



AVIATION ECONOMIC IMPACT STUDY

Technical Appendix C Individual Airport Profiles

APPENDIX C: INDIVIDUAL AIRPORT PROFILES

This appendix includes a compilation of two-page profiles for all 135 public use airports in Washington State. Each profile includes information on airport characteristics and activity as well as data on economic impacts (jobs, labor income, and output) attributed to each airport. All of the information on the first page of the profiles is drawn from the WSDOT Airport Information System (AIS) database so that profiles can easily be reproduced when the database is updated.

The next section of this appendix includes a series of summary tables that show airport activity and economic impacts by airport grouped by WSDOT's airport classification system according to the state Aviation System Plan. The WSDOT classification system includes six classes described in greater detail below.

Commercial Service

Threshold Criteria

- Accommodate at least 2,500 scheduled passenger boardings per year for at least three years.

Additional Description

Commercial Service Airports provide scheduled passenger air carrier and/or commuter service to in-state, domestic, and (in some cases) international destinations. Some of these airports also serve regional air cargo demand and many accommodate significant levels of general aviation. Commercial Service Airports are mostly located in large population centers. The two Kenmore Air Harbor facilities are privately owned seaplane facilities and have a history of more than 2,500 annual passenger boardings, so are included in the Commercial Service Airport classification.

Regional Service

Threshold Criteria

- Have at least 40 based aircraft, unless the airport is required for coverage of lower density population areas.
- Have a runway at least 4,000 feet long, unless the airport is designated as a reliever by the National Plan of Integrated Airport Systems (NPIAS).
- Separated from another Regional Service Airport or a comparable Commercial Service Airport by at least 30 minutes driving time, unless closer airports are justified by large population numbers within the service area.
- Have a minimum service area population of approximately 5,000 (90-minute driving time) and a maximum service area population of approximately 400,000 (60-minute driving time).

Additional Description

Regional Service Airports serve the general aviation needs of multiple communities or are located in large metropolitan areas where multiple airports are warranted. They include all airports classified as relievers by the NPIAS. Most Regional Service Airports accommodate unscheduled air taxi/charter flights, and some have air cargo service. Regional Service Airports can accommodate high aviation activity levels. Except for reliever airports that are designed for small aircraft, they can accommodate nearly all types of general aviation aircraft, including corporate and air ambulance jets. Their ability to accommodate jet traffic and larger general aviation aircraft makes them vital assets for regional economic development and quality of life.

These airports could accept emergency passenger and cargo flights in case Commercial Service Airports or ground transportation modes are incapacitated by natural or manmade disaster. In addition, Regional Service Airports include the airports most likely to grow into new Commercial Service Airports in the future. WSDOT's goal for providing access to Regional Service Airports is: "Nearly every Washington resident should be able to reach a "jet-capable" Regional Service or comparable Commercial Service Airport within 90 minutes"

Community Service

Threshold Criteria

- Have 20 or more based aircraft
- Have a paved runway

Additional Description

Community Service Airports serve small to medium-sized communities and are busy enough to warrant aviation support services such as fuel sales. While these airports are primarily used by piston-driven general aviation aircraft, many are capable of handling a wider range of aircraft types, including single-engine, twin, and small jets. Typically, Community Service Airports are owned by a public entity and have 30-minute (driving time) service area coverage.

Local Service

Threshold Criteria

- Have fewer than 20 based aircraft
- Have a paved runway

Additional Description

Local Service Airports primarily serve small-sized communities and are used by small piston-driven general aviation aircraft. Local Service Airports host lower levels of aviation activity than Community Service Airports and typically have fewer, if any, pilot or aircraft services. Typically, these airports are owned by a public entity and have 30-minute (driving time) service area coverage.

Rural Essential

Threshold Criteria

- All land-based airports that are open to public use, but do not meet the threshold criteria for Commercial Service, Regional Service, Community Service, or Local Service Airports.

Additional Description

These airports typically serve recreation communities or leisure destinations and remote backcountry locations. These airports may also be strategically located for emergency and firefighting access in mountainous or other remote areas. Rural Essential Airports also include airparks, which combine residential housing with an airport. Many of these airports have private owners, are located in unpopulated areas or small unincorporated communities, lack paved runways, and/or may only be used seasonally. Some of the Rural Essential Airports are very busy airparks.

