



WYOMING AVIATION
Economic Impact Study
2013



Technical
Report

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1. SUMMARY OF STUDY FINDINGS

In late 2012, the Wyoming Department of Transportation (WYDOT) Aeronautics Division began a research project to determine the economic benefits of Wyoming's public-use commercial and general aviation airports to the state and local economies. This study presents the results of that research.

The *Wyoming Aviation Airport Economic Impact Study* included extensive outreach to determine the links between Wyoming's public-use airports and the economy. This outreach included:

- **Direct mailings to hundreds of Wyoming non-aviation businesses** – various state organizations provided contacts for their members. In addition, airports included in the study identified Wyoming-based businesses that use their facilities. A questionnaire was developed and mailed directly to these Wyoming businesses to determine if they benefit in some way from using airports in Wyoming.
- **Contacts with statewide industry associations** – there are numerous statewide agencies and organizations that represent business groups in Wyoming, from cattle producers to coal producers and from hospitals to guest ranches. Each of these organizations was contacted and provided with information on the research project. These groups then contacted their members to gather information on airport usage and related benefits. This outreach was accomplished using emails, websites and e-newsletters for these organizations.
- **Surveys of travelers using commercial and general aviation airports** – 35 airports and/or fixed base operators (FBOs) in Wyoming assisted the study effort by distributing surveys to passengers flying to and within Wyoming on general aviation aircraft. Commercial airports in Wyoming also distributed and collected over 3,500 surveys from passengers flying on commercial airlines. Completed surveys provided insight on airport/aviation use and benefits.
- **Contacts with chambers of commerce and economic development groups in Wyoming** – the Wyoming Business Council provided outreach to chambers of commerce and economic development groups that are members of the Business Council. Information on the research study was sent to local chambers of commerce and economic development groups to obtain information on how they or their members benefit from the state's airports.
- **Coordination with Wyoming media/news outlets** – WYDOT's Office of Public Affairs contacted news and media outlets in Wyoming. The Office of Public Affairs distributed information on the research project, including information on how to access an online survey, enabling any Wyoming employers, businesses or residents to provide information on how they benefit from one or more of the study airports.

Results of the outreach showed that Wyoming's residents and businesses, as well as visitors to the state, rely on and derive economic and quality-of-life benefits from the state's public-use airports. While subsequent sections of this report provide more specific information on how businesses, state organizations, and local Wyoming communities benefit from airports/aviation, a summary of the benefits identified through the outreach effort is provided here:

- **Tourism is vital to Wyoming's economy.** There are hundreds of resorts, hotels, spas, guest ranches, camps, and outfitters that rely on out-of-state visitors. Tourism supports an estimated 30,580 jobs in Wyoming. Both general aviation aircraft and commercial airlines bring out-of-state visitors to Wyoming. Through aviation, Wyoming's tourist industry is able to attract visitors from across the U.S. and also from other countries. These visitors contribute to Wyoming's economy by spending money while visiting the state. Without air transportation access, these Wyoming visitors could opt to vacation and spend their money elsewhere.
- **The energy industry supports over 26,000 jobs in Wyoming.** Energy producers based in Wyoming use general aviation and commercial airline service to support their operations. In addition, these companies also have customers, vendors and suppliers who fly to Wyoming to conduct business. Energy companies in Wyoming also operate thousands of miles of power lines and pipelines that are patrolled and monitored from the air.
- **Employers in Wyoming rely on aviation.** Many employers report they use general aviation aircraft and commercial airline service to support their businesses and improve their efficiency. The availability of aviation service for business travel reduces employee travel time and improves their overall productivity. Wyoming employers note that commercial airline service is an important community attribute that helps to attract and retain experienced employees.
- **Agricultural companies, both livestock and crop producers, benefit from aviation.** Livestock producers often use aviation to monitor their herds or to locate lost cattle. Aviation also expands business opportunities for agricultural producers. For example, with aviation service, livestock auctions can attract customers from locations across the U.S. Wyoming's primary crops, alfalfa and sugar beets, also benefit from aerial applications to treat both pests and weeds.
- **Colleges in Wyoming benefit from aviation.** Commercial airline service allows educational institutions in Wyoming to compete for and retain the most qualified faculty and to expand their market reach to students throughout the U.S. as well international students. The University of Wyoming is also engaged in cutting edge weather research using general aviation aircraft.
- **Commercial and general aviation airports are important assets for recruiting new businesses to Wyoming and expanding existing businesses.** Many Wyoming businesses report that proximity to commercial or general aviation airports is essential to their ability to successfully operate in Wyoming.
- **Many federal, state and county agencies rely on Wyoming's airports.** Many government agencies such as the Wyoming Bureau of Land Management, Wyoming Game and Fish, the U.S. Forest Service, and the U.S. Department of Agriculture, are responsible for overseeing millions of acres of wildlife habitat, agricultural areas, forests, and grasslands in Wyoming. These agencies rely extensively on aviation and aerial inspections to carry out their responsibilities.
- **Wyoming airports play a vital role in fighting forest fires.** Many airports in the state are used as bases of operation for forest firefighting efforts. Landing areas near active fires are needed to allow aircraft to effectively load and re-load with fire retarding chemicals.

- **Healthcare and emergency services are improved by aviation.** At least once a week, airports help to save the lives of critically ill or injured patients by transporting them to more distant hospitals for advanced medical care. Daily, communities in Wyoming benefit from expanded healthcare services from doctors who use general aviation aircraft to expand the reach of their services within the state. Some Wyoming residents also use airline service to travel to larger metropolitan areas to see medical specialists or for advanced healthcare services.

The research conducted for this project shows that Wyoming and its communities derive many positive benefits from the state's public-use airports. The outreach also indicated that airports themselves are important sources of economic benefit. In addition to identifying and describing the linkages between airports and the economy through the outreach efforts, the *Wyoming Statewide Airport Economic Impact Study* also quantified the annual economic contributions of each study airport. The economic impact analysis provides an economic snapshot of each airport's contributions to Wyoming in 2013.

1.1 AIRPORT SOURCES OF ECONOMIC IMPACTS

The Wyoming airport system plays a vital role in the state and local economies by creating jobs and contributing to economic development. Airports are essential to the state's infrastructure for moving people and goods, facilitating commerce and maintaining a high quality-of-life for residents. The economic benefits of airports extend well beyond airport boundaries. Even residents who may never fly benefit from airports through the ancillary creation of businesses, jobs, income, and tax revenues.

This study focuses on the economic benefits created by the activities that occur at commercial service and general aviation airports or as a result of aviation service. The main sources of economic benefits considered in this study are derived from:

- Airport management activities
- On-airport businesses/tenants
- Capital investment projects
- Visitors arriving in Wyoming on commercial airline service or general aviation aircraft

Airports and on-airport businesses are centers of employment for Wyoming. These entities not only create jobs for Wyoming residents, they also purchase goods and supplies from other Wyoming businesses, which in turn creates and supports additional jobs in other sectors of the state's economy. The types of on-airport tenants and businesses considered in the study include: airport management, airlines, air-taxi operators, air ambulance operators, air charter companies, aircraft sales and management companies, corporate flight departments, the Federal Aviation Administration (FAA), fixed based operators (FBOs), flight schools, freight forwarders, ground transportation operators, local and state government agencies, rental car agencies, retail concessions, the Transportation Security Administration (TSA) and others. The economic benefits generated by the activities that occur at Wyoming's public-use airports were based on data collected from surveys of airport sponsors and tenants.

Nearly half a million visitors use air transportation to travel to Wyoming each year to vacation, conduct business, attend conferences, universities, sporting and other events, and visit with friends and family. In 2013, approximately 340,000 visitors arrived in Wyoming on commercial airline service and 149,000 arrived in the state on general aviation aircraft at a commercial service or general aviation airport. After arriving in Wyoming, air visitors spend money for lodging, food, local transportation, entertainment, retail and other goods and services. Visitor spending in turn supports jobs for Wyoming residents in the tourism and hospitality industries and produces additional economic activity throughout the state.

The number of commercial airline visitors was estimated through airport and U.S. government data sources. General aviation visitors were estimated based on input from each airport operator, estimates of annual activity from FAA Form 5010, and input from the FAA and the WYDOT Aeronautics Division. Visitor spending was estimated through surveys of commercial airline and general aviation passengers conducted for this study and other available studies.

1.2 TYPES OF ECONOMIC INPUTS MEASURED

The economic contributions of airports to Wyoming's economy were calculated from data collected through surveys, interviews, research, and IMPLAN, an economic modeling system created by the Minnesota IMPLAN Group (MIG) that is widely accepted and frequently used for economic impact assessments. The use of IMPLAN and the study results reflect the FAA's recommended methods and guidelines for estimating the economic impacts of airports.

This report describes the economic impacts of airports using three measures:

- **Jobs:** the total number of individuals employed, including both part- and full-time positions.
- **Payroll:** the annual salary, wages and benefits for employees.
- **Economic Output:** annual gross sales for commercial firms and budget expenditures for government or nonprofit entities.

For this analysis, economic impacts are classified as being either **initial** or **multiplier** impacts. Together initial and multiplier impacts equal **total** economic impacts.

Initial Impacts

Initial impacts are the economic activities that directly result from airport operations¹. These initial impacts may occur on-airport or off-airport. For example, almost every commercial and general aviation airport in Wyoming has employment that supports airport administration, operation, and maintenance. Typically, jobs in this category are located at the airport. However, some airport administrative functions such as accounting, human resources, or legal services may not be located at the airport. For this analysis, all full-time and part-time jobs related to operating, maintaining, and administering study airports were considered as initial impacts, regardless of where the functions take place. The economic impacts of tenants engaged in the provision of aviation related services or in the support of airport customers are

¹ In economic impact terminology these types of impacts are called "direct impacts", but in this report they will be referenced as the "initial impacts".

another example of on-airport initial impacts included in this study. However, not all airports have on-airport tenants or businesses.

Airports also spend money on capital improvement projects to maintain or expand their infrastructure. The money spent on the planning, design, and construction of capital improvement projects also contributes to the state and local economies and is considered an on-airport initial impact. For this study, average annual capital investment at each study airport over a multi-year period was used to estimate annual economic impacts associated with capital investment.

Spending by visitors who arrive in Wyoming by air is another category of initial economic impact measured in this study. Visitor spending, which helps to support thousands of jobs in service industries across the state, occurs off-airport.

Multiplier Impacts

In addition to the initial economic contributions of airports, this study also measured the secondary benefits of Wyoming's airports on the state and local economies, which are referred to in this study as "multiplier impacts". Multiplier impacts are generated when airports, airport tenants, and tourism industry businesses that serve air visitors purchase goods and services from other Wyoming businesses. For example, an on-airport restaurant creates additional benefits for the Wyoming economy when it purchases provisions from Wyoming-based vendors. These purchases represent new business sales to the restaurant supply vendors, which, in turn, use a portion of that income to pay employees and to buy additional goods and services from other businesses in the state. This cycle continues and these successive rounds of business spending are part of the multiplier impacts².

Another type of multiplier impact occurs when workers, who are employed on the airports and in the industries that provide services to air visitors, spend their wages in their local communities. Worker re-spending benefits the housing, retail and service sectors in the broader economy. The re-spending of the initial or direct worker income in turn supports jobs in those industries, whose workers then spend their salaries and the cycle continues³. These successive rounds of spending and job creation are part of the multiplier impacts.

The multiplier impacts were estimated using the IMPLAN input-output model. IMPLAN (which stands for Impact Analysis for PLANning) was first developed in 1976 for the USDA Forest Service and is widely used by federal, state and local government agencies and businesses to support decision making. IMPLAN is considered a highly accurate model for estimating economic impacts resulting from transactions between producers and intermediate and final consumers. An advantage of using IMPLAN for economic impact analysis is that it has the data to create impact models for specific geographic areas rather than extrapolating data from a national model. In this study, IMPLAN was used to build a statewide model for Wyoming and 23 county-based models. These models were used to quantify each airport's economic contribution to the overall state economy ("statewide" impacts) and to the local communities

² In economic impact terminology, these successive rounds of vendor purchases and job creation are called "indirect impacts". In this study indirect impacts are part of the "multiplier impacts".

³ In economic impact terminology, these successive rounds of worker spending and related job creation are called "induced impacts". In this study, indirect and induced impacts are summed and referred to as "multiplier impacts" for simplicity..

each airport serves (“local” impacts). As a result, each airport has one economic impact that reflects its total impact on the state’s economy and a second economic impact that reflects just impacts that are experienced locally, in the airport’s immediate market area. The “local” impacts may be most relevant to individual airport sponsors as they seek to understand and communicate the economic contributions of their airports to their local constituencies.

Multiplier impacts represent the successive rounds of purchases of supplies or labor in the study area. State or local multipliers in IMPLAN provide a numeric way to measure secondary or multiplier impacts in the economy. For example, a jobs multiplier of 1.8 indicates that for every 10 initial jobs, 8 additional jobs are created in different industries for a total impact of 18 jobs (10 initial jobs x 1.8 multiplier = 18 total jobs).

It is important to note that the size of the multiplier impacts is very dependent on the size of the study area and the structure and diversity of its underlying economy. If business supplies and production inputs cannot be obtained from within the immediate study area, then the initial expenditures for those purchases “leak” outside the study area and are not counted as multiplier impacts. For this reason, large study areas and urbanized areas tend to have higher multiplier impacts than smaller and/or more rural study areas. Given Wyoming’s economic characteristics and the characteristics of the communities served by study airports, the multiplier impacts for Wyoming’s airports tend to be more conservative than those for airports in more urbanized states and large metropolitan areas.

This study used both state multipliers and local multipliers that are specific to each airport’s individual market area to quantify the statewide and local impacts of each airport. As noted, the statewide multipliers are larger than the multipliers used to quantify the local impacts, since the state represents a larger geographic area than the single-county models used to generate the local multiplier impacts. In the jobs example, the statewide jobs multiplier for a particular industry may be 1.8; and for a single county in Wyoming, the jobs multiplier for the same industry may be 1.3.

IMPLAN was used in the WYDOT Aeronautics Division study to translate spending related to capital investment into the number of jobs and the annual payroll this spending supports. IMPLAN ratios were also used to convert visitor related spending into the number of jobs and payroll this spending supports. For example, IMPLAN ratios might indicate that for every \$1 million in visitor spending, 12 jobs are supported. If annual visitor spending is estimated at \$500,000, this means that this spending supports 6 initial jobs in the visitor spending category. The “output per jobs” and “payroll per jobs” ratios in IMPLAN vary by area, and the ratios also vary for different types of spending.

Total Impacts

The total economic impacts described in this report equal the sum of the initial and multiplier impacts. Total annual economic impacts, described in terms of jobs, payroll, and output, were measured for the following airport related activities:

- On-Airport
 - Airport administration, maintenance, and operation
 - Airport tenants and aviation businesses
 - Airport capital investment
- Off-Airport
 - Commercial visitor spending
 - General aviation visitor spending

In all instances, an individual airport's impact on the total statewide economy is greater than its impact on the local economy. While spending for goods and services might "leak" outside a local market area, this spending may still take place elsewhere in Wyoming. This results in higher multiplier impacts at the state level than at the local level. The total statewide economic impact of Wyoming's airport system represents the sum of each airport's individual economic contribution calculated using the statewide IMPLAN model.

1.3 OVERALL FINDINGS

This study for the WYDOT Aeronautics Division quantified the economic impacts of ten commercial airports and 25 general aviation airports. The activities that occur at Wyoming's airports, including those of airport administration, airport tenants, and airport capital improvement projects support 2,975 jobs statewide with an annual payroll of \$182 million. These include initial jobs at the airport and jobs created elsewhere in the state through the multiplier effect. The total economic output associated with these activities, including the multiplier effect, is \$571 million. Exhibit 1-1 presents statewide airport-related economic impacts, including the multiplier impacts based on the state economic model.

**Exhibit 1-1: Total Statewide Economic Impacts of On-Airport Activities for All Airports
(Based on State Model)**

	Employment	Payroll (millions)	Output (millions)
Airport Administration			
Initial	194	\$9.4	\$28.3
Multiplier	89	\$4.3	\$18.1
Total	283	\$13.7	\$46.4
Airport Tenants			
Initial	1,565	\$113.1	\$317.0
Multiplier	823	\$38.0	\$146.2
Total	2,388	\$151.1	\$463.2
Capital Investment			
Initial	215	\$13.2	\$41.3
Multiplier	90	\$4.2	\$19.6
Total	305	\$17.5	\$61.0
Total Airport Related Impacts			
Initial	1,974	\$135.8	\$386.7
Multiplier	1,002	\$46.5	\$184.0
Total	2,975	\$182.3	\$570.6

Note: May not total due to rounding.

In addition to these airport-related economic impacts, Wyoming also receives significant economic benefits from spending by visitors who arrive in the state on scheduled commercial airlines or on general aviation aircraft.

In 2013, approximately 374,300 visitors arrived in Wyoming on scheduled commercial airlines and another 149,600 visitors arrived in the state on general aviation aircraft. Spending by these visitors on lodging, meals, entertainment, and local transportation supports an additional 9,300 jobs in Wyoming with an annual payroll of \$344 million, including the multiplier impacts. Visitor spending supports \$819 million in economic output for Wyoming's economy. Exhibit 1-2 shows total statewide economic benefits generated by commercial and general aviation visitors. Multiplier impacts shown in Exhibit 1-2 are estimated using the state IMPLAN model.

**Exhibit 1-2: Total Statewide Economic Impacts of Air Visitors for All Airports
(Based on State Model)**

	Employment	Payroll (millions)	Output (millions)
Commercial Visitors			
Initial	7,073	\$228.6	\$547.2
Multiplier	1,365	\$89.4	\$200.3
Total	8,438	\$318.0	\$747.6
General Aviation Visitors			
Initial	695	\$18.3	\$49.5
Multiplier	159	\$7.8	\$21.7
Total	855	\$26.1	\$71.2
Total Visitor Impacts			
Initial	7,768	\$246.9	\$596.7
Multiplier	1,525	\$97.2	\$222.0
Total	9,293	\$344.1	\$818.7

Note: May not total due to rounding.

Exhibit 1-3 provides a summary of statewide total annual economic impacts for all study airports. Information provided in this exhibit is a sum of statewide on- and off-airport impacts presented in Exhibits 1-1 and 1-2.

**Exhibit 1-3: Total Statewide Economic Impacts for All Airports
(Based on State Model)**

	Employment	Payroll (millions)	Output (millions)
Initial	9,742	\$382.7	\$983.4
Multiplier	2,527	\$143.7	\$406.0
Total	12,268	\$526.4	\$1,389.4

Note: May not total due to rounding.

Total annual statewide economic impacts for individual study airports are summarized in Exhibit 1-4. Individual airport impacts reflect all economic impacts associated with airport administration, airport tenants, capital investments, and visitor spending, calculated using the state model.

Exhibit 1-5 presents the annual economic impacts of each individual airport on the community it serves. Each airport's local economic impact shown in Exhibit 1-5 was developed using multipliers based on county-level data from the IMPLAN model. The airport economic impacts shown in Exhibit 1-5 reflect the total on- and off-airport economic impacts for each airport's local area. Local economic impacts for each airport are lower than the statewide results summarized in Exhibit 1-4.

**Exhibit 1-4: Total Statewide Economic Impacts by Study Airport
(Based on State Model)**

Airport	Code	Total Employment	Total Payroll	Total Output
Commercial Service Airports				
Casper/Natrona County International Airport	CPR	1,002	\$38,651,780	\$123,272,380
Cheyenne Regional Airport-Jerry Olson Field	CYS	1,014	\$83,097,020	\$160,184,810
Gillette-Campbell County Airport	GCC	300	\$9,167,740	\$33,122,920
Jackson Hole Airport	JAC	8,032	\$329,319,640	\$793,937,630
Laramie Regional Airport	LAR	188	\$6,353,650	\$36,824,300
Riverton Regional Airport	RIW	157	\$5,062,950	\$18,591,570
Rock Springs-Sweetwater County Airport	RKS	267	\$9,211,070	\$31,244,000
Sheridan County Airport	SHR	350	\$14,940,270	\$58,192,530
Worland Municipal Airport	WRL	80	\$3,205,880	\$15,206,500
Yellowstone Regional Airport	COD	467	\$12,947,290	\$45,324,630
Commercial Service Airports Subtotal		11,858	\$511,957,290	\$1,315,901,260
Business Airports				
Afton Municipal Airport	AFO	78	\$2,079,320	\$13,303,280
Converse County Airport	DGW	15	\$528,980	\$2,271,580
Evanston-Uinta County Burns Field	EVW	15	\$468,850	\$2,240,790
Ralph Wenz Field	PNA	20	\$850,280	\$3,508,290
Shively Field	SAA	35	\$1,013,310	\$4,566,830
South Big Horn County Airport	GEY	57	\$1,908,080	\$16,460,370
Business Airports Subtotal		220	\$6,848,820	\$42,351,140
Intermediate Airports				
Buffalo-Johnson County Airport	BYG	12	\$399,010	\$1,827,580
Camp Guernsey Army Airfield	GUR	21	\$1,083,340	\$6,958,770
Hunt Field	LND	14	\$414,090	\$1,672,820
Kemmerer Municipal Airport	EMM	7	\$332,820	\$1,475,280
Miley Memorial Field	BPI	9	\$527,310	\$2,030,870
Mondell Field	ECS	10	\$385,350	\$1,401,140
Phifer Field	EAN	1	\$50,000	\$197,210
Powell Municipal Airport	POY	7	\$269,570	\$831,100
Rawlins Municipal Airport-Harvey Field	RWL	18	\$664,810	\$1,837,970
Torrington Municipal Airport	TOR	24	\$937,430	\$4,952,110
Intermediate Airports Subtotal		121	\$5,063,720	\$23,184,860
Local Airports				
Cokeville Municipal Airport	U06	1	\$49,470	\$176,280
Dixon Airport	DWX	2	\$70,870	\$229,810
Dubois Municipal Airport	U25	6	\$265,250	\$887,090
Fort Bridger Airport	FBR	6	\$259,450	\$952,120
Hot Springs County-Thermopolis Municipal Airport	THP	24	\$770,750	\$2,194,310
Hulett Airport	W43	5	\$177,140	\$482,690
Lusk Municipal Airport	LSK	5	\$234,730	\$1,031,440
North Big Horn County Airport	U68	3	\$117,340	\$389,550
Pine Bluffs Municipal Airport	82V	17	\$590,260	\$1,600,360
Local Airports Subtotal		69	\$2,535,270	\$7,943,650
Total of All Airports		12,268	\$526,405,100	\$1,389,380,920

Note: May not total due to rounding.

**Exhibit 1-5: Total Local Economic Impacts by Study Airport
(Based on Local Models)**

Airport	Code	Total Employment	Total Payroll	Total Output
Commercial Service Airports				
Casper/Natrona County International Airport	CPR	981	\$37,239,080	\$107,540,720
Cheyenne Regional Airport-Jerry Olson Field	CYS	1,006	\$82,624,400	\$156,749,770
Gillette-Campbell County Airport	GCC	287	\$8,281,340	\$28,383,520
Jackson Hole Airport	JAC	7,967	\$325,251,610	\$775,241,370
Laramie Regional Airport	LAR	175	\$5,470,280	\$28,031,510
Riverton Regional Airport	RIW	154	\$4,839,360	\$16,622,120
Rock Springs-Sweetwater County Airport	RKS	261	\$8,785,970	\$27,115,220
Sheridan County Airport	SHR	335	\$13,959,430	\$47,098,320
Worland Municipal Airport	WRL	74	\$2,784,780	\$11,562,280
Yellowstone Regional Airport	COD	460	\$12,449,480	\$42,233,850
Business Airports				
Afton Municipal Airport	AFO	77	\$1,998,980	\$12,965,710
Converse County Airport	DGW	14	\$443,810	\$1,678,290
Evanston-Uinta County Burns Field	EVW	14	\$437,430	\$2,037,690
Ralph Wenz Field	PNA	20	\$801,700	\$3,321,450
Shively Field	SAA	33	\$902,880	\$4,060,380
South Big Horn County Airport	GEY	49	\$1,359,240	\$12,089,910
Intermediate Airports				
Buffalo-Johnson County Airport	BYG	11	\$331,850	\$1,362,720
Camp Guernsey Army Airfield	GUR	19	\$972,320	\$6,459,080
Hunt Field	LND	13	\$398,060	\$1,544,630
Kemmerer Municipal Airport	EMM	6	\$314,520	\$1,289,490
Miley Memorial Field	BPI	8	\$500,310	\$1,870,350
Mondell Field	ECS	9	\$339,310	\$1,232,200
Phifer Field	EAN	1	\$44,950	\$155,330
Powell Municipal Airport	POY	7	\$259,820	\$744,460
Rawlins Municipal Airport-Harvey Field	RWL	17	\$628,880	\$1,666,820
Torrington Municipal Airport	TOR	19	\$645,580	\$2,811,440
Local Airports				
Cokeville Municipal Airport	U06	1	\$46,650	\$150,950
Dixon Airport	DWX	2	\$65,300	\$203,450
Dubois Municipal Airport	U25	6	\$252,010	\$733,110
Fort Bridger Airport	FBR	5	\$243,360	\$842,220
Hot Springs County-Thermopolis Municipal Airport	THP	23	\$703,620	\$1,872,680
Hulett Airport	W43	5	\$165,800	\$430,560
Lusk Municipal Airport	LSK	4	\$209,410	\$777,590
North Big Horn County Airport	U68	3	\$104,970	\$318,970
Pine Bluffs Municipal Airport	82V	17	\$581,620	\$1,547,700

Note: May not total due to rounding.

1.4 SUMMARY OF AVIATION BENEFITS IN WYOMING

Airport-related activities (on-airport) and visitor spending (off-airport) provide significant economic impacts to Wyoming. Total initial (direct) statewide employment supported by study airports is estimated at 9,700 jobs with an initial annual payroll of \$383 million. When multiplier impacts are considered, the total Wyoming employment supported by on-airport aviation related activities and off-airport visitor spending is 12,300 jobs with an annual payroll of \$526 million. Total annual economic output associated with the airports and air visitors is estimated at \$1.4 billion.

In addition to airport-supported economic impact activities, there are other non-aviation companies in Wyoming that rely on aviation to improve their efficiency and productivity. Based on surveys of businesses conducted for this study, there are an estimated 38,100 jobs in Wyoming that realize improved efficiency by using Wyoming airports. These jobs are in addition to the previously noted on- and off-airport related jobs associated with the study airports. When the activities of airports, air visitors and the non-aviation jobs that rely on aviation are considered, Wyoming's airports support a total of 50,400 jobs statewide.

Wyoming's aviation activities also provide significant state and local tax revenues. This study estimated that on-airport aviation-related activities and off-airport visitor activities provide over \$55 million in annual state and local tax revenues.

Commercial and general aviation airports in Wyoming create significant economic benefits for their local communities and for the state. The remainder of this report provides more detailed information on both statewide and local economic impacts for all study airports and on the approach used to estimate the economic contributions of Wyoming's airports.

1.5 APPROACH FOR DETERMINING TOTAL ECONOMIC IMPACT

The study for airports in Wyoming estimated economic impacts using three measures:



- **Jobs** that are supported by airports and airport related activities



- Annual **payroll** (wages and benefits) that are associated with these jobs



- Annual spending or economic activity that is tied to each benefit category considered in the study; annual economic activity estimated in this study is referred to as **output**

For each of these three measures, impacts were estimated for both on and off-airport categories. These categories include:

On-Airport



- Airport administration, operation, and maintenance
- Airport tenants or businesses
- Capital investment to improve, maintain, or expand study airports

Off-Airport



- Spending associated with visitors who arrive by air

1.6 OVERVIEW OF THE TECHNICAL REPORT CONTENTS

To facilitate review of Wyoming's Airport Economic Impact Study, the remainder of this report is organized as follows:

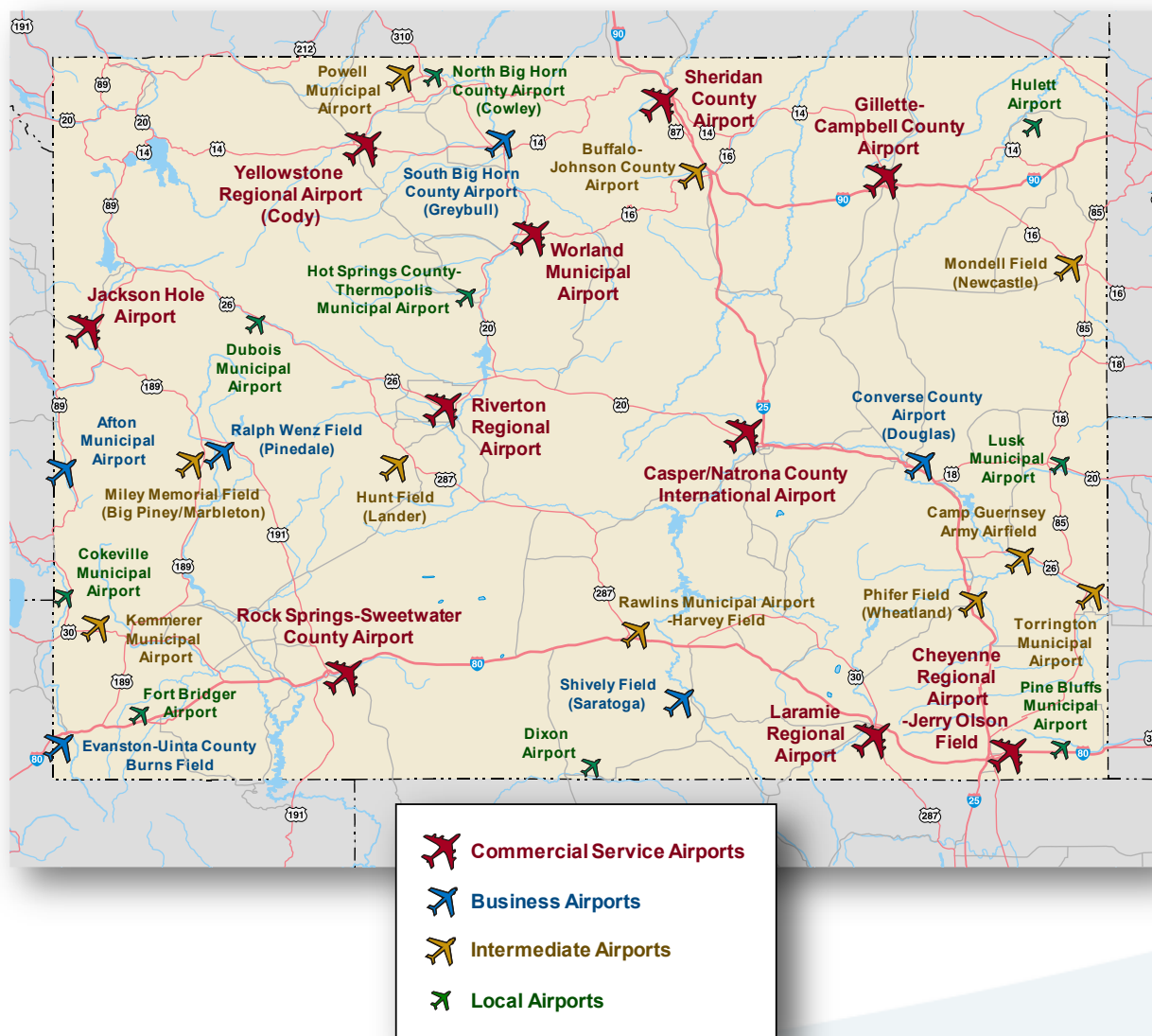
Section 2:	Study Methodology and Economic Impacts for Commercial and General Aviation Airports
Section 3:	Economic Impacts and Benefits of Wyoming's Commercial Airline Service
Section 4:	Benefits of Aviation to Wyoming Businesses
Section 5:	Wyoming Aviation Tax Revenue Analysis
Section 6:	Economic Impacts by Wyoming Legislative District
Section 7:	Summary of Statewide Economic Impacts
Appendix A:	Supplemental Economic Impact Data
Appendix B:	Benefits and Uses of Wyoming Airports
Appendix C:	Economic and Tax Impacts by Legislative District

2. STUDY METHODOLOGY AND ECONOMIC IMPACTS FOR COMMERCIAL AND GENERAL AVIATION AIRPORTS

2.1 STUDY METHODOLOGY

Economic impacts measured in this report are tied in some way to the daily operation of Wyoming's 35 public-use commercial and general aviation airports that have at least one paved runway. Exhibit 2-1 shows the airports included in this study. In accordance with Wyoming's State Aviation System Plan, airports are assigned to one of four roles: Commercial Service, Business, Intermediate, or Local. All results from the economic impact analysis are organized in accordance with these four airport classifications.

Exhibit 2-1: Airports Included in the Wyoming Aviation Economic Impact Study



Economic impacts estimated in this study are expressed using three measures:

- **Jobs** – represent the number of individuals employed in full-time or part-time positions. For this analysis, all part-time jobs were translated to full-time equivalent (FTE) jobs, based on either the seasonality of the job or on the number of reported hours worked by each part-time employee directly in support of an airport. For instance, if an airport has two employees who only work 50 percent of the time in support of the airport, then these two part-time jobs equal one full-time equivalent position.
- **Payroll** – is the annual salary, wages and benefits for employees.
- **Economic Output** – represents annual gross sales for commercial firms and budget expenditures for government or nonprofit entities.

Payroll and output estimates should not be summed since payroll represents a business operating expense that is paid from business sales (output). The study includes two types of economic impacts that result from airport and visitor related activities: initial and multiplier impacts. The total economic impacts are the sum of the initial (direct) and multiplier impacts.

Initial Economic Impacts

Initial (direct) economic impacts stem from the activities conducted at each airport from spending by visitors who arrive in Wyoming by air. Initial impacts were based on data collected from surveys of airport managers, on-airport tenants and visitors, as well as data from the WYDOT Aeronautics Division, the FAA's Denver Airports District Office, U.S. government sources including the U.S. Department of Transportation, and the IMPLAN modeling system.

All airport managers and airport tenants were contacted to collect information on their employment, payroll, and annual output. In some cases, secondary data sources were consulted to either obtain or confirm tenant employment. From the data collection effort, all initial employment supported by airport management functions and airport tenants was identified. However, not all airports and tenants provided payroll or output information.

If airport management or airport tenants did not supply payroll or output information, the IMPLAN model was used to estimate these missing data values. Wyoming county-based data from the IMPLAN modeling system provides industry specific information on "payroll per job" and "output per job". These ratios were used to estimate initial payroll or output when these data were not provided by an airport or an airport tenant.

The WYDOT Aeronautics Division provided multiple years of capital investment information for each airport. This information represented FAA, state, and local investment for all types of construction projects, equipment purchases, and other on-airport improvement projects. From this information, an estimate of average annual capital investment was developed for each airport. Average annual capital investment spending for each airport is equivalent to economic output. Wyoming county-based ratios from the IMPLAN model were used to estimate the initial jobs and payroll impacts associated with the capital investment output for each airport.

The initial impacts associated with air visitors were derived from estimates of visitors and visitor spending (output). The number of air visitors to Wyoming was estimated based on each airport's annual enplanements and data from the USDOT on the percent of each airport's enplanements that are visitors. For this study, each airport, the Aeronautical Division, and the FAA provided input to establish reasonable estimates of annual general aviation visitors. Surveys of visitors to Wyoming arriving on commercial airlines and general aviation aircraft were used to develop estimates of initial visitor spending, which represents economic output. The estimates of visitor spending were developed for five spending categories (lodging, food and beverage, entertainment, retail purchases and local transportation). The itemization of visitor spending was necessary because spending in each category has a different impact on the state and local economies. Wyoming county-based ratios from IMPLAN for each visitor spending category were used to estimate the jobs and payroll associated with the visitor spending in each category.

Multiplier Economic Impacts

Multiplier impacts measure the secondary economic benefits of Wyoming's airports. This study specifically quantified the multiplier impacts on the Wyoming state economy as well as the multiplier impacts on the local communities served by each airport. Multiplier impacts represent the transactions that occur when Wyoming's airports, airport tenants and businesses patronized by visitors purchase goods and service from other Wyoming businesses. Purchases made when persons employed at the airports or in the tourism industry spend their wages in Wyoming also create multiplier impacts. For example, the daily operation of an airport requires the purchase of various goods and services from vendors in other industries across the state. Worker re-spending benefits the housing, retail and service sectors in Wyoming. All of these purchases represent income (i.e., new economic activity) to Wyoming businesses, which, in turn, use a portion of that income to buy additional goods and services from other businesses in the state and to pay their employees. This cycle of re-spending continues until the output eventually leaks outside of the geographic area being studied. The successive rounds of spending within the study area and the jobs and payroll supported represent the multiplier impacts.

IMPLAN is an input/output modeling system used by many businesses and government agencies to measure the multiplier effect associated with different types of economic activities. The state and county-level IMPLAN models used in this analysis are based on industry data and economic relationships that are specific to Wyoming. In this study, the local economic impacts estimated with the county-level IMPLAN models reflect the purchases of goods and services from vendors in the immediate market area for each airport. The statewide economic impacts estimated with the Wyoming state IMPLAN model include the purchases made locally and purchases from businesses and service providers elsewhere in the state.

In this study, an airport's contribution to the state economy was estimated using the Wyoming state economic model. The sum of each airport's economic impact estimated using the state model equals the statewide economic impacts estimated in this report. It is important to restate that it is not appropriate to sum the local economic impacts for each airport. This total is less than the statewide total from summing all airport impacts developed using the state model. While individual airports make important contributions to the state economy, the most relevant impacts to discuss with local constituencies are typically the impacts that occur in the airport's local market area. Local economic impacts calculated

using county-based models reflect the economic contributions of each Wyoming airport on the local community it serves.

2.2 STATEWIDE ECONOMIC IMPACTS FROM AIRPORT-RELATED ACTIVITIES

Initial economic impacts from on-airport activities were considered from three sources; these sources are as follows:

- **Airport Administration** - Economic impacts associated with the daily administration, operation, and maintenance of study airports.
- **Airport Tenants** - Economic impacts associated with businesses or tenants at study airports that provide aviation service or support services for air passengers.
- **Capital Investment** - Economic impacts that result from private, local, state, and/or federal investment in capital improvement projects (including equipment purchases) at the study airports. In this report, capital investments made with economic development grants from the Wyoming Business Council were also considered.

Economic impacts from these sources are discussed in the following sections. For each study airport, two sets of economic impacts are presented. One set represents the airport's total impact on Wyoming's state economy and the second set represents the airport's impact on the economy of its local market area.

2.3 ECONOMIC IMPACTS FROM AIRPORT ADMINISTRATION, OPERATION, AND MAINTENANCE

Many individuals are employed by the study airports. These employees carry out daily administrative duties, oversee on-going operations, and perform routine up-keep and maintenance. Most of the jobs associated with airport administration, operation and maintenance are located on-site at one of the study airports. Some of these jobs are full-time positions, while others are part-time.

Most of the airports included in this study are owned and operated by a public entity such as a municipality or a county. These public entities sometimes have employees in functions such as human resources, accounting, legal or other services whose jobs support the airport as well as other municipal and county agencies. These jobs may not be located at the airport, even though employees support the functioning of the airport. In this study, off-airport jobs associated with airport support were explicitly identified and included in the study results. Off-airport jobs that are not 100 percent devoted to the support of a study airport were converted to full-time equivalent positions based on the estimated number of hours each employee works directly in support of an airport.

All estimates of initial administrative, operational, and maintenance related employment were obtained directly from each study airport through the airport management survey. In an effort to provide the most accurate results possible, airports were visited in person and then contacted multiple times, as needed, to obtain and/or confirm their employment related data.

Exhibit 2-2 reports all initial full-time equivalent jobs that are associated with airport administration, operation, and maintenance at each study airport. As noted, these employment estimates were obtained directly from each study airport. It is important to note that the estimated full-time airport-related

employment presented in Exhibit 2-2 includes *only initial* employment and *does not* include any multiplier impacts.

Exhibit 2-2: Initial Employment for Airport Administration, Operation and Maintenance by Airport

Airport	Code	Initial Airport Administration Employment
Commercial Service Airports		
Casper/Natrona County International Airport	CPR	26
Cheyenne Regional Airport-Jerry Olson Field	CYS	14
Gillette-Campbell County Airport	GCC	9
Jackson Hole Airport	JAC	81
Laramie Regional Airport	LAR	6
Riverton Regional Airport	RIW	5
Rock Springs-Sweetwater County Airport	RKS	9
Sheridan County Airport	SHR	7
Worland Municipal Airport	WRL	3
Yellowstone Regional Airport	COD	8
Business Airports		
Afton Municipal Airport	AFO	2
Converse County Airport	DGW	2
Evanston-Uinta County Burns Field	EVW	<1
Ralph Wenz Field	PNA	3
Shively Field	SAA	<1
South Big Horn County Airport	GEY	1
Intermediate Airports		
Buffalo-Johnson County Airport	BYG	1
Camp Guernsey Army Airfield	GUR	<1
Hunt Field	LND	1
Kemmerer Municipal Airport	EMM	1
Miley Memorial Field	BPI	1
Mondell Field	ECS	1
Phifer Field	EAN	<1
Powell Municipal Airport	POY	2
Rawlins Municipal Airport-Harvey Field	RWL	2
Torrington Municipal Airport	TOR	2
Local Airports		
Cokeville Municipal Airport	U06	1
Dixon Airport	DWX	1
Dubois Municipal Airport	U25	<1
Fort Bridger Airport	FBR	1
Hot Springs County-Thermopolis Municipal Airport	THP	3
Hulett Airport	W43	<1
Lusk Municipal Airport	LSK	<1
North Big Horn County Airport	U68	1
Pine Bluffs Municipal Airport	82V	<1

Note: May not total due to rounding.

For all initial jobs presented in Exhibit 2-2, there is also a significant economic benefit related to annual payroll associated with these jobs. As part of this study's data gathering efforts, information on average payroll for employees engaged in airport administration, operation, and maintenance functions was collected from each airport. Study airports also provided information on their annual spending or cost to operate their airport; this spending is classified in this study as output. If payroll or spending data was not provided, it was estimated using data from the IMPLAN model as previously described.

In addition to the initial economic impacts, airport-related economic activities support multiplier impacts that are also measured in terms of employment, payroll, and output. Exhibit 2-3 summarizes **statewide** initial, multiplier, and total economic impacts for airport administration related employment, payroll, and output for all commercial and general aviation airports included in this study. The multiplier impacts shown in Exhibit 2-3 are based on the Wyoming statewide economic model created with IMPLAN. To protect confidentiality, this report does not provide employer specific payroll or output information at the individual airport level.

**Exhibit 2-3: Total Statewide Economic Impacts of Airport Administration for All Airports
(Based on State Model)**

	Initial Impacts	Multiplier Impacts	Total Impacts
Employment	194	89	283
Payroll (millions)	\$9.4	\$4.3	\$13.7
Output (millions)	\$28.3	\$18.1	\$46.4

Note: May not total due to rounding.

2.4 STATEWIDE ECONOMIC IMPACTS FROM AIRPORT TENANTS/BUSINESSES

In addition to the activities associated with operating the airports, many study airports have on-airport tenants or businesses. These tenants provide a variety of aviation related services or support services for airport passengers. While not all inclusive, examples of airport tenants/businesses at commercial and general aviation airports in Wyoming include the following:

- Airlines
- Fixed Base Operators (FBOs)
- Government agencies such as Transportation Security Administration (TSA), Federal Aviation Administration (FAA), or US Customs and Border Patrol
- Aircraft manufacturers or dealers
- Ground transportation providers
- Military units
- Aircraft rental and charter
- Corporate flight departments
- Rental car companies
- Flight instructors
- Air cargo companies
- Companies supporting emergency or medical flights
- Concessionaires including restaurants and retail
- Aerial applicators

It is important to note that some study airports have businesses on-site that are non-aviation in nature. If on-airport tenants were determined to be non-aviation in character, the economic activities of these businesses are not reported in this analysis. In the case of Cheyenne Regional Airport-Jerry Olson Field, impacts from military units based at the airport are included in the results of the economic impact analysis.

As part of the data collection process, each airport provided a list of their on-airport tenants and aviation-related businesses. A separate survey was sent to each of the reported tenants and follow-up phone calls were made as necessary to collect information on tenant employment, payroll, and spending/output. Many tenants were visited during the on-site airport visits. Additional follow-up with tenants and study airports was conducted to make sure that tenant related employment at each airport was accurately reported. In some instances, information from third party sources such as Dunn and Bradstreet and Manta was used to either verify reported employment data or estimate airport tenant employment if this information was not provided by the tenant or airport management.

Tenant lists and tenant employment estimates were sent directly to each study airport for final “review” by airport management before the data was used to estimate airport specific economic impacts in this category. Exhibit 2-4 presents information for each study airport that shows only their initial tenant related employment; employment estimates shown in Exhibit 2-4 *do not* include any multiplier effects. Some airports included in this study have no on-airport tenants. For larger airports shown in Exhibit 2-4, initial employment is the sum of all employees from a number of tenants.



Exhibit 2-4: Initial Employment for Airport Tenants by Study Airport

Airport	Code	Initial Airport Tenant Employment
Commercial Service Airports		
Casper/Natrona County International Airport	CPR	255
Cheyenne Regional Airport-Jerry Olson Field	CYS	575
Gillette-Campbell County Airport	GCC	46
Jackson Hole Airport	JAC	288
Laramie Regional Airport	LAR	21
Riverton Regional Airport	RIW	34
Rock Springs-Sweetwater County Airport	RKS	46
Sheridan County Airport	SHR	85
Worland Municipal Airport	WRL	26
Yellowstone Regional Airport	COD	54
Business Airports		
Afton Municipal Airport	AFO	53
Converse County Airport	DGW	3
Evanston-Uinta County Burns Field	EVW	4
Ralph Wenz Field	PNA	5
Shively Field	SAA	2
South Big Horn County Airport	GEY	24
Intermediate Airports		
Buffalo-Johnson County Airport	BYG	1
Camp Guernsey Army Airfield	GUR	12
Hunt Field	LND	<1
Kemmerer Municipal Airport	EMM	0
Miley Memorial Field	BPI	0
Mondell Field	ECS	1
Phifer Field	EAN	0
Powell Municipal Airport	POY	<1
Rawlins Municipal Airport-Harvey Field	RWL	8
Torrington Municipal Airport	TOR	7
Local Airports		
Cokeville Municipal Airport	U06	0
Dixon Airport	DWX	0
Dubois Municipal Airport	U25	2
Fort Bridger Airport	FBR	1
Hot Springs County-Thermopolis Municipal Airport	THP	1
Hulett Airport	W43	0
Lusk Municipal Airport	LSK	0
North Big Horn County Airport	U68	0
Pine Bluffs Municipal Airport	82V	11

Note: May not total due to rounding.

For all airport tenant jobs presented in Exhibit 2-4, there are also significant economic impacts related to annual payroll and economic output. As part of this study's data gathering efforts, information on payroll and output for airport tenants was also collected directly from the airport tenant surveys. In cases where payroll and/or output data was not reported, estimates were developed using the ratios provided in the IMPLAN model.

The initial economic activities of on-airport tenants and aviation businesses lead to multiplier impacts for the Wyoming economy that are also measured in terms of employment, payroll, and output. Exhibit 2-5 presents **statewide** initial, multiplier and total economic impacts for tenant-related employment, payroll, and output. Impacts shown in Exhibit 2-5 are based on the Wyoming state IMPLAN model and include all study airports. Airport specific information on tenant payroll and output is not included in this report to protect confidentiality.

**Exhibit 2-5: Total Statewide Economic Impacts of Airport Tenants for All Airports
(Based on State Model)**

	Initial Impacts	Multiplier Impacts	Total Impacts
Employment	1,565	823	2,388
Payroll (millions)	\$113.1	\$38.0	\$151.1
Output (millions)	\$317.0	\$146.2	\$463.2

Note: May not total due to rounding.

2.5 STATEWIDE ECONOMIC IMPACTS FROM CAPITAL INVESTMENT RELATED ACTIVITIES

With the support of private, local, state, and federal investment, study airports routinely undertake projects to maintain, improve, and expand their facilities, services, and equipment. For this study, these investment activities, and the economic impacts they support, were grouped in the capital investment category.

When an airport undertakes a capital project such as extending a taxiway, the investment dollars spent on planning, designing, permitting, and constructing the taxiway support jobs and other local and state businesses. For example, construction workers spend their incomes locally and construction firms purchase materials and supplies, supporting other Wyoming businesses. Unlike employment related to running the airport or employment attributed to airport tenants, capital investment related impacts and associated multiplier impacts are temporary in nature, lasting just over the life of the project.

Depending on the type of capital investment, the economic return may vary in terms of jobs, payroll, and output supported. For instance, the number of jobs supported either statewide or locally by capital equipment purchases may be less than the number of jobs supported by a taxiway extension. If the equipment is manufactured outside of Wyoming, then a high percentage of the expenditure for that equipment benefits the out-of-state manufacturer. On the other hand, the construction labor and the supplies needed to extend a taxiway would most likely be obtained locally and therefore would result in a higher portion of the expenditure benefitting the local market area and the state. Differentials in economic impacts between various types of capital investment were considered in this analysis.

Since economic impact studies provide a snapshot of economic benefits at the time the study is conducted, steps were taken to consider capital investment related spending over a longer timeframe since capital spending can vary significantly from year to year. This approach was taken so as to not devalue the economic impact of any airport that may not have a capital project underway at the time the economic impact study was conducted.

Capital Investment Economic Impacts from FAA, WYDOT, and Local Investment

For this study, 5 years of capital investment spending for each study airport was averaged to estimate initial capital spending impacts. Not only was total annual capital investment considered in this process, but also the nature of each airport's investment was reviewed. Information on total annual capital investment for each study airport was provided by the WYDOT Aeronautics Division.

Average annual capital investment for each airport is equivalent to economic "output". Using county-level data from the IMPLAN model, ratios of "output per job" and "payroll per job" for the appropriate construction-related industries were used to estimate initial jobs and payroll for airport capital investment. For each study airport, the estimated initial employment and payroll associated with average annual capital investment (output) are shown in Exhibit 2-6. The initial economic impacts and airport capital spending, shown in Exhibit 2-6, do not include the multiplier impacts on other sectors of the Wyoming economy.

Exhibit 2-6: Initial Economic Impacts of Average Annual Capital Investment by Airport

Airport	Code	Initial Employment	Initial Payroll	Initial Output
Commercial Service Airports				
Casper/Natrona County International Airport	CPR	11	\$755,970	\$1,822,630
Cheyenne Regional Airport-Jerry Olson Field	CYS	10	\$769,310	\$3,047,070
Gillette-Campbell County Airport	GCC	5	\$382,860	\$1,237,050
Jackson Hole Airport	JAC	63	\$4,335,360	\$9,749,380
Laramie Regional Airport	LAR	5	\$262,300	\$1,277,140
Riverton Regional Airport	RIW	8	\$407,240	\$2,034,960
Rock Springs-Sweetwater County Airport	RKS	9	\$730,640	\$2,046,760
Sheridan County Airport	SHR	12	\$723,190	\$2,912,790
Worland Municipal Airport	WRL	6	\$332,050	\$1,815,830
Yellowstone Regional Airport	COD	22	\$1,134,170	\$2,756,140
Business Airports				
Afton Municipal Airport	AFO	3	\$140,610	\$299,230
Converse County Airport	DGW	3	\$164,890	\$737,040
Evanston-Uinta County Burns Field	EVW	<1	\$58,850	\$244,040
Ralph Wenz Field	PNA	2	\$137,290	\$563,920
Shively Field	SAA	2	\$121,760	\$539,530
South Big Horn County Airport	GEY	11	\$587,610	\$3,241,410

Exhibit 2-6: Initial Economic Impacts of Average Annual Capital Investment by Airport

Airport	Code	Initial Employment	Initial Payroll	Initial Output
Intermediate Airports				
Buffalo-Johnson County Airport	BYG	3	\$168,810	\$789,130
Camp Guernsey Army Airfield	GUR	0	\$0	\$0
Hunt Field	LND	2	\$68,090	\$178,280
Kemmerer Municipal Airport	EMM	2	\$143,860	\$698,440
Miley Memorial Field	BPI	3	\$285,840	\$1,212,290
Mondell Field	ECS	3	\$142,890	\$512,490
Phifer Field	EAN	<1	\$28,260	\$94,100
Powell Municipal Airport	POY	1	\$83,880	\$288,740
Rawlins Municipal Airport-Harvey Field	RWL	2	\$96,250	\$205,350
Torrington Municipal Airport	TOR	<1	\$21,160	\$133,570
Local Airports				
Cokeville Municipal Airport	U06	0	\$0	\$0
Dixon Airport	DWX	<1	\$18,970	\$36,600
Dubois Municipal Airport	U25	1	\$56,150	\$115,410
Fort Bridger Airport	FBR	1	\$101,780	\$244,950
Hot Springs County-Thermopolis Municipal Airport	THP	14	\$534,010	\$1,252,410
Hulett Airport	W43	3	\$107,130	\$238,640
Lusk Municipal Airport	LSK	3	\$150,270	\$591,810
North Big Horn County Airport	U68	1	\$37,320	\$82,730
Pine Bluffs Municipal Airport	82V	2	\$156,490	\$322,720

Note: May not total due to rounding.

The initial economic activities associated with airport capital investment projects also create multiplier impacts in terms of output for other Wyoming businesses as well as employment and income for workers in other industries. Exhibit 2-7 presents **statewide** initial, multiplier and total economic impacts for airport capital investment activities. Statewide impacts shown in Exhibit 2-7 are based on the Wyoming state IMPLAN model and include all study airports.

Exhibit 2-7: Total Statewide Economic Impacts of Airport Capital Investment for All Airports (Based on State Model)

	Initial Impacts	Multiplier Impacts	Total Impacts
Employment	215	90	305
Payroll (millions)	\$13.2	\$4.2	\$17.5
Output (millions)	\$41.3	\$19.6	\$61.0

Note: May not total due to rounding.

Capital Investment Impacts from Wyoming Business Council Grants

In addition to FAA, WYDOT, and local investment, some Wyoming airports have also benefited from grants provided by the Wyoming Business Council. The Wyoming Business Council provides special funding for airport projects that support economic development. The Wyoming Business Council provided information on airport grants they have issued, which are summarized by airport in Exhibit 2-8. These grants were issued between 2004 and 2011. As shown in Exhibit 2-8, the Wyoming Business Council has issued grants to Wyoming airports totaling \$23.3 million over this period.

Exhibit 2-8: Airport Grants Provided by the Wyoming Business Council

Airport	Code	Year	Project	Grant
Camp Guernsey Army Airfield	GUR	2011	ARA-JTEC Robotics Program Building	\$495,640
Casper/Natrona County International Airport	CPR	2010	Casper/Natrona Co Int'l Airport Morgan St Improvements	\$1,493,580
Casper/Natrona County International Airport	CPR	2011	Casper/Natrona Co Int'l Airport Fiber Installation	\$617,480
Converse County Airport	DGW	2006	Aircraft Assembly Plant	\$1,500,000
Dubois Municipal Airport	U25	2011	Municipal Airport fuel Facility	\$249,630
Jackson Hole Airport	JAC	2009	Jackson Hole Airport Terminal Improvement Project	\$1,500,000
Jackson Hole Airport	JAC	2009	Jackson Hole Airport Terminal Improvement Project	\$1,500,000
Laramie Regional Airport	LAR	2005	Sewer Extension Project for Airport Business Park	\$1,467,070
Laramie Regional Airport	LAR	2007	Research Center Manufacturing Facility Building	\$1,867,500
Laramie Regional Airport	LAR	2009	LRA Office Park Development Phase II	\$1,500,000
Riverton Regional Airport	RIW	2005	Airport Industrial Park Development	\$621,000
Riverton Regional Airport	RIW	2006	Airport Industrial Park – Award 2	\$1,192,500
Rock Springs-Sweetwater County Airport	RKS	2011	Airport Water Infrastructure	\$1,000,000
Sheridan County Airport	SHR	2004	Infrastructure for Airport Commercial Park (EMIT and others)	\$1,494,000
Sheridan County Airport	SHR	2007	Airport Business Park Phase 1B	\$783,090
South Big Horn County Airport	GEY	2006	Airport Business Park Infrastructure	\$1,500,000
South Big Horn County Airport	GEY	2006	Airport hangar for B&G, Industries	\$3,000,000
Yellowstone Regional Airport	COD	2005	Infrastructure for Airport Business Park	\$1,500,000
Total				\$23,281,490

Note: May not total due to rounding.

Exhibits of economic impacts stemming from airport-related investment made by the Wyoming Business Council were developed using an approach similar to that described for FAA, WYDOT, and locally funded airport investment projects. Exhibit 2-9 presents the total **statewide** economic impacts that Wyoming has realized from grants awarded by the Wyoming Business Council from 2004 to 2011.

**Exhibit 2-9: Total Statewide Economic Impacts of Wyoming Business Council Grants
(Based on State Model)**

	Initial Impacts	Multiplier Impacts	Total Impacts
Employment	218	79	297
Payroll (millions)	\$10.8	\$3.5	\$14.3
Output (millions)	\$23.3	\$11.8	\$35.1

Note: May not total due to rounding.

As shown in Exhibit 2-9, the grants issued by the Wyoming Business Council have supported 297 jobs with payroll of \$14.3 million. The impact of the Wyoming Business Council investment grants on Wyoming's economy totaled \$35.1 million in business output.

2.6 SUMMARY OF STATEWIDE ECONOMIC IMPACTS FROM AIRPORT RELATED ACTIVITIES (ADMINISTRATION, TENANTS, AND CAPITAL INVESTMENT)

As the previous sections have shown, the types of on-airport activities that create economic benefits for Wyoming's economy relate to:

- Airport operation and administration;
- The economic activities of airport tenants; and
- Airport capital investment spending.

Exhibit 2-10 summarizes total statewide airport-related employment for all three categories (airport administration, airport tenants, and airport capital investment) for each study airport. Exhibit 2-11 summarizes total statewide payroll impacts for the three airport-related categories, and Exhibit 2-12 summarizes total statewide output impacts for all airport-related categories analyzed and measured in this study. The statewide impacts reported in Exhibit 2-10, Exhibit 2-11 and Exhibit 2-12 were estimated using the Wyoming state IMPLAN model and represent the sum of all initial and multiplier impacts.

**Exhibit 2-10: Total Statewide Employment Impacts of On-Airport Activities by Airport
(Based on State Model)**

Airport	Code	Initial Employment	Multiplier Employment	Total Employment
Commercial Service Airports				
Casper/Natrona County International Airport	CPR	292	124	416
Cheyenne Regional Airport-Jerry Olson Field	CYS	599	308	906
Gillette-Campbell County Airport	GCC	60	28	88
Jackson Hole Airport	JAC	433	204	636
Laramie Regional Airport	LAR	32	41	73
Riverton Regional Airport	RIW	47	23	70
Rock Springs-Sweetwater County Airport	RKS	64	26	90
Sheridan County Airport	SHR	104	82	186
Worland Municipal Airport	WRL	35	23	58
Yellowstone Regional Airport	COD	83	47	130
Commercial Service Airports Subtotal		1,748	905	2,654
Business Airports				
Afton Municipal Airport	AFO	57	15	72
Converse County Airport	DGW	7	2	9
Evanston-Uinta County Burns Field	EVW	5	2	7
Ralph Wenz Field	PNA	10	3	13
Shively Field	SAA	3	3	7
South Big Horn County Airport	GEY	36	20	56
Business Airports Subtotal		118	46	164
Intermediate Airports				
Buffalo-Johnson County Airport	BYG	6	2	8
Camp Guernsey Army Airfield	GUR	12	9	20
Hunt Field	LND	3	1	4
Kemmerer Municipal Airport	EMM	4	2	6
Miley Memorial Field	BPI	4	2	6
Mondell Field	ECS	5	2	7
Phifer Field	EAN	<1	<1	<1
Powell Municipal Airport	POY	4	2	5
Rawlins Municipal Airport-Harvey Field	RWL	11	3	14
Torrington Municipal Airport	TOR	9	13	23
Intermediate Airports Subtotal		58	36	95
Local Airports				
Cokeville Municipal Airport	U06	<1	<1	1
Dixon Airport	DWX	<1	<1	1
Dubois Municipal Airport	U25	3	2	5
Fort Bridger Airport	FBR	3	1	5
Hot Springs County-Thermopolis Municipal Airport	THP	18	5	23
Hulett Airport	W43	3	<1	4
Lusk Municipal Airport	LSK	3	<1	4
North Big Horn County Airport	U68	2	<1	3
Pine Bluffs Municipal Airport	82V	13	3	16
Local Airports Subtotal		49	14	63
Total of All Airports		1,974	1,002	2,975

Note: May not total due to rounding.

**Exhibit 2-11: Total Statewide Payroll Impacts of On-Airport Activities by Airport
(Based on State Model)**

Airport	Code	Initial Payroll	Multiplier Payroll	Total Payroll
Commercial Service Airports				
Casper/Natrona County International Airport	CPR	\$13,528,030	\$6,094,580	\$19,622,610
Cheyenne Regional Airport-Jerry Olson Field	CYS	\$68,018,990	\$12,084,160	\$80,103,150
Gillette-Campbell County Airport	GCC	\$2,238,090	\$1,365,520	\$3,603,610
Jackson Hole Airport	JAC	\$26,177,800	\$11,670,240	\$37,848,040
Laramie Regional Airport	LAR	\$1,686,130	\$1,560,890	\$3,247,010
Riverton Regional Airport	RIW	\$1,743,110	\$1,039,980	\$2,783,090
Rock Springs-Sweetwater County Airport	RKS	\$3,320,660	\$1,117,980	\$4,438,640
Sheridan County Airport	SHR	\$5,410,100	\$4,499,120	\$9,909,210
Worland Municipal Airport	WRL	\$1,714,360	\$871,780	\$2,586,130
Yellowstone Regional Airport	COD	\$3,522,010	\$2,170,040	\$5,692,050
Commercial Service Airports Subtotal		\$127,359,270	\$42,474,280	\$169,833,550
Business Airports				
Afton Municipal Airport	AFO	\$1,455,100	\$538,260	\$1,993,370
Converse County Airport	DGW	\$284,690	\$103,090	\$387,770
Evanston-Uinta County Burns Field	EVW	\$214,170	\$79,890	\$294,060
Ralph Wenz Field	PNA	\$485,830	\$160,170	\$646,000
Shively Field	SAA	\$224,040	\$183,180	\$407,230
South Big Horn County Airport	GEY	\$1,022,150	\$863,960	\$1,886,110
Business Airports Subtotal		\$3,685,980	\$1,928,560	\$5,614,540
Intermediate Airports				
Buffalo-Johnson County Airport	BYG	\$230,530	\$90,410	\$320,940
Camp Guernsey Army Airfield	GUR	\$759,400	\$313,600	\$1,073,000
Hunt Field	LND	\$114,940	\$63,170	\$178,110
Kemmerer Municipal Airport	EMM	\$238,960	\$81,310	\$320,270
Miley Memorial Field	BPI	\$321,850	\$136,910	\$458,760
Mondell Field	ECS	\$198,910	\$115,860	\$314,770
Phifer Field	EAN	\$32,760	\$9,830	\$42,580
Powell Municipal Airport	POY	\$171,170	\$69,900	\$241,070
Rawlins Municipal Airport-Harvey Field	RWL	\$467,670	\$113,290	\$580,960
Torrington Municipal Airport	TOR	\$388,300	\$517,930	\$906,230
Intermediate Airports Subtotal		\$2,924,480	\$1,512,210	\$4,436,690
Local Airports				
Cokeville Municipal Airport	U06	\$37,520	\$11,800	\$49,320
Dixon Airport	DWX	\$40,420	\$14,800	\$55,220
Dubois Municipal Airport	U25	\$156,210	\$91,810	\$248,020
Fort Bridger Airport	FBR	\$187,460	\$59,250	\$246,700
Hot Springs County-Thermopolis Municipal Airport	THP	\$583,360	\$161,090	\$744,450
Hulett Airport	W43	\$117,480	\$30,720	\$148,200
Lusk Municipal Airport	LSK	\$184,680	\$42,030	\$226,710
North Big Horn County Airport	U68	\$81,730	\$23,120	\$104,850
Pine Bluffs Municipal Airport	82V	\$444,510	\$110,440	\$554,950
Local Airports Subtotal		\$1,833,370	\$545,050	\$2,378,420
Total of All Airports		\$135,803,100	\$46,460,100	\$182,263,200

Note: May not total due to rounding.

