



UTAH | AVIATION DEVELOPMENT STRATEGY

MANILA AIRPORT (40U)

MANILA, UTAH



5
JOBS



\$132,700

ANNUAL PAYROLL



\$312,500

ANNUAL SPENDING



\$445,200

ANNUAL ECONOMIC ACTIVITY



\$16,800

STATE AND LOCAL TAX REVENUE



\$1.6M

10-YEAR DEVELOPMENT COST

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

Manila Airport supports tourism and outdoor recreation in the region with Flaming Gorge National Recreational Area located nearby, which offers boating, swimming, fishing, along with camping and hiking. Additionally, because the nearest major hospital is more than an hour's drive from Manila, the airport supports a variety of air ambulance services when medical emergencies arise.



THE AIRPORT'S ANNUAL BENEFITS ARE SIGNIFICANT

The airport's benefit exceeds its annual needs

- **\$1.6 million** estimated to maintain/improve the airport over the next ten years
- **\$158,220** average annual investment need
- **\$445,200** in annual economic benefit



DID YOU KNOW MANILA AIRPORT CREATES...



ALL ECONOMIC IMPACTS BY MEASURE AND CATEGORY FOR MANILA 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	\$5,000	\$7,600	\$12,600	\$2,600	\$4,000	\$6,600	\$7,600	\$11,600	\$19,200
Capital Investment	1	1	2	\$27,400	\$22,800	\$50,200	\$109,500	\$102,600	\$212,100	\$136,900	\$125,400	\$262,300
General Aviation Visitor Spending	2	<1	2	\$41,900	\$28,000	\$69,900	\$48,100	\$45,700	\$93,800	\$90,000	\$73,700	\$163,700
Total Impacts	3	2	5	\$74,300	\$58,400	\$132,700	\$160,200	\$152,300	\$312,500	\$234,500	\$210,700	\$445,200

Note: Impacts reported reflect pre-COVID airport activity



BENEFITS ALSO COME IN THE FORM OF

INCOME TAX ON EMPLOYEES OF...

AIRPORT \$-

CONSTRUCTION \$300

VISITOR INDUSTRY \$600

\$900 ANNUAL INCOME TAX

\$16,800 ANNUAL SALES AND INCOME TAX REVENUE

SALES TAX ON SPENDING BY...

AIRPORT \$200

CONSTRUCTION \$7,500

VISITORS \$6,800

EMPLOYEES \$1,400

\$15,900 ANNUAL SALES TAX

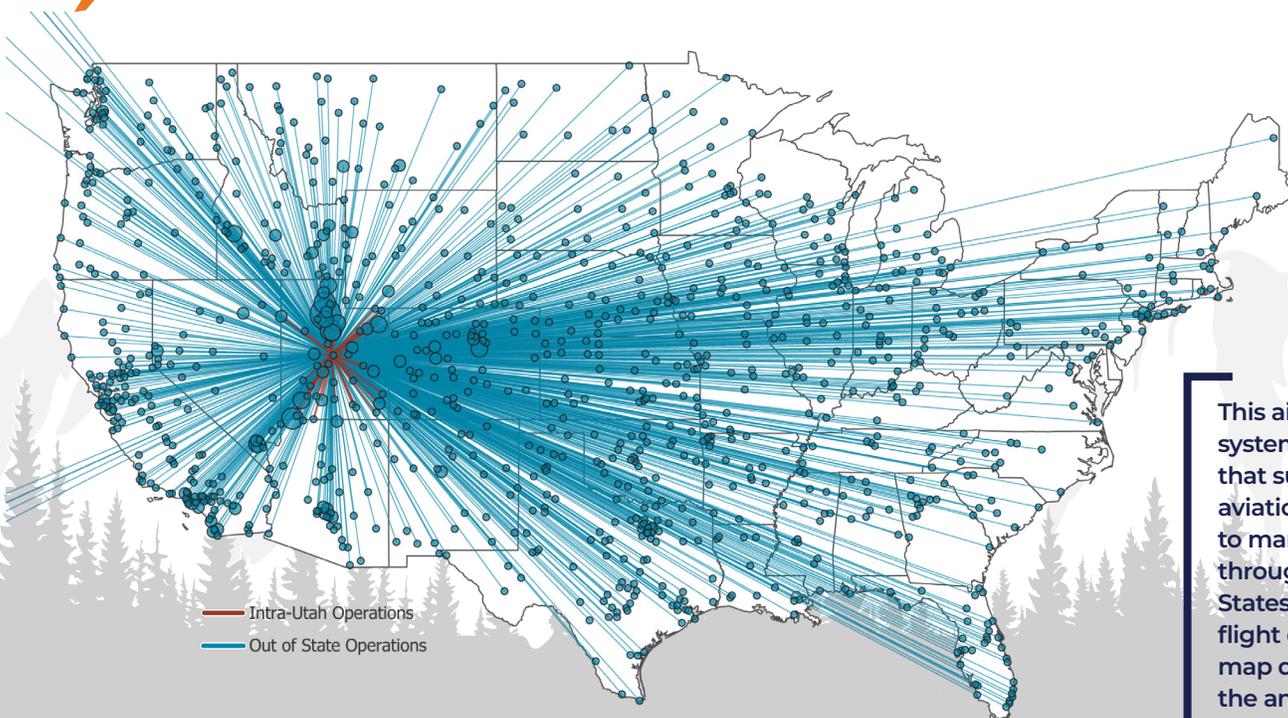
DID YOU KNOW...

