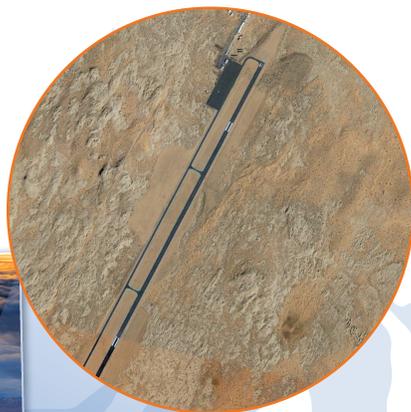




UTAH | AVIATION DEVELOPMENT STRATEGY

CAL BLACK MEMORIAL AIRPORT (U96)

HALLS CROSSING, UTAH



9
JOBS



\$249,500
ANNUAL PAYROLL



\$984,400
ANNUAL SPENDING



\$1.2M
ANNUAL ECONOMIC ACTIVITY



\$41,000
STATE AND LOCAL TAX REVENUE



\$6.0M
10-YEAR DEVELOPMENT COST

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

Cal Black Memorial Airport is located in the remote southeast portion of Utah. This airport serves as the gateway to the region's outstanding wilderness and recreational areas. The Colorado River and Glen Canyon National Recreation Area, which are located near the airport, are among the many destinations sought by visiting pilots and passengers. Cal Black Memorial is the first fully solar-powered airport in the U.S.



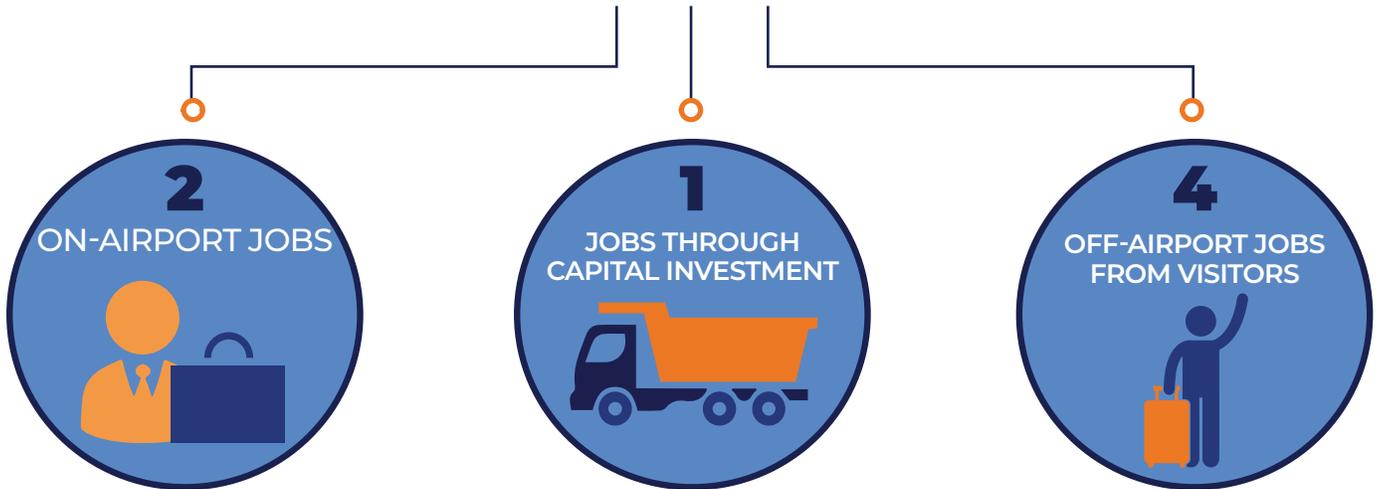
THE AIRPORT'S ANNUAL BENEFITS ARE SIGNIFICANT

The airport's benefit far exceeds its annual needs

- **\$6.0 million** estimated to maintain/improve the airport over the next ten years
- **\$601,730** average annual investment need
- **\$1.2 million** in annual economic benefit



DID YOU KNOW CAL BLACK MEMORIAL AIRPORT CREATES...



ALL ECONOMIC IMPACTS BY MEASURE AND CATEGORY FOR CAL BLACK MEMORIAL 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	2	2	4	\$55,300	\$45,700	\$101,000	\$342,300	\$341,800	\$684,100	\$397,600	\$387,500	\$785,100
Capital Investment	1	<1	1	\$19,100	\$16,000	\$35,100	\$76,500	\$71,700	\$148,200	\$95,600	\$87,700	\$183,300
General Aviation Visitor Spending	3	1	4	\$68,000	\$45,400	\$113,400	\$78,100	\$74,000	\$152,100	\$146,100	\$119,400	\$265,500
Total Impacts	6	3	9	\$142,400	\$107,100	\$249,500	\$496,900	\$487,500	\$984,400	\$639,300	\$594,600	\$1,233,900