**Exhibit 2-12: Total Statewide Economic Output Impacts of On-Airport Activities by Airport
(Based on State Model)**

Airport	Code	Initial Output	Multiplier Output	Total Output
Commercial Service Airports				
Casper/Natrona County International Airport	CPR	\$44,472,610	\$28,244,650	\$72,717,250
Cheyenne Regional Airport-Jerry Olson Field	CYS	\$105,788,930	\$45,386,610	\$151,175,540
Gillette-Campbell County Airport	GCC	\$10,460,620	\$5,863,880	\$16,324,500
Jackson Hole Airport	JAC	\$99,818,740	\$29,447,940	\$129,266,690
Laramie Regional Airport	LAR	\$16,311,580	\$11,082,850	\$27,394,430
Riverton Regional Airport	RIW	\$7,345,340	\$4,307,480	\$11,652,820
Rock Springs-Sweetwater County Airport	RKS	\$10,830,500	\$6,272,210	\$17,102,710
Sheridan County Airport	SHR	\$24,453,930	\$19,510,250	\$43,964,180
Worland Municipal Airport	WRL	\$7,787,240	\$5,519,800	\$13,307,040
Yellowstone Regional Airport	COD	\$13,250,270	\$7,695,630	\$20,945,890
Commercial Service Airports Subtotal		\$340,519,760	\$163,331,300	\$503,851,060
Business Airports				
Afton Municipal Airport	AFO	\$10,867,750	\$2,057,760	\$12,925,510
Converse County Airport	DGW	\$1,135,650	\$686,130	\$1,821,780
Evanston-Uinta County Burns Field	EVW	\$1,143,550	\$500,220	\$1,643,770
Ralph Wenz Field	PNA	\$2,382,940	\$550,000	\$2,932,940
Shively Field	SAA	\$1,429,410	\$1,111,880	\$2,541,290
South Big Horn County Airport	GEY	\$10,511,280	\$5,862,770	\$16,374,050
Business Airports Subtotal		\$27,470,580	\$10,768,760	\$38,239,340
Intermediate Airports				
Buffalo-Johnson County Airport	BYG	\$966,230	\$584,360	\$1,550,590
Camp Guernsey Army Airfield	GUR	\$5,644,900	\$1,275,070	\$6,919,960
Hunt Field	LND	\$693,080	\$251,540	\$944,610
Kemmerer Municipal Airport	EMM	\$982,600	\$437,510	\$1,420,120
Miley Memorial Field	BPI	\$1,320,290	\$507,960	\$1,828,250
Mondell Field	ECS	\$767,990	\$410,360	\$1,178,350
Phifer Field	EAN	\$107,600	\$61,800	\$169,400
Powell Municipal Airport	POY	\$464,510	\$269,150	\$733,660
Rawlins Municipal Airport-Harvey Field	RWL	\$984,480	\$565,310	\$1,549,790
Torrington Municipal Airport	TOR	\$1,870,880	\$2,965,590	\$4,836,480
Intermediate Airports Subtotal		\$13,802,560	\$7,328,650	\$21,131,210
Local Airports				
Cokeville Municipal Airport	U06	\$112,110	\$63,480	\$175,590
Dixon Airport	DWX	\$100,730	\$75,290	\$176,020
Dubois Municipal Airport	U25	\$460,510	\$371,640	\$832,150
Fort Bridger Airport	FBR	\$572,890	\$331,040	\$903,920
Hot Springs County-Thermopolis Municipal Airport	THP	\$1,389,450	\$720,900	\$2,110,350
Hulett Airport	W43	\$269,710	\$119,550	\$389,250
Lusk Municipal Airport	LSK	\$695,010	\$311,020	\$1,006,020
North Big Horn County Airport	U68	\$215,930	\$124,530	\$340,470
Pine Bluffs Municipal Airport	82V	\$1,077,420	\$414,750	\$1,492,170
Local Airports Subtotal		\$4,893,760	\$2,532,180	\$7,425,940
Total of All Airports		\$386,686,660	\$183,960,890	\$570,647,550

Note: May not total due to rounding.

As summarized in Exhibit 2-10, Exhibit 2-11 and Exhibit 2-12, when all initial impacts and statewide multiplier impacts are considered, aviation-related activities at Wyoming's commercial and general aviation airports support an estimated 2,975 jobs with an annual payroll of \$182.3 million. Total annual output for these activities for all commercial and general aviation airports is estimated at \$570.6 million. See Appendix A, Exhibits A-1 to A-3, for supporting data on initial, multiplier and total local impacts by airport, based on local models.

Previous tables in this report provided each airport's individual estimate of initial employment for the following categories:

- Airport administration, operations, and maintenance
- Airport tenants/businesses
- Capital investment

In order to maintain the confidentiality of survey respondents, initial payroll and output is not presented by airport for the individual on-airport impact categories: airport administration, airport tenants, and capital investment. Exhibit 2-13 provides information for individual study airports in terms of combined payroll and output for the three on-airport economic impact categories. Exhibit 2-13 presents each airport's statewide employment, payroll, and output impacts from on-airport activities based on the Wyoming state IMPLAN model.

Exhibit 2-14 presents each airport's total **local** economic impact for airport administration, airport tenants, and capital investment based on county-level IMPLAN models. The individual local airport impacts presented in Exhibit 2-14 should not be summed. The multiplier impacts at the local level are lower than statewide multiplier impacts for the reasons described previously.

**Exhibit 2-13: Total Statewide On-Airport Economic Impacts by Airport
(Based on State Model)**

Airport	Code	Total Employment	Total Payroll	Total Output
Commercial Service Airports				
Casper/Natrona County International Airport	CPR	416	\$19,622,610	\$72,717,250
Cheyenne Regional Airport-Jerry Olson Field	CYS	906	\$80,103,150	\$151,175,540
Gillette-Campbell County Airport	GCC	88	\$3,603,610	\$16,324,500
Jackson Hole Airport	JAC	636	\$37,848,040	\$129,266,690
Laramie Regional Airport	LAR	73	\$3,247,010	\$27,394,430
Riverton Regional Airport	RIW	70	\$2,783,090	\$11,652,820
Rock Springs-Sweetwater County Airport	RKS	90	\$4,438,640	\$17,102,710
Sheridan County Airport	SHR	186	\$9,909,210	\$43,964,180
Worland Municipal Airport	WRL	58	\$2,586,130	\$13,307,040
Yellowstone Regional Airport	COD	130	\$5,692,050	\$20,945,890
Commercial Service Airports Subtotal		2,654	\$169,833,550	\$503,851,060
Business Airports				
Afton Municipal Airport	AFO	72	\$1,993,370	\$12,925,510
Converse County Airport	DGW	9	\$387,770	\$1,821,780
Evanston-Uinta County Burns Field	EVW	7	\$294,060	\$1,643,770
Ralph Wenz Field	PNA	13	\$646,000	\$2,932,940
Shively Field	SAA	7	\$407,230	\$2,541,290
South Big Horn County Airport	GEY	56	\$1,886,110	\$16,374,050
Business Airports Subtotal		164	\$5,614,540	\$38,239,340
Intermediate Airports				
Buffalo-Johnson County Airport	BYG	8	\$320,940	\$1,550,590
Camp Guernsey Army Airfield	GUR	20	\$1,073,000	\$6,919,960
Hunt Field	LND	4	\$178,110	\$944,610
Kemmerer Municipal Airport	EMM	6	\$320,270	\$1,420,120
Miley Memorial Field	BPI	6	\$458,760	\$1,828,250
Mondell Field	ECS	7	\$314,770	\$1,178,350
Phifer Field	EAN	<1	\$42,580	\$169,400
Powell Municipal Airport	POY	5	\$241,070	\$733,660
Rawlins Municipal Airport-Harvey Field	RWL	14	\$580,960	\$1,549,790
Torrington Municipal Airport	TOR	23	\$906,230	\$4,836,480
Intermediate Airports Subtotal		95	\$4,436,690	\$21,131,210
Local Airports				
Cokeville Municipal Airport	U06	1	\$49,320	\$175,590
Dixon Airport	DWX	1	\$55,220	\$176,020
Dubois Municipal Airport	U25	5	\$248,020	\$832,150
Fort Bridger Airport	FBR	5	\$246,700	\$903,920
Hot Springs County-Thermopolis Municipal Airport	THP	23	\$744,450	\$2,110,350
Hulett Airport	W43	4	\$148,200	\$389,250
Lusk Municipal Airport	LSK	4	\$226,710	\$1,006,020
North Big Horn County Airport	U68	3	\$104,850	\$340,470
Pine Bluffs Municipal Airport	82V	16	\$554,950	\$1,492,170
Local Airports Subtotal		63	\$2,378,420	\$7,425,940
Total of All Airports		2,975	\$182,263,200	\$570,647,550

Note: May not total due to rounding.

**Exhibit 2-14: Total Local On-Airport Economic Impacts by Airport
(Based on Local Models)**

Airport	Code	Total Employment	Total Payroll	Total Output
Commercial Service Airports				
Casper/Natrona County International Airport	CPR	401	\$18,598,310	\$59,559,460
Cheyenne Regional Airport-Jerry Olson Field	CYS	900	\$79,697,320	\$148,045,940
Gillette-Campbell County Airport	GCC	82	\$3,179,960	\$13,143,320
Jackson Hole Airport	JAC	626	\$37,228,390	\$124,979,760
Laramie Regional Airport	LAR	62	\$2,544,510	\$19,389,990
Riverton Regional Airport	RIW	68	\$2,631,460	\$10,001,890
Rock Springs-Sweetwater County Airport	RKS	86	\$4,189,720	\$13,737,600
Sheridan County Airport	SHR	173	\$9,052,930	\$33,557,020
Worland Municipal Airport	WRL	52	\$2,223,310	\$9,840,590
Yellowstone Regional Airport	COD	126	\$5,441,090	\$18,798,080
Business Airports				
Afton Municipal Airport	AFO	71	\$1,918,870	\$12,602,940
Converse County Airport	DGW	8	\$324,000	\$1,293,580
Evanston-Uinta County Burns Field	EVW	6	\$268,660	\$1,463,470
Ralph Wenz Field	PNA	13	\$615,540	\$2,791,440
Shively Field	SAA	6	\$334,560	\$2,143,730
South Big Horn County Airport	GEY	48	\$1,340,640	\$12,013,620
Intermediate Airports				
Buffalo-Johnson County Airport	BYG	7	\$268,070	\$1,126,180
Camp Guernsey Army Airfield	GUR	19	\$963,310	\$6,424,220
Hunt Field	LND	4	\$169,690	\$849,930
Kemmerer Municipal Airport	EMM	6	\$302,820	\$1,236,520
Miley Memorial Field	BPI	6	\$438,400	\$1,684,260
Mondell Field	ECS	6	\$276,790	\$1,030,250
Phifer Field	EAN	<1	\$38,500	\$130,340
Powell Municipal Airport	POY	5	\$232,330	\$650,820
Rawlins Municipal Airport-Harvey Field	RWL	14	\$550,710	\$1,394,940
Torrington Municipal Airport	TOR	17	\$617,460	\$2,707,010
Local Airports				
Cokeville Municipal Airport	U06	1	\$46,510	\$150,290
Dixon Airport	DWX	1	\$50,710	\$152,700
Dubois Municipal Airport	U25	5	\$235,360	\$680,700
Fort Bridger Airport	FBR	5	\$231,120	\$795,910
Hot Springs County-Thermopolis Municipal Airport	THP	22	\$680,570	\$1,798,530
Hulett Airport	W43	4	\$139,760	\$345,440
Lusk Municipal Airport	LSK	4	\$201,790	\$753,650
North Big Horn County Airport	U68	3	\$94,400	\$275,610
Pine Bluffs Municipal Airport	82V	16	\$547,130	\$1,443,250

Note: May not total due to rounding.

2.7 STATEWIDE ECONOMIC IMPACTS OF AIR VISITORS

Wyoming airports generate additional economic impacts by facilitating the transportation of visitors to the state. Visitors who arrive in Wyoming on either scheduled commercial airline flights or general aviation aircraft create economic benefits for Wyoming by spending money. Wyoming attracts visitors from around the U.S. and the world. Visitors come to Wyoming for many reasons including: business and conventions; vacation and leisure; military duties; visits with friends and family; and a variety of other reasons.

Spending by visitors to Wyoming varies by type of visitor and trip purpose. Given the distance between many Wyoming communities, business travelers often use general aviation aircraft to make day trips within the state. In this analysis, when a business trip is made between Cody and Cheyenne using aviation these travelers are considered to be “visitors” because they live outside the market area of their destination city. Visitors who make day trips on general aviation aircraft spend the least of all visitors considered in this analysis. Visitors coming to Wyoming to see friends and family spend the least, on a per trip basis, compared to other overnight visitors who arrive on commercial airlines and spend more money on lodging and restaurant meals.

Visitors who travel to Wyoming by air create significant economic benefits for Wyoming. All airports accommodate visitors that arrive on general aviation aircraft, and Wyoming benefits from visitors who travel to the state on commercial airline flights. The following sections discuss statewide spending by visitors using both scheduled commercial airlines and general aviation aircraft for their travel needs.

Statewide Spending by Visitors Arriving on Scheduled Commercial Airlines

Surveys of Visiting Airline Passengers

For this study, surveys of departing commercial airline passengers were conducted at the commercial airports. Airports helped to distribute surveys to both resident and visitor travelers for several multi-day periods from October 2012 through July 2013. Nine of the ten commercial airports participated in distributing the passenger surveys. Since Jackson Hole Airport conducts its own passenger surveys two times each year, this airport supplied its own information on patterns for visitor expenditures. As a result, comparative visitor information for Jackson Hole Airport is not available in all instances.

Passenger surveys requested information on trip purpose, length of stay, and total trip spending by expenditure category. Highlights from the passenger survey are summarized as follows:

- A total of 1,483 commercial visitor surveys were completed by individual passengers, representing a total of 2,135 visitors.
- Statewide, for completed visitor surveys, 34 percent of the visitors reported they were traveling for business, 49 percent indicated they were traveling for leisure; and the remaining 17 percent indicated travel for other reasons such as traveling to school or for military reasons.
- Each airport’s percent of travel by trip type varied. Rock Springs-Sweetwater County Airport had the highest percent of reported business travel at 62 percent, while Yellowstone Regional Airport had the lowest percent of visitor business travel at 14.

- Sheridan County Airport visitors reported the highest percentage of leisure travel at 69 percent while the lowest percent of leisure travel was 31 percent reported at Rock Springs-Sweetwater County Airport.
- The surveys showed that on average visitors who fly to Wyoming on a commercial airline stay for 4.6 days. Jackson Hole had the longest average visitor stay, reported at 6.4 days; and Cheyenne Regional Airport-Jerry Olson Field had the shortest reported average visitor stay at 4.2 days.

Using survey results, visitor spending was estimated for five categories: ground transportation, accommodations, food & beverage, recreational activity, and retail purchases. In some cases, the survey results were supplemented with data from other surveys or studies conducted by local chambers of commerce or other local travel/tourism groups. When a visitor arrives in Wyoming on a commercial air carrier, each visitor typically has expenditures in a variety of categories as follows:

- **Ground Transportation.** Visitors arriving on a commercial airline often have expenditures for ground transportation services once they arrive at their destination in Wyoming. These expenditures could be for rental cars, taxis, shuttles, or other types of ground transportation.
- **Accommodations.** Visitors, depending on their length of stay, also have expenditures for hotels or other similar types of overnight accommodations. Some vacation travelers may also rent homes or condominiums. Visitors who travel to Wyoming to visit friends and family may not have expenditures in this category.
- **Food & Beverage.** Visitors almost always have expenditures for food and beverages, which may vary by length of stay and type of visitor.
- **Recreational Activity.** Visitors who travel for vacation, and sometimes for business travel, spend money for various types of recreational activities. While staying in Wyoming, visitors may spend money to hunt, play golf, bike, hike, ski, fish, or attend sports events, concerts, and other activities.
- **Retail Purchases.** Visitors also may spend money on various types of retail purchases. Since many retail items purchased by visitors are often not manufactured in Wyoming, spending in the retail category has less of an impact on the state and local economies than does visitor spending in other categories.

Visitor survey results showed that, on average, each commercial visitor to Wyoming spends an estimated \$1,462 per trip. When spending by visitors arriving in Wyoming via Jackson Hole Airport is removed from the calculation, average visitor spending per trip decreases to \$631 on a per visitor, per trip basis. The highest average visitor spending on a per trip basis was reported for Jackson Hole at \$1,809 per traveler, per trip. The lowest average spending on a per visitor, per trip basis was reported for Worland Municipal Airport at \$454.

Commercial Airline Visitor Spending

For each airport, average spending by visitor on a per trip basis was applied to estimates of annual air visitors to calculate total annual commercial visitor spending for each study airport. Estimates of annual commercial visitor spending by airport are shown in Exhibit 2-15.

Enplaned or boarding commercial airline passengers for each of the commercial airports are comprised of residents from the local area and visitors. The economic impacts of resident air passengers are reflected in the previously discussed airport-related economic impacts.

Information on the percent of each airport's enplaned passengers that are visitors was obtained primarily from the U.S. Department of Transportation (USDOT) Origination and Destination (O&D) Passenger Survey. The percent of visiting versus resident (or local) enplaned passengers for Jackson Hole Airport was obtained directly from data supplied by the airport. Annual 2013 enplanements for Wyoming's commercial airports were estimated based on actual monthly enplanements through October 2013 from data provided by the WYDOT Aeronautics Division.

Estimated 2013 commercial airline enplanements, the percent of enplanements that are visitors, and annual estimated commercial airline visitors for each commercial service airport are shown in Exhibit 2-15. Overall, 374,300 visitors traveled to Wyoming on scheduled commercial airline service in 2013. Exhibit 2-15 also presents total estimated statewide commercial visitor spending as well as estimated visitor spending by airport.

Exhibit 2-15: Annual Commercial Air Service Visitors and Visitor Spending by Airport

Commercial Airport	Code	Total Enplanements*	% Visitors	Total Visitors	Total Visitor Spending
Casper/Natrona County Int'l Airport	CPR	97,932	43.2%	42,341	\$29,427,120
Cheyenne Regional Airport-Jerry Olson Field	CYS	10,836	52.8%	5,719	\$3,099,800
Gillette-Campbell County Airport	GCC	27,466	41.2%	11,327	\$6,773,620
Jackson Hole Airport	JAC	293,121	90.0%	263,809	\$477,494,750
Laramie Regional Airport	LAR	12,725	52.9%	6,725	\$4,411,890
Riverton Regional Airport	RIW	13,599	53.5%	7,282	\$3,473,370
Rock Springs-Sweetwater County Airport	RKS	23,993	43.1%	10,352	\$6,138,480
Sheridan County Airport	SHR	14,190	56.0%	7,944	\$4,329,210
Worland Municipal Airport	WRL	2,801	50.5%	1,414	\$640,690
Yellowstone Regional Airport	COD	30,536	57.0%	17,413	\$11,457,700
Total All Commercial Airports		527,200	71.0%	374,326	\$547,246,650

Note: May not total due to rounding.

**Represents 12 months of enplanements for 2013.*

Estimates of Jobs and Payroll Supported by Commercial Visitor Spending

Data from the Wyoming county-level IMPLAN models were used to estimate the number of initial jobs and payroll supported by the commercial visitor spending associated with each airport. Ratios of “output per employee” and “payroll per employee” for each industry sector were applied to the individual spending category estimates (hotel/lodging, food and beverage, retail, local ground transportation and entertainment/recreation) to estimate jobs and payroll.

Exhibit 2-16 summarizes the **statewide** initial, multiplier, and total economic impacts of visitors who arrive in Wyoming on a commercial airline. Statewide economic impacts for commercial visitors were based on the Wyoming state economic model.

**Exhibit 2-16: Total Statewide Economic Impacts of Commercial Airline Visitors
(Based on State Model)**

	Initial Impacts	Multiplier Impacts	Total Impacts
Employment	7,073	1,365	8,438
Payroll (millions)	\$228.6	\$89.4	\$318.0
Output (millions)	\$547.2	\$200.3	\$747.6

Note: May not total due to rounding.

For individual airports, both the statewide and local economic impacts of commercial air visitors were estimated. Exhibit 2-17 presents the **statewide** commercial visitor impacts for each of the commercial airports based on the Wyoming state IMPLAN model. See Appendix A, Exhibits A-4 to A-6, for supporting data on the initial, multiplier and total impacts of commercial visitors, based on the state model. Exhibit 2-18 summarizes the local economic impacts of each airport's commercial visitors based on the county specific IMPLAN models.

**Exhibit 2-17: Statewide Economic Impacts of Commercial Airline Visitors by Airport
(Based on State Model)**

Commercial Airport	Code	Total Employment	Total Payroll	Total Output
Casper/Natrona County Int'l Airport	CPR	504	\$16,326,710	\$43,359,950
Cheyenne Regional Airport-Jerry Olson Field	CYS	57	\$1,595,350	\$4,750,850
Gillette-Campbell County Airport	GCC	126	\$3,324,470	\$10,017,420
Jackson Hole Airport	JAC	7,164	\$281,971,650	\$643,613,150
Laramie Regional Airport	LAR	83	\$2,236,650	\$6,783,430
Riverton Regional Airport	RIW	66	\$1,732,020	\$5,273,140
Rock Springs-Sweetwater County Airport	RKS	105	\$2,832,670	\$8,393,750
Sheridan County Airport	SHR	79	\$2,412,560	\$6,830,310
Worland Municipal Airport	WRL	12	\$325,250	\$1,000,370
Yellowstone Regional Airport	COD	242	\$5,239,800	\$17,536,500
Total All Commercial Airports		8,438	\$317,997,140	\$747,558,880

Note: May not total due to rounding.

**Exhibit 2-18: Local Economic Impacts of Commercial Airline Visitors by Airport
(Based on Local Models)**

Commercial Airport	Code	Total Employment	Total Payroll	Total Output
Casper/Natrona County Int'l Airport	CPR	498	\$15,996,000	\$41,167,000
Cheyenne Regional Airport-Jerry Olson Field	CYS	56	\$1,561,000	\$4,593,000
Gillette-Campbell County Airport	GCC	122	\$3,049,000	\$9,090,000
Jackson Hole Airport	JAC	7,111	\$278,624,000	\$629,627,000
Laramie Regional Airport	LAR	81	\$2,107,000	\$6,217,000
Riverton Regional Airport	RIW	65	\$1,677,000	\$5,032,000
Rock Springs-Sweetwater County Airport	RKS	104	\$2,728,000	\$7,942,000
Sheridan County Airport	SHR	78	\$2,353,000	\$6,501,000
Worland Municipal Airport	WRL	12	\$295,000	\$907,000
Yellowstone Regional Airport	COD	240	\$5,063,000	\$16,860,000

Note: May not total due to rounding.

Since state multiplier impacts are greater than local multiplier impacts, for the reasons described previously, the individual airport economic impacts presented in Exhibit 2-18 should not be summed. See Appendix A, Exhibits A-7 to A-9, for supporting data on initial, multiplier and total impacts of commercial visitors, based on the local county-based IMPLAN models.

Statewide Spending by Visitors Arriving on General Aviation Aircraft

All of the study airports, both commercial and general aviation, serve visitors who arrive in Wyoming on general aviation aircraft. Similar to visitors who use commercial airline service, visitors who use general aviation aircraft may be traveling for business, vacation or personal reasons. All Wyoming airports included in this study have facilities to accommodate visiting general aviation aircraft. Travelers may use general aviation aircraft that they own, rent, lease, or charter because it enables them to fly to an airport that is closer to their ultimate destination and they can fly on their own schedule rather than the airline's flight schedule. In today's environment of reduced flight schedules and airline consolidation, general aviation often offers passengers travel time savings and increased efficiency.

Unlike commercial airline travelers, there are no data sources for identifying the number of visitors who arrive in Wyoming each year on general aviation aircraft. In fact, since most of the airports included in this analysis do not have an air traffic control tower, actual counts of total annual take-offs and landings by general aviation aircraft are not available.

For this study, a considerable amount of effort was invested in developing estimates of general aviation visitors for all study airports. The goal was to develop reasonable estimates of each airport's annual general aviation visitors.

To estimate general aviation visitors, each study airport was asked to provide an estimate of their weekly general aviation aircraft arrivals/departures that accommodate visitors. For this study, visiting general aviation aircraft were considered to be aircraft that are not based at the airport. In addition, only visiting

aircraft whose occupants disembarked and left the airport for some period of time were considered in the estimation of general aviation visitors.

Estimates of weekly visiting general aviation departures were translated into annual visiting general aviation departures. Annual estimates were compared to estimates of each airport's total annual operations and to the portion of each airport's operations that are estimated to be "itinerant" in nature. Information for these comparisons was obtained from FAA Form 5010. FAA defines an itinerant operation as one that leaves the airport's local airspace. Itinerant operations may be performed by aircraft that are based at the airport as well as aircraft that are visiting in nature. This validation process resulted in revisions to some estimates of weekly visiting general aviation aircraft submitted by study airports. For this study, estimates of general aviation visitors were based exclusively on the portion of each airport's departures that are truly visiting in nature. Therefore, visiting aircraft departures are only a portion of total annual itinerant departures at each study airport.

Airport estimates of visiting general aviation aircraft departures were also reviewed by staff from the WYDOT Aeronautics Division and the FAA. Additional refinements were made to the visiting aircraft estimates based on the input from the two agencies.

Each airport also provided an estimate of the mix of aircraft types for their visiting general aviation aircraft, i.e., single-engine, multi-engine, and jet. The general aviation aircraft fleet mix provided by the airports was again reviewed and adjusted, as needed, based on input from the WYDOT Aeronautics Division and the FAA. In addition, information from the FAA's Traffic Flow Management System Counts (TFMSC) was reviewed and compared to the visiting fleet mix provided by each airport. The TFMSC database provides aircraft operations counts by aircraft type for flights where the pilot filed a flight plan with the FAA. TFMSC data were used to help verify and refine, as needed, the visiting general aviation aircraft fleet mix for some airports.

Study airports also provided information on the number of general aviation visitors (pilots and passengers) that typically arrive on single-engine, multi-engine, and jet aircraft at their airport. Using the annual operating fleet mix for visiting general aviation aircraft and the airport generated estimates of visitors per aircraft type, estimates of annual general aviation visitors for study airports were developed.

Exhibit 2-19 shows the estimated 2013 annual general aviation visitors for each study airport. For 2013, an estimated 148,600 visitors used general aviation aircraft to visit Wyoming. These estimates were verified by all study airports before they were used to estimate annual economic impacts in the general aviation visitor category.

Exhibit 2-19: Estimated Annual General Aviation Visitors and Visitor Spending by Airport

Airport	Code	Total General Aviation Visitors	Total Annual General Aviation Visitor Spending
Commercial Service Airports			
Casper/Natrona County International Airport	CPR	15,624	\$4,818,160
Cheyenne Regional Airport-Jerry Olson Field	CYS	9,245	\$2,746,800
Gillette-Campbell County Airport	GCC	15,950	\$4,578,120
Jackson Hole Airport	JAC	17,980	\$15,930,280
Laramie Regional Airport	LAR	6,275	\$1,718,770
Riverton Regional Airport	RIW	3,895	\$1,090,100
Rock Springs-Sweetwater County Airport	RKS	16,735	\$4,196,230
Sheridan County Airport	SHR	13,500	\$4,678,590
Worland Municipal Airport	WRL	1,715	\$573,630
Yellowstone Regional Airport	COD	12,285	\$4,454,240
Commercial Service Airports Subtotal		113,204	\$44,784,930
Business Airports			
Afton Municipal Airport	AFO	3,850	\$261,800
Converse County Airport	DGW	1,897	\$313,010
Evanston-Uinta County Burns Field	EVW	2,400	\$427,200
Ralph Wenz Field	PNA	2,650	\$421,350
Shively Field	SAA	6,825	\$1,467,380
South Big Horn County Airport	GEY	635	\$58,420
Business Airports Subtotal		18,257	\$2,949,150
Intermediate Airports			
Buffalo-Johnson County Airport	BYG	1,325	\$182,850
Camp Guernsey Army Airfield	GUR	396	\$26,140
Hunt Field	LND	3,060	\$477,360
Kemmerer Municipal Airport	EMM	554	\$38,230
Miley Memorial Field	BPI	2,380	\$147,560
Mondell Field	ECS	1,640	\$155,800
Phifer Field	EAN	315	\$18,720
Powell Municipal Airport	POY	540	\$63,180
Rawlins Municipal Airport-Harvey Field	RWL	1,875	\$206,250
Torrington Municipal Airport	TOR	615	\$78,720
Intermediate Airports Subtotal		12,700	\$1,394,800
Local Airports			
Cokeville Municipal Airport	U06	10	\$480
Dixon Airport	DWX	350	\$38,500
Dubois Municipal Airport	U25	330	\$36,000
Fort Bridger Airport	FBR	750	\$34,500
Hot Springs County-Thermopolis Municipal Airport	THP	400	\$56,800
Hulett Airport	W43	716	\$65,870
Lusk Municipal Airport	LSK	310	\$19,220
North Big Horn County Airport	U68	350	\$33,200
Pine Bluffs Municipal Airport	82V	1,205	\$69,890
Local Airports Subtotal		4,421	\$354,460
Total of All Airports		148,582	\$49,483,340

Note: May not total due to rounding.

As noted, visitors travel to Wyoming for a variety of reasons. The biggest distinction between visitors who travel on commercial airlines versus those that use general aviation is that many trips by general aviation visitors, especially those traveling for business reasons, are day trips. This characteristic of general aviation travel was taken into account when developing estimates of general aviation visitor spending for each study airport.

Data obtained from surveys of general aviation visitors conducted for this study were used to develop estimates of day trips versus overnight trips for individual study airports. Surveys of general aviation visitors showed that 54 percent of all general aviation visitors who are traveling for business stay only for the day and 21 percent of all general aviation visitors coming for leisure related trips stay for a single day.

Results from study surveys also helped to establish a distribution of trip purpose for each study airport and to develop estimates of total spending by trip type. Airports in urban and more developed areas of the state were found to have a higher percentage of business-related visitors than airports in more rural areas. Airports located near recreational and ski areas had the highest percentage of leisure related trips. Information collected from the surveys conducted for this study was also supplemented with data from statewide studies on tourism in Wyoming to develop estimates of visitor spending by trip type.

Estimated statewide annual general aviation visitor spending for study airports is presented in Exhibit 2-20. Similar to visitors who arrive on commercial airlines, county-level IMPLAN ratios for specific spending categories were used to estimate the number of initial jobs and payroll associated with the initial visitor spending (output). The total **statewide** economic impacts presented in Exhibit 2-20 were developed based on the Wyoming state IMPLAN model.

**Exhibit 2-20: Total Statewide Economic Impacts of General Aviation Visitors
(Based on State Model)**

	Initial Impacts	Multiplier Impacts	Total Impacts
Employment	695	159	855
Payroll (millions)	\$18.3	\$7.8	\$26.1
Output (millions)	\$49.5	\$21.7	\$71.2

Note: May not total due to rounding.

Exhibit 2-20 summarizes the total **statewide** economic impacts that result from general aviation visitors to Wyoming. Estimates of statewide and local employment, payroll, and output impacts from general aviation visitors for individual study airports are presented in Exhibit 2-21 and Exhibit 2-22. The statewide economic impacts shown in Exhibits 2-20 and 2-21 are based on the Wyoming state IMPLAN model. See Appendix A, Exhibits A-10 to A-12, for supporting data on the initial, multiplier, and total impacts of general aviation visitors, based on the state model.

Local economic impacts from general aviation visitor spending shown in Exhibit 2-22 were developed using county-level IMPLAN models. See Appendix A, Exhibits A-13 to A-15, for supporting data on the initial, multiplier, and total impacts of general aviation visitors, based on the local county-based model.

**Exhibit 2-21: Total Statewide Economic Impacts of General Aviation Visitors by Airport
(Based on State Model)**

Airport	Code	Total Employment	Total Payroll	Total Output
Commercial Service Airports				
Casper/Natrona County International Airport	CPR	82	\$2,702,470	\$7,195,170
Cheyenne Regional Airport-Jerry Olson Field	CYS	51	\$1,398,520	\$4,258,420
Gillette-Campbell County Airport	GCC	86	\$2,239,660	\$6,781,000
Jackson Hole Airport	JAC	231	\$9,499,950	\$21,057,790
Laramie Regional Airport	LAR	32	\$869,980	\$2,646,430
Riverton Regional Airport	RIW	21	\$547,830	\$1,665,610
Rock Springs-Sweetwater County Airport	RKS	72	\$1,939,760	\$5,747,550
Sheridan County Airport	SHR	85	\$2,618,490	\$7,398,040
Worland Municipal Airport	WRL	11	\$294,500	\$899,090
Yellowstone Regional Airport	COD	95	\$2,015,440	\$6,842,230
Commercial Service Airports Subtotal		765	\$24,126,600	\$64,491,320
Business Airports				
Afton Municipal Airport	AFO	6	\$85,950	\$377,780
Converse County Airport	DGW	6	\$141,210	\$449,800
Evanston-Uinta County Burns Field	EVW	8	\$174,800	\$597,030
Ralph Wenz Field	PNA	7	\$204,280	\$575,350
Shively Field	SAA	28	\$606,090	\$2,025,540
South Big Horn County Airport	GEY	1	\$21,970	\$86,320
Business Airports Subtotal		56	\$1,234,290	\$4,111,810
Intermediate Airports				
Buffalo-Johnson County Airport	BYG	4	\$78,060	\$276,990
Camp Guernsey Army Airfield	GUR	<1	\$10,340	\$38,800
Hunt Field	LND	9	\$235,980	\$728,210
Kemmerer Municipal Airport	EMM	<1	\$12,550	\$55,170
Miley Memorial Field	BPI	3	\$68,550	\$202,620
Mondell Field	ECS	3	\$70,590	\$222,790
Phifer Field	EAN	<1	\$7,410	\$27,810
Powell Municipal Airport	POY	1	\$28,500	\$97,440
Rawlins Municipal Airport-Harvey Field	RWL	4	\$83,850	\$288,180
Torrington Municipal Airport	TOR	2	\$31,200	\$115,640
Intermediate Airports Subtotal		27	\$627,030	\$2,053,650
Local Airports				
Cokeville Municipal Airport	U06	<1	\$160	\$690
Dixon Airport	DWX	<1	\$15,650	\$53,800
Dubois Municipal Airport	U25	<1	\$17,240	\$54,940
Fort Bridger Airport	FBR	<1	\$12,750	\$48,200
Hot Springs County-Thermopolis Municipal Airport	THP	1	\$26,300	\$83,960
Hulett Airport	W43	1	\$28,940	\$93,430
Lusk Municipal Airport	LSK	<1	\$8,010	\$25,410
North Big Horn County Airport	U68	<1	\$12,490	\$49,080
Pine Bluffs Municipal Airport	82V	1	\$35,310	\$108,190
Local Airports Subtotal		7	\$156,850	\$517,700
Total of All Airports		855	\$26,144,760	\$71,174,480

Note: May not total due to rounding.

**Exhibit 2-22: Local Economic Impacts of General Aviation Visitors by Airport
(Based on Local Models)**

Airport	Code	Total Employment	Total Payroll	Total Output
Commercial Service Airports				
Casper/Natrona County International Airport	CPR	81	\$2,645,010	\$6,814,670
Cheyenne Regional Airport-Jerry Olson Field	CYS	50	\$1,366,310	\$4,110,610
Gillette-Campbell County Airport	GCC	83	\$2,052,280	\$6,149,850
Jackson Hole Airport	JAC	230	\$9,399,050	\$20,634,770
Laramie Regional Airport	LAR	32	\$818,990	\$2,424,290
Riverton Regional Airport	RIW	20	\$530,420	\$1,588,340
Rock Springs-Sweetwater County Airport	RKS	71	\$1,867,870	\$5,435,670
Sheridan County Airport	SHR	84	\$2,553,600	\$7,040,070
Worland Municipal Airport	WRL	10	\$266,850	\$814,630
Yellowstone Regional Airport	COD	94	\$1,945,650	\$6,575,680
Business Airports				
Afton Municipal Airport	AFO	6	\$80,110	\$362,770
Converse County Airport	DGW	5	\$119,800	\$384,710
Evanston-Uinta County Burns Field	EVW	8	\$168,770	\$574,220
Ralph Wenz Field	PNA	7	\$186,160	\$530,010
Shively Field	SAA	27	\$568,320	\$1,916,640
South Big Horn County Airport	GEY	1	\$18,600	\$76,290
Intermediate Airports				
Buffalo-Johnson County Airport	BYG	3	\$63,780	\$236,540
Camp Guernsey Army Airfield	GUR	<1	\$9,000	\$34,860
Hunt Field	LND	9	\$228,370	\$694,700
Kemmerer Municipal Airport	EMM	<1	\$11,700	\$52,970
Miley Memorial Field	BPI	2	\$61,910	\$186,090
Mondell Field	ECS	3	\$62,510	\$201,960
Phifer Field	EAN	<1	\$6,450	\$24,990
Powell Municipal Airport	POY	1	\$27,490	\$93,640
Rawlins Municipal Airport-Harvey Field	RWL	4	\$78,170	\$271,880
Torrington Municipal Airport	TOR	2	\$28,120	\$104,430
Local Airports				
Cokeville Municipal Airport	U06	<1	\$150	\$670
Dixon Airport	DWX	<1	\$14,590	\$50,750
Dubois Municipal Airport	U25	<1	\$16,650	\$52,410
Fort Bridger Airport	FBR	<1	\$12,240	\$46,310
Hot Springs County-Thermopolis Municipal Airport	THP	1	\$23,050	\$74,150
Hulett Airport	W43	1	\$26,040	\$85,120
Lusk Municipal Airport	LSK	<1	\$7,620	\$23,940
North Big Horn County Airport	U68	<1	\$10,570	\$43,360
Pine Bluffs Municipal Airport	82V	1	\$34,500	\$104,460

Note: May not total due to rounding.

Summary of Economic Impacts of Air Visitors

As the previous sections have shown, spending by visitors to Wyoming who arrive on commercial airline and general aviation service produce significant economic benefits to Wyoming. Exhibit 2-23 summarizes the combined statewide economic impacts of commercial service and general aviation visitors to Wyoming.

**Exhibit 2-23: Total Statewide Economic Impacts of All Air Visitors
(Based on State Model)**

	Initial Impacts	Multiplier Impacts	Total Impacts
Employment			
Commercial Visitors	7,073	1,365	8,438
General Aviation Visitors	695	159	855
Total Air Visitors	7,768	1,525	9,293
Payroll			
Commercial Visitors	\$228.6	\$89.4	\$318.0
General Aviation Visitors	\$18.3	\$7.8	\$26.1
Total Air Visitors	\$246.9	\$97.2	\$344.1
Output			
Commercial Visitors	\$547.2	\$200.3	\$747.6
General Aviation Visitors	\$49.5	\$21.7	\$71.2
Total Air Visitors	\$596.7	\$222.0	\$818.7

Note: May not total due to rounding.

As shown, when initial and multiplier impacts for all air visitors are considered, Wyoming's air visitors support nearly 9,300 jobs in Wyoming with an annual payroll of \$344 million. Total annual economic output supported by Wyoming visitors who arrive by air is estimated at \$819 million. Total economic impacts presented in Exhibit 2-23 are based on the Wyoming state IMPLAN model.

Total visitor related economic impacts were also estimated for each of the study airports individually. Exhibit 2-24 presents the total visitor-related impacts for each airport estimated using the state IMPLAN model. See Appendix A, Exhibits A-16 to A-18, for supporting data on the initial, multiplier, and total impacts of all commercial and general aviation visitors, based on the state model. Exhibit 2-25 presents the total visitor-related impacts for each airport developed with the county-based IMPLAN models. See Appendix A, Exhibits A-19 to A-21, for supporting data on the initial, multiplier, and total impacts of all commercial and general aviation visitors, based on the local county-based model.

**Exhibit 2-24: Total Statewide Economic Impacts of All Air Visitors by Airport
(Based on State Model)**

Airport	Code	Total Employment	Total Payroll	Total Output
Commercial Service Airports				
Casper/Natrona County International Airport	CPR	586	\$19,029,180	\$50,555,120
Cheyenne Regional Airport-Jerry Olson Field	CYS	108	\$2,993,870	\$9,009,260
Gillette-Campbell County Airport	GCC	212	\$5,564,130	\$16,798,420
Jackson Hole Airport	JAC	7,395	\$291,471,600	\$664,670,940
Laramie Regional Airport	LAR	115	\$3,106,630	\$9,429,870
Riverton Regional Airport	RIW	87	\$2,279,850	\$6,938,750
Rock Springs-Sweetwater County Airport	RKS	177	\$4,772,430	\$14,141,290
Sheridan County Airport	SHR	164	\$5,031,060	\$14,228,350
Worland Municipal Airport	WRL	23	\$619,750	\$1,899,460
Yellowstone Regional Airport	COD	337	\$7,255,240	\$24,378,730
Commercial Service Airports Subtotal		9,204	\$342,123,730	\$812,050,200
Business Airports				
Afton Municipal Airport	AFO	6	\$85,950	\$377,780
Converse County Airport	DGW	6	\$141,210	\$449,800
Evanston-Uinta County Burns Field	EVW	8	\$174,800	\$597,030
Ralph Wenz Field	PNA	7	\$204,280	\$575,350
Shively Field	SAA	28	\$606,090	\$2,025,540
South Big Horn County Airport	GEY	1	\$21,970	\$86,320
Business Airports Subtotal		56	\$1,234,290	\$4,111,810
Intermediate Airports				
Buffalo-Johnson County Airport	BYG	4	\$78,060	\$276,990
Camp Guernsey Army Airfield	GUR	<1	\$10,340	\$38,800
Hunt Field	LND	9	\$235,980	\$728,210
Kemmerer Municipal Airport	EMM	<1	\$12,550	\$55,170
Miley Memorial Field	BPI	3	\$68,550	\$202,620
Mondell Field	ECS	3	\$70,590	\$222,790
Phifer Field	EAN	<1	\$7,410	\$27,810
Powell Municipal Airport	POY	1	\$28,500	\$97,440
Rawlins Municipal Airport-Harvey Field	RWL	4	\$83,850	\$288,180
Torrington Municipal Airport	TOR	2	\$31,200	\$115,640
Intermediate Airports Subtotal		27	\$627,030	\$2,053,650
Local Airports				
Cokeville Municipal Airport	U06	<1	\$160	\$690
Dixon Airport	DWX	<1	\$15,650	\$53,800
Dubois Municipal Airport	U25	<1	\$17,240	\$54,940
Fort Bridger Airport	FBR	<1	\$12,750	\$48,200
Hot Springs County-Thermopolis Municipal Airport	THP	1	\$26,300	\$83,960
Hulett Airport	W43	1	\$28,940	\$93,430
Lusk Municipal Airport	LSK	<1	\$8,010	\$25,410
North Big Horn County Airport	U68	<1	\$12,490	\$49,080
Pine Bluffs Municipal Airport	82V	1	\$35,310	\$108,190
Local Airports Subtotal		7	\$156,850	\$517,700
Total of All Airports		9,293	\$344,141,900	\$818,733,360

Note: May not total due to rounding.

**Exhibit 2-25: Local Economic Impacts of All Air Visitors by Airport
(Based on Local Models)**

Airport	Code	Total Employment	Total Payroll	Total Output
Commercial Service Airports				
Casper/Natrona County International Airport	CPR	579	\$18,640,770	\$47,981,250
Cheyenne Regional Airport-Jerry Olson Field	CYS	106	\$2,927,080	\$8,703,840
Gillette-Campbell County Airport	GCC	206	\$5,101,380	\$15,240,200
Jackson Hole Airport	JAC	7,341	\$288,023,220	\$650,261,600
Laramie Regional Airport	LAR	113	\$2,925,780	\$8,641,520
Riverton Regional Airport	RIW	86	\$2,207,900	\$6,620,230
Rock Springs-Sweetwater County Airport	RKS	175	\$4,596,250	\$13,377,620
Sheridan County Airport	SHR	162	\$4,906,510	\$13,541,300
Worland Municipal Airport	WRL	22	\$561,470	\$1,721,690
Yellowstone Regional Airport	COD	334	\$7,008,390	\$23,435,770
Business Airports				
Afton Municipal Airport	AFO	6	\$80,110	\$362,770
Converse County Airport	DGW	5	\$119,800	\$384,710
Evanston-Uinta County Burns Field	EVW	8	\$168,770	\$574,220
Ralph Wenz Field	PNA	7	\$186,160	\$530,010
Shively Field	SAA	27	\$568,320	\$1,916,640
South Big Horn County Airport	GEY	1	\$18,600	\$76,290
Intermediate Airports				
Buffalo-Johnson County Airport	BYG	3	\$63,780	\$236,540
Camp Guernsey Army Airfield	GUR	<1	\$9,000	\$34,860
Hunt Field	LND	9	\$228,370	\$694,700
Kemmerer Municipal Airport	EMM	<1	\$11,700	\$52,970
Miley Memorial Field	BPI	2	\$61,910	\$186,090
Mondell Field	ECS	3	\$62,510	\$201,960
Phifer Field	EAN	<1	\$6,450	\$24,990
Powell Municipal Airport	POY	1	\$27,490	\$93,640
Rawlins Municipal Airport-Harvey Field	RWL	4	\$78,170	\$271,880
Torrington Municipal Airport	TOR	2	\$28,120	\$104,430
Local Airports				
Cokeville Municipal Airport	U06	<1	\$150	\$670
Dixon Airport	DWX	<1	\$14,590	\$50,750
Dubois Municipal Airport	U25	<1	\$16,650	\$52,410
Fort Bridger Airport	FBR	<1	\$12,240	\$46,310
Hot Springs County-Thermopolis Municipal Airport	THP	1	\$23,050	\$74,150
Hulett Airport	W43	1	\$26,040	\$85,120
Lusk Municipal Airport	LSK	<1	\$7,620	\$23,940
North Big Horn County Airport	U68	<1	\$10,570	\$43,360
Pine Bluffs Municipal Airport	82V	1	\$34,500	\$104,460

Note: May not total due to rounding.

3. ECONOMIC IMPACTS AND BENEFITS OF WYOMING'S COMMERCIAL AIRLINE SERVICE

3.1 INTRODUCTION

Wyoming has been at the forefront of states in providing assistance to its communities to maintain existing airline services and attract new service. Wyoming's commercial airports have had unique success maintaining scheduled commercial airline service. Over the past several years, small communities across the U.S. have experienced diminishing levels of air service and rising airfares, while some small communities have lost services altogether. In Wyoming, local, state and federal partnerships have been instrumental in maintaining, and in some cases even improving, scheduled commercial airline service while also lowering average airfares.

This section focuses on the economic impacts of the commercial airline function and related activities at Wyoming's ten commercial service airports, highlighting both quantitative and qualitative benefits. This section is organized as follows:

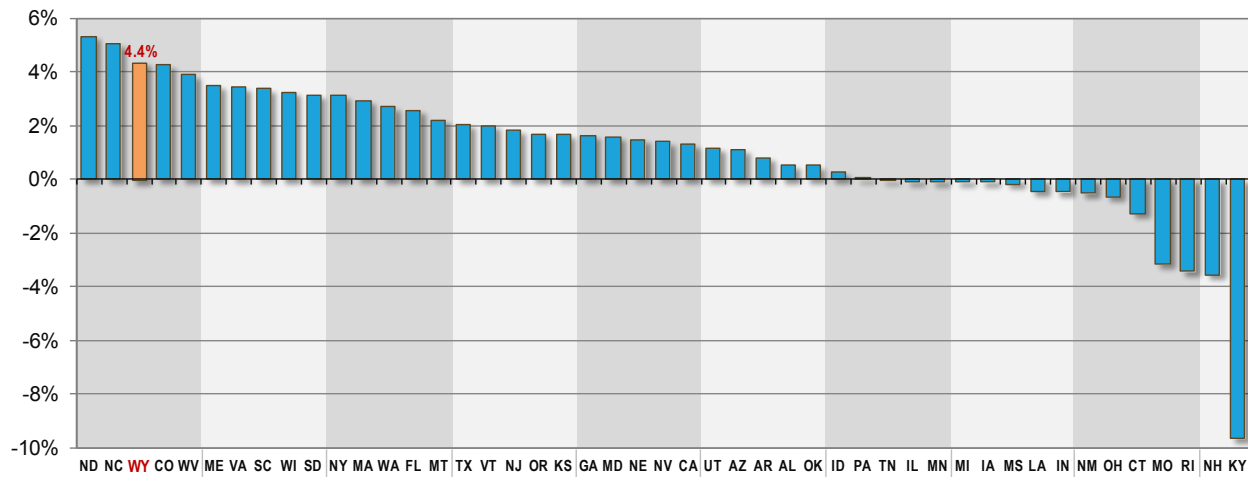
- Benchmarks for Wyoming's Commercial Airline Service
- Overview of Wyoming's Current Commercial Airline Service
- Economic Impacts of Commercial Airline Functions
- Contributions of Commercial Airline and Related Activities to State and Local Tax Revenues
- Travel Cost and Time Comparisons for Wyoming Air Passengers
- Importance of Commercial Airports and Airline Service in Wyoming
- Summary of Economic Impacts and Benefits of Commercial Airline Service

3.2 BENCHMARKS FOR WYOMING'S COMMERCIAL AIRLINE SERVICE

As shown in Exhibit 3-1, from 2003 through 2011 Wyoming was the third fastest growing state (excluding Alaska and Hawaii) in terms of commercial airline passenger enplanements. Over this timeframe, Wyoming's enplanements grew at an average annual rate of 4.4 percent. Several states actually experienced decreases in commercial airline passengers over the same period.



Exhibit 3-1: Average Annual Growth in Commercial Airline Enplanements by State, 2003 – 2011

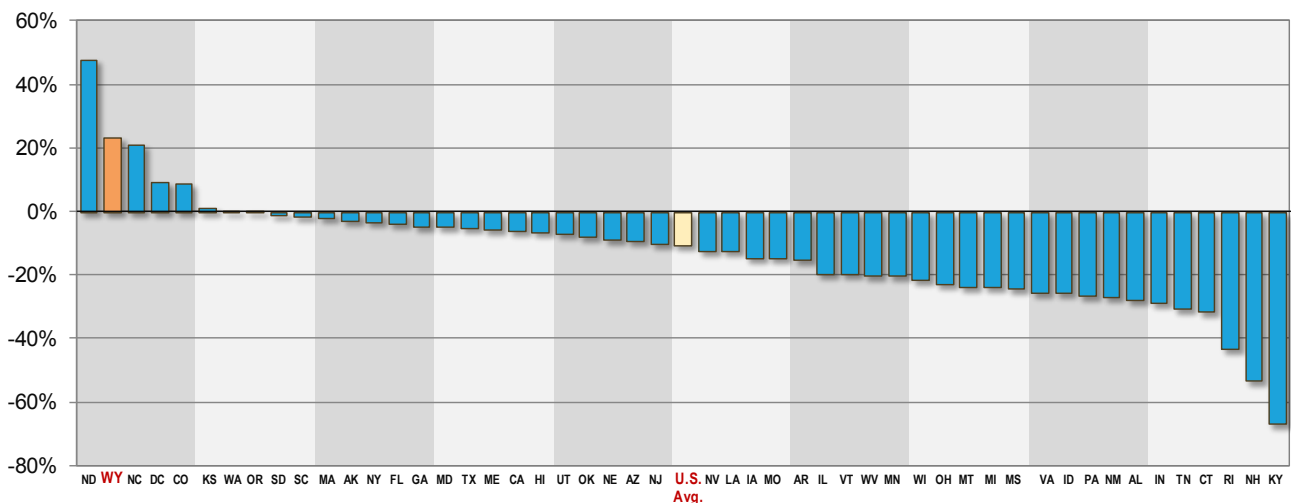


Note: Includes contiguous United States only (excludes Alaska and Hawaii)

Source: FAA ACAIS Database

Another indicator of how well Wyoming has performed in terms of commercial airline activity can be seen in the comparative percentage change in departing commercial airline seats by state. As shown in Exhibit 3-2, Wyoming ranks second among all states with a 24 percent increase in scheduled departing airline seats from YE 4Q 2003 through YE 3Q 2013. Only a few states experienced an increase in airline seat departures over the same period; in most states scheduled airline seat departures declined as the airline industry consolidated.

Exhibit 3-2: National Changes in Departing Airline Seats, YE 4Q 2003 – YE 3Q 2013

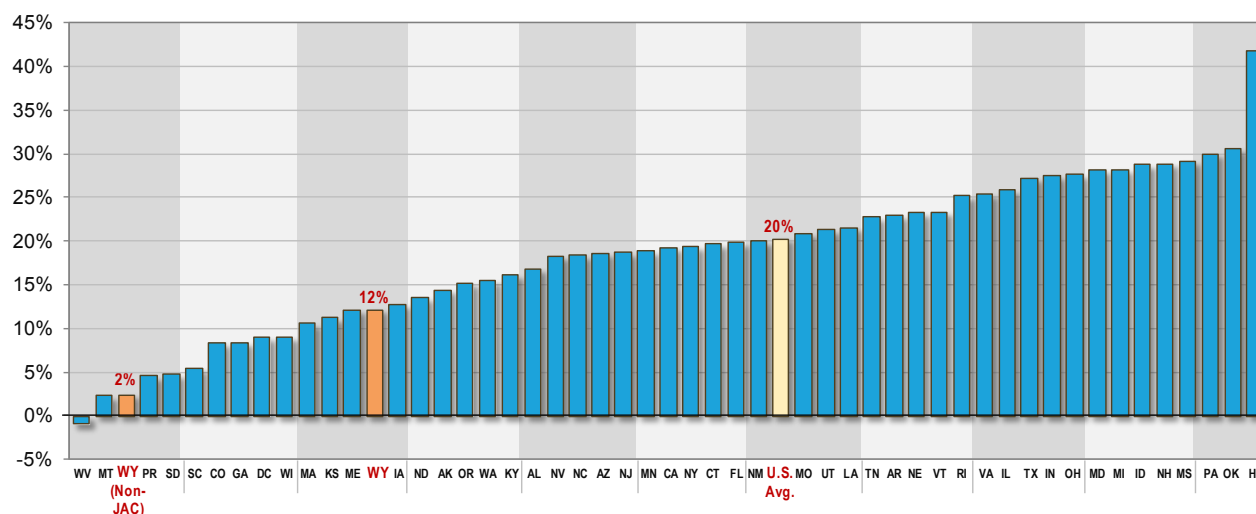


Note: Measured in terms of departing seats

Source: Diio Mi-Market Intelligence for the Aviation Industry

Another comparative factor that demonstrates Wyoming's relative success as it relates to commercial airline service is airfares. As shown in Exhibit 3-3, between 2007 and 2012 the average domestic airfare in the U.S. increased by 20 percent. The combined average fare for all of Wyoming's commercial airports over the same period increased by only 12 percent, compared to the national average increase of 20 percent. If fares at Jackson Hole Airport are excluded from the comparison, Wyoming's average fare increased by just two (2) percent. Compared to the overall trend of rising airfares in the U.S. market, Wyoming has been successful in maintaining relatively competitive airfares.

Exhibit 3-3: National Changes in Domestic Air Fares, 2007 – 2012



Note: Excludes Jackson Hole

Source: Diio Mi-Market Intelligence for the Aviation Industry, comparing YE4Q07 to YE4Q12

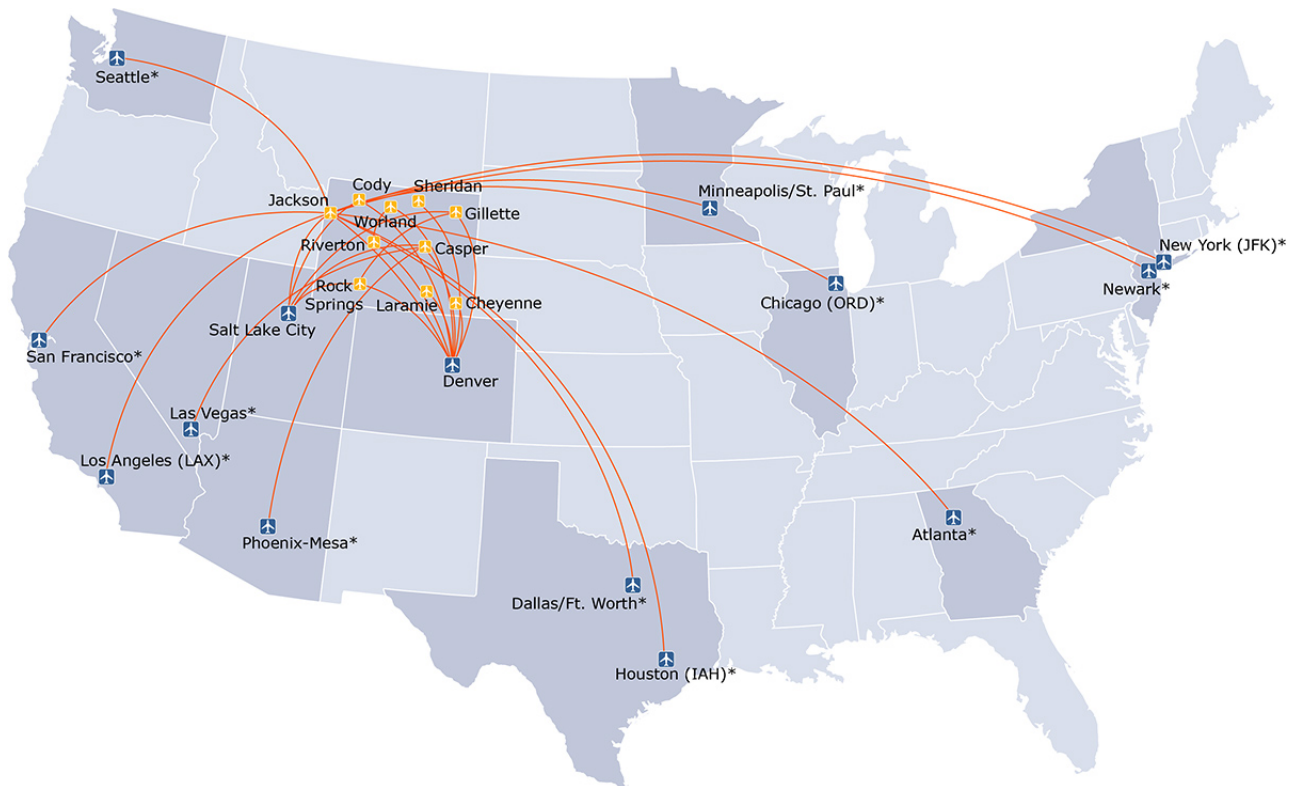
When compared to the U.S. as a whole, Wyoming's commercial airports have successfully maintained competitive services in recent years. This success is in part attributed to federal, state, and local partnerships that have focused on providing Wyoming with the best available commercial airline service.

Steady and improving airline service at Wyoming's commercial airports is associated with decreases in passenger "leakage" (diversion to out-of-state airports). A high percentage of Wyoming air passengers choose to begin their airline trip from a larger commercial airport in a neighboring state. Roughly an equal number of Wyoming commercial passengers use an out-of-state commercial airport as use a local Wyoming airport. Wyoming's greatest opportunity for maintaining existing airline service and attracting new service is related to further reductions in passenger leakage. High passenger boardings (i.e., load factors) at each of the commercial airports in Wyoming are essential for maintaining financially self-sustaining airline service.

3.3 OVERVIEW OF WYOMING'S CURRENT COMMERCIAL AIRLINE SERVICE

Ten of Wyoming's public-use airports, shown in Exhibit 3-4, receive scheduled service from one or more commercial airlines. Scheduled airline service to various destinations is available on a year round or seasonal basis, with all Wyoming airports receiving scheduled service to Denver and/or Salt Lake City. The Denver and Salt Lake City airline connecting hubs provide Wyoming residents, businesses, and visitors with access to and from hundreds of domestic and international destinations.

Exhibit 3-4: Year Round and Seasonal Non-Stop Airline Service from Wyoming Airports



* Seasonal service

Note: Worland receives one-stop services to Denver International via Cheyenne.

Source: Diio Schedules Jan-Dec, 2013

Scheduled commercial airline service in Wyoming benefits from federal, state and local air service grant programs that are often leveraged with local funds. There are two federal programs administered by the USDOT that help to support air services at commercial airports in Wyoming:

- Essential Air Service (EAS)
- Small Community Air Service Development Program (SCASDP)

In addition, Wyoming's Air Service Enhancement Program (ASEP) and Jackson Hole's Air Improvement Resources, Inc. have greatly benefited scheduled airline service in Wyoming.

Essential Air Service (EAS) Program

The EAS program was established when the Airline Deregulation Act (ADA) went into effect in 1978. The ADA allowed airlines to freely enter and exit domestic air service markets and establish air fares. The intent of the EAS program was to guarantee that small communities served by certificated air carriers before the ADA would continue to receive a minimal level of scheduled air service. Through the EAS program, the USDOT typically subsidizes 2-3 daily roundtrips from eligible communities to a hub airport. This federal program has endured since 1978, though eligibility criteria have been made more stringent. Changes within the commercial airline industry since Deregulation have made it increasingly difficult for small communities to maintain existing and attract new airline service. Many small commercial air service markets in the U.S. depend on EAS airline operating subsidies to maintain access to the national air transportation system.

While the eligibility criteria have become more selective over time, over 150 communities in the U.S. continue to receive EAS subsidies to support scheduled airline service. In Wyoming, there are currently three commercial airports that participate in the EAS program to support all or portions of their airline service: Cody, Laramie, and Worland. In FY 2013, a combined total of nearly \$4 million in airline operating subsidies were made available to these communities through the EAS program.

Wyoming is one of the few states that have airports that no longer require EAS subsidies because the markets have performed well and have been able to sustain services without operating subsidies. Airline service at the Riverton and Rock Springs airports at one time required EAS operating subsidies. However, demand at these two Wyoming commercial airports increased to a level that made scheduled services economically self-sufficient.

It is important to note that changes to the EAS program prohibit the USDOT from providing subsidies to communities where the annual required subsidy exceeds \$1,000 per enplaned passenger on an annual basis. Increasing passenger demand at all of the commercial airports, including those participating in the EAS program, is important to the continued success of commercial airline service in Wyoming.

Small Community Air Service Development Program (SCASDP)

This USDOT program enables communities to compete for grants to fund various air service enhancement initiatives. SCASDP grants can be used for marketing, research, equipment purchases, operating subsidies, and/or revenue guarantees. The program, which began in 2002, awards grants each year. Annual funding has ranged from a high of almost \$20 million to a low of \$7 million. For the FY2013 grant cycle, the USDOT awarded a total of \$11.4 million to 25 grant recipients.

