

APPENDIX B: ECONOMIC IMPACT ASSESSMENT RESULTS BY METROPOLITAN STATISTICAL AREA

Appendix B discusses the economic impact of each of the 30 Metropolitan Statistical Areas (MSAs) projected to become Advanced Air Mobility (AAM) passenger mobility markets by the year 2045. Results for a medium demand AAM passenger mobility trajectory from 2025-2045 are shown in this appendix. Low and high demand trajectories can be tabulated using the “AAM Passenger Mobility Economic Impact Assessment Workbook” that accompanies this research. For a description of how impacts are estimated or defined, see “**Error! Reference source not found.**” on page **Error! Bookmark not defined.**

New York-Newark-Jersey City, NY-NJ-PA MSA

The New York-Newark-Jersey City, NY-NJ-PA MSA was ranked as the most suitable location for AAM passenger mobility operations in the United States. With a medium demand trajectory, it is anticipated that approximately 15.8 million AAM passenger flight operations will occur in the year 2045. This level of activity could support approximately 21,225 jobs, \$1.7 billion in employee earnings, \$5.6 billion in economic output (\$3.2 billion value added), and \$0.8 billion in tax revenue.

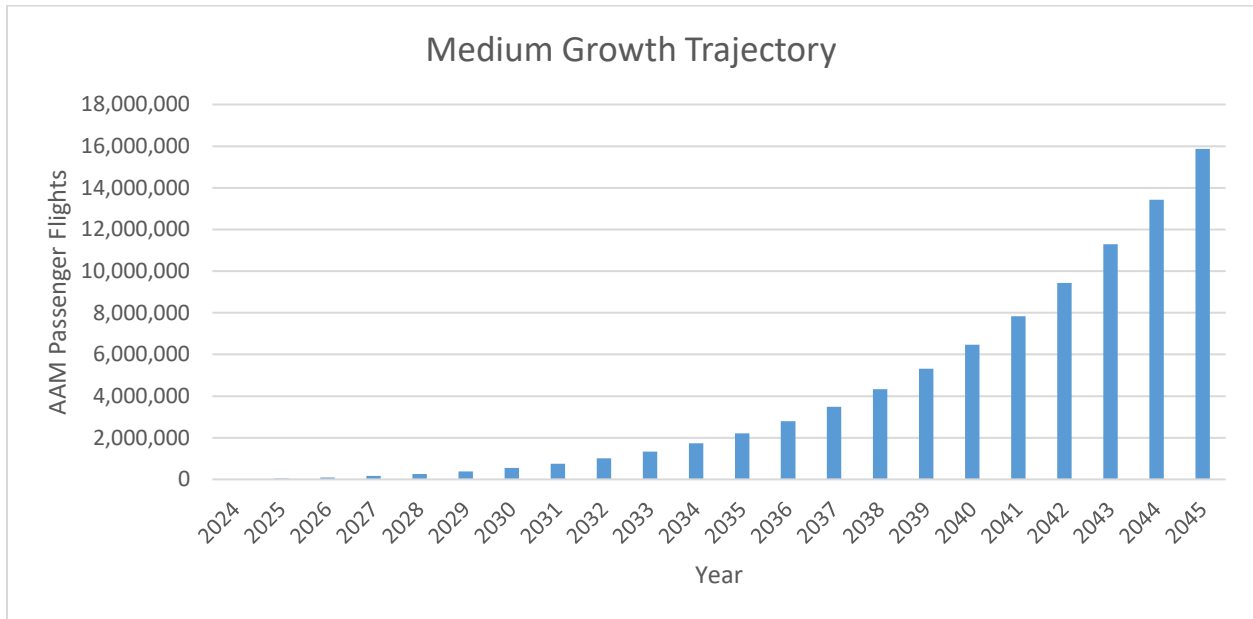


Figure B1. Projected AAM Passenger Demand within the New York-Newark-Jersey City, NY-NJ-PA MSA.

Table B-1. Jobs Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Employment		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	15	170	685	1,995	4,890
	Indirect	15	190	775	2,265	5,555
	Induced	20	270	1,085	3,170	7,780
	Total	50	630	2,545	7,430	18,225
Fleet Capital Expenditures	Direct	0	10	30	75	160
	Indirect	5	25	80	195	405
	Induced	5	35	100	240	505
	Total	10	70	210	510	1,070
Fleet Operations & Maintenance	Direct	0	10	30	70	145
	Indirect	0	5	20	50	105
	Induced	0	10	30	70	145
	Total	0	25	80	190	395
Vertiport Capital Expenditures	Direct	5	20	55	130	275
	Indirect	0	10	30	80	165
	Induced	5	20	60	145	305
	Total	10	50	145	355	745
Vertiport Operations & Maintenance	Direct	5	20	55	140	290
	Indirect	0	10	35	85	175
	Induced	5	20	65	155	325
	Total	10	50	155	380	790
AAM Pax Mobility Econ Impact	Direct	25	230	855	2,410	5,760
	Indirect	20	240	940	2,675	6,405
	Induced	35	355	1,340	3,780	9,060
	Total	80	825	3,135	8,865	21,225

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures.

Table B-2 Employee Earnings Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Labor Income		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	\$1,600,000	\$20,200,000	\$81,800,000	\$238,700,000	\$585,400,000
	Indirect	\$1,100,000	\$13,900,000	\$56,100,000	\$163,800,000	\$401,600,000
	Induced	\$1,200,000	\$15,800,000	\$63,900,000	\$186,500,000	\$457,500,000
	Total	\$3,900,000	\$49,900,000	\$201,800,000	\$589,000,000	\$1,444,500,000
Fleet Capital Expenditures	Direct	\$300,000	\$1,600,000	\$4,700,000	\$11,400,000	\$24,000,000
	Indirect	\$500,000	\$2,600,000	\$7,700,000	\$18,500,000	\$39,000,000
	Induced	\$300,000	\$2,000,000	\$5,800,000	\$14,000,000	\$29,400,000
	Total	\$1,100,000	\$6,200,000	\$18,200,000	\$43,900,000	\$92,400,000
Fleet Operations & Maintenance	Direct	\$100,000	\$700,000	\$2,200,000	\$5,200,000	\$11,000,000
	Indirect	\$100,000	\$500,000	\$1,400,000	\$3,400,000	\$7,100,000
	Induced	\$100,000	\$600,000	\$1,700,000	\$4,000,000	\$8,500,000
	Total	\$300,000	\$1,800,000	\$5,300,000	\$12,600,000	\$26,600,000
Vertiport Capital Expenditures	Direct	\$300,000	\$1,800,000	\$5,300,000	\$12,800,000	\$27,000,000
	Indirect	\$100,000	\$800,000	\$2,200,000	\$5,500,000	\$11,500,000
	Induced	\$200,000	\$1,200,000	\$3,500,000	\$8,500,000	\$17,800,000
	Total	\$600,000	\$3,800,000	\$11,000,000	\$26,800,000	\$56,300,000
Vertiport Operations & Maintenance	Direct	\$300,000	\$1,900,000	\$5,600,000	\$13,600,000	\$28,700,000
	Indirect	\$100,000	\$800,000	\$2,400,000	\$5,800,000	\$12,200,000
	Induced	\$200,000	\$1,300,000	\$3,700,000	\$9,000,000	\$19,000,000
	Total	\$600,000	\$4,000,000	\$11,700,000	\$28,400,000	\$59,900,000
AAM Pax Mobility Econ Impact	Direct	\$2,600,000	\$26,200,000	\$99,600,000	\$281,700,000	\$676,100,000
	Indirect	\$1,900,000	\$18,600,000	\$69,800,000	\$197,000,000	\$471,400,000
	Induced	\$2,000,000	\$20,900,000	\$78,600,000	\$222,000,000	\$532,200,000
	Total	\$6,500,000	\$65,700,000	\$248,000,000	\$700,700,000	\$1,679,700,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Table B-3. Gross Regional Product Supported by AAM Passenger Mobility Expenditures
(Medium Trajectory).*

Value Added		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	\$3,500,000	\$45,500,000	\$184,200,000	\$537,600,000	\$1,318,500,000
	Indirect	\$1,700,000	\$22,500,000	\$90,800,000	\$265,200,000	\$650,300,000
	Induced	\$2,200,000	\$28,100,000	\$113,400,000	\$331,100,000	\$812,000,000
	Total	\$7,400,000	\$96,100,000	\$388,400,000	\$1,133,900,000	\$2,780,800,000
Fleet Capital Expenditures	Direct	\$600,000	\$3,500,000	\$10,200,000	\$24,700,000	\$52,100,000
	Indirect	\$800,000	\$4,300,000	\$12,500,000	\$30,200,000	\$63,600,000
	Induced	\$600,000	\$3,500,000	\$10,200,000	\$24,800,000	\$52,200,000
	Total	\$2,000,000	\$11,300,000	\$32,900,000	\$79,700,000	\$167,900,000
Fleet Operations & Maintenance	Direct	\$100,000	\$800,000	\$2,300,000	\$5,700,000	\$11,900,000
	Indirect	\$300,000	\$1,600,000	\$4,600,000	\$11,200,000	\$23,500,000
	Induced	\$200,000	\$1,300,000	\$3,900,000	\$9,400,000	\$19,800,000
	Total	\$600,000	\$3,700,000	\$10,800,000	\$26,300,000	\$55,200,000
Vertiport Capital Expenditures	Direct	\$400,000	\$2,000,000	\$5,900,000	\$14,400,000	\$30,300,000
	Indirect	\$200,000	\$1,100,000	\$3,300,000	\$8,100,000	\$17,000,000
	Induced	\$400,000	\$2,100,000	\$6,200,000	\$15,000,000	\$31,700,000
	Total	\$1,000,000	\$5,200,000	\$15,400,000	\$37,500,000	\$79,000,000
Vertiport Operations & Maintenance	Direct	\$400,000	\$2,200,000	\$6,300,000	\$15,300,000	\$32,200,000
	Indirect	\$200,000	\$1,200,000	\$3,500,000	\$8,600,000	\$18,000,000
	Induced	\$400,000	\$2,300,000	\$6,600,000	\$16,000,000	\$33,600,000
	Total	\$1,000,000	\$5,700,000	\$16,400,000	\$39,900,000	\$83,800,000
AAM Pax Mobility Econ Impact	Direct	\$5,000,000	\$54,000,000	\$208,900,000	\$597,700,000	\$1,445,000,000
	Indirect	\$3,200,000	\$30,700,000	\$114,700,000	\$323,300,000	\$772,400,000
	Induced	\$3,800,000	\$37,300,000	\$140,300,000	\$396,300,000	\$949,300,000
	Total	\$12,000,000	\$122,000,000	\$463,900,000	\$1,317,300,000	\$3,166,700,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Table B-4. Economic Output Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Output (Business Sales)		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	\$5,890,000	\$76,770,000	\$310,400,000	\$906,130,000	\$2,222,320,000
	Indirect	\$3,421,000	\$44,593,000	\$180,302,000	\$526,343,000	\$1,290,877,000
	Induced	\$3,840,000	\$50,047,000	\$202,353,000	\$590,716,000	\$1,448,756,000
	Total	\$13,151,000	\$171,410,000	\$693,055,000	\$2,023,189,000	\$4,961,953,000
Fleet Capital Expenditures	Direct	\$1,920,000	\$10,940,000	\$31,860,000	\$77,190,000	\$162,490,000
	Indirect	\$1,720,000	\$9,798,000	\$28,533,000	\$69,130,000	\$145,523,000
	Induced	\$1,101,000	\$6,274,000	\$18,271,000	\$44,266,000	\$93,182,000
	Total	\$4,741,000	\$27,012,000	\$78,664,000	\$190,586,000	\$401,195,000
Fleet Operations & Maintenance	Direct	\$1,000	\$5,000	\$16,000	\$38,000	\$81,000
	Indirect	\$2,000	\$10,000	\$29,000	\$71,000	\$150,000
	Induced	\$3,000	\$17,000	\$49,000	\$119,000	\$251,000
	Total	\$6,000	\$32,000	\$94,000	\$228,000	\$482,000
Vertiport Capital Expenditures	Direct	\$590,000	\$3,370,000	\$9,810,000	\$23,770,000	\$50,030,000
	Indirect	\$366,000	\$2,093,000	\$6,093,000	\$14,764,000	\$31,074,000
	Induced	\$666,000	\$3,803,000	\$11,072,000	\$26,827,000	\$56,465,000
	Total	\$1,622,000	\$9,266,000	\$26,975,000	\$65,361,000	\$137,569,000
Vertiport Operations & Maintenance	Direct	\$630,000	\$3,580,000	\$10,420,000	\$25,250,000	\$53,160,000
	Indirect	\$391,000	\$2,224,000	\$6,472,000	\$15,683,000	\$33,018,000
	Induced	\$711,000	\$4,040,000	\$11,760,000	\$28,498,000	\$59,998,000
	Total	\$1,732,000	\$9,844,000	\$28,652,000	\$69,431,000	\$146,176,000
AAM Pax Mobility Econ Impact	Direct	\$9,031,000	\$94,665,000	\$362,506,000	\$1,032,378,000	\$2,488,081,000
	Indirect	\$5,900,000	\$58,718,000	\$221,429,000	\$625,991,000	\$1,500,642,000
	Induced	\$6,321,000	\$64,181,000	\$243,505,000	\$690,426,000	\$1,658,652,000
	Total	\$21,252,000	\$217,564,000	\$827,440,000	\$2,348,795,000	\$5,647,375,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Table B-5. Tax Revenue Generated by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Tax Revenue		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	\$1,048,000	\$13,662,000	\$55,238,000	\$161,253,000	\$395,478,000
	Indirect	\$415,000	\$5,403,000	\$21,844,000	\$63,765,000	\$156,386,000
	Induced	\$477,000	\$6,223,000	\$25,159,000	\$73,447,000	\$180,134,000
	Total	\$1,940,000	\$25,288,000	\$102,241,000	\$298,465,000	\$731,998,000
Fleet Capital Expenditures	Direct	\$87,000	\$497,000	\$1,447,000	\$3,505,000	\$7,380,000
	Indirect	\$144,000	\$820,000	\$2,388,000	\$5,786,000	\$12,180,000
	Induced	\$137,000	\$781,000	\$2,272,000	\$5,504,000	\$11,585,000
	Total	\$368,000	\$2,098,000	\$6,107,000	\$14,795,000	\$31,145,000
Fleet Operations & Maintenance	Direct	\$68,000	\$378,000	\$1,100,000	\$2,666,000	\$5,610,000
	Indirect	\$55,000	\$311,000	\$904,000	\$2,193,000	\$4,615,000
	Induced	\$77,000	\$434,000	\$1,263,000	\$3,061,000	\$6,442,000
	Total	\$200,000	\$1,123,000	\$3,267,000	\$7,920,000	\$16,667,000
Vertiport Capital Expenditures	Direct	\$77,000	\$437,000	\$1,274,000	\$3,086,000	\$6,495,000
	Indirect	\$41,000	\$238,000	\$691,000	\$1,673,000	\$3,524,000
	Induced	\$82,000	\$472,000	\$1,377,000	\$3,335,000	\$7,021,000
	Total	\$200,000	\$1,147,000	\$3,342,000	\$8,094,000	\$17,040,000
Vertiport Operations & Maintenance	Direct	\$81,000	\$465,000	\$1,351,000	\$3,278,000	\$6,902,000
	Indirect	\$43,000	\$253,000	\$733,000	\$1,778,000	\$3,744,000
	Induced	\$89,000	\$503,000	\$1,463,000	\$3,544,000	\$7,461,000
	Total	\$213,000	\$1,221,000	\$3,547,000	\$8,600,000	\$18,107,000
AAM Pax Mobility Econ Impact	Direct	\$1,361,000	\$15,439,000	\$60,410,000	\$173,788,000	\$421,865,000
	Indirect	\$698,000	\$7,025,000	\$26,560,000	\$75,195,000	\$180,449,000
	Induced	\$862,000	\$8,413,000	\$31,534,000	\$88,891,000	\$212,643,000
	Total	\$2,921,000	\$30,877,000	\$118,504,000	\$337,874,000	\$814,957,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Los Angeles-Long Beach-Anaheim, CA MSA

The Los Angeles-Long Beach-Anaheim, CA MSA was ranked as the second-most suitable location for AAM passenger mobility operations in the United States. With a medium demand trajectory, it is anticipated that approximately 8.6 million AAM passenger flight operations will occur in the year 2045. This level of activity could support approximately 11,480 jobs, \$0.9 billion in employee earnings, \$3.1 billion in economic output (\$1.7 billion value added), and \$441 million in tax revenue.

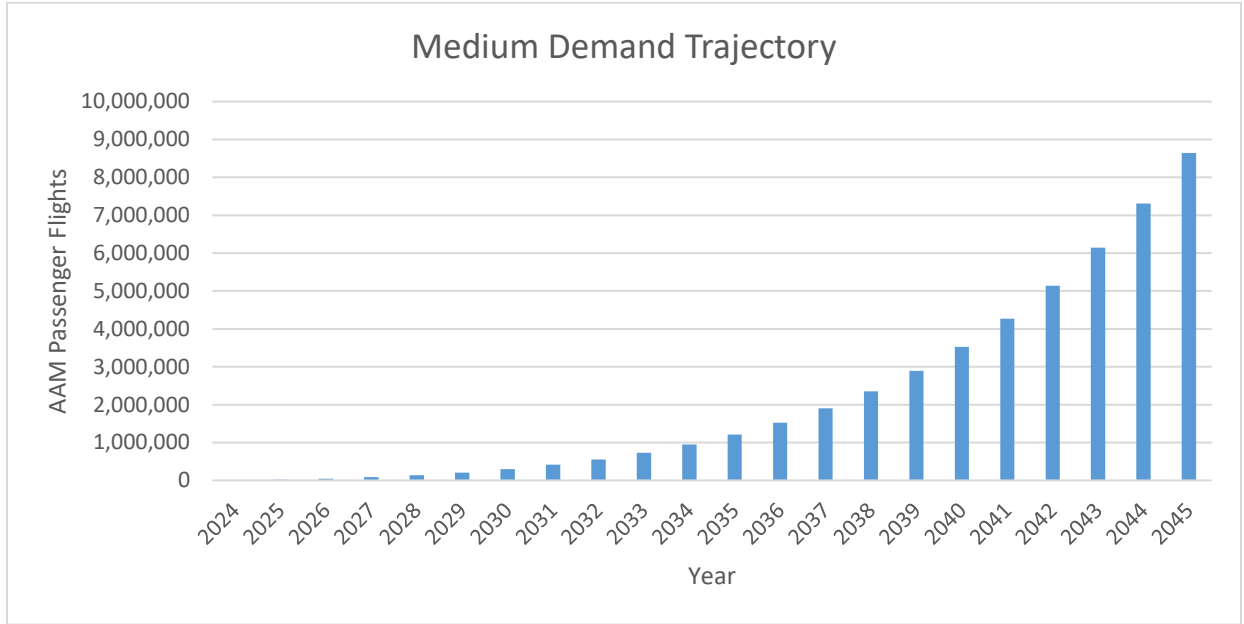


Figure B2. Projected AAM Passenger Demand within the Los Angeles-Long Beach-Anaheim, CA MSA.

Table B-6. Jobs Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Employment		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	5	90	370	1,085	2,660
	Indirect	10	105	420	1,235	3,025
	Induced	10	145	590	1,725	4,235
	Total	25	340	1,380	4,045	9,920
Fleet Capital Expenditures	Direct	0	5	15	40	90
	Indirect	5	15	45	105	220
	Induced	5	20	55	130	275
	Total	10	40	115	275	585
Fleet Operations & Maintenance	Direct	0	5	15	40	80
	Indirect	0	5	10	25	55
	Induced	0	5	15	40	80
	Total	0	15	40	105	215
Vertiport Capital Expenditures	Direct	0	10	25	60	130
	Indirect	0	5	15	35	80
	Induced	0	10	30	70	145
	Total	0	25	70	165	355
Vertiport Operations & Maintenance	Direct	0	10	30	70	150
	Indirect	0	5	15	40	90
	Induced	0	10	30	80	165
	Total	0	25	75	190	405
AAM Pax Mobility Econ Impact	Direct	5	120	455	1,295	3,110
	Indirect	15	135	505	1,440	3,470
	Induced	15	190	720	2,045	4,900
	Total	35	445	1,680	4,780	11,480

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures.

Table B-7. Employee Earnings Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Labor Income		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	\$800,000	\$11,000,000	\$44,500,000	\$129,900,000	\$318,700,000
	Indirect	\$600,000	\$7,600,000	\$30,500,000	\$89,200,000	\$218,700,000
	Induced	\$700,000	\$8,600,000	\$34,800,000	\$101,600,000	\$249,100,000
	Total	\$2,100,000	\$27,200,000	\$109,800,000	\$320,700,000	\$786,500,000
Fleet Capital Expenditures	Direct	\$200,000	\$900,000	\$2,600,000	\$6,200,000	\$13,100,000
	Indirect	\$200,000	\$1,400,000	\$4,200,000	\$10,100,000	\$21,300,000
	Induced	\$200,000	\$1,100,000	\$3,100,000	\$7,600,000	\$16,000,000
	Total	\$600,000	\$3,400,000	\$9,900,000	\$23,900,000	\$50,400,000
Fleet Operations & Maintenance	Direct	\$100,000	\$400,000	\$1,200,000	\$2,800,000	\$6,000,000
	Indirect	\$0	\$300,000	\$800,000	\$1,800,000	\$3,900,000
	Induced	\$100,000	\$300,000	\$900,000	\$2,200,000	\$4,600,000
	Total	\$200,000	\$1,000,000	\$2,900,000	\$6,800,000	\$14,500,000
Vertiport Capital Expenditures	Direct	\$200,000	\$900,000	\$2,500,000	\$6,100,000	\$12,700,000
	Indirect	\$100,000	\$400,000	\$1,100,000	\$2,600,000	\$5,400,000
	Induced	\$100,000	\$600,000	\$1,700,000	\$4,000,000	\$8,400,000
	Total	\$400,000	\$1,900,000	\$5,300,000	\$12,700,000	\$26,500,000
Vertiport Operations & Maintenance	Direct	\$200,000	\$1,000,000	\$2,900,000	\$6,900,000	\$14,600,000
	Indirect	\$100,000	\$400,000	\$1,200,000	\$2,900,000	\$6,200,000
	Induced	\$100,000	\$600,000	\$1,900,000	\$4,600,000	\$9,600,000
	Total	\$400,000	\$2,000,000	\$6,000,000	\$14,400,000	\$30,400,000
AAM Pax Mobility Econ Impact	Direct	\$1,500,000	\$14,200,000	\$53,700,000	\$151,900,000	\$365,100,000
	Indirect	\$1,000,000	\$10,100,000	\$37,800,000	\$106,600,000	\$255,500,000
	Induced	\$1,200,000	\$11,200,000	\$42,400,000	\$120,000,000	\$287,700,000
	Total	\$3,700,000	\$35,500,000	\$133,900,000	\$378,500,000	\$908,300,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Table B-8. Gross Regional Product Supported by AAM Passenger Mobility Expenditures
(Medium Trajectory).*

Value Added		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	\$1,900,000	\$24,800,000	\$100,300,000	\$292,700,000	\$717,900,000
	Indirect	\$900,000	\$12,200,000	\$49,500,000	\$144,400,000	\$354,100,000
	Induced	\$1,200,000	\$15,300,000	\$61,700,000	\$180,300,000	\$442,100,000
	Total	\$4,000,000	\$52,300,000	\$211,500,000	\$617,400,000	\$1,514,100,000
Fleet Capital Expenditures	Direct	\$300,000	\$1,900,000	\$5,600,000	\$13,500,000	\$28,400,000
	Indirect	\$400,000	\$2,300,000	\$6,800,000	\$16,400,000	\$34,600,000
	Induced	\$300,000	\$1,900,000	\$5,600,000	\$13,500,000	\$28,400,000
	Total	\$1,000,000	\$6,100,000	\$18,000,000	\$43,400,000	\$91,400,000
Fleet Operations & Maintenance	Direct	\$100,000	\$400,000	\$1,300,000	\$3,100,000	\$6,500,000
	Indirect	\$200,000	\$900,000	\$2,500,000	\$6,100,000	\$12,800,000
	Induced	\$100,000	\$700,000	\$2,100,000	\$5,100,000	\$10,800,000
	Total	\$400,000	\$2,000,000	\$5,900,000	\$14,300,000	\$30,100,000
Vertiport Capital Expenditures	Direct	\$200,000	\$1,000,000	\$2,800,000	\$6,800,000	\$14,300,000
	Indirect	\$100,000	\$500,000	\$1,600,000	\$3,800,000	\$8,000,000
	Induced	\$200,000	\$1,000,000	\$2,900,000	\$7,100,000	\$14,900,000
	Total	\$500,000	\$2,500,000	\$7,300,000	\$17,700,000	\$37,200,000
Vertiport Operations & Maintenance	Direct	\$200,000	\$1,100,000	\$3,200,000	\$7,800,000	\$16,400,000
	Indirect	\$100,000	\$600,000	\$1,800,000	\$4,400,000	\$9,200,000
	Induced	\$200,000	\$1,200,000	\$3,400,000	\$8,100,000	\$17,100,000
	Total	\$500,000	\$2,900,000	\$8,400,000	\$20,300,000	\$42,700,000
AAM Pax Mobility Econ Impact	Direct	\$2,700,000	\$29,200,000	\$113,200,000	\$323,900,000	\$783,500,000
	Indirect	\$1,700,000	\$16,500,000	\$62,200,000	\$175,100,000	\$418,700,000
	Induced	\$2,000,000	\$20,100,000	\$75,700,000	\$214,100,000	\$513,300,000
	Total	\$6,400,000	\$65,800,000	\$251,100,000	\$713,100,000	\$1,715,500,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Table B-9. Economic Output Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Output (Business Sales)		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	\$3,210,000	\$41,800,000	\$168,990,000	\$493,340,000	\$1,209,930,000
	Indirect	\$1,865,000	\$24,280,000	\$98,161,000	\$286,566,000	\$702,811,000
	Induced	\$2,093,000	\$27,250,000	\$110,166,000	\$321,614,000	\$788,767,000
	Total	\$7,168,000	\$93,330,000	\$377,317,000	\$1,101,520,000	\$2,701,508,000
Fleet Capital Expenditures	Direct	\$1,040,000	\$5,960,000	\$17,350,000	\$42,030,000	\$88,470,000
	Indirect	\$931,000	\$5,338,000	\$15,538,000	\$37,641,000	\$79,232,000
	Induced	\$596,000	\$3,418,000	\$9,950,000	\$24,103,000	\$50,734,000
	Total	\$2,567,000	\$14,716,000	\$42,838,000	\$103,774,000	\$218,436,000
Fleet Operations & Maintenance	Direct	\$1,000	\$3,000	\$9,000	\$21,000	\$44,000
	Indirect	\$1,000	\$5,000	\$16,000	\$39,000	\$82,000
	Induced	\$2,000	\$9,000	\$27,000	\$65,000	\$137,000
	Total	\$4,000	\$17,000	\$52,000	\$125,000	\$263,000
Vertiport Capital Expenditures	Direct	\$280,000	\$1,590,000	\$4,630,000	\$11,210,000	\$23,600,000
	Indirect	\$174,000	\$988,000	\$2,876,000	\$6,963,000	\$14,658,000
	Induced	\$316,000	\$1,795,000	\$5,226,000	\$12,652,000	\$26,636,000
	Total	\$770,000	\$4,373,000	\$12,732,000	\$30,825,000	\$64,894,000
Vertiport Operations & Maintenance	Direct	\$320,000	\$1,820,000	\$5,300,000	\$12,850,000	\$27,040,000
	Indirect	\$199,000	\$1,130,000	\$3,292,000	\$7,981,000	\$16,795,000
	Induced	\$361,000	\$2,054,000	\$5,982,000	\$14,503,000	\$30,518,000
	Total	\$880,000	\$5,004,000	\$14,574,000	\$35,334,000	\$74,353,000
AAM Pax Mobility Econ Impact	Direct	\$4,851,000	\$51,173,000	\$196,279,000	\$559,451,000	\$1,349,084,000
	Indirect	\$3,170,000	\$31,741,000	\$119,883,000	\$339,190,000	\$813,578,000
	Induced	\$3,368,000	\$34,526,000	\$131,351,000	\$372,937,000	\$896,792,000
	Total	\$11,389,000	\$117,440,000	\$447,513,000	\$1,271,578,000	\$3,059,454,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Table B-10. Tax Revenue Generated by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Tax Revenue		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	\$570,000	\$7,438,000	\$30,072,000	\$87,795,000	\$215,316,000
	Indirect	\$226,000	\$2,941,000	\$11,892,000	\$34,716,000	\$85,144,000
	Induced	\$261,000	\$3,388,000	\$13,698,000	\$39,989,000	\$98,073,000
	Total	\$1,057,000	\$13,767,000	\$55,662,000	\$162,500,000	\$398,533,000
Fleet Capital Expenditures	Direct	\$48,000	\$270,000	\$788,000	\$1,908,000	\$4,019,000
	Indirect	\$78,000	\$447,000	\$1,300,000	\$3,151,000	\$6,632,000
	Induced	\$74,000	\$424,000	\$1,236,000	\$2,997,000	\$6,309,000
	Total	\$200,000	\$1,141,000	\$3,324,000	\$8,056,000	\$16,960,000
Fleet Operations & Maintenance	Direct	\$35,000	\$206,000	\$600,000	\$1,451,000	\$3,055,000
	Indirect	\$29,000	\$168,000	\$495,000	\$1,194,000	\$2,513,000
	Induced	\$41,000	\$237,000	\$688,000	\$1,667,000	\$3,509,000
	Total	\$105,000	\$611,000	\$1,783,000	\$4,312,000	\$9,077,000
Vertiport Capital Expenditures	Direct	\$36,000	\$207,000	\$602,000	\$1,455,000	\$3,063,000
	Indirect	\$20,000	\$113,000	\$325,000	\$789,000	\$1,661,000
	Induced	\$39,000	\$223,000	\$649,000	\$1,573,000	\$3,312,000
	Total	\$95,000	\$543,000	\$1,576,000	\$3,817,000	\$8,036,000
Vertiport Operations & Maintenance	Direct	\$42,000	\$236,000	\$688,000	\$1,667,000	\$3,510,000
	Indirect	\$22,000	\$128,000	\$373,000	\$905,000	\$1,904,000
	Induced	\$44,000	\$256,000	\$744,000	\$1,803,000	\$3,793,000
	Total	\$108,000	\$620,000	\$1,805,000	\$4,375,000	\$9,207,000
AAM Pax Mobility Econ Impact	Direct	\$731,000	\$8,357,000	\$32,750,000	\$94,276,000	\$228,963,000
	Indirect	\$375,000	\$3,797,000	\$14,385,000	\$40,755,000	\$97,854,000
	Induced	\$459,000	\$4,528,000	\$17,015,000	\$48,029,000	\$114,996,000
	Total	\$1,565,000	\$16,682,000	\$64,150,000	\$183,060,000	\$441,813,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Dallas-Fort Worth-Arlington, TX MSA

The Dallas-Fort Worth-Arlington, TX MSA was ranked as the third-most suitable location for AAM passenger mobility operations in the United States. With a medium demand trajectory, it is anticipated that approximately 9.5 million AAM passenger flight operations will occur in the year 2045. This level of activity could support approximately 12,740 jobs, \$1.0 billion in employee earnings, \$3.3 billion in economic output (\$1.9 billion value added), and \$490 million in tax revenue.

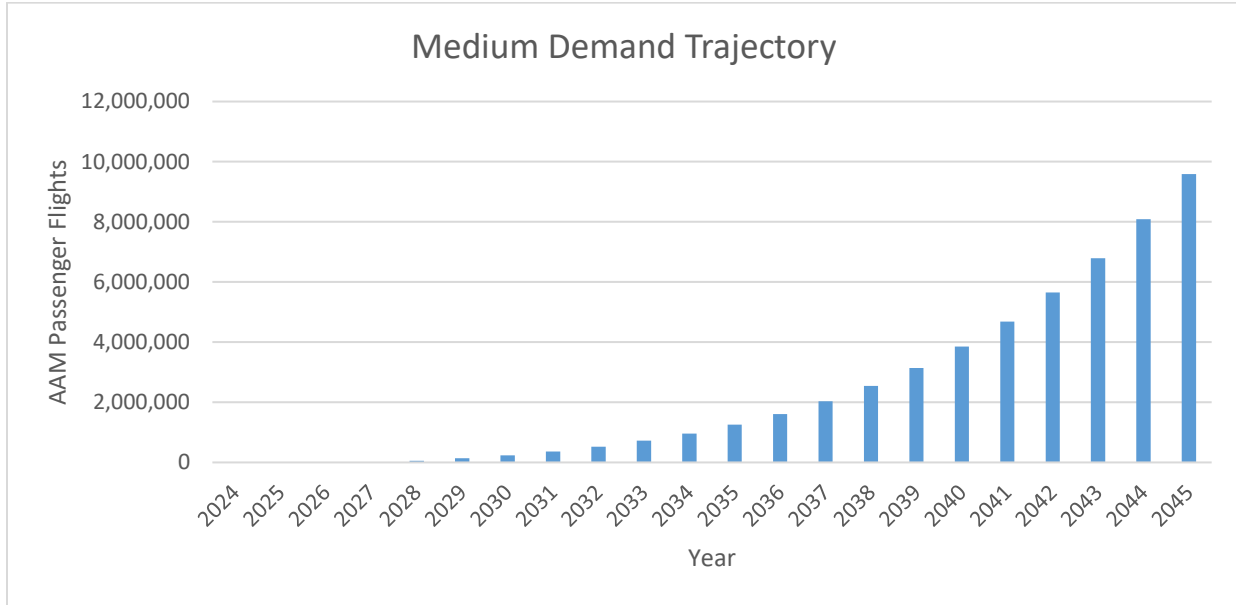


Figure B3. Projected AAM Passenger Demand within the Dallas-Fort Worth-Arlington, TX MSA.

Table B-11. Jobs Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Employment		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	75	385	1,185	2,950
	Indirect	--	85	440	1,345	3,355
	Induced	--	115	615	1,885	4,695
	Total	--	275	1,440	4,415	11,000
Fleet Capital Expenditures	Direct	--	5	20	45	100
	Indirect	--	15	50	120	250
	Induced	--	20	60	145	305
	Total	--	40	130	310	655
Fleet Operations & Maintenance	Direct	--	5	15	40	90
	Indirect	--	5	10	30	65
	Induced	--	5	15	40	90
	Total	--	15	40	110	245
Vertiport Capital Expenditures	Direct	--	10	30	70	145
	Indirect	--	5	15	40	85
	Induced	--	10	30	75	160
	Total	--	25	75	185	390
Vertiport Operations & Maintenance	Direct	--	10	30	80	165
	Indirect	--	5	20	45	100
	Induced	--	10	35	85	185
	Total	--	25	85	210	450
AAM Pax Mobility Econ Impact	Direct	--	105	480	1,420	3,450
	Indirect	--	115	535	1,580	3,855
	Induced	--	160	755	2,230	5,435
	Total	--	380	1,770	5,230	12,740

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures.

Table B-12. Employee Earnings Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Labor Income		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	\$8,700,000	\$46,300,000	\$142,000,000	\$353,400,000
	Indirect	--	\$6,000,000	\$31,700,000	\$97,400,000	\$242,500,000
	Induced	--	\$6,800,000	\$36,200,000	\$111,000,000	\$276,200,000
	Total	--	\$21,500,000	\$114,200,000	\$350,400,000	\$872,100,000
Fleet Capital Expenditures	Direct	--	\$1,000,000	\$2,900,000	\$6,900,000	\$14,600,000
	Indirect	--	\$1,600,000	\$4,700,000	\$11,300,000	\$23,800,000
	Induced	--	\$1,200,000	\$3,500,000	\$8,500,000	\$17,900,000
	Total	--	\$3,800,000	\$11,100,000	\$26,700,000	\$56,300,000
Fleet Operations & Maintenance	Direct	--	\$400,000	\$1,300,000	\$3,200,000	\$6,700,000
	Indirect	--	\$300,000	\$900,000	\$2,100,000	\$4,300,000
	Induced	--	\$300,000	\$1,000,000	\$2,500,000	\$5,200,000
	Total	--	\$1,000,000	\$3,200,000	\$7,800,000	\$16,200,000
Vertiport Capital Expenditures	Direct	--	\$900,000	\$2,800,000	\$6,700,000	\$14,100,000
	Indirect	--	\$400,000	\$1,200,000	\$2,800,000	\$6,000,000
	Induced	--	\$600,000	\$1,800,000	\$4,400,000	\$9,300,000
	Total	--	\$1,900,000	\$5,800,000	\$13,900,000	\$29,400,000
Vertiport Operations & Maintenance	Direct	--	\$1,100,000	\$3,200,000	\$7,700,000	\$16,200,000
	Indirect	--	\$500,000	\$1,300,000	\$3,300,000	\$6,900,000
	Induced	--	\$700,000	\$2,100,000	\$5,100,000	\$10,700,000
	Total	--	\$2,300,000	\$6,600,000	\$16,100,000	\$33,800,000
AAM Pax Mobility Econ Impact	Direct	--	\$12,100,000	\$56,500,000	\$166,500,000	\$405,000,000
	Indirect	--	\$8,800,000	\$39,800,000	\$116,900,000	\$283,500,000
	Induced	--	\$9,600,000	\$44,600,000	\$131,500,000	\$319,300,000
	Total	--	\$30,500,000	\$140,900,000	\$414,900,000	\$1,007,800,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Table B-13. Gross Regional Product Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Value Added		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	\$19,700,000	\$104,200,000	\$319,800,000	\$796,000,000
	Indirect	--	\$9,700,000	\$51,400,000	\$157,700,000	\$392,600,000
	Induced	--	\$12,100,000	\$64,200,000	\$196,900,000	\$490,200,000
	Total	--	\$41,500,000	\$219,800,000	\$674,400,000	\$1,678,800,000
Fleet Capital Expenditures	Direct	--	\$2,100,000	\$6,200,000	\$15,100,000	\$31,800,000
	Indirect	--	\$2,600,000	\$7,600,000	\$18,400,000	\$38,800,000
	Induced	--	\$2,100,000	\$6,200,000	\$15,100,000	\$31,800,000
	Total	--	\$6,800,000	\$20,000,000	\$48,600,000	\$102,400,000
Fleet Operations & Maintenance	Direct	--	\$500,000	\$1,400,000	\$3,500,000	\$7,300,000
	Indirect	--	\$1,000,000	\$2,800,000	\$6,800,000	\$14,300,000
	Induced	--	\$800,000	\$2,400,000	\$5,800,000	\$12,100,000
	Total	--	\$2,300,000	\$6,600,000	\$16,100,000	\$33,700,000
Vertiport Capital Expenditures	Direct	--	\$1,100,000	\$3,100,000	\$7,500,000	\$15,800,000
	Indirect	--	\$600,000	\$1,700,000	\$4,200,000	\$8,800,000
	Induced	--	\$1,100,000	\$3,200,000	\$7,800,000	\$16,500,000
	Total	--	\$2,800,000	\$8,000,000	\$19,500,000	\$41,100,000
Vertiport Operations & Maintenance	Direct	--	\$1,200,000	\$3,600,000	\$8,600,000	\$18,200,000
	Indirect	--	\$700,000	\$2,000,000	\$4,800,000	\$10,200,000
	Induced	--	\$1,300,000	\$3,700,000	\$9,000,000	\$19,000,000
	Total	--	\$3,200,000	\$9,300,000	\$22,400,000	\$47,400,000
AAM Pax Mobility Econ Impact	Direct	--	\$24,600,000	\$118,500,000	\$354,500,000	\$869,100,000
	Indirect	--	\$14,600,000	\$65,500,000	\$191,900,000	\$464,700,000
	Induced	--	\$17,400,000	\$79,700,000	\$234,600,000	\$569,600,000
	Total	--	\$56,600,000	\$263,700,000	\$781,000,000	\$1,903,400,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Table B-14. Economic Output Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Output (Business Sales)		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	\$33,200,000	\$175,670,000	\$538,970,000	\$1,341,620,000
	Indirect	--	\$19,285,000	\$102,041,000	\$313,071,000	\$779,306,000
	Induced	--	\$21,643,000	\$114,521,000	\$351,361,000	\$874,617,000
	Total	--	\$74,128,000	\$392,232,000	\$1,203,402,000	\$2,995,543,000
Fleet Capital Expenditures	Direct	--	\$6,670,000	\$19,430,000	\$47,070,000	\$99,090,000
	Indirect	--	\$5,974,000	\$17,401,000	\$42,155,000	\$88,743,000
	Induced	--	\$3,825,000	\$11,142,000	\$26,993,000	\$56,825,000
	Total	--	\$16,469,000	\$47,973,000	\$116,218,000	\$244,658,000
Fleet Operations & Maintenance	Direct	--	\$3,000	\$10,000	\$23,000	\$49,000
	Indirect	--	\$6,000	\$18,000	\$43,000	\$91,000
	Induced	--	\$10,000	\$30,000	\$73,000	\$153,000
	Total	--	\$19,000	\$58,000	\$139,000	\$293,000
Vertiport Capital Expenditures	Direct	--	\$1,750,000	\$5,110,000	\$12,380,000	\$26,060,000
	Indirect	--	\$1,087,000	\$3,174,000	\$7,689,000	\$16,186,000
	Induced	--	\$1,975,000	\$5,767,000	\$13,972,000	\$29,412,000
	Total	--	\$4,812,000	\$14,051,000	\$34,041,000	\$71,658,000
Vertiport Operations & Maintenance	Direct	--	\$2,020,000	\$5,880,000	\$14,250,000	\$30,010,000
	Indirect	--	\$1,255,000	\$3,652,000	\$8,851,000	\$18,640,000
	Induced	--	\$2,280,000	\$6,636,000	\$16,083,000	\$33,870,000
	Total	--	\$5,555,000	\$16,168,000	\$39,184,000	\$82,520,000
AAM Pax Mobility Econ Impact	Direct	--	\$43,643,000	\$206,100,000	\$612,693,000	\$1,496,829,000
	Indirect	--	\$27,607,000	\$126,286,000	\$371,809,000	\$902,966,000
	Induced	--	\$29,733,000	\$138,096,000	\$408,482,000	\$994,877,000
	Total	--	\$100,983,000	\$470,482,000	\$1,392,984,000	\$3,394,672,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Table B-15. Tax Revenue Generated by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Tax Revenue		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	\$5,908,000	\$31,262,000	\$95,913,000	\$238,752,000
	Indirect	--	\$2,336,000	\$12,361,000	\$37,928,000	\$94,411,000
	Induced	--	\$2,691,000	\$14,239,000	\$43,687,000	\$108,747,000
	Total	--	\$10,935,000	\$57,862,000	\$177,528,000	\$441,910,000
Fleet Capital Expenditures	Direct	--	\$303,000	\$882,000	\$2,138,000	\$4,500,000
	Indirect	--	\$500,000	\$1,457,000	\$3,528,000	\$7,429,000
	Induced	--	\$476,000	\$1,385,000	\$3,357,000	\$7,065,000
	Total	--	\$1,279,000	\$3,724,000	\$9,023,000	\$18,994,000
Fleet Operations & Maintenance	Direct	--	\$229,000	\$672,000	\$1,626,000	\$3,420,000
	Indirect	--	\$189,000	\$552,000	\$1,336,000	\$2,814,000
	Induced	--	\$264,000	\$772,000	\$1,867,000	\$3,928,000
	Total	--	\$682,000	\$1,996,000	\$4,829,000	\$10,162,000
Vertiport Capital Expenditures	Direct	--	\$227,000	\$664,000	\$1,607,000	\$3,382,000
	Indirect	--	\$123,000	\$360,000	\$873,000	\$1,835,000
	Induced	--	\$245,000	\$718,000	\$1,737,000	\$3,657,000
	Total	--	\$595,000	\$1,742,000	\$4,217,000	\$8,874,000
Vertiport Operations & Maintenance	Direct	--	\$263,000	\$764,000	\$1,850,000	\$3,895,000
	Indirect	--	\$143,000	\$414,000	\$1,004,000	\$2,113,000
	Induced	--	\$283,000	\$825,000	\$2,000,000	\$4,212,000
	Total	--	\$689,000	\$2,003,000	\$4,854,000	\$10,220,000
AAM Pax Mobility Econ Impact	Direct	--	\$6,930,000	\$34,244,000	\$103,134,000	\$253,949,000
	Indirect	--	\$3,291,000	\$15,144,000	\$44,669,000	\$108,602,000
	Induced	--	\$3,959,000	\$17,939,000	\$52,648,000	\$127,609,000
	Total	--	\$14,180,000	\$67,327,000	\$200,451,000	\$490,160,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Boston-Cambridge-Newton, MA-NH MSA

The Boston-Cambridge-Newton, MA-NH MSA was ranked as the fourth-most suitable location for AAM passenger mobility operations in the United States. With a medium demand trajectory, it is anticipated that approximately 2.7 million AAM passenger flight operations will occur in the year 2045. This level of activity could support approximately 3,595 jobs, \$285 million in employee earnings, \$959 million in economic output (\$538 million value added), and \$138 million in tax revenue.

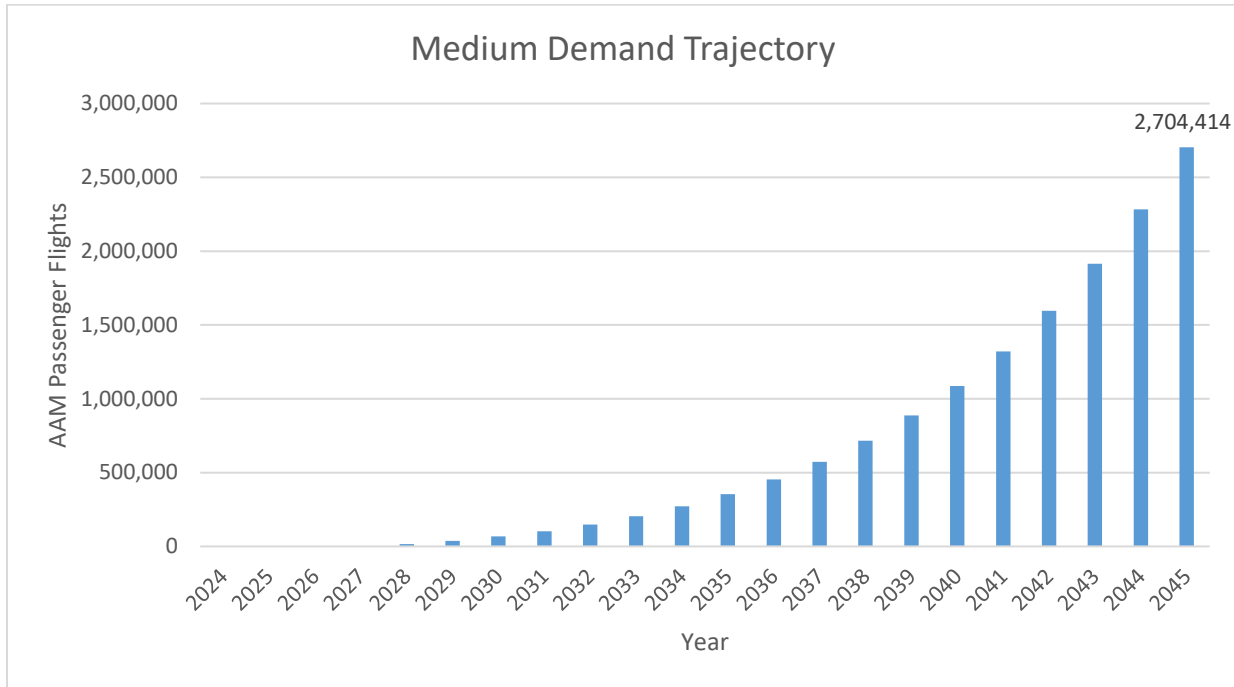


Figure B4. Projected AAM Passenger Demand within the Boston-Cambridge-Newton, MA-NH MSA.

