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**TUCSON AIRPORT AUTHORITY | Board Meeting - Special**  
**Tuesday, June 24, 2025 | 9:00 a.m.**  
**7250 S. Tucson Blvd. 85756 | TAA Board Room**

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Pursuant to [A.R.S. § 38-431.02](#), notice is hereby given to the members of the Tucson Airport Authority (TAA) and to the public that the Board of Directors will hold a meeting open to the public on **Tuesday, June 24, 2025, beginning at 9:00 a.m.**

**In-Person:** The TAA Board Room is on the departure level of the Tucson International Airport terminal and is situated on the second level between the Delta and Southwest ticket counters, and behind the Arroyo Trading Post.

The agenda for the meeting is as follows:

**1. CALL TO ORDER | ROLL CALL**

Mike Hammond, Chair  
Phil Swaim, Vice Chair  
Vance Falbaum, Secretary  
Rhonda Piña, Treasurer  
Judy Rich, Director  
Todd Jackson, Director

Fran Katz, Director  
Ellen Wheeler, Director  
Calline Sanchez, Director  
Tim Overton, Director  
Keri Silvyn, Director

**2. PRESIDENT/CEO REPORT**

State of the Industry | Update

**3. EXECUTIVE SESSION**

The Board may vote to go into executive session for discussion and consultation with the TAA attorneys:

**a. FAA Grant Agreements and Funding requirements**

To consider its position and instruct its attorneys regarding the TAA position and for legal advice from the attorneys on the Federal Aviation Administration updates to grant assurances and grant agreement terms and conditions pursuant to A.R.S. §§ 38-431.03(A)(3) and (4).

**b. Environmental Matters**

To consult with the TAA's Executive Vice President/General Counsel or his designee, for legal advice and to consider its opinion and to instruct its representatives regarding existing litigation and potential litigation related to existing and future environmental liabilities, investigation, and remediation matters including the Tucson

Airport Remediation Project, the Soils Remediation Project, and PFAS related matters as provided in A.R.S. § 38-431.03(A)(3) and (4).

**4. RETURN TO REGULAR SESSION**

**5. ACTION ITEMS**

The Board of Directors will consider and may direct the President/CEO and TAA Executive Vice President and General Counsel to proceed as discussed in executive session.

**6. DIVISION UPDATES**

At the discretion of the Board Chair, the Board of Directors may receive a short presentation or ask questions of division representatives based upon material in the Board packet.

- a. Finance | FY2025 Financial Update
- b. Marketing and Strategic Communications | Economic Impact Report

**7. NEXT MEETING**

Wednesday, August 6, 2025, at 3:00 p.m. | TAA Board Room

**8. ADJOURN**

# Economic and Fiscal Impact Analysis

## Tucson Airport Authority in 2024

### Tucson International Airport and Ryan Airfield



May 2025

Prepared for:



Prepared by:



Elliott D. Pollack & Company  
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## Executive Summary

The Tucson Airport Authority (TAA) oversees operations at both Tucson International Airport and Ryan Airfield. Tucson International Airport (TUS), a commercial service international airport, spans approximately 7,888 acres and is situated about eight miles south of downtown Tucson. Ryan Airfield (RYN), a general aviation facility, is located roughly 14 miles southwest of the city center, and encompasses 1,855 acres. This 2024 impact study evaluates both the direct economic contributions and the broader ripple effects of TAA's business enterprise across the regional economy. In addition to the impacts from air service-related operations and support components, the analysis includes the impacts from principal military operations of the Morris Air National Guard 162<sup>nd</sup> Wing, aerospace manufacturer Raytheon and other onsite businesses as well as the influence of visitor spending. The following tables highlight the economic and fiscal impacts—measured in terms of employment, earnings, total output, and generated government revenues.

### The 2024 operations of Tucson Airport Authority created 42,012 jobs, \$2.9B in wages and \$10.9B in economic activity.

Direct operations of the airports, including capital improvement projects, generated 18,804 jobs with wages of \$1.8 billion and direct economic output of \$7.5 billion. Spending by visitors generated an additional 9,674 direct jobs with \$349.8 million in wages and \$936.9 million in direct economic activity. Using accepted economic multipliers, the indirect and induced impact generated 13,535 jobs, \$802.2 million in wages and economic output of \$2.5 billion. In total, the operations of Tucson Airport Authority, onsite businesses, military operations and visitor spending generated 42,012 jobs, \$2.9 billion in wages and \$10.9 billion in economic output.

Tucson Airport Authority Economic Impact Summary (2025 Dollars)			
Economic Impact Sources	Employment	Payroll (\$ mil)	Economic Activity (\$ mil)
Direct Impacts:			
Tucson Airport Authority	18,804	\$1,770.1	\$7,459.9
Tucson International Airport	18,385	\$1,744.0	\$7,384.3
Capital Improvement Projects TUS	360	\$22.9	\$69.3
Ryan Airfield	59	\$3.3	\$6.4
Air Visitor Spending	9,674	\$349.8	\$936.9
Total Direct Impact	28,478	\$2,119.9	\$8,396.9
Indirect Impact	4,724	\$306.7	\$849.7
Induced Impact	8,811	\$495.5	\$1,646.4
<b>TOTAL ECONOMIC IMPACT</b>	<b>42,012</b>	<b>\$2,922.1</b>	<b>\$10,893.0</b>
Source: Implan; Elliott D. Pollack & Company; Tucson Airport Authority; WestGroup Research			



**The operations of the TUS and RYN airport system, operated by the Tucson Airport Authority, generated an estimated \$115.0M in tax revenues for the State of Arizona, \$56.7M for Pima County and \$45.0M for the City of Tucson in 2024.**

Fiscal impact analysis studies the public revenues associated with a particular economic activity. For this study, the revenues generated for the State of Arizona, Pima County and the City of Tucson are calculated. Both primary (direct taxes generated by the companies or tourist spending) and secondary revenues (taxes that flow from the wages of those direct, indirect and induced employees who are supported by the company or air visitor spending) are calculated. For example, the visitors will generate “primary” revenues from spending on retail, restaurants, hotels and entertainment. The employees supported by the spending would then spend part of their salaries on local goods and services. These employees would also contribute to revenues collected by the State and that are ultimately shared with local counties and cities.

Arizona state government received an estimated \$115.0 million in revenue from the operations and visitor spending impacts generated in 2024. This included \$2.9 million from capital improvements, \$48.4 million from annual operations, and \$63.7 million generated by visitor spending.

The fiscal impact generated to Pima County in 2024 was estimated to be \$56.7 million. This includes the \$758,700 from capital improvements, \$31.0 million from annual operations, and \$25.0 million from visitor spending.

The City of Tucson received similar revenues for a total of \$45.0 million in 2024. Revenues from construction for the City of Tucson were estimated at \$236,900. An additional \$14.8 million from operations and \$30.0 million from tourist spending including lodging were generated.



Tucson Airport Authority Fiscal Impact Summary (2025 Dollars)					
	Capital Improvements	Operations TUS	Operations RYN	Air Visitors	Total
<u>State of Arizona</u>					
Primary revenues	\$1,931,000	\$2,259,400	\$13,800	\$45,572,000	\$49,776,200
Secondary revenues from employment	\$998,600	\$46,008,100	\$108,000	\$18,134,700	\$65,249,400
Total	\$2,929,600	\$48,267,500	\$121,800	\$63,706,700	\$115,025,600
<u>Pima County</u>					
Primary revenues	\$225,100	\$170,600	\$1,300	\$12,117,600	\$12,514,600
Secondary revenues from employment	\$533,600	\$30,713,700	\$85,200	\$12,865,600	\$44,198,100
Total	\$758,700	\$30,884,300	\$86,500	\$24,983,200	\$56,712,700
<u>City of Tucson</u>					
Primary revenues	N/A	\$52,000	N/A	\$24,983,700	\$25,035,700
Secondary revenues from employment	\$236,900	\$14,667,400	\$35,800	\$5,020,100	\$19,960,200
Total	\$236,900	\$14,719,400	\$35,800	\$30,003,800	\$44,995,900
NOTE: All figures are intended only as a general guideline as to how the jurisdictions could be impacted. Figures exclude aircraft license taxes, flight property taxes, and aviation fuel taxes. Figures do not include any potential exemptions from prime contracting TPT or for jet fuel purchases over 10 million gallons per customer. Sources: Elliott D. Pollack & Company; WestGroup Research; TAA; ATRA; Implan					



## **1.0 Introduction**

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### **1.1 Purpose of Study**

Elliott D. Pollack & Company was engaged to analyze the economic and fiscal impact of the Tucson Airport Authority (TAA) business enterprise, which includes both Tucson International Airport (TUS) and Ryan Airfield (RYN), along with the businesses operating at each location. To better understand how air travelers contribute to the local economy, WestGroup Research also conducted a visitor intercept survey focused on both business and leisure travelers coming into Pima County. This study captures not only the direct impact of the TAA system, but also the broader ripple effects it creates throughout the county's economy. The goal of the analysis was to measure the economic activity and government revenue generated across these areas.

This analysis builds on the original study completed in 2018, which reported the impacts of TAA's operations in 2017. A consistent and comparable methodology was used for the 2024 update to ensure accurate trend analysis over time. Updated assumptions, refined modeling techniques, and the latest Implan multipliers were incorporated to enhance the precision and relevance of this year's results.

### **1.2 Importance of Aviation in Pima County**

Air travel plays a big role in keeping the local economy connected to the rest of the world. For Tucson and Pima County, the airports managed by the Tucson Airport Authority are key to helping people and goods move quickly and efficiently—whether it's across the country or around the globe. In today's global economy, having strong airport access helps local businesses stay competitive by opening up opportunities in both well-established and growing markets.

Pima County's unique climate and business friendly environment, along with the presence of the U.S. Military Morris Air National Guard 162nd Wing, serve as a draw for many aviation related businesses including one of the state's largest aerospace manufacturers, Raytheon. These businesses, together with the operations and visitor impacts of Tucson International Airport and Ryan Airfield serve as the basis of this analysis in illustrating the overall importance of aviation in the region.

### **1.3 Economic & Fiscal Impact Definition**

Economic impact analysis examines the regional implications of an activity in terms of three basic measures: output, earnings and job creation. Fiscal impact analysis, on the other hand, evaluates the public revenues and costs created by a particular activity. In fiscal impact analysis, the primary revenue sources of a city, county or state government are analyzed to determine how the activity may financially affect them.





## 2.0 Impact of Operations

The Tucson Airport Authority (TAA) oversees operations at both Tucson International Airport and Ryan Airfield. Together, these facilities play a vital role in the southern Arizona economy, driven by the substantial volume of airport-related employment and business activity occurring both on-site and in the surrounding region. This section of the report highlights the economic contributions of TAA's business enterprise, including employment, payroll, overall economic output, and related fiscal impacts. It also accounts for the effects of capital improvements such as new construction, major maintenance, and repair projects. The economic impact of air visitor spending is addressed separately in Section 3.0 of this report.

### 2.1 Operating Assumptions

In total, there were an estimated 18,444 direct jobs associated with the TAA. These include both on-site jobs such as employees of the commercial airlines, terminal businesses, passenger services, fixed based operations and ground transportation as well as off-site jobs at organizations such as Raytheon and the Morris Air National Guard base. Wages for the direct jobs were estimated to be \$1.7 billion.

Capital expenditures used in this report were based on a three-year annual average of \$69.3 million and incorporate the cost of the ongoing Airfield Safety Enhancement (ASE) Program aimed at upgrading outdated infrastructure and enhancing airfield safety, including the construction of a new parallel runway suitable for all aircraft users (commercial, military, general aviation).

