

HUMBOLDT COUNTY DEPARTMENT OF AVIATION: ECONOMIC ACTIVITY ANALYSIS FOR CALIFORNIA REDWOOD COAST – HUMBOLDT COUNTY AIRPORT

Economic Activity Analysis for:

- > Existing scheduled air service;**
- > Airport non-airline aviation economic activity.**



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EXECUTIVE SUMMARY



Volaire Aviation Consulting has been commissioned by the Humboldt County Department of Aviation (County) to develop a comprehensive Airport Economic Activity and Impact study of the California Redwood Coast – Humboldt County Airport (ACV).

The study will estimate the economic impact of all measurable and runway dependent economic activity at the Airport. Key areas of economic activity to be measured include:

- > Existing air service.
- > Visitors brought to the Humboldt County region by existing air service.
- > All non-airline runway dependent activity including general aviation, FBOs, Flight Training, MROs, Military and Coast Guard facilities and other aviation related functions.
- > All government aviation and aviation support functions including Airport Administration, Federal Aviation Administration (FAA) and the Transportation Security Administration (TSA).

The Airport is a significant economic engine for Humboldt County and the surrounding region. Key findings of this study include:

Overall

- > California Redwood Coast – Humboldt County Airport (ACV) air service supports, via direct, indirect and induced effect, 121.4 on-airport full-time equivalent (FTE) jobs with an annual payroll of \$6.981 million.
- > Spending by visitors brought to the ACV region via existing air service support 584.7 FTE jobs with \$34.3 million in annual payroll.
- > Combined, local air service supports 706.1 FTE jobs with \$41.273 million in annual payroll and \$93.685 million in annual local economic output.
- > Non-airline airport aviation activity, primarily the Coast Guard aviation division but including modest general aviation visitor-by-air contribution, supports 78 local FTE jobs with \$5.667 million in annual payroll and \$8.482 million in annual local economic output.

Visitor Impact

- > Visitors brought to Humboldt County via existing air service support 161.3 FTE jobs in the local lodging industry, 212.4 FTE jobs in the food and drink sector, 77.8 FTE jobs in the Recreation sector, 16.6 FTE jobs in the Retail sector and 116.6 FTE jobs in the Transportation sector.
- > These 584.7 FTE jobs have an annual payroll of \$34.3 million and generate \$77.7 million in local economic output.

Non-Airline Aviation Detail

- > Limited economic activity data was available for analysis of non-airline aviation economic activity.
- > The Coast Guard Aviation division is the primary non-airline aviation economic driver at ACV. The Coast Guard aviation sector is estimated to support 74.8 local FTE jobs with \$5.479 in annual payroll and \$8.055 million in annual economic output.
- > General aviation visitors-by-air are estimated to support 3.2 local FTE jobs with \$188,671 in annual payroll and \$427,230 in annual economic output.
- > Combining the Coast Guard and general aviation visitor by air outputs suggest total local annual non-airline economic activity at ACV supports 78.0 FTE jobs with \$5.667 million in annual payroll and \$8.482 million in annual local economic output.

California Redwood Coast – Humboldt County Airport is a critical element for the economy of Humboldt County economy, both in terms of direct on-airport employment (airline related and Coast Guard) and in terms of the volume of inbound visitors brought to the county by existing air service.

STUDY OUTLINE



Background – The California Redwood Coast Humboldt County Airport (Airport) is located eight road miles north of Arcata, California and 16 road miles north of Eureka, California. The Airport has two runways on 745 acres of land. The Airport is home to several aviation related businesses and government entities, the Coast Guard Air Station, Humboldt Bay and some 28-based aircraft, ranging from small general aviation aircraft to corporate jets. The airline terminal hosts two airlines offering nonstop service to four domestic destinations. In 2024, the Airport’s runways experienced 48,943 flight operations (landings or takeoffs), an average of 134 per day. Scheduled airline service traffic grew 13% in 2024 vs 2023 and totaled 262,261 total passengers on and off (an average of 718 passengers per day).

This study will estimate the annual economic impact of runway dependent economic activities. The estimate will be in 2025 dollars and will be based on information gathered from the Airport Administration, airlines serving the Airport and other Airport tenants including government agencies. The study will use common and accepted economic impact formulas and software.

Goal – The goal of this economic activity study is to define all “runway dependent” economic activity at the Airport and then calculate the impact of that activity on the surrounding area. “Runway dependent” means activity which would not occur save for the existence of the Airport and its runways. The surrounding area is defined as Humboldt County, California, the county in which the Airport is located.

Calculating the local economic impact of an airport is similar to calculating the impact of a factory, shopping mall, hotel or any other place that sustains employment and generates commerce.

This study will define and quantify local economic activity which would not occur except for the Airport's runways. That activity is measured in the following ways:

- > Jobs created and sustained,
- > The local impact of visitors brought to the region via the Airport,
- > Local commercial spending by Airport businesses and governmental bodies,
- > Local capital expenditures by Airport businesses and governmental bodies.

Basic economic theory states any economic activity has at a minimum, three impacts:

- > Direct impact - the measure of the jobs and spending at the Airport,
- > Indirect impact - the ripple effect of economic activity beyond the Airport, but resulting from Airport jobs and spending,
- > Induced impact - the third level of impact which measures economic activity generated by people and businesses benefiting from the indirect impacts.

All three levels, direct, indirect and induced, when taken together form the estimated overall economic impact of the Airport's runway-dependent businesses and government bodies.

The impact of an airport's economic activity is typically measured at the county level. In this case, economic activity will be measured for Humboldt County, California. As with any economic impact analysis, political boundaries such as a county line are not perfect dividers of economic activity. For net-new-visitor spending economic impacts this study will show overall regional impact. This report endeavors, where possible, to dilute economic impacts where it is impossible to know for certain how much of an impact occurred inside county lines and how much may have spilled into an adjacent county.

Report structure – This study will measure the Airport's economic activity in two ways.

First will be a measurement of all Airport economic activity related to existing airline service. This will include airport employment related to airline service and airline related commercial and capital spending as well as visitor spending by visitors brought to the county by existing air service.

Second will be a measure of all current Airport economic activity not airline or air service related. This will include the numerous FBOs, MROs, flight schools, charter air service operations and government agencies that are runway-dependent but not related to air service.

The study will then total the results of the sections to constitute a snapshot of the Airport's current economic activity and local economic impact.

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STUDY METHOD AND PROCESS



Measuring Economic Activity – “Economic activity” is a broad term and can be measured in multiple ways. In general terms, it means the level of activity, number of transactions, the value of those transactions and the overall creation of jobs, goods or services produced within an economic entity.

This can be as broad as measuring the economic activity of a country or as narrow as measuring the economic activity of a single factory. On a macro level, measuring a country or a state, economic activity can be measured by Gross Domestic Product (GDP). Beneath that, the county level is commonly referred to as Metropolitan Statistical Area (MSA) while city level economic activity is commonly measured by Gross Metropolitan Product (GMP).

Still further, this study strives to measure the economic activity and impact of an Airport upon the County where it is located. At this local level we will measure the economic impact of each job at the Airport, within the airline sector and the non-airline related sector. This will also include a broader regional measure of the economic impact of net-new-visitors to the region brought in by the Airport’s air services.

Survey Forms and Results – One essential element of measuring Airport economic activity is gaining from each on-airport company or government body, by survey, the economic information needed to calculate the scale and scope and thus the impact of on-field economic activity. Volaire Aviation, assisted by Airport Administration, surveyed all the airport tenants that are runway dependent. The information provided by the survey is essential to generating the economic impact estimates. The basic survey form consists of a few questions and was sent to each airport tenant. The survey results for individual companies were totaled to keep confidential any sensitive economic data a company may have.