Wyoming commercial airports have received limited funding from the SCASDP. Total funds secured by Wyoming airports from this program have totaled \$1.4 million since 2002. While Wyoming airports have benefited from the SCASDP program, it has not been a major source of support for commercial airline service at Wyoming airports.

Wyoming Air Service Enhancement Program (ASEP)

In 2004, the Wyoming Legislature acknowledged that an adequate and comprehensive system of air service in Wyoming is vital to economic development and it created Wyoming's Air Service Enhancement Program (ASEP) to address service deficiencies. Wyoming's ASEP has been an important source of funds for supporting air services in the state. Through 2013, the ASEP program has awarded a cumulative total of \$29 million to Wyoming airports to support and attract commercial airline service. Under the ASEP, the Wyoming Aeronautics Commission has the authority to approve or deny air service applications and to enter into agreements to provide financial assistance to communities submitting successful applications. The Commission's top priority is to maintain existing commercial air service levels.

When a community applies for a grant from the ASEP, the Commission considers the potential for the proposal's success. The Commission conducts a comprehensive review of each application, including the level of existing demand, current passenger leakage, and origin/destination data. The Commission defines success, as it relates to an ASEP grant as an increase in ridership, airport revenue, economic value, airline competition, or seating capacity, as well as decreases in air fares or passenger leakage.

Local community support is another important consideration in awarding a grant from the ASEP. Although some level of monetary support from the community is mandatory, the most critical component is community support and collaboration. Community support is vital to successful air service initiatives. The Commission also considers the performance of the airline and the willingness of the airline to partner with the community. In addition, the Commission considers the amount of local marketing dollars allocated for service promotions.

A full application process for grants from the ASEP was adopted in September 2008. Wyoming's ASEP remains firmly focused on sustainable service, reduced passenger leakage, competitive fares, airline/service reliability, and favorable schedules. Exponential increases in the cost of airline fuel since the inception of the ASEP have made it more challenging to fund all community grant requests. There is simply not enough funding to address each community's needs. While most of Wyoming's commercial airports have benefited from an ASEP grant, persistently high fuel prices and airline consolidation are likely to increase the number of ASEP grant requests in the future.

Jackson Hole Air Improvement Resources, Inc.

Jackson Hole Air Improvement Resources, Inc. (JH Air) is a group of local businesses and civic leaders in the Jackson Hole area that recognize the value of airline service to the community. The group specifically raises funds to ensure that maximum airline service to Jackson Hole is available during the peak season. Since its inception in 2002, JH Air has helped to underwrite the cost of airline service by backing air carriers with minimum revenue guarantees. The community sees these guarantees as critical to maintaining airline service at Jackson Hole. The program has been successful in attracting non-stop flights from major cities throughout the U.S. According to the Chairman of JH Air, approximately 20 percent of the flights at Jackson Hole Airport will operate with the support of a revenue guarantee during the 2013/2014 winter season.

3.4 ECONOMIC IMPACTS RELATED TO COMMERCIAL AIRLINE FUNCTIONS

Federal, state, and local programs have contributed to the success of commercial airports and airline service in Wyoming. A portion of the economic activities associated with each airport's administration, tenants, and capital investment projects supports commercial airline functions. This section focuses on the economic benefits that stem from supporting airline functions at each of Wyoming's commercial airports.

On-Airport Activities that Support Commercial Airline Functions

The total annual economic impacts of study airports described in Section 2 stem from a variety of commercial airline and general aviation activities. In this study, commercial airport managers were asked to estimate the portion of on-airport economic activities that supports commercial airline functions. The economic impacts of Wyoming's commercial airports discussed in this section are a subset of each airport's total annual economic impact previously presented in Section 2.

Annual economic impacts of Wyoming's commercial airports were quantified in terms of three indicators: **jobs**; **payroll** (wages and benefits) associated with these jobs; and economic activity, or **output**. The initial (direct) economic activities of the commercial airports support additional economic activities by contributing new revenues and income to businesses and workers throughout the Wyoming economy, who in turn support other Wyoming businesses and workers. These successive waves of economic activity that ripple throughout the Wyoming economy are categorized as multiplier impacts. For each airport, the sum of initial and multiplier impacts equals total annual economic impacts.

Data to estimate initial impacts were obtained from the study airports, airport tenants, the WYDOT Aeronautics Division, and the Federal Aviation Administration (FAA). The IMPLAN input/output model, as described in previous sections, was used to estimate total and multiplier impacts. Sections 1 and 2 of this report provide more detailed information on how initial, multiplier, and total economic impacts for the commercial airports were estimated.

On-airport initial economic impacts were estimated for airport administration, maintenance, and operations; airport aviation related tenants/businesses; and capital investment for airport expansion or improvement. For each of the commercial airports, total impacts in these categories are associated with a combination of commercial airline, general aviation, and other airport activities. For this analysis, information was collected directly from each commercial airport to estimate the annual percentage of economic impacts that are attributable to each airport's commercial airline activities or functions.

On-airport annual economic impacts related to commercial airline functions for each of Wyoming's commercial airports are presented Exhibit 3-5. This exhibit shows initial, multiplier and total impacts for the three on-airport impact categories: airport administration, airport tenants, and capital investment. Multiplier impacts shown in Exhibit 3-5 were estimated using the Wyoming state IMPLAN model. Since the economic impacts of commercial airports typically extend beyond the airport's immediate local market area, all multiplier impacts in this section were developed with the state IMPLAN model.

Exhibit 3-5: Annual Economic Impacts for Airport Administration, Airport Tenants and Capital Investment from Commercial Airline Functions by Airport with State Model

Airport	Code	Employment			Payroll			Output		
		Initial Employment	Multiplier Employment	Total Employment	Initial Payroll	Multiplier Payroll	Total Payroll	Initial Output	Multiplier Output	Total Output
Airport Administration										
Casper/Natrona County International Airport	CPR	16	9	24	\$900,190	\$429,860	\$1,330,050	\$2,699,180	\$2,271,590	\$4,970,770
Cheyenne Regional Airport-Jerry Olson Field	CYS	5	2	7	\$190,540	\$72,100	\$262,650	\$571,150	\$409,420	\$980,570
Gillette-Campbell County Airport	GCC	3	2	5	\$225,990	\$104,080	\$330,070	\$677,970	\$573,740	\$1,251,720
Jackson Hole Airport	JAC	73	27	100	\$3,268,760	\$1,372,330	\$4,641,090	\$9,806,270	\$3,753,170	\$13,559,440
Laramie Regional Airport	LAR	3	1	4	\$122,120	\$47,380	\$169,500	\$366,360	\$297,600	\$663,960
Riverton Regional Airport	RIW	3	2	5	\$192,490	\$124,890	\$317,380	\$576,990	\$523,420	\$1,100,410
Rock Springs-Sweetwater County Airport	RKS	4	2	6	\$245,500	\$86,410	\$331,910	\$736,500	\$571,910	\$1,308,410
Sheridan County Airport	SHR	2	2	4	\$160,350	\$104,650	\$265,000	\$480,200	\$439,380	\$919,570
Worland Municipal Airport	WRL	<1	<1	2	\$52,380	\$21,620	\$74,000	\$157,010	\$131,670	\$288,670
Yellowstone Regional Airport	COD	4	3	7	\$205,250	\$138,710	\$343,960	\$615,310	\$494,640	\$1,109,950
Airport Tenants										
Casper/Natrona County International Airport	CPR	186	77	263	\$8,228,370	\$3,754,850	\$11,983,220	\$27,850,480	\$17,146,650	\$44,997,140
Cheyenne Regional Airport-Jerry Olson Field	CYS	218	113	331	\$25,373,860	\$4,415,570	\$29,789,430	\$38,499,320	\$16,185,030	\$54,684,340
Gillette-Campbell County Airport	GCC	19	8	27	\$508,010	\$396,260	\$904,270	\$3,060,330	\$1,485,120	\$4,545,460
Jackson Hole Airport	JAC	271	148	419	\$17,117,860	\$8,588,920	\$25,706,780	\$74,423,100	\$21,456,360	\$95,879,470
Laramie Regional Airport	LAR	11	19	29	\$599,280	\$696,830	\$1,296,110	\$7,394,570	\$5,004,940	\$12,399,510
Riverton Regional Airport	RIW	22	9	31	\$618,080	\$375,330	\$993,410	\$2,701,660	\$1,337,400	\$4,039,060
Rock Springs-Sweetwater County Airport	RKS	17	6	24	\$750,980	\$270,360	\$1,021,340	\$2,638,140	\$1,462,420	\$4,100,570
Sheridan County Airport	SHR	31	26	57	\$1,564,640	\$1,438,280	\$3,002,920	\$7,462,580	\$6,102,010	\$13,564,590
Worland Municipal Airport	WRL	12	8	20	\$554,700	\$297,510	\$852,210	\$2,485,270	\$1,813,410	\$4,298,680
Yellowstone Regional Airport	COD	32	19	50	\$1,166,630	\$891,170	\$2,057,800	\$5,465,470	\$3,131,710	\$8,597,180

Exhibit 3-5: Annual Economic Impacts for Airport Administration, Airport Tenants and Capital Investment from Commercial Airline Functions by Airport with State Model

Airport	Code	Employment			Payroll			Output		
		Initial Employment	Multiplier Employment	Total Employment	Initial Payroll	Multiplier Payroll	Total Payroll	Initial Output	Multiplier Output	Total Output
Capital Investment										
Casper/Natrona County International Airport	CPR	6	3	9	\$453,580	\$140,710	\$594,290	\$1,093,580	\$582,060	\$1,675,630
Cheyenne Regional Airport-Jerry Olson Field	CYS	6	4	10	\$461,590	\$170,390	\$631,980	\$1,828,240	\$1,062,530	\$2,890,780
Gillette-Campbell County Airport	GCC	3	1	4	\$191,430	\$62,340	\$253,770	\$618,530	\$344,300	\$962,830
Jackson Hole Airport	JAC	60	15	75	\$4,118,590	\$957,870	\$5,076,460	\$9,261,910	\$2,329,240	\$11,591,150
Laramie Regional Airport	LAR	2	1	4	\$131,150	\$57,770	\$188,910	\$638,570	\$398,310	\$1,036,880
Riverton Regional Airport	RIW	6	3	9	\$285,070	\$148,950	\$434,010	\$1,424,470	\$842,170	\$2,266,640
Rock Springs-Sweetwater County Airport	RKS	4	2	6	\$365,320	\$95,250	\$460,570	\$1,023,380	\$496,970	\$1,520,350
Sheridan County Airport	SHR	5	3	9	\$325,430	\$140,790	\$466,230	\$1,310,750	\$793,340	\$2,104,090
Worland Municipal Airport	WRL	3	2	5	\$166,020	\$74,440	\$240,460	\$907,910	\$556,910	\$1,464,820
Yellowstone Regional Airport	COD	19	8	27	\$964,050	\$324,840	\$1,288,880	\$2,342,720	\$1,188,600	\$3,531,320

Note: May not total due to rounding.

Exhibit 3-6 provides a summary of on-airport related economic impacts that are associated with the airline function at Wyoming's commercial airports.

**Exhibit 3-6: Total On-Airport Economic Impacts Related to Supporting Commercial Airline Service
(Based on State Model)**

	Initial Impacts	Multiplier Impacts	Total Impacts
Employment	1,048	525	1,574
Payroll (millions)	\$69.5	\$25.8	\$95.3
Output (millions)	\$209.1	\$93.2	\$302.3

Note: Includes the portion of economic impacts from airport management, tenants and capital investment projects that stem from activities to support commercial airline service.

Note: May not total due to rounding.

Economic Impacts from Visitors Arriving on Scheduled Airlines at Commercial Airports

During 2013, an estimated 527,200 passengers boarded scheduled airline flights at the commercial airports in Wyoming. Of this total, approximately 70 percent, or 374,326 boarding passengers, were visitors to Wyoming.

These commercial air service visitors contribute to Wyoming's economy by spending money in the state for lodging, meals, local transportation, recreation/entertainment, retail purchases, and other items. These visitor expenditures represent revenue to Wyoming's tourism industry businesses. The business revenues created by commercial air visitors in turn support other Wyoming businesses and workers in the tourism industry and other industries throughout the state. The methodology for estimating commercial airline visitors, visitor spending and associated economic impacts for each of Wyoming's commercial airports was described in Section 2.

Exhibit 3-7 summarizes the economic impacts of visitors who arrive in Wyoming at one of the commercial airports on a scheduled airline. The economic impacts shown represent the benefits to the Wyoming state economy.

Total Annual Economic Impacts of Commercial Airline Functions

The sum of on-airport (airport administration, airport tenants, and capital investment) and off-airport (visitor) impacts equals the total estimated annual economic impact related to commercial airline functions at Wyoming airports. These airline-related economic impacts for each of the commercial airports and for Wyoming as a whole are shown in Exhibit 3-8. Total impacts summarized in this exhibit were estimated using the Wyoming state IMPLAN model.

As shown in Exhibit 3-8, the commercial airline function at Wyoming's commercial airports contributes the following statewide annual economic impacts:

- 10,012 Jobs
- \$413.3 million in Annual Payroll
- \$1.1 billion in Annual Output

**Exhibit 3-7: Total Economic Impacts Supported by Commercial Air Visitors by Airport
(Based on State Model)**

Airport	Code	Employment			Payroll			Output		
		Initial Employment	Multiplier Employment	Total Employment	Initial Payroll	Multiplier Payroll	Total Payroll	Initial Output	Multiplier Output	Total Output
Casper/Natrona County International Airport	CPR	407	97	504	\$11,006,060	\$5,320,640	\$16,326,710	\$29,427,120	\$13,932,830	\$43,359,950
Cheyenne Regional Airport-Jerry Olson Field	CYS	45	12	57	\$1,070,280	\$525,070	\$1,595,350	\$3,099,800	\$1,651,050	\$4,750,850
Gillette-Campbell County Airport	GCC	104	22	126	\$2,186,260	\$1,138,210	\$3,324,470	\$6,773,620	\$3,243,800	\$10,017,420
Jackson Hole Airport	JAC	6,054	1,110	7,164	\$204,292,860	\$77,678,790	\$281,971,650	\$477,494,750	\$166,118,400	\$643,613,150
Laramie Regional Airport	LAR	64	19	83	\$1,499,150	\$737,500	\$2,236,650	\$4,411,890	\$2,371,550	\$6,783,430
Riverton Regional Airport	RIW	52	14	66	\$1,164,680	\$567,340	\$1,732,020	\$3,473,370	\$1,799,770	\$5,273,140
Rock Springs-Sweetwater County Airport	RKS	89	16	105	\$2,126,570	\$706,100	\$2,832,670	\$6,138,480	\$2,255,260	\$8,393,750
Sheridan County Airport	SHR	60	20	79	\$1,586,930	\$825,630	\$2,412,560	\$4,329,210	\$2,501,090	\$6,830,310
Worland Municipal Airport	WRL	9	3	12	\$222,790	\$102,460	\$325,250	\$640,690	\$359,680	\$1,000,370
Yellowstone Regional Airport	COD	190	52	242	\$3,405,900	\$1,833,900	\$5,239,800	\$11,457,700	\$6,078,800	\$17,536,500
Total All Commercial Airports		7,073	1,365	8,438	\$228,561,490	\$89,435,650	\$317,997,140	\$547,246,650	\$200,312,230	\$747,558,880

Note: May not total due to rounding.

**Exhibit 3-8: Total Annual Economic Impacts Supported by Commercial Airline Functions by Airport
(Based on State Model)**

Airport	Code	Employment			Payroll			Output		
		Initial Employment	Multiplier Employment	Total Employment	Initial Payroll	Multiplier Payroll	Total Payroll	Initial Output	Multiplier Output	Total Output
Casper/Natrona County International Airport	CPR	615	185	800	\$20,588,200	\$9,646,060	\$30,234,270	\$61,070,360	\$33,933,130	\$95,003,490
Cheyenne Regional Airport-Jerry Olson Field	CYS	275	131	405	\$27,096,270	\$5,183,130	\$32,279,410	\$43,998,510	\$19,308,030	\$63,306,530
Gillette-Campbell County Airport	GCC	129	34	163	\$3,111,680	\$1,700,890	\$4,812,570	\$11,130,450	\$5,646,970	\$16,777,420
Jackson Hole Airport	JAC	6,458	1,300	7,758	\$228,798,070	\$88,597,910	\$317,395,980	\$570,986,030	\$193,657,180	\$764,643,210
Laramie Regional Airport	LAR	80	40	120	\$2,351,700	\$1,539,480	\$3,891,180	\$12,811,380	\$8,072,400	\$20,883,780
Riverton Regional Airport	RIW	82	29	111	\$2,260,320	\$1,216,500	\$3,476,820	\$8,176,490	\$4,502,760	\$12,679,260
Rock Springs-Sweetwater County Airport	RKS	114	27	141	\$3,488,370	\$1,158,110	\$4,646,480	\$10,536,510	\$4,786,570	\$15,323,080
Sheridan County Airport	SHR	99	51	149	\$3,637,360	\$2,509,350	\$6,146,710	\$13,582,750	\$9,835,810	\$23,418,570
Worland Municipal Airport	WRL	25	13	38	\$995,880	\$496,030	\$1,491,910	\$4,190,880	\$2,861,660	\$7,052,540
Yellowstone Regional Airport	COD	244	82	326	\$5,741,820	\$3,188,620	\$8,930,450	\$19,881,200	\$10,893,760	\$30,774,960
Total All Commercial Airports		8,122	1,891	10,012	\$298,069,700	\$115,236,080	\$413,305,780	\$756,364,570	\$293,498,280	\$1,049,862,850

Note: May not total due to rounding.

3.5 CONTRIBUTIONS OF COMMERCIAL AIRLINE AND RELATED ACTIVITIES TO STATE AND LOCAL TAX REVENUES

In addition to the economic impacts described above, activities associated with commercial airline service at Wyoming's airports also contribute to state and local tax revenues. This section summarizes the estimated annual tax revenues associated with commercial airline functions and related activities, including state and local sales taxes, lodging taxes, and taxes on rental cars. Tax revenues in these categories are associated with airport employees, airport tenants, and visitors arriving in Wyoming on a commercial airline.

As shown in Exhibit 3-9, on an annual basis the state and local taxes associated with commercial airline functions in Wyoming total \$46.3 million. State and local tax revenues shown in Exhibit 3-9 are based on initial economic impacts only and exclude taxes on multiplier impacts identified in this study. More information on state and local taxes and how tax impacts were estimated can be found in Section 5.

Exhibit 3-9: Total Annual State and Local Tax Contributions by Commercial Airports

Commercial Airport	Code	Sales and Use Tax Revenues
Casper/Natrona County Int'l Airport	CPR	\$3,067,400
Cheyenne Regional Airport-Jerry Olson Field	CYS	\$872,180
Gillette-Campbell County Airport	GCC	\$667,160
Jackson Hole Airport	JAC	\$38,092,500
Laramie Regional Airport	LAR	\$760,380
Riverton Regional Airport	RIW	\$377,860
Rock Springs-Sweetwater County Airport	RKS	\$508,840
Sheridan County Airport	SHR	\$768,700
Worland Municipal Airport	WRL	\$211,440
Yellowstone Regional Airport	COD	\$969,270
Total All Commercial Airports		\$46,295,730

Note: May not total due to rounding.

3.6 TRAVEL COST AND TIME COMPARISONS FOR WYOMING AIR PASSENGERS

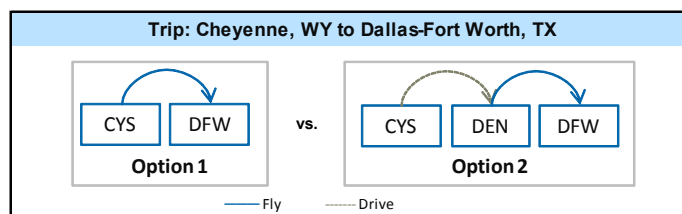
One factor that limits the ability of small commercial airports to secure additional air services is passenger leakage. Analyses completed by the Aeronautics Division show that for every boarding passenger that uses a local airport in Wyoming, approximately an equal number of passengers leaves Wyoming to begin their airline trip from an airport in another state. Reducing passenger leakage is very important to not only improving airline service levels in Wyoming but also to maintaining current levels of service.

Many Wyoming passengers consider only the cost of the airline ticket when they opt to use an out-of-state commercial airport rather than a Wyoming airport. There are, however, other cost and time savings that Wyoming travelers should consider when they select a departure airport.

As part of this research project for the Aeronautics Division, nine different routes were analyzed to compare the cost and time needed to travel from a local airport service area in Wyoming versus an alternate airport in a neighboring state. These travel comparisons are presented and discussed in this section. Each comparison is based on non-stop services and average fares for 2012. Travel times include drive times to the airport or destination, time needed for airport check-in and security clearance, and published flight times. Travel costs include the cost of airfare, the cost of driving to the airport or destination, and the cost for airport parking assuming a three day stay. The airfares are the average fares paid by passengers in 2012 and reported in the US DOT O&D Passenger Survey, and exclude ticket taxes and Passenger Facility Charges (PFCs). The cost of driving was estimated at \$0.56 per mile based on the Internal Revenue Service reimbursement rate for 2012. Flight times were obtained from the Official Airline Guide and drive times were based on Google Maps driving directions. Specific assumptions for each route are noted in the relevant exhibits.

Exhibit 3-10 provides a cost comparison for travel between Cheyenne and Dallas. Although American Airlines discontinued this service in 2013, non-stop airline service between Cheyenne Regional-Jerry Olson Field and Dallas-Fort Worth International Airport was available in 2012. Information in Exhibit 3-10 compares the cost and time needed to travel directly from Cheyenne (when service was available) as opposed to driving to Denver International Airport for a non-stop flight to Dallas. As shown, the one-way cost to fly from Cheyenne to Dallas was estimated at \$165, while the total one-way cost of driving to Denver for airline service, including ground transportation and airport parking was \$230. Estimated total travel times are 156 minutes for the traveler using the Cheyenne Airport and 309 minutes for the traveler using Denver International. Using the local airport in Cheyenne to travel to Dallas provided both a time and cost savings to Wyoming travelers.

Exhibit 3-10: Travel Comparison – Cheyenne to Dallas/Fort Worth International Airport



Origination Point: Cheyenne, WY City Center

Destination Point: Dallas-Fort Worth International Airport (DFW)

Local Airport: Cheyenne Regional Airport-Jerry Olson Field (CYS)

Alternate Airport: Denver International Airport (DEN)

Destination Airport: Dallas-Fort Worth International Airport (DFW)

Route Option 1: Fly from Local Airport to Destination Airport

Route Option 2: Drive to Alternate Airport and Fly to Destination Airport

Distance Traveled (Miles)	Option 1: CYS	Option 2: DEN
Drive Miles from City Center	2	109
Flight Miles to DFW	712	640
Total Miles Traveled	714	749

Time Taken (Minutes)	Option 1: CYS	Option 2: DEN
Drive Time from City Center	6	95
Flight Time to DFW	120	114
Pre-Flight Airport Arrival Time	30	100
Total Time	156	309

Cost Incurred (USD)	Option 1: CYS	Option 2: DEN
Average Ticket Cost to DFW	\$164	\$127
Drive to Airport	\$1	\$67
Airport Parking	\$0	\$36
Total Cost	\$165	\$230

One-Way Trip Cost (USD)	\$165	\$230
One-Way Trip Duration (minutes)	156	309

Cost Saved Using Local WY Airport	\$65	28%
Time Saved Using Local WY Airport	153	50%

Notes:

Ticket cost assumes average nonstop revenue fare when the destination point is the final destination (not a connection point) (Source: US DOT O&D Database, CY 2012)

Flight time assumes nonstop flight time in the air and excludes any ground, gate, or weather delays (Source: OAG, CY 2012)

Drive time and mileage assume the most efficient route in terms of time and assume a drive without detour, stops or delays (Source: Google Maps)

Cost to drive assumes 2012 U.S. Government reimbursement rate of \$0.56 per mile (U.S. General Services Administration) and approximate toll cost (where applicable) for a 2-axle vehicle

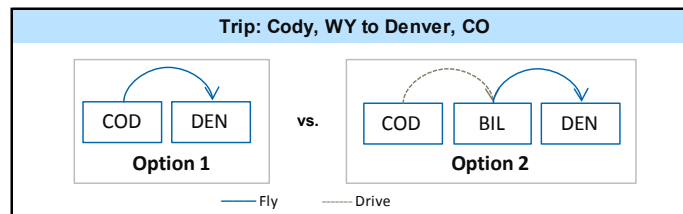
Cost to park assumes 3 days (72 hours) of parking in DEN's East or West Economy Lot (Source: DEN Website)

Cost to park at Wyoming airport assumed to be free

Pre-flight time includes estimated time for parking, traveling to terminal, wayfinding, TSA security checkpoint, walk time to the gate and wait-time (Estimate)

Exhibit 3-11 provides a similar comparison for a trip from Cody to Denver. For this comparison, the Wyoming traveler could either fly directly from Yellowstone Regional Airport to Denver International Airport, or they could drive to Billings, Montana and board a nonstop flight from Billings to Denver. As shown, the travel cost for a Wyoming passenger who starts a trip in Cody at Yellowstone Regional Airport was \$193 and the travel time was 129 minutes. For the Wyoming traveler who elected to drive to Billings for air service to Denver, the one way cost was estimated at \$226 and the one way travel time was estimated at 267 minutes.

Exhibit 3-11: Travel Comparison - Cody to Denver International Airport



Origination Point: Cody, WY City Center

Destination Point: Denver International Airport (DEN)

Local Airport: Yellowstone Regional Airport (Cody) (COD)

Alternate Airport: Billings Logan International Airport (BIL)

Destination Airport: Denver International Airport (DEN)

Route Option 1: Fly from Local Airport to Destination Airport

Route Option 2: Drive to Alternate Airport and Fly to Destination Airport

Distance Traveled (Miles)	Option 1: COD	Option 2: BIL
Drive Miles from City Center	3	106
Flight Miles to DEN	392	455
Total Miles Traveled	395	561
Time Taken (Minutes)	Option 1: COD	Option 2: BIL
Drive Time from City Center	6	113
Flight Time to DEN	93	94
Pre-Flight Airport Arrival Time	30	60
Total Time	129	267
Cost Incurred (USD)	Option 1: COD	Option 2: BIL
Average Ticket Cost to DEN	\$191	\$142
Drive to Airport	\$2	\$59
Airport Parking	\$0	\$26
Subtotal	\$193	\$226
One-Way Trip Cost (USD)	\$193	\$226
One-Way Trip Duration (minutes)	129	267
Cost Saved Using Local WY Airport	\$34	15%
Time Saved Using Local WY Airport	138	52%

Notes:

Ticket cost assumes average nonstop revenue fare when the destination point is the final destination (not a connection point) (Source: US DOT O&D Database, CY 2012)

Flight time assumes nonstop flight time in the air and excludes any ground, gate, or weather delays (Source: OAG, CY 2012)

Drive time and mileage assume the most efficient route in terms of time and assume a drive without detour, stops or delays (Source: Google Maps)

Cost to drive assumes 2012 U.S. Government reimbursement rate of \$0.56 per mile (U.S. General Services Administration) and approximate toll cost (where applicable) for a 2-axle vehicle

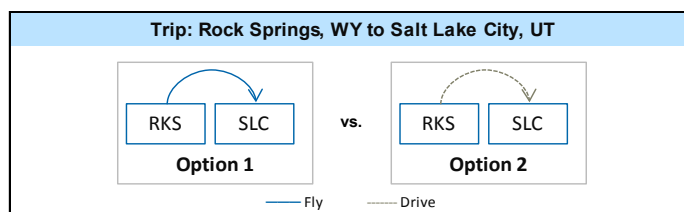
Cost to park assumes 3 days (72 hours) of parking in BIL's Long-Term parking lot (Source: BIL Website)

Cost to park at Wyoming airport assumed to be free

Pre-flight time includes estimated time for parking, traveling to terminal, wayfinding, TSA security checkpoint, walk time to the gate and wait-time (Estimate)

Exhibit 3-12 provides a comparison for a Wyoming passenger traveling from Rock Springs to Salt Lake City. In this comparison, the Wyoming traveler has two choices: (1) fly directly from Rock Springs to Salt Lake City International Airport or (2) drive the entire distance from Rock Springs to Salt Lake City. As shown, the cost of flying one-way was estimated at \$89, while the cost of driving one-way from Rock Springs to Salt Lake City was estimated at \$106. The total travel time needed for the Wyoming passenger on a one-way flight from Rock Springs to Salt Lake City was estimated at 113 minutes. If the Wyoming traveler drove between Rock Springs and Salt Lake City, the total one-way travel time was estimated at 169 minutes.

Exhibit 3-12: Travel Comparison - Rock Springs to Salt Lake City International Airport



Origination Point: Rock Springs, WY City Center

Destination Point: Salt Lake City International Airport (SLC)

Local Airport: Rock Springs Sweetwater County Airport (RKS)

Destination Airport: Salt Lake City International Airport (SLC)

Route Option 1: Fly from Local Airport to Destination Airport

Route Option 2: Drive from Local Airport to Destination Airport

Distance Traveled (Miles)	Option 1: Fly	Option 2: Drive
Drive Miles from City Center to Airport	10	0
Flight Miles from RKS to SLC	161	0
Drive Miles from City Center to SLC	0	191
Total Miles Traveled	171	191
Time Taken (Minutes)	Option 1: Fly	Option 2: Drive
Drive Time from City Center to Airport	17	0
Drive Time from City Center to SLC	0	169
Flight Time from RKS to SLC	66	0
Pre-Flight Airport Arrival Time	30	0
Total Time	113	169
Cost Incurred (USD)	Option 1: Fly	Option 2: Drive
Average Ticket Cost to SLC	\$83	\$0
Drive to Airport	\$6	\$0
Airport Parking	\$0	\$0
Drive to SLC	\$0	\$106
Total Cost	\$89	\$106
One-Way Trip Cost (USD)	\$89	\$106
One-Way Trip Duration (minutes)	113	169
Cost Saved Using Local WY Airport	\$17	16%
Time Saved Using Local WY Airport	56	33%

Notes:

Ticket cost assumes average nonstop revenue fare when the destination point is the final destination (not a connection point) (Source: US DOT O&D Database, CY 2012)

Flight time assumes nonstop flight time in the air and excludes any ground, gate, or weather delays (Source: OAG, CY 2012)

Drive time and mileage assume the most efficient route in terms of time and assume a drive without detour, stops or delays (Source: Google Maps)

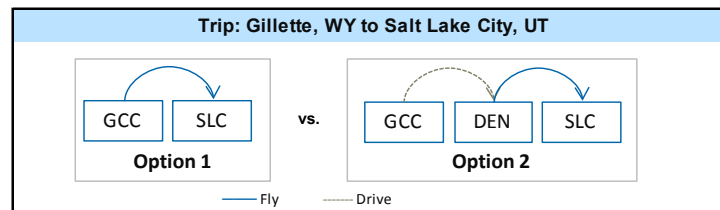
Cost to drive assumes 2012 U.S. Government reimbursement rate of \$0.56 per mile (U.S. General Services Administration) and approximate toll cost (where applicable) for a 2-axis vehicle

No airport parking has been assumed

Pre-flight time includes estimated time for parking, traveling to terminal, wayfinding, TSA security checkpoint, walk time to the gate and wait-time (Estimate)

Exhibit 3-13 compares options for a Wyoming traveler wishing to travel from Gillette to Salt Lake City. In the first option, the Wyoming traveler flies directly from Gillette to Salt Lake City International Airport. In the second option, the Wyoming traveler drives to Denver International Airport, which is reported as the most frequently used alternate airport for passengers that originate from the Gillette market area, and then flies to Salt Lake City. If the Wyoming traveler flies directly from Gillette to Salt Lake City, the total one-way travel cost was estimated at \$95 and the one-way travel time was estimated at 163 minutes. If the Wyoming traveler first drives to Denver and then departs from there, the one-way travel cost was estimated at \$335 and the one-way travel time was estimated at 497 minutes.

Exhibit 3-13: Travel Comparison - Gillette to Salt Lake City



Origination Point: Gillette, WY City Center

Destination Point: Salt Lake City International Airport (SLC)

Local Airport: Gillette-Campbell County Airport (GCC)

Alternate Airport: Denver International Airport (DEN)

Destination Airport: Salt Lake City International Airport (SLC)

Route Option 1: Fly from Local Airport to Destination Airport

Route Option 2: Drive to Alternate Airport and Fly to Destination Airport

Distance Traveled (Miles)	Option 1: GCC	Option 2: DEN
Drive Miles from City Center	5	351
Flight Miles to SLC	409	390
Total Miles Traveled	414	741
Time Taken (Minutes)	Option 1: GCC	Option 2: DEN
Drive Time from City Center	11	306
Flight Time to SLC	122	91
Pre-Flight Airport Arrival Time	30	100
Total Time	163	497
Cost Incurred (USD)	Option 1: GCC	Option 2: DEN
Average Ticket Cost to SLC	\$92	\$98
Drive to Airport	\$3	\$201
Airport Parking	\$0	\$36
Total Cost	\$95	\$335
One-Way Trip Cost (USD)	\$95	\$335
One-Way Trip Duration (minutes)	163	497
Cost Saved Using Local WY Airport	\$240	72%
Time Saved Using Local WY Airport	334	67%

Notes:

Ticket cost assumes average nonstop revenue fare when the destination point is the final destination (not a connection point) (Source: US DOT O&D Database, CY 2012)

Flight time assumes nonstop flight time in the air and excludes any ground, gate, or weather delays (Source: OAG, CY 2012)

Drive time and mileage assume the most efficient route in terms of time and assume a drive without detour, stops or delays (Source: Google Maps)

Cost to drive assumes 2012 U.S. Government reimbursement rate of \$0.56 per mile (U.S. General Services Administration) and approximate toll cost (where applicable) for a 2-axle vehicle

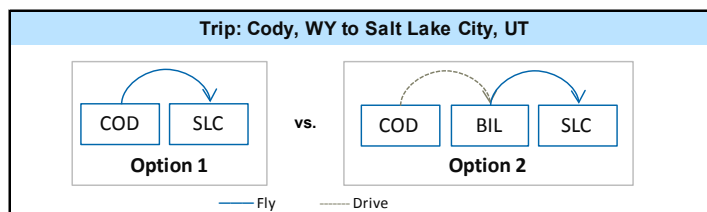
Cost to park assumes 3 days (72 hours) of parking in DEN's East or West Economy Lot (Source: DEN Website)

Cost to park at Wyoming airport assumed to be free

Pre-flight time includes estimated time for parking, traveling to terminal, wayfinding, TSA security checkpoint, walk time to the gate and wait-time (Estimate)

Exhibit 3-14 provides comparisons for a Wyoming traveler going from Cody to Salt Lake City. In option one, the Wyoming passenger flies directly from Yellowstone Regional to Salt Lake City International Airport. In option two, the Wyoming traveler drives out-of-state to board a Salt Lake City flight from the airport in Billings, Montana. As shown, if the Wyoming traveler fly directly from Cody to Salt Lake City, their total one-way travel cost is estimated at \$74 and their one-way travel time is estimated at 111 minutes. If, on the other hand, the Wyoming traveler drives to Billings for air service, the total one-way travel cost is estimated at \$346 and total one-way travel time is estimated at 257 minutes.

Exhibit 3-14: Travel Comparison - Cody to Salt Lake City



Origination Point: Cody, WY City Center

Destination Point: Salt Lake City International Airport

Local Airport: Yellowstone Regional Airport (Cody) (COD)

Alternate Airport: Billings Logan International Airport (BIL)

Destination Airport: Salt Lake City International Airport (SLC)

Route Option 1: Fly from Local Airport to Destination Airport

Route Option 2: Drive to Alternate Airport and Fly to Destination Airport

Distance Traveled (Miles)	Option 1: COD	Option 2: BIL
Drive Miles from City Center	3	106
Flight Miles to SLC	298	387
Total Miles Traveled	301	493
Time Taken (Minutes)	Option 1: COD	Option 2: BIL
Drive Time from City Center	6	113
Flight Time to SLC	75	84
Pre-Flight Airport Arrival Time	30	60
Total Time	111	257
Cost Incurred (USD)	Option 1: COD	Option 2: BIL
Average Ticket Cost to SLC	\$73	\$262
Drive to Airport	\$2	\$59
Airport Parking	\$0	\$26
Total Cost	\$74	\$346
One-Way Trip Cost (USD)	\$74	\$346
One-Way Trip Duration (minutes)	111	257
Cost Saved Using Local WY Airport	\$272	79%
Time Saved Using Local WY Airport	146	57%

Notes:

Ticket cost assumes average nonstop revenue fare when the destination point is the final destination (not a connection point) (Source: US DOT O&D Database, CY 2012)

Flight time assumes nonstop flight time in the air and excludes any ground, gate, or weather delays (Source: OAG, CY 2012)

Drive time and mileage assume the most efficient route in terms of time and assume a drive without detour, stops or delays (Source: Google Maps)

Cost to drive assumes 2012 U.S. Government reimbursement rate of \$0.56 per mile (U.S. General Services Administration) and approximate toll cost (where applicable) for a 2-axle vehicle

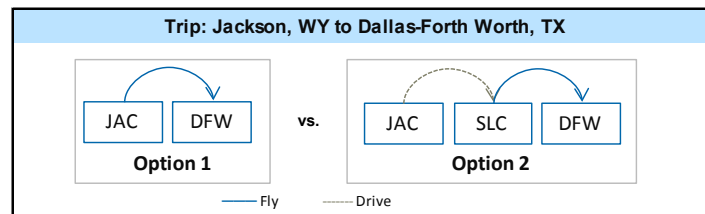
Cost to park assumes 3 days (72 hours) of parking in BIL's Long-Term parking lot (Source: BIL Website)

Cost to park at Wyoming airport assumed to be free

Pre-flight time includes estimated time for parking, traveling to terminal, wayfinding, TSA security checkpoint, walk time to the gate and wait-time (Estimate)

Exhibit 3-15 compares travel costs and time for a Wyoming traveler wishing to travel from Jackson Hole to Dallas. In the first option, the Wyoming passenger flies directly from Jackson Hole to Dallas/Fort Worth International Airport. In the second option, the Wyoming traveler drives from Jackson Hole to Salt Lake City and then flies from Salt Lake City to Dallas. For option one, the Wyoming traveler's total one-way travel cost was estimated at \$228; the total one-way travel time for this option was estimated at 293 minutes. For option two, the Wyoming traveler's one-way cost was estimated at \$397 and their total one-way travel time was estimated at 534 minutes.

Exhibit 3-15: Travel Comparison - Jackson Hole to Dallas/Fort Worth International (DFW)



Origination Point: Jackson, WY City Center

Destination Point: Dallas-Fort Worth International Airport (DFW)

Local Airport: Jackson Hole Airport (JAC)

Alternate Airport: Salt Lake City International Airport (SLC)

Destination Airport: Dallas-Fort Worth International Airport (DFW)

Route Option 1: Fly from Local Airport to Destination Airport

Route Option 2: Drive to Alternate Airport and Fly to Destination Airport

Distance Traveled (Miles)	Option 1: JAC	Option 2: SLC
Drive Miles from City Center	9	282
Flight Miles to DFW	1,045	986
Total Miles Traveled	1054	1268
Time Taken (Minutes)	Option 1: JAC	Option 2: SLC
Drive Time from City Center	13	277
Flight Time to DFW	180	157
Pre-Flight Airport Arrival Time	100	100
Total Time	293	534
Cost Incurred (USD)	Option 1: JAC	Option 2: SLC
Average Ticket Cost to DFW	\$193	\$214
Drive to Airport	\$5	\$157
Airport Parking	\$30	\$27
Total Cost	\$228	\$397
One-Way Trip Cost (USD)	\$228	\$397
One-Way Trip Duration (minutes)	293	534
Cost Saved Using Local WY Airport	\$169	43%
Time Saved Using Local WY Airport	241	45%

Notes:

Ticket cost assumes average nonstop revenue fare when the destination point is the final destination (not a connection point) (Source: US DOT O&D Database, CY 2012)

Flight time assumes nonstop flight time in the air and excludes any ground, gate, or weather delays (Source: OAG, CY 2012)

Drive time and mileage assume the most efficient route in terms of time and assume a drive without detour, stops or delays (Source: Google Maps)

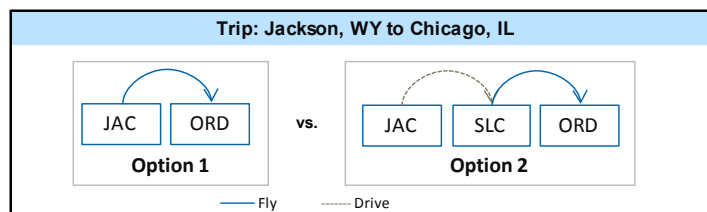
Cost to drive assumes 2012 U.S. Government reimbursement rate of \$0.56 per mile (U.S. General Services Administration) and approximate toll cost (where applicable) for a 2-axle vehicle

Cost to park assumes 3 days (72 hours) of parking in JAC's long term parking lot and SLC's Economy Parking Lot (Source: JAC and SLC Websites)

Pre-flight time includes estimated time for parking, traveling to terminal, wayfinding, TSA security checkpoint, walk time to the gate and wait-time (Estimate)

Exhibit 3-16 compares travel costs and time for a Wyoming traveler wishing to travel from Jackson Hole to Chicago. The travel choices for this trip are: (1) the passenger flies directly from Jackson Hole to Chicago O'Hare International Airport, or (2) the passenger drives from Jackson Hole to Salt Lake City and then flies nonstop from Salt Lake City to Chicago O'Hare. For the first option, the total one-way travel cost was estimated at \$281 with a one-way travel time of 281 minutes. For the second option, the total one-way cost was estimated at \$405 and the total one-way travel time was estimated at 562 minutes.

Exhibit 3-16: Travel Comparison - Jackson Hole to Chicago O'Hare (ORD)



Origination Point: Jackson, WY City Center

Destination Point: Chicago O'Hare International Airport (ORD)

Local Airport: Jackson Hole Airport (JAC)

Alternate Airport: Salt Lake City International Airport (SLC)

Destination Airport: Chicago O'Hare International Airport (ORD)

Route Option 1: Fly from Local Airport to Destination Airport

Route Option 2: Drive to Alternate Airport and Fly to Destination Airport

Distance Traveled (Miles)	Option 1: JAC	Option 2: SLC
Drive Miles from City Center	9	282
Flight Miles to ORD	1,159	1,246
Total Miles Traveled	1168	1528
Time Taken (Minutes)	Option 1: JAC	Option 2: SLC
Drive Time from City Center	13	277
Flight Time to ORD	168	185
Pre-Flight Airport Arrival Time	100	100
Total Time	281	562
Cost Incurred (USD)	Option 1: JAC	Option 2: SLC
Average Ticket Cost to ORD	\$246	\$221
Drive to Airport	\$5	\$157
Airport Parking	\$30	\$27
Total Cost	\$281	\$405
One-Way Trip Cost (USD)	\$281	\$405
One-Way Trip Duration (minutes)	281	562
Cost Saved Using Local WY Airport	\$124	31%
Time Saved Using Local WY Airport	281	50%

Notes:

Ticket cost assumes average nonstop revenue fare when the destination point is the final destination (not a connection point) (Source: US DOT O&D Database, CY 2012)

Flight time assumes nonstop flight time in the air and excludes any ground, gate, or weather delays (Source: OAG, CY 2012)

Drive time and mileage assume the most efficient route in terms of time and assume a drive without detour, stops or delays (Source: Google Maps)

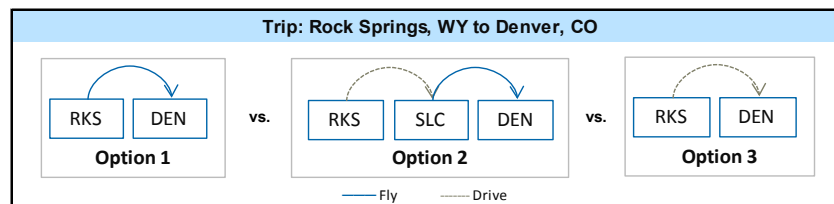
Cost to drive assumes 2012 U.S. Government reimbursement rate of \$0.56 per mile (U.S. General Services Administration) and approximate toll cost (where applicable) for a 2-axle vehicle

Cost to park assumes 3 days (72 hours) of parking in JAC's long term parking lot and SLC's Economy Parking Lot (Source: JAC and SLC Websites)

Pre-flight time includes estimated time for parking, traveling to terminal, wayfinding, TSA security checkpoint, walk time to the gate and wait-time (Estimate)

Exhibit 3-17 presents travel options for a trip from Rock Springs to Denver. For this route there are three travel options. In option one, the Wyoming passenger flies directly from Rock Springs to Denver International Airport. In option two, the Wyoming traveler drives to Salt Lake City, which is the number one alternate airport for air travelers originating in the Rock Springs-Sweetwater County Airport market area, and flies nonstop from Salt Lake City to Denver. In option three, the Wyoming traveler drives the entire trip from Rock Springs to Denver. The total one-way travel costs for these three options are \$157 for flying directly from Rock Springs, \$231 for driving to Salt Lake City and \$196 for driving all the way to Denver. The estimated one-way travel times for the three options are as follows: option one – 127 minutes; option two – 356 minutes; and option three – 309 minutes.

Exhibit 3-17: Travel Comparison - Rock Springs to Denver



Origination Point: Rock Springs, WY City Center

Destination Point: Denver International Airport (DEN)

Local Airport: Rock Springs Sweetwater County Airport (RKS)

Alternate Airport: Salt Lake City International Airport (SLC)

Destination Airport: Denver International Airport (DEN)

Route Option 1: Fly from Local Airport to Destination Airport

Route Option 2: Drive to Alternate Airport and Fly to Destination Airport

Route Option 3: Drive to Destination Airport

Distance Traveled (Miles)	Option 1: RKS	Option 2: SLC	Option 3: Drive
Drive Miles from City Center to RKS or SLC	10	191	0
Flight Miles to DEN	260	390	0
Drive Miles from City Center to DEN	0	0	341
Total Miles Traveled	270	581	341

Time Taken (Minutes)	Option 1: RKS	Option 2: SLC	Option 3: Drive
Drive Time from City Center to RKS or SLC	17	169	0
Flight Time to DEN from RKS or SLC	80	87	0
Drive Time from City Center to DEN	0	0	309
Pre-Flight Airport Arrival Time	30	100	0
Total Time	127	356	309

Cost Incurred (USD)	Option 1: RKS	Option 2: SLC	Option 3: Drive
Average Ticket Cost to DEN	\$152	\$98	\$0
Drive to RKS or SLC	\$6	\$106	\$0
Airport Parking at RKS or SLC	\$0	\$27	\$0
Drive to DEN	\$0	\$0	\$196
Total Cost	\$157	\$231	\$196

One-Way Trip Cost (USD)	\$157	\$231	\$196
One-Way Trip Duration (minutes)	127	356	309

Cost Saved Using Local WY Airport	\$74	32%	\$39	20%
Time Saved Using Local WY Airport	229	64%	182	59%

Notes:

Ticket cost assumes average nonstop revenue fare when the destination point is the final destination (not a connection point) (Source: US DOT O&D Database, CY 2012)

Flight time assumes nonstop flight time in the air and excludes any ground, gate, or weather delays

Drive time assumes the most efficient route in terms of maximizing interstate and highway miles and assumes a drive without detour, stops or delays

Cost to drive assumes 2012 U.S. Government reimbursement rate of \$0.56 per mile and approximate toll cost (where applicable) for a 2-axle vehicle

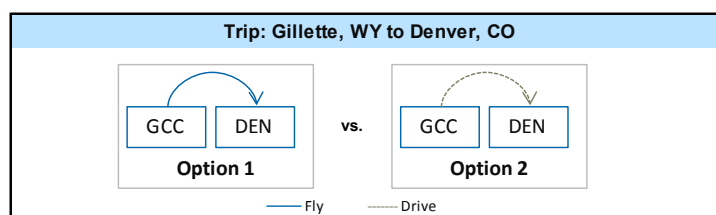
Cost to park in the Fly-SLC example assumes 3 days (72 hours) of parking in SLC's Economy Lot (Source: SLC Website)

Cost to park at Wyoming airport assumed to be free

Pre-flight time includes estimated time for parking, traveling to terminal, wayfinding, TSA security checkpoint, walk time to the gate and wait-time

Exhibit 3-18 presents the final travel comparison, Gillette to Denver. For this route, the Wyoming passenger may fly directly from Gillette on a nonstop flight, or drive the entire route from Gillette to Denver. As shown in the exhibit, the total one-way travel cost for flying is \$161 compared to \$201 for the drive option. The total estimated one-way travel time for flying is 137 minutes compared to 306 minutes for the drive option.

Exhibit 3-18: Travel Comparison - Gillette to Denver



Origination Point: Gillette, WY City Center

Destination Point: Denver International Airport (DEN)

Local Airport: Gillette-Campbell County Airport (GCC)

Destination Airport: Denver International Airport (DEN)

Route Option 1: Fly from Local Airport to Destination Airport

Route Option 2: Drive from Local Airport to Destination Airport

Distance Traveled (Miles)	Option 1: Fly	Option 2: Drive
Drive Miles from City Center to Airport	5	0
Flight Miles from GCC to DEN	314	0
Drive Miles from City Center to DEN	0	351
Total Miles Traveled	5	351
Time Taken (Minutes)	Option 1: Fly	Option 2: Drive
Drive Time from City Center to Airport	11	0
Drive Time from City Center to DEN	0	306
Flight Time from GCC to DEN	96	0
Pre-Flight Airport Arrival Time	30	0
Total Time	137	306
Cost Incurred (USD)	Option 1: Fly	Option 2: Drive
Average Ticket Cost to DEN	\$158	\$0
Drive to Airport	\$3	\$0
Airport Parking	\$0	\$0
Drive to DEN	\$0	\$201
Total Cost	\$161	\$201
One-Way Trip Cost (USD)	\$161	\$201
One-Way Trip Duration (minutes)	137	306
Cost Saved Using Local WY Airport	\$41	20%
Time Saved Using Local WY Airport	169	55%

Notes:

Ticket cost assumes average nonstop revenue fare when the destination point is the final destination (not a connection point) (Source: US DOT O&D Database, CY 2012)

Flight time assumes nonstop flight time in the air and excludes any ground, gate, or weather delays (Source: OAG, CY 2012)

Drive time and mileage assume the most efficient route in terms of time and assume a drive without detour, stops or delays (Source: Google Maps)

Cost to drive assumes 2012 U.S. Government reimbursement rate of \$0.56 per mile (U.S. General Services Administration) and approximate toll cost (where applicable) for a 2-axle vehicle

No airport parking has been assumed

Pre-flight time includes estimated time for parking, traveling to terminal, wayfinding, TSA security checkpoint, walk time to the gate and wait-time (Estimate)

In all nine travel comparisons, a Wyoming passenger saves both time and money when they choose to depart from their local commercial airport in Wyoming. These comparisons demonstrate how Wyoming travelers can save time and money by using their local airport. Wyoming travelers who depart from an out-of-state commercial airport or who choose to drive instead of fly consistently incur greater travel times and average costs are higher. As this section has shown, selecting travel options other than flying from a local airport in Wyoming provide no real cost or time savings.

Increasing passenger demand at each of the commercial airports in Wyoming is the best way to maintain existing services and attract new airline service. Increased passenger demand at Wyoming airports would result in more economic benefits for Wyoming by contributing to more airport-related employment, payroll and output. Higher passenger levels would also increase airport revenues, PFCs, and FAA entitlement funding for Wyoming's commercial airports. Finally, higher airport passenger levels at commercial airports in Wyoming would also enhance state and local tax revenues.

3.7 IMPORTANCE OF COMMERCIAL AIRPORTS AND AIRLINE SERVICE IN WYOMING

Between October 2012 and July 2013, over 3,500 surveys were completed by travelers using Wyoming's commercial airports. Roughly 45 percent of the surveys were completed by visitors and the remaining 55 percent were completed by residents. As discussed in Section 2, information from the surveys completed by visitors was essential to estimating annual visitor spending and the economic impacts associated with this spending.

Of the residents that completed the travel surveys, approximately 70 percent indicated benefits from using airline service at a Wyoming airport. The primary benefits reported by residents that use a Wyoming commercial airport are summarized below.

- **Connections with family and friends** – Many of the residents completing surveys indicated their dependence on airline service in Wyoming to stay connected with their families and friends. At a time when electronic communication has overtaken every facet of our lives, a monetary value cannot be placed on actual face-to-face reunions.
- **Access to medical treatment** – Some residents responding to the survey indicated that their travel was to either Salt Lake City or Denver for advanced medical treatment. Passengers indicated they were unable or unwilling to make the drive for their medical treatment and consider airline service in their community to be life-saving.
- **Convenience and time savings** – Many residents, including business and leisure travelers, noted that they fly from a Wyoming airport because they can park close to the terminal (often the parking is free) and the wait time to check in with the airline and to be processed through TSA security is much less and more predictable than the time required at the Salt Lake City or Denver airports. According to survey comments, when residents drive to a larger, more distant airport for an airline trip, they typically allow 90 to 120 minutes of additional time for airport processing (i.e., once they reach the terminal building).
- **Safety** – Wyoming's terrain and weather conditions often make highway travel challenging. Resident respondents indicated that commercial airline service available at Wyoming airports makes their travel safer because it keeps them off the roads, especially during nighttime hours and

snow and ice conditions. Some resident travelers even noted that Wyoming airline service is preferable because when the roads are closed, the airports most often remain operational.

Tourism is an important component of Wyoming's economy. Airport passenger survey results show that Wyoming attracts visitors from other U.S. states as well as international cities. Visitors who come to Wyoming are attracted to its national parks, resorts, skiing, guest ranches, outfitters, and hunting opportunities. The study also included an online business survey which was available to all businesses/employers in Wyoming to assess their reliance on Wyoming's airline service (see Section 4). Many of the state's guest ranches and outfitters that responded to the online business survey indicated that their employment is over 90 percent dependent on visitors who arrive in Wyoming on commercial airlines. Many of the employers in the tourism industry that responded to the survey indicated that without commercial airline service they would not be in business. In a separate study, Wyoming estimates that there are 30,580 jobs in the state that are supported by tourism⁴. These jobs are supported by visitors who come to Wyoming via all modes of transportation, as well as by residents who travel within the state.

The energy industry is also important to Wyoming's economy. Over 50 percent of the business travelers who responded to the airport passenger surveys indicated that their travel was for a company with ties to the energy and mineral industries. Statewide, approximately 26,000 Wyoming jobs are associated with the energy, mining, and minerals industry.⁵ Almost without exception, business travelers noted that the time savings realized by using commercial airline service at a Wyoming airport was extremely important. Many business passenger respondents reported that airline service at Wyoming airports increases their productivity by saving them one to two days of travel time.

The Wyoming Business Council travels extensively to locations throughout the U.S. and abroad in order to attract businesses and high quality jobs to Wyoming. Several business passengers who participated in airport passenger survey and are based in Wyoming noted that local commercial airline service is an important factor in successfully recruiting and retaining talented employees. Without scheduled commercial airline service, the Wyoming Business Council's efforts to attract and maintain jobs for Wyoming residents would be adversely impacted.

⁴ Wyoming Department of Workforce Services, Research and Planning.

⁵ Ibid.

3.8 SUMMARY OF ECONOMIC IMPACTS AND BENEFITS OF COMMERCIAL AIRLINE SERVICE IN WYOMING

As this section has demonstrated, commercial airports in Wyoming and the airline service they support provide many positive economic impacts and other benefits to Wyoming and its residents and businesses. These are summarized below:

- Commercial airports and visitors who arrive in Wyoming on a commercial air carrier help to support more than 10,000 jobs, \$413 million in annual payroll associated with these jobs, and over \$1 billion in annual business output.
- Airport activities that support commercial airline service and spending by visitors who arrive on a scheduled airline contribute an estimated \$46.3 million in annual state and local tax receipts.
- Residents and visitors who fly from a local airport in Wyoming instead of an alternate airport in a nearby state save both money and time.
- Residents of Wyoming rely on commercial airports and airline service to improve their safety, broaden their opportunities for health care, and keep them connected with friends and family.
- Almost 30,600 jobs in Wyoming are supported by tourism including all visitors regardless of travel mode. Some segments of the tourism industry are highly dependent on commercial airline service. Guest ranches, outfitters, ski areas, and resort hotels in particular depend upon visitors who arrive in Wyoming on commercial airline service. Some indicate that without the support of airline service, they would not be in business.
- Passenger surveys show that airline service is essential to the energy, mining and related industries in Wyoming. For survey respondents making a business trip, more than 50 percent were either employed by an energy or mining related company or visiting a Wyoming business in the energy and mining industry.
- Airline service and commercial airports are critical to business attraction and job retention in Wyoming.

4. BENEFITS OF AVIATION TO WYOMING BUSINESSES

4.1 INTRODUCTION

This research project for the Aeronautics Division included a survey of Wyoming's businesses to determine how they benefit from using commercial and general aviation airports. Several outreach efforts were undertaken to identify if and how employers in Wyoming rely on commercial and general aviation services to improve their efficiency and employee productivity. Working with the Wyoming Department of Transportation's (WYDOT's) Office of Public Affairs, a press release was developed to publicize and provide background information on the statewide economic impact study. WYDOT distributed the press release to newspapers and other media outlets throughout the state. The press release provided information on how employers could provide input for the state study by responding to an online survey and included a link for accessing the survey. The online business survey was promoted through the press release to reach as many employers in the state as possible.

In addition to soliciting input through press releases, direct contact was made with most all state agencies/organizations, chambers of commerce, and economic development groups. These groups were provided with an article describing the study and a link for responding to the online survey. All groups contacted were asked to share the article with their membership and to encourage their members to provide information. The Wyoming Business Council also contacted their members about the research project and the online survey. Finally, direct mailings were made to hundreds of businesses in Wyoming to gather their input via the online survey. The online business survey was available for an eight month period.

4.2 RESULTS OF BUSINESS OUTREACH

The businesses that responded to the online survey represented approximately 3,880 employees in Wyoming. Exhibit 4-1 shows the distribution of jobs for the responding companies by industry sector, and Exhibit 4-2 shows the distribution of survey respondents by county.



Exhibit 4-1: Distribution of Business Survey Employees by Industry Sector

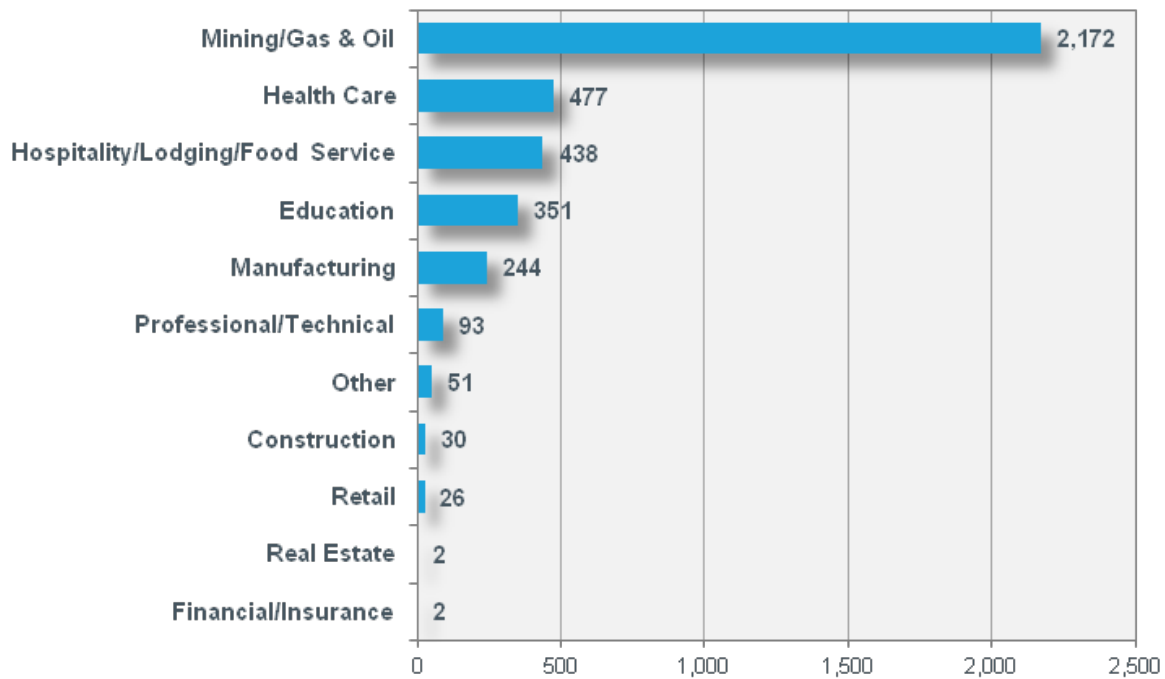
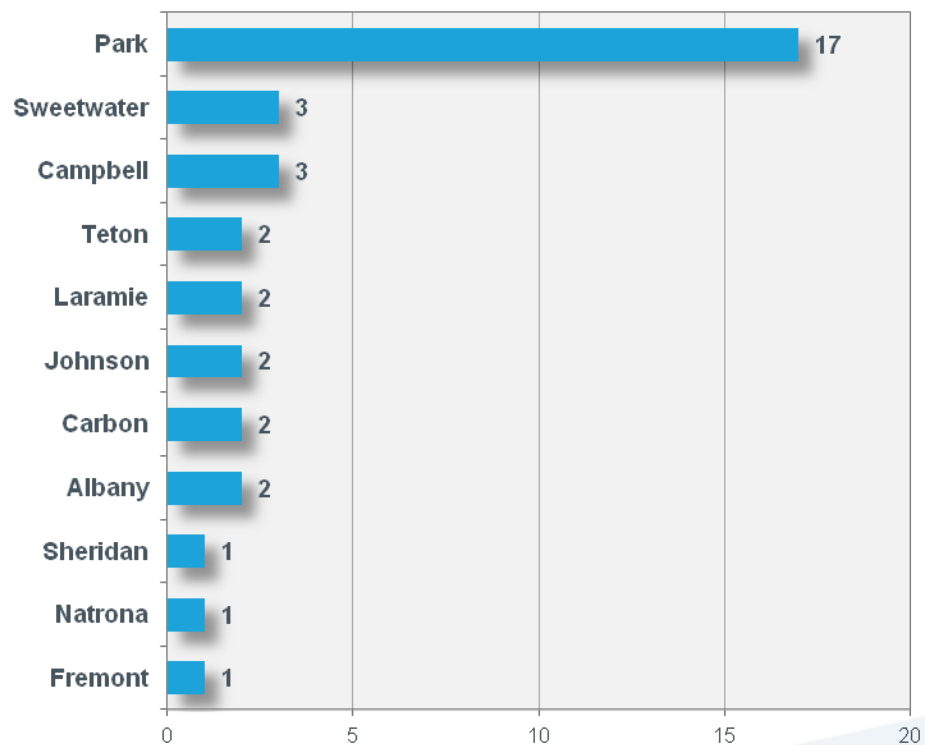


Exhibit 4-2: Number of Business Survey Respondents by County



Companies were asked to indicate if their employees rely on scheduled commercial airline service to improve their productivity. For all jobs represented by survey respondents, 99 percent were shown as using or benefiting from scheduled commercial airline service.

