



UTAH | AVIATION DEVELOPMENT STRATEGY

GENERAL DICK STOUT FIELD AIRPORT (1L8)

HURRICANE, UTAH



 **50**
JOBS

 **\$2.0M**
ANNUAL PAYROLL

 **\$5.3M**
ANNUAL SPENDING

 **\$7.3M**
ANNUAL ECONOMIC ACTIVITY

 **\$225,800**
STATE AND LOCAL TAX REVENUE

 **\$20.1M**
10-YEAR DEVELOPMENT COST

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

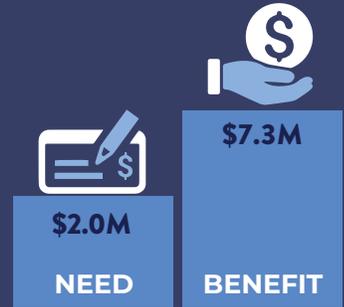
General Dick Stout Field Airport in Hurricane hosts recreational fliers and a unique skydiving experience provided by Skydive Zion, an operator based at the airport. Due to the economic growth in southern Utah, the airport recently reconstructed the runway and built a new taxiway to accommodate additional activity and enhance airport safety.



THE AIRPORT'S ANNUAL BENEFITS ARE SIGNIFICANT

The airport's benefit far exceeds its annual needs

- **\$20.1 million** estimated to maintain/improve the airport over the next ten years
- **\$2.0 million** average annual investment need
- **\$7.3 million** in annual economic benefit



DID YOU KNOW GENERAL DICK STOUT FIELD AIRPORT CREATES...



ALL ECONOMIC IMPACTS BY MEASURE AND CATEGORY FOR GENERAL DICK STOUT FIELD AIRPORT

	EMPLOYMENT			PAYROLL			SPENDING			ANNUAL ECONOMIC ACTIVITY		
	DIRECT	INDIRECT/INDUCED	TOTAL	DIRECT	INDIRECT/INDUCED	TOTAL	DIRECT	INDIRECT/INDUCED	TOTAL	DIRECT	INDIRECT/INDUCED	TOTAL
Airport Management and Tenants	11	12	23	\$547,800	\$691,200	\$1,239,000	\$1,432,400	\$1,881,700	\$3,314,100	\$1,980,200	\$2,572,900	\$4,553,100
Capital Investment	5	6	11	\$173,100	\$144,600	\$317,700	\$692,900	\$649,400	\$1,342,300	\$866,000	\$794,000	\$1,660,000
General Aviation Visitor Spending	11	5	16	\$280,400	\$187,300	\$467,700	\$322,200	\$305,300	\$627,500	\$602,600	\$492,600	\$1,095,200
Total Impacts	27	23	50	\$1,001,300	\$1,023,100	\$2,024,400	\$2,447,500	\$2,836,400	\$5,283,900	\$3,448,800	\$3,859,500	\$7,308,300

Note: Impacts reported reflect pre-COVID airport activity



GENERAL DICK STOUT FIELD AIRPORT (1L8)

BENEFITS ALSO COME IN THE FORM OF


INCOME TAX
ON EMPLOYEES OF...


AIRPORT
\$17,300


CONSTRUCTION
\$4,400


VISITOR INDUSTRY
\$3,800

\$25,500
ANNUAL
INCOME TAX

\$225,800
ANNUAL SALES
AND INCOME TAX
REVENUE


SALES TAX
ON SPENDING BY...