Transaction privilege taxes are also generated by the sale of taxable goods. The 2024 estimate for airport associated taxable sales was \$34.4 (excluding rental car revenues which are accounted for in the impact of air visitor spending). In addition, the parking facilities that are located offsite, but within City of Tucson limits had estimated taxable sales of \$2.0 million in 2024. Total gallons of fuel purchased were estimated at 26.1 million.

Tucson Airport Authority Operating Assumptions (2025 Dollars)	
Total Direct Jobs	<b>18,444</b>
Tucson International Airport (TUS)	18,385
Ryan Airfield (RYN)	59
Total Direct Wages (\$ mil)	<b>\$1,747.3</b>
Tucson International Airport (TUS)	\$1,744.0
Ryan Airfield (RYN)	\$3.3
Capital Improvements	\$69,300,000
Annual taxable sales	\$34,375,000
Annual parking revenue	\$2,000,000
Gallons of Jet Fuel	26,094,000

Source: EDPCo; TAA



## 2.2 Economic Impact of Operations

The following table provides TAA's economic impact resulting from the annual business enterprises and operations of TUS and RYN, including the impact generated by capital improvements. This includes the number of jobs created, wages and economic output. The total number of direct employees was estimated to be 18,385 with annual wages for these employees of \$1.7 billion. This direct economic activity also creates ripple effects throughout the economy generating an additional 10,531 indirect and induced jobs that make a total of \$634.5 million in annual wages. Overall, the economic activity averaged about \$9.5 billion in 2024.

Tucson Airport Authority Economic Impact of Operations and Business Enterprise (2025 Dollars)			
	Jobs	Wages (\$ mil)	Output (\$ mil)
<b>Tucson International Airport (TUS)</b>			
Direct	18,385	\$1,744.0	\$7,384.3
Indirect	3,386	\$230.9	\$618.3
Induced	7,145	\$403.6	\$1,343.2
<b>Total</b>	<b>28,916</b>	<b>\$2,378.5</b>	<b>\$9,345.7</b>
<b>Ryan Airfield (RYN)</b>			
Direct	59	\$3.3	\$6.4
Indirect	9	\$0.5	\$1.5
Induced	14	\$0.8	\$2.6
<b>Total</b>	<b>82</b>	<b>\$4.6</b>	<b>\$10.5</b>
<b>Capital Improvements</b>			
Direct	360	\$22.9	\$69.3
Indirect	51	\$3.6	\$11.6
Induced	98	\$5.4	\$17.9
<b>Total</b>	<b>510</b>	<b>\$31.9</b>	<b>\$98.7</b>
<b>Total</b>			
Direct	18,804	\$1,770.1	\$7,459.9
Indirect	3,446	\$235.0	\$631.3
Induced	7,257	\$409.8	\$1,363.7
<b>Total</b>	<b>29,507</b>	<b>\$2,415.0</b>	<b>\$9,454.9</b>

Source: Implan; EDPCo; TAA

## 2.3 Fiscal Impact of Operations

Primary revenues generated by the annual operations and business enterprise of the TAA include construction sales taxes collected from prime contracting, and direct sales taxes generated by retail and food establishments as well as taxes generated from locally purchased



supplies. Additional direct revenues such as aircraft license taxes, flight property taxes and aviation fuel taxes were collected but are not included in this report. Specific information on these fund sources was not readily available and, thus, figures can be considered conservative. In 2024, the State collected an estimated \$4.2 million from primary taxable sales and jet fuel excise taxes. Secondary revenues generated by employees totaled an estimated \$47.1 million. Overall, the operations of TAA generated \$51.3 million for the State of Arizona in 2024.

<b>Tucson Airport Authority</b> <b>Fiscal Impact of Operations and the Business Enterprise</b> <b>State of Arizona Revenues</b> (2025 Dollars)	
<b>Total Primary Operations Impact</b>	
Construction sales tax	\$1,931,000
Sales tax	\$1,474,620
Jet Fuel Tax	\$798,569
<b>Total Secondary impact from operations employees</b>	
Employee spending sales tax	\$24,929,500
Personal Income Tax	\$9,553,400
Unemployment tax	\$5,577,000
VLT	\$4,319,400
HURF	\$2,735,400
<b>Total State Revenues</b>	<b>\$51,318,889</b>
Note: Figures exclude aviation fuel, flight property and aircraft license taxes. The estimates for jet fuel taxes assume no exemptions over 10 million gallons. Sources: Elliott D. Pollack & Company; TAA; ATRA; Implan	

Pima County also benefits from the operations of the companies throughout the year. In total, primary revenues approximate \$396,950 in construction, sales and lease taxes. An additional \$31.7 million in tax revenues is generated by the employees that will live in Pima County.

<b>Tucson Airport Authority</b> <b>Fiscal Impact of Operations and the Business Enterprise</b> <b>Pima County Revenues</b> (2025 Dollars)	
<b>Total Primary Operations Impact</b>	
Construction sales tax	\$225,070
Sales tax	\$171,880
<b>Total Secondary impact from operations employees</b>	
Employee spending sales tax	\$3,214,000
Residents property tax	\$28,039,600
State shared revenue	\$78,900
<b>Total County Revenues</b>	<b>\$31,729,450</b>
Sources: Elliott D. Pollack & Company; TAA; ATRA; Implan	



The City of Tucson would not receive sales or lease taxes from business operations since most of TAA's tenants are outside of City limits. The City realized an estimated \$52,000 in parking revenue taxes along with \$14.9 million from secondary impacts in 2024.

<b>Tucson Airport Authority</b> <b>Fiscal Impact of Operations and the Business Enterprise</b> <b>City of Tucson Revenues</b> (2025 Dollars)	
<b>Total Primary Operations Impact</b>	
Parking revenue tax	\$52,000
<b>Total Secondary impact from operations employees</b>	
Employee spending sales tax	\$10,065,260
Residents property tax	\$3,926,610
State shared revenue	\$948,150
<b>Total City Revenues</b>	<b>\$14,992,020</b>
Sources: Elliott D. Pollack & Company; TAA; ATRA; Implan	



### 3.0 Impact of Air Visitor Spending

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Visitors play a critical role in supporting local economies by bringing new dollars into the region through their spending on lodging, dining, transportation, entertainment, and more. Airports—such as Tucson International Airport (TUS) and Ryan Airfield (RYN)—serve as vital gateways for that visitation. By providing convenient access to southern Arizona, these airports directly enable both business and leisure travel that fuels economic activity across Pima County. The spending of air visitors not only generates direct fiscal revenues for state and local governments but also supports jobs and household earnings throughout the region through secondary, ripple effects. This section evaluates the total economic and fiscal impacts of air visitor spending facilitated by the Tucson Airport Authority (TAA) airport system.

#### 3.1 Assumptions Used in Analysis

In January 2025, WestGroup Research conducted an intercept survey at Tucson International Airport (TUS) to collect detailed information on visitor travel behavior. The data gathered provided essential inputs for estimating the economic impact of air visitor spending, including metrics such as average length of stay, travel party size, type of accommodations, and daily expenditures.

Key findings from the survey for visitors staying less than 31 days include the following:

- **Purpose of Visit:** 35.5% of respondents were traveling for business, while 64.5% were leisure travelers.
- **Length of Stay:** The weighted average length of stay was 6.0 nights.
- **Travel Party Size:** The average travel party consisted of 1.6 individuals.
- **Accommodations:** Among business travelers, 85.8% stayed in hotels or other paid lodging. In contrast, only 39.3% of leisure travelers did so, with the rest staying in private homes.
- **Spending:** Average daily spending per person was \$320.64 for business travelers and \$216.29 for leisure travelers.

These assumptions were used to model both the direct and indirect impacts of visitor spending throughout Pima County's economy.



TUS Visitor Intercept Survey			
	All Visitors	Business	Leisure
Primary reason for visiting	100.0%	35.5%	64.5%
Number of nights in Southern Arizona	6.0	4.6	6.7
Average room rate	\$224.81	\$215.46	\$240.73
Travel party size	1.6	1.5	1.6
Percent that stay in hotel or rental	55.8%	85.8%	39.3%
Percent that rented a vehicle	43.9%	52.1%	47.9%
Average Daily Spend per Person			
Lodging	\$108.86	\$171.27	\$75.13
Food & Beverage	\$62.42	\$71.72	\$57.39
Entertainment	\$15.92	\$9.37	\$19.46
Transportation	\$37.57	\$57.67	\$26.70
Shopping	\$17.02	\$4.97	\$23.54
Other	\$1.42	\$0.99	\$1.65
Total	\$243.20	\$320.64	\$216.29
*Data based on visitors staying less than 31 days.			
Source: WestGroup Research, EDPCo			

Total enplanements in 2024 were 1.9 million. According to a passenger retention and leakage study completed in 2023, 52.9% of the passengers (1.0 million) were visitors to southern Arizona. Using this figure along with the results of the visitor intercept survey, total air visitor spending was estimated at \$1.5 billion in 2024. This spending was broken down into spending categories (lodging, food and beverage, entertainment, ground transportation, shopping and other) and ran through the corresponding multiplier to estimate the number of jobs, wages and economic activity generated by the spending. To avoid double counting of economic impacts accounted for in the operations section of this report, the estimated visitor spending on rental cars is excluded from the following economic impact of visitor spending. The taxes generated for fiscal impacts are still considered in this section.

### 3.2 Economic Impact of Air Visitor Spending

The following table provides the economic impact of the visitor spending including resulting wages and economic output. The \$936.9 in spending generates 9,674 direct jobs in the local economy with wages of \$349.8 million. Indirect and induced impacts include an additional 2,832 jobs with total wages of \$157.4 million and economic output of \$501.1 million. This equates to a total impact of 12,505 jobs created with wages of \$507.2 million and total annual economic output of \$1.4 billion.



<b>Tucson Airport Authority</b> <b>Economic Impact of Air Visitor Spending</b> (2025 Dollars)			
	<b>Jobs</b>	<b>Wages (\$ mil)</b>	<b>Output (\$ mil)</b>
Direct	9,674	\$349.8	\$936.9
Indirect	1,278	\$71.7	\$218.3
Induced	1,554	\$85.7	\$282.8
<b>Total</b>	<b>12,505</b>	<b>\$507.2</b>	<b>\$1,438.0</b>
NOTE: The figures above exclude the impact from car rental spending that is accounted for in the operations section of this report. When including car rental impacts, the total tourism impact is over \$2.0 billion. Source: Implan; EDPCo; Tucson Airport Authority; WestGroup Research			

### 3.3 Fiscal Impact from Air Visitor Spending

Primary revenues generated by air visitor spending include sales taxes, bed taxes, and car rental taxes. This spending generated an estimated \$63.7 million in tax revenue for the State of Arizona in 2024. This includes \$24.9 million in sales taxes, \$11.5 million in bed taxes, and \$9.2 million in car rental taxes (including the additional 5.0% Arizona surcharge).

<b>Tucson Airport Authority</b> <b>Fiscal Impact of Air Visitor Spending</b> <b>State of Arizona Revenues</b> (2025 Dollars)	
<b>Total Primary Impact</b>	
Sales Tax	\$24,926,600
Bed Tax	\$11,455,250
Car Rental Tax	\$9,190,120
<b>Total Secondary Impact</b>	
Employee spending sales tax	\$7,193,000
Personal Income Tax	\$5,588,400
Unemployment tax	\$2,363,500
VLT	\$1,830,500
HURF	\$1,159,300
<b>Total State Revenues</b>	<b>\$63,706,670</b>
Note: Figures include direct, indirect and induced revenues. Sources: Elliott D. Pollack & Company; WestGroup Research; TAA; ATRA; Implan	



Pima County collected an estimated total of \$25.0 million in tax revenue during 2024 generated by air visitor spending. This includes \$12.1 million from primary revenues along with \$12.9 million in secondary revenues generated by the spending of employees that supported by the tourism industry.

