



WYOMING DEPARTMENT OF TRANSPORTATION AERONAUTICS DIVISION

# CHEYENNE REGIONAL AIRPORT - JERRY OLSON FIELD

## STATEWIDE ANNUAL ECONOMIC IMPACTS

In 2020, the Aeronautics Division of the Wyoming Department of Transportation (WYDOT) published a study documenting the economic impacts of nine commercial and 25 general aviation public-use airports in Wyoming. All 34 study airports have paved runways. The study estimated each airport's statewide and local economic impacts considering activity associated with airport management, airport business tenants, average annual capital investment, and all visitors who arrive by air. Economic activity reported for the airport and the state is the sum of payroll and spending. Commercial service airports have impacts that stem from all facets of aviation. For the study, analysis was undertaken to isolate the annual economic impact associated exclusively with each airport's commercial airline functions. Information below shows the airport's total annual economic impact, along with the impact that is related to just the airport's commercial airline function.



**VISITORS: 17,673 | 8,729**



**SPENDING: \$124.5M | \$21.3M**



**EMPLOYMENT: 2,296 | 182**



**ECONOMIC ACTIVITY: \$205.1M | \$27.5M**



**PAYROLL: \$80.5M | \$6.3M**



**STATE/LOCAL TAX REVENUE: \$2.3M | \$1.1M**

● TOTAL ECONOMIC IMPACTS ● IMPACTS FROM COMMERCIAL AIRLINE FUNCTIONS

ECONOMIC IMPACT STUDIES ARE SNAPSHOTS IN TIME; THEY REFLECT CONDITIONS AT THE TIME STUDY DATA GATHERING IS COMPLETED. ALL AIRPORT AND STATEWIDE ECONOMIC IMPACTS SHOWN IN THIS REPORT REFLECT PRE-COVID CONDITIONS.

### STATEWIDE ANNUAL ECONOMIC IMPACT FOR CHEYENNE REGIONAL AIRPORT - JERRY OLSON FIELD

	EMPLOYMENT	PAYROLL	SPENDING	ECONOMIC ACTIVITY
Airport Management	49	\$1,452,700	\$12,311,500	\$13,764,200
Business Tenants	2,068	\$73,347,900	\$99,414,900	\$172,762,800
Average Annual Capital Investment	41	\$1,761,100	\$6,419,800	\$8,180,900
General Aviation Visitor Expenditures	48	\$1,406,600	\$1,942,600	\$3,349,200
Commercial Visitor Expenditures	90	\$2,558,500	\$4,440,400	\$6,998,900
<b>Total Impacts</b>	<b>2,296</b>	<b>\$80,526,800</b>	<b>\$124,529,200</b>	<b>\$205,056,000</b>

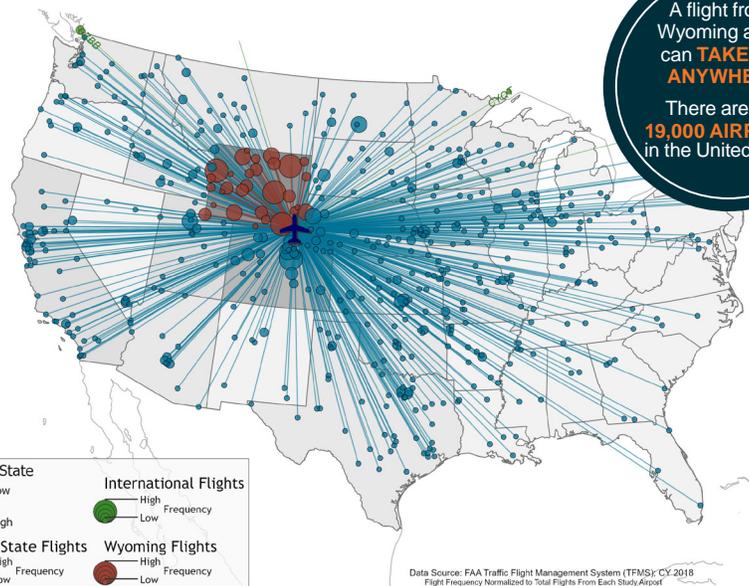
NOTE: MORE DETAIL ON THE AIRPORT'S ECONOMIC IMPACT ESTIMATES CAN BE FOUND IN THE TECHNICAL REPORT AT [WWW.DOT.STATE.WY.US/HOME/AERONAUTICS.HTML](http://WWW.DOT.STATE.WY.US/HOME/AERONAUTICS.HTML)