Seaplane Bases

Threshold Criteria

- Are reported as seaplane bases in the Airport Facility Directory (based on FAA Form 5010 reports), except for those providing at least 2,500 annual scheduled passenger boardings.

Additional Description

Seaplane bases serve amphibious and float-equipped aircraft and may have some upland facilities that support aircraft maintenance and other services. Most seaplane bases in Washington are located in the Puget Sound area.

Job Impacts by Airport, Grouped by Airport Class

Airport Name	Direct Jobs		Indirect/Induced Jobs		Total Job Impacts
	From Visitor Spending	From On-site Businesses	From Visitor Spending	From On-site Businesses	
COMMERCIAL AIRPORTS					
Sea-Tac International	54,699	9,914	29,364	11,075	105,053
Boeing Field/King County International	222	18,408	119	18,128	36,877
Spokane International	3,877	2,020	1,975	2,592	10,464
Bellingham International	994	616	479	395	2,484
Tri-Cities	561	346	266	283	1,456
Yakima Air Terminal	112	543	60	315	1,029
Kenmore Air Harbor SPB	79	232	43	162	515
Grant County International	17	289	9	107	421
William R. Fairchild International	37	161	17	126	341
Pangborn Memorial	81	90	48	65	284
Friday Harbor	43	114	19	50	226
Walla Walla Regional	55	58	26	40	179
Pullman-Moscow Regional	54	63	27	14	157
Anacortes	11	47	6	38	102
Orcas Island	27	19	12	8	66
Kenmore Air Harbor, Inc.	18	20	10	14	62
REGIONAL AIRPORTS					
Snohomish County/Paine Field	26	34,262	13	31,168	65,470
Renton Municipal	24	10,268	13	8,483	18,788
Arlington Municipal	27	566	14	411	1,018
Skagit Regional	23	346	12	168	550
Bremerton National	12	269	6	262	549
Sanderson Field	7	295	3	121	427
Harvey Field	58	199	30	44	330
Olympia Regional	16	161	8	66	251
Felts Field	18	111	9	50	188
Bowers Field	10	97	5	32	144
Auburn Municipal	8	42	4	15	69
Tacoma Narrows	15	26	7	14	63
Deer Park Municipal	11	23	6	20	59
Southwest Washington Regional	2	10	1	7	21
Bowerman Field	1	9	1	1	13
Omak Municipal	1	7	1	3	10
Grand Coulee Dam	3	0	2	0	5
Columbia Gorge Regional/The Dalles	2	0	1	0	4
Colville Municipal	1	2	1	1	3

Note: Totals may not match individual profiles due to rounding.

Labor Income Impacts by Airport, Grouped by Airport Class

Airport Name	Direct Labor Income (\$)		Indirect/Induced Labor Income (\$)		Total Labor Income (\$)
	From Visitor Spending	From On-site Businesses	From Visitor Spending	From On-site Businesses	
COMMERCIAL AIRPORTS					
Sea-Tac International	1,586,300,000	742,500,000	1,378,800,000	568,500,000	4,276,100,000
Boeing Field/King County International	6,400,000	1,830,500,000	5,600,000	935,900,000	2,778,400,000
Spokane International	109,200,000	111,900,000	92,300,000	110,200,000	423,700,000
Bellingham International	27,500,000	26,300,000	22,300,000	14,700,000	90,800,000
Tri-Cities	15,300,000	30,800,000	12,400,000	11,300,000	69,700,000
Yakima Air Terminal	3,200,000	31,000,000	2,800,000	12,200,000	49,200,000
Kenmore Air Harbor SPB	2,300,000	18,200,000	2,000,000	8,300,000	30,800,000
Grant County International	481,000	11,800,000	412,000	4,000,000	16,700,000
William R. Fairchild International	998,000	9,300,000	795,000	4,300,000	15,400,000
Pangborn Memorial	2,500,000	3,900,000	2,300,000	2,300,000	11,000,000
Walla Walla Regional	1,500,000	3,500,000	1,200,000	1,600,000	7,800,000
Friday Harbor	1,100,000	4,100,000	874,000	1,500,000	7,600,000
Anacortes	331,000	3,500,000	290,000	1,400,000	5,400,000
Pullman-Moscow Regional	1,500,000	1,900,000	1,200,000	477,000	5,100,000
Kenmore Air Harbor, Inc.	522,000	1,600,000	454,000	705,000	3,300,000
Orcas Island	702,000	707,000	541,000	251,000	2,200,000
REGIONAL AIRPORTS					
Snohomish County/Paine Field	744,000	3,908,800,000	629,000	1,653,300,000	5,563,400,000
Renton Municipal	698,000	1,298,900,000	606,000	452,300,000	1,752,500,000
Arlington Municipal	770,000	29,100,000	651,000	17,500,000	48,100,000
Bremerton National	329,000	14,000,000	281,000	10,500,000	25,200,000
Skagit Regional	670,000	17,200,000	586,000	5,900,000	24,400,000
Sanderson Field	192,000	19,400,000	153,000	3,700,000	23,400,000
Olympia Regional	457,000	8,300,000	389,000	2,600,000	11,700,000
Harvey Field	1,600,000	3,900,000	1,400,000	1,700,000	8,600,000
Felts Field	498,000	3,300,000	421,000	2,000,000	6,200,000
Bowers Field	287,000	3,100,000	252,000	1,100,000	4,700,000
Tacoma Narrows	422,000	1,500,000	346,000	574,000	2,800,000
Deer Park Municipal	310,000	1,400,000	262,000	827,000	2,800,000
Auburn Municipal	223,000	1,200,000	194,000	753,000	2,400,000
Southwest Washington Regional	60,000	805,000	48,000	270,000	1,200,000
Omak Municipal	8,400	422,000	7,100	86,000	523,000
Bowerman Field	39,000	175,000	32,000	52,000	298,000
Grand Coulee Dam	88,000	0	76,000	0	164,000
Columbia Gorge Regional/The Dalles	69,000	0	57,000	0	126,000
Colville Municipal	16,000	27,000	13,000	7,500	64,000