<b>Tucson Airport Authority</b> <b>Fiscal Impact of Air Visitor Spending</b> <b>Pima County Revenues</b> (2025 Dollars)	
<b>Total Primary Impact</b>	
Sales Tax	\$2,905,300
Bed Tax	\$8,717,700
Car Rental Tax	\$494,640
<b>Total Secondary Impact</b>	
Employee spending sales tax	\$948,900
Residents property tax	\$11,883,300
State shared revenue	\$33,400
<b>Total County Revenues</b>	<b>\$24,983,240</b>
Sources: Elliott D. Pollack & Company; WestGroup Research; TAA; ATRA; Implan	

The City of Tucson revenues generated by air visitor spending include \$6.9 million from sales taxes, \$15.5 million in bed taxes, \$2.6 million from car rental tax and \$5.0 million in secondary revenues from tourism-related employee spending. These figures take into account that some visitors will stay outside of Tucson city limits.

<b>Tucson Airport Authority</b> <b>Fiscal Impact of Air Visitor Spending</b> <b>City of Tucson Revenues</b> (2025 Dollars)	
<b>Total Primary Impact</b>	
Sales	\$6,936,200
Bed Tax	\$15,475,400
Car Rental Tax	\$2,572,100
<b>Total Secondary Impact</b>	
Employee spending sales tax	\$2,971,300
Residents property tax	\$1,664,100
State shared revenue	\$384,700
<b>Total City Revenues</b>	<b>\$30,003,800</b>
Sources: Elliott D. Pollack & Company; WestGroup Research; TAA; ATRA; Implan	





## 4.0 Assumptions & Methodology

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The following section details the key assumptions and methodology used in conducting the economic and fiscal impact analysis. The results of this analysis are presented in the subsequent sections and are categorized as follows:

1. The economic and fiscal impacts generated by the operations of Tucson International Airport (TUS), Ryan Airfield (RYN), and the businesses located on TAA owned or leased property and managed by the TAA.
2. The impact of capital improvement projects, including new construction as well as ongoing major maintenance and repair of existing facilities.
3. The economic contribution of visitor spending by air travelers who bring new dollars into the Pima County economy.

### 4.1 Limiting Conditions

This study prepared by Elliott D. Pollack & Company is subject to the following considerations and limiting conditions.

- It is our understanding that this study is for the client's due diligence and other planning purposes. Neither our report, nor its contents, nor any of our work were intended to be included and, therefore, may not be referred to or quoted in whole or in part, in any registration statement, prospectus, public filing, private offering memorandum, or loan agreement without our prior written approval.
- The reported recommendation(s) represent the considered judgment of Elliott D. Pollack & Company based on the facts, analyses and methodologies described in the report.
- Except as specifically stated to the contrary, this study will not give consideration to the following matters to the extent they exist: (i) matters of a legal nature, including issues of legal title and compliance with federal, state and local laws and ordinances; and (ii) environmental and engineering issues and the costs associated with their correction. The user of this study will be responsible for making his/her own determination about the impact, if any, of these matters.
- This study is intended to be read and used as a whole and not in parts.
- This study has not evaluated the feasibility or marketability of any site for current or planned uses.



- All estimates regarding operating and business enterprise data were approved by the Tucson Airport Authority. Surveys were conducted by Elliott D. Pollack & Company for TAA operating data and by FMR Associates to gather visitor spending data. All data has been reviewed and verified to determine its reasonableness and applicability to the study.
- This economic and fiscal impact study evaluated the “gross impacts” of activities. The term “gross impacts” as used in this study refers to the total revenue, jobs and economic output that have been generated by operations and air visitor spending. The study does not take into account the possible reduction in spending for other retail goods or entertainment events due to the impact on the economy. In addition, the study does not consider the costs to local governments associated with providing services to the airports. Such analysis is beyond the scope of this study.
- The analysis is based on the current tax structure and rates imposed by the State, Pima County and the City of Tucson. Changes in those rates would alter the findings of this study.
- All dollar amounts are stated in current dollars and, unless indicated, do not take into account the effects of inflation.
- Our analysis is based on currently available information and estimates and assumptions. Such estimates and assumptions are subject to uncertainty and variation. Accordingly, we do not represent them as results that will be achieved going forward. Some assumptions inevitably will not materialize and unanticipated events and circumstances may occur; therefore, the actual results achieved may vary materially from the forecasted results. The assumptions disclosed in this study are those that are believed to be significant to the estimates of results.

## 4.2 Analysis Assumptions

The inputs of this analysis were based primarily on two independent surveys. Elliott D. Pollack & Company, with approval from the Tucson Airport Authority (TAA), conducted an online survey of all tenant businesses located on airport property. The survey gathered key data including employment figures, annual payroll, contractor payments, and taxable business activities. Initial responses accounted for approximately 10% of all associated businesses. However, through targeted follow-up efforts—including email outreach, phone interviews, and employment database research—the response coverage expanded significantly, ultimately representing 80% of total employment. To complete the dataset, the team collaborated with TAA to estimate figures for non-responding companies, resulting in a final coverage rate of approximately 96% of total estimated employment.



In addition to the operating survey, an in-person visitor intercept study was conducted by WestGroup Research. Surveys at the airport were administered by a team of professional interviewers from WestGroup Research. Quality and consistency were assured by having only a few interviewers conduct all interviews for the entire study period. Interviews were initiated in Spanish and respondents were given the option of completing the survey in either English or Spanish. The interviews were conducted from January 28 to 30, 2025. Ultimately, 597 interviews were completed in person at the airport. The total sample size of Tucson visitors (n=597) has a margin of error of  $\pm 4.0\%$  at the 95% confidence level.

Beyond the surveys, the impact analysis uses basic economic fundamentals regarding economic impact analysis such as using the Consumer Expenditure Survey to determine spending patterns of employees based on their respective wages and Census survey results used for calculating the percentage of employees that live within the county or city in which they work. All values are expressed in current dollars. Detailed assumptions are provided within each section of this report in terms of operations and air visitor spending.

### 4.3 Economic Impact Methodology

Economic impact analysis examines the economic implications of an activity in terms of output, earnings and employment. The different types of economic impacts are known as direct, indirect and induced, according to the manner in which the impacts are generated. For instance, direct employment consists of permanent jobs held by employees either at the airport or in the tourism industry. Indirect employment is those jobs created by businesses that provide goods and services essential to the operation of the companies or tourism industry. These businesses range from manufacturers (who make goods) to wholesalers (who deliver goods) to janitorial firms (who clean the buildings). Finally, the spending of the wages and salaries of the direct and indirect employees on items such as food, housing, transportation and medical services creates induced employment in all sectors of the economy, throughout the metropolitan area. These secondary effects are captured in the analysis conducted in this study.

Multipliers have been developed to estimate the indirect and induced impacts of various direct economic activities. The IMPLAN Group developed the multipliers used in this study. The economic impact is categorized into three types of impacts:

- (1) **Employment Impact** – the total wage and salary and self employed jobs in a region. Jobs include both part-time and full-time workers.
- (2) **Earnings Impact** – the personal income, earnings or wages, of the direct, indirect and induced employees. Earnings include total wage and salary payments as well as benefits of health and life insurance, retirement payments and any other non-cash compensation.
- (3) **Economic Output** – also referred to as economic activity, relates to the gross receipts for goods or services generated by the company's operations.



#### 4.4 Fiscal Impact Methodology

Fiscal impact analysis studies the public revenues associated with a particular economic activity. The primary revenue sources of local, county and state governments (i.e. taxes) are analyzed to determine how an activity may affect the various jurisdictions. This study will evaluate the impact on State and local government revenues.

The fiscal impact figures cited in this report have been generated from information provided by a variety of sources including the U.S. Bureau of the Census; the U.S. Department of Labor; the Internal Revenue Service; the State of Arizona; the Arizona Tax Research Association; and the U.S. Consumer Expenditure Survey. Elliott D. Pollack & Company has relied upon the estimates of operating revenues and visitor spending generated by the surveys. Unless otherwise stated, all dollar values are expressed in current dollars.

Fiscal impacts are categorized by type in this study, similar to economic impact analysis. The major sources of revenue generation for governmental entities are related to the ongoing operations, capital improvements and air visitor spending.

The companies and tourists visiting will generate “primary” revenues from direct sales, leases on rents, and visitor spending on retail, restaurants, hotels and entertainment. The employees supported by the impacts would spend part of their salaries on local goods and services. These employees would also contribute to revenues collected by the State and that are ultimately shared with local counties and cities.

The following is a description of the applicable revenue sources that will be considered for this analysis. These taxes are the major revenue sources and exclude certain taxes (such as corporate income tax) that would create additional impact. Thus, revenue estimates can be considered conservative.

- Transaction Privilege Tax (Sales Tax)

The State, counties, and local cities charge transaction privilege tax (TPT) on retail goods and services. In Pima County, the state administers the TPT for the Regional Transportation Authority (RTA). The sales tax rate for the State is 5.6%, which includes a 5.0% tax (a portion of which is shared with counties and cities) and 0.6% that is not shared. The RTA levies a 0.5% transportation excise tax on goods and services transactions dedicated to the transportation fund. The City of Tucson’s TPT rate is 2.5%. For this report, these tax rates are applied to taxable sales, taxable visitor spending as well as to the spending of direct, indirect and induced employees. Based on data from the U.S. Consumer Expenditure Survey, the projected extent of retail spending and resulting sales tax receipts was calculated. Taxes on rental cars are levied an additional 5.0% surcharge for a total of 13.6% for the State, County and City.



- Bed Tax

The State of Arizona imposes a bed tax on hotel rooms of 5.5%. A portion of the State's bed tax collections are shared with county and city governments based on a formula that considers both point of sale and population. Pima County levies a transient lodging tax of 6.0%. This tax is levied on all hotels located in unincorporated areas of the County. The RTA levies a 0.55% tax on lodging. The City of Tucson levies a 6.0% transient lodging tax on hotels located within City of Tucson limits. The City also levies an additional \$4.00 per day surcharge applied to each occupied room.

- Construction Sales Tax

The state, counties and cities in Arizona levy a sales tax on materials used in the construction and development of land improvements. That tax is calculated by state law under the assumption that 65% of the construction cost of the facility and its land improvements are related to construction materials with the remaining 35% devoted to labor. The sales tax rate is then applied to the 65% materials figure. The sales tax on construction materials is a one-time collection by the governmental entity. Pima County (RTA) levies a rate of 0.5% and Tucson has a construction sales tax rate of 2.5%.

- Jet Fuel Excise Tax

The State of Arizona levies a jet fuel excise tax on the sale of jet fuel. The tax rate is \$0.035 per gallon on the first 10 million gallons of jet fuel per tax filer. The tax does not apply to jet fuel purchased by commercial airlines and used on flights whose destination is outside the United States.

- Property Taxes

Property taxes are levied by counties, cities and special districts on commercial and residential properties based on the net assessed value estimated by the County Assessor. The companies analyzed in this study are located on City of Tucson property (leased by the TAA) and, thus, exempt from direct property taxes. However, employees supported by the air visitor spending and operations will pay property taxes on the homes they occupy. In order to estimate property taxes, the assessed full cash value of a typical housing unit was calculated.

- State Unemployment Tax

Unemployment insurance tax for employees is 2.7% on the first \$7,000 of earned income. This factor is applied to the projected wages and earnings of employees.

