



**U T A H**

• AVIATION DEVELOPMENT STRATEGY •

2020 UTAH STATEWIDE  
**AIRPORT ECONOMIC IMPACT STUDY**  
TECHNICAL REPORT





## UTAH STATEWIDE AIRPORT ECONOMIC IMPACT STUDY

Prepared for:

**Utah Department of Transportation – Division of Aeronautics**

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## 1 Introduction

In the spring of 2019, the Utah Department of Transportation (UDOT) Division of Aeronautics, in conjunction with the Salt Lake City Department of Airports (SLCDA), undertook a comprehensive project to estimate the annual economic impact of all public airports in Utah.<sup>1</sup>

This includes both commercial service airports (those served by airlines) and general aviation airports (all other forms of aviation). In this document and other related reports, these are referred to as



“study airports,” which consist of eight commercial service airports and 38 general aviation airports. Utah’s airport system is shown on **Figure 1-1**.

The portion of the economic impact analysis specific to Salt Lake City International (SLC) was funded by SLCDA and performed in parallel with the Utah Division of Aeronautics-sponsored portion, which is a component of the larger Aviation Development Strategy focusing on the 45 “Division of Aeronautics study airports” that excludes SLC. Economic impact results for SLC are incorporated into the Division of Aeronautics’ study results so that a more complete accounting of the total economic impact for Utah’s public airport system is reflected in the report totals. Economic impacts for SLC are detailed in a separate report developed for SLCDA and are also presented throughout this report.

An important consideration to keep in mind is that the economic impacts presented in this study reflect a snapshot of conditions that existed at the time data inputs for the study were collected (mid-2019). Aviation is a very dynamic industry, one that changes every day. As conditions at the study airports change, it is possible that economic impact estimates developed in this study will also change. As part of this Division of Aeronautics study, a tool to update each airport’s economic impact was developed. As conditions change, the tool provides an opportunity to update airport-specific economic impacts as they are estimated in this report.

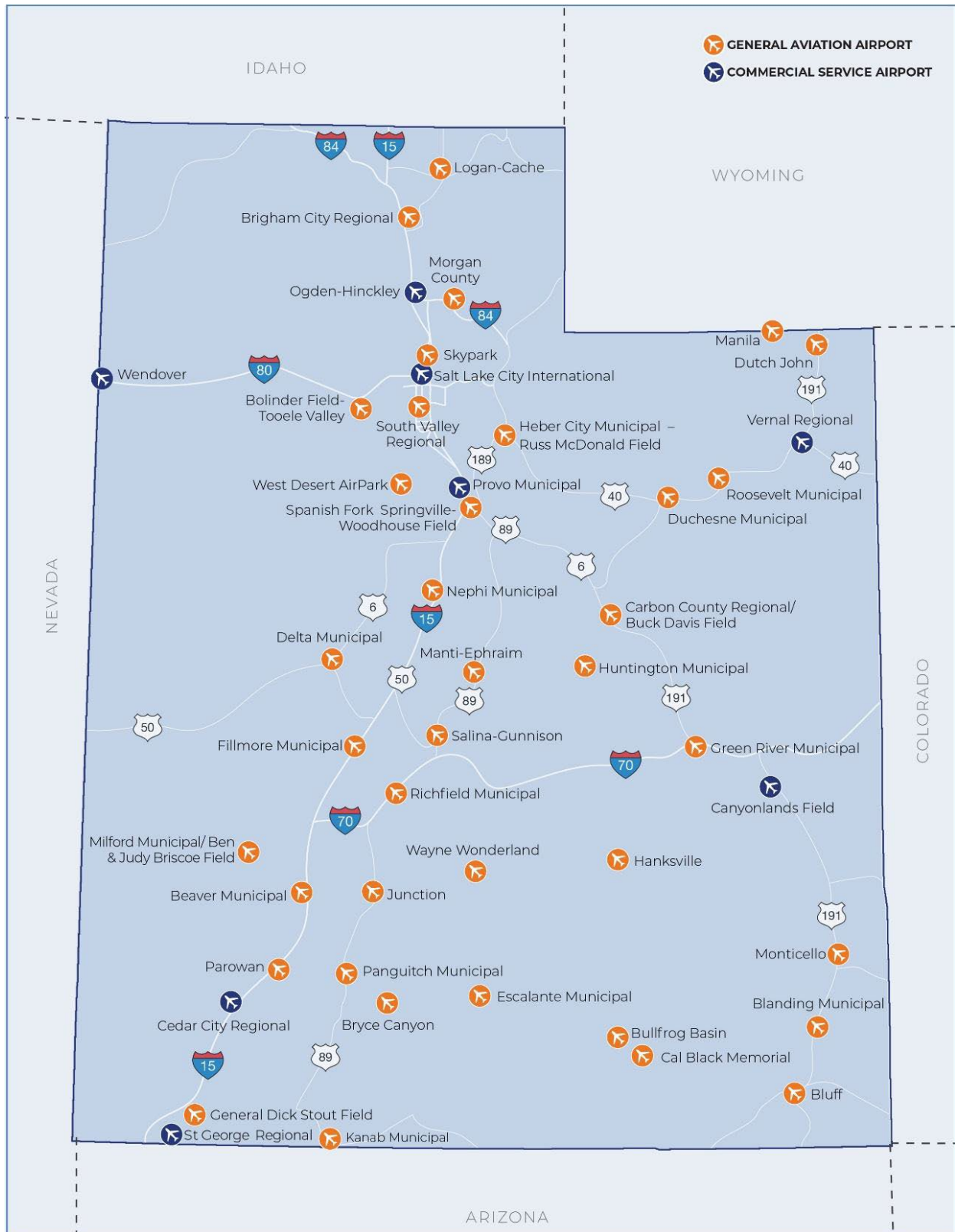
This report presents the results for Utah Division of Aeronautics’ Statewide Airport Economic Impact Study. Primary study objectives include:

- Estimate the annual economic impacts that the state economy realizes from the day-to-day operation of eight commercial and 38 public general aviation airports.
- Estimate the annual economic impact realized as a result of aviation-related business tenants located at study airports.
- Estimate the annual economic impacts resulting from capital investment at the study airports.
- Estimate the economic impacts from spending associated with visitors who arrive in Utah on privately owned general aviation aircraft at all 46 study airports and on scheduled commercial airline flights at the eight commercial airports.
- Estimate the annual state and local tax revenues supported activities associated with study airports.

<sup>1</sup> Data collection and analysis for this study took place before the onset of the COVID-19 pandemic in March of 2020. Results reflect conditions at Utah airports prior to that time.



Figure 1-1: Utah Public Airport System



Source: Utah Department of Transportation





A Project Advisory Committee (PAC) provided oversight for the economic impact research project. The PAC represented aviation, transportation, and economic interests in Utah. The Utah Division of Aeronautics staff and the Federal Aviation Administration (FAA) were also actively involved in the development and review of research results. Members of the PAC and the Utah Division of Aeronautics who participated in the project are shown below.

Highlights from Utah’s Statewide Airport Economic Impact Study include:

- The 45 Division of Aeronautics study airports (public commercial and general aviation aviation) support total jobs estimated at **11,567** with an associated annual payroll of approximately **\$476.5 million**. When SLC is included, total statewide airport supported jobs are estimated at **135,974** and the annual payroll associated with these jobs increases to nearly **\$4.8 billion**.
- The 45 Division of Aeronautics study airports support annual economic activity estimated at approximately **\$1.26 billion**; when SLC is also considered, total annual economic activity associated with all 46 system airports is estimated at **\$12.7 billion**.
- Direct activities supported at and by the 45 Division of Aeronautics study airports contribute an estimated **\$49.8 million** in annual state and local tax revenues. SLC contributes another **\$585.5 million** in annual state and local tax revenues, for a total of **\$635.3 million**.



The remainder of this report contains the results of Utah’s Statewide Airport Economic Impact Study. The report is organized as follows:

- Sources and Measurements of Economic Impacts
- Direct Economic Impacts for Study Airports
- Estimates of Indirect/Induced Annual Economic Impacts for Study Airports
- Total Annual Economic Impacts for Each Study Airport
- Statewide Annual Economic Impacts by Category for All Study Airports
- Annual Economic Impact for Salt Lake City International Airport (SLC)
- Total Annual Economic Impacts for All Utah Airports
- Tax Revenue Analysis for Study Airports
- Summary and Conclusions

## 2 Sources and Measurements of Economic Impact

### 2.1 Sources for Airport-Specific and Statewide Economic Impacts

For this analysis of 46 public commercial and general aviation airports, economic impacts are estimated for various impact sources. Annual economic impacts were estimated for each of the following:

- Airport management
- Aviation-related airport business tenants
- Average annual investment related to capital improvements
- Spending from visitors arriving on general aviation aircraft
- Spending from visitors arriving on commercial airline flights (commercial service airports only)

Descriptions of these five impact sources follow:

- **Airport Management:** Most public commercial service and general aviation airports support jobs that are associated with daily airport administrative, maintenance, and operational functions. On-airport jobs in the airport management category may be full-time or part-time. Airports also report that they support seasonal jobs. Since most study airports are owned/operated by a city or a county, some jobs related to the airport management category are located off-airport. Full-time or part-time employment related to human resources, accounting, maintenance, grants administration, financial/legal services, and other functions are sometimes located off-airport. An airport's need for these services is often not full-time, and the airport-associated job is shared with other city/county departments. Off-airport, airport-related jobs are included in this study.



Full-time or part-time employment related to human resources, accounting, maintenance, grants administration, financial/legal services, and other functions are sometimes located off-airport. An airport's need for these services is often not full-time, and the airport-associated job is shared with other city/county departments. Off-airport, airport-related jobs are included in this study.

For this study, all part-time and seasonal jobs that are less than full-time were converted to full-time equivalent employment (FTE). For example, two part-time employees are equal to one FTE.

- Airport Business Tenants:** Many study airports have on-airport business tenants that provide aviation-related services or support to airport customers. For this study, business tenants are defined as revenue generating companies with associated employment doing business on airport property. Examples of airport business tenants include fixed base operators (FBOs), aircraft maintenance providers, commercial airlines, Part 135 air charter operators, flight schools, corporate flight departments, concessionaires, military units, avionics repair shops, aircraft manufacturers, and/or other similar aviation-related businesses. Only aviation-related businesses located “inside the fence” at an airport were included in the business tenant category. Economic impacts for any non-aviation on-airport businesses are not included in this analysis, nor were the impacts of off-airport aviation/aerospace businesses in Utah.



- Capital Investment:** Utah airports regularly undertake capital improvement projects for major maintenance, expansion, and/or facility replacement. Projects are often funded with grants from Utah Division of Aeronautics and/or the Federal Aviation Administration (FAA). Larger airports sometimes generate enough revenue to fund development projects without federal or state assistance. Occasionally, third-party investment is also made, especially for hangar development. This study considered average annual capital investment for a five-year historic period to estimate the economic impact resulting from capital investment at the study airports.

The study considered multiple years of historic investment so that smaller airports that do not routinely complete large capital investment projects were not penalized. Considering average annual capital investment over a multi-year period helps capture the full economic benefit that the state economy receives from investment in the study airports. Unlike the other economic impact sources analyzed in this study, economic impacts in this category (employment, payroll associated with the employment, spending, and annual economic activity) occur only when spending associated with the

project is taking place. Once project-related spending is over, economic impacts associated with capital investment are suspended.

The economic conditions reflected in economic impact studies like this one should be considered a “snapshot in time.” Economic impacts for this category have the propensity to change between reporting periods, perhaps significantly. Economic impacts in the capital investment category are not on-going--they change annually, unless capital investment is constant and at the same level each year. This is seldom the case since the need for capital improvement projects and associated investment changes annually.

To fully report on the economic impact associated with the study airports, it is important to consider impacts in the capital investment category.



- **Spending by Visitors Arriving on General Aviation Aircraft:** Both commercial service and general



aviation airports accommodate varying numbers of visitors throughout the year who fly to Utah on general aviation aircraft. General aviation visitors may arrive one person at a time or in larger groups. Some general aviation visitors, especially those who are traveling for business, rely on general aviation because it enables them to shorten the duration of their trip. Other visitors choose general aviation because it enables them to fly directly to a destination not served by scheduled commercial airline flights.

Frequently, general aviation visitors arrive and depart on the same day, limiting their expenditures. Other general aviation visitors stay for one or more days; these overnight general aviation visitors have a greater economic impact on the state economy. Overnight visitors often have expenditures for hotels, meals, retail, entertainment, and local ground transportation; the longer the visitor stays, typically, the greater the amount they spend. Visitor spending helps support employment and associated payroll for service, hospitality, recreational, entertainment, retail, and ground transportation businesses.

Study airports provided information to estimate the number of visitors arriving on general aviation aircraft. Airport and FAA data from the National Offload Program (NOP) both provided operational fleet mix (percentage of operations by jet/piston/turboprop aircraft) for the visiting general aviation aircraft. Airport input helped to identify the typical number of visitors by aircraft type. Surveys completed with the assistance of FBOs and airport managers provide information on the length of time general aviation visitors stay and the average amount they spend per trip. These same surveys determine the percentage of visitors traveling only for the day versus an overnight trip.



- Spending by Visitors Arriving on Scheduled Commercial Airlines:** The eight commercial airports have economic impacts associated with visitors who arrive on a scheduled commercial airline. Data from the United States Department of Transportation (USDOT) provides an estimate of the portion of each airport's annual enplanements that are visitors versus residents. Like general aviation visitors, commercial visitors have spending that supports employment and associated payroll. With help from the study's commercial airports, surveys of visitors using the eight commercial airports were conducted. The surveys determine average length of stay and visitor spending patterns. Estimates of annual economic impacts in this category are developed using estimates of annual visitors, visitor spending, and length of stay patterns.



When the annual economic impacts associated with each of these five sources are summed, it helps to tell the story of the extensive economic benefit that the state's economy receives from study airports. To the extent that there are no issues with confidentiality, economic impacts for each of the sources above are presented individually for each airport.

## 2.2 Measurements for Airport-Specific and Statewide Economic Impacts

All annual economic impacts are estimated using four measurements: employment, payroll, spending, and annual economic activity. In this study, annual economic activity is the sum of payroll and spending. These two measurements reflect the airport-associated economic impacts that are realized in the state's economy. Each impact measurement is discussed below.

- Employment** is the most straightforward and the most easily understood measurement of economic impact. In this study, employment is identified for airport management and airport business tenants through surveys and interviews. Spending by visitors who arrive on general aviation aircraft or on scheduled commercial carriers supports other employment. Investment made to implement capital projects supports employment over the duration of the project's planning and construction.



- **Payroll** is associated with all employment supported by airport management, airport business tenants, capital investment, and air visitor spending.
- **Spending** for airport management and airport business tenants equals their annual purchase of goods, materials, and supplies to run the airport or to run their business. Spending for airports and airport business tenants does not include payroll or capital investment. In the visitor-related impact sources, spending is equal to the expenditures that all visitors have for lodging, food, ground transportation, entertainment, and retail, minus the portion of this spending that is payroll-related. In the capital investment category, spending is equal to total investment made to implement projects, minus the estimated cost for labor (payroll).
- **Annual Economic Activity** for each of the economic impact sources is the sum of payroll and spending. It is important to show the total annual economic impact that the state’s economy realizes from airports and airport-supported activities.

In this study, economic impacts for the state and for individual airports are measured in terms of employment, the annual payroll associated with employment, annual spending, and the annual economic activity (expenditures in the payroll and spending measures). Each of these four measurements is used to quantify annual economic impacts from airport management, business tenants, capital investment, and visitor spending for all study airports.



### 2.3 Process to Estimate Airport-Specific and Statewide Economic Impacts

For this study, all economic impacts were assigned to the following categories: direct impacts, indirect/induced impacts, and total annual economic impacts. These categories are described below.

- **Direct Impacts:** Direct economic impacts are the start of the economic impact cycle measured in this report. Information concerning direct impacts was collected from airports or airport tenants/businesses, Utah Division of Aeronautics, the FAA, USDOT, and/or from Utah’s visitors who arrive by air. Since direct impacts can be measured or counted in some way, it is important that these impacts be accurate and credible. Direct impacts are the employment, payroll, spending, and annual economic activity associated with the five sources of economic activity that occur on airports.
- **Indirect/Induced Impacts:** When direct impacts enter state and local economies, they re-circulate or multiply, creating additional waves of economic impact. Impacts in the indirect and induced categories are often referred to as multiplier impacts. For example, when a “direct” airport employee uses his or her payroll to buy groceries, pay for childcare, or take their family pet to a local veterinarian, the direct

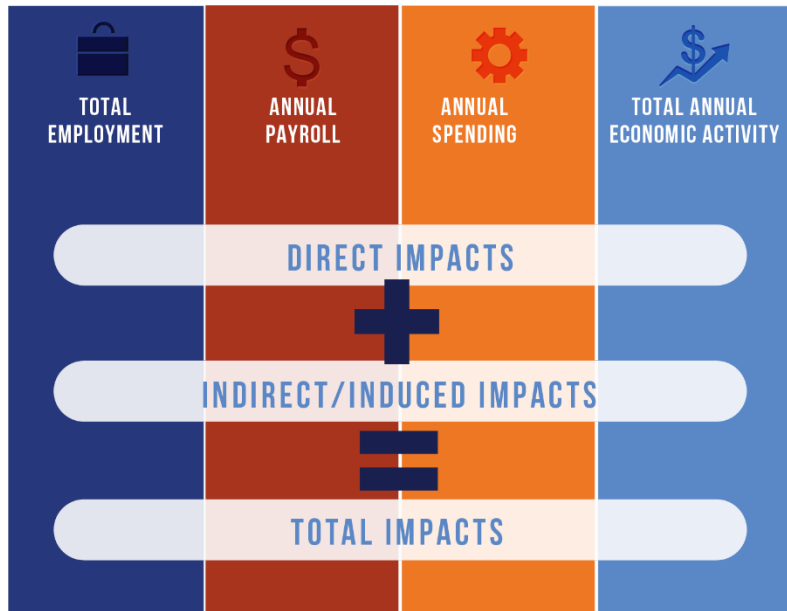


airport-related payroll is infused into other sectors of the economy, creating indirect/induced economic impacts.

An econometric input/output model, referred to in this document as IMPLAN, was used to estimate additional indirect and induced impacts. Indirect and induced impacts are experienced in the state economy as a result of the initial direct impacts. Indirect impacts result from industries purchasing from other industries, whereas induced

impacts result from the expenditure of new household income associated with direct and indirect impacts. When summed, direct, indirect, and induced impacts equal total annual economic impacts. The IMPLAN model is discussed in detail in section 4.1 Discussion and Measurement of Indirect/Induced Economic Impacts.

- **Total Economic Impacts:** For this study, total impacts are the sum of direct and indirect/induced impacts for each of the measurements.



### 3 Direct Economic Impacts for Study Airports

Economic impacts for the study airports discussed in this report start with impacts in the direct impact category. The following sections discuss direct economic impacts in the airport management, airport business tenant, capital investment, and both air visitor sources.

All direct economic impacts for the airports start with the daily operation of the airports; activities needed to serve customers and aircraft using each airport; steps the airports take to maintain, improve, and expand their infrastructure; and spending associated with visitors who arrive via the airports. While not all direct impacts discussed take place on-airport, all direct impacts are linked to the airports and their operations.



Economic impacts for Salt Lake City International Airport (SLC), which were measured in a parallel effort, are presented throughout this report and are discussed in a dedicated **Section 7** of this report.

### 3.1 Estimates of Direct Impacts for Airport Management at Study Airports

For this category, Utah airports served as the primary source for identifying direct impacts. Each study airport provided information to support their direct impacts in the airport management category.

Through surveys, on-site visits, and phone interviews, airports provided information on airport management-related employment, payroll, and the airport’s annual non-capital and non-payroll spending that support airport operations. When all direct impacts were documented, each airport manager had the opportunity to review direct impacts identified for their airport. Each airport is able to verify information that serves as the basis for the airport’s estimated economic impact.

Because of confidentiality, only direct employment and direct annual economic activity are reported. Some general aviation airports have only one or two employees in the airport management category. Direct payroll is not reported to maintain confidentiality. Direct annual economic activity reported in this section represents direct payroll plus direct spending to operate the airport.

When reviewing the direct impacts for each airport, it is important to understand that some airports have limited employment in the airport management category. Also, some airports contract with an FBO to provide management functions. In those instances, employment is reported only in the business tenant category. Some smaller general aviation airports are operated by unpaid volunteers. Various operating arrangements that are specific to each airport can limit employment in the airport management category.



**Table 3-1** shows direct full-time equivalent jobs estimated for each study airport, as well as the airport’s estimated direct annual economic activity, including spending to support airport operations and payroll. This information was provided by each study airport. Employment shown in **Table 3-1** is the sum of all full-time on-





and off-airport jobs, all part-time on- and off-airport jobs (translated into full-time jobs), and all seasonal jobs (translated into full-time jobs).

Information presented in **Table 3-1** is inclusive of the direct impacts related to SLC.

**Table 3-1: Direct Airport Management Employment and Annual Economic Activity for Study Airports**

FAA ID	Associated City	Airport Name	Direct Employment	Direct Annual Economic Activity
CDC	Cedar City	Cedar City Regional Airport	4	\$718,900
CNY	Moab	Canyonlands Field Airport	10	\$807,500
ENV	Wendover	Wendover Airport	16	\$5,900,000
OGD	Ogden	Ogden-Hinckley Airport	6	\$823,400
PVU	Provo	Provo Municipal Airport	11	\$1,400,000
SGU	St George	St George Regional Airport	9	\$1,990,000
VEL	Vernal	Vernal Regional Airport	4	\$663,400
		<b>Commercial Service Airports (Excluding SLC)</b>	<b>60</b>	<b>\$12,303,200</b>
SLC	Salt Lake City	Salt Lake City International Airport	485	\$92,498,200
		<b>Commercial Service Airports (Including SLC)</b>	<b>545</b>	<b>\$104,801,400</b>
U52	Beaver	Beaver Municipal Airport	<1	\$20,500
BDG	Blanding	Blanding Municipal Airport	3	\$22,800
66V	Bluff	Bluff Airport	<1	\$17,500
BTF	Bountiful	Skypark Airport	2	\$605,000
BMC	Brigham City	Brigham City Regional Airport	<1	\$96,500
BCE	Bryce Canyon	Bryce Canyon Airport	3	\$224,000
UT9	Cedar Fort	West Desert Airpark	3	\$249,900
DTA	Delta	Delta Municipal Airport	<1	\$227,900
U69	Duchesne	Duchesne Municipal Airport	<1	\$31,000
33U	Dutch John	Dutch John Airport	<1	\$19,100
1L7	Escalante	Escalante Municipal Airport	<1	\$30,500
FOM	Fillmore	Fillmore Municipal Airport	1	\$86,400
U07	Glen Canyon NRA	Bullfrog Basin Airport	<1	\$12,000
U34	Green River	Green River Municipal Airport	<1	\$123,800
U96	Halls Crossing	Cal Black Memorial Airport	<1	\$152,500
HVE	Hanksville	Hanksville Airport	<1	\$48,100
HCR	Heber	Heber City Municipal Airport – Russ McDonald Field	2	\$200,500
69V	Huntington	Huntington Municipal Airport	<1	\$21,000
1L8	Hurricane	General Dick Stout Field Airport	6	\$1,460,000
U13	Junction	Junction Airport	<1	\$12,000
KNB	Kanab	Kanab Municipal Airport	2	\$575,000
38U	Loa	Wayne Wonderland Airport	<1	\$34,800
LGU	Logan	Logan-Cache Airport	6	\$306,500
40U	Manila	Manila Airport	<1	\$7,600
41U	Manti	Manti-Ephraim Airport	<1	\$34,700
MLF	Milford	Milford Municipal Airport/Ben and Judy Briscoe Field	1	\$235,100
U64	Monticello	Monticello Airport	<1	\$21,000

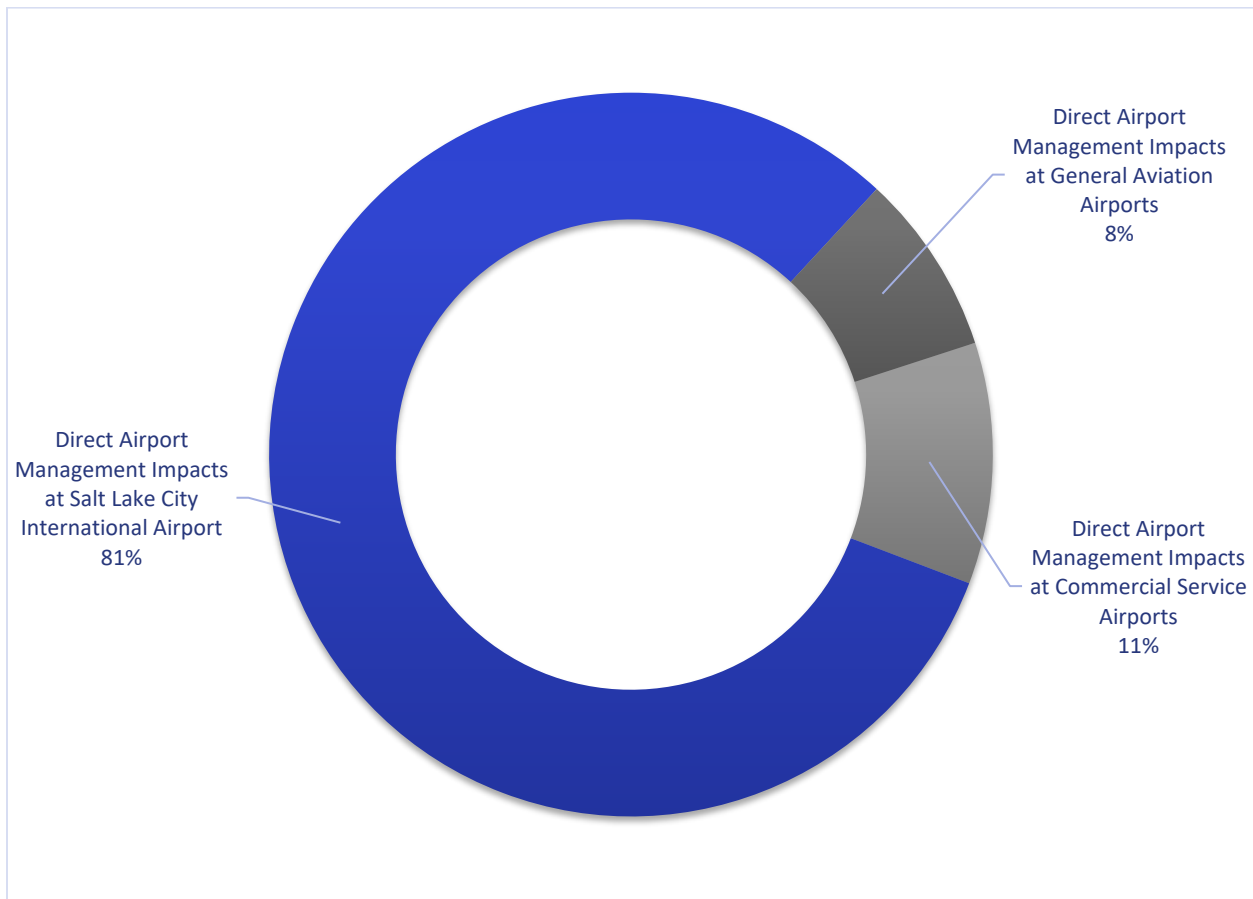


FAA ID	Associated City	Airport Name	Direct Employment	Direct Annual Economic Activity
42U	Morgan	Morgan County Airport	1	\$18,500
U14	Nephi	Nephi Municipal Airport	<1	\$39,200
U55	Panguitch	Panguitch Municipal Airport	<1	\$23,300
1L9	Parowan	Parowan Airport	2	\$146,500
PUC	Price	Carbon County Regional Airport/Buck Davis Field	4	\$527,700
RIF	Richfield	Richfield Municipal Airport	3	\$392,800
74V	Roosevelt	Roosevelt Municipal Airport	1	\$232,000
44U	Salina	Salina-Gunnison Airport	<1	\$11,100
U42	Salt Lake City	South Valley Regional Airport	13	\$2,228,200
SPK	Spanish Fork	Spanish Fork Airport Springville-Woodhouse Field	3	\$440,000
TVY	Tooele	Bolinder Field-Tooele Valley Airport	1	\$322,300
		<b>General Aviation Airports</b>	<b>59</b>	<b>\$9,257,300</b>
		<b>All Airports (Excluding SLC)</b>	<b>119</b>	<b>\$21,560,500</b>
		All Airports (Including SLC)	604	\$114,058,700

Source: Study Airports

As **Table 3-1** shows, direct total annual economic activity for the airport management category is estimated at \$21.5 million for Division of Aeronautics study airports, and \$114.1 million when including SLC. **Figure 3-1** shows the distribution of this annual economic activity between the study’s general aviation and commercial airports, with SLC broken out separately. Direct annual economic activity exclusive of SLC is divided evenly between the commercial and general aviation airports.

**Figure 3-1: Distribution of Direct Airport Management Impacts**



Source: Jviation

### 3.2 Estimates of Direct Impacts for Business Tenants at Study Airports

The Utah Division of Aeronautics and study airports provided information for on-airport aviation-related business tenants that provide aviation services or use aviation to conduct business at the study airports. For this study, business tenants are defined as revenue-generating companies or public agencies with associated employment doing business on airport property. All business tenants at commercial and general aviation airports were contacted on several occasions either in person, by email, or by phone to obtain information on:

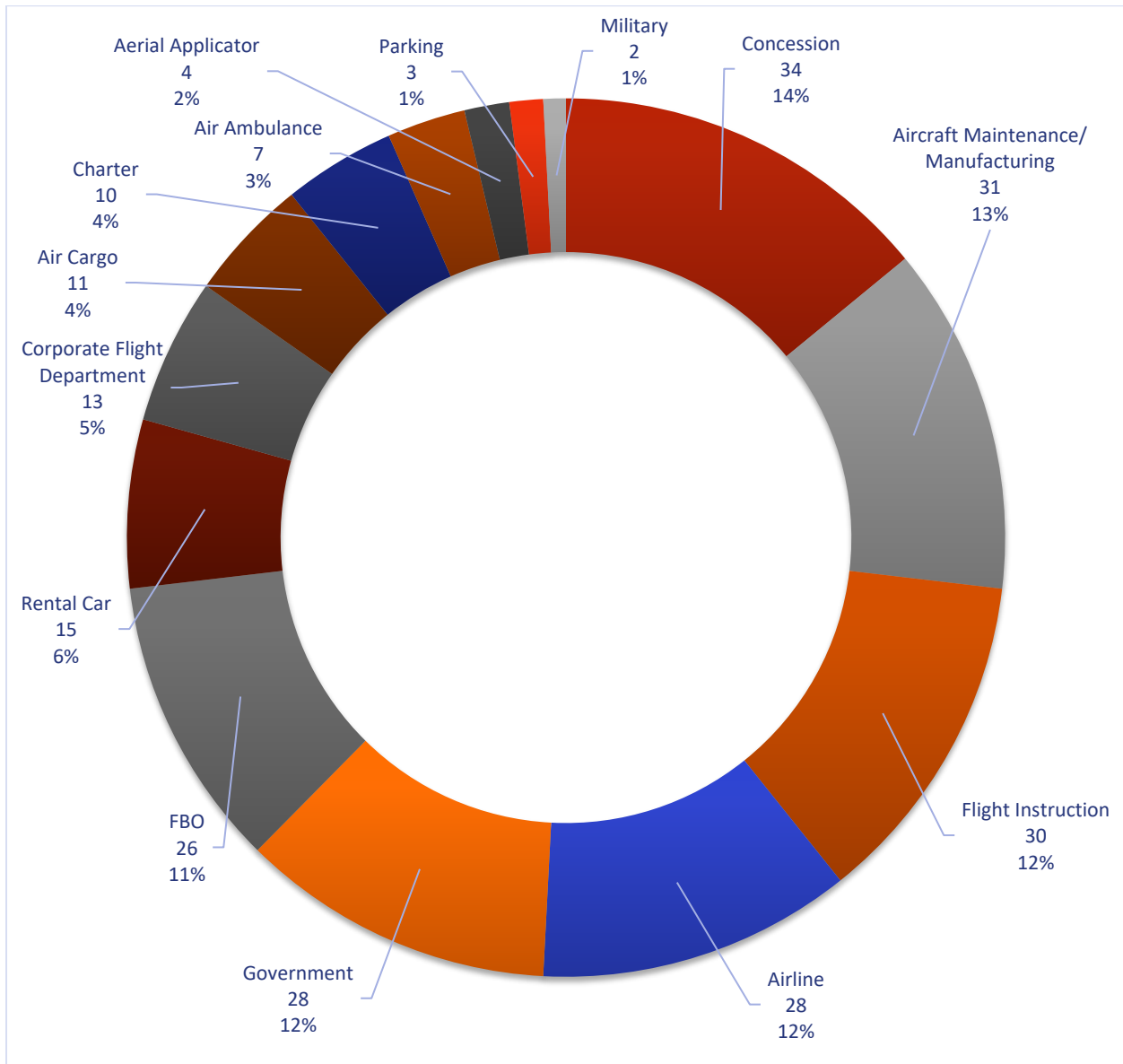
- The types of services they provide
- Their full-time, part-time, and seasonal employment
- Their annual payroll



- Their annual expenditures to purchase goods, material, and supplies to run their business

Business tenants at airports change occasionally; information for business tenant impacts presented in this report represents conditions at the time data collection for this study concluded. Airports were provided an opportunity to confirm business-tenant-related information as part of study outreach. Data collection efforts for the study show that statewide, there are 131 (243 including SLC) different on-airport aviation-related business tenants and that these companies support total direct full-time employment estimated at 2,938 (15,225 including SLC) jobs. For Division of Aeronautics study airports, **Figure 3-2** shows the statewide distribution of airport business tenants by primary service type, while **Figure 3-3** shows the statewide distribution of business tenants by employment type.

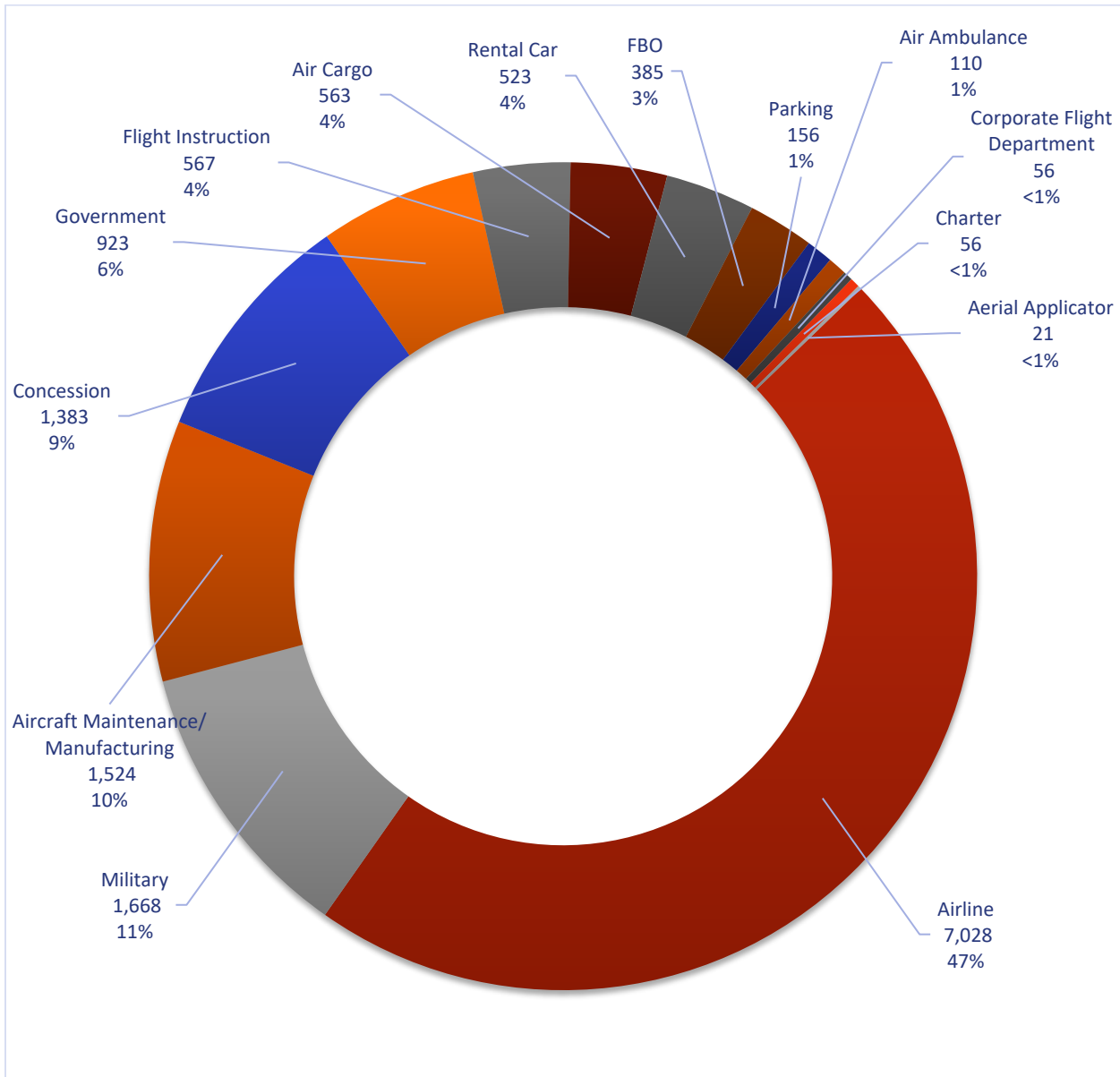
**Figure 3-2: Distribution of Airport Business Tenants by Service Type (Excluding SLC)**



Source: Study Surveys



**Figure 3-3: Distribution of Business Tenant Employment by Service Type (Excluding SLC)**



Source: Study Surveys

Study research shows that some smaller general aviation airports do not have revenue-generating aviation-related business tenants. This does not imply that these airports do not support important uses and users. Several general aviation airports report only one on-airport business tenant.



**Table 3-2** reflects direct employment and annual direct economic activity (payroll plus spending) impacts for all business tenants at each of the study airports. Direct annual tenant economic activity shown in **Table 3-2** does not reflect spending for capital projects, as this spending is accounted for in another impact category. **Table 3-2** provides total direct full-time business-tenant-related employment for each airport; part-time and seasonal jobs have been converted to full-time jobs. Direct impacts are used in subsequent analyses to estimate indirect/induced impacts associated with the airport business tenant category.

