



AVIATION DEVELOPMENT STRATEGY

Utah Aeronautics Conference

Provo, Utah

May 11, 2022



Today's Presentation

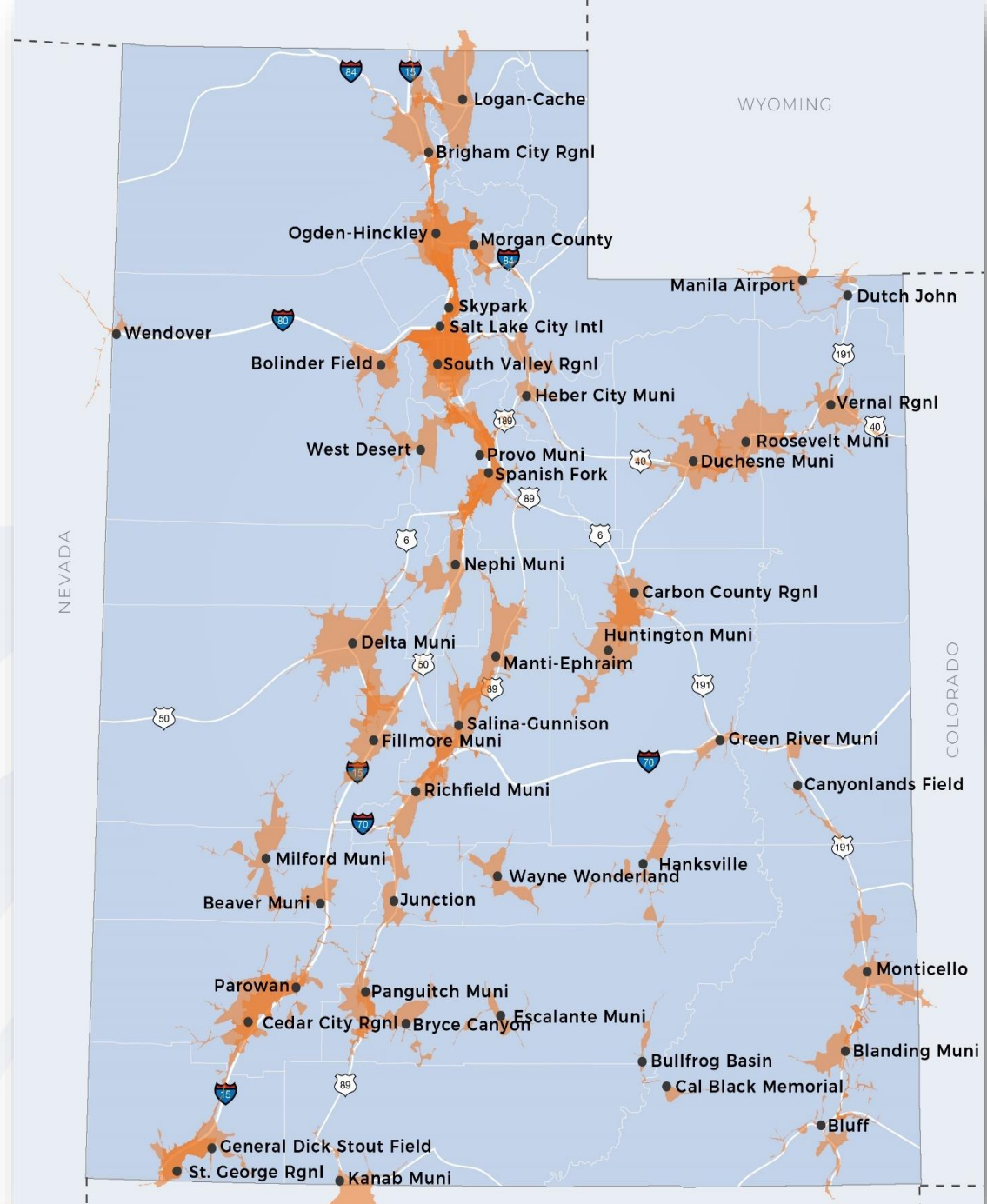
- Project Overview
- Aviation Development Strategy Findings
- Utah Airports and Economic Development
- The Future of Aviation in Utah



Aviation Development Strategy

- Goal: Develop plan to advance an outstanding airport system and quantify its economic benefit
- More than 10 years since last system plan and economic impact study
- Project team:
 - Aviation
 - Kem C. Gardner Policy Institute
 - The Quotient Group

Business ready airports provide excellent access to Utah's dynamic regional markets and world-renowned recreational opportunities