- State Shared Revenues

Each city in Arizona receives a portion of State revenues from four different sources - State sales tax (see description above), State income tax, vehicle license tax and highway user tax. The formulas for allocating these revenues are primarily based on population. Counties also share in the revenue sources of the State, with the exception of income tax.



#### State Income Tax

The State of Arizona collects taxes on personal income. The tax rate used in the analysis averages about 1.6% for earnings. This tax is applied to the wages and earnings of direct and indirect employment.

#### HURF Taxes

The State of Arizona collects specific taxes for the Highway User Revenue Fund (HURF). Both the registration fees and the motor vehicle fuel tax (gas tax) are considered in this analysis. The motor vehicle fuel tax is \$0.18 per gallon and is calculated based on a vehicle traveling 12,000 miles per year at 20 miles per gallon. These factors are applied to the projected direct and indirect employee count.

#### Vehicle License Tax

The vehicle license tax is a personal property tax placed on vehicles at the time of annual registration. This factor is applied to the projected direct, indirect and induced employee count. The average tax used in this analysis is \$325 and portions of the total collections are distributed to the Highway User Revenue Fund.

The above tax categories represent the largest sources of revenues that would be generated to City, County and State governments. This analysis considers gross tax collections and does not differentiate among dedicated purposes or uses of such gross tax collections.



**Date:** June 24, 2025

**To:** Board of Directors  
**From:** Kim Allison, Vice President/Chief Financial Officer  
**Re:** Summary of Financial Performance for Fiscal Year 2025 (Year-to-date March 2025)

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**Operating Income before Depreciation and Amortization (Mar 2025 YTD vs. budget):**

Tucson Airport Authority generated net operating income before depreciation and amortization of \$9,155,505 for the first two quarters of 2025, which was \$3,999,255 favorable to budget due to favorable operating revenues (due to landing fees and concessions) and favorable expenses described below.

**Operating Revenues (YTD vs budget):**

Year-to-date operating revenues were favorable to budget by \$344,032 or 1.2%, with the major contributors being space, landing fees, and concessions revenue.

**Operating Expenses (YTD vs budget):**

Year-to-date total operating expenses of \$20,577,584 were favorable to budget by \$3,655,223 or 15.1%. All operating expenses were lower than budgeted; however, this could be attributed to timing of the expenses. TAA has experienced some extended personnel vacancy periods in several positions leading to unexpected savings in personnel expenses. Contractual services, materials and supplies, and other operating expenses occur at differing levels throughout the year and are expected to level out closer to budget by the end of the fiscal year.

**Additional Notes:**

The Finance Department has faced multiple vacancies in several critical roles over the past year. In fact, the Finance Department has the highest turnover at this point and makes up the majority of the TAA's regrettable turnover. At play, however, is that the accounting industry at large is suffering from a reduced pipeline of qualified candidates.

- The Accounts Receivable Coordinator position has experienced six turnovers since December 2023. This entry level position is a challenging role to fill for airports. It requires a unique skill set that is difficult to find in the current marketplace. The turnover in this role specifically has caused delays in timely billing. This also led to the discovery of years of misapplied payments to some tenant accounts (payments applied to wrong invoices). We are now doing an internal audit of every tenant account to ensure accuracy of tenant records and balances.

Our leases require tenants to pay regardless of whether they receive an invoice, and payment has not been an issue in large part. Due to the lack of qualified staff members to accurately generate all the billings, some revenues have been conservatively estimated until the Finance Department gets caught up. This issue has been addressed by providing necessary training for

the team and engaging Airport Financial Consultants, Frasca, and temporary help to assist with staff augmentation until we have all vacant positions filled with qualified people and staff fully trained. Our expectation is to be back up to speed in the next two billing cycles.

As we work through these challenges, we appreciate the Board's support.





**FY 2025 Q1/Q2 Financial Highlights  
(Oct 24-Mar 25)**

**Board of Directors Meeting  
June 24, 2025**

# YTD FY2025 Financial Results

	YTD (Oct-Mar) Actual	Total Annual Budget	50.00%
Operating Revenues	\$ 29,733,089	\$ 51,467,403	57.8%
Operating Expenses	20,577,584	48,507,201	42.4%

*March (6<sup>th</sup> month) / 12 months total = 50%*

*Revenues above 50% = favorable.*

*Expenses below 50% = favorable.*

*Financial results for FY25 are unaudited.*

# FY2025 YTD Operating Revenue

## YTD

	Actual	Budget	Actual vs. Budget	
Landing fees	\$ 4,123,823	\$ 3,655,356	\$ 468,467	12.8%
Space rentals	7,588,306	7,577,240	\$ 11,066	0.1%
Land rent	2,050,374	2,013,484	\$ 36,890	1.8%
Concession revenue	12,712,948	12,552,956	\$ 159,992	1.3%
Reimbursed Services	1,428,885	1,608,387	\$ (179,502)	-11.2%
Other Operating Revenue	1,828,753	1,981,634	\$ (152,881)	-7.7%
Total operating revenues	<u>\$ 29,733,089</u>	<u>\$ 29,389,057</u>	<u>\$ 344,032</u>	<u>1.2%</u>

*Reimbursed Services are a timing issue, i.e., when the government processes payments to the TAA.*

## *Other Operating Revenue:*

One driving factor is the AJUA agreement with ANG decreased about \$7,230 per month based on a reduction in the Air Force formula for recoverable costs. This was not known at the time the budget was created; tie down revenue has decreased by 31% since October 2024; and last, a few activity based billings have been conservatively estimated while we work to get current. We will provide a true-up version once those billings have been completed.

*Financial results for FY25 are unaudited.*

# 2025 YTD Concession Revenue

<u>Account Description</u>	<u>YTD Actual</u>	<u>YTD Budget</u>	<u>Budget vs. Actual</u>	
Rental Cars	\$ 4,800,251	\$ 4,796,743	3,508	0.1%
Parking	5,234,777	5,216,034	18,743	0.4%
Ground Transportation	233,540	227,498	6,042	2.7%
Advertising	95,036	84,973	10,063	11.8%
Food & Beverage	806,029	757,532	48,497	6.4%
News & Gifts	701,401	699,806	1,595	0.2%
Transportation Network Company	691,897	671,037	20,860	3.1%
Peer-to-Peer Car Rental	75,977	60,523	15,454	25.5%
Employee Parking	72,975	37,837	35,138	92.9%
Vending Machines & Lockers	-	-	-	0.0%
GA Percent Rent - FBO Millionair	1,065	973	92	9.5%
<b>Total</b>	<b>\$ 12,712,948</b>	<b>\$ 12,552,956</b>	<b>\$ 159,992</b>	<b>1.3%</b>

*Financial results for FY25 are unaudited.*

# FY2025 YTD Operating Expenses

## Operating Expenses

### YTD

	Actual	Budget	Budget vs. Actual	
Personnel expenses	\$ 13,726,726	\$ 15,397,172	\$ 1,670,446	10.8%
Contractual services	4,672,213	5,757,322	\$ 1,085,109	18.8%
Materials and supplies	1,447,269	2,077,065	\$ 629,796	30.3%
Other operating expenses	731,376	1,001,248	\$ 269,872	27.0%
Total operating expenses	<u>\$ 20,577,584</u>	<u>\$ 24,232,807</u>	<u>\$ 3,655,223</u>	<u>15.1%</u>

*Financial results for FY25 are unaudited.*

# 2025 vs. 2024

	<b>FY2025</b> <b><u>YTD (Oct-Mar)</u></b>	<b>FY2024</b> <b><u>Oct-Mar</u></b>	<b><u>2025 vs 2024</u></b>
Operating Revenues	\$ 29,733,089	\$ 26,435,644	12.5%
Operating Expenses	20,577,584	20,340,845	1.2%

*The minor increase in operating expenses of 1.2% is low in comparison to the average inflation rate of 2.9% for 2024.*

*Financial results for FY25 are unaudited.*

# March 2024 Financial Results

	<u>Actual</u>	<u>Budget</u>	<u>Actual vs Budget</u>		<u>Prior Year (2024)</u>	<u>Current vs. Prior Year</u>	
<u>Six Months Year-To-Date</u>							
Operating Revenues	\$ 29,733,089	\$ 29,389,057	\$ 344,032	1.2%	\$ 26,435,644	\$ 3,297,445	12.5%
Operating Expenses	20,577,584	24,232,807	\$ 3,655,223	15.1%	20,340,845	\$ 236,739	1.2%
Operating Income	<u>\$ 9,155,505</u>	<u>\$ 5,156,250</u>	<u>\$ 3,999,255</u>		<u>\$ 6,094,799</u>	<u>\$ 3,060,706</u>	

*The minor increase in operating expenses of 1.2% is low in comparison to the average inflation rate of 2.9% for 2024.*

*Financial results for FY25 are unaudited.*

**Date:** June 24, 2025

**To:** Board of Directors  
**From:** Kim Allison, Vice President/Chief Financial Officer  
**Re:** Aviation Activity and Statistics for March 2025

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**Total Passengers (YTD vs prior year):**

- Total passengers for the month of March 2025 were 1.9% higher than March 2024.
- Total passengers year-to-date through March 2025 were 1.03% higher than FY 2024.

**Average Daily Scheduled Departures (YTD vs prior year, changes by routes & carrier):**

- The month of March 2025 had an average daily departure count of 66.8, which is 7.6 higher than March 2024.

**Average Daily Seat capacity (YTD vs prior years):**

- Seat capacity for March 2025 was 10.3% higher than March 2024.
- YTD, seat capacity was 3.6% higher than the same period in 2024.
- Up-gauged aircraft and increased flights are driving this increase in capacity.

**Load Factors (MTD & YTD vs prior years):**

- The load factor for March 2025 was 80%, which is 8% lower than March 2024. This is due to reduced migrant travel. When migrant travel was at an all-time high in 2024, the airlines increased flights and provided up-gauged aircraft to meet the demand. TUS no longer has migrant travelers. While the load factor was down by 8%, TUS was able to absorb about 2.5% of the added capacity which is remarkable given that we lost 10% of our passenger base with the reduction in migrant travelers.
- YTD (Oct 2024 - Mar 2025), the load factor was 89%, which is 6% higher than the same period in 2024 (Oct 2023 - Mar 2024). This is due to migrant travel being high from late 2024 through spring 2025.

**Aircraft Operations (MTD & YTD vs prior year):**

- Freight, measured in pounds, is 38.4% lower in March 2025 compared to March 2024. Cargo activity is continuing to trend downward industry-wide affecting airports across the nation.
- Total aircraft operations were 10.07% higher in March 2025 compared to March 2024, with increases in all aircraft operations categories except military. Military operations are down from last year due to fluctuations in training of international pilots and other mission priorities.
- Year-to-date operations are 6.3% higher compared to the prior year, with increases in all aircraft operations categories except military.



# ***AVIATION ACTIVITY REPORTS***

PREPARED BY:  
TUCSON AIRPORT AUTHORITY FINANCE DEPARTMENT

***March 2025***



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# Tucson International Airport



PASSENGERS*	Mar-25	Mar-24	% CHANGE	Fiscal YTD		% CHANGE
				2025	2024	
ENPLANED	203,689	203,281	0.20%	1,053,649	1,093,317	-3.63%
DEPLANED	201,892	194,728	3.68%	1,060,881	999,749	6.11%
<b>TOTAL</b>	<b>405,581</b>	<b>398,009</b>	<b>1.90%</b>	<b>2,114,530</b>	<b>2,093,066</b>	<b>1.03%</b>

\*Passenger figures include non-revenue passengers.

