description	Direct	Indirect	Induced	Total
Total	31.6	8.3	6.5	46.3
11 Ag, Forestry, Fish & Hunting	0.0	0.1	0.0	0.1
21 Mining	0.0	0.0	0.0	0.0
22 Utilities	0.0	0.0	0.0	0.1
23 Construction	13.7	0.2	0.0	13.9
31-33 Manufacturing	0.0	0.3	0.0	0.3
42 Wholesale Trade	0.0	0.3	0.1	0.4
44-45 Retail trade	0.0	1.8	1.2	3.1
48-49 Transportation & Warehousing	15.4	1.6	0.2	17.2
51 Information	0.0	0.1	0.1	0.2
52 Finance & insurance	0.0	0.4	0.3	0.7
53 Real estate & rental	0.0	0.5	0.2	0.7
54 Professional- scientific & tech svcs	0.0	0.6	0.2	0.8
55 Management of companies	0.0	0.1	0.0	0.1
56 Administrative & waste services	0.0	1.4	0.3	1.6
61 Educational svcs	2.0	0.1	0.2	2.2
62 Health & social services	0.0	0.0	1.7	1.7
71 Arts- entertainment & recreation	0.1	0.1	0.3	0.4
72 Accommodation & food services	0.3	0.3	1.0	1.6
81 Other services	0.0	0.4	0.7	1.1



92 Government & non NAICs	0.0	0.2	0.0	0.2
<i>Multiplier</i>	1.47			

Income

Description	Direct	Indirect	Induced	Total
Total	\$1,413,146	\$333,585	\$244,956	\$1,991,686
11 Ag, Forestry, Fish & Hunting	\$0	\$507	\$717	\$1,224
21 Mining	\$0	\$1,134	\$197	\$1,331
22 Utilities	\$0	\$3,406	\$2,810	\$6,216
23 Construction	\$720,387	\$7,647	\$2,041	\$730,074
31-33 Manufacturing	\$0	\$26,153	\$668	\$26,821
42 Wholesale Trade	\$0	\$16,602	\$4,634	\$21,236
44-45 Retail trade	\$1,012	\$65,384	\$36,343	\$102,739
48-49 Transportation & Warehousing	\$610,250	\$70,969	\$6,689	\$687,908
51 Information	\$0	\$6,916	\$3,697	\$10,613
52 Finance & insurance	\$0	\$14,444	\$9,229	\$23,674
53 Real estate & rental	\$0	\$13,515	\$3,853	\$17,369
54 Professional- scientific & tech svcs	\$0	\$23,137	\$9,900	\$33,037
55 Management of companies	\$0	\$2,261	\$501	\$2,762
56 Administrative & waste services	\$0	\$40,441	\$8,294	\$48,735
61 Educational svcs	\$71,690	\$1,743	\$6,410	\$79,843
62 Health & social services	\$0	\$4	\$90,292	\$90,296
71 Arts- entertainment & recreation	\$1,117	\$391	\$3,448	\$4,956
72 Accommodation & food services	\$8,689	\$5,767	\$22,165	\$36,621
81 Other services	\$0	\$21,709	\$29,916	\$51,625
92 Government & non NAICs	\$0	\$11,454	\$3,152	\$14,606
<i>Multiplier</i>	1.41			

Output

Description	Direct	Indirect	Induced	Total
Total	\$4,602,143	\$1,191,134	\$848,439	\$6,641,716
11 Ag, Forestry, Fish & Hunting	\$0	\$1,385	\$2,068	\$3,454
21 Mining	\$0	\$4,453	\$26	\$4,479
22 Utilities	\$0	\$30,465	\$25,096	\$55,561
23 Construction	\$2,520,000	\$29,461	\$7,820	\$2,557,281
31-33 Manufacturing	\$0	\$141,440	\$3,066	\$144,506
42 Wholesale Trade	\$0	\$118,835	\$23,172	\$142,007
44-45 Retail trade	\$2,680	\$197,793	\$108,657	\$309,130



48-49 Transportation & Warehousing	\$1,881,373	\$196,165	\$14,751	\$2,092,290
51 Information	\$0	\$35,751	\$20,542	\$56,292
52 Finance & insurance	\$0	\$96,865	\$67,857	\$164,721
53 Real estate & rental	\$0	\$89,336	\$182,680	\$272,016
54 Professional- scientific & tech svcs	\$0	\$61,510	\$27,736	\$89,246
55 Management of companies	\$0	\$9,053	\$2,004	\$11,057
56 Administrative & waste services	\$0	\$100,633	\$21,449	\$122,082
61 Educational svcs	\$169,422	\$4,087	\$12,336	\$185,845
62 Health & social services	\$0	\$9	\$175,206	\$175,214
71 Arts- entertainment & recreation	\$4,468	\$5,284	\$15,700	\$25,451
72 Accommodation & food services	\$24,200	\$17,329	\$71,838	\$113,366
81 Other services	\$0	\$33,513	\$61,700	\$95,214
92 Government & non NAICs	\$0	\$17,769	\$4,735	\$22,504
Multiplier	1.44			

Tax Impact Summary

Impact	Direct	Indirect	Induced	Total
Sub County General	\$11,043	\$15,560	\$8,588	\$35,191
Sub County Special Districts	\$19,723	\$27,790	\$15,338	\$62,851
County	\$27,688	\$38,859	\$21,453	\$88,000
State	\$80,779	\$52,321	\$31,750	\$164,851
Federal	\$292,718	\$83,764	\$61,514	\$437,996
Total Tax Impact	\$431,951	\$218,296	\$138,643	\$788,890



Economic Impacts for Columbia County Airport, Columbia County, NY

ITEM	2019
Direct Impacts	
Airport-Related Payrolls	\$2,638,400
Airport Expenditures	\$10,364,600
Airport-Related Employment	28 Jobs
Induced Impacts	
Induced Impacts	\$2,366,600
Total Induced Employment Impacts	19 Jobs
Grand Total Dollar Impacts	\$12,731,200
Grand Total Income Impacts	\$3,322,300
Grand Total Employment Impacts¹	47 Jobs
Estimated State and Local Taxes	\$1,229,728

¹Jobs are rounded to the nearest full-time job

Employment

Description	Direct	Indirect	Induced	Total
Total	28.2	10.2	8.4	46.7
11 Ag, Forestry, Fish & Hunting	0.0	0.0	0.1	0.1
21 Mining	0.0	0.1	0.0	0.1
22 Utilities	0.0	0.0	0.0	0.0
23 Construction	6.6	0.1	0.1	6.8
31-33 Manufacturing	0.0	0.1	0.0	0.1
42 Wholesale Trade	0.0	0.2	0.2	0.4
44-45 Retail trade	0.1	0.8	1.3	2.1
48-49 Transportation & Warehousing	20.3	1.6	0.3	22.3
51 Information	0.0	0.0	0.1	0.1
52 Finance & insurance	0.0	0.6	0.5	1.1
53 Real estate & rental	0.0	0.6	0.6	1.1
54 Professional- scientific & tech svcs	0.0	0.6	0.4	1.0
55 Management of companies	0.0	0.1	0.0	0.2
56 Administrative & waste services	0.0	1.0	0.2	1.2
61 Educational svcs	0.0	0.0	0.2	0.3
62 Health & social services	0.0	0.0	2.0	2.0
71 Arts- entertainment & recreation	0.1	0.1	0.3	0.5
72 Accommodation & food services	0.5	3.9	1.0	5.4
81 Other services	0.0	0.2	1.1	1.3



92 Government & non NAICs	0.5	0.2	0.1	0.8
<i>Multiplier</i>	1.66			

Income

Description	Direct	Indirect	Induced	Total
Total	\$2,638,395	\$366,807	\$317,078	\$3,322,280
11 Ag, Forestry, Fish & Hunting	\$0	\$363	\$994	\$1,357
21 Mining	\$0	\$4,571	\$86	\$4,657
22 Utilities	\$0	\$1,619	\$2,463	\$4,082
23 Construction	\$361,280	\$6,019	\$3,779	\$371,079
31-33 Manufacturing	\$0	\$9,234	\$502	\$9,735
42 Wholesale Trade	\$0	\$18,009	\$12,839	\$30,848
44-45 Retail trade	\$1,826	\$35,949	\$40,745	\$78,520
48-49 Transportation & Warehousing	\$2,224,496	\$39,028	\$7,918	\$2,271,442
51 Information	\$0	\$2,867	\$3,464	\$6,331
52 Finance & insurance	\$0	\$10,855	\$9,477	\$20,332
53 Real estate & rental	\$0	\$18,209	\$7,523	\$25,732
54 Professional- scientific & tech svcs	\$0	\$32,373	\$21,785	\$54,158
55 Management of companies	\$0	\$8,607	\$2,639	\$11,246
56 Administrative & waste services	\$0	\$25,288	\$6,516	\$31,803
61 Educational svcs	\$0	\$756	\$7,836	\$8,592
62 Health & social services	\$0	\$4	\$107,896	\$107,899
71 Arts- entertainment & recreation	\$2,594	\$2,335	\$7,905	\$12,834
72 Accommodation & food services	\$17,413	\$127,841	\$27,521	\$172,775
81 Other services	\$0	\$9,766	\$39,068	\$48,834
92 Government & non NAICs	\$30,785	\$13,116	\$6,124	\$50,024
<i>Multiplier</i>	1.26			

Output

Description	Direct	Indirect	Induced	Total
Total	\$10,364,613	\$1,229,891	\$1,136,685	\$12,731,189
11 Ag, Forestry, Fish & Hunting	\$0	\$826	\$3,593	\$4,419
21 Mining	\$0	\$24,496	\$304	\$24,801
22 Utilities	\$0	\$15,263	\$22,467	\$37,730
23 Construction	\$1,202,505	\$21,768	\$13,431	\$1,237,704
31-33 Manufacturing	\$0	\$55,408	\$2,774	\$58,183
42 Wholesale Trade	\$0	\$65,758	\$50,734	\$116,491
44-45 Retail trade	\$5,039	\$94,259	\$125,102	\$224,400



Economic Impacts of Airports & Aviation

48-49 Transportation & Warehousing	\$9,067,756	\$170,303	\$23,768	\$9,261,827
51 Information	\$0	\$16,852	\$20,877	\$37,729
52 Finance & insurance	\$0	\$127,867	\$102,968	\$230,835
53 Real estate & rental	\$0	\$106,817	\$275,882	\$382,699
54 Professional- scientific & tech svcs	\$0	\$75,836	\$51,611	\$127,447
55 Management of companies	\$0	\$22,651	\$6,946	\$29,597
56 Administrative & waste services	\$0	\$81,341	\$18,993	\$100,333
61 Educational svcs	\$0	\$2,231	\$11,226	\$13,457
62 Health & social services	\$0	\$8	\$225,880	\$225,887
71 Arts- entertainment & recreation	\$8,400	\$6,035	\$21,766	\$36,201
72 Accommodation & food services	\$45,496	\$287,612	\$75,517	\$408,625
81 Other services	\$0	\$21,645	\$72,364	\$94,010
92 Government & non NAICs	\$35,416	\$32,917	\$10,483	\$78,815
Multiplier	1.23			

Tax Impact Summary

Impact	Direct	Indirect	Induced	Total
Sub County General	\$84,769	\$6,355	\$7,522	\$98,646
Sub County Special Districts	\$326,817	\$24,501	\$28,999	\$380,317
County	\$291,518	\$21,865	\$25,872	\$339,255
State	\$346,379	\$31,148	\$33,984	\$411,511
Federal	\$622,696	\$78,442	\$70,576	\$771,714
Total Tax Impact	\$1,672,179	\$162,311	\$166,953	\$2,001,443





Economic Impacts for Corning-Painted Post Airport, Steuben County, NY

ITEM	2019
Direct Impacts	
Airport-Related Payrolls	\$303,600
Airport Expenditures	\$815,900
Airport-Related Employment	6 Jobs
Induced Impacts	
Induced Impacts	\$409,500
Total Induced Employment Impacts	2 Jobs
Grand Total Dollar Impacts	\$1,225,400
Grand Total Income Impacts	\$445,000
Grand Total Employment Impacts¹	8 Jobs
Estimated State and Local Taxes	\$52,650

¹Jobs are rounded to the nearest full-time job

Employment

Description	Direct	Indirect	Induced	Total
Total	5.6	1.6	1.0	8.3
11 Ag, Forestry, Fish & Hunting	0.0	0.0	0.0	0.0
21 Mining	0.0	0.0	0.0	0.0
22 Utilities	0.0	0.0	0.0	0.0
23 Construction	2.0	0.0	0.0	2.1
31-33 Manufacturing	0.0	0.0	0.0	0.0
42 Wholesale Trade	0.0	0.0	0.0	0.0
44-45 Retail trade	0.0	0.3	0.2	0.5
48-49 Transportation & Warehousing	3.0	0.6	0.0	3.7
51 Information	0.0	0.0	0.0	0.0
52 Finance & insurance	0.0	0.1	0.1	0.1
53 Real estate & rental	0.0	0.1	0.0	0.1
54 Professional- scientific & tech svcs	0.0	0.1	0.0	0.1
55 Management of companies	0.0	0.0	0.0	0.0
56 Administrative & waste services	0.0	0.2	0.0	0.3
61 Educational svcs	0.0	0.0	0.0	0.0
62 Health & social services	0.0	0.0	0.3	0.3
71 Arts- entertainment & recreation	0.0	0.0	0.0	0.1
72 Accommodation & food services	0.1	0.0	0.1	0.2
81 Other services	0.0	0.1	0.1	0.2





92 Government & non NAICs	0.5	0.0	0.0	0.6
<i>Multiplier</i>	1.48			

Income

Description	Direct	Indirect	Induced	Total
Total	\$303,572	\$94,168	\$47,282	\$445,023
11 Ag, Forestry, Fish & Hunting	\$0	\$103	\$125	\$228
21 Mining	\$0	\$1,393	\$18	\$1,411
22 Utilities	\$0	\$598	\$516	\$1,113
23 Construction	\$91,345	\$1,190	\$285	\$92,820
31-33 Manufacturing	\$0	\$2,421	\$69	\$2,490
42 Wholesale Trade	\$0	\$2,716	\$558	\$3,274
44-45 Retail trade	\$217	\$9,490	\$6,404	\$16,111
48-49 Transportation & Warehousing	\$175,478	\$34,000	\$1,879	\$211,357
51 Information	\$0	\$1,490	\$850	\$2,340
52 Finance & insurance	\$0	\$2,720	\$2,625	\$5,345
53 Real estate & rental	\$0	\$3,708	\$1,190	\$4,897
54 Professional- scientific & tech svcs	\$0	\$7,942	\$1,865	\$9,807
55 Management of companies	\$0	\$9,398	\$1,734	\$11,133
56 Administrative & waste services	\$0	\$9,551	\$1,868	\$11,418
61 Educational svcs	\$0	\$12	\$388	\$400
62 Health & social services	\$0	\$1	\$16,129	\$16,130
71 Arts- entertainment & recreation	\$303	\$89	\$731	\$1,123
72 Accommodation & food services	\$2,278	\$770	\$3,357	\$6,405
81 Other services	\$0	\$4,008	\$5,829	\$9,837
92 Government & non NAICs	\$33,952	\$2,569	\$864	\$37,385
<i>Multiplier</i>	1.47			

Output

Description	Direct	Indirect	Induced	Total
Total	\$815,873	\$252,834	\$156,691	\$1,225,398
11 Ag, Forestry, Fish & Hunting	\$0	\$300	\$446	\$747
21 Mining	\$0	\$7,117	\$28	\$7,145
22 Utilities	\$0	\$4,861	\$4,169	\$9,030
23 Construction	\$340,904	\$4,829	\$1,174	\$346,907
31-33 Manufacturing	\$0	\$9,538	\$356	\$9,894
42 Wholesale Trade	\$0	\$12,017	\$2,465	\$14,481
44-45 Retail trade	\$640	\$29,632	\$19,969	\$50,241



48-49 Transportation & Warehousing	\$428,419	\$82,003	\$4,016	\$514,438
51 Information	\$0	\$8,645	\$5,065	\$13,710
52 Finance & insurance	\$0	\$18,909	\$17,747	\$36,656
53 Real estate & rental	\$0	\$14,453	\$35,354	\$49,807
54 Professional- scientific & tech svcs	\$0	\$12,791	\$3,949	\$16,741
55 Management of companies	\$0	\$14,029	\$2,589	\$16,618
56 Administrative & waste services	\$0	\$18,323	\$3,756	\$22,079
61 Educational svcs	\$0	\$31	\$642	\$672
62 Health & social services	\$0	\$1	\$30,269	\$30,270
71 Arts- entertainment & recreation	\$1,068	\$1,414	\$2,716	\$5,198
72 Accommodation & food services	\$5,782	\$2,023	\$9,901	\$17,706
81 Other services	\$0	\$6,408	\$10,491	\$16,899
92 Government & non NAICs	\$39,060	\$5,509	\$1,589	\$46,158
Multiplier	1.50			

Tax Impact Summary

Impact	Direct	Indirect	Induced	Total
Sub County General	\$2,078	\$1,843	\$1,554	\$5,475
Sub County Special Districts	\$3,867	\$3,428	\$2,891	\$10,186
County	\$4,177	\$3,681	\$3,101	\$10,958
State	\$14,222	\$6,891	\$4,918	\$26,031
Federal	\$55,901	\$18,764	\$10,254	\$84,919
Total Tax Impact	\$80,245	\$34,606	\$22,718	\$137,570



Economic Impacts for Cortland County Airport - Chase Field, Cortland County, NY

ITEM	2019
Direct Impacts	
Airport-Related Payrolls	\$296,500
Airport Expenditures	\$929,400
Airport-Related Employment	8 Jobs
Induced Impacts	
Induced Impacts	\$324,900
Total Induced Employment Impacts	2 Jobs
Grand Total Dollar Impacts	\$1,254,300
Grand Total Income Impacts	\$395,200
Grand Total Employment Impacts¹	10 Jobs
Estimated State and Local Taxes	\$63,391

¹Jobs are rounded to the nearest full-time job

Employment

Description	Direct	Indirect	Induced	Total
Total	7.8	1.4	0.9	10.2
11 Ag, Forestry, Fish & Hunting	0.0	0.0	0.0	0.0
21 Mining	0.0	0.0	0.0	0.0
22 Utilities	0.0	0.0	0.0	0.0
23 Construction	2.9	0.0	0.0	2.9
31-33 Manufacturing	0.0	0.0	0.0	0.0
42 Wholesale Trade	0.0	0.1	0.0	0.1
44-45 Retail trade	0.1	0.4	0.2	0.7
48-49 Transportation & Warehousing	2.7	0.3	0.1	3.0
51 Information	0.0	0.0	0.0	0.0
52 Finance & insurance	0.0	0.1	0.0	0.1
53 Real estate & rental	0.0	0.1	0.0	0.1
54 Professional- scientific & tech svcs	0.0	0.1	0.0	0.1
55 Management of companies	0.0	0.0	0.0	0.0
56 Administrative & waste services	0.0	0.2	0.0	0.2
61 Educational svcs	0.0	0.0	0.0	0.0
62 Health & social services	0.0	0.0	0.3	0.3
71 Arts- entertainment & recreation	0.2	0.0	0.0	0.3
72 Accommodation & food services	0.9	0.1	0.2	1.1
81 Other services	0.0	0.1	0.1	0.2



92 Government & non NAICs	1.0	0.0	0.0	1.0
<i>Multiplier</i>	1.31			

Income

Description	Direct	Indirect	Induced	Total
Total	\$296,474	\$59,785	\$38,947	\$395,205
11 Ag, Forestry, Fish & Hunting	\$0	\$118	\$39	\$157
21 Mining	\$0	\$179	\$7	\$186
22 Utilities	\$0	\$557	\$292	\$849
23 Construction	\$159,732	\$1,235	\$307	\$161,273
31-33 Manufacturing	\$0	\$2,347	\$62	\$2,409
42 Wholesale Trade	\$0	\$5,273	\$521	\$5,794
44-45 Retail trade	\$3,248	\$13,033	\$5,901	\$22,182
48-49 Transportation & Warehousing	\$33,063	\$3,447	\$407	\$36,917
51 Information	\$0	\$727	\$292	\$1,019
52 Finance & insurance	\$0	\$2,039	\$1,346	\$3,385
53 Real estate & rental	\$0	\$1,865	\$1,103	\$2,968
54 Professional- scientific & tech svcs	\$0	\$6,418	\$1,110	\$7,529
55 Management of companies	\$0	\$1,336	\$217	\$1,553
56 Administrative & waste services	\$0	\$8,269	\$1,748	\$10,018
61 Educational svcs	\$0	\$9	\$236	\$245
62 Health & social services	\$0	\$1	\$14,914	\$14,915
71 Arts- entertainment & recreation	\$3,646	\$101	\$552	\$4,300
72 Accommodation & food services	\$28,652	\$1,390	\$3,686	\$33,728
81 Other services	\$0	\$9,730	\$5,705	\$15,435
92 Government & non NAICs	\$68,133	\$1,711	\$501	\$70,345
<i>Multiplier</i>	1.33			

Output

Description	Direct	Indirect	Induced	Total
Total	\$929,400	\$188,959	\$135,919	\$1,254,278
11 Ag, Forestry, Fish & Hunting	\$0	\$290	\$190	\$480
21 Mining	\$0	\$479	\$9	\$488
22 Utilities	\$0	\$5,652	\$2,960	\$8,612
23 Construction	\$536,862	\$4,553	\$1,135	\$542,550
31-33 Manufacturing	\$0	\$11,551	\$365	\$11,916
42 Wholesale Trade	\$0	\$19,724	\$2,027	\$21,751
44-45 Retail trade	\$8,506	\$40,161	\$17,201	\$65,867



Economic Impacts of Airports & Aviation

48-49 Transportation & Warehousing	\$214,670	\$26,280	\$3,119	\$244,069
51 Information	\$0	\$4,894	\$2,104	\$6,998
52 Finance & insurance	\$0	\$12,895	\$8,808	\$21,703
53 Real estate & rental	\$0	\$11,060	\$35,656	\$46,717
54 Professional- scientific & tech svcs	\$0	\$14,696	\$2,825	\$17,520
55 Management of companies	\$0	\$3,320	\$539	\$3,859
56 Administrative & waste services	\$0	\$16,563	\$3,685	\$20,248
61 Educational svcs	\$0	\$25	\$458	\$482
62 Health & social services	\$0	\$3	\$29,349	\$29,352
71 Arts- entertainment & recreation	\$14,180	\$420	\$2,045	\$16,645
72 Accommodation & food services	\$76,800	\$3,822	\$11,589	\$92,211
81 Other services	\$0	\$10,055	\$11,021	\$21,075
92 Government & non NAICs	\$78,382	\$2,516	\$835	\$81,734
Multiplier	1.35			

Tax Impact Summary

Impact	Direct	Indirect	Induced	Total
Sub County General	\$2,719	\$1,626	\$1,156	\$5,501
Sub County Special Districts	\$5,245	\$3,136	\$2,230	\$10,611
County	\$10,005	\$5,970	\$4,246	\$20,220
State	\$16,441	\$6,198	\$4,420	\$27,058
Federal	\$54,571	\$11,798	\$8,444	\$74,812
Total Tax Impact	\$88,980	\$28,727	\$20,495	\$138,203





Economic Impacts for Dansville Municipal Airport, Livingston County, NY

ITEM	2019
Direct Impacts	
Airport-Related Payrolls	\$294,700
Airport Expenditures	\$730,100
Airport-Related Employment	7 Jobs
Induced Impacts	
Induced Impacts	\$297,700
Total Induced Employment Impacts	2 Jobs
Grand Total Dollar Impacts	\$1,027,800
Grand Total Income Impacts	\$383,500
Grand Total Employment Impacts¹	9 Jobs
Estimated State and Local Taxes	\$60,312

¹Jobs are rounded to the nearest full-time job

Employment

Description	Direct	Indirect	Induced	Total
Total	6.7	1.2	0.8	8.9
11 Ag, Forestry, Fish & Hunting	0.0	0.0	0.0	0.0
21 Mining	0.0	0.0	0.0	0.0
22 Utilities	0.0	0.0	0.0	0.0
23 Construction	0.4	0.0	0.0	0.4
31-33 Manufacturing	0.0	0.0	0.0	0.0
42 Wholesale Trade	0.0	0.0	0.0	0.0
44-45 Retail trade	0.1	0.1	0.2	0.4
48-49 Transportation & Warehousing	3.8	0.5	0.0	4.3
51 Information	0.0	0.0	0.0	0.0
52 Finance & insurance	0.0	0.1	0.0	0.1
53 Real estate & rental	0.0	0.1	0.0	0.1
54 Professional- scientific & tech svcs	0.0	0.1	0.0	0.1
55 Management of companies	0.0	0.0	0.0	0.0
56 Administrative & waste services	0.0	0.2	0.0	0.3
61 Educational svcs	0.0	0.0	0.0	0.0
62 Health & social services	0.0	0.0	0.2	0.2
71 Arts- entertainment & recreation	0.3	0.0	0.0	0.3
72 Accommodation & food services	1.1	0.1	0.2	1.4
81 Other services	0.0	0.1	0.1	0.2





92 Government & non NAICs	1.0	0.0	0.0	1.0
<i>Multiplier</i>	1.32			

Income

Description	Direct	Indirect	Induced	Total
Total	\$294,694	\$57,762	\$31,000	\$383,456
11 Ag, Forestry, Fish & Hunting	\$0	\$130	\$135	\$265
21 Mining	\$0	\$2,519	\$256	\$2,776
22 Utilities	\$0	\$641	\$403	\$1,044
23 Construction	\$19,577	\$1,882	\$345	\$21,803
31-33 Manufacturing	\$0	\$726	\$144	\$870
42 Wholesale Trade	\$0	\$1,611	\$806	\$2,417
44-45 Retail trade	\$3,276	\$2,165	\$4,592	\$10,033
48-49 Transportation & Warehousing	\$172,991	\$22,008	\$1,940	\$196,939
51 Information	\$0	\$478	\$273	\$751
52 Finance & insurance	\$0	\$1,781	\$1,149	\$2,930
53 Real estate & rental	\$0	\$1,946	\$716	\$2,663
54 Professional- scientific & tech svcs	\$0	\$1,778	\$1,000	\$2,778
55 Management of companies	\$0	\$3,002	\$366	\$3,369
56 Administrative & waste services	\$0	\$10,543	\$1,510	\$12,053
61 Educational svcs	\$0	\$2	\$189	\$191
62 Health & social services	\$0	\$0	\$8,675	\$8,676
71 Arts- entertainment & recreation	\$4,204	\$23	\$245	\$4,472
72 Accommodation & food services	\$32,096	\$1,558	\$3,220	\$36,873
81 Other services	\$0	\$2,681	\$4,549	\$7,231
92 Government & non NAICs	\$62,550	\$2,287	\$485	\$65,322
<i>Multiplier</i>	1.30			

Output

Description	Direct	Indirect	Induced	Total
Total	\$730,109	\$179,266	\$118,445	\$1,027,820
11 Ag, Forestry, Fish & Hunting	\$0	\$346	\$401	\$746
21 Mining	\$0	\$3,370	\$283	\$3,653
22 Utilities	\$0	\$6,345	\$3,729	\$10,074
23 Construction	\$67,500	\$7,203	\$1,306	\$76,009
31-33 Manufacturing	\$0	\$2,729	\$691	\$3,420
42 Wholesale Trade	\$0	\$12,168	\$4,150	\$16,318
44-45 Retail trade	\$9,993	\$6,946	\$14,939	\$31,878



48-49 Transportation & Warehousing	\$473,760	\$60,908	\$4,727	\$539,395
51 Information	\$0	\$2,615	\$1,428	\$4,043
52 Finance & insurance	\$0	\$14,845	\$10,147	\$24,992
53 Real estate & rental	\$0	\$14,271	\$31,247	\$45,518
54 Professional- scientific & tech svcs	\$0	\$6,875	\$3,500	\$10,375
55 Management of companies	\$0	\$7,211	\$880	\$8,091
56 Administrative & waste services	\$0	\$19,663	\$2,988	\$22,650
61 Educational svcs	\$0	\$9	\$334	\$343
62 Health & social services	\$0	\$1	\$17,819	\$17,819
71 Arts- entertainment & recreation	\$16,661	\$211	\$990	\$17,862
72 Accommodation & food services	\$90,235	\$4,312	\$10,588	\$105,134
81 Other services	\$0	\$5,621	\$7,490	\$13,111
92 Government & non NAICs	\$71,960	\$3,620	\$810	\$76,390
Multiplier	1.41			

Tax Impact Summary

Impact	Direct	Indirect	Induced	Total
Sub County General	\$3,340	\$1,717	\$1,361	\$6,418
Sub County Special Districts	\$6,985	\$3,592	\$2,847	\$13,424
County	\$7,065	\$3,627	\$2,873	\$13,565
State	\$16,996	\$5,742	\$4,167	\$26,905
Federal	\$55,975	\$11,925	\$7,405	\$75,305
Total Tax Impact	\$90,360	\$26,603	\$18,653	\$135,616



Economic Impacts for Hudson Valley Regional Airport, Dutchess County, NY

ITEM	2019
Direct Impacts	
Airport-Related Payrolls	\$12,320,100
Airport Expenditures	\$33,758,300
Airport-Related Employment	90 Jobs
Induced Impacts	
Induced Impacts	\$12,995,600
Total Induced Employment Impacts	88 Jobs
Grand Total Dollar Impacts	\$46,753,900
Grand Total Income Impacts	\$16,687,200
Grand Total Employment Impacts¹	178 Jobs
Estimated State and Local Taxes	\$4,021,107

¹Jobs are rounded to the nearest full-time job

Employment

Description	Direct	Indirect	Induced	Total
Total	89.7	36.5	51.5	177.7
11 Ag, Forestry, Fish & Hunting	0.0	0.0	0.3	0.3
21 Mining	0.0	0.1	0.0	0.1
22 Utilities	0.0	0.0	0.1	0.2
23 Construction	11.7	0.4	0.3	12.4
31-33 Manufacturing	0.0	0.2	0.0	0.2
42 Wholesale Trade	0.0	1.5	1.0	2.5
44-45 Retail trade	0.4	1.5	7.8	9.7
48-49 Transportation & Warehousing	64.5	6.3	1.3	72.1
51 Information	0.0	0.4	0.7	1.0
52 Finance & insurance	0.0	3.3	3.1	6.4
53 Real estate & rental	0.0	3.8	2.8	6.6
54 Professional- scientific & tech svcs	0.0	1.7	2.1	3.9
55 Management of companies	0.0	0.4	0.2	0.6
56 Administrative & waste services	0.0	4.5	2.4	6.9
61 Educational svcs	3.0	0.2	3.9	7.0
62 Health & social services	0.0	0.0	11.9	11.9
71 Arts- entertainment & recreation	0.9	0.4	2.4	3.6
72 Accommodation & food services	3.3	10.6	5.8	19.7
81 Other services	0.0	0.9	5.0	5.9



92 Government & non NAICs	6.0	0.4	0.5	6.8
<i>Multiplier</i>	1.98			

Income

Description	Direct	Indirect	Induced	Total
Total	\$12,320,128	\$1,890,348	\$2,476,716	\$16,687,192
11 Ag, Forestry, Fish & Hunting	\$0	\$758	\$5,132	\$5,890
21 Mining	\$0	\$11,027	\$455	\$11,482
22 Utilities	\$0	\$7,446	\$18,469	\$25,915
23 Construction	\$771,926	\$23,905	\$21,326	\$817,157
31-33 Manufacturing	\$0	\$24,035	\$3,154	\$27,189
42 Wholesale Trade	\$0	\$84,417	\$56,304	\$140,721
44-45 Retail trade	\$14,208	\$69,191	\$297,208	\$380,607
48-49 Transportation & Warehousing	\$10,739,470	\$426,596	\$61,179	\$11,227,245
51 Information	\$0	\$32,653	\$46,351	\$79,004
52 Finance & insurance	\$0	\$107,739	\$121,173	\$228,912
53 Real estate & rental	\$0	\$231,749	\$52,536	\$284,285
54 Professional- scientific & tech svcs	\$0	\$110,773	\$137,611	\$248,384
55 Management of companies	\$0	\$38,936	\$19,221	\$58,157
56 Administrative & waste services	\$0	\$215,272	\$126,005	\$341,276
61 Educational svcs	\$100,701	\$5,593	\$168,043	\$274,337
62 Health & social services	\$0	\$14	\$839,971	\$839,985
71 Arts- entertainment & recreation	\$18,382	\$8,999	\$54,553	\$81,933
72 Accommodation & food services	\$122,758	\$388,662	\$176,835	\$688,255
81 Other services	\$0	\$63,711	\$238,537	\$302,247
92 Government & non NAICs	\$552,683	\$38,871	\$32,656	\$624,209
<i>Multiplier</i>	1.35			

Output

Description	Direct	Indirect	Induced	Total
Total	\$33,758,291	\$5,391,276	\$7,604,354	\$46,753,921
11 Ag, Forestry, Fish & Hunting	\$0	\$1,542	\$8,465	\$10,007
21 Mining	\$0	\$43,896	\$1,667	\$45,563
22 Utilities	\$0	\$59,159	\$140,218	\$199,377
23 Construction	\$2,390,657	\$81,152	\$70,991	\$2,542,801
31-33 Manufacturing	\$0	\$83,122	\$13,239	\$96,361
42 Wholesale Trade	\$0	\$440,130	\$268,383	\$708,513
44-45 Retail trade	\$33,776	\$180,047	\$778,392	\$992,215



Economic Impacts of Airports & Aviation

48-49 Transportation & Warehousing	\$30,089,681	\$949,418	\$141,502	\$31,180,600
51 Information	\$0	\$167,574	\$258,851	\$426,424
52 Finance & insurance	\$0	\$643,185	\$806,805	\$1,449,989
53 Real estate & rental	\$0	\$927,686	\$1,720,671	\$2,648,356
54 Professional- scientific & tech svcs	\$0	\$249,925	\$317,092	\$567,017
55 Management of companies	\$0	\$83,099	\$41,022	\$124,121
56 Administrative & waste services	\$0	\$434,528	\$241,494	\$676,022
61 Educational svcs	\$247,057	\$13,170	\$281,731	\$541,958
62 Health & social services	\$0	\$26	\$1,452,758	\$1,452,784
71 Arts- entertainment & recreation	\$56,311	\$30,805	\$163,369	\$250,484
72 Accommodation & food services	\$304,981	\$840,554	\$464,632	\$1,610,167
81 Other services	\$0	\$93,810	\$385,055	\$478,865
92 Government & non NAICs	\$635,828	\$68,451	\$48,018	\$752,296
Multiplier	1.38			

Tax Impact Summary

Impact	Direct	Indirect	Induced	Total
Sub County General	\$276,894	\$49,570	\$59,025	\$385,489
Sub County Special Districts	\$1,012,415	\$181,245	\$215,814	\$1,409,474
County	\$533,493	\$95,494	\$113,717	\$742,704
State	\$1,080,190	\$178,521	\$224,728	\$1,483,440
Federal	\$2,560,657	\$396,085	\$535,193	\$3,491,936
Total Tax Impact	\$5,463,649	\$900,915	\$1,148,477	\$7,513,042





Economic Impacts for East Hampton Airport, Suffolk County, NY

ITEM	2019
Direct Impacts	
Airport-Related Payrolls	\$3,293,500
Airport Expenditures	\$6,800,700
Airport-Related Employment	48 Jobs
Induced Impacts	
Induced Impacts	\$4,538,400
Total Induced Employment Impacts	28 Jobs
Grand Total Dollar Impacts	\$11,339,100
Grand Total Income Impacts	\$4,986,400
Grand Total Employment Impacts¹	76 Jobs
Estimated State and Local Taxes	\$592,212

¹Jobs are rounded to the nearest full-time job

Employment

Description	Direct	Indirect	Induced	Total
Total	47.8	12.3	15.5	75.7
11 Ag, Forestry, Fish & Hunting	0.0	0.0	0.0	0.0
21 Mining	0.0	0.0	0.0	0.0
22 Utilities	0.0	0.0	0.0	0.0
23 Construction	0.2	0.3	0.1	0.7
31-33 Manufacturing	0.0	0.1	0.0	0.1
42 Wholesale Trade	0.0	0.3	0.4	0.7
44-45 Retail trade	0.4	0.2	2.5	3.1
48-49 Transportation & Warehousing	37.9	3.0	0.6	41.4
51 Information	0.0	0.2	0.1	0.3
52 Finance & insurance	0.0	0.7	1.1	1.8
53 Real estate & rental	0.0	1.0	0.9	1.9
54 Professional- scientific & tech svcs	0.0	0.8	0.7	1.5
55 Management of companies	0.0	0.3	0.1	0.4
56 Administrative & waste services	0.0	2.6	0.8	3.4
61 Educational svcs	0.0	0.0	0.4	0.4
62 Health & social services	0.0	0.0	3.5	3.5
71 Arts- entertainment & recreation	1.0	0.2	0.5	1.7
72 Accommodation & food services	3.8	0.4	2.0	6.1
81 Other services	0.0	1.7	1.7	3.4





92 Government & non NAICs	4.5	0.5	0.1	5.2
<i>Multiplier</i>	1.58			

Income

Description	Direct	Indirect	Induced	Total
Total	\$3,293,470	\$808,379	\$884,559	\$4,986,408
11 Ag, Forestry, Fish & Hunting	\$0	\$641	\$1,182	\$1,824
21 Mining	\$0	\$1,311	\$618	\$1,930
22 Utilities	\$0	\$3,929	\$4,318	\$8,247
23 Construction	\$16,315	\$27,579	\$9,883	\$53,777
31-33 Manufacturing	\$0	\$8,293	\$4,157	\$12,450
42 Wholesale Trade	\$0	\$40,011	\$37,397	\$77,408
44-45 Retail trade	\$19,431	\$9,489	\$106,156	\$135,076
48-49 Transportation & Warehousing	\$2,602,860	\$188,923	\$20,559	\$2,812,341
51 Information	\$0	\$20,605	\$17,316	\$37,921
52 Finance & insurance	\$0	\$56,912	\$93,810	\$150,721
53 Real estate & rental	\$0	\$41,653	\$29,898	\$71,551
54 Professional- scientific & tech svcs	\$0	\$61,560	\$56,773	\$118,333
55 Management of companies	\$0	\$42,797	\$12,586	\$55,383
56 Administrative & waste services	\$0	\$127,174	\$39,414	\$166,588
61 Educational svcs	\$0	\$265	\$15,440	\$15,705
62 Health & social services	\$0	\$5	\$258,376	\$258,381
71 Arts- entertainment & recreation	\$24,383	\$3,136	\$12,837	\$40,356
72 Accommodation & food services	\$157,710	\$14,277	\$61,199	\$233,186
81 Other services	\$0	\$85,371	\$83,128	\$168,499
92 Government & non NAICs	\$472,770	\$74,448	\$19,512	\$566,730
<i>Multiplier</i>	1.51			

Output

Description	Direct	Indirect	Induced	Total
Total	\$6,800,729	\$1,970,702	\$2,567,656	\$11,339,087
11 Ag, Forestry, Fish & Hunting	\$0	\$902	\$1,745	\$2,647
21 Mining	\$0	\$1,541	\$727	\$2,268
22 Utilities	\$0	\$13,810	\$14,877	\$28,686
23 Construction	\$45,790	\$84,486	\$29,592	\$159,869
31-33 Manufacturing	\$0	\$30,828	\$18,587	\$49,415
42 Wholesale Trade	\$0	\$155,299	\$134,925	\$290,224
44-45 Retail trade	\$41,758	\$24,074	\$264,315	\$330,147



48-49 Transportation & Warehousing	\$5,722,626	\$424,587	\$53,016	\$6,200,230
51 Information	\$0	\$90,354	\$75,023	\$165,377
52 Finance & insurance	\$0	\$236,341	\$395,377	\$631,718
53 Real estate & rental	\$0	\$195,771	\$535,541	\$731,312
54 Professional- scientific & tech svcs	\$0	\$120,635	\$121,416	\$242,051
55 Management of companies	\$0	\$78,211	\$23,000	\$101,211
56 Administrative & waste services	\$0	\$241,493	\$77,444	\$318,937
61 Educational svcs	\$0	\$644	\$26,192	\$26,835
62 Health & social services	\$0	\$9	\$437,945	\$437,954
71 Arts- entertainment & recreation	\$69,616	\$15,004	\$35,809	\$120,430
72 Accommodation & food services	\$377,045	\$33,492	\$159,529	\$570,066
81 Other services	\$0	\$84,788	\$125,655	\$210,442
92 Government & non NAICs	\$543,893	\$138,433	\$36,942	\$719,268
Multiplier	1.67			

Tax Impact Summary

Impact	Direct	Indirect	Induced	Total
Sub County General	\$18,202	\$11,015	\$19,083	\$48,300
Sub County Special Districts	\$67,754	\$41,001	\$71,031	\$179,787
County	\$32,597	\$19,636	\$33,978	\$86,210
State	\$151,564	\$52,334	\$74,017	\$277,915
Federal	\$670,939	\$169,111	\$197,954	\$1,038,003
Total Tax Impact	\$941,055	\$293,098	\$396,062	\$1,630,215



Economic Impacts for Finger Lakes Regional Airport, Seneca County, NY

ITEM	2019
Direct Impacts	
Airport-Related Payrolls	\$1,216,600
Airport Expenditures	\$2,851,400
Airport-Related Employment	21 Jobs
Induced Impacts	
Induced Impacts	\$755,800
Total Induced Employment Impacts	5 Jobs
Grand Total Dollar Impacts	\$3,607,200
Grand Total Income Impacts	\$1,419,500
Grand Total Employment Impacts¹	26 Jobs
Estimated State and Local Taxes	\$146,162

