

Aviation, Aerospace, and Defense Support Arizona

Arizona is home to 67 publicly owned, public-use airports that support the economic vitality and quality of life within the Grand Canyon State. Some of the world's most cutting-edge aerospace and defense companies and numerous United States (U.S.) military installations with a significant aviation-related component are also located across the state. The 2021 Arizona Aviation Economic Impact Study (AEIS) commissioned by the Arizona Department of Transportation (ADOT) Aeronautics Group examines the impacts of these three vital aspects of aviation and aerospace in Arizona.

Together these components contribute over \$121.4 billion to our economy every year—providing a foundation for Arizona's culture of growth, innovation, and economic prosperity.

STATEWIDE ECONOMIC IMPACT

\$121.4 Billion

Aerospace
Manufacturing¹

\$51.5B

Military Operations²

\$10.5B

Arizona Airports³

\$59.4B

Notes and Sources: (1) Impacts modeled by IHS Markit using IMPLAN [2019]. (2) Impacts obtained from the Economic Impacts of Arizona's Principal Military Operations commissioned by the Military Affairs Commission. Prepared by The Maguire Company [2017]. (3) Impacts modeled by IHS Markit using IMPLAN for 59 study airports. Eight airports requested that their independently conducted studies be incorporated into the ADOT AEIS study results [2019]. Please see the AEIS Technical Report for further details.

Tax Impacts

Airports' direct economic impacts result in local and state tax revenues. On-airport businesses pay business and operating (B&O) taxes. Visitor spending generates taxes and fees associated with sales; hotel stays; and use of transportation services including rental cars, Transportation Network Companies (TNCs), and taxis.

2019 Tax Impacts

Airport-specific (INW)	\$254,000
All Airports in Navajo County	\$2,216,000
Total Statewide Airport Tax Impacts	\$3,472,766,000

Source: IHS Markit using IMPLAN 2019

For more details about the 2021 Arizona AEIS, including the full technical report, visit

azdot.gov/planning/airport-development/links-and-resources-airport-development

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ARIZONA AVIATION ECONOMIC IMPACT STUDY

Winslow-Lindbergh Regional Winslow



What Does Economic Impact Measure?

The Arizona AEIS measured how economic activity at the state's airports stimulated the Arizona economy in 2019. Impacts are generated by airport administration and business tenant employees working on airport property, capital improvement spending, and the thousands of out-of-state and international visitors who fly to Arizona and bring new money into our economy.

In turn, airport administration and on-airport business tenants purchase goods from suppliers (indirect impacts) and airport workers spend the money they earn (induced impacts), generating successive waves of economic impacts in Arizona.

Arizona Airports are Vital to the Economy

Arizona's diverse airports support commercial passenger service; world-class general aviation (GA) activities such as flight training, skydiving, and aerial tours; and air cargo while serving as regional job centers and economic engines in their communities.

Statewide Economic Impact of Arizona Airports*

Arizona's airports contributed **\$33.0B in value added** to the state, equaling 10.2% of the total Gross State Product in 2019.

**This includes the economic impacts of Arizona's airports but excludes aerospace manufacturing and military operations.*



Jobs
386,057



Earnings
\$20.4B



Economic Activity
\$59.4B

Top Airport Activities at INW



Economic Impact of INW

\$1,187,000

On-airport
Activities

\$568,000

Visitor
Spending

Indirect/Induced
\$1,970,000

INW Total Impacts



Jobs: 34
Number of full- and part-time persons employed



Earnings: \$1,608,000
Total compensation paid to workers including wages and benefits



Economic Activity (Output): \$3,725,000
Value of sales that occur in the Arizona economy that are ultimately attributable to airport activities

Winslow-Lindbergh Regional (INW)

Originally founded as a railroad terminal for the Santa Fe Railway, the city of Winslow was iconized in the Eagles' 1972 song "Take it Easy" and is now a popular tourist destination along Historic Route 66. Winslow-Lindbergh Regional Airport (INW) is a GA airport located a mile west of the city's historic central business district. The airport has two runways, 04/22 and 11/29, that are 7,499 and 7,100 feet long, respectively. Given the historical significance of the area, INW receives thousands of visitors each year as people visit local attractions. Wiseman Aviation, the airport's business tenant, is the fixed-base operator (FBO) and provides services to transient (i.e., non-local) aircraft including aircraft fueling, deicing, lavatory services, and cargo handling. INW contracts with the military to fuel transient aircraft and is regularly used for specialized military survival and mass casualty training exercises. During fire season, the U.S. Forest Service stations large firefighting aircraft at INW to combat wildland fires in the region. An air ambulance aircraft is also based at the airport and conducts emergency medical evacuations from Winslow and the surrounding area to larger metropolitan areas.

Did You Know?

Winslow served as one of 12 refueling stops on the nation's first transcontinental passenger airline route operated by Transcontinental Air Transport.

