

Walla Walla Regional

310 A Street Walla Walla, WA 99362



The Walla Walla Regional Airport is a commercial air service airport and is located in Southeast Washington which serves the Walla Walla Valley of about 60,000 people. Developed during WWII and expanded through the years, the airport encompasses approximately 3,000 acres. In addition to aviation activities the airport is home to a large industrial park with approximately 50 small to medium size non-aviation businesses.

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

AIRPORT CHARACTERISTICS

Location		Service Classification		Approach	
Legislative Dist:	16	Federal:	Commercial Service Airport - Primary	Airport Elevation:	1,191
Associated City:	Walla Walla	State:	Commercial	Approach Category:	C: 121 to < 141 knots
County:	Walla Walla				
Organizational Structure		Runway(s)		Type of Airport	
Ownership Type:	Port	Number:	3	FAA:	IIIC
Owner:	Port of Walla Walla	Type(s):	Asphalt, Concrete, Concrete	Description:	Gulfstream III, Lear 25, DC 8

AIRPORT ACTIVITY

Activities	Based Aircraft		Cargo
	Based	Transient	
AIS Last Updated: 12/15/2011			
Agricultural Spraying	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Jet 1
Air Ambulance	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Multi-Engine 15
Medical Transport	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Single-Engine 105
Airplane Parts Manufacturing	<input type="checkbox"/>	<input type="checkbox"/>	Rotor Based 1
Aerial Surveying	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Glider 0
Wildland Firefighting	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Military 0
Skydiving/Parachute Drops	<input type="checkbox"/>	<input type="checkbox"/>	Ultralight 3
Aerial Tours	<input type="checkbox"/>	<input type="checkbox"/>	Seaplane 1
Civil Air Patrol	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	Total 126
Cargo Activity	<input checked="" type="checkbox"/>		Fixed Based Operators
Flight Training	<input checked="" type="checkbox"/>		AIS Last Updated: 12/28/2010
Commercial Carrier Activity	<input checked="" type="checkbox"/>		No. of FBOs 1
			Number of Cargo Carriers 1
			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 type="checkbox"/>
			Shuttle Service <input checked="" type="checkbox"/>
			Limo Town Car <input type="checkbox"/>
			Other Ground Transportation <input checked="" type="checkbox"/>

Comparison by State Classification

Airport	Classification	
	Low	High
Based Aircraft	126	471
Operations	29,206	313,954

Commercial Enplanements*

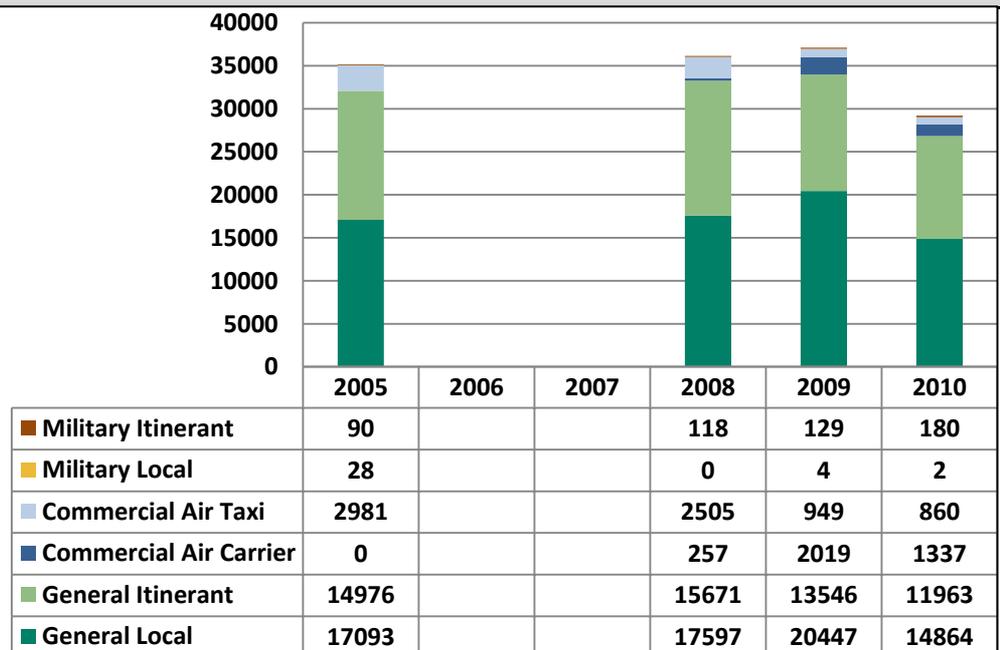
2010	29,050
2009	33,430
2008	29,582

*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"/>

Take Offs and Landings (Operations)



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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:	WallaWalla
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	58	40	98
Labor Income	\$ 3,500,000	\$ 1,600,000	5,100,000
Output	\$ 12,400,000	\$ 4,800,000	17,200,000

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:	\$ 5,035,500				
	Direct	Indirect/Induced	Total Impact	All State Impacts	% State Impact
Jobs	55	26	81	94,000	0.09%
Labor Income	\$ 1,500,000	\$ 1,200,000	\$ 2,700,000	\$ 3,311,700,000	0.08%
Output	\$ 4,300,000	\$ 3,800,000	\$ 8,100,000	\$ 10,160,600,000	0.08%

FISCAL IMPACTS

Estimated Taxes Paid to Each Jurisdiction Type

	Cities	Counties	Special Districts	State	Total Taxes
Airport Businesses	\$ 800	\$ 79,000	\$ 17,000	\$ 210,000	\$ 306,800
Visitors	\$ 45,000	\$ 46,000	\$ 46,000	\$ 247,000	\$ 384,000
Total	\$ 45,800	\$ 125,000	\$ 63,000	\$ 457,000	\$ 690,800

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**

