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**ALASKA SMALL SCHEDULED AIR CARRIERS:
ECONOMIC SIGNIFICANCE**

Prepared for Penair

prepared by

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February 20, 1995

TABLE 1.

**ALASKA SMALL SCHEDULED AIR CARRIERS:
MEASURES OF ECONOMIC SIGNIFICANCE**

DIRECT EFFECT

FINAL DEMAND	\$205,065,000
VALUE ADDED	
PAYROLL	\$68,360,000
EMPLOYMENT	2,081

ALASKA SCHEDULED
AIR CARRIER
OPERATIONS IN
ALASKA.

INDIRECT+INDUCED EFFECT

OUTPUT	\$228,051,975
VALUE ADDED	\$129,498,796
PAYROLL	\$58,161,030
EMPLOYMENT	2,240

EFFECT ON ALASKA
BUSINESSES OF SCHEDULED
AIR CARRIER VENDOR
PURCHASES AND EMPLOYEE
PAYROLL SPENDING.

TOTAL EFFECT: DIRECT,INDIRECT, AND INDUCED

OUTPUT	\$433,116,975
VALUE ADDED	
PAYROLL	\$126,521,030
EMPLOYMENT	4,321

TOTAL ECONOMIC
SIGNIFICANCE OF
SCHEDULED AIR
CARRIERS IN ALASKA.

DEFINITIONS: **OUTPUT** Sales or gross receipts of Alaska businesses.
 VALUE ADDED Portion of Output paid to labor, return to capital, and business taxes.
 PAYROLL Wage and salary portion of total employee compensation.
 EMPLOYMENT Annual average employees.

SMALL SCHEDULED AIR CARRIERS INCLUDES 32 ALASKA BASED 401 CARRIERS EXCEPT FOR MARKAIR AND MARKAIR EXPRESS.

ALASKA SMALL SCHEDULED AIR CARRIERS: ECONOMIC SIGNIFICANCE

SUMMARY

The smaller Alaska based scheduled air carriers produce annual sales of about \$205 million while employing nearly 2,100 Alaskans (annual average) with an annual payroll in excess of \$68 million. Including Markair and Markair Express, all Alaska based scheduled air carriers produce annual sales of \$415 million while employing about 3,200 with an annual payroll of \$103 million.

In addition to this direct effect, Alaska vendor purchases by the carriers as well as their employee spending of payroll generate sales and jobs in other businesses in the Alaska economy. The smaller air carriers generate an additional \$228 million in sales, 2,200 jobs and \$58 million in payroll for businesses providing goods and services to the industry and for businesses serving households with air carrier employees. Including Markair and Markair Express, all Alaska based scheduled air carriers account for 3,400 jobs and \$88 million of payroll for other Alaska businesses.

Combining the direct operations of the carriers with the activities they support throughout the economy, the Alaska small scheduled air carriers contribute in total \$433 million in sales, \$127 million in payroll, and 4,300 jobs to the Alaska economy. Including Markair and Markair Express the total employment generated by the Alaska based air carriers is about 6,500 and the payroll is \$191 million.

Table 1. summarizes these results for the Alaska small scheduled air carriers. (Information for Markair and Markair Express is contained in an ISER report entitled "Alaska Employment With and Without Markair: Range of Potential Effects".) This group is defined as the Alaska based scheduled air carriers (active 401 carriers) excluding Markair and Markair Express. It includes 32 carriers of which the four largest--Era, Penair, Reeve, and Northern Air Cargo--comprise about half of total sales. Several of the smallest carriers have less than \$1 million in annual sales. Table 2. provides operating information for these carriers.

ANALYSIS

The air transportation industry in Alaska currently employs over 7,000 not including public employees associated with airport operations or federal activities. This represents an increase of about 1,000 since the late 1980s which is the result of the increase in international cargo operations. Employment is somewhat seasonal since the air transportation industry serves the tourist and commodity producing industries in Alaska which are themselves seasonal. (Table 3. includes historical employment data for the entire industry.)

The activities of the industry can be divided into scheduled and non-scheduled operations. The attached figure shows that about 70 percent of the jobs in the industry are in scheduled operations.

One portion of scheduled carrier activities is the large regional, national, and international scheduled carriers such as Alaska Airlines, United Airlines, China Airlines, and Fedex which have operations in the state but are not headquartered here. They transport both passengers and cargo to and through Alaska. Among the Alaska based scheduled carriers we can distinguish between those which operate nationally, of which Markair is the only example (including Markair Express), and smaller carriers which primarily serve the Alaska market. These smaller Alaska based carriers are the subject of this analysis.

The non-scheduled carriers include both large and small carriers providing a wide range of services. For example Era Helicopters is a large operation providing charter helicopter services to industry. The non-scheduled carriers also include all the small fixed wing air taxi outfits which operate throughout the state.

Alaska scheduled air carriers regularly report their costs of operations to the Federal Aviation Administration (FAA). This information for the most recent 12 month period is attached in Table 2. Because this data does not include information about employment levels, we estimated the number of jobs associated with Alaska scheduled air carrier operations using several different methods.

We were able to use three partial sources of information on employment levels to help estimate total employment among the small carriers. The first comes from a list published by the Alaska Journal of Commerce. This is only for a few of the largest carriers and includes non-Alaska operations as well as non-scheduled operations. The second comes from a list published most recently in 1992 by the Alaska Department of Labor which reports resident and non-resident employment for every Alaska company with 20 or more employees. This list is deficient in two respects. First, it does not include firms with fewer than 20 employees. Second, it is a count of employees hired during the course of a calendar year, so it is an overestimate of the number of jobs within the firm. The overestimate will be the result of both seasonality, which varies somewhat by size of firm, and turnover, which may also vary by firm characteristics. Because of these problems the employee figures from this source cannot be used directly to estimate jobs. The third source of information is an informal survey of air carriers done specifically for this report. The survey resulted in a count of 1,757 jobs among the sampled firms which comprise 68% of the total expenses of the small Alaska air carriers.

