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• AVIATION DEVELOPMENT STRATEGY •

2020 UTAH

# AVIATION DEVELOPMENT STRATEGY

TECHNICAL REPORT





## **UTAH AVIATION DEVELOPMENT STRATEGY**

Prepared for:

**Utah Department of Transportation – Division of Aeronautics**

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As required by Paragraph 425.B(4) of FAA Order 5100.38C, *Airport Improvement Program (AIP) Handbook*:

The preparation of this document may have been supported, in part, through the Airport Improvement Program financial assistance from the Federal Aviation Administration as provided under Title 49 U.S.C., Section 47104. The contents do not necessarily reflect the official views or policy of the FAA. Acceptance of this report by the FAA does not in any way constitute a commitment on the part of the United States to participate in any development depicted therein nor does it indicate that the proposed development is environmentally acceptable or would have justification in accordance with appropriate public laws.



# 1. Aviation Development Strategy Introduction and Summary

Utah has a diverse aviation system that serves a large population across a broad, varying geographic area. The state’s airport system is essential to Utah’s transportation infrastructure and economy. To guide the Utah airport system and measure how airports contribute to the economy, the Utah Department of Transportation (UDOT) Division of Aeronautics recently completed the Aviation Development Strategy. This study includes two components: a Statewide Aviation System Plan<sup>1</sup> and a Statewide Economic Impact Study for 45 study airports plus Salt Lake City International Airport (SLC). While much of the data was collected pre-COVID-19, the information and associated recommendations are still valid and representative of Utah’s robust airport system.

## 1.1 Study Process

A robust study process was developed that followed Federal Aviation Association (FAA) guidance on system planning as presented in AC 150/5070-7 – The Airport System Planning Process. The key elements of this two-year study are highlighted and summarized below:

**Airport Inventory:** The first step in evaluating an airport system is to assess existing conditions. Data was collected for all 45 study airports<sup>2</sup> through an extensive outreach effort that included site visits, online surveys, and numerous phone calls and meetings with key airport stakeholders. Some of the analyses were also based on information provided by the Division of Aeronautics, as well as data from the FAA. Local economic development officials were also interviewed to better understand local market conditions. The Inventory chapter provides information on existing facilities, services, and activity for each airport. Data documented as part of the inventory effort served as the basis for all subsequent technical elements of the Aviation Development Strategy. Below are some of the key attributes of the Utah airport system:

- 35 airports (76 percent) have primary runways 5,000 feet or greater in runway length
- Three study airports have air traffic control towers
- 21 airports (47 percent) are equipped with full-length parallel taxiways
- 27 airports (60 percent) have LPV or ILS Vertical Guidance Approach
- 28 airports (62 percent) have weather reporting equipment
- Jet A fuel is available at 27 airports (60 percent), while AvGas is available at 36 airports (80 percent)

**Forecasts:** After conducting an inventory of existing conditions, an activity forecast is the next important step to understanding how future demand could affect the system. The forecast chapter examines trends and makes projections for key components of aviation activity in Utah. Forecasts developed in the Aviation Development Strategy helped verify airport roles and provided a framework to guide analysis for future system development. In the future, these forecasts can also be used to crosscheck if individual airport master plan forecasts are reasonable.

Forecasts of aviation activity were prepared with 2018 as the base year and projected in five-year increments through the end of the planning period of 2028. The types of activities in the forecast include based aircraft, annual general aviation aircraft operations, annual commercial aircraft operations, and annual commercial passenger enplanements. The Aviation Development Strategy relied on the FAA’s Terminal Area Forecast (TAF) model to generate forecasts. As shown in **Table 1-1**, projections indicate that Utah’s based aircraft and general

<sup>1</sup> The system plan is referred to as the Aviation Development Strategy.  
<sup>2</sup> Facility data for Salt Lake City International (SLC) was not collected for this effort since the study does not include recommendations related to large hub facilities. However, data for SLC is included with regard to its projections of demand, market area, and in the companion economic impact analysis.



aviation operations will increase at a relatively moderate rate – under one percent annually, while commercial service operations and enplanements at the state’s eight commercial service airports will grow at estimated rates closer to two percent annually. These projections are reasonable, conservative, and are similar to what is anticipated nationwide.

**Table 1-1: Activity Forecast Summary**

Category	2018	2023	2028	AAGR
Based Aircraft	2,400	2,473	2,550	0.6%
General Aviation Operations	774,011	786,254	796,860	0.3%
Commercial Service Operations	304,882	336,517	363,837	1.8%
Commercial Service Enplanements	12,364,393	14,054,145	15,379,733	2.2%

Source: FAA TAF, Airport Manager interviews

**System Performance Evaluation:** To determine if Utah’s airports are providing residents and businesses with adequate coverage of critical aviation services, an evaluation of system performance was conducted. By identifying system adequacies and deficiencies, the Division of Aeronautics can develop a recommended plan to help shape a viable and balanced system of airports. To accomplish this evaluation, a series of drive-time performance measures were prepared. Drive-time service areas for the airports were established using a geographic information system (GIS) mapping tool, and additional mapping analysis was undertaken to determine current accessibility ratings for each of the performance measures. **Table 1-2** shows measures that were used to evaluate system performance, along with accessibility ratings as they were established by the study’s mapping analysis.

For most accessibility performance measures, accessibility currently approaches or exceeds 90 percent, a testament to the robust, well-developed existing airport system. This analysis determined that most of Utah’s population is in close proximity to airports offering business-critical aviation facilities such as 5,000-foot-long runways and other infrastructure that supports business jet aircraft.

**Table 1-2: System Performance by Measure**

Performance Measure	Utah Residents in Service Area	Utah Land Area Covered
<b>60-Minute Accessibility to an Airport with Scheduled Commercial Airline Service</b>		
– 60-Minute Accessibility to Utah airports with scheduled airline service	92.9%	11.2%
– 60-Minute Accessibility to Utah airports or public airports in nearby states with schedule airline service	93%	11.4%
<b>120-Minute Accessibility to an Airport with Scheduled Commercial International Airline Service</b>		
– 120-Minute Accessibility to Utah airports with international airline service	86.6%	13.1%
– 120-Minute Accessibility to Utah airports or airports in nearby states with international airline service	86.6%	13.1%
<b>30-Minute Accessibility to a Public Airport</b>		
– 30-Minute Accessibility to any Utah airport	94.1%	8.4%
– 30-Minute Accessibility to any NPIAS Utah airport	92.5%	7.1%
– 30-Minute Accessibility to any NPIAS Utah airport or NPIAS airport in nearby state	92.6%	7.2%
<b>30-and 45-Minute Accessibility to Airports Exhibiting Selected NBAA Medium &amp; Light Business Jet Airport Characteristics</b>		
– 45-Minute Current Accessibility to Utah Airports Meeting Acceptable NBAA Medium Business Jet Airport Characteristics	91.8%	6.1%

Performance Measure	Utah Residents in Service Area	Utah Land Area Covered
– 45-Minute Current Accessibility to Utah or Nearby Airports Meeting Acceptable NBAA Medium Business Jet Airport Characteristics	91.9%	6.2%
– 30-Minute Current Accessibility to Utah Airports Meeting Acceptable NBAA Light Business Jet Airport Characteristics	87.5%	6.5%
– 30-Minute Current Accessibility to Utah or Nearby Airports Meeting Acceptable NBAA Light Business Jet Airport Characteristics	87.6%	6.5%
<b>30-Minute Accessibility to an Airport with Approach Procedures</b>		
– 30-Minute Current Accessibility to a Utah airport with precision like approach	92.3%	6.5%
– 30-Minute Current Accessibility to Utah or nearby airport with precision like approach	92.4%	6.5%
– 30-Minute Current Accessibility to Utah airport with any published approach	92.4%	6.8%
– 30-Minute Current Accessibility to Utah airport or nearby airport with any published approach	92.5%	6.8%

Source: Jviation

**Airport Roles:** Every airport in the Utah system plays an important role in the functionality and capacity of the system. One of the primary goals of the Aviation Development Strategy is to ensure Utah has a balanced and viable system of public airports to serve its population. Assigning a role to each airport helps to achieve this goal since roles can be used to direct targeted investment and identify projects that are essential to the system. Based on discussions with the Division of Aeronautics’ personnel, it was determined to formulate a new set of airport role categories for the 2020 Aviation Development Strategy. 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
- Strategic Aviation Niche: air cargo, aerial firefighting, air ambulance, based aircraft
- Modal Connectivity: federal freight networks, critical freight routes, rail yards
- Airport Services: runway length, approach type, weather reporting, fuel service, aircraft storage

Each airport and its surrounding environs are unique and reflect diverse economies, geographies, and recreational opportunities across the state. To develop targeted system recommendations, this plan places Utah’s airports into one of four roles based on each airport’s characteristics. The roles are as follows:

- 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)

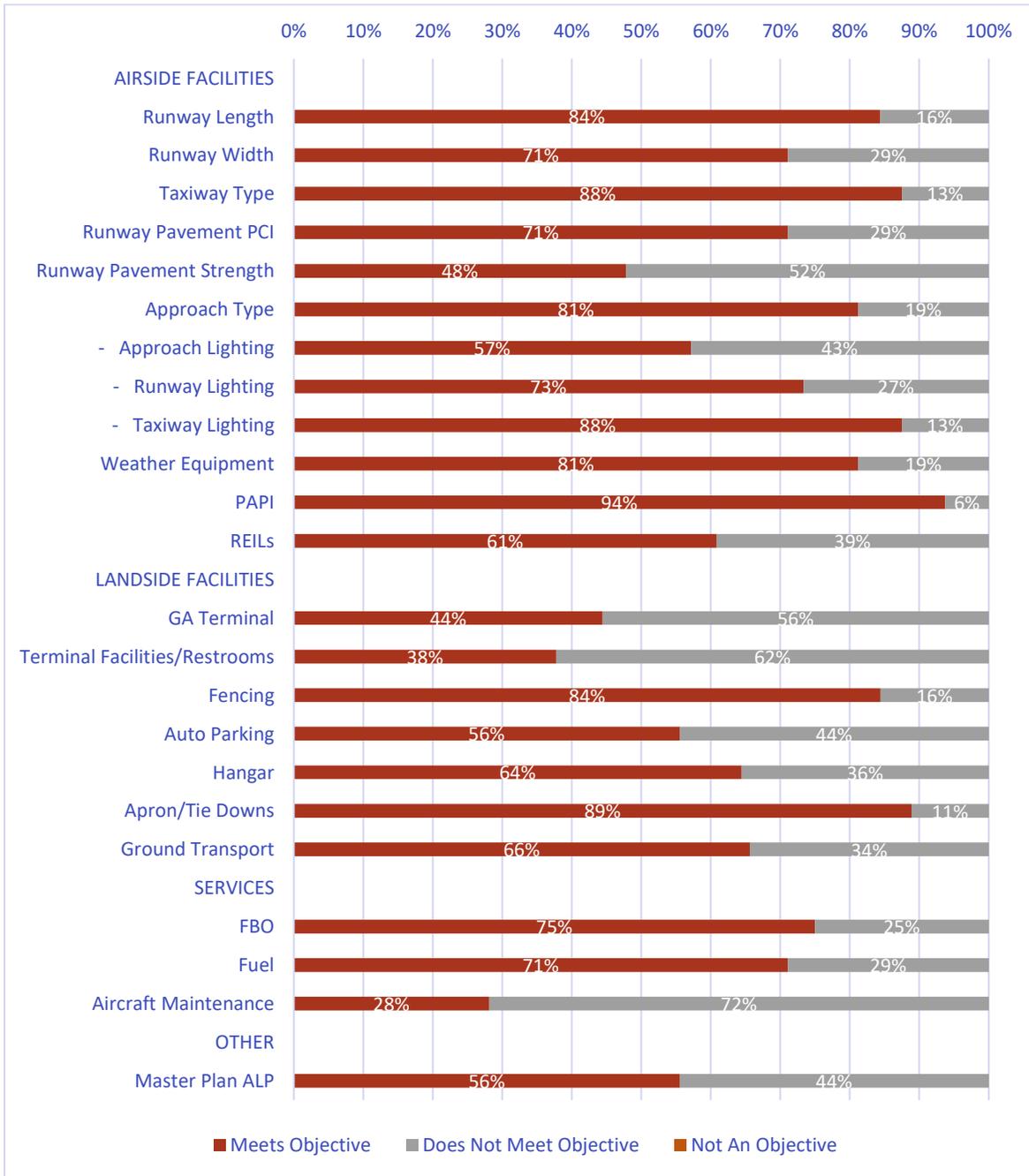
Each role will then be tied to a specific set of facilities and services objectives. Detailed descriptions of each role and the factors considered are provided in Chapter 5. **Figure 1-1** shows the recommended airport system roles.



**Airport Facility and Service Objective Analysis:** The Aviation Development Strategy established target objectives to enable airports to best fulfill their assigned role in the state airport system. Unique facility and service objectives apply to airports in each of the four role categories. The study analyzes and summarizes existing airside facilities, other facilities, and services at 45 system airports. A “report card” for each of the system airports was prepared as part of this study. Facility and service objectives are based on system analysis and recommendations by the Division of Aeronautics and include criteria for runway length and width, navigational aids, aircraft storage, and fuel as well as other criteria. Objectives reflect the industry, technology, and regulatory changes since the last system plan was completed in Utah. Facility and service adequacies and deficiencies identified in this chapter provide the foundation for final system recommendations, as well as for recommendations for individual study airports. **Figure 1-2** summarizes statewide facility and service objectives compliance.



**Figure 1-2: Statewide Facility and Service Objectives Compliance Summary**



Source: Jviation

**Cost Estimates and Project Funding:** The Aviation Development Strategy identifies the costs associated with recommended improvements to meet all airport role-related objectives. Statewide costs are summarized in total by airport role and by type of project. Current Airport Capital Improvement Plans (ACIPs) for each airport were compared to Aviation Development Strategy recommendations to determine if any airports have projects planned that will enable them to resolve any noted deficiencies related to the Aviation Development Strategy objectives. As part of the recommended plan, projects from the Aviation Development Strategy and ACIPs were reviewed in an attempt to identify and remove any duplicate projects to avoid double-counting financial

requirements for the airport system. The recommended plan identified potential average annual funding needs for Utah airports from 2021 to 2030. These estimates do not include costs associated with most projects at commercial service airports that are not funded through the ACIP Program. Average annual costs to implement all Aviation Development Strategy-related projects are estimated at approximately \$14.3 million. Average annual costs to address current ACIP requests are estimated at \$28.3 million. Combined, an average annual investment of \$42.6 million is needed. Considering all system planning projects, individual airport CIPs, and pavement projects, the 10-year financial need for the airports is estimated to be \$426.0 million.

**Utah Aviation Development Strategy Recommendations:** This Aviation Development Strategy took a comprehensive look at how the system is performing based on current conditions. The ultimate recommendations are steps the Division of Aeronautics should consider after the study is complete to implement actions and continue to move the airport system forward and meet its mission. The Aviation Development Strategy identified various actions and projects that are recommended to improve the performance of the Utah airport system. The recommendations are summarized as follows:

*Monitor FAA NPIAS Airport Status and Support At-Risk Airports* – It is recommended Division of Aeronautics’ staff monitor the status of NPIAS airports particularly the level of activity of airports with less than 10 based aircraft. Airport managers should also monitor airworthy based aircraft at their airports and update the FAA aircraft registry (basedaircraft.com) annually. The Division of Aeronautics can assist general aviation airports with maintaining and growing activity levels through:

- Stakeholder education – Provide information such as the Economic Impact Legislative Reports, Individual Airport Summaries, and Airport Development Strategy Fact Sheets to help tell aviation’s story and promote new activities and local investment.
- Promote Utah’s aviation system at regional and national events such as those held by NASAO, NBAA, Oshkosh, and UAOA.
- Develop and refine funding prioritization to help support facility needs identified in the Aviation Development Strategy.
- Continue to develop specialized studies that target key needs. Recommendations include a statewide air cargo opportunity study. The Economic Impact Calculator Tool can be used to explore “what if” options and show the benefit of proposed new airport development.

*Complete Projects Identified in Airport Roles and Facilities and Service Analysis* – The Aviation Development Strategy developed target facility and service objectives to optimize each market-driven airport role category. Facility recommendations identified for each airport should be given funding priority in that they have the potential of raising the bar for the entire system. While many services available at airports are market-driven and are beyond the direct scope of the Division of Aeronautics, there are opportunities to assist airports in improving services. Services such as fuel availability, aircraft maintenance, and FBO services are often based on local demand. While funds are typically not funding to subsidize private businesses, the Division of Aeronautics can consider funding targeted feasibility studies or business plans. Other potential targeted market support studies are recommended in the SWOT analysis findings presented in this chapter. These are also summarized below.

*SWOT Analysis Recommendations* – Numerous recommendations came from focus group meetings held at select airports throughout the system. These SWOT analysis recommendations included the need for training, statewide targeted funding, and various informational and planning initiatives. Specific recommendations include:

- Marketing programs
- Local business partnering programs



- Infrastructure development funding and loan programs
- Business plans and airport marketing studies
- Aviation education outreach
- Statewide cargo and Wasatch Front airspace studies
- General aviation promotion through national organizations

*Fund Development Opportunities as identified in Airport CIPS that Align with the Aviation Development Strategy* – The Aviation Development Strategy provides significant decision-making information by identifying projects and actions that are important to raising the bar for future system performance. These include projects identified through the facility and service objectives analysis as well as through each airport’s CIP. As future investment decisions are made, recommendations for specific capital projects should be considered that align with Aviation Development Strategy facility and service objectives.

*Develop a Prioritization System in the ACIP* – It is recommended that the Division of Aeronautics develop a priority investment system. This system should be included in a database management program as part of the state’s CIP database. Setting up the basis for a prioritization process may consider how to assign importance weightings for projects such as:

- Improve airport performance to support economic development
- Align with SWOT recommendations
- Relationship to promoting economic impact (create jobs – tie into economic impact analysis)
- Address projects in airport capital improvement plans
- Address facility and service deficiencies (system or airport) identified by the Aviation Development Strategy



## 2. Inventory

### 2.1 Introduction

The inventory effort for the Utah Aviation Development Strategy documents existing facilities and conditions for the 46 system airports. It should be noted that facility data for Salt Lake City International (SLC) was not collected for this effort since the study will not include recommendations related to large hub facilities. Data for SLC is included with regard to its projections of demand, market area, and in the companion economic impact analysis. Data collected during the inventory process is used throughout the study to complete various evaluations and to formulate final study recommendations. Information gathered during the inventory is used to project future demand, determine the adequacy of current system performance, identify airport-specific facility and service improvements, and develop recommendations for the future system. Data summarized in this chapter includes current conditions as they relate to:



#### Key Point

*Utah has a diverse aviation system comprised of 8 commercial service airports and 38 general aviation airports that serve a large population across a broad, varying geography. The first step in evaluating an airport system is to assess existing conditions. This chapter highlights the data collected on each airport through an extensive outreach effort that included site visits, on-line surveys, and numerous phone calls and meetings with key stakeholders. The information gathered, generally between May and September 2019, in this effort will be used to complete the detailed system evaluations presented in the rest of the Aviation Development Strategy and companion economic impact analysis. While much of the data collected was pre-COVID-19, the information and associated recommendations are still valid and representative of Utah's robust airport system.*

- Aviation Activity: based aircraft and annual general aviation operations for all study airports.
- Airside Facilities: runways and taxiways.
- Navigational, Approach, and Landing Aids: facilities that support airport usage during periods of reduced visibility or at night.
- Landside Facilities/Services: perimeter fencing, hangar space, automobile parking (spaces available to accommodate airport users), fixed base operators (FBOs), fuel, terminal buildings, and ground transportation services.

The data collection process to support the inventory effort occurred between May and September 2019; information reported in this chapter reflects conditions at study airports at the time data collection occurred.

### 2.2 Data Collection Process

The inventory collected information from the eight<sup>1</sup> commercial service and 38 general aviation study airports using several sources<sup>2</sup>: survey/questionnaires, on-site visits, airport management interviews, and secondary sources. An online inventory questionnaire was created and emailed to each airport to begin the inventory process. This questionnaire asked for information regarding runways, taxiways, airport visual aids, weather

<sup>1</sup> The system plan included 46 study airports; these airports represent Utah's public-use airports. It is important to note that there are many other airports in Utah, but these airports are private-use or backcountry airports and therefore were not included in the system planning analysis.

<sup>2</sup> SLC is not included in the facility and services analysis.



reporting/communication systems, airport services, hangar space/tie-down/aircraft parking, based aircraft, and aircraft operations. To the extent possible, data from the following sources was used to verify information needed to support the analysis:

- Federal Aviation Administration (FAA) Form 5010, Airport Master Record
- FAA Airport/Facilities Directory
- AirNav.com
- Airport Master Plans
- Airport Layout Plans
- Utah Division of Aeronautics databases

A copy of the inventory questionnaire used to collect information for the plan is contained in **Appendix A**.

### 2.3 Existing System

The FAA has developed a coding system used to relate airport design criteria to the operational and physical characteristics of the types of aircraft intended to operate at that airport. Specifically, the Airport Reference Code (ARC) is an airport designation that signifies the airport’s highest Runway Design Code (RDC), which consists of the following two components:

- Aircraft Approach Category (AAC) depicted by a letter based on aircraft approach speed (**Table 2-1**)
- Airplane Design Group (ADG) depicted by a Roman numeral and based on aircraft wingspan and tail height (**Table 2-2**)

**Table 2-1: Aircraft Approach Category**

Approach Category	Approach Speed
A	< 91 knots
B	91 knots - < 121 knots
C	121 knots - < 141 knots
D	141 knots - < 166 knots
E	166 knots or more

Source: FAA Advisory Circular 150/5300-13A, *Airport Design*

**Table 2-2: Airplane Design Group**

Design Group	Wingspan	Tail Height
I	< 49 feet	< 20 feet
II	49 feet - < 79 feet	20 feet - < 30 feet
III	79 feet - < 118 feet	30 feet - < 45 feet
IV	118 feet - < 171 feet	45 feet - < 60 feet
V	171 feet - < 214 feet	60 feet - < 66 feet
VI	214 feet - < 262 feet	66 feet - < 80 feet

Source: FAA Advisory Circular 150/5300-13A, *Airport Design*

The Runway Design Code (RDC) adds a third component for runway approach visibility minimums as expressed in Runway Visual Range (RVR). (**Table 2-3**)

**Table 2-3: Runway Visual Range**

RVR (feet)	Instrument Flight Visibility Category (statute mile)
5,000	Not lower than 1 mile
4,000	Lower than 1 mile but not lower than ¾ mile
2,400	Lower than ¾ mile but not lower than ½ mile
1,600	Lower than ½ mile but not lower than ¼ mile
1,200	Lower than ¼ mile

Source: FAA

Generally speaking, aircraft in Approach Category A and Design Group I are small general aviation aircraft. Most general aviation aircraft seldom exceed Approach Category C. Aircraft above Approach Category C are typically commercial aircraft, but some smaller commercial planes are included in Approach Category C. The higher the letter designation for the Approach Category and the higher the Roman numeral for the Design Group, the larger the aircraft that the airport is designated to accommodate, as shown in **Figure 2-1**.

**Figure 2-1: Runway Design Code Aircraft Types**



Source: Aviation

Note: Category E is only assigned to military aircraft, so is not included in the graphic.



The existing airport system includes 46 airports, all of which are publicly owned, with the exception of Skypark Airport and West Desert Airpark, which are privately owned. As shown in **Table 2-4** and **Figure 2-2**, the system consists of eight commercial service airports and 38 general aviation airports. The carrier(s) providing service to airports serving Cedar City, Moab, and Vernal are operating with the assistance of an operating subsidy from the federally funded Essential Air Service (EAS) program. Of the 46 airports in Utah’s airport system, 36 are in the National Plan of Integrated Airport System (NPIAS) making them eligible for FAA capital improvement funding and subject to FAA grant assurances.

The EAS program was put into place after passage of the Airline Deregulation Act in 1978 to guarantee that small communities that were served by certificated air carriers before airline deregulation maintain a minimal level of scheduled air service. The United States Department of Transportation is mandated to provide eligible EAS communities with access to the National Air Transportation System. This is generally accomplished by subsidizing two round trips a day with 30- to 50-seat aircraft, or additional frequencies with aircraft with nine seats or fewer, usually to a large- or medium-hub airport.<sup>3</sup>

**Table 2-4: Utah System Airports – Airport Reference Codes (ARC) and NPIAS Inclusion**

Associated City	Airport Name	FAA ID	ARC	NPIAS Airport	NPIAS Role
<b>Commercial Service</b>					
Cedar City	Cedar City Regional Airport	CDC	C-III	Yes	
Moab	Canyonlands Field Airport	CNY	C-II	Yes	Local
Ogden	Ogden-Hinckley Airport	OGD	C-III	Yes	
Provo	Provo Municipal Airport	PVU	C-II	Yes	
St George	St George Regional Airport	SGU	C-III	Yes	
Vernal	Vernal Regional Airport	VEL	C-II	Yes	Regional
Wendover	Wendover Airport	ENV	C-III	Yes	National
<b>General Aviation</b>					
Beaver	Beaver Municipal Airport	U52	B-II	Yes	Basic
Blanding	Blanding Municipal Airport	BDG	B-II	Yes	Basic
Bluff	Bluff Airport	66V	A-I Small		
Bountiful	Skypark Airport	BTF	B-II Small		
Brigham City	Brigham City Regional Airport	BMC	C-III	Yes	Local
Bryce Canyon	Bryce Canyon Airport	BCE	B-II	Yes	Basic
Cedar Fort	West Desert Airpark	UT9	A-I Small		
Delta	Delta Municipal Airport	DTA	B-II	Yes	Basic
Duchesne	Duchesne Municipal Airport	U69	A-I Small	Yes	Basic
Dutch John	Dutch John Airport	33U	A-I*		
Escalante	Escalante Municipal Airport	1L7	B-II	Yes	Basic
Fillmore	Fillmore Municipal Airport	FOM	B-II		
Glen Canyon NRA	Bullfrog Basin Airport	U07	A-I Small		
Green River	Green River Municipal Airport	U34	B-II	Yes	Basic
Halls Crossing	Cal Black Memorial Airport	U96	B-I	Yes	Basic
Hanksville	Hanksville Airport	HVE	B-II Small	Yes	Basic
Heber	Heber City Municipal Airport – Russ McDonald Field	HCR	B-II	Yes	Regional
Huntington	Huntington Municipal Airport	69V	A-II Small		

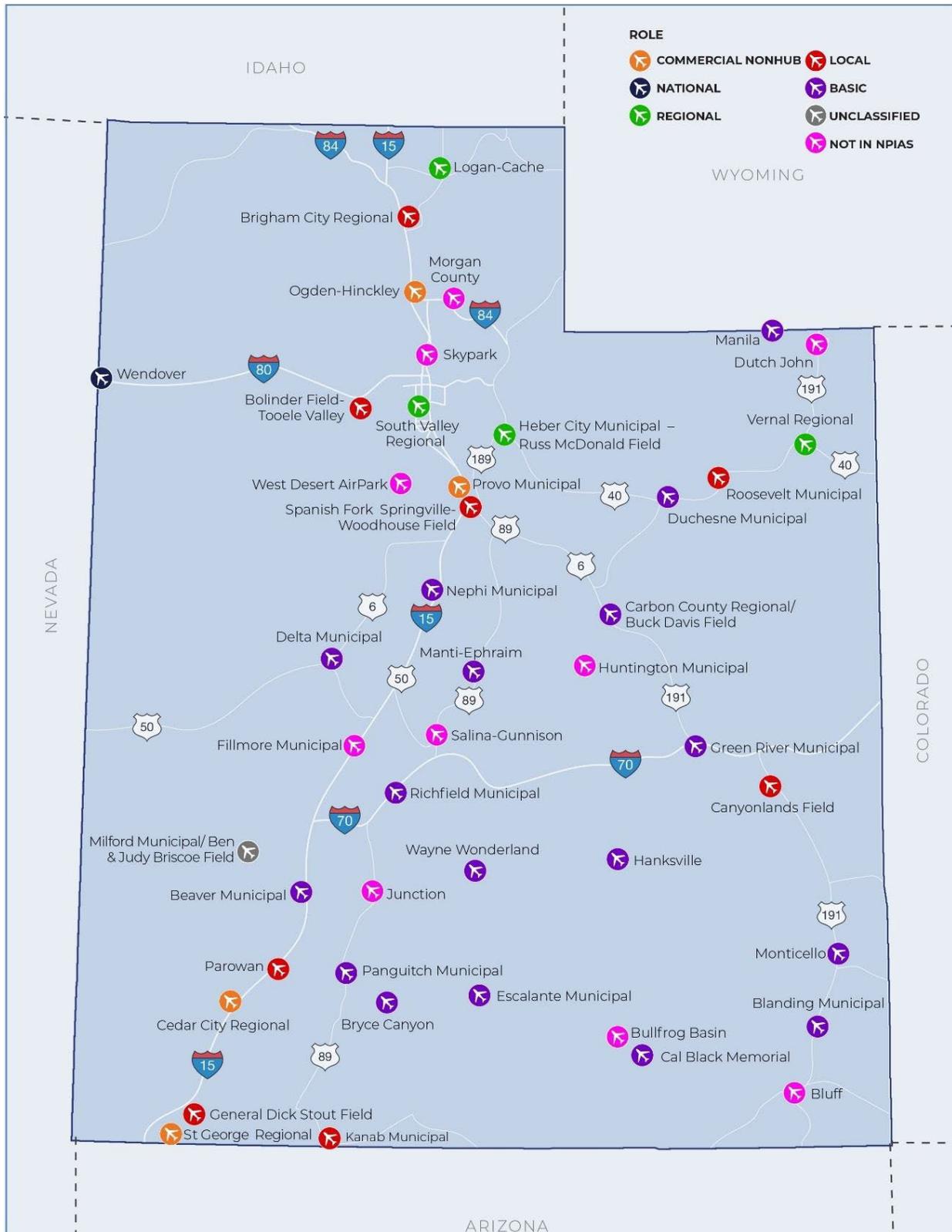
<sup>3</sup> U.S. Department of Transportation

Associated City	Airport Name	FAA ID	ARC	NPIAS Airport	NPIAS Role
Hurricane	General Dick Stout Field Airport	1L8	B-I	Yes	Local
Junction	Junction Airport	U13	A-I Small		
Kanab	Kanab Municipal Airport	KNB	B-II	Yes	Local
Loa	Wayne Wonderland Airport	38U	B-II	Yes	Basic
Logan	Logan-Cache Airport	LGU	C-II	Yes	Regional
Manila	Manila Airport	40U	A-I	Yes	Basic
Manti	Manti-Ephraim Airport	41U	A-II Small	Yes	Basic
Milford	Milford Municipal Airport/Ben and Judy Briscoe Field	MLF	B-II	Yes	Unclassified
Monticello	Monticello Airport	U64	B-II	Yes	Basic
Morgan	Morgan County Airport	42U	B-II		
Nephi	Nephi Municipal Airport	U14	C-II	Yes	Basic
Panguitch	Panguitch Municipal Airport	U55	B-II	Yes	Basic
Parowan	Parowan Airport	1L9	B-II	Yes	Local
Price	Carbon County Regional Airport/Buck Davis Field	PUC	C-II	Yes	Basic
Richfield	Richfield Municipal Airport	RIF	C-II	Yes	Basic
Roosevelt	Roosevelt Municipal Airport	74V	B-II	Yes	Local
Salina	Salina-Gunnison Airport	44U	A-II		
Salt Lake City	South Valley Regional Airport	U42	B-II or C-II	Yes	Regional
Spanish Fork	Spanish Fork Airport Springville-Woodhouse Field	SPK	B-II	Yes	Local
Tooele	Bolinder Field-Tooele Valley Airport	TVY	C-II	Yes	Local

Source: Airport Management, 2019-2023 NPIAS Report, Aviation



Figure 2-3 Geographic Layout of NPIAS Airports in Utah



Source: FAA 5010, Airport Management, Aviation

## 2.4 Backcountry Airstrips

Public-use airports are located in remote areas throughout Utah on federal and state lands. These backcountry airports support a wide variety of unique aviation activities related to natural resource protection, and businesses related to backcountry recreational pursuits. These airports also allow pilots and their passengers access to Utah’s wildlands, including many state and national parks. Many of these airstrips were developed originally to access mines, ranches, and oil exploration sites.



Mineral Canyon Airstrip, Photo Credit: Utah Back Country Pilots Association

These remote air strips are important infrastructure because of the many services and access they provide. They support wildland firefighting where terrain prohibits access by motorized vehicles. Backcountry airports provide emergency access to remote areas with few, if any, improved roads and may be used for air ambulances in transporting sick or injured hikers, hunters, rafters, and other outdoor enthusiasts. These airports also provide alternate landing facilities for general aviation aircraft on cross country flights. Backcountry airports in Utah are used for mountain and desert flight training, which can only be taught in certain terrain and conditions.

Backcountry airports provide pilots and passengers unique outdoor experiences such as camping, fishing, hunting, rafting, and photography. These air strips often allow camping on site or nearby and support nearby businesses such as lodges, ranches, outfitters, and guides. Economic impacts associated with these airports are tied to airports functioning as gateways to remote areas. In Utah, these include businesses providing charter flights to these remote airfields. There are 69 backcountry airstrips in Utah that are maintained and are shown in **Table 2-5** and **Figure 2-4**.

**Table 2-5: Backcountry Airstrips**

Name	Landowner	County
Angel Point	Federal	Wayne
Archy Bench	Federal	Uintah
Atchee Ridge	Federal	Uintah
Below Buckacre	Federal	Garfield
Big Flat	Federal	Grand
Big Thomson Mesa	Federal	Garfield
Blackburn Draw	Federal	Wayne

Name	Landowner	County
Bonanza	Federal	Uintah
Bonneville	Federal	Tooele
Boulder	Federal	Garfield
Boulevard Ridge	Federal	Uintah
Browns Rim	Federal	San Juan
Buck Canyon	Federal	Uintah
Bullfrog Creek	Federal	Garfield
Burr Desert	Federal	Wayne
Butler Wash at Poison Spring Canyon	Federal	Garfield
Cedar Camp Ridge	State	Grand
Cedar Mountain	Federal	Emery
Cliff Dweller Flat	Federal	Emery
Colt Mesa/Silver Falls	Federal	Garfield
Daddy Spring	State	Carbon
Dark Canyon/South Rim	Federal	San Juan
Deadman Point	Federal	Grand
Delle	Private	Tooele
Dirty Devil	Federal	Wayne
Fry Canyon	Federal	San Juan
Gruvers Mesa	Federal	Emery
Happy Canyon	State	Wayne
Hidden Splendor	Federal	Emery
Hite	Federal	Garfield
Horseshoe Canyon	Federal	Emery
Ibex Hard Pan	Federal	Millard
Keg Knoll	Federal	Emery
Locomotive Springs	State	Box Elder
McKay Flat	Federal	Emery
Mexican Mountain	Federal	Emery
Mineral Canyon	Federal	Grand
Mule Canyon	Federal	San Juan
Neilson Wash	Federal	Wayne
Nokai Dome	Federal	San Juan
Nordin Ranch	Federal	Washington
Overlooked/Rustler Canyon	State	San Juan
Pilot Knoll	Federal	Kane
Piute Canyon	Federal	San Juan
Red Reef	State	Emery
Road Junction 95-276	Federal	Garfield
Robbers Roost Flats	Federal	Wayne
Rockland Ranch	State	San Juan
Sage Brush Bench	Federal	Emery
Sage Brush Flat/Peter's Point	Federal	Carbon
Sand Wash	Federal	Uintah
Selenite/Factory Butte Coal Mine	State	Wayne
Simplot / Funky	Federal	Garfield

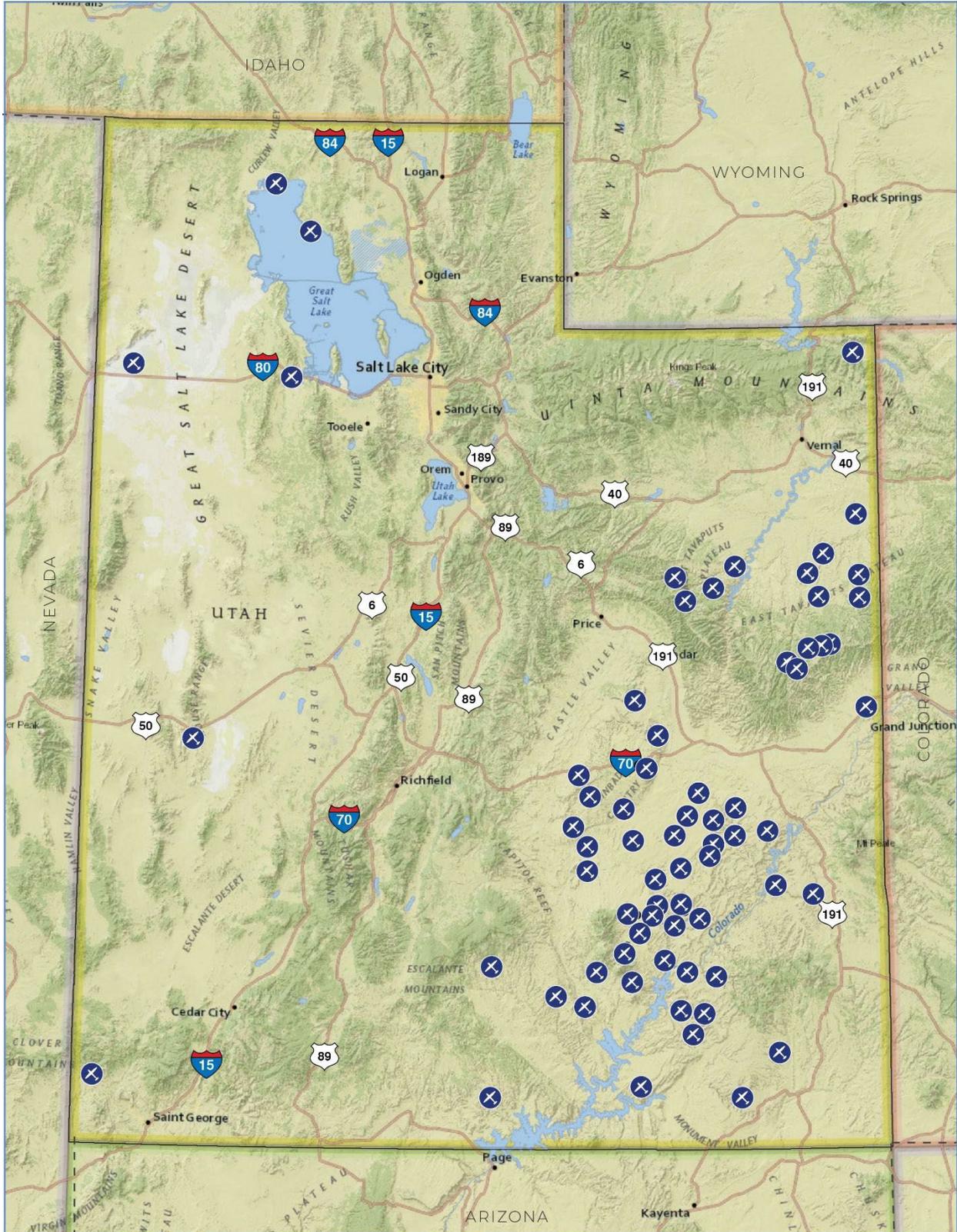


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Name	Landowner	County
Slate Creek	State	Garfield
Spiral Jetty	State	Box Elder
Star Spring/Ticaboo	Federal	Garfield
Steer Ridge East	State	Grand
Steer Ridge West	Federal	Grand
Stone Cabin Gas Field	Federal	Carbon
Sweetwater Reef	Federal	Emery
Taylor Flat	Federal	Daggett
Temple Mountain	Federal	Emery
Three Pines	State	Grand
Twin Knolls	Federal	Uintah
Valley of the Gods	Federal	San Juan
Wee Hope Mine/Radium King	Federal	San Juan
Westwater	Federal	Grand
Willow Flats	State	Grand
Willow Spring	Federal	Wayne

Source: Utah Back Country Pilots Association

Figure 2-4: Utah Backcountry Airstrips



Source: Jviation

## 2.5 Aviation Activity and Based Aircraft

Aircraft operations and based aircraft data were collected for each airport through the inventory process and FAA data sources. Activity data for the study airports is discussed briefly in the following sections. Additional information on aviation activity and current demand at study airports is included in Chapter 3, Forecasts of Aviation Demand.



Source: Jviation

### 2.5.1 Aircraft Operations

Operational data (aircraft takeoffs and landings) are important to determining future airport needs within a state system plan.

The following three study airports have air traffic control towers, which provide detailed records of airport activity:

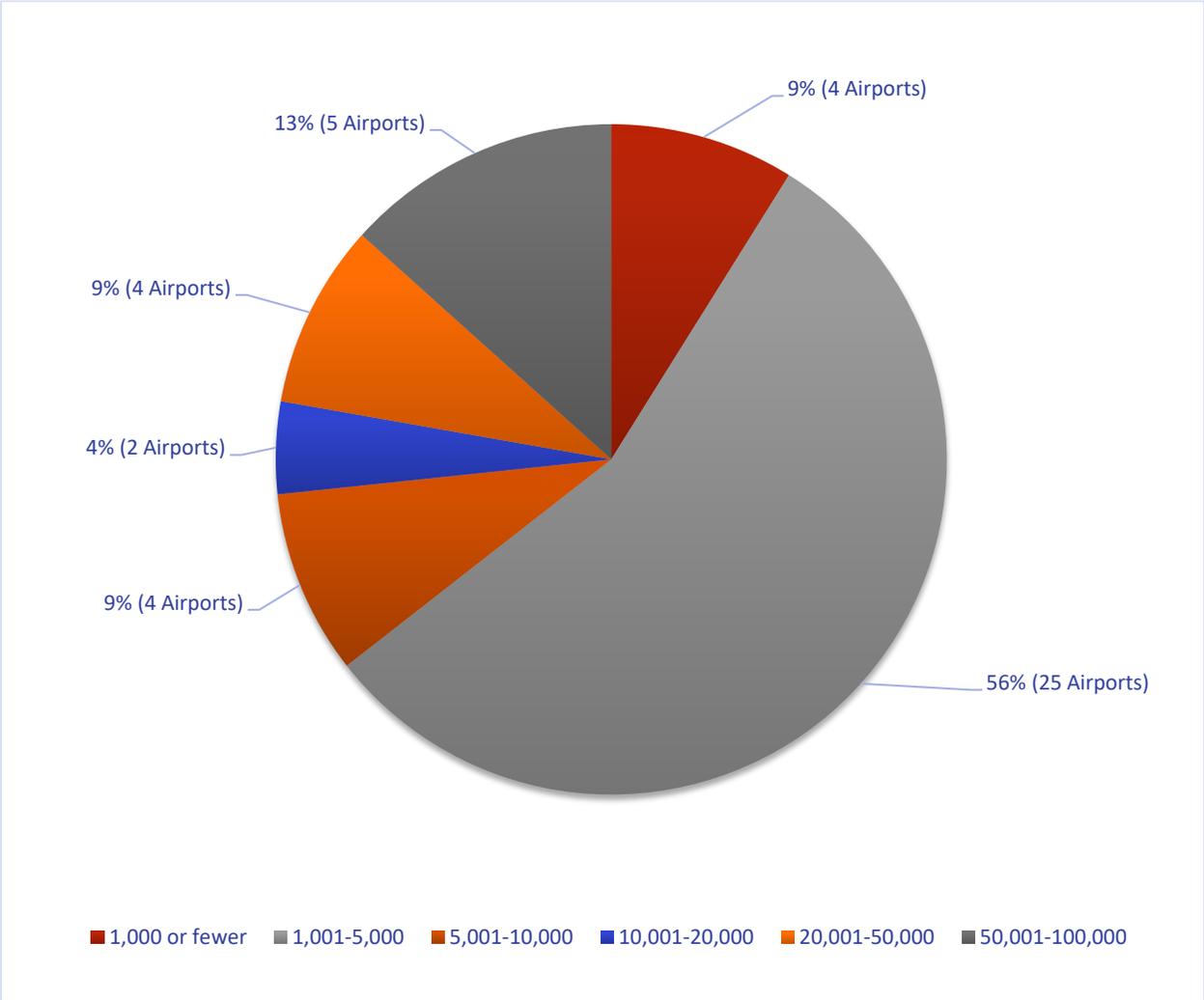
- Ogden-Hinckley Municipal (OGD)
- Provo Municipal (PVU)
- Salt Lake City International (SLC)

Air traffic control towers provide a more accurate count of takeoffs and landings. At non-controlled airports, operations are the best estimates of annual activity, based on airport representatives' experience and knowledge of their airport's activity.

As part of this study, estimates of annual operations at non-towered airports were reviewed to test the reasonableness of current annual operational activity estimates. Using FAA guidance on ratios of annual operations per based aircraft (OPBA), some estimates of reported annual operational activity at non-towered airports were adjusted. OPBA is derived by dividing the number of operations by the number of based aircraft. High OPBA's (generally greater than 500-600) may require further consideration.

**Figure 2-5** summarizes general aviation operations at Utah's 46 system airports, revealing a wide range of activity levels throughout the state. In total, 56 percent (25 airports) of the system experiences between 1,001 and 5,000 annual operations and an additional nine percent (4 airports) experiences between 20,001 and 50,000 annual operations. Thirteen percent (5 airports) of Utah system airports have between 50,001 and 100,000 annual operations. Annual general aviation operations for each airport are presented in **Chapter 3, Forecast of Aviation Demand**.

Figure 2-5: Summary of Annual Operations at Utah System Airports



Source: FAA 5010, Airport Management, Aviation

## 2.5.2 Based Aircraft

Based aircraft represent aircraft that are stored at each airport. Based aircraft numbers are important for planning in that they represent the numbers and types of users that are located on an airport. The FAA considers the number of based aircraft as one factor in determining eligibility for funding. It is important to note; however, that airports with a relatively small number of based aircraft can still be critical to the system. Still, the number of aircraft is one measure of an airport's role. Storage for based aircraft is typically distributed between hangars and paved tie-down spaces. Beginning in 2007, the FAA undertook a more stringent program for airports to report their individual counts of based aircraft. The FAA implemented this program to record based aircraft by actual "N" number (the N number is specific to each aircraft and is typically displayed on the plane's tail).

### Jet at Brigham City Airport



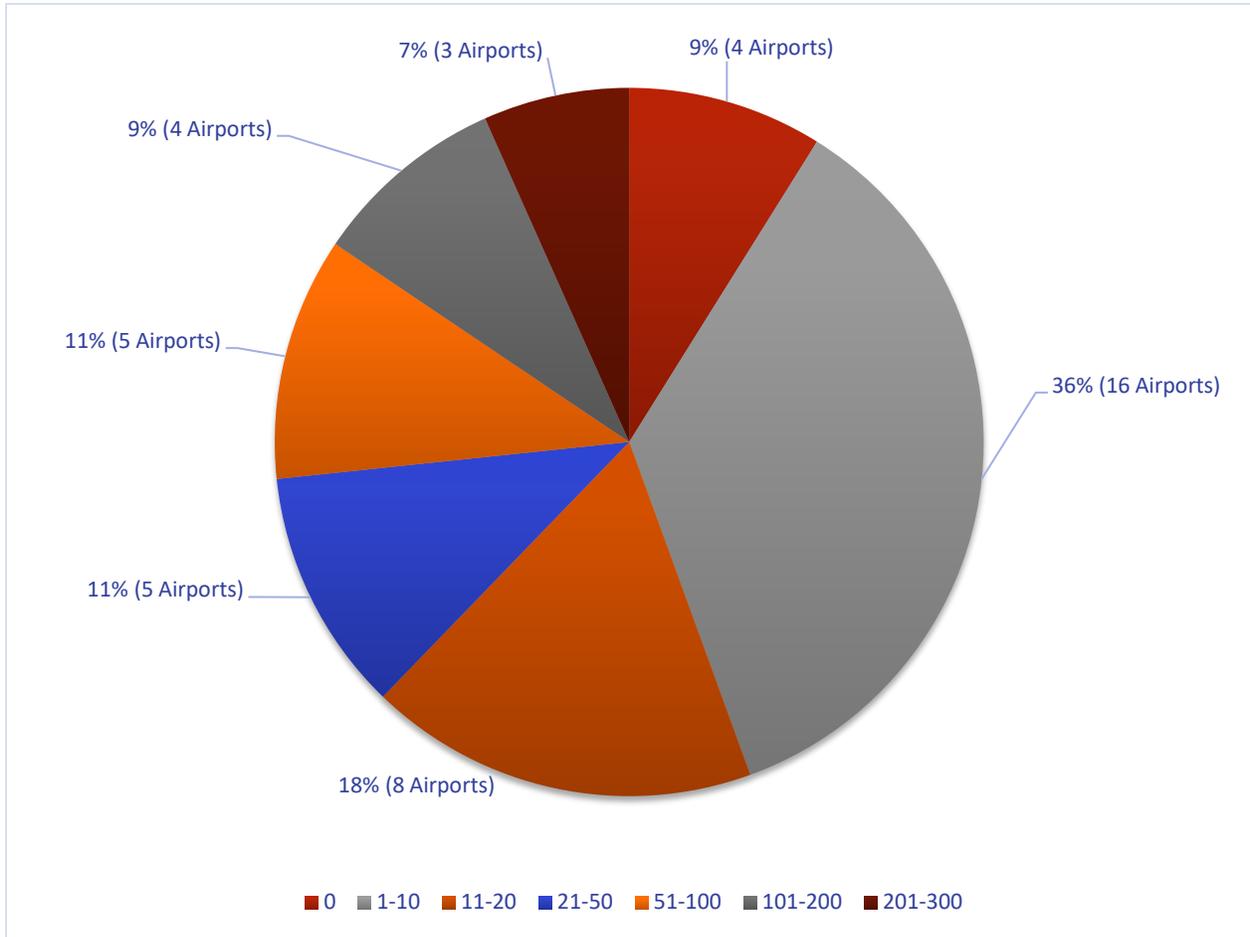
Source: Jviation

The program was developed to reduce double counting of general aviation aircraft in the U.S. fleet. When this FAA program was implemented, the number of based aircraft reported at many airports within the United States showed a decrease. In reality, the based fleet did not shrink, but with the elimination of double and triple counting of the same aircraft, the number of active aircraft in the U.S. fleet showed contraction. Current and historical based aircraft for each study airport are reported in **Chapter 3, Forecast of Aviation Demand**.

**Figure 2-6** summarizes based aircraft; 36 percent (16 airports) of Utah system airports have 1 to 10, and nine percent (4 airports) have no based aircraft. Sixteen percent of system airports (7 airports) have over 100 based aircraft while 18 percent (8 airports) have 11 to 20 based aircraft. **Figure 2-7** demonstrates this information

geographically. Based aircraft counts for each airport are presented in **Chapter 3, Forecast of Aviation Demand**.

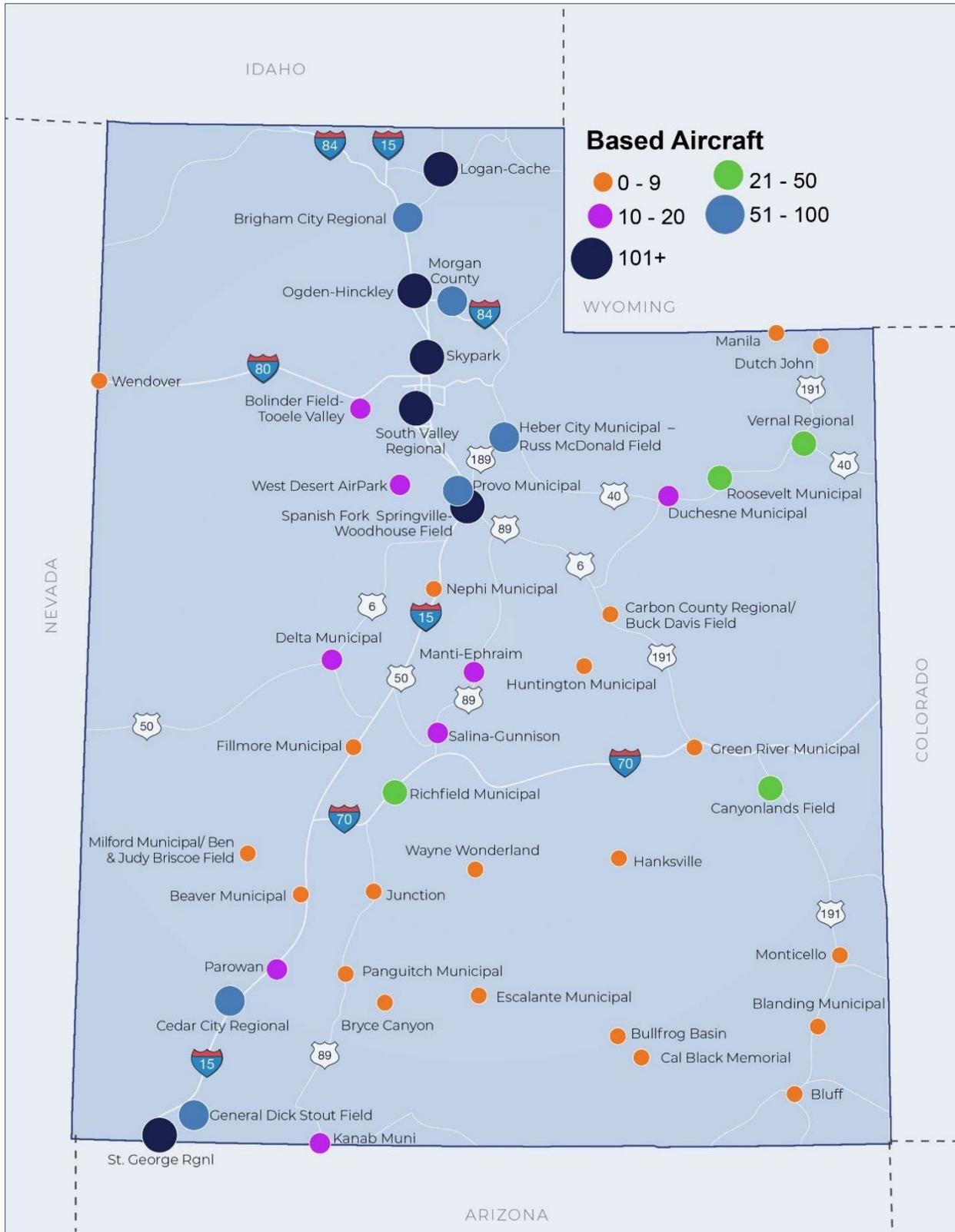
**Figure 2-6: Summary of Number of Based Aircraft at Utah System Airports**



Source: FAA 5010, Airport Management, Aviation



Figure 2-7 Geographic Distribution of Based Aircraft by Airport



Source: FAA 5010, Airport Management, Jviation

## 2.6 Airside Facilities



Source: Jviation

The study inventoried each airport's airside facilities and collected data on current runways and taxiways at study airports. Specifically, dimensions and lighting information were collected. This information is used throughout the study to determine the ability of study airports to meet facility objectives associated with their role in the state airport system.

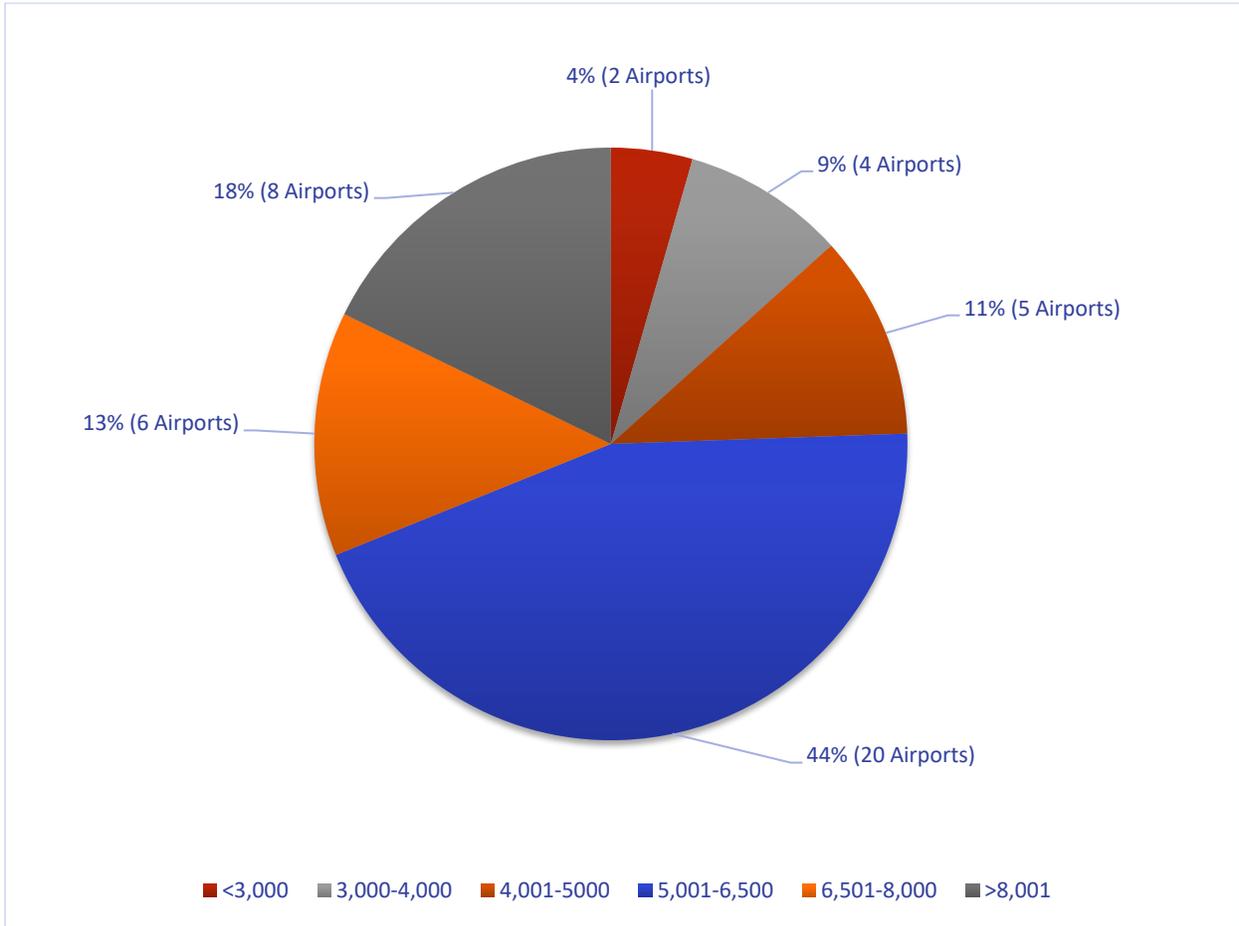
Each airport's primary runway information is reported in **Appendix B, Table B-1**. Runway information collected through the inventory process includes:

- Runway Dimensions
- Runway Lighting
- Runway Approach Lighting

### 2.6.1 Primary Runway Information

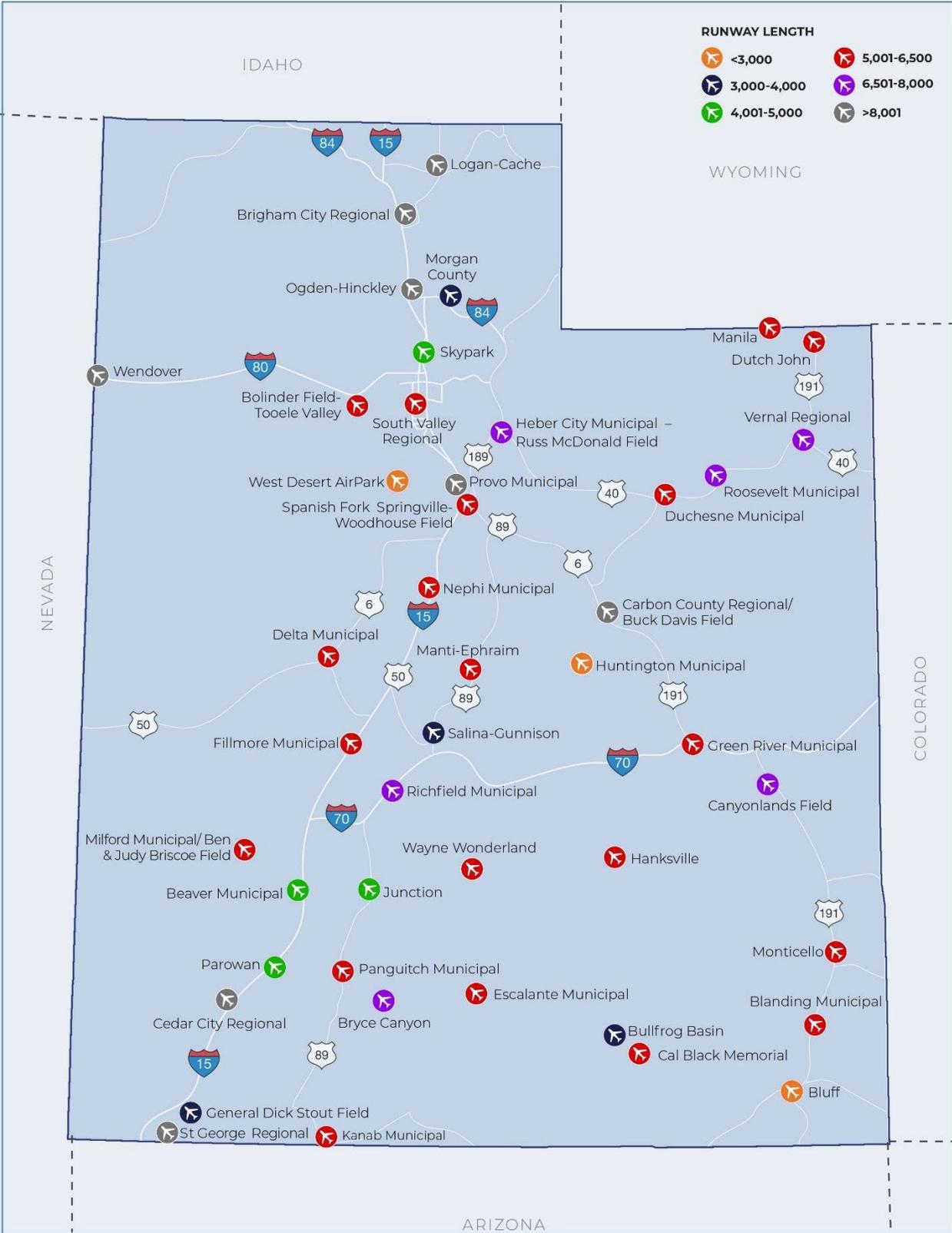
Runway lengths are generally related to the most demanding type of aircraft operating at each airport and the aircraft's operational characteristics. **Figure 2-8** summarizes runway lengths at Utah airports. Over 44 percent of all airports (20 airports) have a primary runway between 5,000 and 6,500 feet, with a total of 76 percent of system airports having a primary runway of at least 5,000 feet. Another 11 percent of airports (5 airports) have a primary runway between 4,000 feet and 4,999 feet. Only two airports (4 percent) in Utah have a primary runway less than 3,000 feet in length. **Figure 2-9** summarizes the geographic layout of runway lengths at Utah airports.

**Figure 2-8: Summary of Runway Lengths for Utah System Airports**



Source: FAA 5010, Airport Management, Aviation

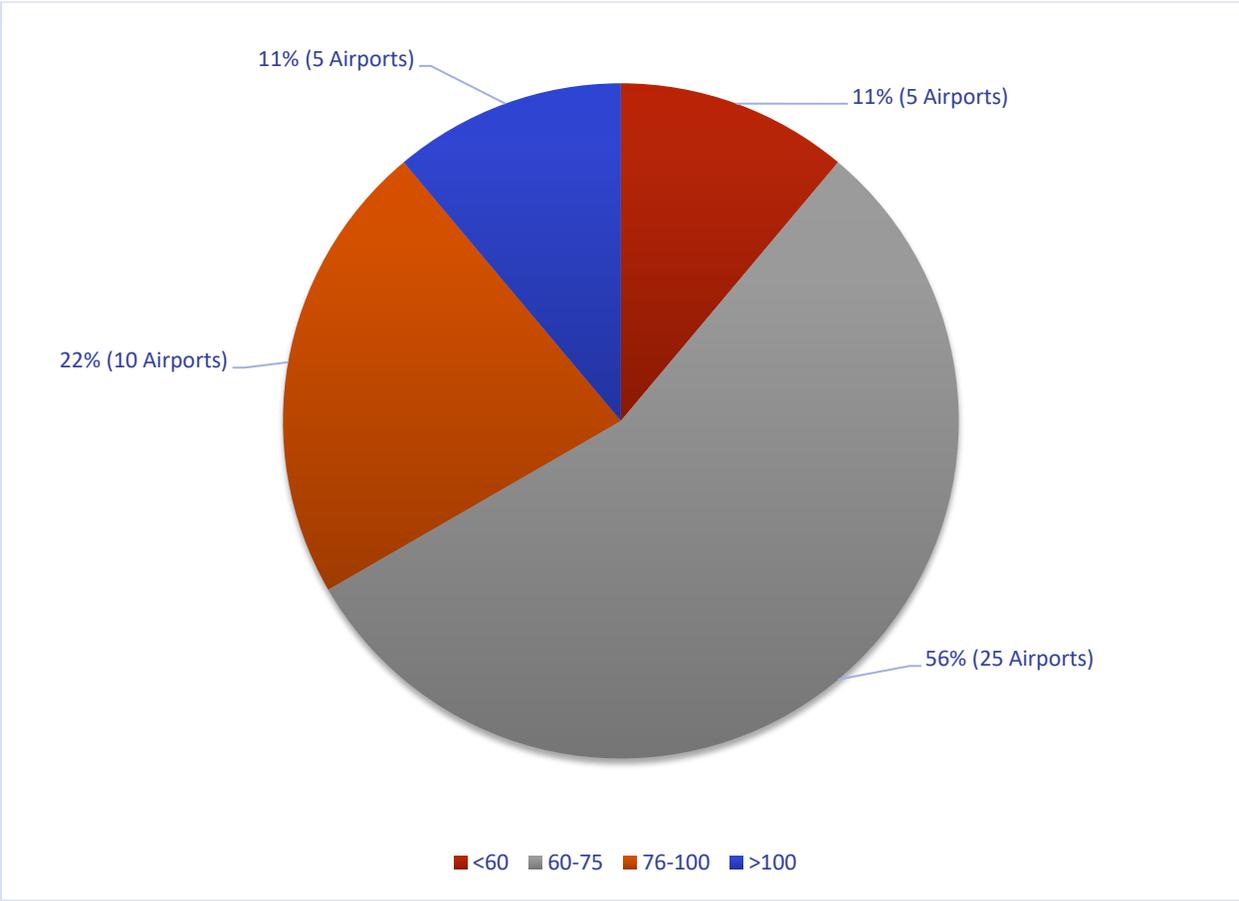
Figure 2-9 Geographic Layout of Airports by Runway Length



Source: FAA 5010, Airport Management, Aviation

Runway widths also vary among the airports. Most NPIAS airports that are publicly owned are eligible to compete for FAA grants and hence must comply with FAA design standards. For Non-NPIAS airports, the Utah Division of Aeronautics makes efforts to follow FAA standards when feasible. According to FAA design standards, 60 feet is the minimum width for any runway. As **Figure 2-10** shows, nearly all (89 percent) of the study airports have a current runway width equal to or greater than 60 feet. In subsequent portions of this study, the adequacy of current runway lengths and widths is considered based on the airport’s role in the state system. Fifty-six percent of all airports (25 airports) have a primary runway between 60 and 75 feet in width. Twenty-two percent (10 airports) have a primary runway width between 75 and 100 feet, while 11 percent (5 airports) have runway widths greater than 100 feet.

**Figure 2-10: Summary of Runway Widths (in Feet) for Utah System Airports**



Source: FAA 5010, Airport Management, Jviation

### 2.6.2 Taxiway Information

According to FAA guidelines, full parallel taxiways are most often needed at the busiest of airports or at airports that have a precision approach. A full parallel taxiway improves both runway safety and operational capacity. Because many of the study airports have lower activity levels, they do not have nor do they need to have a full parallel taxiway; however, to support safety and operational needs, nearly all study airports have at least a taxiway turnaround. Turnarounds are located on runway ends and provide landing aircraft with the ability to turn around and back-taxi on the runway to reach hangar areas or other landside facilities.

#### Taxiway at Cedar City



Source: Jviation

Taxiway information collected as part of this study includes the type of taxiway system and taxiway width. The types of taxiways vary from full parallel, partial parallel, to turnarounds and stubs that provide access to apron areas. All taxiways contribute to an airport's safety and operating efficiency. Current taxiway information for each airport's primary runway is shown in **Appendix B, Table B-1** and **Table B-2**.

**Figure 2-11** depicts these types of taxiway systems, while **Figure 2-12** details the percentage of Utah airports that have each type of taxiway. Nearly half of the system airports (49 percent) have a full parallel taxiway, with an additional nine percent having a partial parallel taxiway. Over half of the airports have a turnaround at one or both runway ends. Some airports may have both a partial parallel taxiway system and turnarounds at a runway end. **Figure 2-13** demonstrates this information geographically.

**Figure 2-11: Types of Taxiway System**

Full Parallel Taxiway



Partial Parallel Taxiway



Runway End Turn Arouds



Partial Parallel Taxiway with Runway End Turn Around

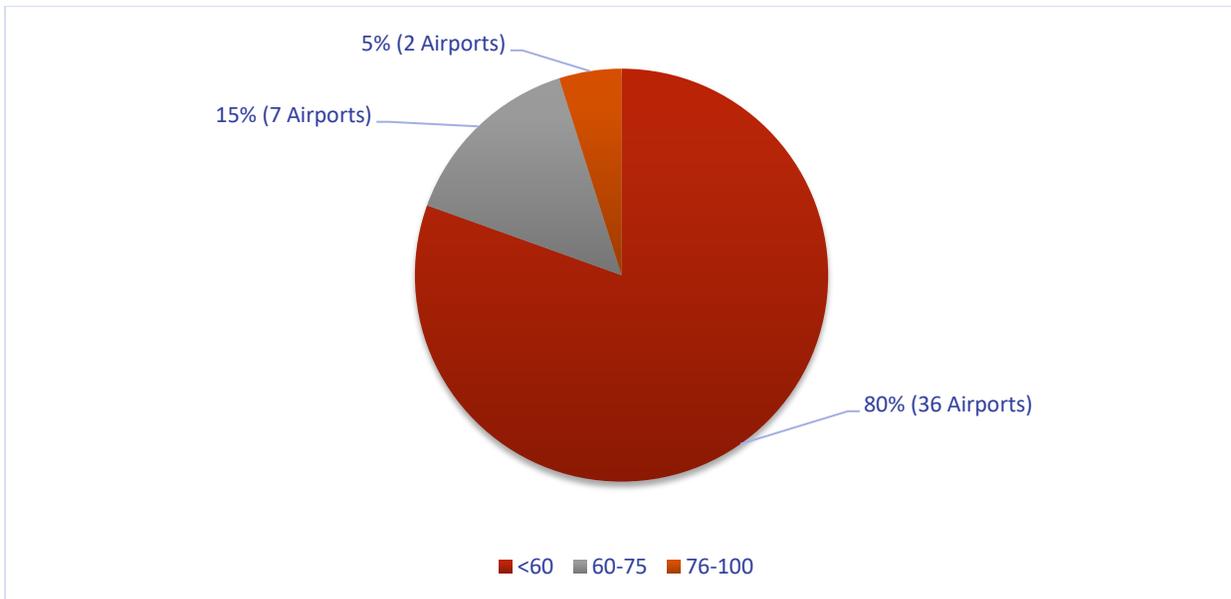


Stub Taxiway



Source: Jviation, FAA

**Figure 2-12: Summary of Taxiway Widths**



Source: FAA 5010, Airport Management, Jviation

Figure 2-13 Geographic Distribution of Taxiway Type by Airport



Source: FAA 5010, Airport Management, Aviation

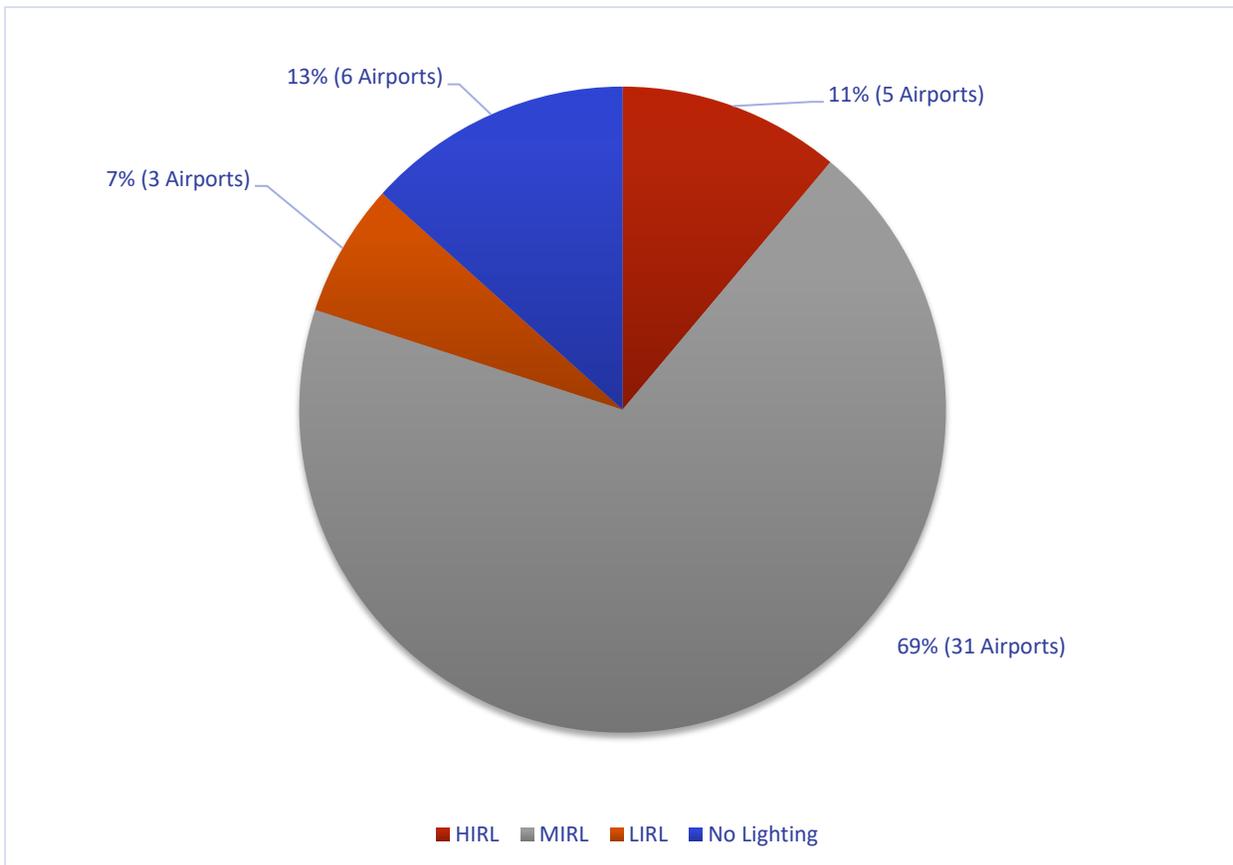
### 2.6.3 Runway Lighting



Source: Jviation

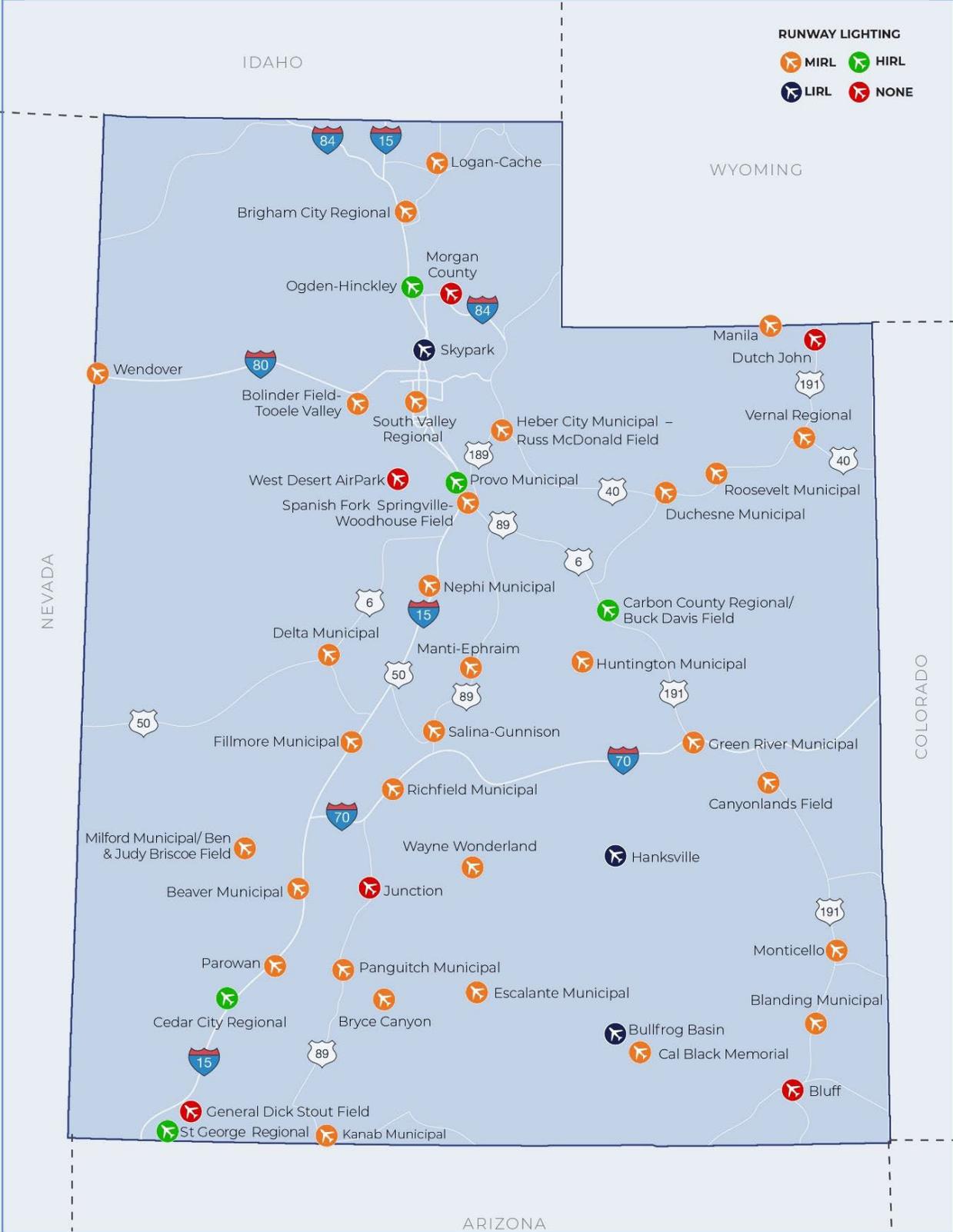
Runway lights help airports remain operational during periods of reduced visibility and throughout nighttime hours. **Figure 2-14** provides a summary of airfield lighting at Utah system airports. Runway lighting comes in low (LIRL), medium (MIRL) and high (HIRL) forms. These lights are often controllable by the pilot in the aircraft if the pilot-controlled lighting (PCL) is installed at the airport. In total, 11 percent of Utah system airports are equipped with HIRL lighting while 69 percent (31 airports) are equipped with MIRL or medium intensity lighting. Only seven percent (3 airports) have LIRL or low intensity lighting while 13 percent have no edge lighting. **Figure 2-16** demonstrates this information geographically.

**Figure 2-14: Summary of Runway Lighting for Utah System Airports**



Source: FAA 5010, Airport Management, Jviation

Figure Geographic Distribution of Runway Lighting by Airport



Source: FAA 5010, Airport Management, Jviation

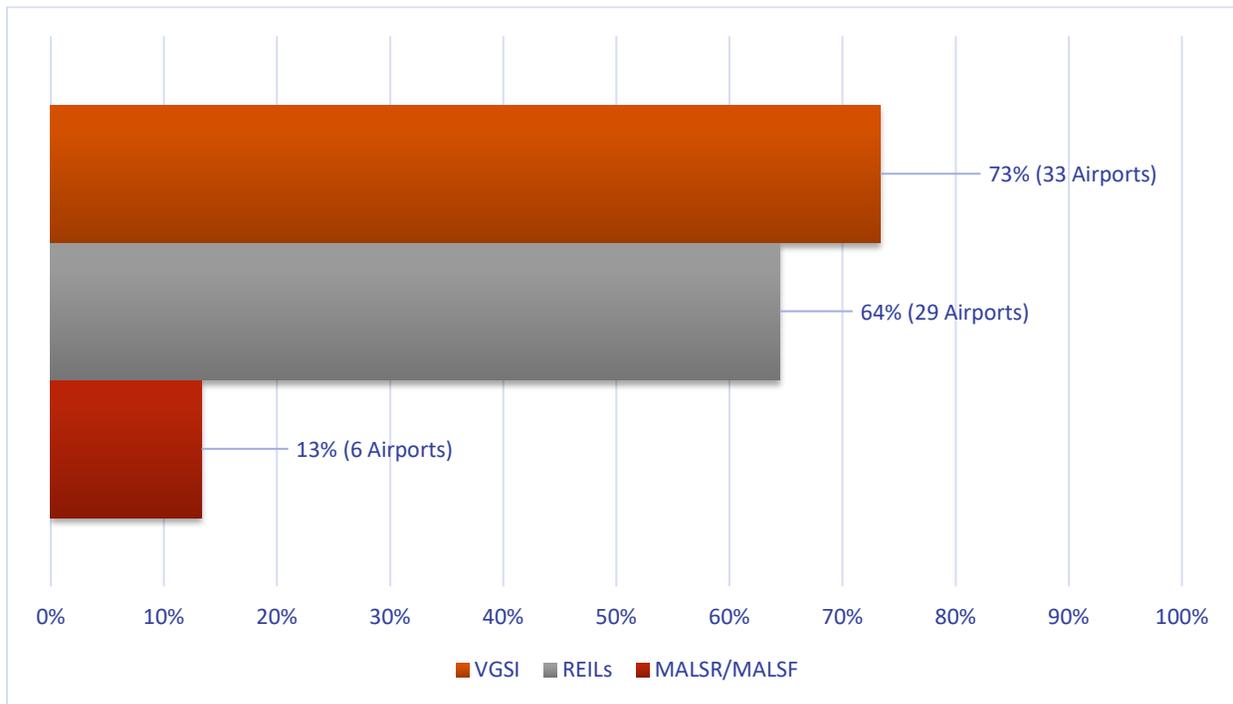


The inventory also collected information on approach lighting systems at study airports. Approach lighting systems are needed only when an airport has a precision instrument approach, but even non-precision runways benefit from the various types of approach aids that were inventoried as part of the System Plan. Runway and approach lighting inventoried in this study includes runway edge lighting and approach lighting:

- Runway End Identification Lights (REIL): REILs are a lighting system consisting of two flashing lights located on each corner of the runway-landing threshold. The light from this system enables pilots to quickly identify the runway threshold on approach.
- Visual Glide Slope Indicators (VGSI) are ground devices that use lights to assist a pilot in landing. The lights define a vertical approach path during the final approach to a runway and can help the pilot determine if the airplane is too high or too low for an optimum landing. There are several types of VGSI:
  - Precision Approach Path Indicators (PAPI): PAPIs are a lighting system consisting of two or four lights located to the side of the runway touchdown zone. The system uses red and white lights to provide visual glide path indication to the approaching aircraft.
  - Visual Approach Slope Indicators (VASI): VASIs are a lighting system located to the side of the runway touchdown zone. The light from this system provides visual approach slope guidance that ensures clearance of all obstructions in the approach area.
  - Approach Path Alignment Panels (APAP): APAPs are a system of panels used for alignment of an approach path, which may or may not be lighted.
- Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR): MALSRs are a lighting system consisting of a combination of lights and light bars/flashers that provide visual information on runway alignment, height, roll guidance, and horizontal reference.
- Medium Intensity Approach Lighting System with Sequenced Flashers (MALSF): MALSFs are the same as MALSRs but three sequenced Flashers (F) in a MALSF are configured differently from the five Runway Alignment Indicator Lights (R) in a MALSR. MALSFs are typically found at locations where there may be approach identification challenges.
- Omnidirectional Approach Lighting System (ODALS): ODALS are a lighting system consisting of sequenced flashing lights that provide circling, offset, and straight-in visual guidance.

**Figure 2-16** summarizes the approach aids at Utah system airports. Analysis of inventory data indicates 73 percent of system airports have VGSI while 64 percent have REIL. Airports with approaches with vertical guidance often require approaching lighting. In Utah, 13 percent of airports in the system are equipped with either MALSR or MALSF lighting. Current approach lighting information for each airport and weather reporting equipment is shown in **Appendix B, Table B-3** and **Table 2-4**.

Figure 2-16: Summary of Approach Lighting for Utah System Airports



Source: FAA 5010, Airport Management, Aviation

## 2.7 Navigational Aids

A variety of navigational aids (NAVAIDs) support operations at study airports. NAVAIDs provide information for en route and ground-based pilots and include instrument approach aids, visual aids, and automated weather systems. NAVAIDs improve safety and help airports remain operational during periods of reduced visibility.

### 2.7.1 Instrument Approach Aids

Instrument approach aids are categorized by precision and non-precision. Precision instrument approaches provide both lateral and vertical guidance to aircraft, while non-precision approaches primarily provide only lateral guidance. The most common approach types include:

- Instrument Landing System (ILS): ILS is a precision approach that provides precise vertical and horizontal guidance information to approaching aircraft. The ILS provides guidance through the use of a localizer, a glide slope, and other ground-based facilities.
- Global Positioning System (GPS): GPS is a non-precision approach. It is a space-based radio navigation system that consists of a network of satellites and ground stations. GPS satellites are capable of providing aircraft with three-dimensional position (latitude, longitude, and altitude), velocity, and time of day, in all weather conditions.
- Area Navigation/Required Navigation Performance (RNAV/RNP): RNAV/RNP is a non-precision approach and performance-based navigation that allows aircraft to fly on a desired path within the coverage of ground or space-based NAVAIDs. RNP-capable aircraft are equipped with onboard performance monitoring and alerting capabilities.
- Localizer Performance with Vertical Guidance (LPV): LPV is not an approach in and of itself; an LPV provides minimum approach heights for GPS/RNAV approaches through the use of wide area

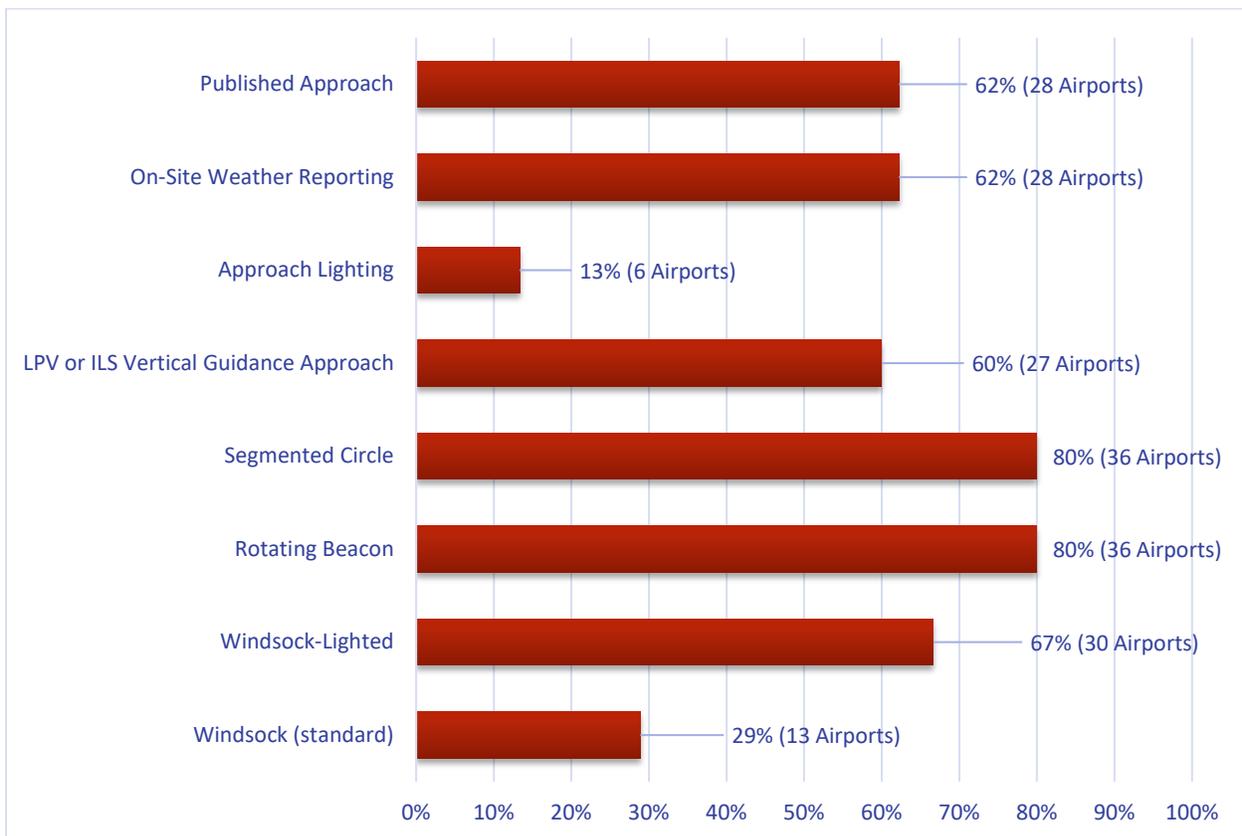


augmentation system (WAAS) and very precise GPS capabilities. In most cases, approaches with LPV have minimums comparable to if not better than an ILS approach. An LPV approach provides both lateral and vertical guidance.

- Very High Frequency Omni-Directional Range (VOR): VOR is a non-precision approach. It is a ground-based radio navigation aid that provides 360 degrees of continuous directional information and supplies aircraft with location relative to the VOR station.
- Localizer (LOC): The LOC is a non-precision approach using a radio transmitting antenna that supplies aircraft with lateral course guidance to the runway.
- Distance Measuring Equipment (DME): DME is a non-precision approach, ground based, Ultra High Frequency NAVAID that corresponds to aircraft DME avionics; it enables aircraft to determine the slant range between the aircraft and ground station.
- Non-Directional Beacon (NDB): The NDB is a non-precision approach, ground-based, low- or medium-frequency radio beacon that broadcasts non-directional signals on an assigned frequency signal. Pilots can use NDBs to determine their location in relation to the ground station.

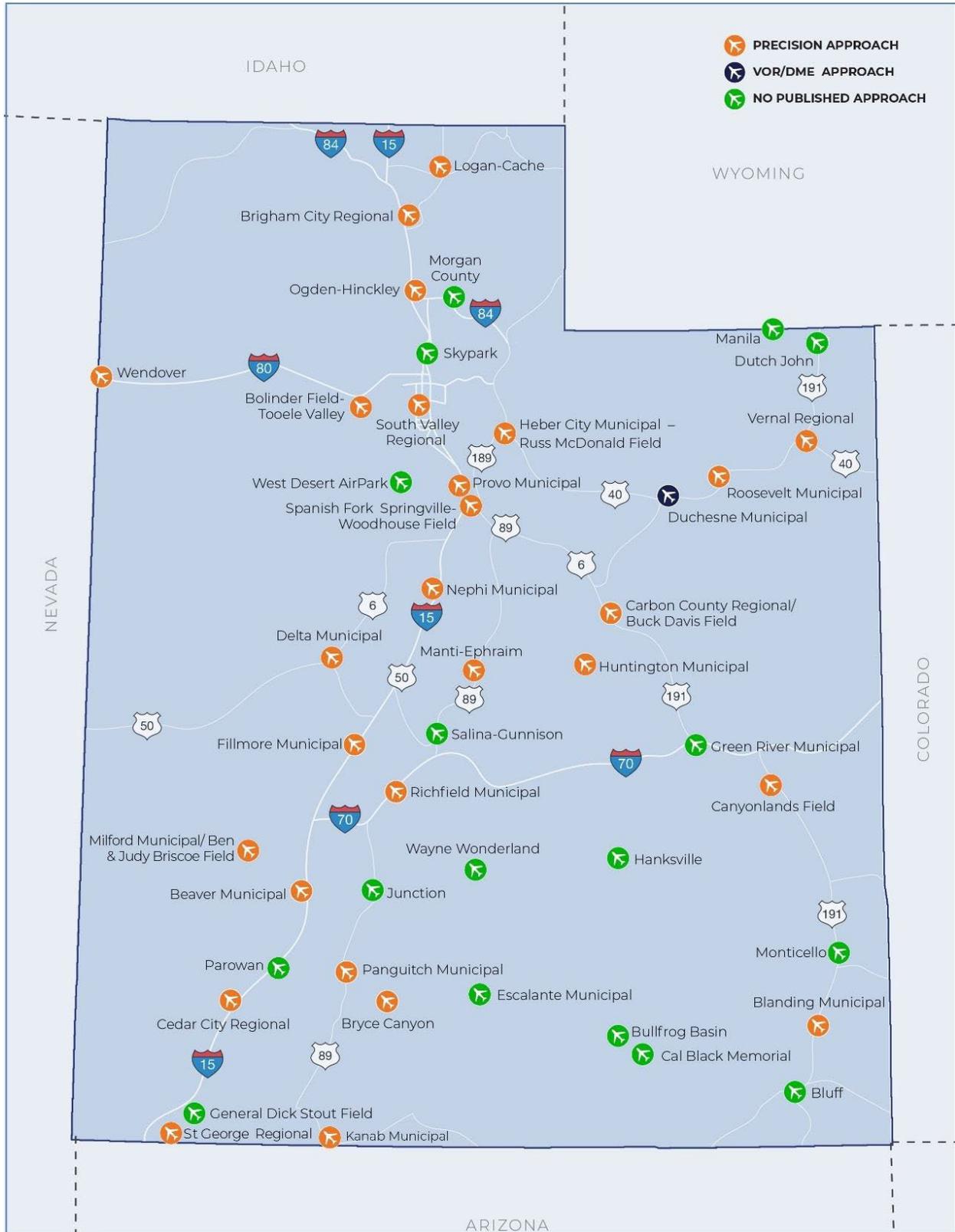
**Figure 2-17** shows that study airports are currently served by a variety of approach aids. Study airports that do not have either a precision or a non-precision approach have a visual approach. For this study, airports with an ILS or LPV approach are considered to have an approach with vertical guidance or a precision type approach. Only Duchesne Municipal, has a VOR DME circling approach as its most stringent published approach. **Figures 2-18 – 2-23** demonstrate these navigational aids geographically. Current NAVAID and visual aids equipment for each airport are shown in **Appendix B, Table B-4** and **Table B-5**.

**Figure 2-17: Summary of Utah Airport System with Navigational Approach Aids**



Source: FAA Form 5010 data, Airport Management survey data

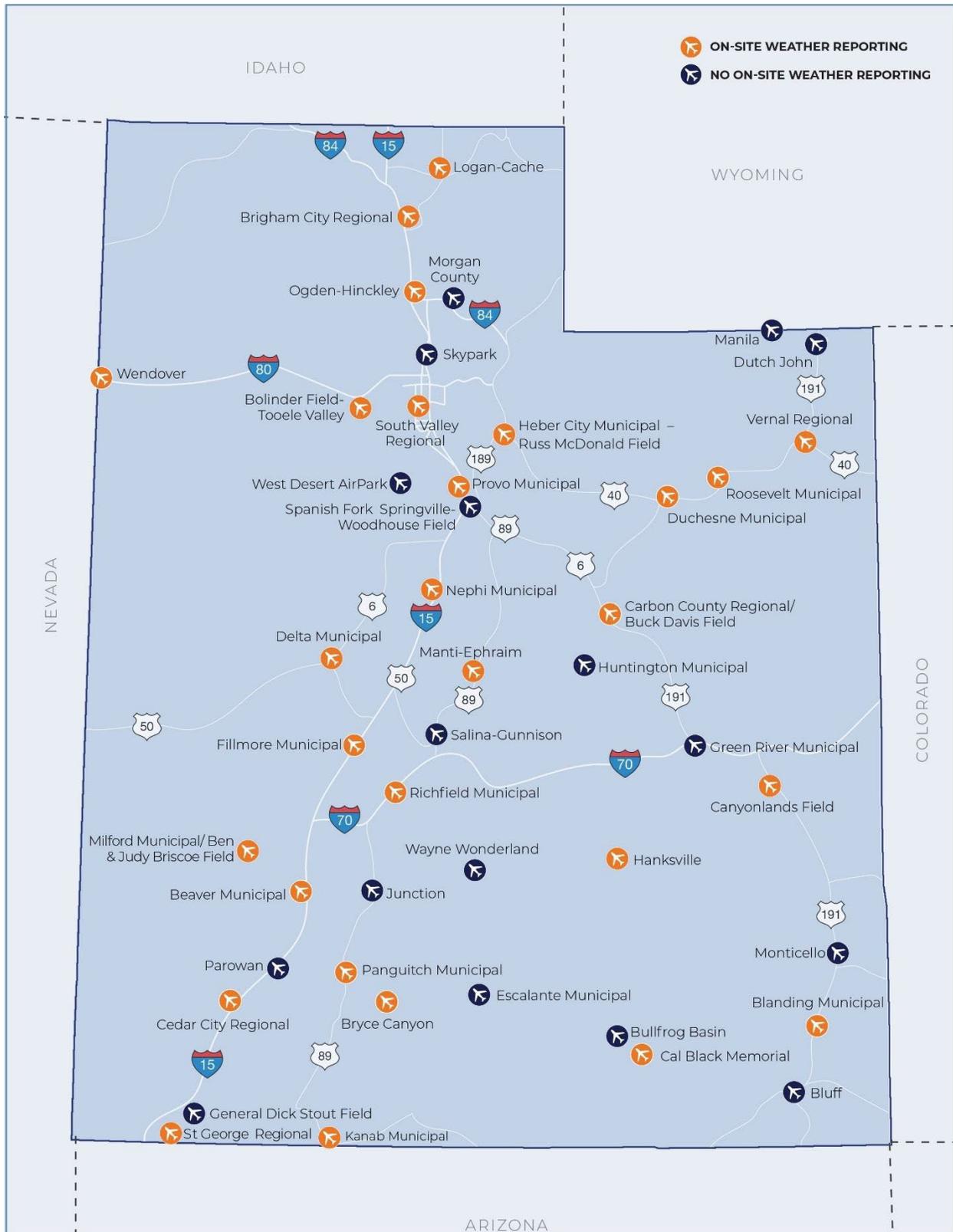
Figure 2-18 Geographic Layout of Approach Type by Airport



Source: FAA 5010, Airport Management, Jviation

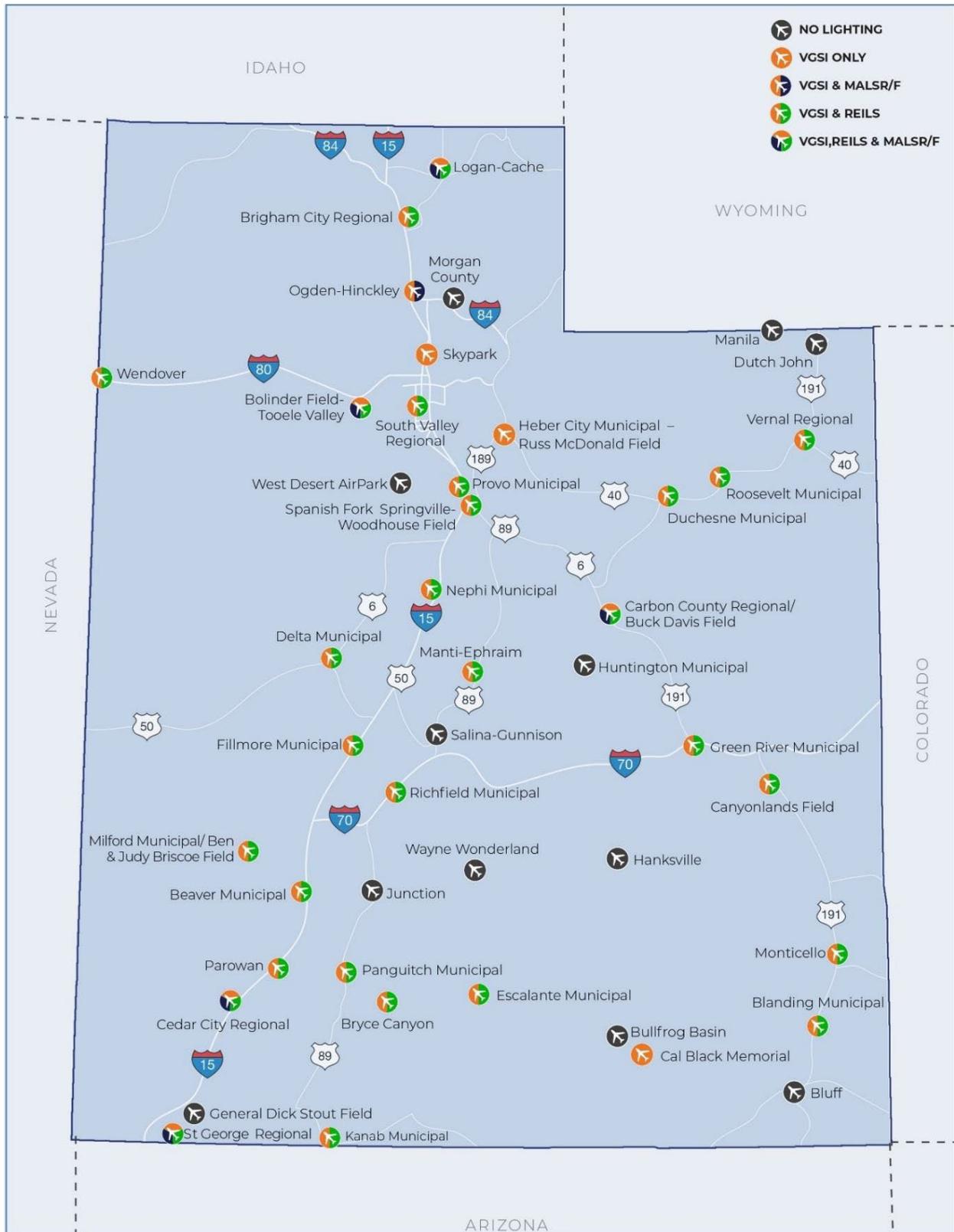


**Figure 2-19 Geographic Layout of On-Site Weather Reporting by Airport**



Source: FAA 5010, Airport Management, Aviation

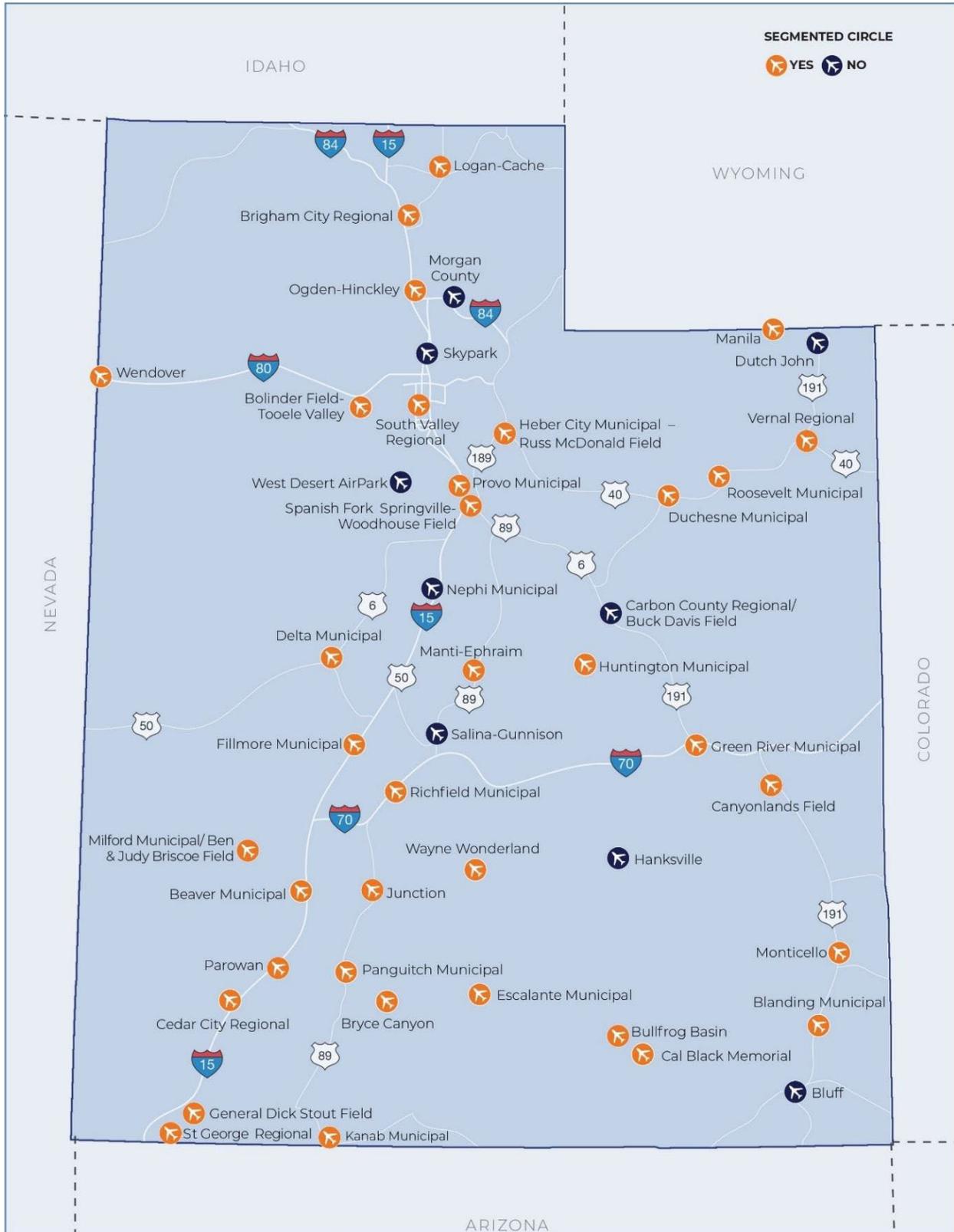
Figure 2-20 Geographic Layout of Approach Lighting by Airport



Source: FAA 5010, Airport Management, Jviation

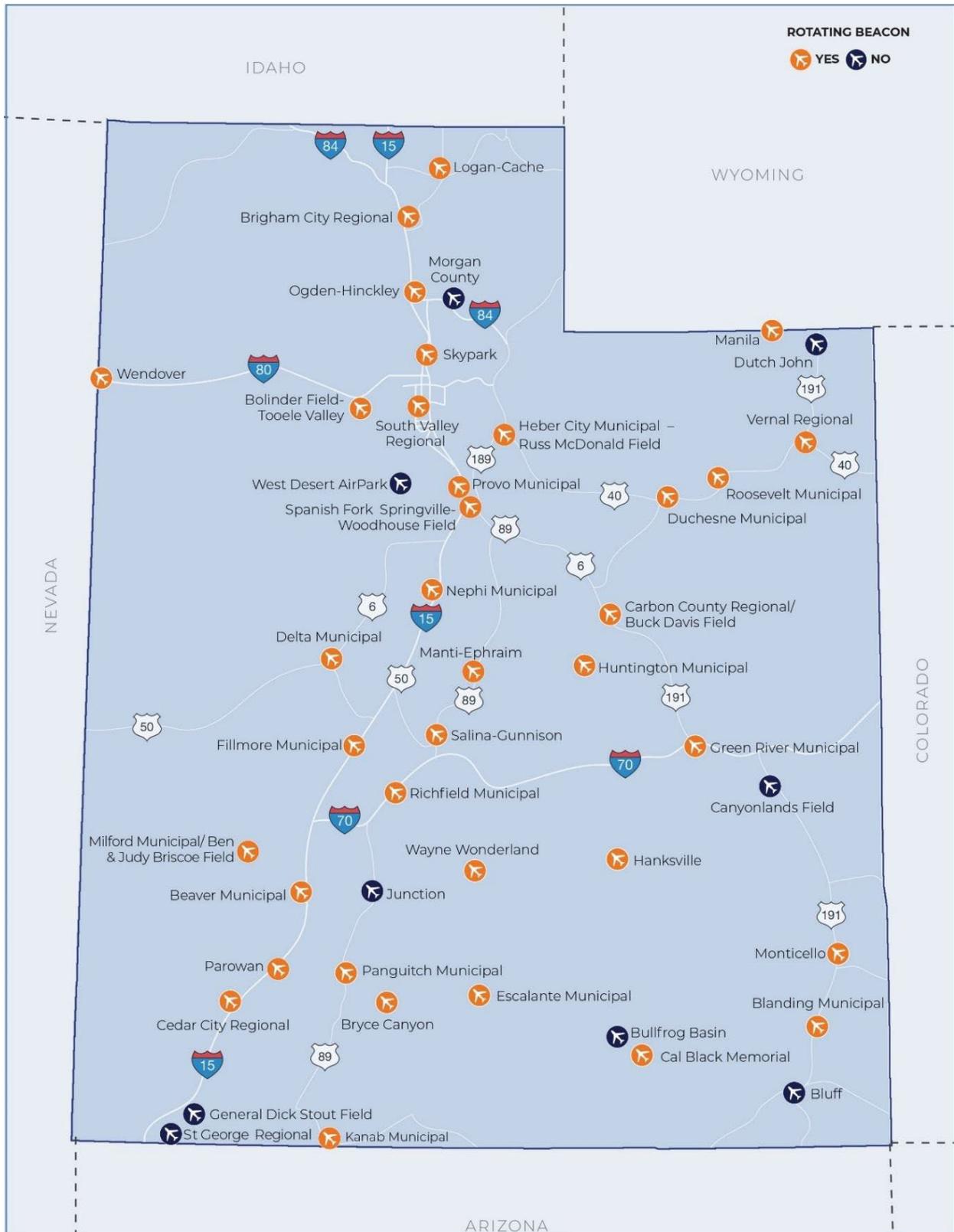


Figure 2-21 Geographic Layout of Segmented Circles by Airport



Source: FAA 5010, Airport Management, Aviation

Figure 2-22 Geographic Layout of Rotating Beacons by Airport



Source: FAA 5010, Airport Management, Jviation



**Figure 2-23 Geographic Layout of Windsocks by Airport**



Source: FAA 5010, Airport Management, Jviation

## 2.8 Landside



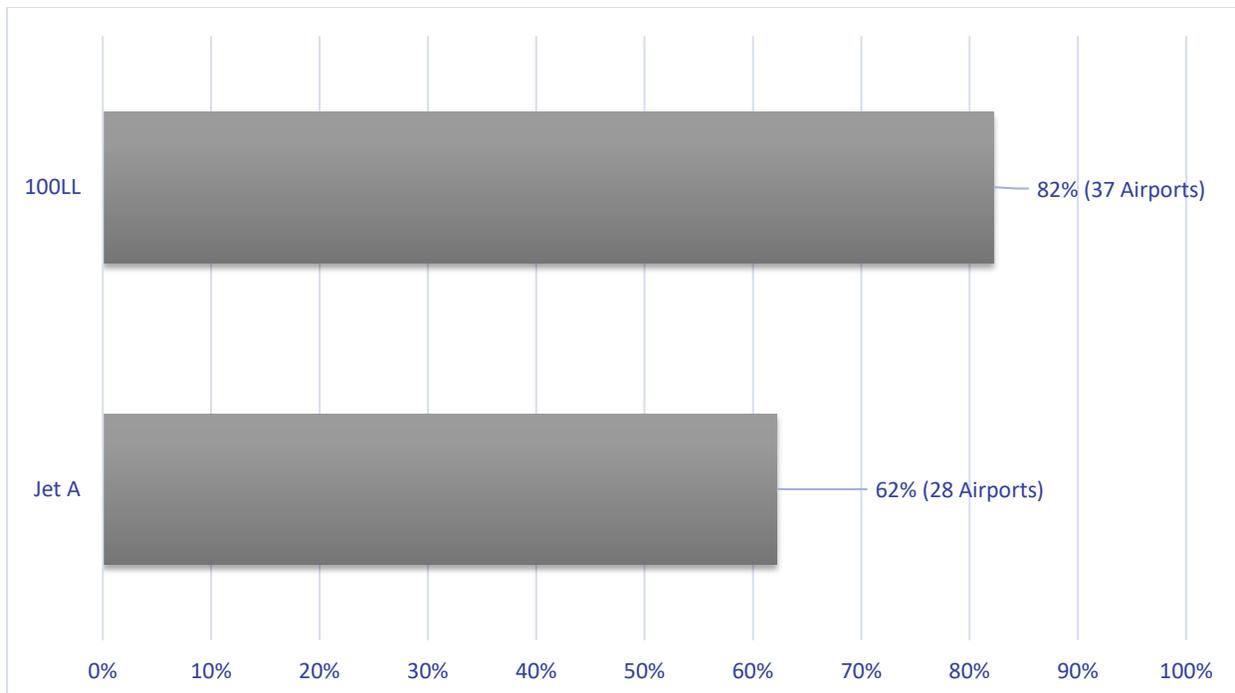
Source: Jviation

Landside facilities support aircraft and flight activities as well as airport customers. The landside facilities data collected as part of the inventory effort include fuel, terminal and FBO facilities/services, ground transportation options, auto parking, hangars, and tie-downs.

### 2.8.1 Fuel

Nearly all study airports currently have some type of fuel available. The two most common types of fuel used for aviation activities are 100LL (AvGas) and Jet A. AvGas is used by most general aviation, piston-engine aircraft, while Jet A fuel is used by larger turboprop, twin-engine, and jet aircraft. Inventory data indicates 82 percent of Utah system airports (37 airports) have AvGas service while 62 percent of airports (28 airports) provide Jet A. **Figure 2-24** identifies fuel availability at airports in the Utah airport system. **Figure 2-25** demonstrates this information geographically. **Appendix B, Table B-6** details what fuel is currently offered at each study airport.

**Figure 2-24: Fuel Availability at Utah System Airports**



Source: FAA 5010, Airport Management, Jviation



**Figure 2-25 Geographic Layout of Fuel Types by Airport**

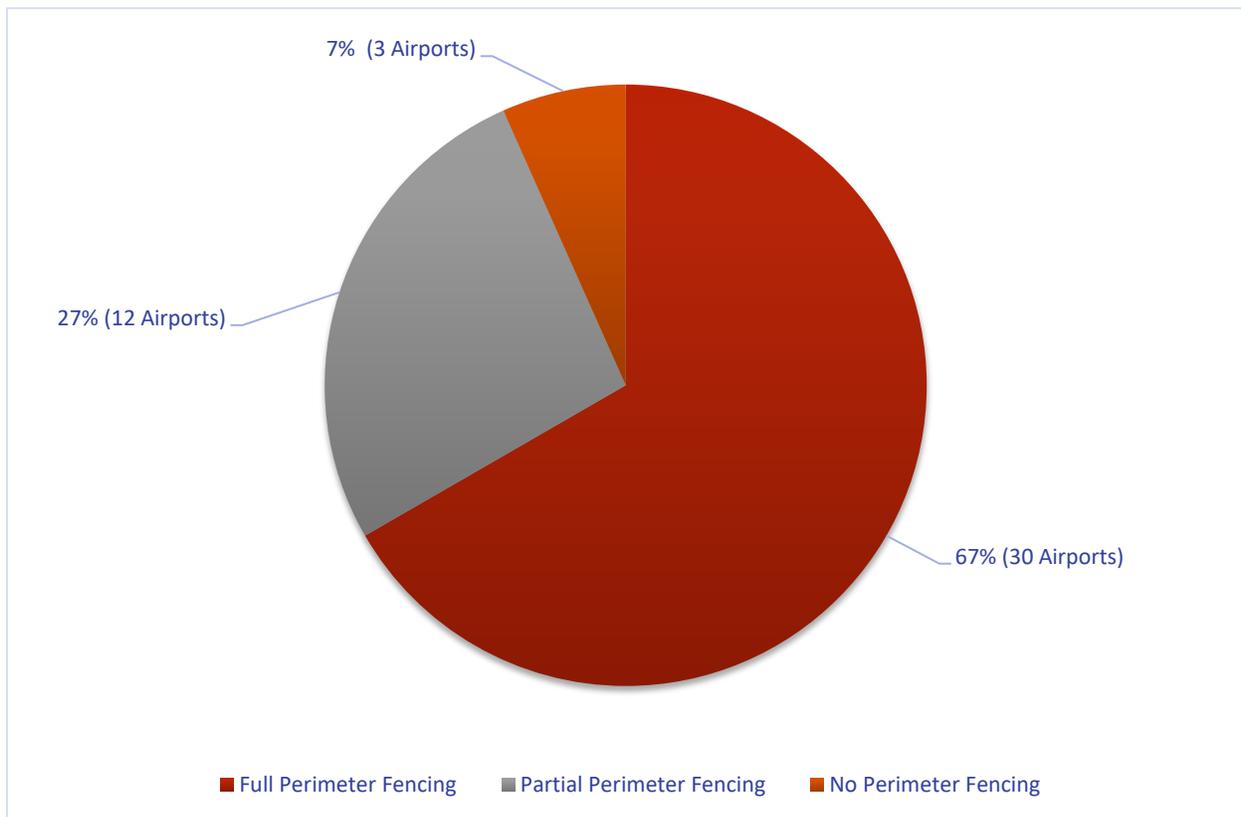


Source: FAA 5010, Airport Management, Aviation

2.8.2 Fencing

Perimeter fencing serves dual roles. It increases safety around the airport by deterring wildlife and livestock from gaining access to the airfield and possibly causing runway incursions. Fencing also provides security to the airfield by deterring the public and unauthorized people from accessing the airfield. Perimeter chain-linked fence is the preferred type of fence for this system plan but agricultural fence, which is common at Utah airports is also considered adequate. Analysis of fence data indicates 67 percent of Utah system airports (30 airports) have full perimeter fences, 27 percent (12 airports) have partial perimeter fences, while seven percent lack perimeter fences (3 airports). **Figure 2-26** demonstrates perimeter fencing at Utah airports. **Figure 2-27** demonstrates this information geographically. **Appendix B, Table B-7** provides detailed information on perimeter fencing at Utah system airports.