Other Data Sources – A host of data sources are accessed to provide the information needed to complete this study. Airport Administration provided a range of (publicly available) information to support the analysis of various economic activities at the Airport. U.S. Department of Transportation (DOT) reports provided the necessary background on Airport airline passenger traffic needed to project inbound visitor volumes. Tourism Economics, an Oxford Economics Company, and the local County Visitors Bureau provided information related to out-of-state tourism spending and length of stay data.

Economic Activity and Impact Software – Volaire Aviation Consulting uses the IMPLAN economic modeling software. IMPLAN is a world leader in providing economic impact data and modeling to governments, universities as well as public and private sector organizations for assessing the economic impacts of existing or projected economic activity in all economic sectors. IMPLAN software takes survey and other collected data and traces economic activity through the local economy and provides direct, indirect and induced impacts on employment, wages and taxes.

The IMPLAN software is constantly updated with the latest US Bureau of Labor Statistics and Bureau of Economic Analysis data as well as US Census data. The software also accesses Regional Economic Information Systems (REIS). Using classic input-output analysis in combination with regional specific social accounting matrices and multiplier models, IMPLAN provides a highly accurate and adaptable model for its users. The IMPLAN database breaks out captured economic data to the state, county and zip code level.

IMPLAN software is a widely and commonly accepted economic activity analysis tool. It was used for the 2024 “Economic Impact of Out-of-State Visitor Spending in California” report issued by Tourism Economics, an Oxford Economics Company, on behalf of Visit California.

Assumptions, Terms and Definitions – Any economic activity and impact study must make certain assumptions in the process of analysis.

Key assumptions in this study include, but are not limited to, the following:

- > Runway dependent. As previously noted, the study confines itself to economic activity that relies on the Airport’s runways, meaning if the Airport did not exist the economic activity

would either not occur or would take place somewhere else.

- > This study is a snapshot of various Airport economic activities. Economic activity is not static as it can grow or shrink.
- > The Airport's economic activity is assumed to take place in Humboldt County. As has been noted, county lines are not perfect dividers of economic activity.
- > This study is only as good as the economic activity survey results gathered from the various entities that populate the Airport.
- > The IMPLAN software is, as of this writing, programed with year 2023 economic data that the software extrapolates forward to 2025 by its own internal formulas.
- > This study makes assumptions about dilution of economic impact, to remain conservative in its conclusions. For example, airline inbound visitor traffic and the resulting visitor spending is arbitrarily reduced by a measurable factor to recognize that some portion of inbound visitor traffic would come to the Humboldt County region anyway if the Airport did not offer air service. Volaire Aviation worked closely with Airport staff and other local topic experts to determine dilution factors for each economic activity assumed to have them.

Terms and Definitions: Important terms used in this study and their definitions include:

Direct Impact – Economic impact generated on-site, in this case at the Airport. This includes employment, payroll, commercial and capital expenditures at the Airport.

Indirect Impact – Economic impact that is not at the Airport but is driven by on-airport economic activity such as Airport workers spending their payroll locally or the impact of an airport tenant's local commercial spending.

Induced Impact – Economic impact downstream and beyond the combined direct and indirect impacts. This is commonly known as the “multiplier effect”. It can refer to services or products provided to organizations that derive business from Airport on-site businesses.

Full-time Equivalent or FTEs – A full-time job is year-round and 40 hours per week. Airport entities included in the survey were asked to identify the number of FTEs in place.

Input (or Factors of Production) – The ingredients of economic activity; land, labor, capital and enterprise.

Output – The fruit of economic activity; whatever is produced using the input.

Labor Income – The sum of payroll and benefits paid to workers. Airport entities included in the survey were asked to provide or estimate annual labor income. Where this was not provided, IMPLAN can project labor income for most job types.

Value Added – The incremental increase(s) in economic production or dollars with each stage of production or round of spending.

State and Local Taxes – The sum of sales, property, motor vehicle, severance, corporate, income and other state and local taxes.

Federal Taxes – The sum of social, excise, custom, corporate and personal income and other federal taxes.

Period – In this report there is U.S. DOT and other data that was current through calendar 2024, at the time of its use.

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OVERVIEW OF STUDY AREA



Location and Population – The airport is located in Humboldt County, California. As of 2024, the county's population is 132,380, a 3% decrease from the 2020 Census count of 136,324. Despite this recent decline, the population has grown by 8% since 2000. In 1970, the county had 99,692 residents and experienced steady growth, reaching a peak of 136,710 in 2017. Humboldt County is the only county within the Eureka-Arcata Metropolitan Statistical Area (MSA).

The County ranks 34th out of 58 in the state in terms of population. The County's population is primarily concentrated in the Eureka/Arcata/McKinleyville area and along the Highway 101 corridor extending south from Eureka.

The IMPLAN Economic Analysis Software develops a snapshot of the County economy. It captures key macroeconomic metrics related to population, employment levels, income and compensation and household information. It then provides a summary of the local economy in terms of Gross Regional Product (GRP) and various key economic metrics.

