



AIRPORT: Grant County (MWH)
ASSOCIATED CITY: Moses Lake
ARC: D-V
Region: North Central

AIRPORT DATA AND FACILITIES

The Grant County International Airport is located five miles northwest of Moses Lake. The Airport has 84 based aircraft, including 70 single-engine, 9 multi-engine piston-powered, 1 turboprop, 3 turbojets, and 1 helicopter. The latest available data indicate that Grant County International Airport had a total of 115,569 annual operations. In 1998, 10,730 passengers were enplaned at the Airport, classifying it as a primary commercial service airport. Alaska Airlines provides service from Grant County International Airport to Wenatchee and Seattle using de Havilland "Dash 8" aircraft. The Airport has an air traffic control tower, which is staffed on a part-time basis.



Grant County International Airport has five runways. Runway 14L-32R is 1,350 feet long, 300 feet wide, and has a grooved asphalt-concrete surface. Runway 14 is equipped with runway end indicator lights and visual approach slope indicators, while Runway 32R is equipped with precision approach path indicators and a medium intensity approach lighting system with runway alignment indicator lights. Runway 14L has non-precision VOR and GPS approaches. Runway 32R has a CAT I precision approach provided by an instrument landing system and a microwave landing system, as well as non-precision VOR, GPS, and NDB approaches.

Runway 4-22 is 10,000 feet long, 100 feet wide, and has an asphalt-concrete surface. Runway 4 has VOR and GPS non-precision approaches, while Runway 22 has VOR and VOR/DME RNAV and GPS non-precision approaches.

Runway 9-27 is 4,500 feet long, 90 feet wide, and has a grooved concrete surface. The approaches to both ends of this runway are visual.

Runway 18-36 is 3,307 feet long, 75 feet wide, and has an asphalt surface. Both ends of this runway have visual approaches.

Runway 14R-32L is 3,025 feet long, 75 feet wide, and has an asphalt surface. The approaches to Runway 14R and 32L are both visual.

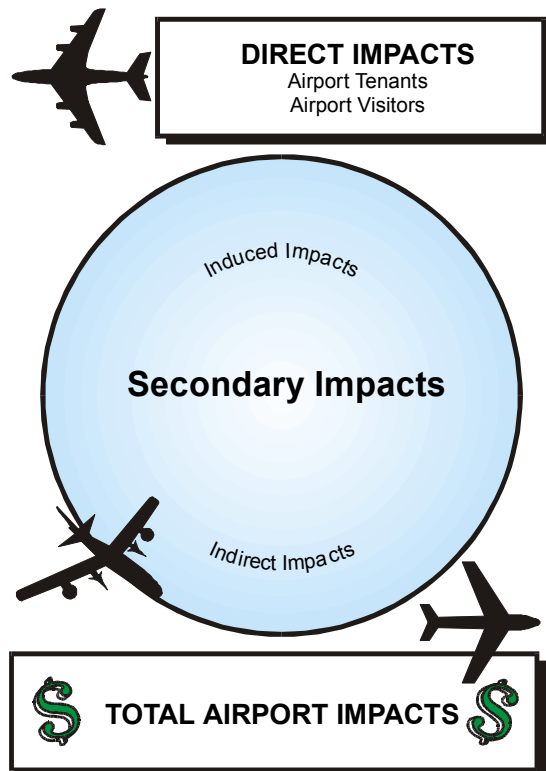




ECONOMIC IMPACTS

The economic impacts of Washington’s airports were calculated using a methodology which has evolved over the past decade and is nationally recognized as the standard for conducting economic impact studies of airports. The methodology is consistent with analytical models used by the Federal Aviation Administration (FAA), and employs the use of direct survey information and an input/output model (IMPLAN) as developed by the U.S. Department of Commerce to determine multipliers specific to the state of Washington for “secondary” economic impacts.

Types of Economic Impact - This study identified and examined those aviation activities at the public use airports in Washington that created economic impacts. These impacts are generated in three ways: **1) Direct**, **2) Indirect**, and **3) Induced Effects**. Combined, the three impact types yield the total economic impacts of an airport, as described below:



DIRECT ECONOMIC IMPACTS

These economic impacts occur as a consequence of providing aviation services. These impacts usually occur at the airports, and comprise the financial expenditures by firms which carry passengers (air carrier, air charter or air taxi) or cargo; firms which serve the air carrier and general aviation functions (airport tenants); governmental agencies which support aviation; ground transport firms; and others. In every instance, the impacts include only expenditures where the recipient is located within each airport's service area.

