

# Sanderson Field

21 W. Sanderson Way Shelton, WA 98584



Sanderson Field, a 20-minute drive from I-5, has a 5,005' runway, over 1,000 acres of industrial property, and over 9,000 feet of US Hwy 101 frontage. Lease/utility rates are competitive and there are sites ready for development as well as an established business park suitable for light industrial tenants. Sanderson Field was a WWII airfield and has contributed to the regional economy for decades with manufacturing and industrial jobs and a high quality airfield with huge potential for growth.

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

## AIRPORT CHARACTERISTICS

Location		Service Classification		Approach	
<b>Legislative Dist:</b>	35	<b>Federal:</b>	General Aviation Airport	<b>Airport Elevation:</b>	269
<b>Associated City:</b>	Shelton			<b>Approach Category:</b>	B: 91 to < 121 knots
<b>County:</b>	Mason	<b>State:</b>	Regional		
Organizational Structure		Runway(s)		Type of Airport	
<b>Ownership Type:</b>	Port	<b>Number:</b>	1	<b>FAA:</b>	IIB
<b>Owner:</b>	Port of Shelton	<b>Type(s):</b>	Asphalt	<b>Description:</b>	Single engine piston

## AIRPORT ACTIVITY

Activities	Based Aircraft		Cargo
	Based	Transient	
AIS Last Updated: 12/22/2010			
Agricultural Spraying	<input type="checkbox"/>	<input type="checkbox"/>	Jet 0
Air Ambulance	<input type="checkbox"/>	<input type="checkbox"/>	Multi-Engine 3
<b>Medical Transport</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Single-Engine 83
Airplane Parts Manufacturing	<input type="checkbox"/>	<input type="checkbox"/>	Rotor Based 5
Aerial Surveying	<input type="checkbox"/>	<input type="checkbox"/>	Glider 0
<b>Wildland Firefighting</b>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Military 0
<b>Skydiving/Parachute Drops</b>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Ultralight 2
Aerial Tours	<input type="checkbox"/>	<input type="checkbox"/>	Seaplane 1
Civil Air Patrol	<input type="checkbox"/>	<input type="checkbox"/>	<b>Total 94</b>
Cargo Activity	<input type="checkbox"/>		<b>Fixed Based Operators</b>
<b>Flight Training</b>	<input checked="" type="checkbox"/>		AIS Last Updated: 12/22/2010
Commercial Carrier Activity	<input type="checkbox"/>		<b>No. of FBOs 1</b>
			<b>Number of Cargo Carriers -</b>
			<b>Total Cargo Volume (Tons) -</b>
			<b>Ground Transportation</b>
			AIS Last Updated: 12/15/2010
			<b>Bus Service</b> <input checked="" type="checkbox"/>
			<b>Taxi Service</b> <input checked="" type="checkbox"/>
			Marine Service <input type="checkbox"/>
			Rail Service <input type="checkbox"/>
			Shuttle Service <input type="checkbox"/>
			Limo Town Car <input type="checkbox"/>
			<b>Other Ground Transportation</b> <input checked="" type="checkbox"/>

## Comparison by State Classification

## Take Offs and Landings (Operations)

Airport	Classification	
	Low	High
<b>Based Aircraft</b>	94	658
<b>Operations</b>	35,650	142,000

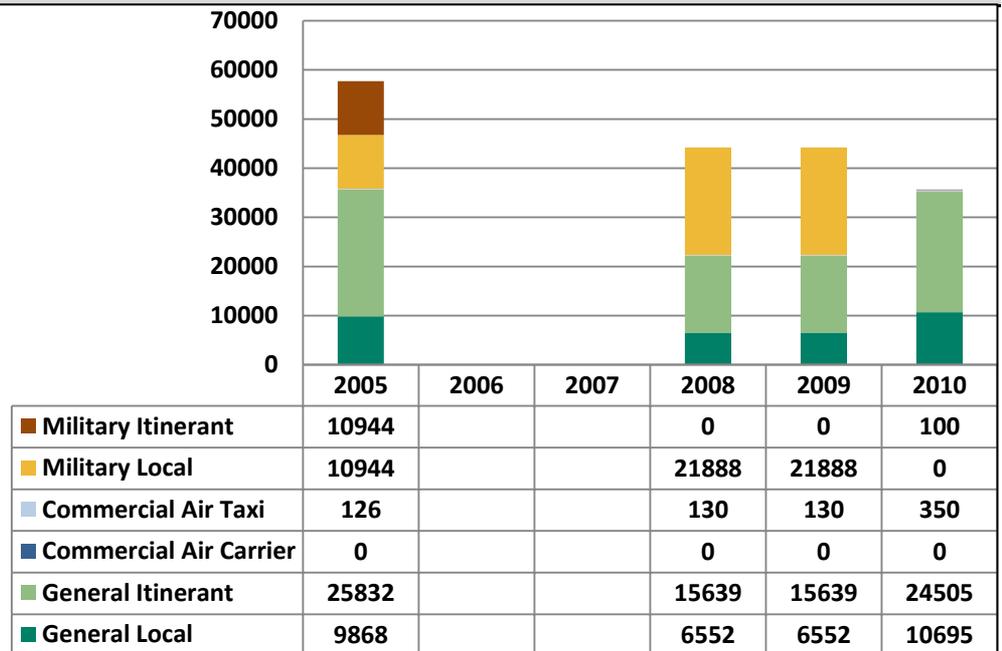
## Commercial Enplanements\*

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:** Mason
- 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
<b>Jobs</b>	295	121	<b>416</b>
<b>Labor Income</b>	\$ 19,400,000	\$ 3,700,000	<b>23,100,000</b>
<b>Output</b>	\$ 30,200,000	\$ 11,600,000	<b>41,800,000</b>

### 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:		\$ 674,400			
	Direct	Indirect/Induced	Total Impact	All State Impacts	% State Impact
<b>Jobs</b>	7	3	<b>10</b>	<b>94,000</b>	<b>0.01%</b>
<b>Labor Income</b>	\$ 192,000	\$ 153,000	<b>\$ 345,000</b>	<b>\$ 3,311,700,000</b>	<b>0.01%</b>
<b>Output</b>	\$ 548,000	\$ 475,000	<b>\$ 1,023,000</b>	<b>\$ 10,160,600,000</b>	<b>0.01%</b>

## FISCAL IMPACTS

### Estimated Taxes Paid to Each Jurisdiction Type

	Cities	Counties	Special Districts	State	Total Taxes
<b>Airport Businesses</b>	\$ 500	\$ 89,000	\$ 322,000	\$ 714,000	<b>\$ 1,125,500</b>
<b>Visitors</b>	\$ 5,500	\$ 5,600	\$ 5,500	\$ 32,000	<b>\$ 48,600</b>
<b>Total</b>	<b>\$ 6,000</b>	<b>\$ 94,600</b>	<b>\$ 327,500</b>	<b>\$ 746,000</b>	<b>\$ 1,174,100</b>

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**

