

Fly For Fun

8807 NE 142nd Avenue Vancouver, WA 98682



Fly for Fun Airport is located in Clark County, four miles northeast of Vancouver. There are 10 single-engine aircraft based at the airport. The latest available data indicate that Fly For Fun had a total of 3,000 annual operations. The Airport has a single turf runway. Runway 7-25 is 2,580 long and 50 feet wide. The Airport has no published approaches.

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

AIRPORT CHARACTERISTICS

Location		Service Classification		Approach	
Legislative Dist:	17	Federal:		Airport Elevation:	276
Associated City:	Vancouver			Approach Category:	A: < 91 knots
County:	Clark	State:	Rural Essential		
Organizational Structure		Runway(s)		Type of Airport	
Ownership Type:	Privately Owned	Number:	1	FAA:	IsA
Owner:	George Manley	Type(s):	Turf	Description:	

AIRPORT ACTIVITY

Activities	Based Aircraft		Cargo
	Based	Transient	
AIS Last Updated: 1/10/2008			
Agricultural Spraying	<input type="checkbox"/>	<input type="checkbox"/>	Jet 0
Air Ambulance	<input type="checkbox"/>	<input type="checkbox"/>	Multi-Engine 0
Medical Transport	<input type="checkbox"/>	<input type="checkbox"/>	Single-Engine 9
Airplane Parts Manufacturing	<input type="checkbox"/>	<input type="checkbox"/>	Rotor Based 0
Aerial Surveying	<input type="checkbox"/>	<input type="checkbox"/>	Glider 0
Wildland Firefighting	<input type="checkbox"/>	<input type="checkbox"/>	Military 0
Skydiving/Parachute Drops	<input type="checkbox"/>	<input type="checkbox"/>	Ultralight 0
Aerial Tours	<input type="checkbox"/>	<input type="checkbox"/>	Seaplane 0
Civil Air Patrol	<input type="checkbox"/>	<input type="checkbox"/>	Total 9
Cargo Activity	<input checked="" type="checkbox"/>		Fixed Based Operators
Flight Training	<input type="checkbox"/>		AIS Last Updated:
Commercial Carrier Activity	<input type="checkbox"/>		No. of FBOs
			Number of Cargo Carriers -
			Total Cargo Volume (Tons)
			Ground Transportation
			AIS Last Updated:
			Bus Service <input type="checkbox"/>
			Taxi Service <input type="checkbox"/>
			Marine Service <input type="checkbox"/>
			Rail Service <input type="checkbox"/>
			Shuttle Service <input type="checkbox"/>
			Limo Town Car <input type="checkbox"/>
			Other Ground Transportation <input type="checkbox"/>

Comparison by State Classification Take Offs and Landings (Operations)

Airport	Classification		2005	2006	2007	2008	2009	2010
	Low	High						
Based Aircraft	9	325						
Operations	3,350	146,250						
Commercial Enplanements*								
2010		-						
2009		-						
2008		-						
*Enplanements are passengers boarding a commercial aircraft. Does not include disembarking passengers.								
Fuel Service								
80 LL	<input type="checkbox"/>							
100 LL	<input type="checkbox"/>							
MoGas	<input type="checkbox"/>							
Jet A	<input type="checkbox"/>							
Helicopter Fuel	<input type="checkbox"/>							
			Military Itinerant					
			Military Local	0		0	0	0
			Commercial Air Taxi	0		0	0	0
			Commercial Air Carrier	0		0	0	0
			General Itinerant	50		50	50	50
			General Local	3300		3300	3300	3300

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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:** Clark
- 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	-	-	-
Labor Income	\$ -	\$ -	\$ -
Output	\$ -	\$ -	\$ -

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:	\$ 1,500				
	Direct	Indirect/Induced	Total Impact	All State Impacts	% State Impact
Jobs	0	0	0	94,000	0.00%
Labor Income	\$ 400	\$ 400	\$ 800	\$ 3,311,700,000	0.00%
Output	\$ 1,300	\$ 1,100	\$ 2,400	\$ 10,160,600,000	0.00%

FISCAL IMPACTS

Estimated Taxes Paid to Each Jurisdiction Type

	Cities	Counties	Special Districts	State	Total Taxes
Airport Businesses	\$ -	\$ 3,200	\$ 21,000	\$ 8,900	\$ 33,100
Visitors	\$ 10	\$ 10	\$ 10	\$ 100	\$ 130
Total	\$ 10	\$ 3,210	\$ 21,010	\$ 9,000	\$ 33,230

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