Airport Performance - Facility and Service Objectives



Assess needed
facility and services
for each airport
category

*fuel, approach,
weather, taxiway,
pavement
condition,
aircraft storage*

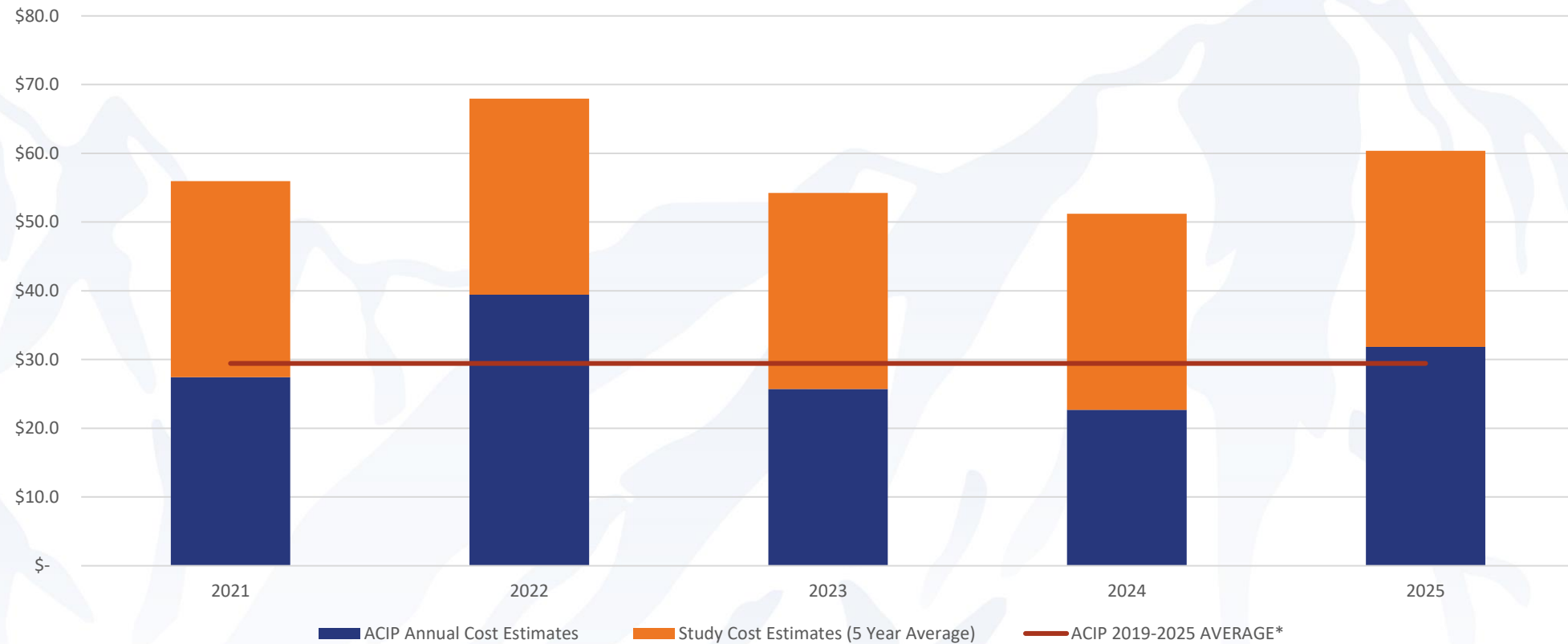


Incorporated SWOT findings



Prepared report card for each
system airport

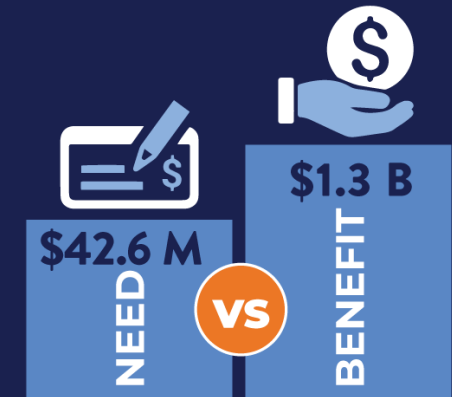
ACIP & STRATEGY COSTS 2021 – 2025 (\$ MILLIONS)



Return on Capital Investment

COST — VS — BENEFITS

- The average annual funding need for the 45 study airports (excluding SLC) over the next 10 years is estimated at **\$42.6 million**
- At current average annual funding levels of **\$33.6 million**, only **79%** of these capital needs can be met

