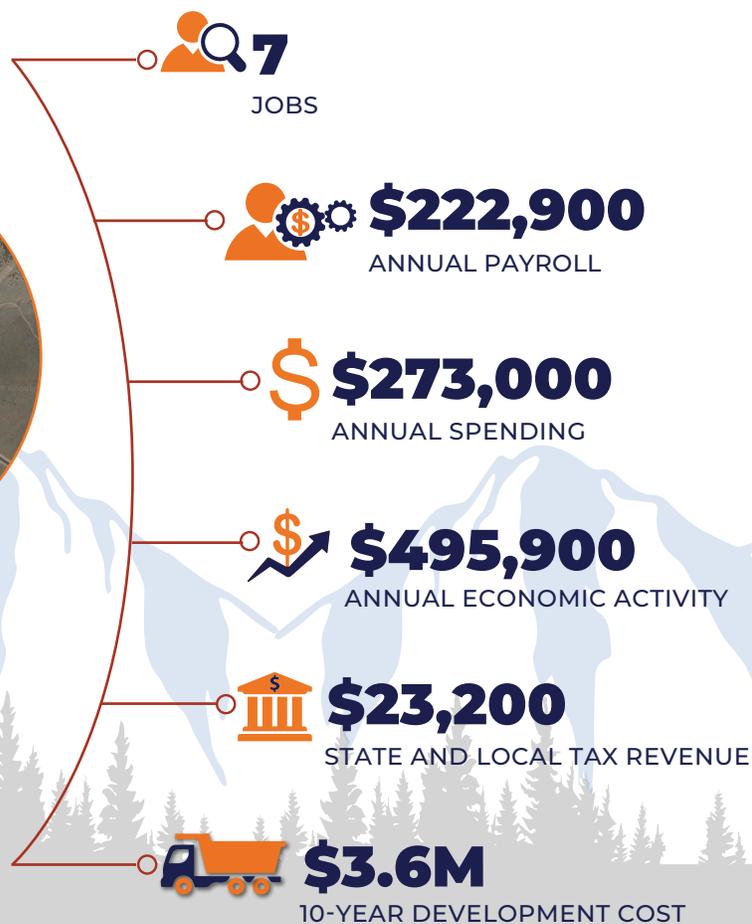
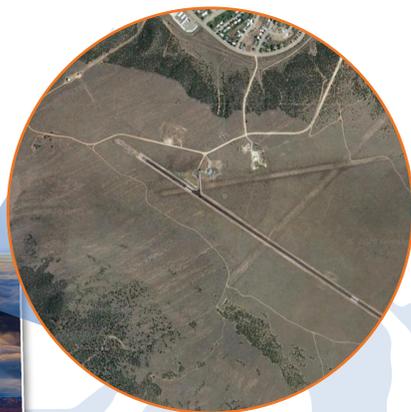




UTAH | AVIATION DEVELOPMENT STRATEGY

DUTCH JOHN AIRPORT (33U)

DUTCH JOHN, UTAH



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

Dutch John Airport is located in the northeast corner of the state, in the Flaming Gorge National Recreation Area. The Green River, a popular destination for fly fishing, runs near the airport. Air travelers take advantage of the airport's location near this Blue Ribbon fishery and stay at nearby lodges and outfitters.



THE AIRPORT'S ANNUAL BENEFITS ARE SIGNIFICANT

The airport's benefit exceeds its annual needs

- **\$3.6 million** estimated to maintain/improve the airport over the next ten years
- **\$362,950** average annual investment need
- **\$495,900** in annual economic benefit



DID YOU KNOW DUTCH JOHN AIRPORT CREATES...



ALL ECONOMIC IMPACTS BY MEASURE AND CATEGORY FOR Dutch John 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	<1	<1	<1	\$16,500	\$25,100	\$41,600	\$2,600	\$4,000	\$6,600	\$19,100	\$29,100	\$48,200
Capital Investment	<1	<1	<1	\$4,400	\$3,700	\$8,100	\$17,600	\$16,500	\$34,100	\$22,000	\$20,200	\$42,200
General Aviation Visitor Spending	4	2	6	\$103,800	\$69,400	\$173,200	\$119,300	\$113,000	\$232,300	\$223,100	\$182,400	\$405,500
Total Impacts	4	3	7	\$124,700	\$98,200	\$222,900	\$139,500	\$133,500	\$273,000	\$264,200	\$231,700	\$495,900

Note: Impacts reported reflect pre-COVID airport activity



BENEFITS ALSO COME IN THE FORM OF


INCOME TAX
ON EMPLOYEES OF...


AIRPORT
\$-


CONSTRUCTION
\$-


VISITOR INDUSTRY
\$1,400

\$1,400
ANNUAL
INCOME TAX

\$23,200
ANNUAL SALES
AND INCOME TAX
REVENUE


SALES TAX
ON SPENDING BY...


