

LOGAN - CACHE AIRPORT AUTHORITY BOARD MEETING
MARCH 2, 2023
MINUTES

The Logan-Cache Airport Authority Board convened in a regular session on Thursday, March 2, 2023 at 8:30 a.m. in the Cache County Historic Courthouse, County Council Chambers, 199 North Main, Logan, Utah.

ATTENDANCE

Members of the Airport Authority Board in Attendance:

John Kerr – Chair, At-large – Appointed by Airport Authority Board
Brett Hugie – Vice Chair, Appointed by Logan City
Jeannie F. Simmonds – Logan City Council

Members of the Airport Authority Board Absent:

David Zook – Cache County Executive
Mayor Holly Daines – Logan City
Karl Ward – Cache County Council
Ryan Snow – Appointed by Cache County

Also in Attendance:

Jason Ririe – Airport Manager
Taylor Sorensen – Cache County Deputy Civil Attorney
Robert Stephens – Logan City Fire Department
Judd Hill – Armstrong
Aaron Dyches – Utah State University Aviation
Zack Hulseley – J-U-B Engineers
Scott Weaver – Leading Edge Aviation
Kim Hall – Leading Edge Aviation
Dan Boston – Pilot
Stewart Hunsaker
Scott Perkes – North Logan City
Alma Burgess – Cache County Finance
Janeen Allen – Minutes

1. CALL TO ORDER

Chairman John Kerr called the meeting to order at 8:30 a.m. He asked Brett Hugie to report on the Board's site visit to the World War II Tower last month.

Hugie said he and three other Board members visited the tower and observed that it is in very bad shape and poses a significant safety risk. The feasibility of preserving it seems low. However, it is worth discussing and exploring options for funding with the main goal being its preservation.

2. ACTION ITEMS

a. APPROVAL OF MINUTES – FEBRUARY 2, 2023; FEBRUARY 3, 2023

NO ACTION: Approval of the minutes was postponed until the next Airport Authority Board meeting due to lack of a quorum

3. DISCUSSION ITEMS

a. AIRPORT MANAGER’S REPORT – JASON RIRIE

Jason Ririe gave the Manager’s Report. It is included with these minutes as **Attachment A**.

Ririe estimated the cost to replace the fuel farm to be \$1 to \$2 million. He asked for feedback from the board as to how much to request in the RAPZ application. Members of the board talked about it being a long-term solution for the fuel farm. Kerr and Hugie agreed that maybe the RAPZ request should be \$500,000 and then wait to see what the committee awards. What is awarded will help get through the first phase of the project.

Kerr suggested paying for the shut-off valve with money in the budget now and then see what funds are awarded for help with phase I of the project.

Grant Manager, Alma Burgess noted that there is a two-year window to use whatever funds are awarded.

Ririe showed UDOT’s Aeronautics Division report on Utah airports which is included with these minutes as **Attachment B**.

b. WWII TOWER PRESERVATION

Stewart Hunsaker introduced himself and gave his background with aviation and the Logan-Cache Airport. When he was manager of the airport, he found construction documents for the construction of the WWII Tower which was built in 1942 by the Army Corps of Engineers.

Hunsaker gave a brief history of the tower including vintage photos which are included with these minutes as **Attachment C**.

He proposed restoring the tower and turning it into a place for the public to come and observe airport goings-on from the best seat in the house. His research showed that in the past, Bill Francis had filed with the state preservation office, but the application was incomplete, and therefore, no action was taken.

Hunsaker believes the tower should be put on the historic register as a first step in the preservation process. The registration will open up more funding options for the preservation project.

Kerr said the Board will submit a letter to accompany the application to be placed on the Historic Preservation Register.

Hugie asked if there are any opposed parties who want to see the tower come down. Hunsaker and Kerr both said they don't know of anyone who wants it to come down.

Ririe pointed out that putting it on the historic register may actually limit how it is used including turning it into an observation tower.

Hunsaker responded saying he would still like to pursue this course because it was originally constructed as an observation tower. So he would like to see it restored and used for its original purpose. He would also like it to house a museum of the Logan-Cache Airport and historic aviation artifacts.

c. UNION PACIFIC UPDATE

Taylor Sorensen provided a brief background of the issue with Union Pacific. The original lease agreement ended and Union Pacific has proposed the new lease amount of \$60,000 per year which is an astronomical increase from the original lease.

Sorensen said he has sent back a counter proposal for the amount of \$10,000 over the course of 20 years for the following reasons:

The original lease agreement covered close to ten acres, but close inspection shows the area to be leased should only be 168,000 square feet – a significantly reduced amount of property.

The airport executed an aviation easement in 2000 that severely restricts any development in that area.

An overlay zone was created which also severely restricts development in the area.

Sorensen said negotiations are ongoing, but he doesn't think Union Pacific will accept the \$10,000 counter offer. The airport has leverage because the land is essentially undevelopable. However, Union Pacific has leverage because it would be extremely expensive to move the fence (approximately \$1 million).

Sorensen encouraged the Board to think about the highest dollar amount they are willing to go for negotiation purposes.

d. COMMITTEE REPORTS:

Audit & Finance – David Zook

No report

Operations Committee – Kim Hall

No report

Capital Improvements

No report

Economic Development / Public Relations

No report

4. NEXT SCHEDULED BOARD MEETING

Thursday, April 6, 2023 at 8:30 a.m. – Cache Historic Courthouse, Council Chambers

5. ADJOURNMENT

The meeting adjourned at 9:40 a.m.

LOGAN – CACHE AIRPORT AUTHORITY BOARD
MARCH 2, 2023

ATTACHMENT A



March 2023 Manager's Report

1. Building, Grounds, and Vehicle

- a. Paint on Runway, Taxiways, Taxilanes, and Ramps.
-The paint in these areas are peeling and going to need attention soon.

2. Airport Capital Improvement Plan (CIP)

- a. Fuel Farm – Rapz & Restaurant Tax application?
- Discussion on fuel farm and where funding will come from.

3. Hanger Waiting list

- a. 1 person on 60x60
- b. 1 person on 40x45

4. Aviation Appreciation Month

- a. March is Aviation appreciation month
- b. Report on Aviation industry

LOGAN – CACHE AIRPORT AUTHORITY BOARD
MARCH 2, 2023

ATTACHMENT B



AVIATION DEVELOPMENT STRATEGY



• U T A H •

AVIATION DEVELOPMENT STRATEGY

EXECUTIVE SUMMARY



A NEW DEVELOPMENT STRATEGY FOR UTAH'S AIRPORT SYSTEM

To guide the Utah airport system and measure how airports contribute to the economy, the Utah Division of Aeronautics recently completed the Aviation Development Strategy. Included is a Statewide Aviation System Plan and Statewide Economic Impact Study for 46 public airports. This report provides a summary of important findings and highlights the economic contribution that the airport system generates for the state economy. The airport roles and a summary of the investment required for each airport to fulfill its needs and objectives is provided. All economic impacts estimated in this study reflect pre-COVID conditions.