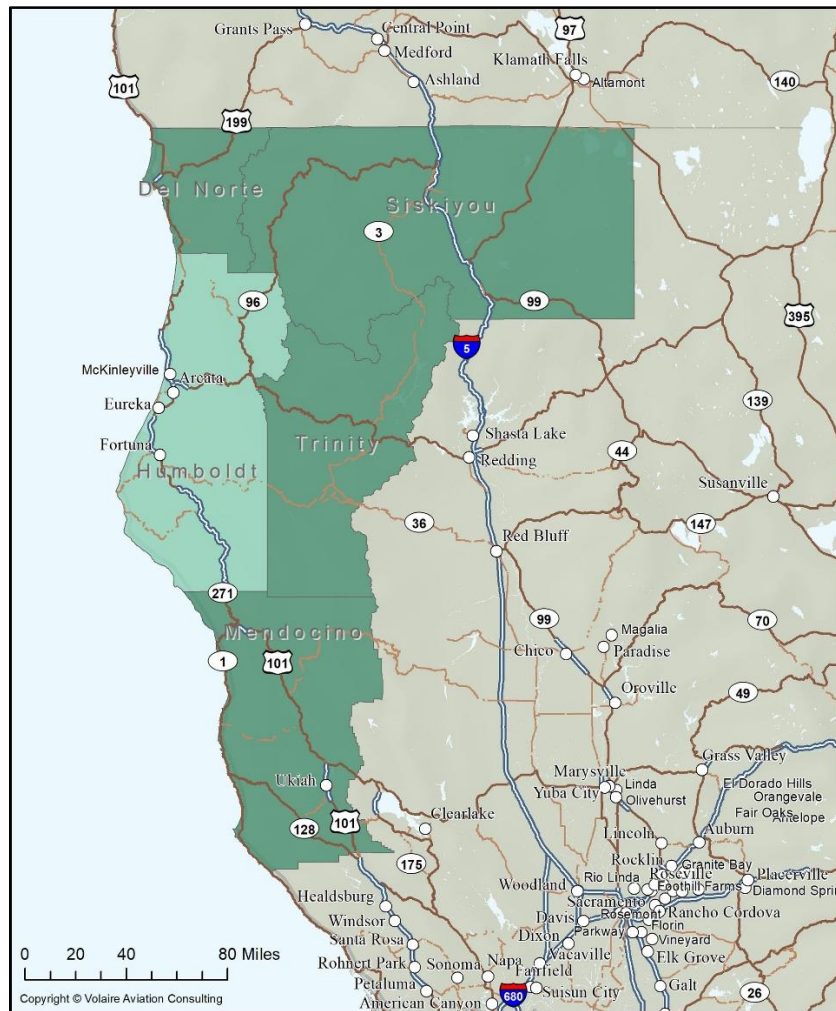
Table 1

IMPLAN ECONOMIC IMPACT SUMMARY OF HUMBOLDT COUNTY			
Metric	2023	Value Added Economic Output Snapshot	
Gross Regional Product	\$7,745,443,221	Employee Compensation	\$3,689,756,275
Total Personal Income	\$8,046,713,729	Proprietor Income	\$876,633,428
Total Employment	74,004	Other Property Type Income	\$2,386,558,363
		Tax on Production and Import	\$792,495,155
Number of Industries	247	Total Value Added	\$7,745,443,221
Land Area (Sq. Miles)	3,573	Total Economic Output Snapshot	
		Households	\$8,894,852,463
Population	133,985	State/Local Government	\$2,584,852,670
Total Households	55,364	Federal Government	\$402,175,362
Median HH Income	\$61,135	Capital	\$1,912,556,409
		Exports	\$3,160,951,551
		Imports	(\$8,680,676,010)
		Institutional Sales	(\$529,269,214)
		Total Final Demand	\$7,745,443,221

Economy – The \$7.745 billion-dollar Humboldt County economy is primarily a service economy with key economic sectors being Government, Education, Healthcare, Retail & Wholesale trade, Manufacturing, Construction & Logging and Leisure & Hospitality.

Map 1 below illustrates the location of Humboldt County and the four adjoining counties: Del Norte, Siskiyou, Trinity and Mendocino.

Map 1



AIR SERVICE-RELATED ECONOMIC IMPACT

Air service at the Airport supports the typical spectrum of airline station and airport airline operations job categories. This includes airline customer service and aircraft servicing, Transportation Security Administration, Law Enforcement, terminal rental car and concessions and Airport Administration.

Current Air Service – The airport's air service network includes United Airlines, a global network carrier, offering flights to three of its hubs: Denver, Los Angeles, and San Francisco. Additionally, ultra-low-cost carrier (ULCC) Avelo Airlines had service to Burbank until October 2025. United primarily operates dual-class E-175 regional jets, while Avelo uses mainline 737-700 aircraft. Map 2 below illustrates the airport's four scheduled air service routes in 2025.

Map 2



The Airport's airline traffic has seen significant growth in the past decade. U.S. DOT reports show total traffic has increased each year since 2015 with the exception of 2017, the pandemic year

2020 and 2023. Measuring the past decade domestic traffic is up 152% and international traffic is up 20% with total traffic up 143%. Table 2 on the next page shows year-over-year growth for the period.

Table 2

ACV AIRPORT ANNUAL TRAFFIC FY 2015 - 2024					
Year	Carriers	Domestic	Passenger Traffic		Change
			International	Total	
2015	United	100,563	7,658	108,221	
2016	United, Pen Air	128,639	8,102	136,741	26.4%
2017	United, Pen Air	120,642	8,135	128,777	-5.8%
2018	United	130,419	7,091	137,510	6.8%
2019	United	162,709	7,588	170,297	23.8%
2020	United	77,570	3,758	81,328	-52.2%
2021	United, American, Avelo	177,009	7,223	184,232	126.5%
2022	United, American, Avelo	226,706	10,257	236,963	28.6%
2023	United, Avelo	223,251	8,710	231,961	-2.1%
2024	United, Avelo	253,462	9,159	262,621	13.2%
Change 2015 to 2024		152.0%	19.6%	142.7%	
Pandemic year					

The impressive increases in traffic since FY 2015 have been driven by dramatic increases in service and seat capacity. Table 3 below shows year over year changes in capacity 2015 – 2024.

Table 3

ACV AIRPORT ANNUAL AIRLINE SEATS AND FLIGHTS 2015 - 2024					
Year	Carriers	Seats	Flights	Seats/Flt	Seats
					Change
2015	United	139,116	2,887	48	
2016	United, Pen Air	230,486	4,356	53	65.7%
2017	United, Pen Air	193,266	3,715	52	-16.1%
2018	United	183,788	2,956	62	-4.9%
2019	United	220,246	4,029	55	19.8%
2020	United	140,736	2,466	57	-36.1%
2021	United, American, Avelo	292,842	3,755	78	108.1%
2022	United, American, Avelo	328,456	4,330	76	12.2%
2023	United, Avelo	296,274	3,750	79	-9.8%
2024	United, Avelo	328,008	3,968	83	10.7%
Change FY 2015 to FY 2024		135.8%	37.4%	71.5%	
Pandemic year					

Airline capacity at the airport—measured by available seats and flight frequency—has increased every year since 2015, except in 2017, 2018, 2020 (due to the pandemic), and 2023. Over the past decade, total seat capacity has grown by 136%, while the average number of seats per aircraft has risen from 48 to 83, a 72% increase.

In 2024, United Airlines accounted for 78.4% of total airline traffic at the airport, while Avelo held a 21.6% share. In terms of scheduled service seat capacity, United provided 77.5% of available seats, with Avelo supplying the remaining 22.5%. This is depicted in Table 4.

Table 4

ACV AIRLINE TRAFFIC AND SERVICE SHARE; 2024										
Carrier	Routes	Domestic	International	Total	Share	Seats	Share	Load Factor	Departures	Avg Seats
Avelo	Burbank	56,645	0	56,645	21.6%	73,860	22.5%	76.7%	489	151
United	DEN, LAX, SFO	196,817	9,159	205,976	78.4%	254,122	77.5%	81.1%	3,474	73
All		253,462	9,159	262,621	100.0%	327,982	100.0%	80.1%	3,963	83

Airline Service Related On-Airport Employment – Airline service at ACV creates on-airport employment. This includes airline employees who perform customer service and load and unload arriving and departing flights, Transportation Security Administration (TSA) workers who perform preflight passenger screening, law enforcement officers who support passenger screening, terminal concessions and rental car agency employees and a portion of Airport Administration and staff, including the Airport Rescue and Fire Fighting unit (ARFF).

Airline Employees – The two airlines that serve the Airport employ a total of 8 full-time (FT) and 34 part time (PT) employees. Employment economic impact is measured in units of Full-Time Equivalent (FTE) employees. The part-time employees are considered to be .5 of an FTE which means that the airlines at the airport employ a total of 25 FTE (8 FT + 34 PT multiplied by .5 is 17 plus 8 for 25 FTEs) Total annual payroll for this group is \$817,312.

Airport Administration – Airport Administration oversees airport operations including facility upkeep and managing the airline terminal. Total Airport staff is 16 FTEs. For purposes of this study the Airport indicated that all 16 FTEs can be associated with the on-field air service. This includes operations (field and infrastructure) and the Airport's on-call Aircraft Rescue and Fire Fighting (ARFF) team. Therefore, Airline associated Airport staff is thus the entire 16 FTEs with an annual payroll of \$1.871 million.

Aircraft Rescue and Fire Fighting (ARFF) – Airports with air service must have firefighting equipment and personnel available during airline operations. As noted above, ACV uses its airport staff to man the ARFF station when airline operations occur.

Transportation Security Administration – The airport's TSA staff was reported as 28 FTEs. An annual payroll total was not provided. We are estimating annual TSA payroll at \$2.2 million. All TSA screening operations must be supported by a Law Enforcement Officer on site when passenger screenings occur. No FTE or payroll number was provided for this element of airport air service employment. The Airport uses local law enforcement officers to perform this function, but the FTE and payroll number is not available.

