



Utah Division of Aeronautics

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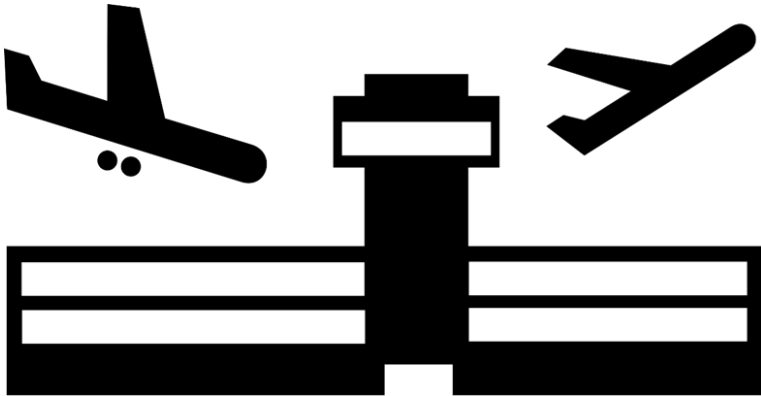
WRP Webinar

18 Oct 2017

What Does the Aeronautics Division Do?

- Two primary functions:

1. Oversee and approve airport funding across the state.



2. Manage and operate the state aircraft fleet.



Vision

We...

Elevate Life

Mission

1. Save Tax Payer Dollars
 - We save tax payer dollars by providing a more efficient alternative for state employee travel.
2. Grow Utah's Economy
 - We promote airports as healthy economic engines; ensure proper planning for airport projects; and provide the necessary funding to properly fit the economic needs of the community.
3. Promote Aviation as an Alternative Means of Transportation
 - General and Business Aviation are underutilized means of transportation in the state. We promote the use of aviation as a means of leisure and business travel within the state by advocating for new and existing aviation businesses.
4. Ensure a Culture of Safety
 - We evaluate safety trends across the industry and encourage and direct all aviators' to safety training resources.

Airports

- There are 46 public use airports in Utah
- The state owns Hanksville Airport

- We also own:
 - Moab VOR / DME facility
 - Blanding AWOS
 - Delta AWOS
 - Brigham City AWOS

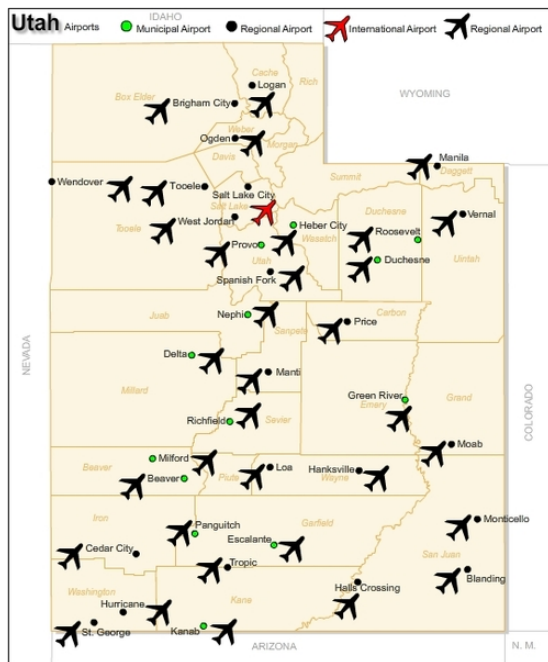


Airports

NPIAS Airports
35

Non-NPIAS Airports
10

Backcountry / Private
90



Out of ASSET II
1
Milford - Unclassified



Current Priorities

- Top Major Priorities
 - Moab Runway Expansion
 - St. George Runway Re-Build
- Upcoming Programs
 - Airport Beautification Program
 - Community Coordinated Services Program (EBO)
- Future of Aeronautics and Transportation in Utah
 - TOP SECRET SQUIRREL STUFF

Land Use Planning and Protection

- Two Documents
 - Compatible Land Use Planning Guide for Utah Airports
 - <https://www.udot.utah.gov/main/uconowner.gf?n=200411180926131>
 - Airports and Land Use: An Introduction for Local Leaders
 - <http://ruralplanning.org/assets/airport-land-use-guide---web.pdf>
- Armstrong Consultants are currently developing updated data and overlay templates.

Economic Impact Study and the UCASP

- An Economic Impact Study of Utah airports has not been conducted since 2004. Congruently, the Utah Continuous Airport System Plan has not been updated since 2007.
- Salt Lake International Airport conducts their own Airport Economic Impact Analysis. Their analysis was last updated in 2013.

Economic Impact Study and the UCASP

- Economic Impact Study Slated for 2019
 - Requirements will include:
 - Comprehensive Aviation Economic Impact Data
 - Individual Airport Economic Impact Data
 - Economic Impact Heat Map for urban and rural communities.
 - Distinct economic data for Commercial, Business and General aviation.
- Utah Continuous Airport System Plan slated for 2021
 - Will include:
 - Current airports, including private and back country airfields.
 - FAA Categories for all public use airports.
 - Evaluation of current system needs.
 - Land use compatibility issues and solutions.
 - Recommendations (utilizing Economic Impact Study data) for future investment and prioritization.
 - Financial Analysis of recommendations.
 - Return on Investment analysis for each airport Capital Improvement Project recommended.
 - Marketing Analysis for improvements at each airport.

The Future of UAS

- Will be somewhat dictated by advent of new technologies in transportation.
 - Wide use in rural areas
 - Agriculture
 - Road, Bridge, Pipeline, Reservoir inspections
 - Testing of new technologies
 - Limited use in urban areas
 - Low altitude
 - Commercial / Residential property
 - Movie/Commercial filming, Sporting Events, Concerts, Ski Resorts
 - Heavy airspace restrictions within Salt Lake Valley Metroplex.

Questions?

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