AIRPORT
\$87,600

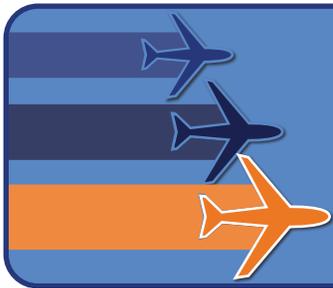

CONSTRUCTION
\$44,100


VISITORS
\$48,500


EMPLOYEES
\$20,100

\$200,300
ANNUAL
SALES TAX

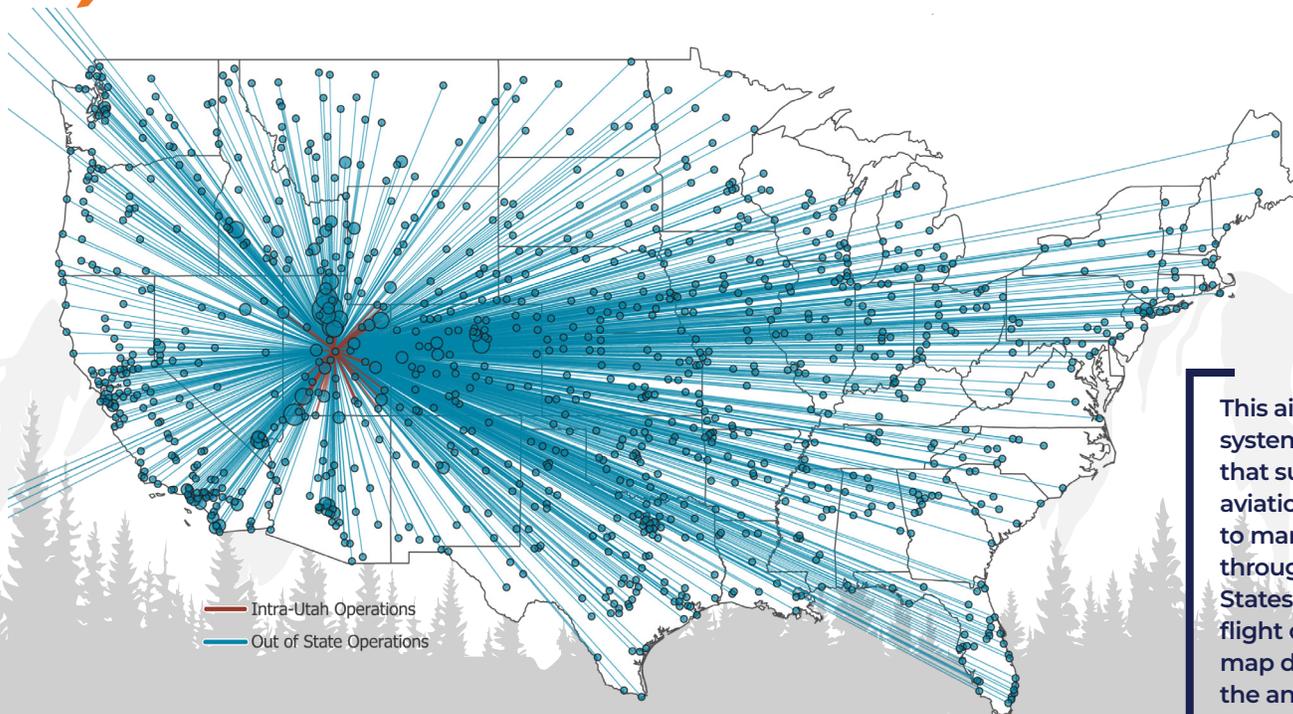
DID YOU KNOW...


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


**UTAH AIRPORTS HAVE
CONNECTIONS TO MORE THAN
1,270 UNIQUE MARKETS IN 50
STATES AND 26 COUNTRIES (100
INTERNATIONAL MARKETS)**



NON-STOP GENERAL AVIATION FLIGHTS FOR ALL UTAH AIRPORTS



This airport is part of a system of Utah airports that support general aviation connectivity to many destinations throughout the United States and beyond. FAA flight data shown on the map displays some of the annual destinations to and from Utah.



