

Cheyenne Regional Airport Economic Impact Study 2010



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Executive Summary

Economic Impact Study 2010

Introduction

The Cheyenne Regional Airport (CYS) is a vital part of the southeastern Wyoming region, serving over 85,000 residents and the state capital. Through its operation, CYS assists the local economy by contributing to area business sales, employment and the generation of personal income.

Economic data was gathered through surveys distributed to airport management, airport tenants, local businesses and passengers. Seventeen tenant surveys were returned which were used to help determine the airport's combined impact on the economy. Over 100 local businesses returned surveys, which were used to assess dependence on airport related services. In addition, 115 airport passengers completed surveys which helped to determine their spending patterns in the local economy.

Airport and Airport Dependant Tenant Impacts

Cheyenne Regional Airport and its many tenants provided significant direct and secondary contributions to the local economy in 2009. That year, 1,476 jobs, 37 million dollars in wages and 162.9 million dollars in area business sales could be attributed to the Airport and its tenant's dependant on the airfield.

Non-Airport Dependant Tenant Impact

Airport Tenants that do not depend on the Airport for their business activities still contribute to the Airport's economic impact, but must be viewed separately for an accurate portrayal of that impact. These tenants combined to support 381 jobs, 6.4 million dollars in wages and 13.4 million dollars in local business sales.

General Aviation Non Resident Impact

With over 45% of all annual airport operations coming from general aviation, the impact from non resident, general aviation passengers is important. The secondary sales created by general aviation non-residents were approximately 617 thousand dollars. These sales supported secondary employment of 5 jobs with earnings of 182 thousand dollars.

The direct benefits from GA non-residents were not counted since the Airport's fixed base operator

The Economic Numbers

\$192.7 million in local business sales

2,043 Jobs supported

\$50 million in wages paid

\$31.47 in completed capital improvements
for every 5th & 6th Penny tax dollar

is the sole benefactor and reports this data under Airport and Airport Tenant Impact.

Non-Resident Commercial Passenger Impacts

Of the 115 passengers surveyed, roughly half were non resident visitors to the Cheyenne/Laramie County area. On average, each non-resident passenger visited for 4 days and spent \$65.18 per day. This contributed to over 2.3 million dollars in area business sales. These sales helped to support 31 jobs and the 766 thousand dollars in associated wages in the local area.

Airport and Tenant Capital Improvement Impacts

The Airport and its tenants are continually striving to improve their facilities at Cheyenne Regional Airport. In 2009, approximately 11.7 million dollars in direct capital improvements and secondary sales supported 125 jobs with wages of 4.9 million dollars.

Total Economic Impact

The combined impact of non resident commercial passengers, the Airport, its tenants and their associated annual capital improvements have significantly contributed to the region's economy. In 2009, a total of 192.7 million dollars in area business sales and 2,043 jobs paying wages of 50 million dollars can be directly and secondarily attributed to the Cheyenne Regional Airport, its tenants and passengers.

Executive Summary

Economic Impact Study 2010

Return on 5th and 6th Penny Sales Tax

The 1% sales tax money received by the Airport from 2006 to 2009 through the City of Cheyenne and Laramie County was used as matching funds to secure state and federal capital improvement grants. For every local government dollar that the Airport received, \$31.47 worth of capital improvements were conducted on the Airport.

Overview of the Airport

Introduction

The Cheyenne Regional Airport (CYS) is an extremely valuable asset to the City of Cheyenne, Laramie County and the over 85,000 people who call southeastern Wyoming home. As the region's airport, CYS serves as a catalyst for increased spending in recreational and business activities throughout the area.

Approximately every 3 years, CYS conducts an Economic Impact Study to help quantify its effects on the regional economy. This report will be an update to the November 2006 Economic Impact Study and will provide an in-depth analysis of the economic activities that exist as a result of the Cheyenne Regional Airport. The timeframe for this study of economic data covers the period between 2006 and 2009.

Location

CYS is located within Wyoming's capital and largest city, Cheyenne. The 'Frontier City' is approximately 100 miles north of Denver, CO on the Front Range of the Rocky Mountains at the intersection of Interstate Highways 25 and 80.

As the sole commercial service airport in the region, CYS's service area includes 2,600 square miles in Laramie County and many surrounding towns and cities in southeastern Wyoming and western Nebraska. In addition to providing commercial passenger service to the region, the Airport also provides community access to aero medical evacuation flights, express package/airfreight and general aviation services.



FIGURE 1-1 CYS Location

Airport History

As aviation began to take off in the early 20th century, the people of Cheyenne realized its importance to the future. In the late 1910's, when the US Postal Service announced plans for a new east-west airmail route from Chicago to San Francisco, Cheyenne lobbied hard to be included on the route.

In January of 1920, the City of Cheyenne was awarded one of the fifteen stops on the new Trans Continental Airmail Route (TCAR). In August 1920, following this announcement, construction of what is known today as Cheyenne Regional Airport, commenced. The Airport's first commercial flight took place on September 8th, 1920, as Buck Heffron and his DeHavilland DH-4 left Cheyenne with 400 pounds of mail bound for Salt Lake City, UT. This first flight began the era of prominence for the City of Cheyenne in the commercial aviation industry. As a midpoint on the TCAR, six airplanes, pilots and support personnel were stationed in Cheyenne. These fifteen individuals were the first of many aviation related professionals to impact the local Cheyenne economy.

Following the Kelly Airmail Act of 1925, all US Postal Service airmail routes were contracted out. The Boeing Air Transport Company (BATC), predecessor to United Airlines, won the TCAR contract and began service in 1927. Two years later, the BATC built an aircraft overhaul facility in Cheyenne and soon after opened a pilot training center at the airfield. This was the start of a successful 34 year relationship between United Airlines and the Cheyenne Regional Airport.