Companies responding to the online survey were also asked about their use of general aviation to improve their efficiency. For all responding businesses, 57 percent of employees represented in the survey were noted as benefiting from general aviation. Responding businesses indicated the following related to their corporate use of general aviation:

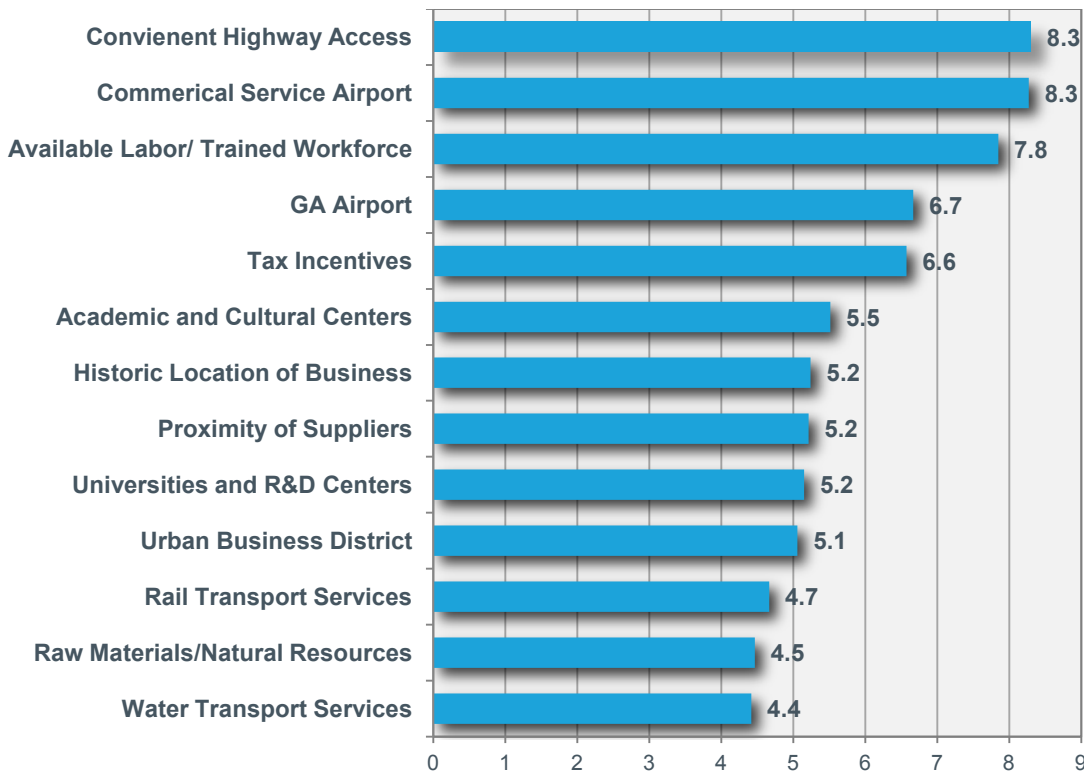
- 3 percent of all responding companies indicated they own a general aviation aircraft and that they base the aircraft at an airport in Wyoming.
- 3 percent of all responding companies indicated that they own a general aviation aircraft, but that they base the plane at an airport in another state.
- 6 percent of all responding companies indicated that they have customers or suppliers who use general aviation aircraft to travel to Wyoming for business.
- 14 percent of all responding companies indicated that they rent or charter general aviation aircraft to improve their efficiency.
- 3 percent of all responding companies reported that they have a fractional ownership share in a general aviation aircraft.

Responding companies were also asked about their reliance on overnight package delivery services and air freight services. Respondents to the survey provided the following information in terms of their reliance on air cargo shipments:

- 94 percent of all responding businesses reported that they rely on overnight shipping services by carriers such as FedEx and UPS on at least a monthly basis.
- 81 percent of all responding businesses reported that they ship air freight weighing over 70 pounds at least annually.

Companies choose their business locations based on a variety of factors. The survey asked companies to indicate the importance of 13 different factors that may influence business location decisions. The 13 factors were ranked using a rating system of 10 (being most important) to 1 (being least important) in terms of importance to their location in Wyoming. As summarized in Exhibit 4-3, proximity to a commercial service airport was the top ranked factor tied with convenient highway access, and proximity to a general aviation airport ranked fourth overall.

Exhibit 4-3: Importance of Factors Influencing Business Location Decisions
(On a Scale of 1 *Least Important* to 10 *Most Important*)



4.3 JOBS BENEFITING FROM AVIATION

Many employers in Wyoming improve their efficiency by using aviation. Aviation benefits companies by reducing employee travel time and enabling them to reach destinations across the U.S. and around the world. Through the use of general aviation, companies are able to more conveniently reach destinations not served by commercial airlines and are able to travel on their own timetable and not be tied to commercial airline flight times.

In the online business survey, respondents were asked to indicate the degree to which their employees rely on aviation to improve their efficiency by indicating employee reliance on aviation as a percentage ranging from 0 to 100. The reported survey information was extrapolated to total statewide employment to estimate the number of Wyoming jobs that benefit from using aviation.

In order to estimate the number of statewide jobs that rely on aviation, adjustments to the survey data were made to remove employment sectors with insufficient response rates and to remove certain sectors, such as the Hospitality/Accommodations sector already accounted for in off-airport visitor spending. In addition, reported aviation reliant employment in each industry sector was reduced by 50 percent to account for survey bias in the self-selected survey sample. These adjustments resulted in a conservative estimate of the number of jobs in Wyoming that rely on or gain efficiency from using aviation.

Based on this approach, 38,100 jobs in Wyoming are estimated to benefit from or rely on aviation to increase their efficiency and productivity. These jobs are separate from the estimated initial and multiplier jobs that are directly and indirectly attributed to on-airport activities and off-airport impacts related to air visitors. Total jobs (initial and multiplier) in Wyoming associated with these activities were estimated at 12,268, as described in Section 2. The estimated 38,100 jobs that gain efficiency by using aviation represent almost ten percent of Wyoming's total employment.

4.4 BUSINESSES USING COMMERCIAL AIRPORTS

As described in Section 3, over 3,500 surveys were collected from travelers boarding flights at Wyoming's commercial airports. These surveys were collected periodically over a multi-month period from October 2012 through July 2013.

Many, but not all passengers who returned a survey, provided information on their travel purpose. Both resident and visiting passengers reported that they were traveling for business related reasons. Some survey respondents also supplied the name of the local company they were employed by; or, if they were visiting Wyoming for business, the name of the company they were traveling on-behalf. Exhibit 4-4 summarizes the local and non-local companies, identified through the study's commercial airport passenger survey, that use a commercial airport in Wyoming. If the traveler was non-local, the city where the visitor originated is also shown in Exhibit 4-4, whenever this information could be determined from the survey response. In addition, the product or service associated with each business is shown.

Exhibit 4-4: Business Travel Survey Information

Commercial Airport	Local Businesses	Non-Local Businesses
Casper/Natrona County International Airport	Ameri-Tech Equipment Company (Mining equipment) American Eagle Energy Corporation (Oil and gas) Aspen Ridge Dental (Health care) Baker Hughes (Oil and gas) Boutique Vacations (Tourism) Casper College (Education) Casper Area MPO (Government) Cathedral Energy Services (Oil and gas) CEG Trucking (Transportation) ConocoPhillips Lost Cabin Gas Plant (Oil and gas) Dsasumo (Restaurant) Elkhorn Valley Rehabilitation Hospital (Health care) Famous Dave's (Restaurant) Brinkerhoff Law (Attorney) Glass Warehouse (Retail) Gyrodata (Oil and gas well placement) Halliburton (Oil and gas) High Mountain Inspection Service, Inc. (Pipeline monitoring) Haselden Construction (Building construction) Jensen Eye Care (Health care) Motor Power Kenworth (Motor power equipment) Kistler Tent and Awning (Manufacturing/Retail) Kohl's (Retail) K & S Trucking (Transportation) Magnablend (Chemicals)	Anadarko Petroleum Company – Woodlands, TX (Oil and gas) AIV, Inc. - Houston, TX (Oil and gas parts supplier) Auto Truck Transport - Stevens Point, WI (Truck distribution) Aqua Systems 2000 Inc. – Alberta, Canada (Agricultural irrigation) BK Medical - Peabody, MA (Health care) Bull Stockwell Allen – San Francisco, CA (Architects) C-Innovation – Mandeville, LA (Oil and gas support) CannonDesign – Chicago, IL (Architects) Cameron - Houston, TX (Oil and gas support) Caterpillar Inc. – Peoria, IL (Mining equipment) Catalyst Handling - West Haven, UT (Petrochemical refining) CBS – Chicago, IL (Broadcasting) Chesapeake Energy - Oklahoma City, OK (Oil and gas) Chevron - San Ramon, CA (Oil and gas) Cruz Energy Services LLC – Ray, ND (Oil and gas) Convergence Marketing – Hanover, MD (Retail marketing) Core International Inc. – Washington, DC (Oil and gas support) Cummins – Columbus, IN (Engine manufacturing) Cyclone Drilling, Inc. – Gillette, WY (Oil and gas) Denbury Resources Inc. – Plano, TX (Oil and gas) Discovery Acquisition Services – Katy, TX (Oil and gas exploration) Dorset Financial Service Corporation – Devon, PA (Financial advisors) EchoStar – Englewood, CO (Communications)

Exhibit 4-4: Business Travel Survey Information

Commercial Airport	Local Businesses	Non-Local Businesses
	<p>Memorial Hospital (Health care)</p> <p>Mountain View Regional Hospital (Health care)</p> <p>Natrona County Schools (Education)</p> <p>Oil Capital Tree Service, LLC (Tree surgeons)</p> <p>Peterbilt of Wyoming (Equipment)</p> <p>Professional Pathology of Wyoming (Health Care)</p> <p>RBC Wealth Management (Financial)</p> <p>Roland Anger Tile, LLC (Retail)</p> <p>Scientific Drilling (Oil and gas)</p> <p>Sharewell Energy Services (Oil and gas)</p> <p>Spectra Energy (Pipelines)</p> <p>Halliburton (Oil and gas)</p> <p>Wyoming State Board of Nurses (Government)</p> <p>Sunland Construction Inc. (Oil/gas pipelines)</p> <p>TIC The Industrial Company (Heavy construction)</p> <p>Trec, Inc. (Environmental management)</p> <p>Trinidad Drilling (Oil and gas)</p> <p>True Drilling, LLC (Oil and gas)</p> <p>Uranium One Inc. (Mining)</p> <p>Urgent Care of Casper, LLC (Health care)</p> <p>WESC Federal Credit Union (Banking)</p> <p>WESTECH (Mining)</p> <p>Wyoming Medical Center (Health care)</p> <p>Wind City Physical Therapy (Health care)</p> <p>Wyoming Camera Outfitter (Retail)</p> <p>Wyoming Oil and Gas Conservation Commission (Agency)</p> <p>Wyoming Neurological Associates, LLC (Agency)</p>	<p>Ecolab – Sugarland, TX (Energy technologies)</p> <p>Encana – Denver, CO (Oil and gas)</p> <p>Enerflex – Alberta, Canada (Oil and gas support)</p> <p>EOR Energy Services – Houston, TX (Oil and gas)</p> <p>Fair Isaac Corporation - San Diego, CA (Financial advisors)</p> <p>Forest Laboratories - New York, NY (Health care)</p> <p>GBS Benefits Inc. - Salt Lake City, UT (Insurance)</p> <p>GE Oil and Gas – Houston, TX (Oil and gas)</p> <p>GEA Niro – Soborg, Denmark (Engineers)</p> <p>Geokinetics – Houston, TX (Oil and gas exploration)</p> <p>Gibbons Energy - New York, NY (Oil and gas financial consultants)</p> <p>Horizon International – Pendleton, IN (Relief efforts)</p> <p>Irwin Seating Company - Grand Rapids, MI (Manufacturer of public seating)</p> <p>JPA Completion Fluids – Mathis, TX (Oil and gas support)</p> <p>Juart Brother Excavating – Louder, PA (Oil and gas excavation)</p> <p>JV Industrial Companies – Pasadena, TX (Welding)</p> <p>Key Energy Services – Midland, TX (Oil and gas)</p> <p>Knight Oil Tools – Lafayette, LA (Oil and gas)</p> <p>Lincare - Clearwater, FL (Health care)</p> <p>Light Tower Rentals – Odessa, TX (Oil and gas support)</p> <p>Malcolm Drilling Company Inc. – Kent, WA (Oil and gas)</p> <p>Myopain Seminars – Bethesda, MD (Health care)</p> <p>National Athletic Trainers Association – Dallas, TX (Health care)</p> <p>Nicholas Consulting Group Inc. – Midland, TX (Oil and gas support)</p> <p>Nomac Drilling – Marshall, TX (Oil and gas)</p> <p>Office of Surface Mining Reclamation and Enforcement – Washington, DC (Government)</p> <p>Omron Oilfield and Marine, Inc. – Houston, TX (Oil and gas support)</p> <p>Outland Energy Services – Canby, MN (Oil and gas)</p> <p>Patterson UFT Drilling – Houston, TX (Oil and gas)</p> <p>Peabody Energy – Gillette, WY (Coal)</p> <p>People's United Bank – Louisville, KY (Banking)</p> <p>Premier Bone and Joint – Laramie, WY (Health care)</p> <p>PECOFacet - Mineral Wells, TX (Oil and gas)</p> <p>PowerSecure - Wake Forest, NC (Oil and gas support)</p> <p>PacifiCorp - Salt Lake City, UT (Energy)</p> <p>Parker Drilling – Houston, TX (Oil and gas)</p> <p>Quality Living, Inc. – Omaha, NE (Health care)</p> <p>Quick Drive Away – Griffin, GA (Transportation)</p> <p>Rocky Mountain Power - Salt Lake City, UT (Energy)</p> <p>Ryan Directional Technologies – Houston, TX (Oil and gas support)</p> <p>Saudi Aramco – Dhahran, Saudi Arabia (Oil and gas)</p> <p>Seix Investment Advisors, LLC - New York, NY (Financial)</p> <p>Smart Fill - Austin, MN (Health care)</p> <p>Stiefel Laboratories - Castle Rock, CO (Health care)</p> <p>Smith's - Salt Lake City, UT (Retail)</p> <p>Sound Physicians - Wheat Ridge, CO (Health care)</p> <p>Schlumberger Well Completions – Houston, TX (Oil and gas)</p> <p>Syringa Properties – Boise, ID (Property management)</p> <p>TH Hill – Houston, TX (Oil and gas support)</p>

Exhibit 4-4: Business Travel Survey Information

Commercial Airport	Local Businesses	Non-Local Businesses
		<p>Transocean – Houston, TX (Oil/gas drilling)</p> <p>Treksystem - St. Louis, MO (Staffing)</p> <p>TWMA – Houston, TX (Oil and gas)</p> <p>University of Wyoming – Laramie, WY (Education)</p> <p>Union Pacific – Omaha, NE (Transportation)</p> <p>Venus Partners – Calgary, Canada (Health care)</p> <p>ViroPharma – Exton, PA (Health care)</p> <p>Weatherford – Calgary, Canada (Oil and gas support)</p> <p>WellDog – Queensland, Australia (Oil and gas)</p> <p>Westfreight Systems Inc. – Houston, TX (Transportation/trucking)</p> <p>Windsor Energy Resources - Oklahoma City, OK (Oil and gas)</p> <p>Wipro Technologies – Brunswick, NJ (IT solutions)</p>
Cheyenne Regional Airport-Jerry Olson Field	<p>Airgas (Chemicals industrial/medical)</p> <p>Cheyenne Regional Medical Center (Health care)</p> <p>Devon Energy (Management systems)</p> <p>Emerald Foam Control LLC (Chemicals)</p> <p>EchoStar (Communications)</p> <p>Reed Services Inc. (Inspections and Maintenance)</p> <p>Wyoming State Board of Nurses (Health care)</p> <p>Washakie Medical Center (Health care)</p> <p>Wyoming Department of Education (Government)</p> <p>Wyoming Department of Health (Government)</p> <p>Wyoming Hospital Association (Organization)</p> <p>Wyoming Department of Environmental Quality (Communications)</p>	<p>Arkoma Energy Services – Greenwood, AR (Oil and gas)</p> <p>Banner Health – Phoenix, AZ (Health care)</p> <p>Black Hills Corporation - Rapid City, SD (Energy)</p> <p>BNSF Railway - Fort Worth, TX (Transportation)</p> <p>Chesapeake Energy – Oklahoma City, OK (Oil and gas)</p> <p>Congo Blue Films - Las Vegas, NV (Film/video)</p> <p>Hollingsworth – Jonesboro, AR (Banking)</p> <p>Iowa Department of Natural Resources – Ames, IA (Government)</p> <p>Kum and Go - Des Moines, IA (Retail)</p> <p>Murchison and Cummings LLP - Las Vegas, NV (Attorneys)</p> <p>National Cattlemen's Beef Association – Washington, DC (Organization)</p> <p>Parker Hannifin – Gardena, CA (Manufacturing and industrial supplies)</p> <p>Rabbit Creek Emu Ranch – Livermore, CO (Agriculture)</p> <p>Safety Vision – Houston, TX (Security)</p> <p>Schlumberger – Houston, TX (Oil and gas)</p> <p>State Farm – Bloomington, IL (Insurance)</p> <p>Union Pacific – Omaha, NE (Transportation)</p> <p>UnitedHealth Group – Plymouth, MN (Health care)</p> <p>US Army National Guard – Herndon, VA (Government)</p>
Gillette-Campbell County Airport	<p>ARCADIS (Environmental/engineering)</p> <p>Avtron Industrial Automation (Mining)</p> <p>Black Hills Power (Energy)</p> <p>Basin Electric Power Cooperative Dry Fork Station (Energy)</p> <p>Bennett Advertising (Newspapers)</p> <p>Buckskin Mining Company (Coal/energy)</p> <p>BW Insurance (Insurance)</p> <p>Campbell County Memorial Hospital (Health care)</p> <p>Captain Clean of Northeastern Wyoming (Cleaning services)</p> <p>Cale Case (Consultant)</p> <p>Caterpillar Global Mining (Mining Equipment)</p> <p>Cloud Peak Energy (Coal)</p> <p>Cyclone Drilling Inc. (Oil and gas)</p> <p>Dennis McCoy and Sons (Construction)</p> <p>DRM Inc. (Heavy Construction)</p>	<p>American Equipment Inc. - Salt Lake, UT (Construction/mining equipment)</p> <p>BAS Consultants – Boston, MA (Mining consultant)</p> <p>Chemtrade Logistics Inc. – Toronto, Canada (Chemicals)</p> <p>CompHealth - Salt Lake City, UT (Health care)</p> <p>DRS Media Consulting – Springfield, MA (Consulting/communications)</p> <p>Draftfcb – Seattle, WA (Public Relations)</p> <p>Far East Energy Corporation – Houston, TX (Oil and gas)</p> <p>Flying J – Ogden, UT (Retail)</p> <p>The Food Professionals – Seattle, WA (Communications)</p> <p>Georgetown Rail Equipment Company – Georgetown, TX (Transportation)</p> <p>Halliburton – Houston, TX (Oil and gas)</p> <p>Ingram Barge Company - Paducah, KY (Transportation)</p> <p>Liebberr Group - Newport News, VA (Mining Equipment)</p> <p>M&G Engineering – Athens, TX (Car systems)</p> <p>Paul Evert's RV Country – Bullhead, AZ (RV dealer)</p>

Exhibit 4-4: Business Travel Survey Information

Commercial Airport	Local Businesses	Non-Local Businesses
	Hagens Land and Development LLC (Land Development) Hladky Construction (Construction) Legend Communications (Broadcasting) Peabody Energy (Energy/coal) Smith's Food and Drugs (Retail/food) Sulzer (Engine repair) Wyoming Farm Bureau Federation (Organization)	United Transportation Union - North Olmstead, OH (Labor relations) Walmart – Bentonville, AR (Retail) Walter Energy – Birmingham, AL (Coal production/export)
Laramie Regional Airport	AMEC Environment Infrastructure (Oil and gas) A Bar A Ranch (Tourism) American Collection Systems Inc. (Debt collection) Brush Creek Ranch (Tourism) CenturyLink (Communications) Closer to the Sun International Inc. (Advertising/marketing) Defrag (Software) Happy Jack Software (Software) Dean A. Mercil Construction, Inc. (Construction) Silver Spur Ranches (Tourism) Suburban Propane (Energy) Trihydro Corporation (Environmental/engineering) University of Wyoming (Education) Wyoming Board of Psychology (Government) Wyoming Game and Fish Department (Government) Wyoming State Bank (Financial) Wyoming Health Council (Organization)	Baker Hughes – Houston, TX (Oil and gas) Bradley Corporation - Menomonee Falls, WI (Commercial bathroom fixtures) CBS Sports - New York, NY (Broadcasting) Emery Energy Company - Salt Lake City, UT (Energy conversion) Five Star Senior Living – Newton, MA (Health care) GE Wind Energy – Fairfield, CT (Energy) HDR Inc. – Dallas, TX (Engineering/construction) Intevac Inc. - Santa Clara, CA (Computers) Interior West Consultants – Weston, CO (Management consultants) MEG Energy – Calgary, Canada (Energy) Navajo Nation - Window Rock, AZ (Government) PNM Resources Inc. – Albuquerque, NM (Energy) ProBuild – Albuquerque, NM (Construction) Reilly Financial Advisors - La Mesa, CA (Financial advisors) Simon Greenstone Panatier Bartlett, PC - Seattle, WA (Attorneys) Sinclair - Salt Lake City, UT (Oil and gas) Truax Company Inc. - New Hope, MN (Agriculture) University of New Mexico – Albuquerque, NM (Education) University of Texas – Austin, TX (Education) Vestas – Portland, OR (Energy) Weather Modification Inc. – Fargo, ND (Research)
Riverton Regional Airport	Bear Basin Adventures (Outfitter) Brunton Outdoor (Outfitter) Canyon Orthopedics and Rehabilitation (Health care) Central Wyoming College (Education) Elemental Performance and Fitness (Personal fitness) High Plains Power, Inc. (Utilities) Lifepoint Hospitals (Health care) ConocoPhillips (Oil and gas) Mountain Valley Trailer and RV (Automotive) The Nature Conservancy (Environmental) National Outdoor Leadership School (Education) Northern Arapaho Tribe (Native American Affairs) Pinnacle Bank (Financial) Red Canyon Cattle Company (Agriculture) Riverton Smiles (Health care) Riverton Memorial Hospital (Health care) Saint Stephens Indian School (Education) Sundance Properties (Real estate) Wind River Development Fund (Venture Capital) Wyoming Catholic College (Education)	3M - St. Paul, MN (Manufacturing) Ace Engineering, Inc. - La Verne, CA (Contractors) BNSF Railroad - Fort Worth, TX (Transportation) BrandJuice – Denver, CO (Marketing/advertising) Contek Solutions LLC – Plano, TX (Oil and gas safety) Devon Energy - Oklahoma City, OK (Oil and gas) Department of Energy – Denver, CO (Energy) Citigroup – Houston, TX (Financial) CliftonLarsonAllen – Bellevue, WA (Accounting) Coffey Consulting – Bethesda, MD (Management consultants) Chartwell - Las Vegas, NV (Tax consultant) Continental Operating Company - Houston, TX (Gas and oil) ConocoPhillips – Houston, TX (Gas and oil) DesignLine Dental Systems – Edmonds, WA (Health care) DOT Federal Lands Highways – Lakewood, CO (Government) Encana – Plano, TX (Gas and oil) Glenmount Global Solutions – Longview, TX (Utilities) Groendyke Transport, Inc. - Lubbock, TX (Oil and gas trucking) Indians Into Medicine – Vermillion, SD (Health care) Math Solutions – Sausalito, CA (Education)

Exhibit 4-4: Business Travel Survey Information

Commercial Airport	Local Businesses	Non-Local Businesses
		<p>NIOSH Spokane Research Laboratory - Spokane, WA (Mine health/safety)</p> <p>Precision Drilling Corporation – Alberta, Canada (Gas and oil)</p> <p>Pollard and Associates – Omaha, NE (Health care)</p> <p>Selby Apiaries – Chico, CA (Consumer products)</p> <p>SPC Companies – Omaha, NE (Security)</p> <p>Strad Energy – Houston, TX (Oil and gas)</p> <p>Stallion Oilfield Holdings, Inc. – Houston, TX (Oil and gas)</p> <p>Spartan Engineering – Tulsa, OK (Oil and gas)</p> <p>Tetra Technologies, Inc. – Woodland, TX (Oil and gas)</p> <p>USDA FNS - Washington, DC (Agriculture)</p> <p>Walmart – Bentonville, AR (Retail)</p> <p>Xoran Technologies, LLC - Ann Arbor, MI (Health care)</p>
Rock Springs-Sweetwater County Airport	<p>BP America (Oil and gas)</p> <p>Bridger Coal Company (Energy)</p> <p>Black Butte Coal Company (Energy)</p> <p>Bucky's Outdoor LLC (Hardware sales)</p> <p>Chevron (Oil and gas)</p> <p>CP Masters (Energy industry support)</p> <p>Church and Dwight Company, Inc. (Chemicals/consumer products)</p> <p>ExxonMobil (Oil and gas)</p> <p>Encana (Oil and gas)</p> <p>Higher Learning Commission (Education)</p> <p>Joe's Pet Depot (Retail)</p> <p>John Arambel Trucking (Freight)</p> <p>Lander Medical Clinic (Health care)</p> <p>Lincare (Health care supplies)</p> <p>Memorial Hospital of Sweetwater County (Health care)</p> <p>NL Land and Livestock (Livestock)</p> <p>OCI Wyoming L.P. (Chemicals)</p> <p>Premier Powerplants and Pumps (Oil and gas generators)</p> <p>R&D Sweeping and Asphalt Maintenance, LC (Asphalt pavement maintenance)</p> <p>Sodexo (Food services)</p> <p>Tata Chemicals North America (Soda ash mining)</p> <p>Western Wyoming Community College (Education)</p> <p>Valley Water Service Inc. (Oil field support)</p>	<p>Ascentia – Littleton, CO (Real estate)</p> <p>ABB – Houston, TX (Automation for utilities)</p> <p>Baker Hughes – Houston, TX (Oil and gas)</p> <p>Big Sky Consulting - Santa Barbara, CA (IT solutions)</p> <p>Blackstone Instruments – Marlborough, MA (Oil and gas)</p> <p>BP – Houston, TX (Oil and gas)</p> <p>Boot Barn – Fresno, CA (Retail)</p> <p>BLOCHOWIAK Drilling Fluids , Inc. – Shawnee, OK (Oil and gas)</p> <p>BNSF Railroad – Woodland, TX (Transportation)</p> <p>Catasite – Denver, CO (Oil and gas industry support)</p> <p>Cathedral Energy Services – Alberta, Canada (Oil and gas drilling)</p> <p>Cengage Learning – Stamford, CT (Education)</p> <p>Emerson Process Management – Marshalltown, IA (Oil and gas pipelines)</p> <p>Fiberspar – Houston, TX (Oil and gas support)</p> <p>FlexSteel Pipeline – Houston, TX (Oil and gas support)</p> <p>Formica Corporation – Cincinnati, OH (Chemicals)</p> <p>FMC Corporation – Philadelphia, PA (Chemists)</p> <p>Greenway Medical Technologies – Atlanta, GA (Health care)</p> <p>Hadco International LLC – Conroe, TX (Oil field appraisers)</p> <p>Hatch LTD – Vancouver, BC (Mining industry support)</p> <p>HH Brown Shoe Company – Martinsburg, PA (Work shoes)</p> <p>International Services, Inc. - Buffalo Grove, IL (Interior finishing)</p> <p>Key Energy Services – Midland, TX (Oil and gas)</p> <p>LD Systems - San Antonio, TX (Sound and light systems)</p> <p>LINN Energy – Houston, TX (Oil and gas)</p> <p>Morrison Cutting Horses – Hawley, TX (Livestock)</p> <p>Nabors Completion and Production Services Company – Houston, TX (Oil and gas)</p> <p>NOV Hydra Rig - Fort Worth, TX (Oil and gas drilling equipment)</p> <p>Occidental Petroleum Corporation – Bakersfield, CA (Oil and gas)</p> <p>Patterson-UTI Energy Inc. - Houston, TX (Oil and gas)</p> <p>QEP Resources, Inc. - Denver, CO (Oil and gas exploration)</p> <p>Quest Integrity Group – Houston, TX (Oil and gas support)</p> <p>Robbins and Myers, Inc. - Houston, TX (Oil and gas drilling)</p> <p>RS Technical Services, Inc. – Petaluma, CA (Video pipeline inspections)</p> <p>Samsung – Princeton, NJ (Health care equipment)</p>

Exhibit 4-4: Business Travel Survey Information

Commercial Airport	Local Businesses	Non-Local Businesses
		Sterilmed - Maple Grove, MN (Health care equipment) SW-Wrap – Washington, DC (Veterans support) Schlumberger – Houston, TX (Oil and gas) Shell - Houston, TX (Oil and gas) Trinity Industries, Inc. – Dallas, TX (Rail car manufacturing) US Auto Parts – Carson, CA (Auto parts replacement) Walden University – Minneapolis, MN (Education) Westmoor Manufacturing - Fort Worth, TX (Clothing manufacturing) Williams – Tulsa, OK (Oil and gas) Union Pacific – Omaha, NE (Transportation)
Sheridan County Airport	Advantage Resources, Inc. (Oil and gas) Big Horn Beverage Company (Beverage distributor) Caterpillar (Equipment) Coffeen Plaza Dental (Health care) Crown Products and Services (Chemicals) Frontier Asset Management (Banking) Jerry Ikel, LCSW (Health care) Jentel Foundation (Arts) HF Bar Ranch (Tourism) New Era Petroleum (Oil and gas) Northern Wyoming Community College (Education) Sheridan Memorial Hospital (Health care) Big Horn Polo Club (Equestrian) Powder River Basin Resource Council (Agriculture) NSI Academy (Education) Powder River Energy Corporation (Utilities) Sheridan County School District (Education) Sheridan College (Education) Sheridan Veterans Medical Center (Health care) Triple Three Outfitters (Tourism) Ucross Foundation (Arts) Vacutech (Central vac systems) Wyoming Department of Environmental Quality (Broadcasting) Wood Group (Oil and gas) Wyoming's Finest Outfitter (Tourism)	AccuTech, LLC – Vista, CA (Health care) Amador County Probation – Jackson, CA (Law enforcement) ARCADIS - Cheyenne, WY (Consulting) Biomarin Pharmaceutical – Novato, CA (Health care) B&M Construction - Colorado Springs, CO (Construction) BNSF Railroad - Fort Worth, TX (Transportation) Campbell Companies – Fairhope, AL (Construction) Cowboy State Bank – Denver, CO (Banking) Denver Investments – Denver, CO (Banking) EMH Technologies – Albuquerque, NM (IT solutions) Engility – Alexandria, VA (Government consulting) Kiewit Mining Group – Omaha, NE (Energy) Montgomery Technology, Inc. – Greenville, AL (Security) Morgan Stanley - New York, NY (Banking) MSEC – Denver, CO (Employment law) National Development Council - New York, NY (Economic development) NOIA – Washington, DC (Energy) NRS - San Diego, CA (Compliance technology) Post Modern Group – Irvine, CA (Digital media) Rapport Leadership International - Las Vegas, NV (Training) Rocky Mountain Surgical Solutions, LLC – Denver, CO (Health care) RUAG Aviation – Emmen, Switzerland (Military aviation) SAFARI Montage – Wynnewood, PA (Educational videos) Sequel Corporation – Chaska, MN (Mental finishers) Southwestern Energy – Tunkhannock, PA (Energy) Summit Energy Services – Williston, ND (Energy) Taurus International Manufacturing, Inc. – Miami, FL (Gun manufacturing) Three Forks Resources LLC – Denver, CO (Oil and gas) U.S. Department of the Treasury – Washington, DC (Government) Veterans Health Administration – Washington, DC (Health care) XOJET – McClellan, CA (Air charter)
Worland Municipal Airport	Pepsi-Cola (Manufacturing) Washakie Medical Center (Health Care)	Aeromax Solutions – P.R., China (Airline consultants) Berry and Associates Land Surveying – Bakersfield, CA (Land development) Educational Discovery Tours – Truckee, CA (Tourism) Professor Kenneth D. Rose - Johns Hopkins Medicine - Baltimore, MD (Research)

Exhibit 4-4: Business Travel Survey Information

Commercial Airport	Local Businesses	Non-Local Businesses
Yellowstone Regional Airport	<p>Acadia Mountain Guides (Outfitters)</p> <p>Bentonite Performance Minerals, LLC (Mining)</p> <p>Big Horn Foot Clinic (Health care)</p> <p>Cody Laboratories Inc. (Chemical engineering)</p> <p>Double E Ranch (Tourism)</p> <p>Eleutian (Language training)</p> <p>G&R Consulting (Oil and gas leases)</p> <p>Helmerich and Payne, Inc. (Oil and gas)</p> <p>Mark's Exclusive Adventures (Outfitters)</p> <p>Mooncrest Ranch (Tourism)</p> <p>Northwest College (Education)</p> <p>The Pitchfork Land and Cattle Company (Livestock)</p> <p>Powell Valley Healthcare (Health care)</p> <p>Riverland Ag (Grain storage)</p> <p>Security State Bank (Financial)</p> <p>Simpson Gallagher Gallery (Fine Art)</p> <p>Skyhawk Rugs (Retail)</p> <p>Strategic Solutions (Medical research)</p> <p>Strategic Teaching and Learning (Education)</p> <p>Westcor Energy (Energy exploration)</p> <p>Wyoming Whiskey (Spirits production)</p> <p>Wild Sheep Foundation (Organization/agency)</p> <p>Y-Tex Corporation (Livestock)</p>	<p>AAR Airlift Group - Palm Bay, FL (Aircraft retrofitting)</p> <p>Advanced Process Technologies Inc. - Cokato, MN (Agricultural processing)</p> <p>BAE Systems - McLean, VA (Aerospace systems)</p> <p>Baker Hughes - Houston, TX (oil and gas)</p> <p>BCSI - St. George, UT (Mechanical contractors)</p> <p>The Boston Globe - Boston, MA (Newspaper)</p> <p>Carter-Haston - Nashville, TN (Land development)</p> <p>Centers for Disease Control and Prevention - Atlanta, GA (Medical)</p> <p>Chesapeake Energy - Oklahoma City, OK (Oil and gas)</p> <p>Combined Transport Inc. - Central Point, OR (Transportation)</p> <p>Coca-Cola - Atlanta, GA (Consumer products)</p> <p>Compumed Inc. - Provo, UT (Surgical and medical instruments)</p> <p>The CORE Institute - Phoenix, AZ (Orthopedic surgeons)</p> <p>Dairy Management Inc. - Chicago, IL (Professional management)</p> <p>Eloquela Learning - Salt Lake City, UT (English language training)</p> <p>EE - Bonds Spring, TX (Oil industry support)</p> <p>Franklin Properties Partnership - Albuquerque, NM (Land/real estate development)</p> <p>Halliburton - Houston, TX (Oil and gas)</p> <p>HealthTech Management Services - Franklin, TN (Health care)</p> <p>Hot Springs County Memorial Hospital - Thermopolis, WY (Health care)</p> <p>ICMA-RC - Washington, DC (Professional management)</p> <p>Intorrent Technologies - Alpharetta, GA (Phone systems)</p> <p>LAM Management - Kirkland, WA (Property management)</p> <p>KeeVac - Denver, CO (Septic systems)</p> <p>Marathon Oil Company - Houston, TX (Oil and gas)</p> <p>MaxIT Healthcare - Indianapolis, IN (Health care)</p> <p>Millcreek Engineering - Salt Lake City, UT (Construction management mining/minerals)</p> <p>Montague Ministries - Denver, CO (Non-profit)</p> <p>National Cattlemen's Beef Association - Washington, DC (Agriculture)</p> <p>New Era Petroleum - Sheridan, WY (Oil and gas)</p> <p>Oil Sands - Alberta, Canada (Oil and gas)</p> <p>Peak Oilfield Service Co. - Anchorage, AK (Oil and gas)</p> <p>Publishers Press - Shepherdsville, KY (Publishing)</p> <p>ReliAscent - Boulder, CO (Business consultants)</p> <p>Roche Diagnostics - Indianapolis, IN (Health care)</p> <p>Rotech Healthcare Inc. - Orlando, FL (Health care)</p> <p>Sinclair - Houston, TX (Oil and gas)</p> <p>Shell - Houston, TX (Oil and gas)</p> <p>Wyoming Board of Psychology, Cheyenne, WY (Government/health care)</p> <p>Schlumberger - Houston, TX (Oil and gas)</p> <p>SureFire Institute- Yorba Linda, CA (Firearms training military/law enforcement)</p> <p>USDA Forest Service - Redding, CA (Government agency)</p> <p>Vanderbilt University Medical Center - Nashville, TN (Health care)</p> <p>Victoria Spry - Seattle, Washington (Cancer nurse)</p>

Exhibit 4-4: Business Travel Survey Information

Commercial Airport	Local Businesses	Non-Local Businesses
		Westshore Aviation Management – Holland, MI (Aviation management) WSi Healthcare Personnel - Denver, CO (health care) White and Steele, P.C. – Denver, CO (Attorney) Wyoming Game and Fish Department – Cheyenne, WY (Government) State of Wyoming Legislature – Cheyenne, WY (Government) Big Horn Corporation – Denison, TX (Woodworking tools)

Note: This is a representative/partial list as many respondents did not provide company info and more could not be read.

Several points related to the information presented in Exhibit 4-4 are important. Passenger surveys for this effort were not conducted at Jackson Hole Airport. This airport conducts its own passenger surveys and the airport supplied estimates of visitor spending from their surveys to be used in this study. As result, there is no information for Jackson Hole Airport included in Exhibit 4-4. Information presented in Exhibit 4-4 was extracted from hand written, self-administered surveys. It is possible that there are errors in actual business names, the location the visiting traveler came from, and/or the type of product or service the business provides.

Nevertheless, the information shown in Exhibit 4-4 provides insight into the businesses that use commercial airline service at the Wyoming airports. Many local and non-local businesses that use airline service at Wyoming airports are traveling for businesses that have ties to the energy, mineral, chemical, or mining industries. These are important employers in Wyoming. Healthcare providers and healthcare suppliers also frequently use commercial airline service at Wyoming's commercial airports, as do the state's institutions of higher education.

The survey information also shows that visitors from across the U.S. and from foreign countries use commercial aviation service to conduct business in Wyoming. In today's global economy, there is no substitute for airline travel when in-person meetings are required. As reflected in the business travel data summarized in Exhibit 4-4, many of the business passengers that travel to Wyoming using airline service originate in Texas or California. International trips from a number of different locations in Canada, Saudi Arabia, Switzerland, Australia, Denmark, and China were also reported. This information helps to highlight the important role that the state's airports and commercial airline service play in connecting Wyoming's economy to domestic and international markets.

4.5 OTHER BENEFITS OF WYOMING AIRPORTS

Wyoming airports support many types of activities that not only support the state and local economies but also support other types of services and activities. As part of this study's data gathering efforts with airport managers and airport tenants, information was collected on the types of activities accommodated at study airports and the estimated frequency of these activities.

Airports indicated which of 19 different activities occurred at their facilities and also indicated the frequency of each (daily, weekly, monthly, yearly, on a seasonal basis or never). Exhibit 4-5 summarizes the findings from this data collection effort. These data underscore the fact that airports in Wyoming serve many types of operators and support a variety of activities that contribute to the quality of life for Wyoming's residents.

Research conducted for this study, and summarized in Appendix B, also documents some of the specific ways that Wyoming's airports support the communities they serve. Various sections of this report describe the important role that airports play in supporting the tourism and energy sectors in Wyoming. Airport-by-airport information presented in Appendix B demonstrates that airports also support a myriad of other activities including: hospitals and healthcare providers; firefighting; higher educational institutions; recreation; state and federal agencies; and farmers and ranchers.

The stories presented in Appendix B highlight how Wyoming residents and businesses benefit from study airports, even if they themselves never use one of the state's 35 commercial or general aviation airports. Airports are important assets to Wyoming. These stories were collected directly from Wyoming businesses, hospitals, airports, economic development agencies, state and federal agencies, and chambers of commerce.

Exhibit 4-5: Qualitative Benefits of Wyoming's Airports

Associated City	Airport Name	Recreational Flying	Agricultural Spraying	Energy Industry flights	Business/corporate flights	Aerial inspection/ pipeline patrol	Air freight/cargo	Pilot flight training	Vacation/second home owner flights	Police/law enforcement	Military	Search & Rescue	Environmental/forest patrol	Predator control	Emergency medical/ patient transportation	Doctor transport to local hospitals/ clinics	Veterinarian transport	BLM/Forest Service flights	Aerial photography /surveying	Real estate tours	Other	Description of Other
Commercial Airports																						
Casper	Casper/Natrona County International	D	S	D	D	W	D	D	W	M	W	S	W	S	W	Y	Y	S	S	Y	D	commercial air service; transient international flights
Cheyenne	Cheyenne Regional Airport-Jerry Olson Field	D	S	M	W	Y	D	D	S	Y	D	M	Y	-	D	Y	-	-	S	-		
Cody	Yellowstone Regional	D	S	D	D	W	D	D	D	D	M	D	W	W	W	W	M	W	M	Y		
Gillette	Gillette-Campbell County	D	S	D	D	W	D	D	M	Y	W	M	S	M	D	D	Y	S	M	Y		
Jackson	Jackson Hole	W	-	-	D	-	D	S	D	-	Y	Y	-	W	W	S	S	S	-	Y		
Laramie	Laramie Regional	D	S	M	D	W	D	D	W	M	D	M	M	M	W	D	Y	M	M	Y		
Riverton	Riverton Regional	D	S	W	D	M	D	W	W	Y	S	S	S	W	D	W	Y	S	Y	Y		
Rock Springs	Rock Springs-Sweetwater County	D	S	D	D	M	D	W	M	M	M	S	S	D	D	-	Y	M	S	Y		
Sheridan	Sheridan County	D	S	D	D	M	D	D	S	*	M	S	S	S	W	W	-	S	S	Y		
Worland	Worland Municipal	W	S	W	D	D	W	M	S	M	Y	M	S	D	W	W	M	S	Y	Y		
Business Airports																						
Afton	Afton Municipal	D	S	Y	W	Y	Y	W	W	Y	Y	S	S	M	W	M	Y	S	S	S		
Douglas	Converse County	W	S	W	W	M	-	W	Y	-	Y	Y	Y	W	M	W	-	M	S	Y		

Exhibit 4-5: Qualitative Benefits of Wyoming's Airports

Associated City	Airport Name	Recreational Flying	Agricultural Spraying	Energy Industry flights	Business/corporate flights	Aerial inspection/ pipeline patrol	Air freight/cargo	Pilot flight training	Vacation/second home owner flights	Police/law enforcement	Military	Search & Rescue	Environmental/forest patrol	Predator control	Emergency medical/ patient transportation	Doctor transport to local hospitals/ clinics	Veterinarian transport	BLM/Forest Service flights	Aerial photography /surveying	Real estate tours	Other	Description of Other
Evanston	Evanston-Uinta County Burns Field	D	S	W	W	W	-	W	S	M	M	W	Y	Y	W	-	-	Y	Y	-		
Greybull	South Big Horn County	D	S	M	W	M	S	M	M	S	M	M	M	S	W	M	-	S	S	S		
Pinedale	Ralph Wenz Field	D	S	W	D	W	M	M	W	-	S	S	S	S	M	M	-	S	M	S		
Saratoga	Shively Field	W	S	M	M	M	Y	M	D	Y	M	M	M	S	-	-	-	W	M	S		
Intermediate Airports																						
Big Piney	Miley Memorial Field	D	S	W	W	W	W	M	S	Y	Y	S	M	M	W	Y	Y	M	W	-		
Buffalo	Johnson County	D	S	W	W	W	Y	W	M	Y	Y	Y	M	S	W	-	-	S	S	Y	D	Fuel Sales
Guernsey	Camp Guernsey	W	W	-	Y	W	-	M	Y	-	-	W	N	-	Y	-	-	M	M	M		
Kemmerer	Kemmerer Municipal	W	S	M	M	Y	-	-	-	-	S	S	S	S	W	W	-	S	-	-		
Lander	Hunt Field	D	S	-	D	W	-	D	Y	Y	Y	M	Y	-	D	W	-	Y	Y	-		
Newcastle	Mondell Field	D	S	M	D	W	Y	W	M	Y	W	Y	S	W	M	Y	Y	S	Y	Y		
Powell	Powell Municipal	D	S	Y	W	S	-	M	Y	-	Y	M	S	S	M	-	-	S	S	-		
Rawlins	Rawlins Municipal-Harvey Field	D	S	W	W	W	D	W	S	S	S	M	S	S	S	W	W	-	M	S		

Exhibit 4-5: Qualitative Benefits of Wyoming's Airports

Associated City	Airport Name	Recreational Flying	Agricultural Spraying	Energy Industry flights	Business/corporate flights	Aerial inspection/ pipeline patrol	Air freight/cargo	Pilot flight training	Vacation/second home owner flights	Police/law enforcement	Military	Search & Rescue	Environmental/forest patrol	Predator control	Emergency medical/ patient transportation	Doctor transport to local hospitals/ clinics	Veterinarian transport	BLM/Forest Service flights	Aerial photography /surveying	Real estate tours	Other	Description of Other
Torrington	Torrington Municipal	D	D	S	D	W	S	D	S	M	W	S	S	W	M	W	Y	S	M	Y		
Wheatland	Phifer Airfield	S	S	W	W	-	-	-	W	Y	Y	Y	S	-	W	W	-	S	Y	S		
Local Airports																						
Cokeville	Cokeville Municipal	M	S	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
Cowley	North Big Horn County	D	S	W	M	M	-	M	-	M	-	M	S	S	W	-	-	S	M	-		
Dixon	Dixon	W	S	M	W	Y	-	-	S	M	-	M	M	S	M	M	-	M	M	S		
Dubois	Dubois Municipal	D	-	Y	W	S	-	W	D	Y	-	W	D	S	M	-	-	S	Y	S	D	Wildlife Survey
Fort Bridger	Fort Bridger	D	S	Y	M	M	Y	W	M	Y	Y	Y	S	W	Y	Y	Y	Y	S	Y	M	Aircraft Maintenance
Hulett	Hulett Municipal	W	S	-	-	-	-	Y	-	-	-	-	Y	S	Y	-	-	Y	Y	Y		
Lusk	Lusk Municipal	D	S	Y	M	Y	-	Y	S	Y	-	-	Y	W	M	Y	-	-	S	Y		
Pine Bluffs	Pine Bluffs Municipal	D	S	W	W	S	-	W	S	Y	W	S	S	S	Y	-	Y	S	S	M		
Thermopolis	Hot Springs County-Thermopolis Municipal	D	-	-	Y	-	-	W	S	-	-	-	S	S	M	S	-	-	-	Y		

5. WYOMING AVIATION TAX REVENUE ANALYSIS

5.1 INTRODUCTION

This section estimates tax receipts related to initial economic impacts associated with aviation activity in Wyoming. The section also explains the methodology used to derive the tax revenue estimates. As with other aspects of this economic impact analysis, multiple rounds (multiplier impacts) of economic activity would result in additional tax contributions. However, for purposes here, tax revenues are described and estimated for *initial (direct) economic impacts only*. Tax revenues related to multiplier impacts and total economic impacts were not estimated as part of this analysis.

This section provides:

- An overview of how aviation activity generates taxes
- A discussion of what aviation related taxes are relevant in Wyoming
- A description of the methodology used to prepare the tax revenue estimates
- Estimates of tax receipts or revenues from aviation activity in Wyoming

5.2 TAXABLE AVIATION ACTIVITY

In 2013, this study estimates that aviation activity in Wyoming contributed approximately \$55 million of direct tax revenues to local governments and to the State of Wyoming. These tax revenues come from a wide variety of sources; the majority of the tax revenues identified in this analysis are attributable to spending by visitors who arrive in Wyoming on commercial airline service. However, there are other taxable events as well that contribute to the total estimate of \$55 million. For example, when a pilot purchases fuel for an aircraft, the fuel is subject to a state fuel tax of five cents per gallon. On-airport tenants/businesses collect sales tax for goods sold directly to customers. This type of tax collection includes retail concessions, restaurants, and rental car companies. Goods purchased by the businesses for resale are sales tax exempt. In other states, income tax paid by employees engaged with aviation activity is also considered a tax impact, however, Wyoming does not levy a state income tax.

This economic impact study tracked purchases of goods and services by air visitors; the majority of these purchases are made at off-airport establishments. Visitor expenditures are the largest source of aviation-related tax revenue for the state. Taxable activities related to air visitors include purchases for lodging, meals, entertainment, local transportation, and retail goods.

Exhibit 5-1 summarizes the most significant aviation activities included in the analysis that generate local and state tax revenues. For this economic impact study, tax contributions are accounted for in the following ways:

- Sales taxes collected by on-airport tenants for purchases made at the airports

- Taxes associated with visitor expenditures which take place largely off-airport
- Sales taxes paid by employees who work at the airports or in tourism-related businesses when they spend their wages to buy goods and services from other Wyoming businesses

Exhibit 5-1: Aviation Activities with Tax Impacts



5.3 RELEVANT TAXES

A variety of taxes come into play with on-airport activity and visitor expenditures. The most consequential include:

- Aviation Fuel Taxes
- Sales Taxes
- Lodging Taxes
- Rental Car Taxes

Each is described in the sections that follow.

Aviation Fuel Taxes

The Wyoming Department of Transportation Fuel Tax Administration (FTA) collects an aviation fuel tax of five cents per gallon on both jet fuel and avgas. Four cents, or 80 percent, is returned to the airport where the fuel sale took place and is dedicated for airport projects. One cent, or 20 percent, remains with the FTA for administrative purposes.

In 2012, \$564,000 was collected from all Wyoming airports in connection with sales of 11.3 million gallons of fuel. Exhibit 5-2 shows the fuel tax revenue receipts by airport in 2012 and estimates of gallons of fuel sold. Ninety-two percent of all fuel sold in the state is jet fuel. Commercial airports account for 90 percent of fuel tax revenues as Exhibit 5-3 shows.

Exhibit 5-2: Aviation Fuel Tax Receipts and Estimates of Gallons of Fuel Sold, 2012

Associated City	Airport Name	Code	Total Refund	Total Tax Receipts	Gallons of Fuel			Percent Jet Fuel
					Jet	Avgas	Total	
Commercial Airports								
Casper	Casper/Natrona County International Airport	CPR	\$103,890	\$129,870	2,458,150	139,150	2,597,300	95%
Cheyenne	Cheyenne Regional Airport-Jerry Olson Field	CYS	\$22,760	\$28,450	508,900	60,100	569,000	89%
Gillette	Gillette - Campbell County Airport	GCC	\$27,410	\$34,260	602,860	82,390	685,250	88%
Jackson	Jackson Hole Airport	JAC	\$157,220	\$196,530	3,891,150	39,450	3,930,600	99%
Laramie	Laramie Regional Airport	LAR	\$10,860	\$13,580	239,400	32,100	271,500	88%
Riverton	Riverton Regional Airport	RIW	\$10,860	\$13,570	237,980	33,400	271,380	88%
Rock Springs	Rock Springs - Sweetwater County Airport	RKS	\$15,530	\$19,410	330,330	57,850	388,180	85%
Sheridan	Sheridan County Airport	SHR	\$21,000	\$26,260	467,700	57,400	525,100	89%
Worland	Worland Municipal Airport	WRL	\$10,610	\$13,260	237,430	27,800	265,230	90%
Cody	Yellowstone Regional Airport	COD	\$27,850	\$34,820	644,000	52,300	696,300	92%
Commercial Airports Subtotal			\$407,990	510,010	9,617,900	581,940	10,199,840	94%
Business Airports								
Afton	Afton Municipal Airport	AFO	\$2,830	\$3,530	51,050	19,580	70,630	72%
Douglas	Converse County Airport	DGW	\$3,290	\$4,110	66,130	16,000	82,130	81%
Evanston	Evanston - Uinta County Burns Field	EVW	\$4,090	\$5,110	71,580	30,630	102,200	70%
Pinedale	Ralph Wenz Field	PNA	\$5,000	\$6,250	112,880	12,200	125,080	90%
Saratoga	Shively Field	SAA	\$5,850	\$7,310	142,200	4,050	146,250	97%
Greybull	South Big Horn County Airport	GEY	\$860	\$1,080	12,550	9,000	21,550	58%
Business Airports Subtotal			\$21,920	27,390	456,390	91,460	547,840	83%
Intermediate Airports								
Guernsey	Camp Guernsey Army Airfield	GUR	\$440	\$550	5,000	6,000	11,000	45%
Rawlins	Rawlins Municipal Airport	RWL	\$5,070	\$6,330	93,180	33,480	126,650	74%
Lander	Hunt Field	LND	\$1,820	\$2,280	29,050	16,550	45,600	64%
Buffalo	Buffalo - Johnson County Airport	BYG	\$2,580	\$3,220	29,400	35,000	64,400	46%

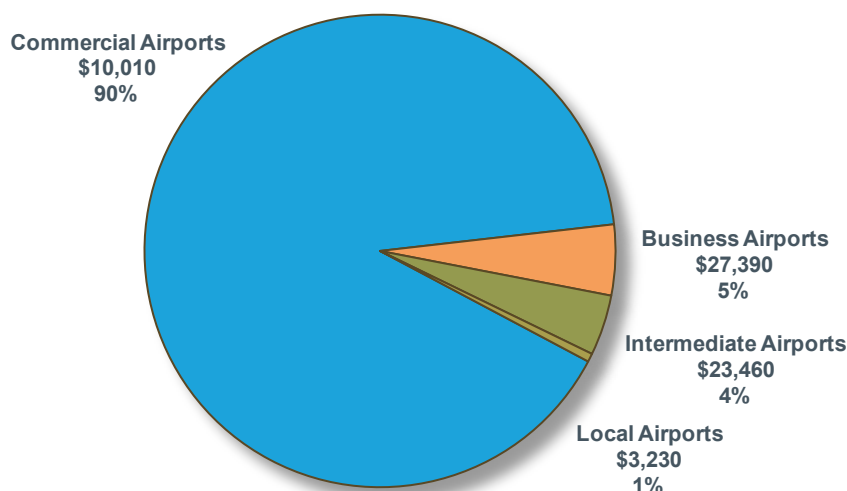
Exhibit 5-2: Aviation Fuel Tax Receipts and Estimates of Gallons of Fuel Sold, 2012

Associated City	Airport Name	Code	Total Refund	Total Tax Receipts	Gallons of Fuel			Percent Jet Fuel
					Jet	Avgas	Total	
Kemmerer	Kemmerer Municipal Airport	EMM	\$600	\$750	9,000	6,030	15,030	60%
Big Piney/Marbleton	Miley Memorial Field	BPI	\$1,800	\$2,260	36,100	9,000	45,100	80%
Newcastle	Mondell Field	ECS	\$1,560	\$1,950	31,030	8,000	39,030	80%
Wheatland	Phifer Field	EAN	\$2,050	\$2,560	51,130	-	51,130	100%
Powell	Powell Municipal Airport	POY	\$480	\$600	-	12,000	12,000	0%
Torrington	Torrington Municipal Airport	TOR	\$2,370	\$2,960	35,030	24,100	59,130	59%
Intermediate Airports Subtotal			\$18,770	23,460	318,920	150,160	469,070	68%
Local Airports								
Cokeville	Cokeville Municipal Airport	U06	\$0	\$0	-	-	-	0%
Dixon	Dixon Airport	DWX	\$120	\$150	-	3,000	3,000	0%
Dubois	Dubois Municipal Airport	U25	\$820	\$1,030	13,530	7,000	20,530	66%
Fort Bridger	Fort Bridger Airport	FBR	\$60	\$80	-	1,500	1,500	0%
Thermopolis	Hot Springs County-Thermopolis Municipal Airport	THP	\$440	\$550	1,000	10,000	11,000	9%
Hulett	Hulett Airport	W43	\$120	\$150	990	2,000	2,990	33%
Lusk	Lusk Municipal Airport	LSK	\$60	\$70	-	1,380	1,380	0%
Cowley/Lovell/Byron	North Big Horn County Airport	U68	\$320	\$400	-	8,000	8,000	0%
Pine Bluffs	Pine Bluffs Municipal Airport	82V	\$640	\$800	-	16,000	16,000	0%
Local Airports Subtotal			\$2,580	3,230	15,520	48,880	64,400	24%
Total All Airports			\$451,260	564,090	10,408,730	872,440	11,281,150	92%

Note: May not total due to rounding.

Source: WYDOT Fuel Tax Administration, interpreted by KRAMER aerotek inc

Exhibit 5-3: Distribution of Fuel Tax Receipts, 2012



Source: WYDOT Fuel Tax Administration, interpreted by KRAMER aerotek inc.

Exhibit 5-4 shows the airports that sell the most avgas and jet fuel and the top five airports generating the largest volumes of aviation fuel tax revenue.

Exhibit 5-4: Top Five Airports for Fuel Tax Revenue, Avgas and Jet Fuel, 2012



Source: WYDOT Fuel Tax Administration

Sales Tax

Sales taxes are a major component of aviation-related tax revenue. Wyoming has a state sales tax of four percent, 31 percent of which is distributed back to local governments based on the relative share of sales tax generated by the local municipality. The remaining 69 percent goes directly to Wyoming's General Fund. In addition to the four percent state sales tax, local governments can impose a general purpose, a specific purpose, or economic development tax of one percent each for a total of three percent in additional sales tax. These extra taxes are redistributed back to the local government based on population, except one percent which is allocated to the General Fund. Exhibit 5-5 summarizes sales tax rates including lodging and rental car tax rates.

Exhibit 5-5: State and Local Sales Tax Rates, Effective January 1, 2013

City	Airport	Code	State Tax	General Purpose	Specific Purpose	Economic Devpmnt	Total Sales Tax	Lodging	Total Lodging Tax	Highway Use tax	Total Rental Car Tax
Commercial Airports											
Cheyenne	Cheyenne Regional Airport-Jerry Olson Field	CYS	4%	1%	1%		6%	4%	10%	4%	10%
Gillette	Gillette - Campbell County Airport	GCC	4%	1%	1%		6%	2%	8%	4%	10%
Jackson	Jackson Hole Airport	JAC	4%	1%	1%		6%	2%	8%	4%	10%
Laramie	Laramie Regional Airport	LAR	4%	1%	1%		6%	4%	10%	4%	10%
Casper	Casper /Natrona County International Airport	CPR	4%	1%			5%	3%	8%	4%	9%
Riverton	Riverton Regional Airport	RIW	4%				4%	4%	8%	4%	8%
Rock Springs	Rock Springs - Sweetwater County Airport	RKS	4%	1%			5%	2%	7%	4%	9%
Sheridan	Sheridan County Airport	SHR	4%	1%	1%		6%	4%	10%	4%	10%
Worland	Worland Municipal Airport	WRL	4%	1%	1%		6%	4%	10%	4%	10%
Cody	Yellowstone Regional Airport	COD	4%				4%	4%	8%	4%	8%
Business Airports											
Afton	Afton Municipal Airport	AFO	4%	1%			5%	2%	7%	4%	9%
Douglas	Converse County Airport	DGW	4%	1%			5%	3%	8%	4%	9%
Evanston	Evanston - Uinta County Burns Field	EVW	4%	1%			5%	3%	8%	4%	9%
Pinedale	Ralph Wenz Field	PNA	4%				4%	3%	7%	4%	8%
Saratoga	Shively Field	SAA	4%	1%	1%		6%	2%	8%	4%	10%
Greybull	South Big Horn County Airport	GEY	4%	1%			5%	2%	7%	4%	9%
Intermediate Airports											
Guernsey	Camp Guernsey Army Airfield	GUR	4%	1%	1%		6%	2%	8%	4%	10%
Lander	Hunt Field	LND	4%				4%	4%	8%	4%	8%
Buffalo	Johnson County Airport	BYG	4%	1%			5%	2%	7%	4%	9%
Kemmerer	Kemmerer Municipal Airport	EMM	4%	1%			5%	4%	9%	4%	9%
Big Piney/Marbleton	Miley Memorial Field	BPI	4%				4%		4%	4%	8%
Newcastle	Mondell Field	ECS	4%	1%			5%	4%	9%	4%	9%

Exhibit 5-5: State and Local Sales Tax Rates, Effective January 1, 2013

City	Airport	Code	State Tax	General Purpose	Specific Purpose	Economic Devpmnt	Total Sales Tax	Lodging	Total Lodging Tax	Highway Use tax	Total Rental Car Tax
Wheatland	Phifer Field	EAN	4%	1%	1%		6%		6%	4%	10%
Powell	Powell Municipal Airport	POY	4%				4%	4%	8%	4%	8%
Rawlins	Rawlins Municipal Airport/Harvey Field	RWL	4%	1%	1%		6%	2%	8%	4%	10%
Torrington	Torrington Municipal Airport	TOR	4%	1%		0.25%	5%	4%	9%	4%	9%
Local Airports											
Cokeville	Cokeville Municipal Airport	U06	4%	1%			5%	2%	7%	4%	9%
Dixon	Dixon Airport	DWX	4%	1%	1%		6%	2%	8%	4%	10%
Dubois	Dubois Municipal Airport	U25	4%				4%	4%	8%	4%	8%
Fort Bridger	Fort Bridger Airport	FBR	4%	1%			5%		5%	4%	9%
Thermopolis	Hot Springs County-Thermopolis Municipal Airport	THP	4%	1%			5%	4%	9%	4%	9%
Hulett	Hulett Airport	W43	4%	1%	1%		6%	2%	8%	4%	10%
Lusk	Lusk Municipal Airport	LSK	4%	1%	1%		6%	2%	8%	4%	10%
Cowley/Lovell/Byron	North Big Horn County Airport	U68	4%	1%			5%	2%	7%	4%	9%
Pine Bluffs	Pine Bluffs Municipal Airport	82V	4%	1%	1%		6%	4%	10%	4%	10%

Note: May not total due to rounding.

Sources: Wyoming Sales, Use, and Lodging Tax Report, Department of Administration and Information, Economic Analysis Division, 38th Edition, 2013, interpreted by KRAMER aerotek inc.

Many Wyoming communities have exercised the option to levy additional sales taxes, resulting in a general sales tax between four and six percent. When compared with other states, Wyoming state and local sales taxes are relatively low. Exhibit 5-6 compares sales tax rates for all states and the District of Columbia. Wyoming ranks 43rd for its combined average state and local rate.