Table B-16. Jobs Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Employment		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	20	110	335	835
	Indirect	--	25	125	380	945
	Induced	--	35	175	530	1,325
	Total	--	80	410	1,245	3,105
Fleet Capital Expenditures	Direct	--	0	5	15	30
	Indirect	--	5	15	35	70
	Induced	--	5	15	40	85
	Total	--	10	35	90	185
Fleet Operations & Maintenance	Direct	--	0	5	10	25
	Indirect	--	0	5	10	20
	Induced	--	0	5	10	25
	Total	--	0	15	30	70
Vertiport Capital Expenditures	Direct	--	5	10	20	40
	Indirect	--	0	5	10	25
	Induced	--	5	10	20	45
	Total	--	10	25	50	110
Vertiport Operations & Maintenance	Direct	--	5	10	20	45
	Indirect	--	0	5	15	30
	Induced	--	5	10	25	50
	Total	--	10	25	60	125
AAM Pax Mobility Econ Impact	Direct	--	30	140	400	975
	Indirect	--	30	155	450	1,090
	Induced	--	50	215	625	1,530
	Total	--	110	510	1,475	3,595

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures.

Table B-17. Employee Earnings Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Labor Income		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	\$2,500,000	\$13,100,000	\$40,100,000	\$99,700,000
	Indirect	--	\$1,700,000	\$9,000,000	\$27,500,000	\$68,400,000
	Induced	--	\$1,900,000	\$10,200,000	\$31,300,000	\$77,900,000
	Total	--	\$6,100,000	\$32,300,000	\$98,900,000	\$246,000,000
Fleet Capital Expenditures	Direct	--	\$300,000	\$800,000	\$2,000,000	\$4,100,000
	Indirect	--	\$500,000	\$1,300,000	\$3,200,000	\$6,700,000
	Induced	--	\$300,000	\$1,000,000	\$2,400,000	\$5,100,000
	Total	--	\$1,100,000	\$3,100,000	\$7,600,000	\$15,900,000
Fleet Operations & Maintenance	Direct	--	\$100,000	\$400,000	\$900,000	\$1,900,000
	Indirect	--	\$100,000	\$200,000	\$600,000	\$1,200,000
	Induced	--	\$100,000	\$300,000	\$700,000	\$1,500,000
	Total	--	\$300,000	\$900,000	\$2,200,000	\$4,600,000
Vertiport Capital Expenditures	Direct	--	\$300,000	\$800,000	\$1,900,000	\$4,100,000
	Indirect	--	\$100,000	\$300,000	\$800,000	\$1,700,000
	Induced	--	\$200,000	\$500,000	\$1,300,000	\$2,700,000
	Total	--	\$600,000	\$1,600,000	\$4,000,000	\$8,500,000
Vertiport Operations & Maintenance	Direct	--	\$300,000	\$900,000	\$2,200,000	\$4,600,000
	Indirect	--	\$100,000	\$400,000	\$900,000	\$2,000,000
	Induced	--	\$200,000	\$600,000	\$1,500,000	\$3,100,000
	Total	--	\$600,000	\$1,900,000	\$4,600,000	\$9,700,000
AAM Pax Mobility Econ Impact	Direct	--	\$3,500,000	\$16,000,000	\$47,100,000	\$114,400,000
	Indirect	--	\$2,500,000	\$11,200,000	\$33,000,000	\$80,000,000
	Induced	--	\$2,700,000	\$12,600,000	\$37,200,000	\$90,300,000
	Total	--	\$8,700,000	\$39,800,000	\$117,300,000	\$284,700,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Table B-18. Gross Regional Product Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Value Added		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	\$5,600,000	\$29,400,000	\$90,200,000	\$224,600,000
	Indirect	--	\$2,700,000	\$14,500,000	\$44,500,000	\$110,800,000
	Induced	--	\$3,400,000	\$18,100,000	\$55,600,000	\$138,300,000
	Total	--	\$11,700,000	\$62,000,000	\$190,300,000	\$473,700,000
Fleet Capital Expenditures	Direct	--	\$600,000	\$1,800,000	\$4,300,000	\$9,000,000
	Indirect	--	\$700,000	\$2,100,000	\$5,200,000	\$10,900,000
	Induced	--	\$600,000	\$1,800,000	\$4,300,000	\$9,000,000
	Total	--	\$1,900,000	\$5,700,000	\$13,800,000	\$28,900,000
Fleet Operations & Maintenance	Direct	--	\$100,000	\$400,000	\$1,000,000	\$2,100,000
	Indirect	--	\$300,000	\$800,000	\$1,900,000	\$4,000,000
	Induced	--	\$200,000	\$700,000	\$1,600,000	\$3,400,000
	Total	--	\$600,000	\$1,900,000	\$4,500,000	\$9,500,000
Vertiport Capital Expenditures	Direct	--	\$300,000	\$900,000	\$2,200,000	\$4,600,000
	Indirect	--	\$200,000	\$500,000	\$1,200,000	\$2,600,000
	Induced	--	\$300,000	\$900,000	\$2,300,000	\$4,800,000
	Total	--	\$800,000	\$2,300,000	\$5,700,000	\$12,000,000
Vertiport Operations & Maintenance	Direct	--	\$400,000	\$1,000,000	\$2,500,000	\$5,200,000
	Indirect	--	\$200,000	\$600,000	\$1,400,000	\$2,900,000
	Induced	--	\$400,000	\$1,100,000	\$2,600,000	\$5,400,000
	Total	--	\$1,000,000	\$2,700,000	\$6,500,000	\$13,500,000
AAM Pax Mobility Econ Impact	Direct	--	\$7,000,000	\$33,500,000	\$100,200,000	\$245,500,000
	Indirect	--	\$4,100,000	\$18,500,000	\$54,200,000	\$131,200,000
	Induced	--	\$4,900,000	\$22,600,000	\$66,400,000	\$160,900,000
	Total	--	\$16,000,000	\$74,600,000	\$220,800,000	\$537,600,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Table B-19. Economic Output Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Output (Business Sales)		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	\$9,370,000	\$49,580,000	\$152,100,000	\$378,620,000
	Indirect	--	\$5,443,000	\$28,799,000	\$88,350,000	\$219,929,000
	Induced	--	\$6,108,000	\$32,322,000	\$99,156,000	\$246,827,000
	Total	--	\$20,921,000	\$110,701,000	\$339,606,000	\$845,376,000
Fleet Capital Expenditures	Direct	--	\$1,880,000	\$5,480,000	\$13,280,000	\$27,960,000
	Indirect	--	\$1,684,000	\$4,908,000	\$11,893,000	\$25,040,000
	Induced	--	\$1,078,000	\$3,143,000	\$7,616,000	\$16,034,000
	Total	--	\$4,642,000	\$13,531,000	\$32,789,000	\$69,034,000
Fleet Operations & Maintenance	Direct	--	\$1,000	\$3,000	\$7,000	\$14,000
	Indirect	--	\$2,000	\$5,000	\$12,000	\$26,000
	Induced	--	\$3,000	\$8,000	\$21,000	\$43,000
	Total	--	\$6,000	\$16,000	\$40,000	\$83,000
Vertiport Capital Expenditures	Direct	--	\$510,000	\$1,480,000	\$3,580,000	\$7,540,000
	Indirect	--	\$317,000	\$919,000	\$2,224,000	\$4,683,000
	Induced	--	\$576,000	\$1,670,000	\$4,040,000	\$8,510,000
	Total	--	\$1,403,000	\$4,069,000	\$9,844,000	\$20,733,000
Vertiport Operations & Maintenance	Direct	--	\$580,000	\$1,680,000	\$4,070,000	\$8,570,000
	Indirect	--	\$360,000	\$1,043,000	\$2,528,000	\$5,323,000
	Induced	--	\$655,000	\$1,896,000	\$4,593,000	\$9,672,000
	Total	--	\$1,595,000	\$4,619,000	\$11,191,000	\$23,565,000
AAM Pax Mobility Econ Impact	Direct	--	\$12,341,000	\$58,223,000	\$173,037,000	\$422,704,000
	Indirect	--	\$7,806,000	\$35,674,000	\$105,007,000	\$255,001,000
	Induced	--	\$8,420,000	\$39,039,000	\$115,426,000	\$281,086,000
	Total	--	\$28,567,000	\$132,936,000	\$393,470,000	\$958,791,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Table B-20. Tax Revenue Generated by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Tax Revenue		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	\$1,668,000	\$8,823,000	\$27,069,000	\$67,378,000
	Indirect	--	\$659,000	\$3,488,000	\$10,704,000	\$26,644,000
	Induced	--	\$760,000	\$4,019,000	\$12,328,000	\$30,690,000
	Total	--	\$3,087,000	\$16,330,000	\$50,101,000	\$124,712,000
Fleet Capital Expenditures	Direct	--	\$86,000	\$249,000	\$602,000	\$1,270,000
	Indirect	--	\$142,000	\$412,000	\$995,000	\$2,095,000
	Induced	--	\$134,000	\$390,000	\$947,000	\$1,994,000
	Total	--	\$362,000	\$1,051,000	\$2,544,000	\$5,359,000
Fleet Operations & Maintenance	Direct	--	\$66,000	\$189,000	\$459,000	\$966,000
	Indirect	--	\$53,000	\$155,000	\$378,000	\$794,000
	Induced	--	\$74,000	\$217,000	\$528,000	\$1,109,000
	Total	--	\$193,000	\$561,000	\$1,365,000	\$2,869,000
Vertiport Capital Expenditures	Direct	--	\$66,000	\$192,000	\$465,000	\$979,000
	Indirect	--	\$37,000	\$104,000	\$253,000	\$531,000
	Induced	--	\$72,000	\$207,000	\$503,000	\$1,058,000
	Total	--	\$175,000	\$503,000	\$1,221,000	\$2,568,000
Vertiport Operations & Maintenance	Direct	--	\$75,000	\$218,000	\$529,000	\$1,112,000
	Indirect	--	\$41,000	\$119,000	\$286,000	\$603,000
	Induced	--	\$81,000	\$236,000	\$571,000	\$1,203,000
	Total	--	\$197,000	\$573,000	\$1,386,000	\$2,918,000
AAM Pax Mobility Econ Impact	Direct	--	\$1,961,000	\$9,671,000	\$29,124,000	\$71,705,000
	Indirect	--	\$932,000	\$4,278,000	\$12,616,000	\$30,667,000
	Induced	--	\$1,121,000	\$5,069,000	\$14,877,000	\$36,054,000
	Total	--	\$4,014,000	\$19,018,000	\$56,617,000	\$138,426,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

San Jose-Sunnyvale-Santa Clara, CA MSA

The San Jose-Sunnyvale-Santa Clara, CA MSA was ranked as the fifth-most suitable location for AAM passenger mobility operations in the United States. With a medium demand trajectory, it is anticipated that approximately 1.2 million AAM passenger flight operations will occur in the year 2045. This level of activity could support approximately 1,645 jobs, \$130 million in employee earnings, \$439 million in economic output (\$246 million value added), and \$63 million in tax revenue.

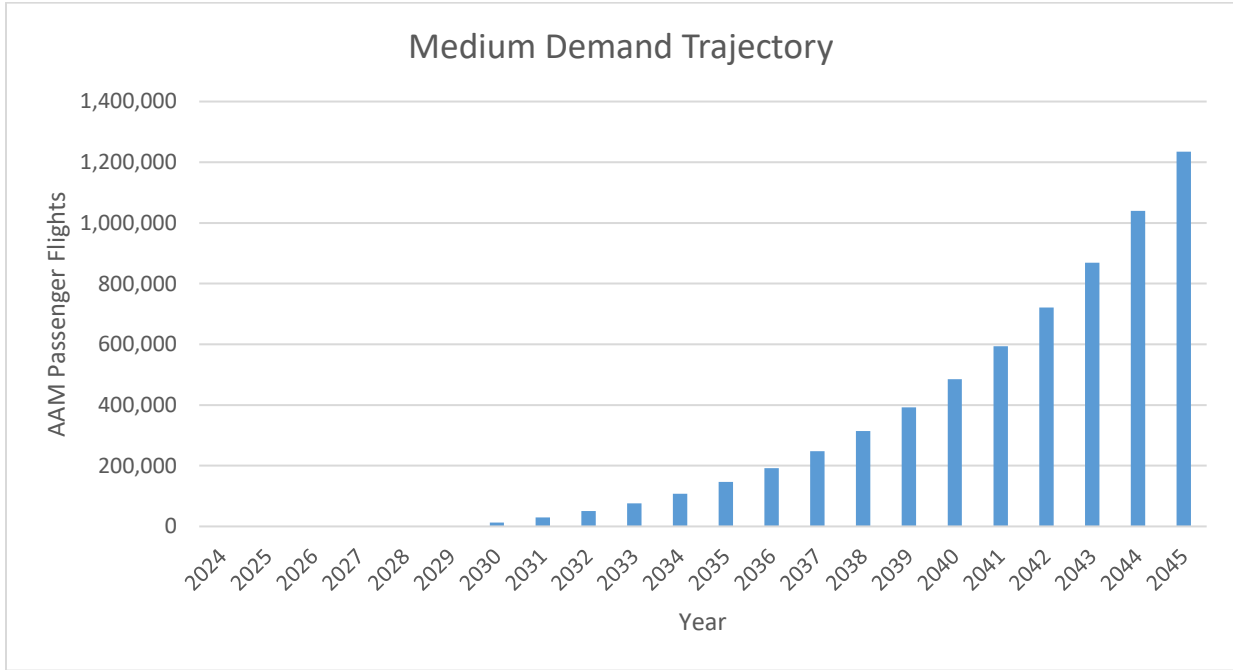


Figure B5. Projected AAM Passenger Demand within the San Jose-Sunnyvale-Santa Clara, CA MSA.

Table B-21. Jobs Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Employment		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	5	45	150	380
	Indirect	--	5	50	170	430
	Induced	--	5	70	240	605
	Total	--	15	165	560	1,415
Fleet Capital Expenditures	Direct	--	0	5	5	15
	Indirect	--	0	5	15	30
	Induced	--	5	10	20	40
	Total	--	5	20	40	85
Fleet Operations & Maintenance	Direct	--	0	0	5	10
	Indirect	--	0	0	5	10
	Induced	--	0	0	5	10
	Total	--	0	0	15	30
Vertiport Capital Expenditures	Direct	--	0	5	10	20
	Indirect	--	0	0	5	10
	Induced	--	0	5	10	20
	Total	--	0	10	25	50
Vertiport Operations & Maintenance	Direct	--	0	5	10	25
	Indirect	--	0	5	5	15
	Induced	--	0	5	10	25
	Total	--	0	15	25	65
AAM Pax Mobility Econ Impact	Direct	--	5	60	180	450
	Indirect	--	5	60	200	495
	Induced	--	10	90	285	700
	Total	--	20	210	665	1,645

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures.

Table B-22. Employee Earnings Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Labor Income		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	\$500,000	\$5,400,000	\$17,900,000	\$45,500,000
	Indirect	--	\$300,000	\$3,700,000	\$12,300,000	\$31,200,000
	Induced	--	\$400,000	\$4,200,000	\$14,000,000	\$35,600,000
	Total	--	\$1,200,000	\$13,300,000	\$44,200,000	\$112,300,000
Fleet Capital Expenditures	Direct	--	\$100,000	\$400,000	\$900,000	\$1,900,000
	Indirect	--	\$200,000	\$600,000	\$1,500,000	\$3,100,000
	Induced	--	\$200,000	\$500,000	\$1,100,000	\$2,300,000
	Total	--	\$500,000	\$1,500,000	\$3,500,000	\$7,300,000
Fleet Operations & Maintenance	Direct	--	\$100,000	\$200,000	\$400,000	\$900,000
	Indirect	--	\$0	\$100,000	\$300,000	\$600,000
	Induced	--	\$0	\$100,000	\$300,000	\$700,000
	Total	--	\$100,000	\$400,000	\$1,000,000	\$2,200,000
Vertiport Capital Expenditures	Direct	--	\$100,000	\$400,000	\$900,000	\$1,900,000
	Indirect	--	\$100,000	\$200,000	\$400,000	\$800,000
	Induced	--	\$100,000	\$200,000	\$600,000	\$1,300,000
	Total	--	\$300,000	\$800,000	\$1,900,000	\$4,000,000
Vertiport Operations & Maintenance	Direct	--	\$200,000	\$400,000	\$1,100,000	\$2,200,000
	Indirect	--	\$100,000	\$200,000	\$400,000	\$900,000
	Induced	--	\$100,000	\$300,000	\$700,000	\$1,500,000
	Total	--	\$400,000	\$900,000	\$2,200,000	\$4,600,000
AAM Pax Mobility Econ Impact	Direct	--	\$1,000,000	\$6,800,000	\$21,200,000	\$52,400,000
	Indirect	--	\$700,000	\$4,800,000	\$14,900,000	\$36,600,000
	Induced	--	\$800,000	\$5,300,000	\$16,700,000	\$41,400,000
	Total	--	\$2,500,000	\$16,900,000	\$52,800,000	\$130,400,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Table B-23. Gross Regional Product Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Value Added		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	\$1,100,000	\$12,100,000	\$40,300,000	\$102,600,000
	Indirect	--	\$500,000	\$6,000,000	\$19,900,000	\$50,600,000
	Induced	--	\$700,000	\$7,500,000	\$24,800,000	\$63,200,000
	Total	--	\$2,300,000	\$25,600,000	\$85,000,000	\$216,400,000
Fleet Capital Expenditures	Direct	--	\$300,000	\$800,000	\$2,000,000	\$4,200,000
	Indirect	--	\$300,000	\$1,000,000	\$2,400,000	\$5,100,000
	Induced	--	\$300,000	\$800,000	\$2,000,000	\$4,200,000
	Total	--	\$900,000	\$2,600,000	\$6,400,000	\$13,500,000
Fleet Operations & Maintenance	Direct	--	\$100,000	\$200,000	\$500,000	\$900,000
	Indirect	--	\$100,000	\$400,000	\$900,000	\$1,900,000
	Induced	--	\$100,000	\$300,000	\$800,000	\$1,600,000
	Total	--	\$300,000	\$900,000	\$2,200,000	\$4,400,000
Vertiport Capital Expenditures	Direct	--	\$100,000	\$400,000	\$1,000,000	\$2,100,000
	Indirect	--	\$100,000	\$200,000	\$600,000	\$1,200,000
	Induced	--	\$200,000	\$400,000	\$1,100,000	\$2,200,000
	Total	--	\$400,000	\$1,000,000	\$2,700,000	\$5,500,000
Vertiport Operations & Maintenance	Direct	--	\$200,000	\$500,000	\$1,200,000	\$2,500,000
	Indirect	--	\$100,000	\$300,000	\$700,000	\$1,400,000
	Induced	--	\$200,000	\$500,000	\$1,200,000	\$2,600,000
	Total	--	\$500,000	\$1,300,000	\$3,100,000	\$6,500,000
AAM Pax Mobility Econ Impact	Direct	--	\$1,800,000	\$14,000,000	\$45,000,000	\$112,300,000
	Indirect	--	\$1,100,000	\$7,900,000	\$24,500,000	\$60,200,000
	Induced	--	\$1,500,000	\$9,500,000	\$29,900,000	\$73,800,000
	Total	--	\$4,400,000	\$31,400,000	\$99,400,000	\$246,300,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Table B-24. Economic Output Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Output (Business Sales)		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	\$1,840,000	\$20,460,000	\$67,940,000	\$172,850,000
	Indirect	--	\$1,069,000	\$11,885,000	\$39,464,000	\$100,403,000
	Induced	--	\$1,200,000	\$13,338,000	\$44,291,000	\$112,683,000
	Total	--	\$4,109,000	\$45,683,000	\$151,695,000	\$385,936,000
Fleet Capital Expenditures	Direct	--	\$870,000	\$2,540,000	\$6,150,000	\$12,950,000
	Indirect	--	\$779,000	\$2,275,000	\$5,508,000	\$11,598,000
	Induced	--	\$499,000	\$1,457,000	\$3,527,000	\$7,426,000
	Total	--	\$2,148,000	\$6,272,000	\$15,185,000	\$31,974,000
Fleet Operations & Maintenance	Direct	--	\$0	\$1,000	\$3,000	\$6,000
	Indirect	--	\$1,000	\$2,000	\$6,000	\$12,000
	Induced	--	\$1,000	\$4,000	\$10,000	\$20,000
	Total	--	\$2,000	\$7,000	\$19,000	\$38,000
Vertiport Capital Expenditures	Direct	--	\$240,000	\$690,000	\$1,670,000	\$3,510,000
	Indirect	--	\$149,000	\$429,000	\$1,037,000	\$2,180,000
	Induced	--	\$271,000	\$779,000	\$1,885,000	\$3,961,000
	Total	--	\$660,000	\$1,898,000	\$4,592,000	\$9,651,000
Vertiport Operations & Maintenance	Direct	--	\$280,000	\$810,000	\$1,950,000	\$4,110,000
	Indirect	--	\$174,000	\$503,000	\$1,211,000	\$2,553,000
	Induced	--	\$316,000	\$914,000	\$2,201,000	\$4,639,000
	Total	--	\$770,000	\$2,227,000	\$5,362,000	\$11,302,000
AAM Pax Mobility Econ Impact	Direct	--	\$3,230,000	\$24,501,000	\$77,713,000	\$193,426,000
	Indirect	--	\$2,172,000	\$15,094,000	\$47,226,000	\$116,746,000
	Induced	--	\$2,287,000	\$16,492,000	\$51,914,000	\$128,729,000
	Total	--	\$7,689,000	\$56,087,000	\$176,853,000	\$438,901,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Table B-25. Tax Revenue Generated by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Tax Revenue		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	\$329,000	\$3,641,000	\$12,090,000	\$30,760,000
	Indirect	--	\$129,000	\$1,440,000	\$4,780,000	\$12,164,000
	Induced	--	\$149,000	\$1,658,000	\$5,508,000	\$14,011,000
	Total	--	\$607,000	\$6,739,000	\$22,378,000	\$56,935,000
Fleet Capital Expenditures	Direct	--	\$39,000	\$115,000	\$279,000	\$589,000
	Indirect	--	\$66,000	\$191,000	\$461,000	\$970,000
	Induced	--	\$62,000	\$181,000	\$438,000	\$923,000
	Total	--	\$167,000	\$487,000	\$1,178,000	\$2,482,000
Fleet Operations & Maintenance	Direct	--	\$30,000	\$88,000	\$214,000	\$448,000
	Indirect	--	\$26,000	\$73,000	\$175,000	\$368,000
	Induced	--	\$36,000	\$102,000	\$244,000	\$514,000
	Total	--	\$92,000	\$263,000	\$633,000	\$1,330,000
Vertiport Capital Expenditures	Direct	--	\$31,000	\$90,000	\$217,000	\$454,000
	Indirect	--	\$18,000	\$48,000	\$117,000	\$246,000
	Induced	--	\$34,000	\$97,000	\$235,000	\$492,000
	Total	--	\$83,000	\$235,000	\$569,000	\$1,192,000
Vertiport Operations & Maintenance	Direct	--	\$36,000	\$105,000	\$253,000	\$533,000
	Indirect	--	\$20,000	\$58,000	\$137,000	\$288,000
	Induced	--	\$39,000	\$114,000	\$275,000	\$577,000
	Total	--	\$95,000	\$277,000	\$665,000	\$1,398,000
AAM Pax Mobility Econ Impact	Direct	--	\$465,000	\$4,039,000	\$13,053,000	\$32,784,000
	Indirect	--	\$259,000	\$1,810,000	\$5,670,000	\$14,036,000
	Induced	--	\$320,000	\$2,152,000	\$6,700,000	\$16,517,000
	Total	--	\$1,044,000	\$8,001,000	\$25,423,000	\$63,337,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Orlando-Kissimmee-Sanford, FL MSA

The Orlando-Kissimmee-Sanford, FL MSA was ranked as the sixth-most suitable location for AAM passenger mobility operations in the United States. With a medium demand trajectory, it is anticipated that approximately 1.9 million AAM passenger flight operations will occur in the year 2045. This level of activity could support approximately 2,575 jobs, \$203 million in employee earnings, \$685 million in economic output (\$385 million value added), and \$99 million in tax revenue.

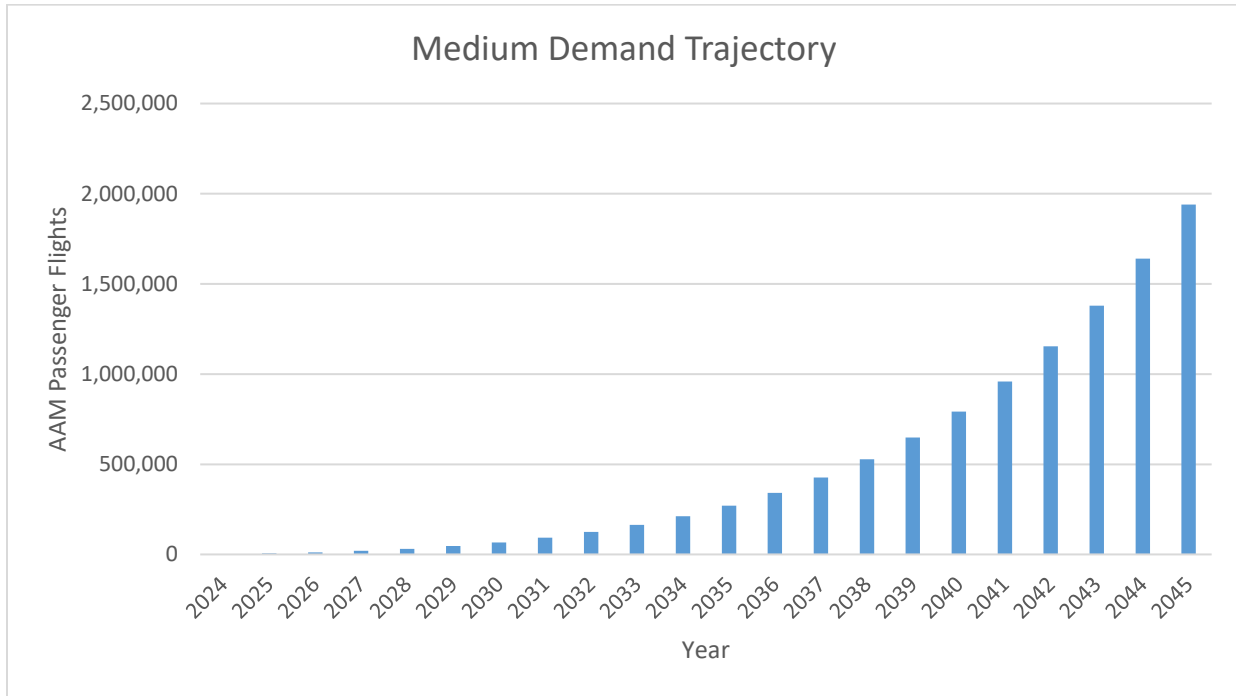


Figure B6. Projected AAM Passenger Demand within the Orlando-Kissimmee-Sanford, FL MSA.

Table B-26. Jobs Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Employment		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	0	20	85	245	600
	Indirect	0	25	95	275	680
	Induced	5	35	135	390	950
	Total	5	80	315	910	2,230
Fleet Capital Expenditures	Direct	0	0	5	10	20
	Indirect	0	5	10	25	50
	Induced	0	5	10	30	60
	Total	0	10	25	65	130
Fleet Operations & Maintenance	Direct	0	0	5	10	20
	Indirect	0	0	0	5	15
	Induced	0	0	5	10	20
	Total	0	0	10	25	55
Vertiport Capital Expenditures	Direct	0	0	5	15	30
	Indirect	0	0	5	10	15
	Induced	0	0	5	15	30
	Total	0	0	15	40	75
Vertiport Operations & Maintenance	Direct	0	0	5	15	30
	Indirect	0	0	5	10	20
	Induced	0	0	5	15	35
	Total	0	0	15	40	85
AAM Pax Mobility Econ Impact	Direct	0	20	105	295	700
	Indirect	0	30	115	325	780
	Induced	5	40	160	460	1,095
	Total	5	90	380	1,080	2,575

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures.

Table B-27. Employee Earnings Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Labor Income		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	\$200,000	\$2,500,000	\$10,000,000	\$29,200,000	\$71,500,000
	Indirect	\$100,000	\$1,700,000	\$6,900,000	\$20,000,000	\$49,100,000
	Induced	\$100,000	\$1,900,000	\$7,800,000	\$22,800,000	\$55,900,000
	Total	\$400,000	\$6,100,000	\$24,700,000	\$72,000,000	\$176,500,000
Fleet Capital Expenditures	Direct	\$0	\$200,000	\$600,000	\$1,400,000	\$2,900,000
	Indirect	\$100,000	\$300,000	\$900,000	\$2,300,000	\$4,800,000
	Induced	\$0	\$200,000	\$700,000	\$1,700,000	\$3,600,000
	Total	\$100,000	\$700,000	\$2,200,000	\$5,400,000	\$11,300,000
Fleet Operations & Maintenance	Direct	\$0	\$100,000	\$300,000	\$600,000	\$1,300,000
	Indirect	\$0	\$100,000	\$200,000	\$400,000	\$900,000
	Induced	\$0	\$100,000	\$200,000	\$500,000	\$1,000,000
	Total	\$0	\$300,000	\$700,000	\$1,500,000	\$3,200,000
Vertiport Capital Expenditures	Direct	\$0	\$200,000	\$600,000	\$1,300,000	\$2,800,000
	Indirect	\$0	\$100,000	\$200,000	\$600,000	\$1,200,000
	Induced	\$0	\$100,000	\$400,000	\$900,000	\$1,800,000
	Total	\$0	\$400,000	\$1,200,000	\$2,800,000	\$5,800,000
Vertiport Operations & Maintenance	Direct	\$0	\$200,000	\$600,000	\$1,500,000	\$3,100,000
	Indirect	\$0	\$100,000	\$300,000	\$600,000	\$1,300,000
	Induced	\$0	\$100,000	\$400,000	\$1,000,000	\$2,000,000
	Total	\$0	\$400,000	\$1,300,000	\$3,100,000	\$6,400,000
AAM Pax Mobility Econ Impact	Direct	\$200,000	\$3,200,000	\$12,100,000	\$34,000,000	\$81,600,000
	Indirect	\$200,000	\$2,300,000	\$8,500,000	\$23,900,000	\$57,300,000
	Induced	\$100,000	\$2,400,000	\$9,500,000	\$26,900,000	\$64,300,000
	Total	\$500,000	\$7,900,000	\$30,100,000	\$84,800,000	\$203,200,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Table B-28. Gross Regional Product Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Value Added		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	\$400,000	\$5,600,000	\$22,500,000	\$65,700,000	\$161,200,000
	Indirect	\$200,000	\$2,700,000	\$11,100,000	\$32,400,000	\$79,500,000
	Induced	\$300,000	\$3,400,000	\$13,900,000	\$40,500,000	\$99,300,000
	Total	\$900,000	\$11,700,000	\$47,500,000	\$138,600,000	\$340,000,000
Fleet Capital Expenditures	Direct	\$100,000	\$400,000	\$1,200,000	\$3,000,000	\$6,400,000
	Indirect	\$100,000	\$500,000	\$1,500,000	\$3,700,000	\$7,800,000
	Induced	\$100,000	\$400,000	\$1,300,000	\$3,000,000	\$6,400,000
	Total	\$300,000	\$1,300,000	\$4,000,000	\$9,700,000	\$20,600,000
Fleet Operations & Maintenance	Direct	\$0	\$100,000	\$300,000	\$700,000	\$1,500,000
	Indirect	\$0	\$200,000	\$600,000	\$1,400,000	\$2,900,000
	Induced	\$0	\$200,000	\$500,000	\$1,200,000	\$2,400,000
	Total	\$0	\$500,000	\$1,400,000	\$3,300,000	\$6,800,000
Vertiport Capital Expenditures	Direct	\$0	\$200,000	\$600,000	\$1,500,000	\$3,100,000
	Indirect	\$0	\$100,000	\$300,000	\$800,000	\$1,800,000
	Induced	\$0	\$200,000	\$600,000	\$1,600,000	\$3,300,000
	Total	\$0	\$500,000	\$1,500,000	\$3,900,000	\$8,200,000
Vertiport Operations & Maintenance	Direct	\$0	\$200,000	\$700,000	\$1,600,000	\$3,400,000
	Indirect	\$0	\$100,000	\$400,000	\$900,000	\$1,900,000
	Induced	\$0	\$200,000	\$700,000	\$1,700,000	\$3,600,000
	Total	\$0	\$500,000	\$1,800,000	\$4,200,000	\$8,900,000
AAM Pax Mobility Econ Impact	Direct	\$500,000	\$6,500,000	\$25,300,000	\$72,500,000	\$175,600,000
	Indirect	\$300,000	\$3,600,000	\$13,900,000	\$39,200,000	\$93,900,000
	Induced	\$400,000	\$4,400,000	\$17,000,000	\$48,000,000	\$115,000,000
	Total	\$1,200,000	\$14,500,000	\$56,200,000	\$159,700,000	\$384,500,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Table B-29. Economic Output Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Output (Business Sales)		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	\$720,000	\$9,380,000	\$37,940,000	\$110,750,000	\$271,620,000
	Indirect	\$418,000	\$5,449,000	\$22,038,000	\$64,331,000	\$157,776,000
	Induced	\$469,000	\$6,115,000	\$24,734,000	\$72,199,000	\$177,072,000
	Total	\$1,607,000	\$20,944,000	\$84,712,000	\$247,280,000	\$606,468,000
Fleet Capital Expenditures	Direct	\$230,000	\$1,340,000	\$3,890,000	\$9,430,000	\$19,860,000
	Indirect	\$206,000	\$1,200,000	\$3,484,000	\$8,445,000	\$17,786,000
	Induced	\$132,000	\$768,000	\$2,231,000	\$5,408,000	\$11,389,000
	Total	\$568,000	\$3,308,000	\$9,605,000	\$23,283,000	\$49,035,000
Fleet Operations & Maintenance	Direct	\$0	\$1,000	\$2,000	\$5,000	\$10,000
	Indirect	\$0	\$1,000	\$4,000	\$9,000	\$18,000
	Induced	\$0	\$2,000	\$6,000	\$15,000	\$31,000
	Total	\$0	\$4,000	\$12,000	\$29,000	\$59,000
Vertiport Capital Expenditures	Direct	\$60,000	\$350,000	\$1,020,000	\$2,460,000	\$5,180,000
	Indirect	\$37,000	\$217,000	\$634,000	\$1,528,000	\$3,217,000
	Induced	\$68,000	\$395,000	\$1,151,000	\$2,776,000	\$5,846,000
	Total	\$165,000	\$962,000	\$2,805,000	\$6,764,000	\$14,243,000
Vertiport Operations & Maintenance	Direct	\$70,000	\$380,000	\$1,110,000	\$2,690,000	\$5,670,000
	Indirect	\$43,000	\$236,000	\$689,000	\$1,671,000	\$3,522,000
	Induced	\$79,000	\$429,000	\$1,253,000	\$3,036,000	\$6,399,000
	Total	\$192,000	\$1,045,000	\$3,052,000	\$7,397,000	\$15,591,000
AAM Pax Mobility Econ Impact	Direct	\$1,080,000	\$11,451,000	\$43,962,000	\$125,335,000	\$302,340,000
	Indirect	\$704,000	\$7,103,000	\$26,849,000	\$75,984,000	\$182,319,000
	Induced	\$748,000	\$7,709,000	\$29,375,000	\$83,434,000	\$200,737,000
	Total	\$2,532,000	\$26,263,000	\$100,186,000	\$284,753,000	\$685,396,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Table B-30. Tax Revenue Generated by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Tax Revenue		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	\$128,000	\$1,669,000	\$6,751,000	\$19,709,000	\$48,337,000
	Indirect	\$51,000	\$659,000	\$2,670,000	\$7,794,000	\$19,115,000
	Induced	\$58,000	\$760,000	\$3,076,000	\$8,978,000	\$22,016,000
	Total	\$237,000	\$3,088,000	\$12,497,000	\$36,481,000	\$89,468,000
Fleet Capital Expenditures	Direct	\$10,000	\$61,000	\$177,000	\$429,000	\$902,000
	Indirect	\$18,000	\$100,000	\$291,000	\$707,000	\$1,488,000
	Induced	\$16,000	\$95,000	\$279,000	\$672,000	\$1,415,000
	Total	\$44,000	\$256,000	\$747,000	\$1,808,000	\$3,805,000
Fleet Operations & Maintenance	Direct	\$8,000	\$45,000	\$134,000	\$326,000	\$686,000
	Indirect	\$6,000	\$37,000	\$109,000	\$267,000	\$564,000
	Induced	\$7,000	\$51,000	\$154,000	\$373,000	\$787,000
	Total	\$21,000	\$133,000	\$397,000	\$966,000	\$2,037,000
Vertiport Capital Expenditures	Direct	\$7,000	\$46,000	\$132,000	\$319,000	\$673,000
	Indirect	\$4,000	\$25,000	\$71,000	\$174,000	\$365,000
	Induced	\$9,000	\$49,000	\$143,000	\$345,000	\$726,000
	Total	\$20,000	\$120,000	\$346,000	\$838,000	\$1,764,000
Vertiport Operations & Maintenance	Direct	\$9,000	\$49,000	\$144,000	\$349,000	\$736,000
	Indirect	\$4,000	\$26,000	\$78,000	\$190,000	\$400,000
	Induced	\$10,000	\$53,000	\$157,000	\$378,000	\$796,000
	Total	\$23,000	\$128,000	\$379,000	\$917,000	\$1,932,000
AAM Pax Mobility Econ Impact	Direct	\$162,000	\$1,870,000	\$7,338,000	\$21,132,000	\$51,334,000
	Indirect	\$83,000	\$847,000	\$3,219,000	\$9,132,000	\$21,932,000
	Induced	\$100,000	\$1,008,000	\$3,809,000	\$10,746,000	\$25,740,000
	Total	\$345,000	\$3,725,000	\$14,366,000	\$41,010,000	\$99,006,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Detroit-Warren-Dearborn, MI MSA

The Detroit-Warren-Dearborn, MI MSA was ranked as the seventh-most suitable location for AAM passenger mobility operations in the United States. With a medium demand trajectory, it is anticipated that approximately 1.8 AAM passenger flight operations will occur in the year 2045. This level of activity could support approximately 4,600 jobs, \$367 million in employee earnings, \$1.2 billion in economic output (\$693 million value added), and \$96 million in tax revenue.

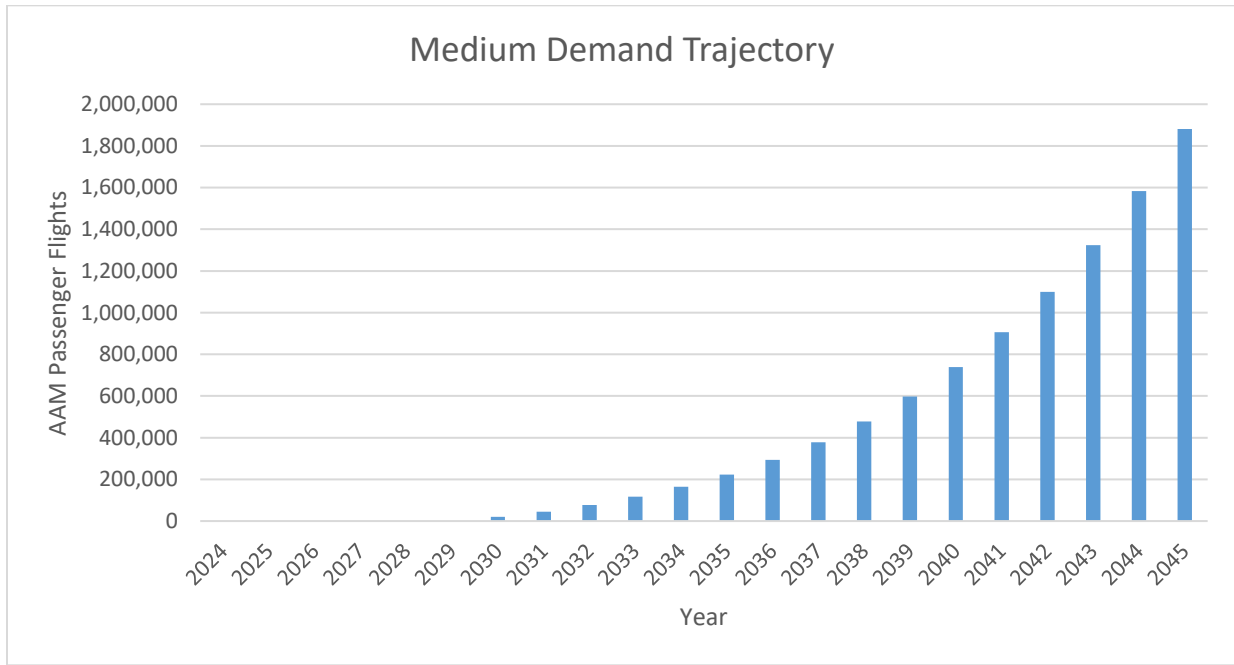


Figure B7. Projected AAM Passenger Demand within the Detroit-Warren-Dearborn, MI MSA.

Table B-31. Jobs Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Employment		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	5	70	230	580
	Indirect	--	5	80	260	660
	Induced	--	10	110	360	920
	Total	--	20	260	850	2,160
Fleet Capital Expenditures	Direct	--	0	5	10	20
	Indirect	--	5	10	25	50
	Induced	--	5	10	30	60
	Total	--	10	25	65	130
Fleet Operations & Maintenance	Direct	--	0	5	10	20
	Indirect	--	0	0	5	15
	Induced	--	0	5	10	20
	Total	--	0	10	25	55
Vertiport Capital Expenditures	Direct	--	0	5	15	30
	Indirect	--	0	5	10	15
	Induced	--	0	5	15	30
	Total	--	0	15	40	75
Vertiport Operations & Maintenance	Direct	--	0	5	15	30
	Indirect	--	0	5	10	20
	Induced	--	0	5	15	35
	Total	--	0	15	40	85
AAM Pax Mobility Econ Impact	Direct	--	5	90	280	680
	Indirect	--	10	100	310	760
	Induced	--	15	135	430	1,065
	Total	--	30	325	1,020	2,505

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures.

Table B-32. Employee Earnings Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Labor Income		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	\$700,000	\$8,200,000	\$27,300,000	\$69,400,000
	Indirect	--	\$500,000	\$5,600,000	\$18,700,000	\$47,600,000
	Induced	--	\$600,000	\$6,400,000	\$21,300,000	\$54,200,000
	Total	--	\$1,800,000	\$20,200,000	\$67,300,000	\$171,200,000
Fleet Capital Expenditures	Direct	--	\$200,000	\$600,000	\$1,400,000	\$2,900,000
	Indirect	--	\$300,000	\$900,000	\$2,300,000	\$4,700,000
	Induced	--	\$200,000	\$700,000	\$1,700,000	\$3,600,000
	Total	--	\$700,000	\$2,200,000	\$5,400,000	\$11,200,000
Fleet Operations & Maintenance	Direct	--	\$100,000	\$300,000	\$600,000	\$1,300,000
	Indirect	--	\$100,000	\$200,000	\$400,000	\$900,000
	Induced	--	\$100,000	\$200,000	\$500,000	\$1,000,000
	Total	--	\$300,000	\$700,000	\$1,500,000	\$3,200,000
Vertiport Capital Expenditures	Direct	--	\$200,000	\$500,000	\$1,300,000	\$2,800,000
	Indirect	--	\$100,000	\$200,000	\$600,000	\$1,200,000
	Induced	--	\$100,000	\$400,000	\$900,000	\$1,800,000
	Total	--	\$400,000	\$1,100,000	\$2,800,000	\$5,800,000
Vertiport Operations & Maintenance	Direct	--	\$200,000	\$600,000	\$1,500,000	\$3,100,000
	Indirect	--	\$100,000	\$300,000	\$600,000	\$1,300,000
	Induced	--	\$100,000	\$400,000	\$1,000,000	\$2,000,000
	Total	--	\$400,000	\$1,300,000	\$3,100,000	\$6,400,000
AAM Pax Mobility Econ Impact	Direct	--	\$1,400,000	\$10,200,000	\$32,100,000	\$79,500,000
	Indirect	--	\$1,100,000	\$7,200,000	\$22,600,000	\$55,700,000
	Induced	--	\$1,100,000	\$8,100,000	\$25,400,000	\$62,600,000
	Total	--	\$3,600,000	\$25,500,000	\$80,100,000	\$197,800,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Table B-33. Gross Regional Product Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Value Added		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	\$1,700,000	\$18,500,000	\$61,400,000	\$156,300,000
	Indirect	--	\$800,000	\$9,100,000	\$30,300,000	\$77,100,000
	Induced	--	\$1,000,000	\$11,400,000	\$37,800,000	\$96,200,000
	Total	--	\$3,500,000	\$39,000,000	\$129,500,000	\$329,600,000
Fleet Capital Expenditures	Direct	--	\$400,000	\$1,200,000	\$3,000,000	\$6,300,000
	Indirect	--	\$500,000	\$1,500,000	\$3,700,000	\$7,700,000
	Induced	--	\$400,000	\$1,200,000	\$3,000,000	\$6,300,000
	Total	--	\$1,300,000	\$3,900,000	\$9,700,000	\$20,300,000
Fleet Operations & Maintenance	Direct	--	\$100,000	\$300,000	\$700,000	\$1,400,000
	Indirect	--	\$200,000	\$600,000	\$1,400,000	\$2,900,000
	Induced	--	\$200,000	\$500,000	\$1,100,000	\$2,400,000
	Total	--	\$500,000	\$1,400,000	\$3,200,000	\$6,700,000
Vertiport Capital Expenditures	Direct	--	\$200,000	\$600,000	\$1,500,000	\$3,100,000
	Indirect	--	\$100,000	\$300,000	\$800,000	\$1,700,000
	Induced	--	\$200,000	\$600,000	\$1,500,000	\$3,300,000
	Total	--	\$500,000	\$1,500,000	\$3,800,000	\$8,100,000
Vertiport Operations & Maintenance	Direct	--	\$200,000	\$700,000	\$1,600,000	\$3,400,000
	Indirect	--	\$100,000	\$400,000	\$900,000	\$1,900,000
	Induced	--	\$200,000	\$700,000	\$1,700,000	\$3,600,000
	Total	--	\$500,000	\$1,800,000	\$4,200,000	\$8,900,000
AAM Pax Mobility Econ Impact	Direct	--	\$2,600,000	\$21,300,000	\$68,200,000	\$170,500,000
	Indirect	--	\$1,700,000	\$11,900,000	\$37,100,000	\$91,300,000
	Induced	--	\$2,000,000	\$14,400,000	\$45,100,000	\$111,800,000
	Total	--	\$6,300,000	\$47,600,000	\$150,400,000	\$373,600,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Table B-34. Economic Output Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Output (Business Sales)		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	\$2,800,000	\$31,180,000	\$103,530,000	\$263,390,000
	Indirect	--	\$1,626,000	\$18,112,000	\$60,137,000	\$152,995,000
	Induced	--	\$1,825,000	\$20,327,000	\$67,492,000	\$171,707,000
	Total	--	\$6,251,000	\$69,619,000	\$231,159,000	\$588,092,000
Fleet Capital Expenditures	Direct	--	\$1,330,000	\$3,870,000	\$9,380,000	\$19,730,000
	Indirect	--	\$1,191,000	\$3,466,000	\$8,401,000	\$17,670,000
	Induced	--	\$763,000	\$2,219,000	\$5,379,000	\$11,314,000
	Total	--	\$3,284,000	\$9,555,000	\$23,160,000	\$48,714,000
Fleet Operations & Maintenance	Direct	--	\$1,000	\$2,000	\$5,000	\$10,000
	Indirect	--	\$1,000	\$4,000	\$9,000	\$18,000
	Induced	--	\$2,000	\$6,000	\$14,000	\$30,000
	Total	--	\$4,000	\$12,000	\$28,000	\$58,000
Vertiport Capital Expenditures	Direct	--	\$350,000	\$1,010,000	\$2,450,000	\$5,150,000
	Indirect	--	\$217,000	\$627,000	\$1,522,000	\$3,199,000
	Induced	--	\$395,000	\$1,140,000	\$2,765,000	\$5,812,000
	Total	--	\$962,000	\$2,777,000	\$6,737,000	\$14,161,000
Vertiport Operations & Maintenance	Direct	--	\$380,000	\$1,120,000	\$2,700,000	\$5,690,000
	Indirect	--	\$236,000	\$696,000	\$1,677,000	\$3,534,000
	Induced	--	\$429,000	\$1,264,000	\$3,047,000	\$6,422,000
	Total	--	\$1,045,000	\$3,080,000	\$7,424,000	\$15,646,000
AAM Pax Mobility Econ Impact	Direct	--	\$4,861,000	\$37,182,000	\$118,065,000	\$293,970,000
	Indirect	--	\$3,271,000	\$22,905,000	\$71,746,000	\$177,416,000
	Induced	--	\$3,414,000	\$24,956,000	\$78,697,000	\$195,285,000
	Total	--	\$11,546,000	\$85,043,000	\$268,508,000	\$666,671,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Table B-35. Tax Revenue Generated by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Tax Revenue		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	\$498,000	\$5,548,000	\$18,423,000	\$46,873,000
	Indirect	--	\$197,000	\$2,194,000	\$7,286,000	\$18,535,000
	Induced	--	\$227,000	\$2,527,000	\$8,391,000	\$21,350,000
	Total	--	\$922,000	\$10,269,000	\$34,100,000	\$86,758,000
Fleet Capital Expenditures	Direct	--	\$61,000	\$176,000	\$425,000	\$896,000
	Indirect	--	\$100,000	\$289,000	\$703,000	\$1,479,000
	Induced	--	\$95,000	\$276,000	\$668,000	\$1,407,000
	Total	--	\$256,000	\$741,000	\$1,796,000	\$3,782,000
Fleet Operations & Maintenance	Direct	--	\$45,000	\$134,000	\$324,000	\$682,000
	Indirect	--	\$37,000	\$109,000	\$265,000	\$560,000
	Induced	--	\$51,000	\$154,000	\$370,000	\$782,000
	Total	--	\$133,000	\$397,000	\$959,000	\$2,024,000
Vertiport Capital Expenditures	Direct	--	\$46,000	\$131,000	\$318,000	\$669,000
	Indirect	--	\$25,000	\$71,000	\$172,000	\$362,000
	Induced	--	\$49,000	\$142,000	\$343,000	\$722,000
	Total	--	\$120,000	\$344,000	\$833,000	\$1,753,000
Vertiport Operations & Maintenance	Direct	--	\$49,000	\$145,000	\$350,000	\$738,000
	Indirect	--	\$26,000	\$79,000	\$190,000	\$401,000
	Induced	--	\$53,000	\$158,000	\$378,000	\$799,000
	Total	--	\$128,000	\$382,000	\$918,000	\$1,938,000
AAM Pax Mobility Econ Impact	Direct	--	\$699,000	\$6,134,000	\$19,840,000	\$49,858,000
	Indirect	--	\$385,000	\$2,742,000	\$8,616,000	\$21,337,000
	Induced	--	\$475,000	\$3,257,000	\$10,150,000	\$25,060,000
	Total	--	\$1,559,000	\$12,133,000	\$38,606,000	\$96,255,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Miami-Fort Lauderdale-Pompano Beach, FL MSA

The Miami-Fort Lauderdale-Pompano Beach, FL MSA was ranked as the eighth-most suitable location for AAM passenger mobility operations in the United States. With a medium demand trajectory, it is anticipated that approximately 3.3 million AAM passenger flight operations will occur in the year 2045. This level of activity could support approximately 4,385 jobs, \$347 million in employee earnings, \$1.2 billion in economic output (\$655 million value added), and \$169 million in tax revenue.

