



# UTAH | AVIATION DEVELOPMENT STRATEGY

## SOUTH VALLEY REGIONAL AIRPORT (U42)

SALT LAKE CITY, UTAH



 **1,216**  
JOBS

 **\$80.4M**  
ANNUAL PAYROLL

 **\$52.4M**  
ANNUAL SPENDING

 **\$132.8M**  
ANNUAL ECONOMIC ACTIVITY

 **\$3.3M**  
STATE AND LOCAL TAX REVENUE

 **\$2.8M**  
10-YEAR DEVELOPMENT COST

**EACH UTAH  
AIRPORT HAS A  
UNIQUE STORY  
TO TELL...**

South Valley Regional Airport, a general aviation reliever for Salt Lake City International, supports a wide range of business, personal, and training activities. Randon Aviation and Utah Helicopters operate flight schools at the airport. A Utah National Guard Army Aviation Support Facility, which operates a fleet of Black Hawk helicopters, is also located at the airport.



THE AIRPORT'S ANNUAL BENEFITS ARE SIGNIFICANT

The airport's benefit far exceeds its annual needs

- **\$2.8 million** estimated to maintain/improve the airport over the next ten years
- **\$284,400** average annual investment need
- **\$132.8 million** in annual economic benefit



DID YOU KNOW SOUTH VALLEY REGIONAL AIRPORT CREATES...



ALL ECONOMIC IMPACTS BY MEASURE AND CATEGORY FOR SOUTH VALLEY REGIONAL AIRPORT

	EMPLOYMENT			PAYROLL			SPENDING			ANNUAL ECONOMIC ACTIVITY		
	DIRECT	INDIRECT/INDUCED	TOTAL	DIRECT	INDIRECT/INDUCED	TOTAL	DIRECT	INDIRECT/INDUCED	TOTAL	DIRECT	INDIRECT/INDUCED	TOTAL
Airport Management and Tenants	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
Capital Investment	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
General Aviation Visitor Spending	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
<b>Total Impacts</b>	<b>624</b>	<b>592</b>	<b>1,216</b>	<b>\$32,684,000</b>	<b>\$47,725,600</b>	<b>\$80,409,600</b>	<b>\$22,455,200</b>	<b>\$29,908,300</b>	<b>\$52,363,500</b>	<b>\$55,139,200</b>	<b>\$77,633,900</b>	<b>\$132,773,100</b>

