



2020 WYDOT ECONOMIC IMPACT OF  
**COMMERCIAL AIRLINE  
ACTIVITIES**

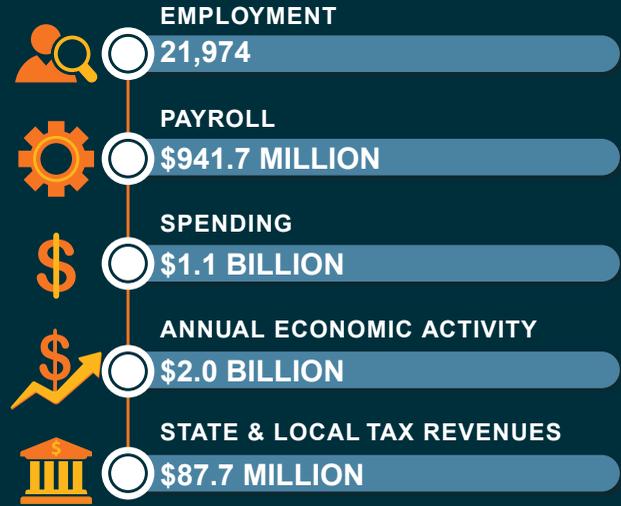


# INTRODUCTION

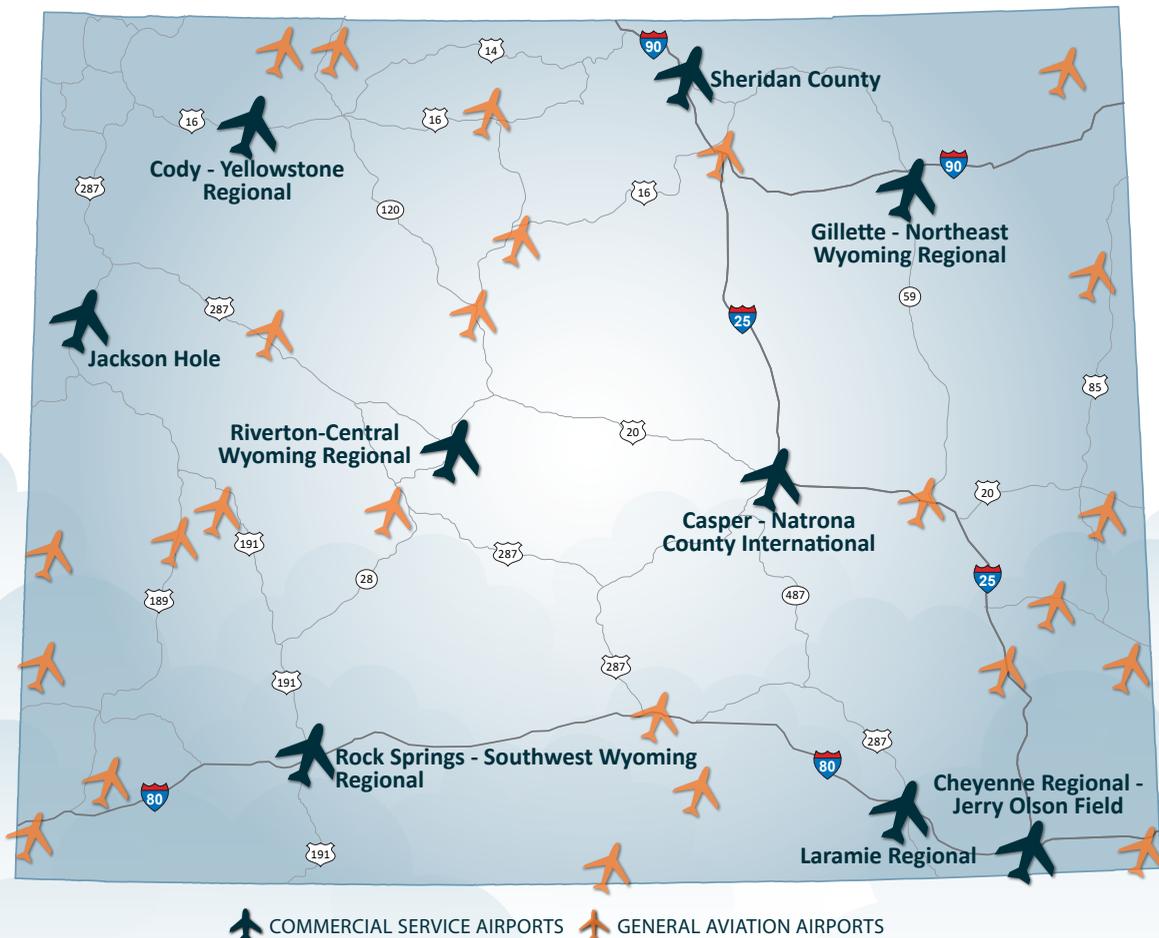
The Wyoming Department of Transportation's (WYDOT) Aeronautics Division published a comprehensive study in 2020 to measure the economic impact of 34 public commercial service and general aviation airports in Wyoming. That study concluded that all study airports support the annual economic impacts shown here.

Commercial airlines and the activities they support at Wyoming's nine commercial service airports account for a significant portion of this annual benefit. To define the economic impact that Wyoming receives from just commercial airline functions, a separate analysis was undertaken to isolate and report on these impacts. This summary provides the results of that analysis.