## LANDED WEIGHT\*\*

AIR CARGO	6,864	13,509	-49.19%	41,354	78,218	-47.13%
AIR CARRIER	237,336	215,625	10.07%	1,263,958	1,147,616	10.14%
<b>TOTAL</b>	<b>244,200</b>	<b>229,134</b>	<b>6.58%</b>	<b>1,305,311</b>	<b>1,225,834</b>	<b>6.48%</b>

\*\*In thousand pound units.

## FREIGHT (in pounds)

ENPLANED	1,511,247	2,398,773	-37.00%	8,763,133	14,267,619	-38.58%
DEPLANED	1,520,938	2,524,516	-39.75%	9,064,764	15,730,981	-42.38%
<b>TOTAL</b>	<b>3,032,185</b>	<b>4,923,289</b>	<b>-38.41%</b>	<b>17,827,897</b>	<b>29,998,600</b>	<b>-40.57%</b>

## AIRCRAFT OPERATIONS

AIR CARRIER	4,391	4,025	9.09%	23,431	21,230	10.37%
AIR TAXI	2,489	2,054	21.18%	13,468	10,688	26.01%
MILITARY	1,340	1,420	-5.63%	7,249	8,374	-13.43%
GENERAL AVIATION	4,042	3,641	11.01%	23,761	23,610	0.64%
<b>TOTAL</b>	<b>12,262</b>	<b>11,140</b>	<b>10.07%</b>	<b>67,909</b>	<b>63,902</b>	<b>6.27%</b>

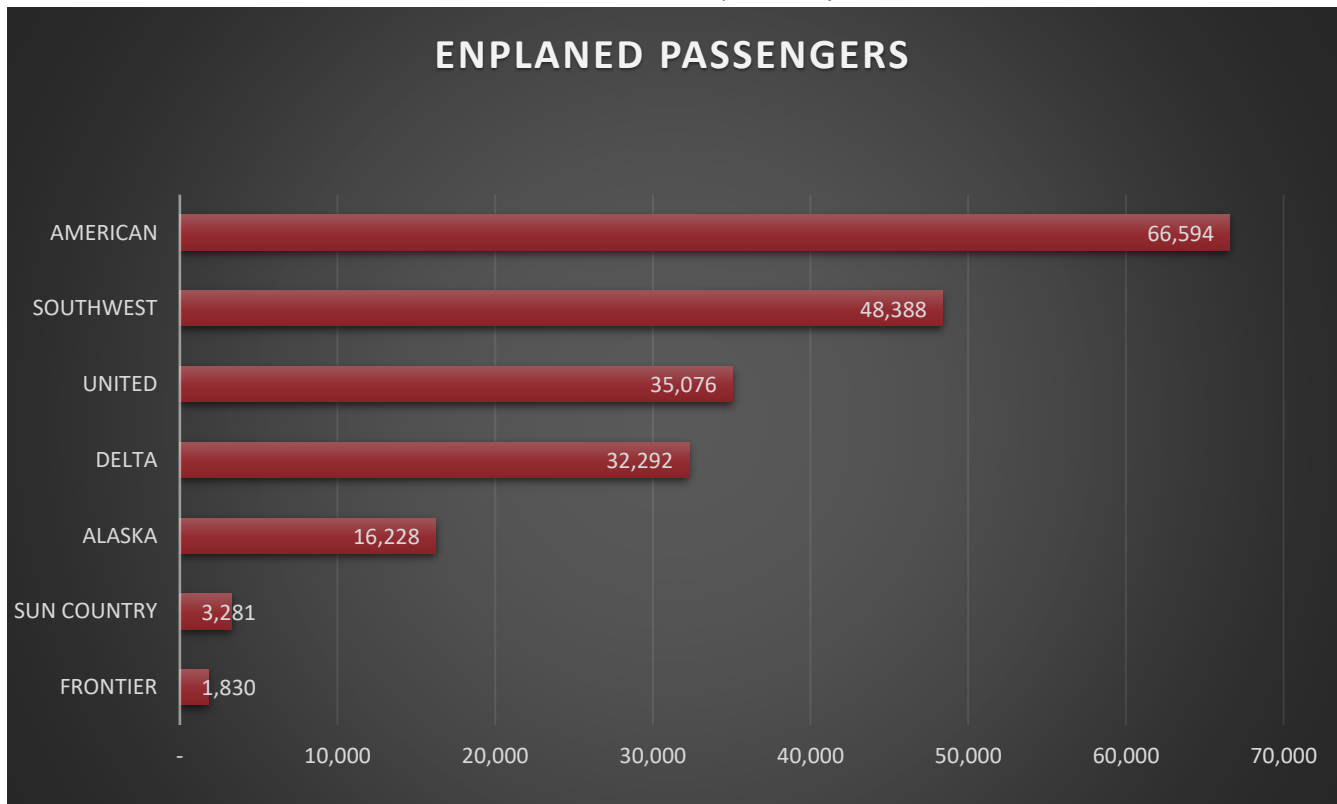
# Tucson International Airport



## Current Month Passenger Traffic

March 2025					
	PSGRS ON	PSGRS OFF	TOTAL	% OF TOTAL	RANK
<b>CONCOURSE B</b>					
AMERICAN	66,594	65,106	131,700	32.47%	1
DELTA	32,292	32,313	64,605	15.93%	4
ALASKA	16,228	16,511	32,739	8.07%	5
	<b>115,114</b>	<b>113,930</b>	<b>229,044</b>	<b>56.47%</b>	
<b>CONCOURSE A</b>					
SOUTHWEST	48,388	48,059	96,447	23.78%	2
UNITED	35,076	34,868	69,944	17.25%	3
FRONTIER	1,830	1,806	3,636	0.90%	7
SUN COUNTRY	3,281	3,229	6,510	1.61%	6
	<b>88,575</b>	<b>87,962</b>	<b>176,537</b>	<b>43.53%</b>	
<b>GRAND TOTAL</b>	<b>203,689</b>	<b>201,892</b>	<b>405,581</b>	<b>100.00%</b>	

Contracted Airlines are included in their respective major carrier totals.



CURRENT MONTH PASSENGERS

# Tucson International Airport

## Year-to-Date Passenger Traffic

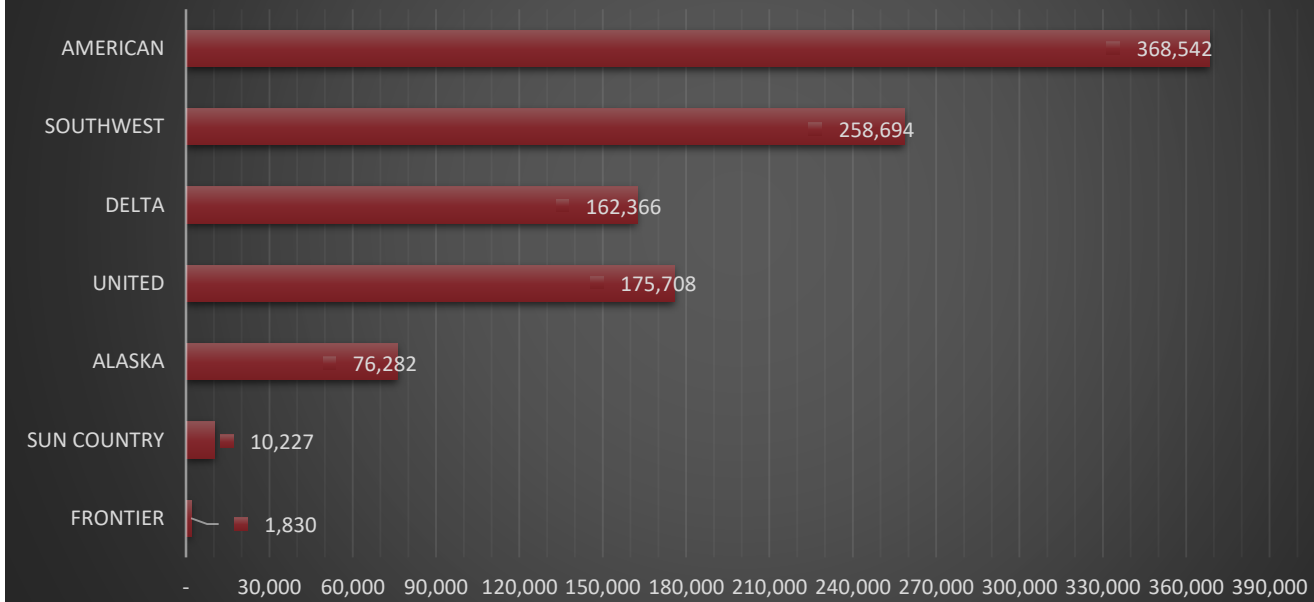


YEAR-TO-DATE PASSENGERS

		For the four months ending March 2025			% OF TOTAL	RANK
		PSGRS ON	PSGRS OFF	TOTAL		
<b>CONCOURSE B</b>						
	AMERICAN	368,542	365,517	734,059	34.77%	1
	DELTA	162,366	165,982	328,348	15.55%	4
	ALASKA	76,282	78,556	154,838	7.34%	5
		<b>607,190</b>	<b>610,055</b>	<b>1,217,245</b>	<b>57.66%</b>	
<b>CONCOURSE A</b>						
	SOUTHWEST	258,694	260,281	518,975	24.59%	2
	UNITED	175,708	177,336	353,044	16.72%	3
	SUN COUNTRY	10,227	11,403	21,630	1.02%	6
	FRONTIER	1,830	1,806	3,636	0.17%	7
		<b>444,629</b>	<b>449,020</b>	<b>893,649</b>	<b>42.34%</b>	
<b>GRAND TOTAL</b>		<b>1,051,819</b>	<b>1,059,075</b>	<b>2,110,894</b>	<b>100.00%</b>	

Contracted Airlines are included in their respective major carrier totals.

## ENPLANED PASSENGERS



## MONTHLY FLIGHT SCHEDULE SUMMARY



NONSTOP DESTINATIONS and Airlines	Code	Average Daily Departures			Average Daily Seats		
		Current	Prior Year	Difference	Current Year	Prior Year	Difference
		Year					
ATLANTA <i>Delta (2.9)</i>	ATL	2.9	2.8	0.1	517	542	(25.0)
CHICAGO MIDWAY <i>Southwest (1.2)</i>	MDW	1.2	1.0	0.2	182	169	13.0
CHICAGO O'HARE <i>American (1.9), United (1.9)</i>	ORD	3.8	3.4	0.4	575	537	38.0
DENVER <i>Southwest (3.6), United (5.1), Frontier (.4)</i>	DEN	9.1	7.7	1.4	1,264	1,062	202.0
DALLAS/FT WORTH <i>American (6.9)</i>	DFW	6.9	7.0	(0.1)	1,260	1,204	56.0
DALLAS LOVE FIELD <i>Southwest (1.0)</i>	DAL	1.0	0.3	0.7	149	52	97.0
HOUSTON HOBBY <i>Southwest (1.0)</i>	HOU	1.0	1.0	0.0	145	150	(5.0)
HOUSTON BUSH <i>United (2.0)</i>	IAH	2.0	2.0	0.0	267	239	28.0
LAS VEGAS <i>Southwest (3.8)</i>	LAS	3.8	3.6	0.2	593	568	25.0
LOS ANGELES <i>American (3.9), Delta (2.9), Southwest (1.2)</i>	LAX	8.0	7.0	1.0	675	562	113.0
MINNEAPOLIS <i>Delta (1.0), Sun Country (0.6)</i>	MSP	1.6	1.6	0.0	271	265	6.0
ORANGE COUNTY <i>Alaska (1.0)</i>	SNA	1.0	1.0	0.0	76	76	0.0
PORTLAND <i>Alaska (1.7)</i>	PDX	1.7	1.0	0.7	132	76	56.0
PHOENIX <i>American (10.8)</i>	PHX	10.8	9.3	1.5	810	776	34.0
SAN DIEGO <i>Southwest (1.8)</i>	SAN	1.8	1.8	0.0	255	279	(24.0)
SAN FRANCISCO <i>United (3.0)</i>	SFO	3.0	2.2	0.8	228	159	69.0
SALT LAKE CITY <i>Delta (3.0)</i>	SLC	3.0	3.0	0.0	228	226	2.0
SEATTLE/TACOMA <i>Alaska (1.9), Delta (1.0)</i>	SEA	2.9	2.8	0.1	451	429	22.0
SEATTLE/EVERETT <i>Alaska (0)</i>	PAE	0.0	0.7	(0.7)	0	56	(56.0)
SACRAMENTO <i>Alaska (1.0), Southwest (.3)</i>	SMF	1.3	0.0	1.3	113	0	113.0
<b>TOTAL</b>		<b>66.8</b>	<b>59.2</b>	<b>7.6</b>	<b>8,191</b>	<b>7,427</b>	<b>764.0</b>

