The background features a large circular graphic. The top half of the circle shows a stylized airplane in flight against a blue sky with white clouds. The bottom half of the circle shows a close-up of an airplane's engine and propeller. The entire graphic is rendered in shades of blue and white. In the top right corner, there are several large, stylized dollar signs in blue and white. A dotted line of white circles curves across the top left and bottom right of the page.

Wyoming Statewide Airport Economic Impact Study

Prepared for:

**Wyoming Department of Transportation
Aeronautics Division**

Prepared by:

Wilbur Smith Associates

With assistance from:

GDA Engineers



WYOMING STATEWIDE AIRPORT

ECONOMIC IMPACT STUDY

August 2009

Prepared for:

**The Wyoming Department of
Transportation
Aeronautics Division**

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Introduction

Air transportation is a key contributor to Wyoming's economy. Airports and aviation help to both support and stimulate economic activity throughout the state. The Wyoming Department of Transportation's Aeronautics Division completed this study in 2009 to measure the value of air transportation in Wyoming. The statewide economic impact study shows how aviation serves as an economic engine for Wyoming. The study also documents various ways air transportation is used in Wyoming and other benefits that air transportation supports.

Air transportation benefits Wyoming in many ways. Air transportation is essential for business attraction and retention. Airports play a key role in economic development for many communities. In today's time-sensitive environment, air transportation improves overall business efficiency by enabling businesses to improve customer service and the delivery of their products to market. Airports in Wyoming are the gateway to the nation's air transportation system and the world's economy.

Many of the economic benefits identified in this study are associated with commercial and general aviation airports that serve communities throughout Wyoming. Beyond the boundaries of the airports are companies in Wyoming engaged in the production of products and services that supply and support the aviation industry. This study identifies the economic benefits of these aviation related companies. Throughout Wyoming, there are hundreds of businesses whose efficiency is improved and whose productivity is increased through their use of aviation. Estimates of the private sector economic activity in Wyoming that is supported by air transportation are provided in this report.

Air transportation is not only important to businesses in Wyoming, it also helps to support tourism, emergency medical services, the military, and public safety. Airports enable doctors to reach smaller towns in Wyoming, and they facilitate the transfer of patients to larger medical centers. Airports increase accessibility to better health care throughout the state. Airports help to support services which are vital to all citizens in Wyoming. Even if they never use an airport directly, citizens benefit from an improved quality of life that air transportation helps to support. Through simple things such as package delivery and the ability to visit family and friends, aviation in Wyoming helps promote safer, healthier, and more productive lives.

Study Summary

The 35 public-use airports in Wyoming are important transportation resources as well as critical economic catalysts. Airports in Wyoming support the air travel needs of Wyoming residents, businesses, and visitors. This report highlights the important economic contributions that Wyoming realizes from its airports by quantifying employment, payroll, and total economic activity associated with these airports. The analysis presented in this report considers the annual economic benefits accrued in 2008 associated with airport operations, on-airport construction, visitors who arrive via commercial airlines, and visitors who arrive on privately-owned general aviation aircraft.

In 2008, Wyoming's system of public airports was comprised of 10 commercial service and 25 general aviation airports. Technical assistance and funding for these 35 public airports are provided by the Wyoming Department of Transportation Aeronautics Division. **Exhibit 1** shows the location of each of these airports.



Exhibit 1
Wyoming Airports Included In Economic Impact Analysis



Source: Wilbur Smith Associates, April 2009

The airports are classified as Commercial Service, Business Airports, Intermediate Airports, or Local Airports, based on the state’s 2009 system plan. That system plan¹ defines each airport category as follows:

- Commercial Service Airports serve major populations, economic centers, and areas of tourism providing a connection to national and global economies and are designed to accommodate commercial air service and business general aviation activity consistent with user demand.
- Business Airports serve multi-county areas and economic centers providing a connection to state and national economies and are intended to accommodate larger business jet activity and support tourism and recreational demand.
- Intermediate Airports serve counties and medium to small communities to support local economies and are intended to accommodate medium to small business jet activity and recreational users.
- Local Airports serve smaller communities and have the basic facilities intended to accommodate recreational users and support emergency use.

Detailed tables in this report group Wyoming’s airports using these classifications.

¹ From draft 2009 Wyoming Airports Statewide Airport Inventory and Implementation Plan, p. 2-7.



The benefits provided by Wyoming’s airports were calculated using an FAA-approved methodology that has been successfully applied throughout the United States. Through extensive survey efforts, direct economic benefits related to tenants and indirect benefits stemming from visitors were measured. As these benefits are released into the statewide economy, additional multiplier benefits are created. For example, when an airport employee buys groceries, this spending helps support additional economic activity. This spending re-circulates or multiplies until the benefits ultimately leak outside the region. These multiplier benefits were calculated using IMPLAN multipliers that are specific to Wyoming. The total economic impact is the sum of the direct, indirect, and multiplier benefits.

The quantitative benefits of Wyoming’s airport system are expressed as jobs, annual payroll, and annual output. Output can be thought of as a measure of annual economic activity or spending. Wyoming’s system of 35 public use airports generates \$1.4 billion of economic activity and supports thousands of quality jobs. In addition, Wyoming residents increasingly depend on civil aviation to support their health, welfare, and safety needs. In brief, Wyoming’s 35 public use airports:

- Support 14,500 jobs
- Generate \$375 million in annual payroll
- Produce \$1.4 billion in annual economic activity

Wyoming’s gross state product is estimated at approximately \$31.5 billion. The \$1.4 billion in annual economic output attributed to Wyoming’s airports accounts for more than 4 percent of the state gross product.

Table 1 summarizes the statewide impacts for each airport in the study.

The remainder of this report puts these impacts in context with the Wyoming economy, explains the method by which these impacts were estimated, and discusses other benefits Wyoming reaps as a result of its aviation system.



Table 1
Total Economic Impacts at Wyoming Airports

Associated City	Airport Name	Total Employment	Total Payroll	Total Output
Commercial Airports				
Casper	Casper-Natrona County International	767	\$31,795,200	\$105,162,500
Cheyenne	Cheyenne Regional-Jerry Olsen Field	2,100	\$66,994,400	\$218,465,100
Cody	Yellowstone Regional	290	\$7,890,200	\$31,232,700
Gillette	Gillette-Campbell County	259	\$8,603,900	\$32,441,100
Jackson	Jackson Hole	9,323	\$202,950,500	\$823,395,500
Laramie	Laramie Regional	142	\$5,075,000	\$18,641,100
Riverton	Riverton Regional	140	\$4,488,600	\$15,685,900
Rock Springs	Rock Springs-Sweetwater County	265	\$9,229,700	\$33,911,100
Sheridan	Sheridan County	337	\$10,524,800	\$48,596,300
Worland	Worland Municipal	119	\$4,261,400	\$16,719,200
Commercial Airports Total		13,742	\$ 351,813,700	\$1,344,250,500
Business Airports				
Afton	Afton Municipal	156	\$5,562,500	\$25,134,900
Douglas	Converse County	22	\$634,900	\$2,935,000
Evanston	Evanston-Uinta County Burns Field	88	\$2,787,400	\$11,618,800
Greybull	South Big Horn County	90	\$2,992,900	\$16,371,600
Pinedale	Ralph Wenz Field	47	\$1,725,400	\$6,431,800
Saratoga	Shively Field	47	\$1,284,300	\$4,654,500
Business Airports Total		450	\$14,987,400	\$67,146,600
Intermediate Airports				
Big Piney	Miley Memorial Field	17	\$503,800	\$2,144,700
Buffalo	Johnson County	22	\$552,900	\$2,287,800
Guernsey	Camp Guernsey	19	\$643,900	\$2,636,100
Kemmerer	Kemmerer Municipal	5	\$242,400	\$833,300
Lander	Hunt Field	14	\$431,800	\$1,618,200
Newcastle	Mondell Field	8	\$219,600	\$1,178,400
Powell	Powell Municipal	11	\$295,800	\$1,901,900
Rawlins	Rawlins Municipal-Harvey Field	29	\$952,500	\$3,724,500
Torrington	Torrington Municipal	15	\$444,800	\$2,020,500
Wheatland	Phifer Airfield	10	\$445,600	\$1,204,500
Intermediate Airports Total		150	\$4,733,100	\$19,549,900
Local Airports				
Cokeville	Cokeville Municipal	2	\$14,300	\$82,900
Cowley	North Big Horn County	8	\$274,700	\$968,500
Dixon	Dixon	37	\$1,380,300	\$4,413,000
Dubois	Dubois Municipal	13	\$407,800	\$1,919,100
Fort Bridger	Fort Bridger	26	\$880,100	\$3,531,000
Hulett	Hulett Municipal	6	\$155,900	\$626,300
Lusk	Lusk Municipal	2	\$86,700	\$371,600
Pine Bluffs	Pine Bluffs Municipal	9	\$285,100	\$1,434,100
Thermopolis	Hot Springs County-Thermopolis Municipal	15	\$447,100	\$1,175,700
Local Airports Total		118	\$3,932,000	\$14,522,200
All Airports Total		14,460	\$375,466,200	\$1,445,469,200

Source: Wilbur Smith Associates and IMPLAN multipliers, April 2009



Socioeconomic Overview of Wyoming

The magnitude of the economic impact of Wyoming's airports is linked to the demand that is generated within the state for aviation services. While some amount of air traffic will be tied to the state's tourism activities, much of the growth in aviation activity in Wyoming is driven by its residents and businesses. As population, employment, and income levels rise in the state, so too does demand for airline travel, air cargo shipments, recreational flying, and other aviation-related activities. This section inventories Wyoming's general economic characteristics.

Population

In 1990, according to the U.S. Census Bureau, the population of Wyoming consisted of 453,588 persons. By the year 2000, the population had grown to 493,782, representing an average annual growth rate of approximately 0.9 percent. Through 2008, a growth rate of 1.0 percent is seen as the estimated population of Wyoming reached 532,668, making Wyoming the least populated state in the nation. It was the only state to have a population of less than half a million people until recently. Despite this fact, Wyoming has seen continuous steady population growth since 1990, and ranks 19th in the U.S. in total population growth since the year 2000.

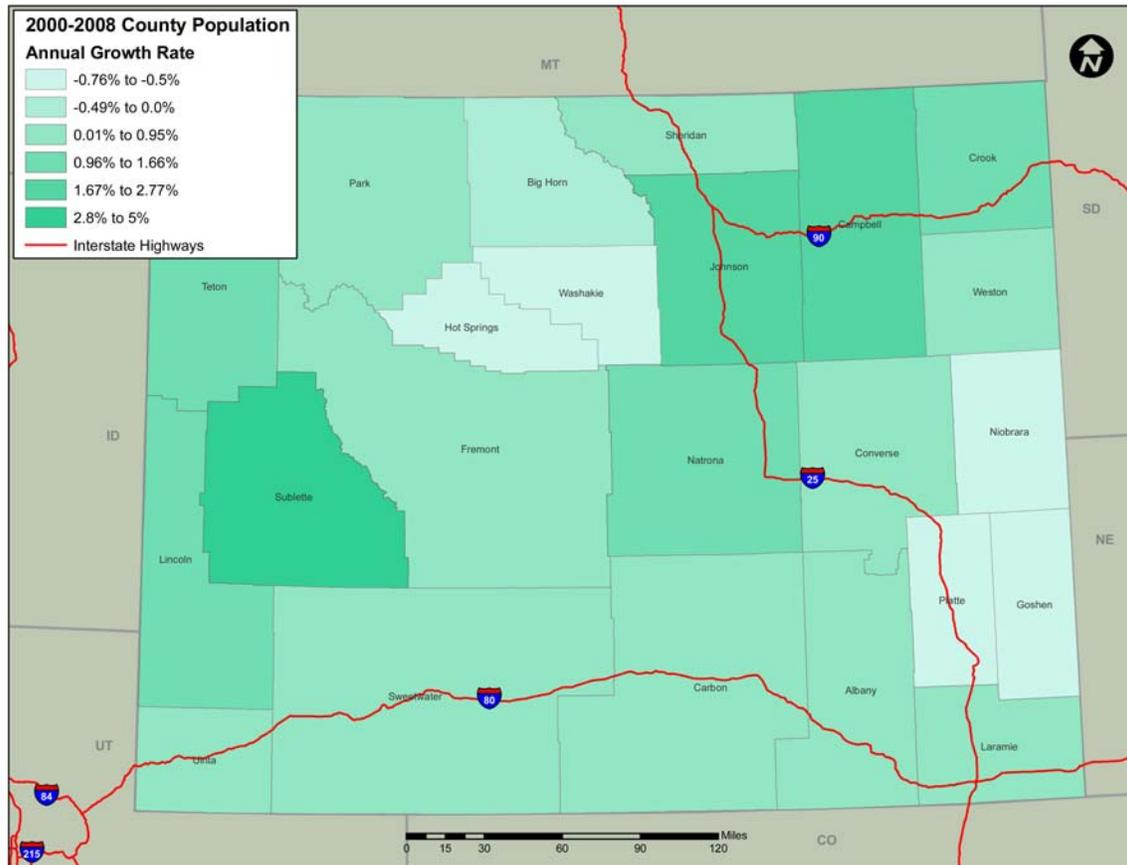
Between 2000 and 2008, only 6 of the 23 counties in Wyoming experienced a loss in population. Of the rest, only eight experienced an average annual growth rate greater than or equal to the statewide rate of 1.0 percent. With a growth rate of 4.3 percent annually, Sublette County experienced the most rapid growth of the period. Campbell and Johnson Counties also experienced relatively rapid annual growth with 2.5 and 2.0 percent respectively since 2000.

Future population projections by the Wyoming Economic Analysis Division indicate that many of the population trends from 2000 to 2008 will continue. Wyoming's population as a whole is expected to grow to over 578,000 by 2020. This represents a total increase of 9.3 percent and an average annual increase of 0.7 percent.

At the county level, six of the 23 counties are expected to lose population. Of the rest, nine counties are expected to experience an average annual growth rate greater than or equal to the statewide rate of 1.0 percent. Sublette County is expected to continue to have the fastest growing population, followed by Lincoln, Campbell, Johnson, and Sweetwater Counties. Laramie County is expected to reach a population of 91,000 by 2020, remaining the most populous county in the state. **Exhibit 2** shows population growth rate forecasts for Wyoming by county from 2008 to 2020.



Exhibit 2
Wyoming Population Growth by County, 2000 to 2020



Source: Wilbur Smith Associates, April 2009

Gross State Product and Industry Mix

Wyoming’s Gross State Product (the state equivalent of Gross Domestic Product, or GDP) in 2007 (the most recent year for which data was available) was more than \$31.51 billion, ranking 48th in the United States. This was an increase of 8.9 percent annually from \$17.33 billion in 2000. By comparison, the national Gross Domestic Product grew only 5.8 percent annually during the same period. Historically, the dominant sector of Wyoming’s economy has been mining, driven by the global demand of natural resources. It continues to grow steadily, comprising over 30 percent of the gross state product. This growth in the mining industry resulted in the growth of associated industries such as construction, wholesale trade, transportation, and professional and business services. In the long term, however, Wyoming’s low industrial diversity will be a limiting factor as energy prices drop. Government and real estate are other leading industries also making up a significant portion of the gross state product in Wyoming, as shown in **Table 2**.



Table 2
Wyoming Gross State Product by Industry for 2007

Industry	Gross State Product (in millions)	Percent of Total Gross State Product
Agriculture, Forestry, Fishing, and Hunting	\$395	1.3%
Mining	\$9,630	30.6%
Utilities	\$1,440	4.6%
Construction	\$1,801	5.7%
Durable Goods Manufacturing	\$374	1.2%
Non-durable Goods Manufacturing	\$657	2.1%
Wholesale Trade	\$1,153	3.7%
Retail Trade	\$1,800	5.7%
Transportation and Warehousing	\$1,945	6.2%
Information	\$509	1.6%
Finance and Insurance	\$749	2.4%
Real Estate, Rental, and Leasing	\$2,372	7.5%
Professional and Technical Services	\$925	2.9%
Management of Companies	\$89	0.3%
Administrative and Waste Service	\$397	1.3%
Educational Services	\$62	0.2%
Health Care and Social Assistance	\$1,272	4.0%
Arts, Entertainment, and Recreation	\$174	0.6%
Accommodation and Food Services	\$997	3.2%
Other Services	\$577	1.8%
Government	\$4,196	13.3%
Total Gross State Product	\$31,514	100.0%

Source: US Bureau of Economic Analysis

Employment

In 2007, the civilian non-farm workforce in Wyoming totaled more than 372,000 workers. This was an increase of about 3 percent annually from the 309,000 workers identified in the year 2000. Approximately 92,000 of these workers, or almost 25 percent of the workforce, were employed in occupations of professional and business services. Another 69,000 workers, or 19 percent of the workforce, were employed in trade, transportation, or utilities industries. Government jobs also make up a significant portion of the Wyoming work force, accounting for more than 17 percent of jobs in Wyoming.

Although Wyoming has been experiencing positive employment growth, it remains as one of the least diversified economies in the country. Wyoming lags behind the nation in manufacturing and service-based jobs. As the U.S. economy expands around the information and communications industries, Wyoming’s low and sparse population has made it difficult for these types of industries to find sufficient numbers of skilled workers and support services to establish themselves. This worked to Wyoming’s advantage in the early 2000s as the dot-com bubble burst; however, in the long-term it may be a limiting factor as the largely baby-boomer workforce exits the labor market. **Table 3** presents employment in Wyoming categorized by industry for the year 2007.