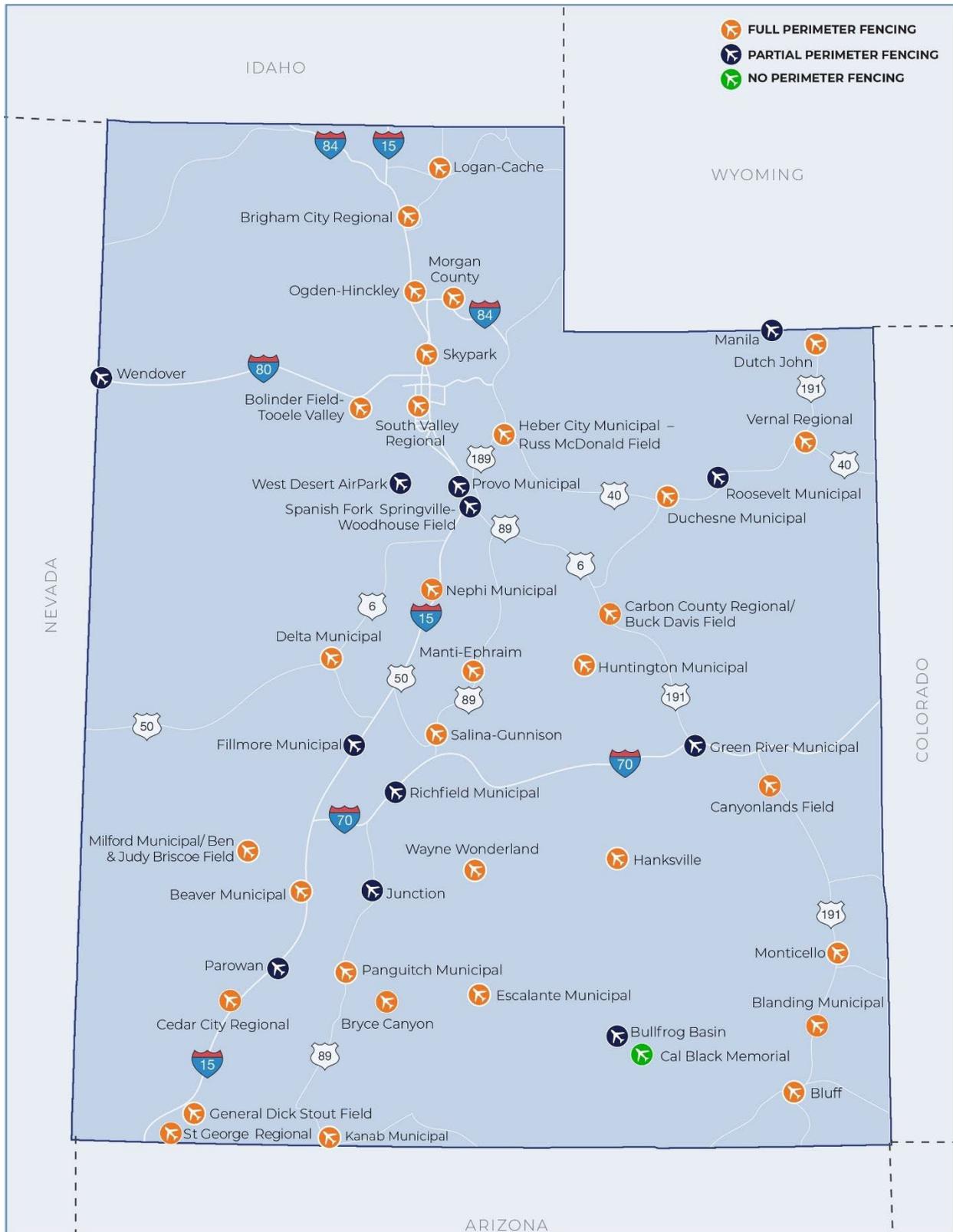
Figure 2-26: Perimeter Fencing Analysis at Utah System Airports



Source: Airport Management, Aviation



**Figure 2-27 Geographic Layout of Fencing by Airport**

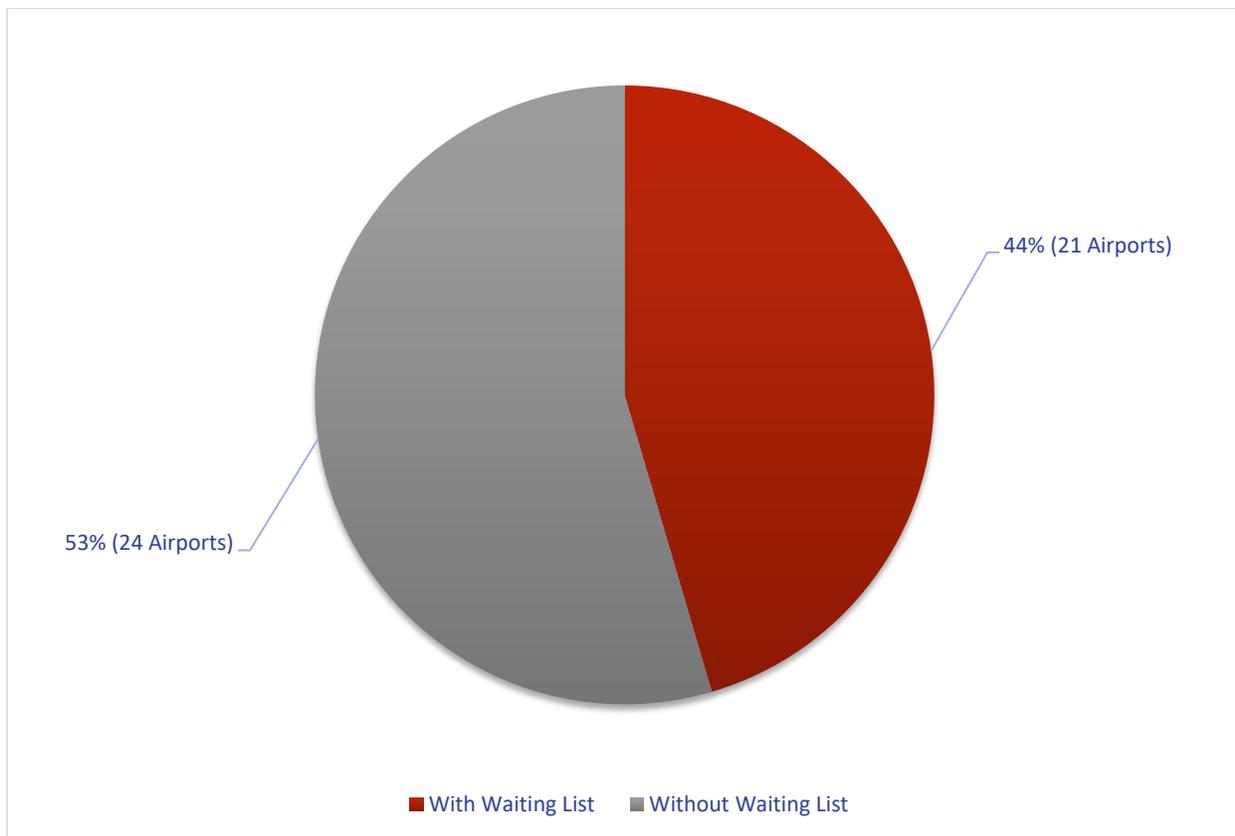


Source: FAA 5010, Airport Management, Aviation

### 2.8.3 Hangars

Demand for hangar space is directly related to local aircraft owner demand, climate conditions, and the type of based aircraft at each airport. Areas with a propensity for severe weather conditions, intense daytime heat, or with coastal salt air climates may have a higher demand for hangar storage facilities. In addition, larger investments for jet and turboprop aircraft also increase the demand for hangar storage. Airport management was asked during the data collection efforts whether their airport had an aircraft owner storage waiting list for their airport. **Figure 2-28** indicates 44 percent of airports (21 airports) have waiting lists. **Figure 2-29 demonstrates** this information geographically. Airport managers were also asked if their airport had adequate aircraft hangar space—58 percent (24 airports) indicated in the affirmative as shown in **Figure 2-30**. **Figure 2-31** demonstrates this information geographically. **Appendix B, Table B-7** provides information on hangar waiting lists at Utah system airports.

**Figure 2-28: Aircraft Owner Waiting Lists at Utah System Airports**



Source: Airport Management, Jviation

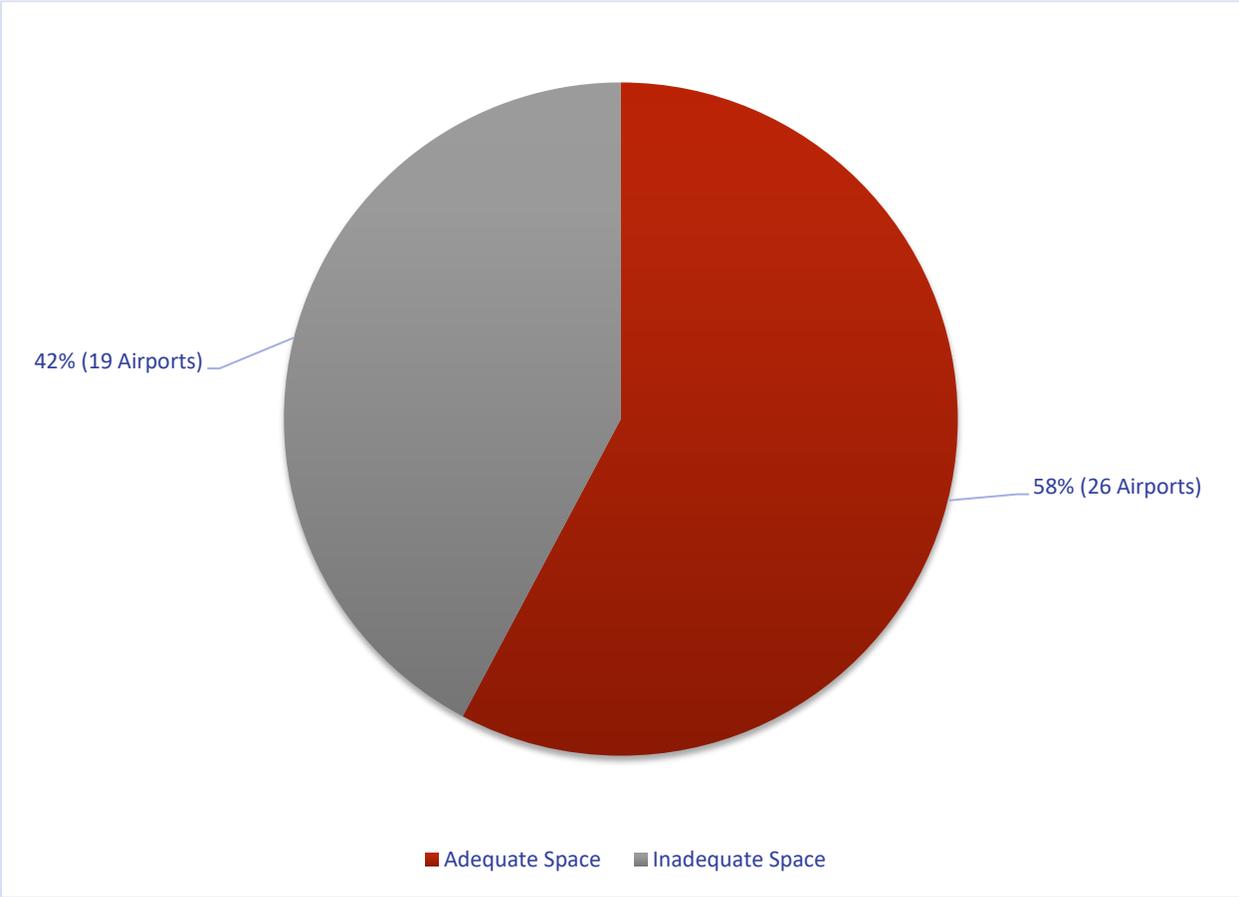


**Figure 2-29 Geographic Layout of Hangar Waiting Lists by Airport**



Source: FAA 5010, Airport Management, Aviation

Figure 2-30: Adequacy of Aircraft Hangar Storage



Source: Airport Management, Aviation



**Figure 2-31 Geographic Layout of Aircraft Storage Adequacy by Airport**

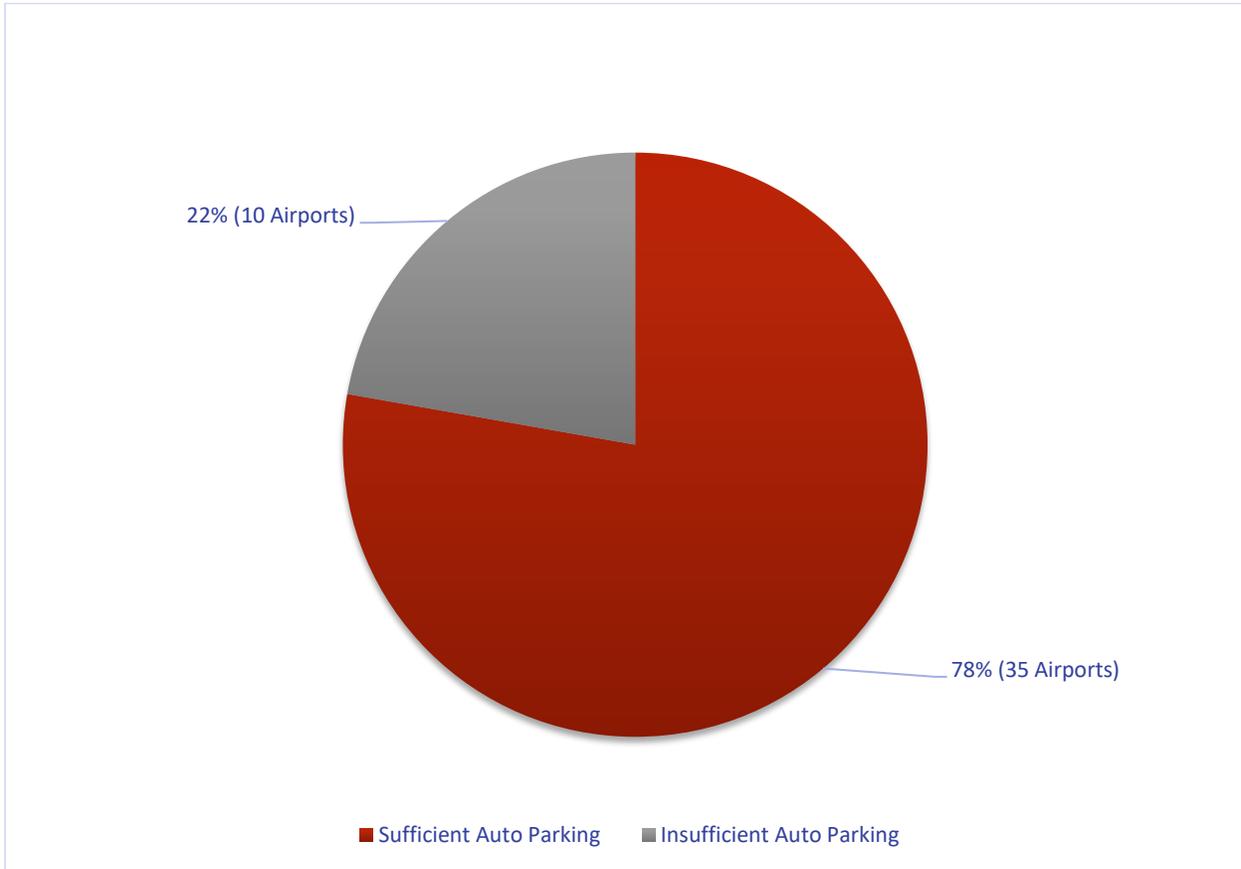


Source: FAA 5010, Airport Management, Aviation

### 2.8.4 Automobile Parking

It is important to provide adequate auto parking for general aviation employees, airport employees and users, and visitors. The number of auto parking spaces at an airport varies based on demand and airport services. Airport management was asked during the data collection efforts whether their airport had sufficient automobile parking on their airport. **Figure 2-32** indicates 78 percent of airports (35 airports) have sufficient automobile parking on their airport. **Figure 2-33** demonstrates this geographically. **Appendix B, Table B-7** provides information on automobile parking sufficiency at Utah system airports.

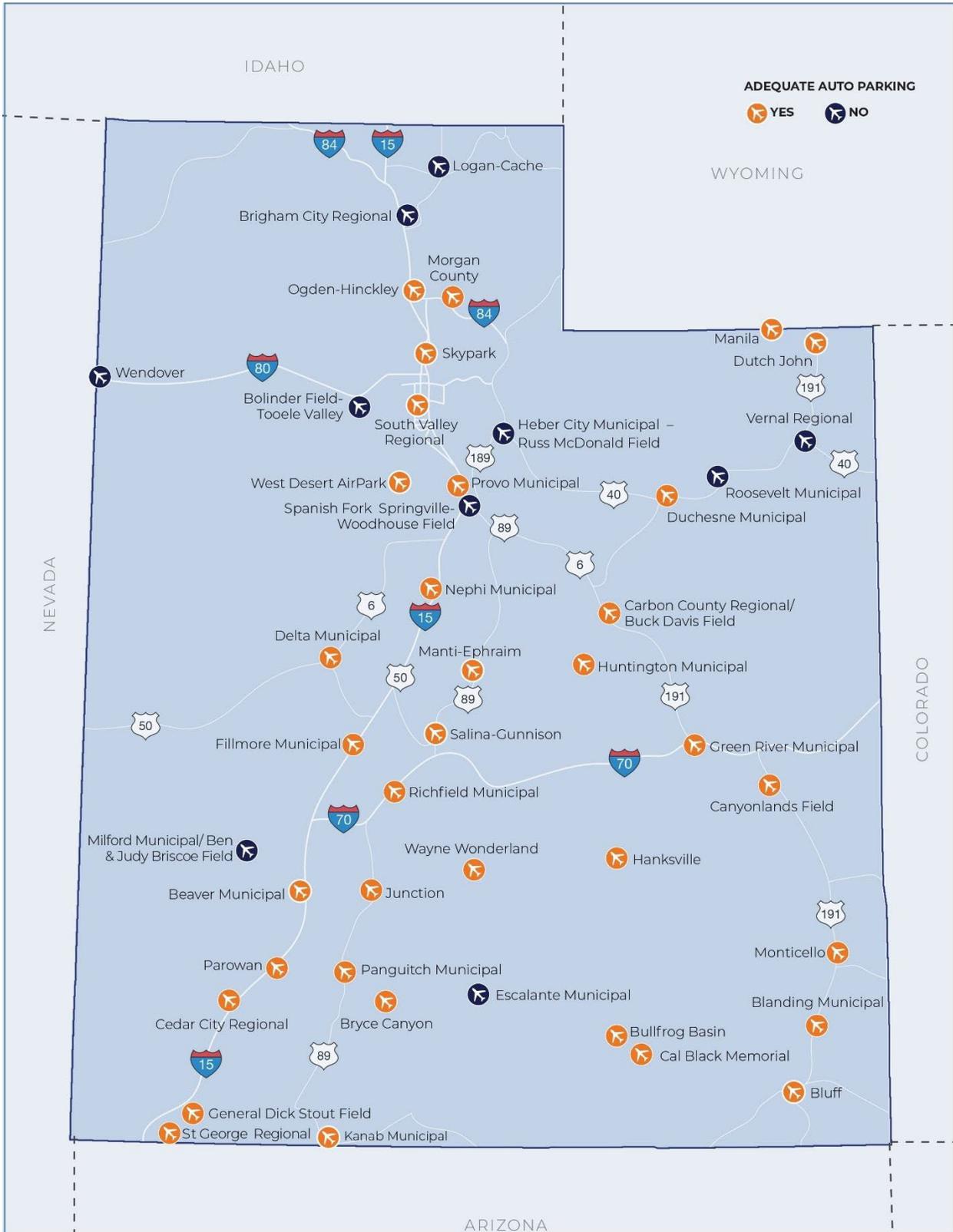
**Figure 2-32: Sufficient Automobile Parking**



Source: Airport Management, Aviation



Figure 2-33 Geographic Layout of Auto Parking Adequacy by Airport



Source: FAA 5010, Airport Management, Aviation

## 2.9 Services

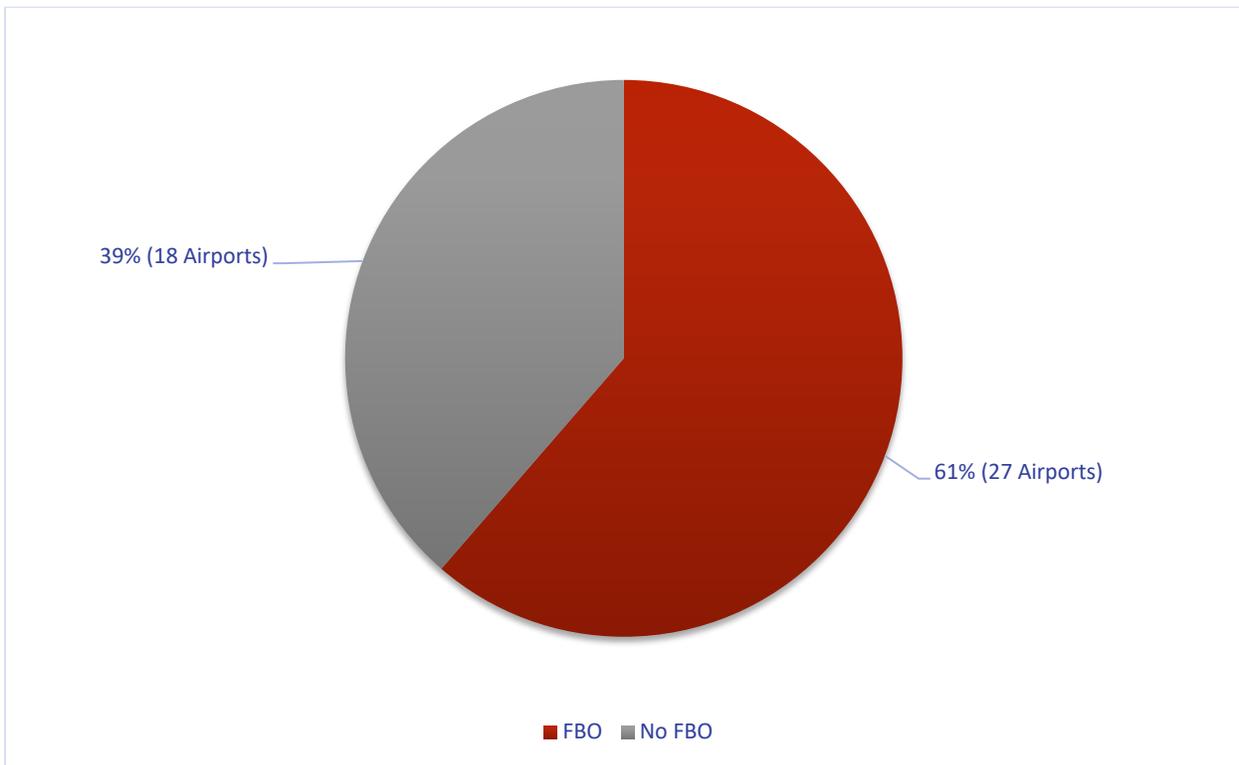


Source: Jviation

### 2.9.1 FBO

Fixed base operators (FBOs) provide a variety of aviation services to both based and transient users. There are various types of FBOs, with some providing full-service and others providing more basic/limited services. Services provided by FBOs typically vary based on the volume of activity that the airport accommodates. Services can include fuel, tie-down or hangar storage, flight instruction, aircraft maintenance, charter service, ground transportation, aircraft towing, pilot’s lounge, or conference rooms. **Figure 2-34** indicates 61 percent of airports (27 airports) in the Utah system have FBO services. **Figure 2-35** demonstrates this geographically. **Appendix B, Table B-6** indicates whether FBO services and a terminal building are currently offered at each study airport.

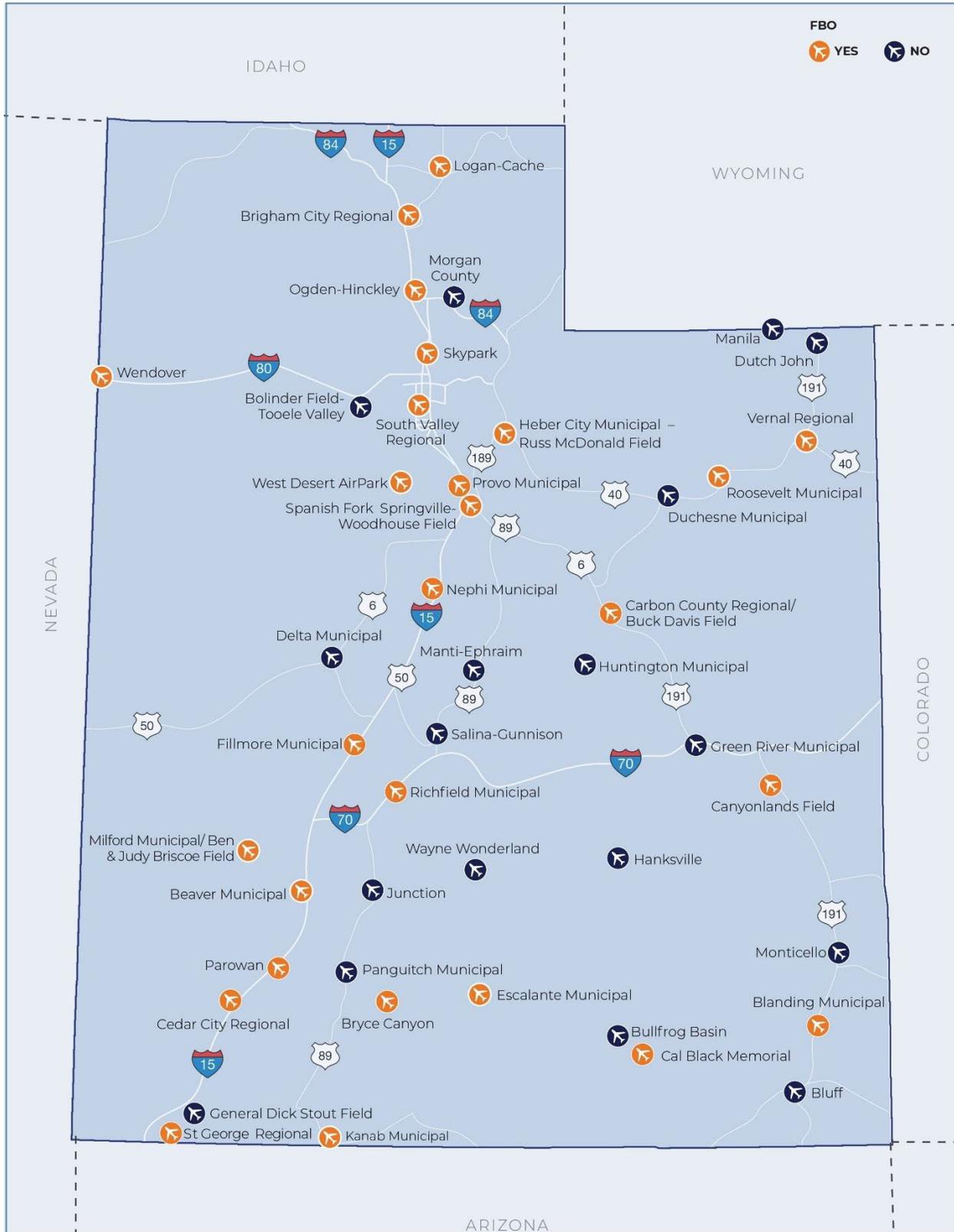
**Figure 2-34: FBO Status at Utah System Airports**



Source: Airport Management, Jviation



**Figure 2-35 Geographic Layout of FBOs by Airport**

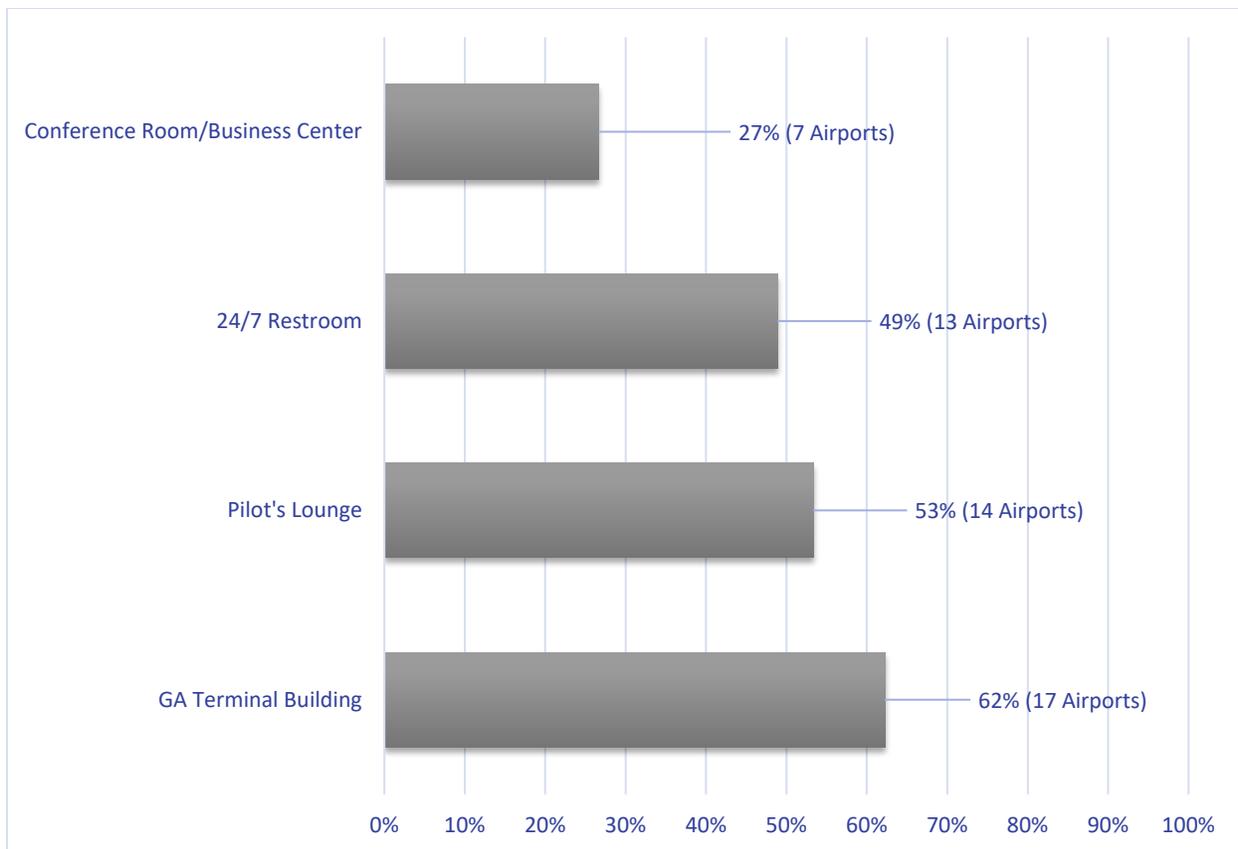


Source: FAA 5010, Airport Management, Aviation

### 2.9.2 Terminal

Terminal buildings provide essential services for passengers and pilots, as well as a facility for the transfer of passengers and flight crews to and from the aircraft. Terminal facilities can range in size based upon several factors, the most important being the type of users. Buildings can range from a small pilot room for flight planning and resting, to a large multi-room building that provides services for multiple uses. A terminal building provides the first impression of a community to visitors, so it is important for a terminal building to be welcoming and provide a positive experience for the visitor. Specific areas or uses in a terminal building can include waiting areas, restrooms, pilots lounge, flight planning area, conference rooms or public meeting rooms, vending, and airport manager offices. **Figure 2-36** presents general aviation terminal building attributes found in the Utah airport system. **Figure 2-37** demonstrates this geographically. Over 60 percent of system airports have general aviation terminal buildings.

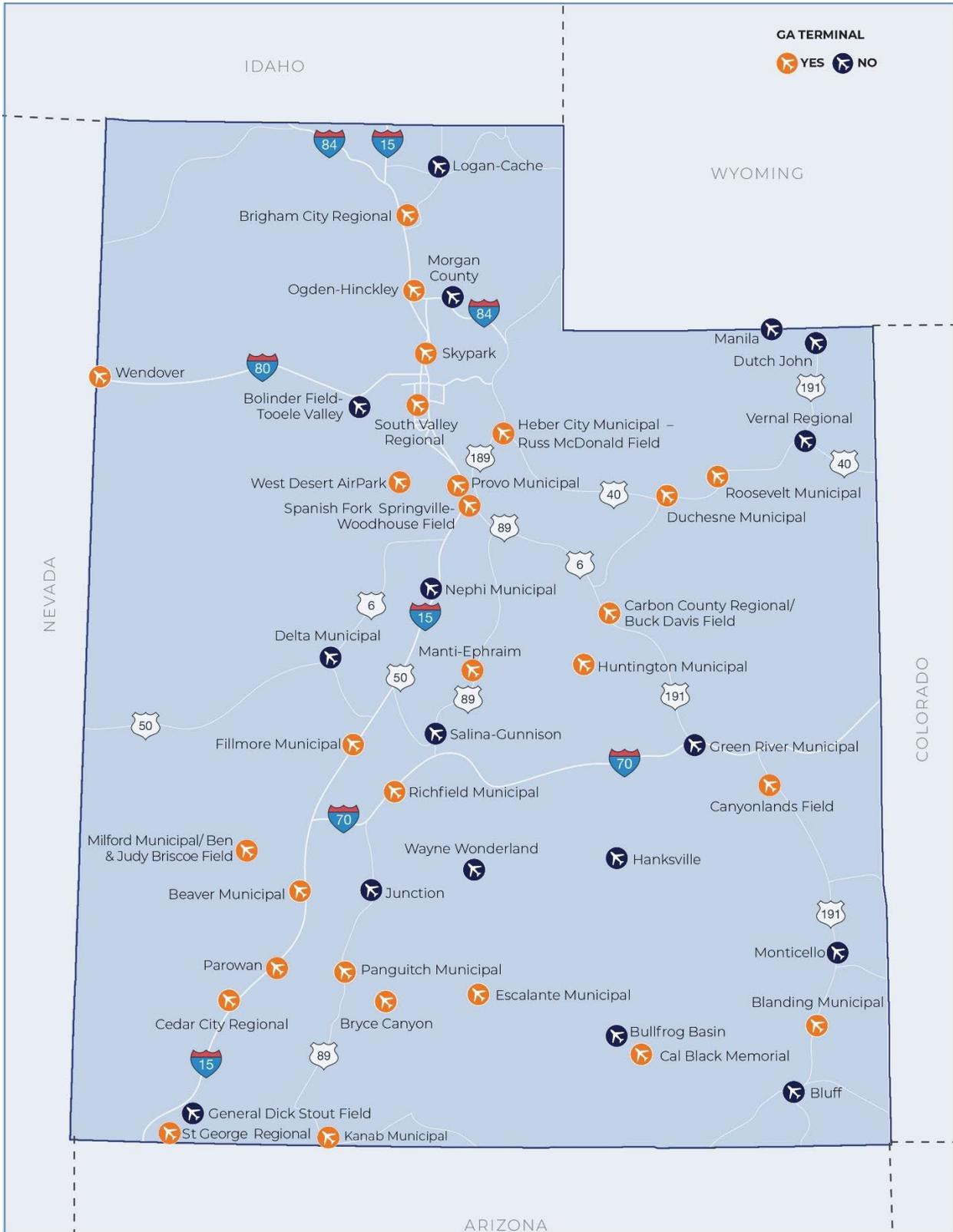
**Figure 2-36: General Aviation Terminal Building Attributes**



Source: Airport Management, Aviation



Figure 2-37 Geographic Layout of General Aviation Terminals by Airport

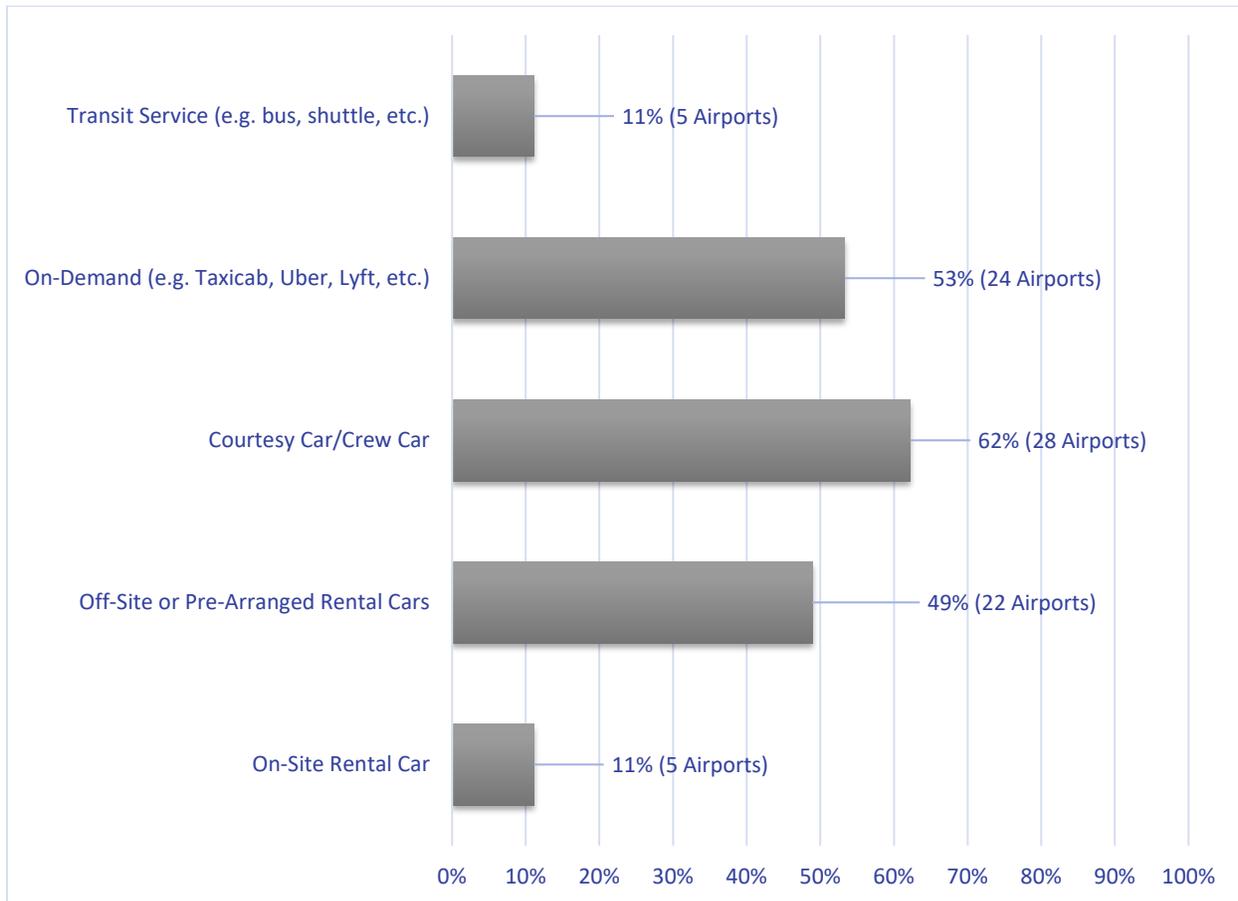


Source: FAA 5010, Airport Management, Aviation

### 2.9.3 Ground Transportation

Ground transportation at system airports provides access to the community after visitors traveling on general aviation aircraft arrive at an airport. Data for the inventory effort collected information from airport management on the types of ground transportation services available at their airport. **Figure 2-38** summarizes the types of ground transportation services available at Utah airports. Sixty-two percent of airports (28 airports) offer some form of courtesy car transportation to and from off-airport locations. **Figure 2-39** demonstrates this geographically. **Appendix B, Table B-8** details which ground transportation services are currently offered at each study airport. Five airports do not provide any ground transportation services.

**Figure 2-38: Ground Transportation Services at Utah System Airports**



Source: Airport Management, Aviation



**Figure 2-39 Geographic Layout of Ground Transportation by Airport**



Source: FAA 5010, Airport Management, Aviation

## 2.10 Summary

This chapter presents a summary of the results for the inventory effort conducted as part of the Utah Aviation Development Strategy. Utah has a wide variety of airports covering a large geographic area. The system consists of 46 airports, all of which are publicly owned, with the exception of Skypark Airport and West Desert Airpark, which are privately owned. There are eight commercial service airports and 38 general aviation airports. There are 36 airports in the NPIAS making them eligible for federal funding. The following provides an overview of some of the key attributes about the Utah airport system:

- 35 airports (76 percent) have primary runways 5,000 feet or greater in runway length
- Three study airports have air traffic control towers
- 21 airports (47 percent) are equipped with full length parallel taxiways
- 27 airports (60 percent) have LPV or ILS Vertical Guidance Approach
- 28 airports (62 percent) have weather reporting equipment
- Jet A fuel is available at 27 airports (60 percent), while AvGas is available at 36 airports (80 percent)

**Appendix B, Inventory Tables**, provides summary tables of airport inventory data collected as part of the Utah Aviation Development Strategy.

In addition to data on facilities and services at system airports, focus group meetings were held at select airports to prepare a Strengths, Weaknesses, Opportunities, and Threats (SWOT) analysis. This information was used to develop system recommendations. A summary of the SWOT analysis and its findings can be found in **Appendix C**.



### 3. Forecast of Aviation Demand

#### 3.1 Introduction

This chapter examines trends and makes projections for key components of aviation activity in Utah. Forecasts developed in the Utah Aviation Development Strategy will help verify airport roles and provide a framework to guide analysis for future system development. Projections of aviation activity were prepared with 2018 as the base year and five-year (2023) and ten-year (2028) forecasts.

This chapter presents projections for five primary segments of aviation activity:

- Based Aircraft
- Critical Aircraft/Airport Reference Code
- Annual General Aviation Aircraft Operations
- Annual Commercial Aircraft Operations
- Total Commercial Enplanements

While there are a variety of ways to develop aviation forecasts, this study relied on the Federal Aviation Administration's (FAA) Terminal Area Forecast (TAF) model to generate a top-down forecast. The TAF is the FAA's official forecast of aviation activity for U.S. airports in the National Plan of Integrated Airport Systems (NPIAS). These FAA forecasts generally rely on local and national economic conditions as a data source as well as approved projections from airport-specific master plans and other studies. They do not take into consideration an airport's capacity to handle growth, though those constraints are often reflected in the projections if they have affected those airports in the past. In rare cases, the TAF will forecast negative growth, but typically airports in the TAF without a specific FAA-approved growth forecast are held constant. It should also be noted that these projections were prepared prior to the COVID-19 pandemic. Considering the conservative nature of the TAF projections, the 10-year forecasts are still considered to be valid.

 **Key Point**

*After conducting an inventory of existing conditions, an activity forecast is the next important step to understanding how future demand could affect the system. Forecasts in the Aviation Development Strategy rely on projections prepared by the Federal Aviation Administration's Terminal Area Forecast. These projections present a conservative and nationally accepted view of the activity at Utah's airports over the next 10-years. These projections can be used to crosscheck if individual airport master plan forecasts are reasonable. In addition, this chapter identified aircraft design groups operating at each airport. Projections presented in this chapter indicate that Utah's based aircraft and general aviation operations will increase at a relatively moderate rate - under 1 percent annually. Enplanements at the state's 8 commercial service airports will grow at an estimated 2.2 percent annually. These rates are similar to what is anticipated nationwide.*

#### 3.2 National Aviation Trends

While Utah is a unique aviation environment, aviation activity is still subject to various national trends. This section presents a brief overview of select key national trends that may impact Utah's airports over the next 10 years.

Aviation demand can be measured in a variety of ways. The FAA creates a comprehensive aerospace forecast each year which presents a variety of aviation-related activity statistics. This annual document offers projections for operations, enplanements, load factors, capacity, seat miles, trip length, fleet mix, and numerous other factors. **Table 3-1** summarizes active fixed wing general aviation and air taxi aircraft by hours flown utilizing 2018 as the base year, along with the FAA's five-year (2023) and ten-year (2028) projections to match objectives for the Utah Aviation Development Strategy report. The average annual growth rate (AAGR) from 2018-2023 is -0.2 percent and 0.3 percent from 2023-2028. This slight decline in the first five years is



driven by a slow drop in the number of hours piston aircraft are anticipated to fly each year from 2023-2028. The relatively strong growth in turboprop and turbine jets yield a small but positive growth rate for hours flown for the entire national fleet.

**Table 3-1: All Active Fixed Wing General Aviation & Air Taxi Hours Flown (Thousands)**

Aircraft Type	2018	2023	AAGR 2018-2023	2028	AAGR 2023-2028
Single Engine Piston	11,765	10,608	-2.0%	10,021	-1.1%
Piston Multi-Engine	1,647	1,578	-0.9%	1,546	-0.4%
Turboprop	2,642	2,621	-0.2%	2,863	1.8%
Turbine Jet	4,604	5,616	4.1%	6,331	2.4%
<b>Total</b>	<b>20,658</b>	<b>20,423</b>	<b>-0.2%</b>	<b>20,761</b>	<b>0.3%</b>

Source: FAA Aerospace Forecast 2018

Another national trend that can be predictive of regional changes is the FAA forecast of the number of active fixed wing aircraft in the United States. Active aircraft are defined as aircraft that are flown at least one hour annually. As displayed in **Table 3-2**, in total, active aircraft are expected to decrease from 2018 to 2023 by -0.4 percent, and -0.5 percent from 2023 to 2028. The FAA projects this decline to come exclusively from a reduction in smaller single-engine and multi-engine piston aircraft. This decline is somewhat offset by growth in turboprop and turbine jet aircraft.

**Table 3-2: Active Fixed Wing General Aviation & Air Taxi Aircraft**

Aircraft Type	2018	2023	AAGR 2018-2023	2028	AAGR 2023-2028
Single Engine Piston	130,500	125,330	-0.8%	118,740	-1.1%
Piston Multi-Engine	12,895	12,720	-0.3%	12,465	-0.4%
Turboprop	9,195	9,025	-0.4%	9,870	1.8%
Turbine Jet	14,390	16,220	2.4%	18,120	2.2%
<b>Total</b>	<b>166,980</b>	<b>163,295</b>	<b>-0.4%</b>	<b>159,195</b>	<b>-0.5%</b>

Source: FAA Aerospace Forecast 2018

Overall, national aviation trends are shifting from smaller piston aircraft towards larger turboprop and turbine jet aircraft. This shift is also driving an increase in the hours flown by those more demanding aircraft given the fact that larger aircraft generally fly longer routes than smaller aircraft. So, while there is generally a slow decline in general aviation activity projected for the next ten years, an increase in the utilization of more demanding, business aircraft can be anticipated.

While general aviation activity is anticipated to be generally flat over the next 10 years, the commercial service enplanements forecast for the United States is more robust. As **Table 3-3** shows, the TAF projects commercial air service enplanements to increase at a rate of more than two percent per year through 2028. There are currently approximately 500 public-use airports in the United States that provide scheduled air service.

**Table 3-3: Commercial Service Enplanement Projections**

2018	2023	2028	AAGR
888,239,474	1,017,009,900	1,113,862,973	2.3%

Source: FAA TAF

### 3.3 Based Aircraft

**Based Aircraft** are defined as the total number of general aviation aircraft that are permanently stored at an airport, either in hangars or on apron tie-downs. Estimating the number of aircraft to be based at system airports in the next ten years can impact planning for future facility and infrastructure needs. As stated above, the methodology for developing the forecast for based aircraft was developed using the FAA’s TAF. For the system as a whole, the TAF data showed a positive growth rate, but that growth rate is the result of most airports based aircraft remaining at a constant rate, with a few larger airports experiencing an increase in based aircraft. **Table 3-4** displays based aircraft projections at Utah’s system airports.

**Table 3-4: Based Aircraft Projections at System Airports**

Associated City	Airport Name	FAA ID	2018	2023	2028
<b>Commercial Service Airports</b>					
Cedar City	Cedar City Regional Airport	CDC	75	77	78
Moab	Canyonlands Field Airport	CNY	40	40	40
Ogden	Ogden-Hinckley Airport	OGD	241	245	249
Provo	Provo Municipal Airport	PVU	111	119	129
Salt Lake City	Salt Lake City International Airport	SLC	333	358	384
St George	St George Regional Airport	SGU	195	209	223
Vernal	Vernal Regional Airport	VEL	41	41	41
Wendover	Wendover Airport	ENV	5	5	5
<b>All Commercial Service Airports</b>			<b>1,041</b>	<b>1,093</b>	<b>1,149</b>
<b>General Aviation Airports</b>					
Beaver	Beaver Municipal Airport	U52	6	6	6
Blanding	Blanding Municipal Airport	BDG	11	11	11
Bluff	Bluff Airport	66V	1	1	1
Bountiful	Skypark Airport	BTF	217	217	217
Brigham City	Brigham City Regional Airport	BMC	68	68	68
Bryce Canyon	Bryce Canyon Airport	BCE	7	7	7
Cedar Fort	West Desert Airpark	UT9	24	24	24
Delta	Delta Municipal Airport	DTA	12	12	12
Duchesne	Duchesne Municipal Airport	U69	13	13	13
Dutch John	Dutch John Airport	33U	0	0	0
Escalante	Escalante Municipal Airport	1L7	4	4	4
Fillmore	Fillmore Municipal Airport	FOM	1	1	1
Glen Canyon National Recreation Area	Bullfrog Basin Airport	U07	0	0	0
Green River	Green River Municipal Airport	U34	1	1	1
Halls Crossing	Cal Black Memorial Airport	U96	4	4	4
Hanksville	Hanksville Airport	HVE	4	4	4
Heber	Heber City Municipal Airport – Russ McDonald Field	HCR	78	87	98
Huntington	Huntington Municipal Airport	69V	5	5	5



Associated City	Airport Name	FAA ID	2018	2023	2028
Hurricane	General Dick Stout Field Airport	1L8	60	60	60
Junction	Junction Airport	U13	0	0	0
Kanab	Kanab Municipal Airport	KNB	18	18	18
Loa	Wayne Wonderland Airport	38U	4	4	4
Logan	Logan-Cache Airport	LGU	167	178	189
Manila	Manila Airport	40U	0	0	0
Manti	Manti-Ephraim Airport	41U	15	15	15
Milford	Milford Municipal Airport/Ben and Judy Briscoe Field	MLF	3	3	3
Monticello	Monticello Airport	U64	7	7	7
Morgan	Morgan County Airport	42U	78	78	78
Nephi	Nephi Municipal Airport	U14	9	9	9
Panguitch	Panguitch Municipal Airport	U55	9	9	9
Parowan	Parowan Airport	1L9	18	18	18
Price	Carbon County Regional Airport/Buck Davis Field	PUC	8	8	8
Richfield	Richfield Municipal Airport	RIF	27	27	27
Roosevelt	Roosevelt Municipal Airport	74V	27	27	27
Salina	Salina-Gunnison Airport	44U	11	11	11
Salt Lake City	South Valley Regional Airport	U42	272	272	272
Spanish Fork	Spanish Fork Airport Springville-Woodhouse Field	SPK	155	155	155
Tooele	Bolinder Field-Tooele Valley Airport	TVY	15	15	15
<b>All General Aviation Airports</b>			<b>1,359</b>	<b>1,379</b>	<b>1,401</b>
<b>All System Airports</b>			<b>2,400</b>	<b>2,473</b>	<b>2,550</b>

Source: FAA TAF

Growth in based aircraft is forecasted to occur at seven of Utah’s 46 system airports and to remain steady at the remaining 39. The airports forecasted to have growth in their based aircraft tend to be larger general aviation airports or commercial service airports. This forecast falls in line with the previously identified national trends, which display a transition from smaller, single-engine aircraft typically found at smaller airports, towards the larger aircraft found at relatively busier general aviation or commercial service airports.

### 3.4 Airport Reference Code

A **Critical or “Design” Aircraft** is an aircraft that has been designated by the airport as the most physically demanding aircraft that conducts at least 500 annual operations at the airport. An airport’s critical aircraft is usually determined during an airport master planning or layout planning process. The **Airport Reference Code (ARC)** is a coding system designed by the FAA that relates the design criteria for the airport to the operational and physical characteristics of the critical aircraft at each airport. It uses a lettering system for approach speed and a numbering system for aircraft wingspan to assign each aircraft a code that describes the type of critical aircraft for each airport. This approach is laid out in **Table 3-5**.

Table 3-5

Category	Approach Speed (knots)	Design Group	Wingspan (feet)
		I	to 48
A	< 90	II	49 – 78
B	91 – 120	III	79 – 117
C	121 – 140	IV	118 – 170
D	141 – 165	V	171 – 213
E	166 or more	VI	214 – 262

Source: FAA

This data was collected via airport manager interviews conducted during this study’s data collection process and through a cursory evaluation of each airport’s geometry. When a determination of the critical aircraft or ARC was unable to be made by the airport manager, the runway features and airport facilities were analyzed to determine the airport’s reference code. **Table 3-6** displays the current ARC by airport. Future system analysis could determine that these reference codes may change based on airport re-designation.

Table 3-6: Airport Reference Code

Associated City	Airport Name	FAA ID	ARC
<b>Commercial Service Airports</b>			
Cedar City	Cedar City Regional Airport	CDC	C-III
Moab	Canyonlands Field Airport	CNY	C-II
Ogden	Ogden-Hinckley Airport	OGD	C-III
Provo	Provo Municipal Airport	PVU	C-II
Salt Lake City	Salt Lake City International Airport	SLC	D-IV
St George	St George Regional Airport	SGU	C-III
Vernal	Vernal Regional Airport	VEL	C-II
Wendover	Wendover Airport	ENV	C-III
<b>General Aviation Airports</b>			
Beaver	Beaver Municipal Airport	U52	B-II
Blanding	Blanding Municipal Airport	BDG	B-II
Bluff	Bluff Airport	66V	A-I Small
Bountiful	Skypark Airport	BTF	B-II



Associated City	Airport Name	FAA ID	ARC
Brigham City	Brigham City Regional Airport	BMC	C-III
Bryce Canyon	Bryce Canyon Airport	BCE	B-II
Cedar Fort	West Desert Airpark	UT9	A-I Small
Delta	Delta Municipal Airport	DTA	B-II
Duchesne	Duchesne Municipal Airport	U69	A-I Small
Dutch John	Dutch John Airport	33U	A-I
Escalante	Escalante Municipal Airport	1L7	B-II
Fillmore	Fillmore Municipal Airport	FOM	B-II
Glen Canyon National Recreation Area	Bullfrog Basin Airport	U07	A-I-Small
Green River	Green River Municipal Airport	U34	B-II
Halls Crossing	Cal Black Memorial Airport	U96	B-I
Hanksville	Hanksville Airport	HVE	B-II Small
Heber	Heber City Municipal Airport – Russ McDonald Field	HCR	B-II
Huntington	Huntington Municipal Airport	69V	A-II Small
Hurricane	General Dick Stout Field Airport	1L8	A-I Small
Junction	Junction Airport	U13	A-I Small
Kanab	Kanab Municipal Airport	KNB	B-II
Loa	Wayne Wonderland Airport	38U	B-II
Logan	Logan-Cache Airport	LGU	C-II
Manila	Manila Airport	40U	A-I
Manti	Manti-Ephraim Airport	41U	A-II Small
Milford	Milford Municipal Airport/Ben and Judy Briscoe Field	MLF	B-II
Monticello	Monticello Airport	U64	B-II
Morgan	Morgan County Airport	42U	B-II
Nephi	Nephi Municipal Airport	U14	C-II
Panguitch	Panguitch Municipal Airport	U55	B-II
Parowan	Parowan Airport	1L9	B-II
Price	Carbon County Regional Airport/Buck Davis Field	PUC	C-II
Richfield	Richfield Municipal Airport	RIF	C-II
Roosevelt	Roosevelt Municipal Airport	74V	B-II
Salina	Salina-Gunnison Airport	44U	A-II
Salt Lake City	South Valley Regional Airport	U42	C-II
Spanish Fork	Spanish Fork Airport Springville-Woodhouse Field	SPK	B-II
Tooele	Bolinder Field-Tooele Valley Airport	TVY	C-II

Source: Airport manager interviews and Jviation aerial analysis

### 3.5 General Aviation Operations

General aviation includes all components of aviation other than scheduled commercial service activity and military activity. Forecasts of aviation activity include projections of based aircraft and general aviation activity. A **General Aviation Operation** is defined as a non-commercial takeoff or landing. When an aircraft lands at and takes off from an airport, it counts as two aircraft operations. Touch-and-go operations, which include both a takeoff and a landing, also count for two total aircraft operations. Different factors impact the number of operations at an airport, including total based aircraft, airport facilities, services like fuel and FBO presence, airport location, national trends, and area demographics and destinations. For the purpose of this study, this forecast relied on the most current FAA TAF projections.

General aviation operations take place at all 46 system airports, but TAF data in Utah is only available for the 36 NPIAS airports. For the remaining 10 airports, data from each airport’s FAA Form 5010 was used. It should be noted that when a manager revised the general aviation operations number from the TAF or Form 5010 during the inventory process, the updated estimates were used for the study. **Table 3-7** displays the forecast for general aviation operations at Utah’s 46 system airports.

**Table 3-7: General Aviation Operations at System Airports**

Associated City	Airport Name	FAA ID	2018	2023	2028
<b>Commercial Service Airports</b>					
Cedar City	Cedar City Regional Airport	CDC	69,824	72,325	74,886
Moab	Canyonlands Field Airport	CNY	11,250	11,250	11,250
Ogden	Ogden-Hinckley Airport	OGD	92,993	93,498	94,098
Provo	Provo Municipal Airport	PVU	85,999	85,530	85,757
Salt Lake City	Salt Lake City International Airport	SLC	70,769	73,942	75,211
St George	St George Regional Airport	SGU	50,868	53,412	56,075
Vernal	Vernal Regional Airport	VEL	7,500	7,500	7,500
Wendover	Wendover Airport	ENV	3,186	3,186	3,186
<b>All Commercial Service Airports</b>			<b>392,389</b>	<b>400,643</b>	<b>407,963</b>
<b>General Aviation Airports</b>					
Beaver	Beaver Municipal Airport	U52	1,935	1,935	1,935
Blanding	Blanding Municipal Airport	BDG	2,548	2,548	2,548
Bluff	Bluff Airport	66V	1,031	1,031	1,031
Bountiful	Skypark Airport	BTF	41,172	41,172	41,172
Brigham City	Brigham City Regional Airport	BMC	19,800	19,800	19,800
Bryce Canyon	Bryce Canyon Airport	BCE	2,189	2,189	2,189
Cedar Fort	West Desert Airpark	UT9	3,200	3,200	3,200
Delta	Delta Municipal Airport	DTA	2,382	2,382	2,382
Duchesne	Duchesne Municipal Airport	U69	1,548	1,548	1,548
Dutch John	Dutch John Airport	33U	990	990	990
Escalante	Escalante Municipal Airport	1L7	1,068	1,128	1,188
Fillmore	Fillmore Municipal Airport	FOM	1,683	1,683	1,683
Glen Canyon National Recreation Area	Bullfrog Basin Airport	U07	2,502	2,502	2,502



Associated City	Airport Name	FAA ID	2018	2023	2028
Green River	Green River Municipal Airport	U34	2,003	2,003	2,003
Halls Crossing	Cal Black Memorial Airport	U96	2,014	2,014	2,014
Hanksville	Hanksville Airport	HVE	950	950	950
Heber	Heber City Municipal Airport – Russ McDonald Field	HCR	20,037	23,170	26,785
Huntington	Huntington Municipal Airport	69V	3,710	3,710	3,710
Hurricane	General Dick Stout Field Airport	1L8	8,552	8,552	8,552
Junction	Junction Airport	U13	902	902	902
Kanab	Kanab Municipal Airport	KNB	3,140	3,140	3,140
Loa	Wayne Wonderland Airport	38U	1,812	1,812	1,812
Logan	Logan-Cache Airport	LGU	45,295	46,091	46,907
Manila	Manila Airport	40U	913	913	913
Manti	Manti-Ephraim Airport	41U	1,359	1,359	1,359
Milford	Milford Municipal Airport/Ben and Judy Briscoe Field	MLF	1,757	1,757	1,757
Monticello	Monticello Airport	U64	2,207	2,207	2,207
Morgan	Morgan County Airport	42U	4,318	4,318	4,318
Nephi	Nephi Municipal Airport	U14	3,454	3,454	3,454
Panguitch	Panguitch Municipal Airport	U55	1,278	1,278	1,278
Parowan	Parowan Airport	1L9	4,323	4,323	4,323
Price	Carbon County Regional Airport/Buck Davis Field	PUC	4,431	4,431	4,431
Richfield	Richfield Municipal Airport	RIF	9,058	9,058	9,058
Roosevelt	Roosevelt Municipal Airport	74V	5,219	5,219	5,219
Salina	Salina-Gunnison Airport	44U	1,215	1,215	1,215
Salt Lake City	South Valley Regional Airport	U42	88,756	88,756	75,934
Spanish Fork	Spanish Fork Airport Springville-Woodhouse Field	SPK	36,000	36,000	27,264
Tooele	Bolinder Field-Tooele Valley Airport	TVY	50,071	50,071	70,424
<b>All General Aviation Airports</b>			<b>384,822</b>	<b>388,811</b>	<b>398,097</b>
<b>All System Airports</b>			<b>777,211</b>	<b>789,454</b>	<b>800,060</b>

Source: FAA TAF, FAA Form 5010, Airport Managers

As with general aviation’s national trends, most airports are not forecasted to experience general aviation operations growth: nine Utah airports are forecasted to experience growth, while thirty-seven are not.

### 3.6 Commercial Service Operations

Commercial air service is scheduled air service by commercial entities that facilitate passenger or cargo travel. A **Commercial Service Operation** is the takeoff or landing of a commercial aircraft. As previously mentioned, an aircraft landing at and taking off from an airport counts as two aircraft operations. **Table 3-8** displays commercial service operations and enplanements for the base year (2018), near-term (2023), and the mid-

term (2028). Commercial air service growth is forecasted for four commercial service airports, while the remaining three are projected to remain steady.

**Table 3-8: Commercial Service Operations at System Airports**

Associated City	Airport Name	FAA ID	2018	2023	2028
Cedar City	Cedar City Regional Airport	CDC	3,772	3,772	3,772
Moab	Canyonlands Field Airport	CNY	4,000	4,000	4,000
Wendover	Wendover Airport	ENV	803	803	803
Ogden	Ogden-Hinckley Airport	OGD	4,461	4,600	4,744
Provo	Provo Municipal Airport	PVU	2,543	2,678	2,822
Salt Lake City	Salt Lake City International Airport	SLC	281,690	313,036	340,053
St George	St George Regional Airport	SGU	6,153	6,168	6,183
Vernal	Vernal Regional Airport	VEL	1,460	1,460	1,460
<b>All Commercial Service Airports</b>			<b>304,882</b>	<b>336,517</b>	<b>363,837</b>

Source: FAA TAF

### 3.7 Commercial Service Enplanements

A **Commercial Service Enplanement** refers to passenger boarding of commercial aircraft at an airport. **Table 3-9** displays FAA TAF historic enplanement data from 2010 through 2017 for the study’s commercial service airports.

**Table 3-9: Historic Commercial Service Enplanements at System Airports**

Associated City	Airport Name	FAA ID	2010	2011	2012	2013	2014	2015	2016	2017	AAGR 2010-2017
Cedar City	Cedar City Regional	CDC	5,882	7,433	15,393	14,416	14,001	14,164	14,549	15,547	14.9%
Moab	Canyonlands Field	CNY	2,548	8,861	7,997	7,179	8,139	4,034	6,374	10,082	21.7%
Wendover	Wendover Airport	ENV	50,208	56,645	59,296	54,234	50,251	53,986	52,263	42,998	-2.2%
Ogden	Ogden-Hinckley	OGD	192	220	499	15,174	16,557	18,022	16,893	15,884	87.9%
Provo	Provo Municipal	PVU	1,456	7,932	29,034	24,911	56,674	65,659	74,012	91,518	80.7%
Salt Lake City	Salt Lake City International	SLC	9,792,016	9,796,617	9,603,770	9,639,335	9,980,270	10,509,377	11,001,988	11,526,592	14.8%
St George	St George Regional	SGU	36,717	44,610	53,740	53,147	58,738	66,283	75,744	96,372	2.4%
Vernal	Vernal Regional	VEL	4,245	5,158	6,952	8,377	4,770	2,779	2,426	6,507	6.3%
<b>All Commercial Service Airports</b>			<b>9,893,264</b>	<b>9,927,476</b>	<b>9,776,681</b>	<b>9,816,773</b>	<b>10,189,400</b>	<b>10,734,304</b>	<b>11,244,249</b>	<b>11,805,500</b>	<b>2.6%</b>

Source: FAA TAF



As shown in **Table 3-10**, enplanements are projected to grow at half of all commercial service airports from 2018 to 2028, demonstrating that commercial aviation demand is increasing in Utah.

**Table 3-10: Projected Commercial Enplanements at System Airports**

Associated City	Airport Name	FAA ID	2018	2023	2028
Cedar City	Cedar City Regional Airport	CDC	15,626	15,626	15,626
Moab	Canyonlands Field Airport	CNY	11,973	11,973	11,973
Wendover	Wendover Airport	ENV	42,294	42,294	42,294
Ogden	Ogden-Hinckley Airport	OGD	22,200	22,200	22,200
Provo	Provo Municipal Airport	PVU	79,917	86,076	92,713
Salt Lake City	Salt Lake City International Airport	SLC	12,067,625	13,735,403	15,036,474
St George	St George Regional Airport	SGU	116,557	131,864	149,176
Vernal	Vernal Regional Airport	VEL	8,201	8,709	9,277
<b>All Commercial Service Airports</b>			<b>12,364,393</b>	<b>14,054,145</b>	<b>15,379,733</b>
<b>All Commercial Service Airports except SLC</b>			<b>296,768</b>	<b>318,742</b>	<b>343,259</b>

Source: FAA TAF

### 3.8 Summary

As shown in **Table 3-11**, the declining use of small aircraft alongside increased use of larger, more demanding aircraft has resulted in modest growth rates for general aviation activity in Utah, while commercial aviation is growing at a faster rate.

**Table 3-11: Commercial and General Aviation Activity Projections**

Category	2018	2023	2028	AAGR
Based Aircraft	2,400	2,473	2,550	0.6%
General Aviation Operations	774,011	786,254	796,860	0.3%
Commercial Service Operations	304,882	336,517	363,837	1.8%
Commercial Service Enplanements	12,364,393	14,054,145	15,379,733	2.2%

Source: FAA TAF, Airport Manager interviews



## 4. System Performance Evaluation

### 4.1 Introduction

An important aspect of the Aviation Development Strategy is evaluating Utah's airport system to determine its current performance. The evaluation is supported using several predetermined system performance measures. The performance measures are generally reflective of characteristics that define an airport system that functions at a high level, meeting the state's transportation and economic needs and objectives. For the Aviation Development Strategy, the following system performance measures were considered:

- 60-minute accessibility to Utah system airports or public airports in nearby states with scheduled airline service.
- 120-minute accessibility to Utah system airports or public airports in nearby states with international airline service.
- 30-minute accessibility to any Utah system airport.
- 30-minute accessibility to any National Plan of Integrated Airport Systems (NPIAS) Utah airport or a NPIAS airport in nearby states.
- 45-minute accessibility to Utah system airports or public airports in nearby states meeting National Business Aircraft Association (NBAA) business airport characteristics for Medium Business Jets.
- 30-minute accessibility to Utah system airports or public airports in nearby states meeting NBAA business airport characteristics for Light Business Jets.
- 30-minute accessibility to Utah system airports or public airports in nearby states with precision like approach (Instrument Landing System (ILS) or localizer performance with vertical guidance (LPV))
- 30-minute accessibility to Utah system airports or public airports in nearby states with any published approach.



#### Key Point

*The focus of the performance chapter is to determine if Utah's airports are providing residents and businesses with adequate coverage of critical aviation services. This analysis sets the stage for making recommendations for system improvements in later chapters. To accomplish this evaluation, market area drive-times for each airport were prepared using a geographic information system analysis to assess the population in proximity to each airport. This analysis determined that most of Utah's population is in close proximity to airports offering business-critical aviation facilities such as 5,000-foot-long runways and other infrastructure that supports business jet aircraft.*

Using these performance measures, a geographic information system (GIS) mapping program was used to determine current accessibility to airports exhibiting these factors. The drive time service areas consider posted speed limits and normal driving conditions/congestion. Utah is the 13th largest state based on land mass, but has the 10th lowest population density, as the majority of Utah is sparsely populated. More than two million of the state's roughly 3.2 million people live along the Wasatch Front, which is the metropolitan area along the Wasatch Mountains and spans most of Utah's major cities, including Salt Lake City, Ogden, Logan, and Provo.

There are three distinct landform regions in Utah: the Colorado Plateau of the south and southeast, the central Rocky Mountains, and the basin and ridge region of the northwest. Approximately two-thirds of Utah's land envelope is federally owned and consists of areas owned by the National Park Service, the National Forest Service, the military, and the Bureau of Land Management. These areas are mostly uninhabited or sparsely inhabited. Large swaths of desert, salt flats, canyons, and other unique geography mean that the road network



in much of Utah is very limited. This creates the linear shapes found in this chapter's drive-time maps and yields population coverage figures that are very high (always in excess of 90 percent of the state's population) but very low with regard to land coverage (always below 15 percent of Utah's geographic area). The results of the mapping analysis are discussed in the following sections. Both population coverage and geographic coverage were analyzed.

This type of analysis is useful to a number of community decision makers and airport stakeholders. Many businesses in Utah improve their efficiency by using aviation. Business efficiency is improved by using general aviation, commercial aviation, and air cargo/air freight. Companies in Utah benefit when employees have reduced travel times to reach both domestic and international destinations. The commercial service airports offer non-stop and connecting flights to destinations throughout the county and around the world.

Through general aviation, employees can fly directly to locations not served by commercial airlines; general aviation enables employees to fly on their own timetable, avoiding additional travel time for security and airline connections. The economic benefits associated with businesses that operate at Utah airports or use general aviation aircraft is discussed in detail in the companion economic impact study. For all employers who use general aviation as a business tool, their employees benefit from added efficiency. Many businesses have customers or suppliers who visit them using general aviation. It is also common for Utah's businesses, manufacturers, and the state's tourism and agricultural industries to use general aviation.

## 4.2 60-Minute Accessibility to an Airport with Scheduled Airline Service

There are eight airports in Utah served by scheduled commercial airline service:

- Canyonlands Field Airport
- Cedar City Regional Airport
- Ogden-Hinckley Airport
- Provo Municipal Airport
- St. George Regional Airport
- Salt Lake City International Airport
- Wendover Airport
- Vernal Regional Airport

For this system performance measure, a 60-minute drive time was used for all commercial airports. It is worth noting that depending on the level of service and comparative fares, travelers may be willing to drive more than 60 minutes to reach a commercial service airport. This is undoubtedly true in much of Utah, where long distances and drive times are relatively common.

Current accessibility to Utah's commercial airports, as well as in neighboring states, is shown on **Figure 4-1**. When 60-minute drive time service areas are considered, 92.9 percent of Utah's residents are within 60 minutes or less of one or more of Utah's commercial service airports. Geographically, these drive times cover 11.2 percent of Utah's land. **Table 4-1** displays the population coverage of each commercial service airport in Utah. Salt Lake City International, Ogden-Hinckley, and Provo Municipal Airports all provide accessibility to over 50 percent of Utah's population, whereas Wendover and Canyonlands Field Airports provide accessibility to less than one percent of Utah's population. This reflects the population distribution of Utah and not the importance of commercial airline service at the airports. In many cases, low population coverage means that the airport is in a remote area and commercial airline service to those communities is critical.

**Table 4-1: Utah Commercial Service Airports**

Associated City	Airport Name	FAA ID	Population Coverage
Cedar City	Cedar City Regional Airport	CDC	5.3%
Moab	Canyonlands Field Airport	CNY	0.3%
Ogden	Ogden-Hinckley Airport	OGD	54.5%
Provo	Provo Municipal Airport	PVU	52.9%
St George	St George Regional Airport	SGU	4.9%
Salt Lake City	Salt Lake City International Airport	SLC	68.9%
Vernal	Vernal Regional Airport	VEL	1.4%
Wendover	Wendover Airport	ENV	<0.1%

Source: Aviation Mapping Analysis

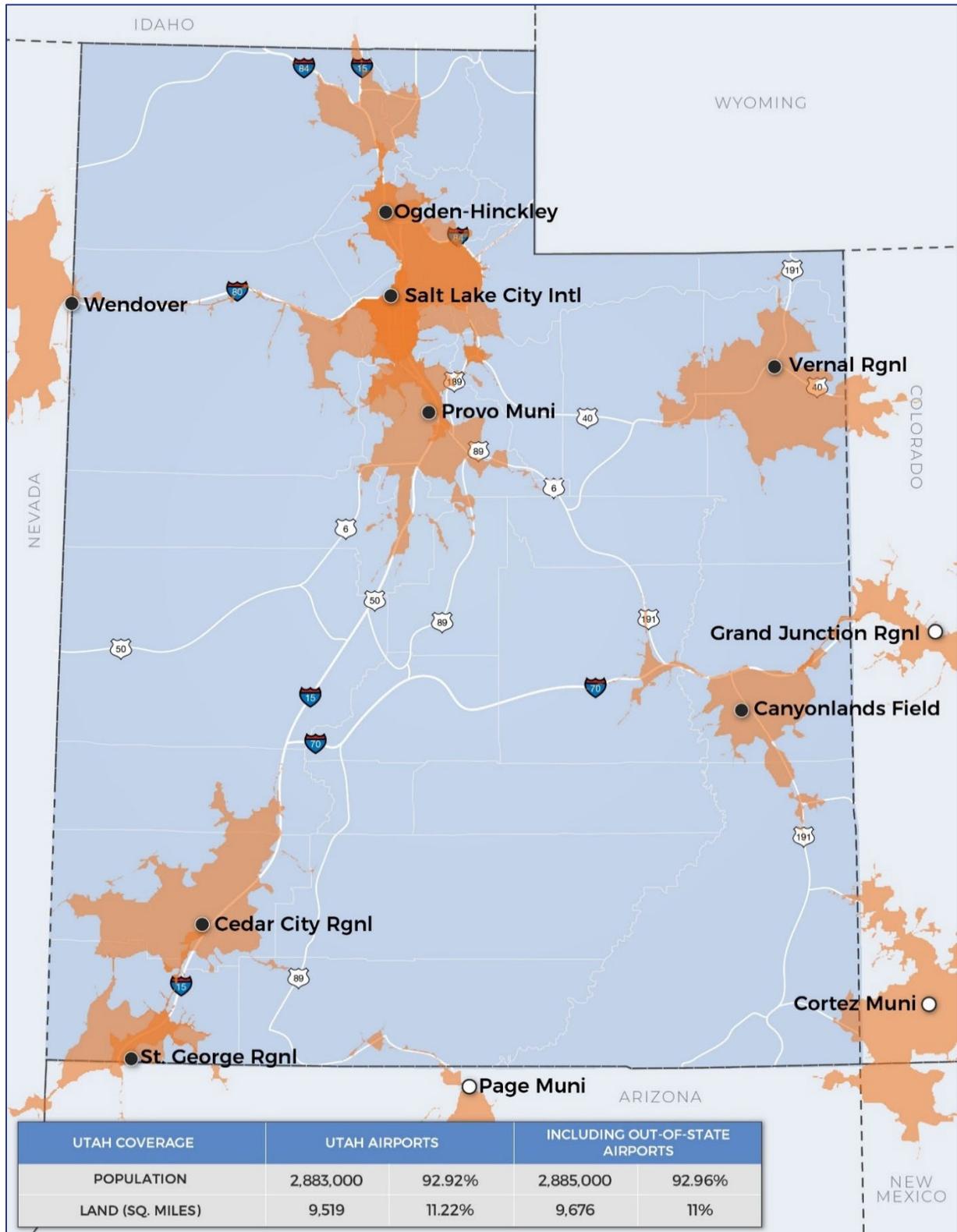
Note: Due to coverage overlap, percentages do not total to 100%.

For the Aviation Development Strategy, the role that airports in bordering states play in meeting Utah’s aviation needs was also considered for all performance measures. These airports, which include the commercial service airports of Grand Junction Regional Airport (CO), Cortez Municipal Airport (CO), and Page Municipal Airport (AZ) provide slightly more coverage. When those airports are also considered, accessibility increases slightly from 92.9 percent to 93 percent. Geographically, these drive times cover 11.4 percent of Utah’s land. While these airports provide minimal additional population coverage, this is primarily due to the remote areas that these airports serve.



UTAH  
- AVIATION DEVELOPMENT STRATEGY -

Figure 4-1: 60-Minute Accessibility to Commercial Airports in Utah and Nearby States



Source: Jviation Mapping Analysis

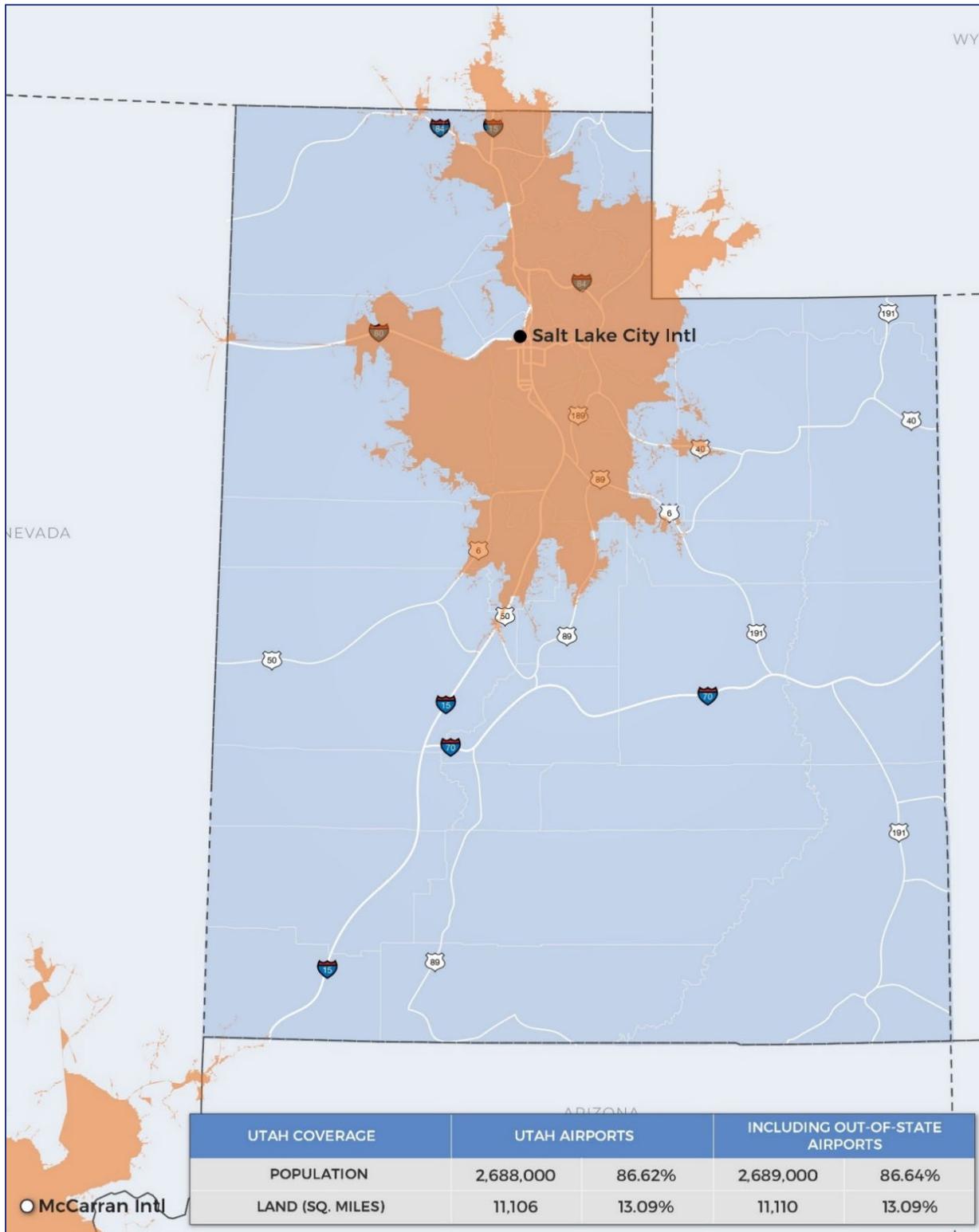
### 4.3 120-Minute Accessibility to an Airport with International Airline Service

For this system performance measure, a 120-minute drive time was used for Salt Lake City International (SLC), the one commercial airport in Utah served by international airline service. Like the 60-minute accessibility performance measure, travelers may be willing to drive more than 120 minutes to reach an international commercial service airport, depending on level of service and comparative fares.

Current accessibility to Utah's commercial airport with international airline service is shown on **Figure 4-2**. When 120-minute drive time service areas are considered, approximately 86.62 percent of Utah's residents are within 120 minutes of Utah's international commercial service airport. By land area, the 120-minute drive time boundaries associated with these airports cover 13.1 percent of Utah's total land area.

As previously mentioned, the role that airports in bordering states play in meeting Utah's aviation needs was also considered for all performance measures. **Figure 4-2** also shows accessibility when Nevada's McCarran International Airport was added to the coverage maps. As **Figure 4-2** shows, when commercial airports in nearby states are also considered, accessibility and total land coverage remain virtually the same.

**Figure 4-2: 120-Minute Accessibility to International Service Commercial Airports in Utah and in Nearby States**



Source: Jviation Mapping Analysis

#### 4.4 30-Minute Drive Time Accessibility to a Utah System Airport

Another important performance measure considers accessibility to any Utah system airport given a 30-minute drive time. This measure demonstrates the overall nature of Utah’s aviation system by measuring the ability of people to access an airport within a relatively short drive time.

As illustrated in **Figure 4-3**, 94.1 percent of all Utahns are within a 30-minute drive time of a Utah system airport. In terms of geographic coverage, the 30-minute drive time associated with these airports covers roughly 8.4 percent of Utah’s total land area. The results by airport are displayed in **Table 4-2**. The airports with the largest population coverage are in and around the Salt Lake City metropolitan area, where most of Utah’s population resides. The range of population coverage is broad, from 34.1 percent of Utah’s population within a 30-minute drive time to South Valley Regional Airport, all the way down to several airports with less than .1 percent of Utah’s population. Although there are few people within a 30-minute drive time to these airports, these airports play an important transportation role.

**Table 4-2: Accessibility to a Utah Public Airport**

Associated City	Airport Name	FAA ID	Population Coverage
<b>Commercial Service Airports</b>			
Cedar City	Cedar City Regional Airport	CDC	0.2%
Moab	Canyonlands Field Airport	CNY	1.4%
Ogden	Ogden-Hinckley Airport	OGD	16.9%
Provo	Provo Municipal Airport	PVU	15.6%
Salt Lake City	Salt Lake City International Airport	SLC	33.5%
St George	St George Regional Airport	SGU	3.6%
Vernal	Vernal Regional Airport	VEL	0.8%
Wendover	Wendover Airport	ENV	<0.1%
<b>General Aviation Airports</b>			
Beaver	Beaver Municipal Airport	U52	0.2%
Blanding	Blanding Municipal Airport	BDG	0.2%
Bluff	Bluff Airport	66V	<0.1%
Bountiful	Skypark Airport	BTF	30.6%
Brigham City	Brigham City Regional Airport	BMC	1.8%
Bryce Canyon	Bryce Canyon Airport	BCE	0.1%
Cedar Fort	West Desert Airpark	UT9	2.0%
Delta	Delta Municipal Airport	DTA	0.3%
Duchesne	Duchesne Municipal Airport	U69	0.2%
Dutch John	Dutch John Airport	33U	<0.1%
Escalante	Escalante Municipal Airport	1L7	<0.1%
Fillmore	Fillmore Municipal Airport	FOM	0.1%
Glen Canyon National Recreation Area	Bullfrog Basin Airport	U07	<0.1%
Green River	Green River Municipal Airport	U34	<0.1%
Halls Crossing	Cal Black Memorial Airport	U96	<0.1%

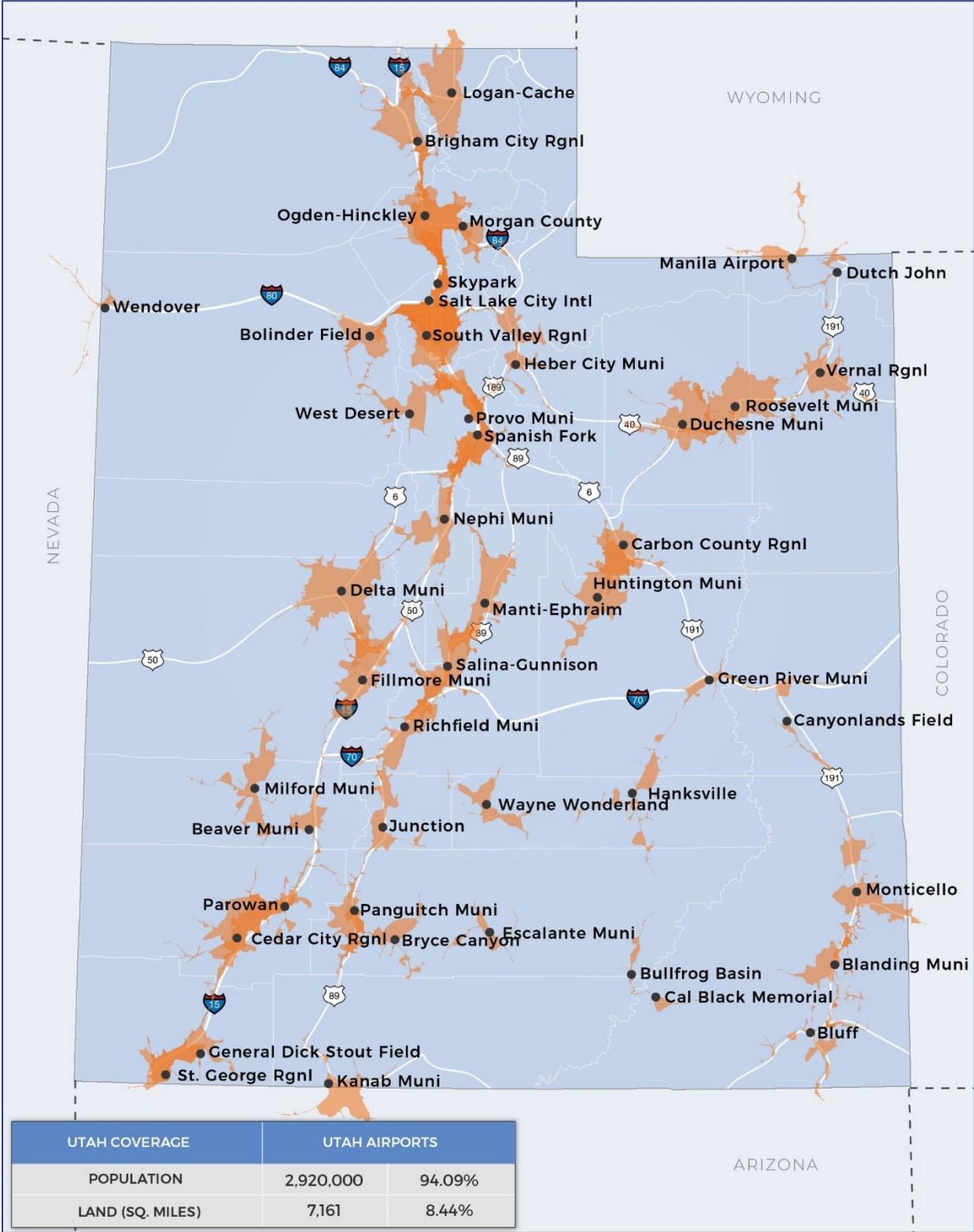


Associated City	Airport Name	FAA ID	Population Coverage
Hanksville	Hanksville Airport	HVE	<0.1%
Heber	Heber City Municipal Airport – Russ McDonald Field	HCR	4.2%
Huntington	Huntington Municipal Airport	69V	0.9%
Hurricane	General Dick Stout Field Airport	1L8	2.8%
Junction	Junction Airport	U13	<0.1%
Kanab	Kanab Municipal Airport	KNB	0.1%
Loa	Wayne Wonderland Airport	38U	0.1%
Logan	Logan-Cache Airport	LGU	3.6%
Manila	Manila Airport	40U	<0.1%
Manti	Manti-Ephraim Airport	41U	0.8%
Milford	Milford Municipal Airport/Ben and Judy Briscoe Field	MLF	0.1%
Monticello	Monticello Airport	U64	0.2%
Morgan	Morgan County Airport	42U	12.4%
Nephi	Nephi Municipal Airport	U14	1.3%
Panguitch	Panguitch Municipal Airport	U55	0.1%
Parowan	Parowan Airport	1L9	1.4%
Price	Carbon County Regional Airport/Buck Davis Field	PUC	0.6%
Richfield	Richfield Municipal Airport	RIF	0.6%
Roosevelt	Roosevelt Municipal Airport	74V	0.6%
Salina	Salina-Gunnison Airport	44U	0.6%
Salt Lake City	South Valley Regional Airport	U42	34.1%
Spanish Fork	Spanish Fork Airport Springville-Woodhouse Field	SPK	13.9%
Tooele	Bolinder Field-Tooele Valley Airport	TVY	2.6%

Source: Aviation Mapping Analysis

Note: Due to coverage overlap, percentages do not total to 100%.

Figure 4-3: 30-Minute Accessibility to Any Utah System Airport



Source: Jviation Mapping Analysis



Of the 46 airports in the Utah system, 36 are included in the NPIAS. These airports are eligible for federal funding under the Airport Improvement Program. Utah NPIAS airports and NPIAS airports within a 30-minute drive time to Utah are listed in **Table 4-3**. The range of population coverage is wide, with 34.1 percent of Utah’s population within a 30-minute drive time to South Valley Regional Airport, down to several airports that serve less than 0.1 percent of Utah’s population. As discussed, the importance of these airports is not fully assessed with this method alone.

**Table 4-3: NPIAS Airports in Utah and in Nearby States**

Associated City	Airport Name	FAA ID	State	Population Coverage
<b>Commercial Service Airports</b>				
Cedar City	Cedar City Regional Airport	CDC	UT	0.2%
Moab	Canyonlands Field Airport	CNY	UT	1.4%
Ogden	Ogden-Hinckley Airport	OGD	UT	16.9%
Provo	Provo Municipal Airport	PVU	UT	15.6%
Salt Lake City	Salt Lake City International Airport	SLC	UT	33.5%
St George	St George Regional Airport	SGU	UT	3.6%
Vernal	Vernal Regional Airport	VEL	UT	0.8%
Wendover	Wendover Airport	ENV	UT	<0.1%
<b>General Aviation Airports</b>				
Beaver	Beaver Municipal Airport	U52	UT	0.2%
Blanding	Blanding Municipal Airport	BDG	UT	0.2%
Brigham City	Brigham City Regional Airport	BMC	UT	1.8%
Bryce Canyon	Bryce Canyon Airport	BCE	UT	0.1%
Delta	Delta Municipal Airport	DTA	UT	0.3%
Duchesne	Duchesne Municipal Airport	U69	UT	0.2%
Escalante	Escalante Municipal Airport	1L7	UT	<0.1%
Green River	Green River Municipal Airport	U34	UT	<0.1%
Halls Crossing	Cal Black Memorial Airport	U96	UT	<0.1%
Hanksville	Hanksville Airport	HVE	UT	<0.1%
Heber	Heber City Municipal Airport – Russ McDonald Field	HCR	UT	4.2%
Hurricane	General Dick Stout Field Airport	1L8	UT	2.8%
Kanab	Kanab Municipal Airport	KNB	UT	0.1%
Loa	Wayne Wonderland Airport	38U	UT	0.1%
Logan	Logan-Cache Airport	LGU	UT	3.6%
Manila	Manila Airport	40U	UT	<0.1%
Manti	Manti-Ephraim Airport	41U	UT	0.8%
Milford	Milford Municipal Airport/Ben and Judy Briscoe Field	MLF	UT	0.1%
Monticello	Monticello Airport	U64	UT	0.2%
Nephi	Nephi Municipal Airport	U14	UT	1.3%
Panguitch	Panguitch Municipal Airport	U55	UT	0.1%

Associated City	Airport Name	FAA ID	State	Population Coverage
Parowan	Parowan Airport	1L9	UT	1.4%
Price	Carbon County Regional Airport/Buck Davis Field	PUC	UT	0.6%
Richfield	Richfield Municipal Airport	RIF	UT	0.6%
Roosevelt	Roosevelt Municipal Airport	74V	UT	0.6%
Salt Lake City	South Valley Regional Airport	U42	UT	34.1%
Spanish Fork	Spanish Fork Airport Springville-Woodhouse Field	SPK	UT	13.9%
Tooele	Bolinder Field-Tooele Valley Airport	TVY	UT	2.6%
Colorado City	Colorado City Municipal Airport	AZC	AZ	0.1%
Kayenta	Kayenta Airport	0V7	AZ	<0.1%
Page	Page Municipal Airport	PGA	AZ	<0.1%
Preston	Preston Airport	U10	ID	0.3%
Mesquite	Mesquite Municipal Airport	67L	NV	<0.1%
Evanston	Evanston-Uinta County Burns Field	EVW	WY	<0.1%

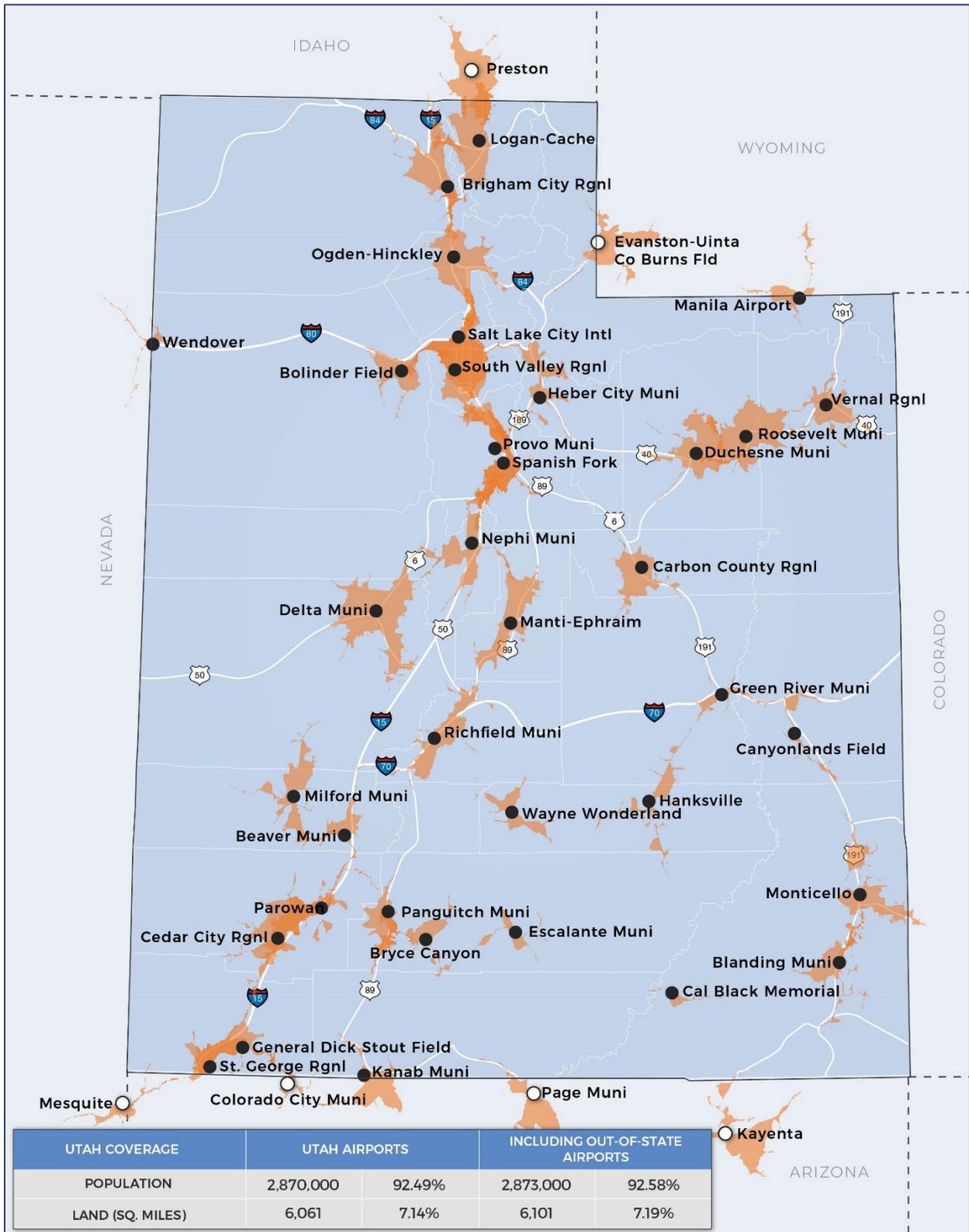
Source: Jviation Mapping Analysis

Note: Due to coverage overlap, percentages do not total to 100%.

When accessibility to only Utah NPIAS airports was measured, 92.5 percent of Utah’s population was within a 30-minute drive time, and when including NPIAS airports in nearby states that percentage increases slightly to 92.6 percent. These figures are displayed in **Figure 4-4**.



Figure 4-4: 30-Minute Accessibility to NPIAS Airports in Utah and in Nearby States



Source: Jviation Mapping Analysis

## 4.5 Accessibility to Airports with NBAA Business Airport Characteristics

As discussed in **Chapter 2, Forecast of Aviation Demand**, business aviation is the fastest growing segment of the general aviation industry. Utah actively recruits employers in all business sectors. While not the only factor important to business growth and development, many employers rely on general aviation to meet their transportation needs.

General aviation is often an important business tool that enables companies to improve their efficiency and profitability. Using general aviation enables companies to expand their market areas. Businesses can fly directly to cities that do not have scheduled commercial airline service, reducing travel time from days to hours. Customers and suppliers also use general aviation to reach businesses that are based in Utah. Proximity to a business class general aviation airport is one factor that is often important to attracting and retaining jobs.

For this performance measure, information on business airport characteristics obtained from NBAA was considered. NBAA's members include major corporations throughout the United States who use general aviation aircraft to support their travel needs and to improve their efficiency. NBAA seeks input from their members and publishes information on business airport characteristics that are considered desirable. The following select NBAA business airport characteristics were used to measure system performance and accessibility for this study:

### NBAA Medium Business Jet Airports

- Minimum runway dimensions of 5,000 feet by 100 feet
- Accommodates aircraft up to 50,000 pounds
- Approach supported by vertical guidance
- Visual Glideslope Indicator (VGSi)
- Medium Intensity Runway Lighting (MIRL)
- On-site weather reporting equipment
- FBO services/aircraft maintenance
- Jet fuel



Bombardier Challenger 350 - medium business jet

### NBAA Light Business Jet Airports

- Minimum runway dimensions of 4,000 feet by 75 feet
- Accommodates aircraft up to 25,000 pounds
- Approach supported by vertical guidance
- VGSi
- MIRL
- On-site weather reporting equipment
- FBO services/aircraft maintenance
- Jet fuel



Cessna light business jet

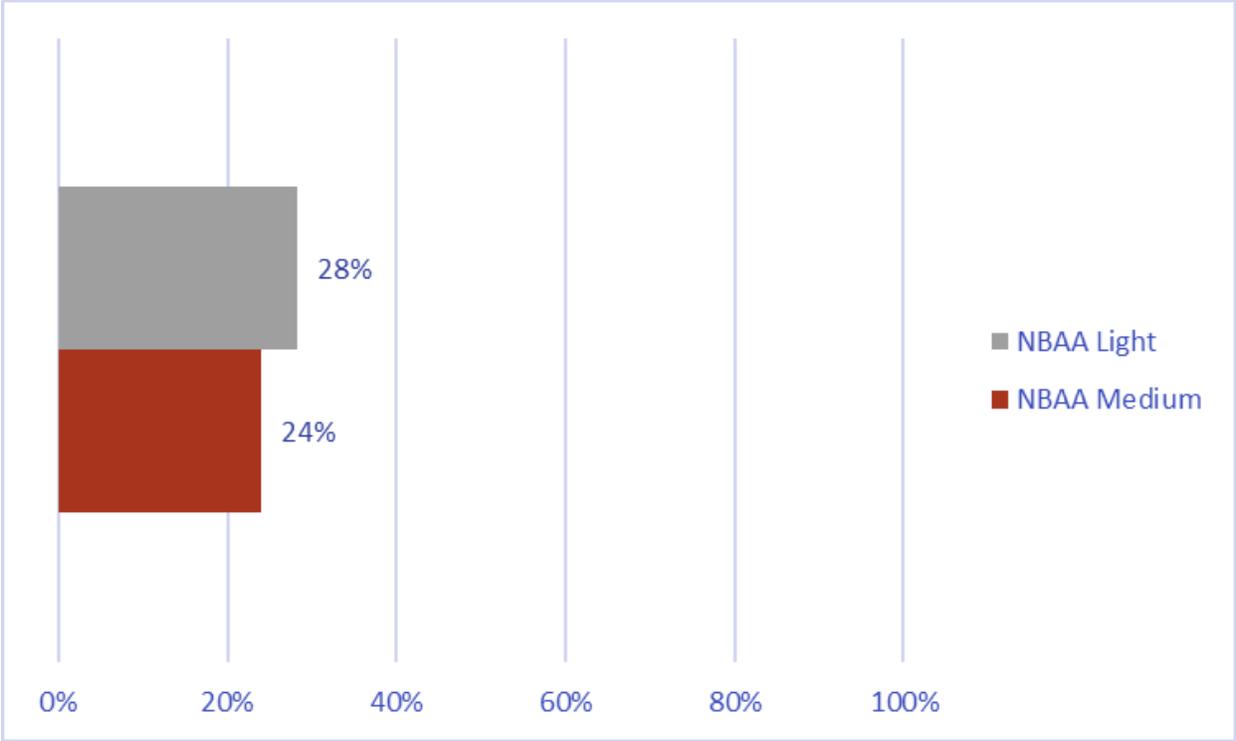
The next step in the evaluation was to identify all Utah airports currently exhibiting the identified NBAA medium and light business jet airport characteristics, as well as to identify any nearby airports in neighboring states with these characteristics. A mapping program was used to establish 30-minute drive time service areas



for light business jet airports, and 45-minute drive times for medium business jet airports. Any airport that exhibits the more stringent runway dimensions of a medium business jet airport also meets light business jet airport characteristics.

Figure 4-5 shows the percentage of airports currently meeting this measure; 24 percent of the system airports currently meet the select NBAA medium business jet airport characteristics, while 28 percent meet NBAA light business jet airport characteristics.

Figure 4-5: Percentage of Utah Airports with Selected NBAA Medium or Light Jet Characteristics



Source: Utah Division of Aeronautics, NBAA, FAA NFDC, Jviation

Table 4-4 and Table 4-5 identify Utah airports that currently meet NBAA Medium and Light criteria. The location of airports meeting the NBAA Light characteristics were identified in this analysis to show how these airports act as an additional support system to meet the needs of business operators throughout the state.

The population coverage of Medium criteria airports varies widely, with 51 percent of Utah’s population within a 45-minute drive time to Salt Lake City International, and two airports that have less than 1 percent of Utah’s population within a 45-minute drive time. Still, these airports have NBAA business characteristics and provide valuable connectivity for businesses to reach remote regions of Utah.

**Table 4-4: Airports Meeting NBAA Medium Jet Criteria**

City	Airport Name	FAA ID	Population Coverage	Selected NBAA Medium Business Jet Airport Characteristics
<b>Commercial Service Airports</b>				<ul style="list-style-type: none"> <li>- Runway 5,000 feet by 100 feet</li> <li>- Approach supported by vertical guidance</li> <li>- VGSI – at least one runway end</li> <li>- MIRL</li> <li>- On-site weather reporting equipment</li> <li>- FBO services/aircraft maintenance</li> <li>- Jet fuel</li> </ul>
Cedar City	Cedar City Regional Airport	CDC	2.0%	
Moab	Canyonlands Field Airport	CNY	0.3%	
Ogden	Ogden-Hinckley Airport	OGD	31.5%	
Provo	Provo Municipal Airport	PVU	33.5%	
Salt Lake City	Salt Lake City International Airport	SLC	51.0%	
St. George	St. George Regional Airport	SGU	4.1%	
Vernal	Vernal Regional Airport	VEL	1.2%	
<b>General Aviation Airports</b>				
Brigham City	Brigham City Regional Airport	BMC	14.0%	
Logan-Cache	Logan-Cache Airport	LGU	5.0%	
Richfield	Richfield Municipal Airport	RIF	0.8%	
Salt Lake City	South Valley Regional Airport	U42	49.4%	

Source: Utah Division of Aeronautics, FAA NFDC, Aviation Mapping Analysis  
 Note: Due to coverage overlap, percentages do not total to 100%.



The population coverage of the NBAA Light airports varies from 34 percent of Utah’s population within a 30-minute drive time to South Valley Regional, to several airports with less than 1 percent of Utah’s population within a 30-minute drive time. Still, these airports have NBAA business characteristics and provide valuable connectivity for businesses to reach remote regions of Utah.

**Table 4-5: Airports Meeting NBAA Light Jet Criteria**

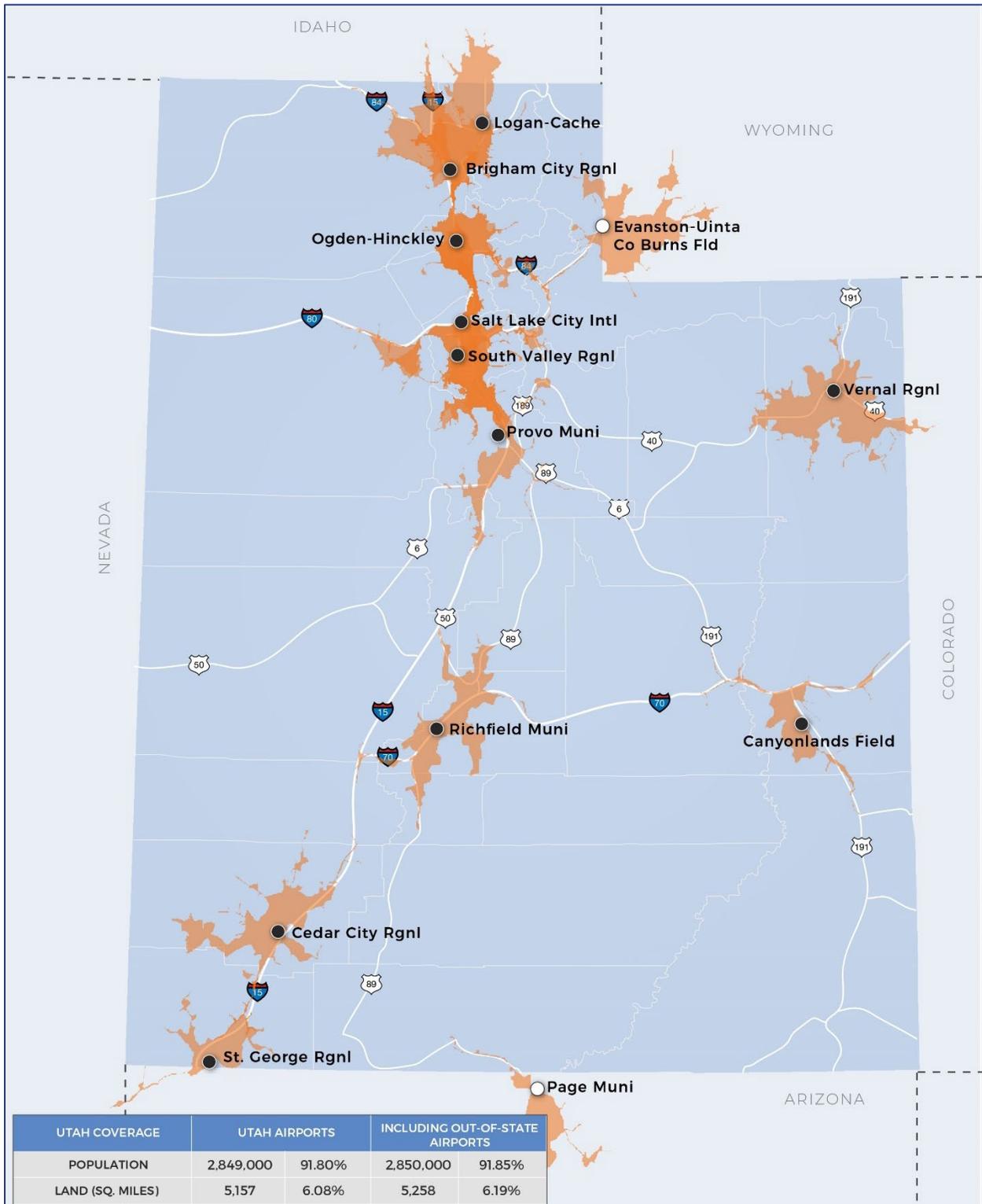
City	Airport Name	FAA ID	Population Coverage	Selected NBAA Light Business Jet Airport Characteristics	
<b>Commercial Service Airports</b>					
Cedar City	Cedar City Regional Airport	CDC	0.2%	<ul style="list-style-type: none"> <li>– Runway 4,000 feet by 75 feet</li> <li>– Approach supported by vertical guidance</li> <li>– VGSI – at least one runway end</li> <li>– MIRL</li> <li>– On-site weather reporting equipment</li> <li>– FBO services/aircraft maintenance</li> <li>– Jet fuel</li> </ul>	
Moab	Canyonlands Field Airport	CNY	1.4%		
Ogden	Ogden-Hinckley Airport	OGD	16.9%		
Provo	Provo Municipal Airport	PVU	15.6%		
Salt Lake City	Salt Lake City International Airport	SLC	33.5%		
St. George	St. George Regional Airport	SGU	3.6%		
Vernal	Vernal Regional Airport	VEL	0.8%		
<b>General Aviation Airports</b>					
Brigham City	Brigham City Regional Airport	BMC	1.8%		
Heber City	Heber City Municipal Airport – Russ McDonald Field	HCR	4.2%		
Logan-Cache	Logan-Cache Airport	LGU	3.6%		
Richfield	Richfield Municipal Airport	RIF	0.6%		
Roosevelt	Roosevelt Municipal Airport	74V	0.6%		
Salt Lake City	South Valley Regional Airport	U42	34.1%		

Source: Utah Division of Aeronautics, FAA NFDC, Aviation Mapping Analysis

Note: Due to coverage overlap, percentages do not total to 100%.

As **Figure 4-6** shows, current population coverage considering a 45-minute drive time to a Utah airport meeting NBAA medium business jet airport characteristics is reported at 91.8 percent. Airports from nearby states that meet these criteria were also considered, including Page Municipal (AZ) and Evanston-Uinta County (WY). When these are included, population coverage increases slightly.

Figure 4-6: 45-Minute Accessibility to Utah or Nearby Airports Meeting NBAA Medium Jet Characteristics



Source: Jviation Mapping Analysis, FAA NFDC, NBAA



**Figure 4-7** shows current accessibility to a Utah airport meeting acceptable characteristics for an NBAA business airport serving light business jets. As it shows, current accessibility (considering a 30-minute drive time) to a Utah airport meeting NBAA business airport characteristics for light business jets is reported at 87.5 percent for all Utah residents. Airports from nearby states that met these criteria were also considered. These airports are Page Municipal Airport (AZ), Colorado City Airport (AZ), and Evanston-Uinta County Airport (WY). **Figure 4-7** also shows combined accessibility provided by both Utah and nearby airports. When both are considered, current accessibility to an airport exhibiting NBAA business airport characteristics for light business jets increases from 87.5 percent to 87.6 percent.

Figure 4-7: 30-Minute Accessibility to Utah or Nearby Airports Meeting NBAA Light Jet Characteristics



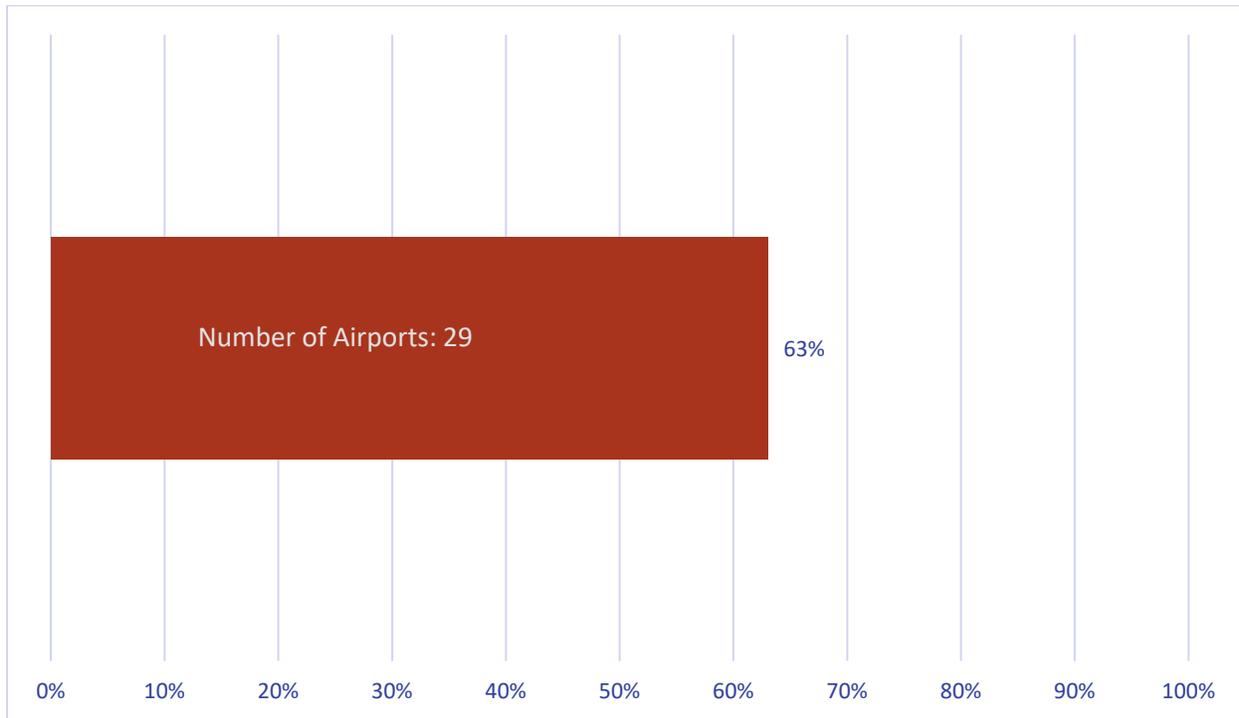
Source: Jviation Mapping Analysis



#### 4.6 30-Minute Accessibility to an Airport with Approach Procedures

During periods of reduced visibility and nighttime operating conditions, airports with a published approach have increased operational flexibility. **Figure 4-8** shows the total system performance for this measure. As shown, 29 airports or 63 percent of all system airports had a published approach to at least one runway end when this analysis was completed.

