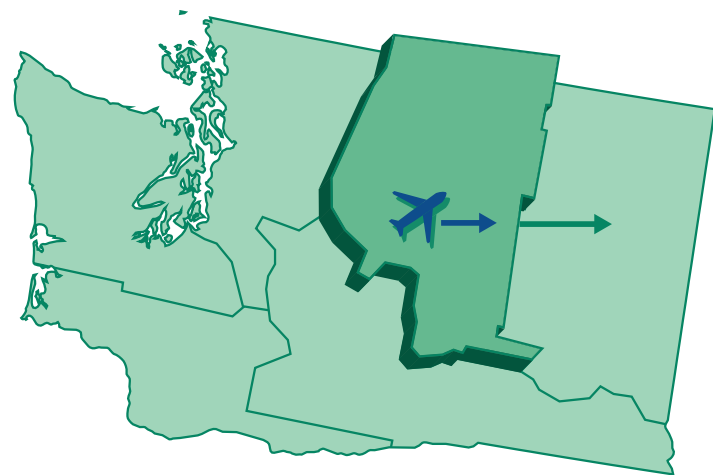
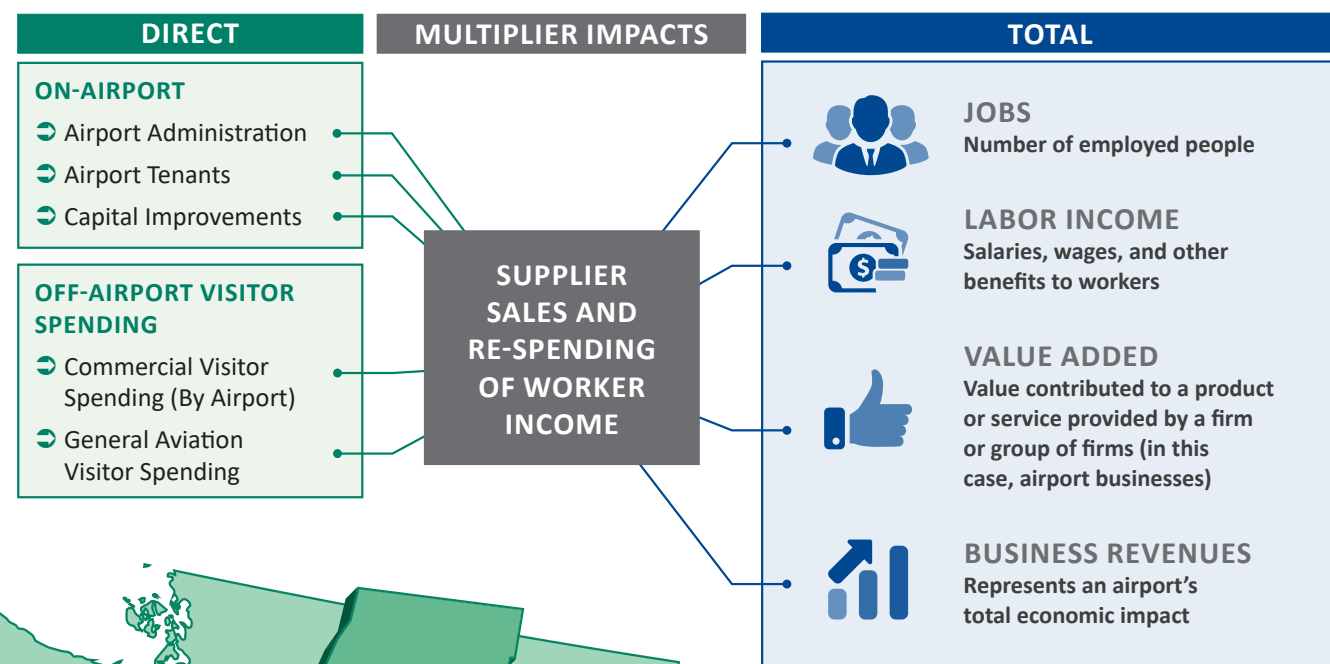


Study Approach

Economic impact is quantified by first calculating the direct effects of on-airport activity and visitor spending, then analyzing how these effects continue to generate money as they flow through the economy. Direct on-airport impacts are comprised of on-airport employment, business activities conducted by airport tenants, and capital improvement expenditures. As gateways into Washington, airports also generate significant economic impacts associated with direct visitor spending in industries such as lodging, restaurants, retail, and entertainment.