Table 3
Wyoming Employment by Industry for 2007

Industry	Employment	Percent of Total Employment
Agriculture, Forestry, Fishing, and Hunting	2,865	0.8%
Mining	31,099	8.4%
Utilities	2,566	0.7%
Construction	36,660	9.9%
Durable Goods Manufacturing	6,636	1.8%
Non-durable Goods Manufacturing	5,298	1.4%
Wholesale Trade	9,819	2.6%
Retail Trade	41,691	11.2%
Transportation and Warehousing	14,819	4.0%
Information	4,756	1.3%
Finance and Insurance	11,573	3.1%
Real Estate, Rental, and Leasing	17,938	4.8%
Professional and Technical Services	17,019	4.6%
Management of Companies	1,056	0.3%
Administrative and Waste Service	13,158	3.5%
Educational Services	3,306	0.9%
Health Care and Social Assistance	27,891	7.5%
Arts, Entertainment, and Recreation	6,788	1.8%
Accommodation and Food Services	33,160	8.9%
Other Services	20,331	5.5%
Government	63,745	17.1%
Total Employment	372,174	100%

Source: US Bureau of Economic Analysis

Per Capita Personal Income

Personal income can be used as an indication of how much people will spend on the consumption of goods, including aviation. It can be assumed that the greater the amount of income, the greater the purchasing power one has. Per capita personal income for the State of Wyoming was approximately \$27,372 in 2000, and grew to \$43,226 by 2007. The change in this figure represents a 6.7 percent annual growth rate. By comparison, per capita personal income for the nation as a whole grew from \$26,469 to \$38,611 in the same period, for a 5.5 percent annual growth rate. This ranks Wyoming above the national average, placing it 6th in terms of per capita income and 6th in terms of per capita income growth rate.

Summary

From the statistics reported above, it is clear that Wyoming's economy is in a period of significant growth. Between 2000 and 2007, the state's population grew on par with the U.S. average; its Gross State Product nearly doubled the U.S. Gross Domestic Product growth rate; employment is steadily growing at approximately 3 percent per year; and Wyoming's per capita income ranks among the top states at a growth rate far above the national average. Growth measures such as these indicate increased demand for aviation activities and aviation related businesses in the state.



Study Approach

The total economic impact of each airport in this analysis is quantified in terms of employment, payroll, and output. Output represents total economic activity or spending. It represents the total value of aviation-related activities supported by the airports included in this analysis. This section presents the economic impact of the airports in terms of three aviation-dependent groups:

- Airport operations and on-airport activities
- Visitors traveling to Wyoming via commercial airlines
- Visitors traveling to/within Wyoming via general aviation aircraft

Airport operations and on-airport activities, as well as Wyoming visitors, are responsible for a significant percentage of the economic activity or benefit associated with the airports. Through a separate non-aviation business survey, this analysis also identified the importance of aviation to non-aviation employers throughout the State. In addition, taxes contributed by airports are also estimated in this study.

The Economic Modeling Process

The economic benefits produced by the Wyoming airport system were determined by using actual survey data and data from an input-output model that estimates purchases and sales between the various sectors of the economy. The model incorporated multipliers and data tables specific to Wyoming and required impact estimates for three separate components of the economy, as follows:

- **Employment** – Employment is based on full-time equivalent positions. For example, two part-time employees were assumed to equal one full-time employee.
- **Payroll** – Payroll is the annual salary, wages, and benefits paid to employees.
- **Output (Spending)** – Output for an on-airport tenant is commonly assumed to be the sum of average annual capital expenditures and annual gross sales. For tenants that do not have gross sales (government organizations) or have difficulty in determining gross sales associated with a particular airport (e.g. airlines), this assumption must be modified. To estimate the economic impact of these entities, output is derived from the sum of average annual capital expenditures, operating expenses, and payroll.

It is important to note that payroll and output cannot be combined because elements of economic benefit related to payroll are also contained, to some extent, in the output estimate. Each of the three impact components (employment, payroll, and output) stands alone as a measure of an airport's or the airport system's total economic impact.

All economic impacts or benefits from the 35 airports considered in this analysis were calculated using an input-output model. The input-output model considers three impact categories to assess the economic benefits associated with on-airport activities, commercial service visitors, and general aviation visitors arriving at the airports. These categories are:

- **Direct Impacts:** Direct impacts are the benefits associated with businesses located at the airport, which are directly related to the provision of general aviation services. Direct impacts include the employment, payroll, and spending of businesses such as fixed base operators (FBOs), flight schools, aircraft repair facilities, on-airport government entities, and others.



- **Indirect impacts:** Indirect impacts occur as a result of air travel (both scheduled commercial and general aviation), but generally take place off-airport. These impacts are attributed to the expenditures of visitors who arrive in Wyoming by air. Visitor expenditures support employment and payroll in service-related industries such as lodging, food and beverage, retail, and entertainment. Visitor spending for aviation-related goods and services (such as aviation fuel purchases) is not accounted for in the visitor expenses; instead, it is included in the appropriate tenant's gross sales.
- **Induced Impacts:** Induced impacts are the benefits resulting from the recirculation of direct and indirect impacts within the economy. This recirculation is typically referred to as the multiplier effect. For example, as airport employees spend their salary for housing, food, and services, those expenditures circulate through the economy resulting in increased spending, payroll, and employment throughout Wyoming.

Because secondary impacts are not as easily quantified as first-round impacts, a reliable method of estimating the induced impacts must be applied. For this study, the Impact Analysis for Planning (IMPLAN) model was used to measure the multiplier effect and determine induced impacts. This model is considered a standard method for evaluating the economic benefits of public facilities, and has been used nationwide to approximate the economic impacts associated with airports and airport systems. The model contains a detailed database of economic multipliers used to estimate the induced impacts associated with the direct on-airport and indirect visitor spending that occurs at each airport.

For each round of spending beyond the first round, a share of the re-spending occurs outside of the area. This is considered economic leakage, and therefore is not included in the statewide multiplier.

The sum of the benefits of these three categories yields the total impacts attributable to an airport or the system of airports.

Data Requirements for the Economic Modeling Process

A number of data collection efforts were undertaken to gather information related to economic activity occurring at the airports considered in this analysis. These data were inputs to the modeling process to identify total economic impact. The following groups were considered to obtain data to estimate direct and indirect impacts:

- **Airport Operations:** This group includes airport tenants or businesses with employees, such as airlines, fixed-base operators (FBOs), flight schools, concessionaires, airport restaurants, and governmental agencies. Governmental agencies include public airport sponsors, Federal Aviation Administration (FAA), Transportation Security Administration, (TSA), as well as various other state and federal agencies.
- **Commercial Service Visitors:** This group consists of estimated non-local passengers (visitors) arriving via commercial airlines. Average visitor spending for this group was estimated from passenger surveys conducted for this analysis at a number of Wyoming's commercial service airports. The one exception was Jackson Hole Airport, where data from the airport's continuous passenger survey program was used to estimate visitor spending at that airport.
- **General Aviation Visitors:** Impacts from general aviation visitors are produced by non-local passengers arriving via private or business aircraft. General aviation visitors are associated with that portion of each airport's itinerant general aviation operations that are transient (or visiting) in nature. Itinerant operations are those that leave the airport's local airspace. Some



itinerant operations at an airport are attributable to residents of the airport's market area who fly their planes to more distant locations. The remaining itinerant operations are attributed to visitors. Itinerant operations performed by visitors are considered transient operations. Impacts for this group were identified from survey data from airports across Wyoming.

- **Construction Impacts:** Each year, nearly all airports undertake capital improvement projects (CIP), such as runway rehabilitation or terminal improvements. In addition, on-airport businesses and other agencies undertake capital improvement projects. These projects employ persons in jobs such as construction, architecture, engineering, and consulting. For this analysis, construction impacts are included in the direct impact category. The methodology to estimate construction impacts is discussed below.

Surveys and Data Collection Methods

Direct and indirect impacts for airport operations, on-airport government agencies, commercial service visitors, and general aviation visitors were identified primarily through survey efforts. Airport managers were surveyed to gather data related to airport operations and construction projects undertaken by each airport in recent years.

The methods used to collect information from each group considered in this analysis are discussed in the following sections.

Airport Operations and On-Airport Activities (Direct Impacts)

Airport sponsors/owners were contacted to provide names, mailing addresses, and telephone numbers for each airport tenant. All airport tenants/businesses having employees on Wyoming airports during 2008 were contacted to collect information regarding their economic activity. A survey was provided to each tenant and follow-up calls were made to ensure responses and to verify information on returned surveys. Airport tenants at each airport were grouped into 20 categories to aid in analysis. These categories consisted of:

- Aerial applicators
- Air ambulances
- Air freight
- Air traffic control (this was subdivided into public, i.e., FAA, and contract ATC)
- Aircraft maintenance
- Airlines (passenger)
- Airport management
- Charter
- Concessions (this was subdivided into categories for GA airports, commercial service airports)
- Corporate Flight Departments
- FBOs (this was subdivided into small and large FBO categories)
- Federal government
- Flight instruction
- Local/state government
- Military
- Rental Car
- Transportation Security Administration



The survey sent to each airport tenant, including airport sponsors/managers, requested the following information:

- Type of aviation activity conducted by the business/tenant
- Number of full-time and part-time employees
- Estimated total annual wages and benefits paid to employees in 2008
- Estimated total capital improvement expenditures for each year, 2005 through 2008
- Estimated total operating expenses (excluding payroll and capital improvements previously identified) in 2008
- Estimated total gross sales (where applicable) by the business on the airport in 2008

In addition, on-airport entities were asked to identify any businesses that sub-lease property from them so that they could be included in the analysis.

A high response rate was desired for the airport tenant/business survey. Several rounds of follow-up telephone calls were made to non-responding entities and to airport managers to obtain the greatest response rate possible for on-airport employment. For airport tenant/businesses who did not supply complete information on payroll and output, estimates were developed using ratios of payroll per employee and output per employee for the 20 categories of businesses listed above. These ratios were developed from survey data obtained from those tenants and businesses who did respond to the survey. For business categories that had limited data, supplemental information was used from other recent economic impact studies conducted in Idaho and Colorado.

The following methodology was used to estimate direct construction impacts:

- CIP data for 2005 – 2008 was gathered from airport managers as well as aviation-related businesses and government agencies located on each airport. Data supplied by Wyoming DOT was used to verify and complement data on airport-related CIP.
- CIP data for the period was used to determine an annual average to avoid showing peaks or troughs in construction spending.
- The IMPLAN Input/Output model indicates that every \$1 million spent annually on construction activity supports 7.0 “construction-related” jobs in Wyoming. These jobs include construction workers, equipment operators, foremen, engineers, and managers.
- Data from the Bureau of Labor Statistics was used to determine average pay for construction-related workers in Wyoming, and this average was applied to each construction-related employee to determine payroll associated with CIP activity.

Commercial Service Visitors

Airline flights to and from Wyoming’s commercial service airports provide access for thousands of business- and pleasure-related visitors. Visitors using commercial service airports as a gateway to the state contribute to the economy through their expenditures for food, lodging, entertainment, transportation, retail sales, and other goods and services. Numerous service industries also benefit from the multiplier or spin-off effects stemming from visitor spending. Among the commercial service airports in Wyoming, Jackson Hole clearly draws the largest number of visitors. These travelers are drawn to the numerous outdoor activities available in the area, including two national parks which are near by – Grand Teton and Yellowstone. Cody Regional Airport’s air service also provides convenient access to Yellowstone National Park for airline travelers.

On the business side, oil and gas employees commonly use airline service in and out of Rock Springs-Sweetwater County Airport. Casper-Natrona County International Airport also serves a large



number of workers connected to the oil and gas industry, with much of the activity associated with contractors tasked with the service and sale of oil and gas field equipment. Other commercial service airports are used by businessmen in other industries, as well.

Airline service also is a benefit to members of the military stationed in Wyoming. Cheyenne Regional Airport, in particular, is frequently used by airmen and soldiers stationed at nearby Francis E. Warren Air Force Base and the Wyoming Army National Guard base.

The spending patterns of commercial service visitors to Wyoming were estimated based on the results of departing passenger surveys. During passenger surveys, departing passengers were interviewed prior to boarding and asked several questions. Departing passengers were first asked to indicate whether they were a resident of the airport area or a visitor. Those passengers who indicated that they were visitors were asked several questions to determine the following:

- The purpose of their trip (business or personal)
- Duration of their stay
- Total expenditures during their stay in each of the following categories: lodging, food and beverage, ground transportation, entertainment/recreation, retail, and other
- The total number of people that accounted for the expenditure estimates they identified

For each commercial service airport, the following methodology was used to estimate commercial service visitor impacts.

WYDOT Aeronautics provided enplanement data for 2008 for each of the commercial service airports. The percentage of visiting passengers was estimated for each airport, using a sampling of FAA origin and destination data from 2008 (except Jackson Hole, where data from the airport’s continuous passenger surveying program was used). This data for each airport is shown in **Table 4**. Visiting passengers ranged from 45 percent at Casper-Natrona International Airport to 92 percent at Jackson Hole Airport, an airport that predominately caters to leisure visitors to the region.

Table 4
Enplanements and Percent Visitors at
Wyoming’s Commercial Service Airports - 2008

Airport Name	Associated City	Enplanements	Percent Visitors
Commercial Service Airports			
Casper-Natrona County International	Casper	73,048	45%
Cheyenne Regional-Jerry Olsen Field	Cheyenne	14,823	53%
Gillette-Campbell County	Gillette	28,009	52%
Jackson Hole	Jackson	304,019	92%
Laramie Regional	Laramie	9,518	53%
Riverton Regional	Riverton	16,837	55%
Rock Springs-Sweetwater County	Rock Springs	24,585	50%
Sheridan County	Sheridan	17,654	54%
Worland Municipal	Worland	3,002	55%
Yellowstone Regional	Cody	25,865	64%
Commercial Service Airports Total		517,360	
Source: WYDOT Aeronautics Division and FAA O&D data, April 2009			

Average length of stay and average daily expenditures for visitors to each of the airports was based on survey data gathered from airline passengers traveling in Wyoming. These estimates were applied



to the number of annual visitors for each airport to determine total economic activity (or output) generated by commercial airline visitors at each airport on an annual basis.

The following example demonstrates the calculations used to estimate commercial service visitor impacts.

- Cheyenne Regional Airport reported 14,823 enplanements during 2008. FAA data indicates that 53 percent of these enplanements were visitors to the area, or approximately 7,800 visitors traveling through Cheyenne Regional Airport.
 - $14,823 \text{ enplanements} \times 53 \text{ percent visitors} = 7,800 \text{ visitors}$
- Survey data from Cheyenne Regional Airport provided estimates of average length of stay (3.3 days) and average spending (\$160 per visitor per day). These averages are used to calculate visitor's annual spending (or output) of approximately \$4.2 million.
 - $7,800 \text{ visitors} \times \$160 \text{ per visitor per day} \times 3.3 \text{ days} = \4.2 million
- In order to estimate employment associated with commercial service visitor expenditures, Wyoming specific employment ratios per \$1 million of visitor output were developed using the IMPLAN model. It was estimated that approximately 12.7 persons are employed in Wyoming as result of every \$1 million in commercial service visitor output. That results in an estimated 53 visitor-related jobs associated with visitors arriving via Cheyenne Regional Airport on commercial airlines.
 - $\$4.2 \text{ million} \times 12.7 \div \$1,000,000 = 53.3 \text{ jobs}$
- In order to estimate payroll impacts associated with employment supported by commercial service visitors, average state wages for appropriate industry sectors were applied to the estimated number of employees supported by commercial airline visitor spending. Most visitor expenditures take place in the hotel/motel, food/beverage, entertainment, retail, and transportation sectors. Based on data obtained from the U.S. Bureau of Labor Statistics, an average payroll of \$19,630 per employee in Wyoming was assumed for these job categories.
 - $53.3 \text{ jobs} \times \$19,630 = \$1.0 \text{ million}$

The same calculation was used for each commercial service airport, using the average stay and spending numbers appropriate for each airport.

General Aviation Visitors

General aviation refers to all segments of aircraft activity that are not related to the commercial airlines or the military. Visitors to Wyoming use general aviation aircraft to enjoy both the recreational opportunities available in Wyoming as well as to conduct business, especially in the area of oil and natural gas. For example, Converse County Airport in Douglas serves as a mini hub for coal, oil, and gas companies. Oil and gas companies also frequently use other airports, including Ralph Wenz Field in Pinedale, and Miley Memorial Field in Big Piney.

Numerous resorts and ranches in Wyoming depend upon local airports to provide access to their remote locations. The Dubois Municipal Airport was one reason that Teton Valley Ranch opted to relocate to the Dubois area. Visitors to the Saratoga region use Shively Field extensively, with no less



than six tourist retreats indicating that some of their guests use the local airport. The Three Forks Resort, a high-end lodge and spa in Savery, makes use of Dixon Airport, basing its fleet of aircraft at the airport. These aircraft take guests to and from the lodge, as well as providing other amenities. These examples demonstrate the importance of evaluating the economic impacts associated with visitors using general aviation in Wyoming.

The economic activity associated with visitors who arrive on general aviation aircraft at airports in Wyoming was estimated using the methodology described below.

The economic activity produced by general aviation visitors in Wyoming was determined by surveying transient pilots and passengers. Surveys were delivered to FBO managers throughout the state system of airports. The survey requested the following information:

- The airport where the survey was received
- The number of travelers in the aircraft
- The type of aircraft
- The purpose of the trip
- The length of stay in the airport area
- The estimated expenditures during the trip
- Where the aircraft is based
- The approximate number of annual trips in general aviation aircraft made by the pilot for business, pleasure, and training purposes
- Further comments regarding the value of the Wyoming aviation system to the pilot and his or her business

This survey data was used to estimate parameters of visitor behavior. These estimates included the average number of visitors per aircraft, and the average expenditure per visitor per trip. Recognizing that these averages vary at different types of airports, Wyoming's airports were grouped into one of three categories based on the estimated taxable retail sales of the surrounding community. It was reasoned that the amount of taxable retail sales that a community supported was a relative indicator of how much visitors could spend during a visit. Survey data within each group of airports was used to estimate the average number of visitors per arriving aircraft, how long those visitors stayed, and how much each spent during their stay. Data from recent economic studies of Colorado and Idaho were used to supplement the data from Wyoming visitors.