Rental Car, Parking and Terminal Concessions – Four rental car brands operate on-site at the airport, represented by two rental car agencies. These operations employ an estimated 17 full-time equivalent (FTE) staff, with a total annual payroll of approximately \$676,620. Terminal concessions are estimated to employ four part-time staff, equivalent to 2 FTEs, with an annual payroll of \$149,760.

Total at-Airport Airline Related Employment – Table 5 below illustrates that in the economic sectors defined by this study section; there are an estimated 88 total FTEs related to airline service with an estimated total annual labor income of \$5,714,692.

Table 5

ACV SUMMARY OF CURRENT ON-AIRPORT AIRLINE RELATED EMPLOYMENT					
Sector	Full Time	Part Time	FTE	Payroll	Remarks
Airline	8.00	34.00	25.00	\$817,312	United and Avelo
Airport Adm/Ops/ARFF	16.00	0.00	16.00	\$1,871,000	
TSA & Law Enforcement Officer	28.00	0.00	28.00	\$2,200,000	
Rental Car & Terminal Concessions	17.00	4.00	19.00	\$826,380	
Total On-Field Airline	69.00	38.00	88.00	\$5,714,692	

Table 6 on the next page shows the estimated area economic impact of these 88 FTEs and their \$5.715 million payroll. Indirect and induced effects support 33.4 FTE jobs with \$1.266 million in annual payroll. In total, local air service supports 121.3 FTEs with \$6.981 million in annual payroll. Total annual economic output is \$16.033 million. Annual state and local tax generation is \$1.108 million and annual federal tax generation is \$1.949 million.

Table 6

ACV AIRLINE AIRPORT EMPLOYMENT ECONOMIC IMPACT				
Airport/ARFF	Full Time	Labor	Value	
Output	Equivalents	Income	Added	Output
Direct Effect	16.00	\$1,871,000	\$5,053,696	\$5,180,861
Indirect Effect	0.40	\$29,003	\$41,666	\$95,666
Induced Effect	5.85	\$317,670	\$646,536	\$1,011,159
Total	22.3	\$2,217,673	\$5,741,897	\$6,287,686
State& Local Tax				\$216,213
Federal Tax				\$682,086
AIRLINE	Full Time	Labor	Value	
Output	Equivalents	Income	Added	Output
Direct Effect	25.0	\$817,312	\$1,594,276	\$2,135,847
Indirect Effect	2.2	\$102,367	\$146,511	\$311,118
Induced Effect	3.5	\$156,970	\$319,471	\$499,635
Total	30.7	\$1,076,649	\$2,060,258	\$2,946,601
State& Local Tax				\$369,074
Federal Tax				\$312,813
TSA/LEO	Full Time	Labor	Value	
Output	Equivalents	Income	Added	Output
Direct Effect	28.0	\$2,200,000	\$2,327,114	\$2,548,981
Indirect Effect	10.46	\$30,707	\$48,693	\$102,043
Induced Effect	5.27	\$366,929	\$746,790	\$1,167,953
Total	43.7	\$2,597,636	\$3,122,596	\$3,818,978
State& Local Tax				\$149,551
Federal Tax				\$637,685
Rental Car & Terminal	Full Time	Labor	Value	
Output	Equivalents	Income	Added	Output
Direct Effect	19.0	\$826,380	\$1,611,964	\$2,159,544
Indirect Effect	2.1	\$103,503	\$148,137	\$314,570
Induced Effect	3.5	\$158,711	\$323,016	\$505,179
Total	24.6	\$1,088,594	\$2,083,116	\$2,979,293
State& Local Tax				\$373,169
Federal Tax				\$316,284
TOTAL ACV AIRLINE AIRPORT EMPLOYMENT IMPACT SUMMARY				
Output	Full Time	Labor	Value	Output
	Equivalents	Income	Added	
Direct Effect	88.0	\$5,714,692	\$10,587,049	\$12,025,232
Indirect Effect	15.2	\$265,579	\$385,007	\$823,398
Induced Effect	18.2	\$1,000,281	\$2,035,812	\$3,183,927
Total	121.3	\$6,980,552	\$13,007,868	\$16,032,557
State& Local Tax				\$1,108,007
Federal Tax				\$1,948,868

AIRLINE VISITOR BY AIR ECONOMIC IMPACT

Estimating Annual Domestic Visitor-by-Air Traffic – Tourism and visitor spending is an important economic sector for not only California, but for Humboldt County, too. Dean Runyan and Associates prepared the 2024 economic impact of visitor spending report for Visit California. This 283-page report covered the entire state and broke down visitor spending by region (including the North Coast) and by county, including Humboldt County.

These reports provide an excellent profile of overnight visitors to the North Coast and to Humboldt County. Table 7 shows key visitor profile metrics for visitors to the North Central Coast region. The profile estimates 75% of visitors are leisure while 25% are on business.

Table 7

Average total visitor spend is \$471 and average daily spend is \$162 per person. The visitor spend is divided into five economic sectors: Accommodations, Food & Drink, Retail, Entertainment and local Transportation.

The average visitor stay is estimated at 2.9 days. The average visiting party is estimated to have 2.5 people.

This profile will be applied to the estimated annual visitor-by-air count generated by existing Airport air service to enable estimates of regional visitor-by-air spending economic impact.

NORTH COAST CALIFORNIA VISITOR PROFILE	
Top Origin States	
California	40%
Oregon	9%
Washington	8%
Nevada	4%
Arizona	3%
Texas	2%
Out-Of-State Visitors and Spending	
Est Southern Cal & Out-of-State Visitors	1,000,000
Est Southern Cal & Out-of-State Spending	\$470,800,000
Average Spend Per Day	
Est. Out-of-State Spend/Visit	\$470.80
Estimated Average Stay Days	2.9
Est. Average Daily Spend	\$162.34
Purpose of Trip	
Leisure	75%
Vacation	30%
Visit Friends Relatives	30%
Other Leisure	15%
Business & Convention/Meeting	25%
Length of Stay	
1 -3 nights	75%
4 - 7 nights	15%
8 + nights	10%
Average	2.9 nights

Domestic Out-of-State Visitor Spending – Table 8 shows the estimated 2024 breakdown of out-of-state visitor spending by percent of total for each economic sector. Lodging is estimated to be 24.5% of total visitor spend, Food and Drink 35.9%, Retail 9.7%, Entertainment 11.6% and local Transportation 18.3%.

Table 8

Table 8: Visitor Spending by Economic Sector

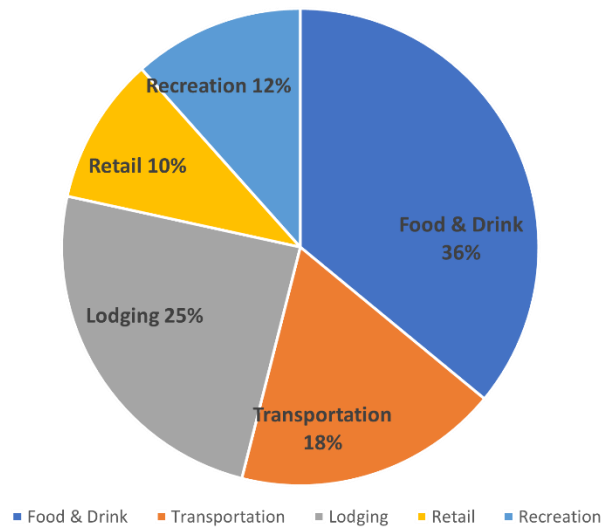


Table 9 presents U.S. DOT data for the 12-month period ending March 2024, showing that the airport handled 602,681 domestic passenger enplanements and deplanements. The data also includes a breakdown by carrier and passenger point of origin.