AIRPORT SYSTEM ROLE

This airport plays an important role in the functionality and capacity of the Utah system. The role established is based on measurable factors such as:

- **Regional Economic Characteristics:** agricultural land, oil/gas fields, mining districts, tourism/recreation, etc.
- **Strategic Aviation Niche:** air cargo, aerial firefighting, air ambulance, based aircraft
- **Modal Connectivity:** federal freight networks, critical freight routes, rail yards, etc
- **Airport Services:** runway length, approach type, weather reporting, fuel service, aircraft storage, etc.

UT-I: COMMERCIAL SERVICE
8 AIRPORTS

UT-II: CORPORATE / TOURISM / FREIGHT
16 AIRPORTS

UT-III: RECREATION AND COMMUNITY ACCESS
9 AIRPORTS

UT-IV: ESSENTIAL ACCESS
13 AIRPORTS

GENERAL DICK STOUT FIELD AIRPORT ROLE: UT-II: CORPORATE/TOURISM/FREIGHT

FACILITY AND SERVICE OBJECTIVES	
Airside Facilities	Airport Compliance
Instrument Approach	X
Navigational and Visual Aids	X
Weather Reporting	X
Primary Runway Dimensions	X
Taxiway Layout	✓
Primary Runway Pavement Condition	X
Primary Runway Strength	X
Airfield Lighting	X
Airfield Security and Fencing	✓
Services	
Fixed Based Operator	X
Fueling Services	✓
Aircraft Maintenance	X
Ground Transportation	✓
Other Facilities	
Restrooms	✓
Hangar/Aircraft Storage	X
Tie-downs	✓
Terminal and Administration Building	X
Paved Automobile Parking	X
Other	
Recent Master Plan/Airport Layout Plan	✓

✓ Meets Recommendation X Improvement Recommended

— Not an Objective

AIRPORT DEVELOPMENT
NEEDS 2020-2030:
\$20.1 MILLION*

✈ Commercial Service ● Ski Resorts
✈ General Aviation ● Recreation
● Education ● Landmark
● Municipality
✈ Backcountry Airstrips — Economic Development District
— 30-Minute Drive Time

*Includes current capital improvement plan projects



TOTAL ANNUAL STATEWIDE ECONOMIC IMPACTS FOR ALL UTAH AIRPORTS

EXCLUDING SLC	11,567	\$476.5 MILLION	\$786.8 MILLION	\$1.3 BILLION	\$49.8 MILLION
INCLUDING SLC	135,974	\$4.8 BILLION	\$8.0 BILLION	\$12.7 BILLION	\$635.3 MILLION
	STATEWIDE EMPLOYMENT	STATEWIDE PAYROLL	STATEWIDE SPENDING	STATEWIDE ANNUAL ECONOMIC ACTIVITY	STATEWIDE TAX REVENUE