Estimates of transient aircraft operations were either estimated by airport management or derived from an estimate of itinerant operations (obtained from airport management or FAA 5010 Forms). Based on data gathered at airports that provided estimates of transient aircraft operations, it was determined that 28 percent of itinerant operations were transient operations bringing general aviation visitors. Using this data, estimates of general aviation spending were made for each airport as illustrated in the following example.

- Airport management estimated there were 5,150 itinerant operations at Hunt Field in 2008, or 2,575 annual arrivals (since it is assumed that all arrivals have a corresponding departure). Data from Wyoming airports indicated that approximately 28 percent of itinerant arrivals at general aviation airports are transient; therefore,
 - $2,575 \text{ itinerant arrivals} \times 28 \text{ percent} = 721 \text{ transient arrivals.}$
- Transient pilot survey data for the group of airports including Hunt Field provided estimates of the average number of visitors per aircraft, including the pilot (2.8 visitors), and the average



spending (\$60 per visitor per trip). These averages are used to calculate total annual visitors (2,380 visitors) and the impacts of those visitors at Hunt Field, or approximately \$121,500 per year.

- 721 transient arrivals x 2.8 visitors per arrival = 2,019 visitors
- 2,019 visitors x \$60 per visitor = \$121,500 annual spending by visitors to Hunt Field
- To determine payroll and employment impacts resulting from this visitor spending (or output), multiplier ratios based on \$1 million of output were used. In other words, ratios developed by the input-output model indicate that for every \$1 million of general aviation visitor output, approximately 19.9 full-time positions in other industries are created. Most of these jobs are in the service and retail sectors. Visitors using general aviation at Hunt Field would then support approximately 2 full-time positions.
 - $\$121,500 \times 19.9 \text{ jobs} \div \$1,000,000 = 2.42 \text{ jobs}$
- The average annual statewide salary for service/retail industries (\$19,630) was then applied to the estimate of employment to calculate the payroll impacts associated with general aviation visitors. In this example, visitor-related payroll created by the 2 full-time positions is estimated to total approximately \$47,400
 - $2.42 \text{ jobs} \times \$19,630 = \$47,400$

Table 5 summarizes the estimated 2008 general aviation operations for the Wyoming airport system. The operational and visitor impact data for each system airport is included in Table A-1 in Appendix A.



Table 5
General Aviation Operations for 2008

Associated City	Airport Name	Total GA Ops	Itinerant GA Ops
Commercial Airports			
Casper	Casper-Natrona County International	47,200	22,500
Cheyenne	Cheyenne Regional-Jerry Olsen Field	42,400	20,900
Cody	Yellowstone Regional	38,300	2,800
Gillette	Gillette-Campbell County	23,900	4,000
Jackson	Jackson Hole	33,500	16,300
Laramie	Laramie Regional	11,100	7,900
Riverton	Riverton Regional	9,500	2,700
Rock Springs	Rock Springs-Sweetwater County	19,000	3,000
Sheridan	Sheridan County	38,200	21,000
Worland	Worland Municipal	2,100	1,000
Commercial Airports Total		265,200	102,100
Business Airports			
Afton	Afton Municipal	11,300	1,100
Douglas	Converse County	4,500	300
Evanston	Evanston-Uinta County Burns Field	6,100	4,000
Greybull	South Big Horn County	4,200	1,000
Pinedale	Ralph Wenz Field	9,500	5,500
Saratoga	Shively Field	9,075	6,800
Business Airports Total		44,675	18,700
Intermediate Airports			
Big Piney	Miley Memorial Field	3,500	2,800
Buffalo	Johnson County	3,800	800
Guernsey	Camp Guernsey	100	100
Kemmerer	Kemmerer Municipal	200	-
Lander	Hunt Field	11,180	5,200
Newcastle	Mondell Field	5,500	1,000
Powell	Powell Municipal	3,500	1,400
Rawlins	Rawlins Municipal-Harvey Field	7,400	2,500
Torrington	Torrington Municipal	4,900	2,300
Wheatland	Phifer Airfield	3,800	700
Intermediate Airports Total		43,880	16,800
Local Airports			
Cokeville	Cokeville Municipal	100	0
Cowley	North Big Horn County	2,200	600
Dixon	Dixon	1,500	800
Dubois	Dubois Municipal	3,400	400
Fort Bridger	Fort Bridger	3,500	1,500
Hulett	Hulett Municipal	1,500	400
Lusk	Lusk Municipal	7,030	2,500
Pine Bluffs	Pine Bluffs Municipal	4,300	300
Thermopolis	Hot Springs County-Thermopolis Municipal	2,000	1,100
Local Airports Total		25,530	7,600
All Airports Total		379,285	145,200

Source: Airport surveys and FAA 5010 Form data, April 2009



Study Multipliers/Induced Impacts

Employment, payroll, and output impacts derived from airport businesses/tenants and on-airport activities, as well as visitors, comprise each airport’s direct and indirect economic impacts. As these impacts enter the economy, they circulate among other sectors, creating successive waves of additional spending. This phenomenon is referred to as the multiplier effects, also known as induced impacts.

Multiplier effects arise from various interdependencies within an economic system. For example, the operation of an airport requires inputs in the form of supplies, equipment, and maintenance. These inputs generate a boost in sales for those firms or businesses providing these services and products. Moreover, the goods and services themselves require inputs for their production. The process continues as a large number of impacts re-circulate through the economy. The total requirement for goods and services is the multiple of the initial needs of the airports considered in this analysis; hence it is referred to using the term “multiplier.”

Multipliers for estimating induced impacts were derived from the IMPLAN model. The multipliers used in this analysis were developed specifically to measure economic impacts in Wyoming. Individual multipliers for each sector of the economy being modeled were used. The multipliers for the sectors of the economy used for modeling on-airport impacts and visitor impacts in this analysis are depicted in **Table 6**.

Table 6
Wyoming IMPLAN Multipliers by Economy Sector

Economy Sector	Employment Multiplier	Payroll Multiplier	Output Multiplier
Government	1.71	1.44	1.57
Construction C.I.P. ¹	1.80	1.50	1.56
Concessions ²	1.21	1.38	1.47
Aviation ³	2.12	1.96	1.77
Commercial Service Visitor Expenditures ⁴	1.46	1.48	1.49
General Aviation Visitor Expenditures ⁴	1.27	1.40	1.47

Source: Wilbur Smith Associates and IMPLAN multipliers, April 2009

Notes: 1. Construction multipliers are the weighted average of the Construct Other New Nonresidential Structures, Asphalt Manufacturing, Cement Manufacturing, Concrete Manufacturing, Maintenance of Nonresidential Structures, and Architectural-Engineering Services multipliers.
 2. Concessions multipliers are the weighted average of the Food Services and Drinking Places, Hotels and Motels – Including Casino Hotels, Business Support Services, and Miscellaneous Retail Store multipliers.
 3. Aviation multipliers are the weighted average of the Aircraft Manufacturing, Aircraft Engine and Engine Parts Manufacturing, Other Aircraft Parts and Auxiliary Equipment Manufacturing, and Transport by Air multipliers.
 4. Visitor expenditures multipliers are the weighted average of the Food Services and Drinking Places, Hotels and Motels – Including Casino Hotels, Automotive Equipment Rental and Leasing, and Miscellaneous Retail Store multipliers. Weightings were different for commercial service and general aviation visitor multipliers to reflect the difference in their spending habits.

The multipliers presented in Table 6 were used to estimate induced impacts in this analysis. For example, \$100 in direct expenditures (output) in the aviation sector supports a total output impact equivalent to \$177. In this example, induced impacts would be \$77 (\$177 minus \$100).

The methodology discussed in this section was applied to each of the study airports. By following this methodology, estimates of total employment, annual payroll, and annual output/spending associated with each airport were developed.



Employment, Payroll, and Output Impacts for Study Airports

The airports in this analysis help to accommodate the travel needs of business and leisure visitors to Wyoming. The airports themselves are also significant generators of economic activity. The airports help to support jobs, payroll, and output for Wyoming’s economy. The following sections discuss economic impacts associated with employment, annual payroll, and total annual economic activity (output) as measured by this analysis. The combined impact of all of Wyoming’s 35 airports is shown in each section. Detailed tables showing the impacts of each individual airport are contained in Appendix A.

Employment Impacts

The findings of this analysis indicate that airports in Wyoming are an important source of jobs. Employment, as defined in this analysis, is based on estimates where part-time jobs are treated as half of a full-time job. Employment impacts are calculated for on-airport businesses/tenants and visitors. On-airport activity includes private businesses and government agencies, including military units with an aviation affiliation. Spending for CIP and other improvement and construction projects also contributes to on-airport employment.

Employment from On-Airport Activity

Table 7 identifies the total number of jobs supported by on-airport aviation-related tenants and businesses at system airports. These direct jobs comprise those people who are engaged in the provision of aviation-related services on the airport. In the case of on-airport military units at public airports, the full and part-time military personnel and the military-related civilian employees were also included. In addition, construction workers supported by airport CIP were included in this analysis.

In total, there are 2,662 direct jobs supported by the operation of Wyoming’s airports. It is important to note that this employment estimate does not include jobs associated with non-aviation businesses which, for various reasons, are located on an airport. For instance, some airports have on-site industrial parks with businesses that are not related to aviation in any way. Employment associated with these businesses is not included in the employment estimate shown in Table 7.

Table 7
Wyoming On-Airport Activity Employment

	Direct Employment	Induced Employment	Total Employment
Commercial Service Airports On-Airport Employment	2,338	1,955	4,293
General Aviation Airports On-Airport Employment	324	316	640
Total On-Airport Employment	2,662	2,271	4,933
Source: Wilbur Smith Associates and IMPLAN multipliers, April 2009			

As a result of on-airport tenant activity, additional induced employment is created. Induced impacts associated with the day-to-day operation of Wyoming’s airports add 2,271 positions to the economy. When direct and induced employment is considered, Wyoming’s airport tenants contributed 4,933 jobs to Wyoming’s employment base. Of this total, 4,293 jobs are associated with the commercial service airports and 640 jobs are associated with the general aviation airports.



Employment from Commercial Service Visitor Spending

Visitors arriving via commercial airlines spend money, thereby supporting additional employment. **Table 8** identifies the number of employees in Wyoming whose jobs are supported by the spending of visitors arriving on commercial airlines via Wyoming’s 10 airports with commercial service.

Table 8
Wyoming Employment from Commercial Service Visitor Spending

	Indirect Employment	Induced Employment	Total Employment
Commercial Service Visitor Employment	6,317	2,887	9,204
Sources: Wilbur Smith Associates and IMPLAN multipliers, April 2009			

As previously discussed, it is possible to calculate visitor spending, and subsequently, the number of jobs supported by visitors. Indirect jobs supported by visitor spending are attributed to a variety of sectors; however, most of the jobs are concentrated in the hotel/motel, restaurant, recreational and entertainment, and retail sectors.

There are 6,317 indirect jobs supported by commercial service visitor spending. Induced impacts result in 2,887 additional positions supported by the spending of commercial service visitors. When indirect and induced visitor-related employment impacts are combined, approximately 9,200 jobs are supported by spending from visitors to Wyoming who arrive via the commercial airlines.

Employment from General Aviation Visitor Spending

Similar to visitors using commercial airline service, intra-state and inter-state visitors using general aviation aircraft typically spend money while visiting, thereby helping to support additional employment. **Table 9** identifies the number of Wyoming jobs supported by spending from visitors using general aviation aircraft to travel to the state.

Table 9
Wyoming Employment from General Aviation Visitor Spending

	Indirect Employment	Induced Employment	Total Employment
Commercial Service Airport General Aviation Visitor Employment	194	51	245
General Aviation Airport General Aviation Visitor Employment	60	18	78
Total General Aviation Visitor Employment	254	69	323
Source: Wilbur Smith Associates and IMPLAN multipliers, April 2009			

As previously discussed, it is possible to calculate annual general aviation spending; and subsequently, the number of jobs supported by this spending. Indirect jobs associated with general aviation visitor spending are attributed to a variety of sectors; however, most of these jobs are concentrated in the hotel/motel, restaurant, recreational and entertainment, and retail sectors. As a result of general aviation visitor expenditures in Wyoming, there are 254 indirect jobs supported in Wyoming.



Induced impacts result in 69 additional jobs. When indirect and induced general aviation visitor-related employment impacts are combined, 323 jobs are supported by the spending of visitors using general aviation aircraft in Wyoming.

Total Employment

Table 10 identifies the total number of jobs supported by activities at study airports. As a result of on-airport activities and spending by visitors using the study airports, there are 9,233 direct and indirect jobs. Induced impacts add 5,227 additional jobs. In total, 14,460 jobs are supported in Wyoming by aviation-related operators, businesses, and visitors to the study airports.

Table 10
Wyoming Total Airport Employment

	Total Direct and Indirect Employment	Total Induced Employment	Total Employment
Commercial Service Airport Employment	8,849	4,893	13,742
General Aviation Airport Employment	384	334	718
Total Employment	9,233	5,227	14,460

Source: Wilbur Smith Associates and IMPLAN multipliers, April 2009

Payroll Impacts

Employment linked to study airports results in a significant annual payroll benefit to Wyoming. Payroll impacts relate to the previously identified employment benefits associated with on-airport businesses and their activities, commercial service visitors, and general aviation visitors.

Payroll from On-Airport Activity

Table 11 identifies annual payroll benefits associated with on-airport activity at each of the study airports.

Table 11
Wyoming On-Airport Activity Payroll

	Direct Payroll	Induced Payroll	Total Payroll
Commercial Service Airports On-Airport Payroll	\$ 94,923,700	\$ 68,069,300	\$ 162,993,000
General Aviation Airports On-Airport Payroll	\$ 12,762,500	\$ 9,177,200	\$ 21,939,700
Total On-Airport Payroll	\$ 107,686,200	\$ 77,246,500	\$ 184,932,700

Sources: Wilbur Smith Associates and IMPLAN multipliers, April 2009

This payroll includes on-airport businesses, any airport construction projects, and on-airport payroll from military units.

This study shows direct annual payroll impacts are nearly \$107.7 million. This direct payroll impact ripples throughout the Wyoming economy, creating induced payroll impacts that can be measured through the use of the IMPLAN model. The induced annual payroll impact related to on-airport tenants and businesses at the study airports is more than \$77.2 million. Total payroll impacts



produced by airports, which include direct and induced annual payroll, are more than \$184.9 million annually.

Payroll from Commercial Service Visitor Spending

Table 12 identifies the annual payroll impact attributed to employees whose jobs are supported by spending by commercial service visitors using the study airports.

Table 12
Wyoming Annual Payroll from Commercial Service Visitor Spending

	Indirect Payroll	Induced Payroll	Total Payroll
Commercial Service Airport Visitor Payroll	\$ 123,817,300	\$ 59,703,700	\$ 183,521,000
Sources: Wilbur Smith Associates and IMPLAN multipliers, April 2009			

Indirect payroll consists of wages and benefits paid to employees working at restaurants, hotels/motels, retail businesses, and other service industries that are used by commercial service visitors. Indirect annual payroll attributable to spending by commercial service visitors is estimated at more than \$123.8 million.

As employees in the service industries spend their payroll, the money continues to circulate in Wyoming, generating additional employment and subsequent payroll. Annual induced payroll impacts associated with commercial service visitor-supported employment are estimated at more than \$59.7 million. When indirect and induced annual payroll impacts stemming from commercial service visitor spending in Wyoming are combined, a total annual payroll impact in excess of \$183.5 million is produced.

Payroll from General Aviation Visitor Spending

Table 13 identifies the payroll impacts attributed to spending by visitors using general aviation to reach Wyoming.

Table 13
Wyoming Annual Payroll from General Aviation Visitor Spending

	Indirect Payroll	Induced Payroll	Total Payroll
Commercial Service Airport Payroll	\$ 3,796,400	\$ 1,503,300	\$ 5,299,700
General Aviation Airport Payroll	\$ 1,227,000	\$ 485,800	\$ 1,712,800
Total General Aviation Visitor Payroll	\$ 5,023,400	\$ 1,989,100	\$ 7,012,500
Sources: Wilbur Smith Associates and IMPLAN multipliers, April 2009			

Indirect payroll includes salaries paid to employees working in visitor-related businesses and other service industries that are utilized by general aviation visitors. Indirect annual payroll attributable to spending by general aviation visitors is estimated at more than \$5.0 million.

As employees in the visitor-related industries spend their payroll, this spending continues to circulate, generating additional employment and subsequent payroll. The induced annual payroll impact associated with general aviation visitor spending is estimated at approximately \$2.0 million.



When indirect and induced payroll impacts stemming from general aviation visitor spending are combined, a total payroll impact of more than \$7.0 million is produced.

Total Annual Payroll

The total benefit of combined airport businesses/tenants, on-airport activities, commercial service visitor, and general aviation visitor-related payroll in Wyoming is identified in **Table 14**. The collective direct and indirect annual payroll impact supported by the study airports is more than \$236.5 million. With more than \$138.9 million in induced annual payroll benefits, nearly \$375.5 million in total annual payroll is realized in Wyoming as a result of visitor spending and on-airport activity associated with the study airports.