VALUE OF UTAH AIRPORTS

46
PUBLIC AIRPORTS

8
COMMERCIAL AIRPORTS

38
GENERAL AVIATION AIRPORTS

136,000
JOBS

\$12.7 B
ANNUAL ECONOMIC ACTIVITY

\$635.3 M
STATE & LOCAL TAX REVENUE

***\$370.3 M**
10-YEAR DEVELOPMENT COST

*Excludes SLC



NATIONALLY, UTAH RANKS...

- #3** IN GROWTH OF TOTAL PILOTS, PRIVATE PILOTS, AND COMMERCIAL PILOTS FROM 2014-2019
- #5** IN GROWTH OF TOTAL AIRCRAFT OPERATIONS FROM 2000 TO 2019
- #6** IN GROWTH OF DRONE PILOTS FROM 2016 TO 2019
- #9** IN GROWTH OF BASED AIRCRAFT FROM 2000 TO 2019

UTAH'S AIRPORT SYSTEM IS HOME TO...

- 2,400** BASED AIRCRAFT
- 777,200** GENERAL AVIATION OPERATIONS
- 13.8 MILLION** COMMERCIAL AIRLINE PASSENGER ENPLANEMENTS
- THE **23RD** BUSIEST PASSENGER AIRPORT IN THE U.S. (**91ST** GLOBALLY)
- 242** ON-AIRPORT BUSINESS TENANTS
- 15,800** ON-AIRPORT EMPLOYEES WITH AN AVERAGE SALARY OF **\$61,200**

DID YOU KNOW...

89% OF FLIGHT PLANS ARE TO OUT OF STATE DESTINATIONS
96% Including SLC

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

ANNUAL VISITORS
ARRIVING BY AIR

6.6 MILLION
COMMERCIAL AIRLINE VISITORS
204,000 Excluding SLC

180,000
GENERAL AVIATION VISITORS
137,000 Excluding SLC

ENHANCING QUALITY OF LIFE

AIRPORTS SUPPORTING **CRITICAL SERVICES**

- 33** AIRPORTS SUPPORTING AIR AMBULANCE OPERATIONS
- 34** AIRPORTS SUPPORTING AERIAL FIREFIGHTING ACTIVITY



UTAH AIRPORTS HAVE A BIG IMPACT

Utah's Statewide Airport Economic Impact Study measured economic impacts associated with 38 general aviation and eight commercial airports (including SLC). Statewide, total annual economic impacts from Utah's commercial and general aviation airports were estimated as follows:

	11,567	\$476.5 MILLION	\$786.8 MILLION	\$1.3 BILLION	\$49.8 MILLION
EXCLUDING SLC					
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

DISTRIBUTION OF STATEWIDE ANNUAL ECONOMIC 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:

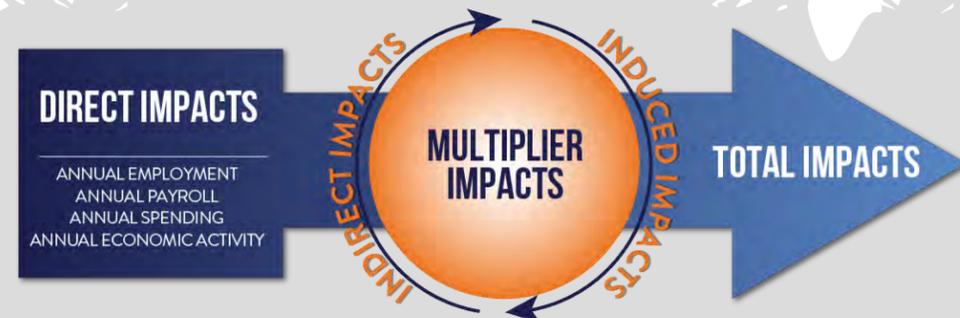


WHAT IS ANNUAL ECONOMIC ACTIVITY?

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.



ANNUAL ECONOMIC ACTIVITY

\$1.3
BILLION

45 PUBLIC AIRPORTS

\$12.7
BILLION

46 PUBLIC AIRPORTS
Including SLC

6.6%

OF GROSS STATE PRODUCT

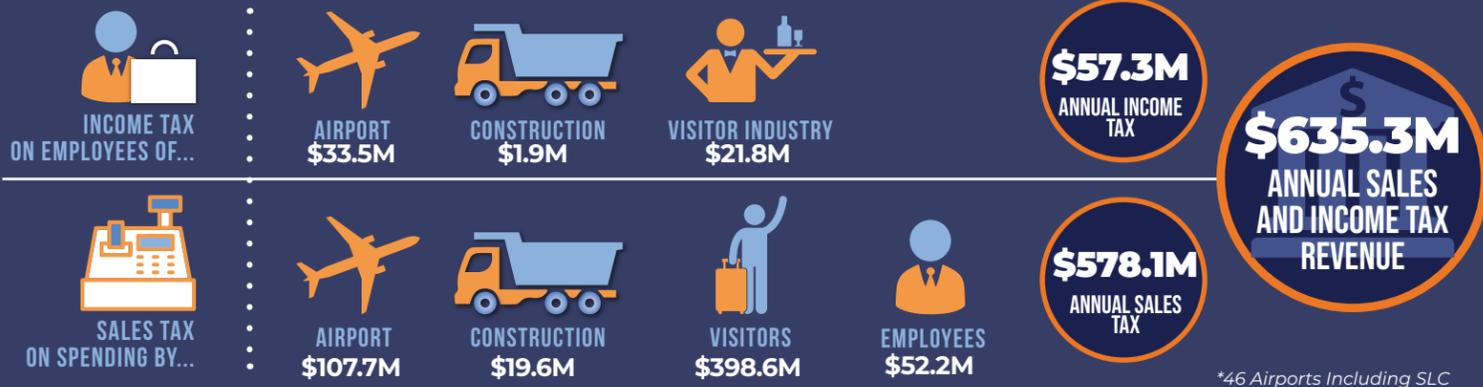


STATE AND LOCAL TAX REVENUES GENERATED BY AIRPORT-SUPPORTED ACTIVITY

In addition to the significant annual economic impacts identified, airports and the activities they support are also important contributors to state and local tax revenues. Aviation-related tax revenues are associated with sales tax events as well as state income tax payments. Airport-related taxable events include:

- Sales tax on visitor spending
- Income tax on visitor spending-supported employees
- Sales tax on spending by airports and their business tenants
- Income tax on employees of airports and business tenants
- Sales tax on capital investment spending
- Income tax on capital investment-supported employees

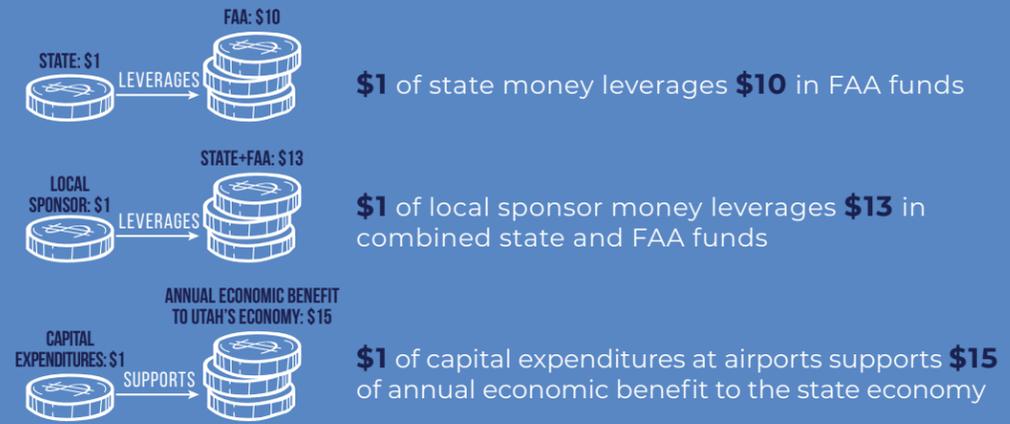
BENEFITS ALSO COME IN THE FORM OF



When these taxable events are considered, it is estimated that airports and airport-supported activities contribute approximately \$49.8 million in annual state and local tax revenues, or \$635.3 million including SLC. It is important to note that this estimate is based only on direct economic impacts identified in this analysis, not indirect/induced impacts. Aircraft sales and use tax is not considered.



INVESTING IN UTAH'S AIRPORTS PROVIDES A SIGNIFICANT RETURN



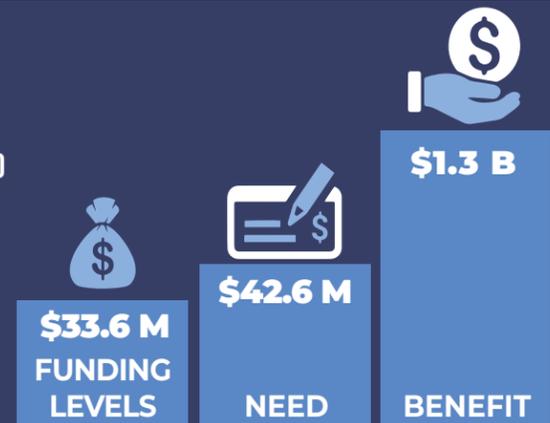
RETURN ON CAPITAL INVESTMENT



COST VS BENEFITS

✈️ THE AVERAGE ANNUAL FUNDING NEED FOR THE 45 STUDY AIRPORTS (EXCLUDING SLC) OVER THE NEXT 10 YEARS IS ESTIMATED AT **\$42.6M**

✈️ AT CURRENT AVERAGE ANNUAL FUNDING LEVELS OF **\$33.6M**, ONLY **79%** OF THESE CAPITAL NEEDS CAN BE MET





PLANNING FOR THE FUTURE AND SUPPORTING ECONOMIC DEVELOPMENT

The Aviation Development Strategy will ensure Utah has a first-class airport system to support resident, business, and visitor needs. Results from the Strategy provide airports with a blueprint for maintaining and expanding, as needed, so that airports can continue to be a key contributor to the many facets of the state's economy and its transportation infrastructure.



The first major step in evaluating the system was a comprehensive data collection effort to **inventory** existing conditions at each airport. Information obtained from each airport during the inventory effort was used to support all subsequent analyses.



The second major step in the process was to **forecast** future aviation demand in Utah for key components of aviation activity in Utah, including:

BASED AIRCRAFT



OPERATIONS

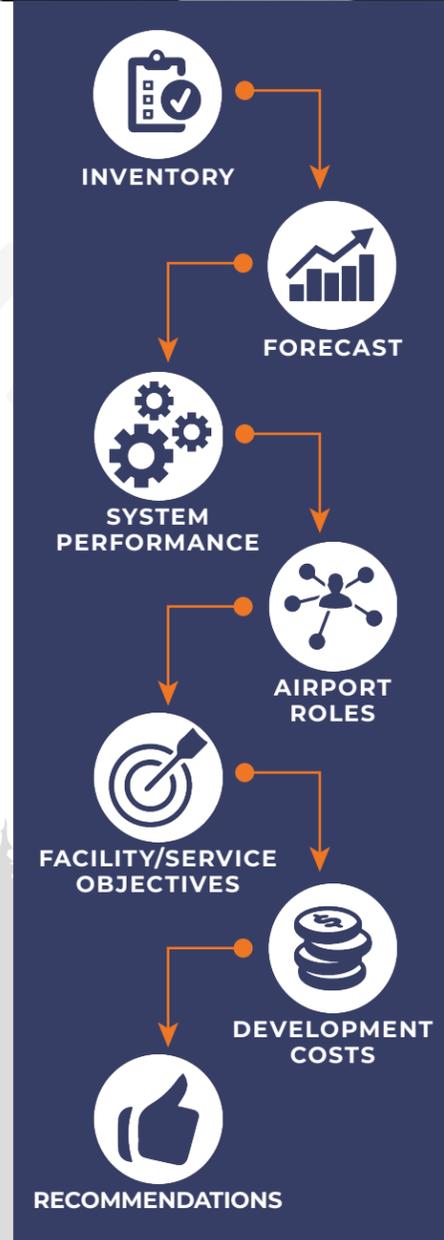


ENPLANEMENTS



● 2018 ● 2028

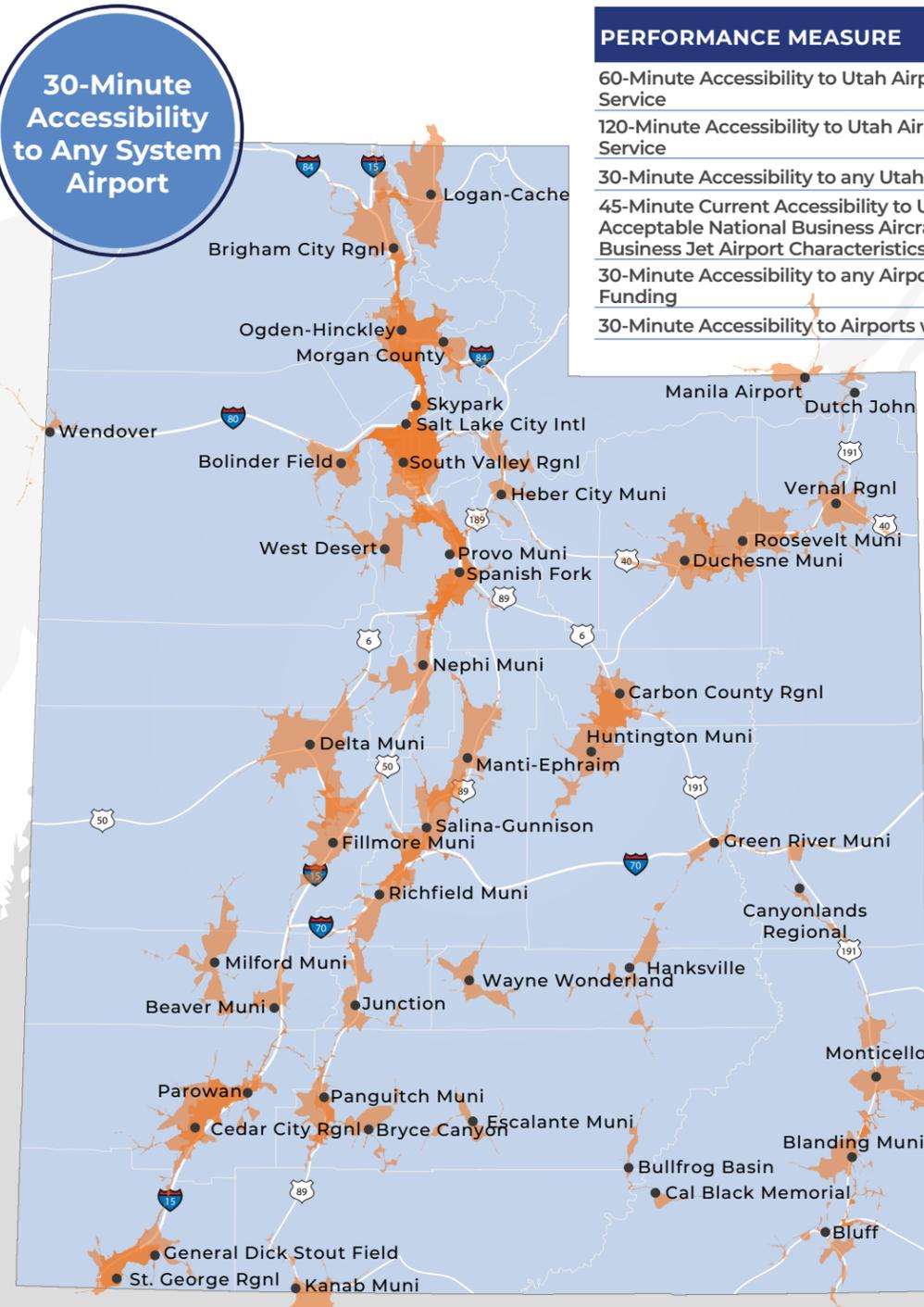
Forecasts developed in the Utah Aviation Development Strategy will help verify airport roles and provide a framework to guide analysis for future system development. Projections of aviation activity were prepared with 2018 as the base year and five-year (2023) and ten-year (2028) forecasts



OUTSTANDING AIRPORT SYSTEM PERFORMANCE

To evaluate Utah's airport system, a series of performance measures were established. The measures are generally tied to the accessibility of certain features of the airport system. The system evaluation task was conducted using a drive-time mapping analysis. The evaluation process considered not only accessibility to Utah airports but also, according to FAA guidelines, accessibility provided by airports in neighboring states. System accessibility reported in the accompanying table considers both Utah and neighboring state airports.

PERFORMANCE MEASURE	POPULATION COVERAGE
60-Minute Accessibility to Utah Airports with Scheduled Airline Service	93%
120-Minute Accessibility to Utah Airports with international Airline Service	87%
30-Minute Accessibility to any Utah Airport	94%
45-Minute Current Accessibility to Utah Airports Meeting Acceptable National Business Aircraft Association Medium Business Jet Airport Characteristics	92%
30-Minute Accessibility to any Airports Eligible for Federal Funding	92%
30-Minute Accessibility to Airports with an Instrument Approach	92%





ASSIGNING AIRPORT ROLES BASED ON UNIQUE MARKETS AND INDUSTRIES

Every airport in the Utah system plays an important role in the functionality and capacity of the system. The roles established for each airport are based on the unique markets each serves. Factors considered in establishing market-based roles include:

- 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.

Each airport and its surrounding environs are unique and reflect diverse economies, geographies, and recreational opportunities across the state. The four system airport roles are presented below.