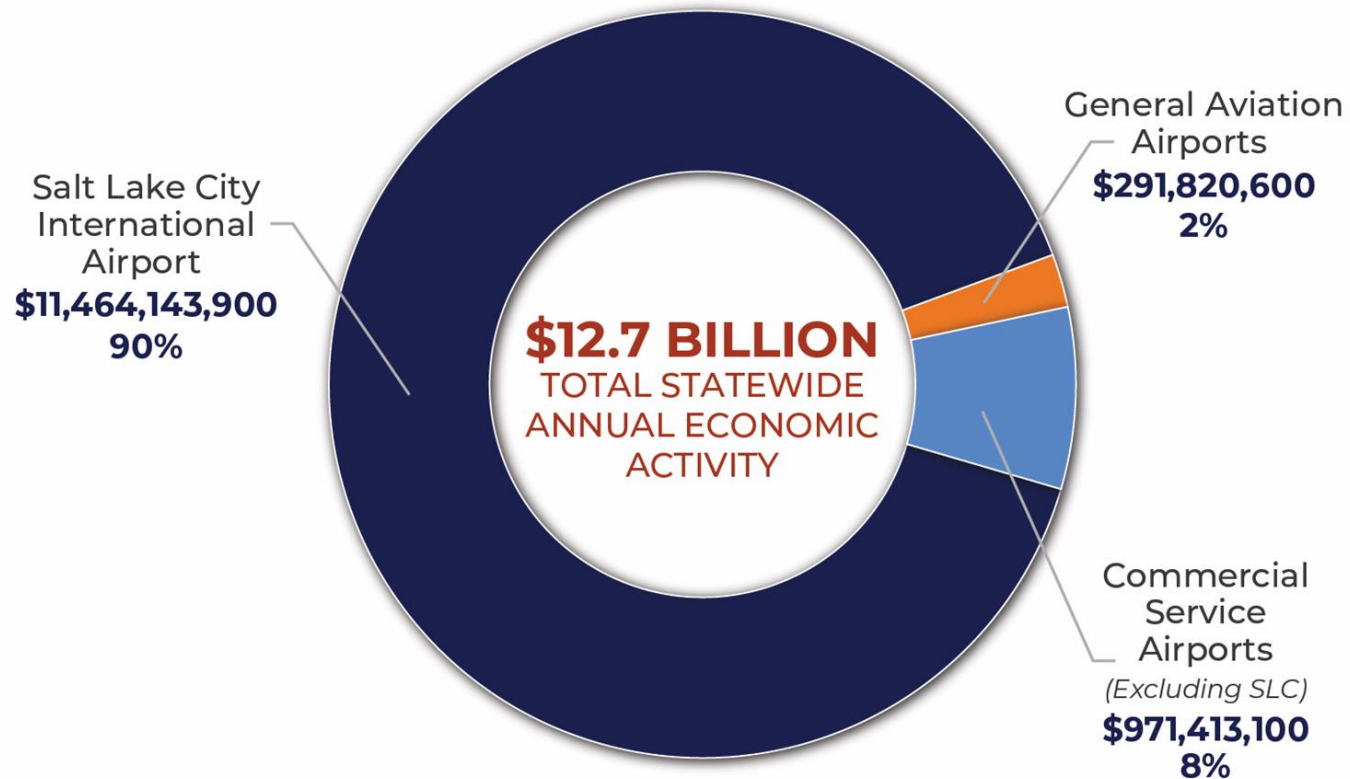


OVER THE PAST FIVE YEARS, ON AVERAGE...



RETURN — ON — CAPITAL INVESTMENT

The Value of Utah Airports



 **46**

PUBLIC AIRPORTS

 **8**

COMMERCIAL AIRPORTS

 **38**

GENERAL AVIATION AIRPORTS

 **136,000**
Jobs

 **\$12.7 B**
Annual Economic Activity

 **\$635.3 M**
State & Local Tax Revenue

 ***\$370.3 M**
10-Year Development Cost

*Excludes SLC

Utah Aviation By The Numbers

NATIONALLY, UTAH RANKS...

- #3** IN GROWTH OF TOTAL PILOTS, PRIVATE PILOTS, AND COMMERCIAL PILOTS FROM 2014-2019
- #5** IN GROWTH OF TOTAL AIRCRAFT OPERATIONS FROM 2000 TO 2019
- #6** IN GROWTH OF REMOTE PILOTS FROM 2016 TO 2019
- #9** IN GROWTH OF BASED AIRCRAFT FROM 2000 TO 2019

UTAH'S AIRPORT SYSTEM IS HOME TO...