## TOTAL ANNUAL STATEWIDE ECONOMIC IMPACTS FROM ALL AVIATION ACTIVITIES AT ALL AIRPORTS



## Wyoming Commercial Service Airports



## WYOMING AVIATION

### CONNECTING WYOMING - BUILDING OUR FUTURE

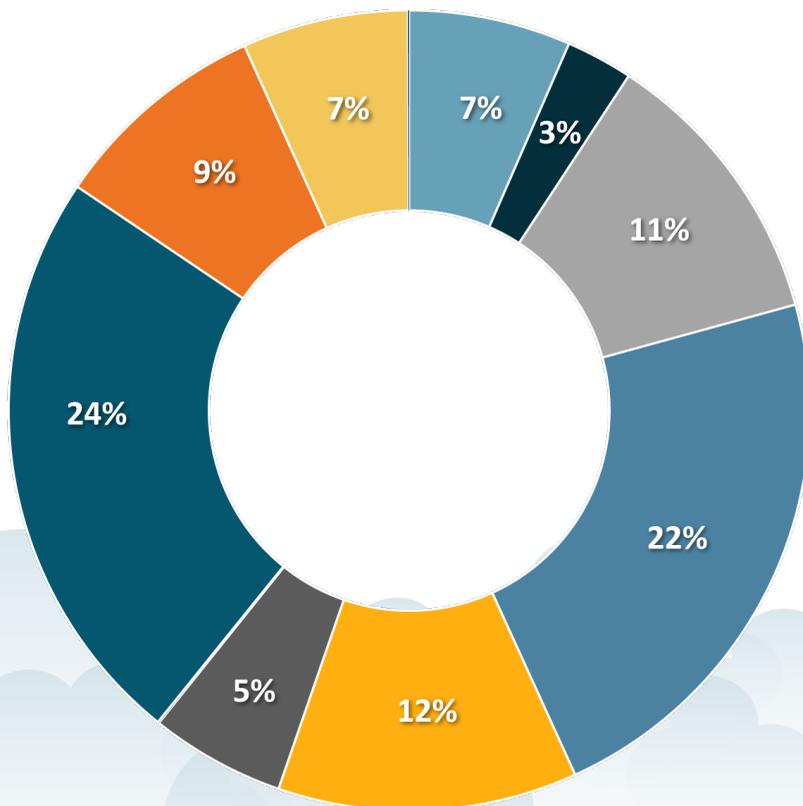
Scheduled commercial airline service is important to Wyoming's economy and to its way of life. Residents, visitors, and businesses rely on and benefit from commercial air service. Some of the ways that commercial airline service benefits the state are summarized here.

#### BUSINESS EFFICIENCY

Businesses in Wyoming and businesses visiting Wyoming rely on airline service so that employees can travel both domestically and internationally. When businesses contemplate locating or expanding in Wyoming, proximity to an airport with scheduled commercial airline service is often very important. There simply is no substitute for the efficiency and time-savings provided by commercial airline travel. Businesses opt to use Wyoming commercial airports because of their convenience and overall cost savings. When businesses use a Wyoming airport, they significantly reduce their drive time to their departure airport; they often avoid auto parking fees; and they have more predictability in terms of TSA processing time. Information gathered for this study shows the types of businesses that most frequently use commercial airline service at Wyoming's commercial airports.



Types of Business Travel Supported by Wyoming's Commercial Airline Service



- Professional Services
- Agencies/Government
- Energy/Mining
- Tourism
- Agriculture
- Healthcare
- Transportation
- Education
- Manufacturing

Depending upon the commercial airport, surveys completed for this study show that the percent of business travel ranges from a high of about 60 percent at Casper to a low of approximately 15 percent at Jackson Hole.



## CONNECTIVITY

Many Wyoming residents depend on commercial airline service to stay connected with their families and friends. While electronic communication has become increasingly more commonplace, it is not the same as actual face-to-face meetings. Statewide for all airports, reported airline trips to see friends and family account for almost 10 percent of all trips.

## HEALTHCARE

Wyoming residents use scheduled commercial airline service to travel, primarily either to Salt Lake City or Denver for advanced medical treatment. Sometimes residents are either unable or unwilling to drive longer distances for their medical treatment. Airline service provides an alternative means of travel for those seeking medical services beyond the state.

## TOURISM

Tourism is critical to Wyoming's economy. Wyoming attracts visitors from around the U.S. and the world. Almost 520,000 visitors come to Wyoming annually on a commercial airline flight. These visitors are attracted to Wyoming's national parks, resorts, ski areas, guest ranches, hunting/fishing opportunities, and back-country experiences. Without convenient commercial airline service, these visitors could choose to vacation elsewhere. Statewide for all commercial airports, 70 percent of total annual passenger enplanements are visitors.

## ECONOMIC DEVELOPMENT

The Wyoming Business Council and other Wyoming economic development agencies travel extensively in order to attract and retain high-quality businesses and jobs for Wyoming. Scheduled commercial airline service is an important tool for successfully recruiting and retaining qualified employees for Wyoming businesses. According to *Site Selection Magazine*, when businesses decide where to locate or expand, access to commercial airline service is often very important to their decision.

## ECONOMIC IMPACTS FROM COMMERCIAL AIRLINE FUNCTIONS

Total annual economic impacts from commercial airline functions at Wyoming's commercial airports stem from activities associated with airport management, airport business tenants (such as the commercial airlines themselves), average annual capital investment, and commercial visitor expenditures. Impacts reported in this summary reflect only those from commercial airline functions; the economic impacts presented in this summary are subsets of each commercial airport's total annual economic impacts.

Annual economic impacts from commercial airline functions are quantified in terms of four measurements: **employment**; **payroll** associated with this employment; **spending**; and **economic activity** (payroll + spending). **Direct** economic impacts, associated with commercial airline functions, support additional economic activities by contributing new revenues and income to businesses and workers throughout Wyoming, who in turn support other Wyoming businesses and workers. These successive waves of economic activity are often referred to as **multiplier** impacts. Multiplier impacts are reported as **indirect/induced** impacts. The sum of direct and indirect/induced impacts equals each airport's **total** annual economic impact from commercial airline functions. Economic impact studies are snapshots in time; all impacts reported in this summary reflect pre-COVID conditions.

## ANNUAL ECONOMIC IMPACTS SUPPORTED BY COMMERCIAL AIRLINE FUNCTIONS

### AIRPORT MANAGEMENT

Each of the nine commercial service airports have economic activity associated with functions that support the day-to-day management and operation of the airport. Airport management impacts supported only by each airport's commercial airline functions are reported here. Commercial airline supported impacts shown below include direct plus indirect/induced impacts.