Note: Totals may not match individual profiles due to rounding.

Output Impacts by Airport, Grouped by Airport Class

Airport Name	Direct Output (\$)		Indirect/Induced Output (\$)		Total Output (\$)
	From Visitor Spending	From On-site Businesses	From Visitor Spending	From On-site Businesses	
COMMERCIAL AIRPORTS					
Sea-Tac International	4,860,100,000	2,153,800,000	4,249,300,000	1,658,900,000	12,922,100,000
Boeing Field/King County International	19,700,000	6,368,100,000	17,300,000	2,768,200,000	9,173,300,000
Spokane International	327,500,000	391,400,000	285,800,000	317,100,000	1,321,800,000
Bellingham International	79,900,000	80,300,000	69,300,000	53,100,000	282,500,000
Tri-Cities	44,200,000	56,000,000	38,400,000	31,400,000	170,000,000
Yakima Air Terminal	9,900,000	79,200,000	8,600,000	33,100,000	130,900,000
Kenmore Air Harbor SPB	7,000,000	27,300,000	6,200,000	22,100,000	62,700,000
William R. Fairchild International	2,800,000	34,600,000	2,500,000	13,600,000	53,500,000
Grant County International	1,500,000	38,600,000	1,300,000	11,900,000	53,200,000
Pangborn Memorial	8,000,000	15,600,000	7,000,000	6,700,000	37,300,000
Friday Harbor	3,100,000	15,100,000	2,700,000	4,600,000	25,500,000
Walla Walla Regional	4,300,000	12,400,000	3,800,000	4,800,000	25,300,000
Anacortes	1,000,000	9,600,000	893,000	5,100,000	16,600,000
Pullman-Moscow Regional	4,400,000	5,400,000	3,800,000	1,400,000	15,100,000
Kenmore Air Harbor, Inc.	1,600,000	2,300,000	1,400,000	1,900,000	7,200,000
Orcas Island	1,900,000	2,000,000	1,700,000	771,000	6,400,000
REGIONAL AIRPORTS					
Snohomish County/Paine Field	2,200,000	14,862,300,000	1,900,000	4,950,600,000	19,817,100,000
Renton Municipal	2,100,000	4,931,800,000	1,900,000	1,323,600,000	6,259,400,000
Arlington Municipal	2,300,000	92,200,000	2,000,000	52,000,000	148,500,000
Bremerton National	998,000	51,200,000	869,000	32,100,000	85,200,000
Skagit Regional	2,100,000	39,200,000	1,800,000	18,400,000	61,500,000
Sanderson Field	548,000	30,200,000	475,000	11,600,000	42,900,000
Olympia Regional	1,400,000	15,000,000	1,200,000	7,500,000	25,100,000
Harvey Field	4,900,000	9,700,000	4,300,000	5,200,000	24,100,000
Felts Field	1,500,000	7,200,000	1,300,000	5,600,000	15,700,000
Bowers Field	889,000	8,400,000	776,000	3,400,000	13,500,000
Deer Park Municipal	929,000	3,100,000	810,000	2,300,000	7,100,000
Tacoma Narrows	1,200,000	2,300,000	1,100,000	1,600,000	6,300,000
Auburn Municipal	682,000	2,400,000	597,000	2,100,000	5,800,000
Southwest Washington Regional	171,000	1,900,000	149,000	752,000	3,000,000
Omak Municipal	25,000	660,000	22,000	253,000	960,000
Bowerman Field	113,000	481,000	98,000	174,000	865,000
Grand Coulee Dam	268,000	0	233,000	0	501,000
Columbia Gorge Regional/The Dalles	203,000	0	176,000	0	379,000
Colville Municipal	47,000	66,000	41,000	23,000	178,000