**Table 3-2: Direct Business Tenant Employment and Annual Economic Activity for Study Airports**

FAA ID	Associated City	Airport Name	Number of Tenants	Direct Employment	Direct Annual Economic Activity
CDC	Cedar City	Cedar City Regional Airport	13	355	\$50,815,000
CNY	Moab	Canyonlands Field Airport	10	106	\$12,712,600
ENV	Wendover	Wendover Airport	2	18	\$3,694,400
OGD	Ogden	Ogden-Hinckley Airport	19	972	\$183,496,600
PVU	Provo	Provo Municipal Airport	11	362	\$60,782,000
SGU	St George	St George Regional Airport	10	141	\$23,740,100
VEL	Vernal	Vernal Regional Airport	7	34	\$5,033,100
		<b>Commercial Service Airports (Excluding SLC)</b>	<b>72</b>	<b>1,988</b>	<b>\$340,273,800</b>
SLC	Salt Lake City	Salt Lake City International Airport	112	12,287	\$2,069,016,100
		<b>Commercial Service Airports (Including SLC)</b>	<b>184</b>	<b>14,275</b>	<b>\$2,409,289,900</b>

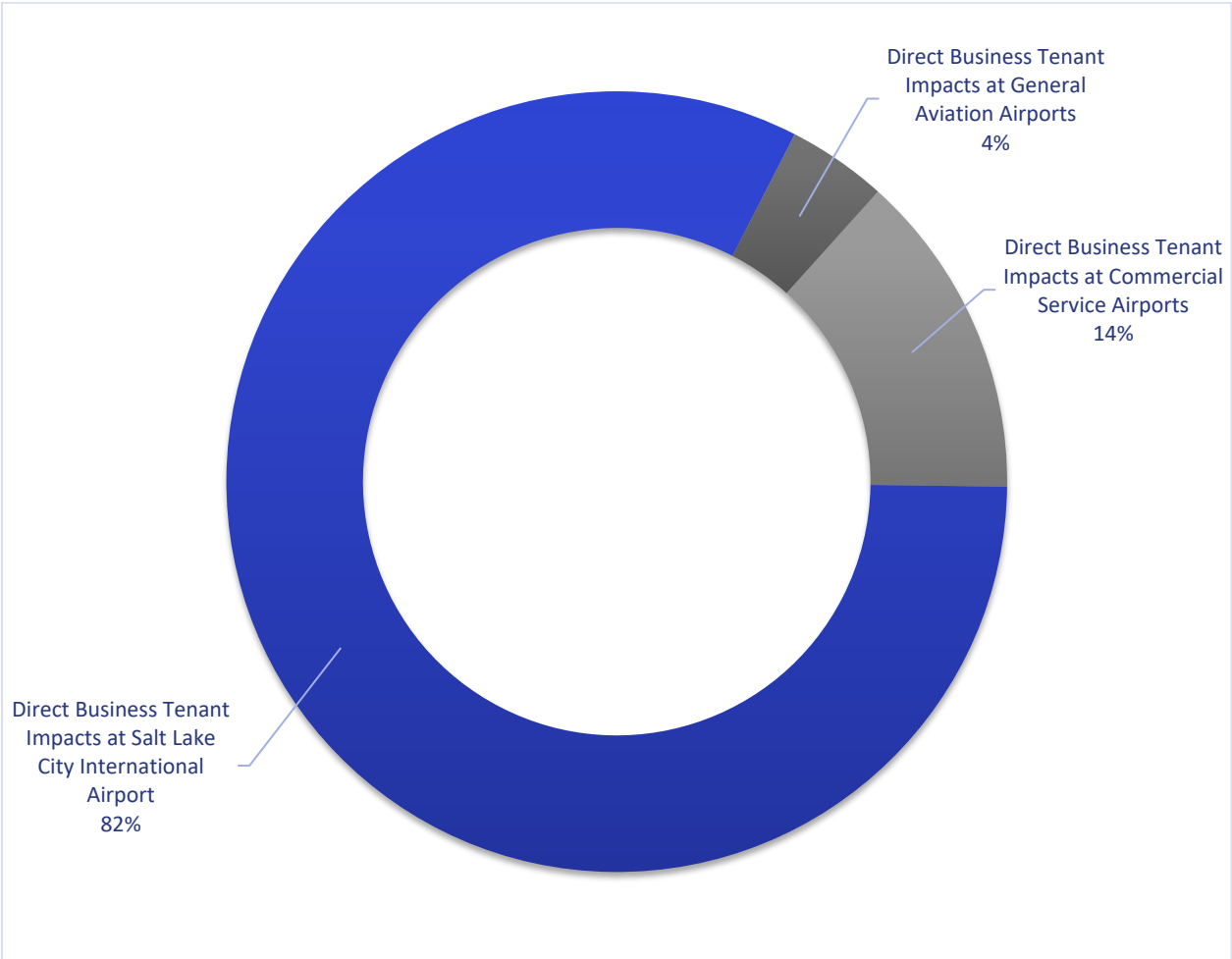


FAA ID	Associated City	Airport Name	Number of Tenants	Direct Employment	Direct Annual Economic Activity
U52	Beaver	Beaver Municipal Airport	-	-	\$0
BDG	Blanding	Blanding Municipal Airport	1	28	\$6,001,700
66V	Bluff	Bluff Airport	-	-	\$0
BTF	Bountiful	Skypark Airport	6	77	\$9,678,800
BMC	Brigham City	Brigham City Regional Airport	4	19	\$2,938,700
BCE	Bryce Canyon	Bryce Canyon Airport	3	7	\$598,400
UT9	Cedar Fort	West Desert Airpark	3	13	\$1,701,100
DTA	Delta	Delta Municipal Airport	-	-	\$0
U69	Duchesne	Duchesne Municipal Airport	1	1	\$203,900
33U	Dutch John	Dutch John Airport	-	-	\$0
1L7	Escalante	Escalante Municipal Airport	1	-	\$9,600
FOM	Fillmore	Fillmore Municipal Airport	-	-	\$0
U07	Glen Canyon NRA	Bullfrog Basin Airport	-	-	\$0
U34	Green River	Green River Municipal Airport	-	-	\$0
U96	Halls Crossing	Cal Black Memorial Airport	-	2	\$245,100
HVE	Hanksville	Hanksville Airport	-	-	\$0
HCR	Heber	Heber City Municipal Airport – Russ McDonald Field	3	33	\$5,661,700
69V	Huntington	Huntington Municipal Airport	-	-	\$0
1L8	Hurricane	General Dick Stout Field Airport	2	5	\$520,200
U13	Junction	Junction Airport	-	-	\$0
KNB	Kanab	Kanab Municipal Airport	2	17	\$3,526,100
38U	Loa	Wayne Wonderland Airport	-	-	\$0
LGU	Logan	Logan-Cache Airport	3	58	\$7,559,800
40U	Manila	Manila Airport	-	-	\$0
41U	Manti	Manti-Ephraim Airport	-	1	\$29,300
MLF	Milford	Milford Municipal Airport/Ben and Judy Briscoe Field	-	-	\$0
U64	Monticello	Monticello Airport	-	-	\$0
42U	Morgan	Morgan County Airport	2	24	\$3,149,400
U14	Nephi	Nephi Municipal Airport	2	13	\$799,500
U55	Panguitch	Panguitch Municipal Airport	-	-	\$0
1L9	Parowan	Parowan Airport	1	3	\$489,500
PUC	Price	Carbon County Regional Airport/Buck Davis Field	4	8	\$817,100
RIF	Richfield	Richfield Municipal Airport	1	2	\$160,500
74V	Roosevelt	Roosevelt Municipal Airport	-	-	\$0
44U	Salina	Salina-Gunnison Airport	1	8	\$1,632,000
U42	Salt Lake City	South Valley Regional Airport	7	560	\$49,064,900
SPK	Spanish Fork	Spanish Fork Airport Springville-Woodhouse Field	10	37	\$5,827,200
TVY	Tooele	Bolinder Field-Tooele Valley Airport	2	34	\$3,187,500
		<b>General Aviation Airports</b>	<b>59</b>	<b>950</b>	<b>\$103,802,000</b>
		<b>All Airports (Excluding SLC)</b>	<b>131</b>	<b>2,938</b>	<b>\$444,075,800</b>
		All Airports (Including SLC)	243	15,225	\$2,513,091,900

Source: Airport Tenants and Airport Management

Figure 3-4 shows how all airport business-tenant-related impacts are distributed between the study’s general aviation and commercial service airports, with SLC also identified. As Figure 3-4 shows, 82 percent of the business-tenant-related direct impacts are associated with SLC, while 14 percent are associated with the other Division of Aeronautics commercial airports, and the remaining 4 percent is associated with the general aviation airports.

Figure 3-4: Distribution of Airport Business Tenants Impacts



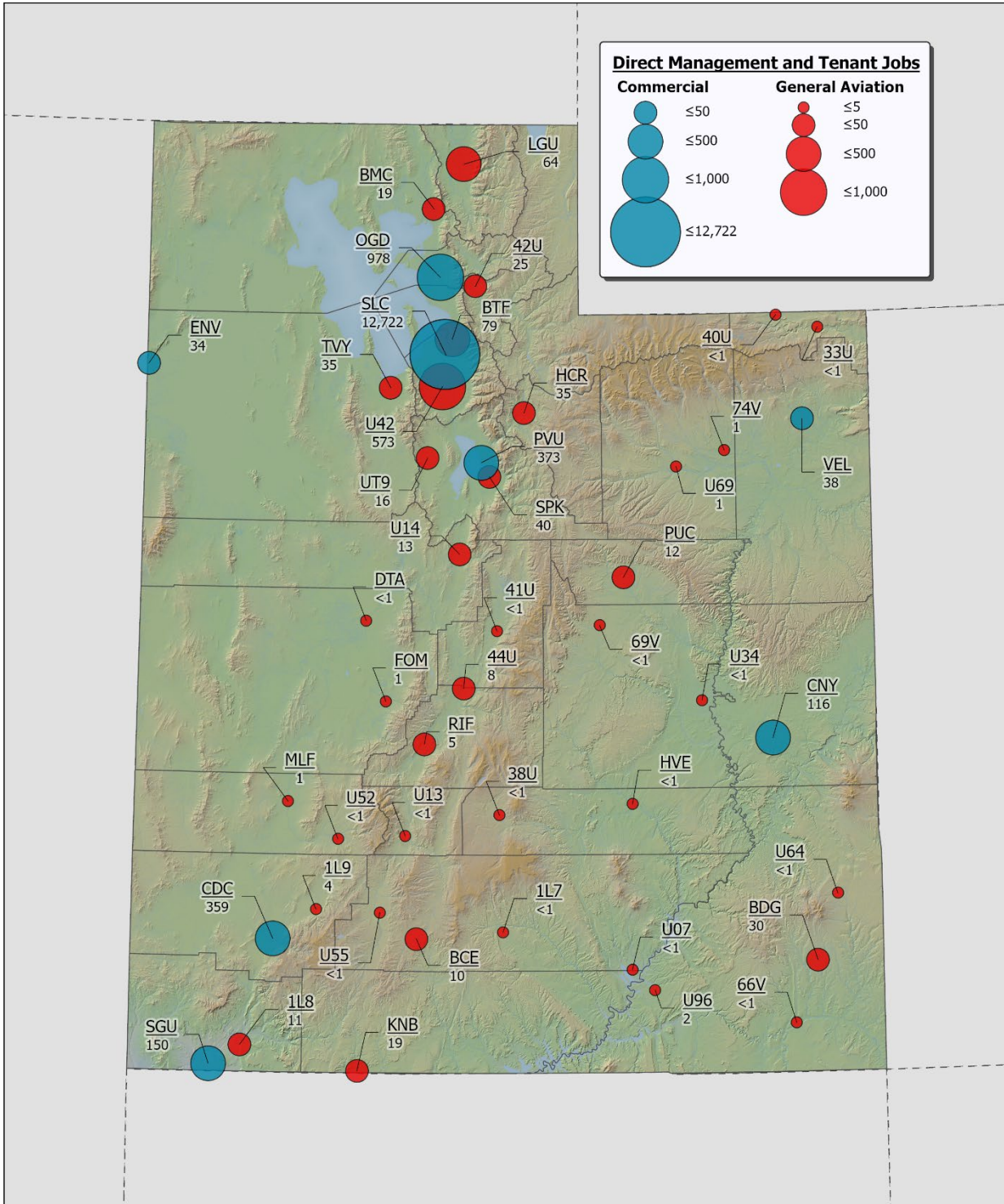
Source: Jviation

Figure 3-5 geographically depicts the combined direct employment from airport management and business tenants at all study airports using a proportional symbol map.





Figure 3-5: Map of Direct Airport Management and Business Tenant Employment by Study Airport



Source: Jviation

### 3.3 Estimates of Direct Impacts for Capital Investment for Study Airports

When direct capital investment takes place at an airport, the spending supports employment and payroll over the duration of the project's implementation. Each airport's direct economic impact in this category can change between cycles for measuring economic impact: this is because capital investment at any given airport changes year-to-year.



For this study, direct capital investment impacts are estimated using information supplied by the Division of Aeronautics, the FAA, study airports, and business tenants at the airports. The goal was to capture all investment made at each airport by local, state, and federal governments, as well as to consider private investment. Local investment, although not exclusively, is most often made primarily to match state and FAA grants. Private investment also takes place at some study airports, primarily to build hangars.

Since capital investment changes year-to-year, average annual investment (both public and private) over a five-year historical period is used to estimate direct impacts in this category. Impacts in this category consider only investment that has already been made: it does not include investment planned in the future. In the capital investment impact category, statewide and airport-specific average annual capital investment equates to annual economic activity (defined in this study as payroll plus spending). This is because reported investment values reflect both the cost of materials and labor.

Once average annual capital investment is established, information in the IMPLAN model is used to estimate direct employment and direct payroll for this impact category. The model provides information that indicates the portion of each airport's average annual capital investment that is labor-related, versus the portion allocated to purchase goods, materials, and supplies.

**Table 3-3** provides average annual direct economic impacts for each study airport in the capital investment category. Information presented in **Table 3-3** is based on the following:

- Average annual investment for capital projects over the past five years is direct annual economic activity); this data is from the Division of Aeronautics, the FAA, airports, and business tenants.

- Direct employment supported by capital investment is based on a five-year average.
- Direct employment is based on ratios of jobs per average annual economic activity from IMPLAN.
- Direct payroll associated with employment in the capital investment category is from IMPLAN.
- Direct spending for goods, material, and supplies to support capital projects is equal to direct annual economic activity minus direct annual payroll.



As reflected in **Table 3-3**, average annual capital investment over the past five years at some study airports was not high enough to support one or more jobs. Direct jobs supported by capital investment include those related to planning, consulting, permitting, designing, engineering, and building capital projects.

**Table 3-3: Direct Impacts from Average Annual Capital Investment for Study Airports**

FAA ID	Associated City	Airport Name	Direct Employment	Direct Payroll	Direct Spending	Direct Annual Economic Activity
CDC	Cedar City	Cedar City Regional Airport	11	\$397,700	\$1,592,000	\$1,989,700
CNY	Moab	Canyonlands Field Airport	21	\$797,100	\$3,190,500	\$3,987,600
ENV	Wendover	Wendover Airport	8	\$308,800	\$1,236,000	\$1,544,800
OGD	Ogden	Ogden-Hinckley Airport	14	\$528,700	\$2,116,100	\$2,644,800
PVU	Provo	Provo Municipal Airport	248	\$9,229,200	\$36,939,900	\$46,169,100
SGU	St George	St George Regional Airport	46	\$1,711,200	\$6,849,300	\$8,560,500
VEL	Vernal	Vernal Regional Airport	33	\$1,245,800	\$4,986,400	\$6,232,200
		<b>Commercial Service Airports (Excluding SLC)</b>	<b>381</b>	<b>\$14,218,500</b>	<b>\$56,910,200</b>	<b>\$71,128,700</b>
SLC	Salt Lake City	Salt Lake City International Airport	1,559	\$58,115,200	\$232,605,700	\$290,720,900
		<b>Commercial Service Airports (Including SLC)</b>	<b>1,940</b>	<b>\$72,333,700</b>	<b>\$289,515,900</b>	<b>\$361,849,600</b>
U52	Beaver	Beaver Municipal Airport	3	\$97,800	\$391,500	\$489,300
BDG	Blanding	Blanding Municipal Airport	3	\$100,300	\$401,400	\$501,700
66V	Bluff	Bluff Airport	<1	\$3,000	\$12,100	\$15,100
BTF	Bountiful	Skypark Airport	1	\$51,100	\$204,500	\$255,600
BMC	Brigham City	Brigham City Regional Airport	2	\$69,500	\$278,100	\$347,600
BCE	Bryce Canyon	Bryce Canyon Airport	1	\$44,200	\$176,800	\$221,000

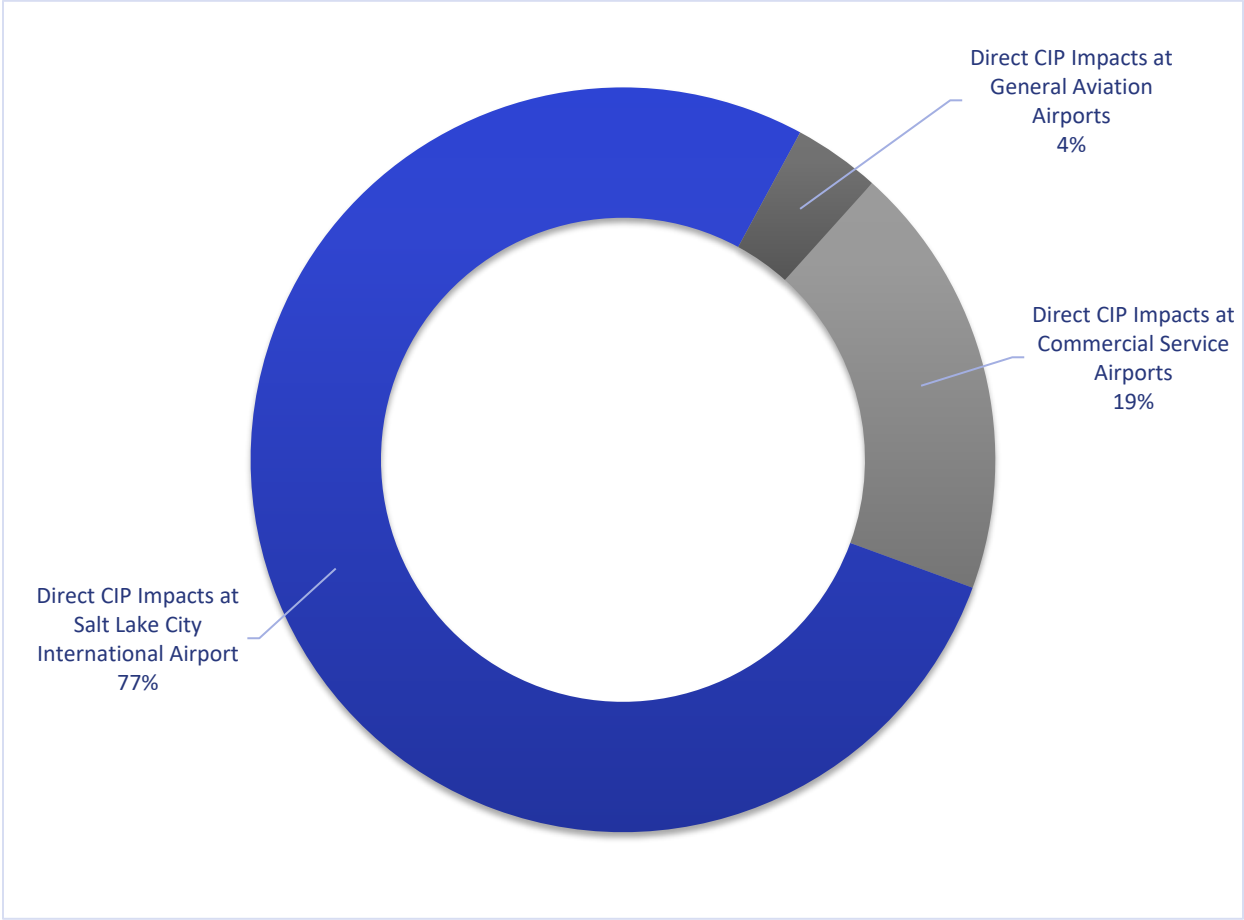


FAA ID	Associated City	Airport Name	Direct Employment	Direct Payroll	Direct Spending	Direct Annual Economic Activity
UT9	Cedar Fort	West Desert Airpark	-	\$0	\$0	\$0
DTA	Delta	Delta Municipal Airport	1	\$21,600	\$86,500	\$108,100
U69	Duchesne	Duchesne Municipal Airport	<1	\$14,700	\$58,700	\$73,400
33U	Dutch John	Dutch John Airport	<1	\$4,400	\$17,600	\$22,000
1L7	Escalante	Escalante Municipal Airport	1	\$44,100	\$176,700	\$220,800
FOM	Fillmore	Fillmore Municipal Airport	<1	\$17,900	\$71,700	\$89,600
U07	Glen Canyon NRA	Bullfrog Basin Airport	-	\$0	\$0	\$0
U34	Green River	Green River Municipal Airport	1	\$26,800	\$107,100	\$133,900
U96	Halls Crossing	Cal Black Memorial Airport	1	\$19,100	\$76,500	\$95,600
HVE	Hanksville	Hanksville Airport	4	\$151,200	\$605,300	\$756,500
HCR	Heber	Heber City Municipal Airport – Russ McDonald Field	6	\$206,400	\$826,000	\$1,032,400
69V	Huntington	Huntington Municipal Airport	<1	\$5,300	\$21,400	\$26,700
1L8	Hurricane	General Dick Stout Field Airport	5	\$173,100	\$692,900	\$866,000
U13	Junction	Junction Airport	<1	\$4,300	\$17,100	\$21,400
KNB	Kanab	Kanab Municipal Airport	4	\$147,600	\$590,700	\$738,300
38U	Loa	Wayne Wonderland Airport	1	\$42,800	\$171,200	\$214,000
LGU	Logan	Logan-Cache Airport	10	\$360,300	\$1,442,100	\$1,802,400
40U	Manila	Manila Airport	1	\$27,400	\$109,500	\$136,900
41U	Manti	Manti-Ephraim Airport	6	\$212,900	\$852,000	\$1,064,900
MLF	Milford	Milford Municipal Airport/Ben and Judy Briscoe Field	1	\$30,300	\$121,200	\$151,500
U64	Monticello	Monticello Airport	2	\$57,600	\$230,600	\$288,200
42U	Morgan	Morgan County Airport	1	\$44,400	\$177,500	\$221,900
U14	Nephi	Nephi Municipal Airport	2	\$80,400	\$321,900	\$402,300
U55	Panguitch	Panguitch Municipal Airport	1	\$55,500	\$222,200	\$277,700
1L9	Parowan	Parowan Airport	1	\$26,000	\$104,200	\$130,200
PUC	Price	Carbon County Regional Airport/Buck Davis Field	1	\$29,000	\$116,100	\$145,100
RIF	Richfield	Richfield Municipal Airport	1	\$37,500	\$150,300	\$187,800
74V	Roosevelt	Roosevelt Municipal Airport	2	\$57,500	\$230,000	\$287,500
44U	Salina	Salina-Gunnison Airport	<1	\$4,000	\$16,000	\$20,000
U42	Salt Lake City	South Valley Regional Airport	8	\$300,000	\$1,200,700	\$1,500,700
SPK	Spanish Fork	Spanish Fork Airport Springville-Woodhouse Field	7	\$253,700	\$1,015,500	\$1,269,200
TVY	Tooele	Bolinder Field-Tooele Valley Airport	<1	\$12,000	\$48,000	\$60,000
		<b>General Aviation Airports</b>	<b>78</b>	<b>\$2,833,700</b>	<b>\$11,341,600</b>	<b>\$14,175,300</b>
		<b>All Airports (Excluding SLC)</b>	<b>459</b>	<b>\$17,052,200</b>	<b>\$68,251,800</b>	<b>\$85,304,000</b>
		All Airports (Including SLC)	2,018	\$75,167,400	\$300,857,500	\$376,024,900

Source: Utah Division of Aeronautics, FAA, Airport Managers, Airport Tenants

Figure 3-6 shows how direct economic activity in the capital investment category is divided between the study’s general aviation airports, commercial service airports, and SLC. As shown, 77 percent of the direct capital investment impact is associated with SLC, while the Division of Aeronautics commercial airports comprise 19 percent, and the remaining 4 percent is associated with the general aviation airports.

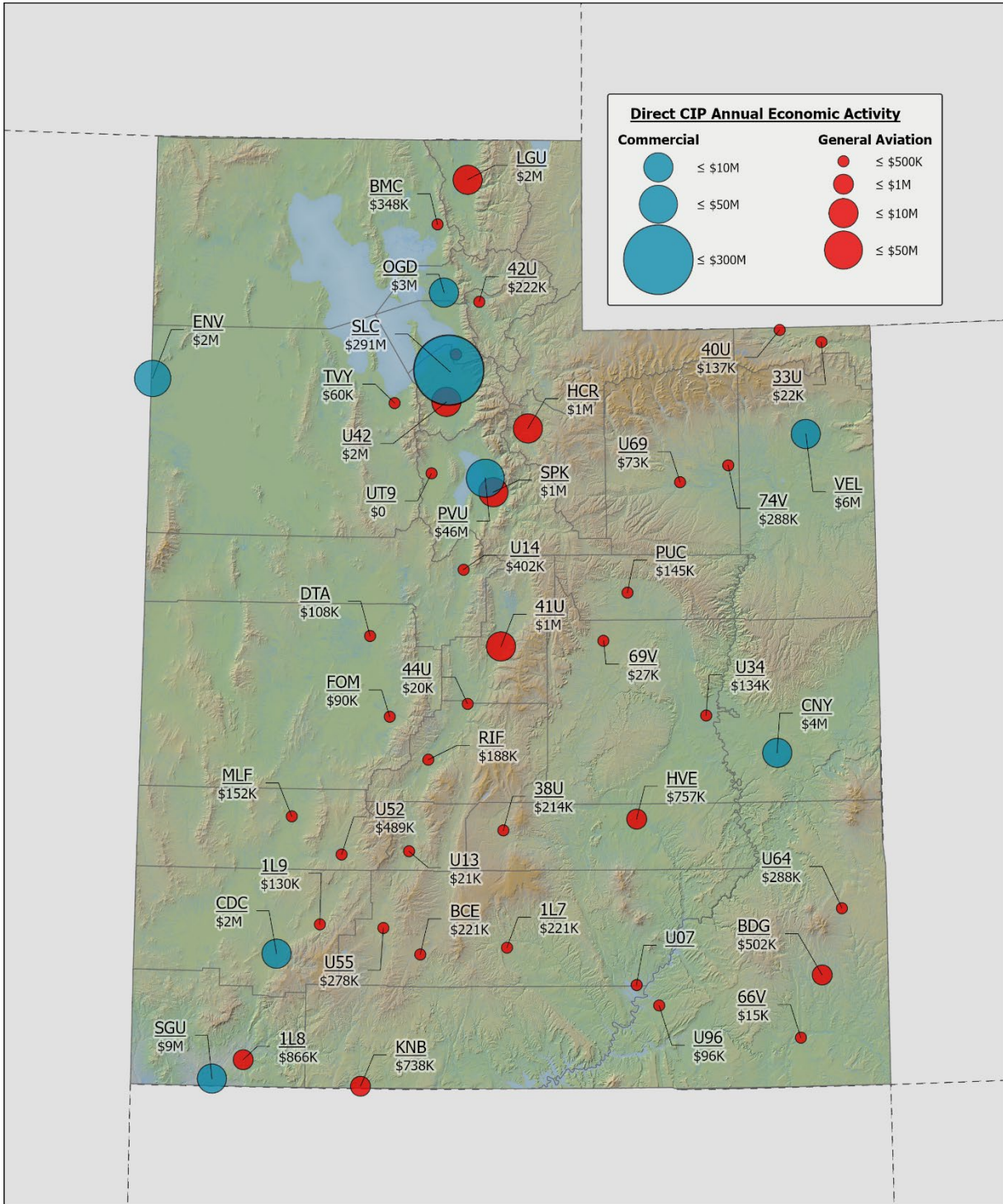
Figure 3-6: Distribution of Average Annual Capital Investment Impacts



Source: Jviation

The annual economic activity associated with capital investment spending (five-year average of spending for materials and labor) are mapped by airport in Figure 3-7 using proportional symbology.

Figure 3-7: Map of Direct Annual Economic Activity from Average Annual Capital Investment for Study Airports



Source: Jviation



### 3.4 Estimates of Direct Impacts from General Aviation Visitor Spending for Study Airports

Estimates of general aviation visitors are not available from any existing source. Therefore, to estimate general aviation visitors this study considered Division of Aeronautics, airport, FAA, and Airport Operations and Pilots Association (AOPA) information to develop visitor estimates. Annual general aviation itinerant arrivals for each airport are from FAA’s 5010 Form. For airports with air traffic control towers, tower data is the source for itinerant general aviation operations. Study airports and FBOs provided estimates of the number of general aviation visiting aircraft arrivals that each airport accommodates during an average week. Airports and FBOs also provided an estimate for the fleet mix of their weekly visiting general aviation aircraft (single-engine, multi-engine, and jet). Study airports and/or FBOs also estimated the typical number of visitors that arrive on each type of visiting aircraft. The study team and Division of Aeronautics benchmarked these estimates.





Transient (visiting) arrivals are only a portion of each airport’s total annual general aviation itinerant arrivals. The other portion of each airport’s itinerant arrivals is attributed to aircraft based at the airport.

Survey estimates for the average number of visitors (pilots/passengers) are applied to the resultant visiting aircraft fleet. Airports and FBOs are the source of information for typical visitors per aircraft type. This process leads to final estimates for each airport’s annual general aviation visitors. For this study, all estimates of visiting general aviation aircraft and associated visitors are specific to each airport.



Table 3-4 provides the following for each study airport:

- Estimates of total annual visiting general aviation aircraft arrivals
- Estimates of total annual general aviation visitors

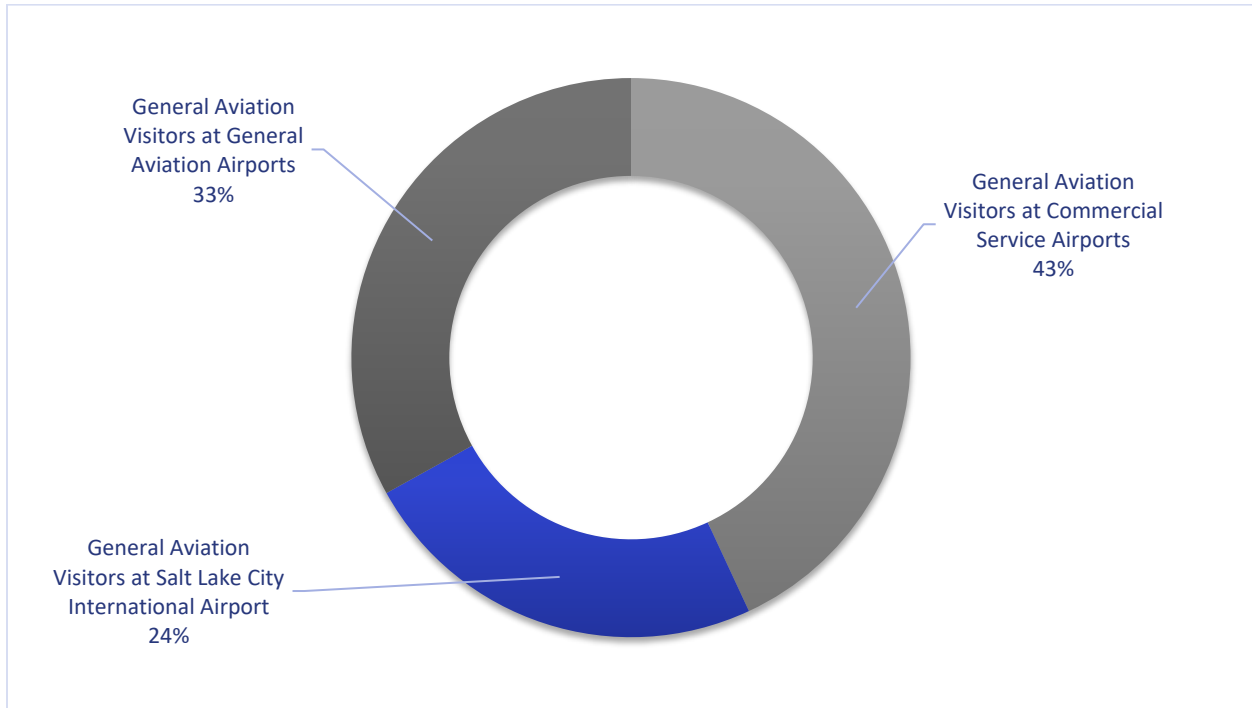
As Table 3-4 shows, the total number of annual visitors estimated to arrive on general aviation aircraft at study airports is more than 180,000; these visitors arrive at both commercial and general aviation airports. Over 51,000 visiting general aviation aircraft arrivals occur at the study airports each year. Figure 3-8 shows the distribution of general aviation visitors between commercial and general aviation study airports, with SLC also included for reference. As Figure 3-8 shows, 43 percent of all estimated general aviation visitors use Division





of Aeronautics study commercial service airports, 33 percent arrive at general aviation airports, and the remaining 24 percent use SLC.

**Figure 3-8: Distribution of General Aviation Visitors**



Source: Jviation

**Table 3-4: Estimates of Annual General Aviation Visitors for Study Airports**

FAA ID	Associated City	Airport Name	Annual Visiting/Transient General Aviation Aircraft Arrivals	Estimated General Aviation Visitors/Passengers
CDC	Cedar City	Cedar City Regional Airport	993	3,176
CNY	Moab	Canyonlands Field Airport	619	1,485
ENV	Wendover	Wendover Airport	488	1,185
OGD	Ogden	Ogden-Hinckley Airport	6,158	24,223
PVU	Provo	Provo Municipal Airport	9,198	42,310
SGU	St George	St George Regional Airport	1,506	4,153
VEL	Vernal	Vernal Regional Airport	344	835
		<b>Commercial Service Airports (Excluding SLC)</b>	<b>19,306</b>	<b>77,367</b>
SLC	Salt Lake City	Salt Lake City International Airport	10,428	42,900
		<b>Commercial Service Airports (Including SLC)</b>	<b>29,734</b>	<b>120,267</b>
U52	Beaver	Beaver Municipal Airport	131	244
BDG	Blanding	Blanding Municipal Airport	280	491
66V	Bluff	Bluff Airport	119	119
BTF	Bountiful	Skypark Airport	730	2,336
BMC	Brigham City	Brigham City Regional Airport	956	2,390
BCE	Bryce Canyon	Bryce Canyon Airport	375	1,425
UT9	Cedar Fort	West Desert Airpark	-	-
DTA	Delta	Delta Municipal Airport	130	417



FAA ID	Associated City	Airport Name	Annual Visiting/Transient General Aviation Aircraft Arrivals	Estimated General Aviation Visitors/Passengers
U69	Duchesne	Duchesne Municipal Airport	120	261
33U	Dutch John	Dutch John Airport	254	892
1L7	Escalante	Escalante Municipal Airport	126	295
FOM	Fillmore	Fillmore Municipal Airport	149	260
U07	Glen Canyon NRA	Bullfrog Basin Airport	519	908
U34	Green River	Green River Municipal Airport	189	331
U96	Halls Crossing	Cal Black Memorial Airport	556	974
HVE	Hanksville	Hanksville Airport	113	198
HCR	Heber	Heber City Municipal Airport – Russ McDonald Field	1,832	5,949
69V	Huntington	Huntington Municipal Airport	488	1,220
1L8	Hurricane	General Dick Stout Field Airport	683	2,869
U13	Junction	Junction Airport	264	462
KNB	Kanab	Kanab Municipal Airport	323	855
38U	Loa	Wayne Wonderland Airport	233	583
LGU	Logan	Logan-Cache Airport	485	2,494
40U	Manila	Manila Airport	261	600
41U	Manti	Manti-Ephraim Airport	750	2,550
MLF	Milford	Milford Municipal Airport/Ben and Judy Briscoe Field	140	140
U64	Monticello	Monticello Airport	201	352
42U	Morgan	Morgan County Airport	107	267
U14	Nephi	Nephi Municipal Airport	137	220
U55	Panguitch	Panguitch Municipal Airport	142	398
1L9	Parowan	Parowan Airport	277	695
PUC	Price	Carbon County Regional Airport/Buck Davis Field	280	882
RIF	Richfield	Richfield Municipal Airport	1,089	3,704
74V	Roosevelt	Roosevelt Municipal Airport	360	1,009
44U	Salina	Salina-Gunnison Airport	84	253
U42	Salt Lake City	South Valley Regional Airport	3,127	9,382
SPK	Spanish Fork	Spanish Fork Airport Springville-Woodhouse Field	1,939	5,956
TVY	Tooele	Bolinder Field-Tooele Valley Airport	3,358	6,996
		<b>General Aviation Airports</b>	<b>21,307</b>	<b>59,377</b>
		<b>All Airports (Excluding SLC)</b>	<b>40,613</b>	<b>136,744</b>
		All Airports (Including SLC)	51,041	179,644

Source: Airport Managers/FBOs, Utah Division of Aeronautics, FAA NOP Data, Aircraft Owners and Pilots Association



Using final general aviation visitor estimates from **Table 3-4**, information from visitor surveys conducted for this study on trip duration and spending per trip is used to estimate annual visitor spending. Airports and/or FBOs at study airports assisted in the process to distribute surveys to departing general aviation visitors. General aviation visitors were asked to provide information on:

- The purpose of their trip
- The duration of their stay
- The amount of money they spent for lodging, food, retail, ground transportation, and entertainment

General aviation visitor purchases for aviation fuel are not measured in this impact category because aviation fuel purchases go toward supporting jobs, payroll, and spending for the entity providing fuel at each airport. Counting spending for fuel purchases in the general aviation visitor category would result in double-counting economic impacts. The impacts of general aviation fuel purchases are reflected in either the airport management or the business tenant sources. It should be noted that many general aviation visitors stay for less than one day, and some stay only a few hours. Visitors that stay briefly may have little to no spending.