SUMMARY	Current	Prior Year	Difference	Current Year	Prior Year	Difference
DOMESTIC	66.8	59.2	12.84%	8,191	7,427	10.29%
INTERNATIONAL	0.0	0.0	100.00%	0.0	0	100.00%
<b>TOTAL</b>	<b>66.8</b>	<b>59.2</b>	<b>12.84%</b>	<b>8,191</b>	<b>7,427</b>	<b>10.29%</b>

# Tucson International Airport



## Fiscal YTD 2025 Passenger Traffic by Air Carrier

PASSENGERS BY AIRCARRIER

													Fiscal Year		PERCENT
	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	2025	2024	CHANGE
ALASKA															
ENPLANED	9,894	10,438	12,384	13,132	14,206	16,228	0	0	0	0	0	0	76,282	73,427	3.89%
DEPLANED	10,924	10,601	12,294	14,325	13,901	16,511	0	0	0	0	0	0	78,556	70,294	11.75%
TOTAL	20,818	21,039	24,678	27,457	28,107	32,739	0	0	0	0	0	0	154,838	143,721	7.74%
AMERICAN															
ENPLANED	66,607	61,741	63,051	52,319	58,230	66,594	0	0	0	0	0	0	368,542	388,814	-5.21%
DEPLANED	67,293	60,040	61,484	55,386	56,208	65,106	0	0	0	0	0	0	365,517	340,677	7.29%
TOTAL	133,900	121,781	124,535	107,705	114,438	131,700	0	0	0	0	0	0	734,059	729,491	0.63%
DELTA															
ENPLANED	23,241	23,447	30,112	25,573	27,701	32,292	0	0	0	0	0	0	162,366	177,270	-8.41%
DEPLANED	24,187	23,558	29,167	28,161	28,596	32,313	0	0	0	0	0	0	165,982	166,362	-0.23%
TOTAL	47,428	47,005	59,279	53,734	56,297	64,605	0	0	0	0	0	0	328,348	343,632	-4.45%
FRONTIER															
ENPLANED	0	0	0	0	0	1,830	0	0	0	0	0	0	1,830	0	0.00%
DEPLANED	0	0	0	0	0	1,806	0	0	0	0	0	0	1,806	0	0.00%
TOTAL	0	0	0	0	0	3,636	0	0	0	0	0	0	3,636	0	0.00%
SOUTHWEST															
ENPLANED	47,392	44,428	47,583	33,357	37,546	48,388	0	0	0	0	0	0	258,694	273,470	-5.40%
DEPLANED	48,935	43,718	46,360	36,215	36,994	48,059	0	0	0	0	0	0	260,281	257,932	0.91%
TOTAL	96,327	88,146	93,943	69,572	74,540	96,447	0	0	0	0	0	0	518,975	531,402	-2.34%
SUN COUNTRY															
ENPLANED	57	389	2,283	1,764	2,453	3,281	0	0	0	0	0	0	10,227	9,649	5.99%
DEPLANED	57	604	2,582	2,055	2,876	3,229	0	0	0	0	0	0	11,403	9,878	15.44%
TOTAL	114	993	4,865	3,819	5,329	6,510	0	0	0	0	0	0	21,630	19,527	10.77%
UNITED															
ENPLANED	27,689	29,334	30,365	25,210	28,034	35,076	0	0	0	0	0	0	175,708	170,687	2.94%
DEPLANED	28,707	29,465	28,549	27,529	28,218	34,868	0	0	0	0	0	0	177,336	154,606	14.70%
TOTAL	56,396	58,799	58,914	52,739	56,252	69,944	0	0	0	0	0	0	353,044	325,293	8.53%
AIRLINE TOTAL															
ENPLANED	174,880	169,777	185,778	151,355	168,170	203,689	0	0	0	0	0	0	1,053,649	1,093,317	-3.63%
DEPLANED	180,103	167,986	180,436	163,671	166,793	201,892	0	0	0	0	0	0	1,060,881	999,749	6.11%
TOTAL	354,983	337,763	366,214	315,026	334,963	405,581	0	0	0	0	0	0	2,114,530	2,093,066	1.03%

Contracted Airlines are included in their respective major carrier totals.



# Tucson International Airport



PASSENGERS BY FISCAL YEAR

## Passenger Traffic

MONTH	Fiscal Year						% CHANGE
	2025			2024			TOTAL PSGRS 2025/2024
	ENPLANED	DEPLANED	TOTAL	ENPLANED	DEPLANED	TOTAL	
	PSGRS	PSGRS	PSGRS	PSGRS	PSGRS	PSGRS	
October	174,880	180,103	354,983	179,484	164,765	344,249	3.12%
November	169,777	167,986	337,763	180,242	160,171	340,413	-0.78%
December	185,778	180,436	366,214	189,774	160,480	350,254	4.56%
January	151,355	163,671	315,026	161,488	160,174	321,662	-2.06%
February	168,170	166,793	334,963	179,048	159,431	338,479	-1.04%
March	203,689	201,892	405,581	203,281	194,728	398,009	1.90%
April	0	0	0	187,331	167,990	355,321	
May	0	0	0	177,067	155,055	332,122	
June	0	0	0	140,565	131,674	272,239	
July	0	0	0	132,130	133,829	265,959	
August	0	0	0	134,313	133,586	267,899	
September	0	0	0	144,077	142,458	286,535	
YTD TOTAL	1,053,649	1,060,881	2,114,530	2,008,800	1,864,341	3,873,141	5.70%