Note: Impacts reported reflect pre-COVID airport activity



BENEFITS ALSO COME IN THE FORM OF

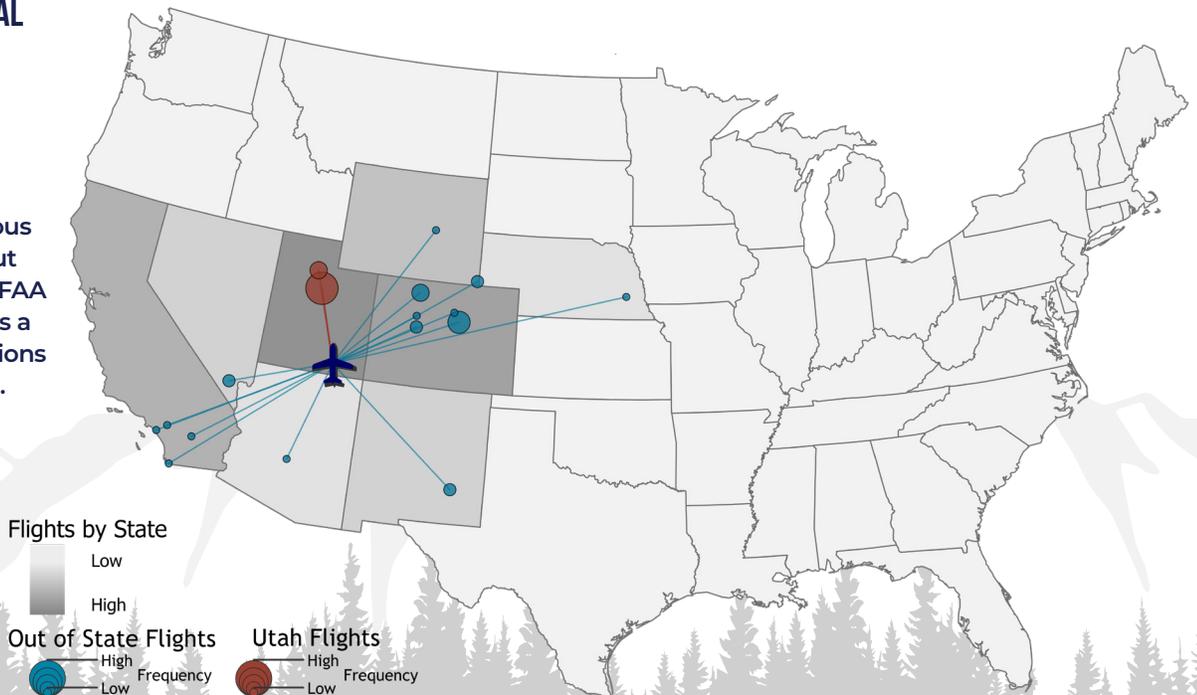


DID YOU KNOW...



U96'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.





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

CAL BLACK MEMORIAL AIRPORT ROLE: UT-IV ESSENTIAL ACCESS

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	X
Services	
Fixed Based Operator	—
Fueling Services	✓
Aircraft Maintenance	—
Ground Transportation	—
Other Facilities	
Restrooms	✓
Hangar/Aircraft Storage	X
Tie-downs	✓
Terminal and Administration Building	✓
Paved Automobile Parking	✓
Other	
Recent Master Plan/Airport Layout Plan	✓

✓ Meets Recommendation X Improvement Recommended

— Not an Objective



**AIRPORT DEVELOPMENT
NEEDS 2020-2030:
\$6.0
MILLION***

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

*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**

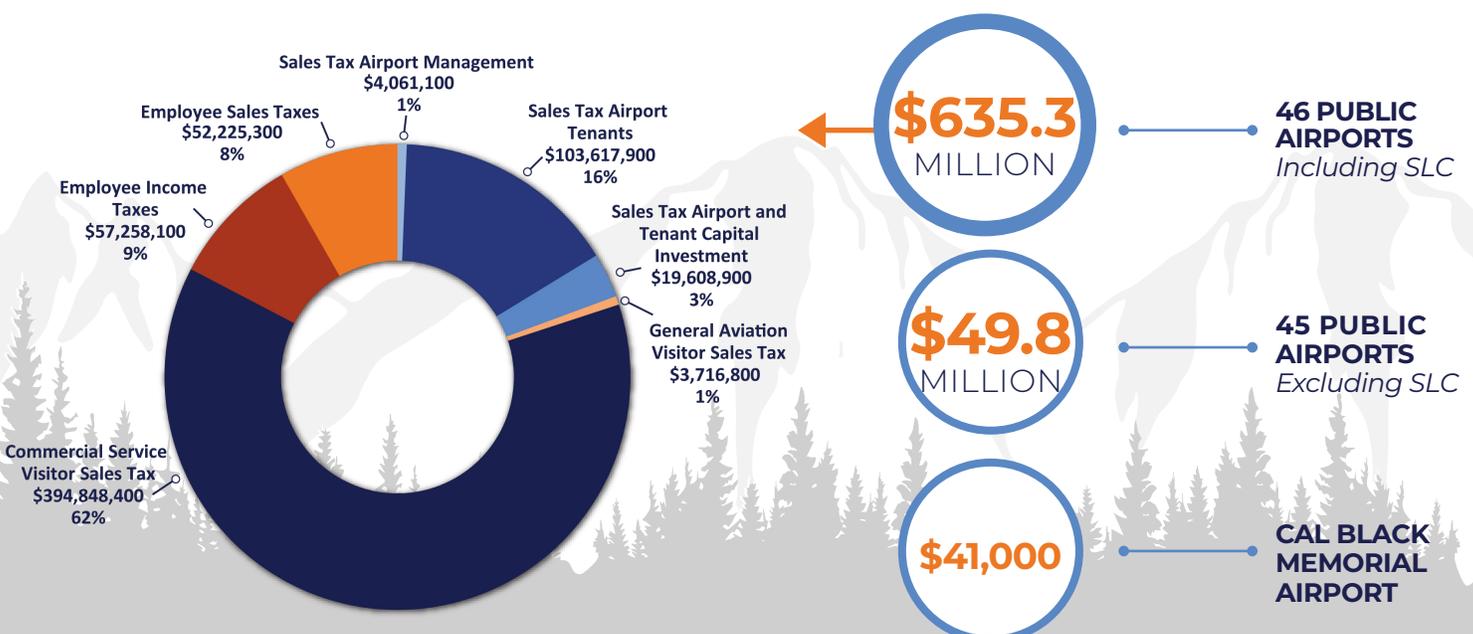
204,000 Excluding SLC

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

