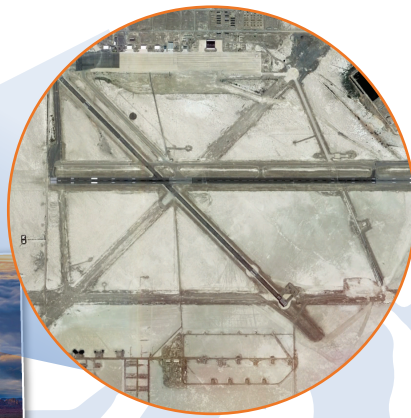




UTAH | AVIATION DEVELOPMENT STRATEGY

WENDOVER AIRPORT (ENV)

WENDOVER, UTAH



 **353**
JOBS

 **\$7.9M**
ANNUAL PAYROLL

 **\$23.9M**
ANNUAL SPENDING

 **\$31.7M**
ANNUAL ECONOMIC ACTIVITY

 **\$1.5M**
STATE AND LOCAL TAX REVENUE

 **\$16.0M**
10-YEAR DEVELOPMENT COST

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

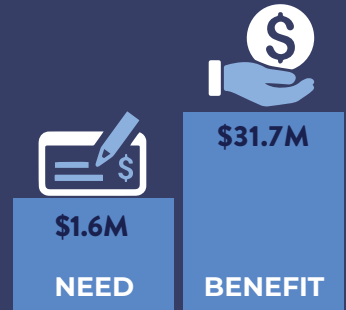
Wendover Airport helps support the tourism market in Wendover and nearby West Wendover in Nevada. Swift Air operates charter service that brings thousands of visitors every year to casinos and entertainment venues in West Wendover. The Bonneville Salt Flats International Speedway in Utah hosts events that draw tourists to view races and record-breaking land speed attempts.



THE AIRPORT'S ANNUAL BENEFITS ARE SIGNIFICANT

The airport's benefit far exceeds its annual needs

- **\$16.0 million** estimated to maintain/improve the airport over the next ten years
- **\$1.6 million** average annual investment need
- **\$31.7 million** in annual economic benefit



DID YOU KNOW WENDOVER AIRPORT CREATES...



ALL ECONOMIC IMPACTS BY MEASURE AND CATEGORY FOR WENDOVER 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	34	39	73	\$1,689,700	\$1,755,800	\$3,445,500	\$7,904,700	\$9,688,900	\$17,593,600	\$9,594,400	\$11,444,700	\$21,039,100
Capital Investment	8	11	19	\$308,800	\$257,900	\$566,700	\$1,236,000	\$1,158,500	\$2,394,500	\$1,544,800	\$1,416,400	\$2,961,200
General Aviation Visitor Spending	5	2	7	\$115,800	\$77,300	\$193,100	\$133,000	\$126,100	\$259,100	\$248,800	\$203,400	\$452,200
Commercial Visitor Spending	168	86	254	\$2,125,600	\$1,524,300	\$3,649,900	\$1,910,100	\$1,731,100	\$3,641,200	\$4,035,700	\$3,255,400	\$7,291,100
Total Impacts	215	138	353	\$4,239,900	\$3,615,300	\$7,855,200	\$11,183,800	\$12,704,600	\$23,888,400	\$15,423,700	\$16,319,900	\$31,743,600

Note: Impacts reported reflect pre-COVID airport activity



BENEFITS ALSO COME IN THE FORM OF

INCOME TAX ON EMPLOYEES OF...

AIRPORT \$53,200

CONSTRUCTION \$7,800

VISITOR INDUSTRY \$1,600

\$62,600 ANNUAL INCOME TAX

\$1.5M ANNUAL SALES AND INCOME TAX REVENUE

SALES TAX ON SPENDING BY...