Exhibit 5-6: State and Local Sales Tax Rates (including District of Columbia) as of January 1, 2013

Rank	State	State Tax Rate	Average Local Tax Rate	Combined Rate	Minimum Local Rate	Maximum Local Rate
1	Tennessee	7.0%	2.4%	9.4%	1.5%	2.8%
2	Arizona	6.6%	2.6%	9.2%	0.0%	5.1%
3	Louisiana	4.0%	4.9%	8.9%	0.0%	7.0%
4	Washington	6.5%	2.4%	8.9%	0.5%	3.0%
5	Oklahoma	4.5%	4.2%	8.7%	0.3%	6.5%
6	Arkansas	6.0%	2.6%	8.6%	0.0%	7.5%
7	Alabama	4.0%	4.5%	8.5%	0.0%	8.0%
8	New York	4.0%	4.5%	8.5%	3.0%	4.9%
9	California (b)	7.5%	0.9%	8.4%	0.0%	2.5%
10	Kansas	6.3%	2.0%	8.3%	0.0%	3.5%
11	Illinois	6.3%	1.9%	8.1%	0.0%	3.3%
12	Texas	6.3%	1.9%	8.1%	0.0%	2.0%
13	Nevada	6.9%	1.1%	7.9%	0.0%	1.3%
14	Missouri	4.2%	3.2%	7.5%	0.5%	4.7%
15	Colorado	2.9%	4.5%	7.4%	0.0%	7.5%
16	New Mexico (c)	5.1%	2.1%	7.3%	0.4%	3.6%
17	Minnesota	6.9%	0.3%	7.2%	0.0%	1.0%
18	South Carolina	6.0%	1.1%	7.1%	0.0%	3.0%
19	Georgia	4.0%	3.0%	7.0%	2.0%	4.0%
20	Indiana	7.0%	None	7.0%		
21	Mississippi	7.0%	0.0%	7.0%	0.0%	0.3%
22	New Jersey (e)	7.0%	0.0%	7.0%		
23	Rhode Island	7.0%	None	7.0%		
24	North Carolina	4.8%	2.1%	6.9%	2.0%	2.5%
25	Nebraska	5.5%	1.3%	6.8%	0.0%	1.5%
26	Ohio	5.5%	1.3%	6.8%	0.8%	2.3%
27	Iowa	6.0%	0.8%	6.8%	0.0%	3.3%
28	Utah (b)	6.0%	0.7%	6.7%	0.0%	2.0%
29	Florida	6.0%	0.6%	6.6%	0.0%	1.5%
30	North Dakota	5.0%	1.5%	6.5%	0.0%	3.0%
31	Connecticut	6.4%	None	6.4%		
32	Pennsylvania	6.0%	0.3%	6.3%	0.0%	2.0%
33	Massachusetts	6.3%	None	6.3%		
34	Vermont	6.0%	0.1%	6.1%	0.0%	1.0%
35	Idaho	6.0%	0.0%	6.0%	0.0%	2.5%
36	Kentucky	6.0%	None	6.0%		
37	Maryland	6.0%	None	6.0%		
38	Michigan	6.0%	None	6.0%		

Exhibit 5-6: State and Local Sales Tax Rates (including District of Columbia) as of January 1, 2013

Rank	State	State Tax Rate	Average Local Tax Rate	Combined Rate	Minimum Local Rate	Maximum Local Rate
39	West Virginia	6.0%	0.0%	6.0%	0.0%	1.0%
40	District of Columbia	6.0%	None	6.0%		
41	South Dakota	4.0%	1.8%	5.8%	0.0%	2.0%
42	Wisconsin	5.0%	0.4%	5.4%	0.0%	1.5%
43	Wyoming	4.0%	1.3%	5.3%	0.0%	2.0%
44	Maine	5.0%	None	5.0%		
45	Virginia (b)	5.0%	None	5.0%		
46	Hawaii (c)	4.0%	0.4%	4.4%	0.0%	0.5%
47	Alaska	None	1.7%	1.7%	0.0%	7.5%
48	Delaware	None	None	None		
49	Montana (d)	None	None	None		
50	New Hampshire	None	None	None		
51	Oregon	None	None	None		

Notes:

(a) City, county, and municipal rates vary. These rates are weighted by population to compute an average local tax rate.

(b) Three states collect a separate, uniform "local" add-on sales tax: California (1%), Utah (1.25%), and Virginia (1%). These are included in the state sales tax.

(c) The sales taxes in Hawaii, New Mexico, and South Dakota have broad bases that include many services, so their rates are not strictly comparable to other states.

(d) Due to data limitations, table does not include sales taxes in local resort areas in Montana.

(e) Some counties in New Jersey are not subject to the statewide sales tax rate and collect a local rate of 3.5%. Their average local score is represented as a negative.

(f) May not total due to rounding.

Sources: Tax Foundation from Sales Tax Clearinghouse, Tax Foundation calculations, state revenue department websites

Lodging Tax

Lodging taxes are a specific type of sales tax levied on hotels, motels, and other accommodations by Wyoming counties or cities. The philosophy behind a lodging tax is the tax helps offset the cost of services provided to visitors versus residents and thus distributes the tax burden more equally across various users of public services.

In Wyoming, sales taxes are the sum of the state and local sales tax plus any specific lodging tax levied at the county or municipal level. Lodging taxes range from zero to four percent and require local voter approval. Exhibit 5-5 shows the total lodging taxes in airport jurisdictions; these taxes are significant sources of aviation-related tax revenues.

Car Rental Tax

Car rentals are also subject to state and local sales tax plus a four percent highway use tax. Both lodging and car rentals are major components of visitor expenditures and thus important sources of tax revenue.

5.4 AVIATION TAX IMPACTS

Methodology

Economic impact studies estimate jobs, visitor expenditures, wages, and output generated by different groups either engaged directly in airport activity or in providing visitor related services. These are the building blocks of the entire economic impact analysis and are estimated across the following groups:

- Airport administration
- Tenants at the airport
- Construction and capital improvements at the airport
- General aviation visitors
- Commercial service visitors

Each group has an impact on jobs, payroll and output that can be tied back to aviation activity and to tax revenues. From a tax perspective, employers and employees both contribute to tax revenues. For example, based on survey data, air visitors spent \$596.7 million in Wyoming primarily on food and beverage, local transportation, and lodging. Most of those purchases were subject to sales tax. Airport tenants and construction companies purchase items to conduct business, such as office supplies, and also sell items or services to customers such as rental cars. These are all taxable events. In addition, employees working at an airport or in visitor supported establishments spend a portion of their wages on items subject to sales or use taxes.

The approach adopted for the tax analysis involved a bottom-up methodology. Estimates of direct tax revenues attributable to aviation activity were developed for each airport. Local sales and use tax rates were applied to various categories of visitor expenditures. For visitor expenditure categories that have different sales tax rates applied (such as local transportation), an effective tax rate⁶ was applied based on tax rates estimated by IMPLAN using the US Department of Commerce, Bureau of Economic Analysis (BEA) National Income and Product Accounts (NIPA). Estimates of state and local sales taxes paid by wage earners were based on average sales tax expenditures reported by the Internal Revenue Service⁷ for Wyoming, assuming each wage earner reported two exemptions on their federal tax returns. Exhibit 5-7 summarizes the different groups subject to sales or use taxes.

⁶ Effective tax rates measure how much people or companies pay in taxes as a percentage of pretax income.

⁷ Internal Revenue Service, Publication 600, State and Local General Sales Taxes

Exhibit 5-7: Direct Sales and Use Taxes Estimated for Wyoming Aviation Activity

Group	State/Local Sales Taxes
Government	
Airport Administration	Exempt
Airport Employees	X
Companies	
Airport Tenants	X
Tenant Employees	X
Construction Companies	X
Construction Employees	X
Visitors & Visitor Support	
General Aviation Visitors	X
Commercial Service (CS) Visitors	X
Visitor Support Employees	X

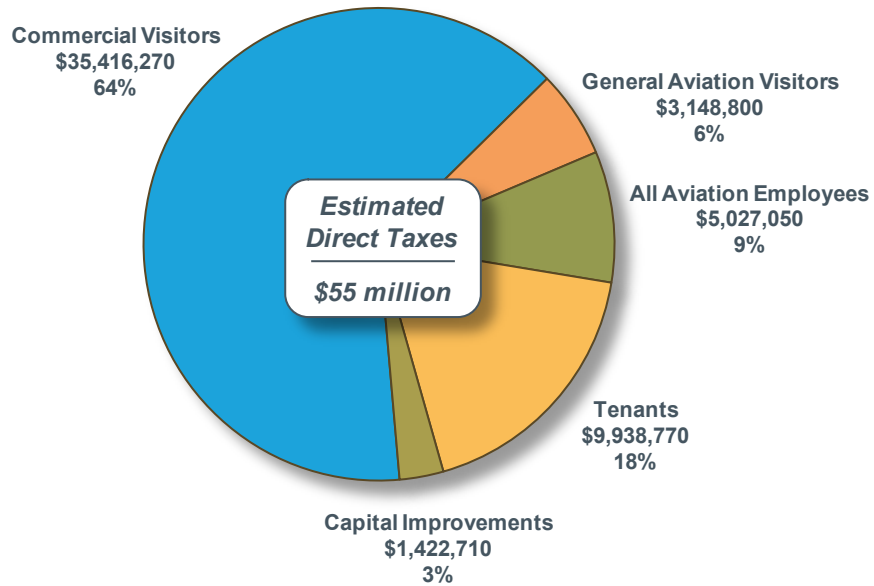
Findings

Initial (direct) aviation activity in Wyoming, not considering multiplier impacts, contributes a total of \$55 million in annual state and local tax revenues. Most of the tax revenue comes from visitors who arrive by air and spend money on lodging, shopping, food and entertainment once they leave an airport. In addition, some visitor spending takes place at the airport. As a taxable event, these transactions are reported as part of the taxes attributed to airport tenants. Thus tax revenues stemming from visitor activity are embedded in the following categories: commercial service visitors, general aviation visitors, and airport tenants. Combined, these visitor related transactions represent \$48.5 million, or 88 percent of all the tax revenue estimated in this analysis.

Exhibit 5-8 shows tax contributions by group.

- Tenants located at Wyoming airports paid an estimated \$9.9 million in business sales taxes.
- Capital improvement projects at airports resulted in \$1.4 million in taxes on purchases in the state.
- Visitors arriving in Wyoming on scheduled commercial airlines paid an estimated \$35.4 million in taxes on their purchases in the state.
- Visitors arriving in Wyoming on general aviation aircraft paid an estimated \$3.1 million in taxes on their purchases in Wyoming.
- Employees who work at airports, on airport construction projects, or in establishments patronized by air visitors contributed an estimated \$5 million in annual sales tax.

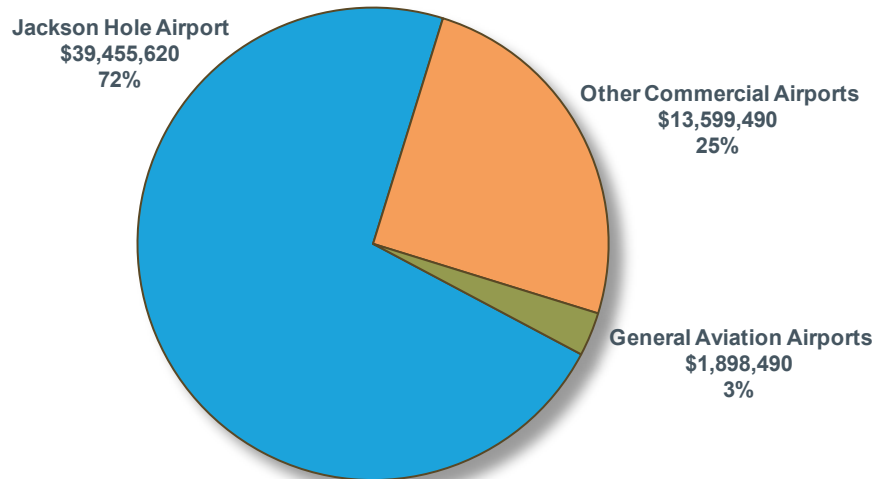
Exhibit 5-8: Direct Tax Contributions by Group



Source: Prepared by KRAMER aerotek inc., 2014

Looking at tax generation from the perspective of airports, Wyoming commercial service airports contribute 97 percent of tax revenues with Jackson Hole Airport contributing the most by far (72 percent). Exhibit 5-9 shows direct tax impacts for Jackson Hole Airport, other commercial service airports, and general aviation airports.

Exhibit 5-9: Direct Wyoming Tax Impacts by Airport Group



Source: Prepared by KRAMER aerotek inc., 2014

Exhibit 5-10 breaks out tax revenues at Wyoming commercial airports that are attributable directly to commercial airline functions and to general aviation and other non-commercial aviation activity. Allocations of activity between commercial airline and general aviation were provided by the airports for each type of impact, i.e. tenant, capital improvements, and airport management. An estimated 87 percent of tax revenues are attributable to commercial airline functions at the commercial airports; however, there is variation among the different airports.

**Exhibit 5-10: Allocation of Tax Revenues for Commercial Airports
by Commercial Airline Function or Other Aviation Activity**

City	Airport	Code	Sales and Use Tax Revenues			Percent Commercial Service
			Commercial Service	Other Aviation	Total	
Casper	Casper/Natrona County International Airport	CPR	\$3,067,400	\$752,920	\$3,820,320	80%
Cheyenne	Cheyenne Regional Airport-Jerry Olson Field	CYS	\$872,180	\$1,168,380	\$2,040,560	43%
Gillette	Gillette-Campbell County Airport	GCC	\$667,160	\$594,160	\$1,261,320	53%
Jackson	Jackson Hole Airport	JAC	\$38,092,500	\$1,363,130	\$39,455,630	97%
Laramie	Laramie Regional Airport	LAR	\$760,380	\$526,990	\$1,287,370	59%
Riverton	Riverton Regional Airport	RIW	\$377,860	\$153,250	\$531,110	71%
Rock Springs	Rock Springs-Sweetwater County Airport	RKS	\$508,840	\$465,380	\$974,220	52%
Sheridan	Sheridan County Airport	SHR	\$768,700	\$1,071,010	\$1,839,710	42%
Worland	Worland Municipal Airport	WRL	\$211,440	\$234,960	\$446,400	47%
Cody	Yellowstone Regional Airport	COD	\$969,270	\$429,200	\$1,398,470	69%
All Commercial Airports			\$46,295,730	\$6,759,380	\$53,055,110	87%
Percent Share of Tax Revenues			87%	13%	100%	

Note: May not total due to rounding.

Source: Prepared by KRAMER aerotek inc

5.5 SUMMARY OF TAX IMPACTS

This analysis focused on sales and use taxes collected in connection with aviation activity in the state, estimated at approximately \$55 million. Wyoming, its counties, and municipalities each benefit from taxes levied on aviation activities. These benefits include state and local taxes levied on visitor and tenant expenditures, fuel taxes, and sales taxes paid by 9,742 initial employees that are supported by airport activities and visitor supported spending. Taxes collected on aviation fuel help to maintain and improve facilities at the state's airports.

Jackson Hole Airport, as the state's largest airport, generates extensive benefits to the state in terms of employment, sales and tax revenues. Jackson Hole Airport is responsible for an estimated \$39 million in direct tax revenues considered in this study. The other commercial airports contribute an additional \$13.6 million, and general aviation airports, contribute \$1.9 million in tax revenues. Estimates of each individual airport's tax contribution are presented in Exhibit 5-11.

Exhibit 5-11: Direct Tax Revenues by Wyoming Airports

City	Airport	Code	Tenant Expenditures	CIP Expenditures	CS Visitor Expenditures	GA Visitor Expenditures	Airport Employees	Tenant Employees	CIP Employees	CS Visitor Employees	GA Visitor Employees	Total Tax Revenues
Commercial Airports												
Casper	Casper/Natrona County International Airport	CPR	\$1,337,610	\$50,790	\$1,782,000	\$300,240	\$15,420	\$129,090	\$7,050	\$170,760	\$27,370	\$3,820,330
Cheyenne	Cheyenne Regional Airport-Jerry Olson Field	CYS	\$870,610	\$128,930	\$224,100	\$200,940	\$6,920	\$575,090	\$9,050	\$13,150	\$11,760	\$2,040,550
Gillette	Gillette - Campbell County Airport	GCC	\$422,290	\$48,350	\$421,510	\$285,290	\$7,200	\$20,900	\$4,410	\$30,610	\$20,760	\$1,261,320
Jackson	Jackson Hole Airport	JAC	\$3,566,580	\$306,450	\$31,108,610	\$1,014,330	\$49,690	\$208,710	\$50,480	\$3,051,310	\$99,460	\$39,455,620
Laramie	Laramie Regional Airport	LAR	\$744,660	\$57,440	\$314,730	\$122,950	\$3,680	\$14,240	\$3,210	\$19,030	\$7,420	\$1,287,360
Riverton	Riverton Regional Airport	RIW	\$175,750	\$62,600	\$198,730	\$63,590	\$2,870	\$10,280	\$3,850	\$10,260	\$3,180	\$531,110
Rock Springs	Rock Springs - Sweetwater County Airport	RKS	\$258,870	\$62,670	\$339,190	\$232,800	\$5,990	\$22,780	\$7,810	\$26,240	\$17,880	\$974,230
Sheridan	Sheridan County Airport	SHR	\$940,090	\$123,940	\$312,990	\$339,030	\$5,590	\$58,390	\$7,870	\$25,000	\$26,810	\$1,839,710
Worland	Worland Municipal Airport	WRL	\$246,160	\$83,990	\$45,830	\$41,150	\$1,950	\$16,220	\$4,220	\$2,760	\$4,140	\$446,420
Cody	Yellowstone Regional Airport	COD	\$318,320	\$62,380	\$668,580	\$263,030	\$3,780	\$19,870	\$10,300	\$37,480	\$14,720	\$1,398,460
Commercial Airports Subtotal			\$8,880,940	\$987,540	\$35,416,270	\$2,863,350	\$103,090	\$1,075,570	\$108,250	\$3,386,600	\$233,500	\$53,055,110
Business Airports												
Afton	Afton Municipal Airport	AFO	\$434,390	\$7,550		\$15,250	\$770	\$13,190	\$1,510		\$1,150	\$473,810
Douglas	Converse County Airport	DGW	\$5,780	\$27,240		\$19,150	\$920	\$620	\$1,690		\$1,180	\$56,580
Evanston	Evanston - Uinta County Burns Field	EVW	\$35,440	\$8,820		\$26,140	\$0	\$1,990	\$560		\$1,690	\$74,640
Pinedale	Ralph Wenz Field	PNA	\$49,700	\$16,410		\$22,940	\$1,010	\$2,380	\$1,040		\$2,060	\$95,540
Saratoga	Shively Field	SAA	\$44,300	\$23,650		\$93,180	\$10	\$1,200	\$1,430		\$7,020	\$170,790
Greybull	South Big Horn County Airport	GEY	\$320,530	\$126,370		\$3,380	\$510	\$6,640	\$6,750		\$240	\$464,420
Business Airports Subtotal			\$890,140	\$210,040	\$0	\$180,040	\$3,220	\$26,020	\$12,980	\$0	\$13,340	\$1,335,780
Intermediate Airports												
Guernsey	Camp Guernsey Army Airfield	GUR	\$22,600	\$0		\$1,720	\$80	\$8,850	\$0		\$120	\$33,370
Rawlins	Rawlins Municipal Airport	RWL	\$13,760	\$6,180		\$13,340	\$880	\$4,640	\$1,150		\$960	\$40,910
Lander	Hunt Field	LND	\$16,340	\$4,240		\$28,080	\$200	\$240	\$650		\$1,420	\$51,170
Buffalo	Buffalo - Johnson County Airport	BYG	\$3,050	\$29,540		\$10,420	\$440	\$550	\$1,940		\$700	\$46,640

Exhibit 5-11: Direct Tax Revenues by Wyoming Airports

City	Airport	Code	Tenant Expenditures	CIP Expenditures	CS Visitor Expenditures	GA Visitor Expenditures	Airport Employees	Tenant Employees	CIP Employees	CS Visitor Employees	GA Visitor Employees	Total Tax Revenues
Kemmerer	Kemmerer Municipal Airport	EMM	\$0	\$26,410		\$2,550	\$930	\$0	\$1,420		\$170	\$31,480
Big Piney/Marbleton	Miley Memorial Field	BPI	\$0	\$35,630		\$6,140	\$340	\$0	\$2,020		\$420	\$44,550
Newcastle	Mondell Field	ECS	\$7,020	\$17,600		\$10,350	\$420	\$420	\$1,670		\$560	\$38,040
Wheatland	Phifer Field	EAN	\$0	\$3,730		\$1,070	\$50	\$0	\$360		\$90	\$5,300
Powell	Powell Municipal Airport	POY	\$150	\$7,880		\$3,730	\$410	\$120	\$690		\$210	\$13,190
Torrington	Torrington Municipal Airport	TOR	\$64,740	\$5,610		\$5,290	\$430	\$3,620	\$280		\$340	\$80,310
Intermediate Airports Subtotal			\$127,660	\$136,820	\$0	\$82,690	\$4,180	\$18,440	\$10,180	\$0	\$4,990	\$384,960
Local Airports												
Cokeville	Cokeville Municipal Airport	U06	\$0	\$0		\$30	\$410	\$0	\$0		\$0	\$440
Dixon	Dixon Airport	DWX	\$0	\$1,000		\$2,490	\$320	\$0	\$220		\$170	\$4,200
Dubois	Dubois Municipal Airport	U25	\$8,530	\$2,280		\$2,130	\$100	\$710	\$600		\$100	\$14,450
Fort Bridger	Fort Bridger Airport	FBR	\$5,090	\$6,820		\$1,700	\$670	\$250	\$990		\$140	\$15,660
Thermopolis	Hot Springs County-Thermopolis Municipal Airport	THP	\$750	\$34,210		\$3,720	\$740	\$260	\$7,050		\$210	\$46,940
Hulett	Hulett Airport	W43	\$0	\$7,440		\$4,290	\$150	\$0	\$1,800		\$290	\$13,970
Lusk	Lusk Municipal Airport	LSK	\$0	\$24,990		\$1,260	\$250	\$0	\$2,190		\$90	\$28,780
Cowley/Lovell/Byron	North Big Horn County Airport	U68	\$0	\$2,160		\$1,920	\$510	\$0	\$440		\$130	\$5,160
Pine Bluffs	Pine Bluffs Municipal Airport	82V	\$25,660	\$9,410		\$5,180	\$90	\$5,650	\$1,870		\$290	\$48,150
Local Airports Subtotal			\$40,030	\$88,310	\$0	\$22,720	\$3,240	\$6,870	\$15,160	\$0	\$1,420	\$177,750
Total All Airports			\$9,938,770	\$1,422,710	\$35,416,270	\$3,148,800	\$113,730	\$1,126,900	\$146,570	\$3,386,600	\$253,250	\$54,953,600

Note: May not total due to rounding.

Source: Prepared by KRAMER aerotek inc., 2014



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6. ECONOMIC IMPACTS BY WYOMING LEGISLATIVE DISTRICT

It is important for elected officials in Wyoming to have information on the economic impacts of airports in their districts. To provide this information, the total airport specific economic impacts presented in Section 2 were summarized by Wyoming House and Senate Districts. Exhibit 6-1 provides a map showing Wyoming State Senate districts and the airports in and near these districts. Exhibit 6-2 provides the same type of information for the Wyoming House of Representatives districts. For this study, the proximity of each airport to each House and Senate District was considered. Airports that are either in or border each district were considered in the assignment process; this resulted in some study airports being assigned to multiple districts.

Exhibit 6-1: Wyoming Airports by State Senate Districts



Exhibit 6-2: Wyoming Airports by State House Districts



Summaries of airport economic impacts by legislative district are provided in Appendix C. Since airports may be assigned to multiple districts based on their geographic location, the summary tables contain duplication, and the numbers presented should not be summed at the state level. Doing so would result in a gross overstatement of the total statewide aviation related impacts as they were estimated in this study. State and local tax revenues related to airport and visitor activities were also summarized by legislative district and these summaries are also provided in Appendix C. The legislative district summaries serve as a convenient way for state elected officials to understand the economic impacts and tax benefits associated with airports in and near their districts.

Appendix C contains the following summaries of economic impact by legislative district.

- C-1: Airport Economic Impacts by Wyoming Senate District (Based on State Model)
- C-2: Airport Economic Impacts by Wyoming House District (Based on State Model)
- C-3: Airport Economic Impacts by Wyoming Senate District (Based on Local Models)
- C-4: Airport Economic Impacts by Wyoming House District (Based on Local Models)
- C-5: Airport State and Local Tax Revenues by Wyoming Senate District
- C-6: Airport State and Local Tax Revenues by Wyoming House District

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7. SUMMARY OF STATEWIDE ECONOMIC IMPACTS

As described throughout this document, Wyoming's general aviation and commercial airports provide significant economic benefits to Wyoming's businesses and residents in terms of jobs, income, and business revenues (output). The economic impacts quantified in this study stem from the activities that occur at commercial service and general aviation airports or as a result of spending by visitors who travel to the state by air. The main sources of economic impacts considered in this study are: the daily operation, maintenance, and administration of each study airport; on-airport tenants and businesses; airport capital investment projects (funded through private, local, state, and federal sources); and visitors who arrive in Wyoming via scheduled commercial airlines or general aviation aircraft. Initial impacts were collected through surveys of airport management and tenants, surveys of commercial and general aviation visitors, and secondary state and U.S. government data sources including Wyoming data included in the IMPLAN modeling system. The IMPLAN model was used to estimate how the initial employment, payroll, and output related to aviation activities in Wyoming cycle through the state economy supporting additional economic activity in other sectors. For this study, the sum of the initial and the multiplier impacts equals total annual economic impacts. This study quantified the economic impacts of individual airports on the statewide economy as well as the local communities served by each airport.

Exhibit 7-1 summarizes total statewide aviation related economic impacts measured in this study; statewide impacts presented in this table were developed using the Wyoming state IMPLAN model.

**Exhibit 7-1: Summary of Wyoming's Total Statewide Economic Impacts for All Airports
(Based on State Model)**

	Initial Impacts	Multiplier Impacts	Total Impacts
Employment			
Airport Administration	194	89	283
Airport Tenants	1,565	823	2,388
Capital Investments	215	90	305
Commercial Visitors	7,073	1,365	8,438
General Aviation Visitors	695	159	855
Employment Total	9,742	2,527	12,268

Payroll			
Airport Administration	\$9.4	\$4.3	\$13.7
Airport Tenants	\$113.1	\$38.0	\$151.1
Capital Investments	\$13.2	\$4.2	\$17.5
Commercial Visitors	\$228.6	\$89.4	\$318.0
General Aviation Visitors	\$18.3	\$7.8	\$26.1
Payroll Total	\$382.7	\$143.7	\$526.4

Output			
Airport Administration	\$28.3	\$18.1	\$46.4
Airport Tenants	\$317.0	\$146.2	\$463.2
Capital Investments	\$41.3	\$19.6	\$61.0
Commercial Visitors	\$547.2	\$200.3	\$747.6
General Aviation Visitors	\$49.5	\$21.7	\$71.2
Payroll Total	\$983.4	\$406.0	\$1,389.4

Note: May not total due to rounding; all dollar values shown in this table are in the millions of dollars.

Wyoming's airports support nearly 12,300 jobs across the state with an annual payroll of \$526 million and they generate nearly \$1.4 billion in economic output. These impacts include both the initial (direct) and multiplier effects and they were calculated using the statewide IMPLAN model.

Highlights from the findings of this research effort include:

- Total statewide employment (initial and multiplier) supported by commercial and general aviation visitors is estimated at 9,293 jobs. In a separate research conducted by the Wyoming Department of Workforce Service, Wyoming's tourism industry, including visitors arriving via all transportation modes, supports an estimated 30,580 jobs. Air visitor related jobs account for 30 percent of all tourism related jobs in the state.
- On a direct basis, airport and visitor related activities combined contribute an estimated \$55 million in state and local tax revenues to Wyoming each year.
- Total statewide jobs supported by airport and visitor related activities (initial and multiplier) are estimated at 12,268, which represents 3.1 percent of Wyoming's reported statewide employment of 392,348 jobs. In addition, surveys of employers in Wyoming indicate that there are an estimated 38,100 jobs in Wyoming, or nearly 10 percent of the workforce, that rely on aviation to improve business efficiency and worker productivity.
- Total statewide economic activity or output for airport-related activities and visitor spending (initial and multiplier) is estimated at \$1.4 billion. This output is equal to 3.6 percent of Wyoming's Gross State Product (GSP), which is reported at \$38.4 billion.

This research conducted for the *Wyoming Aviation Airport Economic Impact Study* demonstrates that commercial and general aviation airports are significant contributors to Wyoming's economy, supporting a wide variety of employers and businesses. The airports and the activities they support are also important sources of state and local tax revenues. In addition to the economic benefits, Wyoming's airports support and facilitate activities that improve the quality of life for all Wyoming residents.

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WYOMING AVIATION

Economic Impact Study

2013



Appendix A:

Supplemental Economic Impact Data



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**Exhibit A-1: Total On-Airport Related Employment by Study Airport
(Based on Local Models)**

Airport	Code	Initial Employment	Multiplier Employment	Total Employment
Commercial Service Airports				
Casper/Natrona County International Airport	CPR	292	109	401
Cheyenne Regional Airport-Jerry Olson Field	CYS	599	301	900
Gillette-Campbell County Airport	GCC	60	22	82
Jackson Hole Airport	JAC	433	193	626
Laramie Regional Airport	LAR	32	31	62
Riverton Regional Airport	RIW	47	21	68
Rock Springs-Sweetwater County Airport	RKS	64	22	86
Sheridan County Airport	SHR	104	69	173
Worland Municipal Airport	WRL	35	17	52
Yellowstone Regional Airport	COD	83	43	126
Business Airports				
Afton Municipal Airport	AFO	57	14	71
Converse County Airport	DGW	7	1	8
Evanston-Uinta County Burns Field	EVW	5	2	6
Ralph Wenz Field	PNA	10	2	13
Shively Field	SAA	3	2	6
South Big Horn County Airport	GEY	36	12	48
Intermediate Airports				
Buffalo-Johnson County Airport	BYG	6	1	7
Camp Guernsey Army Airfield	GUR	12	7	19
Hunt Field	LND	3	1	4
Kemmerer Municipal Airport	EMM	4	2	6
Miley Memorial Field	BPI	4	2	6
Mondell Field	ECS	5	2	6
Phifer Field	EAN	<1	<1	<1
Powell Municipal Airport	POY	4	1	5
Rawlins Municipal Airport-Harvey Field	RWL	11	2	14
Torrington Municipal Airport	TOR	9	8	17
Local Airports				
Cokeville Municipal Airport	U06	<1	<1	1
Dixon Airport	DWX	<1	<1	1
Dubois Municipal Airport	U25	3	2	5
Fort Bridger Airport	FBR	3	1	5
Hot Springs County-Thermopolis Municipal Airport	THP	18	4	22
Hulett Airport	W43	3	<1	4
Lusk Municipal Airport	LSK	3	<1	4
North Big Horn County Airport	U68	2	<1	3
Pine Bluffs Municipal Airport	82V	13	3	16

Note: May not total due to rounding.

**Exhibit A-2: Total On-Airport Related Payroll by Study Airport
(Based on Local Models)**

Airport	Code	Initial Payroll	Multiplier Payroll	Total Payroll
Commercial Service Airports				
Casper/Natrona County International Airport	CPR	\$13,528,030	\$5,070,280	\$18,598,310
Cheyenne Regional Airport-Jerry Olson Field	CYS	\$68,018,990	\$11,678,330	\$79,697,320
Gillette-Campbell County Airport	GCC	\$2,238,090	\$941,880	\$3,179,960
Jackson Hole Airport	JAC	\$26,177,800	\$11,050,590	\$37,228,390
Laramie Regional Airport	LAR	\$1,686,130	\$858,380	\$2,544,510
Riverton Regional Airport	RIW	\$1,743,110	\$888,350	\$2,631,460
Rock Springs-Sweetwater County Airport	RKS	\$3,320,660	\$869,060	\$4,189,720
Sheridan County Airport	SHR	\$5,410,100	\$3,642,830	\$9,052,930
Worland Municipal Airport	WRL	\$1,714,360	\$508,950	\$2,223,310
Yellowstone Regional Airport	COD	\$3,522,010	\$1,919,080	\$5,441,090
Business Airports				
Afton Municipal Airport	AFO	\$1,455,100	\$463,770	\$1,918,870
Converse County Airport	DGW	\$284,690	\$39,310	\$324,000
Evanston-Uinta County Burns Field	EVW	\$214,170	\$54,500	\$268,660
Ralph Wenz Field	PNA	\$485,830	\$129,710	\$615,540
Shively Field	SAA	\$224,040	\$110,520	\$334,560
South Big Horn County Airport	GEY	\$1,022,150	\$318,490	\$1,340,640
Intermediate Airports				
Buffalo-Johnson County Airport	BYG	\$230,530	\$37,540	\$268,070
Camp Guernsey Army Airfield	GUR	\$759,400	\$203,920	\$963,310
Hunt Field	LND	\$114,940	\$54,750	\$169,690
Kemmerer Municipal Airport	EMM	\$238,960	\$63,860	\$302,820
Miley Memorial Field	BPI	\$321,850	\$116,550	\$438,400
Mondell Field	ECS	\$198,910	\$77,890	\$276,790
Phifer Field	EAN	\$32,760	\$5,740	\$38,500
Powell Municipal Airport	POY	\$171,170	\$61,160	\$232,330
Rawlins Municipal Airport-Harvey Field	RWL	\$467,670	\$83,040	\$550,710
Torrington Municipal Airport	TOR	\$388,300	\$229,160	\$617,460
Local Airports				
Cokeville Municipal Airport	U06	\$37,520	\$8,990	\$46,510
Dixon Airport	DWX	\$40,420	\$10,290	\$50,710
Dubois Municipal Airport	U25	\$156,210	\$79,150	\$235,360
Fort Bridger Airport	FBR	\$187,460	\$43,670	\$231,120
Hot Springs County-Thermopolis Municipal Airport	THP	\$583,360	\$97,210	\$680,570
Hulett Airport	W43	\$117,480	\$22,280	\$139,760
Lusk Municipal Airport	LSK	\$184,680	\$17,110	\$201,790
North Big Horn County Airport	U68	\$81,730	\$12,670	\$94,400
Pine Bluffs Municipal Airport	82V	\$444,510	\$102,620	\$547,130

Note: May not total due to rounding.

**Exhibit A-3: Total On-Airport Related Output by Study Airport
(Based on Local Models)**

Airport	Code	Initial Output	Multiplier Output	Total Output
Commercial Service Airports				
Casper/Natrona County International Airport	CPR	\$44,472,610	\$15,086,860	\$59,559,460
Cheyenne Regional Airport-Jerry Olson Field	CYS	\$105,788,930	\$42,257,000	\$148,045,940
Gillette-Campbell County Airport	GCC	\$10,460,620	\$2,682,700	\$13,143,320
Jackson Hole Airport	JAC	\$99,818,740	\$25,161,020	\$124,979,760
Laramie Regional Airport	LAR	\$16,311,580	\$3,078,410	\$19,389,990
Riverton Regional Airport	RIW	\$7,345,340	\$2,656,550	\$10,001,890
Rock Springs-Sweetwater County Airport	RKS	\$10,830,500	\$2,907,100	\$13,737,600
Sheridan County Airport	SHR	\$24,453,930	\$9,103,090	\$33,557,020
Worland Municipal Airport	WRL	\$7,787,240	\$2,053,350	\$9,840,590
Yellowstone Regional Airport	COD	\$13,250,270	\$5,547,810	\$18,798,080
Business Airports				
Afton Municipal Airport	AFO	\$10,867,750	\$1,735,190	\$12,602,940
Converse County Airport	DGW	\$1,135,650	\$157,940	\$1,293,580
Evanston-Uinta County Burns Field	EVW	\$1,143,550	\$319,920	\$1,463,470
Ralph Wenz Field	PNA	\$2,382,940	\$408,490	\$2,791,440
Shively Field	SAA	\$1,429,410	\$714,320	\$2,143,730
South Big Horn County Airport	GEY	\$10,511,280	\$1,502,340	\$12,013,620
Intermediate Airports				
Buffalo-Johnson County Airport	BYG	\$966,230	\$159,950	\$1,126,180
Camp Guernsey Army Airfield	GUR	\$5,644,900	\$779,320	\$6,424,220
Hunt Field	LND	\$693,080	\$156,850	\$849,930
Kemmerer Municipal Airport	EMM	\$982,600	\$253,910	\$1,236,520
Miley Memorial Field	BPI	\$1,320,290	\$363,980	\$1,684,260
Mondell Field	ECS	\$767,990	\$262,260	\$1,030,250
Phifer Field	EAN	\$107,600	\$22,730	\$130,340
Powell Municipal Airport	POY	\$464,510	\$186,310	\$650,820
Rawlins Municipal Airport-Harvey Field	RWL	\$984,480	\$410,460	\$1,394,940
Torrington Municipal Airport	TOR	\$1,870,880	\$836,130	\$2,707,010
Local Airports				
Cokeville Municipal Airport	U06	\$112,110	\$38,180	\$150,290
Dixon Airport	DWX	\$100,730	\$51,970	\$152,700
Dubois Municipal Airport	U25	\$460,510	\$220,190	\$680,700
Fort Bridger Airport	FBR	\$572,890	\$223,030	\$795,910
Hot Springs County-Thermopolis Municipal Airport	THP	\$1,389,450	\$409,080	\$1,798,530
Hulett Airport	W43	\$269,710	\$75,740	\$345,440
Lusk Municipal Airport	LSK	\$695,010	\$58,640	\$753,650
North Big Horn County Airport	U68	\$215,930	\$59,670	\$275,610
Pine Bluffs Municipal Airport	82V	\$1,077,420	\$365,820	\$1,443,250

Note: May not total due to rounding.

**Exhibit A-4: Estimated Employment Supported by Commercial Visitor Spending by Study Airport
(Based on State Model)**

Commercial Airport	Code	Initial Employment	Multiplier Employment	Total Employment
Casper/Natrona County Int'l Airport	CPR	407	97	504
Cheyenne Regional Airport-Jerry Olson Field	CYS	45	12	57
Gillette-Campbell County Airport	GCC	104	22	126
Jackson Hole Airport	JAC	6,054	1,110	7,164
Laramie Regional Airport	LAR	64	19	83
Riverton Regional Airport	RIW	52	14	66
Rock Springs-Sweetwater County Airport	RKS	89	16	105
Sheridan County Airport	SHR	60	20	79
Worland Municipal Airport	WRL	9	3	12
Yellowstone Regional Airport	COD	190	52	242
Total All Commercial Airports		7,073	1,365	8,438

Note: May not total due to rounding.

**Exhibit A-5: Estimated Payroll Supported by Commercial Visitor Spending by Study Airport
(Based on State Model)**

Commercial Airport	Code	Initial Payroll	Multiplier Payroll	Total Payroll
Casper/Natrona County Int'l Airport	CPR	\$11,006,060	\$5,320,640	\$16,326,710
Cheyenne Regional Airport-Jerry Olson Field	CYS	\$1,070,280	\$525,070	\$1,595,350
Gillette-Campbell County Airport	GCC	\$2,186,260	\$1,138,210	\$3,324,470
Jackson Hole Airport	JAC	\$204,292,860	\$77,678,790	\$281,971,650
Laramie Regional Airport	LAR	\$1,499,150	\$737,500	\$2,236,650
Riverton Regional Airport	RIW	\$1,164,680	\$567,340	\$1,732,020
Rock Springs-Sweetwater County Airport	RKS	\$2,126,570	\$706,100	\$2,832,670
Sheridan County Airport	SHR	\$1,586,930	\$825,630	\$2,412,560
Worland Municipal Airport	WRL	\$222,790	\$102,460	\$325,250
Yellowstone Regional Airport	COD	\$3,405,900	\$1,833,900	\$5,239,800
Total All Commercial Airports		\$228,561,490	\$89,435,650	\$317,997,140

Note: May not total due to rounding.

**Exhibit A-6: Estimated Output Supported by Commercial Visitor Spending by Study Airport
(Based on State Model)**

Commercial Airport	Code	Initial Output	Multiplier Output	Total Output
Casper/Natrona County Int'l Airport	CPR	\$29,427,120	\$13,932,830	\$43,359,950
Cheyenne Regional Airport-Jerry Olson Field	CYS	\$3,099,800	\$1,651,050	\$4,750,850
Gillette-Campbell County Airport	GCC	\$6,773,620	\$3,243,800	\$10,017,420
Jackson Hole Airport	JAC	\$477,494,750	\$166,118,400	\$643,613,150
Laramie Regional Airport	LAR	\$4,411,890	\$2,371,550	\$6,783,430
Riverton Regional Airport	RIW	\$3,473,370	\$1,799,770	\$5,273,140
Rock Springs-Sweetwater County Airport	RKS	\$6,138,480	\$2,255,260	\$8,393,750
Sheridan County Airport	SHR	\$4,329,210	\$2,501,090	\$6,830,310
Worland Municipal Airport	WRL	\$640,690	\$359,680	\$1,000,370
Yellowstone Regional Airport	COD	\$11,457,700	\$6,078,800	\$17,536,500
Total All Commercial Airports		\$547,246,650	\$200,312,230	\$747,558,880

Note: May not total due to rounding.

**Exhibit A-7: Estimated Employment Supported by Commercial Visitor Spending by Study Airport
(Based on Local Models)**

Commercial Airport	Code	Initial Employment	Multiplier Employment	Total Employment
Casper/Natrona County Int'l Airport	CPR	407	92	498
Cheyenne Regional Airport-Jerry Olson Field	CYS	45	12	56
Gillette-Campbell County Airport	GCC	104	19	122
Jackson Hole Airport	JAC	6,054	1,057	7,111
Laramie Regional Airport	LAR	64	17	81
Riverton Regional Airport	RIW	52	13	65
Rock Springs-Sweetwater County Airport	RKS	89	15	104
Sheridan County Airport	SHR	60	19	78
Worland Municipal Airport	WRL	9	2	12
Yellowstone Regional Airport	COD	190	50	240

Note: May not total due to rounding.

**Exhibit A-8: Estimated Payroll Supported by Commercial Visitor Spending by Study Airport
(Based on Local Models)**

Commercial Airport	Code	Initial Payroll	Multiplier Payroll	Total Payroll
Casper/Natrona County Int'l Airport	CPR	\$11,006,060	\$4,989,700	\$15,995,760
Cheyenne Regional Airport-Jerry Olson Field	CYS	\$1,070,280	\$490,490	\$1,560,770
Gillette-Campbell County Airport	GCC	\$2,186,260	\$862,840	\$3,049,100
Jackson Hole Airport	JAC	\$204,292,860	\$74,331,300	\$278,624,170
Laramie Regional Airport	LAR	\$1,499,150	\$607,630	\$2,106,790
Riverton Regional Airport	RIW	\$1,164,680	\$512,800	\$1,677,480
Rock Springs-Sweetwater County Airport	RKS	\$2,126,570	\$601,810	\$2,728,380
Sheridan County Airport	SHR	\$1,586,930	\$765,970	\$2,352,910
Worland Municipal Airport	WRL	\$222,790	\$71,830	\$294,620
Yellowstone Regional Airport	COD	\$3,405,900	\$1,656,840	\$5,062,740

Note: May not total due to rounding.

**Exhibit A-9: Estimated Output Supported by Commercial Visitor Spending by Study Airport
(Based on Local Model)**

Commercial Airport	Code	Initial Output	Multiplier Output	Total Output
Casper/Natrona County Int'l Airport	CPR	\$29,427,120	\$11,739,460	\$41,166,580
Cheyenne Regional Airport-Jerry Olson Field	CYS	\$3,099,800	\$1,493,420	\$4,593,220
Gillette-Campbell County Airport	GCC	\$6,773,620	\$2,316,730	\$9,090,350
Jackson Hole Airport	JAC	\$477,494,750	\$152,132,080	\$629,626,840
Laramie Regional Airport	LAR	\$4,411,890	\$1,805,340	\$6,217,230
Riverton Regional Airport	RIW	\$3,473,370	\$1,558,510	\$5,031,890
Rock Springs-Sweetwater County Airport	RKS	\$6,138,480	\$1,803,470	\$7,941,960
Sheridan County Airport	SHR	\$4,329,210	\$2,172,020	\$6,501,230
Worland Municipal Airport	WRL	\$640,690	\$266,370	\$907,060
Yellowstone Regional Airport	COD	\$11,457,700	\$5,402,390	\$16,860,090

Note: May not total due to rounding.

**Exhibit A-10: Estimated Employment Supported by General Aviation Visitor Spending by Study Airport
(Based on State Model)**

Airport	Code	Initial Employment	Multiplier Employment	Total Employment
Commercial Service Airports				
Casper/Natrona County International Airport	CPR	65	17	82
Cheyenne Regional Airport-Jerry Olson Field	CYS	40	11	51
Gillette-Campbell County Airport	GCC	70	15	86
Jackson Hole Airport	JAC	197	34	231
Laramie Regional Airport	LAR	25	7	32
Riverton Regional Airport	RIW	16	5	21
Rock Springs-Sweetwater County Airport	RKS	61	11	72
Sheridan County Airport	SHR	64	21	85
Worland Municipal Airport	WRL	8	2	11
Yellowstone Regional Airport	COD	75	20	95
Commercial Service Airports Subtotal		621	144	765
Business Airports				
Afton Municipal Airport	AFO	5	<1	6
Converse County Airport	DGW	5	<1	6
Evanston-Uinta County Burns Field	EVW	7	1	8
Ralph Wenz Field	PNA	6	1	7
Shively Field	SAA	24	4	28
South Big Horn County Airport	GEY	<1	<1	1
Business Airports Subtotal		47	9	56
Intermediate Airports				
Buffalo-Johnson County Airport	BYG	3	<1	4
Camp Guernsey Army Airfield	GUR	<1	<1	<1
Hunt Field	LND	7	2	9
Kemmerer Municipal Airport	EMM	<1	<1	<1
Miley Memorial Field	BPI	2	<1	3
Mondell Field	ECS	2	<1	3
Phifer Field	EAN	<1	<1	<1
Powell Municipal Airport	POY	1	<1	1
Rawlins Municipal Airport-Harvey Field	RWL	3	<1	4
Torrington Municipal Airport	TOR	1	<1	2
Intermediate Airports Subtotal		21	5	27
Local Airports				
Cokeville Municipal Airport	U06	<1	<1	<1
Dixon Airport	DWX	<1	<1	<1
Dubois Municipal Airport	U25	<1	<1	<1
Fort Bridger Airport	FBR	<1	<1	<1
Hot Springs County-Thermopolis Municipal Airport	THP	<1	<1	1
Hulett Airport	W43	<1	<1	1
Lusk Municipal Airport	LSK	<1	<1	<1
North Big Horn County Airport	U68	<1	<1	<1
Pine Bluffs Municipal Airport	82V	<1	<1	1
Local Airports Subtotal		5	1	7
Total of All Airports		695	159	855

Note: May not total due to rounding.

**Exhibit A-11: Estimated Payroll Supported by General Aviation Visitor Spending by Study Airport
(Based on State Model)**

Airport	Code	Initial Payroll	Multiplier Payroll	Total Payroll
Commercial Service Airports				
Casper/Natrona County International Airport	CPR	\$1,798,560	\$903,910	\$2,702,470
Cheyenne Regional Airport-Jerry Olson Field	CYS	\$918,740	\$479,780	\$1,398,520
Gillette-Campbell County Airport	GCC	\$1,466,880	\$772,780	\$2,239,660
Jackson Hole Airport	JAC	\$7,093,480	\$2,406,470	\$9,499,950
Laramie Regional Airport	LAR	\$581,610	\$288,370	\$869,980
Riverton Regional Airport	RIW	\$366,750	\$181,080	\$547,830
Rock Springs-Sweetwater County Airport	RKS	\$1,454,250	\$485,510	\$1,939,760
Sheridan County Airport	SHR	\$1,721,330	\$897,160	\$2,618,490
Worland Municipal Airport	WRL	\$201,950	\$92,550	\$294,500
Yellowstone Regional Airport	COD	\$1,295,800	\$719,640	\$2,015,440
Commercial Service Airports Subtotal		\$16,899,350	\$7,227,240	\$24,126,600
Business Airports				
Afton Municipal Airport	AFO	\$55,690	\$30,260	\$85,950
Converse County Airport	DGW	\$100,180	\$41,030	\$141,210
Evanston-Uinta County Burns Field	EVW	\$128,050	\$46,740	\$174,800
Ralph Wenz Field	PNA	\$150,040	\$54,250	\$204,280
Shively Field	SAA	\$458,550	\$147,540	\$606,090
South Big Horn County Airport	GEY	\$14,390	\$7,570	\$21,970
Business Airports Subtotal		\$906,900	\$327,390	\$1,234,290
Intermediate Airports				
Buffalo-Johnson County Airport	BYG	\$50,690	\$27,370	\$78,060
Camp Guernsey Army Airfield	GUR	\$6,860	\$3,480	\$10,340
Hunt Field	LND	\$156,970	\$79,010	\$235,980
Kemmerer Municipal Airport	EMM	\$8,130	\$4,420	\$12,550
Miley Memorial Field	BPI	\$49,180	\$19,370	\$68,550
Mondell Field	ECS	\$50,400	\$20,190	\$70,590
Phifer Field	EAN	\$4,920	\$2,500	\$7,410
Powell Municipal Airport	POY	\$18,170	\$10,330	\$28,500
Rawlins Municipal Airport-Harvey Field	RWL	\$62,150	\$21,700	\$83,850
Torrington Municipal Airport	TOR	\$21,130	\$10,070	\$31,200
Intermediate Airports Subtotal		\$428,590	\$198,440	\$627,030
Local Airports				
Cokeville Municipal Airport	U06	\$100	\$60	\$160
Dixon Airport	DWX	\$11,600	\$4,050	\$15,650
Dubois Municipal Airport	U25	\$11,260	\$5,970	\$17,240
Fort Bridger Airport	FBR	\$8,950	\$3,800	\$12,750
Hot Springs County-Thermopolis Municipal Airport	THP	\$19,280	\$7,020	\$26,300
Hulett Airport	W43	\$20,710	\$8,220	\$28,940
Lusk Municipal Airport	LSK	\$5,700	\$2,310	\$8,010
North Big Horn County Airport	U68	\$8,180	\$4,310	\$12,490
Pine Bluffs Municipal Airport	82V	\$23,110	\$12,210	\$35,310
Local Airports Subtotal		\$108,890	\$47,950	\$156,850
Total of All Airports		\$18,343,740	\$7,801,020	\$26,144,760

Note: May not total due to rounding.

**Exhibit A-12: Estimated Output Supported by General Aviation Visitor Spending by Study Airport
(Based on State Model)**

Airport	Code	Initial Output	Multiplier Output	Total Output
Commercial Service Airports				
Casper/Natrona County International Airport	CPR	\$4,818,160	\$2,377,010	\$7,195,170
Cheyenne Regional Airport-Jerry Olson Field	CYS	\$2,746,800	\$1,511,610	\$4,258,420
Gillette-Campbell County Airport	GCC	\$4,578,120	\$2,202,870	\$6,781,000
Jackson Hole Airport	JAC	\$15,930,280	\$5,127,510	\$21,057,790
Laramie Regional Airport	LAR	\$1,718,770	\$927,660	\$2,646,430
Riverton Regional Airport	RIW	\$1,090,100	\$575,510	\$1,665,610
Rock Springs-Sweetwater County Airport	RKS	\$4,196,230	\$1,551,310	\$5,747,550
Sheridan County Airport	SHR	\$4,678,590	\$2,719,450	\$7,398,040
Worland Municipal Airport	WRL	\$573,630	\$325,460	\$899,090
Yellowstone Regional Airport	COD	\$4,454,240	\$2,387,990	\$6,842,230
Commercial Service Airports Subtotal		\$44,784,930	\$19,706,400	\$64,491,320
Business Airports				
Afton Municipal Airport	AFO	\$261,800	\$115,980	\$377,780
Converse County Airport	DGW	\$313,010	\$136,790	\$449,800
Evanston-Uinta County Burns Field	EVW	\$427,200	\$169,830	\$597,030
Ralph Wenz Field	PNA	\$421,350	\$154,000	\$575,350
Shively Field	SAA	\$1,467,380	\$558,160	\$2,025,540
South Big Horn County Airport	GEY	\$58,420	\$27,900	\$86,320
Business Airports Subtotal		\$2,949,150	\$1,162,660	\$4,111,810
Intermediate Airports				
Buffalo-Johnson County Airport	BYG	\$182,850	\$94,140	\$276,990
Camp Guernsey Army Airfield	GUR	\$26,140	\$12,670	\$38,800
Hunt Field	LND	\$477,360	\$250,850	\$728,210
Kemmerer Municipal Airport	EMM	\$38,230	\$16,940	\$55,170
Miley Memorial Field	BPI	\$147,560	\$55,060	\$202,620
Mondell Field	ECS	\$155,800	\$66,990	\$222,790
Phifer Field	EAN	\$18,720	\$9,090	\$27,810
Powell Municipal Airport	POY	\$63,180	\$34,260	\$97,440
Rawlins Municipal Airport-Harvey Field	RWL	\$206,250	\$81,930	\$288,180
Torrington Municipal Airport	TOR	\$78,720	\$36,920	\$115,640
Intermediate Airports Subtotal		\$1,394,800	\$658,850	\$2,053,650
Local Airports				
Cokeville Municipal Airport	U06	\$480	\$210	\$690
Dixon Airport	DWX	\$38,500	\$15,300	\$53,800
Dubois Municipal Airport	U25	\$36,000	\$18,940	\$54,940
Fort Bridger Airport	FBR	\$34,500	\$13,700	\$48,200
Hot Springs County-Thermopolis Municipal Airport	THP	\$56,800	\$27,160	\$83,960
Hulett Airport	W43	\$65,870	\$27,560	\$93,430
Lusk Municipal Airport	LSK	\$19,220	\$6,190	\$25,410
North Big Horn County Airport	U68	\$33,200	\$15,880	\$49,080
Pine Bluffs Municipal Airport	82V	\$69,890	\$38,300	\$108,190
Local Airports Subtotal		\$354,460	\$163,240	\$517,700
Total of All Airports		\$49,483,340	\$21,691,140	\$71,174,480

Note: May not total due to rounding.

**Exhibit A-13: Estimated Employment Supported by General Aviation Visitor Spending by Study Airport
(Based on Local Models)**

Airport	Code	Initial Employment	Multiplier Employment	Total Employment
Commercial Service Airports				
Casper/Natrona County International Airport	CPR	65	16	81
Cheyenne Regional Airport-Jerry Olson Field	CYS	40	11	50
Gillette-Campbell County Airport	GCC	70	13	83
Jackson Hole Airport	JAC	197	32	230
Laramie Regional Airport	LAR	25	7	32
Riverton Regional Airport	RIW	16	4	20
Rock Springs-Sweetwater County Airport	RKS	61	10	71
Sheridan County Airport	SHR	64	20	84
Worland Municipal Airport	WRL	8	2	10
Yellowstone Regional Airport	COD	75	19	94
Business Airports				
Afton Municipal Airport	AFO	5	<1	6
Converse County Airport	DGW	5	<1	5
Evanston-Uinta County Burns Field	EVW	7	1	8
Ralph Wenz Field	PNA	6	<1	7
Shively Field	SAA	24	4	27
South Big Horn County Airport	GEY	<1	<1	1
Intermediate Airports				
Buffalo-Johnson County Airport	BYG	3	<1	3
Camp Guernsey Army Airfield	GUR	<1	<1	<1
Hunt Field	LND	7	2	9
Kemmerer Municipal Airport	EMM	<1	<1	<1
Miley Memorial Field	BPI	2	<1	2
Mondell Field	ECS	2	<1	3
Phifer Field	EAN	<1	<1	<1
Powell Municipal Airport	POY	1	<1	1
Rawlins Municipal Airport-Harvey Field	RWL	3	<1	4
Torrington Municipal Airport	TOR	1	<1	2
Local Airports				
Cokeville Municipal Airport	U06	<1	<1	<1
Dixon Airport	DWX	<1	<1	<1
Dubois Municipal Airport	U25	<1	<1	<1
Fort Bridger Airport	FBR	<1	<1	<1
Hot Springs County-Thermopolis Municipal Airport	THP	<1	<1	1
Hulett Airport	W43	<1	<1	1
Lusk Municipal Airport	LSK	<1	<1	<1
North Big Horn County Airport	U68	<1	<1	<1
Pine Bluffs Municipal Airport	82V	<1	<1	1

Note: May not total due to rounding.

**Exhibit A-14: Estimated Payroll Supported by General Aviation Visitor Spending by Study Airport
(Based on Local Models)**

Airport	Code	Initial Payroll	Multiplier Payroll	Total Payroll
Commercial Service Airports				
Casper/Natrona County International Airport	CPR	\$1,798,560	\$846,450	\$2,645,010
Cheyenne Regional Airport-Jerry Olson Field	CYS	\$918,740	\$447,570	\$1,366,310
Gillette-Campbell County Airport	GCC	\$1,466,880	\$585,400	\$2,052,280
Jackson Hole Airport	JAC	\$7,093,480	\$2,305,580	\$9,399,050
Laramie Regional Airport	LAR	\$581,610	\$237,380	\$818,990
Riverton Regional Airport	RIW	\$366,750	\$163,670	\$530,420
Rock Springs-Sweetwater County Airport	RKS	\$1,454,250	\$413,620	\$1,867,870
Sheridan County Airport	SHR	\$1,721,330	\$832,270	\$2,553,600
Worland Municipal Airport	WRL	\$201,950	\$64,900	\$266,850
Yellowstone Regional Airport	COD	\$1,295,800	\$649,850	\$1,945,650
Business Airports				
Afton Municipal Airport	AFO	\$55,690	\$24,420	\$80,110
Converse County Airport	DGW	\$100,180	\$19,620	\$119,800
Evanston-Uinta County Burns Field	EVW	\$128,050	\$40,720	\$168,770
Ralph Wenz Field	PNA	\$150,040	\$36,120	\$186,160
Shively Field	SAA	\$458,550	\$109,770	\$568,320
South Big Horn County Airport	GEY	\$14,390	\$4,210	\$18,600
Intermediate Airports				
Buffalo-Johnson County Airport	BYG	\$50,690	\$13,090	\$63,780
Camp Guernsey Army Airfield	GUR	\$6,860	\$2,140	\$9,000
Hunt Field	LND	\$156,970	\$71,400	\$228,370
Kemmerer Municipal Airport	EMM	\$8,130	\$3,570	\$11,700
Miley Memorial Field	BPI	\$49,180	\$12,740	\$61,910
Mondell Field	ECS	\$50,400	\$12,120	\$62,510
Phifer Field	EAN	\$4,920	\$1,540	\$6,450
Powell Municipal Airport	POY	\$18,170	\$9,320	\$27,490
Rawlins Municipal Airport-Harvey Field	RWL	\$62,150	\$16,020	\$78,170
Torrington Municipal Airport	TOR	\$21,130	\$6,990	\$28,120
Local Airports				
Cokeville Municipal Airport	U06	\$100	\$40	\$150
Dixon Airport	DWX	\$11,600	\$2,990	\$14,590
Dubois Municipal Airport	U25	\$11,260	\$5,390	\$16,650
Fort Bridger Airport	FBR	\$8,950	\$3,290	\$12,240
Hot Springs County-Thermopolis Municipal Airport	THP	\$19,280	\$3,770	\$23,050
Hulett Airport	W43	\$20,710	\$5,320	\$26,040
Lusk Municipal Airport	LSK	\$5,700	\$1,920	\$7,620
North Big Horn County Airport	U68	\$8,180	\$2,390	\$10,570
Pine Bluffs Municipal Airport	82V	\$23,110	\$11,390	\$34,500

Note: May not total due to rounding.

**Exhibit A-15: Estimated Output Supported by General Aviation Visitor Spending by Study Airport
(Based on Local Models)**

Airport	Code	Initial Output	Multiplier Output	Total Output
Commercial Service Airports				
Casper/Natrona County International Airport	CPR	\$4,818,160	\$1,996,510	\$6,814,670
Cheyenne Regional Airport-Jerry Olson Field	CYS	\$2,746,800	\$1,363,810	\$4,110,610
Gillette-Campbell County Airport	GCC	\$4,578,120	\$1,571,730	\$6,149,850
Jackson Hole Airport	JAC	\$15,930,280	\$4,704,490	\$20,634,770
Laramie Regional Airport	LAR	\$1,718,770	\$705,520	\$2,424,290
Riverton Regional Airport	RIW	\$1,090,100	\$498,240	\$1,588,340
Rock Springs-Sweetwater County Airport	RKS	\$4,196,230	\$1,239,440	\$5,435,670
Sheridan County Airport	SHR	\$4,678,590	\$2,361,470	\$7,040,070
Worland Municipal Airport	WRL	\$573,630	\$241,000	\$814,630
Yellowstone Regional Airport	COD	\$4,454,240	\$2,121,450	\$6,575,680
Business Airports				
Afton Municipal Airport	AFO	\$261,800	\$100,970	\$362,770
Converse County Airport	DGW	\$313,010	\$71,700	\$384,710
Evanston-Uinta County Burns Field	EVW	\$427,200	\$147,020	\$574,220
Ralph Wenz Field	PNA	\$421,350	\$108,660	\$530,010
Shively Field	SAA	\$1,467,380	\$449,270	\$1,916,640
South Big Horn County Airport	GEY	\$58,420	\$17,870	\$76,290
Intermediate Airports				
Buffalo-Johnson County Airport	BYG	\$182,850	\$53,690	\$236,540
Camp Guernsey Army Airfield	GUR	\$26,140	\$8,730	\$34,860
Hunt Field	LND	\$477,360	\$217,340	\$694,700
Kemmerer Municipal Airport	EMM	\$38,230	\$14,750	\$52,970
Miley Memorial Field	BPI	\$147,560	\$38,530	\$186,090
Mondell Field	ECS	\$155,800	\$46,160	\$201,960
Phifer Field	EAN	\$18,720	\$6,270	\$24,990
Powell Municipal Airport	POY	\$63,180	\$30,460	\$93,640
Rawlins Municipal Airport-Harvey Field	RWL	\$206,250	\$65,630	\$271,880
Torrington Municipal Airport	TOR	\$78,720	\$25,710	\$104,430
Local Airports				
Cokeville Municipal Airport	U06	\$480	\$190	\$670
Dixon Airport	DWX	\$38,500	\$12,250	\$50,750
Dubois Municipal Airport	U25	\$36,000	\$16,410	\$52,410
Fort Bridger Airport	FBR	\$34,500	\$11,810	\$46,310
Hot Springs County-Thermopolis Municipal Airport	THP	\$56,800	\$17,350	\$74,150
Hulett Airport	W43	\$65,870	\$19,240	\$85,120
Lusk Municipal Airport	LSK	\$19,220	\$4,720	\$23,940
North Big Horn County Airport	U68	\$33,200	\$10,160	\$43,360
Pine Bluffs Municipal Airport	82V	\$69,890	\$34,570	\$104,460

Note: May not total due to rounding.

**Exhibit A-16: Estimated Employment Supported by All Visitor Spending by Study Airport
(Based on State Model)**

Airport	Code	Initial Employment	Multiplier Employment	Total Employment
Commercial Service Airports				
Casper/Natrona County International Airport	CPR	472	114	586
Cheyenne Regional Airport-Jerry Olson Field	CYS	84	23	108
Gillette-Campbell County Airport	GCC	174	38	212
Jackson Hole Airport	JAC	6,252	1,144	7,395
Laramie Regional Airport	LAR	90	26	115
Riverton Regional Airport	RIW	68	19	87
Rock Springs-Sweetwater County Airport	RKS	149	28	177
Sheridan County Airport	SHR	123	41	164
Worland Municipal Airport	WRL	18	5	23
Yellowstone Regional Airport	COD	265	72	337
Commercial Service Airports Subtotal		7,694	1,510	9,204
Business Airports				
Afton Municipal Airport	AFO	5	<1	6
Converse County Airport	DGW	5	<1	6
Evanston-Uinta County Burns Field	EVW	7	1	8
Ralph Wenz Field	PNA	6	1	7
Shively Field	SAA	24	4	28
South Big Horn County Airport	GEY	<1	<1	1
Business Airports Subtotal		47	9	56
Intermediate Airports				
Buffalo-Johnson County Airport	BYG	3	<1	4
Camp Guernsey Army Airfield	GUR	<1	<1	<1
Hunt Field	LND	7	2	9
Kemmerer Municipal Airport	EMM	<1	<1	<1
Miley Memorial Field	BPI	2	<1	3
Mondell Field	ECS	2	<1	3
Phifer Field	EAN	<1	<1	<1
Powell Municipal Airport	POY	1	<1	1
Rawlins Municipal Airport-Harvey Field	RWL	3	<1	4
Torrington Municipal Airport	TOR	1	<1	2
Intermediate Airports Subtotal		21	5	27
Local Airports				
Cokeville Municipal Airport	U06	<1	<1	<1
Dixon Airport	DWX	<1	<1	<1
Dubois Municipal Airport	U25	<1	<1	<1
Fort Bridger Airport	FBR	<1	<1	<1
Hot Springs County-Thermopolis Municipal Airport	THP	<1	<1	1
Hulett Airport	W43	<1	<1	1
Lusk Municipal Airport	LSK	<1	<1	<1
North Big Horn County Airport	U68	<1	<1	<1
Pine Bluffs Municipal Airport	82V	<1	<1	1
Local Airports Subtotal		5	1	7
Total of All Airports		7,768	1,525	9,293

Note: May not total due to rounding.