Note: Totals may not match individual profiles due to rounding.

Walla Walla Regional

310 A Street Walla Walla, WA 99362



The Walla Walla Regional Airport is a commercial air service airport and is located in Southeast Washington which serves the Walla Walla Valley of about 60,000 people. Developed during WWII and expanded through the years, the airport encompasses approximately 3,000 acres. In addition to aviation activities the airport is home to a large industrial park with approximately 50 small to medium size non-aviation businesses.

NOTE: Data on this page comes from the WA Airport Information System Database (AIS).

AIRPORT CHARACTERISTICS

Location		Service Classification		Approach	
Legislative Dist:	16	Federal:	Commercial Service Airport - Primary	Airport Elevation:	1,191
Associated City:	Walla Walla	State:	Commercial	Approach Category:	C: 121 to < 141 knots
County:	Walla Walla				
Organizational Structure		Runway(s)		Type of Airport	
Ownership Type:	Port	Number:	3	FAA:	IIC
Owner:	Port of Walla Walla	Type(s):	Asphalt, Concrete, Concrete	Description:	Gulfstream III, Lear 25, DC 8

AIRPORT ACTIVITY

Activities	Based Aircraft		Cargo
	Based	Transient	
AIS Last Updated: 12/15/2011			
Agricultural Spraying	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Jet 1
Air Ambulance	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Multi-Engine 15
Medical Transport	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Single-Engine 105
Airplane Parts Manufacturing	<input type="checkbox"/>	<input type="checkbox"/>	Rotor Based 1
Aerial Surveying	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Glider 0
Wildland Firefighting	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Military 0
Skydiving/Parachute Drops	<input type="checkbox"/>	<input type="checkbox"/>	Ultralight 3
Aerial Tours	<input type="checkbox"/>	<input type="checkbox"/>	Seaplane 1
Civil Air Patrol	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Total 126
Cargo Activity	<input checked="" type="checkbox"/>		Fixed Based Operators
Flight Training	<input checked="" type="checkbox"/>		AIS Last Updated: 12/28/2010
Commercial Carrier Activity	<input checked="" type="checkbox"/>		No. of FBOs 1
			Number of Cargo Carriers 1
			Total Cargo Volume (Tons) -
			Ground Transportation
			AIS Last Updated: 12/28/2010
			Bus Service <input checked="" type="checkbox"/>
			Taxi Service <input checked="" type="checkbox"/>
			Marine Service <input type="checkbox"/>
			Rail Service <input type="checkbox"/>
			Shuttle Service <input checked="" type="checkbox"/>
			Limo/Town Car <input type="checkbox"/>
			Other Ground Transportation <input checked="" type="checkbox"/>

Comparison by State Classification Take Offs and Landings (Operations)

Airport	Classification		2005	2006	2007	2008	2009	2010
	Low	High						
Based Aircraft	126	-						
Operations	29,206	-						
Commercial Enplanements*								
2010							29,050	
2009							33,430	
2008							29,582	
*Enplanements are passengers boarding a commercial aircraft. Does not include disembarking passengers.								
Fuel Service								
80 LL	<input type="checkbox"/>							
100 LL	<input checked="" type="checkbox"/>							
MoGas	<input type="checkbox"/>							
Jet A	<input checked="" type="checkbox"/>							
Helicopter Fuel	<input type="checkbox"/>							
			Military Itinerant 90			118	129	180
			Military Local 28			0	4	2
			Commercial Air Taxi 2981			2505	949	860
			Commercial Air Carrier 0			257	2019	1337
			General Itinerant 14976			15671	13546	11963
			General Local 17093			17597	20447	14864

