

FUTURE ACTIVITY

Projections of aviation activity and based aircraft provided by the Utah Division of Aeronautics are presented below. As aviation activity grows, it is anticipated that the economic impact of the airport will also increase.

LOGAN-CACHE AIRPORT - Twenty Year Forecast of Aircraft Operations and Based Aircraft								
Year	Aircraft Operations			Based Aircraft at the Airport				
	Itinerant	Local	Total	Single-Engine	Multi-Engine	Jet	Helicopter	Total
2001	42,001 (30%)	95,899 (70%)	137,900	119	6	6	10	141
2006	57,025 (29%)	138,461 (71%)	195,486	130	9	7	10	156
2011	67,065 (32%)	140,321 (68%)	207,386	142	12	9	10	173
2016	71,056 (33%)	141,971 (67%)	213,027	153	15	10	10	188
2021	79,317 (36%)	143,321 (64%)	222,638	161	18	12	10	202

The Federal Aviation Administration (FAA) has defined a "local" operation and an "itinerant" operation as the following:
 Local: Arrivals and departures of aircraft which operate in the local traffic pattern or within sight of the tower and are known to be departing for, or arriving from, flights in the local practice areas within a 20-mile radius of the airport and/or control tower. Itinerant: Aircraft arrivals and departures other than local operations.
 Source: 2003 Logan-Cache Airport Layout Plan by Armstrong Consultants.

CAPITAL IMPROVEMENT PROGRAM

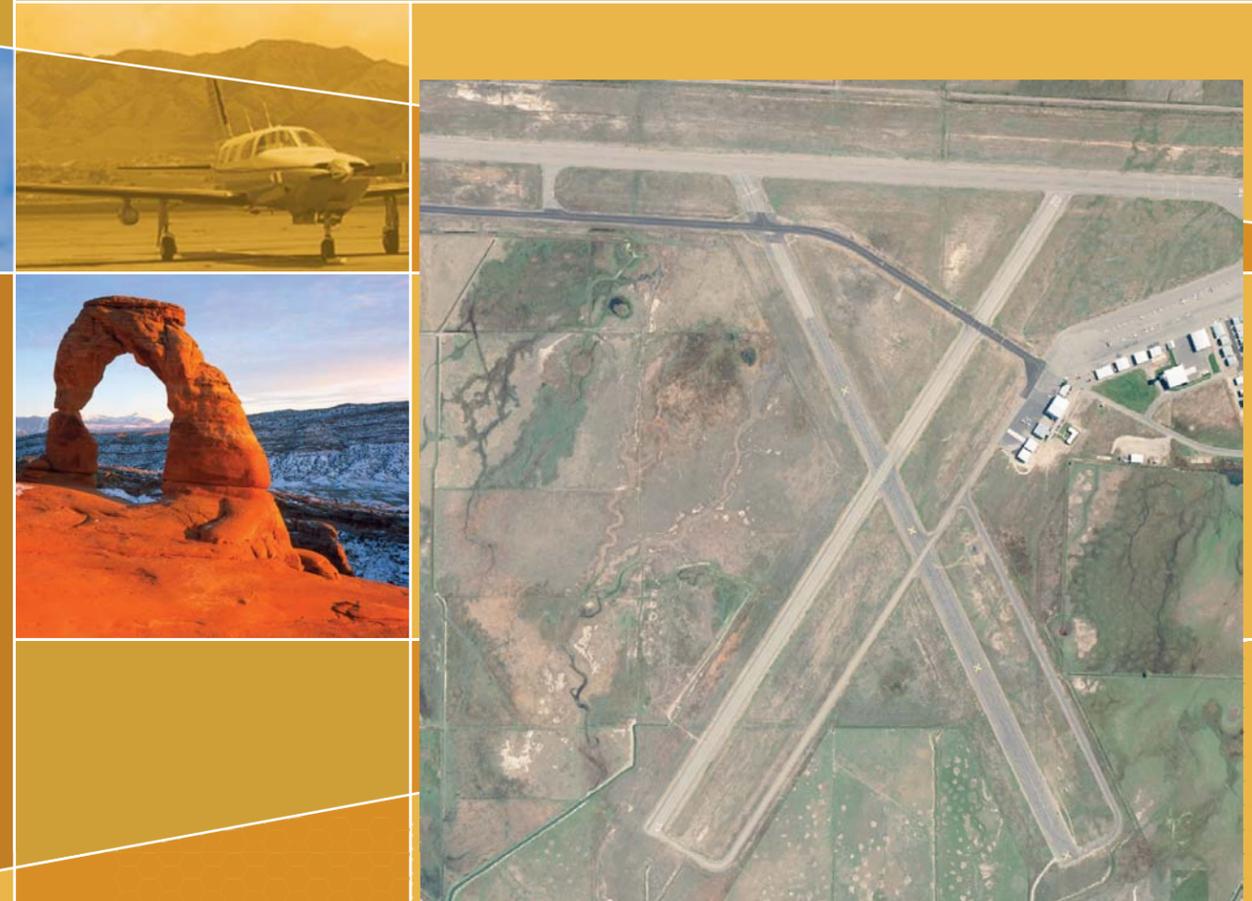
Airport facilities require ongoing maintenance and improvement in order to meet the needs of each community. In order to maintain its role in Utah's aviation system, Logan-Cache Airport has identified the following capital improvement projects as important upgrades for the next five years:

LOGAN-CACHE COUNTY AIRPORT - Capital Improvement Program							
Year	Projects	*Funding Source					Total Funding
		Federal Funding			State Funding	Local Funding	
		Entitlement (\$150,000)	Apportionment	Discretionary			
2004	1. Land Acquisition for Runway Visibility Zone (RVZ)	\$217,767			\$10,847	\$10,848	\$239,462
2005	1. Construct Connector Taxiways to Runway 35 & Runway 28 2. Relocate Runway 35 Threshold	\$150,000	\$60,071		\$10,464	\$10,464	\$231,000
2006	Multi-Year Projects: 1. Design Apron 2. Reconstruct Apron 3. Reconfigure Aircraft Tie - Down Area 4. Construct Helipads	\$300,000	\$600,000	\$1,200,000	\$104,607	\$104,608	\$2,309,215
2007							
2008	Acquire Combination Snow Blower/Sweeper	\$90,000			\$4,483	\$4,483	\$98,966

*Federal funding is administered by the Federal Aviation Administration (FAA), through the Airport Improvement Program (AIP), General Aviation Entitlement Fund. State funding is administered by the Utah Division of Aeronautics (UDO), through the Division's Restricted Revenue Account.
 Note 1: Any remaining federal entitlement monies will be carried over to the following year. Any remaining state monies will be returned to the Division's Restricted Revenue Account.
 Note 2: Other federal or state projects may be identified as conditions warrant.
 Source: 1998 Environmental Assessment for the Logan-Cache Airport by Armstrong Consultants, 2001 Business Plan for Logan-Cache Airport by Airport Development Group, 2002 Joint Planning Conference Minutes, 2003 Logan-Cache Airport Layout Plan by Armstrong Consultants, 2003 Airport Development Plan, 2003 Five-Year Airport Capital Improvement Program by the Utah Division of Aeronautics, 2004 Capital Improvement Program by the Federal Aviation Administration.

The Economic Impact of

LOGAN-CACHE AIRPORT



UTAH'S SYSTEM OF PUBLIC-USE AIRPORTS CREATES:

Total Employment
106,350 jobs

Total Payroll
\$2.83 billion

Total Output
\$5.68 billion

IMPACT MEASURES

Employment measures the number of full-time equivalent (FTE) jobs related to airport activity.

Payroll measures the total annual wages and benefits paid to all workers whose salaries are directly or indirectly attributable to airport activity.

Economic Activity (Output) measures the value of goods and services related to aviation in Utah. The output of on-airport businesses is typically assumed to be the sum of annual gross sales and average annual capital expenditures.

THE UTAH AIRPORT SYSTEM – *A Valuable Resource*

Utah's economic resources are boundless, including an educated and well-trained workforce, abundant energy, a pro-business environment, and a unique natural beauty with recreational opportunities. One of Utah's most important resources, the State's system of 47 public-use airports, is often overlooked. The state has six commercial service airports and 41 general aviation airports that offer much more than a safe and efficient travel option. The State's airports are important economic catalysts that support regional growth and development. Utah's airports create thousands of jobs and produce billions of dollars in economic activity. Most of Utah's largest employers, as well as many smaller businesses, rely on the State's aviation system to reliably transport employees, customers, supplies, and products to and from their operations. Utah's airports serve as the base of operations for a variety of businesses, including airlines, air cargo companies, flight instructors, charters, concessionaires, government entities, and many others. Utah's world-renown tourism industry also depends on the State's system of airports to accommodate millions of visitors each year.

The Utah Department of Transportation, Division of Aeronautics, commissioned this Federal Aviation Administration (FAA) funded study to examine the relationship between the State's system of airports and the economy. The study follows an approved methodology that has successfully quantified the value of airports and airport systems throughout the United States.

The economic contribution of each airport in the Utah airport system was measured in terms of employment, payroll, and output. Through a comprehensive survey process, the direct economic benefits related to on-airport business and government tenants, and the indirect benefits associated with visitor-related expenditures, were calculated for each airport. The multiplier effect of these airport activities was also calculated. For example, when an airport employee purchases local goods and services, that spending and re-spending generates additional economic activity in the region. The total economic impact is the sum of all direct, indirect, and multiplier impacts.