Table 9

ACV DOMESTIC TRAFFIC POINT OF ORIGIN BY CARRIER: YEAR 2024									
Avelo									
Traffic	Resident	Visitor	% RES	% VIS	Avg Fare	Avg Res	Avg Vis	% RES	% VIS
56,645	28,999	27,646	51.00%	49.00%	\$77	\$77	\$77	100.00%	100.00%
United									
Traffic	RES	VIS	% RES	% VIS	Avg Fare	Avg Res	Avg Vis	% RES	% VIS
196,748	107,346	87,141	55.00%	45.00%	\$261	\$260	\$261	99.00%	100.00%
All Carriers									
Traffic	RES	VIS	% RES	% VIS	Avg Fare	Avg Res	Avg Vis	% RES	% VIS
602,681	326,582	271,305	55.00%	45.00%	\$261	\$264	\$260	100.79%	99.10%

The table demonstrates the high resident point of origin for United Airlines traffic (55%) while Avelo Airlines traffic has a 51% outbound and 49% inbound split on traffic origin. For all carriers, Airport domestic traffic has a 55% outbound origin bias for the year 2024.

The combination of Visit California average stay and average spend data, the Tourism Economics data on allocation of visitor spending across the economy, and the U.S. DOT inbound passenger data, combine to provide an accurate baseline of Humboldt County visitors arriving via the existing air service at the ACV.

During the 12 months ending March 31, 2025, ACV recorded 9,310 international airline passengers or 4,655 individual international travelers. 82% of these travelers originated their journey locally while 18% or 1,636 passengers (818 individual travelers) originated their journey in a foreign country. For the calculation of visitor by air spend we will blend the spending of the 818 foreign visitors into the domestic total meaning visitor spending calculations will be projected by 271,305 domestic inbound origin domestic passenger trips plus 1,636 inbound origin international passenger trips.

To be conservative in estimating the Airport's visitor-by-airline-service economic impact, a dilution is added to the equation during the analysis. The dilution is an assumption about how many visitors who used existing ACV air service for transportation would have come anyway, either by car or other ground transportation, or through another airport, if ACV air service did not exist.

Unfortunately, there is no mathematical formula to precisely calculate this dilution. To factor in this dilution, 15% of all domestic visitors generated via ACV air service will be assumed to have come anyway, even if the air service did not exist. This percentage is arbitrary and simply designed to recognize some portion of regional visitors via the Airport's air service would have come even if that air service did not exist.

Visitor-by-air spending economic impact can then be calculated by combining all the metrics and variables that have been identified.

Table 10

HUMBOLDT COUNTY DOMESTIC AND INTERNATIONAL VISITORS-BY-AIR ESTIMATE						
Year 2025 Q1 Dom + Int O&D 611,991	Percent Inbound Origin 45%	Inbound O&D 275,396	Inbound Visitors 137,698			
Inbound Visitors 137,698	Less 15% 20,655	Net Visitors By Air 117,043	Avg Days Stay 2.9	Visit Days 339,425.51	Daily Spend Per Visit Day \$162.00	Total Annual Spend \$54,986,932
Daily Spend Allocation 100% \$54,986,932	% Lodging 25% \$13,746,733	% Food & Drink 35% \$19,245,426	% Recreation 12% \$6,598,432	% Retail 10% \$5,498,693	% Transportation 18% \$9,897,648	Total 100% \$54,986,932

Even with a 15% dilution for visitors-by-air that are assumed to come anyway absent ACV air service, 2025 Q1 domestic visitors-by-air are estimated to have generated \$54,986,932 in spending while visiting. Based on the Tourism Economics study of California visitor spending, this \$54.99 million in visitor spending was allocated as \$13.75 million on lodging, \$19.25 million for food and drink, \$6.6 million on recreation, \$5.5 million on retail and \$9.9 million on transportation. Each of these sector spending estimates generates its own economic impact.

Added to the airline visitors-by-air totals are the economic impact of airline crew hotel overnight stays near the ACV airport. Airlines are one of the largest purchasers of hotel rooms in the country.

United Airlines typically parks one aircraft overnight at ACV each night. DEN service features an overnight aircraft on weekends during part of June, July and August. LAX service features an overnighing aircraft one night each during the Thanksgiving and Christmas holidays in 2025. SFO service features an overnight aircraft every night of the year. For the SFO service, each overnight aircraft arrives late and leaves early the next morning. FAA pilot and flight attendant rest rules require crews to be off duty for approximately 12 hours between duty shifts. The crew that operates the late evening arrival cannot be the crew for the early morning departure, meaning there are typically two crews in ACV area hotels for each overnighing SFO aircraft at the airport.

United uses 76-seat dual class regional jets at ACV. A detailed analysis of calendar 2025 overnighing United aircraft at ACV results in an estimated 385 overnight aircraft events. Each overnight aircraft event is estimated to generate 8 crew hotel rooms or a total of 2,960 ACV area hotel rooms annually. Table 11 adds the estimated airline crew hotel and visitor spending to the combined domestic and international visitor spend estimates to arrive at an estimated total annual air service-related visitor spend by economic sector.

Table 11

ACV AIRLINE CREW OVERNIGHT SPENDING	
Air Service Visitor Spending by Sector	
Lodging	\$13,746,733
Food/Drink	\$19,245,426
Recreation	\$6,598,432
Retail	\$5,498,432
Transportation	\$9,897,648
Crew Overnight Spending	
Crew Overnight Spending	Metric
Annual Hotel Rooms	2,960
Estimated Contract Rate	\$100
Crew Annual Hotel Spending	\$296,000
Crew Daily Visit Spending Food	\$30
Crew Annual Food Spending	\$88,800
Crew Daily Visit Spending Transportation	\$20
Crew Annual Transportation Spending	\$59,200
Crew Annual Overnight Visit Spending	\$444,000
COMBINED AIR SERVICE VISITOR & CREW SPEND	
Lodging	\$14,042,733
Food/Drink	\$19,334,226
Recreation	\$6,598,432
Retail	\$5,498,432
Local Transportation	\$9,956,848
Total Air Service Visitor Spending All Sectors	\$55,430,671

The IMPLAN Economic Impact Software takes annualized spending by economic sector, in this case lodging, food and drink, recreation, retail or transport and forecasts the economic activity and employment impacts for that spending.

Table 12 on page 25 shows the estimated county wide annual economic impact of the ACV Airport combined domestic and international visitors-by-air, broken down by the five economic sectors and then in total.

Spending on Lodging is estimated to support 161.3 FTEs with annual labor income of \$4.68 million via direct, indirect and induced effect.

Food & Drink visitor spending is estimated to support 212.4 FTEs with \$5.4 million in labor income. Recreation visitor spending is estimated to support 77.8 FTEs with \$7.439 million in labor income.

Retail visitor spending is estimated to support 16.6 FTEs with \$750,000 in labor income.

Transportation (local in nature) is estimated to support 116.6 FTEs with \$11.16 million in labor income.

Total existing air service visitor local spending impact is estimated to be 584.7 FTE jobs with \$34.293 million in annual labor income. Annual output is estimated at \$77.653 million with annual State & Local tax generation of \$4.188 million and Federal tax generation of \$8.514 million.