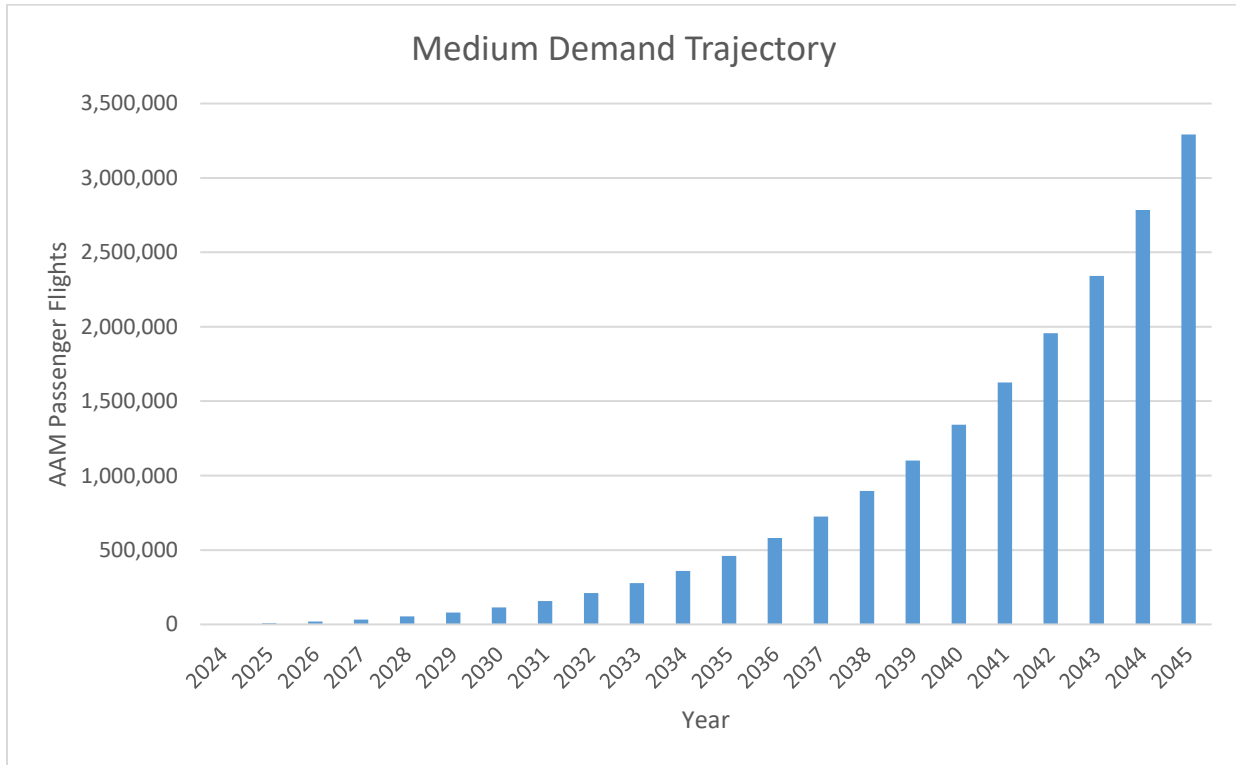


Figure B8. Projected AAM Passenger Demand within the Miami-Fort Lauderdale-Pompano Beach, FL MSA.

Table B-36. Jobs Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Employment		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	5	35	140	415	1,015
	Indirect	5	40	160	470	1,150
	Induced	5	55	225	660	1,615
	Total	15	130	525	1,545	3,780
Fleet Capital Expenditures	Direct	0	0	5	15	35
	Indirect	0	5	15	40	85
	Induced	0	5	20	50	105
	Total	0	10	40	105	225
Fleet Operations & Maintenance	Direct	0	0	5	15	30
	Indirect	0	0	5	10	20
	Induced	0	0	5	15	30
	Total	0	0	15	40	80
Vertiport Capital Expenditures	Direct	0	5	10	25	50
	Indirect	0	0	5	15	30
	Induced	0	5	10	25	55
	Total	0	10	25	65	135
Vertiport Operations & Maintenance	Direct	0	5	10	30	60
	Indirect	0	5	5	20	35
	Induced	0	5	15	35	70
	Total	0	15	30	85	165
AAM Pax Mobility Econ Impact	Direct	5	45	170	500	1,190
	Indirect	5	50	190	555	1,320
	Induced	5	70	275	785	1,875
	Total	15	165	635	1,840	4,385

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures.

Table B-37. Employee Earnings Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Labor Income		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	\$300,000	\$4,200,000	\$17,000,000	\$49,500,000	\$121,400,000
	Indirect	\$200,000	\$2,900,000	\$11,600,000	\$34,000,000	\$83,300,000
	Induced	\$300,000	\$3,300,000	\$13,300,000	\$38,700,000	\$94,900,000
	Total	\$800,000	\$10,400,000	\$41,900,000	\$122,200,000	\$299,600,000
Fleet Capital Expenditures	Direct	\$100,000	\$300,000	\$1,000,000	\$2,400,000	\$5,000,000
	Indirect	\$100,000	\$500,000	\$1,600,000	\$3,800,000	\$8,100,000
	Induced	\$100,000	\$400,000	\$1,200,000	\$2,900,000	\$6,100,000
	Total	\$300,000	\$1,200,000	\$3,800,000	\$9,100,000	\$19,200,000
Fleet Operations & Maintenance	Direct	\$0	\$200,000	\$400,000	\$1,100,000	\$2,300,000
	Indirect	\$0	\$100,000	\$300,000	\$700,000	\$1,500,000
	Induced	\$0	\$100,000	\$300,000	\$800,000	\$1,800,000
	Total	\$0	\$400,000	\$1,000,000	\$2,600,000	\$5,600,000
Vertiport Capital Expenditures	Direct	\$100,000	\$300,000	\$1,000,000	\$2,400,000	\$5,000,000
	Indirect	\$0	\$100,000	\$400,000	\$1,000,000	\$2,100,000
	Induced	\$0	\$200,000	\$600,000	\$1,600,000	\$3,300,000
	Total	\$100,000	\$600,000	\$2,000,000	\$5,000,000	\$10,400,000
Vertiport Operations & Maintenance	Direct	\$100,000	\$400,000	\$1,200,000	\$2,900,000	\$6,100,000
	Indirect	\$0	\$200,000	\$500,000	\$1,200,000	\$2,600,000
	Induced	\$0	\$300,000	\$800,000	\$1,900,000	\$4,000,000
	Total	\$100,000	\$900,000	\$2,500,000	\$6,000,000	\$12,700,000
AAM Pax Mobility Econ Impact	Direct	\$600,000	\$5,400,000	\$20,600,000	\$58,300,000	\$139,800,000
	Indirect	\$300,000	\$3,800,000	\$14,400,000	\$40,700,000	\$97,600,000
	Induced	\$400,000	\$4,300,000	\$16,200,000	\$45,900,000	\$110,100,000
	Total	\$1,300,000	\$13,500,000	\$51,200,000	\$144,900,000	\$347,500,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Table B-38. Gross Regional Product Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Value Added		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	\$700,000	\$9,400,000	\$38,200,000	\$111,500,000	\$273,500,000
	Indirect	\$400,000	\$4,700,000	\$18,800,000	\$55,000,000	\$134,900,000
	Induced	\$400,000	\$5,800,000	\$23,500,000	\$68,700,000	\$168,400,000
	Total	\$1,500,000	\$19,900,000	\$80,500,000	\$235,200,000	\$576,800,000
Fleet Capital Expenditures	Direct	\$100,000	\$700,000	\$2,100,000	\$5,100,000	\$10,800,000
	Indirect	\$200,000	\$900,000	\$2,600,000	\$6,300,000	\$13,200,000
	Induced	\$100,000	\$700,000	\$2,100,000	\$5,100,000	\$10,800,000
	Total	\$400,000	\$2,300,000	\$6,800,000	\$16,500,000	\$34,800,000
Fleet Operations & Maintenance	Direct	\$0	\$200,000	\$500,000	\$1,200,000	\$2,500,000
	Indirect	\$100,000	\$300,000	\$1,000,000	\$2,300,000	\$4,900,000
	Induced	\$100,000	\$300,000	\$800,000	\$2,000,000	\$4,100,000
	Total	\$200,000	\$800,000	\$2,300,000	\$5,500,000	\$11,500,000
Vertiport Capital Expenditures	Direct	\$100,000	\$400,000	\$1,100,000	\$2,600,000	\$5,600,000
	Indirect	\$0	\$200,000	\$600,000	\$1,500,000	\$3,100,000
	Induced	\$100,000	\$400,000	\$1,100,000	\$2,800,000	\$5,800,000
	Total	\$200,000	\$1,000,000	\$2,800,000	\$6,900,000	\$14,500,000
Vertiport Operations & Maintenance	Direct	\$100,000	\$500,000	\$1,300,000	\$3,200,000	\$6,800,000
	Indirect	\$0	\$300,000	\$700,000	\$1,800,000	\$3,800,000
	Induced	\$100,000	\$500,000	\$1,400,000	\$3,400,000	\$7,100,000
	Total	\$200,000	\$1,300,000	\$3,400,000	\$8,400,000	\$17,700,000
AAM Pax Mobility Econ Impact	Direct	\$1,000,000	\$11,200,000	\$43,200,000	\$123,600,000	\$299,200,000
	Indirect	\$700,000	\$6,400,000	\$23,700,000	\$66,900,000	\$159,900,000
	Induced	\$800,000	\$7,700,000	\$28,900,000	\$82,000,000	\$196,200,000
	Total	\$2,500,000	\$25,300,000	\$95,800,000	\$272,500,000	\$655,300,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Table B-39. Economic Output Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Output (Business Sales)		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	\$1,220,000	\$15,920,000	\$64,380,000	\$187,940,000	\$460,930,000
	Indirect	\$709,000	\$9,247,000	\$37,396,000	\$109,169,000	\$267,740,000
	Induced	\$795,000	\$10,378,000	\$41,970,000	\$122,520,000	\$300,485,000
	Total	\$2,724,000	\$35,545,000	\$143,746,000	\$419,629,000	\$1,029,155,000
Fleet Capital Expenditures	Direct	\$400,000	\$2,270,000	\$6,610,000	\$16,010,000	\$33,700,000
	Indirect	\$358,000	\$2,033,000	\$5,920,000	\$14,338,000	\$30,181,000
	Induced	\$229,000	\$1,302,000	\$3,791,000	\$9,181,000	\$19,326,000
	Total	\$987,000	\$5,605,000	\$16,321,000	\$39,529,000	\$83,207,000
Fleet Operations & Maintenance	Direct	\$0	\$1,000	\$3,000	\$8,000	\$17,000
	Indirect	\$0	\$2,000	\$6,000	\$15,000	\$31,000
	Induced	\$1,000	\$4,000	\$10,000	\$25,000	\$52,000
	Total	\$1,000	\$7,000	\$19,000	\$48,000	\$100,000
Vertiport Capital Expenditures	Direct	\$110,000	\$620,000	\$1,800,000	\$4,370,000	\$9,200,000
	Indirect	\$68,000	\$385,000	\$1,118,000	\$2,714,000	\$5,714,000
	Induced	\$124,000	\$700,000	\$2,032,000	\$4,932,000	\$10,383,000
	Total	\$302,000	\$1,705,000	\$4,950,000	\$12,016,000	\$25,297,000
Vertiport Operations & Maintenance	Direct	\$130,000	\$760,000	\$2,200,000	\$5,330,000	\$11,230,000
	Indirect	\$81,000	\$472,000	\$1,366,000	\$3,311,000	\$6,975,000
	Induced	\$147,000	\$858,000	\$2,483,000	\$6,016,000	\$12,674,000
	Total	\$358,000	\$2,090,000	\$6,049,000	\$14,657,000	\$30,879,000
AAM Pax Mobility Econ Impact	Direct	\$1,860,000	\$19,571,000	\$74,993,000	\$213,658,000	\$515,077,000
	Indirect	\$1,216,000	\$12,139,000	\$45,806,000	\$129,547,000	\$310,641,000
	Induced	\$1,296,000	\$13,242,000	\$50,286,000	\$142,674,000	\$342,920,000
	Total	\$4,372,000	\$44,952,000	\$171,085,000	\$485,879,000	\$1,168,638,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Table B-40. Tax Revenue Generated by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Tax Revenue		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	\$218,000	\$2,832,000	\$11,458,000	\$33,446,000	\$82,026,000
	Indirect	\$87,000	\$1,121,000	\$4,531,000	\$13,226,000	\$32,436,000
	Induced	\$98,000	\$1,290,000	\$5,218,000	\$15,233,000	\$37,361,000
	Total	\$403,000	\$5,243,000	\$21,207,000	\$61,905,000	\$151,823,000
Fleet Capital Expenditures	Direct	\$18,000	\$103,000	\$301,000	\$728,000	\$1,531,000
	Indirect	\$29,000	\$170,000	\$495,000	\$1,200,000	\$2,526,000
	Induced	\$28,000	\$162,000	\$471,000	\$1,142,000	\$2,402,000
	Total	\$75,000	\$435,000	\$1,267,000	\$3,070,000	\$6,459,000
Fleet Operations & Maintenance	Direct	\$14,000	\$79,000	\$227,000	\$552,000	\$1,164,000
	Indirect	\$11,000	\$64,000	\$186,000	\$453,000	\$956,000
	Induced	\$17,000	\$90,000	\$261,000	\$633,000	\$1,336,000
	Total	\$42,000	\$233,000	\$674,000	\$1,638,000	\$3,456,000
Vertiport Capital Expenditures	Direct	\$14,000	\$80,000	\$233,000	\$567,000	\$1,195,000
	Indirect	\$6,000	\$43,000	\$127,000	\$308,000	\$648,000
	Induced	\$16,000	\$86,000	\$254,000	\$613,000	\$1,291,000
	Total	\$36,000	\$209,000	\$614,000	\$1,488,000	\$3,134,000
Vertiport Operations & Maintenance	Direct	\$16,000	\$98,000	\$286,000	\$691,000	\$1,458,000
	Indirect	\$8,000	\$54,000	\$155,000	\$375,000	\$790,000
	Induced	\$17,000	\$107,000	\$308,000	\$747,000	\$1,575,000
	Total	\$41,000	\$259,000	\$749,000	\$1,813,000	\$3,823,000
AAM Pax Mobility Econ Impact	Direct	\$280,000	\$3,192,000	\$12,505,000	\$35,984,000	\$87,374,000
	Indirect	\$141,000	\$1,452,000	\$5,494,000	\$15,562,000	\$37,356,000
	Induced	\$176,000	\$1,735,000	\$6,512,000	\$18,368,000	\$43,965,000
	Total	\$597,000	\$6,379,000	\$24,511,000	\$69,914,000	\$168,695,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

San Francisco-Oakland-Berkeley, CA MSA

The San Francisco-Oakland-Berkeley, CA MSA was ranked as the ninth-most suitable location for AAM passenger mobility operations in the United States. With a medium demand trajectory, it is anticipated that approximately 5.0 million AAM passenger flight operations will occur in the year 2045. This level of activity could support approximately 6,665 jobs, \$528 million in employee earnings, \$1.8 billion in economic output (\$996 million value added), and \$281 million in tax revenue.

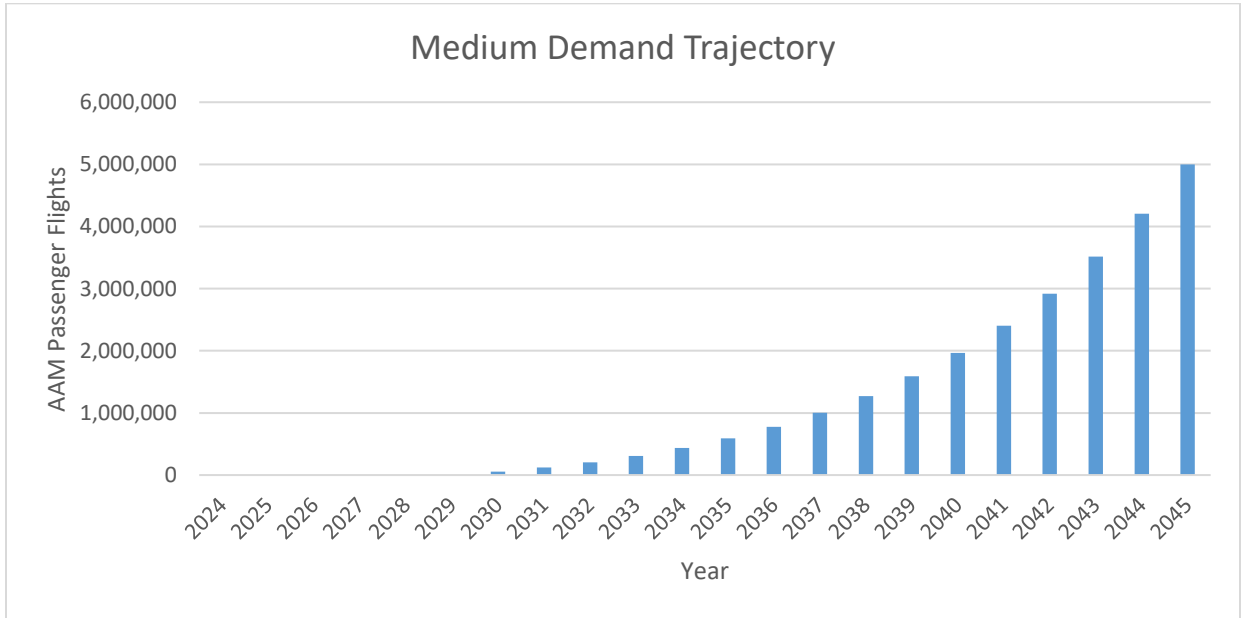


Figure B9. Projected AAM Passenger Demand within the San Francisco-Oakland-Berkeley, CA MSA.

Table B-41. Jobs Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Employment		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	15	180	605	1,540
	Indirect	--	20	205	690	1,750
	Induced	--	25	290	965	2,450
	Total	--	60	675	2,260	5,740
Fleet Capital Expenditures	Direct	--	5	10	25	50
	Indirect	--	10	25	60	130
	Induced	--	10	30	75	165
	Total	--	25	65	160	345
Fleet Operations & Maintenance	Direct	--	5	10	20	45
	Indirect	--	0	5	15	35
	Induced	--	5	10	20	45
	Total	--	10	25	55	125
Vertiport Capital Expenditures	Direct	--	5	15	35	80
	Indirect	--	5	10	20	45
	Induced	--	5	15	40	85
	Total	--	15	40	95	210
Vertiport Operations & Maintenance	Direct	--	5	20	45	90
	Indirect	--	5	10	25	55
	Induced	--	5	20	50	100
	Total	--	15	50	120	245
AAM Pax Mobility Econ Impact	Direct	--	35	235	730	1,805
	Indirect	--	40	255	810	2,015
	Induced	--	50	365	1,150	2,845
	Total	--	125	855	2,690	6,665

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures.

Table B-42. Employee Earnings Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Labor Income		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	\$2,000,000	\$21,800,000	\$72,400,000	\$184,300,000
	Indirect	--	\$1,300,000	\$15,000,000	\$49,700,000	\$126,400,000
	Induced	--	\$1,500,000	\$17,100,000	\$56,600,000	\$144,000,000
	Total	--	\$4,800,000	\$53,900,000	\$178,700,000	\$454,700,000
Fleet Capital Expenditures	Direct	--	\$500,000	\$1,500,000	\$3,700,000	\$7,700,000
	Indirect	--	\$800,000	\$2,500,000	\$6,000,000	\$12,600,000
	Induced	--	\$600,000	\$1,900,000	\$4,500,000	\$9,500,000
	Total	--	\$1,900,000	\$5,900,000	\$14,200,000	\$29,800,000
Fleet Operations & Maintenance	Direct	--	\$200,000	\$700,000	\$1,700,000	\$3,500,000
	Indirect	--	\$200,000	\$400,000	\$1,100,000	\$2,300,000
	Induced	--	\$200,000	\$500,000	\$1,300,000	\$2,700,000
	Total	--	\$600,000	\$1,600,000	\$4,100,000	\$8,500,000
Vertiport Capital Expenditures	Direct	--	\$500,000	\$1,500,000	\$3,600,000	\$7,700,000
	Indirect	--	\$200,000	\$600,000	\$1,500,000	\$3,300,000
	Induced	--	\$300,000	\$1,000,000	\$2,400,000	\$5,100,000
	Total	--	\$1,000,000	\$3,100,000	\$7,500,000	\$16,100,000
Vertiport Operations & Maintenance	Direct	--	\$600,000	\$1,800,000	\$4,200,000	\$8,900,000
	Indirect	--	\$300,000	\$700,000	\$1,800,000	\$3,800,000
	Induced	--	\$400,000	\$1,200,000	\$2,800,000	\$5,900,000
	Total	--	\$1,300,000	\$3,700,000	\$8,800,000	\$18,600,000
AAM Pax Mobility Econ Impact	Direct	--	\$3,800,000	\$27,300,000	\$85,600,000	\$212,100,000
	Indirect	--	\$2,800,000	\$19,200,000	\$60,100,000	\$148,400,000
	Induced	--	\$3,000,000	\$21,700,000	\$67,600,000	\$167,200,000
	Total	--	\$9,600,000	\$68,200,000	\$213,300,000	\$527,700,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Table B-43. Gross Regional Product Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Value Added		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	\$4,400,000	\$49,100,000	\$163,200,000	\$415,100,000
	Indirect	--	\$2,200,000	\$24,200,000	\$80,500,000	\$204,700,000
	Induced	--	\$2,700,000	\$30,300,000	\$100,500,000	\$255,600,000
	Total	--	\$9,300,000	\$103,600,000	\$344,200,000	\$875,400,000
Fleet Capital Expenditures	Direct	--	\$1,100,000	\$3,300,000	\$8,000,000	\$16,800,000
	Indirect	--	\$1,400,000	\$4,000,000	\$9,700,000	\$20,500,000
	Induced	--	\$1,100,000	\$3,300,000	\$8,000,000	\$16,800,000
	Total	--	\$3,600,000	\$10,600,000	\$25,700,000	\$54,100,000
Fleet Operations & Maintenance	Direct	--	\$300,000	\$800,000	\$1,800,000	\$3,800,000
	Indirect	--	\$500,000	\$1,500,000	\$3,600,000	\$7,600,000
	Induced	--	\$400,000	\$1,300,000	\$3,000,000	\$6,400,000
	Total	--	\$1,200,000	\$3,600,000	\$8,400,000	\$17,800,000
Vertiport Capital Expenditures	Direct	--	\$600,000	\$1,700,000	\$4,100,000	\$8,600,000
	Indirect	--	\$300,000	\$900,000	\$2,300,000	\$4,800,000
	Induced	--	\$600,000	\$1,800,000	\$4,300,000	\$9,000,000
	Total	--	\$1,500,000	\$4,400,000	\$10,700,000	\$22,400,000
Vertiport Operations & Maintenance	Direct	--	\$700,000	\$2,000,000	\$4,800,000	\$10,000,000
	Indirect	--	\$400,000	\$1,100,000	\$2,700,000	\$5,600,000
	Induced	--	\$700,000	\$2,100,000	\$5,000,000	\$10,500,000
	Total	--	\$1,800,000	\$5,200,000	\$12,500,000	\$26,100,000
AAM Pax Mobility Econ Impact	Direct	--	\$7,100,000	\$56,900,000	\$181,900,000	\$454,300,000
	Indirect	--	\$4,800,000	\$31,700,000	\$98,800,000	\$243,200,000
	Induced	--	\$5,500,000	\$38,800,000	\$120,800,000	\$298,300,000
	Total	--	\$17,400,000	\$127,400,000	\$401,500,000	\$995,800,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Table B-44. Economic Output Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Output (Business Sales)		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	\$7,450,000	\$82,820,000	\$275,010,000	\$699,620,000
	Indirect	--	\$4,327,000	\$48,108,000	\$159,745,000	\$406,388,000
	Induced	--	\$4,857,000	\$53,991,000	\$179,282,000	\$456,090,000
	Total	--	\$16,634,000	\$184,919,000	\$614,037,000	\$1,562,098,000
Fleet Capital Expenditures	Direct	--	\$3,530,000	\$10,280,000	\$24,900,000	\$52,420,000
	Indirect	--	\$3,161,000	\$9,207,000	\$22,300,000	\$46,946,000
	Induced	--	\$2,024,000	\$5,895,000	\$14,279,000	\$30,061,000
	Total	--	\$8,715,000	\$25,382,000	\$61,479,000	\$129,427,000
Fleet Operations & Maintenance	Direct	--	\$2,000	\$5,000	\$12,000	\$26,000
	Indirect	--	\$3,000	\$9,000	\$23,000	\$48,000
	Induced	--	\$5,000	\$16,000	\$38,000	\$81,000
	Total	--	\$10,000	\$30,000	\$73,000	\$155,000
Vertiport Capital Expenditures	Direct	--	\$960,000	\$2,780,000	\$6,740,000	\$14,200,000
	Indirect	--	\$596,000	\$1,727,000	\$4,186,000	\$8,820,000
	Induced	--	\$1,083,000	\$3,138,000	\$7,607,000	\$16,026,000
	Total	--	\$2,639,000	\$7,645,000	\$18,533,000	\$39,046,000
Vertiport Operations & Maintenance	Direct	--	\$1,120,000	\$3,250,000	\$7,870,000	\$16,560,000
	Indirect	--	\$696,000	\$2,019,000	\$4,888,000	\$10,286,000
	Induced	--	\$1,264,000	\$3,668,000	\$8,882,000	\$18,690,000
	Total	--	\$3,080,000	\$8,937,000	\$21,640,000	\$45,536,000
AAM Pax Mobility Econ Impact	Direct	--	\$13,062,000	\$99,135,000	\$314,532,000	\$782,826,000
	Indirect	--	\$8,783,000	\$61,070,000	\$191,142,000	\$472,488,000
	Induced	--	\$9,233,000	\$66,708,000	\$210,088,000	\$520,948,000
	Total	--	\$31,078,000	\$226,913,000	\$715,762,000	\$1,776,262,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Table B-45. Tax Revenue Generated by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Tax Revenue		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	\$1,326,000	\$14,739,000	\$48,940,000	\$124,502,000
	Indirect	--	\$524,000	\$5,829,000	\$19,354,000	\$49,233,000
	Induced	--	\$604,000	\$6,713,000	\$22,291,000	\$56,709,000
	Total	--	\$2,454,000	\$27,281,000	\$90,585,000	\$230,444,000
Fleet Capital Expenditures	Direct	--	\$160,000	\$468,000	\$1,130,000	\$2,380,000
	Indirect	--	\$264,000	\$771,000	\$1,867,000	\$3,929,000
	Induced	--	\$253,000	\$732,000	\$1,775,000	\$3,736,000
	Total	--	\$677,000	\$1,971,000	\$4,772,000	\$10,045,000
Fleet Operations & Maintenance	Direct	--	\$123,000	\$353,000	\$861,000	\$1,810,000
	Indirect	--	\$100,000	\$291,000	\$707,000	\$1,488,000
	Induced	--	\$140,000	\$406,000	\$988,000	\$2,079,000
	Total	--	\$363,000	\$1,050,000	\$2,556,000	\$5,377,000
Vertiport Capital Expenditures	Direct	--	\$125,000	\$362,000	\$876,000	\$1,843,000
	Indirect	--	\$67,000	\$196,000	\$475,000	\$1,001,000
	Induced	--	\$135,000	\$390,000	\$946,000	\$1,992,000
	Total	--	\$327,000	\$948,000	\$2,297,000	\$4,836,000
Vertiport Operations & Maintenance	Direct	--	\$145,000	\$422,000	\$1,022,000	\$2,150,000
	Indirect	--	\$79,000	\$229,000	\$555,000	\$1,166,000
	Induced	--	\$158,000	\$456,000	\$1,105,000	\$2,324,000
	Total	--	\$382,000	\$1,107,000	\$2,682,000	\$5,640,000
AAM Pax Mobility Econ Impact	Direct	--	\$1,879,000	\$16,344,000	\$52,829,000	\$132,685,000
	Indirect	--	\$1,034,000	\$7,316,000	\$22,958,000	\$56,817,000
	Induced	--	\$1,290,000	\$8,697,000	\$27,105,000	\$66,840,000
	Total	--	\$4,203,000	\$32,357,000	\$102,892,000	\$256,342,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Columbus, OH MSA

The Columbus, OH MSA was ranked as the tenth-most suitable location for AAM passenger mobility operations in the United States. With a medium demand trajectory, it is anticipated that approximately 2.0 million AAM passenger flight operations will occur in the year 2045. This level of activity could support approximately 2,740 jobs, \$216 million in employee earnings, \$728 million in economic output (\$408 million value added), and \$105 million in tax revenue.

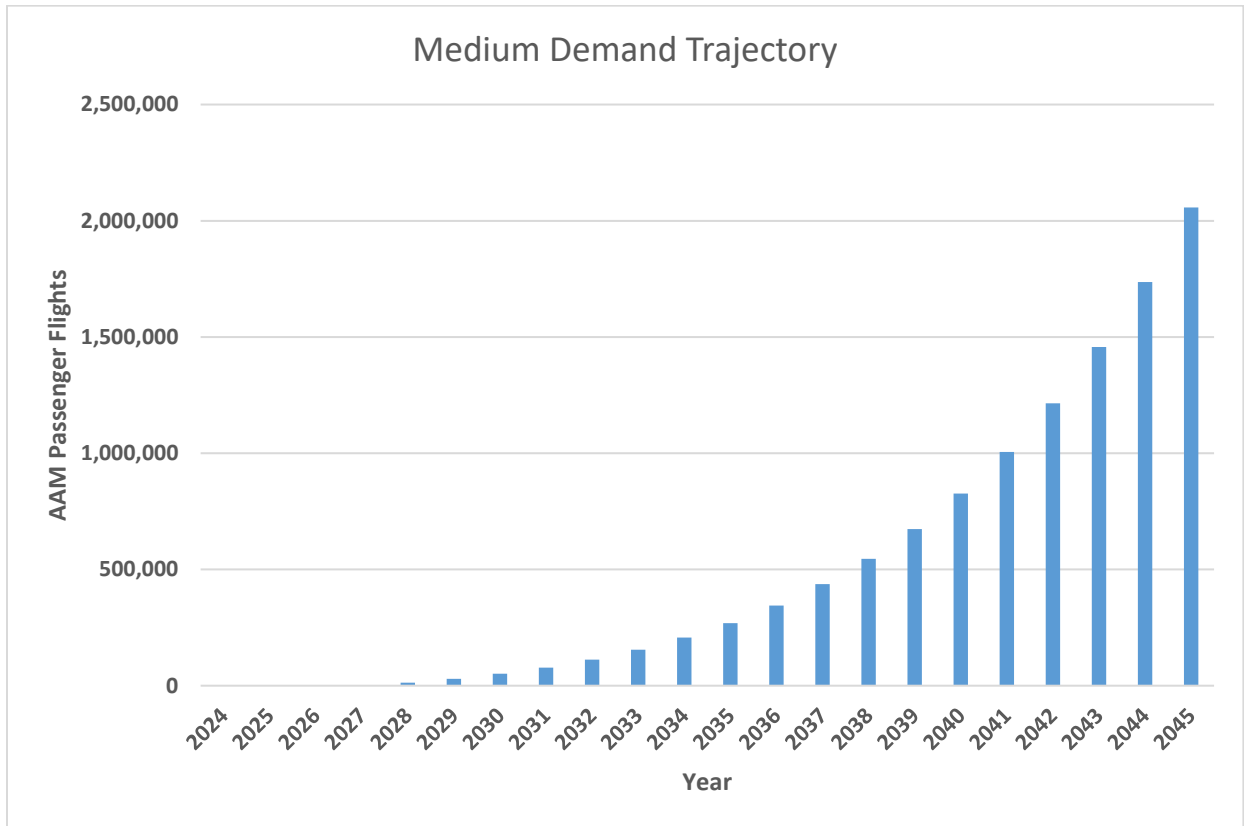


Figure B10. Projected AAM Passenger Demand within the Columbus, OH MSA.

Table B-46. Jobs Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Employment		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	15	85	255	635
	Indirect	--	20	95	290	720
	Induced	--	25	130	405	1,010
	Total	--	60	310	950	2,365
Fleet Capital Expenditures	Direct	--	0	5	10	20
	Indirect	--	5	10	25	55
	Induced	--	5	15	30	65
	Total	--	10	30	65	140
Fleet Operations & Maintenance	Direct	--	0	5	10	20
	Indirect	--	0	5	5	15
	Induced	--	0	5	10	20
	Total	--	0	15	25	55
Vertiport Capital Expenditures	Direct	--	0	5	15	30
	Indirect	--	0	5	10	20
	Induced	--	0	5	15	35
	Total	--	0	15	40	85
Vertiport Operations & Maintenance	Direct	--	0	5	15	35
	Indirect	--	0	5	10	20
	Induced	--	5	5	20	40
	Total	--	5	15	45	95
AAM Pax Mobility Econ Impact	Direct	--	15	105	305	740
	Indirect	--	25	120	340	830
	Induced	--	35	160	480	1,170
	Total	--	75	385	1,125	2,740

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures.

Table B-47. Employee Earnings Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Labor Income		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	\$1,900,000	\$9,900,000	\$30,500,000	\$75,900,000
	Indirect	--	\$1,300,000	\$6,800,000	\$20,900,000	\$52,100,000
	Induced	--	\$1,500,000	\$7,800,000	\$23,800,000	\$59,300,000
	Total	--	\$4,700,000	\$24,500,000	\$75,200,000	\$187,300,000
Fleet Capital Expenditures	Direct	--	\$200,000	\$600,000	\$1,500,000	\$3,100,000
	Indirect	--	\$300,000	\$1,000,000	\$2,400,000	\$5,100,000
	Induced	--	\$300,000	\$800,000	\$1,800,000	\$3,900,000
	Total	--	\$800,000	\$2,400,000	\$5,700,000	\$12,100,000
Fleet Operations & Maintenance	Direct	--	\$100,000	\$300,000	\$700,000	\$1,400,000
	Indirect	--	\$100,000	\$200,000	\$400,000	\$900,000
	Induced	--	\$100,000	\$200,000	\$500,000	\$1,100,000
	Total	--	\$300,000	\$700,000	\$1,600,000	\$3,400,000
Vertiport Capital Expenditures	Direct	--	\$200,000	\$600,000	\$1,400,000	\$2,900,000
	Indirect	--	\$100,000	\$200,000	\$600,000	\$1,300,000
	Induced	--	\$100,000	\$400,000	\$900,000	\$1,900,000
	Total	--	\$400,000	\$1,200,000	\$2,900,000	\$6,100,000
Vertiport Operations & Maintenance	Direct	--	\$200,000	\$700,000	\$1,600,000	\$3,400,000
	Indirect	--	\$100,000	\$300,000	\$700,000	\$1,400,000
	Induced	--	\$100,000	\$400,000	\$1,100,000	\$2,200,000
	Total	--	\$400,000	\$1,400,000	\$3,400,000	\$7,000,000
AAM Pax Mobility Econ Impact	Direct	--	\$2,600,000	\$12,100,000	\$35,700,000	\$86,700,000
	Indirect	--	\$1,900,000	\$8,500,000	\$25,000,000	\$60,800,000
	Induced	--	\$2,100,000	\$9,600,000	\$28,100,000	\$68,400,000
	Total	--	\$6,600,000	\$30,200,000	\$88,800,000	\$215,900,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Table B-48. Gross Regional Product Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Value Added		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	\$4,200,000	\$22,400,000	\$68,700,000	\$170,900,000
	Indirect	--	\$2,100,000	\$11,000,000	\$33,900,000	\$84,300,000
	Induced	--	\$2,600,000	\$13,800,000	\$42,300,000	\$105,300,000
	Total	--	\$8,900,000	\$47,200,000	\$144,900,000	\$360,500,000
Fleet Capital Expenditures	Direct	--	\$500,000	\$1,300,000	\$3,200,000	\$6,800,000
	Indirect	--	\$600,000	\$1,600,000	\$4,000,000	\$8,300,000
	Induced	--	\$500,000	\$1,300,000	\$3,200,000	\$6,800,000
	Total	--	\$1,600,000	\$4,200,000	\$10,400,000	\$21,900,000
Fleet Operations & Maintenance	Direct	--	\$100,000	\$300,000	\$700,000	\$1,600,000
	Indirect	--	\$200,000	\$600,000	\$1,500,000	\$3,100,000
	Induced	--	\$200,000	\$500,000	\$1,200,000	\$2,600,000
	Total	--	\$500,000	\$1,400,000	\$3,400,000	\$7,300,000
Vertiport Capital Expenditures	Direct	--	\$200,000	\$600,000	\$1,600,000	\$3,300,000
	Indirect	--	\$100,000	\$400,000	\$900,000	\$1,900,000
	Induced	--	\$200,000	\$700,000	\$1,600,000	\$3,500,000
	Total	--	\$500,000	\$1,700,000	\$4,100,000	\$8,700,000
Vertiport Operations & Maintenance	Direct	--	\$300,000	\$700,000	\$1,800,000	\$3,800,000
	Indirect	--	\$100,000	\$400,000	\$1,000,000	\$2,100,000
	Induced	--	\$300,000	\$800,000	\$1,900,000	\$3,900,000
	Total	--	\$700,000	\$1,900,000	\$4,700,000	\$9,800,000
AAM Pax Mobility Econ Impact	Direct	--	\$5,300,000	\$25,300,000	\$76,000,000	\$186,400,000
	Indirect	--	\$3,100,000	\$14,000,000	\$41,300,000	\$99,700,000
	Induced	--	\$3,800,000	\$17,100,000	\$50,200,000	\$122,100,000
	Total	--	\$12,200,000	\$56,400,000	\$167,500,000	\$408,200,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Table B-49. Economic Output Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Output (Business Sales)		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	\$7,130,000	\$37,720,000	\$115,730,000	\$288,080,000
	Indirect	--	\$4,142,000	\$21,910,000	\$67,224,000	\$167,337,000
	Induced	--	\$4,648,000	\$24,590,000	\$75,446,000	\$187,803,000
	Total	--	\$15,920,000	\$84,220,000	\$258,400,000	\$643,220,000
Fleet Capital Expenditures	Direct	--	\$1,430,000	\$4,170,000	\$10,110,000	\$21,280,000
	Indirect	--	\$1,281,000	\$3,735,000	\$9,054,000	\$19,058,000
	Induced	--	\$820,000	\$2,391,000	\$5,798,000	\$12,203,000
	Total	--	\$3,531,000	\$10,296,000	\$24,962,000	\$52,541,000
Fleet Operations & Maintenance	Direct	--	\$1,000	\$2,000	\$5,000	\$11,000
	Indirect	--	\$1,000	\$4,000	\$9,000	\$20,000
	Induced	--	\$2,000	\$6,000	\$16,000	\$33,000
	Total	--	\$4,000	\$12,000	\$30,000	\$64,000
Vertiport Capital Expenditures	Direct	--	\$370,000	\$1,070,000	\$2,590,000	\$5,460,000
	Indirect	--	\$230,000	\$665,000	\$1,609,000	\$3,391,000
	Induced	--	\$418,000	\$1,208,000	\$2,923,000	\$6,162,000
	Total	--	\$1,018,000	\$2,943,000	\$7,122,000	\$15,013,000
Vertiport Operations & Maintenance	Direct	--	\$420,000	\$1,220,000	\$2,960,000	\$6,230,000
	Indirect	--	\$261,000	\$758,000	\$1,838,000	\$3,870,000
	Induced	--	\$474,000	\$1,377,000	\$3,341,000	\$7,031,000
	Total	--	\$1,155,000	\$3,355,000	\$8,139,000	\$17,131,000
AAM Pax Mobility Econ Impact	Direct	--	\$9,351,000	\$44,182,000	\$131,395,000	\$321,061,000
	Indirect	--	\$5,915,000	\$27,072,000	\$79,734,000	\$193,676,000
	Induced	--	\$6,362,000	\$29,572,000	\$87,524,000	\$213,232,000
	Total	--	\$21,628,000	\$100,826,000	\$298,653,000	\$727,969,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Table B-50. Tax Revenue Generated by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Tax Revenue		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	\$1,269,000	\$6,714,000	\$20,594,000	\$51,267,000
	Indirect	--	\$503,000	\$2,654,000	\$8,145,000	\$20,273,000
	Induced	--	\$578,000	\$3,058,000	\$9,380,000	\$23,350,000
	Total	--	\$2,350,000	\$12,426,000	\$38,119,000	\$94,890,000
Fleet Capital Expenditures	Direct	--	\$65,000	\$190,000	\$460,000	\$967,000
	Indirect	--	\$107,000	\$313,000	\$758,000	\$1,595,000
	Induced	--	\$103,000	\$297,000	\$721,000	\$1,517,000
	Total	--	\$275,000	\$800,000	\$1,939,000	\$4,079,000
Fleet Operations & Maintenance	Direct	--	\$50,000	\$143,000	\$348,000	\$733,000
	Indirect	--	\$40,000	\$119,000	\$286,000	\$604,000
	Induced	--	\$57,000	\$165,000	\$400,000	\$843,000
	Total	--	\$147,000	\$427,000	\$1,034,000	\$2,180,000
Vertiport Capital Expenditures	Direct	--	\$48,000	\$139,000	\$336,000	\$709,000
	Indirect	--	\$26,000	\$76,000	\$182,000	\$384,000
	Induced	--	\$53,000	\$149,000	\$364,000	\$767,000
	Total	--	\$127,000	\$364,000	\$882,000	\$1,860,000
Vertiport Operations & Maintenance	Direct	--	\$55,000	\$159,000	\$384,000	\$810,000
	Indirect	--	\$29,000	\$86,000	\$209,000	\$438,000
	Induced	--	\$59,000	\$172,000	\$416,000	\$875,000
	Total	--	\$143,000	\$417,000	\$1,009,000	\$2,123,000
AAM Pax Mobility Econ Impact	Direct	--	\$1,487,000	\$7,345,000	\$22,122,000	\$54,486,000
	Indirect	--	\$705,000	\$3,248,000	\$9,580,000	\$23,294,000
	Induced	--	\$850,000	\$3,841,000	\$11,281,000	\$27,352,000
	Total	--	\$3,042,000	\$14,434,000	\$42,983,000	\$105,132,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Minneapolis-St. Paul-Bloomington, MN-WI MSA

The Minneapolis-St. Paul-Bloomington, MN-WI MSA was ranked as the 11th-most suitable location for AAM passenger mobility operations in the United States. With a medium demand trajectory, it is anticipated that approximately 4.5 million AAM passenger flight operations will occur in the year 2045. This level of activity could support approximately 5,935 jobs, \$470 million in employee earnings, \$1.6 billion in economic output (\$888 million value added), and \$229 million in tax revenue.