**Exhibit A-17: Estimated Payroll Supported by All Visitor Spending by Study Airport
(Based on State Model)**

Airport	Code	Initial Payroll	Multiplier Payroll	Total Payroll
Commercial Service Airports				
Casper/Natrona County International Airport	CPR	\$12,804,630	\$6,224,550	\$19,029,180
Cheyenne Regional Airport-Jerry Olson Field	CYS	\$1,989,020	\$1,004,850	\$2,993,870
Gillette-Campbell County Airport	GCC	\$3,653,140	\$1,910,990	\$5,564,130
Jackson Hole Airport	JAC	\$211,386,340	\$80,085,260	\$291,471,600
Laramie Regional Airport	LAR	\$2,080,760	\$1,025,870	\$3,106,630
Riverton Regional Airport	RIW	\$1,531,430	\$748,420	\$2,279,850
Rock Springs-Sweetwater County Airport	RKS	\$3,580,820	\$1,191,610	\$4,772,430
Sheridan County Airport	SHR	\$3,308,270	\$1,722,790	\$5,031,060
Worland Municipal Airport	WRL	\$424,740	\$195,010	\$619,750
Yellowstone Regional Airport	COD	\$4,701,700	\$2,553,540	\$7,255,240
Commercial Service Airports Subtotal		\$245,460,840	\$96,662,890	\$342,123,730
Business Airports				
Afton Municipal Airport	AFO	\$55,690	\$30,260	\$85,950
Converse County Airport	DGW	\$100,180	\$41,030	\$141,210
Evanston-Uinta County Burns Field	EVW	\$128,050	\$46,740	\$174,800
Ralph Wenz Field	PNA	\$150,040	\$54,250	\$204,280
Shively Field	SAA	\$458,550	\$147,540	\$606,090
South Big Horn County Airport	GEY	\$14,390	\$7,570	\$21,970
Business Airports Subtotal		\$906,900	\$327,390	\$1,234,290
Intermediate Airports				
Buffalo-Johnson County Airport	BYG	\$50,690	\$27,370	\$78,060
Camp Guernsey Army Airfield	GUR	\$6,860	\$3,480	\$10,340
Hunt Field	LND	\$156,970	\$79,010	\$235,980
Kemmerer Municipal Airport	EMM	\$8,130	\$4,420	\$12,550
Miley Memorial Field	BPI	\$49,180	\$19,370	\$68,550
Mondell Field	ECS	\$50,400	\$20,190	\$70,590
Phifer Field	EAN	\$4,920	\$2,500	\$7,410
Powell Municipal Airport	POY	\$18,170	\$10,330	\$28,500
Rawlins Municipal Airport-Harvey Field	RWL	\$62,150	\$21,700	\$83,850
Torrington Municipal Airport	TOR	\$21,130	\$10,070	\$31,200
Intermediate Airports Subtotal		\$428,590	\$198,440	\$627,030
Local Airports				
Cokeville Municipal Airport	U06	\$100	\$60	\$160
Dixon Airport	DWX	\$11,600	\$4,050	\$15,650
Dubois Municipal Airport	U25	\$11,260	\$5,970	\$17,240
Fort Bridger Airport	FBR	\$8,950	\$3,800	\$12,750
Hot Springs County-Thermopolis Municipal Airport	THP	\$19,280	\$7,020	\$26,300
Hulett Airport	W43	\$20,710	\$8,220	\$28,940
Lusk Municipal Airport	LSK	\$5,700	\$2,310	\$8,010
North Big Horn County Airport	U68	\$8,180	\$4,310	\$12,490
Pine Bluffs Municipal Airport	82V	\$23,110	\$12,210	\$35,310
Local Airports Subtotal		\$108,890	\$47,950	\$156,850
Total of All Airports		\$246,905,230	\$97,236,670	\$344,141,900

Note: May not total due to rounding.

**Exhibit A-18: Estimated Output Supported by All Visitor Spending by Study Airport
(Based on State Model)**

Airport	Code	Initial Output	Multiplier Output	Total Output
Commercial Service Airports				
Casper/Natrona County International Airport	CPR	\$34,245,290	\$16,309,840	\$50,555,120
Cheyenne Regional Airport-Jerry Olson Field	CYS	\$5,846,600	\$3,162,660	\$9,009,260
Gillette-Campbell County Airport	GCC	\$11,351,740	\$5,446,680	\$16,798,420
Jackson Hole Airport	JAC	\$493,425,030	\$171,245,910	\$664,670,940
Laramie Regional Airport	LAR	\$6,130,660	\$3,299,210	\$9,429,870
Riverton Regional Airport	RIW	\$4,563,470	\$2,375,280	\$6,938,750
Rock Springs-Sweetwater County Airport	RKS	\$10,334,720	\$3,806,570	\$14,141,290
Sheridan County Airport	SHR	\$9,007,810	\$5,220,540	\$14,228,350
Worland Municipal Airport	WRL	\$1,214,320	\$685,140	\$1,899,460
Yellowstone Regional Airport	COD	\$15,911,940	\$8,466,800	\$24,378,730
Commercial Service Airports Subtotal		\$592,031,570	\$220,018,630	\$812,050,200
Business Airports				
Afton Municipal Airport	AFO	\$261,800	\$115,980	\$377,780
Converse County Airport	DGW	\$313,010	\$136,790	\$449,800
Evanston-Uinta County Burns Field	EVW	\$427,200	\$169,830	\$597,030
Ralph Wenz Field	PNA	\$421,350	\$154,000	\$575,350
Shively Field	SAA	\$1,467,380	\$558,160	\$2,025,540
South Big Horn County Airport	GEY	\$58,420	\$27,900	\$86,320
Business Airports Subtotal		\$2,949,150	\$1,162,660	\$4,111,810
Intermediate Airports				
Buffalo-Johnson County Airport	BYG	\$182,850	\$94,140	\$276,990
Camp Guernsey Army Airfield	GUR	\$26,140	\$12,670	\$38,800
Hunt Field	LND	\$477,360	\$250,850	\$728,210
Kemmerer Municipal Airport	EMM	\$38,230	\$16,940	\$55,170
Miley Memorial Field	BPI	\$147,560	\$55,060	\$202,620
Mondell Field	ECS	\$155,800	\$66,990	\$222,790
Phifer Field	EAN	\$18,720	\$9,090	\$27,810
Powell Municipal Airport	POY	\$63,180	\$34,260	\$97,440
Rawlins Municipal Airport-Harvey Field	RWL	\$206,250	\$81,930	\$288,180
Torrington Municipal Airport	TOR	\$78,720	\$36,920	\$115,640
Intermediate Airports Subtotal		\$1,394,800	\$658,850	\$2,053,650
Local Airports				
Cokeville Municipal Airport	U06	\$480	\$210	\$690
Dixon Airport	DWX	\$38,500	\$15,300	\$53,800
Dubois Municipal Airport	U25	\$36,000	\$18,940	\$54,940
Fort Bridger Airport	FBR	\$34,500	\$13,700	\$48,200
Hot Springs County-Thermopolis Municipal Airport	THP	\$56,800	\$27,160	\$83,960
Hulett Airport	W43	\$65,870	\$27,560	\$93,430
Lusk Municipal Airport	LSK	\$19,220	\$6,190	\$25,410
North Big Horn County Airport	U68	\$33,200	\$15,880	\$49,080
Pine Bluffs Municipal Airport	82V	\$69,890	\$38,300	\$108,190
Local Airports Subtotal		\$354,460	\$163,240	\$517,700
Total of All Airports		\$596,729,990	\$222,003,370	\$818,733,360

Note: May not total due to rounding.

**Exhibit A-19: Estimated Employment Supported by All Visitor Spending by Study Airport
(Based on Local Models)**

Airport	Code	Initial Employment	Multiplier Employment	Total Employment
Commercial Service Airports				
Casper/Natrona County International Airport	CPR	472	107	579
Cheyenne Regional Airport-Jerry Olson Field	CYS	84	22	106
Gillette-Campbell County Airport	GCC	174	32	206
Jackson Hole Airport	JAC	6,252	1,089	7,341
Laramie Regional Airport	LAR	90	23	113
Riverton Regional Airport	RIW	68	18	86
Rock Springs-Sweetwater County Airport	RKS	149	26	175
Sheridan County Airport	SHR	123	39	162
Worland Municipal Airport	WRL	18	4	22
Yellowstone Regional Airport	COD	265	69	334
Business Airports				
Afton Municipal Airport	AFO	5	<1	6
Converse County Airport	DGW	5	<1	5
Evanston-Uinta County Burns Field	EVW	7	1	8
Ralph Wenz Field	PNA	6	<1	7
Shively Field	SAA	24	4	27
South Big Horn County Airport	GEY	<1	<1	1
Intermediate Airports				
Buffalo-Johnson County Airport	BYG	3	<1	3
Camp Guernsey Army Airfield	GUR	<1	<1	<1
Hunt Field	LND	7	2	9
Kemmerer Municipal Airport	EMM	<1	<1	<1
Miley Memorial Field	BPI	2	<1	2
Mondell Field	ECS	2	<1	3
Phifer Field	EAN	<1	<1	<1
Powell Municipal Airport	POY	1	<1	1
Rawlins Municipal Airport-Harvey Field	RWL	3	<1	4
Torrington Municipal Airport	TOR	1	<1	2
Local Airports				
Cokeville Municipal Airport	U06	<1	<1	<1
Dixon Airport	DWX	<1	<1	<1
Dubois Municipal Airport	U25	<1	<1	<1
Fort Bridger Airport	FBR	<1	<1	<1
Hot Springs County-Thermopolis Municipal Airport	THP	<1	<1	1
Hulett Airport	W43	<1	<1	1
Lusk Municipal Airport	LSK	<1	<1	<1
North Big Horn County Airport	U68	<1	<1	<1
Pine Bluffs Municipal Airport	82V	<1	<1	1

Note: May not total due to rounding.

**Exhibit A-20: Estimated Payroll Supported by All Visitor Spending by Study Airport
(Based on Local Models)**

Airport	Code	Initial Payroll	Multiplier Payroll	Total Payroll
Commercial Service Airports				
Casper/Natrona County International Airport	CPR	\$12,804,630	\$5,836,150	\$18,640,770
Cheyenne Regional Airport-Jerry Olson Field	CYS	\$1,989,020	\$938,060	\$2,927,080
Gillette-Campbell County Airport	GCC	\$3,653,140	\$1,448,240	\$5,101,380
Jackson Hole Airport	JAC	\$211,386,340	\$76,636,880	\$288,023,220
Laramie Regional Airport	LAR	\$2,080,760	\$845,010	\$2,925,780
Riverton Regional Airport	RIW	\$1,531,430	\$676,470	\$2,207,900
Rock Springs-Sweetwater County Airport	RKS	\$3,580,820	\$1,015,430	\$4,596,250
Sheridan County Airport	SHR	\$3,308,270	\$1,598,240	\$4,906,510
Worland Municipal Airport	WRL	\$424,740	\$136,730	\$561,470
Yellowstone Regional Airport	COD	\$4,701,700	\$2,306,690	\$7,008,390
Business Airports				
Afton Municipal Airport	AFO	\$55,690	\$24,420	\$80,110
Converse County Airport	DGW	\$100,180	\$19,620	\$119,800
Evanston-Uinta County Burns Field	EVW	\$128,050	\$40,720	\$168,770
Ralph Wenz Field	PNA	\$150,040	\$36,120	\$186,160
Shively Field	SAA	\$458,550	\$109,770	\$568,320
South Big Horn County Airport	GEY	\$14,390	\$4,210	\$18,600
Intermediate Airports				
Buffalo-Johnson County Airport	BYG	\$50,690	\$13,090	\$63,780
Camp Guernsey Army Airfield	GUR	\$6,860	\$2,140	\$9,000
Hunt Field	LND	\$156,970	\$71,400	\$228,370
Kemmerer Municipal Airport	EMM	\$8,130	\$3,570	\$11,700
Miley Memorial Field	BPI	\$49,180	\$12,740	\$61,910
Mondell Field	ECS	\$50,400	\$12,120	\$62,510
Phifer Field	EAN	\$4,920	\$1,540	\$6,450
Powell Municipal Airport	POY	\$18,170	\$9,320	\$27,490
Rawlins Municipal Airport-Harvey Field	RWL	\$62,150	\$16,020	\$78,170
Torrington Municipal Airport	TOR	\$21,130	\$6,990	\$28,120
Local Airports				
Cokeville Municipal Airport	U06	\$100	\$40	\$150
Dixon Airport	DWX	\$11,600	\$2,990	\$14,590
Dubois Municipal Airport	U25	\$11,260	\$5,390	\$16,650
Fort Bridger Airport	FBR	\$8,950	\$3,290	\$12,240
Hot Springs County-Thermopolis Municipal Airport	THP	\$19,280	\$3,770	\$23,050
Hulett Airport	W43	\$20,710	\$5,320	\$26,040
Lusk Municipal Airport	LSK	\$5,700	\$1,920	\$7,620
North Big Horn County Airport	U68	\$8,180	\$2,390	\$10,570
Pine Bluffs Municipal Airport	82V	\$23,110	\$11,390	\$34,500

Note: May not total due to rounding.

**Exhibit A-21: Estimated Output Supported by All Visitor Spending by Study Airport
(Based on Local Models)**

Airport	Code	Initial Output	Multiplier Output	Total Output
Commercial Service Airports				
Casper/Natrona County International Airport	CPR	\$34,245,290	\$13,735,970	\$47,981,250
Cheyenne Regional Airport-Jerry Olson Field	CYS	\$5,846,600	\$2,857,230	\$8,703,840
Gillette-Campbell County Airport	GCC	\$11,351,740	\$3,888,460	\$15,240,200
Jackson Hole Airport	JAC	\$493,425,030	\$156,836,570	\$650,261,600
Laramie Regional Airport	LAR	\$6,130,660	\$2,510,860	\$8,641,520
Riverton Regional Airport	RIW	\$4,563,470	\$2,056,760	\$6,620,230
Rock Springs-Sweetwater County Airport	RKS	\$10,334,720	\$3,042,910	\$13,377,620
Sheridan County Airport	SHR	\$9,007,810	\$4,533,490	\$13,541,300
Worland Municipal Airport	WRL	\$1,214,320	\$507,370	\$1,721,690
Yellowstone Regional Airport	COD	\$15,911,940	\$7,523,840	\$23,435,770
Business Airports				
Afton Municipal Airport	AFO	\$261,800	\$100,970	\$362,770
Converse County Airport	DGW	\$313,010	\$71,700	\$384,710
Evanston-Uinta County Burns Field	EVW	\$427,200	\$147,020	\$574,220
Ralph Wenz Field	PNA	\$421,350	\$108,660	\$530,010
Shively Field	SAA	\$1,467,380	\$449,270	\$1,916,640
South Big Horn County Airport	GEY	\$58,420	\$17,870	\$76,290
Intermediate Airports				
Buffalo-Johnson County Airport	BYG	\$182,850	\$53,690	\$236,540
Camp Guernsey Army Airfield	GUR	\$26,140	\$8,730	\$34,860
Hunt Field	LND	\$477,360	\$217,340	\$694,700
Kemmerer Municipal Airport	EMM	\$38,230	\$14,750	\$52,970
Miley Memorial Field	BPI	\$147,560	\$38,530	\$186,090
Mondell Field	ECS	\$155,800	\$46,160	\$201,960
Phifer Field	EAN	\$18,720	\$6,270	\$24,990
Powell Municipal Airport	POY	\$63,180	\$30,460	\$93,640
Rawlins Municipal Airport-Harvey Field	RWL	\$206,250	\$65,630	\$271,880
Torrington Municipal Airport	TOR	\$78,720	\$25,710	\$104,430
Local Airports				
Cokeville Municipal Airport	U06	\$480	\$190	\$670
Dixon Airport	DWX	\$38,500	\$12,250	\$50,750
Dubois Municipal Airport	U25	\$36,000	\$16,410	\$52,410
Fort Bridger Airport	FBR	\$34,500	\$11,810	\$46,310
Hot Springs County-Thermopolis Municipal Airport	THP	\$56,800	\$17,350	\$74,150
Hulett Airport	W43	\$65,870	\$19,240	\$85,120
Lusk Municipal Airport	LSK	\$19,220	\$4,720	\$23,940
North Big Horn County Airport	U68	\$33,200	\$10,160	\$43,360
Pine Bluffs Municipal Airport	82V	\$69,890	\$34,570	\$104,460

Note: May not total due to rounding.

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WYOMING AVIATION

Economic Impact Study

2013



Appendix B:

Benefits and Uses of Wyoming Airports



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CASPER/NATRONA COUNTY INTERNATIONAL AIRPORT

Halliburton is one of largest employers in the Casper area and is one of the largest oil and gas companies in the United States. The company has over 75,000 employees worldwide and offices in 80 different countries. Halliburton has several production facilities in the Casper area with their local employment estimated by a company representative to be approximately 500. Halliburton and the companies that supply them depend on both general aviation corporate aircraft and commercial airline service to improve their travel efficiency. Services provided by Casper/Natrona County International Airport are essential to the success of Halliburton's Wyoming operations.

Wildfires are a particular threat to Wyoming residents, businesses, and their property. Casper/Natrona County International Airport houses a Single Engine Air Tanker (SEAT) base with aircraft particularly suited to fighting wildfires in their initial stages. These planes carry up to 800 gallons of fuel retardant. For these planes to be most effective, they must be able to land and refuel on a repeat basis. By accommodating these firefighting aircraft, Casper/Natrona County International Airport is instrumental in helping to save lives and property in the Casper area. During fire seasons, the Casper/Natrona County International Airport has also housed, up to weeks at a time, large air tankers such as DC-10 type aircraft. Additionally, the airport supports National Guard Modular Airborne Fire Fighting System (MAFFS) C-130 aircraft, as well as military and civilian fire suppression equipped helicopters.

Casper College relies on and benefits from commercial airline service available at Casper/Natrona County International Airport. Student enrollment at the College is estimated at close to 5,000, and these students come from 35 different states and 20 foreign countries. Without scheduled airline service, the College would not be able to recruit students from such diverse geographical locations. The College is home to the Tate Geological Museum and attracts geologists from around the world. Employment at the College is estimated at approximately 350. Of this total, 160 are full-time faculty and 100 are part-time instructors. Air service availability at Casper/Natrona County International Airport is important not only to attracting students but also to recruiting and retaining the best available faculty for the College. Without air service at the Casper/Natrona County International Airport, the College would not have been able to develop into the thriving educational institution that it has become.

Mountain View Regional Hospital, which serves Casper, is one of the largest hospitals in Wyoming. The facility benefits from Casper/Natrona County International Airport in several ways. The airport and commercial airline service provided at the airport helps the hospital to recruit and retain first class medical staff. In addition, the airport provides easier access to the Casper area for pharmaceutical and medical equipment representatives who help to keep health care in the Casper area current with leading edge technologies. Specialty physicians such as the orthopedic doctors from Premier Bone and Joint in Laramie fly to Casper to see patients. Finally, the airport supports emergency medical transfers of patients that need immediate care. All of these services, which are supported by Casper/Natrona County International Airport, improve health care for area residents.

Casper/Natrona County International Airport is the only designated port of entry into the State of Wyoming. Each year, the U.S. Customs and Border Protection officer assigned to the airport clears over 500 aircraft entering the United States from a foreign country. While most of those clearances are from aircraft coming from Canada and Mexico, with the increased range of corporate aircraft, the airport is serving an increased number of aircraft clearing Customs from many other countries. This includes

France, Russia, Greece, Jamaica, Iceland, Bermuda, Spain, China, England, the Bahamas, South Africa, the Netherlands, and Costa Rica.

Casper/Natrona International Airport supports the efforts of several important state and federal agencies. One of these is the Wyoming Bureau of Land Management (BLM); this agency is responsible for overseeing 18.4 million acres of public land in Wyoming. Without daily aerial inspections, which are supported by airports such as Casper/Natrona County International Airport, it would be impossible for this agency to effectively carry out its monitoring responsibilities. The U.S. Forest Service also relies on the airport to support its aerial inspections of forested areas in the state. Finally, the United States Department of Agriculture's (USDA's) Animal and Plant Health Inspection Services (APHIS)-Wildlife Services also uses the airport to support their aerial inspections. Services provided by USDA APHIS aim to protect agriculture and natural resources in Wyoming. USDA APHIS activities that the airport helps to support are important to the area's economy because these services help to promote the trade of Wyoming's agricultural and forest products.

Casper is a major center for Wyoming's oil and gas industries. Scheduled commercial airline service is important not only to oil and gas related employers with offices in Casper, but also to many affiliate companies, vendors, and suppliers who fly to Casper using airline service. These companies come from various states, as well as from international locations. Oil and gas related companies that use commercial airline service to fly to Casper come from Texas, Louisiana, North Dakota, Utah, California, Washington DC, New York, Pennsylvania, Washington, Oklahoma, and Minnesota. Oil and gas related companies also fly to Casper from Australia, Saudi Arabia, Denmark, and various locations in Canada. Clearly, commercial airline service is critical to supporting the economic activity in the Casper area.

CHEYENNE REGIONAL AIRPORT-JERRY OLSON FIELD

Cheyenne is a major retail center for southern Wyoming and northern Colorado. Its ground location at the junction of Interstates 25 and 80 makes it accessible to a large market area. Because of its location, several major retailers have elected to have stores in Cheyenne. Further, information from these retailers indicates that the ability of their management teams to travel to Cheyenne using airline service was key in their decision making process to build in Cheyenne. Cheyenne Regional Airport-Jerry Olson Field was one of the factors that attracted retailers such as Kohl's, Dillard's, Lowe's, and Target to Cheyenne. These retailers help to support hundreds of jobs and significant payroll in the Cheyenne area.

As the state capitol, Cheyenne is the location for many agencies and organizations. Government and government related activities account for a high percentage of Cheyenne's employment. Examples of some state and federal governmental agencies and organizations that rely on and benefit from commercial airline service at Cheyenne Regional include: the Wyoming Department of Transportation, the National Cattlemen's Beef Association, the State Board of Nurses, the U.S. Army National Guard, the Wyoming Department of Education, the Wyoming Department of Health, the Wyoming Stock Growers Association, and the Wyoming Hospital Association. Cheyenne Regional Airport helps to improve the efficiency of the employees of these and other agencies and organizations.

Businesses in the Cheyenne area rely on Cheyenne Regional Airport-Jerry Olson Field for general aviation and air cargo services. Flying for UPS, Key Lime Air delivers air cargo to Cheyenne Regional

Airport-Jerry Olson Field. Express delivery services supported by the airport benefit both area residents and businesses. Examples of local businesses that have corporate aircraft and use the airport include JEI Contractors, Monument Home Builders, Jonah Bank, and Peterbilt of Wyoming. Local employers that use general aviation aircraft to support their business activities are able to save time and increase their efficiency. Area jobs associated with local businesses that rely on the airport are important contributors to the local economy.

Airgas (industrial and medical specialties), Devon Energy (energy systems management), Emerald Foam Control (special chemicals for industrial processing), Cameco (land development), Reed Services of Wyoming (inspections and maintenance), and EchoStar (communications) are all examples of businesses in the Cheyenne area that rely on commercial airline service available at Cheyenne Regional Airport-Jerry Olson Field. By using the airport, these local businesses increase their efficiency and minimize travel time for their employees. Reduced travel time helps to contribute to increased revenues. Cheyenne Regional Airport-Jerry Olson Field plays an important role in helping local businesses to be economically viable. The local employment that these area businesses support is also an important contributor to the Cheyenne area's economy.

Cheyenne Regional supports air travel for several health care providers that are based in Cheyenne. Many Wyoming residents are able to receive advanced health care services closer to home as a result of flights that originate at Cheyenne Regional Airport-Jerry Olson Field. Examples of medical groups that are based in Cheyenne that use general aviation aircraft to fly to various locations in Wyoming include Wyoming Physical Therapy Association and Wyoming Spine and Neurosurgery Associates, LLC. Cheyenne Regional Airport-Jerry Olson Field enables physicians from each of these groups to use general aviation aircraft to fly to more than a dozen different communities in Wyoming. Services provided by these groups help to improve and to provide more convenient health care for residents of communities throughout the state.

Cheyenne Light, Fuel and Power, a subsidiary of the Black Hills Corporation, is building the Cheyenne Prairie Generating Station. This new power station will improve electrical distribution to all subscribers. Development of this new power station has supported many local jobs as part of the plant development. Cheyenne Regional Airport-Jerry Olson Field played an important support role in the development of the new energy plant, enabling representatives of the Black Hills Corporation and others to travel to Cheyenne to oversee construction and development.

GILLETTE-CAMPBELL COUNTY AIRPORT

Cloud Peak Energy, headquartered in Gillette, is a frequent user of airline service to and from Gillette-Campbell County Airport. The company has an estimated 1,600 employees in the area, making it a leading economic generator and employer for the Gillette/Campbell County area. Coal from the company's Antelope and Cordero Rojo mines is responsible for generating an estimated 4% of all electricity in the U.S. Many suppliers for the coal industry also travel to Gillette via commercial airline service. Vendors to the coal industry, such as American Equipment Inc. (mining equipment), BAS Consultants Inc. (mining safety), and Ingram Barge Company (coal transportation), report that they fly to Gillette on a regular basis. Airline service available at Gillette-Campbell County Airport provides convenient access to locations throughout the U.S. for both area and visiting companies.

Komatsu Equipment Company has a 60 person office in Gillette. Komatsu is engaged in the production, distribution, and maintenance of heavy duty mining equipment. Information from the manager of the company's Gillette location emphasizes how important commercial airline service between Gillette and Salt Lake City is to the company; Komatsu's headquarters are in Salt Lake. Scheduled airline service is very important to Komatsu because it reduces travel time from Gillette to Salt Lake. The service saves every employee two days of travel time and associated expenses for each trip they make between Gillette and Salt Lake. Komatsu employees based in Gillette frequently travel to Salt Lake for training and airline service between Gillette and Salt Lake City helps to make these trips more time and cost effective.

Gillette-Campbell County Airport helps to support health care needs for Gillette area residents. Physicians such as those with Wyoming Neurologic Associates, a Casper based company, fly to Gillette to see patients. This practice is expanding in 2014 and will provide Gillette with even greater access to physicians from Wyoming Neurologic Associates. Premier Bone and Joint is an orthopedic practice based in Laramie that also flies their doctors to see patients in Gillette. Gillette-Campbell County Airport plays an important role in helping to provide diversified and advanced health care for all area residents.

The oil and gas industry is a major contributor to the economy in Gillette. Gillette-Campbell County Airport helps to serve the general aviation needs of oil and gas related companies. Examples of oil and gas related companies that use corporate aircraft to support their business activities in Gillette include Citation Oil & Gas Corporation, Devon Energy, ONEOK, True Drilling, and Cyclone Drilling. Since 1975, Cyclone Drilling has been a family based business in Gillette. Using their corporate jet based at the Gillette-Campbell County Airport, Cyclone Drilling flies to their other offices in Wyoming, North Dakota, Montana, and Colorado. Because area employers use general aviation to support their travel needs, their employees are more productive. General aviation enables employees of these companies to spend more time in the office and less time on the road, thereby increasing efficiency and adding to the profitability of Gillette area companies.

Coal companies are also major employers in the Gillette area. Alpha Coal West and Arch Coal/Thunder Basin Coal Company are examples of two companies that use corporate aviation and Gillette-Campbell County Airport to tie together their operations and to increase their efficiency. Many of the mining activities for both companies are in rural areas that are not served by commercial airlines. While these areas may not have scheduled airline service, most have airports that can accommodate business aircraft. Alpha Natural Resources, the parent company for Alpha Coal West, is based in Bristol, Virginia and Arch Coal is headquartered in St. Louis. Arch Coal is the second largest coal company in the U.S. About 40% of all electricity in the U.S. is generated from coal. Both companies have mines in Wyoming, Colorado, West Virginia, Virginia, and Kentucky. Corporate aircraft that operate from Gillette-Campbell County Airport help these companies tie their geographically diverse operations together, increasing their efficiency and helping to increase the viability of their operations in Wyoming and the jobs they support in Gillette.

Buckskin Mining Company, a subsidiary of Kiewit Mining Group Inc., also depends on scheduled airline service at the Gillette-Campbell County Airport. The company has an estimated 350 employees in the Gillette area where the company mines high quality thermal coal. The company, based in Nebraska, has locations throughout the U.S. Airline service at the Gillette-Campbell County Airport enables workers based in Gillette to travel conveniently to other locations throughout the U.S. and Canada. Commercial airline service is vital to the success of this company's operations in Wyoming. The manager of the company's site near Gillette estimates that 30% to 40% of the firm's 350 employees are dependent on commercial airline service to improve their efficiency.

Peabody Energy uses both general aviation and commercial airline service at Gillette-Campbell County Airport. The company is the largest private sector coal provider in the world, with locations not only in the U.S. but also around the world. The company has two mines in the Gillette area, Caballo and Rawhide and reports over 450 employees in the Gillette area. The company reportedly flies their corporate aircraft into Gillette five to six times per week and also uses scheduled airline service at the airport. Peabody Energy is a major employer for the Gillette area that relies on Gillette-Campbell County Airport on a regular basis.

L&H Industrial started in 1964 as a small welding shop in Gillette; today, L&H Industrial is a global company with customers on eight continents. L&H Industrial relies on Gillette-Campbell County Airport to support their travel needs and to expand their business and customer base. L&H Industrial is a world leader in design and manufacturing of after-market parts for mining shovels, drag lines, and drills. L&H provides world-class field services, re-manufacturing, and repair services to the global mining industry, and the Gillette-Campbell County Airport is critical to the support of these services.

JACKSON HOLE AIRPORT

The Jackson Hole area has over 80 hotels and close to 200 restaurants. The owners and the employees of these establishments rely almost exclusively on tourists who come to the Jackson Hole area. While not all tourists who come to Jackson Hole arrive by air, many do. The economic impact study estimated that approximately 282,000 visitors arrive annually in the Jackson Hole area either on a general aviation plane or a commercial airline flight. Combined, these visitors spend almost \$495 million annually in the area. The airport's support of visitor related travel is essential to many tourist based businesses in the Jackson Hole area.

St. John's Medical Center in Jackson Hole relies frequently on the airport. According to the hospital, approximately 7 to 8 times a month, seriously ill or injured patients are airlifted from the airport to larger hospitals in either Idaho Falls or Salt Lake. Companies that provide emergency transport from the airport include Classic Lifeguard, Guardian, LifeFlight, Air Idaho Rescue and AirMed. The area's full time resident population does not enable the hospital to have full time medical staff in various medical specialties. Weekly, the airport is used by doctors who fly to Jackson Hole to provide treatment in the areas of oncology, cardiology, pulmonology, and neurology. Services supported by the airport are vital to health care for both visitors and residents.

Guest ranches near Jackson Hole indicate that their operations are almost totally dependent on commercial airline service that is available at the airport. One such example is the Red Rock Ranch near

Kelly, Wyoming. This ranch has an estimated 12 employees, and a representative of the ranch indicates that without scheduled airline service to and from the Jackson Hole Airport, they simply would not be in businesses. Another similar ranch in the area reported that during the summer months, they have 45 to 55 guests per week that fly into Jackson Hole Airport and that their operations are 100% dependent on commercial airline service.

Tower 3 Productions is a full service video production company based in Jackson Hole. Tower 3 Productions is an example of a local business that benefits from commercial airline service available at Jackson Hole. Airline service at Jackson Hole enables staff from Tower 3 Productions to travel to more distant locations for on-site filming or to meet with potential clients. Airline service also enables prospective customers to travel to Jackson Hole to meet with Tower 3 Productions in their offices. As a result of scheduled commercial airline service available at Jackson Hole, Tower 3 Productions is able to expand its customer base to different locations in the U.S.

The economy of Jackson Hole is heavily dependent on tourism. The town has many high-end art, decorating, and jewelry shops that are supplied by local artisans. The Jackson Hole Airport supports airline service and corporate jet activity that brings visitors to the area. Visitors who arrive in Jackson Hole by air are critical to the success of many of these retail establishments. Without air access for customers for these high-end commodities, many businesses in the Jackson Hole areas would not be able to be successful.

The Jackson Hole Airport enables many individuals to improve their work/life balance. Research indicates that there are many individuals who live in the Jackson Hole area and work for companies in other states. Input from these individuals indicates that they use the airport several times per month to travel to the locations where their companies are based; Scottsdale, Arizona was one specific example that was provided. They use the airport to fly to meet with other members of their business management teams, to conduct research, to receive training, and to meet with customers. Without air service at the airport, these individuals would not be able to reside in the Jackson Hole area.

LARAMIE REGIONAL AIRPORT

The University of Wyoming is a major employer in Laramie and relies on Laramie Regional Airport. The University has an estimated enrollment of approximately 13,000 with about 750 full-time and 775 part-time staff. The University relies on Laramie Regional for staff, student, family, and other visitors from around the U.S. and around the world to travel to and from Laramie. The University's Division I athletic programs use Laramie Regional Airport for travel. In fact, network sports broadcasters from New York have flown to Laramie via Laramie Regional Airport to cover a University football game. The availability of commercial airline service in Laramie helps the University to attract qualified and experienced faculty. In addition, with scheduled airline service directly to Laramie, the University can attract students from around the U.S., as well as from international locations.

Trihydro Corporation, based in Laramie, is an excellent example of a local company that relies on Laramie Regional Airport to support its travel needs and to increase its efficiency. The company was founded in 1984 and has now grown to 400 total employees, 250 of whom are in Laramie. The firm is recognized as one of the leading environmental remediation firms in the country by Engineering News

Record. In addition to their headquarters in Laramie, Trihydro has 15 other offices; three of these additional offices are in Wyoming, with other locations in California, Montana, Colorado, Kansas, Illinois, Ohio and North Dakota. By flying to these locations from Laramie Regional Airport, employees can reduce travel time and expenses associated with being on-the-road for extra days.

Premier Bone and Joint, perhaps Wyoming's most well known orthopedic practice, is based in Laramie. The practice was founded in 1973 and was originally known as Gem City Bone and Joint. In Laramie, Premier Bone and Joint has an estimated 120 employees including physicians, clinical specialists and administrative staff. In addition to its practice in Laramie, Premier Bone and Joint has facilities in eight other locations in Wyoming. The staff from the practice are able to reach these additional locations via general aviation aircraft that are based at Laramie Regional Airport. By using general aviation and Laramie Regional Airport to expand its services, this orthopedic practice provides health care to almost 80% of Wyoming's population. Premier Bone and Joint improves health care for residents in Wheatland, Torrington, Rock Springs, Riverton, Rawlins, Douglas, Gillette, and Cheyenne.

The University of Wyoming also relies on general aviation activities supported by Laramie Regional Airport. The University has its own general aviation aircraft which are based at Laramie Regional Airport. One plane, which can seat nine passengers, is used to transport school officials and directors to support University outreach and fundraising, to bring dignitaries to Laramie, and for University philanthropies. In addition, the University's Department of Atmospheric Science uses general aviation aircraft based at Laramie Regional Airport for weather research. The Department has two aircraft, two full-time pilots, and three full-time mechanics. The Department recently received a \$1.2 million research grant from the National Science Foundation. This research, which will use multi-function airborne Raman Lidar in the University's King Air general aviation plane, will test the behavior of nighttime storms. The project may eventually provide information that will save lives when nighttime storms develop, benefitting not only Wyoming residents but also people throughout the U.S.

Located at the Advanced Technology Center on the campus of the University of Wyoming, the Western Research Institute (WRI) uses Laramie Regional Airport for their travel needs and to improve their efficiency. The Institute's only location is in Laramie where they have approximately 75 employees. From their base of operations in Laramie, the Institute partners with private and government clients across the country; one of their clients is the Federal Highway Administration. WRI research focuses on advanced energy systems, environmental technology and highway materials. Western Research Institute is an example of a Laramie-based company that improves its efficiency and broadens its market area and customer base by using Laramie Regional Airport.

According to the director of the hospital's emergency services, Ivinson Memorial Hospital in Laramie frequently relies on Laramie Regional Airport. While emergency transport is often accomplished by helicopters using the helipad at the hospital, patients are also transported on fixed-wing aircraft from Laramie Regional Airport. When time is critical, patients can be transported by air to larger medical facilities, most often in the Denver area. Laramie Regional Airport is also used by specialty doctors who fly to Laramie. Once a week, an oncology specialist flies to Laramie to see patients at the hospital. The emergency services and advanced medical care supported by Laramie Regional Airport benefits residents in the Laramie area.

RIVERTON REGIONAL AIRPORT

Riverton Regional Airport helps to support health care needs for area residents. Riverton Memorial Hospital relies on Riverton Regional for transporting patients in emergency situations; Classic Lifeguard is one of the providers of emergency transportation services for the airport. Life saving activities that Riverton Regional supports cannot be assigned a monetary value. There are other health care providers and doctors that also use Riverton Regional Airport. These include the Mountain View Clinic, LifePoint Hospitals, Canyon Orthopedics and Rehabilitation, Design Line Dental Systems, Indians Into Medicine (INMED), Plastic Surgery of Jackson Hole, the Wilderness Medicine Institute, Rocky Mountain Retina, Xoran Technologies, Premier Bone and Joint, and Teton Orthopedics. Riverton Regional Airport helps to attract qualified medical professionals to the Riverton area and enables these professionals to travel outside Wyoming for advanced training. In addition, Riverton Regional Airport is instrumental in bringing specialty physicians to the area. Riverton Regional Airport also helps to provide health care and advanced medical services for the Riverton area.

There are many companies engaged in various aspects of the oil and gas industry that benefit from using Riverton Regional Airport. Businesses are able to travel to Riverton as a result of commercial airline service that is available at the Riverton Regional Airport; many of these companies are flying to Riverton to connect with local branch operations or customers in the Riverton area. Oil and gas related companies fly to Riverton from locations throughout the U.S. and Canada. These companies provide services to the oil and gas industry that range from exploration, production, equipment, support services, employee safety, security, transportation, and communications. Examples of these energy related companies include: Devon Energy, Contek Solutions, Continental Operating Company, Encana, Groendyke Transport, Inc., Strad Energy Services, NIOSH Spokane Research Lab, Tetra Technologies, and Spartan Engineering. The fact that these businesses, which support all facets of the oil and gas industry, can travel to Riverton is a tremendous asset to local businesses and to employment in the Riverton area.

Central Wyoming College is a frequent user of Riverton Regional Airport; staff, students, and visitors travel to Riverton using the airport. According to the College president, Central Wyoming College contributes an estimated \$84.3 million annually in economic value to a three county area and supports an estimated payroll of \$21.3 million for residents in that area. Riverton Regional Airport is an important component to the success of this educational institution that is an important economic contributor in the local area. Riverton Regional Airport also enables vendors that serve area colleges, such as CampusEAI (a computer systems company) and Math Solutions, to reach Riverton.

The National Outdoor Leadership School (NOLS) is located near Riverton in Lander. While NOLS has teaching facilities in a variety of locations around the world, the Lander location is their world headquarters. Founded in 1965, NOLS accepts students of all ages. Many college students take a semester at NOLS to learn outdoor skills, leadership skills, and environmental ethics; lessons learned at NOLS can be applied by students to any real life situation. NOLS was founded by Paul Petzoldt to train leaders to protect the wilderness; NOLS includes a school to teach Wilderness Medicine. NOLS students, staff, and others from around the U.S. and around the world use Riverton Regional Airport to travel to Lander. While employment at NOLS varies, it ranges from approximately 150 to 200 staff, making NOLS one of the largest employers in the Riverton area. Air access to NOLS provided by Riverton Regional Airport is critical to the success of this unique educational facility.

Wyoming Catholic College in Lander also uses Riverton Regional Airport. The College relies on the airport for travel of its staff, students, and parents of students. The College estimates that it accounts for approximately 300 round trips a year at Riverton Regional Airport. The airport enables the College to recruit both instructors and students; for parents to stay connected with their children while he or she is enrolled; and for guest speakers to fly in. The College views Riverton Regional Airport as critical to their operation and a major asset for their future expansion plans.

In addition to businesses in the Riverton area that benefit from commercial airline service, there are other businesses that use general aviation aircraft based at the Riverton Regional Airport to improve their efficiency, expand their market area, increase their operating income, and support the jobs of employees in the Riverton area. These businesses include companies such as Dave's Asphalt Company, Jiffy Rental Center, M&N Equipment, Maddock Enterprises Inc., Sheppard Trucking, and Traveling Computers, Inc.

ROCK SPRINGS-SWEETWATER COUNTY AIRPORT

Western Wyoming Community College in Rock Springs relies on commercial airline service available at the Rock Springs-Sweetwater County Airport. The College has an estimated 6,500 students and a staff, both full- and part-time that is estimated at 450. This makes the College one of the largest employers in the Rock Springs area. Airline service is important to increasing the diversity of the College by attracting out-of-state students. Airline service also contributes to the ability of the College to recruit experienced faculty and to bring in guest speakers. Vendors and suppliers for the College, such as Sodexo food services, also rely on airline service at the airport. Airline service available at Rock Springs-Sweetwater County Airport has played an important role in growth of Western Wyoming Community College.

The Rock Springs area has many businesses engaged in the energy industry. These businesses are able to prosper in the Rock Springs area because customers, suppliers and vendors for these area businesses are able to travel to the Rock Spring area using commercial airline service. While there are dozens of oil and gas related companies that use commercial airline service to fly to Rock Springs; examples of some include Baker Hughes (Houston, TX), NOV Hydra Rig (Fort Worth, TX), Emerson Process Management (Marshalltown, IA), Blackstone Instruments (Marlborough, MA), Cathedral Energy Services (Alberta, Canada), Blochowiak Drilling Fluids (Shawnee, OK), and FlexSteel Pipeline (Houston, TX). As these examples demonstrate, businesses throughout the U.S. are using commercial airline service at the Rock Springs-Sweetwater County Airport. Visits by employees from these companies help to support local employers, in addition to resulting in thousands of dollars in economic benefit from spending that these visitors have in the Rock Springs area.

The Rock Springs-Sweetwater County Airport helps play a role in protecting natural resources. Two state agencies, the Wyoming Bureau of Land Management (BLM) and Wyoming Game and Fish, use the airport on a regular basis. The BLM is responsible for overseeing 18.4 million acres of public land in Wyoming, and Game and Fish oversees all wildlife resources in the state. The areas of responsibilities for these two state agencies are massive and can only effectively be carried out using regular aerial inspections. Both state agencies regularly use the Rock Springs-Sweetwater County Airport to support their inspections. As a result, the airport plays a vital role in protecting important natural resources.

With an estimated employment of 230, Simplot Phosphates is a major employer in the Rock Springs area. The company is part of J.R. Simplot, which is one of the largest privately held food/agribusinesses in the U.S. Simplot Phosphates manufactures fertilizer, and the manufacturing process in Rock Springs is paired with resources from a second location in Vernal, Utah. Wyoming by-products from oil and natural gas are used to support the production process. According to information from the company, on an annual basis, between their Rock Springs and Vernal locations, they spend over \$57 million for local goods and services, they pay \$38.3 million in salaries, and they have local tax contributions of an estimated \$1.7 million. A company representative indicates that Simplot Phosphates relies on airline service available at the Rock Springs-Sweetwater County Airport. The company uses air service to support employee travel beyond Wyoming. Air service at the airport enables corporate and other company representatives to travel to Rock Springs, and air service enables vendors and suppliers of the company to reach them by air using the Rock Springs-Sweetwater County Airport.

Employment in the Rock Springs area is heavily dependent on the oil and gas, coal, and mineral extraction industries. Many of the area's largest energy related employers rely on airline service at the Rock Springs-Sweetwater County Airport. Air service enables employees based in Rock Springs to travel more efficiently to other locations, saving both time and money. Energy related employers in the Rock Springs area that rely on airline service at the airport include BP America, Bridger Coal, Chevron, ExxonMobil, and Encana. These businesses have attracted other companies to Rock Springs that provide support services to the oil and gas industry and these companies also rely on commercial airline service at the Rock Springs-Sweetwater County Airport. Examples of these support businesses include Valley Water Service, Inc., Premier Powerplants and Pumps, and CP Masters. Companies noted here have hundreds of employees in the area, and these employees account for significant economic impacts.

According to a hospital representative, Memorial Hospital of Sweetwater County is very dependent on the Rock Springs-Sweetwater County Airport. The hospital reports 350 full-time and 100 part-time employees, making it one of the largest employers in the Rock Springs area. The hospital estimates that between 60% to 70% of all jobs at the hospital benefit from aviation and that almost daily the airport is used to transport patients to Salt Lake City for more advanced care. The hospital also relies on the airport for their employee travel and for vendors and suppliers to travel to Rock Springs to meet with them on a weekly basis. The airport is used on a regular basis by Eagle Air Med, Guardian Flight, and Life Flight-Intermountain Healthcare. In addition, physicians from Premier Bone and Joint fly to Rock Springs on a regular basis to meet with patients. Health care for all area residents benefits from services supported by the airport.

Many local companies use general aviation aircraft that they rent, charter or own to increase their efficiency and to shorten their travel times. Businesses in the Rock Springs area that use general aviation are generally tied to oil and gas, coal, and chemical production. Examples of employers in the Rock Springs area that rely on general aviation activity supported by the Rock Springs-Sweetwater County Airport include: Anadarko Petroleum Corporation, Cannon Oil and Gas Well Service, Halliburton, Knight Oil Tools, Questar Gas, Schlumberger-Coiled Tubing Services, Solvay Chemicals, and Tata Chemicals Limited. These businesses support hundreds of jobs in the Rock Springs area and the Rock Springs-Sweetwater County Airport plays an important role in contributing to the success of these businesses.

SHERIDAN COUNTY AIRPORT

Kennon Aircraft Covers is based in Sheridan; this company is one of the world's leading producers of covers for both civilian and military aircraft. Covers and other shading devices produced by this firm help to reduce maintenance costs for both avionics and aircraft and to lower life cycle costs. The company furnishes products to the U.S. government and NASA. Their products were used extensively by the U.S. military during the Gulf War to protect aircraft from dust. Kennon Aircraft Covers benefits extensively from commercial airline service at Sheridan County Airport. Airline service enables Kennon to effectively serve not only the U.S. market, but also international customers. Professionals from RUAG Aviation, located in Emmen, Switzerland, travel to Sheridan to purchase products from Kennon for the Italian Air Force. Without scheduled airline service, this type of international customer draw would not be possible.

Sheridan is home to the Big Horn Polo Club and Equestrian Center. This recreational industry brings people to Sheridan from around the world over the spring and summer months. People flying to Sheridan for polo events arrive on both general aviation and scheduled airline flights. Polo in Sheridan has become a year-round economic activity with trainers, stables, and other support activities extending beyond the summer season when matches are played. This activity, as well as the area's climate and favorable tax structure, has attracted many second home owners to the area. Sheridan is a "destination" community. The airport and commercial air service provides professionals that work around the country the option to live where they want and to consistently and reliably commute to other locales, including locations such as Washington DC and San Francisco.

Northern Wyoming Community College in Sheridan relies on commercial airline service available at the Sheridan County Airport. The College reports that it supports 269 full-time and 164 part-time jobs. Air service at the airport is reported as being essential for staff to attend conferences, to complete training, and to participate in other professional development activities. Air service enables faculty to minimize their time away from campus and maximize the time they spend educating students. In addition, consultants, guest lecturers, and others are able to fly in from around the county to share their expertise.

Sheridan is home to a large Veterans Administration Medical Center (VAMC). The Center provides medical care to an estimated 12,500 patients each year, men and women who have served our country. Full-time and part-time employment at the Center is estimated at close to 400, making the Center one of the largest employers in the Sheridan area. Staff, vendors and suppliers of the Center make an estimated 800 round trips per year using airline service available at Sheridan County Airport. Scheduled air service at Sheridan County Airport is very important to enabling VAMC to attract qualified staff and to carry out its important medical mission for former military personnel.

According to Forward Sheridan, the Sheridan County Airport is very important to its efforts to attract and to maintain jobs in the Sheridan area. Vacutech LLC, a company that manufactures central vacuum systems, recently relocated to Sheridan; their employment in the Sheridan area is estimated at 25. Representatives from Forward Sheridan indicate that the Sheridan County Airport was a major factor in bringing this company to Sheridan. Vacutech, its customers, and its suppliers all rely on general aviation aircraft to meet their travel needs. Scheduled airline service at Sheridan County Airport makes travel possible to both U.S. and international destinations, enabling Vacutech to increase their efficiency and to expand their customer base.

Wildfires are a particular threat to Wyoming residents and businesses and their property. Sheridan County Airport serves single engine aircraft tankers (SEATs) that are particularly suited to fighting wildfires in their initial stages and carry up to 800 gallons of fuel retardant. To be most effective, the aircraft must be able to land and refuel on a repeated basis. The airport also accommodates smoke jumpers. By accommodating firefighting aircraft and activities, Sheridan County Airport is instrumental in helping to save lives and property.

Many companies in the Sheridan area rely on general aviation to support their business travel needs. Specifically, EMIT Technologies that specializes in air quality; H&H Technical Welding and Mechanical, LLC., that specializes in the production of oil field equipment; Pinnacle Gas Resources that supports energy exploration; Apache Corporation that supports the oil and gas industry; and L&H Industrial that specializes in after-market parts for energy equipment have a spectrum of clients that use general aviation to fly to Sheridan. This interaction enables these companies to build relationships and ultimately generate more work. Together, these companies support approximately 100 jobs in the Sheridan area, and Sheridan County Airport is important to the success of each firm.

Many real estate agents in Wyoming depend on both commercial airline flights and general aviation aircraft. One realtor who specializes in selling ranch real estate indicated that he depends on commercial airline service available at Sheridan County Airport to bring prospective buyers to Wyoming. The realtor indicated that bringing in customers and having them arrive at an airport in a neighboring state diminishes their chance for a sale. Also, if customers arrive at a more distant airport outside the state, the realtor loses time if they have to drive further to pick up their customer. Some realtors also rely on general aviation aircraft to provide prospective buyers with an aerial view of very large properties. Big Horn Real Estate is an example of one local realtor that relies on Sheridan County Airport to support their business needs.

WORLAND MUNICIPAL AIRPORT

Crown Holdings, Inc. is an international company that is a leader in metal packaging technology. The company provides packaging for producers of beverages, food, health and beauty aids, and household products. The company has locations in more than 40 different countries, 21,900 total employees, and annual revenues estimated at \$8.5 billion. Crown has a location in Worland that specializes in manufacturing beverage cans; this facility employees approximately 105 people. Crown is able to have manufacturing facilities in locations such as Worland because of their corporate aircraft. For example, the company's Gulfstream V enables them to conveniently reach both their domestic and international facilities. Worland Municipal Airport plays an important role in supporting Crown's operations in Worland.

Travel experiences reported by a bank manager in Powell help to demonstrate the value of commercial airline service at Worland Municipal Airport. The manager has frequent trips from Powell to both Cheyenne and Laramie. The drive from Powell to Cheyenne in good weather conditions is over 6½ hours, with the length of this drive time increasing significantly when roads are icy or snowy. The manager reports that if he drives, it requires him to leave a day earlier for his travel and his return to Powell is also later in the day. The manager also reports that the price of the round trip ticket from Worland is less than the mileage cost for the 830 mile round trip if he drives. By using airline service from Worland, the manager reports that he spends less time away from the bank, he can be more productive

on the plane while he is traveling, and the trip is less stressful which allows him to return to work being more productive.

Wildfires are a particular threat to Wyoming residents, businesses and property. Worland Municipal Airport serves single-engine aircraft tankers (SEATs) that are particularly suited to fighting wildfires in their initial stages. These planes carry up to 800 gallons of fuel retardant. For these planes to be most effective, they must be able to land and refuel on a repeat basis. By accommodating these firefighting aircraft, Worland Municipal Airport is instrumental in helping to save lives and property.

Pepsi-Cola, one of the best known names in the U.S., has its roots in Worland. Newell Sargent and his wife opened a bottling operation in Worland in 1947. This company provided the foundation for a company that is now a household name. Admiral Beverage continues to operate in Worland today and has an estimated 100 local employees. Admiral Beverage is an outstanding example of a local company that improves its efficiency by using commercial airline service. The company relies on Worland Municipal Airport to meet the needs of its employees, as well as to enable vendors and suppliers to travel to Worland to meet with them. For Worland, the availability of commercial airline service is important to economic development initiatives and local businesses.

The Washakie Medical Center relies on the Worland Municipal Airport. The clinic is a small 25 bed facility with four resident physicians. The clinic provides family and orthopedic services to the Big Horn Basin. Edwards Jet, a charter operator based in Billings, Montana, transports medical specialists and medical supplies to the clinic from St. Vincent Healthcare in Billings. These flights are accommodated by Worland Municipal Airport. Charter flights enable medical professionals to arrive in Worland in the morning, visit with area patients, and then return to their homes that same day. By supporting the clinic, the airport helps to enhance medical care for residents in Worland.

Schlumberger is a leading company for supplying technology, management, and information solutions to the oil and gas industry. The company has over 120 research and engineering facilities in 85 different countries; company-wide, Schlumberger has an estimated 120,000 employees. Within its oil field services group, Schlumberger has a location in Worland that employs 75 people. The company relies on Worland Municipal Airport to reach its facilities/operations in Wyoming. Air access provided by Worland Municipal Airport helps to improve the efficiency of businesses like Schlumberger that have employees who fly to and from Wyoming on a regular basis.

Red Reflet Ranch is rated as one of the top guest ranches in the U.S. The ranch is located near Worland and the historic community of Ten Sleep. The website for the ranch advertises pick up for guests at Worland Municipal Airport. Tourism is an important industry for Wyoming; tourism supports hundreds of thousands of dollars in spending and the jobs that this spending supports. Resorts such as Red Reflet Ranch are in competition for visitors with similar properties throughout the U.S. With commercial airline service that is available at Worland Municipal, the ranch is able to attract customers from areas that it otherwise would not be able to reach. As the ranch purchases goods and services in the Worland area, the benefits of Red Reflet Ranch extend into virtually every aspect of the Worland economy.

YELLOWSTONE REGIONAL AIRPORT (CODY)

Eleutian Technology, Inc., based near Cody, is the world's largest online trainer for teaching English as a second language. The company has nine different learning centers and an estimated total of 300 employees. Eleutian advertises its services as the bridge to globalization, and Yellowstone Regional Airport helps to facilitate that bridge. Eleutian relies on Yellowstone Regional Airport to bring vendors and suppliers to Cody and to also bring teachers to Cody for training. In addition, exchange students come to Cody via Yellowstone Regional Airport to study. Without airline service at Yellowstone Regional Airport a global company such as Eleutian Technology would not be able to be based in Cody. Organizations such as Forward Cody, that recruit employers to the area, note how vital commercial airline service is to being able to both recruit and retain employment in the area.

The Buffalo Bill Center of the West provided information about the valuable role that the Yellowstone Regional Airport plays in supporting their operations. The Center estimates that approximately 7% of their annual visitors arrive in Wyoming by air. This translates into an estimated 10,550 annual visitors that generate an estimated \$300,000 in direct annual revenue for the Center. The Center estimates its local employment at 75 full-time jobs and 80 part-time jobs. The Center also estimates that their employees, advisors and Board members make an estimated 360 annual airline trips from Yellowstone Regional Airport. This important cultural resource in the Cody area clearly benefits from Yellowstone Regional Airport.

Guest ranches throughout Wyoming rely heavily on commercial airline service to transport their guests to and from Wyoming. Without adequate scheduled commercial airline service, vacationers who currently travel to Wyoming could opt to vacation in other states. Operators of ranches in Wyoming, such as 7D Ranch, indicate that their operations would essentially cease to exist without airline service. Ranches such as 7D Ranch indicate their employment in Wyoming is 100 percent dependent on commercial airline service. Commercial airline service available at Yellowstone Regional Airport is important to all area guest ranches including J Bar Ranch and Blackwater Creek Ranch; outfitters; hotels/motels; and bed and breakfast establishments. On a per person basis, it is not uncommon for hunters who fly to Cody to spend in excess of \$4,500 per trip.

Cody Enterprise, owned by Sage Publishing, relies heavily on scheduled commercial airline service at Yellowstone Regional Airport. The newspaper has been published in Park County since 1899; today, the paper is published two times per week and is distributed to over 7,000 customers. Cody Enterprise has over 30 full-time employees. A representative of the paper indicates that commercial airline service available at the airport is absolutely essential to the paper and noted that the paper's employment in Cody is 50% to 60% dependent on airline service. The paper indicates that scheduled commercial airline service is essential to its ability to recruit and retain staff and to the paper's business travel needs.

Located about 20 miles from Yellowstone Regional Airport, Northwest College (NWC) in Powell relies on commercial airline service at the airport. Because NWC faculty and staff make their own flight arrangements, the college does not have records for exactly how many trips per year are made. The Office of College Relations indicates that the staff makes every attempt to use Yellowstone Regional Airport as opposed to an out-of-state airport. When athletic teams from the College travel to national competitions, they travel via Yellowstone Regional Airport. Northwest College typically has students from 30-35 states and several foreign countries, so students from the college rely on commercial airline service

at Yellowstone Regional Airport. The College also indicates that they rely on the airport extensively during employee searches when finalists come to campus to interview for faculty and staff positions. Commercial airline service available at the airport helps the College to attract and maintain skilled and experienced instructors and to attract students from not only the U.S. but also from international locations.

According to operational staff of M-I SWACO/HDD Mining and Waterwell Group, a Schlumberger Company, the company relies on commercial airline service that is available at Yellowstone Regional. Schlumberger is a large corporation with employees and operations around the world, with their domestic headquarters in Houston, Texas. The company has approximately 130 employees located at their plant near Powell. The Wyoming plant is engaged in the mining of bentonite; which is crushed, bagged, stored, and shipped via the Wyoming facility. Bentonite is used primarily for mud drilling in the gas and oil industry, but also is used to provide groundwater barriers and in products that need to have absorption qualities, such as cat litter.

Cody Yellowstone Behavioral Center provides services to a multi-county area in Wyoming, working with adults who have persistent behavioral issues. The Center reports 37 full-time and 9 part-time employees in Cody. According to a representative of the Center, commercial airline service at Yellowstone Regional is very important to their operations. Given the area's remote location, without airline service, the Center would not be able to recruit or to retain trained and qualified staff. The Center recognizes the valuable role airline service plays in its ultimate success for the treatment of its patients.

Marathon Oil Corporation has various operations in northwestern Wyoming, and the company depends on commercial airline service that is available through Yellowstone Regional Airport. The company is expanding the number of wells it has operating in the Cody area. Marathon estimates that it has over 200 local employees and that between 20% to 30% of these employees rely on air service at the airport on a regular basis to improve their efficiency. According to a company spokesperson, Marathon contributes about 34% of Park County's annual tax revenues, which equates to approximately \$352 million in local tax revenues.

Local businesses and organizations in the Cody area benefit from Yellowstone Regional Airport. For example, Nielson & Associates, Inc. is engaged in oil and gas exploration and employs an estimated 30 people in the Cody area. Most major gas and oil companies have headquarters in states beyond Wyoming. Companies such as Nielson & Associates rely on commercial airline service for their own travel needs and as well as for their business associates. Similarly, the Wild Sheep Foundation selected Cody for their headquarters in part because of commercial airline service available at Yellowstone Regional Airport; this provides yet another example of how important airline service is to attracting employers to the Cody area.

West Park Hospital in Cody also relies on the Yellowstone Regional Airport. The airport is used for patient transport while also being leveraged to fly local employees of the hospital to various locations for advanced medical training. Equally important is the fact that the airport is used to fly in prospective staff and doctors. Yellowstone Regional Airport is essential to the hospital's recruiting process. The hospital has 26 full-time and 6 part-time employees, and the hospital estimates that these jobs are between 70% to 80% reliant on aviation service supported by Yellowstone Regional Airport. Having good health care and qualified and experienced health care providers is a benefit to all area residents, and Yellowstone Regional Airport helps to support both of these.

AFTON MUNICIPAL AIRPORT

There are businesses in Afton that benefit from using Afton Municipal Airport on a regular basis. Examples of these businesses include J. R. Simplot, a large food and agri-business, and Maverik, a retail establishment. J.R. Simplot mines phosphates, manufactures fertilizer in Wyoming, and has over 200 local employees. Maverik has their corporate offices in Afton with about 35 local employees. Companies such as these rely on travel connections provided by Afton Municipal Airport. The airport facilitates visits from branch offices of each company, and it provides access to the Afton area for customers, suppliers, or vendors of these local companies. By supporting area business, Afton Municipal Airport helps to contribute to the community's economy.

Aviat Aircraft, Inc. is a manufacturer of light sport aircraft. Planes manufactured at Afton Municipal are sold throughout the U.S. and around the world. Aviat produces three aircraft models: the Pitts, the Husky, and the Eagle II aircraft kit. The company has been in business in Afton for more than 60 years. This aircraft company currently employs between 40 and 50 people in the Afton area. Bill Wiemann, the local sales representative for Aviat, has been instrumental in attracting new development to the Afton area with the re-development of the Alpine Airpark as a fly-in residential community.

According to its CEO, Star Valley Medical Center relies frequently on the Afton Municipal Airport for transporting patients. This medical facility is rated as one of the top 100 rural hospitals in America and is ranked in the top 10% for patient safety for all hospitals nationwide. As with most medical facilities serving smaller communities in Wyoming, Star Valley Medical Center relies frequently on Afton Municipal Airport for transporting patients. It is estimated that the Medical Center uses Afton Municipal two times each month. There are also instances when doctors with medical specialties, not available from local physicians, use Afton Municipal Airport to fly to the community to treat patients. As a result of the support it provides for the Star Valley Medical Center, Afton Municipal Airport helps to improve health care for all area residents.

Activities supported by hunting and fishing are major contributors to Wyoming's economy. Hundreds of ranches and outfitters in the state rely on these resources as the cornerstones for their business and attract thousands of visitors to Wyoming each year to hunt and fish. One such facility in the Afton area is Star Valley Trout Ranch Resort. The Wyoming Game and Fish Department plays a vital role in monitoring wildlife resources that benefit the Ranch. By using airports such as Afton Municipal Airport, the Department can quickly travel to almost any location in Wyoming, providing a significant boost to their efficiency and exponentially increases the area the Department can monitor and patrol, providing a direct benefit to communities such as Afton that rely on wildlife resources.

CONVERSE COUNTY AIRPORT (DOUGLAS)

Wagonhound Land and Livestock is a multifaceted operation in the Douglas area that relies on the Converse County Airport. This ranch covers over 200,000 acres and is famous for its American Quarter horses, cutting horses, and cow horses. The ranch has one of the largest herds of Red Angus cattle in the U.S. In addition to its livestock, the ranch also is a major producer of alfalfa hay. The ranch also has outfitter services and supports a variety of hunting activities. Converse County Airport supports the ranch

by bringing in customers for their livestock, as well as for their outfitter and hunting services. It is not uncommon for hunters traveling to Wyoming to spend over \$4,000 per person, per trip.