Within the airport management category, the commercial airline function at the nine commercial airports supports the following statewide annual economic impacts:



**EMPLOYMENT**  
315



**ANNUAL SPENDING**  
\$67.9 M



**ANNUAL PAYROLL**  
\$15.2 M



**ANNUAL ECONOMIC ACTIVITY**  
\$83.1 M

### Annual Economic Impacts Supported by the Commercial Airline Function – Airport Management

	EMPLOYMENT	TOTAL PAYROLL	ANNUAL SPENDING	ANNUAL ECONOMIC ACTIVITY
Casper - Natrona County International	48	\$1,443,500	\$5,210,000	\$6,653,500
Cheyenne Regional - Jerry Olson Field	30	\$871,600	\$7,386,900	\$8,258,500
Cody - Yellowstone Regional	21	\$713,300	\$484,000	\$1,197,300
Gillette - Northeast Wyoming Regional	15	\$894,700	\$1,022,300	\$1,917,000
Jackson Hole	154	\$8,275,800	\$43,912,600	\$52,188,400
Laramie Regional	11	\$566,000	\$1,808,700	\$2,374,700
Riverton-Central Wyoming Regional	10	\$776,000	\$311,600	\$1,087,600
Rock Springs - Rock Springs - Southwest Wyoming Regional	15	\$1,059,800	\$4,035,000	\$5,094,800
Sheridan County	11	\$549,400	\$3,730,300	\$4,279,700
<b>Commercial Service Airports Total</b>	<b>315</b>	<b>\$15,150,100</b>	<b>\$67,901,400</b>	<b>\$83,051,500</b>



## ANNUAL ECONOMIC IMPACTS SUPPORTED BY COMMERCIAL AIRLINE FUNCTIONS

### AIRPORT BUSINESS TENANTS

Each of the commercial service airports hosts a wide variety of aviation-related business tenants. These business tenants have functions that range from supporting the airlines themselves, to businesses that provide ground handling and fueling to the airlines, to concessionaires who provide various services to commercial airline travelers. Annual economic impacts from the business tenant category that are related to supporting only each airport's commercial airline function are reported in this section.

When each airport's business tenants are analyzed, the portion of their annual economic impact that is related exclusively to supporting the commercial airline function is estimated as follows:



**EMPLOYMENT**  
309



**ANNUAL SPENDING**  
\$105.8 M



**ANNUAL PAYROLL**  
\$46.5 M



**ANNUAL ECONOMIC ACTIVITY**  
\$152.3 M

### Annual Economic Impacts Supported by the Commercial Airline Function – Business Tenants

	EMPLOYMENT	TOTAL PAYROLL	ANNUAL SPENDING	ANNUAL ECONOMIC ACTIVITY
Casper - Natrona County International	182	\$10,532,900	\$14,559,400	\$25,092,300
Cheyenne Regional - Jerry Olson Field	25	\$1,258,300	\$3,728,000	\$4,986,300
Cody - Yellowstone Regional	89	\$3,686,100	\$9,877,900	\$13,564,000
Gillette - Northeast Wyoming Regional	29	\$1,116,700	\$2,214,200	\$3,330,900
Jackson Hole	331	\$23,532,700	\$65,829,800	\$89,362,500
Laramie Regional	32	\$1,082,000	\$3,092,200	\$4,174,200
Riverton-Central Wyoming Regional	27	\$1,029,200	\$2,219,000	\$3,248,200
Rock Springs - Southwest Wyoming Regional	31	\$1,149,900	\$2,431,600	\$3,581,500
Sheridan County	63	\$3,066,700	\$1,888,600	\$4,955,300
<b>Commercial Service Airports Total</b>	<b>809</b>	<b>\$46,454,500</b>	<b>\$105,840,700</b>	<b>\$152,295,200</b>



## ANNUAL ECONOMIC IMPACTS SUPPORTED BY COMMERCIAL AIRLINE FUNCTIONS

### ANNUAL CAPITAL INVESTMENT

Each of the commercial airports undertakes various projects to maintain, improve, and expand. For the WYDOT study, a five-year average (2015-2019) for all capital investment at each airport is used to estimate total annual economic impact in this category. Investment includes both WYDOT and Federal Aviation Administration (FAA) grants, local matching funds, third party investment, and airport investment. Projects over the past five years were reviewed to determine if the project was related to supporting the airport's commercial airport function.

When each airport's capital investments are analyzed, the portion of the economic impact that is related exclusively to supporting the commercial airline function is estimated as follows:



**EMPLOYMENT**  
284



**ANNUAL SPENDING**  
\$42.5 M



**ANNUAL PAYROLL**  
\$14.0 M



**ANNUAL ECONOMIC ACTIVITY**  
\$56.5 M

### Annual Economic Impacts Supported by the Commercial Airline Function – Average Annual Capital Investment

	EMPLOYMENT	TOTAL PAYROLL	ANNUAL SPENDING	ANNUAL ECONOMIC ACTIVITY
Casper - Natrona County International	44	\$1,735,300	\$6,985,100	\$8,720,400
Cheyenne Regional - Jerry Olson Field	37	\$1,571,100	\$5,727,300	\$7,298,400
Cody - Yellowstone Regional	20	\$818,600	\$3,212,400	\$4,031,000
Gillette - Northeast Wyoming Regional	10	\$400,600	\$1,533,500	\$1,934,100
Jackson Hole	98	\$6,503,300	\$13,212,400	\$19,715,700
Laramie Regional	24	\$965,700	\$3,742,600	\$4,708,300
Riverton-Central Wyoming Regional	19	\$751,000	\$3,062,200	\$3,813,200
Rock Springs - Southwest Wyoming Regional	24	\$936,800	\$3,819,600	\$4,756,400
Sheridan County	8	\$322,700	\$1,250,600	\$1,573,300
<b>Commercial Service Airports Total</b>	<b>284</b>	<b>\$14,005,100</b>	<b>\$42,545,700</b>	<b>\$56,550,800</b>



## ANNUAL ECONOMIC IMPACTS SUPPORTED BY COMMERCIAL AIRLINE FUNCTIONS

### COMMERCIAL AIRLINE VISITORS

Each of the commercial airports has significant annual economic impact associated with expenditures from commercial visitors who arrive in Wyoming on a scheduled commercial airline flight. Once in Wyoming, visitors have spending for lodging, food, ground transportation, retail purchases, entertainment, and other items. The distribution of commercial visitor expenditures by category is shown here. Economic impacts reported below reflect not only the initial direct impacts that are associated with commercial visitors to Wyoming but also added indirect and induced economic impacts that the direct impacts generate.