**Figure 4-8: Percentage of Airports with a Published Approach**



Source: Jviation, Utah Division of Aeronautics, FAA NFDC  
Note: Data current as of May 2019.

Data gathered to support this Utah Aviation Development Strategy shows that system performance for this measure is relatively robust. **Table 4-6** shows all system airports that currently have a published approach.

Table 4-6: Utah Airports with a Published Approach

City	Airport Name	FAA ID	Population Coverage
<b>Commercial Service Airports</b>			
Cedar City	Cedar City Regional Airport	CDC	0.2%
Moab	Canyonlands Field Airport	CNY	1.4%
Ogden	Ogden-Hinckley Airport	OGD	16.9%
Provo	Provo Municipal Airport	PVU	15.6%
Salt Lake City	Salt Lake City International Airport	SLC	33.5%
St. George	St. George Regional Airport	SGU	3.6%
Vernal	Vernal Regional Airport	VEL	0.8%
<b>General Aviation Airports</b>			
Duchesne	Duchesne Municipal Airport	U69	0.2%
Beaver	Beaver Municipal Airport	U52	0.2%
Blanding	Blanding Municipal Airport	BDG	0.2%
Brigham City	Brigham City Regional Airport	BMC	1.8%
Bryce Canyon	Bryce Canyon Airport	BCE	0.1%
Delta	Delta Municipal Airport	DTA	0.3%
Fillmore	Fillmore Municipal Airport	FOM	0.1%
Heber	Heber City Municipal Airport – Russ McDonald Field	HCR	4.2%
Kanab	Kanab Municipal Airport	KNB	0.1%
Logan	Logan-Cache Airport	LGU	3.6%
Manti	Manti-Ephraim Airport	41U	0.8%
Milford	Milford Municipal Airport/Ben and Judy Briscoe Field	MLF	0.1%
Nephi	Nephi Municipal Airport	U14	1.3%
Panguitch	Panguitch Municipal Airport	U55	0.1%
Price	Carbon County Regional Airport/Buck Davis Field	PUC	0.6%
Richfield	Richfield Municipal Airport	RIF	0.6%
Roosevelt	Roosevelt Municipal Airport	74V	0.6%
Salt Lake City	South Valley Regional Airport	U42	34.1%
Spanish Fork	Spanish Fork Airport Springville-Woodhouse Field	SPK	13.9%
Tooele	Bolinder Field-Tooele Valley Airport	TVY	2.6%
Wendover	Wendover Airport	ENV	<0.1%
Huntington	Huntington Municipal Airport	69V	0.9%

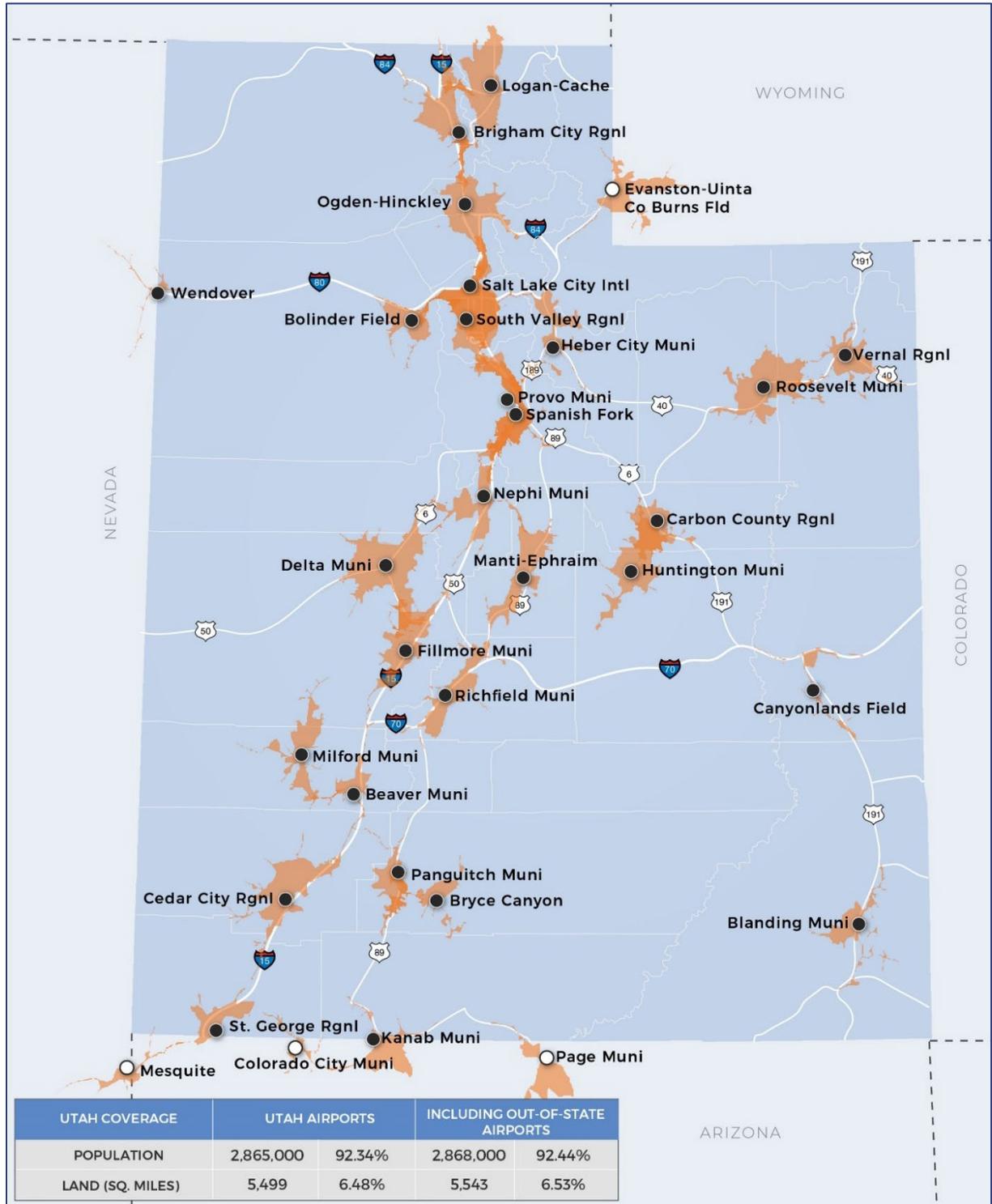
Source: Utah Division of Aeronautics, FAA NFDC, Aviation Mapping Analysis

Note: Due to coverage overlap, percentages do not total to 100%.

**Figure 4-9** graphically depicts current system-wide 30-minute accessibility to an airport with at least one published approach. As shown, 92.4 percent of the state’s population is within a 30-minute service area of one or more airports with a published approach. The out of state airports considered for this analysis were Mesquite Airport (NV), Page Municipal Airport (AZ), Colorado City Airport (AZ), and Evanston-Uinta County

Airport (WY). **Figure 4-9** also shows that when these out-of-state airports are considered, current accessibility increases slightly from 92.4 percent to 92.5 percent.

**Figure 4-9: 30-Minute Current Accessibility to a Utah or Nearby Airport with a Published Approach**



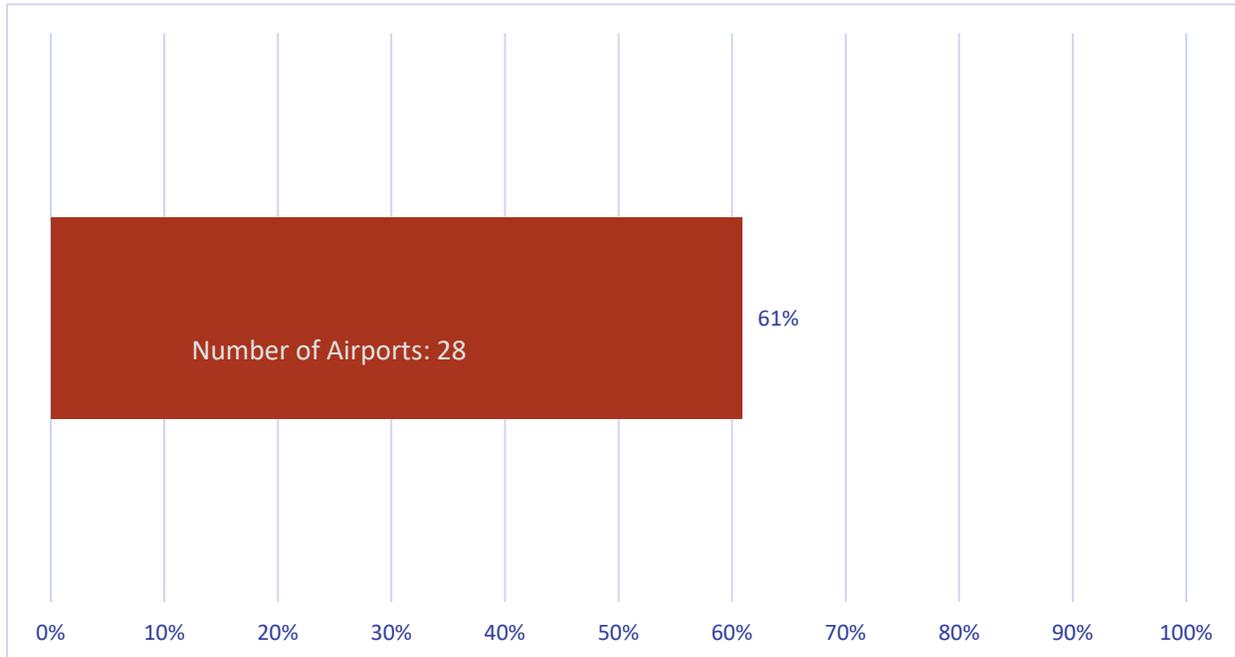
Source: Jviation Mapping Analysis, FAA NFDC

### 4.7 30-Minute Accessibility to an Airport with a Precision-Like Approach

Since the last system plan, new technology enables airports to have precision-like approaches that provide *both* lateral and vertical guidance without the ground-based equipment that was previously needed to support a precision approach. These new approaches are commonly referred to as an LPV approach. New technology has enabled the Utah airports to make gains as they relate to performance for this measure.

Currently, 28 airports (61 percent) in the Utah system have an approach that provides vertical guidance to at least one runway end, as shown in **Figure 4-10**. **Table 4-7** lists the airports that currently have facilities to meet this measure.

**Figure 4-10: Percentage of Airports with a Precision-like Approach**



Source: Jviation, Utah Division of Aeronautics, FAA NFDC

**Table 4-7: Utah Airports with a Precision-like Approach**

City	Airport Name	FAA ID	Population Coverage
<b>Commercial Service Airports</b>			
Cedar City	Cedar City Regional Airport	CDC	0.2%
Moab	Canyonlands Field Airport	CNY	1.4%
Ogden	Ogden-Hinckley Airport	OGD	16.9%
Provo	Provo Municipal Airport	PVU	15.6%
Salt Lake City	Salt Lake City International Airport	SLC	33.5%
St. George	St. George Regional Airport	SGU	3.6%
Vernal	Vernal Regional Airport	VEL	0.8%
<b>General Aviation Airports</b>			
Beaver	Beaver Municipal Airport	U52	0.2%

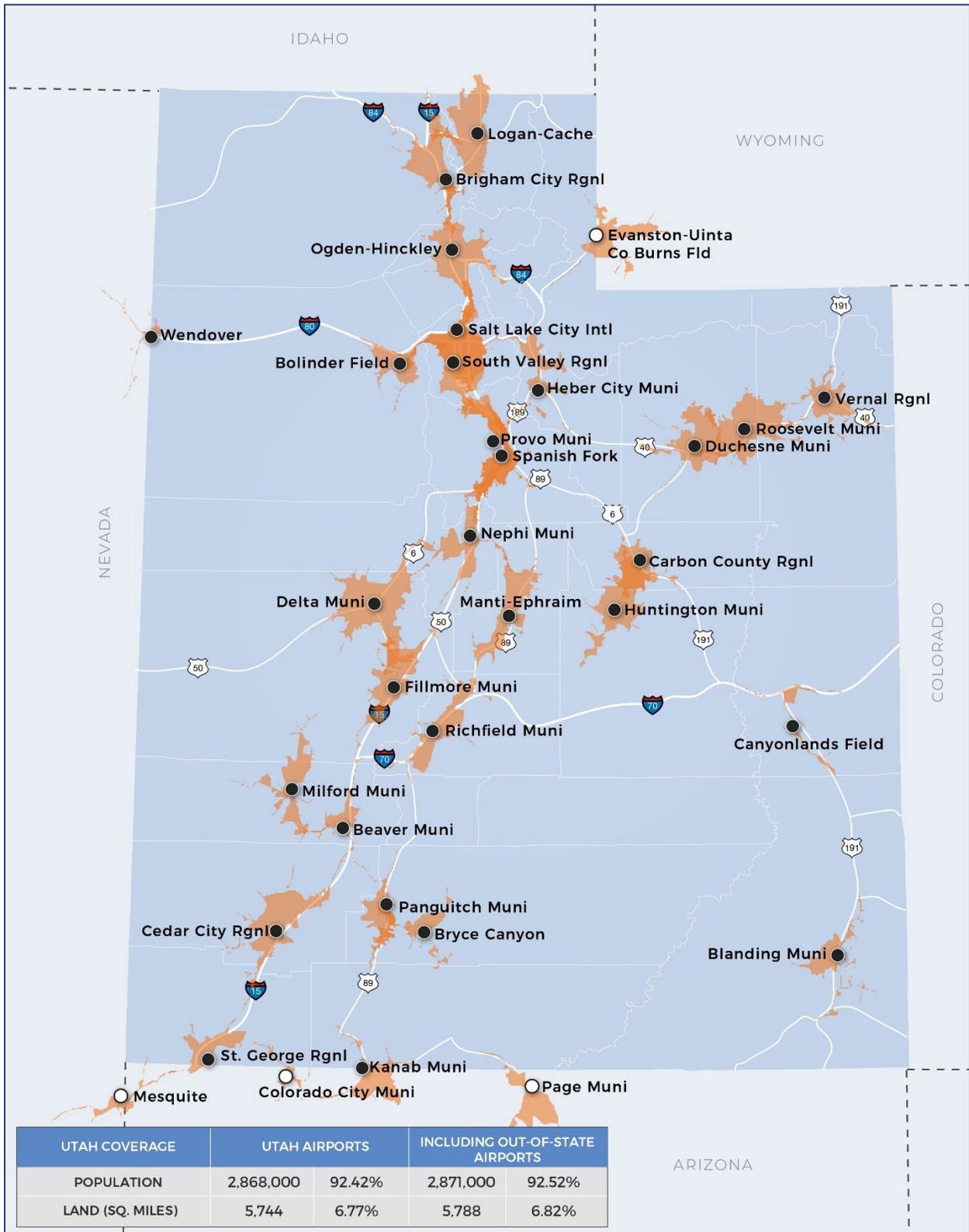


City	Airport Name	FAA ID	Population Coverage
Blanding	Blanding Municipal Airport	BDG	0.2%
Brigham City	Brigham City Regional Airport	BMC	1.8%
Bryce Canyon	Bryce Canyon Airport	BCE	0.1%
Delta	Delta Municipal Airport	DTA	0.3%
Fillmore	Fillmore Municipal Airport	FOM	0.1%
Heber	Heber City Municipal Airport – Russ McDonald Field	HCR	4.2%
Huntington	Huntington Municipal Airport	69V	0.9%
Kanab	Kanab Municipal Airport	KNB	0.1%
Logan	Logan-Cache Airport	LGU	3.6%
Manti	Manti-Ephraim Airport	41U	0.8%
Milford	Milford Municipal Airport/Ben and Judy Briscoe Field	MLF	0.1%
Nephi	Nephi Municipal Airport	U14	1.3%
Panguitch	Panguitch Municipal Airport	U55	0.1%
Price	Carbon County Regional Airport/Buck Davis Field	PUC	0.6%
Richfield	Richfield Municipal Airport	RIF	0.6%
Roosevelt	Roosevelt Municipal Airport	74V	0.6%
Salt Lake City	South Valley Regional Airport	U42	34.1%
Spanish Fork	Spanish Fork Airport Springville-Woodhouse Field	SPK	13.9%
Tooele	Bolinder Field-Tooele Valley Airport	TVY	2.6%
Wendover	Wendover Airport	ENV	<0.1%

Source: Utah Division of Aeronautics, FAA NFDC, Aviation Mapping Analysis  
 Note: Due to coverage overlap, percentages do not total to 100%.

Using a 30-minute drive time service area for each airport, **Figure 4-11** shows current 30-minute accessibility to an airport with an approach supported by vertical guidance. 92.3 percent of Utah has accessibility to one or more airports with an approach supported by vertical guidance. The out of state airports considered for this analysis were Mesquite Airport (NV), Page Municipal Airport (AZ), Colorado City Airport (AZ), and Evanston-Uinta County Airport (WY). **Figure 4-11** also shows additional coverage for this measure when 30-minute service areas for these out-of-state airports are included. As shown, accessibility increases slightly to 92.4 percent.

Figure 4-11: 30-Minute Current Accessibility to a Utah or Nearby Airport with a Vertical Guidance Approach



Source: Jviation Mapping Analysis, FAA NFDC



## 4.8 Summary of System Performance

This chapter provides important information showing how the Utah airport system currently meets established system performance measures. The system performance evaluation shows that Utah's current accessibility for each of the established measures provides robust coverage for most of the state's residents.

Utah's airport system has unique benefits and challenges due to its vast size, diverse geography, and population distribution. Because of its size, airports are often separated by many miles. However, much of Utah consists of canyons, mountains, and desert that is either sparsely populated or not populated at all. This means while geographic coverage of the state using the drive-time parameters is very low, population coverage is very high.

For most accessibility performance measures, accessibility currently meets or exceeds 90 percent. One exception to this level of accessibility is airports exhibiting selected NBAA light business jet airport characteristics, which have a population coverage of 87.5 percent. However, given that most of these airports also meet NBAA medium business jet airport standards, the lower coverage is a result of reducing the drive-time accessibility to 30 minutes for all of these airports—despite most of them qualifying for the 45-minute NBAA medium business jet standards.

The other performance measure that falls below a population coverage of 90 percent is 120-minute drive time accessibility to an airport with international airline service. This is mainly due to the large size and generally low population density of Utah and its surrounding states. While McCarran International Airport in Las Vegas provides slightly more coverage, most Utahns are likely to make a long drive to Salt Lake City International for international flights or use one of the various non-international commercial service airports to connect to an international service airport.

This analysis reveals only marginal increases in both population and land coverage from out-of-state airports. This is because the regions of the surrounding states that touch Utah are overwhelmingly rural, and the borders of Utah are mostly rural as well. Rural areas on both sides of the state border mean that the small towns covered by these drive times do not change the population coverage in a significant way. For land coverage, the small increase is because most of the airports in surrounding states are close to a 30-minute drive time from the state, so little additional land in Utah is covered by these airports' drive times. When they do cross over, a limited road network yields little additional land coverage.

**Table 4-8** provides a summary of current system performance for each of the measures. Recommended improvements may increase the system accessibility as it has been measured and reported in this chapter.

Table 4-8: Current System Performance by Measure

Performance Measure	Utah Residents in Service Area	Utah Land Area Covered
<b>60-Minute Accessibility to an Airport with Scheduled Commercial Airline Service</b>		
– 60-Minute Accessibility to Utah airports with scheduled airline service	92.9%	11.2%
– 60-Minute Accessibility to Utah airports or public airports in nearby states with schedule airline service	93%	11.4%
<b>120-Minute Accessibility to an Airport with Scheduled Commercial International Airline Service</b>		
– 120-Minute Accessibility to Utah airports with international airline service	86.6%	13.1%
– 120-Minute Accessibility to Utah airports or airports in nearby states with international airline service	86.6%	13.1%
<b>30-Minute Accessibility to a Public Airport</b>		
– 30-Minute Accessibility to any Utah airport	94.1%	8.4%
– 30-Minute Accessibility to any NPIAS Utah airport	92.5%	7.1%
– 30-Minute Accessibility to any NPIAS Utah airport or NPIAS airport in nearby state	92.6%	7.2%
<b>30-and 45-Minute Accessibility to Airports Exhibiting Selected NBAA Medium &amp; Light Business Jet Airport Characteristics</b>		
– 45-Minute Current Accessibility to Utah Airports Meeting Acceptable NBAA Medium Business Jet Airport Characteristics	91.8%	6.1%
– 45-Minute Current Accessibility to Utah or Nearby Airports Meeting Acceptable NBAA Medium Business Jet Airport Characteristics	91.9%	6.2%
– 30-Minute Current Accessibility to Utah Airports Meeting Acceptable NBAA Light Business Jet Airport Characteristics	87.5%	6.5%
– 30-Minute Current Accessibility to Utah or Nearby Airports Meeting Acceptable NBAA Light Business Jet Airport Characteristics	87.6%	6.5%
<b>30-Minute Accessibility to an Airport with Approach Procedures</b>		
– 30-Minute Current Accessibility to a Utah airport with a precision-like approach	92.3%	6.5%
– 30-Minute Current Accessibility to Utah or nearby airport with precision-like approach	92.4%	6.5%
– 30-Minute Current Accessibility to Utah airport with any published approach	92.4%	6.8%
– 30-Minute Current Accessibility to Utah airport or nearby airport with any published approach	92.5%	6.8%

Source: Jviation

The next chapter identifies recommended state roles for all system airports. Following the identification of recommended airport roles, analysis identifies facility and service improvements that are needed to enable each airport to better fulfill its designated role in the state airport system. If airports are improved to meet their applicable facility and service objectives, the number of airports in Utah with facilities and services to satisfy NBAA characteristics for business airports meeting medium or light business jet needs would increase. The final recommendations chapter of the Aviation Development Strategy shows additional accessibility that could be realized in the future, assuming all airports are able to meet their assigned facility/service objectives.



## 5. Airport Roles Analysis

### 5.1 Introduction

This chapter presents the airport category system developed to determine the facility and service standards used to evaluate Utah's system of airports. Every airport within the Utah airport system plays an important role in the functionality and capacity of the system. The airport categories are based on analysis of access to local economies, airport airside and landside facilities, and aviation services. This chapter is arranged as follows:

- Airport Location and Access Analysis
- Airport Roles Analysis

### 5.2 Airport Location and Access Analysis

General aviation and commercial service airports provide access to and from local attractions as well as business and centers of economic development throughout Utah. Each airport and its surrounding environs are unique and reflect diverse economies, geographies, and recreational opportunities across the state. Analysis of the economic and physical geography is provided to ascertain how airports act as gateways to local economies and area attractions. Key aviation activities that benefit the local economy and welfare of the community were considered including tourism, recreation sites and national parks access, backcountry access, air ambulance and wildland firefighting, agriculture and natural resource related industries, Utah's growing film industry, and jet aviation activity. These unique attractions and regional characteristics have the potential to impact an airport's market and subsequently, the types of services the airport offers. Maps were prepared which identify airports supporting these specific activities. Findings will be incorporated in the airport role analysis later in this chapter.

#### Key Point

*Developing airport roles is one of the cornerstones of aviation system planning. Airport roles can be used to direct targeted investment and identify projects that are essential to the system. The Aviation Development Strategy analyzed how Utah airports provide vital access to local economies and communities. These include access to economic drivers such as oil and gas fields and tourism and recreation areas. The analysis also included researching access for emergency management such as air ambulance service and airports used for aviation-related wildland firefighting.*

*Airport roles reflect the type of users each airport accommodates and the facilities and services that the airport has in place. Roles also reflect the airport's relative ability to meet various transportation and economic needs and objectives and are matched with market area characteristics.*

*Based on discussions with Utah Division of Aeronautics personnel, it was determined to formulate a new set of airport role categories for the 2020 Aviation Development Strategy. Role categories are based on a variety of airport attributes such as access, activities, and services. In order to develop targeted system recommendations, this plan places Utah's airports into four groups based on each airport's characteristics:*

- *UT-I Commercial Service*
- *UT-II Corporate/Tourism/Freight*
- *UT-III Recreation and Community Access*
- *UT-IV Essential Access*



### 5.2.1 Airport Proximity to Mining Districts

The estimated value of Utah’s extractive resource production in 2017 totaled \$5.8 billion, including both crude oil and natural gas production as well as all mining activities. Utah’s diverse mining industry accounted for \$3.3 billion (57 percent) of total extractive resource production, an increase of \$213 million (6.9 percent) from 2016, but down 37 percent from peak values reached in 2011 (\$5.3 billion). Mining activities currently produce base metals, precious metals, industrial minerals, and coal. Utah’s total historical metal production value, at recent estimated metal prices, is approximately \$217 billion. Utah’s most valuable metals in decreasing order of importance are copper, gold, molybdenum, silver, lead, iron, zinc, uranium, beryllium, vanadium, manganese, and tungsten.

Utah is the third-largest metal producing state in the United States, behind Arizona and Nevada, in terms of total historical production. For the major base and precious metals, Utah ranks second in the United States in the historical production of copper and silver, third in lead, fifth in gold, and ninth in zinc. Historically, Utah is the largest beryllium and magnesium producing state in the United States, as well as second largest vanadium, third-largest molybdenum and uranium, and fourth-largest iron producer.

There are 13 airports in Utah that are within 30 miles driving distance of a mining district that has produced more than \$1 million in output. This represents 28 percent of Utah’s system airports. While these airports likely have accommodated mining-related aviation transportation, other airports in the state may also provide access to remote mining districts. High production mining districts include the area south of Salt Lake City, Southeast Utah, and Southwest Utah. **Table 5-1** lists airports within 30 miles of Mining Districts producing more than \$1 million. **Figure 5-1** identifies the locations of the high production mining districts and proximity to Utah’s system of airports. On the map, each district is color-coded to the total district production value, ranging from \$1 million to greater than \$1 billion. There are a total 185 mining districts in Utah. Districts producing less than \$1 million are not included on the map.

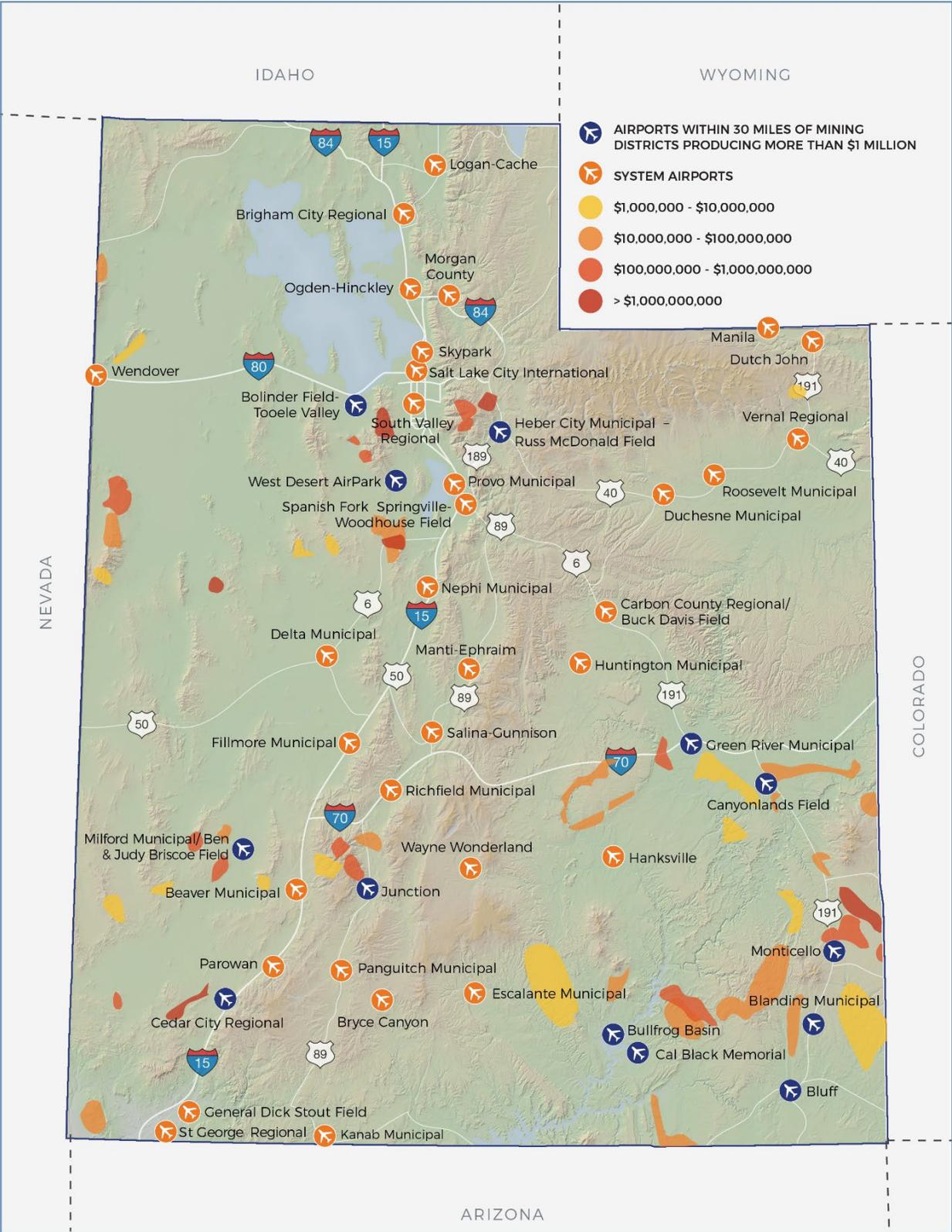
**Table 5-1: Airports within 30 Miles of Mining Districts Producing More Than \$1 Million**

Associated City	Airport	FAA* ID	<30 Miles to High Production Mining Districts
Blanding	Blanding Municipal	BDG	Yes
Bluff	Bluff Airport	66V	Yes
Cedar City	Cedar City Regional	CDC	Yes
Cedar Valley	West Desert Airpark	UT9	Yes
Glen Canyon National Recreation Area (NRA)	Bullfrog Basin Airport	U07	Yes
Green River	Green River Municipal	U34	Yes
Halls Crossing	Cal Black Memorial	U96	Yes
Heber	Heber City Municipal	HCR	Yes
Junction	Junction Airport	U13	Yes
Milford	Milford Municipal	MLF	Yes
Moab	Canyonlands Field	CNY	Yes
Monticello	Monticello Airport	U64	Yes
Tooele	Bolinder Field-Tooele Valley	TVY	Yes

Source: Utah Geological Survey (UGS), Aviation analysis

Note: FAA=Federal Aviation Administration

Figure 5-1: Airports within 30 Miles of Mining Districts Producing More Than \$1 Million



Source: UGS, Jviation analysis



## 5.2.2 Airports in Proximity to Oil and Gas Fields

Utah oil fields have produced over 1.57 billion barrels since production began in the 1940's. Among oil-producing states, Utah currently ranks eleventh in domestic oil production. There are over 150 active oil fields in Utah. Despite over 40 years of production at rates that have varied by a factor of three, Utah's proven oil reserves have risen to more than 812 million barrels, indicating significant oil remains to be produced<sup>1</sup>.

There are nine airports in Utah (**Table 5-2**) that are within 30 miles driving distance of an oil field. While most of these airports are near oil fields, two airports, Duchesne Municipal and Roosevelt Municipal, are located within oil fields. Vernal, Utah is a hub for international and local energy companies, and support services to the oil and gas industry. Vernal Regional supports the oil and gas sector with commercial passenger service, general aviation flights, and scheduled air cargo service. **Figure 5-2** identifies the locations of oil and gas fields and proximity to Utah's system of airports.

**Table 5-2: Airports within 30 Miles of Oil and Gas Fields**

Associated City	Airport	FAA ID	<30 miles to Oil and Gas Fields
Blanding	Blanding Municipal	BDG	Yes
Bluff	Bluff Airport	66V	Yes
Duchesne	Duchesne Municipal	U69	Yes
Green River	Green River Municipal	U34	Yes
Huntington	Huntington Municipal	69V	Yes
Moab	Canyonlands Field	CNY	Yes
Price	Carbon County Regional	PUC	Yes
Roosevelt	Roosevelt Municipal	74V	Yes
Vernal	Vernal Regional Airport	VEL	Yes

Source: UGS, Aviation analysis

<sup>1</sup> <https://ugspub.nr.utah.gov/publications/bulletins/b-137.pdf>

Figure 5-2: Airports within 30 Miles of Oil and Gas Fields



Source: UGS, Jviation analysis



### 5.2.3 Airports in Proximity to Irrigated Farmland

A wide range of agricultural goods are produced in Utah. Animal agriculture represents the single largest sector of farm income at a value of more than \$1 billion. Additionally, 25 of the state’s 29 counties report livestock as the dominant agricultural product<sup>2</sup>. Utah also ranks in the top 10 nationally for tart cherries, apricots, sweet cherries, mink, and sheep production.

Utah is one of several arid western states and therefore relies heavily on irrigation for agriculture production. Precipitation and river water diversion are important to the state’s agriculture sector. Approximately 6 percent of all precipitation in the state is diverted for agriculture and 2 percent to municipal and industrial use; the remainder (92 percent) is either natural outflow or evaporation. Irrigated land use for agriculture is dominated by alfalfa fields (55 percent), which is hay/feed for livestock, and pasture for livestock (22 percent). Total land use related to irrigated agriculture is approximately 2.2 percent of all state land available while dryland agriculture comprises 1 percent. Urban areas represent 1.8 percent of Utah’s land area and the Great Salt Lake comprises 3.2 percent of all land area in the state<sup>3</sup>.

System airports provide access to communities with irrigated agriculture. Analysis of Utah system airports indicates nearly all airports are within five miles of irrigated farmland (**Figure 5-3**). Only six airports are in very arid parts of the state where irrigation is limited or nonexistent (**Table 5-3**). Four airports have aerial applicator businesses located on them that support the agriculture sector (**Table 5-4**).

**Table 5-3: Airports Greater Than Five Miles of Irrigated Farmland**

Associated City	Airport	FAA ID
Bluff	Bluff Airport	66V
Dutch John	Dutch John Airport	33U
Glen Canyon NRA	Bullfrog Basin Airport	U07
Halls Crossing	Cal Black Memorial	U96
Moab	Canyonlands Field	CNY
Wendover	Wendover Airport	ENV

Source: Jviation analysis

**Table 5-4: Airports with Based Aerial Agricultural Sprayer Businesses**

Associated City	Airport	FAA ID
Cedar City	Cedar City Regional Airport	CDC
Duchesne	Duchesne Municipal Airport	U69
Salina	Salina-Gunnison Airport	44U
Spanish Fork	Spanish Fork Airport Springville-Woodhouse Field	SPK

Source: Jviation analysis

<sup>2</sup> Utah Dept of Agriculture and Food, <https://ag.utah.gov/farmers/animal-industry/>

<sup>3</sup> Lecture by Dr. Niel Allen, USU Extension, <https://digitalcommons.usu.edu/runoff/2017/2017Abstracts/14/>

Figure 5-3: Airports within Five Miles of Irrigated Farmland



Source: Jviation analysis



## 5.2.4 Airports in Proximity of Tourism and Recreation Attractions

Both commercial service and general aviation airports in Utah provide significant access to a wide variety of tourist destinations. These airports function as gateways to Utah's national parks, U.S. Forest Service lands, state parks, ski resorts, national parks and monuments, and water recreation areas. These airports are also gateways to backcountry airstrips and Utah's scenic highways. Analysis of each airport's proximity to these types of attractions was prepared to indicate how each Utah system airport is tied geographically to the tourism industry. **Table 5-5** identifies airports that are thirty driving miles or less from national parks and national recreation areas, water recreation, state parks, national forests, and ski resorts. Driving distance miles are provided in the table for 30-mile proximity analysis. For example, Beaver Municipal Airport is 19 miles from a ski resort. **Table 5-5** also shows airports that are on the corridor of a Federal Highway Scenic Route as well as acting as a gateway for charter aircraft businesses and pilots to fly to backcountry airstrips<sup>4</sup>.

All airports in Utah provide some level of access to tourist destinations. Canyonlands Regional in Moab provides reasonable access to all tourist attractions considered in this analysis with the exception of ski resorts. **Figure 5-4** illustrates airports and their proximity to recreation and tourist attractions. **Figure 5-5** identifies trends in national park visitor days in Utah as well as the number-of-skier days in the state between 1983 and 2017. National park visits have doubled between 2003 and 2017.

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<sup>4</sup> Airport information on backcountry airstrip flight support was gathered during airport management interviews as well as FBO manager interviews. Most of these backcountry gateway airports are in proximity of BLM lands and wilderness areas in Utah.

Table 5-5: Utah Airports Proximity to Tourism and Recreation Attractions – Distance in Miles

Associated City	Airport	FAA ID	< 30 Miles to National Park/NRA Lands	< 30 Miles to Water Recreation	< 30 Miles to State Park	< 30 Miles to US National Forest	< 30 Miles to Ski Resort	Located on FHWA Scenic Byway Corridor	Supports Flights to Back Country
Beaver	Beaver Municipal	U52		11		5	19		
Blanding	Blanding Municipal	BDG		8		12		Trail of the Ancients	
Bluff	Bluff Airport	66V	22	1	20			Trail of the Ancients	Yes
Bountiful	Skypark Airport	BTF		22	22	5			
Brigham City	Brigham City Regional	BMC		11	11				
Bryce Canyon	Bryce Canyon Airport	BCE	1		22	28		Scenic Byway 12	
Cedar City	Cedar City Regional	CDC	12	30		20	30		
Cedar Valley	West Desert Airpark	UT9		9	9				
Delta	Delta Municipal	DTA		3		14			
Duchesne	Duchesne Municipal	U69		5	5	15			
Dutch John	Dutch John Airport	33U	1	3		1		Flaming Gorge-Uinta National Scenic Byway	
Escalante	Escalante Municipal	1L7			1	2		Scenic Byway 12	Yes
Fillmore	Fillmore Municipal	FOM				5			Yes
Glen Canyon NRA	Bullfrog Basin Airport	U07	1	2					
Green River	Green River Municipal	U34		5	5			Dinosaur Diamond Prehistoric Highway	Yes
Halls Crossing	Cal Black Memorial	U96	1	2					
Hanksville	Hanksville Airport	HVE			16				
Heber	Heber City Municipal	HCR		5	9	23			Yes
Huntington	Huntington Municipal	69V		2	3	12		The Energy Loop: Huntington/Eccles Canyons Scenic Byway	Yes
Hurricane	General Dick Stout Field	1L8	26	9	9	10			
Junction	Junction Airport	U13		7	7	3			
Kanab	Kanab Municipal	KNB	19		24				
Loa	Wayne Wonderland Airport	38U	14			5			
Logan	Logan-Cache Airport	LGU		7		9		Logan Canyon Scenic Byway	



UTAH  
- AVIATION DEVELOPMENT STRATEGY -

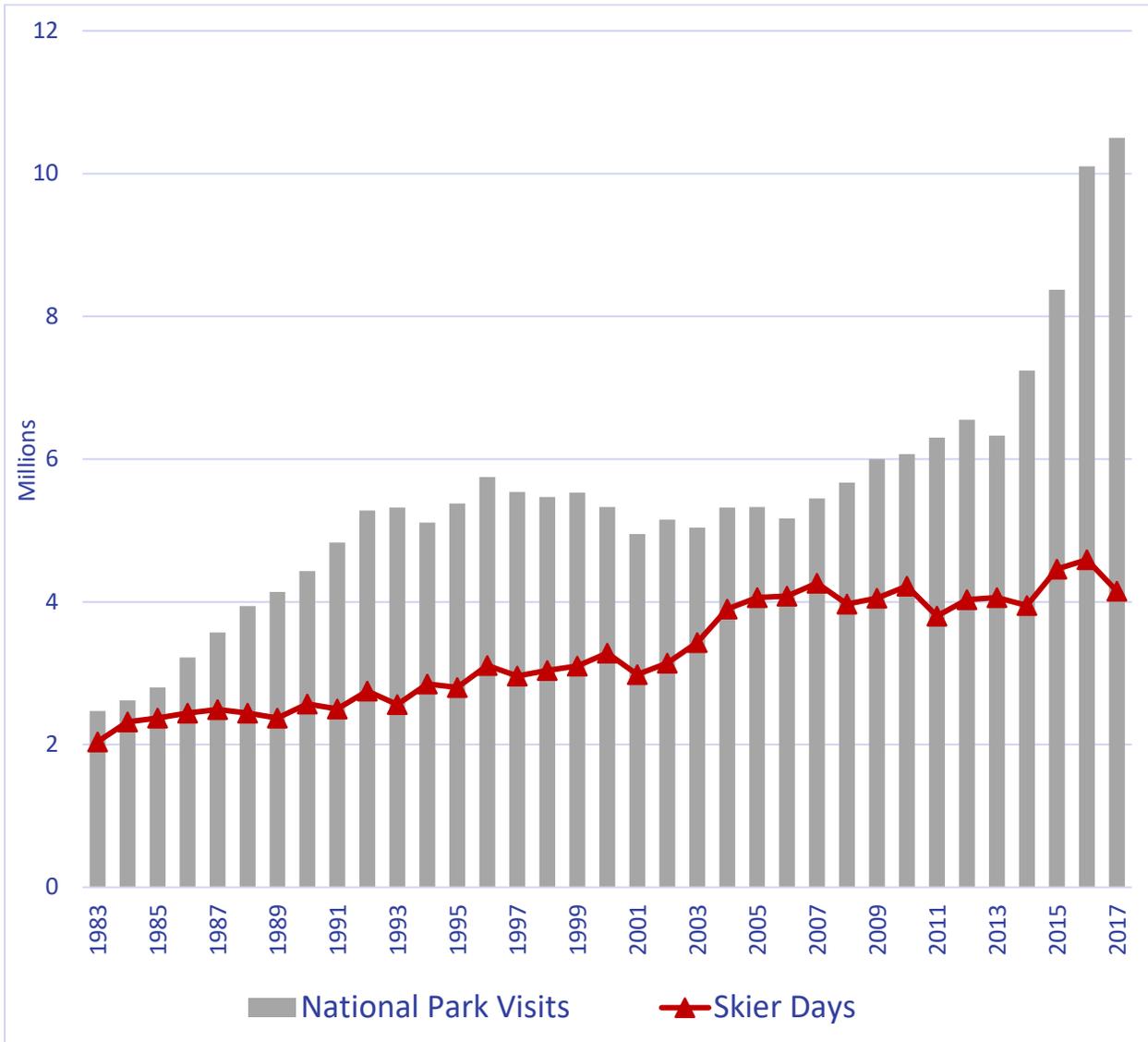
Associated City	Airport	FAA ID	< 30 Miles to National Park/NRA Lands	< 30 Miles to Water Recreation	< 30 Miles to State Park	< 30 Miles to US National Forest	< 30 Miles to Ski Resort	Located on FHWA Scenic Byway Corridor	Supports Flights to Back Country
Manila	Manila Airport	40U	1	2		7		Flaming Gorge-Uinta National Scenic Byway	
Manti	Manti-Ephraim Airport	41U		29	30	8			Yes
Milford	Milford Municipal	MLF		19	11				
Moab	Canyonlands Field	CNY	14	16	26	30		Dinosaur Diamond Prehistoric Highway	Yes
Monticello	Monticello Airport	U64				4		Trail of the Ancients	
Morgan	Morgan County Airport	42U		11		3	11		
Nephi	Nephi Municipal	U14		5	30	9			
Ogden	Ogden-Hinckley Airport	OGD		14	22	19	23		
Panguitch	Panguitch Municipal	U55	29	21		5	0	Scenic-Byway 143	
Parowan	Parowan Airport	1L9	17	30		6	13	Scenic-Byway 143	
Price	Carbon County Regional	PUC				30			Yes
Provo	Provo Municipal	PVU		1	1	15			
Richfield	Richfield Municipal	RIF		27		1			
Roosevelt	Roosevelt Municipal	74V		12	12				
Salina	Salina-Gunnison Airport	44U		20	25	9			
Salt Lake City	South Valley Regional	U42	30	18	18	14	24		
Spanish Fork	Spanish Fork Airport	SPK	28	13	12	9		Nebo Loop Scenic Byway	
St George	St George Regional Airport	SGU	30	13	9	7			
Tooele	Bolinder Field-Tooele Valley	TVY		17	17	12			
Vernal	Vernal Regional Airport	VEL	17	5	6	19		Flaming Gorge-Uinta National Scenic Byway	
Wendover	Wendover Airport	ENV				18			

Source: Jviation analysis





Figure 5-5: Utah National Park and Skier Visits, 1983-2017



Source: 2019 Utah Governors Report, Kem Gardner analysis

### 5.2.5 Airports in Areas of Film Industry Activity

Utah is known for its great geographical diversity, from 11,000-foot peaks in the north, Great Basin salt flats in the west, and a variety of unique geological assets in the south and east. As a result, many film, digital entertainment, and digital media (commercials, advertising) producers choose Utah as the backdrop for their content. While local authorities and private entities permit filming activities, comprehensive film permit data is most readily available from state and federal permitting agencies. **Figure 5-6** represents the locations and concentrations of commercial filming activities in Utah. The top three counties for film permits are Grand, Salt Lake, and Washington. Salt Lake County has a number of film companies and talent agencies while Grand and Washington counties have spectacular scenery, roads, backroads, and vistas. Each of the counties have commercial service airports.





## 5.2.6 Airports Supporting Air Ambulance Aircraft

Air ambulance is a comprehensive term describing the use of air transportation to transport patients to and from healthcare facilities. According to the Government Accountability Office and FAA, an estimated 74 percent of nationwide air ambulances are rotorcraft (helicopters), while the remaining are fixed-wing aircraft (airplanes). Helicopter ambulances provide better access because of their ability to land in a variety of locations, while airplanes have the capacity to transport patients for longer distances at higher rates of speed. Each of these specially outfitted aircraft transports trauma victims as well as stabilized patients quickly over distance, terrain, or weather that is often impractical for traditional ground transportation. Much of Utah is considered rural, with difficult terrain and sometimes impassable roads depending on the time of year. Air ambulances serve as a vital asset for those rural communities without access to immediate medical resources. The degree of air ambulance coverage in Utah is dependent on proximity to the state's larger communities, many of which have established air ambulance bases.

According to the Atlas & Database of Air Medical Services (ADAMS)<sup>5</sup>, Utah has 18 bases and 21 air ambulance aircraft in the state, which includes 16 helicopters and five airplanes. Five of the bases are located on publicly-owned airports while 13 are located at hospitals or helipads. Airports with air ambulance bases are depicted on **Figure 5-7** as well as airports known to support air ambulance operations.

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<sup>5</sup> <http://www.adamsairmed.org/states/Utah.pdf>

Figure 5-7: Utah Airports with Based Air Ambulance and That Support Air Ambulance Activity



Source: Jviation analysis



### 5.2.7 Wildland Fire Aviation Support

The land area of Utah is just over 54.34 million acres, with publicly and privately-owned forest land comprising over 21.2 million acres. Every year, the state experiences hundreds of wildfires across its forests and public lands. Many of these fires are located in remote areas, while others impede on the wildland-urban interface, threatening homes and property. Whether necessary because of the sheer size of a remote fire, or because of the urgency of threatened property on the cusp of this interface, aviation-related wildfire suppression has been and continues to be a vital element for firefighting across Utah. A variety of components and characteristics pertinent to aerial wildfire suppression are listed below.

**Table 5-6** identifies total acres burned annually in Utah between 2010 and 2018. In 2018, fires consumed a peak of nearly 486,000 acres. Average acres consumed during the time period averaged 161,100 acres.

**Table 5-6: Utah Wildfire Statistics 2010 to 2018**

Year	Total Acres Burned
2010	64,781
2011	62,782
2012	415,267
2013	70,282
2014	28,307
2015	10,203
2016	101,328
2017	211,120
2018	485,989

Source: <https://le.utah.gov/interim/2017/pdf/00003392.pdf>

Similar to many natural hazards, wildland fires often follow a cyclical pattern. The following are a sample of variables affecting the intensity of wildfires.

- Fuel levels often fluctuate among areas burned. A forest fire active in an area that has not experienced a recent wildfire, or an area with increased fuel due to diseased trees or other circumstances, is likely to burn at a higher intensity than other areas.
- Weather creates variation in annual statistics for wildfires. An extended winter with unusually high snowfall or a shortened spring with lower levels of rainfall will each proportionally affect the total annual acres burned.
- The location of a fire determines a variety of factors. There is a higher likelihood that fires in eastern Utah are grass or brush fires, while western Utah, with its higher density of flora, fundamentally equates to a greater chance of forest fires.

It is also important to note that data related to wildfires does not distinguish between these types of fires. The intensity and level of threat these fires have on the proximity to resources, property, and the wildland-urban interface typically determines the degree of resources that are allocated to individual fires.

Aerial firefighting is the use of aircraft in the attempt to suppress or contain wildfires. Fixed-wing aircraft (airplanes) provide three types of missions to suppress wildfires:

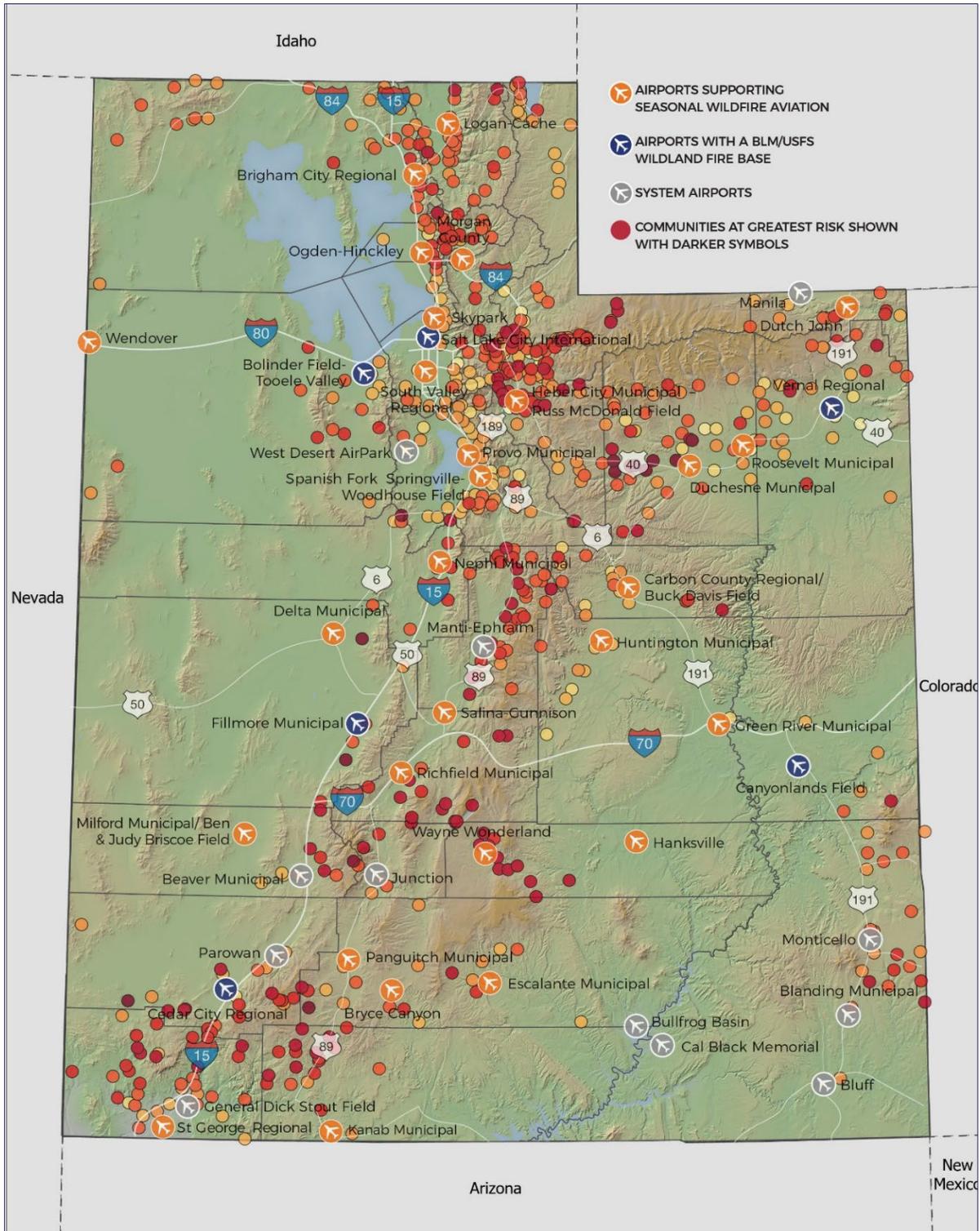
- They deliver smokejumpers by air or to airports in close proximity to wildfires.

- Airtankers or water bombers suppress fires through the delivery of fire retardant and water.
- Lead-planes serve as directional aircraft and assist airtankers in reaching the correct location to release fire suppression materials.

Rotorcraft (helicopters) have several types of missions such as delivering firefighters via rappelling, or through quickly dispatching to remote locations often unreachable by other modes of transportation. Similar to airplanes, helicopters can release water and retardant onto fires. This practice for helicopters is often considered more precise than similar tactics with airplanes, as helicopters are able to reach obscure water sources and those areas inaccessible to other aircraft. Helicopters, however, have less water and retardant capacity than large tankers. It is noteworthy to point out that the U.S. Forest Service (USFS), Bureau of Land Management (BLM), and contractors of fixed-wing firefighting aircraft prefer to operate at airports with paved runways. USFS, BLM, and contractors of helicopters can operate at both paved and unpaved runways.

**Figure 5-8** shows airports that support wildland firefighting services in two ways: either through a full-time based firefighting operation (Tanker base or Single Engine Airtankers [SEAT] base) or through operations that are temporarily based at an airport on an as-needed basis. Utah BLM maintains a fleet of two helicopters, two Air Attack platforms, and four SEATs during the fire season, with bases in Moab, Cedar City, Fillmore, Tooele, Vernal, and Salt Lake City. Any airport in Utah with a paved runway is capable of supporting wildland fixed-wing firefighting aircraft. **Figure 5-8** shows airports that currently have or have had aerial firefighting activity on their field. The map also depicts communities at risk for wildfire. Factors considered by the Utah Division of Forestry, Fire and State Lands risk analysis include past fire occurrences, fuel hazards, values protected, and fire protection capability.

**Figure 5-8: Utah Airports with Airtanker Bases, Supporting Airtankers, and Communities at Risk of Wildland Fire Danger**



Source: National Wildfire Coordinating Group Airtanker Base Directory, April 2019, The Division of Forestry, Fire and State Lands <https://ffsl.utah.gov/forestry/maps/>

### 5.2.8 Airports Supporting Scheduled Air Cargo Service

Five airports in Utah support regularly scheduled air cargo service. While passenger airlines carry some cargo and mail in the belly of the aircraft, the clear majority of air cargo volume arrives and departs on dedicated air cargo aircraft. Salt Lake International is the only Utah airport with dedicated cargo jet activities, which are operated by FedEx Express, DHL, and UPS. Five other airports in the state support the turboprop engine cargo aircraft shown in **Table 5-7**, many of which are contracted to “feed” air cargo to and from the cargo jets operated by integrated express carriers. This section identifies the airports and air cargo carriers operating within the state.

**Table 5-7: Cargo Feeder Companies Operating Routes in Utah**

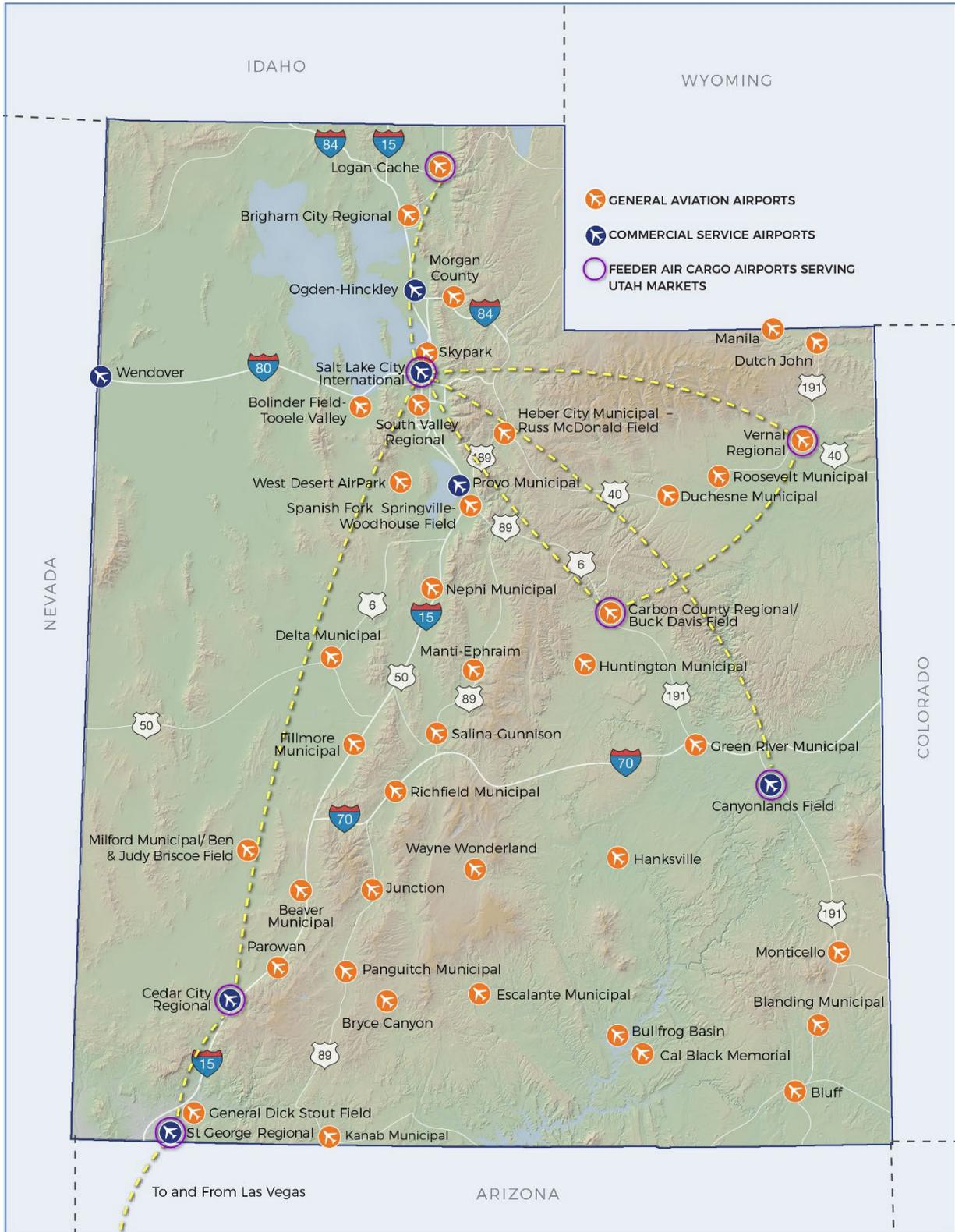
Feeder Company	Aircraft Type	Route
Ameriflight	B99	VEL-PUC-SLC-VEL
Westair	C208	SGU-LAS-SGU
Alpine Air	B1900	SGU-SLC-CDC-SGU
Ameriflight	B99	CNY-SLC-CNY

Source: Flightaware.com, Aviation analysis

The movement of air cargo takes place via one of three types of carriers: all-cargo, integrated express, or on passenger airlines as belly compartment cargo. Integrated express operators rely on a hub-and-spoke system and are contracted to move customer goods door-to-door, providing shipment, collection, transport via air/truck, and delivery. Integrated express operators include FedEx Express, UPS, and DHL (which discontinued its domestic delivery service in 2009 to focus on international traffic). All-cargo carriers operate airport-to-airport freight services for their customers but do not offer passenger service. Belly cargo services provided by passenger airlines vary in scope and size from airline to airline depending on differences in aircraft operating fleet. A regional passenger airline with a fleet of turboprop and regional jets cannot accommodate bulky cargo due to capacity limitations in the baggage compartment. However, widebody passenger aircraft have containerized lower decks and are designed to carry large shipments.

Other factors impacting Utah’s air cargo network include the limited volume of air cargo in smaller communities as well as proximity to Salt Lake City International. Many of the feeder cargo aircraft in Utah operate what is known as “long-thin” routes in air cargo industry vernacular. Long-thin routes cover long distances with a low volume of cargo and are usually operated using aircraft with low operating costs, albeit at slower speeds. Intrastate cargo routes to and from Salt Lake City International, for example, are operated using small twin-engine aircraft such as the Beech 1900. These aircraft offer relatively fast transport and have adequate cargo capacity for the markets they serve. **Figure 5-9** depicts the air cargo feeder routes in Utah as well as the airports supporting integrated express carriers such as FedEx Express and UPS.

Figure 5-9: Utah Airports with Cargo Feeder Aircraft Service



Source: Flightaware.com, Aviation analysis

### 5.2.9 Utah System Airports Based Aircraft Trends

The previous Utah Continuous Airport System Plan was completed in 2008. Based aircraft were inventoried in that study as well as in the 2020 Utah Aviation Development Strategy. This section compares total based aircraft inventoried for each system airport for both 2008 and 2020. Total based aircraft in Utah has increased from 2,264 in 2008 to 2,400 in 2020, a gain of 136 based aircraft. Airports with significant increases in total based aircraft include Logan-Cache, South Valley Regional, Spanish Fork, St George Regional, and Cedar City Regional. Airports with significant decreases in based aircraft include Ogden-Hinckley, Salt Lake City International, and Provo Municipal. **Table 5-8** lists 2008 and 2020 total based aircraft for each system airport and the reported increase or decrease in based aircraft activity. **Figure 5-10** depicts Utah airports with increases or decreases in based aircraft since the 2008 Utah Continuous Airport System Plan.

**Table 5-8: Utah System Airports Based Aircraft Trends**

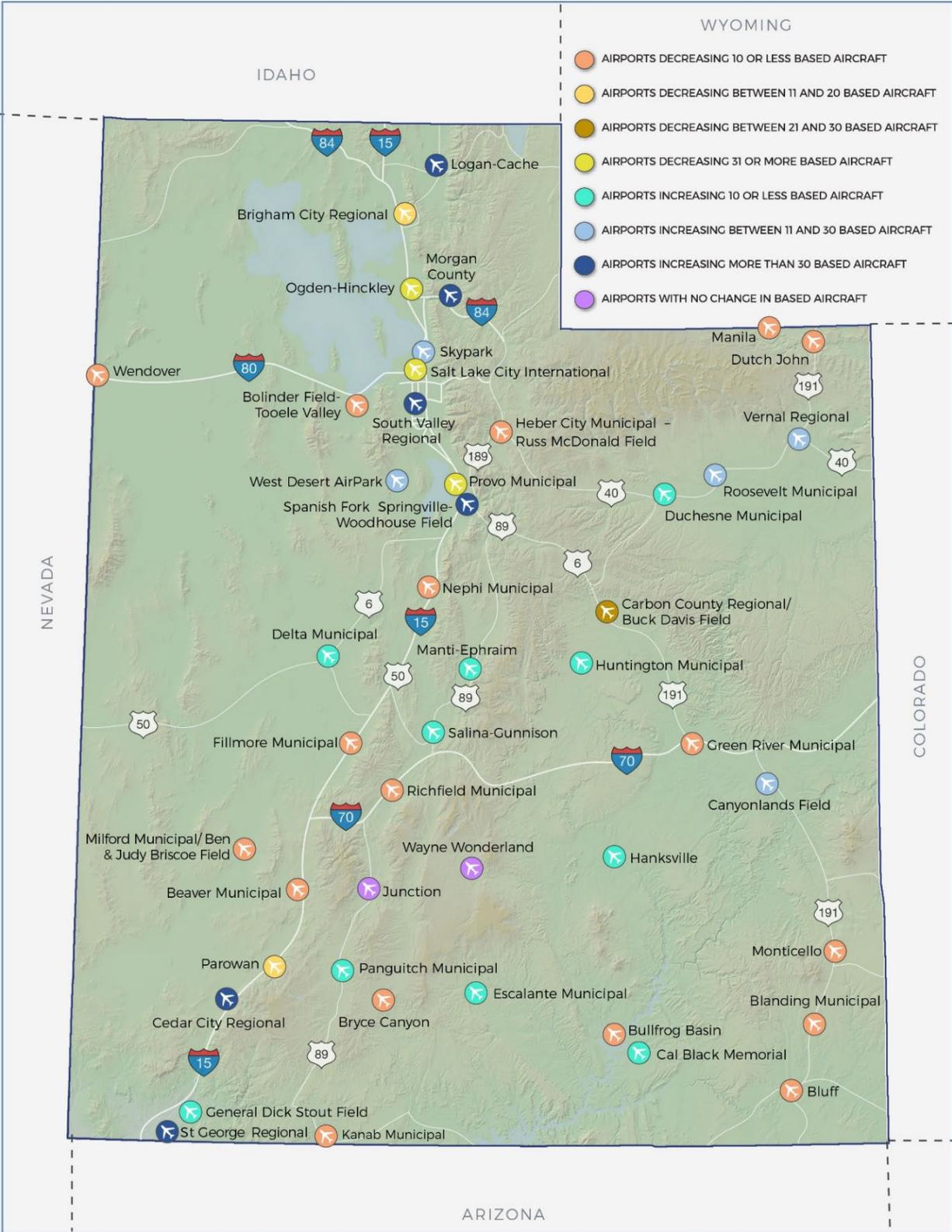
Associated City	Airport	ID	2008 Based Aircraft <sup>A</sup>	2020 Based Aircraft	Difference
Beaver	Beaver Municipal	U52	8	6	(2)
Blanding	Blanding Municipal	BDG	14	11	(3)
Bluff	Bluff Airport	66V	4	1	(3)
Bountiful	Skypark Airport	BTF	196	217	21
Brigham City	Brigham City Regional	BMC	79	68	(11)
Bryce Canyon	Bryce Canyon Airport	BCE	8	7	(1)
Cedar City	Cedar City Regional	CDC	35	75	40
Cedar Valley	West Desert Airpark	UT9	-	24	24
Delta	Delta Municipal	DTA	9	12	3
Duchesne	Duchesne Municipal	U69	8	13	5
Dutch John	Dutch John Airport	33U	1	-	(1)
Escalante	Escalante Municipal	1L7	1	4	3
Fillmore	Fillmore Municipal	FOM	3	1	(2)
Glen Canyon NRA	Bullfrog Basin Airport	U07	1	-	(1)
Green River	Green River Municipal	U34	6	1	(5)
Halls Crossing	Cal Black Memorial	U96	-	4	4
Hanksville	Hanksville Airport	HVE	3	4	1
Heber	Heber City Municipal	HCR	79	78	(1)
Huntington	Huntington Municipal	69V	4	5	1
Hurricane	General Dick Stout Field	1L8	50	60	10
Junction	Junction Airport	U13	-	-	-
Kanab	Kanab Municipal	KNB	19	18	(1)
Loa	Wayne Wonderland Airport	38U	4	4	-
Logan	Logan-Cache Airport	LGU	123	167	44
Manila	Manila Airport	40U	1	-	(1)
Manti	Manti-Ephraim Airport	41U	5	15	10
Milford	Milford Municipal	MLF	10	3	(7)
Moab	Canyonlands Field	CNY	25	40	15



Associated City	Airport	ID	2008 Based Aircraft <sup>^</sup>	2020 Based Aircraft	Difference
Monticello	Monticello Airport	U64	9	7	(2)
Morgan	Morgan County Airport	42U	32	78	46
Nephi	Nephi Municipal	U14	10	9	(1)
Ogden	Ogden-Hinckley Airport	OGD	292	241	(51)
Panguitch	Panguitch Municipal	U55	6	9	3
Parowan	Parowan Airport	1L9	33	18	(15)
Price	Carbon County Regional	PUC	30	8	(22)
Provo	Provo Municipal	PVU	183	111	(72)
Richfield	Richfield Municipal	RIF	28	27	(1)
Roosevelt	Roosevelt Municipal	74V	9	27	18
Salina	Salina-Gunnison Airport	44U	4	11	7
Salt Lake City	Salt Lake City International	SLC	409	333	(76)
Salt Lake City	South Valley Regional	U42	214	272	58
Spanish Fork	Spanish Fork Airport	SPK	101	155	54
St George	St George Regional Airport	SGU	151	195	44
Tooele	Bolinder Field-Tooele Valley	TVY	18	15	(3)
Vernal	Vernal Regional Airport	VEL	30	41	11
Wendover	Wendover Airport	ENV	9	5	(4)
<b>Total</b>			<b>2,264</b>	<b>2,400</b>	<b>136</b>

Source: ^2008 Utah Continuous Airport System Plan, FAA 5010 data, Aviation analysis

Figure 5-10: Utah Airports Based Aircraft Trends



Source: Jviation analysis



### 5.2.10 Jet A Fuel Availability

Fuel and fueling services are important for airports in Utah. Piston-engine aircraft use 100LL high-octane fuel (AvGas), while jet aircraft and turboprops use kerosene-based Jet A fuel. Analysis of based aircraft data indicates 11 airports in Utah have jet aircraft based on the airport for a total of 45 aircraft<sup>6</sup>, shown in **Table 5-9**. Further analysis indicates each of these airports have Jet A fuel sales available on the airport. There are 17 airports in Utah that do not have based jet aircraft but do provide Jet A sales. These airports are capable of supporting jet and turboprop aircraft that are flying cross-country (such as Los Angeles to Chicago) for refueling stops; however, airports with the longest runways have a greater propensity for cross-country fuel stops. Additionally, there are 12 airports in Utah in which FAA operations data for 2019 indicates jet aircraft have flown to the airport but the airport does not offer Jet A fuel sales. For example, Bullfrog Basin had more than 40 reported annual jet aircraft operations. This airport is a gateway to Glenn Canyon Recreation Area and Bullfrog Resort & Marina and is a popular vacation destination. **Figure 5-11** illustrates airports in Utah with based jet aircraft and Jet A sales.

**Table 5-9: Utah Airports with Based Jet Aircraft**

Associated City	Airport	FAA ID	Based Jets
Cedar City	Cedar City Regional	CDC	5
Heber	Heber City Municipal	HCR	4
Logan	Logan-Cache Airport	LGU	8
Manti	Manti-Ephraim Airport	41U	2
Ogden	Ogden-Hinckley Airport	OGD	8
Provo	Provo Municipal	PVU	5
Salt Lake City	South Valley Regional	U42	1
Spanish Fork	Spanish Fork Airport	SPK	2
St George	St George Regional Airport	SGU	6
Vernal	Vernal Regional Airport	VEL	1
Wendover	Wendover Airport	ENV	3
<b>Total</b>			<b>45</b>

Source: FAA 5010 data, Aviation analysis

<sup>6</sup> Does not include SLC.

Figure 5-11: Utah Airports with Based Jet Aircraft and Jet A Fuel Sales



Source: 2008 Utah Continuous Airport System Plan, FAA 5010 data, Jviation analysis



## 5.2.11 Utah System Airports Runway Length Changes

Primary runway length information was inventoried in the 2008 Utah Continuous Airport System Plan as well as the 2020 Utah Aviation Development Strategy. This section compares primary runway length inventoried for each system airport for both 2008 and 2020. Comparison of runway lengths indicates that since 2008, seven Utah system airports have had decreases in runway lengths, while 12 airports have had runway length extension projects. Airports with significant increases in runway length include St. George Regional, Wendover, Brigham City, and Monticello. Airports with significant decreases in primary runway length include Hanksville and Dutch John. Airport runway length is an important factor pilots and aircraft owners use in determining which airport to operate at as well as where to base their aircraft. Longer runways allow for larger, heavier aircraft to operate at the airport. Runway length also has a bearing on how much fuel and payload an aircraft can carry. Airport management sometimes decreases a runway length in order to comply with FAA rules on runway safety areas as well as air space issues near the runway approaches.

**Table 5-10** lists 2008 and 2020 runway lengths for each system airport and the increase or decrease in length. **Figure 5-12** depicts Utah airports that have had increases or decreases in primary runway length since the 2008 Utah Continuous Airport System Plan.

**Table 5-10: 2008 and 2020 Primary Runway Lengths Comparison**

Associated City	Airport	ID	2008 Runway Length in Feet <sup>A</sup>	2020 Runway Length in Feet	Difference
Beaver	Beaver Municipal	U52	5,100	4,984	(116)
Blanding	Blanding Municipal	BDG	6,000	5,781	(219)
Bluff	Bluff Airport	66V	2,900	3,000	100
Bountiful	Skypark Airport	BTF	4,700	4,700	-
Brigham City	Brigham City Regional	BMC	7,501	8,900	1,399
Bryce Canyon	Bryce Canyon Airport	BCE	7,394	7,394	-
Cedar City	Cedar City Regional	CDC	8,650	8,650	-
Cedar Valley	West Desert Airpark	UT9	2,600	2,600	-
Delta	Delta Municipal	DTA	5,935	5,502	(433)
Duchesne	Duchesne Municipal	U69	5,800	5,800	-
Dutch John	Dutch John Airport	33U	6,600	6,000	(600)
Escalante	Escalante Municipal	1L7	5,032	5,032	-
Fillmore	Fillmore Municipal	FOM	5,040	5,040	-
Glen Canyon NRA	Bullfrog Basin Airport	U07	3,500	3,500	-
Green River	Green River Municipal	U34	5,600	5,600	-
Halls Crossing	Cal Black Memorial	U96	5,700	5,700	-
Hanksville	Hanksville Airport	HVE	5,675	5,001	(674)
Heber	Heber City Municipal	HCR	6,898	6,898	-
Huntington	Huntington Municipal	69V	4,048	4,048	-
Hurricane	General Dick Stout Field	1L8	3,410	3,283	(127)
Junction	Junction Airport	U13	4,505	4,505	-
Kanab	Kanab Municipal	KNB	6,200	6,200	-
Loa	Wayne Wonderland Airport	38U	5,900	5,900	-

Associated City	Airport	ID	2008 Runway Length in Feet <sup>^</sup>	2020 Runway Length in Feet	Difference
Logan	Logan-Cache Airport	LGU	9,095	9,010	(85)
Manila	Manila Airport	40U	5,300	5,300	-
Manti	Manti-Ephraim Airport	41U	4,868	5,021	153
Milford	Milford Municipal	MLF	5,004	5,004	-
Moab	Canyonlands Field	CNY	7,100	7,360	260
Monticello	Monticello Airport	U64	4,817	6,000	1,183
Morgan	Morgan County Airport	42U	3,904	3,904	-
Nephi	Nephi Municipal	U14	6,300	6,300	-
Ogden	Ogden-Hinckley Airport	OGD	8,103	8,103	-
Panguitch	Panguitch Municipal	U55	5,700	5,700	-
Parowan	Parowan Airport	1L9	5,000	5,000	-
Price	Carbon County Regional	PUC	8,300	8,316	16
Provo	Provo Municipal	PVU	8,599	8,599	-
Richfield	Richfield Municipal	RIF	6,600	7,100	500
Roosevelt	Roosevelt Municipal	74V	6,501	6,501	-
Salina	Salina-Gunnison Airport	44U	3,815	3,855	40
Salt Lake City	South Valley Regional	U42	5,862	5,862	-
Spanish Fork	Spanish Fork Airport	SPK	5,700	6,500	800
St George	St George Regional Airport	SGU	6,606	9,300	2,694
Tooele	Bolinder Field-Tooele Valley	TVY	6,100	6,100	-
Vernal	Vernal Regional Airport	VEL	6,201	7,000	799
Wendover	Wendover Airport	ENV	8,000	10,002	2,002

Source: ^2008 Utah Continuous Airport System Plan, FAA 5010 data, Aviation analysis



### 5.2.12 Utah Airports Located Near U.S. National Bicycle Routes

The U.S. Bicycle Route System (USBRS) is a developing national network of bicycle routes connecting urban and rural communities via signed roads and trails. Created with public input, U.S. Bicycle Routes direct bicyclists to a preferred route through a city, county, or state - creating opportunities for people everywhere to bicycle for travel, transportation, and recreation.

Over 14,000 miles are currently established in 27 states and Washington DC – and many routes are signed. U.S. Bicycle Route 70 and 79 are Utah's first additions to the USBRS, and these routes combine to create a border-to-border tour of Southern Utah. USBR 70 crosses the unique red rock landscape of southern Utah, passing through sinuous canyon country, high elevation pine forests in the Dixie National Forest, and crossing the Colorado River near Lake Powell. USBR 70 also travels past Bryce Canyon National Park and Capitol Reef National Park. **Figure 5-13** identifies 21 airports in proximity to U.S. National Bicycle Routes and Corridors. **Table 5-11** lists airports in alphabetical order that are in proximity to U.S. National Bicycle Routes and Corridors.

**Table 5-11: Airports in Proximity to U.S. National Bicycle Routes and Corridors**

Associated City	Airport	ID
Blanding	Blanding Municipal	BDG
Bountiful	Skypark Airport	BTF
Brigham City	Brigham City Regional	BMC
Bryce Canyon	Bryce Canyon Airport	BCE
Cedar City	Cedar City Regional	CDC
Escalante	Escalante Municipal	1L7
Hanksville	Hanksville Airport	HVE
Junction	Junction Airport	U13
Kanab	Kanab Municipal	KNB
Loa	Wayne Wonderland Airport	38U
Logan	Logan-Cache Airport	LGU
Milford	Milford Municipal	MLF
Monticello	Monticello Airport	U64
Nephi	Nephi Municipal	U14
Ogden	Ogden-Hinckley Airport	OGD
Panguitch	Panguitch Municipal	U55
Provo	Provo Municipal	PVU
Richfield	Richfield Municipal	RIF
Salina	Salina-Gunnison Airport	44U
Salt Lake City	South Valley Regional	U42
Spanish Fork	Spanish Fork Airport	SPK

Source: Utah DOT



**Figure 5-13: Utah Airports in Proximity to U.S. Bicycle Route System**



Source: Utah DOT, Jviation

### 5.2.13 Utah Airports Located Near Rail Yards and Rail Lines

The railroad industry continues to play a vital role in the movement of freight to and through Utah. There are currently 13 railroads that operate in Utah, 10 freight railroads and three passenger railroads. The majority of freight handled by rail in Utah is either originating or terminating in Utah or passing through the state en route to or from the west coast and the Midwest. There is one intermodal freight terminal located in Utah, Union Pacific's (UP) Salt Lake City Intermodal Terminal (SLCIT), which was built in 2006 and receives about 500 trailer and container lifts per day. The Ports of Los Angeles and Long Beach, as well as the Port of Oakland, are Utah's primary global gateways. Rail intermodal freight service at SLCIT is focused on UP's Midwest to Southern California mainline.

According to the Division of Aeronautics, there are over 1,300 miles of freight railroad in Utah. Utah has two forms of passenger railroads, Amtrak's intercity California Zephyr line, and FrontRunner commuter rail, operated by the Utah Transit Authority (UTA). While rail cargo seldom gets transferred to aircraft, and vice versa, airports occasionally support business flights carrying rail executives and managers to rail yards and rail lines in Utah. **Figure 5-14** identifies airports in Utah in proximity to rail yards and rail lines.

**Figure 5-14: Utah Airports in Proximity to Rail Yards and Rail Lines**



Source: Utah DOT, Jviation

#### 5.2.14 Utah Airports Supporting Flight Instruction and Aviation Education

There are a wide variety of flight schools in Utah. These range from special FAA-approved accelerated programs; to aviation colleges and universities that offer full degree programs for the career-minded aviator; to flight schools at a local airport offering programs tailored to the general aviation pilot. Some student pilots may be seeking an instruction program that is located at an airport where training is based at an airfield with a control tower while others will seek a program at a non-towered airport. Flight instruction takes place not only at the airport where the program is based but also at remote airports without a flight school. These airports support flight instruction as they offer an uncongested operating environment as well as being suitable for cross country flight training. **Figure 5-15** identifies Utah airports with based flight instruction as well as airports that are 60 miles or less from an airport with a based flight instruction program.



**Figure 5-15: Utah Airports with Based Flight Instruction Programs and Airports Supporting Flight Instruction**



Source: Utah DOT, Jviation

### 5.3 Airport Role Analysis

Airport roles generally reflect the type of users each airport accommodates and the facilities and services that the airport has in place. Roles also typically reflect the airport's relative ability to meet various transportation and economic needs and objectives. Further, airport roles should generally be matched with market area characteristics served by the airport.

Based on discussions with Utah Division of Aeronautics personnel, it was determined to formulate a new set of airport role categories for the 2020 Aviation Development Strategy. These role categories are based on a variety of airport attributes such as access, activities, and services. This new category system, which is described in more detail in a subsequent section, places Utah's airports into four groups:

- UT-I Commercial Service
- UT-II Corporate/Tourism/Freight
- UT-III Recreation and Community Access
- UT-IV Essential Access

#### 5.3.1 Factors in Airport Role Analysis Evaluation

Classifying system airports into different roles is a planning tool recognized by the FAA in its most recent advisory circular on airport system planning. Among those state agencies responding to a survey in the *ACRP Synthesis 14 - Airport System Planning Practices (2009)*, 88 percent reported that they have employed some sort of stratification process as part of their airport system plan, assigning airports to different roles<sup>7</sup>. The airport role analysis in this study used a variety of airport factors and assigned a score to each. An airport's assigned category is a result of its total score in comparison to other Utah system airports.

This study analyzed 25 factors contained in five broad categories identified through discussions with the Division of Aeronautics. This process provides a means to group the airports by functional role and is not intended to imply a relative level of importance among airports. This grouping is necessary to establish facility and service standards or objectives that are desirable at airports in each of the functional levels. The five categories analyzed are as follows:

- Airport Facilities and Services
- Access to Regional Sources of Economic Activity
- Operational Considerations
- Access to Other Modes of Transportation
- Flight School Access

The following sections offer descriptions of each of the factors contained in each of these categories, including how each was scored. **Appendix D, Tables D-1 to D-5** identify points for each category and factor. Although the effort to classify the Utah airport system into a set of roles is primarily concerned with the state's general aviation facilities, the tables also account for scores at commercial service airports, with the exception of Salt Lake City International (SLC).

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<sup>7</sup> *ACRP Synthesis 14 - Airport System Planning Practices (2009)*, Page 15



## Airport Facilities and Services

Airport facilities focus on the current physical characteristics of an airport that may determine the type of aircraft operations that can be accommodated. A weighting factor of 2 was applied to each facilities and services factor. Measured facilities are outlined below

**Primary runway length:** An airport’s runway length is a major factor in determining what types of aircraft and activities it can support. In general, larger, more demanding aircraft need longer runways to operate safely and efficiently. Airports with longer runways can serve commercial airline operations, large cargo carriers, or military aircraft, all of which are important components of an aviation system. For these reasons, airports with longer runways were assigned higher relative scores. For example, as shown in **Table 5-12** below, if an airport has a runway length greater than 9,000 feet, it received 6 points. The weighting factor of two would then yield a total runway length score of 12 (6 X 2 = 12). Most primary runways in the state are between 5,000 and 5,999 feet in length.

**Table 5-12: Airport Role Evaluation Analysis – Runway Length**

Runway Length in Feet	Points Assigned	Weight	Total Points	Number of Airports
>9,000*	6	2	12	3
8,000 to 8,999	5	2	10	5
7,000 to 7,999	4	2	8	4
6,000 to 6,999	3	2	6	8
5,000 to 5,999	2	2	4	15
4,000 to 4,999	1	2	2	4
<3,999	0	2	0	6

Source: Jviation Analysis

Note: \* SLC not included in analysis

**Instrument approach capabilities:** Current global positioning satellite-based technology (GPS) and ground-based equipment (Instrument Landing System or ILS) enable airports to have a precision-type approach (both lateral and vertical guidance). GPS-based approaches are more economical since they do not require expensive ground-based equipment that previously supported a precision-type approach (often an ILS). Such approaches are commonly referred to as a localizer performance with vertical guidance (LPV) approach. Airports with an LPV or ILS published approach received one point in the Airport Role Evaluation Analysis.

**Automated weather reporting:** Accurate and timely weather reporting is essential to safe and expeditious airport operations. Automated weather reporting systems disseminate weather information to pilots. The most common of these systems are the automated weather observing system (AWOS) and the automated surface observing system (ASOS). Airports with weather reporting equipment received one point in the Airport Role Evaluation Analysis.

**Jet A fuel availability:** Jet A fuel is critical to business, government agency and military jets, and turboprop aircraft operations. Airports with Jet A fuel sales received two points in the Airport Role Evaluation Analysis while airports with AvGas received two points. A total of four points could be awarded if an airport has both Jet A and AvGas.

**T-Hangar Storage:** Aircraft storage is an important consideration for aircraft owners when determining where to base their aircraft. T-hangars provide protection of aircraft avionics, tires, interiors, engines and airframes. Airports with T-hangars receive one point in the Airport Role Evaluation Analysis.

**Aircraft Repair Services:** Aircraft repair services provide maintenance and repairs to aircraft based at an airport and can attract aircraft from nearby airports and even out of state airports. Airports with airframe repair services receive one point for each business on the airport providing the service in the Airport Role Evaluation Analysis. Airports with powerplant repairs also receive one point per business providing the service. Many airports offer both airframe and powerplant repair and maintenance services.

### ***Access to Regional Sources of Economic Activity***

Airports in Utah offer access to business and industry in both metropolitan and rural areas. When stratifying an airport system, it is important to include access to local markets that add significant employment opportunities to the local community. Four unique market attributes were included in the stratification analysis with proximity to economic drivers for communities as well as tourist and recreation attractions and destinations. These four factors are based on the Airport Location and Access Analysis section at the beginning of this chapter. A weighting factor of one was assigned to this category.

**Proximity to high production mining districts:** Airports may support corporate and business access to mines in areas of the state where there are high production mining districts. Airports within 30 miles of high production mining districts received one point in the Airport Role Evaluation Analysis.

**Proximity to oil and gas fields:** Airports may support access to mining businesses in areas of the state where there are oil and gas fields. Airports within 30 miles of an oil and gas field received one point in the Airport Role Evaluation Analysis.

**Proximity to irrigated agriculture lands:** Airports may support aerial support businesses in areas of the state where there are irrigated agriculture lands. Airports within five miles of irrigated agriculture land received one point in the Airport Role Evaluation Analysis.

**Proximity to tourism and recreation attractions:** Airports function as gateways to Utah's national parks, U.S. forest service lands, state parks, ski resorts, U.S. National Bicycle Routes and water recreation areas. Some of these airports are also gateways to backcountry airstrips and Utah's scenic highways. Analysis of each airport's proximity to these types of attractions and functions was conducted to determine how each Utah system airport is tied geographically to the tourism industry. A total of eight points (one for each of the evaluated characteristics) is possible in the tourism and recreation attraction analysis of the Airport Role Evaluation.

### ***Operational Considerations***

When analyzing how an airport is performing in a system, another good assessment is the type of activity that takes place. While there is a relationship to available facilities, market area demand can be assessed through the following four measures of activity. A weighting factor of 1.5 was applied to each factor point.

**Total based aircraft:** The number of based aircraft at an airport is a good indicator of overall activity levels at that facility. Points were assigned based on ranges of aircraft stored at the airport. **Table 5-13** shows scores assigned to different ranges of total based aircraft, and the number of Utah system airports that received each score.



**Table 5-13: Airport Role Evaluation Analysis – Total Based Aircraft**

Total Based Aircraft	Points Assigned	Weight	Total Points	Number of Airports
>100	5	1.5	7.5	7
50 to 99	4	1.5	6	5
30 to 49	3	1.5	4.5	2
10 to 29	2	1.5	3	11
1 to 9	1	1.5	1.5	14
None	0	1.5	0	6

Source: Aviation Analysis

Note: \* SLC not included in analysis

**Aerial firefighting bases:** Certain Utah airports maintain aerial firefighting facilities and activities to combat forest and wilderness fires. Five Utah airports have established BLM Aerial Tanker Bases for fighting wildfires in Utah as well as neighboring states. The U.S. Forest Service has a base at Vernal Regional. Airports with an Aerial Tanker Base received one point in the Airport Role Evaluation Analysis.

**Scheduled air cargo service:** There are five airports in Utah that support regularly scheduled air cargo service. These airports received one point in the Airport Role Evaluation Analysis.

**Air ambulance base:** There are four airports in Utah with either fixed-wing or helicopter air ambulance bases. However, although Salt Lake City International is not part of this analysis, it is noteworthy to point out that it has two air ambulance bases. Air ambulance businesses typically have offices, aircraft parking pads, and dormitories located on the airport. Airports with an air ambulance base received one point in the Airport Role Evaluation Analysis.

### ***Access to Other Modes of Transportation***

When analyzing how an airport is performing in a system, another good assessment is proximity to other modes of transportation. These include interstate highways, rural highways, and rail lines and multimodal rail yards. In Utah there are no navigable waterways to consider. Points were assigned to each factor related to other modes of transportation in the Airport Role Evaluation Analysis. A weighting factor of 1.25 was applied to each factor point.

**Airports in Proximity of the National Highway Freight Network (NHFN):** This is a network of highways identified as the most critical highway portions of the U.S. freight transportation system. In Utah these are comprised of the Federal Interstate Highways. General Aviation airports in proximity to these federal interstate highways were assigned two points while Commercial Service Airports were assigned one point.

**Airports in Proximity of a Critical Rural Freight Corridors (CRFCs):** This is a network of highways supporting the NHFN. These are public roads not in an urbanized area which provide access and connection to the Interstate highway system. Utah airports in proximity to these CRFCs were assigned one point.

**Airports in Proximity of a Rail Yard and Rail Line:** There are currently 13 railroads that operate in Utah, 10 freight railroads and three passenger railroads. The majority of freight handled by rail in Utah is either originating or terminating in Utah or passing through the state en route to or from the west coast and the Midwest. There is one intermodal freight terminal located in Utah, Union Pacific’s (UP) Salt Lake City Intermodal Terminal (SLCIT). General Aviation airports in proximity to a rail yard were assigned two points while Commercial Service airports were assigned one point.

### ***Flight Instruction Program Access and Aviation Education***

Several Utah airports have flight instruction and aviation education based on their airfield. Other airports in Utah support flight instruction by providing a less congested operating environment and supporting cross country flight training. A weighting factor of one was applied to points assigned in this category in the Airport Role Evaluation Analysis.

**Airports with Flight Schools:** Airports with flight instruction programs such as University programs, flight schools and FBOs received two points in the Airport Role Evaluation Analysis.

**Airports with Flight Instruction and Aviation Education Employee Counts:** Some flight instruction programs are quite large while others have a handful of staff. Airports with less than 10 flight instruction program employees received one point while airports with Flight Schools with 10 or more employees received two points in the Airport Role Evaluation Analysis.

**Airports Within 60 Miles of Flight Schools:** Many airports support flight training by offering space for touch-and-goes and cross-country flight training. Airports within 60 miles of an airport with a based flight instruction program received one point in the Airport Role Evaluation Analysis.

### **5.3.2 Results of Role Analysis**

**Table 5-14** details Airport Role Evaluation scoring at each Utah system airport. Scoring of airports contributes to determining each airport's role in the system. Each airport was evaluated in the 25 factors described previously. The scores for all 25 factors were added together to arrive at a total role analysis score for each airport. The total possible points is 63 if an airport were to have all factors included in the Airport Role Evaluation. The average point score for all 45 system airports is 27 points. Ogden-Hinckley Airport had the highest score at nearly 54 points while Bullfrog Basin Airport had the lowest score at three points.

**Table 5-15** summarizes the ranking of airports based on the Role Evaluation Analysis Score.



**Table 5-14: Utah Airport Role Evaluation Analysis Scoring**

Associated City	Airport	FAA ID	Airport Facilities and Services	Operational Considerations	Access to Other Modes of Transportation	Flight School Access	Access to Regional Sources of Economic Activity	Total
Beaver	Beaver Municipal	U52	8	1.5	2.5	1	6	19
Blanding	Blanding Municipal	BDG	14	6	0	0	7	27
Bluff	Bluff Airport	66V	0	1.5	0	0	7	8.5
Bountiful	Skypark Airport	BTF	18	7.5	3.75	4	5	38.25
Brigham City	Brigham City Regional	BMC	28	6	6.25	1	4	45.25
Bryce Canyon	Bryce Canyon Airport	BCE	18	1.5	0	1	6	26.5
Cedar City	Cedar City Regional	CDC	30	9	2.5	5	7	53.5
Cedar Valley	West Desert Airpark	UT9	0	3	0	4	5	12
Delta	Delta Municipal	DTA	12	3	1.25	1	3	20.25
Duchesne	Duchesne Municipal	U69	10	3	0	1	5	19
Dutch John	Dutch John Airport	33U	6	0	0	1	4	11
Escalante	Escalante Municipal	1L7	8	1.5	0	0	6	15.5
Fillmore	Fillmore Municipal	FOM	16	3	2.5	0	3	24.5
Glen Canyon NRA	Bullfrog Basin Airport	U07	0	0	0	0	3	3
Green River	Green River Municipal	U34	8	1.5	3.75	1	5	19.25
Halls Crossing	Cal Black Memorial	U96	12	1.5	0	0	2	15.5
Hanksville	Hanksville Airport	HVE	6	1.5	0	0	3	10.5
Heber	Heber City Municipal	HCR	24	6	1.25	4	7	42.25
Huntington	Huntington Municipal	69V	6	1.5	0	1	6	14.5
Hurricane	General Dick Stout Field	1L8	16	6	0	1	5	28
Junction	Junction Airport	U13	2	0	0	1	6	9
Kanab	Kanab Municipal	KNB	14	4.5	0	1	4	23.5
Loa	Wayne Wonderland Airport	38U	6	1.5	0	0	4	11.5
Logan	Logan-Cache Airport	LGU	30	7.5	1.25	5	5	48.75
Manila	Manila Airport	40U	4	0	0	1	5	10
Manti	Manti-Ephraim Airport	41U	18	3	0	1	5	27
Milford	Milford Municipal	MLF	12	1.5	3.75	1	5	23.25
Moab	Canyonlands Field	CNY	22	7.5	2.5	4	8	44
Monticello	Monticello Airport	U64	12	1.5	1.25	1	5	20.75
Morgan	Morgan County Airport	42U	0	6	3.75	1	5	15.75
Nephi	Nephi Municipal	U14	16	0	3.75	1	6	26.75
Ogden	Ogden-Hinckley Airport	OGD	30	9	3.75	5	6	53.75
Panguitch	Panguitch Municipal	U55	12	0	0	1	6	19
Parowan	Parowan Airport	1L9	16	3	2.5	1	6	28.5
Price	Carbon County Regional	PUC	26	3	2.5	4	4	39.5
Provo	Provo Municipal	PVU	30	7.5	3.75	5	5	51.25
Richfield	Richfield Municipal	RIF	24	3	2.5	0	4	33.5
Roosevelt	Roosevelt Municipal	74V	26	3	0	1	4	34
Salina	Salina-Gunnison Airport	44U	0	3	0	0	5	8
Salt Lake City	South Valley Regional	U42	24	7.5	6.25	4	7	48.75

Associated City	Airport	FAA ID	Airport Facilities and Services	Operational Considerations	Access to Other Modes of Transportation	Flight School Access	Access to Regional Sources of Economic Activity	Total
Spanish Fork	Spanish Fork Airport	SPK	26	7.5	3.75	3	7	47.25
St George	St George Regional Airport	SGU	28	10.5	1.25	4	5	48.75
Tooele	Bolinder Field-Tooele Valley	TVY	14	4.5	3.75	1	5	28.25
Vernal	Vernal Regional Airport	VEL	28	7.5	0	4	7	46.5
Wendover	Wendover Airport	ENV	28	1.5	3.75	0	1	34.25

Source: Jviation analysis

Note: \* SLC not included in analysis

**Table 5-15: Airport Role Evaluation Analysis Scores**

Associated City	Airport	FAA ID	Total
Ogden	Ogden-Hinckley Airport	OGD	53.75
Cedar City	Cedar City Regional	CDC	53.50
Provo	Provo Municipal	PVU	51.25
Logan	Logan-Cache Airport	LGU	48.75
Salt Lake City	South Valley Regional	U42	48.75
St George	St George Regional Airport	SGU	48.75
Spanish Fork	Spanish Fork Airport	SPK	47.25
Vernal	Vernal Regional Airport	VEL	46.50
Brigham City	Brigham City Regional	BMC	45.25
Moab	Canyonlands Field	CNY	44.00
Heber	Heber City Municipal	HCR	42.25
Price	Carbon County Regional	PUC	39.50
Bountiful	Skypark Airport	BTF	38.25
Wendover	Wendover Airport	ENV	34.25
Roosevelt	Roosevelt Municipal	74V	34.00
Richfield	Richfield Municipal	RIF	33.50
Parowan	Parowan Airport	1L9	28.50
Tooele	Bolinder Field-Tooele Valley	TVY	28.25
Hurricane	General Dick Stout Field	1L8	28.00
Blanding	Blanding Municipal	BDG	27.00
Manti	Manti-Ephraim Airport	41U	27.00
Nephi	Nephi Municipal	U14	26.75
Bryce Canyon	Bryce Canyon Airport	BCE	26.50
Fillmore	Fillmore Municipal	FOM	24.50
Kanab	Kanab Municipal	KNB	23.50



Associated City	Airport	FAA ID	Total
Milford	Milford Municipal	MLF	23.25
Monticello	Monticello Airport	U64	20.75
Delta	Delta Municipal	DTA	20.25
Green River	Green River Municipal	U34	19.25
Beaver	Beaver Municipal	U52	19.00
Duchesne	Duchesne Municipal	U69	19.00
Panguitch	Panguitch Municipal	U55	19.00
Morgan	Morgan County Airport	42U	15.75
Escalante	Escalante Municipal	1L7	15.50
Halls Crossing	Cal Black Memorial	U96	15.50
Huntington	Huntington Municipal	69V	14.50
Cedar Valley	West Desert Airpark	UT9	12.00
Loa	Wayne Wonderland Airport	38U	11.50
Dutch John	Dutch John Airport	33U	11.00
Hanksville	Hanksville Airport	HVE	10.50
Manila	Manila Airport	40U	10.00
Junction	Junction Airport	U13	9.00
Bluff	Bluff Airport	66V	8.50
Salina	Salina-Gunnison Airport	44U	8.00
Glen Canyon NRA	Bullfrog Basin Airport	U07	3.00

Source: Aviation Analysis  
 Note: \*SLC not included in analysis

### 5.3.3 Airport Role Categorizations

The next step in the process of classifying Utah’s airports into role categories is to determine the total role analysis score range for each airport role (see **Table 5-16**). Because their roles are set by scheduled passenger service, commercial service airport scores are provided for informational purposes only<sup>8</sup>.

This study uses a stratification process to assign airports to different roles based on a variety of airport factors and assigned a score to each. These are based on airport facilities, services and local economic conditions. An airport’s role category is a result of its total score in comparison to other Utah system airports. Airport roles generally reflect the type of users each airport accommodates and the facilities and services that the airport has in place. Roles also typically reflect the airport’s relative ability to meet various transportation and economic needs and objectives. Further, the airport roles assigned generally match characteristics of the market area served by the airport.

<sup>8</sup> Wendover Airport is unique and is considered a commercial service airport since all commercial flights are casino-related charters.

Table 5-16: Utah Airports by Initial Roles Categorization

Associated City	Airport	FAA ID	POINTS
<b>UT-I Commercial Service</b>			
Ogden	Ogden-Hinckley Airport	OGD	53.75
Cedar City	Cedar City Regional	CDC	53.5
Provo	Provo Municipal	PVU	51.25
St George	St George Regional Airport	SGU	48.75
Vernal	Vernal Regional Airport	VEL	46.5
Moab	Canyonlands Field	CNY	44
Wendover	Wendover Airport	ENV	34.25
<b>UT-II Corporate / Tourism / Freight</b>			
Logan	Logan-Cache Airport	LGU	48.75
Salt Lake City	South Valley Regional	U42	48.75
Spanish Fork	Spanish Fork Airport	SPK	47.25
Brigham City	Brigham City Regional	BMC	45.25
Heber	Heber City Municipal	HCR	42.25
Price	Carbon County Regional	PUC	39.5
Bountiful	Skypark Airport	BTF	38.25
Roosevelt	Roosevelt Municipal	74V	34
Richfield	Richfield Municipal	RIF	33.5
Parowan	Parowan Airport	1L9	28.5
Tooele	Bolinder Field-Tooele Valley	TVY	28.25
Hurricane	General Dick Stout Field	1L8	28
Blanding	Blanding Municipal	BDG	27
Manti	Manti-Ephraim Airport	41U	27
Nephi	Nephi Municipal	U14	26.75
Bryce Canyon	Bryce Canyon Airport	BCE	26.5
<b>UT-III Recreation and Community Access</b>			
Fillmore	Fillmore Municipal	FOM	24.5
Kanab	Kanab Municipal	KNB	23.5
Milford	Milford Municipal	MLF	23.25
Monticello	Monticello Airport	U64	20.75
Delta	Delta Municipal	DTA	20.25
Green River	Green River Municipal	U34	19.25
Beaver	Beaver Municipal	U52	19
Duchesne	Duchesne Municipal	U69	19
Panguitch	Panguitch Municipal	U55	19



Associated City	Airport	FAA ID POINTS	
UT-IV Essential Access			
Morgan	Morgan County Airport	42U	15.75
Escalante	Escalante Municipal	1L7	15.5
Halls Crossing	Cal Black Memorial	U96	15.5
Huntington	Huntington Municipal	69V	14.5
Cedar Valley	West Desert Airpark	UT9	12
Loa	Wayne Wonderland Airport	38U	11.5
Dutch John	Dutch John Airport	33U	11
Hanksville	Hanksville Airport	HVE	10.5
Manila	Manila Airport	40U	10
Junction	Junction Airport	U13	9
Bluff	Bluff Airport	66V	8.5
Salina	Salina-Gunnison Airport	44U	8
Glen Canyon	Bullfrog Basin Airport	U07	3

Source: Jviation Analysis  
 Note: \*SLC not included in analysis

**Figure 5-16** identifies each airport’s role on a map of the Utah airport system.

Figure 5-16: Utah Airports by Initial Roles Categorization



Source: Jviation Analysis



## 5.4 Summary

This chapter provides airport roles analysis, an important component of airport system planning. The first step was to analyze how Utah airports provide vital access to local economies and communities throughout the state. These include access to economic drivers such as oil and gas fields and tourism and recreation areas. The analysis also included researching access for emergency management such as air ambulance service and airports used for aviation-related wildland firefighting.

The next step is to review each airport to determine its ability to provide all facilities and services that are associated with its recommended system role. For system planning, facility and service objectives are those that are deemed desirable from a state standpoint to ensure that Utah has an adequate air transportation system.



## 6. Airport Facility and Service Objective Analysis

The Utah Aviation Development Strategy established target objectives to enable airports to best fulfill their assigned role in the state airport system. Recommended roles for all system airports were identified in Chapter 5. Facility and service objectives apply to airports in each of the four role categories:

- UT-I Commercial Service
- UT-II Corporate / Tourism / Freight
- UT-III Recreation and Community Access
- UT-IV Essential Access

### 6.1 Introduction

Facility and service objectives are based on system analysis and recommendations by the Utah Division of Aeronautics. Objectives reflect industry, technology, and regulatory changes since the last system plan was completed in Utah. Facility and service adequacies and deficiencies identified in this chapter provide the foundation for final system recommendations, as well as for recommendations for individual study airports.

It is worth noting that system plan facility objectives reflect the minimum level of development that is considered desirable at each airport. It is possible that the recommendations from local airport master planning efforts could result in additional or different improvements other than those identified through the system plan. It is possible that airport-specific conditions may justify development that exceeds an airport's objectives identified in the state airport system plan. Further, airport specific constraints and/or other local conditions may prohibit some airports from fully developing to meet all of their applicable objectives for facilities and services.

A summary of facility and service objectives for Utah airports, by role, is presented in **Table 6-1**. This chapter analyzes and summarizes existing airside facilities, other facilities, and services at 45 system airports. Tables that contain detailed analysis of each facility and service objective can be found in **Appendix E**. A "report card" for each of the system airports can be found in **Appendix F** to this report. The following pages outline the basic facility standards for each of the four airport functional roles. An airport's inability to meet the basic facility standards for its category does not preclude that airport from performing the identified role or function within the system of airports. The four airport functional roles and corresponding airport categories are defined below:

#### Category UT-I: Commercial Service Airports

These airports support some level of scheduled commercial airline service in addition to supporting a full range of general aviation aircraft activities. Commercial service includes both domestic and international



#### Key Point

*Facility and service objectives allow each airport to be assessed to determine if it is effectively serving its market area and providing needed services to pilots and area businesses. This chapter provides a summary of how each airport is meeting their objectives by airport role today. Many of the airport-specific projects identified in this analysis must still be supported by bottom-up planning as part of an airport master plan. This list of objectives can also serve as a pathway for airports who may see a change in market demand and desire to add facilities and services to support a changing role in the future. Projects recommended in this chapter will be combined with each airports' capital improvement program list to develop a comprehensive cost estimate for future airport improvements. These development costs will be discussed in the following chapter.*



destinations. The following eight Utah airports are identified in the Utah Aviation Development Strategy as commercial service airports, though Salt Lake City International is not included in the analysis:

- Canyonlands Field Airport (CNY)\*<sup>1</sup>
- Cedar City Regional Airport (CDC)\*
- Ogden-Hinkley Airport (OGD)
- Provo Municipal Airport (PVU)
- Salt Lake City International Airport (SLC)
- St. George Regional Airport (SGU)
- Vernal Regional Airport (VEL)\*
- Wendover Airport (ENV)<sup>2</sup>

**Category UT-II: Corporate / Tourism / Freight**

These airports support all general aviation aircraft and accommodate corporate aviation activity, including piston and turbine engine aircraft, business jets, helicopters, and other general aviation activity. The most demanding user requirements are business-related. These airports service a large, multi-state geographic region or experience high levels of general aviation activity. Air cargo activity may take place on a scheduled and/or an occasional basis at these airports.

**Category UT-III: Recreation and Community Access**

These airports support most twin and single-engine aircraft and may accommodate occasional business jets. These airports support regional transportation needs with a large and often sparsely populated service area. Tourism and recreation attractions off-airport are likely in proximity to these Utah airports.

**Category UT-IV: Essential Access**

These airports support primarily single-engine general aviation aircraft but can accommodate smaller twin-engine general aviation aircraft. These airports support local air transportation needs and special-use aviation activities.

**Table 6-1: Facilities and Service Objectives for Each Airport Role Category**

Airport Facility/Service	UT-I Commercial Service	UT-II Corporate / Tourism / Freight	UT-III Recreation and Community Access	UT-IV Essential Access
<b>AIRSIDE FACILITIES</b>				
Approach Type	ILS or RNAV (GPS) LPV	Non-precision approach (RNAV (GPS) LP)	Published Approach	Visual
NAVAIDS	PAPIs (both ends)	PAPIs or VASIs (both ends)	PAPIs or VASIs (one end)	Not an Objective
	REILs (both ends)	REILs (both ends)	-	Not an Objective
On-Site Weather Reporting	ASOS or AWOS	ASOS or AWOS	ASOS or AWOS	Not an Objective
Minimum Primary Runway Length	6,000 feet	5,500 feet	5,000 feet	Maintain Existing

<sup>1</sup> \* Airports receiving USDOT Essential Air Service (EAS) Funding. If these airports lose EAS funding they may no longer have commercial air service and would function as a general aviation airport.

<sup>2</sup> ENV has chartered passenger flights related to casino guests, allowing this airport to be considered a Commercial Service Airport. Scheduled passenger service does not take place at this airport.

Airport Facility/Service	UT-I Commercial Service	UT-II Corporate / Tourism / Freight	UT-III Recreation and Community Access	UT-IV Essential Access
Minimum Primary Runway Width	100 feet	100 feet	75 feet	60 feet
Taxiway Type	Full parallel taxiway	Full parallel taxiway	Partial parallel taxiway or turnaround on both runway ends	Not an Objective
Minimum Primary Runway Pavement Condition	Primary Runway PCI of 70	Primary Runway PCI of 70	Primary runway PCI of 70	Primary runway PCI of 70 (paved runways)
Primary Runway Strength	Single-wheel gear 60,000 lbs. or equivalent for dual wheel	Single-wheel gear 30,000 lbs. or equivalent for dual wheel	Not an Objective	Not an Objective
Lighting				
– Approach Lighting	ALS/ODALS	Not an Objective	Not an Objective	Not an Objective
– Runway Lighting	HIRL	MIRL	MIRL	MIRL (paved runways)
– Taxiway Lighting	MITL	MITL	MITL	Not an Objective
Airfield Security				
	Full Perimeter Fencing	Full Perimeter Fencing	Visual Barrier/Posted Signs	Visual Barrier/ Posted Signs
			Wildlife Mitigation	Wildlife Mitigation
<b>SERVICES</b>				
FBO	FBO	FBO	FBO	Not an Objective
Fuel	Full Service Jet A and 100 LL (24/7 pumping service)	Full Service Jet A and 100 LL (24/7 pumping service)	Full Service 100 LL (credit card)	100 LL (credit card)
Maintenance	Full Service (Part 145)	Full Service (Part 145)	Limited Service	Not an Objective
Ground Transportation	On-site	On-site or available through pre-arrangement	On-site or available through pre-arrangement	Not an Objective
<b>OTHER FACILITIES</b>				
Restrooms (24/7 access; key code access; consider gateway image)	Accessible restroom	Accessible restroom	Accessible restroom	Accessible restroom
Hangar/Aircraft Storage	70% of based aircraft fleet	70% of based aircraft fleet	60% of based aircraft fleet	60% of based aircraft fleet
Tie-downs	30% of based aircraft fleet plus an add'l 75% of daily transient aircraft	30% of based aircraft fleet plus an add'l 75% of daily transient aircraft	40% of based aircraft fleet plus an add'l 50% of daily transient aircraft	40% of based aircraft fleet plus an add'l 25% of daily transient aircraft
Terminal/Administration	2,500 sq. ft including restrooms, conference area/business center, and pilots' lounge	2,500 sq. ft including restrooms, conference area/business center and pilots' lounge	1,500 sq. ft restrooms, conference area, and pilots' lounge	750 sq. ft enclosed space with restrooms
Paved Auto Parking	One space for each based aircraft plus an add'l 50% for visitors/employees	One space for each based aircraft plus an add'l 50% for visitors/employees	One space for each based aircraft plus an add'l 50% for visitors/employees	One space for each based aircraft plus an add'l 25% for visitors/employees
<b>OTHER</b>				
Recent Master Plan/ALP	UDOA/FAA approved Master Plan within 10 years	UDOA/FAA approved Master Plan within 10 years	UDOA/FAA approved Master Plan within 10 years	UDOA approved ALP
Airports with Other Planning Documents (yes/no) *	Information only	Information only	Information only	Information only



Airport Facility/Service	UT-I Commercial Service	UT-II Corporate / Tourism / Freight	UT-III Recreation and Community Access	UT-IV Essential Access
Strategic Business Plan*	Information only	Information only	Information only	Information only
Coordinated Community Master Plan/Economic Development Plan*	Information only	Information only	Information only	Information only
Wildlife Management Plan*	Information only	Information only	Information only	Information only

Source: Jviation

Note: \*Informational only – not a recommendation

## 6.2 Airside Facilities

Airside facility planning is largely driven by criteria and standards developed by the Federal Aviation Administration (FAA) that emphasize safety and efficiency, while protecting federal investment in airport transportation infrastructure. The following airside facilities play a significant role in determining the ability of Utah airports to support system needs.

- Runway Length
- Runway Width
- Taxiway System
- Runway Pavement
- Services/FBO/Fuel
- Aircraft Maintenance
- Aircraft Storage
- NAVAIDS/Visual Aids (Lighting, REILS, VGS)
- Approach
- Lighting
- Weather Reporting
- Airfield Security
- Ground Transportation
- Automobile Parking

### 6.2.1 Runway Length

Adequate runways are key components for airports being able to fulfill their designated role in the state airport system. Runway objectives are based loosely on FAA runway length requirements for various types of planes. Actual runway length requirements are best identified through the master planning process, as lengths are determined by the performance parameters established by manufacturers of critical aircraft operating at each airport.

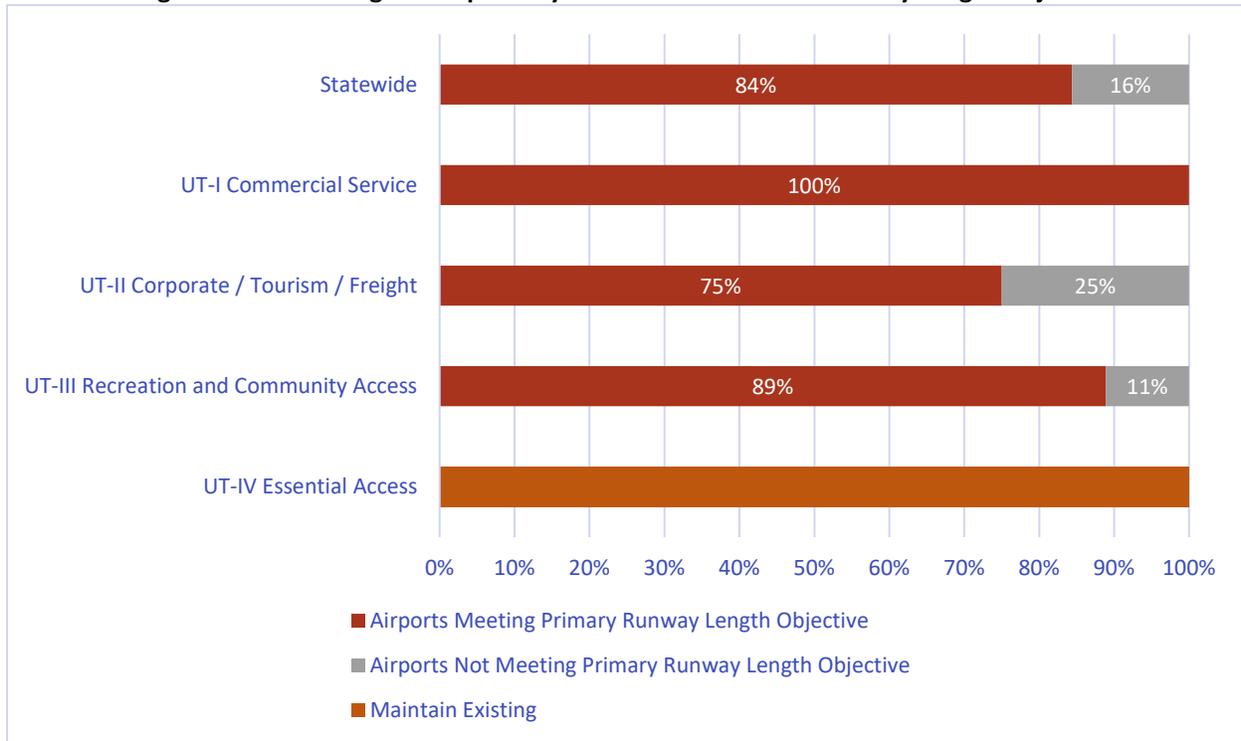
Runway length objectives set by the system plan provide general guidance to all airports as it relates to accommodating the types of planes and users they most frequently serve. It is possible that some airports, based on local need and justification, will exceed their runway length and width objectives. It is also possible, based on airport specific conditions, that some airports may not be able to meet their runway length objectives. System plan runway objectives are considered the minimum desirable length at each airport, based on the airport’s assigned system role.