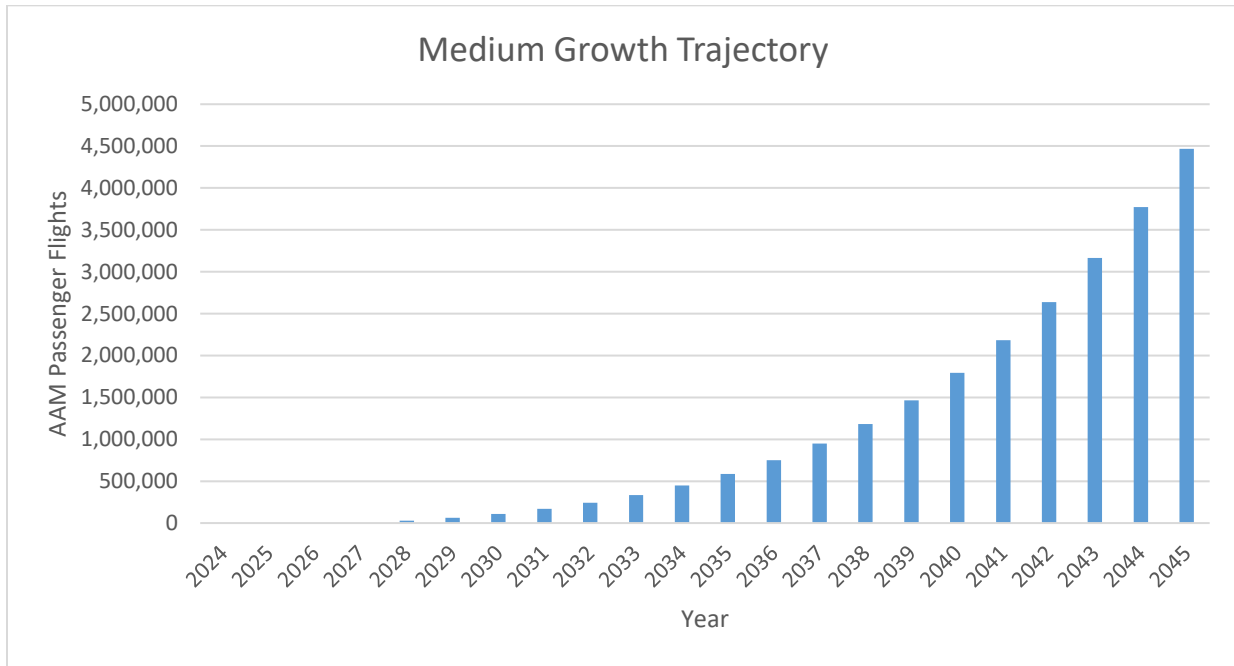


Figure B11. Projected AAM Passenger Demand within the Minneapolis-St. Paul-Bloomington, MN-WI MSA.

Table B-51. Jobs Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Employment		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	35	180	555	1,375
	Indirect	--	40	205	630	1,565
	Induced	--	55	285	880	2,190
	Total	--	130	670	2,065	5,130
Fleet Capital Expenditures	Direct	--	5	10	20	45
	Indirect	--	10	25	55	115
	Induced	--	10	30	70	145
	Total	--	25	65	145	305
Fleet Operations & Maintenance	Direct	--	5	10	20	40
	Indirect	--	0	5	15	30
	Induced	--	5	10	20	40
	Total	--	10	25	55	110
Vertiport Capital Expenditures	Direct	--	5	15	30	70
	Indirect	--	5	10	20	40
	Induced	--	5	15	35	75
	Total	--	15	40	85	185
Vertiport Operations & Maintenance	Direct	--	5	15	35	75
	Indirect	--	5	10	20	45
	Induced	--	5	15	40	85
	Total	--	15	40	95	205
AAM Pax Mobility Econ Impact	Direct	--	55	230	660	1,605
	Indirect	--	60	255	740	1,795
	Induced	--	80	355	1,045	2,535
	Total	--	195	840	2,445	5,935

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures.

Table B-52. Employee Earnings Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Labor Income		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	\$4,100,000	\$21,600,000	\$66,200,000	\$164,800,000
	Indirect	--	\$2,800,000	\$14,800,000	\$45,400,000	\$113,000,000
	Induced	--	\$3,200,000	\$16,900,000	\$51,700,000	\$128,800,000
	Total	--	\$10,100,000	\$53,300,000	\$163,300,000	\$406,600,000
Fleet Capital Expenditures	Direct	--	\$500,000	\$1,300,000	\$3,200,000	\$6,800,000
	Indirect	--	\$700,000	\$2,200,000	\$5,300,000	\$11,100,000
	Induced	--	\$600,000	\$1,600,000	\$4,000,000	\$8,400,000
	Total	--	\$1,800,000	\$5,100,000	\$12,500,000	\$26,300,000
Fleet Operations & Maintenance	Direct	--	\$200,000	\$600,000	\$1,500,000	\$3,100,000
	Indirect	--	\$100,000	\$400,000	\$1,000,000	\$2,000,000
	Induced	--	\$200,000	\$500,000	\$1,100,000	\$2,400,000
	Total	--	\$500,000	\$1,500,000	\$3,600,000	\$7,500,000
Vertiport Capital Expenditures	Direct	--	\$400,000	\$1,300,000	\$3,200,000	\$6,600,000
	Indirect	--	\$200,000	\$600,000	\$1,300,000	\$2,800,000
	Induced	--	\$300,000	\$900,000	\$2,100,000	\$4,400,000
	Total	--	\$900,000	\$2,800,000	\$6,600,000	\$13,800,000
Vertiport Operations & Maintenance	Direct	--	\$500,000	\$1,500,000	\$3,600,000	\$7,500,000
	Indirect	--	\$200,000	\$600,000	\$1,500,000	\$3,200,000
	Induced	--	\$300,000	\$1,000,000	\$2,400,000	\$5,000,000
	Total	--	\$1,000,000	\$3,100,000	\$7,500,000	\$15,700,000
AAM Pax Mobility Econ Impact	Direct	--	\$5,700,000	\$26,300,000	\$77,700,000	\$188,800,000
	Indirect	--	\$4,000,000	\$18,600,000	\$54,500,000	\$132,100,000
	Induced	--	\$4,600,000	\$20,900,000	\$61,300,000	\$149,000,000
	Total	--	\$14,300,000	\$65,800,000	\$193,500,000	\$469,900,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Table B-53. Gross Regional Product Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Value Added		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	\$9,200,000	\$48,600,000	\$149,100,000	\$371,100,000
	Indirect	--	\$4,500,000	\$24,000,000	\$73,500,000	\$183,100,000
	Induced	--	\$5,700,000	\$29,900,000	\$91,800,000	\$228,600,000
	Total	--	\$19,400,000	\$102,500,000	\$314,400,000	\$782,800,000
Fleet Capital Expenditures	Direct	--	\$1,000,000	\$2,900,000	\$7,000,000	\$14,800,000
	Indirect	--	\$1,200,000	\$3,500,000	\$8,600,000	\$18,100,000
	Induced	--	\$1,000,000	\$2,900,000	\$7,100,000	\$14,800,000
	Total	--	\$3,200,000	\$9,300,000	\$22,700,000	\$47,700,000
Fleet Operations & Maintenance	Direct	--	\$200,000	\$700,000	\$1,600,000	\$3,400,000
	Indirect	--	\$500,000	\$1,300,000	\$3,200,000	\$6,700,000
	Induced	--	\$400,000	\$1,100,000	\$2,700,000	\$5,600,000
	Total	--	\$1,100,000	\$3,100,000	\$7,500,000	\$15,700,000
Vertiport Capital Expenditures	Direct	--	\$500,000	\$1,500,000	\$3,500,000	\$7,500,000
	Indirect	--	\$300,000	\$800,000	\$2,000,000	\$4,200,000
	Induced	--	\$500,000	\$1,500,000	\$3,700,000	\$7,800,000
	Total	--	\$1,300,000	\$3,800,000	\$9,200,000	\$19,500,000
Vertiport Operations & Maintenance	Direct	--	\$600,000	\$1,700,000	\$4,000,000	\$8,400,000
	Indirect	--	\$300,000	\$900,000	\$2,300,000	\$4,700,000
	Induced	--	\$600,000	\$1,700,000	\$4,200,000	\$8,800,000
	Total	--	\$1,500,000	\$4,300,000	\$10,500,000	\$21,900,000
AAM Pax Mobility Econ Impact	Direct	--	\$11,500,000	\$55,400,000	\$165,200,000	\$405,200,000
	Indirect	--	\$6,800,000	\$30,500,000	\$89,600,000	\$216,800,000
	Induced	--	\$8,200,000	\$37,100,000	\$109,500,000	\$265,600,000
	Total	--	\$26,500,000	\$123,000,000	\$364,300,000	\$887,600,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Table B-54. Economic Output Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Output (Business Sales)		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	\$15,480,000	\$81,910,000	\$251,300,000	\$625,540,000
	Indirect	--	\$8,992,000	\$47,579,000	\$145,972,000	\$363,357,000
	Induced	--	\$10,092,000	\$53,398,000	\$163,825,000	\$407,797,000
	Total	--	\$34,564,000	\$182,887,000	\$561,097,000	\$1,396,694,000
Fleet Capital Expenditures	Direct	--	\$3,110,000	\$9,060,000	\$21,950,000	\$46,200,000
	Indirect	--	\$2,785,000	\$8,114,000	\$19,658,000	\$41,376,000
	Induced	--	\$1,783,000	\$5,196,000	\$12,588,000	\$26,494,000
	Total	--	\$7,678,000	\$22,370,000	\$54,196,000	\$114,070,000
Fleet Operations & Maintenance	Direct	--	\$2,000	\$5,000	\$11,000	\$23,000
	Indirect	--	\$3,000	\$8,000	\$20,000	\$43,000
	Induced	--	\$5,000	\$14,000	\$34,000	\$71,000
	Total	--	\$10,000	\$27,000	\$65,000	\$137,000
Vertiport Capital Expenditures	Direct	--	\$830,000	\$2,410,000	\$5,850,000	\$12,310,000
	Indirect	--	\$516,000	\$1,497,000	\$3,633,000	\$7,646,000
	Induced	--	\$937,000	\$2,720,000	\$6,602,000	\$13,893,000
	Total	--	\$2,283,000	\$6,627,000	\$16,085,000	\$33,849,000
Vertiport Operations & Maintenance	Direct	--	\$940,000	\$2,740,000	\$6,630,000	\$13,950,000
	Indirect	--	\$584,000	\$1,702,000	\$4,118,000	\$8,664,000
	Induced	--	\$1,061,000	\$3,092,000	\$7,483,000	\$15,744,000
	Total	--	\$2,585,000	\$7,534,000	\$18,231,000	\$38,358,000
AAM Pax Mobility Econ Impact	Direct	--	\$20,362,000	\$96,125,000	\$285,741,000	\$698,023,000
	Indirect	--	\$12,880,000	\$58,900,000	\$173,401,000	\$421,086,000
	Induced	--	\$13,878,000	\$64,420,000	\$190,532,000	\$463,999,000
	Total	--	\$47,120,000	\$219,445,000	\$649,674,000	\$1,583,108,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Table B-55. Tax Revenue Generated by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Tax Revenue		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	\$2,754,000	\$14,576,000	\$44,720,000	\$111,320,000
	Indirect	--	\$1,088,000	\$5,764,000	\$17,684,000	\$44,021,000
	Induced	--	\$1,254,000	\$6,640,000	\$20,369,000	\$50,704,000
	Total	--	\$5,096,000	\$26,980,000	\$82,773,000	\$206,045,000
Fleet Capital Expenditures	Direct	--	\$142,000	\$412,000	\$998,000	\$2,099,000
	Indirect	--	\$233,000	\$680,000	\$1,645,000	\$3,464,000
	Induced	--	\$222,000	\$646,000	\$1,565,000	\$3,294,000
	Total	--	\$597,000	\$1,738,000	\$4,208,000	\$8,857,000
Fleet Operations & Maintenance	Direct	--	\$108,000	\$314,000	\$758,000	\$1,594,000
	Indirect	--	\$89,000	\$258,000	\$624,000	\$1,312,000
	Induced	--	\$123,000	\$360,000	\$869,000	\$1,831,000
	Total	--	\$320,000	\$932,000	\$2,251,000	\$4,737,000
Vertiport Capital Expenditures	Direct	--	\$108,000	\$313,000	\$759,000	\$1,598,000
	Indirect	--	\$59,000	\$169,000	\$411,000	\$866,000
	Induced	--	\$117,000	\$338,000	\$822,000	\$1,728,000
	Total	--	\$284,000	\$820,000	\$1,992,000	\$4,192,000
Vertiport Operations & Maintenance	Direct	--	\$122,000	\$356,000	\$861,000	\$1,811,000
	Indirect	--	\$65,000	\$193,000	\$467,000	\$982,000
	Induced	--	\$133,000	\$385,000	\$931,000	\$1,958,000
	Total	--	\$320,000	\$934,000	\$2,259,000	\$4,751,000
AAM Pax Mobility Econ Impact	Direct	--	\$3,234,000	\$15,971,000	\$48,096,000	\$118,422,000
	Indirect	--	\$1,534,000	\$7,064,000	\$20,831,000	\$50,645,000
	Induced	--	\$1,849,000	\$8,369,000	\$24,556,000	\$59,515,000
	Total	--	\$6,617,000	\$31,404,000	\$93,483,000	\$228,582,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Chicago-Naperville-Elgin, IL-IN-WI MSA

The Chicago-Naperville-Elgin, IL-IN-WI MSA was ranked as the 12th-most suitable location for AAM passenger mobility operations in the United States. With a medium demand trajectory, it is anticipated that approximately 8.6 million AAM passenger flight operations will occur in the year 2045. This level of activity could support approximately 11,505 jobs, \$911 million in employee earnings, \$3.1 billion in economic output (\$1.7 billion value added), and \$443 million in tax revenue.

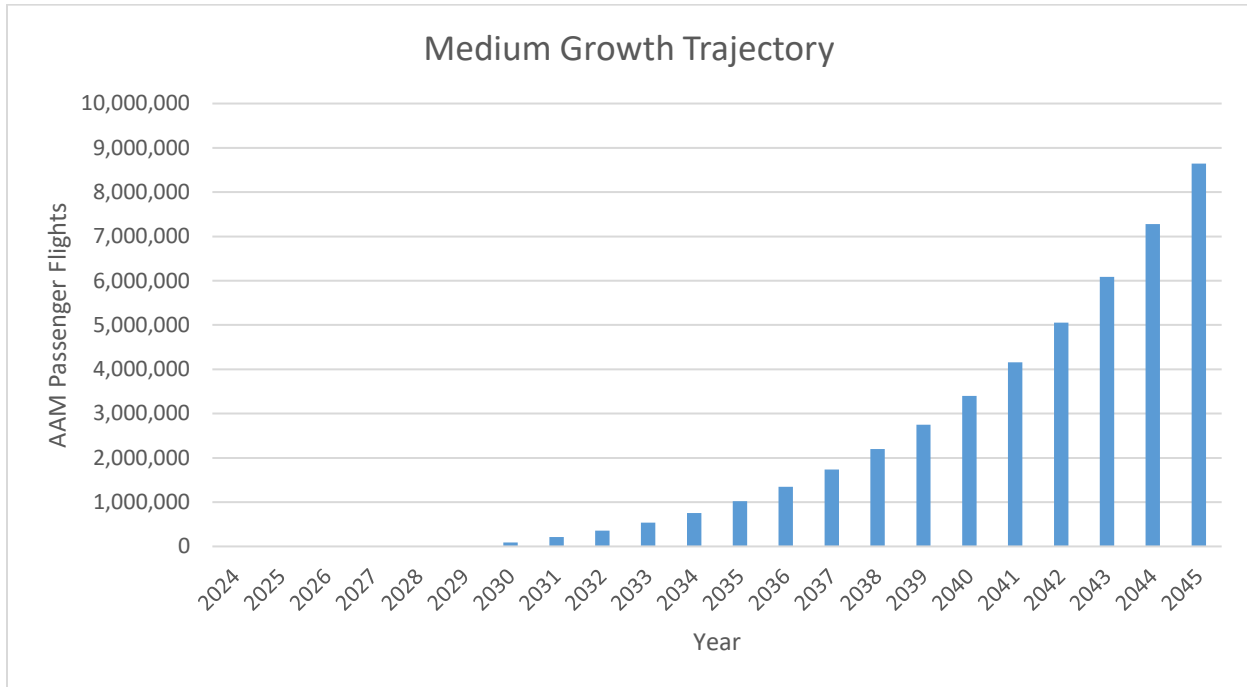


Figure B12. Projected AAM Passenger Demand within the Chicago-Naperville-Elgin, IL-IN-WI MSA.

Table B-56. Jobs Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Employment		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	30	315	1,045	2,660
	Indirect	--	30	360	1,190	3,025
	Induced	--	45	500	1,665	4,235
	Total	--	105	1,175	3,900	9,920
Fleet Capital Expenditures	Direct	--	5	20	45	90
	Indirect	--	15	45	110	225
	Induced	--	20	55	135	280
	Total	--	40	120	290	595
Fleet Operations & Maintenance	Direct	--	5	15	40	80
	Indirect	--	5	10	25	60
	Induced	--	5	15	40	80
	Total	--	15	40	105	220
Vertiport Capital Expenditures	Direct	--	10	25	65	135
	Indirect	--	5	15	40	80
	Induced	--	10	30	70	145
	Total	--	25	70	175	360
Vertiport Operations & Maintenance	Direct	--	10	30	70	150
	Indirect	--	5	20	45	90
	Induced	--	10	35	80	170
	Total	--	25	85	195	410
AAM Pax Mobility Econ Impact	Direct	--	60	405	1,265	3,115
	Indirect	--	60	450	1,410	3,480
	Induced	--	90	635	1,990	4,910
	Total	--	210	1,490	4,665	11,505

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures.

Table B-57. Employee Earnings Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Labor Income		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	\$3,400,000	\$37,700,000	\$125,300,000	\$318,700,000
	Indirect	--	\$2,300,000	\$25,900,000	\$86,000,000	\$218,700,000
	Induced	--	\$2,700,000	\$29,500,000	\$97,900,000	\$249,100,000
	Total	--	\$8,400,000	\$93,100,000	\$309,200,000	\$786,500,000
Fleet Capital Expenditures	Direct	--	\$900,000	\$2,600,000	\$6,400,000	\$13,400,000
	Indirect	--	\$1,500,000	\$4,300,000	\$10,400,000	\$21,800,000
	Induced	--	\$1,100,000	\$3,200,000	\$7,800,000	\$16,400,000
	Total	--	\$3,500,000	\$10,100,000	\$24,600,000	\$51,600,000
Fleet Operations & Maintenance	Direct	--	\$400,000	\$1,200,000	\$2,900,000	\$6,100,000
	Indirect	--	\$300,000	\$800,000	\$1,900,000	\$4,000,000
	Induced	--	\$300,000	\$900,000	\$2,300,000	\$4,700,000
	Total	--	\$1,000,000	\$2,900,000	\$7,100,000	\$14,800,000
Vertiport Capital Expenditures	Direct	--	\$900,000	\$2,600,000	\$6,200,000	\$13,100,000
	Indirect	--	\$400,000	\$1,100,000	\$2,600,000	\$5,500,000
	Induced	--	\$600,000	\$1,700,000	\$4,100,000	\$8,600,000
	Total	--	\$1,900,000	\$5,400,000	\$12,900,000	\$27,200,000
Vertiport Operations & Maintenance	Direct	--	\$1,000,000	\$2,900,000	\$7,100,000	\$15,000,000
	Indirect	--	\$400,000	\$1,200,000	\$3,000,000	\$6,400,000
	Induced	--	\$700,000	\$1,900,000	\$4,700,000	\$9,900,000
	Total	--	\$2,100,000	\$6,000,000	\$14,800,000	\$31,300,000
AAM Pax Mobility Econ Impact	Direct	--	\$6,600,000	\$47,000,000	\$147,900,000	\$366,300,000
	Indirect	--	\$4,900,000	\$33,300,000	\$103,900,000	\$256,400,000
	Induced	--	\$5,400,000	\$37,200,000	\$116,800,000	\$288,700,000
	Total	--	\$16,900,000	\$117,500,000	\$368,600,000	\$911,400,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Table B-58. Gross Regional Product Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Value Added		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	\$7,600,000	\$85,000,000	\$282,200,000	\$717,900,000
	Indirect	--	\$3,800,000	\$41,900,000	\$139,200,000	\$354,100,000
	Induced	--	\$4,700,000	\$52,300,000	\$173,800,000	\$442,100,000
	Total	--	\$16,100,000	\$179,200,000	\$595,200,000	\$1,514,100,000
Fleet Capital Expenditures	Direct	--	\$2,000,000	\$5,700,000	\$13,800,000	\$29,100,000
	Indirect	--	\$2,400,000	\$7,000,000	\$16,900,000	\$35,500,000
	Induced	--	\$2,000,000	\$5,700,000	\$13,800,000	\$29,100,000
	Total	--	\$6,400,000	\$18,400,000	\$44,500,000	\$93,700,000
Fleet Operations & Maintenance	Direct	--	\$400,000	\$1,300,000	\$3,200,000	\$6,700,000
	Indirect	--	\$900,000	\$2,600,000	\$6,200,000	\$13,100,000
	Induced	--	\$700,000	\$2,200,000	\$5,300,000	\$11,100,000
	Total	--	\$2,000,000	\$6,100,000	\$14,700,000	\$30,900,000
Vertiport Capital Expenditures	Direct	--	\$1,000,000	\$2,900,000	\$7,000,000	\$14,600,000
	Indirect	--	\$600,000	\$1,600,000	\$3,900,000	\$8,200,000
	Induced	--	\$1,000,000	\$3,000,000	\$7,300,000	\$15,300,000
	Total	--	\$2,600,000	\$7,500,000	\$18,200,000	\$38,100,000
Vertiport Operations & Maintenance	Direct	--	\$1,100,000	\$3,300,000	\$8,000,000	\$16,800,000
	Indirect	--	\$600,000	\$1,800,000	\$4,500,000	\$9,400,000
	Induced	--	\$1,200,000	\$3,400,000	\$8,300,000	\$17,500,000
	Total	--	\$2,900,000	\$8,500,000	\$20,800,000	\$43,700,000
AAM Pax Mobility Econ Impact	Direct	--	\$12,100,000	\$98,200,000	\$314,200,000	\$785,100,000
	Indirect	--	\$8,300,000	\$54,900,000	\$170,700,000	\$420,300,000
	Induced	--	\$9,600,000	\$66,600,000	\$208,500,000	\$515,100,000
	Total	--	\$30,000,000	\$219,700,000	\$693,400,000	\$1,720,500,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Table B-59. Economic Output Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Output (Business Sales)		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	\$12,880,000	\$143,230,000	\$475,600,000	\$1,209,930,000
	Indirect	--	\$7,482,000	\$83,198,000	\$276,261,000	\$702,811,000
	Induced	--	\$8,397,000	\$93,373,000	\$310,049,000	\$788,767,000
	Total	--	\$28,759,000	\$319,801,000	\$1,061,910,000	\$2,701,508,000
Fleet Capital Expenditures	Direct	--	\$6,100,000	\$17,780,000	\$43,070,000	\$90,660,000
	Indirect	--	\$5,463,000	\$15,923,000	\$38,573,000	\$81,193,000
	Induced	--	\$3,498,000	\$10,196,000	\$24,699,000	\$51,990,000
	Total	--	\$15,061,000	\$43,899,000	\$106,342,000	\$223,843,000
Fleet Operations & Maintenance	Direct	--	\$3,000	\$9,000	\$21,000	\$45,000
	Indirect	--	\$6,000	\$16,000	\$40,000	\$84,000
	Induced	--	\$9,000	\$27,000	\$66,000	\$140,000
	Total	--	\$18,000	\$52,000	\$127,000	\$269,000
Vertiport Capital Expenditures	Direct	--	\$1,630,000	\$4,740,000	\$11,490,000	\$24,180,000
	Indirect	--	\$1,012,000	\$2,944,000	\$7,137,000	\$15,018,000
	Induced	--	\$1,840,000	\$5,350,000	\$12,968,000	\$27,290,000
	Total	--	\$4,482,000	\$13,034,000	\$31,595,000	\$66,488,000
Vertiport Operations & Maintenance	Direct	--	\$1,870,000	\$5,430,000	\$13,170,000	\$27,710,000
	Indirect	--	\$1,161,000	\$3,373,000	\$8,180,000	\$17,211,000
	Induced	--	\$2,111,000	\$6,128,000	\$14,864,000	\$31,274,000
	Total	--	\$5,142,000	\$14,931,000	\$36,214,000	\$76,195,000
AAM Pax Mobility Econ Impact	Direct	--	\$22,483,000	\$171,189,000	\$543,351,000	\$1,352,525,000
	Indirect	--	\$15,124,000	\$105,454,000	\$330,191,000	\$816,317,000
	Induced	--	\$15,855,000	\$115,074,000	\$362,646,000	\$899,461,000
	Total	--	\$53,462,000	\$391,717,000	\$1,236,188,000	\$3,068,303,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Table B-60. Tax Revenue Generated by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Tax Revenue		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	\$2,292,000	\$25,489,000	\$84,636,000	\$215,316,000
	Indirect	--	\$906,000	\$10,079,000	\$33,468,000	\$85,144,000
	Induced	--	\$1,043,000	\$11,609,000	\$38,551,000	\$98,073,000
	Total	--	\$4,241,000	\$47,177,000	\$156,655,000	\$398,533,000
Fleet Capital Expenditures	Direct	--	\$276,000	\$807,000	\$1,957,000	\$4,118,000
	Indirect	--	\$456,000	\$1,333,000	\$3,229,000	\$6,796,000
	Induced	--	\$435,000	\$1,268,000	\$3,071,000	\$6,463,000
	Total	--	\$1,167,000	\$3,408,000	\$8,257,000	\$17,377,000
Fleet Operations & Maintenance	Direct	--	\$211,000	\$615,000	\$1,486,000	\$3,132,000
	Indirect	--	\$173,000	\$506,000	\$1,223,000	\$2,576,000
	Induced	--	\$240,000	\$704,000	\$1,708,000	\$3,596,000
	Total	--	\$624,000	\$1,825,000	\$4,417,000	\$9,304,000
Vertiport Capital Expenditures	Direct	--	\$212,000	\$615,000	\$1,492,000	\$3,139,000
	Indirect	--	\$116,000	\$335,000	\$810,000	\$1,703,000
	Induced	--	\$228,000	\$665,000	\$1,613,000	\$3,394,000
	Total	--	\$556,000	\$1,615,000	\$3,915,000	\$8,236,000
Vertiport Operations & Maintenance	Direct	--	\$242,000	\$705,000	\$1,710,000	\$3,598,000
	Indirect	--	\$132,000	\$383,000	\$927,000	\$1,951,000
	Induced	--	\$262,000	\$762,000	\$1,850,000	\$3,887,000
	Total	--	\$636,000	\$1,850,000	\$4,487,000	\$9,436,000
AAM Pax Mobility Econ Impact	Direct	--	\$3,233,000	\$28,231,000	\$91,281,000	\$229,303,000
	Indirect	--	\$1,783,000	\$12,636,000	\$39,657,000	\$98,170,000
	Induced	--	\$2,208,000	\$15,008,000	\$46,793,000	\$115,413,000
	Total	--	\$0	\$7,224,000	\$55,875,000	\$177,731,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Bridgeport-Stamford-Norwalk, CT MSA

The Bridgeport-Stamford-Norwalk, CT MSA was ranked as the 13th-most suitable location for AAM passenger mobility operations in the United States. With a medium demand trajectory, it is anticipated that approximately 1.5 million AAM passenger flight operations will occur in the year 2045. This level of activity could support approximately 2,120 jobs, \$168 million in employee earnings, \$560 million in economic output (\$314 million value added), and \$80 million in tax revenue.

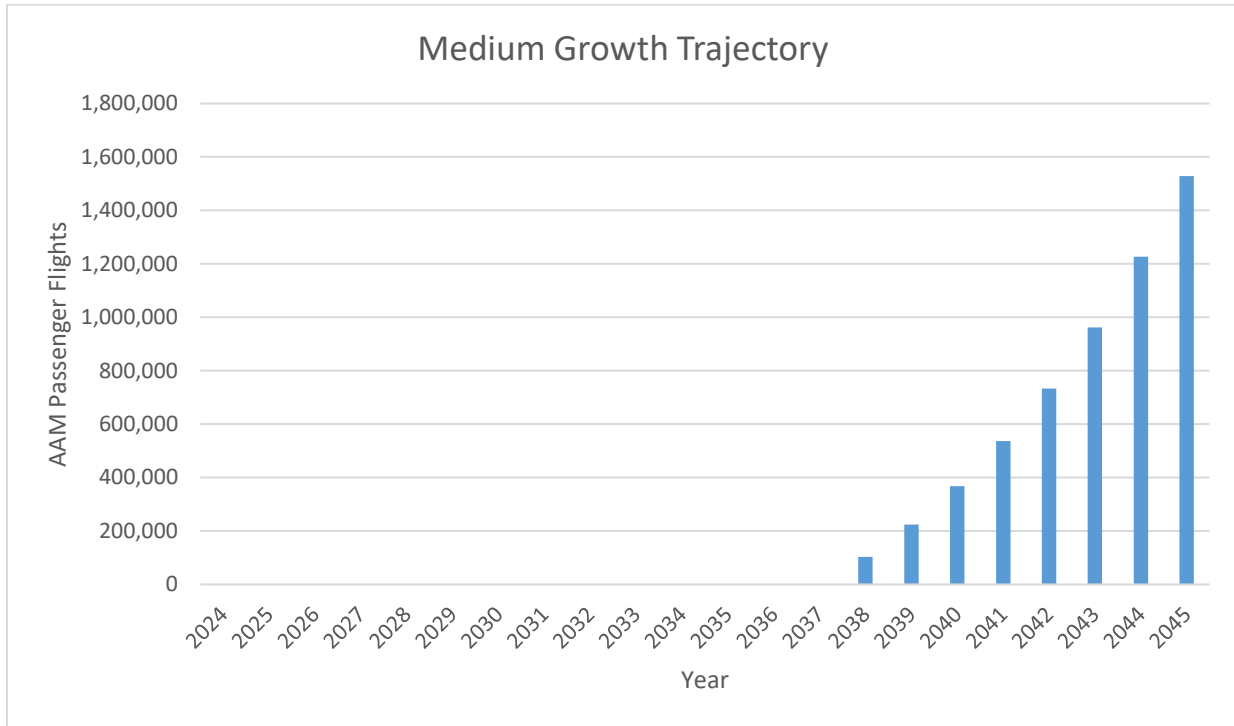


Figure B13. Projected AAM Passenger Demand within the Bridgeport-Stamford-Norwalk, CT MSA.

Table B-61. Jobs Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Employment		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	--	--	115	470
	Indirect	--	--	--	130	535
	Induced	--	--	--	180	750
	Total	--	--	--	425	1,755
Fleet Capital Expenditures	Direct	--	--	--	10	20
	Indirect	--	--	--	25	50
	Induced	--	--	--	30	60
	Total	--	--	--	65	130
Fleet Operations & Maintenance	Direct	--	--	--	10	20
	Indirect	--	--	--	5	15
	Induced	--	--	--	10	20
	Total	--	--	--	25	55
Vertiport Capital Expenditures	Direct	--	--	--	15	30
	Indirect	--	--	--	10	15
	Induced	--	--	--	15	30
	Total	--	--	--	40	75
Vertiport Operations & Maintenance	Direct	--	--	--	20	40
	Indirect	--	--	--	10	25
	Induced	--	--	--	20	40
	Total	--	--	--	50	105
AAM Pax Mobility Econ Impact	Direct	--	--	--	170	580
	Indirect	--	--	--	180	640
	Induced	--	--	--	255	900
	Total	--	--	--	605	2,120

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures.

Table B-62. Employee Earnings Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Labor Income		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	--	--	\$13,600,000	\$56,400,000
	Indirect	--	--	--	\$9,300,000	\$38,700,000
	Induced	--	--	--	\$10,600,000	\$44,100,000
	Total	--	--	--	\$33,500,000	\$139,200,000
Fleet Capital Expenditures	Direct	--	--	--	\$1,400,000	\$3,000,000
	Indirect	--	--	--	\$2,300,000	\$4,800,000
	Induced	--	--	--	\$1,700,000	\$3,600,000
	Total	--	--	--	\$5,400,000	\$11,400,000
Fleet Operations & Maintenance	Direct	--	--	--	\$600,000	\$1,400,000
	Indirect	--	--	--	\$400,000	\$900,000
	Induced	--	--	--	\$500,000	\$1,100,000
	Total	--	--	--	\$1,500,000	\$3,400,000
Vertiport Capital Expenditures	Direct	--	--	--	\$1,300,000	\$2,700,000
	Indirect	--	--	--	\$600,000	\$1,200,000
	Induced	--	--	--	\$900,000	\$1,800,000
	Total	--	--	--	\$2,800,000	\$5,700,000
Vertiport Operations & Maintenance	Direct	--	--	--	\$1,800,000	\$3,700,000
	Indirect	--	--	--	\$800,000	\$1,600,000
	Induced	--	--	--	\$1,200,000	\$2,500,000
	Total	--	--	--	\$3,800,000	\$7,800,000
AAM Pax Mobility Econ Impact	Direct	--	--	--	\$18,700,000	\$67,200,000
	Indirect	--	--	--	\$13,400,000	\$47,200,000
	Induced	--	--	--	\$14,900,000	\$53,100,000
	Total	--	--	--	\$47,000,000	\$167,500,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Table B-63. Gross Regional Product Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Value Added		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	--	--	\$30,600,000	\$127,000,000
	Indirect	--	--	--	\$15,100,000	\$62,600,000
	Induced	--	--	--	\$18,800,000	\$78,200,000
	Total	--	--	--	\$64,500,000	\$267,800,000
Fleet Capital Expenditures	Direct	--	--	--	\$3,100,000	\$6,400,000
	Indirect	--	--	--	\$3,700,000	\$7,800,000
	Induced	--	--	--	\$3,100,000	\$6,400,000
	Total	--	--	--	\$9,900,000	\$20,600,000
Fleet Operations & Maintenance	Direct	--	--	--	\$700,000	\$1,500,000
	Indirect	--	--	--	\$1,400,000	\$2,900,000
	Induced	--	--	--	\$1,200,000	\$2,500,000
	Total	--	--	--	\$3,300,000	\$6,900,000
Vertiport Capital Expenditures	Direct	--	--	--	\$1,500,000	\$3,100,000
	Indirect	--	--	--	\$800,000	\$1,700,000
	Induced	--	--	--	\$1,500,000	\$3,200,000
	Total	--	--	--	\$3,800,000	\$8,000,000
Vertiport Operations & Maintenance	Direct	--	--	--	\$2,000,000	\$4,200,000
	Indirect	--	--	--	\$1,100,000	\$2,300,000
	Induced	--	--	--	\$2,100,000	\$4,400,000
	Total	--	--	--	\$5,200,000	\$10,900,000
AAM Pax Mobility Econ Impact	Direct	--	--	--	\$37,900,000	\$142,200,000
	Indirect	--	--	--	\$22,100,000	\$77,300,000
	Induced	--	--	--	\$26,700,000	\$94,700,000
	Total	--	--	--	\$86,700,000	\$314,200,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Table B-64. Economic Output Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Output (Business Sales)		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	--	--	\$51,500,000	\$214,000,000
	Indirect	--	--	--	\$29,915,000	\$124,306,000
	Induced	--	--	--	\$33,573,000	\$139,509,000
	Total	--	--	--	\$114,988,000	\$477,815,000
Fleet Capital Expenditures	Direct	--	--	--	\$9,530,000	\$20,060,000
	Indirect	--	--	--	\$8,535,000	\$17,965,000
	Induced	--	--	--	\$5,465,000	\$11,504,000
	Total	--	--	--	\$23,530,000	\$49,529,000
Fleet Operations & Maintenance	Direct	--	--	--	\$5,000	\$10,000
	Indirect	--	--	--	\$9,000	\$19,000
	Induced	--	--	--	\$15,000	\$31,000
	Total	--	--	--	\$29,000	\$60,000
Vertiport Capital Expenditures	Direct	--	--	--	\$2,400,000	\$5,050,000
	Indirect	--	--	--	\$1,491,000	\$3,137,000
	Induced	--	--	--	\$2,709,000	\$5,700,000
	Total	--	--	--	\$6,600,000	\$13,887,000
Vertiport Operations & Maintenance	Direct	--	--	--	\$3,290,000	\$6,920,000
	Indirect	--	--	--	\$2,043,000	\$4,298,000
	Induced	--	--	--	\$3,713,000	\$7,810,000
	Total	--	--	--	\$9,046,000	\$19,028,000
AAM Pax Mobility Econ Impact	Direct	--	--	--	\$66,725,000	\$246,040,000
	Indirect	--	--	--	\$41,993,000	\$149,725,000
	Induced	--	--	--	\$45,475,000	\$164,554,000
	Total	--	--	--	\$154,193,000	\$560,319,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Table B-65. Tax Revenue Generated by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Tax Revenue		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	--	--	\$9,165,000	\$38,083,000
	Indirect	--	--	--	\$3,625,000	\$15,060,000
	Induced	--	--	--	\$4,174,000	\$17,347,000
	Total	--	--	--	\$16,964,000	\$70,490,000
Fleet Capital Expenditures	Direct	--	--	--	\$433,000	\$912,000
	Indirect	--	--	--	\$714,000	\$1,504,000
	Induced	--	--	--	\$679,000	\$1,431,000
	Total	--	--	--	\$1,826,000	\$3,847,000
Fleet Operations & Maintenance	Direct	--	--	--	\$329,000	\$694,000
	Indirect	--	--	--	\$272,000	\$570,000
	Induced	--	--	--	\$380,000	\$797,000
	Total	--	--	--	\$981,000	\$2,061,000
Vertiport Capital Expenditures	Direct	--	--	--	\$311,000	\$656,000
	Indirect	--	--	--	\$169,000	\$356,000
	Induced	--	--	--	\$336,000	\$708,000
	Total	--	--	--	\$816,000	\$1,720,000
Vertiport Operations & Maintenance	Direct	--	--	--	\$428,000	\$898,000
	Indirect	--	--	--	\$232,000	\$487,000
	Induced	--	--	--	\$462,000	\$971,000
	Total	--	--	--	\$1,122,000	\$2,356,000
AAM Pax Mobility Econ Impact	Direct	--	--	--	\$10,666,000	\$41,243,000
	Indirect	--	--	--	\$5,012,000	\$17,977,000
	Induced	--	--	--	\$6,031,000	\$21,254,000
	Total	--	--	--	\$21,709,000	\$80,474,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Washington-Arlington-Alexandria, DC-VA-MD-WV MSA

The Washington-Arlington-Alexandria, DC-VA-MD-WV MSA was ranked as the 14th-most suitable location for AAM passenger mobility operations in the United States. With a medium demand trajectory, it is anticipated that approximately 7.6 AAM passenger flight operations will occur in the year 2045. This level of activity could support approximately 10,025 jobs, \$810 million in employee earnings, \$2.7 billion in economic output (\$1.5 billion value added), and \$392 million in tax revenue.

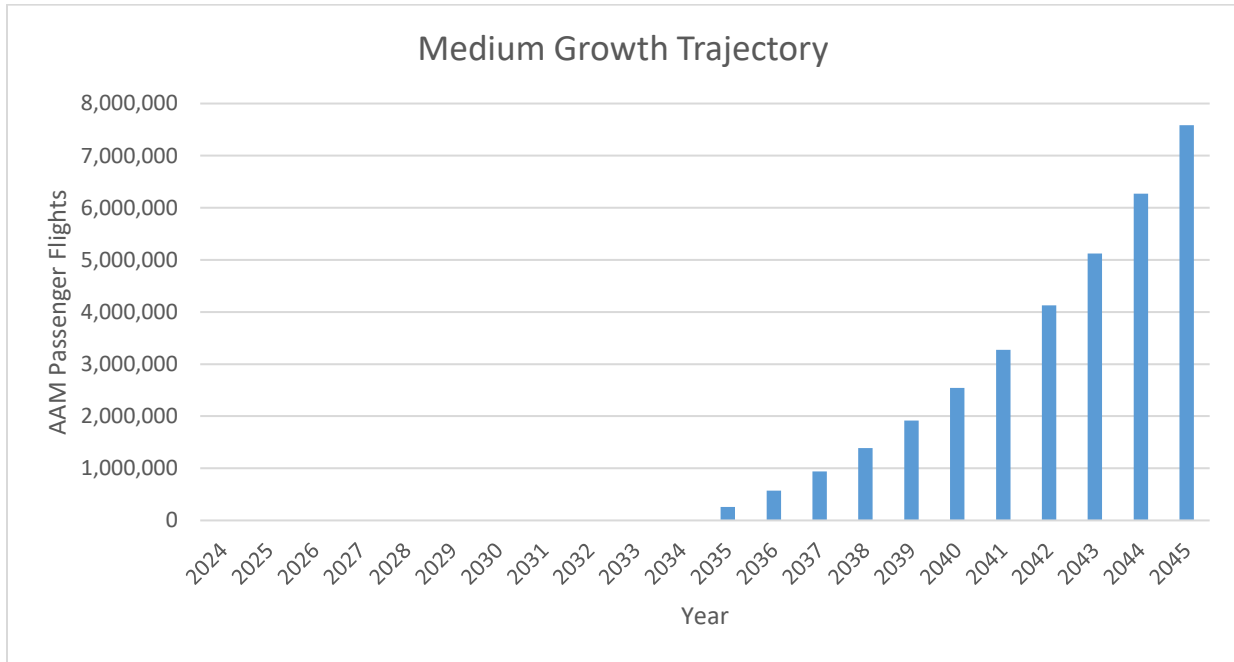


Figure B14. Projected AAM Passenger Demand within the Washington-Arlington-Alexandria, DC-VA-MD-WV MSA.

Table B-66. Jobs Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Employment		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	--	80	780	2,335
	Indirect	--	--	90	890	2,655
	Induced	--	--	125	1,245	3,715
	Total	--	--	295	2,915	8,705
Fleet Capital Expenditures	Direct	--	--	15	40	85
	Indirect	--	--	45	105	220
	Induced	--	--	55	130	270
	Total	--	--	115	275	575
Fleet Operations & Maintenance	Direct	--	--	15	35	80
	Indirect	--	--	10	25	55
	Induced	--	--	15	35	80
	Total	--	--	40	95	215
Vertiport Capital Expenditures	Direct	--	--	25	60	125
	Indirect	--	--	15	35	75
	Induced	--	--	30	65	140
	Total	--	--	70	160	340
Vertiport Operations & Maintenance	Direct	--	--	30	70	145
	Indirect	--	--	15	40	85
	Induced	--	--	30	75	160
	Total	--	--	75	185	390
AAM Pax Mobility Econ Impact	Direct	--	--	165	985	2,770
	Indirect	--	--	175	1,095	3,090
	Induced	--	--	255	1,550	4,365
	Total	--	--	595	3,630	10,225

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures.

Table B-67. Employee Earnings Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Labor Income		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	--	\$9,500,000	\$93,700,000	\$279,700,000
	Indirect	--	--	\$6,500,000	\$64,300,000	\$191,900,000
	Induced	--	--	\$7,400,000	\$73,200,000	\$218,600,000
	Total	--	--	\$23,400,000	\$231,200,000	\$690,200,000
Fleet Capital Expenditures	Direct	--	--	\$2,500,000	\$6,100,000	\$12,900,000
	Indirect	--	--	\$4,100,000	\$10,000,000	\$20,900,000
	Induced	--	--	\$3,100,000	\$7,500,000	\$15,800,000
	Total	--	--	\$9,700,000	\$23,600,000	\$49,600,000
Fleet Operations & Maintenance	Direct	--	--	\$1,200,000	\$2,800,000	\$5,900,000
	Indirect	--	--	\$700,000	\$1,800,000	\$3,800,000
	Induced	--	--	\$900,000	\$2,200,000	\$4,600,000
	Total	--	--	\$2,800,000	\$6,800,000	\$14,300,000
Vertiport Capital Expenditures	Direct	--	--	\$2,500,000	\$5,900,000	\$12,500,000
	Indirect	--	--	\$1,000,000	\$2,500,000	\$5,300,000
	Induced	--	--	\$1,600,000	\$3,900,000	\$8,300,000
	Total	--	--	\$5,100,000	\$12,300,000	\$26,100,000
Vertiport Operations & Maintenance	Direct	--	--	\$2,800,000	\$6,700,000	\$14,200,000
	Indirect	--	--	\$1,200,000	\$2,900,000	\$6,000,000
	Induced	--	--	\$1,800,000	\$4,400,000	\$9,400,000
	Total	--	--	\$5,800,000	\$14,000,000	\$29,600,000
AAM Pax Mobility Econ Impact	Direct	--	--	\$18,500,000	\$115,200,000	\$325,200,000
	Indirect	--	--	\$13,500,000	\$81,500,000	\$227,900,000
	Induced	--	--	\$14,800,000	\$91,200,000	\$256,700,000
	Total	--	--	\$46,800,000	\$287,900,000	\$809,800,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Table B-68. Gross Regional Product Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Value Added		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	--	\$21,400,000	\$211,000,000	\$630,000,000
	Indirect	--	--	\$10,600,000	\$104,100,000	\$310,700,000
	Induced	--	--	\$13,200,000	\$130,000,000	\$388,000,000
	Total	--	--	\$45,200,000	\$445,100,000	\$1,328,700,000
Fleet Capital Expenditures	Direct	--	--	\$5,500,000	\$13,300,000	\$27,900,000
	Indirect	--	--	\$6,700,000	\$16,200,000	\$34,100,000
	Induced	--	--	\$5,500,000	\$13,300,000	\$28,000,000
	Total	--	--	\$17,700,000	\$42,800,000	\$90,000,000
Fleet Operations & Maintenance	Direct	--	--	\$1,300,000	\$3,000,000	\$6,400,000
	Indirect	--	--	\$2,500,000	\$6,000,000	\$12,600,000
	Induced	--	--	\$2,100,000	\$5,100,000	\$10,600,000
	Total	--	--	\$5,900,000	\$14,100,000	\$29,600,000
Vertiport Capital Expenditures	Direct	--	--	\$2,700,000	\$6,700,000	\$14,000,000
	Indirect	--	--	\$1,500,000	\$3,700,000	\$7,900,000
	Induced	--	--	\$2,900,000	\$7,000,000	\$14,700,000
	Total	--	--	\$7,100,000	\$17,400,000	\$36,600,000
Vertiport Operations & Maintenance	Direct	--	--	\$3,100,000	\$7,600,000	\$15,900,000
	Indirect	--	--	\$1,700,000	\$4,200,000	\$8,900,000
	Induced	--	--	\$3,300,000	\$7,900,000	\$16,600,000
	Total	--	--	\$8,100,000	\$19,700,000	\$41,400,000
AAM Pax Mobility Econ Impact	Direct	--	--	\$34,000,000	\$241,600,000	\$694,200,000
	Indirect	--	--	\$23,000,000	\$134,200,000	\$374,200,000
	Induced	--	--	\$27,000,000	\$163,300,000	\$457,900,000
	Total	--	--	\$84,000,000	\$539,100,000	\$1,526,300,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Table B-69. Economic Output Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Output (Business Sales)		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	--	\$36,080,000	\$355,670,000	\$1,061,780,000
	Indirect	--	--	\$20,958,000	\$206,598,000	\$616,755,000
	Induced	--	--	\$23,521,000	\$231,865,000	\$692,186,000
	Total	--	--	\$80,559,000	\$794,133,000	\$2,370,721,000
Fleet Capital Expenditures	Direct	--	--	\$17,090,000	\$41,410,000	\$87,170,000
	Indirect	--	--	\$15,305,000	\$37,086,000	\$78,068,000
	Induced	--	--	\$9,801,000	\$23,747,000	\$49,989,000
	Total	--	--	\$42,196,000	\$102,243,000	\$215,227,000
Fleet Operations & Maintenance	Direct	--	--	\$8,000	\$21,000	\$43,000
	Indirect	--	--	\$16,000	\$38,000	\$80,000
	Induced	--	--	\$26,000	\$64,000	\$135,000
	Total	--	--	\$50,000	\$123,000	\$258,000
Vertiport Capital Expenditures	Direct	--	--	\$4,540,000	\$11,010,000	\$23,170,000
	Indirect	--	--	\$2,820,000	\$6,838,000	\$14,391,000
	Induced	--	--	\$5,124,000	\$12,426,000	\$26,150,000
	Total	--	--	\$12,484,000	\$30,274,000	\$63,711,000
Vertiport Operations & Maintenance	Direct	--	--	\$5,150,000	\$12,470,000	\$26,250,000
	Indirect	--	--	\$3,199,000	\$7,745,000	\$16,304,000
	Induced	--	--	\$5,812,000	\$14,074,000	\$29,626,000
	Total	--	--	\$14,161,000	\$34,289,000	\$72,180,000
AAM Pax Mobility Econ Impact	Direct	--	--	\$62,868,000	\$420,581,000	\$1,198,413,000
	Indirect	--	--	\$42,298,000	\$258,305,000	\$725,598,000
	Induced	--	--	\$44,284,000	\$282,176,000	\$798,086,000
	Total	--	--	\$149,450,000	\$961,062,000	\$2,722,097,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Table B-70. Tax Revenue Generated by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Tax Revenue		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	--	\$6,421,000	\$63,295,000	\$188,951,000
	Indirect	--	--	\$2,539,000	\$25,029,000	\$74,718,000
	Induced	--	--	\$2,924,000	\$28,829,000	\$86,064,000
	Total	--	--	\$11,884,000	\$117,153,000	\$349,733,000
Fleet Capital Expenditures	Direct	--	--	\$776,000	\$1,881,000	\$3,960,000
	Indirect	--	--	\$1,281,000	\$3,103,000	\$6,535,000
	Induced	--	--	\$1,218,000	\$2,951,000	\$6,215,000
	Total	--	--	\$3,275,000	\$7,935,000	\$16,710,000
Fleet Operations & Maintenance	Direct	--	--	\$589,000	\$1,429,000	\$3,009,000
	Indirect	--	--	\$485,000	\$1,176,000	\$2,475,000
	Induced	--	--	\$677,000	\$1,642,000	\$3,455,000
	Total	--	--	\$1,751,000	\$4,247,000	\$8,939,000
Vertiport Capital Expenditures	Direct	--	--	\$590,000	\$1,429,000	\$3,008,000
	Indirect	--	--	\$320,000	\$776,000	\$1,632,000
	Induced	--	--	\$637,000	\$1,545,000	\$3,251,000
	Total	--	--	\$1,547,000	\$3,750,000	\$7,891,000
Vertiport Operations & Maintenance	Direct	--	--	\$669,000	\$1,619,000	\$3,409,000
	Indirect	--	--	\$362,000	\$879,000	\$1,849,000
	Induced	--	--	\$722,000	\$1,750,000	\$3,684,000
	Total	--	--	\$1,753,000	\$4,248,000	\$8,942,000
AAM Pax Mobility Econ Impact	Direct	--	--	\$9,045,000	\$69,653,000	\$202,337,000
	Indirect	--	--	\$4,987,000	\$30,963,000	\$87,209,000
	Induced	--	--	\$6,178,000	\$36,717,000	\$102,669,000
	Total	--	--	\$20,210,000	\$137,333,000	\$392,215,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Houston-The Woodlands-Sugar Land, TX MSA

The Houston-The Woodlands-Sugar Land, TX MSA was ranked as the 15th-most suitable location for AAM passenger mobility operations in the United States. With a medium demand trajectory, it is anticipated that approximately 4.8 million AAM passenger flight operations will occur in the year 2045. This level of activity could support approximately 6,610 jobs, \$523 million in employee earnings, \$1.8 billion in economic output (\$984 million value added), and \$253 million in tax revenue.