While direct spending from general aviation visitors is reported for all airports, in some cases this spending was not enough to support one job or the payroll associated with that job. Once direct annual visitor spending is estimated, information from the IMPLAN model is used to determine the number of direct jobs and direct payroll that visitor spending supports. Direct employment and payroll supported by general aviation visitor spending is primarily, but not exclusively, associated with off-airport establishments/businesses. Spending by visitors arriving on general aviation aircraft supports jobs associated with hotels, entertainment venues, retail shops, ground transportation providers, and restaurants.



**Table 3-5** provides information on direct economic activity supported by general aviation visitor spending. The estimate of annual general aviation visitor expenditures is derived from surveys, interviews, and research conducted for this study. Estimates of direct employment and direct payroll in this impact category are based on ratios in the IMPLAN model. In **Table 3-5**, annual economic activity resulting from visitors arriving on general aviation aircraft is the sum of payroll and spending.

Annual economic activity is estimated based on average spending per visitor per trip. Average spending per visitor trip varies depending upon the airport, its setting, and the characteristics of the communities the airport serves. Average spending per visitor trip considers not only those visitors who spend at least one night, but also visitors who come only for the day and have limited spending. Across all study airports, average



expenditures per general aviation visitor trip ranged from a low of \$10 to a high of \$450. Once direct economic activity is estimated, the IMPLAN model is used to estimate direct employment, along with associated direct payroll. Direct economic activity reflects the sum of visitor spending and employee payroll.<sup>2</sup> Dollars infused into the state economy by visitors who arrive on a general aviation flight support the direct economic impacts reported in **Table 3-5**.

**Table 3-5** is based on the following information:

- Direct annual economic activity from general aviation visitor spending is based on annual estimates of general aviation visitors multiplied by average spending per visitor trip.
- Direct employment supported by direct annual economic activity is based on ratios of jobs per average annual economic activity from the IMPLAN model.
- Direct payroll associated with direct employment in the general aviation visitor spending category is based on payroll per job from IMPLAN.
- Direct spending for goods, equipment, supplies, and infrastructure in the visitor spending category equals direct annual economic activity minus the direct annual payroll.

**Table 3-5: Direct Impacts from General Aviation Visitor Spending for Study Airports**

FAA ID	Associated City	Airport Name	Direct Employment	Direct Payroll	Direct Spending	Direct Annual Economic Activity
CDC	Cedar City	Cedar City Regional Airport	15	\$369,500	\$424,600	\$794,100
CNY	Moab	Canyonlands Field Airport	6	\$145,100	\$166,700	\$311,800
ENV	Wendover	Wendover Airport	5	\$115,800	\$133,000	\$248,800
OGD	Ogden	Ogden-Hinckley Airport	111	\$2,818,000	\$3,237,700	\$6,055,700
PVU	Provo	Provo Municipal Airport	195	\$4,922,100	\$5,655,300	\$10,577,400
SGU	St George	St George Regional Airport	19	\$483,200	\$555,200	\$1,038,400
VEL	Vernal	Vernal Regional Airport	3	\$81,600	\$93,700	\$175,300
		<b>Commercial Service Airports (Excluding SLC)</b>	<b>354</b>	<b>\$8,935,300</b>	<b>\$10,266,200</b>	<b>\$19,201,500</b>
SLC	Salt Lake City	Salt Lake City International Airport	197	\$4,990,800	\$5,734,200	\$10,725,000
		<b>Commercial Service Airports (Including SLC)</b>	<b>551</b>	<b>\$13,926,100</b>	<b>\$16,000,400</b>	<b>\$29,926,500</b>
U52	Beaver	Beaver Municipal Airport	<1	\$11,300	\$13,000	\$24,300
BDG	Blanding	Blanding Municipal Airport	1	\$34,200	\$39,300	\$73,500
66V	Bluff	Bluff Airport	<1	\$8,300	\$9,600	\$17,900
BTF	Bountiful	Skypark Airport	11	\$271,700	\$312,200	\$583,900
BMC	Brigham City	Brigham City Regional Airport	11	\$278,000	\$319,500	\$597,500
BCE	Bryce Canyon	Bryce Canyon Airport	12	\$298,400	\$342,800	\$641,200
UT9	Cedar Fort	West Desert Airpark	-	\$0	\$0	\$0
DTA	Delta	Delta Municipal Airport	1	\$29,100	\$33,400	\$62,500
U69	Duchesne	Duchesne Municipal Airport	1	\$18,200	\$21,000	\$39,200
33U	Dutch John	Dutch John Airport	4	\$103,800	\$119,300	\$223,100
1L7	Escalante	Escalante Municipal Airport	1	\$20,600	\$23,700	\$44,300
FOM	Fillmore	Fillmore Municipal Airport	1	\$18,100	\$20,800	\$38,900

<sup>2</sup> Since visitor spending in the local economy covers the cost of both goods and labor for the merchant(s), direct annual economic activity, which includes payroll and spending, is the first measure used to then determine employment, payroll, and spending. For example, when visitor spending at restaurants is reported, the visitor reports their total bill. The bill reflects the cost of the food, equipment, and establishment, plus the labor to prepare and serve the food.

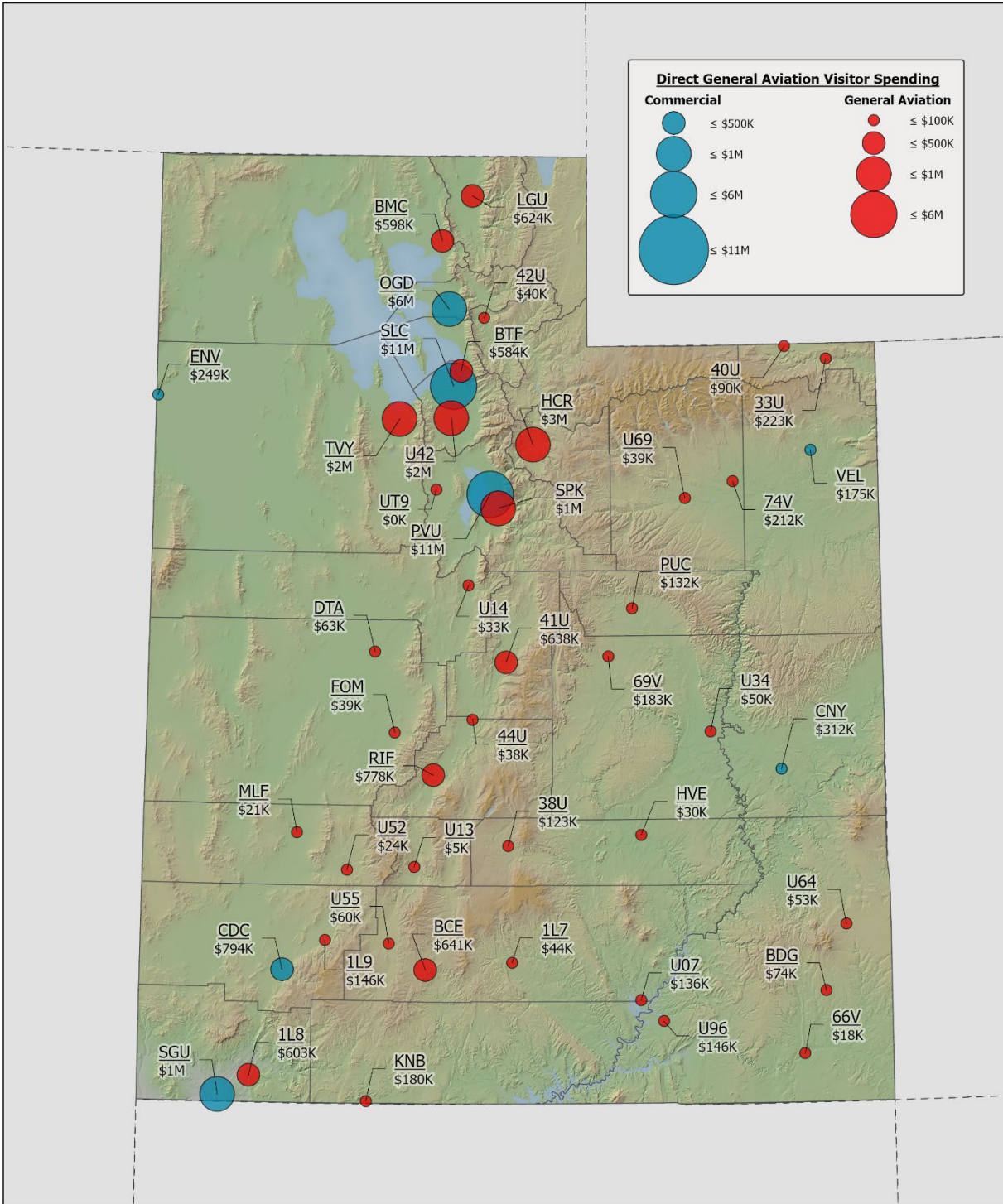


FAA ID	Associated City	Airport Name	Direct Employment	Direct Payroll	Direct Spending	Direct Annual Economic Activity
U07	Glen Canyon NRA	Bullfrog Basin Airport	3	\$63,400	\$72,800	\$136,200
U34	Green River	Green River Municipal Airport	1	\$23,100	\$26,600	\$49,700
U96	Halls Crossing	Cal Black Memorial Airport	3	\$68,000	\$78,100	\$146,100
HVE	Hanksville	Hanksville Airport	1	\$13,800	\$15,900	\$29,700
HCR	Heber	Heber City Municipal Airport – Russ McDonald Field	49	\$1,245,800	\$1,431,300	\$2,677,100
69V	Huntington	Huntington Municipal Airport	3	\$85,200	\$97,900	\$183,100
1L8	Hurricane	General Dick Stout Field Airport	11	\$280,400	\$322,200	\$602,600
U13	Junction	Junction Airport	<1	\$2,100	\$2,500	\$4,600
KNB	Kanab	Kanab Municipal Airport	3	\$83,500	\$96,000	\$179,500
38U	Loa	Wayne Wonderland Airport	2	\$57,000	\$65,500	\$122,500
LGU	Logan	Logan-Cache Airport	11	\$290,200	\$333,400	\$623,600
40U	Manila	Manila Airport	2	\$41,900	\$48,100	\$90,000
41U	Manti	Manti-Ephraim Airport	12	\$296,700	\$340,800	\$637,500
MLF	Milford	Milford Municipal Airport/Ben and Judy Briscoe Field	<1	\$9,800	\$11,300	\$21,100
U64	Monticello	Monticello Airport	1	\$24,600	\$28,200	\$52,800
42U	Morgan	Morgan County Airport	1	\$18,600	\$21,400	\$40,000
U14	Nephi	Nephi Municipal Airport	1	\$15,300	\$17,600	\$32,900
U55	Panguitch	Panguitch Municipal Airport	1	\$27,800	\$31,900	\$59,700
1L9	Parowan	Parowan Airport	3	\$67,900	\$78,000	\$145,900
PUC	Price	Carbon County Regional Airport/Buck Davis Field	2	\$61,600	\$70,800	\$132,400
RIF	Richfield	Richfield Municipal Airport	14	\$361,900	\$415,800	\$777,700
74V	Roosevelt	Roosevelt Municipal Airport	4	\$98,600	\$113,200	\$211,800
44U	Salina	Salina-Gunnison Airport	1	\$17,600	\$20,300	\$37,900
U42	Salt Lake City	South Valley Regional Airport	43	\$1,091,400	\$1,254,000	\$2,345,400
SPK	Spanish Fork	Spanish Fork Airport Springville-Woodhouse Field	27	\$692,900	\$796,100	\$1,489,000
TVY	Tooele	Bolinder Field-Tooele Valley Airport	32	\$813,900	\$935,100	\$1,749,000
		<b>General Aviation Airports</b>	<b>274</b>	<b>\$6,944,700</b>	<b>\$7,979,400</b>	<b>\$14,924,100</b>
		<b>All Airports (Excluding SLC)</b>	<b>628</b>	<b>\$15,880,000</b>	<b>\$18,245,600</b>	<b>\$34,125,600</b>
		All Airports (Including SLC)	825	\$20,870,800	\$23,979,800	\$44,850,600

Source: Visitor Surveys and IMPLAN

For geographical context, the direct annual economic activity associated with general aviation visitor spending presented in **Table 3-5** is mapped in **Figure 3-9** using proportional symbology.

**Figure 3-9: Map of Direct Annual Economic Activity from General Aviation Visitor Spending by Study Airport**



Source: Jviation

### 3.5 Estimates of Direct Impacts from Commercial Visitor Spending for Study Airports

Like spending from visitors who arrive on general aviation aircraft, visitors to study airports who arrive on scheduled commercial airline flights also have spending in the direct impact category. For this study, direct annual impact related to commercial service visitors is estimated by first identifying each commercial airport's total annual commercial airline passenger enplanements.<sup>3</sup> Each of the commercial study airports supplied their 2018 annual commercial passenger enplanements.



After identifying annual passenger enplanements, data from USDOT is examined to determine the portion of each airport's annual enplanements that are visitors versus residents. For many years, the USDOT has conducted its 10 percent ticket sample at all commercial airports. This sample provides information on tickets associated with local residents and tickets associated with visitors. USDOT is the source of information to identify each commercial airport's visitors.

**Table 3-6** provides information on the portion of each study airport's enplanements that are visitors, as opposed to residents. As **Table 3-6** shows, the total number of visitors estimated to arrive annually on a commercial airline flight at Division of Aeronautics study airports is 177,691, and over 6.5 million when including SLC.

<sup>3</sup> The FAA defines a passenger enplanement as a person boarding in the United States in scheduled or nonscheduled service on aircraft in intrastate, interstate, or foreign air transportation.



It is important to note that the information in **Table 3-6** is not the total number of passengers who enplane on a scheduled commercial airline flight at a study airport, it is only the number of passenger enplanements that are visitors.

Study commercial airports collected visitor spending data primarily through an online survey deployed on their wi-fi networks. Information collected from visitor surveys is used to develop estimates of average spending per visitor, per trip, per study airport. Estimates of average spending per visitor trip, shown in **Table 3-6**, consider spending by visitors who come only for the day, as well as those visitors who spend one or more nights. Average spending per visitor trip considers spending for lodging, food, ground transportation, retail, and entertainment.

**Table 3-6: Visitors Arriving on Commercial Airlines at Study Airports and Average Spending Per Trip**

FAA ID	Associated City	Airport Name	Total Annual Commercial Visitors	Percent of Enplanements that are Visitors	Average Spending per Visitor Trip
CDC	Cedar City	Cedar City Regional Airport	10,571	46%	\$328
CNY	Moab	Canyonlands Field Airport	11,517	70%	\$637
ENV	Wendover	Wendover Airport	53,067	100%	\$400
OGD	Ogden	Ogden-Hinckley Airport	7,178	45%	\$163
PVU	Provo	Provo Municipal Airport	41,736	45%	\$467
SGU	St George	St George Regional Airport	73,977	48%	\$831
VEL	Vernal	Vernal Regional Airport	6,191	46%	\$306
		<b>Commercial Service Airports (Excluding SLC)</b>	<b>204,237</b>		<b>\$774</b>
SLC	Salt Lake City	Salt Lake City International Airport	6,345,523	47%	\$607
		<b>Commercial Service Airports (Including SLC)</b>	<b>6,549,760</b>		<b>\$606</b>

Source: Study airports, FAA, and USDOT

\*Note: this is a weighted average



Passenger surveys were available to enplaning commercial airline passengers at study airports beginning in spring of 2019 and extending into the fall. Surveys were available to visitors when they logged on to an airport’s wi-fi. In some instances, airports distributed paper surveys to departing passengers. In total, nearly 6,000 passenger survey submissions were collected from Division of Aeronautics study commercial airports, and over 200,000 submissions were collected from SLC alone.



Average length of stay and average spending per day, by airport, is obtained from the survey responses and used to estimate annual commercial visitor direct spending. **Table 3-7** presents annual direct economic activity in this category. Once direct economic activity is estimated, the IMPLAN model is used to estimate direct employment, along with associated direct payroll. Direct economic activity reflects the sum of visitor spending and employee payroll.<sup>4</sup> Dollars infused into the state economy by visitors who arrive on a commercial airline flight support the direct economic impacts reported in **Table 3-7**.

This study estimates that visitors who arrive on a commercial airline flight at study airports are responsible for total direct annual economic activity estimated at approximately \$4 billion, and nearly \$99 million when SLC is excluded.



Surveys completed for this study indicate that visitor spending patterns differ by commercial airport, as do the percentage of commercial visitors who come only for the day. The length of stay for overnight visitors also varies by airport. These differences are reflected in the visitor spending estimates for each airport shown in **Table 3-7**.

For expenditures per trip per airport reported above, all spending is assigned to one of the following categories: lodging, food, ground transportation, entertainment, or retail spending. The distribution of spending by category is necessary for two reasons. The first relates to establishing indirect/induced impacts associated to visitor spending; multipliers differ depending on in which category the spending takes place. For instance, the direct dollar spent in the restaurant category tends to have greater subsequent impact than the same dollar spent in the retail category. This is because the retail item being purchased is most often not manufactured in Utah, or perhaps even in the United States. Secondly, subsequent tax revenues associated with visitor expenditures are estimated, and as result, expenditures in different categories are subject to different tax rates. For these reasons, visitor expenditures are allocated to different categories. This is true for both commercial and general aviation visitor spending.

<sup>4</sup> Since visitor spending in the local economy covers the cost of both goods and labor for the merchant(s), direct annual economic activity, which includes payroll and spending, is the first measure used to then determine employment, payroll, and spending. For example, when visitor spending at restaurants is reported, the visitor reports their total bill. The bill reflects the cost of the food, equipment, and establishment, plus the labor to prepare and serve the food.



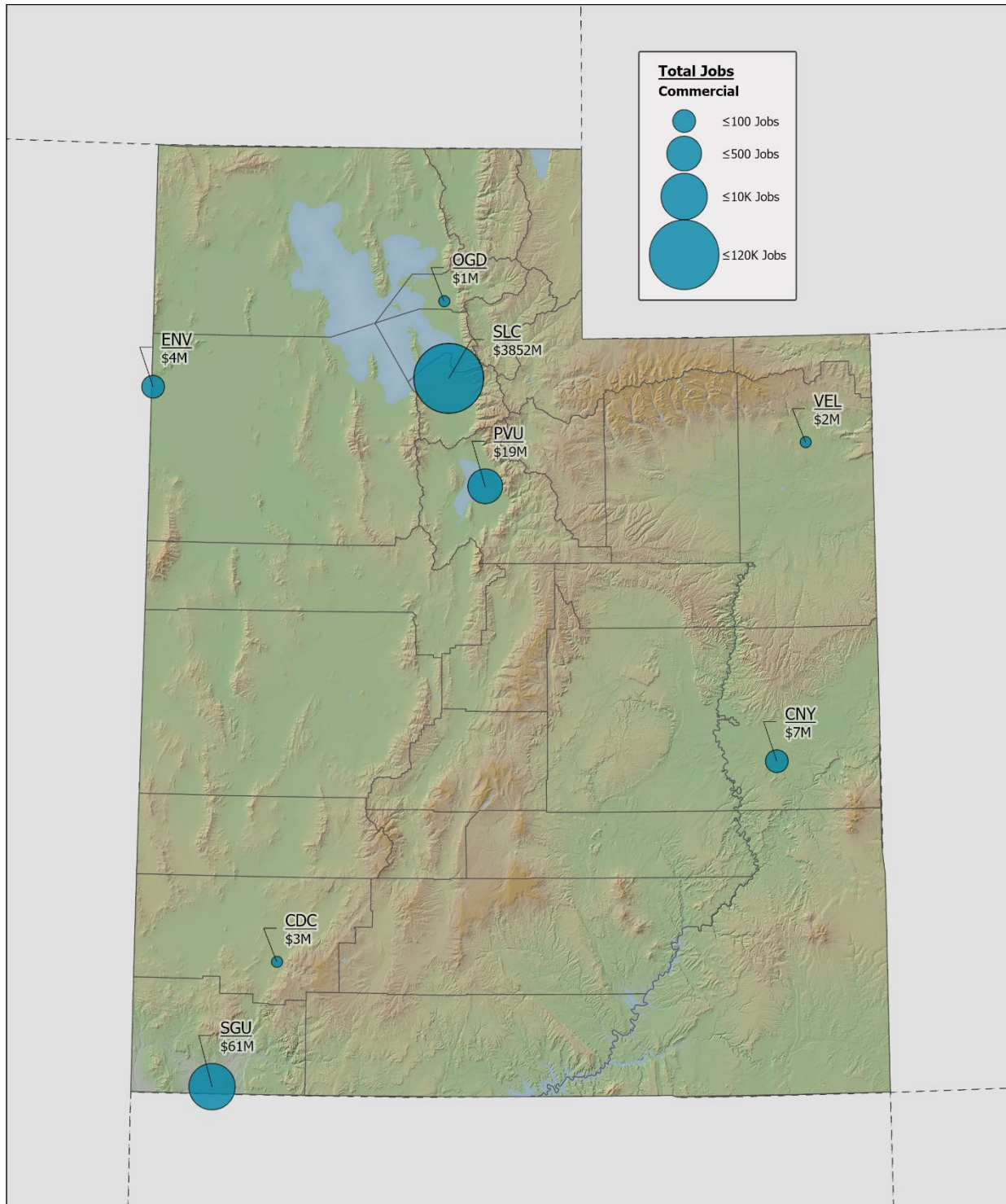
**Table 3-7: Direct Impacts from Commercial Visitor Spending for Study Airports**

FAA ID	Associated City	Airport Name	Direct Employment	Direct Payroll	Direct Spending	Direct Annual Economic Activity
CDC	Cedar City	Cedar City Regional Airport	55	\$1,391,800	\$2,077,000	\$3,468,800
CNY	Moab	Canyonlands Field Airport	116	\$2,935,400	\$4,402,200	\$7,337,600
ENV	Wendover	Wendover Airport	168	\$2,125,600	\$1,910,100	\$4,035,700
OGD	Ogden	Ogden-Hinckley Airport	19	\$480,800	\$686,300	\$1,167,100
PVU	Provo	Provo Municipal Airport	309	\$7,819,200	\$11,678,500	\$19,497,700
SGU	St George	St George Regional Airport	974	\$24,647,100	\$36,792,500	\$61,439,600
VEL	Vernal	Vernal Regional Airport	30	\$759,200	\$1,133,300	\$1,892,500
		<b>Commercial Service Airports (Excluding SLC)</b>	<b>1,671</b>	<b>\$40,159,100</b>	<b>\$58,679,900</b>	<b>\$98,839,000</b>
SLC	Salt Lake City	Salt Lake City International Airport	61,084	\$1,545,730,600	\$2,305,921,900	\$3,851,652,500
		<b>Commercial Service Airports (Including SLC)</b>	<b>62,755</b>	<b>\$1,585,889,700</b>	<b>\$2,364,601,800</b>	<b>\$3,950,491,500</b>

Source: Study Passenger Surveys and IMPLAN

The direct annual economic activity associated with commercial visitor spending is presented geographically in **Figure 3-10** using proportional symbol mapping.

Figure 3-10: Map of Direct Annual Economic Activity from Commercial Visitor Spending by Study Airport



Source: Jviation



### 3.6 Summary of Total Direct Economic Impacts for Study Airports

**Table 3-8** presents total annual direct economic impacts for employment, payroll, spending, and economic activity for three groupings: Division of Aeronautics study airports (excluding SLC), SLC only, and all study airports (including SLC). These statewide impacts represent direct annual impacts for airport management, airport business tenants, capital investment, general aviation visitor spending, and commercial visitor spending.

**Table 3-8: Summary of Total Annual Statewide Direct Economic Impact by Category for Study Airports**

Category	Direct Employment	Direct Payroll	Direct Spending	Direct Economic Activity
<b>All Airports (Excluding SLC)</b>				
Airport Management	119	\$7,727,700	\$13,832,800	\$21,560,500
Airport Business Tenants	2,938	\$168,575,900	\$275,499,900	\$444,075,800
Capital Investment	459	\$17,052,200	\$68,251,800	\$85,304,000
General Aviation Visitors	628	\$15,880,000	\$18,245,600	\$34,125,600
Commercial Visitors	1,671	\$40,159,100	\$58,679,900	\$98,839,000
<b>Subtotal</b>	<b>5,815</b>	<b>\$249,394,900</b>	<b>\$434,510,000</b>	<b>\$683,904,900</b>
<b>Salt Lake City International Airport Only</b>				
Airport Management	485	\$40,222,700	\$52,275,500	\$92,498,200
Airport Business Tenants	12,287	\$751,526,400	\$1,317,489,700	\$2,069,016,100
Capital Investment	1,559	\$58,115,200	\$232,605,700	\$290,720,900
General Aviation Visitors	197	\$4,990,800	\$5,734,200	\$10,725,000
Commercial Visitors	61,084	\$1,545,730,600	\$2,305,921,900	\$3,851,652,500
<b>Subtotal</b>	<b>75,612</b>	<b>\$2,400,585,700</b>	<b>\$3,914,027,000</b>	<b>\$6,314,612,700</b>
<b>All Airports (Including SLC)</b>				
Airport Management	604	\$47,950,400	\$66,108,300	\$114,058,700
Airport Business Tenants	15,225	\$920,102,300	\$1,592,989,600	\$2,513,091,900
Capital Investment	2,018	\$75,167,400	\$300,857,500	\$376,024,900
General Aviation Visitors	825	\$20,870,800	\$23,979,800	\$44,850,600
Commercial Visitors	62,755	\$1,585,889,700	\$2,364,601,800	\$3,950,491,500
<b>Grand Total</b>	<b>81,427</b>	<b>\$2,649,980,600</b>	<b>\$4,348,537,000</b>	<b>\$6,998,517,600</b>

Source: Study Analysis and IMPLAN

Direct impacts are related to activity at each airport that can be quantified, counted, or measured in some way, and are typically the easiest to understand. **Table 3-9** provides a summary of direct impacts by study airport for employment, payroll, spending, and annual economic activity. This information is a sum of direct impacts previously presented for each airport for each of the five sources of economic impact: airport management, business tenants, capital investment, general aviation visitor spending, and commercial visitor spending (if applicable). Since all impact sources are combined in **Table 3-9**, previously omitted payroll and spending (due to confidentiality) figures are reflected in this total.



**Table 3-9: Summary of Total Annual Direct Impacts for Study Airports**

FAA ID	Associated City	Airport Name	Total Direct Employment	Total Direct Payroll	Total Direct Spending	Total Direct Annual Economic Activity
CDC	Cedar City	Cedar City Regional Airport	440	\$21,468,700	\$36,317,800	\$57,786,500
CNY	Moab	Canyonlands Field Airport	259	\$9,252,100	\$15,905,000	\$25,157,100
ENV	Wendover	Wendover Airport	215	\$4,239,900	\$11,183,800	\$15,423,700
OGD	Ogden	Ogden-Hinckley Airport	1,122	\$65,304,300	\$128,883,300	\$194,187,600
PVU	Provo	Provo Municipal Airport	1,125	\$44,705,900	\$93,720,300	\$138,426,200
SGU	St George	St George Regional Airport	1,189	\$35,685,300	\$61,083,300	\$96,768,600
VEL	Vernal	Vernal Regional Airport	104	\$4,279,900	\$9,716,600	\$13,996,500
		<b>Commercial Service Airports (Excluding SLC)</b>	<b>4,454</b>	<b>\$184,936,100</b>	<b>\$356,810,100</b>	<b>\$541,746,200</b>
SLC	Salt Lake City	Salt Lake City International Airport	75,612	\$2,400,585,700	\$3,914,027,000	\$6,314,612,700
		<b>Commercial Service Airports (Including SLC)</b>	<b>80,066</b>	<b>\$2,585,521,800</b>	<b>\$4,270,837,100</b>	<b>\$6,856,358,900</b>
U52	Beaver	Beaver Municipal Airport	3	\$116,100	\$418,000	\$534,100
BDG	Blanding	Blanding Municipal Airport	35	\$2,172,700	\$4,427,000	\$6,599,700
66V	Bluff	Bluff Airport	<1	\$27,800	\$22,700	\$50,500
BTF	Bountiful	Skypark Airport	91	\$4,961,700	\$6,161,600	\$11,123,300
BMC	Brigham City	Brigham City Regional Airport	32	\$1,216,800	\$2,763,500	\$3,980,300
BCE	Bryce Canyon	Bryce Canyon Airport	23	\$601,400	\$1,083,200	\$1,684,600
UT9	Cedar Fort	West Desert Airpark	16	\$1,306,600	\$644,400	\$1,951,000
DTA	Delta	Delta Municipal Airport	2	\$70,700	\$327,800	\$398,500
U69	Duchesne	Duchesne Municipal Airport	2	\$90,500	\$257,000	\$347,500
33U	Dutch John	Dutch John Airport	4	\$124,700	\$139,500	\$264,200
1L7	Escalante	Escalante Municipal Airport	2	\$75,200	\$230,000	\$305,200
FOM	Fillmore	Fillmore Municipal Airport	2	\$47,000	\$167,900	\$214,900
U07	Glen Canyon NRA	Bullfrog Basin Airport	3	\$65,900	\$82,300	\$148,200
U34	Green River	Green River Municipal Airport	2	\$54,900	\$252,500	\$307,400
U96	Halls Crossing	Cal Black Memorial Airport	6	\$142,400	\$496,900	\$639,300
HVE	Hanksville	Hanksville Airport	6	\$175,000	\$659,300	\$834,300
HCR	Heber	Heber City Municipal Airport – Russ McDonald Field	90	\$3,443,200	\$6,128,500	\$9,571,700
69V	Huntington	Huntington Municipal Airport	3	\$95,500	\$135,300	\$230,800
1L8	Hurricane	General Dick Stout Field Airport	27	\$1,001,300	\$2,447,500	\$3,448,800
U13	Junction	Junction Airport	<1	\$8,900	\$29,100	\$38,000
KNB	Kanab	Kanab Municipal Airport	26	\$1,783,900	\$3,235,000	\$5,018,900
38U	Loa	Wayne Wonderland Airport	3	\$108,600	\$262,700	\$371,300
LGU	Logan	Logan-Cache Airport	85	\$2,454,200	\$7,838,100	\$10,292,300
40U	Manila	Manila Airport	3	\$74,300	\$160,200	\$234,500
41U	Manti	Manti-Ephraim Airport	19	\$539,000	\$1,227,400	\$1,766,400
MLF	Milford	Milford Municipal Airport/Ben and Judy Briscoe Field	2	\$88,200	\$319,500	\$407,700
U64	Monticello	Monticello Airport	4	\$93,200	\$268,800	\$362,000
42U	Morgan	Morgan County Airport	27	\$1,206,300	\$2,223,500	\$3,429,800



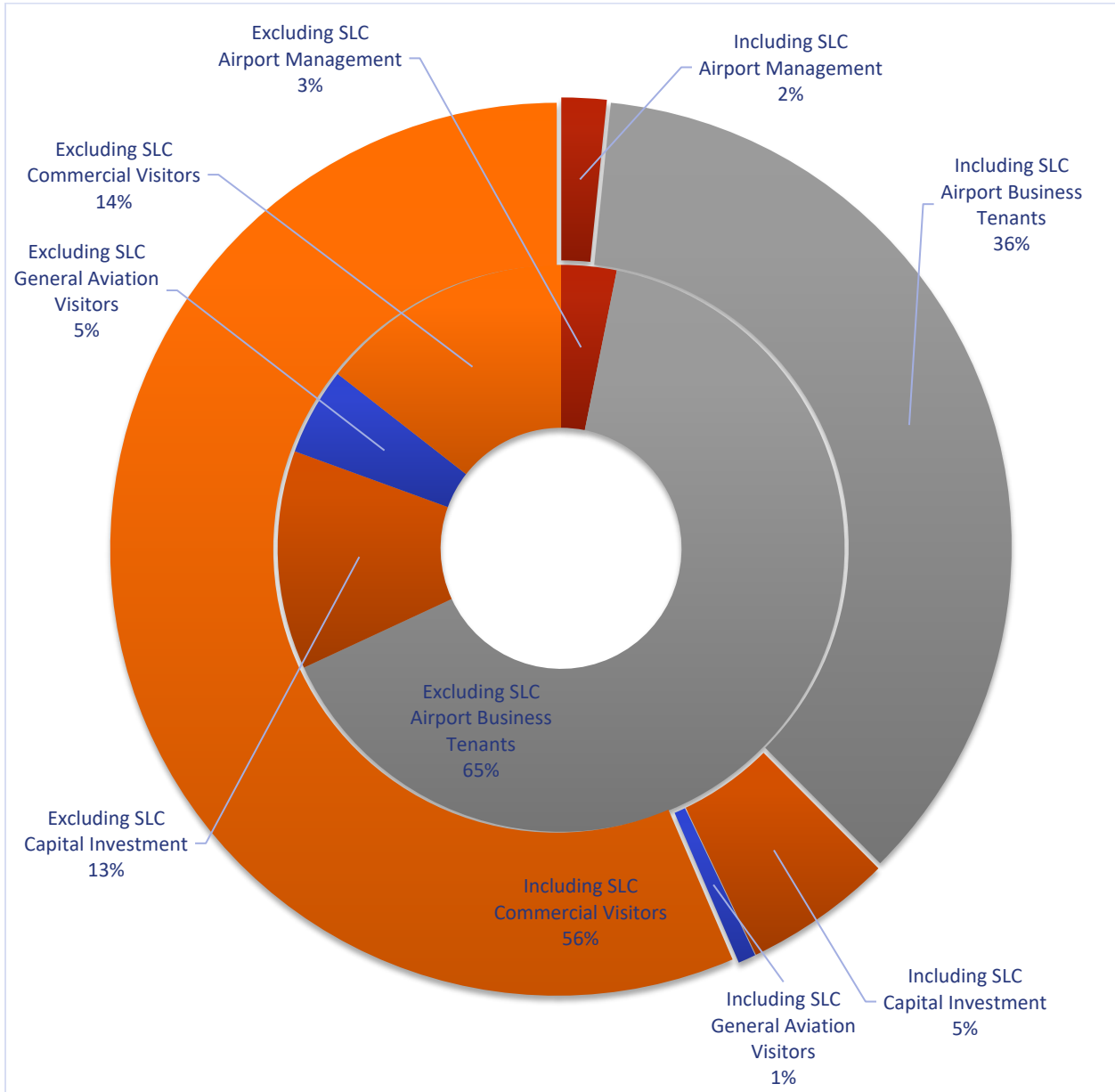
FAA ID	Associated City	Airport Name	Total Direct Employment	Total Direct Payroll	Total Direct Spending	Total Direct Annual Economic Activity
U14	Nephi	Nephi Municipal Airport	16	\$463,900	\$810,000	\$1,273,900
U55	Panguitch	Panguitch Municipal Airport	2	\$94,100	\$266,600	\$360,700
1L9	Parowan	Parowan Airport	9	\$256,000	\$656,100	\$912,100
PUC	Price	Carbon County Regional Airport/Buck Davis Field	15	\$737,000	\$885,300	\$1,622,300
RIF	Richfield	Richfield Municipal Airport	20	\$658,900	\$859,900	\$1,518,800
74V	Roosevelt	Roosevelt Municipal Airport	7	\$206,100	\$525,200	\$731,300
44U	Salina	Salina-Gunnison Airport	9	\$446,900	\$1,254,100	\$1,701,000
U42	Salt Lake City	South Valley Regional Airport	624	\$32,684,000	\$22,455,200	\$55,139,200
SPK	Spanish Fork	Spanish Fork Airport Springville-Woodhouse Field	74	\$4,020,400	\$5,005,000	\$9,025,400
TVY	Tooele	Bolinder Field-Tooele Valley Airport	67	\$2,745,500	\$2,573,300	\$5,318,800
		<b>General Aviation Airports</b>	<b>1,361</b>	<b>\$64,458,800</b>	<b>\$77,699,900</b>	<b>\$142,158,700</b>
		<b>All Airports (Excluding SLC)</b>	<b>5,815</b>	<b>\$249,394,900</b>	<b>\$434,510,000</b>	<b>\$683,904,900</b>
		<b>All Airports (Including SLC)</b>	<b>81,427</b>	<b>\$2,649,980,600</b>	<b>\$4,348,537,000</b>	<b>\$6,998,517,600</b>

Source: Study Analysis and IMPLAN

**Figure 3-11** shows the distribution of direct impacts by category for all study airports; to help contrast the comparative scale of the statewide impact between SLC and all other airports, the inner ring represents all Division of Aeronautics study airports (excluding SLC) and the outer ring represents all airports (including SLC). As shown in **Figure 3-11**, the business tenant category is responsible for the highest percentage of direct economic impacts among the 45 Division of Aeronautics study airports; however, when considering SLC, commercial visitor spending becomes the largest driver for all 46 study airports. The next section of this report shows how these direct impacts multiply once they enter the state and local economies.



**Figure 3-11: Distribution of Direct Impacts by Impact Category for Study Airports**



Source: Jviation

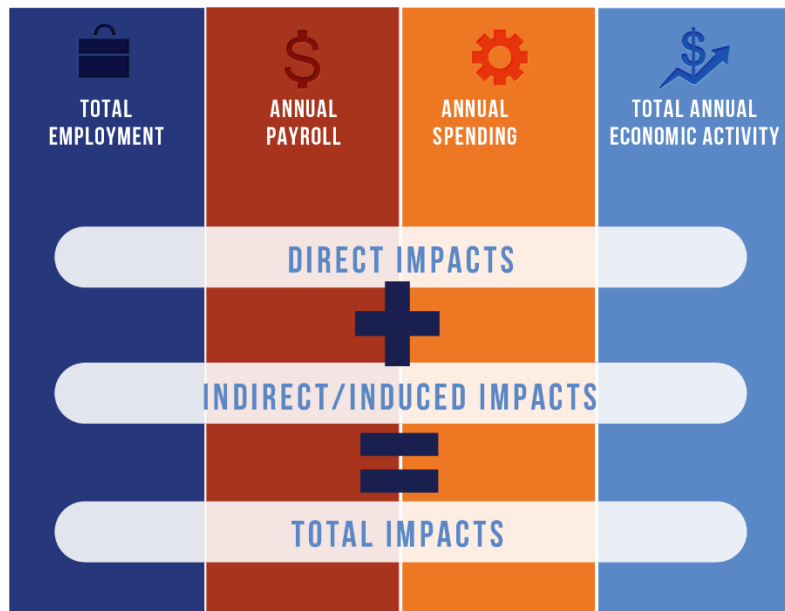
## 4 Estimates of Indirect/Induced Annual Economic Impacts for Study Airports

### 4.1 Discussion and Measurement of Indirect/Induced Economic Impacts

This section discusses indirect/induced economic impacts stemming from the direct economic impacts discussed in preceding sections. While some sectors of the economy are linked directly to the airports, many others are linked indirectly to the airports and activities they support.



