CEDAR CITY REGIONAL AIRPORT (CDC)

CEDAR CITY, UTAH

990
JOBS

$40.7M
ANNUAL PAYROLL

$71.9M
ANNUAL SPENDING

$112.7M
ANNUAL ECONOMIC ACTIVITY

$3.5M
STATE AND LOCAL TAX REVENUE

$30.2M
10-YEAR DEVELOPMENT COST

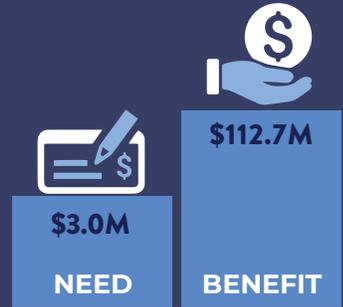**EACH UTAH AIRPORT HAS A UNIQUE STORY TO TELL...**

Cedar City Regional Airport is the primary commercial service airport connecting visitors from around the globe to Zion National Park, Bryce Canyon National Park, and many other recreational opportunities. Southern Utah University operates a flight school at the airport that includes training for fixed-wing aircraft and helicopters. The University touts the largest helicopter fleet among collegiate flight schools. Cedar City is a stop on an Alpine Air cargo feeder route to and from St. George and Salt Lake City.
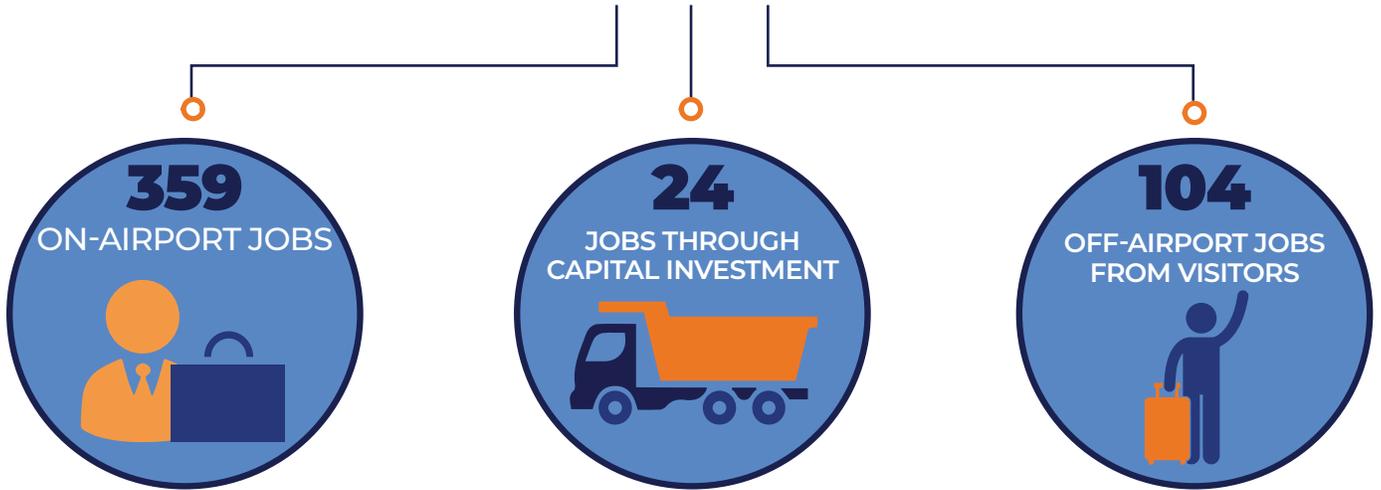
LUDOT
Keeping Utah Moving
AERONAUTICS

THE AIRPORT'S ANNUAL BENEFITS ARE SIGNIFICANT

The airport's benefit far exceeds its annual needs

- **$30.2 million** estimated to maintain/improve the airport over the next ten years
- **$3.0 million** average annual investment need
- **$112.7 million** in annual economic benefit

$112.7M

$3.0M

$3.0M
NEED

$112.7M
BENEFIT

DID YOU KNOW CEDAR CITY REGIONAL AIRPORT CREATES...