During World War II, the United Airlines overhaul and modification center participated in the war effort by modifying B-17 and B-24 bombers, which left Cheyenne straight for the frontlines. At its peak, as many as 100 aircraft could be seen on the ramp and over 1,500 people were employed by United Airlines.

As was the case with many industries after the war, new technology changed the way airlines did business. Newer, faster, and more efficient passenger aircraft were introduced which could fly higher and farther, thus eliminating the need for a stop in Cheyenne prior to crossing the Rocky Mountains. Slowly United Airlines began pulling away from the Airport, culminating in 1947 when its overhaul facility was relocated to San Francisco

and its pilot's training center to Denver. As a consolation to the city, a new stewardess training facility was moved to Cheyenne and over 83,000 women were trained during the 14 years it was open. Sadly in 1961, United Airlines shut the doors in Cheyenne, relocating its stewardess school elsewhere and ending the first era of major airline/airport relations at the Cheyenne Regional Airport.

Between 1961 and 1999, the only airline relations at the Airport were with the air carriers who flew in. During that period, General Aviation prospered and the arrival of the Wyoming National Guard kept CYS vibrant. In 1999, Great Lakes Airlines announced their intent to relocate the company's headquarters to the Airport and established a maintenance facility on the property. With Great Lakes arrival, another airport/airline relation that included more than just a ticket counter began. Today, over 200 are employed by Great Lakes Airlines in Cheyenne.

In 2004, Cheyenne Airport changed its name to Cheyenne Regional Airport, Jerry Olson Field in remembrance of the beloved former Airport Manager, Jerry Olson, A.A.E., whom served the Airport for 13 years prior to passing away after a courageous year long battle with cancer. Jerry earned a reputation of making the impossible possible throughout his career, and, in recognition of his contributions to both the aviation industry and the City of Cheyenne, the Cheyenne Regional Airport Board voted unanimously to change the name of the airfield to Jerry Olson Field on June 18th, 2004. Jerry's vision and leadership helped to transform the Cheyenne Regional Airport from a simple aviation activity center into a thriving business enterprise.

The most recent development concerning air service at the Airport is the arrival of American Airlines' wholly owned subsidiary, American Eagle. Service will commence July 15, 2010. With the new service, CYS once again will be served by two carriers, bringing in more passengers to the community and furthering its impact on the regional economy.

Airfield Information

Encompassing more than 1000 acres, with two runways, CYS is capable of serving nearly any aircraft wishing to land in Cheyenne. Runway 9-27, the Airport's primary runway, is constructed of concrete and is 9,270 feet long by 150 feet wide.

Runway 13-31 is the secondary runway and is constructed of asphalt. It is 6,690 feet long by 150 feet wide.

Two essential airport services are provided by the Wyoming Air National Guard at CYS, Air Traffic Control and Aircraft Rescue and Firefighting (ARFF). The Airport's Air Traffic Control Tower is manned from 6 AM to 10 PM, seven days a week. In addition to tower duties, the Air Guard also provides approach and departure radar control.



Wyoming Air National Guard ARFF Truck

ARFF services are provided 24 hours a day, seven days a week. While listed by the Federal Aviation Administration (FAA) as Index A, the Air Guard has enough equipment and manpower to respond to airport emergencies at an FAA Index D level. The following is a list of ARFF equipment maintained by the Wyoming Air National Guard which is capable of responding to airport emergencies:

- 2001 Oshkosh T-1 1500, carrying 1,500 gallons of water, 210 gallons of foam and 450 pounds of dry chemical.
- 1996 Teledyne/ E-1 P-23, carrying 3,300 gallons of water, 500 gallons of foam and 500 pounds of dry chemical.
- 1989 KME P-18, carrying 2,000 gallons of water
- 1986 Oshkosh P-19, carrying 1,000 gallons of water, 130 gallons of foam and 500 pounds of dry chemical.
- 1982 Ford P-12, carrying 500 gallons of water and 100 gallons of foam.
- 1,000 gallon foam resupply trailer
- 2006 Pierce/Freightliner P-30 Rescue Truck
- 1998 Chevy Command Vehicle
- Spill Response Trailer
- Specialized Rescue Trailer

- 2006 Baver SCBA Air Cart

Airport Tenants

The Cheyenne Regional Airport has four diverse sets of tenants: governmental agencies, non aviation related professionals, concessionaires and aviation related businesses

Governmental Agencies

Governmental agencies encompass the largest group of tenants on the Airport, the leading group being state agencies. The State of Wyoming employs over 1,000 people at the Airport through the Wyoming Air National Guard, Wyoming Army National Guard and the Wyoming Department of Transportation–Aeronautics Division.

The federal government has one aviation related tenant, the Transportation Security Administration (TSA), which provides passenger screening in the Airport Terminal. Besides the TSA, two other non-aviation related federal agencies, the National Weather Service and Drug Enforcement Agency, are located at the Airport in the Cheyenne Aviation Technical Center (CATC). 2010 will mark the arrival of a third governmental entity to the CATC as the Federal Bureau of Investigation will relocate to a new facility presently under construction.

Non Aviation Related Professionals

Non-aviation related professionals make up the second largest group of tenants, many of whom are in the medical, dental, banking/financial, computer software, and education industries. The majority of non aviation related professionals have businesses that reside in the Airport's CATC. Tenants in the CATC include: Western States Learning Corporation, Preston University, and several doctor's offices located in the Parkway Professional Building.

