



# UTAH | AVIATION DEVELOPMENT STRATEGY

## DUCHESNE MUNICIPAL AIRPORT (U69)

DUCHESNE, UTAH



 **5**  
JOBS

 **\$164,300**  
ANNUAL PAYROLL

 **\$460,600**  
ANNUAL SPENDING

 **\$624,900**  
ANNUAL ECONOMIC ACTIVITY

 **\$20,900**  
STATE AND LOCAL TAX REVENUE

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

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

Duchesne Municipal Airport, known for its clear skies and ideal weather for flying, supports multiple state and local agencies. Firefighting operations and wildlife observation crews often use the airport for refueling, while local law enforcement fly out of the airport for search and rescue operations. Duchesne's rural location in the state makes the airport a valuable asset.



THE AIRPORT'S ANNUAL BENEFITS ARE SIGNIFICANT

The airport's benefit exceeds its annual needs

- **\$3.1 million** estimated to maintain/improve the airport over the next ten years
- **\$314,740** average annual investment need
- **\$624,900** in annual economic benefit



DID YOU KNOW DUCHESNE MUNICIPAL AIRPORT CREATES...



ALL ECONOMIC IMPACTS BY MEASURE AND CATEGORY FOR Duchesne 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	1	1	2	\$57,600	\$49,400	\$107,000	\$177,300	\$128,800	\$306,100	\$234,900	\$178,200	\$413,100
Capital Investment	<1	1	1	\$14,700	\$12,200	\$26,900	\$58,700	\$55,000	\$113,700	\$73,400	\$67,200	\$140,600
General Aviation Visitor Spending	1	<1	1	\$18,200	\$12,200	\$30,400	\$21,000	\$19,800	\$40,800	\$39,200	\$32,000	\$71,200
<b>Total Impacts</b>	<b>2</b>	<b>3</b>	<b>5</b>	<b>\$90,500</b>	<b>\$73,800</b>	<b>\$164,300</b>	<b>\$257,000</b>	<b>\$203,600</b>	<b>\$460,600</b>	<b>\$347,500</b>	<b>\$277,400</b>	<b>\$624,900</b>

Note: Impacts reported reflect pre-COVID airport activity



BENEFITS ALSO COME IN THE FORM OF

  
**INCOME TAX ON EMPLOYEES OF...**

  
**AIRPORT \$1,700**

  
**CONSTRUCTION \$-**

  
**VISITOR INDUSTRY \$000**

**\$1,700**  
 ANNUAL INCOME TAX

**\$20,900**  
 ANNUAL SALES AND INCOME TAX REVENUE

  
**SALES TAX ON SPENDING BY...**

  
**AIRPORT \$10,900**

  
**CONSTRUCTION \$3,600**

  
**VISITORS \$2,900**

  
**EMPLOYEES \$1,800**

**\$19,200**  
 ANNUAL SALES TAX

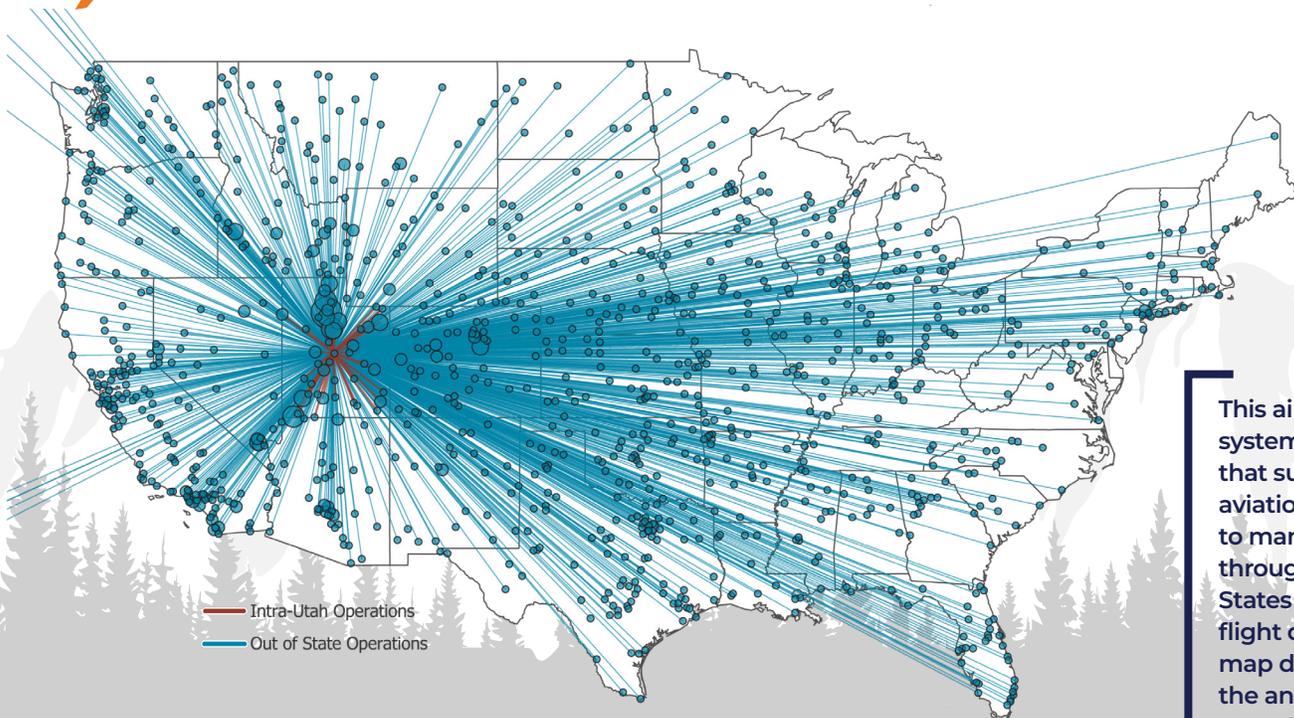
DID YOU KNOW...