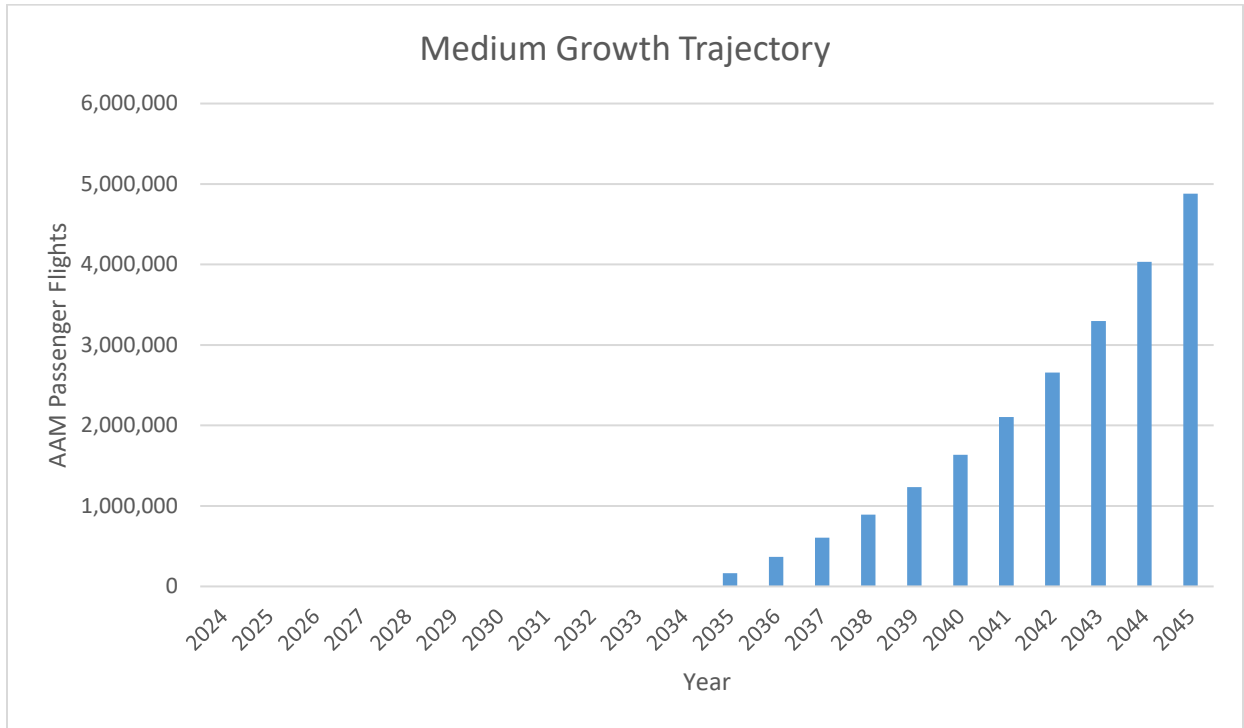


Figure B15. Projected AAM Passenger Demand within the Houston-The Woodlands-Sugar Land, TX MSA.

Table B-71. Jobs Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Employment		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	--	50	505	1,505
	Indirect	--	--	60	570	1,710
	Induced	--	--	80	800	2,390
	Total	--	--	190	1,875	5,605
Fleet Capital Expenditures	Direct	--	--	10	25	55
	Indirect	--	--	30	65	140
	Induced	--	--	35	85	175
	Total	--	--	75	175	370
Fleet Operations & Maintenance	Direct	--	--	10	25	50
	Indirect	--	--	5	15	35
	Induced	--	--	10	25	50
	Total	--	--	25	65	135
Vertiport Capital Expenditures	Direct	--	--	15	40	85
	Indirect	--	--	10	25	50
	Induced	--	--	20	45	95
	Total	--	--	45	110	230
Vertiport Operations & Maintenance	Direct	--	--	20	45	100
	Indirect	--	--	10	30	60
	Induced	--	--	20	50	110
	Total	--	--	50	125	270
AAM Pax Mobility Econ Impact	Direct	--	--	105	640	1,795
	Indirect	--	--	115	705	1,995
	Induced	--	--	165	1,005	2,820
	Total	--	--	385	2,350	6,610

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures.

Table B-72. Employee Earnings Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Labor Income		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	--	\$6,100,000	\$60,300,000	\$179,900,000
	Indirect	--	--	\$4,200,000	\$41,400,000	\$123,500,000
	Induced	--	--	\$4,800,000	\$47,100,000	\$140,600,000
	Total	--	--	\$15,100,000	\$148,800,000	\$444,000,000
Fleet Capital Expenditures	Direct	--	--	\$1,600,000	\$3,900,000	\$8,300,000
	Indirect	--	--	\$2,600,000	\$6,400,000	\$13,500,000
	Induced	--	--	\$2,000,000	\$4,800,000	\$10,200,000
	Total	--	--	\$6,200,000	\$15,100,000	\$32,000,000
Fleet Operations & Maintenance	Direct	--	--	\$700,000	\$1,800,000	\$3,800,000
	Indirect	--	--	\$500,000	\$1,200,000	\$2,500,000
	Induced	--	--	\$600,000	\$1,400,000	\$2,900,000
	Total	--	--	\$1,800,000	\$4,400,000	\$9,200,000
Vertiport Capital Expenditures	Direct	--	--	\$1,600,000	\$3,900,000	\$8,200,000
	Indirect	--	--	\$700,000	\$1,700,000	\$3,500,000
	Induced	--	--	\$1,100,000	\$2,600,000	\$5,400,000
	Total	--	--	\$3,400,000	\$8,200,000	\$17,100,000
Vertiport Operations & Maintenance	Direct	--	--	\$1,900,000	\$4,600,000	\$9,700,000
	Indirect	--	--	\$800,000	\$1,900,000	\$4,100,000
	Induced	--	--	\$1,300,000	\$3,000,000	\$6,400,000
	Total	--	--	\$4,000,000	\$9,500,000	\$20,200,000
AAM Pax Mobility Econ Impact	Direct	--	--	\$11,900,000	\$74,500,000	\$209,900,000
	Indirect	--	--	\$8,800,000	\$52,600,000	\$147,100,000
	Induced	--	--	\$9,800,000	\$58,900,000	\$165,500,000
	Total	--	--	\$30,500,000	\$186,000,000	\$522,500,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Table B-73. Gross Regional Product Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Value Added		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	--	\$13,800,000	\$135,800,000	\$405,300,000
	Indirect	--	--	\$6,800,000	\$67,000,000	\$199,900,000
	Induced	--	--	\$8,500,000	\$83,600,000	\$249,600,000
	Total	--	--	\$29,100,000	\$286,400,000	\$854,800,000
Fleet Capital Expenditures	Direct	--	--	\$3,500,000	\$8,500,000	\$18,000,000
	Indirect	--	--	\$4,300,000	\$10,400,000	\$21,900,000
	Induced	--	--	\$3,500,000	\$8,600,000	\$18,000,000
	Total	--	--	\$11,300,000	\$27,500,000	\$57,900,000
Fleet Operations & Maintenance	Direct	--	--	\$800,000	\$2,000,000	\$4,100,000
	Indirect	--	--	\$1,600,000	\$3,900,000	\$8,100,000
	Induced	--	--	\$1,300,000	\$3,300,000	\$6,800,000
	Total	--	--	\$3,700,000	\$9,200,000	\$19,000,000
Vertiport Capital Expenditures	Direct	--	--	\$1,800,000	\$4,400,000	\$9,200,000
	Indirect	--	--	\$1,000,000	\$2,500,000	\$5,200,000
	Induced	--	--	\$1,900,000	\$4,600,000	\$9,600,000
	Total	--	--	\$4,700,000	\$11,500,000	\$24,000,000
Vertiport Operations & Maintenance	Direct	--	--	\$2,100,000	\$5,100,000	\$10,800,000
	Indirect	--	--	\$1,200,000	\$2,900,000	\$6,100,000
	Induced	--	--	\$2,200,000	\$5,400,000	\$11,300,000
	Total	--	--	\$5,500,000	\$13,400,000	\$28,200,000
AAM Pax Mobility Econ Impact	Direct	--	--	\$22,000,000	\$155,800,000	\$447,400,000
	Indirect	--	--	\$14,900,000	\$86,700,000	\$241,200,000
	Induced	--	--	\$17,400,000	\$105,500,000	\$295,300,000
	Total	--	--	\$54,300,000	\$348,000,000	\$983,900,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Table B-74. Economic Output Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Output (Business Sales)		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	--	\$23,210,000	\$228,840,000	\$683,160,000
	Indirect	--	--	\$13,482,000	\$132,926,000	\$396,827,000
	Induced	--	--	\$15,131,000	\$149,183,000	\$445,360,000
	Total	--	--	\$51,823,000	\$510,949,000	\$1,525,347,000
Fleet Capital Expenditures	Direct	--	--	\$11,000,000	\$26,640,000	\$56,090,000
	Indirect	--	--	\$9,851,000	\$23,858,000	\$50,233,000
	Induced	--	--	\$6,308,000	\$15,277,000	\$32,166,000
	Total	--	--	\$27,159,000	\$65,775,000	\$138,489,000
Fleet Operations & Maintenance	Direct	--	--	\$5,000	\$13,000	\$28,000
	Indirect	--	--	\$10,000	\$25,000	\$52,000
	Induced	--	--	\$17,000	\$41,000	\$87,000
	Total	--	--	\$32,000	\$79,000	\$167,000
Vertiport Capital Expenditures	Direct	--	--	\$2,980,000	\$7,230,000	\$15,210,000
	Indirect	--	--	\$1,851,000	\$4,491,000	\$9,447,000
	Induced	--	--	\$3,363,000	\$8,160,000	\$17,166,000
	Total	--	--	\$8,194,000	\$19,881,000	\$41,823,000
Vertiport Operations & Maintenance	Direct	--	--	\$3,510,000	\$8,500,000	\$17,890,000
	Indirect	--	--	\$2,180,000	\$5,279,000	\$11,112,000
	Induced	--	--	\$3,961,000	\$9,593,000	\$20,191,000
	Total	--	--	\$9,651,000	\$23,372,000	\$49,193,000
AAM Pax Mobility Econ Impact	Direct	--	--	\$40,705,000	\$271,223,000	\$772,378,000
	Indirect	--	--	\$27,374,000	\$166,579,000	\$467,671,000
	Induced	--	--	\$28,780,000	\$182,254,000	\$514,970,000
	Total	--	--	\$96,859,000	\$620,056,000	\$1,755,019,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Table B-75. Tax Revenue Generated by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Tax Revenue		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	--	\$4,131,000	\$40,724,000	\$121,574,000
	Indirect	--	--	\$1,633,000	\$16,103,000	\$48,075,000
	Induced	--	--	\$1,881,000	\$18,549,000	\$55,374,000
	Total	--	--	\$7,645,000	\$75,376,000	\$225,023,000
Fleet Capital Expenditures	Direct	--	--	\$499,000	\$1,211,000	\$2,548,000
	Indirect	--	--	\$824,000	\$1,997,000	\$4,204,000
	Induced	--	--	\$785,000	\$1,898,000	\$4,000,000
	Total	--	--	\$2,108,000	\$5,106,000	\$10,752,000
Fleet Operations & Maintenance	Direct	--	--	\$380,000	\$921,000	\$1,935,000
	Indirect	--	--	\$313,000	\$757,000	\$1,592,000
	Induced	--	--	\$437,000	\$1,057,000	\$2,222,000
	Total	--	--	\$1,130,000	\$2,735,000	\$5,749,000
Vertiport Capital Expenditures	Direct	--	--	\$387,000	\$939,000	\$1,975,000
	Indirect	--	--	\$210,000	\$509,000	\$1,071,000
	Induced	--	--	\$418,000	\$1,014,000	\$2,134,000
	Total	--	--	\$1,015,000	\$2,462,000	\$5,180,000
Vertiport Operations & Maintenance	Direct	--	--	\$454,000	\$1,104,000	\$2,323,000
	Indirect	--	--	\$246,000	\$599,000	\$1,261,000
	Induced	--	--	\$492,000	\$1,192,000	\$2,511,000
	Total	--	--	\$1,192,000	\$2,895,000	\$6,095,000
AAM Pax Mobility Econ Impact	Direct	--	--	\$5,851,000	\$44,899,000	\$130,355,000
	Indirect	--	--	\$3,226,000	\$19,965,000	\$56,203,000
	Induced	--	--	\$4,013,000	\$23,710,000	\$66,241,000
	Total	--	--	\$13,090,000	\$88,574,000	\$252,799,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Riverside-San Bernardino-Ontario, CA MSA

The Riverside-San Bernardino-Ontario, CA MSA was ranked as the 16th-most suitable location for AAM passenger mobility operations in the United States. With a medium demand trajectory, it is anticipated that approximately 470,000 AAM passenger flight operations will occur in the year 2045. This level of activity could support approximately 645 jobs, \$51 million in employee earnings, \$171 million in economic output (\$96 million value added), and \$25 million in tax revenue.

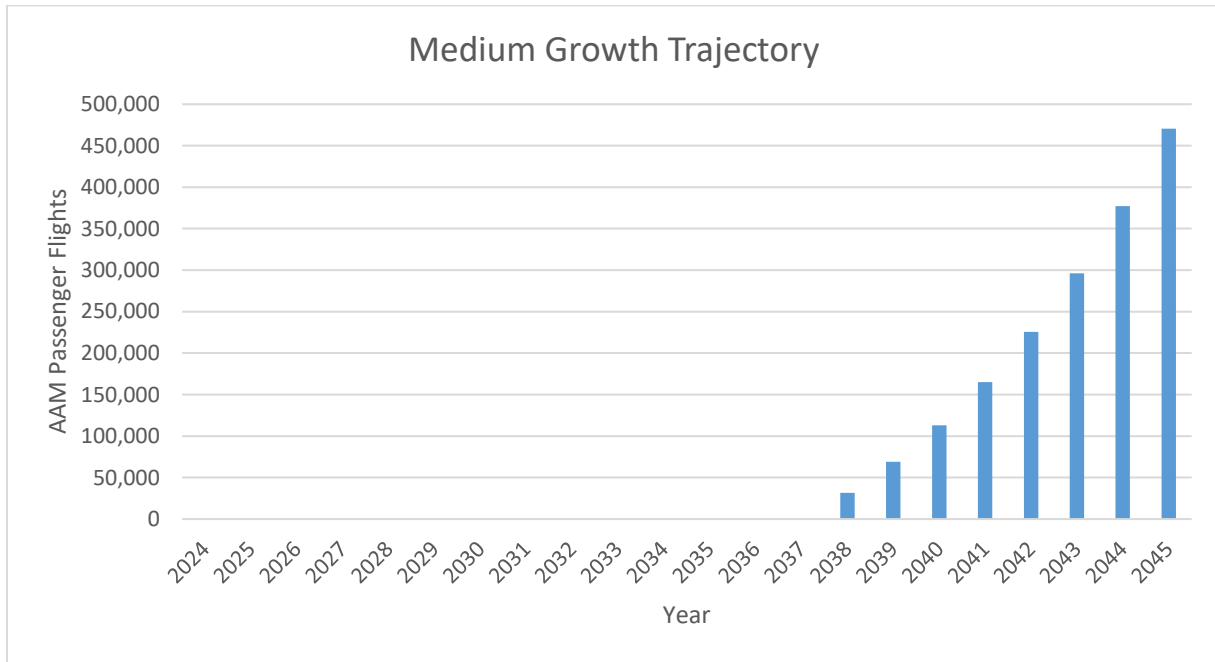


Figure B16. Projected AAM Passenger Demand within the Riverside-San Bernardino-Ontario, CA MSA.

Table B-76. Jobs Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Employment		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	--	--	35	145
	Indirect	--	--	--	40	165
	Induced	--	--	--	55	230
	Total	--	--	--	130	540
Fleet Capital Expenditures	Direct	--	--	--	5	5
	Indirect	--	--	--	5	15
	Induced	--	--	--	10	20
	Total	--	--	--	20	40
Fleet Operations & Maintenance	Direct	--	--	--	5	5
	Indirect	--	--	--	0	5
	Induced	--	--	--	5	5
	Total	--	--	--	10	15
Vertiport Capital Expenditures	Direct	--	--	--	5	10
	Indirect	--	--	--	0	5
	Induced	--	--	--	5	10
	Total	--	--	--	10	25
Vertiport Operations & Maintenance	Direct	--	--	--	5	10
	Indirect	--	--	--	0	5
	Induced	--	--	--	5	10
	Total	--	--	--	10	25
AAM Pax Mobility Econ Impact	Direct	--	--	--	55	175
	Indirect	--	--	--	45	195
	Induced	--	--	--	80	275
	Total	--	--	--	180	645

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures.

Table B-77. Employee Earnings Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Labor Income		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	--	--	\$4,200,000	\$17,300,000
	Indirect	--	--	--	\$2,900,000	\$11,900,000
	Induced	--	--	--	\$3,300,000	\$13,600,000
	Total	--	--	--	\$10,400,000	\$42,800,000
Fleet Capital Expenditures	Direct	--	--	--	\$400,000	\$900,000
	Indirect	--	--	--	\$700,000	\$1,500,000
	Induced	--	--	--	\$500,000	\$1,100,000
	Total	--	--	--	\$1,600,000	\$3,500,000
Fleet Operations & Maintenance	Direct	--	--	--	\$200,000	\$400,000
	Indirect	--	--	--	\$100,000	\$300,000
	Induced	--	--	--	\$200,000	\$300,000
	Total	--	--	--	\$500,000	\$1,000,000
Vertiport Capital Expenditures	Direct	--	--	--	\$400,000	\$800,000
	Indirect	--	--	--	\$200,000	\$300,000
	Induced	--	--	--	\$200,000	\$500,000
	Total	--	--	--	\$800,000	\$1,600,000
Vertiport Operations & Maintenance	Direct	--	--	--	\$400,000	\$800,000
	Indirect	--	--	--	\$200,000	\$400,000
	Induced	--	--	--	\$300,000	\$500,000
	Total	--	--	--	\$900,000	\$1,700,000
AAM Pax Mobility Econ Impact	Direct	--	--	--	\$5,600,000	\$20,200,000
	Indirect	--	--	--	\$4,100,000	\$14,400,000
	Induced	--	--	--	\$4,500,000	\$16,000,000
	Total	--	--	--	\$14,200,000	\$50,600,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Table B-78. Gross Regional Product Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Value Added		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	--	--	\$9,400,000	\$39,100,000
	Indirect	--	--	--	\$4,600,000	\$19,300,000
	Induced	--	--	--	\$5,800,000	\$24,100,000
	Total	--	--	--	\$19,800,000	\$82,500,000
Fleet Capital Expenditures	Direct	--	--	--	\$900,000	\$2,000,000
	Indirect	--	--	--	\$1,100,000	\$2,400,000
	Induced	--	--	--	\$900,000	\$2,000,000
	Total	--	--	--	\$2,900,000	\$6,400,000
Fleet Operations & Maintenance	Direct	--	--	--	\$200,000	\$500,000
	Indirect	--	--	--	\$400,000	\$900,000
	Induced	--	--	--	\$400,000	\$800,000
	Total	--	--	--	\$1,000,000	\$2,200,000
Vertiport Capital Expenditures	Direct	--	--	--	\$400,000	\$900,000
	Indirect	--	--	--	\$200,000	\$500,000
	Induced	--	--	--	\$400,000	\$900,000
	Total	--	--	--	\$1,000,000	\$2,300,000
Vertiport Operations & Maintenance	Direct	--	--	--	\$400,000	\$900,000
	Indirect	--	--	--	\$200,000	\$500,000
	Induced	--	--	--	\$500,000	\$1,000,000
	Total	--	--	--	\$1,100,000	\$2,400,000
AAM Pax Mobility Econ Impact	Direct	--	--	--	\$11,300,000	\$43,400,000
	Indirect	--	--	--	\$6,500,000	\$23,600,000
	Induced	--	--	--	\$8,000,000	\$28,800,000
	Total	--	--	--	\$25,800,000	\$95,800,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Table B-79. Economic Output Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Output (Business Sales)		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	--	--	\$15,850,000	\$65,850,000
	Indirect	--	--	--	\$9,207,000	\$38,250,000
	Induced	--	--	--	\$10,333,000	\$42,928,000
	Total	--	--	--	\$35,390,000	\$147,028,000
Fleet Capital Expenditures	Direct	--	--	--	\$2,930,000	\$6,170,000
	Indirect	--	--	--	\$2,624,000	\$5,526,000
	Induced	--	--	--	\$1,680,000	\$3,538,000
	Total	--	--	--	\$7,234,000	\$15,234,000
Fleet Operations & Maintenance	Direct	--	--	--	\$1,000	\$3,000
	Indirect	--	--	--	\$3,000	\$6,000
	Induced	--	--	--	\$4,000	\$10,000
	Total	--	--	--	\$8,000	\$19,000
Vertiport Capital Expenditures	Direct	--	--	--	\$700,000	\$1,460,000
	Indirect	--	--	--	\$435,000	\$907,000
	Induced	--	--	--	\$790,000	\$1,648,000
	Total	--	--	--	\$1,925,000	\$4,015,000
Vertiport Operations & Maintenance	Direct	--	--	--	\$730,000	\$1,530,000
	Indirect	--	--	--	\$453,000	\$950,000
	Induced	--	--	--	\$824,000	\$1,727,000
	Total	--	--	--	\$2,007,000	\$4,207,000
AAM Pax Mobility Econ Impact	Direct	--	--	--	\$20,211,000	\$75,013,000
	Indirect	--	--	--	\$12,722,000	\$45,639,000
	Induced	--	--	--	\$13,631,000	\$49,851,000
	Total	--	--	--	\$46,564,000	\$170,503,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Table B-80. Tax Revenue Generated by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Tax Revenue		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	--	--	\$2,821,000	\$11,719,000
	Indirect	--	--	--	\$1,116,000	\$4,634,000
	Induced	--	--	--	\$1,284,000	\$5,337,000
	Total	--	--	--	\$5,221,000	\$21,690,000
Fleet Capital Expenditures	Direct	--	--	--	\$133,000	\$280,000
	Indirect	--	--	--	\$219,000	\$462,000
	Induced	--	--	--	\$209,000	\$441,000
	Total	--	--	--	\$561,000	\$1,183,000
Fleet Operations & Maintenance	Direct	--	--	--	\$100,000	\$214,000
	Indirect	--	--	--	\$84,000	\$175,000
	Induced	--	--	--	\$115,000	\$244,000
	Total	--	--	--	\$299,000	\$633,000
Vertiport Capital Expenditures	Direct	--	--	--	\$91,000	\$190,000
	Indirect	--	--	--	\$49,000	\$102,000
	Induced	--	--	--	\$98,000	\$204,000
	Total	--	--	--	\$238,000	\$496,000
Vertiport Operations & Maintenance	Direct	--	--	--	\$95,000	\$199,000
	Indirect	--	--	--	\$52,000	\$107,000
	Induced	--	--	--	\$103,000	\$215,000
	Total	--	--	--	\$250,000	\$521,000
AAM Pax Mobility Econ Impact	Direct	--	--	--	\$3,240,000	\$12,602,000
	Indirect	--	--	--	\$1,520,000	\$5,480,000
	Induced	--	--	--	\$1,809,000	\$6,441,000
	Total	--	--	--	\$6,569,000	\$24,523,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Philadelphia-Camden-Wilmington, PA-NJ-DE-MD MSA

The Philadelphia-Camden-Wilmington, PA-NJ-DE-MD MSA was ranked as the 17th-most suitable location for AAM passenger mobility operations in the United States. With a medium demand trajectory, it is anticipated that approximately 2.1 million AAM passenger flight operations will occur in the year 2045. This level of activity could support approximately 2,830 jobs, \$225 million in employee earnings, \$758 million in economic output (\$425 million value added), and \$109 million in tax revenue.

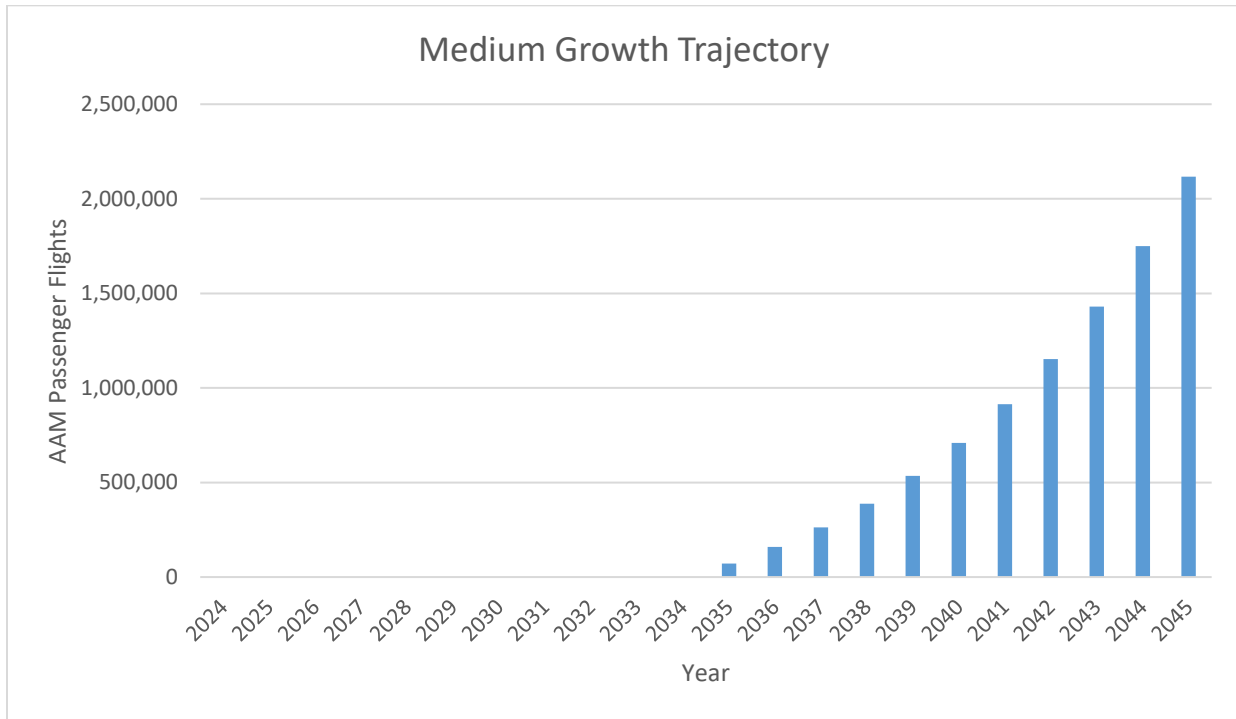


Figure B17. Projected AAM Passenger Demand within the Philadelphia-Camden-Wilmington, PA-NJ-DE-MD MSA.

Table B-81. Jobs Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Employment		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	--	20	220	650
	Indirect	--	--	25	250	740
	Induced	--	--	35	345	1,035
	Total	--	--	80	815	2,425
Fleet Capital Expenditures	Direct	--	--	5	10	25
	Indirect	--	--	10	30	60
	Induced	--	--	15	35	75
	Total	--	--	30	75	160
Fleet Operations & Maintenance	Direct	--	--	5	10	20
	Indirect	--	--	5	5	15
	Induced	--	--	5	10	20
	Total	--	--	15	25	55
Vertiport Capital Expenditures	Direct	--	--	5	15	35
	Indirect	--	--	5	10	20
	Induced	--	--	10	20	40
	Total	--	--	20	45	95
Vertiport Operations & Maintenance	Direct	--	--	5	20	35
	Indirect	--	--	5	10	20
	Induced	--	--	10	20	40
	Total	--	--	20	50	95
AAM Pax Mobility Econ Impact	Direct	--	--	40	275	765
	Indirect	--	--	50	305	855
	Induced	--	--	75	430	1,210
	Total	--	--	165	1,010	2,830

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures.

Table B-82. Employee Earnings Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Labor Income		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	--	\$2,700,000	\$26,100,000	\$78,000,000
	Indirect	--	--	\$1,800,000	\$17,900,000	\$53,600,000
	Induced	--	--	\$2,100,000	\$20,400,000	\$61,000,000
	Total	--	--	\$6,600,000	\$64,400,000	\$192,600,000
Fleet Capital Expenditures	Direct	--	--	\$700,000	\$1,700,000	\$3,600,000
	Indirect	--	--	\$1,100,000	\$2,800,000	\$5,800,000
	Induced	--	--	\$900,000	\$2,100,000	\$4,400,000
	Total	--	--	\$2,700,000	\$6,600,000	\$13,800,000
Fleet Operations & Maintenance	Direct	--	--	\$300,000	\$800,000	\$1,600,000
	Indirect	--	--	\$200,000	\$500,000	\$1,100,000
	Induced	--	--	\$200,000	\$600,000	\$1,300,000
	Total	--	--	\$700,000	\$1,900,000	\$4,000,000
Vertiport Capital Expenditures	Direct	--	--	\$700,000	\$1,600,000	\$3,400,000
	Indirect	--	--	\$300,000	\$700,000	\$1,500,000
	Induced	--	--	\$400,000	\$1,100,000	\$2,300,000
	Total	--	--	\$1,400,000	\$3,400,000	\$7,200,000
Vertiport Operations & Maintenance	Direct	--	--	\$700,000	\$1,700,000	\$3,600,000
	Indirect	--	--	\$300,000	\$700,000	\$1,600,000
	Induced	--	--	\$500,000	\$1,100,000	\$2,400,000
	Total	--	--	\$1,500,000	\$3,500,000	\$7,600,000
AAM Pax Mobility Econ Impact	Direct	--	--	\$5,100,000	\$31,900,000	\$90,200,000
	Indirect	--	--	\$3,700,000	\$22,600,000	\$63,600,000
	Induced	--	--	\$4,100,000	\$25,300,000	\$71,400,000
	Total	--	--	\$12,900,000	\$79,800,000	\$225,200,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Table B-83. Gross Regional Product Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Value Added		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	--	\$6,000,000	\$58,900,000	\$175,800,000
	Indirect	--	--	\$2,900,000	\$29,000,000	\$86,700,000
	Induced	--	--	\$3,700,000	\$36,300,000	\$108,300,000
	Total	--	--	\$12,600,000	\$124,200,000	\$370,800,000
Fleet Capital Expenditures	Direct	--	--	\$1,500,000	\$3,700,000	\$7,800,000
	Indirect	--	--	\$1,900,000	\$4,500,000	\$9,500,000
	Induced	--	--	\$1,500,000	\$3,700,000	\$7,800,000
	Total	--	--	\$4,900,000	\$11,900,000	\$25,100,000
Fleet Operations & Maintenance	Direct	--	--	\$400,000	\$800,000	\$1,800,000
	Indirect	--	--	\$700,000	\$1,700,000	\$3,500,000
	Induced	--	--	\$600,000	\$1,400,000	\$3,000,000
	Total	--	--	\$1,700,000	\$3,900,000	\$8,300,000
Vertiport Capital Expenditures	Direct	--	--	\$800,000	\$1,800,000	\$3,800,000
	Indirect	--	--	\$400,000	\$1,000,000	\$2,100,000
	Induced	--	--	\$800,000	\$1,900,000	\$4,000,000
	Total	--	--	\$2,000,000	\$4,700,000	\$9,900,000
Vertiport Operations & Maintenance	Direct	--	--	\$800,000	\$1,900,000	\$4,100,000
	Indirect	--	--	\$500,000	\$1,100,000	\$2,300,000
	Induced	--	--	\$800,000	\$2,000,000	\$4,300,000
	Total	--	--	\$2,100,000	\$5,000,000	\$10,700,000
AAM Pax Mobility Econ Impact	Direct	--	--	\$9,500,000	\$67,100,000	\$193,300,000
	Indirect	--	--	\$6,400,000	\$37,300,000	\$104,100,000
	Induced	--	--	\$7,400,000	\$45,300,000	\$127,400,000
	Total	--	--	\$23,300,000	\$149,700,000	\$424,800,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Table B-84. Economic Output Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Output (Business Sales)		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	--	\$10,070,000	\$99,260,000	\$296,310,000
	Indirect	--	--	\$5,849,000	\$57,657,000	\$172,117,000
	Induced	--	--	\$6,565,000	\$64,709,000	\$193,168,000
	Total	--	--	\$22,484,000	\$221,626,000	\$661,595,000
Fleet Capital Expenditures	Direct	--	--	\$4,770,000	\$11,560,000	\$24,330,000
	Indirect	--	--	\$4,272,000	\$10,353,000	\$21,789,000
	Induced	--	--	\$2,735,000	\$6,629,000	\$13,952,000
	Total	--	--	\$11,777,000	\$28,542,000	\$60,071,000
Fleet Operations & Maintenance	Direct	--	--	\$2,000	\$6,000	\$12,000
	Indirect	--	--	\$4,000	\$11,000	\$22,000
	Induced	--	--	\$7,000	\$18,000	\$38,000
	Total	--	--	\$13,000	\$35,000	\$72,000
Vertiport Capital Expenditures	Direct	--	--	\$1,240,000	\$3,010,000	\$6,330,000
	Indirect	--	--	\$770,000	\$1,870,000	\$3,932,000
	Induced	--	--	\$1,399,000	\$3,397,000	\$7,144,000
	Total	--	--	\$3,409,000	\$8,277,000	\$17,406,000
Vertiport Operations & Maintenance	Direct	--	--	\$1,330,000	\$3,210,000	\$6,760,000
	Indirect	--	--	\$826,000	\$1,994,000	\$4,199,000
	Induced	--	--	\$1,501,000	\$3,623,000	\$7,629,000
	Total	--	--	\$3,657,000	\$8,827,000	\$18,588,000
AAM Pax Mobility Econ Impact	Direct	--	--	\$17,412,000	\$117,046,000	\$333,742,000
	Indirect	--	--	\$11,721,000	\$71,885,000	\$202,059,000
	Induced	--	--	\$12,207,000	\$78,376,000	\$221,931,000
	Total	--	--	\$41,340,000	\$267,307,000	\$757,732,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Table B-85. Tax Revenue Generated by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Tax Revenue		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	--	\$1,793,000	\$17,663,000	\$52,732,000
	Indirect	--	--	\$709,000	\$6,985,000	\$20,852,000
	Induced	--	--	\$816,000	\$8,046,000	\$24,017,000
	Total	--	--	\$3,318,000	\$32,694,000	\$97,601,000
Fleet Capital Expenditures	Direct	--	--	\$216,000	\$525,000	\$1,106,000
	Indirect	--	--	\$357,000	\$866,000	\$1,824,000
	Induced	--	--	\$340,000	\$824,000	\$1,734,000
	Total	--	--	\$913,000	\$2,215,000	\$4,664,000
Fleet Operations & Maintenance	Direct	--	--	\$165,000	\$399,000	\$839,000
	Indirect	--	--	\$136,000	\$329,000	\$690,000
	Induced	--	--	\$189,000	\$458,000	\$963,000
	Total	--	--	\$490,000	\$1,186,000	\$2,492,000
Vertiport Capital Expenditures	Direct	--	--	\$161,000	\$390,000	\$822,000
	Indirect	--	--	\$87,000	\$213,000	\$446,000
	Induced	--	--	\$175,000	\$422,000	\$889,000
	Total	--	--	\$423,000	\$1,025,000	\$2,157,000
Vertiport Operations & Maintenance	Direct	--	--	\$173,000	\$417,000	\$879,000
	Indirect	--	--	\$94,000	\$226,000	\$476,000
	Induced	--	--	\$187,000	\$450,000	\$948,000
	Total	--	--	\$454,000	\$1,093,000	\$2,303,000
AAM Pax Mobility Econ Impact	Direct	--	--	\$2,508,000	\$19,394,000	\$56,378,000
	Indirect	--	--	\$1,383,000	\$8,619,000	\$24,288,000
	Induced	--	--	\$1,707,000	\$10,200,000	\$28,551,000
	Total	--	--	\$5,598,000	\$38,213,000	\$109,217,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Indianapolis-Carmel-Anderson, IN MSA

The Indianapolis-Carmel-Anderson, IN MSA was ranked as the 18th-most suitable location for AAM passenger mobility operations in the United States. With a medium demand trajectory, it is anticipated that approximately 2.1 million AAM passenger flight operations will occur in the year 2045. This level of activity could support approximately 2,835 jobs, \$224 million in employee earnings, \$751 million in economic output (\$421 million value added), and \$108 million in tax revenue.

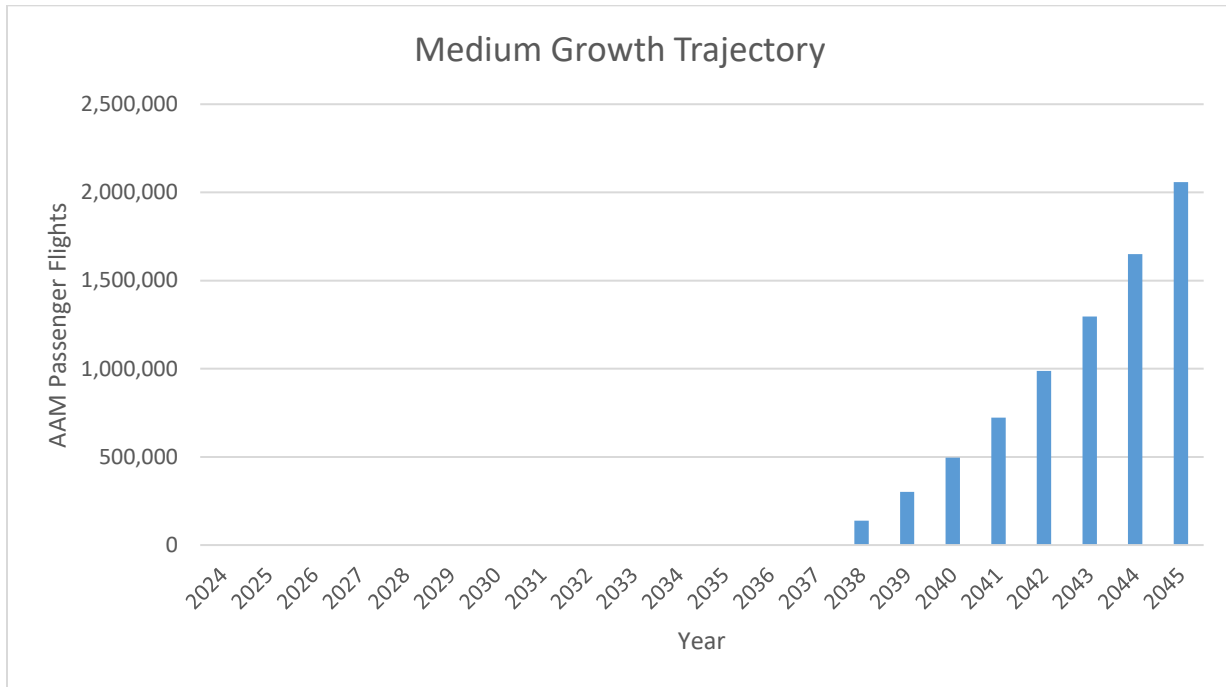


Figure B18. Projected AAM Passenger Demand within the Indianapolis-Carmel-Anderson, IN MSA.

Table B-86. Jobs Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Employment		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	--	--	155	635
	Indirect	--	--	--	175	720
	Induced	--	--	--	245	1,010
	Total	--	--	--	575	2,365
Fleet Capital Expenditures	Direct	--	--	--	15	25
	Indirect	--	--	--	30	70
	Induced	--	--	--	40	85
	Total	--	--	--	85	180
Fleet Operations & Maintenance	Direct	--	--	--	10	25
	Indirect	--	--	--	10	15
	Induced	--	--	--	10	25
	Total	--	--	--	30	65
Vertiport Capital Expenditures	Direct	--	--	--	20	40
	Indirect	--	--	--	10	25
	Induced	--	--	--	20	40
	Total	--	--	--	50	105
Vertiport Operations & Maintenance	Direct	--	--	--	20	45
	Indirect	--	--	--	10	25
	Induced	--	--	--	25	50
	Total	--	--	--	55	120
AAM Pax Mobility Econ Impact	Direct	--	--	--	220	770
	Indirect	--	--	--	235	855
	Induced	--	--	--	340	1,210
	Total	--	--	--	795	2,835

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures.

Table B-87. Employee Earnings Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Labor Income		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	--	--	\$18,300,000	\$75,900,000
	Indirect	--	--	--	\$12,500,000	\$52,100,000
	Induced	--	--	--	\$14,300,000	\$59,300,000
	Total	--	--	--	\$45,100,000	\$187,300,000
Fleet Capital Expenditures	Direct	--	--	--	\$1,900,000	\$4,000,000
	Indirect	--	--	--	\$3,100,000	\$6,500,000
	Induced	--	--	--	\$2,300,000	\$4,900,000
	Total	--	--	--	\$7,300,000	\$15,400,000
Fleet Operations & Maintenance	Direct	--	--	--	\$900,000	\$1,800,000
	Indirect	--	--	--	\$600,000	\$1,200,000
	Induced	--	--	--	\$700,000	\$1,400,000
	Total	--	--	--	\$2,200,000	\$4,400,000
Vertiport Capital Expenditures	Direct	--	--	--	\$1,800,000	\$3,700,000
	Indirect	--	--	--	\$800,000	\$1,600,000
	Induced	--	--	--	\$1,200,000	\$2,500,000
	Total	--	--	--	\$3,800,000	\$7,800,000
Vertiport Operations & Maintenance	Direct	--	--	--	\$2,000,000	\$4,300,000
	Indirect	--	--	--	\$900,000	\$1,800,000
	Induced	--	--	--	\$1,300,000	\$2,800,000
	Total	--	--	--	\$4,200,000	\$8,900,000
AAM Pax Mobility Econ Impact	Direct	--	--	--	\$24,900,000	\$89,700,000
	Indirect	--	--	--	\$17,900,000	\$63,200,000
	Induced	--	--	--	\$19,800,000	\$70,900,000
	Total	--	--	--	\$62,600,000	\$223,800,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Table B-88. Gross Regional Product Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Value Added		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	--	--	\$41,100,000	\$170,900,000
	Indirect	--	--	--	\$20,300,000	\$84,300,000
	Induced	--	--	--	\$25,300,000	\$105,300,000
	Total	--	--	--	\$86,700,000	\$360,500,000
Fleet Capital Expenditures	Direct	--	--	--	\$4,100,000	\$8,700,000
	Indirect	--	--	--	\$5,000,000	\$10,600,000
	Induced	--	--	--	\$4,100,000	\$8,700,000
	Total	--	--	--	\$13,200,000	\$28,000,000
Fleet Operations & Maintenance	Direct	--	--	--	\$900,000	\$2,000,000
	Indirect	--	--	--	\$1,900,000	\$3,900,000
	Induced	--	--	--	\$1,600,000	\$3,300,000
	Total	--	--	--	\$4,400,000	\$9,200,000
Vertiport Capital Expenditures	Direct	--	--	--	\$2,000,000	\$4,200,000
	Indirect	--	--	--	\$1,100,000	\$2,400,000
	Induced	--	--	--	\$2,100,000	\$4,400,000
	Total	--	--	--	\$5,200,000	\$11,000,000
Vertiport Operations & Maintenance	Direct	--	--	--	\$2,300,000	\$4,800,000
	Indirect	--	--	--	\$1,300,000	\$2,700,000
	Induced	--	--	--	\$2,400,000	\$5,000,000
	Total	--	--	--	\$6,000,000	\$12,500,000
AAM Pax Mobility Econ Impact	Direct	--	--	--	\$50,400,000	\$190,600,000
	Indirect	--	--	--	\$29,600,000	\$103,900,000
	Induced	--	--	--	\$35,500,000	\$126,700,000
	Total	--	--	--	\$115,500,000	\$421,200,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Table B-89. Economic Output Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Output (Business Sales)		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	--	--	\$69,330,000	\$288,080,000
	Indirect	--	--	--	\$40,272,000	\$167,337,000
	Induced	--	--	--	\$45,197,000	\$187,803,000
	Total	--	--	--	\$154,799,000	\$643,220,000
Fleet Capital Expenditures	Direct	--	--	--	\$12,830,000	\$27,010,000
	Indirect	--	--	--	\$11,490,000	\$24,190,000
	Induced	--	--	--	\$7,358,000	\$15,489,000
	Total	--	--	--	\$31,678,000	\$66,689,000
Fleet Operations & Maintenance	Direct	--	--	--	\$6,000	\$13,000
	Indirect	--	--	--	\$12,000	\$25,000
	Induced	--	--	--	\$20,000	\$42,000
	Total	--	--	--	\$38,000	\$80,000
Vertiport Capital Expenditures	Direct	--	--	--	\$3,290,000	\$6,930,000
	Indirect	--	--	--	\$2,043,000	\$4,304,000
	Induced	--	--	--	\$3,713,000	\$7,821,000
	Total	--	--	--	\$9,046,000	\$19,055,000
Vertiport Operations & Maintenance	Direct	--	--	--	\$3,760,000	\$7,910,000
	Indirect	--	--	--	\$2,335,000	\$4,913,000
	Induced	--	--	--	\$4,244,000	\$8,927,000
	Total	--	--	--	\$10,339,000	\$21,750,000
AAM Pax Mobility Econ Impact	Direct	--	--	--	\$89,216,000	\$329,943,000
	Indirect	--	--	--	\$56,152,000	\$200,769,000
	Induced	--	--	--	\$60,532,000	\$220,082,000
	Total	--	--	--	\$205,900,000	\$750,794,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Table B-90. Tax Revenue Generated by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Tax Revenue		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	--	--	\$12,338,000	\$51,267,000
	Indirect	--	--	--	\$4,878,000	\$20,273,000
	Induced	--	--	--	\$5,619,000	\$23,350,000
	Total	--	--	--	\$22,835,000	\$94,890,000
Fleet Capital Expenditures	Direct	--	--	--	\$584,000	\$1,226,000
	Indirect	--	--	--	\$962,000	\$2,025,000
	Induced	--	--	--	\$915,000	\$1,925,000
	Total	--	--	--	\$2,461,000	\$5,176,000
Fleet Operations & Maintenance	Direct	--	--	--	\$442,000	\$932,000
	Indirect	--	--	--	\$365,000	\$766,000
	Induced	--	--	--	\$507,000	\$1,071,000
	Total	--	--	--	\$1,314,000	\$2,769,000
Vertiport Capital Expenditures	Direct	--	--	--	\$428,000	\$899,000
	Indirect	--	--	--	\$232,000	\$488,000
	Induced	--	--	--	\$462,000	\$973,000
	Total	--	--	--	\$1,122,000	\$2,360,000
Vertiport Operations & Maintenance	Direct	--	--	--	\$488,000	\$1,027,000
	Indirect	--	--	--	\$264,000	\$558,000
	Induced	--	--	--	\$528,000	\$1,110,000
	Total	--	--	--	\$1,280,000	\$2,695,000
AAM Pax Mobility Econ Impact	Direct	--	--	--	\$14,280,000	\$55,351,000
	Indirect	--	--	--	\$6,701,000	\$24,110,000
	Induced	--	--	--	\$8,031,000	\$28,429,000
	Total	--	--	--	\$29,012,000	\$107,890,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Seattle-Tacoma-Bellevue, WA MSA

The Seattle-Tacoma-Bellevue, WA MSA was ranked as the 19th-most suitable location for AAM passenger mobility operations in the United States. With a medium demand trajectory, it is anticipated that approximately 4.3 million AAM passenger flight operations will occur in the year 2045. This level of activity could support approximately 5,875 jobs, \$465 million in employee earnings, \$1.6 billion in economic output (\$876 million value added), and \$225 million in tax revenue.