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Table 12

ACV CURRENT AIR SERVICE VISITOR SPENDING IMPACT				
Lodging	Full Time	Labor	Value	
Output	Equivalents	Income	Added	Output
Direct Effect	124.4	\$4,684,261	\$8,749,351	\$14,117,035
Indirect Effect	19.5	\$1,115,459	\$1,587,287	\$3,060,835
Induced Effect	17.4	\$958,776	\$1,956,285	\$3,058,098
Total	161.3	\$6,758,496	\$12,292,922	\$20,235,968
State& Local Tax				\$1,094,960
Federal Tax				\$1,819,343
Food & Drink	Full Time	Labor	Value	
Output	Equivalents	Income	Added	Output
Direct Effect	163.42	\$5,405,053	\$9,519,100	\$19,245,426
Indirect Effect	27.23	\$1,601,770	\$2,414,510	\$4,969,004
Induced Effect	21.75	\$1,180,093	\$2,401,758	\$3,756,041
Total	212.4	\$8,186,916	\$14,335,368	\$27,970,471
State& Local Tax				\$1,646,557
Federal Tax				\$2,201,123
Recreation	Full Time	Labor	Value	
Output	Equivalents	Income	Added	Output
Direct Effect	52.3	\$6,019,582	\$5,368,758	\$6,598,432
Indirect Effect	5.1	\$317,229	\$416,855	\$859,108
Induced Effect	20.3	\$1,102,186	\$2,243,184	\$3,507,815
Total	77.8	\$7,438,998	\$8,028,797	\$10,965,355
State& Local Tax				\$476,805
Federal Tax				\$1,711,114
Retail	Full Time	Labor	Value	
Output	Equivalents	Income	Added	Output
Direct Effect	13.35	\$570,746	\$1,099,935	\$1,473,580
Indirect Effect	1.24	\$70,626	\$101,082	\$214,649
Induced Effect	1.99	\$108,298	\$220,412	\$344,712
Total	16.6	\$749,670	\$1,421,429	\$2,032,941
State& Local Tax				\$254,635
Federal Tax				\$215,818
Transportation	Full Time	Labor	Value	
Output	Equivalents	Income	Added	Output
Direct Effect	78.4	\$9,029,373	\$8,053,137	\$9,897,648
Indirect Effect	7.7	\$475,844	\$625,282	\$1,288,662
Induced Effect	30.5	\$1,653,279	\$3,364,776	\$5,261,723
Total	116.6	\$11,158,496	\$12,043,195	\$16,448,033
State& Local Tax				\$715,208
Federal Tax				\$2,566,671
TOTAL CURRENT AIR SERVICE VISITOR SPENDING IMPACT				
Output	Full Time	Labor	Value	Output
	Equivalents	Income	Added	
Direct Effect	431.9	\$25,709,016	\$32,790,280	\$51,332,120
Indirect Effect	60.8	\$3,580,928	\$5,145,015	\$10,392,258
Induced Effect	92.0	\$5,002,632	\$10,186,415	\$15,928,390
Total	584.7	\$34,292,575	\$48,121,710	\$77,652,768
State& Local Tax				\$4,188,164
Federal Tax				\$8,514,068

TOTAL AIRLINE ECONOMIC IMPACT



ACV current air service-related aviation activities, including air service-related airport employment and air service visitor local spending, generates an annual total of 706.1 FTE jobs with \$41.273 million in annual labor income via direct, indirect and induced effect.

Table 13

SUMMARY: CURRENT ACV AIR SERVICE EMPLOYMENT ECONOMIC IMPACT				
Output	Full Time Equivalents	Labor Income	Value Added	Output
Direct Effect	88.0	\$5,714,692	\$10,587,049	\$12,025,232
Indirect Effect	15.2	\$265,579	\$385,007	\$823,398
Induced Effect	18.2	\$1,000,281	\$2,035,812	\$3,183,927
Total	121.4	\$6,980,552	\$13,007,868	\$16,032,557
State& Local Tax				\$1,108,007
Federal Tax				\$1,948,868
SUMMARY: CURRENT ACV SERVICE VISITOR ECONOMIC IMPACT				
Output	Full Time Equivalents	Labor Income	Value Added	Output
Direct Effect	431.9	\$25,709,016	\$32,790,280	\$51,332,120
Indirect Effect	60.8	\$3,580,928	\$5,145,015	\$10,392,258
Induced Effect	92.0	\$5,002,632	\$10,186,415	\$15,928,390
Total	584.7	\$34,292,576	\$48,121,710	\$77,652,768
State& Local Tax				\$4,188,164
Federal Tax				\$8,514,068
TOTAL CURRENT ACV AIR SERVICE ECONOMIC IMPACT				
Output	Full Time Equivalents	Labor Income	Value Added	Output
Direct Effect	519.9	\$31,423,708	\$43,377,329	\$63,357,352
Indirect Effect	76.0	\$3,846,507	\$5,530,022	\$11,215,656
Induced Effect	110.2	\$6,002,913	\$12,222,227	\$19,112,317
Total	706.1	\$41,273,128	\$61,129,578	\$93,685,325
State& Local Tax				\$5,296,171
Federal Tax				\$10,462,936

Annual total economic output is estimated at \$93.685 million with \$5.296 million in annual state tax generation and \$10.463 million in annual federal tax generation.

NON-AIRLINE AVIATION ECONOMIC IMPACT



The Airport does not have an Air Traffic Control Tower, nor does it have a Fixed Base Operator (FBO). There are currently no aircraft maintenance or pilot flight training activities at the airport. Without these on-field functions it is difficult to find or display accurate data on non-airline Airport operations. This includes operations, either local in nature or transient, by general aviation aircraft, corporate aircraft, Coast Guard aircraft or military aircraft.

Table 14

In March of 2025 the Humboldt County Department of Aviation began tracking runway activity using the PLANEPASS system managed by Vector Aviation.

Table 14 shows estimated ACV aircraft operations by type of aircraft. This is a combination of actual data (air carrier) and FAA estimates (Est) derived from the Terminal Area Forecast (TAF) database of the FAA.

Based on this combination of actual and estimated data the Airport averaged 65 flight operations a day or 23,772 annual operations in 2024. Airline operations are 17% of the total, Air Taxi and Cargo operations are 6% and Coast Guard (CG) and military operations are 33% of total operations. In addition to the Coast Guard, FedEx and UPS have cargo operations but no employment data was available. FedEx cargo aircraft operations are recorded in the U.S. DOT T100 airline operating database. Both the Coast Guard and FedEx rent space among the 17 aircraft hangars on the field. Life Flight, a helicopter operation, also rents hangar space but no employment data was available.

ACV AVIATION ACTIVITY PROFILE		
Aircraft Operations 2024		Percent
Air Carrier T100	3,963	16.7%
Air Taxi & Cargo Est	1,500	6.3%
GA Local Est	4,830	20.3%
GA Transient	5,754	24.2%
GC & Military Est	7,725	32.5%
Total	23,772	100%

Based Aircraft 2025		Percent
Single Engine	21	75.0%
Twin Engine	0	0.0%
Jet	3	10.7%
CG Helicopter	3	10.7%
Civilian Helicopter	1	3.6%
Total	28	100.0%

The Coast Guard has a significant operation on-field at Coast Guard Station Humboldt Bay, adjacent to the airport. This Coast Guard Station employs approximately 206 personnel, almost all being Coast Guard Officers, Technicians, Seaman or Enlisted personnel. A few personnel are civilian. This Station supports both the three helicopters based adjacent to ACV as well as other Coast Guard functions. The Station's website describes the Station's mission as:

Coast Guard Sector Humboldt Bay serves the public along 250 miles of rugged coastline from the Mendocino-Sonoma County line north to the California-Oregon border. The Command Center located at Sector Humboldt Bay monitors for distress 24 hours a day and directs Coast Guard boats and aircraft to respond to any maritime emergency in the region; along the coast, well offshore, or even inland.

The Station appears to have four key operating areas; a Command Center for all regional Coast Guard activities, an aviation division supporting the three ACV adjacent helicopters, a Cutter division supporting the watercraft of the Station and personnel assigned to support the overall day-to-day operating infrastructure of the Station. A review of the Station personnel list suggests the following **aviation** related staffing as shown in Table 15 along with estimated annual payroll.

