

Pru Field

401 N Jefferson Ritzville, WA 99169



Pru Field is owned and operated by the City of Ritzville. Ritzville is located in Adams County in Eastern Washington, approximately 60 miles southwest of Spokane and 45 miles east of Moses Lake. Ritzville is the Adams County seat and serves as a vital agricultural center due to its location in Washington's wheat country.

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

AIRPORT CHARACTERISTICS

| Location | | Service Classification | | Approach | |
|--------------------------|-------------------|------------------------|--------------------------|---------------------------|----------------------|
| Legislative Dist: | 09 | Federal: | General Aviation Airport | Airport Elevation: | 1,801 |
| Associated City: | Ritzville | | | Approach Category: | B: 91 to < 121 knots |
| County: | Adams | State: | Local Service | | |
| Organizational Structure | | Runway(s) | | Type of Airport | |
| Ownership Type: | City Govt. | Number: | 2 | FAA: | IsB |
| Owner: | City of Ritzville | Type(s): | Asphalt,Asphalt | Description: | |

AIRPORT ACTIVITY

| Activities | Based Aircraft | | Cargo |
|----------------------------------|-------------------------------------|-------------------------------------|--|
| | Based | Transient | |
| AIS Last Updated: 11/23/2011 | | | |
| Agricultural Spraying | <input checked="" type="checkbox"/> | <input checked="" type="checkbox"/> | Number of Cargo Carriers - |
| Air Ambulance | <input type="checkbox"/> | <input checked="" type="checkbox"/> | Total Cargo Volume (Tons) - |
| Medical Transport | <input type="checkbox"/> | <input checked="" type="checkbox"/> | |
| Airplane Parts Manufacturing | <input type="checkbox"/> | <input type="checkbox"/> | Ground Transportation |
| Aerial Surveying | <input type="checkbox"/> | <input type="checkbox"/> | AIS Last Updated: 1/14/2010 |
| Wildland Firefighting | <input type="checkbox"/> | <input type="checkbox"/> | Bus Service <input checked="" type="checkbox"/> |
| Skydiving/Parachute Drops | <input type="checkbox"/> | <input checked="" type="checkbox"/> | Taxi Service <input checked="" type="checkbox"/> |
| Aerial Tours | <input type="checkbox"/> | <input type="checkbox"/> | Marine Service <input type="checkbox"/> |
| Civil Air Patrol | <input type="checkbox"/> | <input type="checkbox"/> | Rail Service <input checked="" type="checkbox"/> |
| Cargo Activity | <input type="checkbox"/> | | Shuttle Service <input type="checkbox"/> |
| Flight Training | <input type="checkbox"/> | | Limo Town Car <input type="checkbox"/> |
| Commercial Carrier Activity | <input type="checkbox"/> | | Other Ground Transportation <input checked="" type="checkbox"/> |
| | | | |
| | | Total 3 | |
| | | Fixed Based Operators | |
| | | AIS Last Updated: 6/9/2010 | |
| | | No. of FBOs 0 | |

Comparison by State Classification Take Offs and Landings (Operations)

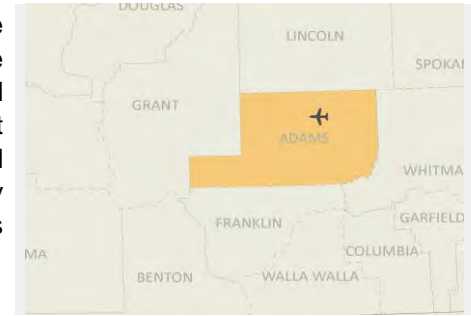
| Airport | Classification | | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 |
|--|--------------------------|----------|------|------|------|------|------|------|
| | Low | High | | | | | | |
| Based Aircraft | 3 | - 28 | | | | | | |
| Operations | 1,911 | - 24,000 | | | | | | |
| Commercial Enplanements* | | | | | | | | |
| 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 type="checkbox"/> | | | | | | | |
| MoGas | <input type="checkbox"/> | | | | | | | |
| Jet A | <input 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:** Adams
- 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 | 7 | 5 | 12 |
| Labor Income | \$ 932,000 | \$ 142,000 | 1,074,000 |
| Output | \$ 1,300,000 | \$ 411,000 | 1,711,000 |

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: | \$ 43,700 | | | | |
|-----------------------------------|-----------|------------------|--------------|-------------------|----------------|
| | Direct | Indirect/Induced | Total Impact | All State Impacts | % State Impact |
| Jobs | 0 | 0 | 1 | 94,000 | 0.00% |
| Labor Income | \$ 12,000 | \$ 11,000 | \$ 23,000 | \$ 3,311,700,000 | 0.00% |
| Output | \$ 39,000 | \$ 34,000 | \$ 73,000 | \$ 10,160,600,000 | 0.00% |

FISCAL IMPACTS

Estimated Taxes Paid to Each Jurisdiction Type

| | Cities | Counties | Special Districts | State | Total Taxes |
|--------------------|-----------------|---------------|-------------------|------------------|------------------|
| Airport Businesses | \$ 800 | \$ - | \$ 10 | \$ 9,800 | \$ 10,610 |
| Visitors | \$ 300 | \$ 400 | \$ 400 | \$ 2,200 | \$ 3,300 |
| Total | \$ 1,100 | \$ 400 | \$ 410 | \$ 12,000 | \$ 13,910 |

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**