Supplier sales and the re-spending of worker income (indirect and induced impacts, respectively) are two streams often referred to as the multiplier effects. Supplier sales occur when on-airport businesses purchase goods and services from other Washington businesses. The re-spending of worker income occurs when on-airport employees spend their wages in the state. Multiplier impacts are calculated both on a regional level, which reflects supplier sales and re-spending of income within a region, as well as the impacts that are generated at the statewide level from these same sales and re-spending throughout the state.

Total economic impacts are the sum of direct, supplier sales, and the re-spending of worker income, which are then expressed in terms of jobs, labor income, value added, and business revenues.



■ Airport-Specific ■ Region ■ Statewide

Levels of Economic Impacts

Impacts by Type



On-Airport Activity

The economic contribution of airport administration, business tenants, and capital expenditures generate on-airport economic impacts. Washington's airports function as centers for on-airport employment by providing services to airlines, airline passengers, and GA pilots and their aircraft. Additionally, many airports host aviation and non-aviation tenants that rely on the facility's infrastructure to conduct business operations. Airport capital expenditures support safe and efficient operations and, in some cases, expanded operational capacity.



Visitor Spending

Out of state and international visitors often rely on Washington's network of commercial service and GA airports as a gateway for tourism and to conduct business activities. In 2018, approximately 9.4 million out of state and international passengers arrived in Washington via the state's 10 Primary commercial service airports and commercial seaplane bases, with an estimated additional 997,000 visitors arriving via GA. Visitor spending economic impacts are attributable to visitors' spending on goods and services in hospitality-related businesses, as well as jobs and payroll supported by those expenditures.

Data Sources and Validation

The AEIS used numerous sources to gather data and employed multiple quality control techniques to ensure the data modeled in the AEIS was accurate and comprehensive. Primary sources included airport manager and business tenant surveys to obtain key information about various airport metrics. Secondary sources included the Federal Aviation Administration, U.S. Census Bureau, U.S. Bureau of Economic Analysis, and U.S. Bureau of Labor Statistics. Supplier sales and the re-spending of worker income were calculated using IMPLAN, an industry-leading economic modeling platform. Data inputs were distributed to every airport for validation prior to calculating total impacts to ensure data was accurate and comprehensive. All analyses reflect a 2018 baseline year.

Total Economic Impacts by Airport

Associated City	Airport Name	FAA ID	Jobs	Labor Income (\$)	Value Added (\$)	Business Revenues (\$)
Scheduled Commercial Service*						
Bellingham	Bellingham International	BLI	2,940	\$159,295,000	\$271,160,000	\$471,435,000
East Wenatchee	Pangborn Memorial	EAT	1,248	\$67,192,000	\$110,001,000	\$253,765,000
Friday Harbor	Friday Harbor	FHR	471	\$30,541,000	\$54,945,000	\$96,840,000
Pasco	Tri-Cities	PSC	2,194	\$99,128,000	\$173,516,000	\$290,603,000
Pullman	Pullman/Moscow Regional	PUW	907	\$45,889,000	\$74,743,000	\$130,247,000
Seattle	Boeing Field/King County International	BFI	18,679	\$1,285,589,000	\$1,723,302,000	\$3,039,819,000
Seattle	Sea-Tac International**	SEA	151,400	\$7,099,500,000	N/A	\$22,477,900,000
Spokane	Spokane International (Geiger Field)	GEG	11,566	\$548,693,000	\$936,832,000	\$1,551,346,000
Walla Walla	Walla Walla Regional	ALW	1,304	\$68,911,000	\$125,648,000	\$238,306,000
Yakima	Yakima Air Terminal (McAllister Field)	YKM	2,366	\$161,172,000	\$289,198,000	\$591,034,000

Notes: *Snohomish County (Paine Field) began scheduled commercial passenger service in 2019 after the 2018 study year of the Washington AEIS. As such, the airport is included in the General Aviation section on the following page. **The economic impact of Seattle-Tacoma International Airport (SEA) was obtained from the "Sea-Tac International Airport Economic Impacts" study (Community Attributes, Inc., January 2018) conducted by the Port of Seattle. This study did not calculate value added; as a result this metric is not reported at the statewide level in the Washington AEIS.