# Tucson International Airport

## Ten Years of Passenger Statistics

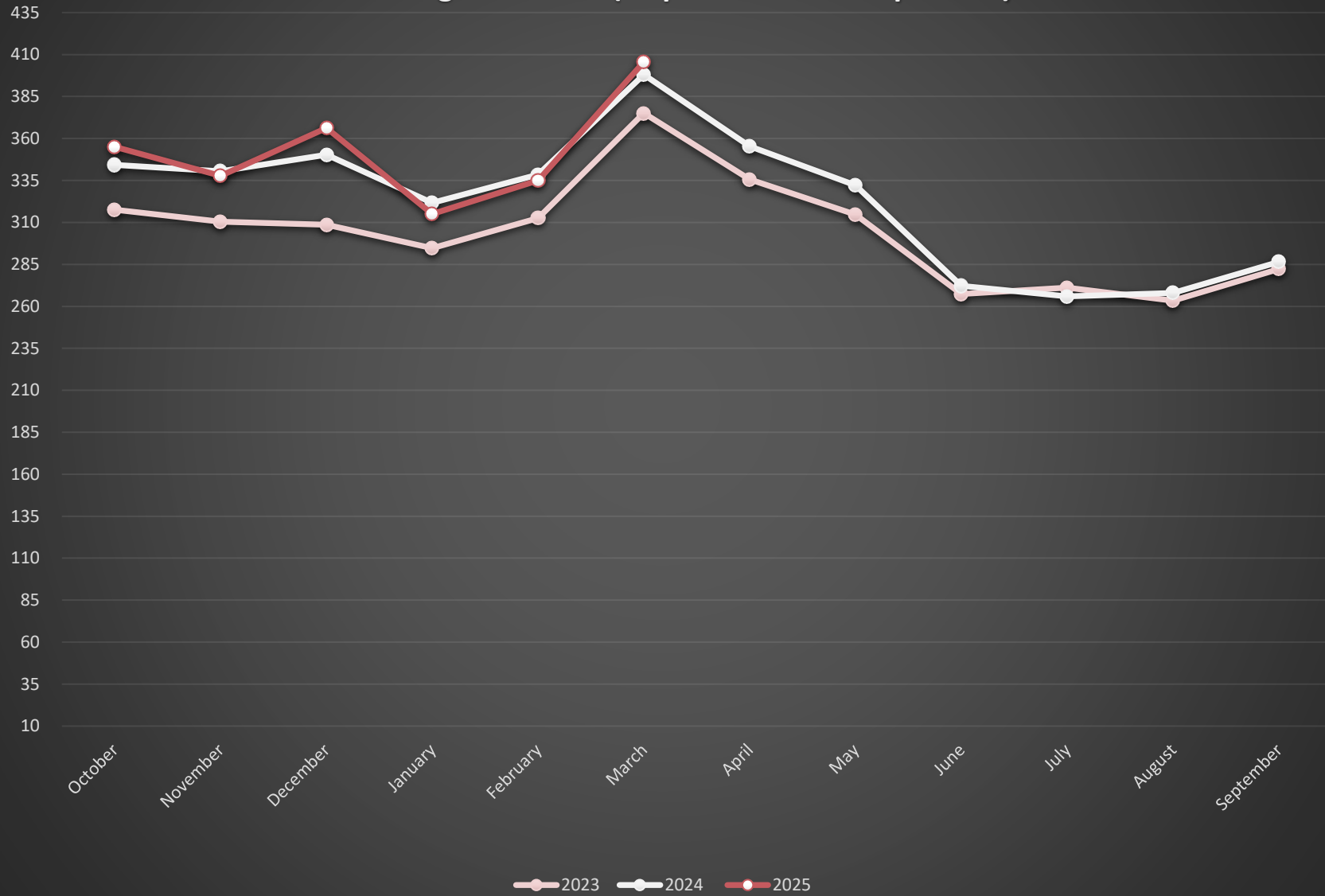
MONTH	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
<b>OCTOBER</b>										
ENPLANED	136,432	144,594	146,378	151,525	152,874	66,260	135,380	158,864	179,484	174,880
DEPLANED	140,763	148,518	152,328	156,758	158,043	69,153	140,561	158,682	164,765	180,103
<b>TOTAL</b>	<b>277,195</b>	<b>293,112</b>	<b>298,706</b>	<b>308,283</b>	<b>310,917</b>	<b>135,413</b>	<b>275,941</b>	<b>317,546</b>	<b>344,249</b>	<b>354,983</b>
<b>NOVEMBER</b>										
ENPLANED	136,721	147,592	152,333	165,204	160,458	66,646	142,734	158,269	180,242	169,777
DEPLANED	135,469	147,679	151,288	164,426	159,467	65,030	140,027	152,161	160,171	167,986
<b>TOTAL</b>	<b>272,190</b>	<b>295,271</b>	<b>303,621</b>	<b>329,630</b>	<b>319,925</b>	<b>131,676</b>	<b>282,761</b>	<b>310,430</b>	<b>340,413</b>	<b>337,763</b>
<b>DECEMBER</b>										
ENPLANED	138,570	148,877	151,799	166,049	176,885	65,708	143,213	160,205	189,774	185,778
DEPLANED	136,747	144,707	147,953	164,512	174,413	64,343	135,486	148,411	160,480	180,436
<b>TOTAL</b>	<b>275,317</b>	<b>293,584</b>	<b>299,752</b>	<b>330,561</b>	<b>351,298</b>	<b>130,051</b>	<b>278,699</b>	<b>308,616</b>	<b>350,254</b>	<b>366,214</b>
<b>JANUARY</b>										
ENPLANED	127,587	132,080	139,339	150,010	152,606	54,661	112,555	142,508	161,488	151,355
DEPLANED	139,878	145,738	154,163	161,808	166,187	58,776	120,632	152,197	160,174	163,671
<b>TOTAL</b>	<b>267,465</b>	<b>277,818</b>	<b>293,502</b>	<b>311,818</b>	<b>318,793</b>	<b>113,437</b>	<b>233,187</b>	<b>294,705</b>	<b>321,662</b>	<b>315,026</b>
<b>FEBRUARY</b>										
ENPLANED	139,215	142,447	150,068	164,145	166,528	60,022	136,048	161,215	179,048	168,170
DEPLANED	135,159	137,406	144,295	162,974	163,707	61,326	131,981	151,317	159,431	166,793
<b>TOTAL</b>	<b>274,374</b>	<b>279,853</b>	<b>294,363</b>	<b>327,119</b>	<b>330,235</b>	<b>121,348</b>	<b>268,029</b>	<b>312,532</b>	<b>338,479</b>	<b>334,963</b>
<b>MARCH</b>										
ENPLANED	158,192	170,225	178,940	195,241	103,030	101,552	180,779	191,048	203,281	203,689
DEPLANED	157,660	171,771	180,219	195,941	94,555	105,902	172,230	184,070	194,728	201,892
<b>TOTAL</b>	<b>315,852</b>	<b>341,996</b>	<b>359,159</b>	<b>391,182</b>	<b>197,585</b>	<b>207,454</b>	<b>353,009</b>	<b>375,118</b>	<b>398,009</b>	<b>405,581</b>
<b>APRIL</b>										
ENPLANED	144,451	161,319	165,185	176,084	10,572	117,753	166,191	177,557	187,331	
DEPLANED	135,246	149,858	151,894	162,701	9,240	109,616	153,537	157,979	167,990	
<b>TOTAL</b>	<b>279,697</b>	<b>311,177</b>	<b>317,079</b>	<b>338,785</b>	<b>19,812</b>	<b>227,369</b>	<b>319,728</b>	<b>335,536</b>	<b>355,321</b>	
<b>MAY</b>										
ENPLANED	148,691	152,759	162,101	173,273	25,769	124,877	156,158	168,450	177,067	
DEPLANED	135,954	138,811	147,060	157,654	22,992	114,539	139,763	146,187	155,055	
<b>TOTAL</b>	<b>284,645</b>	<b>291,570</b>	<b>309,161</b>	<b>330,927</b>	<b>48,761</b>	<b>239,416</b>	<b>295,921</b>	<b>314,637</b>	<b>332,122</b>	
<b>JUNE</b>										
ENPLANED	128,798	134,805	141,999	146,113	43,740	123,583	129,769	140,297	140,565	
DEPLANED	125,215	129,476	136,468	141,255	40,197	115,637	121,667	127,133	131,674	
<b>TOTAL</b>	<b>254,013</b>	<b>264,281</b>	<b>278,467</b>	<b>287,368</b>	<b>83,937</b>	<b>239,220</b>	<b>251,436</b>	<b>267,430</b>	<b>272,239</b>	
<b>JULY</b>										
ENPLANED	123,407	127,297	134,597	138,523	48,267	124,390	128,317	136,315	132,130	
DEPLANED	126,078	132,574	139,776	143,677	46,943	124,773	127,639	134,787	133,829	
<b>TOTAL</b>	<b>249,485</b>	<b>259,871</b>	<b>274,373</b>	<b>282,200</b>	<b>95,210</b>	<b>249,163</b>	<b>255,956</b>	<b>271,102</b>	<b>265,959</b>	
<b>AUGUST</b>										
ENPLANED	113,507	123,680	133,972	137,306	51,504	115,644	122,272	136,573	134,313	
DEPLANED	119,294	128,150	137,144	139,800	52,859	117,245	120,626	126,805	133,586	
<b>TOTAL</b>	<b>232,801</b>	<b>251,830</b>	<b>271,116</b>	<b>277,106</b>	<b>104,363</b>	<b>232,889</b>	<b>242,898</b>	<b>263,378</b>	<b>267,899</b>	
<b>SEPTEMBER</b>										
ENPLANED	122,733	125,843	125,339	134,117	51,785	116,183	132,767	148,612	144,077	
DEPLANED	122,622	127,245	126,521	134,439	51,156	113,962	127,162	133,591	142,458	
<b>TOTAL</b>	<b>245,355</b>	<b>253,088</b>	<b>251,860</b>	<b>268,556</b>	<b>102,941</b>	<b>230,145</b>	<b>259,929</b>	<b>282,203</b>	<b>286,535</b>	
<b>Y.T.D.</b>										
ENPLANED	1,618,304	1,711,518	1,782,050	1,897,590	1,144,018	1,137,279	1,686,183	1,879,913	2,008,800	1,053,649
DEPLANED	1,610,085	1,701,933	1,769,109	1,885,945	1,139,759	1,120,302	1,631,311	1,773,320	1,864,341	1,060,881
<b>TOTAL</b>	<b>3,228,389</b>	<b>3,413,451</b>	<b>3,551,159</b>	<b>3,783,535</b>	<b>2,283,777</b>	<b>2,257,581</b>	<b>3,317,494</b>	<b>3,653,233</b>	<b>3,873,141</b>	<b>2,114,530</b>

# Tucson International Airport Passenger Traffic (Enplaned and Deplaned)



THOUSANDS

PASSENGER TRAFFIC



# Tucson International Airport

## Aircraft Operations



AIRCRAFT OPERATIONS

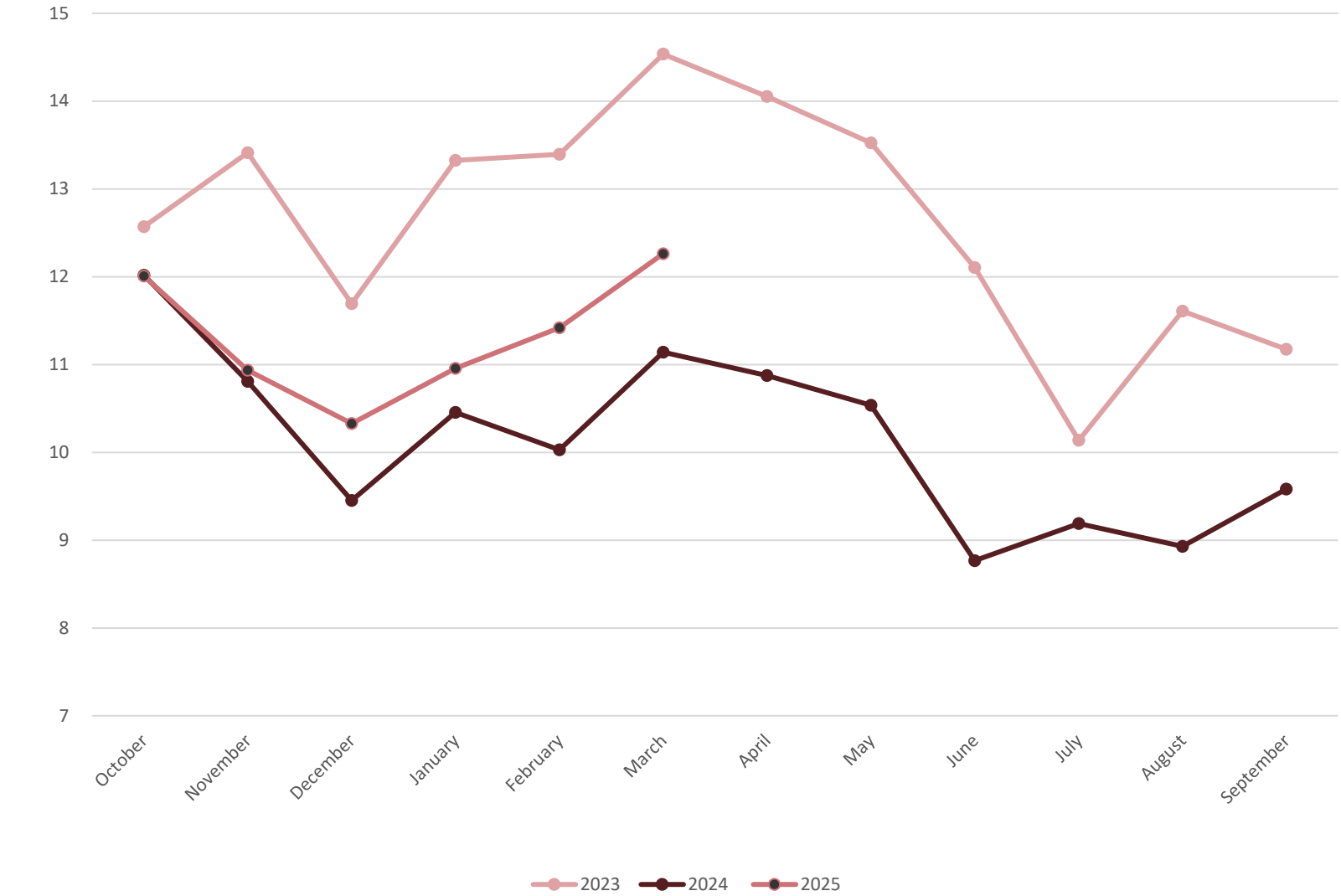
		Fiscal Year												TOTAL
		October	November	December	January	February	March	April	May	June	July	August	September	
AIR CARRIER														
2025	3,690	3,733	3,992	3,917	3,708	4,391	0	0	0	0	0	0	23,431	
2024	3,333	3,297	3,595	3,540	3,440	4,025	3,662	3,501	3,090	3,054	3,059	3,266	40,862	
% CHANGE	10.71%	13.22%	11.04%	10.65%	7.79%	9.09%	-100.00%	-100.00%	-100.00%	-100.00%	-100.00%	-100.00%	-42.66%	
AIR TAXI														
2025	2,214	2,192	2,080	2,131	2,362	2,489	0	0	0	0	0	0	13,468	
2024	1,649	1,636	1,529	1,887	1,933	2,054	2,244	2,139	1,757	1,860	1,709	1,899	22,296	
% CHANGE	34.26%	33.99%	36.04%	12.93%	22.19%	21.18%	-100.00%	-100.00%	-100.00%	-100.00%	-100.00%	-100.00%	-39.59%	
MILITARY														
2025	1,231	1,102	1,052	1,142	1,382	1,340	0	0	0	0	0	0	7,249	
2024	1,678	1,345	1,253	1,490	1,188	1,420	1,439	1,342	1,108	1,192	1,108	1,049	15,612	
% CHANGE	-26.64%	-18.07%	-16.04%	-23.36%	16.33%	-5.63%	-100.00%	-100.00%	-100.00%	-100.00%	-100.00%	-100.00%	-53.57%	
GENERAL AVIATION														
2025	4,874	3,908	3,204	3,767	3,966	4,042	0	0	0	0	0	0	23,761	
2024	5,358	4,531	3,076	3,537	3,467	3,641	3,530	3,555	2,812	3,083	3,053	3,369	43,012	
% CHANGE	-9.03%	-13.75%	4.16%	6.50%	14.39%	11.01%	-100.00%	-100.00%	-100.00%	-100.00%	-100.00%	-100.00%	-44.76%	
TOTAL OPERATIONS														
2025	12,009	10,935	10,328	10,957	11,418	12,262	0	0	0	0	0	0	67,909	
2024	12,018	10,809	9,453	10,454	10,028	11,140	10,875	10,537	8,767	9,189	8,929	9,583	121,782	
% CHANGE	-0.07%	1.17%	9.26%	4.81%	13.86%	10.07%	-100.00%	-100.00%	-100.00%	-100.00%	-100.00%	-100.00%	-44.24%	