Statewide economic impacts related to commercial visitors who arrive via the nine commercial airports are as follows:



**EMPLOYMENT**  
15,759



**ANNUAL PAYROLL**  
\$670.5 M

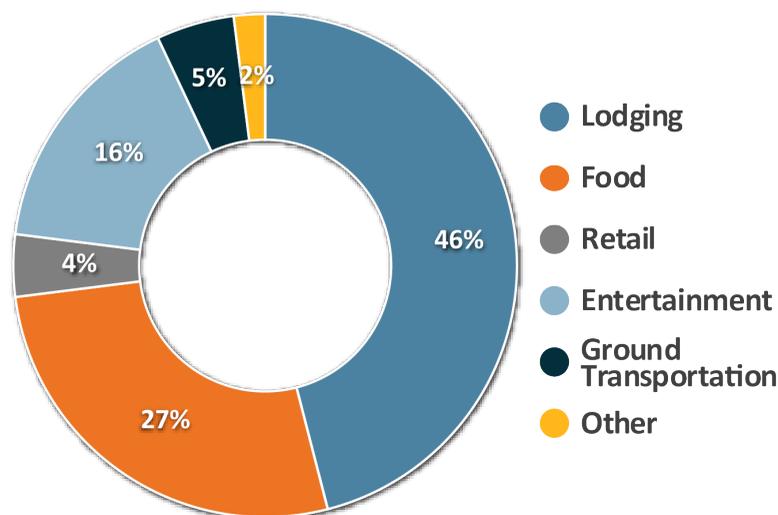


**ANNUAL SPENDING**  
\$543.7 M



**ANNUAL ECONOMIC ACTIVITY**  
\$1.2 B

### DISTRIBUTION OF COMMERCIAL VISITOR EXPENDITURES BY CATEGORY



### Annual Economic Impacts Supported by the Commercial Airline Function – Commercial Visitors

	EMPLOYMENT	TOTAL PAYROLL	ANNUAL SPENDING	ANNUAL ECONOMIC ACTIVITY
Casper - Natrona County International	558	\$14,725,800	\$29,011,100	\$43,736,900
Cheyenne Regional - Jerry Olson Field	90	\$2,558,500	\$4,440,400	\$6,998,900
Cody - Yellowstone Regional	375	\$10,100,000	\$19,269,300	\$29,369,300
Gillette - Northeast Wyoming Regional	150	\$4,132,100	\$7,636,600	\$11,768,700
Jackson Hole	14,236	\$629,593,200	\$465,290,600	\$1,094,883,800
Laramie Regional	128	\$3,476,200	\$6,527,300	\$10,003,500
Riverton-Central Wyoming Regional	48	\$1,264,800	\$2,532,300	\$3,797,100
Rock Springs - Southwest Wyoming Regional	113	\$2,960,800	\$5,928,000	\$8,888,800
Sheridan County	61	\$1,662,000	\$3,120,600	\$4,782,600
<b>Commercial Service Airports Total</b>	<b>15,759</b>	<b>\$670,473,400</b>	<b>\$543,756,200</b>	<b>\$1,214,229,600</b>



## ANNUAL ECONOMIC IMPACTS SUPPORTED BY COMMERCIAL AIRLINE FUNCTIONS

### ALL IMPACT CATEGORIES

The total annual economic impact for each airport is related to activities associated with airport management, business tenants, capital investment, and visitor spending. When impacts in all categories are considered, the economic impact associated with each commercial airport's airline functions are estimated as shown below. All impacts reported here represent total impacts (direct plus indirect/induced).

Total annual economic impacts related exclusively to the commercial airline function at the nine commercial airports are significant, exceeding \$1.5 billion. The WYDOT study concluded that all 34 study airports and aviation activities at those airports have a total annual economic impact of \$2.0 billion. This analysis shows that 75 percent of all impacts measured in the study are related to commercial airline functions at the nine commercial service airports.

Total economic impacts related to the commercial airline function for all nine commercial airports are as follows:



**EMPLOYMENT**  
17,167



**ANNUAL SPENDING**  
\$760.0 M



**ANNUAL PAYROLL**  
\$746.1 M



**ANNUAL ECONOMIC ACTIVITY**  
\$1.5 B

### Total Economic Impacts from the Commercial Airline Function

	TOTAL EMPLOYMENT	TOTAL PAYROLL	TOTAL SPENDING	TOTAL ANNUAL ECONOMIC ACTIVITY
Casper - Natrona County International	832	\$28,437,500	\$55,765,600	\$84,203,100
Cheyenne Regional - Jerry Olson Field	182	\$6,259,500	\$21,282,600	\$27,542,100
Cody - Yellowstone Regional	505	\$15,318,000	\$32,843,600	\$48,161,600
Gillette - Northeast Wyoming Regional	204	\$6,544,100	\$12,406,600	\$18,950,700
Jackson Hole	14,819	\$667,905,000	\$588,245,400	\$1,256,150,400
Laramie Regional	195	\$6,089,900	\$15,170,800	\$21,260,700
Riverton-Central Wyoming Regional	104	\$3,821,000	\$8,125,100	\$11,946,100
Rock Springs - Southwest Wyoming Regional	183	\$6,107,300	\$16,214,200	\$22,321,500
Sheridan County	143	\$5,600,800	\$9,990,100	\$15,590,900
<b>Commercial Service Airports Total</b>	<b>17,167</b>	<b>\$746,083,100</b>	<b>\$760,044,000</b>	<b>\$1,506,127,100</b>

