Logan-Cache Airport is home to the Utah State University pilot training program, with more than 300 students currently enrolled. The airport also helps support local businesses. Cache Valley Electric, an electric contractor with clients throughout Utah and the western United States, maintains a corporate flight department at the airport. Logan-Cache is also a stop on a cargo feeder route from Salmon, ID to Salt Lake City.
The airport’s annual benefits are significant

- $8.6 million estimated to maintain/improve the airport over the next ten years
- $860,070 average annual investment need
- $17.7 million in annual economic benefit

DID YOU KNOW LOGAN-CACHE AIRPORT CREATES...

- **64** on-airport jobs
- **22** jobs through capital investment
- **17** off-airport jobs from visitors

**ALL ECONOMIC IMPACTS BY MEASURE AND CATEGORY FOR LOGAN-CACHE AIRPORT**

<table>
<thead>
<tr>
<th>Employment</th>
<th>Payroll</th>
<th>Spending</th>
<th>Annual Economic Activity</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Direct</td>
<td>Indirect/Induced</td>
<td>Total</td>
</tr>
<tr>
<td>Airport Management and Tenants</td>
<td>64</td>
<td>91</td>
<td>155</td>
</tr>
<tr>
<td>Capital Investment</td>
<td>10</td>
<td>12</td>
<td>22</td>
</tr>
<tr>
<td>General Aviation Visitor Spending</td>
<td>11</td>
<td>6</td>
<td>17</td>
</tr>
<tr>
<td>Total Impacts</td>
<td>85</td>
<td>109</td>
<td>194</td>
</tr>
</tbody>
</table>

Note: Impacts reported reflect pre-COVID airport activity
The airport supports general aviation connectivity to numerous destinations throughout the United States, as well as international destinations in Canada and Mexico. This FAA flight data map displays a variety of 2018 destinations to and from the airport. The airport supports many area businesses, including Cache Valley Electric, MPI Group, Las Vegas Aviation, Poppy Holdings, and Transchill Inc., among others.

**DID YOU KNOW...**

- **70% of flight plans** are to out of state destinations
- **Connections to more than 230 unique destinations in 41 states and 6 countries**

**BENEFITS ALSO COME IN THE FORM OF**

<table>
<thead>
<tr>
<th>Benefit</th>
<th>Employees</th>
<th>Construction</th>
<th>Visitors</th>
<th>Airport</th>
</tr>
</thead>
<tbody>
<tr>
<td>Annual Income Tax</td>
<td>$31,300</td>
<td>$9,100</td>
<td>$3,900</td>
<td></td>
</tr>
<tr>
<td>Annual Sales Tax</td>
<td></td>
<td>$95,200</td>
<td>$50,600</td>
<td>$399,800</td>
</tr>
<tr>
<td>Annual Sales and Income Tax Revenue</td>
<td>$44,300</td>
<td></td>
<td></td>
<td>$595,000</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td>$639,300</td>
</tr>
</tbody>
</table>

**LOGAN-CACHE AIRPORT (LGU)**

**LGU’S NATIONAL CONNECTIONS**

Data Source: FAA TFMS, CY 2018
LOGAN-CACHE AIRPORT ROLE:
UT-II: CORPORATE/TOURISM/FREIGHT

This airport plays an important role in the functionality and capacity of the Utah system. The role established is based on measurable factors such as:

- **Regional Economic Characteristics**: agricultural land, oil/gas fields, mining districts, tourism/recreation, etc.
- **Strategic Aviation Niche**: air cargo, aerial firefighting, air ambulance, based aircraft
- **Modal Connectivity**: federal freight networks, critical freight routes, rail yards, etc.
- **Airport Services**: runway length, approach type, weather reporting, fuel service, aircraft storage, etc.