UT-I: COMMERCIAL SERVICE
8 Airports



UT-II: CORPORATE/ TOURISM / FREIGHT
16 Airports



UT-III: RECREATION AND COMMUNITY ACCESS
9 Airports

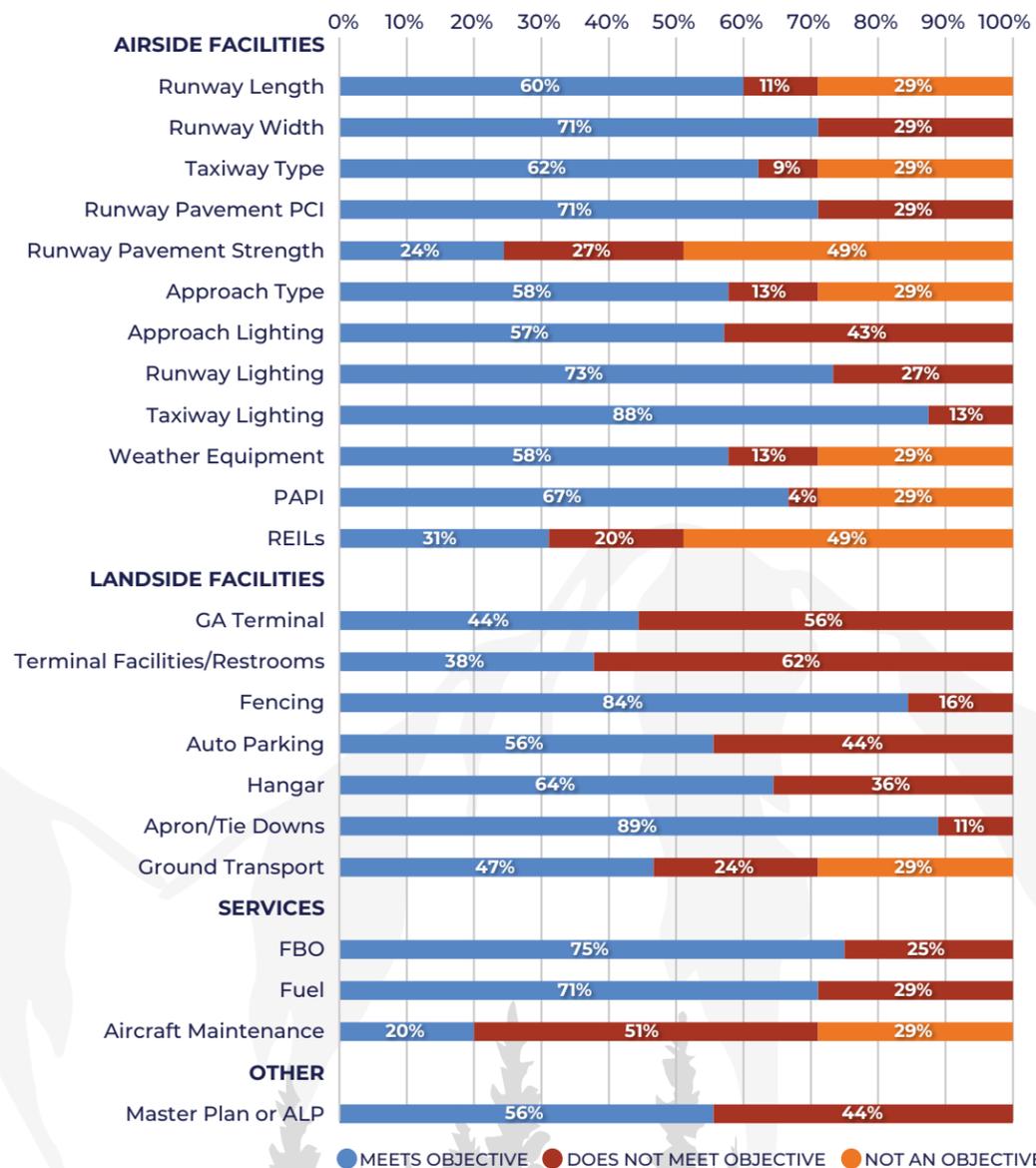


UT-IV: ESSENTIAL ACCESS
13 Airports

SETTING FACILITY AND SERVICE OBJECTIVES TO MAKE A GOOD SYSTEM BETTER

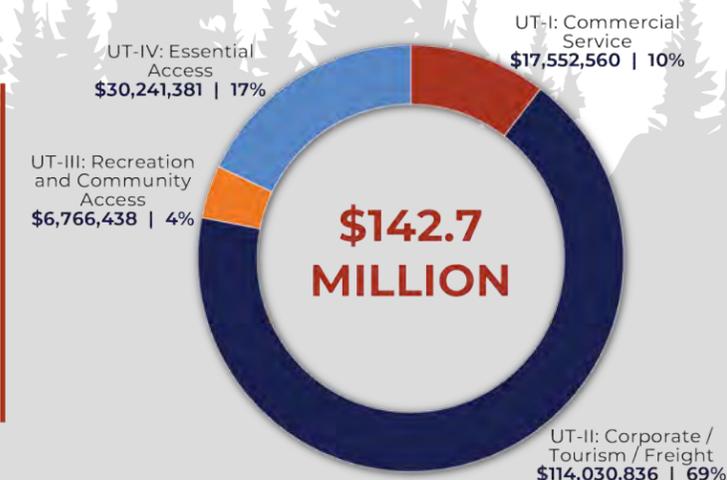
SYSTEM COMPLIANCE

For each of the four airport roles, facility and service objectives were established. This chart summarizes the system's ability to meet objectives, which vary by role.



RECOMMENDED PROJECT COSTS BY ROLE

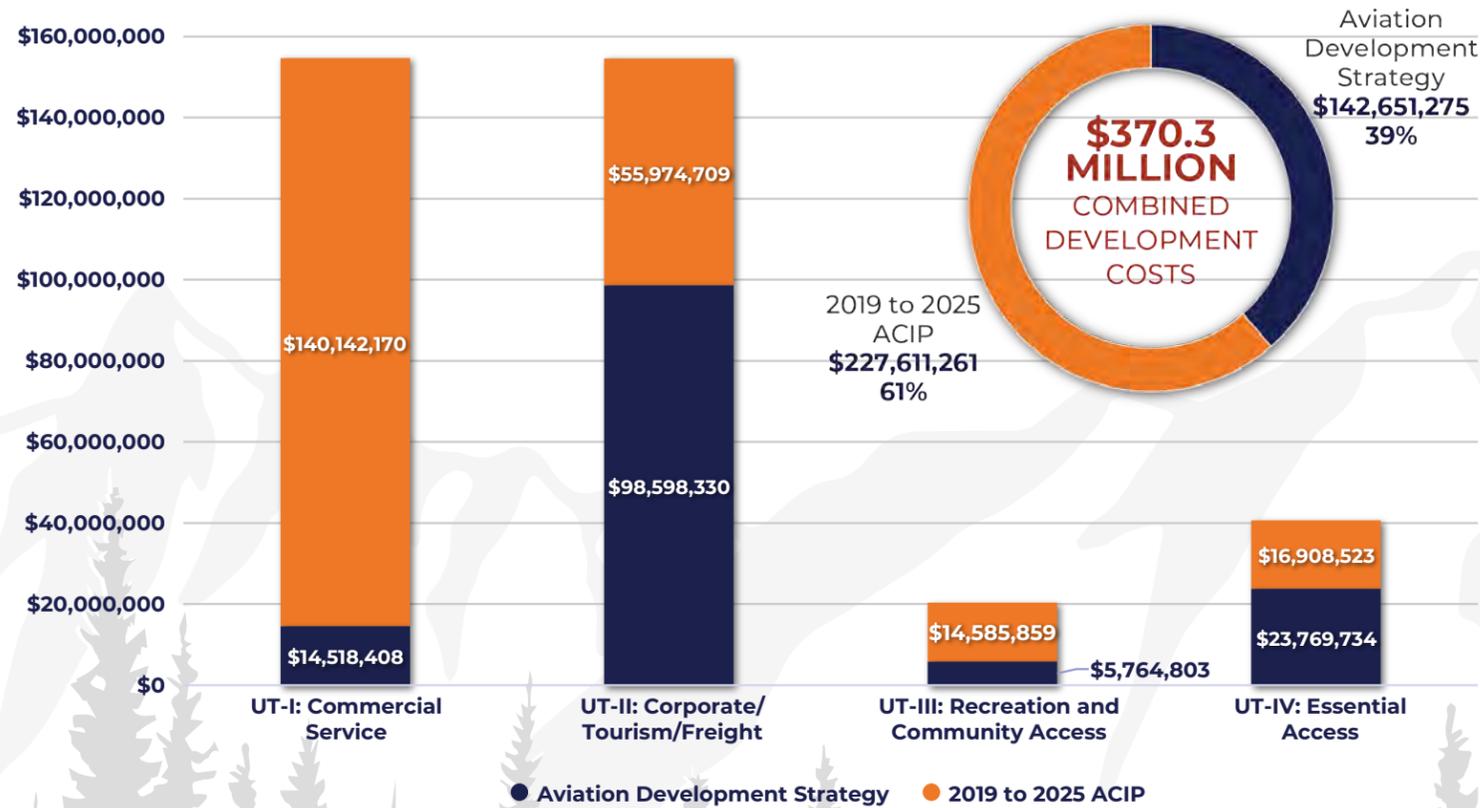
For full compliance with recommended facility and service objectives, nearly \$142.7 million of investment is needed.