In addition to the Airport staff, in 2000 there were four aviation-related tenants: Big Bend Community College Aviation Department, Colville Aviation Services; Air America Fuel & Service, Inc.; and Rainbow Flying Service. General aviation brings

approximately 14,000 annual visitors to the airport, while commercial aviation activity brings 4,292 visitors annually. The total combined direct output of on-airport tenants and general aviation and air carrier visitors was \$10,088,252. These first-round expenditures were responsible for approximately 163 jobs, generating \$2,692,543 in wages.

INDIRECT ECONOMIC IMPACTS (Secondary Impact)

These economic impacts occur as a result of the use of aviation service. They include the regional expenditures made by air passengers who visit the region (at hotels, restaurants, ski





facilities, etc.); expenditures by the region's residents associated with their use of aviation; and expenditures by firms having economic activity which is dependent on the airport. These indirect impacts accounted output of \$1,919,735, with approximately 25 jobs and payroll of \$632,232. Non-aviation related tenants on the Airport included Budget Rent A Car.

INDUCED ECONOMIC IMPACTS (Secondary Impacts)

The "indirect" and "direct" impacts represent increases in regional final demand. Such increases do not represent total economic impact; there is also a "multiplier" effect. This multiplier effect comprises the local value of money as it circulates through the local economy and as individuals or firms associated with airport business buy goods and services in the local economy. Induced impacts accounted for output of \$2,166,640, with approximately 30 jobs and wages of \$700,690. Each airport's total economic impact is the sum of the three types of impacts.

TOTAL ECONOMIC IMPACTS

The total economic impact across the state were quantified by adding together the direct, indirect and induced impacts for each airport, and interpreting, comparing, and presenting the results.

The output of the IMPLAN model enabled the presentation of total economic impacts by airport in terms of three economic impact measures: 1) jobs (employment); 2) earnings (payroll), and; 3) economic activity (output). Each of these was determined based on individual multipliers per industry categories. In each case, total impacts include the aviation sector itself, as well as the "multiplier effect" of the aviation sector. The impacts were estimated using Year 1998 data.

All three indicators of economic impact are useful; however, the monetary measures should not be added together, as discussed below:




- **Jobs (Employment)** - The number of employees who are employed in the aviation industry, plus the aviation-oriented share of those that are employed in sectors that support the air passenger (hotels, restaurants, etc.) plus those employed in the industries included in the multiplier effect impacts. The number of jobs attributable to an industry is always greater than simply those in the industry itself, due to the "re-spending" of money. Total employment impact was approximately 219 jobs.
- **Labor Earnings (Payroll)** - The sum of the wages and salaries to all employed persons that the aviation industry pays, directly or indirectly, to deliver the output of final aviation demand. Earnings Impacts are always included in the Economic Activity totals, so they should not be summed with the Economic Activity impact. Earnings are a very conservative proxy for





"value added." Earnings may be greater or less than the Direct and Use values depending on the industry type. Total earnings impact was \$4,025,464.

- **Economic Activity (Sales Output)** - The value of the aviation final demand (aviation or airport service), plus the "multiplier" effect (the sum of all of the intermediate goods and services needed to produce the aviation final demand, plus the induced impacts of increased household consumption). Total economic activity equals the sum of intermediate demands, consumption demand, government demand, investment demand, and net export demand. Economic Activity is always larger than both the Direct and Use values because it includes the multiplier effect. Total economic activity impact for Grant County International Airport was \$14,174,626.

	Direct Impacts	+ Indirect Impacts	+ Induced Impacts	= Total Impacts
Jobs (Employment) 	Number of Jobs Supported 163.2	Number of Jobs Supported 24.6	Number of Jobs Supported 29.9	Total Number of Jobs Supported 218.5
Labor Earnings (Payroll) 	Annual Salary Supported \$2,692,543	Annual Salary Supported \$632,232	Annual Salary Supported \$700,690	Total Annual Salary Supported \$4,025,464
Economic (Sales Output) 	Contribution to Economy (Dollars) \$10,088,252	Contribution to Economy (Dollars) \$1,919,735	Contribution to Economy (Dollars) \$2,166,640	Total Contribution to Economy (Dollars) \$14,174,626

SUMMARY

On an annual basis, Grant County International Airport tenants and its visitors in Grant County, Washington contributed the following total annual economic benefit:

Jobs (Employment) 	Labor Earnings (Payroll) 	Economic Activity (Sales Output) 
Total 218.5	Total \$4,025,464	Total \$14,174,626