The following runway length objectives apply to Utah airports:

- UT-I Commercial Service: 6,000 feet
- UT-II Corporate / Tourism / Freight: 5,500 feet
- UT-III Recreation and Community Access: 5,000 feet
- UT-IV Essential Access: Maintain Existing Length

A review of the primary runway lengths at each study airport is presented in **Appendix E, Table E-1**. As noted in that table, some airports do not meet their minimum runway length objective. An objective for runway length was not developed for UT-IV Essential Access airports; the objective established for airports in this role is to maintain their existing runway length. As shown in **Figure 6-1**, 84 percent of Utah system airports meet or exceed the length objective for their primary runway. The highest percentage of deficiencies occur in the UT-II role.

**Figure 6-1: Percentage of Airports by Role That Meet Their Runway Length Objective**



Source: Utah Division of Aeronautics, Utah Airport Manager Survey and FAA 5010 data

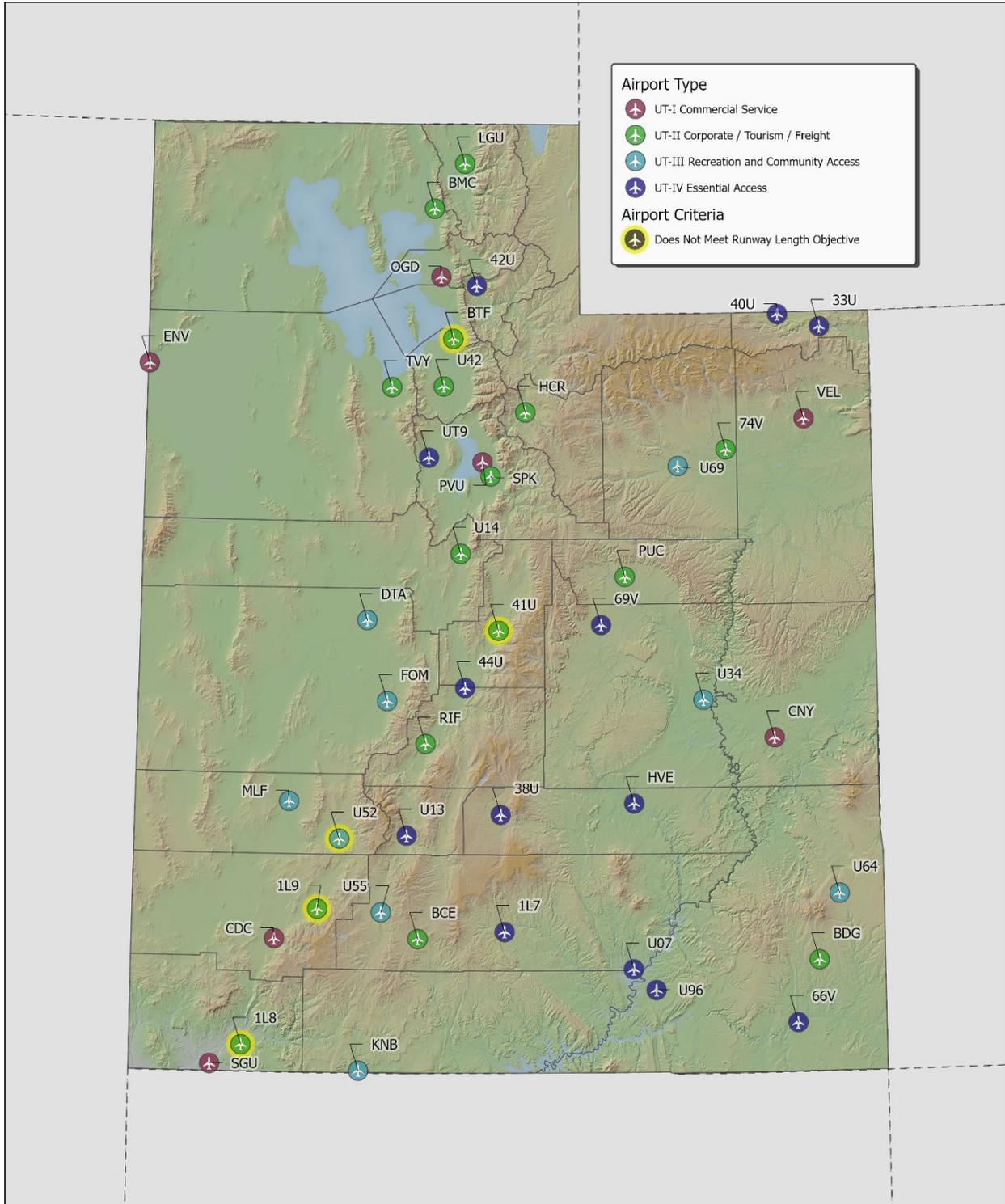
**Table 6-2** identifies airports that do not meet the runway length objective for their system role. Although Beaver Municipal, which has a 4,984-foot-long runway, does not meet the 5,000-foot runway length objective for UT-III airports, the 16-foot length deficiency is minor. Four UT-II airports have runway length deficiencies ranging from 478 feet to 2,216 feet. **Figure 6-2** identifies airports by role that meet their runway length objective.

**Table 6-2: Airports by Role That Do Not Meet Their Runway Length Objective**

UT-II	UT-III
<ul style="list-style-type: none"> <li>– Bountiful, Skypark Airport, BTF</li> <li>– Parowan, Parowan Airport, 1L9</li> <li>– Hurricane, Gen. Dick Stout Field, 1L8</li> <li>– Manti, Manti-Ephraim, 41U</li> </ul>	<ul style="list-style-type: none"> <li>– Beaver, Beaver Municipal, U52</li> </ul>

Source: Jviation

**Figure 6-2: Airports by Role That Meet Their Runway Length Objective**



Source: Jviation

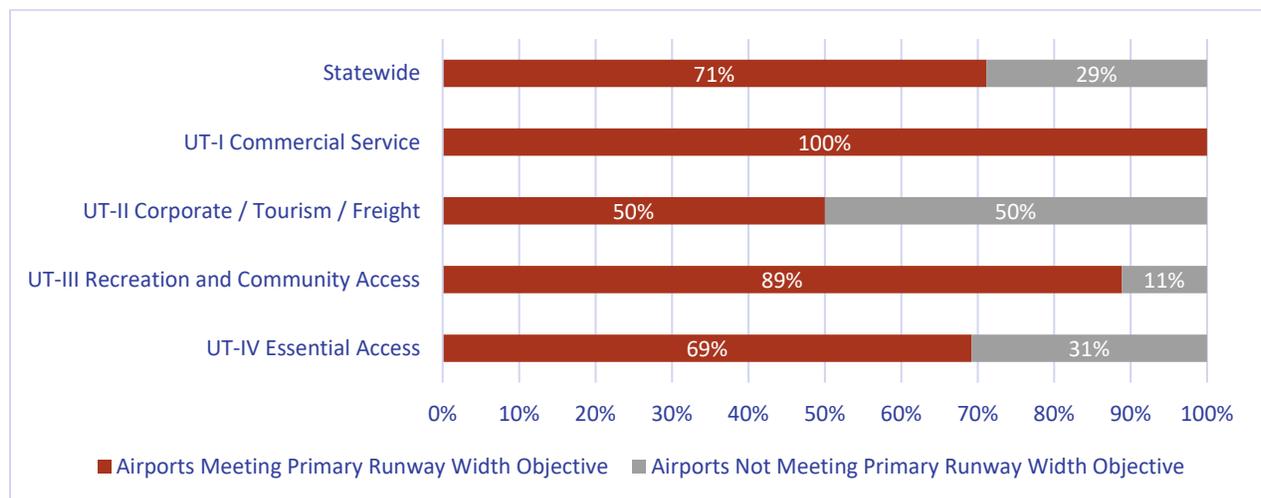
### 6.2.2 Runway Width

Runway width is another important component of each airport’s airfield facility objectives. Utah’s objectives for runway width are determined based on FAA design standards. Runway width objectives, as established for airports in Utah, include:

- UT-I Commercial Service: 100 feet
- UT-II Corporate / Tourism / Freight: 100 feet
- UT-III Recreation and Community Access: 75 feet
- UT-IV Essential Access: 60 feet

**Appendix E, Table E-2** presents each airport’s ability to meet its primary runway width objective. As shown in **Figure 6-3**, 71 percent of all airports meet the runway width objectives for their respective role in the state system. All airports in the UT-I Commercial Service category meet the runway width objectives, while 50 percent of all airports in the UT-II category do not meet the objective. **Figure 6-4** identifies airports by role that meet their runway width objective.

**Figure 6-3: Percentage of Airports by Role That Meet Their Primary Runway Width Objective**



Source: Utah Division of Aeronautics, Utah Airport Manager Survey and FAA 5010 data

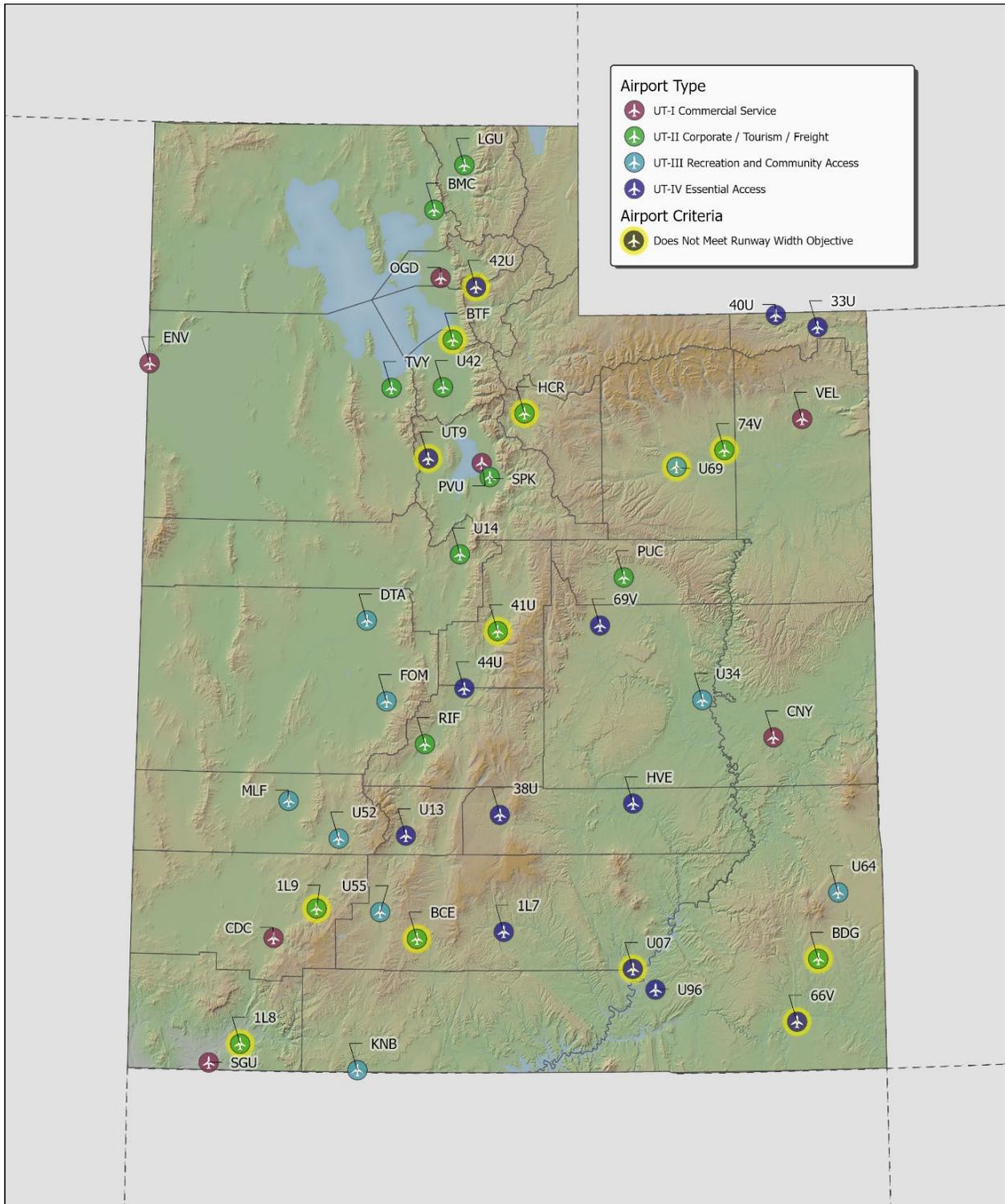
**Table 6-2** identifies the system airports that do not meet their primary runway width objective.

**Table 6-2: Airports by Role That Do Not Meet Their Runway Width Objective**

UT-II	UT-III	UT-IV
– Heber, Heber City Municipal, HCR – Bountiful, Skypark Airport, BTF – Roosevelt, Roosevelt Municipal, 74V – Parowan, Parowan Airport, 1L9 – Hurricane, Gen. Dick Stout Field, 1L8 – Blanding, Blanding Municipal, BDG – Manti, Manti-Ephraim Airport, 41U – Bryce Canyon, Bryce Canyon Airport, BCE	– Duchesne, Duchesne Municipal, U69	– Morgan, Morgan County Airport, 42U – Cedar Valley, West Desert Airpark, UT9 – Bluff, Bluff Airport, 66V – Glen Canyon, Bullfrog Basin Airport, U07

Source: Jviation

Figure 6-4: Airports by Role That Meet Their Runway Width Objective



Source: Jviation

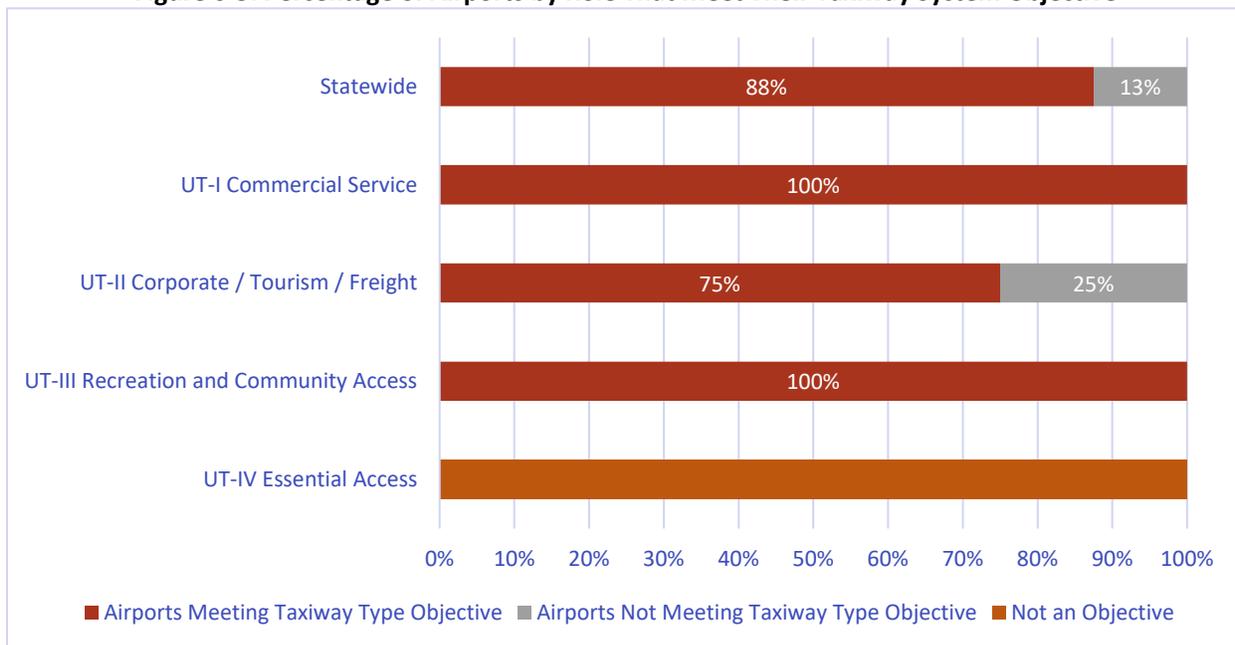
### 6.2.3 Taxiway System

Taxiways facilitate aircraft movement to and from the runway system, allowing for safer operations and increased operational efficiency. Taxiways become extremely important as activity increases and more efficient use of the airfield is required. Taxiway systems and exits permit aircraft to clear the runway quickly after landing and significantly increase runway capacity. Taxiways are also recommended to support certain types of instrument approaches. The following taxiway objectives, by role, apply to the Utah airports:

- UT-I Commercial Service: Full parallel taxiway
- UT-II Corporate / Tourism / Freight: Full parallel taxiway
- UT-III Recreation and Community Access: Partial parallel taxiway or turnaround on both runway ends
- UT-IV Essential Access: Not an objective

As presented in **Appendix E, Table E-3** and summarized in **Figure 6.5**, 88 percent of system airports meet their respective objective for taxiway type. UT-IV airports have no taxiway system objective. Only airports in the UT-II category are deficient in the taxiway objective. Twenty-five percent of these airports are deficient in the full parallel taxiway objective.

**Figure 6-5: Percentage of Airports by Role That Meet Their Taxiway System Objective**



Source: Utah Division of Aeronautics, Utah Airport Manager Survey

The airports shown in **Table 6-3** do not currently meet their taxiway system objective.

**Table 6-3: Airports by Role That Do Not Meet Their Taxiway System Objective**

UT-II
– Bountiful, Skypark Airport, BTF
– Roosevelt, Roosevelt Municipal, 74V
– Blanding, Blanding Municipal, BDG
– Manti, Manti-Ephraim Airport, 41U

Source: Jviation



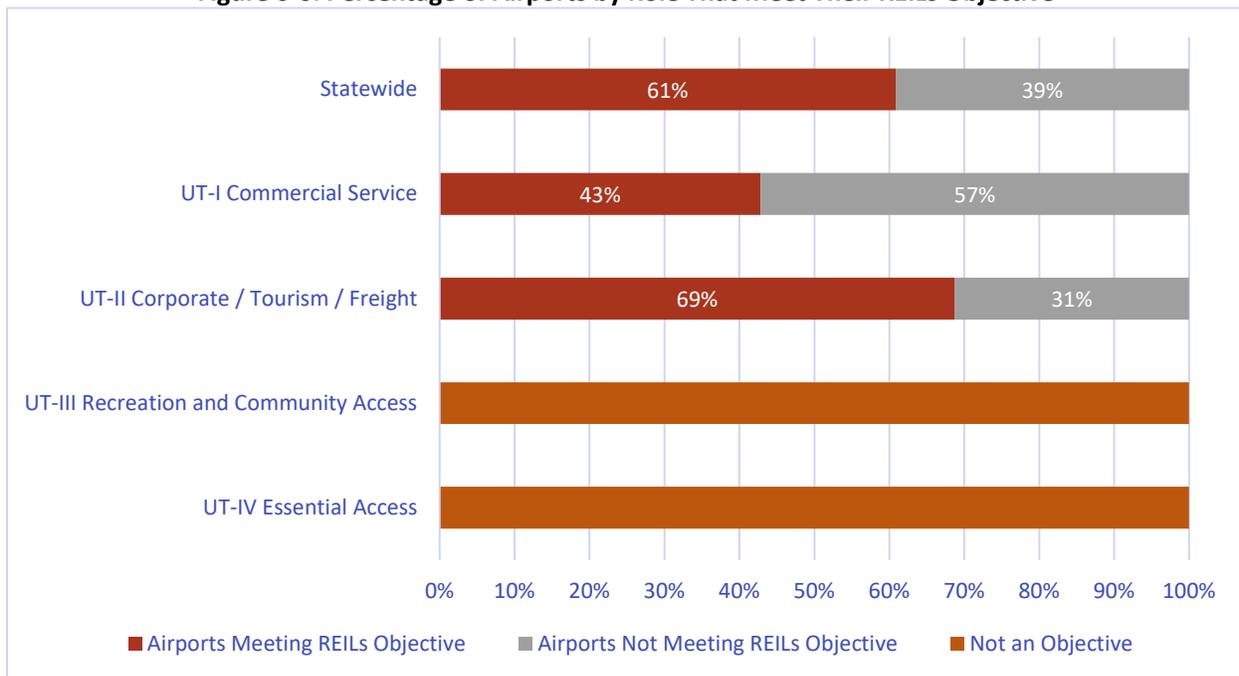
## 6.2.4 Visual Navigational Aids (NAVAIDS)

There are several visual aids that provide navigational assistance to aircraft arriving and departing Utah’s airports. Two common visual aids that support instrument approaches are Runway End Identifier Lights (REILs) and Visual Glide Slope Indicators (VGSIs); VGSIs include Precision Approach Path Indicators (PAPIs) or a Visual Approach Slope Indicator (VASIs). Objectives by airport role have been established for each of these NAVAIDS and are discussed below. **Appendix E, Table E-4 and Table E-5** shows which airports meet their system objectives for NAVAIDS.

### Runway End Identifier Lights (REILs)

REILs provide rapid and positive identification of the approach end of a runway. The system plan objective is for UT-I and UT-II system airports to have REILs on both ends of their primary runway. It is important to note that an approach lighting system (ALS) such as a MALSR, MALSF, or ODALS contains runway end lights and replaces the need for REILs on that runway end. **Figure 6-6** shows that 61 percent of applicable system airports meet the REILs objective.

**Figure 6-6: Percentage of Airports by Role That Meet Their REILs Objective**



Source: Utah Division of Aeronautics, Utah Airport Manager Survey and FAA 5010 data

Note: \*The statewide total calculation does not include UT-III and UT-IV airports.

The airports listed in **Table 6-4** currently do not meet the objective for having REILs on both runway ends. Although some airports are found to have REILs on one runway end, the objective is to have REILs on the base and reciprocal end of the runway approaches.

**Table 6-4: Airports by Role That Do Not Meet Their REILs Objective**

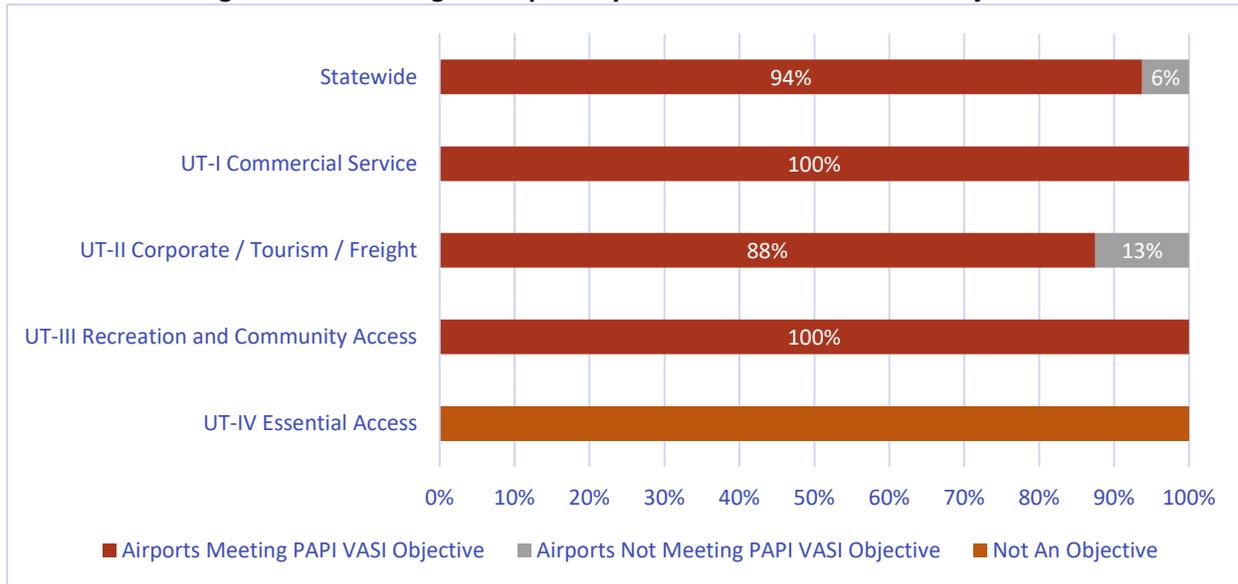
UT-I	UT-II
<ul style="list-style-type: none"> <li>– Ogden, Ogden-Hinckley Airport, OGD</li> <li>– Cedar City, Cedar City Regional, CDC*</li> <li>– Provo, Provo Municipal, PVU*</li> <li>– St George, St George Regional Airport, SGU*</li> </ul>	<ul style="list-style-type: none"> <li>– Heber, Heber City Municipal, HCR</li> <li>– Price, Carbon County Regional, PUC*</li> <li>– Bountiful, Skypark Airport, BTF</li> <li>– Tooele, Bolinder Field-Tooele Valley, TVY*</li> <li>– Hurricane, General Dick Stout Field, 1L8</li> </ul>

Source: Jviation

**Visual Glide Slope Indicators (VGSI)**

VGSIs are lighting systems located adjacent to the runway to assist aircraft with visually based vertical alignment on approach. VGSIs include Precision Approach Path Indicators (PAPIs) or Visual Approach Slope Indicators (VASIs). VASIs are older technology and are typically replaced with PAPIs as needed. The VGSI objective for UT-I system airports is to have PAPIs on both ends of the primary runway and to have PAPIs or VASIs on both ends of the primary runway of UT-II and UT-III airports. The system plan does not have a VGSI objective for airports included in the UT-IV role category. As shown in **Figure 6-7**, statewide, 94 percent of applicable system airports meet the VGSIs objectives.

**Figure 6-7: Percentage of Airports by Role That Meet Their VGSI Objective**



Source: Utah Division of Aeronautics, Utah Airport Manager Survey and FAA 5010 data

The airports shown in **Table 6-5** do not meet their VGSI objective.

**Table 6-5: Airports by Role That Do Not Meet Their VGSI Objective**

UT-III
<ul style="list-style-type: none"> <li>– Heber, Heber City Municipal, HCR</li> <li>– Hurricane, General Dick Stout Field, 1L8</li> </ul>

Source: Jviation



## 6.2.5 Approach

An instrument approach improves airport air access and operational efficiency and helps improve safety during a wide variety of meteorological conditions. Historically, most flight procedures have been based on land-based navigational aids requiring considerable investment for equipment and maintenance. Land-based approach equipment includes: Instrument Landing Systems (ILS), Very High Frequency Omni-Directional Range (VORs), and Non-Directional Beacons (NDBs).

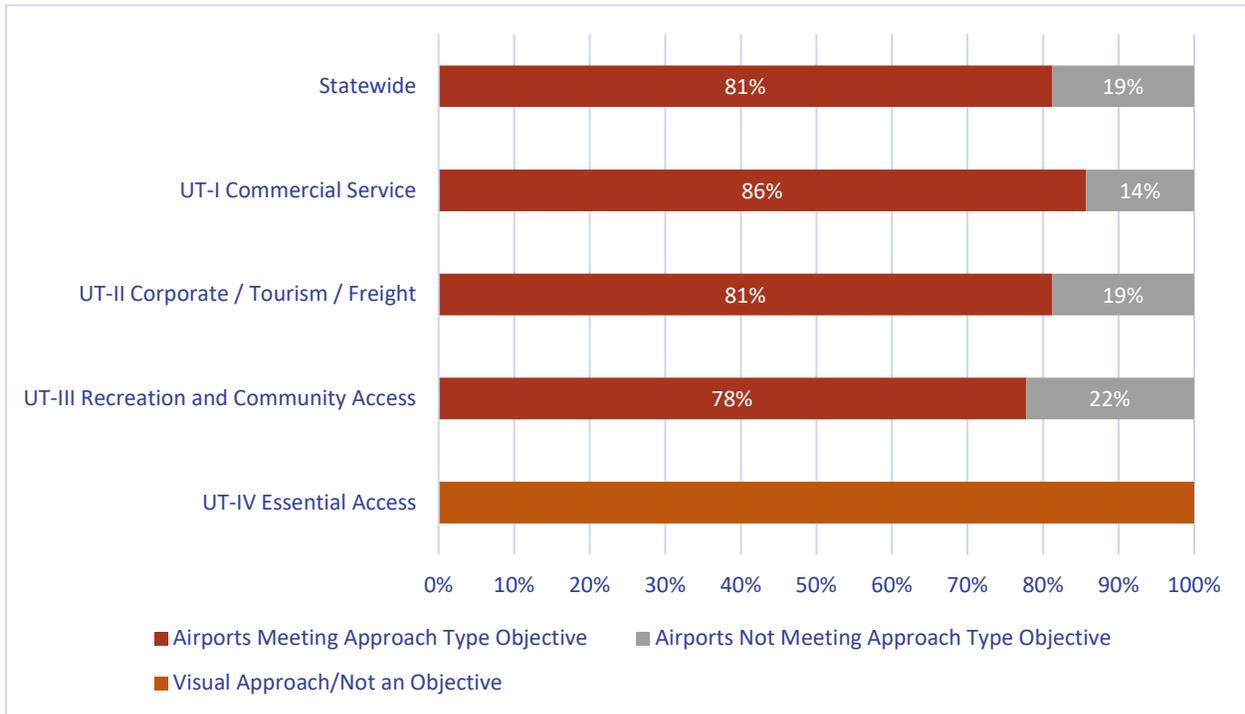
In the last decade, many of the FAA approaches using land-based equipment have been replaced with satellite-based approaches that utilize Global Positioning Systems (GPS). GPS procedures accommodate precision-like approaches without requiring additional land-based navigation equipment at the airport. Area Navigation (RNAV) GPS approaches offer improved accuracy and lower approach minimums without land-based equipment. Localizer Performance with Vertical Guidance (LPV) or Lateral Navigation (LNAV) are the most popular RNAV GPS approaches. LPV minimums offer improved accuracy with a Wide Area Augmentation System (WAAS) and provide both lateral and vertical guidance. Some published approaches are Localizer Performance (LP) without vertical guidance and are listed as LP approaches.

The approach objectives for system airports are as follows:

- UT-I Commercial Service: ILS or RNAV (GPS) LPV
- UT-II Corporate / Tourism / Freight: Non-Precision Approach (RNAV, GPS or LP)
- UT-III Recreation and Community Access: Published Approach
- UT-IV Essential Access: Visual Approach

As shown in **Appendix E, Table E-6** and **Figure 6-8**, 81 percent of all system airports meet their applicable approach objectives. Airports not meeting the objective are shown in **Table 6-6**. All but one UT-I airports meet the approach objective. Canyonlands Field in Moab lacks an approach with vertical guidance (glideslope). While this airport does have an LP (Localizer Performance) approach with minimums to one-mile visibility it would meet the objective if it had an LPV approach. LPVs may not be established due to obstacles, terrain or infrastructure limitations at the airport. UT-II airports approach objective is to have a Non-Precision approach, such as an RNAV, and 81 percent do meet the standard. UT-III airports are to have a published approach and 78 percent have an RNAV approach. Duchesne Municipal, however, has a VOR circling approach. UT-IV airports all have visual approaches except for Huntington which has a RNAV approach and is the only UT-IV airport to have a published approach. **Figure 6-9** identifies airports by role that meet their runway approach objective.

**Figure 6-8: Percentage of Airports by Role That Meet Their Approach Objective**



Source: Utah Division of Aeronautics, Utah Airport Manager Survey and FAA 5010 data

**Table 6-6: Airports by Role That Do Not Meet Their Approach Objective**

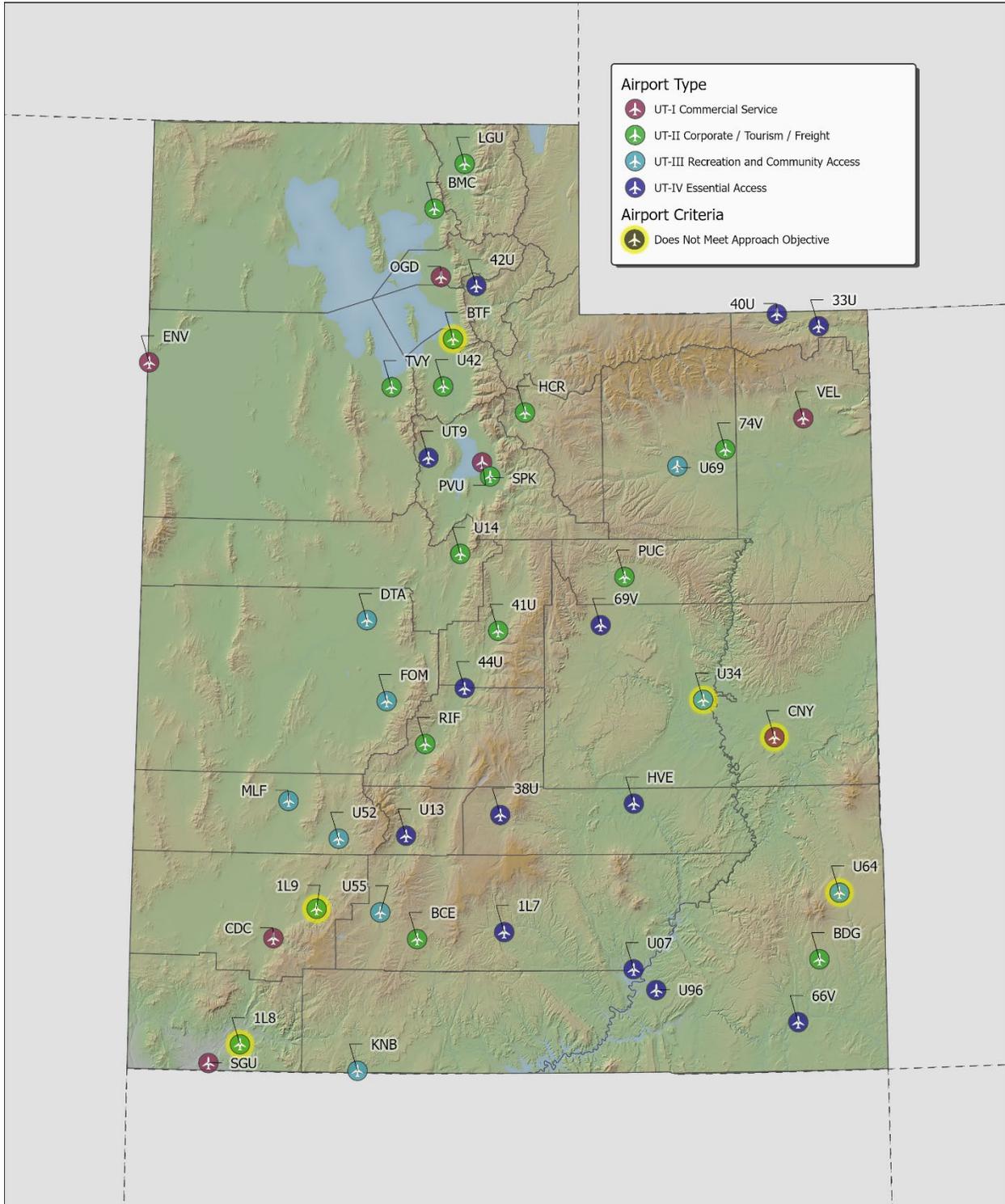
UT-I	UT-II	UT-III
– Moab, Canyonlands Field, CNY	– Bountiful, Skypark Airport, BTF – Parowan, Parowan Airport, 1L9 – Hurricane, Gen. Dick Stout Field, 1L8	– Monticello, Monticello Airport, U64 – Green River, Green River Municipal, U34

Source: Jviation



UTAH  
- AVIATION DEVELOPMENT STRATEGY -

Figure 6-9: Airports by Role That Meet Their Runway Approach Objective



Source: Jviation

### 6.2.6 Airport Lighting

Appropriate airfield lighting is essential to safe night-time aircraft operations and those operations that occur during periods of reduced visibility. The system plan has objectives for runway edge lighting, taxiway lighting, and approach lighting systems. A summary of the lighting found at each system airport and information on which airports meet their system objectives for lighting is presented in **Appendix E, Table E-7** and is discussed below.

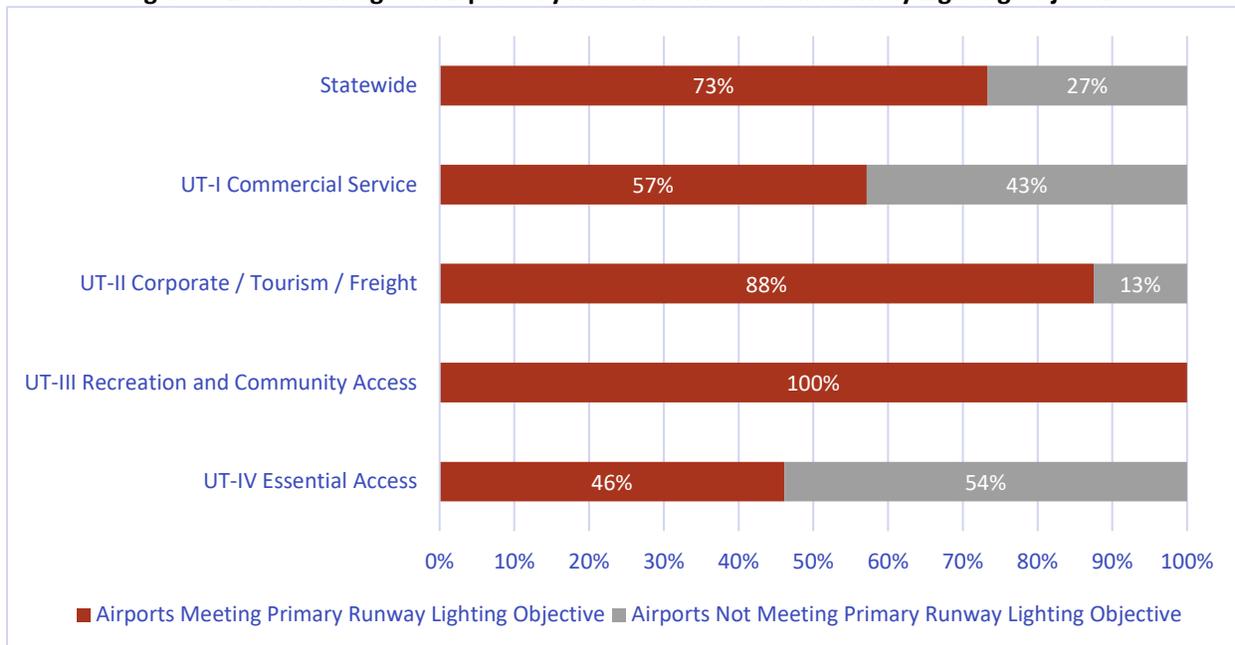
#### Runway Lighting

At night and during periods of reduced visibility, various types of lighting are used to outline the edges of the runway; lighting provides an increased margin of safety. The three runway lighting systems: High Intensity Runway Lights (HIRL), Medium Intensity Runway Lights (MIRL), and Low Intensity Runway Lights (LIRL), are differentiated by their brightness. System plan objectives for runway lighting are as follows:

- UT-I Commercial Service: HIRL
- UT-II Corporate / Tourism / Freight: MIRL
- UT-III Recreation and Community Access: MIRL
- UT-IV Essential Access: MIRL (Paved runways)

**Figure 6-10** shows that 73 percent of all system airports currently meet their objective for runway edge lighting. The UT-III airports all meet their runway lighting objectives and are the only category to reach 100 percent. UT-I airports fall short by 43 percent since three of the seven commercial service airports analyzed, Vernal Regional Airport, Canyonlands Field, and Wendover Airport each have MIRLs rather than HIRLs. Analysis of the UT-IV airports indicates 46 percent meet the MIRL runway lighting objective.

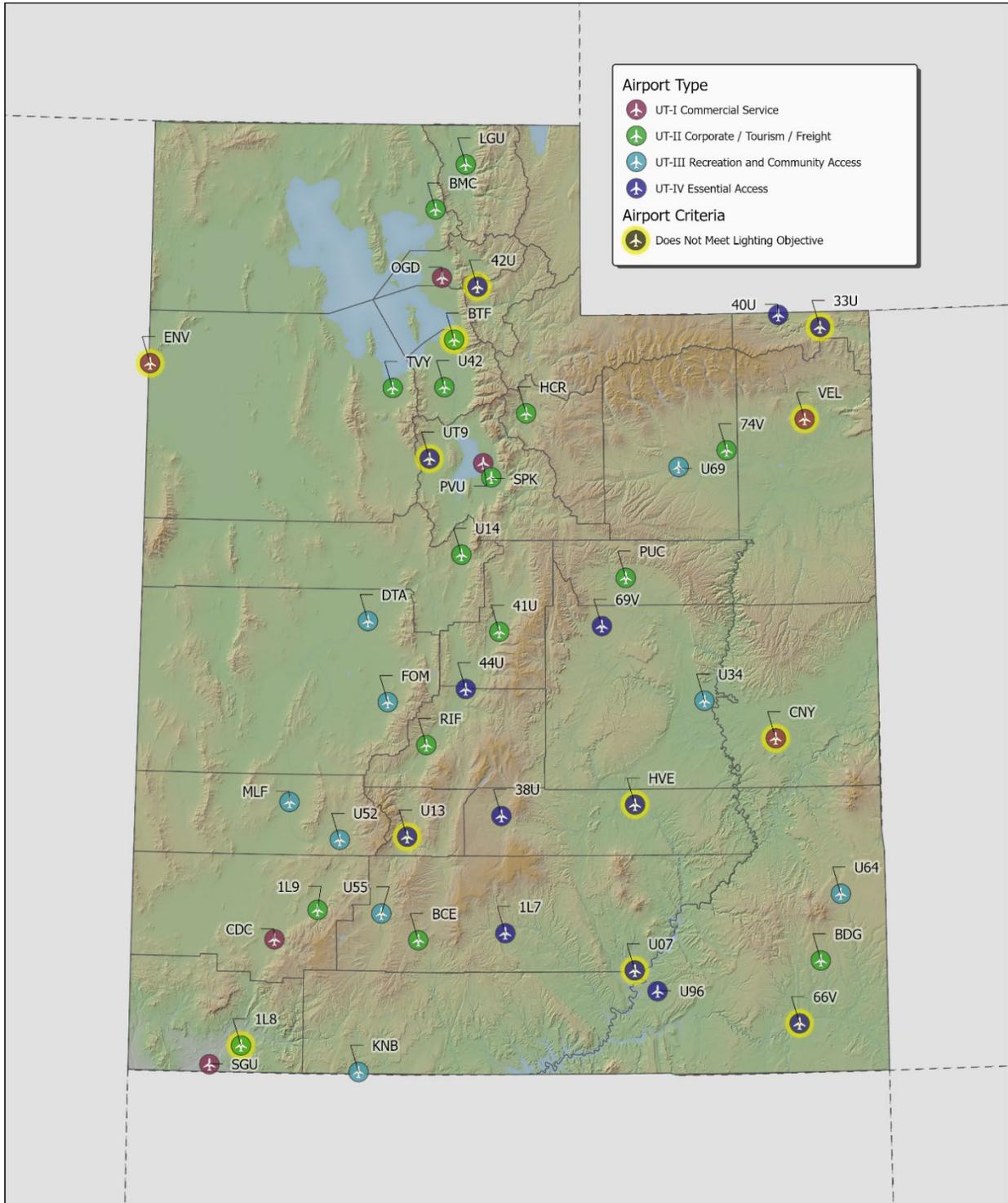
**Figure 6-10: Percentage of Airports by Role That Meet Their Runway Lighting Objective**



Source: Utah Division of Aeronautics, Utah Airport Manager Survey and FAA 5010 data

The airports shown in **Table 6-7** do not meet the runway edge lighting objective for their respective role in the state airport system. **Figure 6-11** identifies airports by role that meet their runway lighting objective.

Figure 6-11: Airports by Role That Meet Their Runway Lighting Objective



Source: Jviation

**Table 6-7: Airports by Role That Do Not Meet Their Runway Lighting Objective**

UT-I	UT-II	UT-IV
<ul style="list-style-type: none"> <li>– Moab, Canyonlands Field, CNY</li> <li>– Vernal, Vernal Regional Airport, VEL</li> <li>– Wendover, Wendover Airport, ENV</li> </ul>	<ul style="list-style-type: none"> <li>– Bountiful, Skypark Airport, BTF</li> <li>– Hurricane, Gen. Dick Stout Field, 1L8</li> </ul>	<ul style="list-style-type: none"> <li>– Morgan, Morgan County Airport, 42U</li> <li>– Cedar Valley, West Desert Airpark, UT9</li> <li>– Dutch John, Dutch John Airport, 33U</li> <li>– Junction, Junction Airport, U13</li> <li>– Bluff, Bluff Airport, 66V</li> </ul>

Source: Jviation

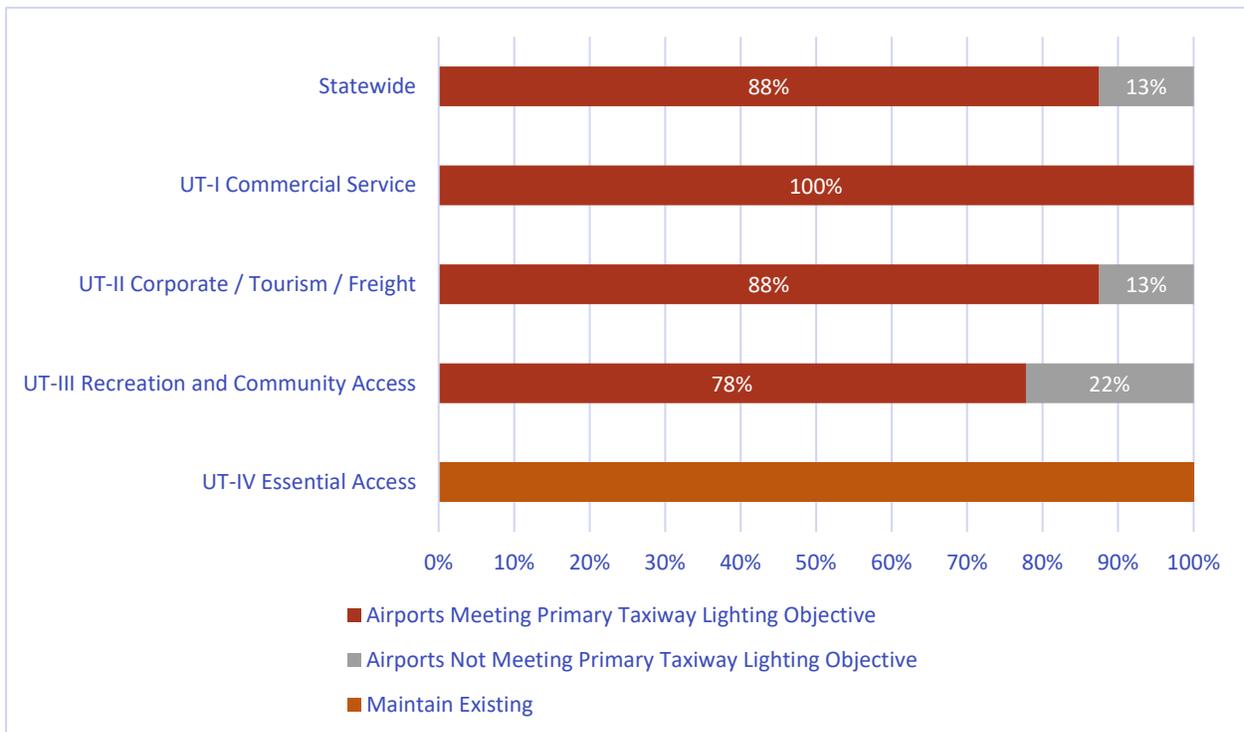
### Taxiway Lighting

Similar to runway edge lighting, taxiway lighting provides identification of the taxiways at night and during periods of reduced visibility. Objectives established for taxiway lighting are as follows:

- UT-I, UT-II and UT-III: Medium Intensity Taxiway Lights (MITL)
- UT-IV: No taxiway lighting objective established

**Appendix E, Table E-8** presents which airports, by role, currently meet the system objectives for taxiway lighting. As shown in **Figure 6-12**, 88 percent of all airports in Utah currently meet the taxiway lighting objectives. The UT-IV airport’s objectives are to maintain the existing taxiway lighting systems which range from no lighting, to reflectors, to medium intensity lighting. All UT-I category airports meet the taxiway objectives while UT-II and UT-III category airports meet 88 percent and 78 percent of the objectives respectively.

**Figure 6-12: Percentage of Airports by Role That Meet their Taxiway Lighting Objective**



Source: Utah Division of Aeronautics, Utah Airport Manager Survey and FAA 5010 data  
 Note: \*The statewide total calculation does not include UT-IV airports.



Table 6-8 shows which system airports need improvements in order to meet their taxiway lighting objective.

**Table 6-8: Airports by Role That Do Not Meet Their Taxiway Lighting Objective**

UT-II	UT-III
<ul style="list-style-type: none"> <li>- Bountiful, Skypark Airport, BTF</li> <li>- Roosevelt, Roosevelt Municipal, 74V</li> </ul>	<ul style="list-style-type: none"> <li>- Fillmore, Fillmore Municipal, FOM</li> <li>- Duchesne, Duchesne Municipal, U69</li> </ul>

Source: Jviation

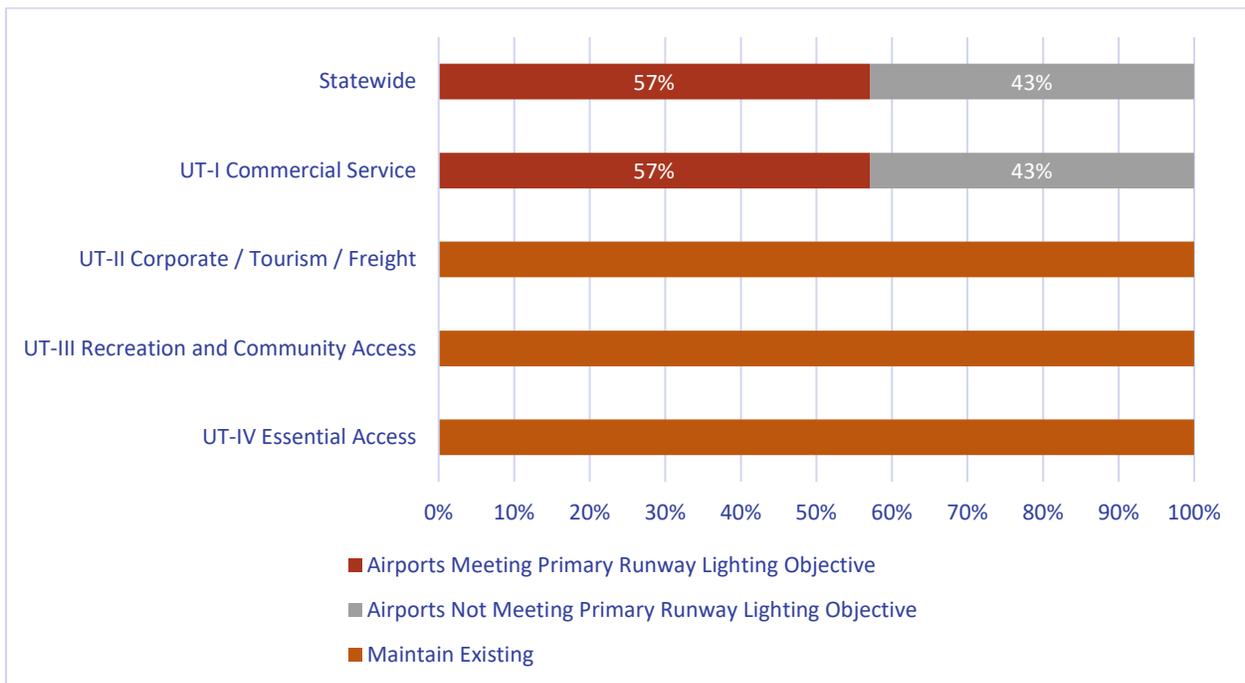
### Approach Lighting Systems (ALS)

Approach lighting systems contain a series of light bars and strobe lights that extend outward from the runway end to enhance safe approaches to the airfield. There are several different ALSs an airport can have in place, depending on their approach type; these include:

- Medium-intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR)
- Medium-intensity Approach Lighting System with Sequenced Flashing lights (MASLF)
- Approach Lighting System with Sequenced Flashing Lights (ALSF)
- Omnidirectional Approach Lighting System (ODALS)

The system plan has established an objective for Commercial Service airports to have an ALS in place. There is no objective established for approach lighting systems for airports in all other role categories. As shown in **Figure 6-13**, 57 percent of the airports in the UT-I category meet the objective to have an ALS. In addition to the four UT-I airports, three UT-II airports have an ALS in place: Logan-Cache Airport (LGU), Carbon County Regional (PUC), and Bolinder Field-Tooele Valley (TVY). **Appendix E, Table E-9** presents which UT-I airports meet airport approach lighting objectives.

**Figure 6-13: Percentage of Airports by Role that Meet Their Approach Lighting System Objective**



Source: Utah Division of Aeronautics, FAA Facilities Directory, Utah Airport Manager Survey and FAA 5010 data  
 Note: \*The statewide total calculation only includes UT-I Commercial Service airports

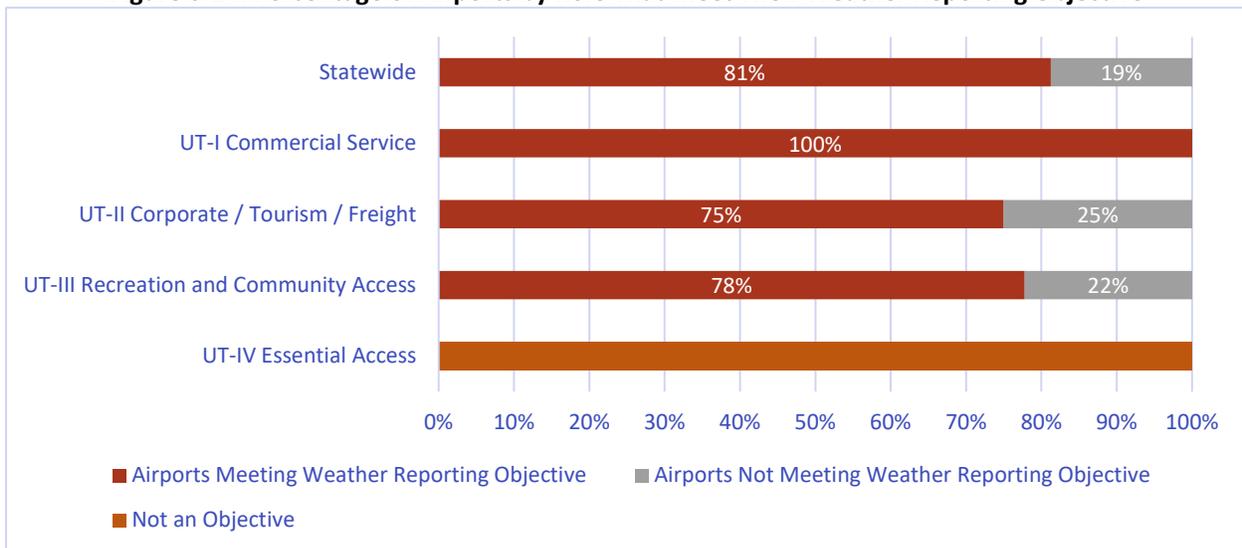
### 6.2.7 Weather Reporting

On-site weather reporting equipment at an airport improves operational capabilities during periods of inclement or changing weather. By providing on-site weather reporting equipment (Automated Weather Observing System (AWOS) or Automated Surface Observing System (ASOS)), pilots have improved information related to weather conditions at their destination airport or alternate airports.

Appendix E, Table E-10 indicates which airports, by role, currently meet their system objective for weather reporting and which airports do not. UT-I, UT-II, UT-III airports have an objective for on-site weather reporting equipment.

Figure 6-14 shows that 81 percent of applicable system airports currently have on-site weather reporting capabilities and meet their objective for weather reporting equipment. Only UT-I airports meet the weather reporting equipment objective. UT-II and UT-III category airports meet 75 percent and 78 percent of the weather reporting equipment objectives respectively.

Figure 6-14: Percentage of Airports by Role That Meet Their Weather Reporting Objective



Source: Utah Division of Aeronautics, Utah Airport Manager Survey and FAA 5010 data  
 Note: \*The statewide total calculation does not include UT-IV airports.

Table 6-9 presents UT-II and UT-III airports in the Utah system that do not currently meet their weather reporting objective.

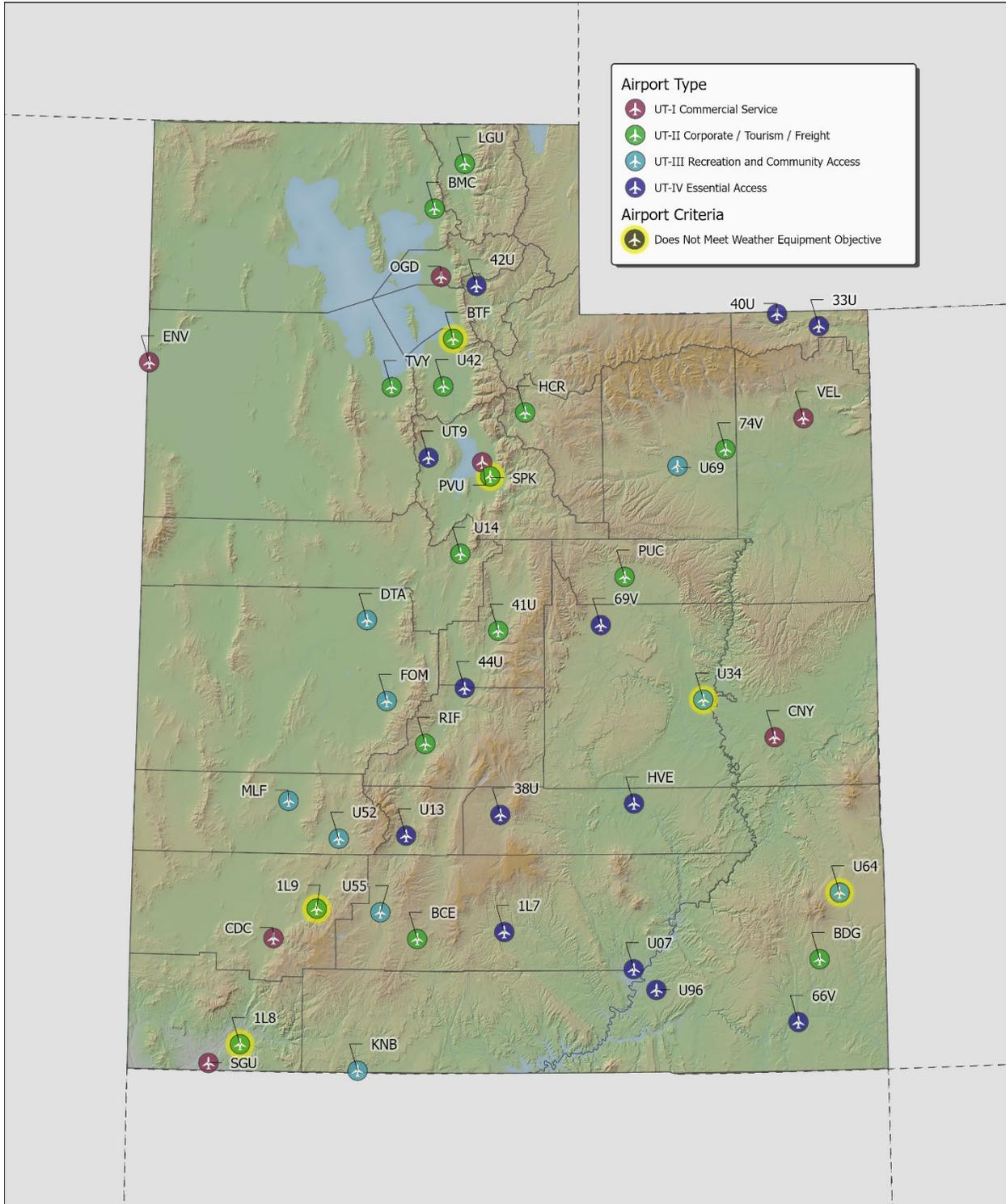
Table 6-9: Airports by Role That Do Not Meet Their Weather Reporting Objective

UT-II	UT-III
<ul style="list-style-type: none"> <li>– Bountiful, Skypark Airport, BTF</li> <li>– Parowan, Parowan Airport, 1L9</li> <li>– Hurricane, Gen. Dick Stout Field, 1L8</li> <li>– Spanish Fork, Spanish Fork Airport, SPK</li> </ul>	<ul style="list-style-type: none"> <li>– Monticello, Monticello Airport, U64</li> <li>– Green River, Green River Municipal, U34</li> </ul>

Source: Jviation

In addition, although not an objective for UT-IV airports, it is noteworthy to point out that two airports in this airport category, Cal Black Memorial (U96) and Hanksville Airport (HVE), have weather reporting equipment in place. Figure 6-15 identifies airports by role that meet weather reporting objective.

Figure 6-15: Airports by Role That Meet Their Weather Reporting Objective



Source: Jviation

### 6.2.8 Airfield Security

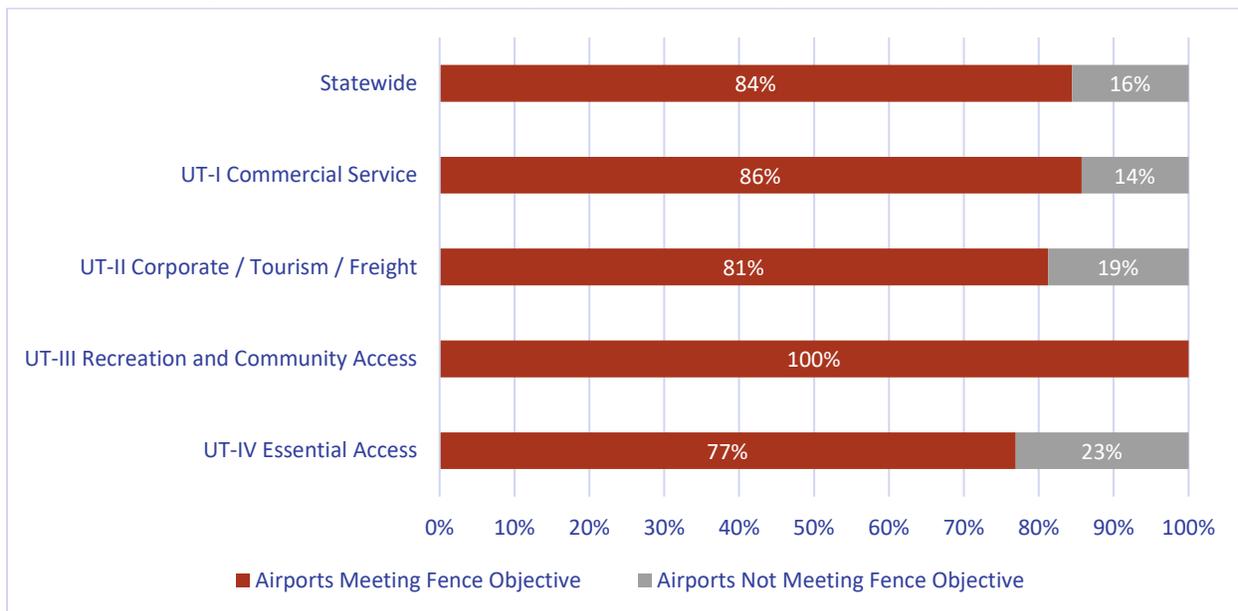
#### Fencing

Perimeter fencing serves dual roles. It increases safety around the airport by deterring wildlife from gaining access to the airfield, causing possible runway incursions. Perimeter chain-linked fencing also provides security to the airfield by deterring the public and unauthorized people from inappropriately accessing the airfield. The system objectives for fencing are:

- UT-I and UT-II airports: Full perimeter fencing and controlled access
- UT-III and UT-IV airports: Visual Barrier/Posted Signs around the airport property

Figure 6-16 and Appendix E, Table E-11 presents information regarding fencing at airports in UT-I and UT-II. As shown in Figure 6-16, 84 percent of the applicable airports statewide meet their airfield security objective. Analysis of fencing data indicates 71 percent of UT-I airports have appropriate fencing while 75 percent of UT-II meet their fencing objective. Table 6-10 identifies specific airports needing fencing and/or secured access and the extent of improvements. For UT-III and UT-IV airports, at a minimum, each airport should have Visual Barrier/Posted Signs around the airport property if they do not have full perimeter fencing. All UT-III airports meet or exceed this objective while 77 percent of UT-IV airports meet their objective.

Figure 6-16: Percentage of Airports by Role Meeting Their Fencing Objective



Source: Airport Management Survey

Table 6-10: UT-I and UT-II Airports Not Meeting Fencing and Secured Access Objectives

UT-I	UT-II
<ul style="list-style-type: none"> <li>– Provo, Provo Municipal, PVU</li> <li>– Wendover, Wendover Airport, ENV</li> </ul>	<ul style="list-style-type: none"> <li>– Spanish Fork, Spanish Fork Airport, SPK</li> <li>– Roosevelt, Roosevelt Municipal, 74V</li> <li>– Richfield, Richfield Municipal, RIF</li> <li>– Parowan, Parowan Airport, 1L9</li> </ul>

Source: Jviation



## 6.2.9 Pavement

### Primary Runway Strength

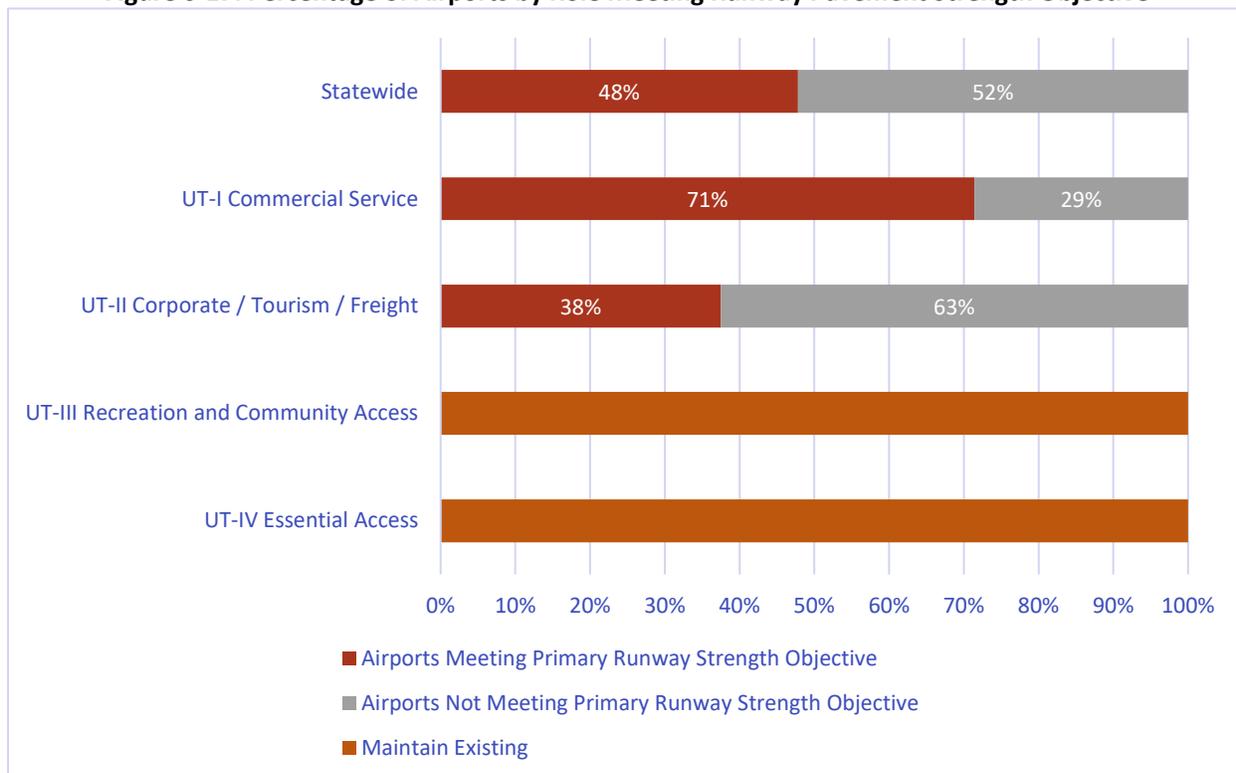
Pavement strength determines the weight of aircraft that may operate on a regular basis on a specific runway. Runway pavement is designed to sustain continuous aircraft operations up to the runway’s published weight bearing capacity; however, runways can support infrequent aircraft operations in excess of their published pavement strength.

Runway strengthening, in most cases, depending upon the condition and structure of the existing runway, can be accomplished with a runway overlay. Runway pavement strength is typically classified according to aircraft landing gear configuration. The following pavement strength objectives have been established for allowable loads by single-wheel landing gear by airport category:

- UT-I Commercial Service: Single-wheel gear 60,000 lbs. or equivalent for dual wheel
- UT-II Corporate / Tourism / Freight: Single-wheel gear 30,000 lbs. or equivalent for dual wheel
- UT-III Recreation and Community Access: Not an objective
- UT- IV Essential Access: Not an objective

As shown in **Figure 6-17**, 48 percent of system airports meet the pavement strength objective for their primary runway. **Table 6-11** and **Appendix E, Table E-12** identifies airports that do not meet primary runway pavement strength objectives.

**Figure 6-17: Percentage of Airports by Role Meeting Runway Pavement Strength Objective**



Source: Airport Management Survey, FAA records

**Table 6-11: Airports by Role Not Meeting Runway Pavement Strength Objective**

UT-I	UT-II
<ul style="list-style-type: none"> <li>– Cedar City, Cedar City Regional, CDC</li> <li>– Vernal, Vernal Regional Airport, VEL</li> </ul>	<ul style="list-style-type: none"> <li>– Logan, Logan-Cache Airport, LGU</li> <li>– Spanish Fork, Spanish Fork Airport, SPK</li> <li>– Bountiful, Skypark Airport, BTF</li> <li>– Roosevelt, Roosevelt Municipal, 74V</li> <li>– Richfield, Richfield Municipal, RIF</li> <li>– Parowan, Parowan Airport, 1L9</li> <li>– Hurricane, General Dick Stout Field, 1L8</li> <li>– Blanding, Blanding Municipal, BDG</li> <li>– Manti, Manti-Ephraim Airport, 41U</li> <li>– Nephi, Nephi Municipal, U14</li> </ul>

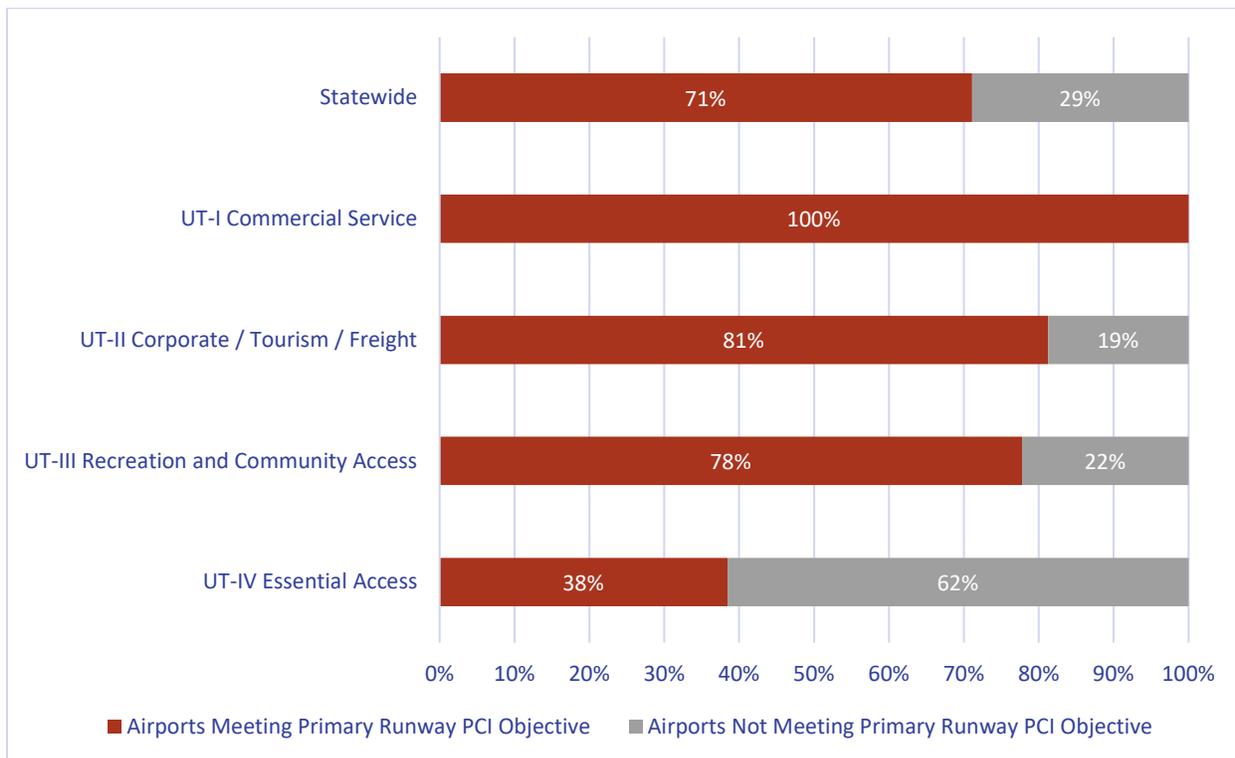
Source: Jviation

**Minimum Primary Runway - Pavement Conditions Index (PCI)**

The development and maintenance of paved surfaces at system airports requires significant and continual investment. The objective for pavement condition is for all system airports to maintain a pavement condition index (PCI) of 70 or greater for primary runways.

Current and available PCI data for each airport’s primary runway is provided in **Appendix E, Table E-13**. **Figure 6-18** shows that 71 percent of Utah system airports with hard surfaces meet their respective role’s runway pavement PCI objective. All UT-I airports meet the PCI objective. **Table 6-12** identifies the remaining airports not meeting the PCI objective.

**Figure 6-18: Percentage of Airports by Role Meeting Runway Pavement PCI Objective**



Source: Utah Division of Aeronautics, Airport and PCI records Airport Management Survey, and FAA 5010 data



**Table 6-12: Airports by Role Not Meeting Runway PCI Objective**

UT-II	UT-III	UT-IV
<ul style="list-style-type: none"> <li>– Roosevelt, Roosevelt Municipal, 74V</li> <li>– Richfield, Richfield Municipal, RIF</li> <li>– Parowan, Parowan Airport, 1L9</li> <li>– Hurricane, General Dick Stout Field, 1L8</li> </ul>	<ul style="list-style-type: none"> <li>– Milford, Milford Municipal, MLF</li> <li>– Delta, Delta Municipal, DTA</li> <li>– Green River, Green River Municipal, U34</li> <li>– Beaver, Beaver Municipal, U52</li> </ul>	<ul style="list-style-type: none"> <li>– Huntington, Huntington Municipal, 69V</li> <li>– Loa, Wayne Wonderland Airport, 38U</li> <li>– Dutch John, Dutch John Airport, 33U</li> <li>– Manila, Manila Airport, 40U</li> <li>– Junction, Junction Airport, U13</li> <li>– Bluff, Bluff Airport, 66V</li> <li>– Salina, Salina-Gunnison Airport, 44U</li> <li>– Glen Canyon, Bullfrog Basin Airport, U07</li> </ul>

Source: Jviation

### 6.3 Other Facilities

Other general aviation facilities are important for serving both aircraft and airport customers. Other facility objectives include:

- Aircraft Hangar Storage
- Tie-downs
- General Aviation Auto Parking
- General Aviation Terminal/ Administration Building

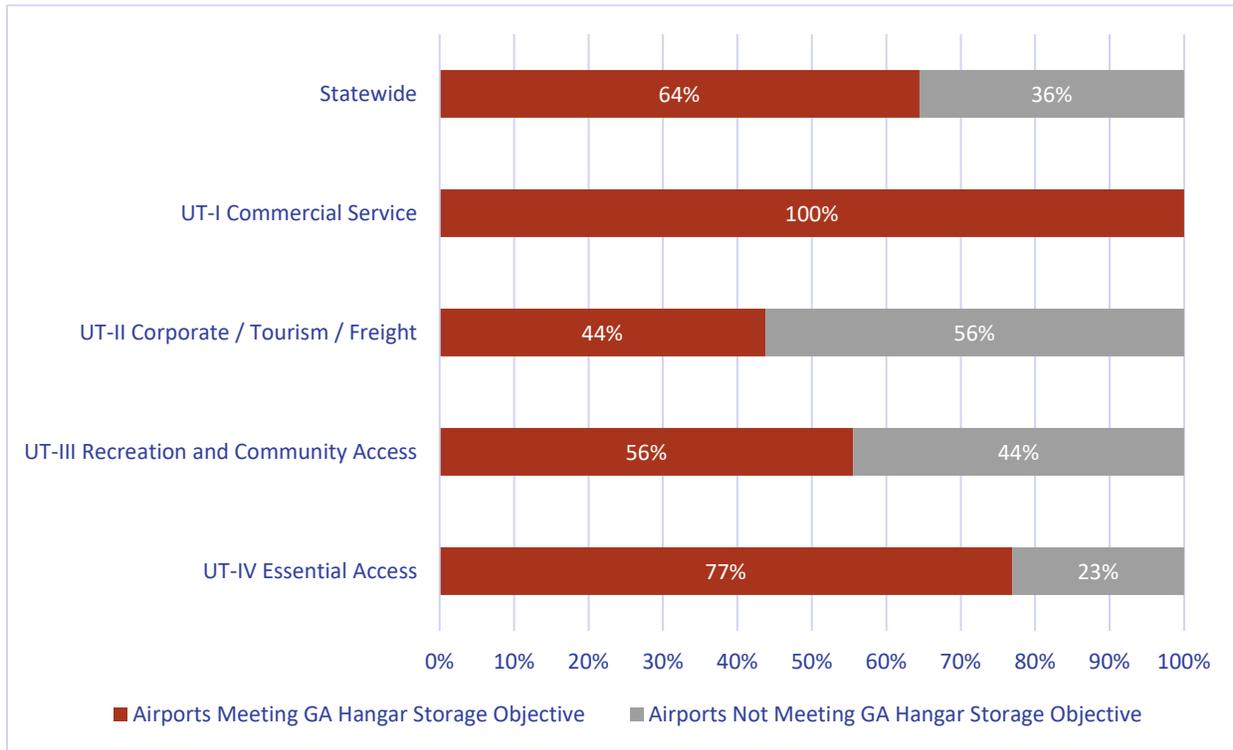
#### 6.3.1 Hangar Storage

Demand for hangar space is directly related to the local climate and the type of based aircraft at each airport. Areas with severe weather conditions may have a higher demand for hangar storage facilities. In addition, larger investments for jet and turboprop aircraft also increase the demand for hangar storage. In the last decade, more and more aircraft owners want to hangar their aircraft in order to protect their investment.

As part of the inventory collection process, an effort was made to collect detailed hangar storage data to evaluate each airport for its ability to provide aircraft storage that is sufficient to support the airport’s hangar storage objective. The system objective for hangar storage is for UT-I and UT-II airports to provide storage for 70 percent of their based aircraft and for UT-III and UT-IV airports to provide storage for 60 percent.

An analysis of the number of hangar parking spaces at each airport and each airport’s objective for current hangar spaces is presented in **Appendix E, Table E-14. Figure 6-19** shows that 64 percent of system airports currently meet the hangar storage objective. If an airport has no based aircraft and no hangar storage it is identified as meeting the objective.

**Figure 6-19: Percentage of Airports by Role That Meet Their Hangar Storage Objective**



Source: Utah Division of Aeronautics, Utah Airport Manager Survey

**Table 6-13** presents the airports that need additional hangars in order to meet their current system objective for hangar storage.

**Table 6-13: Airports by Role That Do Not Meet Their Hangar Storage Objective**

UT-II	UT-III	UT-IV
<ul style="list-style-type: none"> <li>– Logan, Logan-Cache Airport, LGU</li> <li>– Salt Lake City, South Valley Regional, U42</li> <li>– Bountiful, Skypark Airport, BTF</li> <li>– Richfield, Richfield Municipal, RIF</li> <li>– Tooele, Bolinder Field-Tooele Valley, TVY</li> <li>– Manti, Manti-Ephraim Airport, 41U</li> <li>– Bryce Canyon, Bryce Canyon Airport, BCE</li> </ul>	<ul style="list-style-type: none"> <li>– Monticello, Monticello Airport, U64</li> <li>– Delta, Delta Municipal, DTA</li> <li>– Green River, Green River Municipal, U34</li> <li>– Panguitch, Panguitch Municipal, U55</li> </ul>	<ul style="list-style-type: none"> <li>– Halls Crossing, Cal Black Memorial, U96</li> <li>– Hanksville, Hanksville Airport, HVE</li> <li>– Salina, Salina-Gunnison Airport, 44U</li> </ul>

Source: Jviation



### 6.3.2 Tie-downs

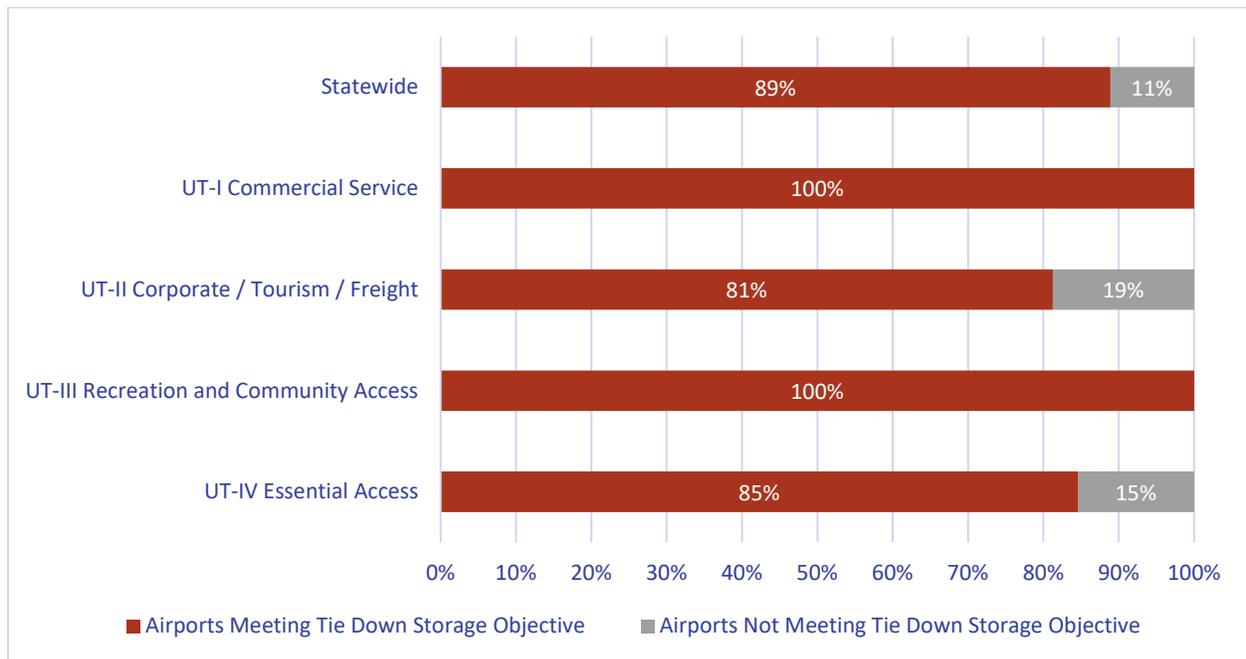
Aprons or aircraft ramps are designated surfaces typically adjacent to terminal buildings, maintenance hangars, air cargo facilities, and aircraft hangars that provide areas for parking aircraft, loading and unloading aircraft, fueling, and servicing aircraft. Apron areas typically vary in size and location based on a variety of factors including role and nature of demand, type and size of aircraft intended to use the parking area, FAA design standards, and aircraft maneuvering needs.

Paved tie-down/apron areas were calculated for based aircraft and transient or visiting aircraft. The following objectives, by role, were established for aircraft tie-down/apron requirements:

- UT-I and UT-II: 30 percent of based aircraft fleet plus 75% of daily transient aircraft
- UT-III: 40% of based aircraft fleet plus 50% of daily transient aircraft
- UT-IV: 40% of based aircraft fleet plus 25% of daily transient aircraft

The tie-down objective for each airport is presented in **Appendix E, Table E-15**. As shown in **Figure 6-20**, 89 percent of system airports currently meet the aircraft tie-down space objective.

**Figure 6-20: Percentage of Airports by Role That Meet Their Tie-Down Objective**



Source: Utah Division of Aeronautics, Utah Airport Manager Survey

**Table 6-14** presents the system airports that currently do not meet their objective for the number of apron tie-down spaces.

**Table 6-14: Airports by Role That Do Not Meet Their Tie-Down Objective**

UT-II	UT-IV
<ul style="list-style-type: none"> <li>– Salt Lake City, South Valley Regional, U42</li> <li>– Brigham City, Brigham City Regional, BMC</li> <li>– Bountiful, Skypark Airport, BTF</li> </ul>	<ul style="list-style-type: none"> <li>– Morgan, Morgan County Airport, 42U</li> <li>– Cedar Valley, West Desert Airpark, UT9</li> </ul>

Source: Jviation

### 6.3.3 General Aviation Terminal/Administration Facility

General aviation terminal/administration facilities provide essential services for passengers and pilots, as well as a facility for the transfer of passengers and flight crews to and from their aircraft. Terminal facilities may be dedicated Administration and General Aviation facilities with airport sponsor offices as well as terminal space owned and operated by Fixed Base Operators on the airport.

Terminal facilities range in size based upon several factors, the most important being the type of users. Facilities can range from a small pilot room for flight planning and resting to a large multi-room facility that provides services for multiple uses. A terminal facility provides the first impression of a community to visitors, so it is important for a terminal facility to be welcoming and provide a positive experience. The system objectives for the size of general aviation terminal/administration facilities, by airport role, are as follows:

- UT-I Commercial Service: 2,500 square feet
- UT-II Corporate / Tourism / Freight: 2,500 square feet
- UT-III Recreation and Community Access: 1,500 square feet
- UT-IV Essential Access: 750 square feet

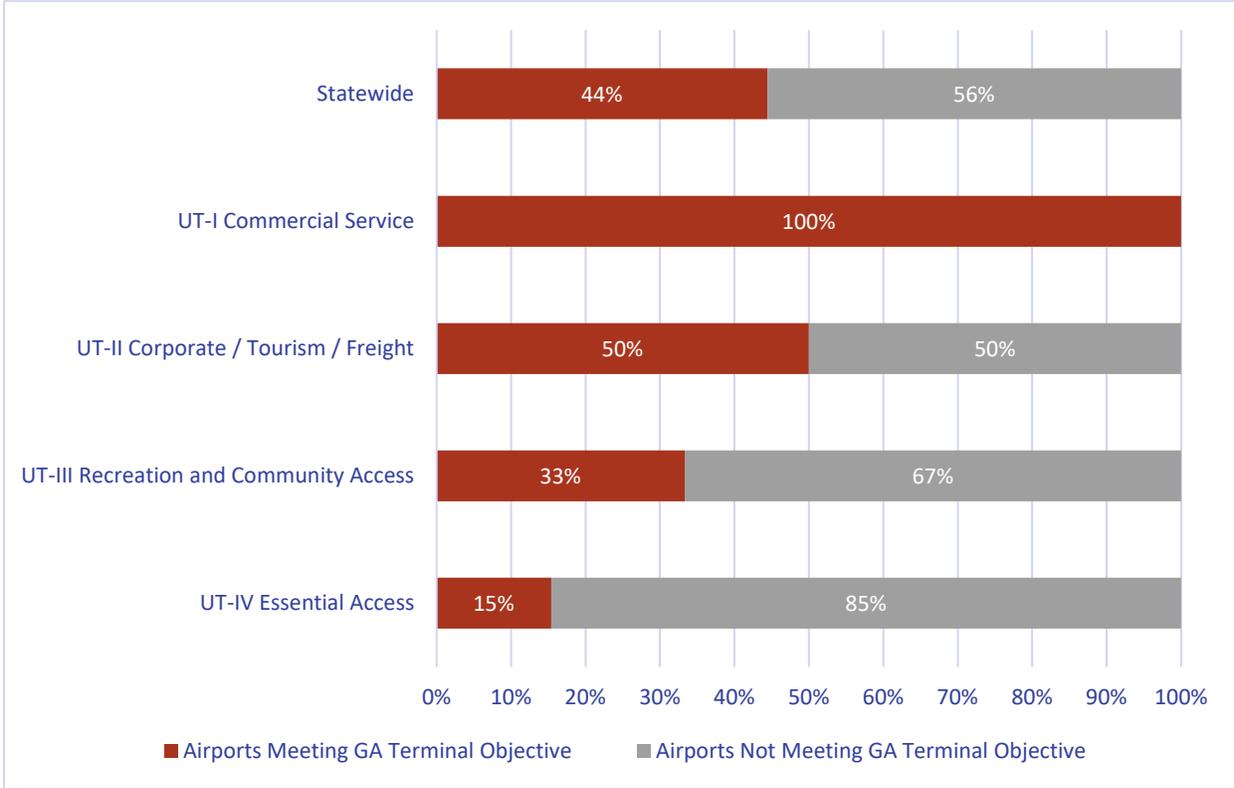
An analysis of the general aviation administration facility objective for each airport is presented in **Appendix E, Table E-16** and **Table E-17**.

#### ***Terminal/Administration Facility Size***

As shown in **Figure 6-21**, 44 percent of system airports meet their applicable objectives for general aviation terminal/administration facility size. All UT-I airports have adequately sized general aviation terminal/administration facility(s). Just 50 percent of UT-II airports meet the objective to have 2,500 square feet of facility space; however, of the eight that do not meet the objective, six have terminal/administration space but fall short of the facility size objective. Only 33 percent of UT-III airports have a terminal/administration facility of at least 1,500 square feet or more while UT-IV airports fall well short of the objective. Cal Black Memorial (U96) and West Desert Airpark (UT9) are the only two UT-IV airports meeting the size objectives for the terminal/administration facility.



**Figure 6-21: Percentage of Airports by Role That Meet Their General Aviation Administration Facility Size Objective**



Source: Utah Division of Aeronautics, Utah Airport Manager Survey

Table 6-15 presents the airports that do not currently meet the square footage objective for general aviation administration facility size.

**Table 6-15: Airports by Role That Do Not Meet the Terminal/Administration Facility Square Footage Objective**

UT-II	UT-III	UT-IV
<ul style="list-style-type: none"> <li>– Tooele, Bolinder Field-Tooele Valley, TVY</li> <li>– Nephi, Nephi Municipal, U14</li> </ul>	<ul style="list-style-type: none"> <li>– Milford, Milford Municipal, MLF</li> <li>– Monticello, Monticello Airport, U64</li> <li>– Delta, Delta Municipal, DTA</li> <li>– Green River, Green River Municipal, U34</li> <li>– Beaver, Beaver Municipal, U52</li> <li>– Panguitch, Panguitch Municipal, U55</li> </ul>	<ul style="list-style-type: none"> <li>– Morgan, Morgan County Airport, 42U</li> <li>– Escalante, Escalante Municipal, 1L7</li> <li>– Huntington, Huntington Municipal, 69V</li> <li>– Loa, Wayne Wonderland Airport, 38U</li> <li>– Dutch John, Dutch John Airport, 33U</li> <li>– Hanksville, Hanksville Airport, HVE</li> <li>– Manila, Manila Airport, 40U</li> <li>– Junction, Junction Airport, U13</li> <li>– Bluff, Bluff Airport, 66V</li> <li>– Salina, Salina-Gunnison Airport, 44U</li> <li>– Glen Canyon, Bullfrog Basin Airport, U07</li> </ul>

Source: Jviation

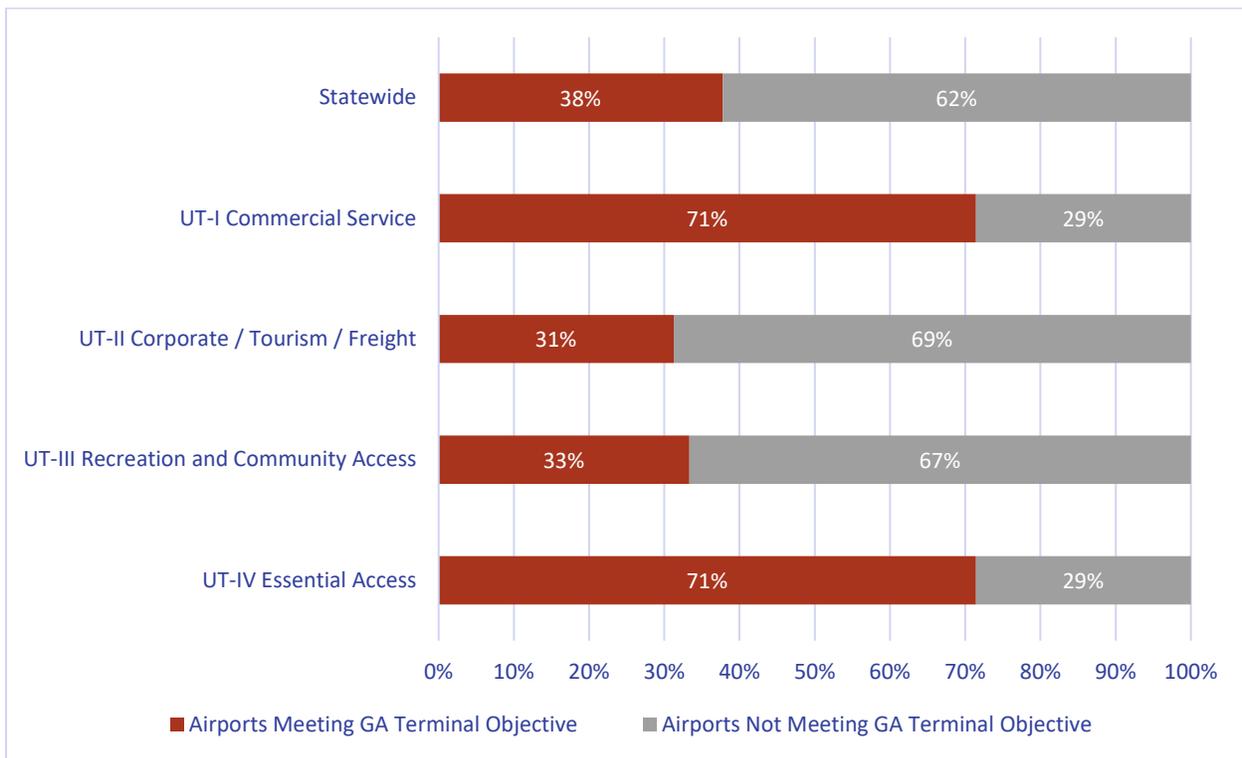
**Terminal/Administration Facilities**

An objective has been established that all system airports should have a variety of facilities available for use by local users and visitors. As shown in **Figure 6-22**, 38 percent of system airports meet their applicable terminal/administration facilities objectives.

Specific areas or uses in a terminal/administration building can include waiting areas, restrooms, pilots lounge, flight planning area, conference rooms or public meeting rooms, vending, and airport manager offices. The system objectives for general aviation terminal/administration building, by airport role, are as follows:

- UT-I: 24/7 accessible restrooms, conference area/business center, and pilots’ lounge
- UT-II: 24/7 accessible restrooms, conference area/business center and pilots’ lounge
- UT-III: 24/7 accessible restrooms, conference area, and pilots’ lounge
- UT-IV: 24/7 accessible restrooms

**Figure 6-22: Percentage of Airports by Role That Meet Their GA Terminal Objective**



Source: Utah Division of Aeronautics, Utah Airport Manager Survey

**Appendix E, Table E-17** presents the 29 system airports that do not meet their terminal facilities objective.



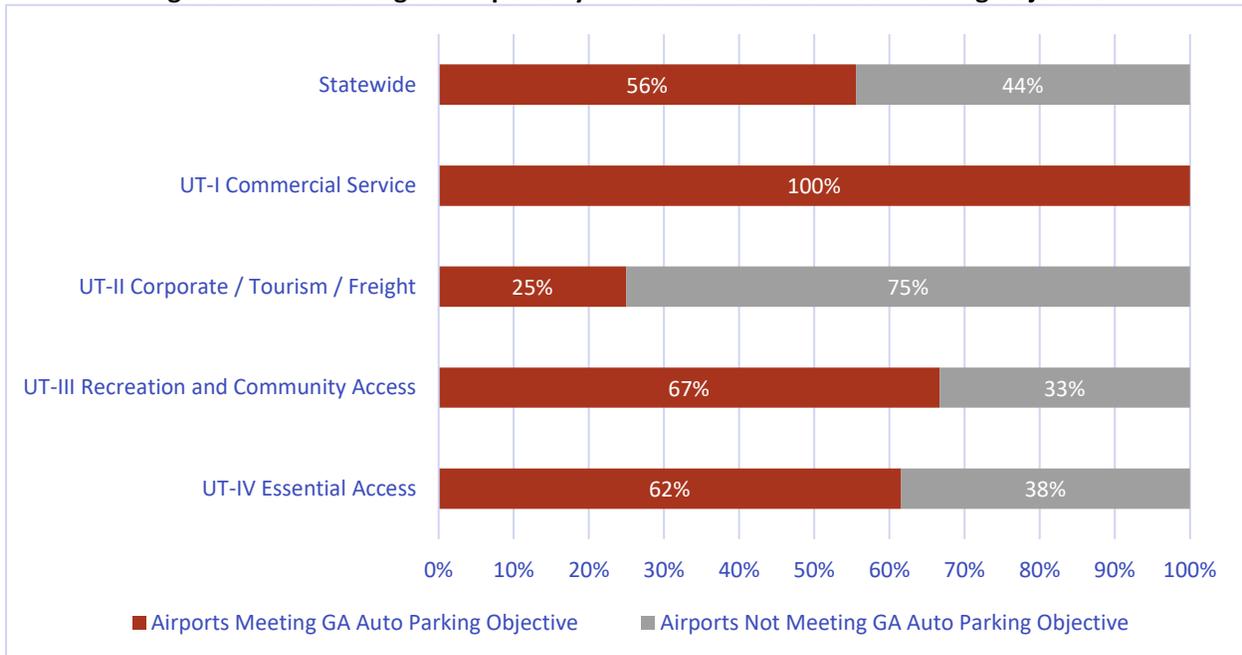
### 6.3.4 General Aviation Auto Parking

It is important to provide adequate auto parking for general aviation employees, airport users, and visitors. The number of auto parking spaces at an airport varies based on demand and airport services. The system plan developed the following general aviation auto parking objectives for airports in each role:

- UT-I, UT-II and UT-III: one paved parking space for each based aircraft plus an additional 50 percent for visitors/employees
- UT-IV: One space for each based aircraft plus an additional 25 percent for visitors/employees

An analysis of general aviation auto parking at each airport is presented as well as an airport management perspective on sufficiency of general aviation parking capacity in **Appendix E, Table E-18**. As shown in **Figure 6-23**, 56 percent of the system airports currently meet the minimum auto parking objectives for their respective role. One reason the performance is low is because only marked and paved auto parking spaces were counted towards meeting the objective. Often aircraft owners and others may park their cars in undesigned spaces and/or on unpaved spaces.

**Figure 6-23: Percentage of Airports by Role that Meet Their Auto Parking Objective**



Source: Utah Division of Aeronautics, Utah Airport Manager Survey

**Table 6-16** presents the airports in of need additional paved auto parking in order to meet their auto parking objective established by the system plan. The actual need to provide additional auto parking should be considered on an airport-by-airport basis.

**Table 6-16: Airports by Role That Do Not Meet Their Auto Parking Objective**

UT-II	UT-III	UT-IV
<ul style="list-style-type: none"> <li>– Logan, Logan-Cache Airport LGU</li> <li>– Salt Lake City, South Valley Regional, U42</li> <li>– Spanish Fork, Spanish Fork Airport, SPK</li> <li>– Brigham City, Brigham City Regional, BMC</li> <li>– Heber, Heber City Municipal, HCR</li> <li>– Price, Carbon County Regional, PUC</li> <li>– Bountiful, Skypark Airport, BTF</li> <li>– Roosevelt, Roosevelt Municipal, 74V</li> <li>– Richfield, Richfield Municipal, RIF</li> <li>– Parowan, Parowan Airport, 1L9</li> <li>– Tooele Bolinder Field-Tooele Valley, TVY</li> <li>– Hurricane, General Dick Stout Field, 1L8</li> </ul>	<ul style="list-style-type: none"> <li>– Fillmore, Fillmore Municipal, FOM</li> <li>– Milford, Milford Municipal, MLF</li> <li>– Duchesne, Duchesne Municipal, U69</li> </ul>	<ul style="list-style-type: none"> <li>– Morgan, Morgan County Airport, 42U</li> <li>– Escalante, Escalante Municipal, 1L7</li> <li>– Cedar Valley, West Desert Airpark, UT9</li> <li>– Loa, Wayne Wonderland Airport, 38U</li> <li>– Dutch John, Dutch John Airport, 33U</li> </ul>

Source: Jviation

## 6.4 Services

The availability of services contributes to the attractiveness of an airport and its ability to effectively serve both based and transient users. These services are market driven and not all airports have enough demand for investment in equipment or buildings to support the business services identified. Objectives for the following services have been established as part of this system plan:

- Fuel
- Fixed Base Operators (FBO)
- Aircraft Maintenance
- Ground Transportation

System compliance with objectives for each of these services is discussed below.

### 6.4.1 Fuel

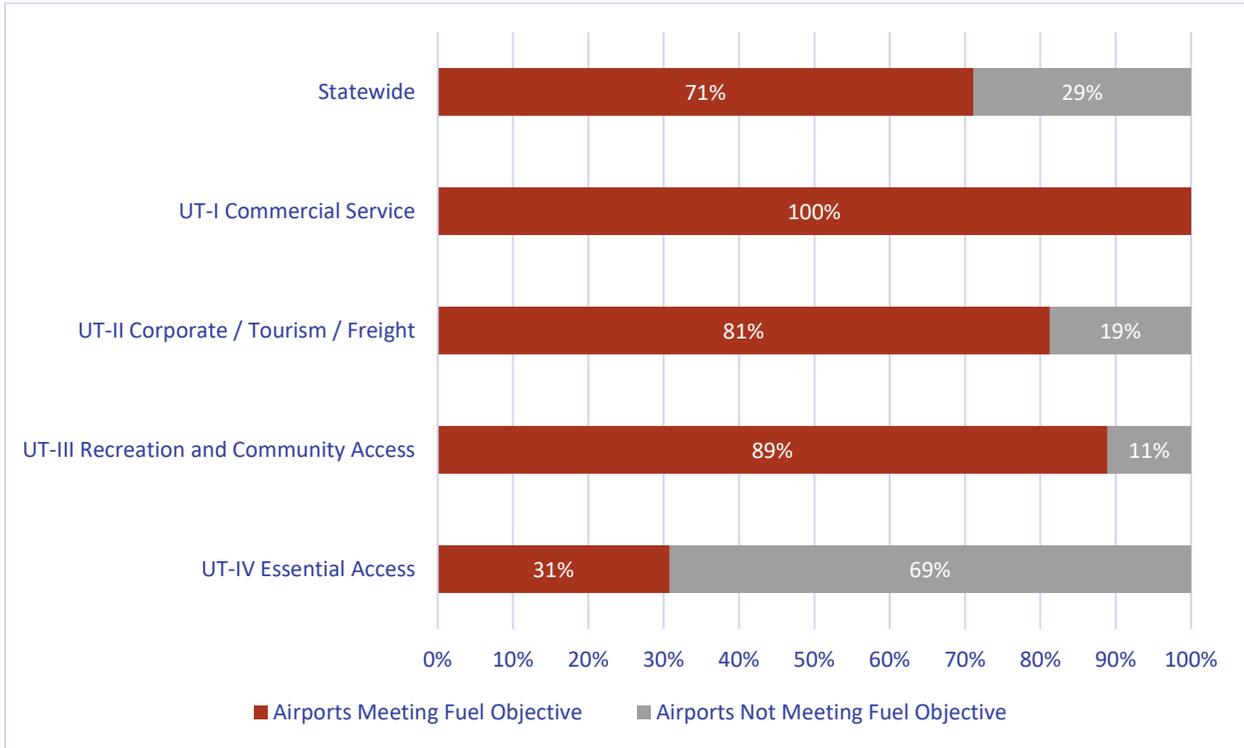
Fuel and fueling services are important for airports in Utah. Piston-engine aircraft use 100LL high-octane fuel (AvGas), while jet aircraft and turboprops use kerosene-based Jet A fuel. **Appendix E, Table E-19** summarizes the type of fuel and service available at each system airport. It is an objective for UT-I and UT-II airports to have Jet A and AvGas. The objective for UT-III airports is to provide AvGas.

- UT-I Commercial Service: Full-Service Jet A and 100 LL (24/7 pumping service)
- UT-II Corporate / Tourism / Freight: Full-Service Jet A and 100 LL (24/7 pumping service)
- UT-III Recreation and Community Access: Full Service 100 LL (credit card)
- UT-IV Essential Access: 100 LL (credit card)

As shown in **Figure 6-24**, 71 percent of system airports meet their applicable fuel service objectives. Only UT-I category airports meet the fuel services objective. As shown in **Table 6-17** below, several UT-II, UT-III and UT-IV airports do not meet the system plan’s objective for fuel. **Figure 6-25** identifies airports by role that meet their runway length objective.



**Figure 6-24: Percentage of Airports by Role That Meet Their Fuel Objective**



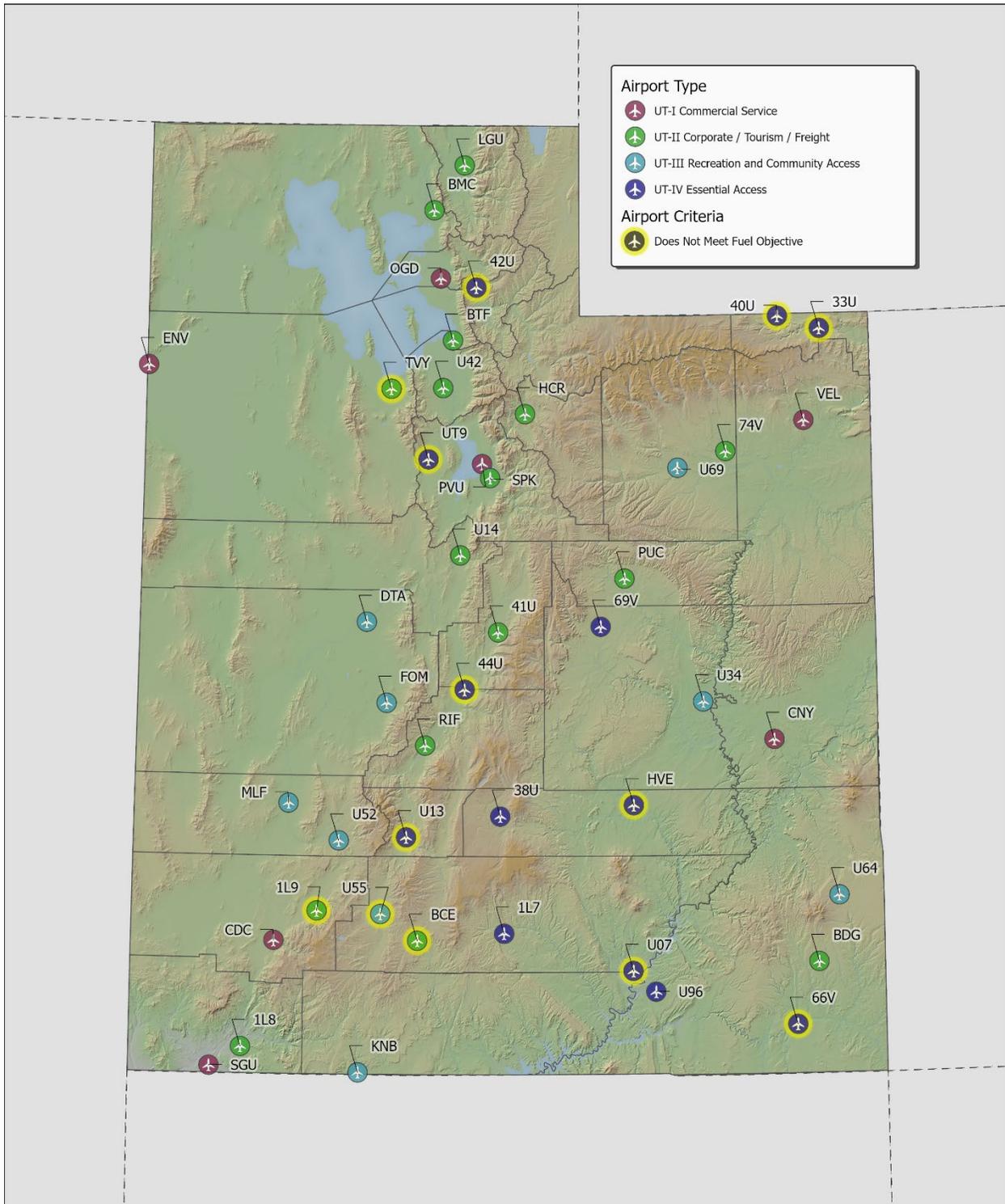
Source: Utah Division of Aeronautics, Utah Airport Manager Survey

**Table 6-17: Airports by Role That Do Not Meet Their Fuel Objective**

UT-II	UT-III	UT-IV
<ul style="list-style-type: none"> <li>- Parowan, Parowan Airport, 1L9</li> <li>- Tooele, Bolinder Field-Tooele Valley, TVY</li> <li>- Bryce Canyon, Bryce Canyon Airport, BCE</li> </ul>	<ul style="list-style-type: none"> <li>- Panguitch, Panguitch Municipal, U55</li> </ul>	<ul style="list-style-type: none"> <li>- Morgan, Morgan County Airport, 42U</li> <li>- Cedar Valley, West Desert Airpark, UT9</li> <li>- Dutch John, Dutch John Airport, 33U</li> <li>- Hanksville, Hanksville Airport, HVE</li> <li>- Manila, Manila Airport, 40U</li> <li>- Junction, Junction Airport, U13</li> <li>- Bluff, Bluff Airport, 66V</li> <li>- Salina, Salina-Gunnison Airport, 44U</li> <li>- Glen Canyon, Bullfrog Basin Airport, U07</li> </ul>

Source: Jviation

Figure 6-25: Airports by Role That Meet Their Fuel Objective



Source: Jviation

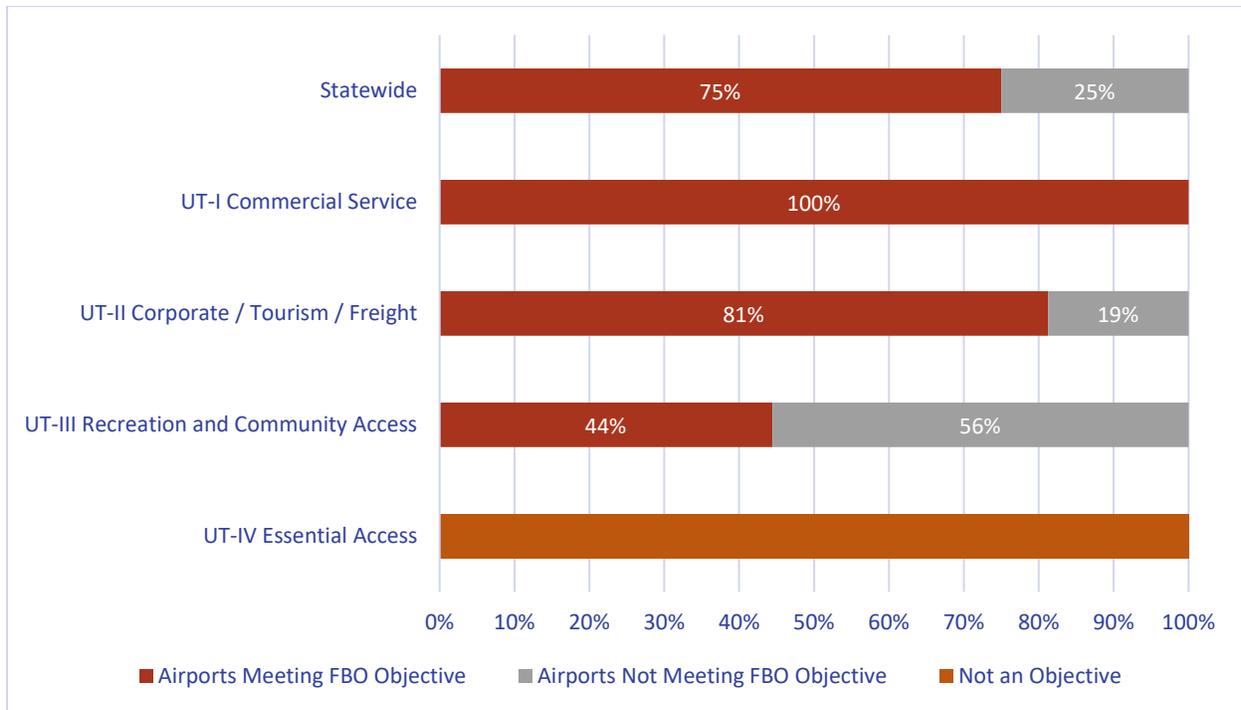


### 6.4.2 Fixed Base Operator Services

Fixed base operators (FBOs) provide a variety of aviation services to both based and transient users. There are various types of FBOs, with some providing full-service and others providing more basic/limited services. Services provided by FBOs in Utah typically vary based on the volume of activity that the airport accommodates. Services offered by FBOs can include fuel, tie down or hangar storage, flight instruction, aircraft maintenance, charter service, ground transportation, aircraft towing, pilot’s lounge, and/or conference facilities. It is an objective for all UT-I, UT-II and UT-III airports to have FBO services. No FBO objective has been established for UT-IV airports. It is important to note that demand for FBO services is market driven, and an airport must typically have the operational levels to support a financially sustainable FBO business.

Appendix E, Table E-20 summarizes which airports report having some type of FBO services. Figure 6-26 shows that 75 percent of applicable system airports meet the FBO objective.

Figure 6-26: Percentage of Airports by Role That Meet Their FBO Objective



Source: Utah Division of Aeronautics, Utah Airport Manager Survey  
 Note: \*The statewide total calculation does not include UT-IV airports.

The airports in Table 6-18 do not meet the FBO objectives.

Table 6-18: Airports by Role That Do Not Meet the FBO Objectives

UT-II	UT-III
<ul style="list-style-type: none"> <li>– Tooele, Bolinder Field-Tooele Valley, TVY</li> <li>– Hurricane, General Dick Stout Field, 1L8</li> <li>– Manti, Manti-Ephraim Airport, 41U</li> </ul>	<ul style="list-style-type: none"> <li>– Monticello, Monticello Airport, U64</li> <li>– Delta, Delta Municipal, DTA</li> <li>– Green River, Green River Municipal, U34</li> <li>– Beaver, Beaver Municipal, U52</li> <li>– Duchesne, Duchesne Municipal, U69</li> <li>– Panguitch, Panguitch Municipal, U55</li> </ul>

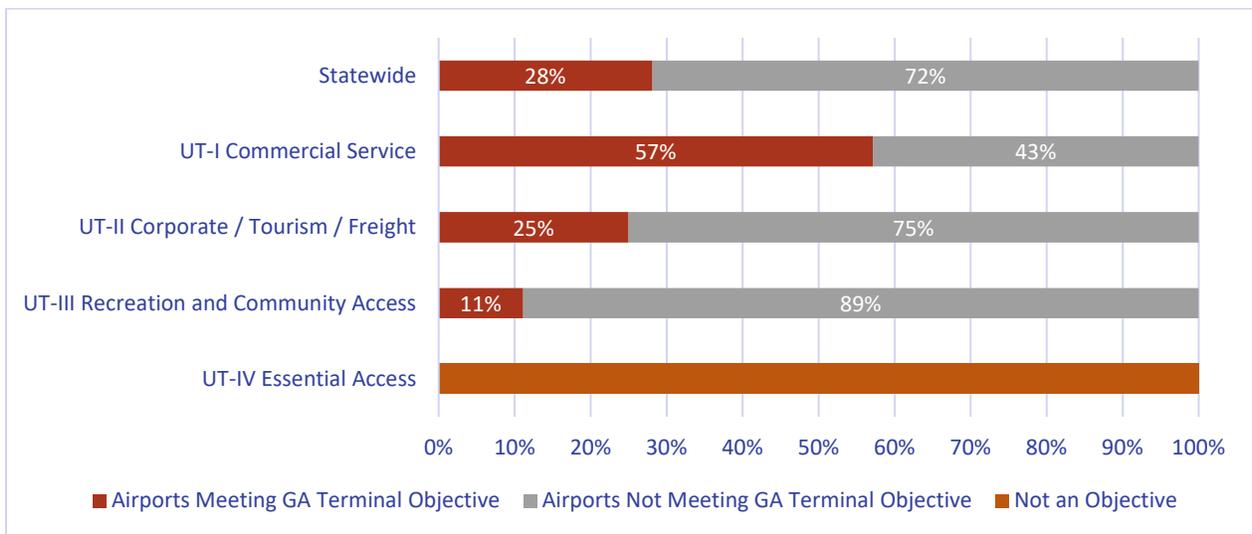
Source: Jviation

### 6.4.3 Aircraft Maintenance

Whether it be a minor repair or a major overhaul of aircraft engines, maintenance and repair services at airports are important. A full-service maintenance operation is considered to offer major airframe and powerplant overhaul, as well as minor avionics repair services. Limited service is any type of minor aircraft maintenance.