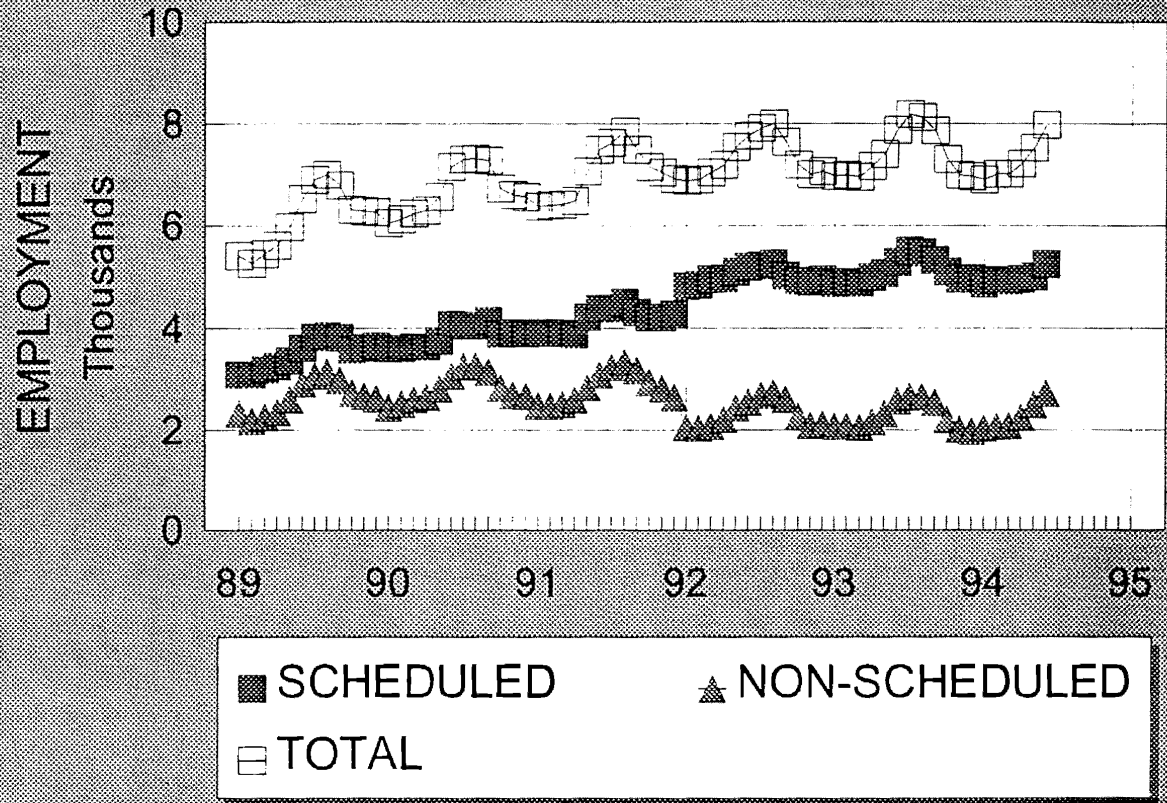
From the FAA information on operating costs per firm and these employment figures we developed three estimates of total annual average employment for Alaska small scheduled air carriers. (These estimates include Markair Express since it is similar in size and operations to the other small carriers, but excludes Markair since its operations are considerably larger and serve many markets outside Alaska.) The first--2,454--is based on the Alaska Department of Labor listing modified to account for missing firms, seasonality, and employee turnover. The second--2,393, uses total operating expenses

to estimate payroll (1/3 of expenses) and the average industry wage-\$32,256 per year--to convert payroll to employment. The third--2,349--uses the employment information collected in the informal survey and weights the results by the share of total expenses represented by responding firms. This method produces an estimate of 10.15 employees for every \$1 million of expenses. Since this last method uses the most current and extensive information we based our estimates of total economic significance on this figure after netting out Markair Express employment estimated at 269 using this method.

Industry payroll was estimated based on an average annual wage of \$32,256 calculated from Alaska Department of Labor data. Industry sales was estimated as total costs reported to the FAA.

Total economic significance was calculated from estimated direct industry employment of 2,081, sales of \$205 million, and payroll of \$68 million using the ISER Input-Output model of the Alaska economy. This economic model calculates the economic activity which is stimulated in other businesses within the Alaska economy from both the purchases of the air carriers from other businesses in the state as well as from the expenditures of payroll by air carrier employees.

EMPLOYMENT IN AIR TRANSPORTATION



Scheduled includes passenger and cargo.
Non-Scheduled includes air services

TABLE 2.

ALASKA SCHEDULED AIR CARRIER EXPENSES AND ESTIMATED EMPLOYMENT

(Dollars in Thousands)