FIVE-YEAR DEVELOPMENT COSTS FALLS SHORT OF ANTICIPATED FUNDING

Projects recommended by the Aviation Development Strategy represent only a portion of the total development and maintenance costs that Utah airports could require in the near term. In order to have a better picture of total investment needs for Utah's airport system, it is important to also consider projects identified in each airport's current Aeronautics' Airport Capital Improvement Program (ACIP) for 2019 through 2025.



Development Strategy projects were compared against ACIP projects to avoid duplication

LONG-TERM OUTLOOK

When taking a longer-term outlook through 2030, averaging the projected development costs over 10-years results in \$28.3 million for ACIP needs and \$14.3 million for Aviation Development Strategy needs. Combined, the average investment need is estimated at \$42.6 million annually, which exceeds anticipated funding levels of \$33.6 million annually. However, the annual economic impact of \$1.3 billion for the 45 study airports (excluding SLC) vastly exceeds the combined development need.

\$42.6 M ANNUAL NEED

79% | \$33.6M AVERAGE FUNDING AVAILABLE

21% PROJECTED FUNDING SHORTFALL

RECOMMENDATIONS: BUSINESS READY AIRPORTS FOR A BUSINESS READY UTAH

Utah's system of airports is generally well positioned to serve the majority of it's residents and businesses. After careful analysis, the Aviation Development Strategy identified the following recommendations to make this good system even better.



Each system airport should have the necessary facilities and services in place to fulfill their role recommendations. This includes nearly \$142.7 million in projects involving runways, lighting and Nav aids, terminal improvements, and security and planning. The system's 45 airports have identified nearly \$228 million in projects in their current capital improvement programs.

AVIATION DEVELOPMENT STRATEGY RECOMMENDATIONS

Monitor FAA NPIAS Airport Status and Support At-Risk Airports: It is recommended that Utah Division of Aeronautics staff monitor the status of NPIAS airports, particularly the level of activity at airports with less than 10 based aircraft. The Division of Aeronautics can assist general aviation airports with maintaining and growing activity levels through:

- Stakeholder education –Economic Impact Legislative Reports, Individual Airport Summaries, and Fact Sheets can help tell aviation's story and promote local investment
- Promote Utah's aviation system at regional and national events
- Develop and refine funding prioritization to help support Aviation Development Strategy recommendations
- Continue to develop specialized studies such as a statewide analysis of air cargo opportunities

Complete Projects Identified in Airport Facility and Service Objectives Analysis: While many services available at airports are market driven and are beyond the direct scope of Utah Division of Aeronautics, there are opportunities to assist airports in improving facilities and services

Strengths, Weaknesses, Opportunities, Threats (SWOT) Analysis Recommendations: Focus group-generated recommendations include:

- Marketing programs
- Local business partnering programs
- Infrastructure development funding and loan programs
- Business plans and airport marketing studies
- Aviation education outreach
- Wasatch Front airspace studies
- General aviation promotion through national organizations

Fund Development Opportunities as identified in ACIP that Align with the Aviation Development Strategy:

As future investment decisions are made, recommendations for specific capital projects should be considered that support Aviation Development Strategy facility and service objectives.

Develop a Prioritization System in the ACIP Process: It is recommended that the Utah Division of Aeronautics develop a priority investment system. This system should be included in a data management program as part of the state's CIP database.



TOTAL ANNUAL ECONOMIC IMPACTS BY AIRPORT

FAA ID	CITY	AIRPORT NAME	TOTAL EMPLOYMENT	TOTAL PAYROLL	TOTAL SPENDING	TOTAL ANNUAL ECONOMIC ACTIVITY	TAX REVENUE
CDC	Cedar City	Cedar City Regional Airport	990	\$40,735,100	\$71,930,500	\$112,665,600	\$3,473,400
CNY	Moab	Canyonlands Regional Airport	488	\$17,105,300	\$28,832,400	\$45,937,700	\$2,052,500
ENV	Wendover	Wendover Airport	353	\$7,855,200	\$23,888,400	\$31,743,600	\$1,494,000
OGD	Ogden	Ogden-Hinckley Airport	2,626	\$118,601,800	\$209,500,400	\$328,102,200	\$12,877,900
PVU	Provo	Provo Municipal Airport	2,226	\$80,419,500	\$168,134,700	\$248,554,200	\$10,631,000
SGU	St George	St George Regional Airport	1,936	\$63,903,800	\$113,875,900	\$177,779,700	\$9,511,600
VEL	Vernal	Vernal Regional Airport	206	\$8,348,900	\$18,281,200	\$26,630,100	\$874,200
COMMERCIAL SERVICE AIRPORTS (EXCLUDING SLC)			8,825	\$336,969,600	\$634,443,500	\$971,413,100	\$40,914,600
SLC	Salt Lake City	Salt Lake City International Airport	124,407	\$4,300,322,000	\$7,163,821,900	\$11,464,143,900	\$585,510,600
COMMERCIAL SERVICE AIRPORTS (INCLUDING SLC)			133,232	\$4,637,291,600	\$7,798,265,400	\$12,435,557,000	\$626,425,200
U52	Beaver	Beaver Municipal Airport	8	\$216,100	\$817,900	\$1,034,000	\$33,400
BDG	Blanding	Blanding Municipal Airport	81	\$3,904,200	\$7,199,000	\$11,103,200	\$404,700
66V	Bluff	Bluff Airport	1	\$61,100	\$44,600	\$105,700	\$3,000
BTF	Bountiful	Skypark Airport	214	\$8,895,900	\$10,498,800	\$19,394,700	\$715,700
BMC	Brigham City	Brigham City Regional Airport	67	\$2,153,200	\$4,688,500	\$6,841,700	\$252,400
BCE	Bryce Canyon	Bryce Canyon Airport	37	\$1,074,700	\$2,103,600	\$3,178,300	\$128,800
UT9	Cedar Fort	West Desert Airpark	37	\$2,487,300	\$1,072,900	\$3,560,200	\$119,400
DTA	Delta	Delta Municipal Airport	4	\$138,700	\$757,500	\$896,200	\$24,100
U69	Duchesne	Duchesne Municipal Airport	5	\$164,300	\$460,600	\$624,900	\$20,900
33U	Dutch John	Dutch John Airport	7	\$222,900	\$273,000	\$495,900	\$23,200
1L7	Escalante	Escalante Municipal Airport	5	\$141,800	\$454,200	\$596,000	\$21,500
FOM	Fillmore	Fillmore Municipal Airport	4	\$91,000	\$369,700	\$460,700	\$12,700
U07	Glen Canyon NRA	Bullfrog Basin Airport	4	\$112,000	\$165,800	\$277,800	\$12,900
U34	Green River	Green River Municipal Airport	4	\$100,300	\$559,200	\$659,500	\$21,400
U96	Halls Crossing	Cal Black Memorial Airport	9	\$249,500	\$984,400	\$1,233,900	\$41,000
HVE	Hanksville	Hanksville Airport	11	\$325,900	\$1,299,500	\$1,625,400	\$47,100