The system plan objective is for UT-I and UT-II airports to have aircraft maintenance (Part 145) on-site. UT-III airports should provide limited aircraft maintenance. UT-IV airports do not have an objective for aircraft maintenance. As presented in **Figure 6-27**, 28 percent of applicable system airports meet their objective for providing aircraft maintenance. Aircraft maintenance offered at each airport is presented in **Appendix E, Table E-21**.

**Figure 6-27: Percentage of Airports by Role That Meet Their Aircraft Maintenance Objective**



Source: Utah Division of Aeronautics, Utah Airport Manager Survey  
 Note: \*The statewide total calculation does not include UT-IV airports.

The airports in **Table 6-19** do not meet their aircraft maintenance objective.

**Table 6-19: Airports by Role That Do Not Meet Their Aircraft Maintenance Objective**

UT-I	UT-II	UT-III
<ul style="list-style-type: none"> <li>– Cedar City, Cedar City Regional, CDC</li> <li>– Vernal, Vernal Regional Airport, VEL</li> <li>– Wendover, Wendover Airport, ENV</li> </ul>	<ul style="list-style-type: none"> <li>– Spanish Fork, Spanish Fork Airport, SPK</li> <li>– Price, Carbon County Regional, PUC</li> <li>– Bountiful, Skypark Airport, BTF</li> <li>– Roosevelt, Roosevelt Municipal, 74V</li> <li>– Richfield, Richfield Municipal, RIF</li> <li>– Parowan, Parowan Airport, 1L9</li> <li>– Tooele, Bolinder Field-Tooele Valley, TVY</li> <li>– Hurricane, Gen. Dick Stout Field, 1L8</li> <li>– Blanding, Blanding Municipal, BDG</li> <li>– Manti, Manti-Ephraim Airport, 41U</li> <li>– Nephi, Nephi Municipal, U14</li> <li>– Bryce Canyon, Bryce Canyon Airport, BCE</li> </ul>	<ul style="list-style-type: none"> <li>– Fillmore, Fillmore Municipal, FOM</li> <li>– Kanab, Kanab Municipal, KNB</li> <li>– Milford, Milford Municipal, MLF</li> <li>– Monticello, Monticello Airport, U64</li> <li>– Delta, Delta Municipal, DTA</li> <li>– Green River, Green River Municipal, U34</li> <li>– Beaver, Beaver Municipal, U52</li> <li>– Duchesne, Duchesne Municipal, U69</li> <li>– Panguitch, Panguitch Municipal, U55</li> </ul>

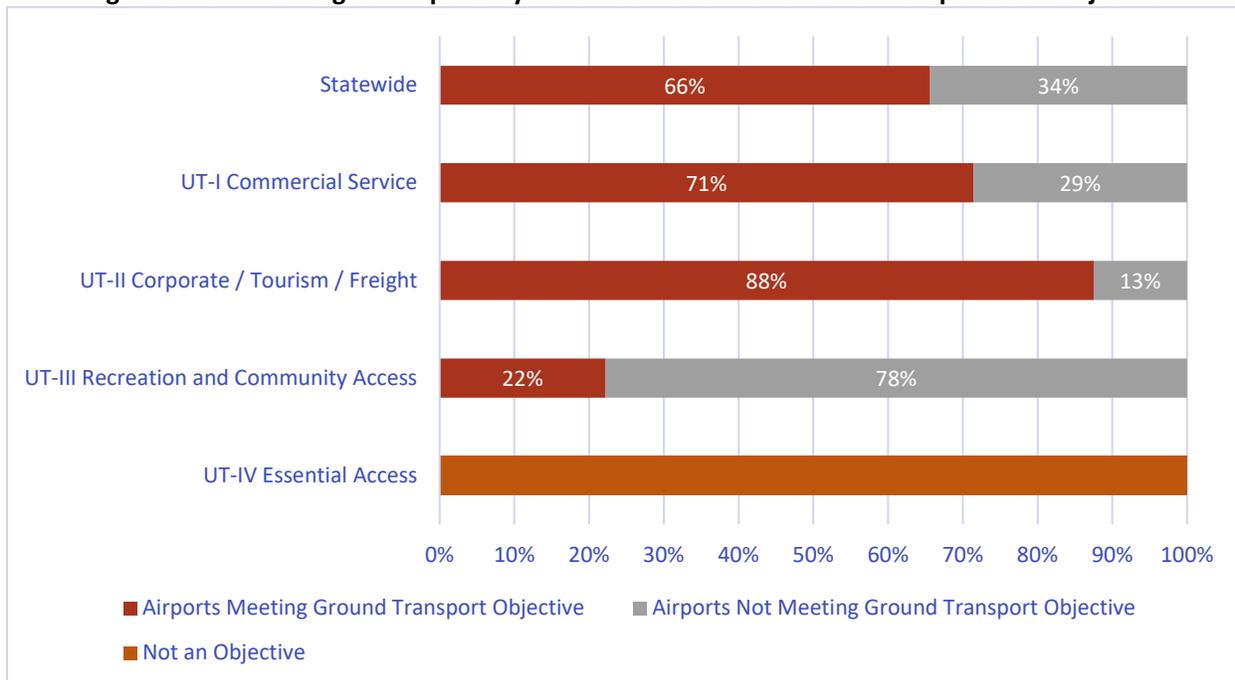
Source: Jviation



### 6.4.4 Ground Transportation - Rental Car/Other Services

Having ground transportation services allows visitors to reach their final destination, once they arrive at the airport. An objective was developed for Commercial Service airports to have on-site rental cars with a staffed desk. Airports that provide courtesy cars, crew cars, or a shuttle provide transient pilots with the ability to leave the airport for a short period of time to access restaurants, shopping, or local attractions. Additionally, pre-arranged transportation includes on-demand services such as taxis, Uber and Lyft, type services. It is an objective for UT-II and UT-III airports to have on-site rental cars or access to off-site or pre-arranged rental car services. An objective was not established for UT-IV airports to have access to rental car services or pre-arranged services. **Appendix E, Table E-22** presents which airports have on-site rental car services or access to off-site or pre-arranged rental car service. As shown in **Figure 6-28**, 66 percent of system airports meet their applicable rental car service objective.

**Figure 6-28: Percentage of Airports by Role That Meet Their Ground Transportation Objective**



Source: Utah Division of Aeronautics, Utah Airport Manager Survey  
 Note: \*The statewide total calculation does not include UT-IV airports.

The airports shown in **Table 6-20** do not meet their ground transportation objective.

**Table 6-20: Airports by Role That Do Not Meet Their Ground Transportation Objective**

UT-I	UT-II	UT-III
<ul style="list-style-type: none"> <li>– Ogden, Ogden-Hinckley Airport, OGD</li> <li>– Wendover, Wendover Airport, ENV</li> </ul>	<ul style="list-style-type: none"> <li>– Parowan, Parowan Airport, 1L9</li> <li>– Nephi, Nephi Municipal, U14</li> </ul>	<ul style="list-style-type: none"> <li>– Fillmore, Fillmore Municipal, FOM</li> <li>– Milford, Milford Municipal, MLF</li> <li>– Monticello, Monticello Airport, U64</li> <li>– Delta, Delta Municipal, DTA</li> <li>– Green River, Green River Municipal, U34</li> <li>– Beaver, Beaver Municipal, U52</li> <li>– Panguitch, Panguitch Municipal, U55</li> </ul>

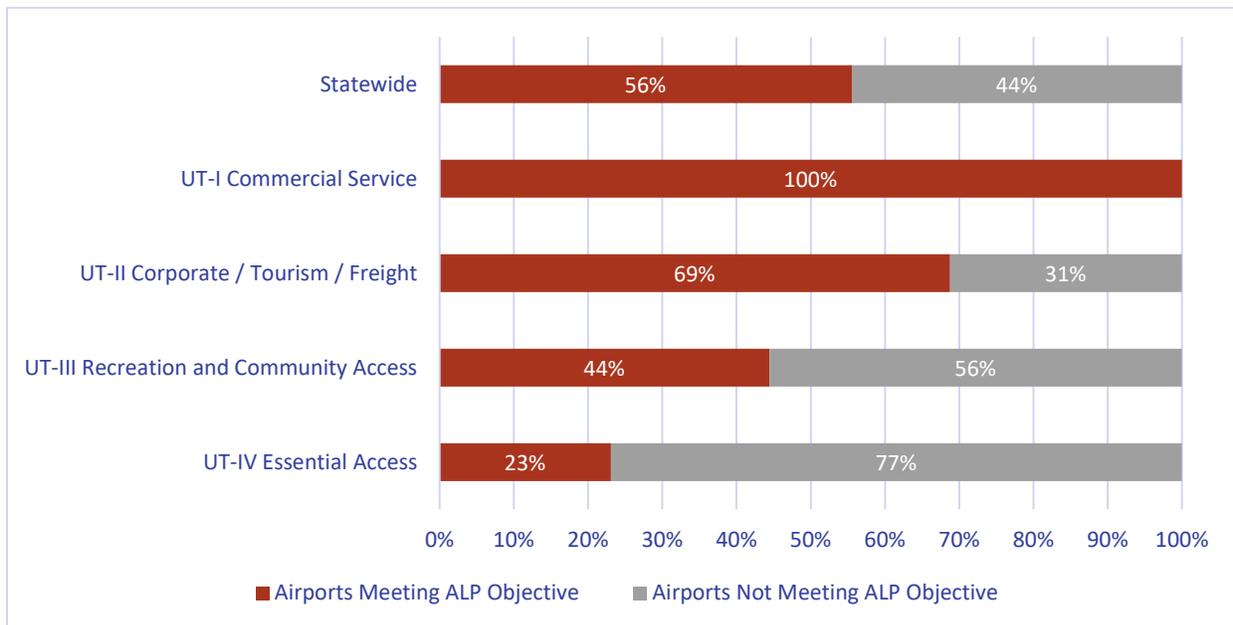
Source: Jviation

### 6.4.5 Airport Master Plan/Airport Layout Plan

It is possible that the recommendations from local airport planning efforts (airport master plans and airport layout plans [ALPs]) could result in additional and/or different improvements other than those identified through the Utah Airport Development Strategy. Airport master plans should be updated every 10 years. Data was collected as to when each system airport’s last master plan and ALP was completed. It is an objective for all UT-I, UT-II and UT-III airports to have a Division of Aeronautics/FAA approved master plan within the past 10 years. The objective for UT-IV airports is to have an ALP completed in the past 10 years.

**Appendix E, Table E-23** presents which airports have had an ALP or master plan completed in the past 10 years. As shown in **Figure 6-29**, 56 percent of applicable airports have had a completed master plan/airport layout plan. 44 percent of Utah airports do not meet the planning documents objective. UT-IV airports need only have a completed airport layout plan in the past 10 years of which 23 percent comply.

**Figure 6-29: Percentage of Airports by Role That Meet Their Master Plan/ALP Objective**



Source: Utah Division of Aeronautics, Utah Airport Manager Survey

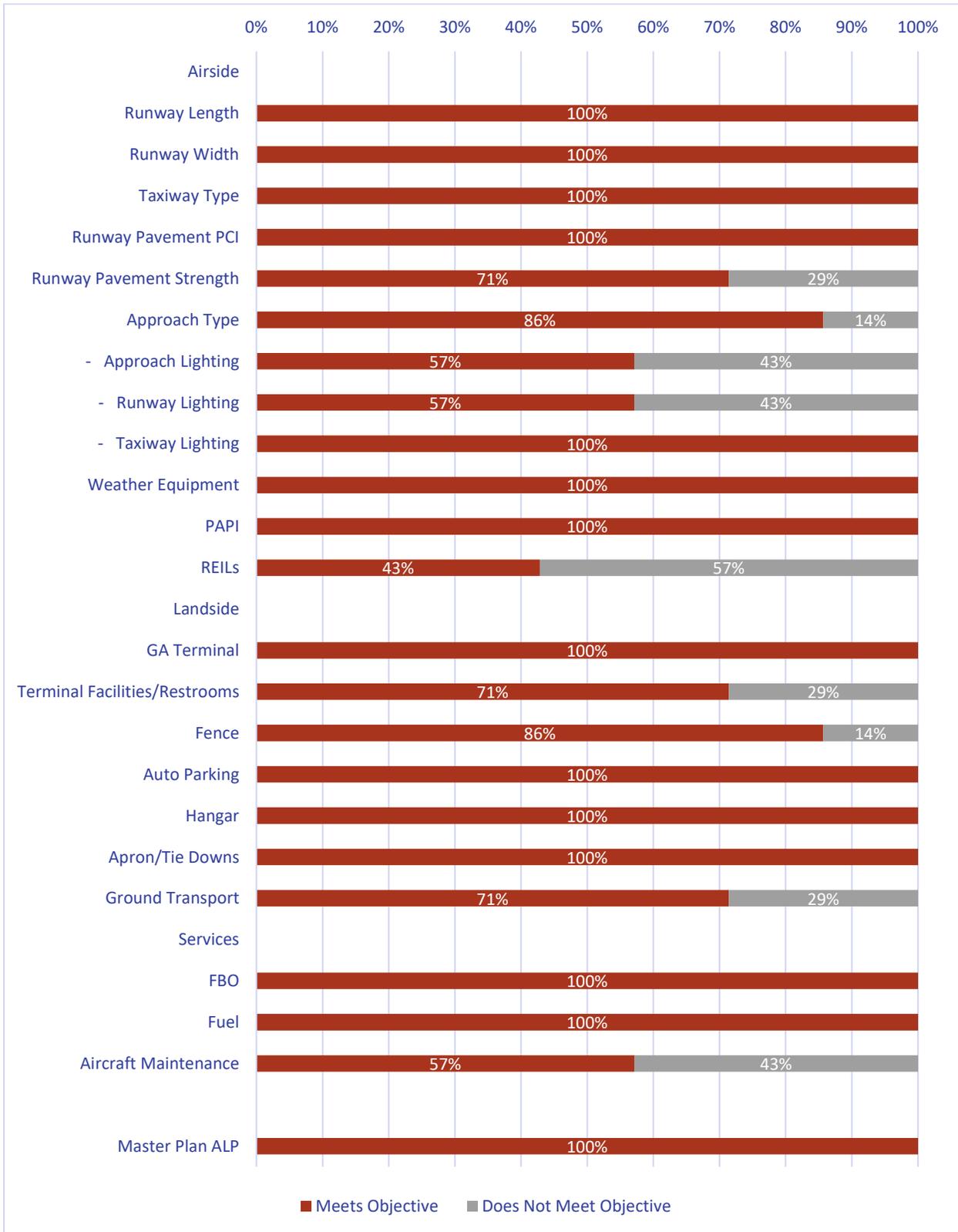
## 6.5 Summary

The current ability of Utah’s airports to meet facility and service objectives established as part of this system plan has been examined. **Figure 6-30**, **Figure 6-31**, **Figure 6-32**, and **Figure 6-33** provide a summary of compliance with the objectives by airport role. A summary of projects by airport that are needed to meet all established objectives are summarized in the airport report cards presented in **Appendix F**. It is possible that based on local need, airports in Utah may exceed their system plan objectives. Similarly, it is also possible that based on specific airport constraints, which some airports might not be able to meet all the objectives associated with their role.

Many of the airport-specific projects identified in this analysis must still be identified and supported by bottom-up planning as part of an airport master plan. As airports in Utah update their individual airport master plans, projects identified in this analysis should be incorporated into those plans. Some projects identified in the system plan, especially those that involve airfield improvement, will require justification and detailed environmental review prior to their implementation.

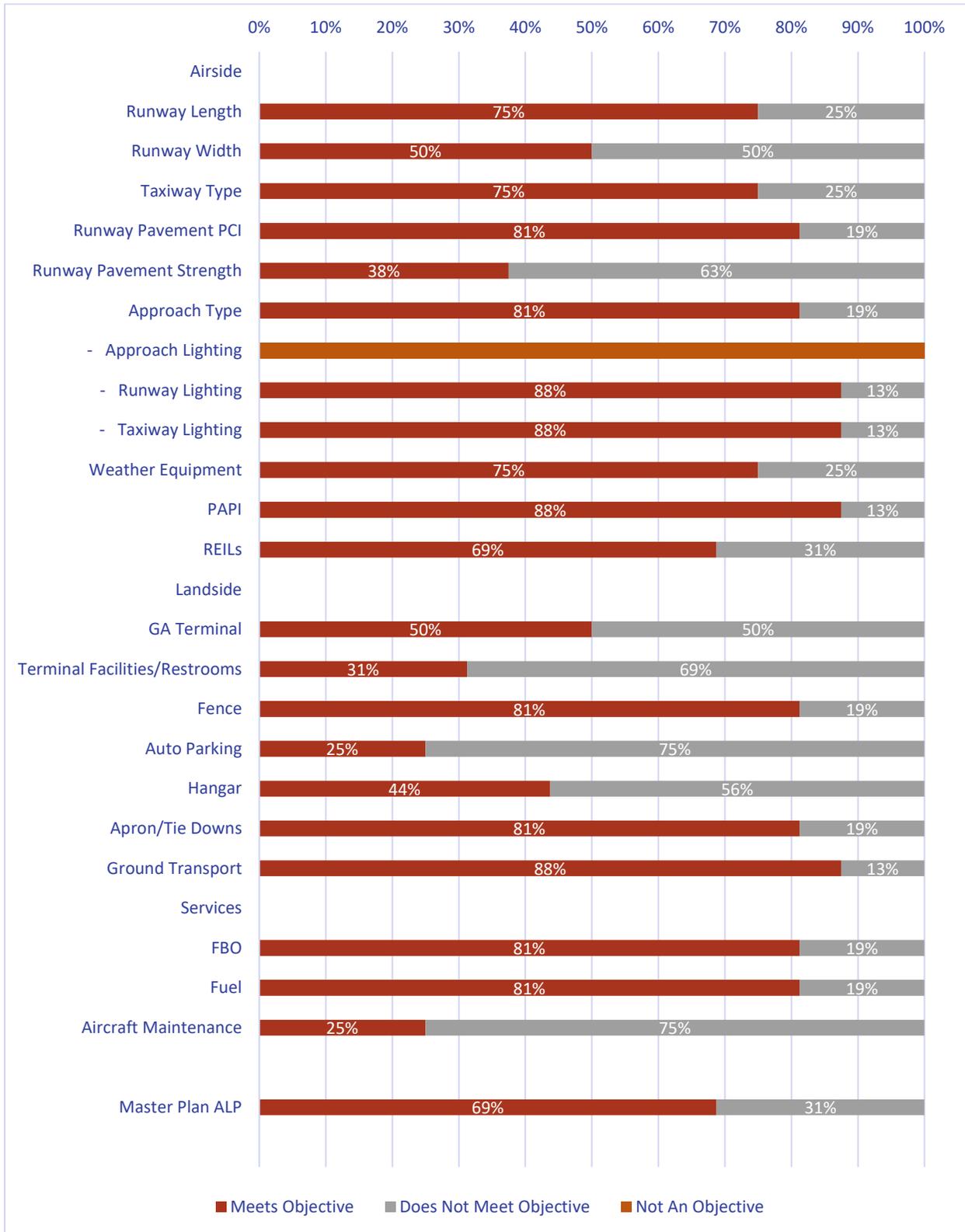


**Figure 6-30: UT-I Commercial Service Airports Compliance Summary**



Source: Jviation

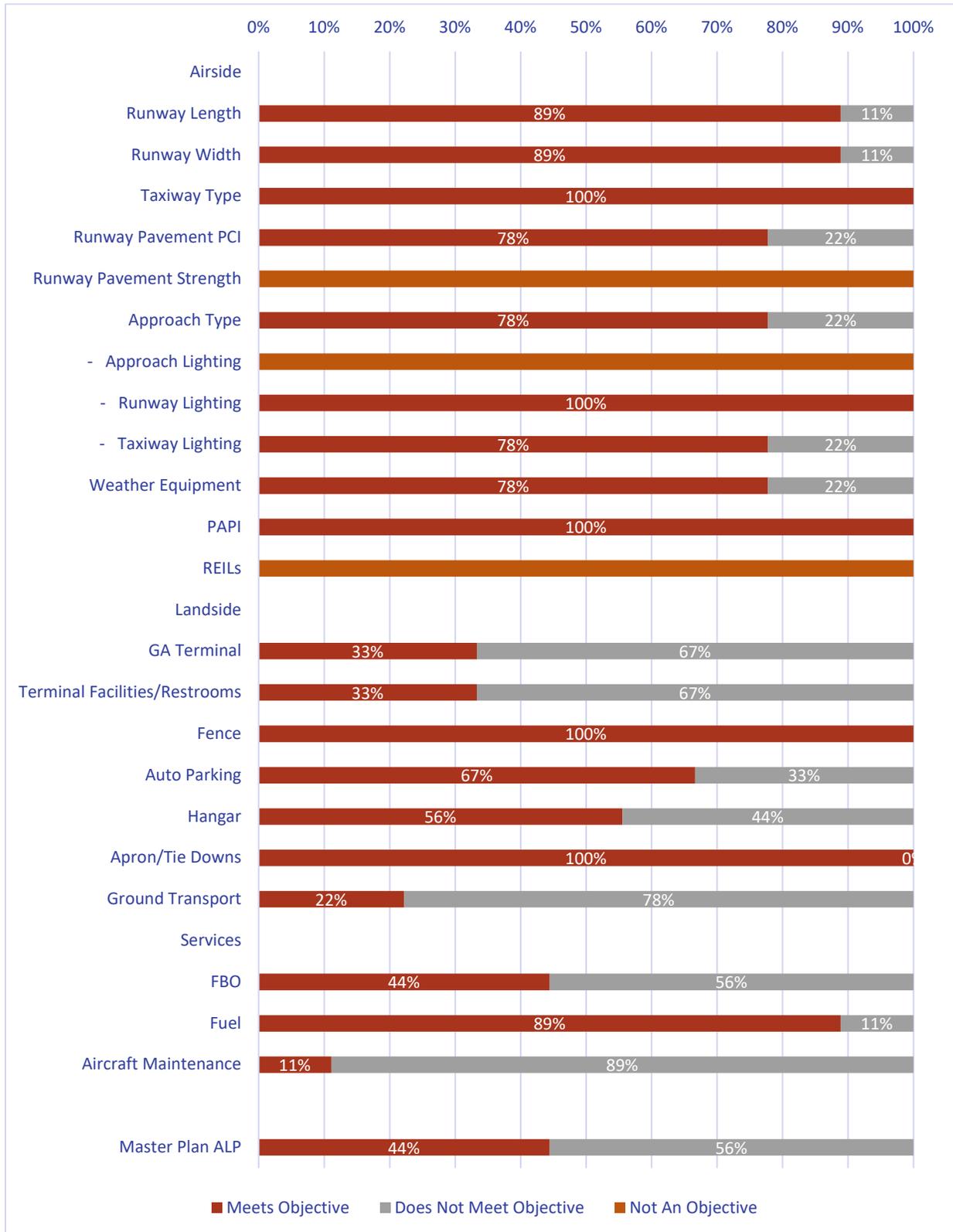
Figure 6-31: UT-II Corporate/Tourism/Freight Airports Compliance Summary



Source: Jviation

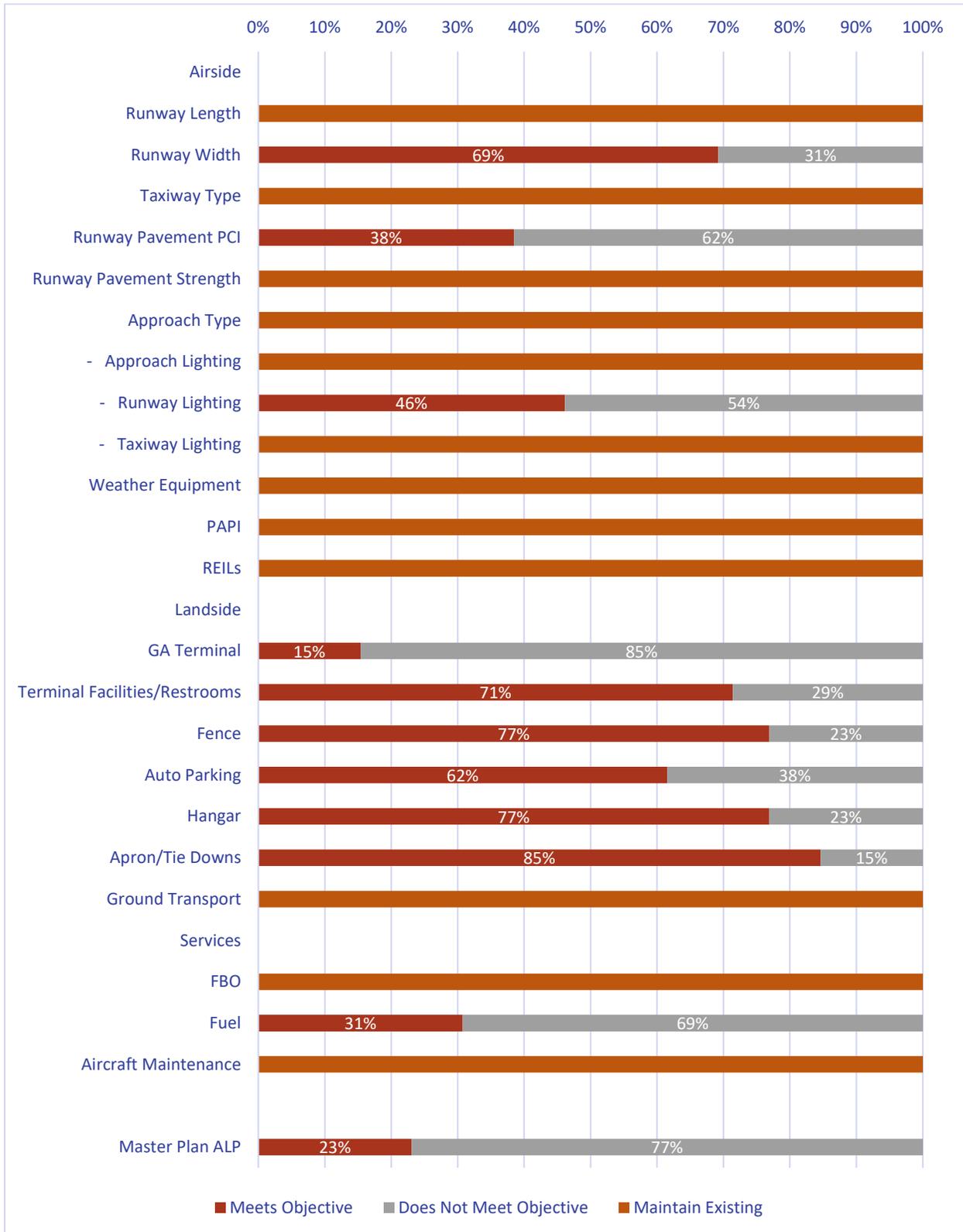


**Figure 6-32: UT-III Recreation and Community Access Airports Compliance Summary**



Source: Jviation

Figure 6-33: UT-IV Essential Access Airports Compliance Summary



Source: Jviation



## 7. Cost Estimates and Project Funding

### 7.1 Introduction

Based on the analysis of the recommended airport system's performance, the 2020 Utah Aviation Development Strategy identifies specific projects for airports in the Utah system. These projects relate to improving the airport system's performance, especially as it relates to facility and service objectives set as part of this study. A cost estimate is provided for airports shown to have projects recommended to meet their objectives.

Estimated costs for each recommended project were developed using broad assumptions appropriate for system level planning. Circumstances at individual airports vary considerably, often requiring additional expenditures not covered by these broad assumptions. These circumstances are typically addressed in a more detailed airport master plan. With that in mind, these cost estimates are best viewed as a starting point for understanding overall project costs.

Costs for improving Utah airport facilities are provided in two categories, 1) improvement costs associated with facility needs identified in this study, the 2020 Utah Aviation Development Strategy and 2) costs approved by the Transportation Commission in the Utah Division of Aeronautics Airport Capital Improvement Program (2019 to 2025 ACIP). Projects identified in both sources were compared and duplications identified. Where duplicate projects were found their costs were addressed to avoid double-counting of total system needs. These cost duplications are presented in a subsequent section.



#### Key Point

*The Aviation Development Strategy identified needed projects to help airports meet their specific facility and service objectives and estimated costs related to meeting objectives. Utah airports also have individual Airport Capital Improvement Plans (ACIPs) that identify safety and development projects, including equipment purchases, for nearly all airports. The list of ACIP projects is updated annually by the Utah Division of Aeronautics. ACIP data presented is from the 2019 and 2020 ACIP. It is important to note that current ACIP projects for the Utah airports are not necessarily approved, by either Division of Aeronautics or the FAA.*

*The Utah Division of Aeronautics identified pavement maintenance and rehabilitation projects in the ACIP that should be considered to address the needs of the state's airport-related pavement infrastructure. Pavement maintenance and rehabilitation needs at Utah airports change annually.*

*This chapter identifies potential average annual funding needs for Utah airports from 2021 to 2030. These estimates do not include costs associated with most projects at commercial service airports that are not funded through the ACIP Program. Average annual costs to implement all Aviation Development Strategy-related projects are estimated at approximately \$14.3 million. Average annual costs to address current ACIP requests are estimated at \$28.3 million. Combined, an average annual investment of \$42.6 million is needed. Considering all system planning projects, individual airport CIPs, and pavement projects, the 10-year financial need for the airports is estimated to be \$426.0 million.*



### 7.1.1 Cost Estimates Methodology

The methodology used to estimate costs for projects in the recommended plan includes:

- Compare existing facilities at each individual airport to the facility/service objectives identified for each airport’s recommended 2020 Utah Aviation Development Strategy roles. Airport roles, defined in a previous chapter, are as follows:
  - UT-I Commercial Service
  - UT-II Corporate/Tourism/Freight
  - UT-III Recreation and Community Access
  - UT-IV Essential Access
- Identify specific airport projects or actions needed to reach the airport’s applicable objectives.
- Estimate project quantities.
- Use estimated unit costs and apply these costs to specific airport needs/projects.

In this process, costs were first identified on an airport-by-airport basis, and then compiled at the system-level by project type. A summary of projects by airport that are needed to meet all established objectives are contained in the tables presented in **Appendix E** and the airport report cards presented in **Appendix F**. Costs presented in this chapter are based on unit costs for each type of facility. Unit costs used in the system plan’s analysis were obtained from current airport construction costs in Utah; unit costs were increased to allow for contingency expenses related to planning, engineering, and design. The costs identified in this chapter will vary based on location conditions that may require significant site preparation efforts or other mitigation to allow for construction.

Wherever possible, actual costs were used as a baseline in the development of unit costs. The range of airports and their specific settings in the state may cause actual costs to vary. Further, costs presented in this chapter are based on 2020 U.S. dollars without increases to reflect future inflation.

Costs associated with 2020 Utah Aviation Development Strategy recommendations are aggregated for the following project types:

- Runway Extension
- Runway Widening
- Runway Strengthening
- Runway Rehabilitation
- Taxiway Extension
- Weather Equipment
- PAPIs
- REILs
- Runway Lights Upgrade
- Approach Lights
- Taxiway Lights
- GA Terminal
- Auto Parking Spaces
- 10-Unit T-Hangars
- Tie Down Spaces
- Perimeter Fence
- Fence Signage
- Planning
  - FBO Feasibility Study
  - Fuel System Feasibility Study
  - AC Maintenance Feasibility Study
  - Master Plan
  - Airport Layout Plan (ALP)

For detailed cost information on a particular airport, see the cost tables in **Appendix F**. These tables list all projects and their associated costs, as well as project source (system plan projects and ACIP projects). Major assumptions used in the development costs are provided below. These assumptions consider the multilayered aspects to many of the projects. For example, an airport may need costs for both a runway extension and widening project. This type of project would also impact runway lighting, so that additional cost is also included.

- Quantities for runway extensions include additional length and additional width if needed.
- Runway strengthening and rehabilitation quantities are only for the existing runway length and width.
- Runway quantities are only for the primary runway.
- Taxiway extension quantities account for applicable runway extensions.
- Lighting quantities for runway/taxiway extensions are accounted for separately from the pavement (i.e. in the lighting quantities).
- For runways that require both a widening and lighting upgrade, it is assumed that the projects will occur concurrently.
- Development costs assume that land acquisition will not be necessary.
- Unit costs for t-hangars and tie down spaces include new apron pavement.
- Runway strengthening overlay thicknesses are based on a generalized assumption of 8,000-pound single wheel load increase for each inch of asphalt. A minimum mat thickness of 1.5-inches was used. (Geotechnical investigation and a pavement design process is required to determine appropriate site-specific strengthening strategies).



## 7.2 Costs Associated with System Plan Recommendations

The system plan cost estimates, by project type and airport role (2020 Utah Aviation Development Strategy Roles UT-I to UT-IV), are summarized in **Table 7-1**.

**Table 7-1: Summary of Costs by Detailed Project Type and Utah Airport Role**

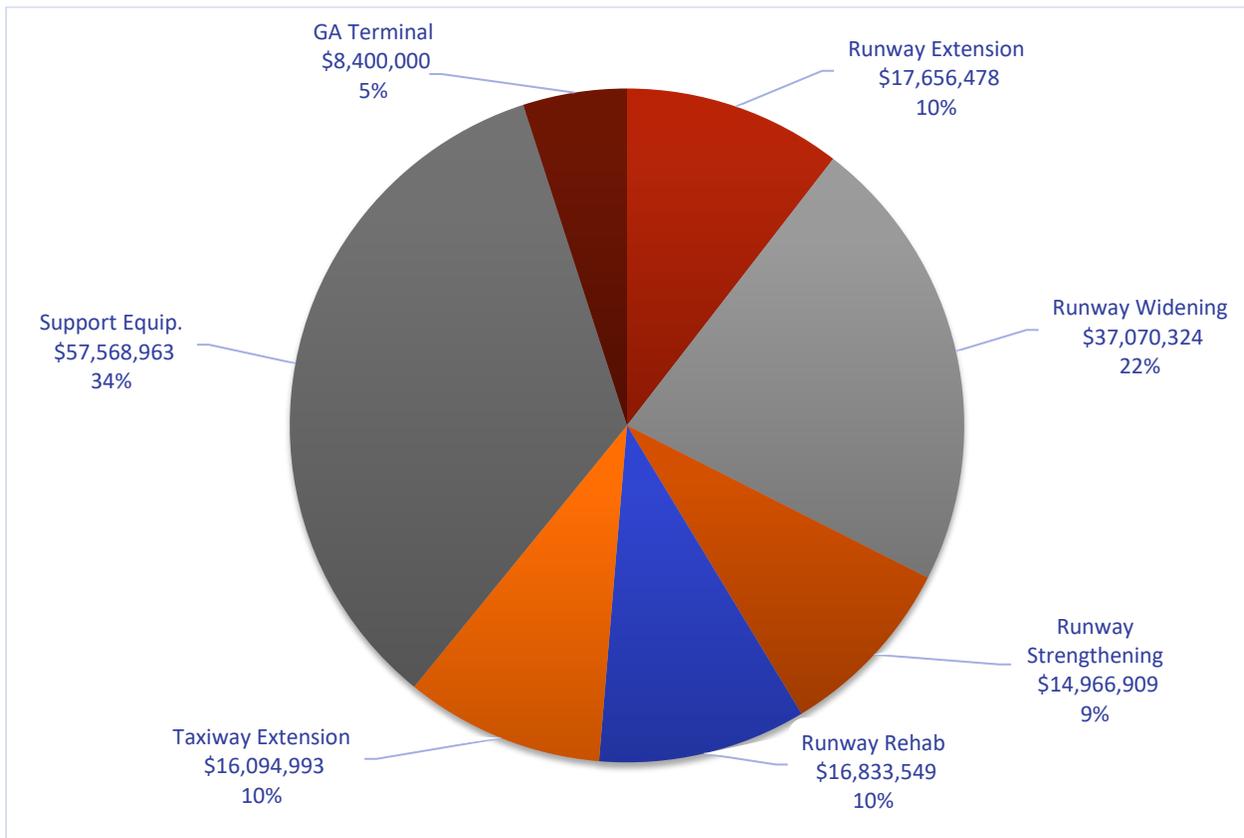
Project Type	UT-I Commercial Service	UT-II Corporate / Tourism / Freight	UT-III Recreation and Community Access	UT-IV Essential Access	Subtotal	In %
Runway Extension	\$-	\$17,638,659	\$17,819	\$-	\$17,656,478	10.5%
Runway Widening	\$-	\$31,460,237	\$1,090,486	\$4,519,600	\$37,070,324	22.0%
Runway Strengthening	\$1,918,229	\$13,048,680	\$-	\$-	\$14,966,909	8.9%
Runway Rehab	\$-	\$4,174,538	\$524,117	\$12,134,893	\$16,833,549	10.0%
Taxiway Extension	\$-	\$16,094,993	\$-	\$-	\$16,094,993	9.5%
Weather Equipment	\$-	\$1,565,879	\$784,518	\$-	\$2,350,397	1.4%
PAPIs	\$-	\$140,864	\$-	\$-	\$140,864	0.1%
REILs	\$203,160	\$315,933	\$-	\$-	\$519,094	0.3%
Runway Lights Upgrade	\$4,961,722	\$8,708,824	\$1,185,221	\$6,771,249	\$21,627,017	12.8%
Approach Lights	\$9,396,249	\$-	\$-	\$-	\$9,396,249	5.6%
Taxiway Lights	\$-	\$6,156,139	\$95,676	\$-	\$6,251,816	3.7%
GA Terminal	\$-	\$3,000,000	\$900,000	\$4,500,000	\$8,400,000	5.0%
Auto Parking Spaces	\$-	\$2,771,223	\$68,600	\$183,260	\$3,023,083	1.8%
10-Unit T-Hangars	\$-	\$3,947,378	\$-	\$-	\$3,947,378	2.3%
Tie Down Spaces	\$-	\$1,002,330	\$-	\$326,220	\$1,328,550	0.8%
Perimeter Fence	\$998,200	\$1,605,157	\$-	\$-	\$2,603,357	1.5%
Fence Signing	\$-	\$-	\$-	\$31,158	\$31,158	0.0%
Planning Total	\$75,000	\$2,400,000	\$2,100,000	\$1,775,000	\$6,350,000	3.8%
<b>Airport Total (2020 Dollars)</b>	<b>\$17,552,560</b>	<b>\$114,030,836</b>	<b>\$6,766,438</b>	<b>\$30,241,381</b>	<b>\$168,591,215</b>	<b>100%</b>

Source: Jviation

Note: Runway length and width projects include related taxiway costs, lighting installation, marking and signage costs.

Altogether, the costs associated with system plan recommendations for all project types total approximately \$168.6 million. **Figure 7-1** illustrates the distribution of total estimated system plan costs by project type. As shown, the most significant costs for recommended system improvements relate to runway projects (Length and Width projects, when combined, comprise 32.5 percent of all costs), followed by costs for runway strengthening and rehabilitation which provide a combination of approximately 19 percent of project costs.

Figure 7-1: 2020 Utah Aviation Development Strategy Cost Estimates



Source: Jviation

Note: Runway length and width projects include related taxiway costs, lighting installation, marking and signage costs. Support Equipment costs include Weather Equipment, PAPIs, REILs, Runway Lights Upgrade, Approach Lights, Taxiway Lights, Auto Parking Spaces, 10-Unit T-Hangars, Tie Down Spaces, Perimeter Fence, Fence Signing, and Planning

In addition to the estimated system development costs by project type, a summary of estimated costs by airport role (UT-I to UT-IV) was developed and is shown in **Table 7-1**. This graphic was developed with airport-specific projects from the 2020 Utah Aviation Development Strategy, with costs summarized by project type. As shown in **Table 7-1**, UT-II airports have the largest share of estimated costs associated with system plan recommendations followed by airports in UT-IV, UT-I, and UT-III categories. 2020 Utah Aviation Development Strategy facility objectives are focused primarily on meeting the needs of general aviation airports. Analysis indicates that 91 percent of the recommendations-related projects are for general aviation airports (UT-II to UT-IV airports). Improvements for Salt Lake City International Airport are not included in this cost analysis.

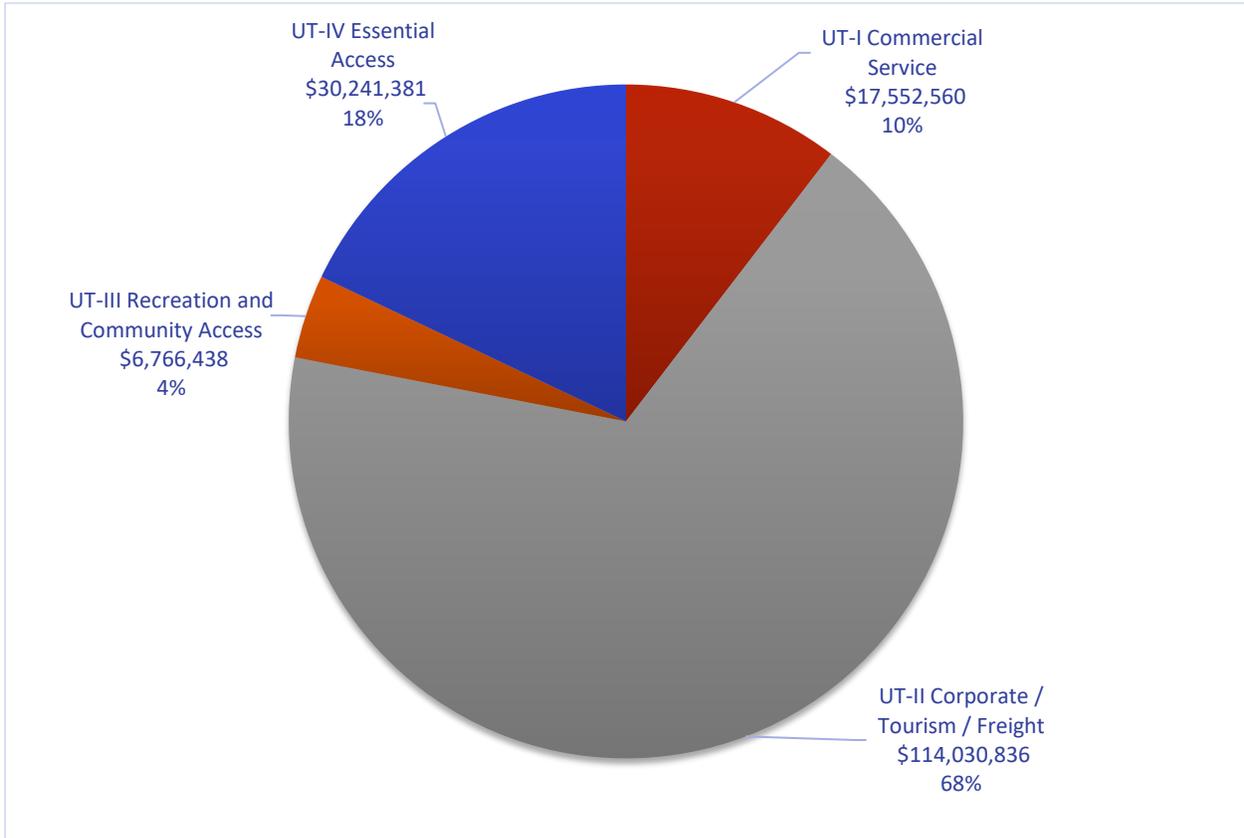
### 7.3 Other Development Costs for System Airports

#### 7.3.1 Costs Associated with Airport ACIP Projects

Projects identified in the recommendations analysis from the system plan represent a portion of the total development and maintenance costs that Utah airports could require in the near term. In order to have a better picture of total investment needs for Utah’s airport system, it is important to also consider projects identified in each airport’s current Division of Aeronautics Airport Capital Improvement Program (ACIP).



**Figure 7-2: Division of Aeronautics 2020 Utah Aviation Development Strategy Plan Project Costs By Category/ Role**



Source: Jviation

The ACIP was developed and implemented by the Utah Division of Aeronautics in partnership with the Federal Aviation Administration’s (FAA) Northwest Mountain Region and Denver Airports District Office and airport sponsors. The development and implementation of the ACIP is consistent with and will support airport sponsors and FAA objectives of implementing a continuous aviation system planning program. The primary purpose of the Division of Aeronautics is to lead and manage a statewide transportation system of airports, aircraft, and air routes. The Division of Aeronautics promotes the quality of life framework established by the Division for good health, better mobility, a strong economy, and connected communities. This is accomplished through six core functions.

1. Airport System Planning
2. Aviation Rulemaking
3. Airport Project Funding
4. Aircraft Registration
5. Aviation Promotion
6. Aviation Safety

A summary of ACIP project costs for all Utah system airports, including UT-I Commercial Service<sup>1</sup> (gathered for 2019) is presented in **Table 7-2**, by project type and by airport role.

<sup>1</sup> Costs for Salt Lake City International are not included in this analysis.

Table 7-2: Division of Aeronautics ACIP Costs By Airport Role, 2019 to 2025

Project Type	UT-I	UT-II	UT-III	UT-IV	Costs Subtotal
Approach	\$-	\$-	\$-	\$111,111	\$111,111
Apron Expansion	\$11,334,009	\$1,119,938	\$-	\$609,953	\$13,063,900
CS Terminal Const	\$26,366,459	\$-	\$-	\$-	\$26,366,459
Fence Install	\$5,050,929	\$2,473,348	\$-	\$-	\$7,524,277
Fuel Farm	\$-	\$-	\$-	\$601,663	\$601,663
GA Parking	\$-	\$-	\$-	\$1,420,375	\$1,420,375
GA Terminal Construction	\$7,701,754	\$-	\$-	\$331,016	\$8,032,771
Land Acquisition	\$-	\$1,658,557	\$-	\$-	\$1,658,557
Master Plan/ALP	\$1,110,526	\$2,328,081	\$600,000	\$33,333	\$4,071,941
Misc.	\$1,401,694	\$1,088,239	\$-	\$69,250	\$2,559,183
PAPIS REILS	\$-	\$1,629,234	\$-	\$-	\$1,629,234
Pavement Preservation Apron	\$16,781,763	\$550,000	\$1,143,049	\$166,667	\$18,641,478
Planning	\$192,625	\$-	\$-	\$-	\$192,625
Runway Lighting	\$-	\$-	\$-	\$555,556	\$555,556
Runway Rehab	\$27,411,314	\$32,451,076	\$8,189,220	\$7,041,565	\$75,093,174
Runway Seal Coat	\$4,503,560	\$3,737,146	\$2,001,985	\$3,176,769	\$13,419,460
Snow R.E.	\$3,680,829	\$1,127,541	\$1,127,541	\$-	\$5,935,910
Taxiway Expansion	\$10,093,561	\$702,383	\$-	\$248,262	\$11,044,206
Taxiway Lighting	\$-	\$331,016	\$-	\$1,627,496	\$1,958,513
Taxiway Turnarounds	\$-	\$827,541	\$496,524	\$600,000	\$1,924,065
Taxiway Pavement Preservation	\$18,082,717	\$5,095,879	\$200,000	\$150,000	\$23,528,597
Vehicles	\$6,430,429	\$-	\$-	\$-	\$6,430,429
Weather Reporting Equipment	\$-	\$854,730	\$827,541	\$165,508	\$1,847,778
<b>Grand Total</b>	<b>\$140,142,170</b>	<b>\$55,974,709</b>	<b>\$14,585,859</b>	<b>\$16,908,523</b>	<b>\$227,611,261</b>

Source: Utah Division of Aeronautics ACIP 2019-2025, Aviation analysis

Note: ACIP Projects for runways and taxiways range from extensions to lighting to rehabilitation. Planning costs often include environmental studies, geotechnical work as well as engineering design and construction. The ACIP costs for the Commercial airports reflect only those projects for which airports are seeking the Division of Aeronautics funding; therefore, the ACIP costs for the Commercial airports shown here reflect only a small percentage of the total CIP costs for the Commercial Airports. SLC ACIP projects are not included in the ACIP.

As shown in **Table 7-2**, if fully implemented, ACIP projects for system airports also require a significant investment, totaling over \$227.6 million<sup>2</sup> over six years. Approximately \$38 million per year, on average, will be required to fund all existing ACIPs. By ACIP project type, pavement projects make up the largest share of costs, at approximately 57 percent. These include runway rehabilitation projects, runway seal coat, taxiway pavement preservation, and apron pavement preservation. Commercial service airport terminal construction

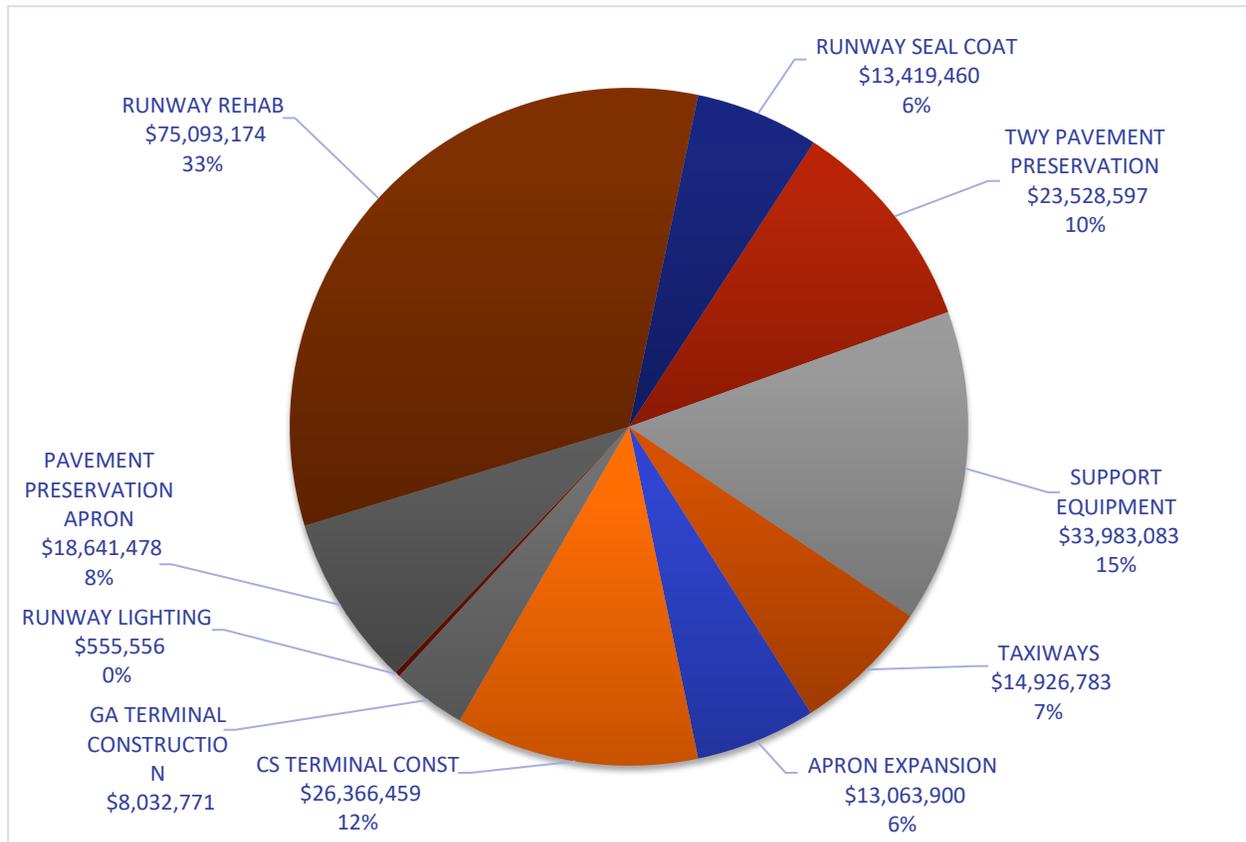
<sup>2</sup> Some projects on the CIP may be currently underway.



makes up 12 percent<sup>3</sup> of ACIP followed by taxiway/apron projects at 11 percent. The remaining support project types (NAVAIDs, vehicles) combined represent approximately 15 percent of the total cost over the time period.

**Figure 7-3** and **Figure 7-4** graphically depict the share of ACIP-related costs by project type and Utah Aviation Development Strategy Study role. UT-I, (Commercial Service Airports) represent the largest share of ACIP costs with 62 percent of the ACIP project costs, followed by UT-II, at 25 percent of costs.

**Figure 7-3: Division of Aeronautics ACIP Costs By Project Type<sup>4</sup>**



Source: Utah Division of Aeronautics ACIP 2019, Aviation analysis

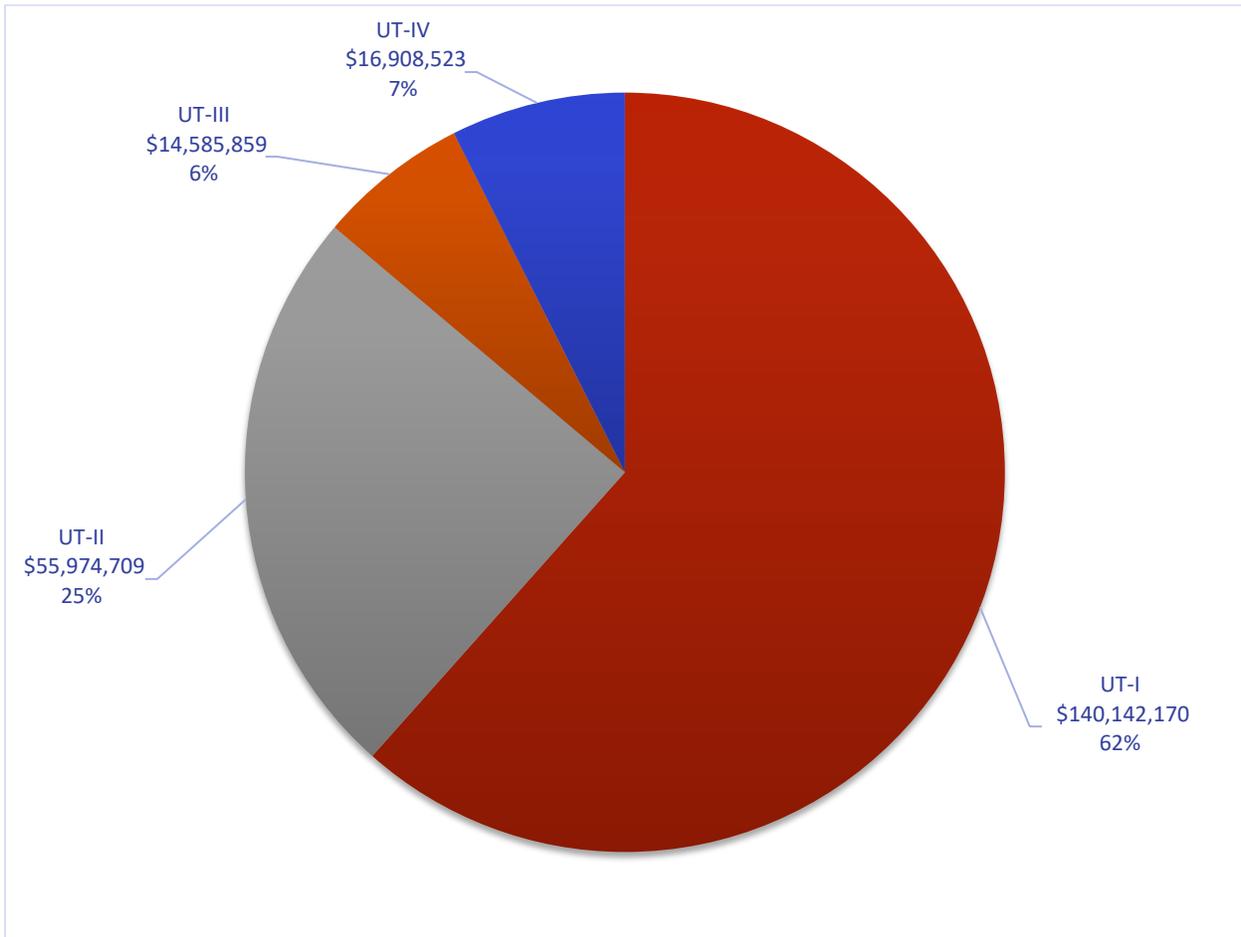
## 7.4 Combined Estimated Development Costs

Current ACIPs were reviewed to provide the Division of Aeronautics with a general understanding of what projects are already being considered on the local level that would address facility recommendations noted in the system plan. A review was performed to ensure project costs were not duplicated between the Aviation Development Strategy and current ACIP projects for each airport. For example, if the ACIP showed a runway rehabilitation cost for an airport and the 2020 Utah Aviation Development Strategy facility recommendations cost shows the same project, the rehab cost in the Aviation Development Strategy analysis was removed. Analysis of both the ACIP and 2020 Utah Aviation Development Strategy identified 28 duplicative projects. **Table 7-3** presents the adjusted costs for the 2020 Utah Aviation Development Strategy recommendations by detailed project type and Utah airport role. Analysis indicates that by deducting identical project costs related to the recommended project analysis, costs are reduced by \$25.9 million or 15.5 percent.

<sup>3</sup> Funding a commercial service terminal at PVU represents 75 percent of the Commercial Service Terminal construction costs.

<sup>4</sup> Does not include Salt Lake City International Airport projects

Figure 7-4: ACIP Costs by Role, 2019 to 2025<sup>5</sup>



Source: Utah Division of Aeronautics ACIP 2019, Aviation analysis

<sup>5</sup> Does not include Salt Lake City International Airport projects



**Table 7-3: Adjusted Costs Utah Aviation Development Strategy Facility Recommendations**

	UT-I Commercial Service	UT-II Corporate / Tourism / Freight	UT-III Recreation and Community Access	UT-IV Essential Access	Subtotal	In %
Runway Extension	\$-	\$17,638,659	\$17,819	\$-	\$17,656,478	12.4%
Runway Widening	\$-	\$31,460,237	\$1,090,486	\$4,519,600	\$37,070,324	26.0%
Runway Strengthening	\$1,918,229	\$8,233,798	\$-	\$-	\$10,152,026	7.1%
Runway Rehab	\$-	\$-	\$264,057	\$6,138,247	\$6,402,304	4.5%
Taxiway Extension	\$-	\$16,094,993	\$0	\$-	\$16,094,993	11.3%
Weather Equipment	\$-	\$783,107	\$392,943	\$-	\$1,176,050	0.8%
PAPIs	\$-	\$46,955	\$-	\$-	\$46,955	0.0%
REILs	\$203,160	\$237,675	\$-	\$-	\$440,836	0.3%
Runway Lights Upgrade	\$2,925,770	\$6,266,781	\$1,185,221	\$6,771,249	\$17,149,021	12.0%
Approach Lights	\$9,396,249	\$-	\$-	\$-	\$9,396,249	6.6%
Taxiway Lights	\$-	\$5,037,050	\$95,676	\$-	\$5,132,726	3.6%
GA Terminal	\$-	\$3,000,000	\$900,000	\$4,050,000	\$7,950,000	5.6%
Auto Parking Spaces	\$-	\$2,771,223	\$68,600	\$183,260	\$3,023,083	2.1%
10-Unit T-Hangars	\$-	\$3,947,378	\$-	\$-	\$3,947,378	2.8%
Tie Down Spaces	\$-	\$1,002,330	\$-	\$326,220	\$1,328,550	0.9%
Perimeter Fence	\$-	\$1,428,143	\$-	\$-	\$1,428,143	1.0%
Fence Signing	\$-	\$-	\$-	\$31,158	\$31,158	0.0%
Planning Total	\$75,000	\$650,000	\$1,750,000	\$1,750,000	\$4,225,000	3.0%
<b>Totals</b>	<b>\$14,518,408</b>	<b>\$98,598,330</b>	<b>\$5,764,803</b>	<b>\$23,769,734</b>	<b>\$142,651,275</b>	<b>100.0%</b>

Source: Jviation analysis

The combined costs from both sources (facility recommendation analysis and ACIP) provide a more holistic picture of anticipated financial needs for Utah’s system of airports. **Table 7-4** presents a summary of the combined development costs identified by airport role and plan. As shown, costs associated with UT-II Corporate/Tourism/Freight and UT-I Commercial Service Airports both arrive at nearly 42 percent of combined costs. ACIP project costs represent the largest share with nearly 61.5 percent of the total estimated development costs over the next five years. It is worth noting that any duplication in projects between the source documents was removed. When only projects recommended in the Aviation Development Strategy are considered, total estimated costs are \$142.65 million.

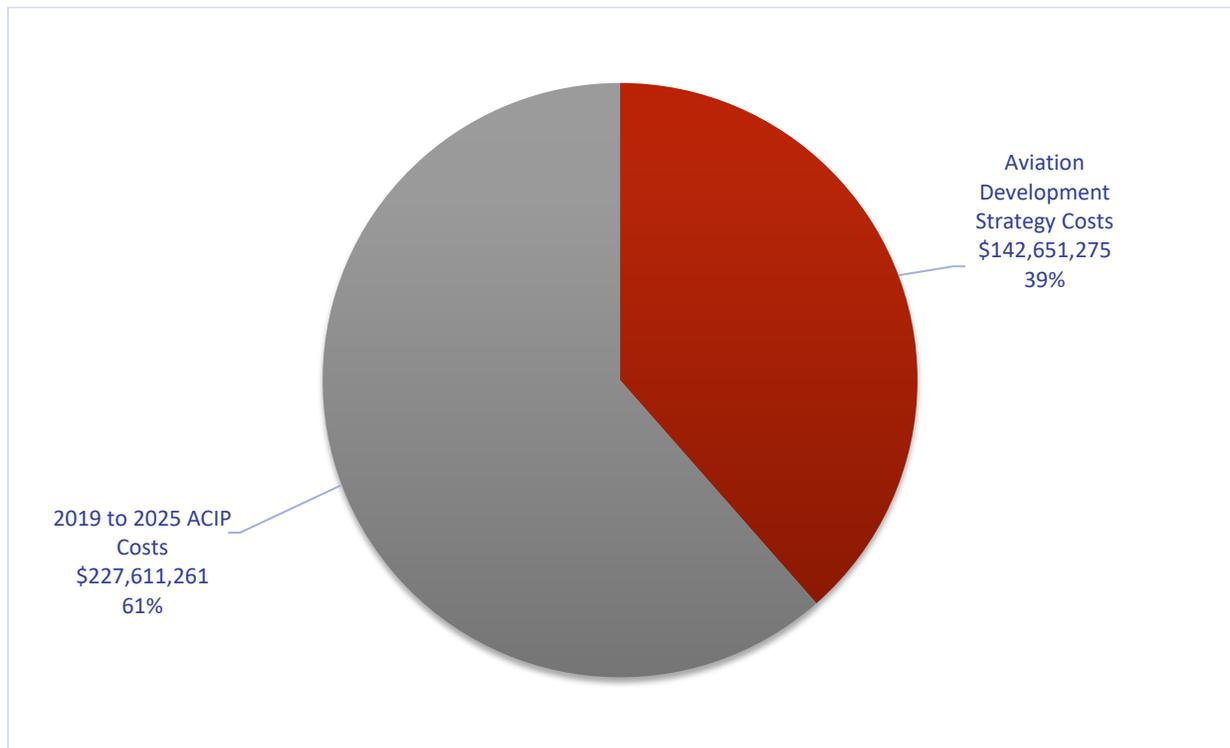
**Table 7-4: Summary Of Combined Development Costs By Role And Plan**

	UT-I Commercial Service	UT-II Corporate / Tourism / Freight	UT-III Recreation and Community Access	UT-IV Essential Access	Total
Aviation Development Strategy Costs	\$14,518,408	\$98,598,330	\$5,764,803	\$23,769,734	<b>\$142,651,275</b>
2019 to 2025 ACIP Costs	\$140,142,170	\$55,974,709	\$14,585,859	\$16,908,523	<b>\$227,611,261</b>
<b>Total</b>	<b>\$154,660,578</b>	<b>\$154,573,039</b>	<b>\$20,350,662</b>	<b>\$40,678,257</b>	<b>\$370,262,536</b>
<b>Percent</b>	<b>41.8%</b>	<b>41.7%</b>	<b>5.5%</b>	<b>11.0%</b>	<b>100.0%</b>

Source: JVIATION, Utah Division of Aeronautics ACIP

**Figure 7-5** depicts the share of development costs by plan while **Figure 7-6** graphically depicts the costs from the ACIP. If all ACIP projects were to be completed over a five-year period (2021 to 2025) the costs would average \$28.5 million annually.

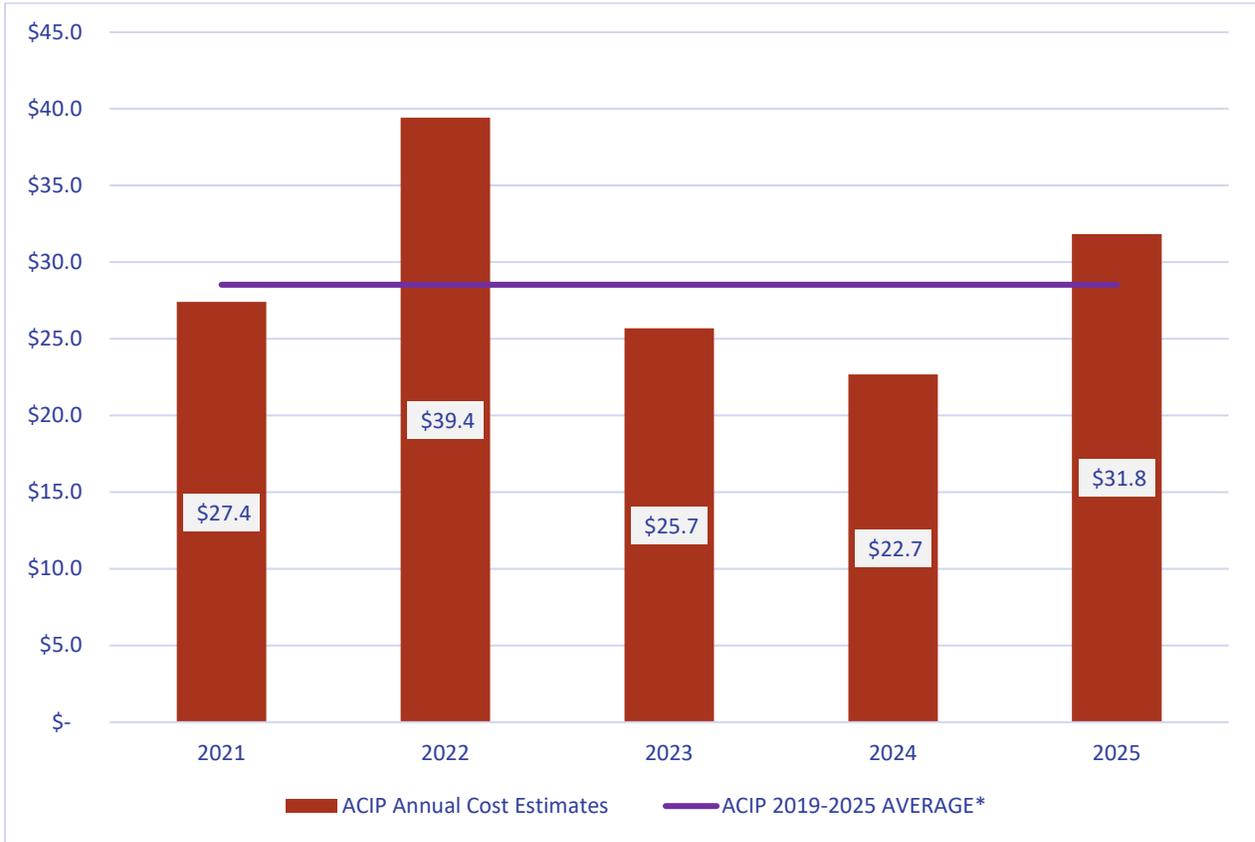
**Figure 7-5: Combined Development Costs By Plan**



Source: Jviation, Utah Division of Aeronautics 2019 to 2025 ACIP



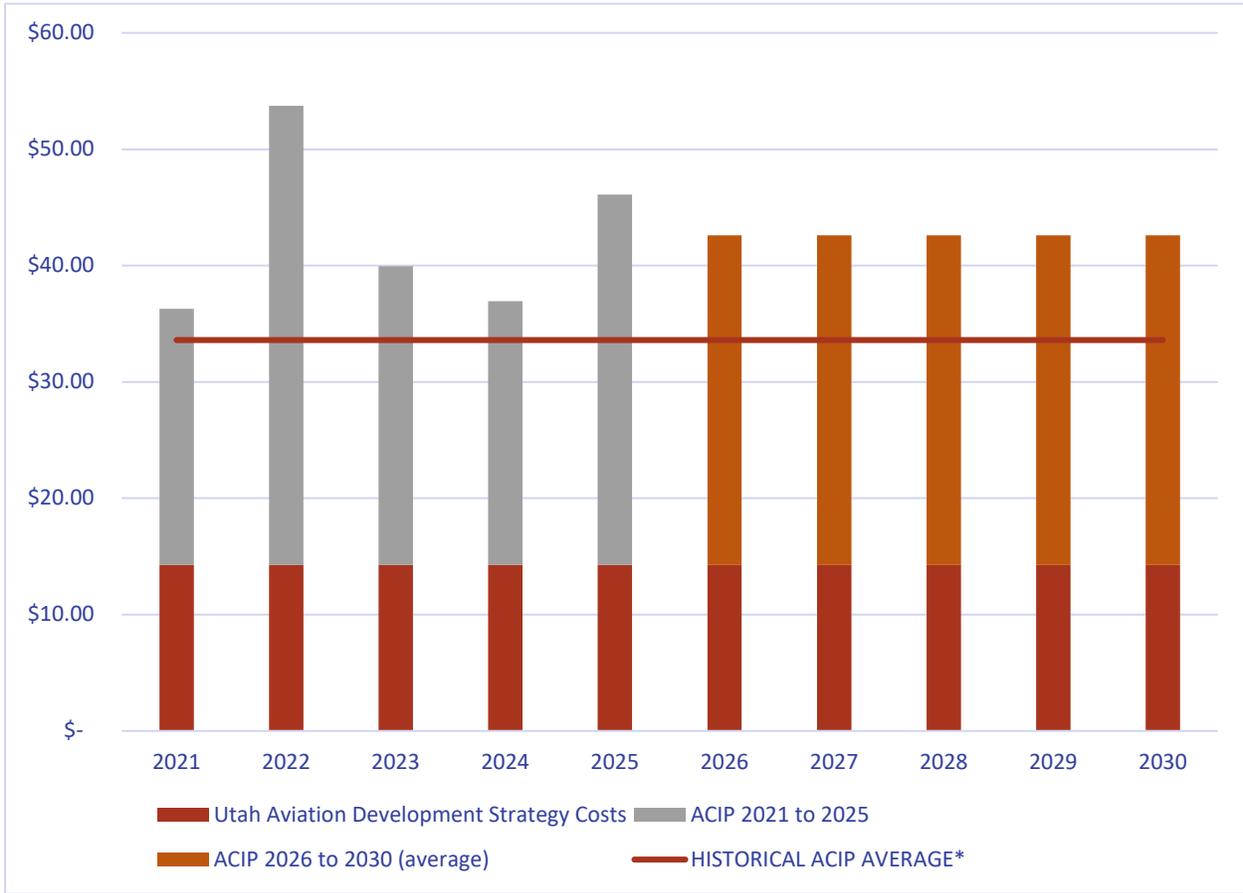
Figure 7-6: 2021 to 2025 ACIP Costs By Year and Averaged (In Millions)



Source: Jviation, Utah Division of Aeronautics 2019 to 2025 ACIP

Figure 7-7 combines 2021 to 2030 ACIP costs (actual and projected) and average Aviation Development Strategy costs over a 10-year period. The \$142.65 million in Aviation Development Strategy plan-related projects averages \$14.3 million over the 10-year period and as the graph indicates the facility needs exceed available funds. Available funds in the past have averaged \$33.6 million based on ACIP projects listed for 2015 to 2019. A subsequent section discusses these ACIP projects, Development Strategy projects and funding gaps in more detail.

Figure 7-7: Combined Average ACIP and Development Costs by Plan 2021 to 2030 (In Millions)



Source: Jviation, Utah Division of Aeronautics 2019 to 2025 ACIP, \*Utah Division of Aeronautics 2015 to 2019 ACIP

## 7.5 Funding Sources for Capital Improvement Projects

### 7.5.1 Federal Aviation Administration Airport Improvement Program Funding

The federal government started an airport grants-in-aid program to units of state and local government at the end of World War II to support the needs of the nation’s public airports. After several early versions of federal funding programs, the Airport Improvement Program (AIP) was established through the Airport and Airway Improvement Act of 1982. The initial AIP provided funding legislation through fiscal year 1992; since then, it has been authorized and appropriated on a yearly or even quarterly basis. AIP funding is generated through taxes on airline tickets, freight waybills, international departure fees, general aviation fuel, and jet fuel.

Airport projects in Utah are accomplished through a combination of federal (FAA), state, and local funding. In general, airports that are eligible for FAA and state funding must be available for public use (i.e. not encumbered by an exclusive use agreement), and they are required to meet appropriate FAA design standards. Airports eligible for FAA funds must be included in the National Plan of Integrated Airport Systems (NPIAS). Projects that are eligible for state and federal funding are subject to both state and FAA priority rankings



considerations, grant assurances, and funding availability. FAA Order 5100.38D<sup>6</sup>, *Airport Improvement Program (AIP) Handbook*, presents a detailed list of projects that are and are not eligible for FAA funding.

AIP funds must be spent on FAA-eligible projects as defined in FAA Order 5100.38D, *Airport Improvement Program (AIP) Handbook*. In general, this reference document states that:

- An airport must be in the currently approved NPIAS.
- Most public-use general aviation airport improvements are eligible for 90 percent federal funding, with the remaining 10 percent coming from local or state matching funds.
- Non-primary entitlement funds of \$150,000 per year can be accumulated for up to four years; It should be noted that Unclassified airports are not eligible for these funds.

In addition, revenue-producing items (such as hangars) are typically not eligible for federal funding unless certain conditions are met. All eligible projects must be depicted on an FAA-approved Airport Layout Plan.

It is important to compare development cost estimates to funds that could be available to address identified investment needs. Additionally, annual changes in funding needs should be expected, as should changes in federal and state funding that is available to meet those needs.

### ***FAA Entitlement Funding***

AIP grants include entitlement grants, which are allocated among NPIAS airports by a formula that is driven by passenger enplanements, and by discretionary grants that are awarded in accordance with specific guidelines. Generally, Primary Airports (Part 139) receive \$1 million in entitlements based on the number of enplaning passengers (greater than 10,000 enplanements on scheduled airlines) and landed cargo weights. Non-primary airports, which include general aviation airports, likewise may receive entitlement funding consisting of \$150,000 per year.

Utah Division of Aeronautics' highest priority is to fund safety and pavement projects. Aeronautics has about \$3 million per year in its budget for ACIP. Its priority is to provide half the match at general aviation airports for federal AIP dollars. Typically, the airport sponsor is to meet the other half of the local match.

The Utah Division of Aeronautics' ACIP spans a five-year period; these numbers are updated annually. An airport sponsor coordinates with their consulting engineer each year to develop an airport capital improvements list for the next five years. The outcome of this effort is a CIP proposal to be submitted by the end of September to the FAA and to the Division of Aeronautics. In December, the Division of Aeronautics coordinates with the FAA to discuss funding availability, support of proposed projects, and identify airport project priorities. In January, the Division of Aeronautics speaks to the UDOT leadership and the Utah legislative analysts to determine ACIP matching monies based on the availability of FAA monies. In May, they take the ACIP to the Transportation Commission to review the five-year ACIP planning document.

Some Non-Primary airports may not have need for AIP funds in a given year and are permitted by the FAA to withhold their entitlement funds for up to four years until a project is identified and total funds are accumulated. These accumulated funds may be held for four years, for example, then expended in an AIP grant for a project valued at \$600,000.

**Figure 7-8** identifies total annual ACIP costs estimates based on planned airport improvement projects approved by the Utah Transportation Commission each year from 2015 to 2019. These costs are associated with projects identified by airport management and their engineer of record. **Figure 7-8** also presents sources

<sup>6</sup> [https://www.faa.gov/airports/aip/aip\\_handbook/](https://www.faa.gov/airports/aip/aip_handbook/)

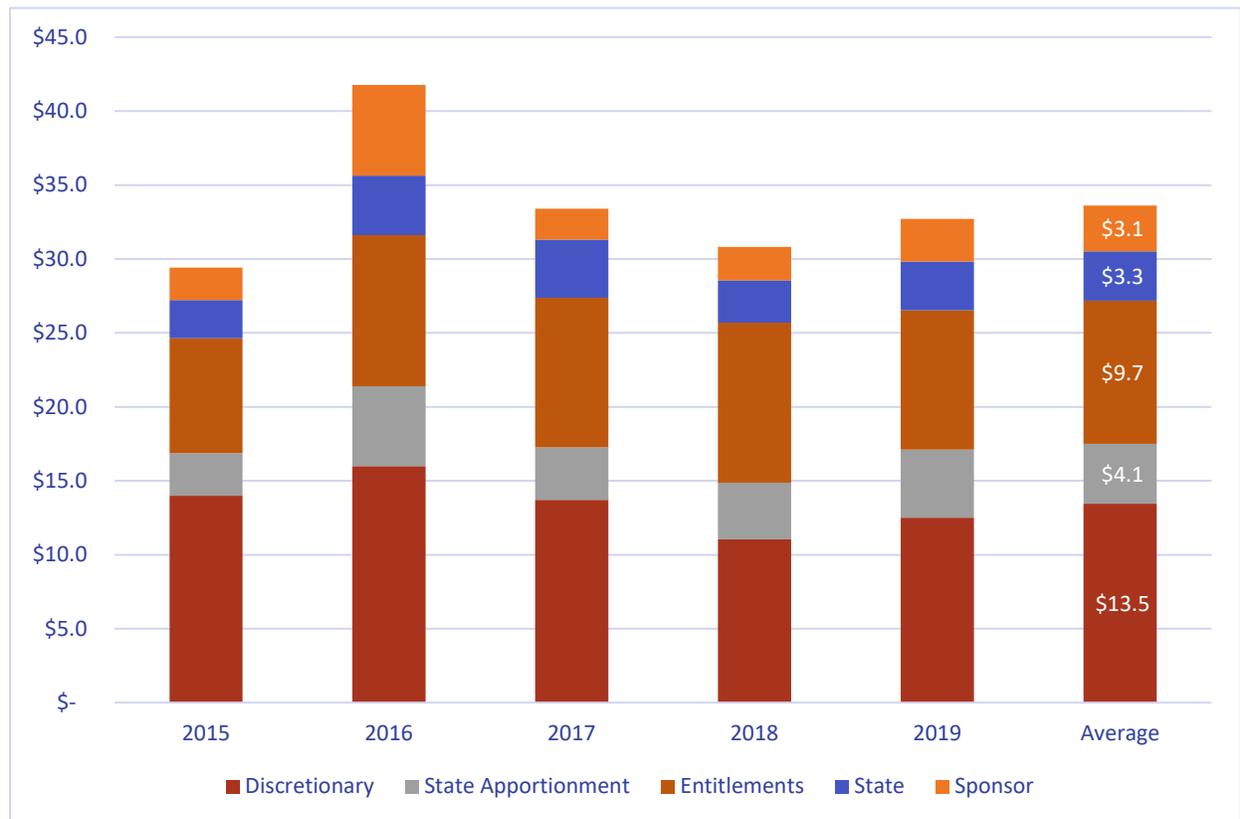
of funding by year and reflect FAA Discretionary, State Apportionment, and Entitlement funds. Matching state and local funds are also presented. Projects funded solely by airport sponsors, such as hangars, are not included. Projects related to Salt Lake City International are also not presented in the graph. From 2015 to 2019 Utah airports projects rely on \$13.5 million in Discretionary funds and \$9.7 million in Entitlement funds from the FAA. Average funding for state apportionment arrives at \$4.1 million for the five-year period. Note that these costs were ACIP planning related costs and that FAA fund distributions likely vary based on actual facility improvement needs that arise as a result of more immediate airport system facility needs.

**Discretionary Funds**

General aviation and commercial service airports also compete for federal discretionary funds. These funds are awarded based on priority ratings given to each potential project by the FAA. The prioritization process makes certain that the most important and beneficial projects (as viewed by the FAA) are the first to be completed, given the availability of adequate discretionary funds. Federal funding is limited to development that is justified to meet aviation demand according to FAA guidelines. Each NPIAS airport development project is subject to eligibility and justification requirements as part of the normal AIP funding process.

The FAA Denver ADO has developed a strategy to maintain Utah’s runway pavement by conducting a major reconstruction at each NPIAS airport about every 20 years. Funds for runway rehabilitation are comprised of FAA Entitlement funds as well as discretionary funds.

**Figure 7-8: Utah ACIP Project Histories and Funding Sources (In Millions) 2015 to 2019**

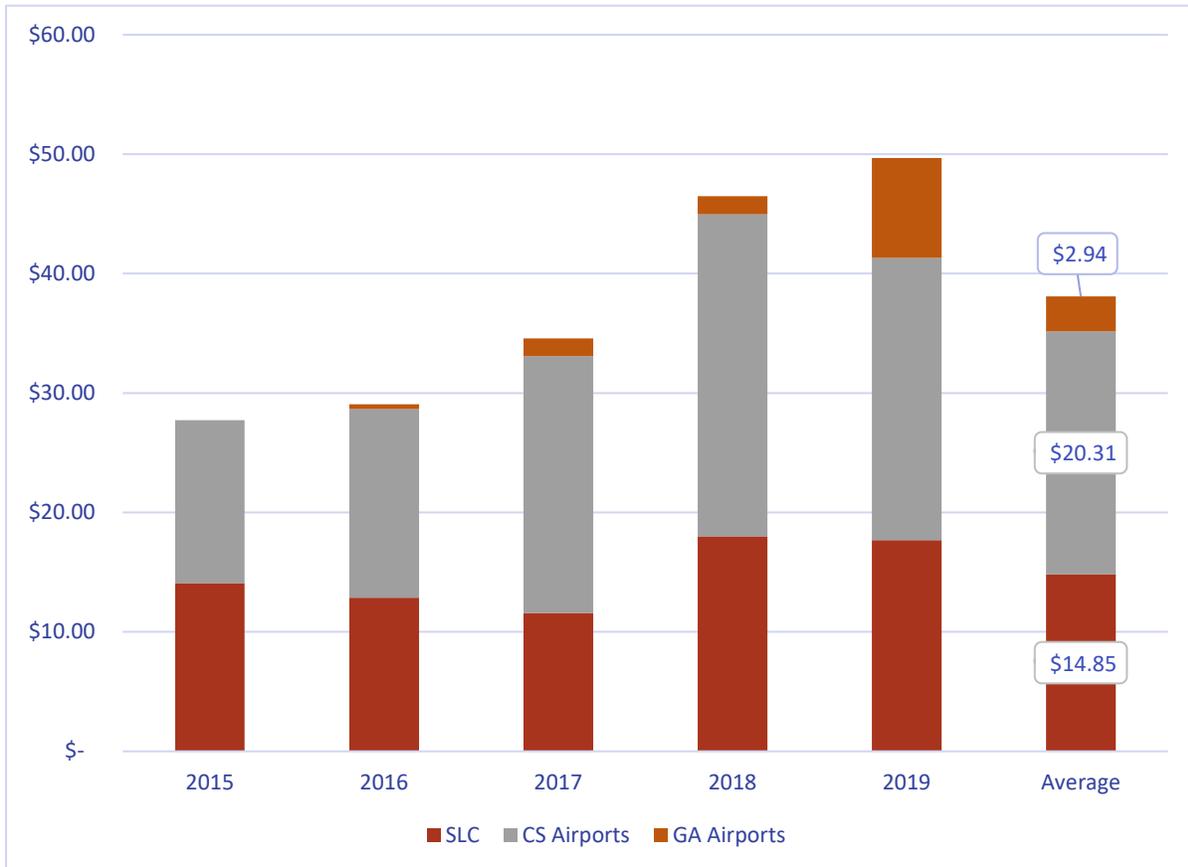


Source: Utah Division of Aeronautics ACIP Projects List, 2015 to 2019.



**Figure 7-9** identifies total annual FAA discretionary spending for Utah airport projects from 2015 to 2019, with most going to Salt Lake City International Airport (SLC). On average the FAA spends approximately \$35 million in Utah on CIP projects with nearly \$15 million going to SLC, \$20.3 million going to other commercial service and nearly \$3.0 million to general aviation airports in the state. Note that in 2018 the FAA funded a \$26.0 million project at St. George Regional Airport for high priority runway reconstruction. Runway reconstruction/rehabilitation and new runways comprise approximately 40 percent of the \$176 million spent in the state over the last five years.

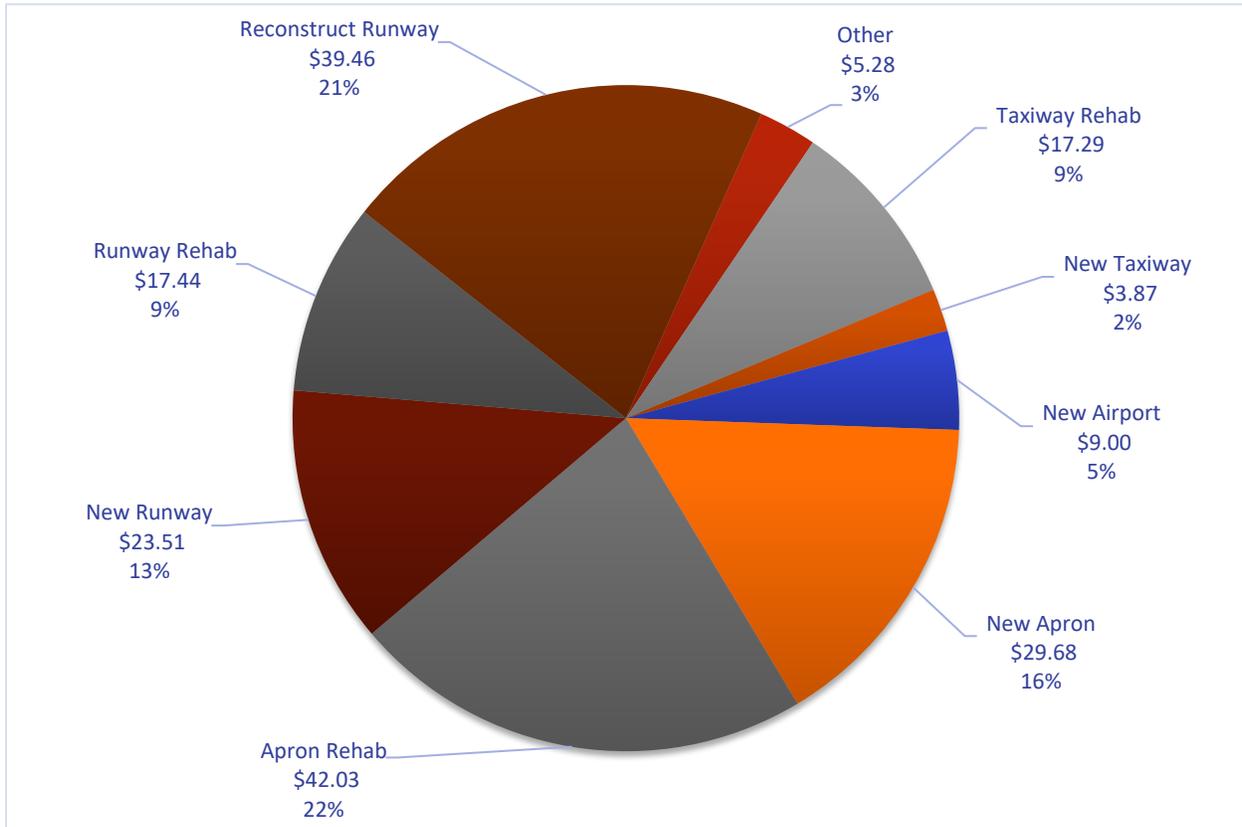
**Figure 7-9: Utah FAA Discretionary Spending (In Millions) 2015 to 2019**



Source: [https://www.faa.gov/airports/aip/grant\\_histories/](https://www.faa.gov/airports/aip/grant_histories/)

**Figure 7-10** summarizes FAA Discretionary spending by project type for Utah airports between 2015 and 2019. Runway reconstruction/rehabilitation and new runways comprise approximately 43 percent of the \$187 million spent in the state over the last five years.

Figure 7-10: Utah FAA Discretionary Spending (In Millions) 2015 to 2019



Source: [https://www.faa.gov/airports/aip/grant\\_histories/](https://www.faa.gov/airports/aip/grant_histories/)

### State Apportionment Funding

FAA funds are made available to states under various conditions and are apportioned based on the number of airports, operations, population and pavements<sup>7</sup>. The distribution of these grants is decided through a collaborative effort by the FAA and each state.

### CARES Act Funds

The Coronavirus Aid, Relief, and Economic Security (CARES) Act (passed and signed into legislation in April 2020) includes funding and financing for airlines and aviation businesses as well as grants for airports, public transit, and Amtrak. The Act includes \$48.5 billion in supplemental appropriations for transportation programs to address COVID-19 impacts to the transportation sector.

The CARES Act includes \$10 billion for FAA AIP grants to maintain airport operations considering the significant drop in revenues at airports. Of the amount, at least \$100 million is for general aviation airports. The funding is distributed by formula. Hub airports that received funding were tasked to employ at least 90 percent of the people employed as of the day of the bill’s enactment until the end of 2020. The Act also included \$56 million for the Essential Air Service Program to maintain existing air service to rural communities.

<sup>7</sup> [https://utahdot.granicus.com/MetaViewer.php?view\\_id=2&clip\\_id=354&meta\\_id=29140](https://utahdot.granicus.com/MetaViewer.php?view_id=2&clip_id=354&meta_id=29140)



A total of 35 Utah airports will share \$93.4 million in grants from the CARES Act Airport Grant Program. The funding will support continuing operations and replace lost revenue resulting in the sharp decline in international and domestic travel. Salt Lake City International Airport received most of the money with \$82.4 million in funding, while all other facilities engaged in general and commercial aviation activities will receive lesser amounts.

- St. George Municipal, \$4.4 million
- Provo Municipal, \$1.4 million
- Ogden-Hinkley, \$1.1 million
- Cedar City Regional, \$1.1 million
- Canyonland Field, \$1.1 million
- Vernal Regional, \$1.1 million
- Wendover, \$157,000

General aviation airports in Utah received upwards of \$69,000 to a minimum amount of \$20,000 going to several of the state's airports in rural communities.

## 7.6 Utah Aviation Related Taxes and Fees

The State of Utah collects taxes from aviation users and aircraft owners. These are used to support Division of Aeronautics services, capital improvements at system airports, and other functions. Most public-use general aviation airport improvements are eligible for 90.63 percent federal funding, with the remaining 9.37 percent coming from local (4.685 percent) or state matching (4.685 percent) funds. Funding sources are highlighted below:

**Sales Taxes Related to Aircraft** – Aircraft located in Utah are required to be registered through the Division of Aeronautics to operate in the state. Aircraft subject to registration are considered vehicles and are subject to sales and use tax. All aircraft are subject to titling or registration and must show that sales tax was paid to the state. Utah sales and use tax is due at the time of the purchase. Any civil aircraft located in Utah must also have a current certificate of registration to operate in Utah. If the aircraft is airworthy and located or based in Utah (greater than six months, or the cumulative majority of a year), it must be registered in Utah to operate in the state. Sales and use taxes are a tax on the transaction, and the tax is based on the price of the aircraft when it was purchased. The sales tax rate depends on where the aircraft is based since local and county sales taxes in Utah vary.

**Aircraft Registration Annual Fee** – Civilian registered aircraft owners pay an annual fee based on the value of their aircraft. Each aircraft registration fee is calculated at 0.4 percent of the average wholesale value of the aircraft. Additionally, 100 percent of the fee is deposited into the Utah State Aeronautics Restricted Account and a \$25 Uniform Fee goes to the county where the plane is based.

**Aviation Fuel Taxes** – The State of Utah collects aviation fuel taxes on the sale of AvGas and Jet A. Current rates are \$0.09 per gallon excise tax at all airports. For Federally certificated air carriers the rate is \$0.04 per gallon. Commercial airline operations area of Salt Lake City International Airport has lower rates. On the commercial side of SLC there is a \$0.025 tax per gallon with \$0.015 going to SLC airport sponsor<sup>8</sup>.

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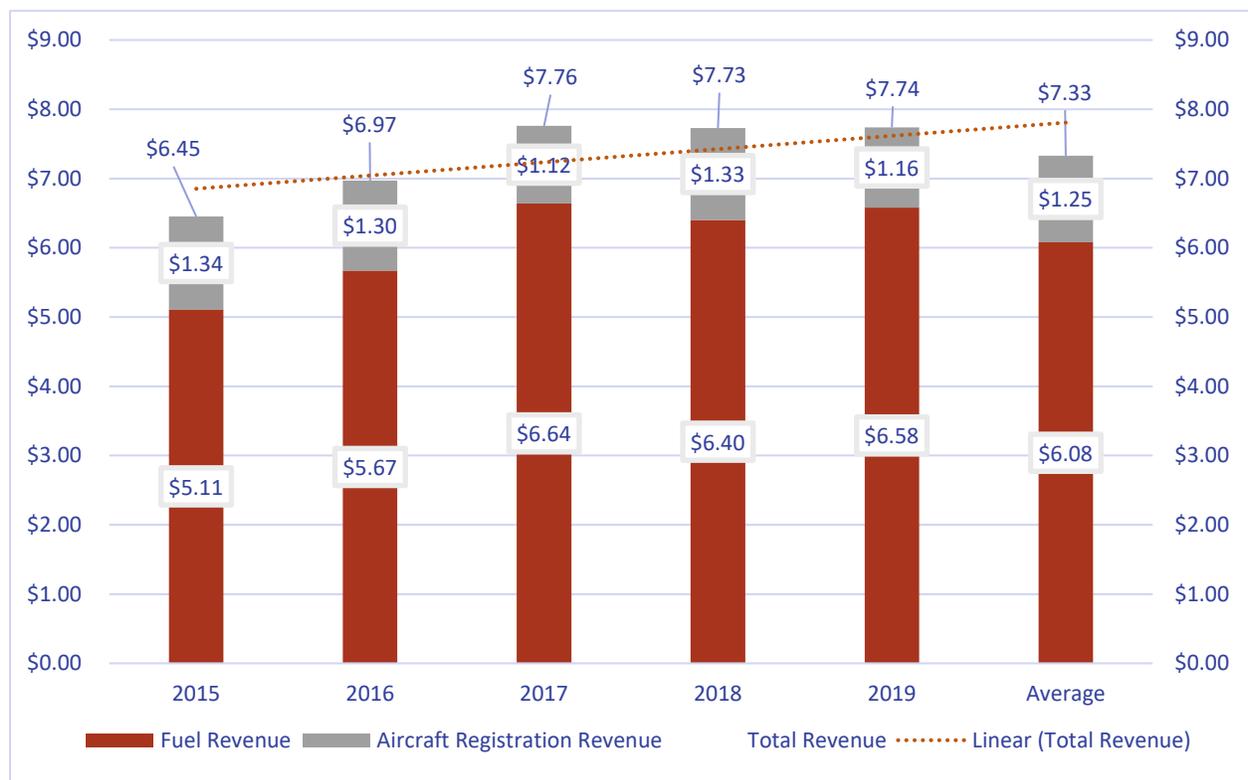
<sup>8</sup> <https://tax.utah.gov/fuel/rates>

### 7.7 Use of Taxes and Fees Collected

Revenues attributed to fuel taxes and aircraft registration fees from 2015 to 2019 are presented in Figure 7-11. Average revenue for aircraft registration fees is approximately \$1.25 million over the five-year period while revenues for average revenues related to AvGas and Jet A fuel sales in Utah averages just over \$6.0 million for a total of \$7.33 million in average revenue. Revenues increased by \$1.3 million between 2015 and 2016 but remain steady at approximately \$7.75 million from 2017 to 2019.

Aeronautics Restricted Account – Fees and taxes collected in Utah related to aviation fuel taxes and registration fees are deposited into the Restricted Account. By Utah Code<sup>9</sup> these funds can be used for the construction, improvement, operation, and maintenance of publicly-used airports in this state; the payment of principal and interest on indebtedness; operation of the division of aeronautics; the promotion of aeronautics in this state; and the payment of the costs and expenses of the Department of Transportation in administering Aviation Fuel taxes.

Figure 7-11: Utah Fuel Tax and Aircraft Registration Revenues (In Millions) 2015 to 2019



Source: Utah Division of Aeronautics, Aviation analysis

### 7.8 Summary

As shown previously, **Figure 7-7** identifies potential average annual funding needs for Utah airports from 2021 to 2030. These estimates do not include costs associated with most projects at Commercial service airports that are not funded through the ACIP Program. Average annual costs to implement all Aviation Development Strategy Plan-related projects are estimated at approximately \$14.3 million. Average annual costs to address

<sup>9</sup> [https://www.lawserver.com/law/state/utah/ut-code/utah\\_code\\_72-2-126](https://www.lawserver.com/law/state/utah/ut-code/utah_code_72-2-126)



current ACIP requests are estimated at \$28.3 million. Combined, an average annual investment need is estimated at \$42.6 million. Considering all system planning projects, individual airport CIPs, and pavement projects, the 10-year financial need for the airports is estimated to be \$426.0 million.

When the total average annual investment need of \$42.6 million from the Aviation Development Strategy and ACIPs is compared to anticipated annual federal, state, and local funds (approximately \$33.6 million) that could be available to meet this need, it is clear that a significant annual funding gap can be anticipated. It is unlikely that additional state or FAA funding will be forthcoming, which means that investment decisions need to be made to help ensure that airports and projects that are most critical to the success of the Utah airport system are funded. The Aviation Development Strategy provides important decision-making information by identifying projects and actions that are important to raising the bar for future system performance. As future investments are made in the Utah airport system, recommendations from the Aviation Development Strategy should be considered to guide those investment choices. The following Recommendations Chapter will address best practices to prioritize projects over the next 10 years.



## 8. Recommendations

The 2020 Utah Aviation Development Strategy has taken a comprehensive look at how the system is performing based on current conditions. This evaluation identified various actions and projects that are recommended to improve the performance of the Utah airport system. The recommendations, and the process for their development are summarized in this chapter.

### 8.1 Coordinate Economic Development Opportunities

**Chapter Five** of the Utah Aviation Development Strategy focuses on the access general aviation and commercial service airports provide to and from local attractions as well as business and centers of economic development throughout Utah. This study found that each airport and its surrounding environs are unique and reflect diverse economies, geographies, and recreational opportunities across the state.

Key aviation activities that benefit the local economy and welfare of the community were considered including tourism, recreation sites and national parks access, backcountry access, air ambulance and aviation related wildland firefighting, agriculture and natural resource related industries, Utah’s growing film industry, and jet aviation activity. These unique attractions and regional characteristics have direct and indirect linkages to community economic development and subsequently, the types of activities the airport experiences.

Analysis of FAA flight data indicates Utah’s airports are connected to a wide range of flights to nearly every state. The analyses of FAA’s National Offload Program (NOP) data provided a window into various connections being made through Utah’s airports to business opportunities throughout the country.

In the United States, many regions have developed into industry specific zones of interrelated activity. These zones are considered “clusters” or “industrial clusters”. Clusters vary in scale and, as a result of eCommerce, the internet, business aircraft, and the air freight industry, clusters are no longer constrained by geography. Utah has many businesses that rely on general aviation to connect with customers, suppliers, and corporate locations throughout the United States. These Utah businesses may also have customers and suppliers fly to Utah to visit their plant or corporate offices. Analysis presented in **Appendix G**, identifies key industry clusters and highlight Utah’s proximity of these clusters in the United States as well as general aviation aircraft flights to these markets. Clusters evaluated include:

- Arts and Entertainment Industry
- Information Technology Industry
- Finance Insurance and Real Estate Industry
- Aerospace Industry

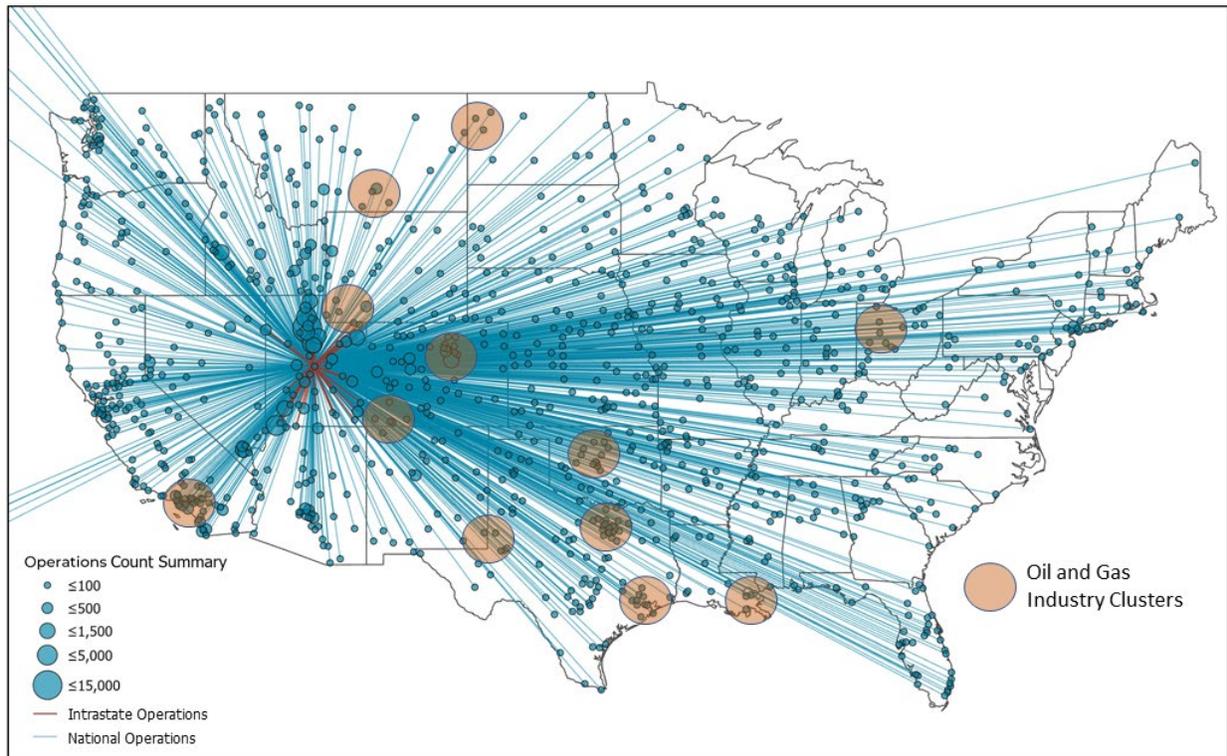
**Figure 8-1** presents an example of annual Utah general aviation flights and proximity of United States’ Oil and Gas Industry clusters. Again, additional detail is contained in Appendix G.



#### Key Point

*The Recommendations Chapter identifies steps Utah Division of Aeronautics should consider after the study is complete to implement actions and continue to move the airport system forward and meet its mission. The recommendations include monitoring and supporting at risk FAA NPIAS airports, continuing to fund projects at system airports, improve facilities to meet system plan objectives, and continuing to improve airports to meet the economic development goals of their respective communities. Note that no recommendations for Salt Lake City International Airport are considered in this analysis.*

Figure 8-1: Oil and Gas Industry Clusters Connectivity



Source: Jviation, [www.Clustermapping.com](http://www.Clustermapping.com)

It is recommended that the Utah Division of Aeronautics continue to support economic development opportunities as they occur in these and other industrial sectors identified to have a propensity to utilize general aviation aircraft for business travel. The Division of Aeronautics currently is involved with coordination with state and regional economic development agencies such as the Utah Governor's Office of Economic Development, the Utah Inland Port Authority as well as various regional agencies. Working with these agencies to promote education and outreach on the many benefits of aviation, including disseminating the findings from the Economic Impact Study, will help support airport development and create synergies with communities. Informational materials such as the Economic Impact Legislative Reports, Individual Airport Summary sheets, and the Aviation Development Strategy Fact Sheets all can be used to assist in getting the word out on aviation market opportunities. Note that the Kem Gardner Policy Institute is conducting a separate analysis of airport linkages with local economies that should be completed in late 2021. Findings and commendations from that analysis should be considered in future Utah airport system planning and the results communicated to appropriate regional economic development and airport stakeholders.

## 8.2 Monitor NPIAS Airport Roles and Support At Risk Airports

While the 2020 Utah Aviation Development Strategy focuses on Utah's system of 45 public-use airports, all of the airports operate within the greater context of the national air transportation system. The FAA plays a major role in managing the national air transportation system, dedicating monetary resources and personnel to maintaining facilities throughout the country. Planning for the future of national air transportation infrastructure is a critical portion of the FAA's mission. FAA Order 5090.5, issued in September 2019, combines two former federal Orders related to the Airport Capital Improvement Plan (ACIP) and the National Plan of Integrated Airport Systems (NPIAS) into one Order to be used to manage and maintain the two plans.



FAA Order 5090.5 provides requirements for inclusion in the NPIAS and updates the process related to development of the ACIP. Important changes relate to airport eligibility for entry into the NPIAS as well as how an airport can withdraw from the NPIAS, or close entirely.

Thirty-five of the 45 airports in the Utah system are included in the FAA's current 2021-2025 NPIAS. This section will outline requirements for inclusion in the NPIAS, as well as its roles and categories. While the Utah Aviation Development Strategy and FAA role categorizations are separate and serve different purposes, a comparison of the two helps identify which airports are prioritized and eligible for funding in the national system. These airports are also subject to grant assurances if funding is utilized.

The NPIAS is updated every two years, in order to provide Congress with an updated outlook of five-year Airport Improvement Program (AIP) project needs across the system. Inclusion in the NPIAS makes an airport eligible to receive AIP funds that can then support anywhere from 75 percent to 95 percent of a project's eligible cost. In Utah, AIP funding is approximately 90 percent of the eligible project's cost.

Updated screening requirements to be considered for inclusion in the NPIAS are provided in Order 5090.5, which include:

- Operation by a sponsor eligible to receive federal funds and meet obligations
- Ten or more operational and airworthy based aircraft, with tail numbers validated against the FAA registry
- Location in a community that is outside a 30-mile radius from the nearest NPIAS airport
- Demonstration of an identifiable role in the national system
- Inclusion in a current State Airport System Plan, approved by the FAA
- No significant airfield design standard deficiencies, compliance violations, or wetland or wildlife issues

The FAA defines several airport categories used to delineate service type and significance to the national air transportation system. Commercial service airports are first classified as Primary or Nonprimary, with primary commercial service airports enplaning more than 10,000 passengers per year, and Nonprimary commercial service airports enplaning at least 2,500 passengers. Primary Commercial Service airports are divided into hub classifications: Large, Medium, Small, and Nonhub.

- **Large Hub** – 1 percent or more of national passenger enplanements
- **Medium Hub** – less than 1 percent but more than 0.25 percent of national passenger enplanements
- **Small Hub** – less than 0.25 percent but more than 0.05 percent of national passenger enplanements
- **Nonhub** – more than 10,000 enplanements but less than 0.05 percent of national passenger enplanements

All general aviation airports are categorized as Nonprimary and are classified as either Reliever or General Aviation airports. Reliever airports help alleviate general aviation traffic at nearby commercial service airports with significant air traffic.

The FAA further classifies general aviation airports in the NPIAS through five sub-categories: National, General, Local, Basic, and Unclassified.

While included in the NPIAS, Unclassified airports are limited in the types of capital improvement projects that may be funded through the ACIP. Improvements may only focus on pavement maintenance, obstruction removal, and rehabilitation related to the primary runway. Unclassified airports may also be at risk of removal from the NPIAS due to limited activity and deficiencies in meeting screening requirements.

Since the 2019 NPIAS report, Manila Airport (40U) has been removed from the NPIAS designation. Manila Airport was listed as a Basic airport in 2019, 2017, and 2015. Milford Municipal Airport (MLF) with only three reported based aircraft, has been listed as Unclassified for the last three NPIAS reports. Duchesne Municipal (U69) in 2019 was listed as a Basic airport but as of 2021 falls in the Unclassified category with only five based aircraft. These two airports are currently ineligible for FAA AIP funds. Order 5090.5 indicates that the FAA may remove an Unclassified airport from the NPIAS if the airport is within 30 miles of another NPIAS airport and the airport sponsor cannot fulfill grant obligations.

Role assignments in the 2020 Utah Aviation Development Strategy do not always align with the NPIAS classifications, as each have different context and intent. **Table 8-1** lists the 45 airports included in the 2020 Utah Aviation Development Strategy and identifies their 2020 Utah Aviation Development Strategy roles and their current FAA 2021-2025 NPIAS roles.

**Table 8-1: 2010 System Roles and 2021 NPIAS Roles**

Associated City	Airport	FAA ID	FAA NPIAS Category 2021
<b>UT-I Commercial Service</b>			
Cedar City	Cedar City Regional	CDC	Primary Commercial Service
Moab	Canyonlands Field	CNY	Primary Commercial Service
Ogden	Ogden-Hinckley	OGD	Primary Commercial Service
Provo	Provo Municipal	PVU	Primary Commercial Service
St George	St George Regional	SGU	Primary Commercial Service
Vernal	Vernal Regional	VEL	Primary Commercial Service
Wendover	Wendover	ENV	National
<b>UT-II Corporate / Tourism / Freight</b>			
Blanding	Blanding Municipal	BDG	Basic
Bountiful	Skypark Airport	BTF	Non-NPIAS
Brigham City	Brigham City Regional	BMC	Local
Bryce Canyon	Bryce Canyon	BCE	Basic
Heber	Heber City Municipal	HCR	Regional
Hurricane	General Dick Stout Field	1L8	Local
Logan	Logan-Cache	LGU	Regional
Manti	Manti-Ephraim	41U	Basic
Nephi	Nephi Municipal	U14	Local
Parowan	Parowan	1L9	Basic



Associated City	Airport	FAA ID	FAA NPIAS Category 2021
Price	Carbon County Regional	PUC	Basic
Richfield	Richfield Municipal	RIF	Basic
Roosevelt	Roosevelt Municipal	74V	Local
Salt Lake City	South Valley Regional	U42	Regional
Spanish Fork	Spanish Fork	SPK	Regional
Tooele	Bolinder Field-Tooele Valley	TVY	Basic
<b>UT-III Recreation / Community Access</b>			
Beaver	Beaver Municipal	U52	Basic
Delta	Delta Municipal	DTA	Basic
Duchesne	Duchesne Municipal	U69	Unclassified
Fillmore	Fillmore Municipal	FOM	Non-NPIAS
Green River	Green River Municipal	U34	Basic
Kanab	Kanab Municipal	KNB	Local
Milford	Milford Municipal	MLF	Unclassified
Monticello	Monticello	U64	Basic
Panguitch	Panguitch Municipal	U55	Basic
<b>UT-IV Essential Access</b>			
Bluff	Bluff Airport	66V	Non-NPIAS
Cedar Valley	West Desert Airpark	UT9	Non-NPIAS
Dutch John	Dutch John	33U	Non-NPIAS
Escalante	Escalante Municipal	1L7	Basic
Glen Canyon	Bullfrog Basin	U07	Non-NPIAS
Halls Crossing	Cal Black Memorial	U96	Basic
Hanksville	Hanksville	HVE	Basic
Huntington	Huntington Municipal	69V	Non-NPIAS
Junction	Junction	U13	Non-NPIAS
Loa	Wayne Wonderland	38U	Basic
Manila	Manila	40U	Non-NPIAS
Morgan	Morgan County	42U	Non-NPIAS
Salina	Salina-Gunnison	44U	Non-NPIAS

Source: 2021-2025 NPIAS Report, Aviation

The FAA updates the NPIAS airport assignments every two years and an airport becoming “un-classified” impacts an airport’s ability to secure FAA funding. At Risk airports with less than 10 based aircraft may experience a change in NPIAS airport role designation by the FAA. It is recommended that the Division of Aeronautics staff monitor the status of NPIAS airports, particularly the level of activity of airports with less than

10 based aircraft. Airport managers should also monitor airworthy based aircraft at their airports and update the FAA aircraft registry (basedaircraft.com) annually. In addition to funding development, the Division of Aeronautics is in a position to assist general aviation airports through a variety of outreach and education efforts. Several of these will be discussed in further detail in the SWOT Analysis section later in this chapter. Activities that can assist general aviation airports with maintaining and growing activity levels include:

- Stakeholder education – Providing information such as the Economic Impact Legislative Reports, Individual Airport Summaries, and Airport Development Strategy Fact Sheets can help tell aviation’s story and promote new activities and local investment. Unique activities such as firefighting, air ambulance flights, and strategic business connections occur at most airports. Promoting these “stories” help promote the system and show the benefit of local funding support.
- Promote Utah’s aviation system at regional and national events such as those held by NASAO, NBAA, Oshkosh, and UAOA.
- Develop and refine funding prioritization to help support facility needs identified in the Aviation Development Strategy
- Continue to develop specialized studies that target key needs. This may include business and/or marketing plans for airports to help them attract and maintain tenants. The Economic Impact Calculator Tool can be used to explore “what if” options and show the benefit of proposed new airport development.

### 8.3 Airport Roles and Associated Facility and Service Recommendations

This 2020 Utah Aviation Development Strategy placed considerable focus on determining recommended roles for all system airports. Each airport’s assigned role was based on the unique market it serves. This market was then used to determine the facility and service objectives that should be in place at each airport to best serve this unique market.

Airports were assigned to one of the following roles based on their market characteristics:

- UT I – Commercial Service
- UT II – Corporate/Tourism/Freight
- UT III – Recreation/Community Access
- UT IV – Community Access

Airport roles generally reflect the type of users each airport accommodates and the facilities and services that the airport has in place. Roles also typically reflect the airport’s relative ability to meet various transportation and economic needs and objectives. Further, the airport roles assigned generally match characteristics of the market area served by the airport.

**Figure 8-2** identifies each airport’s recommended role in the Utah airport system.



**Figure 8-2: System Roles for Utah System Airports**



Source: Jviation Analysis

A summary of projects by airport that are needed to meet all established objectives are summarized in the airport report cards presented in **Appendix F**. It is possible that based on local need or development history, some airports may exceed their Aviation Development Strategy objectives. Similarly, it is also possible that based on specific airport constraints, that some airports might not be able to meet all the objectives associated with their role.

