



# UTAH | AVIATION DEVELOPMENT STRATEGY

## SKYPARK AIRPORT (BTF)

BOUNTIFUL, UTAH



 **214**  
JOBS

 **\$8.9M**  
ANNUAL PAYROLL

 **\$10.5M**  
ANNUAL SPENDING

 **\$19.4M**  
ANNUAL ECONOMIC ACTIVITY

 **\$715,700**  
STATE AND LOCAL TAX REVENUE

 **\$23.0M**  
10-YEAR DEVELOPMENT COST

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

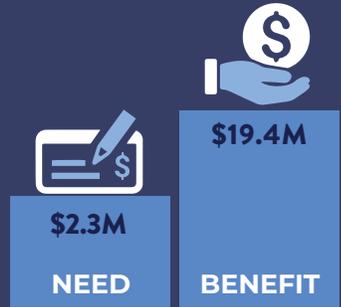
Skypark Airport is the closest general aviation facility to Salt Lake City International Airport (SLC). Classic Aviation is a prominent helicopter charter service on-site, that provides a variety of services, from air medical rescue to aerial filming and photography. SkyWest Airlines also has a presence in the area, and supports Skypark's flight school, Flight Academy.



THE AIRPORT'S ANNUAL BENEFITS ARE SIGNIFICANT

The airport's benefit far exceeds its annual needs

- **\$23.0 million** estimated to maintain/improve the airport over the next ten years
- **\$2.3 million** average annual investment need
- **\$19.4 million** in annual economic benefit



DID YOU KNOW SKYPARK AIRPORT CREATES...



ALL ECONOMIC IMPACTS BY MEASURE AND CATEGORY FOR SKYPARK 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	79	116	195	\$4,638,900	\$3,710,000	\$8,348,900	\$5,644,900	\$3,849,600	\$9,494,500	\$10,283,800	\$7,559,600	\$17,843,400
Capital Investment	1	2	3	\$51,100	\$42,700	\$93,800	\$204,500	\$191,700	\$396,200	\$255,600	\$234,400	\$490,000
General Aviation Visitor Spending	11	5	16	\$271,700	\$181,500	\$453,200	\$312,200	\$295,900	\$608,100	\$583,900	\$477,400	\$1,061,300
<b>Total Impacts</b>	<b>91</b>	<b>123</b>	<b>214</b>	<b>\$4,961,700</b>	<b>\$3,934,200</b>	<b>\$8,895,900</b>	<b>\$6,161,600</b>	<b>\$4,337,200</b>	<b>\$10,498,800</b>	<b>\$11,123,300</b>	<b>\$8,271,400</b>	<b>\$19,394,700</b>