- 2,400** BASED AIRCRAFT
- 777,200** GENERAL AVIATION OPERATIONS
- 13.8 MILLION** COMMERCIAL AIRLINE PASSENGERS
- THE **23RD** BUSIEST PASSENGER AIRPORT IN THE U.S. (**91ST** GLOBALLY)
- 242** ON-AIRPORT BUSINESS TENANTS
- 15,800** ON-AIRPORT EMPLOYEES WITH AN AVERAGE SALARY OF **\$61,200**



ANNUAL VISITORS
ARRIVING BY AIR

6.6 MILLION
COMMERCIAL AIRLINE VISITORS
204,000 Excluding SLC

180,000
GENERAL AVIATION VISITORS
137,000 Excluding SLC

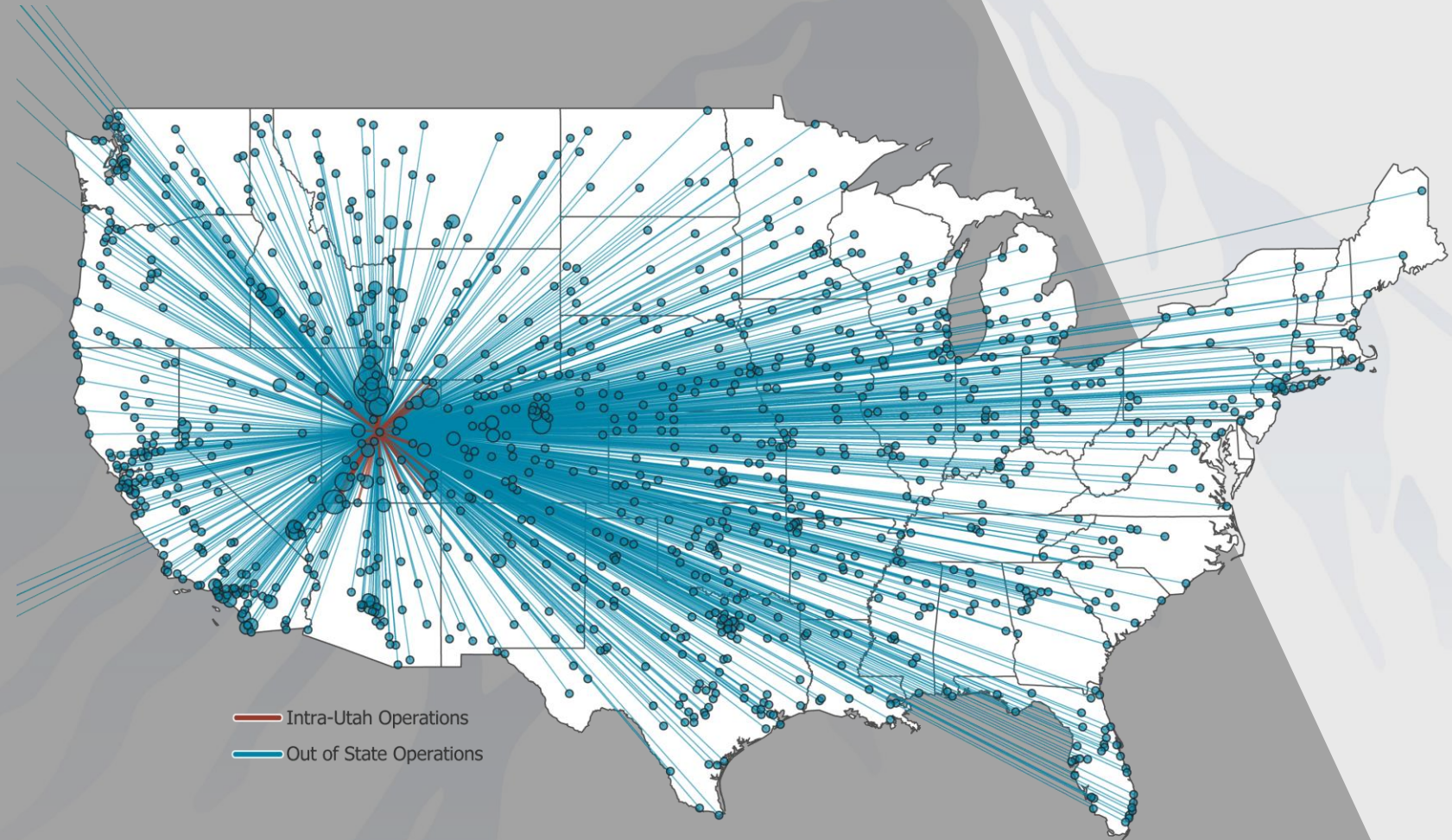
ENHANCING QUALITY OF LIFE

AIRPORTS SUPPORTING **33** **AIR AMBULANCE OPERATIONS**
AIRPORTS SUPPORTING **34** **AERIAL FIREFIGHTING ACTIVITY**

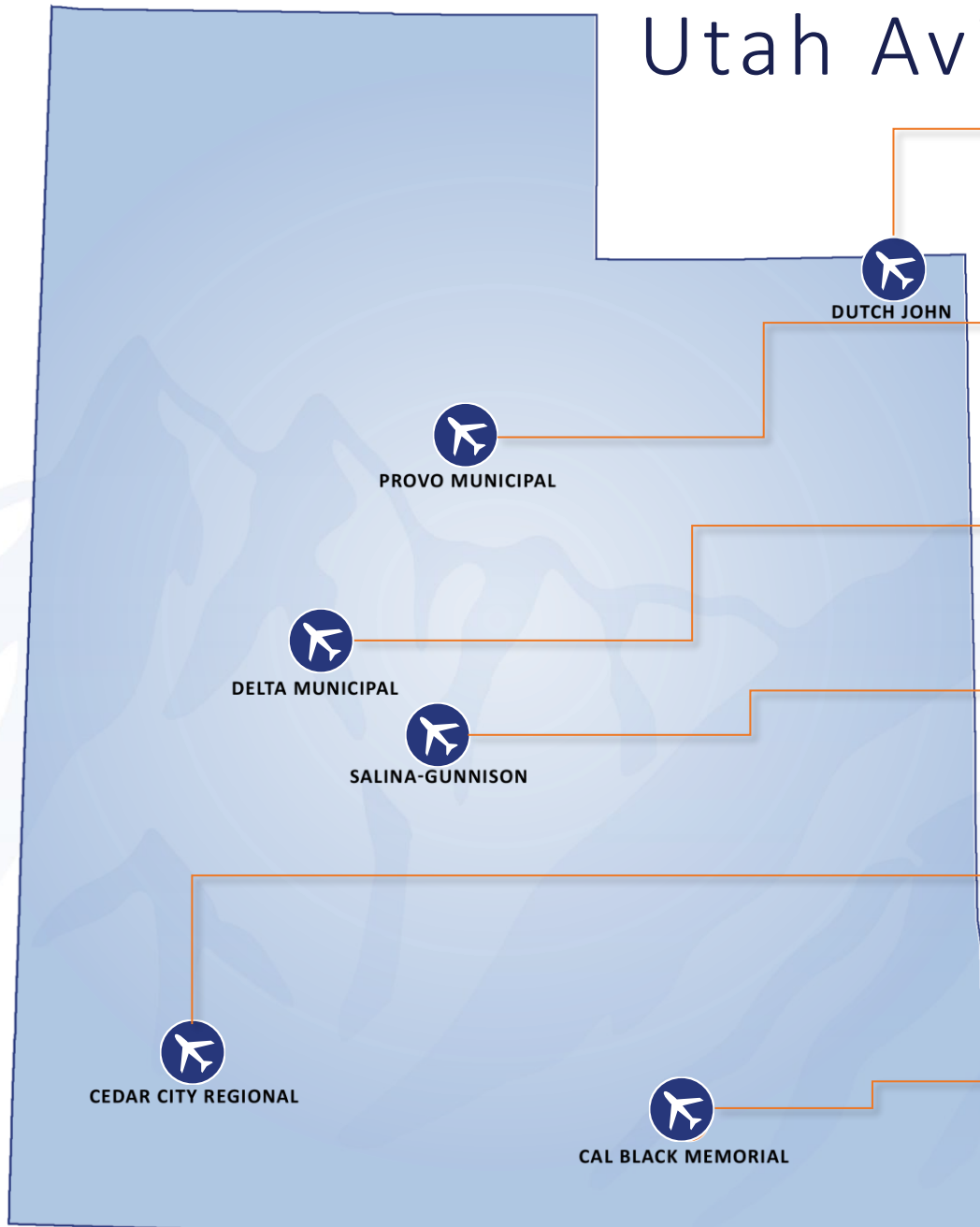
AIRPORTS SUPPORT **CRITICAL SERVICES**

Utah Airports - Far Reaching Destinations

Utah airports support general aviation connectivity to many destinations throughout the United States and beyond



Utah Aviation By The Stories



Dutch John Airport 33U

Located in the northeast corner of the state, in the Flaming Gorge National Recreation Area with the Green River, a **popular destination for fly fishing, running near the airport. Air travelers take advantage of the airport's location near this Blue Ribbon fishery.**

Provo Municipal Airport PVU

Serves a variety of functions, supporting both scheduled airline service by Allegiant and extensive business and recreational general aviation activity. **The airport plays an important role in supporting two of the largest universities in the state, Brigham Young University and Utah Valley University.**

Delta Municipal Airport DTA

Used by employees of the Intermountain Power Service Corporation, which provides electricity to residents in Utah and California. Other users of the airport include agricultural sprayers, university flight schools, and emergency medical providers

Salina-Gunnison Airport 44U

Used by various businesses, including nearby ACT Aerospace, an aerospace manufacturer, as well as hunters and other sportsman helping to support the local economy. It is also used by Life Flight for emergency air evacuations when larger hospitals are needed, and by firefighters during fire season.