		1	2	3	4	5	6	7	8	9	10	11	
TOTAL SMALL	SUB TOTAL	ERA	MARKAIR EXPRESS	PENIN-SULA	CAPE SMYTHE	FRONTIER	BERING	YUTE	RYAN	TAQUAN	KETCH-IKAN	WINGS	
TOTAL OPERATING	\$231,568	\$173,833	\$27,554	\$26,503	\$20,322	\$9,530	\$7,766	\$7,234	\$7,210	\$6,528	\$5,988	\$4,506	\$4,147
3 PILOTS		\$25,888	\$3,878	\$3,733	\$2,811	\$1,467	\$1,124	\$1,210	\$1,207	\$991	\$1,086	\$756	\$718
4 FUEL		\$24,128	\$4,047	\$3,306	\$2,234	\$1,731	\$1,308	\$1,324	\$1,020	\$946	\$557	\$429	\$519
5 OTHER		\$5,375	\$1,073	\$970	\$374	\$186	\$127	\$274	\$177	\$173	\$67	\$385	\$84
SUM TOTAL FLTS		\$55,391	\$8,998	\$8,009	\$5,419	\$3,384	\$2,559	\$2,808	\$2,404	\$2,110	\$1,710	\$1,570	\$1,321
7 MAINTENANCE		\$36,238	\$6,589	\$5,975	\$3,971	\$1,799	\$1,704	\$1,548	\$1,834	\$1,133	\$1,038	\$733	\$1,015
8 DEPRECIATION		\$19,242	\$1,770	\$5,152	\$2,442	\$948	\$841	\$436	\$284	\$260	\$373	\$582	\$328
SUM OTHER DIRECT		\$55,480	\$8,359	\$11,127	\$6,413	\$2,747	\$2,545	\$1,984	\$2,118	\$1,393	\$1,411	\$1,315	\$1,343
SUM TOTAL DIRECT		\$110,871	\$17,357	\$19,136	\$11,832	\$6,131	\$5,104	\$4,792	\$4,522	\$3,503	\$3,121	\$2,885	\$2,664
11 FLT ATTN		\$307	\$284	\$23									
12 TRAFFIC		\$10,205	\$1,874	\$1,272	\$2,893	\$208	\$569	\$217	\$170	\$134	\$90	\$97	\$172
13 DEPARTURE		\$30,757	\$4,160	\$5,361	\$3,130	\$2,075	\$1,187	\$1,331	\$1,234	\$2,074	\$1,363	\$1,102	\$740
14 CAPACITY		\$21,693	\$3,879	\$711	\$2,467	\$1,116	\$906	\$894	\$1,284	\$817	\$1,414	\$422	\$571
SUM INDIRECT		\$62,962	\$10,197	\$7,367	\$8,490	\$3,399	\$2,662	\$2,442	\$2,688	\$3,025	\$2,867	\$1,621	\$1,483
EMPLOYEE MEASURES													
1 AJC LIST			550		240								
2 SAMPLE INTERVIEWS	1,757												
3 ADL 1992 LIST	4,095		698	481	366	158	118	75	146	254	183	154	115
EMPLOYEE ESTIMATES													
1 ADL 1992 LIST ADJ.	2,454		460	317	241	78	58	37	72	167	90	76	57
2 AVG WAGE	2,393		285	274	210	98	80	75	75	67	62	47	43
3 EMP/EXP	2,349		280	269	206	97	79	73	73	66	61	46	42
ESTIMATED PAYROLL	\$77,189	\$57,944	\$9,185	\$8,834	\$6,774	\$3,177	\$2,589	\$2,411	\$2,403	\$2,176	\$1,996	\$1,502	\$1,382

SOURCES: FAA Reports for
Financial Data. See
Text for Employment Data.

TOTAL SMALL:
SUBTOTAL:

INCLUDES MARKAIR EXPRESS BUT NOT MARKAIR (CARRIERS 1 THROUGH 33).
EXCLUDES MARKAIR EXPRESS.

	12	13	14	15	16	17	18	19	20	21	22	23	24
	L.A.B.	LARRY'S	HAGE- LAND	BAKER	ARCTIC CIRCLE	WAR- BELOW'S	PRO MECH	F.S. AIR	WRIGHT	SOUTH CENTRAL	ALASKA ISLAND	CAMAI	OLSON
TOTAL OPERATING	\$3,980	\$3,903	\$3,850	\$3,552	\$3,377	\$3,124	\$2,861	\$2,801	\$2,643	\$2,228	\$2,221	\$2,209	\$2,103
3 PILOTS	\$539	\$570	\$820	\$440	\$412	\$522	\$494	\$212	\$460	\$260	\$152	\$447	\$229
4 FUEL	\$538	\$597	\$491	\$697	\$444	\$559	\$231	\$340	\$392	\$270	\$463	\$291	\$260
5 OTHER	\$12	\$102	\$93	\$241	\$79	\$34	\$99	\$220	\$61	\$58	\$135	\$5	\$46
SUM TOTAL FLTS	\$1,089	\$1,269	\$1,404	\$1,378	\$935	\$1,115	\$824	\$772	\$913	\$588	\$750	\$743	\$535
7 MAINTENANCE	\$563	\$1,001	\$672	\$504	\$801	\$688	\$432	\$670	\$550	\$467	\$181	\$525	\$648
8 DEPRECIATION	\$470	\$266	\$520	\$214	\$593	\$255	\$574	\$628	\$469	\$172	\$572	\$210	\$246
SUM OTHER DIRECT	\$1,033	\$1,267	\$1,192	\$718	\$1,394	\$943	\$1,006	\$1,298	\$1,019	\$639	\$753	\$735	\$894
SUM TOTAL DIRECT	\$2,122	\$2,536	\$2,596	\$2,096	\$2,329	\$2,058	\$1,830	\$2,070	\$1,932	\$1,227	\$1,503	\$1,478	\$1,429
11 FLT ATTN													
12 TRAFFIC	\$134	\$197	\$118	\$442	\$83	\$94	\$159	\$45	\$149	\$165	\$74	\$66	\$160
13 DEPARTURE	\$614	\$875	\$779	\$443	\$669	\$310	\$531	\$55	\$202	\$290	\$449	\$360	\$277
14 CAPACITY	\$1,110	\$295	\$357	\$571	\$296	\$662	\$341	\$631	\$360	\$546	\$195	\$305	\$237
SUM INDIRECT	\$1,858	\$1,367	\$1,254	\$1,456	\$1,048	\$1,066	\$1,031	\$731	\$711	\$1,001	\$718	\$731	\$674
EMPLOYEE MEASURES													
1 AJC LIST													
2 SAMPLE INTERVIEWS													
3 ADL 1992 LIST	91	78	34	68	53	20		25	40	159			34
EMPLOYEE ESTIMATES													
1 ADL 1992 LIST ADJ.	60	38	17	33	30	10		12	20	78			17
2 AVG WAGE	41	40	40	37	35	32	30	29	27	23	23	23	22
3 EMP/EXP	40	40	39	36	34	32	29	28	27	23	23	22	21
ESTIMATED PAYROLL	\$1,327	\$1,301	\$1,283	\$1,184	\$1,126	\$1,041	\$954	\$934	\$881	\$743	\$740	\$736	\$701