Note: Impacts reported reflect pre-COVID airport activity



BENEFITS ALSO COME IN THE FORM OF

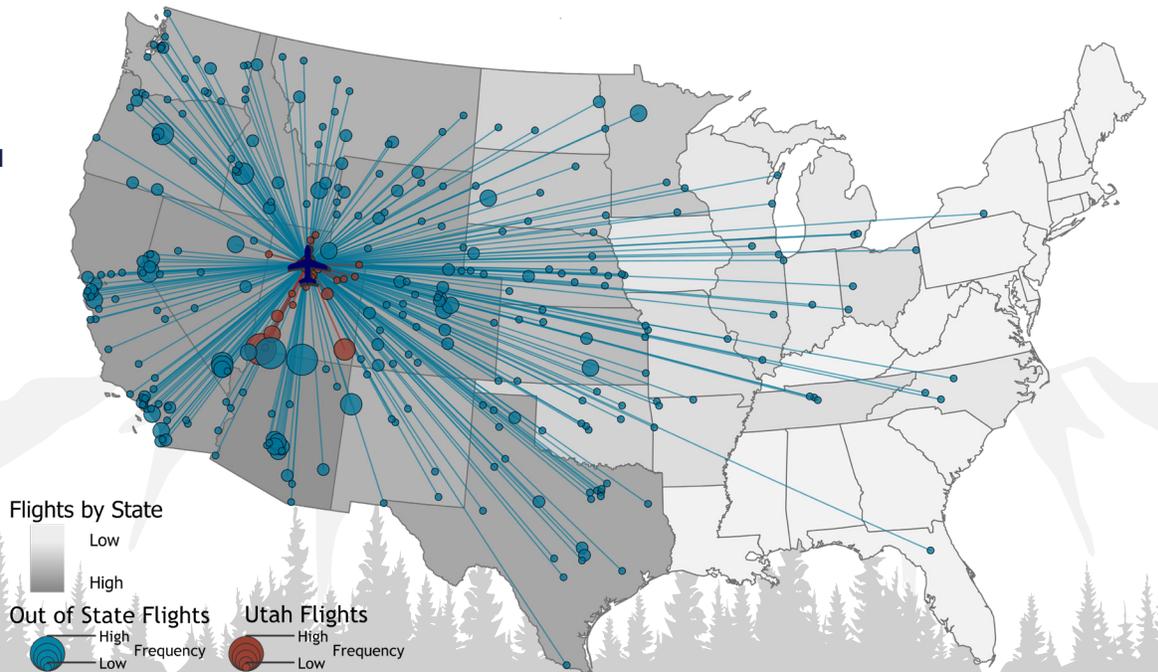


DID YOU KNOW...



U42'S NATIONAL CONNECTIONS

The airport supports general aviation connectivity to numerous destinations throughout the United States. This FAA flight data map displays a variety of 2018 destinations to and from the airport. Fractional Ownership companies, including NetJets, Flexjet, and Flight Options have a significant number of operations at the airport. Medical flights performed by Guardian Flight aircraft occur regularly at South Valley Regional.





# AIRPORT SYSTEM ROLE

This airport plays an important role in the functionality and capacity of the Utah system. The role established is based on measurable factors such as:

- **Regional Economic Characteristics:** agricultural land, oil/gas fields, mining districts, tourism/recreation, etc.
- **Strategic Aviation Niche:** air cargo, aerial firefighting, air ambulance, based aircraft
- **Modal Connectivity:** federal freight networks, critical freight routes, rail yards, etc
- **Airport Services:** runway length, approach type, weather reporting, fuel service, aircraft storage, etc.



UT-I: COMMERCIAL SERVICE  
8 AIRPORTS



UT-II: CORPORATE / TOURISM / FREIGHT  
16 AIRPORTS



UT-III: RECREATION AND COMMUNITY ACCESS  
9 AIRPORTS



UT-IV: ESSENTIAL ACCESS  
13 AIRPORTS

## SOUTH VALLEY REGIONAL AIRPORT ROLE: UT-II CORPORATE/TOURISM/FREIGHT

FACILITY AND SERVICE OBJECTIVES	
Airside Facilities	South Valley Regional Airport Compliance
Instrument Approach	✓
Navigational and Visual Aids	✓
Weather Reporting	✓
Primary Runway Dimensions	✓
Taxiway Layout	✓
Primary Runway Pavement Condition	✓
Primary Runway Strength	✓
Airfield Lighting	✓
Airfield Security and Fencing	✓
<b>Services</b>	
Fixed Based Operator	✓
Fueling Services	✓
Aircraft Maintenance	✓
Ground Transportation	✓
<b>Other Facilities</b>	
Restrooms	✓
Hangar/Aircraft Storage	X
Tie-downs	X
Terminal and Administration Building	✓
Paved Automobile Parking	X
<b>Other</b>	
Recent Master Plan/Airport Layout Plan	X





## TOTAL ANNUAL STATEWIDE ECONOMIC IMPACTS FOR ALL UTAH AIRPORTS

EXCLUDING SLC	11,567	\$476.5 MILLION	\$786.8 MILLION	\$1.3 BILLION	\$49.8 MILLION
INCLUDING SLC	135,974	\$4.8 BILLION	\$8.0 BILLION	\$12.7 BILLION	\$635.3 MILLION
	STATEWIDE EMPLOYMENT	STATEWIDE PAYROLL	STATEWIDE SPENDING	STATEWIDE ANNUAL ECONOMIC ACTIVITY	STATEWIDE TAX REVENUE

