



UTAH | AVIATION DEVELOPMENT STRATEGY

CANYONLANDS REGIONAL AIRPORT (CNY)

MOAB, UTAH



 **488**
JOBS

 **\$17.1M**
ANNUAL PAYROLL

 **\$28.8M**
ANNUAL SPENDING

 **\$45.9M**
ANNUAL ECONOMIC ACTIVITY

 **\$2.1M**
STATE AND LOCAL TAX REVENUE

 **\$8.9M**
10-YEAR DEVELOPMENT COST

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

Canyonlands Regional Airport offers commercial service to Denver via SkyWest Airlines and provides outstanding access to Moab, Canyonlands National Park, and Arches National Park for visitors in search of recreation access. General aviation operations at the airport include tour services with both helicopter and fixed wing aircraft as well as skydiving opportunities. Canyonlands also hosts a cargo feeder route from Salt Lake City, operated by Ameriflight.



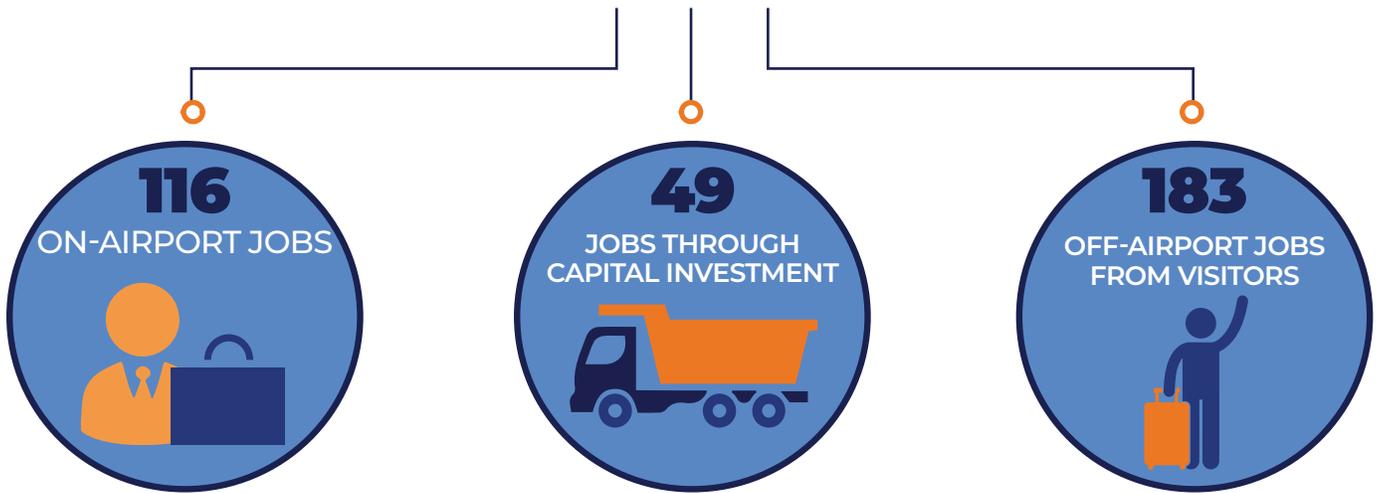
THE AIRPORT'S ANNUAL BENEFITS ARE SIGNIFICANT

The airport's benefit far exceeds its annual needs

- **\$8.9 million** estimated to maintain/improve the airport over the next ten years
- **\$892,190** average annual investment need
- **\$45.9 million** in annual economic benefit



DID YOU KNOW CANYONLANDS REGIONAL AIRPORT CREATES...



ALL ECONOMIC IMPACTS BY MEASURE AND CATEGORY FOR Canyonlands Regional 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	116	140	256	\$5,374,500	\$4,985,500	\$10,360,000	\$8,145,600	\$5,789,600	\$13,935,200	\$13,520,100	\$10,775,100	\$24,295,200
Capital Investment	21	28	49	\$797,100	\$665,800	\$1,462,900	\$3,190,500	\$2,990,200	\$6,180,700	\$3,987,600	\$3,656,000	\$7,643,600
General Aviation Visitor Spending	6	2	8	\$145,100	\$97,000	\$242,100	\$166,700	\$158,100	\$324,800	\$311,800	\$255,100	\$566,900
Commercial Visitor Spending	116	59	175	\$2,935,400	\$2,104,900	\$5,040,300	\$4,402,200	\$3,989,500	\$8,391,700	\$7,337,600	\$6,094,400	\$13,432,000
Total Impacts	259	229	488	\$9,252,100	\$7,853,200	\$17,105,300	\$15,905,000	\$12,927,400	\$28,832,400	\$25,157,100	\$20,780,600	\$45,937,700