Table 14
Wyoming Airports Total Annual Payroll

	Total Direct and Indirect Payroll	Total Induced Payroll	Total Payroll
Commercial Service Airport Payroll	\$ 222,537,400	\$ 129,276,300	\$ 351,813,700
General Aviation Airport Payroll	\$ 13,989,500	\$ 9,663,000	\$ 23,652,500
Total Payroll	\$ 236,526,900	\$ 138,939,300	\$ 375,466,200

Sources: Wilbur Smith Associates and IMPLAN multipliers, April 2009

Output Impacts

Output or economic activity is defined as annual gross sales and average annual capital expenditures for on-airport businesses and activities. The exceptions are organizations such as corporate flight departments and government agencies that do not generate revenue and airlines located on the airports (because of the difficulty in allocating airline revenues to specific airports). Output for these types of entities is defined as the sum of annual capital expenditures, payroll, and operating expenses. Output related to commercial service and general aviation visitors is defined as expenditures made during their visits. Annual economic output benefiting Wyoming’s economy is discussed in this section.

Output from On-Airport Activity and Businesses

Table 15 identifies direct, induced, and total annual output for all on-airport activities. As aviation-related businesses and government entities located on each study airport spend money, these expenditures ripple through Wyoming’s economy. For example, if an airport were to improve or expand its terminal to provide additional services, money would be spent on construction materials, labor, and other services.

Table 15
Wyoming On-Airport Activity Output

	Direct Output	Induced Output	Total Output
Commercial Service Airports On-Airport Output	\$ 354,712,600	\$ 237,769,900	\$ 592,482,500
General Aviation Airports On-Airport Output	\$ 57,140,500	\$ 39,443,400	\$ 96,583,900
Total On-Airport Output	\$ 411,853,100	\$ 277,213,300	\$ 689,066,400

Sources: Wilbur Smith Associates and IMPLAN multipliers, April 2009



Total direct annual output from on-airport businesses and activities is estimated at almost \$411.9 million. Induced annual output is estimated at \$277.2 million. When direct and induced impacts are combined, the total annual output for the study airports attributed to the airports is nearly \$689.1 million.

Output from Commercial Service Visitor Spending

Table 16 identifies the output attributed to commercial visitor spending.

Table 16
Wyoming Output from Commercial Service Visitor Spending

	Indirect Output	Induced Output	Total Output
Commercial Service Airports Visitor Output	\$ 495,814,300	\$ 241,613,600	\$ 737,427,900
Sources: Wilbur Smith Associates and IMPLAN multipliers, April 2009			

Indirect output from commercial service visitor spending is estimated at more than \$495.8 million. As the service industries re-spend this output, the spending continues to circulate resulting in induced impacts. Induced annual impacts related to commercial service visitor output are estimated at more than \$241.6 million. In total, the combined annual output from commercial service visitor spending is more than \$737.4 million.

Output from General Aviation Visitor Spending

Table 17 identifies the output attributed to general aviation visitors using airports in Wyoming. Indirect annual output is comparable to all general aviation visitor expenditures at these airports. Total indirect annual output from general aviation visitor spending is estimated at nearly \$12.9 million.

Table 17
Wyoming Output from General Aviation Visitor Spending

	Indirect Output	Induced Output	Total Output
Commercial Service Airport Output	\$ 9,726,100	\$ 4,614,000	\$ 14,340,100
General Aviation Airport Output	\$ 3,143,400	\$ 1,491,400	\$ 4,634,800
Total General Aviation Visitor Output	\$ 12,869,500	\$ 6,105,400	\$ 18,974,900
Sources: Wilbur Smith Associates and IMPLAN multipliers, April 2009			

As the service industries re-spend indirect output, money continues to circulate, resulting in induced impacts. The induced impacts related to general aviation visitor output are estimated at more than \$6.1 million each year. The total annual output from spending by visitors arriving via general aviation visitors at Wyoming’s airports is approximately \$19.0 million.

Total Annual Output

The total combined annual output related to on-airport businesses/activities and commercial service and general aviation visitor spending is presented in Table 18. Direct and indirect annual output exceeds \$920.5 million. Induced output impacts are estimated at more than \$524.9 million annually. Combined direct, indirect, and induced output from airport activities, visitors, and the



multiplier effect produce a total annual output estimate in excess of \$1.4 billion for Wyoming’s economy which comprises 4.6 percent of Wyoming’s estimated 2008 gross domestic product of \$31.5 billion.

Table 18
Wyoming Airports Total Annual Output

	Total Direct and Indirect Output	Total Induced Output	Total Output
Commercial Service Airport Output	\$ 860,253,000	\$ 483,997,500	\$ 1,344,250,500
General Aviation Airport Output	\$ 60,283,900	\$ 40,934,800	\$ 101,218,700
Total Output	\$ 920,536,900	\$ 524,932,300	\$ 1,445,469,200
Sources: Wilbur Smith Associates and IMPLAN multipliers, April 2009			

Capital Improvement Project Impacts

As stated earlier, the impacts associated with capital improvement projects are included with the on-airport activity economic benefits. Because these benefits are an average of the past four years of capital improvement projects, they are not as easy to conceptualize as the direct on-airport activity benefits. **Table 19** breaks out the capital improvement project impacts (without the induced impacts) to give an idea of the magnitude of these benefits.

Table 19
Capital Improvement Project Impacts at Wyoming Airports

	Direct Employment	Direct Payroll	Direct Output
Commercial Service Airport Impacts	251	\$9,879,900	\$36,049,000
General Aviation Airport Impacts	132	\$5,216,900	\$19,035,000
Total Impacts	383	\$15,096,800	\$55,084,000
Sources: Wilbur Smith Associates and IMPLAN multipliers, April 2009			

Value Added Benefits from Aviation Dependent Businesses

Many employers in Wyoming, while perhaps not located directly at the airport, benefit from the proximity and availability of the state’s airports. Without these airports, many companies in the region would experience adverse effects in business activity levels. Because of the efficiencies gained by the availability of aviation, many businesses receive additional benefits. This section identifies the value-added benefits that businesses in Wyoming derive from the day-to-day operation of these airports and the means by which those benefits were estimated.

Methodology

A non-aviation business survey sought information from Wyoming businesses on hard-to-quantify benefits derived from airports and aviation. Approximately 2,000 businesses in the state received the mailed survey designed to assess their dependence on Wyoming’s airports. While it is impossible to make exact estimates of all the additional benefits that businesses in Wyoming derive from use of the airports, it is possible to make some broad assumptions as to how the airports benefit the region’s non-aviation business community. More than 200 businesses responded, resulting in a response rate of approximately 11 percent. The survey sought information on topics such as reliance



on commercial airline service and air cargo, employment, and important factors considered when a business is expanding or relocating. Other questions asked businesses to provide information regarding reliance on general aviation at Wyoming's airports. While the survey sampled all types of businesses, it targeted businesses in the state that have a propensity to use aviation services. This was accomplished through selective screening of the mailing list and the inclusion of Wyoming businesses found to frequently use aviation as indicated in a review of FAA flight records.

The survey confirmed that many businesses in the region depend on the state's airports for the transport of employees, clients and suppliers as well as goods. Without access to these airports, some companies would be forced to cut employment or possibly locate outside of Wyoming.

Key findings of the business survey are as follows:

- Approximately 56 percent of the respondents indicated that they utilize commercial airline service related to their routine business functions.
- Approximately 14 percent of respondents indicated that their company averages at least one trip per month on a commercial airline.
- Approximately 18 percent of the respondents indicated that their company owns, leases, charters, or has fractional ownership of general aviation aircraft.
- Approximately 48 percent of the respondents indicated that they have customers or suppliers who travel by scheduled airline service to visit the surveyed company.
- Approximately 54 percent of respondents indicated that they use air cargo/package express on a regular basis. Of these businesses, 34 percent indicated that they ship packages weighing 2 pounds or less; 40 percent indicated that they ship packages weighing 2 to 70 pounds; and 12 percent indicated that they ship packages weighing more than 70 pounds.

The final section of the business survey contained questions regarding the importance of various factors considered when a business contemplates relocation or expansion. The top 13 factors, ranked in relative order of importance by Wyoming businesses, are as follows:

1. Quality of life
2. Convenient highway access
3. Available trained workforce
4. Tax incentives
5. Proximity of input suppliers
6. Availability of natural resources and raw materials
7. **Commercial service airport**
8. Historic location of business
9. **General aviation airport**
10. An urban business district
11. Universities and high-tech research and development centers
12. Water transportation facilities
13. Rail transportation facilities

Approximately 35 percent of all survey respondents indicated that the presence of a commercial service airport was of importance to the decision of business location; while approximately 27 percent of respondents indicated that the proximity to a general aviation airport is of importance in their location decision.

Even though airports did not rank in the top half of relocation/expansion factors, it is clear that airports play an important role in Wyoming's economy. Businesses were asked what action they



would take, if any, if Wyoming airports were no longer available. Nearly 15 percent responded that they would take action, ranging from scaling back operations to completely ceasing their Wyoming operations. Numerous businesses also provided comments on what the lack of Wyoming airports would mean to the economy. Many respondents said that their business operations would not change, but they would be forced to use airports in Montana and Colorado if Wyoming airports weren't available, which would increase travel times and costs. Other comments, some of which are included below, illustrated the critical role airports in Wyoming play for many industries.

“Our business operation would not change, but it would hurt tourism in the area. We try to promote tourism which affects the local economy – no airport would hurt our economy.”

“[We would] close [the] office down. We do not [have the] ability to move.”

“[We would] move to Cheyenne, WY to be closer to [Denver International Airport].”

“The effects would probably be that more ground transportation would be used causing increased costs, lower productivity, and weather delays.”

“Personal use of the Worland Airport by employees is convenient and therefore, adds to the quality of life.”

“[We would] put an airfield on [the] ranch.”

“It is our primary transportation to oil service centers.”

These comments highlight the key role that Wyoming airports fulfill for industries and businesses in Wyoming.

Business Reliance on Wyoming’s Airports

According to U.S. Department of Commerce, Bureau of Economic Analysis (BEA) data, there are nearly 120,000 Wyoming employees in the business sectors covered by the non-aviation business survey. Based on survey results, approximately 19 percent of the business activity in the sampled industrial sectors is linked to the availability of Wyoming’s airports.

In order to estimate the additional value-added benefit Wyoming gains from the availability of the state’s airports, one can assume that approximately 19 percent of the 120,000 employees of businesses sampled, or approximately 22,800 jobs, can attribute their employment to the airports and the efficiencies their employers gain from utilizing aviation services, aircraft, and commercial and general aviation airports in Wyoming.

These 22,800 jobs represent 6.1 percent of Wyoming’s entire workforce of 372,000 public and private employees. These value added jobs are in addition to the 14,500 supported by the airports and by visitor spending. In all, over 10 percent of all jobs in Wyoming are supported by the airport system.

The value-added business benefits noted in this section do not included additional induced impacts associated with a multiplier or spin-off effect. If the value-added business benefits included induced impacts, the economic benefits noted in this section would be higher.



Qualitative Airport Benefits

While previous sections of this study focused on the quantitative benefits resulting from aviation in Wyoming, there are also a number of qualitative benefits that must be discussed when the total value of an airport or an airport system is analyzed. Qualitative benefits are those factors for which dollar values cannot be readily assigned. Qualitative benefits are those activities which take place at an airport on a regular basis that add to the quality of life of residents in the airport's market area. Qualitative benefits are generally considered benefits regarding health, welfare, or safety. While it may be difficult to place a dollar value on such impacts, these benefits improve the quality of life of Wyoming's residents in a variety of ways.

The activities contributing to the qualitative benefits vary throughout the airport system, yet each airport contributes in some way to the quality of life of residents of Wyoming. Some examples of the qualitative benefits of aviation at Wyoming system airports include:

- Facilitating emergency medical transport
- Providing police support
- Conducting search-and-rescue operations
- Supporting the U.S. military and other government organizations
- Assisting with prisoner transport
- Supporting forest and rangeland firefighting efforts
- Supporting statewide agricultural activities
- Providing entertainment opportunities (e.g., museums, air shows)
- Hosting school field trips and other educational events
- Serving as a staging area for community events

A key focus of the airport management survey conducted as part of the economic impact study was to identify specific examples of qualitative benefits provided by each Wyoming airport. While the demographics of individual market areas and available facilities greatly influence each airport's ability to provide such benefits, each airport provides important qualitative benefits. Table B-1 in Appendix B presents the specific benefits identified for each airport. While Table B-1 is not all encompassing, it does provide an important overview of the diversity of benefits that airports provide to Wyoming, beyond the creation of jobs, payroll, and output.

Information supplied by the airports themselves has highlighted some of the more notable examples of the qualitative benefits derived from Wyoming's airport system. Numerous life-saving emergency medical evacuations and operations occur at airports throughout the state. Thanks to air transportation, Laramie-based Gem City Bone and Joint is able to provide orthopedic care to numerous remote locations in Wyoming that would otherwise not have access to this kind of medical service. The University of Wyoming has used aircraft for more than 30 years to conduct research on the atmosphere. The Museum of Flight and Aerial Firefighting, located on South Big Horn County Airport, is a unique educational facility that helps remind visitors of the important role airtankers play in protecting the public from wildfires.

What is most notable is no matter how large or small the contributions, all airports contribute in some way to the quality of life of Wyoming residents.



Tax Impacts

The State of Wyoming benefits from tax revenues derived from airport activity. This section explains the methodology for estimating tax revenues generated by airport activity and examines those estimated tax revenue impacts² from airport activity. This analysis does not take into account tax revenue impacts of aviation and aerospace businesses beyond the impacts derived from on-airport tenants and the spending by commercial service and general aviation visitors of the 35 study airports.

This tax analysis examined the estimated taxes generated through the state sales tax, local sales taxes, lodging taxes, rental car taxes, and aviation fuel taxes. There are no estimates of income tax impacts since Wyoming does not have a state income tax and federal income taxes leave the state. This analysis made estimates of taxes paid by on-airport business and government tenants, taxes paid by visitors arriving by both commercial airlines and general aviation aircraft, and taxes paid by employees supported by airport-related activity. These employees included those working on the airport for business and government tenants and those off-airport supported by visitor spending. No impacts from income taxes were estimated since Wyoming does not have a state income tax.

Sales taxes in Wyoming are fairly straight forward and, for purposes of this analysis, consist of a state sales tax, a number of local sales taxes, lodging taxes, and rental car taxes. These are explained below in their individual sections.

State and Local Sales Tax Rates

Wyoming has a state sales tax of 4 percent. The state general fund receives 69 percent of the money generated by this tax, with the remaining 31 percent distributed among local governments based on the proportion of sales tax generated by the local municipality.

In addition to the state sales tax, local governments also have the option of imposing a general purpose, a specific purpose, and/or an economic development tax. Each of these additional taxes can be up to 1 percent for a total of 3 percent in additional sales taxes. The state general fund takes in 1 percent of these additional taxes, and the remaining 99 percent is allocated to local governments based on population.

Many communities with airports in Wyoming have passed general purpose sales taxes of 1 percent. A smaller number of communities with airports have passed specific purpose sales taxes of 1 percent (Gillette's special purpose sales tax is 0.3 percent). Most of these communities are the larger ones in Wyoming and have commercial service airports.

The only airport community with an economic development tax is Torrington. The Torrington economic development tax is 0.3 percent.

Lodging Tax Rates

Lodging taxes are used by counties and cities throughout Wyoming and are charged as a percent of the cost of guest accommodations. Lodging taxes are often used in areas that are destinations for tourist or business travel. The philosophy behind a lodging tax is that the tax helps to offset the cost of services provided to visitors versus residents and thus balances the tax burden more evenly

² No multiplier effect was applied to determine induced impacts. Total tax revenues (direct, indirect, and induced) attributable to all aviation/aerospace activity in the state would be much higher.



across users. Lodging tax rates of up to 4 percent may be imposed by local governments, with voter approval. The state general fund collects 1 percent of these taxes for administration purposes and the remaining 99 percent is distributed to the local lodging boards and counties imposing the tax.

Rental Car Tax Rates

Visitors using rental cars pay sales tax on the cost of the rented vehicle. This sales tax includes Wyoming's 4 percent sales tax, along with any general purpose, specific purpose, or economic development tax that is in effect for the region. In addition, rental car transactions are subject to a 4 percent highway use tax over and above the sales taxes that are imposed. This highway use tax is not subject to sales tax.

Rental car companies may impose additional fees (such as energy recovery fees or concession fees) but these are additional costs of the transaction, not taxes.

Tax Estimation Methodology

This analysis began with establishing the sales tax rates to which each system airport was subjected. All airports are subject to Wyoming's 4 percent state sales tax. Most airports are subject to additional sales taxes. The Wyoming Department of Revenue Excise Tax Division provided sales tax rates, effective as of October 1, 2008, for all Wyoming counties and, where applicable, municipalities. The tax rates for retail sales, shown in **Table 20**, were assigned to each airport based upon the county it was located in, along with any city taxes, if applicable.

Table 21 provides similar information for lodging and rental car taxes. These taxes are in addition to the above sales taxes for lodging and rental car transactions.

Using these tax rates, estimates of taxes paid by on-airport businesses, by visitors arriving by airport, by employees of the on-airport businesses, and by employees supported by visitor spending.



