



UTAH | AVIATION DEVELOPMENT STRATEGY

CARBON COUNTY REGIONAL AIRPORT/ BUCK DAVIS FIELD (PUC)

PRICE, UTAH



 **32**
JOBS

 **\$1.5M**
ANNUAL PAYROLL

 **\$1.7M**
ANNUAL SPENDING

 **\$3.3M**
ANNUAL ECONOMIC ACTIVITY

 **\$98,400**
STATE AND LOCAL TAX REVENUE

 **\$2.1M**
10-YEAR DEVELOPMENT COST

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

Carbon County Regional Airport regularly supports recreational flyers looking for a staging airport to travel to the region's backcountry airports while sportsmen routinely use the airport to access the areas outstanding hunting locations. Working ranches, such as Tavaputs, also make use of Carbon County Regional to transport people and materials. Carbon County is also a stop on a cargo feeder route to Salt Lake City, operated by Ameriflight.



THE AIRPORT'S ANNUAL BENEFITS ARE SIGNIFICANT

The airport's benefit far exceeds its annual needs

- **\$2.1 million** estimated to maintain/improve the airport over the next ten years
- **\$209,450** average annual investment need
- **\$3.3 million** in annual economic benefit



DID YOU KNOW CARBON COUNTY REGIONAL AIRPORT CREATES...



ALL ECONOMIC IMPACTS BY MEASURE AND CATEGORY FOR Carbon County 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 | 12 | 14 | 26 | \$646,400 | \$742,600 | \$1,389,000 | \$698,400 | \$668,800 | \$1,367,200 | \$1,344,800 | \$1,411,400 | \$2,756,200 |
| Capital Investment | 1 | 1 | 2 | \$29,000 | \$24,200 | \$53,200 | \$116,100 | \$108,800 | \$224,900 | \$145,100 | \$133,000 | \$278,100 |
| General Aviation Visitor Spending | 2 | 2 | 4 | \$61,600 | \$41,100 | \$102,700 | \$70,800 | \$67,000 | \$137,800 | \$132,400 | \$108,100 | \$240,500 |
| Total Impacts | 15 | 17 | 32 | \$737,000 | \$807,900 | \$1,544,900 | \$885,300 | \$844,600 | \$1,729,900 | \$1,622,300 | \$1,652,500 | \$3,274,800 |

Note: Impacts reported reflect pre-COVID airport activity



BENEFITS ALSO COME IN THE FORM OF

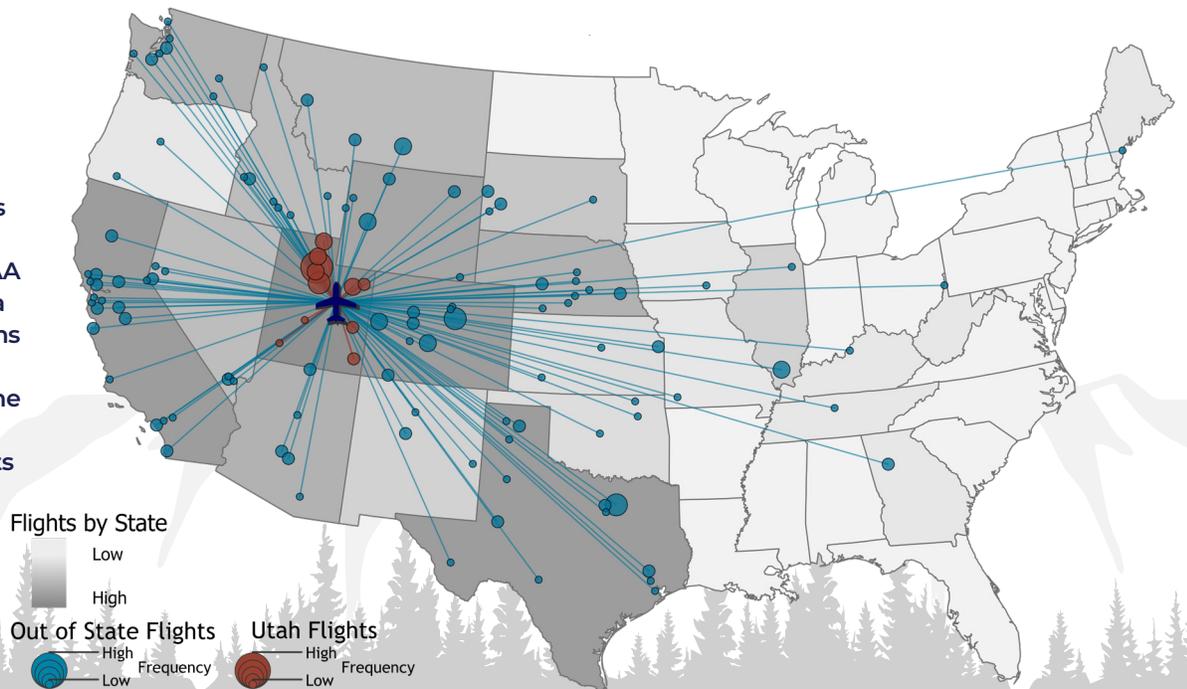


DID YOU KNOW...