As discussed, when visitors arrive at one of the study airports, they often spend money on rental cars, hotels, food, entertainment, retail, and sometimes other items. These direct expenditures also support direct employment and payroll. As an example of how indirect/induced economic impacts are created, many hotels are, in part, supported by air visitors. Hotels pay for utilities, purchase linens, secure food to supply their restaurant, and buy new carpeting with money paid to them, in part, by the air visitors. In turn, the suppliers of the utilities, linens, food, and carpet also buy “inputs,” make payments for salaries, and generate additional economic impacts. The indirect/induced impacts associated with the hotel’s operation are examples of how direct impacts (visitor spending in this case) associated with study airports generate additional indirect/induced impacts.



For this study, all indirect/induced impacts are based on sector-specific multipliers. In the economic modeling process, direct impacts in one sector lead to additional indirect/induced impacts in other sectors of the economy. In the process of estimating indirect/induced impacts, it is important to recognize that there is not just “one” multiplier that is used to estimate how direct impacts in the employment, payroll, and spending measures continue to create additional economic impacts once they enter the state economy. In reality, hundreds of multipliers are considered to estimate the indirect/induced impacts reported in this study.

For the previous example, the hotel paid salaries to their employees. In turn, these employees generate their own indirect/induced or multiplier impacts. For example, a hotel employee may use part of their income to take their family to dinner. Part of this expenditure becomes income to the waiter; he then spends some of his income at the dry cleaners, and part of this expenditure is then used by the owners of the dry-cleaning business to buy materials to renovate their house. Indirect/induced or multiplier impacts continue in the economy being studied until the multiplier impact diminishes to zero.

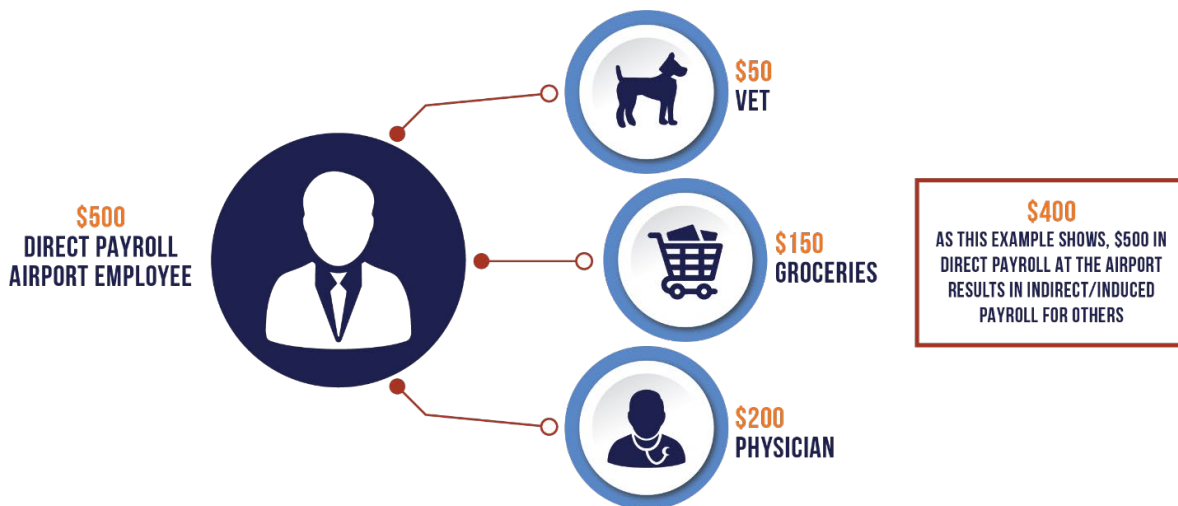


Indirect/induced or multiplier impacts are not the same for all economies. In the economic modeling process, indirect/induced impacts represent or measure opportunities for businesses and individuals to purchase goods and services they need in their local or state economy. The larger and more developed the economy of the area being studied, the greater the chance for purchasing a high percentage of what is needed in the local or state economy, thus the



higher the multiplier impact. For small cities and rural areas, the opportunity to purchase needed goods and services locally is not as great. However, the business or individual may still be able to purchase what they need within the state, in this case Utah. Indirect impacts result from industries purchasing from other industries, whereas induced impacts result from the expenditure of new household income associated with direct and indirect impacts. When summed, direct, indirect, and induced impacts equal total annual economic impacts.

Each airport's total impact (direct plus indirect/induced) on the state's economy was estimated for this study. For airports located in more rural areas of Utah, the total economic impact of the airport on the local economy is less than the airport's total annual economic impact on the state economy. While goods and services may not be able to be purchased locally, the goods and services may still be purchased in the state, resulting in a positive economic benefit for the state economy.





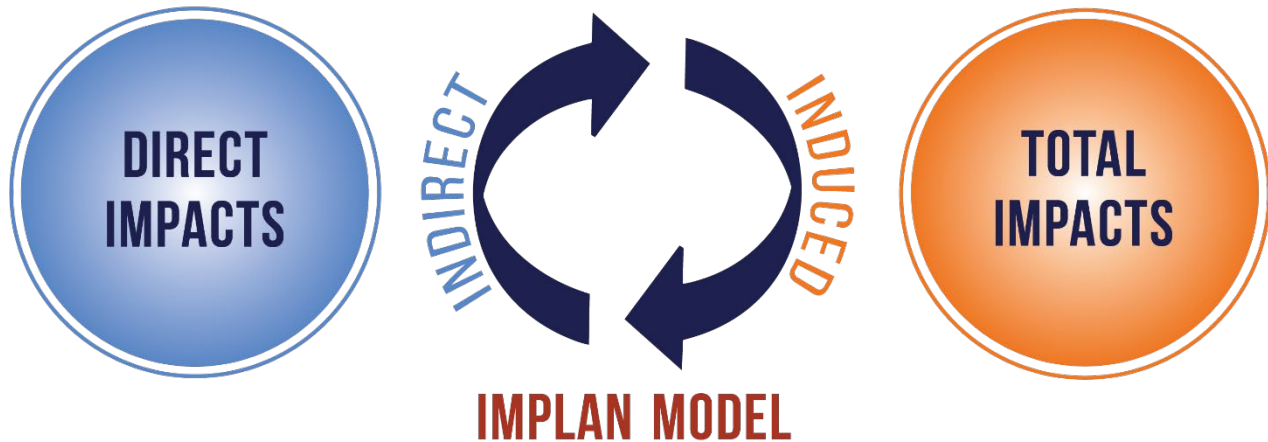
A statewide, Utah-specific model was used to derive all indirect/induced and total annual economic impacts discussed in this report. A series of models were then prepared to estimate total economic impacts for each of the study airports. The primary source of data for all models comes from IMPLAN, a proprietary suite of models that has been offered for several decades by a North Carolina-based, privately owned company. This analysis uses Utah-specific information with the most current version of IMPLAN. While there are several other models that support economic impact analysis, most are maintained by the U.S. Department of Commerce/Bureau of Economic Analysis. The data (population, employment, income, and other factors) upon which government-maintained models are based tends to be less current than the data in IMPLAN.

IMPLAN is an acronym for **IM**portant analysis for **PLAN**ning; the model was developed almost 40 years ago and is approved by FAA to estimate aviation-related economic impacts. IMPLAN is a general input-output economic activity model that comprises statewide and regionally specific Utah data sets. IMPLAN provides a system to estimate the interdependency between economic sectors, households, and government in a geographically defined region, using counties as the building blocks for the analysis. One of the most powerful aspects of IMPLAN is that the data sources behind the model are continually improved and updated. Rather than extrapolating regional data from national averages, IMPLAN measures economic impacts from data that characterizes actual local economies in Utah.

IMPLAN tracks all available industry groups at every level of the state's data. This permits detailed impact breakdowns and helps ensure accuracy of inter-industry relationships. Some of the data sets used to support the modeling completed in this economic impact study include:

- U.S. Bureau of Labor Statistics (BLS) Census of Employment and Wages program
- U.S. Bureau of Economic Analysis (BEA) Regional Economic Information System (REA) program
- U.S. Bureau of Economic Analysis Benchmark I/O Accounts of the United States
- BEA Economic Activity estimates
- BLS Consumer Expenditure Survey
- U.S. Census Bureau County Business Patterns (CBP) program
- U.S. Census Bureau Decennial Census and Population Surveys
- U.S. Census Bureau Economic Censuses and Surveys
- U.S. Department of Agriculture Census

## MULTIPLIER IMPACTS



An input-output economic activity model estimates additional indirect/induced impacts that result from all direct impacts related to airport and airport-supported employment, payroll, and spending. Indirect/induced impacts are estimated using multipliers. Multipliers vary by direct impact source—they can vary even within the same source, and they vary geographically throughout the state. Hundreds of multipliers in the IMPLAN model were considered in this analysis.

Within the business tenant source, there are different multipliers for each tenant type. For the capital investment source, spending for buildings, asphalt, and equipment all have different multipliers. In the visitor source, each expenditure type—lodging, food, ground transportation, entertainment, and retail—has different multipliers. For instance, in the visitor expenditure source, there is a higher economic return to the state economy for money spent on hotels as opposed to retail. Hotels are likely purchasing a higher percentage of the goods and services that they need to operate within the state. On the other hand, many retail items purchased by visitors are most likely not made in Utah. Therefore, indirect/induced impacts are higher for spending on hotels than for retail spending.

In the process of estimating indirect/induced economic impacts associated with visitor expenditure, separate model entries are made for hotels, food, retail, entertainment, and local transportation so that cumulative indirect/induced impacts are more accurately reflected. Direct economic activity in the capital investment source is also segmented to better reflect economic activity within the state. As another example, spending for equipment has a lower economic return (multiplier) than spending for runway paving since materials and labor are locally sourced.

The remaining portions of this section present indirect/induced economic impacts estimated using the IMPLAN model. Since total annual economic impacts in each source are a sum of direct and indirect/induced impacts (related to the multiplier effect), this section also presents total annual economic impacts for all airports as these impacts relate to airport management, business tenants, capital investment, general aviation visitor spending, and commercial visitor spending. This study focuses on direct impacts; a conservative approach is taken to estimate all indirect/induced impacts.

## 4.2 Indirect/Induced and Total Economic Impact from Airport Management at Commercial Service Study Airports

Direct economic impacts for the airport management source (employment, payroll, spending, and annual economic activity) were obtained directly from each study airport. Direct impacts were entered into the IMPLAN model to estimate total economic impacts and to determine the portion of each airport's airport-management-related impacts that are indirect/induced (multiplier) impacts.

**Table 4-1** presents each commercial service airport's direct, indirect/induced, and total annual economic impacts for employment, payroll, spending, and annual economic activity for the airport management source. In this and other tables, annual economic activity is the sum of spending and payroll.





**Table 4-1: Direct, Indirect/Induced, and Total Economic Impact from Airport Management at Commercial Study Airports**

FAA ID	Associated City	Airport Name	Direct Employment	Indirect/Induced Employment	Total Employment	Direct Payroll	Indirect/Induced Payroll	Total Payroll	Direct Spending	Indirect/Induced Spending	Total Spending	Direct Annual Economic Activity	Indirect/Induced Annual Economic Activity	Total Annual Economic Activity
CDC	Cedar City	Cedar City Regional Airport	4	4	8	\$142,800	\$218,000	\$360,800	\$576,100	\$877,900	\$1,454,000	\$718,900	\$1,095,900	\$1,814,800
CNY	Moab	Canyonlands Field Airport	10	9	19	\$632,500	\$965,700	\$1,598,200	\$175,000	\$266,700	\$441,700	\$807,500	\$1,232,400	\$2,039,900
ENV	Wendover	Wendover Airport	16	15	31	\$580,000	\$885,600	\$1,465,600	\$5,320,000	\$8,107,900	\$13,427,900	\$5,900,000	\$8,993,500	\$14,893,500
OGD	Ogden	Ogden-Hinckley Airport	6	6	12	\$605,200	\$924,000	\$1,529,200	\$218,200	\$332,500	\$550,700	\$823,400	\$1,256,500	\$2,079,900
PVU	Provo	Provo Municipal Airport	11	11	22	\$900,000	\$1,374,100	\$2,274,100	\$500,000	\$762,000	\$1,262,000	\$1,400,000	\$2,136,100	\$3,536,100
SGU	St George	St George Regional Airport	9	9	18	\$690,000	\$1,053,500	\$1,743,500	\$1,300,000	\$1,981,300	\$3,281,300	\$1,990,000	\$3,034,800	\$5,024,800
VEL	Vernal	Vernal Regional Airport	4	4	8	\$360,000	\$549,700	\$909,700	\$303,400	\$462,300	\$765,700	\$663,400	\$1,012,000	\$1,675,400
		<b>Commercial Service Airports (Excluding SLC)</b>	<b>60</b>	<b>58</b>	<b>118</b>	<b>\$3,910,500</b>	<b>\$5,970,600</b>	<b>\$9,881,100</b>	<b>\$8,392,700</b>	<b>\$12,790,600</b>	<b>\$21,183,300</b>	<b>\$12,303,200</b>	<b>\$18,761,200</b>	<b>\$31,064,400</b>
SLC	Salt Lake City	Salt Lake City International Airport	485	462	947	\$40,222,700	\$61,413,000	\$101,635,700	\$52,275,500	\$79,670,100	\$131,945,600	\$92,498,200	\$141,083,100	\$233,581,300
		Commercial Service Airports (Including SLC)	545	520	1,065	\$44,133,200	\$67,383,600	\$111,516,800	\$60,668,200	\$92,460,700	\$153,128,900	\$104,801,400	\$159,844,300	\$264,645,700

Source: Airport Managers and IMPLAN

### 4.3 Indirect/Induced and Total Economic Impact from Airport Business Tenants at Commercial Service Study Airports

Direct economic impacts for the business tenant source for employment, payroll, spending, and total economic activity were obtained directly from each business tenant, airport representatives, or third-party data sources. Direct impacts were entered into the IMPLAN model to estimate total economic impacts and to determine the portion of each airport's business-tenant-related impacts that are indirect/induced (multiplier) impacts. Since there are multiple business tenants at each commercial service study airport, confidentiality for individual tenant survey responses is maintained.

**Table 4-2** presents each commercial service airport's direct, indirect/induced, and total annual economic impacts for employment, payroll, spending, and annual economic activity for the airport business tenant source. As with other tables in this report, annual economic impact activity is the sum of payroll and spending. The impacts for airport business tenants presented in **Table 4-2** are only for on-airport aviation-related companies or agencies that have employees. Business-tenant-related impacts presented in **Table 4-2** are a sum of all business-tenant-related impacts at each airport.

### 4.4 Indirect/Induced and Total Economic Impact for Airport Management and Airport Business Tenants at General Aviation Study Airports

There are many general aviation airports in Utah that have more limited economic activity in both the airport management and the airport tenant sources. In addition, many general aviation airports in the state have some overlap between the management and business tenant functions.

**Table 4-3** presents direct, indirect/induced, and total economic impacts for general aviation airports for the airport management and the airport business tenant economic impact sources.





**Table 4-2: Direct, Indirect/Induced, and Total Economic Impact from Airport Business Tenants at Commercial Study Airports**

FAA ID	Associated City	Airport Name	Direct Employment	Indirect/Induced Employment	Total Employment	Direct Payroll	Indirect/Induced Payroll	Total Payroll	Direct Spending	Indirect/Induced Spending	Total Spending	Direct Annual Economic Activity	Indirect/Induced Annual Economic Activity	Total Annual Economic Activity
CDC	Cedar City	Cedar City Regional Airport	355	499	854	\$19,166,900	\$17,471,300	\$36,638,200	\$31,648,100	\$30,958,100	\$62,606,200	\$50,815,000	\$48,429,400	\$99,244,400
CNY	Moab	Canyonlands Field Airport	106	131	237	\$4,742,000	\$4,019,800	\$8,761,800	\$7,970,600	\$5,522,900	\$13,493,500	\$12,712,600	\$9,542,700	\$22,255,300
ENV	Wendover	Wendover Airport	18	24	42	\$1,109,700	\$870,200	\$1,979,900	\$2,584,700	\$1,581,000	\$4,165,700	\$3,694,400	\$2,451,200	\$6,145,600
OGD	Ogden	Ogden-Hinckley Airport	972	1,418	2,390	\$60,871,600	\$49,704,700	\$110,576,300	\$122,625,000	\$74,610,700	\$197,235,700	\$183,496,600	\$124,315,400	\$307,812,000
PVU	Provo	Provo Municipal Airport	362	529	891	\$21,835,400	\$17,736,100	\$39,571,500	\$38,946,600	\$23,087,500	\$62,034,100	\$60,782,000	\$40,823,600	\$101,605,600
SGU	St George	St George Regional Airport	141	173	314	\$8,153,800	\$7,738,600	\$15,892,400	\$15,586,300	\$10,522,200	\$26,108,500	\$23,740,100	\$18,260,800	\$42,000,900
VEL	Vernal	Vernal Regional Airport	34	38	72	\$1,833,300	\$1,880,000	\$3,713,300	\$3,199,800	\$2,312,900	\$5,512,700	\$5,033,100	\$4,192,900	\$9,226,000
		<b>Commercial Service Airports (Excluding SLC)</b>	<b>1,988</b>	<b>2,812</b>	<b>4,800</b>	<b>\$117,712,700</b>	<b>\$99,420,700</b>	<b>\$217,133,400</b>	<b>\$222,561,100</b>	<b>\$148,595,300</b>	<b>\$371,156,400</b>	<b>\$340,273,800</b>	<b>\$248,016,000</b>	<b>\$588,289,800</b>
SLC	Salt Lake City	Salt Lake City International Airport	12,287	15,009	27,296	\$751,526,400	\$678,008,500	\$1,429,534,900	\$1,317,489,700	\$856,924,500	\$2,174,414,200	\$2,069,016,100	\$1,534,933,000	\$3,603,949,100
		Commercial Service Airports (Including SLC)	14,275	17,821	32,096	\$869,239,100	\$777,429,200	\$1,646,668,300	\$1,540,050,800	\$1,005,519,800	\$2,545,570,600	\$2,409,289,900	\$1,782,949,000	\$4,192,238,900

Source: Airport Managers, Airport Tenants, and IMPLAN

**Table 4-3: Direct, Indirect/Induced, and Total Economic Impact from Airport Management and Airport Business Tenants for General Aviation Study Airports**

FAA ID	Associated City	Airport Name	Direct Employment	Indirect/Induced Employment	Total Employment	Direct Payroll	Indirect/Induced Payroll	Total Payroll	Direct Spending	Indirect/Induced Spending	Total Spending	Direct Annual Economic Activity	Indirect/Induced Annual Economic Activity	Total Annual Economic Activity
U52	Beaver	Beaver Municipal Airport	<1	1	1	\$7,000	\$10,700	\$17,700	\$13,500	\$20,600	\$34,100	\$20,500	\$31,300	\$51,800
BDG	Blanding	Blanding Municipal Airport	31	42	73	\$2,038,200	\$1,624,800	\$3,663,000	\$3,986,300	\$2,358,400	\$6,344,700	\$6,024,500	\$3,983,200	\$10,007,700
66V	Blanding	Blanding Municipal Airport	<1	1	1	\$2,038,200	\$1,624,800	\$3,663,000	\$3,986,300	\$2,358,400	\$6,344,700	\$6,024,500	\$3,983,200	\$10,007,700
BTF	Bountiful	Skypark Airport	79	116	195	\$4,638,900	\$3,710,000	\$8,348,900	\$5,644,900	\$3,849,600	\$9,494,500	\$10,283,800	\$7,559,600	\$17,843,400
BMC	Brigham City	Brigham City Regional Airport	19	28	47	\$869,300	\$692,600	\$1,561,900	\$2,165,900	\$1,361,600	\$3,527,500	\$3,035,200	\$2,054,200	\$5,089,400
BCE	Bryce Canyon	Bryce Canyon Airport	10	7	17	\$258,800	\$237,100	\$495,900	\$563,600	\$529,700	\$1,093,300	\$822,400	\$766,800	\$1,589,200
UT9	Cedar Fort	West Desert Airpark	16	21	37	\$1,306,600	\$1,180,700	\$2,487,300	\$644,400	\$428,500	\$1,072,900	\$1,951,000	\$1,609,200	\$3,560,200
DTA	Delta	Delta Municipal Airport	<1	1	1	\$20,000	\$30,500	\$50,500	\$207,900	\$316,900	\$524,800	\$227,900	\$347,400	\$575,300
U69	Duchesne	Duchesne Municipal Airport	1	2	3	\$57,600	\$49,400	\$107,000	\$177,300	\$128,800	\$306,100	\$234,900	\$178,200	\$413,100
33U	Dutch John	Dutch John Airport	<1	1	1	\$16,500	\$25,100	\$41,600	\$2,600	\$4,000	\$6,600	\$19,100	\$29,100	\$48,200
1L7	Escalante	Escalante Municipal Airport	<1	1	1	\$10,500	\$16,000	\$26,500	\$29,600	\$36,200	\$65,800	\$40,100	\$52,200	\$92,300
FOM	Fillmore	Fillmore Municipal Airport	1	1	2	\$11,000	\$16,800	\$27,800	\$75,400	\$114,900	\$190,300	\$86,400	\$131,700	\$218,100
U07	Glen Canyon NRA	Bullfrog Basin Airport	<1	<1	<1	\$2,500	\$3,800	\$6,300	\$9,500	\$14,500	\$24,000	\$12,000	\$18,300	\$30,300
U34	Green River	Green River Municipal Airport	<1	1	1	\$5,000	\$7,600	\$12,600	\$118,800	\$181,100	\$299,900	\$123,800	\$188,700	\$312,500
U96	Halls Crossing	Cal Black Memorial Airport	2	2	4	\$55,300	\$45,700	\$101,000	\$342,300	\$341,800	\$684,100	\$397,600	\$387,500	\$785,100
HVE	Hanksville	Hanksville Airport	1	<1	1	\$10,000	\$15,300	\$25,300	\$38,100	\$58,000	\$96,100	\$48,100	\$73,300	\$121,400
HCR	Heber	Heber City Municipal Airport – Russ McDonald Field	35	50	85	\$1,991,000	\$1,659,200	\$3,650,200	\$3,871,200	\$2,430,600	\$6,301,800	\$5,862,200	\$4,089,800	\$9,952,000
69V	Huntington	Huntington Municipal Airport	<1	1	1	\$5,000	\$7,600	\$12,600	\$16,000	\$24,300	\$40,300	\$21,000	\$31,900	\$52,900
1L8	Hurricane	General Dick Stout Field Airport	11	12	23	\$547,800	\$691,200	\$1,239,000	\$1,432,400	\$1,881,700	\$3,314,100	\$1,980,200	\$2,572,900	\$4,553,100
U13	Junction	Junction Airport	<1	<1	<1	\$2,500	\$3,800	\$6,300	\$9,500	\$14,500	\$24,000	\$12,000	\$18,300	\$30,300
KNB	Kanab	Kanab Municipal Airport	19	26	45	\$1,552,800	\$1,487,700	\$3,040,500	\$2,548,300	\$1,711,800	\$4,260,100	\$4,101,100	\$3,199,500	\$7,300,600
38U	Loa	Wayne Wonderland Airport	<1	1	1	\$8,800	\$13,300	\$22,100	\$26,000	\$39,600	\$65,600	\$34,800	\$52,900	\$87,700
LGU	Logan	Logan-Cache Airport	64	91	155	\$1,803,700	\$1,522,500	\$3,326,200	\$6,062,600	\$3,740,500	\$9,803,100	\$7,866,300	\$5,263,000	\$13,129,300
40U	Manila	Manila Airport	<1	1	1	\$5,000	\$7,600	\$12,600	\$2,600	\$4,000	\$6,600	\$7,600	\$11,600	\$19,200
41U	Manti	Manti-Ephraim Airport	1	1	2	\$29,400	\$36,200	\$65,600	\$34,600	\$36,600	\$71,200	\$64,000	\$72,800	\$136,800
MLF	Milford	Milford Municipal Airport/Ben and Judy Briscoe Field	1	1	2	\$48,100	\$73,500	\$121,600	\$187,000	\$285,100	\$472,100	\$235,100	\$358,600	\$593,700



FAA ID	Associated City	Airport Name	Direct Employment	Indirect/Induced Employment	Total Employment	Direct Payroll	Indirect/Induced Payroll	Total Payroll	Direct Spending	Indirect/Induced Spending	Total Spending	Direct Annual Economic Activity	Indirect/Induced Annual Economic Activity	Total Annual Economic Activity
U64	Monticello	Monticello Airport	1	<1	1	\$11,000	\$16,800	\$27,800	\$10,000	\$15,200	\$25,200	\$21,000	\$32,000	\$53,000
42U	Morgan	Morgan County Airport	25	23	48	\$1,143,300	\$1,699,600	\$2,842,900	\$2,024,600	\$2,962,900	\$4,987,500	\$3,167,900	\$4,662,500	\$7,830,400
U14	Nephi	Nephi Municipal Airport	13	20	33	\$368,200	\$308,400	\$676,600	\$470,500	\$292,600	\$763,100	\$838,700	\$601,000	\$1,439,700
U55	Panguitch	Panguitch Municipal Airport	<1	1	1	\$10,800	\$16,400	\$27,200	\$12,500	\$19,100	\$31,600	\$23,300	\$35,500	\$58,800
1L9	Parowan	Parowan Airport	5	4	9	\$162,100	\$165,600	\$327,700	\$473,900	\$369,100	\$843,000	\$636,000	\$534,700	\$1,170,700
PUC	Price	Carbon County Regional Airport/Buck Davis Field	12	14	26	\$646,400	\$742,600	\$1,389,000	\$698,400	\$668,800	\$1,367,200	\$1,344,800	\$1,411,400	\$2,756,200
RIF	Richfield	Richfield Municipal Airport	5	6	11	\$259,500	\$304,100	\$563,600	\$293,800	\$415,000	\$708,800	\$553,300	\$719,100	\$1,272,400
74V	Roosevelt	Roosevelt Municipal Airport	1	1	2	\$50,000	\$76,300	\$126,300	\$182,000	\$277,400	\$459,400	\$232,000	\$353,700	\$585,700
44U	Salina	Salina-Gunnison Airport	8	12	20	\$425,300	\$340,100	\$765,400	\$1,217,800	\$724,100	\$1,941,900	\$1,643,100	\$1,064,200	\$2,707,300
U42	Salt Lake City	South Valley Regional Airport	573	562	1,135	\$31,292,600	\$46,746,000	\$78,038,600	\$20,000,500	\$27,594,500	\$47,595,000	\$51,293,100	\$74,340,500	\$125,633,600
SPK	Spanish Fork	Spanish Fork Airport Springville-Woodhouse Field	40	56	96	\$3,073,800	\$2,619,900	\$5,693,700	\$3,193,400	\$2,059,300	\$5,252,700	\$6,267,200	\$4,679,200	\$10,946,400
TVY	Tooele	Bolinder Field-Tooele Valley Airport	35	49	84	\$1,919,600	\$1,795,300	\$3,714,900	\$1,590,200	\$1,125,600	\$2,715,800	\$3,509,800	\$2,920,900	\$6,430,700
		General Aviation Airports	1,009	1,157	2,166	\$56,702,100	\$69,624,600	\$126,326,700	\$62,364,200	\$58,795,300	\$121,159,500	\$119,066,300	\$128,419,900	\$247,486,200

Source: Airport Managers, Airport Tenants, and IMPLAN



#### 4.5 Indirect/Induced and Total Economic Impacts from Average Annual Capital Investment at Study Airports

Direct economic impacts for the capital investment source for employment, payroll, spending, and annual economic activity are obtained directly from the Division of Aeronautics, the FAA, airport sponsors, or third-party private investment sources. Direct impacts were entered into the IMPLAN model to estimate total economic impacts and to determine the portion of annual economic impacts from capital investment related to indirect/induced (multiplier) impacts.

**Table 4-4** presents each airport’s direct, indirect/induced, and total annual economic impacts for employment, payroll, spending, and annual economic activity for capital investments. These results consider what has been invested in each airport, on average, over the past five years (generally through 2019). This approach was taken so that smaller airports that complete major projects on a less frequent basis would not be at a disadvantage. Also, considering capital investment over a multi-year period helps capture the full impact for major projects that often extend over a multi-year period.





**Table 4-4: Direct, Indirect/Induced, and Total Economic Impact from Average Annual Capital Investment at Study Airports**

FAA ID	Associated City	Airport Name	Direct Employment	Indirect/Induced Employment	Total Employment	Direct Payroll	Indirect/Induced Payroll	Total Payroll	Direct Spending	Indirect/Induced Spending	Total Spending	Direct Annual Economic Activity	Indirect/Induced Annual Economic Activity	Total Annual Economic Activity
CDC	Cedar City	Cedar City Regional Airport	11	13	24	\$397,700	\$332,200	\$729,900	\$1,592,000	\$1,492,000	\$3,084,000	\$1,989,700	\$1,824,200	\$3,813,900
CNY	Moab	Canyonlands Field Airport	21	28	49	\$797,100	\$665,800	\$1,462,900	\$3,190,500	\$2,990,200	\$6,180,700	\$3,987,600	\$3,656,000	\$7,643,600
ENV	Wendover	Wendover Airport	8	11	19	\$308,800	\$257,900	\$566,700	\$1,236,000	\$1,158,500	\$2,394,500	\$1,544,800	\$1,416,400	\$2,961,200
OGD	Ogden	Ogden-Hinckley Airport	14	18	32	\$528,700	\$441,600	\$970,300	\$2,116,100	\$1,983,300	\$4,099,400	\$2,644,800	\$2,424,900	\$5,069,700
PVU	Provo	Provo Municipal Airport	248	314	562	\$9,229,200	\$7,708,000	\$16,937,200	\$36,939,900	\$34,621,100	\$71,561,000	\$46,169,100	\$42,329,100	\$88,498,200
SGU	St George	St George Regional Airport	46	58	104	\$1,711,200	\$1,429,200	\$3,140,400	\$6,849,300	\$6,419,300	\$13,268,600	\$8,560,500	\$7,848,500	\$16,409,000
VEL	Vernal	Vernal Regional Airport	33	43	76	\$1,245,800	\$1,040,500	\$2,286,300	\$4,986,400	\$4,673,400	\$9,659,800	\$6,232,200	\$5,713,900	\$11,946,100
		<b>Commercial Service Airports (Excluding SLC)</b>	<b>381</b>	<b>485</b>	<b>866</b>	<b>\$14,218,500</b>	<b>\$11,875,200</b>	<b>\$26,093,700</b>	<b>\$56,910,200</b>	<b>\$53,337,800</b>	<b>\$110,248,000</b>	<b>\$71,128,700</b>	<b>\$65,213,000</b>	<b>\$136,341,700</b>
SLC	Salt Lake City	Salt Lake City International Airport	1,559	1,981	3,540	\$58,115,200	\$48,536,300	\$106,651,500	\$232,605,700	\$218,004,500	\$450,610,200	\$290,720,900	\$266,540,800	\$557,261,700
		<b>Commercial Service Airports (Including SLC)</b>	<b>1,940</b>	<b>2,466</b>	<b>4,406</b>	<b>\$72,333,700</b>	<b>\$60,411,500</b>	<b>\$132,745,200</b>	<b>\$289,515,900</b>	<b>\$271,342,300</b>	<b>\$560,858,200</b>	<b>\$361,849,600</b>	<b>\$331,753,800</b>	<b>\$693,603,400</b>
U52	Beaver	Beaver Municipal Airport	3	3	6	\$97,800	\$81,700	\$179,500	\$391,500	\$366,900	\$758,400	\$489,300	\$448,600	\$937,900
BDG	Blanding	Blanding Municipal Airport	3	3	6	\$100,300	\$83,800	\$184,100	\$401,400	\$376,300	\$777,700	\$501,700	\$460,100	\$961,800
66V	Bluff	Bluff Airport	<1	<1	<1	\$3,000	\$2,600	\$5,600	\$12,100	\$11,400	\$23,500	\$15,100	\$14,000	\$29,100
BTF	Bountiful	Skypark Airport	1	2	3	\$51,100	\$42,700	\$93,800	\$204,500	\$191,700	\$396,200	\$255,600	\$234,400	\$490,000
BMC	Brigham City	Brigham City Regional Airport	2	2	4	\$69,500	\$58,000	\$127,500	\$278,100	\$260,700	\$538,800	\$347,600	\$318,700	\$666,300
BCE	Bryce Canyon	Bryce Canyon Airport	1	2	3	\$44,200	\$36,900	\$81,100	\$176,800	\$165,700	\$342,500	\$221,000	\$202,600	\$423,600
UT9	Cedar Fort	West Desert Airpark	-	-	-	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
DTA	Delta	Delta Municipal Airport	1	<1	1	\$21,600	\$18,100	\$39,700	\$86,500	\$81,100	\$167,600	\$108,100	\$99,200	\$207,300
U69	Duchesne	Duchesne Municipal Airport	<1	1	1	\$14,700	\$12,200	\$26,900	\$58,700	\$55,000	\$113,700	\$73,400	\$67,200	\$140,600
33U	Dutch John	Dutch John Airport	<1	<1	<1	\$4,400	\$3,700	\$8,100	\$17,600	\$16,500	\$34,100	\$22,000	\$20,200	\$42,200
1L7	Escalante	Escalante Municipal Airport	1	2	3	\$44,100	\$36,900	\$81,000	\$176,700	\$165,600	\$342,300	\$220,800	\$202,500	\$423,300
FOM	Fillmore	Fillmore Municipal Airport	<1	1	1	\$17,900	\$15,000	\$32,900	\$71,700	\$67,100	\$138,800	\$89,600	\$82,100	\$171,700
U07	Glen Canyon NRA	Bullfrog Basin Airport	-	-	-	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
U34	Green River	Green River Municipal Airport	1	1	2	\$26,800	\$22,300	\$49,100	\$107,100	\$100,400	\$207,500	\$133,900	\$122,700	\$256,600
U96	Halls Crossing	Cal Black Memorial Airport	1	<1	1	\$19,100	\$16,000	\$35,100	\$76,500	\$71,700	\$148,200	\$95,600	\$87,700	\$183,300
HVE	Hanksville	Hanksville Airport	4	5	9	\$151,200	\$126,300	\$277,500	\$605,300	\$567,200	\$1,172,500	\$756,500	\$693,500	\$1,450,000
HCR	Heber	Heber City Municipal Airport – Russ McDonald Field	6	7	13	\$206,400	\$172,300	\$378,700	\$826,000	\$774,100	\$1,600,100	\$1,032,400	\$946,400	\$1,978,800
69V	Huntington	Huntington Municipal Airport	<1	<1	<1	\$5,300	\$4,500	\$9,800	\$21,400	\$20,000	\$41,400	\$26,700	\$24,500	\$51,200
1L8	Hurricane	General Dick Stout Field Airport	5	6	11	\$173,100	\$144,600	\$317,700	\$692,900	\$649,400	\$1,342,300	\$866,000	\$794,000	\$1,660,000
U13	Junction	Junction Airport	<1	<1	<1	\$4,300	\$3,600	\$7,900	\$17,100	\$16,100	\$33,200	\$21,400	\$19,700	\$41,100
KNB	Kanab	Kanab Municipal Airport	4	5	9	\$147,600	\$123,200	\$270,800	\$590,700	\$553,600	\$1,144,300	\$738,300	\$676,800	\$1,415,100
38U	Loa	Wayne Wonderland Airport	1	2	3	\$42,800	\$35,700	\$78,500	\$171,200	\$160,400	\$331,600	\$214,000	\$196,100	\$410,100
LGU	Logan	Logan-Cache Airport	10	12	22	\$360,300	\$300,900	\$661,200	\$1,442,100	\$1,351,700	\$2,793,800	\$1,802,400	\$1,652,600	\$3,455,000
40U	Manila	Manila Airport	1	1	2	\$27,400	\$22,800	\$50,200	\$109,500	\$102,600	\$212,100	\$136,900	\$125,400	\$262,300
41U	Manti	Manti-Ephraim Airport	6	7	13	\$212,900	\$177,800	\$390,700	\$852,000	\$798,600	\$1,650,600	\$1,064,900	\$976,400	\$2,041,300
MLF	Milford	Milford Municipal Airport/Ben and Judy Briscoe Field	1	1	2	\$30,300	\$25,300	\$55,600	\$121,200	\$113,700	\$234,900	\$151,500	\$139,000	\$290,500
U64	Monticello	Monticello Airport	2	2	4	\$57,600	\$48,100	\$105,700	\$230,600	\$216,000	\$446,600	\$288,200	\$264,100	\$552,300
42U	Morgan	Morgan County Airport	1	2	3	\$44,400	\$37,000	\$81,400	\$177,500	\$166,400	\$343,900	\$221,900	\$203,400	\$425,300
U14	Nephi	Nephi Municipal Airport	2	3	5	\$80,400	\$67,200	\$147,600	\$321,900	\$301,700	\$623,600	\$402,300	\$368,900	\$771,200
U55	Panguitch	Panguitch Municipal Airport	1	2	3	\$55,500	\$46,400	\$101,900	\$222,200	\$208,300	\$430,500	\$277,700	\$254,700	\$532,400
1L9	Parowan	Parowan Airport	1	1	2	\$26,000	\$21,800	\$47,800	\$104,200	\$97,600	\$201,800	\$130,200	\$119,400	\$249,600
PUC	Price	Carbon County Regional Airport/Buck Davis Field	1	1	2	\$29,000	\$24,200	\$53,200	\$116,100	\$108,800	\$224,900	\$145,100	\$133,000	\$278,100
RIF	Richfield	Richfield Municipal Airport	1	1	2	\$37,500	\$31,400	\$68,900	\$150,300	\$140,800	\$291,100	\$187,800	\$172,200	\$360,000



FAA ID	Associated City	Airport Name	Direct Employment	Indirect/Induced Employment	Total Employment	Direct Payroll	Indirect/Induced Payroll	Total Payroll	Direct Spending	Indirect/Induced Spending	Total Spending	Direct Annual Economic Activity	Indirect/Induced Annual Economic Activity	Total Annual Economic Activity
74V	Roosevelt	Roosevelt Municipal Airport	2	2	4	\$57,500	\$48,000	\$105,500	\$230,000	\$215,600	\$445,600	\$287,500	\$263,600	\$551,100
44U	Salina	Salina-Gunnison Airport	<1	<1	<1	\$4,000	\$3,300	\$7,300	\$16,000	\$15,000	\$31,000	\$20,000	\$18,300	\$38,300
U42	Salt Lake City	South Valley Regional Airport	8	10	18	\$300,000	\$250,500	\$550,500	\$1,200,700	\$1,125,300	\$2,326,000	\$1,500,700	\$1,375,800	\$2,876,500
SPK	Spanish Fork	Spanish Fork Airport Springville-Woodhouse Field	7	8	15	\$253,700	\$211,900	\$465,600	\$1,015,500	\$951,700	\$1,967,200	\$1,269,200	\$1,163,600	\$2,432,800
TVY	Tooele	Bolinder Field-Tooele Valley Airport	<1	1	1	\$12,000	\$10,000	\$22,000	\$48,000	\$45,000	\$93,000	\$60,000	\$55,000	\$115,000
		<b>General Aviation Airports</b>	<b>78</b>	<b>96</b>	<b>174</b>	<b>\$2,833,700</b>	<b>\$2,366,700</b>	<b>\$5,200,400</b>	<b>\$11,341,600</b>	<b>\$10,629,700</b>	<b>\$21,971,300</b>	<b>\$14,175,300</b>	<b>\$12,996,400</b>	<b>\$27,171,700</b>
		<b>All Airports (Excluding SLC)</b>	<b>459</b>	<b>581</b>	<b>1,040</b>	<b>\$17,052,200</b>	<b>\$14,241,900</b>	<b>\$31,294,100</b>	<b>\$68,251,800</b>	<b>\$63,967,500</b>	<b>\$132,219,300</b>	<b>\$85,304,000</b>	<b>\$78,209,400</b>	<b>\$163,513,400</b>
		All Airports (Including SLC)	2,018	2,562	4,580	\$75,167,400	\$62,778,200	\$137,945,600	\$300,857,500	\$281,972,000	\$582,829,500	\$376,024,900	\$344,750,200	\$720,775,100

Source: Utah Division of Aeronautics, FAA, Airport Managers, Airport Tenants, and IMPLAN

#### 4.6 Indirect/Induced and Total Economic Impact from General Aviation Visitor Spending at Study Airports

Direct economic impacts for the general aviation visitor spending source for employment, payroll, spending, and annual economic activity were obtained using input from airport operators, the Division of Aeronautics, the FAA NOP data, and study surveys.