Concessionaires

The third category of tenants is concessionaires who reside in the Airport Terminal. Primarily catering to the commercial airline passenger, Hertz and Avis rental car agencies, Cloud Nine Restaurant and Lounge, the Outdoor Pursuit, New York Life Insurance and the Air Terminal Hair Port provide concession services to waiting passengers and the public.

Aviation Related Businesses

Great Lakes Aviation, Sky Harbor Air Service, Trans-Aero Helicopters, Roberts Aircraft Co, and soon American Eagle Airlines, are some of the

most important tenants and the only civilian aviation related businesses located on the Airport.

Great Lakes Aviation, a regional airline providing service throughout the west, maintains its company headquarters and maintenance base in the Cheyenne Aviation Technical Center. The airline operates five daily round trip flights between Cheyenne and Denver. American Eagle Airlines, a wholly owned subsidiary of American Airlines, will begin two non-stop flights to Dallas beginning July 15, 2010. This marks the first time since deregulation the Airport will have scheduled jet service.

In addition to the flight services provided by Great Lakes Aviation and American Eagle, Key Lime Air provides daily airfreight service to the Airport but does not maintain a business office in the area. Key Lime Air is a United Parcel Service airfreight contractor.

The Airport's lone fixed based operator, Sky Harbor Air Service, provides many essential services to both locally based and transient aircraft. Services include line service, plane rental, flight training and charter service.

It should be noted that although numerous attempts were made to obtain accurate data relating to this study, Sky Harbor Air Service chose not to participate. Because of the importance of this tenant as the only fixed base operator on the Airport, the Airport Administration chose to make and submit conservative estimates of necessary data on Sky Harbor's behalf. Estimates were made utilizing Airport held financial data and management intuition.



Helicopters on the GA ramp

Study Methodology

The economic stimulus created by CYS in the region's employment and commerce is vital to the area. To better evaluate the impacts from the Airport on the region, the following steps were taken.

1. Economic surveys were sent to airport management and airport tenants during the month of February 2010. A total of 17 were returned which provided information on employment, gross sales, budgets, capital improvements and payroll.
2. During the months of February and March 2010, a total of 115 random passenger surveys were collected in the Airport Terminal. The surveys provided visitor profile information about final destinations, total expenditures in the local area, and the reason for travel.
3. Seven hundred surveys were distributed to local businesses in the Cheyenne/Laramie County area in February of 2010. Of those, one hundred and three or 14.7% of the surveys were returned. These surveys provided valuable information about local businesses travel habits and their uses of the Airport.
4. Dr. David 'Tex' Taylor of the University of Wyoming's Department of Agriculture and Applied Economics provided assistance with computing direct and secondary impacts and induced multipliers for CYS in respect to the local economy. He utilized the 2008 IMPLAN software from Minnesota IMPLAN Group, INC to produce these outputs.

Key Definitions

Direct (impact) – involves the economic impact of any service provider/tenant who is located at the Airport for the primary reason of the airfield. Examples of which include the Cheyenne Regional Airport itself, Sky Harbor Air Service, Trans-Aero Helicopters, Airport Terminal concessionaires and governmental entities such as the Wyoming Air National Guard.

Secondary (impact) – involves the economic impacts of non-airport related businesses and governmental organizations who gain business

because of the airport existence. Examples of which include hotels and restaurants located off airport who serve business passengers flying into CYS.

Induced multipliers – a value which expresses how many times a new unit of input into the local economy will travel throughout the local economy until it is incrementally exported, commonly referred to as the 'multiplier effect.' An example would be the wage paid to an airline employee. That employee would save part of his wage, but spend the rest in the local community on food, utilities, entertainment, etc. Each recipient business would in turn similarly save part of the dollar they earned, but continue to spend the rest on other purchases. This process is continued until the original employee's wage was incrementally exported from the community.

Economic Impact of the Airport

This chapter provides a summary of the overall impact the Cheyenne Regional Airport has on the Cheyenne/Laramie County region. Five main categories of economic impact were studied: Airport and Dependant Airport Tenants, Non-Airport Dependant Tenants, General Aviation & Military Non-Residents, Non-Resident Commercial Passengers, and Airport and Tenant Capital Improvements.

Airport and Airport Dependant Tenant Impact

Airport and Airport Dependant Tenants comprise the largest of the five categories studied in this report. This category consists of government agencies, concessionaires, and aviation related businesses that are located on Cheyenne Regional Airport property. Table 2-1 details the economic impact of this category.

	Direct	Secondary	Total	Induced Multiplier
<i>Employment</i>	1,291	185	1,476	1.144
<i>Earnings</i>	\$30,694,168	\$6,353,466	\$37,017,634	1.206
<i>Sales</i>	\$128,301,062	\$34,632,093	\$162,933,155	1.27

TABLE 2-1

The total sales impact on Cheyenne/Laramie County by the Airport and Airport Dependant Tenants was 162.9 million dollars. Of the total sales impact, 128.3 million dollars were direct sales while 34.6 million dollars were secondary sales in the region. The induced multiplier for Airport and Airport Dependant Tenant sales in the local economy was 1.27.

The Airport and Airport Dependant Tenant employment and earnings impact on the local economy were 1,476 jobs paying 37 million dollars in wages. 1,291 jobs earning 30.7 million dollars were directly attributed to the Airport and Airport Dependant Tenants. Secondary employment and earnings resulted in 185 jobs with wages of 6.3 million dollars. The induced multipliers were 1.144 for employment and 1.206 for earnings.