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

MANILA AIRPORT ROLE: UT-IV: ESSENTIAL ACCESS

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

✓ Meets Recommendation ✗ 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**

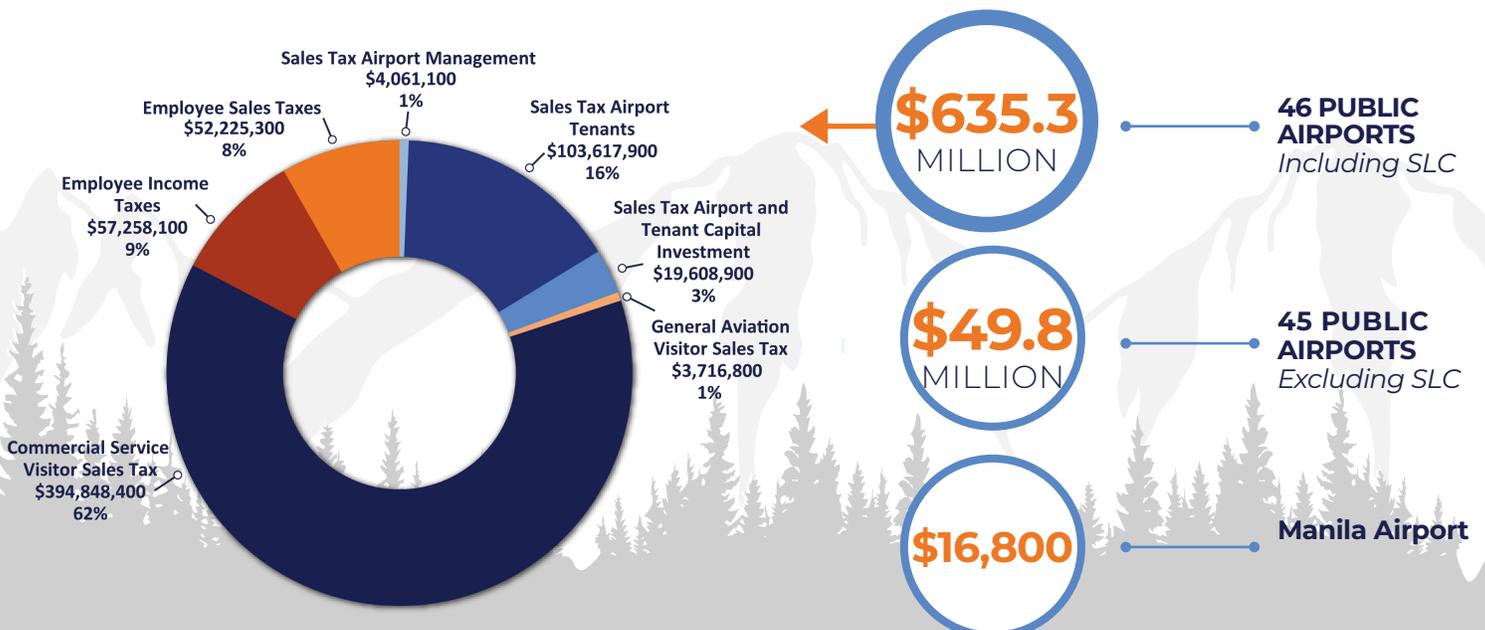
204,000 Excluding SLC

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:

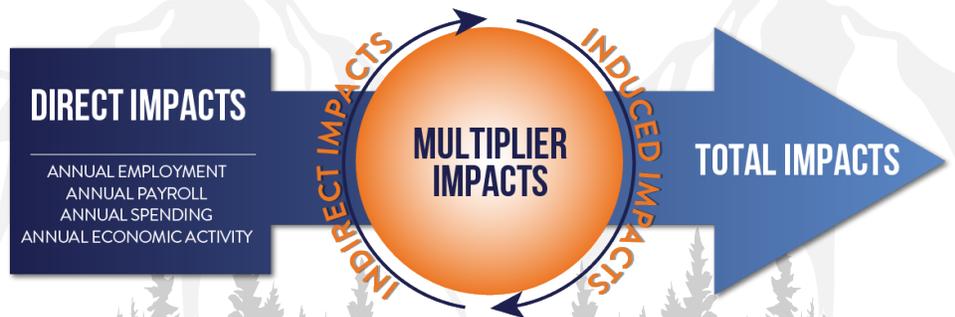


WHAT IS ANNUAL ECONOMIC ACTIVITY?

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:
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