Overlooking Rimrock Lake, on the east side of White Pass, is the beautiful Tieton Airport. In 1980, it was naturally resurfaced with six inches of ash from Mount St. Helen’s. There is a large forest service campground nearby, and a boat launching area only a few hundred feet away. Fishing is excellent, there are many hiking trails, and the scenery is superb. Some of the flying clubs have made Tieton their summer campground. The field is generally open from June 1st to October 1st.

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

AIRPORT CHARACTERISTICS

Location
- Legislative Dist: 14
- Associated City: Rimrock
- County: Yakima

Organizational Structure
- Ownership Type: State
- Owner: WSDOT Aviation
- Number: 1
- Type(s): Turf

Approach
- Airport Elevation: 2,964
- Approach Category: A: < 91 knots

AIRPORT ACTIVITY

Activities
- Based Aircraft
- Cargo

Based Aircraft
- Agricultural Spraying
- Air Ambulance
- Medical Transport
- Airplane Parts Manufacturing
- Aerial Surveying
- Wildland Firefighting
- Skydiving/Parachute Drops
- Aerial Tours
- Civil Air Patrol

Cargo
- Fixed Based Operators

AIS Last Updated: 1/10/2008

Comparison by State Classification
- Take Offs and Landings (Operations)

<table>
<thead>
<tr>
<th>Airport</th>
<th>Classification</th>
<th>Based Aircraft</th>
<th>Operations</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low</td>
<td>-</td>
<td>-</td>
<td>300</td>
</tr>
<tr>
<td>High</td>
<td>-</td>
<td>-</td>
<td>146,250</td>
</tr>
</tbody>
</table>

Comparison by State Classification
- 2010
- 2009
- 2008

Fuel Service
- 80 LL
- 100 LL
- MoGas
- Jet A
- Helicopter Fuel

Comparison by State Classification
- 2005
- 2006
- 2007
- 2008
- 2009
- 2010

Enplanements*:
- 2010
- 2009
- 2008

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

Printed: 3/22/2012
ECONOMIC IMPACTS

AIRPORT BUSINESSES
Counties in Impact Region: Yakima
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

<table>
<thead>
<tr>
<th>Estimated Economic Impact</th>
<th>Direct</th>
<th>Indirect/Induced</th>
<th>Total Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jobs</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Labor Income</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
</tr>
<tr>
<td>Output</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Total Estimated Visitor Spending: $12,000</th>
<th>Direct</th>
<th>Indirect/Induced</th>
<th>Total Impact</th>
<th>All State Impacts</th>
<th>% State Impact</th>
</tr>
</thead>
<tbody>
<tr>
<td>Jobs</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>94,000</td>
<td>0.00%</td>
</tr>
<tr>
<td>Labor Income</td>
<td>$ 3,400</td>
<td>$ 2,900</td>
<td>$ 6,300</td>
<td>3,311,700,000</td>
<td>0.00%</td>
</tr>
<tr>
<td>Output</td>
<td>$ 10,000</td>
<td>$ 8,900</td>
<td>$ 18,900</td>
<td>10,160,600,000</td>
<td>0.00%</td>
</tr>
</tbody>
</table>

FISCAL IMPACTS

Estimated Taxes Paid to Each Jurisdiction Type

<table>
<thead>
<tr>
<th>Jurisdiction Type</th>
<th>Cities</th>
<th>Counties</th>
<th>Special Districts</th>
<th>State</th>
<th>Total Taxes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Airport Businesses</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
<td>$ -</td>
</tr>
<tr>
<td>Visitors</td>
<td>$ 100</td>
<td>$ 100</td>
<td>$ 100</td>
<td>$ 600</td>
<td>$ 900</td>
</tr>
<tr>
<td>Total</td>
<td>$ 100</td>
<td>$ 100</td>
<td>$ 100</td>
<td>$ 600</td>
<td>$ 900</td>
</tr>
</tbody>
</table>

NOTE: All impacts are shown in 2010 dollars.


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.