



WYOMING DEPARTMENT OF TRANSPORTATION AERONAUTICS DIVISION

# THERMOPOLIS - HOT SPRINGS COUNTY AIRPORT

## 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. Economic impact studies are a snapshot in time, and all impacts in the 2020 Aviation Economic Impact Study reflect pre-COVID conditions.

**VISITORS 676**

**SPENDING \$1.8M**

**EMPLOYMENT 18**

**ECONOMIC ACTIVITY \$2.5M**

**PAYROLL \$726,400**

**STATE AND LOCAL SALES TAX REVENUE \$78,950**

*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 THERMOPOLIS - HOT SPRINGS COUNTY AIRPORT

|                                       | EMPLOYMENT | PAYROLL          | SPENDING           | ECONOMIC ACTIVITY  |
|---------------------------------------|------------|------------------|--------------------|--------------------|
| Airport Management & Business Tenants | 11         | \$486,600        | \$887,400          | \$1,374,000        |
| Average Annual Capital Investment     | 5          | \$191,000        | \$831,700          | \$1,022,700        |
| General Aviation Visitor Expenditures | 2          | \$48,800         | \$86,200           | \$135,000          |
| <b>Total Impacts</b>                  | <b>18</b>  | <b>\$726,400</b> | <b>\$1,805,300</b> | <b>\$2,531,700</b> |

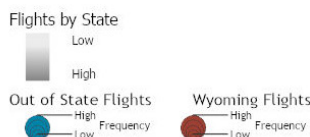
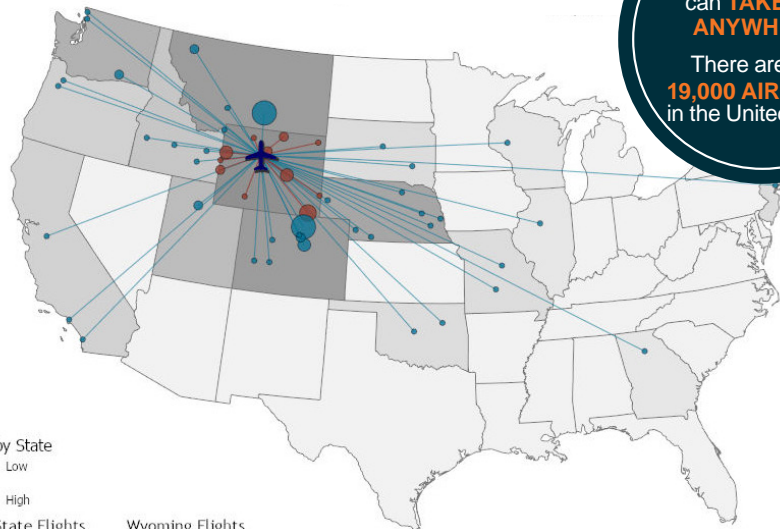
*NOTE: MORE DETAIL ON THE AIRPORT'S ECONOMIC IMPACT ESTIMATES CAN BE FOUND IN THE TECHNICAL REPORT AT [WWW.DOT.STATE.WY.US/HOME/AERONAUTICS.HTML](http://WWW.DOT.STATE.WY.US/HOME/AERONAUTICS.HTML)*



### FLIGHTS TO AND FROM THERMOPOLIS - HOT SPRINGS COUNTY AIRPORT 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 some 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 **Thermopolis - Hot Springs County Airport**; 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 **Thermopolis - Hot Springs County Airport** benefits our community follow.



**Airport Facilities:** The new Hot Springs County Airport near Thermopolis, Wyoming, opened to the public November 2015. The new airport launched an era of improved safety and aircraft operational capabilities for northwest Wyoming's gateway to Yellowstone Country, improving operations for business and medical aircraft and visitor access. The airport is only the tenth new or relocated nonprimary general aviation airport to open in the United States since 2010.



**Agricultural Support:** There are over 30 million acres in Wyoming that are devoted to agriculture, of which about 10 percent is dedicated to crop production. Agriculture is one of the top three contributors to the state's economy. There are close to 12,000 individual farms in Wyoming, and the University of Wyoming estimates annual income from all agricultural activities exceeds \$2 billion. Aerial spraying provides important services to area farmers and ranchers, increasing crop yields and protecting areas for cattle grazing. Shaffer Aviation is an aerial applicator based at the airport. The airport supports area agricultural interests, thereby helping the local economy and many area jobs.



**Healthcare and Emergency Services:** Hot Springs County Memorial Hospital benefits from its use of the 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 two to three patients are airlifted from the airport each week. Much of this transportation is done by an air ambulance provider serving the Billings Clinic, while other providers transport patients to Denver. Patients are airlifted in both life threatening and non-life threatening situations. By supporting this important activity, the Hot Springs County Airport helps to improve the quality of life for residents.

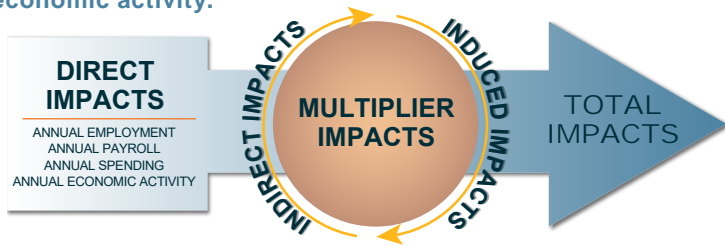


**Agency Use:** The United States Department of Agriculture's (USDA) Animal and Plant Health Inspection Services (APHIS)-Wildlife Services uses Hot Springs County Airport. Services provided by USDA APHIS are targeted at protecting agriculture and natural resources. This agency uses the airport to monitor 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 and support local agricultural interests.

**Tourism and Fishing:** Four miles south of Thermopolis is the Wind River Canyon. Prime geologic territory, offering great recreation. Guided fishing, float trips, and whitewater trips are available from area outfitters. Deeper into the canyon, visitors experience majestic views. The canyon varies in geological age from about 300 million years old near the Wedding of the Waters to 2.8 billion years old down by its tunnels. The river in the canyon is on the Wind River Indian Reservation. Many visitors come to Wyoming to fish and to observe the state's abundant wildlife. According to the University of Wyoming, visitors who come to Wyoming to fish account for an estimated \$111.6 million in economic activity, and visitors who travel to observe the state's wildlife contribute another \$305 million. Area employers in the hospitality sector rely on the convenient air access that the airport provides. Some of the local outfitters who benefit from visitors using the airport include Wind River Canyon Whitewater and Fly Fishing, Wyoming Adventures, Rent Adventure, Thermopolis Fly Shop, Big Horn Guide Service, and Mike Vaughn River Guide. Without general aviation access provided by the airport, travelers could choose to vacation elsewhere.

## 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 Wyoming 34 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)

