



# UTAH | AVIATION DEVELOPMENT STRATEGY

## OGDEN-HINCKLEY AIRPORT (OGD)

OGDEN, UTAH



 **2,626**  
JOBS

 **\$118.6M**  
ANNUAL PAYROLL

 **\$209.5M**  
ANNUAL SPENDING

 **\$328.1M**  
ANNUAL ECONOMIC ACTIVITY

 **\$12.9M**  
STATE AND LOCAL TAX REVENUE

 **\$11.3M**  
10-YEAR DEVELOPMENT COST

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

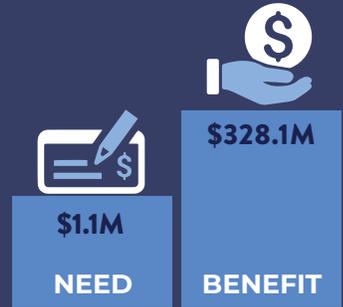
Ogden-Hinckley is one of Utah's busiest municipal airports, with more than 400 based general aviation aircraft. The airport offers commercial service flights to Phoenix on Allegiant Airlines. With a robust runway and air traffic control tower, the airport serves as a weather diversion location for Salt Lake City International and accommodates charter and just-in-time cargo operations by large aircraft.



**THE AIRPORT'S ANNUAL BENEFITS ARE SIGNIFICANT**

**The airport's benefit far exceeds its annual needs**

- **\$11.3 million** estimated to maintain/improve the airport over the next ten years
- **\$1.1 million** average annual investment need
- **\$328.1 million** in annual economic benefit



**DID YOU KNOW OGDEN-HINCKLEY AIRPORT CREATES...**



**ALL ECONOMIC IMPACTS BY MEASURE AND CATEGORY FOR OGDEN-HINCKLEY 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	978	1,424	2,402	\$61,476,800	\$50,628,700	\$112,105,500	\$122,843,200	\$74,943,200	\$197,786,400	\$184,320,000	\$125,571,900	\$309,891,900
Capital Investment	14	18	32	\$528,700	\$441,600	\$970,300	\$2,116,100	\$1,983,300	\$4,099,400	\$2,644,800	\$2,424,900	\$5,069,700
General Aviation Visitor Spending	111	52	163	\$2,818,000	\$1,882,400	\$4,700,400	\$3,237,700	\$3,068,700	\$6,306,400	\$6,055,700	\$4,951,100	\$11,006,800
Commercial Visitor Spending	19	10	29	\$480,800	\$344,800	\$825,600	\$686,300	\$621,900	\$1,308,200	\$1,167,100	\$966,700	\$2,133,800
<b>Total Impacts</b>	<b>1,122</b>	<b>1,504</b>	<b>2,626</b>	<b>\$65,304,300</b>	<b>\$53,297,500</b>	<b>\$118,601,800</b>	<b>\$128,883,300</b>	<b>\$80,617,100</b>	<b>\$209,500,400</b>	<b>\$194,187,600</b>	<b>\$133,914,600</b>	<b>\$328,102,200</b>

Note: Impacts reported reflect pre-COVID airport activity



BENEFITS ALSO COME IN THE FORM OF

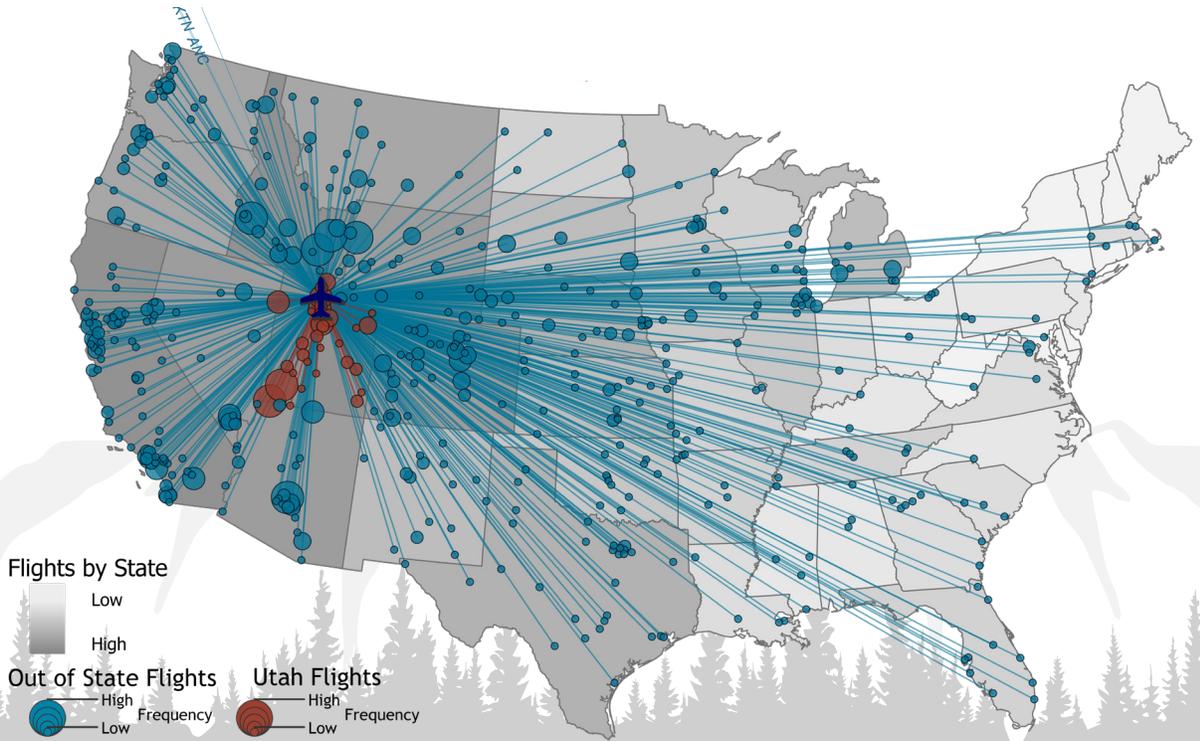


DID YOU KNOW...