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	25	26	27	28	29	30	31	32	33	34	
	TANANA	HAINES	40-MILE	SKAGWAY	BELLAIR	ILIAMNA	YUTANA	REEVE	NORTHERN AIR CARGO	MARK AIR	
TOTAL OPERATING	\$1,402	\$1,263	\$1,213	\$991	\$975	\$966	\$883	\$26,397	\$31,338	\$183,333	TOTAL
3 PILOTS	\$303	\$218	\$197	\$147	\$57	\$246	\$182				
4 FUEL	\$221	\$165	\$121	\$181	\$135	\$196	\$115	\$7,898	\$13,539	\$65,511	OPERATIONS
5 OTHER	\$8	\$17	\$147	\$0	\$60	\$64	\$4	\$7,325	\$7,522	\$21,222	MAINTENANCE
SUM TOTAL FLTS	\$532	\$400	\$465	\$328	\$252	\$506	\$301			\$13,924	PASSENGER SERVICE
7 MAINTENANCE	\$253	\$177	\$223	\$160	\$119	\$136	\$129			\$37,076	AIRCRAFT/TRAFFIC SERVICE
8 DEPRECIATION	\$143	\$98	\$137	\$46	\$55	\$91	\$67	\$8,909	\$9,475	\$28,743	PROMOTION/SALES
SUM OTHER DIRECT	\$396	\$275	\$360	\$206	\$174	\$227	\$196	\$977	\$338	\$7,412	GENERAL/ADMIN
SUM TOTAL DIRECT	\$928	\$675	\$825	\$534	\$426	\$733	\$497	\$1,288	\$464	\$8,863	DEPRECIATION/AMORT
11 FLT ATTN										\$582	TRANSPORT RELATED
12 TRAFFIC	\$40	\$182	\$89	\$145	\$92	\$58	\$17				
13 DEPARTURE	\$256	\$156	\$132	\$236	\$151	\$70	\$145				
14 CAPACITY	\$178	\$250	\$167	\$76	\$306	\$105	\$224				
SUM INDIRECT	\$474	\$588	\$388	\$457	\$549	\$233	\$386				
EMPLOYEE MEASURES											
1 AJC LIST								230		1300	
2 SAMPLE INTERVIEWS											
3 ADL 1992 LIST		27		29				437	252	1252	
EMPLOYEE ESTIMATES											
1 ADL 1992 LIST ADJ.		13		14				288	171		
2 AVG WAGE	14	13	13	10	10	10	9	273	324		
3 EMP/EXP	14	13	12	10	10	10	9	268	318		
ESTIMATED PAYROLL	\$467	\$421	\$404	\$330	\$325	\$322	\$294	\$8,799	\$10,446		

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TABLE 3.

AIR TRANSPORTATION EMPLOYMENT

SIC	total air transportation	scheduled		non- scheduled total	airports/ services	
		passenger	cargo			
	4512	4513	451	4522	4581	
89 Jan	5,417	2,738	354	3,092	1,807	518
Feb	5,262	2,731	357	3,088	1,658	516
Mar	5,450	2,799	394	3,193	1,751	506
Apr	5,616	2,848	406	3,254	1,855	507
May	5,971	2,945	427	3,372	2,066	533
Jun	6,524	3,165	447	3,612	2,350	562
Jul	6,899	3,197	632	3,829	2,522	548
Aug	6,992	3,178	678	3,856	2,585	551
Sep	6,786	3,106	706	3,812	2,435	539
Oct	6,311	2,874	704	3,578	2,174	559
Nov	6,284	2,846	768	3,614	2,097	573
Dec	6,265	2,820	833	3,653	2,039	573
90 Jan	6,045	2,910	694	3,604	1,830	611
Feb	6,121	2,890	710	3,600	1,865	656
Mar	6,243	2,915	721	3,636	1,932	675
Apr	6,293	2,942	699	3,641	2,024	628
May	6,569	3,046	708	3,754	2,202	613
Jun	7,144	3,356	721	4,077	2,452	615
Jul	7,300	3,362	692	4,054	2,609	637
Aug	7,317	3,352	700	4,052	2,609	656
Sep	7,251	3,437	711	4,148	2,515	618
Oct	6,724	3,193	699	3,892	2,195	637
Nov	6,598	3,173	739	3,912	2,063	623
Dec	6,566	3,144	760	3,904	2,037	625
91 Jan	6,382	3,158	750	3,908	1,911	563
Feb	6,399	3,160	763	3,923	1,914	562
Mar	6,416	3,131	767	3,898	1,931	587
Apr	6,492	3,135	748	3,883	2,026	583
May	7,061	3,468	756	4,224	2,239	598
Jun	7,482	3,611	784	4,395	2,490	597
Jul	7,628	3,658	734	4,392	2,634	602
Aug	7,854	3,769	747	4,516	2,729	609
Sep	7,491	3,564	752	4,316	2,567	608
Oct	7,145	3,459	751	4,210	2,304	631
Nov	7,032	3,438	778	4,216	2,264	552
Dec	6,919	3,488	790	4,278	2,062	579
92 Jan	6,875	4,060	763	4,823	1,472	580
Feb	6,898	4,098	753	4,851	1,477	570
Mar	7,040	4,147	817	4,964	1,500	576
Apr	7,186	4,185	789	4,974	1,632	580
May	7,537	4,292	805	5,097	1,867	573
Jun	7,760	4,353	848	5,201	1,966	593
Jul	7,909	4,345	877	5,222	2,108	579
Aug	7,998	4,380	880	5,260	2,142	596
Sep	7,633	4,137	890	5,027	2,032	574
Oct	7,193	4,044	880	4,924	1,706	563
Nov	6,995	4,006	895	4,901	1,526	568
Dec	7,063	4,034	919	4,953	1,512	598
93 Jan	6,960	3,983	897	4,880	1,478	602
Feb	6,981	3,995	912	4,907	1,482	592
Mar	6,950	3,983	909	4,892	1,469	589
Apr	7,163	4,110	893	5,003	1,572	588
May	7,400	4,173	902	5,075	1,715	610
Jun	7,876	4,351	943	5,294	1,965	617
Jul	8,182	4,617	891	5,508	2,054	620
Aug	8,132	4,586	893	5,479	2,048	605
Sep	7,868	4,425	898	5,323	1,950	595
Oct	7,298	4,207	892	5,099	1,678	521
Nov	6,985	4,057	909	4,966	1,487	532
Dec	6,962	4,050	930	4,980	1,422	560
94 Jan	6,904	3,966	900	4,866	1,445	593
Feb	7,013	4,033	904	4,937	1,483	593
Mar	7,016	3,997	929	4,926	1,502	588
Apr	7,216	4,062	898	4,960	1,657	599
May	7,526	4,106	913	5,019	1,906	601
Jun	7,971	4,314	934	5,248	2,110	613
Jul						
Aug						
Sep						
Oct						
Nov						
Dec						
95						
annual average						
89	6,148	2,937	559	3,496	2,112	540
90	6,683	3,143	713	3,858	2,194	633
91	7,025	3,420	760	4,180	2,258	589
92	7,341	4,173	843	5,016	1,745	579
93	7,396	4,211	906	5,117	1,693	586
94						