## ANNUAL STATE AND LOCAL SALES TAX REVENUES FROM COMMERCIAL AIRLINE FUNCTIONS

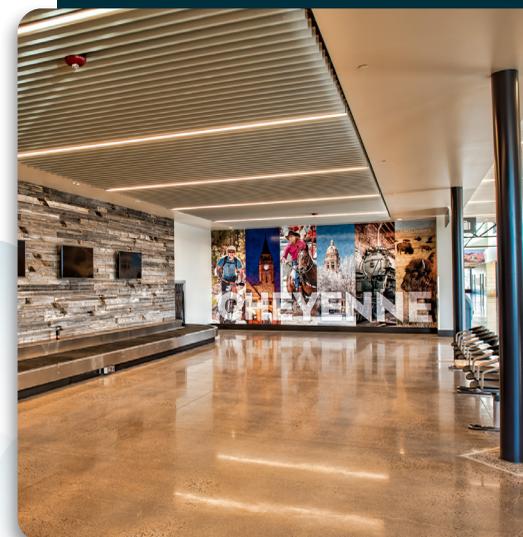
Commercial airline activities in Wyoming also contribute to state and local sales tax revenues. Tax impacts presented here are based only on each airport's annual direct economic impacts. Additional indirect/induced impacts are not considered in the tax revenue analysis. Aviation-related local and state sales taxes come from a variety of airport-supported activities that create taxable events. For the commercial airline function, the following tax categories are considered:

- Sales tax collected on airport taxable purchases of goods, supplies, and materials to support airport operations
- Sales tax collected on the purchase of goods, supplies, and materials by airport business tenants
- Sales tax collected on the taxable portion of average annual CIP investment
- Sales tax paid by air visitors arriving on commercial airlines when they have expenditures for lodging, food, ground transportation, entertainment, or retail purchases
- Sales tax paid by those whose jobs are supported by airline-supported activities; these are direct jobs identified for management, tenants, capital investments, and all visitor expenditure categories that are supported by commercial airline functions

Tax revenue estimates reported here are those tied only to the commercial airline function at each commercial service airport and are based only on direct impacts. Total annual state and local sales tax for spending in all categories related to the commercial airline function for all nine commercial airports is estimated at \$66.6 million.

All direct employees whose jobs are supported by commercial airline functions are also responsible for other tax contributions. Thousands of jobs have been identified in Wyoming that are supported by activities associated with the commercial airlines that serve the state. Each airport-supported job has an associated income (payroll), and a portion of each worker's income is spent annually on taxable items. There is an additional \$8.2 million in annual state and local sales tax revenue supported by the spending of payroll of airport-supported employees.

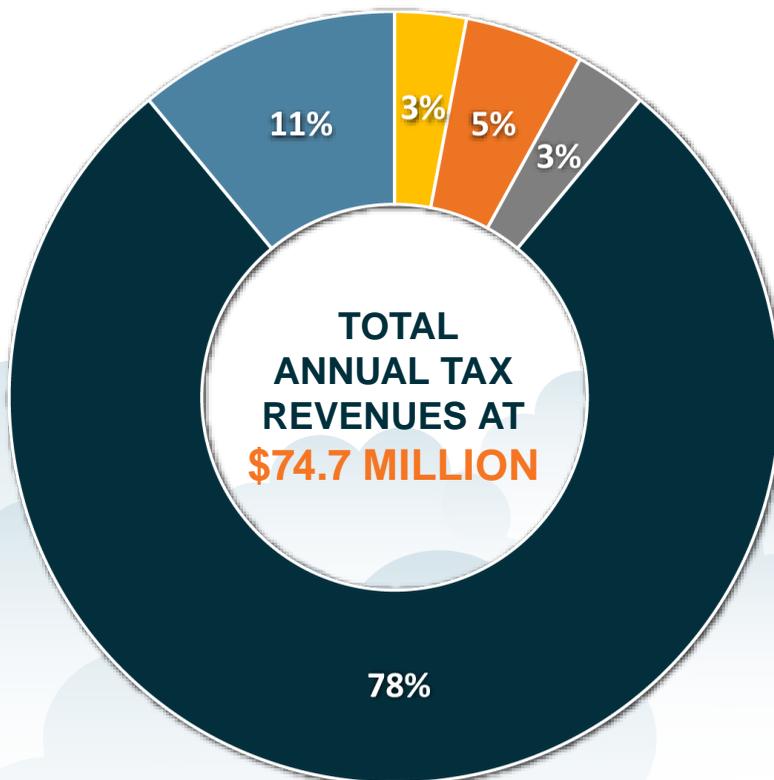
This analysis shows that, considering only commercial airline activities supported by the nine commercial airports, total annual state and local sales tax revenues associated with direct economic impacts are estimated at \$74.7 million.



**Total State and Local Tax Sales Revenues from Commercial Airline Functions**

	TOTAL STATE AND LOCAL SALES TAX ON SPENDING	TOTAL EMPLOYEE SALES TAX	2020 TOTAL STATE AND LOCAL SALES TAX REVENUES FROM COMMERCIAL AIRLINE FUNCTIONS
Casper - Natrona County International	\$3,232,680	\$271,070	\$3,503,750
Cheyenne Regional - Jerry Olson Field	\$1,008,590	\$64,980	\$1,073,570
Cody - Yellowstone Regional	\$1,705,930	\$135,710	\$1,841,640
Gillette - Northeast Wyoming Regional	\$721,700	\$64,320	\$786,020
Jackson Hole	\$57,275,550	\$7,416,020	\$64,691,570
Laramie Regional	\$886,510	\$72,820	\$959,330
Riverton-Central Wyoming Regional	\$379,120	\$34,590	\$413,710
Rock Springs - Southwest Wyoming Regional	\$816,980	\$58,760	\$875,740
Sheridan County	\$526,490	\$54,420	\$580,910
<b>Commercial Service Airports Total</b>	<b>\$66,553,550</b>	<b>\$8,172,690</b>	<b>\$74,726,240</b>

**Airline Supported State and Local Tax Revenues by Spending Source**



- Airport Management
- Business Tenants
- Capital Investment
- Commercial Visitors
- Employees