## ECONOMIC IMPACTS

**15 AIRPORTS**  
HAVE ANNUAL ECONOMIC  
IMPACTS UP TO  
**\$1 MILLION**

**12 AIRPORTS**  
HAVE ANNUAL ECONOMIC  
IMPACTS OF **\$1 MILLION**  
TO **\$5 MILLION**

**5 AIRPORTS**  
HAVE ANNUAL  
ECONOMIC IMPACTS OF  
**\$5 MILLION** TO  
**\$10 MILLION**

**14 AIRPORTS**  
HAVE ANNUAL ECONOMIC  
IMPACTS OF  
**\$10 MILLION** OR MORE

**ANNUAL  
VISITORS**  
ARRIVING BY AIR

**6.6**  
MILLION

**COMMERCIAL  
AIRLINE  
VISITORS**

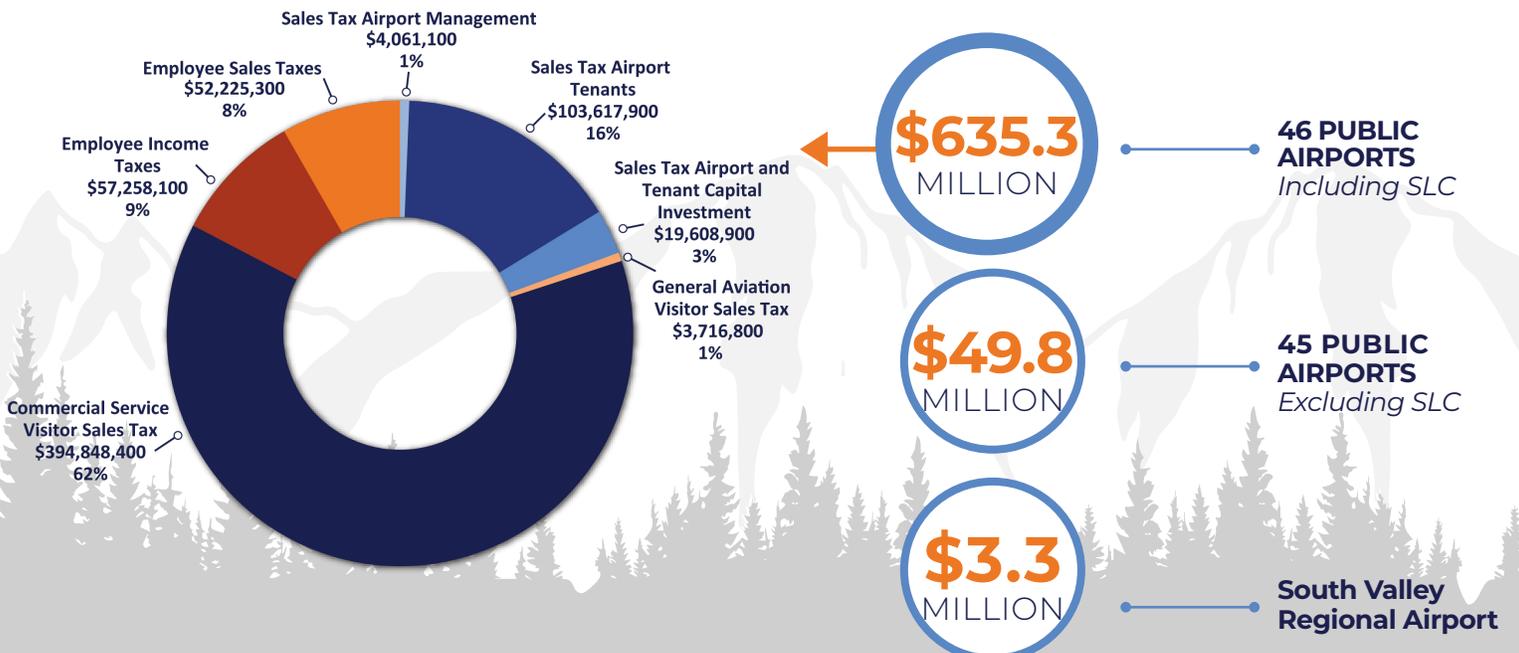
204,000 Excluding SLC

**180,000**

**GENERAL  
AVIATION  
VISITORS**

137,000 Excluding SLC

## ANNUAL STATE AND LOCAL TAX REVENUES GENERATED BY AIRPORT ACTIVITY

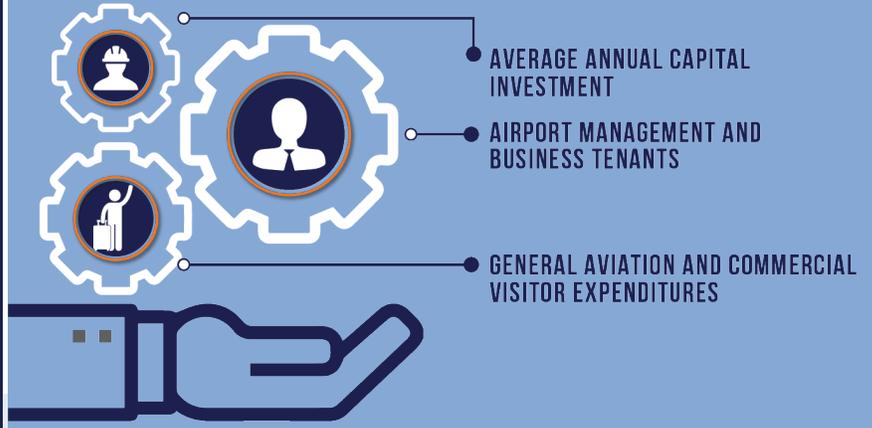




## METHODOLOGY FOLLOWS FAA GUIDANCE

### HOW DO WE FIND ECONOMIC IMPACTS ON AIRPORTS?

Each airport was investigated to identify potential economic impacts from these activity categories:



### WHAT DO WE MEASURE?

For all categories, these measures were used to identify the airport's annual economic impact:



EMPLOYMENT



ANNUAL PAYROLL



ANNUAL SPENDING



ANNUAL ECONOMIC ACTIVITY



ANNUAL PAYROLL



ANNUAL SPENDING



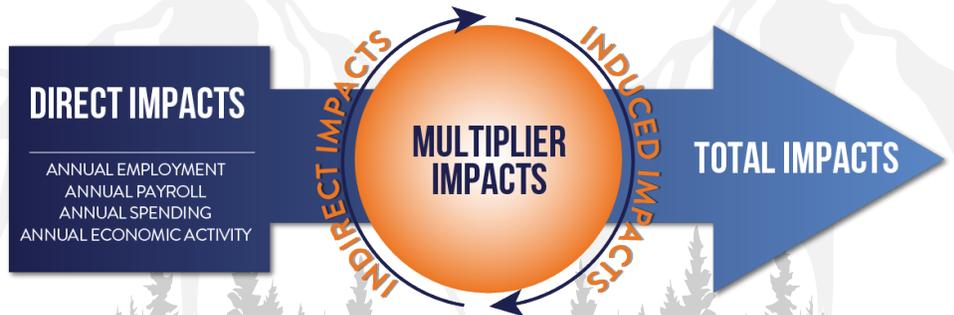
ANNUAL ECONOMIC ACTIVITY

### WHAT IS ANNUAL ECONOMIC ACTIVITY?

Annual economic activity represents dollars flowing into the economy from payroll and spending.

### HOW DO WE GET TOTAL IMPACTS?

Economic impacts reflect not only direct impacts, but also indirect/induced impacts associated with multiplier effects. Using Utah-specific inputs, the IMPLAN model was used to estimate indirect/induced impacts.



#### FOR MORE INFORMATION:

Utah Division of Aeronautics  
135 2400 W, Salt Lake City, UT 84116