source: Alaska Department of Labor

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The activities of the industry can be divided into scheduled and non-scheduled operations. The attached figure shows that about 70 percent of the jobs in the industry are in scheduled operations.

One portion of scheduled carrier activities is the large regional, national, and international scheduled carriers such as Alaska Airlines, United Airlines, China Airlines, and Fedex which have operations in the state but are not headquartered here. They transport both passengers and cargo to and through Alaska. Among the Alaska based scheduled carriers we can distinguish between those which operate nationally, of which Markair is the only example (including Markair Express), and smaller carriers which primarily serve the Alaska market. These smaller Alaska based carriers are the subject of this analysis.

The non-scheduled carriers include both large and small carriers providing a wide range of services. For example Era Helicopters is a large operation providing charter helicopter services to industry. The non-scheduled carriers also include all the small fixed wing air taxi outfits which operate throughout the state.

Alaska scheduled air carriers regularly report their costs of operations to the Federal Aviation Administration (FAA). This information for the most recent 12 month period is attached in Table 2. Because this data does not include information about employment levels, we estimated the number of jobs associated with Alaska scheduled air carrier operations using several different methods.

We were able to use three partial sources of information on employment levels to help estimate total employment among the small carriers. The first comes from a list published by the Alaska Journal of Commerce. This is only for a few of the largest carriers and includes non-Alaska operations as well as non-scheduled operations. The second comes from a list published most recently in 1992 by the Alaska Department of Labor which reports resident and non-resident employment for every Alaska company with 20 or more employees. This list is deficient in two respects. First, it does not include firms with fewer than 20 employees. Second, it is a count of employees hired during the course of a calendar year, so it is an overestimate of the number of jobs within the firm. The overestimate will be the result of both seasonality, which varies somewhat by size of firm, and turnover, which may also vary by firm characteristics. Because of these problems the employee figures from this source cannot be used directly to estimate jobs. The third source of information is an informal survey of air carriers done specifically for this report. The survey resulted in a count of 1,757 jobs among the sampled firms which comprise 68% of the total expenses of the small Alaska air carriers.

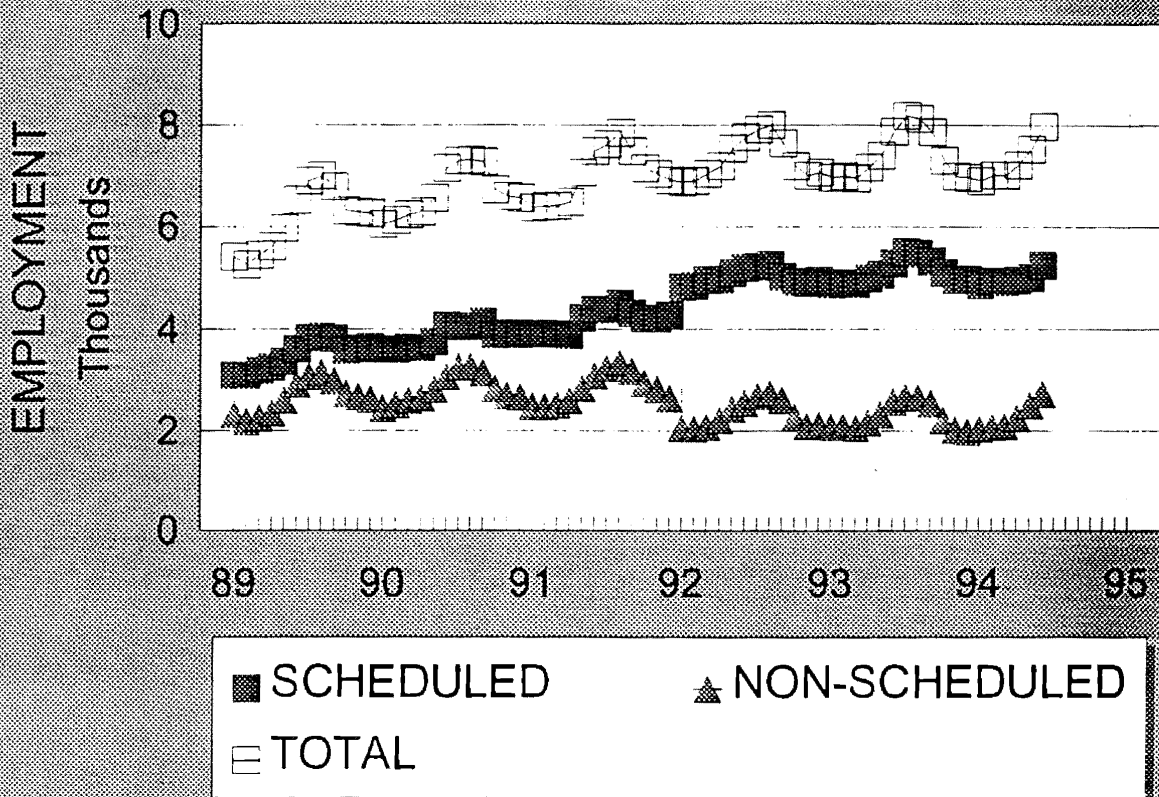
From the FAA information on operating costs per firm and these employment figures we developed three estimates of total annual average employment for Alaska small scheduled air carriers. (These estimates include Markair Express since it is similar in size and operations to the other small carriers, but excludes Markair since its operations are considerably larger and serve many markets outside Alaska.) The first--2,454--is based on the Alaska Department of Labor listing modified to account for missing firms, seasonality, and employee turnover. The second--2,393, uses total operating expenses