Non-Airport Dependant Tenant Impact

Tenants of the Airport who are not reliant on the Airport's aeronautical use facilities as a means of sustaining their business make up this secondary tenant category. The total sales impact realized from these tenants was 13.4 million dollars, 10.2

million of which were determined to be direct impacts, leaving approximately 3.2 million dollars

	Direct	Secondary	Total	Induced Multiplier
<i>Employment</i>	354	27	381	1.08
<i>Earnings</i>	\$5,561,998	\$911,077	\$6,473,075	1.16
<i>Sales</i>	\$10,249,777	\$3,155,119	\$13,404,896	1.308

TABLE 2-2

of secondary sales impact. The induced multiplier for Non-Airport Dependant Tenant sales in the regional economy was 1.308.

The employment and earnings impact associated with this category were a total of 381 jobs paying 6.5 million dollars in wages. Directly attributed to the Non-dependant tenants were 354 jobs earning approximately 5.6 million dollars annually. Secondary employment and earnings accounted for 27 jobs paying just over 900 thousand dollars per year. The induced multipliers were 1.08 for employment and 1.16 for earnings.

General Aviation & Military Non-Resident Impact

General Aviation (GA) is a major part of the Cheyenne Regional Airport, comprising over 45% of all airport operations at the airfield. While it has a smaller impact in relation to the other three categories, the GA & Military Non-Resident impact is still important to consider. It should be noted that only the secondary employment, earnings and sales from the GA non-resident category will be included in the Airport's total economic impact. This is because all GA services are provided by Sky

	Direct	Secondary	Total	Induced Multiplier
<i>Employment</i>	25	5	30	1.208
<i>Earnings</i>	\$577,645	\$181,677	\$759,322	1.315
<i>Sales</i>	\$1,714,240	\$616,689	\$2,330,929	1.36

TABLE 2-3

Harbor Air Service, who is the direct benefactor of all employment, earnings and sales. These figures are included in the Airport and Airport Dependant Tenant section of this report.

As for the Military Non-Resident portion of this category, this includes the transient (originating from outside of Laramie County) military operations, using the same equation as the GA impact, only assuming a different number of people per aircraft. This was derived through talks with Wyoming Air National Guard personnel,

determining the major aircraft type for this category to be the C-130. As the C-130 needs a minimum crew of 5 persons to operate, 5 people per aircraft was used instead of the 2.5 people per aircraft used to calculate GA Non-Resident impact.



Military Charter De-boarding

The formula (figure 2-1) used to calculate the economic impact of GA non-residents on the Cheyenne/Laramie County economy was obtained from the Aircraft Owners and Pilot's Association's pamphlet "How to Organize Community Support for Your Airport." This formula uses the following assumptions:

- 2.5 people per aircraft (arrival), a Federal Aviation Administration assumption
- Average annual GA transient operations per year is equal to GA Itinerant operations (appendix B), or 11,811.
- Average daily expenditure rate per GA visitor is equal to the non-resident commercial passenger rate of \$65.18 per day.

Avg. annual GA transient operations per yr.	X	Avg. occupancy per aircraft	X	Avg. daily expenditure per visitor	=	Estimated Total General Aviation & Military Non-Resident Economic Impact
2						

FIGURE 2-1 General Aviation Impact Formula

The total sales impact on Cheyenne/ Laramie County by Non-Resident General Aviation was 2.33 million dollars. Direct sales accounted for 1.7 million dollars, while 616 thousand dollars were from secondary sales in the region. The induced multiplier for this category's sales in the local economy was 1.36.

The Non-Resident General Aviation employment and earnings impact on the local economy was 30 jobs paying 759 thousand dollars in wages.

Approximately 25 jobs earning 577 thousand dollars were directly attributed to Non-Resident General Aviation. Approximate secondary employment and earnings were 5 jobs paying wages of 181 thousand dollars. The induced multipliers were 1.208 for employment and 1.315 for earnings.

Non-Resident Commercial Passenger Impact

Commercial air service is the most visible service offered to the local community by the Cheyenne Regional Airport. During February and March 2010, 115 passenger surveys were completed, of which 55% responded as being non-residents of Laramie County. It is the results of the non-resident respondents that form the primary focus of this section since they represent outside dollars brought into the local economy.

Non-Resident Commercial Passenger Impact				
	Direct	Secondary	Total	Induced Multiplier
Employment	25	5	30	1.21
Earnings	\$582,593	\$183,234	\$765,827	1.315
Sales	\$1,728,834	\$621,972	\$2,350,806	1.36

TABLE 2-4

The assumption was made that the same percentage of Non-Resident Commercial Passengers visit the area as had during the survey timeframe. When compared to the total 2009 passenger arrivals (appendix A), that equates to 6,631 non-resident commercial passengers. It was found through the survey that each visitor was in the local area on average 4 days and spent \$65.18 per day.

The total sales impact on Cheyenne/Laramie County by the Non-Resident Commercial Passengers was calculated to be 2.3 million dollars. Direct sales accounted for 1.7 million dollars, while 621 thousand dollars was the result of secondary sales in the region. The induced multiplier for the Non-Resident Commercial Passenger sales in the local economy was 1.36.

The Non-Resident Commercial Passenger employment and earnings impact on the local economy was 30 jobs paying 765 thousand dollars in wages. Directly attributed to the Non-Resident Commercial Passengers were 25 jobs earning 582 thousand dollars. Secondary employment contributed to 5 jobs paying wages of 183

thousand dollars. The induced multipliers were 1.21 for employment and 1.315 for earnings.

Airport and Tenant Capital Improvements Impact

Airport management and airport tenants were asked about their capital improvements at the Airport between the years 2006 and 2009. The multi year information was requested so that a more accurate, average, yearly total of capital improvement spending could be determined. This is because some projects, such as the Airport's runway 13-31 reconstruction, were spread over multiple years.

