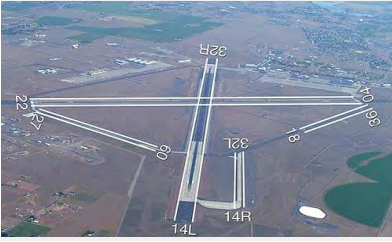


Grant County International

7810 Andrews Street NE, Ste. 200 Moses Lake, WA 98837



The Grant County International Airport has 350+ days a year of VFR flying and is located in the middle of Washington State. The airport staff are ready to assist you with your needs both work and recreational. We can support any operation with our 13,500 ft runway and Air Traffic Control Tower.

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

AIRPORT CHARACTERISTICS

Location		Service Classification		Approach	
Legislative Dist:	13	Federal:	Commercial Service Airport - Non Primary	Airport Elevation:	1,185
Associated City:	Moses Lake	State:	Commercial	Approach Category:	D: 141 to < 166 knots
County:	Grant				
Organizational Structure		Runway(s)		Type of Airport	
Ownership Type:	Port	Number:	5	FAA:	VD
Owner:	Port of Moses Lake	Type(s):	Asphalt,Concrete, Asphalt/Concrete,	Description:	B-747

AIRPORT ACTIVITY

Activities	Based Aircraft		Cargo			
	Based	Transient	AIS Last Updated: 11/18/2011			
Agricultural Spraying	<input type="checkbox"/>	<input type="checkbox"/>	Jet	19	Number of Cargo Carriers	2
Air Ambulance	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Multi-Engine	13	Total Cargo Volume (Tons)	530
Medical Transport	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Single-Engine	83	Ground Transportation	
Airplane Parts Manufacturing	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Rotor Based	1	AIS Last Updated: 12/9/2010	
Aerial Surveying	<input type="checkbox"/>	<input type="checkbox"/>	Glider	0	Bus Service	<input checked="" type="checkbox"/>
Wildland Firefighting	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Military	0	Taxi Service	<input checked="" type="checkbox"/>
Skydiving/Parachute Drops	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Ultralight	0	Marine Service	<input type="checkbox"/>
Aerial Tours	<input type="checkbox"/>	<input type="checkbox"/>	Seaplane	1	Rail Service	<input checked="" type="checkbox"/>
Civil Air Patrol	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Total	117	Shuttle Service	<input type="checkbox"/>
Cargo Activity	<input checked="" type="checkbox"/>		Fixed Based Operators		Limo Town Car	<input type="checkbox"/>
Flight Training	<input checked="" type="checkbox"/>		AIS Last Updated: 12/9/2010		Other Ground Transportation	<input checked="" type="checkbox"/>
Commercial Carrier Activity	<input type="checkbox"/>		No. of FBOs	3		

Comparison by State Classification Take Offs and Landings (Operations)

	Airport	Classification	
		Low	High
Based Aircraft	117	-	471
Operations	63,315	-	313,954
Commercial Enplanements*			
2010			2,920
2009			2,762
2008			4,000
*Enplanements are passengers boarding a commercial aircraft. Does not include disembarking passengers.			
Fuel Service			
80 LL	<input checked="" 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	3259			0	7994	8208
Military Local	9776			13035	14837	11519
Commercial Air Taxi	3179			3179	2344	2637
Commercial Air Carrier	21735			20035	5754	5175
General Itinerant	41747			41442	15209	13735
General Local	73426			72888	23800	22041

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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:** Grant
- 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	289	107	396
Labor Income	\$ 11,800,000	\$ 4,000,000	15,800,000
Output	\$ 38,600,000	\$ 11,900,000	50,500,000

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:	\$ 1,693,600				
	Direct	Indirect/Induced	Total Impact	All State Impacts	% State Impact
Jobs	17	9	26	94,000	0.03%
Labor Income	\$ 481,000	\$ 412,000	\$ 893,000	\$ 3,311,700,000	0.03%
Output	\$ 1,500,000	\$ 1,300,000	\$ 2,800,000	\$ 10,160,600,000	0.03%

FISCAL IMPACTS

Estimated Taxes Paid to Each Jurisdiction Type

	Cities	Counties	Special Districts	State	Total Taxes
Airport Businesses	\$ 700	\$ 45,000	\$ 8,100	\$ 6,800,000	\$ 6,853,800
Visitors	\$ 14,000	\$ 15,000	\$ 15,000	\$ 83,000	\$ 127,000
Total	\$ 14,700	\$ 60,000	\$ 23,100	\$ 6,883,000	\$ 6,980,800

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**

