

Methow Valley State (Winthrop)

18204 59th Drive NE, Suite B Arlington, WA 98223-8701



Methow Valley Airport is located 5 miles south of Winthrop, WA. Originally constructed by the Forest Service, the airport has acquired increasing importance for the east side of the northernmost VFR routes through the Cascades. The airport also provides access to recreational areas and the valley community. Methow Valley has a 5,049 foot asphalt, lighted runway, and is stressed for 30,000 pound aircraft. The USFS maintains a base on the field, and is very active during forest fire season.

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

AIRPORT CHARACTERISTICS

Location		Service Classification		Approach	
Legislative Dist:	12	Federal:	General Aviation Airport	Airport Elevation:	1,694
Associated City:	Winthrop			Approach Category:	A: < 91 knots
County:	Okanogan	State:	Local Service		
Organizational Structure		Runway(s)		Type of Airport	
Ownership Type:	State	Number:	1	FAA:	IIA
Owner:	WSDOT Aviation	Type(s):	Asphalt	Description:	DHC-6 Twin Otter

AIRPORT ACTIVITY

Activities	Based Aircraft		Cargo			
	Based	Transient	AIS Last Updated: 12/10/2010			
Agricultural Spraying	<input type="checkbox"/>	<input checked="" type="checkbox"/>	Jet	0	Number of Cargo Carriers	-
Air Ambulance	<input type="checkbox"/>	<input type="checkbox"/>	Multi-Engine	0	Total Cargo Volume (Tons)	-
Medical Transport	<input type="checkbox"/>	<input type="checkbox"/>	Single-Engine	8		
Airplane Parts Manufacturing	<input type="checkbox"/>	<input type="checkbox"/>	Rotor Based	0	Ground Transportation	
Aerial Surveying	<input type="checkbox"/>	<input type="checkbox"/>	Glider	0	AIS Last Updated: 12/10/2010	
Wildland Firefighting	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Military	0	Bus Service	<input type="checkbox"/>
Skydiving/Parachute Drops	<input type="checkbox"/>	<input type="checkbox"/>	Ultralight	1	Taxi Service	<input type="checkbox"/>
Aerial Tours	<input type="checkbox"/>	<input type="checkbox"/>	Seaplane	0	Marine Service	<input type="checkbox"/>
Civil Air Patrol	<input type="checkbox"/>	<input type="checkbox"/>	Total	9	Rail Service	<input type="checkbox"/>
Cargo Activity	<input type="checkbox"/>		Fixed Based Operators		Shuttle Service	<input checked="" type="checkbox"/>
Flight Training	<input type="checkbox"/>		AIS Last Updated: 12/10/2010		Limo Town Car	<input type="checkbox"/>
Commercial Carrier Activity	<input type="checkbox"/>		No. of FBOs	0	Other Ground Transportation	<input checked="" type="checkbox"/>

Comparison by State Classification Take Offs and Landings (Operations)

Airport	Classification						
	Low	High					
Based Aircraft	9	-	28				
Operations	7,650	-	24,000				
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 type="checkbox"/>						
MoGas	<input type="checkbox"/>						
Jet A	<input type="checkbox"/>						
Helicopter Fuel	<input type="checkbox"/>						

	2005	2006	2007	2008	2009	2010
Military Itinerant	25			0	0	0
Military Local	25			50	50	50
Commercial Air Taxi	300			300	300	300
Commercial Air Carrier	0			0	0	0
General Itinerant	2158			7000	7000	7000
General Local	92			300	300	300

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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	37	33	70
Labor Income	\$ 2,000,000	\$ 1,200,000	3,200,000
Output	\$ 8,700,000	\$ 3,600,000	12,300,000

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:	\$ 281,900				
	Direct	Indirect/Induced	Total Impact	All State Impacts	% State Impact
Jobs	3	1	4	94,000	0.00%
Labor Income	\$ 81,000	\$ 68,000	\$ 149,000	\$ 3,311,700,000	0.00%
Output	\$ 242,000	\$ 210,000	\$ 452,000	\$ 10,160,600,000	0.00%

FISCAL IMPACTS

Estimated Taxes Paid to Each Jurisdiction Type

	Cities	Counties	Special Districts	State	Total Taxes
Airport Businesses	\$ -	\$ 2,500	\$ 9,300	\$ 145,000	\$ 156,800
Visitors	\$ 2,500	\$ 2,600	\$ 2,600	\$ 14,000	\$ 21,700
Total	\$ 2,500	\$ 5,100	\$ 11,900	\$ 159,000	\$ 178,500

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

