



## Economic Impact of Civil Aviation by State (2012)

# Vermont

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

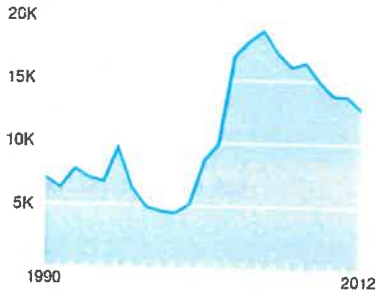
Population (Estimate):<sup>2</sup> **625,953**

Gross Domestic Product (\$ Millions):<sup>3</sup> **\$27,296**

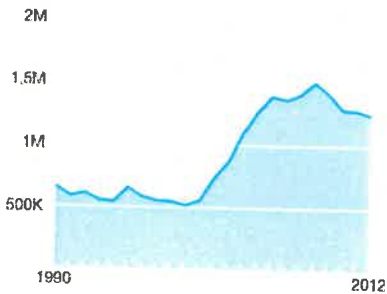
Contribution to Gross Domestic Product: **2.3%**

State Share of International Visitors to:<sup>4</sup> **0.1%**

### Number of Departures<sup>5</sup>



### Number of Passengers<sup>5</sup>



ACTIVITY	AVIATION STATISTICS <sup>1,2,3</sup>			
	Number of Airports	Aircraft Operations	Commercial <sup>5</sup>	
			Freight (Tons)	Passengers
Commercial Aviation	2	12,706	4,556	1,243,907
General Aviation	10	177,079	—	—
Private Use Airports	0	—	—	—
<b>Total Aviation</b>	<b>12</b>	<b>189,785</b>	<b>4,556</b>	<b>1,243,907</b>

AVIATION ACTIVITY	TOTAL ECONOMIC IMPACT <sup>6</sup>		
	Economic Activity	Earnings (Payroll)	Jobs
<b>Direct</b>			
▶ Commercial	\$182,999,527	\$57,809,341	1,732
▶ Airport Operations	\$39,997,346	\$14,414,959	404
▶ General Aviation	\$58,302,254	\$18,417,615	552
▶ Aircraft, Aircraft Engine, and Parts Manufacturing	\$131,646,985	\$18,468,995	447
▶ Air Courier	\$52,484,500	\$15,565,109	506
<b>Indirect</b>			
▶ Visitor Expenditures — Commercial	\$636,899,110	\$185,200,853	7,198
▶ Visitor Expenditures — General Aviation	\$14,553,809	\$4,232,033	164
▶ Travel Arrangements	\$7,107,372	\$2,220,880	78
<b>Total Aviation</b>	<b>\$1,123,990,903</b>	<b>\$316,329,786</b>	<b>11,081</b>

FAA SPENDING (FY 2012)	TOTAL ECONOMIC IMPACT <sup>6</sup>		
	Economic Activity	Earnings (Payroll)	Jobs
<b>Total FAA Spending</b>	<b>\$27,679,648</b>	<b>\$8,822,189</b>	<b>251</b>

ENABLING EFFECTS	TRADE FLOWS <sup>7</sup>	
	Value (\$)	Weight (Tons)
Within State	\$0	0
State-to-State	\$81,909,500	1,074
Exports	\$82,285,100	421
<b>Total Enabling Effects</b>	<b>\$164,194,600</b>	<b>1,495</b>

## Types of Economic Impacts

### PRIMARY IMPACTS

The primary impacts of aviation are a summation of direct and indirect impacts of civil aviation on the U.S. economy. For example:

- Airlines and supporting services
- Aircraft, engines and parts manufacturing
- Air-visitor travel and other trip-related expenditures

#### Direct:

Direct impacts of civil aviation are created through manufacturing and air transportation activities as measured by the employment, payroll and sales/output associated with the following industries/entities:

- Scheduled and non-scheduled commercial airlines (passenger and cargo) and air couriers.
- Airport and aircraft service providers (including FAA and other government services)
- Air cargo service providers
- GA (non-commercial) aircraft operators (including flight schools)
- Aircraft and components manufacturing

#### Indirect:

Indirect impacts are derived from the expenditures of air passengers, in addition to airfares and associated charges. Visitor expenditures translate into sales, payroll and employment for the following industries:

- Traveler accommodations (hotels, motels, etc.)
- Food and beverage providers (restaurants, bars, fast-food outlets and stores)
- Arts, entertainment and recreation (museums, theatres and amusement parks)
- Visitor travel services (sightseeing and other tourist services and travel agencies)
- Ground transportation (to/from airport)
- Other on-and-off airport purchases of goods and services (souvenirs)

### INDUCED IMPACTS

Induced impacts result from expenditures made by the direct and indirect impact industries to supporting businesses and entities, as well as the spending of direct and indirect employees. Induced impacts capture the secondary impacts to the economy as direct/indirect sales, and payroll impacts are circulated to supporting industries through multiplier effects.