AIRPORT
\$200

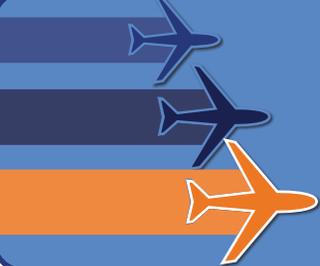

CONSTRUCTION
\$1,300


VISITORS
\$17,600


EMPLOYEES
\$2,700

\$21,800
ANNUAL
SALES TAX

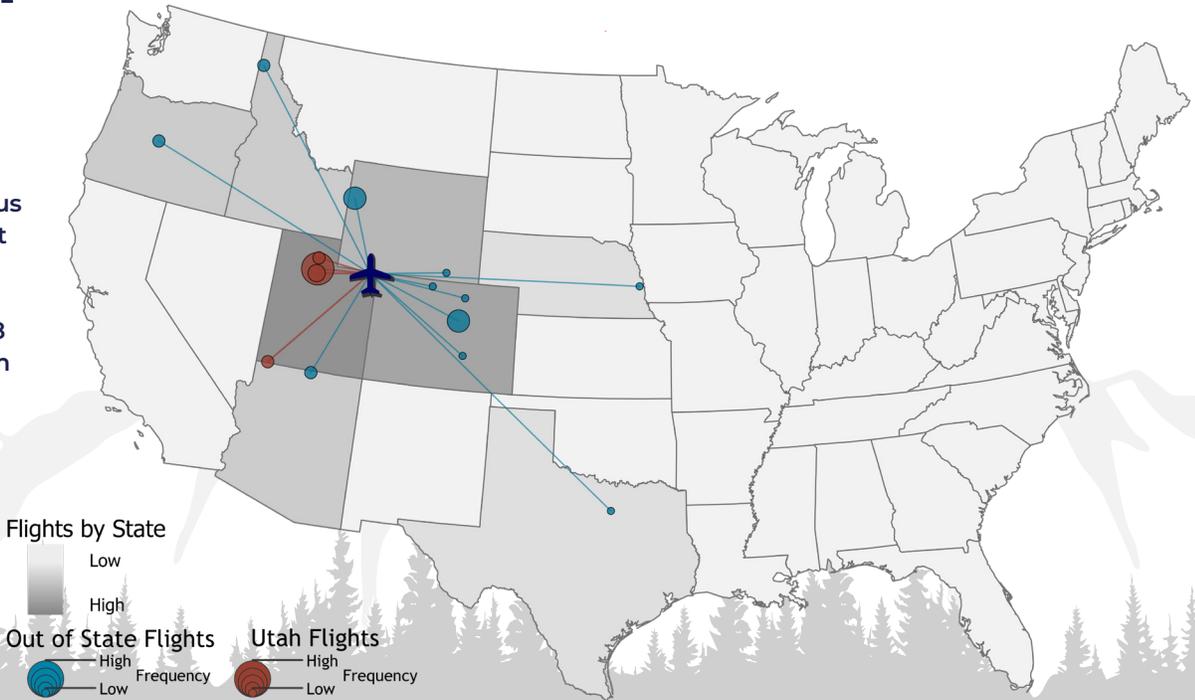
DID YOU KNOW...


63% OF FLIGHT PLANS
ARE TO OUT OF STATE
DESTINATIONS


CONNECTIONS TO MORE
THAN 11 UNIQUE
DESTINATIONS IN 7
STATES

33U'S NATIONAL CONNECTIONS

The airport supports general aviation connectivity to numerous destinations throughout the United States. This FAA flight map displays a variety of 2018 destinations to and from the airport.