Between the years of 2006 and 2009 a total of 50.1 million dollars was spent by the Airport and airport tenants on capital improvements at the Airport. Of the 50.1 million dollars spent, approximately 69%, or 34.5 million dollars, was paid to local businesses for the improvements.

2006-2009 Agency Contributions to CYS Capital Improvements		
Agency	Contribution	%
<i>Cheyenne Regional Airport</i>	\$5,302,417	15.5%
<i>Local Government (City/County)</i>	\$1,504,377	4.5%
<i>State Government</i>	\$1,815,240	5.0%
<i>Federal Government</i>	\$25,600,891	75.0%
Total	\$34,222,925	100%

TABLE 2-5

This equates to approximately 8.6 million dollars per year in direct capital improvement spending by the Airport and tenants, a figure used for the 2009 capital improvement impact computation. The secondary spending impact of the local capital improvements was nearly 3.2 million dollars. Combined with the direct spending impact, this brings the total local impact due to capital improvement spending by the Airport and its tenants to 11.7 million dollars in 2009. The induced multiplier for capital improvement spending was 1.37.

Capital improvement spending by the Airport and airport tenants helped to annually support approximately 125 jobs with 4.9 million dollars in wages earned in the region. Approximately 78% of those jobs and 80% of the wages were direct results of the capital improvement spending. The remaining 22% of the jobs and approximately 20% of the wages were attributable to the secondary spending of the Airport and airport tenants on capital improvements. The induced multipliers for

capital improvements were 1.276 for employment and 1.248 for earnings.

Capital Improvements by the Airport

While many airport tenants conducted capital improvement projects between 2006 and 2009, 68%, or 34.2 million dollars, of all capital improvement spending were performed by the Airport. The Airport makes every attempt to spend locally when it undertakes any capital improvements. Over the above referenced time, approximately 70%, or 24 million dollars, of the total capital improvement spending was paid to local businesses. Because some projects require

Airport and Airport Tenant Capital Improvement Impact				
	Direct	Secondary	Total	Induced Multiplier
<i>Employment</i>	98	27	125	1.276
<i>Earnings</i>	\$3,959,250	\$983,816	\$4,943,066	1.248
<i>Sales</i>	\$8,555,731	\$3,163,995	\$11,719,726	1.370

TABLE 2-6

specialized skills that cannot be found in the local area, the remaining 30% was spent on non-local firms.

As is the case with airports throughout the country, successful completion of capital improvement projects is reliant on a variety of funding streams. From 2006 to 2009, local (city and county), state and federal governments contributed, respectively, 4.5% or 1.5 million dollars, 5.0% or 1.8 million dollars, and 75% or 25.6 million dollars of the necessary funds to complete the Airport's capital improvement projects. The Cheyenne Regional Airport contributed the remaining 15.5%, or 5.3 million dollars, towards these projects.

Total Economic Impact

The combined impact of Airport and Airport Dependant Tenants, Non-Airport Dependant Tenants, Non-Resident Commercial Passengers and Capital Improvement spending are significant to the Cheyenne/Laramie County economy. A total of 2,043 jobs and 242.7 million dollars (50 million dollars in wages and 192.7 million dollars in area business sales) can be attributed to the Cheyenne Regional Airport in the region's economy.

CYS Total Economic Impact			
Category	Employment	Earnings	Sales
<i>Airport & Airport Dependant Tenants</i>	1,476	\$37,017,634	\$162,933,155
<i>Non-Airport Dependant Tenants</i>	381	\$6,473,075	\$13,404,896
<i>GA & Military Non Residents</i>	5	\$181,677	\$616,689
<i>Non Resident Commercial Passengers</i>	31	\$765,827	\$2,350,806
<i>Airport & Tenant Capital Improvement</i>	125	\$4,943,066	\$11,719,726
Total	2,043	\$49,958,924	\$192,739,512

TABLE 2-7

expertise, none of the finished economic or employment figures would have been produced.

Jim Schell
CYS Admin Intern

Benefits of the 5th and 6th Penny Sales Tax Contributions

In Wyoming, State legislation grants communities the opportunity to impose additional 1% sales taxes on its residents. This temporary tax is one which residents must vote upon and is utilized to fund various projects in human services, public safety, economic development, roads, parks/recreation and even airports. The Cheyenne Regional Airport benefits from two of these community taxes, also known as the 5th Penny Tax and the 6th Penny Tax.

Between the years of 2006 and 2009, the Airport received \$240,000 in 5th Penny tax funds and \$633,031 in 6th penny tax funds. With this money, the Cheyenne Regional Airport was able to secure over 27.4 million dollars in additional matching grants for capital improvements. In other words, for every dollar received from the local community, the Airport was able to obtain \$31.47 in additional grants from the state and federal government.

Return on 5 th and 6 th Penny		
	4 YR	5 th and 6 th
Funding Source	Contribution Total	Penny Return
<i>State</i>	\$1,815,240	\$2.10
<i>Federal</i>	\$25,600,891	\$29.37
Total	\$27,416,131	\$31.47

TABLE 2-8

Acknowledgements

As the author of the Cheyenne Regional Airport's 2010 Economic Impact Study, I would like to sincerely thank Dave Haring, the Airport Manager and Tim Reid, the Assistant Airport Manager for their help and guidance during this four month project. I would also like to thank Dr. David "Tex" Taylor of the University of Wyoming's Department of Agriculture and Applied Economics for his assistance with the IMPLAN model and number crunching. Without his valuable assistance and



Survey Data

Airline passengers, local businesses and airport tenants were each given surveys to gather more information about their use of the Cheyenne Regional Airport. Both specific and general study wide questions were asked. This section describes the responses that were received.

