

Washington's Airports Support Our State

The Washington State Department of Transportation (WSDOT) Aviation Division conducted an Aviation Economic Impact Study (AEIS) of Washington's 134 public-use airports to measure the annual economic impact that airports provide to local communities, geographic regions, and statewide. The study offers a detailed look into how airports contribute to our state and serves as a useful tool in communicating the economic value they bring to our world.

Study Approach

Economic impact is quantified by first calculating the effects of on-airport activity and visitor spending, then analyzing how these effects continue to generate money as they flow through the economy. Economic impacts are calculated by individual airport, then modeled to quantify the total statewide impact of Washington's airport system. **Resulting economic impacts for each airport are expressed in terms of jobs, labor income, value added benefits, and business revenues.**



AIRPORT PROFILE

Boeing Field/King County International Airport (BFI) is a publicly owned and operated airport located in King County on the southern edge of Seattle. BFI supports 18,679 jobs and has a total economic impact/business revenues of \$3.04 billion annually. The airport has two runways: the primary runway is the 10,007-foot-long primary Runway 14R-32L, while the 3,709-foot-long Runway 14L/32R is used for general aviation traffic. BFI has been the longtime home of The Boeing Company's test flight operations and the Museum of Flight. Additionally, UPS maintains a large air cargo operation that provides economic access and support to the region.

AIRPORT CHARACTERISTICS

Location	Service Classification	Organization
Legislative District: 11	Federal: PRIMARY - NON HUB	Ownership Type: PUBLIC
Associated City: SEATTLE	State: MAJOR	Owner/Sponsor: KING COUNTY
County: KING		

AVIATION ACTIVITIES

Key Activities			
☒ Air cargo	☐ Aerial inspections	☒ Aerospace manufacturing	☐ Pilot training and certification
☐ Agriculture	☐ Aerial photography	☒ Personal transportation	☐ Commercial passenger service
☐ Skydiving/recreational flying	☐ Search and rescue	☐ Medical air transport	☐ Business and corporate travel
☐ Shipping of perishable goods	☐ Environmental patrol	☐ Emergency preparedness and disaster response	
☐ National security/military	☐ Firefighting		

Ground Transportation Options

☐ Bus	☐ Taxi
☐ Courtesy car	☐ Rideshare
☐ Limousine service	☐ Rail
☐ Other:	

Airport Activities (2018)

Scheduled commercial service	
Operations	N/A
Enplanements	N/A
General aviation	
Operations	145,213
Percent GA transient	51%

ECONOMIC IMPACTS

Direct economic impacts comprise on-airport activities including employment and construction as well as money spent off-airport by out of state visitors who depart via scheduled commercial service or general aviation.

Direct impacts have additional effects as money generated at and by airports flows through the economy. These effects are caused when a portion of direct business revenues are used to purchase goods and services in Washington (i.e., supplier sales) and worker income is re-spent within the state.

Economic impacts are expressed in terms of the following metrics:

- **Jobs:** Number of employed people
- **Labor Income:** Salaries, wages, and other benefits to workers
- **Value Added:** Value contributed to a product or service provided by a firm or group of firms (in this case, airport businesses)
- **Business Revenues:** Represents an airport's total economic impact

Airport Economic Impacts

Impact Types	Jobs	Labor Income	Value Added	Business Revenues
On-Airport Activity	7,273	\$761,124,000	\$858,276,000	\$1,496,484,000
Visitor Spending	564	\$23,133,000	\$38,428,000	\$57,025,000
Total Direct Effects	7,837	\$784,258,000	\$896,705,000	\$1,553,509,000
Supplier Sales	5,193	\$253,969,000	\$369,201,000	\$676,174,000
Re-Spending of Worker Income	5,649	\$247,363,000	\$457,397,000	\$810,136,000
Total Economic Impact	18,679	\$1,285,589,000	\$1,723,302,000	\$3,039,819,000

Impacts derived based on: 2018 Airport Manager's Survey, 2018 Airport Tenant's Survey, FAA 5010 Airport Master Record, FAA Terminal Area Forecast, Airline Data, Inc. Impacts modeled using IMPLAN by EBP. Analyses based on 2018 study year. **Notes:** Totals may not add due to rounding. Metrics (jobs, labor income, value added, and business revenues) represent various components of an airport's economic impact and are not additive.

TAX IMPACTS

Airports' direct economic impacts result in local and state tax revenues. On-airport businesses pay business and operating (B&O) taxes. Visitor spending generates taxes and fees associated with sales; hotel stays; and use of transportation services including rental cars, Transportation Network Companies (TNCs), and taxis.

Airport's Estimated Taxes to Each Jurisdiction

Impact Types	Local (County & Municipal)	State	Total
On-Airport Activity	\$8,359,220	\$69,736,900	\$78,096,120
Visitor Spending	\$934,340	\$5,665,070	\$6,599,410
Total Taxes	\$9,293,560	\$75,401,970	\$84,695,530

Note: Totals may not add due to rounding.

Statewide Tax Collections

The Washington State Department of Revenue reports that the state collected **\$3.18 billion** in aircraft fuel and aircraft excise taxes. Together with taxes generated by on and off-airport aviation-related activities, the state's airport system, including SeaTac, generated over **\$913.3 million** in total statewide tax impacts (2018).

STATEWIDE ECONOMIC IMPACTS