### FACILITY AND SERVICE OBJECTIVES

<table>
<thead>
<tr>
<th>Airside Facilities</th>
<th>Airport Compliance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Instrument Approach</td>
<td>✓</td>
</tr>
<tr>
<td>Navigational and Visual Aids</td>
<td>✓</td>
</tr>
<tr>
<td>Weather Reporting</td>
<td>✓</td>
</tr>
<tr>
<td>Primary Runway Dimensions</td>
<td>✓</td>
</tr>
<tr>
<td>Taxiway Layout</td>
<td>✓</td>
</tr>
<tr>
<td>Primary Runway Pavement Condition</td>
<td>✓</td>
</tr>
<tr>
<td>Primary Runway Strength</td>
<td>✗</td>
</tr>
<tr>
<td>Airfield Lighting</td>
<td>✓</td>
</tr>
<tr>
<td>Airfield Security and Fencing</td>
<td>✓</td>
</tr>
</tbody>
</table>

#### Services

- Fixed Based Operator | ✓
- Fueling Services | ✓
- Aircraft Maintenance | ✓
- Ground Transportation | ✓

#### Other Facilities

- Restrooms | ✓
- Hangar/Aircraft Storage | ✗
- Tie-downs | ✓
- Terminal and Administration Building | ✓
- Paved Automobile Parking | ✗
- Recent Master Plan/Airport Layout Plan | ✗

- **Meets Recommendation** ✓
- **Improvement Recommended** ✗
- **Not an Objective** ✗

### AIRPORT DEVELOPMENT NEEDS 2020-2030:

**$8.6 MILLION**

*Includes current capital improvement plan projects*
TOTAL ANNUAL STATEWIDE ECONOMIC IMPACTS FOR ALL UTAH AIRPORTS

<table>
<thead>
<tr>
<th></th>
<th>EXCLUDING SLC</th>
<th>INCLUDING SLC</th>
</tr>
</thead>
<tbody>
<tr>
<td>STATEWIDE EMPLOYMENT</td>
<td>11,567</td>
<td>135,974</td>
</tr>
<tr>
<td>STATEWIDE PAYROLL</td>
<td>$476.5 MILLION</td>
<td>$4.8 BILLION</td>
</tr>
<tr>
<td>STATEWIDE SPENDING</td>
<td>$786.8 MILLION</td>
<td>$8.0 BILLION</td>
</tr>
<tr>
<td>STATEWIDE ANNUAL ECONOMIC ACTIVITY</td>
<td>$1.3 BILLION</td>
<td>$12.7 BILLION</td>
</tr>
<tr>
<td>STATEWIDE TAX REVENUE</td>
<td>$49.8 MILLION</td>
<td>$635.3 MILLION</td>
</tr>
</tbody>
</table>

ECONOMIC IMPACTS

15 AIRPORTS HAVE ANNUAL ECONOMIC IMPACTS UP TO $1 MILLION
12 AIRPORTS HAVE ANNUAL ECONOMIC IMPACTS OF $1 MILLION TO $5 MILLION
5 AIRPORTS HAVE ANNUAL ECONOMIC IMPACTS OF $5 MILLION TO $10 MILLION
14 AIRPORTS HAVE ANNUAL ECONOMIC IMPACTS OF $10 MILLION OR MORE

ANNUAL VISITORS ARRIVING BY AIR

6.6 MILLION COMMERCIAL AIRLINE VISITORS
204,000 Excluding SLC

180,000 GENERAL AVIATION VISITORS
137,000 Excluding SLC

ANNUAL STATE AND LOCAL TAX REVENUES GENERATED BY AIRPORT ACTIVITY

46 PUBLIC AIRPORTS
Including SLC

$635.3 MILLION

45 PUBLIC AIRPORTS
Excluding SLC

$49.8 MILLION

Logan-Cache Airport

$639,300
UTAH AVIATION DEVELOPMENT STRATEGY

HOW DO WE FIND ECONOMIC IMPACTS ON AIRPORTS?
Each airport was investigated to identify potential economic impacts from these activity categories:

WHAT DO WE MEASURE?
For all categories, these measures were used to identify the airport’s annual economic impact:

WHAT IS ANNUAL ECONOMIC ACTIVITY?
Annual economic activity represents dollars flowing into the economy from payroll and spending.

HOW DO WE GET TOTAL IMPACTS?
Economic impacts reflect not only direct impacts, but also indirect/induced impacts associated with multiplier effects. Using Utah-specific inputs, the IMPLAN model was used to estimate indirect/induced impacts.


FOR MORE INFORMATION:
Utah Division of Aeronautics
135 2400 W, Salt Lake City, UT 84116

PREPARED BY
JVIATION}

METHODOLOGY FOLLOWS FAA GUIDANCE