¹Jobs are rounded to the nearest full-time job

Employment

Description	Direct	Indirect	Induced	Total
Total	21.1	2.8	2.2	26.1
11 Ag, Forestry, Fish & Hunting	0.0	0.0	0.0	0.0
21 Mining	0.0	0.0	0.0	0.0
22 Utilities	0.0	0.0	0.0	0.0
23 Construction	8.4	0.0	0.0	8.4
31-33 Manufacturing	0.0	0.1	0.0	0.1
42 Wholesale Trade	0.0	0.1	0.0	0.2
44-45 Retail trade	0.0	1.0	0.6	1.6
48-49 Transportation & Warehousing	0.1	0.2	0.1	0.4
51 Information	0.0	0.0	0.0	0.0
52 Finance & insurance	0.0	0.1	0.1	0.2
53 Real estate & rental	0.0	0.4	0.1	0.5
54 Professional- scientific & tech svcs	0.0	0.4	0.1	0.5
55 Management of companies	0.0	0.1	0.0	0.1
56 Administrative & waste services	0.0	0.2	0.0	0.2
61 Educational svcs	0.0	0.0	0.1	0.1
62 Health & social services	10.0	0.0	0.4	10.4
71 Arts- entertainment & recreation	0.0	0.0	0.1	0.1
72 Accommodation & food services	0.1	0.1	0.4	0.6
81 Other services	0.0	0.1	0.3	0.4



92 Government & non NAICs	2.5	0.1	0.0	2.6
<i>Multiplier</i>	1.24			

Income

Description	Direct	Indirect	Induced	Total
Total	\$1,216,643	\$120,711	\$82,158	\$1,419,512
11 Ag, Forestry, Fish & Hunting	\$0	\$251	\$340	\$591
21 Mining	\$0	\$2,378	\$309	\$2,686
22 Utilities	\$0	\$1,526	\$1,051	\$2,577
23 Construction	\$473,055	\$747	\$760	\$474,562
31-33 Manufacturing	\$0	\$9,179	\$342	\$9,522
42 Wholesale Trade	\$0	\$9,977	\$1,774	\$11,751
44-45 Retail trade	\$469	\$41,890	\$17,412	\$59,771
48-49 Transportation & Warehousing	\$1,522	\$7,269	\$3,894	\$12,686
51 Information	\$0	\$315	\$189	\$504
52 Finance & insurance	\$0	\$3,086	\$5,008	\$8,094
53 Real estate & rental	\$0	\$11,749	\$2,139	\$13,888
54 Professional- scientific & tech svcs	\$0	\$4,772	\$2,605	\$7,376
55 Management of companies	\$0	\$4,077	\$676	\$4,754
56 Administrative & waste services	\$0	\$6,934	\$1,763	\$8,696
61 Educational svcs	\$0	\$296	\$4,204	\$4,500
62 Health & social services	\$561,675	\$1,293	\$14,820	\$577,788
71 Arts- entertainment & recreation	\$812	\$135	\$2,553	\$3,500
72 Accommodation & food services	\$4,318	\$2,082	\$8,973	\$15,373
81 Other services	\$0	\$8,321	\$11,821	\$20,142
92 Government & non NAICs	\$174,791	\$4,434	\$1,526	\$180,752
<i>Multiplier</i>	1.17			

Output

Description	Direct	Indirect	Induced	Total
Total	\$2,851,413	\$431,260	\$324,525	\$3,607,197
11 Ag, Forestry, Fish & Hunting	\$0	\$502	\$1,391	\$1,893
21 Mining	\$0	\$224	\$4	\$228
22 Utilities	\$0	\$14,121	\$9,644	\$23,766
23 Construction	\$1,553,562	\$2,725	\$2,773	\$1,559,060
31-33 Manufacturing	\$0	\$38,058	\$3,998	\$42,056
42 Wholesale Trade	\$0	\$45,029	\$8,232	\$53,262
44-45 Retail trade	\$1,218	\$114,277	\$52,008	\$167,502



Economic Impacts of Airports & Aviation

48-49 Transportation & Warehousing	\$3,795	\$22,662	\$12,635	\$39,092
51 Information	\$0	\$1,546	\$1,485	\$3,031
52 Finance & insurance	\$0	\$26,330	\$28,536	\$54,867
53 Real estate & rental	\$0	\$74,759	\$91,742	\$166,501
54 Professional- scientific & tech svcs	\$0	\$32,843	\$11,051	\$43,894
55 Management of companies	\$0	\$9,143	\$1,516	\$10,659
56 Administrative & waste services	\$0	\$18,176	\$4,736	\$22,912
61 Educational svcs	\$0	\$558	\$7,883	\$8,441
62 Health & social services	\$1,078,726	\$3,001	\$26,808	\$1,108,536
71 Arts- entertainment & recreation	\$2,030	\$1,446	\$9,065	\$12,541
72 Accommodation & food services	\$10,995	\$5,788	\$26,795	\$43,577
81 Other services	\$0	\$14,919	\$21,992	\$36,911
92 Government & non NAICs	\$201,087	\$5,152	\$2,231	\$208,469
Multiplier	1.27			

Tax Impact Summary

Impact	Direct	Indirect	Induced	Total
Sub County General	\$3,817	\$6,136	\$3,781	\$13,735
Sub County Special Districts	\$7,631	\$12,266	\$7,558	\$27,455
County	\$7,927	\$12,629	\$7,782	\$28,338
State	\$41,958	\$21,131	\$13,545	\$76,634
Federal	\$205,760	\$26,473	\$19,142	\$251,375
Total Tax Impact	\$267,093	\$78,635	\$51,809	\$397,537





Economic Impacts for Floyd Bennett Memorial Airport, Warren County, NY

ITEM	2019
Direct Impacts	
Airport-Related Payrolls	\$917,200
Airport Expenditures	\$2,381,100
Airport-Related Employment	19 Jobs
Induced Impacts	
Induced Impacts	\$1,403,700
Total Induced Employment Impacts	9 Jobs
Grand Total Dollar Impacts	\$3,784,800
Grand Total Income Impacts	\$1,346,300
Grand Total Employment Impacts¹	28 Jobs
Estimated State and Local Taxes	\$193,291

¹Jobs are rounded to the nearest full-time job

Employment

Description	Direct	Indirect	Induced	Total
Total	18.8	5.3	4.0	28.0
11 Ag, Forestry, Fish & Hunting	0.0	0.0	0.0	0.0
21 Mining	0.0	0.1	0.0	0.1
22 Utilities	0.0	0.0	0.0	0.0
23 Construction	6.4	0.1	0.0	6.5
31-33 Manufacturing	0.0	0.2	0.0	0.2
42 Wholesale Trade	0.0	0.2	0.1	0.2
44-45 Retail trade	0.3	0.8	0.6	1.7
48-49 Transportation & Warehousing	5.9	1.6	0.2	7.6
51 Information	0.0	0.1	0.0	0.1
52 Finance & insurance	0.0	0.2	0.2	0.4
53 Real estate & rental	0.0	0.3	0.2	0.6
54 Professional- scientific & tech svcs	0.0	0.5	0.2	0.6
55 Management of companies	0.0	0.2	0.0	0.2
56 Administrative & waste services	0.0	0.6	0.2	0.8
61 Educational svcs	1.0	0.0	0.1	1.1
62 Health & social services	0.0	0.0	1.0	1.0
71 Arts- entertainment & recreation	0.5	0.0	0.2	0.7
72 Accommodation & food services	2.3	0.2	0.6	3.0
81 Other services	0.0	0.3	0.5	0.7



92 Government & non NAICs	2.5	0.1	0.0	2.6
<i>Multiplier</i>	1.49			

Income

Description	Direct	Indirect	Induced	Total
Total	\$917,187	\$248,870	\$180,287	\$1,346,345
11 Ag, Forestry, Fish & Hunting	\$0	\$233	\$117	\$350
21 Mining	\$0	\$6,162	\$180	\$6,341
22 Utilities	\$0	\$2,288	\$1,333	\$3,621
23 Construction	\$465,069	\$4,674	\$1,942	\$471,685
31-33 Manufacturing	\$0	\$14,328	\$479	\$14,807
42 Wholesale Trade	\$0	\$16,991	\$4,677	\$21,668
44-45 Retail trade	\$8,806	\$33,781	\$22,795	\$65,381
48-49 Transportation & Warehousing	\$158,846	\$45,983	\$2,429	\$207,258
51 Information	\$0	\$7,999	\$3,776	\$11,775
52 Finance & insurance	\$0	\$12,174	\$10,708	\$22,881
53 Real estate & rental	\$0	\$10,229	\$5,071	\$15,301
54 Professional- scientific & tech svcs	\$0	\$28,770	\$8,763	\$37,533
55 Management of companies	\$0	\$12,425	\$2,995	\$15,421
56 Administrative & waste services	\$0	\$24,918	\$6,548	\$31,467
61 Educational svcs	\$26,237	\$411	\$2,132	\$28,780
62 Health & social services	\$0	\$2	\$64,978	\$64,981
71 Arts- entertainment & recreation	\$12,410	\$898	\$3,613	\$16,921
72 Accommodation & food services	\$71,982	\$5,220	\$14,388	\$91,590
81 Other services	\$0	\$16,153	\$21,179	\$37,332
92 Government & non NAICs	\$173,838	\$5,231	\$2,183	\$181,252
<i>Multiplier</i>	1.47			

Output

Description	Direct	Indirect	Induced	Total
Total	\$2,381,055	\$830,074	\$573,688	\$3,784,816
11 Ag, Forestry, Fish & Hunting	\$0	\$303	\$156	\$458
21 Mining	\$0	\$23,981	\$316	\$24,297
22 Utilities	\$0	\$19,612	\$11,410	\$31,022
23 Construction	\$1,324,785	\$14,310	\$5,946	\$1,345,041
31-33 Manufacturing	\$0	\$72,009	\$2,012	\$74,021
42 Wholesale Trade	\$0	\$67,900	\$15,676	\$83,576
44-45 Retail trade	\$21,177	\$93,518	\$59,176	\$173,870



48-49 Transportation & Warehousing	\$534,124	\$164,791	\$10,549	\$709,463
51 Information	\$0	\$47,921	\$21,344	\$69,265
52 Finance & insurance	\$0	\$70,133	\$69,582	\$139,715
53 Real estate & rental	\$0	\$58,290	\$115,130	\$173,420
54 Professional- scientific & tech svcs	\$0	\$64,589	\$21,638	\$86,226
55 Management of companies	\$0	\$29,977	\$7,227	\$37,204
56 Administrative & waste services	\$0	\$54,525	\$14,256	\$68,781
61 Educational svcs	\$74,456	\$1,166	\$3,953	\$79,575
62 Health & social services	\$0	\$6	\$121,652	\$121,658
71 Arts- entertainment & recreation	\$35,306	\$3,629	\$12,078	\$51,013
72 Accommodation & food services	\$191,217	\$13,335	\$41,324	\$245,876
81 Other services	\$0	\$22,584	\$36,634	\$59,218
92 Government & non NAICs	\$199,990	\$7,498	\$3,628	\$211,116
Multiplier	1.59			

Tax Impact Summary

Impact	Direct	Indirect	Induced	Total
Sub County General	\$5,693	\$4,997	\$3,765	\$14,455
Sub County Special Districts	\$16,915	\$14,844	\$11,185	\$42,944
County	\$18,693	\$16,383	\$12,344	\$47,421
State	\$46,026	\$24,130	\$18,315	\$88,471
Federal	\$166,574	\$49,948	\$37,505	\$254,027
Total Tax Impact	\$253,901	\$110,302	\$83,114	\$447,318



Economic Impacts for Francis S. Gabreski Airport, Suffolk County, NY

ITEM	2019
Direct Impacts	
Airport-Related Payrolls	\$43,502,400
Airport Expenditures	\$83,219,100
Airport-Related Employment	900 Jobs
Induced Impacts	
Induced Impacts	\$31,805,300
Total Induced Employment Impacts	193 Jobs
Grand Total Dollar Impacts	\$115,024,400
Grand Total Income Impacts	\$54,676,600
Grand Total Employment Impacts¹	1,093 Jobs
Estimated State and Local Taxes	\$4,447,000

¹Jobs are rounded to the nearest full-time job

Employment

Description	Direct	Indirect	Induced	Total
Total	900.0	22.9	169.4	1,092.5
11 Ag, Forestry, Fish & Hunting	1.0	0.0	0.2	1.3
21 Mining	0.0	0.0	0.0	0.0
22 Utilities	0.0	0.0	0.2	0.2
23 Construction	7.7	0.6	1.4	9.7
31-33 Manufacturing	0.0	0.3	0.5	0.8
42 Wholesale Trade	0.0	0.8	4.1	5.0
44-45 Retail trade	0.7	1.1	26.8	28.6
48-49 Transportation & Warehousing	63.2	5.1	5.9	74.2
51 Information	0.0	0.3	1.8	2.1
52 Finance & insurance	0.0	1.2	12.1	13.3
53 Real estate & rental	0.0	1.9	9.9	11.8
54 Professional- scientific & tech svcs	0.0	1.6	7.9	9.5
55 Management of companies	0.0	0.5	1.0	1.5
56 Administrative & waste services	0.0	4.6	8.3	12.9
61 Educational svcs	0.0	0.0	4.5	4.5
62 Health & social services	0.0	0.0	38.1	38.1
71 Arts- entertainment & recreation	1.6	0.3	5.4	7.4
72 Accommodation & food services	6.3	0.8	21.4	28.4
81 Other services	0.0	2.9	18.3	21.1



92 Government & non NAICs	819.5	0.9	1.6	822.0
<i>Multiplier</i>	1.21			

Income

Description	Direct	Indirect	Induced	Total
Total	\$43,502,425	\$1,520,407	\$9,653,773	\$54,676,606
11 Ag, Forestry, Fish & Hunting	\$59,199	\$1,197	\$12,915	\$73,311
21 Mining	\$0	\$3,710	\$6,758	\$10,468
22 Utilities	\$0	\$7,148	\$47,196	\$54,344
23 Construction	\$622,102	\$46,844	\$107,900	\$776,847
31-33 Manufacturing	\$0	\$32,154	\$45,401	\$77,555
42 Wholesale Trade	\$0	\$97,348	\$408,558	\$505,906
44-45 Retail trade	\$32,323	\$56,861	\$1,159,751	\$1,248,935
48-49 Transportation & Warehousing	\$4,337,903	\$322,529	\$224,358	\$4,884,790
51 Information	\$0	\$37,561	\$189,166	\$226,727
52 Finance & insurance	\$0	\$99,582	\$1,021,760	\$1,121,342
53 Real estate & rental	\$0	\$84,324	\$326,742	\$411,066
54 Professional- scientific & tech svcs	\$0	\$126,430	\$619,487	\$745,917
55 Management of companies	\$0	\$74,553	\$137,367	\$211,920
56 Administrative & waste services	\$0	\$223,700	\$429,879	\$653,579
61 Educational svcs	\$0	\$502	\$167,717	\$168,218
62 Health & social services	\$0	\$9	\$2,820,606	\$2,820,615
71 Arts- entertainment & recreation	\$40,560	\$5,537	\$139,815	\$185,912
72 Accommodation & food services	\$262,340	\$25,711	\$667,993	\$956,044
81 Other services	\$0	\$147,989	\$907,203	\$1,055,192
92 Government & non NAICs	\$38,147,998	\$126,718	\$213,201	\$38,487,917
<i>Multiplier</i>	1.26			

Output

Description	Direct	Indirect	Induced	Total
Total	\$83,219,103	\$3,781,437	\$28,023,835	\$115,024,375
11 Ag, Forestry, Fish & Hunting	\$60,640	\$1,684	\$19,064	\$81,388
21 Mining	\$0	\$5,885	\$7,944	\$13,829
22 Utilities	\$0	\$25,188	\$162,622	\$187,810
23 Construction	\$1,746,003	\$143,505	\$323,077	\$2,212,585
31-33 Manufacturing	\$0	\$121,367	\$203,128	\$324,496
42 Wholesale Trade	\$0	\$366,509	\$1,474,075	\$1,840,584
44-45 Retail trade	\$69,461	\$143,183	\$2,887,628	\$3,100,272



Economic Impacts of Airports & Aviation

48-49 Transportation & Warehousing	\$9,537,290	\$727,175	\$578,391	\$10,842,856
51 Information	\$0	\$162,839	\$819,776	\$982,614
52 Finance & insurance	\$0	\$418,222	\$4,309,530	\$4,727,752
53 Real estate & rental	\$0	\$382,693	\$5,846,198	\$6,228,890
54 Professional- scientific & tech svcs	\$0	\$247,487	\$1,325,005	\$1,572,492
55 Management of companies	\$0	\$136,244	\$251,036	\$387,280
56 Administrative & waste services	\$0	\$426,122	\$844,726	\$1,270,848
61 Educational svcs	\$0	\$1,214	\$284,931	\$286,145
62 Health & social services	\$0	\$17	\$4,780,134	\$4,780,151
71 Arts- entertainment & recreation	\$115,802	\$26,242	\$390,157	\$532,202
72 Accommodation & food services	\$627,191	\$60,540	\$1,741,535	\$2,429,266
81 Other services	\$0	\$150,231	\$1,371,145	\$1,521,376
92 Government & non NAICs	\$71,062,715	\$235,092	\$403,734	\$71,701,541
Multiplier	1.38			

Tax Impact Summary

Impact	Direct	Indirect	Induced	Total
Sub County General	\$32,602	\$23,854	\$208,382	\$264,838
Sub County Special Districts	\$121,357	\$88,792	\$775,664	\$985,813
County	\$61,269	\$42,505	\$371,035	\$474,809
State	\$1,808,418	\$105,071	\$808,050	\$2,721,540
Federal	\$9,757,908	\$320,363	\$2,160,453	\$12,238,725
Total Tax Impact	\$11,781,555	\$580,585	\$4,323,584	\$16,685,724





Economic Impacts for Fulton County Airport, Fulton County, NY

ITEM	2019
Direct Impacts	
Airport-Related Payrolls	\$489,900
Airport Expenditures	\$1,241,300
Airport-Related Employment	8 Jobs
Induced Impacts	
Induced Impacts	\$661,300
Total Induced Employment Impacts	5 Jobs
Grand Total Dollar Impacts	\$1,902,600
Grand Total Income Impacts	\$734,800
Grand Total Employment Impacts¹	13 Jobs
Estimated State and Local Taxes	\$83,647

¹Jobs are rounded to the nearest full-time job

Employment

Description	Direct	Indirect	Induced	Total
Total	8.3	3.3	1.8	13.4
11 Ag, Forestry, Fish & Hunting	0.0	0.0	0.0	0.0
21 Mining	0.0	0.0	0.0	0.0
22 Utilities	0.0	0.0	0.0	0.0
23 Construction	2.4	0.1	0.0	2.5
31-33 Manufacturing	0.0	0.0	0.0	0.0
42 Wholesale Trade	0.0	0.1	0.1	0.2
44-45 Retail trade	0.0	0.3	0.3	0.6
48-49 Transportation & Warehousing	5.1	1.0	0.1	6.2
51 Information	0.0	0.0	0.0	0.1
52 Finance & insurance	0.0	0.1	0.1	0.2
53 Real estate & rental	0.0	0.2	0.1	0.2
54 Professional- scientific & tech svcs	0.0	0.1	0.1	0.2
55 Management of companies	0.0	0.1	0.0	0.1
56 Administrative & waste services	0.0	0.4	0.1	0.4
61 Educational svcs	0.0	0.0	0.0	0.0
62 Health & social services	0.0	0.0	0.5	0.5
71 Arts- entertainment & recreation	0.0	0.0	0.0	0.1
72 Accommodation & food services	0.2	0.1	0.2	0.5
81 Other services	0.0	0.9	0.2	1.1



92 Government & non NAICs	0.5	0.1	0.0	0.6
<i>Multiplier</i>	1.63			

Income

Description	Direct	Indirect	Induced	Total
Total	\$489,860	\$164,043	\$80,908	\$734,811
11 Ag, Forestry, Fish & Hunting	\$0	\$89	\$42	\$131
21 Mining	\$0	\$691	\$64	\$755
22 Utilities	\$0	\$868	\$815	\$1,683
23 Construction	\$133,844	\$2,857	\$675	\$137,376
31-33 Manufacturing	\$0	\$3,549	\$202	\$3,751
42 Wholesale Trade	\$0	\$3,098	\$1,154	\$4,252
44-45 Retail trade	\$968	\$13,756	\$16,104	\$30,828
48-49 Transportation & Warehousing	\$313,625	\$66,412	\$3,566	\$383,603
51 Information	\$0	\$2,373	\$1,458	\$3,831
52 Finance & insurance	\$0	\$4,098	\$2,922	\$7,020
53 Real estate & rental	\$0	\$5,282	\$1,195	\$6,477
54 Professional- scientific & tech svcs	\$0	\$4,396	\$2,438	\$6,835
55 Management of companies	\$0	\$4,217	\$820	\$5,037
56 Administrative & waste services	\$0	\$11,003	\$2,225	\$13,228
61 Educational svcs	\$0	\$6	\$171	\$177
62 Health & social services	\$0	\$0	\$29,313	\$29,313
71 Arts- entertainment & recreation	\$904	\$35	\$377	\$1,317
72 Accommodation & food services	\$6,392	\$1,267	\$5,634	\$13,293
81 Other services	\$0	\$35,239	\$10,511	\$45,750
92 Government & non NAICs	\$34,125	\$4,807	\$1,225	\$40,157
<i>Multiplier</i>	1.50			

Output

Description	Direct	Indirect	Induced	Total
Total	\$1,241,348	\$399,642	\$261,656	\$1,902,645
11 Ag, Forestry, Fish & Hunting	\$0	\$273	\$245	\$518
21 Mining	\$0	\$1,920	\$82	\$2,002
22 Utilities	\$0	\$8,031	\$7,181	\$15,212
23 Construction	\$442,949	\$10,322	\$2,327	\$455,598
31-33 Manufacturing	\$0	\$16,422	\$1,023	\$17,446
42 Wholesale Trade	\$0	\$22,944	\$8,581	\$31,525
44-45 Retail trade	\$1,881	\$31,436	\$35,458	\$68,775



48-49 Transportation & Warehousing	\$737,137	\$152,635	\$7,134	\$896,907
51 Information	\$0	\$19,848	\$11,246	\$31,095
52 Finance & insurance	\$0	\$25,784	\$22,837	\$48,621
53 Real estate & rental	\$0	\$30,342	\$56,803	\$87,145
54 Professional- scientific & tech svcs	\$0	\$12,115	\$6,766	\$18,881
55 Management of companies	\$0	\$11,909	\$2,315	\$14,223
56 Administrative & waste services	\$0	\$26,287	\$5,523	\$31,810
61 Educational svcs	\$0	\$19	\$519	\$537
62 Health & social services	\$0	\$0	\$56,063	\$56,063
71 Arts- entertainment & recreation	\$3,136	\$1,520	\$1,955	\$6,612
72 Accommodation & food services	\$16,985	\$3,363	\$16,554	\$36,902
81 Other services	\$0	\$13,885	\$16,472	\$30,357
92 Government & non NAICs	\$39,259	\$10,588	\$2,570	\$52,417
Multiplier	1.53			

Tax Impact Summary

Impact	Direct	Indirect	Induced	Total
Sub County General	\$3,171	\$2,706	\$2,534	\$8,411
Sub County Special Districts	\$5,669	\$4,837	\$4,530	\$15,035
County	\$6,190	\$5,268	\$4,930	\$16,388
State	\$23,204	\$11,590	\$9,018	\$43,812
Federal	\$94,320	\$32,006	\$17,804	\$144,130
Total Tax Impact	\$132,554	\$56,407	\$38,816	\$227,777





Economic Impacts for Genesee County Airport, Genesee County, NY

ITEM	2019
Direct Impacts	
Airport-Related Payrolls	\$1,796,500
Airport Expenditures	\$4,805,000
Airport-Related Employment	36 Jobs
Induced Impacts	
Induced Impacts	\$1,598,600
Total Induced Employment Impacts	11 Jobs
Grand Total Dollar Impacts	\$6,403,600
Grand Total Income Impacts	\$2,294,300
Grand Total Employment Impacts¹	47 Jobs
Estimated State and Local Taxes	\$258,872

¹Jobs are rounded to the nearest full-time job

Employment

Description	Direct	Indirect	Induced	Total
Total	35.7	6.2	5.0	47.0
11 Ag, Forestry, Fish & Hunting	0.0	0.0	0.0	0.0
21 Mining	0.0	0.1	0.0	0.1
22 Utilities	0.0	0.0	0.0	0.0
23 Construction	11.5	0.1	0.0	11.7
31-33 Manufacturing	0.0	0.0	0.0	0.1
42 Wholesale Trade	0.0	0.4	0.1	0.5
44-45 Retail trade	0.1	1.4	1.0	2.6
48-49 Transportation & Warehousing	12.3	0.8	0.1	13.2
51 Information	0.0	0.1	0.0	0.1
52 Finance & insurance	0.0	0.2	0.2	0.5
53 Real estate & rental	0.0	0.4	0.2	0.6
54 Professional- scientific & tech svcs	0.0	0.3	0.1	0.4
55 Management of companies	0.0	0.2	0.0	0.2
56 Administrative & waste services	0.0	0.7	0.1	0.9
61 Educational svcs	2.0	0.0	0.1	2.1
62 Health & social services	6.0	0.0	1.2	7.2
71 Arts- entertainment & recreation	0.2	0.0	0.1	0.3
72 Accommodation & food services	0.7	0.2	0.8	1.7
81 Other services	0.0	0.9	0.6	1.5



92 Government & non NAICs	3.0	0.3	0.1	3.4
<i>Multiplier</i>	1.31			

Income

Description	Direct	Indirect	Induced	Total
Total	\$1,796,547	\$303,474	\$194,261	\$2,294,283
11 Ag, Forestry, Fish & Hunting	\$0	\$230	\$247	\$477
21 Mining	\$0	\$6,235	\$83	\$6,318
22 Utilities	\$0	\$3,018	\$2,224	\$5,242
23 Construction	\$649,529	\$6,052	\$2,181	\$657,762
31-33 Manufacturing	\$0	\$4,863	\$308	\$5,171
42 Wholesale Trade	\$0	\$30,838	\$6,222	\$37,060
44-45 Retail trade	\$2,578	\$57,723	\$30,826	\$91,127
48-49 Transportation & Warehousing	\$565,701	\$41,512	\$6,594	\$613,808
51 Information	\$0	\$3,605	\$1,762	\$5,367
52 Finance & insurance	\$0	\$12,016	\$9,496	\$21,513
53 Real estate & rental	\$0	\$14,491	\$4,819	\$19,309
54 Professional- scientific & tech svcs	\$0	\$12,138	\$5,680	\$17,818
55 Management of companies	\$0	\$12,466	\$2,165	\$14,631
56 Administrative & waste services	\$0	\$34,855	\$6,574	\$41,429
61 Educational svcs	\$21,117	\$49	\$1,545	\$22,711
62 Health & social services	\$327,083	\$536	\$57,928	\$385,547
71 Arts- entertainment & recreation	\$3,636	\$177	\$2,183	\$5,996
72 Accommodation & food services	\$24,027	\$5,088	\$21,350	\$50,465
81 Other services	\$0	\$37,892	\$25,453	\$63,345
92 Government & non NAICs	\$202,877	\$19,690	\$6,618	\$229,185
<i>Multiplier</i>	1.28			

Output

Description	Direct	Indirect	Induced	Total
Total	\$4,805,047	\$894,938	\$703,661	\$6,403,647
11 Ag, Forestry, Fish & Hunting	\$0	\$468	\$868	\$1,336
21 Mining	\$0	\$28,149	\$94	\$28,242
22 Utilities	\$0	\$26,570	\$19,305	\$45,875
23 Construction	\$2,170,000	\$21,874	\$7,859	\$2,199,732
31-33 Manufacturing	\$0	\$31,438	\$1,623	\$33,061
42 Wholesale Trade	\$0	\$116,416	\$25,853	\$142,269
44-45 Retail trade	\$6,886	\$163,573	\$93,116	\$263,575



Economic Impacts of Airports & Aviation

48-49 Transportation & Warehousing	\$1,573,965	\$104,048	\$13,084	\$1,691,097
51 Information	\$0	\$19,675	\$10,130	\$29,805
52 Finance & insurance	\$0	\$75,907	\$65,452	\$141,359
53 Real estate & rental	\$0	\$76,623	\$180,301	\$256,924
54 Professional- scientific & tech svcs	\$0	\$31,750	\$14,734	\$46,484
55 Management of companies	\$0	\$29,805	\$5,176	\$34,981
56 Administrative & waste services	\$0	\$63,373	\$12,260	\$75,634
61 Educational svcs	\$115,690	\$250	\$2,458	\$118,398
62 Health & social services	\$631,450	\$1,138	\$118,171	\$750,759
71 Arts- entertainment & recreation	\$11,480	\$391	\$6,554	\$18,425
72 Accommodation & food services	\$62,178	\$13,688	\$63,524	\$139,390
81 Other services	\$0	\$41,999	\$48,305	\$90,304
92 Government & non NAICs	\$233,397	\$47,803	\$14,795	\$295,996
Multiplier	1.33			

Tax Impact Summary

Impact	Direct	Indirect	Induced	Total
Sub County General	\$8,378	\$4,979	\$5,185	\$18,542
Sub County Special Districts	\$20,802	\$12,362	\$12,874	\$46,037
County	\$28,931	\$17,142	\$17,844	\$63,917
State	\$80,908	\$25,682	\$23,785	\$130,376
Federal	\$322,782	\$59,167	\$42,318	\$424,266
Total Tax Impact	\$461,802	\$119,331	\$102,006	\$683,138





Economic Impacts for Griffiss International Airport, Utica-Rome, NY MSA

ITEM	2019
Direct Impacts	
Airport-Related Payrolls	\$8,440,600
Airport Expenditures	\$29,268,900
Airport-Related Employment	127 Jobs
Induced Impacts	
Induced Impacts	\$10,927,700
Total Induced Employment Impacts	69 Jobs
Grand Total Dollar Impacts	\$40,196,600
Grand Total Income Impacts	\$11,813,900
Grand Total Employment Impacts¹	196 Jobs
Estimated State and Local Taxes	\$1,582,211

¹Jobs are rounded to the nearest full-time job

Employment

Description	Direct	Indirect	Induced	Total
Total	127.1	28.7	40.3	196.2
11 Ag, Forestry, Fish & Hunting	0.0	0.1	0.1	0.3
21 Mining	0.0	0.4	0.0	0.4
22 Utilities	0.0	0.1	0.1	0.2
23 Construction	42.8	0.3	0.2	43.2
31-33 Manufacturing	17.0	0.4	0.0	17.4
42 Wholesale Trade	0.0	2.3	0.6	2.9
44-45 Retail trade	0.2	5.4	7.0	12.6
48-49 Transportation & Warehousing	28.5	3.5	1.3	33.3
51 Information	0.0	0.3	0.3	0.7
52 Finance & insurance	0.0	1.4	2.6	4.0
53 Real estate & rental	0.0	1.6	1.4	2.9
54 Professional- scientific & tech svcs	0.0	3.1	1.2	4.3
55 Management of companies	0.0	0.5	0.2	0.6
56 Administrative & waste services	0.0	3.1	1.3	4.4
61 Educational svcs	0.0	0.1	1.4	1.4
62 Health & social services	12.0	0.1	11.1	23.1
71 Arts- entertainment & recreation	0.3	0.2	1.1	1.6
72 Accommodation & food services	1.4	2.3	5.4	9.0
81 Other services	0.0	1.0	3.9	4.9





92 Government & non NAICs	25.0	2.8	1.3	29.1
<i>Multiplier</i>	1.54			

Income

Description	Direct	Indirect	Induced	Total
Total	\$8,440,633	\$1,564,106	\$1,809,155	\$11,813,894
11 Ag, Forestry, Fish & Hunting	\$0	\$1,176	\$1,278	\$2,454
21 Mining	\$0	\$38,609	\$1,667	\$40,276
22 Utilities	\$0	\$13,171	\$14,411	\$27,582
23 Construction	\$2,509,248	\$14,465	\$11,298	\$2,535,011
31-33 Manufacturing	\$1,560,009	\$34,465	\$3,198	\$1,597,671
42 Wholesale Trade	\$0	\$175,007	\$44,479	\$219,485
44-45 Retail trade	\$4,874	\$214,876	\$215,707	\$435,457
48-49 Transportation & Warehousing	\$2,048,385	\$213,675	\$66,979	\$2,329,038
51 Information	\$0	\$24,304	\$23,368	\$47,672
52 Finance & insurance	\$0	\$65,850	\$131,491	\$197,341
53 Real estate & rental	\$0	\$44,784	\$22,172	\$66,956
54 Professional- scientific & tech svcs	\$0	\$207,861	\$67,874	\$275,735
55 Management of companies	\$0	\$40,416	\$13,378	\$53,794
56 Administrative & waste services	\$0	\$118,502	\$49,908	\$168,410
61 Educational svcs	\$0	\$2,395	\$53,849	\$56,244
62 Health & social services	\$606,564	\$3,676	\$663,696	\$1,273,935
71 Arts- entertainment & recreation	\$7,030	\$3,626	\$25,614	\$36,270
72 Accommodation & food services	\$44,698	\$66,649	\$129,939	\$241,286
81 Other services	\$0	\$59,838	\$171,200	\$231,038
92 Government & non NAICs	\$1,659,826	\$220,762	\$97,650	\$1,978,239
<i>Multiplier</i>	1.40			

Output

Description	Direct	Indirect	Induced	Total
Total	\$29,268,869	\$4,931,384	\$5,996,322	\$40,196,575
11 Ag, Forestry, Fish & Hunting	\$0	\$2,407	\$3,524	\$5,930
21 Mining	\$0	\$141,592	\$2,355	\$143,947
22 Utilities	\$0	\$106,728	\$116,306	\$223,034
23 Construction	\$8,191,607	\$51,614	\$40,396	\$8,283,617
31-33 Manufacturing	\$11,842,205	\$215,074	\$21,304	\$12,078,583
42 Wholesale Trade	\$0	\$726,918	\$182,965	\$909,883
44-45 Retail trade	\$13,101	\$613,107	\$636,876	\$1,263,084



48-49 Transportation & Warehousing	\$5,964,555	\$484,473	\$136,545	\$6,585,573
51 Information	\$0	\$118,840	\$127,004	\$245,844
52 Finance & insurance	\$0	\$474,274	\$935,321	\$1,409,595
53 Real estate & rental	\$0	\$282,276	\$1,106,898	\$1,389,174
54 Professional- scientific & tech svcs	\$0	\$406,510	\$165,978	\$572,488
55 Management of companies	\$0	\$90,975	\$30,113	\$121,089
56 Administrative & waste services	\$0	\$292,010	\$125,177	\$417,188
61 Educational svcs	\$0	\$4,904	\$101,681	\$106,585
62 Health & social services	\$1,207,730	\$7,777	\$1,224,671	\$2,440,178
71 Arts- entertainment & recreation	\$21,842	\$8,194	\$66,863	\$96,899
72 Accommodation & food services	\$118,299	\$160,247	\$388,923	\$667,469
81 Other services	\$0	\$87,293	\$298,967	\$386,260
92 Government & non NAICs	\$1,909,529	\$656,172	\$284,454	\$2,850,155
Multiplier	1.37			

Tax Impact Summary

Impact	Direct	Indirect	Induced	Total
Sub County General	\$91,229	\$19,270	\$43,332	\$153,831
Sub County Special Districts	\$168,040	\$35,495	\$79,817	\$283,352
County	\$192,706	\$40,694	\$91,417	\$324,818
State	\$532,878	\$107,725	\$179,607	\$820,211
Federal	\$1,686,138	\$335,786	\$404,817	\$2,426,741
Total Tax Impact	\$2,670,991	\$538,971	\$798,990	\$4,008,952



Economic Impacts for Hamilton Municipal Airport, Madison County, NY

ITEM	2019
Direct Impacts	
Airport-Related Payrolls	\$370,400
Airport Expenditures	\$1,136,700
Airport-Related Employment	9 Jobs
Induced Impacts	
Induced Impacts	\$406,400
Total Induced Employment Impacts	3 Jobs
Grand Total Dollar Impacts	\$1,543,100
Grand Total Income Impacts	\$492,400
Grand Total Employment Impacts¹	12 Jobs
Estimated State and Local Taxes	\$69,630

¹Jobs are rounded to the nearest full-time job

Employment

Description	Direct	Indirect	Induced	Total
Total	8.7	1.6	1.1	11.6
11 Ag, Forestry, Fish & Hunting	0.0	0.0	0.0	0.0
21 Mining	0.0	0.0	0.0	0.0
22 Utilities	0.0	0.0	0.0	0.0
23 Construction	2.6	0.1	0.0	2.6
31-33 Manufacturing	0.0	0.0	0.0	0.0
42 Wholesale Trade	0.0	0.1	0.0	0.1
44-45 Retail trade	0.0	0.3	0.2	0.6
48-49 Transportation & Warehousing	4.2	0.2	0.0	4.5
51 Information	0.0	0.0	0.0	0.0
52 Finance & insurance	0.0	0.1	0.1	0.2
53 Real estate & rental	0.0	0.1	0.1	0.2
54 Professional- scientific & tech svcs	0.0	0.2	0.1	0.2
55 Management of companies	0.0	0.0	0.0	0.1
56 Administrative & waste services	0.0	0.1	0.0	0.1
61 Educational svcs	1.5	0.0	0.1	1.6
62 Health & social services	0.0	0.0	0.4	0.4
71 Arts- entertainment & recreation	0.1	0.0	0.1	0.2
72 Accommodation & food services	0.3	0.1	0.2	0.6
81 Other services	0.0	0.1	0.1	0.2



92 Government & non NAICs	0.0	0.1	0.0	0.1
<i>Multiplier</i>	1.33			

Income

Description	Direct	Indirect	Induced	Total
Total	\$370,433	\$71,598	\$50,358	\$492,389
11 Ag, Forestry, Fish & Hunting	\$0	\$177	\$195	\$372
21 Mining	\$0	\$1,646	\$10	\$1,656
22 Utilities	\$0	\$231	\$158	\$389
23 Construction	\$139,637	\$2,521	\$428	\$142,586
31-33 Manufacturing	\$0	\$1,191	\$83	\$1,274
42 Wholesale Trade	\$0	\$5,098	\$1,076	\$6,174
44-45 Retail trade	\$1,329	\$12,939	\$7,152	\$21,421
48-49 Transportation & Warehousing	\$152,045	\$9,874	\$692	\$162,611
51 Information	\$0	\$939	\$302	\$1,241
52 Finance & insurance	\$0	\$4,273	\$1,866	\$6,139
53 Real estate & rental	\$0	\$3,778	\$997	\$4,775
54 Professional- scientific & tech svcs	\$0	\$9,281	\$2,455	\$11,736
55 Management of companies	\$0	\$792	\$114	\$905
56 Administrative & waste services	\$0	\$5,105	\$967	\$6,072
61 Educational svcs	\$65,001	\$445	\$2,692	\$68,139
62 Health & social services	\$0	\$2	\$19,639	\$19,641
71 Arts- entertainment & recreation	\$1,275	\$127	\$565	\$1,968
72 Accommodation & food services	\$11,146	\$1,377	\$3,761	\$16,284
81 Other services	\$0	\$6,446	\$6,203	\$12,650
92 Government & non NAICs	\$0	\$5,356	\$1,002	\$6,358
<i>Multiplier</i>	1.33			

Output

Description	Direct	Indirect	Induced	Total
Total	\$1,136,682	\$237,239	\$169,160	\$1,543,082
11 Ag, Forestry, Fish & Hunting	\$0	\$464	\$533	\$997
21 Mining	\$0	\$8,601	\$34	\$8,635
22 Utilities	\$0	\$2,054	\$1,294	\$3,349
23 Construction	\$472,246	\$9,268	\$1,562	\$483,077
31-33 Manufacturing	\$0	\$6,670	\$465	\$7,135
42 Wholesale Trade	\$0	\$18,888	\$3,955	\$22,843
44-45 Retail trade	\$3,233	\$37,036	\$20,911	\$61,180



Economic Impacts of Airports & Aviation

48-49 Transportation & Warehousing	\$487,635	\$29,884	\$1,531	\$519,050
51 Information	\$0	\$5,797	\$2,142	\$7,939
52 Finance & insurance	\$0	\$30,018	\$14,624	\$44,642
53 Real estate & rental	\$0	\$22,642	\$39,906	\$62,548
54 Professional- scientific & tech svcs	\$0	\$22,013	\$6,439	\$28,453
55 Management of companies	\$0	\$5,122	\$736	\$5,857
56 Administrative & waste services	\$0	\$12,119	\$2,343	\$14,462
61 Educational svcs	\$138,985	\$894	\$4,795	\$144,674
62 Health & social services	\$0	\$4	\$41,631	\$41,635
71 Arts- entertainment & recreation	\$5,390	\$2,488	\$2,951	\$10,829
72 Accommodation & food services	\$29,194	\$3,648	\$11,407	\$44,249
81 Other services	\$0	\$9,456	\$10,147	\$19,603
92 Government & non NAICs	\$0	\$10,174	\$1,752	\$11,926
Multiplier	1.36			

Tax Impact Summary

Impact	Direct	Indirect	Induced	Total
Sub County General	\$3,500	\$1,671	\$1,423	\$6,594
Sub County Special Districts	\$8,416	\$4,017	\$3,422	\$15,854
County	\$8,078	\$3,846	\$3,275	\$15,198
State	\$20,005	\$6,600	\$5,379	\$31,984
Federal	\$68,808	\$14,423	\$10,913	\$94,144
Total Tax Impact	\$108,807	\$30,556	\$24,411	\$163,774





Economic Impacts for Hornell Municipal Airport, Steuben County, NY

ITEM	2019
Direct Impacts	
Airport-Related Payrolls	\$119,000
Airport Expenditures	\$244,100
Airport-Related Employment	2 Jobs
Induced Impacts	
Induced Impacts	\$94,200
Total Induced Employment Impacts	1 Jobs
Grand Total Dollar Impacts	\$338,300
Grand Total Income Impacts	\$149,200
Grand Total Employment Impacts¹	3 Jobs
Estimated State and Local Taxes	\$18,226

