

## 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

Roche Harbor Seaplane Base (W39) is a privately-owned, public-use seaplane base located at the Roche Harbor Marina in San Juan County, Washington. W39 supports 14 jobs and has a total economic impact/business revenues of \$2.4 million annually. There are two waterways for aircraft operations, NE/SW which is 5,000 feet long and 1,000 feet wide and NW/SE which is 2,500 feet long and 500 feet wide. The seaplane base has access to the U.S. Customs and Border Protection station in the marina and provides recreational access to the San Juan Islands.

### AIRPORT CHARACTERISTICS

Location	Service Classification	Organization
Legislative District: 40	Federal: N/A	Ownership Type: PRIVATE
Associated City: ROCHE HARBOR	State: GENERAL USE	Owner/Sponsor: ROCHE HARBOR RESORT
County: SAN JUAN		

### AVIATION ACTIVITIES

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

Ground Transportation Options	
<input type="checkbox"/> Bus	<input type="checkbox"/> Taxi
<input type="checkbox"/> Courtesy car	<input 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	2,800
Percent GA transient	20%

**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	6	\$630,000	\$758,000	\$1,231,000
Visitor Spending	0	\$11,000	\$16,000	\$25,000
<b>Total Direct Effects</b>	<b>6</b>	<b>\$641,000</b>	<b>\$774,000</b>	<b>\$1,256,000</b>
Supplier Sales	4	\$216,000	\$309,000	\$546,000
Re-Spending of Worker Income	4	\$190,000	\$352,000	\$623,000
<b>Total Economic Impact</b>	<b>14</b>	<b>\$1,047,000</b>	<b>\$1,436,000</b>	<b>\$2,425,000</b>

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	\$19,920	\$99,280	\$119,200
Visitor Spending	\$420	\$2,260	\$2,680
<b>Total</b>	<b>\$20,340</b>	<b>\$101,540</b>	<b>\$121,880</b>

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**

