

Omak Municipal

PO Box 72 Omak, WA 98841



Omak Municipal Airport is three miles North of Omak and is the largest Airport in the Okanogan Valley. The Airport was built in 1942 as an alternate landing strip for WWII. It was turned over to the city in 1954. Today's Airport has a 75 foot wide runway at a length of 4672 feet. 24 hour self serve 100ll and Jet A is available.

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

AIRPORT CHARACTERISTICS

Location		Service Classification		Approach	
Legislative Dist:	07	Federal:	General Aviation Airport	Airport Elevation:	1,305
Associated City:	Omak	State:	Regional	Approach Category:	A: < 91 knots
County:	Okanogan				
Organizational Structure		Runway(s)		Type of Airport	
Ownership Type:	City Govt.	Number:	1	FAA:	IIA
Owner:	City of Omak	Type(s):	Asphalt	Description:	Cessna Caravan

AIRPORT ACTIVITY

Activities	Based Aircraft		Cargo		
	Based	Transient	AIS Last Updated: 12/15/2011		
Agricultural Spraying	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Jet	0	Number of Cargo Carriers 1
Air Ambulance	<input type="checkbox"/>	<input type="checkbox"/>	Multi-Engine	0	
Medical Transport	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Single-Engine	5	Ground Transportation AIS Last Updated: 12/21/2010
Airplane Parts Manufacturing	<input type="checkbox"/>	<input type="checkbox"/>	Rotor Based	0	
Aerial Surveying	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Glider	0	Taxi Service <input checked="" type="checkbox"/>
Wildland Firefighting	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Military	0	Marine Service <input type="checkbox"/>
Skydiving/Parachute Drops	<input type="checkbox"/>	<input type="checkbox"/>	Ultralight	0	Rail Service <input type="checkbox"/>
Aerial Tours	<input type="checkbox"/>	<input type="checkbox"/>	Seaplane	0	Shuttle Service <input type="checkbox"/>
Civil Air Patrol	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Total	5	Limo Town Car <input type="checkbox"/>
Cargo Activity	<input checked="" type="checkbox"/>		Fixed Based Operators		Other Ground Transportation <input checked="" type="checkbox"/>
Flight Training	<input type="checkbox"/>		AIS Last Updated: 12/15/2011		
Commercial Carrier Activity	<input type="checkbox"/>		No. of FBOs	1	

Comparison by State Classification

Take Offs and Landings (Operations)

Airport	Classification	
	Low	High
Based Aircraft	5	658
Operations	4,254	142,000

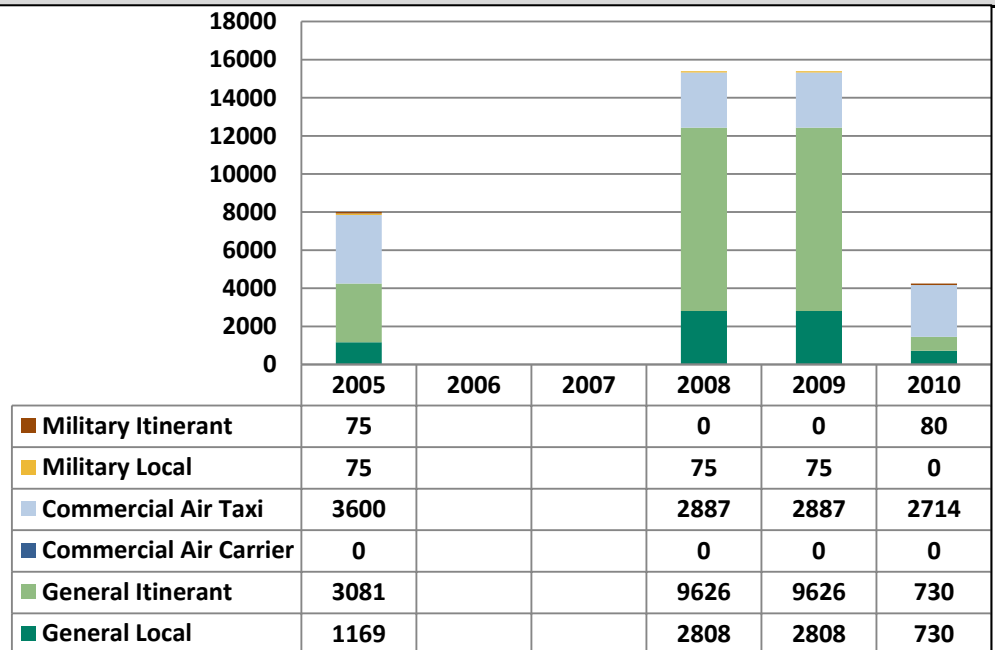
Commercial Enplanements*

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"/>



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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:** Okanogan
- 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	3	10
Labor Income	\$ 422,000	\$ 86,000	508,000
Output	\$ 660,000	\$ 253,000	913,000

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:	\$ 29,300				
	Direct	Indirect/Induced	Total Impact	All State Impacts	% State Impact
Jobs	0	0	1	94,000	0.00%
Labor Income	\$ 8,400	\$ 7,100	\$ 15,500	\$ 3,311,700,000	0.00%
Output	\$ 25,000	\$ 22,000	\$ 47,000	\$ 10,160,600,000	0.00%

FISCAL IMPACTS

Estimated Taxes Paid to Each Jurisdiction Type

	Cities	Counties	Special Districts	State	Total Taxes
Airport Businesses	\$ 600	\$ 1,500	\$ 3,200	\$ 8,000	\$ 13,300
Visitors	\$ 300	\$ 300	\$ 300	\$ 1,400	\$ 2,300
Total	\$ 900	\$ 1,800	\$ 3,500	\$ 9,400	\$ 15,600

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