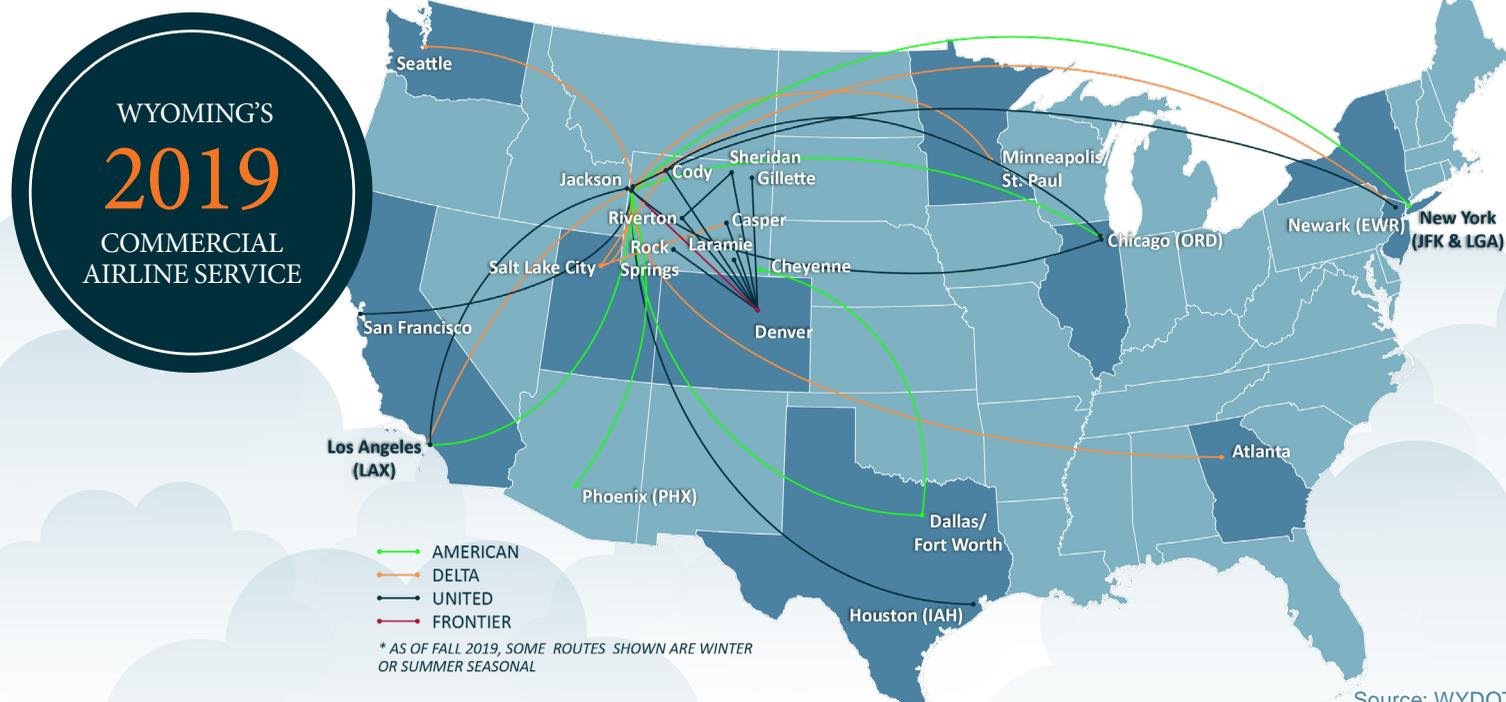
## WYOMING'S CURRENT AIR SERVICE ENVIRONMENT

One measurement that helps to provide context for Wyoming's commercial airline service is the number of passengers that board flights at each commercial airport; these travelers are referred to as enplanements. The average annual rate of increase for enplanements at all Wyoming commercial airports between 2013 and 2019 was 4.5 percent. All enplanements in the United States, for this same time-frame, increased at an average annual rate of 3.9 percent.

### Historic Enplanements for Commercial Airports in Wyoming

Airport	2013	2014	2015	2016	2017	2018	2019
Casper - Natrona County International	98,628	103,467	102,782	91,734	95,571	87,264	97,438
Cheyenne Regional/Jerry Olson Field	10,777	4,432	2,232	1,624	864	1,618	15,888
Cody-Yellowstone Regional	31,009	32,301	33,099	40,288	39,505	39,383	41,220
Gillette-Campbell County	28,448	27,235	31,426	29,585	30,155	27,627	30,174
Jackson Hole	290,615	312,021	309,337	341,856	342,847	382,507	443,102
Laramie Regional	12,402	12,241	13,707	14,979	14,924	16,392	17,896
Riverton-Central Wyoming Regional	13,439	7,708	3,591	4,323	7,773	7,297	7,506
Rock Springs - Southwest Wyoming Regional	23,579	19,636	17,179	15,882	17,400	22,519	23,656
Sheridan County	14,056	8,612	1,097	9,166	10,366	9,773	10,093
<b>Commercial Service Airports Total</b>	<b>522,953</b>	<b>527,653</b>	<b>514,450</b>	<b>549,437</b>	<b>559,405</b>	<b>594,380</b>	<b>686,592</b>

The accompanying map depicts Wyoming's commercial airline service as of the fall of 2019. As shown, at that time Wyoming airports were served by four commercial airlines: American, Delta, Frontier, and United. Flights from Wyoming reach other commercial airports in 10 different states. Most flights are to airline connecting hubs or large hub commercial airports. Flights from Wyoming to these airports provide access to various domestic and international destinations. Routes shown here are those that were active at the time data collection for the WYDOT study took place.