¹Jobs are rounded to the nearest full-time job

Employment

Description	Direct	Indirect	Induced	Total
Total	2.3	0.2	0.3	2.8
11 Ag, Forestry, Fish & Hunting	0.0	0.0	0.0	0.0
21 Mining	0.0	0.0	0.0	0.0
22 Utilities	0.0	0.0	0.0	0.0
23 Construction	0.7	0.0	0.0	0.7
31-33 Manufacturing	0.0	0.0	0.0	0.0
42 Wholesale Trade	0.0	0.0	0.0	0.0
44-45 Retail trade	0.0	0.1	0.1	0.2
48-49 Transportation & Warehousing	0.2	0.0	0.0	0.2
51 Information	0.0	0.0	0.0	0.0
52 Finance & insurance	0.0	0.0	0.0	0.0
53 Real estate & rental	0.0	0.0	0.0	0.0
54 Professional- scientific & tech svcs	0.0	0.0	0.0	0.0
55 Management of companies	0.0	0.0	0.0	0.0
56 Administrative & waste services	0.0	0.0	0.0	0.0
61 Educational svcs	0.0	0.0	0.0	0.0
62 Health & social services	0.0	0.0	0.1	0.1
71 Arts- entertainment & recreation	0.1	0.0	0.0	0.1
72 Accommodation & food services	0.3	0.0	0.1	0.4
81 Other services	0.0	0.0	0.0	0.0





92 Government & non NAICs	1.0	0.0	0.0	1.0
<i>Multiplier</i>	1.23			

Income

Description	Direct	Indirect	Induced	Total
Total	\$119,048	\$14,335	\$15,808	\$149,191
11 Ag, Forestry, Fish & Hunting	\$0	\$20	\$42	\$62
21 Mining	\$0	\$462	\$6	\$468
22 Utilities	\$0	\$176	\$172	\$348
23 Construction	\$31,314	\$83	\$95	\$31,493
31-33 Manufacturing	\$0	\$807	\$23	\$830
42 Wholesale Trade	\$0	\$796	\$187	\$982
44-45 Retail trade	\$1,123	\$3,126	\$2,142	\$6,391
48-49 Transportation & Warehousing	\$5,339	\$1,464	\$628	\$7,431
51 Information	\$0	\$291	\$284	\$575
52 Finance & insurance	\$0	\$368	\$877	\$1,245
53 Real estate & rental	\$0	\$777	\$398	\$1,175
54 Professional- scientific & tech svcs	\$0	\$2,304	\$623	\$2,927
55 Management of companies	\$0	\$1,674	\$580	\$2,254
56 Administrative & waste services	\$0	\$895	\$624	\$1,520
61 Educational svcs	\$0	\$4	\$130	\$133
62 Health & social services	\$0	\$0	\$5,393	\$5,393
71 Arts- entertainment & recreation	\$1,569	\$20	\$244	\$1,833
72 Accommodation & food services	\$11,798	\$266	\$1,122	\$13,187
81 Other services	\$0	\$523	\$1,949	\$2,472
92 Government & non NAICs	\$67,905	\$280	\$289	\$68,474
<i>Multiplier</i>	1.25			

Output

Description	Direct	Indirect	Induced	Total
Total	\$244,123	\$41,839	\$52,385	\$338,347
11 Ag, Forestry, Fish & Hunting	\$0	\$51	\$149	\$200
21 Mining	\$0	\$2,401	\$9	\$2,410
22 Utilities	\$0	\$1,512	\$1,394	\$2,906
23 Construction	\$116,867	\$337	\$393	\$117,596
31-33 Manufacturing	\$0	\$3,172	\$119	\$3,291
42 Wholesale Trade	\$0	\$3,320	\$824	\$4,144
44-45 Retail trade	\$3,317	\$9,711	\$6,678	\$19,706



48-49 Transportation & Warehousing	\$10,337	\$3,439	\$1,343	\$15,119
51 Information	\$0	\$1,557	\$1,694	\$3,251
52 Finance & insurance	\$0	\$2,745	\$5,931	\$8,676
53 Real estate & rental	\$0	\$3,384	\$11,819	\$15,203
54 Professional- scientific & tech svcs	\$0	\$3,645	\$1,320	\$4,965
55 Management of companies	\$0	\$2,499	\$866	\$3,364
56 Administrative & waste services	\$0	\$1,920	\$1,256	\$3,176
61 Educational svcs	\$0	\$10	\$214	\$224
62 Health & social services	\$0	\$0	\$10,120	\$10,120
71 Arts- entertainment & recreation	\$5,530	\$232	\$908	\$6,670
72 Accommodation & food services	\$29,952	\$645	\$3,311	\$33,907
81 Other services	\$0	\$843	\$3,507	\$4,350
92 Government & non NAICs	\$78,120	\$416	\$531	\$79,067
Multiplier	1.39			

Tax Impact Summary

Impact	Direct	Indirect	Induced	Total
Sub County General	\$898	\$494	\$520	\$1,911
Sub County Special Districts	\$1,670	\$919	\$967	\$3,556
County	\$1,802	\$986	\$1,037	\$3,825
State	\$5,786	\$1,503	\$1,644	\$8,933
Federal	\$22,392	\$2,991	\$3,428	\$28,811
Total Tax Impact	\$32,548	\$6,893	\$7,595	\$47,036

Economic Impacts for Joseph Y. Resnick Airport, Ulster County, NY

ITEM	2019
Direct Impacts	
Airport-Related Payrolls	\$173,100
Airport Expenditures	\$398,300
Airport-Related Employment	3 Jobs
Induced Impacts	
Induced Impacts	\$184,900
Total Induced Employment Impacts	1 Jobs
Grand Total Dollar Impacts	\$583,200
Grand Total Income Impacts	\$225,500
Grand Total Employment Impacts¹	4 Jobs
Estimated State and Local Taxes	\$28,443

¹Jobs are rounded to the nearest full-time job

Employment

Description	Direct	Indirect	Induced	Total
Total	2.7	0.5	0.6	3.8
11 Ag, Forestry, Fish & Hunting	0.0	0.0	0.0	0.0
21 Mining	0.0	0.0	0.0	0.0
22 Utilities	0.0	0.0	0.0	0.0
23 Construction	1.6	0.0	0.0	1.6
31-33 Manufacturing	0.0	0.0	0.0	0.0
42 Wholesale Trade	0.0	0.0	0.0	0.0
44-45 Retail trade	0.0	0.2	0.1	0.3
48-49 Transportation & Warehousing	0.1	0.0	0.0	0.1
51 Information	0.0	0.0	0.0	0.0
52 Finance & insurance	0.0	0.0	0.0	0.0
53 Real estate & rental	0.0	0.1	0.0	0.1
54 Professional- scientific & tech svcs	0.0	0.1	0.0	0.1
55 Management of companies	0.0	0.0	0.0	0.0
56 Administrative & waste services	0.0	0.0	0.0	0.0
61 Educational svcs	0.0	0.0	0.0	0.0
62 Health & social services	0.0	0.0	0.2	0.2
71 Arts- entertainment & recreation	0.0	0.0	0.0	0.1
72 Accommodation & food services	0.1	0.0	0.1	0.2
81 Other services	0.0	0.0	0.1	0.1



92 Government & non NAICs	1.0	0.0	0.0	1.0
<i>Multiplier</i>	1.42			

Income

Description	Direct	Indirect	Induced	Total
Total	\$173,095	\$25,179	\$27,256	\$225,531
11 Ag, Forestry, Fish & Hunting	\$0	\$19	\$53	\$71
21 Mining	\$0	\$1,055	\$12	\$1,067
22 Utilities	\$0	\$234	\$247	\$481
23 Construction	\$85,477	\$216	\$298	\$85,991
31-33 Manufacturing	\$0	\$2,816	\$70	\$2,886
42 Wholesale Trade	\$0	\$2,703	\$732	\$3,436
44-45 Retail trade	\$260	\$7,464	\$3,778	\$11,503
48-49 Transportation & Warehousing	\$742	\$1,243	\$764	\$2,750
51 Information	\$0	\$455	\$469	\$924
52 Finance & insurance	\$0	\$607	\$1,628	\$2,235
53 Real estate & rental	\$0	\$2,235	\$674	\$2,909
54 Professional- scientific & tech svcs	\$0	\$2,942	\$1,387	\$4,329
55 Management of companies	\$0	\$366	\$226	\$592
56 Administrative & waste services	\$0	\$1,318	\$774	\$2,092
61 Educational svcs	\$0	\$10	\$633	\$643
62 Health & social services	\$0	\$0	\$8,184	\$8,184
71 Arts- entertainment & recreation	\$300	\$111	\$617	\$1,028
72 Accommodation & food services	\$2,373	\$361	\$2,162	\$4,895
81 Other services	\$0	\$679	\$4,072	\$4,752
92 Government & non NAICs	\$83,942	\$345	\$476	\$84,763
<i>Multiplier</i>	1.30			

Output

Description	Direct	Indirect	Induced	Total
Total	\$398,311	\$90,681	\$94,246	\$583,239
11 Ag, Forestry, Fish & Hunting	\$0	\$32	\$145	\$176
21 Mining	\$0	\$5,137	\$24	\$5,161
22 Utilities	\$0	\$1,782	\$1,838	\$3,621
23 Construction	\$291,925	\$808	\$1,100	\$293,833
31-33 Manufacturing	\$0	\$12,349	\$301	\$12,650
42 Wholesale Trade	\$0	\$11,417	\$3,163	\$14,580
44-45 Retail trade	\$663	\$21,204	\$10,995	\$32,862



Economic Impacts of Airports & Aviation

48-49 Transportation & Warehousing	\$2,065	\$3,798	\$2,342	\$8,205
51 Information	\$0	\$2,460	\$2,969	\$5,429
52 Finance & insurance	\$0	\$4,553	\$10,987	\$15,539
53 Real estate & rental	\$0	\$12,569	\$22,662	\$35,231
54 Professional- scientific & tech svcs	\$0	\$7,683	\$3,769	\$11,452
55 Management of companies	\$0	\$814	\$504	\$1,318
56 Administrative & waste services	\$0	\$3,088	\$1,772	\$4,860
61 Educational svcs	\$0	\$23	\$944	\$966
62 Health & social services	\$0	\$1	\$14,735	\$14,736
71 Arts- entertainment & recreation	\$1,105	\$421	\$2,267	\$3,793
72 Accommodation & food services	\$5,983	\$937	\$6,040	\$12,960
81 Other services	\$0	\$1,126	\$6,939	\$8,065
92 Government & non NAICs	\$96,571	\$479	\$751	\$97,801
Multiplier	1.46			

Tax Impact Summary

Impact	Direct	Indirect	Induced	Total
Sub County General	\$607	\$1,194	\$878	\$2,679
Sub County Special Districts	\$1,896	\$3,731	\$2,743	\$8,370
County	\$1,052	\$2,061	\$1,516	\$4,630
State	\$6,808	\$3,231	\$2,725	\$12,764
Federal	\$34,038	\$5,704	\$6,145	\$45,887
Total Tax Impact	\$44,400	\$15,921	\$14,007	\$74,329





Economic Impacts for Kingston-Ulster Airport, Ulster County, NY

ITEM	2019
Direct Impacts	
Airport-Related Payrolls	\$301,200
Airport Expenditures	\$863,200
Airport-Related Employment	7 Jobs
Induced Impacts	
Induced Impacts	\$435,600
Total Induced Employment Impacts	3 Jobs
Grand Total Dollar Impacts	\$1,298,800
Grand Total Income Impacts	\$435,900
Grand Total Employment Impacts¹	10 Jobs
Estimated State and Local Taxes	\$60,544

¹Jobs are rounded to the nearest full-time job

Employment

Description	Direct	Indirect	Induced	Total
Total	6.5	1.8	1.2	9.6
11 Ag, Forestry, Fish & Hunting	0.0	0.0	0.0	0.0
21 Mining	0.0	0.0	0.0	0.0
22 Utilities	0.0	0.0	0.0	0.0
23 Construction	0.4	0.1	0.0	0.5
31-33 Manufacturing	0.0	0.0	0.0	0.0
42 Wholesale Trade	0.0	0.0	0.0	0.0
44-45 Retail trade	0.0	0.1	0.2	0.3
48-49 Transportation & Warehousing	6.0	0.6	0.1	6.7
51 Information	0.0	0.0	0.0	0.0
52 Finance & insurance	0.0	0.1	0.1	0.2
53 Real estate & rental	0.0	0.2	0.1	0.3
54 Professional- scientific & tech svcs	0.0	0.1	0.1	0.2
55 Management of companies	0.0	0.0	0.0	0.0
56 Administrative & waste services	0.0	0.2	0.0	0.3
61 Educational svcs	0.0	0.0	0.0	0.0
62 Health & social services	0.0	0.0	0.3	0.3
71 Arts- entertainment & recreation	0.0	0.0	0.1	0.1
72 Accommodation & food services	0.1	0.1	0.2	0.2
81 Other services	0.0	0.2	0.1	0.4



92 Government & non NAICs	0.0	0.1	0.0	0.1
<i>Multiplier</i>	1.47			

Income

Description	Direct	Indirect	Induced	Total
Total	\$301,241	\$83,776	\$50,875	\$435,891
11 Ag, Forestry, Fish & Hunting	\$0	\$90	\$99	\$189
21 Mining	\$0	\$490	\$22	\$512
22 Utilities	\$0	\$631	\$465	\$1,096
23 Construction	\$23,907	\$3,421	\$556	\$27,884
31-33 Manufacturing	\$0	\$1,679	\$131	\$1,810
42 Wholesale Trade	\$0	\$2,421	\$1,371	\$3,793
44-45 Retail trade	\$145	\$3,416	\$7,073	\$10,634
48-49 Transportation & Warehousing	\$275,704	\$21,849	\$1,425	\$298,978
51 Information	\$0	\$1,783	\$877	\$2,660
52 Finance & insurance	\$0	\$4,893	\$3,023	\$7,916
53 Real estate & rental	\$0	\$4,715	\$1,260	\$5,975
54 Professional- scientific & tech svcs	\$0	\$5,399	\$2,583	\$7,982
55 Management of companies	\$0	\$3,112	\$422	\$3,535
56 Administrative & waste services	\$0	\$8,010	\$1,441	\$9,451
61 Educational svcs	\$0	\$30	\$1,154	\$1,185
62 Health & social services	\$0	\$2	\$15,301	\$15,304
71 Arts- entertainment & recreation	\$167	\$873	\$1,147	\$2,187
72 Accommodation & food services	\$1,318	\$1,429	\$4,036	\$6,783
81 Other services	\$0	\$12,394	\$7,595	\$19,989
92 Government & non NAICs	\$0	\$7,139	\$891	\$8,030
<i>Multiplier</i>	1.45			

Output

Description	Direct	Indirect	Induced	Total
Total	\$863,200	\$259,760	\$175,846	\$1,298,807
11 Ag, Forestry, Fish & Hunting	\$0	\$288	\$271	\$559
21 Mining	\$0	\$1,767	\$45	\$1,812
22 Utilities	\$0	\$4,851	\$3,452	\$8,303
23 Construction	\$81,648	\$12,799	\$2,052	\$96,500
31-33 Manufacturing	\$0	\$5,562	\$562	\$6,124
42 Wholesale Trade	\$0	\$14,832	\$5,924	\$20,756
44-45 Retail trade	\$368	\$9,880	\$20,582	\$30,829



48-49 Transportation & Warehousing	\$777,246	\$63,103	\$4,365	\$844,714
51 Information	\$0	\$11,550	\$5,560	\$17,109
52 Finance & insurance	\$0	\$29,142	\$20,410	\$49,552
53 Real estate & rental	\$0	\$32,750	\$42,249	\$74,999
54 Professional- scientific & tech svcs	\$0	\$14,394	\$7,027	\$21,421
55 Management of companies	\$0	\$6,929	\$941	\$7,870
56 Administrative & waste services	\$0	\$17,725	\$3,300	\$21,024
61 Educational svcs	\$0	\$71	\$1,729	\$1,800
62 Health & social services	\$0	\$4	\$27,535	\$27,539
71 Arts- entertainment & recreation	\$614	\$3,498	\$4,221	\$8,333
72 Accommodation & food services	\$3,324	\$3,634	\$11,283	\$18,241
81 Other services	\$0	\$14,238	\$12,932	\$27,170
92 Government & non NAICs	\$0	\$12,744	\$1,407	\$14,151
Multiplier	1.50			

Tax Impact Summary

Impact	Direct	Indirect	Induced	Total
Sub County General	\$2,400	\$1,960	\$1,641	\$6,000
Sub County Special Districts	\$7,496	\$6,123	\$5,125	\$18,743
County	\$4,149	\$3,384	\$2,832	\$10,365
State	\$13,688	\$6,659	\$5,089	\$25,436
Federal	\$61,027	\$17,412	\$11,469	\$89,909
Total Tax Impact	\$88,759	\$35,538	\$26,155	\$150,453

Economic Impacts for Lake Placid Airport, Essex County, NY

ITEM	2019
Direct Impacts	
Airport-Related Payrolls	\$345,800
Airport Expenditures	\$1,250,200
Airport-Related Employment	10 Jobs
Induced Impacts	
Induced Impacts	\$470,800
Total Induced Employment Impacts	3 Jobs
Grand Total Dollar Impacts	\$1,721,000
Grand Total Income Impacts	\$477,200
Grand Total Employment Impacts¹	13 Jobs
Estimated State and Local Taxes	\$65,470

¹Jobs are rounded to the nearest full-time job

Employment

Description	Direct	Indirect	Induced	Total
Total	9.9	2.1	1.2	13.2
11 Ag, Forestry, Fish & Hunting	0.0	0.0	0.0	0.0
21 Mining	0.0	0.0	0.0	0.0
22 Utilities	0.0	0.0	0.0	0.0
23 Construction	2.4	0.1	0.0	2.5
31-33 Manufacturing	0.0	0.0	0.0	0.0
42 Wholesale Trade	0.0	0.0	0.0	0.1
44-45 Retail trade	0.0	0.3	0.2	0.6
48-49 Transportation & Warehousing	7.2	0.2	0.0	7.4
51 Information	0.0	0.0	0.0	0.1
52 Finance & insurance	0.0	0.2	0.1	0.2
53 Real estate & rental	0.0	0.2	0.1	0.3
54 Professional- scientific & tech svcs	0.0	0.2	0.0	0.2
55 Management of companies	0.0	0.1	0.0	0.1
56 Administrative & waste services	0.0	0.2	0.0	0.2
61 Educational svcs	0.0	0.0	0.0	0.0
62 Health & social services	0.0	0.0	0.3	0.3
71 Arts- entertainment & recreation	0.1	0.0	0.1	0.2
72 Accommodation & food services	0.3	0.1	0.2	0.6
81 Other services	0.0	0.2	0.2	0.3



92 Government & non NAICs	0.0	0.3	0.0	0.4
<i>Multiplier</i>	1.34			

Income

Description	Direct	Indirect	Induced	Total
Total	\$345,779	\$84,711	\$46,744	\$477,234
11 Ag, Forestry, Fish & Hunting	\$0	\$74	\$40	\$114
21 Mining	\$0	\$2,525	\$73	\$2,598
22 Utilities	\$0	\$419	\$240	\$659
23 Construction	\$119,988	\$3,477	\$508	\$123,973
31-33 Manufacturing	\$0	\$1,895	\$106	\$2,001
42 Wholesale Trade	\$0	\$2,325	\$851	\$3,176
44-45 Retail trade	\$933	\$13,196	\$7,707	\$21,836
48-49 Transportation & Warehousing	\$215,057	\$8,786	\$672	\$224,514
51 Information	\$0	\$2,250	\$783	\$3,033
52 Finance & insurance	\$0	\$4,654	\$1,756	\$6,409
53 Real estate & rental	\$0	\$5,020	\$1,121	\$6,141
54 Professional- scientific & tech svcs	\$0	\$6,479	\$1,821	\$8,300
55 Management of companies	\$0	\$1,802	\$205	\$2,007
56 Administrative & waste services	\$0	\$5,554	\$753	\$6,307
61 Educational svcs	\$0	\$146	\$2,220	\$2,366
62 Health & social services	\$0	\$2	\$13,873	\$13,875
71 Arts- entertainment & recreation	\$1,499	\$585	\$1,692	\$3,776
72 Accommodation & food services	\$8,301	\$2,399	\$5,096	\$15,796
81 Other services	\$0	\$4,829	\$5,791	\$10,619
92 Government & non NAICs	\$0	\$18,295	\$1,438	\$19,733
<i>Multiplier</i>	1.38			

Output

Description	Direct	Indirect	Induced	Total
Total	\$1,250,226	\$299,678	\$171,063	\$1,720,967
11 Ag, Forestry, Fish & Hunting	\$0	\$491	\$320	\$811
21 Mining	\$0	\$9,271	\$116	\$9,387
22 Utilities	\$0	\$3,631	\$1,965	\$5,596
23 Construction	\$427,045	\$13,560	\$1,941	\$442,545
31-33 Manufacturing	\$0	\$8,775	\$479	\$9,254
42 Wholesale Trade	\$0	\$10,890	\$4,416	\$15,306
44-45 Retail trade	\$2,444	\$36,699	\$22,515	\$61,657



Economic Impacts of Airports & Aviation

48-49 Transportation & Warehousing	\$794,597	\$29,170	\$2,897	\$826,664
51 Information	\$0	\$14,556	\$5,207	\$19,763
52 Finance & insurance	\$0	\$32,612	\$13,978	\$46,590
53 Real estate & rental	\$0	\$30,593	\$43,710	\$74,302
54 Professional- scientific & tech svcs	\$0	\$21,261	\$5,866	\$27,127
55 Management of companies	\$0	\$6,629	\$754	\$7,383
56 Administrative & waste services	\$0	\$14,961	\$2,171	\$17,132
61 Educational svcs	\$0	\$238	\$2,949	\$3,187
62 Health & social services	\$0	\$5	\$25,844	\$25,849
71 Arts- entertainment & recreation	\$4,074	\$2,932	\$5,428	\$12,434
72 Accommodation & food services	\$22,066	\$6,287	\$14,433	\$42,786
81 Other services	\$0	\$10,149	\$12,810	\$22,959
92 Government & non NAICs	\$0	\$46,968	\$3,264	\$50,233
Multiplier	1.38			

Tax Impact Summary

Impact	Direct	Indirect	Induced	Total
Sub County General	\$5,239	\$1,299	\$2,408	\$8,945
Sub County Special Districts	\$9,214	\$2,284	\$4,235	\$15,733
County	\$8,041	\$1,993	\$3,690	\$13,725
State	\$17,700	\$4,507	\$4,861	\$27,068
Federal	\$64,297	\$17,043	\$10,476	\$91,816
Total Tax Impact	\$104,492	\$27,125	\$25,669	\$157,287





Economic Impacts for Lagedale Airpark, Monroe County, NY

ITEM	2019
Direct Impacts	
Airport-Related Payrolls	\$66,300
Airport Expenditures	\$171,100
Airport-Related Employment	1 Jobs
Induced Impacts	
Induced Impacts	\$134,500
Total Induced Employment Impacts	1 Jobs
Grand Total Dollar Impacts	\$305,600
Grand Total Income Impacts	\$114,000
Grand Total Employment Impacts¹	2 Jobs
Estimated State and Local Taxes	\$15,081

¹Jobs are rounded to the nearest full-time job

Employment

Description	Direct	Indirect	Induced	Total
Total	1.2	0.3	0.3	2.0
11 Ag, Forestry, Fish & Hunting	0.0	0.0	0.0	0.0
21 Mining	0.0	0.0	0.0	0.0
22 Utilities	0.0	0.0	0.0	0.0
23 Construction	0.1	0.0	0.0	0.1
31-33 Manufacturing	0.0	0.0	0.0	0.0
42 Wholesale Trade	0.0	0.0	0.0	0.0
44-45 Retail trade	0.0	0.0	0.0	0.1
48-49 Transportation & Warehousing	1.0	0.1	0.0	1.2
51 Information	0.0	0.0	0.0	0.0
52 Finance & insurance	0.0	0.0	0.0	0.1
53 Real estate & rental	0.0	0.0	0.0	0.0
54 Professional- scientific & tech svcs	0.0	0.0	0.0	0.0
55 Management of companies	0.0	0.0	0.0	0.0
56 Administrative & waste services	0.0	0.1	0.0	0.1
61 Educational svcs	0.0	0.0	0.0	0.0
62 Health & social services	0.0	0.0	0.1	0.1
71 Arts- entertainment & recreation	0.0	0.0	0.0	0.0
72 Accommodation & food services	0.1	0.0	0.1	0.1
81 Other services	0.0	0.0	0.0	0.1





92 Government & non NAICs	0.0	0.0	0.0	0.0
<i>Multiplier</i>	1.65			

Income

Description	Direct	Indirect	Induced	Total
Total	\$66,280	\$25,728	\$22,010	\$114,017
11 Ag, Forestry, Fish & Hunting	\$0	\$1	\$3	\$3
21 Mining	\$0	\$77	\$1	\$78
22 Utilities	\$0	\$123	\$130	\$254
23 Construction	\$8,567	\$695	\$176	\$9,438
31-33 Manufacturing	\$0	\$172	\$66	\$237
42 Wholesale Trade	\$0	\$1,297	\$886	\$2,183
44-45 Retail trade	\$226	\$783	\$2,094	\$3,103
48-49 Transportation & Warehousing	\$55,078	\$6,522	\$588	\$62,188
51 Information	\$0	\$701	\$467	\$1,168
52 Finance & insurance	\$0	\$1,760	\$1,991	\$3,751
53 Real estate & rental	\$0	\$817	\$463	\$1,280
54 Professional- scientific & tech svcs	\$0	\$2,698	\$1,746	\$4,444
55 Management of companies	\$0	\$2,052	\$524	\$2,576
56 Administrative & waste services	\$0	\$4,181	\$1,043	\$5,224
61 Educational svcs	\$0	\$35	\$1,102	\$1,137
62 Health & social services	\$0	\$0	\$6,641	\$6,641
71 Arts- entertainment & recreation	\$285	\$99	\$341	\$725
72 Accommodation & food services	\$2,125	\$352	\$1,387	\$3,864
81 Other services	\$0	\$2,273	\$2,001	\$4,274
92 Government & non NAICs	\$0	\$1,090	\$359	\$1,449
<i>Multiplier</i>	1.72			

Output

Description	Direct	Indirect	Induced	Total
Total	\$171,065	\$67,501	\$67,000	\$305,565
11 Ag, Forestry, Fish & Hunting	\$0	\$1	\$7	\$8
21 Mining	\$0	\$383	\$7	\$390
22 Utilities	\$0	\$1,094	\$1,142	\$2,236
23 Construction	\$25,000	\$2,206	\$555	\$27,761
31-33 Manufacturing	\$0	\$645	\$271	\$916
42 Wholesale Trade	\$0	\$4,752	\$2,985	\$7,737
44-45 Retail trade	\$552	\$2,138	\$5,568	\$8,257



48-49 Transportation & Warehousing	\$139,605	\$16,131	\$1,223	\$156,959
51 Information	\$0	\$3,978	\$2,588	\$6,566
52 Finance & insurance	\$0	\$7,774	\$10,124	\$17,897
53 Real estate & rental	\$0	\$5,267	\$12,738	\$18,005
54 Professional- scientific & tech svcs	\$0	\$5,259	\$3,689	\$8,948
55 Management of companies	\$0	\$4,069	\$1,040	\$5,109
56 Administrative & waste services	\$0	\$8,000	\$2,073	\$10,072
61 Educational svcs	\$0	\$66	\$1,769	\$1,834
62 Health & social services	\$0	\$0	\$12,449	\$12,450
71 Arts- entertainment & recreation	\$921	\$378	\$968	\$2,266
72 Accommodation & food services	\$4,986	\$861	\$3,869	\$9,716
81 Other services	\$0	\$2,373	\$3,347	\$5,720
92 Government & non NAICs	\$0	\$2,126	\$592	\$2,718
Multiplier	1.79			

Tax Impact Summary

Impact	Direct	Indirect	Induced	Total
Sub County General	\$401	\$337	\$440	\$1,178
Sub County Special Districts	\$971	\$816	\$1,067	\$2,854
County	\$1,235	\$1,037	\$1,357	\$3,629
State	\$3,441	\$1,887	\$2,093	\$7,420
Federal	\$13,466	\$5,519	\$5,074	\$24,059
Total Tax Impact	\$19,513	\$9,595	\$10,031	\$39,140



Economic Impacts for Le Roy Airport, Genesee County, NY

ITEM	2019
Direct Impacts	
Airport-Related Payrolls	\$323,500
Airport Expenditures	\$712,900
Airport-Related Employment	4 Jobs
Induced Impacts	
Induced Impacts	\$227,900
Total Induced Employment Impacts	2 Jobs
Grand Total Dollar Impacts	\$940,800
Grand Total Income Impacts	\$392,400
Grand Total Employment Impacts¹	6 Jobs
Estimated State and Local Taxes	\$37,802

¹Jobs are rounded to the nearest full-time job

Employment

Description	Direct	Indirect	Induced	Total
Total	4.2	0.7	0.7	5.7
11 Ag, Forestry, Fish & Hunting	0.0	0.0	0.0	0.0
21 Mining	0.0	0.0	0.0	0.0
22 Utilities	0.0	0.0	0.0	0.0
23 Construction	2.1	0.0	0.0	2.1
31-33 Manufacturing	0.0	0.0	0.0	0.0
42 Wholesale Trade	0.0	0.1	0.0	0.1
44-45 Retail trade	0.0	0.2	0.2	0.4
48-49 Transportation & Warehousing	1.0	0.1	0.0	1.1
51 Information	0.0	0.0	0.0	0.0
52 Finance & insurance	0.0	0.0	0.0	0.1
53 Real estate & rental	0.0	0.0	0.0	0.1
54 Professional- scientific & tech svcs	0.0	0.0	0.0	0.0
55 Management of companies	0.0	0.0	0.0	0.0
56 Administrative & waste services	0.0	0.1	0.0	0.1
61 Educational svcs	0.0	0.0	0.0	0.0
62 Health & social services	0.0	0.0	0.2	0.2
71 Arts- entertainment & recreation	0.0	0.0	0.0	0.0
72 Accommodation & food services	0.1	0.0	0.1	0.2
81 Other services	0.0	0.1	0.1	0.2



92 Government & non NAICs	1.0	0.0	0.0	1.1
<i>Multiplier</i>	1.36			

Income

Description	Direct	Indirect	Induced	Total
Total	\$323,485	\$36,217	\$32,672	\$392,374
11 Ag, Forestry, Fish & Hunting	\$0	\$41	\$42	\$82
21 Mining	\$0	\$1,095	\$14	\$1,109
22 Utilities	\$0	\$330	\$375	\$704
23 Construction	\$118,708	\$529	\$367	\$119,604
31-33 Manufacturing	\$0	\$803	\$52	\$855
42 Wholesale Trade	\$0	\$4,810	\$1,047	\$5,857
44-45 Retail trade	\$245	\$10,264	\$5,187	\$15,697
48-49 Transportation & Warehousing	\$47,265	\$4,283	\$1,109	\$52,658
51 Information	\$0	\$367	\$297	\$663
52 Finance & insurance	\$0	\$939	\$1,595	\$2,534
53 Real estate & rental	\$0	\$1,695	\$812	\$2,507
54 Professional- scientific & tech svcs	\$0	\$1,278	\$954	\$2,232
55 Management of companies	\$0	\$1,031	\$364	\$1,395
56 Administrative & waste services	\$0	\$3,069	\$1,105	\$4,174
61 Educational svcs	\$0	\$2	\$258	\$260
62 Health & social services	\$0	\$0	\$9,745	\$9,745
71 Arts- entertainment & recreation	\$346	\$19	\$367	\$732
72 Accommodation & food services	\$2,286	\$529	\$3,591	\$6,406
81 Other services	\$0	\$3,499	\$4,278	\$7,778
92 Government & non NAICs	\$154,635	\$1,634	\$1,114	\$157,382
<i>Multiplier</i>	1.21			

Output

Description	Direct	Indirect	Induced	Total
Total	\$712,851	\$109,636	\$118,334	\$940,822
11 Ag, Forestry, Fish & Hunting	\$0	\$81	\$146	\$227
21 Mining	\$0	\$5,105	\$16	\$5,120
22 Utilities	\$0	\$2,926	\$3,252	\$6,178
23 Construction	\$396,591	\$1,910	\$1,322	\$399,823
31-33 Manufacturing	\$0	\$5,336	\$273	\$5,610
42 Wholesale Trade	\$0	\$18,016	\$4,351	\$22,367
44-45 Retail trade	\$655	\$29,000	\$15,670	\$45,325



Economic Impacts of Airports & Aviation

48-49 Transportation & Warehousing	\$131,417	\$10,558	\$2,201	\$144,176
51 Information	\$0	\$1,871	\$1,705	\$3,576
52 Finance & insurance	\$0	\$6,225	\$10,992	\$17,217
53 Real estate & rental	\$0	\$7,480	\$30,314	\$37,793
54 Professional- scientific & tech svcs	\$0	\$3,339	\$2,476	\$5,815
55 Management of companies	\$0	\$2,466	\$871	\$3,336
56 Administrative & waste services	\$0	\$5,717	\$2,061	\$7,777
61 Educational svcs	\$0	\$7	\$411	\$418
62 Health & social services	\$0	\$0	\$19,877	\$19,877
71 Arts- entertainment & recreation	\$1,092	\$41	\$1,102	\$2,235
72 Accommodation & food services	\$5,915	\$1,425	\$10,687	\$18,026
81 Other services	\$0	\$4,111	\$8,119	\$12,230
92 Government & non NAICs	\$177,182	\$4,021	\$2,491	\$183,694
Multiplier	1.32			

Tax Impact Summary

Impact	Direct	Indirect	Induced	Total
Sub County General	\$856	\$824	\$872	\$2,552
Sub County Special Districts	\$2,125	\$2,046	\$2,166	\$6,336
County	\$2,964	\$2,837	\$3,002	\$8,802
State	\$12,274	\$3,836	\$4,001	\$20,112
Federal	\$58,680	\$7,275	\$7,117	\$73,072
Total Tax Impact	\$76,899	\$16,818	\$17,157	\$110,875





Economic Impacts for Lt. Warren Eaton Airport, Chenango County, NY

ITEM	2019
Direct Impacts	
Airport-Related Payrolls	\$334,100
Airport Expenditures	\$785,200
Airport-Related Employment	6 Jobs
Induced Impacts	
Induced Impacts	\$300,000
Total Induced Employment Impacts	2 Jobs
Grand Total Dollar Impacts	\$1,085,200
Grand Total Income Impacts	\$409,100
Grand Total Employment Impacts¹	8 Jobs
Estimated State and Local Taxes	\$54,682

¹Jobs are rounded to the nearest full-time job

Employment

Description	Direct	Indirect	Induced	Total
Total	6.4	1.0	0.8	8.4
11 Ag, Forestry, Fish & Hunting	0.0	0.0	0.0	0.0
21 Mining	0.0	0.0	0.0	0.0
22 Utilities	0.0	0.0	0.0	0.0
23 Construction	1.9	0.0	0.0	1.9
31-33 Manufacturing	0.0	0.0	0.0	0.0
42 Wholesale Trade	0.0	0.0	0.0	0.1
44-45 Retail trade	0.0	0.2	0.2	0.5
48-49 Transportation & Warehousing	2.1	0.3	0.0	2.4
51 Information	0.0	0.0	0.0	0.0
52 Finance & insurance	0.0	0.0	0.0	0.1
53 Real estate & rental	0.0	0.1	0.0	0.1
54 Professional- scientific & tech svcs	0.0	0.1	0.0	0.1
55 Management of companies	0.0	0.0	0.0	0.0
56 Administrative & waste services	0.0	0.1	0.0	0.1
61 Educational svcs	0.0	0.0	0.0	0.0
62 Health & social services	0.0	0.0	0.2	0.2
71 Arts- entertainment & recreation	0.1	0.0	0.0	0.1
72 Accommodation & food services	0.3	0.0	0.1	0.5
81 Other services	0.0	0.1	0.1	0.2





92 Government & non NAICs	2.0	0.0	0.0	2.0
<i>Multiplier</i>	1.30			

Income

Description	Direct	Indirect	Induced	Total
Total	\$334,105	\$45,628	\$29,416	\$409,148
11 Ag, Forestry, Fish & Hunting	\$0	\$132	\$116	\$249
21 Mining	\$0	\$809	\$18	\$827
22 Utilities	\$0	\$302	\$244	\$546
23 Construction	\$100,443	\$993	\$363	\$101,799
31-33 Manufacturing	\$0	\$2,317	\$188	\$2,505
42 Wholesale Trade	\$0	\$1,358	\$548	\$1,907
44-45 Retail trade	\$1,146	\$8,836	\$5,335	\$15,318
48-49 Transportation & Warehousing	\$116,146	\$14,679	\$998	\$131,823
51 Information	\$0	\$1,114	\$856	\$1,970
52 Finance & insurance	\$0	\$2,634	\$3,001	\$5,635
53 Real estate & rental	\$0	\$1,921	\$654	\$2,575
54 Professional- scientific & tech svcs	\$0	\$2,044	\$1,241	\$3,284
55 Management of companies	\$0	\$466	\$88	\$553
56 Administrative & waste services	\$0	\$3,699	\$801	\$4,501
61 Educational svcs	\$0	\$12	\$234	\$246
62 Health & social services	\$0	\$0	\$7,218	\$7,218
71 Arts- entertainment & recreation	\$1,472	\$122	\$321	\$1,914
72 Accommodation & food services	\$11,426	\$547	\$2,101	\$14,074
81 Other services	\$0	\$2,110	\$4,439	\$6,549
92 Government & non NAICs	\$103,473	\$1,533	\$651	\$105,657
<i>Multiplier</i>	1.22			

Output

Description	Direct	Indirect	Induced	Total
Total	\$785,182	\$169,296	\$130,754	\$1,085,232
11 Ag, Forestry, Fish & Hunting	\$0	\$337	\$338	\$675
21 Mining	\$0	\$5,483	\$36	\$5,519
22 Utilities	\$0	\$4,273	\$3,411	\$7,684
23 Construction	\$339,749	\$3,631	\$1,328	\$344,707
31-33 Manufacturing	\$0	\$10,844	\$1,063	\$11,908
42 Wholesale Trade	\$0	\$16,199	\$5,401	\$21,600
44-45 Retail trade	\$3,233	\$26,732	\$16,565	\$46,530



48-49 Transportation & Warehousing	\$288,577	\$36,105	\$2,032	\$326,714
51 Information	\$0	\$7,929	\$5,912	\$13,841
52 Finance & insurance	\$0	\$18,364	\$22,408	\$40,772
53 Real estate & rental	\$0	\$13,629	\$31,614	\$45,243
54 Professional- scientific & tech svcs	\$0	\$6,218	\$3,525	\$9,743
55 Management of companies	\$0	\$1,583	\$298	\$1,880
56 Administrative & waste services	\$0	\$8,863	\$1,968	\$10,832
61 Educational svcs	\$0	\$31	\$484	\$515
62 Health & social services	\$0	\$0	\$15,971	\$15,971
71 Arts- entertainment & recreation	\$5,390	\$859	\$1,392	\$7,641
72 Accommodation & food services	\$29,194	\$1,518	\$6,676	\$37,387
81 Other services	\$0	\$3,929	\$9,099	\$13,028
92 Government & non NAICs	\$119,039	\$2,769	\$1,235	\$123,042
Multiplier	1.38			

Tax Impact Summary

Impact	Direct	Indirect	Induced	Total
Sub County General	\$1,800	\$2,162	\$1,336	\$5,298
Sub County Special Districts	\$3,659	\$4,396	\$2,717	\$10,772
County	\$4,437	\$5,315	\$3,285	\$13,038
State	\$14,752	\$6,570	\$4,253	\$25,575
Federal	\$62,773	\$10,693	\$7,462	\$80,928
Total Tax Impact	\$87,421	\$29,136	\$19,053	\$135,610



Economic Impacts for Malone-Dufort Airport, Franklin County, NY

ITEM	2019
Direct Impacts	
Airport-Related Payrolls	\$117,400
Airport Expenditures	\$479,100
Airport-Related Employment	3 Jobs
Induced Impacts	
Induced Impacts	\$178,400
Total Induced Employment Impacts	2 Jobs
Grand Total Dollar Impacts	\$657,500
Grand Total Income Impacts	\$168,100
Grand Total Employment Impacts¹	5 Jobs
Estimated State and Local Taxes	\$21,663

¹Jobs are rounded to the nearest full-time job

Employment

Description	Direct	Indirect	Induced	Total
Total	3.5	0.6	0.3	4.5
11 Ag, Forestry, Fish & Hunting	0.0	0.0	0.0	0.0
21 Mining	0.0	0.0	0.0	0.0
22 Utilities	0.0	0.0	0.0	0.0
23 Construction	2.1	0.0	0.0	2.1
31-33 Manufacturing	0.0	0.0	0.0	0.0
42 Wholesale Trade	0.0	0.0	0.0	0.0
44-45 Retail trade	0.0	0.2	0.1	0.4
48-49 Transportation & Warehousing	1.1	0.1	0.0	1.2
51 Information	0.0	0.0	0.0	0.0
52 Finance & insurance	0.0	0.0	0.0	0.0
53 Real estate & rental	0.0	0.0	0.0	0.1
54 Professional- scientific & tech svcs	0.0	0.0	0.0	0.0
55 Management of companies	0.0	0.0	0.0	0.0
56 Administrative & waste services	0.0	0.1	0.0	0.1
61 Educational svcs	0.0	0.0	0.0	0.0
62 Health & social services	0.0	0.0	0.1	0.1
71 Arts- entertainment & recreation	0.1	0.0	0.0	0.1
72 Accommodation & food services	0.2	0.0	0.1	0.3
81 Other services	0.0	0.0	0.0	0.1



92 Government & non NAICs	0.0	0.1	0.0	0.1
<i>Multiplier</i>	1.31			

Income

Description	Direct	Indirect	Induced	Total
Total	\$117,441	\$31,861	\$18,765	\$168,067
11 Ag, Forestry, Fish & Hunting	\$0	\$136	\$35	\$171
21 Mining	\$0	\$519	\$23	\$542
22 Utilities	\$0	\$360	\$176	\$536
23 Construction	\$84,296	\$337	\$100	\$84,732
31-33 Manufacturing	\$0	\$2,759	\$27	\$2,786
42 Wholesale Trade	\$0	\$960	\$181	\$1,141
44-45 Retail trade	\$698	\$9,112	\$2,385	\$12,195
48-49 Transportation & Warehousing	\$24,734	\$1,573	\$164	\$26,470
51 Information	\$0	\$623	\$223	\$846
52 Finance & insurance	\$0	\$786	\$740	\$1,526
53 Real estate & rental	\$0	\$1,325	\$281	\$1,606
54 Professional- scientific & tech svcs	\$0	\$2,416	\$544	\$2,960
55 Management of companies	\$0	\$315	\$50	\$365
56 Administrative & waste services	\$0	\$2,164	\$419	\$2,583
61 Educational svcs	\$0	\$82	\$672	\$754
62 Health & social services	\$0	\$0	\$8,517	\$8,518
71 Arts- entertainment & recreation	\$1,150	\$72	\$209	\$1,431
72 Accommodation & food services	\$6,564	\$498	\$1,199	\$8,261
81 Other services	\$0	\$678	\$1,633	\$2,311
92 Government & non NAICs	\$0	\$7,145	\$1,187	\$8,332
<i>Multiplier</i>	1.43			