**FLIGHTS TO AND FROM CHEYENNE REGIONAL AIRPORT - JERRY OLSON FIELD PROVIDE IMPORTANT CONNECTIVITY FOR RESIDENTS, BUSINESSES, AND VISITORS.**

A flight from the airport can take you just about anywhere in the United States and even to international destinations. Data shown here is derived from the Federal Aviation Administration's (FAA) National Offload Program database. Flights shown here are those that operate on a non-stop basis to and from **Cheyenne Regional Airport - Jerry Olson Field**; FAA data does not record all flights that operate to and from the airport.

The airport supports a wide variety of users. Flights reflected here support business users, flights associated with Wyoming's many tourist destinations, and flights that support a variety of healthcare needs.



A flight from a Wyoming airport can **TAKE YOU ANYWHERE!**  
There are over **19,000 AIRPORTS** in the United States

Data Source: FAA Traffic Flight Management System (TFMS); CY-2018  
Flight Frequency Normalized to Total Flights From Each Study Airport

# WYOMING AVIATION - CONNECTING WYOMING, BUILDING OUR FUTURE

There is a good chance the airport supports activities that you benefit from. Airports support healthcare and emergency services. Airports support the state's agricultural and forestry industries and power companies rely on airports to keep electricity flowing. State and federal agencies use airports to protect the environment, and law enforcement benefits from airports. Businesses throughout Wyoming rely on airports to improve their efficiency. Examples of how [Cheyenne Regional Airport - Jerry Olson Field](#) benefits our community follow.



**Agency Support:** As the center for Wyoming's state government, there are many agencies headquartered in Cheyenne. Long drive times within the state, coupled with challenging driving conditions, make general aviation a logical choice for those agencies needing an efficient and timely travel option. Research completed as part of the WYDOT study identified some of the agencies in the state that use the Cheyenne Regional Airport to support their travel needs. Examples of state agencies that rely on the airport to meet their in-state travel needs include the Public Services Commission, the Game and Fish Department, the Community College Commission, the Department of Agriculture, the Wyoming Retirement System, WYDOT's Environmental Services, the Board of Parole, the Division of Criminal Justice, and the Wyoming Highway Patrol. The Wyoming Business Council, charged with economic development and diversification along with job attraction and retention, is also a frequent user of the Cheyenne Regional Airport. They often use the airport when traveling to meet with prospective companies who are considering locating or expanding in Wyoming.



**Business Use:** Cheyenne is one of Wyoming's primary centers of business. Local and visiting businesses use the airport to improve their efficiency. General aviation is an important business tool, increasing business efficiency in many ways. The airport helps businesses expand their market area, reduce travel time for their employees from days to hours, and bring in just-in-time deliveries of parts and supplies. The airport also supports visiting business travel; customers and suppliers of local companies can conveniently reach Cheyenne via the airport. Examples of some of the businesses that use the airport include Dillards, Holly Frontier Corporation, Kohls, Little America, Lowes, Menards, and Monument Home Builders. By supporting these businesses and dozens more, the airport supports hundreds of local jobs.