359
ON-AIRPORT JOBS

24
JOBS THROUGH CAPITAL INVESTMENT

104
OFF-AIRPORT JOBS FROM VISITORS

ALL ECONOMIC IMPACTS BY MEASURE AND CATEGORY FOR
Cedar City 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	359	503	862	$19,309,700	$17,689,300	$36,999,000	$32,224,200	$31,836,000	$64,060,200	$51,533,900	$49,525,300	$101,059,200
Capital Investment	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
General Aviation Visitor Spending	15	6	21	$369,500	$246,900	$616,400	$424,600	$402,400	$827,000	$794,100	$649,300	$1,443,400
Commercial Visitor Spending	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
Total Impacts	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

Note: Impacts reported reflect pre-COVID airport activity

BENEFITS ALSO COME IN THE FORM OF

INCOME TAX ON EMPLOYEES OF...

AIRPORT **$629,700**

CONSTRUCTION **$10,000**

VISITOR INDUSTRY **$23,900**

$663,600 ANNUAL INCOME TAX

SALES TAX ON SPENDING BY...

AIRPORT **$1.9M**

CONSTRUCTION **$94,100**

VISITORS **$387,200**

EMPLOYEES **$425,700**

$2.8M ANNUAL SALES TAX

$3.5M ANNUAL SALES AND INCOME TAX REVENUE

DID YOU KNOW...

40% OF FLIGHT PLANS ARE TO OUT OF STATE DESTINATIONS

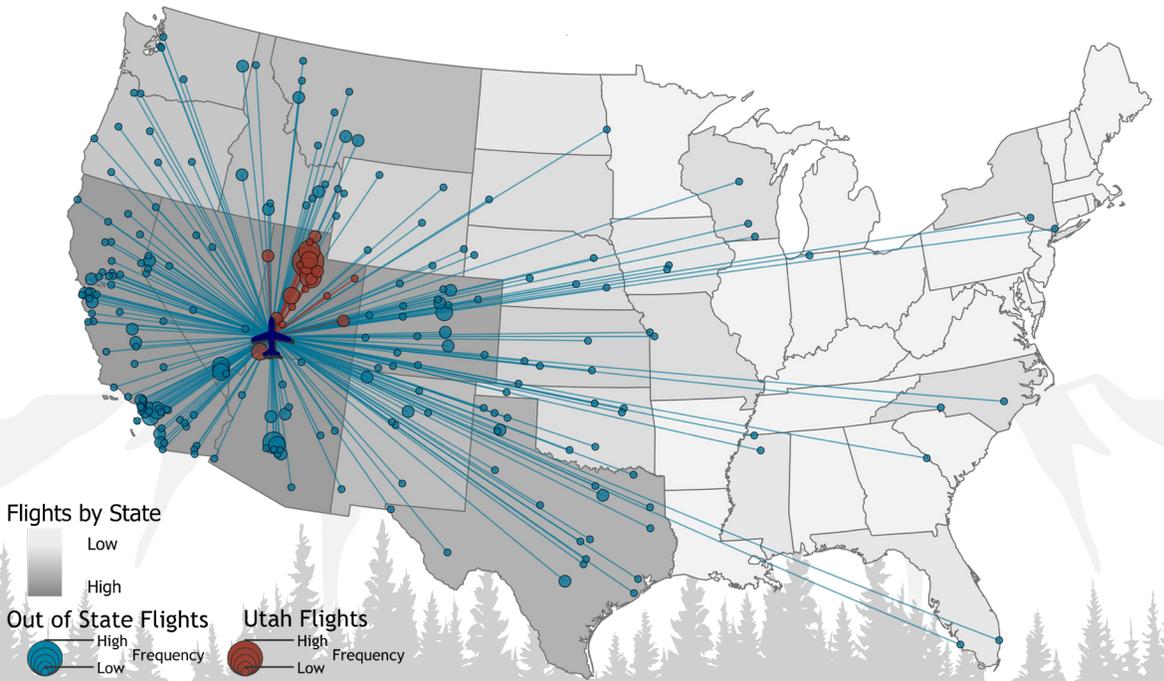**CONNECTIONS TO MORE THAN 201 UNIQUE DESTINATIONS IN 28 STATES AND 4 COUNTRIES**