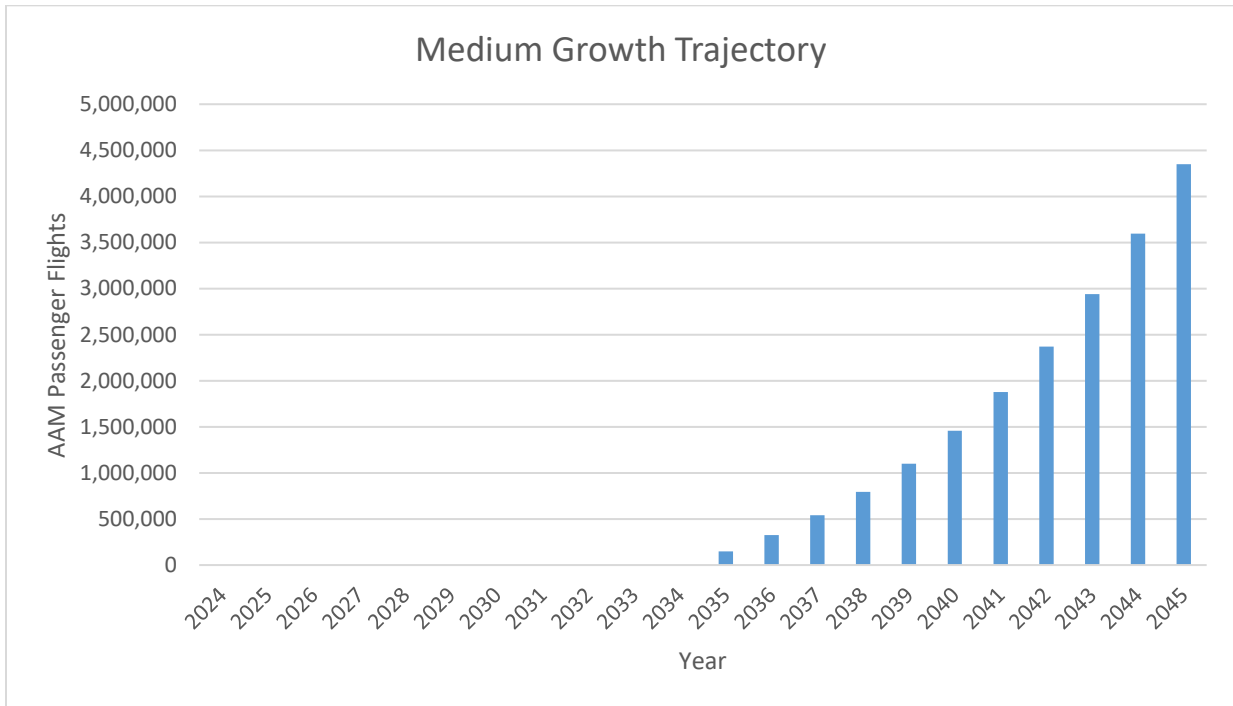


Figure B19. Projected AAM Passenger Demand within the Seattle-Tacoma-Bellevue, WA MSA.

Table B-91. Jobs Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Employment		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	--	45	450	1,340
	Indirect	--	--	50	510	1,525
	Induced	--	--	70	715	2,130
	Total	--	--	165	1,675	4,995
Fleet Capital Expenditures	Direct	--	--	10	25	50
	Indirect	--	--	25	60	125
	Induced	--	--	30	75	155
	Total	--	--	65	160	330
Fleet Operations & Maintenance	Direct	--	--	10	20	45
	Indirect	--	--	5	15	30
	Induced	--	--	10	20	45
	Total	--	--	25	55	120
Vertiport Capital Expenditures	Direct	--	--	15	35	75
	Indirect	--	--	10	20	45
	Induced	--	--	15	40	80
	Total	--	--	40	95	200
Vertiport Operations & Maintenance	Direct	--	--	15	40	85
	Indirect	--	--	10	25	50
	Induced	--	--	20	45	95
	Total	--	--	45	110	230
AAM Pax Mobility Econ Impact	Direct	--	--	95	570	1,595
	Indirect	--	--	100	630	1,775
	Induced	--	--	145	895	2,505
	Total	--	--	340	2,095	5,875

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures.

Table B-92. Employee Earnings Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Labor Income		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	--	\$5,400,000	\$53,700,000	\$160,400,000
	Indirect	--	--	\$3,700,000	\$36,900,000	\$110,100,000
	Induced	--	--	\$4,300,000	\$42,000,000	\$125,400,000
	Total	--	--	\$13,400,000	\$132,600,000	\$395,900,000
Fleet Capital Expenditures	Direct	--	--	\$1,400,000	\$3,500,000	\$7,400,000
	Indirect	--	--	\$2,400,000	\$5,700,000	\$12,000,000
	Induced	--	--	\$1,800,000	\$4,300,000	\$9,100,000
	Total	--	--	\$5,600,000	\$13,500,000	\$28,500,000
Fleet Operations & Maintenance	Direct	--	--	\$700,000	\$1,600,000	\$3,400,000
	Indirect	--	--	\$400,000	\$1,000,000	\$2,200,000
	Induced	--	--	\$500,000	\$1,200,000	\$2,600,000
	Total	--	--	\$1,600,000	\$3,800,000	\$8,200,000
Vertiport Capital Expenditures	Direct	--	--	\$1,400,000	\$3,400,000	\$7,200,000
	Indirect	--	--	\$600,000	\$1,500,000	\$3,100,000
	Induced	--	--	\$900,000	\$2,300,000	\$4,800,000
	Total	--	--	\$2,900,000	\$7,200,000	\$15,100,000
Vertiport Operations & Maintenance	Direct	--	--	\$1,600,000	\$3,900,000	\$8,200,000
	Indirect	--	--	\$700,000	\$1,700,000	\$3,500,000
	Induced	--	--	\$1,100,000	\$2,600,000	\$5,400,000
	Total	--	--	\$3,400,000	\$8,200,000	\$17,100,000
AAM Pax Mobility Econ Impact	Direct	--	--	\$10,500,000	\$66,100,000	\$186,600,000
	Indirect	--	--	\$7,800,000	\$46,800,000	\$130,900,000
	Induced	--	--	\$8,600,000	\$52,400,000	\$147,300,000
	Total	--	--	\$26,900,000	\$165,300,000	\$464,800,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Table B-93. Gross Regional Product Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Value Added		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	--	\$12,300,000	\$121,100,000	\$361,400,000
	Indirect	--	--	\$6,100,000	\$59,700,000	\$178,200,000
	Induced	--	--	\$7,600,000	\$74,600,000	\$222,600,000
	Total	--	--	\$26,000,000	\$255,400,000	\$762,200,000
Fleet Capital Expenditures	Direct	--	--	\$3,100,000	\$7,600,000	\$16,000,000
	Indirect	--	--	\$3,800,000	\$9,300,000	\$19,600,000
	Induced	--	--	\$3,200,000	\$7,600,000	\$16,100,000
	Total	--	--	\$10,100,000	\$24,500,000	\$51,700,000
Fleet Operations & Maintenance	Direct	--	--	\$700,000	\$1,700,000	\$3,700,000
	Indirect	--	--	\$1,400,000	\$3,400,000	\$7,200,000
	Induced	--	--	\$1,200,000	\$2,900,000	\$6,100,000
	Total	--	--	\$3,300,000	\$8,000,000	\$17,000,000
Vertiport Capital Expenditures	Direct	--	--	\$1,600,000	\$3,800,000	\$8,100,000
	Indirect	--	--	\$900,000	\$2,200,000	\$4,500,000
	Induced	--	--	\$1,700,000	\$4,000,000	\$8,400,000
	Total	--	--	\$4,200,000	\$10,000,000	\$21,000,000
Vertiport Operations & Maintenance	Direct	--	--	\$1,800,000	\$4,400,000	\$9,200,000
	Indirect	--	--	\$1,000,000	\$2,500,000	\$5,200,000
	Induced	--	--	\$1,900,000	\$4,600,000	\$9,600,000
	Total	--	--	\$4,700,000	\$11,500,000	\$24,000,000
AAM Pax Mobility Econ Impact	Direct	--	--	\$19,500,000	\$138,600,000	\$398,400,000
	Indirect	--	--	\$13,200,000	\$77,100,000	\$214,700,000
	Induced	--	--	\$15,600,000	\$93,700,000	\$262,800,000
	Total	--	--	\$48,300,000	\$309,400,000	\$875,900,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Table B-94. Economic Output Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Output (Business Sales)		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	--	\$20,690,000	\$204,030,000	\$609,080,000
	Indirect	--	--	\$12,018,000	\$118,515,000	\$353,796,000
	Induced	--	--	\$13,488,000	\$133,009,000	\$397,066,000
	Total	--	--	\$46,196,000	\$455,554,000	\$1,359,942,000
Fleet Capital Expenditures	Direct	--	--	\$9,810,000	\$23,760,000	\$50,000,000
	Indirect	--	--	\$8,786,000	\$21,279,000	\$44,779,000
	Induced	--	--	\$5,626,000	\$13,626,000	\$28,673,000
	Total	--	--	\$24,222,000	\$58,665,000	\$123,452,000
Fleet Operations & Maintenance	Direct	--	--	\$5,000	\$12,000	\$25,000
	Indirect	--	--	\$9,000	\$22,000	\$46,000
	Induced	--	--	\$15,000	\$37,000	\$77,000
	Total	--	--	\$29,000	\$71,000	\$148,000
Vertiport Capital Expenditures	Direct	--	--	\$2,620,000	\$6,340,000	\$13,340,000
	Indirect	--	--	\$1,627,000	\$3,938,000	\$8,286,000
	Induced	--	--	\$2,957,000	\$7,155,000	\$15,056,000
	Total	--	--	\$7,204,000	\$17,433,000	\$36,682,000
Vertiport Operations & Maintenance	Direct	--	--	\$2,990,000	\$7,240,000	\$15,250,000
	Indirect	--	--	\$1,857,000	\$4,497,000	\$9,472,000
	Induced	--	--	\$3,375,000	\$8,171,000	\$17,211,000
	Total	--	--	\$8,222,000	\$19,908,000	\$41,933,000
AAM Pax Mobility Econ Impact	Direct	--	--	\$36,115,000	\$241,382,000	\$687,695,000
	Indirect	--	--	\$24,297,000	\$148,251,000	\$416,379,000
	Induced	--	--	\$25,461,000	\$161,998,000	\$458,083,000
	Total	--	--	\$85,873,000	\$551,631,000	\$1,562,157,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Table B-95. Tax Revenue Generated by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Tax Revenue		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	--	\$3,682,000	\$36,309,000	\$108,390,000
	Indirect	--	--	\$1,456,000	\$14,358,000	\$42,862,000
	Induced	--	--	\$1,677,000	\$16,539,000	\$49,370,000
	Total	--	--	\$6,815,000	\$67,206,000	\$200,622,000
Fleet Capital Expenditures	Direct	--	--	\$445,000	\$1,078,000	\$2,271,000
	Indirect	--	--	\$735,000	\$1,782,000	\$3,748,000
	Induced	--	--	\$699,000	\$1,693,000	\$3,564,000
	Total	--	--	\$1,879,000	\$4,553,000	\$9,583,000
Fleet Operations & Maintenance	Direct	--	--	\$339,000	\$820,000	\$1,726,000
	Indirect	--	--	\$279,000	\$673,000	\$1,419,000
	Induced	--	--	\$389,000	\$941,000	\$1,982,000
	Total	--	--	\$1,007,000	\$2,434,000	\$5,127,000
Vertiport Capital Expenditures	Direct	--	--	\$340,000	\$823,000	\$1,731,000
	Indirect	--	--	\$185,000	\$447,000	\$940,000
	Induced	--	--	\$368,000	\$890,000	\$1,871,000
	Total	--	--	\$893,000	\$2,160,000	\$4,542,000
Vertiport Operations & Maintenance	Direct	--	--	\$388,000	\$940,000	\$1,981,000
	Indirect	--	--	\$211,000	\$510,000	\$1,074,000
	Induced	--	--	\$420,000	\$1,016,000	\$2,139,000
	Total	--	--	\$1,019,000	\$2,466,000	\$5,194,000
AAM Pax Mobility Econ Impact	Direct	--	--	\$5,194,000	\$39,970,000	\$116,099,000
	Indirect	--	--	\$2,866,000	\$17,770,000	\$50,043,000
	Induced	--	--	\$3,553,000	\$21,079,000	\$58,926,000
	Total	--	--	\$11,613,000	\$78,819,000	\$225,068,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Allentown-Bethlehem-Easton, PA-NJ MSA

The Allentown-Bethlehem-Easton, PA-NJ MSA was ranked as the 20th-most suitable location for AAM passenger mobility operations in the United States. With a medium demand trajectory, it is anticipated that approximately 1.4 million AAM passenger flight operations will occur in the year 2045. This level of activity could support approximately 1,940 jobs, \$154 million in employee earnings, \$517 million in economic output (\$290 million value added), and \$74 million in tax revenue.

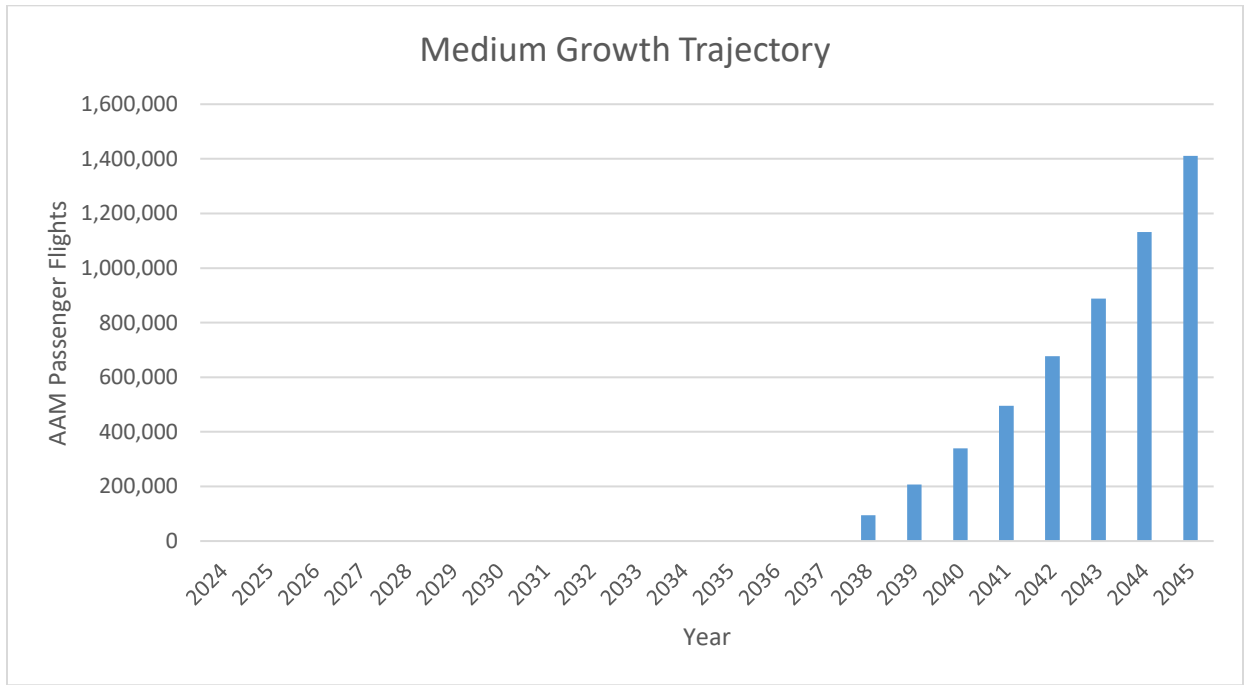


Figure B20. Projected AAM Passenger Demand within the Allentown-Bethlehem-Easton, PA-NJ MSA.

Table B-96. Jobs Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Employment		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	--	--	105	435
	Indirect	--	--	--	120	495
	Induced	--	--	--	165	690
	Total	--	--	--	390	1,620
Fleet Capital Expenditures	Direct	--	--	--	10	20
	Indirect	--	--	--	20	45
	Induced	--	--	--	25	55
	Total	--	--	--	55	120
Fleet Operations & Maintenance	Direct	--	--	--	10	15
	Indirect	--	--	--	5	10
	Induced	--	--	--	10	15
	Total	--	--	--	25	40
Vertiport Capital Expenditures	Direct	--	--	--	15	25
	Indirect	--	--	--	10	15
	Induced	--	--	--	15	30
	Total	--	--	--	40	70
Vertiport Operations & Maintenance	Direct	--	--	--	15	35
	Indirect	--	--	--	10	20
	Induced	--	--	--	15	35
	Total	--	--	--	40	90
AAM Pax Mobility Econ Impact	Direct	--	--	--	155	530
	Indirect	--	--	--	165	585
	Induced	--	--	--	230	825
	Total	--	--	--	550	1,940

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures.

Table B-97. Employee Earnings Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Labor Income		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	--	--	\$12,500,000	\$52,000,000
	Indirect	--	--	--	\$8,600,000	\$35,700,000
	Induced	--	--	--	\$9,800,000	\$40,700,000
	Total	--	--	--	\$30,900,000	\$128,400,000
Fleet Capital Expenditures	Direct	--	--	--	\$1,300,000	\$2,700,000
	Indirect	--	--	--	\$2,100,000	\$4,500,000
	Induced	--	--	--	\$1,600,000	\$3,400,000
	Total	--	--	--	\$5,000,000	\$10,600,000
Fleet Operations & Maintenance	Direct	--	--	--	\$600,000	\$1,200,000
	Indirect	--	--	--	\$400,000	\$800,000
	Induced	--	--	--	\$500,000	\$1,000,000
	Total	--	--	--	\$1,500,000	\$3,000,000
Vertiport Capital Expenditures	Direct	--	--	--	\$1,300,000	\$2,600,000
	Indirect	--	--	--	\$500,000	\$1,100,000
	Induced	--	--	--	\$800,000	\$1,700,000
	Total	--	--	--	\$2,600,000	\$5,400,000
Vertiport Operations & Maintenance	Direct	--	--	--	\$1,500,000	\$3,200,000
	Indirect	--	--	--	\$600,000	\$1,400,000
	Induced	--	--	--	\$1,000,000	\$2,100,000
	Total	--	--	--	\$3,100,000	\$6,700,000
AAM Pax Mobility Econ Impact	Direct	--	--	--	\$17,200,000	\$61,700,000
	Indirect	--	--	--	\$12,200,000	\$43,500,000
	Induced	--	--	--	\$13,700,000	\$48,900,000
	Total	--	--	--	\$43,100,000	\$154,100,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Table B-98. Gross Regional Product Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Value Added		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	--	--	\$28,200,000	\$117,200,000
	Indirect	--	--	--	\$13,900,000	\$57,800,000
	Induced	--	--	--	\$17,400,000	\$72,200,000
	Total	--	--	--	\$59,500,000	\$247,200,000
Fleet Capital Expenditures	Direct	--	--	--	\$2,800,000	\$5,900,000
	Indirect	--	--	--	\$3,400,000	\$7,200,000
	Induced	--	--	--	\$2,800,000	\$6,000,000
	Total	--	--	--	\$9,000,000	\$19,100,000
Fleet Operations & Maintenance	Direct	--	--	--	\$600,000	\$1,400,000
	Indirect	--	--	--	\$1,300,000	\$2,700,000
	Induced	--	--	--	\$1,100,000	\$2,300,000
	Total	--	--	--	\$3,000,000	\$6,400,000
Vertiport Capital Expenditures	Direct	--	--	--	\$1,400,000	\$2,900,000
	Indirect	--	--	--	\$800,000	\$1,700,000
	Induced	--	--	--	\$1,500,000	\$3,100,000
	Total	--	--	--	\$3,700,000	\$7,700,000
Vertiport Operations & Maintenance	Direct	--	--	--	\$1,700,000	\$3,600,000
	Indirect	--	--	--	\$1,000,000	\$2,000,000
	Induced	--	--	--	\$1,800,000	\$3,800,000
	Total	--	--	--	\$4,500,000	\$9,400,000
AAM Pax Mobility Econ Impact	Direct	--	--	--	\$34,700,000	\$131,000,000
	Indirect	--	--	--	\$20,400,000	\$71,400,000
	Induced	--	--	--	\$24,600,000	\$87,400,000
	Total	--	--	--	\$79,700,000	\$289,800,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Table B-99. Economic Output Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Output (Business Sales)		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	--	--	\$47,540,000	\$197,540,000
	Indirect	--	--	--	\$27,615,000	\$114,745,000
	Induced	--	--	--	\$30,992,000	\$128,779,000
	Total	--	--	--	\$106,147,000	\$441,064,000
Fleet Capital Expenditures	Direct	--	--	--	\$8,800,000	\$18,520,000
	Indirect	--	--	--	\$7,881,000	\$16,586,000
	Induced	--	--	--	\$5,046,000	\$10,621,000
	Total	--	--	--	\$21,727,000	\$45,727,000
Fleet Operations & Maintenance	Direct	--	--	--	\$4,000	\$9,000
	Indirect	--	--	--	\$8,000	\$17,000
	Induced	--	--	--	\$14,000	\$29,000
	Total	--	--	--	\$26,000	\$55,000
Vertiport Capital Expenditures	Direct	--	--	--	\$2,320,000	\$4,870,000
	Indirect	--	--	--	\$1,441,000	\$3,025,000
	Induced	--	--	--	\$2,618,000	\$5,496,000
	Total	--	--	--	\$6,379,000	\$13,391,000
Vertiport Operations & Maintenance	Direct	--	--	--	\$2,820,000	\$5,940,000
	Indirect	--	--	--	\$1,752,000	\$3,689,000
	Induced	--	--	--	\$3,183,000	\$6,704,000
	Total	--	--	--	\$7,755,000	\$16,333,000
AAM Pax Mobility Econ Impact	Direct	--	--	--	\$61,484,000	\$226,879,000
	Indirect	--	--	--	\$38,697,000	\$138,062,000
	Induced	--	--	--	\$41,853,000	\$151,629,000
	Total	--	--	--	\$142,034,000	\$516,570,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Table B-100. Tax Revenue Generated by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Tax Revenue		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	--	--	\$8,460,000	\$35,154,000
	Indirect	--	--	--	\$3,347,000	\$13,902,000
	Induced	--	--	--	\$3,853,000	\$16,014,000
	Total	--	--	--	\$15,660,000	\$65,070,000
Fleet Capital Expenditures	Direct	--	--	--	\$399,000	\$842,000
	Indirect	--	--	--	\$660,000	\$1,387,000
	Induced	--	--	--	\$626,000	\$1,321,000
	Total	--	--	--	\$1,685,000	\$3,550,000
Fleet Operations & Maintenance	Direct	--	--	--	\$304,000	\$639,000
	Indirect	--	--	--	\$249,000	\$525,000
	Induced	--	--	--	\$348,000	\$733,000
	Total	--	--	--	\$901,000	\$1,897,000
Vertiport Capital Expenditures	Direct	--	--	--	\$301,000	\$631,000
	Indirect	--	--	--	\$164,000	\$343,000
	Induced	--	--	--	\$325,000	\$683,000
	Total	--	--	--	\$790,000	\$1,657,000
Vertiport Operations & Maintenance	Direct	--	--	--	\$367,000	\$771,000
	Indirect	--	--	--	\$198,000	\$418,000
	Induced	--	--	--	\$396,000	\$833,000
	Total	--	--	--	\$961,000	\$2,022,000
AAM Pax Mobility Econ Impact	Direct	--	--	--	\$9,831,000	\$38,037,000
	Indirect	--	--	--	\$4,618,000	\$16,575,000
	Induced	--	--	--	\$5,548,000	\$19,584,000
	Total	--	--	--	\$19,997,000	\$74,196,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Atlanta-Sandy Springs-Alpharetta, GA MSA

The Atlanta-Sandy Springs-Alpharetta, GA MSA was ranked as the 21st-most suitable location for AAM passenger mobility operations in the United States. With a medium demand trajectory, it is anticipated that approximately 2.6 million AAM passenger flight operations will occur in the year 2045. This level of activity could support approximately 3,545 jobs, \$281 million in employee earnings, \$946 million in economic output (\$530 million value added), and \$136 million in tax revenue.

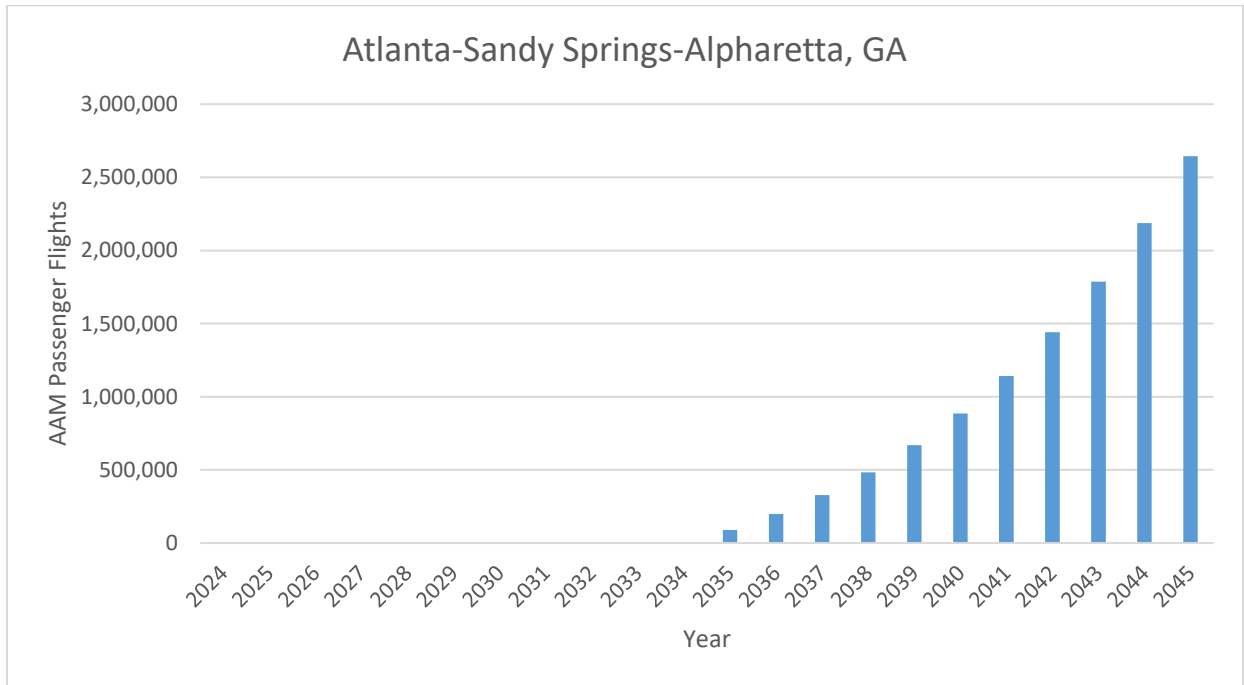


Figure B21. Projected AAM Passenger Demand within the Atlanta-Sandy Springs-Alpharetta, GA MSA.

Table B-101. Jobs Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Employment		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	--	30	275	815
	Indirect	--	--	30	310	925
	Induced	--	--	45	435	1,295
	Total	--	--	105	1,020	3,035
Fleet Capital Expenditures	Direct	--	--	5	15	30
	Indirect	--	--	15	35	75
	Induced	--	--	20	45	95
	Total	--	--	40	95	200
Fleet Operations & Maintenance	Direct	--	--	5	15	25
	Indirect	--	--	5	10	20
	Induced	--	--	5	15	25
	Total	--	--	15	40	70
Vertiport Capital Expenditures	Direct	--	--	10	20	45
	Indirect	--	--	5	10	25
	Induced	--	--	10	25	50
	Total	--	--	25	55	120
Vertiport Operations & Maintenance	Direct	--	--	10	20	45
	Indirect	--	--	5	15	25
	Induced	--	--	10	25	50
	Total	--	--	25	60	120
AAM Pax Mobility Econ Impact	Direct	--	--	60	345	960
	Indirect	--	--	60	380	1,070
	Induced	--	--	90	545	1,515
	Total	--	--	210	1,270	3,545

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures.

Table B-102. Employee Earnings Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Labor Income		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	--	\$3,300,000	\$32,700,000	\$97,600,000
	Indirect	--	--	\$2,300,000	\$22,400,000	\$66,900,000
	Induced	--	--	\$2,600,000	\$25,500,000	\$76,300,000
	Total	--	--	\$8,200,000	\$80,600,000	\$240,800,000
Fleet Capital Expenditures	Direct	--	--	\$900,000	\$2,100,000	\$4,500,000
	Indirect	--	--	\$1,400,000	\$3,500,000	\$7,300,000
	Induced	--	--	\$1,100,000	\$2,600,000	\$5,500,000
	Total	--	--	\$3,400,000	\$8,200,000	\$17,300,000
Fleet Operations & Maintenance	Direct	--	--	\$400,000	\$1,000,000	\$2,100,000
	Indirect	--	--	\$300,000	\$600,000	\$1,300,000
	Induced	--	--	\$300,000	\$800,000	\$1,600,000
	Total	--	--	\$1,000,000	\$2,400,000	\$5,000,000
Vertiport Capital Expenditures	Direct	--	--	\$800,000	\$2,000,000	\$4,200,000
	Indirect	--	--	\$400,000	\$800,000	\$1,800,000
	Induced	--	--	\$500,000	\$1,300,000	\$2,800,000
	Total	--	--	\$1,700,000	\$4,100,000	\$8,800,000
Vertiport Operations & Maintenance	Direct	--	--	\$900,000	\$2,100,000	\$4,400,000
	Indirect	--	--	\$400,000	\$900,000	\$1,900,000
	Induced	--	--	\$600,000	\$1,400,000	\$2,900,000
	Total	--	--	\$1,900,000	\$4,400,000	\$9,200,000
AAM Pax Mobility Econ Impact	Direct	--	--	\$6,300,000	\$39,900,000	\$112,800,000
	Indirect	--	--	\$4,800,000	\$28,200,000	\$79,200,000
	Induced	--	--	\$5,100,000	\$31,600,000	\$89,100,000
	Total	--	--	\$16,200,000	\$99,700,000	\$281,100,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Table B-103. Gross Regional Product Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Value Added		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	--	\$7,500,000	\$73,600,000	\$219,800,000
	Indirect	--	--	\$3,700,000	\$36,300,000	\$108,400,000
	Induced	--	--	\$4,600,000	\$45,300,000	\$135,300,000
	Total	--	--	\$15,800,000	\$155,200,000	\$463,500,000
Fleet Capital Expenditures	Direct	--	--	\$1,900,000	\$4,600,000	\$9,700,000
	Indirect	--	--	\$2,300,000	\$5,700,000	\$11,900,000
	Induced	--	--	\$1,900,000	\$4,600,000	\$9,800,000
	Total	--	--	\$6,100,000	\$14,900,000	\$31,400,000
Fleet Operations & Maintenance	Direct	--	--	\$400,000	\$1,100,000	\$2,200,000
	Indirect	--	--	\$900,000	\$2,100,000	\$4,400,000
	Induced	--	--	\$700,000	\$1,800,000	\$3,700,000
	Total	--	--	\$2,000,000	\$5,000,000	\$10,300,000
Vertiport Capital Expenditures	Direct	--	--	\$900,000	\$2,200,000	\$4,700,000
	Indirect	--	--	\$500,000	\$1,300,000	\$2,600,000
	Induced	--	--	\$1,000,000	\$2,300,000	\$4,900,000
	Total	--	--	\$2,400,000	\$5,800,000	\$12,200,000
Vertiport Operations & Maintenance	Direct	--	--	\$1,000,000	\$2,400,000	\$5,000,000
	Indirect	--	--	\$500,000	\$1,300,000	\$2,800,000
	Induced	--	--	\$1,000,000	\$2,500,000	\$5,200,000
	Total	--	--	\$2,500,000	\$6,200,000	\$13,000,000
AAM Pax Mobility Econ Impact	Direct	--	--	\$11,700,000	\$83,900,000	\$241,400,000
	Indirect	--	--	\$7,900,000	\$46,700,000	\$130,100,000
	Induced	--	--	\$9,200,000	\$56,500,000	\$158,900,000
	Total	--	--	\$28,800,000	\$187,100,000	\$530,400,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Table B-104. Economic Output Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Output (Business Sales)		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	--	\$12,580,000	\$124,070,000	\$370,390,000
	Indirect	--	--	\$7,307,000	\$72,068,000	\$215,148,000
	Induced	--	--	\$8,201,000	\$80,883,000	\$241,461,000
	Total	--	--	\$28,088,000	\$277,021,000	\$826,999,000
Fleet Capital Expenditures	Direct	--	--	\$5,960,000	\$14,450,000	\$30,410,000
	Indirect	--	--	\$5,338,000	\$12,941,000	\$27,235,000
	Induced	--	--	\$3,418,000	\$8,287,000	\$17,439,000
	Total	--	--	\$14,716,000	\$35,678,000	\$75,084,000
Fleet Operations & Maintenance	Direct	--	--	\$3,000	\$7,000	\$15,000
	Indirect	--	--	\$5,000	\$13,000	\$28,000
	Induced	--	--	\$9,000	\$22,000	\$47,000
	Total	--	--	\$17,000	\$42,000	\$90,000
Vertiport Capital Expenditures	Direct	--	--	\$1,530,000	\$3,700,000	\$7,790,000
	Indirect	--	--	\$950,000	\$2,298,000	\$4,838,000
	Induced	--	--	\$1,727,000	\$4,176,000	\$8,792,000
	Total	--	--	\$4,207,000	\$10,174,000	\$21,420,000
Vertiport Operations & Maintenance	Direct	--	--	\$1,610,000	\$3,910,000	\$8,230,000
	Indirect	--	--	\$1,000,000	\$2,429,000	\$5,112,000
	Induced	--	--	\$1,817,000	\$4,413,000	\$9,289,000
	Total	--	--	\$4,427,000	\$10,752,000	\$22,631,000
AAM Pax Mobility Econ Impact	Direct	--	--	\$21,683,000	\$146,137,000	\$416,835,000
	Indirect	--	--	\$14,600,000	\$89,749,000	\$252,361,000
	Induced	--	--	\$15,172,000	\$97,781,000	\$277,028,000
	Total	--	--	\$51,455,000	\$333,667,000	\$946,224,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Table B-105. Tax Revenue Generated by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Tax Revenue		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	--	\$2,238,000	\$22,080,000	\$65,914,000
	Indirect	--	--	\$885,000	\$8,731,000	\$26,064,000
	Induced	--	--	\$1,019,000	\$10,056,000	\$30,023,000
	Total	--	--	\$4,142,000	\$40,867,000	\$122,001,000
Fleet Capital Expenditures	Direct	--	--	\$270,000	\$657,000	\$1,381,000
	Indirect	--	--	\$447,000	\$1,082,000	\$2,279,000
	Induced	--	--	\$424,000	\$1,029,000	\$2,169,000
	Total	--	--	\$1,141,000	\$2,768,000	\$5,829,000
Fleet Operations & Maintenance	Direct	--	--	\$206,000	\$498,000	\$1,049,000
	Indirect	--	--	\$168,000	\$411,000	\$863,000
	Induced	--	--	\$237,000	\$573,000	\$1,205,000
	Total	--	--	\$611,000	\$1,482,000	\$3,117,000
Vertiport Capital Expenditures	Direct	--	--	\$199,000	\$481,000	\$1,011,000
	Indirect	--	--	\$107,000	\$260,000	\$548,000
	Induced	--	--	\$215,000	\$519,000	\$1,093,000
	Total	--	--	\$521,000	\$1,260,000	\$2,652,000
Vertiport Operations & Maintenance	Direct	--	--	\$209,000	\$508,000	\$1,069,000
	Indirect	--	--	\$114,000	\$276,000	\$580,000
	Induced	--	--	\$226,000	\$549,000	\$1,155,000
	Total	--	--	\$549,000	\$1,333,000	\$2,804,000
AAM Pax Mobility Econ Impact	Direct	--	--	\$3,122,000	\$24,224,000	\$70,424,000
	Indirect	--	--	\$1,721,000	\$10,760,000	\$30,334,000
	Induced	--	--	\$2,121,000	\$12,726,000	\$35,645,000
	Total	--	--	\$6,964,000	\$47,710,000	\$136,403,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Madison, WI MSA

The Madison, WI MSA was ranked as the 22nd-most suitable location for AAM passenger mobility operations in the United States. With a medium demand trajectory, it is anticipated that approximately 470,000 AAM passenger flight operations will occur in the year 2045. This level of activity could support approximately 645 jobs, \$51 million in employee earnings, \$171 million in economic output (\$96 million value added), and \$25 million in tax revenue.

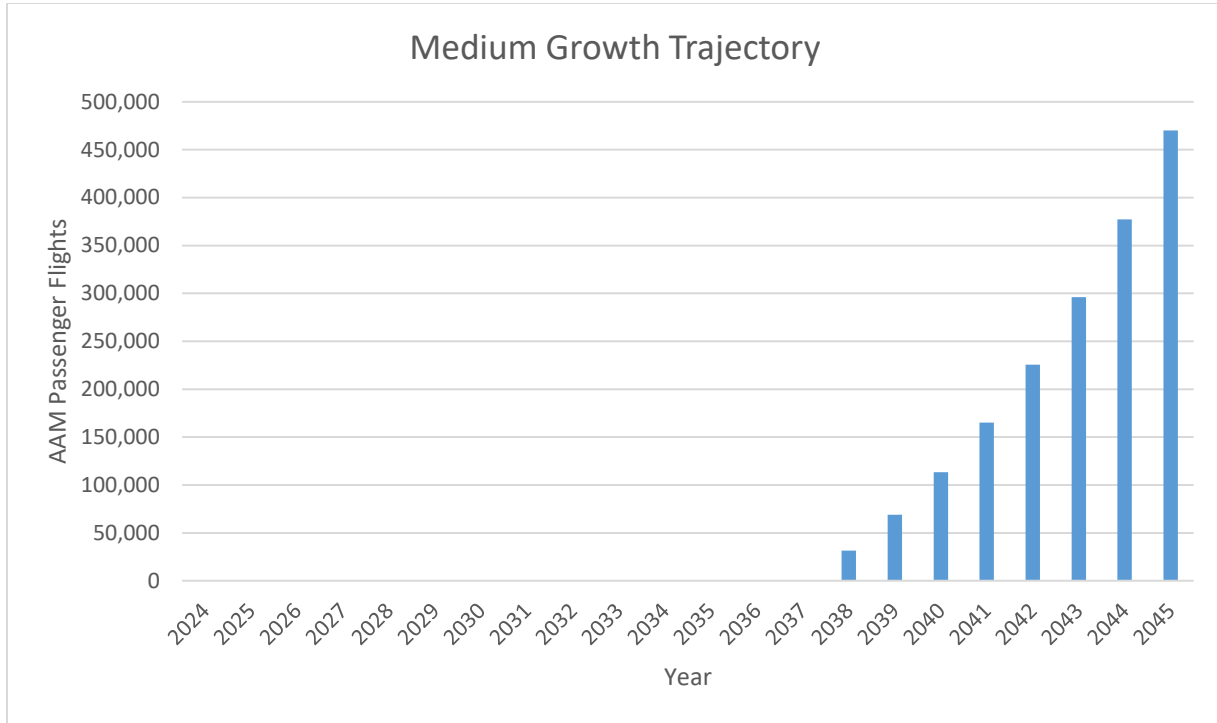


Figure B22. Projected AAM Passenger Demand within the Madison, WI MSA.

Table B-106. Jobs Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Employment		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	--	--	35	145
	Indirect	--	--	--	40	165
	Induced	--	--	--	55	230
	Total	--	--	--	130	540
Fleet Capital Expenditures	Direct	--	--	--	5	5
	Indirect	--	--	--	5	15
	Induced	--	--	--	10	20
	Total	--	--	--	20	40
Fleet Operations & Maintenance	Direct	--	--	--	5	5
	Indirect	--	--	--	0	5
	Induced	--	--	--	5	5
	Total	--	--	--	10	15
Vertiport Capital Expenditures	Direct	--	--	--	5	10
	Indirect	--	--	--	0	5
	Induced	--	--	--	5	10
	Total	--	--	--	10	25
Vertiport Operations & Maintenance	Direct	--	--	--	5	10
	Indirect	--	--	--	0	5
	Induced	--	--	--	5	10
	Total	--	--	--	10	25
AAM Pax Mobility Econ Impact	Direct	--	--	--	55	175
	Indirect	--	--	--	45	195
	Induced	--	--	--	80	275
	Total	--	--	--	180	645

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures.

Table B-107. Employee Earnings Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Labor Income		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	--	--	\$4,200,000	\$17,300,000
	Indirect	--	--	--	\$2,900,000	\$11,900,000
	Induced	--	--	--	\$3,300,000	\$13,600,000
	Total	--	--	--	\$10,400,000	\$42,800,000
Fleet Capital Expenditures	Direct	--	--	--	\$400,000	\$900,000
	Indirect	--	--	--	\$700,000	\$1,500,000
	Induced	--	--	--	\$500,000	\$1,100,000
	Total	--	--	--	\$1,600,000	\$3,500,000
Fleet Operations & Maintenance	Direct	--	--	--	\$200,000	\$400,000
	Indirect	--	--	--	\$100,000	\$300,000
	Induced	--	--	--	\$200,000	\$300,000
	Total	--	--	--	\$500,000	\$1,000,000
Vertiport Capital Expenditures	Direct	--	--	--	\$400,000	\$800,000
	Indirect	--	--	--	\$200,000	\$300,000
	Induced	--	--	--	\$200,000	\$500,000
	Total	--	--	--	\$800,000	\$1,600,000
Vertiport Operations & Maintenance	Direct	--	--	--	\$400,000	\$800,000
	Indirect	--	--	--	\$200,000	\$400,000
	Induced	--	--	--	\$300,000	\$500,000
	Total	--	--	--	\$900,000	\$1,700,000
AAM Pax Mobility Econ Impact	Direct	--	--	--	\$5,600,000	\$20,200,000
	Indirect	--	--	--	\$4,100,000	\$14,400,000
	Induced	--	--	--	\$4,500,000	\$16,000,000
	Total	--	--	--	\$14,200,000	\$50,600,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Table B-108. Gross Regional Product Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Value Added		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	--	--	\$9,400,000	\$39,100,000
	Indirect	--	--	--	\$4,600,000	\$19,300,000
	Induced	--	--	--	\$5,800,000	\$24,100,000
	Total	--	--	--	\$19,800,000	\$82,500,000
Fleet Capital Expenditures	Direct	--	--	--	\$900,000	\$2,000,000
	Indirect	--	--	--	\$1,100,000	\$2,400,000
	Induced	--	--	--	\$900,000	\$2,000,000
	Total	--	--	--	\$2,900,000	\$6,400,000
Fleet Operations & Maintenance	Direct	--	--	--	\$200,000	\$500,000
	Indirect	--	--	--	\$400,000	\$900,000
	Induced	--	--	--	\$400,000	\$800,000
	Total	--	--	--	\$1,000,000	\$2,200,000
Vertiport Capital Expenditures	Direct	--	--	--	\$400,000	\$900,000
	Indirect	--	--	--	\$200,000	\$500,000
	Induced	--	--	--	\$400,000	\$900,000
	Total	--	--	--	\$1,000,000	\$2,300,000
Vertiport Operations & Maintenance	Direct	--	--	--	\$400,000	\$900,000
	Indirect	--	--	--	\$200,000	\$500,000
	Induced	--	--	--	\$500,000	\$1,000,000
	Total	--	--	--	\$1,100,000	\$2,400,000
AAM Pax Mobility Econ Impact	Direct	--	--	--	\$11,300,000	\$43,400,000
	Indirect	--	--	--	\$6,500,000	\$23,600,000
	Induced	--	--	--	\$8,000,000	\$28,800,000
	Total	--	--	--	\$25,800,000	\$95,800,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Table B-109. Economic Output Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Output (Business Sales)		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	--	--	\$15,850,000	\$65,850,000
	Indirect	--	--	--	\$9,207,000	\$38,250,000
	Induced	--	--	--	\$10,333,000	\$42,928,000
	Total	--	--	--	\$35,390,000	\$147,028,000
Fleet Capital Expenditures	Direct	--	--	--	\$2,930,000	\$6,170,000
	Indirect	--	--	--	\$2,624,000	\$5,526,000
	Induced	--	--	--	\$1,680,000	\$3,538,000
	Total	--	--	--	\$7,234,000	\$15,234,000
Fleet Operations & Maintenance	Direct	--	--	--	\$1,000	\$3,000
	Indirect	--	--	--	\$3,000	\$6,000
	Induced	--	--	--	\$4,000	\$10,000
	Total	--	--	--	\$8,000	\$19,000
Vertiport Capital Expenditures	Direct	--	--	--	\$700,000	\$1,460,000
	Indirect	--	--	--	\$435,000	\$907,000
	Induced	--	--	--	\$790,000	\$1,648,000
	Total	--	--	--	\$1,925,000	\$4,015,000
Vertiport Operations & Maintenance	Direct	--	--	--	\$730,000	\$1,530,000
	Indirect	--	--	--	\$453,000	\$950,000
	Induced	--	--	--	\$824,000	\$1,727,000
	Total	--	--	--	\$2,007,000	\$4,207,000
AAM Pax Mobility Econ Impact	Direct	--	--	--	\$20,211,000	\$75,013,000
	Indirect	--	--	--	\$12,722,000	\$45,639,000
	Induced	--	--	--	\$13,631,000	\$49,851,000
	Total	--	--	--	\$46,564,000	\$170,503,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Table B-110. Tax Revenue Generated by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Tax Revenue		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	--	--	\$2,821,000	\$11,719,000
	Indirect	--	--	--	\$1,116,000	\$4,634,000
	Induced	--	--	--	\$1,284,000	\$5,337,000
	Total	--	--	--	\$5,221,000	\$21,690,000
Fleet Capital Expenditures	Direct	--	--	--	\$133,000	\$280,000
	Indirect	--	--	--	\$219,000	\$462,000
	Induced	--	--	--	\$209,000	\$441,000
	Total	--	--	--	\$561,000	\$1,183,000
Fleet Operations & Maintenance	Direct	--	--	--	\$100,000	\$214,000
	Indirect	--	--	--	\$84,000	\$175,000
	Induced	--	--	--	\$115,000	\$244,000
	Total	--	--	--	\$299,000	\$633,000
Vertiport Capital Expenditures	Direct	--	--	--	\$91,000	\$190,000
	Indirect	--	--	--	\$49,000	\$102,000
	Induced	--	--	--	\$98,000	\$204,000
	Total	--	--	--	\$238,000	\$496,000
Vertiport Operations & Maintenance	Direct	--	--	--	\$95,000	\$199,000
	Indirect	--	--	--	\$52,000	\$107,000
	Induced	--	--	--	\$103,000	\$215,000
	Total	--	--	--	\$250,000	\$521,000
AAM Pax Mobility Econ Impact	Direct	--	--	--	\$3,240,000	\$12,602,000
	Indirect	--	--	--	\$1,520,000	\$5,480,000
	Induced	--	--	--	\$1,809,000	\$6,441,000
	Total	--	--	--	\$6,569,000	\$24,523,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Providence-Warwick, RI-MA MSA

The Providence-Warwick, RI-MA MSA was ranked as the 23rd-most suitable location for AAM passenger mobility operations in the United States. With a medium demand trajectory, it is anticipated that approximately 1.4 million AAM passenger flight operations will occur in the year 2045. This level of activity could support approximately 1,940 jobs, \$154 million in employee earnings, \$517 million in economic output (\$290 million value added), and \$74 million in tax revenue.