Walla Walla Regional

310 A Street Walla Walla, WA 99362

Airport Businesses and Visitors

Economic and Fiscal impacts calculated for each airport start with activity that can be directly associated with the airport, namely the businesses operating at the airport and the visitors traveling through the airport. For economic impacts, multiplier effects are estimated from this initial activity as portions of wages and business and visitor spending are re-spent within the local economy. Impacts of airport businesses are analyzed within the defined economic impact region, visitor spending is analyzed statewide, since once visitors land they may spend their dollars throughout the state. For fiscal impacts, taxes paid to various types of jurisdictions from this business and visitor activity are estimated.



NOTE: All impacts are shown in 2010 dollars.

ECONOMIC IMPACTS

AIRPORT BUSINESSES

Counties in Impact Region: WallaWalla
Direct Jobs: Estimated jobs on the airport footprint (excluding businesses that are not aviation-dependent).
Direct Labor Income: Estimated income paid to the Direct Jobs located on the airport footprint.
Direct Output: Estimated value of original business activity that remains in the economic impact region (some business activity will be exported outside of the region).
Indirect/Induced Impacts: Increases in regional impacts from the local re-spending of direct dollars.
Total Impacts: The sum of Direct, Indirect, and Induced Impacts, for a total regional impact.

Estimated Regional Impact from Airport Businesses

Estimated Economic Impact	Direct	Indirect/Induced	Total Impact
Jobs	58	40	98
Labor Income	\$ 3,500,000	\$ 1,600,000	5,100,000
Output	\$ 12,400,000	\$ 4,800,000	17,200,000

VISITOR SPENDING

Impact Region: Washington State (once visitors land they may spend their money throughout the state).
Total Visitor Spending: Estimated total annual spending by visitors traveling through this airport.
Direct Jobs: Estimated jobs supported by the total estimated visitor expenditures.
Direct Labor Income: Estimated income paid to the Direct Jobs supported by visitor expenditures.
Direct Output: Estimated value of original visitor spending that remains in the state (some visitor spending dollars paid to businesses will be exported out of the state).
Indirect/Induced Impacts: Increases in regional impacts from the local re-spending of direct dollars.
Total Impacts: The sum of Direct, Indirect, and Induced Impacts, for a total regional impact.

Estimated Regional Impacts from Visitor Spending

Total Estimated Visitor Spending:	\$ 5,035,500				
	Direct	Indirect/Induced	Total Impact	All State Impacts	% State Impact
Jobs	55	26	81	94,000	0.09%
Labor Income	\$ 1,500,000	\$ 1,200,000	\$ 2,700,000	\$ 3,311,700,000	0.08%
Output	\$ 4,300,000	\$ 3,800,000	\$ 8,100,000	\$ 10,160,600,000	0.08%

FISCAL IMPACTS

Estimated Taxes Paid to Each Jurisdiction Type

	Cities	Counties	Special Districts	State	Total Taxes
Airport Businesses	\$ 800	\$ 79,000	\$ 17,000	\$ 210,000	\$ 306,800
Visitors	\$ 45,000	\$ 46,000	\$ 46,000	\$ 247,000	\$ 384,000
Total	\$ 45,800	\$ 125,000	\$ 63,000	\$ 457,000	\$ 690,800

NOTE: Tax estimates include Aircraft Excise Tax, Property Tax, Business & Occupation Tax, Sales Tax, Aviation Fuel Tax, State and Local Utility Taxes, Rental Car Tax, and Lodging Tax.
 Special Districts include Transit, Schools, Hospitals, Fire, EMS, Parks, Ports, Utilities, and others.

Data Sheet A: Airport Footprint Map

The analysis of economic activity on each airport is based on an airport footprint boundary. The airport boundaries are composed of property owned or leased by the airport.

Through-the-fence Connections. In rare cases, additional properties with physical connections to the airport and aviation-dependent activity are included in the footprint. These properties are considered “through-the-fence” connections and are indicated on footprint maps shaded in red. Examples of these connections include Boeing’s aircraft manufacturing operations at some airports and rural airparks that have direct connections to an airport.

When reviewing your airport footprint map, keep in mind that some footprints will show rights-of-way and other irregularities that do not affect the underlying analysis.

Exhibit 1
Airport Footprint Map

