Ed Carlson Memorial - South Lewis County

5239 Jackson Highway Toledo, WA 98591

Ed Carlson Memorial Field is in Lewis County, 3 mi. north of Toledo. The Airport has 38 based aircraft, 36 single-engine and 2 multi-engine piston-powered. The latest available data indicate that the Airport had 23,625 annual operations. The Airport has one runway. Runway 5-23 is 4,960 feet long, 150 feet wide, has an asphalt surface, and is equipped with pilot controlled medium intensity runway lights. There are no published instrument approaches to the Airport.

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

AIRPORT CHARACTERISTICS

Location

Legislative Dist:	20
Associated City:	Toledo
County:	Lewis

Service Classification

Federal:	General Aviation Airport
State:	Service

Approach

Airport Elevation:	375
Approach Category:	B: 91 to < 121 knots

Organizational Structure

Ownership Type:	County Govt.
Owner:	Lewis County

Runway(s)

Number:	2
Type(s):	Asphalt,Asphalt

Type of Airport

FAA:	IIB
Description:	

AIRPORT ACTIVITY

Activities

	Based	Transient
Agricultural Spraying	☐	☐
Air Ambulance	☐	☑
Medical Transport	☐	☑
Airplane Parts Manufacturing	☐	☐
Aerial Surveying	☐	☐
Wildland Firefighting	☐	☐
Skydiving/Parachute Drops	☑	☑
Aerial Tours	☐	☐
Civil Air Patrol	☐	☑
Cargo Activity	☐	
Flight Training	☑	
Commercial Carrier Activity	☐	

Based Aircraft

AIS Last Updated: 12/15/2011

Jet	0
Multi-Engine	3
Single-Engine	66
Rotor Based	3
Glider	2
Military	0
Ultralight	3
Seaplane	1
Total	**78**

Fixed Based Operators

AIS Last Updated: 12/23/2010

No. of FBOs	0

Cargo

Number of Cargo Carriers	-
Total Cargo Volume (Tons)	-

Ground Transportation

AIS Last Updated: 12/17/2010

Bus Service	☐
Taxi Service	☑
Marine Service	☐
Rail Service	☐
Shuttle Service	☐
Limo Town Car	☐
Other Ground Transportation	☑

Comparison by State Classification

	Airport	Classification Low	Classification High
Based Aircraft	78	21	239
Operations	21,750	-	90,006

Commercial Enplanements*

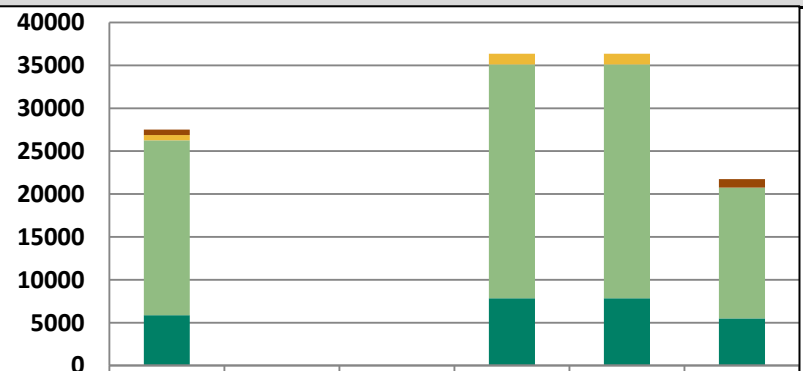
2010	-
2009	-
2008	-

*Enplanements are passengers boarding a commercial aircraft. Does not include disembarking passengers.

Fuel Service

80 LL	☐
100 LL	☑
MoGas	☐
Jet A	☐
Helicopter Fuel	☐

Take Offs and Landings (Operations)



	2005	2006	2007	2008	2009	2010
Military Itinerant	630			0	0	1000
Military Local	630			1260	1260	0
Commercial Air Taxi	0			0	0	0
Commercial Air Carrier	0			0	0	0
General Itinerant	20378			27250	27250	15250
General Local	5872			7853	7853	5500

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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: Lewis

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	2	1	**3**
Labor Income	$ 101,000	$ 36,000	**137,000**
Output	$ 272,000	$ 99,000	**371,000**

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: $ 668,700

	Direct	Indirect/Induced	Total Impact	All State Impacts	% State Impact
Jobs	6	3	**9**	**94,000**	**0.01%**
Labor Income	$ 183,000	$ 159,000	**$ 342,000**	**$ 3,311,700,000**	**0.01%**
Output	$ 564,000	$ 490,000	**$ 1,054,000**	**$ 10,160,600,000**	**0.01%**