Table 20
Retail Sales Tax Rates for Regions Associated with Wyoming Airports - 2008

Associated City	Airport Name	General Purpose Tax	Specific Purpose Tax	Economic Development Tax
Commercial Airports				
Casper	Casper-Natrona County International	1.0%		
Cheyenne	Cheyenne Regional-Jerry Olsen Field	1.0%	1.0%	
Cody	Yellowstone Regional		1.0%	
Gillette	Gillette-Campbell County	1.0%	0.3%	
Jackson	Jackson Hole	1.0%	1.0%	
Laramie	Laramie Regional	1.0%	1.0%	
Riverton	Riverton Regional			
Rock Springs	Rock Springs-Sweetwater County	1.0%	1.0%	
Sheridan	Sheridan County	1.0%	1.0%	
Worland	Worland Municipal		1.0%	
Business Airports				
Afton	Afton Municipal	1.0%		
Douglas	Converse County	1.0%		
Evanston	Evanston-Uinta County Burns Field	1.0%		
Greybull	South Big Horn County	1.0%		
Pinedale	Ralph Wenz Field			
Saratoga	Shively Field	1.0%		
Intermediate Airports				
Big Piney	Miley Memorial Field			
Buffalo	Johnson County	1.0%		
Guernsey	Camp Guernsey	1.0%		
Kemmerer	Kemmerer Municipal	1.0%		
Lander	Hunt Field			
Newcastle	Mondell Field	1.0%		
Powell	Powell Municipal		1.0%	
Rawlins	Rawlins Municipal-Harvey Field	1.0%		
Torrington	Torrington Municipal	1.0%		0.3%
Wheatland	Phifer Airfield	1.0%		
Local Airports				
Cokeville	Cokeville Municipal	1.0%		
Cowley	North Big Horn County	1.0%		
Dixon	Dixon	1.0%		
Dubois	Dubois Municipal			
Fort Bridger	Fort Bridger	1.0%		
Hulett	Hulett Municipal	1.0%	1.0%	
Lusk	Lusk Municipal	1.0%		
Pine Bluffs	Pine Bluffs Municipal	1.0%	1.0%	
Thermopolis	Hot Springs County-Thermopolis Municipal	1.0%		
Source: Wyoming Department of Revenue, Excise Tax Division, April 2009				



Table 21
Lodging and Rental Car Tax Rates for Wyoming Airports - 2008

Associated City	Airport Name	Lodging Tax	Rental Car Tax
Commercial Airports			
Casper	Casper-Natrona County International	3.0%	4.0%
Cheyenne	Cheyenne Regional-Jerry Olsen Field	4.0%	4.0%
Cody	Yellowstone Regional	4.0%	4.0%
Gillette	Gillette-Campbell County		4.0%
Jackson	Jackson Hole		4.0%
Laramie	Laramie Regional	4.0%	4.0%
Riverton	Riverton Regional	2.0%	4.0%
Rock Springs	Rock Springs-Sweetwater County	2.0%	4.0%
Sheridan	Sheridan County	4.0%	4.0%
Worland	Worland Municipal	4.0%	4.0%
Business Airports			
Afton	Afton Municipal	2.0%	
Douglas	Converse County	3.0%	
Evanston	Evanston-Uinta County Burns Field	3.0%	
Greybull	South Big Horn County	2.0%	
Pinedale	Ralph Wenz Field	3.0%	
Saratoga	Shively Field	2.0%	
Intermediate Airports			
Big Piney	Miley Memorial Field	3.0%	
Buffalo	Johnson County	2.0%	
Guernsey	Camp Guernsey	2.0%	
Kemmerer	Kemmerer Municipal	4.0%	
Lander	Hunt Field	2.0%	
Newcastle	Mondell Field	4.0%	
Powell	Powell Municipal	4.0%	
Rawlins	Rawlins Municipal-Harvey Field	2.0%	
Torrington	Torrington Municipal	3.0%	
Wheatland	Phifer Airfield		
Local Airports			
Cokeville	Cokeville Municipal	2.0%	
Cowley	North Big Horn County		
Dixon	Dixon	2.0%	
Dubois	Dubois Municipal	2.0%	
Fort Bridger	Fort Bridger		
Hulett	Hulett Municipal	2.0%	
Lusk	Lusk Municipal	2.0%	
Pine Bluffs	Pine Bluffs Municipal	4.0%	
Thermopolis	Hot Springs County-Thermopolis Municipal	4.0%	
Source: Wyoming Department of Revenue, Excise Tax Division, April 2009			

Taxes Generated by On-Airport Businesses

To estimate the sales taxes paid by on-airport businesses, each airport’s direct payroll was subtracted from its direct output to obtain the taxable expenditures attributable to that airport. The applicable sales tax rate was then applied to obtain the sales taxes paid by the airport’s on-airport businesses, using a generalized assumption that all of these expenditures occurred within the local



tax district of the airport. It was also assumed that the taxable expenditures included the taxes paid and the calculation reflects that. For example:

- Sheridan County Airport had \$24.0 million in direct output and \$4.1 million in direct payroll. The tax rate for Sheridan County Airport is 6 percent (4 percent state sales tax, 1 percent general purpose tax, and 1 percent specific purpose tax). This yields approximately \$1.1 million in sales taxes from Sheridan County Airport's on-airport businesses for 2008.
 - \$24.0 million direct output - \$4.1 million direct payroll = \$19.9 million in taxable expenditures
 - \$19.9 million in taxable expenditures x 6% ÷ (1 + 6%) = \$1.1 million in sales taxes

All 35 of Wyoming's airports are estimated to have paid approximately \$16.9 million in on-airport business sales taxes in 2008.

Taxes Paid by Commercial Service Visitors

To estimate the sales taxes paid by visitors arriving by commercial airline, it was necessary to estimate how visitor expenditures were allocated among lodging, rental cars, and other purchases. Using survey data, each airport's visitor expenditures were split between these three categories and the appropriate tax rates were applied. It was assumed that all of these expenditures occurred within the tax district of the airport. It was also assumed that the taxable expenditures included the taxes paid and the calculation reflects that. For example:

- Sheridan County Airport had \$3.7 million in commercial service visitor expenditures. Survey data estimated that 36 percent of these expenditures were on lodging, 8 percent on rental car, and the remaining 57 percent on other purchases. The tax rates for Sheridan County Airport for lodging, rental car, and other sales are 10 percent, 10 percent, and 6 percent, respectively. From this data, it was estimated that Sheridan County Airport's commercial service visitors paid approximately \$256,700 in taxes in 2008.
 - \$3.7 million visitor expenditures x 36 percent = \$1.3 million in lodging expenditures
 - \$1.3 million in lodging expenditures x 10% ÷ (1 + 10%) = \$120,200 in lodging taxes
 - \$3.7 million visitor expenditures x 8 percent = \$138,800 in rental car expenditures
 - \$138,800 in rental car expenditures x 10% ÷ (1 + 10%) = \$12,600 in rental car taxes
 - \$3.7 million visitor expenditures x 57 percent = \$2.2 million in other expenditures
 - \$2.2 million in other expenditures x 6% ÷ (1 + 6%) = \$123,900 in other taxes
 - \$120,200 in lodging taxes + \$12,600 in rental car taxes + \$123,900 in other taxes = \$256,700 in commercial service visitor paid taxes

Commercial service visitors to Wyoming's 10 commercial service airports are estimated to have paid approximately \$29.3 million through their expenditures in 2008. The majority of those taxes, nearly \$27 million, are attributed to visitors using Jackson Hole Airport.

Taxes Paid by General Aviation Visitors

To estimate the sales taxes paid by visitors arriving by general aviation aircraft, it was necessary to estimate how visitor expenditures were allocated among lodging, rental cars, and other purchases. Rental car expenditures at Wyoming's general aviation airports were assumed to be zero since none of them have rental car services. Other expenditures were estimated using survey data, and the



appropriate tax rates were applied. It was assumed that all of these expenditures occurred within the tax district of the airport. It was also assumed that the taxable expenditures included the taxes paid and the calculation reflects that. For example:

- Ralph Wenz Field had \$284,900 in general aviation visitor expenditures. Survey data estimated that 35 percent of these expenditures were on lodging, 0 percent on rental car, and the remaining 65 percent on other purchases. The tax rates for Ralph Wenz Field for lodging, and other sales, are 7 percent, and 4 percent, respectively. It was estimated that Ralph Wenz Field's general aviation visitors paid approximately \$13,700 in taxes in 2008.
 - \$284,900 visitor expenditures x 35 percent = \$103,200 in lodging expenditures
 - \$103,200 in lodging expenditures x 7% ÷ (1 + 7%) = \$6,700 in lodging taxes
 - \$284,900 visitor expenditures x 65 percent = \$181,700 in other expenditures
 - \$181,700 in other expenditures x 4% ÷ (1 + 4%) = \$7,000 in other taxes
 - \$6,800 in lodging taxes + \$7,000 in other taxes = \$13,700 in general aviation visitor paid taxes

General aviation visitors to Wyoming's 35 airports are estimated to have paid approximately \$769,100 in taxes through their expenditures in 2008.

Taxes Paid by Employees of On-Airport Businesses

Employees that work at on-airport businesses pay sales taxes in their local community when they purchase items. This is an important tax source for Wyoming, since the state does not have an income tax. The U.S. Internal Revenue Service (IRS) estimates how much in sales taxes are paid based on payroll for each state.³ Using this information, and the estimated average payroll for each airport, sales taxes paid by employees of on-airport businesses were estimated. These taxes were estimated at nearly \$1.1 million in 2008.

Taxes Paid by Employees Supported by Visitor Spending

The employees related to visitor spending (both commercial service and general aviation visitors) also pay Wyoming taxes when they spend their income. As with the taxes paid by employees of on-airport businesses, these taxes were estimated using data from the IRS specific to Wyoming. Using the IRS data and an estimated annual payroll for employees supported by visitor spending, it was estimated that these employees paid \$1.4 million in taxes in 2008.

Aviation Fuel Taxes

The State of Wyoming imposes a five cents per gallon fuel tax on both jet-A and avgas sold for use in aircraft. The proceeds of that five cents per gallon fuel tax are split, with 20 percent of it going to the state for administrative purposes, while the other 80 percent is returned to the airport that paid the tax for use in aviation projects. The Wyoming Department of Transportation Fuel Tax Administration Section provided the amounts each airport paid in fuel taxes to the state in 2008. Airports paid approximately \$647,300 in aviation fuel taxes in 2008.

Total Airport-Related Taxes

Table 22 shows the taxes, by type, that each airport is estimated to have paid in 2008.

³ IRS Publication 600, revised 2006.



Table 22
Airport-Related Taxes from Wyoming Airports – 2008

Associated City	Airport Name	Airport Tenant Taxes	CS Visitor Taxes	GA Visitor Taxes	Employee Taxes from Airport Tenants	Employee Taxes from CS Visitors	Employee Taxes from GA Visitors	Aviation Fuel Taxes	Total Taxes
Commercial Airports									
Casper	Casper-Natrona County International	\$1,739,900	\$643,400	\$68,200	\$136,400	\$29,100	\$4,800	\$157,500	\$2,779,300
Cheyenne	Cheyenne Regional-Jerry Olsen Field	\$5,160,300	\$290,400	\$76,200	\$441,000	\$10,900	\$4,500	\$49,200	\$6,032,500
Cody	Yellowstone Regional	\$497,900	\$390,400	\$14,500	\$34,100	\$16,500	\$1,000	\$35,400	\$989,800
Gillette	Gillette-Campbell County	\$548,200	\$267,300	\$37,600	\$32,000	\$13,800	\$3,000	\$28,700	\$930,600
Jackson	Jackson Hole	\$3,915,700	\$26,851,800	\$249,400	\$204,600	\$1,197,800	\$17,400	\$231,800	\$32,668,500
Laramie	Laramie Regional	\$427,700	\$133,700	\$28,900	\$20,100	\$5,000	\$1,700	\$13,900	\$631,000
Riverton	Riverton Regional	\$193,100	\$136,400	\$10,700	\$18,700	\$7,600	\$900	\$14,700	\$382,100
Rock Springs	Rock Springs-Sweetwater County	\$584,900	\$470,400	\$35,700	\$32,700	\$19,400	\$2,300	\$21,700	\$1,167,100
Sheridan	Sheridan County	\$1,130,300	\$256,700	\$76,700	\$45,000	\$9,700	\$4,500	\$36,800	\$1,559,700
Worland	Worland Municipal	\$403,000	\$27,800	\$1,500	\$12,700	\$1,200	\$100	\$13,100	\$459,400
Commercial Airports Total		\$14,601,000	\$29,468,300	\$599,400	\$977,300	\$1,311,000	\$40,200	\$602,800	\$47,600,000
Business Airports									
Afton	Afton Municipal	\$554,400		\$5,000	\$28,500		\$400	\$3,400	\$591,700
Douglas	Converse County	\$77,000		\$1,300	\$2,200		\$100	\$2,300	\$82,900
Evanston	Evanston-Uinta County Burns Field	\$333,700		\$11,900	\$1,700		\$900	\$3,500	\$351,700
Greybull	South Big Horn County	\$372,600		\$1,300	\$17,000		\$100	\$2,700	\$393,700
Pinedale	Ralph Wenz Field	\$118,500		\$13,700	\$5,600		\$1,200	\$6,800	\$145,800
Saratoga	Shively Field	\$64,400		\$67,500	\$3,100		\$5,200	\$5,900	\$146,100
Business Airports Total		\$1,520,600		\$100,700	\$58,100		\$7,900	\$24,600	\$1,711,900
Intermediate Airports									
Big Piney	Miley Memorial Field	\$49,000		\$3,200	\$400		\$300	\$500	\$53,400
Buffalo	Johnson County	\$48,000		\$3,700	\$3,300		\$300	\$2,800	\$58,100
Guernsey	Camp Guernsey	\$57,600		\$100	\$3,400		\$0	\$800	\$61,900
Kemmerer	Kemmerer Municipal	\$20,300		\$200	\$900		\$0	\$500	\$21,900
Lander	Hunt Field	\$32,300		\$5,400	\$900		\$500	\$2,000	\$41,100
Newcastle	Mondell Field	\$26,200		\$5,000	\$1,000		\$300	\$1,800	\$34,300
Powell	Powell Municipal	\$45,200		\$7,000	\$1,000		\$500	\$800	\$54,500
Rawlins	Rawlins Municipal-Harvey Field	\$70,000		\$25,000	\$3,600		\$1,900	\$4,500	\$105,000
Torrington	Torrington Municipal	\$44,200		\$11,500	\$1,600		\$800	\$3,200	\$61,300
Wheatland	Phifer Airfield	\$25,600		\$800	\$1,500		\$100	No fuel	\$28,000
Intermediate Airports Total		\$418,400		\$61,900	\$17,600		\$4,700	\$16,900	\$519,500



**Table 22 (cont.)
 Airport-Related Taxes from Wyoming Airports – 2008**

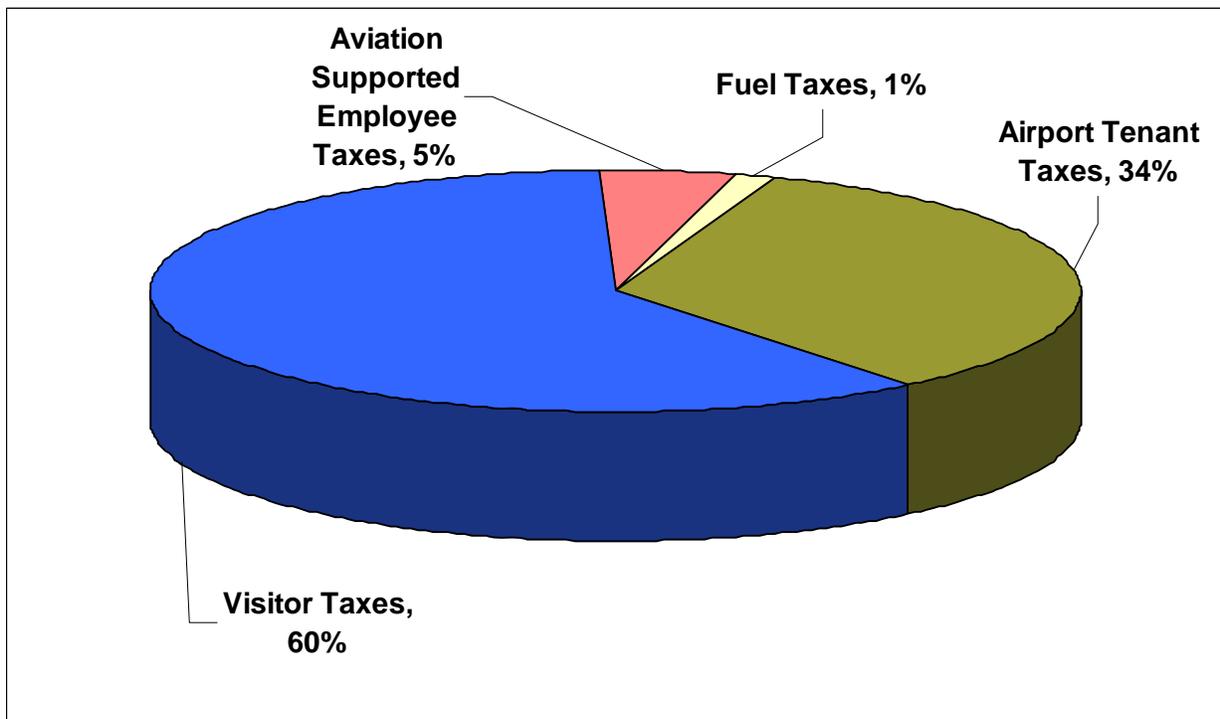
Associated City	Airport Name	Airport Tenant Taxes	CS Visitor Taxes	GA Visitor Taxes	Employee Taxes from Airport Tenants	Employee Taxes from CS Visitors	Employee Taxes from GA Visitors	Aviation Fuel Taxes	Total Taxes
Local Airports									
Cokeville	Cokeville Municipal	\$2,100		\$0	\$200		\$0	No fuel	\$2,300
Cowley	North Big Horn County	\$25,800		\$200	\$800		\$0	\$700	\$27,500
Dixon	Dixon	\$116,800		\$2,100	\$2,300		\$200	\$400	\$121,800
Dubois	Dubois Municipal	\$43,300		\$500	\$600		\$0	No fuel	\$44,400
Fort Bridger	Fort Bridger	\$96,400		\$500	\$1,500		\$0	\$300	\$98,700
Hulett	Hulett Municipal	\$21,700		\$600	\$200		\$0	\$100	\$22,600
Lusk	Lusk Municipal	\$10,300		\$1,000	\$0		\$100	\$300	\$11,700
Pine Bluffs	Pine Bluffs Municipal	\$39,000		\$600	\$1,500		\$0	No fuel	\$41,100
Thermopolis	Hot Springs County-Thermopolis Municipal	\$20,900		\$1,600	\$2,800		\$100	\$1,200	\$26,600
Local Airports Total		\$376,300		\$7,100	\$9,900		\$400	\$3,000	\$396,700
All Airports Total		\$16,916,300	\$29,468,300	\$769,100	\$1,062,900	\$1,311,000	\$53,200	\$647,300	\$50,228,100
Source: Wilbur Smith Associates and WYDOT Department of Revenue									



Tax Analysis

In 2008, Wyoming’s airports contributed an estimated \$50.2 million to the tax base. More than half of these revenues came from visitors who arrived by air and paid lodging taxes at hotels, sales tax on retail purchases, and rental car taxes. Airport tenants were the second largest generators of tax revenue through commerce that is subject to sales tax, accounting for about 34 percent of all airport-related taxes. Employees that owe their jobs to airports in Wyoming also pay sales taxes through purchases they make. Finally, Wyoming taxes aviation fuel sales in order to generate funds for use on airports. That tax accounted for approximately 1 percent of all taxes. **Exhibit 3** shows the relative distribution of tax revenues by group.