to estimate payroll (1/3 of expenses) and the average industry wage--\$32,256 per year--to convert payroll to employment. The third--2,349--uses the employment information collected in the informal survey and weights the results by the share of total expenses represented by responding firms. This method produces an estimate of 10.15 employees for every \$1 million of expenses. Since this last method uses the most current and extensive information we based our estimates of total economic significance on this figure after netting out Markair Express employment estimated at 269 using this method.

Industry payroll was estimated based on an average annual wage of \$32,256 calculated from Alaska Department of Labor data. Industry sales was estimated as total costs reported to the FAA.

Total economic significance was calculated from estimated direct industry employment of 2,081, sales of \$205 million, and payroll of \$68 million using the ISER Input-Output model of the Alaska economy. This economic model calculates the economic activity which is stimulated in other businesses within the Alaska economy from both the purchases of the air carriers from other businesses in the state as well as from the expenditures of payroll by air carrier employees.

EMPLOYMENT IN AIR TRANSPORTATION



Scheduled includes passenger and cargo.
Non-Scheduled includes air services

TABLE 2.

ALASKA SCHEDULED AIR CARRIER EXPENSES AND ESTIMATED EMPLOYMENT

(Dollars in Thousands)

		1	2	3	4	5	6	7	8	9	10	11	
TOTAL SMALL	SUB TOTAL	ERA	MARKAIR EXPRESS	PENIN-SULA	CAPE SMYTHE	FRONTIER	BERING	YUTE	RYAN	TAQUAN	KETCH-IKAN	WINGS	
TOTAL OPERATING	\$231,568	\$173,833	\$27,554	\$26,503	\$20,322	\$9,530	\$7,766	\$7,234	\$7,210	\$6,528	\$5,988	\$4,506	\$4,147
3 PILOTS		\$25,888	\$3,878	\$3,733	\$2,811	\$1,467	\$1,124	\$1,210	\$1,207	\$991	\$1,086	\$756	\$718
4 FUEL		\$24,128	\$4,047	\$3,306	\$2,234	\$1,731	\$1,308	\$1,324	\$1,020	\$946	\$557	\$429	\$519
5 OTHER		\$5,375	\$1,073	\$970	\$374	\$186	\$127	\$274	\$177	\$173	\$67	\$385	\$84
SUM TOTAL FLTS		\$55,391	\$8,998	\$8,009	\$5,419	\$3,384	\$2,559	\$2,808	\$2,404	\$2,110	\$1,710	\$1,570	\$1,321
7 MAINTENANCE		\$36,238	\$6,589	\$5,975	\$3,971	\$1,799	\$1,704	\$1,548	\$1,834	\$1,133	\$1,038	\$733	\$1,015
8 DEPRECIATION		\$19,242	\$1,770	\$5,152	\$2,442	\$948	\$841	\$436	\$284	\$260	\$373	\$582	\$328
SUM OTHER DIRECT		\$55,480	\$8,359	\$11,127	\$6,413	\$2,747	\$2,545	\$1,984	\$2,118	\$1,393	\$1,411	\$1,315	\$1,343
SUM TOTAL DIRECT		\$110,871	\$17,357	\$19,136	\$11,832	\$6,131	\$5,104	\$1,792	\$4,522	\$3,503	\$3,121	\$2,885	\$2,664
11 FLT ATTN		\$307	\$284	\$23									
12 TRAFFIC		\$10,205	\$1,874	\$1,272	\$2,893	\$208	\$569	\$217	\$170	\$134	\$90	\$97	\$172
13 DEPARTURE		\$30,757	\$4,160	\$5,361	\$3,130	\$2,075	\$1,187	\$1,331	\$1,234	\$2,074	\$1,363	\$1,102	\$740
14 CAPACITY		\$21,693	\$3,879	\$711	\$2,467	\$1,116	\$906	\$894	\$1,284	\$817	\$1,414	\$422	\$571
SUM INDIRECT		\$62,962	\$10,197	\$7,367	\$8,490	\$3,399	\$2,662	\$2,442	\$2,688	\$3,025	\$2,867	\$1,621	\$1,483
EMPLOYEE MEASURES													
1 AJC LIST			550		240								
2 SAMPLE INTERVIEWS	1,757												
3 ADL 1992 LIST	4,095		698	481	366	158	118	75	146	254	183	154	115
EMPLOYEE ESTIMATES													
1 ADL 1992 LIST ADJ.	2,454		460	317	241	78	58	37	72	167	90	76	57
2 AVG WAGE	2,393		285	274	210	98	80	75	75	67	62	47	43
3 EMP/EXP	2,349		280	269	206	97	79	73	73	66	61	46	42
ESTIMATED PAYROLL	\$77,189	\$57,944	\$9,185	\$8,834	\$6,774	\$3,177	\$2,589	\$2,411	\$2,403	\$2,176	\$1,996	\$1,502	\$1,382

SOURCES: FAA Reports for
Financial Data. See
Text for Employment Data.