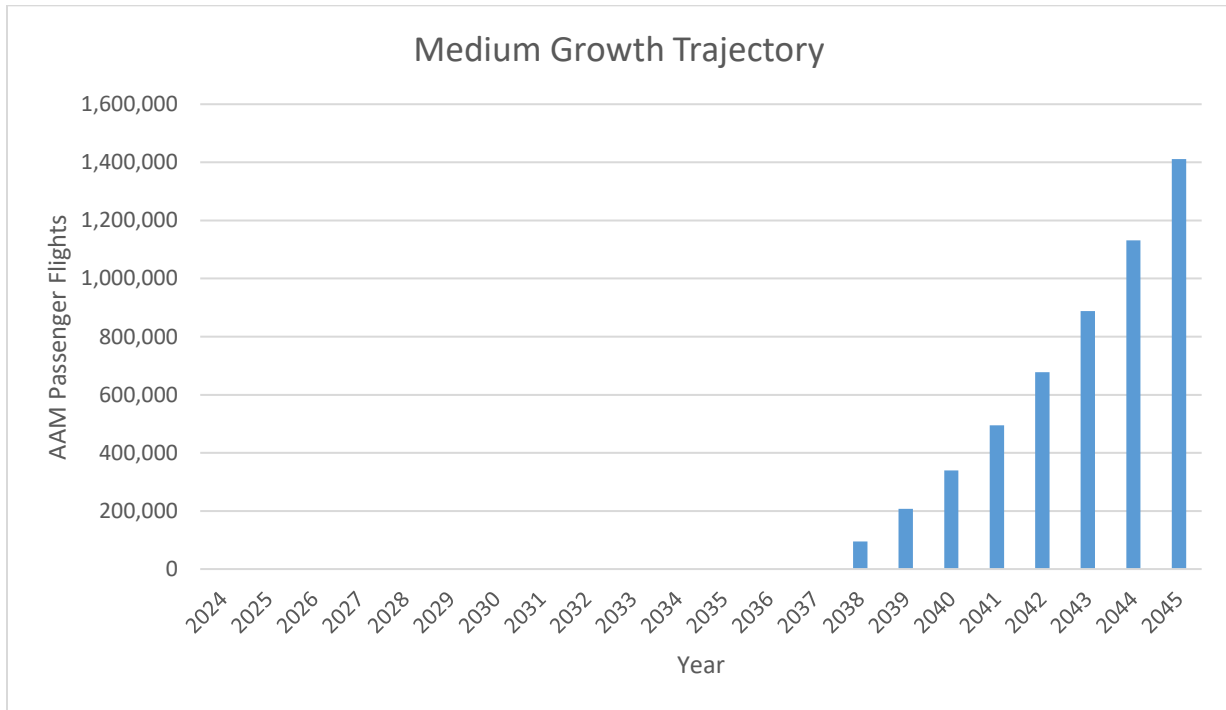


Figure B23. Projected AAM Passenger Demand within the Providence-Warwick, RI-MA MSA.

Table B-111. Jobs Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Employment		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	--	--	105	435
	Indirect	--	--	--	120	495
	Induced	--	--	--	165	690
	Total	--	--	--	390	1,620
Fleet Capital Expenditures	Direct	--	--	--	10	20
	Indirect	--	--	--	20	45
	Induced	--	--	--	25	55
	Total	--	--	--	55	120
Fleet Operations & Maintenance	Direct	--	--	--	10	15
	Indirect	--	--	--	5	10
	Induced	--	--	--	10	15
	Total	--	--	--	25	40
Vertiport Capital Expenditures	Direct	--	--	--	15	25
	Indirect	--	--	--	10	15
	Induced	--	--	--	15	30
	Total	--	--	--	40	70
Vertiport Operations & Maintenance	Direct	--	--	--	15	35
	Indirect	--	--	--	10	20
	Induced	--	--	--	15	35
	Total	--	--	--	40	90
AAM Pax Mobility Econ Impact	Direct	--	--	--	155	530
	Indirect	--	--	--	165	585
	Induced	--	--	--	230	825
	Total	--	--	--	550	1,940

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures.

Table B-112. Employee Earnings Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Labor Income		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	--	--	\$12,500,000	\$52,000,000
	Indirect	--	--	--	\$8,600,000	\$35,700,000
	Induced	--	--	--	\$9,800,000	\$40,700,000
	Total	--	--	--	\$30,900,000	\$128,400,000
Fleet Capital Expenditures	Direct	--	--	--	\$1,300,000	\$2,700,000
	Indirect	--	--	--	\$2,100,000	\$4,500,000
	Induced	--	--	--	\$1,600,000	\$3,400,000
	Total	--	--	--	\$5,000,000	\$10,600,000
Fleet Operations & Maintenance	Direct	--	--	--	\$600,000	\$1,200,000
	Indirect	--	--	--	\$400,000	\$800,000
	Induced	--	--	--	\$500,000	\$1,000,000
	Total	--	--	--	\$1,500,000	\$3,000,000
Vertiport Capital Expenditures	Direct	--	--	--	\$1,300,000	\$2,600,000
	Indirect	--	--	--	\$500,000	\$1,100,000
	Induced	--	--	--	\$800,000	\$1,700,000
	Total	--	--	--	\$2,600,000	\$5,400,000
Vertiport Operations & Maintenance	Direct	--	--	--	\$1,500,000	\$3,200,000
	Indirect	--	--	--	\$600,000	\$1,400,000
	Induced	--	--	--	\$1,000,000	\$2,100,000
	Total	--	--	--	\$3,100,000	\$6,700,000
AAM Pax Mobility Econ Impact	Direct	--	--	--	\$17,200,000	\$61,700,000
	Indirect	--	--	--	\$12,200,000	\$43,500,000
	Induced	--	--	--	\$13,700,000	\$48,900,000
	Total	--	--	--	\$43,100,000	\$154,100,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Table B-113. Gross Regional Product Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Value Added		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	--	--	\$28,200,000	\$117,200,000
	Indirect	--	--	--	\$13,900,000	\$57,800,000
	Induced	--	--	--	\$17,400,000	\$72,200,000
	Total	--	--	--	\$59,500,000	\$247,200,000
Fleet Capital Expenditures	Direct	--	--	--	\$2,800,000	\$5,900,000
	Indirect	--	--	--	\$3,400,000	\$7,200,000
	Induced	--	--	--	\$2,800,000	\$6,000,000
	Total	--	--	--	\$9,000,000	\$19,100,000
Fleet Operations & Maintenance	Direct	--	--	--	\$600,000	\$1,400,000
	Indirect	--	--	--	\$1,300,000	\$2,700,000
	Induced	--	--	--	\$1,100,000	\$2,300,000
	Total	--	--	--	\$3,000,000	\$6,400,000
Vertiport Capital Expenditures	Direct	--	--	--	\$1,400,000	\$2,900,000
	Indirect	--	--	--	\$800,000	\$1,700,000
	Induced	--	--	--	\$1,500,000	\$3,100,000
	Total	--	--	--	\$3,700,000	\$7,700,000
Vertiport Operations & Maintenance	Direct	--	--	--	\$1,700,000	\$3,600,000
	Indirect	--	--	--	\$1,000,000	\$2,000,000
	Induced	--	--	--	\$1,800,000	\$3,800,000
	Total	--	--	--	\$4,500,000	\$9,400,000
AAM Pax Mobility Econ Impact	Direct	--	--	--	\$34,700,000	\$131,000,000
	Indirect	--	--	--	\$20,400,000	\$71,400,000
	Induced	--	--	--	\$24,600,000	\$87,400,000
	Total	--	--	--	\$79,700,000	\$289,800,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Table B-114. Economic Output Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Output (Business Sales)		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	--	--	\$47,540,000	\$197,540,000
	Indirect	--	--	--	\$27,615,000	\$114,745,000
	Induced	--	--	--	\$30,992,000	\$128,779,000
	Total	--	--	--	\$106,147,000	\$441,064,000
Fleet Capital Expenditures	Direct	--	--	--	\$8,800,000	\$18,520,000
	Indirect	--	--	--	\$7,881,000	\$16,586,000
	Induced	--	--	--	\$5,046,000	\$10,621,000
	Total	--	--	--	\$21,727,000	\$45,727,000
Fleet Operations & Maintenance	Direct	--	--	--	\$4,000	\$9,000
	Indirect	--	--	--	\$8,000	\$17,000
	Induced	--	--	--	\$14,000	\$29,000
	Total	--	--	--	\$26,000	\$55,000
Vertiport Capital Expenditures	Direct	--	--	--	\$2,320,000	\$4,870,000
	Indirect	--	--	--	\$1,441,000	\$3,025,000
	Induced	--	--	--	\$2,618,000	\$5,496,000
	Total	--	--	--	\$6,379,000	\$13,391,000
Vertiport Operations & Maintenance	Direct	--	--	--	\$2,820,000	\$5,940,000
	Indirect	--	--	--	\$1,752,000	\$3,689,000
	Induced	--	--	--	\$3,183,000	\$6,704,000
	Total	--	--	--	\$7,755,000	\$16,333,000
AAM Pax Mobility Econ Impact	Direct	--	--	--	\$61,484,000	\$226,879,000
	Indirect	--	--	--	\$38,697,000	\$138,062,000
	Induced	--	--	--	\$41,853,000	\$151,629,000
	Total	--	--	--	\$142,034,000	\$516,570,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Table B-115. Tax Revenue Generated by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Tax Revenue		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	--	--	\$8,460,000	\$35,154,000
	Indirect	--	--	--	\$3,347,000	\$13,902,000
	Induced	--	--	--	\$3,853,000	\$16,014,000
	Total	--	--	--	\$15,660,000	\$65,070,000
Fleet Capital Expenditures	Direct	--	--	--	\$399,000	\$842,000
	Indirect	--	--	--	\$660,000	\$1,387,000
	Induced	--	--	--	\$626,000	\$1,321,000
	Total	--	--	--	\$1,685,000	\$3,550,000
Fleet Operations & Maintenance	Direct	--	--	--	\$304,000	\$639,000
	Indirect	--	--	--	\$249,000	\$525,000
	Induced	--	--	--	\$348,000	\$733,000
	Total	--	--	--	\$901,000	\$1,897,000
Vertiport Capital Expenditures	Direct	--	--	--	\$301,000	\$631,000
	Indirect	--	--	--	\$164,000	\$343,000
	Induced	--	--	--	\$325,000	\$683,000
	Total	--	--	--	\$790,000	\$1,657,000
Vertiport Operations & Maintenance	Direct	--	--	--	\$367,000	\$771,000
	Indirect	--	--	--	\$198,000	\$418,000
	Induced	--	--	--	\$396,000	\$833,000
	Total	--	--	--	\$961,000	\$2,022,000
AAM Pax Mobility Econ Impact	Direct	--	--	--	\$9,831,000	\$38,037,000
	Indirect	--	--	--	\$4,618,000	\$16,575,000
	Induced	--	--	--	\$5,548,000	\$19,584,000
	Total	--	--	--	\$19,997,000	\$74,196,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Poughkeepsie-Newburgh-Middletown, NY MSA

The Poughkeepsie-Newburgh-Middletown, NY MSA was ranked as the 24th-most suitable location for AAM passenger mobility operations in the United States. With a medium demand trajectory, it is anticipated that approximately 1.2 million AAM passenger flight operations will occur in the year 2045. This level of activity could support approximately 1,580 jobs, \$126 million in employee earnings, \$423 billion in economic output (\$237 million value added), and \$61 million in tax revenue.

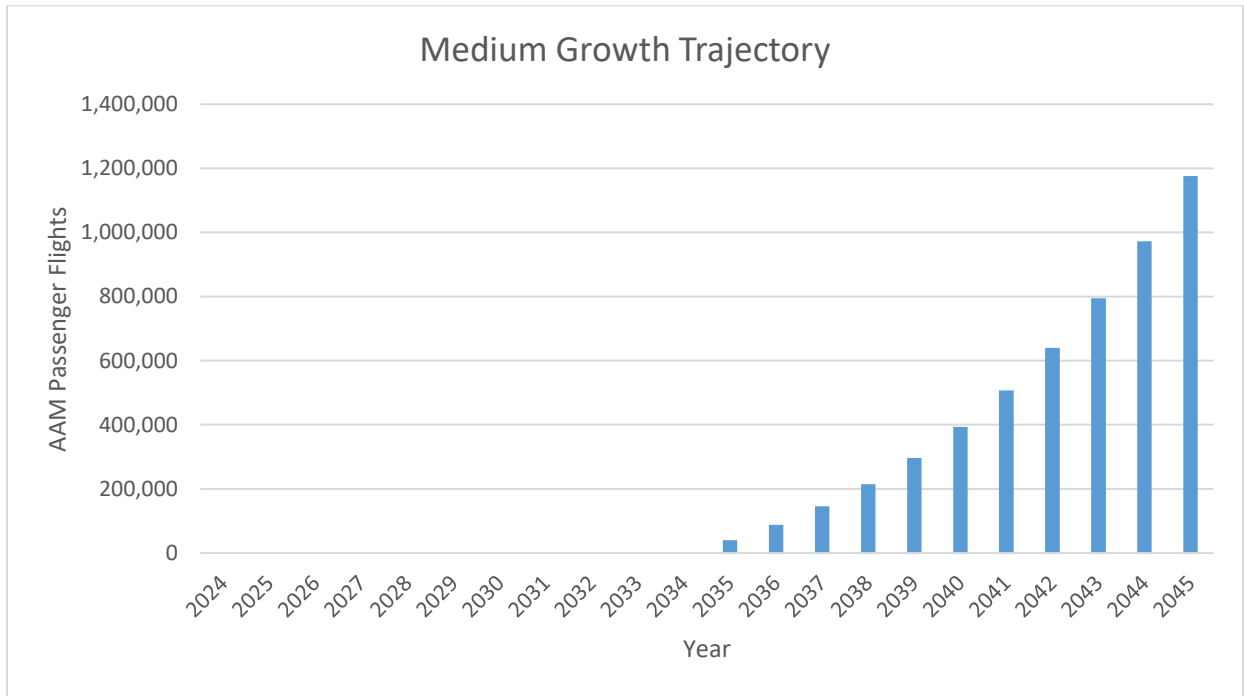


Figure B24. Projected AAM Passenger Demand within the Poughkeepsie-Newburgh-Middletown, NY MSA.

Table B-116. Jobs Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Employment		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	--	10	120	360
	Indirect	--	--	15	140	410
	Induced	--	--	20	195	575
	Total	--	--	45	455	1,345
Fleet Capital Expenditures	Direct	--	--	5	5	15
	Indirect	--	--	5	15	35
	Induced	--	--	10	20	40
	Total	--	--	20	40	90
Fleet Operations & Maintenance	Direct	--	--	0	5	10
	Indirect	--	--	0	5	10
	Induced	--	--	0	5	10
	Total	--	--	0	15	30
Vertiport Capital Expenditures	Direct	--	--	5	10	20
	Indirect	--	--	0	5	10
	Induced	--	--	5	10	20
	Total	--	--	10	25	50
Vertiport Operations & Maintenance	Direct	--	--	5	10	25
	Indirect	--	--	5	5	15
	Induced	--	--	5	15	25
	Total	--	--	15	30	65
AAM Pax Mobility Econ Impact	Direct	--	--	25	150	430
	Indirect	--	--	25	170	480
	Induced	--	--	40	245	670
	Total	--	--	90	565	1,580

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures.

Table B-117. Employee Earnings Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Labor Income		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	--	\$1,500,000	\$14,500,000	\$43,400,000
	Indirect	--	--	\$1,000,000	\$10,000,000	\$29,800,000
	Induced	--	--	\$1,200,000	\$11,400,000	\$33,900,000
	Total	--	--	\$3,700,000	\$35,900,000	\$107,100,000
Fleet Capital Expenditures	Direct	--	--	\$400,000	\$900,000	\$2,000,000
	Indirect	--	--	\$600,000	\$1,500,000	\$3,200,000
	Induced	--	--	\$500,000	\$1,200,000	\$2,400,000
	Total	--	--	\$1,500,000	\$3,600,000	\$7,600,000
Fleet Operations & Maintenance	Direct	--	--	\$200,000	\$400,000	\$900,000
	Indirect	--	--	\$100,000	\$300,000	\$600,000
	Induced	--	--	\$100,000	\$300,000	\$700,000
	Total	--	--	\$400,000	\$1,000,000	\$2,200,000
Vertiport Capital Expenditures	Direct	--	--	\$400,000	\$900,000	\$2,000,000
	Indirect	--	--	\$200,000	\$400,000	\$800,000
	Induced	--	--	\$300,000	\$600,000	\$1,300,000
	Total	--	--	\$900,000	\$1,900,000	\$4,100,000
Vertiport Operations & Maintenance	Direct	--	--	\$500,000	\$1,100,000	\$2,400,000
	Indirect	--	--	\$200,000	\$500,000	\$1,000,000
	Induced	--	--	\$300,000	\$700,000	\$1,600,000
	Total	--	--	\$1,000,000	\$2,300,000	\$5,000,000
AAM Pax Mobility Econ Impact	Direct	--	--	\$3,000,000	\$17,800,000	\$50,700,000
	Indirect	--	--	\$2,100,000	\$12,700,000	\$35,400,000
	Induced	--	--	\$2,400,000	\$14,200,000	\$39,900,000
	Total	--	--	\$7,500,000	\$44,700,000	\$126,000,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Table B-118. Gross Regional Product Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Value Added		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	--	\$3,300,000	\$32,700,000	\$97,700,000
	Indirect	--	--	\$1,600,000	\$16,100,000	\$48,200,000
	Induced	--	--	\$2,000,000	\$20,100,000	\$60,200,000
	Total	--	--	\$6,900,000	\$68,900,000	\$206,100,000
Fleet Capital Expenditures	Direct	--	--	\$800,000	\$2,100,000	\$4,300,000
	Indirect	--	--	\$1,000,000	\$2,500,000	\$5,300,000
	Induced	--	--	\$900,000	\$2,100,000	\$4,300,000
	Total	--	--	\$2,700,000	\$6,700,000	\$13,900,000
Fleet Operations & Maintenance	Direct	--	--	\$200,000	\$500,000	\$1,000,000
	Indirect	--	--	\$400,000	\$900,000	\$2,000,000
	Induced	--	--	\$300,000	\$800,000	\$1,600,000
	Total	--	--	\$900,000	\$2,200,000	\$4,600,000
Vertiport Capital Expenditures	Direct	--	--	\$400,000	\$1,100,000	\$2,200,000
	Indirect	--	--	\$200,000	\$600,000	\$1,200,000
	Induced	--	--	\$500,000	\$1,100,000	\$2,300,000
	Total	--	--	\$1,100,000	\$2,800,000	\$5,700,000
Vertiport Operations & Maintenance	Direct	--	--	\$500,000	\$1,300,000	\$2,600,000
	Indirect	--	--	\$300,000	\$700,000	\$1,500,000
	Induced	--	--	\$500,000	\$1,300,000	\$2,800,000
	Total	--	--	\$1,300,000	\$3,300,000	\$6,900,000
AAM Pax Mobility Econ Impact	Direct	--	--	\$5,200,000	\$37,700,000	\$107,800,000
	Indirect	--	--	\$3,500,000	\$20,800,000	\$58,200,000
	Induced	--	--	\$4,200,000	\$25,400,000	\$71,200,000
	Total	--	--	\$12,900,000	\$83,900,000	\$237,200,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Table B-119. Economic Output Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Output (Business Sales)		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	--	\$5,590,000	\$55,140,000	\$164,620,000
	Indirect	--	--	\$3,247,000	\$32,029,000	\$95,623,000
	Induced	--	--	\$3,644,000	\$35,946,000	\$107,318,000
	Total	--	--	\$12,481,000	\$123,115,000	\$367,561,000
Fleet Capital Expenditures	Direct	--	--	\$2,650,000	\$6,420,000	\$13,510,000
	Indirect	--	--	\$2,373,000	\$5,750,000	\$12,099,000
	Induced	--	--	\$1,520,000	\$3,682,000	\$7,748,000
	Total	--	--	\$6,543,000	\$15,852,000	\$33,357,000
Fleet Operations & Maintenance	Direct	--	--	\$1,000	\$3,000	\$7,000
	Indirect	--	--	\$2,000	\$6,000	\$12,000
	Induced	--	--	\$4,000	\$10,000	\$21,000
	Total	--	--	\$7,000	\$19,000	\$40,000
Vertiport Capital Expenditures	Direct	--	--	\$720,000	\$1,750,000	\$3,670,000
	Indirect	--	--	\$447,000	\$1,087,000	\$2,279,000
	Induced	--	--	\$813,000	\$1,975,000	\$4,142,000
	Total	--	--	\$1,980,000	\$4,812,000	\$10,091,000
Vertiport Operations & Maintenance	Direct	--	--	\$860,000	\$2,080,000	\$4,370,000
	Indirect	--	--	\$534,000	\$1,292,000	\$2,714,000
	Induced	--	--	\$971,000	\$2,348,000	\$4,932,000
	Total	--	--	\$2,365,000	\$5,720,000	\$12,016,000
AAM Pax Mobility Econ Impact	Direct	--	--	\$9,821,000	\$65,393,000	\$186,177,000
	Indirect	--	--	\$6,603,000	\$40,164,000	\$112,727,000
	Induced	--	--	\$6,952,000	\$43,961,000	\$124,161,000
	Total	--	--	\$23,376,000	\$149,518,000	\$423,065,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Table B-120. Tax Revenue Generated by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Tax Revenue		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	--	\$995,000	\$9,813,000	\$29,295,000
	Indirect	--	--	\$393,000	\$3,880,000	\$11,585,000
	Induced	--	--	\$454,000	\$4,469,000	\$13,343,000
	Total	--	--	\$1,842,000	\$18,162,000	\$54,223,000
Fleet Capital Expenditures	Direct	--	--	\$120,000	\$291,000	\$614,000
	Indirect	--	--	\$198,000	\$481,000	\$1,012,000
	Induced	--	--	\$188,000	\$458,000	\$963,000
	Total	--	--	\$506,000	\$1,230,000	\$2,589,000
Fleet Operations & Maintenance	Direct	--	--	\$91,000	\$223,000	\$466,000
	Indirect	--	--	\$75,000	\$183,000	\$383,000
	Induced	--	--	\$105,000	\$256,000	\$536,000
	Total	--	--	\$271,000	\$662,000	\$1,385,000
Vertiport Capital Expenditures	Direct	--	--	\$94,000	\$227,000	\$477,000
	Indirect	--	--	\$52,000	\$123,000	\$259,000
	Induced	--	--	\$101,000	\$245,000	\$516,000
	Total	--	--	\$247,000	\$595,000	\$1,252,000
Vertiport Operations & Maintenance	Direct	--	--	\$112,000	\$271,000	\$567,000
	Indirect	--	--	\$60,000	\$147,000	\$308,000
	Induced	--	--	\$121,000	\$292,000	\$613,000
	Total	--	--	\$293,000	\$710,000	\$1,488,000
AAM Pax Mobility Econ Impact	Direct	--	--	\$1,412,000	\$10,825,000	\$31,419,000
	Indirect	--	--	\$778,000	\$4,814,000	\$13,547,000
	Induced	--	--	\$969,000	\$5,720,000	\$15,971,000
	Total	--	--	\$3,159,000	\$21,359,000	\$60,937,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Hartford-East Hartford-Middletown, CT MSA

The Hartford-East Hartford-Middletown, CT MSA was ranked as the 25th-most suitable location for AAM passenger mobility operations in the United States. With a medium demand trajectory, it is anticipated that approximately 1.2 million AAM passenger flight operations will occur in the year 2045. This level of activity could support approximately 1,580 jobs, \$126 million in employee earnings, \$423 million in economic output (\$237 million value added), and \$61 million in tax revenue.

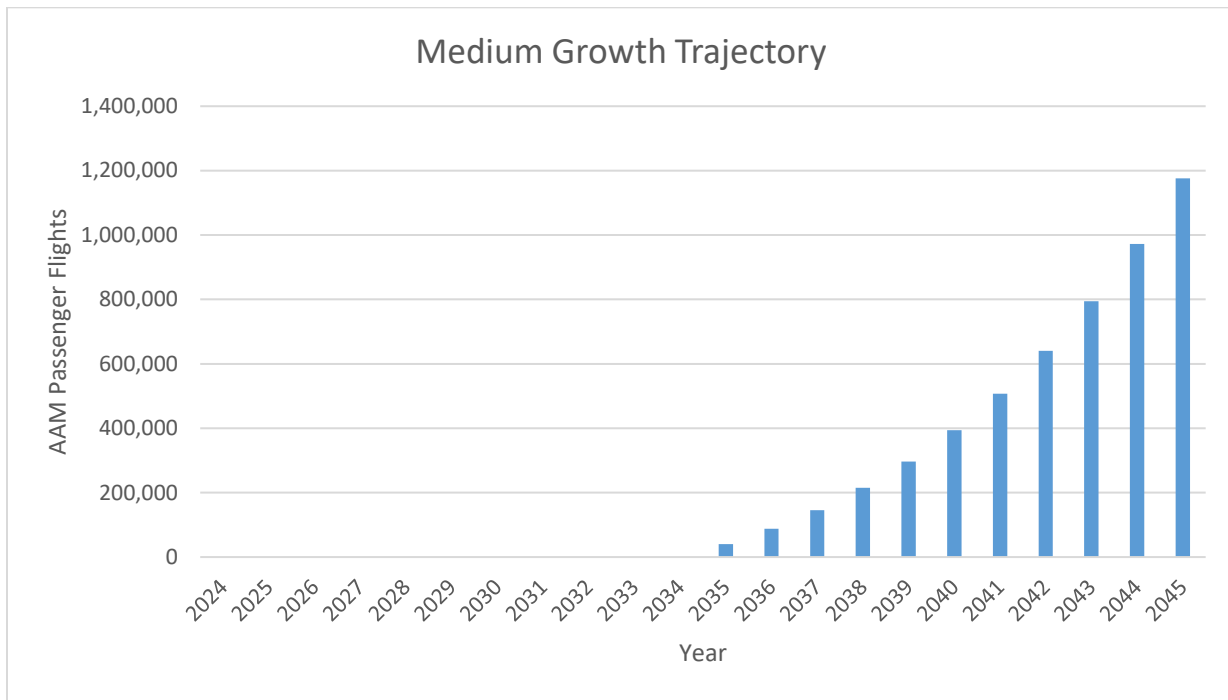


Figure B25. Projected AAM Passenger Demand within the Hartford-East Hartford-Middletown, CT MSA.

Table B-121. Jobs Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Employment		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	--	10	120	360
	Indirect	--	--	15	140	410
	Induced	--	--	20	195	575
	Total	--	--	45	455	1,345
Fleet Capital Expenditures	Direct	--	--	5	5	15
	Indirect	--	--	5	15	35
	Induced	--	--	10	20	40
	Total	--	--	20	40	90
Fleet Operations & Maintenance	Direct	--	--	0	5	10
	Indirect	--	--	0	5	10
	Induced	--	--	0	5	10
	Total	--	--	0	15	30
Vertiport Capital Expenditures	Direct	--	--	5	10	20
	Indirect	--	--	0	5	10
	Induced	--	--	5	10	20
	Total	--	--	10	25	50
Vertiport Operations & Maintenance	Direct	--	--	5	10	25
	Indirect	--	--	5	5	15
	Induced	--	--	5	15	25
	Total	--	--	15	30	65
AAM Pax Mobility Econ Impact	Direct	--	--	25	150	430
	Indirect	--	--	25	170	480
	Induced	--	--	40	245	670
	Total	--	--	90	565	1,580

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures.

Table B-122. Employee Earnings Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Labor Income		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	--	\$1,500,000	\$14,500,000	\$43,400,000
	Indirect	--	--	\$1,000,000	\$10,000,000	\$29,800,000
	Induced	--	--	\$1,200,000	\$11,400,000	\$33,900,000
	Total	--	--	\$3,700,000	\$35,900,000	\$107,100,000
Fleet Capital Expenditures	Direct	--	--	\$400,000	\$900,000	\$2,000,000
	Indirect	--	--	\$600,000	\$1,500,000	\$3,200,000
	Induced	--	--	\$500,000	\$1,200,000	\$2,400,000
	Total	--	--	\$1,500,000	\$3,600,000	\$7,600,000
Fleet Operations & Maintenance	Direct	--	--	\$200,000	\$400,000	\$900,000
	Indirect	--	--	\$100,000	\$300,000	\$600,000
	Induced	--	--	\$100,000	\$300,000	\$700,000
	Total	--	--	\$400,000	\$1,000,000	\$2,200,000
Vertiport Capital Expenditures	Direct	--	--	\$400,000	\$900,000	\$2,000,000
	Indirect	--	--	\$200,000	\$400,000	\$800,000
	Induced	--	--	\$300,000	\$600,000	\$1,300,000
	Total	--	--	\$900,000	\$1,900,000	\$4,100,000
Vertiport Operations & Maintenance	Direct	--	--	\$500,000	\$1,100,000	\$2,400,000
	Indirect	--	--	\$200,000	\$500,000	\$1,000,000
	Induced	--	--	\$300,000	\$700,000	\$1,600,000
	Total	--	--	\$1,000,000	\$2,300,000	\$5,000,000
AAM Pax Mobility Econ Impact	Direct	--	--	\$3,000,000	\$17,800,000	\$50,700,000
	Indirect	--	--	\$2,100,000	\$12,700,000	\$35,400,000
	Induced	--	--	\$2,400,000	\$14,200,000	\$39,900,000
	Total	--	--	\$7,500,000	\$44,700,000	\$126,000,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Table B-123. Gross Regional Product Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Value Added		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	--	\$3,300,000	\$32,700,000	\$97,700,000
	Indirect	--	--	\$1,600,000	\$16,100,000	\$48,200,000
	Induced	--	--	\$2,000,000	\$20,100,000	\$60,200,000
	Total	--	--	\$6,900,000	\$68,900,000	\$206,100,000
Fleet Capital Expenditures	Direct	--	--	\$800,000	\$2,100,000	\$4,300,000
	Indirect	--	--	\$1,000,000	\$2,500,000	\$5,300,000
	Induced	--	--	\$900,000	\$2,100,000	\$4,300,000
	Total	--	--	\$2,700,000	\$6,700,000	\$13,900,000
Fleet Operations & Maintenance	Direct	--	--	\$200,000	\$500,000	\$1,000,000
	Indirect	--	--	\$400,000	\$900,000	\$2,000,000
	Induced	--	--	\$300,000	\$800,000	\$1,600,000
	Total	--	--	\$900,000	\$2,200,000	\$4,600,000
Vertiport Capital Expenditures	Direct	--	--	\$400,000	\$1,100,000	\$2,200,000
	Indirect	--	--	\$200,000	\$600,000	\$1,200,000
	Induced	--	--	\$500,000	\$1,100,000	\$2,300,000
	Total	--	--	\$1,100,000	\$2,800,000	\$5,700,000
Vertiport Operations & Maintenance	Direct	--	--	\$500,000	\$1,300,000	\$2,600,000
	Indirect	--	--	\$300,000	\$700,000	\$1,500,000
	Induced	--	--	\$500,000	\$1,300,000	\$2,800,000
	Total	--	--	\$1,300,000	\$3,300,000	\$6,900,000
AAM Pax Mobility Econ Impact	Direct	--	--	\$5,200,000	\$37,700,000	\$107,800,000
	Indirect	--	--	\$3,500,000	\$20,800,000	\$58,200,000
	Induced	--	--	\$4,200,000	\$25,400,000	\$71,200,000
	Total	--	--	\$12,900,000	\$83,900,000	\$237,200,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Table B-124. Economic Output Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Output (Business Sales)		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	--	\$5,590,000	\$55,140,000	\$164,620,000
	Indirect	--	--	\$3,247,000	\$32,029,000	\$95,623,000
	Induced	--	--	\$3,644,000	\$35,946,000	\$107,318,000
	Total	--	--	\$12,481,000	\$123,115,000	\$367,561,000
Fleet Capital Expenditures	Direct	--	--	\$2,650,000	\$6,420,000	\$13,510,000
	Indirect	--	--	\$2,373,000	\$5,750,000	\$12,099,000
	Induced	--	--	\$1,520,000	\$3,682,000	\$7,748,000
	Total	--	--	\$6,543,000	\$15,852,000	\$33,357,000
Fleet Operations & Maintenance	Direct	--	--	\$1,000	\$3,000	\$7,000
	Indirect	--	--	\$2,000	\$6,000	\$12,000
	Induced	--	--	\$4,000	\$10,000	\$21,000
	Total	--	--	\$7,000	\$19,000	\$40,000
Vertiport Capital Expenditures	Direct	--	--	\$720,000	\$1,750,000	\$3,670,000
	Indirect	--	--	\$447,000	\$1,087,000	\$2,279,000
	Induced	--	--	\$813,000	\$1,975,000	\$4,142,000
	Total	--	--	\$1,980,000	\$4,812,000	\$10,091,000
Vertiport Operations & Maintenance	Direct	--	--	\$860,000	\$2,080,000	\$4,370,000
	Indirect	--	--	\$534,000	\$1,292,000	\$2,714,000
	Induced	--	--	\$971,000	\$2,348,000	\$4,932,000
	Total	--	--	\$2,365,000	\$5,720,000	\$12,016,000
AAM Pax Mobility Econ Impact	Direct	--	--	\$9,821,000	\$65,393,000	\$186,177,000
	Indirect	--	--	\$6,603,000	\$40,164,000	\$112,727,000
	Induced	--	--	\$6,952,000	\$43,961,000	\$124,161,000
	Total	--	--	\$23,376,000	\$149,518,000	\$423,065,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Table B-125. Tax Revenue Generated by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Tax Revenue		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	--	\$995,000	\$9,813,000	\$29,295,000
	Indirect	--	--	\$393,000	\$3,880,000	\$11,585,000
	Induced	--	--	\$454,000	\$4,469,000	\$13,343,000
	Total	--	--	\$1,842,000	\$18,162,000	\$54,223,000
Fleet Capital Expenditures	Direct	--	--	\$120,000	\$291,000	\$614,000
	Indirect	--	--	\$198,000	\$481,000	\$1,012,000
	Induced	--	--	\$188,000	\$458,000	\$963,000
	Total	--	--	\$506,000	\$1,230,000	\$2,589,000
Fleet Operations & Maintenance	Direct	--	--	\$91,000	\$223,000	\$466,000
	Indirect	--	--	\$75,000	\$183,000	\$383,000
	Induced	--	--	\$105,000	\$256,000	\$536,000
	Total	--	--	\$271,000	\$662,000	\$1,385,000
Vertiport Capital Expenditures	Direct	--	--	\$94,000	\$227,000	\$477,000
	Indirect	--	--	\$52,000	\$123,000	\$259,000
	Induced	--	--	\$101,000	\$245,000	\$516,000
	Total	--	--	\$247,000	\$595,000	\$1,252,000
Vertiport Operations & Maintenance	Direct	--	--	\$112,000	\$271,000	\$567,000
	Indirect	--	--	\$60,000	\$147,000	\$308,000
	Induced	--	--	\$121,000	\$292,000	\$613,000
	Total	--	--	\$293,000	\$710,000	\$1,488,000
AAM Pax Mobility Econ Impact	Direct	--	--	\$1,412,000	\$10,825,000	\$31,419,000
	Indirect	--	--	\$778,000	\$4,814,000	\$13,547,000
	Induced	--	--	\$969,000	\$5,720,000	\$15,971,000
	Total	--	--	\$3,159,000	\$21,359,000	\$60,937,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Pittsburgh, PA MSA

The Pittsburgh, PA MSA was ranked as the 26th-most suitable location for AAM passenger mobility operations in the United States. With a medium demand trajectory, it is anticipated that approximately 882,000 AAM passenger flight operations will occur in the year 2045. This level of activity could support approximately 1,225 jobs, \$97 million in employee earnings, \$325 million in economic output (\$182 million value added), and \$47 million in tax revenue.

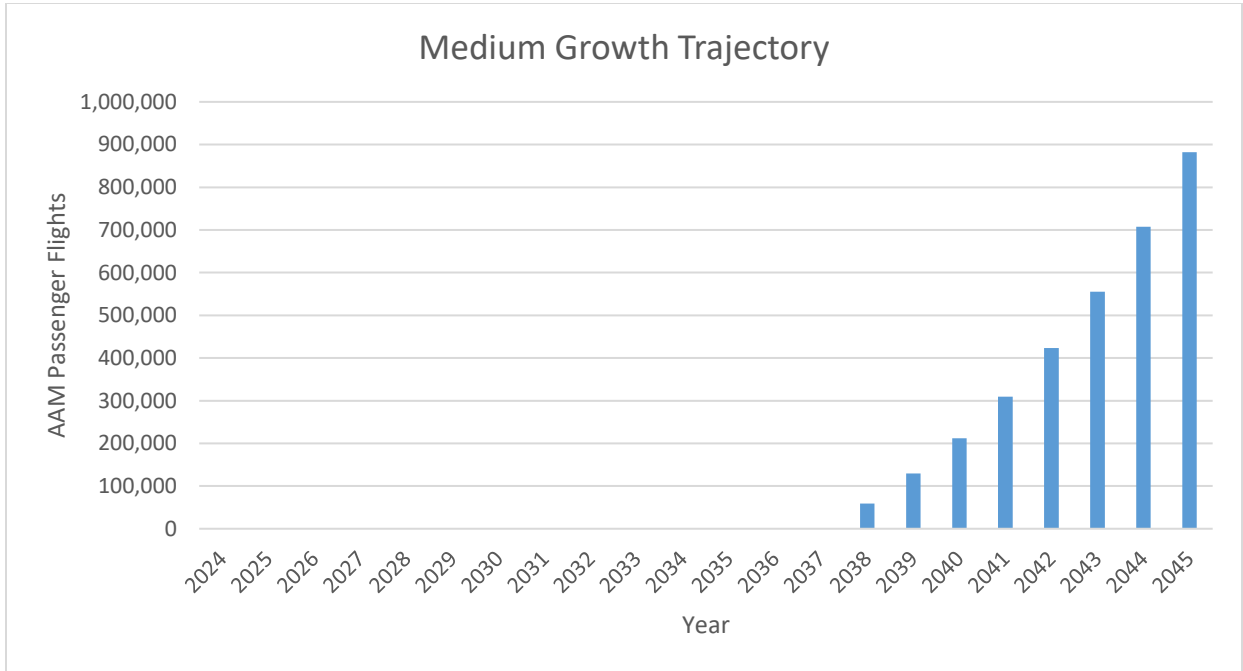


Figure B26. Projected AAM Passenger Demand within the Pittsburgh, PA MSA.

Table B-126. Jobs Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Employment		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	--	--	65	270
	Indirect	--	--	--	75	310
	Induced	--	--	--	105	430
	Total	--	--	--	245	1,010
Fleet Capital Expenditures	Direct	--	--	--	5	10
	Indirect	--	--	--	15	30
	Induced	--	--	--	15	35
	Total	--	--	--	35	75
Fleet Operations & Maintenance	Direct	--	--	--	5	10
	Indirect	--	--	--	5	5
	Induced	--	--	--	5	10
	Total	--	--	--	15	25
Vertiport Capital Expenditures	Direct	--	--	--	10	20
	Indirect	--	--	--	5	10
	Induced	--	--	--	10	20
	Total	--	--	--	25	50
Vertiport Operations & Maintenance	Direct	--	--	--	10	25
	Indirect	--	--	--	5	15
	Induced	--	--	--	10	25
	Total	--	--	--	25	65
AAM Pax Mobility Econ Impact	Direct	--	--	--	95	335
	Indirect	--	--	--	105	370
	Induced	--	--	--	145	520
	Total	--	--	--	345	1,225

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures.

Table B-127. Employee Earnings Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Labor Income		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	--	--	\$7,800,000	\$32,500,000
	Indirect	--	--	--	\$5,400,000	\$22,300,000
	Induced	--	--	--	\$6,100,000	\$25,400,000
	Total	--	--	--	\$19,300,000	\$80,200,000
Fleet Capital Expenditures	Direct	--	--	--	\$800,000	\$1,700,000
	Indirect	--	--	--	\$1,300,000	\$2,800,000
	Induced	--	--	--	\$1,000,000	\$2,100,000
	Total	--	--	--	\$3,100,000	\$6,600,000
Fleet Operations & Maintenance	Direct	--	--	--	\$400,000	\$800,000
	Indirect	--	--	--	\$200,000	\$500,000
	Induced	--	--	--	\$300,000	\$600,000
	Total	--	--	--	\$900,000	\$1,900,000
Vertiport Capital Expenditures	Direct	--	--	--	\$800,000	\$1,700,000
	Indirect	--	--	--	\$400,000	\$700,000
	Induced	--	--	--	\$500,000	\$1,100,000
	Total	--	--	--	\$1,700,000	\$3,500,000
Vertiport Operations & Maintenance	Direct	--	--	--	\$1,100,000	\$2,300,000
	Indirect	--	--	--	\$500,000	\$1,000,000
	Induced	--	--	--	\$700,000	\$1,500,000
	Total	--	--	--	\$2,300,000	\$4,800,000
AAM Pax Mobility Econ Impact	Direct	--	--	--	\$10,900,000	\$39,000,000
	Indirect	--	--	--	\$7,800,000	\$27,300,000
	Induced	--	--	--	\$8,600,000	\$30,700,000
	Total	--	--	--	\$27,300,000	\$97,000,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Table B-128. Gross Regional Product Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Value Added		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	--	--	\$17,600,000	\$73,300,000
	Indirect	--	--	--	\$8,700,000	\$36,100,000
	Induced	--	--	--	\$10,900,000	\$45,100,000
	Total	--	--	--	\$37,200,000	\$154,500,000
Fleet Capital Expenditures	Direct	--	--	--	\$1,800,000	\$3,700,000
	Indirect	--	--	--	\$2,200,000	\$4,500,000
	Induced	--	--	--	\$1,800,000	\$3,700,000
	Total	--	--	--	\$5,800,000	\$11,900,000
Fleet Operations & Maintenance	Direct	--	--	--	\$400,000	\$800,000
	Indirect	--	--	--	\$800,000	\$1,700,000
	Induced	--	--	--	\$700,000	\$1,400,000
	Total	--	--	--	\$1,900,000	\$3,900,000
Vertiport Capital Expenditures	Direct	--	--	--	\$900,000	\$1,900,000
	Indirect	--	--	--	\$500,000	\$1,100,000
	Induced	--	--	--	\$1,000,000	\$2,000,000
	Total	--	--	--	\$2,400,000	\$5,000,000
Vertiport Operations & Maintenance	Direct	--	--	--	\$1,200,000	\$2,600,000
	Indirect	--	--	--	\$700,000	\$1,400,000
	Induced	--	--	--	\$1,300,000	\$2,700,000
	Total	--	--	--	\$3,200,000	\$6,700,000
AAM Pax Mobility Econ Impact	Direct	--	--	--	\$21,900,000	\$82,300,000
	Indirect	--	--	--	\$12,900,000	\$44,800,000
	Induced	--	--	--	\$15,700,000	\$54,900,000
	Total	--	--	--	\$50,500,000	\$182,000,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Table B-129. Economic Output Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Output (Business Sales)		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	--	--	\$29,710,000	\$123,460,000
	Indirect	--	--	--	\$17,258,000	\$71,714,000
	Induced	--	--	--	\$19,368,000	\$80,485,000
	Total	--	--	--	\$66,336,000	\$275,659,000
Fleet Capital Expenditures	Direct	--	--	--	\$5,500,000	\$11,570,000
	Indirect	--	--	--	\$4,926,000	\$10,362,000
	Induced	--	--	--	\$3,154,000	\$6,635,000
	Total	--	--	--	\$13,580,000	\$28,567,000
Fleet Operations & Maintenance	Direct	--	--	--	\$3,000	\$6,000
	Indirect	--	--	--	\$5,000	\$11,000
	Induced	--	--	--	\$8,000	\$18,000
	Total	--	--	--	\$16,000	\$35,000
Vertiport Capital Expenditures	Direct	--	--	--	\$1,530,000	\$3,210,000
	Indirect	--	--	--	\$950,000	\$1,994,000
	Induced	--	--	--	\$1,727,000	\$3,623,000
	Total	--	--	--	\$4,207,000	\$8,827,000
Vertiport Operations & Maintenance	Direct	--	--	--	\$2,020,000	\$4,250,000
	Indirect	--	--	--	\$1,255,000	\$2,640,000
	Induced	--	--	--	\$2,280,000	\$4,797,000
	Total	--	--	--	\$5,555,000	\$11,687,000
AAM Pax Mobility Econ Impact	Direct	--	--	--	\$38,763,000	\$142,496,000
	Indirect	--	--	--	\$24,394,000	\$86,721,000
	Induced	--	--	--	\$26,537,000	\$95,558,000
	Total	--	--	--	\$89,694,000	\$324,775,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Table B-130. Tax Revenue Generated by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Tax Revenue		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	--	--	\$5,286,000	\$21,970,000
	Indirect	--	--	--	\$2,091,000	\$8,688,000
	Induced	--	--	--	\$2,409,000	\$10,007,000
	Total	--	--	--	\$9,786,000	\$40,665,000
Fleet Capital Expenditures	Direct	--	--	--	\$250,000	\$525,000
	Indirect	--	--	--	\$413,000	\$867,000
	Induced	--	--	--	\$391,000	\$825,000
	Total	--	--	--	\$1,054,000	\$2,217,000
Fleet Operations & Maintenance	Direct	--	--	--	\$189,000	\$399,000
	Indirect	--	--	--	\$155,000	\$329,000
	Induced	--	--	--	\$217,000	\$458,000
	Total	--	--	--	\$561,000	\$1,186,000
Vertiport Capital Expenditures	Direct	--	--	--	\$199,000	\$417,000
	Indirect	--	--	--	\$107,000	\$226,000
	Induced	--	--	--	\$215,000	\$450,000
	Total	--	--	--	\$521,000	\$1,093,000
Vertiport Operations & Maintenance	Direct	--	--	--	\$263,000	\$551,000
	Indirect	--	--	--	\$143,000	\$299,000
	Induced	--	--	--	\$283,000	\$597,000
	Total	--	--	--	\$689,000	\$1,447,000
AAM Pax Mobility Econ Impact	Direct	--	--	--	\$6,187,000	\$23,862,000
	Indirect	--	--	--	\$2,909,000	\$10,409,000
	Induced	--	--	--	\$3,515,000	\$12,337,000
	Total	--	--	--	\$12,611,000	\$46,608,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Wichita, KS MSA

The Wichita, KS MSA was ranked as the 27th-most suitable location for AAM passenger mobility operations in the United States. With a medium demand trajectory, it is anticipated that approximately 881,000 AAM passenger flight operations will occur in the year 2045. This level of activity could support approximately 1,225 jobs, \$97 million in employee earnings, \$325 million in economic output (\$182 million value added), and \$47 million in tax revenue.