PUC'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. Common operations at the airport include cargo and medical evacuation flights to other sites in 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

CARBON COUNTY REGIONAL AIRPORT ROLE: UT-II: Corporate / Tourism / Freight

| 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 | ✓ |
| 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

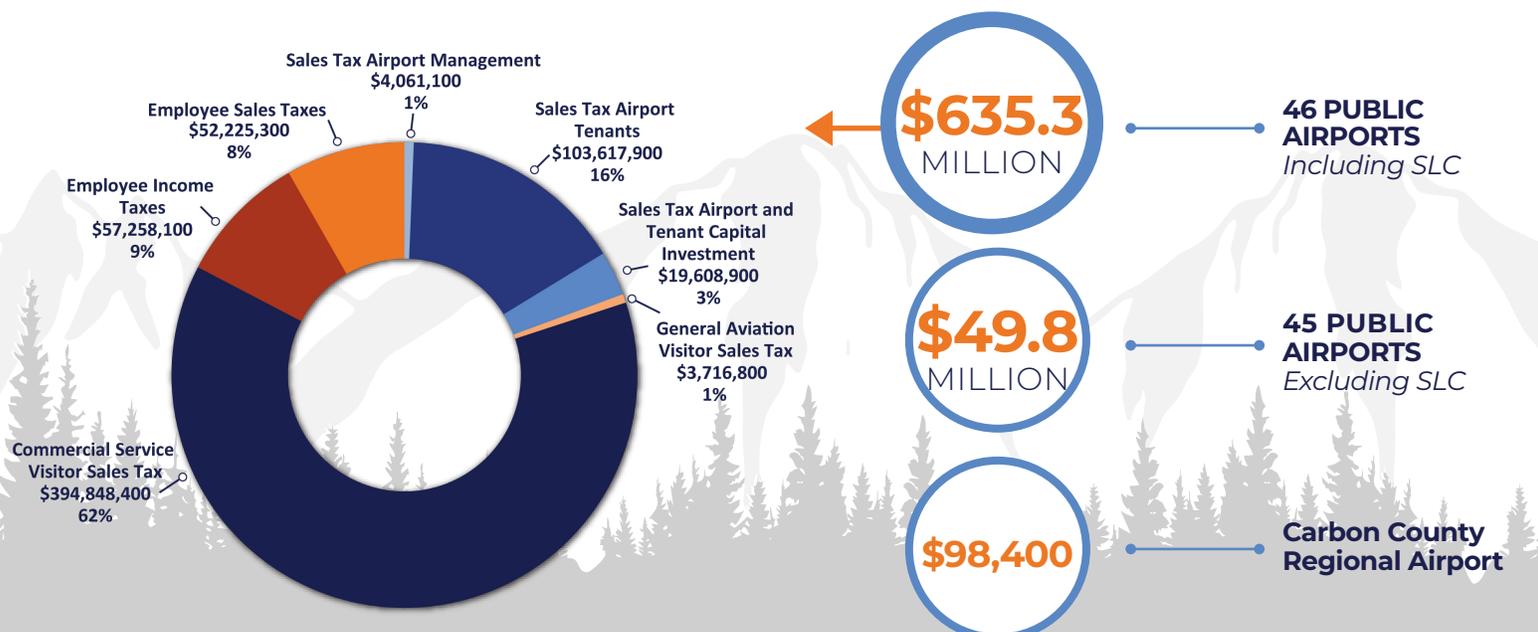
204,000 Excluding SLC

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:



EMPLOYMENT



ANNUAL PAYROLL



ANNUAL SPENDING



ANNUAL ECONOMIC ACTIVITY

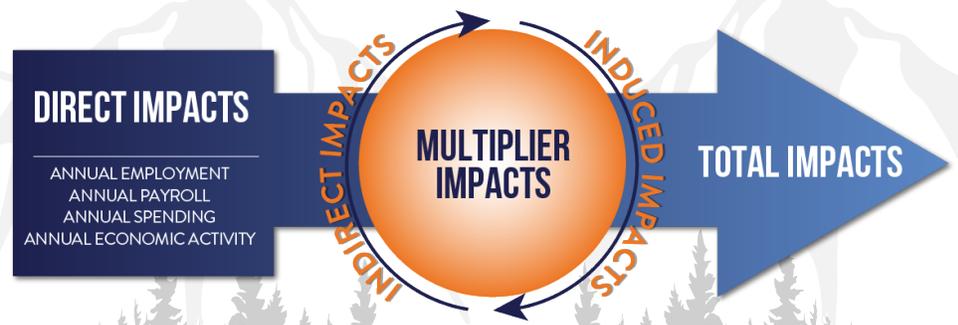


WHAT IS ANNUAL ECONOMIC ACTIVITY?

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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