Port of Whitman Business Air Center

Flight Line Drive & Airport Access Road Colfax, WA 99111

The Port of Whitman Business Air Center is located in the heart of Palouse Country, 5 miles from the town of Colfax and 20 miles from Pullman, home of Washington State University. T-hangar and raw land rentals are available. Current tenants include a mix of recreational and business aviation interests.

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

AIRPORT CHARACTERISTICS

Location

Legislative Dist:	09
Associated City:	Colfax
County:	Whitman

Service Classification

Federal:	General Aviation Airport
State:	Service

Approach

Airport Elevation:	2,181
Approach Category:	B: 91 to < 121 knots

Organizational Structure

Ownership Type:	Port
Owner:	Port of Whitman County

Runway(s)

Number:	1
Type(s):	Asphalt

Type of Airport

FAA:	IsB
Description:	Gruman G-164 Ag-Cat

AIRPORT ACTIVITY

Activities

	Based	Transient
Agricultural Spraying	☑	☐
Air Ambulance	☐	☐
Medical Transport	☐	☑
Airplane Parts Manufacturing	☐	☐
Aerial Surveying	☐	☐
Wildland Firefighting	☐	☐
Skydiving/Parachute Drops	☐	☐
Aerial Tours	☐	☐
Civil Air Patrol	☐	☐
Cargo Activity	☐	
Flight Training	☐	
Commercial Carrier Activity	☐	

Based Aircraft

AIS Last Updated: 12/28/2010

Jet	0
Multi-Engine	0
Single-Engine	19
Rotor Based	0
Glider	0
Military	0
Ultralight	2
Seaplane	0
Total	**21**

Fixed Based Operators

AIS Last Updated: 12/28/2010

No. of FBOs	2

Cargo

Number of Cargo Carriers	-
Total Cargo Volume (Tons)	-

Ground Transportation

AIS Last Updated: 12/28/2010

Bus Service	☐
Taxi Service	☑
Marine Service	☐
Rail Service	☐
Shuttle Service	☐
Limo Town Car	☐
Other Ground Transportation	☑

Comparison by State Classification

	Airport	Classification Low	Classification High
Based Aircraft	21	21	239
Operations	11,020	-	90,006

Commercial Enplanements*

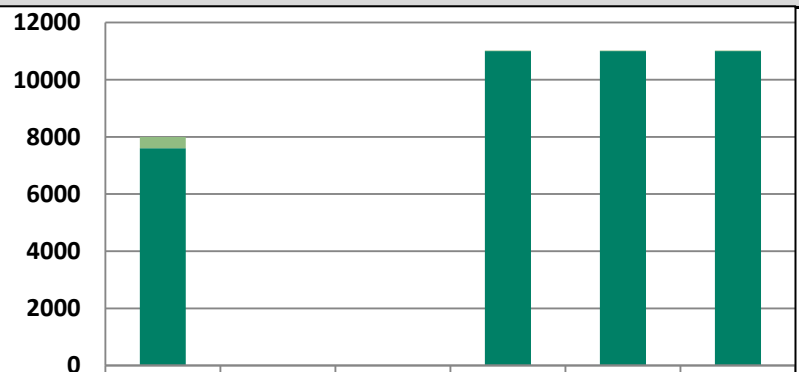
2010	-
2009	-
2008	-

*Enplanements are passengers boarding a commercial aircraft. Does not include disembarking passengers.

Fuel Service

80 LL	☐
100 LL	☐
MoGas	☐
Jet A	☐
Helicopter Fuel	☐

Take Offs and Landings (Operations)



	2005	2006	2007	2008	2009	2010
Military Itinerant	0			0	0	0
Military Local	0			0	0	0
Commercial Air Taxi	0			0	0	0
Commercial Air Carrier	0			0	0	0
General Itinerant	400			20	20	20
General Local	7600			11000	11000	11000

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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: Whitman

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	9	2	**11**
Labor Income	$ 407,000	$ 49,000	**456,000**
Output	$ 420,000	$ 166,000	**586,000**

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: $ 600

	Direct	Indirect/Induced	Total Impact	All State Impacts	% State Impact
Jobs	0	0	**0**	**94,000**	**0.00%**
Labor Income	$ 200	$ 100	**$ 300**	**$ 3,311,700,000**	**0.00%**
Output	$ 500	$ 500	**$ 1,000**	**$ 10,160,600,000**	**0.00%**