Cedar City Regional Airport CDC

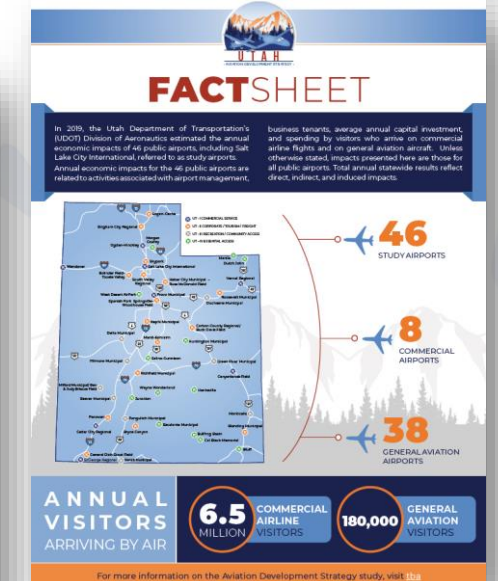
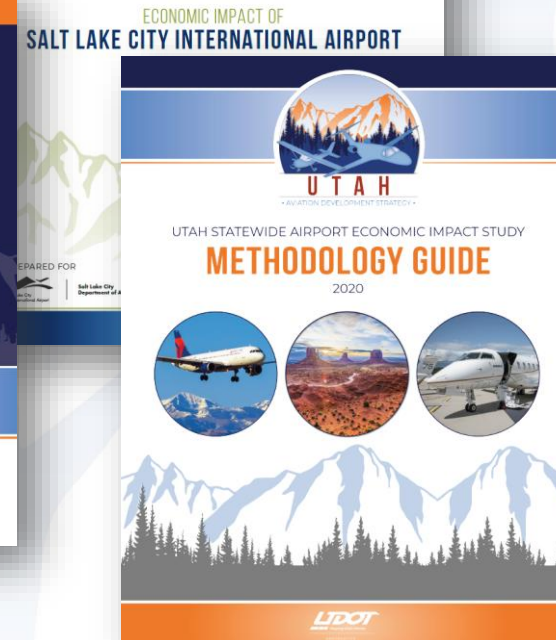
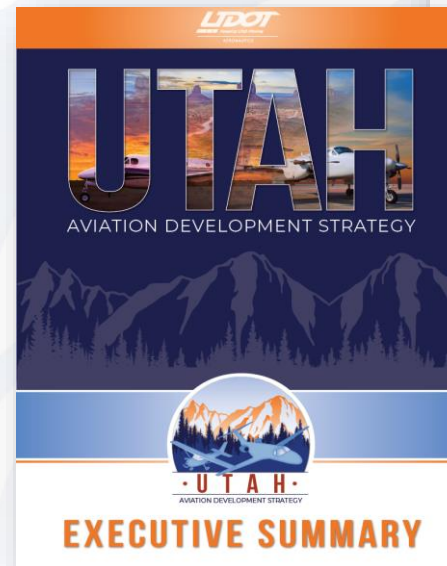
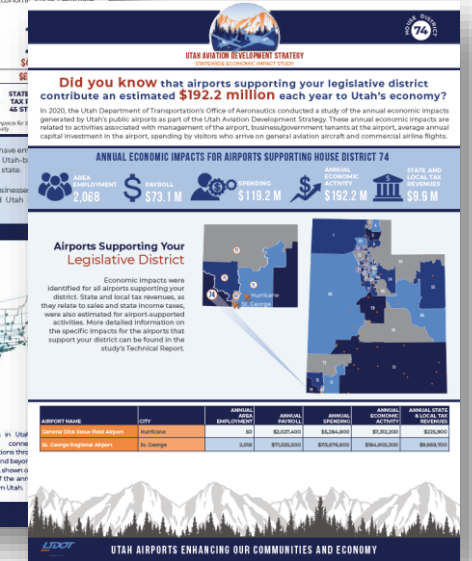
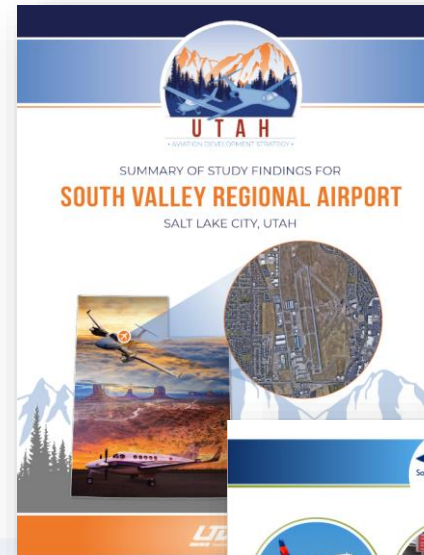
A primary commercial service airport connecting visitors to Zion National Park, Bryce Canyon National Park, and many other recreational opportunities. **Southern Utah University operates a flight school at the airport that includes training for fixed-wing aircraft and helicopters; touting the largest helicopter fleet among collegiate flight schools.**