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

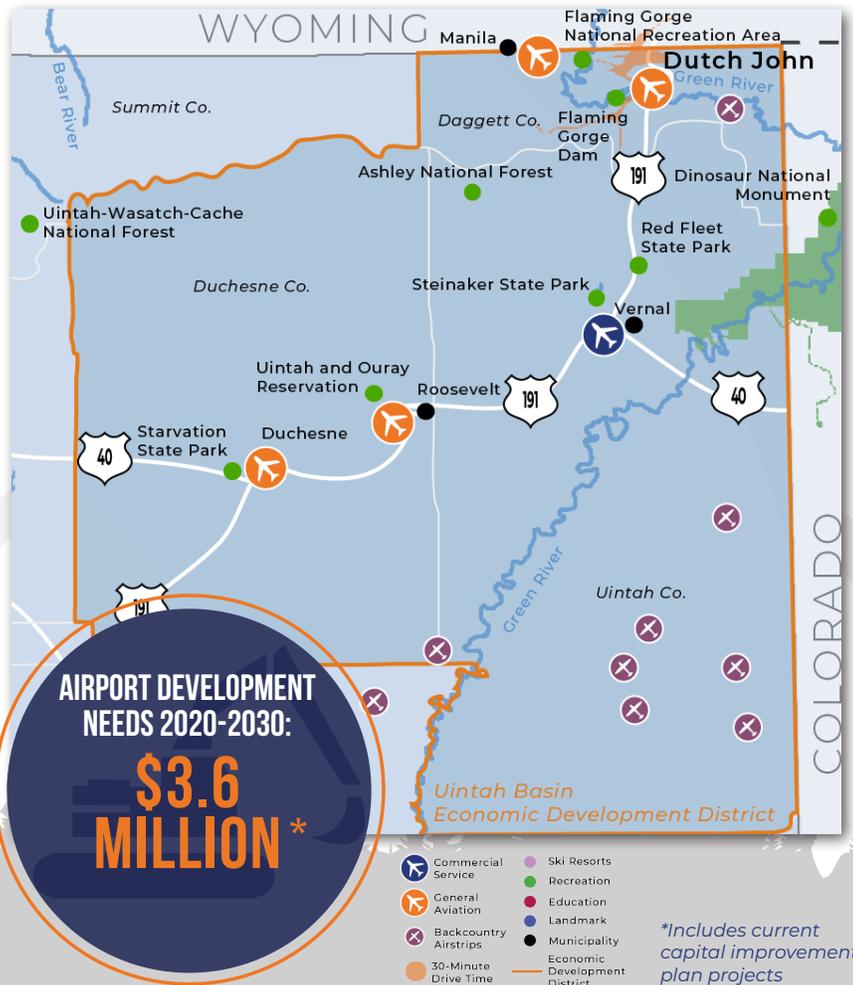
UT-IV: ESSENTIAL ACCESS
13 AIRPORTS

DUTCH JOHN AIRPORT ROLE: UT-IV: ESSENTIAL ACCESS

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

✓ Meets Recommendation X Improvement Recommended

— Not an Objective





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**

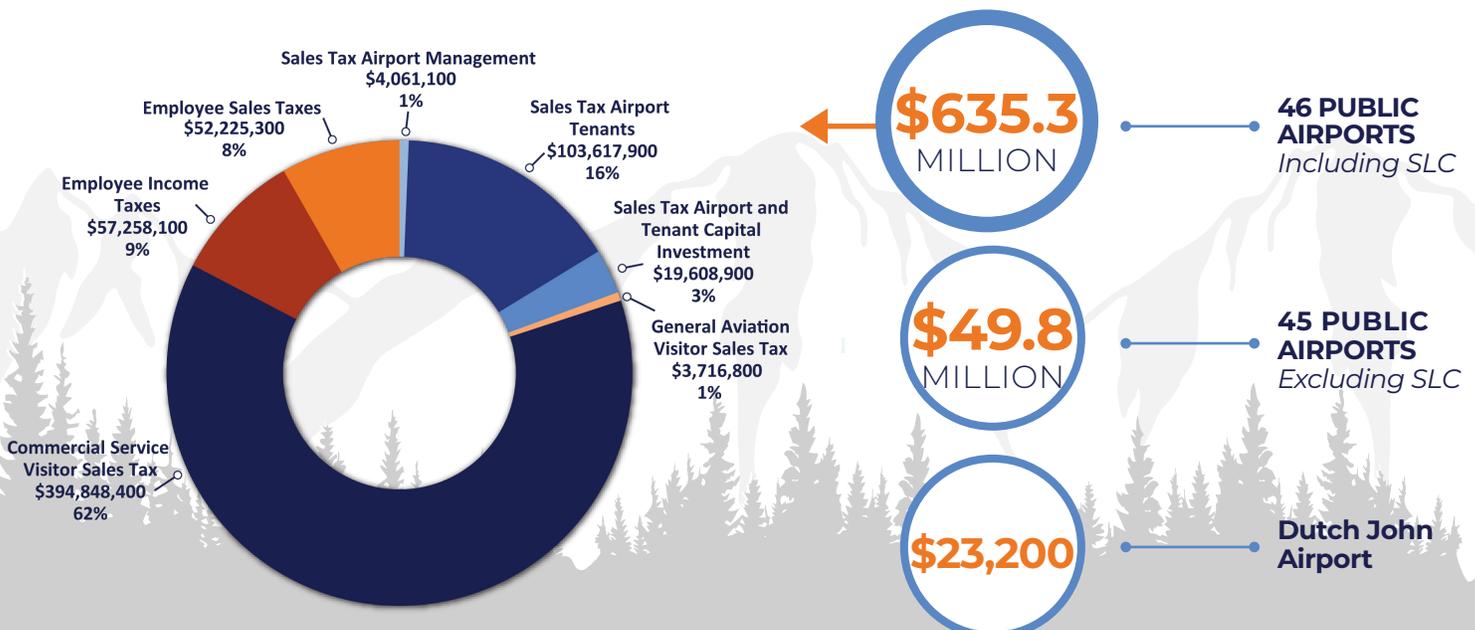
204,000 Excluding SLC

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



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