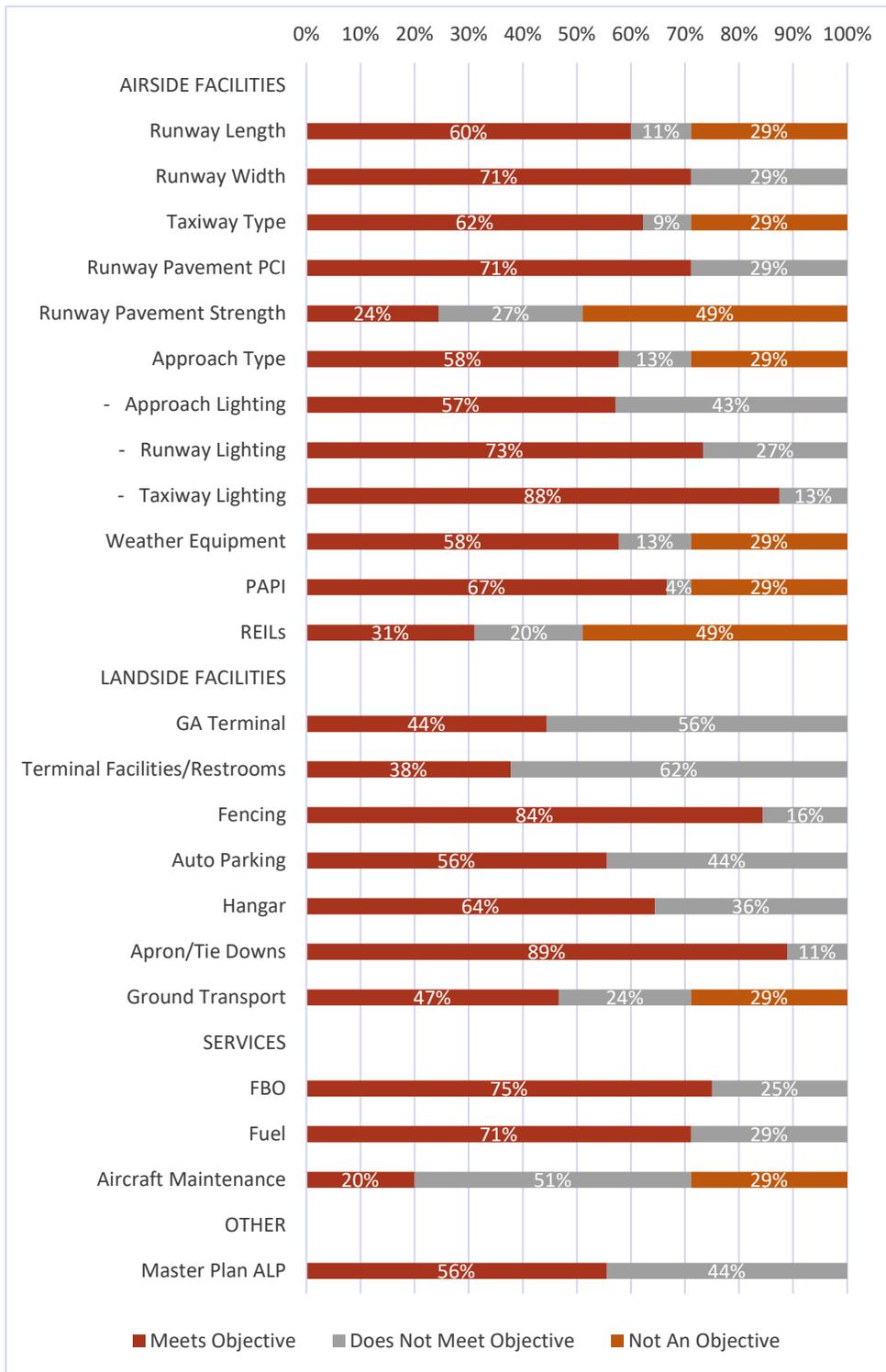
The overall recommendation related to airport roles and associated facility and service objectives is that each airport should attempt to have all recommended facilities and services in place. **Figure 8-3** summarizes airport facilities and services compliance for Utah's 45 system airports. Many of the airport-specific projects identified in this analysis must be monitored by Utah Division of Aeronautics staff and supported by bottom-up planning as part of an airport master plan. The percentage of airports not meeting the objective are noted. The most common deficiency in the system is general aviation terminal space and associated restrooms.

As airports in Utah update their individual airport master plans, projects identified in this analysis should be incorporated into those plans. Some projects identified in the system plan, especially those that involve airfield improvement, will require justification and detailed environmental review prior to their implementation. Many services available at airports are market-driven and are beyond the scope of the Utah Division of Aeronautics. Services such as fuel availability, aircraft maintenance and FBO services are based on local demand. While the Utah Division of Aeronautics does not have the funds to subsidize private business it can encourage private business on airports as well as consider funding feasibility studies.

Should new market opportunities arise near existing system airports, airport roles, as defined in the Aviation Development Strategy, can change. The facilities and services recommended for other categories could then serve as a guide for any airport to consider if market conditions or opportunities change. For example, should an airport desire to move from an UT-III to a UT-II, it would have to plan for and develop the facility and services associated with a UT-II airport.



**Figure 8-3: Facility and Service Objectives Compliance Summary**



## 8.4 Funding Recommendations

Based on the analysis of the recommended airport system's performance, the 2020 Utah Aviation Development Strategy identifies specific projects for airports in the Utah system. These projects relate to improving the airport system's performance, especially as it relates to facility and service objectives set as part of this study. A cost estimate is provided for recommended projects to meet their objectives.

Current ACIPs were reviewed to provide a general understanding of what projects are already being considered on the local level that would address facility recommendations noted in the system plan. A review was performed to ensure project costs were not duplicated between the 2020 Utah Aviation Development Strategy and current ACIP projects for each airport. For example, if the ACIP showed a runway rehabilitation cost for an airport and the 2020 Utah Aviation Development Strategy facility recommendations cost shows the same project, the rehab cost in the Aviation Development Strategy analysis was removed. **Table 8-2** presents the adjusted costs for the 2020 Utah Aviation Development Strategy recommendations, including ACIP projects, by detailed project type and Utah airport role.

**Table 8-2: Adjusted Costs for Recommended Development Recommendations**

	UT-I Commercial Service	UT-II Corporate / Tourism / Freight	UT-III Recreation and Community Access	UT-IV Essential Access	SubTotals	In %
Runway Extension	\$-	\$17,638,659	\$17,819	\$-	\$17,656,478	12.4%
Runway Widening	\$-	\$31,460,237	\$1,090,486	\$4,519,600	\$37,070,324	26.0%
Runway Strengthening	\$1,918,229	\$8,233,798	\$-	\$-	\$10,152,026	7.1%
Runway Rehab	\$-	\$-	\$264,057	\$6,138,247	\$6,402,304	4.5%
Taxiway Extension	\$-	\$16,094,993	\$0	\$-	\$16,094,993	11.3%
Weather Equipment	\$-	\$783,107	\$392,943	\$-	\$1,176,050	0.8%
PAPIs	\$-	\$46,955	\$-	\$-	\$46,955	0.0%
REILs	\$203,160	\$237,675	\$-	\$-	\$440,836	0.3%
Runway Lights Upgrade	\$2,925,770	\$6,266,781	\$1,185,221	\$6,771,249	\$17,149,021	12.0%
Approach Lights	\$9,396,249	\$-	\$-	\$-	\$9,396,249	6.6%
Taxiway Lights	\$-	\$5,037,050	\$95,676	\$-	\$5,132,726	3.6%
GA Terminal	\$-	\$3,000,000	\$900,000	\$4,050,000	\$7,950,000	5.6%
Auto Parking Spaces	\$-	\$2,771,223	\$68,600	\$183,260	\$3,023,083	2.1%
10-Unit T-Hangars	\$-	\$3,947,378	\$-	\$-	\$3,947,378	2.8%
Tie Down Spaces	\$-	\$1,002,330	\$-	\$326,220	\$1,328,550	0.9%
Perimeter Fence	\$-	\$1,428,143	\$-	\$-	\$1,428,143	1.0%
Fence Signing	\$-	\$-	\$-	\$31,158	\$31,158	0.0%
Planning Total	\$75,000	\$650,000	\$1,750,000	\$1,750,000	\$4,225,000	3.0%
<b>Totals</b>	<b>\$14,518,408</b>	<b>\$98,598,330</b>	<b>\$5,764,803</b>	<b>\$23,769,734</b>	<b>\$142,651,275</b>	<b>100.0%</b>

Source: Aviation analysis

Note: Costs do not include ACIP projects



The combined costs from both sources (facility recommendation analysis and ACIP) provide a more holistic picture of anticipated financial needs for Utah’s system of airports. **Table 8-3** presents a summary of the combined development costs identified by airport role and plan. As shown, costs associated with UT-II Corporate/Tourism/Freight and UT-I Commercial Service Airports both arrive at nearly 42 percent of combined costs. ACIP project costs represent the largest share with nearly 61.5 percent of the total estimated development costs over the next five years. It is worth noting that any duplication in projects between the source documents was removed. When only projects recommended in the Aviation Development Strategy are considered, total estimated costs are \$142.65 million.

**Table 8-3: Summary of Combined Development Costs By Role and Plan**

	UT-I Commercial Service	UT-II Corporate / Tourism / Freight	UT-III Recreation and Community Access	UT-IV Essential Access	Total
Development Strategy Costs	\$14,518,408	\$98,598,330	\$5,764,803	\$23,769,734	\$142,651,275
2019 to 2025 ACIP	\$140,142,170	\$55,974,709	\$14,585,859	\$16,908,523	\$227,611,261
<b>Total</b>	<b>\$154,660,578</b>	<b>\$154,573,039</b>	<b>\$20,350,662</b>	<b>\$40,678,257</b>	<b>\$370,262,536</b>
<b>Percent</b>	<b>41.8%</b>	<b>41.7%</b>	<b>5.5%</b>	<b>11.0%</b>	<b>100.0%</b>

Source: Aviation, Utah Division of Aeronautics ACIP

Average annual costs to implement all Aviation Development Strategy Plan-related projects are estimated at approximately \$14.3 million. Average annual costs to address current ACIP requests are estimated at \$28.3 million. Combined, an average annual investment need is estimated at \$42.6 million. Considering all system planning projects, individual airport CIPs, and pavement projects, the 10-year financial need for the airports is estimated to be \$426.0 million.

When the total average annual investment need of \$42.6 million from the Aviation Development Strategy and ACIPs is compared to anticipated annual federal, state, and local funds (approximately \$33.6 million) that could be available to meet this need, it is clear that a significant annual funding gap can be anticipated. If additional state or FAA funding will not be forthcoming, it could mean that investment decisions need to be made to help ensure that airports and projects that are most critical to the success of the Utah airport system are funded. The Aviation Development Strategy Plan provides significant decision-making information by identifying projects and actions that are important to raising the bar for future system performance. As future investments are made in the Utah airport system, recommendations related to funding include:

- Give higher prioritization to projects recommended in the Aviation Development Strategy. This will assist airports in not only meeting their development goals but will benefit the overall system.
- Educate stakeholders and elected officials about the overall system need and the benefit. Information from the Economic Impact Study, such as the Legislative Reports, Fact Sheet and Executive Summary all highlight the fact that system benefits far exceed the anticipated costs.

## 8.5 ACIP Project Prioritization Recommendation

One of Utah Division of Aeronautics’ desired outcomes from the system planning process focuses on informed decision making. The Division of Aeronautics’ desire is to direct investment towards those projects that have the greatest potential to provide high rate of return and toward projects that have the highest potential to support economic development.

It is recommended that the Division of Aeronautics develop a priority funding investment system. This system could be included in a database management program as part of the state's CIP database. Setting up the basis for a prioritization process may consider how to assign importance weightings for projects such as:

- Improve airport performance to support economic development
- Align with SWOT recommendations
- Relationship to promote economic impact (create jobs – tie into economic impact analysis)
- Address projects in ACIPs
- Address facility and service deficiencies (system or airport) identified by the Aviation Development Strategy.

As a prioritization strategy is developed, it should assign a priority weight for each of the factors listed above. It should be noted that this is not an exclusive list of factors and others may be considered. As part of the establishment of a priority investment model consideration will also be given to assigning an importance ranking to airports in the four airport role categories. These weights would be incorporated into the ACIP model. The results of this type of prioritization function is a general scoring range for projects. Scoring ranges could then indicate if the project has a high, medium, or low propensity to address Division of Aeronautics objectives and/or deficiencies identified through the planning process.

### 8.6 Strengths Weaknesses Opportunities and Strengths (SWOT) Analysis Recommendations

From the SWOT analysis, the following recommendations were identified to improve the visibility and viability of Utah's airports.

**Training** – Airports in Utah provide a significant economic link to their communities. Supporting management personnel with training to develop the necessary skills to help them promote their airport in the community can help create successful and viable organizations. Strengthening the communication connection of an airport to area businesses, elected officials, and the general public will serve the aviation community well into the future.

These initial training topics are contemplated to be held via webinar with content lasting one to two hours or in some cases, in a sequence of multiple sessions per topic.

- Marketing Program – build a toolbox of marketing options that can be scaled to be effective for individual communities. Marketing tools are numerous and finding the right set of tools to market a certain airport is dependent on community and regional activities and opportunities. Many Utah airports may be positioned to enhance marketing efforts connected to local assets such as National Park and Heritage tourism.
- Voluntary Noise Abatement Program – gain awareness of the essential components of a voluntary noise abatement program and how to initiate a program at your airport. Components could include mapping and recommended procedures, notification to operators, general public information, and monitoring.
- Local Business Partnering Program – learn about seeking opportunities to build a mutually beneficial relationship with local businesses and your airport users. Components may include hotel and restaurant discounts, tour or local event discounts, and discounted or free shuttle or transportation services.
- Sustainable Airports – understand what actions can be taken by airport management to ensure a resilient organization that balances environmental, operational, and community values. Examining an



airport environment to utilize electric vehicles, install charging stations, initiate or increase recycling efforts, as well as seeking opportunities to reduce lighting and noise impacts are all part of a sustainable airport plan.

**Funding** – Understanding the current financial demands for airports balanced with available funds from the Division of Aeronautics is important to both the Division of Aeronautics and Utah’s airports. Seeking opportunities to expand or re-align some funding offers the opportunity for the Division to support the changing airport environment and assist airports in meeting financial needs. Criteria and guidelines for each program would need to be established by the Division. Concepts for consideration include:

- State Development Funding and Infrastructure Loan Program (SIB) – includes additional funding or a structured low interest loan from the State to assist in airport infrastructure development or to address a need specifically identified for taxiway to hangar projects.
- Local Business Partnering Program – matching grant for establishing mutual partnerships with local community businesses to serve the operators and users of an airport.
- Airport Business Planning – possibly provide matching grants for development of an airport business plan as a tool utilized by airport managers, policymakers and stakeholders to define a forward-thinking plan to achieve the airport’s vision and goals in a strategic and fiscally sound manner.
- Airport Marketing Funding – Funding, such as a matching grant for the development of an airport marketing plan tailored to maximize the airport’s services and surrounding or regional environment.
- Voluntary Noise Abatement Program – funding to assist in developing, educating and implementing a voluntary program.

**Statewide Initiatives:**

- Aviation Education Promotion/Coordination – There are a variety of aviation education programs in Utah. One successful program is the Pathways Program ran by Talent Ready Utah and the Governor’s Office of Economic Development. This program includes aerospace and aviation career opportunities for interested high school students. Other programs that involve youth in aviation include the Young Eagles Program, a world-wide organization dedicated to providing youth with an opportunity to experience flight and learn about aviation. Working with such programs could create opportunities for Utah schools to promote aviation careers.
- Aviation Tour of Utah – this concept embodies development of an organized tour of Utah by air like statewide tours for cycling such as the Tour of Utah and Tour of Colorado. Key elements include the selection of specific airports/communities for aviation enthusiasts to visit, a guided air map with designed locations, sequenced to provide a unique tour of Utah. Coordination with the airports and their communities to provide overnight camping (or access to hotel accommodations) and a community hosted event (evening concert in the park, pancake breakfast, sightseeing tour, etc.) would allow aviation tourists to experience Utah in a unique way. Coordination and promotion could be done in partnership with AOPA.

Statewide Cargo Study - air cargo is comprised of freight and mail transported on aircraft. These commodities are typically light-weight, time-sensitive high-value products. In fact, worldwide the value of cargo comprises 35 percent of world trade value but only two percent of world trade tonnage. To better understand the air cargo industry and market within Utah, the Division may choose to conduct an Aviation System Air Cargo Study. These studies research how air cargo businesses operate in the state by providing a profile of current airports providing air cargo service, cargo carriers, routes, airport cargo facilities, and gauge of aircraft operating at airports. These studies also research air cargo demand within markets in the state. Industries that ship via air cargo include pharmaceuticals, bioscience, healthcare, medical equipment manufacturing, aerospace and defense manufacturing, automotive manufacturing, electronics, information technology, printed material, perishables such as

cut flowers, seafood, fruits and vegetables, and apparel. Analysis of competing modes is also analyzed in a statewide cargo study and trucking, air cargo's chief competitor, is also typically researched. The outcomes for a statewide air cargo study could include recommendations on best practices to retain air cargo at airports which have activity and strategies on developing and attracting businesses that rely on air cargo for the supply chains.

When developing a scope for a Statewide Air Cargo Study, it may be beneficial for the Aeronautics Division to partner with the Utah Inland Port Authority as there may be synergies with regard to common goals, funding, and other benefits.

- State Aviation Program Promotion – increased utilization of social media, print media and routine connection with the Division's customers (airports) such as virtual monthly issues roundtables, Division newsletter, regular regional meetings, etc. Connecting with airports assists in informed and strategic decision-making, allows for stakeholder feedback and comment as well as enhancing working relationships by promoting transparency.
- National Park Service Charter Operating Permit – Utah is home to five (5) national parks, each of which drive a significant economic benefit for the State of Utah. These National Parks are an integral part of the State's overall marketing campaign with over 10.5 million visits in 2018 (see *The State of Utah's Travel and Tourism Industry, 2019*, Kem Gardner Policy Institute, University of Utah). Commercial tour operators in the National Parks are subject to the *National Parks Air Tour Management Act of 2000*. An operator may only conduct operations over a national park under certain conditions including compliance with a specific park's air tour management plan and competitive bidding process. Supporting locally based operators for tour permits for Utah national parks will enhance both national park tourism and the general aviation industry statewide. This effort would necessitate a strategic effort at the federal level to deliver a positive outcome.
- Wasatch Front Airspace Study - an airspace study of the aviation environment will include three main components:
  - An assessment of the air traffic flight paths to/from and through the study area with a focus on where operations are interdependent, where airports are relatively unconstrained and where airspace is mostly not utilized.
  - A study of the capacity of airports (based on runways, terminals, and ground resources) combined with any airspace limitations.
  - Graphical depictions of the traffic patterns, airports, terrain, and population.

It is expected that a more intuitive, complete depiction of the current state of aviation in this unique area will serve to inform decision-makers as emerging aviation markets such as unmanned aircraft systems and urban air mobility platforms seek to establish infrastructure.

- General Aviation Promotion – any effort to support and promote general aviation has the benefits of immediate returns to Utah airports through such things as increased fuel sales, landing fee, etc. Assisting the general aviation airports collectively in marketing their airports to the transit pilot community has the potential to enhance the system statewide. Concepts for consideration include:
  - NBAA/Oshkosh/NASAO state booth – This national annual conference provides an opportunity for airports to showcase their services and venues. Providing a shared booth for Utah airports to promote and market to an international aviation-centric audience would allow for cost-sharing of the associated expenses and help educate attendees on the aviation businesses and opportunities in flying.
  - Utah online fuel stop map – an online, current, and accurate Utah fuel stop map would serve both the local and transient pilot community and likely be a valued tool for trip planning purposes. This online fuel stop map could include data on the availability and current price of Jet A and Avgas as well as other airport aviation services and amenities.



An initial estimate of program costs is identified below in **Table 8-4**. Costs related to “How To Training” are reflective of developing an informational webinar, and not the cost of implementing such a program. Implementation costs could vary widely based on scope. The Division may decide to consider grant amounts based on factors such as airport size and activity. Once essential program components are identified, the program costs would need to be refined.

**Table 8-4: SWOT Related Program Costs**

Key Programs Areas	Full Estimated Cost	Estimated Division Cost
<b>HOW TO TRAINING (webinar)</b>		
Marketing Program	\$3,000	\$1,500
Voluntary Noise Abatement Program	\$3,000	\$1,500
Local Business Partnering Program	\$3,000	\$1,500
Sustainable Airports	\$3,000	\$1,500
<b>FUNDING</b>		
Infrastructure Development Funding/ Loan Program (SIB)	To be determined	To be determined
Local Business Partnering Program	\$25,000	10% Match up to \$2,500
Business Planning Grant	\$150,000	10% Match up to \$15,000
Airport Marketing Grant	\$100,000	10% Match up to \$10,000
Voluntary Noise Abatement Program Grant	\$150,000	10% Match up \$15,000
<b>STATEWIDE INITIATIVES</b>		
Aviation Education Program	\$10,000	\$10,000
Aviation Tour of Utah	\$100,000	\$50,000 + Division of Aeronautics in kind
Statewide Cargo Study	\$200,000	\$200,000
State Aviation Program	\$25,000	\$25,000
Charter Operating Permit/NPS	\$100,000	\$100,000
Wasatch Front Airspace Study	\$100,000	\$100,000
General Aviation promotion	\$20,000	\$20,000

Source: Jviation

## 8.7 Recommendations Summary

This Aviation Development Strategy has taken a comprehensive look at how the system is performing based on current conditions. The evaluation identified various actions and projects that are recommended to improve the performance of the Utah airport system. The recommendations are summarized and include:

**Monitor FAA NPIAS Airport Status and Support At Risk Airports** - It is recommended Utah Division of Aeronautics staff monitor the status of NPIAS airports particularly the level of activity of airports with less than 10 based aircraft. Airport managers should also monitor airworthy based aircraft at their airports and update the FAA aircraft registry ([basedaircraft.com](http://basedaircraft.com)) annually. The Division of Aeronautics can assist general aviation airports with maintaining and growing activity levels through:

- Stakeholder education – Providing information such as the Economic Impact Legislative Reports, Individual Airport Summaries, and Airport Development Strategy Fact Sheets can help tell aviation’s story and promote new activities and local investment.
- Promote Utah’s aviation system at regional and national events such as those held by NASAO, NBAA, Oshkosh, and UAOA.

- Develop and refine funding prioritization to help support facility needs identified in the Aviation Development Strategy
- Continue to develop specialized studies that target key needs. Recommendations include a statewide air cargo opportunity study. The Economic Impact Calculator Tool can be used to explore “what if” options and show the benefit of proposed new airport development.

**Complete Projects Identified in Airport Roles and Facilities and Service Analysis** – The Aviation Development Strategy developed target facility and service objectives to optimize each market driven airport role category. Facility recommendations identified for each airport should be given funding priority in that they have the potential of raising the bar for the entire system. While many services available at airports are market driven and are beyond the direct scope of the Utah Division of Aeronautics, there are opportunities to assist airports in improving services. Services such as fuel availability, aircraft maintenance and FBO services are often based on local demand. While funds are typically not funding to subsidize private business, the Division of Aeronautics can consider funding targeted feasibility studies or business plans. Other potential targeted market support studies are recommended in the SWOT analysis findings presented in this chapter. These are also summarized below.

**SWOT Analysis Recommendations** – Numerous recommendations came from focus group meetings held at select airports throughout the system. These SWOT analysis recommendations included the need for training, statewide targeted funding, and various informational and planning initiatives. Specific recommendations include:

- Marketing programs
- Local business partnering programs
- Infrastructure Development Funding and loan programs
- Business plans and airport marketing studies
- Aviation education outreach
- Statewide cargo and Wasatch Front Airspace studies
- General aviation promotion through national organizations

**Fund Development Opportunities as identified in Airport CIPS that Align with the Aviation Development Strategy** - The Aviation Development Strategy provides significant decision-making information by identifying projects and actions that are important to raising the bar for future system performance. These include projects identified through the facility and service objectives analysis as well as through each airport’s current capital improvement program. As future investment decisions are made, recommendations for specific capital projects should be considered that align with Aviation Development Strategy facility and service objectives.

**Develop a Prioritization System in the ACIP** - It is recommended that the Utah Division of Aeronautics develop a priority investment system. This system should be included in a database management program as part of the state’s CIP database. Setting up the basis for a prioritization process may consider how to assign importance weightings for projects such as:

- Improve airport performance to support economic development
- Align with SWOT recommendations.
- Relationship to promoting economic impact (create jobs – tie into economic impact analysis)
- Address projects in airport capital improvement plans
- Address facility and service deficiencies (system or airport) identified by the Aviation Development Strategy



## UTAH MANAGER SURVEY

The Utah Department of Transportation – Division of Aeronautics is developing an Aviation Development Strategy which includes statewide aviation system plan and economic impact study components. Your timely participation in this survey is critical to the success of this study.

**THANK YOU FOR ASSISTING US WITH THIS IMPORTANT EFFORT!**

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### SECTION 1: GENERAL INFORMATION

**1. Contact Information:**

Airport Name/ID: \_\_\_\_\_

Contact Name/Title: \_\_\_\_\_

Phone: \_\_\_\_\_

Email: \_\_\_\_\_

### SECTION 2: SYSTEM PLAN INVENTORY

**PLEASE REVIEW YOUR AIRPORT'S CURRENT AIRPORT MASTER RECORD (FAA FORM 5010) (FOUND HERE) AND COMMENT ON ANY INACCURATE/OBSOLETE INFORMATION IN THE SPACE BELOW:**

**2. Airport Reference Code (ARC) identified on your current Airport Layout Plan (ALP) is (e.g., A-II Small, C-III, etc)**

\_\_\_\_\_

**3. The Design or Critical Aircraft identified on your current ALP is (include aircraft name):** \_\_\_\_\_

**4. Please describe the principal taxiway type supporting your primary runway (please check only one):**

Full Parallel

Stub(s)

Partial Parallel

No Supporting Taxiway



**5. Does your primary runway have turnarounds located on (please check only one)?**

- No Runway End
  One Runway End  
 Both Runway Ends

A. Please indicate which runway end has a turnaround: \_\_\_\_\_

**6. For the primary taxiway, please provide the following:**

- A. Taxiway Identification \_\_\_\_\_
- B. Associated Runway \_\_\_\_\_
- C. Width (in feet) \_\_\_\_\_
- D. Taxiway Lighting
- High Intensity Taxiway Lights (HITL)
  Non-Standard Lighting  
 Medium Intensity Taxiway Lights (MITL)
  Reflectors  
 Low Intensity Taxiway Lights (LITL)
  None

**7. Does your airport have any of the following airfield security measures (please select all that apply)?**

- Full Perimeter Fencing
  Posted Signs  
 Partial Perimeter Fencing
  Other (describe)  
 Visual Barrier

**8. Please provide the total number of 2019 aircraft parking spaces available at the airport for each category.**

AIRCRAFT PARKING SPACE CATEGORY	TOTAL NUMBER OF AIRCRAFT PARKING SPACES	NUMBER OF PARKING SPACES OCCUPIED BY BASED AIRCRAFT
T-Hangar		
Private Conventional Hangar*		
Public-Lease Conventional Hangar*		
Shade Hangar		
Tie-Downs (Paved)		
Tie-Downs (Unpaved)		
Other _____		
<b>Total</b>		

*\*Note: for the purposes of estimating excess conventional hangar storage capacity, use typical single-engine aircraft footprint/size (e.g. C172)*

**9. Does your airport have a hangar waiting list? If Yes, how many aircraft are on it?**

- Yes \_\_\_\_\_  
 No

**10. Is your airport's aircraft storage adequate (describe)?** \_\_\_\_\_  
 \_\_\_\_\_  
 \_\_\_\_\_



**11. How much auto parking does the airport have?**

- A. Number of spaces or square feet: \_\_\_\_\_
- B. Does the airport have sufficient automobile parking in all operational areas? *If No, please explain:*
  - Yes
  - No \_\_\_\_\_

**12. Do you have a Fixed Base Operator (FBO) at your airport?**

- Yes
- No
- A. If Yes, does the airport sponsor function as an FBO?
  - Yes
  - No

**13. Do you have a General Aviation Terminal Building at your airport?**

- Yes
- No
- A. If Yes, please indicate whether it has any of the following amenities:
  - Pilot's Lounge
  - Conference Room/Business Center
  - Restrooms (24/7 access or key code access)
- B. Please indicate how many square feet are within the General Aviation terminal building: \_\_\_\_\_

**14. What kinds of services are available at your airport? (check all that apply)**

- AvGas Fuel (100 LL)
- Self-Fueling 100 LL Capabilities (Credit Card)
- Jet Fuel (Jet A)
- Aircraft Maintenance (check all that apply below):
- Full-Service Jet A and 100 LL (24/7 Pumping Service)

MAINTENANCE TYPE	AIRCRAFT TYPE			
	PISTON	PISTON PART 145/ AIRWORTHINESS INSPECTOR	TURBINE	TURBINE PART 145/ AIRWORTHINESS INSPECTOR
Airframe				
Powerplant				

**15. What kind of ground access services are available at your airport? (check all that apply)**

- On-site Rental Car
- On-Demand (e.g. Taxicab, Uber, Lyft, etc.)
- Off-Site or Pre-Arranged Rental Cars
- Transit Service (e.g. bus, shuttle, etc.)
- Courtesy Car/Crew Car



**16. Please indicate whether the airport currently has any of the following planning documents, as well as the dates of Agency approval (check all that apply):**

- Airport Master Plan (If yes, FAA/UDOA Year Approved) \_\_\_\_\_
- Airport Layout Plan (If yes, FAA/UDOA Year Approved) \_\_\_\_\_
- Strategic Business Plan \_\_\_\_\_
- Coordinated Community Master Plan/Economic Development Plan \_\_\_\_\_
- Wildlife Management Plan \_\_\_\_\_

**17. Does your airport accommodate air cargo activity on a scheduled or ad hoc (as needed) basis?**

- Yes  No

**A. If Yes:**

- i. Is it scheduled or ad hoc? \_\_\_\_\_
- ii. Who are the carriers providing service? \_\_\_\_\_
- iii. What types of aircraft are used to move cargo/freight? \_\_\_\_\_
- iv. How frequently do they operate? \_\_\_\_\_
- v. What are the typical origin/destination airports? \_\_\_\_\_
- vi. If known, please describe the nature of this air cargo service (commodities flown or area businesses/industries reliant upon this service): \_\_\_\_\_

### SECTION 3: ECONOMIC IMPACT

**18. How many people are employed by the airport owner/sponsor to manage, operate, and/or maintain this airport?**

- A. Number of Full-Time employees located on the airport:** \_\_\_\_\_
- B. Number of Part-Time employees located on the airport:** \_\_\_\_\_
- C. Number of Seasonal employees located on the airport:** \_\_\_\_\_
- D. Total number of employees supporting the airport but NOT located on the airport:** \_\_\_\_\_

*(Please include personnel that are not located on the airport, but provide supporting services to the airport; these could be other municipal employees that provide support related to accounting, legal, maintenance, security, etc. Do not include any airport contractors in this total.)*

**E. What is the total annual payroll for all employees (including benefits):** \$ \_\_\_\_\_

**i. Does the total annual payroll include those employees located off-airport?**

- Yes
- No



19. Please provide your airport's estimated annual operating expense (excluding all payroll and capital improvement project investments): \$ \_\_\_\_\_

A. If the operating expenses reported for the above question includes the purchase of fuel which is then resold, please indicate how much is spent annually to purchase fuel: \$ \_\_\_\_\_

20. Please provide total annual expenditures for airport capital improvement projects that have been accomplished solely with airport/local funds (including PFCs). (Do not include your local share for state or FAA grants).

A. 2014: \$ \_\_\_\_\_

B. 2015: \$ \_\_\_\_\_

C. 2016: \$ \_\_\_\_\_

D. 2017: \$ \_\_\_\_\_

E. 2018: \$ \_\_\_\_\_

21. If any major private investments by third parties or tenants have taken place at your airport over the past five (5) years, please provide a total estimated cost and a short description of the project(s).

Total Amount: \$ \_\_\_\_\_

Project(s): \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**IF YOUR AIRPORT'S VISITING GENERAL AVIATION AIRCRAFT ARE HANDLED BY AN FBO(S), YOU MAY SKIP QUESTIONS #22.A AND #22.B ON THIS SURVEY.**

22. In a typical week, how many visiting or transient general aviation aircraft arrive at your airport? (For this estimate, please consider ONLY visiting aircraft, do not count arrivals by aircraft based at your airport.)

A. Estimated weekly arrivals by visiting aircraft

i. Percent %: \_\_\_\_\_

ii. Number #: \_\_\_\_\_

B. For all weekly visiting general aviation aircraft (question 26.a), what is the typical fleet mix for the visiting aircraft?

i. Average number of WEEKLY visiting aircraft arrivals by piston aircraft: \_\_\_\_\_

1. Number of pilots/passengers typically arriving on each piston aircraft: \_\_\_\_\_

ii. Average number of WEEKLY visiting aircraft arrivals by turboprop aircraft: \_\_\_\_\_

2. Number of pilots/passengers typically arriving on each turboprop aircraft: \_\_\_\_\_

iii. Average number of WEEKLY visiting aircraft arrivals by business jets: \_\_\_\_\_

3. Number of pilots/passengers typically arriving on each business jet: \_\_\_\_\_



**23. One objective in this study is to help citizens and elected officials better understand how this airport supports the communities it serves. To help us meet this objective, please provide as much information as you can related to the types of activities this airport supports:**

	YES	NO	NAME(S) OF USER(S)
State/Federal Agencies			
Search and Rescue			
Customs/Border Patrol			
Colleges/Universities			
Local Businesses			
Visiting Businesses			
Hospitals/Clinics			
Flying Doctors			
Patient Transport			
Military Operations			
Law Enforcement			
Resorts/Recreation			
Emergency Services			
Aerial Observation of Wildlife			
Power Line Patrols			
Natural Resource Management			
Inspection of Water Resources			
Forest Fire Fighting			
Aerial Applicators			
Just-In-Time Shipments			
Other (please specify)			

**24. Please help us tell your airport's story. What is unique about your airport and/or the role it serves?**

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## Thank you for your participation!

A member of our consulting team may be contacting you to review your survey results.  
Please maintain a copy of this survey for your records.



## B. Appendix B, Inventory Tables

Table B-1: Utah System Airports, Runway Length and Width, and Taxiway Width

Associated City	Airport	FAA ID	FAA ARC	Primary Runway Length	Primary Runway Width	Primary Taxiway Width
Beaver	Beaver Municipal	U52	B-II	4,984	75	25
Blanding	Blanding Municipal	BDG	B-II	5,781	75	50
Bluff	Bluff Airport	66V	A-I Small	3,000	45	20
Bountiful	Skypark Airport	BTF	B-II Small	4,700	70	75
Brigham City	Brigham City Regional	BMC	C-III	8,900	100	50
Bryce Canyon	Bryce Canyon Airport	BCE	B-II	7,394	75	35
Cedar City	Cedar City Regional	CDC	C-III	8,650	150	50
Cedar Valley	West Desert Airpark	UT9	A-I Small	2,600	24	24
Delta	Delta Municipal	DTA	B-II	5,502	75	75
Duchesne	Duchesne Municipal	U69	A-I Small	5,800	60	35
Dutch John	Dutch John Airport	33U	A-I*	6,000	60	25
Escalante	Escalante Municipal	1L7	B-II	5,032	60	35
Fillmore	Fillmore Municipal	FOM	B-II	5,040	75	45
Glen Canyon NRA	Bullfrog Basin Airport	U07	A-I Small	3,500	40	30
Green River	Green River Municipal	U34	B-II	5,600	75	75
Halls Crossing	Cal Black Memorial	U96	B-I	5,700	60	25
Hanksville	Hanksville Airport	HVE	B-II Small	5,001	75	25
Heber	Heber City Municipal	HCR	B-II	6,898	75	35
Huntington	Huntington Municipal	69V	A-II Small	4,048	75	35
Hurricane	General Dick Stout Field	1L8	B-I	3,283	40	25
Junction	Junction Airport	U13	A-I Small	4,505	60	30
Kanab	Kanab Municipal	KNB	B-II	6,200	75	35
Loa	Wayne Wonderland Airport	38U	B-II	5,900	75	30
Logan	Logan-Cache Airport	LGU	C-II	9,010	100	50
Manila	Manila Airport	40U	A-I	5,300	60	25
Manti	Manti-Ephraim Airport	41U	A-II Small	5,021	75	40
Milford	Milford Municipal	MLF	B-II	5,004	75	35
Moab	Canyonlands Field	CNY	C-II	7,360	100	35
Monticello	Monticello Airport	U64	B-II	6,000	75	35
Morgan	Morgan County Airport	42U	B-II	3,904	50	50
Nephi	Nephi Municipal	U14	C-II	6,300	100	100
Ogden	Ogden-Hinckley Airport	OGD	C-III	8,103	150	50
Panguitch	Panguitch Municipal	U55	B-II	5,700	75	25
Parowan	Parowan Airport	1L9	B-II	5,000	75	75

Associated City	Airport	FAA ID	FAA ARC	Primary Runway Length	Primary Runway Width	Primary Taxiway Width
Price	Carbon County Regional	PUC	C-II	8,316	100	35
Provo	Provo Municipal	PVU	C-II	8,599	150	50
Richfield	Richfield Municipal	RIF	C-II	7,100	100	50
Roosevelt	Roosevelt Municipal	74V	B-II	6,501	75	35
Salina	Salina-Gunnison Airport	44U	A-II	3,855	60	30
Salt Lake City	South Valley Regional	U42	B-II or C-II	5,862	100	75
Spanish Fork	Spanish Fork Airport	SPK	B-II	6,500	100	100
St George	St George Regional Airport	SGU	C-III	9,300	150	50
Tooele	Bolinder Field-Tooele Valley	TVY	C-II	6,100	100	75
Vernal	Vernal Regional Airport	VEL	C-II	7,000	100	50
Wendover	Wendover Airport	ENV	C-III	10,002	150	50

Source: FAA records, Airport Management Survey 2019, Aviation analysis

**Table B-2: Utah System Airports, Primary Taxiway Types**

Associated City	Airport	FAA ID	Full Parallel Taxiway	Partial Parallel Taxiway	Stub Taxiway	Turnarounds
Beaver	Beaver Municipal	U52	No	Yes	No	Yes
Blanding	Blanding Municipal	BDG	No	No	Yes	Yes
Bluff	Bluff Airport	66V	No	No	Yes	No
Bountiful	Skypark Airport	BTF	No	Yes	No	No
Brigham City	Brigham City Regional	BMC	Yes	No	No	Yes
Bryce Canyon	Bryce Canyon Airport	BCE	Yes	No	No	No
Cedar City	Cedar City Regional	CDC	Yes	No	No	Yes
Cedar Valley	West Desert Airpark	UT9	No	Yes	No	No
Delta	Delta Municipal	DTA	Yes	No	No	No
Duchesne	Duchesne Municipal	U69	No	No	No	Yes
Dutch John	Dutch John Airport	33U	No	No	Yes	No
Escalante	Escalante Municipal	1L7	No	No	Yes	No
Fillmore	Fillmore Municipal	FOM	No	No	Yes	Yes
Glen Canyon NRA	Bullfrog Basin Airport	U07	No	No	No	No
Green River	Green River Municipal	U34	Yes	No	No	Yes
Halls Crossing	Cal Black Memorial	U96	Yes	No	No	No
Hanksville	Hanksville Airport	HVE	No	No	Yes	No
Heber	Heber City Municipal	HCR	Yes	No	No	Yes
Huntington	Huntington Municipal	69V	No	No	No	Yes
Hurricane	General Dick Stout Field	1L8	Yes	No	No	No
Junction	Junction Airport	U13	No	No	Yes	Yes
Kanab	Kanab Municipal	KNB	No	No	Yes	Yes
Loa	Wayne Wonderland Airport	38U	No	No	Yes	No



UTAH  
- AVIATION DEVELOPMENT STRATEGY -

Associated City	Airport	FAA ID	Full Parallel Taxiway	Partial Parallel Taxiway	Stub Taxiway	Turnarounds
Logan	Logan-Cache Airport	LGU	Yes	No	No	No
Manila	Manila Airport	40U	No	No	Yes	No
Manti	Manti-Ephraim Airport	41U	No	No	Yes	Yes
Milford	Milford Municipal	MLF	No	No	Yes	Yes
Moab	Canyonlands Field	CNY	Yes	No	No	No
Monticello	Monticello Airport	U64	No	No	Yes	Yes
Morgan	Morgan County Airport	42U	No	Yes	No	Yes
Nephi	Nephi Municipal	U14	Yes	No	No	No
Ogden	Ogden-Hinckley Airport	OGD	Yes	No	No	Yes
Panguitch	Panguitch Municipal	U55	No	No	Yes	Yes
Parowan	Parowan Airport	1L9	Yes	No	No	No
Price	Carbon County Regional	PUC	Yes	No	No	Yes
Provo	Provo Municipal	PVU	Yes	No	No	Yes
Richfield	Richfield Municipal	RIF	Yes	No	No	Yes
Roosevelt	Roosevelt Municipal	74V	No	No	Yes	Yes
Salina	Salina-Gunnison Airport	44U	No	No	Yes	Yes
Salt Lake City	South Valley Regional	U42	Yes	No	No	No
Spanish Fork	Spanish Fork Airport	SPK	Yes	No	No	No
St George	St George Regional Airport	SGU	Yes	No	No	Yes
Tooele	Bolinder Field-Tooele Valley	TVY	Yes	No	No	Yes
Vernal	Vernal Regional Airport	VEL	Yes	No	No	No
Wendover	Wendover Airport	ENV	Yes	No	No	No

Source: Airport Management Survey 2019, Aviation analysis

**Table B-3: Utah System Airports, Approach and Weather Reporting Equipment**

Associated City	Airport	FAA ID	LPV or ILS Vertical Guidance Approach	Approach Lighting	On-Site Weather Reporting	Published Approach
Beaver	Beaver Municipal	U52	Yes	No	Yes	Yes
Blanding	Blanding Municipal	BDG	Yes	No	Yes	Yes
Bluff	Bluff Airport	66V	No	No	No	No
Bountiful	Skypark Airport	BTF	No	No	No	No
Brigham City	Brigham City Regional	BMC	Yes	No	Yes	Yes
Bryce Canyon	Bryce Canyon Airport	BCE	Yes	No	Yes	Yes
Cedar City	Cedar City Regional	CDC	Yes	Yes	Yes	Yes
Cedar Valley	West Desert Airpark	UT9	No	No	No	No
Delta	Delta Municipal	DTA	Yes	No	Yes	Yes
Duchesne	Duchesne Municipal	U69	No	No	Yes	Yes
Dutch John	Dutch John Airport	33U	No	No	No	No
Escalante	Escalante Municipal	1L7	No	No	No	No

Appendix B, Inventory Tables

Associated City	Airport	FAA ID	LPV or ILS Vertical Guidance Approach	Approach Lighting	On-Site Weather Reporting	Published Approach
Fillmore	Fillmore Municipal	FOM	Yes	No	Yes	Yes
Glen Canyon NRA	Bullfrog Basin Airport	U07	No	No	No	No
Green River	Green River Municipal	U34	No	No	No	No
Halls Crossing	Cal Black Memorial	U96	No	No	Yes	No
Hanksville	Hanksville Airport	HVE	No	No	Yes	No
Heber	Heber City Municipal	HCR	Yes	No	Yes	Yes
Huntington	Huntington Municipal	69V	Yes	No	No	Yes
Hurricane	General Dick Stout Field	1L8	No	No	No	No
Junction	Junction Airport	U13	No	No	No	No
Kanab	Kanab Municipal	KNB	Yes	No	Yes	Yes
Loa	Wayne Wonderland Airport	38U	No	No	No	No
Logan	Logan-Cache Airport	LGU	Yes	Yes	Yes	Yes
Manila	Manila Airport	40U	No	No	No	No
Manti	Manti-Ephraim Airport	41U	Yes	No	Yes	Yes
Milford	Milford Municipal	MLF	Yes	No	Yes	Yes
Moab	Canyonlands Field	CNY	Yes	No	Yes	Yes
Monticello	Monticello Airport	U64	No	No	No	No
Morgan	Morgan County Airport	42U	No	No	No	No
Nephi	Nephi Municipal	U14	Yes	No	Yes	Yes
Ogden	Ogden-Hinckley Airport	OGD	Yes	Yes	Yes	Yes
Panguitch	Panguitch Municipal	U55	Yes	No	Yes	Yes
Parowan	Parowan Airport	1L9	No	No	No	No
Price	Carbon County Regional	PUC	Yes	Yes	Yes	Yes
Provo	Provo Municipal	PVU	Yes	No	Yes	Yes
Richfield	Richfield Municipal	RIF	Yes	No	Yes	Yes
Roosevelt	Roosevelt Municipal	74V	Yes	No	Yes	Yes
Salina	Salina-Gunnison Airport	44U	No	No	No	No
Salt Lake City	South Valley Regional	U42	Yes	No	Yes	Yes
Spanish Fork	Spanish Fork Airport	SPK	Yes	No	No	Yes
St George	St George Regional Airport	SGU	Yes	Yes	Yes	Yes
Tooele	Bolinder Field-Tooele Valley	TVY	Yes	Yes	Yes	Yes
Vernal	Vernal Regional Airport	VEL	Yes	No	Yes	Yes
Wendover	Wendover Airport	ENV	Yes	No	Yes	Yes

Source: FAA records, Airport Management Survey 2019, Aviation analysis



**Table B-4: Utah System Airports, Runway Lighting and Rotating Beacon**

Associated City	Airport	FAA ID	Runway Lighting Intensity	Rotating Beacon
Beaver	Beaver Municipal	U52	MED	Yes
Blanding	Blanding Municipal	BDG	MED	Yes
Bluff	Bluff Airport	66V		No
Bountiful	Skypark Airport	BTF	LOW	Yes
Brigham City	Brigham City Regional	BMC	MED	Yes
Bryce Canyon	Bryce Canyon Airport	BCE	MED	Yes
Cedar City	Cedar City Regional	CDC	HIGH	Yes
Cedar Valley	West Desert Airpark	UT9		No
Delta	Delta Municipal	DTA	MED	Yes
Duchesne	Duchesne Municipal	U69	MED	Yes
Dutch John	Dutch John Airport	33U		No
Escalante	Escalante Municipal	1L7	MED	Yes
Fillmore	Fillmore Municipal	FOM	MED	Yes
Glen Canyon NRA	Bullfrog Basin Airport	U07	LOW	No
Green River	Green River Municipal	U34	MED	Yes
Halls Crossing	Cal Black Memorial	U96	MED	Yes
Hanksville	Hanksville Airport	HVE	LOW	Yes
Heber	Heber City Municipal	HCR	MED	Yes
Huntington	Huntington Municipal	69V	MED	Yes
Hurricane	General Dick Stout Field	1L8		No
Junction	Junction Airport	U13		No
Kanab	Kanab Municipal	KNB	MED	Yes
Loa	Wayne Wonderland Airport	38U	MED	Yes
Logan	Logan-Cache Airport	LGU	MED	Yes
Manila	Manila Airport	40U	MED	Yes
Manti	Manti-Ephraim Airport	41U	MED	Yes
Milford	Milford Municipal	MLF	MED	Yes
Moab	Canyonlands Field	CNY	MED	No
Monticello	Monticello Airport	U64	MED	Yes
Morgan	Morgan County Airport	42U		No
Nephi	Nephi Municipal	U14	MED	Yes
Ogden	Ogden-Hinckley Airport	OGD	HIGH	Yes
Panguitch	Panguitch Municipal	U55	MED	Yes
Parowan	Parowan Airport	1L9	MED	Yes
Price	Carbon County Regional	PUC	HIGH	Yes
Provo	Provo Municipal	PVU	HIGH	Yes
Richfield	Richfield Municipal	RIF	MED	Yes

Associated City	Airport	FAA ID	Runway Lighting Intensity	Rotating Beacon
Roosevelt	Roosevelt Municipal	74V	MED	Yes
Salina	Salina-Gunnison Airport	44U	MED	Yes
Salt Lake City	South Valley Regional	U42	MED	Yes
Spanish Fork	Spanish Fork Airport	SPK	MED	Yes
St George	St George Regional Airport	SGU	HIGH	No
Tooele	Bolinder Field-Tooele Valley	TVY	MED	Yes
Vernal	Vernal Regional Airport	VEL	MED	Yes
Wendover	Wendover Airport	ENV	MED	Yes

Source: FAA records, Airport Management Survey 2019, Aviation analysis

**Table B-5: Utah System Airports, NAVAIDs Equipment**

Associated City	Airport	FAA ID	Windsock (standard)	Windsock-Lighted	Segmented Circle
Beaver	Beaver Municipal	U52	Yes	No	Yes
Blanding	Blanding Municipal	BDG		Yes	Yes
Bluff	Bluff Airport	66V	Yes	No	No
Bountiful	Skypark Airport	BTF	Yes	No	No
Brigham City	Brigham City Regional	BMC		Yes	Yes
Bryce Canyon	Bryce Canyon Airport	BCE		Yes	Yes
Cedar City	Cedar City Regional	CDC		Yes	Yes
Cedar Valley	West Desert Airpark	UT9	Yes	No	No
Delta	Delta Municipal	DTA		Yes	Yes
Duchesne	Duchesne Municipal	U69		Yes	Yes
Dutch John	Dutch John Airport	33U	Yes	No	No
Escalante	Escalante Municipal	1L7		Yes	Yes
Fillmore	Fillmore Municipal	FOM		Yes	Yes
Glen Canyon NRA	Bullfrog Basin Airport	U07	Yes	No	Yes
Green River	Green River Municipal	U34		Yes	Yes
Halls Crossing	Cal Black Memorial	U96		Yes	Yes
Hanksville	Hanksville Airport	HVE	Yes	No	No
Heber	Heber City Municipal	HCR		Yes	Yes
Huntington	Huntington Municipal	69V		Yes	Yes
Hurricane	General Dick Stout Field	1L8	Yes	No	Yes
Junction	Junction Airport	U13	Yes	No	Yes
Kanab	Kanab Municipal	KNB		Yes	Yes
Loa	Wayne Wonderland Airport	38U		Yes	Yes
Logan	Logan-Cache Airport	LGU		Yes	Yes
Manila	Manila Airport	40U	Yes	No	Yes



Associated City	Airport	FAA ID	Windsock (standard)	Windsock-Lighted	Segmented Circle
Manti	Manti-Ephraim Airport	41U		No	Yes
Milford	Milford Municipal	MLF		Yes	Yes
Moab	Canyonlands Field	CNY		Yes	Yes
Monticello	Monticello Airport	U64		Yes	Yes
Morgan	Morgan County Airport	42U	Yes	No	No
Nephi	Nephi Municipal	U14		Yes	No
Ogden	Ogden-Hinckley Airport	OGD		Yes	Yes
Panguitch	Panguitch Municipal	U55		Yes	Yes
Parowan	Parowan Airport	1L9		Yes	Yes
Price	Carbon County Regional	PUC	Yes	No	No
Provo	Provo Municipal	PVU	0	No	Yes
Richfield	Richfield Municipal	RIF		Yes	Yes
Roosevelt	Roosevelt Municipal	74V		Yes	Yes
Salina	Salina-Gunnison Airport	44U		Yes	No
Salt Lake City	South Valley Regional	U42		Yes	Yes
Spanish Fork	Spanish Fork Airport	SPK		Yes	Yes
St George	St George Regional Airport	SGU		Yes	Yes
Tooele	Bolinder Field-Tooele Valley	TVY		Yes	Yes
Vernal	Vernal Regional Airport	VEL		Yes	Yes
Wendover	Wendover Airport	ENV	Yes	No	Yes

Source: FAA records, Airport Management Survey 2019, Aviation analysis

**Table B-6: Utah System Airports, Airport Services Available**

Associated City	Airport	FAA ID	FBO	Fuel-AvGas	Fuel-Jet A	Terminal Building
Beaver	Beaver Municipal	U52	Yes	Yes	No	Yes
Blanding	Blanding Municipal	BDG	Yes	Yes	Yes	Yes
Bluff	Bluff Airport	66V	No	Yes	No	No
Bountiful	Skypark Airport	BTF	Yes	Yes	Yes	Yes
Brigham City	Brigham City Regional	BMC	Yes	Yes	Yes	Yes
Bryce Canyon	Bryce Canyon Airport	BCE	Yes	Yes	Yes	Yes
Cedar City	Cedar City Regional	CDC	Yes	Yes	Yes	Yes
Cedar Valley	West Desert Airpark	UT9	Yes	No	No	Yes
Delta	Delta Municipal	DTA	No	Yes	Yes	No
Duchesne	Duchesne Municipal	U69	No	Yes	No	Yes
Dutch John	Dutch John Airport	33U	No	No	No	No
Escalante	Escalante Municipal	1L7	Yes	No	No	Yes
Fillmore	Fillmore Municipal	FOM	Yes	Yes	Yes	Yes
Glen Canyon NRA	Bullfrog Basin Airport	U07	No	No	No	No

Appendix B, Inventory Tables

Associated City	Airport	FAA ID	FBO	Fuel-AvGas	Fuel-Jet A	Terminal Building
Green River	Green River Municipal	U34		Yes	No	Yes
Halls Crossing	Cal Black Memorial	U96	Yes	Yes	Yes	Yes
Hanksville	Hanksville Airport	HVE	No	No	No	No
Heber	Heber City Municipal	HCR	Yes	Yes	Yes	Yes
Huntington	Huntington Municipal	69V	No	Yes	No	Yes
Hurricane	General Dick Stout Field	1L8	No	Yes	Yes	Yes
Junction	Junction Airport	U13	No	No	No	No
Kanab	Kanab Municipal	KNB	Yes	Yes	Yes	Yes
Loa	Wayne Wonderland Airport	38U	No	No	No	No
Logan	Logan-Cache Airport	LGU	Yes	Yes	Yes	Yes
Manila	Manila Airport	40U	No	No	No	No
Manti	Manti-Ephraim Airport	41U	No	No	Yes	Yes
Milford	Milford Municipal	MLF	Yes	Yes	Yes	Yes
Moab	Canyonlands Field	CNY	Yes	Yes	Yes	Yes
Monticello	Monticello Airport	U64	No	No	Yes	No
Morgan	Morgan County Airport	42U	No	No	No	No
Nephi	Nephi Municipal	U14	Yes	No	Yes	No
Ogden	Ogden-Hinckley Airport	OGD	Yes	Yes	Yes	Yes
Panguitch	Panguitch Municipal	U55	No	No	No	Yes
Parowan	Parowan Airport	1L9	Yes	Yes	Yes	Yes
Price	Carbon County Regional	PUC	Yes	Yes	Yes	Yes
Provo	Provo Municipal	PVU	Yes	Yes	Yes	Yes
Richfield	Richfield Municipal	RIF	Yes	Yes	Yes	Yes
Roosevelt	Roosevelt Municipal	74V	Yes	Yes	Yes	Yes
Salina	Salina-Gunnison Airport	44U	No	Yes	No	No
Salt Lake City	South Valley Regional	U42	Yes	Yes	Yes	Yes
Spanish Fork	Spanish Fork Airport	SPK	Yes	Yes	Yes	Yes
St George	St George Regional Airport	SGU	Yes	Yes	Yes	Yes
Tooele	Bolinder Field-Tooele Valley	TVY	No	No	No	No
Vernal	Vernal Regional Airport	VEL	Yes	Yes	Yes	Yes
Wendover	Wendover Airport	ENV	Yes	Yes	Yes	Yes

Source: FAA records, Airport Management Survey 2019, Aviation analysis



**Table B-7: Utah System Airports, Airport Facilities Equipment**

Associated City	Airport	FAA ID	Hangar Waiting List	Adequate Automobile Parking	Full Perimeter Fence	Partial Perimeter Fence
Beaver	Beaver Municipal	U52	No	Yes	Yes	No
Blanding	Blanding Municipal	BDG	Yes	Yes	Yes	No
Bluff	Bluff Airport	66V	Yes	Yes	Yes	No
Bountiful	Skypark Airport	BTF	Yes	Yes	Yes	No
Brigham City	Brigham City Regional	BMC	Yes	No	Yes	No
Bryce Canyon	Bryce Canyon Airport	BCE	No	Yes	Yes	No
Cedar City	Cedar City Regional	CDC	Yes	Yes	Yes	Yes
Cedar Valley	West Desert Airpark	UT9	Yes	Yes	No	Yes
Delta	Delta Municipal	DTA	No	Yes	Yes	No
Duchesne	Duchesne Municipal	U69	Yes	Yes	Yes	Yes
Dutch John	Dutch John Airport	33U	No	Yes	No	No
Escalante	Escalante Municipal	1L7	Yes	No	Yes	No
Fillmore	Fillmore Municipal	FOM	No	Yes	No	Yes
Glen Canyon NRA	Bullfrog Basin Airport	U07	No	Yes	No	Yes
Green River	Green River Municipal	U34	No	Yes	No	Yes
Halls Crossing	Cal Black Memorial	U96	No	Yes	No	No
Hanksville	Hanksville Airport	HVE	No	Yes	Yes	No
Heber	Heber City Municipal	HCR	Yes	No	Yes	No
Huntington	Huntington Municipal	69V	Yes	Yes	Yes	No
Hurricane	General Dick Stout Field	1L8	Yes	Yes	Yes	No
Junction	Junction Airport	U13	No	Yes	No	No
Kanab	Kanab Municipal	KNB	Yes	Yes	Yes	No
Loa	Wayne Wonderland Airport	38U	No	Yes	Yes	No
Logan	Logan-Cache Airport	LGU	Yes	No	Yes	No
Manila	Manila Airport	40U	No	Yes	No	Yes
Manti	Manti-Ephraim Airport	41U	Yes	Yes	Yes	No
Milford	Milford Municipal	MLF	Yes	No	Yes	No
Moab	Canyonlands Field	CNY	No	Yes	Yes	No
Monticello	Monticello Airport	U64	No	Yes	Yes	No
Morgan	Morgan County Airport	42U	No	Yes	No	No
Nephi	Nephi Municipal	U14	No	Yes	Yes	No
Ogden	Ogden-Hinckley Airport	OGD	No	Yes	Yes	No
Panguitch	Panguitch Municipal	U55	No	Yes	Yes	No
Parowan	Parowan Airport	1L9	Yes	Yes	No	Yes
Price	Carbon County Regional	PUC	No	Yes	Yes	No
Provo	Provo Municipal	PVU	0	Yes	No	Yes
Richfield	Richfield Municipal	RIF	No	Yes	No	Yes

Associated City	Airport	FAA ID	Hangar Waiting List	Adequate Automobile Parking	Full Perimeter Fence	Partial Perimeter Fence
Roosevelt	Roosevelt Municipal	74V	No	No	No	Yes
Salina	Salina-Gunnison Airport	44U	No	Yes	Yes	No
Salt Lake City	South Valley Regional	U42	Yes	Yes	Yes	No
Spanish Fork	Spanish Fork Airport	SPK	Yes	No	No	Yes
St George	St George Regional Airport	SGU	Yes	Yes	Yes	No
Tooele	Bolinder Field-Tooele Valley	TVY	No	No	Yes	No
Vernal	Vernal Regional Airport	VEL	Yes	No	Yes	No
Wendover	Wendover Airport	ENV	No	No	No	Yes

Source: FAA records, Airport Management Survey 2019, Aviation analysis

**Table B-8: Utah System Airports, Ground Transportation Services**

Associated City	Airport	FAA ID	On-Site Rental Car	Off-Site or Pre-Arranged Rental Cars	Courtesy Car/Crew Car	On-Demand (e.g. Taxicab, Uber, Lyft, etc.)	Transit Service (e.g. bus, shuttle, etc.)
Beaver	Beaver Municipal	U52	No	No	No	No	No
Blanding	Blanding Municipal	BDG	No	No	No	No	No
Bluff	Bluff Airport	66V	No	No	No	No	No
Bountiful	Skypark Airport	BTF	No	Yes	No	Yes	No
Brigham City	Brigham City Regional	BMC	Yes	Yes	Yes	Yes	Yes
Bryce Canyon	Bryce Canyon Airport	BCE	No	No	No	No	No
Cedar City	Cedar City Regional	CDC	No	No	No	No	No
Cedar Valley	West Desert Airpark	UT9	No	No	No	Yes	No
Delta	Delta Municipal	DTA	No	No	No	No	No
Duchesne	Duchesne Municipal	U69	No	No	No	Yes	No
Dutch John	Dutch John Airport	33U	No	No	No	No	No
Escalante	Escalante Municipal	1L7	No	No	No	No	No
Fillmore	Fillmore Municipal	FOM	No	No	No	No	No
Glen Canyon NRA	Bullfrog Basin Airport	U07	No	No	No	No	No
Green River	Green River Municipal	U34	No	No	No	No	No
Halls Crossing	Cal Black Memorial	U96	No	No	No	No	No
Hanksville	Hanksville Airport	HVE	No	No	No	No	No
Heber	Heber City Municipal	HCR	Yes	Yes	Yes	Yes	Yes
Huntington	Huntington Municipal	69V	No	No	No	No	No
Hurricane	General Dick Stout Field	1L8	No	No	No	No	No
Junction	Junction Airport	U13	No	No	No	No	No
Kanab	Kanab Municipal	KNB	No	No	No	No	No
Loa	Wayne Wonderland Airport	38U	No	No	No	No	No
Logan	Logan-Cache Airport	LGU	Yes	Yes	Yes	Yes	Yes
Manila	Manila Airport	40U	No	No	No	No	No



U T A H  
- AVIATION DEVELOPMENT STRATEGY -

Associated City	Airport	FAA ID	On-Site Rental Car	Off-Site or Pre-Arranged Rental Cars	Courtesy Car/Crew Car	On-Demand (e.g. Taxicab, Uber, Lyft, etc.)	Transit Service (e.g. bus, shuttle, etc.)
Manti	Manti-Ephraim Airport	41U	No	No	No	No	No
Milford	Milford Municipal	MLF	No	No	No	No	No
Moab	Canyonlands Field	CNY	Yes	Yes	Yes	Yes	Yes
Monticello	Monticello Airport	U64	No	No	No	No	No
Morgan	Morgan County Airport	42U	No	No	No	Yes	No
Nephi	Nephi Municipal	U14	No	No	No	No	No
Ogden	Ogden-Hinckley Airport	OGD	Yes	Yes	Yes	Yes	Yes
Panguitch	Panguitch Municipal	U55	No	No	No	No	No
Parowan	Parowan Airport	1L9	No	No	No	No	No
Price	Carbon County Regional	PUC	No	No	No	No	No
Provo	Provo Municipal	PVU	No	No	No	No	No
Richfield	Richfield Municipal	RIF	No	No	No	No	No
Roosevelt	Roosevelt Municipal	74V	No	No	No	Yes	No
Salina	Salina-Gunnison Airport	44U	No	No	No	No	No
Salt Lake City	South Valley Regional	U42	Yes	Yes	Yes	Yes	Yes
Spanish Fork	Spanish Fork Airport	SPK	Yes	No	No	No	No
St George	St George Regional Airport	SGU	Yes	Yes	Yes	Yes	Yes
Tooele	Bolinder Field-Tooele Valley	TVY	No	No	No	Yes	No
Vernal	Vernal Regional Airport	VEL	No	Yes	No	Yes	No
Wendover	Wendover Airport	ENV	No	No	No	No	No

Source: FAA records, Airport Management Survey 2019, Aviation analysis



## C. Appendix C, Summary of On-Airport SWOT Meetings

### C.1 Overview

The Utah Division of Aeronautics (“Division”) identified airports for on-site visits to identify development opportunities and strategies within airport boundaries. A second site visit by the Kem Gardner Institute for a separate analysis was scheduled at select airports to discuss how the airports can stimulate or support additional development opportunities adjacent to or in neighboring communities.

The following airports participated in the SWOT meetings, which were held in 2020:

Brigham City Airport (BMC)	Kanab Municipal Airport (KNB)	Skypark Airport (BTF)
Bryce Canyon Airport (BCE)	Logan-Cache Airport (LGU)	Spanish Fork-Springville Airport (SPK)
Canyonlands Fields (CNY)	Nephi Municipal Airport (U14)	St. George Regional Airport (SGU)
Carbon County Regional Airport (PUC)	Ogden-Hinkley Airport (OGD)	Vernal Regional Airport (VEL)
Cedar City Regional Airport (CDC)	Provo Municipal Airport (PVU)	Wendover Airport (ENV)
Heber City Municipal Airport (HCR)	Richfield Municipal Airport (RIF)	

Invitations were extended by airport staff. A wide range of participants attended including airport staff, tenants, users, local Chamber representatives, local governmental planners, and sponsor representatives. Each meeting was professionally facilitated, documented, and summarized. From review of the meeting materials, a series of themes emerged that represented either untapped opportunities or strategies to assist airports to enhance their economic vitality. From these themes, the following recommendations were identified to improve the visibility and viability of airports throughout Utah.

### C.2 Recommendations

**Training** – Airports in Utah provide a significant economic link to their communities. Supporting management personnel with training to develop the necessary skills to help them promote their airport in the community can help create successful and viable organizations. Strengthening the communication connection of an airport to area businesses, elected officials, and the general public will serve the aviation community into the future.

These initial training topics are contemplated to be held via webinar with content lasting 1-2 hours or in some cases, in a sequence of multiple sessions per topic.

- **Marketing Program** – build a toolbox of marketing options that can be scaled to be effective for individual communities. Marketing tools are numerous and finding the right set of tools to market a certain airport is dependent on community and regional activities and opportunities. Many Utah airports may be positioned to enhance marketing efforts connected to local assets such as National Park and Heritage tourism.
- **Voluntary Noise Abatement Program** – gain awareness of the essential components of a voluntary noise abatement program and how to initiate a program for the airport. Components could include mapping and recommending procedures, notifying operators, informing the general public, and monitoring.
- **Local Business Partnering Program** – learn about seeking opportunities to build a mutually beneficial relationship with local businesses and airport users. Components may include hotel and restaurant discounts, tour or local event discounts, and discounted or free shuttle or transportation services.
- **Sustainable Airports** – understand what actions can be taken by airport management to ensure a resilient organization that balances environmental, operational, and community values. Examining an airport environment to utilize electric vehicles, install charging stations, initiate or increase recycling efforts, and seek opportunities to reduce lighting and noise impacts are all part of a sustainable airport plan.

**Funding** – understanding the current financial demands for airports balanced with available funds from the Division is important to both Utah Division of Aeronautics and Utah’s airports. Seeking opportunities to expand or re-align some funding offers the opportunity for the Division to support the changing airport environment and assist airports in meeting financial needs. Criteria and guidelines for each program would need to be established by the Division. Concepts for consideration include:

- State Infrastructure Loan Program (SIB) – a structured low interest loan from the State to assist in airport infrastructure development.
- Infrastructure Development Funding Program – to address a need identified post the FAA funding change for taxiway to hangar projects.
- Local Business Partnering Program Grant – matching grant for establishing mutual partnerships with local community businesses to serve the operators and users of an airport.
- Airport Business Planning Grant – matching grant for development of an airport business plan as a tool utilized by airport manager, policymakers, and stakeholders to define a forward-thinking plan to achieve the airport’s vision and goals in a strategic and fiscally sound manner.
- Airport Marketing Grant – matching grant for the development of an airport marketing plan tailored to maximize the airport’s services and surrounding or regional environment.
- Voluntary Noise Abatement Program Grant – matching grant to assist in developing, educating, and implementing a voluntary program.

### **Statewide Initiatives:**

- Young Eagles Program Promotion/Coordination – the Young Eagles Program is a world-wide organization dedicated to providing youth with an opportunity to experience flight and learn about aviation. It continues to be a valued program for the future of the aviation industry. Working with such programs could create opportunities for Utah schools to promote aviation careers through Young Eagles participation at local fly-ins, and by offering scholarships to youth seeking a professional aviation education.
- Aviation Tour of Utah – this concept embodies development of an organized tour of Utah by air like statewide tours for cycling such as the Tour of Utah and Tour of Colorado. Key elements include the selection of specific airports/communities for aviation enthusiasts to visit, a guided air map with designed locations, sequenced to provide a unique tour of Utah. Coordination with the airports and their communities to provide overnight camping (or access to hotel accommodations) and a community-hosted event (evening concert in the park, pancake breakfast, sightseeing tour, etc.) would allow aviation tourists to experience Utah in a unique way. Coordination and promotion could be done in partnership with AOPA.
- Statewide Cargo Study - air cargo is comprised of freight and mail transported on aircraft. These commodities are typically light-weight, time-sensitive, and high-value products. In fact, worldwide the value of cargo comprises 35 percent of world trade value but only 2 percent of world trade tonnage. To better understand the air cargo industry and market within Utah, the Division may choose to conduct an Aviation System Air Cargo Study. These studies research how air cargo businesses operate in the state by providing a profile of current airports providing air cargo service, cargo carriers, routes, airport cargo facilities, and gauge of aircraft operating at airports. These studies also research air cargo demand within markets in the state. Industries that ship via air cargo include pharmaceuticals, bioscience, healthcare, medical equipment manufacturing, aerospace and defense manufacturing, automotive manufacturing, electronics, information technology, printed material, perishables such as cut flowers, seafood, fruits and vegetables, and apparel. Analysis of competing modes is also completed in a statewide cargo study. Trucking, air cargo’s chief competitor, is also typically researched. The outcomes for a statewide air cargo study could include recommendations on best practices to retain air cargo at airports which have activity and strategies on developing and attracting businesses that rely on air cargo for the supply chains.



- State Aviation Program Promotion – increased utilization of social media, print media and routine connection with the Division’s customers (airports) such as a virtual monthly issues roundtable, a Division newsletter, and regular regional meetings, etc. Connecting with airports assists in informed and strategic decision-making, allows for stakeholder feedback and comment, and enhances working relationships by promoting transparency.
- National Park Service Charter Operating Permit – Utah is home to five (5) national parks, each of which drive a significant economic benefit for Utah. These National Parks are an integral part of the State’s overall marketing campaign with over 10.5 million visits in 2018 (see *The State of Utah’s Travel and Tourism Industry, 2019*, Kem Gardner Policy Institute, University of Utah). Commercial tour operators in the National Parks are subject to the *National Parks Air Tour Management Act of 2000*. An operator may only conduct operations over a national park under certain conditions including compliance with a specific park’s air tour management plan and competitive bidding process. Supporting locally based operators for tour permits for Utah national parks will enhance both national park tourism and the general aviation industry statewide. This effort would necessitate a strategic effort at the federal level to deliver a positive outcome.
- Wasatch Front Airspace Study - an airspace study of the aviation environment will include three main components:
  - An assessment of the air traffic flight paths to/from and through the study area with a focus on where operations are interdependent, where airports are relatively unconstrained and where airspace is mostly not utilized.
  - A study of the capacity of airports (based on runways, terminals, and ground resources) combined with any airspace limitations.
  - Graphical depictions of the traffic patterns, airports, terrain, and population.
  - It is expected a more intuitive, complete depiction of the current state of aviation in this unique area will serve to inform decision-makers as emerging aviation markets such as unmanned aircraft systems and urban air mobility platforms seek to establish infrastructure.
- General Aviation Promotion – any effort to support and promote general aviation has the benefits of immediate returns to Utah airports through such things as increased fuel sales, landing fee, etc. Assisting the general aviation airports collectively in marketing their airports to the transit pilot community has the potential to enhance the system statewide. Concepts for consideration include:
  - NBAA State Booth – NBAA’s annual conference provides an opportunity for airports to showcase their services and venues. Providing a shared booth for Utah airports to promote and market to an international aviation-centric audience would allow for cost-sharing of the associated expenses and help educate attendees on the aviation businesses and opportunities in flying.
  - Utah Online Fuel Stop Map – an online, current, and accurate Utah fuel stop map would serve both the local and transient pilot community and likely be a valued tool for trip planning purposes. This online fuel stop map could include data on the availability and current price of Jet A and Avgas as well as other airport aviation services and amenities.

### C.3 Costs

An initial estimate of program costs is identified below. Costs related to “How To Training” is reflective of developing an informational webinar, and not the cost of implementing such a program. Implementation costs could vary widely based on scope. The Division may decide to consider grant amounts based on factors such as airport size and activity. Once essential program components are identified, the program costs would need to be refined.

Appendix C, Summary of SWOT Meetings

Key Programs Areas	Full Estimated Cost	Estimated Division Cost
<b>HOW TO TRAINING (webinar)</b>		
Marketing Program	\$3,000	\$1,500
Voluntary Noise Abatement Program	\$3,000	\$1,500
Local Business Partnering Program	\$3,000	\$1,500
Sustainable Airports	\$3,000	\$1,500
<b>FUNDING</b>		
Infrastructure Loan Program (SIB)	To be determined	To be determined
Infrastructure Development Funding Program	To be determined	To be determined
Local Business Partnering Program	\$25,000	10% Match up to \$2,500
Business Planning Grant	\$150,000	10% Match up to \$15,000
Airport Marketing Grant	\$100,000	10% Match up to \$10,000
Voluntary Noise Abatement Program Grant	\$150,000	10% Match up \$15,000
<b>STATEWIDE INITIATIVES</b>		
Young Eagles Program	\$10,000	\$10,000
Aviation Tour of Utah	\$100,000	\$50,000 + Division in kind
Statewide Cargo Study	\$200,000	\$200,000
State Aviation Program	\$25,000	\$25,000
Charter Operating Permit/NPS	\$100,000	\$100,000
Wasatch Front Airspace Study	\$100,000	\$100,000
General Aviation Promotion	\$20,000	\$20,000



## D. Appendix D, Airport Roles Analysis Tables

Appendix Table D-1: Airport Facilities and Services Scores Part A

Associated City	Airport	FAA ID	Primary Runway Length	Vertical Guidance Approach	AWOS/ASOS	Jet A	100LL
Beaver	Beaver Municipal	U52	1	0	1	0	2
Blanding	Blanding Municipal	BDG	2	1	1	1	2
Bluff	Bluff Airport	66V	0	0	0	0	0
Bountiful	Skypark Airport	BTF	1	0	0	1	2
Brigham City	Brigham City Regional	BMC	5	0	1	1	2
Bryce Canyon	Bryce Canyon Airport	BCE	4	1	1	1	2
Cedar City	Cedar City Regional	CDC	5	1	1	1	2
Cedar Valley	West Desert Airpark	UT9	0	0	0	0	0
Delta	Delta Municipal	DTA	2	0	1	1	2
Duchesne	Duchesne Municipal	U69	2	0	1	0	2
Dutch John	Dutch John Airport	33U	3	0	0	0	0
Escalante	Escalante Municipal	1L7	2	0	0	0	2
Fillmore	Fillmore Municipal	FOM	2	1	1	1	2
Glen Canyon	Bullfrog Basin Airport	U07	0	0	0	0	0
Green River	Green River Municipal	U34	2	0	0	0	2
Halls Crossing	Cal Black Memorial	U96	2	0	1	1	2
Hanksville	Hanksville Airport	HVE	2	0	1	0	0
Heber	Heber City Municipal	HCR	3	0	1	1	2
Huntington	Huntington Municipal	69V	1	0	0	0	2
Hurricane	General Dick Stout Field	1L8	0	0	0	1	2
Junction	Junction Airport	U13	1	0	0	0	0
Kanab	Kanab Municipal	KNB	3	0	1	1	2
Loa	Wayne Wonderland Airport	38U	2	0	0	0	1
Logan	Logan-Cache Airport	LGU	6	1	1	1	1
Manila	Manila Airport	40U	2	0	0	0	0
Manti	Manti-Ephraim Airport	41U	2	1	1	1	2
Milford	Milford Municipal	MLF	2	0	1	1	2
Moab	Canyonlands Field	CNY	4	0	1	1	2
Monticello	Monticello Airport	U64	3	0	0	1	2
Morgan	Morgan County Airport	42U	0	0	0	0	0

Appendix D, Airport Roles Analysis Tables

Associated City	Airport	FAA ID	Primary Runway Length	Vertical Guidance Approach	AWOS/ASOS	Jet A	100LL
Nephi	Nephi Municipal	U14	3	1	1	1	2
Ogden	Ogden-Hinckley Airport	OGD	5	1	1	1	2
Panguitch	Panguitch Municipal	U55	2	1	1	0	0
Parowan	Parowan Airport	1L9	2	0	0	1	2
Price	Carbon County Regional	PUC	5	1	1	1	2
Provo	Provo Municipal	PVU	5	1	1	1	2
Richfield	Richfield Municipal	RIF	4	0	1	1	2
Roosevelt	Roosevelt Municipal	74V	3	1	1	1	2
Salina	Salina-Gunnison Airport	44U	0	0	0	0	0
Salt Lake City	South Valley Regional	U42	2	1	1	1	2
Spanish Fork	Spanish Fork Airport	SPK	3	1	1	1	2
St George	St George Regional Airport	SGU	6	0	0	1	2
Tooele	Bolinder Field-Tooele Valley	TVY	3	1	1	0	2
Vernal	Vernal Regional Airport	VEL	4	1	1	1	2
Wendover	Wendover Airport	ENV	6	1	1	1	2

Source: Utah Division of Aeronautics, Aviation

Appendix Table D-1: Airport Facilities and Services Scores Part B

Associated City	Airport	FAA ID	T-Hangar	Airframe Repair	Powerplant Repair	Weighted Score x 2
Beaver	Beaver Municipal	U52	0	0	0	8
Blanding	Blanding Municipal	BDG	0	0	0	14
Bluff	Bluff Airport	66V	0	0	0	0
Bountiful	Skypark Airport	BTF	1	2	2	18
Brigham City	Brigham City Regional	BMC	1	2	2	28
Bryce Canyon	Bryce Canyon Airport	BCE	0	0	0	18
Cedar City	Cedar City Regional	CDC	1	2	2	30
Cedar Valley	West Desert Airpark	UT9	0	0	0	0
Delta	Delta Municipal	DTA	0	0	0	12
Duchesne	Duchesne Municipal	U69	0	0	0	10
Dutch John	Dutch John Airport	33U	0	0	0	6
Escalante	Escalante Municipal	1L7	0	0	0	8
Fillmore	Fillmore Municipal	FOM	1	0	0	16



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Associated City	Airport	FAA ID	T-Hangar	Airframe Repair	Powerplant Repair	Weighted Score x 2
Glen Canyon	Bullfrog Basin Airport	U07	0	0	0	0
Green River	Green River Municipal	U34	0	0	0	8
Halls Crossing	Cal Black Memorial	U96	0	0	0	12
Hanksville	Hanksville Airport	HVE	0	0	0	6
Heber	Heber City Municipal	HCR	1	2	2	24
Huntington	Huntington Municipal	69V	0	0	0	6
Hurricane	General Dick Stout Field	1L8	1	2	2	16
Junction	Junction Airport	U13	0	0	0	2
Kanab	Kanab Municipal	KNB	0	0	0	14
Loa	Wayne Wonderland Airport	38U	0	0	0	6
Logan	Logan-Cache Airport	LGU	1	2	2	30
Manila	Manila Airport	40U	0	0	0	4
Manti	Manti-Ephraim Airport	41U	0	1	1	18
Milford	Milford Municipal	MLF	0	0	0	12
Moab	Canyonlands Field	CNY	1	1	1	22
Monticello	Monticello Airport	U64	0	0	0	12
Morgan	Morgan County Airport	42U	0	0	0	0
Nephi	Nephi Municipal	U14	0	0	0	16
Ogden	Ogden-Hinckley Airport	OGD	1	2	2	30
Panguitch	Panguitch Municipal	U55	0	1	1	12
Parowan	Parowan Airport	1L9	0	2	1	16
Price	Carbon County Regional	PUC	1	1	1	26
Provo	Provo Municipal	PVU	1	2	2	30
Richfield	Richfield Municipal	RIF	0	2	2	24
Roosevelt	Roosevelt Municipal	74V	1	2	2	26
Salina	Salina-Gunnison Airport	44U	0	0	0	0
Salt Lake City	South Valley Regional	U42	1	2	2	24
Spanish Fork	Spanish Fork Airport	SPK	1	2	2	26
St George	St George Regional Airport	SGU	1	2	2	28
Tooele	Bolinder Field-Tooele Valley	TVY	0	0	0	14
Vernal	Vernal Regional Airport	VEL	1	2	2	28
Wendover	Wendover Airport	ENV	1	1	1	28

Source: Utah Division of Aeronautics, Aviation

Appendix Table D-2: Operational Considerations Scores

Associated City	Airport	FAA ID	Cargo	Fire Fighting Base	Air Ambulance Base	Total Based Aircraft	Weighted Score x 1.5
Beaver	Beaver Municipal	U52	0	0	0	1	1.5
Blanding	Blanding Municipal	BDG	1	0	1	2	6
Bluff	Bluff Airport	66V	0	0	0	1	1.5
Bountiful	Skypark Airport	BTF	0	0	0	5	7.5
Brigham City	Brigham City Regional	BMC	0	0	0	4	6
Bryce Canyon	Bryce Canyon Airport	BCE	0	0	0	1	1.5
Cedar City	Cedar City Regional	CDC	1	1	0	4	9
Cedar Valley	West Desert Airpark	UT9	0	0	0	2	3
Delta	Delta Municipal	DTA	0	0	0	2	3
Duchesne	Duchesne Municipal	U69	0	0	0	2	3
Dutch John	Dutch John Airport	33U	0	0	0	0	0
Escalante	Escalante Municipal	1L7	0	0	0	1	1.5
Fillmore	Fillmore Municipal	FOM	0	1	0	1	3
Glen Canyon	Bullfrog Basin Airport	U07	0	0	0	0	0
Green River	Green River Municipal	U34	0	0	0	1	1.5
Halls Crossing	Cal Black Memorial	U96	0	0	0	1	1.5
Hanksville	Hanksville Airport	HVE	0	0	0	1	1.5
Heber	Heber City Municipal	HCR	0	0	0	4	6
Huntington	Huntington Municipal	69V	0	0	0	1	1.5
Hurricane	General Dick Stout Field	1L8	0	0	0	4	6
Junction	Junction Airport	U13	0	0	0	0	0
Kanab	Kanab Municipal	KNB	0	0	1	2	4.5
Loa	Wayne Wonderland Airport	38U	0	0	0	1	1.5
Logan	Logan-Cache Airport	LGU	0	0	0	5	7.5
Manila	Manila Airport	40U	0	0	0	0	0
Manti	Manti-Ephraim Airport	41U	0	0	0	2	3
Milford	Milford Municipal	MLF	0	0	0	1	1.5
Moab	Canyonlands Field	CNY	1	1	0	3	7.5
Monticello	Monticello Airport	U64	0	0	0	1	1.5
Morgan	Morgan County Airport	42U	0	0	0	4	6
Nephi	Nephi Municipal	U14	0	0	0	0	0



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Associated City	Airport	FAA ID	Cargo	Fire Fighting Base	Air Ambulance Base	Total Based Aircraft	Weighted Score x 1.5
Ogden	Ogden-Hinckley Airport	OGD	0	0	1	5	9
Panguitch	Panguitch Municipal	U55	0	0	0	0	0
Parowan	Parowan Airport	1L9	0	0	0	2	3
Price	Carbon County Regional	PUC	1	0	0	1	3
Provo	Provo Municipal	PVU	0	0	0	5	7.5
Richfield	Richfield Municipal	RIF	0	0	0	2	3
Roosevelt	Roosevelt Municipal	74V	0	0	0	2	3
Salina	Salina-Gunnison Airport	44U	0	0	0	2	3
Salt Lake City	South Valley Regional	U42	0	0	0	5	7.5
Spanish Fork	Spanish Fork Airport	SPK	0	0	0	5	7.5
St George	St George Regional Airport	SGU	1	0	1	5	10.5
Tooele	Bolinder Field-Tooele Valley	TVY	0	1	0	2	4.5
Vernal	Vernal Regional Airport	VEL	1	1	0	3	7.5
Wendover	Wendover Airport	ENV	0	0	0	1	1.5

Source: Utah Division of Aeronautics, Aviation

**Appendix Table D-3: Access to Other Modes of Transportation Scores**

Associated City	Airport	FAA ID	NHFN	Critical Rural Route	Rail Yard	Rail	Weighted Score x 1.25
Beaver	Beaver Municipal	U52	2	0	0	0	2.5
Blanding	Blanding Municipal	BDG	0	0	0	0	0
Bluff	Bluff Airport	66V	0	0	0	0	0
Bountiful	Skypark Airport	BTF	2	0	0	1	3.75
Brigham City	Brigham City Regional	BMC	2	0	2	1	6.25
Bryce Canyon	Bryce Canyon Airport	BCE	0	0	0	0	0
Cedar City	Cedar City Regional	CDC	1	0	0	1	2.5
Cedar Valley	West Desert Airpark	UT9	0	0	0	0	0
Delta	Delta Municipal	DTA	0	0	0	1	1.25
Duchesne	Duchesne Municipal	U69	0	0	0	0	0
Dutch John	Dutch John Airport	33U	0	0	0	0	0
Escalante	Escalante Municipal	1L7	0	0	0	0	0
Fillmore	Fillmore Municipal	FOM	2	0	0	0	2.5
Glen Canyon	Bullfrog Basin Airport	U07	0	0	0	0	0

Appendix D, Airport Roles Analysis Tables

Associated City	Airport	FAA ID	NHFN	Critical Rural Route	Rail Yard	Rail	Weighted Score x 1.25
Green River	Green River Municipal	U34	2	0	0	1	3.75
Halls Crossing	Cal Black Memorial	U96	0	0	0	0	0
Hanksville	Hanksville Airport	HVE	0	0	0	0	0
Heber	Heber City Municipal	HCR	0	0	0	1	1.25
Huntington	Huntington Municipal	69V	0	0	0	0	0
Hurricane	General Dick Stout Field	1L8	0	0	0	0	0
Junction	Junction Airport	U13	0	0	0	0	0
Kanab	Kanab Municipal	KNB	0	0	0	0	0
Loa	Wayne Wonderland Airport	38U	0	0	0	0	0
Logan	Logan-Cache Airport	LGU	0	0	0	1	1.25
Manila	Manila Airport	40U	0	0	0	0	0
Manti	Manti-Ephraim Airport	41U	0	0	0	0	0
Milford	Milford Municipal	MLF	0	0	2	1	3.75
Moab	Canyonlands Field	CNY	0	1	0	1	2.5
Monticello	Monticello Airport	U64	0	1	0	0	1.25
Morgan	Morgan County Airport	42U	2	0	0	1	3.75
Nephi	Nephi Municipal	U14	2	0	0	1	3.75
Ogden	Ogden-Hinckley Airport	OGD	1	0	1	1	3.75
Panguitch	Panguitch Municipal	U55	0	0	0	0	0
Parowan	Parowan Airport	1L9	2	0	0	0	2.5
Price	Carbon County Regional	PUC	0	1	0	1	2.5
Provo	Provo Municipal	PVU	1	0	1	1	3.75
Richfield	Richfield Municipal	RIF	2	0	0	0	2.5
Roosevelt	Roosevelt Municipal	74V	0	0	0	0	0
Salina	Salina-Gunnison Airport	44U	0	0	0	0	0
Salt Lake City	South Valley Regional	U42	2	0	2	1	6.25
Spanish Fork	Spanish Fork Airport	SPK	2	0	0	1	3.75
St George	St George Regional Airport	SGU	1	0	0	0	1.25
Tooele	Bolinder Field-Tooele Valley	TVY	2	0	0	1	3.75
Vernal	Vernal Regional Airport	VEL	0	0	0	0	0
Wendover	Wendover Airport	ENV	1	0	1	1	3.75

Source: Utah Division of Aeronautics, Aviation



**Appendix Table D-4: Access to Flight Schools/Aviation Education Program Scores**

Associated City	Airport	FAA ID	Airports With Flight Schools	Airports With Flight Schools <10 Employees	Airports With Flight Schools >10 Employees	Airports Within 60 Miles of Flight Schools	Total Flight School Points X 1
Beaver	Beaver Municipal	U52	0	0	0	1	1
Blanding	Blanding Municipal	BDG	0	0	0	0	0
Bluff	Bluff Airport	66V	0	0	0	0	0
Bountiful	Skypark Airport	BTF	2	0	2	0	4
Brigham City	Brigham City Regional	BMC	0	0	0	1	1
Bryce Canyon	Bryce Canyon Airport	BCE	0	0	0	1	1
Cedar City	Cedar City Regional	CDC	2	0	2	1	5
Cedar Valley	West Desert Airpark	UT9	2	1	0	1	4
Delta	Delta Municipal	DTA	0	0	0	1	1
Duchesne	Duchesne Municipal	U69	0	0	0	1	1
Dutch John	Dutch John Airport	33U	0	0	0	1	1
Escalante	Escalante Municipal	1L7	0	0	0	0	0
Fillmore	Fillmore Municipal	FOM	0	0	0	0	0
Glen Canyon	Bullfrog Basin Airport	U07	0	0	0	0	0
Green River	Green River Municipal	U34	0	0	0	1	1
Halls Crossing	Cal Black Memorial	U96	0	0	0	0	0
Hanksville	Hanksville Airport	HVE	0	0	0	0	0
Heber	Heber City Municipal	HCR	2	0	2	0	4
Huntington	Huntington Municipal	69V	0	0	0	1	1
Hurricane	General Dick Stout Field	1L8	0	0	0	1	1
Junction	Junction Airport	U13	0	0	0	1	1
Kanab	Kanab Municipal	KNB	0	0	0	1	1
Loa	Wayne Wonderland Airport	38U	0	0	0	0	0
Logan	Logan-Cache Airport	LGU	2	0	2	1	5
Manila	Manila Airport	40U	0	0	0	1	1
Manti	Manti-Ephraim Airport	41U	0	0	0	1	1
Milford	Milford Municipal	MLF	0	0	0	1	1
Moab	Canyonlands Field	CNY	2	1	0	1	4
Monticello	Monticello Airport	U64	0	0	0	1	1
Morgan	Morgan County Airport	42U	0	0	0	1	1
Nephi	Nephi Municipal	U14	0	0	0	1	1

Appendix D, Airport Roles Analysis Tables

Associated City	Airport	FAA ID	Airports With Flight Schools	Airports With Flight Schools <10 Employees	Airports With Flight Schools >10 Employees	Airports Within 60 Miles of Flight Schools	Total Flight School Points X 1
Ogden	Ogden-Hinckley Airport	OGD	2	0	2	1	5
Panguitch	Panguitch Municipal	U55	0	0	0	1	1
Parowan	Parowan Airport	1L9	0	0	0	1	1
Price	Carbon County Regional	PUC	2	1	0	1	4
Provo	Provo Municipal	PVU	2	0	2	1	5
Richfield	Richfield Municipal	RIF	0	0	0	0	0
Roosevelt	Roosevelt Municipal	74V	0	0	0	1	1
Salina	Salina-Gunnison Airport	44U	0	0	0	0	0
Salt Lake City	South Valley Regional	U42	2	1	0	1	4
Spanish Fork	Spanish Fork Airport	SPK	2	1	0	0	3
St George	St George Regional Airport	SGU	2	1	0	1	4
Tooele	Bolinder Field-Tooele Valley	TVY	0	0	0	1	1
Vernal	Vernal Regional Airport	VEL	2	1	0	1	4
Wendover	Wendover Airport	ENV	0	0	0	0	0

Source: Utah Division of Aeronautics, Aviation

Appendix Table D-5: Access to Regional Sources of Economic Activity Scores

Associated City	Airport	FAA ID	<5 miles to Irrigated Agriculture Lands	<30 miles to Oil & Gas Fields	<30 miles to High Production Mining Districts	Access to Tourism/ Recreation	USBR	Weighted Score x 1
Beaver	Beaver Municipal	U52	1	0	1	4	0	6
Blanding	Blanding Municipal	BDG	1	1	1	3	1	7
Bluff	Bluff Airport	66V	0	1	1	5	0	7
Bountiful	Skypark Airport	BTF	1	0	0	3	1	5
Brigham City	Brigham City Regional	BMC	1	0	0	2	1	4
Bryce Canyon	Bryce Canyon Airport	BCE	1	0	0	4	1	6
Cedar City	Cedar City Regional	CDC	1	0	1	4	1	7
Cedar Valley	West Desert Airpark	UT9	1	0	1	3	0	5
Delta	Delta Municipal	DTA	1	0	0	2	0	3
Duchesne	Duchesne Municipal	U69	1	1	0	3	0	5
Dutch John	Dutch John Airport	33U	0	0	0	4	0	4
Escalante	Escalante Municipal	1L7	1	0	0	4	1	6



Associated City	Airport	FAA ID	<5 miles to Irrigated Agriculture Lands	<30 miles to Oil & Gas Fields	<30 miles to High Production Mining Districts	Access to Tourism/ Recreation	USBR	Weighted Score x 1
Fillmore	Fillmore Municipal	FOM	1	0	0	2	0	3
Glen Canyon	Bullfrog Basin Airport	U07	0	0	1	2	0	3
Green River	Green River Municipal	U34	1	0	1	3	0	5
Halls Crossing	Cal Black Memorial	U96	0	0	0	2	0	2
Hanksville	Hanksville Airport	HVE	1	0	0	1	1	3
Heber	Heber City Municipal	HCR	1	0	1	5	0	7
Huntington	Huntington Municipal	69V	1	1	0	4	0	6
Hurricane	General Dick Stout Field	1L8	1	0	0	4	0	5
Junction	Junction Airport	U13	1	0	1	3	1	6
Kanab	Kanab Municipal	KNB	1	0	0	2	1	4
Loa	Wayne Wonderland Airport	38U	1	0	0	2	1	4
Logan	Logan-Cache Airport	LGU	1	0	0	3	1	5
Manila	Manila Airport	40U	1	0	0	4	0	5
Manti	Manti-Ephraim Airport	41U	1	0	0	4	0	5
Milford	Milford Municipal	MLF	1	0	1	2	1	5
Moab	Canyonlands Field	CNY	0	1	1	6	0	8
Monticello	Monticello Airport	U64	1	0	1	2	1	5
Morgan	Morgan County Airport	42U	1	0	0	4	0	5
Nephi	Nephi Municipal	U14	1	0	0	4	1	6
Ogden	Ogden-Hinckley Airport	OGD	1	0	0	4	1	6
Panguitch	Panguitch Municipal	U55	1	0	0	4	1	6
Parowan	Parowan Airport	1L9	1	0	0	5	0	6
Price	Carbon County Regional	PUC	1	1	0	2	0	4
Provo	Provo Municipal	PVU	1	0	0	3	1	5
Richfield	Richfield Municipal	RIF	1	0	0	2	1	4
Roosevelt	Roosevelt Municipal	74V	1	1	0	2	0	4
Salina	Salina-Gunnison Airport	44U	1	0	0	3	1	5
Salt Lake City	South Valley Regional	U42	1	0	0	5	1	7
Spanish Fork	Spanish Fork Airport	SPK	1	0	0	5	1	7
St George	St George Regional Airport	SGU	1	0	0	4	0	5
Tooele	Bolinder Field-Tooele Valley	TVY	1	0	1	3	0	5

Appendix D, Airport Roles Analysis Tables

Associated City	Airport	FAA ID	<5 miles to Irrigated Agriculture Lands	<30 miles to Oil & Gas Fields	<30 miles to High Production Mining Districts	Access to Tourism/ Recreation	USBR	Weighted Score x 1
Vernal	Vernal Regional Airport	VEL	1	1	0	5	0	7
Wendover	Wendover Airport	ENV	0	0	0	1	0	1

Source: Utah Division of Aeronautics, Aviation



## E. Appendix E, Airport Facility and Service Objective Tables

**Table E-1: Primary Runway Length Objective**

City	Airport Name	FAA ID	Primary Runway Length	Meets Primary Runway Length Objective	Improvement Needed to Meet Objective: Extension in Feet
<b>UT-I Commercial Service</b>					
Cedar City	Cedar City Regional	CDC	8,650	Yes	
Moab	Canyonlands Field	CNY	7,360	Yes	
Ogden	Ogden-Hinckley Airport	OGD	8,103	Yes	
Provo	Provo Municipal	PVU	8,599	Yes	
St George	St George Regional Airport	SGU	9,300	Yes	
Vernal	Vernal Regional Airport	VEL	7,000	Yes	
Wendover	Wendover Airport	ENV	10,002	Yes	
<b>UT-II Corporate/Tourism/Freight</b>					
Blanding	Blanding Municipal	BDG	5,781	Yes	
Bountiful	Skypark Airport	BTF	4,700	No	800
Brigham City	Brigham City Regional	BMC	8,900	Yes	
Bryce Canyon	Bryce Canyon Airport	BCE	7,394	Yes	
Heber	Heber City Municipal	HCR	6,898	Yes	
Hurricane	General Dick Stout Field	1L8	3,283	No	2,217
Logan	Logan-Cache Airport	LGU	9,010	Yes	
Manti	Manti-Ephraim Airport	41U	5,021	No	479
Nephi	Nephi Municipal	U14	6,300	Yes	
Parowan	Parowan Airport	1L9	5,000	No	500
Price	Carbon County Regional	PUC	8,316	Yes	
Richfield	Richfield Municipal	RIF	7,100	Yes	
Roosevelt	Roosevelt Municipal	74V	6,501	Yes	
Salt Lake City	South Valley Regional	U42	5,862	Yes	
Spanish Fork	Spanish Fork Airport	SPK	6,500	Yes	
Tooele	Bolinder Field-Tooele Valley	TVY	6,100	Yes	
<b>UT-III Recreation and Community Access</b>					
Beaver	Beaver Municipal	U52	4,984	No	16

**Appendix E, Facility and Service Objectives Table**

Delta	Delta Municipal	DTA	5,502	Yes	
Duchesne	Duchesne Municipal	U69	5,800	Yes	
Fillmore	Fillmore Municipal	FOM	5,040	Yes	
Green River	Green River Municipal	U34	5,600	Yes	
Kanab	Kanab Municipal	KNB	6,200	Yes	
Milford	Milford Municipal	MLF	5,004	Yes	
Monticello	Monticello Airport	U64	6,000	Yes	
Panguitch	Panguitch Municipal	U55	5,700	Yes	
<b>UT-IV Essential Access</b>					
Bluff	Bluff Airport	66V	3,000	Yes	
Cedar Valley	West Desert Airpark	UT9	2,600	Yes	
Dutch John	Dutch John Airport	33U	6,000	Yes	
Escalante	Escalante Municipal	1L7	5,032	Yes	
Glen Canyon	Bullfrog Basin Airport	U07	3,500	Yes	
Halls Crossing	Cal Black Memorial	U96	5,700	Yes	
Hanksville	Hanksville Airport	HVE	5,001	Yes	
Huntington	Huntington Municipal	69V	4,048	Yes	
Junction	Junction Airport	U13	4,505	Yes	
Loa	Wayne Wonderland Airport	38U	5,900	Yes	
Manila	Manila Airport	40U	5,300	Yes	
Morgan	Morgan County Airport	42U	3,904	Yes	
Salina	Salina-Gunnison Airport	44U	3,855	Yes	

Source: Utah Division of Aeronautics, Aviation



**Table E-2: Primary Runway Width Objective**

City	Airport Name	FAA ID	Primary Runway Width	Meets Primary Runway Width Objective	Improvement Needed to Meet Objective: Widening in Feet
<b>UT-I Commercial Service</b>					
Cedar City	Cedar City Regional	CDC	150	Yes	
Moab	Canyonlands Field	CNY	100	Yes	
Ogden	Ogden-Hinckley Airport	OGD	150	Yes	
Provo	Provo Municipal	PVU	150	Yes	
St George	St George Regional Airport	SGU	150	Yes	
Vernal	Vernal Regional Airport	VEL	100	Yes	
Wendover	Wendover Airport	ENV	150	Yes	
<b>UT-II Corporate/Tourism/Freight</b>					
Blanding	Blanding Municipal	BDG	75	No	25
Bountiful	Skypark Airport	BTF	70	No	30
Brigham City	Brigham City Regional	BMC	100	Yes	
Bryce Canyon	Bryce Canyon Airport	BCE	75	No	25
Heber	Heber City Municipal	HCR	75	No	25
Hurricane	General Dick Stout Field	1L8	40	No	60
Logan	Logan-Cache Airport	LGU	100	Yes	
Manti	Manti-Ephraim Airport	41U	75	No	25
Nephi	Nephi Municipal	U14	100	Yes	
Parowan	Parowan Airport	1L9	75	No	25
Price	Carbon County Regional	PUC	100	Yes	
Richfield	Richfield Municipal	RIF	100	Yes	
Roosevelt	Roosevelt Municipal	74V	75	No	25
Salt Lake City	South Valley Regional	U42	100	Yes	
Spanish Fork	Spanish Fork Airport	SPK	100	Yes	
Tooele	Bolinder Field-Tooele Valley	TVY	100	Yes	
<b>UT-III Recreation and Community Access</b>					
Beaver	Beaver Municipal	U52	75	Yes	
Delta	Delta Municipal	DTA	75	Yes	
Duchesne	Duchesne Municipal	U69	60	No	15

**Appendix E, Facility and Service Objectives Table**

Fillmore	Fillmore Municipal	FOM	75	Yes	
Green River	Green River Municipal	U34	75	Yes	
Kanab	Kanab Municipal	KNB	75	Yes	
Milford	Milford Municipal	MLF	75	Yes	
Monticello	Monticello Airport	U64	75	Yes	
Panguitch	Panguitch Municipal	U55	75	Yes	
<b>UT-IV Essential Access</b>					
Bluff	Bluff Airport	66V	45	No	15
Cedar Valley	West Desert Airpark	UT9	24	No	36
Dutch John	Dutch John Airport	33U	60	Yes	
Escalante	Escalante Municipal	1L7	60	Yes	
Glen Canyon	Bullfrog Basin Airport	U07	40	No	20
Halls Crossing	Cal Black Memorial	U96	60	Yes	
Hanksville	Hanksville Airport	HVE	75	Yes	
Huntington	Huntington Municipal	69V	75	Yes	
Junction	Junction Airport	U13	60	Yes	
Loa	Wayne Wonderland Airport	38U	75	Yes	
Manila	Manila Airport	40U	60	Yes	
Morgan	Morgan County Airport	42U	50	No	10
Salina	Salina-Gunnison Airport	44U	60	Yes	

Source: Utah Division of Aeronautics, Aviation



**Table E-3: Primary Taxiway System Objective**

City	Airport Name	FAA ID	Taxiway	Meets Taxiway Objective	Improvement Needed to Meet Objective
<b>UT-I Commercial Service</b>					
Cedar City	Cedar City Regional	CDC	Full Parallel	Yes	
Moab	Canyonlands Field	CNY	Full Parallel	Yes	
Ogden	Ogden-Hinckley Airport	OGD	Full Parallel	Yes	
Provo	Provo Municipal	PVU	Full Parallel	Yes	
St George	St George Regional Airport	SGU	Full Parallel	Yes	
Vernal	Vernal Regional Airport	VEL	Full Parallel	Yes	
Wendover	Wendover Airport	ENV	Full Parallel	Yes	
<b>UT-II Corporate/Tourism/Freight</b>					
Blanding	Blanding Municipal	BDG	Stub(s)	No	Install Full Parallel
Bountiful	Skypark Airport	BTF	Partial Parallel	No	Install Full Parallel
Brigham City	Brigham City Regional	BMC	Full Parallel	Yes	
Bryce Canyon	Bryce Canyon Airport	BCE	Full Parallel	Yes	
Heber	Heber City Municipal	HCR	Full Parallel	Yes	
Hurricane	General Dick Stout Field	1L8	Full Parallel	Yes	
Logan	Logan-Cache Airport	LGU	Full Parallel	Yes	
Manti	Manti-Ephraim Airport	41U	Stub(s)	No	Install Full Parallel
Nephi	Nephi Municipal	U14	Full Parallel	Yes	
Parowan	Parowan Airport	1L9	Full Parallel	Yes	
Price	Carbon County Regional	PUC	Full Parallel	Yes	
Richfield	Richfield Municipal	RIF	Full Parallel	Yes	
Roosevelt	Roosevelt Municipal	74V	Stub(s)	No	Install Full Parallel

Appendix E, Facility and Service Objectives Table

Salt Lake City	South Valley Regional	U42	Full Parallel	Yes	
Spanish Fork	Spanish Fork Airport	SPK	Full Parallel	Yes	
Tooele	Bolinder Field-Tooele Valley	TVY	Full Parallel	Yes	
<b>UT-III Recreation and Community Access</b>					
Beaver	Beaver Municipal	U52	Partial Parallel	Yes	
Delta	Delta Municipal	DTA	Full Parallel	Yes	
Duchesne	Duchesne Municipal	U69	Stub(s)	Yes	
Fillmore	Fillmore Municipal	FOM	Stub(s)	Yes	
Green River	Green River Municipal	U34	Full Parallel	Yes	
Kanab	Kanab Municipal	KNB	Stub(s)	Yes	
Milford	Milford Municipal	MLF	Stub(s)	Yes	
Monticello	Monticello Airport	U64	Stub(s)	Yes	
Panguitch	Panguitch Municipal	U55	Stub(s)	Yes	
<b>UT-IV Essential Access</b>					
Bluff	Bluff Airport	66V	Stub(s)	Not an Objective	Stub(s)
Cedar Valley	West Desert Airpark	UT9	Partial Parallel	Not an Objective	Partial Parallel
Dutch John	Dutch John Airport	33U	Stub(s)	Not an Objective	Stub(s)
Escalante	Escalante Municipal	1L7	Stub(s)	Not an Objective	Stub(s)
Glen Canyon	Bullfrog Basin Airport	U07	No Supporting Taxiway	Not an Objective	No Supporting Taxiway
Halls Crossing	Cal Black Memorial	U96	Full Parallel	Not an Objective	Full Parallel
Hanksville	Hanksville Airport	HVE	Stub(s)	Not an Objective	Stub(s)
Huntington	Huntington Municipal	69V	Stub(s)	Not an Objective	Stub(s)
Junction	Junction Airport	U13	Stub(s)	Not an Objective	Stub(s)
Loa	Wayne Wonderland Airport	38U	Stub(s)	Not an Objective	Stub(s)
Manila	Manila Airport	40U	Stub(s)	Not an Objective	Stub(s)
Morgan	Morgan County Airport	42U	Partial Parallel	Not an Objective	Partial Parallel
Salina	Salina-Gunnison Airport	44U	Stub(s)	Not an Objective	Stub(s)

Source: Utah Division of Aeronautics, Aviation



**Table E-4: REILs Lights**

City	Airport Name	FAA ID	Base REIL	Recip REIL	Meets Lighting Objective	Improvement Needed to Meet Objective
<b>UT-I Commercial Service</b>						
Cedar City	Cedar City Regional	CDC	YES	NO	No	Install 1 REIL
Moab	Canyonlands Field	CNY	YES	YES	Yes	
Ogden	Ogden-Hinckley Airport	OGD	NO	NO	No	Install 2 REILs
Provo	Provo Municipal	PVU	YES	NO	No	Install 1 REIL
St George	St George Regional Airport	SGU	YES	NO	No	Install 1 REIL
Vernal	Vernal Regional Airport	VEL	YES	YES	Yes	
Wendover	Wendover Airport	ENV	YES	YES	Yes	
<b>UT-II Corporate/Tourism/Freight</b>						
Blanding	Blanding Municipal	BDG	YES	YES	Yes	
Bountiful	Skypark Airport	BTF	NO	NO	No	Install 2 REILs
Brigham City	Brigham City Regional	BMC	YES	YES	Yes	
Bryce Canyon	Bryce Canyon Airport	BCE	YES	YES	Yes	
Heber	Heber City Municipal	HCR	NO	NO	No	Install 2 REILs
Hurricane	General Dick Stout Field	1L8	NO	NO	No	Install 2 REILs
Logan	Logan-Cache Airport	LGU	YES	YES	Yes	
Manti	Manti-Ephraim Airport	41U	YES	YES	Yes	
Nephi	Nephi Municipal	U14	YES	YES	Yes	
Parowan	Parowan Airport	1L9	YES	YES	Yes	
Price	Carbon County Regional	PUC	NO	YES	No	Install 1 REIL
Richfield	Richfield Municipal	RIF	YES	YES	Yes	
Roosevelt	Roosevelt Municipal	74V	YES	YES	Yes	
Salt Lake City	South Valley Regional	U42	YES	YES	Yes	
Spanish Fork	Spanish Fork Airport	SPK	YES	YES	Yes	
Tooele	Bolinder Field-Tooele Valley	TVY	NO	YES	No	Install 1 REIL
<b>UT-III Recreation and Community Access</b>						
Beaver	Beaver Municipal	U52	YES	YES	Not an Objective	

Appendix E, Facility and Service Objectives Table

Delta	Delta Municipal	DTA	YES	YES	Not an Objective	
Duchesne	Duchesne Municipal	U69	YES	YES	Not an Objective	
Fillmore	Fillmore Municipal	FOM	NO	NO	Not an Objective	
Green River	Green River Municipal	U34	YES	YES	Not an Objective	
Kanab	Kanab Municipal	KNB	YES	NO	Not an Objective	
Milford	Milford Municipal	MLF	YES	YES	Not an Objective	
Monticello	Monticello Airport	U64	YES	YES	Not an Objective	
Panguitch	Panguitch Municipal	U55	YES	YES	Not an Objective	
<b>UT-IV Essential Access</b>						
Bluff	Bluff Airport	66V	NO	NO	Not an Objective	
Cedar Valley	West Desert Airpark	UT9	NO	NO	Not an Objective	
Dutch John	Dutch John Airport	33U	NO	NO	Not an Objective	
Escalante	Escalante Municipal	1L7	YES	YES	Not an Objective	
Glen Canyon	Bullfrog Basin Airport	U07	NO	NO	Not an Objective	
Halls Crossing	Cal Black Memorial	U96	NO	NO	Not an Objective	
Hanksville	Hanksville Airport	HVE	NO	NO	Not an Objective	
Huntington	Huntington Municipal	69V	NO	NO	Not an Objective	
Junction	Junction Airport	U13	NO	NO	Not an Objective	
Loa	Wayne Wonderland Airport	38U	NO	NO	Not an Objective	
Manila	Manila Airport	40U	NO	NO	Not an Objective	
Morgan	Morgan County Airport	42U	NO	NO	Not an Objective	
Salina	Salina-Gunnison Airport	44U	NO	NO	Not an Objective	

Source: Utah Division of Aeronautics, Aviation



**Table E-5: PAPI/VASI Equipment Objective**

City	Airport Name	FAA ID	Base PAPI	Recip PAPI	Base VASI	Recip VASI	Meets Approach Objective	Improvement Needed to Meet Objective
<b>UT-I Commercial Service</b>								
Cedar City	Cedar City Regional	CDC	Yes	Yes	No	No	Yes	
Moab	Canyonlands Field	CNY	Yes	Yes	No	No	Yes	
Ogden	Ogden-Hinckley Airport	OGD	Yes	Yes	No	No	Yes	
Provo	Provo Municipal	PVU	Yes	Yes	No	No	Yes	
St George	St George Regional Airport	SGU	Yes	Yes	No	No	Yes	
Vernal	Vernal Regional Airport	VEL	Yes	Yes	No	No	Yes	
Wendover	Wendover Airport	ENV	Yes	Yes	No	No	Yes	
<b>UT-II Corporate/Tourism/Freight</b>								
Blanding	Blanding Municipal	BDG	Yes	Yes	No	No	Yes	
Bountiful	Skypark Airport	BTF	Yes	Yes	No	No	Yes	
Brigham City	Brigham City Regional	BMC	Yes	Yes	No	No	Yes	
Bryce Canyon	Bryce Canyon Airport	BCE	Yes	Yes	No	No	Yes	
Heber	Heber City Municipal	HCR	No	Yes	No	No	No	Install PAPI
Hurricane	General Dick Stout Field	1L8	No	No	No	No	No	Install PAPI
Logan	Logan-Cache Airport	LGU	Yes	Yes	No	No	Yes	
Manti	Manti-Ephraim Airport	41U	Yes	Yes	No	No	Yes	
Nephi	Nephi Municipal	U14	Yes	Yes	No	No	Yes	
Parowan	Parowan Airport	1L9	Yes	Yes	No	No	Yes	
Price	Carbon County Regional	PUC	Yes	Yes	No	No	Yes	
Richfield	Richfield Municipal	RIF	Yes	Yes	No	No	Yes	
Roosevelt	Roosevelt Municipal	74V	Yes	Yes	No	No	Yes	
Salt Lake City	South Valley Regional	U42	Yes	Yes	No	No	Yes	
Spanish Fork	Spanish Fork Airport	SPK	Yes	Yes	No	No	Yes	
Tooele	Bolinder Field-Tooele Valley	TVY	Yes	Yes	No	No	Yes	
<b>UT-III Recreation and Community Access</b>								
Beaver	Beaver Municipal	U52	Yes	Yes	No	No	Yes	
Delta	Delta Municipal	DTA	Yes	Yes	No	No	Yes	
Duchesne	Duchesne Municipal	U69	Yes	Yes	No	No	Yes	

**Appendix E, Facility and Service Objectives Table**

Fillmore	Fillmore Municipal	FOM	Yes	Yes	No	No	Yes	
Green River	Green River Municipal	U34	Yes	Yes	No	No	Yes	
Kanab	Kanab Municipal	KNB	Yes	No	No	No	Yes	
Milford	Milford Municipal	MLF	Yes	Yes	No	No	Yes	
Monticello	Monticello Airport	U64	Yes	Yes	No	No	Yes	
Panguitch	Panguitch Municipal	U55	Yes	Yes	No	No	Yes	
<b>UT-IV Essential Access</b>								
Bluff	Bluff Airport	66V	No	No	No	No	Not an Objective	
Cedar Valley	West Desert Airpark	UT9	No	No	No	No	Not an Objective	
Dutch John	Dutch John Airport	33U	No	No	No	No	Not an Objective	
Escalante	Escalante Municipal	1L7	Yes	Yes	No	No	Not an Objective	
Glen Canyon	Bullfrog Basin Airport	U07	No	No	No	No	Not an Objective	
Halls Crossing	Cal Black Memorial	U96	Yes	Yes	No	No	Not an Objective	
Hanksville	Hanksville Airport	HVE	No	No	No	No	Not an Objective	
Huntington	Huntington Municipal	69V	No	No	No	No	Not an Objective	
Junction	Junction Airport	U13	No	No	No	No	Not an Objective	
Loa	Wayne Wonderland Airport	38U	No	No	No	No	Not an Objective	
Manila	Manila Airport	40U	No	No	No	No	Not an Objective	
Morgan	Morgan County Airport	42U	No	No	No	No	Not an Objective	
Salina	Salina-Gunnison Airport	44U	Yes	Yes	No	No	Not an Objective	

Source: Utah Division of Aeronautics, Aviation



**Table E-6: Published Approach Type Objective**

City	Airport Name	FAA ID	ILS or LPV	Publish Approach (RNAV GPS / LPV)	Meets Approach Objectives	Improvement Needed to Meet Objective
<b>UT-I Commercial Service</b>						
Cedar City	Cedar City Regional	CDC	Yes	Yes	Yes	
Moab	Canyonlands Field	CNY	No	Yes	No	Design LPV
Ogden	Ogden-Hinckley Airport	OGD	Yes	Yes	Yes	
Provo	Provo Municipal	PVU	Yes	Yes	Yes	
St George	St George Regional Airport	SGU	Yes	Yes	Yes	
Vernal	Vernal Regional Airport	VEL	Yes	Yes	Yes	
Wendover	Wendover Airport	ENV	Yes	Yes	Yes	
<b>UT-II Corporate/Tourism/Freight</b>						
Blanding	Blanding Municipal	BDG	Yes	Yes	Yes	
Bountiful	Skypark Airport	BTF	No	No	No	Design RNAV
Brigham City	Brigham City Regional	BMC	No	Yes	Yes	
Bryce Canyon	Bryce Canyon Airport	BCE	Yes	Yes	Yes	
Heber	Heber City Municipal	HCR	No	Yes	Yes	
Hurricane	General Dick Stout Field	1L8	No	No	No	Design RNAV
Logan	Logan-Cache Airport	LGU	Yes	Yes	Yes	
Manti	Manti-Ephraim Airport	41U	Yes	Yes	Yes	
Nephi	Nephi Municipal	U14	Yes	Yes	Yes	
Parowan	Parowan Airport	1L9	No	No	No	Design RNAV
Price	Carbon County Regional	PUC	Yes	Yes	Yes	
Richfield	Richfield Municipal	RIF	No	Yes	Yes	
Roosevelt	Roosevelt Municipal	74V	Yes	Yes	Yes	
Salt Lake City	South Valley Regional	U42	Yes	Yes	Yes	
Spanish Fork	Spanish Fork Airport	SPK	No	Yes	Yes	
Tooele	Bolinder Field-Tooele Valley	TVY	Yes	Yes	Yes	
<b>UT-III Recreation and Community Access</b>						
Beaver	Beaver Municipal	U52	No	Yes	Yes	
Delta	Delta Municipal	DTA	No	Yes	Yes	
Duchesne	Duchesne Municipal	U69	No	Yes	Yes	

**Appendix E, Facility and Service Objectives Table**

Fillmore	Fillmore Municipal	FOM	Yes	Yes	Yes	
Green River	Green River Municipal	U34	No	No	No	Design Published Approach
Kanab	Kanab Municipal	KNB	No	Yes	Yes	
Milford	Milford Municipal	MLF	No	Yes	Yes	
Monticello	Monticello Airport	U64	No	No	No	Design Published Approach
Panguitch	Panguitch Municipal	U55	Yes	Yes	Yes	
<b>UT-IV Essential Access</b>						
Bluff	Bluff Airport	66V	No	No	Yes	
Cedar Valley	West Desert Airpark	UT9	No	No	Yes	
Dutch John	Dutch John Airport	33U	No	No	Yes	
Escalante	Escalante Municipal	1L7	No	No	Yes	
Glen Canyon	Bullfrog Basin Airport	U07	No	No	Yes	
Halls Crossing	Cal Black Memorial	U96	No	No	Yes	
Hanksville	Hanksville Airport	HVE	No	No	Yes	
Huntington	Huntington Municipal	69V	No	Yes	Yes	
Junction	Junction Airport	U13	No	No	Yes	
Loa	Wayne Wonderland Airport	38U	No	No	Yes	
Manila	Manila Airport	40U	No	No	Yes	
Morgan	Morgan County Airport	42U	No	No	Yes	
Salina	Salina-Gunnison Airport	44U	No	No	Yes	