CDC'S NATIONAL CONNECTIONS

Cargo carriers Westair Industries (a FedEx feeder), Alpine Air Express, McNeely Charters, Air Cargo Belize, Kolob Air Cargo, and Ameriflight are common users of the airport. Other prominent operators include flight schools such as Southern Utah University, Utah Valley University, Westminster College and Utah State University. Fractional ownership user firms include NetJets, Flight Options, Flexjet, and Wheels Up; while air medical operators include intermountain Life Flight, Classic Medical, and Guardian Flight.

Flights by State
Low
High

Out of State Flights
High
Low
Frequency

Utah Flights
High
Low
Frequency

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

CEDAR CITY REGIONAL AIRPORT ROLE:
UT-I: COMMERCIAL SERVICE

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	✔
Services	
Fixed Based Operator	✔
Fueling Services	✔
Aircraft Maintenance	✗
Ground Transportation	✔
Other Facilities	
Restrooms	✔
Hangar/Aircraft Storage	✔
Tie-downs	✔
Terminal and Administration Building	✔
Paved Automobile Parking	✔
Other	
Recent Master Plan/Airport Layout Plan	✔

✔ *Meets Recommendation*   ✗ *Improvement Recommended*

— *Not an Objective*

AIRPORT DEVELOPMENT NEEDS 2020-2030:
$30.2 MILLION*

*Includes current capital improvement plan projects

Map labels: Iron Co., Little Salt Lake, Three Peaks Recreation Area, Brian Head Ski Resort, Panguitch, Quichapa Lake, Cedar City Regional, Dixie National Forest, Cedar Breaks National Monument, Bryce Canyon National Park, Washington Co., Gunlock State Park, Snow Canyon State Park, Zion National Park, Kane Co., Hurricane, Paiute Reservation, Coral Pink Sand Dunes State Park, Kanab, St. George, Five County Economic Development District, ARIZONA, Grand Canyon National Park, NEVADA

Legend: Commercial Service, General Aviation, Backcountry Airstrips, 30-Minute Drive Time, Ski Resorts, Recreation, Education, Landmark, Municipality, Economic Development District

TOTAL ANNUAL STATEWIDE ECONOMIC IMPACTS FOR ALL UTAH AIRPORTS

	STATEWIDE EMPLOYMENT	STATEWIDE PAYROLL	STATEWIDE SPENDING	STATEWIDE ANNUAL ECONOMIC ACTIVITY	STATEWIDE TAX REVENUE
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