  
**89% OF FLIGHT PLANS ARE TO OUT OF STATE DESTINATIONS**

  
**UTAH AIRPORTS HAVE CONNECTIONS TO MORE THAN 1,270 UNIQUE MARKETS IN 50 STATES AND 26 COUNTRIES (100 INTERNATIONAL MARKETS)**



NON-STOP GENERAL AVIATION FLIGHTS FOR ALL UTAH AIRPORTS



This airport is part of a system of Utah airports that support general aviation connectivity to many destinations throughout the United States and beyond. FAA flight data shown on the map displays some of the annual destinations to and from 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

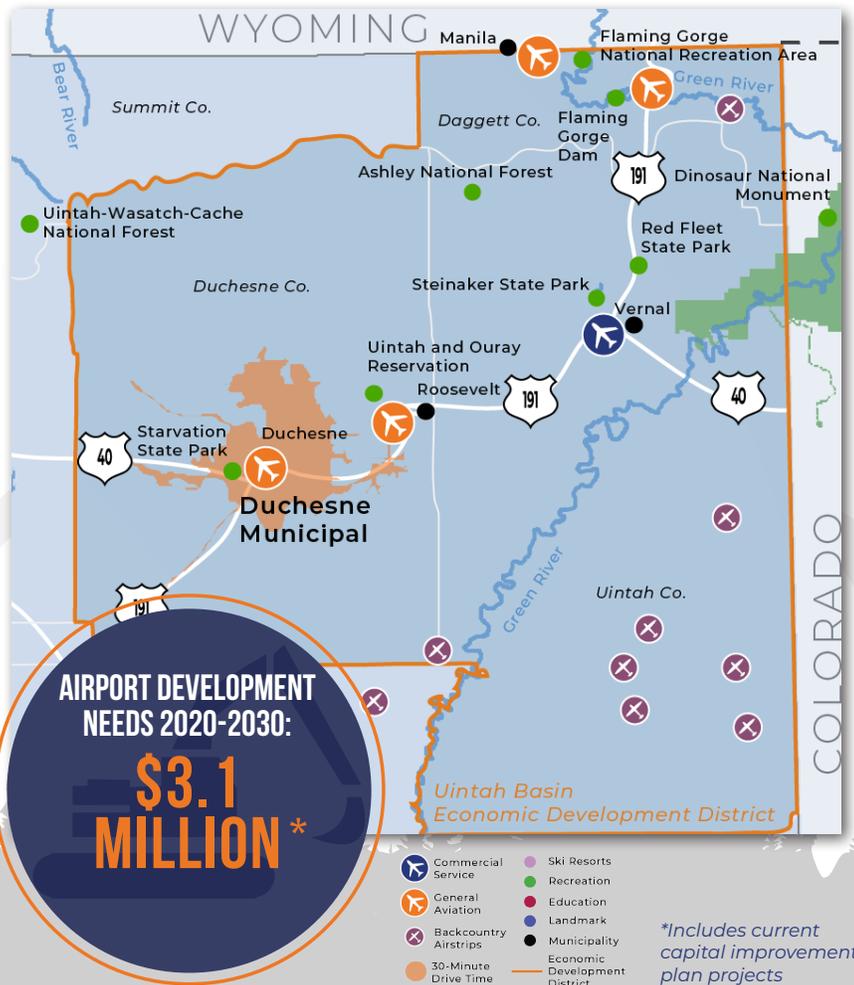
**UT-IV: ESSENTIAL ACCESS**  
13 AIRPORTS

