

John Wayne Airport

Economic Impact

Tax Impact

Aviation activity at John Wayne Airport generates tax revenues paid by individual workers and businesses that depend directly on the Airport, as well as tax revenues generated through the induced impacts. Estimates of the state and local government tax components of the Airport's total impacts in Orange County amounted to **\$496.16 million** in 2005.

Study Overview

JWA contracted with Unison-Maximus, Inc. to conduct an economic impact study of the Airport. The methodology adopted in the study was based on sound theory of economic impact analysis and specifically on Federal Aviation Administration guidelines on the measurement of the economic significance of airports. The analysis was based on primary survey data collected from Airport tenants and passengers, as well as secondary data collected from a variety of sources. The full report contains quantifiable estimates of the impact of John Wayne Airport in Orange County and the Southern California region for Calendar Year 2005.

For more information on John Wayne Airport or the Economic Impact Report please visit www.ocair.com



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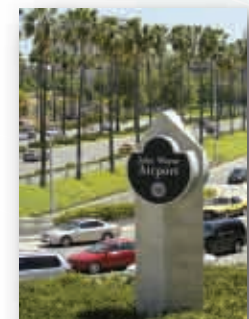
Alan L. Murphy
Airport Director

Loan Leblow
Assistant Airport Director

Unison-Maximus, Inc.
www.unisonmaximus.com



3160 Airway Avenue
Costa Mesa, CA 92626
(949) 252-5200
www.ocair.com



The Airport

John Wayne Airport (JWA), owned and operated by the County of Orange, is the only commercial service airport in Orange County, California, and serves nearly 10 million passengers annually. The service area includes more than three million residents within the 34 cities and unincorporated areas of Orange County. JWA is served by 11 commercial, three commuter and two all-cargo airlines with passenger service to 23 direct destinations. JWA, also home to a variety of general aviation aircraft and services, was the 28th busiest U.S. airport in terms of aircraft operations in 2005.

The results described in this publication represent the total economic impact generated by JWA in Orange County in Calendar Year 2005.

Economic Impact Components

Economic impacts are traditionally presented as the sum of the components defined below:

Direct Impact

Direct impacts refer to the output, earnings, and jobs generated by business and government entities engaged in providing aviation and aviation-support services. The sources of direct economic impact include airport administration, passenger and all-cargo airlines, retail concessionaires, fixed base operators, general aviation, ground transportation providers (including parking), and others.

Indirect Impact

Indirect impacts refer to the output, earnings, and jobs generated by businesses located off-airport, but whose enterprises depend on the airport. Visitors are the dominant source of indirect impacts. Local spending by non-resident airline and general aviation passengers on lodging, food, retail merchandise, recreation, and ground transportation supports businesses, such as hotels, restaurants, amusement parks, and retail stores.

Induced Impact

First round impacts stimulate further economic activity as workers spend their income on local goods and services, and local businesses purchase goods and services from other local businesses. The additional economic activity generated by successive rounds of local spending is called the induced impact.

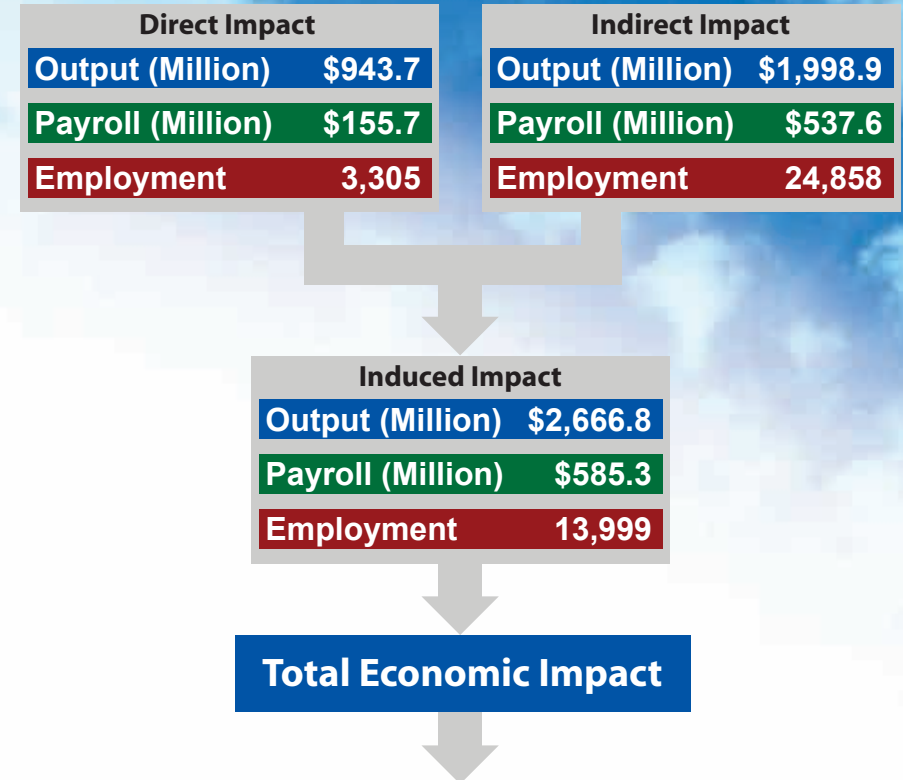


Economic Impact Measures

Output The local portion of the economic activity of on-airport aviation and aviation-related service providers and related off-airport businesses.

Payroll Annual payroll of employees whose jobs depend directly or indirectly on the presence of JWA.

Employment The number of full-time equivalent jobs that depend directly or indirectly on the presence of JWA.



OUTPUT
\$5.61 Billion

PAYROLL
\$1.28 Billion

EMPLOYMENT
42,162