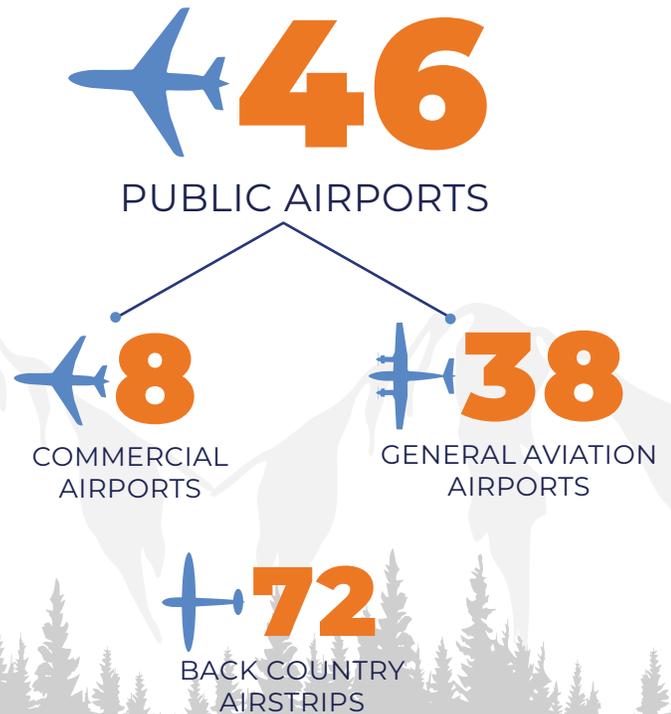




# STATEWIDE AIRPORT ECONOMIC IMPACT STUDY FACTSHEET

The Utah Division of Aeronautics estimated the annual economic impact of the state's 46 public use airports, including Salt Lake City International. Annual economic impacts are related to activities associated with airport management, business tenants, average annual capital investment, and spending by visitors

who arrive on commercial airline flights and on general aviation aircraft. Impacts presented here are those for all public airports. Total annual statewide results reflect direct, indirect, and induced impacts in 2019. All economic impacts reported in this study represent pre-COVID conditions.



**ANNUAL VISITORS ARRIVING BY AIR**

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

**180,000** GENERAL AVIATION VISITORS  
*137,000 Excluding SLC*



For more information on the Utah Aviation Development Strategy or the Economic Impact Study, visit <https://www.udot.utah.gov/connect/business/public-entities/planning/aviation-development-strategy>