## DUCHESNE MUNICIPAL AIRPORT ROLE: UT-III: RECREATION AND COMMUNITY ACCESS

FACILITY AND SERVICE OBJECTIVES	
Facility/Service	Airport Compliance
<b>Airside Facilities</b>	
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	✓
<b>Services</b>	
Fixed Based Operator	✗
Fueling Services	✓
Aircraft Maintenance	✓
Ground Transportation	✓
<b>Other Facilities</b>	
Restrooms	✓
Hangar/Aircraft Storage	✓
Tie-downs	✓
Terminal and Administration Building	✓
Paved Automobile Parking	✗
<b>Other</b>	
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**

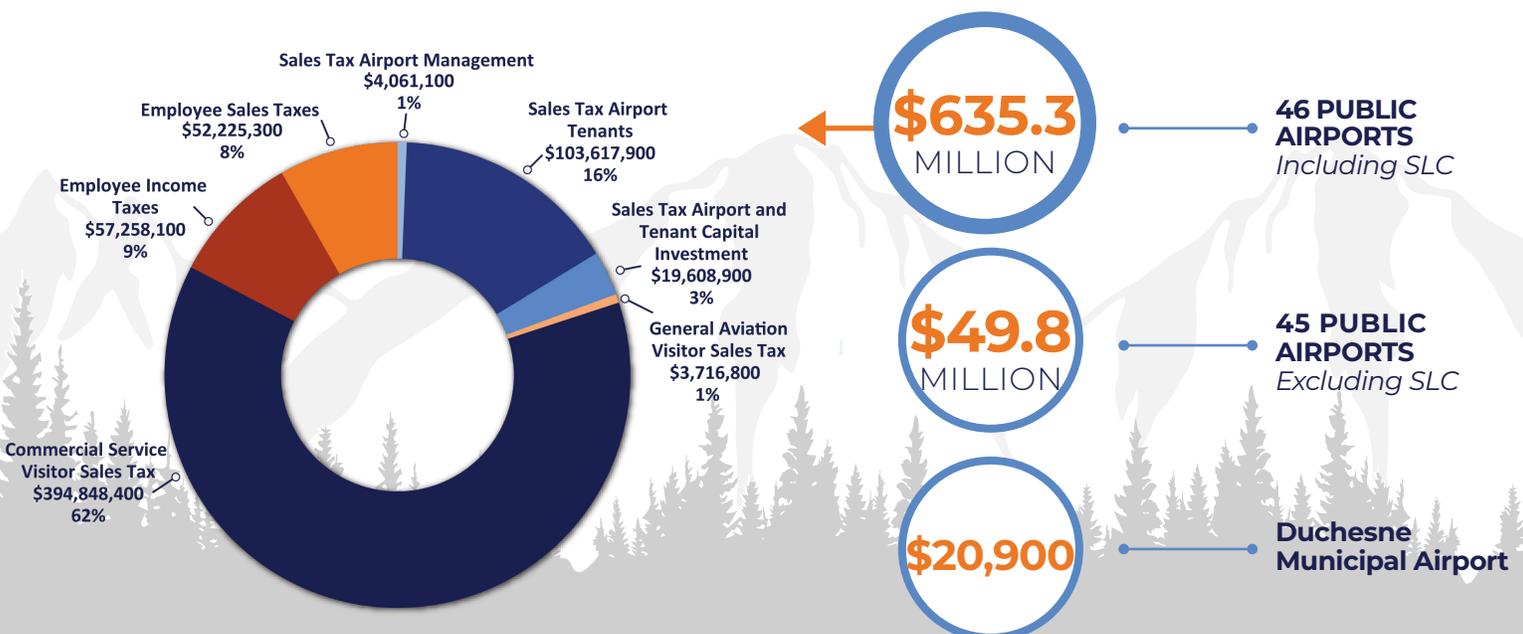
204,000 Excluding SLC

**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



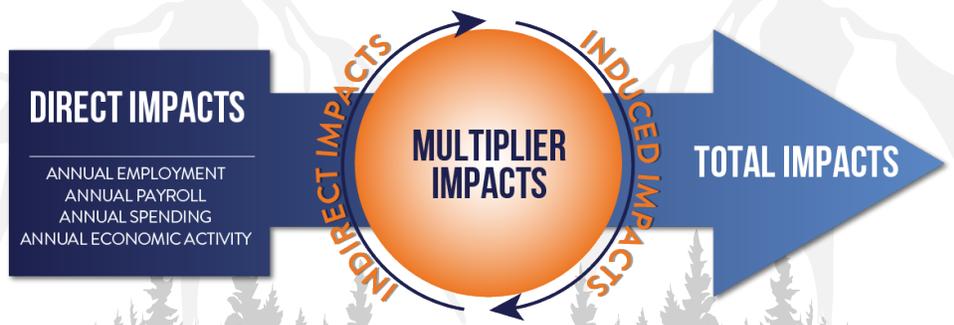
ANNUAL ECONOMIC ACTIVITY

### 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