AIRPORT \$486,100

CONSTRUCTION \$78,600

VISITORS \$783,300

EMPLOYEES \$83,400

\$1.4M ANNUAL SALES TAX

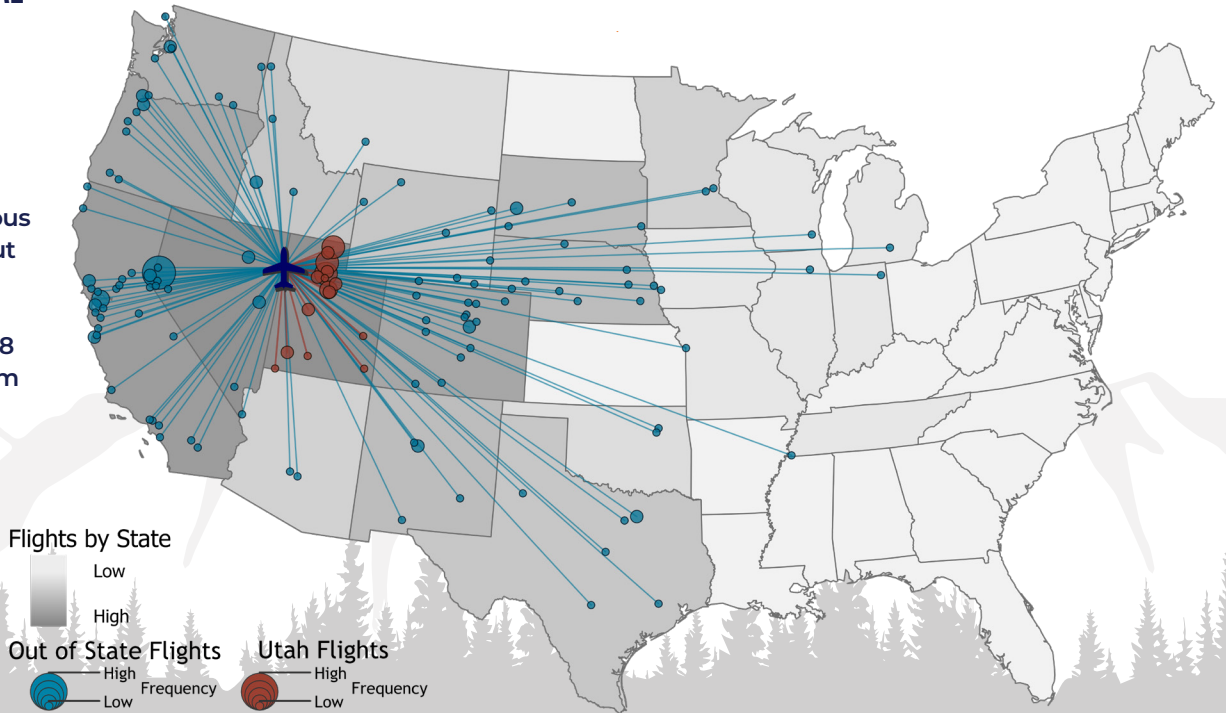
DID YOU KNOW...

83% OF FLIGHT PLANS ARE TO OUT OF STATE DESTINATIONS

CONNECTIONS TO MORE THAN 165 UNIQUE DESTINATIONS IN 27 STATES AND 2 COUNTRIES

ENV'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

WENDOVER AIRPORT ROLE: UT-I: COMMERCIAL SERVICE

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



AIRPORT DEVELOPMENT NEEDS 2020-2030:
\$16.0 MILLION*

- Commercial Service
- General Aviation
- Backcountry Airstrips
- Ski Resorts
- Recreation
- Education
- Landmark
- Municipality
- Economic Development District