Direct impacts were entered into the IMPLAN model to estimate total economic impacts and to determine the portion of general aviation visitor-related economic impacts that is attributed to indirect/induced (multiplier) impacts. Direct visitor spending is assigned to one or more of the following categories based on survey results: hotels, food/restaurants, ground transportation, retail, and entertainment.

**Table 4-5** presents general aviation visitor spending data for each airport’s direct, indirect/induced, and total annual economic impacts for employment, payroll, spending, and total annual economic activity (the sum of payroll and spending).





Table 4-5: Direct, Indirect/Induced, and Total Economic Impact from General Aviation Visitor Spending at Study Airports

FAA ID	Associated City	Airport Name	Direct Employment	Indirect/Induced Employment	Total Employment	Direct Payroll	Indirect/Induced Payroll	Total Payroll	Direct Spending	Indirect/Induced Spending	Total Spending	Direct Annual Economic Activity	Indirect/Induced Annual Economic Activity	Total Annual Economic Activity
CDC	Cedar City	Cedar City Regional Airport	15	6	21	\$369,500	\$246,900	\$616,400	\$424,600	\$402,400	\$827,000	\$794,100	\$649,300	\$1,443,400
CNY	Moab	Canyonlands Field Airport	6	2	8	\$145,100	\$97,000	\$242,100	\$166,700	\$158,100	\$324,800	\$311,800	\$255,100	\$566,900
ENV	Wendover	Wendover Airport	5	2	7	\$115,800	\$77,300	\$193,100	\$133,000	\$126,100	\$259,100	\$248,800	\$203,400	\$452,200
OGD	Ogden	Ogden-Hinckley Airport	111	52	163	\$2,818,000	\$1,882,400	\$4,700,400	\$3,237,700	\$3,068,700	\$6,306,400	\$6,055,700	\$4,951,100	\$11,006,800
PVU	Provo	Provo Municipal Airport	195	89	284	\$4,922,100	\$3,288,200	\$8,210,300	\$5,655,300	\$5,360,100	\$11,015,400	\$10,577,400	\$8,648,300	\$19,225,700
SGU	St George	St George Regional Airport	19	9	28	\$483,200	\$322,800	\$806,000	\$555,200	\$526,200	\$1,081,400	\$1,038,400	\$849,000	\$1,887,400
VEL	Vernal	Vernal Regional Airport	3	2	5	\$81,600	\$54,500	\$136,100	\$93,700	\$88,900	\$182,600	\$175,300	\$143,400	\$318,700
		<b>Commercial Service Airports (Excluding SLC)</b>	<b>354</b>	<b>162</b>	<b>516</b>	<b>\$8,935,300</b>	<b>\$5,969,100</b>	<b>\$14,904,400</b>	<b>\$10,266,200</b>	<b>\$9,730,500</b>	<b>\$19,996,700</b>	<b>\$19,201,500</b>	<b>\$15,699,600</b>	<b>\$34,901,100</b>
SLC	Salt Lake City	Salt Lake City International Airport	197	91	288	\$4,990,800	\$3,334,000	\$8,324,800	\$5,734,200	\$5,434,900	\$11,169,100	\$10,725,000	\$8,768,900	\$19,493,900
		<b>Commercial Service Airports (Including SLC)</b>	<b>551</b>	<b>253</b>	<b>804</b>	<b>\$13,926,100</b>	<b>\$9,303,100</b>	<b>\$23,229,200</b>	<b>\$16,000,400</b>	<b>\$15,165,400</b>	<b>\$31,165,800</b>	<b>\$29,926,500</b>	<b>\$24,468,500</b>	<b>\$54,395,000</b>
U52	Beaver	Beaver Municipal Airport	<1	1	1	\$11,300	\$7,600	\$18,900	\$13,000	\$12,400	\$25,400	\$24,300	\$20,000	\$44,300
BDG	Blanding	Blanding Municipal Airport	1	1	2	\$34,200	\$22,900	\$57,100	\$39,300	\$37,300	\$76,600	\$73,500	\$60,200	\$133,700
66V	Bluff	Bluff Airport	<1	<1	<1	\$8,300	\$5,600	\$13,900	\$9,600	\$9,000	\$18,600	\$17,900	\$14,600	\$32,500
BTF	Bountiful	Skypark Airport	11	5	16	\$271,700	\$181,500	\$453,200	\$312,200	\$295,900	\$608,100	\$583,900	\$477,400	\$1,061,300
BMC	Brigham City	Brigham City Regional Airport	11	5	16	\$278,000	\$185,800	\$463,800	\$319,500	\$302,700	\$622,200	\$597,500	\$488,500	\$1,086,000
BCE	Bryce Canyon	Bryce Canyon Airport	12	5	17	\$298,400	\$199,300	\$497,700	\$342,800	\$325,000	\$667,800	\$641,200	\$524,300	\$1,165,500
UT9	Cedar Fort	West Desert Airpark	-	-	-	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
DTA	Delta	Delta Municipal Airport	1	1	2	\$29,100	\$19,400	\$48,500	\$33,400	\$31,700	\$65,100	\$62,500	\$51,100	\$113,600
U69	Duchesne	Duchesne Municipal Airport	1	<1	1	\$18,200	\$12,200	\$30,400	\$21,000	\$19,800	\$40,800	\$39,200	\$32,000	\$71,200
33U	Dutch John	Dutch John Airport	4	2	6	\$103,800	\$69,400	\$173,200	\$119,300	\$113,000	\$232,300	\$223,100	\$182,400	\$405,500
1L7	Escalante	Escalante Municipal Airport	1	<1	1	\$20,600	\$13,700	\$34,300	\$23,700	\$22,400	\$46,100	\$44,300	\$36,100	\$80,400
FOM	Fillmore	Fillmore Municipal Airport	1	<1	1	\$18,100	\$12,200	\$30,300	\$20,800	\$19,800	\$40,600	\$38,900	\$32,000	\$70,900
U07	Glen Canyon NRA	Bullfrog Basin Airport	3	1	4	\$63,400	\$42,300	\$105,700	\$72,800	\$69,000	\$141,800	\$136,200	\$111,300	\$247,500
U34	Green River	Green River Municipal Airport	1	<1	1	\$23,100	\$15,500	\$38,600	\$26,600	\$25,200	\$51,800	\$49,700	\$40,700	\$90,400
U96	Halls Crossing	Cal Black Memorial Airport	3	1	4	\$68,000	\$45,400	\$113,400	\$78,100	\$74,000	\$152,100	\$146,100	\$119,400	\$265,500
HVE	Hanksville	Hanksville Airport	1	<1	1	\$13,800	\$9,300	\$23,100	\$15,900	\$15,000	\$30,900	\$29,700	\$24,300	\$54,000
HCR	Heber	Heber City Municipal Airport – Russ McDonald Field	49	23	72	\$1,245,800	\$832,200	\$2,078,000	\$1,431,300	\$1,356,700	\$2,788,000	\$2,677,100	\$2,188,900	\$4,866,000
69V	Huntington	Huntington Municipal Airport	3	2	5	\$85,200	\$56,900	\$142,100	\$97,900	\$92,700	\$190,600	\$183,100	\$149,600	\$332,700
1L8	Hurricane	General Dick Stout Field Airport	11	5	16	\$280,400	\$187,300	\$467,700	\$322,200	\$305,300	\$627,500	\$602,600	\$492,600	\$1,095,200
U13	Junction	Junction Airport	<1	<1	<1	\$2,100	\$1,500	\$3,600	\$2,500	\$2,300	\$4,800	\$4,600	\$3,800	\$8,400
KNB	Kanab	Kanab Municipal Airport	3	2	5	\$83,500	\$55,900	\$139,400	\$96,000	\$91,000	\$187,000	\$179,500	\$146,900	\$326,400
38U	Loa	Wayne Wonderland Airport	2	1	3	\$57,000	\$38,100	\$95,100	\$65,500	\$62,100	\$127,600	\$122,500	\$100,200	\$222,700
LGU	Logan	Logan-Cache Airport	11	6	17	\$290,200	\$193,800	\$484,000	\$333,400	\$316,000	\$649,400	\$623,600	\$509,800	\$1,133,400
40U	Manila	Manila Airport	2	<1	2	\$41,900	\$28,000	\$69,900	\$48,100	\$45,700	\$93,800	\$90,000	\$73,700	\$163,700
41U	Manti	Manti-Ephraim Airport	12	5	17	\$296,700	\$198,100	\$494,800	\$340,800	\$323,100	\$663,900	\$637,500	\$521,200	\$1,158,700
MLF	Milford	Milford Municipal Airport/Ben and Judy Briscoe Field	<1	1	1	\$9,800	\$6,500	\$16,300	\$11,300	\$10,600	\$21,900	\$21,100	\$17,100	\$38,200
U64	Monticello	Monticello Airport	1	<1	1	\$24,600	\$16,400	\$41,000	\$28,200	\$26,800	\$55,000	\$52,800	\$43,200	\$96,000
42U	Morgan	Morgan County Airport	1	<1	1	\$18,600	\$12,500	\$31,100	\$21,400	\$20,300	\$41,700	\$40,000	\$32,800	\$72,800
U14	Nephi	Nephi Municipal Airport	1	<1	1	\$15,300	\$10,300	\$25,600	\$17,600	\$16,700	\$34,300	\$32,900	\$27,000	\$59,900
U55	Panguitch	Panguitch Municipal Airport	1	1	2	\$27,800	\$18,500	\$46,300	\$31,900	\$30,200	\$62,100	\$59,700	\$48,700	\$108,400
1L9	Parowan	Parowan Airport	3	1	4	\$67,900	\$45,300	\$113,200	\$78,000	\$73,900	\$151,900	\$145,900	\$119,200	\$265,100
PUC	Price	Carbon County Regional Airport/Buck Davis Field	2	2	4	\$61,600	\$41,100	\$102,700	\$70,800	\$67,000	\$137,800	\$132,400	\$108,100	\$240,500
RIF	Richfield	Richfield Municipal Airport	14	7	21	\$361,900	\$241,800	\$603,700	\$415,800	\$394,200	\$810,000	\$777,700	\$636,000	\$1,413,700



FAA ID	Associated City	Airport Name	Direct Employment	Indirect/Induced Employment	Total Employment	Direct Payroll	Indirect/Induced Payroll	Total Payroll	Direct Spending	Indirect/Induced Spending	Total Spending	Direct Annual Economic Activity	Indirect/Induced Annual Economic Activity	Total Annual Economic Activity
74V	Roosevelt	Roosevelt Municipal Airport	4	2	6	\$98,600	\$65,800	\$164,400	\$113,200	\$107,400	\$220,600	\$211,800	\$173,200	\$385,000
44U	Salina	Salina-Gunnison Airport	1	<1	1	\$17,600	\$11,800	\$29,400	\$20,300	\$19,200	\$39,500	\$37,900	\$31,000	\$68,900
U42	Salt Lake City	South Valley Regional Airport	43	20	63	\$1,091,400	\$729,100	\$1,820,500	\$1,254,000	\$1,188,500	\$2,442,500	\$2,345,400	\$1,917,600	\$4,263,000
SPK	Spanish Fork	Spanish Fork Airport Springville-Woodhouse Field	27	13	40	\$692,900	\$462,800	\$1,155,700	\$796,100	\$754,500	\$1,550,600	\$1,489,000	\$1,217,300	\$2,706,300
TVY	Tooele	Bolinder Field-Tooele Valley Airport	32	15	47	\$813,900	\$543,700	\$1,357,600	\$935,100	\$886,300	\$1,821,400	\$1,749,000	\$1,430,000	\$3,179,000
		<b>General Aviation Airports</b>	<b>274</b>	<b>128</b>	<b>402</b>	<b>\$6,944,700</b>	<b>\$4,639,500</b>	<b>\$11,584,200</b>	<b>\$7,979,400</b>	<b>\$7,562,700</b>	<b>\$15,542,100</b>	<b>\$14,924,100</b>	<b>\$12,202,200</b>	<b>\$27,126,300</b>
		<b>All Airports (Excluding SLC)</b>	<b>628</b>	<b>290</b>	<b>918</b>	<b>\$15,880,000</b>	<b>\$10,608,600</b>	<b>\$26,488,600</b>	<b>\$18,245,600</b>	<b>\$17,293,200</b>	<b>\$35,538,800</b>	<b>\$34,125,600</b>	<b>\$27,901,800</b>	<b>\$62,027,400</b>
		All Airports (Including SLC)	825	381	1,206	\$20,870,800	\$13,942,600	\$34,813,400	\$23,979,800	\$22,728,100	\$46,707,900	\$44,850,600	\$36,670,700	\$81,521,300

Source: Airport Managers, Study Surveys, FAA NOP Data, Aircraft Owners Pilots Association (AOPA), and IMPLAN

#### 4.7 Indirect/Induced and Total Economic Impact from Commercial Visitor Spending at Commercial Service Study Airports

Direct economic impacts for the commercial visitor spending source for employment, payroll, spending, and annual economic activity were obtained from visitor surveys, study airports, and the USDOT. Direct impacts were entered in the IMPLAN model to estimate total economic impacts and to determine the portion of each airport's commercial visitor spending impacts related to indirect/induced (multiplier) impacts. Direct visitor spending is assigned to one or more of the following categories based on survey results: hotels, food/restaurants, ground transportation, retail, and entertainment.

**Table 4-6** presents each commercial service airport's direct, indirect/induced, and total annual economic impacts for employment, payroll, spending, and annual economic activity for commercial visitor spending.





**Table 4-6: Direct, Indirect, and Total Economic Impact from Commercial Visitor Spending at Study Airports**

FAA ID	Associated City	Airport Name	Direct Employment	Indirect/Induced Employment	Total Employment	Direct Payroll	Indirect/Induced Payroll	Total Payroll	Direct Spending	Indirect/Induced Spending	Total Spending	Direct Annual Economic Activity	Indirect/Induced Annual Economic Activity	Total Annual Economic Activity
CDC	Cedar City	Cedar City Regional Airport	55	28	83	\$1,391,800	\$998,000	\$2,389,800	\$2,077,000	\$1,882,300	\$3,959,300	\$3,468,800	\$2,880,300	\$6,349,100
CNY	Moab	Canyonlands Field Airport	116	59	175	\$2,935,400	\$2,104,900	\$5,040,300	\$4,402,200	\$3,989,500	\$8,391,700	\$7,337,600	\$6,094,400	\$13,432,000
ENV	Wendover	Wendover Airport	168	86	254	\$2,125,600	\$1,524,300	\$3,649,900	\$1,910,100	\$1,731,100	\$3,641,200	\$4,035,700	\$3,255,400	\$7,291,100
OGD	Ogden	Ogden-Hinckley Airport	19	10	29	\$480,800	\$344,800	\$825,600	\$686,300	\$621,900	\$1,308,200	\$1,167,100	\$966,700	\$2,133,800
PVU	Provo	Provo Municipal Airport	309	158	467	\$7,819,200	\$5,607,200	\$13,426,400	\$11,678,500	\$10,583,700	\$22,262,200	\$19,497,700	\$16,190,900	\$35,688,600
SGU	St George	St George Regional Airport	974	498	1,472	\$24,647,100	\$17,674,400	\$42,321,500	\$36,792,500	\$33,343,600	\$70,136,100	\$61,439,600	\$51,018,000	\$112,457,600
VEL	Vernal	Vernal Regional Airport	30	15	45	\$759,200	\$544,300	\$1,303,500	\$1,133,300	\$1,027,100	\$2,160,400	\$1,892,500	\$1,571,400	\$3,463,900
		<b>Commercial Service Airports (Excluding SLC)</b>	<b>1,671</b>	<b>854</b>	<b>2,525</b>	<b>\$40,159,100</b>	<b>\$28,797,900</b>	<b>\$68,957,000</b>	<b>\$58,679,900</b>	<b>\$53,179,200</b>	<b>\$111,859,100</b>	<b>\$98,839,000</b>	<b>\$81,977,100</b>	<b>\$180,816,100</b>
SLC	Salt Lake City	Salt Lake City International Airport	61,084	31,252	92,336	\$1,545,730,600	\$1,108,444,500	\$2,654,175,100	\$2,305,921,900	\$2,089,760,900	\$4,395,682,800	\$3,851,652,500	\$3,198,205,400	\$7,049,857,900
		Commercial Service Airports (Including SLC)	62,755	32,106	94,861	\$1,585,889,700	\$1,137,242,400	\$2,723,132,100	\$2,364,601,800	\$2,142,940,100	\$4,507,541,900	\$3,950,491,500	\$3,280,182,500	\$7,230,674,000

Source: Study Airports, USDOT, Study Surveys, and IMPLAN



## 5 Total Annual Economic Impact for Each Study Airport

For each of the commercial service and general aviation study airports analyzed in this study, the airport's total annual economic impact is the sum of its impacts from airport management, airport business tenants, average annual capital investment, general aviation visitor spending, and commercial visitor spending. All total economic impacts for each study airport are the sum of its direct impacts added to its indirect/induced impacts. Total airport economic impacts were estimated using a statewide Utah input-output economic activity model developed specifically for this analysis.

**Table 5-1** provides a summary of each study airport's total annual economic impact; these impacts reflect each airport's total impact on the state economy.





Table 5-1: Total Annual Statewide Economic Impact for Each Study Airport

FAA ID	Associated City	Airport Name	Direct Employment	Indirect/Induced Employment	Total Employment	Direct Payroll	Indirect/Induced Payroll	Total Payroll	Direct Spending	Indirect/Induced Spending	Total Spending	Direct Annual Economic Activity	Indirect/Induced Annual Economic Activity	Total Annual Economic Activity
CDC	Cedar City	Cedar City Regional Airport	440	550	990	\$21,468,700	\$19,266,400	\$40,735,100	\$36,317,800	\$35,612,700	\$71,930,500	\$57,786,500	\$54,879,100	\$112,665,600
CNY	Moab	Canyonlands Field Airport	259	229	488	\$9,252,100	\$7,853,200	\$17,105,300	\$15,905,000	\$12,927,400	\$28,832,400	\$25,157,100	\$20,780,600	\$45,937,700
ENV	Wendover	Wendover Airport	215	138	353	\$4,239,900	\$3,615,300	\$7,855,200	\$11,183,800	\$12,704,600	\$23,888,400	\$15,423,700	\$16,319,900	\$31,743,600
OGD	Ogden	Ogden-Hinckley Airport	1,122	1,504	2,626	\$65,304,300	\$53,297,500	\$118,601,800	\$128,883,300	\$80,617,100	\$209,500,400	\$194,187,600	\$133,914,600	\$328,102,200
PVU	Provo	Provo Municipal Airport	1,125	1,101	2,226	\$44,705,900	\$35,713,600	\$80,419,500	\$93,720,300	\$74,414,400	\$168,134,700	\$138,426,200	\$110,128,000	\$248,554,200
SGU	St George	St George Regional Airport	1,189	747	1,936	\$35,685,300	\$28,218,500	\$63,903,800	\$61,083,300	\$52,792,600	\$113,875,900	\$96,768,600	\$81,011,100	\$177,779,700
VEL	Vernal	Vernal Regional Airport	104	102	206	\$4,279,900	\$4,069,000	\$8,348,900	\$9,716,600	\$8,564,600	\$18,281,200	\$13,996,500	\$12,633,600	\$26,630,100
		<b>Commercial Service Airports (Excluding SLC)</b>	<b>4,454</b>	<b>4,371</b>	<b>8,825</b>	<b>\$184,936,100</b>	<b>\$152,033,500</b>	<b>\$336,969,600</b>	<b>\$356,810,100</b>	<b>\$277,633,400</b>	<b>\$634,443,500</b>	<b>\$541,746,200</b>	<b>\$429,666,900</b>	<b>\$971,413,100</b>
SLC	Salt Lake City	Salt Lake City International Airport	75,612	48,795	124,407	\$2,400,585,700	\$1,899,736,300	\$4,300,322,000	\$3,914,027,000	\$3,249,794,900	\$7,163,821,900	\$6,314,612,700	\$5,149,531,200	\$11,464,143,900
		<b>Commercial Service Airports (Including SLC)</b>	<b>80,066</b>	<b>53,166</b>	<b>133,232</b>	<b>\$2,585,521,800</b>	<b>\$2,051,769,800</b>	<b>\$4,637,291,600</b>	<b>\$4,270,837,100</b>	<b>\$3,527,428,300</b>	<b>\$7,798,265,400</b>	<b>\$6,856,358,900</b>	<b>\$5,579,198,100</b>	<b>\$12,435,557,000</b>
U52	Beaver	Beaver Municipal Airport	3	5	8	\$116,100	\$100,000	\$216,100	\$418,000	\$399,900	\$817,900	\$534,100	\$499,900	\$1,034,000
BDG	Blanding	Blanding Municipal Airport	35	46	81	\$2,172,700	\$1,731,500	\$3,904,200	\$4,427,000	\$2,772,000	\$7,199,000	\$6,599,700	\$4,503,500	\$11,103,200
66V	Bluff	Bluff Airport	<1	1	1	\$27,800	\$33,300	\$61,100	\$22,700	\$21,900	\$44,600	\$50,500	\$55,200	\$105,700
BTF	Bountiful	Skypark Airport	91	123	214	\$4,961,700	\$3,934,200	\$8,895,900	\$6,161,600	\$4,337,200	\$10,498,800	\$11,123,300	\$8,271,400	\$19,394,700
BMC	Brigham City	Brigham City Regional Airport	32	35	67	\$1,216,800	\$936,400	\$2,153,200	\$2,763,500	\$1,925,000	\$4,688,500	\$3,980,300	\$2,861,400	\$6,841,700
BCE	Bryce Canyon	Bryce Canyon Airport	23	14	37	\$601,400	\$473,300	\$1,074,700	\$1,083,200	\$1,020,400	\$2,103,600	\$1,684,600	\$1,493,700	\$3,178,300
UT9	Cedar Fort	West Desert Airpark	16	21	37	\$1,306,600	\$1,180,700	\$2,487,300	\$644,400	\$428,500	\$1,072,900	\$1,951,000	\$1,609,200	\$3,560,200
DTA	Delta	Delta Municipal Airport	2	2	4	\$70,700	\$68,000	\$138,700	\$327,800	\$429,700	\$757,500	\$398,500	\$497,700	\$896,200
U69	Duchesne	Duchesne Municipal Airport	2	3	5	\$90,500	\$73,800	\$164,300	\$257,000	\$203,600	\$460,600	\$347,500	\$277,400	\$624,900
33U	Dutch John	Dutch John Airport	4	3	7	\$124,700	\$98,200	\$222,900	\$139,500	\$133,500	\$273,000	\$264,200	\$231,700	\$495,900
1L7	Escalante	Escalante Municipal Airport	2	3	5	\$75,200	\$66,600	\$141,800	\$230,000	\$224,200	\$454,200	\$305,200	\$290,800	\$596,000
FOM	Fillmore	Fillmore Municipal Airport	2	2	4	\$47,000	\$44,000	\$91,000	\$167,900	\$201,800	\$369,700	\$214,900	\$245,800	\$460,700
U07	Glen Canyon NRA	Bullfrog Basin Airport	3	1	4	\$65,900	\$46,100	\$112,000	\$82,300	\$83,500	\$165,800	\$148,200	\$129,600	\$277,800
U34	Green River	Green River Municipal Airport	2	2	4	\$54,900	\$45,400	\$100,300	\$252,500	\$306,700	\$559,200	\$307,400	\$352,100	\$659,500
U96	Halls Crossing	Cal Black Memorial Airport	6	3	9	\$142,400	\$107,100	\$249,500	\$496,900	\$487,500	\$984,400	\$639,300	\$594,600	\$1,233,900
HVE	Hanksville	Hanksville Airport	6	5	11	\$175,000	\$150,900	\$325,900	\$659,300	\$640,200	\$1,299,500	\$834,300	\$791,100	\$1,625,400
HCR	Heber	Heber City Municipal Airport – Russ McDonald Field	90	80	170	\$3,443,200	\$2,663,700	\$6,106,900	\$6,128,500	\$4,561,400	\$10,689,900	\$9,571,700	\$7,225,100	\$16,796,800
69V	Huntington	Huntington Municipal Airport	3	3	6	\$95,500	\$69,000	\$164,500	\$135,300	\$137,000	\$272,300	\$230,800	\$206,000	\$436,800
1L8	Hurricane	General Dick Stout Field Airport	27	23	50	\$1,001,300	\$1,023,100	\$2,024,400	\$2,447,500	\$2,836,400	\$5,283,900	\$3,448,800	\$3,859,500	\$7,308,300
U13	Junction	Junction Airport	<1	<1	<1	\$8,900	\$8,900	\$17,800	\$29,100	\$32,900	\$62,000	\$38,000	\$41,800	\$79,800
KNB	Kanab	Kanab Municipal Airport	26	33	59	\$1,783,900	\$1,666,800	\$3,450,700	\$3,235,000	\$2,356,400	\$5,591,400	\$5,018,900	\$4,023,200	\$9,042,100
38U	Loa	Wayne Wonderland Airport	3	4	7	\$108,600	\$87,100	\$195,700	\$262,700	\$262,100	\$524,800	\$371,300	\$349,200	\$720,500
LGU	Logan	Logan-Cache Airport	85	109	194	\$2,454,200	\$2,017,200	\$4,471,400	\$7,838,100	\$5,408,200	\$13,246,300	\$10,292,300	\$7,425,400	\$17,717,700
40U	Manila	Manila Airport	3	2	5	\$74,300	\$58,400	\$132,700	\$160,200	\$152,300	\$312,500	\$234,500	\$210,700	\$445,200
41U	Manti	Manti-Ephraim Airport	19	13	32	\$539,000	\$412,100	\$951,100	\$1,227,400	\$1,158,300	\$2,385,700	\$1,766,400	\$1,570,400	\$3,336,800
MLF	Milford	Milford Municipal Airport/Ben and Judy Briscoe Field	2	3	5	\$88,200	\$105,300	\$193,500	\$319,500	\$409,400	\$728,900	\$407,700	\$514,700	\$922,400
U64	Monticello	Monticello Airport	4	2	6	\$93,200	\$81,300	\$174,500	\$268,800	\$258,000	\$526,800	\$362,000	\$339,300	\$701,300
42U	Morgan	Morgan County Airport	27	25	52	\$1,206,300	\$1,749,100	\$2,955,400	\$2,223,500	\$3,149,600	\$5,373,100	\$3,429,800	\$4,898,700	\$8,328,500
U14	Nephi	Nephi Municipal Airport	16	23	39	\$463,900	\$385,900	\$849,800	\$810,000	\$611,000	\$1,421,000	\$1,273,900	\$996,900	\$2,270,800
U55	Panguitch	Panguitch Municipal Airport	2	4	6	\$94,100	\$81,300	\$175,400	\$266,600	\$257,600	\$524,200	\$360,700	\$338,900	\$699,600
1L9	Parowan	Parowan Airport	9	6	15	\$256,000	\$232,700	\$488,700	\$656,100	\$540,600	\$1,196,700	\$912,100	\$773,300	\$1,685,400
PUC	Price	Carbon County Regional Airport/Buck Davis Field	15	17	32	\$737,000	\$807,900	\$1,544,900	\$885,300	\$844,600	\$1,729,900	\$1,622,300	\$1,652,500	\$3,274,800



FAA ID	Associated City	Airport Name	Direct Employment	Indirect/Induced Employment	Total Employment	Direct Payroll	Indirect/Induced Payroll	Total Payroll	Direct Spending	Indirect/Induced Spending	Total Spending	Direct Annual Economic Activity	Indirect/Induced Annual Economic Activity	Total Annual Economic Activity
RIF	Richfield	Richfield Municipal Airport	20	14	34	\$658,900	\$577,300	\$1,236,200	\$859,900	\$950,000	\$1,809,900	\$1,518,800	\$1,527,300	\$3,046,100
74V	Roosevelt	Roosevelt Municipal Airport	7	5	12	\$206,100	\$190,100	\$396,200	\$525,200	\$600,400	\$1,125,600	\$731,300	\$790,500	\$1,521,800
44U	Salina	Salina-Gunnison Airport	9	12	21	\$446,900	\$355,200	\$802,100	\$1,254,100	\$758,300	\$2,012,400	\$1,701,000	\$1,113,500	\$2,814,500
U42	Salt Lake City	South Valley Regional Airport	624	592	1,216	\$32,684,000	\$47,725,600	\$80,409,600	\$22,455,200	\$29,908,300	\$52,363,500	\$55,139,200	\$77,633,900	\$132,773,100
SPK	Spanish Fork	Spanish Fork Airport Springville-Woodhouse Field	74	77	151	\$4,020,400	\$3,294,600	\$7,315,000	\$5,005,000	\$3,765,500	\$8,770,500	\$9,025,400	\$7,060,100	\$16,085,500
TVY	Tooele	Bolinder Field-Tooele Valley Airport	67	65	132	\$2,745,500	\$2,349,000	\$5,094,500	\$2,573,300	\$2,056,900	\$4,630,200	\$5,318,800	\$4,405,900	\$9,724,700
		<b>General Aviation Airports</b>	<b>1,361</b>	<b>1,381</b>	<b>2,742</b>	<b>\$64,458,800</b>	<b>\$75,031,100</b>	<b>\$139,489,900</b>	<b>\$77,699,900</b>	<b>\$74,630,800</b>	<b>\$152,330,700</b>	<b>\$142,158,700</b>	<b>\$149,661,900</b>	<b>\$291,820,600</b>
		<b>All Airports (Excluding SLC)</b>	<b>5,815</b>	<b>5,752</b>	<b>11,567</b>	<b>\$249,394,900</b>	<b>\$227,064,600</b>	<b>\$476,459,500</b>	<b>\$434,510,000</b>	<b>\$352,264,200</b>	<b>\$786,774,200</b>	<b>\$683,904,900</b>	<b>\$579,328,800</b>	<b>\$1,263,233,700</b>
		All Airports (Including SLC)	81,427	54,547	135,974	\$2,649,980,600	\$2,126,800,900	\$4,776,781,500	\$4,348,537,000	\$3,602,059,100	\$7,950,596,100	\$6,998,517,600	\$5,728,860,000	\$12,727,377,600

Source: Jviation



## 6 Statewide Annual Economic Impacts by Source for All Study Airports

Annual direct, indirect/induced, and total economic impacts were estimated for each of the commercial service and general aviation study airports. Summed, these airport-specific impacts equal total statewide economic impacts for each of the five economic impact sources. Total statewide annual economic impacts for all study airports are summarized in **Table 6-1**, **Table 6-2**, **Table 6-3**, **Table 6-4**, and **Table 6-5**, each further broken down by Division of Aeronautics study airports, SLC only, and all study airports.

**Table 6-1: Statewide Annual Economic Impact for Study Airports from Airport Management**

Impact Measure	Direct	Indirect/Induced	Total
<b>All Airports (Excluding SLC)</b>			
Employment	119	122	241
Payroll	\$7,727,700	\$11,798,100	\$19,525,800
Spending	\$13,832,800	\$21,081,800	\$34,914,600
Annual Economic Activity	\$21,560,500	\$32,879,900	\$54,440,400
<b>Salt Lake City International Airport</b>			
Employment	485	462	947
Payroll	\$40,222,700	\$61,413,000	\$101,635,700
Spending	\$52,275,500	\$79,670,100	\$131,945,600
Annual Economic Activity	\$92,498,200	\$141,083,100	\$233,581,300
<b>All Airports (Including SLC)</b>			
Employment	604	584	1,188
Payroll	\$47,950,400	\$73,211,100	\$121,161,500
Spending	\$66,108,300	\$100,751,900	\$166,860,200
Annual Economic Activity	\$114,058,700	\$173,963,000	\$288,021,700

Source: Jviation

Note: Results include the commercial service and general aviation study airports

**Table 6-2: Statewide Annual Economic Impact for Study Airports from Airport Business Tenants**

Impact Measure	Direct	Indirect/Induced	Total
<b>All Airports (Excluding SLC)</b>			
Employment	2,938	3,905	6,843
Payroll	\$168,575,900	\$161,618,100	\$330,194,000
Spending	\$275,499,900	\$196,742,500	\$472,242,400
Annual Economic Activity	\$444,075,800	\$358,360,600	\$802,436,400
<b>Salt Lake City International Airport</b>			
Employment	12,287	15,009	27,296
Payroll	\$751,526,400	\$678,008,500	\$1,429,534,900
Spending	\$1,317,489,700	\$856,924,500	\$2,174,414,200
Annual Economic Activity	\$2,069,016,100	\$1,534,933,000	\$3,603,949,100
<b>All Airports (Including SLC)</b>			
Employment	15,225	18,914	34,139
Payroll	\$920,102,300	\$839,626,600	\$1,759,728,900
Spending	\$1,592,989,600	\$1,053,667,000	\$2,646,656,600
Annual Economic Activity	\$2,513,091,900	\$1,893,293,600	\$4,406,385,500

Source: Jviation



Note: Results include the commercial service and general aviation study airports

**Table 6-3: Statewide Annual Economic Impact for Study Airports from Average Annual Capital Investment**

Impact Measure	Direct	Indirect/Induced	Total
<b>All Airports (Excluding SLC)</b>			
Employment	459	581	1,040
Payroll	\$17,052,200	\$14,241,900	\$31,294,100
Spending	\$68,251,800	\$63,967,500	\$132,219,300
Annual Economic Activity	\$85,304,000	\$78,209,400	\$163,513,400
<b>Salt Lake City International Airport</b>			
Employment	1,559	1,981	3,540
Payroll	\$58,115,200	\$48,536,300	\$106,651,500
Spending	\$232,605,700	\$218,004,500	\$450,610,200
Annual Economic Activity	\$290,720,900	\$266,540,800	\$557,261,700
<b>All Airports (Including SLC)</b>			
Employment	2,018	2,562	4,580
Payroll	\$75,167,400	\$62,778,200	\$137,945,600
Spending	\$300,857,500	\$281,972,000	\$582,829,500
Annual Economic Activity	\$376,024,900	\$344,750,200	\$720,775,100

Source: Jviation

Note: Results include the commercial service and general aviation study airports



**Table 6-4: Statewide Annual Economic Impact for Study Airports from General Aviation Visitor Spending**

Impact Measure	Direct	Indirect/Induced	Total
<b>All Airports (Excluding SLC)</b>			
Employment	628	290	918
Payroll	\$15,880,000	\$10,608,600	\$26,488,600
Spending	\$18,245,600	\$17,293,200	\$35,538,800
Annual Economic Activity	\$34,125,600	\$27,901,800	\$62,027,400
<b>Salt Lake City International Airport</b>			
Employment	197	91	288
Payroll	\$4,990,800	\$3,334,000	\$8,324,800
Spending	\$5,734,200	\$5,434,900	\$11,169,100
Annual Economic Activity	\$10,725,000	\$8,768,900	\$19,493,900
<b>All Airports (Including SLC)</b>			
Employment	825	381	1,206
Payroll	\$20,870,800	\$13,942,600	\$34,813,400
Spending	\$23,979,800	\$22,728,100	\$46,707,900
Annual Economic Activity	\$44,850,600	\$36,670,700	\$81,521,300

Source: Jviation

Note: Results include the commercial service and general aviation study airports

**Table 6-5: Statewide Annual Economic Impact for Study Airports from Commercial Visitor Spending**

Impact Measure	Direct	Indirect/Induced	Total
<b>All Airports (Excluding SLC)</b>			
Employment	1,671	854	2,525
Payroll	\$40,159,100	\$28,797,900	\$68,957,000
Spending	\$58,679,900	\$53,179,200	\$111,859,100
Annual Economic Activity	\$98,839,000	\$81,977,100	\$180,816,100
<b>Salt Lake City International Airport</b>			
Employment	61,084	31,252	92,336
Payroll	\$1,545,730,600	\$1,108,444,500	\$2,654,175,100
Spending	\$2,305,921,900	\$2,089,760,900	\$4,395,682,800
Annual Economic Activity	\$3,851,652,500	\$3,198,205,400	\$7,049,857,900
<b>All Airports (Including SLC)</b>			
Employment	62,755	32,106	94,861
Payroll	\$1,585,889,700	\$1,137,242,400	\$2,723,132,100
Spending	\$2,364,601,800	\$2,142,940,100	\$4,507,541,900
Annual Economic Activity	\$3,950,491,500	\$3,280,182,500	\$7,230,674,000

Source: Jviation

Note: Results include the seven Utah Division of Aeronautics study commercial airports and SLC



**Table 6-6** and **Table 6-7** present total annual employment, payroll, spending, and economic activity for the Division of Aeronautics study airports. **Table 6-6** excludes SLC; **Table 6-7** includes SLC.