FISCAL IMPACTS

Estimated Taxes Paid to Each Jurisdiction Type

	Cities	Counties	Special Districts	State	Total Taxes
Airport Businesses	$ -	$ 200	$ 10	$ 22,000	**$ 22,210**
Visitors	$ 4,900	$ 5,200	$ 5,200	$ 32,000	**$ 47,300**
Total	**$ 4,900**	**$ 5,400**	**$ 5,210**	**$ 54,000**	**$ 69,510**

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.
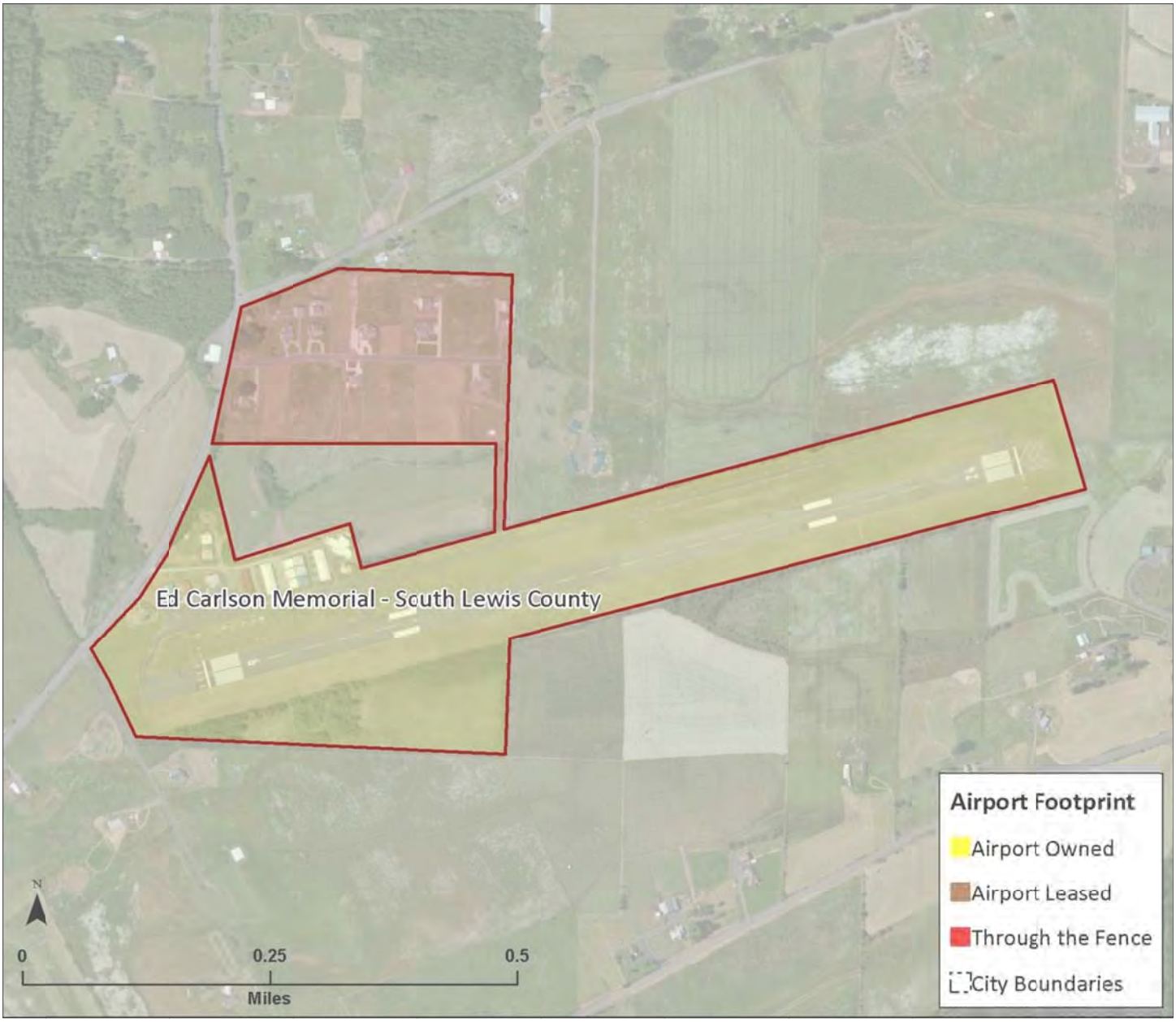
Exhibit 1
Airport Footprint Map