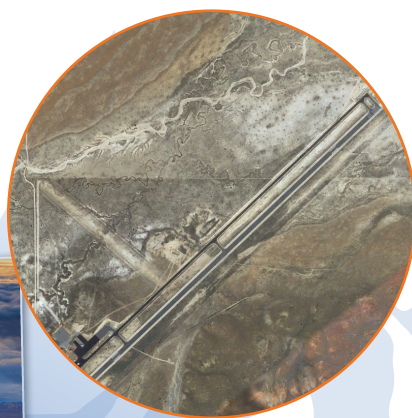




# UTAH | AVIATION DEVELOPMENT STRATEGY

## BRYCE CANYON AIRPORT (BCE)

BRYCE CANYON, UTAH



 **37**  
JOBS

 **\$1.1M**  
ANNUAL PAYROLL

 **\$2.1M**  
ANNUAL SPENDING

 **\$3.2M**  
ANNUAL ECONOMIC ACTIVITY

 **\$128,800**  
STATE AND LOCAL TAX REVENUE

 **\$10.5M**  
10-YEAR DEVELOPMENT COST

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

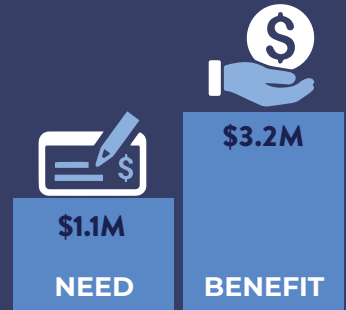
Bryce Canyon Airport plays a key role in supporting Utah's reputation as world-class tourism destination by serving as a gateway to nearby national and state parks. The airport is located only three miles from its namesake national park, supporting aircraft that operate within its boundaries for search and rescue and sightseeing tours.



**THE AIRPORT'S ANNUAL BENEFITS ARE SIGNIFICANT**

**The airport's benefit far exceeds its annual needs**

- **\$10.5 million** estimated to maintain/improve the airport over the next ten years
- **\$1.1 million** average annual investment need
- **\$3.2 million** in annual economic benefit



**DID YOU KNOW BRYCE CANYON AIRPORT CREATES...**



**ALL ECONOMIC IMPACTS BY MEASURE AND CATEGORY FOR BRYCE CANYON 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	10	7	17	\$258,800	\$237,100	\$495,900	\$563,600	\$529,700	\$1,093,300	\$822,400	\$766,800	\$1,589,200
Capital Investment	1	2	3	\$44,200	\$36,900	\$81,100	\$176,800	\$165,700	\$342,500	\$221,000	\$202,600	\$423,600
General Aviation Visitor Spending	12	5	17	\$298,400	\$199,300	\$497,700	\$342,800	\$325,000	\$667,800	\$641,200	\$524,300	\$1,165,500
<b>Total Impacts</b>	<b>23</b>	<b>14</b>	<b>37</b>	<b>\$601,400</b>	<b>\$473,300</b>	<b>\$1,074,700</b>	<b>\$1,083,200</b>	<b>\$1,020,400</b>	<b>\$2,103,600</b>	<b>\$1,684,600</b>	<b>\$1,493,700</b>	<b>\$3,178,300</b>

Note: Impacts reported reflect pre-COVID airport activity



BENEFITS ALSO COME IN THE FORM OF

  
INCOME TAX  
ON EMPLOYEES OF...

  
AIRPORT  
\$4,200

  
CONSTRUCTION  
\$1,100

  
VISITOR INDUSTRY  
\$4,100

**\$9,400**  
ANNUAL  
INCOME TAX

**\$128,800**  
ANNUAL SALES  
AND INCOME TAX  
REVENUE

  
SALES TAX  
ON SPENDING BY...