**Table 6-6: Statewide Economic Impact from All Impact Sources for All Study Airports (Excluding SLC)**

Impact Measure	Source	Direct	Indirect/Induced	Total
Employment	Airport Management	119	122	241
	Airport Business Tenants	2,938	3,905	6,843
	Capital Investment	459	581	1,040
	General Aviation Visitors	628	290	918
	Commercial Visitors	1,671	854	2,525
	<b>Total Employment</b>		<b>5,815</b>	<b>5,752</b>
Payroll	Airport Management	\$7,727,700	\$11,798,100	\$19,525,800
	Airport Business Tenants	\$168,575,900	\$161,618,100	\$330,194,000
	Capital Investment	\$17,052,200	\$14,241,900	\$31,294,100
	General Aviation Visitors	\$15,880,000	\$10,608,600	\$26,488,600
	Commercial Visitors	\$40,159,100	\$28,797,900	\$68,957,000
	<b>Total Payroll</b>		<b>\$249,394,900</b>	<b>\$227,064,600</b>
Spending	Airport Management	\$13,832,800	\$21,081,800	\$34,914,600
	Airport Business Tenants	\$275,499,900	\$196,742,500	\$472,242,400
	Capital Investment	\$68,251,800	\$63,967,500	\$132,219,300
	General Aviation Visitors	\$18,245,600	\$17,293,200	\$35,538,800
	Commercial Visitors	\$58,679,900	\$53,179,200	\$111,859,100
	<b>Total Spending</b>		<b>\$434,510,000</b>	<b>\$352,264,200</b>
Annual Economic Activity	Airport Management	\$21,560,500	\$32,879,900	\$54,440,400
	Airport Business Tenants	\$444,075,800	\$358,360,600	\$802,436,400
	Capital Investment	\$85,304,000	\$78,209,400	\$163,513,400
	General Aviation Visitors	\$34,125,600	\$27,901,800	\$62,027,400
	Commercial Visitors	\$98,839,000	\$81,977,100	\$180,816,100
	<b>Total Annual Economic Activity</b>		<b>\$683,904,900</b>	<b>\$579,328,800</b>

Source: Jviation

Note: Results include the seven Utah Division of Aeronautics study commercial service and general aviation study airports

**Table 6-7: Statewide Economic Impact from All Impact Sources for All Study Airports (Including SLC)**

Impact Measure	Source	Direct	Indirect/Induced	Total
Employment	Airport Management	604	584	1,188
	Airport Business Tenants	15,225	18,914	34,139
	Capital Investment	2,018	2,562	4,580
	General Aviation Visitors	825	381	1,206
	Commercial Visitors	62,755	32,106	94,861
	<b>Total Employment</b>		<b>81,427</b>	<b>54,547</b>
Payroll	Airport Management	\$47,950,400	\$73,211,100	\$121,161,500
	Airport Business Tenants	\$920,102,300	\$839,626,600	\$1,759,728,900
	Capital Investment	\$75,167,400	\$62,778,200	\$137,945,600
	General Aviation Visitors	\$20,870,800	\$13,942,600	\$34,813,400
	Commercial Visitors	\$1,585,889,700	\$1,137,242,400	\$2,723,132,100
	<b>Total Payroll</b>		<b>\$2,649,980,600</b>	<b>\$2,126,800,900</b>



Impact Measure	Source	Direct	Indirect/Induced	Total
Spending	Airport Management	\$66,108,300	\$100,751,900	\$166,860,200
	Airport Business Tenants	\$1,592,989,600	\$1,053,667,000	\$2,646,656,600
	Capital Investment	\$300,857,500	\$281,972,000	\$582,829,500
	General Aviation Visitors	\$23,979,800	\$22,728,100	\$46,707,900
	Commercial Visitors	\$2,364,601,800	\$2,142,940,100	\$4,507,541,900
	<b>Total Spending</b>	<b>\$4,348,537,000</b>	<b>\$3,602,059,100</b>	<b>\$7,950,596,100</b>
Annual Economic Activity	Airport Management	\$114,058,700	\$173,963,000	\$288,021,700
	Airport Business Tenants	\$2,513,091,900	\$1,893,293,600	\$4,406,385,500
	Capital Investment	\$376,024,900	\$344,750,200	\$720,775,100
	General Aviation Visitors	\$44,850,600	\$36,670,700	\$81,521,300
	Commercial Visitors	\$3,950,491,500	\$3,280,182,500	\$7,230,674,000
	<b>Total Annual Economic Activity</b>	<b>\$6,998,517,600</b>	<b>\$5,728,860,000</b>	<b>\$12,727,377,600</b>

Source: Jviation

Note: Results include the commercial service and general aviation study airports

As shown in **Table 6-6** and **Table 6-7**, this study estimates the following annual statewide economic impacts for all 46 study airports:

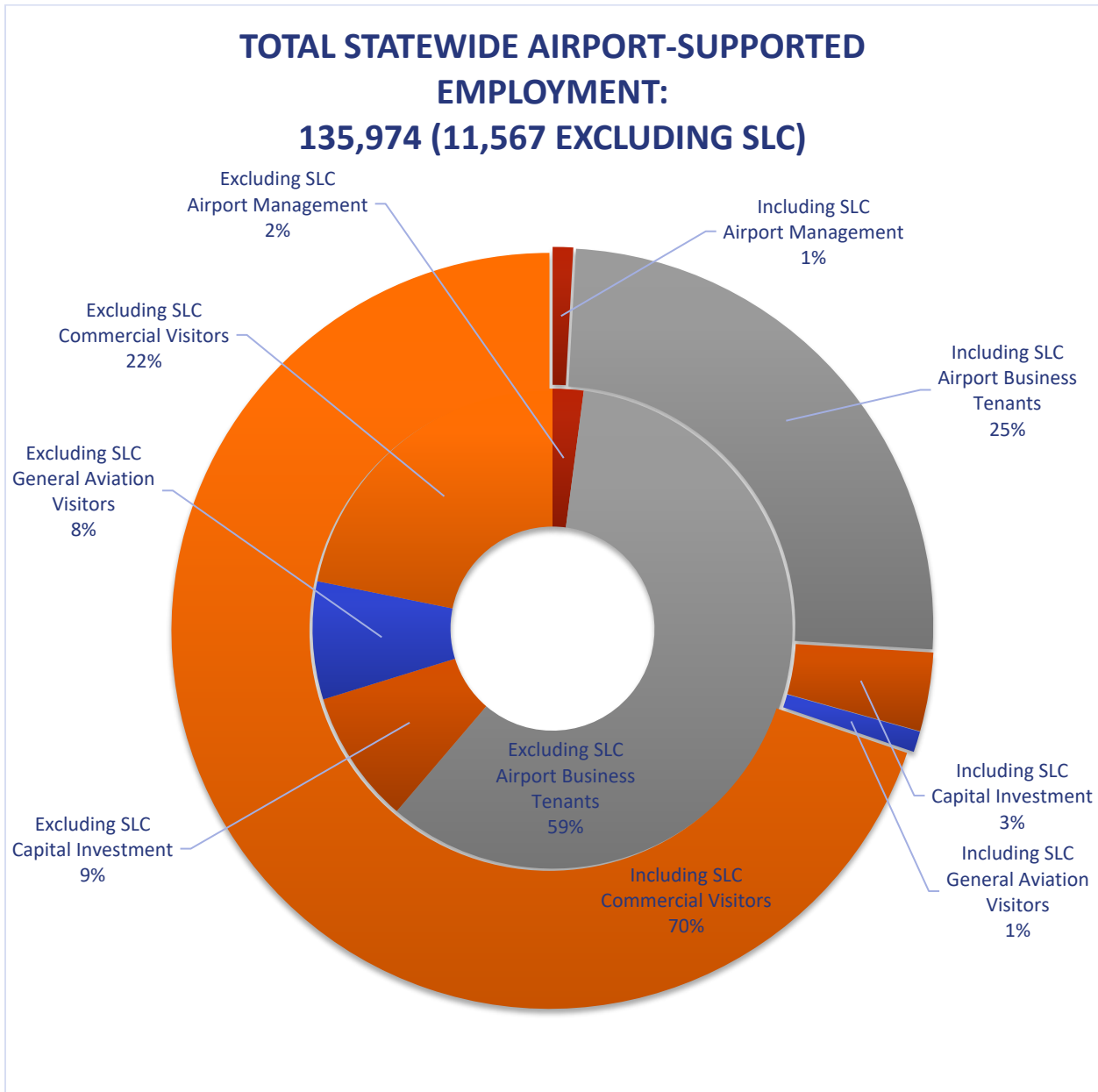
- Total Jobs: **135,974** (11,567 excluding SLC)
- Total Annual Payroll: **\$4.8 billion** (\$476.5 million excluding SLC)
- Total Annual Spending: **\$8.0 billion** (\$786.8 million excluding SLC)
- Total Annual Economic Activity: **\$12.7 billion** (\$1.3 billion excluding SLC)

**Figure 6-1, Figure 6-2, and Figure 6-3** summarize the information presented in **Table 6-6**. These figures show the contribution percentages made by each of the economic categories that contribute to total annual statewide employment, payroll, and spending estimated for all study airports. To help contrast the comparative scale of the statewide impact between SLC and all other airports, the inner ring represents all Division of Aeronautics study airports (excluding SLC) and the outer ring represents all airports (including SLC).





**Figure 6-1: Percentage of Statewide Employment Impact by Impact Source for Study Airports**

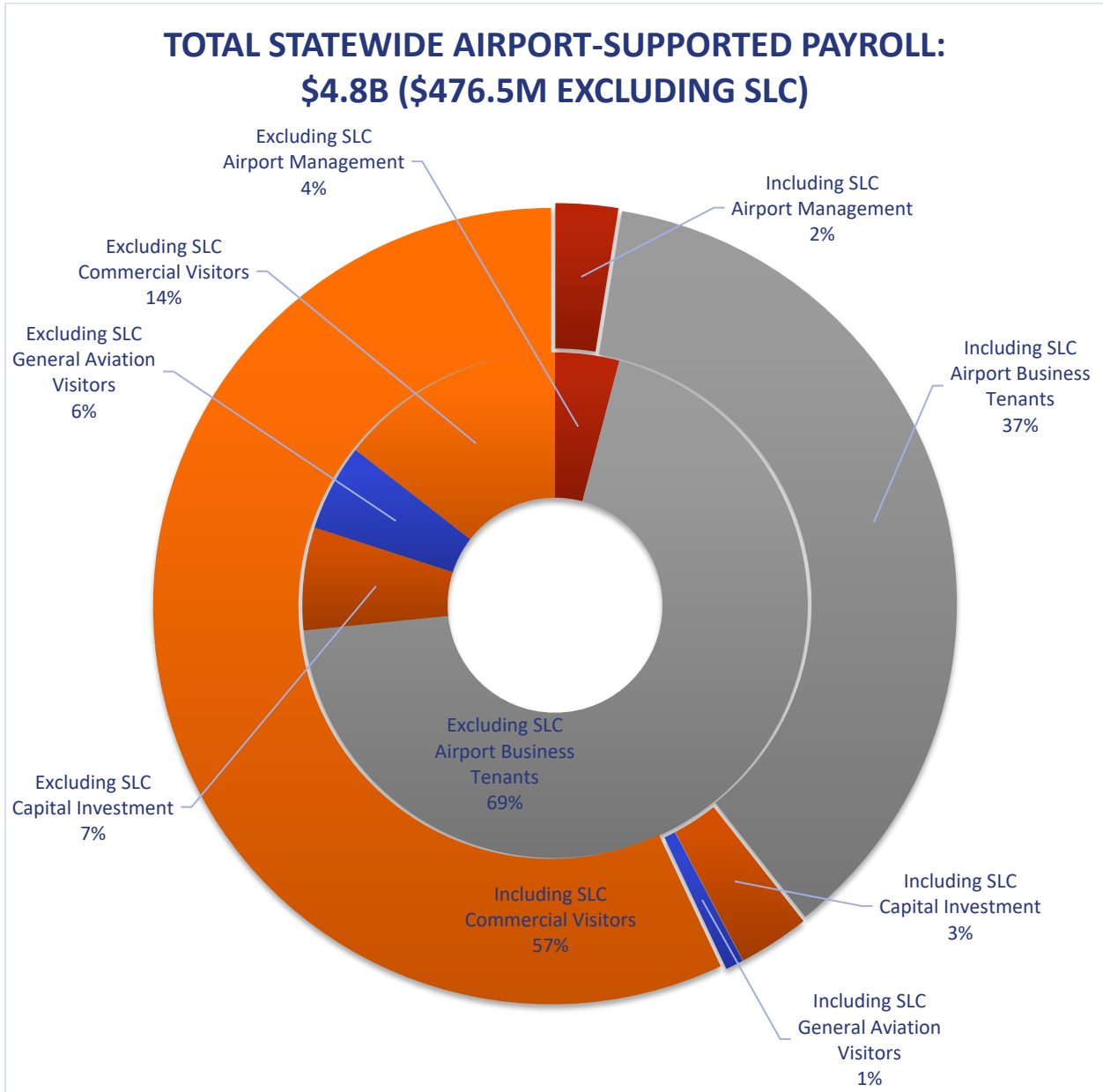


Source: Jviation

Note: Results include the commercial service and general aviation study airports



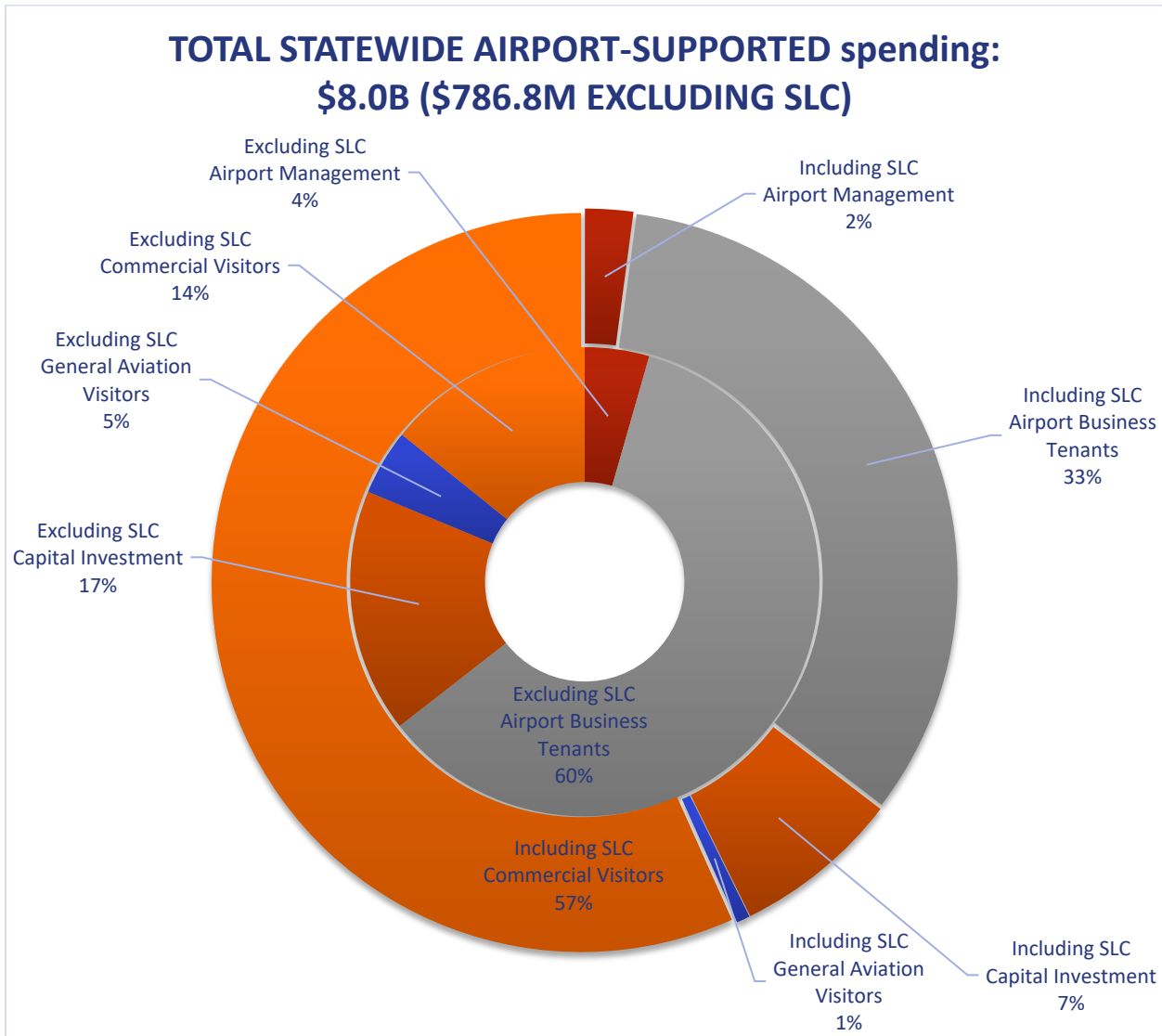
Figure 6-2: Percentage of Statewide Payroll Impact by Impact Source for Study Airports



Source: Jviation

Note: Results include the commercial service and general aviation study airports

Figure 6-3: Percentage of Statewide Spending Impact by Impact Source for Study Airports



Source: Jviation



## 7 Annual Economic Impact for Salt Lake City International Airport (SLC)

### 7.1 Background

As noted previously in this report, SLC is by far the largest contributor to the overall economic impact of Utah's airports. Not only is it the biggest airport in Utah, it is also one of the busiest in the country. According to Airports Council International – North America (ACI-NA), SLC ranks as the 25<sup>th</sup> busiest airport in North America and 92<sup>nd</sup> in the world in terms of total passengers.



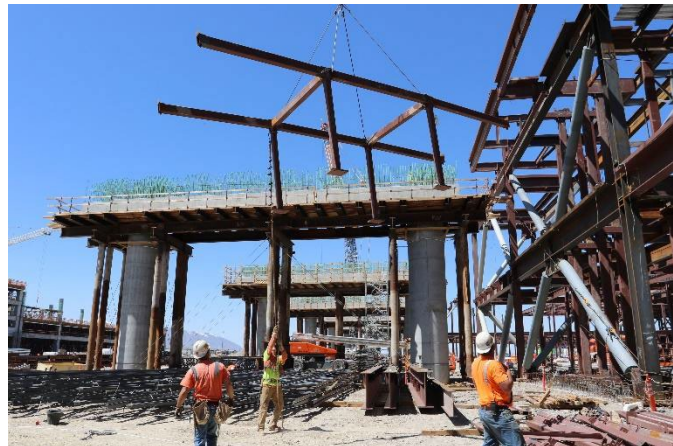
### Salt Lake City International Airport



SLC's stature is primarily due to the presence of Delta Air Lines, which operates its 4<sup>th</sup> largest hub at the airport. As the largest carrier, Delta makes up over 70 percent of all SLC traffic. Other major carriers include SkyWest, Southwest, American, United, and JetBlue.<sup>5</sup> In total, SLC is served by 10 airlines and their affiliates, with 370 daily departures to 98 cities, including several international destinations such as Amsterdam, London, Toronto, Mexico City, and Paris. SLC is also served by numerous cargo airlines, including FedEx, UPS, and Southern Air, each contributing to the airport's position as the 34<sup>th</sup> busiest cargo airport in North America.<sup>6</sup>

In addition to its role as a major connecting point for Delta hub traffic, SLC also serves as the gateway to the Salt Lake City region and Utah in general, seeing significant Origin and Destination (O&D) passenger traffic that is both business and leisure related. The airport is only 15 minutes from downtown Salt Lake City by road or light-rail, providing convenient access to downtown venues and attractions. Beyond the city there are many recreational draws, including ten major ski resorts within an hour's drive of SLC and five prominent national parks across the state.

In 2014, SLC broke ground on a \$3.6 billion-dollar terminal redevelopment program, which will see an entirely new replacement terminal built alongside its existing one without interrupting operations. Phases one and two opened in late 2020, and all phases are expected to be complete by 2024. The existing terminal, which is currently handling more than twice as many passengers than originally designed for, will be demolished.



As stated in the Introduction, SLC is owned and operated by the Salt Lake City Department of Airports (SLCDA), which also operates two general aviation airports in the metro area: South Valley Regional and Bolinder Field-Tooele Valley. SLCDA funded efforts to conduct this separate, but parallel economic impact study for SLC, which is presented in conjunction with the statewide, Division of Aeronautics-

<sup>5</sup> <https://www.slcairport.com/about-the-airport/airport-overview/fast-facts/>

<sup>6</sup> 2018 Airports Council International – North America (ACI-NA) Airport Traffic Report

sponsored study. In addition to the economic impacts for SLC outlined in this document, a separate, more detailed report that is dedicated to SLC is also available.

## 7.2 Economic Impacts of SLC

The steps undertaken to estimate SLC's economic impacts were identical to those employed across the 45 other Division of Aeronautics study airports. However, due to the large scale of SLC, regular coordination and communication with SLCDCA staff was undertaken to properly identify direct impacts for the many sources of impact: airport management, tenants, CIP, general aviation visitors, and commercial service visitors.

Direct outreach to all tenants was a significant effort and excellent response rates were achieved, particularly with the major tenants such as airlines and concessionaires. Included in tenant impacts were several nearby, but off-airport entities, which were counted at the request of SLCDCA since they are aviation-related and heavily tied to the airport. These include the Wright Air National Guard Base/151<sup>st</sup> Air Refueling Wing, Boeing's 787 horizontal stabilizer assembly plant at the northeast corner of the airport, and several off-site parking lots immediately adjacent to the airport. This is not an all-inclusive list of off-airport, aviation-related entities, but those specifically prioritized by airport staff.



Another major effort that achieved an exceptional response rate was the web-based commercial passenger survey deployed on the wi-fi throughout the terminal, starting May 2019. As of December 2019, the wi-fi survey yielded over 230,000 survey submissions, which is one of the largest single samples for any similar airport economic impact study. The sample size and duration afford a high level of confidence in the results, which are both reasonable and conservative given the wide range of included data and limited need to exclude extreme outliers. One of the primary takeaways from the data is that 63 percent of visitors departing through SLC stayed overnight for an average duration of about 2.5 nights. The robust sample size also allows deeper analysis into spending patterns by spending category (lodging, food, retail, entertainment, transportation, etc.), by traveler/trip purpose, and by domestic/international traveler origin.



Tenant impacts are typically the largest impact source for most airports. Given the major cost of SLC's terminal redevelopment project currently underway, it would be safe to assume that CIP impacts comprise a significant percentage of overall impacts for the airport. However, the sheer volume of passengers originating from, connecting through, or destined for SLC results in an equally high number of visitors. According to the USDOT O&D data, roughly 47 percent of all departing passengers are visitors. Therefore, of the 12.2 million enplanements, nearly 5.8 million are visitors that spend money in the local economy. Of all visitors (both overnight and day-only), the average spending per visitor is approximately \$600, which results in direct visitor expenditures of over \$3.5 billion.



Total economic impacts for SLC by impact measure and impact source are shown in **Table 7-1**, and the distribution of direct impacts by impact source are shown in **Figure 7-1**.

As **Table 7-1** shows, SLC’s total annual economic impacts are estimated as follows:

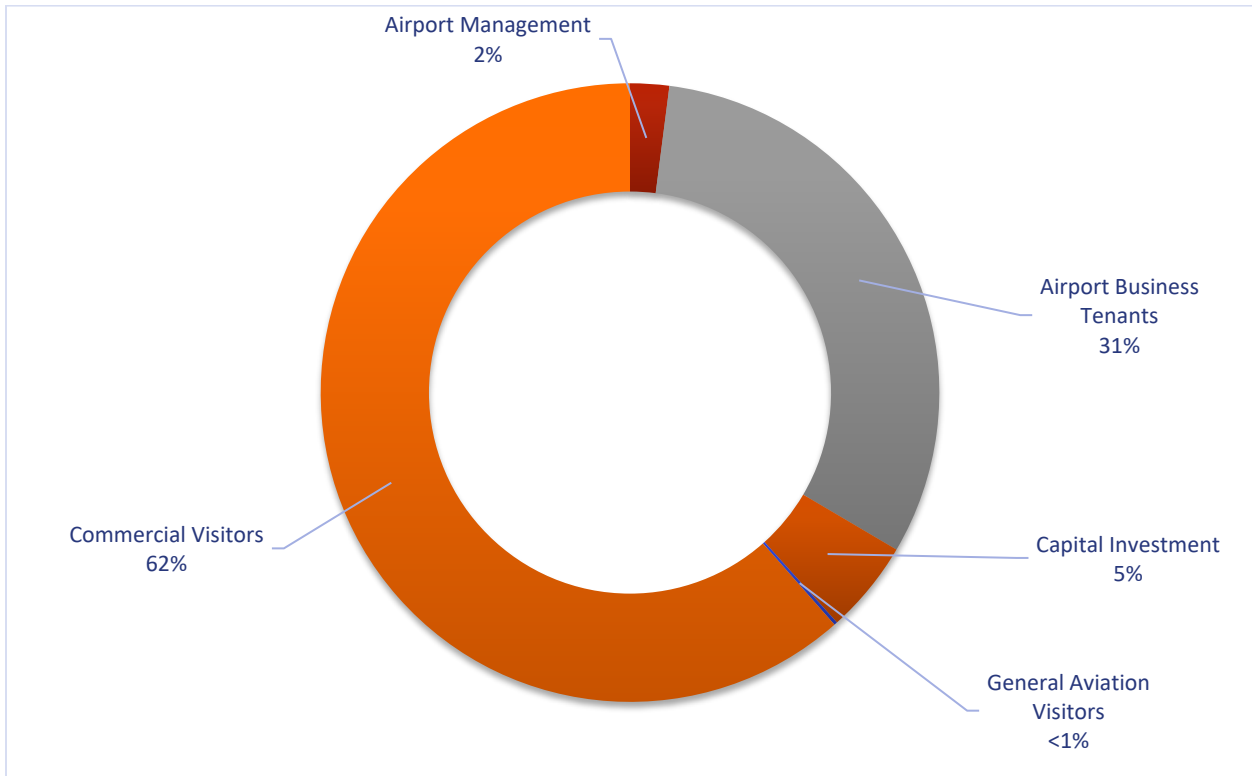
- 124,407 jobs
- \$4.3 billion in annual payroll
- \$7.2 billion in annual spending
- \$11.5 billion in annual economic activity`

**Table 7-1: Annual Economic Impacts for Salt Lake City International Airport (SLC)**

Impact Measure	Source	Direct	Indirect/Induced	Total
Employment	Airport Management	485	462	947
	Airport Business Tenants	12,287	15,009	27,296
	Capital Investment	1,559	1,981	3,540
	General Aviation Visitors	197	91	288
	Commercial Visitors	61,084	31,252	92,336
	<b>Total Employment</b>		<b>75,612</b>	<b>48,795</b>
Payroll	Airport Management	\$40,222,700	\$61,413,000	\$101,635,700
	Airport Business Tenants	\$751,526,400	\$678,008,500	\$1,429,534,900
	Capital Investment	\$58,115,200	\$48,536,300	\$106,651,500
	General Aviation Visitors	\$4,990,800	\$3,334,000	\$8,324,800
	Commercial Visitors	\$1,545,730,600	\$1,108,444,500	\$2,654,175,100
	<b>Total Payroll</b>		<b>\$2,400,585,700</b>	<b>\$1,899,736,300</b>
Spending	Airport Management	\$52,275,500	\$79,670,100	\$131,945,600
	Airport Business Tenants	\$1,317,489,700	\$856,924,500	\$2,174,414,200
	Capital Investment	\$232,605,700	\$218,004,500	\$450,610,200
	General Aviation Visitors	\$5,734,200	\$5,434,900	\$11,169,100
	Commercial Visitors	\$2,305,921,900	\$2,089,760,900	\$4,395,682,800
	<b>Total Spending</b>		<b>\$3,914,027,000</b>	<b>\$3,249,794,900</b>
Annual Economic Activity	Airport Management	\$92,498,200	\$141,083,100	\$233,581,300
	Airport Business Tenants	\$2,069,016,100	\$1,534,933,000	\$3,603,949,100
	Capital Investment	\$290,720,900	\$266,540,800	\$557,261,700
	General Aviation Visitors	\$10,725,000	\$8,768,900	\$19,493,900
	Commercial Visitors	\$3,851,652,500	\$3,198,205,400	\$7,049,857,900
	<b>Total</b>		<b>\$6,314,612,700</b>	<b>\$5,149,531,200</b>

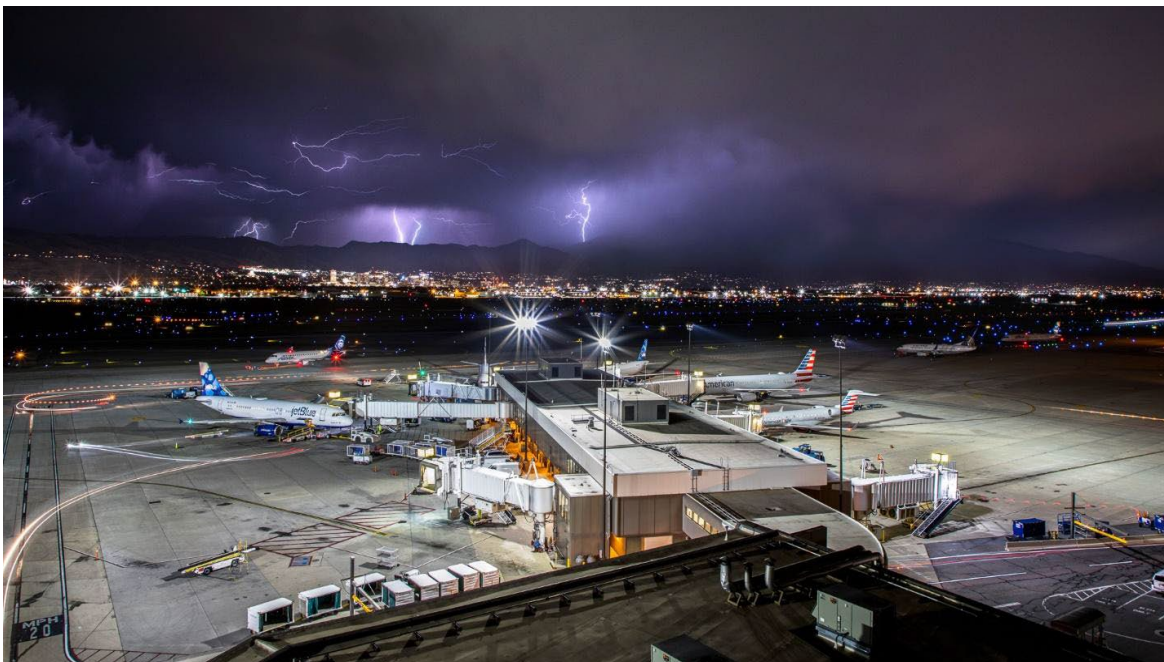
Source: Jviation

**Figure 7-1: Distribution of SLC Direct Impacts by Impact Source**



Source: Jviation

In the next section, SLC’s annual impacts are combined with those estimated for the study airports to develop an estimate of total annual economic impact for the 46 commercial service and general aviation airports in the Utah airport system.





## 8 Total Annual Economic Impacts for All Utah Airports

The total annual economic impacts for the 46 public airports in Utah shown in **Table 8-1** were developed as part of the statewide economic impact component of the Utah Aviation Development Strategy. Total annual economic impacts for Utah’s eight commercial service airports and 37 general aviation airports are estimated as follows:

- 135,974 jobs
- \$4.8 billion in annual payroll
- \$8.0 billion in annual spending
- \$12.7 billion in annual economic activity

**Table 8-1: Total Impacts for All Utah Public Airports**

FAA ID	Associated City	Airport Name	Total Employment	Total Payroll	Total Spending	Total Annual Economic Activity
CDC	Cedar City	Cedar City Regional Airport	990	\$40,735,100	\$71,930,500	\$112,665,600
CNY	Moab	Canyonlands Field Airport	488	\$17,105,300	\$28,832,400	\$45,937,700
ENV	Wendover	Wendover Airport	353	\$7,855,200	\$23,888,400	\$31,743,600
OGD	Ogden	Ogden-Hinckley Airport	2,626	\$118,601,800	\$209,500,400	\$328,102,200





FAA ID	Associated City	Airport Name	Total Employment	Total Payroll	Total Spending	Total Annual Economic Activity
PVU	Provo	Provo Municipal Airport	2,226	\$80,419,500	\$168,134,700	\$248,554,200
SGU	St George	St George Regional Airport	1,936	\$63,903,800	\$113,875,900	\$177,779,700
VEL	Vernal	Vernal Regional Airport	206	\$8,348,900	\$18,281,200	\$26,630,100
		<b>Commercial Service Airports (Excluding SLC)</b>	<b>8,825</b>	<b>\$336,969,600</b>	<b>\$634,443,500</b>	<b>\$971,413,100</b>
SLC	Salt Lake City	Salt Lake City International Airport	124,407	\$4,300,322,000	\$7,163,821,900	\$11,464,143,900
		<b>Commercial Service Airports (Including SLC)</b>	<b>133,232</b>	<b>\$4,637,291,600</b>	<b>\$7,798,265,400</b>	<b>\$12,435,557,000</b>
U52	Beaver	Beaver Municipal Airport	8	\$216,100	\$817,900	\$1,034,000
BDG	Blanding	Blanding Municipal Airport	81	\$3,904,200	\$7,199,000	\$11,103,200
66V	Bluff	Bluff Airport	1	\$61,100	\$44,600	\$105,700
BTF	Bountiful	Skypark Airport	214	\$8,895,900	\$10,498,800	\$19,394,700
BMC	Brigham City	Brigham City Regional Airport	67	\$2,153,200	\$4,688,500	\$6,841,700
BCE	Bryce Canyon	Bryce Canyon Airport	37	\$1,074,700	\$2,103,600	\$3,178,300
UT9	Cedar Fort	West Desert Airpark	37	\$2,487,300	\$1,072,900	\$3,560,200
DTA	Delta	Delta Municipal Airport	4	\$138,700	\$757,500	\$896,200
U69	Duchesne	Duchesne Municipal Airport	5	\$164,300	\$460,600	\$624,900
33U	Dutch John	Dutch John Airport	7	\$222,900	\$273,000	\$495,900
1L7	Escalante	Escalante Municipal Airport	5	\$141,800	\$454,200	\$596,000
FOM	Fillmore	Fillmore Municipal Airport	4	\$91,000	\$369,700	\$460,700
U07	Glen Canyon NRA	Bullfrog Basin Airport	4	\$112,000	\$165,800	\$277,800
U34	Green River	Green River Municipal Airport	4	\$100,300	\$559,200	\$659,500
U96	Halls Crossing	Cal Black Memorial Airport	9	\$249,500	\$984,400	\$1,233,900
HVE	Hanksville	Hanksville Airport	11	\$325,900	\$1,299,500	\$1,625,400
HCR	Heber	Heber City Municipal Airport – Russ McDonald Field	170	\$6,106,900	\$10,689,900	\$16,796,800
69V	Huntington	Huntington Municipal Airport	6	\$164,500	\$272,300	\$436,800
1L8	Hurricane	General Dick Stout Field Airport	50	\$2,024,400	\$5,283,900	\$7,308,300
U13	Junction	Junction Airport	<1	\$17,800	\$62,000	\$79,800
KNB	Kanab	Kanab Municipal Airport	59	\$3,450,700	\$5,591,400	\$9,042,100
38U	Loa	Wayne Wonderland Airport	7	\$195,700	\$524,800	\$720,500
LGU	Logan	Logan-Cache Airport	194	\$4,471,400	\$13,246,300	\$17,717,700
40U	Manila	Manila Airport	5	\$132,700	\$312,500	\$445,200
41U	Manti	Manti-Ephraim Airport	32	\$951,100	\$2,385,700	\$3,336,800
MLF	Milford	Milford Municipal Airport/Ben and Judy Briscoe Field	5	\$193,500	\$728,900	\$922,400
U64	Monticello	Monticello Airport	6	\$174,500	\$526,800	\$701,300
42U	Morgan	Morgan County Airport	52	\$2,955,400	\$5,373,100	\$8,328,500
U14	Nephi	Nephi Municipal Airport	39	\$849,800	\$1,421,000	\$2,270,800
U55	Panguitch	Panguitch Municipal Airport	6	\$175,400	\$524,200	\$699,600
1L9	Parowan	Parowan Airport	15	\$488,700	\$1,196,700	\$1,685,400
PUC	Price	Carbon County Regional Airport/Buck Davis Field	32	\$1,544,900	\$1,729,900	\$3,274,800
RIF	Richfield	Richfield Municipal Airport	34	\$1,236,200	\$1,809,900	\$3,046,100
74V	Roosevelt	Roosevelt Municipal Airport	12	\$396,200	\$1,125,600	\$1,521,800
44U	Salina	Salina-Gunnison Airport	21	\$802,100	\$2,012,400	\$2,814,500



FAA ID	Associated City	Airport Name	Total Employment	Total Payroll	Total Spending	Total Annual Economic Activity
U42	Salt Lake City	South Valley Regional Airport	1,216	\$80,409,600	\$52,363,500	\$132,773,100
SPK	Spanish Fork	Spanish Fork Airport Springville-Woodhouse Field	151	\$7,315,000	\$8,770,500	\$16,085,500
TVY	Tooele	Bolinder Field-Tooele Valley Airport	132	\$5,094,500	\$4,630,200	\$9,724,700
		<b>General Aviation Airports</b>	<b>2,742</b>	<b>\$139,489,900</b>	<b>\$152,330,700</b>	<b>\$291,820,600</b>
		<b>All Airports (Excluding SLC)</b>	<b>11,567</b>	<b>\$476,459,500</b>	<b>\$786,774,200</b>	<b>\$1,263,233,700</b>
		All Airports (Including SLC)	135,974	\$4,776,781,500	\$7,950,596,100	\$12,727,377,600

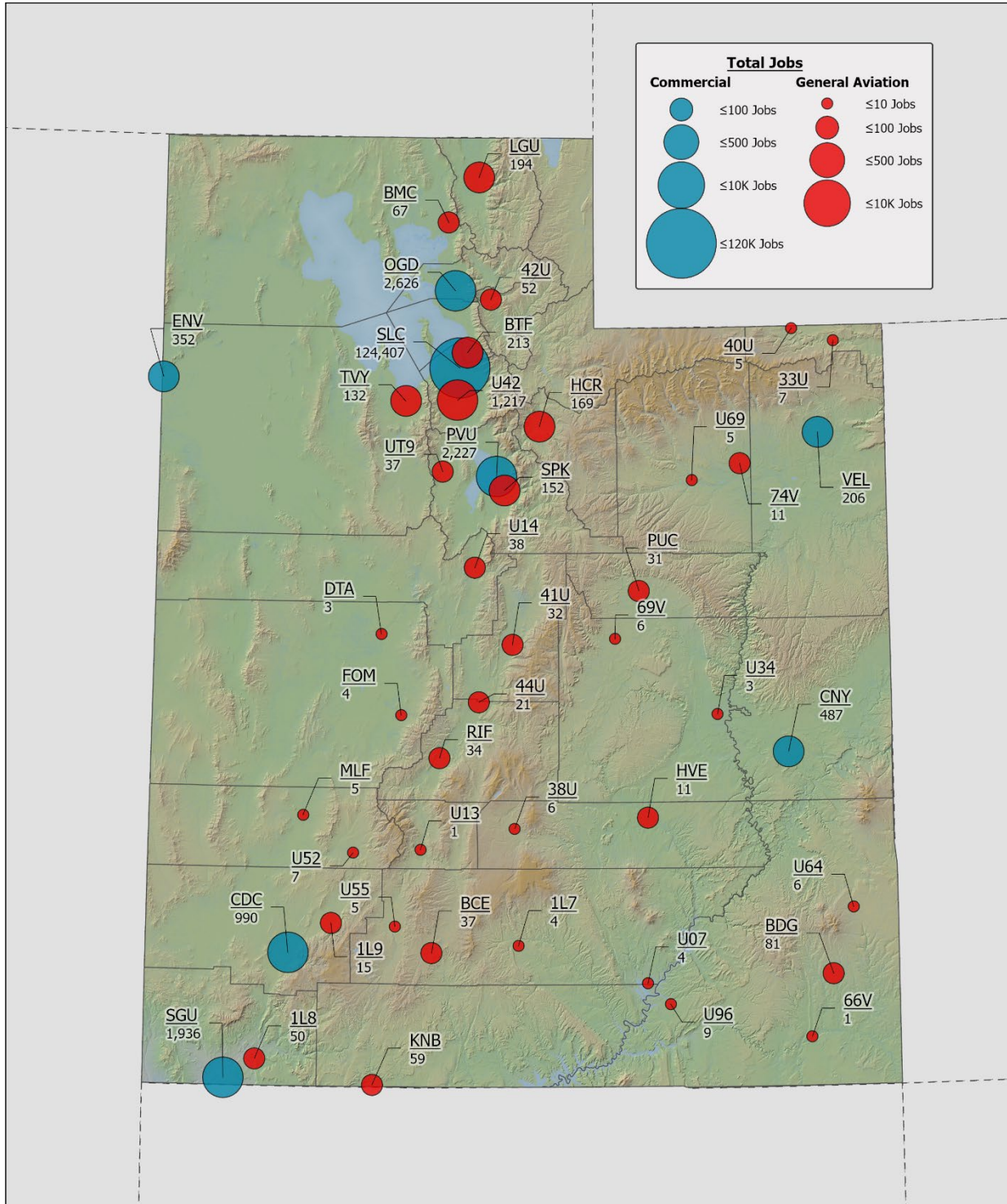
Source: Jviation

Note: Results include the 46 commercial service and general aviation study airports

The total employment, total payroll, total spending, and total annual economic activity from all impact sources presented in **Table 8-1** are geographically depicted for each airport in **Figure 8-1**, **Figure 8-2**, **Figure 8-3**, and **Figure 8-4**. Total annual economic activity is summed by the associated county and Economic Development District in **Figure 8-5** and **Figure 8-6**.