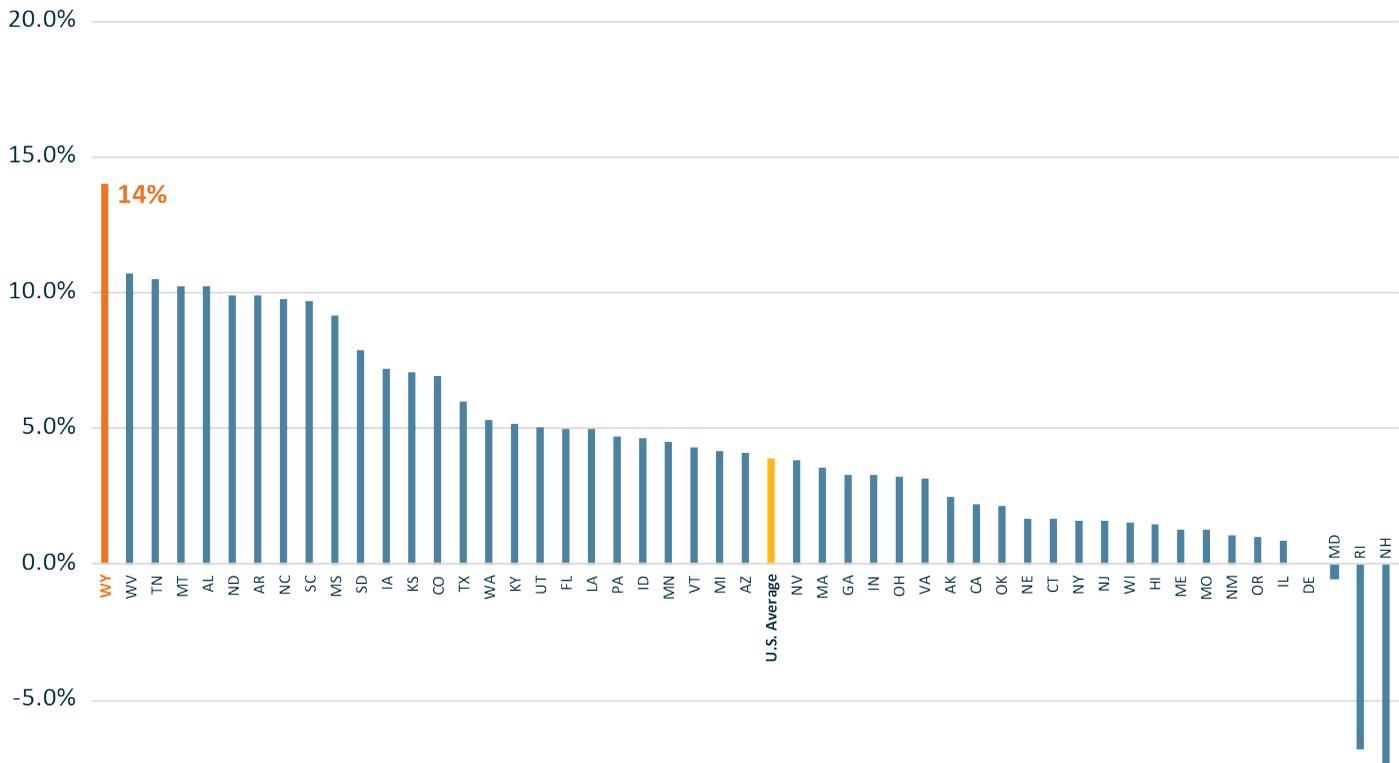
## BENCHMARKS FOR WYOMING'S COMMERCIAL AIRLINE SERVICE

To provide context for Wyoming's commercial airline service, Wyoming's service is compared to airline service in other states and to U.S. averages.

### ANNUAL AIRLINE ENPLANEMENTS

Between 2018 and 2019, among all states, Wyoming experienced the highest rate of increase in annual commercial passenger enplanements. Wyoming increased from 603,422 to 687,902 total enplaned passengers, an increase of 14 percent for the one-year period. Wyoming's rate of increase was significantly above the national average (3.9 percent) for all commercial airports.

#### Comparison of Percentage Change in Annual Enplanements 2018 vs 2019

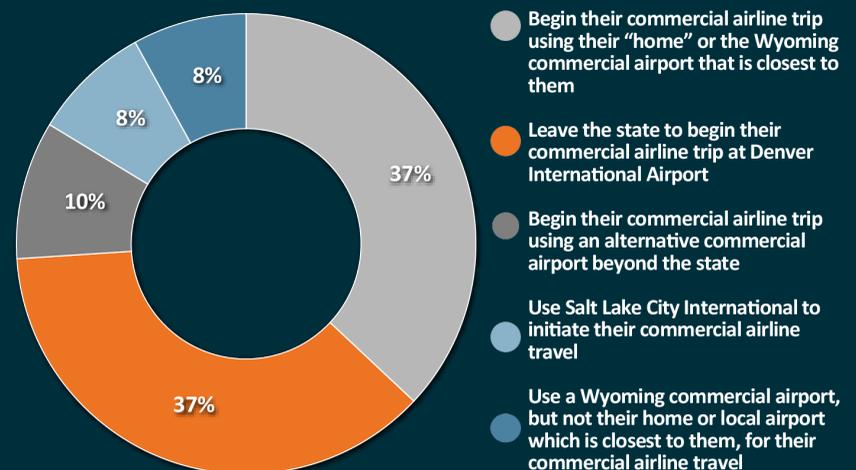


Source: Federal Aviation Administration

### Wyoming Commercial Traveler Leakage

Wyoming's commercial airline travelers, both residents and visitors, sometimes use alternative airports in nearby states for their commercial airline travel needs. Within the airline industry, when a commercial air traveler leaves the market area of their local or home airport (the commercial airport that is closest to them) to start their commercial airline trip at an alternative commercial airport, the traveler is referred to a "leaked" passenger. All travelers that leave the market area of their local airport to start their commercial airline travel are often referred to as the airport's passenger leakage. Currently, for Wyoming's total commercial airline travel demand, 45 percent of all passengers start their travel from a Wyoming airport, and the remaining 55 percent leave the state to start their commercial airline trip from an alternative airport in another state.