Exhibit 3
Total Tax Impacts by Revenue Source – 2008

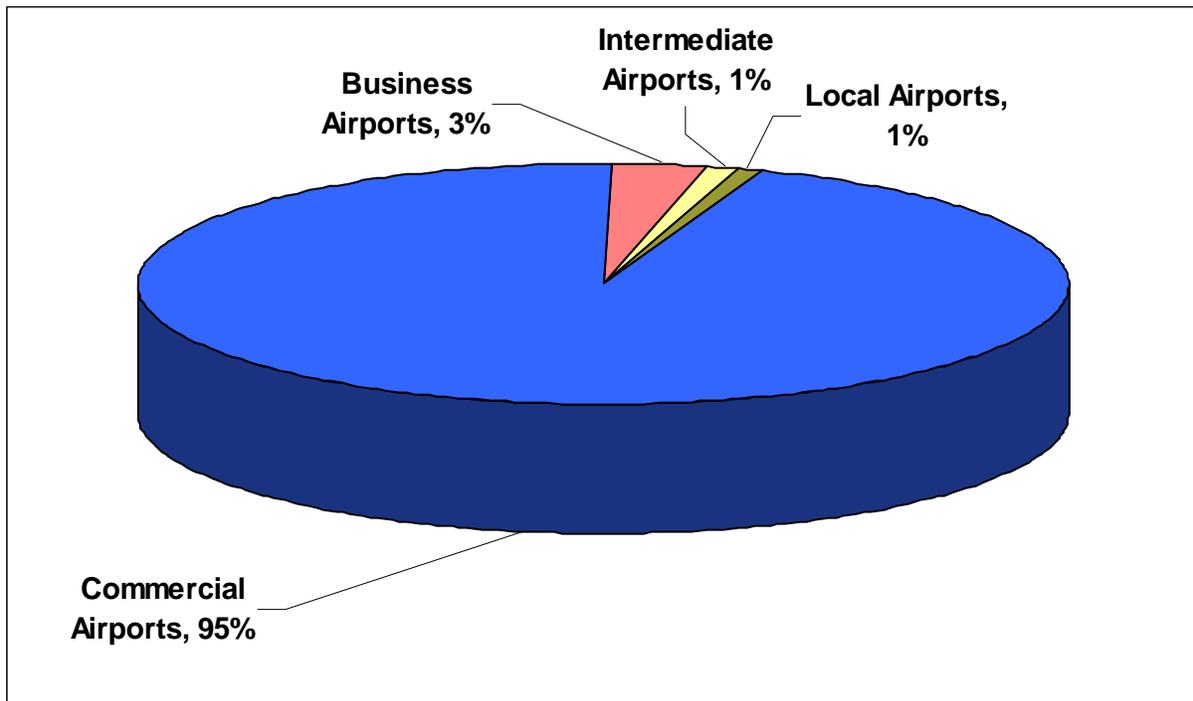


Source: Wilbur Smith Associates

Another way to view tax revenues generated by Wyoming’s airports is to look at the contributions of tax revenue among the four types of airports. **Exhibit 4** shows that commercial airports are responsible for 95 percent of all airport-related taxes. Business airports make up the next largest segment, accounting for 3 percent of total tax revenues. Intermediate and Local airports each comprise 1 percent of the tax receipts.



Exhibit 4
Total Tax Impacts by Type of Airport – 2008



Source: Wilbur Smith Associates

Tax Analysis Summary

The State of Wyoming, its counties, and municipalities collect money from taxes levied on activities tied, either directly or indirectly, to Wyoming's airports. These include taxes on visitor and tenant expenditures, fuel sales, and expenditures by employees that are supported by aviation. In 2008, these taxes totaled more than \$50 million.

The majority of these taxes are the result of operations at commercial service airports, driven largely by the spending of visitors coming through commercial service airports. However, for regions without commercial service airports, the tax contribution from operations at general aviation operations can be significant.

As noted, airport-related taxes shown in this section are related to direct (airport and CIP) and indirect (visitor) impacts only. Tax benefits from induced or multiplier impacts were not included in this analysis, but would make the impact larger.

Economic Impact Summary

The 35 airports considered in this analysis are a major catalyst for Wyoming's economy. In 2008, the annual economic value of the airports was estimated at \$1.4 billion. This includes expenditures and activities associated with on-airport businesses and activities and spending by thousands of visitors using aviation to reach Wyoming. This estimate includes induced impacts measured using the study multipliers.



Table 23 provides a summary of economic impacts for the 35 Wyoming airports analyzed in this study. As shown, the airports help to support a total of 14,500 jobs that have an annual payroll of more than \$375 million. The airports in Wyoming account for a total of more than \$1.4 billion in total annual economic activity or output.

**Table 23
 Economic Impact Summary Table for Airports in Wyoming**

Employment	Direct and Indirect Impacts	Induced Impacts	Total Impacts
On-Airport Impacts	2,662	2,271	4,933
Commercial Service Visitor Impacts	6,317	2,887	9,204
General Aviation Visitor Impacts	254	69	323
Total Employment	9,233	5,227	14,460
Payroll			
On-Airport Impacts	\$ 107,686,200	\$ 77,246,500	\$ 184,932,700
Commercial Service Visitor Impacts	\$ 123,817,300	\$ 59,703,700	\$ 183,521,000
General Aviation Visitor Impacts	\$ 5,023,400	\$ 1,989,100	\$ 7,012,500
Total Payroll	\$ 236,526,900	\$ 138,939,300	\$ 375,466,200
Output			
On-Airport Impacts	\$ 411,853,100	\$ 277,213,300	\$ 689,066,400
Commercial Service Visitor Impacts	\$ 495,814,300	\$ 241,613,600	\$ 737,427,900
General Aviation Visitor Impacts	\$ 12,869,500	\$ 6,105,400	\$ 18,974,900
Total Output	\$ 920,536,900	\$ 524,932,300	\$1,445,469,200
Sources: Wilbur Smith Associates and IMPLAN multipliers, April 2009			

Key study findings are as follows:

- More than 500,000 visitors use the study airports to travel to Wyoming, with the vast majority coming through Wyoming’s commercial service airports.
- Of the approximately 500,000 visitors who arrived in Wyoming via the study airports, more than 115,000 arrived on general aviation aircraft.
- Nearly 14,500 Wyoming residents owe their jobs, directly or indirectly, to the study airports. These employees represent nearly 4 percent of all the estimated 372,000 jobs in Wyoming⁴.
- The 14,500 jobs tied to the study airports have an estimated annual payroll of \$375 million.
- The total economic impact identified in this analysis (\$1.4 billion) comprises 4.6 percent of Wyoming’s estimated gross domestic product of \$31.5 billion.⁵
- Wyoming’s airports generated more than \$50 million in sales and fuel taxes in 2008.

As this analysis has shown, the airports in Wyoming are major economic catalysts for the state and for the communities they serve. In addition to economic benefits, airports provide communities with links to the national air transportation system, and they support many health, welfare, and safety services which improve the quality of life for all residents, businesses, and visitors.

⁴ U.S. Bureau of Labor Statistics

⁵ U.S. Bureau of Economic Analysis

Appendix A



Appendix A

Table A-1
General Aviation Visitor Expenditure Estimates

Associated City	Airport Name	GA Itinerant Ops	Percent True Transient Arrivals	Est. True Transient Arrivals	Visitors per Arrival	Est. GA Visitors	Avg. Visitor Spending per Trip	Annual GA Visitor Expenditures (Output)
Commercial Airports								
Casper	Casper-Natrona County International	22,480	28%	3,147	4.1	12,938	\$90	\$1,164,500
Cheyenne	Cheyenne Regional-Jerry Olson Field	20,904	28%	2,927	4.1	12,031	\$90	\$1,082,800
Cody	Yellowstone Regional	2,755	100%	1,378	2.8	3,857	\$60	\$232,100
Gillette	Gillette-Campbell County	3,968	100%	1,984	4.1	8,156	\$90	\$734,100
Jackson	Jackson Hole	16,333	28%	2,287	4.0	9,146	\$460	\$4,207,400
Laramie	Laramie Regional	7,935	28%	1,111	4.1	4,567	\$90	\$411,000
Riverton	Riverton Regional	2,678	100%	1,339	2.8	3,749	\$60	\$225,600
Rock Springs	Rock Springs-Sweetwater County	3,000	100%	1,500	4.1	6,167	\$90	\$555,000
Sheridan	Sheridan County	21,042	28%	2,946	4.1	12,111	\$90	\$1,090,000
Worland	Worland Municipal	1,000	28%	140	2.8	392	\$60	\$23,600
Commercial Airports Total		102,095		18,758		73,116		\$9,726,100
Business Airports								
Afton	Afton Municipal	1,095	100%	548	2.8	1,533	\$60	\$92,200
Douglas	Converse County	277	100%	139	2.8	388	\$60	\$23,300
Evanston	Evanston-Uinta County	4,000	28%	560	4.1	2,302	\$90	\$207,200
Greybull	South Big Horn County	1,000	28%	140	2.8	392	\$60	\$23,600
Pinedale	Ralph Wenz Field	5,500	28%	770	4.1	3,166	\$90	\$284,900
Saratoga	Shively Field	6,750	100%	3,375	4.1	13,875	\$90	\$1,248,800
Business Airports Total		18,622		5,531		21,656		\$1,880,000



**Table A-1 (cont.)
 General Aviation Visitor Expenditure Estimates**

Associated City	Airport Name	GA Itinerant Ops	Percent True Transient Arrivals	Est. True Transient Arrivals	Visitors per Arrival	Est. GA Visitors	Avg. Visitor Spending per Trip	Annual GA Visitor Expenditures (Output)
Intermediate Airports								
Big Piney	Miley Memorial Field	2,800	28%	392	2.8	1,098	\$60	\$66,000
Buffalo	Johnson County	825	100%	413	2.8	1,155	\$60	\$69,500
Guernsey	Camp Guernsey	50	100%	25	2.7	67	\$20	\$1,300
Kemmerer	Kemmerer Municipal	35	100%	18	2.8	49	\$60	\$2,900
Lander	Hunt Field	5,150	28%	721	2.8	2,019	\$60	\$121,500
Newcastle	Mondell Field	1,000	100%	500	2.8	1,400	\$60	\$84,200
Powell	Powell Municipal	1,380	100%	690	2.8	1,932	\$60	\$116,300
Rawlins	Rawlins Municipal-Harvey Field	2,500	100%	1,250	4.1	5,139	\$90	\$462,500
Torrington	Torrington Municipal	2,300	100%	1,150	2.8	3,220	\$60	\$193,800
Wheatland	Phifer Airfield	720	28%	101	2.8	282	\$60	\$17,000
Intermediate Airports Total		16,760		5,259		16,360		\$1,135,000
Local Airports								
Cokeville	Cokeville Municipal	25	28%	4	2.7	9	\$20	\$200
Cowley	North Big Horn County	550	28%	77	2.7	205	\$20	\$4,100
Dixon	Dixon	760	28%	106	4.1	437	\$90	\$39,400
Dubois	Dubois Municipal	400	100%	200	2.7	533	\$20	\$10,700
Fort Bridger	Fort Bridger	1,500	28%	210	2.7	560	\$20	\$11,200
Hulett	Hulett Municipal	364	100%	182	2.7	485	\$20	\$9,700
Lusk	Lusk Municipal	2,500	28%	350	2.7	933	\$20	\$18,700
Pine Bluffs	Pine Bluffs Municipal	320	100%	160	2.7	427	\$20	\$8,500
Thermopolis	Hot Springs County-Thermopolis Municipal	1,100	28%	154	2.8	431	\$60	\$25,900
Local Airports Total		7,519		1,443		4,022		\$128,400
All Airports Total		144,996		30,990		115,153		\$12,869,500

Source: Wilbur Smith Associates, April 2009.



**Table A-2
 On-Airport Activity Employment**

Associated City	Airport Name	Direct Employment	Induced Employment	Total Employment
Commercial Airports				
Casper	Casper-Natrona County International	275	259	534
Cheyenne	Cheyenne Regional-Jerry Olson Field	1,098	898	1,996
Cody	Yellowstone Regional	92	76	168
Gillette	Gillette-Campbell County	78	65	143
Jackson	Jackson Hole	448	359	807
Laramie	Laramie Regional	54	43	97
Riverton	Riverton Regional	46	35	81
Rock Springs	Rock Springs-Sweetwater County	67	48	115
Sheridan	Sheridan County	122	120	242
Worland	Worland Municipal	58	52	110
Commercial Airports Total		2,338	1,955	4,293
Business Airports				
Afton	Afton Municipal	74	80	154
Douglas	Converse County	11	10	21
Evanston	Evanston-Uinta County Burns Field	45	38	83
Greybull	South Big Horn County	43	46	89
Pinedale	Ralph Wenz Field	21	19	40
Saratoga	Shively Field	8	8	16
Business Airports Total		202	201	403
Intermediate Airports				
Big Piney	Miley Memorial Field	8	7	15
Buffalo	Johnson County	10	10	20
Guernsey	Camp Guernsey	9	10	19
Kemmerer	Kemmerer Municipal	3	2	5
Lander	Hunt Field	6	5	11
Newcastle	Mondell Field	3	3	6
Powell	Powell Municipal	4	4	8
Rawlins	Rawlins Municipal-Harvey Field	9	8	17
Torrington	Torrington Municipal	5	5	10
Wheatland	Phifer Airfield	5	5	10
Intermediate Airports Total		62	59	121
Local Airports				
Cokeville	Cokeville Municipal	1	1	2
Cowley	North Big Horn County	4	4	8
Dixon	Dixon	19	17	36
Dubois	Dubois Municipal	7	6	13
Fort Bridger	Fort Bridger	14	12	26
Hulett	Hulett Municipal	3	3	6
Lusk	Lusk Municipal	1	1	2
Pine Bluffs	Pine Bluffs Municipal	4	5	9
Thermopolis	Hot Springs County-Thermopolis Municipal	7	7	14
Local Airports Total		60	56	116
All Airports Total		2,662	2,271	4,933

Source: Wilbur Smith Associates and IMPLAN multipliers, April 2009.

Note: Impacts include on-airport businesses and construction jobs created by CIP expenditures.



Table A-3
Commercial Service Visitor-Related Employment

Associated City	Airport Name	Indirect Employment	Induced Employment	Total Employment
Commercial Airports				
Casper	Casper-Natrona County International	140	64	204
Cheyenne	Cheyenne Regional-Jerry Olson Field	53	24	77
Cody	Yellowstone Regional	79	37	116
Gillette	Gillette-Campbell County	67	30	97
Jackson	Jackson Hole	5,772	2,638	8,410
Laramie	Laramie Regional	24	11	35
Riverton	Riverton Regional	36	17	53
Rock Springs	Rock Springs-Sweetwater County	93	43	136
Sheridan	Sheridan County	47	21	68
Worland	Worland Municipal	6	2	8
Commercial Airports Total		6,317	2,887	9,204

Source: Wilbur Smith Associates and IMPLAN multipliers, April 2009.



Table A-4
General Aviation Visitor-Related Employment

Associated City	Airport Name	Indirect Employment	Induced Employment	Total Employment
Commercial Airports				
Casper	Casper-Natrona County International	23	6	29
Cheyenne	Cheyenne Regional-Jerry Olson Field	22	5	27
Cody	Yellowstone Regional	5	1	6
Gillette	Gillette-Campbell County	15	4	19
Jackson	Jackson Hole	84	22	106
Laramie	Laramie Regional	8	2	10
Riverton	Riverton Regional	4	2	6
Rock Springs	Rock Springs-Sweetwater County	11	3	14
Sheridan	Sheridan County	22	5	27
Worland	Worland Municipal	< 1	1	1
Commercial Airports Total		194	51	245
Business Airports				
Afton	Afton Municipal	2	< 1	2
Douglas	Converse County	< 1	1	1
Evanston	Evanston-Uinta County Burns Field	4	1	5
Greybull	South Big Horn County	< 1	1	1
Pinedale	Ralph Wenz Field	6	1	7
Saratoga	Shively Field	25	6	31
Business Airports Total		37	10	47
Intermediate Airports				
Big Piney	Miley Memorial Field	1	1	2
Buffalo	Johnson County	1	1	2
Guernsey	Camp Guernsey	< 1	0	< 1
Kemmerer	Kemmerer Municipal	< 1	0	< 1
Lander	Hunt Field	2	1	3
Newcastle	Mondell Field	2	< 1	2
Powell	Powell Municipal	2	1	3
Rawlins	Rawlins Municipal-Harvey Field	9	3	12
Torrington	Torrington Municipal	4	1	5
Wheatland	Phifer Airfield	< 1	0	< 1
Intermediate Airports Total		21	8	29
Local Airports				
Cokeville	Cokeville Municipal	< 1	0	< 1
Cowley	North Big Horn County	< 1	0	< 1
Dixon	Dixon	1	< 1	1
Dubois	Dubois Municipal	< 1	0	< 1
Fort Bridger	Fort Bridger	< 1	0	< 1
Hulett	Hulett Municipal	< 1	0	< 1
Lusk	Lusk Municipal	< 1	0	< 1
Pine Bluffs	Pine Bluffs Municipal	< 1	0	< 1
Thermopolis	Hot Springs County-Thermopolis Municipal	1	< 1	1
Local Airports Total		2	< 1	2
All Airports Total		254	69	323

Source: Wilbur Smith Associates and IMPLAN multipliers, April 2009.