Figure 8-1: Map of Total Employment by Study Airport

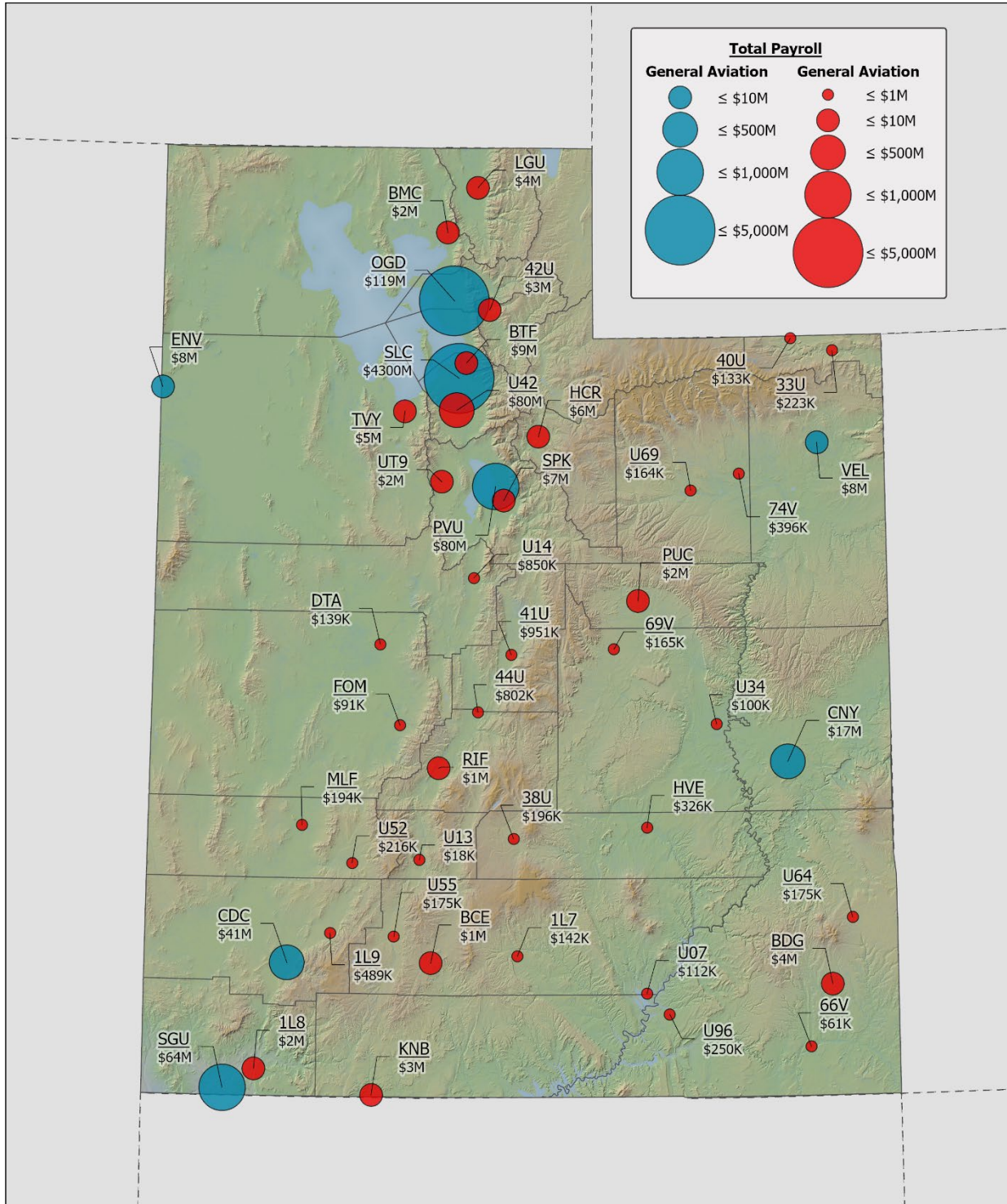


Source: Jviation



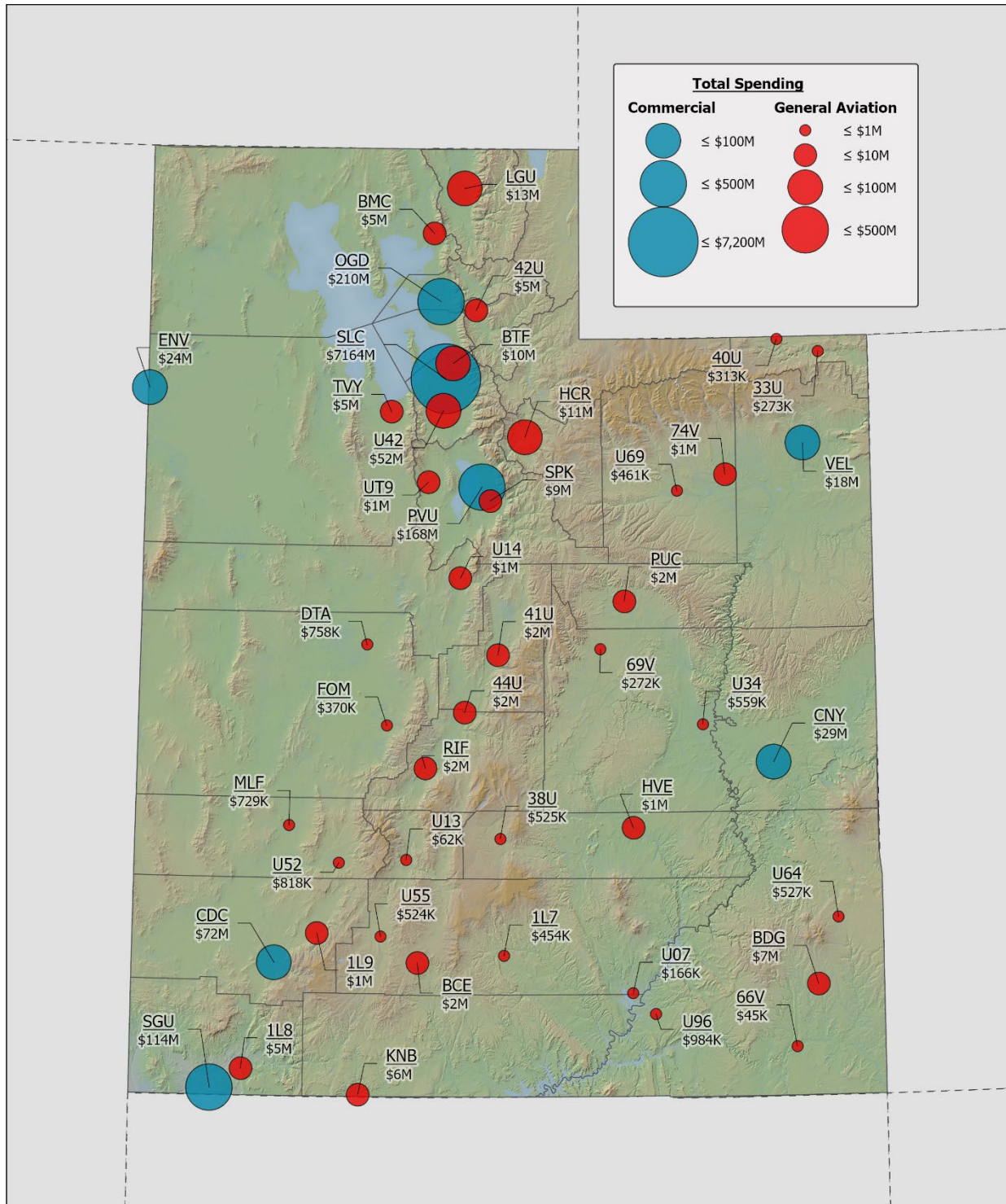
UTAH  
- AVIATION DEVELOPMENT STRATEGY -

Figure 8-2: Map of Total Payroll by Study Airport



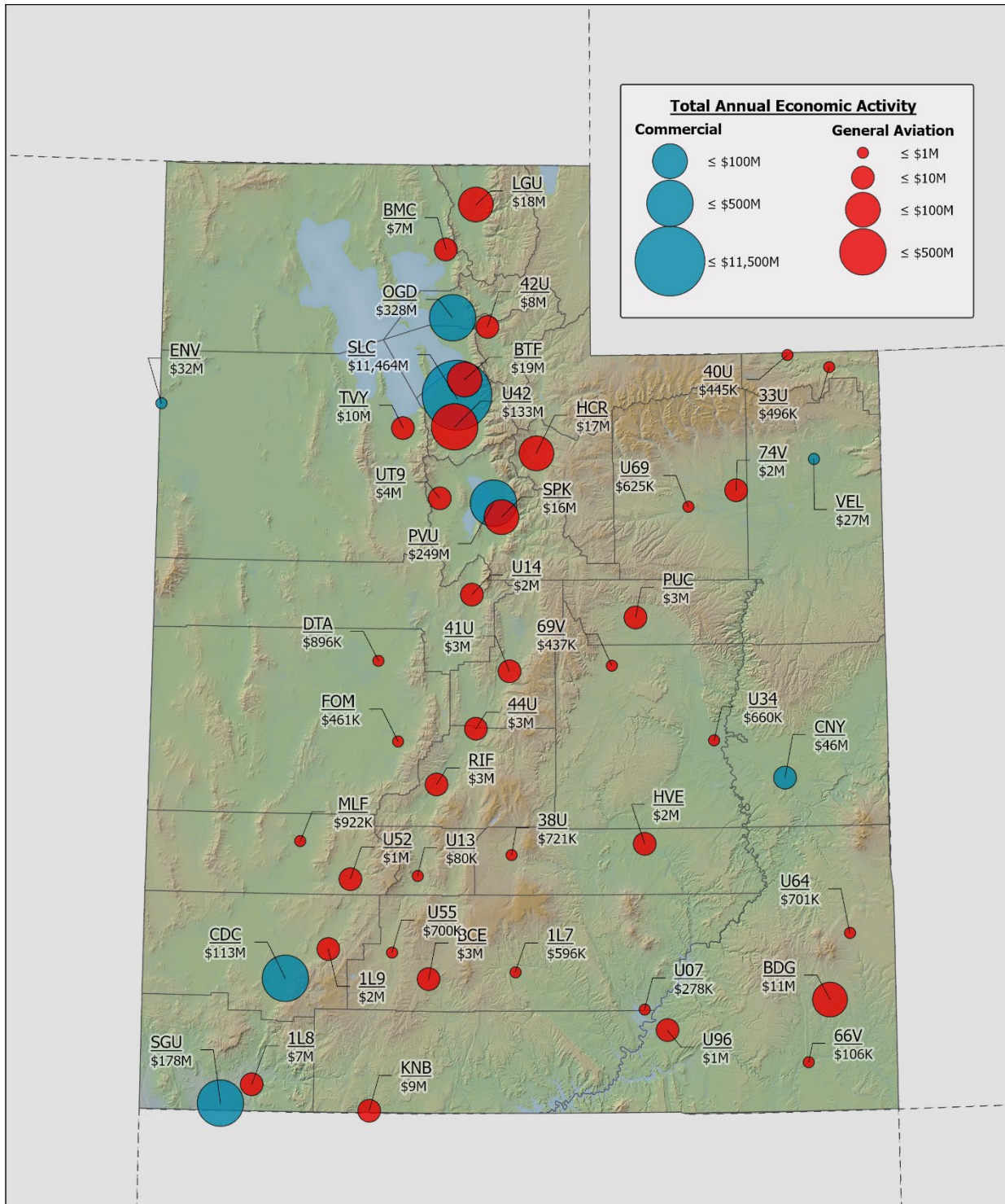
Source: Jviation

Figure 8-3: Map of Total Spending by Study Airport



Source: Jviation

Figure 8-4: Map of Total Annual Economic Activity by Study Airport

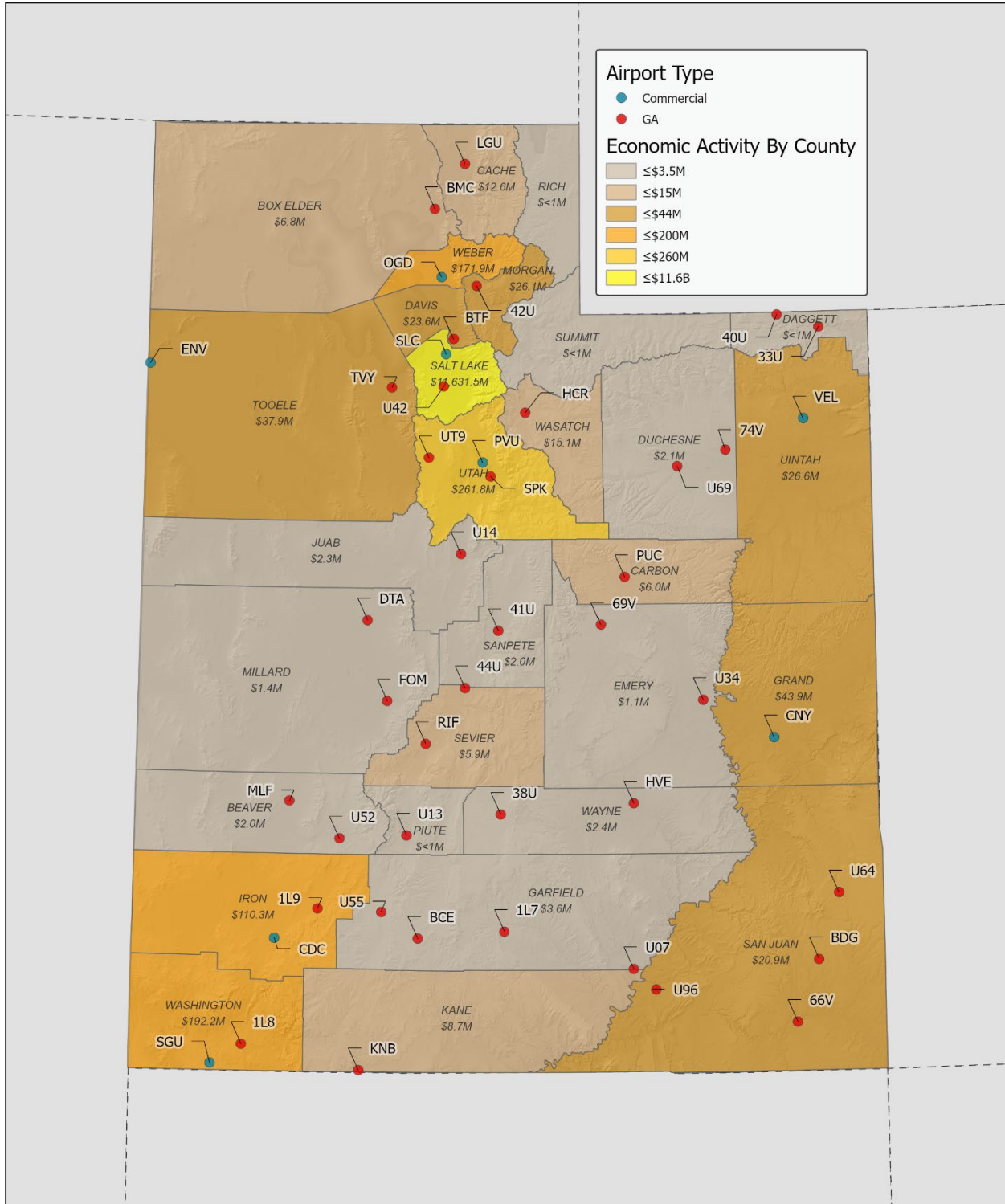


Source: Jviation



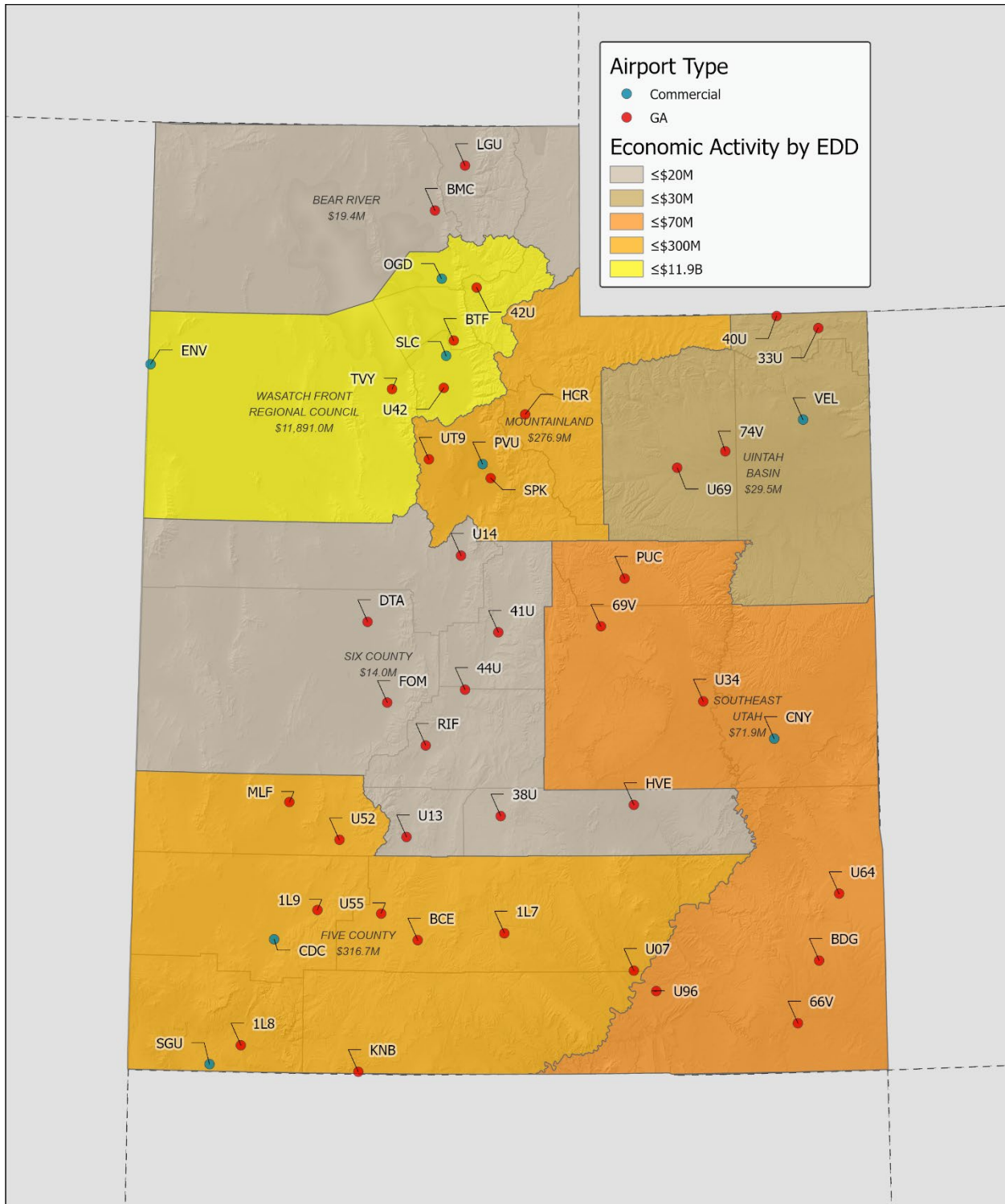
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- AVIATION DEVELOPMENT STRATEGY -

**Figure 8-5: Map of Total Annual Economic Activity by County**



Source: Jviation

Figure 8-6: Map of Total Annual Economic Activity by Economic Development District



Source: Jviation, Utah AGRC





## 9 Statewide Tax Revenue Analysis for Utah Commercial and General Aviation Airports

As part of the Division of Aeronautics' Statewide Aviation Development Strategy, analysis was undertaken to estimate annual tax revenues Utah realizes from 46 commercial and general aviation airports. Analysis shows that on an annual basis airport and airport-supported activities in Utah contribute approximately \$635.3 million in tax revenues to local and state governments.

This section of the report provides:

- An overview of how and where airport supported activities becomes a taxable event
- Specific taxes that are relevant
- Estimated tax revenues, both statewide and for individual Utah airports

### 9.1 Taxable Events for Activities Associated with Utah Airports

Taxes estimated in this analysis are associated with the following types of taxable events:

- *Sales tax on the taxable portion of goods and services purchased by airports and airport tenants.* Each year, airport management and airport tenants purchase goods and services, which enable them to operate. These expenditures are typically subject to sales tax.
- *Sales tax on the taxable portion of spending to support implementation of capital projects.* Purchases for goods, materials, and supplies to implement capital improvement projects, are expenditures subject to a sales tax.
- *Sales tax paid by employees in Utah whose jobs are supported by airports or airport-related activities.* In Utah, airport management, airport tenants, capital spending, and air visitor spending all support direct employment. All airport associated employees use part of their income (payroll) each year on expenditures that are subject to sales tax.
- *Sales tax paid by visitors to Utah.* When visitors come to Utah on a commercial airline flight or on a general aviation aircraft, they often have expenditures for lodging, food, rental cars, entertainment, and retail purchases. These expenditures are subject to sales tax.
- *State income tax paid by all workers whose jobs are supported by airports or airport-related activities.* The payroll for all direct jobs in the airport management, airport tenant, capital investment, and air visitor categories is subject to Utah's state income tax.

The following portions of this section discuss tax revenues that are generated by the activities noted above.

### 9.2 Sales Tax Applicable to Airport Supported Activities

Sales taxes are the most important component of airport-related tax revenue. For this analysis, sales tax is associated with:

- Purchases made by airports
- Purchases made by airport tenants
- Purchases made to support airport capital improvement projects
- Purchases made by visitors
- Purchases by employees whose jobs are supported by airports and airport associated activities



Sales taxes are levied at the state and local level. The state sales and use tax rate is 4.85 percent, whereas local sales and use tax rates vary by county and municipality. Local sales and use taxes in Utah include, but are not limited to, county taxes, municipal taxes, lodging taxes, restaurant taxes, and rental car taxes.

Local sales and use tax up to one percent can be applied at the local level and an additional 0.25 percent can be levied as a county option. All counties have adopted the local and county option sales tax, which combines to 1.25 percent locally and 6.10 percent when the flat state sales and use tax is included. Therefore, all purchases subject to sales and use taxes are subject to a 6.1 percent tax. Counties in Utah can levy additional sales and use taxes as dedicated revenue streams for mass transit, highways, hospitals, zoos, and a variety of other public facilities and projects. These taxes can add up to 1.15 percent. Cities can also levy a variety of similar taxes, which range from zero to 1.9 percent.

Additionally, counties and cities can levy sales and use taxes that apply only to certain types of spending. All counties in Utah apply an additional one percent tax to purchases made at restaurants. All Utah counties also apply additional taxes to hotel room stays, and these taxes range from 3.3 percent to 4.6 percent, whereas some cities also apply hotel taxes up to 1.5 percent. Lastly, counties apply additional taxes for rental car leases. All Utah counties apply a tax on these transactions which ranges from 2.5 percent to 9.5 percent.

In order to account for all the various taxes levied by local governments, various averages and discounts were applied, given that all spending measured in this tax analysis does not necessarily occur in the same city or county of the airport itself.

Airport Spending, Business Tenant Spending, and Capital Improvement Projects were all subject to the standard rate of 6.1 percent, any additional local county taxes ranging from zero percent to 1.15 percent and any local city sales and use taxes, which ranged from zero percent to 1.9 percent. This estimate was discounted, to account for spending that took place in unincorporated areas. The same taxes and discounts were applied to sales taxes generated by Airport/Aviation Related Employee spending.

Visitor Spending from general aviation and commercial airline service was also subject to various discounts. Spending on entertainment, retail, and non-rental car ground transportation were all subject to the same universal rates. Average county sales and use tax of 0.43 percent was used to account for visitor spending throughout the state. Spending on lodging is subject to additional taxation, for which the statewide hotel tax of 0.32 percent was added to the average county hotel tax of 4.05 percent. Additional local city hotel taxes were applied with a 50 percent discount, to account for spending at hotels in unincorporated areas. Spending at restaurants is subject to an additional one percent tax. This rate was discounted by 50 percent to account for food and beverages obtained outside of a restaurant setting.

The flat state income tax of 4.95 percent is applicable to all payroll associated with employees in Utah who have an airport or airport-supported job. This includes all direct jobs identified in this study that are associated with airport management, airport tenants, jobs supported by capital spending, and jobs supported by visitor spending. Income taxes for airport/aviation-related employees were estimated by applying the standard deduction (\$18,350) to each employee's payroll estimate to determine taxable income. This deduction is comparable to an average of the single filer deduction and the married filing jointly deduction.

### **9.3 Sales, Income, and Property Tax Revenues from Commercial and General Aviation Airports in Utah**

For this tax analysis, each airport's tax revenue associated with direct jobs, payroll, and spending were estimated for each of the activities measured in the economic impact study:

- Airport management



- Tenants (aviation businesses) at airports
- Spending for capital improvements at airports
- Spending by commercial aviation visitors
- Spending by general aviation visitors

These impacts are then summed to reflect statewide tax impacts.

### 9.3.1 Sales Taxes Generated by Direct Airport Management Spending

Sales taxes associated with airport management were estimated using reported annual spending for goods and services. Estimates of sales tax associated with the airport management category were generated using the following formula:

$$\text{Sales Taxes} = (\text{Annual Spending} \times \text{Sales Tax Rate}) / (1 + \text{Sales Tax Rate})$$

Statewide tax revenues from direct airport management spending are presented in **Table 9-1**. Direct annual spending in the airport management category is estimated at \$66 million. On an annual basis, statewide sales tax revenues generated from spending for goods and services is estimated at \$4 million.

### 9.3.2 Sales Taxes Generated by Direct Airport Tenant Spending

Sales tax revenues associated with airport tenants were estimated using reported spending. The applicable sales tax rate for the airport was then applied to the estimated annual taxable spending. Estimates of sales tax revenues were generated using the following formula:

$$\text{Sales Taxes} = (\text{Annual Spending} \times \text{Sales Tax Rate}) / (1 + \text{Sales Tax Rate})$$

Statewide tax revenues created by direct airport tenant spending are presented in **Table 9-1**. Direct annual tenant spending was estimated at \$1.6 billion. On an annual basis, statewide sales tax revenues generated from tenant spending for goods, services (excluding labor), and supplies are estimated at \$103.6 million.

### 9.3.3 Sales Tax Generated by Direct Capital Investment Spending

Nearly all study airports reported investments/spending to support capital improvement projects. This investment is primarily attributable to state and federal grants and local funds used to leverage grants; but in some cases, private/third-party capital spending was also identified.

Capital investment reflects both cost of labor to implement projects, as well as cost of goods, materials, and supplies required for construction. For this analysis, sales tax was applied to the portion of the capital investment that relates to the purchase of goods, material, and supplies. To identify only capital spending, payroll was subtracted from the total capital investment estimates provided by Division of Aeronautics, FAA, airports, and airport tenants.

The applicable sales tax rate for each airport was applied to estimated spending for goods, material, and supplies used to implement capital improvements. The following formulas were used to estimate sales tax revenue associated with capital spending:

$$\text{Taxable Expenditures} = \text{Direct Spending} - \text{Direct Payroll}$$

$$\text{Sales Taxes} = (\text{Taxable Expenditures} \times \text{Sales Tax Rate}) / (1 + \text{Sales Tax Rate})$$



Statewide tax revenues from direct capital spending are presented in **Table 9-1**. These sales tax revenues are associated with an estimated average annual capital spending of \$300.9 million for all airports. This analysis estimated that approximately \$19.6 million in annual state sales tax revenues come from average annual capital spending at the 46 public airports.

### 9.3.4 Sales Tax Generated by Direct Visitor Spending

Considerable effort went into surveying visitors arriving at Utah’s airports to track expenditure patterns for lodging, restaurants, retail purchases, rental cars, and entertainment. Sales tax rates are different depending upon the expenditure category: retail, entertainment, lodging, food, and rental car. Sales tax revenues collected in association with visitor spending provide a significant annual benefit to the state and local communities. The calculation of sales tax revenues associated with visitor spending is represented by the following formula:

$$\text{Sales Taxes} = (\text{Visitor Expenditure by Category} \times \text{Sales Tax Rate}) / (1 + \text{Sales Tax Rate})$$

Both commercial service and general aviation visitors account for approximately \$4.8 billion in direct visitor spending. The sales tax revenues generated by both commercial service and general aviation visitors spending were determined by estimating direct visitor spending by category for each airport and then applying the applicable tax rate.

Statewide tax revenues from direct spending from commercial and general aviation visitors are presented in **Table 9-1**. Annually, this spending by visitors results in approximately \$398.6 million in annual statewide sales tax revenues.

### 9.3.5 Sales Tax Generated in Association with Direct Airport and Airport-Supported Employees

The U.S. Department of Labor’s Bureau of Labor and Statistics (BLS) estimates that between 25 and 35 percent of the average Utah employee’s income is spent on items subject to sales tax. To remain conservative, this analysis used the midpoint or an effective rate of 30 percent. As part of this study, direct jobs and associated direct annual payroll were both estimated for airport management, airport tenants, jobs supported by capital spending, and jobs supported by visitor spending.

Using the assumption that 30 percent of income is spent on taxable items, sales tax paid by all employees whose job is directly supported by airport management, an airport tenant, airport/tenant related capital improvement investment, and/or visitor spending were calculated. The formulas used to determine estimated sales tax paid in association with the payroll related to airport/airport supported employees are:

$$\text{Average Income} = \text{Direct Payroll} / \text{Number of Direct Employees}$$

$$\text{Sales Taxes Paid per Employee per Average Income} = 30 \text{ percent of Average Employee Income}$$

$$\text{Sales Taxes per Airport} = \text{Sales Tax Paid per Employee} \times \text{Number of Direct Employees}$$

Estimates of sales tax revenues were derived for each Utah airport, based on average income per employee. When all impact categories are considered (airport management, tenant, capital investment, commercial service visitor spending, and general aviation visitor spending), it was estimated that a total of 81,427 direct jobs are supported and that these jobs have an associated annual direct payroll of approximately \$2.7 billion. An average payroll (earnings) per employee was calculated for each airport by impact category, then the 30 percent effective sales tax rate was applied to develop an estimate of employee-related sales tax revenues.



Statewide sales tax revenues associated with direct spending from airport and airport-supported employees are presented in **Table 9-1**. Annual sales tax revenues in this category are estimated at \$52.2 million.

### 9.3.6 State Income Tax Generated in Association with Direct Airport and Direct Airport-Supported Employees

Using current Utah income taxes, state income taxes paid by all employees whose job is directly supported by an airport (management or tenant) or an airport-supported activity (construction/visitor spending) were estimated. The following formula generated the estimate for state income tax revenue:

$$\text{Average Income} = \text{Direct Payroll} / \text{Number of Direct Employees}$$

$$\text{Average State Income Tax Paid per Employee per Average Income} = \text{Look Up Current Utah Income Tax Rates}$$

$$\text{State Income Taxes Paid per Airport} = \text{State Income Tax Paid per Employee} \times \text{Number of Direct Employees}$$

An average income tax rate was developed for each airport/airport-supported employee. The methodology for determining average state income tax paid per employee, using current Utah income tax rates, was based on the 2019 tax year.

Statewide income tax revenues associated with the payroll of employees whose jobs are supported directly by the airports or by airport associated activities are presented in **Table 9-1**. Annual state income tax revenues in this category were estimated at \$57.3 million.

## 9.4 Summary of Statewide Sales and Income Tax Revenues from Utah Airports

**Table 9-1** provides a summary of statewide sales tax and income tax revenues by category.

**Table 9-1: Estimated Utah Statewide Sales & Income Tax Revenues from Direct Airport and Airport Supported Activities, CY 2019**

Source	Estimated Tax Including SLC	Estimated Tax Excluding SLC	Estimated Tax Excluding SLC
<b>Sales Tax Airport Management</b>	\$4,061,100	Airport Management	\$847,200
<b>Sales Tax Airport Tenants</b>	\$103,617,900	Sales Tax Airport Tenants	\$18,552,300
<b>Sales Tax Capital Spending (Airports/Tenants)</b>	\$19,608,900	Sales Tax Capital Spending (Airports/Tenants)	\$4,590,400
<b>Commercial Service Visitor Sales Tax</b>			
Lodging	\$107,053,400	Lodging	\$2,969,600
Retail	\$46,614,900	Retail	\$1,287,000
Restaurant	\$46,849,500	Restaurant	\$1,329,600
Rental Car	\$92,228,800	Rental Car	\$2,419,900
Entertainment	\$61,325,100	Entertainment	\$1,832,200
Other	\$40,776,700	Other	\$1,114,800
Subtotal	<b>\$394,848,400</b>	Subtotal	<b>\$10,953,100</b>
<b>General Aviation Visitor Sales Tax</b>			
Lodging	\$1,718,100	Lodging	\$1,293,100
Retail	\$258,400	Retail	\$192,400
Restaurant	\$851,800	Restaurant	\$667,900
Rental Car	\$473,900	Rental Car	\$331,900
Entertainment	\$185,000	Entertainment	\$145,400
Other	\$229,600	Other	\$166,900
Subtotal	<b>\$3,716,800</b>	Subtotal	<b>\$2,797,600</b>



Source	Estimated Tax Including SLC	Estimated Tax Excluding SLC	Estimated Tax Excluding SLC
<b>Employee Sales Taxes</b>			
Airport Employees	\$947,500	Airport Employees	\$155,800
Airport Tenant Employees	\$18,142,700	Airport Tenant Employees	\$3,350,700
Employees Supporting Capital Spending	\$1,485,400	Employees Supporting Capital Spending	\$341,500
Employees Supporting Commercial Visitors	\$31,235,200	Employees Supporting Commercial Visitors	\$811,200
Employees Supporting General Aviation Visitors	\$414,500	Employees Supporting General Aviation Visitors	\$316,300
<b>Subtotal</b>	<b>\$52,225,300</b>	<b>Subtotal</b>	<b>\$4,975,500</b>
<b>Employee Income Taxes</b>			
Airport Employees	\$1,821,900	Airport Employees	\$271,400
Airport Tenant Employees	\$31,722,900	Airport Tenant Employees	\$5,682,900
Employees Supporting Capital Spending	\$1,884,700	Employees Supporting Capital Spending	\$424,300
Employees Supporting Commercial Visitors	\$21,546,800	Employees Supporting Commercial Visitors	\$517,300
Employees Supporting General Aviation Visitors	\$281,800	Employees Supporting General Aviation Visitors	\$213,900
<b>Subtotal</b>	<b>\$57,258,100</b>	<b>Subtotal</b>	<b>\$7,109,800</b>
<b>All Taxes</b>	<b>\$635,336,500</b>		<b>\$49,825,900</b>

Source: Estimates prepared by Jviation, 2020



**Table 9-2** summarizes estimates of sales tax and income tax revenues attributable to Utah’s commercial service and general aviation airports.

