DEL RIO INTERNATIONAL (DRT)

ANNUAL ECONOMIC IMPACTS

2020

110
TOTAL JOBS

$8.1M
TOTAL PAYROLL

$17.5M
TOTAL OUTPUT

OVERVIEW

Aircraft operations at **DEL RIO INTERNATIONAL AIRPORT** are supported by Runway 13/31, which is 6,300 feet long. Operations at the airport are supported by both precision and non-precision published approaches. The airport currently reports it has both 100LL and Jet A fuel service. The airport's FBO, Pico Aviation, provides services for aircraft and airport customers. Aircraft maintenance and flight training are not currently available at the airport. Customs inspections can be arranged. General aviation airports throughout Texas serve a wide variety of users, and their activities vary in terms of scope and frequency. Community characteristics, the airport's geographical setting, and proximity to other system airports influence economic impacts estimated in this study.blished approaches. The airport currently reports it has both 100LL and Jet A fuel service. The airport's FBO, Pico Aviation, provides services for aircraft and airport customers. Aircraft maintenance is reported as being available at the airport as is flight training along with other support services for pilots using the airport. Customs inspections can be arranged. General aviation airports throughout Texas serve a wide variety of users, and their activities vary in terms of scope and frequency. Community characteristics, the airport's geographical setting, and proximity to other system airports influence economic impacts estimated in this study.

OTHER BENEFITS SUPPORTED BY GENERAL AVIATION AIRPORTS

The study looked at the most common ways general aviation airports in Texas are used. The airports support many activities related to health, public welfare, emergency response, public safety, and business operations. These benefits cannot be easily measured in dollars, but they improve the quality of life, resiliency, and economy of communities throughout Texas. Examples of activities supported by Texas airports are shown to the right.

ESTIMATING ECONOMIC IMPACTS

On-airport direct jobs are located at the airport (for example airport management, aviation-related business tenants, and investment for capital projects). Off-airport jobs are supported by the expenditures of visitors who arrive in Texas via the airport. The total jobs identified for each airport include direct jobs located at the airport, off-airport direct jobs supported by visitor expenditures, and additional multiplier jobs.

PERCENT OF STUDY AIRPORTS SUPPORTING VARIOUS SYSTEM USERS

LOCAL/VISITING BUSINESSES	82%
LOCAL/STATE/ FEDERAL AGENCIES	70%
TRANSIENT MILITARY OPERATIONS	65%
EMERGENCY SERVICES/HOSPITALS	80%
COLLEGES / UNIVERSITIES	45%
RECREATIONAL ACTIVITIES/TOURISM	75%
AERIAL SURVEYS/ INSPECTIONS	65%
AERIAL APPLICATORS	55%

EMPLOYMENT ECONOMIC IMPACT ESTIMATES

DIRECT ON-AIRPORT JOBS



MANAGEMENT **6**



TENANTS **31**



CAPITAL INVESTMENT **6**

DIRECT OFF-AIRPORT JOBS

GENERAL AVIATION VISITOR SPENDING **25**



MULTIPLIER JOBS

ADDITIONAL JOBS **42**



TOTAL JOBS

110



TEXAS AVIATION IMPACT 2026

The Texas A&M Transportation Institute (TTI) and the Texas Department of Transportation's (TxDOT) Aviation Division partnered to undertake an analysis and research project to identify annual economic impacts for airports in the Texas Airport System.

288 AIRPORTS | **263** GENERAL AVIATION | **25** COMMERCIAL SERVICE

The study's analysis produced estimates of economic impact for 277 of the Texas airports, while annual impacts for 11 other airports were obtained from other sources/reports.

TOTAL ANNUAL ECONOMIC IMPACTS FOR ALL TEXAS AIRPORTS

This study measures economic impacts for Texas airports in three ways: employment, annual payroll, and annual output (total economic activity). Texas's strong business climate and tourism industry help drive airport-related activity for both commercial service and general aviation airports. The statewide totals reported here include direct impacts (identified through surveys, site visits, and research) and multiplier impacts (indirect and induced impacts estimated using an input/output econometric model). For this analysis, annual output represents the estimated total value of economic activity associated with Texas airports.

$240B OUTPUT

1.2M JOBS

STATEWIDE IMPACTS FROM ALL TEXAS GENERAL AVIATION AIRPORTS

General aviation airports across Texas make significant contributions to the state's economy. When all **263 GENERAL AVIATION AIRPORTS** in the Texas Airport System are considered, the study analysis estimates total statewide impacts. The last statewide measurement for economic impacts from general aviation airports was completed in 2018. As shown here, the economic impacts from Texas general aviation airports have increased since then.