**Table A-5
 Total Employment**

Associated City	Airport Name	Total Direct and Indirect Employment	Total Induced Employment	Total Employment
Commercial Airports				
Casper	Casper-Natrona County International	438	329	767
Cheyenne	Cheyenne Regional-Jerry Olson Field	1,173	927	2,100
Cody	Yellowstone Regional	176	114	290
Gillette	Gillette-Campbell County	160	99	259
Jackson	Jackson Hole	6,304	3,019	9,323
Laramie	Laramie Regional	86	56	142
Riverton	Riverton Regional	86	54	140
Rock Springs	Rock Springs-Sweetwater County	171	94	265
Sheridan	Sheridan County	191	146	337
Worland	Worland Municipal	64	55	119
Commercial Airports Total		8,849	4,893	13,742
Business Airports				
Afton	Afton Municipal	76	80	156
Douglas	Converse County	11	11	22
Evanston	Evanston-Uinta County Burns Field	49	39	88
Greybull	South Big Horn County	43	47	90
Pinedale	Ralph Wenz Field	27	20	47
Saratoga	Shively Field	33	14	47
Business Airports Total		239	211	450
Intermediate Airports				
Big Piney	Miley Memorial Field	9	8	17
Buffalo	Johnson County	11	11	22
Guernsey	Camp Guernsey	9	10	19
Kemmerer	Kemmerer Municipal	3	2	5
Lander	Hunt Field	8	6	14
Newcastle	Mondell Field	5	3	8
Powell	Powell Municipal	6	5	11
Rawlins	Rawlins Municipal-Harvey Field	18	11	29
Torrington	Torrington Municipal	9	6	15
Wheatland	Phifer Airfield	5	5	10
Intermediate Airports Total		83	67	150
Local Airports				
Cokeville	Cokeville Municipal	1	1	2
Cowley	North Big Horn County	4	4	8
Dixon	Dixon	20	17	37
Dubois	Dubois Municipal	7	6	13
Fort Bridger	Fort Bridger	14	12	26
Hulett	Hulett Municipal	3	3	6
Lusk	Lusk Municipal	1	1	2
Pine Bluffs	Pine Bluffs Municipal	4	5	9
Thermopolis	Hot Springs County-Thermopolis Municipal	8	7	15
Local Airports Total		62	56	118
All Airports Total		9,233	5,227	14,460

Source: Wilbur Smith Associates and IMPLAN multipliers, April 2009.



**Table A-6
 On-Airport Activity Payroll**

Associated City	Airport Name	Direct Payroll	Induced Payroll	Total Payroll
Commercial Airports				
Casper	Casper-Natrona County International	\$15,452,200	\$11,639,700	\$27,091,900
Cheyenne	Cheyenne Regional-Jerry Olson Field	\$38,650,200	\$26,226,300	\$64,876,500
Cody	Yellowstone Regional	\$3,259,300	\$2,196,400	\$5,455,700
Gillette	Gillette-Campbell County	\$3,691,900	\$2,579,900	\$6,271,800
Jackson	Jackson Hole	\$18,292,200	\$14,671,600	\$32,963,800
Laramie	Laramie Regional	\$2,613,800	\$1,533,500	\$4,147,300
Riverton	Riverton Regional	\$1,985,200	\$1,320,300	\$3,305,500
Rock Springs	Rock Springs-Sweetwater County	\$3,732,200	\$2,484,500	\$6,216,700
Sheridan	Sheridan County	\$4,793,400	\$3,786,400	\$8,579,800
Worland	Worland Municipal	\$2,453,300	\$1,630,700	\$4,084,000
Commercial Airports Total		\$94,923,700	\$68,069,300	\$162,993,000
Business Airports				
Afton	Afton Municipal	\$2,905,200	\$2,607,000	\$5,512,200
Douglas	Converse County	\$398,100	\$224,100	\$622,200
Evanston	Evanston-Uinta County Burns Field	\$1,751,300	\$923,200	\$2,674,500
Greybull	South Big Horn County	\$1,560,600	\$1,419,400	\$2,980,000
Pinedale	Ralph Wenz Field	\$928,900	\$641,300	\$1,570,200
Saratoga	Shively Field	\$332,900	\$271,000	\$603,900
Business Airports Total		\$7,877,000	\$6,086,000	\$13,963,000
Intermediate Airports				
Big Piney	Miley Memorial Field	\$312,700	\$155,100	\$467,800
Buffalo	Johnson County	\$317,900	\$197,100	\$515,000
Guernsey	Camp Guernsey	\$344,300	\$298,900	\$643,200
Kemmerer	Kemmerer Municipal	\$164,200	\$76,600	\$240,800
Lander	Hunt Field	\$246,400	\$119,200	\$365,600
Newcastle	Mondell Field	\$99,700	\$74,000	\$173,700
Powell	Powell Municipal	\$135,700	\$96,800	\$232,500
Rawlins	Rawlins Municipal-Harvey Field	\$429,400	\$271,100	\$700,500
Torrington	Torrington Municipal	\$193,700	\$145,500	\$339,200
Wheatland	Phifer Airfield	\$245,500	\$190,800	\$436,300
Intermediate Airports Total		\$2,489,500	\$1,625,100	\$4,114,600
Local Airports				
Cokeville	Cokeville Municipal	\$9,800	\$4,400	\$14,200
Cowley	North Big Horn County	\$184,100	\$88,400	\$272,500
Dixon	Dixon	\$831,900	\$526,900	\$1,358,800
Dubois	Dubois Municipal	\$256,000	\$146,000	\$402,000
Fort Bridger	Fort Bridger	\$553,900	\$320,100	\$874,000
Hulett	Hulett Municipal	\$100,600	\$50,000	\$150,600
Lusk	Lusk Municipal	\$51,100	\$25,400	\$76,500
Pine Bluffs	Pine Bluffs Municipal	\$152,000	\$128,500	\$280,500
Thermopolis	Hot Springs County-Thermopolis Municipal	\$256,600	\$176,400	\$433,000
Local Airports Total		\$2,396,000	\$1,466,100	\$3,862,100
All Airports Total		\$107,686,200	\$77,246,500	\$184,932,700

Source: Wilbur Smith Associates and IMPLAN multipliers, April 2009.
 Note: Impacts include on-airport businesses and construction jobs created by CIP expenditures.



Table A-7
Commercial Service Visitor-Related Payroll

Associated City	Airport Name	Indirect Payroll	Induced Payroll	Total Payroll
Commercial Airports				
Casper	Casper-Natrona County International	\$2,745,100	\$1,323,700	\$4,068,800
Cheyenne	Cheyenne Regional-Jerry Olson Field	\$1,030,900	\$497,000	\$1,527,900
Cody	Yellowstone Regional	\$1,557,200	\$750,800	\$2,308,000
Gillette	Gillette-Campbell County	\$1,303,600	\$628,500	\$1,932,100
Jackson	Jackson Hole	\$113,139,100	\$54,555,000	\$167,694,100
Laramie	Laramie Regional	\$474,800	\$228,900	\$703,700
Riverton	Riverton Regional	\$715,300	\$344,900	\$1,060,200
Rock Springs	Rock Springs-Sweetwater County	\$1,828,800	\$881,800	\$2,710,600
Sheridan	Sheridan County	\$911,500	\$439,600	\$1,351,100
Worland	Worland Municipal	\$111,000	\$53,500	\$164,500
Commercial Airports Total		\$123,817,300	\$59,703,700	\$183,521,000

Source: Wilbur Smith Associates and IMPLAN multipliers, April 2009.



Table A-8
General Aviation Visitor-Related Payroll

Associated City	Airport Name	Indirect Payroll	Induced Payroll	Total Payroll
Commercial Airports				
Casper	Casper-Natrona County International	\$454,500	\$180,000	\$634,500
Cheyenne	Cheyenne Regional-Jerry Olson Field	\$422,700	\$167,300	\$590,000
Cody	Yellowstone Regional	\$90,600	\$35,900	\$126,500
Gillette	Gillette-Campbell County	\$286,500	\$113,500	\$400,000
Jackson	Jackson Hole	\$1,642,300	\$650,300	\$2,292,600
Laramie	Laramie Regional	\$160,400	\$63,600	\$224,000
Riverton	Riverton Regional	\$88,100	\$34,800	\$122,900
Rock Springs	Rock Springs-Sweetwater County	\$216,600	\$85,800	\$302,400
Sheridan	Sheridan County	\$425,500	\$168,400	\$593,900
Worland	Worland Municipal	\$9,200	\$3,700	\$12,900
Commercial Airports Total		\$3,796,400	\$1,503,300	\$5,299,700
Business Airports				
Afton	Afton Municipal	\$36,000	\$14,300	\$50,300
Douglas	Converse County	\$9,100	\$3,600	\$12,700
Evanston	Evanston-Uinta County Burns Field	\$80,900	\$32,000	\$112,900
Greybull	South Big Horn County	\$9,200	\$3,700	\$12,900
Pinedale	Ralph Wenz Field	\$111,200	\$44,000	\$155,200
Saratoga	Shively Field	\$487,400	\$193,000	\$680,400
Business Airports Total		\$733,800	\$290,600	\$1,024,400
Intermediate Airports				
Big Piney	Miley Memorial Field	\$25,800	\$10,200	\$36,000
Buffalo	Johnson County	\$27,100	\$10,800	\$37,900
Guernsey	Camp Guernsey	\$500	\$200	\$700
Kemmerer	Kemmerer Municipal	\$1,200	\$400	\$1,600
Lander	Hunt Field	\$47,400	\$18,800	\$66,200
Newcastle	Mondell Field	\$32,900	\$13,000	\$45,900
Powell	Powell Municipal	\$45,400	\$17,900	\$63,300
Rawlins	Rawlins Municipal-Harvey Field	\$180,500	\$71,500	\$252,000
Torrington	Torrington Municipal	\$75,600	\$30,000	\$105,600
Wheatland	Phifer Airfield	\$6,600	\$2,700	\$9,300
Intermediate Airports Total		\$443,000	\$175,500	\$618,500
Local Airports				
Cokeville	Cokeville Municipal	\$100	\$0	\$100
Cowley	North Big Horn County	\$1,600	\$600	\$2,200
Dixon	Dixon	\$15,400	\$6,100	\$21,500
Dubois	Dubois Municipal	\$4,200	\$1,600	\$5,800
Fort Bridger	Fort Bridger	\$4,400	\$1,700	\$6,100
Hulett	Hulett Municipal	\$3,800	\$1,500	\$5,300
Lusk	Lusk Municipal	\$7,300	\$2,900	\$10,200
Pine Bluffs	Pine Bluffs Municipal	\$3,300	\$1,300	\$4,600
Thermopolis	Hot Springs County-Thermopolis Municipal	\$10,100	\$4,000	\$14,100
Local Airports Total		\$50,200	\$19,700	\$69,900
All Airports Total		\$5,023,400	\$1,989,100	\$7,012,500

Source: Wilbur Smith Associates and IMPLAN multipliers, April 2009.



**Table A-9
 Total Payroll**

Associated City	Airport Name	Total Direct and Indirect Payroll	Total Induced Payroll	Total Payroll
Commercial Airports				
Casper	Casper-Natrona County International	\$18,651,800	\$13,143,400	\$31,795,200
Cheyenne	Cheyenne Regional-Jerry Olson Field	\$40,103,800	\$26,890,600	\$66,994,400
Cody	Yellowstone Regional	\$4,907,100	\$2,983,100	\$7,890,200
Gillette	Gillette-Campbell County	\$5,282,000	\$3,321,900	\$8,603,900
Jackson	Jackson Hole	\$133,073,600	\$69,876,900	\$202,950,500
Laramie	Laramie Regional	\$3,249,000	\$1,826,000	\$5,075,000
Riverton	Riverton Regional	\$2,788,600	\$1,700,000	\$4,488,600
Rock Springs	Rock Springs-Sweetwater County	\$5,777,600	\$3,452,100	\$9,229,700
Sheridan	Sheridan County	\$6,130,400	\$4,394,400	\$10,524,800
Worland	Worland Municipal	\$2,573,500	\$1,687,900	\$4,261,400
Commercial Airports Total		\$222,537,400	\$129,276,300	\$351,813,700
Business Airports				
Afton	Afton Municipal	\$2,941,200	\$2,621,300	\$5,562,500
Douglas	Converse County	\$407,200	\$227,700	\$634,900
Evanston	Evanston-Uinta County Burns Field	\$1,832,200	\$955,200	\$2,787,400
Greybull	South Big Horn County	\$1,569,800	\$1,423,100	\$2,992,900
Pinedale	Ralph Wenz Field	\$1,040,100	\$685,300	\$1,725,400
Saratoga	Shively Field	\$820,300	\$464,000	\$1,284,300
Business Airports Total		\$8,610,800	\$6,376,600	\$14,987,400
Intermediate Airports				
Big Piney	Miley Memorial Field	\$338,500	\$165,300	\$503,800
Buffalo	Johnson County	\$345,000	\$207,900	\$552,900
Guernsey	Camp Guernsey	\$344,800	\$299,100	\$643,900
Kemmerer	Kemmerer Municipal	\$165,400	\$77,000	\$242,400
Lander	Hunt Field	\$293,800	\$138,000	\$431,800
Newcastle	Mondell Field	\$132,600	\$87,000	\$219,600
Powell	Powell Municipal	\$181,100	\$114,700	\$295,800
Rawlins	Rawlins Municipal-Harvey Field	\$609,900	\$342,600	\$952,500
Torrington	Torrington Municipal	\$269,300	\$175,500	\$444,800
Wheatland	Phifer Airfield	\$252,100	\$193,500	\$445,600
Intermediate Airports Total		\$2,932,500	\$1,800,600	\$4,733,100
Local Airports				
Cokeville	Cokeville Municipal	\$9,900	\$4,400	\$14,300
Cowley	North Big Horn County	\$185,700	\$89,000	\$274,700
Dixon	Dixon	\$847,300	\$533,000	\$1,380,300
Dubois	Dubois Municipal	\$260,200	\$147,600	\$407,800
Fort Bridger	Fort Bridger	\$558,300	\$321,800	\$880,100
Hulett	Hulett Municipal	\$104,400	\$51,500	\$155,900
Lusk	Lusk Municipal	\$58,400	\$28,300	\$86,700
Pine Bluffs	Pine Bluffs Municipal	\$155,300	\$129,800	\$285,100
Thermopolis	Hot Springs County-Thermopolis Municipal	\$266,700	\$180,400	\$447,100
Local Airports Total		\$2,446,200	\$1,485,800	\$3,932,000
All Airports Total		\$236,526,900	\$138,939,300	\$375,466,200

Source: Wilbur Smith Associates and IMPLAN multipliers, April 2009.