Tucson International Airport



Aircraft Operations

Thousands



AIRCRAFT OPERATIONS

# Tucson International Airport



## Current Month Landed Weight (thousand pounds)

March 2025				
		TOTAL	% OF TOTAL	RANK
<b><u>AIR CARRIERS</u></b>				
<b>CONCOURSE B</b>				
	AMERICAN	77,349	31.67%	1
	DELTA	35,933	14.71%	4
	ALASKA	18,559	7.60%	5
		131,841	53.99%	
<b>CONCOURSE A</b>				
	SOUTHWEST	58,424	23.92%	2
	UNITED	42,145	17.26%	3
	SUN COUNTRY	3,072	1.26%	7
	FRONTIER	1,854	0.76%	8
		105,495	43.20%	
<b>AIR CARRIER TOTAL</b>		<b>237,336</b>	<b>97.19%</b>	
<b><u>ALL CARGO CARRIERS</u></b>				
	FEDERAL EXPRESS	6,846	2.80%	6
	AMERIFLIGHT	18	0.01%	9
<b>ALL CARGO TOTAL</b>		<b>6,864</b>	<b>2.81%</b>	
<b>COMBINED TOTAL</b>		<b>244,200</b>	<b>100.00%</b>	

CURRENT MONTH LANDED WEIGHT

# Tucson International Airport



## Landed Weight YTD ( thousand pounds)

For the Year ended September 30, 2025

Month		Total Landed Weight	% OF TOTAL	RANK
<b>AIR CARRIERS</b>				
<b>CONCOURSE B</b>				
	AMERICAN	436,371	33.43%	1
	DELTA	187,542	14.37%	4
	ALASKA	88,382	6.77%	5
		712,295	54.57%	
<b>CONCOURSE A</b>				
	SOUTHWEST	320,515	24.55%	2
	UNITED	218,029	16.70%	3
	SUN COUNTRY	11,265	0.86%	7
	FRONTIER	1,854	0.14%	8
		551,663	42.26%	
<b>AIR CARRIER TOTAL</b>		<b>1,263,958</b>	<b>96.83%</b>	
<b>ALL CARGO CARRIERS</b>				
	FEDERAL EXPRESS	40,296	3.09%	6
	AMERIFLIGHT	1,057	0.08%	9
<b>ALL CARGO TOTAL</b>		<b>41,353</b>	<b>3.17%</b>	
<b>COMBINED TOTAL</b>		<b>1,305,311</b>	<b>100.00%</b>	

LANDED WEIGHT-YTD

# Tucson International Airport

## Landed Weight YTD ( thousand pounds)

LANDED WEIGHT YTD

Month	AIR CARGO			AIR CARRIER			TOTAL		
	Fiscal Year		% CHANGE 2025/2024	Fiscal Year		% CHANGE 2025/2024	Fiscal Year		% CHANGE 2025/2024
	2025	2024		2025	2024		2025	2024	
October	7,728	13,192	-41.42%	201,110	181,654	10.71%	208,838	194,846	7.18%
November	7,076	13,097	-45.97%	200,767	178,042	12.76%	207,843	191,139	8.74%
December	6,884	13,671	-49.65%	215,048	197,123	9.09%	221,932	210,794	5.28%
January	6,736	11,573	-41.80%	208,823	192,424	8.52%	215,559	203,997	5.67%
February	6,065	13,176	-53.97%	200,874	182,749	9.92%	206,939	195,925	5.62%
March	6,864	13,509	-49.19%	237,336	215,625	10.07%	244,200	229,134	6.58%
April	0	13,145		0	195,413		0	208,558	
May	0	14,034		0	183,292		0	197,326	
June	0	12,815		0	154,998		0	167,813	
July	0	13,156		0	156,587		0	169,743	
August	0	13,561		0	160,622		0	174,183	
September	0	8,997		0	176,745		0	185,742	
<b>YTD TOTAL</b>	<b>41,353</b>	<b>153,926</b>	<b>-73.13%</b>	<b>1,263,958</b>	<b>2,175,274</b>	<b>-41.89%</b>	<b>1,305,311</b>	<b>2,329,200</b>	<b>-43.96%</b>

# Tucson International Airport



FREIGHT

## Current Month Freight Movements

March 2025

	FRGHT ON	FRGHT OFF	TOTAL	% OF TOTAL	RANK
<b><u>AIR CARRIERS</u></b>					
<b>CONCOURSE B</b>					
DELTA	4,567	1,923	6,490	0.21%	4
ALASKA	0	3,109	3,109	0.10%	5
AMERICAN	0	0	0	0.01%	6
	4,567	5,032	9,599	0.32%	
<b>CONCOURSE A</b>					
SOUTHWEST	18,601	25,791	44,392	1.46%	2
UNITED	0	0	0	0.00%	6
SUN COUNTRY	0	0	0	0.00%	6
FRONTIER	0	0	0	1.78%	6
	18,601	25,791	44,392	1.46%	
<b>AIR CARRIER TOTAL</b>	<b>23,168</b>	<b>30,823</b>	<b>53,991</b>	<b>1.78%</b>	
<b><u>ALL CARGO CARRIERS</u></b>					
FEDERAL EXPRESS	1,486,602	1,471,927	2,958,529	97.57%	1
AMERIFLIGHT	1,477	18,188	19,665	0.65%	3
<b>ALL CARGO TOTAL</b>	<b>1,488,079</b>	<b>1,490,115</b>	<b>2,978,194</b>	<b>98.22%</b>	
<b>COMBINED TOTAL</b>	<b>1,511,247</b>	<b>1,520,938</b>	<b>3,032,185</b>	<b>100.00%</b>	

(All weights are in pounds)



# Tucson International Airport



## Air Carrier Freight (pounds)

FREIGHT BY FISCAL YEAR

Fiscal Year								
	2025				2024			% CHANGE TOTAL CARGO 2025/2024
	ENPLANED	DEPLANED	TOTAL		ENPLANED	DEPLANED	TOTAL	
	CARGO	CARGO	CARGO		CARGO	CARGO	CARGO	
October	23,238	42,570	65,808	October	47,671	66,445	114,116	-42.33%
November	24,614	44,872	69,486	November	35,512	46,436	81,948	-15.21%
December	21,544	43,303	64,847	December	38,470	53,963	92,433	-29.84%
January	21,200	51,554	72,754	January	20,019	59,875	79,894	-8.94%
February	22,840	47,284	70,124	February	24,455	57,081	81,536	-14.00%
March	23,168	30,823	53,991	March	20,708	36,545	57,253	-5.70%
April	0	0	0	April	19,886	43,652	63,538	
May	0	0	0	May	24,946	55,202	80,148	
June	0	0	0	June	18,646	36,366	55,012	
July	0	0	0	July	16,630	37,351	53,981	
August	0	0	0	August	18,889	44,561	63,450	
September	0	0	0	September	18,313	32,819	51,132	
<b>YTD TOTAL</b>	<b>136,604</b>	<b>260,406</b>	<b>397,010</b>		<b>304,145</b>	<b>570,296</b>	<b>874,441</b>	<b>-54.60%</b>

## Air Cargo Freight (pounds)

	2025				2024			% CHANGE TOTAL CARGO 2025/2024
	ENPLANED	DEPLANED	TOTAL		ENPLANED	DEPLANED	TOTAL	
	CARGO	CARGO	CARGO		CARGO	CARGO	CARGO	
October	1,728,268	1,557,299	3,285,567	October	2,341,437	2,799,851	5,141,288	-36.09%
November	1,485,475	1,532,751	3,018,226	November	2,429,740	2,789,760	5,219,500	-42.17%
December	1,420,264	1,483,833	2,904,097	December	2,520,491	2,505,832	5,026,323	-42.22%
January	1,270,644	1,387,662	2,658,306	January	2,060,732	2,327,133	4,387,865	-39.42%
February	1,233,799	1,352,698	2,586,497	February	2,350,319	2,500,089	4,850,408	-46.67%
March	1,488,079	1,490,115	2,978,194	March	2,378,065	2,487,971	4,866,036	-38.80%
April	0	0	0	April	2,361,567	2,201,724	4,563,291	
May	0	0	0	May	2,758,175	2,562,058	5,320,233	
June	0	0	0	June	2,463,323	2,355,249	4,818,572	
July	0	0	0	July	2,461,955	2,543,544	5,005,499	
August	0	0	0	August	2,401,246	2,154,209	4,555,455	
September	0	0	0	September	1,473,461	1,572,899	3,046,360	
<b>YTD TOTAL</b>	<b>8,626,529</b>	<b>8,804,358</b>	<b>17,430,887</b>		<b>28,000,511</b>	<b>28,800,319</b>	<b>56,800,830</b>	<b>-69.31%</b>
<b>COMBINED TOTAL</b>	<b>8,763,133</b>	<b>9,064,764</b>	<b>17,827,897</b>		<b>28,304,656</b>	<b>29,370,615</b>	<b>57,675,271</b>	<b>-69.09%</b>

## Aircraft Operations

	Fiscal Year												
	October	November	December	January	February	March	April	May	June	July	August	September	TOTAL
AIR CARRIER													
2025	0	0	0	0	0	0	0	0	0	0	0	0	0
2024	0	0	0	0	0	0	0	0	0	0	0	0	0
% CHANGE	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
AIR TAXI													
2025	0	0	0	0	0	0	0	0	0	0	0	0	0
2024	0	0	0	1	0	0	240	0	0	10	8	0	259
% CHANGE	0.00%	0.00%	0.00%	-100.00%	0.00%	0.00%	-100.00%	0.00%	0.00%	-100.00%	-100.00%	0.00%	-100.00%
MILITARY													
2025	558	243	242	189	138	139	0	0	0	0	0	0	1,509
2024	364	363	418	381	69	442	210	121	237	98	547	277	3,527
% CHANGE	53.30%	-33.06%	-42.11%	-50.39%	100.00%	-68.55%	-100.00%	-100.00%	-100.00%	-100.00%	-100.00%	-100.00%	-57.22%
GENERAL AVIATION													
2025	12,436	13,827	11,051	10,181	10,868	9,571	0	0	0	0	0	0	67,934
2024	10,227	9,984	10,438	12,486	12,195	12,816	12,829	11,457	8,311	9,336	10,081	8,783	128,943
% CHANGE	21.60%	38.49%	5.87%	-18.46%	-10.88%	-25.32%	-100.00%	-100.00%	-100.00%	-100.00%	-100.00%	-100.00%	-47.31%
TOTAL OPERATIONS													
2025	12,994	14,070	11,293	10,370	11,006	9,710	0	0	0	0	0	0	69,443
2024	10,591	10,347	10,856	12,868	12,264	13,258	13,279	11,578	8,548	9,444	10,636	9,060	132,729
% CHANGE	22.69%	35.98%	4.03%	-19.41%	-10.26%	-26.76%	-100.00%	-100.00%	-100.00%	-100.00%	-100.00%	-100.00%	-47.68%

## Ryan Airfield Aircraft Operations