Cal Black Memorial Airport U96


Serves as the gateway to the region's outstanding wilderness and recreational areas and is the first fully solar-powered airport in the U.S. The Colorado River and Glen Canyon National Recreation Area, which are located near the airport, are among the many destinations sought by visiting pilots and passengers.

Project Materials

- Technical Report
- Executive Summary
- Factsheet
- Individual Airport Reports
- Legislative Reports
- Economic Impact Methodology Guide
- Economic Impact Update Tool



Airport Economic Impact Calculator Tool



Airport Economic Impact Calculator - INTERNAL

Select an Airport

Start typing an airport name and then select the airport name from the resulting list: *

Beaver Municipal Airport - U52

Blanding Municipal Airport - BDG

Bluff Airport - 66V

Bolinder Field-Tooele Valley Airport - TVY

Brigham City Regional Airport - BMC

Briggs County Airport - BGE

Keeping Utah Moving

AERONAUTICS

Contact Information

Continue

A

Airport Information

FAA ID	Airport Name	Associated City
EXP	Example Airport	Example City

B

2020 Utah Statewide Airport Economic Impact Study Results for Selected Airport

	Direct		Indirect/Induced		Total
Employment (Full Time)	67	+	65	=	132
Payroll	\$ 2,763,600	+	\$ 2,363,400	=	\$ 5,127,000
Spending	\$ 2,578,000	+	\$ 2,059,700	=	\$ 4,637,700
Annual Economic Activity	\$ 5,341,600	+	\$ 4,423,100	=	\$ 9,764,700

C

Inflation Adjustment (Optional)

[Click here to view the Consumer Price Index \(CPI\) chart](#)

2019 CPI	New CPI	Inflation (Applied to Updated Results below)
255.7	255.7	0.00 %

Save and Apply

D

Airport Economic Impact Calculator Interface for Selected Airport

Summary

Airport Management

Business Tenants

Capital Investment

GA Visitors

Commercial Visitors

Airport Economic Impact Calculator Results for Selected Airport

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Note: Results produced by the Airport Economic Impact Calculator are based on the input/output model developed for the 2020 Utah Statewide Economic Impact Study using 2019 state-level IMPLAN multipliers as well as airport-specific direct impacts collected in 2019/2020. All dollars are current 2020 dollars and are not adjusted for inflation. The Calculator is not a forecasting tool and all economic impacts reported in the study are estimates based on the best available data at the time the study was conducted. All data represents pre-COVID-19 conditions.

E

Differences in Airport Economic Impact Calculator Results for Selected Airport

	Direct		Indirect/Induced		Total
Employment (Full Time)	0	+	0	=	0
Payroll	\$ 0	+	\$ 0	=	\$ 0
Spending	\$ 0	+	\$ 0	=	\$ 0
Annual Economic Activity	\$ 0	+	\$ 0	=	\$ 0

Start Over

Utah Airports and Economic Development

Kem C. Gardner Policy Institute
May 11th, 2022

GPI Study

- 19 Airports
- Survey of airport managers and economic developers
- Site visits
- Economic and demographic analysis
- Real estate analysis



Source: Kem C. Gardner Policy Institute; State of Utah, SGID

Key Challenges

1. The market for airport-related economic development projects is unclear.
2. Prioritizing the airport takes time, resource, and expertise away from other economic development projects.

Feedback on Generating Opportunities

1. A vision and commitment from city or county executives is essential.
2. Treat the airport as an asset for the community beyond air mobility.

Report Recommendations

1. Consider organizing airports by common challenges rather than geography.
2. Create economic developments plans that address common challenges in addition to geography.