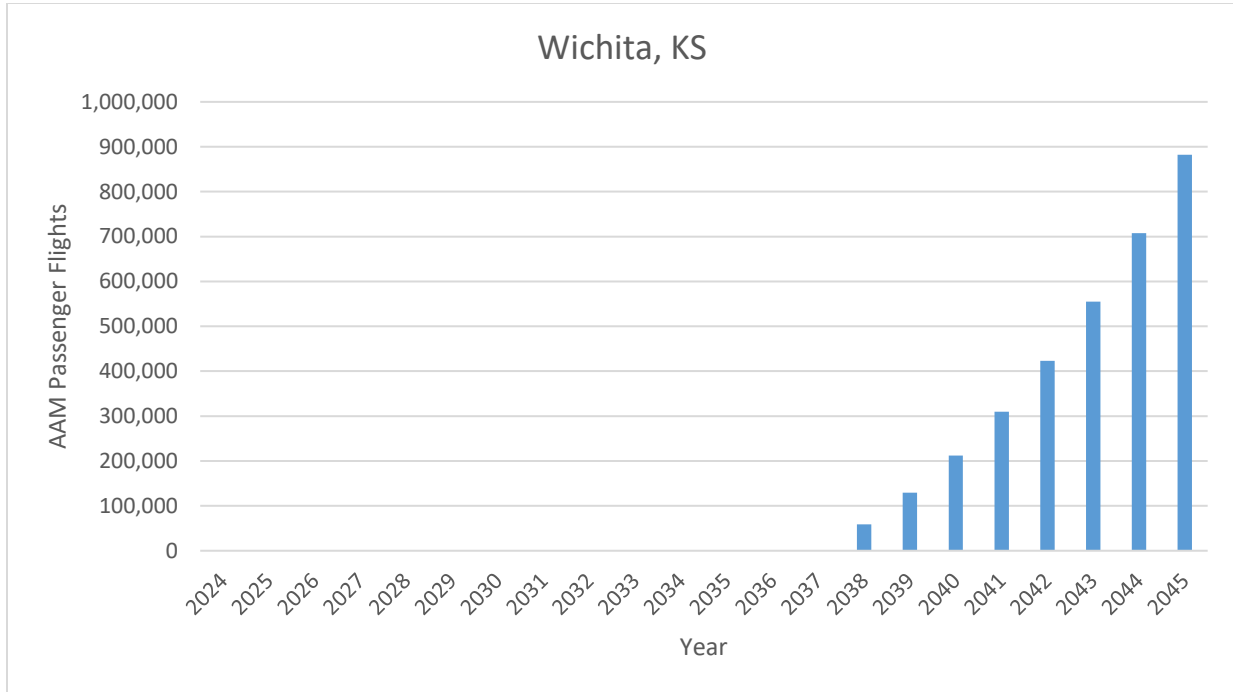


Figure B27. Projected AAM Passenger Demand within the Wichita, KS MSA.

Table B-131. Jobs Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Employment		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	--	--	65	270
	Indirect	--	--	--	75	310
	Induced	--	--	--	105	430
	Total	--	--	--	245	1,010
Fleet Capital Expenditures	Direct	--	--	--	5	10
	Indirect	--	--	--	15	30
	Induced	--	--	--	15	35
	Total	--	--	--	35	75
Fleet Operations & Maintenance	Direct	--	--	--	5	10
	Indirect	--	--	--	5	5
	Induced	--	--	--	5	10
	Total	--	--	--	15	25
Vertiport Capital Expenditures	Direct	--	--	--	10	20
	Indirect	--	--	--	5	10
	Induced	--	--	--	10	20
	Total	--	--	--	25	50
Vertiport Operations & Maintenance	Direct	--	--	--	10	25
	Indirect	--	--	--	5	15
	Induced	--	--	--	10	25
	Total	--	--	--	25	65
AAM Pax Mobility Econ Impact	Direct	--	--	--	95	335
	Indirect	--	--	--	105	370
	Induced	--	--	--	145	520
	Total	--	--	--	345	1,225

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures.

Table B-132. Employee Earnings Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Labor Income		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	--	--	\$7,800,000	\$32,500,000
	Indirect	--	--	--	\$5,400,000	\$22,300,000
	Induced	--	--	--	\$6,100,000	\$25,400,000
	Total	--	--	--	\$19,300,000	\$80,200,000
Fleet Capital Expenditures	Direct	--	--	--	\$800,000	\$1,700,000
	Indirect	--	--	--	\$1,300,000	\$2,800,000
	Induced	--	--	--	\$1,000,000	\$2,100,000
	Total	--	--	--	\$3,100,000	\$6,600,000
Fleet Operations & Maintenance	Direct	--	--	--	\$400,000	\$800,000
	Indirect	--	--	--	\$200,000	\$500,000
	Induced	--	--	--	\$300,000	\$600,000
	Total	--	--	--	\$900,000	\$1,900,000
Vertiport Capital Expenditures	Direct	--	--	--	\$800,000	\$1,700,000
	Indirect	--	--	--	\$400,000	\$700,000
	Induced	--	--	--	\$500,000	\$1,100,000
	Total	--	--	--	\$1,700,000	\$3,500,000
Vertiport Operations & Maintenance	Direct	--	--	--	\$1,100,000	\$2,300,000
	Indirect	--	--	--	\$500,000	\$1,000,000
	Induced	--	--	--	\$700,000	\$1,500,000
	Total	--	--	--	\$2,300,000	\$4,800,000
AAM Pax Mobility Econ Impact	Direct	--	--	--	\$10,900,000	\$39,000,000
	Indirect	--	--	--	\$7,800,000	\$27,300,000
	Induced	--	--	--	\$8,600,000	\$30,700,000
	Total	--	--	--	\$27,300,000	\$97,000,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Table B-133. Gross Regional Product Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Value Added		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	--	--	\$17,600,000	\$73,300,000
	Indirect	--	--	--	\$8,700,000	\$36,100,000
	Induced	--	--	--	\$10,900,000	\$45,100,000
	Total	--	--	--	\$37,200,000	\$154,500,000
Fleet Capital Expenditures	Direct	--	--	--	\$1,800,000	\$3,700,000
	Indirect	--	--	--	\$2,200,000	\$4,500,000
	Induced	--	--	--	\$1,800,000	\$3,700,000
	Total	--	--	--	\$5,800,000	\$11,900,000
Fleet Operations & Maintenance	Direct	--	--	--	\$400,000	\$800,000
	Indirect	--	--	--	\$800,000	\$1,700,000
	Induced	--	--	--	\$700,000	\$1,400,000
	Total	--	--	--	\$1,900,000	\$3,900,000
Vertiport Capital Expenditures	Direct	--	--	--	\$900,000	\$1,900,000
	Indirect	--	--	--	\$500,000	\$1,100,000
	Induced	--	--	--	\$1,000,000	\$2,000,000
	Total	--	--	--	\$2,400,000	\$5,000,000
Vertiport Operations & Maintenance	Direct	--	--	--	\$1,200,000	\$2,600,000
	Indirect	--	--	--	\$700,000	\$1,400,000
	Induced	--	--	--	\$1,300,000	\$2,700,000
	Total	--	--	--	\$3,200,000	\$6,700,000
AAM Pax Mobility Econ Impact	Direct	--	--	--	\$21,900,000	\$82,300,000
	Indirect	--	--	--	\$12,900,000	\$44,800,000
	Induced	--	--	--	\$15,700,000	\$54,900,000
	Total	--	--	--	\$50,500,000	\$182,000,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Table B-134. Economic Output Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Output (Business Sales)		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	--	--	\$29,710,000	\$123,460,000
	Indirect	--	--	--	\$17,258,000	\$71,714,000
	Induced	--	--	--	\$19,368,000	\$80,485,000
	Total	--	--	--	\$66,336,000	\$275,659,000
Fleet Capital Expenditures	Direct	--	--	--	\$5,500,000	\$11,570,000
	Indirect	--	--	--	\$4,926,000	\$10,362,000
	Induced	--	--	--	\$3,154,000	\$6,635,000
	Total	--	--	--	\$13,580,000	\$28,567,000
Fleet Operations & Maintenance	Direct	--	--	--	\$3,000	\$6,000
	Indirect	--	--	--	\$5,000	\$11,000
	Induced	--	--	--	\$8,000	\$18,000
	Total	--	--	--	\$16,000	\$35,000
Vertiport Capital Expenditures	Direct	--	--	--	\$1,530,000	\$3,210,000
	Indirect	--	--	--	\$950,000	\$1,994,000
	Induced	--	--	--	\$1,727,000	\$3,623,000
	Total	--	--	--	\$4,207,000	\$8,827,000
Vertiport Operations & Maintenance	Direct	--	--	--	\$2,020,000	\$4,250,000
	Indirect	--	--	--	\$1,255,000	\$2,640,000
	Induced	--	--	--	\$2,280,000	\$4,797,000
	Total	--	--	--	\$5,555,000	\$11,687,000
AAM Pax Mobility Econ Impact	Direct	--	--	--	\$38,763,000	\$142,496,000
	Indirect	--	--	--	\$24,394,000	\$86,721,000
	Induced	--	--	--	\$26,537,000	\$95,558,000
	Total	--	--	--	\$94,392,000	\$185,379,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Table B-145. Tax Revenue Generated by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Tax Revenue		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	--	--	\$5,286,000	\$21,970,000
	Indirect	--	--	--	\$2,091,000	\$8,688,000
	Induced	--	--	--	\$2,409,000	\$10,007,000
	Total	--	--	--	\$9,786,000	\$40,665,000
Fleet Capital Expenditures	Direct	--	--	--	\$250,000	\$525,000
	Indirect	--	--	--	\$413,000	\$867,000
	Induced	--	--	--	\$391,000	\$825,000
	Total	--	--	--	\$1,054,000	\$2,217,000
Fleet Operations & Maintenance	Direct	--	--	--	\$189,000	\$399,000
	Indirect	--	--	--	\$155,000	\$329,000
	Induced	--	--	--	\$217,000	\$458,000
	Total	--	--	--	\$561,000	\$1,186,000
Vertiport Capital Expenditures	Direct	--	--	--	\$199,000	\$417,000
	Indirect	--	--	--	\$107,000	\$226,000
	Induced	--	--	--	\$215,000	\$450,000
	Total	--	--	--	\$521,000	\$1,093,000
Vertiport Operations & Maintenance	Direct	--	--	--	\$263,000	\$551,000
	Indirect	--	--	--	\$143,000	\$299,000
	Induced	--	--	--	\$283,000	\$597,000
	Total	--	--	--	\$689,000	\$1,447,000
AAM Pax Mobility Econ Impact	Direct	--	--	--	\$6,187,000	\$23,862,000
	Indirect	--	--	--	\$2,909,000	\$10,409,000
	Induced	--	--	--	\$3,515,000	\$12,337,000
	Total	--	--	--	\$12,611,000	\$46,608,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Portland-Vancouver-Hillsboro, OR-WA MSA

The Portland-Vancouver-Hillsboro, OR-WA MSA was ranked as the 28th-most suitable location for AAM passenger mobility operations in the United States. With a medium demand trajectory, it is anticipated that approximately 999,000 AAM passenger flight operations will occur in the year 2045. This level of activity could support approximately 1,350 jobs, \$107 million in employee earnings, \$360 million in economic output (\$202 million value added), and \$52 million in tax revenue.

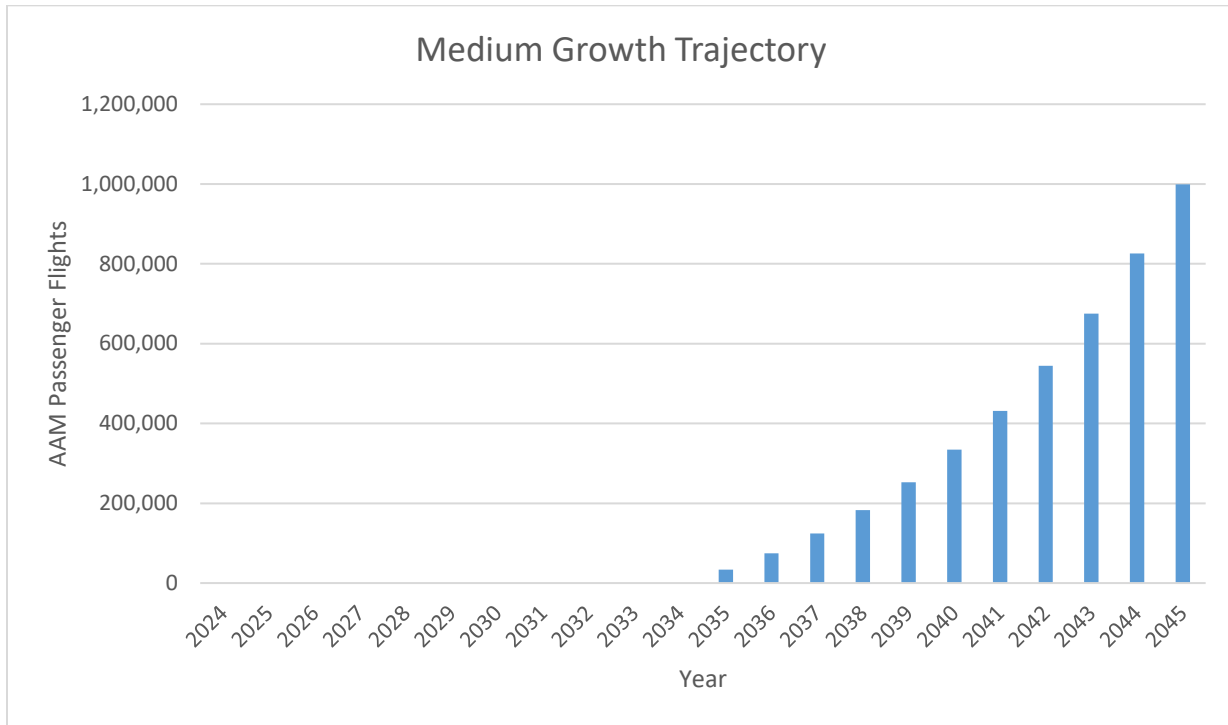


Figure B28. Projected AAM Passenger Demand within the Portland-Vancouver-Hillsboro, OR-WA MSA.

Table B-146. Jobs Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Employment		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	--	10	105	310
	Indirect	--	--	10	115	350
	Induced	--	--	15	165	490
	Total	--	--	35	385	1,150
Fleet Capital Expenditures	Direct	--	--	0	5	10
	Indirect	--	--	5	15	30
	Induced	--	--	5	15	35
	Total	--	--	10	35	75
Fleet Operations & Maintenance	Direct	--	--	0	5	10
	Indirect	--	--	0	5	5
	Induced	--	--	0	5	10
	Total	--	--	0	15	25
Vertiport Capital Expenditures	Direct	--	--	5	10	20
	Indirect	--	--	0	5	10
	Induced	--	--	5	10	20
	Total	--	--	10	25	50
Vertiport Operations & Maintenance	Direct	--	--	5	10	20
	Indirect	--	--	0	5	10
	Induced	--	--	5	10	20
	Total	--	--	10	25	50
AAM Pax Mobility Econ Impact	Direct	--	--	20	135	370
	Indirect	--	--	15	145	405
	Induced	--	--	30	205	575
	Total	--	--	65	485	1,350

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures.

Table B-147. Employee Earnings Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Labor Income		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	--	\$1,300,000	\$12,300,000	\$36,900,000
	Indirect	--	--	\$900,000	\$8,500,000	\$25,300,000
	Induced	--	--	\$1,000,000	\$9,600,000	\$28,800,000
	Total	--	--	\$3,200,000	\$30,400,000	\$91,000,000
Fleet Capital Expenditures	Direct	--	--	\$300,000	\$800,000	\$1,700,000
	Indirect	--	--	\$500,000	\$1,300,000	\$2,800,000
	Induced	--	--	\$400,000	\$1,000,000	\$2,100,000
	Total	--	--	\$1,200,000	\$3,100,000	\$6,600,000
Fleet Operations & Maintenance	Direct	--	--	\$200,000	\$400,000	\$800,000
	Indirect	--	--	\$100,000	\$200,000	\$500,000
	Induced	--	--	\$100,000	\$300,000	\$600,000
	Total	--	--	\$400,000	\$900,000	\$1,900,000
Vertiport Capital Expenditures	Direct	--	--	\$300,000	\$800,000	\$1,800,000
	Indirect	--	--	\$100,000	\$400,000	\$700,000
	Induced	--	--	\$200,000	\$600,000	\$1,200,000
	Total	--	--	\$600,000	\$1,800,000	\$3,700,000
Vertiport Operations & Maintenance	Direct	--	--	\$400,000	\$900,000	\$2,000,000
	Indirect	--	--	\$200,000	\$400,000	\$800,000
	Induced	--	--	\$300,000	\$600,000	\$1,300,000
	Total	--	--	\$900,000	\$1,900,000	\$4,100,000
AAM Pax Mobility Econ Impact	Direct	--	--	\$2,500,000	\$15,200,000	\$43,200,000
	Indirect	--	--	\$1,800,000	\$10,800,000	\$30,100,000
	Induced	--	--	\$2,000,000	\$12,100,000	\$34,000,000
	Total	--	--	\$6,300,000	\$38,100,000	\$107,300,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Table B-148. Gross Regional Product Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Value Added		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	--	\$2,800,000	\$27,800,000	\$83,000,000
	Indirect	--	--	\$1,400,000	\$13,700,000	\$40,900,000
	Induced	--	--	\$1,700,000	\$17,100,000	\$51,100,000
	Total	--	--	\$5,900,000	\$58,600,000	\$175,000,000
Fleet Capital Expenditures	Direct	--	--	\$700,000	\$1,700,000	\$3,700,000
	Indirect	--	--	\$900,000	\$2,100,000	\$4,500,000
	Induced	--	--	\$700,000	\$1,800,000	\$3,700,000
	Total	--	--	\$2,300,000	\$5,600,000	\$11,900,000
Fleet Operations & Maintenance	Direct	--	--	\$200,000	\$400,000	\$800,000
	Indirect	--	--	\$300,000	\$800,000	\$1,700,000
	Induced	--	--	\$300,000	\$700,000	\$1,400,000
	Total	--	--	\$800,000	\$1,900,000	\$3,900,000
Vertiport Capital Expenditures	Direct	--	--	\$400,000	\$900,000	\$2,000,000
	Indirect	--	--	\$200,000	\$500,000	\$1,100,000
	Induced	--	--	\$400,000	\$1,000,000	\$2,100,000
	Total	--	--	\$1,000,000	\$2,400,000	\$5,200,000
Vertiport Operations & Maintenance	Direct	--	--	\$400,000	\$1,100,000	\$2,200,000
	Indirect	--	--	\$200,000	\$600,000	\$1,200,000
	Induced	--	--	\$500,000	\$1,100,000	\$2,300,000
	Total	--	--	\$1,100,000	\$2,800,000	\$5,700,000
AAM Pax Mobility Econ Impact	Direct	--	--	\$4,500,000	\$31,900,000	\$91,700,000
	Indirect	--	--	\$3,000,000	\$17,700,000	\$49,400,000
	Induced	--	--	\$3,600,000	\$21,700,000	\$60,600,000
	Total	--	--	\$11,100,000	\$71,300,000	\$201,700,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Table B-149. Economic Output Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Output (Business Sales)		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	--	\$4,750,000	\$46,870,000	\$139,920,000
	Indirect	--	--	\$2,759,000	\$27,225,000	\$81,275,000
	Induced	--	--	\$3,097,000	\$30,555,000	\$91,215,000
	Total	--	--	\$10,606,000	\$104,650,000	\$312,410,000
Fleet Capital Expenditures	Direct	--	--	\$2,250,000	\$5,460,000	\$11,490,000
	Indirect	--	--	\$2,015,000	\$4,890,000	\$10,290,000
	Induced	--	--	\$1,290,000	\$3,131,000	\$6,589,000
	Total	--	--	\$5,555,000	\$13,481,000	\$28,369,000
Fleet Operations & Maintenance	Direct	--	--	\$1,000	\$3,000	\$6,000
	Indirect	--	--	\$2,000	\$5,000	\$11,000
	Induced	--	--	\$4,000	\$8,000	\$18,000
	Total	--	--	\$7,000	\$16,000	\$35,000
Vertiport Capital Expenditures	Direct	--	--	\$640,000	\$1,550,000	\$3,250,000
	Indirect	--	--	\$398,000	\$963,000	\$2,019,000
	Induced	--	--	\$722,000	\$1,749,000	\$3,668,000
	Total	--	--	\$1,760,000	\$4,262,000	\$8,937,000
Vertiport Operations & Maintenance	Direct	--	--	\$720,000	\$1,750,000	\$3,680,000
	Indirect	--	--	\$447,000	\$1,087,000	\$2,286,000
	Induced	--	--	\$813,000	\$1,975,000	\$4,153,000
	Total	--	--	\$1,980,000	\$4,812,000	\$10,119,000
AAM Pax Mobility Econ Impact	Direct	--	--	\$8,361,000	\$55,633,000	\$158,346,000
	Indirect	--	--	\$5,621,000	\$34,170,000	\$95,881,000
	Induced	--	--	\$5,926,000	\$37,418,000	\$105,643,000
	Total	--	--	\$19,908,000	\$127,221,000	\$359,870,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Table B-150. Tax Revenue Generated by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Tax Revenue		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	--	\$846,000	\$8,340,000	\$24,900,000
	Indirect	--	--	\$335,000	\$3,298,000	\$9,846,000
	Induced	--	--	\$385,000	\$3,800,000	\$11,341,000
	Total	--	--	\$1,566,000	\$15,438,000	\$46,087,000
Fleet Capital Expenditures	Direct	--	--	\$102,000	\$248,000	\$523,000
	Indirect	--	--	\$169,000	\$409,000	\$862,000
	Induced	--	--	\$160,000	\$389,000	\$819,000
	Total	--	--	\$431,000	\$1,046,000	\$2,204,000
Fleet Operations & Maintenance	Direct	--	--	\$79,000	\$189,000	\$397,000
	Indirect	--	--	\$64,000	\$155,000	\$326,000
	Induced	--	--	\$90,000	\$217,000	\$456,000
	Total	--	--	\$233,000	\$561,000	\$1,179,000
Vertiport Capital Expenditures	Direct	--	--	\$83,000	\$202,000	\$422,000
	Indirect	--	--	\$44,000	\$108,000	\$229,000
	Induced	--	--	\$90,000	\$218,000	\$456,000
	Total	--	--	\$217,000	\$528,000	\$1,107,000
Vertiport Operations & Maintenance	Direct	--	--	\$94,000	\$227,000	\$478,000
	Indirect	--	--	\$52,000	\$123,000	\$259,000
	Induced	--	--	\$101,000	\$245,000	\$517,000
	Total	--	--	\$247,000	\$595,000	\$1,254,000
AAM Pax Mobility Econ Impact	Direct	--	--	\$1,204,000	\$9,206,000	\$26,720,000
	Indirect	--	--	\$664,000	\$4,093,000	\$11,522,000
	Induced	--	--	\$826,000	\$4,869,000	\$13,589,000
	Total	--	--	\$2,694,000	\$18,168,000	\$51,831,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Cleveland-Elyria, OH MSA

The Cleveland-Elyria, OH MSA was ranked as the 29th-most suitable location for AAM passenger mobility operations in the United States. With a medium demand trajectory, it is anticipated that approximately 1.7 million AAM passenger flight operations will occur in the year 2045. This level of activity could support approximately 2,295 jobs, \$182 million in employee earnings, \$612 million in economic output (\$343 million value added), and \$88 million in tax revenue.

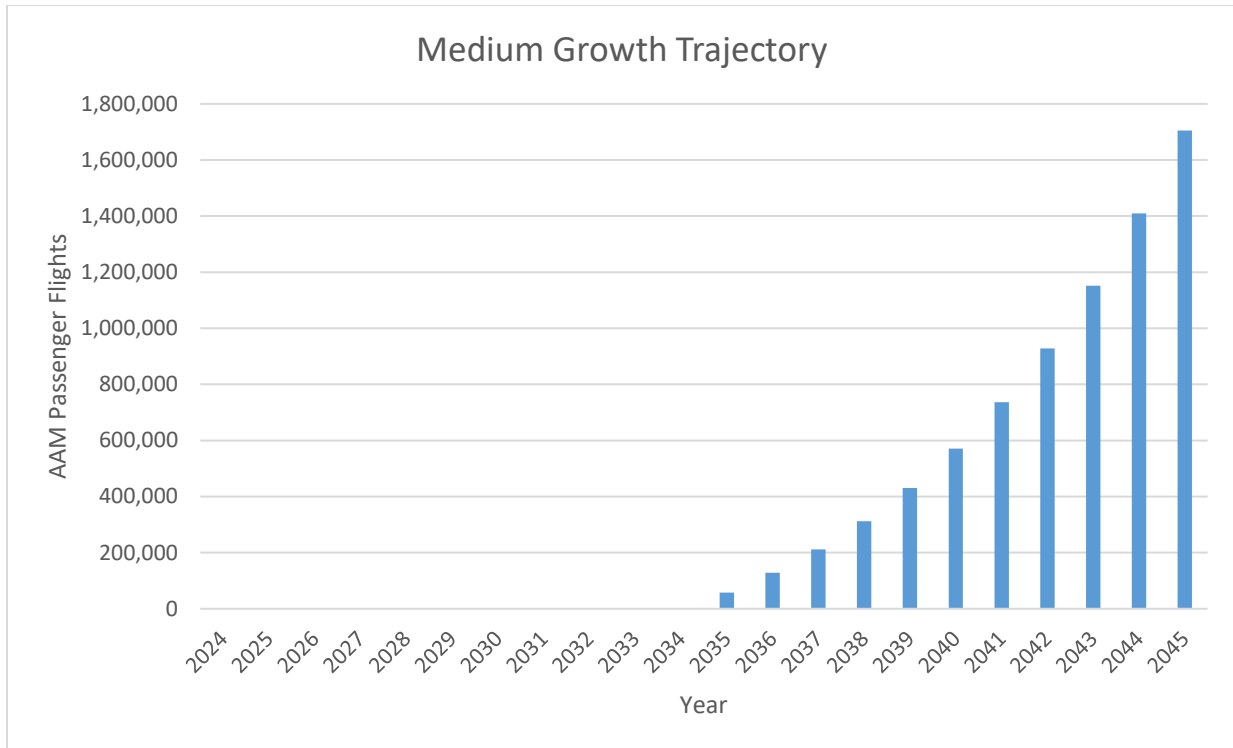


Figure B29. Projected AAM Passenger Demand within the Cleveland-Elyria, OH MSA.

Table B-151. Jobs Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Employment		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	--	20	175	525
	Indirect	--	--	20	200	595
	Induced	--	--	30	280	835
	Total	--	--	70	655	1,955
Fleet Capital Expenditures	Direct	--	--	5	10	20
	Indirect	--	--	10	25	50
	Induced	--	--	10	30	60
	Total	--	--	25	65	130
Fleet Operations & Maintenance	Direct	--	--	5	10	20
	Indirect	--	--	0	5	10
	Induced	--	--	5	10	20
	Total	--	--	10	25	50
Vertiport Capital Expenditures	Direct	--	--	5	15	30
	Indirect	--	--	5	10	15
	Induced	--	--	5	15	30
	Total	--	--	15	40	75
Vertiport Operations & Maintenance	Direct	--	--	5	15	30
	Indirect	--	--	5	10	20
	Induced	--	--	5	15	35
	Total	--	--	15	40	85
AAM Pax Mobility Econ Impact	Direct	--	--	40	225	625
	Indirect	--	--	40	250	690
	Induced	--	--	55	350	980
	Total	--	--	135	825	2,295

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures.

Table B-152. Employee Earnings Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Labor Income		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	--	\$2,100,000	\$21,100,000	\$62,900,000
	Indirect	--	--	\$1,500,000	\$14,500,000	\$43,100,000
	Induced	--	--	\$1,700,000	\$16,500,000	\$49,100,000
	Total	--	--	\$5,300,000	\$52,100,000	\$155,100,000
Fleet Capital Expenditures	Direct	--	--	\$600,000	\$1,400,000	\$2,900,000
	Indirect	--	--	\$900,000	\$2,200,000	\$4,700,000
	Induced	--	--	\$700,000	\$1,700,000	\$3,500,000
	Total	--	--	\$2,200,000	\$5,300,000	\$11,100,000
Fleet Operations & Maintenance	Direct	--	--	\$300,000	\$600,000	\$1,300,000
	Indirect	--	--	\$200,000	\$400,000	\$900,000
	Induced	--	--	\$200,000	\$500,000	\$1,000,000
	Total	--	--	\$700,000	\$1,500,000	\$3,200,000
Vertiport Capital Expenditures	Direct	--	--	\$500,000	\$1,300,000	\$2,800,000
	Indirect	--	--	\$200,000	\$600,000	\$1,200,000
	Induced	--	--	\$400,000	\$900,000	\$1,800,000
	Total	--	--	\$1,100,000	\$2,800,000	\$5,800,000
Vertiport Operations & Maintenance	Direct	--	--	\$600,000	\$1,500,000	\$3,200,000
	Indirect	--	--	\$300,000	\$600,000	\$1,300,000
	Induced	--	--	\$400,000	\$1,000,000	\$2,100,000
	Total	--	--	\$1,300,000	\$3,100,000	\$6,600,000
AAM Pax Mobility Econ Impact	Direct	--	--	\$4,100,000	\$25,900,000	\$73,100,000
	Indirect	--	--	\$3,100,000	\$18,300,000	\$51,200,000
	Induced	--	--	\$3,400,000	\$20,600,000	\$57,500,000
	Total	--	--	\$10,600,000	\$64,800,000	\$181,800,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Table B-153. Gross Regional Product Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Value Added		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	--	\$4,800,000	\$47,400,000	\$141,600,000
	Indirect	--	--	\$2,400,000	\$23,400,000	\$69,900,000
	Induced	--	--	\$3,000,000	\$29,200,000	\$87,200,000
	Total	--	--	\$10,200,000	\$100,000,000	\$298,700,000
Fleet Capital Expenditures	Direct	--	--	\$1,200,000	\$3,000,000	\$6,300,000
	Indirect	--	--	\$1,500,000	\$3,600,000	\$7,700,000
	Induced	--	--	\$1,200,000	\$3,000,000	\$6,300,000
	Total	--	--	\$3,900,000	\$9,600,000	\$20,300,000
Fleet Operations & Maintenance	Direct	--	--	\$300,000	\$700,000	\$1,400,000
	Indirect	--	--	\$600,000	\$1,300,000	\$2,800,000
	Induced	--	--	\$500,000	\$1,100,000	\$2,400,000
	Total	--	--	\$1,400,000	\$3,100,000	\$6,600,000
Vertiport Capital Expenditures	Direct	--	--	\$600,000	\$1,500,000	\$3,100,000
	Indirect	--	--	\$300,000	\$800,000	\$1,700,000
	Induced	--	--	\$600,000	\$1,500,000	\$3,200,000
	Total	--	--	\$1,500,000	\$3,800,000	\$8,000,000
Vertiport Operations & Maintenance	Direct	--	--	\$700,000	\$1,700,000	\$3,500,000
	Indirect	--	--	\$400,000	\$900,000	\$2,000,000
	Induced	--	--	\$700,000	\$1,800,000	\$3,700,000
	Total	--	--	\$1,800,000	\$4,400,000	\$9,200,000
AAM Pax Mobility Econ Impact	Direct	--	--	\$7,600,000	\$54,300,000	\$155,900,000
	Indirect	--	--	\$5,200,000	\$30,000,000	\$84,100,000
	Induced	--	--	\$6,000,000	\$36,600,000	\$102,800,000
	Total	--	--	\$18,800,000	\$120,900,000	\$342,800,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Table B-154. Economic Output Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Output (Business Sales)		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	--	\$8,110,000	\$79,960,000	\$238,690,000
	Indirect	--	--	\$4,711,000	\$46,446,000	\$138,648,000
	Induced	--	--	\$5,287,000	\$52,127,000	\$155,605,000
	Total	--	--	\$18,108,000	\$178,533,000	\$532,943,000
Fleet Capital Expenditures	Direct	--	--	\$3,840,000	\$9,310,000	\$19,600,000
	Indirect	--	--	\$3,439,000	\$8,338,000	\$17,553,000
	Induced	--	--	\$2,202,000	\$5,339,000	\$11,240,000
	Total	--	--	\$9,481,000	\$22,987,000	\$48,393,000
Fleet Operations & Maintenance	Direct	--	--	\$2,000	\$5,000	\$10,000
	Indirect	--	--	\$4,000	\$9,000	\$18,000
	Induced	--	--	\$6,000	\$14,000	\$30,000
	Total	--	--	\$12,000	\$28,000	\$58,000
Vertiport Capital Expenditures	Direct	--	--	\$1,010,000	\$2,440,000	\$5,130,000
	Indirect	--	--	\$627,000	\$1,516,000	\$3,186,000
	Induced	--	--	\$1,140,000	\$2,754,000	\$5,790,000
	Total	--	--	\$2,777,000	\$6,710,000	\$14,106,000
Vertiport Operations & Maintenance	Direct	--	--	\$1,150,000	\$2,780,000	\$5,850,000
	Indirect	--	--	\$714,000	\$1,727,000	\$3,633,000
	Induced	--	--	\$1,298,000	\$3,138,000	\$6,602,000
	Total	--	--	\$3,162,000	\$7,645,000	\$16,085,000
AAM Pax Mobility Econ Impact	Direct	--	--	\$14,112,000	\$94,495,000	\$269,280,000
	Indirect	--	--	\$9,495,000	\$58,036,000	\$163,038,000
	Induced	--	--	\$9,933,000	\$63,372,000	\$179,267,000
	Total	--	--	\$33,540,000	\$215,903,000	\$611,585,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Table B-155. Tax Revenue Generated by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Tax Revenue		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	--	\$1,442,000	\$14,230,000	\$42,478,000
	Indirect	--	--	\$569,000	\$5,627,000	\$16,797,000
	Induced	--	--	\$658,000	\$6,481,000	\$19,347,000
	Total	--	--	\$2,669,000	\$26,338,000	\$78,622,000
Fleet Capital Expenditures	Direct	--	--	\$174,000	\$423,000	\$891,000
	Indirect	--	--	\$287,000	\$698,000	\$1,470,000
	Induced	--	--	\$275,000	\$664,000	\$1,397,000
	Total	--	--	\$736,000	\$1,785,000	\$3,758,000
Fleet Operations & Maintenance	Direct	--	--	\$134,000	\$320,000	\$677,000
	Indirect	--	--	\$109,000	\$264,000	\$557,000
	Induced	--	--	\$154,000	\$368,000	\$777,000
	Total	--	--	\$397,000	\$952,000	\$2,011,000
Vertiport Capital Expenditures	Direct	--	--	\$131,000	\$317,000	\$667,000
	Indirect	--	--	\$71,000	\$172,000	\$361,000
	Induced	--	--	\$142,000	\$343,000	\$720,000
	Total	--	--	\$344,000	\$832,000	\$1,748,000
Vertiport Operations & Maintenance	Direct	--	--	\$149,000	\$362,000	\$759,000
	Indirect	--	--	\$81,000	\$196,000	\$411,000
	Induced	--	--	\$162,000	\$390,000	\$822,000
	Total	--	--	\$392,000	\$948,000	\$1,992,000
AAM Pax Mobility Econ Impact	Direct	--	--	\$2,030,000	\$15,652,000	\$45,472,000
	Indirect	--	--	\$1,117,000	\$6,957,000	\$19,596,000
	Induced	--	--	\$1,391,000	\$8,246,000	\$23,063,000
	Total	--	--	\$4,538,000	\$30,855,000	\$88,131,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Milwaukee-Waukesha, WI MSA

The Milwaukee-Waukesha, WI MSA was ranked as the 30th-most suitable location for AAM passenger mobility operations in the United States. With a medium demand trajectory, it is anticipated that approximately 1.4 million AAM passenger flight operations will occur in the year 2045. This level of activity could support approximately 1,935 jobs, \$154 million in employee earnings, \$516 million in economic output (\$289 million value added), and \$74 million in tax revenue.

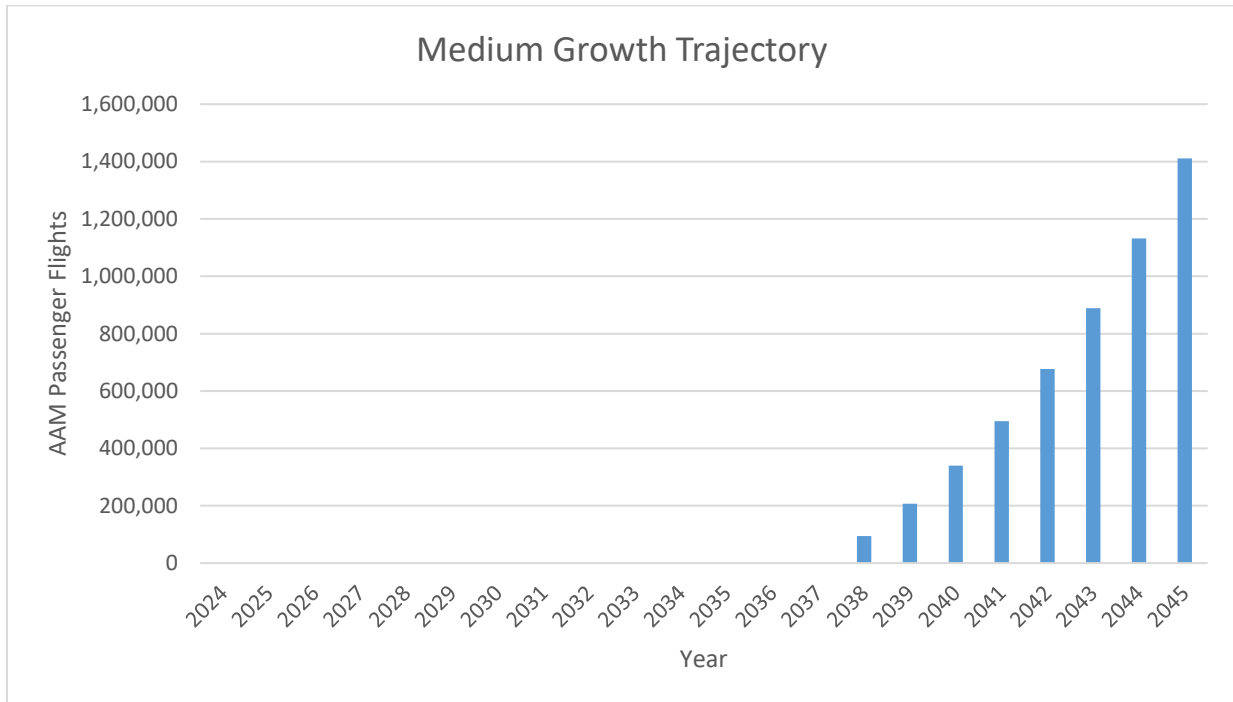


Figure B30. Projected AAM Passenger Demand within the Milwaukee-Waukesha, WI MSA.

Table B-156. Jobs Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Employment		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	--	--	105	435
	Indirect	--	--	--	120	495
	Induced	--	--	--	165	690
	Total	--	--	--	390	1,620
Fleet Capital Expenditures	Direct	--	--	--	10	20
	Indirect	--	--	--	20	45
	Induced	--	--	--	25	55
	Total	--	--	--	55	120
Fleet Operations & Maintenance	Direct	--	--	--	10	15
	Indirect	--	--	--	5	10
	Induced	--	--	--	10	15
	Total	--	--	--	25	40
Vertiport Capital Expenditures	Direct	--	--	--	15	25
	Indirect	--	--	--	10	15
	Induced	--	--	--	15	30
	Total	--	--	--	40	70
Vertiport Operations & Maintenance	Direct	--	--	--	15	30
	Indirect	--	--	--	10	20
	Induced	--	--	--	15	35
	Total	--	--	--	40	85
AAM Pax Mobility Econ Impact	Direct	--	--	--	155	525
	Indirect	--	--	--	165	585
	Induced	--	--	--	230	825
	Total	--	--	--	550	1,935

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures.

Table B-157. Employee Earnings Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Labor Income		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	--	--	\$12,500,000	\$52,000,000
	Indirect	--	--	--	\$8,600,000	\$35,700,000
	Induced	--	--	--	\$9,800,000	\$40,700,000
	Total	--	--	--	\$30,900,000	\$128,400,000
Fleet Capital Expenditures	Direct	--	--	--	\$1,300,000	\$2,700,000
	Indirect	--	--	--	\$2,100,000	\$4,500,000
	Induced	--	--	--	\$1,600,000	\$3,400,000
	Total	--	--	--	\$5,000,000	\$10,600,000
Fleet Operations & Maintenance	Direct	--	--	--	\$600,000	\$1,200,000
	Indirect	--	--	--	\$400,000	\$800,000
	Induced	--	--	--	\$500,000	\$1,000,000
	Total	--	--	--	\$1,500,000	\$3,000,000
Vertiport Capital Expenditures	Direct	--	--	--	\$1,300,000	\$2,700,000
	Indirect	--	--	--	\$500,000	\$1,100,000
	Induced	--	--	--	\$800,000	\$1,800,000
	Total	--	--	--	\$2,600,000	\$5,600,000
Vertiport Operations & Maintenance	Direct	--	--	--	\$1,400,000	\$3,000,000
	Indirect	--	--	--	\$600,000	\$1,300,000
	Induced	--	--	--	\$900,000	\$2,000,000
	Total	--	--	--	\$2,900,000	\$6,300,000
AAM Pax Mobility Econ Impact	Direct	--	--	--	\$17,100,000	\$61,600,000
	Indirect	--	--	--	\$12,200,000	\$43,400,000
	Induced	--	--	--	\$13,600,000	\$48,900,000
	Total	--	--	--	\$42,900,000	\$153,900,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Table B-158. Gross Regional Product Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Value Added		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	--	--	\$28,200,000	\$117,200,000
	Indirect	--	--	--	\$13,900,000	\$57,800,000
	Induced	--	--	--	\$17,400,000	\$72,200,000
	Total	--	--	--	\$59,500,000	\$247,200,000
Fleet Capital Expenditures	Direct	--	--	--	\$2,800,000	\$5,900,000
	Indirect	--	--	--	\$3,400,000	\$7,200,000
	Induced	--	--	--	\$2,800,000	\$6,000,000
	Total	--	--	--	\$9,000,000	\$19,100,000
Fleet Operations & Maintenance	Direct	--	--	--	\$600,000	\$1,400,000
	Indirect	--	--	--	\$1,300,000	\$2,700,000
	Induced	--	--	--	\$1,100,000	\$2,300,000
	Total	--	--	--	\$3,000,000	\$6,400,000
Vertiport Capital Expenditures	Direct	--	--	--	\$1,400,000	\$3,000,000
	Indirect	--	--	--	\$800,000	\$1,700,000
	Induced	--	--	--	\$1,500,000	\$3,200,000
	Total	--	--	--	\$3,700,000	\$7,900,000
Vertiport Operations & Maintenance	Direct	--	--	--	\$1,600,000	\$3,400,000
	Indirect	--	--	--	\$900,000	\$1,900,000
	Induced	--	--	--	\$1,700,000	\$3,500,000
	Total	--	--	--	\$4,200,000	\$8,800,000
AAM Pax Mobility Econ Impact	Direct	--	--	--	\$34,600,000	\$130,900,000
	Indirect	--	--	--	\$20,300,000	\$71,300,000
	Induced	--	--	--	\$24,500,000	\$87,200,000
	Total	--	--	--	\$79,400,000	\$289,400,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Table B-159. Economic Output Supported by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Output (Business Sales)		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	--	--	\$47,540,000	\$197,540,000
	Indirect	--	--	--	\$27,615,000	\$114,745,000
	Induced	--	--	--	\$30,992,000	\$128,779,000
	Total	--	--	--	\$106,147,000	\$441,064,000
Fleet Capital Expenditures	Direct	--	--	--	\$8,800,000	\$18,520,000
	Indirect	--	--	--	\$7,881,000	\$16,586,000
	Induced	--	--	--	\$5,046,000	\$10,621,000
	Total	--	--	--	\$21,727,000	\$45,727,000
Fleet Operations & Maintenance	Direct	--	--	--	\$4,000	\$9,000
	Indirect	--	--	--	\$8,000	\$17,000
	Induced	--	--	--	\$14,000	\$29,000
	Total	--	--	--	\$26,000	\$55,000
Vertiport Capital Expenditures	Direct	--	--	--	\$2,370,000	\$4,980,000
	Indirect	--	--	--	\$1,472,000	\$3,093,000
	Induced	--	--	--	\$2,675,000	\$5,621,000
	Total	--	--	--	\$6,517,000	\$13,694,000
Vertiport Operations & Maintenance	Direct	--	--	--	\$2,660,000	\$5,590,000
	Indirect	--	--	--	\$1,652,000	\$3,472,000
	Induced	--	--	--	\$3,002,000	\$6,309,000
	Total	--	--	--	\$7,314,000	\$15,371,000
AAM Pax Mobility Econ Impact	Direct	--	--	--	\$61,374,000	\$226,639,000
	Indirect	--	--	--	\$38,628,000	\$137,913,000
	Induced	--	--	--	\$41,729,000	\$151,359,000
	Total	--	--	--	\$141,731,000	\$515,911,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures

Table B-160. Tax Revenue Generated by AAM Passenger Mobility Expenditures (Medium Trajectory).*

Tax Revenue		2025	2030	2035	2040	2045
Pax Ticket Revenue	Direct	--	--	--	\$8,460,000	\$35,154,000
	Indirect	--	--	--	\$3,347,000	\$13,902,000
	Induced	--	--	--	\$3,853,000	\$16,014,000
	Total	--	--	--	\$15,660,000	\$65,070,000
Fleet Capital Expenditures	Direct	--	--	--	\$399,000	\$842,000
	Indirect	--	--	--	\$660,000	\$1,387,000
	Induced	--	--	--	\$626,000	\$1,321,000
	Total	--	--	--	\$1,685,000	\$3,550,000
Fleet Operations & Maintenance	Direct	--	--	--	\$304,000	\$639,000
	Indirect	--	--	--	\$249,000	\$525,000
	Induced	--	--	--	\$348,000	\$733,000
	Total	--	--	--	\$901,000	\$1,897,000
Vertiport Capital Expenditures	Direct	--	--	--	\$308,000	\$646,000
	Indirect	--	--	--	\$166,000	\$350,000
	Induced	--	--	--	\$334,000	\$699,000
	Total	--	--	--	\$808,000	\$1,695,000
Vertiport Operations & Maintenance	Direct	--	--	--	\$346,000	\$725,000
	Indirect	--	--	--	\$187,000	\$393,000
	Induced	--	--	--	\$374,000	\$785,000
	Total	--	--	--	\$907,000	\$1,903,000
AAM Pax Mobility Econ Impact	Direct	--	--	--	\$9,817,000	\$38,006,000
	Indirect	--	--	--	\$4,609,000	\$16,557,000
	Induced	--	--	--	\$5,535,000	\$19,552,000
	Total	--	--	--	\$19,961,000	\$74,115,000

* Impacts stem from passenger ticket revenue, AAM passenger fleet capital and operations expenditures, and vertiport capital and operations expenditures