### Wyoming Commercial Airline Passengers That...

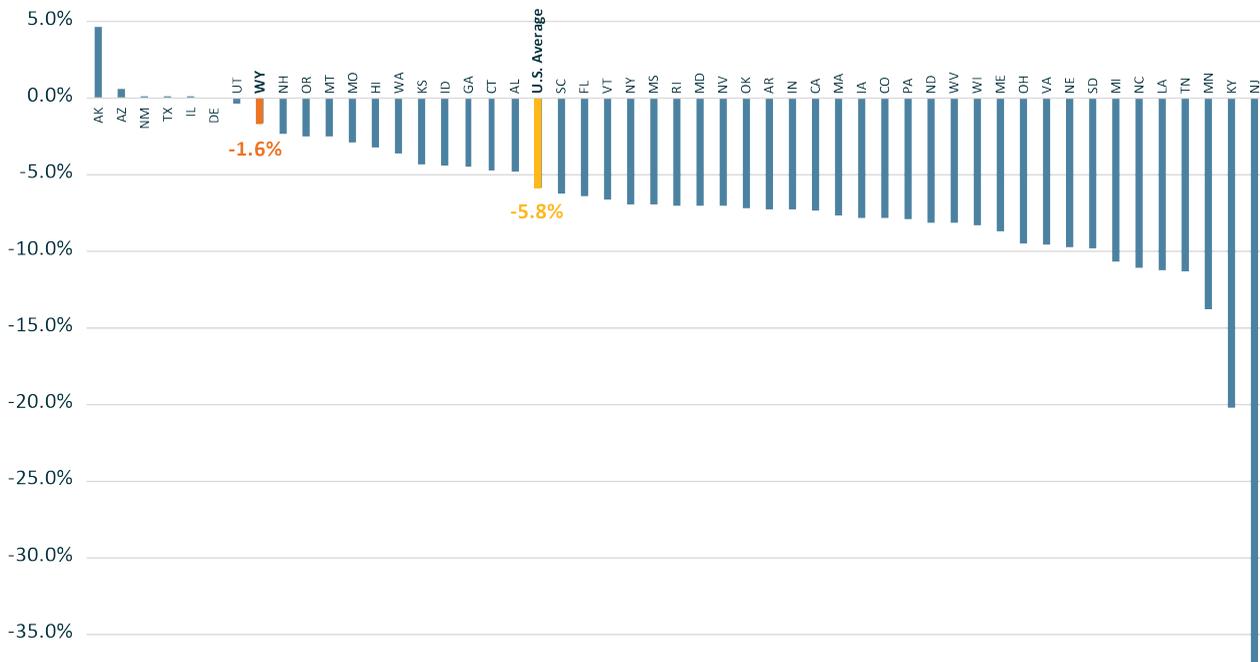


## OTHER BENCHMARKS FOR WYOMING'S COMMERCIAL AIRLINE SERVICE

Another benchmark that helps to provide context for Wyoming's commercial airline service is the state's average one-way airfare. Between 2015 and 2019 Wyoming's average domestic one-way airfare decreased by 1.6 percent. Average one-way fares for all commercial airports in the United States decreased by 5.8 percent over this time-frame. Wyoming's rate of decrease for its average one-way commercial airline fare was among the lowest of all states.

While Wyoming has had some success in lowering the state's average one-way airfare, Wyoming's one-way average commercial airline fare is \$277, highest among all states. The average fare in the United States is \$177, notably under Wyoming's average. Wyoming's average airline fares undoubtedly contributed to the reported passenger leakage.

Percent Change by State in Average One-Way Airfare (2015-2019)



Average One-Way Commercial Airline Airfare by State (2019)



Source: U.S. Bureau of Transportation Statistics

## ADVERSE IMPACTS OF PASSENGER LEAKAGE

On a general basis, leakage of commercial airline passengers beyond Wyoming has multiple negative impacts described below.

- **AIRPORT FUNDING** – Commercial airports receive annual entitlement funding from the Federal Aviation Administration (FAA); the allocation of these funds is formula-based and is driven by each airport’s number of annual commercial passenger enplanements. In addition, commercial airports can levy a Passenger Facility Charge (PFC); this charge must be approved by the FAA, and the amount varies by airport. With an estimated 55 percent of Wyoming’s commercial airline travelers using an airport in another state, funding for the state’s commercial airports is adversely impacted by passenger leakage.
- **AIRPORT REVENUES** – Commercial airports generate income from businesses that operate at the airport and customers that use the airport. Concessionaires in the terminal building and rental car companies that operate at the commercial airports are examples of business tenants that airports collect operational fees and rental income from. With passenger leakage, Wyoming airports are able to support fewer airline-related businesses and have lower revenue streams from both business tenants and commercial customers.
- **SCHEDULED COMMERCIAL AIRLINE SERVICE** – Levels of airline service are driven by passenger demand. With diversion of airline travelers to other states, Wyoming airports are impacted in their ability to support larger commercial aircraft with higher seating capacities and in their ability to support increased flight frequencies. Passenger leakage for some airports may also impact the attractiveness of the Wyoming airports for some carriers, and the airport’s ability to support service to new destinations.
- **ECONOMIC IMPACTS** – This report documented economic impacts for each of the nine commercial airports that are airline supported. While the economic impacts are significant, with a decrease in the leakage of the state’s commercial airline travelers, the reported impacts could be greater.
- **TAX REVENUES** – It is estimated that about 45 percent of all Wyoming commercial airline travelers use a Wyoming airport for their trip; the remaining 55 percent use airports in other states. Annually, commercial airline functions contribute almost \$75 million in annual state and local sales tax revenues. Annual tax revenues could top \$150 million if all travelers used Wyoming’s commercial airports.

## COMPARISON OF 2013 AND 2020 STATEWIDE ECONOMIC IMPACTS FROM COMMERCIAL AIRLINE FUNCTIONS

Commercial airline functions at Wyoming’s nine commercial airports are responsible for notable economic impacts and, these impacts have grown significantly, reaching \$1.5 billion in 2020. A similar analysis to isolate the economic impacts and the annual state and local tax revenues from commercial airline functions at Wyoming’s commercial airports was conducted in 2013. Comparing 2013 and 2020 results shows that both statewide economic impacts and tax revenues supported by commercial airline functions in the state have grown. Economic impacts reported here include both direct plus indirect/induced impacts; reported tax revenues are based only on direct impacts.

### 2013 vs 2020 Total Annual Economic Impacts and Annual Sales Tax Revenues from Commercial Airline Activity

	2013	2020
<b>Employment</b>	10,012	17,167
<b>Payroll</b>	\$413.3 million	\$746.1 million
<b>Annual Economic Activity</b>	\$1.1 billion	\$1.5 billion
<b>State/Local Sales Tax Revenues</b>	\$46.3 million	\$74.7 million

Source: Jviation



**FOR MORE INFORMATION:**

Wyoming Department of Transportation  
Aeronautics Division  
5300 Bishop Boulevard  
Cheyenne, WY 82009  
ph. 307.777.3952  
[www.dot.state.wy.us/home/aeronautics.html](http://www.dot.state.wy.us/home/aeronautics.html)

PREPARED BY: **JVIATION**