TOTAL ANNUAL ECONOMIC IMPACTS BY AIRPORT

FAA ID	CITY	AIRPORT NAME	TOTAL EMPLOYMENT	TOTAL PAYROLL	TOTAL SPENDING	TOTAL ANNUAL ECONOMIC ACTIVITY	TAX REVENUE
HCR	Heber	Heber City Municipal Airport – Russ McDonald Field	170	\$6,106,900	\$10,689,900	\$16,796,800	\$624,200
69V	Huntington	Huntington Municipal Airport	6	\$164,500	\$272,300	\$436,800	\$19,000
1L8	Hurricane	General Dick Stout Field Airport	50	\$2,024,400	\$5,283,900	\$7,308,300	\$225,800
U13	Junction	Junction Airport	<1	\$17,800	\$62,000	\$79,800	\$1,900
KNB	Kanab	Kanab Municipal Airport	59	\$3,450,700	\$5,591,400	\$9,042,100	\$346,800
38U	Loa	Wayne Wonderland Airport	7	\$195,700	\$524,800	\$720,500	\$24,800
LGU	Logan	Logan-Cache Airport	194	\$4,471,400	\$13,246,300	\$17,717,700	\$639,300
40U	Manila	Manila Airport	5	\$132,700	\$312,500	\$445,200	\$16,800
41U	Manti	Manti-Ephraim Airport	32	\$951,100	\$2,385,700	\$3,336,800	\$122,000
MLF	Milford	Milford Municipal Airport/Ben and Judy Briscoe Field	5	\$193,500	\$728,900	\$922,400	\$23,100
U64	Monticello	Monticello Airport	6	\$174,500	\$526,800	\$701,300	\$22,900
42U	Morgan	Morgan County Airport	52	\$2,955,400	\$5,373,100	\$8,328,500	\$194,100
U14	Nephi	Nephi Municipal Airport	39	\$849,800	\$1,421,000	\$2,270,800	\$67,300
U55	Panguitch	Panguitch Municipal Airport	6	\$175,400	\$524,200	\$699,600	\$25,700
1L9	Parowan	Parowan Airport	15	\$488,700	\$1,196,700	\$1,685,400	\$55,100
PUC	Price	Carbon County Regional Airport/Buck Davis Field	32	\$1,544,900	\$1,729,900	\$3,274,800	\$98,400
RIF	Richfield	Richfield Municipal Airport	34	\$1,236,200	\$1,809,900	\$3,046,100	\$116,800
74V	Roosevelt	Roosevelt Municipal Airport	12	\$396,200	\$1,125,600	\$1,521,800	\$51,000
44U	Salina	Salina-Gunnison Airport	21	\$802,100	\$2,012,400	\$2,814,500	\$105,400
U42	Salt Lake City	South Valley Regional Airport	1,216	\$80,409,600	\$52,363,500	\$132,773,100	\$3,261,100
SPK	Spanish Fork	Spanish Fork Airport Springville-Woodhouse Field	151	\$7,315,000	\$8,770,500	\$16,085,500	\$607,800
TVY	Tooele	Bolinder Field-Tooele Valley Airport	132	\$5,094,500	\$4,630,200	\$9,724,700	\$379,800
GENERAL AVIATION AIRPORTS			2,742	\$139,489,900	\$152,330,700	\$291,820,600	\$8,911,300
ALL AIRPORTS (EXCLUDING SLC)			11,567	\$476,459,500	\$786,774,200	\$1,263,233,700	\$49,825,900
ALL AIRPORTS (INCLUDING SLC)			135,974	\$4,776,781,500	\$7,950,596,100	\$12,727,377,600	\$635,336,500

NON-STOP GENERAL AVIATION FLIGHTS

**UTAH
AIRPORTS
FAR REACHING
CONNECTIONS**



Utah airports 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.

— Intra-Utah Operations
— Out of State Operations

AVIATION
A WOOLPERT COMPANY



• U T A H •

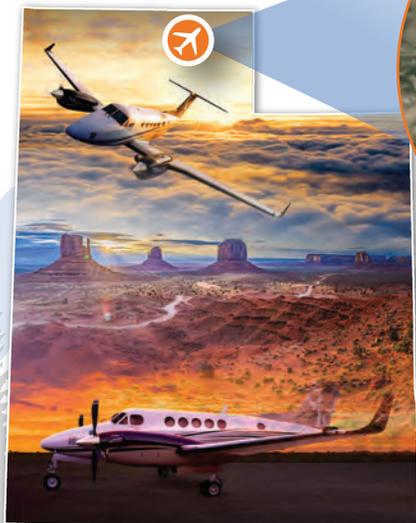
AVIATION DEVELOPMENT STRATEGY



UTAH | AVIATION DEVELOPMENT STRATEGY

LOGAN-CACHE AIRPORT (LGA)

LOGAN, UTAH



 **194**
JOBS

 **\$4.5M**
ANNUAL PAYROLL

 **\$13.2M**
ANNUAL SPENDING

 **\$17.7M**
ANNUAL ECONOMIC ACTIVITY

 **\$639,300**
STATE AND LOCAL TAX REVENUE

 **\$8.6M**
10-YEAR DEVELOPMENT COST

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

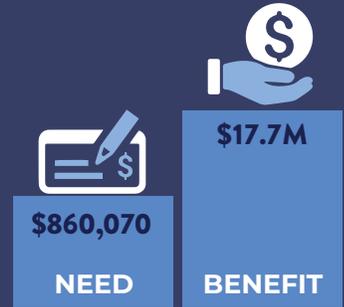
Logan-Cache Airport is home to the Utah State University pilot training program, with more than 300 students currently enrolled. The airport also helps support local businesses. Cache Valley Electric, an electric contractor with clients throughout Utah and the western United States, maintains a corporate flight department at the airport. Logan-Cache is also a stop on a cargo feeder route from Salmon, ID to Salt Lake City.