When all of the impacts of Utah's 47 airports are added together, over 106,350 jobs can be traced to the aviation industry. These employees receive more than \$2.8 billion in payroll, and generate over \$5.6 billion in total economic activity. In addition, Utah's airports provide a number of health, welfare, and safety benefits, the impacts of which are immeasurable. Such services include medical transport, access to remote areas, law enforcement, fire fighting, wildlife management, business development, and recreation.

In addition, Utah is home to Hill Air Force Base in Ogden. The facility is home to the Air Logistics Center for the 388th Fighter Wing of the Air Combat Command, and the 419th Fighter Wing of the Air Force Reserves. Hill Air Force Base is not only vital to the national defense, but is also vital to the community, employing over 22,000 personnel (civilian and military), and adding over \$2.1 billion annually to the area's economy, according to Utah Legislative Resolution SCR3, 2004.

LOGAN-CACHE AIRPORT

Logan-Cache Airport is owned and operated by Logan City and Cache County. This public-use, general aviation airport is located three miles northwest of the City of Logan. Nearby attractions include the Wasatch National Forest, Mount Naomi Wilderness Area, Bear Lake, and Beaver Mountain Ski Area, Utah State University, the Jensen Historical Farm, as well as numerous areas for camping and fishing.

The airport has two runways: Runway 17/35, measuring 9,095 feet long by 100 feet wide, and Runway 10/28, measuring 5,015 feet long by 75 feet wide. The airport has 141 based aircraft, and accommodates approximately 137,900 takeoffs and landings each year.

Logan-Cache Airport supports the local and State economy in a variety of ways. The direct economic output attributable to on-airport businesses is estimated at \$6.61 million. These businesses employ approximately 45.5 full-time equivalent employees who are paid wages exceeding \$1.42 million. Additionally, general aviation aircraft transport approximately 20,100 visitors each year, supporting over \$2.79 million in direct visitor-related economic output. Spending by these visitors supports approximately 99 full-time equivalent jobs, earning over \$2.04 million in wages annually. The total direct or first-round impact of aviation activity at the Logan-Cache Airport amounts to \$9.39 million of output, an employment level of nearly 145 jobs, and a payroll of nearly \$3.47 million.

Secondary impacts of on-airport business and visitor activity totaled \$6.71 million of output, 81.5 full-time equivalent jobs, and \$2.24 million in payroll. When combined with the multiplier effect, aviation activity at Logan-Cache Airport is responsible for approximately \$16.10 million in total economic output and supports 226 employees, who are paid approximately \$5.70 million in wages.

Logan-Cache Airport serves the local area in a variety of ways, all working to enhance the health, safety, welfare, and quality of life of the area's citizens. The airport accommodates a wide array of activities, including recreational and corporate uses. A number of local firms have aircraft based at the airport, including Cache Valley Electric, Wasatch Properties Management, and Icon Health and Fitness. Utah State University operates a flight school at the airport and emergency medical flights, firefighting, police and search-and-rescue operations occur on the airport. Aerial photography and surveying take place, as well.

Logan-Cache County Regional Airport Facilities	
Main Runway/Length (Type of Surface)	17/35, 9095'x100' (Asphalt)
Runway Lighting & Visual Aids	MIRL, PAPI, REIL
Instrument Approaches	VOR, GPS RNAV
NAVAIDS	LGU VOR
Weather Aids	ASOS
Fuel Type	100LL, Jet A
Airport Services	Car Rental, Tiedowns, Airframe & Power Plant Repair, Hangars.

LOGAN-CACHE AIRPORT IS RESPONSIBLE FOR:

Direct On-Airport Impacts
Jobs: 45.5
Payroll: \$1.42 million
Output: \$6.61 million

First-Round Impact
Jobs: 145
Payroll: \$3.47 million
Output: \$9.39 million

Secondary Impact
Jobs: 81.5
Payroll: \$2.24 million
Output: \$6.71 million

Total Airport Impact
Total Jobs: 226 jobs
Total Payroll: \$5.70 million
Total Economic Activity (Output): \$16.10 million

First-Round Impacts include both direct and indirect impacts. Direct impacts are those benefits associated with on-airport businesses and government tenants. Indirect impacts generally take place off-airport and are usually attributable to visitor spending.

Secondary Impacts consist of induced impacts, which are those benefits that result from the re-circulation and re-spending of direct and indirect impacts within the economy. This re-circulation is commonly referred to as the "multiplier effect."

Total Impacts are the combination of all first-round and secondary impacts.