Output

Description	Direct	Indirect	Induced	Total
Total	\$479,067	\$114,472	\$64,006	\$657,545
11 Ag, Forestry, Fish & Hunting	\$0	\$392	\$165	\$557
21 Mining	\$0	\$587	\$25	\$612
22 Utilities	\$0	\$2,841	\$1,393	\$4,234
23 Construction	\$345,811	\$1,574	\$455	\$347,840
31-33 Manufacturing	\$0	\$11,849	\$538	\$12,387
42 Wholesale Trade	\$0	\$8,919	\$1,207	\$10,126
44-45 Retail trade	\$1,973	\$26,981	\$7,523	\$36,477



Economic Impacts of Airports & Aviation

48-49 Transportation & Warehousing	\$110,173	\$6,775	\$760	\$117,708
51 Information	\$0	\$2,935	\$1,233	\$4,168
52 Finance & insurance	\$0	\$6,264	\$5,144	\$11,408
53 Real estate & rental	\$0	\$6,546	\$14,376	\$20,922
54 Professional- scientific & tech svcs	\$0	\$5,883	\$1,486	\$7,368
55 Management of companies	\$0	\$1,152	\$181	\$1,333
56 Administrative & waste services	\$0	\$5,346	\$1,105	\$6,451
61 Educational svcs	\$0	\$172	\$1,357	\$1,529
62 Health & social services	\$0	\$1	\$15,413	\$15,413
71 Arts- entertainment & recreation	\$3,290	\$515	\$895	\$4,699
72 Accommodation & food services	\$17,819	\$1,299	\$3,560	\$22,679
81 Other services	\$0	\$1,580	\$3,619	\$5,199
92 Government & non NAICs	\$0	\$22,862	\$3,571	\$26,433
Multiplier	1.37			

Tax Impact Summary

Impact	Direct	Indirect	Induced	Total
Sub County General	\$1,510	\$498	\$520	\$2,528
Sub County Special Districts	\$2,772	\$913	\$954	\$4,639
County	\$2,295	\$755	\$787	\$3,836
State	\$6,857	\$2,083	\$1,720	\$10,660
Federal	\$21,810	\$6,591	\$4,279	\$32,679
Total Tax Impact	\$35,243	\$10,839	\$8,260	\$54,342





Economic Impacts for Montauk Airport, Suffolk County, NY

ITEM	2019
Direct Impacts	
Airport-Related Payrolls	\$118,000
Airport Expenditures	\$270,900
Airport-Related Employment	2 Jobs
Induced Impacts	
Induced Impacts	\$173,700
Total Induced Employment Impacts	1 Jobs
Grand Total Dollar Impacts	\$444,600
Grand Total Income Impacts	\$181,800
Grand Total Employment Impacts¹	3 Jobs
Estimated State and Local Taxes	\$27,498

¹Jobs are rounded to the nearest full-time job

Employment

Description	Direct	Indirect	Induced	Total
Total	2.2	0.4	0.4	3.1
11 Ag, Forestry, Fish & Hunting	0.0	0.0	0.0	0.0
21 Mining	0.0	0.0	0.0	0.0
22 Utilities	0.0	0.0	0.0	0.0
23 Construction	0.1	0.0	0.0	0.1
31-33 Manufacturing	0.0	0.0	0.0	0.0
42 Wholesale Trade	0.0	0.0	0.0	0.0
44-45 Retail trade	0.1	0.0	0.1	0.2
48-49 Transportation & Warehousing	1.3	0.1	0.0	1.4
51 Information	0.0	0.0	0.0	0.0
52 Finance & insurance	0.0	0.0	0.0	0.1
53 Real estate & rental	0.0	0.0	0.0	0.1
54 Professional- scientific & tech svcs	0.0	0.0	0.0	0.1
55 Management of companies	0.0	0.0	0.0	0.0
56 Administrative & waste services	0.0	0.1	0.0	0.1
61 Educational svcs	0.0	0.0	0.0	0.0
62 Health & social services	0.0	0.0	0.1	0.1
71 Arts- entertainment & recreation	0.1	0.0	0.0	0.2
72 Accommodation & food services	0.6	0.0	0.1	0.7
81 Other services	0.0	0.1	0.0	0.1





Economic Impacts of Airports & Aviation

92 Government & non NAICs	0.0	0.0	0.0	0.0
<i>Multiplier</i>	1.45			

Income

Description	Direct	Indirect	Induced	Total
Total	\$117,957	\$31,510	\$32,336	\$181,803
11 Ag, Forestry, Fish & Hunting	\$0	\$29	\$43	\$72
21 Mining	\$0	\$67	\$23	\$90
22 Utilities	\$0	\$177	\$158	\$335
23 Construction	\$8,908	\$938	\$361	\$10,207
31-33 Manufacturing	\$0	\$582	\$152	\$734
42 Wholesale Trade	\$0	\$1,891	\$1,366	\$3,258
44-45 Retail trade	\$2,845	\$988	\$3,879	\$7,711
48-49 Transportation & Warehousing	\$79,547	\$5,762	\$752	\$86,060
51 Information	\$0	\$909	\$633	\$1,542
52 Finance & insurance	\$0	\$2,163	\$3,433	\$5,597
53 Real estate & rental	\$0	\$1,916	\$1,092	\$3,009
54 Professional- scientific & tech svcs	\$0	\$3,013	\$2,076	\$5,088
55 Management of companies	\$0	\$1,921	\$460	\$2,381
56 Administrative & waste services	\$0	\$4,678	\$1,441	\$6,119
61 Educational svcs	\$0	\$18	\$566	\$584
62 Health & social services	\$0	\$0	\$9,444	\$9,444
71 Arts- entertainment & recreation	\$3,570	\$190	\$470	\$4,229
72 Accommodation & food services	\$23,088	\$857	\$2,237	\$26,182
81 Other services	\$0	\$2,891	\$3,039	\$5,930
92 Government & non NAICs	\$0	\$2,521	\$713	\$3,234
<i>Multiplier</i>	1.54			

Output

Description	Direct	Indirect	Induced	Total
Total	\$270,899	\$79,831	\$93,863	\$444,593
11 Ag, Forestry, Fish & Hunting	\$0	\$41	\$64	\$105
21 Mining	\$0	\$101	\$27	\$127
22 Utilities	\$0	\$648	\$543	\$1,191
23 Construction	\$25,000	\$2,874	\$1,082	\$28,956
31-33 Manufacturing	\$0	\$2,171	\$679	\$2,850
42 Wholesale Trade	\$0	\$7,043	\$4,930	\$11,973
44-45 Retail trade	\$6,113	\$2,489	\$9,657	\$18,259



48-49 Transportation & Warehousing	\$174,397	\$12,984	\$1,938	\$189,320
51 Information	\$0	\$3,745	\$2,741	\$6,486
52 Finance & insurance	\$0	\$9,174	\$14,464	\$23,638
53 Real estate & rental	\$0	\$9,569	\$19,575	\$29,144
54 Professional- scientific & tech svcs	\$0	\$5,909	\$4,439	\$10,348
55 Management of companies	\$0	\$3,510	\$841	\$4,351
56 Administrative & waste services	\$0	\$9,042	\$2,832	\$11,874
61 Educational svcs	\$0	\$45	\$959	\$1,004
62 Health & social services	\$0	\$0	\$16,009	\$16,009
71 Arts- entertainment & recreation	\$10,191	\$900	\$1,310	\$12,402
72 Accommodation & food services	\$55,197	\$1,959	\$5,831	\$62,988
81 Other services	\$0	\$3,027	\$4,594	\$7,621
92 Government & non NAICs	\$0	\$4,600	\$1,349	\$5,949
Multiplier	1.64			

Tax Impact Summary

Impact	Direct	Indirect	Induced	Total
Sub County General	\$1,255	\$488	\$697	\$2,441
Sub County Special Districts	\$4,673	\$1,815	\$2,596	\$9,084
County	\$2,240	\$869	\$1,242	\$4,351
State	\$6,746	\$2,171	\$2,705	\$11,622
Federal	\$24,455	\$6,652	\$7,236	\$38,343
Total Tax Impact	\$39,369	\$11,996	\$14,477	\$65,841



Economic Impacts for Alfred S. Nader Regional Airport, Otsego County, NY

ITEM	2019
Direct Impacts	
Airport-Related Payrolls	\$291,300
Airport Expenditures	\$869,700
Airport-Related Employment	6 Jobs
Induced Impacts	
Induced Impacts	\$363,100
Total Induced Employment Impacts	3 Jobs
Grand Total Dollar Impacts	\$1,232,800
Grand Total Income Impacts	\$403,100
Grand Total Employment Impacts¹	9 Jobs
Estimated State and Local Taxes	\$58,930

¹Jobs are rounded to the nearest full-time job

Employment

Description	Direct	Indirect	Induced	Total
Total	6.3	1.2	1.1	8.7
11 Ag, Forestry, Fish & Hunting	0.0	0.0	0.0	0.0
21 Mining	0.0	0.0	0.0	0.0
22 Utilities	0.0	0.0	0.0	0.0
23 Construction	3.8	0.0	0.0	3.8
31-33 Manufacturing	0.0	0.0	0.0	0.0
42 Wholesale Trade	0.0	0.1	0.0	0.1
44-45 Retail trade	0.0	0.5	0.2	0.7
48-49 Transportation & Warehousing	1.1	0.2	0.0	1.3
51 Information	0.0	0.0	0.0	0.0
52 Finance & insurance	0.0	0.0	0.1	0.1
53 Real estate & rental	0.0	0.1	0.1	0.1
54 Professional- scientific & tech svcs	0.0	0.1	0.0	0.1
55 Management of companies	0.0	0.0	0.0	0.0
56 Administrative & waste services	0.0	0.1	0.0	0.1
61 Educational svcs	0.0	0.0	0.1	0.1
62 Health & social services	0.0	0.0	0.3	0.3
71 Arts- entertainment & recreation	0.1	0.0	0.1	0.1
72 Accommodation & food services	0.3	0.0	0.2	0.5
81 Other services	0.0	0.0	0.1	0.2



92 Government & non NAICs	1.0	0.0	0.0	1.0
<i>Multiplier</i>	1.40			

Income

Description	Direct	Indirect	Induced	Total
Total	\$291,349	\$54,665	\$57,096	\$403,110
11 Ag, Forestry, Fish & Hunting	\$0	\$174	\$112	\$286
21 Mining	\$0	\$601	\$25	\$626
22 Utilities	\$0	\$1,443	\$1,242	\$2,685
23 Construction	\$171,841	\$602	\$312	\$172,756
31-33 Manufacturing	\$0	\$3,079	\$70	\$3,149
42 Wholesale Trade	\$0	\$5,189	\$777	\$5,966
44-45 Retail trade	\$1,105	\$18,432	\$7,867	\$27,404
48-49 Transportation & Warehousing	\$50,454	\$7,525	\$1,118	\$59,097
51 Information	\$0	\$682	\$432	\$1,114
52 Finance & insurance	\$0	\$2,023	\$3,204	\$5,227
53 Real estate & rental	\$0	\$1,550	\$1,137	\$2,686
54 Professional- scientific & tech svcs	\$0	\$4,926	\$1,823	\$6,749
55 Management of companies	\$0	\$1,023	\$320	\$1,343
56 Administrative & waste services	\$0	\$2,767	\$845	\$3,613
61 Educational svcs	\$0	\$122	\$2,134	\$2,257
62 Health & social services	\$0	\$0	\$22,115	\$22,115
71 Arts- entertainment & recreation	\$1,605	\$411	\$1,728	\$3,745
72 Accommodation & food services	\$9,002	\$1,075	\$4,293	\$14,370
81 Other services	\$0	\$2,046	\$7,119	\$9,165
92 Government & non NAICs	\$57,342	\$995	\$422	\$58,759
<i>Multiplier</i>	1.38			

Output

Description	Direct	Indirect	Induced	Total
Total	\$869,680	\$185,568	\$177,576	\$1,232,824
11 Ag, Forestry, Fish & Hunting	\$0	\$414	\$298	\$712
21 Mining	\$0	\$1,955	\$19	\$1,974
22 Utilities	\$0	\$5,707	\$4,644	\$10,351
23 Construction	\$633,504	\$2,423	\$1,240	\$637,168
31-33 Manufacturing	\$0	\$18,398	\$474	\$18,872
42 Wholesale Trade	\$0	\$25,218	\$4,081	\$29,299
44-45 Retail trade	\$2,729	\$52,763	\$21,636	\$77,129



Economic Impacts of Airports & Aviation

48-49 Transportation & Warehousing	\$138,284	\$20,269	\$2,414	\$160,967
51 Information	\$0	\$4,620	\$3,073	\$7,694
52 Finance & insurance	\$0	\$12,655	\$21,217	\$33,872
53 Real estate & rental	\$0	\$8,199	\$38,325	\$46,524
54 Professional- scientific & tech svcs	\$0	\$14,030	\$5,431	\$19,461
55 Management of companies	\$0	\$2,666	\$833	\$3,499
56 Administrative & waste services	\$0	\$7,223	\$2,302	\$9,525
61 Educational svcs	\$0	\$264	\$3,581	\$3,845
62 Health & social services	\$0	\$0	\$39,968	\$39,969
71 Arts- entertainment & recreation	\$4,550	\$921	\$4,517	\$9,988
72 Accommodation & food services	\$24,644	\$2,825	\$12,224	\$39,693
81 Other services	\$0	\$3,815	\$10,782	\$14,597
92 Government & non NAICs	\$65,968	\$1,203	\$515	\$67,687
Multiplier	1.42			

Tax Impact Summary

Impact	Direct	Indirect	Induced	Total
Sub County General	\$1,705	\$1,836	\$1,430	\$4,971
Sub County Special Districts	\$4,517	\$4,864	\$3,789	\$13,170
County	\$3,927	\$4,216	\$3,285	\$11,429
State	\$15,072	\$7,712	\$6,577	\$29,361
Federal	\$52,124	\$11,761	\$12,451	\$76,336
Total Tax Impact	\$77,346	\$30,388	\$27,533	\$135,266





Economic Impacts for Orange County Airport, Orange County, NY

ITEM	2019
Direct Impacts	
Airport-Related Payrolls	\$4,930,400
Airport Expenditures	\$12,769,200
Airport-Related Employment	88 Jobs
Induced Impacts	
Induced Impacts	\$7,030,800
Total Induced Employment Impacts	43 Jobs
Grand Total Dollar Impacts	\$19,800,000
Grand Total Income Impacts	\$7,086,600
Grand Total Employment Impacts¹	131 Jobs
Estimated State and Local Taxes	\$1,129,232

¹Jobs are rounded to the nearest full-time job

Employment

Description	Direct	Indirect	Induced	Total
Total	88.3	21.6	21.3	131.3
11 Ag, Forestry, Fish & Hunting	0.0	0.0	0.1	0.1
21 Mining	0.0	0.3	0.0	0.3
22 Utilities	0.0	0.1	0.1	0.1
23 Construction	38.2	0.2	0.1	38.6
31-33 Manufacturing	0.0	0.8	0.0	0.8
42 Wholesale Trade	0.0	1.6	0.6	2.1
44-45 Retail trade	0.9	4.6	3.6	9.1
48-49 Transportation & Warehousing	10.7	2.7	0.9	14.3
51 Information	0.0	0.3	0.2	0.5
52 Finance & insurance	0.0	0.9	1.3	2.2
53 Real estate & rental	0.0	2.6	1.1	3.8
54 Professional- scientific & tech svcs	0.0	2.1	0.8	2.9
55 Management of companies	0.0	0.2	0.1	0.3
56 Administrative & waste services	0.0	2.9	1.1	3.9
61 Educational svcs	21.0	0.2	0.7	21.9
62 Health & social services	0.0	0.0	5.2	5.2
71 Arts- entertainment & recreation	2.0	0.2	0.7	3.0
72 Accommodation & food services	7.6	0.6	2.4	10.6
81 Other services	0.0	1.1	2.2	3.3



Economic Impacts of Airports & Aviation

92 Government & non NAICs	8.0	0.2	0.1	8.4
<i>Multiplier</i>	1.49			

Income

Description	Direct	Indirect	Induced	Total
Total	\$4,930,376	\$1,143,841	\$1,012,388	\$7,086,605
11 Ag, Forestry, Fish & Hunting	\$0	\$815	\$1,359	\$2,174
21 Mining	\$0	\$31,178	\$314	\$31,492
22 Utilities	\$0	\$12,353	\$8,596	\$20,949
23 Construction	\$2,683,895	\$15,525	\$9,492	\$2,708,912
31-33 Manufacturing	\$0	\$75,877	\$2,734	\$78,611
42 Wholesale Trade	\$0	\$119,362	\$42,867	\$162,229
44-45 Retail trade	\$32,167	\$201,119	\$133,613	\$366,899
48-49 Transportation & Warehousing	\$585,798	\$175,000	\$45,850	\$806,648
51 Information	\$0	\$33,542	\$20,677	\$54,219
52 Finance & insurance	\$0	\$40,795	\$53,400	\$94,195
53 Real estate & rental	\$0	\$70,771	\$22,461	\$93,232
54 Professional- scientific & tech svcs	\$0	\$128,661	\$50,310	\$178,971
55 Management of companies	\$0	\$19,473	\$6,846	\$26,318
56 Administrative & waste services	\$0	\$112,300	\$40,692	\$152,993
61 Educational svcs	\$599,456	\$4,552	\$21,611	\$625,619
62 Health & social services	\$0	\$11	\$344,570	\$344,581
71 Arts- entertainment & recreation	\$38,145	\$3,767	\$13,998	\$55,910
72 Accommodation & food services	\$273,691	\$20,061	\$70,880	\$364,633
81 Other services	\$0	\$57,893	\$109,879	\$167,773
92 Government & non NAICs	\$717,224	\$20,785	\$12,237	\$750,246
<i>Multiplier</i>	1.44			

Output

Description	Direct	Indirect	Induced	Total
Total	\$12,769,236	\$3,789,311	\$3,241,440	\$19,799,987
11 Ag, Forestry, Fish & Hunting	\$0	\$1,789	\$4,277	\$6,066
21 Mining	\$0	\$117,935	\$656	\$118,591
22 Utilities	\$0	\$99,687	\$69,042	\$168,730
23 Construction	\$8,050,000	\$50,323	\$30,411	\$8,130,734
31-33 Manufacturing	\$0	\$343,705	\$14,643	\$358,348
42 Wholesale Trade	\$0	\$533,243	\$185,957	\$719,200
44-45 Retail trade	\$76,801	\$545,069	\$357,634	\$979,503



48-49 Transportation & Warehousing	\$1,379,745	\$395,518	\$99,553	\$1,874,816
51 Information	\$0	\$168,676	\$107,125	\$275,801
52 Finance & insurance	\$0	\$288,130	\$379,621	\$667,751
53 Real estate & rental	\$0	\$489,980	\$695,899	\$1,185,879
54 Professional- scientific & tech svcs	\$0	\$290,691	\$121,412	\$412,103
55 Management of companies	\$0	\$44,924	\$15,793	\$60,717
56 Administrative & waste services	\$0	\$249,573	\$90,532	\$340,105
61 Educational svcs	\$1,616,064	\$12,090	\$36,080	\$1,664,234
62 Health & social services	\$0	\$21	\$599,435	\$599,456
71 Arts- entertainment & recreation	\$128,039	\$17,639	\$47,130	\$192,808
72 Accommodation & food services	\$693,465	\$48,168	\$189,548	\$931,181
81 Other services	\$0	\$64,742	\$176,202	\$240,943
92 Government & non NAICs	\$825,123	\$27,407	\$20,491	\$873,021
Multiplier	1.55			

Tax Impact Summary

Impact	Direct	Indirect	Induced	Total
Sub County General	\$40,920	\$43,717	\$30,595	\$115,233
Sub County Special Districts	\$115,376	\$123,263	\$86,264	\$324,904
County	\$71,353	\$76,057	\$53,236	\$200,646
State	\$252,656	\$133,554	\$102,239	\$488,449
Federal	\$951,591	\$249,229	\$222,380	\$1,423,200
Total Tax Impact	\$1,431,897	\$625,820	\$494,716	\$2,552,432



Economic Impacts for Oswego County Airport, Oswego County, NY

ITEM	2019
Direct Impacts	
Airport-Related Payrolls	\$1,125,500
Airport Expenditures	\$2,466,200
Airport-Related Employment	17 Jobs
Induced Impacts	
Induced Impacts	\$850,500
Total Induced Employment Impacts	6 Jobs
Grand Total Dollar Impacts	\$3,316,700
Grand Total Income Impacts	\$1,378,900
Grand Total Employment Impacts¹	23 Jobs
Estimated State and Local Taxes	\$165,104

¹Jobs are rounded to the nearest full-time job

Employment

Description	Direct	Indirect	Induced	Total
Total	17.4	3.0	2.6	23.1
11 Ag, Forestry, Fish & Hunting	0.0	0.0	0.0	0.0
21 Mining	0.0	0.0	0.0	0.0
22 Utilities	0.0	0.0	0.0	0.0
23 Construction	6.5	0.0	0.0	6.6
31-33 Manufacturing	0.0	0.0	0.0	0.0
42 Wholesale Trade	0.0	0.1	0.0	0.1
44-45 Retail trade	0.1	0.8	0.4	1.3
48-49 Transportation & Warehousing	2.5	0.6	0.1	3.2
51 Information	0.0	0.0	0.0	0.1
52 Finance & insurance	0.0	0.1	0.1	0.3
53 Real estate & rental	0.0	0.3	0.2	0.4
54 Professional- scientific & tech svcs	0.0	0.2	0.1	0.3
55 Management of companies	0.0	0.1	0.0	0.1
56 Administrative & waste services	0.0	0.3	0.1	0.4
61 Educational svcs	3.0	0.0	0.1	3.1
62 Health & social services	0.0	0.0	0.7	0.7
71 Arts- entertainment & recreation	0.3	0.0	0.1	0.4
72 Accommodation & food services	1.0	0.1	0.3	1.4
81 Other services	0.0	0.2	0.4	0.6
92 Government & non NAICs	4.0	0.0	0.0	4.1
<i>Multiplier</i>	1.32			

Income



Description	Direct	Indirect	Induced	Total
Total	\$1,125,453	\$137,755	\$115,715	\$1,378,923
11 Ag, Forestry, Fish & Hunting	\$0	\$104	\$82	\$186
21 Mining	\$0	\$489	\$3	\$492
22 Utilities	\$0	\$1,040	\$1,032	\$2,071
23 Construction	\$335,089	\$2,487	\$1,335	\$338,912
31-33 Manufacturing	\$0	\$4,242	\$454	\$4,696
42 Wholesale Trade	\$0	\$6,340	\$3,534	\$9,874
44-45 Retail trade	\$3,469	\$28,794	\$15,237	\$47,500
48-49 Transportation & Warehousing	\$129,078	\$35,174	\$5,341	\$169,592
51 Information	\$0	\$4,670	\$1,780	\$6,450
52 Finance & insurance	\$0	\$6,181	\$6,056	\$12,237
53 Real estate & rental	\$0	\$8,728	\$4,298	\$13,026
54 Professional- scientific & tech svcs	\$0	\$10,093	\$3,918	\$14,011
55 Management of companies	\$0	\$2,528	\$701	\$3,230
56 Administrative & waste services	\$0	\$12,020	\$3,166	\$15,187
61 Educational svcs	\$110,512	\$1,154	\$2,339	\$114,005
62 Health & social services	\$0	\$1	\$38,029	\$38,030
71 Arts- entertainment & recreation	\$3,697	\$457	\$1,811	\$5,965
72 Accommodation & food services	\$32,014	\$2,385	\$9,139	\$43,537
81 Other services	\$0	\$7,629	\$14,803	\$22,432
92 Government & non NAICs	\$511,594	\$3,237	\$2,659	\$517,490
<i>Multiplier</i>	1.23			

Output

Description	Direct	Indirect	Induced	Total
Total	\$2,466,244	\$460,102	\$390,329	\$3,316,675
11 Ag, Forestry, Fish & Hunting	\$0	\$191	\$223	\$414
21 Mining	\$0	\$1,938	\$39	\$1,977
22 Utilities	\$0	\$6,315	\$6,151	\$12,467
23 Construction	\$1,194,988	\$7,979	\$4,364	\$1,207,331
31-33 Manufacturing	\$0	\$23,879	\$2,257	\$26,137
42 Wholesale Trade	\$0	\$36,130	\$15,456	\$51,587
44-45 Retail trade	\$9,498	\$86,117	\$41,092	\$136,708
48-49 Transportation & Warehousing	\$314,467	\$86,103	\$13,241	\$413,811
51 Information	\$0	\$24,913	\$10,364	\$35,277
52 Finance & insurance	\$0	\$43,059	\$42,001	\$85,061
53 Real estate & rental	\$0	\$53,468	\$101,238	\$154,706
54 Professional- scientific & tech svcs	\$0	\$27,048	\$11,086	\$38,134
55 Management of companies	\$0	\$9,527	\$2,601	\$12,128
56 Administrative & waste services	\$0	\$27,699	\$7,823	\$35,521
61 Educational svcs	\$257,136	\$2,690	\$3,623	\$263,449



62 Health & social services	\$0	\$2	\$68,466	\$68,468
71 Arts- entertainment & recreation	\$15,835	\$2,092	\$5,685	\$23,613
72 Accommodation & food services	\$85,762	\$6,200	\$25,399	\$117,362
81 Other services	\$0	\$10,420	\$25,483	\$35,903
92 Government & non NAICs	\$588,557	\$4,331	\$3,733	\$596,621
Multiplier	1.34			

Tax Impact Summary

Impact	Direct	Indirect	Induced	Total
Sub County General	\$27,732	\$14,309	\$15,689	\$57,730
Sub County Special Districts	\$7,655	\$9,340	\$3,542	\$20,538
County	\$6,815	\$8,264	\$3,134	\$18,213
State	\$41,647	\$15,962	\$11,015	\$68,624
Federal	\$201,807	\$30,709	\$25,378	\$257,894
Total Tax Impact	\$285,656	\$78,584	\$58,758	\$422,998



Economic Impacts for Penn Yan Airport, Yates County, NY

ITEM	2019
Direct Impacts	
Airport-Related Payrolls	\$3,617,300
Airport Expenditures	\$20,634,300
Airport-Related Employment	61 Jobs
Induced Impacts	
Induced Impacts	\$2,687,800
Total Induced Employment Impacts	23 Jobs
Grand Total Dollar Impacts	\$23,322,100
Grand Total Income Impacts	\$4,341,300
Grand Total Employment Impacts¹	84 Jobs
Estimated State and Local Taxes	\$556,012

¹Jobs are rounded to the nearest full-time job

Employment

Description	Direct	Indirect	Induced	Total
Total	61.4	12.9	10.1	84.4
11 Ag, Forestry, Fish & Hunting	0.0	0.0	0.1	0.2
21 Mining	0.0	0.0	0.0	0.0
22 Utilities	0.0	0.0	0.0	0.0
23 Construction	2.6	0.3	0.1	3.0
31-33 Manufacturing	30.0	0.1	0.0	30.1
42 Wholesale Trade	0.0	0.4	0.1	0.5
44-45 Retail trade	0.0	0.4	1.7	2.2
48-49 Transportation & Warehousing	28.2	1.9	0.3	30.4
51 Information	0.0	0.1	0.1	0.2
52 Finance & insurance	0.0	1.3	0.5	1.8
53 Real estate & rental	0.0	0.8	0.5	1.3
54 Professional- scientific & tech svcs	0.0	3.1	0.5	3.6
55 Management of companies	0.0	0.4	0.0	0.5
56 Administrative & waste services	0.0	2.3	0.3	2.6
61 Educational svcs	0.0	0.0	0.5	0.6
62 Health & social services	0.0	0.0	2.7	2.7
71 Arts- entertainment & recreation	0.1	0.1	0.2	0.4
72 Accommodation & food services	0.5	0.4	1.1	2.0
81 Other services	0.0	1.1	1.3	2.4



92 Government & non NAICs	0.0	0.2	0.0	0.2
<i>Multiplier</i>	1.38			

Income

Description	Direct	Indirect	Induced	Total
Total	\$3,617,340	\$382,169	\$341,825	\$4,341,334
11 Ag, Forestry, Fish & Hunting	\$0	\$1,102	\$2,793	\$3,895
21 Mining	\$0	\$2,776	\$199	\$2,976
22 Utilities	\$0	\$0	\$0	\$0
23 Construction	\$153,563	\$18,230	\$5,260	\$177,052
31-33 Manufacturing	\$2,544,686	\$8,573	\$1,056	\$2,554,315
42 Wholesale Trade	\$0	\$20,447	\$3,106	\$23,553
44-45 Retail trade	\$1,403	\$17,039	\$50,357	\$68,799
48-49 Transportation & Warehousing	\$904,360	\$70,791	\$11,264	\$986,416
51 Information	\$0	\$4,292	\$2,651	\$6,942
52 Finance & insurance	\$0	\$32,611	\$13,477	\$46,088
53 Real estate & rental	\$0	\$20,699	\$10,663	\$31,362
54 Professional- scientific & tech svcs	\$0	\$46,526	\$8,801	\$55,327
55 Management of companies	\$0	\$8,026	\$635	\$8,660
56 Administrative & waste services	\$0	\$62,937	\$7,787	\$70,724
61 Educational svcs	\$0	\$533	\$15,794	\$16,327
62 Health & social services	\$0	\$46	\$127,411	\$127,457
71 Arts- entertainment & recreation	\$1,948	\$294	\$3,022	\$5,263
72 Accommodation & food services	\$11,382	\$7,008	\$21,742	\$40,132
81 Other services	\$0	\$49,656	\$52,797	\$102,454
92 Government & non NAICs	\$0	\$10,584	\$3,011	\$13,595
<i>Multiplier</i>	1.20			

Output

Description	Direct	Indirect	Induced	Total
Total	\$20,634,275	\$1,391,950	\$1,295,873	\$23,322,098
11 Ag, Forestry, Fish & Hunting	\$0	\$2,730	\$7,401	\$10,131
21 Mining	\$0	\$3,342	\$231	\$3,573
22 Utilities	\$0	\$0	\$0	\$0
23 Construction	\$476,060	\$60,838	\$17,403	\$554,300
31-33 Manufacturing	\$16,906,838	\$43,309	\$8,130	\$16,958,277
42 Wholesale Trade	\$0	\$114,888	\$18,755	\$133,643
44-45 Retail trade	\$3,779	\$48,072	\$151,650	\$203,501



48-49 Transportation & Warehousing	\$3,207,175	\$229,129	\$32,472	\$3,468,776
51 Information	\$0	\$26,265	\$14,351	\$40,616
52 Finance & insurance	\$0	\$177,381	\$97,324	\$274,705
53 Real estate & rental	\$0	\$141,128	\$359,829	\$500,957
54 Professional- scientific & tech svcs	\$0	\$208,714	\$50,234	\$258,948
55 Management of companies	\$0	\$49,630	\$3,924	\$53,554
56 Administrative & waste services	\$0	\$169,929	\$21,743	\$191,672
61 Educational svcs	\$0	\$1,148	\$32,870	\$34,019
62 Health & social services	\$0	\$78	\$292,678	\$292,756
71 Arts- entertainment & recreation	\$6,300	\$5,594	\$13,398	\$25,292
72 Accommodation & food services	\$34,122	\$21,512	\$73,092	\$128,727
81 Other services	\$0	\$76,762	\$97,118	\$173,880
92 Government & non NAICs	\$0	\$11,499	\$3,271	\$14,770
Multiplier	1.13			

Tax Impact Summary

Impact	Direct	Indirect	Induced	Total
Sub County General	\$42,367	\$14,948	\$16,554	\$73,869
Sub County Special Districts	\$61,889	\$21,835	\$24,182	\$107,905
County	\$80,133	\$28,197	\$31,218	\$139,548
State	\$163,402	\$34,664	\$36,624	\$234,690
Federal	\$721,096	\$77,335	\$77,122	\$875,553
Total Tax Impact	\$1,068,887	\$176,978	\$185,700	\$1,431,565



Economic Impacts for Perry-Warsaw Airport, Wyoming County, NY

ITEM	2019
Direct Impacts	
Airport-Related Payrolls	\$140,900
Airport Expenditures	\$283,500
Airport-Related Employment	2 Jobs
Induced Impacts	
Induced Impacts	\$74,900
Total Induced Employment Impacts	1 Jobs
Grand Total Dollar Impacts	\$358,400
Grand Total Income Impacts	\$161,400
Grand Total Employment Impacts¹	3 Jobs
Estimated State and Local Taxes	\$16,804

¹Jobs are rounded to the nearest full-time job

Employment

Description	Direct	Indirect	Induced	Total
Total	2.3	0.2	0.2	2.7
11 Ag, Forestry, Fish & Hunting	0.0	0.0	0.0	0.0
21 Mining	0.0	0.0	0.0	0.0
22 Utilities	0.0	0.0	0.0	0.0
23 Construction	0.6	0.0	0.0	0.6
31-33 Manufacturing	0.0	0.0	0.0	0.0
42 Wholesale Trade	0.0	0.0	0.0	0.0
44-45 Retail trade	0.0	0.1	0.1	0.2
48-49 Transportation & Warehousing	0.5	0.0	0.0	0.6
51 Information	0.0	0.0	0.0	0.0
52 Finance & insurance	0.0	0.0	0.0	0.0
53 Real estate & rental	0.0	0.0	0.0	0.0
54 Professional- scientific & tech svcs	0.0	0.0	0.0	0.0
55 Management of companies	0.0	0.0	0.0	0.0
56 Administrative & waste services	0.0	0.0	0.0	0.0
61 Educational svcs	0.0	0.0	0.0	0.0
62 Health & social services	0.0	0.0	0.0	0.0
71 Arts- entertainment & recreation	0.0	0.0	0.0	0.0
72 Accommodation & food services	0.1	0.0	0.0	0.2
81 Other services	0.0	0.0	0.0	0.0



92 Government & non NAICs	1.0	0.0	0.0	1.0
<i>Multiplier</i>	1.17			

Income

Description	Direct	Indirect	Induced	Total
Total	\$140,923	\$11,691	\$8,757	\$161,371
11 Ag, Forestry, Fish & Hunting	\$0	\$49	\$52	\$100
21 Mining	\$0	\$1	\$0	\$1
22 Utilities	\$0	\$31	\$33	\$63
23 Construction	\$36,469	\$214	\$113	\$36,797
31-33 Manufacturing	\$0	\$728	\$41	\$769
42 Wholesale Trade	\$0	\$713	\$120	\$833
44-45 Retail trade	\$419	\$3,360	\$1,863	\$5,642
48-49 Transportation & Warehousing	\$35,086	\$2,892	\$492	\$38,469
51 Information	\$0	\$80	\$62	\$142
52 Finance & insurance	\$0	\$258	\$567	\$826
53 Real estate & rental	\$0	\$583	\$233	\$816
54 Professional- scientific & tech svcs	\$0	\$663	\$342	\$1,005
55 Management of companies	\$0	\$189	\$40	\$229
56 Administrative & waste services	\$0	\$803	\$195	\$998
61 Educational svcs	\$0	\$0	\$8	\$8
62 Health & social services	\$0	\$0	\$2,000	\$2,000
71 Arts- entertainment & recreation	\$604	\$7	\$137	\$748
72 Accommodation & food services	\$4,157	\$149	\$788	\$5,093
81 Other services	\$0	\$676	\$1,550	\$2,226
92 Government & non NAICs	\$64,189	\$297	\$120	\$64,606
<i>Multiplier</i>	1.15			

Output

Description	Direct	Indirect	Induced	Total
Total	\$283,463	\$37,579	\$37,347	\$358,389
11 Ag, Forestry, Fish & Hunting	\$0	\$91	\$162	\$253
21 Mining	\$0	\$1	\$0	\$1
22 Utilities	\$0	\$249	\$255	\$504
23 Construction	\$116,271	\$764	\$402	\$117,437
31-33 Manufacturing	\$0	\$2,486	\$176	\$2,662
42 Wholesale Trade	\$0	\$5,144	\$921	\$6,065
44-45 Retail trade	\$1,260	\$8,717	\$5,613	\$15,589



Economic Impacts of Airports & Aviation

48-49 Transportation & Warehousing	\$78,613	\$6,567	\$971	\$86,152
51 Information	\$0	\$1,364	\$1,282	\$2,645
52 Finance & insurance	\$0	\$2,409	\$4,797	\$7,207
53 Real estate & rental	\$0	\$3,369	\$10,883	\$14,252
54 Professional- scientific & tech svcs	\$0	\$2,220	\$1,172	\$3,392
55 Management of companies	\$0	\$560	\$119	\$679
56 Administrative & waste services	\$0	\$1,603	\$391	\$1,994
61 Educational svcs	\$0	\$4	\$91	\$95
62 Health & social services	\$0	\$0	\$3,426	\$3,426
71 Arts- entertainment & recreation	\$2,100	\$20	\$497	\$2,618
72 Accommodation & food services	\$11,374	\$430	\$2,700	\$14,505
81 Other services	\$0	\$1,265	\$3,363	\$4,628
92 Government & non NAICs	\$73,845	\$318	\$123	\$74,286
Multiplier	1.26			

Tax Impact Summary

Impact	Direct	Indirect	Induced	Total
Sub County General	\$699	\$678	\$501	\$1,878
Sub County Special Districts	\$957	\$928	\$686	\$2,571
County	\$1,409	\$1,356	\$1,003	\$3,768
State	\$5,319	\$1,848	\$1,420	\$8,587
Federal	\$24,307	\$2,469	\$2,034	\$28,810
Total Tax Impact	\$32,691	\$7,278	\$5,644	\$45,613





Economic Impacts for Piseco Airport, Hamilton County, NY

ITEM	2019
Direct Impacts	
Airport-Related Payrolls	\$121,300
Airport Expenditures	\$316,700
Airport-Related Employment	3 Jobs
Induced Impacts	
Induced Impacts	\$69,300
Total Induced Employment Impacts	0 Jobs
Grand Total Dollar Impacts	\$386,000
Grand Total Income Impacts	\$136,800
Grand Total Employment Impacts¹	3 Jobs
Estimated State and Local Taxes	\$16,857

¹Jobs are rounded to the nearest full-time job

Employment

Description	Direct	Indirect	Induced	Total
Total	2.6	0.3	0.1	3.1
11 Ag, Forestry, Fish & Hunting	0.0	0.0	0.0	0.0
21 Mining	0.0	0.0	0.0	0.0
22 Utilities	0.0	0.0	0.0	0.0
23 Construction	1.5	0.0	0.0	1.5
31-33 Manufacturing	0.0	0.0	0.0	0.0
42 Wholesale Trade	0.0	0.0	0.0	0.0
44-45 Retail trade	0.0	0.2	0.0	0.2
48-49 Transportation & Warehousing	0.0	0.0	0.0	0.1
51 Information	0.0	0.0	0.0	0.0
52 Finance & insurance	0.0	0.0	0.0	0.0
53 Real estate & rental	0.0	0.0	0.0	0.0
54 Professional- scientific & tech svcs	0.0	0.0	0.0	0.0
55 Management of companies	0.0	0.0	0.0	0.0
56 Administrative & waste services	0.0	0.0	0.0	0.0
61 Educational svcs	0.0	0.0	0.0	0.0
62 Health & social services	0.0	0.0	0.0	0.0
71 Arts- entertainment & recreation	0.0	0.0	0.0	0.0
72 Accommodation & food services	0.1	0.0	0.1	0.1
81 Other services	0.0	0.0	0.0	0.0



Economic Impacts of Airports & Aviation

92 Government & non NAICs	1.0	0.0	0.0	1.0
<i>Multiplier</i>	1.18			

Income

Description	Direct	Indirect	Induced	Total
Total	\$121,322	\$9,971	\$5,471	\$136,764
11 Ag, Forestry, Fish & Hunting	\$0	\$8	\$5	\$14
21 Mining	\$0	\$16	\$1	\$18
22 Utilities	\$0	\$64	\$54	\$118
23 Construction	\$59,132	\$42	\$97	\$59,270
31-33 Manufacturing	\$0	\$383	\$3	\$386
42 Wholesale Trade	\$0	\$183	\$29	\$212
44-45 Retail trade	\$137	\$6,465	\$1,419	\$8,021
48-49 Transportation & Warehousing	\$540	\$1,053	\$374	\$1,967
51 Information	\$0	\$89	\$87	\$176
52 Finance & insurance	\$0	\$88	\$208	\$296
53 Real estate & rental	\$0	\$399	\$196	\$595
54 Professional- scientific & tech svcs	\$0	\$221	\$96	\$317
55 Management of companies	\$0	\$158	\$84	\$242
56 Administrative & waste services	\$0	\$335	\$105	\$440
61 Educational svcs	\$0	\$2	\$33	\$35
62 Health & social services	\$0	\$0	\$779	\$780
71 Arts- entertainment & recreation	\$286	\$38	\$432	\$756
72 Accommodation & food services	\$1,360	\$177	\$911	\$2,447
81 Other services	\$0	\$115	\$460	\$575
92 Government & non NAICs	\$59,868	\$133	\$98	\$60,099
<i>Multiplier</i>	1.13			

Output

Description	Direct	Indirect	Induced	Total
Total	\$316,709	\$37,660	\$31,602	\$385,971
11 Ag, Forestry, Fish & Hunting	\$0	\$13	\$6	\$19
21 Mining	\$0	\$17	\$1	\$19
22 Utilities	\$0	\$1,125	\$944	\$2,069
23 Construction	\$241,304	\$191	\$427	\$241,922
31-33 Manufacturing	\$0	\$3,058	\$20	\$3,079
42 Wholesale Trade	\$0	\$2,085	\$699	\$2,785
44-45 Retail trade	\$441	\$19,135	\$4,626	\$24,201



