



UTAH | AVIATION DEVELOPMENT STRATEGY

RICHFIELD MUNICIPAL AIRPORT (RIF)

RICHFIELD, UTAH



 **34**
JOBS

 **\$1.2M**
ANNUAL PAYROLL

 **\$1.8M**
ANNUAL SPENDING

 **\$3.0M**
ANNUAL ECONOMIC ACTIVITY

 **\$116,800**
STATE AND LOCAL TAX REVENUE

 **\$3.1M**
10-YEAR DEVELOPMENT COST

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

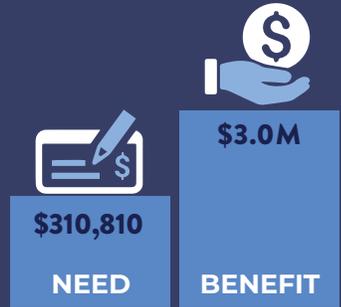
Richfield Municipal Airport maintains a 7,100-foot runway that provides adequate access for larger aircraft to communities in Central Utah as well as to businesses outside the region. The airport has a partnership with Life Flight for medical transport when advanced trauma care is needed.



THE AIRPORT'S ANNUAL BENEFITS ARE SIGNIFICANT

The airport's benefit far exceeds its annual needs

- **\$3.1 million** estimated to maintain/improve the airport over the next ten years
- **\$310,810** average annual investment need
- **\$3.0 million** in annual economic benefit



DID YOU KNOW RICHFIELD MUNICIPAL AIRPORT CREATES...



ALL ECONOMIC IMPACTS BY MEASURE AND CATEGORY FOR RICHFIELD MUNICIPAL 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	5	6	11	\$259,500	\$304,100	\$563,600	\$293,800	\$415,000	\$708,800	\$553,300	\$719,100	\$1,272,400
Capital Investment	1	1	2	\$37,500	\$31,400	\$68,900	\$150,300	\$140,800	\$291,100	\$187,800	\$172,200	\$360,000
General Aviation Visitor Spending	14	7	21	\$361,900	\$241,800	\$603,700	\$415,800	\$394,200	\$810,000	\$777,700	\$636,000	\$1,413,700
Total Impacts	20	14	34	\$658,900	\$577,300	\$1,236,200	\$859,900	\$950,000	\$1,809,900	\$1,518,800	\$1,527,300	\$3,046,100

Note: Impacts reported reflect pre-COVID airport activity



BENEFITS ALSO COME IN THE FORM OF

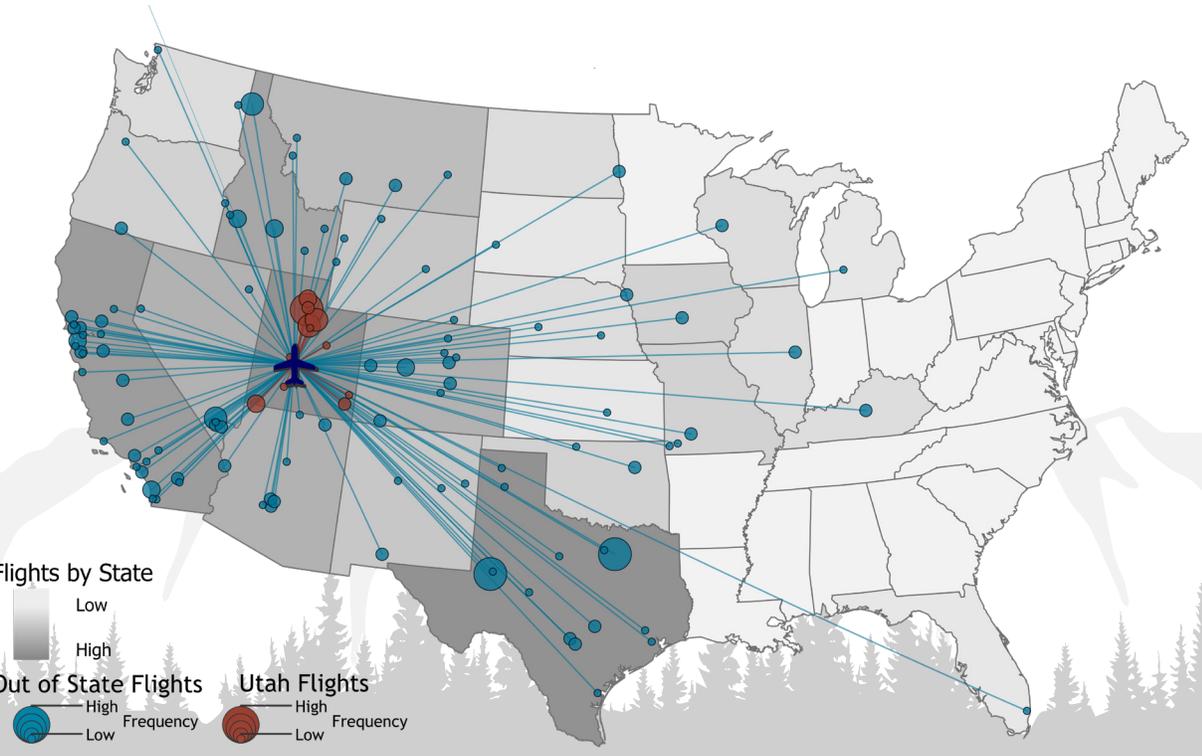


DID YOU KNOW...