Note: Impacts reported reflect pre-COVID airport activity



CANYONLANDS REGIONAL AIRPORT (CNY)

BENEFITS ALSO COME IN THE FORM OF

INCOME TAX ON EMPLOYEES OF...

AIRPORT
\$160,900

CONSTRUCTION
\$20,000

VISITOR INDUSTRY
\$41,900

\$222,800
ANNUAL INCOME TAX

SALES TAX ON SPENDING BY...

AIRPORT
\$612,900

CONSTRUCTION
\$240,300

VISITORS
\$768,000

EMPLOYEES
\$208,500

\$1.8M
ANNUAL SALES TAX

\$2.1M
ANNUAL SALES AND INCOME TAX REVENUE

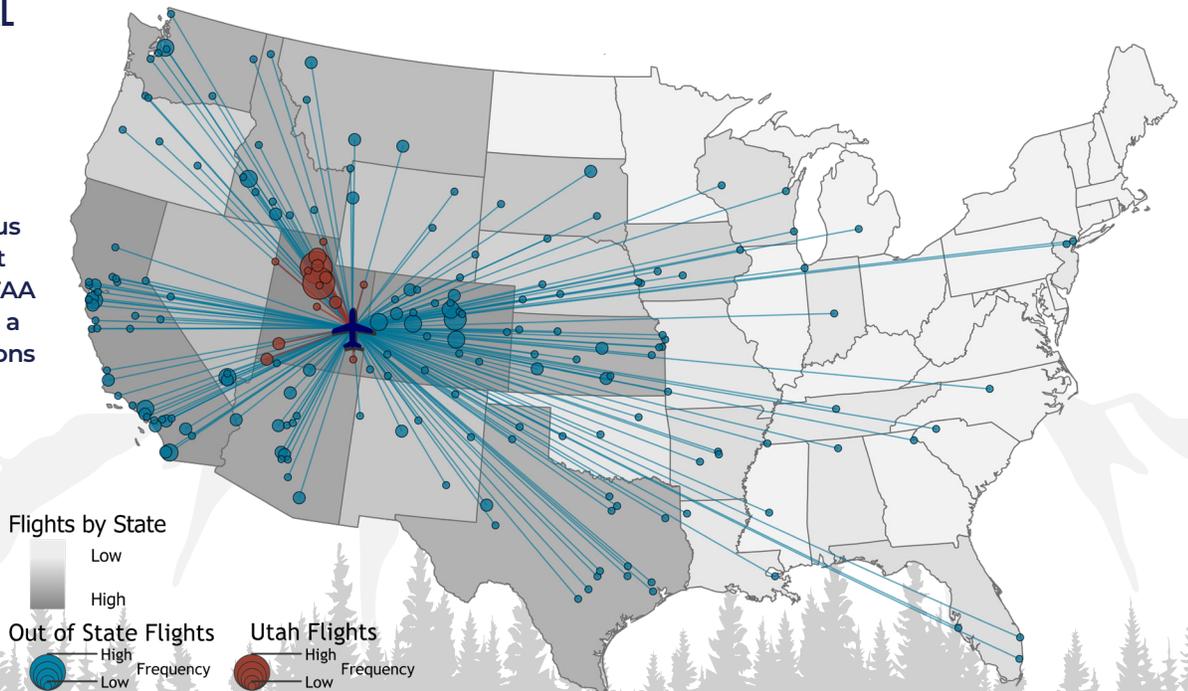
DID YOU KNOW...

88% OF FLIGHT PLANS ARE TO OUT OF STATE DESTINATIONS

CONNECTIONS TO MORE THAN 167 UNIQUE DESTINATIONS IN 34 STATES AND 3 COUNTRIES

CNY'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. The airport supports connections to major entertainment industry locations, including Los Angeles and Las Vegas.