Source: Utah Division of Aeronautics, Aviation



**Table E-7: Runway Lighting Objectives**

City	Airport Name	FAA ID	Runway Lighting	Meets Lighting Objective	Improvement Needed to Meet Objective
<b>UT-I Commercial Service</b>					
Cedar City	Cedar City Regional	CDC	HIGH	Yes	
Moab	Canyonlands Field	CNY	MED	No	Upgrade to HIRL
Ogden	Ogden-Hinckley Airport	OGD	HIGH	Yes	
Provo	Provo Municipal	PVU	HIGH	Yes	
St George	St George Regional Airport	SGU	HIGH	Yes	
Vernal	Vernal Regional Airport	VEL	MED	No	Upgrade to HIRL
Wendover	Wendover Airport	ENV	MED	No	Upgrade to HIRL
<b>UT-II Corporate/Tourism/Freight</b>					
Blanding	Blanding Municipal	BDG	MED	Yes	
Bountiful	Skypark Airport	BTF	LOW	No	Upgrade to MIRL
Brigham City	Brigham City Regional	BMC	MED	Yes	
Bryce Canyon	Bryce Canyon Airport	BCE	MED	Yes	
Heber	Heber City Municipal	HCR	MED	Yes	
Hurricane	General Dick Stout Field	1L8		No	Upgrade to MIRL
Logan	Logan-Cache Airport	LGU	MED	Yes	
Manti	Manti-Ephraim Airport	41U	MED	Yes	
Nephi	Nephi Municipal	U14	MED	Yes	
Parowan	Parowan Airport	1L9	MED	Yes	
Price	Carbon County Regional	PUC	HIGH	Yes	
Richfield	Richfield Municipal	RIF	MED	Yes	
Roosevelt	Roosevelt Municipal	74V	MED	Yes	
Salt Lake City	South Valley Regional	U42	MED	Yes	
Spanish Fork	Spanish Fork Airport	SPK	MED	Yes	
Tooele	Bolinder Field-Tooele Valley	TVY	MED	Yes	
<b>UT-III Recreation and Community Access</b>					
Beaver	Beaver Municipal	U52	MED	Yes	

**Appendix E, Facility and Service Objectives Table**

Delta	Delta Municipal	DTA	MED	Yes	
Duchesne	Duchesne Municipal	U69	MED	Yes	
Fillmore	Fillmore Municipal	FOM	MED	Yes	
Green River	Green River Municipal	U34	MED	Yes	
Kanab	Kanab Municipal	KNB	MED	Yes	
Milford	Milford Municipal	MLF	MED	Yes	
Monticello	Monticello Airport	U64	MED	Yes	
Panguitch	Panguitch Municipal	U55	MED	Yes	
<b>UT-IV Essential Access</b>					
Bluff	Bluff Airport	66V		No	Upgrade to MIRL
Cedar Valley	West Desert Airpark	UT9		No	Upgrade to MIRL
Dutch John	Dutch John Airport	33U		No	Upgrade to MIRL
Escalante	Escalante Municipal	1L7	MED	Yes	
Glen Canyon	Bullfrog Basin Airport	U07	LOW	No	Upgrade to MIRL
Halls Crossing	Cal Black Memorial	U96	MED	Yes	
Hanksville	Hanksville Airport	HVE	LOW	No	Upgrade to MIRL
Huntington	Huntington Municipal	69V	MED	Yes	
Junction	Junction Airport	U13		No	Upgrade to MIRL
Loa	Wayne Wonderland Airport	38U	MED	Yes	
Manila	Manila Airport	40U	MED	Yes	
Morgan	Morgan County Airport	42U		No	Upgrade to MIRL
Salina	Salina-Gunnison Airport	44U	MED	Yes	

Source: Utah Division of Aeronautics, Aviation



**Table E-8: Taxiway Lighting Objectives**

City	Airport Name	FAA ID	Taxiway Lighting	Meets Lighting Objective	Improvement Needed to Meet Objective
<b>UT-I Commercial Service</b>					
Cedar City	Cedar City Regional	CDC	MITL	Yes	
Moab	Canyonlands Field	CNY	MITL	Yes	
Ogden	Ogden-Hinckley Airport	OGD	HITL	Yes	
Provo	Provo Municipal	PVU	MITL	Yes	
St George	St George Regional Airport	SGU	HITL	Yes	
Vernal	Vernal Regional Airport	VEL	MITL	Yes	
Wendover	Wendover Airport	ENV	MITL	Yes	
<b>UT-II Corporate/Tourism/Freight</b>					
Blanding	Blanding Municipal	BDG	MITL	Yes	
Bountiful	Skypark Airport	BTF	Non-Standard Lighting	No	Install MITL
Brigham City	Brigham City Regional	BMC	HITL	Yes	
Bryce Canyon	Bryce Canyon Airport	BCE	MITL	Yes	
Heber	Heber City Municipal	HCR	MITL	Yes	
Hurricane	General Dick Stout Field	1L8	MITL	Yes	
Logan	Logan-Cache Airport	LGU	HITL	Yes	
Manti	Manti-Ephraim Airport	41U	MITL	Yes	
Nephi	Nephi Municipal	U14	MITL	Yes	
Parowan	Parowan Airport	1L9	MITL	Yes	
Price	Carbon County Regional	PUC	MITL	Yes	
Richfield	Richfield Municipal	RIF	MITL	Yes	
Roosevelt	Roosevelt Municipal	74V	N/A	No	Install MITL
Salt Lake City	South Valley Regional	U42	HITL	Yes	
Spanish Fork	Spanish Fork Airport	SPK	MITL	Yes	
Tooele	Bolinder Field-Tooele Valley	TVY	HITL	Yes	
<b>UT-III Recreation and Community Access</b>					
Beaver	Beaver Municipal	U52	MITL	Yes	
Delta	Delta Municipal	DTA	MITL	Yes	

## Appendix E, Facility and Service Objectives Table

Duchesne	Duchesne Municipal	U69	None	No	Install MITL
Fillmore	Fillmore Municipal	FOM	None	No	Install MITL
Green River	Green River Municipal	U34	MITL	Yes	
Kanab	Kanab Municipal	KNB	MITL	Yes	
Milford	Milford Municipal	MLF	MITL	Yes	
Monticello	Monticello Airport	U64	MITL	Yes	
Panguitch	Panguitch Municipal	U55	MITL	Yes	
<b>UT-IV Essential Access</b>					
Bluff	Bluff Airport	66V	N/A	Not an Objective	
Cedar Valley	West Desert Airpark	UT9	None	Not an Objective	
Dutch John	Dutch John Airport	33U	None	Not an Objective	
Escalante	Escalante Municipal	1L7	MITL	Not an Objective	
Glen Canyon	Bullfrog Basin Airport	U07	N/A	Not an Objective	
Halls Crossing	Cal Black Memorial	U96	Reflectors	Not an Objective	
Hanksville	Hanksville Airport	HVE	Reflectors	Not an Objective	
Huntington	Huntington Municipal	69V	N/A	Not an Objective	
Junction	Junction Airport	U13	N/A	Not an Objective	
Loa	Wayne Wonderland Airport	38U	MITL	Not an Objective	
Manila	Manila Airport	40U	N/A	Not an Objective	
Morgan	Morgan County Airport	42U	None	Not an Objective	
Salina	Salina-Gunnison Airport	44U	None	Not an Objective	

Source: Utah Division of Aeronautics, Jviation



**Table E-9: Approach Lighting Objectives for UT-I Airports**

City	Airport Name	FAA ID	Approach Lighting	Meets Objective	Improvement Needed to Meet Objective
<b>UT-I Commercial Service</b>					
Cedar City	Cedar City Regional	CDC	MAL	Yes	
Moab	Canyonlands Field	CNY	MALSR	Yes	
Ogden	Ogden-Hinckley Airport	OGD	MAL	Yes	
Provo	Provo Municipal	PVU	MAL	Yes	
St George	St George Regional Airport	SGU	MAL	Yes	
Vernal	Vernal Regional Airport	VEL	none	No	Install MAL
Wendover	Wendover Airport	ENV	none	No	Install MAL

Source: Utah Division of Aeronautics, Aviation

**Table E-10: Weather Reporting Equipment Objective**

City	Airport Name	FAA ID	Weather System	Meets Weather Equipment Objective	Improvement Needed to Meet Objective
<b>UT-I Commercial Service</b>					
Cedar City	Cedar City Regional	CDC	ASOS	Yes	
Moab	Canyonlands Field	CNY	AWOS	Yes	
Ogden	Ogden-Hinckley Airport	OGD	ASOS	Yes	
Provo	Provo Municipal	PVU	AWOS	Yes	
St George	St George Regional Airport	SGU	AWOS	Yes	
Vernal	Vernal Regional Airport	VEL	ASOS	Yes	
Wendover	Wendover Airport	ENV	AWOS	Yes	
<b>UT-II Corporate/Tourism/Freight</b>					
Blanding	Blanding Municipal	BDG	AWOS	Yes	
Bountiful	Skypark Airport	BTF		No	Install AWOS
Brigham City	Brigham City Regional	BMC	AWOS	Yes	
Bryce Canyon	Bryce Canyon Airport	BCE	ASOS	Yes	
Heber	Heber City Municipal	HCR	AWOS	Yes	
Hurricane	General Dick Stout Field	1L8		No	Install AWOS
Logan	Logan-Cache Airport	LGU	ASOS	Yes	
Manti	Manti-Ephraim Airport	41U	AWOS	Yes	
Nephi	Nephi Municipal	U14	AWOS	Yes	
Parowan	Parowan Airport	1L9		No	Install AWOS
Price	Carbon County Regional	PUC	ASOS	Yes	
Richfield	Richfield Municipal	RIF	ASOS	Yes	
Roosevelt	Roosevelt Municipal	74V	AWOS	Yes	
Salt Lake City	South Valley Regional	U42	AWOS	Yes	
Spanish Fork	Spanish Fork Airport	SPK		No	Install AWOS
Tooele	Bolinder Field-Tooele Valley	TVY	AWOS	Yes	
<b>UT-III Recreation and Community Access</b>					
Beaver	Beaver Municipal	U52	AWOS	Yes	
Delta	Delta Municipal	DTA	AWOS	Yes	
Duchesne	Duchesne Municipal	U69	AWOS	Yes	



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Fillmore	Fillmore Municipal	FOM	AWOS	Yes	
Green River	Green River Municipal	U34		No	Install AWOS
Kanab	Kanab Municipal	KNB	AWOS	Yes	
Milford	Milford Municipal	MLF	ASOS	Yes	
Monticello	Monticello Airport	U64		No	Install AWOS
Panguitch	Panguitch Municipal	U55	AWOS	Yes	
<b>UT-IV Essential Access</b>					
Bluff	Bluff Airport	66V		Not an Objective	
Cedar Valley	West Desert Airpark	UT9		Not an Objective	
Dutch John	Dutch John Airport	33U		Not an Objective	
Escalante	Escalante Municipal	1L7		Not an Objective	
Glen Canyon	Bullfrog Basin Airport	U07		Not an Objective	
Halls Crossing	Cal Black Memorial	U96	AWOS	Not an Objective	
Hanksville	Hanksville Airport	HVE	AWOS	Not an Objective	
Huntington	Huntington Municipal	69V		Not an Objective	
Junction	Junction Airport	U13		Not an Objective	
Loa	Wayne Wonderland Airport	38U		Not an Objective	
Manila	Manila Airport	40U		Not an Objective	
Morgan	Morgan County Airport	42U		Not an Objective	
Salina	Salina-Gunnison Airport	44U		Not an Objective	

Source: Utah Division of Aeronautics, Aviation

Table E-11: Airport Fence/Security Objective

City	Airport Name	FAA ID	Full Perimeter Fencing	Partial Perimeter Fencing	Visual Barrier	Posted Signs	Meets Fence Objective	Improvement Needed to Meet Objective
<b>UT-I Commercial Service</b>								
Cedar City	Cedar City Regional	CDC	Yes	No	No	No	Yes	
Moab	Canyonlands Field	CNY	Yes	No	No	No	Yes	
Ogden	Ogden-Hinckley Airport	OGD	Yes	No	No	No	Yes	
Provo	Provo Municipal	PVU	No	Yes	Yes	Yes	No	Install Full Perimeter Fence
St George	St George Regional Airport	SGU	Yes	No	No	No	Yes	
Vernal	Vernal Regional Airport	VEL	Yes	No	No	No	Yes	
Wendover	Wendover Airport	ENV	No	Yes	Yes	Yes	No	Install Full Perimeter Fence
<b>UT-II Corporate/Tourism/Freight</b>								
Blanding	Blanding Municipal	BDG	Yes	No	No	No	Yes	
Bountiful	Skypark Airport	BTF	Yes	No	No	No	Yes	
Brigham City	Brigham City Regional	BMC	Yes	No	No	No	Yes	
Bryce Canyon	Bryce Canyon Airport	BCE	Yes	No	No	No	Yes	
Heber	Heber City Municipal	HCR	Yes	No	No	No	Yes	
Hurricane	General Dick Stout Field	1L8	Yes	No	No	No	Yes	
Logan	Logan-Cache Airport	LGU	Yes	No	No	No	Yes	
Manti	Manti-Ephraim Airport	41U	Yes	No	No	No	Yes	
Nephi	Nephi Municipal	U14	Yes	No	No	No	Yes	
Parowan	Parowan Airport	1L9	No	Yes	Yes	Yes	No	Install Full Perimeter Fence
Price	Carbon County Regional	PUC	Yes	No	No	No	Yes	
Richfield	Richfield Municipal	RIF	No	Yes	Yes	Yes	No	Install Full Perimeter Fence
Roosevelt	Roosevelt Municipal	74V	No	Yes	Yes	Yes	No	Install Full Perimeter Fence
Salt Lake City	South Valley Regional	U42	Yes	No	No	No	Yes	
Spanish Fork	Spanish Fork Airport	SPK	No	Yes	Yes	Yes	No	Install Full Perimeter Fence



Tooele	Bolinder Field-Tooele Valley	TVY	Yes	No	No	No	Yes	
<b>UT-III Recreation and Community Access</b>								
Beaver	Beaver Municipal	U52	Yes	No	No	No	Yes	
Delta	Delta Municipal	DTA	Yes	No	No	No	Yes	
Duchesne	Duchesne Municipal	U69	No	Yes	Yes	Yes	Yes	
Fillmore	Fillmore Municipal	FOM	No	Yes	Yes	Yes	Yes	
Green River	Green River Municipal	U34	No	Yes	Yes	Yes	Yes	
Kanab	Kanab Municipal	KNB	Yes	No	No	No	Yes	
Milford	Milford Municipal	MLF	Yes	No	No	No	Yes	
Monticello	Monticello Airport	U64	Yes	No	No	No	Yes	
Panguitch	Panguitch Municipal	U55	Yes	No	No	No	Yes	
<b>UT-IV Essential Access</b>								
Bluff	Bluff Airport	66V	Yes	No	No	No	Yes	
Cedar Valley	West Desert Airpark	UT9	No	Yes	Yes	Yes	Yes	
Dutch John	Dutch John Airport	33U	No	No	No	No	No	Post Signs
Escalante	Escalante Municipal	1L7	Yes	No	No	No	Yes	
Glen Canyon	Bullfrog Basin Airport	U07	No	Yes	Yes	Yes	Yes	
Halls Crossing	Cal Black Memorial	U96	No	No	No	No	No	Post Signs
Hanksville	Hanksville Airport	HVE	Yes	No	No	No	Yes	
Huntington	Huntington Municipal	69V	Yes	No	No	No	Yes	
Junction	Junction Airport	U13	Yes	No	No	No	Yes	
Loa	Wayne Wonderland Airport	38U	Yes	No	No	No	Yes	
Manila	Manila Airport	40U	No	Yes	Yes	Yes	Yes	
Morgan	Morgan County Airport	42U	No	No	No	No	No	Post Signs
Salina	Salina-Gunnison Airport	44U	Yes	No	No	No	Yes	

Source: Utah Division of Aeronautics, Aviation

Table E-12: Runway Strength Objectives

City	Airport Name	FAA ID	Runway Strength	Meets Objective	Improvement Needed to Meet Objective
<b>UT-I Commercial Service</b>					
Cedar City	Cedar City Regional	CDC	56	No	Increase Strength
Moab	Canyonlands Field	CNY	65	Yes	
Ogden	Ogden-Hinckley Airport	OGD	85	Yes	
Provo	Provo Municipal	PVU	65	Yes	
St George	St George Regional Airport	SGU	75	Yes	
Vernal	Vernal Regional Airport	VEL	45	No	Increase Strength
Wendover	Wendover Airport	ENV	75	Yes	
<b>UT-II Corporate/Tourism/Freight</b>					
Blanding	Blanding Municipal	BDG	27	No	Increase Strength
Bountiful	Skypark Airport	BTF	13	No	Increase Strength
Brigham City	Brigham City Regional	BMC	30	Yes	
Bryce Canyon	Bryce Canyon Airport	BCE	30	Yes	
Heber	Heber City Municipal	HCR	30	Yes	
Hurricane	General Dick Stout Field	1L8	3	No	Increase Strength
Logan	Logan-Cache Airport	LGU	24	No	Increase Strength
Manti	Manti-Ephraim Airport	41U	24	No	Increase Strength
Nephi	Nephi Municipal	U14	21	No	Increase Strength
Parowan	Parowan Airport	1L9	13	No	Increase Strength
Price	Carbon County Regional	PUC	30	Yes	
Richfield	Richfield Municipal	RIF	19	No	Increase Strength
Roosevelt	Roosevelt Municipal	74V	12	No	Increase Strength
Salt Lake City	South Valley Regional	U42	30	Yes	
Spanish Fork	Spanish Fork Airport	SPK	24	No	Increase Strength
Tooele	Bolinder Field-Tooele Valley	TVY	30	Yes	



UT-III Recreation and Community Access					
Beaver	Beaver Municipal	U52	13	Maintain Existing	
Delta	Delta Municipal	DTA	16	Maintain Existing	
Duchesne	Duchesne Municipal	U69	13	Maintain Existing	
Fillmore	Fillmore Municipal	FOM	13	Maintain Existing	
Green River	Green River Municipal	U34	12	Maintain Existing	
Kanab	Kanab Municipal	KNB	13	Maintain Existing	
Milford	Milford Municipal	MLF	26	Maintain Existing	
Monticello	Monticello Airport	U64	13	Maintain Existing	
Panguitch	Panguitch Municipal	U55	20	Maintain Existing	
UT-IV Essential Access					
Bluff	Bluff Airport	66V	0	Maintain Existing	
Cedar Valley	West Desert Airpark	UT9	0	Maintain Existing	
Dutch John	Dutch John Airport	33U	13	Maintain Existing	
Escalante	Escalante Municipal	1L7	13	Maintain Existing	
Glen Canyon	Bullfrog Basin Airport	U07	13	Maintain Existing	
Halls Crossing	Cal Black Memorial	U96	13	Maintain Existing	
Hanksville	Hanksville Airport	HVE	13	Maintain Existing	
Huntington	Huntington Municipal	69V	13	Maintain Existing	
Junction	Junction Airport	U13	0	Maintain Existing	
Loa	Wayne Wonderland Airport	38U	16	Maintain Existing	
Manila	Manila Airport	40U	26	Maintain Existing	
Morgan	Morgan County Airport	42U	0	Maintain Existing	
Salina	Salina-Gunnison Airport	44U	6	Maintain Existing	

Source: Utah Division of Aeronautics, Aviation

**Table E-13: Runway Pavement Conditions (PCI) Objective**

City	Airport Name	FAA ID	Runway PCI	Meets Objective	Improvement Needed to Meet Objective
<b>UT-I Commercial Service</b>					
Cedar City	Cedar City Regional	CDC	97	Yes	
Moab	Canyonlands Field	CNY	73	Yes	
Ogden	Ogden-Hinckley Airport	OGD	93	Yes	
Provo	Provo Municipal	PVU	100	Yes	
St George	St George Regional Airport	SGU	80	Yes	
Vernal	Vernal Regional Airport	VEL	100	Yes	
Wendover	Wendover Airport	ENV	88	Yes	
<b>UT-II Corporate/Tourism/Freight</b>					
Blanding	Blanding Municipal	BDG	100	Yes	
Bountiful	Skypark Airport	BTF	100	Yes	
Brigham City	Brigham City Regional	BMC	93	Yes	
Bryce Canyon	Bryce Canyon Airport	BCE	70	Yes	
Heber	Heber City Municipal	HCR	100	Yes	
Hurricane	General Dick Stout Field	1L8	68	No	Overlay
Logan	Logan-Cache Airport	LGU	92	Yes	
Manti	Manti-Ephraim Airport	41U	100	Yes	
Nephi	Nephi Municipal	U14	86	Yes	
Parowan	Parowan Airport	1L9	65	No	Overlay
Price	Carbon County Regional	PUC	86	Yes	
Richfield	Richfield Municipal	RIF	94	Yes	
Roosevelt	Roosevelt Municipal	74V	49	No	Overlay
Salt Lake City	South Valley Regional	U42	100	Yes	
Spanish Fork	Spanish Fork Airport	SPK	92	Yes	
Tooele	Bolinder Field-Tooele Valley	TVY	75	Yes	
<b>UT-III Recreation and Community Access</b>					
Beaver	Beaver Municipal	U52	100	Yes	
Delta	Delta Municipal	DTA	68	No	Overlay
Duchesne	Duchesne Municipal	U69	83	Yes	



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Fillmore	Fillmore Municipal	FOM	85	Yes	
Green River	Green River Municipal	U34	68	No	Overlay
Kanab	Kanab Municipal	KNB	98	Yes	
Milford	Milford Municipal	MLF	63	No	Overlay
Monticello	Monticello Airport	U64	81	Yes	
Panguitch	Panguitch Municipal	U55	87	Yes	
<b>UT-IV Essential Access</b>					
Bluff	Bluff Airport	66V	66	No	Overlay
Cedar Valley	West Desert Airpark	UT9	74	Yes	
Dutch John	Dutch John Airport	33U	68	No	Overlay
Escalante	Escalante Municipal	1L7	87	Yes	
Glen Canyon	Bullfrog Basin Airport	U07	24	No	Overlay
Halls Crossing	Cal Black Memorial	U96	73	Yes	
Hanksville	Hanksville Airport	HVE	100	Yes	
Huntington	Huntington Municipal	69V	56	No	Overlay
Junction	Junction Airport	U13	58	No	Overlay
Loa	Wayne Wonderland Airport	38U	56	No	Overlay
Manila	Manila Airport	40U	60	No	Overlay
Morgan	Morgan County Airport	42U	100	Yes	
Salina	Salina-Gunnison Airport	44U	46	No	Overlay

Source: Utah Division of Aeronautics, Aviation

**Table E-14: General Aviation Hangar Objective**

City	Airport Name	FAA ID	Based Aircraft	% of Based Aircraft Objective	Hangared Aircraft on Airport County	Meets Hangar Objective	Improvement Needed to Meet Objective
<b>UT-I Commercial Service</b>							
Cedar City	Cedar City Regional	CDC	75	53	56	Yes	
Moab	Canyonlands Field	CNY	40	28	29	Yes	
Ogden	Ogden-Hinckley Airport	OGD	241	169	205	Yes	
Provo	Provo Municipal	PVU	111	78	104	Yes	
St George	St George Regional Airport	SGU	195	137	138	Yes	
Vernal	Vernal Regional Airport	VEL	41	29	30	Yes	
Wendover	Wendover Airport	ENV	5	4	5	Yes	
<b>UT-II Corporate/Tourism/Freight</b>							
Blanding	Blanding Municipal	BDG	11	8	11	Yes	
Bountiful	Skypark Airport	BTF	217	152	210	Yes	
Brigham City	Brigham City Regional	BMC	68	48	64	Yes	
Bryce Canyon	Bryce Canyon Airport	BCE	7	5	2	No	
Heber	Heber City Municipal	HCR	78	55	71	Yes	
Hurricane	General Dick Stout Field	1L8	60	42	42	No	
Logan	Logan-Cache Airport	LGU	167	117	112	No	
Manti	Manti-Ephraim Airport	41U	15	11	7	No	
Nephi	Nephi Municipal	U14	9	6	9	Yes	
Parowan	Parowan Airport	1L9	18	13	14	Yes	
Price	Carbon County Regional	PUC	13	9	8	No	
Richfield	Richfield Municipal	RIF	27	19	18	No	
Roosevelt	Roosevelt Municipal	74V	27	19	14	No	
Salt Lake City	South Valley Regional	U42	272	190	179	No	10 Unit T-Hangar
Spanish Fork	Spanish Fork Airport	SPK	155	109	148	Yes	
Tooele	Bolinder Field-Tooele Valley	TVY	15	11	6	No	
<b>UT-III Recreation and Community Access</b>							
Beaver	Beaver Municipal	U52	6	4	4	Yes	
Delta	Delta Municipal	DTA	12	7	6	No	
Duchesne	Duchesne Municipal	U69	13	8	8	Yes	



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Fillmore	Fillmore Municipal	FOM	1	1	1	Yes	
Green River	Green River Municipal	U34	1	1	0	No	
Kanab	Kanab Municipal	KNB	18	11	13	Yes	
Milford	Milford Municipal	MLF	3	2	3	Yes	
Monticello	Monticello Airport	U64	7	4	1	No	
Panguitch	Panguitch Municipal	U55	9	5	5	Yes	
<b>UT-IV Essential Access</b>							
Bluff	Bluff Airport	66V	1	1	0	Yes	
Cedar Valley	West Desert Airpark	UT9	24	14	20	Yes	
Dutch John	Dutch John Airport	33U	0	0	0	Yes	
Escalante	Escalante Municipal	1L7	4	2	4	Yes	
Glen Canyon	Bullfrog Basin Airport	U07	0	0	0	Yes	
Halls Crossing	Cal Black Memorial	U96	4	2	0	No	
Hanksville	Hanksville Airport	HVE	4	2	0	No	
Huntington	Huntington Municipal	69V	5	3	5	Yes	
Junction	Junction Airport	U13	0	0	0	Yes	
Loa	Wayne Wonderland Airport	38U	4	2	3	Yes	
Manila	Manila Airport	40U	0	0	0	Yes	
Morgan	Morgan County Airport	42U	78	47	68	Yes	
Salina	Salina-Gunnison Airport	44U	11	7	3	No	

Source: Utah Division of Aeronautics, Aviation

Table E-15: Aircraft Tie Downs Objective

City	Airport Name	FAA ID	Based Aircraft	Tie Down Space Objective	Available Paved and Unpaved Tiedowns on Airport	Meets Tie Down Objective	Improvement Needed to Meet Objective: Tie Down Additions
<b>UT-I Commercial Service</b>							
Cedar City	Cedar City Regional	CDC	75	25	57	Yes	
Moab	Canyonlands Field	CNY	40	13	40	Yes	
Ogden	Ogden-Hinckley Airport	OGD	241	85	120	Yes	
Provo	Provo Municipal	PVU	111	52	96	Yes	
St George	St George Regional Airport	SGU	195	62	155	Yes	
Vernal	Vernal Regional Airport	VEL	41	13	28	Yes	
Wendover	Wendover Airport	ENV	5	3	30	Yes	
<b>UT-II Corporate/Tourism/Freight</b>							
Blanding	Blanding Municipal	BDG	11	4	26	Yes	
Bountiful	Skypark Airport	BTF	217	73	40	No	33
Brigham City	Brigham City Regional	BMC	68	22	18	No	4
Bryce Canyon	Bryce Canyon Airport	BCE	7	3	26	Yes	
Heber	Heber City Municipal	HCR	78	27	38	Yes	
Hurricane	General Dick Stout Field	1L8	60	19	26	Yes	
Logan	Logan-Cache Airport	LGU	167	51	52	Yes	
Manti	Manti-Ephraim Airport	41U	15	5	11	Yes	
Nephi	Nephi Municipal	U14	9	3	24	Yes	
Parowan	Parowan Airport	1L9	18	6	43	Yes	
Price	Carbon County Regional	PUC	13	4	28	Yes	
Richfield	Richfield Municipal	RIF	27	10	18	Yes	
Roosevelt	Roosevelt Municipal	74V	27	9	18	Yes	
Salt Lake City	South Valley Regional	U42	272	88	85	No	3
Spanish Fork	Spanish Fork Airport	SPK	155	49	61	Yes	
Tooele	Bolinder Field-Tooele Valley	TVY	15	11	44	Yes	
<b>UT-III Recreation and Community Access</b>							
Beaver	Beaver Municipal	U52	6	3	12	Yes	
Delta	Delta Municipal	DTA	12	5	22	Yes	
Duchesne	Duchesne Municipal	U69	13	5	14	Yes	



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Fillmore	Fillmore Municipal	FOM	1	1	4	Yes	
Green River	Green River Municipal	U34	1	1	22	Yes	
Kanab	Kanab Municipal	KNB	18	8	29	Yes	
Milford	Milford Municipal	MLF	3	1	8	Yes	
Monticello	Monticello Airport	U64	7	3	24	Yes	
Panguitch	Panguitch Municipal	U55	9	4	9	Yes	
<b>UT-IV Essential Access</b>							
Bluff	Bluff Airport	66V	1	1	8	Yes	
Cedar Valley	West Desert Airpark	UT9	24	10	7	No	3
Dutch John	Dutch John Airport	33U	0	1	6	Yes	
Escalante	Escalante Municipal	1L7	4	2	8	Yes	
Glen Canyon	Bullfrog Basin Airport	U07	0	1	22	Yes	
Halls Crossing	Cal Black Memorial	U96	4	3	24	Yes	
Hanksville	Hanksville Airport	HVE	4	2	5	Yes	
Huntington	Huntington Municipal	69V	5	3	11	Yes	
Junction	Junction Airport	U13	0	1	11	Yes	
Loa	Wayne Wonderland Airport	38U	4	2	9	Yes	
Manila	Manila Airport	40U	0	1	8	Yes	
Morgan	Morgan County Airport	42U	78	31	21	No	10
Salina	Salina-Gunnison Airport	44U	11	5	9	Yes	

Source: Utah Division of Aeronautics, Aviation

Table E-16: General Aviation Terminal Size Objectives

City	Airport Name	FAA ID	GA Terminal Building	GA Terminal Building Square Footage	Meets GA Terminal Space Objective	Improvement Needed to Meet Objective
<b>UT-I Commercial Service</b>						
Cedar City	Cedar City Regional	CDC	Yes	7,360	Yes	
Moab	Canyonlands Field	CNY	Yes	10,000	Yes	
Ogden	Ogden-Hinckley Airport	OGD	Yes	15,000	Yes	
Provo	Provo Municipal	PVU	Yes	24,000	Yes	
St George	St George Regional Airport	SGU	Yes	10,000	Yes	
Vernal	Vernal Regional Airport	VEL	Yes	4,700	Yes	
Wendover	Wendover Airport	ENV	Yes	3,400	Yes	
<b>UT-II Corporate/Tourism/Freight</b>						
Blanding	Blanding Municipal	BDG	Yes	1,900	No	
Bountiful	Skypark Airport	BTF	Yes	3,000	Yes	
Brigham City	Brigham City Regional	BMC	Yes	2,900	Yes	
Bryce Canyon	Bryce Canyon Airport	BCE	Yes	3,000	Yes	
Heber	Heber City Municipal	HCR	Yes	6,000	Yes	
Hurricane	General Dick Stout Field	1L8	Yes	250	No	
Logan	Logan-Cache Airport	LGU	Yes	4,700	Yes	
Manti	Manti-Ephraim Airport	41U	Yes	750	No	
Nephi	Nephi Municipal	U14	No		No	Construct GA Terminal
Parowan	Parowan Airport	1L9	Yes	1,200	No	
Price	Carbon County Regional	PUC	Yes	2,000	No	
Richfield	Richfield Municipal	RIF	Yes	1,500	No	
Roosevelt	Roosevelt Municipal	74V	Yes	3,000	Yes	
Salt Lake City	South Valley Regional	U42	Yes	5,966	Yes	
Spanish Fork	Spanish Fork Airport	SPK	Yes	3,650	Yes	
Tooele	Bolinder Field-Tooele Valley	TVY	No		No	Construct GA Terminal
<b>UT-III Recreation and Community Access</b>						
Beaver	Beaver Municipal	U52	Yes	200	No	
Delta	Delta Municipal	DTA	No	1,000	No	



Duchesne	Duchesne Municipal	U69	Yes	3,600	Yes	
Fillmore	Fillmore Municipal	FOM	Yes	3,600	Yes	
Green River	Green River Municipal	U34	Yes	1,000	No	
Kanab	Kanab Municipal	KNB	Yes	2,700	Yes	
Milford	Milford Municipal	MLF	Yes	350	No	
Monticello	Monticello Airport	U64	No	0	No	Construct GA Terminal
Panguitch	Panguitch Municipal	U55	Yes	200	No	

**UT-IV Essential Access**

Bluff	Bluff Airport	66V	No	0	No	Construct GA Terminal
Cedar Valley	West Desert Airpark	UT9	Yes	2,000	Yes	
Dutch John	Dutch John Airport	33U	No	0	No	Construct GA Terminal
Escalante	Escalante Municipal	1L7	Yes	400	No	
Glen Canyon	Bullfrog Basin Airport	U07	No	0	No	Construct GA Terminal
Halls Crossing	Cal Black Memorial	U96	Yes	1,200	Yes	
Hanksville	Hanksville Airport	HVE	No	0	No	Construct GA Terminal
Huntington	Huntington Municipal	69V	Yes	200	No	
Junction	Junction Airport	U13	No	0	No	Construct GA Terminal
Loa	Wayne Wonderland Airport	38U	No	0	No	Construct GA Terminal
Manila	Manila Airport	40U	No	0	No	Construct GA Terminal
Morgan	Morgan County Airport	42U	No	0	No	Construct GA Terminal
Salina	Salina-Gunnison Airport	44U	No	0	No	Construct GA Terminal

Source: Utah Division of Aeronautics, Aviation

Table E-17: General Aviation Terminal Administration Facilities Objectives

City	Airport Name	FAA ID	Conference Room/Business Center	24/7 Public Restroom Available	Pilot Lounge Available	Meets GA Terminal Facilities Objective
<b>UT-I Commercial Service</b>						
Cedar City	Cedar City Regional	CDC	Yes	Yes	Yes	Yes
Moab	Canyonlands Field	CNY	No	Yes	Yes	No
Ogden	Ogden-Hinckley Airport	OGD	Yes	Yes	Yes	Yes
Provo	Provo Municipal	PVU	Yes	Yes	Yes	Yes
St George	St George Regional Airport	SGU	Yes	Yes	Yes	Yes
Vernal	Vernal Regional Airport	VEL	Yes	Yes	Yes	Yes
Wendover	Wendover Airport	ENV	Yes	No	Yes	No
<b>UT-II Corporate/Tourism/Freight</b>						
Blanding	Blanding Municipal	BDG	No	Yes	Yes	No
Bountiful	Skypark Airport	BTF	Yes	No	Yes	No
Brigham City	Brigham City Regional	BMC	Yes	Yes	Yes	Yes
Bryce Canyon	Bryce Canyon Airport	BCE	No	Yes	No	No
Heber	Heber City Municipal	HCR	Yes	Yes	Yes	Yes
Hurricane	General Dick Stout Field	1L8	No	No	No	No
Logan	Logan-Cache Airport	LGU	Yes	Yes	Yes	Yes
Manti	Manti-Ephraim Airport	41U	No	Yes	Yes	No
Nephi	Nephi Municipal	U14	No	Yes	No	No
Parowan	Parowan Airport	1L9	No	Yes	Yes	No
Price	Carbon County Regional	PUC	No	Yes	Yes	No
Richfield	Richfield Municipal	RIF	Yes	Yes	Yes	Yes
Roosevelt	Roosevelt Municipal	74V	No	Yes	Yes	No
Salt Lake City	South Valley Regional	U42	Yes	Yes	Yes	Yes
Spanish Fork	Spanish Fork Airport	SPK	No	No	Yes	No
Tooele	Bolinder Field-Tooele Valley	TVY	No	No	No	No
<b>UT-III Recreation and Community Access</b>						
Beaver	Beaver Municipal	U52	No	No	Yes	No
Delta	Delta Municipal	DTA	No	No	No	No
Duchesne	Duchesne Municipal	U69	Yes	Yes	Yes	Yes



UTAH  
AVIATION DEVELOPMENT STRATEGY

Fillmore	Fillmore Municipal	FOM	Yes	Yes	Yes	Yes
Green River	Green River Municipal	U34	No	No	No	No
Kanab	Kanab Municipal	KNB	Yes	Yes	Yes	Yes
Milford	Milford Municipal	MLF	No	Yes	No	No
Monticello	Monticello Airport	U64	No	No	No	No
Panguitch	Panguitch Municipal	U55	No	Yes	Yes	No
<b>UT-IV Essential Access</b>						
Bluff	Bluff Airport	66V	No	No	No	No
Cedar Valley	West Desert Airpark	UT9	Yes	Yes	Yes	Yes
Dutch John	Dutch John Airport	33U	No	No	No	No
Escalante	Escalante Municipal	1L7	No	Yes	Yes	Yes
Glen Canyon	Bullfrog Basin Airport	U07	No	No	No	No
Halls Crossing	Cal Black Memorial	U96	No	Yes	Yes	Yes
Hanksville	Hanksville Airport	HVE	No	No	No	No
Huntington	Huntington Municipal	69V	No	Yes	Yes	Yes
Junction	Junction Airport	U13	No	No	No	No
Loa	Wayne Wonderland Airport	38U	No	No	No	No
Manila	Manila Airport	40U	No	No	No	No
Morgan	Morgan County Airport	42U	No	No	No	No
Salina	Salina-Gunnison Airport	44U	No	No	No	No

Source: Utah Division of Aeronautics, Aviation

Table E-18: Airport General Aviation Area Automobile Parking Objective

City	Airport Name	FAA ID	Car Parking Requirement	Current Parking Spaces	Sufficient GA Automobile Parking	Management Parking Estimate	Auto Parking Space Surplus/Shortfall
<b>UT-I Commercial Service</b>							
Cedar City	Cedar City Regional	CDC	113	294	Yes	Yes	182
Moab	Canyonlands Field	CNY	60	350	Yes	Yes	290
Ogden	Ogden-Hinckley Airport	OGD	362	400	Yes	Yes	39
Provo	Provo Municipal	PVU	167	420	Yes	Yes	254
St George	St George Regional Airport	SGU	293	1,300	Yes	Yes	1,008
Vernal	Vernal Regional Airport	VEL	62	1,300	Yes	Yes	1,239
Wendover	Wendover Airport	ENV	8	80	Yes	No	73
<b>UT-II Corporate/Tourism/Freight</b>							
Blanding	Blanding Municipal	BDG	17	45	Yes	Yes	29
Bountiful	Skypark Airport	BTF	326	100	No	Yes	(226)
Brigham City	Brigham City Regional	BMC	102	18	No	No	(84)
Bryce Canyon	Bryce Canyon Airport	BCE	11	100	Yes	Yes	90
Heber	Heber City Municipal	HCR	117	50	No	No	(67)
Hurricane	General Dick Stout Field	1L8	90	2	No	Yes	(88)
Logan	Logan-Cache Airport	LGU	251	67	No	No	(184)
Manti	Manti-Ephraim Airport	41U	23	15	No	Yes	(8)
Nephi	Nephi Municipal	U14	14	333	Yes	Yes	320
Parowan	Parowan Airport	1L9	27	25	No	Yes	(2)
Price	Carbon County Regional	PUC	20	20	Yes	Yes	1
Richfield	Richfield Municipal	RIF	41	18	No	Yes	(23)
Roosevelt	Roosevelt Municipal	74V	41	10	No	No	(31)
Salt Lake City	South Valley Regional	U42	408	125	No	Yes	(283)
Spanish Fork	Spanish Fork Airport	SPK	233	60	No	No	(173)
Tooele	Bolinder Field-Tooele Valley	TVY	23	10	No	No	(13)
<b>UT-III Recreation and Community Access</b>							
Beaver	Beaver Municipal	U52	9	67	Yes	Yes	58
Delta	Delta Municipal	DTA	18	23	Yes	Yes	5
Duchesne	Duchesne Municipal	U69	20	7	No	Yes	(13)



UTAH  
AVIATION DEVELOPMENT STRATEGY

Fillmore	Fillmore Municipal	FOM	2	4	Yes	Yes	3
Green River	Green River Municipal	U34	2	10	Yes	Yes	9
Kanab	Kanab Municipal	KNB	27	15	No	Yes	(12)
Milford	Milford Municipal	MLF	5	10	Yes	No	6
Monticello	Monticello Airport	U64	11	7	No	Yes	(4)
Panguitch	Panguitch Municipal	U55	9	10	Yes	Yes	1
<b>UT-IV Essential Access</b>							
Bluff	Bluff Airport	66V	1	3	Yes	Yes	2
Cedar Valley	West Desert Airpark	UT9	30	23	No	Yes	(7)
Dutch John	Dutch John Airport	33U	0	0	No	Yes	0
Escalante	Escalante Municipal	1L7	5	1	No	No	(4)
Glen Canyon	Bullfrog Basin Airport	U07	0	20	Yes	Yes	20
Halls Crossing	Cal Black Memorial	U96	5	15	Yes	Yes	10
Hanksville	Hanksville Airport	HVE	5	100	Yes	Yes	95
Huntington	Huntington Municipal	69V	6	30	Yes	Yes	24
Junction	Junction Airport	U13	0	2	Yes	Yes	2
Loa	Wayne Wonderland Airport	38U	5	2	No	Yes	(3)
Manila	Manila Airport	40U	0	2	Yes	Yes	2
Morgan	Morgan County Airport	42U	98	35	No	Yes	(63)
Salina	Salina-Gunnison Airport	44U	14	21	Yes	Yes	8

Source: Utah Division of Aeronautics, Aviation

Table E-19: Fuel Sales Objectives

City	Airport Name	FAA ID	Jet Fuel	AvGas	AvGas Credit Card Pump/24-7 Pumping Call Out	Meets Fuel Objective	Improvement Needed to Meet Objective:
<b>UT-I Commercial Service</b>							
Cedar City	Cedar City Regional	CDC	Yes	Yes	Yes	Yes	
Moab	Canyonlands Field	CNY	Yes	Yes	Yes	Yes	
Ogden	Ogden-Hinckley Airport	OGD	Yes	Yes	Yes	Yes	
Provo	Provo Municipal	PVU	Yes	Yes	Yes	Yes	
St George	St George Regional Airport	SGU	Yes	Yes	Yes	Yes	
Vernal	Vernal Regional Airport	VEL	Yes	Yes	Yes	Yes	
Wendover	Wendover Airport	ENV	Yes	Yes	Yes	Yes	
<b>UT-II Corporate/Tourism/Freight</b>							
Blanding	Blanding Municipal	BDG	Yes	Yes	Yes	Yes	
Bountiful	Skypark Airport	BTF	Yes	Yes	Yes	Yes	
Brigham City	Brigham City Regional	BMC	Yes	Yes	Yes	Yes	
Bryce Canyon	Bryce Canyon Airport	BCE	Yes	Yes	No	No	Feasibility Study
Heber	Heber City Municipal	HCR	Yes	Yes	Yes	Yes	
Hurricane	General Dick Stout Field	1L8	Yes	Yes	Yes	Yes	
Logan	Logan-Cache Airport	LGU	Yes	Yes	Yes	Yes	
Manti	Manti-Ephraim Airport	41U	Yes	Yes	Yes	Yes	
Nephi	Nephi Municipal	U14	Yes	Yes	Yes	Yes	
Parowan	Parowan Airport	1L9	Yes	Yes	No	No	Feasibility Study
Price	Carbon County Regional	PUC	Yes	Yes	Yes	Yes	
Richfield	Richfield Municipal	RIF	Yes	Yes	Yes	Yes	
Roosevelt	Roosevelt Municipal	74V	Yes	Yes	Yes	Yes	
Salt Lake City	South Valley Regional	U42	Yes	Yes	Yes	Yes	
Spanish Fork	Spanish Fork Airport	SPK	Yes	Yes	Yes	Yes	
Tooele	Bolinder Field-Tooele Valley	TVY	No	Yes	Yes	No	Feasibility Study
<b>UT-III Recreation and Community Access</b>							
Beaver	Beaver Municipal	U52	No	Yes	Yes	Yes	
Delta	Delta Municipal	DTA	Yes	Yes	Yes	Yes	



Duchesne	Duchesne Municipal	U69	No	Yes	Yes	Yes	
Fillmore	Fillmore Municipal	FOM	Yes	Yes	Yes	Yes	
Green River	Green River Municipal	U34	No	Yes	Yes	Yes	
Kanab	Kanab Municipal	KNB	Yes	Yes	Yes	Yes	
Milford	Milford Municipal	MLF	Yes	Yes	Yes	Yes	
Monticello	Monticello Airport	U64	Yes	Yes	Yes	Yes	
Panguitch	Panguitch Municipal	U55	No	No	No	No	Feasibility Study
<b>UT-IV Essential Access</b>							
Bluff	Bluff Airport	66V	No	Yes	No	No	Feasibility Study
Cedar Valley	West Desert Airpark	UT9	No	No	No	No	Feasibility Study
Dutch John	Dutch John Airport	33U	No	No	No	No	Feasibility Study
Escalante	Escalante Municipal	1L7	No	No	Yes	Yes	
Glen Canyon	Bullfrog Basin Airport	U07	No	No	No	No	Feasibility Study
Halls Crossing	Cal Black Memorial	U96	Yes	Yes	Yes	Yes	
Hanksville	Hanksville Airport	HVE	No	No	No	No	Feasibility Study
Huntington	Huntington Municipal	69V	No	Yes	Yes	Yes	
Junction	Junction Airport	U13	No	No	No	No	Feasibility Study
Loa	Wayne Wonderland Airport	38U	No	No	Yes	Yes	
Manila	Manila Airport	40U	No	No	No	No	Feasibility Study
Morgan	Morgan County Airport	42U	No	No	No	No	Feasibility Study
Salina	Salina-Gunnison Airport	44U	No	Yes	No	No	Feasibility Study

Source: Utah Division of Aeronautics, Aviation

Table E-20: Fixed Base Operator (FBO) Objective

City	Airport Name	FAA ID	FBO	Meets FBO Objective	Improvement Needed to Meet Objective
<b>UT-I Commercial Service</b>					
Cedar City	Cedar City Regional	CDC	Yes	Yes	
Moab	Canyonlands Field	CNY	Yes	Yes	
Ogden	Ogden-Hinckley Airport	OGD	Yes	Yes	
Provo	Provo Municipal	PVU	Yes	Yes	
St George	St George Regional Airport	SGU	Yes	Yes	
Vernal	Vernal Regional Airport	VEL	Yes	Yes	
Wendover	Wendover Airport	ENV	Yes	Yes	
<b>UT-II Corporate/Tourism/Freight</b>					
Blanding	Blanding Municipal	BDG	Yes	Yes	
Bountiful	Skypark Airport	BTF	Yes	Yes	
Brigham City	Brigham City Regional	BMC	Yes	Yes	
Bryce Canyon	Bryce Canyon Airport	BCE	Yes	Yes	
Heber	Heber City Municipal	HCR	Yes	Yes	
Hurricane	General Dick Stout Field	1L8	No	No	Feasibility Study
Logan	Logan-Cache Airport	LGU	Yes	Yes	
Manti	Manti-Ephraim Airport	41U	No	No	Feasibility Study
Nephi	Nephi Municipal	U14	Yes	Yes	
Parowan	Parowan Airport	1L9	Yes	Yes	
Price	Carbon County Regional	PUC	Yes	Yes	
Richfield	Richfield Municipal	RIF	Yes	Yes	
Roosevelt	Roosevelt Municipal	74V	Yes	Yes	
Salt Lake City	South Valley Regional	U42	Yes	Yes	
Spanish Fork	Spanish Fork Airport	SPK	Yes	Yes	
Tooele	Bolinder Field-Tooele Valley	TVY	No	No	Feasibility Study
<b>UT-III Recreation and Community Access</b>					
Beaver	Beaver Municipal	U52	Yes	Yes	
Delta	Delta Municipal	DTA	No	No	Feasibility Study



Duchesne	Duchesne Municipal	U69	No	No	Feasibility Study
Fillmore	Fillmore Municipal	FOM	Yes	Yes	
Green River	Green River Municipal	U34	No	No	Feasibility Study
Kanab	Kanab Municipal	KNB	Yes	Yes	
Milford	Milford Municipal	MLF	Yes	Yes	
Monticello	Monticello Airport	U64	No	No	Feasibility Study
Panguitch	Panguitch Municipal	U55	No	No	Feasibility Study
<b>UT-IV Essential Access</b>					
Bluff	Bluff Airport	66V	No	Not an Objective	
Cedar Valley	West Desert Airpark	UT9	Yes	Not an Objective	
Dutch John	Dutch John Airport	33U	No	Not an Objective	
Escalante	Escalante Municipal	1L7	Yes	Not an Objective	
Glen Canyon	Bullfrog Basin Airport	U07	No	Not an Objective	
Halls Crossing	Cal Black Memorial	U96	Yes	Not an Objective	
Hanksville	Hanksville Airport	HVE	No	Not an Objective	
Huntington	Huntington Municipal	69V	No	Not an Objective	
Junction	Junction Airport	U13	No	Not an Objective	
Loa	Wayne Wonderland Airport	38U	No	Not an Objective	
Manila	Manila Airport	40U	No	Not an Objective	
Morgan	Morgan County Airport	42U	No	Not an Objective	
Salina	Salina-Gunnison Airport	44U	No	Not an Objective	

Source: Utah Division of Aeronautics, Aviation

Table E-21: FBO Aircraft Maintenance Objectives

City	Airport Name	FAA ID	Major Aircraft Airframe Repair Part 145 (Piston & Turbine)	Major Aircraft Powerplant Repair Part 145 (Piston & Turbine)	Limited/Minor Aircraft Airframe/Powerplant Repair (Piston)	Meets Maintenance Objective	Improvement Needed to Meet Objective
<b>UT-I Commercial Service</b>							
Cedar City	Cedar City Regional	CDC	No	Yes	Yes	No	Feasibility Study
Moab	Canyonlands Field	CNY	Yes	Yes	Yes	Yes	
Ogden	Ogden-Hinckley Airport	OGD	Yes	Yes	Yes	Yes	
Provo	Provo Municipal	PVU	Yes	Yes	Yes	Yes	
St George	St George Regional Airport	SGU	Yes	Yes	Yes	Yes	
Vernal	Vernal Regional Airport	VEL	No	Yes	Yes	No	Feasibility Study
Wendover	Wendover Airport	ENV	No	No	No	No	Feasibility Study
<b>UT-II Corporate/Tourism/Freight</b>							
Blanding	Blanding Municipal	BDG	No	No	No	No	Feasibility Study
Bountiful	Skypark Airport	BTF	No	Yes	Yes	No	Feasibility Study
Brigham City	Brigham City Regional	BMC	Yes	Yes	Yes	Yes	
Bryce Canyon	Bryce Canyon Airport	BCE	No	No	No	No	Feasibility Study
Heber	Heber City Municipal	HCR	Yes	Yes	Yes	Yes	
Hurricane	General Dick Stout Field	1L8	No	No	No	No	Feasibility Study
Logan	Logan-Cache Airport	LGU	Yes	Yes	Yes	Yes	
Manti	Manti-Ephraim Airport	41U	No	No	No	No	Feasibility Study
Nephi	Nephi Municipal	U14	No	No	No	No	Feasibility Study
Parowan	Parowan Airport	1L9	No	No	No	No	Feasibility Study
Price	Carbon County Regional	PUC	No	No	No	No	Feasibility Study
Richfield	Richfield Municipal	RIF	No	No	No	No	Feasibility Study
Roosevelt	Roosevelt Municipal	74V	No	Yes	Yes	No	Feasibility Study
Salt Lake City	South Valley Regional	U42	Yes	Yes	Yes	Yes	
Spanish Fork	Spanish Fork Airport	SPK	No	Yes	Yes	No	Feasibility Study



Tooele	Bolinder Field-Tooele Valley	TVY	No	Yes	Yes	No	Feasibility Study
<b>UT-III Recreation and Community Access</b>							
Beaver	Beaver Municipal	U52	No	No	No	No	Feasibility Study
Delta	Delta Municipal	DTA	No	No	No	No	Feasibility Study
Duchesne	Duchesne Municipal	U69	No	Yes	Yes	Yes	
Fillmore	Fillmore Municipal	FOM	No	No	No	No	Feasibility Study
Green River	Green River Municipal	U34	No	No	No	No	Feasibility Study
Kanab	Kanab Municipal	KNB	No	No	No	No	Feasibility Study
Milford	Milford Municipal	MLF	No	No	No	No	Feasibility Study
Monticello	Monticello Airport	U64	No	No	No	No	Feasibility Study
Panguitch	Panguitch Municipal	U55	No	No	No	No	Feasibility Study
<b>UT-IV Essential Access</b>							
Bluff	Bluff Airport	66V	No	No	No	Not an objective	
Cedar Valley	West Desert Airpark	UT9	No	Yes	Yes	Not an objective	
Dutch John	Dutch John Airport	33U	No	No	No	Not an objective	
Escalante	Escalante Municipal	1L7	No	No	No	Not an objective	
Glen Canyon	Bullfrog Basin Airport	U07	No	No	No	Not an objective	
Halls Crossing	Cal Black Memorial	U96	No	No	No	Not an objective	
Hanksville	Hanksville Airport	HVE	No	No	No	Not an objective	
Huntington	Huntington Municipal	69V	No	No	No	Not an objective	
Junction	Junction Airport	U13	No	No	No	Not an objective	
Loa	Wayne Wonderland Airport	38U	No	No	No	Not an objective	
Manila	Manila Airport	40U	No	No	No	Not an objective	
Morgan	Morgan County Airport	42U	No	Yes	Yes	Not an objective	
Salina	Salina-Gunnison Airport	44U	No	No	No	Not an objective	

Source: Utah Division of Aeronautics, Aviation

Table E-22: Ground Transportation Objective

City	Airport Name	FAA ID	On Site Ground Transportation	Pre-Arranged Ground Transportation	Meets Ground Transport Objective
<b>UT-I Commercial Service</b>					
Cedar City	Cedar City Regional	CDC	Yes	Yes	Yes
Moab	Canyonlands Field	CNY	Yes	Yes	Yes
Ogden	Ogden-Hinckley Airport	OGD	No	Yes	No
Provo	Provo Municipal	PVU	Yes	Yes	Yes
St George	St George Regional Airport	SGU	Yes	No	Yes
Vernal	Vernal Regional Airport	VEL	Yes	No	Yes
Wendover	Wendover Airport	ENV	No	No	No
<b>UT-II Corporate/Tourism/Freight</b>					
Blanding	Blanding Municipal	BDG	No	Yes	Yes
Bountiful	Skypark Airport	BTF	No	Yes	Yes
Brigham City	Brigham City Regional	BMC	No	Yes	Yes
Bryce Canyon	Bryce Canyon Airport	BCE	No	Yes	Yes
Heber	Heber City Municipal	HCR	No	Yes	Yes
Hurricane	General Dick Stout Field	1L8	No	Yes	Yes
Logan	Logan-Cache Airport	LGU	No	Yes	Yes
Manti	Manti-Ephraim Airport	41U	No	Yes	Yes
Nephi	Nephi Municipal	U14	No	No	No
Parowan	Parowan Airport	1L9	No	No	No
Price	Carbon County Regional	PUC	No	Yes	Yes
Richfield	Richfield Municipal	RIF	No	Yes	Yes
Roosevelt	Roosevelt Municipal	74V	No	Yes	Yes
Salt Lake City	South Valley Regional	U42	No	Yes	Yes
Spanish Fork	Spanish Fork Airport	SPK	No	Yes	Yes
Tooele	Bolinder Field-Tooele Valley	TVY	Yes	Yes	Yes
<b>UT-III Recreation and Community Access</b>					
Beaver	Beaver Municipal	U52	No	No	No
Delta	Delta Municipal	DTA	No	No	No
Duchesne	Duchesne Municipal	U69	No	Yes	Yes



Fillmore	Fillmore Municipal	FOM	No	No	No
Green River	Green River Municipal	U34	No	No	No
Kanab	Kanab Municipal	KNB	No	Yes	Yes
Milford	Milford Municipal	MLF	No	No	No
Monticello	Monticello Airport	U64	No	No	No
Panguitch	Panguitch Municipal	U55	No	No	No
<b>UT-IV Essential Access</b>					
Bluff	Bluff Airport	66V	No	No	Not an Objective
Cedar Valley	West Desert Airpark	UT9	No	Yes	Not an Objective
Dutch John	Dutch John Airport	33U	No	No	Not an Objective
Escalante	Escalante Municipal	1L7	No	No	Not an Objective
Glen Canyon	Bullfrog Basin Airport	U07	No	No	Not an Objective
Halls Crossing	Cal Black Memorial	U96	No	No	Not an Objective
Hanksville	Hanksville Airport	HVE	No	No	Not an Objective
Huntington	Huntington Municipal	69V	No	No	Not an Objective
Junction	Junction Airport	U13	No	No	Not an Objective
Loa	Wayne Wonderland Airport	38U	No	Yes	Not an Objective
Manila	Manila Airport	40U	No	No	Not an Objective
Morgan	Morgan County Airport	42U	No	Yes	Not an Objective
Salina	Salina-Gunnison Airport	44U	No	No	Not an Objective

Source: Utah Division of Aeronautics, Aviation

Table E-23: Airport Master Plan and Layout Plan Objectives

City	Airport Name	FAA ID	Master Plan Within Past 10 Years	Approved Master Plan Date	ALP Within Past 10 Years	Approved ALP Date	Planning Documents
<b>UT-I Commercial Service</b>							
Cedar City	Cedar City Regional	CDC	Yes	2017	Yes	2017	
Moab	Canyonlands Field	CNY	Yes	2015	Yes	2019	
Ogden	Ogden-Hinckley Airport	OGD	Yes	2019	Yes	2020	MP On going
Provo	Provo Municipal	PVU	Yes	2019	Yes	2019	
St George	St George Regional Airport	SGU	Yes	2020	Yes	2012	MP On going
Vernal	Vernal Regional Airport	VEL	Yes	2011	Yes	2012	
Wendover	Wendover Airport	ENV	Yes	2019	Yes	2019	
<b>UT-II Corporate/Tourism/Freight</b>							
Blanding	Blanding Municipal	BDG	No		No		Prepare MP/ALP
Bountiful	Skypark Airport	BTF	No	2007	Yes	2015	
Brigham City	Brigham City Regional	BMC	Yes	2012	Yes	2012	
Bryce Canyon	Bryce Canyon Airport	BCE	Yes	2017	Yes	2018	
Heber	Heber City Municipal	HCR	No	2005	No	2005	Prepare MP/ALP
Hurricane	General Dick Stout Field	1L8	Yes	2011	Yes	2011	
Logan	Logan-Cache Airport	LGU	No	2009	Yes	2019	
Manti	Manti-Ephraim Airport	41U	No	2007	Yes	2017	Prepare MP
Nephi	Nephi Municipal	U14	No	2007	No	2007	Prepare MP/ALP
Parowan	Parowan Airport	1L9	Yes	2012	Yes	2012	
Price	Carbon County Regional	PUC	Yes	2017	Yes	2017	
Richfield	Richfield Municipal	RIF	No	2007	Yes	2018	
Roosevelt	Roosevelt Municipal	74V	No	1984	Yes	2018	
Salt Lake City	South Valley Regional	U42	No		No		Prepare MP/ALP
Spanish Fork	Spanish Fork Airport	SPK	Yes	2012	Yes	2012	
Tooele	Bolinder Field-Tooele Valley	TVY	Yes	2010	No		Prepare MP/ALP
<b>UT-III Recreation and Community Access</b>							
Beaver	Beaver Municipal	U52	No	2002	No	2002	Prepare MP/ALP



Delta	Delta Municipal	DTA	Yes	2015	Yes	2015	
Duchesne	Duchesne Municipal	U69	Yes	2014	Yes	2014	
Fillmore	Fillmore Municipal	FOM	No		No	2006	Prepare MP/ALP
Green River	Green River Municipal	U34	No		No		Prepare MP/ALP
Kanab	Kanab Municipal	KNB	Yes	2017	Yes	2017	
Milford	Milford Municipal	MLF	Yes	2015	Yes	2015	
Monticello	Monticello Airport	U64	No		No		Prepare MP/ALP
Panguitch	Panguitch Municipal	U55	No	1998	No	2008	Prepare MP/ALP
<b>UT-IV Essential Access</b>							
Bluff	Bluff Airport	66V			No	2008	Prepare ALP
Cedar Valley	West Desert Airpark	UT9			No	0	Prepare ALP
Dutch John	Dutch John Airport	33U			No	2004	Prepare ALP
Escalante	Escalante Municipal	1L7			Yes	2017	
Glen Canyon	Bullfrog Basin Airport	U07			No	0	Prepare ALP
Halls Crossing	Cal Black Memorial	U96			Yes	2018	
Hanksville	Hanksville Airport	HVE			Yes	2018	
Huntington	Huntington Municipal	69V			No	2005	Prepare ALP
Junction	Junction Airport	U13			No	0	Prepare ALP
Loa	Wayne Wonderland Airport	38U			No	0	Prepare ALP
Manila	Manila Airport	40U			No	2004	Prepare ALP
Morgan	Morgan County Airport	42U			No	0	Prepare ALP
Salina	Salina-Gunnison Airport	44U			No	2003	Prepare ALP

Source: Utah Division of Aeronautics, Aviation



## F. Appendix F, Airport Report Cards

Category UTI Performance Criteria		Cedar City Regional		Cedar City	CDC
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
<b>Airside Facilities</b>					
NAVAIDS	Base End PAPIs	P4L	Yes	-	\$0
NAVAIDS	Recip End PAPIs	P4L	Yes		
NAVAIDS	Base End REILs	REIL	No		
NAVAIDS	Recip End REILs		No	Install 1 REIL	\$42,000
Runway Length	6,000 feet	8,650'	Yes	-	\$0
Runway Width	100 feet	150'	Yes	-	\$0
Runway Strength	SW 60,000	56,000	No	Increase Strength	In ACIP
Runway Pavement PCI	70	97	Yes	-	\$0
Taxiways	Full Parallel	Full Parallel	Yes	-	\$0
Approach Type	ILS OR LPV	RNAV (GPS) RWY 20 LPV	Yes	-	
Approach Lighting	ALS/ODALS	/MALSR	Yes	-	\$0
Runway Lighting	HIRL	HIGH	Yes	-	\$0
Taxiway Lighting	MITL	MITL	Yes	-	\$0
<b>General Facilities</b>					
Recent Master Plan	Master Plan in past 10 years	2017	Yes	-	\$0
Recent ALP	ALP in past 10 years	2017	Yes	-	\$0
Weather Reporting	AWOS/ASOS	ASOS	Yes	-	\$0
Hangared Aircraft Storage	70% of Based Aircraft	75%	Yes	-	\$0
Apron Parking/Storage	30% of based aircraft fleet plus and additional 75% of daily transient aircraft	57%	Yes	-	\$0
Auto Parking - Paved	One Space for each based aircraft plus and additional 50% for visitors/employees	294 Spaces	Yes	-	\$0
Fencing	Full Perimeter fence; controlled access	Yes	Yes	-	\$0
Terminal Building	2,500 sq ft including restrooms, conference rooms, Business Center, Pilots lounge	7,360	Yes	-	\$0
Conference Room/Business Center		Yes	Yes		
24/7 Public Restroom Available		Yes	Yes	-	
Pilot Lounge Available		Yes	Yes		
<b>Services</b>					
Fuel	100 LL (24-hour self-service)	Yes	Yes	-	\$0
Fuel	100 LL	Yes	Yes	-	
Fuel	Jet A (Full-service)	Yes	Yes	-	
FBO	Full Service	Yes	Yes	-	\$0
Ground Transportation	On Site	Yes	Yes		
Aircraft Repair	Major Aircraft Airframe Repair Part 145 (Piston&Turbine)	No	No	Feasibility Study	\$25,000
Aircraft Repair	Major Aircraft Powerplant Repair Part 145 (Piston&Turbine)	Yes	No		
Aircraft Repair	Limited/Minor Aircraft Airframe/Powerplant Repair (Piston)	Yes			
<b>Total</b>					<b>\$67,000</b>

UDOT Aeronautics ACIP Costs		CDC	Cedar City Regional		
Project Description	Year				Project Cost
Rehab RWY 3/21 (Construction)	2019				\$17,894,737
Rehab - Cross Wind Runway 8/26	2019				\$777,778
TWY A & A1 Rehab / Helipad Pavement / Beacon	2020				\$1,000,000
SRE Equipment (Broom)	2021				\$1,052,632
Pavement Preservation (TWY D, Aprons)	2022				\$631,579
East Ramp Reconstruction (GA)	2023				\$1,473,684
ARFF Truck	2024				\$947,368
TWY D	2025				\$6,315,789
<b>Total</b>					<b>\$30,093,567</b>
<b>Total ACIP and Utah Airport Development Strategy Costs</b>					<b>\$30,160,567</b>



Category UT I Performance Criteria		Canyonlands Field		Moab	CNY
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
<b>Airside Facilities</b>					
NAVAIDS	Base End PAPIs	P4L	Yes	-	\$0
NAVAIDS	Recip End PAPIs	P4L	Yes		
NAVAIDS	Base End REILs	REIL	Yes		\$0
NAVAIDS	Recip End REILs	REIL	Yes	-	
Runway Length	6,000 feet	7,360'	Yes	-	\$0
Runway Width	100 feet	100'	Yes	-	\$0
Runway Strength	SW 60,000	65,000	Yes	-	\$0
Runway Pavement PCI	70	73	Yes	-	\$0
Taxiways	Full Parallel	Full Parallel	Yes	-	\$0
Approach Type	ILS OR LPV	RNAV (GPS)	No	Design LPV	
Approach Lighting	ALS/ODALS		Yes	-	\$0
Runway Lighting	HIRL	MED	No	Upgrade to HIRL	\$1,500,800
Taxiway Lighting	MITL	MITL	Yes	-	\$0
<b>General Facilities</b>					
Recent Master Plan	Master Plan in past 10 years	2015	Yes	-	\$0
Recent ALP	ALP in past 10 years	2019	Yes	-	\$0
Weather Reporting	AWOS/ASOS	AWOS	Yes	-	\$0
Hangared Aircraft Storage	70% of Based Aircraft	73%	Yes	-	\$0
Apron Parking/Storage	30% of based aircraft fleet plus and additional 75% of daily transient aircraft	67%	Yes	-	\$0
Auto Parking - Paved	One Space for each based aircraft plus and additional 50% for visitors/employees	350 Spaces	Yes	-	\$0
Fencing	Full Perimeter fence; controlled access	Yes	Yes	-	\$0
Terminal Building	2,500 sq ft including restrooms, conference rooms, Business Center, Pilots lounge	10,000	Yes	-	\$0
Conference Room/Business Center		No	No		
24/7 Public Restroom Available		Yes	Yes	-	
Pilot Lounge Available		Yes	Yes		
<b>Services</b>					
Fuel	100 LL (24-hour self-service)	Yes	Yes	-	\$0
Fuel	100 LL	Yes	Yes	-	
Fuel	Jet A (Full-service)	Yes	Yes	-	
FBO	Full Service	Yes	Yes	-	\$0
Ground Transportation	On Site	Yes	Yes		
Aircraft Repair	Major Aircraft Airframe Repair Part 145 (Piston&Turbine)	Yes	Yes	-	\$0
Aircraft Repair	Major Aircraft Powerplant Repair Part 145 (Piston&Turbine)	Yes	Yes		
Aircraft Repair	Limited/Minor Aircraft Airframe/Powerplant Repair (Piston)	Yes			
<b>Total</b>					<b>\$1,500,800</b>

Appendix F, Airport Report Cards

UDOT Aeronautics ACIP Costs		CNY	Moab-Canyonlands Field		
Project Description		Year			Project Cost
Phase II Runway		2019			\$1,052,632
TWY A Rehab		2019			\$1,000,000
Finish Runway work / Remove Displaced Thresholds		2020			\$1,000,000
SRE Building / Equipment		2021			\$1,000,000
Apron Hardstand (Expand/Upgrade)		2022			\$1,157,895
Rehabilitate GA Apron		2023			\$1,000,000
Terminal Area Study / ALP Update		2024			\$210,526
ARFF Truck		2025			\$1,000,000
<b>Total</b>					<b>\$7,421,053</b>
<b>Total ACIP and Utah Airport Development Strategy Costs</b>					<b>\$8,921,853</b>



UTAH  
AVIATION DEVELOPMENT STRATEGY

Category UT I Performance Criteria		Ogden-Hinckley Airport		Ogden	OGD
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
<b>Airside Facilities</b>					
NAVAIDS	Base End PAPIs	P4L	Yes	-	\$0
NAVAIDS	Recip End PAPIs	P4L	Yes		
NAVAIDS	Base End REILs		No		
NAVAIDS	Recip End REILs		No	Install 2 REILs	\$80,000
Runway Length	6,000 feet	8,103'	Yes	-	\$0
Runway Width	100 feet	150'	Yes	-	\$0
Runway Strength	SW 60,000	85,000	Yes	-	\$0
Runway Pavement PCI	70	93	Yes	-	\$0
Taxiways	Full Parallel	Full Parallel	Yes	-	\$0
Approach Type	ILS OR LPV	RNAV (GPS) Z RWY 03 LPV	Yes	-	
Approach Lighting	ALS/ODALS	MALS/	Yes	-	\$0
Runway Lighting	HIRL	HIGH	Yes	-	\$0
Taxiway Lighting	MITL	HITL	Yes	-	\$0
<b>General Facilities</b>					
Recent Master Plan	Master Plan in past 10 years	2019	Yes	MP On going	\$0
Recent ALP	ALP in past 10 years	2020	Yes	MP On going	\$0
Weather Reporting	AWOS/ASOS	ASOS	Yes	-	\$0
Hangared Aircraft Storage	70% of Based Aircraft	85%	Yes	-	\$0
Apron Parking/Storage	30% of based aircraft fleet plus and additional 75% of daily transient aircraft	29%	Yes	-	\$0
Auto Parking - Paved	One Space for each based aircraft plus and additional 50% for visitors/employees	400 Spaces	Yes	-	\$0
Fencing	Full Perimeter fence; controlled access	Yes	Yes	-	\$0
Terminal Building	2,500 sq ft including restrooms, conference rooms, Business Center, Pilots lounge	15,000	Yes	-	\$0
Conference Room/Business Center		Yes	Yes		
24/7 Public Restroom Available		Yes	Yes	-	
Pilot Lounge Available		Yes	Yes		
<b>Services</b>					
Fuel	100 LL (24-hour self-service)	Yes	Yes	-	\$0
Fuel	100 LL	Yes	Yes	-	
Fuel	Jet A (Full-service)	Yes	Yes	-	
FBO	Full Service	Yes	Yes	-	\$0
Ground Transportation	On Site	No	No		
Aircraft Repair	Major Aircraft Airframe Repair Part 145 (Piston&Turbine)	Yes	Yes	-	\$0
Aircraft Repair	Major Aircraft Powerplant Repair Part 145 (Piston&Turbine)	Yes	Yes		
Aircraft Repair	Limited/Minor Aircraft Airframe/Powerplant Repair (Piston)	Yes			
<b>Total</b>					<b>\$80,000</b>

UDOT Aeronautics ACIP Costs		OGD	Ogden-Hinckley Airport		
Project Description	Year				Project Cost
Rehabilitate Apron	2020				\$1,685,081
Acquire Interactive Training System	2021				\$110,339
Seal Runway Pavement/Pavement Joints	2021				\$551,694
Security Enhancements	2021				\$33,102
Acquire Interactive Training System	2021				\$110,339
Seal Runway Pavement/Pavement Joints	2021				\$551,694
Security Enhancements	2021				\$33,102
Rehabilitate Apron	2022				\$1,103,387
Rehabilitate Apron	2022				\$1,103,387
Rehabilitate Apron	2023				\$1,103,387
Rehabilitate Apron	2023				\$1,103,387
Acquire Equipment	2024				\$386,186
Improve/Modify/Rehabilitate Terminal Building	2024				\$331,016
Acquire Equipment	2024				\$386,186
Improve/Modify/Rehabilitate Terminal Building	2024				\$331,016
Acquire Aircraft Rescue & Fire Fighting Vehicle (ARFF)	2025				\$827,541
Rehabilitate Apron	2025				\$331,016
Acquire Aircraft Rescue & Fire Fighting Vehicle (ARFF)	2025				\$827,541
Rehabilitate Apron	2025				\$331,016
<b>Total</b>					<b>\$11,240,416</b>
<b>Total ACIP and Utah Airport Development Strategy Costs</b>					<b>\$11,320,416</b>



UTAH  
AVIATION DEVELOPMENT STRATEGY

Category UT I Performance Criteria		Provo Municipal		Provo	PVU
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
<b>Airside Facilities</b>					
NAVAIDS	Base End PAPIs	P4L	Yes	-	\$0
NAVAIDS	Recip End PAPIs	P2L	Yes		
NAVAIDS	Base End REILs	REIL	No		
NAVAIDS	Recip End REILs		No	Install 1 REIL	\$42,000
Runway Length	6,000 feet	8,599'	Yes	-	\$0
Runway Width	100 feet	150'	Yes	-	\$0
Runway Strength	SW 60,000	65,000	Yes	-	\$0
Runway Pavement PCI	70	100	Yes	-	\$0
Taxiways	Full Parallel	Full Parallel	Yes	-	\$0
Approach Type	ILS OR LPV	RNAV (GPS) RWY 13 LPV	Yes	-	
Approach Lighting	ALS/ODALS		Yes	-	\$0
Runway Lighting	HIRL	HIGH	Yes	-	\$0
Taxiway Lighting	MITL	MITL	Yes	-	\$0
<b>General Facilities</b>					
Recent Master Plan	Master Plan in past 10 years	2019	Yes	-	\$0
Recent ALP	ALP in past 10 years	2019	Yes	-	\$0
Weather Reporting	AWOS/ASOS	AWOS	Yes	-	\$0
Hangared Aircraft Storage	70% of Based Aircraft	94%	Yes	-	\$0
Apron Parking/Storage	30% of based aircraft fleet plus and additional 75% of daily transient aircraft	46%	Yes	-	\$0
Auto Parking - Paved	One Space for each based aircraft plus and additional 50% for visitors/employees	420 Spaces	Yes	-	\$0
Fencing	Full Perimeter fence; controlled access	Yes	Yes	-	\$0
Terminal Building	2,500 sq ft including restrooms, conference rooms, Business Center, Pilots lounge	24,000	Yes	-	\$0
Conference Room/Business Center		Yes	Yes		
24/7 Public Restroom Available		Yes	Yes	-	
Pilot Lounge Available		Yes	Yes		
<b>Services</b>					
Fuel	100 LL (24-hour self-service)	Yes	Yes	-	\$0
Fuel	100 LL	Yes	Yes	-	
Fuel	Jet A (Full-service)	Yes	Yes	-	
FBO	Full Service	Yes	Yes	-	\$0
Ground Transportation	On Site	Yes	Yes		
Aircraft Repair	Major Aircraft Airframe Repair Part 145 (Piston&Turbine)	Yes	Yes	-	\$0
Aircraft Repair	Major Aircraft Powerplant Repair Part 145 (Piston&Turbine)	Yes	Yes		
Aircraft Repair	Limited/Minor Aircraft Airframe/Powerplant Repair (Piston)	Yes			
<b>Total</b>					<b>\$42,000</b>

UDOT Aeronautics ACIP Costs		PVU	Provo Municipal		
Project Description		Year			Project Cost
Construct Terminal & Terminal Apron		2020			\$19,200,000
Security FENCE		2021			\$1,186,141
TWY A North Rehab		2022			\$3,392,916
Rehab North Apron		2024			\$2,206,775
Pavement Preservation		2025			\$1,186,141
					<b>\$27,171,974</b>
<b>Total ACIP and Utah Airport Development Strategy Costs</b>					<b>\$27,213,974</b>



Category UT I Performance Criteria		St George Regional Airport		St George	SGU
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
<b>Airside Facilities</b>					
NAVAIDS	Base End PAPIs	P4L	Yes	-	\$0
NAVAIDS	Recip End PAPIs	P4L	Yes		
NAVAIDS	Base End REILs	REIL	No		
NAVAIDS	Recip End REILs		No	Install 1 REIL	\$39,160
Runway Length	6,000 feet	9,300'	Yes	-	\$0
Runway Width	100 feet	150'	Yes	-	\$0
Runway Strength	SW 60,000	75,000	Yes	-	\$0
Runway Pavement PCI	70	80	Yes	-	\$0
Taxiways	Full Parallel	Full Parallel	Yes	-	\$0
Approach Type	ILS OR LPV	RNAV (GPS) RWY 01 LPV	Yes	-	
Approach Lighting	ALS/ODALS	/MALSR	No	Install ALS	\$3,132,840
Runway Lighting	HIRL	HIGH	Yes	-	\$0
Taxiway Lighting	MITL	HITL	Yes	-	\$0
<b>General Facilities</b>					
Recent Master Plan	Master Plan in past 10 years	2020	Yes	MP On going	Funded In ACIP
Recent ALP	ALP in past 10 years	2012	Yes	MP On going	\$0
Weather Reporting	AWOS/ASOS	AWOS	Yes	-	\$0
Hangared Aircraft Storage	70% of Based Aircraft	71%	Yes	-	\$0
Apron Parking/Storage	30% of based aircraft fleet plus and additional 75% of daily transient aircraft	60%	Yes	-	\$0
Auto Parking - Paved	One Space for each based aircraft plus and additional 50% for visitors/employees	1300 Spaces	Yes	-	\$0
Fencing	Full Perimeter fence; controlled access	Yes	Yes	-	\$0
Terminal Building	2,500 sq ft including restrooms, conference rooms, Business Center, Pilots lounge	10,000	Yes	-	\$0
Conference Room/Business Center		Yes	Yes		
24/7 Public Restroom Available		Yes	Yes	-	
Pilot Lounge Available		Yes	Yes		
<b>Services</b>					
Fuel	100 LL (24-hour self-service)	Yes	Yes	-	\$0
Fuel	100 LL	Yes	Yes	-	
Fuel	Jet A (Full-service)	Yes	Yes	-	
FBO	Full Service	Yes	Yes	-	\$0
Ground Transportation	On Site	Yes	Yes		
Aircraft Repair	Major Aircraft Airframe Repair Part 145 (Piston&Turbine)	Yes	Yes	-	\$0
Aircraft Repair	Major Aircraft Powerplant Repair Part 145 (Piston&Turbine)	Yes	Yes		
Aircraft Repair	Limited/Minor Aircraft Airframe/Powerplant Repair (Piston)	Yes			
<b>Total</b>					<b>\$3,172,000</b>

Appendix F, Airport Report Cards

UDOT Aeronautics ACIP Costs	SGU	St George Regional Airport	
Project Description	Year	Project Cost	
SRE Loader	2020		\$300,000
Pavement Preservation (RWY, TWY, Aprons, Drainage)	2020		\$800,000
Master Plan Update & Pavement Preservation	2020		\$900,000
Airport Parkway Landscaping	2020		\$350,000
Airport Pavement Preservation (Route & Crack Seal)	2020		\$20,000
NEPA for Taxiway B & Terminal Expansion	2021		\$192,625
Operations Truck Replacement	2021		\$40,000
Terminal Secure Area Expansion (PFC Funds)	2021		\$1,000,000
Pavement Preservation (Route & Crack Seal)	2021		\$20,000
Terminal Apron Expansion & Reconstruction of Existing	2022		\$10,176,114
Security Access Control Upgrade (PFC funds)	2022		\$75,000
Pavement Preservation (Route & Crack Seal)	2022		\$20,000
Ford Escape - Replacement	2022		\$40,000
Rental Car Wash & Maintenance Facility	2022		\$1,000,000
ARFF Truck	2023		\$935,608
Pavement Preservation (All Pavements)	2023		\$990,644
Taxiway A Rehab	2023		\$5,742,433
Terminal Parking Slurry & Paint	2023		\$200,000
Pavement Preservation (Route & Crack Seal)	2023		\$20,000
Ford Escape - Replace	2023		\$40,000
Construct TWY B including TWY Connectors A3 & B23	2024		\$10,093,561
Pavement Preservation (Route & Crack Seal)	2024		\$20,000
Terminal Expansion	2025		\$6,835,443
Pavement Preservation (Route & Crack Seal)	2025		\$20,000
			<b>\$39,831,428</b>
<b>Total ACIP and Utah Airport Development Strategy Costs</b>			<b>\$43,003,428</b>



Category UT I Performance Criteria		Vernal Regional Airport		Vernal	VEL
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
<b>Airside Facilities</b>					
NAVAIDS	Base End PAPIs	P4L	Yes	-	\$0
NAVAIDS	Recip End PAPIs	P4L	Yes		
NAVAIDS	Base End REILs	REIL	Yes		\$0
NAVAIDS	Recip End REILs	REIL	Yes	-	
Runway Length	6,000 feet	7,000'	Yes	-	\$0
Runway Width	100 feet	100'	Yes	-	\$0
Runway Strength	SW 60,000	45,000	No	Increase Strength	\$1,918,229
Runway Pavement PCI	70	100	Yes	-	\$0
Taxiways	Full Parallel	Full Parallel	Yes	-	\$0
Approach Type	ILS OR LPV	RNAV (GPS) Z RWY 35 LPV	Yes	-	
Approach Lighting	ALS/ODALS		No	Install ALS	\$3,131,802
Runway Lighting	HIRL	MED	No	Upgrade to HIRL	\$1,424,970
Taxiway Lighting	MITL	MITL	Yes	-	\$0
<b>General Facilities</b>					
Recent Master Plan	Master Plan in past 10 years	2011	Yes	-	\$0
Recent ALP	ALP in past 10 years	2012	Yes	-	\$0
Weather Reporting	AWOS/ASOS	ASOS	Yes	-	\$0
Hangared Aircraft Storage	70% of Based Aircraft	73%	Yes	-	\$0
Apron Parking/Storage	30% of based aircraft fleet plus and additional 75% of daily transient aircraft	54%	Yes	-	\$0
Auto Parking - Paved	One Space for each based aircraft plus and additional 50% for visitors/employees	1300 Spaces	Yes	-	\$0
Fencing	Full Perimeter fence; controlled access	Yes	Yes	-	\$0
Terminal Building	2,500 sq ft including restrooms, conference rooms, Business Center, Pilots lounge	4,700	Yes	-	\$0
Conference Room/Business Center		Yes	Yes		
24/7 Public Restroom Available		Yes	Yes	-	
Pilot Lounge Available		Yes	Yes		
<b>Services</b>					
Fuel	100 LL (24-hour self-service)	Yes	Yes	-	\$0
Fuel	100 LL	Yes	Yes	-	
Fuel	Jet A (Full-service)	Yes	Yes	-	
FBO	Full Service	Yes	Yes	-	\$0
Ground Transportation	On Site	Yes	Yes		
Aircraft Repair	Major Aircraft Airframe Repair Part 145 (Piston&Turbine)	No	No	Feasibility Study	\$25,000
Aircraft Repair	Major Aircraft Powerplant Repair Part 145 (Piston&Turbine)	Yes	No		
Aircraft Repair	Limited/Minor Aircraft Airframe/Powerplant Repair (Piston)	Yes			
<b>Total</b>					<b>\$6,500,000</b>





Category UT I Performance Criteria		Wendover Airport		Wendover	ENV
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
<b>Airside Facilities</b>					
NAVAIDS	Base End PAPIs	P4L	Yes	-	\$0
NAVAIDS	Recip End PAPIs	P4L	Yes		
NAVAIDS	Base End REILs	REIL	Yes		\$0
NAVAIDS	Recip End REILs	REIL	Yes	-	
Runway Length	6,000 feet	10,002'	Yes		\$0
Runway Width	100 feet	150'	Yes	-	\$0
Runway Strength	SW 60,000	75,000	Yes	-	\$0
Runway Pavement PCI	70	88	Yes	-	\$0
Taxiways	Full Parallel	Full Parallel	Yes	-	\$0
Approach Type	ILS OR LPV	RNAV (GPS) RWY 08 LPV	Yes	-	
Approach Lighting	ALS/ODALS		No	Install ALS	\$3,131,608
Runway Lighting	HIRL	MED	No	Upgrade to HIRL	Funded In ACIP
Taxiway Lighting	MITL	MITL	Yes	-	\$0
<b>General Facilities</b>					
Recent Master Plan	Master Plan in past 10 years	2019	Yes	-	\$0
Recent ALP	ALP in past 10 years	2019	Yes	-	\$0
Weather Reporting	AWOS/ASOS	AWOS	Yes	-	\$0
Hangared Aircraft Storage	70% of Based Aircraft	100%	Yes	-	\$0
Apron Parking/Storage	30% of based aircraft fleet plus and additional 75% of daily transient aircraft	92%	Yes	-	\$0
Auto Parking - Paved	One Space for each based aircraft plus and additional 50% for visitors/employees	80 Spaces	Yes	-	\$0
Fencing	Full Perimeter fence; controlled access	No	No	Install Full Perimeter Fence	Funded In ACIP
Terminal Building	2,500 sq ft including restrooms, conference rooms, Business Center, Pilots lounge	3,400	Yes	-	\$0
Conference Room/Business Center		Yes	Yes		
24/7 Public Restroom Available		No	No	-	
Pilot Lounge Available		Yes	Yes		
<b>Services</b>					
Fuel	100 LL (24-hour self-service)	Yes	Yes	-	\$0
Fuel	100 LL	Yes	Yes	-	
Fuel	Jet A (Full-service)	Yes	Yes	-	
FBO	Full Service	Yes	Yes	-	\$0
Ground Transportation	On Site	No	No		
Aircraft Repair	Major Aircraft Airframe Repair Part 145 (Piston&Turbine)	No	No	Feasibility Study	\$25,000
Aircraft Repair	Major Aircraft Powerplant Repair Part 145 (Piston&Turbine)	No	No		
Aircraft Repair	Limited/Minor Aircraft Airframe/Powerplant Repair (Piston)	No			
<b>Total</b>					<b>\$3,156,608</b>

UDOT Aeronautics ACIP Costs		ENV	Wendover Airport	
Project Description	Year			Project Cost
Concrete Repair on Commercial Ramp	2019			\$1,561,293
RWY 12/30 Rehabilitation and Edge LIGHTING (Envir/Design)	2020			\$453,150
Wildlife FENCE (West & South)	2020			\$1,000,000
Runway 12/30 Rehabilitation and Edge LIGHTING (Construction)	2021			\$5,433,018
Wildlife FENCE (East) & Vacuum Sweeper Truck	2022			\$1,103,387
Pavement Maintenance RWY 8/26, TWY A, A1 & B	2023			\$1,103,387
Apron Pavement Rehabilitation (Asphalt)	2025			\$2,200,401
				<b>\$12,854,636</b>
<b>Total ACIP and Utah Airport Development Strategy Costs</b>				<b>\$16,011,244</b>



Category UT II Performance Criteria		Blanding Municipal		Blanding	BDG
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
<b>Airside Facilities</b>					
NAVAIDS	Base End PAPIs or VASIs	P4L	Yes	-	\$0
NAVAIDS	Recip End PAPIs or VASIs	P4L	Yes		
NAVAIDS	Base End REILs	REIL	Yes		\$0
NAVAIDS	Recip End REILs	REIL	Yes	-	
Runway Length	5,500 feet	5,781'	Yes	0,000'	\$0
Runway Width	100 feet	75'	No	25'	\$1,810,113
Runway Strength	SW 30,000	27,000	No	Increase Strength	\$984,249
Runway Pavement PCI	70	100	Yes	-	\$0
Taxiways	Full Parallel	Stub(s)	No	Install Full Parallel	\$2,534,158
Approach Type	Non-Precision (RNAV (GPS) or LP)	RNAV (GPS) RWY 35 LPV	Yes	-	
Approach Lighting	None		Not an Objective		\$0
Runway Lighting	MIRL	MED	Yes	-	\$0
Taxiway Lighting	MITL	MITL	Yes	Install Full Parallel	\$1,176,573
<b>General Facilities</b>					
Recent Master Plan	Master Plan in past 10 years	0	No	Prepare MP/ALP	Funded In ACIP
Recent ALP	ALP in past 10 years	0	No	Prepare MP/ALP	\$0
Weather Reporting	AWOS/ASOS	AWOS	Yes	-	\$0
Hangared Aircraft Storage	70% of Based Aircraft	100%	Yes	-	\$0
Apron Parking/Storage	30% of based aircraft fleet plus and additional 75% of daily transient aircraft	85%	Yes	-	\$0
Auto Parking - Paved	One Space for each based aircraft plus and additional 50% for visitors/employees	45 Spaces	Yes	29 Spaces	\$0
Fencing	Full Perimeter; controlled access	Yes	Yes	-	\$0
Terminal Building	2,500 sq ft including restrooms, conference rooms, Business Center, Pilots Lounge	1,900	No	-	\$0
Conference Room/Business Center		No	No		
24/7 Public Restroom Available		Yes	Yes		
Pilot Lounge Available		Yes	Yes		
<b>Services</b>					
Fuel	100 LL (24-hour self-service)	Yes	Yes	-	\$0
Fuel	101 LL (CC Pump)	Yes	Yes	-	
Fuel	Jet A (Full-service)	Yes	Yes	-	
FBO	Full Service	Yes	Yes	-	\$0
Ground Transportation	On Site OR available through pre arrangement		Yes		
Aircraft Repair	Major Aircraft Airframe Repair Part 145 (Piston&Turbine)	No	No	Feasibility Study	\$25,000
Aircraft Repair	Major Aircraft Powerplant Repair Part 145 (Piston&Turbine)	No	No	Feasibility Study	
Aircraft Repair	Limited/Minor Aircraft Airframe/Powerplant Repair (Piston)	No			
<b>Total</b>					<b>\$6,530,094</b>

UDOT Aeronautics ACIP Costs		BDG	Blanding Municipal		
Project Description		Year			Project Cost
Master Plan Update		2020			\$300,000
Perimeter Fencing Project		2021			\$496,524
AWOS III		2022			\$165,508
Pavement Preservation		2022			\$200,000
Acquire RPZ Land (21,22 & 23)		2023			\$500,000
Master Plan Update		2025			\$331,016
					<b>\$1,993,049</b>
<b>Total ACIP and Utah Airport Development Strategy Costs</b>					<b>\$8,523,142</b>



UTAH  
AVIATION DEVELOPMENT STRATEGY

Category UT II Performance Criteria		Skypark Airport		Bountiful	BTF
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
<b>Airside Facilities</b>					
NAVAIDS	Base End PAPIs or VASIs	P2L	Yes	-	\$0
NAVAIDS	Recip End PAPIs or VASIs	P2L	Yes		
NAVAIDS	Base End REILs		No		
NAVAIDS	Recip End REILs		No	Install 2 REILs	\$78,260
Runway Length	5,500 feet	4,700'	No	0,800'	\$5,008,639
Runway Width	100 feet	70'	No	30'	\$8,703,763
Runway Strength	SW 30,000	12,500	No	Increase Strength	\$1,040,825
Runway Pavement PCI	70	100	Yes	-	\$0
Taxiways	Full Parallel	Partial Parallel	No	Install Full Parallel	\$2,770,404
Approach Type	Non-Precision (RNAV (GPS) or LP)		No	Design RNAV	
Approach Lighting	None		Not an Objective		\$0
Runway Lighting	MIRL	LOW	No	Upgrade to MIRL	\$1,119,118
Taxiway Lighting	MITL	Non-Standard Lighting	No	Install MITL	\$1,316,490
<b>General Facilities</b>					
Recent Master Plan	Master Plan in past 10 years	2007	No	-	\$0
Recent ALP	ALP in past 10 years	2015	Yes	-	\$0
Weather Reporting	AWOS/ASOS		No	Install AWOS	\$391,300
Hangared Aircraft Storage	70% of Based Aircraft	97%	Yes	-	\$0
Apron Parking/Storage	30% of based aircraft fleet plus and additional 75% of daily transient aircraft	-82%	No	33	\$816,670
Auto Parking - Paved	One Space for each based aircraft plus and additional 50% for visitors/employees	100 Spaces	No	-226 Spaces	\$529,429
Fencing	Full Perimeter; controlled access	Yes	Yes	-	\$0
Terminal Building	2,500 sq ft including restrooms, conference rooms, Business Center, Pilots Lounge	3,000	Yes	-	\$0
Conference Room/Business Center		Yes	Yes		
24/7 Public Restroom Available		No	No		
Pilot Lounge Available		Yes	Yes		
<b>Services</b>					
Fuel	100 LL (24-hour self-service)	Yes	Yes	-	\$0
Fuel	101 LL (CC Pump)	Yes	Yes	-	
Fuel	Jet A (Full-service)	Yes	Yes	-	
FBO	Full Service	Yes	Yes	-	\$0
Ground Transportation	On Site OR available through pre arrangement		Yes		
Aircraft Repair	Major Aircraft Airframe Repair Part 145 (Piston&Turbine)	No	No	Feasibility Study	\$25,000
Aircraft Repair	Major Aircraft Powerplant Repair Part 145 (Piston&Turbine)	Yes	No	Feasibility Study	
Aircraft Repair	Limited/Minor Aircraft Airframe/Powerplant Repair (Piston)	Yes			
<b>Total</b>					<b>\$21,799,896</b>

Appendix F, Airport Report Cards

UDOT Aeronautics ACIP Costs		BTF	Skypark Airport	
Project Description	Year			Project Cost
Rehab Parallel TWY	2020			\$1,021,982
Pavement Preservation	2024			\$138,889
				<b>\$1,160,871</b>
<b>Total ACIP and Utah Airport Development Strategy Costs</b>				<b>\$22,960,767</b>



UTAH  
AVIATION DEVELOPMENT STRATEGY

Category UT II Performance Criteria		Brigham City Regional		Brigham City	BMC
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
<b>Airside Facilities</b>					
NAVAIDS	Base End PAPIs or VASIs	P2L	Yes	-	\$0
NAVAIDS	Recip End PAPIs or VASIs	P2L	Yes		
NAVAIDS	Base End REILs	REIL	Yes		\$0
NAVAIDS	Recip End REILs	REIL	Yes	-	
Runway Length	5,500 feet	8,900'	Yes	0,000'	\$0
Runway Width	100 feet	100'	Yes	0'	\$0
Runway Strength	SW 30,000	30,000	Yes	-	\$0
Runway Pavement PCI	70	93	Yes	-	\$0
Taxiways	Full Parallel	Full Parallel	Yes	-	\$0
Approach Type	Non-Precision (RNAV (GPS) or LP)	RNAV (GPS)	Yes	-	
Approach Lighting	None		Not an Objective		\$0
Runway Lighting	MIRL	MED	Yes	-	\$0
Taxiway Lighting	MITL	HITL	Yes	-	\$0
<b>General Facilities</b>					
Recent Master Plan	Master Plan in past 10 years	2012	Yes	-	\$0
Recent ALP	ALP in past 10 years	2012	Yes	-	\$0
Weather Reporting	AWOS/ASOS	AWOS	Yes	-	\$0
Hangared Aircraft Storage	70% of Based Aircraft	94%	Yes	-	\$0
Apron Parking/Storage	30% of based aircraft fleet plus and additional 75% of daily transient aircraft	-24%	No	4	\$109,768
Auto Parking - Paved	One Space for each based aircraft plus and additional 50% for visitors/employees	18 Spaces	No	-84 Spaces	\$198,062
Fencing	Full Perimeter; controlled access	Yes	Yes	-	\$0
Terminal Building	2,500 sq ft including restrooms, conference rooms, Business Center, Pilots Lounge	2,900	Yes	-	\$0
Conference Room/Business Center		Yes	Yes		
24/7 Public Restroom Available		Yes	Yes		
Pilot Lounge Available		Yes	Yes		
<b>Services</b>					
Fuel	100 LL (24-hour self-service)	Yes	Yes	-	\$0
Fuel	101 LL (CC Pump)	Yes	Yes	-	
Fuel	Jet A (Full-service)	Yes	Yes	-	
FBO	Full Service	Yes	Yes	-	\$0
Ground Transportation	On Site OR available through pre arrangement		Yes		
Aircraft Repair	Major Aircraft Airframe Repair Part 145 (Piston&Turbine)	Yes	Yes	-	\$0
Aircraft Repair	Major Aircraft Powerplant Repair Part 145 (Piston&Turbine)	Yes	Yes	-	
Aircraft Repair	Limited/Minor Aircraft Airframe/Powerplant Repair (Piston)	Yes			
<b>Total</b>					<b>\$307,830</b>

UDOT Aeronautics ACIP Costs		BMC	Brigham City Regional		
Project Description	Year				Project Cost
RWY Rehab (25% Design)	2021				\$331,016
Rehab RWY 17/35 (Overlay) + Electrical	2022				\$5,130,751
Pavement Preservation (Apron/TWYs)	2023				\$177,778
AWOS III	2024				\$165,508
					<b>\$5,805,054</b>



Category UT II Performance Criteria		Bryce Canyon Airport		Bryce Canyon	BCE
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
<b>Airside Facilities</b>					
NAVAIDS	Base End PAPIs or VASIs	P2L	Yes	-	\$0
NAVAIDS	Recip End PAPIs or VASIs	P2L	Yes		
NAVAIDS	Base End REILs	REIL	Yes		\$0
NAVAIDS	Recip End REILs	REIL	Yes	-	
Runway Length	5,500 feet	7,394'	Yes	0,000'	\$0
Runway Width	100 feet	75'	No	25'	\$2,316,376
Runway Strength	SW 30,000	30,000	Yes	-	\$0
Runway Pavement PCI	70	70	Yes	-	\$0
Taxiways	Full Parallel	Full Parallel	Yes	-	\$0
Approach Type	Non-Precision (RNAV (GPS) or LP)	RNAV (GPS) RWY 03 LPV	Yes	-	
Approach Lighting	None		Not an Objective		\$0
Runway Lighting	MIRL	MED	Yes	-	\$1,505,644
Taxiway Lighting	MITL	MITL	Yes	-	\$0
<b>General Facilities</b>					
Recent Master Plan	Master Plan in past 10 years	2017	Yes	-	\$0
Recent ALP	ALP in past 10 years	2018	Yes	-	\$0
Weather Reporting	AWOS/ASOS	ASOS	Yes	-	\$0
Hangared Aircraft Storage	70% of Based Aircraft	29%	No	-	\$0
Apron Parking/Storage	30% of based aircraft fleet plus and additional 75% of daily transient aircraft	90%	Yes	-	\$0
Auto Parking - Paved	One Space for each based aircraft plus and additional 50% for visitors/employees	100 Spaces	Yes	90 Spaces	\$0
Fencing	Full Perimeter; controlled access	Yes	Yes	-	\$0
Terminal Building	2,500 sq ft including restrooms, conference rooms, Business Center, Pilots Lounge	3,000	Yes	-	\$0
Conference Room/Business Center		No	No		
24/7 Public Restroom Available		Yes	Yes		
Pilot Lounge Available		No	No		
<b>Services</b>					
Fuel	100 LL (24-hour self-service)	Yes	No	Feasibility Study	\$25,000
Fuel	101 LL (CC Pump)	No	No	Feasibility Study	
Fuel	Jet A (Full-service)	Yes	No	Feasibility Study	
FBO	Full Service	Yes	Yes	-	\$0
Ground Transportation	On Site OR available through pre arrangement		Yes		
Aircraft Repair	Major Aircraft Airframe Repair Part 145 (Piston&Turbine)	No	No	Feasibility Study	\$25,000
Aircraft Repair	Major Aircraft Powerplant Repair Part 145 (Piston&Turbine)	No	No	Feasibility Study	
Aircraft Repair	Limited/Minor Aircraft Airframe/Powerplant Repair (Piston)	No			
<b>Total</b>					<b>\$3,872,020</b>

UDOT Aeronautics ACIP Costs		BCE	Bryce Canyon Airport		
Project Description	Year				Project Cost
Rehab RWY 3/21 (Design)	2019				\$331,016
Rehab Runway 3/21 (SDF)	2020				\$5,000,000
PAPIs	2020				\$150,000
SRE Equipment (Bobcat w/Blower)	2021				\$165,508
Pavement Preservation	2022				\$200,000
Apron Reconfigure and Fencing	2024				\$662,032
Acquire land for RPZ (Parcel 5)	2025				\$165,508
					<b>\$6,674,065</b>
<b>Total ACIP and Utah Airport Development Strategy Costs</b>					<b>\$10,546,085</b>



UTAH  
AVIATION DEVELOPMENT STRATEGY

Category UT II Performance Criteria		Heber City Municipal		Heber	HCR
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
<b>Airside Facilities</b>					
NAVAIDS	Base End PAPIs or VASIs		No	Install One PAPI	\$46,955
NAVAIDS	Recip End PAPIs or VASIs	P4L	No		
NAVAIDS	Base End REILs		No		
NAVAIDS	Recip End REILs		No	Install 2 REILs	\$78,258
Runway Length	5,500 feet	6,898'	Yes		\$0
Runway Width	100 feet	75'	No	25'	\$10,793,335
Runway Strength	SW 30,000	30,000	Yes	-	\$0
Runway Pavement PCI	70	100	Yes	-	\$0
Taxiways	Full Parallel	Full Parallel	Yes	-	\$0
Approach Type	Non-Precision (RNAV (GPS) or LP)	RNAV (GPS)	Yes	-	
Approach Lighting	None		Not an Objective		\$0
Runway Lighting	MIRL	MED	Yes	-	\$1,403,134
Taxiway Lighting	MITL	MITL	Yes	-	\$0
<b>General Facilities</b>					
Recent Master Plan	Master Plan in past 10 years	2005	No	Prepare MP/ALP	Funded in ACIP
Recent ALP	ALP in past 10 years	2005	No	Prepare MP/ALP	\$0
Weather Reporting	AWOS/ASOS	AWOS	Yes	-	\$0
Hangared Aircraft Storage	70% of Based Aircraft	91%	Yes	-	\$0
Apron Parking/Storage	30% of based aircraft fleet plus and additional 75% of daily transient aircraft	29%	Yes	-	\$0
Auto Parking - Paved	One Space for each based aircraft plus and additional 50% for visitors/employees	50 Spaces	No	-67 Spaces	\$157,298
Fencing	Full Perimeter; controlled access	Yes	Yes	-	\$0
Terminal Building	2,500 sq ft including restrooms, conference rooms, Business Center, Pilots Lounge	6,000	Yes	-	\$0
Conference Room/Business Center		Yes	Yes		
24/7 Public Restroom Available		Yes	Yes		
Pilot Lounge Available		Yes	Yes		
<b>Services</b>					
Fuel	100 LL (24-hour self-service)	Yes	Yes	-	\$0
Fuel	101 LL (CC Pump)	Yes	Yes	-	
Fuel	Jet A (Full-service)	Yes	Yes	-	
FBO	Full Service	Yes	Yes	-	\$0
Ground Transportation	On Site OR available through pre arrangement		Yes		
Aircraft Repair	Major Aircraft Airframe Repair Part 145 (Piston&Turbine)	Yes	Yes	-	\$0
Aircraft Repair	Major Aircraft Powerplant Repair Part 145 (Piston&Turbine)	Yes	Yes	-	
Aircraft Repair	Limited/Minor Aircraft Airframe/Powerplant Repair (Piston)	Yes			
<b>Total</b>					<b>\$12,478,980</b>

UDOT Aeronautics ACIP Costs		HCR	Heber City Municipal		
Project Description		Year	Project Cost		
Master Plan Update		2019			\$373,000
Pavement Preservation		2023			\$496,524
					\$869,524
<b>Total ACIP and Utah Airport Development Strategy Costs</b>					<b>\$13,348,504</b>



Category UT II Performance Criteria		General Dick Stout Field		Hurricane	118
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
<b>Airside Facilities</b>					
NAVAIDS	Base End PAPIs or VASIs		No	Install Two PAPIs	Funded in ACIP
NAVAIDS	Recip End PAPIs or VASIs		No		
NAVAIDS	Base End REILs		No		
NAVAIDS	Recip End REILs		No	Install 2 REILs	Funded in ACIP
Runway Length	5,500 feet	3,283'	No	2,217'	\$11,103,868
Runway Width	100 feet	60'	No	40'	\$1,645,797
Runway Strength	SW 30,000	3,000	No	Increase Strength	\$833,184
Runway Pavement PCI	70	68	No	Overlay	Funded in ACIP
Taxiways	Full Parallel	Full Parallel	Yes	-	\$3,886,354
Approach Type	Non-Precision (RNAV (GPS) or LP)		No	Design RNAV	
Approach Lighting	None		Not an Objective		\$0
Runway Lighting	MIRL	NONE	No	Upgrade to MIRL	Funded in ACIP
Taxiway Lighting	MITL	MITL	Yes	-	
<b>General Facilities</b>					
Recent Master Plan	Master Plan in past 10 years	2011	Yes	-	\$0
Recent ALP	ALP in past 10 years	2011	Yes	-	\$0
Weather Reporting	AWOS/ASOS		No	Install AWOS	Funded in ACIP
Hangared Aircraft Storage	70% of Based Aircraft	70%	No	-	\$0
Apron Parking/Storage	30% of based aircraft fleet plus and additional 75% of daily transient aircraft	25%	Yes	-	\$0
Auto Parking - Paved	One Space for each based aircraft plus and additional 50% for visitors/employees	2 Spaces	No	-88 Spaces	\$207,384
Fencing	Full Perimeter; controlled access	Yes	Yes	-	\$0
Terminal Building	2,500 sq ft including restrooms, conference rooms, Business Center, Pilots Lounge	250	No	-	\$0
Conference Room/Business Center		No	No		
24/7 Public Restroom Available		Yes	Yes		
Pilot Lounge Available		No	No		
<b>Services</b>					
Fuel	100 LL (24-hour self-service)	Yes	Yes	-	\$0
Fuel	101 LL (CC Pump)	Yes	Yes	-	
Fuel	Jet A (Full-service)	Yes	Yes	-	
FBO	Full Service	No	No	Feasibility Study	\$25,000
Ground Transportation	On Site OR available through pre arrangement		Yes		
Aircraft Repair	Major Aircraft Airframe Repair Part 145 (Piston&Turbine)	No	No	Feasibility Study	\$25,000
Aircraft Repair	Major Aircraft Powerplant Repair Part 145 (Piston&Turbine)	No	No	Feasibility Study	
Aircraft Repair	Limited/Minor Aircraft Airframe/Powerplant Repair (Piston)	No			
<b>Total</b>					<b>\$17,726,586</b>

UDOT Aeronautics ACIP Costs	118	General Dick Stout Field		
Project Description	Year	Project Cost		
Pavement Preservation (Apron)	2020			\$83,333
RWY LIGHTING / PAPI / REIL (Design)	2021			\$165,508
RWY LIGHTING / PAPI / REIL (Construction)	2022			\$1,213,726
Taxiway Lightng	2023			\$331,016
Pavement Preservation (NEW)	2024			\$200,000
AWOS III	2025			\$331,016
				<b>\$2,324,600</b>
<b>Total ACIP and Utah Airport Development Strategy Costs</b>				<b>\$20,051,186</b>



UTAH  
AVIATION DEVELOPMENT STRATEGY

Category UT II Performance Criteria		Logan-Cache Airport		Logan	LGU
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
<b>Airside Facilities</b>					
NAVAIDS	Base End PAPIs or VASIs	P2L	Yes	-	\$0
NAVAIDS	Recip End PAPIs or VASIs	P2L	Yes		
NAVAIDS	Base End REILs	REIL	Yes		\$0
NAVAIDS	Recip End REILs	REIL	Yes	-	
Runway Length	5,500 feet	9,010'	Yes	0,000'	\$0
Runway Width	100 feet	100'	Yes	0'	\$0
Runway Strength	SW 30,000	24,000	No	Increase Strength	Funded In ACIP
Runway Pavement PCI	70	92	Yes	-	\$0
Taxiways	Full Parallel	Full Parallel	Yes	-	\$0
Approach Type	Non-Precision (RNAV (GPS) or LP)	RNAV (GPS) RWY 35 LPV	Yes	-	
Approach Lighting	None	MALSR/	Not an Objective		\$0
Runway Lighting	MIRL	MED	Yes	-	\$0
Taxiway Lighting	MITL	HITL	Yes	-	\$0
<b>General Facilities</b>					
Recent Master Plan	Master Plan in past 10 years	2009	No	-	\$0
Recent ALP	ALP in past 10 years	2019	Yes	-	\$0
Weather Reporting	AWOS/ASOS	ASOS	Yes	-	\$0
Hangared Aircraft Storage	70% of Based Aircraft	67%	No	10 Unit T-Hangar	\$986,835
Apron Parking/Storage	30% of based aircraft fleet plus and additional 75% of daily transient aircraft	2%	Yes	-	\$0
Auto Parking - Paved	One Space for each based aircraft plus and additional 50% for visitors/employees	67 Spaces	No	-184 Spaces	\$431,936
Fencing	Full Perimeter; controlled access	Yes	Yes	-	\$0
Terminal Building	2,500 sq ft including restrooms, conference rooms, Business Center, Pilots Lounge	4,700	Yes	-	\$0
Conference Room/Business Center		Yes	Yes		
24/7 Public Restroom Available		Yes	Yes		
Pilot Lounge Available		Yes	Yes		
<b>Services</b>					
Fuel	100 LL (24-hour self-service)	Yes	Yes	-	\$0
Fuel	101 LL (CC Pump)	Yes	Yes	-	
Fuel	Jet A (Full-service)	Yes	Yes	-	
FBO	Full Service	Yes	Yes	-	\$0
Ground Transportation	On Site OR available through pre arrangement		Yes		
Aircraft Repair	Major Aircraft Airframe Repair Part 145 (Piston&Turbine)	Yes	Yes	-	\$0
Aircraft Repair	Major Aircraft Powerplant Repair Part 145 (Piston&Turbine)	Yes	Yes	-	
Aircraft Repair	Limited/Minor Aircraft Airframe/Powerplant Repair (Piston)	Yes			
<b>Total</b>					<b>\$1,418,771</b>

UDOT Aeronautics ACIP Costs		LGU	Logan-Cache Airport		
Project Description		Year			Project Cost
Rehab Runway (Design 2020 / Const 2021)		2020			\$5,800,000
Land Acquisition RPZ 35		2020			\$993,049
Preservation Project (TWY B & D)		2021			\$166,667
Pavement Preservation		2025			\$222,222
					<b>\$7,181,938</b>
<b>Total ACIP and Utah Airport Development Strategy Costs</b>					<b>\$8,600,709</b>



Category UT II Performance Criteria		Manti-Ephraim Airport		Manti	41U
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
<b>Airside Facilities</b>					
NAVAIDS	Base End PAPIs or VASIs	P2L	Yes	-	\$0
NAVAIDS	Recip End PAPIs or VASIs	P2L	Yes		
NAVAIDS	Base End REILs	REIL	Yes		\$0
NAVAIDS	Recip End REILs	REIL	Yes	-	
Runway Length	5,500 feet	5,021'	No	0,479'	\$899,781
Runway Width	100 feet	75'	No	25'	\$1,571,956
Runway Strength	SW 30,000	24,000	No	Increase Strength	\$854,751
Runway Pavement PCI	70	100	Yes	-	\$0
Taxiways	Full Parallel	Stub(s)	No	Install Full Parallel	\$2,410,688
Approach Type	Non-Precision (RNAV (GPS) or LP)	RNAV (GPS) RWY 03 LPV	Yes	-	
Approach Lighting	None		Not an Objective		\$0
Runway Lighting	MIRL	MED	Yes	-	\$1,119,248
Taxiway Lighting	MITL	MITL	Yes	-	\$1,119,248
<b>General Facilities</b>					
Recent Master Plan	Master Plan in past 10 years	2007	No	Prepare MP	\$200,000
Recent ALP	ALP in past 10 years	2017	Yes		\$0
Weather Reporting	AWOS/ASOS	AWOS	Yes	-	\$0
Hangared Aircraft Storage	70% of Based Aircraft	47%	No	-	\$0
Apron Parking/Storage	30% of based aircraft fleet plus and additional 75% of daily transient aircraft	57%	Yes	-	\$0
Auto Parking - Paved	One Space for each based aircraft plus and additional 50% for visitors/employees	15 Spaces	No	-8 Spaces	\$17,611
Fencing	Full Perimeter; controlled access	Yes	Yes	-	\$0
Terminal Building	2,500 sq ft including restrooms, conference rooms, Business Center, Pilots Lounge	750	No	-	\$0
Conference Room/Business Center		No	No		
24/7 Public Restroom Available		Yes	Yes		
Pilot Lounge Available		Yes	Yes		
<b>Services</b>					
Fuel	100 LL (24-hour self-service)	Yes	Yes	-	\$0
Fuel	101 LL (CC Pump)	Yes	Yes	-	
Fuel	Jet A (Full-service)	Yes	Yes	-	
FBO	Full Service	No	No	Feasibility Study	\$25,000
Ground Transportation	On Site OR available through pre arrangement		Yes		
Aircraft Repair	Major Aircraft Airframe Repair Part 145 (Piston&Turbine)	No	No	Feasibility Study	\$25,000
Aircraft Repair	Major Aircraft Powerplant Repair Part 145 (Piston&Turbine)	No	No	Feasibility Study	
Aircraft Repair	Limited/Minor Aircraft Airframe/Powerplant Repair (Piston)	No			
<b>Total</b>					<b>\$8,243,284</b>

UDOT Aeronautics ACIP Costs		41U	Manti-Ephraim Airport		
Project Description	Year				Project Cost
Pavement Preservation (RWY)	2019				\$200,000
Turnaround Tea Cups (Design)	2021				\$165,508
Pavement Preservation (2017 Apron)	2021				\$111,111
Turnaround Tea Cups (Construction Phase I)	2022				\$331,016
Turnaround Tea Cups (Construction Phase II)	2023				\$331,016
Pavement Preservation	2024				\$200,000
SRE	2025				\$165,508
					<b>\$1,504,160</b>
<b>Total ACIP and Utah Airport Development Strategy Costs</b>					<b>\$9,747,444</b>



UTAH  
AVIATION DEVELOPMENT STRATEGY

Category UT II Performance Criteria		Nephi Municipal		Nephi	U14
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
<b>Airside Facilities</b>					
NAVAIDS	Base End PAPIs or VASIs	P2L	Yes	-	\$0
NAVAIDS	Recip End PAPIs or VASIs	P2L	Yes		
NAVAIDS	Base End REILs	REIL	Yes		\$0
NAVAIDS	Recip End REILs	REIL	Yes	-	
Runway Length	5,500 feet	6,300'	Yes	0,000'	\$0
Runway Width	100 feet	100'	Yes	0'	\$0
Runway Strength	SW 30,000	26,000	No	Increase Strength	\$1,431,282
Runway Pavement PCI	70	98	Yes	-	\$0
Taxiways	Full Parallel	Full Parallel	Yes	-	\$0
Approach Type	Non-Precision (RNAV (GPS) or LP)	RNAV (GPS) RWY 17 LPV	Yes	-	
Approach Lighting	None		Not an Objective		\$0
Runway Lighting	MIRL	MED	Yes	-	\$0
Taxiway Lighting	MITL	MITL	Yes	-	\$0
<b>General Facilities</b>					
Recent Master Plan	Master Plan in past 10 years	2007	No	Prepare MP/ALP	Funded In ACIP
Recent ALP	ALP in past 10 years	2007	No	Prepare MP/ALP	\$0
Weather Reporting	AWOS/ASOS	AWOS	Yes	-	\$0
Hangared Aircraft Storage	70% of Based Aircraft	100%	Yes	-	\$0
Apron Parking/Storage	30% of based aircraft fleet plus and additional 75% of daily transient aircraft	88%	Yes	-	\$0
Auto Parking - Paved	One Space for each based aircraft plus and additional 50% for visitors/employees	333 Spaces	Yes	320 Spaces	\$0
Fencing	Full Perimeter; controlled access	Yes	Yes	-	\$0
Terminal Building	2,500 sq ft including restrooms, conference rooms, Business Center, Pilots Lounge	-	No	Construct GA Terminal	\$1,500,000
Conference Room/Business Center		No	No		
24/7 Public Restroom Available		Yes	Yes		
Pilot Lounge Available		No	No		
<b>Services</b>					
Fuel	100 LL (24-hour self-service)	Yes	Yes	-	\$0
Fuel	101 LL (CC Pump)	Yes	Yes	-	
Fuel	Jet A (Full-service)	Yes	Yes	-	
FBO	Full Service	Yes	Yes	-	\$0
Ground Transportation	On Site OR available through pre arrangement		No		
Aircraft Repair	Major Aircraft Airframe Repair Part 145 (Piston&Turbine)	No	No	Feasibility Study	\$25,000
Aircraft Repair	Major Aircraft Powerplant Repair Part 145 (Piston&Turbine)	No	No	Feasibility Study	
Aircraft Repair	Limited/Minor Aircraft Airframe/Powerplant Repair (Piston)	No			
<b>Total</b>					<b>\$2,956,282</b>