48-49 Transportation & Warehousing	\$1,374	\$3,817	\$1,157	\$6,348
51 Information	\$0	\$663	\$778	\$1,441
52 Finance & insurance	\$0	\$1,118	\$3,941	\$5,060
53 Real estate & rental	\$0	\$1,825	\$10,000	\$11,825
54 Professional- scientific & tech svcs	\$0	\$1,968	\$754	\$2,722
55 Management of companies	\$0	\$464	\$248	\$711
56 Administrative & waste services	\$0	\$942	\$290	\$1,232
61 Educational svcs	\$0	\$12	\$177	\$188
62 Health & social services	\$0	\$1	\$1,314	\$1,314
71 Arts- entertainment & recreation	\$735	\$113	\$1,484	\$2,332
72 Accommodation & food services	\$3,981	\$630	\$3,397	\$8,008
81 Other services	\$0	\$339	\$1,231	\$1,570
92 Government & non NAICs	\$68,874	\$146	\$107	\$69,127
Multiplier	1.22			

Tax Impact Summary

Impact	Direct	Indirect	Induced	Total
Sub County General	\$1,359	\$1,529	\$908	\$3,796
Sub County Special Districts	\$1,601	\$1,802	\$1,070	\$4,473
County	\$1,013	\$1,127	\$670	\$2,810
State	\$4,381	\$864	\$532	\$5,778
Federal	\$23,555	\$2,167	\$1,273	\$26,995
Total Tax Impact	\$31,909	\$7,489	\$4,454	\$43,852



Economic Impacts for Potsdam Municipal Airport/Damon Field, St. Lawrence County, NY

ITEM	2019
Direct Impacts	
Airport-Related Payrolls	\$3,073,100
Airport Expenditures	\$17,156,800
Airport-Related Employment	58 Jobs
Induced Impacts	
Induced Impacts	\$5,413,400
Total Induced Employment Impacts	42 Jobs
Grand Total Dollar Impacts	\$22,570,200
Grand Total Income Impacts	\$4,748,500
Grand Total Employment Impacts¹	100 Jobs
Estimated State and Local Taxes	\$3,002,523

¹Jobs are rounded to the nearest full-time job

Employment

Description	Direct	Indirect	Induced	Total
Total	58.3	27.4	13.8	99.6
11 Ag, Forestry, Fish & Hunting	0.0	0.0	0.0	0.0
21 Mining	0.0	0.0	0.0	0.0
22 Utilities	0.0	0.0	0.0	0.1
23 Construction	2.7	0.2	0.1	3.0
31-33 Manufacturing	0.0	0.1	0.0	0.1
42 Wholesale Trade	0.0	0.3	0.1	0.4
44-45 Retail trade	0.0	0.5	2.8	3.2
48-49 Transportation & Warehousing	50.0	7.1	0.4	57.6
51 Information	0.0	0.2	0.2	0.4
52 Finance & insurance	0.0	2.1	0.6	2.7
53 Real estate & rental	0.0	1.0	0.5	1.4
54 Professional- scientific & tech svcs	0.0	0.5	0.3	0.9
55 Management of companies	0.0	0.9	0.2	1.0
56 Administrative & waste services	0.0	1.7	0.4	2.1
61 Educational svcs	1.0	0.0	0.5	1.5
62 Health & social services	4.0	0.0	4.0	8.0
71 Arts- entertainment & recreation	0.0	0.2	0.4	0.6
72 Accommodation & food services	0.1	11.9	1.8	13.8
81 Other services	0.0	0.2	1.5	1.7



92 Government & non NAICs	0.5	0.6	0.2	1.3
<i>Multiplier</i>	1.71			

Income

Description	Direct	Indirect	Induced	Total
Total	\$3,073,084	\$1,125,837	\$549,592	\$4,748,513
11 Ag, Forestry, Fish & Hunting	\$0	\$101	\$611	\$712
21 Mining	\$0	\$1,322	\$104	\$1,426
22 Utilities	\$0	\$3,568	\$6,001	\$9,568
23 Construction	\$132,624	\$11,024	\$3,950	\$147,597
31-33 Manufacturing	\$0	\$4,618	\$1,043	\$5,662
42 Wholesale Trade	\$0	\$15,064	\$6,173	\$21,237
44-45 Retail trade	\$301	\$15,498	\$76,741	\$92,540
48-49 Transportation & Warehousing	\$2,681,564	\$368,643	\$15,741	\$3,065,948
51 Information	\$0	\$9,215	\$9,059	\$18,274
52 Finance & insurance	\$0	\$60,008	\$25,576	\$85,584
53 Real estate & rental	\$0	\$49,299	\$8,678	\$57,976
54 Professional- scientific & tech svcs	\$0	\$21,828	\$16,133	\$37,961
55 Management of companies	\$0	\$69,592	\$12,512	\$82,105
56 Administrative & waste services	\$0	\$63,704	\$14,961	\$78,666
61 Educational svcs	\$33,457	\$1,120	\$22,282	\$56,859
62 Health & social services	\$189,808	\$13	\$211,981	\$401,802
71 Arts- entertainment & recreation	\$362	\$359	\$3,383	\$4,104
72 Accommodation & food services	\$3,232	\$351,857	\$42,428	\$397,517
81 Other services	\$0	\$8,505	\$51,963	\$60,469
92 Government & non NAICs	\$31,736	\$70,500	\$20,272	\$122,507
<i>Multiplier</i>	1.55			

Output

Description	Direct	Indirect	Induced	Total
Total	\$17,156,791	\$3,468,794	\$1,944,578	\$22,570,164
11 Ag, Forestry, Fish & Hunting	\$0	\$264	\$1,997	\$2,261
21 Mining	\$0	\$4,526	\$310	\$4,836
22 Utilities	\$0	\$26,581	\$43,753	\$70,334
23 Construction	\$491,672	\$45,587	\$16,226	\$553,485
31-33 Manufacturing	\$0	\$20,108	\$4,738	\$24,846
42 Wholesale Trade	\$0	\$297,673	\$48,531	\$346,204
44-45 Retail trade	\$924	\$47,936	\$238,636	\$287,496



Economic Impacts of Airports & Aviation

48-49 Transportation & Warehousing	\$16,148,304	\$964,155	\$37,575	\$17,150,034
51 Information	\$0	\$49,522	\$49,508	\$99,030
52 Finance & insurance	\$0	\$413,243	\$189,926	\$603,170
53 Real estate & rental	\$0	\$204,728	\$437,468	\$642,196
54 Professional- scientific & tech svcs	\$0	\$61,273	\$46,651	\$107,924
55 Management of companies	\$0	\$163,659	\$29,424	\$193,083
56 Administrative & waste services	\$0	\$157,743	\$34,898	\$192,641
61 Educational svcs	\$82,209	\$2,584	\$40,093	\$124,886
62 Health & social services	\$387,291	\$26	\$408,721	\$796,037
71 Arts- entertainment & recreation	\$1,540	\$8,382	\$19,034	\$28,956
72 Accommodation & food services	\$8,341	\$823,182	\$130,917	\$962,439
81 Other services	\$0	\$19,346	\$104,945	\$124,291
92 Government & non NAICs	\$36,510	\$158,276	\$61,228	\$256,015
Multiplier	1.32			

Tax Impact Summary

Impact	Direct	Indirect	Induced	Total
Sub County General	\$303,913	\$46,013	\$20,136	\$370,062
Sub County Special Districts	\$545,569	\$82,599	\$36,148	\$664,316
County	\$752,915	\$114,191	\$49,992	\$917,098
State	\$833,658	\$148,494	\$68,895	\$1,051,046
Federal	\$812,943	\$257,591	\$131,021	\$1,201,555
Total Tax Impact	\$3,248,998	\$648,887	\$306,192	\$4,204,078





Economic Impacts for Republic Airport, Suffolk County, NY

ITEM	2019
Direct Impacts	
Airport-Related Payrolls	\$62,156,400
Airport Expenditures	\$183,444,500
Airport-Related Employment	713 Jobs
Induced Impacts	
Induced Impacts	\$87,514,800
Total Induced Employment Impacts	527 Jobs
Grand Total Dollar Impacts	\$270,959,300
Grand Total Income Impacts	\$93,856,400
Grand Total Employment Impacts¹	1,240 Jobs
Estimated State and Local Taxes	\$24,364,888

¹Jobs are rounded to the nearest full-time job

Employment

Description	Direct	Indirect	Induced	Total
Total	713.2	232.8	294.0	1,240.1
11 Ag, Forestry, Fish & Hunting	0.0	0.1	0.4	0.5
21 Mining	0.0	0.1	0.0	0.1
22 Utilities	0.0	0.2	0.3	0.4
23 Construction	19.9	3.2	2.4	25.5
31-33 Manufacturing	0.0	1.7	0.9	2.7
42 Wholesale Trade	0.0	5.7	7.2	12.9
44-45 Retail trade	2.5	4.2	46.3	53.0
48-49 Transportation & Warehousing	373.7	35.4	10.3	419.4
51 Information	0.0	2.9	3.1	6.0
52 Finance & insurance	0.0	13.3	21.1	34.4
53 Real estate & rental	0.0	28.1	17.1	45.2
54 Professional- scientific & tech svcs	0.0	13.7	13.8	27.5
55 Management of companies	0.0	4.2	1.7	5.9
56 Administrative & waste services	0.0	36.6	14.4	51.0
61 Educational svcs	117.0	2.4	7.9	127.3
62 Health & social services	0.0	0.0	66.0	66.0
71 Arts- entertainment & recreation	37.3	2.1	9.5	48.9
72 Accommodation & food services	110.8	62.6	37.1	210.5
81 Other services	0.0	9.2	31.7	40.9



92 Government & non NAICs	52.0	7.2	2.8	62.0
<i>Multiplier</i>	1.74			

Income

Description	Direct	Indirect	Induced	Total
Total	\$62,156,429	\$14,958,511	\$16,741,478	\$93,856,417
11 Ag, Forestry, Fish & Hunting	\$0	\$4,917	\$22,356	\$27,273
21 Mining	\$0	\$38,683	\$11,679	\$50,362
22 Utilities	\$0	\$54,302	\$81,531	\$135,833
23 Construction	\$1,612,160	\$257,531	\$186,956	\$2,056,648
31-33 Manufacturing	\$0	\$165,259	\$78,584	\$243,843
42 Wholesale Trade	\$0	\$679,157	\$706,759	\$1,385,916
44-45 Retail trade	\$107,389	\$207,170	\$2,006,214	\$2,320,773
48-49 Transportation & Warehousing	\$44,255,345	\$2,378,494	\$389,123	\$47,022,962
51 Information	\$0	\$366,083	\$327,275	\$693,358
52 Finance & insurance	\$0	\$1,140,595	\$1,780,476	\$2,921,071
53 Real estate & rental	\$0	\$2,167,951	\$564,786	\$2,732,737
54 Professional- scientific & tech svcs	\$0	\$1,081,042	\$1,074,808	\$2,155,850
55 Management of companies	\$0	\$576,660	\$238,179	\$814,839
56 Administrative & waste services	\$0	\$1,870,822	\$746,647	\$2,617,469
61 Educational svcs	\$3,764,456	\$77,507	\$294,142	\$4,136,106
62 Health & social services	\$0	\$122	\$4,888,209	\$4,888,331
71 Arts- entertainment & recreation	\$1,200,257	\$41,101	\$243,637	\$1,484,994
72 Accommodation & food services	\$4,136,664	\$2,282,115	\$1,158,057	\$7,576,836
81 Other services	\$0	\$551,023	\$1,573,389	\$2,124,412
92 Government & non NAICs	\$7,080,158	\$1,017,975	\$368,671	\$8,466,804
<i>Multiplier</i>	1.51			

Output

Description	Direct	Indirect	Induced	Total
Total	\$183,444,461	\$38,921,693	\$48,593,121	\$270,959,275
11 Ag, Forestry, Fish & Hunting	\$0	\$7,124	\$32,999	\$40,124
21 Mining	\$0	\$46,856	\$13,728	\$60,584
22 Utilities	\$0	\$198,601	\$280,918	\$479,519
23 Construction	\$4,524,715	\$788,759	\$559,791	\$5,873,264
31-33 Manufacturing	\$0	\$601,486	\$351,128	\$952,614
42 Wholesale Trade	\$0	\$2,935,902	\$2,549,835	\$5,485,737
44-45 Retail trade	\$230,778	\$528,667	\$4,995,213	\$5,754,658



48-49 Transportation & Warehousing	\$141,411,893	\$5,283,206	\$1,003,911	\$147,699,010
51 Information	\$0	\$1,457,709	\$1,417,460	\$2,875,169
52 Finance & insurance	\$0	\$4,670,581	\$7,496,422	\$12,167,002
53 Real estate & rental	\$0	\$7,371,203	\$10,132,188	\$17,503,391
54 Professional- scientific & tech svcs	\$0	\$2,152,417	\$2,298,164	\$4,450,582
55 Management of companies	\$0	\$1,053,835	\$435,267	\$1,489,102
56 Administrative & waste services	\$0	\$3,914,110	\$1,466,870	\$5,380,980
61 Educational svcs	\$9,439,403	\$194,212	\$497,959	\$10,131,574
62 Health & social services	\$0	\$221	\$8,287,332	\$8,287,554
71 Arts- entertainment & recreation	\$3,028,003	\$175,402	\$679,324	\$3,882,730
72 Accommodation & food services	\$13,514,771	\$4,932,658	\$3,018,097	\$21,465,525
81 Other services	\$0	\$687,903	\$2,378,701	\$3,066,604
92 Government & non NAICs	\$11,294,898	\$1,920,843	\$697,813	\$13,913,554
Multiplier	1.48			

Tax Impact Summary

Impact	Direct	Indirect	Induced	Total
Sub County General	\$1,768,282	\$296,408	\$360,867	\$2,425,557
Sub County Special Districts	\$6,582,116	\$1,103,326	\$1,343,262	\$9,028,705
County	\$3,146,929	\$527,864	\$642,545	\$4,317,338
State	\$6,020,198	\$1,172,843	\$1,400,248	\$8,593,288
Federal	\$14,040,020	\$3,220,186	\$3,746,406	\$21,006,612
Total Tax Impact	\$31,557,546	\$6,320,627	\$7,493,328	\$45,371,500





Economic Impacts for Saratoga County Airport, Saratoga County, NY

ITEM	2019
Direct Impacts	
Airport-Related Payrolls	\$2,820,000
Airport Expenditures	\$8,602,000
Airport-Related Employment	42 Jobs
Induced Impacts	
Induced Impacts	\$4,038,200
Total Induced Employment Impacts	26 Jobs
Grand Total Dollar Impacts	\$12,640,200
Grand Total Income Impacts	\$4,159,400
Grand Total Employment Impacts¹	68 Jobs
Estimated State and Local Taxes	\$1,202,549

¹Jobs are rounded to the nearest full-time job

Employment

Description	Direct	Indirect	Induced	Total
Total	42.2	14.4	11.1	67.7
11 Ag, Forestry, Fish & Hunting	0.0	0.0	0.0	0.0
21 Mining	0.0	0.0	0.0	0.0
22 Utilities	0.0	0.0	0.0	0.1
23 Construction	3.4	0.2	0.1	3.7
31-33 Manufacturing	0.0	0.1	0.0	0.1
42 Wholesale Trade	0.0	0.4	0.3	0.7
44-45 Retail trade	0.3	0.5	2.0	2.8
48-49 Transportation & Warehousing	35.5	3.8	0.3	39.6
51 Information	0.0	0.1	0.1	0.2
52 Finance & insurance	0.0	1.1	0.9	2.0
53 Real estate & rental	0.0	1.7	0.7	2.4
54 Professional- scientific & tech svcs	0.0	0.8	0.5	1.4
55 Management of companies	0.0	0.3	0.1	0.3
56 Administrative & waste services	0.0	1.7	0.4	2.0
61 Educational svcs	0.0	0.0	0.5	0.5
62 Health & social services	0.0	0.0	2.2	2.2
71 Arts- entertainment & recreation	0.6	0.1	0.5	1.2
72 Accommodation & food services	2.4	2.8	1.5	6.7
81 Other services	0.0	0.6	1.1	1.6



92 Government & non NAICs	0.0	0.2	0.1	0.3
<i>Multiplier</i>	1.61			

Income

Description	Direct	Indirect	Induced	Total
Total	\$2,820,006	\$805,645	\$533,733	\$4,159,384
11 Ag, Forestry, Fish & Hunting	\$0	\$91	\$370	\$461
21 Mining	\$0	\$4,057	\$216	\$4,273
22 Utilities	\$0	\$6,564	\$6,992	\$13,556
23 Construction	\$247,305	\$17,854	\$6,156	\$271,315
31-33 Manufacturing	\$0	\$8,444	\$1,856	\$10,300
42 Wholesale Trade	\$0	\$37,564	\$24,249	\$61,813
44-45 Retail trade	\$9,378	\$23,079	\$63,846	\$96,302
48-49 Transportation & Warehousing	\$2,461,927	\$223,188	\$13,422	\$2,698,537
51 Information	\$0	\$9,499	\$7,794	\$17,293
52 Finance & insurance	\$0	\$91,886	\$66,744	\$158,630
53 Real estate & rental	\$0	\$87,327	\$11,827	\$99,154
54 Professional- scientific & tech svcs	\$0	\$57,849	\$35,525	\$93,373
55 Management of companies	\$0	\$25,714	\$5,968	\$31,682
56 Administrative & waste services	\$0	\$58,298	\$14,582	\$72,880
61 Educational svcs	\$0	\$1,201	\$15,434	\$16,636
62 Health & social services	\$0	\$6	\$141,606	\$141,612
71 Arts- entertainment & recreation	\$13,518	\$3,686	\$13,450	\$30,655
72 Accommodation & food services	\$87,878	\$101,545	\$42,771	\$232,194
81 Other services	\$0	\$32,401	\$55,343	\$87,744
92 Government & non NAICs	\$0	\$15,392	\$5,583	\$20,975
<i>Multiplier</i>	1.47			

Output

Description	Direct	Indirect	Induced	Total
Total	\$8,602,029	\$2,259,117	\$1,779,085	\$12,640,231
11 Ag, Forestry, Fish & Hunting	\$0	\$156	\$709	\$865
21 Mining	\$0	\$11,594	\$385	\$11,979
22 Utilities	\$0	\$38,314	\$40,232	\$78,546
23 Construction	\$717,972	\$56,144	\$19,203	\$793,319
31-33 Manufacturing	\$0	\$29,024	\$7,364	\$36,388
42 Wholesale Trade	\$0	\$149,712	\$89,938	\$239,649
44-45 Retail trade	\$24,298	\$61,881	\$179,643	\$265,821



Economic Impacts of Airports & Aviation

48-49 Transportation & Warehousing	\$7,599,860	\$530,105	\$29,820	\$8,159,785
51 Information	\$0	\$47,585	\$42,055	\$89,640
52 Finance & insurance	\$0	\$301,220	\$283,339	\$584,559
53 Real estate & rental	\$0	\$400,712	\$428,203	\$828,916
54 Professional- scientific & tech svcs	\$0	\$119,484	\$77,069	\$196,553
55 Management of companies	\$0	\$55,998	\$12,996	\$68,995
56 Administrative & waste services	\$0	\$141,571	\$34,871	\$176,442
61 Educational svcs	\$0	\$2,855	\$30,771	\$33,625
62 Health & social services	\$0	\$13	\$251,791	\$251,804
71 Arts- entertainment & recreation	\$40,508	\$10,826	\$34,882	\$86,216
72 Accommodation & food services	\$219,392	\$222,403	\$115,542	\$557,336
81 Other services	\$0	\$47,929	\$91,584	\$139,513
92 Government & non NAICs	\$0	\$31,591	\$8,689	\$40,281
Multiplier	1.47			

Tax Impact Summary

Impact	Direct	Indirect	Induced	Total
Sub County General	\$66,343	\$11,360	\$10,224	\$87,927
Sub County Special Districts	\$295,096	\$50,528	\$45,479	\$391,102
County	\$183,935	\$31,512	\$28,351	\$243,798
State	\$351,058	\$70,269	\$58,395	\$479,721
Federal	\$554,300	\$171,138	\$120,366	\$845,804
Total Tax Impact	\$1,450,731	\$334,807	\$262,815	\$2,048,353





Economic Impacts for Schenectady County Airport, Schenectady County, NY

ITEM	2019
Direct Impacts	
Airport-Related Payrolls	\$42,537,800
Airport Expenditures	\$83,884,000
Airport-Related Employment	1,040 Jobs
Induced Impacts	
Induced Impacts	\$15,513,500
Total Induced Employment Impacts	99 Jobs
Grand Total Dollar Impacts	\$99,397,500
Grand Total Income Impacts	\$47,219,800
Grand Total Employment Impacts¹	1,139 Jobs
Estimated State and Local Taxes	\$2,558,713

¹Jobs are rounded to the nearest full-time job

Employment

Description	Direct	Indirect	Induced	Total
Total	1,039.6	9.8	89.8	1,139.3
11 Ag, Forestry, Fish & Hunting	0.0	0.0	0.1	0.1
21 Mining	0.0	0.0	0.0	0.0
22 Utilities	0.0	0.0	0.3	0.3
23 Construction	15.0	0.2	0.6	15.8
31-33 Manufacturing	0.0	0.1	0.1	0.2
42 Wholesale Trade	0.0	0.9	2.4	3.3
44-45 Retail trade	0.3	1.8	14.0	16.0
48-49 Transportation & Warehousing	23.3	2.1	3.5	28.9
51 Information	0.0	0.2	1.0	1.2
52 Finance & insurance	0.0	0.7	5.0	5.6
53 Real estate & rental	0.0	0.6	4.1	4.7
54 Professional- scientific & tech svcs	0.0	0.6	2.1	2.7
55 Management of companies	0.0	0.4	0.9	1.3
56 Administrative & waste services	0.0	1.1	2.6	3.7
61 Educational svcs	0.0	0.0	5.1	5.1
62 Health & social services	0.0	0.0	25.3	25.3
71 Arts- entertainment & recreation	3.6	0.2	3.0	6.8
72 Accommodation & food services	2.5	0.3	10.6	13.4
81 Other services	0.0	0.5	8.4	9.0



92 Government & non NAICs	995.0	0.3	0.8	996.1
<i>Multiplier</i>	1.10			

Income

Description	Direct	Indirect	Induced	Total
Total	\$42,537,834	\$519,886	\$4,162,082	\$47,219,802
11 Ag, Forestry, Fish & Hunting	\$0	\$7	\$614	\$621
21 Mining	\$0	\$1,023	\$528	\$1,551
22 Utilities	\$0	\$5,324	\$36,415	\$41,739
23 Construction	\$945,146	\$14,017	\$33,171	\$992,334
31-33 Manufacturing	\$0	\$9,259	\$8,065	\$17,324
42 Wholesale Trade	\$0	\$31,664	\$82,500	\$114,164
44-45 Retail trade	\$9,395	\$80,897	\$497,430	\$587,722
48-49 Transportation & Warehousing	\$875,315	\$91,098	\$128,792	\$1,095,205
51 Information	\$0	\$16,489	\$76,817	\$93,306
52 Finance & insurance	\$0	\$29,702	\$290,563	\$320,266
53 Real estate & rental	\$0	\$16,383	\$85,785	\$102,169
54 Professional- scientific & tech svcs	\$0	\$59,058	\$168,587	\$227,645
55 Management of companies	\$0	\$56,907	\$117,785	\$174,693
56 Administrative & waste services	\$0	\$38,817	\$99,780	\$138,597
61 Educational svcs	\$0	\$1,351	\$180,822	\$182,173
62 Health & social services	\$0	\$6	\$1,562,486	\$1,562,492
71 Arts- entertainment & recreation	\$108,978	\$2,457	\$62,933	\$174,367
72 Accommodation & food services	\$81,116	\$7,522	\$259,990	\$348,628
81 Other services	\$0	\$36,171	\$404,668	\$440,838
92 Government & non NAICs	\$40,517,884	\$21,734	\$64,352	\$40,603,970
<i>Multiplier</i>	1.11			

Output

Description	Direct	Indirect	Induced	Total
Total	\$83,884,004	\$1,649,433	\$13,864,049	\$99,397,485
11 Ag, Forestry, Fish & Hunting	\$0	\$127	\$1,400	\$1,527
21 Mining	\$0	\$1,829	\$588	\$2,416
22 Utilities	\$0	\$52,746	\$357,555	\$410,301
23 Construction	\$2,986,795	\$48,486	\$112,713	\$3,147,994
31-33 Manufacturing	\$0	\$53,163	\$41,047	\$94,210
42 Wholesale Trade	\$0	\$235,752	\$612,169	\$847,921
44-45 Retail trade	\$23,429	\$214,916	\$1,340,493	\$1,578,838



48-49 Transportation & Warehousing	\$2,737,027	\$246,070	\$285,383	\$3,268,480
51 Information	\$0	\$92,679	\$453,811	\$546,490
52 Finance & insurance	\$0	\$165,865	\$1,728,290	\$1,894,155
53 Real estate & rental	\$0	\$100,594	\$2,888,747	\$2,989,341
54 Professional- scientific & tech svcs	\$0	\$109,373	\$374,034	\$483,407
55 Management of companies	\$0	\$104,591	\$216,480	\$321,072
56 Administrative & waste services	\$0	\$94,649	\$256,460	\$351,109
61 Educational svcs	\$0	\$2,842	\$335,181	\$338,023
62 Health & social services	\$0	\$11	\$3,032,113	\$3,032,124
71 Arts- entertainment & recreation	\$283,505	\$12,839	\$248,489	\$544,834
72 Accommodation & food services	\$211,547	\$20,208	\$777,290	\$1,009,045
81 Other services	\$0	\$49,876	\$682,104	\$731,980
92 Government & non NAICs	\$77,641,700	\$42,816	\$119,701	\$77,804,217
Multiplier	1.18			

Tax Impact Summary

Impact	Direct	Indirect	Induced	Total
Sub County General	\$16,897	\$17,158	\$123,708	\$157,762
Sub County Special Districts	\$39,985	\$40,603	\$292,747	\$373,335
County	\$40,101	\$40,153	\$289,510	\$369,764
State	\$1,215,742	\$51,276	\$390,833	\$1,657,851
Federal	\$8,217,395	\$101,080	\$846,264	\$9,164,739
Total Tax Impact	\$9,530,120	\$250,270	\$1,943,062	\$11,723,452



Economic Impacts for Schroon Lake Airport, Essex County, NY

ITEM	2019
Direct Impacts	
Airport-Related Payrolls	\$62,000
Airport Expenditures	\$224,900
Airport-Related Employment	2 Jobs
Induced Impacts	
Induced Impacts	\$83,500
Total Induced Employment Impacts	0 Jobs
Grand Total Dollar Impacts	\$308,400
Grand Total Income Impacts	\$85,400
Grand Total Employment Impacts¹	2 Jobs
Estimated State and Local Taxes	\$11,800

¹Jobs are rounded to the nearest full-time job

Employment

Description	Direct	Indirect	Induced	Total
Total	1.6	0.3	0.2	2.2
11 Ag, Forestry, Fish & Hunting	0.0	0.0	0.0	0.0
21 Mining	0.0	0.0	0.0	0.0
22 Utilities	0.0	0.0	0.0	0.0
23 Construction	0.6	0.0	0.0	0.6
31-33 Manufacturing	0.0	0.0	0.0	0.0
42 Wholesale Trade	0.0	0.0	0.0	0.0
44-45 Retail trade	0.0	0.1	0.0	0.1
48-49 Transportation & Warehousing	1.0	0.0	0.0	1.0
51 Information	0.0	0.0	0.0	0.0
52 Finance & insurance	0.0	0.0	0.0	0.0
53 Real estate & rental	0.0	0.0	0.0	0.0
54 Professional- scientific & tech svcs	0.0	0.0	0.0	0.0
55 Management of companies	0.0	0.0	0.0	0.0
56 Administrative & waste services	0.0	0.0	0.0	0.0
61 Educational svcs	0.0	0.0	0.0	0.0
62 Health & social services	0.0	0.0	0.0	0.0
71 Arts- entertainment & recreation	0.0	0.0	0.0	0.0
72 Accommodation & food services	0.0	0.0	0.0	0.1
81 Other services	0.0	0.0	0.0	0.0



92 Government & non NAICs	0.0	0.0	0.0	0.1
<i>Multiplier</i>	1.32			

Income

Description	Direct	Indirect	Induced	Total
Total	\$61,984	\$14,940	\$8,456	\$85,380
11 Ag, Forestry, Fish & Hunting	\$0	\$19	\$7	\$26
21 Mining	\$0	\$579	\$13	\$593
22 Utilities	\$0	\$70	\$43	\$114
23 Construction	\$31,256	\$509	\$92	\$31,856
31-33 Manufacturing	\$0	\$433	\$19	\$452
42 Wholesale Trade	\$0	\$483	\$154	\$637
44-45 Retail trade	\$32	\$3,266	\$1,393	\$4,692
48-49 Transportation & Warehousing	\$30,359	\$1,383	\$122	\$31,864
51 Information	\$0	\$358	\$142	\$499
52 Finance & insurance	\$0	\$710	\$318	\$1,028
53 Real estate & rental	\$0	\$945	\$203	\$1,148
54 Professional- scientific & tech svcs	\$0	\$1,133	\$330	\$1,462
55 Management of companies	\$0	\$267	\$37	\$304
56 Administrative & waste services	\$0	\$887	\$136	\$1,023
61 Educational svcs	\$0	\$23	\$403	\$426
62 Health & social services	\$0	\$0	\$2,509	\$2,509
71 Arts- entertainment & recreation	\$52	\$87	\$306	\$445
72 Accommodation & food services	\$285	\$373	\$922	\$1,580
81 Other services	\$0	\$761	\$1,048	\$1,809
92 Government & non NAICs	\$0	\$2,653	\$260	\$2,913
<i>Multiplier</i>	1.38			

Output

Description	Direct	Indirect	Induced	Total
Total	\$224,910	\$52,542	\$30,943	\$308,395
11 Ag, Forestry, Fish & Hunting	\$0	\$90	\$58	\$148
21 Mining	\$0	\$2,297	\$21	\$2,318
22 Utilities	\$0	\$608	\$355	\$963
23 Construction	\$111,240	\$1,985	\$351	\$113,576
31-33 Manufacturing	\$0	\$1,995	\$87	\$2,081
42 Wholesale Trade	\$0	\$2,223	\$798	\$3,022
44-45 Retail trade	\$84	\$9,028	\$4,071	\$13,183



Economic Impacts of Airports & Aviation

48-49 Transportation & Warehousing	\$112,688	\$4,558	\$525	\$117,770
51 Information	\$0	\$2,302	\$941	\$3,243
52 Finance & insurance	\$0	\$5,082	\$2,530	\$7,612
53 Real estate & rental	\$0	\$5,380	\$7,908	\$13,288
54 Professional- scientific & tech svcs	\$0	\$3,728	\$1,061	\$4,789
55 Management of companies	\$0	\$982	\$136	\$1,119
56 Administrative & waste services	\$0	\$2,413	\$393	\$2,806
61 Educational svcs	\$0	\$38	\$535	\$573
62 Health & social services	\$0	\$1	\$4,673	\$4,674
71 Arts- entertainment & recreation	\$140	\$426	\$982	\$1,548
72 Accommodation & food services	\$758	\$988	\$2,611	\$4,357
81 Other services	\$0	\$1,619	\$2,318	\$3,937
92 Government & non NAICs	\$0	\$6,799	\$590	\$7,389
Multiplier	1.37			

Tax Impact Summary

Impact	Direct	Indirect	Induced	Total
Sub County General	\$806	\$367	\$435	\$1,609
Sub County Special Districts	\$1,418	\$646	\$766	\$2,830
County	\$1,238	\$563	\$667	\$2,469
State	\$3,033	\$980	\$879	\$4,893
Federal	\$11,394	\$3,051	\$1,895	\$16,340
Total Tax Impact	\$17,890	\$5,608	\$4,643	\$28,140





Economic Impacts for Sidney Municipal Airport, Delaware County, NY

ITEM	2019
Direct Impacts	
Airport-Related Payrolls	\$1,062,400
Airport Expenditures	\$2,899,300
Airport-Related Employment	25 Jobs
Induced Impacts	
Induced Impacts	\$1,100,200
Total Induced Employment Impacts	8 Jobs
Grand Total Dollar Impacts	\$3,999,500
Grand Total Income Impacts	\$1,340,700
Grand Total Employment Impacts¹	33 Jobs
Estimated State and Local Taxes	\$159,553

¹Jobs are rounded to the nearest full-time job

Employment

Description	Direct	Indirect	Induced	Total
Total	24.9	5.0	2.7	32.7
11 Ag, Forestry, Fish & Hunting	0.0	0.0	0.0	0.1
21 Mining	0.0	0.1	0.0	0.1
22 Utilities	0.0	0.0	0.0	0.0
23 Construction	5.0	0.1	0.0	5.2
31-33 Manufacturing	0.0	0.2	0.0	0.2
42 Wholesale Trade	0.0	0.2	0.0	0.2
44-45 Retail trade	0.0	0.6	0.5	1.1
48-49 Transportation & Warehousing	6.6	1.1	0.2	7.9
51 Information	0.0	0.1	0.0	0.2
52 Finance & insurance	0.0	0.2	0.2	0.4
53 Real estate & rental	0.0	0.8	0.1	1.0
54 Professional- scientific & tech svcs	0.0	0.3	0.1	0.4
55 Management of companies	0.0	0.0	0.0	0.0
56 Administrative & waste services	0.0	0.7	0.1	0.8
61 Educational svcs	0.0	0.0	0.0	0.0
62 Health & social services	13.0	0.0	0.7	13.7
71 Arts- entertainment & recreation	0.1	0.1	0.1	0.3
72 Accommodation & food services	0.2	0.1	0.3	0.6
81 Other services	0.0	0.3	0.4	0.6



92 Government & non NAICs	0.0	0.1	0.0	0.1
<i>Multiplier</i>	1.31			

Income

Description	Direct	Indirect	Induced	Total
Total	\$1,062,384	\$184,289	\$94,024	\$1,340,697
11 Ag, Forestry, Fish & Hunting	\$0	\$335	\$347	\$682
21 Mining	\$0	\$4,157	\$133	\$4,289
22 Utilities	\$0	\$1,966	\$901	\$2,867
23 Construction	\$210,472	\$4,145	\$1,061	\$215,678
31-33 Manufacturing	\$0	\$16,458	\$1,749	\$18,207
42 Wholesale Trade	\$0	\$15,012	\$3,701	\$18,713
44-45 Retail trade	\$508	\$24,909	\$12,426	\$37,842
48-49 Transportation & Warehousing	\$261,378	\$36,210	\$2,515	\$300,103
51 Information	\$0	\$5,903	\$3,416	\$9,319
52 Finance & insurance	\$0	\$10,338	\$5,451	\$15,788
53 Real estate & rental	\$0	\$11,587	\$1,617	\$13,203
54 Professional- scientific & tech svcs	\$0	\$11,340	\$4,558	\$15,899
55 Management of companies	\$0	\$1,231	\$126	\$1,357
56 Administrative & waste services	\$0	\$16,317	\$2,285	\$18,602
61 Educational svcs	\$0	\$30	\$393	\$423
62 Health & social services	\$584,122	\$1,961	\$30,253	\$616,336
71 Arts- entertainment & recreation	\$704	\$1,272	\$1,918	\$3,894
72 Accommodation & food services	\$5,202	\$2,316	\$6,392	\$13,909
81 Other services	\$0	\$11,624	\$13,834	\$25,459
92 Government & non NAICs	\$0	\$7,180	\$948	\$8,128
<i>Multiplier</i>	1.26			

Output

Description	Direct	Indirect	Induced	Total
Total	\$2,899,296	\$709,996	\$390,205	\$3,999,496
11 Ag, Forestry, Fish & Hunting	\$0	\$908	\$1,122	\$2,030
21 Mining	\$0	\$18,199	\$127	\$18,326
22 Utilities	\$0	\$17,674	\$8,103	\$25,776
23 Construction	\$852,755	\$18,641	\$4,627	\$876,023
31-33 Manufacturing	\$0	\$49,494	\$6,109	\$55,603
42 Wholesale Trade	\$0	\$52,625	\$13,394	\$66,019
44-45 Retail trade	\$1,596	\$70,908	\$43,199	\$115,702



48-49 Transportation & Warehousing	\$803,583	\$112,317	\$8,286	\$924,186
51 Information	\$0	\$35,567	\$18,803	\$54,370
52 Finance & insurance	\$0	\$76,677	\$47,031	\$123,708
53 Real estate & rental	\$0	\$129,357	\$98,948	\$228,305
54 Professional- scientific & tech svcs	\$0	\$38,498	\$13,044	\$51,542
55 Management of companies	\$0	\$4,517	\$462	\$4,979
56 Administrative & waste services	\$0	\$39,890	\$5,636	\$45,525
61 Educational svcs	\$0	\$93	\$1,227	\$1,320
62 Health & social services	\$1,224,295	\$4,692	\$62,374	\$1,291,361
71 Arts- entertainment & recreation	\$2,660	\$5,690	\$7,658	\$16,008
72 Accommodation & food services	\$14,407	\$7,043	\$20,388	\$41,838
81 Other services	\$0	\$19,496	\$28,649	\$48,145
92 Government & non NAICs	\$0	\$7,711	\$1,018	\$8,729
Multiplier	1.38			

Tax Impact Summary

Impact	Direct	Indirect	Induced	Total
Sub County General	\$8,059	\$8,018	\$5,072	\$21,148
Sub County Special Districts	\$15,095	\$15,019	\$9,500	\$39,615
County	\$12,921	\$12,820	\$8,108	\$33,849
State	\$39,756	\$15,669	\$9,515	\$64,941
Federal	\$192,104	\$37,303	\$21,158	\$250,565
Total Tax Impact	\$267,936	\$88,830	\$53,353	\$410,118



Economic Impacts for Skaneateles Aero Drome, Onondaga County, NY

ITEM	2019
Direct Impacts	
Airport-Related Payrolls	\$185,800
Airport Expenditures	\$483,900
Airport-Related Employment	3 Jobs
Induced Impacts	
Induced Impacts	\$400,600
Total Induced Employment Impacts	3 Jobs
Grand Total Dollar Impacts	\$884,500
Grand Total Income Impacts	\$328,900
Grand Total Employment Impacts¹	6 Jobs
Estimated State and Local Taxes	\$43,308

¹Jobs are rounded to the nearest full-time job

Employment

Description	Direct	Indirect	Induced	Total
Total	3.4	1.4	1.1	6.0
11 Ag, Forestry, Fish & Hunting	0.0	0.0	0.0	0.0
21 Mining	0.0	0.0	0.0	0.0
22 Utilities	0.0	0.0	0.0	0.0
23 Construction	0.3	0.0	0.0	0.3
31-33 Manufacturing	0.0	0.0	0.0	0.0
42 Wholesale Trade	0.0	0.0	0.0	0.1
44-45 Retail trade	0.0	0.0	0.2	0.2
48-49 Transportation & Warehousing	3.0	0.5	0.1	3.6
51 Information	0.0	0.0	0.0	0.0
52 Finance & insurance	0.0	0.1	0.1	0.2
53 Real estate & rental	0.0	0.1	0.1	0.1
54 Professional- scientific & tech svcs	0.0	0.1	0.0	0.1
55 Management of companies	0.0	0.1	0.0	0.1
56 Administrative & waste services	0.0	0.3	0.0	0.3
61 Educational svcs	0.0	0.0	0.1	0.1
62 Health & social services	0.0	0.0	0.3	0.3
71 Arts- entertainment & recreation	0.0	0.0	0.0	0.1
72 Accommodation & food services	0.1	0.0	0.1	0.2
81 Other services	0.0	0.2	0.1	0.3



92 Government & non NAICs	0.0	0.0	0.0	0.1
<i>Multiplier</i>	1.76			

Income

Description	Direct	Indirect	Induced	Total
Total	\$185,845	\$83,829	\$59,205	\$328,880
11 Ag, Forestry, Fish & Hunting	\$0	\$5	\$17	\$22
21 Mining	\$0	\$213	\$6	\$219
22 Utilities	\$0	\$552	\$543	\$1,095
23 Construction	\$18,606	\$1,814	\$449	\$20,869
31-33 Manufacturing	\$0	\$575	\$197	\$771
42 Wholesale Trade	\$0	\$3,402	\$2,313	\$5,715
44-45 Retail trade	\$239	\$2,108	\$6,333	\$8,680
48-49 Transportation & Warehousing	\$164,583	\$26,147	\$1,951	\$192,680
51 Information	\$0	\$1,722	\$1,061	\$2,783
52 Finance & insurance	\$0	\$5,070	\$4,692	\$9,762
53 Real estate & rental	\$0	\$3,692	\$2,175	\$5,867
54 Professional- scientific & tech svcs	\$0	\$6,299	\$3,768	\$10,067
55 Management of companies	\$0	\$5,623	\$1,363	\$6,985
56 Administrative & waste services	\$0	\$12,180	\$2,684	\$14,864
61 Educational svcs	\$0	\$87	\$2,268	\$2,355
62 Health & social services	\$0	\$1	\$17,961	\$17,962
71 Arts- entertainment & recreation	\$283	\$152	\$697	\$1,131
72 Accommodation & food services	\$2,135	\$1,034	\$3,893	\$7,062
81 Other services	\$0	\$9,134	\$5,590	\$14,725
92 Government & non NAICs	\$0	\$4,022	\$1,244	\$5,267
<i>Multiplier</i>	1.77			

Output

Description	Direct	Indirect	Induced	Total
Total	\$483,893	\$220,519	\$180,065	\$884,476
11 Ag, Forestry, Fish & Hunting	\$0	\$10	\$51	\$61
21 Mining	\$0	\$995	\$23	\$1,018
22 Utilities	\$0	\$3,764	\$3,667	\$7,431
23 Construction	\$59,873	\$6,383	\$1,558	\$67,814
31-33 Manufacturing	\$0	\$2,143	\$906	\$3,048
42 Wholesale Trade	\$0	\$15,150	\$8,790	\$23,940
44-45 Retail trade	\$589	\$5,867	\$16,815	\$23,271