Table 15

COAST GUARD STATION HUMBOLDT BAY AVIATION STAFF			
Assignment	Personnel	Estimated	
		Avg Salary	Annual Payroll
Aviator	13	\$120,000	\$1,560,000
Mx & Avionics	36	\$70,000	\$2,520,000
Survial Tech	8	\$70,000	\$560,000
Total	57	\$81,404	\$4,640,000

Table 16 below projects the annual local economic impact of the Aviation division of Coast Guard Station Humboldt Bay. The Station Aviation division supports a total of 74.8 FTEs with an annual payroll of \$5.479 million with \$8.055 million in annual economic output. An estimated \$303,181 in state taxes are generated as well as an estimated \$1.293 million in federal taxes.

Table 16

ACV ON AIRPORT NON AIRLINE ECONOMIC IMPACT				
Coast Guard Output	Full Time Equivalents	Labor Income	Value Added	Output
Direct Effect	57.0	\$4,640,000	\$4,908,094	\$5,376,032
Indirect Effect	1.1	\$64,763	\$102,697	\$215,219
Induced Effect	16.7	\$773,888	\$1,575,048	\$2,463,320
Total	74.8	\$5,478,651	\$6,585,839	\$8,054,571
State & Local Tax				\$303,181
Federal Tax				\$1,292,762

GENERAL AVIATION VISITORS-BY-AIR ECONOMIC IMPACT



The FAA Terminal Air Forecast projects that ACV sees 5,754 transient general aviation flight operations per year. This is the only data we have from which to project visitors-by-air brought to the ACV region via general or corporate aviation transient aircraft.

5,754 flight operations translate to 2,877 annual arrivals and 2,877 annual departures. Some of these operations were most certainly strictly refueling stops, some were day visits, and some were overnight stays. We will arbitrarily assume that one third of the 2,877 annual arrival/departure events were refueling, one third were day visits and one third were overnight stays, with an average overnight stay of 1.33 days and an average passenger count of 2.5 passengers onboard.

The visitor spending metrics used for airline visitors by air on page 22 will be applied to the general or corporate aviation visitors-by-air. Table 17 below calculates an estimated day visitor and overnight visitor annual total and annual total local spend. Those totals are then applied to the Humboldt County visitor spending by economic sector, as was done with the airline visitor spending.

Table 17

HUMBOLDT COUNTY ACV GENERAL AVIATION INBOUND VISITOR ESTIMATE						
Transient Type	Onboard	Overnight Stay	Annual Events	Overnight Stays	Per Day Spend	Annual Spend
Refuel	2.5	0	959	0	\$0	\$0
Day Stop	2.5	0	959	0	\$100	\$95,900
Overnight Stop	2.5	1.33	959	1,275.5	\$162	\$206,626
Annual Spend	Annual Spend Allocation					
\$302,526	% Lodging	% Food & Drink	% Recreation	\$ Retail	% Transport	Total
100%	25%	35%	12%	10%	18%	100%
\$302,526	\$75,632	\$105,884	\$36,303	\$30,253	\$54,455	\$302,526

Table 18 on the following page shows the estimated regional economic impact of the ACV general aviation visitors-by-air, broken down by the five economic sectors and then in total. Total employment impact is 3.2 FTEs with \$188,671 in annual labor income. Total annual output is estimated to be \$427,230. Annual state tax generation is \$23,042 and federal tax generation is \$46,843.

Table 18

ACV GA CORPORATE VISITOR SPENDING IMPACT				
Lodging	Full Time	Labor	Value	
Output	Equivalents	Income	Added	Output
Direct Effect	0.7	\$25,772	\$48,137	\$77,669
Indirect Effect	0.1	\$6,137	\$8,733	\$16,840
Induced Effect	0.1	\$5,275	\$10,763	\$16,825
Total	0.9	\$37,184	\$67,633	\$111,335
State& Local Tax				\$6,024
Federal Tax				\$10,010
Food & Drink	Full Time	Labor	Value	
Output	Equivalents	Income	Added	Output
Direct Effect	0.90	\$29,737	\$52,372	\$105,884
Indirect Effect	0.15	\$8,813	\$13,284	\$27,338
Induced Effect	0.12	\$6,493	\$13,214	\$20,665
Total	1.2	\$45,043	\$78,870	\$153,887
State& Local Tax				\$9,059
Federal Tax				\$12,110
Recreation	Full Time	Labor	Value	
Output	Equivalents	Income	Added	Output
Direct Effect	0.3	\$33,118	\$29,538	\$36,303
Indirect Effect	0.0	\$1,745	\$2,293	\$4,727
Induced Effect	0.1	\$6,064	\$12,341	\$19,299
Total	0.4	\$40,928	\$44,173	\$60,329
State& Local Tax				\$2,623
Federal Tax				\$9,414
Retail	Full Time	Labor	Value	
Output	Equivalents	Income	Added	Output
Direct Effect	0.07	\$3,140	\$6,052	\$8,108
Indirect Effect	0.01	\$389	\$556	\$1,181
Induced Effect	0.01	\$596	\$1,213	\$1,897
Total	0.1	\$4,125	\$7,821	\$11,185
State& Local Tax				\$1,401
Federal Tax				\$1,187
Transportation	Full Time	Labor	Value	
Output	Equivalents	Income	Added	Output
Direct Effect	0.4	\$49,678	\$44,307	\$54,455
Indirect Effect	0.0	\$2,618	\$3,440	\$7,090
Induced Effect	0.2	\$9,096	\$18,512	\$28,949
Total	0.6	\$61,392	\$66,259	\$90,494
State& Local Tax				\$3,935
Federal Tax				\$14,121
TOTAL ACV GA CORPORATE VISITOR SPENDING IMPACT				
Output	Full Time	Labor	Value	
	Equivalents	Income	Added	Output
Direct Effect	2.4	\$141,446	\$180,406	\$282,419
Indirect Effect	0.3	\$19,702	\$28,307	\$57,176
Induced Effect	0.5	\$27,523	\$56,044	\$87,635
Total	3.2	\$188,671	\$264,756	\$427,230
State& Local Tax				\$23,042
Federal Tax				\$46,843

TOTAL NON-AIRLINE AVIATION ECONOMIC IMPACT



The total non-airline aviation economic impact at the airport is driven primarily by the Coast Guard station. Table 19 below combines the Coast Guard aviation related economic impact with that of the general or corporate aviation visitors by air.

Table 19

ACV ON AIRPORT NON AIRLINE ECONOMIC IMPACT				
Coast Guard Output	Full Time Equivalents	Labor Income	Value Added	Output
Direct Effect	57.0	\$4,640,000	\$4,908,094	\$5,376,032
Indirect Effect	1.1	\$64,763	\$102,697	\$215,219
Induced Effect	16.7	\$773,888	\$1,575,048	\$2,463,320
Total	74.8	\$5,478,651	\$6,585,839	\$8,054,571
State & Local Tax				\$303,181
Federal Tax				\$1,292,762
ACV GENERAL AVIATION VISITOR ECONOMIC IMPACT				
GA Visitor Output	Full Time Equivalents	Labor Income	Value Added	Output
Direct Effect	2.4	\$141,446	\$180,406	\$282,419
Indirect Effect	0.3	\$19,702	\$28,307	\$57,176
Induced Effect	0.5	\$27,523	\$56,044	\$87,635
Total	3.2	\$188,671	\$264,757	\$427,230
State & Local Tax				\$23,042
Federal Tax				\$46,843
ACV TOTAL NON AIRLINE ECONOMIC IMPACT				
Output	Full Time Equivalents	Labor Income	Value Added	Output
Direct Effect	59.4	\$4,781,446	\$5,088,500	\$5,658,451
Indirect Effect	1.4	\$84,465	\$131,004	\$272,395
Induced Effect	17.2	\$801,411	\$1,631,092	\$2,550,955
Total	78.0	\$5,667,322	\$6,850,596	\$8,481,801
State & Local Tax				\$326,223
Federal Tax				\$1,339,605

A total of 78 FTEs are supported by non-airline aviation activities at the airport. Annual payroll is \$5.667 million and annual economic output is \$8.481 million. Annual state tax generation is \$326,223 and annual federal tax generation is \$1.340 million.