UDOT Aeronautics ACIP Costs		U14	Nephi Municipal		
Project Description		Year			Project Cost
Pavement Preservation		2021			\$248,262
Expand Apron		2021			\$331,016
Fire Suppression System		2022			\$331,016
Master Plan Update		2025			\$331,016
					<b>\$1,241,311</b>
<b>Total ACIP and Utah Airport Development Strategy Costs</b>					<b>\$4,197,593</b>



Category UT II Performance Criteria		Parowan Airport		Parowan	119
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
<b>Airside Facilities</b>					
NAVAIDS	Base End PAPIs or VASIs	P2L	Yes	-	\$0
NAVAIDS	Recip End PAPIs or VASIs	P2L	Yes		
NAVAIDS	Base End REILs	REIL	Yes		\$0
NAVAIDS	Recip End REILs	REIL	Yes	-	
Runway Length	5,500 feet	5,000'	No	0,500'	\$626,371
Runway Width	100 feet	75'	No	25'	\$1,565,927
Runway Strength	SW 30,000	12,500	No	Increase Strength	Funded in ACIP
Runway Pavement PCI	70	65	No	Overlay	Funded in ACIP
Taxiways	Full Parallel	Full Parallel	Yes	-	\$219,230
Approach Type	Non-Precision (RNAV (GPS) or LP)		No	Design RNAV	
Approach Lighting	None		Not an Objective		\$0
Runway Lighting	MIRL	MED	Yes	-	\$1,119,637
Taxiway Lighting	MITL	MITL	Yes	-	\$101,785
<b>General Facilities</b>					
Recent Master Plan	Master Plan in past 10 years	2012	Yes	-	\$0
Recent ALP	ALP in past 10 years	2012	Yes	-	\$0
Weather Reporting	AWOS/ASOS		No	Install AWOS	Funded in ACIP
Hangared Aircraft Storage	70% of Based Aircraft	78%	Yes	-	\$0
Apron Parking/Storage	30% of based aircraft fleet plus and additional 75% of daily transient aircraft	86%	Yes	-	\$0
Auto Parking - Paved	One Space for each based aircraft plus and additional 50% for visitors/employees	25 Spaces	No	-2 Spaces	\$4,698
Fencing	Full Perimeter; controlled access	No	No	Install Full Perimeter Fence	Funded in ACIP
Terminal Building	2,500 sq ft including restrooms, conference rooms, Business Center, Pilots Lounge	1,200	No	-	\$0
Conference Room/Business Center		No	No		
24/7 Public Restroom Available		Yes	Yes		
Pilot Lounge Available		Yes	Yes		
<b>Services</b>					
Fuel	100 LL (24-hour self-service)	Yes	No	Feasibility Study	\$25,000
Fuel	101 LL (CC Pump)	No	No	Feasibility Study	
Fuel	Jet A (Full-service)	Yes	No	Feasibility Study	
FBO	Full Service	Yes	Yes	-	\$0
Ground Transportation	On Site OR available through pre arrangement		No		
Aircraft Repair	Major Aircraft Airframe Repair Part 145 (Piston&Turbine)	No	No	Feasibility Study	\$25,000
Aircraft Repair	Major Aircraft Powerplant Repair Part 145 (Piston&Turbine)	No	No	Feasibility Study	
Aircraft Repair	Limited/Minor Aircraft Airframe/Powerplant Repair (Piston)	No			
<b>Total</b>					<b>\$3,687,647</b>

UDOT Aeronautics ACIP Costs		119	Parowan Airport		
Project Description	Year				Project Cost
Pavement Preservation	2019				\$200,000
Apron Rehab & Complete Perimeter FENCE	2020				\$652,759
Rehab Runway 4/22	2023				\$2,537,791
Pavement Preservation	2023				\$211,111
AWOS III	2025				\$165,508
					<b>\$3,767,169</b>
<b>Total ACIP and Utah Airport Development Strategy Costs</b>					<b>\$7,454,817</b>



Category UT II Performance Criteria		Carbon County Regional		Price	PUC
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
<b>Airside Facilities</b>					
NAVAIDS	Base End PAPIs or VASIs	P4L	Yes	-	\$0
NAVAIDS	Recip End PAPIs or VASIs	P2L	Yes		
NAVAIDS	Base End REILs		No		
NAVAIDS	Recip End REILs	REIL	No	Install 1 REIL	\$42,000
Runway Length	5,500 feet	8,316'	Yes	0,000'	\$0
Runway Width	100 feet	100'	Yes	0'	\$0
Runway Strength	SW 30,000	30,000	Yes	-	\$0
Runway Pavement PCI	70	86	Yes	-	\$0
Taxiways	Full Parallel	Full Parallel	Yes	-	\$0
Approach Type	Non-Precision (RNAV (GPS) or LP)	ILS RNAV (GPS) RWY 01	Yes	-	
Approach Lighting	None	MALSf/	Not an Objective		\$0
Runway Lighting	MIRL	HIGH	Yes	-	\$0
Taxiway Lighting	MITL	MITL	Yes	-	\$0
<b>General Facilities</b>					
Recent Master Plan	Master Plan in past 10 years	2017	Yes	-	\$0
Recent ALP	ALP in past 10 years	2017	Yes	-	\$0
Weather Reporting	AWOS/ASOS	ASOS	Yes	-	\$0
Hangared Aircraft Storage	70% of Based Aircraft	62%	No	-	\$0
Apron Parking/Storage	30% of based aircraft fleet plus and additional 75% of daily transient aircraft	84%	Yes	-	\$0
Auto Parking - Paved	One Space for each based aircraft plus and additional 50% for visitors/employees	20 Spaces	Yes	1 Spaces	\$0
Fencing	Full Perimeter; controlled access	Yes	Yes	-	\$0
Terminal Building	2,500 sq ft including restrooms, conference rooms, Business Center, Pilots Lounge	2,000	No	0 Spaces	\$0
Conference Room/Business Center		No	No		
24/7 Public Restroom Available		Yes	Yes		
Pilot Lounge Available		Yes	Yes		
<b>Services</b>					
Fuel	100 LL (24-hour self-service)	Yes	Yes	-	\$0
Fuel	101 LL (CC Pump)	Yes	Yes	-	
Fuel	Jet A (Full-service)	Yes	Yes	-	
FBO	Full Service	Yes	Yes	-	\$0
Ground Transportation	On Site OR available through pre arrangement		Yes		
Aircraft Repair	Major Aircraft Airframe Repair Part 145 (Piston&Turbine)	No	No	Feasibility Stud	\$25,000
Aircraft Repair	Major Aircraft Powerplant Repair Part 145 (Piston&Turbine)	No	No	Feasibility Study	
Aircraft Repair	Limited/Minor Aircraft Airframe/Powerplant Repair (Piston)	No			
<b>Total</b>					<b>\$67,000</b>

UDOT Aeronautics ACIP Costs		PUC	Carbon County Regional		
Project Description		Year			Project Cost
SRE Equipment		2020			\$300,000
SRE Building		2021			\$496,524
Rehab RWY 1/19, TWY A, Aprons		2023			\$331,016
Rehab RWY 15/33		2023			\$900,000
					<b>\$2,027,541</b>
<b>Total ACIP and Utah Airport Development Strategy Costs</b>					<b>\$2,094,541</b>



Category UT II Performance Criteria		Richfield Municipal		Richfield	RIF
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
<b>Airside Facilities</b>					
NAVAIDS	Base End PAPIs or VASIs	P2L	Yes	-	\$0
NAVAIDS	Recip End PAPIs or VASIs	P2L	Yes		
NAVAIDS	Base End REILs	REIL	Yes		\$0
NAVAIDS	Recip End REILs	REIL	Yes	-	
Runway Length	5,500 feet	7,100'	Yes	0,000'	\$0
Runway Width	100 feet	100'	Yes	0'	\$0
Runway Strength	SW 30,000	19,000	No	Increase Strength	\$1,612,391
Runway Pavement PCI	70	94	Yes	-	\$0
Taxiways	Full Parallel	Full Parallel	Yes	-	\$0
Approach Type	Non-Precision (RNAV (GPS) or LP)	RNAV (GPS)	Yes	-	
Approach Lighting	None		Not an Objective		\$0
Runway Lighting	MIRL	MED	Yes	-	\$0
Taxiway Lighting	MITL	MITL	Yes	-	\$0
<b>General Facilities</b>					
Recent Master Plan	Master Plan in past 10 years	2007	No	-	\$0
Recent ALP	ALP in past 10 years	2018	Yes	-	\$0
Weather Reporting	AWOS/ASOS	ASOS	Yes	-	\$0
Hangared Aircraft Storage	70% of Based Aircraft	67%	No	-	\$0
Apron Parking/Storage	30% of based aircraft fleet plus and additional 75% of daily transient aircraft	43%	Yes	-	\$0
Auto Parking - Paved	One Space for each based aircraft plus and additional 50% for visitors/employees	18 Spaces	No	-23 Spaces	\$52,859
Fencing	Full Perimeter; controlled access	Yes	Yes	-	\$0
Terminal Building	2,500 sq ft including restrooms, conference rooms, Business Center, Pilots Lounge	1,500	No	-	\$0
Conference Room/Business Center		Yes	Yes		
24/7 Public Restroom Available		Yes	Yes		
Pilot Lounge Available		Yes	Yes		
<b>Services</b>					
Fuel	100 LL (24-hour self-service)	Yes	Yes	-	\$0
Fuel	101 LL (CC Pump)	Yes	Yes	-	
Fuel	Jet A (Full-service)	Yes	Yes	-	
FBO	Full Service	Yes	Yes	-	\$0
Ground Transportation	On Site OR available through pre arrangement		Yes		
Aircraft Repair	Major Aircraft Airframe Repair Part 145 (Piston&Turbine)	No	No	Feasibility Study	\$25,000
Aircraft Repair	Major Aircraft Powerplant Repair Part 145 (Piston&Turbine)	No	No	Feasibility Study	
Aircraft Repair	Limited/Minor Aircraft Airframe/Powerplant Repair (Piston)	No			
<b>Total</b>					<b>\$1,690,250</b>

UDOT Aeronautics ACIP Costs		RIF	Richfield Municipal		
Project Description	Year				Project Cost
Construct Apron (Ph I Design)	2021				\$182,059
Construct Apron (Ph II Construction)	2022				\$606,863
Pavement Preservation	2022				\$297,915
Master Plan Update	2023				\$331,016
					<b>\$1,417,853</b>
<b>Total ACIP and Utah Airport Development Strategy Costs</b>					<b>\$3,108,103</b>



Category UT II Performance Criteria		Roosevelt Municipal		Roosevelt	74V
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
<b>Airside Facilities</b>					
NAVAIDS	Base End PAPIs or VASIs	P2L	Yes	-	\$0
NAVAIDS	Recip End PAPIs or VASIs	P2L	Yes		
NAVAIDS	Base End REILs	REIL	Yes		\$0
NAVAIDS	Recip End REILs	REIL	Yes	-	
Runway Length	5,500 feet	6,501'	Yes	0,000'	\$0
Runway Width	100 feet	75'	No	25'	\$3,052,971
Runway Strength	SW 30,000	12,000	No	Increase Strength	Funded in ACIP
Runway Pavement PCI	70	49	No	Overlay	Funded in ACIP
Taxiways	Full Parallel	Stub(s)	No	Install Full Parallel	\$4,274,160
Approach Type	Non-Precision (RNAV (GPS) or LP)	RNAV (GPS) RWY 25 LPV	Yes	-	
Approach Lighting	None		Not an Objective		\$0
Runway Lighting	MIRL	MED	Yes	-	Funded in ACIP
Taxiway Lighting	MITL	N/A	No	Install MITL	\$1,322,954
<b>General Facilities</b>					
Recent Master Plan	Master Plan in past 10 years	1984	No	-	\$0
Recent ALP	ALP in past 10 years	2018	Yes	-	\$0
Weather Reporting	AWOS/ASOS	AWOS	Yes	-	\$0
Hangared Aircraft Storage	70% of Based Aircraft	52%	No	10 Unit T-Hangar	\$986,193
Apron Parking/Storage	30% of based aircraft fleet plus and additional 75% of daily transient aircraft	51%	Yes	-	\$0
Auto Parking - Paved	One Space for each based aircraft plus and additional 50% for visitors/employees	10 Spaces	No	-31 Spaces	\$71,616
Fencing	Full Perimeter; controlled access	No	No	Install Full Perimeter Fence	Funded in ACIP
Terminal Building	2,500 sq ft including restrooms, conference rooms, Business Center, Pilots Lounge	3,000	Yes	-	\$0
Conference Room/Business Center		No	No		
24/7 Public Restroom Available		Yes	Yes		
Pilot Lounge Available		Yes	Yes		
<b>Services</b>					
Fuel	100 LL (24-hour self-service)	Yes	Yes	-	\$0
Fuel	101 LL (CC Pump)	Yes	Yes	-	
Fuel	Jet A (Full-service)	Yes	Yes	-	
FBO	Full Service	Yes	Yes	-	\$0
Ground Transportation	On Site OR available through pre arrangement		Yes		
Aircraft Repair	Major Aircraft Airframe Repair Part 145 (Piston&Turbine)	No	No	Feasibility Study	\$25,000
Aircraft Repair	Major Aircraft Powerplant Repair Part 145 (Piston&Turbine)	Yes	No	Feasibility Study	
Aircraft Repair	Limited/Minor Aircraft Airframe/Powerplant Repair (Piston)	Yes			
<b>Total</b>					<b>\$9,732,894</b>

UDOT Aeronautics ACIP Costs		74V	Roosevelt Municipal		
Project Description	Year				Project Cost
Install PAPIs, REILS	2019				\$100,000
Runway Reconstruct, LIGHTING, TWY (Suppl. Discr. 100%)	2019				\$9,000,000
Pavement Preservation (Apron)	2020				\$177,778
Fencing	2022				\$662,032
Pavement Preservation	2024				\$211,111
					<b>\$10,150,921</b>
<b>Total ACIP and Utah Airport Development Strategy Costs</b>					<b>\$19,883,816</b>



Category UT II Performance Criteria		South Valley Regional		Salt Lake City	U42
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
<b>Airside Facilities</b>					
NAVAIDS	Base End PAPIs or VASIs	P4L	Yes	-	\$0
NAVAIDS	Recip End PAPIs or VASIs	P4L	Yes		
NAVAIDS	Base End REILs	REIL	Yes		\$0
NAVAIDS	Recip End REILs	REIL	Yes	-	
Runway Length	5,500 feet	5,862'	Yes	0,000'	\$0
Runway Width	100 feet	100'	Yes	0'	\$0
Runway Strength	SW 30,000	30,000	Yes	-	\$0
Runway Pavement PCI	70	100	Yes	-	\$0
Taxiways	Full Parallel	Full Parallel	Yes	-	\$0
Approach Type	Non-Precision (RNAV (GPS) or LP)	RNAV (GPS) RWY 34 LPV	Yes	-	
Approach Lighting	None		Not an Objective		\$0
Runway Lighting	MIRL	MED	Yes	-	\$0
Taxiway Lighting	MITL	HITL	Yes	-	\$0
<b>General Facilities</b>					
Recent Master Plan	Master Plan in past 10 years	0	No	Prepare MP/ALP	Funded In ACIP
Recent ALP	ALP in past 10 years	0	No	Prepare MP/ALP	\$0
Weather Reporting	AWOS/ASOS	AWOS	Yes	-	\$0
Hangared Aircraft Storage	70% of Based Aircraft	66%	No	10 Unit T-Hangar	\$987,580
Apron Parking/Storage	30% of based aircraft fleet plus and additional 75% of daily transient aircraft	-4%	No	3	\$75,892
Auto Parking - Paved	One Space for each based aircraft plus and additional 50% for visitors/employees	125 Spaces	No	-283 Spaces	\$665,441
Fencing	Full Perimeter; controlled access	Yes	Yes	-	\$0
Terminal Building	2,500 sq ft including restrooms, conference rooms, Business Center, Pilots Lounge	5,966	Yes	-	\$0
Conference Room/Business Center		Yes	Yes		
24/7 Public Restroom Available		Yes	Yes		
Pilot Lounge Available		Yes	Yes		
<b>Services</b>					
Fuel	100 LL (24-hour self-service)	Yes	Yes	-	\$0
Fuel	101 LL (CC Pump)	Yes	Yes	-	
Fuel	Jet A (Full-service)	Yes	Yes	-	
FBO	Full Service	Yes	Yes	-	\$0
Ground Transportation	On Site OR available through pre arrangement		Yes		
Aircraft Repair	Major Aircraft Airframe Repair Part 145 (Piston&Turbine)	Yes	Yes	-	\$0
Aircraft Repair	Major Aircraft Powerplant Repair Part 145 (Piston&Turbine)	Yes	Yes	-	
Aircraft Repair	Limited/Minor Aircraft Airframe/Powerplant Repair (Piston)	Yes			
<b>Total</b>					<b>\$1,728,914</b>

UDOT Aeronautics ACIP Costs		U42	South Valley Regional		
Project Description		Year	Project Cost		
Rehab TWY		2019			\$662,032
Master Plan Update		2021			\$331,016
Pavement Preservation		2023			\$122,222
					<b>\$1,115,271</b>
<b>Total ACIP and Utah Airport Development Strategy Costs</b>					<b>\$2,844,184</b>



Category UT II Performance Criteria		Spanish Fork Airport		Spanish Fork	SPK
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
<b>Airside Facilities</b>					
NAVAIDS	Base End PAPIs or VASIs	P4L	Yes	-	\$0
NAVAIDS	Recip End PAPIs or VASIs	P4L	Yes	-	\$0
NAVAIDS	Base End REILs	REIL	Yes	-	\$0
NAVAIDS	Recip End REILs	REIL	Yes	-	\$0
Runway Length	5,500 feet	6,500'	Yes	0,000'	\$0
Runway Width	100 feet	100'	Yes	0'	\$0
Runway Strength	SW 30,000	24,000	No	Increase Strength	\$1,477,114
Runway Pavement PCI	70	92	Yes	-	\$0
Taxiways	Full Parallel	Full Parallel	Yes	-	\$0
Approach Type	Non-Precision (RNAV (GPS) or LP)	RNAV (GPS)	Yes	-	\$0
Approach Lighting	None		Not an Objective		\$0
Runway Lighting	MIRL	MED	Yes	-	\$0
Taxiway Lighting	MITL	MITL	Yes	-	\$0
<b>General Facilities</b>					
Recent Master Plan	Master Plan in past 10 years	2012	Yes	-	\$0
Recent ALP	ALP in past 10 years	2012	Yes	-	\$0
Weather Reporting	AWOS/ASOS		No	Install AWOS	\$391,807
Hangared Aircraft Storage	70% of Based Aircraft	95%	Yes	-	\$0
Apron Parking/Storage	30% of based aircraft fleet plus and additional 75% of daily transient aircraft	20%	Yes	-	\$0
Auto Parking - Paved	One Space for each based aircraft plus and additional 50% for visitors/employees	60 Spaces	No	-173 Spaces	\$405,521
Fencing	Full Perimeter; controlled access	No	No	Install Full Perimeter Fence	\$391,807
Terminal Building	2,500 sq ft including restrooms, conference rooms, Business Center, Pilots Lounge	3,650	Yes	-	\$0
Conference Room/Business Center		No	No		
24/7 Public Restroom Available		No	No		
Pilot Lounge Available		Yes	Yes		
<b>Services</b>					
Fuel	100 LL (24-hour self-service)	Yes	Yes	-	\$0
Fuel	101 LL (CC Pump)	Yes	Yes	-	\$0
Fuel	Jet A (Full-service)	Yes	Yes	-	\$0
FBO	Full Service	Yes	Yes	-	\$0
Ground Transportation	On Site OR available through pre arrangement		Yes		
Aircraft Repair	Major Aircraft Airframe Repair Part 145 (Piston&Turbine)	No	No	Feasibility Study	\$25,000
Aircraft Repair	Major Aircraft Powerplant Repair Part 145 (Piston&Turbine)	Yes	No	Feasibility Study	
Aircraft Repair	Limited/Minor Aircraft Airframe/Powerplant Repair (Piston)	Yes			
<b>Total</b>					<b>\$2,691,250</b>

UDOT Aeronautics ACIP Costs		SPK	Spanish Fork Airport	
Project Description	Year			Project Cost
AWOS Update Ceilometer	2020			\$27,189
Taxiway B1 Construction (ENT 19,20,21)	2020			\$702,383
Airport Entrance Sign Phs 1	2020			\$210,000
Pavement Preservation (Taxilane)	2020			\$50,000
Remediation of Irrigation Ditches	2021			\$325,001
Pavement Preservation (Taxilane)	2021			\$50,000
Pavement Preservation (RWY)	2021			\$200,000
TWY A Rehab (Design) (ENT 22,23)	2022			\$331,016
Pavement Preservation (Taxilane)	2022			\$50,000
TWY A Rehab (Construction Phs 1) **Pending FAA**	2023			\$1,103,387
Rehab TWY A (Construction)	2023			\$325,001
Pavement Preservation (Taxilane)	2023			\$50,000
TWY A Rehab (Construction Phs 2) **Pending FAA**	2024			\$1,235,794
Pavement Preservation (Taxilane)	2024			\$50,000
Airport Entrance Sign Phs 2	2025			\$222,222
Pavement Preservation	2025			\$222,222
				<b>\$5,154,215</b>
<b>Total ACIP and Utah Airport Development Strategy Costs</b>				<b>\$7,845,465</b>



UTAH  
AVIATION DEVELOPMENT STRATEGY

Category UT II Performance Criteria		Bolinder Field-Tooele Valley		Tooele	TVY
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
<b>Airside Facilities</b>					
NAVAIDS	Base End PAPIs or VASIs	P4R	Yes	-	\$ -
NAVAIDS	Recip End PAPIs or VASIs	P4L	Yes		
NAVAIDS	Base End REILs		No		\$ 39,158
NAVAIDS	Recip End REILs	REIL	No	Install 1 REIL	
Runway Length	5,500 feet	6,100'	Yes	0,000'	\$ -
Runway Width	100 feet	100'	Yes	0'	\$ -
Runway Strength	SW 30,000	30,000	Yes	-	\$ -
Runway Pavement PCI	70	75	Yes	-	\$ -
Taxiways	Full Parallel	Full Parallel	Yes	-	\$ -
Approach Type	Non-Precision (RNAV (GPS) or LP)	RNAV (GPS) RWY 17 LPV	Yes	-	
Approach Lighting	None	MALSR/	Not an Objective		\$ -
Runway Lighting	MIRL	MED	Yes	-	\$ -
Taxiway Lighting	MITL	HITL	Yes	-	\$ -
<b>General Facilities</b>					
Recent Master Plan	Master Plan in past 10 years	2010	Yes	Prepare MP/ALP	Funded in ACIP
Recent ALP	ALP in past 10 years	0	No	Prepare MP/ALP	\$ -
Weather Reporting	AWOS/ASOS	AWOS	Yes	-	\$ -
Hangared Aircraft Storage	70% of Based Aircraft	40%	No	10 Unit T-Hangar	\$ 986,771
Apron Parking/Storage	30% of based aircraft fleet plus and additional 75% of daily transient aircraft	74%	Yes	-	\$ -
Auto Parking - Paved	One Space for each based aircraft plus and additional 50% for visitors/employees	10 Spaces	No	-13 Spaces	\$ 29,368
Fencing	Full Perimeter; controlled access	Yes	Yes	-	\$ -
Terminal Building	2,500 sq ft including restrooms, conference rooms, Business Center, Pilots Lounge	-	No	Construct GA Terminal	\$ 1,500,000
Conference Room/Business Center		No	No		
24/7 Public Restroom Available		No	No		
Pilot Lounge Available		No	No		
<b>Services</b>					
Fuel	100 LL (24-hour self-service)	Yes	No	Feasibility Study	\$ 25,000
Fuel	101 LL (CC Pump)	Yes	No	Feasibility Study	
Fuel	Jet A (Full-service)	No	No	Feasibility Study	
FBO	Full Service	No	No	Feasibility Study	\$ 25,000
Ground Transportation	On Site OR available through pre arrangement		Yes		
Aircraft Repair	Major Aircraft Airframe Repair Part 145 (Piston&Turbine)	No	No	Feasibility Study	\$ 25,000
Aircraft Repair	Major Aircraft Powerplant Repair Part 145 (Piston&Turbine)	Yes	No	Feasibility Study	
Aircraft Repair	Limited/Minor Aircraft Airframe/Powerplant Repair (Piston)	Yes			
<b>Total</b>					<b>\$ 2,630,296</b>

UDOT Aeronautics ACIP Costs		TVY	Bolinder Field-Tooele Valley		
Project Description		Year	Project Cost		
Master Plan Update		2021			\$331,016
Rehab Runway		2022			\$3,089,485
Preservation		2022			\$166,667
					<b>\$3,587,168</b>
<b>Total ACIP and Utah Airport Development Strategy Costs</b>					<b>\$6,217,464</b>



UTAH  
AVIATION DEVELOPMENT STRATEGY

Category UT III Performance Criteria		Beaver Municipal		Beaver	U52
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
<b>Airside Facilities</b>					
NAVAIDS	Base End PAPIs or VASIs	P2L	Yes	-	\$0
Runway Length	5,000 feet	4,984'	No	16	\$17,819
Runway Width	75 feet	75'	Yes	-	\$0
Runway Strength		Not an Objective			\$0
Runway Pavement PCI	70	100	Yes	-	\$0
Taxiways	Partial Parallel or turnaround on both runway ends	Partial Parallel	Yes	-	\$0
Approach Type	Published Approach	#N/A	Yes	-	
Approach Lighting		Not an Objective			\$0
Runway Lighting	MIRL	MED	Yes	-	\$3,861
Taxiway Lighting	MITL	MITL	Yes	-	\$0
<b>General Facilities</b>					
Recent Master Plan	Master Plan in past 10 years	2002	No	Prepare MP/ALP	\$200,000
Recent ALP	ALP in past 10 years	2002	No	Prepare MP/ALP	\$150,000
Weather Reporting	AWOS/ASOS	AWOS	Yes	-	\$0
Hangared Aircraft Storage	60% of Based Aircraft	67%	Yes	-	\$0
Apron Parking/Storage	40% of based aircraft fleet plus and additional 75% of daily transient aircraft	78%	Yes	-	\$0
Auto Parking - Paved	One Space for each based aircraft plus and additional 50% for visitors/employees	67 Spaces	Yes	0 Spaces	\$0
Fencing	Visual Barrier/Posted Signs; Wildlife Mitigation	No	Yes	-	\$0
Terminal Building	1,500 sq ft including restrooms, conference rooms, Pilots Lounge	200	No	-	\$0
Conference Room		No	No		
24/7 Public Restroom Available		No	No		
Pilot Lounge Available		Yes	Yes		
<b>Services</b>					
Fuel	100 LL (24-hour self-service)	Yes	Yes	-	\$0
Fuel	101 LL (CC Pump)	Yes	Yes	-	
Fuel					
FBO	Full Service	Yes	Yes	-	\$0
Ground Transportation	On Site OR available through pre arrangement		No		
Airframe Piston Part 145	Yes	No	No	Feasibility Study	\$25,000
Powerplant Piston part 145	Yes	No	No	Feasibility Study	
<b>Total</b>					<b>\$396,680</b>

UDOT Aeronautics ACIP Costs		U52	Beaver Municipal		
Project Description	Year				Project Cost
Pavement Preservation	2020				\$166,667
Construct TWY 13 T-Cup	2023				\$496,524
Pavement Preservation	2024				\$177,778
					<b>\$840,969</b>
<b>Total ACIP and Utah Airport Development Strategy Costs</b>					<b>\$1,237,649</b>



UTAH  
AVIATION DEVELOPMENT STRATEGY

Category UT III Performance Criteria		Delta Municipal		Delta	DTA
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
<b>Airside Facilities</b>					
NAVAIDS	Base End PAPIs or VASIs	P2L	Yes	-	\$0
Runway Length	5,000 feet	5,502'	Yes	-	\$0
Runway Width	75 feet	75'	Yes	-	\$0
Runway Strength			Not an Objective		\$0
Runway Pavement PCI	70	68	No	Overlay	Funded in ACIP
Taxiways	Partial Parallel or turnaround on both runway ends	Full Parallel	Yes	-	\$0
Approach Type	Published Approach	RNAV (GPS)	Yes	-	
Approach Lighting			Not an Objective		\$0
Runway Lighting	MIRL	MED	Yes	-	\$0
Taxiway Lighting	MITL	MITL	Yes	-	\$0
<b>General Facilities</b>					
Recent Master Plan	Master Plan in past 10 years	2015	Yes	-	\$0
Recent ALP	ALP in past 10 years	2015	Yes	-	\$0
Weather Reporting	AWOS/ASOS	AWOS	Yes	-	\$0
Hangared Aircraft Storage	60% of Based Aircraft	50%	No	-	\$0
Apron Parking/Storage	40% of based aircraft fleet plus and additional 75% of daily transient aircraft	77%	Yes	-	\$0
Auto Parking - Paved	One Space for each based aircraft plus and additional 50% for visitors/employees	23 Spaces	Yes	0 Spaces	\$0
Fencing	Visual Barrier/Posted Signs; Wildlife Mitigation	No	Yes	-	\$0
Terminal Building	1,500 sq ft including restrooms, conference rooms, Pilots Lounge	1,000	No	-	\$0
Conference Room		No	No		
24/7 Public Restroom Available		No	No		
Pilot Lounge Available		No	No		
<b>Services</b>					
Fuel	100 LL (24-hour self-service)	Yes	Yes	-	\$0
Fuel	101 LL (CC Pump)	Yes	Yes	-	
Fuel					
FBO	Full Service	No	No	Feasibility Study	\$25,000
Ground Transportation	On Site OR available through pre arrangement		No		
Airframe Piston Part 145	Yes	No	No	Feasibility Study	\$25,000
Powerplant Piston part 145	Yes	No	No	Feasibility Study	
<b>Total</b>					<b>\$50,000</b>

UDOT Aeronautics ACIP Costs		DTA	Delta Municipal		
Project Description		Year			Project Cost
Pavement Preservation		2023			\$331,016
AWOS III		2024			\$165,508
					<b>\$496,524</b>
<b>Total ACIP and Utah Airport Development Strategy Costs</b>					<b>\$546,524</b>



UTAH  
AVIATION DEVELOPMENT STRATEGY

Category UT III Performance Criteria		Duchesne Municipal		Duchesne	U69
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
<b>Airside Facilities</b>					
NAVAIDS	Base End PAPIs or VASIs	P2L	Yes	-	\$0
Runway Length	5,000 feet	5,800'	Yes	-	\$0
Runway Width	75 feet	60'	No	15	\$1,090,486
Runway Strength		Not an Objective			\$0
Runway Pavement PCI	70	83	Yes	-	\$0
Taxiways	Partial Parallel or turnaround on both runway ends	Stub(s)	Yes	-	\$0
Approach Type	Published Approach		Yes	-	
Approach Lighting		Not an Objective			\$0
Runway Lighting	MIRL	MED	Yes	-	\$1,181,360
Taxiway Lighting	MITL	None	No	Install MITL	\$34,626
<b>General Facilities</b>					
Recent Master Plan	Master Plan in past 10 years	2014	Yes	-	\$0
Recent ALP	ALP in past 10 years	2014	Yes	-	\$0
Weather Reporting	AWOS/ASOS	AWOS	Yes	-	\$0
Hangared Aircraft Storage	60% of Based Aircraft	62%	Yes	-	\$0
Apron Parking/Storage	40% of based aircraft fleet plus and additional 75% of daily transient aircraft	61%	Yes	-	\$0
Auto Parking - Paved	One Space for each based aircraft plus and additional 50% for visitors/employees	7 Spaces	No	0 Spaces	\$29,377
Fencing	Visual Barrier/Posted Signs; Wildlife Mitigation	No	Yes	-	\$0
Terminal Building	1,500 sq ft including restrooms, conference rooms, Pilots Lounge	3,600	Yes	-	\$0
Conference Room		Yes	Yes		
24/7 Public Restroom Available		Yes	Yes		
Pilot Lounge Available		Yes	Yes		
<b>Services</b>					
Fuel	100 LL (24-hour self-service)	Yes	Yes	-	\$0
Fuel	101 LL (CC Pump)	Yes	Yes	-	
Fuel					
FBO	Full Service	No	No	Feasibility Study	\$25,000
Ground Transportation	On Site OR available through pre arrangement		Yes		
Airframe Piston Part 145	Yes	Yes	Yes	0	\$0
Powerplant Piston part 145	Yes	Yes	Yes	0	
<b>Total</b>					<b>\$2,360,850</b>

UDOT Aeronautics ACIP Costs		U69	Duchesne Municipal		
Project Description	Year				Project Cost
Master Plan Update	2020				\$300,000
SRE Equipment	2021				\$331,016
Pavement Preservation	2023				\$155,556
					<b>\$786,572</b>
<b>Total ACIP and Utah Airport Development Strategy Costs</b>					<b>\$3,147,422</b>



Category UT III Performance Criteria		Fillmore Municipal		Fillmore	FOM
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
<b>Airside Facilities</b>					
NAVAIDS	Base End PAPIs or VASIS	P2L	Yes	-	\$0
Runway Length	5,000 feet	5,040'	Yes	-	\$0
Runway Width	75 feet	75'	Yes	-	\$0
Runway Strength			Not an Objective		\$0
Runway Pavement PCI	70	85	Yes	-	\$0
Taxiways	Partial Parallel or turnaround on both runway ends	Stub(s)	Yes	-	\$0
Approach Type	Published Approach	RNAV (GPS) RWY 04 LPV	Yes	-	
Approach Lighting			Not an Objective		\$0
Runway Lighting	MIRL	MED	Yes	-	\$0
Taxiway Lighting	MITL	None	No	Install MITL	\$61,050
<b>General Facilities</b>					
Recent Master Plan	Master Plan in past 10 years	0	No	Prepare MP/ALP	\$200,000
Recent ALP	ALP in past 10 years	2006	No	Prepare MP/ALP	\$150,000
Weather Reporting	AWOS/ASOS	AWOS	Yes	-	\$0
Hangared Aircraft Storage	60% of Based Aircraft	100%	Yes	-	\$0
Apron Parking/Storage	40% of based aircraft fleet plus and additional 75% of daily transient aircraft	82%	Yes	-	\$0
Auto Parking - Paved	One Space for each based aircraft plus and additional 50% for visitors/employees	4 Spaces	Yes	0 Spaces	\$0
Fencing	Visual Barrier/Posted Signs; Wildlife Mitigation	Yes	Yes	-	\$0
Terminal Building	1,500 sq ft including restrooms, conference rooms, Pilots Lounge	3,600	Yes	-	\$0
Conference Room		Yes	Yes		
24/7 Public Restroom Available		Yes	Yes		
Pilot Lounge Available		Yes	Yes		
<b>Services</b>					
Fuel	100 LL (24-hour self-service)	Yes	Yes	-	\$0
Fuel	101 LL (CC Pump)	Yes	Yes	-	
Fuel					
FBO	Full Service	Yes	Yes	-	\$0
Ground Transportation	On Site OR available through pre arrangement		No		
Airframe Piston Part 145	Yes	No	No	Feasibility Study	\$25,000
Powerplant Piston part 145	Yes	No	No	Feasibility Study	
<b>Total</b>					<b>\$436,050</b>

UDOT Aeronautics ACIP Costs		FOM	Fillmore Municipal		
Project Description	Year				Project Cost
Pavement Preservation	2021				\$166,667
Pavement Preservation	2025				\$172,222
					<b>\$338,889</b>
<b>Total ACIP and Utah Airport Development Strategy Costs</b>					<b>\$774,939</b>



UTAH  
AVIATION DEVELOPMENT STRATEGY

Category UT III Performance Criteria		Green River Municipal		Green River	U34
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
<b>Airside Facilities</b>					
NAVAIDS	Base End PAPIs or VASIS	P2L	Yes	-	\$0
Runway Length	5,000 feet	5,600'	Yes	-	\$0
Runway Width	75 feet	75'	Yes	-	\$0
Runway Strength		Not an Objective			\$0
Runway Pavement PCI	70	68	No	Overlay	\$264,057
Taxiways	Partial Parallel or turnaround on both runway ends	Full Parallel	Yes	-	\$0
Approach Type	Published Approach		No	Design Published Approach	
Approach Lighting		Not an Objective			\$0
Runway Lighting	MIRL	MED	Yes	-	\$0
Taxiway Lighting	MITL	MITL	Yes	-	\$0
<b>General Facilities</b>					
Recent Master Plan	Master Plan in past 10 years	0	No	Prepare MP/ALP	\$200,000
Recent ALP	ALP in past 10 years	0	No	Prepare MP/ALP	\$150,000
Weather Reporting	AWOS/ASOS		No	Install AWOS	\$392,943
Hangared Aircraft Storage	60% of Based Aircraft	0%	No	-	\$0
Apron Parking/Storage	40% of based aircraft fleet plus and additional 75% of daily transient aircraft	96%	Yes	-	\$0
Auto Parking - Paved	One Space for each based aircraft plus and additional 50% for visitors/employees	10 Spaces	Yes	0 Spaces	\$0
Fencing	Visual Barrier/Posted Signs; Wildlife Mitigation	Yes	Yes	-	\$0
Terminal Building	1,500 sq ft including restrooms, conference rooms, Pilots Lounge	1,000	No	-	\$0
Conference Room		No	No		
24/7 Public Restroom Available		No	No		
Pilot Lounge Available		No	No		
<b>Services</b>					
Fuel	100 LL (24-hour self-service)	Yes	Yes	-	\$0
Fuel	101 LL (CC Pump)	Yes	Yes	-	
Fuel					
FBO	Full Service	No	No	Feasibility Study	\$25,000
Ground Transportation	On Site OR available through pre arrangement		No		
Airframe Piston Part 145	Yes	No	No	Feasibility Study	\$25,000
Powerplant Piston part 145	Yes	No	No	Feasibility Study	
<b>Total</b>					<b>\$1,057,000</b>

UDOT Aeronautics ACIP Costs		U34	Green River Municipal		
Project Description	Year				Project Cost
Rehab Runway (Design)	2021				\$300,000
Rehab RWY (Construction)	2022				\$2,151,605
SRE Building	2023				\$331,016
Pavement Preservation (TWY-Apron)	2023				\$200,000
SRE Equipment	2024				\$165,508
					<b>\$3,148,130</b>
<b>Total ACIP and Utah Airport Development Strategy Costs</b>					<b>\$4,205,130</b>



Category UT III Performance Criteria		Kanab Municipal		Kanab	KNB
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
<b>Airside Facilities</b>					
NAVAIDS	Base End PAPIs or VASIs	P2L	Yes	-	\$0
Runway Length	5,000 feet	6,200'	Yes	-	\$0
Runway Width	75 feet	75'	Yes	-	\$0
Runway Strength		Not an Objective			\$0
Runway Pavement PCI	70	98	Yes	-	\$0
Taxiways	Partial Parallel or turnaround on both runway ends	Stub(s)	Yes	-	\$0
Approach Type	Published Approach	RNAV (GPS) RWY 01	Yes	-	
Approach Lighting		Not an Objective			\$0
Runway Lighting	MIRL	MED	Yes	-	\$0
Taxiway Lighting	MITL	MITL	Yes	-	\$0
<b>General Facilities</b>					
Recent Master Plan	Master Plan in past 10 years	2017	Yes	-	\$0
Recent ALP	ALP in past 10 years	2017	Yes	-	\$0
Weather Reporting	AWOS/ASOS	AWOS	Yes	-	\$0
Hangared Aircraft Storage	60% of Based Aircraft	72%	Yes	-	\$0
Apron Parking/Storage	40% of based aircraft fleet plus and additional 75% of daily transient aircraft	73%	Yes	-	\$0
Auto Parking - Paved	One Space for each based aircraft plus and additional 50% for visitors/employees	15 Spaces	No	0 Spaces	\$31,000
Fencing	Visual Barrier/Posted Signs; Wildlife Mitigation	No	Yes	-	\$0
Terminal Building	1,500 sq ft including restrooms, conference rooms, Pilots Lounge	2,700	Yes	-	\$0
Conference Room		Yes	Yes		
24/7 Public Restroom Available		Yes	Yes		
Pilot Lounge Available		Yes	Yes		
<b>Services</b>					
Fuel	100 LL (24-hour self-service)	Yes	Yes	-	\$0
Fuel	101 LL (CC Pump)	Yes	Yes	-	
Fuel					
FBO	Full Service	Yes	Yes	-	\$0
Ground Transportation	On Site OR available through pre arrangement		Yes		
Airframe Piston Part 145	Yes	No	No	Feasibility Study	\$25,000
Powerplant Piston part 145	Yes	No	No	Feasibility Study	
<b>Total</b>					<b>\$56,000</b>

UDOT Aeronautics ACIP Costs		KNB	Kanab Municipal		
Project Description	Year				Project Cost
SRE (Building)	2020				\$300,000
Rehab East Apron	2021				\$331,016
AWOS III (Replace Existing AWOS)	2022				\$165,508
Pavement Preservation	2022				\$180,000
					<b>\$976,524</b>
<b>Total ACIP and Utah Airport Development Strategy Costs</b>					<b>\$1,032,524</b>



UTAH  
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Category UT III Performance Criteria		Milford Municipal		Milford	MLF
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
<b>Airside Facilities</b>					
NAVAIDS	Base End PAPIs or VASIs	P2L	Yes	-	\$0
Runway Length	5,000 feet	5,004'	Yes	-	\$0
Runway Width	75 feet	75'	Yes	-	\$0
Runway Strength			Not an Objective		\$0
Runway Pavement PCI	70	98	Yes	-	\$0
Taxiways	Partial Parallel or turnaround on both runway ends	Stub(s)	Yes	-	\$0
Approach Type	Published Approach	RNAV (GPS)	Yes	-	
Approach Lighting			Not an Objective		\$0
Runway Lighting	MIRL	MED	Yes	-	\$0
Taxiway Lighting	MITL	MITL	Yes	-	\$0
<b>General Facilities</b>					
Recent Master Plan	Master Plan in past 10 years	2015	Yes	-	\$0
Recent ALP	ALP in past 10 years	2015	Yes	-	\$0
Weather Reporting	AWOS/ASOS	ASOS	Yes	-	\$0
Hangared Aircraft Storage	60% of Based Aircraft	100%	Yes	-	\$0
Apron Parking/Storage	40% of based aircraft fleet plus and additional 75% of daily transient aircraft	81%	Yes	-	\$0
Auto Parking - Paved	One Space for each based aircraft plus and additional 50% for visitors/employees	10 Spaces	Yes	0 Spaces	\$0
Fencing	Visual Barrier/Posted Signs; Wildlife Mitigation	No	Yes	-	\$0
Terminal Building	1,500 sq ft including restrooms, conference rooms, Pilots Lounge	350	No	-	\$0
Conference Room		No	No		
24/7 Public Restroom Available		Yes	Yes		
Pilot Lounge Available		No	No		
<b>Services</b>					
Fuel	100 LL (24-hour self-service)	Yes	Yes	-	\$0
Fuel	101 LL (CC Pump)	Yes	Yes	-	
Fuel					
FBO	Full Service	Yes	Yes	-	\$0
Ground Transportation	On Site OR available through pre arrangement		No		
Airframe Piston Part 145	Yes	No	No	Feasibility Study	\$25,000
Powerplant Piston part 145	Yes	No	No	Feasibility Study	
<b>Total</b>					<b>\$25,000</b>

UDOT Aeronautics ACIP Costs		MLF	Milford Municipal		
Project Description	Year				Project Cost
Runway Rehab 16/34	2020				\$2,537,791
Pavement Preservation (Apron)	2020				\$150,000
Pavement Preservation	2024				\$155,556
					<b>\$2,843,347</b>
<b>Total ACIP and Utah Airport Development Strategy Costs</b>					<b>\$2,868,347</b>



Category UT III Performance Criteria		Monticello Airport		Monticello	U64
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
<b>Airside Facilities</b>					
NAVAIDS	Base End PAPIs or VASIs	P2L	Yes	-	\$0
Runway Length	5,000 feet	6,000'	Yes	-	\$0
Runway Width	75 feet	75'	Yes	-	\$0
Runway Strength		Not an Objective			\$0
Runway Pavement PCI	70	81	Yes	-	\$0
Taxiways	Partial Parallel or turnaround on both runway ends	Stub(s)	Yes	-	\$0
Approach Type	Published Approach		No	Design Published Approach	
Approach Lighting			Not an Objective		\$0
Runway Lighting	MIRL	MED	Yes	-	\$0
Taxiway Lighting	MITL	MITL	Yes	-	\$0
<b>General Facilities</b>					
Recent Master Plan	Master Plan in past 10 years	0	No	Prepare MP/ALP	Funded in ACIP
Recent ALP	ALP in past 10 years	0	No	Prepare MP/ALP	\$0
Weather Reporting	AWOS/ASOS		No	Install AWOS	\$165,508
Hangared Aircraft Storage	60% of Based Aircraft	14%	No	-	\$0
Apron Parking/Storage	40% of based aircraft fleet plus and additional 75% of daily transient aircraft	87%	Yes	-	\$0
Auto Parking - Paved	One Space for each based aircraft plus and additional 50% for visitors/employees	7 Spaces	No	0 Spaces	\$8,223
Fencing	Visual Barrier/Posted Signs; Wildlife Mitigation	No	Yes	-	\$0
Terminal Building	1,500 sq ft including restrooms, conference rooms, Pilots Lounge	0	No	Construct GA Terminal	\$900,000
Conference Room		No	No		
24/7 Public Restroom Available		No	No		
Pilot Lounge Available		No	No		
<b>Services</b>					
Fuel	100 LL (24-hour self-service)	Yes	Yes	-	\$0
Fuel	101 LL (CC Pump)	Yes	Yes	-	
Fuel					
FBO	Full Service	No	No	Feasibility Study	\$25,000
Ground Transportation	On Site OR available through pre arrangement		No		
Airframe Piston Part 145	Yes	No	No	Feasibility Study	\$25,000
Powerplant Piston part 145	Yes	No	No	Feasibility Study	
<b>Total</b>					<b>\$1,123,731</b>

UDOT Aeronautics ACIP Costs		U64 Monticello Airport			
Project Description		Year			Project Cost
Master Plan Update		2020			\$300,000
AWOS III		2021			\$165,508
Pavement Preservation		2022			\$331,016
					\$796,524
<b>Total ACIP and Utah Airport Development Strategy Costs</b>					<b>\$1,920,256</b>



Category UT III Performance Criteria		Panguitch Municipal		Panguitch	U55
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
<b>Airside Facilities</b>					
NAVAIDS	Base End PAPIs or VASIs	P2L	Yes	-	\$0
Runway Length	5,000 feet	5,700'	Yes	-	\$0
Runway Width	75 feet	75'	Yes	-	\$0
Runway Strength		Not an Objective			\$0
Runway Pavement PCI	70	87	Yes	-	\$0
Taxiways	Partial Parallel or turnaround on both runway ends	Stub(s)	Yes	-	\$0
Approach Type	Published Approach	RNAV (GPS) RWY 18 LPV	Yes	-	
Approach Lighting		Not an Objective			\$0
Runway Lighting	MIRL	MED	Yes	-	\$0
Taxiway Lighting	MITL	MITL	Yes	-	\$0
<b>General Facilities</b>					
Recent Master Plan	Master Plan in past 10 years	1998	No	Prepare MP/ALP	\$200,000
Recent ALP	ALP in past 10 years	2008	No	Prepare MP/ALP	\$150,000
Weather Reporting	AWOS/ASOS	AWOS	Yes	-	\$0
Hangared Aircraft Storage	60% of Based Aircraft	56%	No	-	\$0
Apron Parking/Storage	40% of based aircraft fleet plus and additional 75% of daily transient aircraft	57%	Yes	-	\$0
Auto Parking - Paved	One Space for each based aircraft plus and additional 50% for visitors/employees	10 Spaces	Yes	0 Spaces	\$0
Fencing	Visual Barrier/Posted Signs; Wildlife Mitigation	No	Yes	-	\$0
Terminal Building	1,500 sq ft including restrooms, conference rooms, Pilots Lounge	200	No	-	\$0
Conference Room		No	No		
24/7 Public Restroom Available		Yes	Yes		
Pilot Lounge Available		Yes	Yes		
<b>Services</b>					
Fuel	100 LL (24-hour self-service)	No	No	Feasibility Study	\$25,000
Fuel	101 LL (CC Pump)	No	No	Feasibility Study	
Fuel					
FBO	Full Service	No	No	Feasibility Study	\$25,000
Ground Transportation	On Site OR available through pre arrangement		No		
Airframe Piston Part 145	Yes	No	No	Feasibility Study	\$25,000
Powerplant Piston part 145	Yes	No	No	Feasibility Study	
<b>Total</b>					<b>\$425,000</b>

UDOT Aeronautics ACIP Costs		U55	Panguitch Municipal		
Project Description		Year			Project Cost
AWOS III		2019			\$331,016
Pavement Maintenance		2022			\$165,508
RWY Rehab (Design)		2023			\$331,016
RWY Rehab (Construction)		2024			\$2,868,807
					<b>\$3,696,348</b>
<b>Total ACIP and Utah Airport Development Strategy Costs</b>					<b>\$4,121,348</b>



UTAH  
AVIATION DEVELOPMENT STRATEGY

Category UT IV Performance Criteria		Bluff Airport		Bluff	66V
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
<b>Airside Facilities</b>					
NAVAIDS	Base End PAPIs or VASIs		Not an Objective		
Runway Length		3,000'	Yes	-	\$0
Runway Width	60	45'	No	15 Feet	\$563,906
Runway Strength			Not an Objective		
Runway Pavement PCI	70	66	No	Overlay	Funded in ACIP
Taxiways			Not an Objective		
Approach Type	Visual		Yes		
Approach Lighting			Not an Objective		
Runway Lighting	MIRL		No	Upgrade to MIRL	\$610,898
Taxiway Lighting			Not an Objective		
<b>General Facilities</b>					
Recent Master Plan	Master Plan in past 10 years		Not an Objective		
Recent ALP	ALP in past 10 years	2008	No	Prepare ALP	\$150,000
Weather Reporting			Not an Objective		
Hangared Aircraft Storage	60% of Based Aircraft	0%	Yes	-	\$0
Apron Parking/Storage	40% of based aircraft fleet plus and additional 75% of daily transient aircraft	92%	Yes	-	\$0
Auto Parking - Paved	One Space for each based aircraft plus and additional 25% for visitors/employees	3 Spaces	Yes	0 Spaces	\$0
Fencing	Visual Barrier/Posted Signs; Wildlife Mitigation	No	Yes	-	\$0
Terminal Building	750 sq ft including restrooms	-	No	Construct GA Terminal	\$450,000
Conference Room		No	No		
24/7 Public Restroom Available		No	No		
Pilot Lounge Available		No	No		
<b>Services</b>					
Fuel			Not an Objective		
Fuel	101 LL (CC Pump)	No	No	Feasibility Study	\$25,000
Fuel			Not an Objective		
FBO			Not an Objective		
Ground Transportation			Not an Objective		
Airframe Piston Part 145			Not an Objective		
Airframe turbine part 145			Not an Objective		
Powerplant Piston part 145			Not an Objective		
Powerplant Turbine Part 145			Not an Objective		
<b>Total</b>					<b>\$1,799,805</b>
<b>UDOT Aeronautics ACIP Costs</b>		<b>66V</b>		<b>Bluff Airport</b>	
<b>Project Description</b>	<b>Year</b>				<b>Project Cost</b>
Pavement Preservation	2021				\$83,333
Pavement Preservation	2025				\$88,889
					<b>\$172,222</b>
<b>Total ACIP and Utah Airport Development Strategy Costs</b>					<b>\$1,972,027</b>

Appendix F, Airport Report Cards

Category UT IV Performance Criteria		West Desert Airpark		Cedar Valley	UT9
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
<b>Airside Facilities</b>					
NAVAIDS	Base End PAPIs or VASIs		Not an Objective		
Runway Length		2,600'	Yes	-	\$0
Runway Width	60	24'	No	36	\$1,173,483
Runway Strength			Not an Objective		
Runway Pavement PCI	70	74	Yes	-	\$0
Taxiways			Not an Objective		
Approach Type	Visual		Yes		
Approach Lighting			Not an Objective		
Runway Lighting	MIRL		No	Upgrade to MIRL	\$529,697
Taxiway Lighting			Not an Objective		
<b>General Facilities</b>					
Recent Master Plan	Master Plan in past 10 years		Not an Objective		
Recent ALP	ALP in past 10 years	0	No	Prepare ALP	\$150,000
Weather Reporting			Not an Objective		
Hangared Aircraft Storage	60% of Based Aircraft	83%	Yes	-	\$0
Apron Parking/Storage	40% of based aircraft fleet plus and additional 75% of daily transient aircraft	-37%	No	2.60	\$65,194
Auto Parking - Paved	One Space for each based aircraft plus and additional 25% for visitors/employees	23 Spaces	No	-	\$16,651
Fencing	Visual Barrier/Posted Signs; Wildlife Mitigation	Yes	Yes	-	\$0
Terminal Building	750 sq ft including restrooms	2,000	Yes	0	\$0
Conference Room		Yes	Yes		
24/7 Public Restroom Available		Yes	Yes		
Pilot Lounge Available		Yes	Yes		
<b>Services</b>					
Fuel			Not an Objective		
Fuel	101 LL (CC Pump)	No	No	Feasibility Study	\$25,000
Fuel			Not an Objective		
FBO			Not an Objective		
Ground Transportation			Not an Objective		
Airframe Piston Part 145			Not an Objective		
Airframe turbine part 145			Not an Objective		
Powerplant Piston part 145			Not an Objective		
Powerplant Turbine Part 145			Not an Objective		
<b>Total</b>					<b>\$1,960,025</b>
<b>UDOT Aeronautics ACIP Costs</b>					
		<b>UT9</b>		<b>West Desert Airpark</b>	
<b>Project Description</b>		<b>Year</b>			<b>Project Cost</b>
Airport ALP		2020			\$33,333
Pavement Preservation		2022			\$111,111
					<b>\$144,444</b>
<b>Total ACIP and Utah Airport Development Strategy Costs</b>					<b>\$2,104,469</b>



Category UT IV Performance Criteria		Dutch John Airport		Dutch John	33U
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
<b>Airside Facilities</b>					
NAVAIDS	Base End PAPIs or VASIs		Not an Objective		
Runway Length		6,000'	Yes	-	\$0
Runway Width		60 60'	Yes	-	\$0
Runway Strength			Not an Objective		
Runway Pavement PCI	70	68	No	Overlay	\$163,889
Taxiways			Not an Objective		
Approach Type	Visual		Yes		
Approach Lighting			Not an Objective		
Runway Lighting	MIRL		No	Upgrade to MIRL	\$1,831,961
Taxiway Lighting			Not an Objective		
<b>General Facilities</b>					
Recent Master Plan	Master Plan in past 10 years		Not an Objective		
Recent ALP	ALP in past 10 years	2004	No	Prepare ALP	\$150,000
Weather Reporting			Not an Objective		
Hangared Aircraft Storage	60% of Based Aircraft	#DIV/0!	Yes	-	\$0
Apron Parking/Storage	40% of based aircraft fleet plus and additional 75% of daily transient aircraft	91%	Yes	-	\$0
Auto Parking - Paved	One Space for each based aircraft plus and additional 25% for visitors/employees	0 Spaces	No	-	\$0
Fencing	Visual Barrier/Posted Signs; Wildlife Mitigation	No	No	Post Signs	\$7,829
Terminal Building	750 sq ft including restrooms	-	No	Construct GA Terminal	\$675,000
Conference Room		No	No		
24/7 Public Restroom Available		No	No		
Pilot Lounge Available		No	No		
<b>Services</b>					
Fuel			Not an Objective		
Fuel	101 LL (CC Pump)	No	No	Feasibility Study	\$25,000
Fuel			Not an Objective		
FBO			Not an Objective		
Ground Transportation			Not an Objective		
Airframe Piston Part 145			Not an Objective		
Airframe turbine part 145			Not an Objective		
Powerplant Piston part 145			Not an Objective		
Powerplant Turbine Part 145			Not an Objective		
<b>Total</b>					<b>\$2,853,679</b>
<b>UDOT Aeronautics ACIP Costs</b>		<b>33U</b>	<b>Dutch John Airport</b>		
<b>Project Description</b>	<b>Year</b>				<b>Project Cost</b>
Expand Apron	2020				\$444,444
Pavement Preservation	2020				\$161,111
Pavement Preservation (NEW)	2024				\$166,667
					<b>\$772,222</b>
<b>Total ACIP and Utah Airport Development Strategy Costs</b>					<b>\$3,625,901</b>

Category UT IV Performance Criteria		Escalante Municipal		Escalante	1L7
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
<b>Airside Facilities</b>					
NAVAIDS	Base End PAPIs or VASIs		Not an Objective		
Runway Length		5,032'	Yes	-	\$0
Runway Width	60	60'	Yes	-	\$0
Runway Strength			Not an Objective		
Runway Pavement PCI	70	87	Yes	-	\$0
Taxiways			Not an Objective		
Approach Type	Visual		Yes		
Approach Lighting			Not an Objective		
Runway Lighting	MIRL	MED	Yes	-	\$0
Taxiway Lighting			Not an Objective		
<b>General Facilities</b>					
Recent Master Plan	Master Plan in past 10 years		Not an Objective		
Recent ALP	ALP in past 10 years	2017	Yes	-	\$0
Weather Reporting			Not an Objective		
Hangared Aircraft Storage	60% of Based Aircraft	100%	Yes	-	\$0
Apron Parking/Storage	40% of based aircraft fleet plus and additional 75% of daily transient aircraft	77%	Yes	-	\$0
Auto Parking - Paved	One Space for each based aircraft plus and additional 25% for visitors/employees	1 Spaces	No	0 Spaces	\$12,000
Fencing	Visual Barrier/Posted Signs; Wildlife Mitigation	No	Yes	-	\$0
Terminal Building	750 sq ft including restrooms	400	No	-	\$0
Conference Room		No	No		
24/7 Public Restroom Available		Yes	Yes		
Pilot Lounge Available		Yes	Yes		
<b>Services</b>					
Fuel			Not an Objective		
Fuel	101 LL (CC Pump)	Yes	Yes	-	\$0
Fuel			Not an Objective		
FBO			Not an Objective		
Ground Transportation			Not an Objective		
Airframe Piston Part 145			Not an Objective		
Airframe turbine part 145			Not an Objective		
Powerplant Piston part 145			Not an Objective		
Powerplant Turbine Part 145			Not an Objective		
<b>Total</b>					<b>\$12,000</b>
<b>UDOT Aeronautics ACIP Costs</b>		<b>1L7</b>		<b>Escalante Municipal</b>	
<b>Project Description</b>	<b>Year</b>				<b>Project Cost</b>
Taxiway Turnarounds	2020				\$600,000
Pavement Preservation (Rehab)	2023				\$331,016
Helicopter Parking	2025				\$165,508
					<b>\$1,096,524</b>
<b>Total ACIP and Utah Airport Development Strategy Costs</b>					<b>\$1,108,524</b>



UTAH  
AVIATION DEVELOPMENT STRATEGY

Category UT IV Performance Criteria		Bullfrog Basin Airport		Glen Canyon	U07
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
<b>Airside Facilities</b>					
NAVAIDS	Base End PAPIs or VASIs		Not an Objective		
Runway Length		3,500'	Yes	-	\$0
Runway Width	60	40'	No	20	\$1,315,173
Runway Strength			Not an Objective		
Runway Pavement PCI	70	24	No	Overlay	\$1,643,966
Taxiways			Not an Objective		
Approach Type	Visual		Yes		
Approach Lighting			Not an Objective		
Runway Lighting	MIRL	LOW	No	Upgrade to MIRL	\$1,068,578
Taxiway Lighting			Not an Objective		
<b>General Facilities</b>					
Recent Master Plan	Master Plan in past 10 years		Not an Objective		
Recent ALP	ALP in past 10 years	0	No	Prepare ALP	\$150,000
Weather Reporting			Not an Objective		
Hangared Aircraft Storage	60% of Based Aircraft		Yes	-	\$0
Apron Parking/Storage	40% of based aircraft fleet plus and additional 75% of daily transient aircraft	95%	Yes	-	\$0
Auto Parking - Paved	One Space for each based aircraft plus and additional 25% for visitors/employees	20 Spaces	Yes	0 Spaces	\$0
Fencing	Visual Barrier/Posted Signs; Wildlife Mitigation	Yes	Yes	-	\$0
Terminal Building	750 sq ft including restrooms	-	No	Construct GA Terminal	\$675,000
Conference Room		No	No		
24/7 Public Restroom Available		No	No		
Pilot Lounge Available		No	No		
<b>Services</b>					
Fuel			Not an Objective		
Fuel	101 LL (CC Pump)	No	No	Feasibility Study	\$25,000
Fuel			Not an Objective		
FBO			Not an Objective		
Ground Transportation			Not an Objective		
Airframe Piston Part 145			Not an Objective		
Airframe turbine part 145			Not an Objective		
Powerplant Piston part 145			Not an Objective		
Powerplant Turbine Part 145			Not an Objective		
<b>Total</b>					<b>\$4,877,716</b>
<b>UDOT Aeronautics ACIP Costs</b>			<b>U07</b>	<b>Bullfrog Basin Airport</b>	
<b>Project Description</b>		<b>Year</b>			<b>Project Cost</b>
<b>None</b>					
<b>Total ACIP and Utah Airport Development Strategy Costs</b>					<b>\$4,877,716</b>

Appendix F, Airport Report Cards

Category UT IV Performance Criteria		Cal Black Memorial		Halls Crossing	U96
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
<b>Airside Facilities</b>					
NAVAIDS	Base End PAPIs or VASIs		Not an Objective		
Runway Length		5,700'	Yes	-	\$0
Runway Width	60	60'	Yes	-	\$0
Runway Strength			Not an Objective		
Runway Pavement PCI	70	73	Yes	-	\$0
Taxiways			Not an Objective		
Approach Type	Visual		Yes		
Approach Lighting			Not an Objective		
Runway Lighting	MIRL	MED	Yes	-	\$0
Taxiway Lighting			Not an Objective		
<b>General Facilities</b>					
Recent Master Plan	Master Plan in past 10 years		Not an Objective		
Recent ALP	ALP in past 10 years	2018	Yes	-	\$0
Weather Reporting			Not an Objective		
Hangared Aircraft Storage	60% of Based Aircraft	0%	No	-	\$0
Apron Parking/Storage	40% of based aircraft fleet plus and additional 75% of daily transient aircraft	89%	Yes	-	\$0
Auto Parking - Paved	One Space for each based aircraft plus and additional 25% for visitors/employees	15 Spaces	Yes	0 Spaces	\$0
Fencing	Visual Barrier/Posted Signs; Wildlife Mitigation	No	No	Post Signs	\$15,500
Terminal Building	750 sq ft including restrooms	1,200	Yes	-	\$0
Conference Room		No	No		
24/7 Public Restroom Available		Yes	Yes		
Pilot Lounge Available		Yes	Yes		
<b>Services</b>					
Fuel			Not an Objective		
Fuel	101 LL (CC Pump)	Yes	Yes	-	\$0
Fuel			Not an Objective		
FBO			Not an Objective		
Ground Transportation			Not an Objective		
Airframe Piston Part 145			Not an Objective		
Airframe turbine part 145			Not an Objective		
Powerplant Piston part 145			Not an Objective		
Powerplant Turbine Part 145			Not an Objective		
<b>Total</b>					<b>\$15,500</b>
<b>UDOT Aeronautics ACIP Costs</b>					
		U96	Cal Black Memorial		
<b>Project Description</b>	<b>Year</b>	<b>Project Cost</b>			
Runway 1/19 Rehab & LIGHTING (Phase I) Design	2020	\$400,000			
Runway 1/19 Rehab (Phase II) Construction	2021	\$3,254,993			
Pavement Preservation (Aprons & TWY)	2021	\$150,000			
Replace AWOS	2023	\$165,508			
Taxiway (Design)	2024	\$248,262			
Taxiway LIGHTING (Construction)	2025	\$1,627,496			
Pavement Preservation (NEW)	2025	\$155,556			
		<b>\$6,001,815</b>			
<b>Total ACIP and Utah Airport Development Strategy Costs</b>					<b>\$6,017,315</b>



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Category UT IV Performance Criteria		Hanksville Airport		Hanksville	HVE
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
<b>Airside Facilities</b>					
NAVAIDS	Base End PAPIs or VASIs		Not an Objective		
Runway Length		5,001'	Yes	-	\$0
Runway Width	60	75'	Yes	-	\$0
Runway Strength			Not an Objective		
Runway Pavement PCI	70	100	Yes	-	\$0
Taxiways			Not an Objective		
Approach Type	Visual		Yes		
Approach Lighting			Not an Objective		
Runway Lighting	MIRL	LOW	No	Upgrade to MIRL	\$1,018,414
Taxiway Lighting			Not an Objective		
<b>General Facilities</b>					
Recent Master Plan	Master Plan in past 10 years		Not an Objective		
Recent ALP	ALP in past 10 years	2018	Yes	-	\$0
Weather Reporting			Not an Objective		
Hangared Aircraft Storage	60% of Based Aircraft	0%	No	-	\$0
Apron Parking/Storage	40% of based aircraft fleet plus and additional 75% of daily transient aircraft	63%	Yes	-	\$0
Auto Parking - Paved	One Space for each based aircraft plus and additional 25% for visitors/employees	100 Spaces	Yes	0 Spaces	\$0
Fencing	Visual Barrier/Posted Signs; Wildlife Mitigation	No	Yes	-	\$0
Terminal Building	750 sq ft including restrooms	-	No	Construct GA Terminal	\$450,000
Conference Room		No	No		
24/7 Public Restroom Available		No	No		
Pilot Lounge Available		No	No		
<b>Services</b>					
Fuel			Not an Objective		
Fuel	101 LL (CC Pump)	No	No		In ACIP
Fuel			Not an Objective		
FBO			Not an Objective		
Ground Transportation			Not an Objective		
Airframe Piston Part 145			Not an Objective		
Airframe turbine part 145			Not an Objective		
Powerplant Piston part 145			Not an Objective		
Powerplant Turbine Part 145			Not an Objective		
<b>Total</b>					<b>\$1,468,414</b>
<b>UDOT Aeronautics ACIP Costs</b>					
		HVE		Hanksville Airport	
<b>Project Description</b>	<b>Year</b>			<b>Project Cost</b>	
Pavement Preservation	2020			\$235,223	
Reconstruct Apron, Service Rd and Parking (Phase 1 Design)	2021			\$113,000	
Fuel Farm (100 LL) (Phase 1 Design)	2021			\$60,000	
Reconstruct Apron, Service Rd and Parking (Phase 2 Construction)	2022			\$1,307,375	
Fuel Farm (100 LL) (Phase 2 Construction)	2022			\$541,663	
Pavement Preservation	2024			\$242,745	
Pavement Preservation	2024			\$242,745	
				<b>\$2,742,751</b>	
<b>Total ACIP and Utah Airport Development Strategy Costs</b>					<b>\$4,211,165</b>

Category UT IV Performance Criteria		Huntington Municipal		Huntington	69V
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
<b>Airside Facilities</b>					
NAVAIDS	Base End PAPIs or VASIs		Not an Objective		
Runway Length		4,048'	Yes	-	\$0
Runway Width	60	75'	Yes	-	\$0
Runway Strength			Not an Objective		
Runway Pavement PCI	70	56	No	Overlay	\$2,378,000
Taxiways			Not an Objective		
Approach Type	Visual	RNAV (GPS)	Yes		
Approach Lighting			Not an Objective		
Runway Lighting	MIRL	MED	Yes	-	\$0
Taxiway Lighting			Not an Objective		
<b>General Facilities</b>					
Recent Master Plan	Master Plan in past 10 years		Not an Objective		
Recent ALP	ALP in past 10 years	2005	No	Prepare ALP	\$150,000
Weather Reporting			Not an Objective		
Hangared Aircraft Storage	60% of Based Aircraft	100%	Yes	-	\$0
Apron Parking/Storage	40% of based aircraft fleet plus and additional 75% of daily transient aircraft	73%	Yes	-	\$0
Auto Parking - Paved	One Space for each based aircraft plus and additional 25% for visitors/employees	30 Spaces	Yes	0 Spaces	\$0
Fencing	Visual Barrier/Posted Signs; Wildlife Mitigation	No	Yes	-	\$0
Terminal Building	750 sq ft including restrooms	200	No	0	\$0
Conference Room		No	No		
24/7 Public Restroom Available		Yes	Yes		
Pilot Lounge Available		Yes	Yes		
<b>Services</b>					
Fuel			Not an Objective		
Fuel	101 LL (CC Pump)	Yes	Yes		
Fuel			Not an Objective		
FBO			Not an Objective		
Ground Transportation			Not an Objective		
Airframe Piston Part 145			Not an Objective		
Airframe turbine part 145			Not an Objective		
Powerplant Piston part 145			Not an Objective		
Powerplant Turbine Part 145			Not an Objective		
<b>Total</b>					<b>\$2,528,000</b>
<b>UDOT Aeronautics ACIP Costs</b>					
		69V		Huntington Municipal	
<b>Project Description</b>	<b>Year</b>				<b>Project Cost</b>
Pavement Preservation	2019				\$160,000
Pavement Preservation	2023				\$166,667
					<b>\$326,667</b>
<b>Total ACIP and Utah Airport Development Strategy Costs</b>					<b>\$2,854,667</b>



UTAH  
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Category UT IV Performance Criteria		Junction Airport		Junction	U13
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
<b>Airside Facilities</b>					
NAVAIDS	Base End PAPIs or VASIs		Not an Objective		
Runway Length		4,505'	Yes	-	\$0
Runway Width	60	60'	Yes	-	\$0
Runway Strength			Not an Objective		
Runway Pavement PCI	70	58	No	Overlay	\$2,116,281
Taxiways			Not an Objective		
Approach Type	Visual		Yes		
Approach Lighting			Not an Objective		
Runway Lighting	MIRL		No	Upgrade to MIRL	\$917,055
Taxiway Lighting			Not an Objective		
<b>General Facilities</b>					
Recent Master Plan	Master Plan in past 10 years		Not an Objective		
Recent ALP	ALP in past 10 years	0	No	Prepare ALP	\$150,000
Weather Reporting			Not an Objective		
Hangared Aircraft Storage	60% of Based Aircraft	#DIV/0!	Yes	-	\$0
Apron Parking/Storage	40% of based aircraft fleet plus and additional 75% of daily transient aircraft	95%	Yes	-	\$0
Auto Parking - Paved	One Space for each based aircraft plus and additional 25% for visitors/employees	2 Spaces	Yes	0 Spaces	\$0
Fencing	Visual Barrier/Posted Signs; Wildlife Mitigation	No	Yes	-	\$0
Terminal Building	750 sq ft including restrooms	-	No	Construct GA Terminal	\$450,000
Conference Room		No	No		
24/7 Public Restroom Available		No	No		
Pilot Lounge Available		No	No		
<b>Services</b>					
Fuel			Not an Objective		
Fuel	101 LL (CC Pump)	No	No	Feasibility Study	\$25,000
Fuel			Not an Objective		
FBO			Not an Objective		
Ground Transportation			Not an Objective		
Airframe Piston Part 145			Not an Objective		
Airframe turbine part 145			Not an Objective		
Powerplant Piston part 145			Not an Objective		
Powerplant Turbine Part 145			Not an Objective		
<b>Total</b>					<b>\$3,658,336</b>
<b>UDOT Aeronautics ACIP Costs</b>					
		<b>U13</b>		<b>Junction Airport</b>	
<b>Project Description</b>		<b>Year</b>			<b>Project Cost</b>
Pavement Preservation		2021			\$111,111
Pavement Preservation		2025			\$116,667
					<b>\$227,778</b>
<b>Total ACIP and Utah Airport Development Strategy Costs</b>					<b>\$3,886,114</b>

Appendix F, Airport Report Cards

Category UT IV Performance Criteria		Wayne Wonderland		Loa	38U
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
<b>Airside Facilities</b>					
NAVAIDS	Base End PAPIs or VASIs		Not an Objective		
Runway Length		5,900'	Yes	-	\$0
Runway Width	60	75'	Yes	-	\$0
Runway Strength			Not an Objective		
Runway Pavement PCI	70	56	No	Overlay	Funded in ACIP
Taxiways			Not an Objective		
Approach Type	Visual		Yes		
Approach Lighting			Not an Objective		
Runway Lighting	MIRL	MED	Yes	-	\$0
Taxiway Lighting			Not an Objective		
<b>General Facilities</b>					
Recent Master Plan	Master Plan in past 10 years		Not an Objective		
Recent ALP	ALP in past 10 years	0	No	Prepare ALP	\$150,000
Weather Reporting			Not an Objective		
Hangared Aircraft Storage	60% of Based Aircraft	75%	Yes	-	\$0
Apron Parking/Storage	40% of based aircraft fleet plus and additional 75% of daily transient aircraft	77%	Yes	-	\$0
Auto Parking - Paved	One Space for each based aircraft plus and additional 25% for visitors/employees	2 Spaces	No	0 Spaces	\$7,821
Fencing	Visual Barrier/Posted Signs; Wildlife Mitigation	No	Yes	-	\$0
Terminal Building	750 sq ft including restrooms	-	No	Construct GA Terminal	Funded in ACIP
Conference Room		No	No		
24/7 Public Restroom Available		No	No		
Pilot Lounge Available		No	No		
<b>Services</b>					
Fuel			Not an Objective		
Fuel	101 LL (CC Pump)	Yes	Yes		
Fuel			Not an Objective		
FBO			Not an Objective		
Ground Transportation			Not an Objective		
Airframe Piston Part 145			Not an Objective		
Airframe turbine part 145			Not an Objective		
Powerplant Piston part 145			Not an Objective		
Powerplant Turbine Part 145			Not an Objective		
<b>Total</b>					<b>\$157,821</b>
<b>UDOT Aeronautics ACIP Costs</b>					
		38U		Wayne Wonderland Airport	
<b>Project Description</b>		<b>Year</b>			<b>Project Cost</b>
Rehab Runway 13/31		2020			\$2,500,000
Pavement Preservation (Apron / TWY)		2020			\$166,667
Pilot's Lounge		2022			\$331,016
Pavement Preservation		2024			\$177,778
					<b>\$3,175,461</b>
<b>Total ACIP and Utah Airport Development Strategy Costs</b>					<b>\$3,333,281</b>



Category UT IV Performance Criteria		Manila Airport		Manila	40U
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
<b>Airside Facilities</b>					
NAVAIDS	Base End PAPIs or VASIs		Not an Objective		
Runway Length		5,300'	Yes	-	\$0
Runway Width	60	60'	Yes	-	\$0
Runway Strength			Not an Objective		
Runway Pavement PCI	70	60	No	Overlay	Funded in ACIP
Taxiways			Not an Objective		
Approach Type	Visual		Yes		
Approach Lighting			Not an Objective		
Runway Lighting	MIRL	MED	Yes	-	\$0
Taxiway Lighting			Not an Objective		
<b>General Facilities</b>					
Recent Master Plan	Master Plan in past 10 years		Not an Objective		
Recent ALP	ALP in past 10 years	2004	No	Prepare ALP	\$150,000
Weather Reporting			Not an Objective		
Hangared Aircraft Storage	60% of Based Aircraft	#DIV/0!	Yes	-	\$0
Apron Parking/Storage	40% of based aircraft fleet plus and additional 75% of daily transient aircraft	93%	Yes	-	\$0
Auto Parking - Paved	One Space for each based aircraft plus and additional 25% for visitors/employees	2 Spaces	Yes	0 Spaces	\$0
Fencing	Visual Barrier/Posted Signs; Wildlife Mitigation	Yes	Yes	-	\$0
Terminal Building	750 sq ft including restrooms	-	No	Construct GA Terminal	\$450,000
Conference Room		No	No		
24/7 Public Restroom Available		No	No		
Pilot Lounge Available		No	No		
<b>Services</b>					
Fuel			Not an Objective		
Fuel	101 LL (CC Pump)	No	No	Feasibility Study	\$25,000
Fuel			Not an Objective		
FBO			Not an Objective		
Ground Transportation			Not an Objective		
Airframe Piston Part 145			Not an Objective		
Airframe turbine part 145			Not an Objective		
Powerplant Piston part 145			Not an Objective		
Powerplant Turbine Part 145			Not an Objective		
<b>Total</b>					<b>\$625,000</b>
<b>UDOT Aeronautics ACIP Costs</b>					
		<b>40U</b>	<b>Manila Airport</b>		
<b>Project Description</b>	<b>Year</b>			<b>Project Cost</b>	
LIGHTING, AWOS, PAPIs Project	2019			\$555,556	
Pavement Preservation	2019			\$146,056	
Instrument Approach	2021			\$111,111	
Pavement Preservation	2023			\$144,444	
				<b>\$957,167</b>	
<b>Total ACIP and Utah Airport Development Strategy Costs</b>					<b>\$1,582,167</b>

Category UT IV Performance Criteria		Morgan County Airport		Morgan	42U
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
<b>Airside Facilities</b>					
NAVAIDS	Base End PAPIs or VASIs		Not an Objective		
Runway Length		3,904'	Yes	-	\$0
Runway Width	60	50'	No	10' widening	\$1,467,038
Runway Strength			Not an Objective		
Runway Pavement PCI	70	100	Yes	0	\$0
Taxiways			Not an Objective		
Approach Type	Visual		Yes		
Approach Lighting			Not an Objective		
Runway Lighting	MIRL		No	Upgrade to MIRL	\$794,646
Taxiway Lighting			Not an Objective		
<b>General Facilities</b>					
Recent Master Plan	Master Plan in past 10 years		Not an Objective		
Recent ALP	ALP in past 10 years	0	No	Prepare ALP	\$150,000
Weather Reporting			Not an Objective		
Hangared Aircraft Storage	60% of Based Aircraft	87%	Yes	-	\$0
Apron Parking/Storage	40% of based aircraft fleet plus and additional 75% of daily transient aircraft	-50%	No	10	\$261,027
Auto Parking - Paved	One Space for each based aircraft plus and additional 25% for visitors/employees	35 Spaces	No	0 Spaces	\$146,788
Fencing	Visual Barrier/Posted Signs; Wildlife Mitigation	No	No	Post Signs	\$7,829
Terminal Building	750 sq ft including restrooms	-	No	Construct GA Terminal	\$450,000
Conference Room		No	No		
24/7 Public Restroom Available		No	No		
Pilot Lounge Available		No	No		
<b>Services</b>					
Fuel			Not an Objective		
Fuel	101 LL (CC Pump)	No	No	Feasibility Study	\$25,000
Fuel			Not an Objective		
FBO			Not an Objective		
Ground Transportation			Not an Objective		
Airframe Piston Part 145			Not an Objective		
Airframe turbine part 145			Not an Objective		
Powerplant Piston part 145			Not an Objective		
Powerplant Turbine Part 145			Not an Objective		
<b>Total</b>					<b>\$3,302,328</b>
<b>UDOT Aeronautics ACIP Costs</b>					
		42U		Morgan County Airport	
<b>Project Description</b>		<b>Year</b>			<b>Project Cost</b>
Pavement Preservation		2020			\$166,667
Pavement Preservation		2024			\$177,778
					<b>\$344,444</b>
<b>Total ACIP and Utah Airport Development Strategy Costs</b>					<b>\$3,646,772</b>



UTAH  
AVIATION DEVELOPMENT STRATEGY

Category UT IV Performance Criteria		Salina-Gunnison Airport		Salina	44U
Facilities	Basic Criteria	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
<b>Airside Facilities</b>					
NAVAIDS	Base End PAPIs or VASIs		Not an Objective		
Runway Length		3,855'	Yes	-	\$0
Runway Width	60	60'	Yes	-	\$0
Runway Strength			Not an Objective		
Runway Pavement PCI	70	46	No	Overlay	Funded in ACIP
Taxiways			Not an Objective		
Approach Type	Visual		Yes		
Approach Lighting			Not an Objective		
Runway Lighting	MIRL	MED	Yes	-	\$0
Taxiway Lighting			Not an Objective		
<b>General Facilities</b>					
Recent Master Plan	Master Plan in past 10 years		Not an Objective		
Recent ALP	ALP in past 10 years	2003	No	Prepare ALP	\$150,000
Weather Reporting			Not an Objective		
Hangared Aircraft Storage	60% of Based Aircraft	27%	No	-	\$0
Apron Parking/Storage	40% of based aircraft fleet plus and additional 75% of daily transient aircraft	49%	Yes	-	\$0
Auto Parking - Paved	One Space for each based aircraft plus and additional 25% for visitors/employees	21 Spaces	Yes	0 Spaces	\$0
Fencing	Visual Barrier/Posted Signs; Wildlife Mitigation	No	Yes	-	\$0
Terminal Building	750 sq ft including restrooms	-	No	Construct GA Terminal	\$450,000
Conference Room		No	No		
24/7 Public Restroom Available		No	No		
Pilot Lounge Available		No	No		
<b>Services</b>					
Fuel			Not an Objective		
Fuel	101 LL (CC Pump)	No	No	Feasibility Study	\$25,000
Fuel			Not an Objective		
FBO			Not an Objective		
Ground Transportation			Not an Objective		
Airframe Piston Part 145			Not an Objective		
Airframe turbine part 145			Not an Objective		
Powerplant Piston part 145			Not an Objective		
Powerplant Turbine Part 145			Not an Objective		
<b>Total</b>					<b>\$625,000</b>
<b>UDOT Aeronautics ACIP Costs</b>					
		44U		Salina-Gunnison Airport	
<b>Project Description</b>		<b>Year</b>			<b>Project Cost</b>
RWY Rehabilitation		2021			\$555,556
Pavement Preservation		2024			\$111,111
					<b>\$666,667</b>
<b>Total ACIP and Utah Airport Development Strategy Costs</b>					<b>\$1,291,667</b>



## G. Appendix G, Utah Airport and Industrial Cluster Connectivity

Almost all airports have a unique story to tell regarding connecting local businesses to market opportunities, creating synergies with local recreation opportunities, and promoting and enhancing the health, welfare, and safety of the community. The following section highlights select Utah examples.

### G.1 Airport Connections

The examples below highlight the diverse way Utah’s airports provide unique market opportunities for area businesses.

#### Bryce Canyon and Richfield Municipal Airports

The largest private landholder in Garfield County is Esperer Holdings. Esperer Holdings owns a conglomerate of parcels which make up the Flying V Bar Ranch. The ranch is primarily used to raise livestock. Steve Sorensen is the CEO of Esperer Holdings which began when his father began purchasing ranches in Garfield County. The ranch now extends from Marysvale to Escalante.

Esperer Holdings uses their Falcon 900 to travel from California to Utah; the business jet facilitates business trips to and from Utah that can be accomplished in one day or less. The company’s aircraft provides considerable time savings and adds significantly to business efficiency. The Flying V Bar Ranch is important to the county’s economy, employing hundreds of people locally. Esperer Holdings is not only involved in ranching, they also operate a mine which produces diatomaceous minerals. These minerals have global demand and are commonly sold in Asia.



### Canyonlands Field (Moab), Bryce Canyon and Kanab Airports

Tauk is a travel agency that has been in business since 1925. Tauk believes each vacation should be effortless, transforming, and beyond the ordinary. They specialize in trips to destinations in Antarctica, Asia, Australia, Europe, the Middle East, South America, and the United States. One of their more popular tours is the “Spirit of the Desert: The National Parks of the Southwest”. As part of this tour, visitors are picked up in Moab by Redtail Aviation and flown on a sightseeing tour of the Canyonlands; Bryce Canyon is the destination for the night. This leg of the tour is flown using Redtail’s Kodiak, C-207 and Caravans. Once in Bryce Canyon, the group spends two days touring Bryce Canyon and Zion National Park. Tours head to the North Rim of the Grand Canyon then back to Kanab for another private flight from Kanab to Las Vegas to end the tour. During their busiest season, these tours run twice a week through each of the airports. Spending associated with these air visitors makes notable contributions to the local economy. It should be noted that 2021 tours are reportedly already booked.



## Heber City Municipal and Richfield Municipal Airports

Most Utah residents are familiar with Redmond Salt, Redmond Earthpaste, Redmond Earthpowder, Redmond Clay, or Re-lyte. Ingredients to manufacture these products are mined in Redmond, which is north of Richfield and south of Gunnison. These products are sold all over the United States. Redmond Life is the parent company for all products. Their headquarters are in Heber City, but the mining operations and mineral deposits are 120 miles away. Redmond Life uses their PC-12 to fly from Heber City and Richfield to conduct business and coordinate operations. The drive between Heber and Redmond takes two to three hours, depending on the traffic. Using their corporate aircraft relieves the stress of the drive and allows for more efficient trips back and forth. The aircraft is also used to connect Redmond Life with distributors and sellers across the United States.



**UNREFINED. UNPOLLUTED.**

Real Salt is the only ancient pink sea salt mined in America, and we bring it to you just the way nature created it—no additives or fillers. With a subtly sweet, never bitter taste, Real Salt makes everything from popcorn to spice rubs the best you've ever had.

### Provo Municipal Airport

Qualtrics develops software to help businesses and organizations track, measure, and improve the customer and employee experiences. By decreasing turnover in clients and employees, the profitability of companies increases, as “lifetime value” grows. Customer “lifetime value” is the total worth of a customer over their relationship with a company. It costs less to keep existing customers than it does to acquire new ones, so maintaining existing customers drives growth. Qualtrics has co-headquarters in Provo, Utah and Seattle, Washington.

In November 2018, it was announced that Qualtrics would be acquired by SAP for \$8 billion. The acquisition was completed in January of 2019. SAP announced its intent to take Qualtrics public.

Ryan Smith, one of the co-founders, is a Provo resident, and continues to make headlines in Utah and around the nation. In October, it was announced that he was purchasing the Utah Jazz.

With two headquarters, there is frequent need to travel from Provo to Seattle; this need is filled with the company’s corporate aircraft. They currently operate a Challenger, which is based at the Provo Municipal Airport. They also have a Gulfstream-650 on order. The range of the aircraft also enables the company to attend conferences and meet with clients not only in the United States, but also around the world.





## G.2 Additional Connectivity Example

The analyses of FAA's National Offload Program (NOP) data provided a window into various connections being made through Utah's airports to business opportunities throughout the country. It should be noted that NOP data is not available or insufficient for many of Utah's airports. The following presents a sampling of connections and businesses who use Utah's airport system.

**Manti-Ephraim Airport** – Bailey Flight LLC operates on behalf of Bailey Farms, a regional hay packaging operation. Bailey Flight LLC uses an Embraer Phenom 100 to fly to various Utah airports to conduct business with numerous farms and ranches. Bailey Farms frequently flies to Los Angeles and Long Beach to conduct business at the Port facilities, where the company coordinates shipping of its alfalfa to China and other Asian countries. In the fall, numerous hunters arrive via private aircraft to participate in pheasant and elk hunting at area ranches and lodges. Other top operators include Eleven Forty-Three Aviation LLC, Premier Construction Supply, and Guardian Flight.

**Richfield Municipal Airport** - The airport has a partnership with Life Flight, an air ambulance company that can transport patients to a hospital when advanced trauma care is needed. The airport also supports area tourism, as it is often used as a gateway for sportsman and other outdoor enthusiasts to access the many nearby parks, public lands, and recreation areas. Frequent operators include two air medical companies, Intermountain Life Flight and Guardian Flight. Other notable operators include Utah Valley University flight training, Crescent Real Estate Investors LLC, and fractional ownership/aircraft charter firms including EXCEL LLC, NetJets Aviation, Delta Private Jets, and Wheels Up. Richfield is situated in a region of Utah with significant oil and gas industry presence. The NOP data shows that Richfield Municipal Airport connects the region to major industry clusters in Dallas, Houston, Denver, and Fargo. Calgary is a notable international destination with significant oil and gas industries.

**Logan-Cache Airport** - Logan-Cache Airport plays a significant role in training new pilots, which aids in remediating the current pilot shortage. Over 300 students from Utah State University's pilot training program use the airport for their training. The airport supports many area businesses, including Cache Valley Electric, MPI Group, Las Vegas Aviation, Poppy Holdings, and Transchill Inc., among others. The airport's robust facilities allow based and itinerant corporate jets to further support area businesses. The NOP data indicated 858 departures to 230 destinations in 41 states/territories, including Canada and Mexico. Approximately 30 percent of these departures are intra-Utah; other top states are Idaho, California, Arizona, and Colorado. Top destinations are SGU, SLC, SDL, ENV, BOI, APA.

Medical operators such as Intermountain Life Flight and Guardian Flight also use the airport on a regular basis.

**Roosevelt Municipal Airport** - Roosevelt is in a region of Utah with significant oil and gas industry presence. NOP data shows that Roosevelt Municipal Airport connects the region to major oil and gas industry clusters in Houston, Minot, Denver, Calgary, Houston, Dallas, Williston, and many others.

**Vernal Regional Airport** - Vernal is situated in a region of Utah with significant oil and gas industry presence. NOP data shows that Vernal Regional Airport connects the region to major oil and gas industry clusters in Denver, Dickinson, Grand Junction, Fort Collins/Loveland, Odessa, Williston, Manitoba, Houston, Dallas, and Fargo. Cargo operators including Key Lime Air, Ameriflight, Ameristar Jet Charter, and Cargoman Limited are frequent users of the airport. Guardian Flight, Intermountain Life

Flight, University of Utah Health AirMed, Air Charity Network, Air and Classic Medical are frequent air medical operators. Other notable operators include Utah Division of Aeronautics, JR Simplot Company, and WheelsUp, Avcenter, Silverhawk Aviation, Sun Devil, NetJets, Utah State University, Southern Utah University, Jet Linx Aviation LLC, XOJET, and Fremont Beverages Inc.

**Wendover Airport** - The most frequent operator is Phoenix-based Interstate Equipment Leasing with over 400 departures in 2018. The second most active user, according to NOP data, is TBN Group LLC, based in Reno, Nevada. Other notable operators are Biotechnologies LLC, Seecon Builders Inc, NetJets, Martin Container Inc, Life Investors Aviation LLC, Excel LLC, and Executive Jet Management. Ad hoc cargo operators Berry Aviation, and Kalitta Charters also rely on the airport to conduct business.

**Bluff Airport** - Bluff Airport is regularly used as a base for air touring and to access the region's raft and whitewater adventure opportunities. Bluff Airport is a gateway to backcountry airstrips, and for several years the airport has served as a base for week-long backcountry flying seminars. Recently, the airport has become the favored meeting place for emergency medical service crews to meet aircraft for patient evacuation, eliminating the 30-minute ambulance drive to Blanding. The airport also serves as a base for search and rescue operations. Bluff Airport is also used by various businesses and organizations, including Elk Petroleum Oil Company, Diné Bikéyah National Conservation Area, and the U.S. Indian Health Service.

**Filmore Municipal Airport** - Top out-of-state destinations include Phoenix Deer Valley Airport in Arizona, and various airports in Colorado and California. Top operators include Dynamic Av Lease followed by flight training activity conducted by Utah Valley University and Westminster College.

**Carbon County Regional Airport** – NOP data indicated that flights occurred to 21 states. In addition to intra-state Utah flights, top destinations include California, Colorado, Texas, and Wyoming. The most frequent single operator is cargo carrier Ameriflight with 318 departures to Salt Lake City International Airport and Vernal Regional Airport using Embraer 120, Swearingen Metroliner, and Beech 99 aircraft. Other air cargo carriers include Western Air Express and Kolob Air Cargo. Air medical firms Guardian Flight, Intermountain Life Flight, University of Utah, and Classic Medical rely on the airport. Flight training programs for Utah Valley University, Westminster College, and Utah State University also operate frequently. Other notable operators include Utah Division of Aeronautics, Jet Linx Aviation, Executive AirShare, Omni Air Transport, Garmin, and Boutique Air.

**South Valley Regional Airport** - NOP data indicate that aircraft flew to more than 260 unique destinations in 32 states. Twelve and half percent of departures are intra-Utah. Top states are Arizona, California, Nevada, Colorado, Idaho, Oregon, Wyoming, and Texas. 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, departing for destinations in Utah, California, Arizona, Nevada, New Mexico, Colorado, and Wyoming. Guardian Flight's most common destinations are Blanding Municipal Airport and Gallup Municipal Airport.

**Bryce Canyon Airport** – According to NOP data aircraft flew to destinations in nine states. Top operators include Dynamic Avlease Inc, NetJets Aviation, Kerry Acquisitions LLC, Skywest Leasing Inc, Flexjet, Blue Star Gas Fleet Services, Executive Jet Management, Wheels Up, Textron Aviation, Pacific Coast Jet, Air Charity Network, Air SF Flight Service, Great West Services Inc, Cranfield Institute of Technology, and Jet Freighters.

**Cedar City Airport** - NOP statistics indicate flights to 28 states/territories, including Canada and Mexico. Other than Skywest Airlines, which operates commercial passenger service to Salt Lake City International Airport, 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 from Southern Utah University, Utah Valley University, Westminster College, and Utah State University. Fractional ownership/charter firms including NetJets, Flight Options, Flexjet, and Wheels Up are regular users. Medical flights from Intermountain Life Flight, Classic Medical, and Guardian Flight also operated at the airport.

**Skypark Airport** – The top out-of-state destinations include Idaho, Arizona, Nevada, and Montana. Top destinations are St. George Regional Airport (Utah), Bozeman Yellowstone International Airport (Montana), Pocatello Regional Airport (Idaho), and Page Municipal Airport (Arizona). Prominent users are mostly private aircraft and Air Medical. Air Charity Network, a charitable organization that flies patients in need to health services, operates occasionally.

**Ogden-Hinckley Airport** – NOP statistics indicate the airport’s top destinations include Phoenix-Mesa Gateway Airport (Arizona), Boise Air Terminal/ Gowen Field (Idaho), Pocatello Regional Airport (Idaho), Jackson Hole Airport (Wyoming). Several prominent users include the US Forest Service, the Browning Brothers, JM Thomas Forest Products Co, and Boman & Kemp Manufacturing. Less frequent users include Admiral Beverage Corp and Fremont Beverages.

**Provo Municipal Airport** - NOP statistics indicate departures to 445 unique destinations in 46 states. Roughly 19 percent of departures are intra-Utah. Top destinations are Phoenix-Mesa Gateway Airport (Arizona), McCarran International Airport (Nevada), Salt Lake City International Airport, Los Angeles International Airport (California), St. George Regional Airport, John Wayne/Orange County Airport (California), and Page Municipal Airport (Arizona). Notable identified users include Utah Valley University, Alpine Air Express (cargo), and Intermountain Life Flight. Other prominent users are fractional ownership/charter companies including NetJets and FlexJet.

### G.3 Industrial Cluster Connectivity

In the United States, many regions have developed into industry-specific zones of interrelated activity. These zones have been coined as “clusters” or industrial clusters. Clusters vary in scale and, as a result of eCommerce, the internet, business aircraft, and the air freight industry, clusters are no longer constrained by geography. Utah has many businesses that rely on general aviation to connect with customers, suppliers, and corporate locations throughout the United States. These Utah businesses may also have customers and suppliers fly to Utah to visit their plant or corporate offices.

This section of the report identifies significant industry clusters in Utah and regions of the United States where business flights on general aviation aircraft may link these clusters. The analysis presented is high-level and is meant solely to visualize how industries in Utah are interrelated to other parts of the country, and to hint at the purpose of how flights identified by NOP data *may potentially* be used. The true nature or purpose of most flights is unknown. Cluster analysis for this section is based on the U.S. Cluster Mapping Project.<sup>1</sup>

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<sup>1</sup> The US Cluster Mapping Project is a national economic initiative that provides over 50 million open data records on industry clusters and regional business environments in the United States. The project is led by Harvard Business School's Institute for Strategy and Competitiveness in partnership with the U.S. Department of Commerce and U.S. Economic Development Administration.

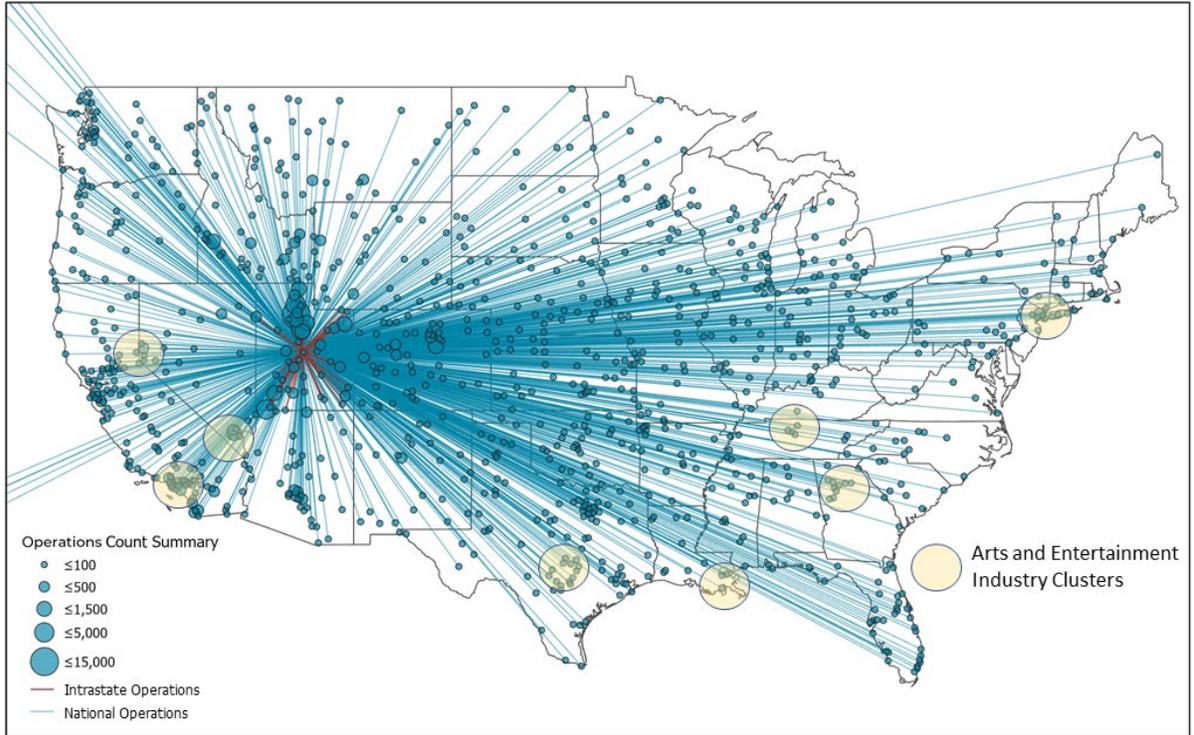
### Arts and Entertainment Industry Clusters

The Arts and Entertainment Industry Clusters include movie and television production, advertising, theater, and gaming. General aviation business flights support connecting this cluster with other U.S. metropolitan areas with similar clusters. These areas include:

- Austin, Texas
- Nashville, Tennessee
- Atlanta, Georgia
- New Orleans, Louisiana
- Las Vegas, Nevada
- Reno, Nevada
- Southern California

Utah, with its geographical diversity, results in many film, digital entertainment, and digital media (commercials, advertising) producers choosing the state as the backdrop for their content. **Figure G-1** represents the locations and concentrations of key arts and entertainment clusters across the United States and non-stop flights to those areas. For example, Kanab Municipal Airport has numerous flights to southern California which likely connect the area to the motion picture industry. Since the 1920s hundreds of movies have been filmed in Kanab. In addition, the Heber City Airport supports business jet flights to the area's resorts and recreational activities, including the Sundance Film Festival. Wendover Airport, with local casinos on the Nevada side of the community, supports a number of flights annually to and from Reno, Nevada. Utah boasts the fourth-highest concentration of multimedia artists and animators in the nation. Digital media companies that call Utah home include Chair Entertainment (Epic Games), Electronic Arts, Fusion-io (SanDisk), Move Networks, Sandman Studios and Tandem Motion Picture Studios.

Figure G-1: Arts and Entertainment Industry Clusters Connectivity



Source: FAA NOP data

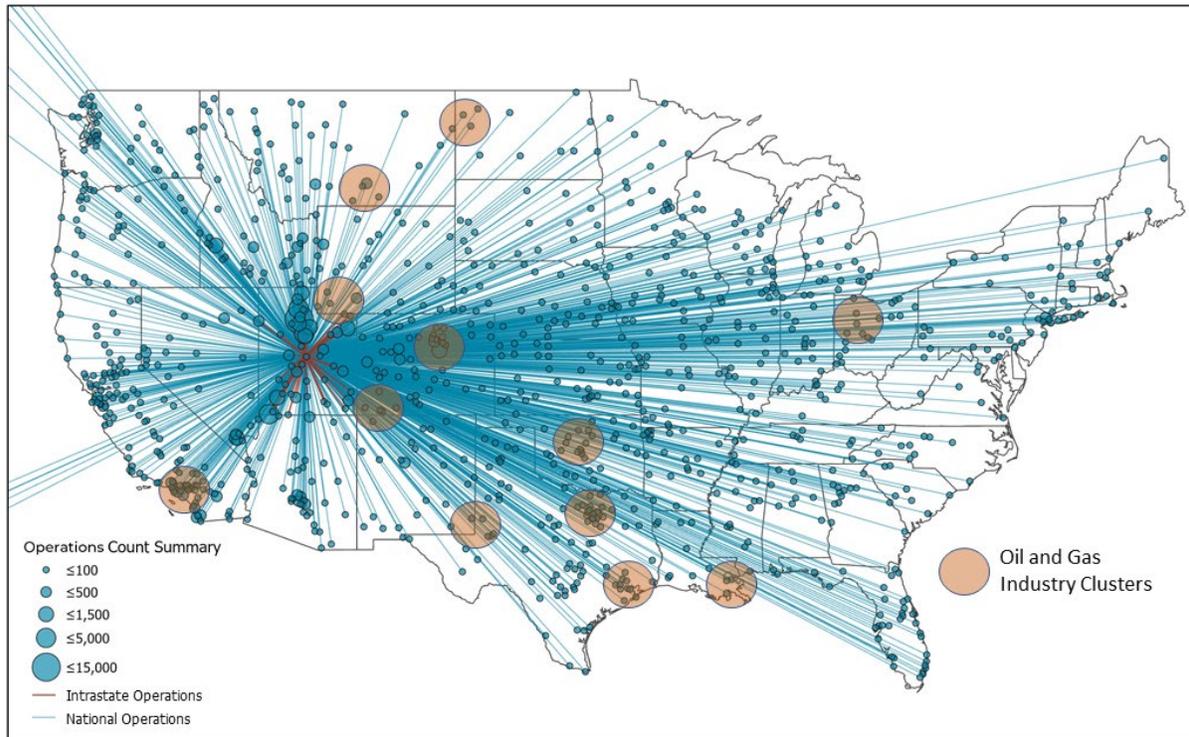
**Oil and Gas Industry Clusters**

There are 10 airports in Utah that are within 30 miles driving distance of an oil field. While most of these airports are near oil fields, two airports, Duchesne Municipal and Roosevelt Municipal, are located within oil fields. Vernal, Utah is a hub for international and local energy companies, and provides support services to the oil and gas industry. Vernal Regional supports the oil and gas sector with commercial passenger service, general aviation flights, and scheduled air cargo service. Michigan-based Wolverine Gas & Oil Corporation discovered Covenant Oil Field about eight miles east-northeast of Richfield. Wolverine flies to Richfield on an occasional basis. The 10 Utah airports near oil and gas fields include:

- |                         |     |                          |     |
|-------------------------|-----|--------------------------|-----|
| ● Blanding Municipal    | BDG | ● Canyonlands Field      | CNY |
| ● Bluff                 | 66V | ● Carbon County Regional | PUC |
| ● Duchesne Municipal    | U69 | ● Roosevelt Municipal    | 74V |
| ● Green River Municipal | U34 | ● Richfield Municipal    | RIF |
| ● Huntington Municipal  | 69V | ● Vernal Regional        | VEL |

**Figure F-2** identifies prominent oil and gas industry clusters throughout the United States and flights from Utah’s airports to these areas. For example, oil and gas industry clusters in areas such as Dallas and Houston in Texas have significant oil and gas headquarters while industry clusters in North Dakota and eastern Montana are related to oil and gas fields as well as oil refineries.

**Figure F-2: Oil and Gas Industry Clusters Connectivity**



Source: FAA NOP data

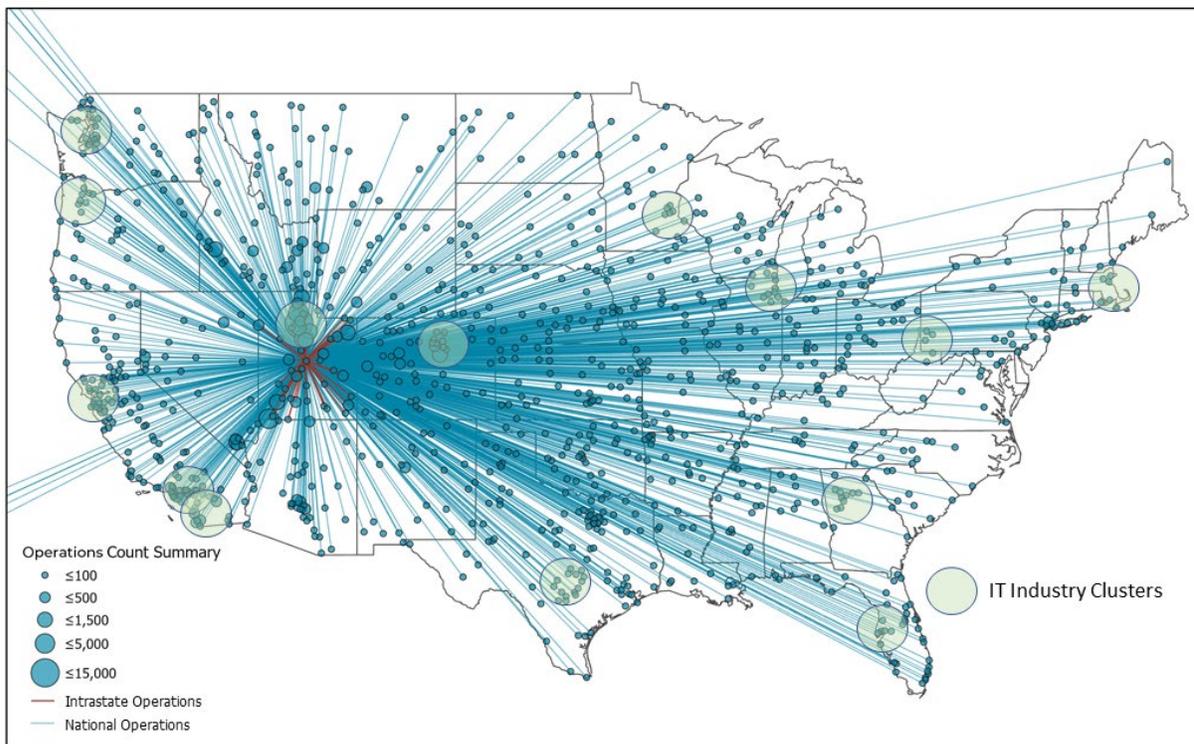
### Information Technology Industry Clusters

Utah’s technology industry reached a critical mass over the decade, as the sector saw several billion-dollar initial public offerings and acquisitions, the number of tech firms in the state surpassed 6,700, and employment swelled. Moreover, the notion of Silicon Slopes — the cluster of Utah tech companies centered along Interstate 15 between Salt Lake and Utah counties — went from an emerging ecosystem of companies and startups in 2010 to a well-rounded sector with a worldwide reputation by 2018.

Utah is home to data centers for 18 regional and national companies. These data centers provide both disaster recovery and backup services. The state has a highly skilled information technology workforce, low incidence of natural disasters, and close proximity to one of the most important internet corridors in the country. Companies with data centers in Utah include the National Security Agency, Oracle, Adobe, and eBay.

**Figure G-3** identifies prominent information technology industry clusters throughout the United States and flights from Utah’s airports to Silicon Valley in California, Silicon Hills in Austin, Texas, and the US-1 corridor in Boston. For example, information technology clusters in areas such as San Jose in California have significant corporate headquarters activity while industry clusters in Boston focus on information technology research and development.

**Figure G-3: Information Technology Industry Clusters Connectivity**



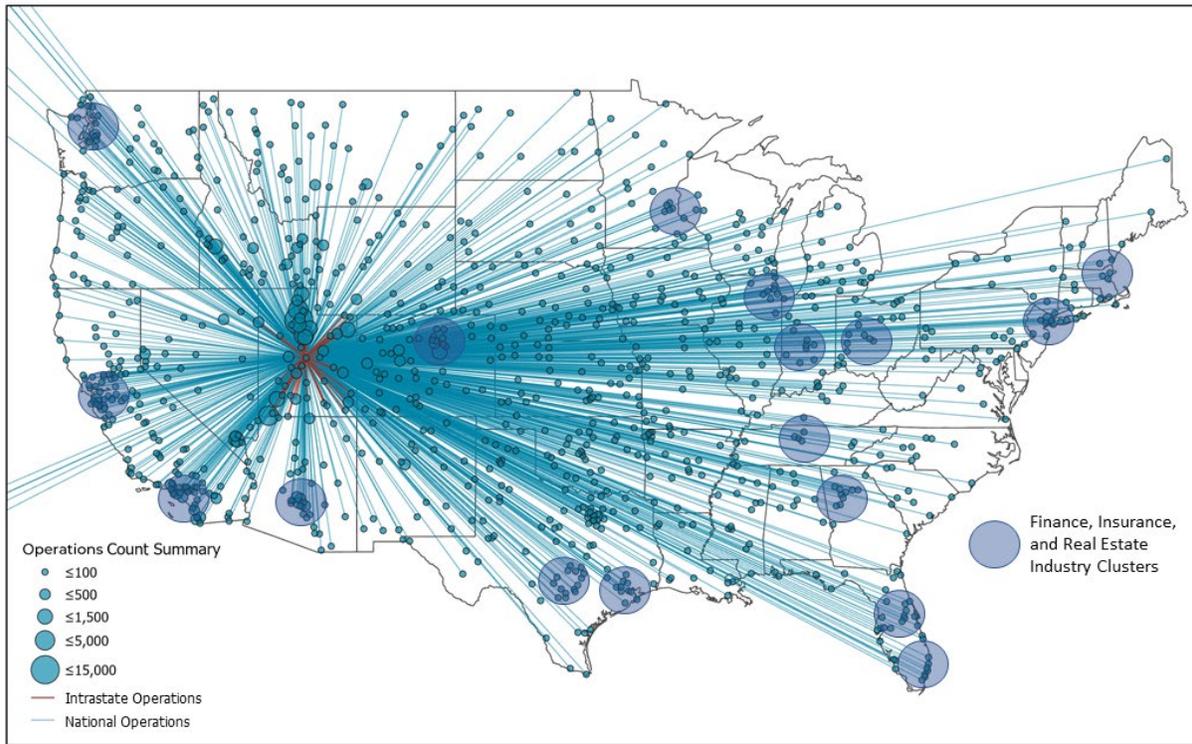
Source: FAA NOP data

**Finance Insurance and Real Estate Industry Cluster**

Utah is home to a number of financial firms particularly in Provo and primarily online loan providers, such as Goldstar Financial and Flagship Financial, and financial advisors like Prosper, Inc. As a major information technology hub, Utah is an attractive location for these types of online financial and insurance service firms. Additionally, Financial Services is a target industry cluster of the state, ensuring broad support for this sector through a diversity of statewide programs. Connections between the information technology industry and financial services provide major strengths for online financial and insurance operations in Utah.

**Figure G-4** identifies prominent Finance Insurance and Real Estate industry clusters throughout the United States and general aviation flights to and from Utah’s airports to these areas. Cedar City-based insurance broker Leavitt Group uses a corporate jet on a routine basis. A typical journey for their management staff will include stops in Colorado, the Dakotas, Minnesota, Wisconsin, Ohio, and back through Oklahoma. They have found that business jet travel is more cost-effective and a more valuable use of staff time than traveling by airline.

**Figure G-4: Finance Insurance and Real Estate Industry Clusters Connectivity**



Source: FAA NOP data

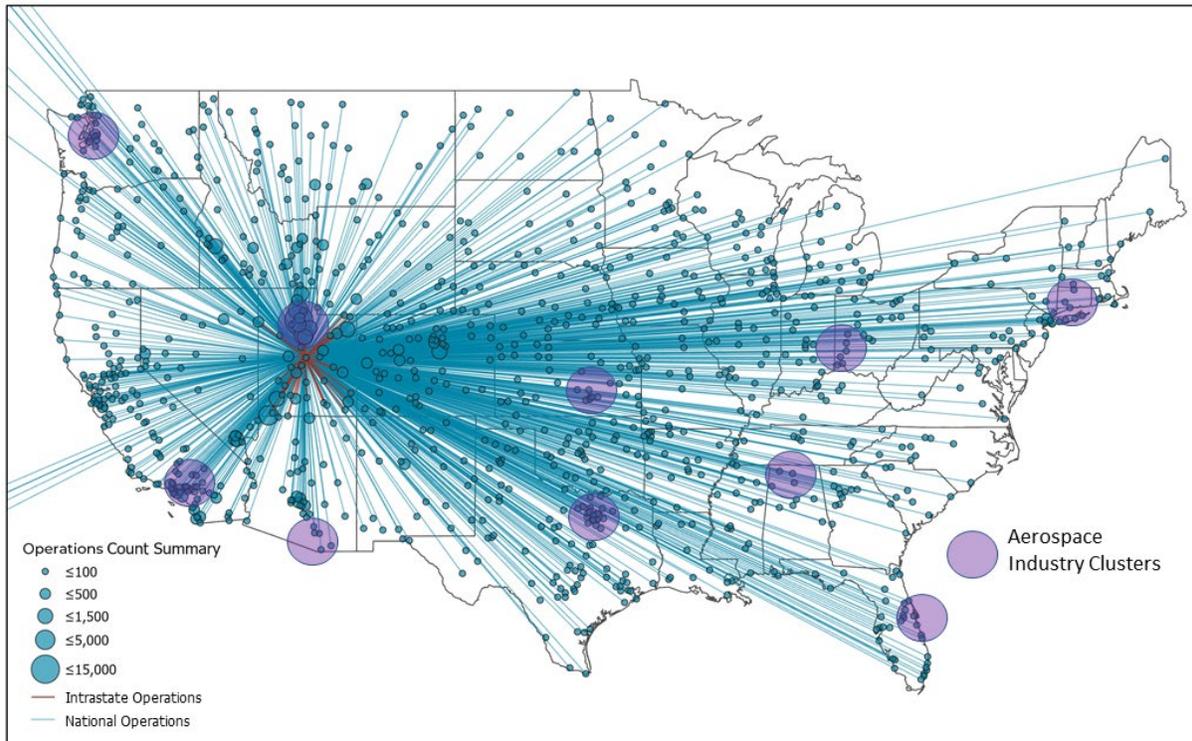
**Aerospace Industry Cluster**

The aerospace industry employs more than 31,000 at nearly 950 establishments in Utah that develop, manufacture and test rocket, aircraft, unmanned aerial vehicle, and missile systems. Orbital ATK, Northrop Grumman, Boeing, and L-3 Communications are just a few of the aerospace companies active in Utah. Hill Air

Force Base north of Salt Lake City in Davis County supports the ICBM Missile System as well as the US Navy's Strategic Systems Programs.

**Figure G-5** identifies prominent Aerospace industry clusters throughout the United States and general aviation flights to and from Utah's airports to these areas.

**Figure G-5: Aerospace Industry Clusters Connectivity**



Source: FAA NOP data