

Spokane International

9000 W. Airport Drive, #204 Spokane, WA 99224



Spokane International Airport is a 4,800 acre commercial service airport served by six airlines and two primary air cargo carriers. The airport processed over 3 million passengers and 47,686 U.S. air cargo tons in 2010. It is the second largest airport in the State of Washington and recognized by the FAA as a small hub.

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

AIRPORT CHARACTERISTICS

Location		Service Classification		Approach	
Legislative Dist:	06	Federal:	Commercial Service Airport - Primary	Airport Elevation:	2,385
Associated City:	Spokane	State:	Commercial	Approach Category:	C: 121 to < 141 knots
County:	Spokane				
Organizational Structure		Runway(s)		Type of Airport	
Ownership Type:	Joint	Number:	2	FAA:	IVC
Owner:	City of Spokane/Spokane Cou	Type(s):	Asphalt/Concrete, Asphalt	Description:	B757

AIRPORT ACTIVITY

Activities	Based Aircraft		Cargo			
	Based	Transient	AIS Last Updated: 12/15/2011			
Agricultural Spraying	<input type="checkbox"/>	<input type="checkbox"/>	Jet	3	Number of Cargo Carriers	5
Air Ambulance	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Multi-Engine	19	Total Cargo Volume (Tons)	93,424
Medical Transport	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Single-Engine	54	Ground Transportation	
Airplane Parts Manufacturing	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Rotor Based	0	AIS Last Updated: 12/23/2010	
Aerial Surveying	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Glider	0	Bus Service	<input checked="" type="checkbox"/>
Wildland Firefighting	<input type="checkbox"/>	<input checked="" 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	0	Rail Service	<input type="checkbox"/>
Civil Air Patrol	<input type="checkbox"/>	<input type="checkbox"/>	Total	76	Shuttle Service	<input checked="" type="checkbox"/>
Cargo Activity	<input checked="" type="checkbox"/>		Fixed Based Operators		Limo Town Car	<input checked="" type="checkbox"/>
Flight Training	<input checked="" type="checkbox"/>		AIS Last Updated: 10/28/2009		Other Ground Transportation	<input checked="" type="checkbox"/>
Commercial Carrier Activity	<input checked="" type="checkbox"/>		No. of FBOs	2		

Comparison by State Classification

Take Offs and Landings (Operations)

Airport	Classification	
	Low	High
Based Aircraft	76	471
Operations	79,120	313,954

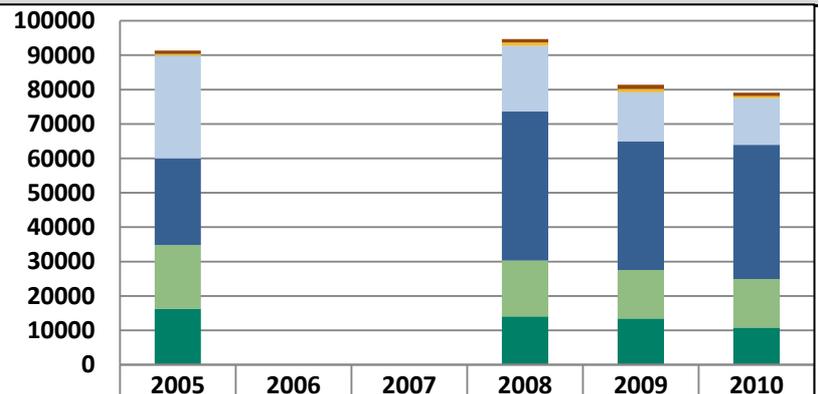
Commercial Enplanements*

2010	1,592,126
2009	1,527,955
2008	1,715,773

*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 checked="" type="checkbox"/>
Helicopter Fuel	<input type="checkbox"/>



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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:** Spokane
- 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	2,020	2,592	4,612
Labor Income	\$ 111,900,000	\$ 110,200,000	\$ 222,100,000
Output	\$ 391,400,000	\$ 317,100,000	\$ 708,500,000

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:		\$ 377,128,900			
	Direct	Indirect/Induced	Total Impact	All State Impacts	% State Impact
Jobs	3,877	1,975	5,852	94,000	6.23%
Labor Income	\$ 109,200,000	\$ 92,300,000	\$ 201,500,000	\$ 3,311,700,000	6.08%
Output	\$ 327,500,000	\$ 285,800,000	\$ 613,300,000	\$ 10,160,600,000	6.04%

FISCAL IMPACTS

Estimated Taxes Paid to Each Jurisdiction Type

	Cities	Counties	Special Districts	State	Total Taxes
Airport Businesses	\$ 2,000	\$ 190,000	\$ 905,000	\$ 3,900,000	\$ 4,997,000
Visitors	\$ 3,100,000	\$ 3,200,000	\$ 3,200,000	\$ 18,600,000	\$ 28,100,000
Total	\$ 3,102,000	\$ 3,390,000	\$ 4,105,000	\$ 22,500,000	\$ 33,097,000

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**

