

Washington's Airports Support Our State

The Washington State Department of Transportation (WSDOT) Aviation Division conducted an Aviation Economic Impact Study (AEIS) of Washington's 134 public-use airports to measure the annual economic impact that airports provide to local communities, geographic regions, and statewide. The study offers a detailed look into how airports contribute to our state and serves as a useful tool in communicating the economic value they bring to our world.

Study Approach

Economic impact is quantified by first calculating the effects of on-airport activity and visitor spending, then analyzing how these effects continue to generate money as they flow through the economy. Economic impacts are calculated by individual airport, then modeled to quantify the total statewide impact of Washington's airport system. **Resulting economic impacts for each airport are expressed in terms of jobs, labor income, value added benefits, and business revenues.**



AIRPORT PROFILE

Auburn Municipal Airport (S50) is two miles north of Auburn, in King County, Washington. S50 supports 232 jobs and has a total economic impact/business revenues of \$43.14 million annually. The airport's sole runway, 16/34, is 3,400 feet (soon to be 3,800) long and 75 feet wide. Auburn Municipal is a general aviation Reliever for the Puget Sound region with 330 based aircraft and provides services including flight instruction and charter flights. The airport is one of the top five busiest airports in the state and is locally referred to as Dick Scobee Field, after Francis "Dick" Scobee, an Auburn native who was the commander of the 1986 Space Shuttle Challenger mission.

AIRPORT CHARACTERISTICS

Location	Service Classification	Organization
Legislative District: 47	Federal: REGIONAL	Ownership Type: PUBLIC
Associated City: AUBURN	State: COMMUNITY	Owner/Sponsor: CITY OF AUBURN
County: KING		

AVIATION ACTIVITIES

Key Activities			
<input type="checkbox"/> Air cargo	<input type="checkbox"/> Aerial inspections	<input type="checkbox"/> Aerospace manufacturing	<input checked="" type="checkbox"/> Pilot training and certification
<input type="checkbox"/> Agriculture	<input type="checkbox"/> Aerial photography	<input checked="" type="checkbox"/> Personal transportation	<input type="checkbox"/> Commercial passenger service
<input checked="" type="checkbox"/> Skydiving/recreational flying	<input type="checkbox"/> Search and rescue	<input checked="" type="checkbox"/> Medical air transport	<input checked="" type="checkbox"/> Business and corporate travel
<input type="checkbox"/> Shipping of perishable goods	<input type="checkbox"/> Environmental patrol	<input checked="" type="checkbox"/> Emergency preparedness and disaster response	
<input type="checkbox"/> National security/military	<input type="checkbox"/> Firefighting		

Ground Transportation Options	
<input type="checkbox"/> Bus	<input checked="" type="checkbox"/> Taxi
<input type="checkbox"/> Courtesy car	<input checked="" type="checkbox"/> Rideshare
<input type="checkbox"/> Limousine service	<input type="checkbox"/> Rail
<input type="checkbox"/> Other:	

Airport Activities (2018)

Scheduled commercial service	
Operations	N/A
Enplanements	N/A
General aviation	
Operations	146,000
Percent GA transient	37%

ECONOMIC IMPACTS

Direct economic impacts comprise on-airport activities including employment and construction as well as money spent off-airport by out of state visitors who depart via scheduled commercial service or general aviation.

Direct impacts have additional effects as money generated at and by airports flows through the economy. These effects are caused when a portion of direct business revenues are used to purchase goods and services in Washington (i.e., supplier sales) and worker income is re-spent within the state.

Economic impacts are expressed in terms of the following metrics:

- **Jobs:** Number of employed people
- **Labor Income:** Salaries, wages, and other benefits to workers
- **Value Added:** Value contributed to a product or service provided by a firm or group of firms (in this case, airport businesses)
- **Business Revenues:** Represents an airport's total economic impact

Airport Economic Impacts

Impact Types	Jobs	Labor Income	Value Added	Business Revenues
On-Airport Activity	71	\$6,714,000	\$11,558,000	\$20,497,000
Visitor Spending	49	\$1,900,000	\$2,783,000	\$4,314,000
Total Direct Effects	120	\$8,614,000	\$14,341,000	\$24,812,000
Supplier Sales	52	\$2,912,000	\$4,770,000	\$9,663,000
Re-Spending of Worker Income	60	\$2,645,000	\$4,891,000	\$8,663,000
Total Economic Impact	232	\$14,171,000	\$24,002,000	\$43,137,000

Impacts derived based on: 2018 Airport Manager's Survey, 2018 Airport Tenant's Survey, FAA 5010 Airport Master Record, FAA Terminal Area Forecast, Airline Data, Inc. Impacts modeled using IMPLAN by EBP. Analyses based on 2018 study year. **Notes:** Totals may not add due to rounding. Metrics (jobs, labor income, value added, and business revenues) represent various components of an airport's economic impact and are not additive.

TAX IMPACTS

Airports' direct economic impacts result in local and state tax revenues. On-airport businesses pay business and operating (B&O) taxes. Visitor spending generates taxes and fees associated with sales; hotel stays; and use of transportation services including rental cars, Transportation Network Companies (TNCs), and taxis.

Airport's Estimated Taxes to Each Jurisdiction

Impact Types	Local (County & Municipal)	State	Total
On-Airport Activity	\$33,970	\$369,690	\$403,660
Visitor Spending	\$71,460	\$388,820	\$460,280
Total	\$105,430	\$758,510	\$863,940

Note: Totals may not add due to rounding.

Statewide Tax Collections

The Washington State Department of Revenue reports that the state collected **\$3.18 billion** in aircraft fuel and aircraft excise taxes. Together with taxes generated by on and off-airport aviation-related activities, the state's airport system, including SeaTac, generated over **\$913.3 million** in total statewide tax impacts (2018).

STATEWIDE ECONOMIC IMPACTS