FISCAL IMPACTS

Estimated Taxes Paid to Each Jurisdiction Type

	Cities	Counties	Special Districts	State	Total Taxes
Airport Businesses	$ -	$ 3,000	$ 200	$ 7,800	**$ 11,000**
Visitors	$ 10	$ 10	$ 10	$ 30	**$ 60**
Total	**$ 10**	**$ 3,010**	**$ 210**	**$ 7,830**	**$ 11,060**

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.
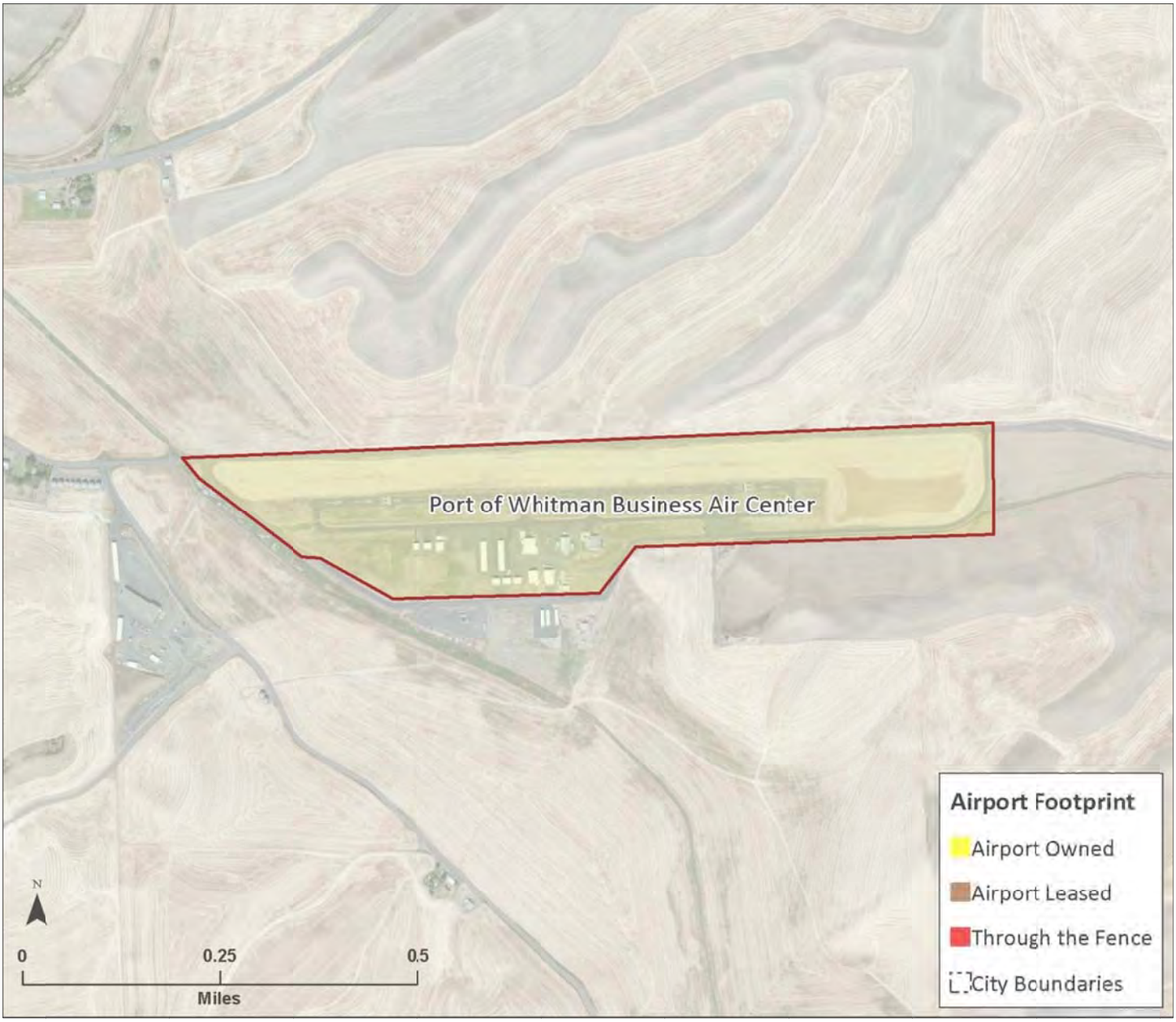
Exhibit 1
Airport Footprint Map