Economic Impacts of Airports & Aviation

48-49 Transportation & Warehousing	\$417,130	\$67,448	\$4,949	\$489,527
51 Information	\$0	\$11,580	\$7,310	\$18,890
52 Finance & insurance	\$0	\$24,931	\$26,248	\$51,179
53 Real estate & rental	\$0	\$15,371	\$34,125	\$49,495
54 Professional- scientific & tech svcs	\$0	\$12,184	\$7,949	\$20,134
55 Management of companies	\$0	\$11,317	\$2,743	\$14,060
56 Administrative & waste services	\$0	\$23,896	\$5,503	\$29,399
61 Educational svcs	\$0	\$166	\$3,976	\$4,142
62 Health & social services	\$0	\$1	\$30,732	\$30,733
71 Arts- entertainment & recreation	\$982	\$838	\$2,422	\$4,241
72 Accommodation & food services	\$5,319	\$2,627	\$11,089	\$19,035
81 Other services	\$0	\$8,563	\$9,160	\$17,722
92 Government & non NAICs	\$0	\$7,286	\$2,050	\$9,336
Multiplier	1.83			

Tax Impact Summary

Impact	Direct	Indirect	Induced	Total
Sub County General	\$1,208	\$1,347	\$1,422	\$3,977
Sub County Special Districts	\$2,432	\$2,711	\$2,863	\$8,006
County	\$2,804	\$3,125	\$3,300	\$9,230
State	\$9,410	\$6,593	\$6,093	\$22,095
Federal	\$37,291	\$17,623	\$13,496	\$68,410
Total Tax Impact	\$53,146	\$31,398	\$27,174	\$111,718





Economic Impacts for Sky Acres Airport, Dutchess County, NY

ITEM	2019
Direct Impacts	
Airport-Related Payrolls	\$1,339,900
Airport Expenditures	\$3,097,300
Airport-Related Employment	24 Jobs
Induced Impacts	
Induced Impacts	\$1,680,100
Total Induced Employment Impacts	11 Jobs
Grand Total Dollar Impacts	\$4,777,400
Grand Total Income Impacts	\$1,912,900
Grand Total Employment Impacts¹	35 Jobs
Estimated State and Local Taxes	\$268,341

¹Jobs are rounded to the nearest full-time job

Employment

Description	Direct	Indirect	Induced	Total
Total	23.6	5.5	5.6	34.8
11 Ag, Forestry, Fish & Hunting	0.0	0.0	0.0	0.0
21 Mining	0.0	0.0	0.0	0.0
22 Utilities	0.0	0.0	0.0	0.0
23 Construction	1.0	0.2	0.0	1.2
31-33 Manufacturing	0.0	0.0	0.0	0.0
42 Wholesale Trade	0.0	0.2	0.1	0.3
44-45 Retail trade	0.1	0.2	0.9	1.2
48-49 Transportation & Warehousing	15.4	1.2	0.2	16.8
51 Information	0.0	0.1	0.1	0.2
52 Finance & insurance	0.0	0.4	0.3	0.8
53 Real estate & rental	0.0	0.5	0.3	0.9
54 Professional- scientific & tech svcs	0.0	0.4	0.2	0.6
55 Management of companies	0.0	0.1	0.0	0.2
56 Administrative & waste services	0.0	1.2	0.3	1.5
61 Educational svcs	0.0	0.0	0.4	0.4
62 Health & social services	0.0	0.0	1.3	1.3
71 Arts- entertainment & recreation	0.2	0.2	0.3	0.6
72 Accommodation & food services	6.9	0.2	0.6	7.7
81 Other services	0.0	0.4	0.6	1.0



92 Government & non NAICs	0.0	0.1	0.0	0.2
<i>Multiplier</i>	1.48			

Income

Description	Direct	Indirect	Induced	Total
Total	\$1,339,900	\$298,883	\$274,130	\$1,912,913
11 Ag, Forestry, Fish & Hunting	\$0	\$141	\$570	\$711
21 Mining	\$0	\$1,091	\$51	\$1,141
22 Utilities	\$0	\$2,909	\$2,059	\$4,968
23 Construction	\$65,378	\$9,583	\$2,363	\$77,324
31-33 Manufacturing	\$0	\$2,635	\$350	\$2,985
42 Wholesale Trade	\$0	\$10,693	\$6,260	\$16,952
44-45 Retail trade	\$3,717	\$9,875	\$33,049	\$46,641
48-49 Transportation & Warehousing	\$1,053,090	\$79,436	\$6,779	\$1,139,305
51 Information	\$0	\$8,943	\$5,151	\$14,095
52 Finance & insurance	\$0	\$15,994	\$13,340	\$29,333
53 Real estate & rental	\$0	\$13,017	\$5,846	\$18,863
54 Professional- scientific & tech svcs	\$0	\$22,942	\$15,216	\$38,158
55 Management of companies	\$0	\$13,725	\$2,130	\$15,854
56 Administrative & waste services	\$0	\$62,538	\$13,923	\$76,461
61 Educational svcs	\$0	\$463	\$18,251	\$18,715
62 Health & social services	\$0	\$3	\$93,161	\$93,164
71 Arts- entertainment & recreation	\$4,808	\$3,065	\$6,003	\$13,877
72 Accommodation & food services	\$212,907	\$5,759	\$19,598	\$238,264
81 Other services	\$0	\$23,216	\$26,409	\$49,624
92 Government & non NAICs	\$0	\$12,856	\$3,622	\$16,478
<i>Multiplier</i>	1.43			

Output

Description	Direct	Indirect	Induced	Total
Total	\$3,097,267	\$838,193	\$841,985	\$4,777,446
11 Ag, Forestry, Fish & Hunting	\$0	\$643	\$942	\$1,586
21 Mining	\$0	\$4,347	\$185	\$4,532
22 Utilities	\$0	\$23,075	\$15,635	\$38,710
23 Construction	\$202,475	\$32,533	\$7,867	\$242,875
31-33 Manufacturing	\$0	\$9,068	\$1,469	\$10,537
42 Wholesale Trade	\$0	\$56,932	\$29,842	\$86,775
44-45 Retail trade	\$8,835	\$26,036	\$86,557	\$121,428



48-49 Transportation & Warehousing	\$2,335,735	\$179,465	\$15,670	\$2,530,871
51 Information	\$0	\$47,016	\$28,782	\$75,798
52 Finance & insurance	\$0	\$89,331	\$88,855	\$178,186
53 Real estate & rental	\$0	\$94,846	\$190,699	\$285,545
54 Professional- scientific & tech svcs	\$0	\$50,775	\$35,078	\$85,853
55 Management of companies	\$0	\$29,292	\$4,545	\$33,837
56 Administrative & waste services	\$0	\$118,297	\$26,691	\$144,988
61 Educational svcs	\$0	\$954	\$30,674	\$31,628
62 Health & social services	\$0	\$6	\$161,038	\$161,044
71 Arts- entertainment & recreation	\$14,730	\$11,092	\$17,996	\$43,817
72 Accommodation & food services	\$535,492	\$13,771	\$51,522	\$600,784
81 Other services	\$0	\$31,807	\$42,609	\$74,416
92 Government & non NAICs	\$0	\$18,908	\$5,328	\$24,235
Multiplier	1.54			

Tax Impact Summary

Impact	Direct	Indirect	Induced	Total
Sub County General	\$11,329	\$5,485	\$6,550	\$23,363
Sub County Special Districts	\$41,421	\$20,054	\$23,947	\$85,423
County	\$21,857	\$10,570	\$12,618	\$45,045
State	\$67,005	\$22,592	\$24,913	\$114,510
Federal	\$258,853	\$60,340	\$59,249	\$378,442
Total Tax Impact	\$400,465	\$119,040	\$127,277	\$646,782



Economic Impacts for South Albany Airport, Albany County, NY

ITEM	2019
Direct Impacts	
Airport-Related Payrolls	\$1,246,200
Airport Expenditures	\$2,394,900
Airport-Related Employment	20 Jobs
Induced Impacts	
Induced Impacts	\$1,459,400
Total Induced Employment Impacts	8 Jobs
Grand Total Dollar Impacts	\$3,854,300
Grand Total Income Impacts	\$1,746,100
Grand Total Employment Impacts¹	28 Jobs
Estimated State and Local Taxes	\$153,350

¹Jobs are rounded to the nearest full-time job

Employment

Description	Direct	Indirect	Induced	Total
Total	20.0	3.7	4.2	28.0
11 Ag, Forestry, Fish & Hunting	0.0	0.0	0.0	0.0
21 Mining	0.0	0.0	0.0	0.0
22 Utilities	0.0	0.0	0.0	0.0
23 Construction	0.5	0.0	0.0	0.6
31-33 Manufacturing	0.0	0.0	0.0	0.0
42 Wholesale Trade	0.0	0.2	0.1	0.2
44-45 Retail trade	0.0	0.1	0.7	0.8
48-49 Transportation & Warehousing	2.1	0.5	0.2	2.8
51 Information	0.0	0.1	0.1	0.2
52 Finance & insurance	0.0	0.2	0.2	0.5
53 Real estate & rental	0.0	0.6	0.2	0.8
54 Professional- scientific & tech svcs	0.0	0.5	0.2	0.7
55 Management of companies	0.0	0.3	0.1	0.3
56 Administrative & waste services	0.0	0.7	0.2	0.9
61 Educational svcs	3.0	0.0	0.2	3.2
62 Health & social services	14.0	0.0	1.1	15.1
71 Arts- entertainment & recreation	0.1	0.0	0.1	0.3
72 Accommodation & food services	0.3	0.1	0.5	0.9
81 Other services	0.0	0.2	0.4	0.6



92 Government & non NAICs	0.0	0.1	0.1	0.2
<i>Multiplier</i>	1.40			

Income

Description	Direct	Indirect	Induced	Total
Total	\$1,246,197	\$260,802	\$239,115	\$1,746,113
11 Ag, Forestry, Fish & Hunting	\$0	\$21	\$79	\$100
21 Mining	\$0	\$555	\$218	\$773
22 Utilities	\$0	\$2,643	\$1,732	\$4,376
23 Construction	\$46,525	\$2,704	\$1,942	\$51,171
31-33 Manufacturing	\$0	\$2,675	\$547	\$3,222
42 Wholesale Trade	\$0	\$15,998	\$7,885	\$23,883
44-45 Retail trade	\$1,278	\$4,391	\$25,242	\$30,911
48-49 Transportation & Warehousing	\$121,857	\$27,349	\$6,477	\$155,682
51 Information	\$0	\$12,673	\$6,998	\$19,671
52 Finance & insurance	\$0	\$21,423	\$18,162	\$39,585
53 Real estate & rental	\$0	\$24,908	\$8,038	\$32,947
54 Professional- scientific & tech svcs	\$0	\$53,588	\$16,546	\$70,134
55 Management of companies	\$0	\$24,099	\$4,786	\$28,885
56 Administrative & waste services	\$0	\$33,491	\$8,624	\$42,115
61 Educational svcs	\$101,551	\$1,137	\$10,911	\$113,599
62 Health & social services	\$962,537	\$2,642	\$74,355	\$1,039,534
71 Arts- entertainment & recreation	\$1,479	\$565	\$2,339	\$4,383
72 Accommodation & food services	\$10,970	\$4,007	\$14,315	\$29,293
81 Other services	\$0	\$14,027	\$24,260	\$38,287
92 Government & non NAICs	\$0	\$11,905	\$5,658	\$17,564
<i>Multiplier</i>	1.40			

Output

Description	Direct	Indirect	Induced	Total
Total	\$2,394,916	\$768,361	\$691,014	\$3,854,291
11 Ag, Forestry, Fish & Hunting	\$0	\$50	\$244	\$294
21 Mining	\$0	\$1,416	\$102	\$1,518
22 Utilities	\$0	\$18,946	\$12,298	\$31,244
23 Construction	\$123,800	\$7,887	\$5,574	\$137,261
31-33 Manufacturing	\$0	\$14,090	\$2,376	\$16,466
42 Wholesale Trade	\$0	\$51,254	\$25,669	\$76,924
44-45 Retail trade	\$2,938	\$11,170	\$61,878	\$75,986



Economic Impacts of Airports & Aviation

48-49 Transportation & Warehousing	\$295,087	\$64,972	\$15,637	\$375,695
51 Information	\$0	\$64,509	\$32,707	\$97,216
52 Finance & insurance	\$0	\$117,551	\$90,162	\$207,713
53 Real estate & rental	\$0	\$135,306	\$131,286	\$266,592
54 Professional- scientific & tech svcs	\$0	\$101,988	\$32,970	\$134,959
55 Management of companies	\$0	\$52,206	\$10,367	\$62,573
56 Administrative & waste services	\$0	\$66,205	\$17,032	\$83,237
61 Educational svcs	\$247,914	\$2,701	\$16,996	\$267,611
62 Health & social services	\$1,693,753	\$5,587	\$135,197	\$1,834,537
71 Arts- entertainment & recreation	\$4,898	\$2,547	\$8,198	\$15,644
72 Accommodation & food services	\$26,527	\$10,306	\$39,313	\$76,145
81 Other services	\$0	\$21,365	\$43,276	\$64,641
92 Government & non NAICs	\$0	\$18,305	\$9,731	\$28,036
Multiplier	1.61			

Tax Impact Summary

Impact	Direct	Indirect	Induced	Total
Sub County General	\$3,678	\$3,001	\$3,982	\$10,661
Sub County Special Districts	\$11,109	\$9,064	\$12,025	\$32,198
County	\$10,436	\$8,515	\$11,296	\$30,247
State	\$43,041	\$17,235	\$19,967	\$80,243
Federal	\$206,121	\$49,149	\$46,564	\$301,834
Total Tax Impact	\$274,386	\$86,965	\$93,833	\$455,184





Economic Impacts for Sullivan County International Airport, Sullivan County, NY

ITEM	2019
Direct Impacts	
Airport-Related Payrolls	\$3,304,000
Airport Expenditures	\$6,184,600
Airport-Related Employment	26 Jobs
Induced Impacts	
Induced Impacts	\$2,632,400
Total Induced Employment Impacts	17 Jobs
Grand Total Dollar Impacts	\$8,817,000
Grand Total Income Impacts	\$4,053,700
Grand Total Employment Impacts¹	43 Jobs
Estimated State and Local Taxes	\$603,425

¹Jobs are rounded to the nearest full-time job

Employment

Description	Direct	Indirect	Induced	Total
Total	25.6	6.9	10.7	43.2
11 Ag, Forestry, Fish & Hunting	0.0	0.0	0.0	0.0
21 Mining	0.0	0.1	0.0	0.1
22 Utilities	0.0	0.0	0.0	0.1
23 Construction	10.2	0.1	0.1	10.3
31-33 Manufacturing	0.0	0.1	0.0	0.1
42 Wholesale Trade	0.0	0.3	0.2	0.5
44-45 Retail trade	0.1	1.1	1.8	3.0
48-49 Transportation & Warehousing	10.2	1.9	0.5	12.5
51 Information	0.0	0.1	0.1	0.1
52 Finance & insurance	0.0	0.4	0.7	1.1
53 Real estate & rental	0.0	0.5	0.7	1.2
54 Professional- scientific & tech svcs	0.0	0.4	0.4	0.8
55 Management of companies	0.0	0.2	0.1	0.3
56 Administrative & waste services	0.0	0.8	0.4	1.2
61 Educational svcs	0.0	0.0	0.2	0.2
62 Health & social services	0.0	0.0	2.5	2.5
71 Arts- entertainment & recreation	0.1	0.1	0.5	0.6
72 Accommodation & food services	0.6	0.6	1.0	2.2
81 Other services	0.0	0.2	1.3	1.5



92 Government & non NAICs	4.5	0.1	0.1	4.6
<i>Multiplier</i>	1.69			

Income

Description	Direct	Indirect	Induced	Total
Total	\$3,303,986	\$320,615	\$429,059	\$4,053,659
11 Ag, Forestry, Fish & Hunting	\$0	\$162	\$425	\$586
21 Mining	\$0	\$9,041	\$166	\$9,206
22 Utilities	\$0	\$2,176	\$4,210	\$6,386
23 Construction	\$493,871	\$4,834	\$4,159	\$502,864
31-33 Manufacturing	\$0	\$8,515	\$892	\$9,407
42 Wholesale Trade	\$0	\$22,603	\$10,201	\$32,804
44-45 Retail trade	\$2,050	\$47,120	\$59,774	\$108,944
48-49 Transportation & Warehousing	\$2,431,712	\$103,808	\$21,253	\$2,556,773
51 Information	\$0	\$4,203	\$5,387	\$9,590
52 Finance & insurance	\$0	\$12,634	\$30,188	\$42,822
53 Real estate & rental	\$0	\$10,996	\$6,810	\$17,806
54 Professional- scientific & tech svcs	\$0	\$16,895	\$18,582	\$35,477
55 Management of companies	\$0	\$18,651	\$9,122	\$27,772
56 Administrative & waste services	\$0	\$23,339	\$12,946	\$36,285
61 Educational svcs	\$0	\$88	\$5,763	\$5,851
62 Health & social services	\$0	\$7	\$138,531	\$138,538
71 Arts- entertainment & recreation	\$3,784	\$1,847	\$16,850	\$22,482
72 Accommodation & food services	\$19,709	\$20,616	\$25,094	\$65,419
81 Other services	\$0	\$7,656	\$54,246	\$61,902
92 Government & non NAICs	\$352,860	\$5,425	\$4,461	\$362,745
<i>Multiplier</i>	1.23			

Output

Description	Direct	Indirect	Induced	Total
Total	\$6,184,582	\$1,037,700	\$1,594,675	\$8,816,957
11 Ag, Forestry, Fish & Hunting	\$0	\$351	\$1,178	\$1,530
21 Mining	\$0	\$38,365	\$489	\$38,854
22 Utilities	\$0	\$18,307	\$35,179	\$53,486
23 Construction	\$1,835,926	\$20,029	\$16,747	\$1,872,702
31-33 Manufacturing	\$0	\$53,154	\$6,241	\$59,395
42 Wholesale Trade	\$0	\$105,773	\$46,875	\$152,648
44-45 Retail trade	\$5,621	\$134,542	\$182,666	\$322,829



48-49 Transportation & Warehousing	\$3,876,969	\$255,098	\$43,041	\$4,175,108
51 Information	\$0	\$21,282	\$30,612	\$51,895
52 Finance & insurance	\$0	\$83,412	\$212,164	\$295,576
53 Real estate & rental	\$0	\$86,911	\$421,875	\$508,786
54 Professional- scientific & tech svcs	\$0	\$43,698	\$49,748	\$93,446
55 Management of companies	\$0	\$42,877	\$20,970	\$63,848
56 Administrative & waste services	\$0	\$58,509	\$32,315	\$90,824
61 Educational svcs	\$0	\$229	\$9,268	\$9,497
62 Health & social services	\$0	\$12	\$249,931	\$249,943
71 Arts- entertainment & recreation	\$9,371	\$5,760	\$48,761	\$63,892
72 Accommodation & food services	\$50,751	\$46,410	\$75,462	\$172,623
81 Other services	\$0	\$14,476	\$105,399	\$119,875
92 Government & non NAICs	\$405,944	\$8,505	\$5,752	\$420,201
Multiplier	1.43			

Tax Impact Summary

Impact	Direct	Indirect	Induced	Total
Sub County General	\$40,546	\$14,621	\$21,129	\$76,296
Sub County Special Districts	\$89,823	\$32,390	\$46,806	\$169,019
County	\$63,294	\$22,758	\$32,885	\$118,936
State	\$170,147	\$27,922	\$41,103	\$239,173
Federal	\$572,866	\$69,559	\$99,808	\$742,232
Total Tax Impact	\$936,676	\$167,250	\$241,730	\$1,345,657



Economic Impacts for Ticonderoga Municipal Airport, Essex County, NY

ITEM	2019
Direct Impacts	
Airport-Related Payrolls	\$230,300
Airport Expenditures	\$369,800
Airport-Related Employment	4 Jobs
Induced Impacts	
Induced Impacts	\$126,200
Total Induced Employment Impacts	1 Jobs
Grand Total Dollar Impacts	\$496,000
Grand Total Income Impacts	\$265,000
Grand Total Employment Impacts¹	5 Jobs
Estimated State and Local Taxes	\$20,212

¹Jobs are rounded to the nearest full-time job

Employment

Description	Direct	Indirect	Induced	Total
Total	4.4	0.2	0.7	5.3
11 Ag, Forestry, Fish & Hunting	0.0	0.0	0.0	0.0
21 Mining	0.0	0.0	0.0	0.0
22 Utilities	0.0	0.0	0.0	0.0
23 Construction	0.1	0.0	0.0	0.2
31-33 Manufacturing	0.0	0.0	0.0	0.0
42 Wholesale Trade	0.0	0.0	0.0	0.0
44-45 Retail trade	0.0	0.0	0.1	0.2
48-49 Transportation & Warehousing	1.1	0.0	0.0	1.1
51 Information	0.0	0.0	0.0	0.0
52 Finance & insurance	0.0	0.0	0.0	0.0
53 Real estate & rental	0.0	0.0	0.0	0.1
54 Professional- scientific & tech svcs	0.0	0.0	0.0	0.1
55 Management of companies	0.0	0.0	0.0	0.0
56 Administrative & waste services	0.0	0.0	0.0	0.0
61 Educational svcs	0.0	0.0	0.0	0.0
62 Health & social services	0.0	0.0	0.1	0.1
71 Arts- entertainment & recreation	0.0	0.0	0.0	0.1
72 Accommodation & food services	0.1	0.0	0.1	0.3
81 Other services	0.0	0.0	0.1	0.1



92 Government & non NAICs	3.0	0.0	0.0	3.1
<i>Multiplier</i>	1.21			

Income

Description	Direct	Indirect	Induced	Total
Total	\$230,274	\$10,561	\$24,148	\$264,983
11 Ag, Forestry, Fish & Hunting	\$0	\$5	\$21	\$25
21 Mining	\$0	\$207	\$38	\$245
22 Utilities	\$0	\$63	\$125	\$188
23 Construction	\$7,024	\$502	\$263	\$7,789
31-33 Manufacturing	\$0	\$160	\$55	\$215
42 Wholesale Trade	\$0	\$240	\$441	\$681
44-45 Retail trade	\$481	\$915	\$3,994	\$5,390
48-49 Transportation & Warehousing	\$31,970	\$1,181	\$346	\$33,496
51 Information	\$0	\$316	\$407	\$723
52 Finance & insurance	\$0	\$666	\$906	\$1,572
53 Real estate & rental	\$0	\$587	\$584	\$1,171
54 Professional- scientific & tech svcs	\$0	\$853	\$940	\$1,793
55 Management of companies	\$0	\$277	\$106	\$383
56 Administrative & waste services	\$0	\$768	\$388	\$1,156
61 Educational svcs	\$0	\$23	\$1,120	\$1,143
62 Health & social services	\$0	\$0	\$7,185	\$7,185
71 Arts- entertainment & recreation	\$773	\$90	\$871	\$1,734
72 Accommodation & food services	\$4,279	\$386	\$2,633	\$7,297
81 Other services	\$0	\$664	\$2,981	\$3,644
92 Government & non NAICs	\$185,747	\$2,658	\$746	\$189,152
<i>Multiplier</i>	1.15			

Output

Description	Direct	Indirect	Induced	Total
Total	\$369,776	\$37,814	\$88,383	\$495,973
11 Ag, Forestry, Fish & Hunting	\$0	\$58	\$166	\$224
21 Mining	\$0	\$632	\$60	\$693
22 Utilities	\$0	\$550	\$1,023	\$1,573
23 Construction	\$25,000	\$1,958	\$1,004	\$27,962
31-33 Manufacturing	\$0	\$747	\$248	\$995
42 Wholesale Trade	\$0	\$1,163	\$2,290	\$3,453
44-45 Retail trade	\$1,260	\$2,588	\$11,668	\$15,516



Economic Impacts of Airports & Aviation

48-49 Transportation & Warehousing	\$116,351	\$3,944	\$1,486	\$121,782
51 Information	\$0	\$2,045	\$2,708	\$4,753
52 Finance & insurance	\$0	\$4,593	\$7,197	\$11,791
53 Real estate & rental	\$0	\$4,002	\$22,564	\$26,566
54 Professional- scientific & tech svcs	\$0	\$2,803	\$3,030	\$5,833
55 Management of companies	\$0	\$1,020	\$390	\$1,410
56 Administrative & waste services	\$0	\$2,057	\$1,119	\$3,176
61 Educational svcs	\$0	\$38	\$1,494	\$1,532
62 Health & social services	\$0	\$1	\$13,381	\$13,382
71 Arts- entertainment & recreation	\$2,100	\$452	\$2,802	\$5,354
72 Accommodation & food services	\$11,374	\$991	\$7,461	\$19,826
81 Other services	\$0	\$1,382	\$6,593	\$7,975
92 Government & non NAICs	\$213,691	\$6,789	\$1,696	\$222,177
Multiplier	1.34			

Tax Impact Summary

Impact	Direct	Indirect	Induced	Total
Sub County General	\$885	\$71	\$1,246	\$2,202
Sub County Special Districts	\$1,557	\$125	\$2,191	\$3,873
County	\$1,366	\$109	\$1,910	\$3,385
State	\$7,797	\$441	\$2,514	\$10,751
Federal	\$45,042	\$2,095	\$5,412	\$52,549
Total Tax Impact	\$56,646	\$2,841	\$13,273	\$72,760





Economic Impacts for Tri-Cities Airport, Broome County, NY

ITEM	2019
Direct Impacts	
Airport-Related Payrolls	\$323,900
Airport Expenditures	\$614,300
Airport-Related Employment	10 Jobs
Induced Impacts	
Induced Impacts	\$337,600
Total Induced Employment Impacts	2 Jobs
Grand Total Dollar Impacts	\$951,900
Grand Total Income Impacts	\$431,200
Grand Total Employment Impacts¹	12 Jobs
Estimated State and Local Taxes	\$53,059

¹Jobs are rounded to the nearest full-time job

Employment

Description	Direct	Indirect	Induced	Total
Total	10.1	0.8	1.3	12.3
11 Ag, Forestry, Fish & Hunting	6.0	0.0	0.0	6.0
21 Mining	0.0	0.0	0.0	0.0
22 Utilities	0.0	0.0	0.0	0.0
23 Construction	1.0	0.0	0.0	1.0
31-33 Manufacturing	0.0	0.0	0.0	0.0
42 Wholesale Trade	0.0	0.1	0.0	0.1
44-45 Retail trade	0.0	0.1	0.2	0.4
48-49 Transportation & Warehousing	1.0	0.2	0.1	1.4
51 Information	0.0	0.0	0.0	0.0
52 Finance & insurance	0.0	0.0	0.1	0.1
53 Real estate & rental	0.0	0.1	0.1	0.1
54 Professional- scientific & tech svcs	0.0	0.1	0.0	0.1
55 Management of companies	0.0	0.0	0.0	0.0
56 Administrative & waste services	0.0	0.1	0.1	0.2
61 Educational svcs	0.0	0.0	0.0	0.0
62 Health & social services	0.0	0.0	0.4	0.4
71 Arts- entertainment & recreation	0.0	0.0	0.0	0.1
72 Accommodation & food services	0.1	0.0	0.2	0.3
81 Other services	0.0	0.0	0.1	0.2



92 Government & non NAICs	2.0	0.0	0.0	2.0
<i>Multiplier</i>	1.22			

Income

Description	Direct	Indirect	Induced	Total
Total	\$323,879	\$41,176	\$66,127	\$431,182
11 Ag, Forestry, Fish & Hunting	\$80,511	\$12	\$7	\$80,531
21 Mining	\$0	\$109	\$3	\$112
22 Utilities	\$0	\$299	\$518	\$817
23 Construction	\$62,269	\$721	\$584	\$63,574
31-33 Manufacturing	\$0	\$790	\$96	\$886
42 Wholesale Trade	\$0	\$5,138	\$1,985	\$7,123
44-45 Retail trade	\$217	\$5,083	\$8,419	\$13,719
48-49 Transportation & Warehousing	\$35,051	\$7,118	\$2,031	\$44,201
51 Information	\$0	\$754	\$1,148	\$1,901
52 Finance & insurance	\$0	\$1,483	\$3,160	\$4,643
53 Real estate & rental	\$0	\$3,111	\$2,214	\$5,325
54 Professional- scientific & tech svcs	\$0	\$4,726	\$2,924	\$7,650
55 Management of companies	\$0	\$1,296	\$779	\$2,075
56 Administrative & waste services	\$0	\$4,213	\$2,578	\$6,791
61 Educational svcs	\$0	\$6	\$426	\$432
62 Health & social services	\$0	\$0	\$25,263	\$25,263
71 Arts- entertainment & recreation	\$253	\$125	\$758	\$1,136
72 Accommodation & food services	\$1,943	\$560	\$4,896	\$7,399
81 Other services	\$0	\$2,922	\$6,572	\$9,494
92 Government & non NAICs	\$143,635	\$2,710	\$1,766	\$148,111
<i>Multiplier</i>	1.33			

Output

Description	Direct	Indirect	Induced	Total
Total	\$614,336	\$130,675	\$206,935	\$951,946
11 Ag, Forestry, Fish & Hunting	\$126,220	\$58	\$27	\$126,305
21 Mining	\$0	\$962	\$9	\$971
22 Utilities	\$0	\$2,530	\$4,289	\$6,819
23 Construction	\$197,712	\$2,517	\$2,016	\$202,245
31-33 Manufacturing	\$0	\$6,207	\$880	\$7,086
42 Wholesale Trade	\$0	\$21,751	\$7,872	\$29,622
44-45 Retail trade	\$546	\$14,420	\$23,574	\$38,540



48-49 Transportation & Warehousing	\$118,777	\$24,434	\$6,920	\$150,131
51 Information	\$0	\$5,350	\$8,260	\$13,610
52 Finance & insurance	\$0	\$8,034	\$18,537	\$26,571
53 Real estate & rental	\$0	\$13,590	\$42,260	\$55,850
54 Professional- scientific & tech svcs	\$0	\$9,755	\$7,084	\$16,839
55 Management of companies	\$0	\$2,735	\$1,645	\$4,381
56 Administrative & waste services	\$0	\$8,716	\$5,230	\$13,946
61 Educational svcs	\$0	\$18	\$846	\$865
62 Health & social services	\$0	\$1	\$44,753	\$44,753
71 Arts- entertainment & recreation	\$910	\$386	\$2,337	\$3,634
72 Accommodation & food services	\$4,929	\$1,495	\$14,458	\$20,882
81 Other services	\$0	\$3,150	\$12,897	\$16,048
92 Government & non NAICs	\$165,243	\$4,564	\$3,041	\$172,848
Multiplier	1.55			

Tax Impact Summary

Impact	Direct	Indirect	Induced	Total
Sub County General	\$1,913	\$1,131	\$1,667	\$4,711
Sub County Special Districts	\$4,274	\$2,527	\$3,724	\$10,525
County	\$4,686	\$2,766	\$4,076	\$11,528
State	\$15,340	\$4,306	\$6,649	\$26,294
Federal	\$63,483	\$8,765	\$14,567	\$86,815
Total Tax Impact	\$89,695	\$19,495	\$30,684	\$139,874



Economic Impacts for Wellsville Municipal Airport, Allegany County, NY

ITEM	2019
Direct Impacts	
Airport-Related Payrolls	\$284,700
Airport Expenditures	\$671,200
Airport-Related Employment	6 Jobs
Induced Impacts	
Induced Impacts	\$200,700
Total Induced Employment Impacts	1 Jobs
Grand Total Dollar Impacts	\$871,900
Grand Total Income Impacts	\$332,400
Grand Total Employment Impacts¹	7 Jobs
Estimated State and Local Taxes	\$41,993

¹Jobs are rounded to the nearest full-time job

Employment

Description	Direct	Indirect	Induced	Total
Total	5.8	0.6	0.6	7.2
11 Ag, Forestry, Fish & Hunting	0.0	0.0	0.0	0.0
21 Mining	0.0	0.0	0.0	0.0
22 Utilities	0.0	0.0	0.0	0.0
23 Construction	1.4	0.0	0.0	1.4
31-33 Manufacturing	0.0	0.0	0.0	0.0
42 Wholesale Trade	0.0	0.0	0.0	0.0
44-45 Retail trade	0.0	0.1	0.1	0.3
48-49 Transportation & Warehousing	2.1	0.1	0.0	2.2
51 Information	0.0	0.0	0.0	0.0
52 Finance & insurance	0.0	0.0	0.0	0.1
53 Real estate & rental	0.0	0.0	0.0	0.1
54 Professional- scientific & tech svcs	0.0	0.0	0.0	0.1
55 Management of companies	0.0	0.1	0.0	0.1
56 Administrative & waste services	0.0	0.1	0.0	0.2
61 Educational svcs	0.0	0.0	0.0	0.0
62 Health & social services	0.0	0.0	0.2	0.2
71 Arts- entertainment & recreation	0.1	0.0	0.0	0.1
72 Accommodation & food services	0.3	0.0	0.1	0.4
81 Other services	0.0	0.0	0.1	0.1



92 Government & non NAICs	2.0	0.0	0.0	2.0
<i>Multiplier</i>	1.24			

Income

Description	Direct	Indirect	Induced	Total
Total	\$284,690	\$23,754	\$24,004	\$332,448
11 Ag, Forestry, Fish & Hunting	\$0	\$146	\$136	\$282
21 Mining	\$0	\$710	\$26	\$736
22 Utilities	\$0	\$496	\$438	\$934
23 Construction	\$80,419	\$1,056	\$284	\$81,758
31-33 Manufacturing	\$0	\$1,744	\$60	\$1,804
42 Wholesale Trade	\$0	\$1,128	\$438	\$1,566
44-45 Retail trade	\$797	\$3,313	\$3,423	\$7,534
48-49 Transportation & Warehousing	\$78,607	\$3,867	\$1,026	\$83,500
51 Information	\$0	\$237	\$166	\$403
52 Finance & insurance	\$0	\$732	\$1,086	\$1,818
53 Real estate & rental	\$0	\$643	\$249	\$892
54 Professional- scientific & tech svcs	\$0	\$2,009	\$1,025	\$3,033
55 Management of companies	\$0	\$678	\$118	\$795
56 Administrative & waste services	\$0	\$1,612	\$365	\$1,977
61 Educational svcs	\$0	\$76	\$1,434	\$1,510
62 Health & social services	\$0	\$0	\$7,214	\$7,214
71 Arts- entertainment & recreation	\$1,043	\$72	\$311	\$1,426
72 Accommodation & food services	\$8,014	\$689	\$2,294	\$10,997
81 Other services	\$0	\$3,716	\$3,669	\$7,385
92 Government & non NAICs	\$115,811	\$833	\$240	\$116,883
<i>Multiplier</i>	1.17			

Output

Description	Direct	Indirect	Induced	Total
Total	\$671,183	\$103,443	\$97,311	\$871,937
11 Ag, Forestry, Fish & Hunting	\$0	\$323	\$437	\$760
21 Mining	\$0	\$5,481	\$31	\$5,512
22 Utilities	\$0	\$4,700	\$4,106	\$8,806
23 Construction	\$263,636	\$3,791	\$1,015	\$268,442
31-33 Manufacturing	\$0	\$12,069	\$407	\$12,476
42 Wholesale Trade	\$0	\$10,955	\$3,066	\$14,022
44-45 Retail trade	\$2,414	\$11,334	\$11,220	\$24,968



Economic Impacts of Airports & Aviation

48-49 Transportation & Warehousing	\$246,074	\$10,274	\$1,746	\$258,094
51 Information	\$0	\$3,546	\$2,554	\$6,100
52 Finance & insurance	\$0	\$6,214	\$8,973	\$15,187
53 Real estate & rental	\$0	\$5,322	\$25,248	\$30,570
54 Professional- scientific & tech svcs	\$0	\$5,414	\$3,109	\$8,524
55 Management of companies	\$0	\$9,360	\$1,626	\$10,986
56 Administrative & waste services	\$0	\$6,922	\$1,665	\$8,587
61 Educational svcs	\$0	\$151	\$2,680	\$2,831
62 Health & social services	\$0	\$0	\$13,967	\$13,967
71 Arts- entertainment & recreation	\$4,025	\$896	\$1,593	\$6,514
72 Accommodation & food services	\$21,800	\$1,832	\$6,953	\$30,585
81 Other services	\$0	\$3,961	\$6,656	\$10,617
92 Government & non NAICs	\$133,233	\$899	\$259	\$134,390
Multiplier	1.30			

Tax Impact Summary

Impact	Direct	Indirect	Induced	Total
Sub County General	\$2,054	\$1,948	\$1,372	\$5,374
Sub County Special Districts	\$2,785	\$2,642	\$1,861	\$7,288
County	\$4,397	\$4,163	\$2,932	\$11,491
State	\$11,637	\$3,452	\$2,750	\$17,840
Federal	\$52,809	\$5,678	\$5,877	\$64,364
Total Tax Impact	\$73,682	\$17,883	\$14,792	\$106,357





Economic Impacts for Whitfords Airport, Cayuga County, NY

ITEM	2019
Direct Impacts	
Airport-Related Payrolls	\$667,200
Airport Expenditures	\$1,424,200
Airport-Related Employment	12 Jobs
Induced Impacts	
Induced Impacts	\$534,100
Total Induced Employment Impacts	4 Jobs
Grand Total Dollar Impacts	\$1,958,300
Grand Total Income Impacts	\$825,900
Grand Total Employment Impacts¹	16 Jobs
Estimated State and Local Taxes	\$109,733

¹Jobs are rounded to the nearest full-time job

Employment

Description	Direct	Indirect	Induced	Total
Total	12.2	1.8	1.8	16.0
11 Ag, Forestry, Fish & Hunting	0.0	0.0	0.0	0.0
21 Mining	0.0	0.0	0.0	0.0
22 Utilities	0.0	0.0	0.0	0.0
23 Construction	0.1	0.1	0.0	0.2
31-33 Manufacturing	0.0	0.0	0.0	0.0
42 Wholesale Trade	0.0	0.0	0.0	0.1
44-45 Retail trade	0.0	0.0	0.4	0.5
48-49 Transportation & Warehousing	4.0	0.7	0.1	4.7
51 Information	0.0	0.0	0.0	0.0
52 Finance & insurance	0.0	0.2	0.1	0.3
53 Real estate & rental	0.0	0.2	0.1	0.3
54 Professional- scientific & tech svcs	0.0	0.1	0.0	0.1
55 Management of companies	0.0	0.0	0.0	0.1
56 Administrative & waste services	0.0	0.2	0.1	0.3
61 Educational svcs	8.0	0.0	0.0	8.1
62 Health & social services	0.0	0.0	0.5	0.5
71 Arts- entertainment & recreation	0.0	0.0	0.1	0.1
72 Accommodation & food services	0.1	0.1	0.2	0.3
81 Other services	0.0	0.2	0.3	0.4



92 Government & non NAICs	0.0	0.0	0.0	0.1
<i>Multiplier</i>	1.31			

Income

Description	Direct	Indirect	Induced	Total
Total	\$667,221	\$85,649	\$72,992	\$825,862
11 Ag, Forestry, Fish & Hunting	\$0	\$66	\$207	\$273
21 Mining	\$0	\$96	\$17	\$114
22 Utilities	\$0	\$630	\$895	\$1,524
23 Construction	\$7,495	\$2,683	\$723	\$10,901
31-33 Manufacturing	\$0	\$591	\$119	\$710
42 Wholesale Trade	\$0	\$2,375	\$2,445	\$4,820
44-45 Retail trade	\$139	\$1,706	\$10,278	\$12,123
48-49 Transportation & Warehousing	\$249,739	\$38,478	\$2,889	\$291,106
51 Information	\$0	\$1,632	\$716	\$2,348
52 Finance & insurance	\$0	\$7,092	\$2,843	\$9,935
53 Real estate & rental	\$0	\$4,562	\$2,006	\$6,568
54 Professional- scientific & tech svcs	\$0	\$4,532	\$2,598	\$7,130
55 Management of companies	\$0	\$2,548	\$457	\$3,005
56 Administrative & waste services	\$0	\$6,884	\$1,304	\$8,188
61 Educational svcs	\$408,211	\$793	\$867	\$409,872
62 Health & social services	\$0	\$1	\$26,905	\$26,906
71 Arts- entertainment & recreation	\$213	\$344	\$1,038	\$1,596
72 Accommodation & food services	\$1,424	\$1,155	\$5,646	\$8,225
81 Other services	\$0	\$6,486	\$10,125	\$16,612
92 Government & non NAICs	\$0	\$2,994	\$915	\$3,909
<i>Multiplier</i>	1.24			

Output

Description	Direct	Indirect	Induced	Total
Total	\$1,424,195	\$277,453	\$256,678	\$1,958,325
11 Ag, Forestry, Fish & Hunting	\$0	\$238	\$726	\$964
21 Mining	\$0	\$117	\$21	\$138
22 Utilities	\$0	\$4,228	\$5,480	\$9,708
23 Construction	\$25,000	\$9,852	\$2,644	\$37,497
31-33 Manufacturing	\$0	\$2,853	\$669	\$3,522
42 Wholesale Trade	\$0	\$15,370	\$12,135	\$27,506
44-45 Retail trade	\$420	\$5,566	\$30,965	\$36,950



48-49 Transportation & Warehousing	\$587,640	\$91,189	\$6,292	\$685,121
51 Information	\$0	\$8,843	\$4,114	\$12,957
52 Finance & insurance	\$0	\$49,159	\$20,339	\$69,497
53 Real estate & rental	\$0	\$33,116	\$66,971	\$100,087
54 Professional- scientific & tech svcs	\$0	\$11,277	\$7,241	\$18,518
55 Management of companies	\$0	\$7,181	\$1,287	\$8,469
56 Administrative & waste services	\$0	\$17,191	\$3,584	\$20,776
61 Educational svcs	\$806,643	\$1,571	\$1,660	\$809,874
62 Health & social services	\$0	\$1	\$49,848	\$49,850
71 Arts- entertainment & recreation	\$700	\$1,864	\$3,874	\$6,438
72 Accommodation & food services	\$3,791	\$3,263	\$17,593	\$24,648
81 Other services	\$0	\$10,297	\$19,841	\$30,138
92 Government & non NAICs	\$0	\$4,275	\$1,392	\$5,668
Multiplier	1.38			