Passenger Survey

The cover letter and passenger survey distributed to passengers in the Airport Terminal can be seen in exhibits A and B, respectively. The passenger survey was used to help determine profiles and spending habits of typical travelers utilizing Cheyenne Regional Airport. Over the course of February and March 2010, 115 passengers completed the survey. Below are the responses to select survey questions.

Pleasure or Business Travel and Residency

When passengers were asked whether they were flying for business or pleasure, approximately 70% responded to be flying for business and 30% responded that they were flying for pleasure. Of the business travelers who responded, 63% said they were non residents of Laramie County while 37% claimed residency. Of the passengers flying for pleasure, 60% were residents of Laramie County.

Industries of Business Travelers

The break down by industry of business travelers who responded were:

- 28% (22) government
- 16% (13) professional services
- 9% (7) healthcare
- 6% (5) construction
- 5% (4) transportation
- 4% (3) manufacturing
- 3% (2) mining
- 3% (2) in trade.
- 1% (1) agriculture
- 1% (1) hospitality industry

Trips for Business

To the question, how many times a year do you fly for business, passengers answered:

- 26% (30) responded none
- 34% (39) responded 1-5 times
- 10% (11) responded 6-10 times
- 13% (15) responded 11-20 times
- 5% (6) responded 21-30 times

- 12% (14) responded 31+ times

Trips for Pleasure

To the question, how many times a year do you fly for pleasure, passengers answered:

- 28% (32) responded none
- 15% (17) responded 1 times
- 17% (20) responded 2 times
- 9% (10) responded 3 times
- 11% (13) responded 4 times
- 9% (10) responded 5 times
- 10% (12) responded 6-10 times
- 1% (1) responded 20 times

Travel Habit Impact without CYS

When questioned about the reduction in the number of yearly flights a traveler would make if Cheyenne Regional Airport did not exist, Laramie County residents and non-residents responded:

Residents

- 80% (41) responded no reduction
- 2% (1) responded a 25% reduction
- 14% (7) responded a 50% reduction
- 4% (2) responded a 100%

Non-Residents

- 84% (54) responded no reduction
- 6% (4) responded a 25% reduction
- 6% (4) responded a 50% reduction
- 2% (1) responded a 75% reduction
- 2% (1) responded a 100% reduction

Hub Cities

When questioned about which hub city other than Denver would residents and non-residents like to fly to, the responses were as shown below. Please note that many surveys were returned with multiple cities selected. All data is shown as returned on the survey.

Resident Hub City Choices

- 39% (20) Salt Lake City
- 24% (12) Dallas
- 20% (10) Phoenix
- 16% (8) Minneapolis
- 8% (4) Las Vegas
- 4% (2) Chicago

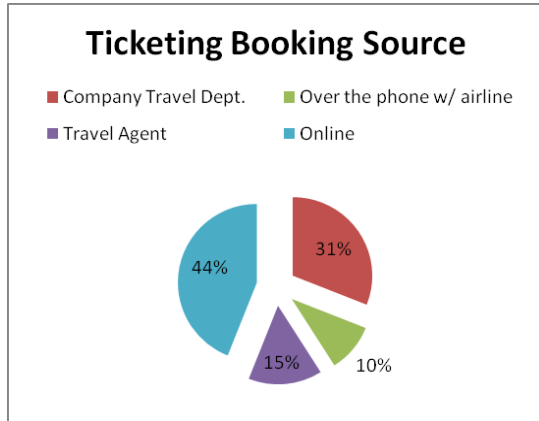
Non-Resident Hub City Choices

- 23% (15) Salt Lake City
- 19% (12) Dallas
- 14% (9) Phoenix
- 9% (6) Minneapolis

- 5% (3) Chicago

Flight Reservation Methods

When passengers were asked how they booked their airline ticket, the following responses were received.



Of the passengers who said they booked their tickets online, the following online sources were used:

- 18% (9) united.com
- 18% (9) expedia.com
- 14% (7) frontierairlines.com
- 10% (5) orbitz.com
- 10% (5) Travelocity.com
- 4% (2) cheaptickets.com
- 2% (1) hotwire.com
- 2% (1) priceline.com
- 2% (1) aol.com

Best Part of Airport

When asked about the best part of the airport, passengers responded as shown below. Please note that many passengers responded with more than one favorite. All data is shown as returned on the survey.

- 61% (70) location
- 47% (54) convenience
- 18% (21) parking
- 10% (12) airline schedule
- 9% (10) airport services
- 7% (8) the terminal
- 3% (3) staff
- 2% (2) other

Worst Part of Airport

When asked about the worst part of the airport, passengers responded as shown below. Please note that some passengers responded with more than one answer. All data is shown as returned on the survey.

- 24% (28) airline schedule
- 11% (13) ticket cost
- 11% (13) reliability of air service
- 7% (8) other
- 6% (7) airport services
- 4% (4) location
- 4% (4) parking
- 4% (4) the terminal

Requested Additional Features

In the last part of the passenger survey, two open ended questions were asked. The first question asked what features passengers would like to see added to the airport. Here are some of the following responses.

- Add an additional airline and flights.
- Add more food options.
- Add a gift shop.

Additional Comments

The second question asked for additional comments about the airport. Here are some responses that were received.

