

Olympia Regional

7643 Old Highway 99 SE Olympia, WA 98501



The Olympia Regional Airport serves the southern Puget Sound region as a general aviation public airport. The airport is approximately 835 acres in size, with an additional 440 acres of land in its adjoining industrial park. The airport's primary runway 17/35 is 5,501 feet; crosswind runway 08/26 is 4,157 feet. Businesses on the airport offer flight instruction, maintenance and operation services, aircraft modification, avionics, corporate and state agency flight operations and a flight museum.

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

AIRPORT CHARACTERISTICS

Location		Service Classification		Approach	
Legislative Dist:	22	Federal:	General Aviation Airport	Airport Elevation:	206
Associated City:	Olympia			Approach Category:	C: 121 to < 141 knots
County:	Thurston	State:	Regional		
Organizational Structure		Runway(s)		Type of Airport	
Ownership Type:	Port	Number:	2	FAA:	IIC
Owner:	Port of Olympia	Type(s):	Asphalt,Asphalt	Description:	Dornier 328 Jet

AIRPORT ACTIVITY

Activities	Based Aircraft		Cargo
	Based	Transient	
AIS Last Updated: 12/15/2011			
Agricultural Spraying	<input type="checkbox"/>	<input type="checkbox"/>	Jet 5
Air Ambulance	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Multi-Engine 14
Medical Transport	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Single-Engine 130
Airplane Parts Manufacturing	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Rotor Based 28
Aerial Surveying	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Glider 0
Wildland Firefighting	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Military 0
Skydiving/Parachute Drops	<input type="checkbox"/>	<input type="checkbox"/>	Ultralight 0
Aerial Tours	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Seaplane 0
Civil Air Patrol	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Total 177
Cargo Activity	<input type="checkbox"/>		Fixed Based Operators
Flight Training	<input checked="" type="checkbox"/>		AIS Last Updated: 12/28/2010
Commercial Carrier Activity	<input type="checkbox"/>		No. of FBOs 2
			Number of Cargo Carriers -
			Total Cargo Volume (Tons) -
			Ground Transportation
			AIS Last Updated: 12/28/2010
			Bus Service <input checked="" type="checkbox"/>
			Taxi Service <input checked="" type="checkbox"/>
			Marine Service <input type="checkbox"/>
			Rail Service <input checked="" type="checkbox"/>
			Shuttle Service <input type="checkbox"/>
			Limo Town Car <input checked="" type="checkbox"/>
			Other Ground Transportation <input checked="" type="checkbox"/>

Comparison by State Classification Take Offs and Landings (Operations)

Airport	Classification		Based Aircraft	Operations
	Low	High		
			177	52,658
			5	4,254
			658	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 checked="" type="checkbox"/>			
Helicopter Fuel	<input type="checkbox"/>			

	2005	2006	2007	2008	2009	2010
■ Military Itinerant	689			696	1073	1518
■ Military Local	119			159	210	866
■ Commercial Air Taxi	1353			2051	2200	1942
■ Commercial Air Carrier	0			0	0	0
■ General Itinerant	42469			35001	33429	26036
■ General Local	44897			34322	30495	22296

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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:** Thurston
- 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	161	66	227
Labor Income	\$ 8,300,000	\$ 2,600,000	10,900,000
Output	\$ 15,000,000	\$ 7,500,000	22,500,000

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:	\$ 1,615,700				
	Direct	Indirect/Induced	Total Impact	All State Impacts	% State Impact
Jobs	16	8	24	94,000	0.03%
Labor Income	\$ 457,000	\$ 389,000	\$ 846,000	\$ 3,311,700,000	0.03%
Output	\$ 1,400,000	\$ 1,200,000	\$ 2,600,000	\$ 10,160,600,000	0.03%

FISCAL IMPACTS

Estimated Taxes Paid to Each Jurisdiction Type

	Cities	Counties	Special Districts	State	Total Taxes
Airport Businesses	\$ 75,000	\$ 27,000	\$ 15,000	\$ 382,000	\$ 499,000
Visitors	\$ 12,000	\$ 13,000	\$ 13,000	\$ 79,000	\$ 117,000
Total	\$ 87,000	\$ 40,000	\$ 28,000	\$ 461,000	\$ 616,000

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**