OGD'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. Several prominent users include the US Forest Service, the Browning Brothers, JM Thomas Forest Products Co, and Boman & Kemp Manufacturing. Less frequent users include Admiral Beverage Corp and Fremont Beverages.





# 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

## OGDEN-HINCKLEY AIRPORT ROLE: UT-I: COMMERCIAL SERVICE

FACILITY AND SERVICE OBJECTIVES	
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



\*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**

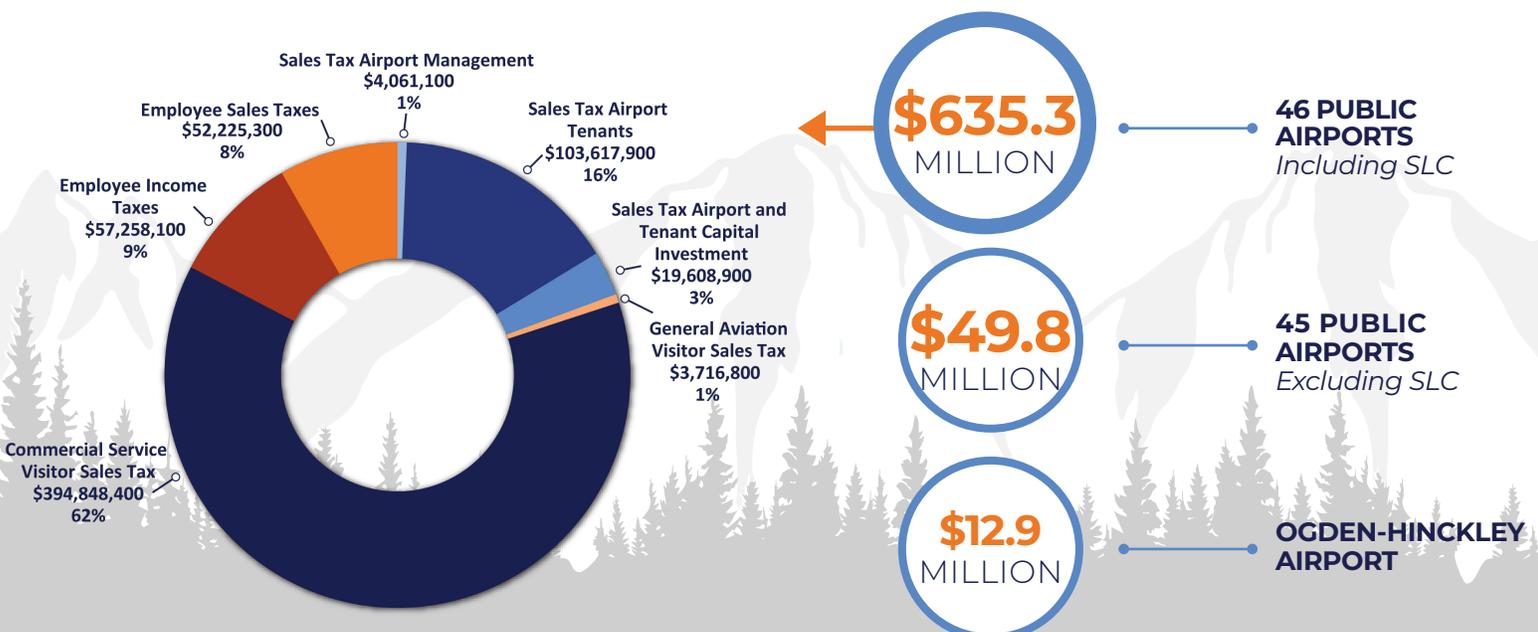
204,000 Excluding SLC

**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



ANNUAL PAYROLL



ANNUAL SPENDING



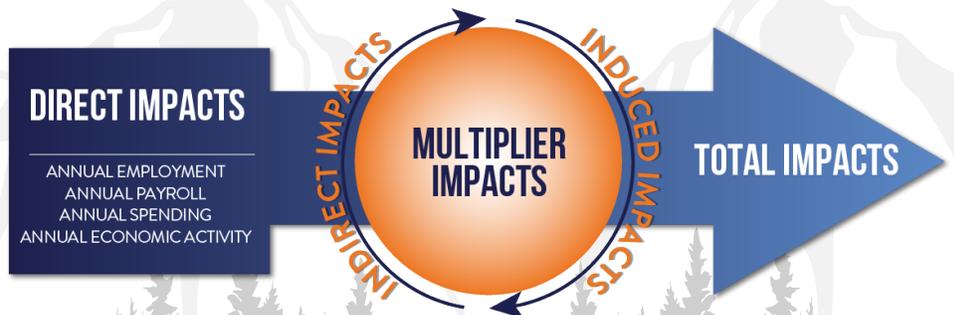
ANNUAL ECONOMIC ACTIVITY

### 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