2018 GENERAL AVIATION AIRPORT IMPACTS		2026 GENERAL AVIATION AIRPORT IMPACTS	
Total Employment	48K	Total Employment	78K
Total Annual Output	$9.3B	Total Annual Output	$16.9B

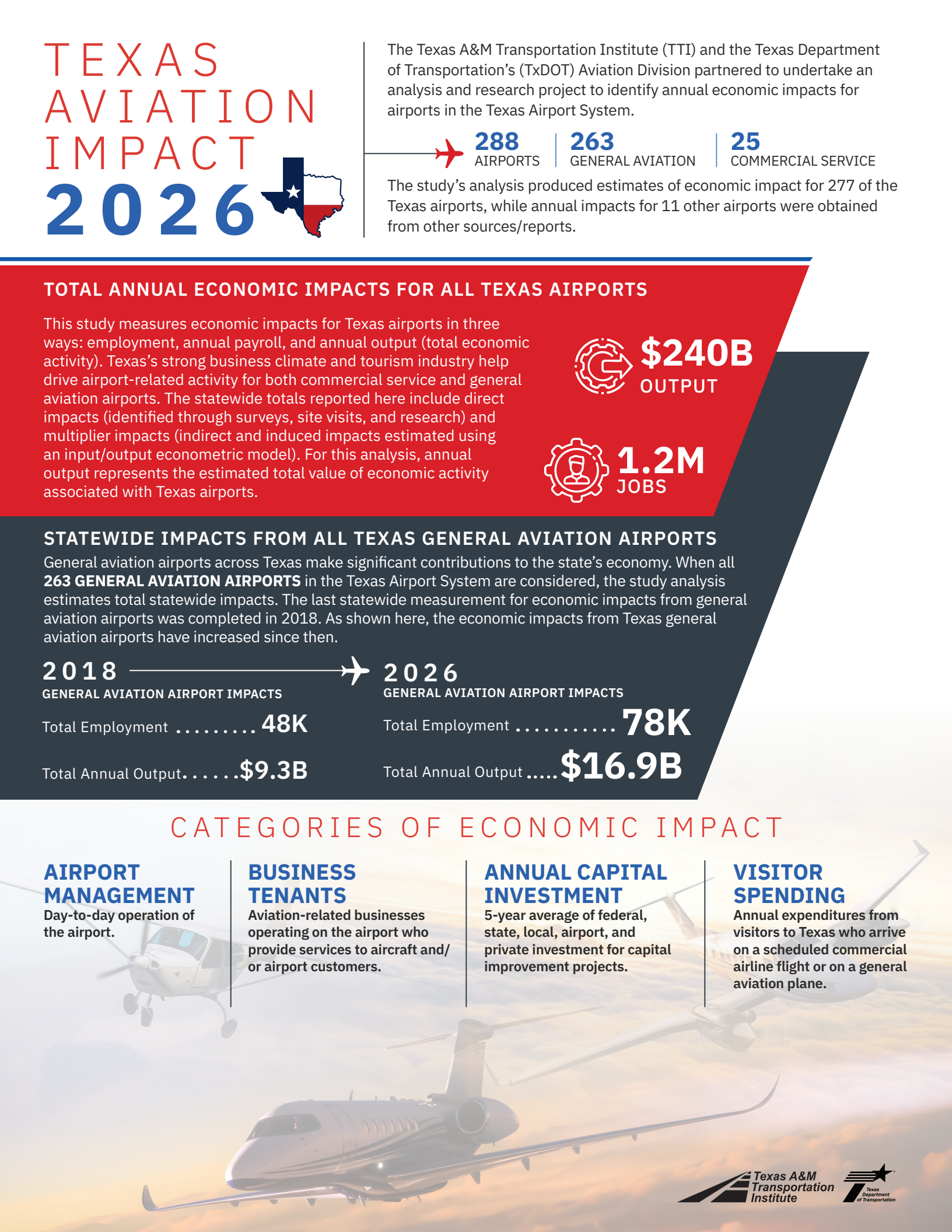
CATEGORIES OF ECONOMIC IMPACT

AIRPORT MANAGEMENT
Day-to-day operation of the airport.

BUSINESS TENANTS
Aviation-related businesses operating on the airport who provide services to aircraft and/or airport customers.

ANNUAL CAPITAL INVESTMENT
5-year average of federal, state, local, airport, and private investment for capital improvement projects.

VISITOR SPENDING
Annual expenditures from visitors to Texas who arrive on a scheduled commercial airline flight or on a general aviation plane.



Texas A&M Transportation Institute

Texas Department of Transportation