AIRPORT: Tri-Cities (PSC)
ASSOCIATED CITY: Pasco
ARC: C-III
Region: South Central

AIRPORT DATA AND FACILITIES

Tri-Cities Airport is located in Franklin County, two miles northwest of Pasco. Tri-Cities Airport has 80 based aircraft, including 56 single-engine, 15 multi-engine piston-powered, 4 turboprops, 3 turbojets, and 2 helicopters. The latest available data indicate that Tri-Cities experienced 69,595 annual operations. In 1998 192,301 passengers were enplaned at the Airport, classifying it as a pimary commercial service airport. Delta Airlines and Delta Connection Carrier Skywest Airlines each provide service to Salt Lake City; Delta with Boeing 727 and 737 aircraft, and Skywest with Canadair Regional jets. Alaska Airlines' affiliate, Horizon, and United Express each provide service to Portland and Seattle; Horizon with de Havilland Dash 8's and United Express with Embraer Brasilias. Cargo carriers at Tri-Cities Airport include Ameri Flight, Aeroflight, and Empire, who provide cargo feed for FedEx.

Tri-Cities Airport has an air traffic control tower, which is staffed on a part-time basis. The Airport has three runways. Runway 3L-21R is 7,700 feet long, 150 feet wide, has a grooved asphalt surface, and is equipped with medium intensity runway lights. Runway 3L is equipped with precision approach path indicators (PAPI's) and runway end indicator lights (REIL's). Runway 21R, the threshold of which is displaced 591 feet, is equipped with PAPI's and a medium intensity approach lighting system with runway alignment indicator lights. Runway 21R has an instrument landing system, providing this runway end with a CAT I precision approach. This runway end also has a non-precision VOR or GPS approach.

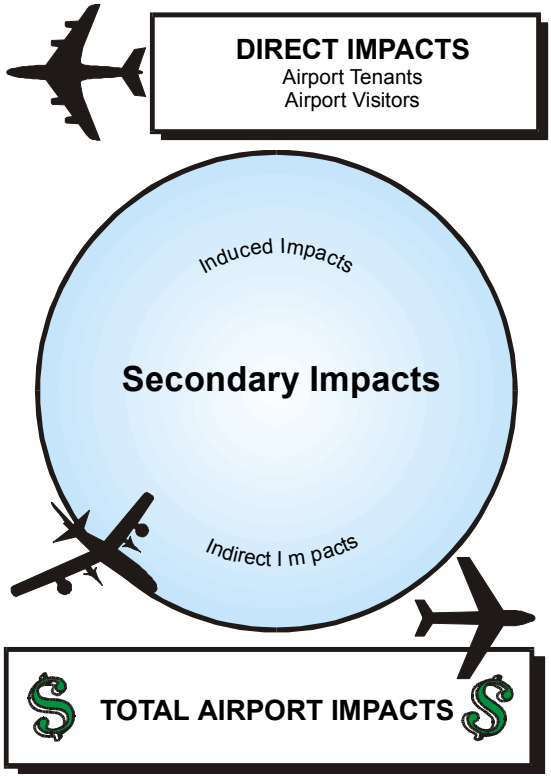
Runway 12-30 is 7,700 feet long, 150 feet wide, has a grooved asphalt surface, and is equipped with medium intensity runway lights. Runway 12 is equipped with REIL's and VASI's. Runway 30 has a 200 foot displaced threshold and is equipped with an omni-directional lighting system and PAPI's. Approaches to Runway 12 are visual, while Runway 30 has VOR/DME and RNAV GPS non-precision approaches.

Runway 3R-21L is 4,425 feet long, 75 feet wide, and has an asphalt surface. Approaches to both Runways 3R and 21L are 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 Sponsor, there were two aviation-related tenants at the Airport in 2000: Viper Aircraft and Bergstrom Aircraft. General aviation visitors accounted for approximately 19,900 airport visitors, while commercial service activity provided 76,920 visitors to the Airport. The total combined direct output of on-airport tenants and general aviation and air carrier visitors was approximately $62,697,875. These first-round expenditures were responsible for approximately 1,000 jobs, which generated wages of $16,3833,883.

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 output of $12,700,657 and approximately 161 jobs with combined wages of $4,188,396. Non aviation-related tenants on the Airport include the Double Tree Hotel.

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 $14,217,857 and 192 jobs with total wages of $4,642,109. 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 1,360 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 $25,214,387.

- **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 Tri-Cities Airport was $89,616,389.

	Direct Impacts	+ Indirect Impacts	+ Induced Impacts	= Total Impacts
Jobs (Employment)	Number of Jobs Supported	Number of Jobs Supported	Number of Jobs Supported	Total Number of Jobs Supported
	1,000.3	161.4	191.9	1,359.7
Labor Earnings (Payroll)	Annual Salary Supported	Annual Salary Supported	Annual Salary Supported	Total Annual Salary Supported
	$16,383,883	$4,188,396	$4,642,109	$25,214,387
Economic (Sales Output)	Contribution to Economy (Dollars)	Contribution to Economy (Dollars)	Contribution to Economy (Dollars)	Total Contribution to Economy (Dollars)
	$62,697,875	$12,700,657	$14,217,857	$89,616,389

SUMMARY

On an annual basis, Tri-Cities Airport's tenants and its visitors in Franklin County, Washington contributed the following total annual economic benefit:

Jobs (Employment)

Total 1,359.7

Labor Earnings (Payroll)

Total $25,214,387

Economic Activity (Sales Output)

Total $89,616,389