UTAH  
· AVIATION DEVELOPMENT STRATEGY ·



**ANNUAL  
ECONOMIC  
ACTIVITY**



**45 PUBLIC  
AIRPORTS**



**46 PUBLIC  
AIRPORTS  
Including SLC**



**6.6%  
OF GROSS STATE  
PRODUCT**



**AIRPORT-  
SUPPORTED  
EMPLOYMENT**



**45 PUBLIC  
AIRPORTS**



**46 PUBLIC  
AIRPORTS  
Including SLC**

## 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



**33** AIRPORTS SUPPORTING  
**AIR AMBULANCE  
OPERATIONS**

AIRPORTS SUPPORTING  
**AERIAL FIREFIGHTING  
ACTIVITY**

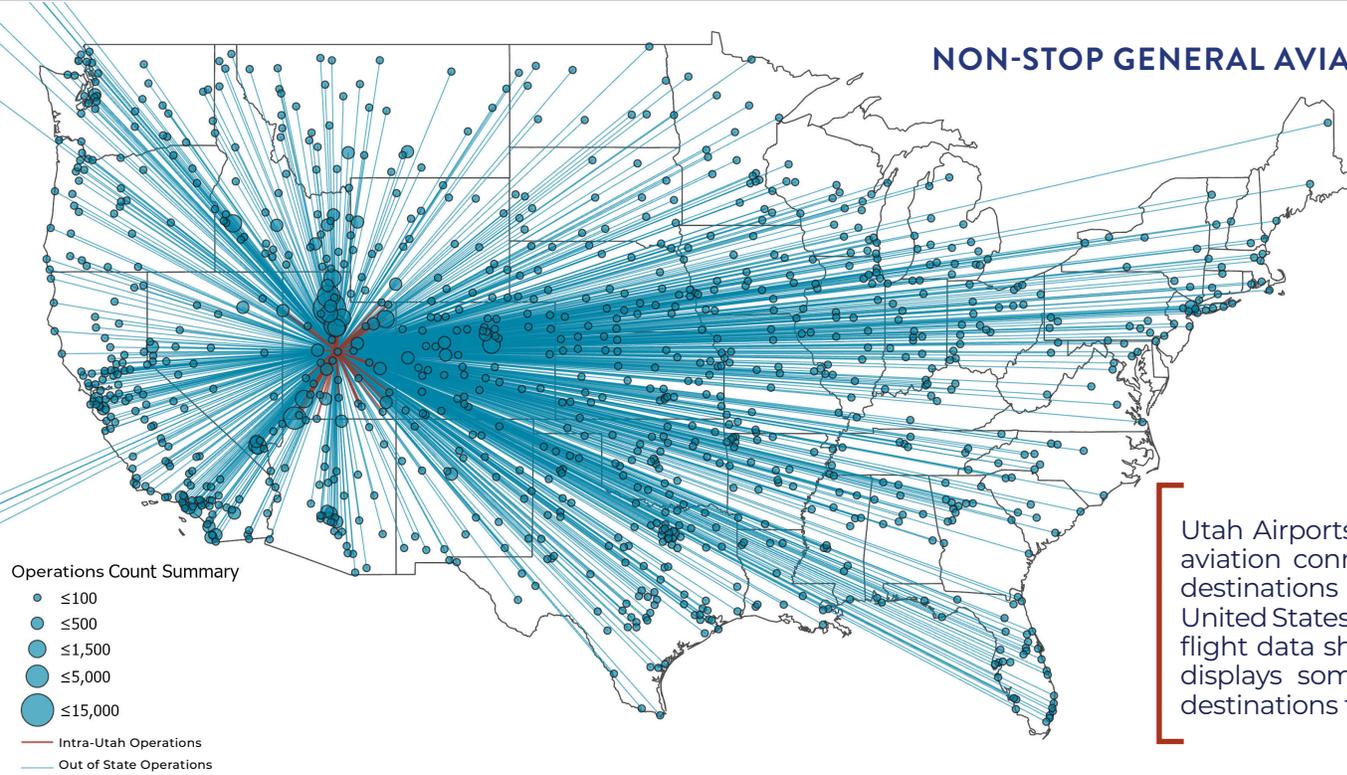
**34**





UTAH  
- AVIATION DEVELOPMENT STRATEGY -

## UTAH AIRPORTS - FAR REACHING CONNECTIONS



Utah Airports support general aviation connectivity to many destinations throughout the United States and beyond. FAA flight data shown on the map displays some of the annual destinations to and from Utah.

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



**46 PUBLIC AIRPORTS**  
Including SLC



**\$578.1M**  
SALES TAX

**\$57.3M**  
INCOME TAX

**45 PUBLIC AIRPORTS**  
Excluding SLC



**\$42.7M**  
SALES TAX

**\$7.1M**  
INCOME TAX



# MARKET-BASED ROLES

Every airport in the Utah system plays an important role in the functionality and capacity of the system. The roles established for each airport are based on the unique markets each serves. Factors considered in establishing market-based roles include:

- **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 rural freight routes, rail yards, etc.
- **Airport Services:** runway length, approach type, weather reporting, fuel service, aircraft storage, etc.

Each airport and its surrounding environs are unique and reflect diverse economies, geographies, and recreational opportunities across the state. The four roles are presented below.



**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

## 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