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



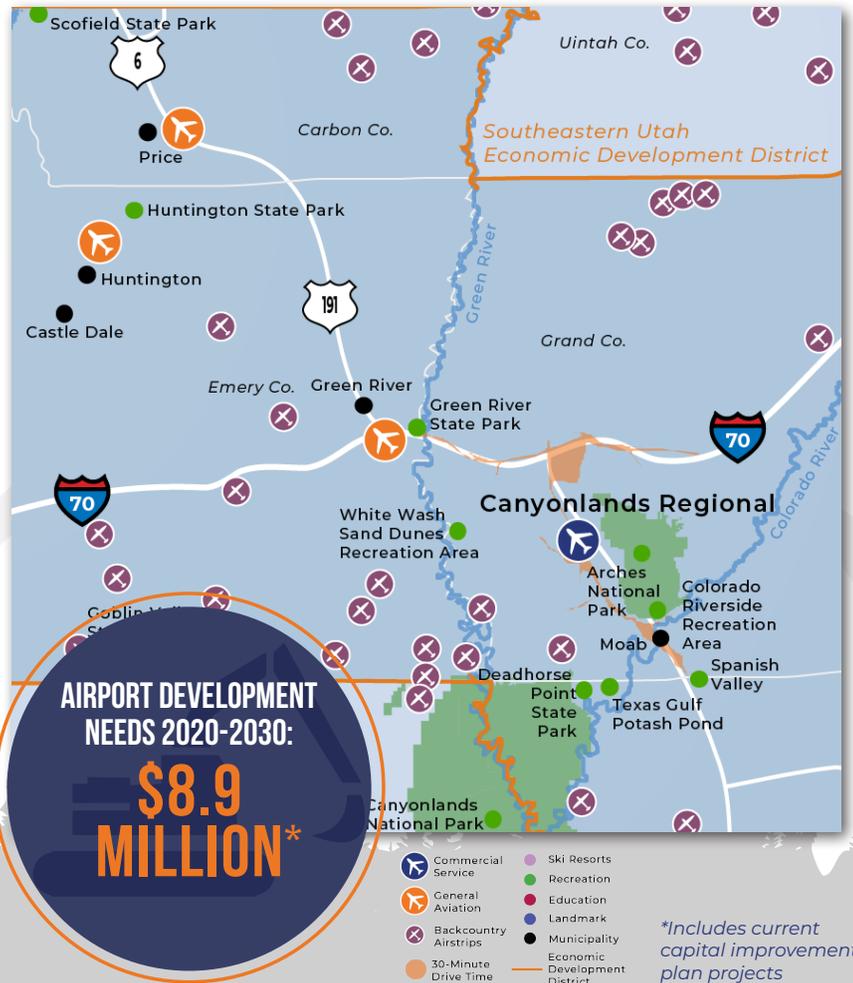
UT-IV: ESSENTIAL ACCESS
13 AIRPORTS

CANYONLANDS REGIONAL AIRPORT ROLE: UT-I: COMMERCIAL SERVICE

FACILITY AND SERVICE OBJECTIVES	
Airside Facilities	Airport Compliance
Instrument Approach	X
Navigational and Visual Aids	✓
Weather Reporting	✓
Primary Runway Dimensions	✓
Taxiway Layout	✓
Primary Runway Pavement Condition	✓
Primary Runway Strength	✓
Airfield Lighting	X
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	X
Paved Automobile Parking	✓
Other	
Recent Master Plan/Airport Layout Plan	✓