AIRPORT REVENUE SUMMARY

Airports typically charge fees to users of their facilities. For airports with scheduled airline service, this includes fees and rental charges paid by airlines to help offset the costs of operating and maintaining airport infrastructure. Additionally, airports generate revenue from non-airline aviation activities through fuel flowage fees and rental charges for land, space, or buildings—collected from both aviation businesses and private aircraft owners.

Table 20

ACV AIRPORT REVENUE FROM AVIATION OPERATIONS		
Source	Fee Structure	Remarks
Landing Fee	Per 1,000 lbs landing weight	Paid by airlines only
Fuel Flowage	Per gallon	
Terminal Space Rent	Per Sq Ft or per Space	
Concessions Franchise Fee	Percent of gross revenue	
Concessions Space	Per Sq Ft or per Space	
Rental Car Commission	Percent of gross revenue	
Rental Car Space	Per Sq Ft or per Space	
Passenger Facility Charge PFC	Fee per Enplanement	Only useble for infrastructure
Ground Transportation Access	Fee per pickup or dropoff	Taxi/shuttle/ride share
Parking	Per day Outbound Traveler	
FBO/Flt School/MRO Space	Per Sq Ft or per Space	

The table above shows typical sources of Airport revenue and how a fee structure is usually structured in each area.

Landing Fees are charged to aircraft (typically only commercial aircraft) that use the Airport's runway. This fee is normally per 1,000 lbs. of aircraft maximum landing weight.

Fuel flowage fees are charged for each gallon of fuel pumped from the Airport storage tanks to aircraft.

Terminal space used by airlines is paid for by the airlines. Space dedicated to a specific airline is paid for by that airline, common space in the terminal is paid for by the airlines on a pro-rate basis.

Concessions and rental car agencies pay two fees to the Airport; rental for space dedicated to them and franchise fees or percent of sales fees on their gross sales.

Passenger Facility Fees (PFCs) are paid by air service users when they buy their ticket. Airlines collect PFCs and reimburse them to the Airport. The Airport can only use PFCs for infrastructure-related projects and not for funding operating costs.

Ground transportation access fees are paid by taxi, shuttle and ride-share entities each time they approach the airport.

Parking fees are collected for each auto parked in the parking lots near the terminal building.

General aviation and corporate entities, FBOs, Flight Schools and Maintenance facilities, pay lease or rental fees for the land or space they occupy at the Airport.

Government entities including the FAA Tower and the TSA pay fees for the space they occupy at the Airport.

These Airport revenue streams generate an estimated \$1.78 million dollars in annual revenue for the Airport. The table reveals that approximately 93% of this revenue is associated with air service and only 7% is associated with non-airline or general aviation entities and economic activity. Key generators of Airport revenue are terminal parking fees, Rental Car space and franchise fees and Airline Fuel Flowage and Storage fees.

The Airport intends to begin collecting PFCs soon, which will add significant infrastructure funding.

Table 21

ACV AIRPORT REVENUE STREAMS CY 2024				
Revenue Source	Airline Related	Non Airline	Total	% Total
Airline Terminal Space	\$35,008	\$0	\$35,008	2.0%
Concessions Fees (Terminal)	\$38,120	\$0	\$38,120	2.1%
Rental Car Space and Concenssion Fee	\$464,300	\$0	\$464,300	26.1%
Government Rentals, FAA TSA LEO	\$92,837	\$0	\$92,837	5.2%
Passenger Facility Fees PFC / CFC	\$0	\$0	\$0	0.0%
Ground Transportation Access	\$4,492	\$0	\$4,492	0.3%
In Terminal Advertising	\$4,326	\$0	\$4,326	0.2%
Parking	\$641,707	\$0	\$641,707	36.0%
Airline Fuel Flowage	\$381,807	\$0	\$381,807	21.4%
Ga & Corporate Fuel Flowage, Landing Fee	\$0	\$16,792	\$16,792	0.9%
GA & Corporate Hangars	\$0	\$101,436	\$101,436	5.7%
Total	\$1,662,597	\$118,228	\$1,780,825	100.0%
Percent of Total; Airline vs Non Airline	93.4%	6.6%	100.0%	

SUMMARY



The Airport is a measurable contributor to the overall Humboldt County economy. The Airport's airline-related aviation activities combined with its non-airline aviation-related activities are together responsible for an estimated 784.1 local FTEs by direct, indirect or induced effect. These 784.1 FTEs have an estimated \$46,940 million in annual labor income and generate an estimated \$102.167 million in annual local economic output.

Table 22

ACV CURRENT SERVICE AIRLINE TOTAL ECONOMIC IMPACT				
Output	Full Time Equivalents	Labor Income	Value Added	Output
Direct Effect	519.9	\$31,423,708	\$43,377,329	\$63,357,352
Indirect Effect	76	\$3,846,507	\$5,530,022	\$11,215,656
Induced Effect	110.2	\$6,002,913	\$12,222,227	\$19,112,317
Total	706.1	\$41,273,128	\$61,129,578	\$93,685,325
State & Local Tax				\$5,296,171
Federal Tax				\$10,462,936
ACV TOTAL NON AIRLINE ECONOMIC IMPACT				
Output	Full Time Equivalents	Labor Income	Value Added	Output
Direct Effect	59.4	\$4,781,446	\$5,088,500	\$5,658,451
Indirect Effect	1.4	\$84,465	\$131,004	\$272,395
Induced Effect	17.2	\$801,411	\$1,631,092	\$2,550,955
Total	78.0	\$5,667,322	\$6,850,596	\$8,481,801
State & Local Tax				\$326,223
Federal Tax				\$1,339,605
ACV TOTAL AVIATION RELATED ECONOMIC IMPACT				
Output	Full Time Equivalents	Labor Income	Value Added	Output
Direct Effect	579.3	\$36,205,154	\$48,465,829	\$69,015,803
Indirect Effect	77.4	\$3,930,972	\$5,661,026	\$11,488,051
Induced Effect	127.4	\$6,804,324	\$13,853,319	\$21,663,272
Total	784.1	\$46,940,450	\$67,980,174	\$102,167,126
State & Local Tax				\$5,622,394
Federal Tax				\$11,802,541

Economic impact analysis and software inputs and outputs measure and project numbers for jobs, labor income and economic output. There is also the intangible economic and social value of the Airport's aviation economic activity to consider.

- > Incumbent network airline United has added significant capacity at ACV, with 2025 flight counts and seat totals up 41.7% from 2021 totals. These increases in service frequency and seat capacity make the region more accessible to tourists and other visitors and improve the ability of local residents to travel efficiently, for either business or leisure.
- > The successful recruitment of a Ultra-Low- Cost-Carrier (ULCC) with low fare service to the Los Angeles Basin has greatly enhanced mobility for travel to and from the LA Basin for both business and leisure. While the recruited ULCC carrier has exited the market the exit was not driven by financial results and a new ULCC carrier will enter and replace the original one in early 2026

The economic impact contribution of local air services should never be underestimated or taken for granted.