TOTAL SMALL:
SUBTOTAL:

INCLUDES MARKAIR EXPRESS BUT NOT MARKAIR (CARRIERS 1 THROUGH 33).
EXCLUDES MARKAIR EXPRESS.

	12	13	14	15	16	17	18	19	20	21	22	23	24
	L.A.B.	LARRY'S	HAGE- LAND	BAKER	ARCTIC CIRCLE	WAR- BELOW'S	PRO MECH	F.S AIR	WRIGHT	SOUTH CENTRAL	ALASKA ISLAND	CAMAI	OLSON
TOTAL OPERATING	\$3,980	\$3,903	\$3,850	\$3,552	\$3,377	\$3,124	\$2,861	\$2,801	\$2,643	\$2,228	\$2,221	\$2,209	\$2,103
3 PILOTS	\$539	\$570	\$820	\$440	\$412	\$522	\$494	\$212	\$460	\$260	\$152	\$447	\$229
4 FUEL	\$538	\$597	\$491	\$697	\$444	\$559	\$231	\$340	\$392	\$270	\$463	\$291	\$260
5 OTHER	\$12	\$102	\$93	\$241	\$79	\$34	\$99	\$220	\$61	\$58	\$135	\$5	\$46
SUM TOTAL FLTS	\$1,089	\$1,269	\$1,404	\$1,378	\$935	\$1,115	\$824	\$772	\$913	\$588	\$750	\$743	\$535
7 MAINTENANCE	\$563	\$1,001	\$672	\$504	\$801	\$688	\$432	\$670	\$550	\$467	\$181	\$525	\$648
8 DEPRECIATION	\$470	\$266	\$520	\$214	\$593	\$255	\$574	\$628	\$469	\$172	\$572	\$210	\$246
SUM OTHER DIRECT	\$1,033	\$1,267	\$1,192	\$718	\$1,394	\$943	\$1,006	\$1,298	\$1,019	\$639	\$753	\$735	\$894
SUM TOTAL DIRECT	\$2,122	\$2,536	\$2,596	\$2,096	\$2,329	\$2,058	\$1,830	\$2,070	\$1,932	\$1,227	\$1,503	\$1,478	\$1,429
11 FLT ATTN													
12 TRAFFIC	\$134	\$197	\$118	\$442	\$83	\$94	\$159	\$45	\$149	\$165	\$74	\$66	\$160
13 DEPARTURE	\$614	\$875	\$779	\$443	\$669	\$310	\$531	\$55	\$202	\$290	\$449	\$360	\$277
14 CAPACITY	\$1,110	\$295	\$357	\$571	\$296	\$662	\$341	\$631	\$360	\$546	\$195	\$305	\$237
SUM INDIRECT	\$1,858	\$1,367	\$1,254	\$1,456	\$1,048	\$1,066	\$1,031	\$731	\$711	\$1,001	\$718	\$731	\$674
EMPLOYEE MEASURES													
1 AJC LIST													
2 SAMPLE INTERVIEWS													
3 ADL 1992 LIST	91	78	34	68	53	20		25	40	159			34
EMPLOYEE ESTIMATES													
1 ADL 1992 LIST ADJ.	60	38	17	33	30	10		12	20	78			17
2 AVG WAGE	41	40	40	37	35	32	30	29	27	23	23	23	22
3 EMP/EXP	40	40	39	36	34	32	29	28	27	23	23	22	21
ESTIMATED PAYROLL	\$1,327	\$1,301	\$1,283	\$1,184	\$1,126	\$1,041	\$954	\$934	\$881	\$743	\$740	\$736	\$701

SOURCES: FAA Reports for
Financial Data. See
Text for Employment Data.

	25	26	27	28	29	30	31	32	33	34	
	TANANA	HAINES	40-MILE	SKAGWAY	BELLAIR	ILIAMNA	YUTANA	NORTHERN REEVE	AIR CARGO	MARK AIR	
TOTAL OPERATING	\$1,402	\$1,263	\$1,213	\$991	\$975	\$966	\$883	\$26,397	\$31,338	\$183,333	TOTAL
3 PILOTS	\$303	\$218	\$197	\$147	\$57	\$246	\$182				
4 FUEL	\$221	\$165	\$121	\$181	\$135	\$196	\$115	\$7,898	\$13,539	\$65,511	OPERATIONS
5 OTHER	\$8	\$17	\$147	\$0	\$60	\$64	\$4	\$7,325	\$7,522	\$21,222	MAINTENANCE
SUM TOTAL FLTS	\$532	\$400	\$465	\$328	\$252	\$506	\$301			\$13,924	PASSENGER SERVICE
7 MAINTENANCE	\$253	\$177	\$223	\$160	\$119	\$136	\$129			\$37,076	AIRCRAFT/TRAFFIC SERVICE
8 DEPRECIATION	\$143	\$98	\$137	\$46	\$55	\$91	\$67	\$8,909	\$9,475	\$28,743	PROMOTION/SALES
SUM OTHER DIRECT	\$396	\$275	\$360	\$206	\$174	\$227	\$196	\$977	\$338	\$7,412	GENERAL/ADMIN
SUM TOTAL DIRECT	\$928	\$675	\$825	\$534	\$426	\$733	\$497	\$1,288	\$464	\$8,863	DEPRECIATION/AMORT
11 FLT ATTN										\$582	TRANSPORT RELATED
12 TRAFFIC	\$40	\$182	\$89	\$145	\$92	\$58	\$17				
13 DEPARTURE	\$256	\$156	\$132	\$236	\$151	\$70	\$145				
14 CAPACITY	\$178	\$250	\$167	\$76	\$306	\$105	\$224				
SUM INDIRECT	\$474	\$588	\$388	\$457	\$549	\$233	\$386				
EMPLOYEE MEASURES											
1 AJC LIST								230		1300	
2 SAMPLE INTERVIEWS											
3 ADL 1992 LIST		27		29				437	252	1252	
EMPLOYEE ESTIMATES											
1 ADL 1992 LIST ADJ.		13		14				288	171		
2 AVG WAGE	14	13	13	10	10	10	9	273	324		
3 EMP/EXP	14	13	12	10	10	10	9	268	318		
ESTIMATED PAYROLL	\$467	\$421	\$404	\$330	\$325	\$322	\$294	\$8,799	\$10,446		