Tax Impact Summary

Impact	Direct	Indirect	Induced	Total
Sub County General	\$4,689	\$1,626	\$2,140	\$8,454
Sub County Special Districts	\$11,467	\$3,978	\$5,233	\$20,677
County	\$17,969	\$6,226	\$8,189	\$32,384
State	\$32,288	\$7,332	\$8,597	\$48,217
Federal	\$128,540	\$18,084	\$17,182	\$163,806
Total Tax Impact	\$194,953	\$37,246	\$41,340	\$273,539

Economic Impacts for Williamson-Sodus Airport, Wayne County, NY

ITEM	2019
Direct Impacts	
Airport-Related Payrolls	\$432,100
Airport Expenditures	\$1,993,000
Airport-Related Employment	18 Jobs
Induced Impacts	
Induced Impacts	\$673,000
Total Induced Employment Impacts	5 Jobs
Grand Total Dollar Impacts	\$2,666,000
Grand Total Income Impacts	\$615,000
Grand Total Employment Impacts¹	23 Jobs
Estimated State and Local Taxes	\$132,568

¹Jobs are rounded to the nearest full-time job

Employment

Description	Direct	Indirect	Induced	Total
Total	17.7	3.7	1.2	22.6
11 Ag, Forestry, Fish & Hunting	0.0	0.0	0.0	0.0
21 Mining	0.0	0.0	0.0	0.0
22 Utilities	0.0	0.0	0.0	0.0
23 Construction	2.6	0.1	0.0	2.7
31-33 Manufacturing	0.0	0.0	0.0	0.0
42 Wholesale Trade	0.0	0.1	0.0	0.1
44-45 Retail trade	0.0	0.4	0.3	0.7
48-49 Transportation & Warehousing	15.0	1.1	0.1	16.3
51 Information	0.0	0.0	0.0	0.0
52 Finance & insurance	0.0	0.2	0.1	0.3
53 Real estate & rental	0.0	0.2	0.0	0.3
54 Professional- scientific & tech svcs	0.0	0.2	0.0	0.3
55 Management of companies	0.0	0.0	0.0	0.0
56 Administrative & waste services	0.0	0.7	0.1	0.8
61 Educational svcs	0.0	0.0	0.0	0.0
62 Health & social services	0.0	0.0	0.3	0.3
71 Arts- entertainment & recreation	0.0	0.1	0.0	0.1
72 Accommodation & food services	0.1	0.1	0.2	0.3
81 Other services	0.0	0.2	0.1	0.3



92 Government & non NAICs	0.0	0.1	0.0	0.1
<i>Multiplier</i>	1.28			

Income

Description	Direct	Indirect	Induced	Total
Total	\$432,143	\$137,877	\$45,016	\$615,036
11 Ag, Forestry, Fish & Hunting	\$0	\$115	\$98	\$213
21 Mining	\$0	\$1,819	\$7	\$1,826
22 Utilities	\$0	\$1,706	\$652	\$2,358
23 Construction	\$167,385	\$8,660	\$693	\$176,738
31-33 Manufacturing	\$0	\$1,986	\$104	\$2,090
42 Wholesale Trade	\$0	\$9,030	\$1,601	\$10,631
44-45 Retail trade	\$183	\$14,522	\$7,703	\$22,407
48-49 Transportation & Warehousing	\$262,386	\$17,375	\$1,287	\$281,048
51 Information	\$0	\$1,046	\$249	\$1,296
52 Finance & insurance	\$0	\$8,271	\$2,227	\$10,498
53 Real estate & rental	\$0	\$6,816	\$1,015	\$7,831
54 Professional- scientific & tech svcs	\$0	\$12,852	\$2,494	\$15,346
55 Management of companies	\$0	\$2,948	\$163	\$3,112
56 Administrative & waste services	\$0	\$29,977	\$2,108	\$32,085
61 Educational svcs	\$0	\$20	\$139	\$159
62 Health & social services	\$0	\$1	\$12,061	\$12,063
71 Arts- entertainment & recreation	\$205	\$524	\$492	\$1,221
72 Accommodation & food services	\$1,985	\$1,964	\$3,470	\$7,419
81 Other services	\$0	\$10,106	\$7,424	\$17,531
92 Government & non NAICs	\$0	\$8,137	\$1,027	\$9,164
<i>Multiplier</i>	1.42			

Output

Description	Direct	Indirect	Induced	Total
Total	\$1,993,010	\$495,046	\$177,931	\$2,665,987
11 Ag, Forestry, Fish & Hunting	\$0	\$434	\$400	\$834
21 Mining	\$0	\$8,287	\$29	\$8,315
22 Utilities	\$0	\$9,360	\$3,574	\$12,934
23 Construction	\$500,000	\$27,946	\$2,243	\$530,189
31-33 Manufacturing	\$0	\$9,483	\$402	\$9,885
42 Wholesale Trade	\$0	\$60,385	\$8,107	\$68,492
44-45 Retail trade	\$525	\$43,073	\$24,661	\$68,258



Economic Impacts of Airports & Aviation

48-49 Transportation & Warehousing	\$1,486,871	\$91,369	\$5,458	\$1,583,698
51 Information	\$0	\$10,279	\$2,461	\$12,740
52 Finance & insurance	\$0	\$54,847	\$18,482	\$73,329
53 Real estate & rental	\$0	\$35,967	\$47,822	\$83,789
54 Professional- scientific & tech svcs	\$0	\$31,497	\$6,569	\$38,066
55 Management of companies	\$0	\$7,381	\$409	\$7,790
56 Administrative & waste services	\$0	\$62,444	\$4,671	\$67,115
61 Educational svcs	\$0	\$72	\$484	\$556
62 Health & social services	\$0	\$3	\$25,107	\$25,110
71 Arts- entertainment & recreation	\$875	\$4,402	\$1,995	\$7,272
72 Accommodation & food services	\$4,739	\$4,995	\$10,818	\$20,552
81 Other services	\$0	\$18,935	\$12,479	\$31,415
92 Government & non NAICs	\$0	\$13,886	\$1,762	\$15,648
Multiplier	1.34			

Tax Impact Summary

Impact	Direct	Indirect	Induced	Total
Sub County General	\$5,560	\$5,370	\$1,717	\$12,647
Sub County Special Districts	\$14,786	\$14,281	\$4,565	\$33,632
County	\$14,074	\$13,583	\$4,342	\$31,998
State	\$29,244	\$18,826	\$6,220	\$54,290
Federal	\$86,042	\$31,551	\$11,130	\$128,723
Total Tax Impact	\$149,706	\$83,612	\$27,973	\$261,291





Economic Impacts for Wurtsburo-Sullivan County Airport, Sullivan County, NY

ITEM	2019
Direct Impacts	
Airport-Related Payrolls	\$573,600
Airport Expenditures	\$1,465,000
Airport-Related Employment	11 Jobs
Induced Impacts	
Induced Impacts	\$744,800
Total Induced Employment Impacts	5 Jobs
Grand Total Dollar Impacts	\$2,209,800
Grand Total Income Impacts	\$805,800
Grand Total Employment Impacts¹	16 Jobs
Estimated State and Local Taxes	\$105,352

¹Jobs are rounded to the nearest full-time job

Employment

Description	Direct	Indirect	Induced	Total
Total	10.9	3.4	1.8	16.1
11 Ag, Forestry, Fish & Hunting	0.0	0.0	0.0	0.0
21 Mining	0.0	0.0	0.0	0.0
22 Utilities	0.0	0.0	0.0	0.0
23 Construction	0.1	0.1	0.0	0.3
31-33 Manufacturing	0.0	0.0	0.0	0.0
42 Wholesale Trade	0.0	0.0	0.0	0.1
44-45 Retail trade	0.1	0.1	0.3	0.4
48-49 Transportation & Warehousing	10.2	1.5	0.1	11.7
51 Information	0.0	0.0	0.0	0.0
52 Finance & insurance	0.0	0.2	0.1	0.3
53 Real estate & rental	0.0	0.2	0.1	0.3
54 Professional- scientific & tech svcs	0.0	0.1	0.1	0.2
55 Management of companies	0.0	0.2	0.0	0.2
56 Administrative & waste services	0.0	0.5	0.1	0.6
61 Educational svcs	0.0	0.0	0.0	0.0
62 Health & social services	0.0	0.0	0.5	0.5
71 Arts- entertainment & recreation	0.1	0.1	0.1	0.2
72 Accommodation & food services	0.4	0.1	0.2	0.7
81 Other services	0.0	0.2	0.2	0.4



92 Government & non NAICs	0.0	0.1	0.0	0.1
<i>Multiplier</i>	1.48			

Income

Description	Direct	Indirect	Induced	Total
Total	\$573,588	\$159,561	\$72,643	\$805,792
11 Ag, Forestry, Fish & Hunting	\$0	\$20	\$73	\$92
21 Mining	\$0	\$396	\$28	\$425
22 Utilities	\$0	\$1,052	\$731	\$1,783
23 Construction	\$6,725	\$4,914	\$706	\$12,345
31-33 Manufacturing	\$0	\$266	\$154	\$419
42 Wholesale Trade	\$0	\$3,204	\$1,749	\$4,954
44-45 Retail trade	\$1,493	\$2,596	\$10,237	\$14,326
48-49 Transportation & Warehousing	\$548,258	\$80,749	\$3,615	\$632,622
51 Information	\$0	\$2,655	\$926	\$3,581
52 Finance & insurance	\$0	\$8,363	\$5,066	\$13,429
53 Real estate & rental	\$0	\$3,290	\$1,177	\$4,467
54 Professional- scientific & tech svcs	\$0	\$6,528	\$3,132	\$9,660
55 Management of companies	\$0	\$14,585	\$1,544	\$16,129
56 Administrative & waste services	\$0	\$16,542	\$2,169	\$18,711
61 Educational svcs	\$0	\$19	\$897	\$916
62 Health & social services	\$0	\$4	\$23,436	\$23,439
71 Arts- entertainment & recreation	\$2,756	\$1,501	\$2,835	\$7,093
72 Accommodation & food services	\$14,356	\$1,522	\$4,261	\$20,138
81 Other services	\$0	\$6,552	\$9,149	\$15,701
92 Government & non NAICs	\$0	\$4,803	\$759	\$5,562
<i>Multiplier</i>	1.40			

Output

Description	Direct	Indirect	Induced	Total
Total	\$1,464,951	\$474,543	\$270,291	\$2,209,786
11 Ag, Forestry, Fish & Hunting	\$0	\$107	\$202	\$309
21 Mining	\$0	\$1,227	\$84	\$1,310
22 Utilities	\$0	\$8,863	\$6,104	\$14,967
23 Construction	\$25,000	\$20,362	\$2,842	\$48,204
31-33 Manufacturing	\$0	\$1,609	\$1,076	\$2,686
42 Wholesale Trade	\$0	\$19,001	\$8,039	\$27,040
44-45 Retail trade	\$4,094	\$7,929	\$31,282	\$43,304



48-49 Transportation & Warehousing	\$1,392,066	\$200,163	\$7,323	\$1,599,552
51 Information	\$0	\$14,405	\$5,261	\$19,666
52 Finance & insurance	\$0	\$50,672	\$35,607	\$86,279
53 Real estate & rental	\$0	\$34,095	\$71,499	\$105,594
54 Professional- scientific & tech svcs	\$0	\$16,247	\$8,416	\$24,663
55 Management of companies	\$0	\$33,529	\$3,550	\$37,079
56 Administrative & waste services	\$0	\$37,840	\$5,428	\$43,268
61 Educational svcs	\$0	\$48	\$1,459	\$1,507
62 Health & social services	\$0	\$6	\$42,268	\$42,274
71 Arts- entertainment & recreation	\$6,825	\$5,166	\$8,281	\$20,272
72 Accommodation & food services	\$36,966	\$4,029	\$12,837	\$53,832
81 Other services	\$0	\$11,943	\$17,751	\$29,694
92 Government & non NAICs	\$0	\$7,304	\$982	\$8,286
Multiplier	1.51			

Tax Impact Summary

Impact	Direct	Indirect	Induced	Total
Sub County General	\$5,778	\$4,030	\$3,606	\$13,414
Sub County Special Districts	\$12,800	\$8,928	\$7,989	\$29,717
County	\$9,021	\$6,278	\$5,613	\$20,911
State	\$24,359	\$9,956	\$6,994	\$41,309
Federal	\$114,359	\$33,029	\$16,911	\$164,299
Total Tax Impact	\$166,317	\$62,222	\$41,113	\$269,652



Economic Impacts for Becks Grove Airport, Oneida County, NY

ITEM	2019
Direct Impacts	
Airport-Related Payrolls	\$2,078,100
Airport Expenditures	\$5,359,400
Airport-Related Employment	34 Jobs
Induced Impacts	
Induced Impacts	\$2,518,800
Total Induced Employment Impacts	16 Jobs
Grand Total Dollar Impacts	\$7,878,200
Grand Total Income Impacts	\$2,871,500
Grand Total Employment Impacts¹	50 Jobs
Estimated State and Local Taxes	\$295,777

¹Jobs are rounded to the nearest full-time job

Employment

Description	Direct	Indirect	Induced	Total
Total	33.8	6.3	9.4	49.6
11 Ag, Forestry, Fish & Hunting	0.0	0.1	0.0	0.1
21 Mining	0.0	0.1	0.0	0.1
22 Utilities	0.0	0.0	0.0	0.0
23 Construction	31.2	0.0	0.1	31.2
31-33 Manufacturing	0.0	0.2	0.0	0.2
42 Wholesale Trade	0.0	0.6	0.1	0.7
44-45 Retail trade	0.0	1.6	1.6	3.2
48-49 Transportation & Warehousing	2.5	0.7	0.3	3.5
51 Information	0.0	0.1	0.1	0.1
52 Finance & insurance	0.0	0.2	0.6	0.9
53 Real estate & rental	0.0	0.4	0.3	0.7
54 Professional- scientific & tech svcs	0.0	1.0	0.3	1.3
55 Management of companies	0.0	0.1	0.0	0.1
56 Administrative & waste services	0.0	0.7	0.3	1.0
61 Educational svcs	0.0	0.0	0.3	0.3
62 Health & social services	0.0	0.0	2.7	2.7
71 Arts- entertainment & recreation	0.0	0.0	0.3	0.3
72 Accommodation & food services	0.1	0.1	1.2	1.5
81 Other services	0.0	0.3	0.9	1.2



92 Government & non NAICs	0.0	0.4	0.3	0.7
<i>Multiplier</i>	1.47			

Income

Description	Direct	Indirect	Induced	Total
Total	\$2,078,101	\$359,130	\$434,227	\$2,871,459
11 Ag, Forestry, Fish & Hunting	\$0	\$346	\$194	\$540
21 Mining	\$0	\$5,114	\$145	\$5,259
22 Utilities	\$0	\$3,112	\$3,352	\$6,464
23 Construction	\$1,915,812	\$1,550	\$2,298	\$1,919,660
31-33 Manufacturing	\$0	\$14,416	\$628	\$15,043
42 Wholesale Trade	\$0	\$42,113	\$9,383	\$51,496
44-45 Retail trade	\$412	\$60,920	\$50,322	\$111,653
48-49 Transportation & Warehousing	\$157,526	\$47,612	\$15,401	\$220,539
51 Information	\$0	\$5,307	\$5,729	\$11,037
52 Finance & insurance	\$0	\$11,457	\$31,316	\$42,773
53 Real estate & rental	\$0	\$11,079	\$5,257	\$16,336
54 Professional- scientific & tech svcs	\$0	\$73,893	\$16,624	\$90,517
55 Management of companies	\$0	\$6,892	\$3,168	\$10,059
56 Administrative & waste services	\$0	\$25,985	\$12,430	\$38,416
61 Educational svcs	\$0	\$521	\$12,825	\$13,347
62 Health & social services	\$0	\$2	\$164,118	\$164,120
71 Arts- entertainment & recreation	\$566	\$834	\$6,030	\$7,430
72 Accommodation & food services	\$3,786	\$2,858	\$30,266	\$36,909
81 Other services	\$0	\$16,858	\$40,533	\$57,390
92 Government & non NAICs	\$0	\$28,261	\$24,209	\$52,470
<i>Multiplier</i>	1.38			

Output

Description	Direct	Indirect	Induced	Total
Total	\$5,359,445	\$1,109,746	\$1,409,048	\$7,878,239
11 Ag, Forestry, Fish & Hunting	\$0	\$705	\$453	\$1,158
21 Mining	\$0	\$20,703	\$264	\$20,967
22 Utilities	\$0	\$25,246	\$27,183	\$52,429
23 Construction	\$4,977,384	\$5,521	\$8,207	\$4,991,112
31-33 Manufacturing	\$0	\$79,460	\$4,128	\$83,588
42 Wholesale Trade	\$0	\$168,496	\$38,923	\$207,419
44-45 Retail trade	\$1,104	\$177,167	\$147,250	\$325,522



Economic Impacts of Airports & Aviation

48-49 Transportation & Warehousing	\$369,144	\$104,445	\$31,312	\$504,901
51 Information	\$0	\$25,559	\$30,933	\$56,492
52 Finance & insurance	\$0	\$86,458	\$217,364	\$303,822
53 Real estate & rental	\$0	\$68,070	\$255,078	\$323,148
54 Professional- scientific & tech svcs	\$0	\$151,503	\$39,909	\$191,412
55 Management of companies	\$0	\$14,725	\$6,769	\$21,493
56 Administrative & waste services	\$0	\$62,245	\$30,909	\$93,154
61 Educational svcs	\$0	\$1,036	\$24,207	\$25,243
62 Health & social services	\$0	\$4	\$299,171	\$299,175
71 Arts- entertainment & recreation	\$1,841	\$1,655	\$15,260	\$18,756
72 Accommodation & food services	\$9,972	\$7,699	\$90,083	\$107,754
81 Other services	\$0	\$26,058	\$70,391	\$96,448
92 Government & non NAICs	\$0	\$82,991	\$71,254	\$154,245
Multiplier	1.47			

Tax Impact Summary

Impact	Direct	Indirect	Induced	Total
Sub County General	\$7,888	\$8,265	\$9,407	\$25,560
Sub County Special Districts	\$14,877	\$15,589	\$17,744	\$48,210
County	\$17,131	\$17,883	\$20,355	\$55,369
State	\$91,300	\$34,441	\$40,898	\$166,638
Federal	\$373,183	\$74,265	\$92,621	\$540,068
Total Tax Impact	\$504,379	\$150,442	\$181,024	\$835,845





Economic Impacts for Chapin Airport, Washington County, NY

ITEM	2019
Direct Impacts	
Airport-Related Payrolls	\$18,300
Airport Expenditures	\$104,000
Airport-Related Employment	1 Jobs
Induced Impacts	
Induced Impacts	\$31,900
Total Induced Employment Impacts	0 Jobs
Grand Total Dollar Impacts	\$135,900
Grand Total Income Impacts	\$26,400
Grand Total Employment Impacts¹	1 Jobs
Estimated State and Local Taxes	\$5,139

¹Jobs are rounded to the nearest full-time job

Employment

Description	Direct	Indirect	Induced	Total
Total	1.0	0.2	0.0	1.2
11 Ag, Forestry, Fish & Hunting	0.0	0.0	0.0	0.0
21 Mining	0.0	0.0	0.0	0.0
22 Utilities	0.0	0.0	0.0	0.0
23 Construction	0.0	0.0	0.0	0.0
31-33 Manufacturing	0.0	0.0	0.0	0.0
42 Wholesale Trade	0.0	0.0	0.0	0.0
44-45 Retail trade	0.0	0.0	0.0	0.0
48-49 Transportation & Warehousing	1.0	0.1	0.0	1.1
51 Information	0.0	0.0	0.0	0.0
52 Finance & insurance	0.0	0.0	0.0	0.0
53 Real estate & rental	0.0	0.0	0.0	0.0
54 Professional- scientific & tech svcs	0.0	0.0	0.0	0.0
55 Management of companies	0.0	0.0	0.0	0.0
56 Administrative & waste services	0.0	0.0	0.0	0.0
61 Educational svcs	0.0	0.0	0.0	0.0
62 Health & social services	0.0	0.0	0.0	0.0
71 Arts- entertainment & recreation	0.0	0.0	0.0	0.0
72 Accommodation & food services	0.0	0.0	0.0	0.0
81 Other services	0.0	0.0	0.0	0.0



92 Government & non NAICs	0.0	0.0	0.0	0.0
<i>Multiplier</i>	1.17			

Income

Description	Direct	Indirect	Induced	Total
Total	\$18,333	\$6,807	\$1,225	\$26,365
11 Ag, Forestry, Fish & Hunting	\$0	\$12	\$6	\$19
21 Mining	\$0	\$32	\$0	\$32
22 Utilities	\$0	\$27	\$6	\$33
23 Construction	\$1,450	\$502	\$20	\$1,971
31-33 Manufacturing	\$0	\$158	\$6	\$164
42 Wholesale Trade	\$0	\$229	\$26	\$255
44-45 Retail trade	\$11	\$323	\$254	\$588
48-49 Transportation & Warehousing	\$16,751	\$1,452	\$34	\$18,237
51 Information	\$0	\$193	\$24	\$217
52 Finance & insurance	\$0	\$485	\$62	\$548
53 Real estate & rental	\$0	\$301	\$19	\$320
54 Professional- scientific & tech svcs	\$0	\$257	\$42	\$299
55 Management of companies	\$0	\$70	\$2	\$72
56 Administrative & waste services	\$0	\$1,633	\$51	\$1,685
61 Educational svcs	\$0	\$2	\$6	\$8
62 Health & social services	\$0	\$0	\$325	\$326
71 Arts- entertainment & recreation	\$11	\$48	\$20	\$79
72 Accommodation & food services	\$110	\$77	\$85	\$271
81 Other services	\$0	\$574	\$218	\$792
92 Government & non NAICs	\$0	\$432	\$18	\$451
<i>Multiplier</i>	1.44			

Output

Description	Direct	Indirect	Induced	Total
Total	\$104,033	\$26,693	\$5,152	\$135,877
11 Ag, Forestry, Fish & Hunting	\$0	\$29	\$14	\$43
21 Mining	\$0	\$142	\$1	\$143
22 Utilities	\$0	\$339	\$77	\$415
23 Construction	\$5,000	\$1,906	\$75	\$6,981
31-33 Manufacturing	\$0	\$798	\$27	\$825
42 Wholesale Trade	\$0	\$827	\$104	\$931
44-45 Retail trade	\$31	\$993	\$827	\$1,851

Economic Impacts of Airports & Aviation



48-49 Transportation & Warehousing	\$98,665	\$7,797	\$138	\$106,600
51 Information	\$0	\$912	\$120	\$1,032
52 Finance & insurance	\$0	\$3,263	\$459	\$3,722
53 Real estate & rental	\$0	\$2,460	\$1,656	\$4,116
54 Professional- scientific & tech svcs	\$0	\$789	\$117	\$906
55 Management of companies	\$0	\$335	\$7	\$342
56 Administrative & waste services	\$0	\$3,593	\$125	\$3,718
61 Educational svcs	\$0	\$5	\$16	\$22
62 Health & social services	\$0	\$0	\$588	\$589
71 Arts- entertainment & recreation	\$52	\$467	\$107	\$627
72 Accommodation & food services	\$284	\$211	\$282	\$777
81 Other services	\$0	\$1,074	\$380	\$1,454
92 Government & non NAICs	\$0	\$754	\$30	\$784
Multiplier	1.31			

Tax Impact Summary

Impact	Direct	Indirect	Induced	Total
Sub County General	\$407	\$142	\$58	\$607
Sub County Special Districts	\$908	\$316	\$129	\$1,352
County	\$844	\$294	\$119	\$1,257
State	\$1,272	\$489	\$161	\$1,923
Federal	\$3,508	\$1,287	\$272	\$5,067
Total Tax Impact	\$6,940	\$2,527	\$739	\$10,206



Economic Impacts for Kline Kill Airport, Columbia County, NY

ITEM	2019
Direct Impacts	
Airport-Related Payrolls	\$24,900
Airport Expenditures	\$125,100
Airport-Related Employment	1 Jobs
Induced Impacts	
Induced Impacts	\$47,000
Total Induced Employment Impacts	1 Jobs
Grand Total Dollar Impacts	\$172,100
Grand Total Income Impacts	\$38,200
Grand Total Employment Impacts¹	2 Jobs
Estimated State and Local Taxes	\$6,806

¹Jobs are rounded to the nearest full-time job

Employment

Description	Direct	Indirect	Induced	Total
Total	1.1	0.2	0.0	1.4
11 Ag, Forestry, Fish & Hunting	0.0	0.0	0.0	0.0
21 Mining	0.0	0.0	0.0	0.0
22 Utilities	0.0	0.0	0.0	0.0
23 Construction	0.1	0.0	0.0	0.2
31-33 Manufacturing	0.0	0.0	0.0	0.0
42 Wholesale Trade	0.0	0.0	0.0	0.0
44-45 Retail trade	0.0	0.0	0.0	0.0
48-49 Transportation & Warehousing	1.0	0.1	0.0	1.1
51 Information	0.0	0.0	0.0	0.0
52 Finance & insurance	0.0	0.0	0.0	0.0
53 Real estate & rental	0.0	0.0	0.0	0.0
54 Professional- scientific & tech svcs	0.0	0.0	0.0	0.0
55 Management of companies	0.0	0.0	0.0	0.0
56 Administrative & waste services	0.0	0.0	0.0	0.0
61 Educational svcs	0.0	0.0	0.0	0.0
62 Health & social services	0.0	0.0	0.0	0.0
71 Arts- entertainment & recreation	0.0	0.0	0.0	0.0
72 Accommodation & food services	0.0	0.0	0.0	0.0
81 Other services	0.0	0.0	0.0	0.0



92 Government & non NAICs	0.0	0.0	0.0	0.0
<i>Multiplier</i>	1.23			

Income

Description	Direct	Indirect	Induced	Total
Total	\$24,918	\$9,969	\$3,340	\$38,228
11 Ag, Forestry, Fish & Hunting	\$0	\$25	\$11	\$36
21 Mining	\$0	\$84	\$1	\$85
22 Utilities	\$0	\$81	\$26	\$107
23 Construction	\$7,511	\$556	\$40	\$8,107
31-33 Manufacturing	\$0	\$216	\$5	\$221
42 Wholesale Trade	\$0	\$522	\$136	\$658
44-45 Retail trade	\$8	\$922	\$432	\$1,362
48-49 Transportation & Warehousing	\$17,316	\$1,740	\$83	\$19,139
51 Information	\$0	\$143	\$37	\$179
52 Finance & insurance	\$0	\$456	\$99	\$555
53 Real estate & rental	\$0	\$460	\$80	\$540
54 Professional- scientific & tech svcs	\$0	\$1,235	\$228	\$1,463
55 Management of companies	\$0	\$448	\$28	\$476
56 Administrative & waste services	\$0	\$818	\$68	\$886
61 Educational svcs	\$0	\$3	\$78	\$81
62 Health & social services	\$0	\$0	\$1,139	\$1,139
71 Arts- entertainment & recreation	\$11	\$193	\$82	\$287
72 Accommodation & food services	\$73	\$252	\$290	\$615
81 Other services	\$0	\$1,074	\$410	\$1,484
92 Government & non NAICs	\$0	\$743	\$65	\$808
<i>Multiplier</i>	1.53			

Output

Description	Direct	Indirect	Induced	Total
Total	\$125,083	\$35,071	\$11,974	\$172,128
11 Ag, Forestry, Fish & Hunting	\$0	\$96	\$38	\$134
21 Mining	\$0	\$531	\$3	\$534
22 Utilities	\$0	\$767	\$240	\$1,007
23 Construction	\$25,000	\$2,012	\$142	\$27,154
31-33 Manufacturing	\$0	\$1,275	\$29	\$1,305
42 Wholesale Trade	\$0	\$1,889	\$538	\$2,427
44-45 Retail trade	\$21	\$2,515	\$1,327	\$3,863



Economic Impacts of Airports & Aviation

48-49 Transportation & Warehousing	\$99,838	\$7,153	\$250	\$107,240
51 Information	\$0	\$1,022	\$221	\$1,243
52 Finance & insurance	\$0	\$3,706	\$1,070	\$4,775
53 Real estate & rental	\$0	\$3,186	\$2,911	\$6,097
54 Professional- scientific & tech svcs	\$0	\$2,813	\$542	\$3,355
55 Management of companies	\$0	\$1,178	\$73	\$1,252
56 Administrative & waste services	\$0	\$2,309	\$199	\$2,508
61 Educational svcs	\$0	\$8	\$113	\$121
62 Health & social services	\$0	\$0	\$2,381	\$2,381
71 Arts- entertainment & recreation	\$35	\$499	\$228	\$762
72 Accommodation & food services	\$190	\$653	\$797	\$1,639
81 Other services	\$0	\$1,994	\$760	\$2,753
92 Government & non NAICs	\$0	\$1,466	\$111	\$1,577
Multiplier	1.38			

Tax Impact Summary

Impact	Direct	Indirect	Induced	Total
Sub County General	\$284	\$145	\$80	\$508
Sub County Special Districts	\$1,093	\$557	\$307	\$1,958
County	\$976	\$497	\$274	\$1,747
State	\$1,467	\$767	\$359	\$2,594
Federal	\$5,463	\$2,065	\$744	\$8,271
Total Tax Impact	\$9,283	\$4,031	\$1,763	\$15,078





Economic Impacts for Middlesex Valley Airport, Yates County, NY

ITEM	2019
Direct Impacts	
Airport-Related Payrolls	\$179,700
Airport Expenditures	\$211,200
Airport-Related Employment	2 Jobs
Induced Impacts	
Induced Impacts	\$56,000
Total Induced Employment Impacts	1 Jobs
Grand Total Dollar Impacts	\$267,200
Grand Total Income Impacts	\$194,500
Grand Total Employment Impacts¹	3 Jobs
Estimated State and Local Taxes	\$9,683

¹Jobs are rounded to the nearest full-time job

Employment

Description	Direct	Indirect	Induced	Total
Total	2.1	0.0	0.3	2.4
11 Ag, Forestry, Fish & Hunting	0.0	0.0	0.0	0.0
21 Mining	0.0	0.0	0.0	0.0
22 Utilities	0.0	0.0	0.0	0.0
23 Construction	0.0	0.0	0.0	0.0
31-33 Manufacturing	0.0	0.0	0.0	0.0
42 Wholesale Trade	0.0	0.0	0.0	0.0
44-45 Retail trade	0.0	0.0	0.1	0.1
48-49 Transportation & Warehousing	0.0	0.0	0.0	0.0
51 Information	0.0	0.0	0.0	0.0
52 Finance & insurance	0.0	0.0	0.0	0.0
53 Real estate & rental	0.0	0.0	0.0	0.0
54 Professional- scientific & tech svcs	0.0	0.0	0.0	0.0
55 Management of companies	0.0	0.0	0.0	0.0
56 Administrative & waste services	0.0	0.0	0.0	0.0
61 Educational svcs	0.0	0.0	0.0	0.0
62 Health & social services	0.0	0.0	0.1	0.1
71 Arts- entertainment & recreation	0.0	0.0	0.0	0.0
72 Accommodation & food services	0.0	0.0	0.0	0.1
81 Other services	0.0	0.0	0.0	0.0



92 Government & non NAICs	2.0	0.0	0.0	2.0
<i>Multiplier</i>	1.16			

Income

Description	Direct	Indirect	Induced	Total
Total	\$179,706	\$392	\$14,387	\$194,486
11 Ag, Forestry, Fish & Hunting	\$0	\$1	\$118	\$119
21 Mining	\$0	\$18	\$8	\$27
22 Utilities	\$0	\$0	\$0	\$0
23 Construction	\$1,613	\$9	\$221	\$1,843
31-33 Manufacturing	\$0	\$44	\$44	\$89
42 Wholesale Trade	\$0	\$12	\$131	\$143
44-45 Retail trade	\$78	\$125	\$2,129	\$2,332
48-49 Transportation & Warehousing	\$299	\$22	\$473	\$794
51 Information	\$0	\$8	\$112	\$120
52 Finance & insurance	\$0	\$17	\$564	\$580
53 Real estate & rental	\$0	\$30	\$450	\$480
54 Professional- scientific & tech svcs	\$0	\$13	\$370	\$383
55 Management of companies	\$0	\$5	\$27	\$31
56 Administrative & waste services	\$0	\$27	\$327	\$354
61 Educational svcs	\$0	\$1	\$652	\$654
62 Health & social services	\$0	\$0	\$5,366	\$5,366
71 Arts- entertainment & recreation	\$108	\$1	\$127	\$236
72 Accommodation & food services	\$632	\$18	\$916	\$1,566
81 Other services	\$0	\$29	\$2,224	\$2,253
92 Government & non NAICs	\$176,976	\$13	\$127	\$177,116
<i>Multiplier</i>	1.08			

Output

Description	Direct	Indirect	Induced	Total
Total	\$211,189	\$1,449	\$54,529	\$267,168
11 Ag, Forestry, Fish & Hunting	\$0	\$4	\$313	\$316
21 Mining	\$0	\$23	\$10	\$33
22 Utilities	\$0	\$0	\$0	\$0
23 Construction	\$5,000	\$29	\$732	\$5,761
31-33 Manufacturing	\$0	\$194	\$343	\$537
42 Wholesale Trade	\$0	\$79	\$793	\$872
44-45 Retail trade	\$210	\$349	\$6,413	\$6,972



48-49 Transportation & Warehousing	\$654	\$65	\$1,362	\$2,082
51 Information	\$0	\$35	\$606	\$642
52 Finance & insurance	\$0	\$104	\$4,079	\$4,183
53 Real estate & rental	\$0	\$252	\$15,140	\$15,392
54 Professional- scientific & tech svcs	\$0	\$82	\$2,113	\$2,196
55 Management of companies	\$0	\$29	\$165	\$194
56 Administrative & waste services	\$0	\$76	\$912	\$988
61 Educational svcs	\$0	\$3	\$1,359	\$1,362
62 Health & social services	\$0	\$0	\$12,316	\$12,316
71 Arts- entertainment & recreation	\$350	\$13	\$565	\$928
72 Accommodation & food services	\$1,896	\$49	\$3,082	\$5,027
81 Other services	\$0	\$50	\$4,088	\$4,138
92 Government & non NAICs	\$203,079	\$14	\$138	\$203,231
Multiplier	1.27			

Tax Impact Summary

Impact	Direct	Indirect	Induced	Total
Sub County General	\$66	\$23	\$698	\$787
Sub County Special Districts	\$97	\$34	\$1,019	\$1,150
County	\$140	\$44	\$1,316	\$1,499
State	\$4,657	\$48	\$1,543	\$6,247
Federal	\$36,440	\$85	\$3,246	\$39,771
Total Tax Impact	\$41,400	\$233	\$7,821	\$49,454



Economic Impacts for Randall Airport, Orange County, NY

ITEM	2019
Direct Impacts	
Airport-Related Payrolls	\$916,300
Airport Expenditures	\$2,271,200
Airport-Related Employment	16 Jobs
Induced Impacts	
Induced Impacts	\$1,422,200
Total Induced Employment Impacts	10 Jobs
Grand Total Dollar Impacts	\$3,693,400
Grand Total Income Impacts	\$1,408,500
Grand Total Employment Impacts¹	26 Jobs
Estimated State and Local Taxes	\$194,181

¹Jobs are rounded to the nearest full-time job

Employment

Description	Direct	Indirect	Induced	Total
Total	16.1	5.8	4.0	26.0
11 Ag, Forestry, Fish & Hunting	0.0	0.0	0.0	0.0
21 Mining	0.0	0.0	0.0	0.0
22 Utilities	0.0	0.0	0.0	0.0
23 Construction	0.8	0.1	0.0	1.0
31-33 Manufacturing	0.0	0.0	0.0	0.0
42 Wholesale Trade	0.0	0.2	0.1	0.3
44-45 Retail trade	0.0	0.2	0.7	0.9
48-49 Transportation & Warehousing	14.1	1.8	0.2	16.1
51 Information	0.0	0.1	0.0	0.1
52 Finance & insurance	0.0	0.4	0.2	0.6
53 Real estate & rental	0.0	0.4	0.2	0.6
54 Professional- scientific & tech svcs	0.0	0.3	0.1	0.4
55 Management of companies	0.0	0.1	0.0	0.1
56 Administrative & waste services	0.0	1.1	0.2	1.2
61 Educational svcs	1.0	0.0	0.1	1.1
62 Health & social services	0.0	0.0	1.0	1.0
71 Arts- entertainment & recreation	0.1	0.1	0.1	0.3
72 Accommodation & food services	0.2	0.1	0.5	0.8
81 Other services	0.0	0.9	0.4	1.4



92 Government & non NAICs	0.0	0.1	0.0	0.1
<i>Multiplier</i>	1.61			

Income

Description	Direct	Indirect	Induced	Total
Total	\$916,256	\$296,446	\$195,812	\$1,408,514
11 Ag, Forestry, Fish & Hunting	\$0	\$220	\$263	\$483
21 Mining	\$0	\$908	\$61	\$969
22 Utilities	\$0	\$1,962	\$1,670	\$3,632
23 Construction	\$56,194	\$8,794	\$1,836	\$66,824
31-33 Manufacturing	\$0	\$3,021	\$530	\$3,551
42 Wholesale Trade	\$0	\$12,704	\$8,312	\$21,017
44-45 Retail trade	\$848	\$7,306	\$25,909	\$34,063
48-49 Transportation & Warehousing	\$822,447	\$111,050	\$8,875	\$942,371
51 Information	\$0	\$7,568	\$4,013	\$11,581
52 Finance & insurance	\$0	\$12,896	\$10,307	\$23,203
53 Real estate & rental	\$0	\$10,426	\$4,355	\$14,781
54 Professional- scientific & tech svcs	\$0	\$16,262	\$9,729	\$25,991
55 Management of companies	\$0	\$6,699	\$1,325	\$8,023
56 Administrative & waste services	\$0	\$37,718	\$7,858	\$45,576
61 Educational svcs	\$28,546	\$268	\$4,115	\$32,928
62 Health & social services	\$0	\$2	\$66,641	\$66,644
71 Arts- entertainment & recreation	\$1,006	\$830	\$2,695	\$4,530
72 Accommodation & food services	\$7,216	\$3,920	\$13,715	\$24,852
81 Other services	\$0	\$45,399	\$21,233	\$66,632
92 Government & non NAICs	\$0	\$8,494	\$2,369	\$10,863
<i>Multiplier</i>	1.54			

Output

Description	Direct	Indirect	Induced	Total
Total	\$2,271,216	\$795,158	\$627,048	\$3,693,422
11 Ag, Forestry, Fish & Hunting	\$0	\$800	\$830	\$1,630
21 Mining	\$0	\$3,138	\$127	\$3,265
22 Utilities	\$0	\$15,799	\$13,416	\$29,216
23 Construction	\$168,548	\$28,503	\$5,882	\$202,933
31-33 Manufacturing	\$0	\$13,064	\$2,838	\$15,902
42 Wholesale Trade	\$0	\$66,174	\$36,060	\$102,234
44-45 Retail trade	\$2,025	\$20,467	\$69,349	\$91,840



Economic Impacts of Airports & Aviation

48-49 Transportation & Warehousing	\$2,002,029	\$261,178	\$19,265	\$2,282,472
51 Information	\$0	\$40,339	\$20,805	\$61,144
52 Finance & insurance	\$0	\$83,143	\$73,276	\$156,419
53 Real estate & rental	\$0	\$71,111	\$134,592	\$205,703
54 Professional- scientific & tech svcs	\$0	\$37,500	\$23,489	\$60,990
55 Management of companies	\$0	\$15,454	\$3,056	\$18,510
56 Administrative & waste services	\$0	\$80,753	\$17,488	\$98,241
61 Educational svcs	\$76,955	\$697	\$6,889	\$84,542
62 Health & social services	\$0	\$4	\$115,897	\$115,901
71 Arts- entertainment & recreation	\$3,376	\$4,277	\$9,082	\$16,735
72 Accommodation & food services	\$18,283	\$9,448	\$36,693	\$64,424
81 Other services	\$0	\$31,312	\$34,048	\$65,361
92 Government & non NAICs	\$0	\$11,995	\$3,965	\$15,959
Multiplier	1.63			

Tax Impact Summary

Impact	Direct	Indirect	Induced	Total
Sub County General	\$6,364	\$7,073	\$5,926	\$19,362
Sub County Special Districts	\$17,944	\$19,941	\$16,708	\$54,593
County	\$11,102	\$12,309	\$10,311	\$33,722
State	\$41,865	\$24,845	\$19,793	\$86,503
Federal	\$175,759	\$59,630	\$43,017	\$278,406
Total Tax Impact	\$253,034	\$123,798	\$95,754	\$472,587





Economic Impacts for Royalton Airport, Niagara County, NY

ITEM	2019
Direct Impacts	
Airport-Related Payrolls	\$67,700
Airport Expenditures	\$172,600
Airport-Related Employment	1 Jobs
Induced Impacts	
Induced Impacts	\$64,800
Total Induced Employment Impacts	1 Jobs
Grand Total Dollar Impacts	\$237,400
Grand Total Income Impacts	\$87,500
Grand Total Employment Impacts¹	2 Jobs
Estimated State and Local Taxes	\$9,262

¹Jobs are rounded to the nearest full-time job

Employment

Description	Direct	Indirect	Induced	Total
Total	1.2	0.2	0.1	1.6
11 Ag, Forestry, Fish & Hunting	0.0	0.0	0.0	0.0
21 Mining	0.0	0.0	0.0	0.0
22 Utilities	0.0	0.0	0.0	0.0
23 Construction	0.1	0.0	0.0	0.1
31-33 Manufacturing	0.0	0.0	0.0	0.0
42 Wholesale Trade	0.0	0.0	0.0	0.0
44-45 Retail trade	0.0	0.0	0.0	0.1
48-49 Transportation & Warehousing	1.0	0.0	0.0	1.1
51 Information	0.0	0.0	0.0	0.0
52 Finance & insurance	0.0	0.0	0.0	0.0
53 Real estate & rental	0.0	0.0	0.0	0.0
54 Professional- scientific & tech svcs	0.0	0.0	0.0	0.0
55 Management of companies	0.0	0.0	0.0	0.0
56 Administrative & waste services	0.0	0.0	0.0	0.1
61 Educational svcs	0.0	0.0	0.0	0.0
62 Health & social services	0.0	0.0	0.0	0.0
71 Arts- entertainment & recreation	0.0	0.0	0.0	0.0
72 Accommodation & food services	0.1	0.0	0.0	0.1
81 Other services	0.0	0.0	0.0	0.1



92 Government & non NAICs	0.0	0.0	0.0	0.0
<i>Multiplier</i>	1.31			

Income

Description	Direct	Indirect	Induced	Total
Total	\$67,736	\$11,376	\$8,385	\$87,497
11 Ag, Forestry, Fish & Hunting	\$0	\$3	\$6	\$9
21 Mining	\$0	\$76	\$12	\$88
22 Utilities	\$0	\$63	\$52	\$115
23 Construction	\$7,471	\$313	\$75	\$7,859
31-33 Manufacturing	\$0	\$108	\$18	\$125
42 Wholesale Trade	\$0	\$262	\$110	\$372
44-45 Retail trade	\$144	\$687	\$1,384	\$2,214
48-49 Transportation & Warehousing	\$58,742	\$2,979	\$147	\$61,868
51 Information	\$0	\$201	\$80	\$281
52 Finance & insurance	\$0	\$477	\$261	\$738
53 Real estate & rental	\$0	\$408	\$126	\$534
54 Professional- scientific & tech svcs	\$0	\$657	\$266	\$922
55 Management of companies	\$0	\$101	\$15	\$116
56 Administrative & waste services	\$0	\$1,725	\$306	\$2,031
61 Educational svcs	\$0	\$6	\$150	\$155
62 Health & social services	\$0	\$0	\$3,045	\$3,045
71 Arts- entertainment & recreation	\$174	\$33	\$83	\$290
72 Accommodation & food services	\$1,205	\$235	\$809	\$2,249
81 Other services	\$0	\$1,157	\$1,038	\$2,195
92 Government & non NAICs	\$0	\$1,887	\$402	\$2,289
<i>Multiplier</i>	1.29			

Output

Description	Direct	Indirect	Induced	Total
Total	\$172,643	\$35,721	\$29,040	\$237,404
11 Ag, Forestry, Fish & Hunting	\$0	\$5	\$11	\$16
21 Mining	\$0	\$82	\$13	\$95
22 Utilities	\$0	\$519	\$429	\$948
23 Construction	\$25,000	\$1,142	\$272	\$26,413
31-33 Manufacturing	\$0	\$356	\$235	\$591
42 Wholesale Trade	\$0	\$2,278	\$646	\$2,924
44-45 Retail trade	\$368	\$2,017	\$3,677	\$6,062



48-49 Transportation & Warehousing	\$143,337	\$7,218	\$321	\$150,876
51 Information	\$0	\$1,570	\$631	\$2,200
52 Finance & insurance	\$0	\$3,566	\$2,279	\$5,845
53 Real estate & rental	\$0	\$3,305	\$7,224	\$10,529
54 Professional- scientific & tech svcs	\$0	\$1,510	\$652	\$2,162
55 Management of companies	\$0	\$233	\$35	\$268
56 Administrative & waste services	\$0	\$3,877	\$753	\$4,630
61 Educational svcs	\$0	\$13	\$272	\$285
62 Health & social services	\$0	\$0	\$5,693	\$5,693
71 Arts- entertainment & recreation	\$614	\$246	\$328	\$1,188
72 Accommodation & food services	\$3,324	\$662	\$2,566	\$6,553
81 Other services	\$0	\$1,754	\$1,870	\$3,624
92 Government & non NAICs	\$0	\$5,369	\$1,134	\$6,503
Multiplier	1.38			

Tax Impact Summary

Impact	Direct	Indirect	Induced	Total
Sub County General	\$503	\$134	\$276	\$912
Sub County Special Districts	\$832	\$221	\$457	\$1,510
County	\$1,127	\$299	\$617	\$2,044
State	\$3,202	\$681	\$914	\$4,796
Federal	\$13,207	\$2,340	\$1,944	\$17,491
Total Tax Impact	\$18,871	\$3,675	\$4,207	\$26,753





Economic Impacts of



REPUBLIC


Long Island's Executive Airport



Contact Us.

 info@republicairport.net  +1 631.752.7707

 <http://republicairport.net>  +1 631.293.1429

 7150 Republic Airport, Rm. 216, East Farmingdale, NY 11735

Introduction

Economic impacts of aviation at Republic Airport were measured as a part of a larger, statewide study that examined similar impacts at all public-use airports in New York State. The statewide study provided a benchmark of aviation's contribution to our state's economy in 2022 by looking at the economic activity, jobs, and taxes generated by each public-use airport, including all the airline airports (those with scheduled commercial airline service) - as well as the, general aviation airports, which are those without scheduled airline service.

