

Cle Elum Municipal

119 West First Street Cle Elum, WA 98922



Cle Elum Municipal Airport is located in Kittitas County, 2 miles north of Cle Elum. There are 6 single-engine based aircraft. The latest available data indicate that Cle Elum Municipal Airport had a total of 5,000 annual operations. Runway 7-25, the Airport's only runway, is 2,560 ft long, 40 ft wide, has an asphalt surface, and is equipped with pilot controlled medium intensity runway lighting. Precision approach path indicators lighting systems provide visual guidance to each runway end.

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

AIRPORT CHARACTERISTICS

| Location | | Service Classification | | Approach | |
|--------------------------|------------------|------------------------|--------------------------|---------------------------|----------------------|
| Legislative Dist: | 13 | Federal: | General Aviation Airport | Airport Elevation: | 1,944 |
| Associated City: | Cle Elum | | | Approach Category: | B: 91 to < 121 knots |
| County: | Kittitas | State: | Local Service | | |
| Organizational Structure | | Runway(s) | | Type of Airport | |
| Ownership Type: | City Govt. | Number: | 1 | FAA: | IsB |
| Owner: | City of Cle Elum | Type(s): | Asphalt | Description: | Beech Baron 58 |

AIRPORT ACTIVITY

| Activities | Based Aircraft | | Cargo | | |
|------------------------------|--------------------------|-------------------------------------|------------------------------|----------|---|
| | Based | Transient | AIS Last Updated: 12/20/2011 | | |
| Agricultural Spraying | <input type="checkbox"/> | <input type="checkbox"/> | Jet | 0 | Number of Cargo Carriers - Total Cargo Volume (Tons) - |
| Air Ambulance | <input type="checkbox"/> | <input type="checkbox"/> | Multi-Engine | 0 | |
| Medical Transport | <input type="checkbox"/> | <input checked="" type="checkbox"/> | Single-Engine | 4 | Ground Transportation AIS Last Updated: 12/29/2010 Bus Service <input type="checkbox"/> Taxi Service <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"/> Other Ground Transportation <input checked="" type="checkbox"/> |
| Airplane Parts Manufacturing | <input type="checkbox"/> | <input type="checkbox"/> | Rotor Based | 0 | |
| Aerial Surveying | <input type="checkbox"/> | <input type="checkbox"/> | Glider | 0 | |
| Wildland Firefighting | <input type="checkbox"/> | <input checked="" type="checkbox"/> | Military | 0 | |
| Skydiving/Parachute Drops | <input type="checkbox"/> | <input type="checkbox"/> | Ultralight | 0 | |
| Aerial Tours | <input type="checkbox"/> | <input type="checkbox"/> | Seaplane | 0 | |
| Civil Air Patrol | <input type="checkbox"/> | <input type="checkbox"/> | Total | 4 | |
| Cargo Activity | <input type="checkbox"/> | | Fixed Based Operators | | |
| Flight Training | <input type="checkbox"/> | | AIS Last Updated: 12/29/2010 | | |
| Commercial Carrier Activity | <input type="checkbox"/> | | No. of FBOs | 0 | |

Comparison by State Classification Take Offs and Landings (Operations)

| Airport | Classification | | Take Offs and Landings (Operations) | | | | | | |
|--|--------------------------|--------|-------------------------------------|------|------|------|------|------|-----|
| | Low | High | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | |
| Based Aircraft | 4 | 28 | | | | | | | |
| Operations | 1,000 | 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"/> | | | | | | | | |
| | | | Military Itinerant | 0 | | | 0 | 0 | 0 |
| | | | Military Local | 0 | | | 0 | 0 | 0 |
| | | | Commercial Air Taxi | 51 | | | 0 | 0 | 0 |
| | | | Commercial Air Carrier | 0 | | | 0 | 0 | 0 |
| | | | General Itinerant | 3069 | | | 500 | 500 | 500 |
| | | | General Local | 1995 | | | 500 | 500 | 500 |

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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:** Kittitas
- 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 | - | - | - |
| Labor Income | \$ - | \$ - | - |
| Output | \$ - | \$ - | - |

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: | \$ 22,800 | | | | |
|-----------------------------------|-----------|------------------|--------------|-------------------|----------------|
| | Direct | Indirect/Induced | Total Impact | All State Impacts | % State Impact |
| Jobs | 0 | 0 | 1 | 94,000 | 0.00% |
| Labor Income | \$ 6,500 | \$ 5,700 | \$ 12,200 | \$ 3,311,700,000 | 0.00% |
| Output | \$ 20,000 | \$ 18,000 | \$ 38,000 | \$ 10,160,600,000 | 0.00% |

FISCAL IMPACTS

Estimated Taxes Paid to Each Jurisdiction Type

| | Cities | Counties | Special Districts | State | Total Taxes |
|--------------------|---------------|---------------|-------------------|-----------------|-----------------|
| Airport Businesses | \$ - | \$ - | \$ - | \$ 300 | \$ 300 |
| Visitors | \$ 200 | \$ 200 | \$ 200 | \$ 1,100 | \$ 1,700 |
| Total | \$ 200 | \$ 200 | \$ 200 | \$ 1,400 | \$ 2,000 |

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**