Table A-10
On-Airport Activity Output

Associated City	Airport Name	Direct Output	Induced Output	Total Output
Commercial Airports				
Casper	Casper-Natrona County International	\$50,756,200	\$36,340,000	\$87,096,200
Cheyenne	Cheyenne Regional-Jerry Olson Field	\$126,955,100	\$83,773,900	\$210,729,000
Cody	Yellowstone Regional	\$13,214,300	\$8,402,100	\$21,616,400
Gillette	Gillette-Campbell County	\$14,148,700	\$9,446,400	\$23,595,100
Jackson	Jackson Hole	\$86,039,200	\$57,321,100	\$143,360,300
Laramie	Laramie Regional	\$9,473,000	\$5,734,600	\$15,207,600
Riverton	Riverton Regional	\$6,671,100	\$4,422,000	\$11,093,100
Rock Springs	Rock Springs-Sweetwater County	\$13,742,400	\$8,458,600	\$22,201,000
Sheridan	Sheridan County	\$24,073,300	\$17,487,100	\$41,560,400
Worland	Worland Municipal	\$9,639,300	\$6,384,100	\$16,023,400
Commercial Airports Total		\$354,712,600	\$237,769,900	\$592,482,500
Business Airports				
Afton	Afton Municipal	\$14,233,900	\$10,765,000	\$24,998,900
Douglas	Converse County	\$1,773,000	\$1,127,600	\$2,900,600
Evanston	Evanston-Uinta County Burns Field	\$7,131,300	\$4,182,000	\$11,313,300
Greybull	South Big Horn County	\$9,259,900	\$7,076,900	\$16,336,800
Pinedale	Ralph Wenz Field	\$3,621,300	\$2,390,400	\$6,011,700
Saratoga	Shively Field	\$1,619,300	\$1,194,000	\$2,813,300
Business Airports Total		\$37,638,700	\$26,735,900	\$64,374,600
Intermediate Airports				
Big Piney	Miley Memorial Field	\$1,307,500	\$739,800	\$2,047,300
Buffalo	Johnson County	\$1,281,400	\$903,900	\$2,185,300
Guernsey	Camp Guernsey	\$1,512,000	\$1,122,100	\$2,634,100
Kemmerer	Kemmerer Municipal	\$529,500	\$299,500	\$829,000
Lander	Hunt Field	\$919,100	\$520,000	\$1,439,100
Newcastle	Mondell Field	\$616,900	\$437,300	\$1,054,200
Powell	Powell Municipal	\$1,025,800	\$704,700	\$1,730,500
Rawlins	Rawlins Municipal-Harvey Field	\$1,812,000	\$1,230,600	\$3,042,600
Torrington	Torrington Municipal	\$1,017,400	\$717,400	\$1,734,800
Wheatland	Phifer Airfield	\$698,900	\$480,600	\$1,179,500
Intermediate Airports Total		\$10,720,500	\$7,155,900	\$17,876,400
Local Airports				
Cokeville	Cokeville Municipal	\$52,800	\$29,800	\$82,600
Cowley	North Big Horn County	\$614,600	\$347,800	\$962,400
Dixon	Dixon	\$2,694,300	\$1,660,700	\$4,355,000
Dubois	Dubois Municipal	\$1,167,900	\$735,500	\$1,903,400
Fort Bridger	Fort Bridger	\$2,162,700	\$1,351,800	\$3,514,500
Hulett	Hulett Municipal	\$390,800	\$221,200	\$612,000
Lusk	Lusk Municipal	\$219,800	\$124,300	\$344,100
Pine Bluffs	Pine Bluffs Municipal	\$808,900	\$612,600	\$1,421,500
Thermopolis	Hot Springs County-Thermopolis Municipal	\$669,500	\$467,900	\$1,137,400
Local Airports Total		\$8,781,300	\$5,551,600	\$14,332,900
All Airports Total		\$411,853,100	\$277,213,300	\$689,066,400

Source: Wilbur Smith Associates and IMPLAN multipliers, April 2009.
 Note: Impacts include on-airport businesses and construction jobs created by CIP expenditures.



Table A-11
Commercial Service Visitor-Related Output

Associated City	Airport Name	Indirect Output	Induced Output	Total Output
Commercial Airports				
Casper	Casper-Natrona County International	\$10,992,600	\$5,356,800	\$16,349,400
Cheyenne	Cheyenne Regional-Jerry Olson Field	\$4,128,000	\$2,011,600	\$6,139,600
Cody	Yellowstone Regional	\$6,235,500	\$3,038,600	\$9,274,100
Gillette	Gillette-Campbell County	\$5,220,000	\$2,543,700	\$7,763,700
Jackson	Jackson Hole	\$453,055,000	\$220,776,800	\$673,831,800
Laramie	Laramie Regional	\$1,901,100	\$926,400	\$2,827,500
Riverton	Riverton Regional	\$2,864,400	\$1,395,800	\$4,260,200
Rock Springs	Rock Springs-Sweetwater County	\$7,323,200	\$3,568,600	\$10,891,800
Sheridan	Sheridan County	\$3,650,100	\$1,778,700	\$5,428,800
Worland	Worland Municipal	\$444,400	\$216,600	\$661,000
Commercial Airports Total		\$495,814,300	\$241,613,600	\$737,427,900

Source: Wilbur Smith Associates and IMPLAN multipliers, April 2009.



Table A-12
General Aviation Visitor-Related Output

Associated City	Airport Name	Indirect Output	Induced Output	Total Output
Commercial Airports				
Casper	Casper-Natrona County International	\$1,164,500	\$552,400	\$1,716,900
Cheyenne	Cheyenne Regional-Jerry Olson Field	\$1,082,800	\$513,700	\$1,596,500
Cody	Yellowstone Regional	\$232,100	\$110,100	\$342,200
Gillette	Gillette-Campbell County	\$734,100	\$348,200	\$1,082,300
Jackson	Jackson Hole	\$4,207,400	\$1,996,000	\$6,203,400
Laramie	Laramie Regional	\$411,000	\$195,000	\$606,000
Riverton	Riverton Regional	\$225,600	\$107,000	\$332,600
Rock Springs	Rock Springs-Sweetwater County	\$555,000	\$263,300	\$818,300
Sheridan	Sheridan County	\$1,090,000	\$517,100	\$1,607,100
Worland	Worland Municipal	\$23,600	\$11,200	\$34,800
Commercial Airports Total		\$9,726,100	\$4,614,000	\$14,340,100
Business Airports				
Afton	Afton Municipal	\$92,200	\$43,800	\$136,000
Douglas	Converse County	\$23,300	\$11,100	\$34,400
Evanston	Evanston-Uinta County Burns Field	\$207,200	\$98,300	\$305,500
Greybull	South Big Horn County	\$23,600	\$11,200	\$34,800
Pinedale	Ralph Wenz Field	\$284,900	\$135,200	\$420,100
Saratoga	Shively Field	\$1,248,800	\$592,400	\$1,841,200
Business Airports Total		\$1,880,000	\$892,000	\$2,772,000
Intermediate Airports				
Big Piney	Miley Memorial Field	\$66,000	\$31,400	\$97,400
Buffalo	Johnson County	\$69,500	\$33,000	\$102,500
Guernsey	Camp Guernsey	\$1,300	\$700	\$2,000
Kemmerer	Kemmerer Municipal	\$2,900	\$1,400	\$4,300
Lander	Hunt Field	\$121,500	\$57,600	\$179,100
Newcastle	Mondell Field	\$84,200	\$40,000	\$124,200
Powell	Powell Municipal	\$116,300	\$55,100	\$171,400
Rawlins	Rawlins Municipal-Harvey Field	\$462,500	\$219,400	\$681,900
Torrington	Torrington Municipal	\$193,800	\$91,900	\$285,700
Wheatland	Phifer Airfield	\$17,000	\$8,000	\$25,000
Intermediate Airports Total		\$1,135,000	\$538,500	\$1,673,500
Local Airports				
Cokeville	Cokeville Municipal	\$200	\$100	\$300
Cowley	North Big Horn County	\$4,100	\$2,000	\$6,100
Dixon	Dixon	\$39,400	\$18,600	\$58,000
Dubois	Dubois Municipal	\$10,700	\$5,000	\$15,700
Fort Bridger	Fort Bridger	\$11,200	\$5,300	\$16,500
Hulett	Hulett Municipal	\$9,700	\$4,600	\$14,300
Lusk	Lusk Municipal	\$18,700	\$8,800	\$27,500
Pine Bluffs	Pine Bluffs Municipal	\$8,500	\$4,100	\$12,600
Thermopolis	Hot Springs County-Thermopolis Municipal	\$25,900	\$12,400	\$38,300
Local Airports Total		\$128,400	\$60,900	\$189,300
All Airports Total		\$12,869,500	\$6,105,400	\$18,974,900

Source: Wilbur Smith Associates and IMPLAN multipliers, April 2009.



**Table A-13
 Total Output**

Associated City	Airport Name	Total Direct and Indirect Output	Total Induced Output	Total Output
Commercial Airports				
Casper	Casper-Natrona County International	\$62,913,300	\$42,249,200	\$105,162,500
Cheyenne	Cheyenne Regional-Jerry Olson Field	\$132,165,900	\$86,299,200	\$218,465,100
Cody	Yellowstone Regional	\$19,681,900	\$11,550,800	\$31,232,700
Gillette	Gillette-Campbell County	\$20,102,800	\$12,338,300	\$32,441,100
Jackson	Jackson Hole	\$543,301,600	\$280,093,900	\$823,395,500
Laramie	Laramie Regional	\$11,785,100	\$6,856,000	\$18,641,100
Riverton	Riverton Regional	\$9,761,100	\$5,924,800	\$15,685,900
Rock Springs	Rock Springs-Sweetwater County	\$21,620,600	\$12,290,500	\$33,911,100
Sheridan	Sheridan County	\$28,813,400	\$19,782,900	\$48,596,300
Worland	Worland Municipal	\$10,107,300	\$6,611,900	\$16,719,200
Commercial Airports Total		\$860,253,000	\$483,997,500	\$1,344,250,500
Business Airports				
Afton	Afton Municipal	\$14,326,100	\$10,808,800	\$25,134,900
Douglas	Converse County	\$1,796,300	\$1,138,700	\$2,935,000
Evanston	Evanston-Uinta County Burns Field	\$7,338,500	\$4,280,300	\$11,618,800
Greybull	South Big Horn County	\$9,283,500	\$7,088,100	\$16,371,600
Pinedale	Ralph Wenz Field	\$3,906,200	\$2,525,600	\$6,431,800
Saratoga	Shively Field	\$2,868,100	\$1,786,400	\$4,654,500
Business Airports Total		\$39,518,700	\$27,627,900	\$67,146,600
Intermediate Airports				
Big Piney	Miley Memorial Field	\$1,373,500	\$771,200	\$2,144,700
Buffalo	Johnson County	\$1,350,900	\$936,900	\$2,287,800
Guernsey	Camp Guernsey	\$1,513,300	\$1,122,800	\$2,636,100
Kemmerer	Kemmerer Municipal	\$532,400	\$300,900	\$833,300
Lander	Hunt Field	\$1,040,600	\$577,600	\$1,618,200
Newcastle	Mondell Field	\$701,100	\$477,300	\$1,178,400
Powell	Powell Municipal	\$1,142,100	\$759,800	\$1,901,900
Rawlins	Rawlins Municipal-Harvey Field	\$2,274,500	\$1,450,000	\$3,724,500
Torrington	Torrington Municipal	\$1,211,200	\$809,300	\$2,020,500
Wheatland	Phifer Airfield	\$715,900	\$488,600	\$1,204,500
Intermediate Airports Total		\$11,855,500	\$7,694,400	\$19,549,900
Local Airports				
Cokeville	Cokeville Municipal	\$53,000	\$29,900	\$82,900
Cowley	North Big Horn County	\$618,700	\$349,800	\$968,500
Dixon	Dixon	\$2,733,700	\$1,679,300	\$4,413,000
Dubois	Dubois Municipal	\$1,178,600	\$740,500	\$1,919,100
Fort Bridger	Fort Bridger	\$2,173,900	\$1,357,100	\$3,531,000
Hulett	Hulett Municipal	\$400,500	\$225,800	\$626,300
Lusk	Lusk Municipal	\$238,500	\$133,100	\$371,600
Pine Bluffs	Pine Bluffs Municipal	\$817,400	\$616,700	\$1,434,100
Thermopolis	Hot Springs County-Thermopolis Municipal	\$695,400	\$480,300	\$1,175,700
Local Airports Total		\$8,909,700	\$5,612,500	\$14,522,200
All Airports Total		\$920,536,900	\$524,932,300	\$1,445,469,200

Source: Wilbur Smith Associates and IMPLAN multipliers, April 2009.

Appendix B



Appendix B

Table B-1
 Qualitative Benefits of Wyoming Airports

Associated City	Airport Name	Recreational flying	Agricultural spraying	Energy (oil, gas, and coal) business	Other corporate/business activity	Aerial inspections	Air cargo	Flight training	Gateway for resort visitors	Staging area for community events	Police/law enforcement	Prisoner transport	Military exercises/training	Career training/education	Search & rescue/Civil Air Patrol	Environmental patrol	Emergency medical evac/patient transfer	Medical doctor transport	Forest/rangeland firefighting	Aerial photography/surveying	Real estate tours	Aerial advertising/banner towing	Youth outreach (Young Eagles, etc.)	Air shows
Commercial Airports																								
Casper	Casper-Natrona County International	D	M	D	D	D	D	D	-	S	D	S	M	D	S	M	W	W	S	S	-	-	S	S
Cheyenne	Cheyenne Regional-Jerry Olson Field	D	S	S	D	M	D	D	-	S	S	S	D	D	W	S	M	D	S	D	-	-	M	S
Cody	Yellowstone Regional	D	S	-	D	-	D	D	D	S	D	M	-	-	M	D	D	D	S	M	-	-	-	S
Gillette	Gillette-Campbell County	D	S	D	D	D	D	D	S	M	M	M	-	S	M	S	D	D	S	M	M	-	S	-
Jackson	Jackson Hole	D	-	-	D	-	D	M	D	-	-	-	M	M	M	W	W	W	S	-	-	-	-	-
Laramie	Laramie Regional	D	S	M	D	W	D	W	D	M	-	S	W	M	M	S	M	D	S	S	-	-	S	-
Riverton	Riverton Regional	D	S	D	D	M	D	D	W	M	D	M	M	D	S	S	D	D	S	S	S	-	W	S
Rock Springs	Rock Springs-Sweetwater County	D	S	D	D	W	D	D	S	-	-	-	M	-	M	M	D	D	S	S	S	-	S	-
Sheridan	Sheridan County (Note 1)	D	S	D	D	M	D	D	W	S	M	M	M	W	M	M	W	W	S	M	M	-	-	-
Worland	Worland Municipal	D	D	W	M	M	M	S	-	-	M	-	-	-	S	W	W	W	S	-	-	-	-	-
Business Airports																								
Afton	Afton Municipal	D	-	M	W	M	-	D	S	S	-	-	-	-	S	S	W	W	S	S	S	-	-	S
Douglas	Converse County	W	S	W	D	W	-	M	M	-	M	-	M	-	M	W	M	W	S	S	-	-	S	-
Evanston	Evanston-Uinta County Burns Field	D	M	D	D	W	-	W	S	S	S	-	S	-	S	S	M	M	S	S	S	-	S	S
Greybull	South Big Horn County	D	-	-	W	-	-	-	M	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Pinedale	Ralph Wenz Field	D	M	W	W	-	-	-	-	-	-	-	-	-	S	-	M	M	S	M	-	-	-	-
Saratoga	Shively Field	D	S	M	D	M	M	W	S	-	-	-	M	-	S	W	M	M	S	M	M	-	-	-
D = Daily		M = Monthly		- = No activity																				
W = Weekly		S = Seasonal		Note 1: Airport did not respond to survey, so activities are estimated.																				



**Table B-1 (cont.)
 Qualitative Benefits of Wyoming Airports**

Associated City	Airport Name	Recreational flying	Agricultural spraying	Energy (oil, gas, and coal) business	Other corporate/business activity	Aerial inspections	Air cargo	Flight training	Gateway for resort visitors	Staging area for community events	Police/law enforcement	Prisoner transport	Military exercises/training	Career training/education	Search & rescue/Civil Air Patrol	Environmental patrol	Emergency medical evac/patient transfer	Medical doctor transport	Forest/rangeland firefighting	Aerial photography/surveying	Real estate tours	Aerial advertising/banner towing	Youth outreach (Young Eagles, etc.)	Air shows
Intermediate Airports																								
Big Piney	Miley Memorial Field	W	S	W	W	M	D	M	S	-	W	N	S	N	M	M	W	W	S	W	M	-	-	-
Buffalo	Johnson County	W	S	M	W	M	-	-	S	-	-	-	-	-	M	M	M	-	S	S	-	-	-	-
Guernsey	Camp Guernsey	W	S	M	S	-	-	-	-	-	-	-	M	-	M	-	-	-	-	-	-	-	-	-
Kemmerer	Kemmerer Municipal	D	S	M	M	M	-	-	S	S	M	-	-	-	M	S	M	W	S	S	-	-	-	-
Lander	Hunt Field	D	S	M	D	-	-	D	S	S	S	-	-	-	S	S	W	W	S	S	-	-	S	S
Newcastle	Mondell Field	D	S	M	W	W	-	W	M	S	M	S	W	M	M	M	M	M	S	S	M	-	S	S
Powell	Powell Municipal	D	S	M	M	W	-	D	M	S	-	-	-	M	S	W	W	-	-	-	-	-	M	S
Rawlins	Rawlins Municipal-Harvey Field	W	S	W	W	W	D	M	W	M	-	-	M	-	M	W	W	W	S	W	M	-	-	-
Torrington	Torrington Municipal	D	D	M	D	M	-	D	M	S	M	M	-	W	S	W	M	W	S	S	S	-	S	S
Wheatland	Phifer Airfield	D	S	-	W	-	-	-	-	-	-	-	-	-	-	M	W	W	S	S	-	-	-	-
Local Airports																								
Cokeville	Cokeville Municipal	S	S	-	M	-	-	-	-	-	-	-	-	-	S	-	S	-	S	-	-	-	-	-
Cowley	North Big Horn County	D	S	-	M	D	-	-	-	-	-	-	-	-	W	-	M	-	-	S	-	-	-	-
Dixon	Dixon	D	S	W	W	M	-	M	W	S	S	-	-	S	S	-	S	-	S	S	W	-	S	-
Dubois	Dubois Municipal	D	-	-	W	-	S	W	D	S	S	-	S	S	M	D	M	-	S	S	M	-	S	S
Fort Bridger	Fort Bridger (Note 1)	W	S	M	W	-	-	M	-	-	-	-	-	-	-	M	-	-	-	-	-	-	-	-
Hulett	Hulett Municipal	D	S	M	W	-	-	D	S	S	-	-	S	S	S	-	M	-	S	S	M	S	S	S
Lusk	Lusk Municipal	M	S	M	M	S	-	-	S	-	-	M	-	-	S	M	S	S	-	S	S	-	-	-
Pine Bluffs	Pine Bluffs Municipal	W	S	D	D	S	S	W	S	-	S	-	M	M	S	S	M	M	-	S	S	-	S	S
Thermopolis	Hot Springs County-Thermopolis Municipal	W	S	-	W	W	S	M	D	S	-	-	-	-	S	D	M	W	S	S	-	-	S	S
D = Daily		M = Monthly		- = No activity																				
W = Weekly		S = Seasonal		Note 1: Airport did not respond to survey, so activities are estimated.																				

Source: Airport surveys, April 2009.



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