  
AIRPORT  
\$41,100

  
CONSTRUCTION  
\$13,100

  
VISITORS  
\$52,400

  
EMPLOYEES  
\$12,800

**\$119,400**  
ANNUAL  
SALES TAX

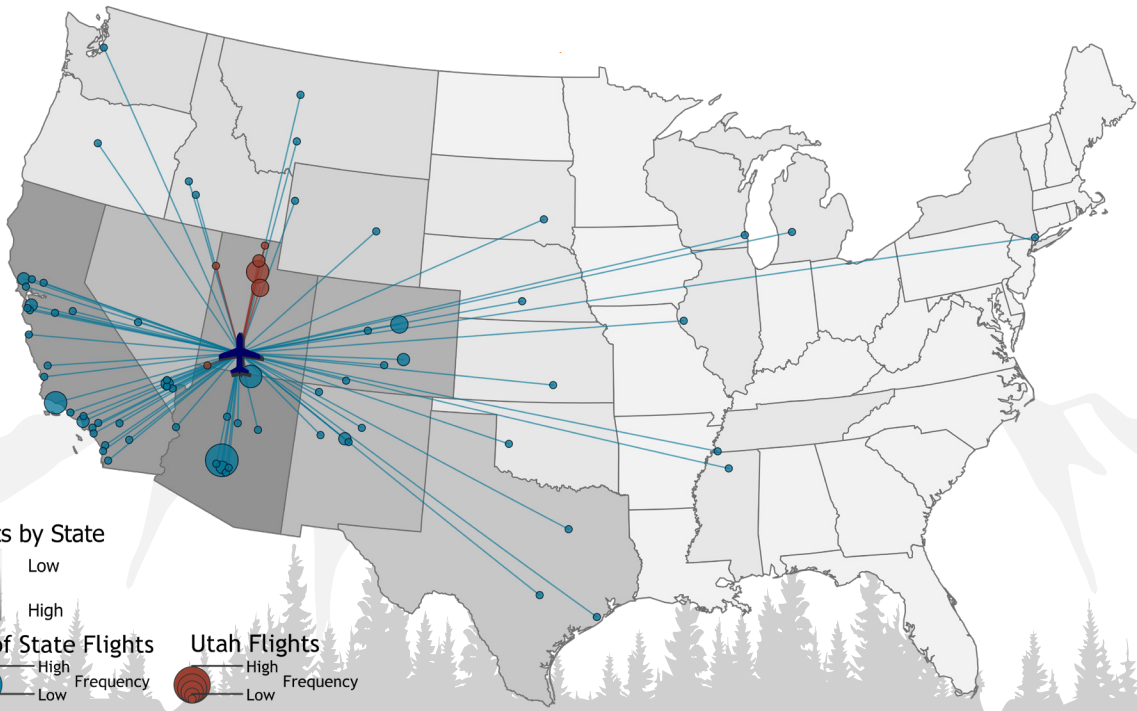
DID YOU KNOW...

  
**89% OF FLIGHT PLANS**  
ARE TO OUT OF STATE DESTINATIONS

  
CONNECTIONS TO MORE  
THAN **66** UNIQUE  
DESTINATIONS IN  
**20** STATES AND **2**  
COUNTRIES

BCE'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.





# 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

## BRYCE CANYON AIRPORT ROLE: UT-II CORPORATE/TOURISM/FREIGHT

FACILITY AND SERVICE OBJECTIVES	
Airside Facilities	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	✗
Tie-downs	✓
Terminal and Administration Building	✗
Paved Automobile Parking	✓
<b>Other</b>	
Recent Master Plan/Airport Layout Plan	✓