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

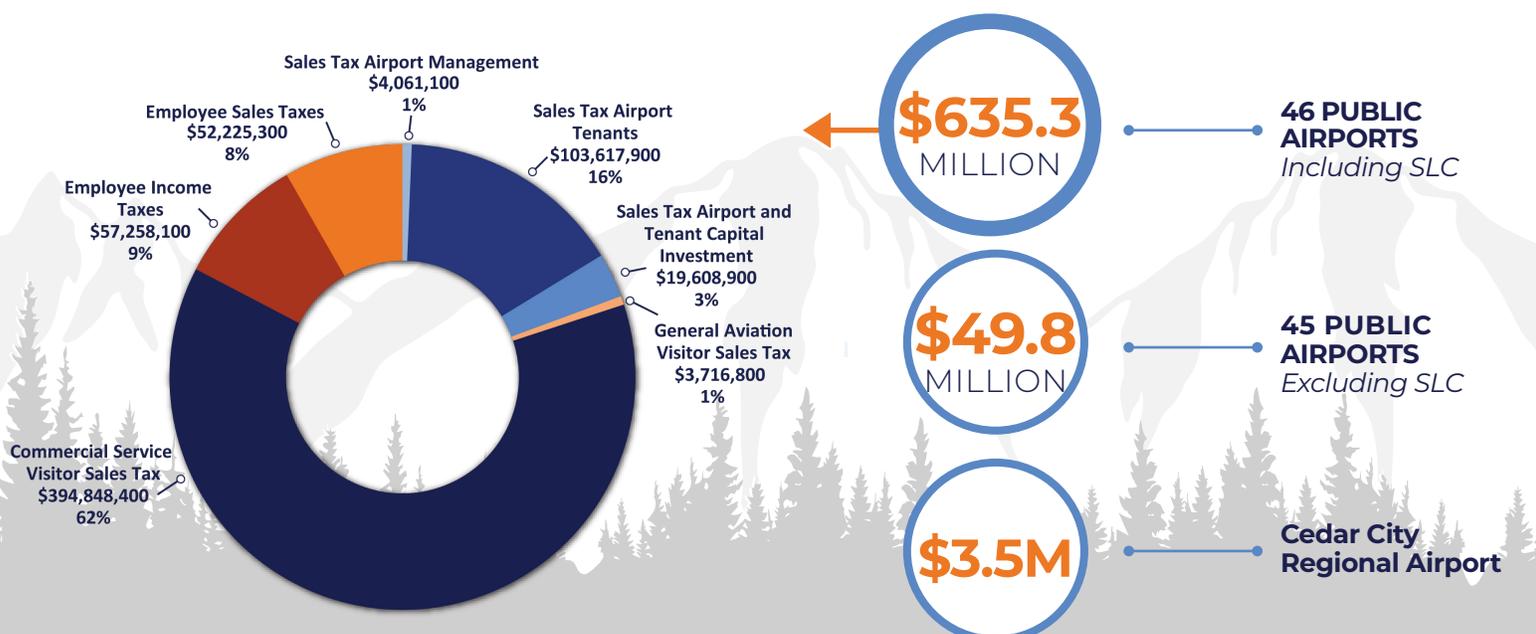**6.6 MILLION** COMMERCIAL AIRLINE VISITORS
204,000 Excluding SLC

180,000 GENERAL AVIATION VISITORS
137,000 Excluding SLC

ANNUAL STATE AND LOCAL TAX REVENUES GENERATED BY AIRPORT ACTIVITY

Sales Tax Airport Management $4,061,100 1%

Employee Sales Taxes $52,225,300 8%

Employee Income Taxes $57,258,100 9%

Sales Tax Airport Tenants $103,617,900 16%

Sales Tax Airport and Tenant Capital Investment $19,608,900 3%

General Aviation Visitor Sales Tax $3,716,800 1%

Commercial Service Visitor Sales Tax $394,848,400 62%

$635.3 MILLION — 46 PUBLIC AIRPORTS *Including SLC*

$49.8 MILLION — 45 PUBLIC AIRPORTS *Excluding SLC*

$3.5M — Cedar City Regional Airport

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:

- AVERAGE ANNUAL CAPITAL INVESTMENT
- AIRPORT MANAGEMENT AND BUSINESS TENANTS
- GENERAL AVIATION AND COMMERCIAL VISITOR EXPENDITURES

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.

DIRECT IMPACTS
ANNUAL EMPLOYMENT
ANNUAL PAYROLL
ANNUAL SPENDING
ANNUAL ECONOMIC ACTIVITY

INDIRECT IMPACTS

INDUCED IMPACTS

MULTIPLIER IMPACTS

TOTAL IMPACTS

UDOT Keeping Utah Moving
AERONAUTICS

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www.udot.utah.gov/connect/business/public-entities/planning/aviation-development-strategy

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