Note: Impacts reported reflect pre-COVID airport activity



BENEFITS ALSO COME IN THE FORM OF

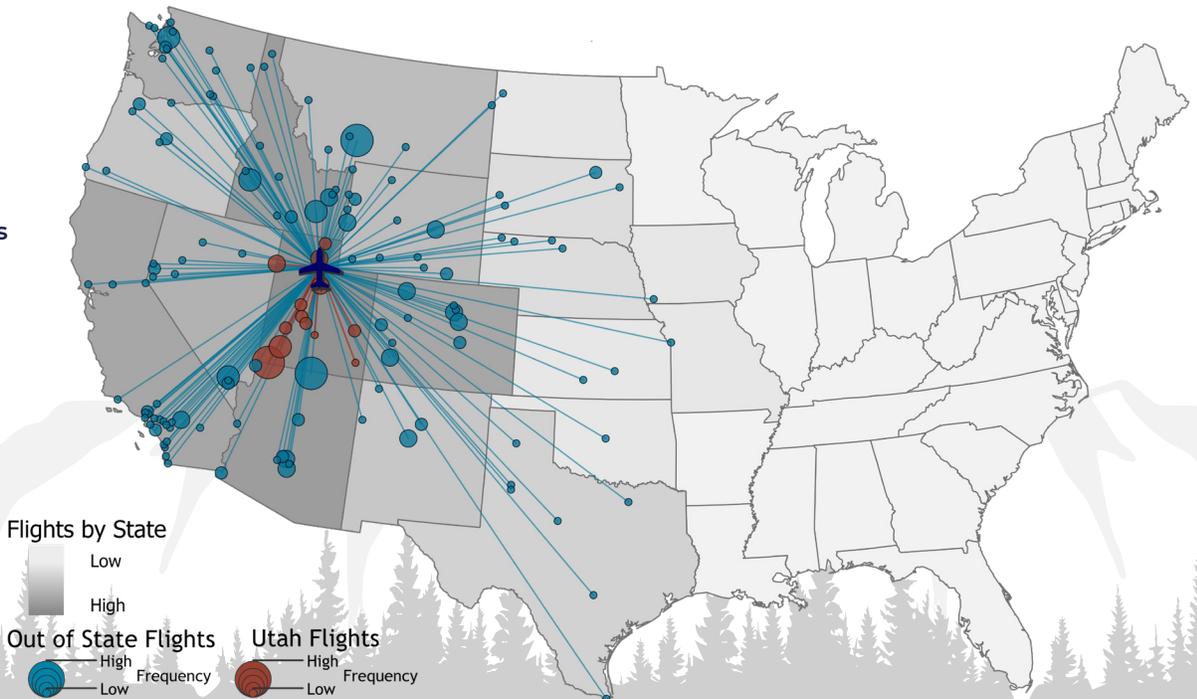


DID YOU KNOW...



BTF'S NATIONAL CONNECTIONS

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





# 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

## SKYPARK AIRPORT ROLE: UT-II: CORPORATE/TOURISM/FREIGHT

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

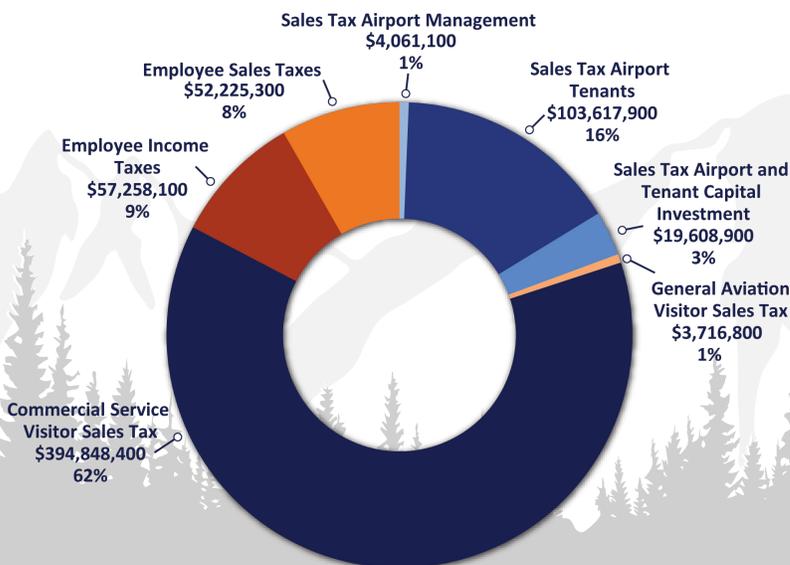
204,000 Excluding SLC

**180,000**

GENERAL AVIATION VISITORS

137,000 Excluding SLC

ANNUAL STATE AND LOCAL TAX REVENUES GENERATED BY AIRPORT ACTIVITY



**\$635.3**  
MILLION

**46 PUBLIC AIRPORTS**  
Including SLC

**\$49.8**  
MILLION

**45 PUBLIC AIRPORTS**  
Excluding SLC

**\$715,700**

Skypark Airport



## 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

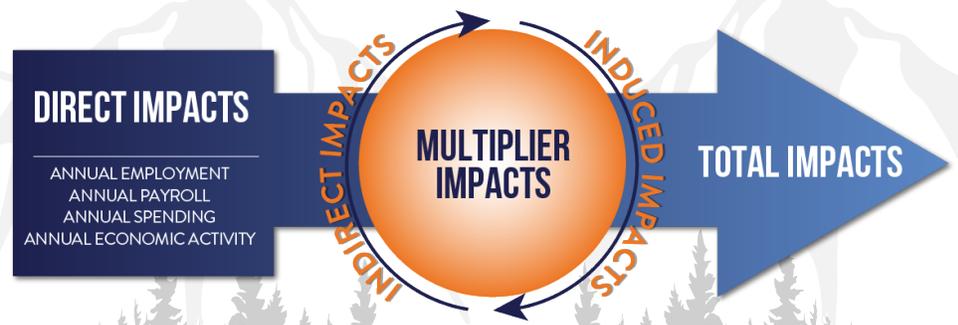


### WHAT IS ANNUAL ECONOMIC ACTIVITY?

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