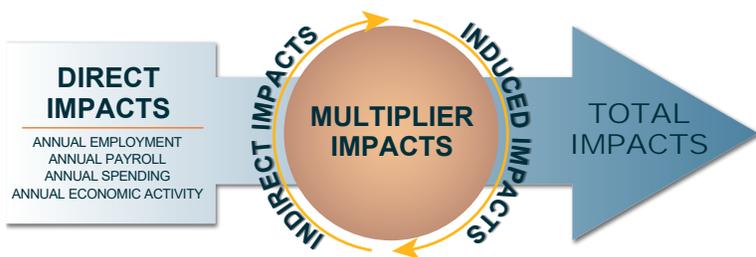


**Healthcare and Emergency Services:** Cheyenne Regional Airport supports air travel for several healthcare providers that are based in Cheyenne. Many Wyoming residents receive advanced healthcare services closer to home as a result of flights that originate at Cheyenne Regional Airport. Examples of 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. The airport enables physicians from each of these groups to use general aviation aircraft to fly to more than a dozen different communities in Wyoming. Premier Bone and Joint of Laramie also uses Cheyenne Regional Airport to offer their services to residents of Cheyenne and the surrounding area. Services provided by these groups help to improve and to provide more convenient healthcare for residents of communities throughout the state. Air ambulance providers also operate at the airport, airlifting patients needing advanced medical services or trauma care. These patients are typically flown from the airport to larger medical facilities in nearby states. Classic Air Medical and AirLife Denver HealthONE are examples of air ambulance providers that operate at the Cheyenne Regional Airport, providing residents with air transportation services to receive life-saving treatment. In emergency situations, the time saved using an air ambulance provider often makes a big difference in the patient's long-term prognosis and recovery.



## STUDY PROCESS AND IMPACT MEASURES

In the study, **direct** economic impacts are collected first. Direct impacts are the start of the economic impact cycle. Next, an econometric input/output model is used to estimate **indirect/induced impacts**, also referred to as multiplier impacts. Combined, direct and indirect/induced impacts equal the **total impacts**. For this study, direct, indirect/induced, and total impacts are estimated for **annual employment, payroll, annual spending, and annual economic activity**.



## ECONOMIC IMPACT CATEGORIES

Direct, indirect/induced, and total impacts are measured for each category shown below. These impacts are estimated for each airport, as applicable.

CATEGORY	DESCRIPTION
<b>Airport Management</b>	Activities associated with the daily operation of each airport
<b>Business Tenants</b>	On-airport aviation-related businesses that generate revenue and have paid employees
<b>Capital Investment</b>	Five-year average of annual state, federal, airport, and private investment for airport improvements
<b>Commercial Visitor Expenditures</b>	Spending by visitors to Wyoming who arrive on a scheduled commercial airline flight
<b>General Aviation Visitor Expenditures</b>	Spending by visitors to Wyoming who arrive on general aviation aircraft
<b>State and Local Revenues</b>	Airport-supported sales tax

## TOTAL ANNUAL STATEWIDE ECONOMIC IMPACTS FOR WYOMING'S PUBLIC AIRPORTS

Airport visits, interviews, surveys, and research supported development of the total annual statewide economic impact estimates for all 34 Wyoming public airports. Once total statewide impacts were estimated, additional analysis was completed for the nine commercial airports to determine the portion of statewide economic impacts that are related to just commercial airline functions. Both sets of statewide impacts are presented here.



STATEWIDE EMPLOYMENT  
**21,974**

**17,167**



STATEWIDE PAYROLL  
**\$941.7M**

**\$746.1 M**



STATEWIDE SPENDING  
**\$1.1 B**

**\$760.0 M**



STATEWIDE ECONOMIC ACTIVITY  
**\$2.0 B**

**\$1.5 B**



STATE/LOCAL TAX REVENUES  
**\$87.7 M**

**\$74.7 M**

● TOTAL STATEWIDE ECONOMIC IMPACTS ● TOTAL STATEWIDE IMPACTS FROM COMMERCIAL AIRLINE FUNCTIONS (9 COMMERCIAL SERVICE AIRPORTS ONLY)