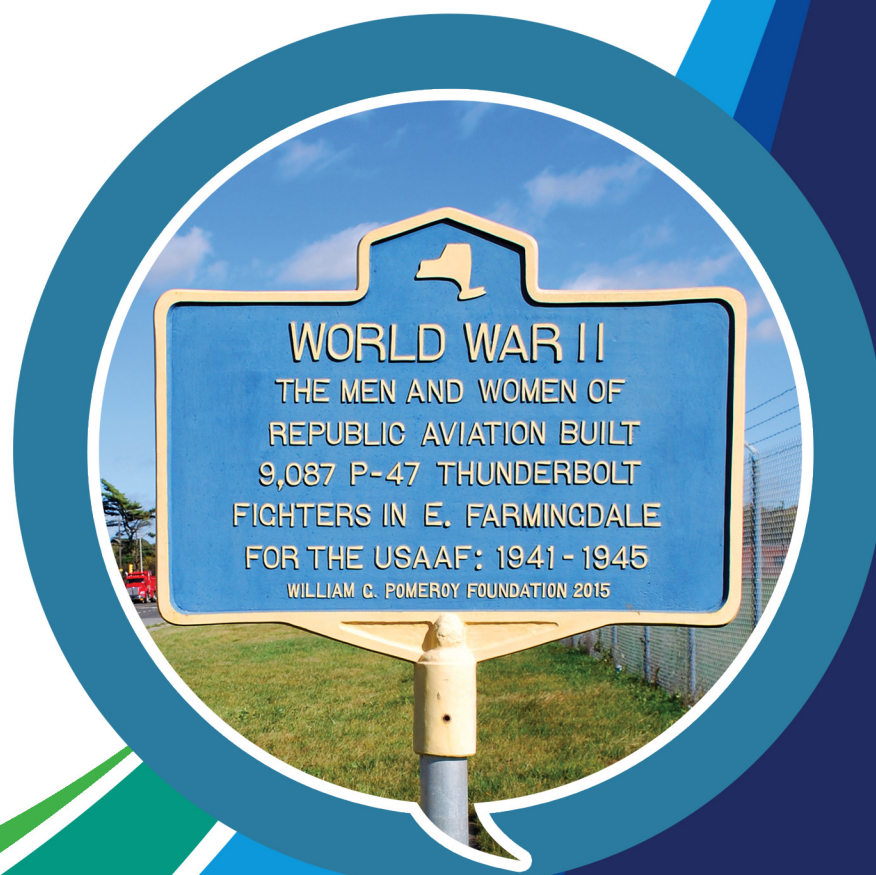
Statewide and Community Factors

While most New Yorkers are familiar with the functions of airline airports, general aviation airports are less well known. These airports provide mobility for people and goods as well as vital links to the national and international air transportation system. The New York system of 138 public-use airports includes 18 airline and 120 general aviation airports. These facilities provide the state with a safe and efficient mode of transportation and serve as an important stimulus for economic growth and development. New York airports support hundreds of thousands of jobs and produce billions of dollars in economic activity.

To better understand the relationship between New York's system of airports and the statewide economy, the New York State Department of Transportation's (NYSDOT) Aviation Bureau conducted an economic impact study of aviation using an FAA-approved methodology that has been applied to state airport systems throughout the United States. New York's public-use airports were analyzed to determine their total economic impact in terms of jobs, payroll, and output for the year 2022. Through a comprehensive survey process, the direct economic impacts related to on-airport business tenants, capital spending, and visitor expenditures were determined for Republic Airport and the other New York system airports. The multiplier effect of these impacts was then calculated to ascertain the total airport-related impacts.

National and Regional Factors

The impact of COVID-19 in 2020 resulted in a significant decline in air travel across all segments of aviation. Nationally, there was a 60 percent decline in airline passenger traffic. Remarkably, the 2020 impacts of the pandemic on Republic Airport - though significant at a 17 percent decline - were substantially below similar reductions on state and national levels. This is due in part to the continued operation of private and corporate aircraft that were deemed to present much lower exposure risks for crew and passengers.



Republic Annually Supports

1,694 Total Jobs
\$155.8 Million in Income
\$355.9 Million in Total Economic Impact

Republic Airport has the highest employment and economic impact of any general aviation airport in New York State.



Republic Airport covers 526 acres and has two intersecting runways. The primary runway (14-32) is 6,833 feet by 150 feet, with a full complement of sophisticated lighting and approach aids that provide pilots with all essential equipment and capability to safely operate in the most challenging weather conditions. The secondary, crosswind runway (1-19) is 5,516 feet by 150 feet also offers lighting and approach capabilities that can accommodate most aircraft in the business jet fleet during crosswind conditions. The Airport has a large terminal that is equipped to handle large charters, an administrative building, FAA Air Traffic Control Tower, multiple ramp areas, more than 440,000 square feet of conventional "box" hangars for based and transient users of large twin and jet aircraft, eight sets of nested T-hangars for small piston-powered aircraft, and more than 30 acres of tie-down spaces for short-term or overnight aircraft parking.



Republic Airport circa 1950

Existing Republic Airport Economic Characteristics

Republic Airport (FRG) is one of 12 public-use airports on Long Island. Located one mile east of Farmingdale and approximately 38 miles east of downtown Manhattan, FRG is an important general aviation business airport on Long Island. The Airport is owned by the State of New York and managed via contract by AFCA/AvPORTS under the supervision of New York State Department of Transportation.

Republic Airport was developed by Sherman Fairchild in 1927, with operations beginning in early 1928. The facility was used to test aircraft manufactured by Fairchild, American, Grumman, and Seversky. In 1969, the Metropolitan Transportation Authority acquired the Airport which they managed until ownership was transferred to the New York State Department of Transportation (NYSDOT) in 1983. The primary focus of FRG by NYSDOT has been for economic development in the surrounding Long Island region. In 2022, Republic Airport generated almost 1,700 jobs and \$355.9 million in annual economic activity to Long Island.



Republic Airport serves a broad user base of private aviation and business aircraft operators, and is also designated as reliever airport by the Secretary of Transportation to relieve nearby commercial service airports during peak or extraordinary periods of high activity and congestion. Aircraft operations at FRG totaled 198,407 in 2019, declined to 165,250 in 2020, and rebounded to 235,663 in 2021. Throughout, FRG was the busiest general aviation airport in New York State. The Airport lists 453 based aircraft, which includes 53 multiengine aircraft, 104 jets, and 21 helicopters. For perspective, the 17% drop in operations from 2019 to 2020 was small compared to the reductions in operations experienced at commercial service airports in 2020. This combined with the subsequent 43% rebound and growth in 2021, points to the importance of general aviation activity to the region.



In addition to serving as a major corporate aviation facility, the Airport also boasts an extensive offering of flight training (with 14 flight schools), charter activity (with 9 charter services), aerial advertising and filming, aircraft sales, aircraft catering, aircraft cleaning and maintenance, and aerial medical evacuation. Fixed Base Operator (FBO) services are provided by three premium operators: Republic Jet Center, Modern Aviation, and Atlantic Aviation Long Island. FBO's are the on-airport businesses authorized to provide aircraft fueling, short-term parking or long-term storage and other services to support the general public and aircraft operators using the airport.



One interesting activity at FRG that directly and indirectly involves aviation is the contracting of Republic Airport as a cost-effective filming location for numerous NYC-based production companies. The Airport has hosted productions ranging from commercials and television programs, to full-length feature films. In addition to set user fees, FRG tenants also rent their buildings and/or ramps to film productions. Long time FRG tenant Hover-Views Inc. – has provided helicopter services for many well-known Hollywood feature films and high profile television shows and commercials. The airport also hosts the GEICO Skytypers Airshow Team, who perform their precision flight maneuvers at airshows nationally.

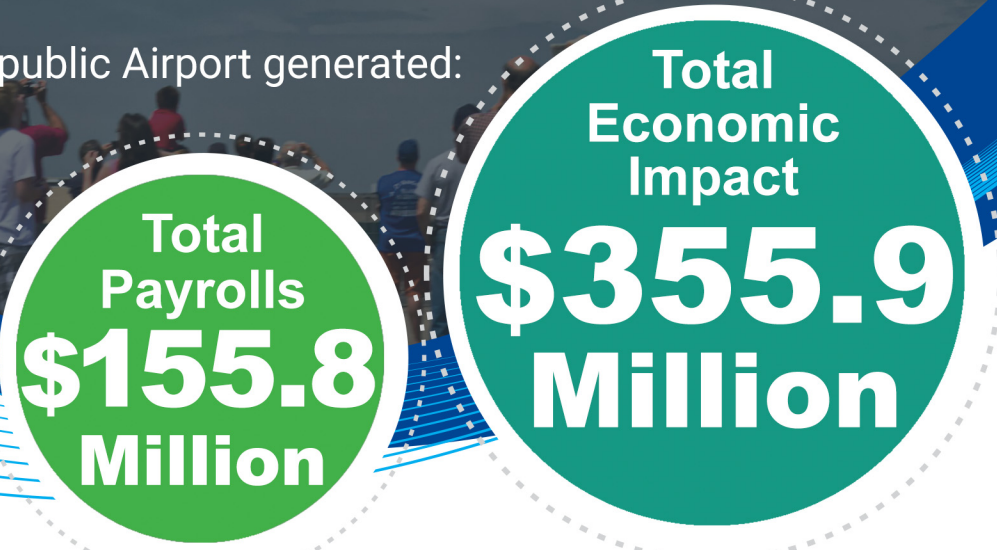
The significance of the Airport to area commerce is often defined by its business clientele. Prominent corporate and institutional organization users include Farmingdale State College SUNY, NetJets Aviation, GEICO, Wells Fargo, Coca-Cola, Vitamin World, Mustang Sally Aviation, Mercy Flight, HEMS Services, and Bank of America. Nearby corporations of note include the Alcott Group, P.C. Richard & Son, Levitz Furniture Corporation, Minuteman Press International, Telephonics, J D'Addario & Co., Enzo Biochem, Modern Medical Systems, Marjam Supply, and many others. FRG is prized by visiting business travelers for its convenient access to Long Island, allowing them to bypass the congestion and hassle of traveling through NYC area airports.

The Airport also supports the region's sports activities and venues including the U.S. Open golf championship at Bethpage Golf Course (less than one mile from the end of Runway 14), the US Open tennis tournament, thoroughbred racing events at Belmont Park, teams from Major League Baseball, National Hockey League, National Basketball Association, and a variety of other professional and collegiate teams.

Economic Multiplier IMPACTS

Study surveys of airport sponsors and active businesses at the Airport revealed that 997 full-time jobs and \$228.1 million in expenditures are the direct result of on-airport businesses at FRG, including Airport sponsor expenditures and visitor spending at the Airport. With induced expenditures, the total impact for Republic Airport in 2022 was \$355.9 million, supporting 1,694 jobs. Of note, aviation activity in 2022 at the Airport generated almost \$22.7 million in state and local taxes. This is another mostly unseen contribution of the Airport to local and state tax revenues.

In 2022 Republic Airport generated:



Airport-Related Payrolls	\$107.8 Million
Airport-Related Employment	997 Jobs
Induced Impacts	\$127.8 Million
Total Induced Employment Impacts	697 Jobs

Republic Airport HISTORY



Republic Airport has a tremendous history of aircraft innovation, from the 9,087 P-47 Thunderbolts built during WWII, by the more than 24,000 workers on the Airport in East Farmingdale; to the present-day Fairchild Republic A-10 Thunderbolt II which takes its name from the P-47 and remains the premier U.S. ground-attack aircraft in service. Two A-10 Thunderbolt II prototypes were built at Republic Airport and first flew on 10 May 1972.

Another significant U.S. fighter jet built at Republic was the F-105 Thunderchief, first flown in 1955 and capable of speeds exceeding Mach 2 (1,390 mph). It saw action in a number of conflicts, especially those in Southeast Asia during the 1960s. It was eventually phased from the Air Force inventory in the early 1980s.

To celebrate the storied history of the Airport, the American Air Power Museum and the Long Island Republic Airport Historical Society have locations at Republic. The American Air Power Museum welcomes aviation enthusiasts from around the world. The facility offers visitors the opportunity to see, hear, and occasionally ride authentic WWII aircraft in flight. The Long Island Republic Airport Historical Society was formed in 1987. The Society maintains the Airport Historic Exhibit on the first floor of the Main Terminal Building.





Appendix D: 2022 Summary Update





D.1. RESULTS OF NEW YORK STATE ECONOMIC IMPACTS OF AVIATION STUDY 2022 UPDATE

Table D-1 presents the results of the 2022 Update of Aviation Economic Activity in New York State. A comparison of 2019 vs 2022 results is provided at the bottom of the table. The 2022 Update was performed utilizing the same methodology described in Appendix A. The 2022 Update was performed to gauge the recovery of the aviation economy in NY from the COVID-19 pandemic. As with the 2019 study, results for the PANYNJ airports (JFK, LGA, and SWF) were provided by the PANYNJ and were incorporated into the results accordingly.

As of 2022, the New York State (NYS) Aviation Industry has not yet fully recovered to 2019 levels. With the various metrics utilized by the IMPLAN analysis, the economic activity results have shown an uneven recovery across various regions in the state. For this analysis, the 10 regions are designated utilizing the Empire State Development regional classifications (Capital, Central New York (CNY), Finger Lakes, Long Island, Mid-Hudson, Mohawk Valley, New York City (NYC) Region, North Country, Southern Tier, and the Western New York Regions. When interpreting the recovery results, it should be noted that different regions are proportional to the overall economic activity for New York State. For example, in 2019 in reference to New York State’s total economic output the New City Region captured 91.9 percent of the total economic output dollars while other regions such as Western NY region captured 2.1 percent of the overall New York State total economic output. The complete results are shown in Table D-1.

D.1.1. Employment

The total employment (direct & induced) for the New York State aviation industry decreased by - 23.1 percent in comparison to 2019. In step with the general trend of uneven recovery across the state, the largest impact to the overall was the NYC Region (JFK, LGA, SWF) with a decrease of 26.0 percent contributing to 90.5 percent of the total employment in 2019. The General Aviation (GA) Airports had a 33.3 percent increase in total employment with a total net increase of 1,830 in employment with the highest increase in the Mohawk Valley Region that more than doubled its 2019 employment levels. The CNY, Mohawk Valley, and Long Island Regions increased their total employment by over 10 percent, at a 2.8 percent share of the overall total employment numbers in New York State (2022).

D.1.2. TOTAL INCOME

The total income (direct & induced) for the New York State aviation industry increased by 3.6 percent with an added net income of \$998.8 million dollars in comparison to 2019. The Capital, CNY, Finger Lakes, Long Island, Mid-Hudson, and Western New York Regions all showed double digit increases in income dollars with a net combined total of \$555.4 million dollars. The largest gain in net income dollars came from the New York City region with \$404.3 million, followed by the Capital region with \$152.1 million dollars and the Western NY region by \$138.7 million dollars. The General Aviation airports had a 62.1 percent increase in total income dollars contributing 20.6 percent to the overall net gain in New York State income dollars. The NYS Commercial service aviation airports increased their income dollars by 2.9 percent in comparison to 2019 where the Capital, Mid-Hudson and the Mohawk Valley Regions doubled or nearly doubled their 2019 income dollars.

D.1.3. Economic Output Analysis

The total economic output (direct & induced) for the New York State aviation industry decreased by -16.7 percent. With an uneven recovery across the state, the Capital, Long Island and Mohawk Valley regions displayed double digit increases in output dollars, while double digit decreases were shown in the Southern Tier and the New York City Regions in comparison to 2019. The CNY, Finger Lakes, Mid-Hudson, North Country and Western NY regions showed an average of 3.8 percent increase in output dollars. The New York City region with 91.9 percent of the proportion of output dollars in 2019 had a decrease of -18.8 percent. with a net loss of \$13.7 billion dollars. The highest net gains came from was the Western NY Region and the Capital Region with \$142.0 million dollars and \$120.2 Million dollars respectively. Overall, general aviation airports gained 35.5 percent with a net addition of \$318.7 Million income dollars. The Medium, Small, and Non-Hub commercial service airports across the state demonstrated an uneven recovery even within their own regions. For example, the North Country saw a 60.5 percent increase at Watertown International Airport, but a 38.9 percent decrease at Ogdensburg International Airport. Excluding JFK and LGA, commercial service airports, showed a 4.2 percent overall average increase in output dollars compared to 2019. As noted previously, the recovery is uneven, with some commercial service airports doubling their output dollars, while the economic output for others was reduced by half.

D.2. INDICATORS OF FURTHER RECOVERY

2022 IMPLAN Economic Impact analysis shows New York State as a whole is not yet back to 2019 levels in comparison to 2022. The progress of the recovery to Pre-COVID levels varies by airport type, size, and region and progress continues in 2023. There are several factors that suggest 2023 will meet or surpass 2019 numbers. 2022 started slowly from a passenger enplanement perspective but with the emergence of “revenge travel” enplanements exhibited strong growth as the year progressed. On average all commercial airports within NYS were -28.0 percent below their 2019 enplanement levels. Some commercial airports ended their 2022 year at a closer margin to their 2019 passenger traffic levels (Central New York, Finger Lakes, and Mid-Hudson Regions) while other commercial airports were close to half of their passenger levels from 2019 (Southern Tier and North Country Regions). At the start of 2023, a normalization of pre-pandemic trends in passenger traffic has been gaining momentum. For example, In the first 5 months of 2023, JFK passenger traffic was within -1.4 percent of their 2019 traffic numbers and was 25.1 percent ahead of their 2022 passenger levels during the same time period.

Proportionally, the New York City Region is the largest contributor to the economic, income and employment output. New York City was ranked as the world’s top destination for business travel in 2019¹. As an epicenter of world business travel, composing (15.8%) of JFK, (28.8%) of LGA and (22.1%) percent of SWF passenger traffic, the full recovery of business travelers has become a critical piece of NYC’s aviation industry economic recovery. The national trends in aviation have shown a disproportionate rebound between leisure and business travelers as leisure travel has grown at a faster rate. This is in part due to the pent-up demand of travelers during the pandemic

¹ Curley, Robert. “New York Remains World’s Top Destination for Business Travel.” *Business Traveler*. 3 Jan 2019. <https://www.businesstraveller.com/business-travel/2019/01/03/new-york-remains-worlds-top-destination-for-business-travel/>.

as well as increased access and growth of the Low and Ultra Low-Cost Carrier markets to the price sensitive passengers. According to the US Travel Association business travel is forecasted to recover to 2019 levels by 2025.² The 2025 measure, also resonates with survey insights from the business community. In a 2023 Deloitte Insights survey of business travel managers and executives across industries worldwide, they found a sentiment of a full recovery of business travel occurring in late 2024 and early 2025³. However, it remains uncertain if enduring structural changes to business travel will persist in permanently altering segments of the overall business travel market. According to 2023 Deloitte Insights survey in regard to the lasting effects of virtual meetings into permanent business behavior, respondents ranked that in-person internal trainings and internal team meetings are being replaced more by virtual meetings, while client acquisition and client rapport-building meetings continue to be face-face as it remains critical for business development.⁴ With widespread adoption of virtual meetings, movement towards sustainability and permanent changes in travel policies prioritizing company needs and eliminating expendable travel, the business travel market might not fully recover to its pre-pandemic levels but rather take on a new form as companies prioritize their market needs.

The business traveler has adapted since the start of the pandemic with an increase of what has been deemed the “bleisure” market. The “bleisure” market is a hybrid of business and leisure travelers where the passengers extend their business travel into leisure trips. The make-up of these travelers can include solo travelers extending their stay and or additional families and/or couples joining for a vacation after their business duties are complete. As this market continues to grow, it is set to reach \$731.4 Billion globally by 2023 with a 2023 CAGR of 8.9⁵. The true measure of the business market for travelers has become more complex but as the bleisure market is gaining steam the biproduct will have an influence on the total passenger levels.

The international market is another integral piece toward the full recovery for the aviation industry in New York State. As of 2023, the international travel market has more opportunities for passengers in comparison to 2022. In early 2023, China, which was one the last countries to open its borders globally, began to issue tourist visas. JFK is one the largest international hubs in the world and connects the US across the globe and in 2019, JFK had a record of 34.3 million international passengers more than any other US airport. As of May 2023, for JFK the number of non-stop daily international flights has increased by 76 flights in comparison to May 2022, leading to an overall increase in access to global regions. The largest increase to the number of daily destinations were in Canada and the Transpacific regions. The opening of markets and increased access to international destinations has led to a growth in international traffic at JFK, within the

² “Travel Forecast.” *U.S. Travel Association*. 14 June 2023. <https://www.ustravel.org/research/travel-forecasts>.

³ Caputo, P., Soderberg, M., Crowley, E., Daher, M., Rauch, M., Terry, B., Rosengerger, S.A., Nalk, U., “Navigating Toward a New Normal: 2023 Deloitte Corporate Study.” *Deloitte Insights*. 10 Apr 2023. <https://www2.deloitte.com/us/en/insights/focus/transportation/corporate-travel-study-2023.html>

⁴ Caputo, P., Soderberg, M., Crowley, E., Daher, M., Rauch, M., Terry, B., Rosengerger, S.A., Nalk, U., “Navigating Toward a New Normal: 2023 Deloitte Corporate Study.” *Deloitte Insights*. 10 Apr 2023. <https://www2.deloitte.com/us/en/insights/focus/transportation/corporate-travel-study-2023.html>

⁵ “Bleisure Travel Market Expected to Reach \$731.4 Billion by 2032.” *Allied Market Research*. Date Accessed: 10 Jul 2023. <https://www.alliedmarketresearch.com/press-release/bleisure-travel-market.html>

first five months of 2023 the airport has seen a 43 percent increase in international passengers in comparison to the same time period of 2022. Additionally, the opening of the international market has led to an upturn in international business trips. According to a Deloitte Insights study, international business trips are set to account for 33 percent of the corporate business spend in 2023 vs. 21 percent in 2022.

The trajectory of the New York State airport passenger traffic levels in the first half 2023 is trending towards being greater than its 2022 levels. Evidence of the quickening recovery includes a Port Authority of New York and New Jersey announcement that 2023 “marked the busiest year ever at the agency’s three major airports”.⁶ By December 2023, the U.S. Bureau of Transportation Statistics reported that Systemwide enplanements in December had reached a new all-time seasonally adjusted high.⁷ Furthermore, as shown in this graphic, flights in New York State were fully recovered from the COVID-19 pandemic in 2023.



Source: FlightAware Data

The combined factors of increase in international access, the road to recovery of business travel in the form of true business and hybrid bleisure markets, and growth in the aviation marketplace with new air carriers and new non-stop destinations will have an effect on the economic impact in New York State Aviation Industry.

⁶ <https://www.panynj.gov/port-authority/en/press-room/press-release-archives/2024-Press-Releases/port-authority-records-busiest-year-ever-at-its-three-major-airp.html#:~:text=PASSENGERS%20IN%202023-,PORT%20AUTHORITY%20RECORDS%20BUSIEST%20YEAR%20EVER%20AT%20ITS%20THREE%20MAJOR,144%20MILLION%20PASSENGERS%20IN%202023&text=The%20Port%20Authority%20of%20New,the%20agency's%20three%20major%20airports.>

⁷ [https://www.bts.gov/newsroom/december-2023-us-airline-traffic-data-95-same-month-2022#:~:text=Systemwide%20enplanements%20\(82.6M\)%20reached,on%20data%20through%20December%202023.](https://www.bts.gov/newsroom/december-2023-us-airline-traffic-data-95-same-month-2022#:~:text=Systemwide%20enplanements%20(82.6M)%20reached,on%20data%20through%20December%202023.)

TABLE D-1 - 2022 NYS AVIATION ECONOMIC IMPACT RESULTS

LOC ID	Airport Name	Service Area	FTE	Visitor Spending	Capital Spending	Direct Employment	Induced Employment	Total Employment	Direct Income	Induced Income	Total Income	Direct Output	Induced Output	Total Output	Total State & Local Taxes
Capital Region															
ALB	Albany International Airport	Albany-Schenectady-Troy, NY MSA	2,099.5	\$241,940,101	\$28,333,333	4,437	2,163	6,600	\$338,294,051	\$139,239,425	\$477,533,477	\$596,753,927	\$395,672,006	\$992,425,933	\$70,498,542
1B8	Chapin Airport	Washington County, NY	0.5	\$1,405	\$5,000	1	0	1	\$129,242	\$13,410	\$142,652	\$48,642	\$145,188	\$193,831	\$11,018
GFL	Floyd Bennett Memorial Airport	Warren County, NY	11.5	\$951,752	\$1,750,000	32	11	43	\$1,421,662	\$560,882	\$1,982,544	\$3,400,669	\$1,857,300	\$5,257,969	\$301,615
5B2	Saratoga County Airport	Saratoga County, NY	5.5	\$1,176,177	\$4,333,333	36	18	54	\$2,697,813	\$1,055,865	\$3,753,678	\$6,517,802	\$3,279,534	\$9,797,337	\$495,317
SCH	Schenectady County Airport	Schenectady County, NY	1,333.0	\$1,119,666	\$1,257,387	1,348	149	1,497	\$8,972,641	\$80,000,562	\$88,973,203	\$140,317,752	\$26,590,678	\$166,908,430	\$4,602,797
4B0	South Albany Airport	Albany County, NY	23.0	\$140,398	\$206,333	25	7	33	\$1,497,324	\$519,978	\$2,017,301	\$2,724,721	\$1,496,723	\$4,221,444	\$142,285
Total			3,473.0	\$245,329,599	\$35,885,386	5,879	2,349	8,228	\$424,040,654	\$150,362,202	\$574,402,855	\$749,860,059	\$428,844,884	\$1,178,804,943	\$76,051,576
Central New York Region															
N03	Cortland County Airport - Chase Field	Cortland County, NY	3.0	\$418,168	\$722,413	11	3	14	\$535,261	\$140,706	\$675,967	\$1,313,260	\$466,384	\$1,779,644	\$99,057
VGC	Hamilton Municipal Airport	Madison County, NY	5.5	\$154,481	\$1,161,766	13	4	17	\$634,116	\$198,474	\$832,591	\$1,697,760	\$677,555	\$2,375,315	\$112,482
FZY	Oswego County Airport	Oswego County, NY	7.0	\$453,919	\$1,283,333	18	4	23	\$1,094,857	\$179,744	\$1,274,601	\$2,183,193	\$651,794	\$2,834,987	\$134,756
6B9	Skaneateles Aero Drome	Onondaga County, NY	3.0	\$28,150	\$99,789	4	2	6	\$268,278	\$117,754	\$386,032	\$399,355	\$322,448	\$721,802	\$40,823
SYR	Syracuse Hancock International Airport	Syracuse, NY MSA	1,518.0	\$237,065,438	\$17,200,260	4,186	2,093	6,279	\$227,432,577	\$123,880,219	\$351,312,795	\$512,396,287	\$352,126,013	\$864,522,300	\$58,578,267
B16	Whitfords Airport	Cayuga County, NY	12.0	\$20,063	\$25,000	12	3	15	\$762,309	\$136,165	\$898,474	\$1,175,867	\$431,309	\$1,607,176	\$119,775
Total			1,548.5	\$238,140,219	\$20,492,561	4,245	2,110	6,354	\$230,547,654	\$124,653,062	\$355,200,716	\$519,165,722	\$354,675,503	\$873,841,225	\$59,085,161
Finger Lakes Region															
IUA	Canandaigua Airport	Ontario County, NY	18.5	\$2,533,500	\$1,363,600	53	14	67	\$2,868,705	\$765,751	\$3,634,456	\$5,297,545	\$2,291,851	\$7,589,395	\$508,466
DSV	Dansville Municipal Airport	Livingston County, NY	4.5	\$477,488	\$25,000	10	2	12	\$448,358	\$88,221	\$536,578	\$789,361	\$290,853	\$1,080,214	\$83,774
OG7	Finger Lakes Regional Airport	Seneca County, NY	8.5	\$58,181	\$1,105,333	14	3	18	\$894,646	\$1,043,490	\$1,938,136	\$1,982,740	\$543,865	\$2,526,605	\$80,844
ROC	Fredrick Douglass - Greater Rochester International Airport	Rochester, NY MSA	844.0	\$218,013,933	\$17,297,379	3,101	1,562	4,662	\$179,228,949	\$90,939,274	\$270,168,223	\$384,770,211	\$267,288,823	\$652,059,034	\$49,299,919
GVQ	Genesee County Airport	Genesee County, NY	23.0	\$1,091,400	\$3,616,667	52	14	67	\$2,727,954	\$746,270	\$3,474,224	\$6,494,080	\$2,398,277	\$8,892,357	\$388,049
5G0	Le Roy Airport	Genesee County, NY	10.5	\$31,298	\$640,787	14	4	18	\$171,301	\$189,785	\$361,086	\$1,455,522	\$576,816	\$2,032,338	\$91,218
7G0	Ledgedale Airpark	Monroe County, NY	1.0	\$26,391	\$25,000	1	1	2	\$85,524	\$40,199	\$125,723	\$132,799	\$112,265	\$245,064	\$15,092
4N2	Middlesex Valley Airport	Yates County, NY	2.0	\$10,031	\$5,000	2	1	3	\$5,490	\$20,357	\$25,847	\$27,935	\$73,772	\$346,707	\$13,843
PEO	Penn Yan Airport	Yates County, NY	62.0	\$385,200	\$713,351	70	20	90	\$5,082,065	\$795,110	\$5,877,174	\$16,331,981	\$2,780,778	\$19,112,759	\$658,515
DIQ	Perry-Warsaw Airport	Wyoming County, NY	1.5	\$60,188	\$129,915	9	1	10	\$470,979	\$64,902	\$535,880	\$844,838	\$250,636	\$1,095,474	\$61,279
SDC	Williamson-Sodus Airport	Wayne County, NY	7.5	\$25,078	\$97,811	12	3	15	\$508,079	\$179,388	\$687,467	\$1,312,932	\$464,635	\$1,777,567	\$91,722
Total			983.0	\$222,712,687	\$26,029,843	3,338	1,625	4,963	\$193,322,049	\$93,928,099	\$287,250,148	\$419,684,942	\$277,072,571	\$696,757,513	\$51,292,720
Long Island Region															
HWV	Brookhaven Airport	Suffolk County, NY	49.5	\$1,263,304	\$463,406	63	24	87	\$4,642,924	\$1,588,928	\$6,231,852	\$6,551,790	\$4,401,786	\$10,953,576	\$745,305
HTO	East Hampton Airport	Suffolk County, NY	40.5	\$1,995,455	\$76,317	59	23	82	\$4,696,097	\$1,521,674	\$6,217,771	\$6,219,542	\$4,127,568	\$10,347,109	\$699,894
FOK	Francis S. Gabreski Airport	Suffolk County, NY	885.5	\$3,416,231	\$280,147	167	1,085	1,252	\$49,101,809	\$11,063,426	\$60,165,235	\$84,775,610	\$31,352,164	\$116,127,774	\$3,302,772
MTP	Montauk Airport	Suffolk County, NY	1.0	\$292,125	\$25,000	4	1	5	\$228,309	\$87,483	\$315,792	\$386,104	\$243,204	\$629,308	\$47,933
FRG	Republic Airport	Suffolk County, NY	776.0	\$17,977,830	\$14,133,202	997	697	1,694	\$107,805,202	\$48,033,625	\$155,838,827	\$228,115,521	\$127,813,143	\$355,928,664	\$22,721,418
Total			1,752.5	\$24,944,945	\$14,978,072	2,041	912	2,953	\$166,474,342	\$62,295,135	\$228,769,477	\$326,048,568	\$167,937,863	\$493,986,432	\$27,517,322
Mid-Hudson Region															
1B1	Columbia County Airport	Columbia County, NY	22.0	\$240,750	\$2,066,667	35	28	63	\$3,942,744	\$1,220,686	\$5,163,430	\$11,111,729	\$4,117,554	\$15,229,283	\$369,811
POU	Hudson Valley Regional Airport	Dutchess County, NY	166.0	\$2,095,627	\$2,166,667	197	174	372	\$26,151,878	\$9,891,991	\$36,043,869	\$57,862,433	\$27,648,758	\$85,511,190	\$3,463,705
N89	Joseph Y. Resnick Airport	Ulster County, NY	1.0	\$31,669	\$224,296	2	1	3	\$167,317	\$47,985	\$215,303	\$359,376	\$169,409	\$528,784	\$25,989
20N	Kingston-Ulster Airport	Ulster County, NY	6.0	\$17,594	\$25,000	6	2	8	\$365,861	\$89,056	\$454,917	\$512,117	\$284,029	\$796,146	\$53,426
NY1	Kline Kill Airport	Columbia County, NY	1.0	\$1,003	\$33,333	1	0	1	\$53,031	\$12,731	\$65,762	\$99,020	\$44,493	\$114,513	\$8,745
MGJ	Orange County Airport	Orange County, NY	33.0	\$3,822,559	\$1,400,000	75	24	99	\$3,911,100	\$1,313,503	\$5,224,603	\$7,597,358	\$4,194,250	\$11,791,608	\$898,991
06N	Randall Airport	Orange County, NY	15.0	\$96,766	\$280,913	17	7	24	\$1,195,008	\$397,803	\$1,592,811	\$1,732,208	\$1,137,879	\$2,870,088	\$193,165
44N	Sky Acres Airport	Dutchess County, NY	100.0	\$422,250	\$333,333	106	71	177	\$5,060,986	\$4,150,899	\$9,211,885	\$23,367,347	\$12,129,906	\$35,497,253	\$3,210,560
MSV	Sullivan County International Airport	Sullivan County, NY	10.5	\$271,586	\$3,059,877	27	18	45	\$3,888,149	\$819,039	\$4,707,189	\$7,215,362	\$2,908,871	\$10,124,233	\$574,325
HPN	Westchester County Airport	Westchester County, NY	1,729.5	\$248,241,451	\$23,333,333	3,926	1,589	5,515	\$387,274,408	\$128,752,888	\$516,027,296	\$690,311,119	\$314,057,395	\$1,004,368,515	\$61,978,515
N82	Wurtsboro-Sullivan County Airport	Sullivan County, NY	10.0	\$195,609	\$25,000	12	3	15	\$621,107	\$134,145	\$755,253	\$978,003	\$443,060	\$1,421,063	\$108,282
Total			2,094.0	\$255,436,864	\$32,948,419	4,405	1,917	6,323	\$432,631,590	\$146,830,727	\$579,462,317	\$801,146,072	\$367,135,605	\$1,168,281,676	\$70,885,515
Mohawk Valley Region															
N66	Alfred S. Nader Regional Airport	Otsego County, NY	2.0	\$130,406	\$663,798	7	2	9	\$341,858	\$122,806	\$464,664	\$899,553	\$397,214	\$1,296,867	\$59,509
NYD	Fulton County Airport	Fulton County, NY	23.5	\$89,880	\$413,333	26	14	40	\$4,281,425	\$709,235	\$4,990,660	\$6,249,354	\$2,158,726	\$8,408,080	\$303,660
RME	Griffiss International Airport	Utica-Rome, NY MSA	276.5	\$743,371	\$10,333,333	332	173	505	\$26,355,378	\$9,816,530	\$36,171,909	\$56,605,762	\$28,873,995	\$85,479,757	\$2,556,537
K16	Becks Grove Airport	Oneida County, NY	32.5	\$52,781	\$34,769	33	16	49	\$2,337,141	\$923,119	\$3,260,260	\$5,598,747	\$2,767,117	\$8,365,863	\$277,545
Total			334.5	\$1,016,439	\$11,445,234	398	205	603	\$33,315,802	\$11,571,691	\$44,887,493	\$69,353,415	\$34,197,152	\$103,550,567	\$3,197,250
New York City Region															
JFK	JFK International Airport	Metropolitan NY City				146,184	91,940	238,124	\$10,198,480,700	\$8,860,519,300	\$19,059,000,000	\$25,632,003,900	\$19,749,996,100	\$45,382,000,000	\$2,672,092,000
LGA	LaGuardia Airport	Metropolitan NY City				34,222	27,793	62,015	\$3,299,322,397	\$2,673,677,603	\$5,973,000,000	\$7,574,301,560	\$6,060,698,440	\$13,635,000,000	\$802,828,800
ISP	Long Island MacArthur Airport	Suffolk County, NY	897.0	\$170,426,331	\$17,911,473	2,539	1,011	3,550	\$177,997,263	\$68,374,676	\$246,371,940	\$335,947,976	\$188,964,208	\$524,912,184	\$38,141,464
SWF	Stewart International	Orange County, NY				542	264	806	\$33,443,820	\$26,556,180	\$60,000,000	\$76,093,038	\$58,906,962	\$135,000,000	\$7,948,800
Total			897.0	\$170,426,331	\$17,911,473	183,487	121,008	304,495	\$13,709,244,180	\$11,629,127,759	\$25,338,371,940	\$33,618,346,475	\$26,058,565,709	\$59,676,912,184	\$3,521,011,064
North Country Region															
SLK	Adirondack Regional Airport	Franklin County, NY	41.0	\$720,244	\$3,423,528	68	23	91	\$4,536,463	\$1,081,552	\$5,618,015	\$10,433,520	\$3,432,952	\$13,866,471	\$279,856
LKP	Lake Placid Airport	Essex County, NY	5.0	\$116,764	\$466,543	10	3	13	\$121,564	\$46,543	\$168,107	\$1,200,767	\$431,254	\$1,632,020	\$71,313
MAL	Malone-DuFort Airport	Franklin County, NY	1.0	\$94,294	\$434,404	4	1	6	\$182,272	\$61,545	\$243,817	\$582,911	\$202,393	\$785,304	\$18,471
M55	Massena International Airport - Richards Field	St. Lawrence County, NY													