- Commercial airline flights are vital to a community. I purposely book my personal and business flights through the Cheyenne Airport.
- The Airport serves our area well.
- It is great to fly out of our home town. Convenience.
- The best airport staff I have ever had work for my benefit.
- While waiting in the airport I was disappointed that HLN was the news station of choice.
- I would utilize this airport more often if the fares were more reasonable.

Local Business Survey

Local business cover letters and surveys (exhibits C and D) were distributed in February 2010 to 700 local businesses in Cheyenne/Laramie County. One hundred and three responses were received, for a participation rate of 14 %, a return rate that is considered typical for this type of survey. Appendix C lists the local businesses that

provided their name and participated. The following are the responses to select survey questions.

Local Businesses by Industry

The following is a break down by percentage, of the industries represented by local businesses that responded to the survey.

- 31% (32) Professional Services
- 11% (11) Hospitality
- 9% (9) Construction
- 8% (8) Healthcare
- 7% (7) Banking/Financial
- 6% (6) Manufacturing
- 6% (6) Other
- 4% (4) Food Services
- 3% (3) Trade
- 2% (2) Agriculture
- 2% (2) Transportation

Business use of the Airport

When local businesses were asked how they utilize Cheyenne Regional Airport, the following responses were received. Some surveys were returned with multiple responses. All responses are reported as returned.

- 39% (40) No direct use of the airport, but customers and suppliers do
- 22% (23) No use of the airport
- 20% (21) Use airlines for passenger travel
- 12% (12) Use for express package delivery/airfreight
- 5% (5) Use aircraft charters, rentals, air taxi
- 1% (1) Base an aircraft

Impact on Businesses without CYS

When local businesses were asked, if CYS were to close, what would your business do? The following responses were received. Please note that many businesses responded with more than one answer. All data is shown as returned.

- 54% (56) Drive to another airport
- 31% (32) Continue without flying activities
- 19% (20) No impact
- 1% (1) Close my business
- 1% (1) Relocate out of Wyoming
- 1% (1) Other

Best Part about Airport

When asked what the best part about the airport was, the following responses were received: Please note that many businesses responded with more than one answer. All data is shown as returned.

- 53% (55) Convenience
- 40% (41) Location
- 24% (25) Parking
- 5% (5) Other
- 3% (3) Airline Schedule
- 3% (3) Airport Services
- 2% (2) All Categories Selected

Worst Part about Airport

When asked what the worst part about the airport was, the following responses were received: Please note that many businesses responded with more than one answer. All data is shown as returned.

- 36% (37) Airline Schedule
- 20% (21) Airfare Cost is Prohibitive
- 11% (11) Terminal
- 10% (10) Airport Services
- 9% (9) Location
- 6% (6) Airline Reliability
- 6% (6) Parking
- 3% (3) One Airline/Destination
- 2% (2) Convenience

Sales Decrease without CYS

If the Airport closed and you remained in business in Laramie County, what percent decrease would you expect in sales?

- 81 responded 0%
- 16 responded 1-10%
- 1 responded 15%

Employment Decrease without CYS

If the Airport closed and you remained in business in Laramie County, what percent decrease would you expect in the number of employees?

- 95 responded 0%
- 4 responded 1-5%

Travel Budget

What was your total travel budget for 2009?

- 5 responded > \$100,000
- 5 responded \$50,000 to \$100,000
- 3 responded \$40,000 to \$50,000
- 2 responded \$30,000 to \$39,999
- 6 responded \$20,000 to \$29,999
- 6 responded \$10,000 to \$19,999
- 14 responded \$5,000 to \$9,999
- 31 responded \$1 to \$4,999
- 33 responded they had no travel budget

Travel by Air

What percentage of your annual travel budget was spent on air travel?

- 3 responded 100%
- 3 responded 80-99%
- 11 responded 60-79%
- 14 responded 40-59%
- 16 responded 20-39%
- 25 responded 1-19%
- 31 responded 0%

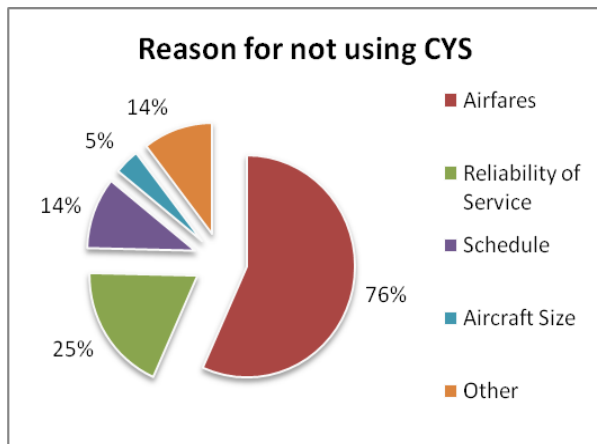
Flying from CYS

When you fly, what percentage of the time do you fly from Cheyenne?

- 2 responded 100%
- 4 responded 75-99%
- 6 responded 50-74%
- 4 responded 25-49%
- 38 responded 1-24%
- 59 responded 0%

Reason for not using CYS

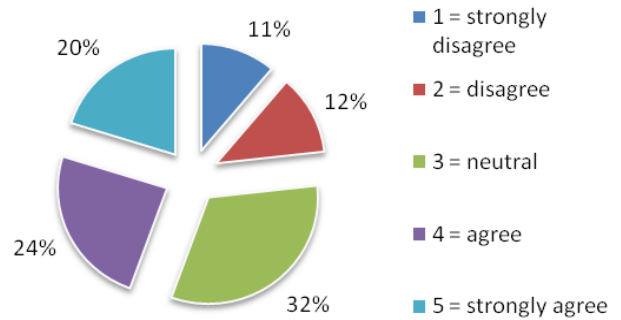
If you do not fly from Cheyenne Regional Airport, what is the primary reason? Please note that some surveys responded with more than one answer. All data is shown as collected.