✓ Meets Recommendation X Improvement Recommended

— Not an Objective



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



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

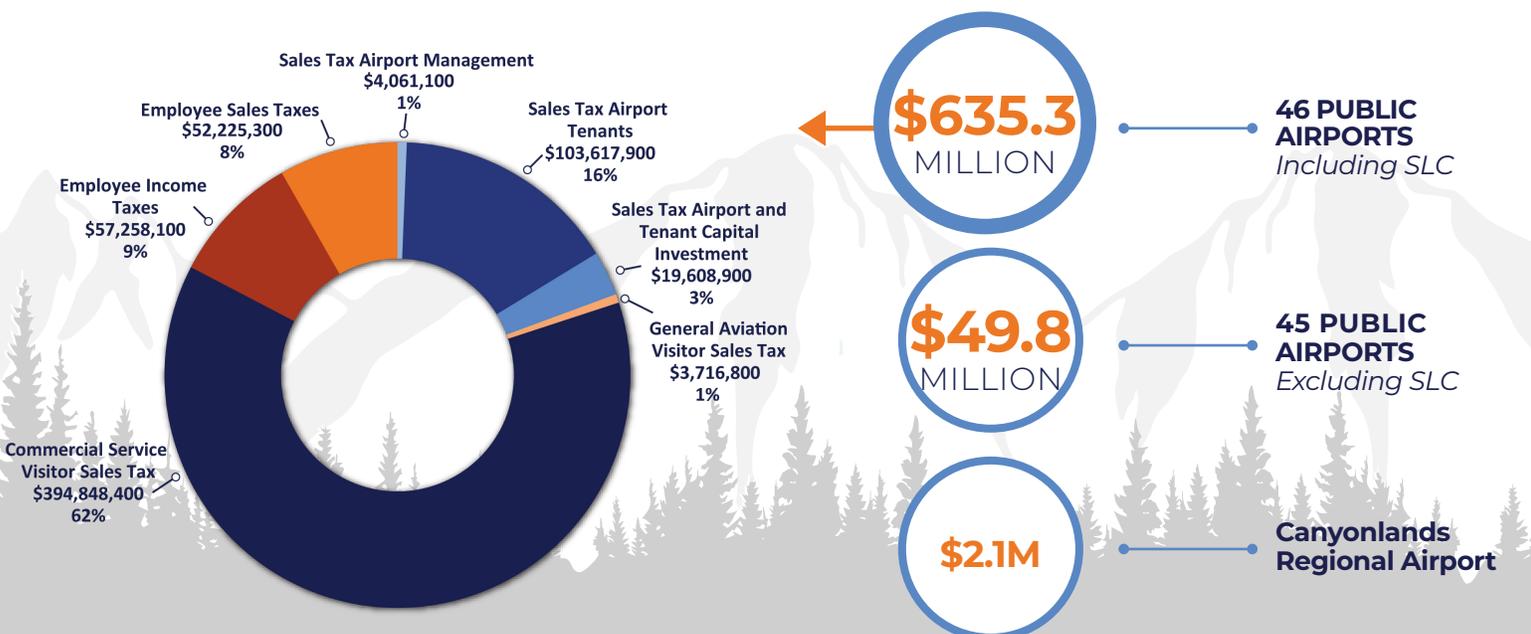
- 15 AIRPORTS** HAVE ANNUAL ECONOMIC IMPACTS UP TO **\$1 MILLION**
- 12 AIRPORTS** HAVE ANNUAL ECONOMIC IMPACTS OF **\$1 MILLION TO \$5 MILLION**
- 5 AIRPORTS** HAVE ANNUAL ECONOMIC IMPACTS OF **\$5 MILLION TO \$10 MILLION**
- 14 AIRPORTS** HAVE ANNUAL ECONOMIC IMPACTS OF **\$10 MILLION OR MORE**

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

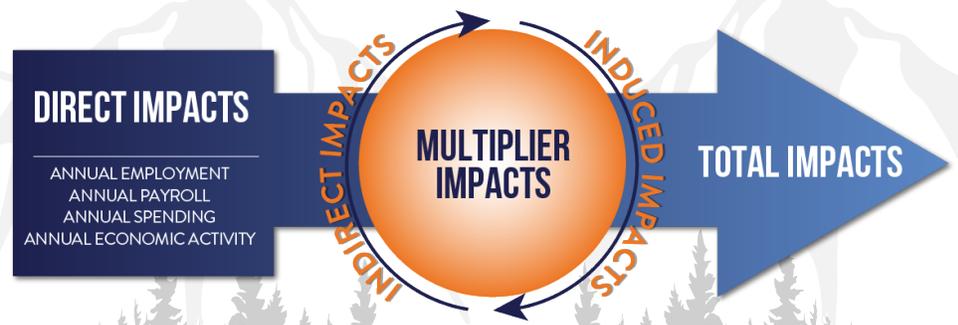


WHAT IS ANNUAL ECONOMIC ACTIVITY?

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:
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135 2400 W, Salt Lake City, UT 84116

