

Auburn Municipal

400 23rd Street NE Auburn, WA 98002



Auburn Municipal Airport is in King County adjacent to HWY 167, two miles north of Auburn. The Airport has 242 based aircraft, including 231 single-engine, 10 multi-engine piston-powered, and 1 helicopter. The latest data indicate that the Airport had a total of 171,900 annual operations. Runway 16-34, the sole runway, is 3,400' long, 75' wide, has an asphalt surface, and is equipped with MIRL. Approaches to both runway ends are visual, and each is supported by visual approach slope indicators.

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

AIRPORT CHARACTERISTICS

Location		Service Classification		Approach	
Legislative Dist:	47	Federal:	Reliever Airport	Airport Elevation:	63
Associated City:	Auburn			Approach Category:	B: 91 to < 121 knots
County:	King	State:	Regional		
Organizational Structure		Runway(s)		Type of Airport	
Ownership Type:	City Govt.	Number:	1	FAA:	IIB
Owner:	City of Auburn	Type(s):	Asphalt	Description:	

AIRPORT ACTIVITY

Activities	Based Aircraft		Cargo		
	Based	Transient	AIS Last Updated: 12/13/2011		
Agricultural Spraying	<input type="checkbox"/>	<input type="checkbox"/>	Jet	0	Number of Cargo Carriers -
Air Ambulance	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Multi-Engine	5	
Medical Transport	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Single-Engine	288	Ground Transportation
Airplane Parts Manufacturing	<input type="checkbox"/>	<input type="checkbox"/>	Rotor Based	2	
Aerial Surveying	<input type="checkbox"/>	<input type="checkbox"/>	Glider	2	Bus Service <input checked="" type="checkbox"/>
Wildland Firefighting	<input type="checkbox"/>	<input type="checkbox"/>	Military	0	Taxi Service <input checked="" type="checkbox"/>
Skydiving/Parachute Drops	<input type="checkbox"/>	<input type="checkbox"/>	Ultralight	0	Marine Service <input type="checkbox"/>
Aerial Tours	<input type="checkbox"/>	<input type="checkbox"/>	Seaplane	2	Rail Service <input type="checkbox"/>
Civil Air Patrol	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Total	299	Shuttle Service <input type="checkbox"/>
Cargo Activity	<input type="checkbox"/>		Fixed Based Operators		Limo Town Car <input checked="" type="checkbox"/>
Flight Training	<input checked="" type="checkbox"/>		AIS Last Updated: 12/10/2010		Other Ground Transportation <input checked="" type="checkbox"/>
Commercial Carrier Activity	<input type="checkbox"/>		No. of FBOs	0	

Comparison by State Classification Take Offs and Landings (Operations)

	Airport	Classification								
		Low	High							
Based Aircraft	299	5	658							
Operations	142,000	4,254	142,000							
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 checked="" type="checkbox"/>									
MoGas	<input type="checkbox"/>									
Jet A	<input type="checkbox"/>									
Helicopter Fuel	<input type="checkbox"/>									

	2005	2006	2007	2008	2009	2010
Military Itinerant	50				0	0
Military Local	50			0	0	0
Commercial Air Taxi	6100			0	0	0
Commercial Air Carrier	0			0	0	0
General Itinerant	85241			0	12000	12000
General Local	52009			0	130000	130000

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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: King_Pierce
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	42	15	57
Labor Income	\$ 1,200,000	\$ 753,000	1,953,000
Output	\$ 2,400,000	\$ 2,100,000	4,500,000

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:	\$ 775,200				
	Direct	Indirect/Induced	Total Impact	All State Impacts	% State Impact
Jobs	8	4	12	94,000	0.01%
Labor Income	\$ 223,000	\$ 194,000	\$ 417,000	\$ 3,311,700,000	0.01%
Output	\$ 682,000	\$ 597,000	\$ 1,279,000	\$ 10,160,600,000	0.01%

FISCAL IMPACTS

Estimated Taxes Paid to Each Jurisdiction Type

	Cities	Counties	Special Districts	State	Total Taxes
Airport Businesses	\$ 38,000	\$ 23,000	\$ 32,000	\$ 289,000	\$ 382,000
Visitors	\$ 7,400	\$ 7,500	\$ 7,800	\$ 39,000	\$ 61,700
Total	\$ 45,400	\$ 30,500	\$ 39,800	\$ 328,000	\$ 443,700

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**