**Table 9-2: Sales Taxes Generated by Activity at Utah Commercial Service and General Aviation Airports**

Sales Taxes Generated by:	Airports		
	Commercial	General Aviation	All Airports
Airport Management	\$3,402,000	\$659,100	\$4,061,100
Airport Tenants	\$100,001,200	\$3,616,700	\$103,617,900
Airport & Tenant Capital Investment	\$18,795,400	\$813,500	\$19,608,900
Commercial Service Visitors	\$394,848,400	\$0	\$394,848,400
General Aviation Visitors	\$2,545,600	\$1,171,200	\$3,716,800
Airport, Construction, & Visitor Employees	\$50,858,700	\$1,366,600	\$52,225,300
Percent	99%	1%	100%
SLC Only	\$535,362,300	N/A	
Total without SLC	\$35,089,000	\$7,627,100	\$42,716,100
Percent	82%	18%	100%
<b>Total</b>	<b>\$570,451,300</b>	<b>\$7,627,100</b>	<b>\$578,078,400</b>

Source: Estimates prepared by Jviation, 2020

**Table 9-3** summarizes the portion of state income tax revenues that are attributable to the commercial and the general aviation airports.

**Table 9-3: State Income Taxes Generated by Activity at Utah Commercial Service and General Aviation Airports**

State Income Taxes Generated by:	Airports		
	Commercial	General Aviation	All Airports
Airport Employees	\$1,675,600	\$146,300	\$1,821,900
Airport Tenant Employees	\$30,023,800	\$1,699,100	\$31,722,900
Airport Construction Employees	\$1,809,900	\$74,800	\$1,884,700
Employees Supporting Commercial Visitors	\$21,546,800	\$0	\$21,546,800
Employees Supporting General Aviation Visitors	\$187,900	\$93,900	\$281,800
SLC Only	\$50,148,300	N/A	
Total without SLC	\$5,095,700	\$2,014,100	\$7,109,800
Percent	72%	28%	100%
<b>Total</b>	<b>\$55,244,000</b>	<b>\$2,014,100</b>	<b>\$57,258,100</b>

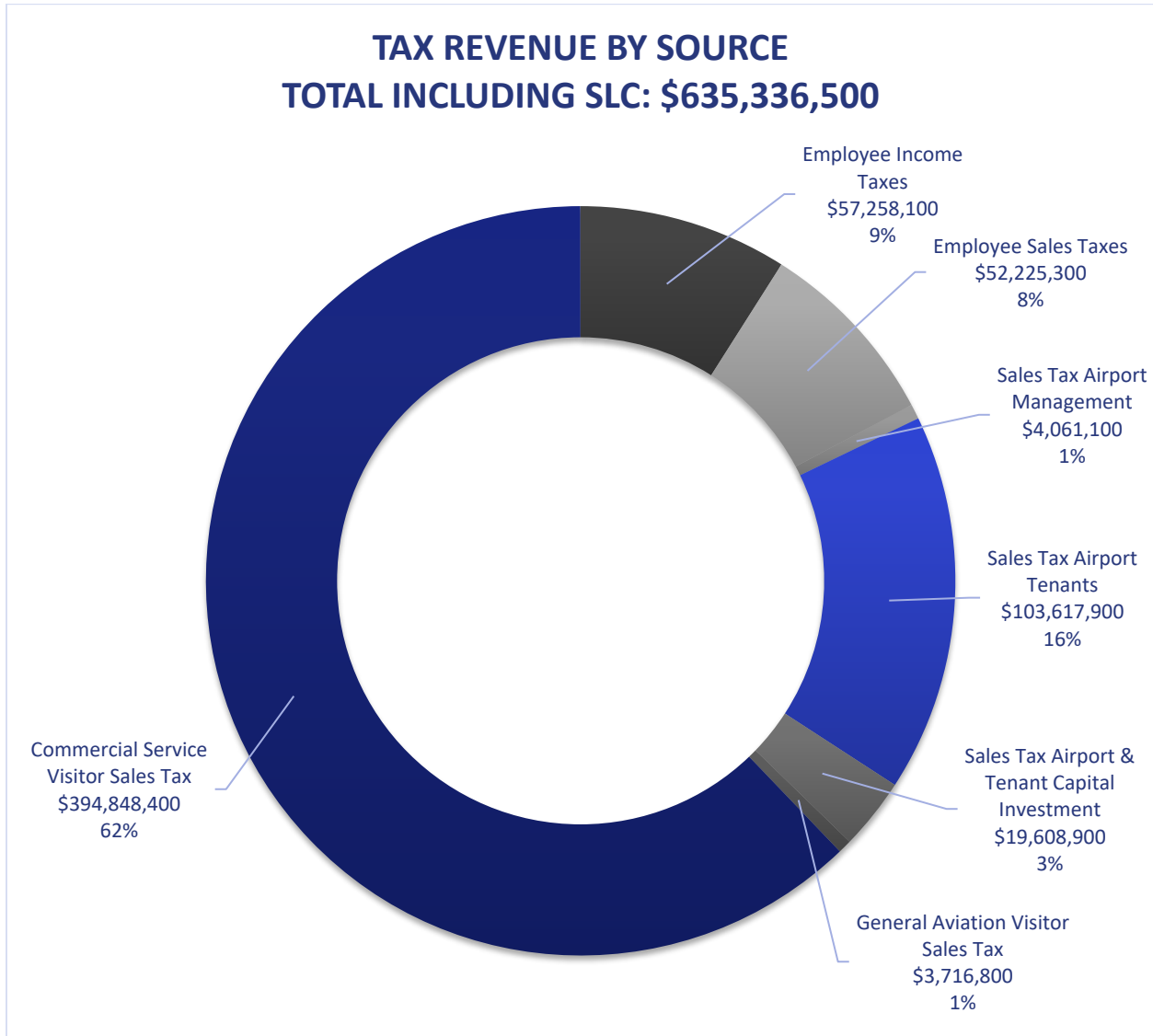
Source: Estimates prepared by Jviation, 2020

**Figure 9-1** shows the relative contribution of each type of taxable transaction to overall statewide tax revenues associated with airports and airport-supported activity. Statewide, this study estimated that when all tax revenue contributors are considered, state and local governments realize approximately \$635.3 million in annual tax revenues from airport and airport-supported activities. The largest contributor to state and local tax



revenues are sales taxes paid by commercial service visitors (62 percent and \$394.9 million). This is largely due to the tremendous visitor impact of Salt Lake City International Airport.

**Figure 9-1: Contributions to Airport and Airport Supported Sales Tax, and Income Tax Revenues Including SLC**



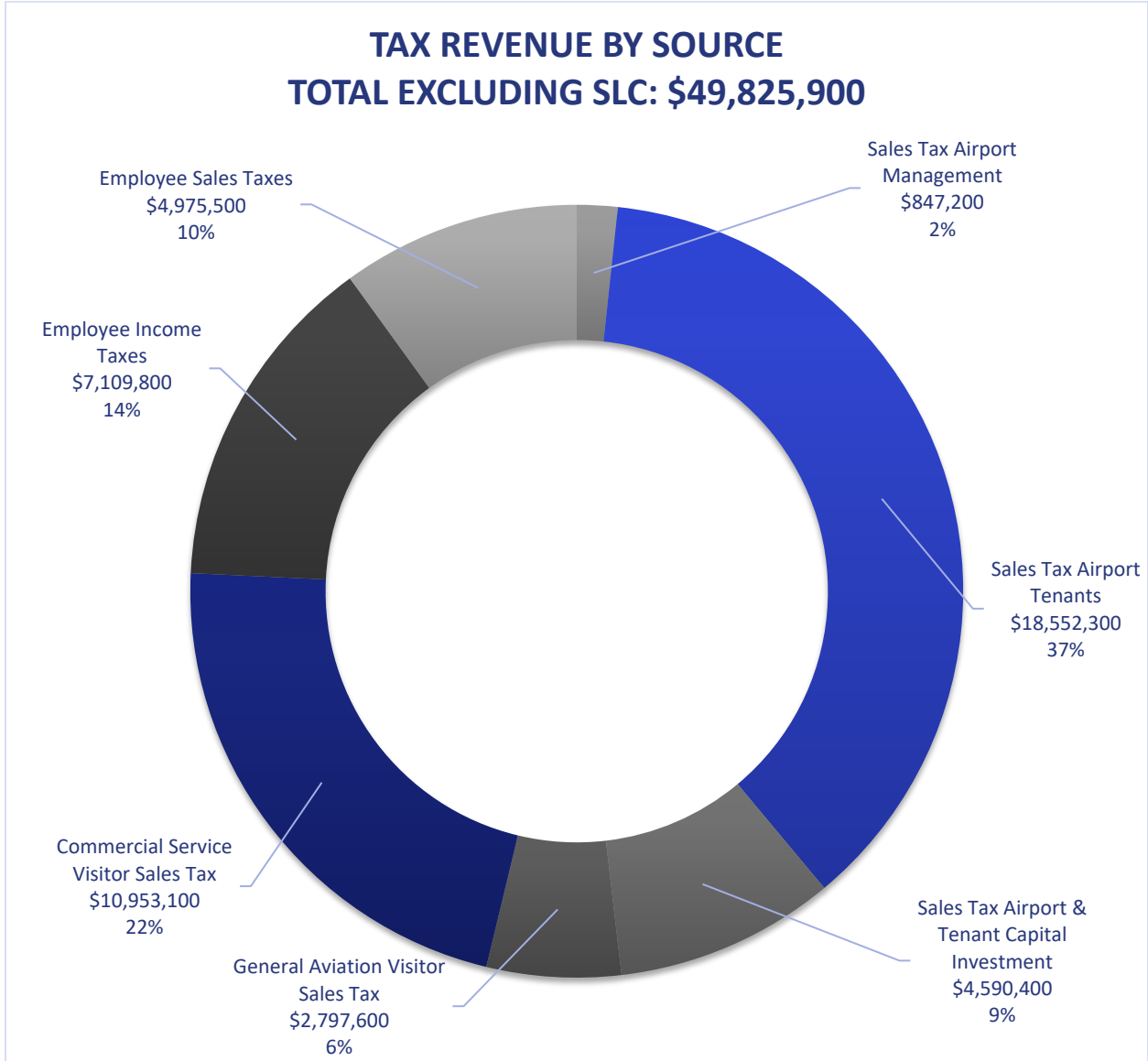
Source: Estimates prepared by Jviation, 2020

In order to analyze these tax revenues without the disproportionate impact of SLC, its impacts were excluded from **Figure 9-2** below. In this chart, Sales Taxes from Airport Tenants is the largest source of revenue, contributing to just under one third of revenue.





**Figure 9-2: Contributions to Airport and Airport Supported Sales Tax, and Income Tax Revenues Excluding SLC**



Source: Estimates prepared by Jviation, 2020

**Figure 9-3** details sales tax revenues associated with expenditures made by visitors (commercial and general aviation) arriving at Utah commercial service or general aviation airports. Visitors account for about \$4.8 billion in annual spending and \$398.6 million in annual tax revenues. Information presented in **Figure 9-3** reflects spending by visitors arriving by both commercial and general aviation aircraft in Utah.

**Figure 9-3: Distribution of Visitor Paid Sales Taxes by Type of Expenditure**



Source: Estimates prepared by Jviation, 2020



## 9.5 Sales and Income Tax Revenues Associated with Each of the 46 Utah Airports

**Table 9-4, Table 9-5, and Table 9-6** detail estimated state and local sales and income tax revenues associated with each of Utah’s 46 public airports. While those tables provide information on individual tax revenue sources, **Table 9-7** provides a summary of all tax revenues that are generated directly by the 46 study airports and the activities they support.

**Table 9-4: Estimated Direct Local and State Sales Taxes Paid by Airports, Companies, and Visitors**

AID	City	Airport Name	Airport	Employees		Visitor Spending		Sum
			Management	Airport Tenants	Construction Spending	Commercial	General Aviation	All Categories
CDC	Cedar City	Cedar City Regional Airport	\$32,300	\$1,870,500	\$94,100	\$323,700	\$63,500	\$2,384,100
CNY	Moab	Canyonlands Field Airport	\$12,600	\$600,300	\$240,300	\$741,000	\$27,000	\$1,621,200
OGD	Ogden	Ogden-Hinckley Airport	\$14,600	\$8,580,300	\$148,100	\$117,200	\$519,000	\$9,379,200
PVU	Provo	Provo Municipal Airport	\$33,200	\$2,706,100	\$2,566,700	\$2,332,800	\$913,700	\$8,552,500
SGU	St George	St George Regional Airport	\$78,600	\$990,900	\$435,500	\$6,511,700	\$89,500	\$8,106,200
VEL	Vernal	Vernal Regional Airport	\$16,800	\$187,500	\$292,200	\$162,600	\$13,700	\$672,800
ENV	Wendover	Wendover Airport	\$321,800	\$164,300	\$78,600	\$764,100	\$19,200	\$1,348,000
		<b>Commercial Service Airports (Excluding SLC)</b>	<b>\$509,900</b>	<b>\$15,099,900</b>	<b>\$3,855,500</b>	<b>\$10,953,100</b>	<b>\$1,645,600</b>	<b>\$32,064,000</b>
SLC	Salt Lake City	Salt Lake City International Airport	\$3,213,900	\$85,065,600	\$15,018,500	\$383,895,300	\$919,200	\$488,112,500
		<b>Total Commercial Airports Tax Contribution</b>	<b>\$3,723,800</b>	<b>\$100,165,500</b>	<b>\$18,874,000</b>	<b>\$394,848,400</b>	<b>\$2,564,800</b>	<b>\$520,176,500</b>
U52	Beaver	Beaver Municipal Airport	\$800	\$0	\$25,900		\$1,800	\$28,500
BDG	Blanding	Blanding Municipal Airport	\$600	\$250,800	\$25,300		\$5,600	\$282,300
66V	Bluff	Bluff Airport	\$100	\$0	\$800		\$1,400	\$2,300
BTF	Bountiful	Skypark Airport	\$37,200	\$353,300	\$14,200		\$49,700	\$454,400
BMC	Brigham City	Brigham City Regional Airport	\$5,600	\$132,900	\$17,800		\$40,500	\$196,800
BCE	Bryce Canyon	Bryce Canyon Airport	\$11,600	\$29,500	\$13,100		\$52,400	\$106,600
UT9	Cedar Valley	West Desert Airpark	\$3,200	\$37,800	\$0		\$0	\$41,000
DTA	Delta	Delta Municipal Airport	\$12,100	\$0	\$5,300		\$4,800	\$22,200
U69	Duchesne	Duchesne Municipal Airport	\$1,500	\$9,400	\$3,600		\$2,900	\$17,400
33U	Dutch John	Dutch John Airport	\$200	\$0	\$1,300		\$17,600	\$19,100
1L7	Escalante	Escalante Municipal Airport	\$1,400	\$700	\$13,100		\$3,600	\$18,800
FOM	Fillmore	Fillmore Municipal Airport	\$4,400	\$0	\$4,400		\$2,900	\$11,700
U07	Glen Canyon National Recreation Area	Bullfrog Basin Airport	\$600	\$0	\$0		\$10,200	\$10,800
U34	Green River	Green River Municipal Airport	\$8,000	\$0	\$7,500		\$4,200	\$19,700
U96	Halls Crossing	Cal Black Memorial Airport	\$8,700	\$11,700	\$4,700		\$11,000	\$36,100



AID	City	Airport Name	Airport	Employees		Visitor Spending		Sum
			Management	Airport Tenants	Construction Spending	Commercial	General Aviation	All Categories
HVE	Hanksville	Hanksville Airport	\$2,100	\$0	\$35,500		\$2,200	\$39,800
HCR	Heber	Heber City Municipal Airport – Russ McDonald Field	\$5,100	\$227,200	\$49,600		\$183,500	\$465,400
69V	Huntington	Huntington Municipal Airport	\$900	\$0	\$1,300		\$13,700	\$15,900
1L8	Hurricane	General Dick Stout Field Airport	\$67,100	\$20,500	\$44,100		\$48,500	\$180,200
U13	Junction	Junction Airport	\$500	\$0	\$1,000		\$300	\$1,800
KNB	Kanab	Kanab Municipal Airport	\$15,800	\$170,500	\$43,300		\$14,500	\$244,100
38U	Loa	Wayne Wonderland Airport	\$1,400	\$0	\$10,000		\$9,400	\$20,800
LGU	Logan	Logan-Cache Airport	\$11,300	\$388,500	\$95,200		\$50,600	\$545,600
40U	Manila	Manila Airport	\$200	\$0	\$7,500		\$6,800	\$14,500
41U	Manti	Manti-Ephraim Airport	\$1,000	\$1,100	\$52,100		\$47,900	\$102,100
MLF	Milford	Milford Municipal Airport/Ben and Judy Briscoe Field	\$10,800	\$0	\$7,400		\$1,500	\$19,700
U64	Monticello	Monticello Airport	\$600	\$0	\$14,500		\$4,200	\$19,300
42U	Morgan	Morgan County Airport	\$700	\$120,000	\$10,600		\$3,000	\$134,300
U14	Nephi	Nephi Municipal Airport	\$900	\$27,500	\$19,500		\$2,400	\$50,300
U55	Panguitch	Panguitch Municipal Airport	\$900	\$0	\$16,300		\$4,700	\$21,900
1L9	Parowan	Parowan Airport	\$5,300	\$22,100	\$6,100		\$11,000	\$44,500
PUC	Price	Carbon County Regional Airport/Buck Davis Field	\$13,800	\$29,500	\$7,300		\$10,200	\$60,800
RIF	Richfield	Richfield Municipal Airport	\$16,000	\$2,300	\$9,800		\$61,900	\$90,000
74V	Roosevelt	Roosevelt Municipal Airport	\$11,000	\$0	\$14,600		\$16,900	\$42,500
44U	Salina	Salina-Gunnison Airport	\$400	\$78,800	\$1,000		\$2,800	\$83,000
U42	Salt Lake City	South Valley Regional Airport	\$58,100	\$1,230,400	\$77,500		\$201,000	\$1,567,000
SPK	Spanish Fork	Spanish Fork Airport Springville-Woodhouse Field	\$12,600	\$208,700	\$70,600		\$104,100	\$396,000
TVY	Tooele	Bolinder Field-Tooele Valley Airport	\$4,800	\$99,200	\$3,100		\$142,300	\$249,400
		<b>General Aviation Airports Tax Contribution</b>	<b>\$337,300</b>	<b>\$3,452,400</b>	<b>\$734,900</b>	<b>\$0</b>	<b>\$1,152,000</b>	<b>\$5,676,600</b>
		<b>All Airports (Excluding SLC)</b>	<b>\$847,200</b>	<b>\$18,552,300</b>	<b>\$4,590,400</b>	<b>\$10,953,100</b>	<b>\$2,797,600</b>	<b>\$37,740,600</b>
		<b>All Airports (Including SLC)</b>	<b>\$4,061,100</b>	<b>\$103,617,900</b>	<b>\$19,608,900</b>	<b>\$394,848,400</b>	<b>\$3,716,800</b>	<b>\$525,853,100</b>

Source: Estimates prepared by Jviation, 2017



**Table 9-5: Estimated Direct Local and State Sales Taxes Paid by Employees at Aviation or Visitor Establishments**

			Airport Employees	Companies Employees		Visitors Establishment Employees		Sum
AID	City	Airport Name	Administration	Airport Tenants	Construction	Commercial	General Aviation	All Categories
CDC	Cedar City	Cedar City Regional Airport	\$2,800	\$380,100	\$7,900	\$27,600	\$7,300	\$425,700
CNY	Moab	Canyonlands Field Airport	\$14,300	\$106,800	\$18,000	\$66,100	\$3,300	\$208,500
OGD	Ogden	Ogden-Hinckley Airport	\$11,900	\$1,198,100	\$10,400	\$9,500	\$55,500	\$1,285,400
PVU	Provo	Provo Municipal Airport	\$17,800	\$433,100	\$183,000	\$155,100	\$97,600	\$886,600
SGU	St George	St George Regional Airport	\$13,900	\$164,200	\$34,500	\$496,200	\$9,700	\$718,500
VEL	Vernal	Vernal Regional Airport	\$7,100	\$36,100	\$24,500	\$14,900	\$1,600	\$84,200
ENV	Wendover	Wendover Airport	\$11,400	\$21,800	\$6,100	\$41,800	\$2,300	\$83,400
		<b>Commercial Service Airports (Excluding SLC)</b>	<b>\$79,200</b>	<b>\$2,340,200</b>	<b>\$284,400</b>	<b>\$811,200</b>	<b>\$177,300</b>	<b>\$3,692,300</b>
SLC	Salt Lake City	Salt Lake City International Airport	\$791,700	\$14,792,000	\$1,143,900	\$30,424,000	\$98,200	\$47,249,800
		<b>Total Commercial Airports Tax Contribution</b>	<b>\$870,900</b>	<b>\$17,132,200</b>	<b>\$1,428,300</b>	<b>\$31,235,200</b>	<b>\$275,500</b>	<b>\$50,942,100</b>
U52	Beaver	Beaver Municipal Airport	\$100	\$0	\$2,100		\$200	\$2,400
BDG	Blanding	Blanding Municipal Airport	\$300	\$41,100	\$2,000		\$700	\$44,100
66V	Bluff	Bluff Airport	\$400	\$0	\$100		\$200	\$700
BTF	Bountiful	Skypark Airport	\$900	\$91,100	\$1,000		\$5,400	\$98,400
BMC	Brigham City	Brigham City Regional Airport	\$100	\$17,000	\$1,400		\$5,500	\$24,000
BCE	Bryce Canyon	Bryce Canyon Airport	\$1,300	\$4,200	\$900		\$6,400	\$12,800
UT9	Cedar Valley	West Desert Airpark	\$4,200	\$23,600	\$0		\$0	\$27,800
DTA	Delta	Delta Municipal Airport	\$400	\$0	\$400		\$600	\$1,400
U69	Duchesne	Duchesne Municipal Airport	\$100	\$1,000	\$300		\$400	\$1,800
33U	Dutch John	Dutch John Airport	\$400	\$0	\$100		\$2,200	\$2,700
1L7	Escalante	Escalante Municipal Airport	\$200	\$0	\$900		\$400	\$1,500
FOM	Fillmore	Fillmore Municipal Airport	\$200	\$0	\$400		\$400	\$1,000
U07	Glen Canyon National Recreation Area	Bullfrog Basin Airport	\$0	\$0	\$0		\$1,200	\$1,200
U34	Green River	Green River Municipal Airport	\$100	\$0	\$600		\$500	\$1,200
U96	Halls Crossing	Cal Black Memorial Airport	\$0	\$1,000	\$400		\$1,300	\$2,700
HVE	Hanksville	Hanksville Airport	\$200	\$0	\$3,000		\$300	\$3,500
HCR	Heber	Heber City Municipal Airport – Russ McDonald Field	\$2,200	\$37,900	\$4,200		\$25,100	\$69,400
69V	Huntington	Huntington Municipal Airport	\$100	\$0	\$100		\$1,700	\$1,900



			Airport Employees	Companies Employees		Visitors Establishment Employees		Sum
AID	City	Airport Name	Administration	Airport Tenants	Construction	Commercial	General Aviation	All Categories
1L8	Hurricane	General Dick Stout Field Airport	\$7,000	\$4,000	\$3,500		\$5,600	\$20,100
U13	Junction	Junction Airport	\$0	\$0	\$100		\$0	\$100
KNB	Kanab	Kanab Municipal Airport	\$7,400	\$25,500	\$3,100		\$1,800	\$37,800
38U	Loa	Wayne Wonderland Airport	\$200	\$0	\$800		\$1,100	\$2,100
LGU	Logan	Logan-Cache Airport	\$2,500	\$33,800	\$7,300		\$5,800	\$49,400
40U	Manila	Manila Airport	\$100	\$0	\$500		\$800	\$1,400
41U	Manti	Manti-Ephraim Airport	\$300	\$200	\$4,200		\$5,800	\$10,500
MLF	Milford	Milford Municipal Airport/Ben and Judy Briscoe Field	\$900	\$0	\$600		\$200	\$1,700
U64	Monticello	Monticello Airport	\$200	\$0	\$1,200		\$500	\$1,900
42U	Morgan	Morgan County Airport	\$100	\$22,400	\$900		\$400	\$23,800
U14	Nephi	Nephi Municipal Airport	\$500	\$7,000	\$1,600		\$300	\$9,400
U55	Panguitch	Panguitch Municipal Airport	\$200	\$0	\$1,200		\$600	\$2,000
1L9	Parowan	Parowan Airport	\$1,000	\$2,200	\$500		\$1,300	\$5,000
PUC	Price	Carbon County Regional Airport/Buck Davis Field	\$6,000	\$7,100	\$600		\$1,200	\$14,900
RIF	Richfield	Richfield Municipal Airport	\$2,600	\$2,500	\$700		\$7,100	\$12,900
74V	Roosevelt	Roosevelt Municipal Airport	\$1,000	\$0	\$1,200		\$2,000	\$4,200
44U	Salina	Salina-Gunnison Airport	\$100	\$8,300	\$100		\$300	\$8,800
U42	Salt Lake City	South Valley Regional Airport	\$25,300	\$590,700	\$5,900		\$21,500	\$643,400
SPK	Spanish Fork	Spanish Fork Airport Springville-Woodhouse Field	\$5,000	\$56,000	\$5,000		\$13,700	\$79,700
TVY	Tooele	Bolinder Field-Tooele Valley Airport	\$5,000	\$33,900	\$200		\$16,500	\$55,600
		<b>Total General Aviation Tax Contribution</b>	<b>\$76,600</b>	<b>\$1,010,500</b>	<b>\$57,100</b>	<b>\$0</b>	<b>\$139,000</b>	<b>\$1,283,200</b>
		<b>All Airports (Excluding SLC)</b>	<b>\$155,800</b>	<b>\$3,350,700</b>	<b>\$341,500</b>	<b>\$811,200</b>	<b>\$316,300</b>	<b>\$4,975,500</b>
		<b>All Airports (Including SLC)</b>	<b>\$947,500</b>	<b>\$18,142,700</b>	<b>\$1,485,400</b>	<b>\$31,235,200</b>	<b>\$414,500</b>	<b>\$52,225,300</b>

Source: Estimates prepared by Jviation, 2020



**Table 9-6: Estimated State Income Taxes Paid by Employees Associated with Airports and Airport Supported Activities**

			Airport Employees	Companies Employees		Visitors Establishment Employees		Sum
FAA ID	City	Airport Name	Administration	Airport Tenants	Construction	Commercial	General Aviation	All Categories
CDC	Cedar City	Cedar City Regional Airport	\$3,400	\$626,300	\$10,000	\$18,900	\$5,000	\$663,600
CNY	Moab	Canyonlands Field Airport	\$22,700	\$138,200	\$20,000	\$39,900	\$2,000	\$222,800
OGD	Ogden	Ogden-Hinckley Airport	\$24,500	\$2,130,700	\$13,300	\$6,500	\$38,300	\$2,213,300
PVU	Provo	Provo Municipal Airport	\$34,300	\$752,300	\$231,900	\$106,400	\$67,000	\$1,191,900
SGU	St George	St George Regional Airport	\$26,000	\$276,000	\$43,000	\$335,300	\$6,600	\$686,900
VEL	Vernal	Vernal Regional Airport	\$14,200	\$60,300	\$31,300	\$10,300	\$1,100	\$117,200
ENV	Wendover	Wendover Airport	\$14,200	\$39,000	\$7,800	\$0	\$1,600	\$62,600
		<b>Commercial Service Airports (Excluding SLC)</b>	<b>\$139,300</b>	<b>\$4,022,800</b>	<b>\$357,300</b>	<b>\$517,300</b>	<b>\$121,600</b>	<b>\$5,158,300</b>
SLC	Salt Lake City	Salt Lake City International Airport	\$1,550,500	\$26,040,000	\$1,460,400	\$21,029,500	\$67,900	\$50,148,300
		<b>Commercial Service Airports (Including SLC)</b>	<b>\$1,689,800</b>	<b>\$30,062,800</b>	<b>\$1,817,700</b>	<b>\$21,546,800</b>	<b>\$189,500</b>	<b>\$55,306,600</b>
U52	Beaver	Beaver Municipal Airport	\$0	\$0	\$2,500		\$0	\$2,500
BDG	Blanding	Blanding Municipal Airport	\$0	\$75,300	\$2,500		\$500	\$78,300
66V	Bluff	Bluff Airport	\$0	\$0	\$0		\$0	\$0
BTF	Bountiful	Skypark Airport	\$400	\$157,500	\$1,300		\$3,700	\$162,900
BMC	Brigham City	Brigham City Regional Airport	\$0	\$26,000	\$1,800		\$3,800	\$31,600
BCE	Bryce Canyon	Bryce Canyon Airport	\$700	\$3,500	\$1,100		\$4,100	\$9,400
UT9	Cedar Valley	West Desert Airpark	\$7,100	\$43,500	\$0		\$0	\$50,600
DTA	Delta	Delta Municipal Airport	\$0	\$0	\$100		\$400	\$500
U69	Duchesne	Duchesne Municipal Airport	\$0	\$1,700	\$0		\$0	\$1,700
33U	Dutch John	Dutch John Airport	\$0	\$0	\$0		\$1,400	\$1,400
1L7	Escalante	Escalante Municipal Airport	\$0	\$0	\$1,100		\$100	\$1,200
FOM	Fillmore	Fillmore Municipal Airport	\$0	\$0	\$0		\$0	\$0
U07	Glen Canyon National Recreation Area	Bullfrog Basin Airport	\$0	\$0	\$0		\$900	\$900
U34	Green River	Green River Municipal Airport	\$0	\$0	\$300		\$200	\$500
U96	Halls Crossing	Cal Black Memorial Airport	\$0	\$1,300	\$0		\$900	\$2,200
HVE	Hanksville	Hanksville Airport	\$0	\$0	\$3,800		\$0	\$3,800



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			Airport Employees	Companies Employees		Visitors Establishment Employees		Sum
FAA ID	City	Airport Name	Administration	Airport Tenants	Construction	Commercial	General Aviation	All Categories
HCR	Heber	Heber City Municipal Airport – Russ McDonald Field	\$4,100	\$63,100	\$5,200		\$17,000	\$89,400
69V	Huntington	Huntington Municipal Airport	\$0	\$0	\$0		\$1,200	\$1,200
1L8	Hurricane	General Dick Stout Field Airport	\$11,600	\$5,700	\$4,400		\$3,800	\$25,500
U13	Junction	Junction Airport	\$0	\$0	\$0		\$0	\$0
KNB	Kanab	Kanab Municipal Airport	\$15,500	\$44,600	\$3,700		\$1,100	\$64,900
38U	Loa	Wayne Wonderland Airport	\$0	\$0	\$1,100		\$800	\$1,900
LGU	Logan	Logan-Cache Airport	\$1,000	\$30,300	\$9,100		\$3,900	\$44,300
40U	Manila	Manila Airport	\$0	\$0	\$300		\$600	\$900
41U	Manti	Manti-Ephraim Airport	\$0	\$0	\$5,400		\$4,000	\$9,400
MLF	Milford	Milford Municipal Airport/Ben and Judy Briscoe Field	\$1,200	\$0	\$500		\$0	\$1,700
U64	Monticello	Monticello Airport	\$0	\$0	\$1,400		\$300	\$1,700
42U	Morgan	Morgan County Airport	\$0	\$34,900	\$1,100		\$0	\$36,000
U14	Nephi	Nephi Municipal Airport	\$100	\$5,500	\$2,000		\$0	\$7,600
U55	Panguitch	Panguitch Municipal Airport	\$0	\$0	\$1,400		\$400	\$1,800
1L9	Parowan	Parowan Airport	\$1,100	\$3,300	\$300		\$900	\$5,600
PUC	Price	Carbon County Regional Airport/Buck Davis Field	\$11,100	\$10,400	\$400		\$800	\$22,700
RIF	Richfield	Richfield Municipal Airport	\$3,700	\$4,400	\$900		\$4,900	\$13,900
74V	Roosevelt	Roosevelt Municipal Airport	\$1,600	\$0	\$1,400		\$1,300	\$4,300
44U	Salina	Salina-Gunnison Airport	\$0	\$13,600	\$0		\$0	\$13,600
U42	Salt Lake City	South Valley Regional Airport	\$51,700	\$976,700	\$7,500		\$14,800	\$1,050,700
SPK	Spanish Fork	Spanish Fork Airport Springville-Woodhouse Field	\$9,900	\$106,400	\$6,400		\$9,400	\$132,100
TVY	Tooele	Bolinder Field-Tooele Valley Airport	\$11,300	\$52,400	\$0		\$11,100	\$74,800
		<b>Total General Aviation Tax Contribution</b>	<b>\$132,100</b>	<b>\$1,660,100</b>	<b>\$67,000</b>	<b>\$0</b>	<b>\$92,300</b>	<b>\$1,951,500</b>
		<b>All Airports (Excluding SLC)</b>	<b>\$271,400</b>	<b>\$5,682,900</b>	<b>\$424,300</b>	<b>\$517,300</b>	<b>\$213,900</b>	<b>\$7,109,800</b>
		<b>All Airports (Including SLC)</b>	<b>\$1,821,900</b>	<b>\$31,722,900</b>	<b>\$1,884,700</b>	<b>\$21,546,800</b>	<b>\$281,800</b>	<b>\$57,258,100</b>

Source: Estimates prepared by Jviation





**Table 9-7: Estimated Total Taxes Paid by all Airport and Airport Supported Activities**

AID	City	Airport Name	Tax Revenue
CDC	Cedar City	Cedar City Regional Airport	\$3,473,400
CNY	Moab	Canyonlands Field Airport	\$2,052,500
OGD	Ogden	Ogden-Hinckley Airport	\$12,877,900
PVU	Provo	Provo Municipal Airport	\$10,631,000
SGU	St George	St George Regional Airport	\$9,511,600
VEL	Vernal	Vernal Regional Airport	\$874,200
ENV	Wendover	Wendover Airport	\$1,494,000
Total Commercial Services Airports (Excluding SLC)			<b>\$40,914,600</b>
SLC	Salt Lake City	Salt Lake City International Airport	\$585,510,600
Total Commercial Airports Tax Contribution			<b>\$626,425,200</b>
U52	Beaver	Beaver Municipal Airport	\$33,400
BDG	Blanding	Blanding Municipal Airport	\$404,700
66V	Bluff	Bluff Airport	\$3,000
BTF	Bountiful	Skypark Airport	\$715,700
BMC	Brigham City	Brigham City Regional Airport	\$252,400
BCE	Bryce Canyon	Bryce Canyon Airport	\$128,800
UT9	Cedar Valley	West Desert Airpark	\$119,400
DTA	Delta	Delta Municipal Airport	\$24,100
U69	Duchesne	Duchesne Municipal Airport	\$20,900
33U	Dutch John	Dutch John Airport	\$23,200
1L7	Escalante	Escalante Municipal Airport	\$21,500
FOM	Fillmore	Fillmore Municipal Airport	\$12,700
U07	Glen Canyon National Recreation Area	Bullfrog Basin Airport	\$12,900
U34	Green River	Green River Municipal Airport	\$21,400
U96	Halls Crossing	Cal Black Memorial Airport	\$41,000
HVE	Hanksville	Hanksville Airport	\$47,100
HCR	Heber	Heber City Municipal Airport – Russ McDonald Field	\$624,200
69V	Huntington	Huntington Municipal Airport	\$19,000
1L8	Hurricane	General Dick Stout Field Airport	\$225,800
U13	Junction	Junction Airport	\$1,900
KNB	Kanab	Kanab Municipal Airport	\$346,800
38U	Loa	Wayne Wonderland Airport	\$24,800
LGU	Logan	Logan-Cache Airport	\$639,300
40U	Manila	Manila Airport	\$16,800
41U	Manti	Manti-Ephraim Airport	\$122,000



MLF	Milford	Milford Municipal Airport/Ben and Judy Briscoe Field	\$23,100
U64	Monticello	Monticello Airport	\$22,900
42U	Morgan	Morgan County Airport	\$194,100
U14	Nephi	Nephi Municipal Airport	\$67,300
U55	Panguitch	Panguitch Municipal Airport	\$25,700
1L9	Parowan	Parowan Airport	\$55,100
PUC	Price	Carbon County Regional Airport/Buck Davis Field	\$98,400
RIF	Richfield	Richfield Municipal Airport	\$116,800
74V	Roosevelt	Roosevelt Municipal Airport	\$51,000
44U	Salina	Salina-Gunnison Airport	\$105,400
U42	Salt Lake City	South Valley Regional Airport	\$3,261,100
SPK	Spanish Fork	Spanish Fork Airport Springville-Woodhouse Field	\$607,800
TVY	Tooele	Bolinder Field-Tooele Valley Airport	\$379,800
Total General Aviation Airports			<b>\$8,911,300</b>
All Airports Excluding SLC			<b>\$49,825,900</b>
All Airports Including SLC			<b>\$635,336,500</b>

Source: Estimates prepared by Jviation

## 10 Summary and Conclusions

The Utah Statewide Airport Economic Impact Study includes analysis that estimates total statewide annual economic impacts for 46 public airports (45 Division of Aeronautics study airports plus SLC). As applicable, economic impacts are estimated for the following sources: airport management, business tenants, capital investment, general aviation visitor spending, and commercial visitor spending. For each category, employment, annual payroll, annual spending, and annual economic activity are estimated. For this analysis, annual economic activity is the sum of payroll and spending.



These two measurements combined represent the economic cycle that starts at the airports and flows into other sectors of local and state economies. In addition, considering only direct impacts, estimates of state and local tax revenues that stem from airport-supported payroll and spending are also estimated.

The total annual impacts for the 45 Division of Aeronautics study airports (excluding SLC) are:

- Employment: 11,567
- Annual Payroll: \$476.5 million
- Annual Spending: \$786.8 million
- Annual Economic Activity: \$1.3 billion
- Annual State and Local Tax Revenues: \$49.8 million (from direct impacts)



Estimates of annual economic impacts for Salt Lake City International Airport (SLC) are as follows:

- Employment: 124,407
- Annual Payroll: \$4.3 billion
- Annual Spending: \$7.2 billion
- Annual Economic Activity: \$11.5 billion
- Annual State and Local Tax Revenues: \$585.5 million (from direct impacts)

When estimates of economic impact developed for the 45 Division of Aeronautics study airports are summed with SLC, statewide economic impacts for Utah's 46 public airports are as follows:

- Employment: 135,974
- Annual Payroll: \$4.8 billion
- Annual Spending: \$8.0 billion
- Annual Economic Activity: \$12.7 billion
- Annual State and Local Tax Revenues \$635.3 million (from direct impacts)