



AIRPORT: Spokane International (GEG)

ASSOCIATED CITY: Spokane

ARC: C-III

Region: Eastern

AIRPORT DATA AND FACILITIES

Spokane International Airport is located in Spokane County adjacent to Interstate 90, five miles southwest of Spokane. The Airport has 115 based aircraft, including 77 single-engine, 27 multi-engine piston-powered, 3 turbojets, and 8 helicopters. The latest available data indicate that Spokane International had 57,362 annual operations. In 1998, 1,472,901 passengers were enplaned at Spokane International, classifying it as a primary commercial service airport. The Airport is served by Air Canada, Alaska, Delta, Northwest, Southwest, and United Airlines. Non-stop destinations include Alberta, Boise, Chicago, Denver, Las Vegas, Los Angeles, Minneapolis, Oakland, Portland, Salt Lake City, San Francisco, and Seattle. Aircraft on these routes range in size from deHavilland Dash 8's to Boeing 737's. Cargo carriers include United Parcel Service, FedEx, Airborne Express, and Kitty Hawk.



Spokane International Airport has an air traffic control tower which is staffed on a part-time basis. The Airport has two runways. Runway 3-21 is 9,000 feet long, 150 feet wide, has a grooved asphalt-concrete surface, and is equipped with high intensity runway lights and centerline lights. Runway 3 is equipped with a type 2 approach (ALSF 2) lighting system, touchdown zone lights, and visual approach slope indicators (VASI). Approaches to Runway 3 include a CAT III precision approach, and VOR and RNAV (GPS) non-precision approaches. Runway 21 is equipped with an ALSF 2, touchdown zone lights, and precision approach path indicators (PAPI). Approaches to Runway 21 include a CAT II precision approach, and VOR/DME RNAV, NDB, and RNAV (GPS) non-precision approaches.

Runway 7-25 is 8,199 feet long, 150 feet wide, has a grooved asphalt surface, and is equipped with medium intensity runway lights. The runway is equipped with runway end indicator lights (REIL) and VASI's, and has no published instrument approaches. Runway 25 is equipped with REIL's and PAPI's, and has a published RNAV (GPS) non-precision approach.

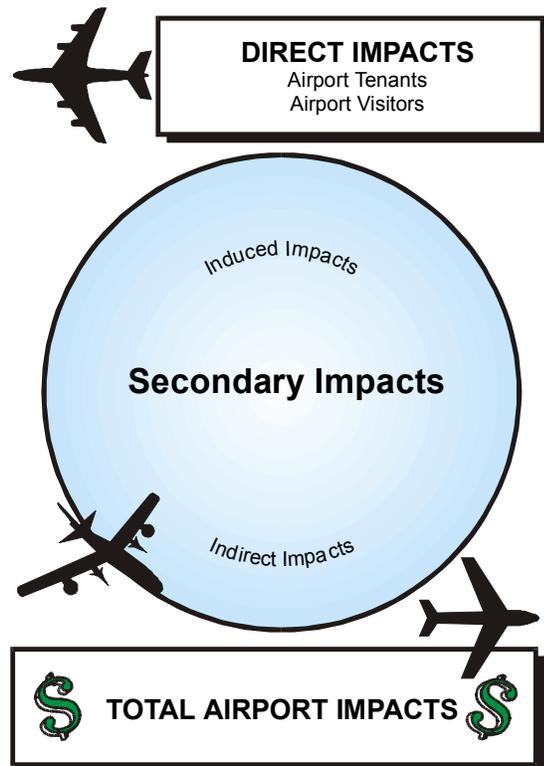




ECONOMIC IMPACTS

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.

Aviation-related tenants at Spokane International Airport include Spokane Airways. General aviation operations accounted for approximately 21,400 visitors while commercial service activity brought 589,160 visitors to the Airport. The total combined direct output of on-airport tenants and general

aviation and air carrier visitors was approximately \$472,876,924. These first-round expenditures were responsible for approximately 7,365 jobs which generated \$121,059,861 in wages.

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 an output of \$101,386,202 and 1,277 jobs with combined wages of \$33,533,338.

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 an output of \$111,429,925 and 1,519 jobs with combined wages of \$36,529,448. 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 approximately 10,206 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 \$191,122,647.

- **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 was \$685,693,052.

	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
	7,365.1	1,276.5	1,518.9	10,160.5
Labor Earnings (Payroll) 	Annual Salary Supported	Annual Salary Supported	Annual Salary Supported	Total Annual Salary Supported
	\$121,059,861	\$33,533,338	\$36,529,448	\$191,122,647
Economics (Sales Output) 	Contribution to Economy (Dollars)	Contribution to Economy (Dollars)	Contribution to Economy (Dollars)	Total Contribution to Economy (Dollars)
	\$472,876,924	\$101,386,202	\$111,429,925	\$685,693,051

SUMMARY

On an annual basis, Spokane International Airport's tenants and its visitors in Spokane County, Washington contributed the following total annual economic benefit:

Jobs (Employment) 	Labor Earnings (Payroll) 	Economic Activity (Sales Output) 
Total 10,160.6	Total \$191,122,647	Total \$685,693,052