✓ Meets Recommendation ✗ Improvement Recommended

— Not an Objective





## 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**

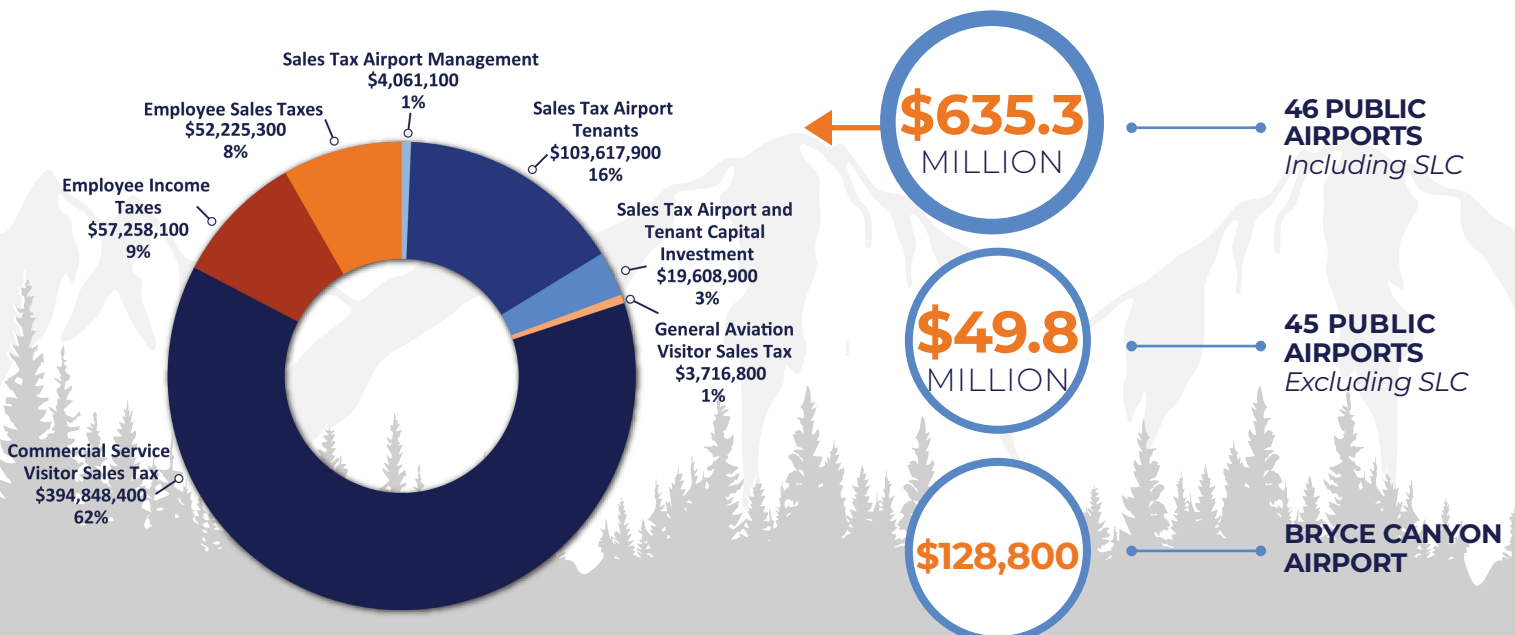
204,000 Excluding SLC

**180,000**

**GENERAL AVIATION VISITORS**

137,000 Excluding SLC

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

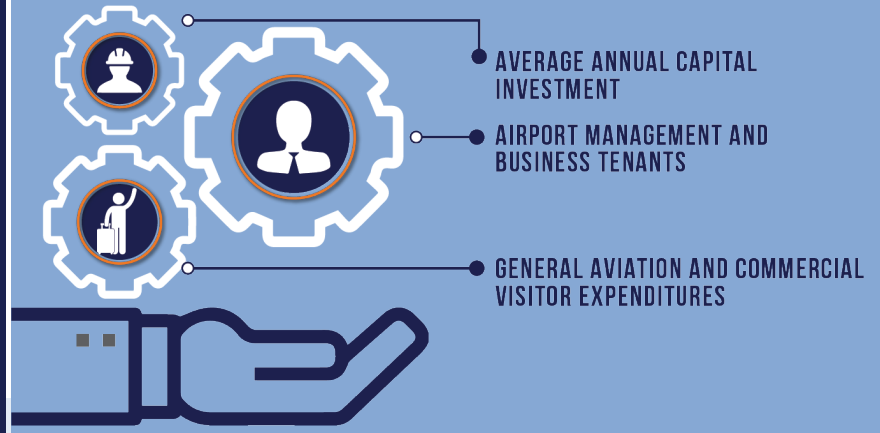




## METHODOLOGY FOLLOWS FAA GUIDANCE

### 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



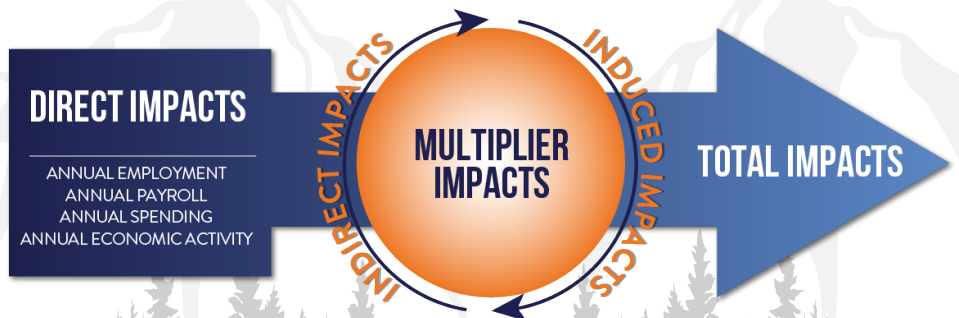
ANNUAL ECONOMIC ACTIVITY

### 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