*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

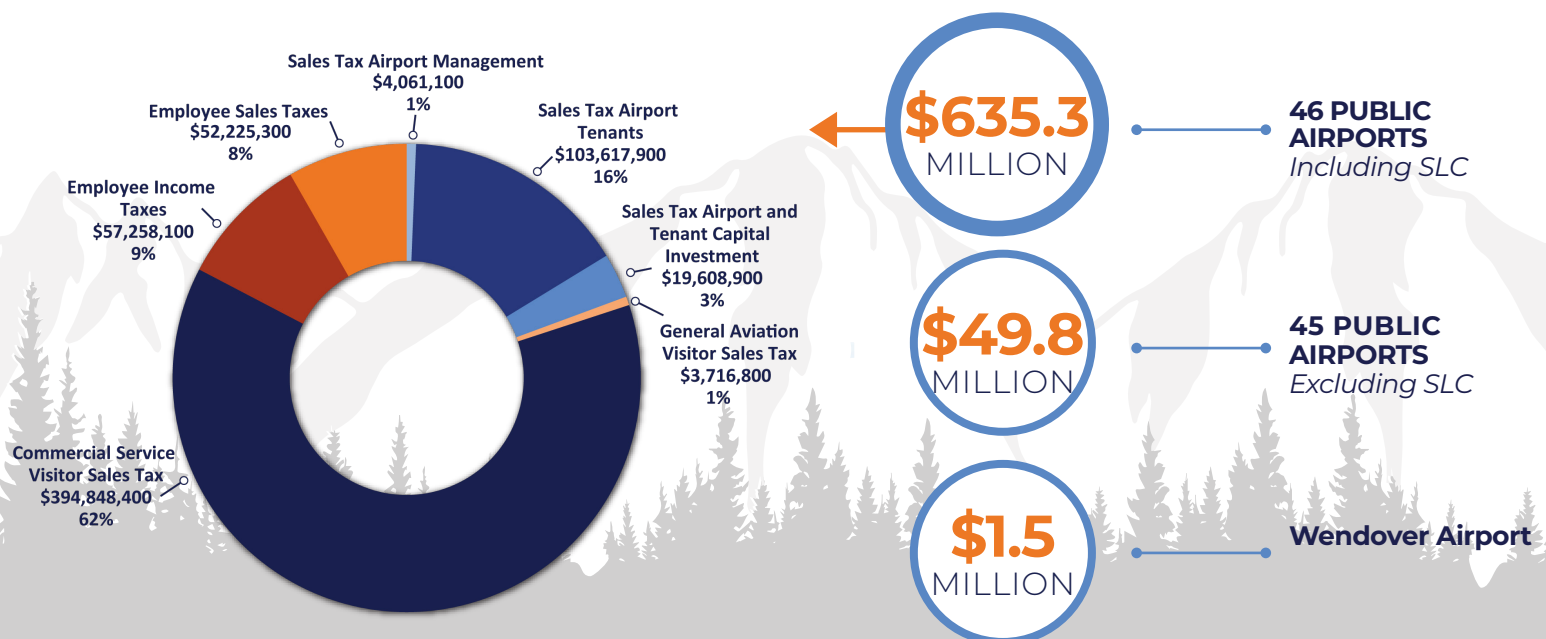
204,000 Excluding SLC

180,000

GENERAL AVIATION VISITORS

137,000 Excluding SLC

ANNUAL STATE AND LOCAL TAX REVENUES GENERATED BY AIRPORT ACTIVITY

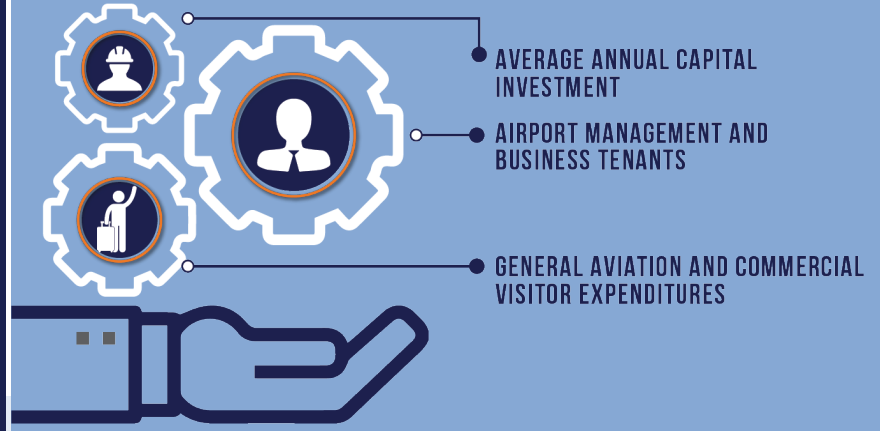




METHODOLOGY FOLLOWS FAA GUIDANCE

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

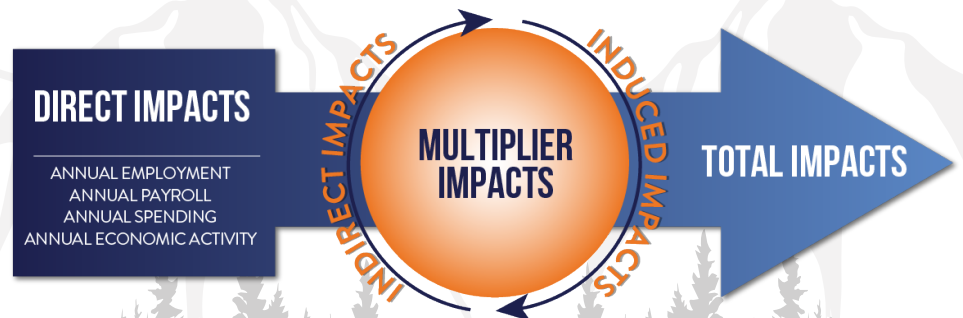


WHAT IS ANNUAL ECONOMIC ACTIVITY?

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