RIF'S NATIONAL CONNECTIONS

Richfield is situated in a region of Utah with significant oil and gas industry activities. The NOP data reflects that Richfield Municipal Airport connects the region to major industry clusters in Dallas, Houston, Denver, and Fargo. Calgary is a notable international destination with significant oil and gas industry presence.





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

RICHFIELD MUNICIPAL AIRPORT ROLE: UT-II: CORPORATE/TOURISM/FREIGHT

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	X
Airfield Lighting	✓
Airfield Security and Fencing	✓
Services	
Fixed Based Operator	✓
Fueling Services	✓
Aircraft Maintenance	X
Ground Transportation	✓
Other Facilities	
Restrooms	✓
Hangar/Aircraft Storage	X
Tie-downs	✓
Terminal and Administration Building	X
Paved Automobile Parking	X
Other	
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

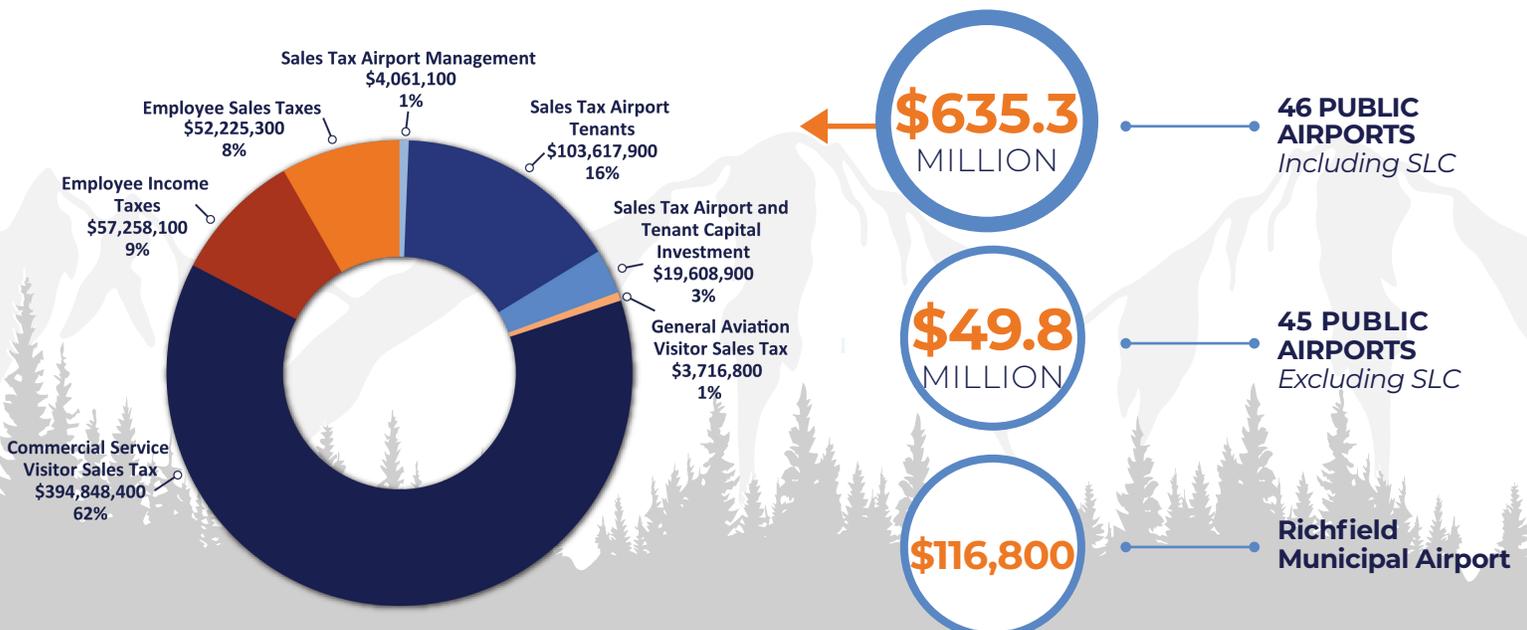
204,000 Excluding SLC

180,000

GENERAL AVIATION VISITORS

137,000 Excluding SLC

ANNUAL STATE AND LOCAL TAX REVENUES GENERATED BY AIRPORT ACTIVITY





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

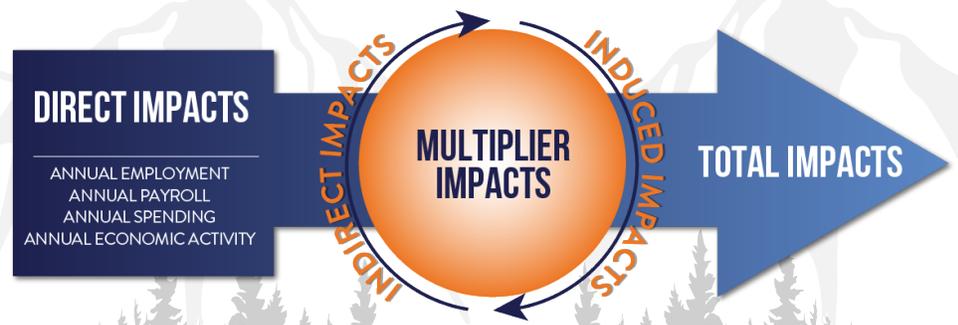


WHAT IS ANNUAL ECONOMIC ACTIVITY?

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
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