The oil and natural gas industry is important to Wyoming's economy. While there are many aspects of this industry, exploration is essential to the continuing success of the oil and gas industry in Wyoming. Several times per month, Geokinetics, a Houston, Texas based firm that specializes in seismic testing, uses the Converse County Airport to support their travel to Wyoming. Using the Converse County Airport enables Geokinetics to save time and to travel more directly to areas in Wyoming where exploration is currently underway.

The United States Department of Agriculture's (USDA) Animal and Plant Health Inspection Services (APHIS)-Wildlife Service's operates five general aviation aircraft that are based at different airports in Wyoming. These planes operate at various airports in Wyoming, one of these airports being the Converse County Airport. Services provided by USDA APHIS are targeted at protecting agriculture and natural resources in Wyoming. The agency uses Converse County Airport to monitor the impact of weed and pest control products used in agriculture on the natural environment. USDA APHIS activities that the Converse County Airport helps to support are important to the area's economy because they help to promote the trade of Wyoming's agricultural and forest products.

The Oregon Trail Eye Center in Scottsbluff, Nebraska has a clinic in Douglas, Wyoming. While surgery is not provided locally in Douglas, the Oregon Trail Eye Center in Douglas provides treatment of various eye diseases and disorders. Ophthalmologists from the Nebraska office fly to Douglas via the Converse County Airport. By facilitating physician transportation, the local airport helps to provide a wider array of medical services for Douglas residents.

Outdoor activities, in particular trout and fly fishing, also attract visitors to the Douglas area. Sometimes these visitors reach Wyoming via the Converse County Airport. LaPrele Fly Fishing & Hunting Preserve and Table Mountain Outfitters in the Douglas area are examples of outfitters that attract visitors from locations outside the state. While fishing and hunting for various species is seasonal in nature, visitors who come to the Douglas area for this type of recreational activity help to support jobs not only for the outfitters themselves, but also for hotels, restaurants, retail establishments and local ground transportation providers.

EVANSTON-UINTA COUNTY AIRPORT - BURNS FIELD

Evanston-Uinta County Airport - Burns Field is one of the airports in Wyoming that is important to supporting Wyoming's energy industry. According to city representatives, Chevron is one of the most frequent users of the airport. Using its corporate aircraft, Chevron makes an estimated four round trip flights each week to and from Evanston-Uinta County Airport - Burns Field. Some of these trips are to Chevron's corporate headquarters, while other trips are to other cities in Wyoming and nearby states where Chevron has operations. Chevron is an important contributor to Evanston's economy, with the company's employment in the Evanston area is estimated at close to 100. The airport is important to increasing Chevron's travel efficiency both within and beyond Wyoming.

Outdoor activities are an important contributor to Evanston's economic base. According to the City of Evanston, there are an estimated 30 different outfitters in the area. These outfitters have customers that fly to Wyoming via the airport; during fall months, as many as four general aviation jets per week fly hunters to the area. Data collected from visitors to Wyoming as part of the research project conducted by the Aeronautics Division indicates that a hunter who flies to Wyoming often spends several thousand dollars in just one trip. Local retailers in Evanston such as Murdoch's Ranch and Home Supply benefit from this spending. Some of the hunting outfitters that have customers who use the airport include Bucks and Bulls, KR Hunting, and Royal Ivory Outfitters.

Evanston Regional Hospital occasionally uses the airport for transporting patients. In emergency situations when time is of the essence, air transport of patients to the hospital from surrounding rural areas or transport of patients to more distant and larger medical facilities where advanced care is available can be life-saving.

Quail Tools is a frequent user of Evanston-Uinta County Airport - Burns Field. The company has an estimated 15 employees in the Evanston area. Quail Tools is engaged in renting various types of equipment to different businesses in the energy industry. Quail Tools relies on Evanston-Uinta County Airport - Burns Field to provide just-in-time delivery of parts that are required to keep their machinery running. Just-in-time delivery service, supported by the airport, helps to improve the efficiency of Quail Tools and enables them to manage costs by reducing their need for on-site parts inventory.

SOUTH BIG HORN COUNTY AIRPORT (GREYBULL)

According to the Administrator for the South Big Horn County Hospital, if not for the South Big Horn County Airport, patients would without a doubt be at risk. Patients in need of trauma, cardiac, and burn services are often flown from South Big Horn County Airport. Often trauma teams must fly into the airport and be transported to the hospital via ambulance crew. The need for the airport to support the area's emergency and medical needs increases during bad weather when the time to transport patients by ground increases or when helicopters are not available. The hospital uses the airport to air-lift patients approximately 30 times per year. The airport is also used by medical specialists who come to the Greybull area to treat patients. The community benefits greatly when medical specialists have this option.

Airport improvements have supported economic development in South Big Horn County. With funding assistance from the Wyoming Business Council, a large aircraft hangar was constructed at the South Big Horn County Airport. This hangar is large enough to accommodate a Boeing 757 commercial aircraft. B&G Industries, LLC., based at South Big Horn County Airport, is the primary tenant for this hangar. This company is a leading provider for aircraft repair and modification of both commercial and military aircraft. B&G has an estimated 20 employees in the county and is a major contributor to the local economy.

Wildfires are a particular threat to residents and businesses and their property. The Bureau of Land Management (BLM) has established South Big Horn County Airport as a single engine aircraft tanker (SEAT) base. These planes carry up to 800 gallons of fuel retardant. For these planes to be most effective, they must be able to land and refuel on a repeat basis at a nearby airport. The United States Forest Service also uses South Big Horn County Airport to support the Forest Inventory and Analysis (FIA) Program. By using the airport to perform aerial inspections, the Forest Service is able to predict

forest conditions 50 years into the future. This information helps the Forest Service to better manage their programs in Wyoming, helping to improve sustainability and ensure that future generations will be able to enjoy this important natural resource.

RALPH WENZ FIELD (PINEDALE)

Various companies in the oil and gas industry rely on the airport to increase efficiency and save time for their employees. Some of the charter carriers that bring these employees to the Pinedale area include M&N Aviation, Meregrass, and Mayo Aviation. Some of the oil/gas companies that use these charter services to reach the Pinedale area via the airport include Shell, Noble Energy and Encana.

There are many outfitters and guest ranches that operate in and around Pinedale. One such facility is Half Moon Lake Lodge. Guest ranches and outfitters in and around Pinedale are able to expand their market areas for potential guests/customers as a result of air access provided by the airport.

Sublette County EMS and the Pinedale Medical Clinic benefit from using the airport. The University of Idaho uses the airport for their Flight for Life Operations. When time is of the essence, patients are airlifted from the airport to larger medical facilities, often in Salt Lake City. Peak Vision, based in Rock Springs, also flies in eye specialists to see patients at the Pinedale Medical Clinic. Medical and emergency services supported by the airport help to improve the quality of life for Pinedale area residents. For example, victims from a recent mine fire in the area were airlifted from the airport to receive emergency burn treatment.

Several state and federal agencies use Ralph Wenz Field to support their operations. These agencies include the United States Department of Agriculture's (USDA) Animal and Plant Health Inspection Services (APHIS)-Wildlife Services; the Wyoming Bureau of Land Management (BLM); and the U.S. Forest Service. These agencies rely on aerial inspection to protect agricultural land, wildlife, and forest resources in Wyoming. For example, the BLM is responsible for overseeing 18.4 million acres of public land in Wyoming. Without the benefit of airports like Ralph Wenz Field, it would be impossible for these agencies to carry out their responsibilities.

When hunters or campers are lost in rugged areas that surround Pinedale, the Sublette County Sheriff's Office uses the airport to conduct aerial search and rescue missions. Aerial searches are the only effective means for covering large and mountain areas. Often hunters/campers can be lost in inclement weather conditions, increasing the urgency for their recovery. The airport helps to support these types of life saving activities.

SHIVELY FIELD (SARATOGA)

Tourism is the primary driver of Saratoga's local economy. According to the Saratoga/Platte Valley Chamber of Commerce, there are several guest ranches/country clubs that use Shively Field for their customers who fly to the area on general aviation aircraft. These establishments include the Lodge and Spa at Brush Creek Ranch, A Bar A Ranch, Silver Spur Ranches, White Lodge, TA Ranch, and Old Baldy Club. Cumulatively, these establishments have approximately 75 year-round full-time employees and an estimated 400 seasonal employees. Not only do the guests spend money locally, but the pilots who fly

each guest in also provide local economic benefits. Restaurants and hotels that benefit directly from pilots include Saratoga Resort and Spa, JW Hugus Restaurant and Catering, and Riviera Lodge. Many times, the pilots have expenditures for plane cleaning and catering, and one local business owner reported that this special work is essential for his business to balance out the slower winter months. This business has 10 year round employees and another 5 seasonal employees in the Saratoga area.

The Platte Valley Medical Clinic is well equipped and holds a Wyoming Trauma Center designation, in part because the airport is directly across from the clinic. In case of a regional disaster or emergency, the airport and the Platte Valley Medical Clinic are in close contact. During emergency situations, critically ill or injured patients can be flown from the airport to larger medical facilities outside the state. This service benefits all area residents and visitors.

Shively Field is used by the United States Department of Agriculture's (USDA) Animal and Plant Health Inspection Services (APHIS)-Wildlife Services. Services provided by USDA APHIS aim to protect agriculture and natural resources in Wyoming. The agency uses the airport to monitor the interface of weed and pest control products used in agriculture on the natural environment. USDA APHIS activities that the airport helps to support are important to the area's economy because they help to promote the trade of Wyoming's agricultural and forest products.

The U.S. Forest Service relies on Shively Field to conduct important aerial inspections of forested areas in south central Wyoming. These inspections are performed to support the Forest Inventory and Analysis (FIA) Program. By performing aerial inspections of forests in Wyoming, the Forest Service is able to predict future forest conditions 50 years into the future, helping to improve sustainability and ensuring that future generations will be able to enjoy this important natural resource. In addition, the airport is also used during fire seasons to support aerial firefighting. Forest fires can be a threat to persons, property, livestock and other important natural resources. Forest fire fighting activities supported by the airport benefit all area residents and businesses.

MILEY MEMORIAL FIELD (BIG PINEY/MARBLETON)

Energy related companies traveling to the Big Piney area rely on Miley Memorial Field to increase their efficiency and reduce their travel time. Examples of energy related businesses that use Miley Memorial Field are Chevron and Denbury Resources. Denbury Resources focuses on extracting oil from drilling sites that have been in production for some time. When visiting businesses can fly directly to Big Piney, local businesses and the local economy are the beneficiaries of these visits.

The United States Forest Service uses Miley Memorial Field to support the Forest Inventory and Analysis (FIA) Program. By performing aerial inspections of forests in Wyoming, the Forest Service is able to predict forest conditions 50 years into the future. This information helps the Forest Service to better manage their programs for forested lands in Wyoming, helping to improve sustainability and ensuring that future generations will be able to enjoy this important natural resource.

The Wyoming Game and Fish Department travels to different locations in the state, including Big Piney, and they use general aviation aircraft to monitor and control mammals, birds, waterfowl, and fish. Air travel can become especially important if any type of disease is reported in a particular species. The

Department also monitors the location and size of various herds to insure that various species are not over hunted. By using airports such as Miley Memorial Field, the Department can quickly travel to almost any location in Wyoming, providing a significant boost to their efficiency and exponentially increasing the amount of area they can monitor and patrol.

The Wyoming Bureau of Land Management (BLM) is responsible for overseeing 18.4 million acres of public land in Wyoming. Their areas of responsibility include cultural and historic resources, energy, fire prevention, conservation, recreation, wildlife and wild horses. To carry out its responsibilities and to protect the state's resources, the BLM relies on general aviation aircraft and airports in Wyoming such as Miley Memorial Field to monitor areas throughout the state.

BUFFALO-JOHNSON COUNTY AIRPORT

Johnson County Airport is important to increasing the efficiency of both local and visiting businesses. Time savings realized by using general aviation aircraft help many companies. Examples of area businesses that use the airport include North Star Energy and Construction and Sanjel; both of these companies provide support services to the oil and gas industry. Other local entities that use the airport include the Boys and Girls Clubs of the Big Horns, Mr. R's Auto Salvage, and Iberlin Ranch. MCS Strategies from Cleveland, an economic development firm, is an example of a visiting business that uses the airport.

Cultural resources in the Buffalo area benefit from the airport. Examples of these users include Hoofprints of the Past and the Ucross Foundation. Hoofprints of the Past is an area museum devoted to the preservation of the history and the heritage of the West. According to museum operators, some of their visitors arrive via the airport. The Ucross Foundation is devoted to providing a setting in which authors, painters, writers and others can hone their craft in a natural setting that provides additional inspiration.

The Johnson County Healthcare Center also benefits from using the airport. In emergency situations, patients are transported to larger health care facilities using life flight. Wyoming Life Flight serves Johnson County Airport. This provider estimates that they fly approximately 200 life flight operations in Wyoming each year. In some instances, patients are transported to Casper, but more frequently they are transported to specialty medical facilities in Greeley, Loveland, or Denver, Colorado. In addition, specialty doctors arrive in the Buffalo area to treat patients. These activities that the airport supports help to improve the quality of life for all area residents.

Outdoor activities are essential to the economy of the Buffalo area. There are a number of local outfitters, retail establishments, and ranches that rely on and benefit from customers who fly to the Buffalo area via the airport. These include Bear Track Outfitters, Clear Creek Hunting Preserve, HF Bar Ranch, Paradise Guest Ranch, Sports Lure, Triple Three Outfitters, and Old West Adventures. Johnson County Airport enables all of these local businesses to better attract customers from locations both within and beyond the state.

The United States Forest Service uses the airport to support the Forest Inventory and Analysis (FIA) Program. By performing aerial inspections of forests in Wyoming, the Forest Service is able to predict

forest conditions 50 years into the future. This information helps the Forest Service to better manage their programs for forested lands in Wyoming, helping to improve sustainability and ensuring that future generations will be able to enjoy this important natural resource.

The Wyoming Bureau of Land Management (BLM) is responsible for overseeing 18.4 million acres of public land in Wyoming. The BLM's responsibilities include cultural and historic resources, energy, fire prevention, conservation, recreation, wildlife and wild horses. To carry out its responsibilities, the BLM relies on general aviation aircraft and airports in Wyoming such as Johnson County Airport.

CAMP GUERNSEY ARMY AIRFIELD

The Joint Training and Experimentation Center (JTEC), a center responsible for the development and testing of robotic systems for military use for both ground and air operations, relies on the Camp Guernsey Airport. JTEC is comprised of the following: Camp Guernsey Joint Training Center, U.S. Army Corps of Engineers, Air Force Research Laboratory, Wyoming National Guard, and the University of Wyoming. Ground robotic systems are focused on increasing the safety of troops by finding unexploded ordnance in active war zones. More recently, JTEC has turned its attention to unmanned aerial systems which are being tested by the 90th Ground Combat Training Squadron, based at the airport. This squadron is part of the Air Force. JTEC supports high tech jobs in the Guernsey area; the center employs software, robotic, avionic, electrical, and mechanical engineers.

Several companies use the airport to conduct aerial inspections. SourceGas and Tallgrass Energy use the airport to inspect their pipelines; BNSF Railway uses the airport to conduct aerial inspections of their railroad tracks. Cheney Livestock uses the airport to fly aerial inspections of wildlife and livestock and to carry out predator control. All of these activities, supported by the airport, help add to the efficiency and the productivity of these airport users.

Camp Guernsey Army Airfield is co-located with the airport. Camp Guernsey Army Airfield has employees both in air traffic control and a fire department based at the airport that are beneficial to the needs of those using the airport, as well as to the community at large. Facilities at the airport, in terms of approach capabilities and weather reporting systems, have been upgraded to support not only civilian use of the airport but also various military users.

Over 55% of Wyoming is classified as farmland. While livestock is Wyoming's highest yielding commodity, crop production is also important to the state's economy. Agricultural spraying is important to the success of crop production in Wyoming. Crops are sprayed for both pest and weed control, helping to increase production per acre. During growing seasons, the airport supports flights by aerial applicators, helping the area's farmers to increase their returns from the number of acres they have in production. Bunker Shepard is an aerial applicator that uses the airport for its spraying operations.

According to the Town of Guernsey, NEO Tech Solutions is one company that uses the airport on a regular basis and helps to support the area's local economy. NEO Tech provides IT solutions and communications to the town for airfield operations and for the Camp. NEO Tech is based in New Jersey, but has a branch office in Guernsey. The company uses general aviation aircraft at the airport to efficiently connect its employees with its other locations in the U.S.

KEMMERER MUNICIPAL AIRPORT

The United States Forest Service uses the Kemmerer Municipal Airport to support its Forest Inventory and Analysis (FIA) Program. By performing aerial inspections of forests in Wyoming, the Forest Service is able to predict forest conditions 50 years into the future. This information helps the Forest Service to better manage their programs for forested lands in Wyoming, helping to improve sustainability and insure that future generations will be able to enjoy this important natural resource.

The Wyoming Bureau of Land Management (BLM) has a number of oversight responsibilities for 18.4 million acres of public land in Wyoming; their areas of responsibility include monitoring cultural and historic resources, energy, fire prevention, conservation, recreation, wildlife and wild horses. To carry out its responsibilities, BLM relies on general aviation airports to support its operations. One of the airports that Wyoming's BLM relies on regularly is Kemmerer Municipal Airport.

Many businesses in Wyoming rely on general aviation to reduce their travel time and to improve the efficiency of their employees. GDA Engineers, based in Cody, is one such business. This company has 24 full-time employees in Wyoming and estimates that its employment is 80% to 90% dependent on being able to travel around Wyoming via various general aviation airports. Kemmerer Municipal Airport is one airport that GDA Engineers use to reduce its travel time. Because companies such as GDA are able to fly to the airport, they are able to save their employees hours of travel time, enabling them to be at their home office more often.

While a monetary value is difficult to place on recreational activities, some of Wyoming's smaller general aviation airports support recreational activities for the communities they serve. Kemmerer Municipal is one such airport. According to airport management, the airport accommodates recreational flying on a weekly basis.

HUNT FIELD (LANDER)

A variety of local employers rely on Hunt Field on a regular basis. These businesses include the Fremont Motor Company, a weekly user of the airport; High Country Construction, specializing in heavy equipment and road construction; and Triple L, Inc., a company that provides services to oil and gas companies. The airport is an important resource to each of these local businesses as it relates to their efficiency and productivity.

Lander Regional Hospital benefits from the airport in many ways. Guardian Flight is a flight for life operator that uses the airport on a weekly basis for emergency patient transport. Classic Helicopters and Wyoming Life Flight also serve the airport to transport patients in emergency situations. Life Flight estimates they fly approximately 200 life flight operations in Wyoming each year and occasionally transport patients to Casper, but most frequently to specialty medical facilities in Greeley, Loveland, or Denver, Colorado. With various offices in the mountain west, Rocky Mountain Retina frequently uses the airport to bring in eye specialists to Lander. Medical services supported by the airport are important to improving the quality of life for all residents in the Lander area.

When forest fires threaten the Lander area, the airport supports firefighting activities. Salt Lake City smoke jumpers have used the airport to attack fire hot spots. Twin Otters (general aviation aircraft) and

Black Hawk helicopters are also used to fight forest fires using the airport as a base of operations. Protecting persons, property, and Wyoming's forest resources is an important activity that is supported by the airport.

Wyoming Catholic College in Lander is a primary user of Hunt Field. The College has approximately 25 full-time faculty and projects that within the next year they will have 200 students. The College uses chartered general aviation aircraft to fly in guest speakers and Cardinals who visit the College. The College is also in the midst of a \$160 million expansion project; various construction companies have used the airport on a regular basis to fly to Lander to consult with the College on this development project. As the project moves forward, the College anticipates that Hunt Field will play an important role in supporting actual implementation of its expansion plans. The College is also in the midst of fund raising to purchase their own general aviation plane which they plan to base at the airport. The College anticipates that this aircraft will be used to fly in potential students, donors, and speakers; in addition, the aircraft will be used to expand the College's philanthropic activities.

The U.S. Forest Service uses the airport to conduct aerial inspections as part of its Forest Inventory and Analysis (FIA) Program. This program helps to determine forest conditions 50 years into the future. The Wyoming Bureau of Land Management (BLM) oversees 18.4 million acres of public land in Wyoming and uses Hunt Field to carry out its various monitoring responsibilities. The BLM relies on general aviation aircraft and airports in Wyoming, such as Hunt Field, to improve its efficiency.

MONDELL FIELD (NEWCASTLE)

The oil and gas industry is important to the statewide and various local economies in Wyoming. In order to support this industry, routine patrol of pipelines in Wyoming is essential; inspections are conducted from the air to reduce the amount of time needed to make the inspections and to increase the efficiency of those in charge of making the inspections. Tuff Air uses Mondell Field several times per week to conduct aerial pipeline inspections.

Some local businesses, such as First State Bank and Wyoming Refining, report that they use the airport to support their activities. General aviation provides substantial time savings for Wyoming businesses when they are traveling within or beyond the state. When area businesses rely on general aviation, they can reduce their travel times from days to hours, improving their efficiency and increasing the viability of their business in the Newcastle area.

Weston County Health Services, serving the Newcastle area, relies on the airport. Approximately 10 times a year, patients are transported from this health care facility via the airport to a larger health care facility beyond the state. These transfers are done in life threatening situations when time is critical in terms of the patient's condition. Wyoming Life Flight serves the airport; this provider estimates that they fly approximately 200 life flight operations in Wyoming each year. In some instances, patients are transported from Newcastle to Casper, but more frequently they are transported to specialty medical facilities in Greeley, Loveland, or Denver, Colorado. In addition, organ procurement teams occasionally use the airport to travel to this health care facility to harvest bones or skin.

The airport is especially important to the Newcastle community during fire season and is often used to help in aerial fire suppression activities. The airport is used by both single engine tankers and helicopters as a base for slurry used to fight forest fires. By helping to protect persons, property, land and forests, Mondell Field benefits all residents in the Newcastle area.

Various state and federal agencies use the airport to support their operations. These agencies include Wyoming Game and Fish, the U.S. Forest Service, and the United States Department of Agriculture's (USDA) Animal and Plant Health Inspection Services (APHIS)-Wildlife Services. All three of these agencies use the airport to conduct aerial inspections which are important locally for supporting wildlife, agriculture, forests, and grasslands resources.

The Wyoming Bureau of Land Management (BLM) is responsible for overseeing 18.4 million acres of public land in Wyoming. Areas of BLM responsibility include cultural and historic resources, energy, fire prevention, conservation, recreation, wildlife, and wild horses. To carry out its responsibilities, the BLM relies on general aviation aircraft and airports in Wyoming such as Mondell Field.

POWELL MUNICIPAL AIRPORT

Linton's Big R, a retailer in Powell, relies on the Powell Municipal Airport to better serve their customers. This retailer is a major feed and farm store for areas in Park and Big Horn counties; Linton's has an estimated 25 employees in the Powell area. When just-in-time shipments of parts and/or equipment are needed, flights from the airport facilitate the timely delivery of these items. During planting and harvesting seasons, when time is of the essence, quick delivery of parts to repair broken equipment is essential to area farmers.

The owner of a local business in Powell shared his family's experience on just how important the airport is to the area's emergency medical services. The business owner's mother, who had suffered a major stroke, was transported by a Life Flight jet from the Powell Municipal Airport to Billings. This flight took less time than the ambulance ride from the local health care facility to the airport. Because the airport supported this Life Flight, the patient was able to receive state-of-the-art stroke treatment, preventing more extensive damage and saving thousands of dollars in future health care expenses.

Powell Valley Healthcare relies on the airport for emergency transportation of patients. In emergency situations, patients are airlifted on Life Flight from the airport, most often to larger medical facilities in Billings. Specialty doctors from the Billings area also travel to Powell via the airport to see patients. Emergency and more routine medical services, supported by the airport, help to improve the quality of life for area residents.

Shopko Pharmacy relies on just-in-time deliveries of prescriptions for area residents, made possible by the airport. Just-in-time shipping enables the pharmacy to control inventory and costs, while meeting the pharmaceutical needs of area residents in a timely fashion. Operating in Powell since 1963, this pharmacy has over 10 full-time employees.

During growing seasons, aerial applicators such as Crop Air Flying Services, based at the airport, help area farmers increase their yield from the acreage they have in production. Over 55% of Wyoming is classified as farmland. While livestock is Wyoming's highest yielding commodity, crop production is also

important to the economy. Agricultural spraying is important to the success of crop production in Wyoming. Crops are sprayed for both pest and weed control, helping to increase production per acre and economic returns for area farmers. The airport contributes to the success of area farmers.

The United States Department of Agriculture's (USDA) Animal and Plant Health Inspection Services (APHIS)-Wildlife Service's operates five general aviation aircraft that are based at different airports in Wyoming, one of these airports being Powell Municipal Airport. Services provided by USDA APHIS are targeted at protecting agriculture and natural resources in Wyoming. The agency uses the airport to monitor the impact of weed and pest control products used in agriculture on the natural environment. USDA APHIS activities supported by the airport are important to the local economy because they promote the trade of Wyoming's agricultural and forest products.

RAWLINS MUNICIPAL AIRPORT-HARVEY FIELD

According to the Carbon County Economic Development Corporation, Rawlins Municipal Airport-Harvey Field is used on a regular basis by the Sinclair Oil Corporation. Sinclair has about 450 employees in the local area and flies corporate aircraft to the Rawlins area approximately two times per week. BP is another frequent user of the airport, as are other oil and gas companies such as Anadarko Petroleum Corporation and El Paso Corporation. Local jobs are dependent upon the ability of other branch offices, as well as employees in corporate headquarters, to reach them on a timely and convenient basis. The airport expedites this corporate travel. In addition, Hawkeye Helicopter uses the airport to perform aerial inspections of oil and gas pipelines in the Rawlins area.

Communities similar in size to Rawlins are often not able to support specialty doctors. The airport plays a key role in bringing specialty physicians and their services to Rawlins. One such example is Wyoming Spine and Neurosurgery Associates, LLC, Dr. Steven Beer, who sees patients in need of his services at the Memorial Hospital of Carbon County. Based in Cheyenne, this specialty medical provider flies to Rawlins via the airport on a regular basis. Enhanced medical services for all residents in the Rawlins area are made possible by the airport. Orthopedic specialists from Premier Bone and Joint in Laramie also fly to Rawlins on a regular basis to meet with patients, helping to improve local health care.

Skyline Motors depends on the airport to improve its efficiency by saving time flying to various business meetings within the state. The company also relies on just-in-time inventory and parts that arrive via the airport. The company has increased its efficiency so much by using general aviation that they plan to purchase their own aircraft that will be based at Rawlins Municipal-Harvey Field.

Memorial Hospital of Carbon County uses the airport for Medivac and Life Flights. One member of the local airport board reports that his father's life was saved by the airport. When the patient's kidneys stopped functioning, he was quickly transported to Denver, saving his life. The flight happened when roads were icy and snowy; if the patient had been transported in an ambulance, it is likely he would not have survived. Wyoming Life Flight estimates that they fly approximately 200 life flight operations in Wyoming each year. In some instances, their patients are transported to Casper, but more frequently they are transported to specialty medical facilities in Greeley, Loveland, or Denver, Colorado. Daily UPS flights into Rawlins Municipal also bring needed medical supplies to the Memorial Hospital of Carbon County.

Several state and federal agencies use Rawlins Municipal to support their activities. These agencies include the United States Department of Agriculture's (USDA) Animal and Plant Health Inspection Services (APHIS)-Wildlife Services, the Wyoming Bureau of Land Management (BLM), and the U.S. Forest Service. These agencies are dedicated to protecting agriculture, wildlife, grasslands, and forested areas in Wyoming. All three agencies use the airport on a regular basis to conduct aerial inspections. The BLM, for example, has over 18.4 million acres of public land in Wyoming that they monitor. Without the support of aerial reconnaissance supported by airports such as Rawlins Municipal Airport-Harvey Field, these agencies would not be able to carry out their responsibilities.

TORRINGTON MUNICIPAL AIRPORT

Torrington Livestock Markets, operated by Madden Brothers Livestock, is Wyoming's largest livestock market and has been in operation since 1934. Cattle auctions are held at the company's facility in Torrington on a year-round basis. These auctions attract buyers from locations all over the U.S., and many of these buyers arrive on general aviation aircraft via the Torrington Municipal Airport. In the Torrington area, Madden Brothers Livestock has an estimated 35 full-time and 60 to 70 part-time employees. In addition, they have 20 field representatives, some of whom are located in other Wyoming cities. Air access provided by the airport is critical to the success of this business because it enables Madden Brothers Livestock to market to customers throughout the U.S.

The Oregon Trail Eye Center in Scottsbluff, Nebraska has a clinic in Torrington. While surgery is not provided locally in Torrington, the center in Torrington provides treatment of various eye diseases and disorders. Ophthalmologists from the Nebraska office fly to Torrington via the airport. By facilitating physician transportation, the local airport helps to provide a wider array of medical services for Torrington residents.

Rose Bros. Inc. has operated in the Torrington area since the early 1950s. The company is one of the leading suppliers of agricultural equipment, not only in Wyoming but also in surrounding states. Employment for Rose Bros. in the Torrington area is estimated at 10 jobs. One of the keys to success for this business has been its ability to supply parts for equipment repair on a timely basis. To support this facet of its operations, Rose Bros. uses the airport for just-in-time delivery of parts that they may not have on hand locally. The airport helps Rose Bros. provide a timely response to the needs of their customers.

Small communities such as Torrington are often not able to support specialty doctors. Torrington Municipal Airport plays a key role in bringing specialty physicians and their services to Torrington. One such example is Wyoming Spine and Neurosurgery Associates, LLC, Dr. Steven Beer, who sees patients in need of his services at Torrington's Community Hospital. Based in Cheyenne, this specialty medical provider flies to Torrington via the airport on a regular basis. Enhanced medical services for all residents of the Torrington area, such as those provided by Dr. Beer, are made possible by the airport.

PHIFER AIRFIELD (WHEATLAND)

One of the most frequent users of Phifer Airfield is Basin Electric's Laramie River Station; the airport supports energy related flights on almost a weekly basis. This coal fired power plant is one of the largest

suppliers of electricity to customers in the U.S. The Laramie River Station reports its local employment in the Wheatland area at approximately 300. Basin Electric, based in North Dakota, ties its operations together using general aviation aircraft. By using corporate aircraft, the company is able to fly directly into Wheatland, saving time and improving the operational efficiency of their business.

The Oregon Trail Eye Center in Scottsbluff, Nebraska has a clinic in Wheatland. While eye surgery is not provided in Wheatland, the local Center provides treatment of various eye diseases and disorders. Ophthalmologists from the Nebraska office fly to Wheatland via Phifer Airfield. By facilitating physician transportation, the local airport helps to provide a wider array of medical services for Wheatland residents.

The airport accommodates flights that help to support the Platte County Memorial Hospital. On a regular basis, various types of specialty physicians use the airport to see patients in the Wheatland area. In emergency and other time sensitive situations, patients are also transported by fixed wing aircraft to larger hospitals in more distant locations. Eastern Wyoming Ambulance Service typically transports approximately 10 patients per year from Platte County Memorial Hospital via the airport. Specialty physicians that utilize the airport on a regular basis are Dr. Thomas Roussel (ophthalmology), Dr. Thomas Kopicnik (Neurosurgery) and Dr. Todd Hammonds (interventional anesthesia/pain). Wyoming Spine and Neurosurgery Associates, LLC's Dr. Steven Beer, also flies to Wheatland via the airport on a regular basis. Enhanced medical services for all residents of the Wheatland area are made possible by Phifer Airfield.

Sugar beets are an important cash crop in the Wheatland area. Platte Valley Aviation, based at the airport, is engaged in agricultural spraying that helps to improve crop production. Sugar beets receive aerial applications to protect the crop from both bugs and weeds. Aerial applications can increase crop yields on a per acre basis by up to 30%. Bunker Shepard is the owner and operator of the local agricultural spraying service that relies on the airport.

Hunting and ranching are important economic generators for the Wheatland area and prime activities for attracting visitors to Wyoming. Establishments in the Wheatland area such as Grant Ranch, Elk Mountain Outfitters, and Hunton Creek Outfitters have customers who arrive in Wyoming via the airport. The Wheatland area also attracts second homeowners from a variety of locations. The airport helps area real estate agents provide prospective buyers with an aerial view of properties for sale. Those who have purchased ranches in the Wheatland area occasionally use the airport to reach their newly acquired property.

COKEVILLE MUNICIPAL AIRPORT

Over 55% of Wyoming is classified as farmland. While livestock is Wyoming's highest yielding commodity, crop production is also important. Agricultural spraying is important to the success of crop production in Wyoming. Crops are sprayed for both pest and weed control, helping to increase production per acre. In order to effectively treat crops, aerial sprayers must take-off from an airport near the area they are treating. During growing season, Cokeville Municipal Airport supports agricultural spraying flights on a regular basis, helping the area's farmers to increase their returns from the number of acres they have in production. Willis Spraying is an aerial applicator that operates from the airport.

Cokeville Medical Clinic, part of South Lincoln Hospital District, also relies on the airport. This small rural medical facility occasionally uses the airport to transport its patients to larger medical facilities either within or beyond the state. Both fixed-wing aircraft and helicopters are used to support the clinic. With Cokeville's location on the Wyoming/Utah border, patients are most frequently transported by fixed-wing aircraft to hospitals in Salt Lake City. This ability of emergency medical transfer via the airport helps to improve the quality of life for all area residents.

While a monetary value is difficult to place on recreational activities, some of Wyoming's smaller general aviation airports support recreational activities for the communities they serve. Cokeville Municipal is one such airport. According to airport management, the airport accommodates recreational flying on at least a monthly basis.

NORTH BIG HORN COUNTY AIRPORT (COWLEY)

Based at North Big Horn County Airport, the Big Horn Soaring Club provides unique recreational opportunities for locals, other Wyoming residents, and visitors to Wyoming. The club, founded in 2007, operates three gliders and is part of the Soaring Society of America. During summer months, the gliders take advantage of thermal activity along the Pryor and Big Horn Mountain Ranges. During the spring, fall and winter, glider trips are supported by wave activity. This recreational activity provides an unmatched aerial perspective of the natural beauty of this area of Wyoming.

Over 55% of Wyoming is classified as farmland. While livestock is Wyoming's highest yielding commodity, crop production is also important to the state's economy. Agricultural spraying is important to the success of crop production in Wyoming. Crops are sprayed for both pest and weed control, helping to increase production per acre. Operators of planes used to treat crops in Wyoming are licensed by the Wyoming Department of Agriculture. In order to effectively treat crops, aerial sprayers must take-off from an airport near the area they are treating. During growing seasons, the airport supports flights by aerial applicators on a regular basis, helping the area's farmers to increase their returns from the acreage they have in production.

While a monetary value is difficult to place on recreational activities, some of Wyoming's smaller general aviation airports support recreational activities for the communities they serve. North Big Horn County is one such airport. According to airport management, the airport accommodates recreational flying on at least a weekly and sometimes daily basis.

DIXON AIRPORT

Agricultural production and livestock are important contributors to the local economy in Dixon. Area ranches that report that they use the Dixon Airport include Weber Ranch, Ladder Ranch, and Stonewall Ranch. These ranches sometimes use the airport to conduct aerial inspections of their herds, to find lost cattle, for their individual travel needs, and for the travel needs of their customers. By providing convenient air access to the Dixon area, the airport saves time and increases the efficiency of area ranches.

During fire season, the airport is frequently used as a base for fighting forest fires. Aerial firefighting is extremely important to containing large forest fires which can destroy property, critical wildlife habitat, and even threaten lives. The airport is used by both fixed-wing aircraft and helicopters, as appropriate, to load up with and then drop fire retarding agents on forest fires. This service, supported by the airport, helps all area residents, land owners, and businesses.

Tourism is also an important contributor to Dixon's economy. There are several outfitters in the Dixon area that attract customers for hunting and fishing. These businesses include Savery Creek Outfitters, Savery Creek Fishing, and Snake River Outfitters. Three Forks Ranch, a luxury spa, is also located near Dixon. These local businesses often provide pick up services for their customers at the airport. By arriving at the local airport, visitors can maximize their time in Wyoming for hunting, fishing, or relaxing. This convenience helps Wyoming to attract visitors from across the U.S. and around the world.

Dixon Airport is used by both Wyoming Game and Fish and the United States Forest Service to support their activities. Both agencies conduct aerial inspections using the airport. The Forest Service uses Dixon Airport to support the Forest Inventory and Analysis (FIA) Program. This program helps the Forest Service to better manage their programs for forested lands in Wyoming, helping to improve sustainability and ensuring that future generations will be able to enjoy this important natural resource. Wyoming Game and Fish also uses the airport to monitor important wildlife resources including mammals, birds, and fish.

DUBOIS MUNICIPAL AIRPORT

Founded by noted defense attorney Gerry Spence, the Wyoming Trial Lawyers College is located about 20 miles east of Dubois on the Thunderhead Ranch. The College's faculty is composed primarily of volunteers who donate their time to improve the skills of public defense representatives. Between the ranch which provides housing for the students and the administrative staff of the College, there are between 10 and 15 full-time employees in the Dubois area. The Dubois Municipal Airport is used by both faculty and staff when traveling to and from the College.

The Dubois Telephone Exchange (DTE) is a local business that relies on the airport to support their operations and improve their efficiency. DTE provides phone and internet services to over 2,600 customers in Wyoming; DTE has an estimated 18 employees in the Dubois area.

During fire seasons, the airport is used as a base for fighting forest fires. Aerial firefighting is extremely important to containing large forest fires which can destroy property, critical wildlife habitat, and even threaten lives. The airport is used by both fixed-wing aircraft and helicopters, as appropriate, to load up with and drop fire retarding agents on fires. This service, supported by the airport, is important to all area residents, land owners, and businesses.

The Teton Valley Ranch Camp, located in Dubois, relies on and benefits from the Dubois Municipal Airport. The airport is used by families who are dropping off or picking up their children; staff traveling to and from the area; and various customers and suppliers of the camp. The airport enables the camp to extend the area from which it recruits campers and staff, helping the economic viability and efficiency of their operations.

The airport is used by several state and federal agencies. These agencies include the United States Department of Agriculture's (USDA) Animal and Plant Health Inspection Services (APHIS)-Wildlife Services; the Wyoming Bureau of Land Management (BLM), the U.S. Forest Service, and Wyoming Game and Fish. All agencies use the airport to conduct various aerial inspections. These inspections help to protect important forest lands, Wyoming's wildlife population, and the state's agricultural producers.

FORT BRIDGER AIRPORT

Businesses such as Union Telephone and Hughes Construction fly into Fort Bridger via the Fort Bridger Airport on general aviation aircraft. Union Telephone is the local cellular phone service provider and trips are sometimes needed to Fort Bridger to check on equipment. Hughes Construction is responsible for building a new high school in Fort Bridger. While this construction has been underway, the construction management team has used the airport on a regular basis to fly in to oversee the project.

Area ranchers, such as Lone Tree Ranch, occasionally use the airport to check on the condition or location of their herds or to look for lost cattle. Given the size of many area ranches, these tasks can only be done efficiently by air. In addition, the airport helps to support the area's agricultural production by serving aerial sprayers such as SAS Aerial Applicators. Activities supported by the airport help area farmers treat their crops for both pests and weeds, enabling them to increase the yield of their crops on a per acre basis.

Small communities such as Fort Bridger are often without advanced health care facilities. In emergency situations, patients are transported by air from the Fort Bridger Airport to larger hospitals. When time is of the essence, emergency medical transport supported by the airport is an important life-saving asset.

The airport is used by the United States Department of Agriculture's (USDA) Animal and Plant Health Inspection Services (APHIS)-Wildlife Services and Wyoming Game and Fish. Wyoming Game and Fish uses the airport to conduct aerial inspections to preserve and protect important wildlife resources. Services provided by USDA APHIS are targeted at protecting agriculture and natural resources in Wyoming. The agency uses the airport to monitor the impact of weed and pest control products used in agriculture on the natural environment. USDA APHIS activities that the airport helps to support are important to the area's economy because they help to promote the trade of Wyoming's agricultural and forest products.

HULETT MUNICIPAL AIRPORT

Outdoor activities, hunting, and tourism are important to Hulett's economy. The Hulett Municipal Airport supports a variety of these types of activities by accommodating people who fly to the area. One of the biggest local attractions that tourists come to see each year is Devil's Tower. A new golf course and hotel have recently been built, and the airport also supports both enterprises. Other airport users include Intrepid Outdoors, Cabela's, Old West Turkey Shoot, and the State of Wyoming Youth Hunt.

Rare Element Resources, a Wyoming business focused on the mining of rare minerals that are used in the fiber optics industry, uses the airport. They have a large development project, the Bear Lodge

Project, that is underway south of the Hulett area. Nieman Enterprises Inc. (Devil's Tower Forest, Rushmore Forest, Spearfish Forest and Spearfish Pellet Products), is another local company that benefits from the airport on a regular basis. The company is engaged in sustainable forestry and has an estimated 100 employees in the local market area. The airport is an important time saving resource for both local and visiting businesses.

Powder River Energy, the energy provider for northwest Wyoming, is headquartered in Sundance, south of Hulett. Representatives from the local energy provider fly into Hulett Municipal Airport to support various local business needs and also to conduct aerial inspections of their power lines. These inspections are important to insure that power supplies to residents of the Hulett area are not interrupted.

The Hulett Medical Clinic relies on and benefits from the airport. The airport reports that flights are frequently made from the Hulett Municipal Airport in emergency situations to transport patients to larger hospitals in either Rapid City or Gillette. In addition, specialty doctors arrive in Hulett via the airport to see patients at the local clinic. These activities help to improve medical services for all residents in the area.

There are several agencies that use Hulett Municipal to support their activities. These agencies include the U.S. Forest Service, Wyoming Pest Control, and the Wyoming Wildlife Foundation. The Forest Service uses the airport to inspect conditions in the Black Hills National Forest. Aerial inspections are critical to the long term viability of important natural resources. Aerial applicators also use Hulett Municipal Airport for grasshopper control, a service which is important to agricultural interests in the area.

LUSK MUNICIPAL AIRPORT

The Wyoming Department of Corrections operates the Wyoming Women's Center in Lusk and the Wyoming Parole Board sometimes uses the Lusk Municipal Airport to travel to the facility. Occasionally, the airport is used for transporting detainees that are assigned to this particular women's facility.

Niobrara County is a frequent user of the airport for the services it provides to local residents and businesses. Niobrara County Predator Board and Niobrara County Weed and Pest Control use the airport on a regular basis for predator control and to facilitate aerial applications to control both weeds and pests in agricultural areas. Both of these County services are important to area residents and land holders.

While a monetary value is difficult to place on recreational activities, some of Wyoming's smaller general aviation airports support recreational activities for the communities they serve. The Lusk Municipal Airport is one such airport. According to airport management, the airport accommodates recreational flying on a daily basis.

PINE BLUFFS MUNICIPAL AIRPORT

Agriculture is the mainstay for the economy in the Pine Bluffs area. Reportedly, there are a number of local businesses that rely on the Pine Bluffs Municipal Airport to support their business operations. These area businesses often provide services or supplies to those engaged in various aspects of agricultural production, such as Bowman Irrigation and Andreas Feed and Seed. Other local businesses that rely on

the airport, such as Fornstrom Feed Lot, Frenchman Valley Cooperative, Marquardt Farms, Matson Farms, and the Panhandle Cooperative, are engaged in the actual production or sale of local products. Collectively, these businesses support approximately 100 jobs in the area. These companies rely on the airport to support their travel needs; to transport their customers, vendors, and suppliers to the area; and to receive just-in-time shipments of parts and other supplies as needed. The Pine Bluffs Municipal Airport helps to support these local agricultural activities.

Over 55% of Wyoming is classified as farmland. While livestock is Wyoming's highest yielding commodity, crop production is also important to the state's economy. Crops are sprayed for both pest and weed control, helping to increase production per acre. In order to effectively treat nearby crops, aerial sprayers must take-off from an airport near the area they are treating. During growing season, Circle S Aviation, an aerial applicator based at the airport, conducts spraying flights on a regular basis. Spraying activities supported by the airport help area farmers to increase their returns from the acreage they have in production.

Smaller communities such as Pine Bluffs are often not able to attract full-time medical specialists. Wyoming Physical Therapy, based in Cheyenne, is one medical provider that uses general aviation to visit patients around the state. Physicians from Wyoming Physical Therapy fly to Pine Bluffs on a regular basis to visit patients. This type of activity, made possible by the airport, is important to improving health care options for all local residents.

Several agencies rely on the Pine Bluffs Municipal Airport. The United States Forest Service uses the airport to support the Forest Inventory and Analysis (FIA) Program. By performing aerial inspections, the Forest Service is able to predict forest conditions 50 years into the future. This information helps to insure that future generations will be able to benefit from this important natural resource. The United States Department of Agriculture's (USDA) Animal and Plant Health Inspection Services (APHIS)-Wildlife Services also uses the airport. Services provided by USDA APHIS are targeted at protecting agriculture and natural resources in Wyoming, specifically; the agency uses the airport to manage the area's grasshopper population. Activities supported by hunting and fishing are major contributors to Wyoming's economy. The Wyoming Game and Fish Department plays a vital role in protecting these important resources. The Department uses the airport to monitor and control mammals, birds, waterfowl, and fish. The airport is critical to supporting the operations of these three federal and state agencies in Wyoming.

HOT SPRINGS COUNTY-THERMOPOLIS MUNICIPAL AIRPORT

Hot Springs County Memorial Hospital benefits from its use of the Hot Springs County-Thermopolis Municipal Airport. The hospital uses the airport as frequently as two times per week to transport both patients and doctors; the facility estimates that as many as 10 to 12 patients are airlifted from the airport each week. Much of this transportation is done by Edwards Jet, based in Billings, Montana. Edwards Jet uses the airport to fly specialty doctors to the area, and transport patients from Thermopolis to larger health care facilities in Billings. Wyoming Life Flight also serves Thermopolis Municipal and estimates that they fly approximately 200 life flight operations in Wyoming each year. In some instances, patients are transported to Casper, but more frequently they are transported to specialty medical facilities in Greeley, Loveland, or Denver, Colorado. By supporting this important activity, the Hot Springs County-Thermopolis Municipal Airport helps to improve the quality of life for area residents.

Given the extensive number of oil and gas pipelines in Wyoming, aerial inspection of these conduits is essential. Aero Patrol uses the airport on a regular basis to conduct aerial inspections of area gas and oil pipelines. These types of inspections are critical to oil and gas producers in Wyoming to ensure that their operations are running in the most efficient manner.

The United States Department of Agriculture's (USDA) Animal and Plant Health Inspection Services (APHIS)-Wildlife Service's operates five general aviation aircraft that are based at different airports in Wyoming. These planes operate at various airports in Wyoming, with one of these airports being Hot Springs County-Thermopolis Municipal Airport. Services provided by USDA APHIS are targeted at protecting agriculture and natural resources. This agency uses the airport to monitor the interface of weed and pest control products used in agriculture on the natural environment. USDA APHIS activities supported by the airport are important to the local economy because they promote trade of Wyoming's agricultural and forest products.

The U.S. Forest Service and Wyoming Game and Fish use the Thermopolis Municipal Airport to conduct aerial inspections. Activities supported by hunting and fishing are major contributors to Wyoming's economy. The Wyoming Game and Fish Department plays a vital role in monitoring these important natural resources. By using the airport, the Department can quickly travel to almost any location in Wyoming which provides a significant boost to their efficiency and exponentially increases the geographic area they can monitor and patrol. The United States Forest Service uses the airport to support the Forest Inventory and Analysis (FIA) Program. By performing aerial inspections, the Forest Service is able to predict forest conditions 50 years into the future. This information helps the Forest Service to better manage forested lands in Wyoming, helping to improve sustainability and ensuring that future generations will be able to enjoy this important natural resource.



WYOMING AVIATION

Economic Impact Study

2013



Appendix C:

Economic and Tax Impacts by Legislative District

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C-1: Airport Economic Impacts by Wyoming Senate District (Based on State Model)

Airport	Code	Employment			Payroll			Output		
		Initial Employment	Multiplier Employment	Total Employment	Initial Payroll	Multiplier Payroll	Total Payroll	Initial Output	Multiplier Output	Total Output
Senate District 1										
Hulett Airport	W43	4	1	5	\$138,200	\$38,940	\$177,140	\$335,580	\$147,110	\$482,690
Gillette-Campbell County Airport	GCC	234	66	300	\$5,891,230	\$3,276,510	\$9,167,740	\$21,812,370	\$11,310,550	\$33,122,920
Mondell Field	ECS	7	3	10	\$249,300	\$136,050	\$385,350	\$923,790	\$477,360	\$1,401,140
Senate District 2										
Converse County Airport	DGW	12	3	15	\$384,870	\$144,110	\$528,980	\$1,448,650	\$822,920	\$2,271,580
Camp Guernsey Army Airfield	GUR	12	9	21	\$766,260	\$317,080	\$1,083,340	\$5,671,030	\$1,287,730	\$6,958,770
Phifer Field	EAN	<1	<1	1	\$37,670	\$12,330	\$50,000	\$126,320	\$70,890	\$197,210
Casper/Natrona County International Airport	CPR	764	238	1,002	\$26,332,650	\$12,319,130	\$38,651,780	\$78,717,890	\$44,554,480	\$123,272,380
Senate District 3										
Mondell Field	ECS	7	3	10	\$249,300	\$136,050	\$385,350	\$923,790	\$477,360	\$1,401,140
Lusk Municipal Airport	LSK	4	<1	5	\$190,390	\$44,340	\$234,730	\$714,230	\$317,210	\$1,031,440
Camp Guernsey Army Airfield	GUR	12	9	21	\$766,260	\$317,080	\$1,083,340	\$5,671,030	\$1,287,730	\$6,958,770
Torrington Municipal Airport	TOR	11	14	24	\$409,430	\$528,000	\$937,430	\$1,949,600	\$3,002,510	\$4,952,110
Cheyenne Regional Airport-Jerry Olson Field	CYS	683	331	1,014	\$70,008,010	\$13,089,010	\$83,097,020	\$111,635,540	\$48,549,270	\$160,184,810
Senate District 4										
Cheyenne Regional Airport-Jerry Olson Field	CYS	683	331	1,014	\$70,008,010	\$13,089,010	\$83,097,020	\$111,635,540	\$48,549,270	\$160,184,810
Laramie Regional Airport	LAR	121	67	188	\$3,766,890	\$2,586,760	\$6,353,650	\$22,442,240	\$14,382,060	\$36,824,300
Senate District 5										
Cheyenne Regional Airport-Jerry Olson Field	CYS	683	331	1,014	\$70,008,010	\$13,089,010	\$83,097,020	\$111,635,540	\$48,549,270	\$160,184,810
Laramie Regional Airport	LAR	121	67	188	\$3,766,890	\$2,586,760	\$6,353,650	\$22,442,240	\$14,382,060	\$36,824,300
Senate District 6										
Pine Bluffs Municipal Airport	82V	14	3	17	\$467,610	\$122,650	\$590,260	\$1,147,310	\$453,040	\$1,600,360
Cheyenne Regional Airport-Jerry Olson Field	CYS	683	331	1,014	\$70,008,010	\$13,089,010	\$83,097,020	\$111,635,540	\$48,549,270	\$160,184,810
Torrington Municipal Airport	TOR	11	14	24	\$409,430	\$528,000	\$937,430	\$1,949,600	\$3,002,510	\$4,952,110
Senate District 7										
Cheyenne Regional Airport-Jerry Olson Field	CYS	683	331	1,014	\$70,008,010	\$13,089,010	\$83,097,020	\$111,635,540	\$48,549,270	\$160,184,810

C-1: Airport Economic Impacts by Wyoming Senate District (Based on State Model)

Airport	Code	Employment			Payroll			Output		
		Initial Employment	Multiplier Employment	Total Employment	Initial Payroll	Multiplier Payroll	Total Payroll	Initial Output	Multiplier Output	Total Output
Senate District 8										
Cheyenne Regional Airport-Jerry Olson Field	CYS	683	331	1,014	\$70,008,010	\$13,089,010	\$83,097,020	\$111,635,540	\$48,549,270	\$160,184,810
Laramie Regional Airport	LAR	121	67	188	\$3,766,890	\$2,586,760	\$6,353,650	\$22,442,240	\$14,382,060	\$36,824,300
Senate District 9										
Laramie Regional Airport	LAR	121	67	188	\$3,766,890	\$2,586,760	\$6,353,650	\$22,442,240	\$14,382,060	\$36,824,300
Senate District 10										
Laramie Regional Airport	LAR	121	67	188	\$3,766,890	\$2,586,760	\$6,353,650	\$22,442,240	\$14,382,060	\$36,824,300
Senate District 11										
Rawlins Municipal Airport-Harvey Field	RWL	15	3	18	\$529,820	\$134,990	\$664,810	\$1,190,730	\$647,240	\$1,837,970
Shively Field	SAA	27	8	35	\$682,590	\$330,720	\$1,013,310	\$2,896,790	\$1,670,050	\$4,566,830
Dixon Airport	DWX	2	<1	2	\$52,020	\$18,850	\$70,870	\$139,230	\$90,590	\$229,810
Laramie Regional Airport	LAR	121	67	188	\$3,766,890	\$2,586,760	\$6,353,650	\$22,442,240	\$14,382,060	\$36,824,300
Rock Springs-Sweetwater County Airport	RKS	213	53	267	\$6,901,480	\$2,309,590	\$9,211,070	\$21,165,210	\$10,078,790	\$31,244,000
Senate District 12										
Rock Springs-Sweetwater County Airport	RKS	213	53	267	\$6,901,480	\$2,309,590	\$9,211,070	\$21,165,210	\$10,078,790	\$31,244,000
Senate District 13										
Rock Springs-Sweetwater County Airport	RKS	213	53	267	\$6,901,480	\$2,309,590	\$9,211,070	\$21,165,210	\$10,078,790	\$31,244,000
Senate District 14										
Ralph Wenz Field	PNA	16	4	20	\$635,870	\$214,410	\$850,280	\$2,804,290	\$704,000	\$3,508,290
Miley Memorial Field	BPI	6	2	9	\$371,030	\$156,290	\$527,310	\$1,467,850	\$563,020	\$2,030,870
Kemmerer Municipal Airport	EMM	4	2	7	\$247,090	\$85,730	\$332,820	\$1,020,830	\$454,450	\$1,475,280
Evanston-Uinta County Burns Field	EVW	12	3	15	\$342,220	\$126,640	\$468,850	\$1,570,750	\$670,050	\$2,240,790
Rock Springs-Sweetwater County Airport	RKS	213	53	267	\$6,901,480	\$2,309,590	\$9,211,070	\$21,165,210	\$10,078,790	\$31,244,000
Senate District 15										
Fort Bridger Airport	FBR	4	2	6	\$196,400	\$63,050	\$259,450	\$607,390	\$344,730	\$952,120
Evanston-Uinta County Burns Field	EVW	12	3	15	\$342,220	\$126,640	\$468,850	\$1,570,750	\$670,050	\$2,240,790
Rock Springs-Sweetwater County Airport	RKS	213	53	267	\$6,901,480	\$2,309,590	\$9,211,070	\$21,165,210	\$10,078,790	\$31,244,000

C-1: Airport Economic Impacts by Wyoming Senate District (Based on State Model)

Airport	Code	Employment			Payroll			Output		
		Initial Employment	Multiplier Employment	Total Employment	Initial Payroll	Multiplier Payroll	Total Payroll	Initial Output	Multiplier Output	Total Output
Senate District 16										
Jackson Hole Airport	JAC	6,684	1,347	8,032	\$237,564,140	\$91,755,500	\$329,319,640	\$593,243,780	\$200,693,850	\$793,937,630
Ralph Wenz Field	PNA	16	4	20	\$635,870	\$214,410	\$850,280	\$2,804,290	\$704,000	\$3,508,290
Afton Municipal Airport	AFO	62	16	78	\$1,510,790	\$568,520	\$2,079,320	\$11,129,550	\$2,173,730	\$13,303,280
Cokeville Municipal Airport	U06	<1	<1	1	\$37,620	\$11,850	\$49,470	\$112,590	\$63,690	\$176,280
Kemmerer Municipal Airport	EMM	4	2	7	\$247,090	\$85,730	\$332,820	\$1,020,830	\$454,450	\$1,475,280
Senate District 17										
Jackson Hole Airport	JAC	6,684	1,347	8,032	\$237,564,140	\$91,755,500	\$329,319,640	\$593,243,780	\$200,693,850	\$793,937,630
Senate District 18										
Yellowstone Regional Airport	COD	348	119	467	\$8,223,710	\$4,723,580	\$12,947,290	\$29,162,210	\$16,162,420	\$45,324,630
Powell Municipal Airport	POY	5	2	7	\$189,340	\$80,230	\$269,570	\$527,690	\$303,410	\$831,100
Senate District 19										
Powell Municipal Airport	POY	5	2	7	\$189,340	\$80,230	\$269,570	\$527,690	\$303,410	\$831,100
North Big Horn County Airport	U68	3	<1	3	\$89,910	\$27,430	\$117,340	\$249,130	\$140,420	\$389,550
South Big Horn County Airport	GEY	37	20	57	\$1,036,550	\$871,540	\$1,908,080	\$10,569,700	\$5,890,670	\$16,460,370
Yellowstone Regional Airport	COD	348	119	467	\$8,223,710	\$4,723,580	\$12,947,290	\$29,162,210	\$16,162,420	\$45,324,630
Senate District 20										
Worland Municipal Airport	WRL	53	28	80	\$2,139,090	\$1,066,790	\$3,205,880	\$9,001,560	\$6,204,940	\$15,206,500
Hot Springs County-Thermopolis Municipal Airport	THP	19	5	24	\$602,640	\$168,110	\$770,750	\$1,446,250	\$748,060	\$2,194,310
Yellowstone Regional Airport	COD	348	119	467	\$8,223,710	\$4,723,580	\$12,947,290	\$29,162,210	\$16,162,420	\$45,324,630
Riverton Regional Airport	RIW	115	42	157	\$3,274,550	\$1,788,400	\$5,062,950	\$11,908,810	\$6,682,770	\$18,591,570
Senate District 21										
Sheridan County Airport	SHR	227	123	350	\$8,718,360	\$6,221,910	\$14,940,270	\$33,461,740	\$24,730,790	\$58,192,530
Senate District 22										
Sheridan County Airport	SHR	227	123	350	\$8,718,360	\$6,221,910	\$14,940,270	\$33,461,740	\$24,730,790	\$58,192,530
Buffalo-Johnson County Airport	BYG	8	3	12	\$281,220	\$117,790	\$399,010	\$1,149,080	\$678,500	\$1,827,580
Casper/Natrona County International Airport	CPR	764	238	1,002	\$26,332,650	\$12,319,130	\$38,651,780	\$78,717,890	\$44,554,480	\$123,272,380

C-1: Airport Economic Impacts by Wyoming Senate District (Based on State Model)

Airport	Code	Employment			Payroll			Output		
		Initial Employment	Multiplier Employment	Total Employment	Initial Payroll	Multiplier Payroll	Total Payroll	Initial Output	Multiplier Output	Total Output
Senate District 23										
Converse County Airport	DGW	12	3	15	\$384,870	\$144,110	\$528,980	\$1,448,650	\$822,920	\$2,271,580
Gillette-Campbell County Airport	GCC	234	66	300	\$5,891,230	\$3,276,510	\$9,167,740	\$21,812,370	\$11,310,550	\$33,122,920
Senate District 24										
Gillette-Campbell County Airport	GCC	234	66	300	\$5,891,230	\$3,276,510	\$9,167,740	\$21,812,370	\$11,310,550	\$33,122,920
Senate District 25										
Riverton Regional Airport	RIW	115	42	157	\$3,274,550	\$1,788,400	\$5,062,950	\$11,908,810	\$6,682,770	\$18,591,570
Hunt Field	LND	10	3	14	\$271,910	\$142,180	\$414,090	\$1,170,440	\$502,390	\$1,672,820
Senate District 26										
Riverton Regional Airport	RIW	115	42	157	\$3,274,550	\$1,788,400	\$5,062,950	\$11,908,810	\$6,682,770	\$18,591,570
Dubois Municipal Airport	U25	4	2	6	\$167,470	\$97,780	\$265,250	\$496,510	\$390,580	\$887,090
Senate District 27										
Casper/Natrona County International Airport	CPR	764	238	1,002	\$26,332,650	\$12,319,130	\$38,651,780	\$78,717,890	\$44,554,480	\$123,272,380
Senate District 28										
Casper/Natrona County International Airport	CPR	764	238	1,002	\$26,332,650	\$12,319,130	\$38,651,780	\$78,717,890	\$44,554,480	\$123,272,380
Senate District 29										
Casper/Natrona County International Airport	CPR	764	238	1,002	\$26,332,650	\$12,319,130	\$38,651,780	\$78,717,890	\$44,554,480	\$123,272,380
Senate District 30										
Casper/Natrona County International Airport	CPR	764	238	1,002	\$26,332,650	\$12,319,130	\$38,651,780	\$78,717,890	\$44,554,480	\$123,272,380

Notes: information by district presented in this table is not additive. May not total due to rounding.