ECONOMIC IMPACTS

15 AIRPORTS
HAVE ANNUAL ECONOMIC
IMPACTS UP TO
\$1 MILLION

12 AIRPORTS
HAVE ANNUAL ECONOMIC
IMPACTS OF **\$1 MILLION**
TO **\$5 MILLION**

5 AIRPORTS
HAVE ANNUAL
ECONOMIC IMPACTS OF
\$5 MILLION TO
\$10 MILLION

14 AIRPORTS
HAVE ANNUAL ECONOMIC
IMPACTS OF
\$10 MILLION OR MORE

**ANNUAL
VISITORS
ARRIVING BY AIR**

**6.6
MILLION**

**COMMERCIAL
AIRLINE
VISITORS**

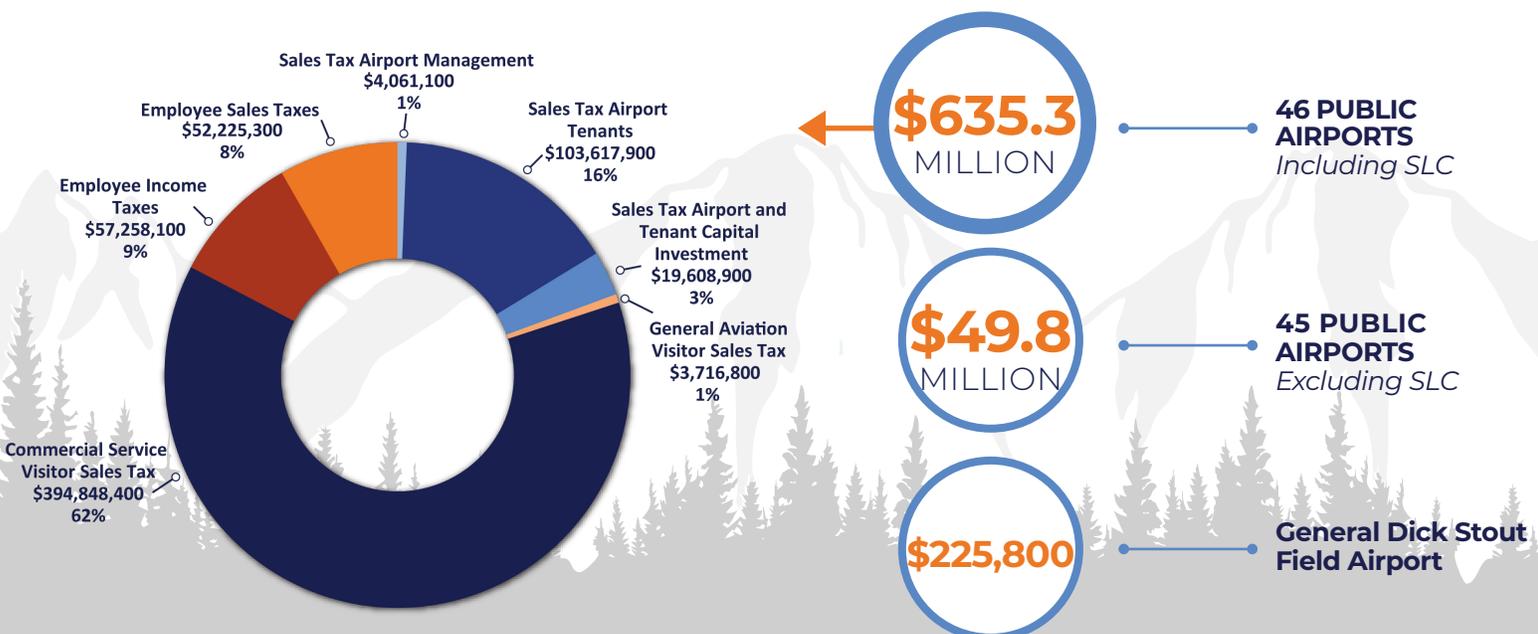
204,000 Excluding SLC

180,000

**GENERAL
AVIATION
VISITORS**

137,000 Excluding SLC

ANNUAL STATE AND LOCAL TAX REVENUES GENERATED BY AIRPORT ACTIVITY





METHODOLOGY FOLLOWS FAA GUIDANCE

HOW DO WE FIND ECONOMIC IMPACTS ON AIRPORTS?

Each airport was investigated to identify potential economic impacts from these activity categories:



WHAT DO WE MEASURE?

For all categories, these measures were used to identify the airport's annual economic impact:



EMPLOYMENT



ANNUAL PAYROLL



ANNUAL SPENDING



ANNUAL ECONOMIC ACTIVITY



WHAT IS ANNUAL ECONOMIC ACTIVITY?

Annual economic activity represents dollars flowing into the economy from payroll and spending.

HOW DO WE GET TOTAL IMPACTS?

Economic impacts reflect not only direct impacts, but also indirect/induced impacts associated with multiplier effects. Using Utah-specific inputs, the IMPLAN model was used to estimate indirect/induced impacts.



FOR MORE INFORMATION:
Utah Division of Aeronautics
135 2400 W, Salt Lake City, UT 84116