Tiered Rankings – Tier One

Table 1: Tier One Airports in Utah by Population, Employment, Economic Diversity and Facilities

Airport	County Population (2020)	County Population Ranking	County Employment (2020)	County Employment Ranking	Hachman Index Score	Manufacturing Employment	Manufacturing Employment Ranking	Largest Runway Length (feet)
Provo	659,399	2	267,655	2	82.0	19,427	2	8,599
Ogden-Hinckley	262,223	4	109,427	4	88.9	15,040	3	8,107
St. George	180,279	5	71,407	5	82.0	3,737	7	9,300
Logan-Cache	133,154	6	61,959	6	75.1	12,502	5	9,010
Brigham City	57,666	8	20,996	8	59.4	6,131	7	8,900
Cedar City	57,289	9	20,857	9	80.2	2,043	9	8,650

Source: Kem C. Gardner Policy Institute and Utah Department of Workforce Services

Tiered Rankings – Tier Two

Table 2: Tier Two Airports in Utah by Population, Employment, Economic Diversity and Facilities

Airport	County Population (2020)	County Population Ranking	County Employment (2020)	County Employment Ranking	Hachman Index Score	Manufacturing Employment	Manufacturing Employment Ranking	Largest Runway Length (feet)
South Valley	1,185,238	1	719,784	1	93.9	56,542	1	5,862
Spanish Fork	659,399	2	267,655	2	82.0	19,427	2	6,500
Tooele	72,698	7	17,517	10	79.1	2,095	9	6,100
Vernal	35,620	11	11,954	11	23.3	200	18	7,000
Richfield	21,522	14	8,961	12	42.2	466	13	7,100
Carbon	20,412	15	8,827	13	30.0	436	14	8,316

Source: Kem C. Gardner Policy Institute and Utah Department of Workforce Services

Tiered Rankings – Tier Three

Table 3: Tier Three Airports in Utah by Population, Employment, Economic Diversity and Facilities

Airport	County Population (2020)	County Population Ranking	County Employment (2020)	County Employment Ranking	Hachman Index Score	Manufacturing Employment	Manufacturing Employment Ranking	Largest Runway Length (feet)
Salina-Gunnison	21,522	14	8,961	12	42.2	466	13	3,855
Fillmore	12,975	18	4,313	17	30.8	217	16	5,040
Nephi	11,786	20	3,765	19	67.1	843	12	6,300
Green River	9,825	21	3,285	21	20.3	18	25	5,600
Canyonlands	9,669	22	5,686	16	46.1	100	23	7,360
Kanab	7,667	23	3,593	20	44.6	107	22	6,200
Bryce	5,083	25	2,169	24	40.4	43	24	7,394

Source: Kem C. Gardner Policy Institute and Utah Department of Workforce Services

Ranking Methodology

1. Geographic Analysis –
 - Economic and demographic growth
 - Economic diversity and industry concentration

2. Facility Analysis
 - Runway length (8,000 ft.)
 - Surrounding land uses and Proximity to commercial centers



The Future of Aviation in Utah

Airport Improvement Program (Annual)

- **Nationally - \$3.35 billion**
- **State of Utah**
 - **AIP Entitlements**
 - **\$15.2 million with SLC**
 - **\$10.6 million without SLC**
 - **AIP State Apportionment - \$3.8 million**



Bipartisan Infrastructure Law (2022-2026)

Investment in the Nation's Air Transportation System

Funding Source - US Treasury's "General Fund"

Program	Description	Total Funding	Annual Funding	Utah
Airport Infrastructure Program/Airport Infrastructure Grant (AIG)	Annual airport allocation formula	\$15 billion for 5 years	\$3 billion	FY2022 •\$36.2 million w/SLC •\$11.5 million w/out SLC
Airport Terminals Program (ATP)	Competitive grants for terminal and airport-owned tower projects	\$5 billion for 5 years	\$1 billion	
Air Traffic Facilities	Address physical condition of FAA's air traffic control facilities	\$5 billion for 5 years	\$1 billion	

In Summary

Record amount of Federal funding for airports

Source		Annual Funding
AIP		\$3.5 billion
BIL		
	AIG	\$3.0 billion
	ATP	\$1.0 billion
TOTAL		\$7.5 billion



Utah Aeronautics - Next Steps

- New Grant Programs:
 - **FLY UTAH Education Grant**
 - Supports the development of educational pathways in the field of aviation
 - Open to all educational institutions, schools, and training facilities with new or existing programs that prepare students for a career in aeronautics
 - Intended to build Utah's skilled workforce in aviation
 - \$75,000 total annual funding
 - **Airport Revitalization Grant**
 - Supports the enhancement of visual aspects of airport facilities and grounds
 - Open to all Utah airports
 - Intended to support multiple small projects at airports
 - \$100,000 total annual funding
- Actively working to procure airport monitoring service to track all operation counts as well as based aircraft and aircraft movement
- Developing a plan for electrification of airports and aircraft to enhance an airport's sustainability program



Thank you!

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