C-2: Airport Economic Impacts by Wyoming House District (Based on State Model)

Airport	Code	Employment			Payroll			Output		
		Initial Employment	Multiplier Employment	Total Employment	Initial Payroll	Multiplier Payroll	Total Payroll	Initial Output	Multiplier Output	Total Output
House District 1										
Hulett Airport	W43	4	1	5	\$138,200	\$38,940	\$177,140	\$335,580	\$147,110	\$482,690
Mondell Field	ECS	7	3	10	\$249,300	\$136,050	\$385,350	\$923,790	\$477,360	\$1,401,140
Gillette-Campbell County Airport	GCC	234	66	300	\$5,891,230	\$3,276,510	\$9,167,740	\$21,812,370	\$11,310,550	\$33,122,920
House District 2										
Mondell Field	ECS	7	3	10	\$249,300	\$136,050	\$385,350	\$923,790	\$477,360	\$1,401,140
Lusk Municipal Airport	LSK	4	<1	5	\$190,390	\$44,340	\$234,730	\$714,230	\$317,210	\$1,031,440
Torrington Municipal Airport	TOR	11	14	24	\$409,430	\$528,000	\$937,430	\$1,949,600	\$3,002,510	\$4,952,110
House District 3										
Converse County Airport	DGW	12	3	15	\$384,870	\$144,110	\$528,980	\$1,448,650	\$822,920	\$2,271,580
Gillette-Campbell County Airport	GCC	234	66	300	\$5,891,230	\$3,276,510	\$9,167,740	\$21,812,370	\$11,310,550	\$33,122,920
Casper/Natrona County International Airport	CPR	764	238	1,002	\$26,332,650	\$12,319,130	\$38,651,780	\$78,717,890	\$44,554,480	\$123,272,380
House District 4										
Phifer Field	EAN	<1	<1	1	\$37,670	\$12,330	\$50,000	\$126,320	\$70,890	\$197,210
Camp Guernsey Army Airfield	GUR	12	9	21	\$766,260	\$317,080	\$1,083,340	\$5,671,030	\$1,287,730	\$6,958,770
Converse County Airport	DGW	12	3	15	\$384,870	\$144,110	\$528,980	\$1,448,650	\$822,920	\$2,271,580
Casper/Natrona County International Airport	CPR	764	238	1,002	\$26,332,650	\$12,319,130	\$38,651,780	\$78,717,890	\$44,554,480	\$123,272,380
Cheyenne Regional Airport-Jerry Olson Field	CYS	683	331	1,014	\$70,008,010	\$13,089,010	\$83,097,020	\$111,635,540	\$48,549,270	\$160,184,810
House District 5										
Camp Guernsey Army Airfield	GUR	12	9	21	\$766,260	\$317,080	\$1,083,340	\$5,671,030	\$1,287,730	\$6,958,770
Torrington Municipal Airport	TOR	11	14	24	\$409,430	\$528,000	\$937,430	\$1,949,600	\$3,002,510	\$4,952,110
Cheyenne Regional Airport-Jerry Olson Field	CYS	683	331	1,014	\$70,008,010	\$13,089,010	\$83,097,020	\$111,635,540	\$48,549,270	\$160,184,810
House District 6										
Converse County Airport	DGW	12	3	15	\$384,870	\$144,110	\$528,980	\$1,448,650	\$822,920	\$2,271,580
Casper/Natrona County International Airport	CPR	764	238	1,002	\$26,332,650	\$12,319,130	\$38,651,780	\$78,717,890	\$44,554,480	\$123,272,380
House District 7										
Cheyenne Regional Airport-Jerry Olson Field	CYS	683	331	1,014	\$70,008,010	\$13,089,010	\$83,097,020	\$111,635,540	\$48,549,270	\$160,184,810
Laramie Regional Airport	LAR	121	67	188	\$3,766,890	\$2,586,760	\$6,353,650	\$22,442,240	\$14,382,060	\$36,824,300

C-2: Airport Economic Impacts by Wyoming House District (Based on State Model)

Airport	Code	Employment			Payroll			Output		
		Initial Employment	Multiplier Employment	Total Employment	Initial Payroll	Multiplier Payroll	Total Payroll	Initial Output	Multiplier Output	Total Output
House District 8										
Cheyenne Regional Airport-Jerry Olson Field	CYS	683	331	1,014	\$70,008,010	\$13,089,010	\$83,097,020	\$111,635,540	\$48,549,270	\$160,184,810
House District 9										
Cheyenne Regional Airport-Jerry Olson Field	CYS	683	331	1,014	\$70,008,010	\$13,089,010	\$83,097,020	\$111,635,540	\$48,549,270	\$160,184,810
House District 10										
Pine Bluffs Municipal Airport	82V	14	3	17	\$467,610	\$122,650	\$590,260	\$1,147,310	\$453,040	\$1,600,360
Cheyenne Regional Airport-Jerry Olson Field	CYS	683	331	1,014	\$70,008,010	\$13,089,010	\$83,097,020	\$111,635,540	\$48,549,270	\$160,184,810
Torrington Municipal Airport	TOR	11	14	24	\$409,430	\$528,000	\$937,430	\$1,949,600	\$3,002,510	\$4,952,110
House District 11										
Cheyenne Regional Airport-Jerry Olson Field	CYS	683	331	1,014	\$70,008,010	\$13,089,010	\$83,097,020	\$111,635,540	\$48,549,270	\$160,184,810
House District 12										
Cheyenne Regional Airport-Jerry Olson Field	CYS	683	331	1,014	\$70,008,010	\$13,089,010	\$83,097,020	\$111,635,540	\$48,549,270	\$160,184,810
Laramie Regional Airport	LAR	121	67	188	\$3,766,890	\$2,586,760	\$6,353,650	\$22,442,240	\$14,382,060	\$36,824,300
House District 13										
Laramie Regional Airport	LAR	121	67	188	\$3,766,890	\$2,586,760	\$6,353,650	\$22,442,240	\$14,382,060	\$36,824,300
House District 14										
Laramie Regional Airport	LAR	121	67	188	\$3,766,890	\$2,586,760	\$6,353,650	\$22,442,240	\$14,382,060	\$36,824,300
House District 15										
Rawlins Municipal Airport-Harvey Field	RWL	15	3	18	\$529,820	\$134,990	\$664,810	\$1,190,730	\$647,240	\$1,837,970
House District 16										
Jackson Hole Airport	JAC	6,684	1,347	8,032	\$237,564,140	\$91,755,500	\$329,319,640	\$593,243,780	\$200,693,850	\$793,937,630
House District 17										
Rock Springs-Sweetwater County Airport	RKS	213	53	267	\$6,901,480	\$2,309,590	\$9,211,070	\$21,165,210	\$10,078,790	\$31,244,000
House District 18										
Kemmerer Municipal Airport	EMM	4	2	7	\$247,090	\$85,730	\$332,820	\$1,020,830	\$454,450	\$1,475,280
Evanston-Uinta County Burns Field	EVW	12	3	15	\$342,220	\$126,640	\$468,850	\$1,570,750	\$670,050	\$2,240,790
Rock Springs-Sweetwater County Airport	RKS	213	53	267	\$6,901,480	\$2,309,590	\$9,211,070	\$21,165,210	\$10,078,790	\$31,244,000

C-2: Airport Economic Impacts by Wyoming House District (Based on State Model)

Airport	Code	Employment			Payroll			Output		
		Initial Employment	Multiplier Employment	Total Employment	Initial Payroll	Multiplier Payroll	Total Payroll	Initial Output	Multiplier Output	Total Output
House District 19										
Fort Bridger Airport	FBR	4	2	6	\$196,400	\$63,050	\$259,450	\$607,390	\$344,730	\$952,120
Evanston-Uinta County Burns Field	EVW	12	3	15	\$342,220	\$126,640	\$468,850	\$1,570,750	\$670,050	\$2,240,790
Rock Springs-Sweetwater County Airport	RKS	213	53	267	\$6,901,480	\$2,309,590	\$9,211,070	\$21,165,210	\$10,078,790	\$31,244,000
House District 20										
Ralph Wenz Field	PNA	16	4	20	\$635,870	\$214,410	\$850,280	\$2,804,290	\$704,000	\$3,508,290
Miley Memorial Field	BPI	6	2	9	\$371,030	\$156,290	\$527,310	\$1,467,850	\$563,020	\$2,030,870
House District 21										
Afton Municipal Airport	AFO	62	16	78	\$1,510,790	\$568,520	\$2,079,320	\$11,129,550	\$2,173,730	\$13,303,280
Cokeville Municipal Airport	U06	<1	<1	1	\$37,620	\$11,850	\$49,470	\$112,590	\$63,690	\$176,280
Kemmerer Municipal Airport	EMM	4	2	7	\$247,090	\$85,730	\$332,820	\$1,020,830	\$454,450	\$1,475,280
House District 22										
Jackson Hole Airport	JAC	6,684	1,347	8,032	\$237,564,140	\$91,755,500	\$329,319,640	\$593,243,780	\$200,693,850	\$793,937,630
Ralph Wenz Field	PNA	16	4	20	\$635,870	\$214,410	\$850,280	\$2,804,290	\$704,000	\$3,508,290
Miley Memorial Field	BPI	6	2	9	\$371,030	\$156,290	\$527,310	\$1,467,850	\$563,020	\$2,030,870
House District 23										
Jackson Hole Airport	JAC	6,684	1,347	8,032	\$237,564,140	\$91,755,500	\$329,319,640	\$593,243,780	\$200,693,850	\$793,937,630
House District 24										
Yellowstone Regional Airport	COD	348	119	467	\$8,223,710	\$4,723,580	\$12,947,290	\$29,162,210	\$16,162,420	\$45,324,630
House District 25										
Powell Municipal Airport	POY	5	2	7	\$189,340	\$80,230	\$269,570	\$527,690	\$303,410	\$831,100
Yellowstone Regional Airport	COD	348	119	467	\$8,223,710	\$4,723,580	\$12,947,290	\$29,162,210	\$16,162,420	\$45,324,630
House District 26										
North Big Horn County Airport	U68	3	<1	3	\$89,910	\$27,430	\$117,340	\$249,130	\$140,420	\$389,550
South Big Horn County Airport	GEY	37	20	57	\$1,036,550	\$871,540	\$1,908,080	\$10,569,700	\$5,890,670	\$16,460,370
Powell Municipal Airport	POY	5	2	7	\$189,340	\$80,230	\$269,570	\$527,690	\$303,410	\$831,100
Yellowstone Regional Airport	COD	348	119	467	\$8,223,710	\$4,723,580	\$12,947,290	\$29,162,210	\$16,162,420	\$45,324,630
House District 27										
Worland Municipal Airport	WRL	53	28	80	\$2,139,090	\$1,066,790	\$3,205,880	\$9,001,560	\$6,204,940	\$15,206,500

C-2: Airport Economic Impacts by Wyoming House District (Based on State Model)

Airport	Code	Employment			Payroll			Output		
		Initial Employment	Multiplier Employment	Total Employment	Initial Payroll	Multiplier Payroll	Total Payroll	Initial Output	Multiplier Output	Total Output
House District 28										
Hot Springs County-Thermopolis Municipal Airport	THP	19	5	24	\$602,640	\$168,110	\$770,750	\$1,446,250	\$748,060	\$2,194,310
Worland Municipal Airport	WRL	53	28	80	\$2,139,090	\$1,066,790	\$3,205,880	\$9,001,560	\$6,204,940	\$15,206,500
Riverton Regional Airport	RIW	115	42	157	\$3,274,550	\$1,788,400	\$5,062,950	\$11,908,810	\$6,682,770	\$18,591,570
Yellowstone Regional Airport	COD	348	119	467	\$8,223,710	\$4,723,580	\$12,947,290	\$29,162,210	\$16,162,420	\$45,324,630
House District 29										
Sheridan County Airport	SHR	227	123	350	\$8,718,360	\$6,221,910	\$14,940,270	\$33,461,740	\$24,730,790	\$58,192,530
House District 30										
Sheridan County Airport	SHR	227	123	350	\$8,718,360	\$6,221,910	\$14,940,270	\$33,461,740	\$24,730,790	\$58,192,530
House District 31										
Gillette-Campbell County Airport	GCC	234	66	300	\$5,891,230	\$3,276,510	\$9,167,740	\$21,812,370	\$11,310,550	\$33,122,920
House District 32										
Gillette-Campbell County Airport	GCC	234	66	300	\$5,891,230	\$3,276,510	\$9,167,740	\$21,812,370	\$11,310,550	\$33,122,920
House District 33										
Hunt Field	LND	10	3	14	\$271,910	\$142,180	\$414,090	\$1,170,440	\$502,390	\$1,672,820
Riverton Regional Airport	RIW	115	42	157	\$3,274,550	\$1,788,400	\$5,062,950	\$11,908,810	\$6,682,770	\$18,591,570
House District 34										
Dubois Municipal Airport	U25	4	2	6	\$167,470	\$97,780	\$265,250	\$496,510	\$390,580	\$887,090
Riverton Regional Airport	RIW	115	42	157	\$3,274,550	\$1,788,400	\$5,062,950	\$11,908,810	\$6,682,770	\$18,591,570
House District 35										
Casper/Natrona County International Airport	CPR	764	238	1,002	\$26,332,650	\$12,319,130	\$38,651,780	\$78,717,890	\$44,554,480	\$123,272,380
House District 36										
Casper/Natrona County International Airport	CPR	764	238	1,002	\$26,332,650	\$12,319,130	\$38,651,780	\$78,717,890	\$44,554,480	\$123,272,380
House District 37										
Casper/Natrona County International Airport	CPR	764	238	1,002	\$26,332,650	\$12,319,130	\$38,651,780	\$78,717,890	\$44,554,480	\$123,272,380
House District 38										
Casper/Natrona County International Airport	CPR	764	238	1,002	\$26,332,650	\$12,319,130	\$38,651,780	\$78,717,890	\$44,554,480	\$123,272,380

C-2: Airport Economic Impacts by Wyoming House District (Based on State Model)

Airport	Code	Employment			Payroll			Output		
		Initial Employment	Multiplier Employment	Total Employment	Initial Payroll	Multiplier Payroll	Total Payroll	Initial Output	Multiplier Output	Total Output
House District 39										
Rock Springs-Sweetwater County Airport	RKS	213	53	267	\$6,901,480	\$2,309,590	\$9,211,070	\$21,165,210	\$10,078,790	\$31,244,000
House District 40										
Buffalo-Johnson County Airport	BYG	8	3	12	\$281,220	\$117,790	\$399,010	\$1,149,080	\$678,500	\$1,827,580
Gillette-Campbell County Airport	GCC	234	66	300	\$5,891,230	\$3,276,510	\$9,167,740	\$21,812,370	\$11,310,550	\$33,122,920
Sheridan County Airport	SHR	227	123	350	\$8,718,360	\$6,221,910	\$14,940,270	\$33,461,740	\$24,730,790	\$58,192,530
House District 41										
Cheyenne Regional Airport-Jerry Olson Field	CYS	683	331	1,014	\$70,008,010	\$13,089,010	\$83,097,020	\$111,635,540	\$48,549,270	\$160,184,810
House District 42										
Cheyenne Regional Airport-Jerry Olson Field	CYS	683	331	1,014	\$70,008,010	\$13,089,010	\$83,097,020	\$111,635,540	\$48,549,270	\$160,184,810
Laramie Regional Airport	LAR	121	67	188	\$3,766,890	\$2,586,760	\$6,353,650	\$22,442,240	\$14,382,060	\$36,824,300
House District 43										
Cheyenne Regional Airport-Jerry Olson Field	CYS	683	331	1,014	\$70,008,010	\$13,089,010	\$83,097,020	\$111,635,540	\$48,549,270	\$160,184,810
House District 44										
Cheyenne Regional Airport-Jerry Olson Field	CYS	683	331	1,014	\$70,008,010	\$13,089,010	\$83,097,020	\$111,635,540	\$48,549,270	\$160,184,810
House District 45										
Laramie Regional Airport	LAR	121	67	188	\$3,766,890	\$2,586,760	\$6,353,650	\$22,442,240	\$14,382,060	\$36,824,300
House District 46										
Laramie Regional Airport	LAR	121	67	188	\$3,766,890	\$2,586,760	\$6,353,650	\$22,442,240	\$14,382,060	\$36,824,300
House District 47										
Shively Field	SAA	27	8	35	\$682,590	\$330,720	\$1,013,310	\$2,896,790	\$1,670,050	\$4,566,830
Dixon Airport	DWX	2	<1	2	\$52,020	\$18,850	\$70,870	\$139,230	\$90,590	\$229,810
Rawlins Municipal Airport-Harvey Field	RWL	15	3	18	\$529,820	\$134,990	\$664,810	\$1,190,730	\$647,240	\$1,837,970
Laramie Regional Airport	LAR	121	67	188	\$3,766,890	\$2,586,760	\$6,353,650	\$22,442,240	\$14,382,060	\$36,824,300
Rock Springs-Sweetwater County Airport	RKS	213	53	267	\$6,901,480	\$2,309,590	\$9,211,070	\$21,165,210	\$10,078,790	\$31,244,000
House District 48										
Rock Springs-Sweetwater County Airport	RKS	213	53	267	\$6,901,480	\$2,309,590	\$9,211,070	\$21,165,210	\$10,078,790	\$31,244,000
House District 49										
Evanston-Uinta County Burns Field	EVW	12	3	15	\$342,220	\$126,640	\$468,850	\$1,570,750	\$670,050	\$2,240,790

C-2: Airport Economic Impacts by Wyoming House District (Based on State Model)

Airport	Code	Employment			Payroll			Output		
		Initial Employment	Multiplier Employment	Total Employment	Initial Payroll	Multiplier Payroll	Total Payroll	Initial Output	Multiplier Output	Total Output
House District 50										
Yellowstone Regional Airport	COD	348	119	467	\$8,223,710	\$4,723,580	\$12,947,290	\$29,162,210	\$16,162,420	\$45,324,630
Powell Municipal Airport	POY	5	2	7	\$189,340	\$80,230	\$269,570	\$527,690	\$303,410	\$831,100
House District 51										
Sheridan County Airport	SHR	227	123	350	\$8,718,360	\$6,221,910	\$14,940,270	\$33,461,740	\$24,730,790	\$58,192,530
House District 52										
Gillette-Campbell County Airport	GCC	234	66	300	\$5,891,230	\$3,276,510	\$9,167,740	\$21,812,370	\$11,310,550	\$33,122,920
House District 53										
Gillette-Campbell County Airport	GCC	234	66	300	\$5,891,230	\$3,276,510	\$9,167,740	\$21,812,370	\$11,310,550	\$33,122,920
House District 54										
Riverton Regional Airport	RIW	115	42	157	\$3,274,550	\$1,788,400	\$5,062,950	\$11,908,810	\$6,682,770	\$18,591,570
Hunt Field	LND	10	3	14	\$271,910	\$142,180	\$414,090	\$1,170,440	\$502,390	\$1,672,820
House District 55										
Riverton Regional Airport	RIW	115	42	157	\$3,274,550	\$1,788,400	\$5,062,950	\$11,908,810	\$6,682,770	\$18,591,570
House District 56										
Casper/Natrona County International Airport	CPR	764	238	1,002	\$26,332,650	\$12,319,130	\$38,651,780	\$78,717,890	\$44,554,480	\$123,272,380
House District 57										
Casper/Natrona County International Airport	CPR	764	238	1,002	\$26,332,650	\$12,319,130	\$38,651,780	\$78,717,890	\$44,554,480	\$123,272,380
House District 58										
Casper/Natrona County International Airport	CPR	764	238	1,002	\$26,332,650	\$12,319,130	\$38,651,780	\$78,717,890	\$44,554,480	\$123,272,380
House District 59										
Casper/Natrona County International Airport	CPR	764	238	1,002	\$26,332,650	\$12,319,130	\$38,651,780	\$78,717,890	\$44,554,480	\$123,272,380
House District 60										
Rock Springs-Sweetwater County Airport	RKS	213	53	267	\$6,901,480	\$2,309,590	\$9,211,070	\$21,165,210	\$10,078,790	\$31,244,000

Notes: information by district presented in this table is not additive. May not total due to rounding.

C-3: Airport Economic Impacts by Wyoming Senate District (Based on Local Models)

Airport	Code	Employment			Payroll			Output		
		Initial Employment	Multiplier Employment	Total Employment	Initial Payroll	Multiplier Payroll	Total Payroll	Initial Output	Multiplier Output	Total Output
Senate District 1										
Hulett Airport	W43	4	<1	5	\$138,200	\$27,600	\$165,800	\$335,580	\$94,980	\$430,560
Gillette-Campbell County Airport	GCC	234	53	287	\$5,891,230	\$2,390,110	\$8,281,340	\$21,812,370	\$6,571,160	\$28,383,520
Mondell Field	ECS	7	2	9	\$249,300	\$90,010	\$339,310	\$923,790	\$308,420	\$1,232,200
Senate District 2										
Converse County Airport	DGW	12	2	14	\$384,870	\$58,940	\$443,810	\$1,448,650	\$229,640	\$1,678,290
Camp Guernsey Army Airfield	GUR	12	7	19	\$766,260	\$206,060	\$972,320	\$5,671,030	\$788,050	\$6,459,080
Phifer Field	EAN	<1	<1	1	\$37,670	\$7,280	\$44,950	\$126,320	\$29,000	\$155,330
Casper/Natrona County International Airport	CPR	764	217	981	\$26,332,650	\$10,906,430	\$37,239,080	\$78,717,890	\$28,822,820	\$107,540,720
Senate District 3										
Mondell Field	ECS	7	2	9	\$249,300	\$90,010	\$339,310	\$923,790	\$308,420	\$1,232,200
Lusk Municipal Airport	LSK	4	<1	4	\$190,390	\$19,030	\$209,410	\$714,230	\$63,360	\$777,590
Camp Guernsey Army Airfield	GUR	12	7	19	\$766,260	\$206,060	\$972,320	\$5,671,030	\$788,050	\$6,459,080
Torrington Municipal Airport	TOR	11	8	19	\$409,430	\$236,150	\$645,580	\$1,949,600	\$861,840	\$2,811,440
Cheyenne Regional Airport-Jerry Olson Field	CYS	683	323	1,006	\$70,008,010	\$12,616,390	\$82,624,400	\$111,635,540	\$45,114,240	\$156,749,770
Senate District 4										
Cheyenne Regional Airport-Jerry Olson Field	CYS	683	323	1,006	\$70,008,010	\$12,616,390	\$82,624,400	\$111,635,540	\$45,114,240	\$156,749,770
Laramie Regional Airport	LAR	121	54	175	\$3,766,890	\$1,703,390	\$5,470,280	\$22,442,240	\$5,589,270	\$28,031,510
Senate District 5										
Cheyenne Regional Airport-Jerry Olson Field	CYS	683	323	1,006	\$70,008,010	\$12,616,390	\$82,624,400	\$111,635,540	\$45,114,240	\$156,749,770
Laramie Regional Airport	LAR	121	54	175	\$3,766,890	\$1,703,390	\$5,470,280	\$22,442,240	\$5,589,270	\$28,031,510
Senate District 6										
Pine Bluffs Municipal Airport	82V	14	3	17	\$467,610	\$114,010	\$581,620	\$1,147,310	\$400,390	\$1,547,700
Cheyenne Regional Airport-Jerry Olson Field	CYS	683	323	1,006	\$70,008,010	\$12,616,390	\$82,624,400	\$111,635,540	\$45,114,240	\$156,749,770
Torrington Municipal Airport	TOR	11	8	19	\$409,430	\$236,150	\$645,580	\$1,949,600	\$861,840	\$2,811,440
Senate District 7										
Cheyenne Regional Airport-Jerry Olson Field	CYS	683	323	1,006	\$70,008,010	\$12,616,390	\$82,624,400	\$111,635,540	\$45,114,240	\$156,749,770

C-3: Airport Economic Impacts by Wyoming Senate District (Based on Local Models)

Airport	Code	Employment			Payroll			Output		
		Initial Employment	Multiplier Employment	Total Employment	Initial Payroll	Multiplier Payroll	Total Payroll	Initial Output	Multiplier Output	Total Output
Senate District 8										
Cheyenne Regional Airport-Jerry Olson Field	CYS	683	323	1,006	\$70,008,010	\$12,616,390	\$82,624,400	\$111,635,540	\$45,114,240	\$156,749,770
Laramie Regional Airport	LAR	121	54	175	\$3,766,890	\$1,703,390	\$5,470,280	\$22,442,240	\$5,589,270	\$28,031,510
Senate District 9										
Laramie Regional Airport	LAR	121	54	175	\$3,766,890	\$1,703,390	\$5,470,280	\$22,442,240	\$5,589,270	\$28,031,510
Senate District 10										
Laramie Regional Airport	LAR	121	54	175	\$3,766,890	\$1,703,390	\$5,470,280	\$22,442,240	\$5,589,270	\$28,031,510
Senate District 11										
Rawlins Municipal Airport-Harvey Field	RWL	15	3	17	\$529,820	\$99,060	\$628,880	\$1,190,730	\$476,090	\$1,666,820
Shively Field	SAA	27	6	33	\$682,590	\$220,290	\$902,880	\$2,896,790	\$1,163,590	\$4,060,380
Dixon Airport	DWX	2	<1	2	\$52,020	\$13,280	\$65,300	\$139,230	\$64,220	\$203,450
Laramie Regional Airport	LAR	121	54	175	\$3,766,890	\$1,703,390	\$5,470,280	\$22,442,240	\$5,589,270	\$28,031,510
Rock Springs-Sweetwater County Airport	RKS	213	48	261	\$6,901,480	\$1,884,490	\$8,785,970	\$21,165,210	\$5,950,010	\$27,115,220
Senate District 12										
Rock Springs-Sweetwater County Airport	RKS	213	48	261	\$6,901,480	\$1,884,490	\$8,785,970	\$21,165,210	\$5,950,010	\$27,115,220
Senate District 13										
Rock Springs-Sweetwater County Airport	RKS	213	48	261	\$6,901,480	\$1,884,490	\$8,785,970	\$21,165,210	\$5,950,010	\$27,115,220
Senate District 14										
Ralph Wenz Field	PNA	16	3	20	\$635,870	\$165,840	\$801,700	\$2,804,290	\$517,160	\$3,321,450
Miley Memorial Field	BPI	6	2	8	\$371,030	\$129,290	\$500,310	\$1,467,850	\$402,510	\$1,870,350
Kemmerer Municipal Airport	EMM	4	2	6	\$247,090	\$67,420	\$314,520	\$1,020,830	\$268,660	\$1,289,490
Evanston-Uinta County Burns Field	EVW	12	3	14	\$342,220	\$95,210	\$437,430	\$1,570,750	\$466,950	\$2,037,690
Rock Springs-Sweetwater County Airport	RKS	213	48	261	\$6,901,480	\$1,884,490	\$8,785,970	\$21,165,210	\$5,950,010	\$27,115,220
Senate District 15										
Fort Bridger Airport	FBR	4	1	5	\$196,400	\$46,960	\$243,360	\$607,390	\$234,840	\$842,220
Evanston-Uinta County Burns Field	EVW	12	3	14	\$342,220	\$95,210	\$437,430	\$1,570,750	\$466,950	\$2,037,690
Rock Springs-Sweetwater County Airport	RKS	213	48	261	\$6,901,480	\$1,884,490	\$8,785,970	\$21,165,210	\$5,950,010	\$27,115,220

C-3: Airport Economic Impacts by Wyoming Senate District (Based on Local Models)

Airport	Code	Employment			Payroll			Output		
		Initial Employment	Multiplier Employment	Total Employment	Initial Payroll	Multiplier Payroll	Total Payroll	Initial Output	Multiplier Output	Total Output
Senate District 16										
Jackson Hole Airport	JAC	6,684	1,283	7,967	\$237,564,140	\$87,687,470	\$325,251,610	\$593,243,780	\$181,997,590	\$775,241,370
Ralph Wenz Field	PNA	16	3	20	\$635,870	\$165,840	\$801,700	\$2,804,290	\$517,160	\$3,321,450
Afton Municipal Airport	AFO	62	15	77	\$1,510,790	\$488,190	\$1,998,980	\$11,129,550	\$1,836,160	\$12,965,710
Cokeville Municipal Airport	U06	<1	<1	1	\$37,620	\$9,030	\$46,650	\$112,590	\$38,360	\$150,950
Kemmerer Municipal Airport	EMM	4	2	6	\$247,090	\$67,420	\$314,520	\$1,020,830	\$268,660	\$1,289,490
Senate District 17										
Jackson Hole Airport	JAC	6,684	1,283	7,967	\$237,564,140	\$87,687,470	\$325,251,610	\$593,243,780	\$181,997,590	\$775,241,370
Senate District 18										
Yellowstone Regional Airport	COD	348	112	460	\$8,223,710	\$4,225,770	\$12,449,480	\$29,162,210	\$13,071,640	\$42,233,850
Powell Municipal Airport	POY	5	2	7	\$189,340	\$70,480	\$259,820	\$527,690	\$216,770	\$744,460
Senate District 19										
Powell Municipal Airport	POY	5	2	7	\$189,340	\$70,480	\$259,820	\$527,690	\$216,770	\$744,460
North Big Horn County Airport	U68	3	<1	3	\$89,910	\$15,060	\$104,970	\$249,130	\$69,840	\$318,970
South Big Horn County Airport	GEY	37	12	49	\$1,036,550	\$322,690	\$1,359,240	\$10,569,700	\$1,520,210	\$12,089,910
Yellowstone Regional Airport	COD	348	112	460	\$8,223,710	\$4,225,770	\$12,449,480	\$29,162,210	\$13,071,640	\$42,233,850
Senate District 20										
Worland Municipal Airport	WRL	53	21	74	\$2,139,090	\$645,690	\$2,784,780	\$9,001,560	\$2,560,720	\$11,562,280
Hot Springs County-Thermopolis Municipal Airport	THP	19	4	23	\$602,640	\$100,980	\$703,620	\$1,446,250	\$426,430	\$1,872,680
Yellowstone Regional Airport	COD	348	112	460	\$8,223,710	\$4,225,770	\$12,449,480	\$29,162,210	\$13,071,640	\$42,233,850
Riverton Regional Airport	RIW	115	38	154	\$3,274,550	\$1,564,820	\$4,839,360	\$11,908,810	\$4,713,310	\$16,622,120
Senate District 21										
Sheridan County Airport	SHR	227	108	335	\$8,718,360	\$5,241,070	\$13,959,430	\$33,461,740	\$13,636,580	\$47,098,320
Senate District 22										
Sheridan County Airport	SHR	227	108	335	\$8,718,360	\$5,241,070	\$13,959,430	\$33,461,740	\$13,636,580	\$47,098,320
Buffalo-Johnson County Airport	BYG	8	2	11	\$281,220	\$50,630	\$331,850	\$1,149,080	\$213,640	\$1,362,720
Casper/Natrona County International Airport	CPR	764	217	981	\$26,332,650	\$10,906,430	\$37,239,080	\$78,717,890	\$28,822,820	\$107,540,720

C-3: Airport Economic Impacts by Wyoming Senate District (Based on Local Models)

Airport	Code	Employment			Payroll			Output		
		Initial Employment	Multiplier Employment	Total Employment	Initial Payroll	Multiplier Payroll	Total Payroll	Initial Output	Multiplier Output	Total Output
Senate District 23										
Converse County Airport	DGW	12	2	14	\$384,870	\$58,940	\$443,810	\$1,448,650	\$229,640	\$1,678,290
Gillette-Campbell County Airport	GCC	234	53	287	\$5,891,230	\$2,390,110	\$8,281,340	\$21,812,370	\$6,571,160	\$28,383,520
Senate District 24										
Gillette-Campbell County Airport	GCC	234	53	287	\$5,891,230	\$2,390,110	\$8,281,340	\$21,812,370	\$6,571,160	\$28,383,520
Senate District 25										
Riverton Regional Airport	RIW	115	38	154	\$3,274,550	\$1,564,820	\$4,839,360	\$11,908,810	\$4,713,310	\$16,622,120
Hunt Field	LND	10	3	13	\$271,910	\$126,150	\$398,060	\$1,170,440	\$374,190	\$1,544,630
Senate District 26										
Riverton Regional Airport	RIW	115	38	154	\$3,274,550	\$1,564,820	\$4,839,360	\$11,908,810	\$4,713,310	\$16,622,120
Dubois Municipal Airport	U25	4	2	6	\$167,470	\$84,540	\$252,010	\$496,510	\$236,600	\$733,110
Senate District 27										
Casper/Natrona County International Airport	CPR	764	217	981	\$26,332,650	\$10,906,430	\$37,239,080	\$78,717,890	\$28,822,820	\$107,540,720
Senate District 28										
Casper/Natrona County International Airport	CPR	764	217	981	\$26,332,650	\$10,906,430	\$37,239,080	\$78,717,890	\$28,822,820	\$107,540,720
Senate District 29										
Casper/Natrona County International Airport	CPR	764	217	981	\$26,332,650	\$10,906,430	\$37,239,080	\$78,717,890	\$28,822,820	\$107,540,720
Senate District 30										
Casper/Natrona County International Airport	CPR	764	217	981	\$26,332,650	\$10,906,430	\$37,239,080	\$78,717,890	\$28,822,820	\$107,540,720

Notes: information by district presented in this table is not additive. May not total due to rounding.

C-4: Airport Economic Impacts by Wyoming House District (Based on Local Models)

Airport	Code	Employment			Payroll			Output		
		Initial Employment	Multiplier Employment	Total Employment	Initial Payroll	Multiplier Payroll	Total Payroll	Initial Output	Multiplier Output	Total Output
House District 1										
Hulett Airport	W43	4	<1	5	\$138,200	\$27,600	\$165,800	\$335,580	\$94,980	\$430,560
Mondell Field	ECS	7	2	9	\$249,300	\$90,010	\$339,310	\$923,790	\$308,420	\$1,232,200
Gillette-Campbell County Airport	GCC	234	53	287	\$5,891,230	\$2,390,110	\$8,281,340	\$21,812,370	\$6,571,160	\$28,383,520
House District 2										
Mondell Field	ECS	7	2	9	\$249,300	\$90,010	\$339,310	\$923,790	\$308,420	\$1,232,200
Lusk Municipal Airport	LSK	4	<1	4	\$190,390	\$19,030	\$209,410	\$714,230	\$63,360	\$777,590
Torrington Municipal Airport	TOR	11	8	19	\$409,430	\$236,150	\$645,580	\$1,949,600	\$861,840	\$2,811,440
House District 3										
Converse County Airport	DGW	12	2	14	\$384,870	\$58,940	\$443,810	\$1,448,650	\$229,640	\$1,678,290
Gillette-Campbell County Airport	GCC	234	53	287	\$5,891,230	\$2,390,110	\$8,281,340	\$21,812,370	\$6,571,160	\$28,383,520
Casper/Natrona County International Airport	CPR	764	217	981	\$26,332,650	\$10,906,430	\$37,239,080	\$78,717,890	\$28,822,820	\$107,540,720
House District 4										
Phifer Field	EAN	<1	<1	1	\$37,670	\$7,280	\$44,950	\$126,320	\$29,000	\$155,330
Camp Guernsey Army Airfield	GUR	12	7	19	\$766,260	\$206,060	\$972,320	\$5,671,030	\$788,050	\$6,459,080
Converse County Airport	DGW	12	2	14	\$384,870	\$58,940	\$443,810	\$1,448,650	\$229,640	\$1,678,290
Casper/Natrona County International Airport	CPR	764	217	981	\$26,332,650	\$10,906,430	\$37,239,080	\$78,717,890	\$28,822,820	\$107,540,720
Cheyenne Regional Airport-Jerry Olson Field	CYS	683	323	1,006	\$70,008,010	\$12,616,390	\$82,624,400	\$111,635,540	\$45,114,240	\$156,749,770
House District 5										
Camp Guernsey Army Airfield	GUR	12	7	19	\$766,260	\$206,060	\$972,320	\$5,671,030	\$788,050	\$6,459,080
Torrington Municipal Airport	TOR	11	8	19	\$409,430	\$236,150	\$645,580	\$1,949,600	\$861,840	\$2,811,440
Cheyenne Regional Airport-Jerry Olson Field	CYS	683	323	1,006	\$70,008,010	\$12,616,390	\$82,624,400	\$111,635,540	\$45,114,240	\$156,749,770
House District 6										
Converse County Airport	DGW	12	2	14	\$384,870	\$58,940	\$443,810	\$1,448,650	\$229,640	\$1,678,290
Casper/Natrona County International Airport	CPR	764	217	981	\$26,332,650	\$10,906,430	\$37,239,080	\$78,717,890	\$28,822,820	\$107,540,720
House District 7										
Cheyenne Regional Airport-Jerry Olson Field	CYS	683	323	1,006	\$70,008,010	\$12,616,390	\$82,624,400	\$111,635,540	\$45,114,240	\$156,749,770
Laramie Regional Airport	LAR	121	54	175	\$3,766,890	\$1,703,390	\$5,470,280	\$22,442,240	\$5,589,270	\$28,031,510

C-4: Airport Economic Impacts by Wyoming House District (Based on Local Models)

Airport	Code	Employment			Payroll			Output		
		Initial Employment	Multiplier Employment	Total Employment	Initial Payroll	Multiplier Payroll	Total Payroll	Initial Output	Multiplier Output	Total Output
House District 8										
Cheyenne Regional Airport-Jerry Olson Field	CYS	683	323	1,006	\$70,008,010	\$12,616,390	\$82,624,400	\$111,635,540	\$45,114,240	\$156,749,770
House District 9										
Cheyenne Regional Airport-Jerry Olson Field	CYS	683	323	1,006	\$70,008,010	\$12,616,390	\$82,624,400	\$111,635,540	\$45,114,240	\$156,749,770
House District 10										
Pine Bluffs Municipal Airport	82V	14	3	17	\$467,610	\$114,010	\$581,620	\$1,147,310	\$400,390	\$1,547,700
Cheyenne Regional Airport-Jerry Olson Field	CYS	683	323	1,006	\$70,008,010	\$12,616,390	\$82,624,400	\$111,635,540	\$45,114,240	\$156,749,770
Torrington Municipal Airport	TOR	11	8	19	\$409,430	\$236,150	\$645,580	\$1,949,600	\$861,840	\$2,811,440
House District 11										
Cheyenne Regional Airport-Jerry Olson Field	CYS	683	323	1,006	\$70,008,010	\$12,616,390	\$82,624,400	\$111,635,540	\$45,114,240	\$156,749,770
House District 12										
Cheyenne Regional Airport-Jerry Olson Field	CYS	683	323	1,006	\$70,008,010	\$12,616,390	\$82,624,400	\$111,635,540	\$45,114,240	\$156,749,770
Laramie Regional Airport	LAR	121	54	175	\$3,766,890	\$1,703,390	\$5,470,280	\$22,442,240	\$5,589,270	\$28,031,510
House District 13										
Laramie Regional Airport	LAR	121	54	175	\$3,766,890	\$1,703,390	\$5,470,280	\$22,442,240	\$5,589,270	\$28,031,510
House District 14										
Laramie Regional Airport	LAR	121	54	175	\$3,766,890	\$1,703,390	\$5,470,280	\$22,442,240	\$5,589,270	\$28,031,510
House District 15										
Rawlins Municipal Airport-Harvey Field	RWL	15	3	17	\$529,820	\$99,060	\$628,880	\$1,190,730	\$476,090	\$1,666,820
House District 16										
Jackson Hole Airport	JAC	6,684	1,283	7,967	\$237,564,140	\$87,687,470	\$325,251,610	\$593,243,780	\$181,997,590	\$775,241,370
House District 17										
Rock Springs-Sweetwater County Airport	RKS	213	48	261	\$6,901,480	\$1,884,490	\$8,785,970	\$21,165,210	\$5,950,010	\$27,115,220
House District 18										
Kemmerer Municipal Airport	EMM	4	2	6	\$247,090	\$67,420	\$314,520	\$1,020,830	\$268,660	\$1,289,490
Evanston-Uinta County Burns Field	EVW	12	3	14	\$342,220	\$95,210	\$437,430	\$1,570,750	\$466,950	\$2,037,690
Rock Springs-Sweetwater County Airport	RKS	213	48	261	\$6,901,480	\$1,884,490	\$8,785,970	\$21,165,210	\$5,950,010	\$27,115,220

C-4: Airport Economic Impacts by Wyoming House District (Based on Local Models)

Airport	Code	Employment			Payroll			Output		
		Initial Employment	Multiplier Employment	Total Employment	Initial Payroll	Multiplier Payroll	Total Payroll	Initial Output	Multiplier Output	Total Output
House District 19										
Fort Bridger Airport	FBR	4	1	5	\$196,400	\$46,960	\$243,360	\$607,390	\$234,840	\$842,220
Evanston-Uinta County Burns Field	EVW	12	3	14	\$342,220	\$95,210	\$437,430	\$1,570,750	\$466,950	\$2,037,690
Rock Springs-Sweetwater County Airport	RKS	213	48	261	\$6,901,480	\$1,884,490	\$8,785,970	\$21,165,210	\$5,950,010	\$27,115,220
House District 20										
Ralph Wenz Field	PNA	16	3	20	\$635,870	\$165,840	\$801,700	\$2,804,290	\$517,160	\$3,321,450
Miley Memorial Field	BPI	6	2	8	\$371,030	\$129,290	\$500,310	\$1,467,850	\$402,510	\$1,870,350
House District 21										
Afton Municipal Airport	AFO	62	15	77	\$1,510,790	\$488,190	\$1,998,980	\$11,129,550	\$1,836,160	\$12,965,710
Cokeville Municipal Airport	U06	<1	<1	1	\$37,620	\$9,030	\$46,650	\$112,590	\$38,360	\$150,950
Kemmerer Municipal Airport	EMM	4	2	6	\$247,090	\$67,420	\$314,520	\$1,020,830	\$268,660	\$1,289,490
House District 22										
Jackson Hole Airport	JAC	6,684	1,283	7,967	\$237,564,140	\$87,687,470	\$325,251,610	\$593,243,780	\$181,997,590	\$775,241,370
Ralph Wenz Field	PNA	16	3	20	\$635,870	\$165,840	\$801,700	\$2,804,290	\$517,160	\$3,321,450
Miley Memorial Field	BPI	6	2	8	\$371,030	\$129,290	\$500,310	\$1,467,850	\$402,510	\$1,870,350
House District 23										
Jackson Hole Airport	JAC	6,684	1,283	7,967	\$237,564,140	\$87,687,470	\$325,251,610	\$593,243,780	\$181,997,590	\$775,241,370
House District 24										
Yellowstone Regional Airport	COD	348	112	460	\$8,223,710	\$4,225,770	\$12,449,480	\$29,162,210	\$13,071,640	\$42,233,850
House District 25										
Powell Municipal Airport	POY	5	2	7	\$189,340	\$70,480	\$259,820	\$527,690	\$216,770	\$744,460
Yellowstone Regional Airport	COD	348	112	460	\$8,223,710	\$4,225,770	\$12,449,480	\$29,162,210	\$13,071,640	\$42,233,850
House District 26										
North Big Horn County Airport	U68	3	<1	3	\$89,910	\$15,060	\$104,970	\$249,130	\$69,840	\$318,970
South Big Horn County Airport	GEY	37	12	49	\$1,036,550	\$322,690	\$1,359,240	\$10,569,700	\$1,520,210	\$12,089,910
Powell Municipal Airport	POY	5	2	7	\$189,340	\$70,480	\$259,820	\$527,690	\$216,770	\$744,460
Yellowstone Regional Airport	COD	348	112	460	\$8,223,710	\$4,225,770	\$12,449,480	\$29,162,210	\$13,071,640	\$42,233,850
House District 27										
Worland Municipal Airport	WRL	53	21	74	\$2,139,090	\$645,690	\$2,784,780	\$9,001,560	\$2,560,720	\$11,562,280

C-4: Airport Economic Impacts by Wyoming House District (Based on Local Models)

Airport	Code	Employment			Payroll			Output		
		Initial Employment	Multiplier Employment	Total Employment	Initial Payroll	Multiplier Payroll	Total Payroll	Initial Output	Multiplier Output	Total Output
House District 28										
Hot Springs County-Thermopolis Municipal Airport	THP	19	4	23	\$602,640	\$100,980	\$703,620	\$1,446,250	\$426,430	\$1,872,680
Worland Municipal Airport	WRL	53	21	74	\$2,139,090	\$645,690	\$2,784,780	\$9,001,560	\$2,560,720	\$11,562,280
Riverton Regional Airport	RIW	115	38	154	\$3,274,550	\$1,564,820	\$4,839,360	\$11,908,810	\$4,713,310	\$16,622,120
Yellowstone Regional Airport	COD	348	112	460	\$8,223,710	\$4,225,770	\$12,449,480	\$29,162,210	\$13,071,640	\$42,233,850
House District 29										
Sheridan County Airport	SHR	227	108	335	\$8,718,360	\$5,241,070	\$13,959,430	\$33,461,740	\$13,636,580	\$47,098,320
House District 30										
Sheridan County Airport	SHR	227	108	335	\$8,718,360	\$5,241,070	\$13,959,430	\$33,461,740	\$13,636,580	\$47,098,320
House District 31										
Gillette-Campbell County Airport	GCC	234	53	287	\$5,891,230	\$2,390,110	\$8,281,340	\$21,812,370	\$6,571,160	\$28,383,520
House District 32										
Gillette-Campbell County Airport	GCC	234	53	287	\$5,891,230	\$2,390,110	\$8,281,340	\$21,812,370	\$6,571,160	\$28,383,520
House District 33										
Hunt Field	LND	10	3	13	\$271,910	\$126,150	\$398,060	\$1,170,440	\$374,190	\$1,544,630
Riverton Regional Airport	RIW	115	38	154	\$3,274,550	\$1,564,820	\$4,839,360	\$11,908,810	\$4,713,310	\$16,622,120
House District 34										
Dubois Municipal Airport	U25	4	2	6	\$167,470	\$84,540	\$252,010	\$496,510	\$236,600	\$733,110
Riverton Regional Airport	RIW	115	38	154	\$3,274,550	\$1,564,820	\$4,839,360	\$11,908,810	\$4,713,310	\$16,622,120
House District 35										
Casper/Natrona County International Airport	CPR	764	217	981	\$26,332,650	\$10,906,430	\$37,239,080	\$78,717,890	\$28,822,820	\$107,540,720
House District 36										
Casper/Natrona County International Airport	CPR	764	217	981	\$26,332,650	\$10,906,430	\$37,239,080	\$78,717,890	\$28,822,820	\$107,540,720
House District 37										
Casper/Natrona County International Airport	CPR	764	217	981	\$26,332,650	\$10,906,430	\$37,239,080	\$78,717,890	\$28,822,820	\$107,540,720
House District 38										
Casper/Natrona County International Airport	CPR	764	217	981	\$26,332,650	\$10,906,430	\$37,239,080	\$78,717,890	\$28,822,820	\$107,540,720

C-4: Airport Economic Impacts by Wyoming House District (Based on Local Models)

Airport	Code	Employment			Payroll			Output		
		Initial Employment	Multiplier Employment	Total Employment	Initial Payroll	Multiplier Payroll	Total Payroll	Initial Output	Multiplier Output	Total Output
House District 39										
Rock Springs-Sweetwater County Airport	RKS	213	48	261	\$6,901,480	\$1,884,490	\$8,785,970	\$21,165,210	\$5,950,010	\$27,115,220
House District 40										
Buffalo-Johnson County Airport	BYG	8	2	11	\$281,220	\$50,630	\$331,850	\$1,149,080	\$213,640	\$1,362,720
Gillette-Campbell County Airport	GCC	234	53	287	\$5,891,230	\$2,390,110	\$8,281,340	\$21,812,370	\$6,571,160	\$28,383,520
Sheridan County Airport	SHR	227	108	335	\$8,718,360	\$5,241,070	\$13,959,430	\$33,461,740	\$13,636,580	\$47,098,320
House District 41										
Cheyenne Regional Airport-Jerry Olson Field	CYS	683	323	1,006	\$70,008,010	\$12,616,390	\$82,624,400	\$111,635,540	\$45,114,240	\$156,749,770
House District 42										
Cheyenne Regional Airport-Jerry Olson Field	CYS	683	323	1,006	\$70,008,010	\$12,616,390	\$82,624,400	\$111,635,540	\$45,114,240	\$156,749,770
Laramie Regional Airport	LAR	121	54	175	\$3,766,890	\$1,703,390	\$5,470,280	\$22,442,240	\$5,589,270	\$28,031,510
House District 43										
Cheyenne Regional Airport-Jerry Olson Field	CYS	683	323	1,006	\$70,008,010	\$12,616,390	\$82,624,400	\$111,635,540	\$45,114,240	\$156,749,770
House District 44										
Cheyenne Regional Airport-Jerry Olson Field	CYS	683	323	1,006	\$70,008,010	\$12,616,390	\$82,624,400	\$111,635,540	\$45,114,240	\$156,749,770
House District 45										
Laramie Regional Airport	LAR	121	54	175	\$3,766,890	\$1,703,390	\$5,470,280	\$22,442,240	\$5,589,270	\$28,031,510
House District 46										
Laramie Regional Airport	LAR	121	54	175	\$3,766,890	\$1,703,390	\$5,470,280	\$22,442,240	\$5,589,270	\$28,031,510
House District 47										
Shively Field	SAA	27	6	33	\$682,590	\$220,290	\$902,880	\$2,896,790	\$1,163,590	\$4,060,380
Dixon Airport	DWX	2	<1	2	\$52,020	\$13,280	\$65,300	\$139,230	\$64,220	\$203,450
Rawlins Municipal Airport-Harvey Field	RWL	15	3	17	\$529,820	\$99,060	\$628,880	\$1,190,730	\$476,090	\$1,666,820
Laramie Regional Airport	LAR	121	54	175	\$3,766,890	\$1,703,390	\$5,470,280	\$22,442,240	\$5,589,270	\$28,031,510
Rock Springs-Sweetwater County Airport	RKS	213	48	261	\$6,901,480	\$1,884,490	\$8,785,970	\$21,165,210	\$5,950,010	\$27,115,220
House District 48										
Rock Springs-Sweetwater County Airport	RKS	213	48	261	\$6,901,480	\$1,884,490	\$8,785,970	\$21,165,210	\$5,950,010	\$27,115,220
House District 49										
Evanston-Uinta County Burns Field	EVW	12	3	14	\$342,220	\$95,210	\$437,430	\$1,570,750	\$466,950	\$2,037,690

C-4: Airport Economic Impacts by Wyoming House District (Based on Local Models)

Airport	Code	Employment			Payroll			Output		
		Initial Employment	Multiplier Employment	Total Employment	Initial Payroll	Multiplier Payroll	Total Payroll	Initial Output	Multiplier Output	Total Output
House District 50										
Yellowstone Regional Airport	COD	348	112	460	\$8,223,710	\$4,225,770	\$12,449,480	\$29,162,210	\$13,071,640	\$42,233,850
Powell Municipal Airport	POY	5	2	7	\$189,340	\$70,480	\$259,820	\$527,690	\$216,770	\$744,460
House District 51										
Sheridan County Airport	SHR	227	108	335	\$8,718,360	\$5,241,070	\$13,959,430	\$33,461,740	\$13,636,580	\$47,098,320
House District 52										
Gillette-Campbell County Airport	GCC	234	53	287	\$5,891,230	\$2,390,110	\$8,281,340	\$21,812,370	\$6,571,160	\$28,383,520
House District 53										
Gillette-Campbell County Airport	GCC	234	53	287	\$5,891,230	\$2,390,110	\$8,281,340	\$21,812,370	\$6,571,160	\$28,383,520
House District 54										
Riverton Regional Airport	RIW	115	38	154	\$3,274,550	\$1,564,820	\$4,839,360	\$11,908,810	\$4,713,310	\$16,622,120
Hunt Field	LND	10	3	13	\$271,910	\$126,150	\$398,060	\$1,170,440	\$374,190	\$1,544,630
House District 55										
Riverton Regional Airport	RIW	115	38	154	\$3,274,550	\$1,564,820	\$4,839,360	\$11,908,810	\$4,713,310	\$16,622,120
House District 56										
Casper/Natrona County International Airport	CPR	764	217	981	\$26,332,650	\$10,906,430	\$37,239,080	\$78,717,890	\$28,822,820	\$107,540,720
House District 57										
Casper/Natrona County International Airport	CPR	764	217	981	\$26,332,650	\$10,906,430	\$37,239,080	\$78,717,890	\$28,822,820	\$107,540,720
House District 58										
Casper/Natrona County International Airport	CPR	764	217	981	\$26,332,650	\$10,906,430	\$37,239,080	\$78,717,890	\$28,822,820	\$107,540,720
House District 59										
Casper/Natrona County International Airport	CPR	764	217	981	\$26,332,650	\$10,906,430	\$37,239,080	\$78,717,890	\$28,822,820	\$107,540,720
House District 60										
Rock Springs-Sweetwater County Airport	RKS	213	48	261	\$6,901,480	\$1,884,490	\$8,785,970	\$21,165,210	\$5,950,010	\$27,115,220

Notes: information by district presented in this table is not additive. May not total due to rounding.

C-5: Airport State and Local Tax Revenues by Wyoming Senate District

Airport	Code	Annual State & Local Tax Revenues
Senate District 1		
Hulett Airport	W43	\$13,970
Gillette-Campbell County Airport	GCC	\$1,261,320
Mondell Field	ECS	\$44,550
Senate District 2		
Converse County Airport	DGW	\$56,580
Camp Guernsey Army Airfield	GUR	\$40,910
Phifer Field	EAN	\$38,040
Casper/Natrona County International Airport	CPR	\$3,820,330
Senate District 3		
Mondell Field	ECS	\$44,550
Lusk Municipal Airport	LSK	\$28,780
Camp Guernsey Army Airfield	GUR	\$40,910
Torrington Municipal Airport	TOR	\$80,310
Cheyenne Regional Airport-Jerry Olson Field	CYS	\$2,040,550
Senate District 4		
Cheyenne Regional Airport-Jerry Olson Field	CYS	\$2,040,550
Laramie Regional Airport	LAR	\$1,287,360
Senate District 5		
Cheyenne Regional Airport-Jerry Olson Field	CYS	\$2,040,550
Laramie Regional Airport	LAR	\$1,287,360
Senate District 6		
Pine Bluffs Municipal Airport	82V	\$48,150
Cheyenne Regional Airport-Jerry Olson Field	CYS	\$2,040,550
Torrington Municipal Airport	TOR	\$80,310
Senate District 7		
Cheyenne Regional Airport-Jerry Olson Field	CYS	\$2,040,550
Senate District 8		
Cheyenne Regional Airport-Jerry Olson Field	CYS	\$2,040,550
Laramie Regional Airport	LAR	\$1,287,360
Senate District 9		
Laramie Regional Airport	LAR	\$1,287,360
Senate District 10		
Laramie Regional Airport	LAR	\$1,287,360
Senate District 11		
Rawlins Municipal Airport-Harvey Field	RWL	\$13,190
Shively Field	SAA	\$170,790
Dixon Airport	DWX	\$4,200
Laramie Regional Airport	LAR	\$1,287,360
Rock Springs-Sweetwater County Airport	RKS	\$974,230
Senate District 12		
Rock Springs-Sweetwater County Airport	RKS	\$974,230

C-5: Airport State and Local Tax Revenues by Wyoming Senate District

Airport	Code	Annual State & Local Tax Revenues
Senate District 13		
Rock Springs-Sweetwater County Airport	RKS	\$974,230
Senate District 14		
Ralph Wenz Field	PNA	\$95,540
Miley Memorial Field	BPI	\$31,480
Kemmerer Municipal Airport	EMM	\$46,640
Evanston-Uinta County Burns Field	EVW	\$74,640
Rock Springs-Sweetwater County Airport	RKS	\$974,230
Senate District 15		
Fort Bridger Airport	FBR	\$15,660
Evanston-Uinta County Burns Field	EVW	\$74,640
Rock Springs-Sweetwater County Airport	RKS	\$974,230
Senate District 16		
Jackson Hole Airport	JAC	\$39,455,620
Ralph Wenz Field	PNA	\$95,540
Afton Municipal Airport	AFO	\$473,810
Cokeville Municipal Airport	U06	\$440
Kemmerer Municipal Airport	EMM	\$46,640
Senate District 17		
Jackson Hole Airport	JAC	\$39,455,620
Senate District 18		
Yellowstone Regional Airport	COD	\$1,398,460
Powell Municipal Airport	POY	\$5,300
Senate District 19		
Powell Municipal Airport	POY	\$5,300
North Big Horn County Airport	U68	\$5,160
South Big Horn County Airport	GEY	\$464,420
Yellowstone Regional Airport	COD	\$1,398,460
Senate District 20		
Worland Municipal Airport	WRL	\$446,420
Hot Springs County-Thermopolis Municipal Airport	THP	\$46,940
Yellowstone Regional Airport	COD	\$1,398,460
Riverton Regional Airport	RIW	\$531,110
Senate District 21		
Sheridan County Airport	SHR	\$1,839,710
Senate District 22		
Sheridan County Airport	SHR	\$1,839,710
Buffalo-Johnson County Airport	BYG	\$33,370
Casper/Natrona County International Airport	CPR	\$3,820,330
Senate District 23		
Converse County Airport	DGW	\$56,580

C-5: Airport State and Local Tax Revenues by Wyoming Senate District

Airport	Code	Annual State & Local Tax Revenues
Gillette-Campbell County Airport	GCC	\$1,261,320
Senate District 24		
Gillette-Campbell County Airport	GCC	\$1,261,320
Senate District 25		
Riverton Regional Airport	RIW	\$531,110
Hunt Field	LND	\$51,170
Senate District 26		
Riverton Regional Airport	RIW	\$531,110
Dubois Municipal Airport	U25	\$14,450
Senate District 27		
Casper/Natrona County International Airport	CPR	\$3,820,330
Senate District 28		
Casper/Natrona County International Airport	CPR	\$3,820,330
Senate District 29		
Casper/Natrona County International Airport	CPR	\$3,820,330
Senate District 30		
Casper/Natrona County International Airport	CPR	\$3,820,330

Notes: information by district presented in this table is not additive. May not total due to rounding.

C-6: Airport State and Local Tax Revenues by Wyoming House District

Airport	Code	Annual State & Local Tax Revenues
House District 1		
Hulett Airport	W43	\$13,970
Mondell Field	ECS	\$44,550
Gillette-Campbell County Airport	GCC	\$1,261,320
House District 2		
Mondell Field	ECS	\$44,550
Lusk Municipal Airport	LSK	\$28,780
Torrington Municipal Airport	TOR	\$80,310
House District 3		
Converse County Airport	DGW	\$56,580
Gillette-Campbell County Airport	GCC	\$1,261,320
Casper/Natrona County International Airport	CPR	\$3,820,330
House District 4		
Phifer Field	EAN	\$38,040
Camp Guernsey Army Airfield	GUR	\$40,910
Converse County Airport	DGW	\$56,580
Casper/Natrona County International Airport	CPR	\$3,820,330
Cheyenne Regional Airport-Jerry Olson Field	CYS	\$2,040,550
House District 5		
Camp Guernsey Army Airfield	GUR	\$40,910
Torrington Municipal Airport	TOR	\$80,310
Cheyenne Regional Airport-Jerry Olson Field	CYS	\$2,040,550
House District 6		
Converse County Airport	DGW	\$56,580
Casper/Natrona County International Airport	CPR	\$3,820,330
House District 7		
Cheyenne Regional Airport-Jerry Olson Field	CYS	\$2,040,550
Laramie Regional Airport	LAR	\$1,287,360
House District 8		
Cheyenne Regional Airport-Jerry Olson Field	CYS	\$2,040,550
House District 9		
Cheyenne Regional Airport-Jerry Olson Field	CYS	\$2,040,550
House District 10		
Pine Bluffs Municipal Airport	82V	\$48,150
Cheyenne Regional Airport-Jerry Olson Field	CYS	\$2,040,550
Torrington Municipal Airport	TOR	\$80,310
House District 11		
Cheyenne Regional Airport-Jerry Olson Field	CYS	\$2,040,550
House District 12		
Cheyenne Regional Airport-Jerry Olson Field	CYS	\$2,040,550
Laramie Regional Airport	LAR	\$1,287,360
House District 13		

C-6: Airport State and Local Tax Revenues by Wyoming House District

Airport	Code	Annual State & Local Tax Revenues
Laramie Regional Airport	LAR	\$1,287,360
House District 14		
Laramie Regional Airport	LAR	\$1,287,360
House District 15		
Rawlins Municipal Airport-Harvey Field	RWL	\$13,190
House District 16		
Jackson Hole Airport	JAC	\$39,455,620
House District 17		
Rock Springs-Sweetwater County Airport	RKS	\$974,230
House District 18		
Kemmerer Municipal Airport	EMM	\$46,640
Evanston-Uinta County Burns Field	EVW	\$74,640
Rock Springs-Sweetwater County Airport	RKS	\$974,230
House District 19		
Fort Bridger Airport	FBR	\$15,660
Evanston-Uinta County Burns Field	EVW	\$74,640
Rock Springs-Sweetwater County Airport	RKS	\$974,230
House District 20		
Ralph Wenz Field	PNA	\$95,540
Miley Memorial Field	BPI	\$31,480
House District 21		
Afton Municipal Airport	AFO	\$473,810
Cokeville Municipal Airport	U06	\$440
Kemmerer Municipal Airport	EMM	\$46,640
House District 22		
Jackson Hole Airport	JAC	\$39,455,620
Ralph Wenz Field	PNA	\$95,540
Miley Memorial Field	BPI	\$31,480
House District 23		
Jackson Hole Airport	JAC	\$39,455,620
House District 24		
Yellowstone Regional Airport	COD	\$1,398,460
House District 25		
Powell Municipal Airport	POY	\$5,300
Yellowstone Regional Airport	COD	\$1,398,460
House District 26		
North Big Horn County Airport	U68	\$5,160
South Big Horn County Airport	GEY	\$464,420
Powell Municipal Airport	POY	\$5,300
Yellowstone Regional Airport	COD	\$1,398,460
House District 27		
Worland Municipal Airport	WRL	\$446,420

C-6: Airport State and Local Tax Revenues by Wyoming House District

Airport	Code	Annual State & Local Tax Revenues
House District 28		
Hot Springs County-Thermopolis Municipal Airport	THP	\$46,940
Worland Municipal Airport	WRL	\$446,420
Riverton Regional Airport	RIW	\$531,110
Yellowstone Regional Airport	COD	\$1,398,460
House District 29		
Sheridan County Airport	SHR	\$1,839,710
House District 30		
Sheridan County Airport	SHR	\$1,839,710
House District 31		
Gillette-Campbell County Airport	GCC	\$1,261,320
House District 32		
Gillette-Campbell County Airport	GCC	\$1,261,320
House District 33		
Hunt Field	LND	\$51,170
Riverton Regional Airport	RIW	\$531,110
House District 34		
Dubois Municipal Airport	U25	\$14,450
Riverton Regional Airport	RIW	\$531,110
House District 35		
Casper/Natrona County International Airport	CPR	\$3,820,330
House District 36		
Casper/Natrona County International Airport	CPR	\$3,820,330
House District 37		
Casper/Natrona County International Airport	CPR	\$3,820,330
House District 38		
Casper/Natrona County International Airport	CPR	\$3,820,330
House District 39		
Rock Springs-Sweetwater County Airport	RKS	\$974,230
House District 40		
Buffalo-Johnson County Airport	BYG	\$33,370
Gillette-Campbell County Airport	GCC	\$1,261,320
Sheridan County Airport	SHR	\$1,839,710
House District 41		
Cheyenne Regional Airport-Jerry Olson Field	CYS	\$2,040,550
House District 42		
Cheyenne Regional Airport-Jerry Olson Field	CYS	\$2,040,550
Laramie Regional Airport	LAR	\$1,287,360
House District 43		
Cheyenne Regional Airport-Jerry Olson Field	CYS	\$2,040,550

C-6: Airport State and Local Tax Revenues by Wyoming House District

Airport	Code	Annual State & Local Tax Revenues
House District 44		
Cheyenne Regional Airport-Jerry Olson Field	CYS	\$2,040,550
House District 45		
Laramie Regional Airport	LAR	\$1,287,360
House District 46		
Laramie Regional Airport	LAR	\$1,287,360
House District 47		
Shively Field	SAA	\$170,790
Dixon Airport	DWX	\$4,200
Rawlins Municipal Airport-Harvey Field	RWL	\$13,190
Laramie Regional Airport	LAR	\$1,287,360
Rock Springs-Sweetwater County Airport	RKS	\$974,230
House District 48		
Rock Springs-Sweetwater County Airport	RKS	\$974,230
House District 49		
Evanston-Uinta County Burns Field	EVW	\$74,640
House District 50		
Yellowstone Regional Airport	COD	\$1,398,460
Powell Municipal Airport	POY	\$5,300
House District 51		
Sheridan County Airport	SHR	\$1,839,710
House District 52		
Gillette-Campbell County Airport	GCC	\$1,261,320
House District 53		
Gillette-Campbell County Airport	GCC	\$1,261,320
House District 54		
Riverton Regional Airport	RIW	\$531,110
Hunt Field	LND	\$51,170
House District 55		
Riverton Regional Airport	RIW	\$531,110
House District 56		
Casper/Natrona County International Airport	CPR	\$3,820,330
House District 57		
Casper/Natrona County International Airport	CPR	\$3,820,330
House District 58		
Casper/Natrona County International Airport	CPR	\$3,820,330
House District 59		
Casper/Natrona County International Airport	CPR	\$3,820,330
House District 60		
Rock Springs-Sweetwater County Airport	RKS	\$974,230

Notes: information by district presented in this table is not additive. May not total due to rounding.

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2013 WYOMING AIRPORTS *Economic Impact Study*



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