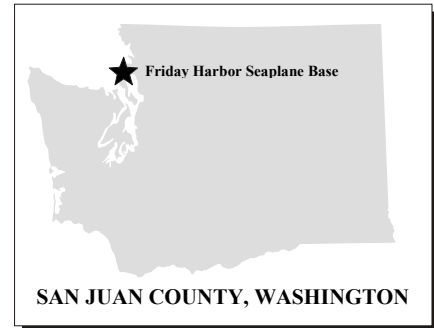




AIRPORT: Friday Harbor SPB (W33)
ASSOCIATED CITY: Friday Harbor
ARC: A-I
Region: Northwest

AIRPORT DATA AND FACILITIES

Friday Harbor Seaplane Base is located in San Juan County on Friday Harbor's northeast side. There are no aircraft based at the sea plane base. The latest available data indicate that Friday Harbor SPB had 4,600 annual operations. In 1998, 6,190 passengers were enplaned at the facility, classifying it as a commercial service-other airport. Friday Harbor Sea Plane Base is served by Kenmore Air who, using DHC-2 Beaver sea planes, provides service to their Lake Union facility in the Seattle area. Cargo carriers include Kenmore Air and Northwest Seaplanes.



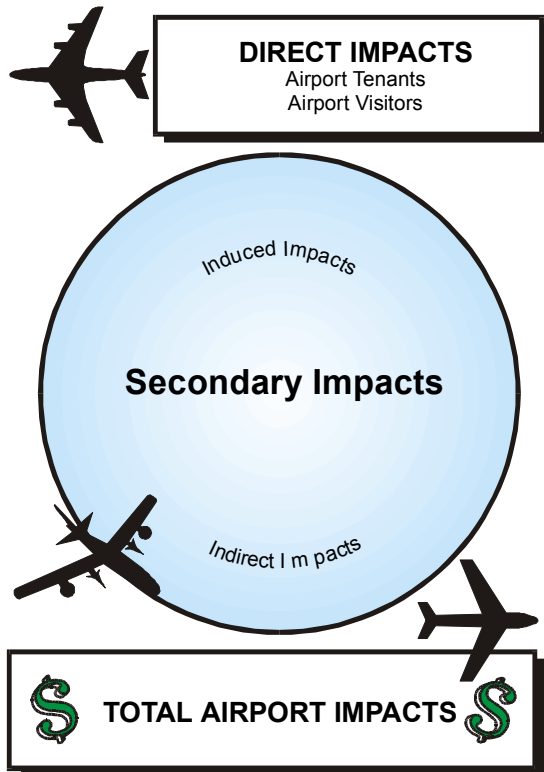
The facility has two waterways serving the needs of seaplanes. Waterway 3-21 is 10,000 feet long and 2,000 feet wide, while Waterway 12-30 is 6,000 feet long and 1,000 feet wide.

ECONOMIC IMPACTS

The economic impacts of Washington's airports were calculated using a methodology that 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 the service area of each airport. As Friday Harbor Seaplane Base is unattended, the facility has no tenants. It is estimated that there were 2,100 visitors

resulting from general aviation operations with an additional 2,476 visitors from commercial operations. The combined direct output of general aviation and air carrier visitors was approximately \$2,202,308. These first-round expenditures were responsible for 37 jobs generating wages of \$554,879.

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 for an output of \$457,768 and six (6) jobs with combined wages of \$150,778.

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 an output of \$511,215 and seven (7) jobs with combined wages of \$167,257. Each airport's total economic impact is the sum of the three types of impacts.





TOTAL ECONOMIC IMPACTS

The total economic impacts 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 50 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 estimated at \$872,914.
- **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 Friday Harbor Seaplane Base was approximately \$3,171,291.





	Direct Impacts	+ Indirect Impacts	+ Induced Impacts	= Total Impacts
Jobs (Employment) 	Number of Jobs Supported 36.9	Number of Jobs Supported 5.6	Number of Jobs Supported 6.8	Total Number of Jobs Supported 49.6
Labor Earnings (Payroll) 	Annual Salary Supported \$554,879	Annual Salary Supported \$150,778	Annual Salary Supported \$167,257	Total Annual Salary Supported \$872,914
Economics (Sales Output) 	Contribution to Economy (Dollars) \$2,202,308	Contribution to Economy (Dollars) \$457,768	Contribution to Economy (Dollars) \$511,215	Total Contribution to Economy (Dollars) \$3,171,291

SUMMARY

On an annual basis, tenants of Friday Harbor Seaplane Base and its visitors in San Juan County, Washington contributed the following total annual economic benefit:

**Jobs
(Employment)**


Total 49.6

**Labor Earnings
(Payroll)**


Total \$872,914

**Economic Activity
(Sales Output)**


Total \$3,171,291