THE AIRPORT'S ANNUAL BENEFITS ARE SIGNIFICANT

The airport's benefit far exceeds its annual needs

- **\$8.6 million** estimated to maintain/improve the airport over the next ten years
- **\$860,070** average annual investment need
- **\$17.7 million** in annual economic benefit



DID YOU KNOW LOGAN-CACHE AIRPORT CREATES...



ALL ECONOMIC IMPACTS BY MEASURE AND CATEGORY FOR LOGAN-CACHE 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	64	91	155	\$1,803,700	\$1,522,500	\$3,326,200	\$6,062,600	\$3,740,500	\$9,803,100	\$7,866,300	\$5,263,000	\$13,129,300
Capital Investment	10	12	22	\$360,300	\$300,900	\$661,200	\$1,442,100	\$1,351,700	\$2,793,800	\$1,802,400	\$1,652,600	\$3,455,000
General Aviation Visitor Spending	11	6	17	\$290,200	\$193,800	\$484,000	\$333,400	\$316,000	\$649,400	\$623,600	\$509,800	\$1,133,400
Total Impacts	85	109	194	\$2,454,200	\$2,017,200	\$4,471,400	\$7,838,100	\$5,408,200	\$13,246,300	\$10,292,300	\$7,425,400	\$17,717,700

Note: Impacts reported reflect pre-COVID airport activity



BENEFITS ALSO COME IN THE FORM OF

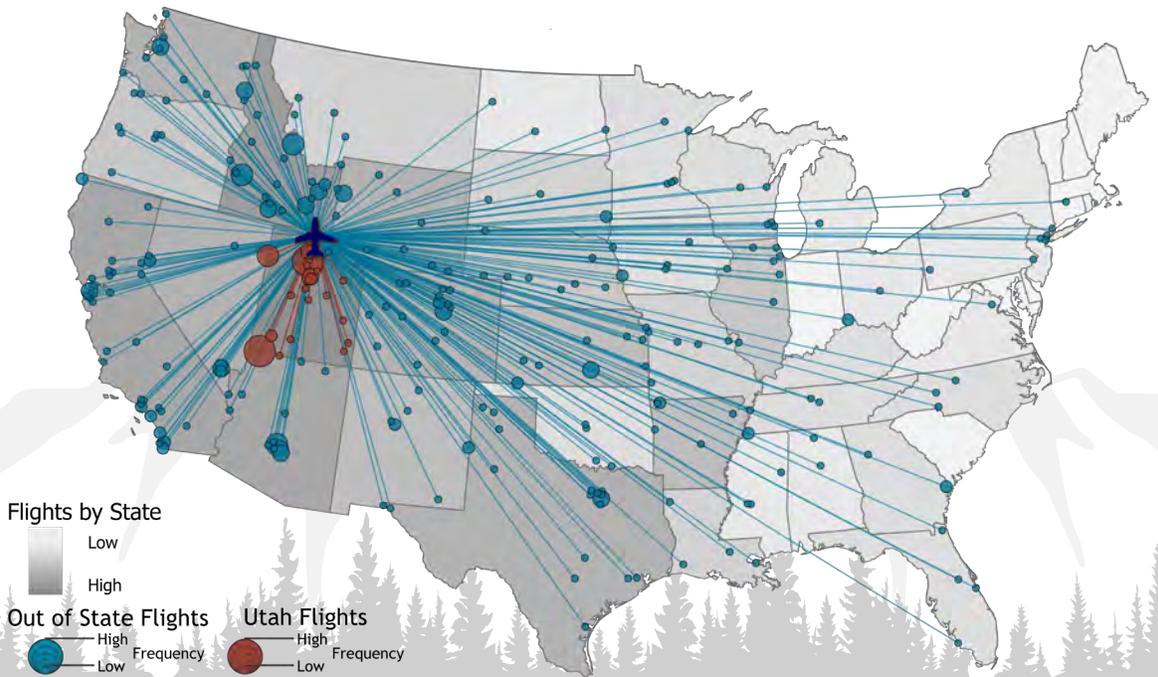


DID YOU KNOW...



LGU'S NATIONAL CONNECTIONS

The airport supports general aviation connectivity to numerous destinations throughout the United States, as well as international destinations in Canada and Mexico. This FAA flight data map displays a variety of 2018 destinations to and from the airport. The airport supports many area businesses, including Cache Valley Electric, MPI Group, Las Vegas Aviation, Poppy Holdings, and Transchill Inc., among others.





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

LOGAN-CACHE 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	✗
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

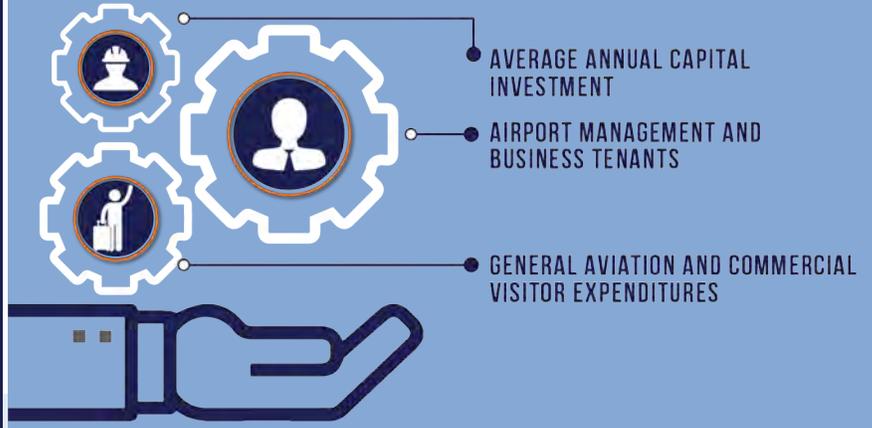




METHODOLOGY FOLLOWS FAA GUIDANCE

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



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



LOGAN – CACHE AIRPORT AUTHORITY BOARD
MARCH 2, 2023

ATTACHMENT C