SOURCES: FAA Reports for
Financial Data. See
Text for Employment Data.

TABLE 3.

AIR TRANSPORTATION EMPLOYMENT

	total air transportation	scheduled			non- scheduled	airports/ services
		passenger	cargo	total		
SIC		4512	4513	451	4522	4581
89 Jan	5 417	2 738	354	3 092	1 807	518
Feb	5 262	2 731	357	3 088	1 658	516
Mar	5 450	2 799	394	3 193	1 751	506
Apr	5 616	2 848	406	3 254	1 855	507
May	5 971	2 945	427	3 372	2 066	533
Jun	6 524	3 165	447	3 612	2 350	562
Jul	6 899	3 197	632	3 829	2 522	548
Aug	6 992	3 178	578	3 856	2 585	551
Sep	6 786	3 106	706	3 812	2 435	539
Oct	6 311	2 874	704	3 578	2 174	559
Nov	6 284	2 846	768	3 614	2 097	573
Dec	6 265	2 820	833	3 653	2 039	573
90 Jan	6 045	2 910	694	3 604	1 830	611
Feb	6 121	2 890	710	3 600	1 865	656
Mar	6 243	2 915	721	3 636	1 932	675
Apr	6 293	2 942	699	3 641	2 024	628
May	6 569	3 046	708	3 754	2 202	613
Jun	7 144	3 356	721	4 077	2 452	615
Jul	7 300	3 362	692	4 054	2 609	637
Aug	7 317	3 352	700	4 052	2 609	656
Sep	7 261	3 437	711	4 148	2 515	618
Oct	6 724	3 193	699	3 892	2 195	637
Nov	6 598	3 173	739	3 912	2 063	623
Dec	6 566	3 144	760	3 904	2 037	625
91 Jan	6 382	3 158	750	3 908	1 911	563
Feb	6 399	3 160	763	3 923	1 914	562
Mar	6 416	3 131	767	3 898	1 931	587
Apr	6 492	3 135	748	3 883	2 026	583
May	7 061	3 468	756	4 224	2 239	598
Jun	7 482	3 611	784	4 395	2 490	597
Jul	7 628	3 658	734	4 392	2 634	602
Aug	7 854	3 769	747	4 516	2 729	609
Sep	7 491	3 564	752	4 316	2 567	608
Oct	7 145	3 459	751	4 210	2 304	631
Nov	7 032	3 438	778	4 216	2 264	552
Dec	6 919	3 488	790	4 278	2 062	579
92 Jan	6 875	4 060	763	4 823	1 472	580
Feb	6 898	4 098	753	4 851	1 477	570
Mar	7 040	4 147	817	4 964	1 500	576
Apr	7 186	4 185	789	4 974	1 632	580
May	7 537	4 292	805	5 097	1 867	573
Jun	7 760	4 353	848	5 201	1 966	593
Jul	7 909	4 345	877	5 222	2 108	579
Aug	7 998	4 380	880	5 260	2 142	596
Sep	7 633	4 137	890	5 027	2 032	574
Oct	7 193	4 044	880	4 924	1 706	563
Nov	6 995	4 006	895	4 901	1 526	568
Dec	7 063	4 034	919	4 953	1 512	598
93 Jan	6 960	3 983	897	4 880	1 478	602
Feb	6 981	3 995	912	4 907	1 482	592
Mar	6 950	3 983	909	4 892	1 469	589
Apr	7 163	4 110	893	5 003	1 572	588
May	7 400	4 173	902	5 075	1 715	610
Jun	7 876	4 351	943	5 294	1 965	617
Jul	8 182	4 617	891	5 508	2 054	620
Aug	8 132	4 586	893	5 479	2 048	605
Sep	7 868	4 425	898	5 323	1 950	595
Oct	7 298	4 207	892	5 099	1 676	521
Nov	6 985	4 057	909	4 966	1 487	532
Dec	6 962	4 050	930	4 980	1 422	560
94 Jan	6 904	3 966	900	4 866	1 445	593
Feb	7 013	4 033	904	4 937	1 483	593
Mar	7 016	3 997	929	4 926	1 502	588
Apr	7 216	4 062	898	4 960	1 657	599
May	7 526	4 108	913	5 019	1 906	601
Jun	7 971	4 314	934	5 248	2 110	613
Jul						
Aug						
Sep						
Oct						
Nov						
Dec						
95						
annual average						
89	6 148	2 937	559	3 496	2 112	540
90	6 683	3 143	713	3 856	2 194	633
91	7 025	3 420	760	4 180	2 258	589
92	7 341	4 173	843	5 016	1 745	579
93	7 396	4 211	906	5 117	1 693	586
94						

source: Alaska Department of Labor