Economic Contributor

Cheyenne Regional Airport is a major contributor to the area economy. 1 = strongly disagree, 5 = strongly agree.

CYS Contribution to Area Economy



Impression of Airport

What is your overall impression of the airport? (Select comments)

- Airport is fine. Needs better, more reliable service from the airline.
- Very nice facility with a very favorable impact on our local economy.
- Too small and under-utilized.
- On a scale of 1-10, a 9.
- Great asset to Cheyenne & Laramie County.
- We need it here in Cheyenne, with expanded services.

Additional Comments

Select additional comments about the airport.

- The vitality of the Airport provides direct benefit to the city & county. It is a draw to attract employees & people to Cheyenne & Wyoming, which allows them access well beyond our region.
- We have a very nice airport for a city this size; a cost adjustment would be nice to offset the convenience of Denver.
- There is a need for a more reliable air service.
- Airport and staff serve Cheyenne and Laramie County in a very positive way.

Airport Tenant Survey

In February 2010, Airport Tenants were sent Tenant cover letters and surveys (exhibits E and F). Tenants were asked about specific economic data and a couple of general questions. 17 surveys were returned. Appendix D lists the tenants who provided their name and chose to participate. Because of the proprietary nature of

the economic data requested in the Tenant Survey, this information will not be discussed in this report. While there was good participation in the completing the economic portion of the survey, few responses were received for the general question portion and therefore this information too will not be discussed.

Passenger Survey Cover Letter

P.O. Box 2210
200 E. 8th Avenue, Suite 203
Cheyenne, WY 82003



Ph: 307/634-7071
Fax: 307/632-1206
www.cheyennearport.com

February 10, 2010

Dear Passenger:

The Cheyenne Regional Airport is currently in the process of updating our 2006 Economic Impact Study. Input from passengers is needed to provide an accurate portrayal of the Airport's contributions to the area's economy.

Attached is a survey that we are asking passengers to complete which will greatly enhance the credibility of our study. The data that you provide will be kept *strictly confidential* and only used for generalizations about the Airport's significance to the local area.

To gather data in a timely fashion, we ask that you return the survey to us by February 15, 2010. All completed surveys will be entered into a random drawing for a pair of free tickets on Great Lakes Airlines, a \$25 gift certificate to Cloud Nine Restaurant, or a \$25 gift certificate to the Air Terminal Hair Salon. **The drawing will be held on Monday, March 1, 2010.**

The survey can be returned one of five ways:

1. Dropped off to the survey drop box in the Airline Terminal.
2. Taken online at: http://www.surveymonkey.com/s/pax_survey
3. Hand delivered to the Airport Administration Office at: 200 E. 8th Ave, Suite 203
4. Faxed to (307) 632-1206
5. Mailed via envelope to:
Economic Impact Study
Cheyenne Regional Airport
P.O. Box 2210
Cheyenne, WY 82003

If you have any questions, please do not hesitate to call me at (307) 634-7071. Thank you in advance for your cooperation.

Sincerely,

Jim Schell, Intern
Cheyenne Regional Airport

Enclosure

Passenger Survey



Economic Impact Study 2010
Passenger Survey

All information will be kept STRICTLY CONFIDENTIAL and reported only in the study totals.

1. Are you a resident of Cheyenne or Laramie County?
 Yes No

10. How many times a year do you fly for?
 Business _____ Leisure/personal _____

Non-residents of Cheyenne or Laramie County

2. What is the reason for using Cheyenne Regional Airport today? Check the one that **MOST** applies.

Location Airfare
 Parking Flight Schedule
 Business in the local area
 Other _____

3. What is the length of your stay in Cheyenne this trip?
 _____ Days

4. On average per person how much did you spend on?
 Lodging \$ _____ Food \$ _____
 Gifts \$ _____ Other \$ _____

11. If Cheyenne Regional Airport did not exist, how many fewer trips a year would you make?
- No reduction Reduce by 25%
 Reduce by 50% Reduce by 75%
 Reduce by 100%

12. Which 'hub' city besides Denver would you like to see flights to?
- Salt Lake City Phoenix
 Minneapolis Dallas
 Other _____

13. How did you book your flight today?
- Company travel department
 Travel Agent
 Directly with airline over the phone
 Online: Which website did you use?

5. How many people are in your party?

14. The best part about the Airport is:
- Location Airport Services
 Terminal Convenience
 Parking Airline schedule
 Other _____

6. Where is your final destination today?

15. The worst part about the Airport is:
- Location Airport Services
 Terminal Convenience
 Parking Airline schedule
 Other _____

7. What is the purpose of your trip today?
 Business Leisure/pleasure

8. If you are flying for business, what is the nature of your organization?
- Agriculture Manufacturing
 Construction Transportation
 Healthcare Timber
 Public Utilities Government
 Trade Mining
 Hospitality industry Professional services
 Import Other _____

16. What feature would you like added to the Airport?

9. What services did you use at the Airport today, and how much did you spend?

\$	Rental Cars	\$	Bar
\$	Restaurant	\$	Sky Harbor FBO
\$	Hair Salon	\$	Other:

17. Additional comments that we may quote (anonymously) in our finished report.

DRAWING AND PRIZE INFORMATION ON REVERSE SIDE



Local Business Survey Cover Letter

P.O. Box 2210
200 E. 8th Avenue, Suite 203
Cheyenne, WY 82003



Ph: 307/634-7071
Fax: 307/632-1206
www.cheyenneairport.com

January 21, 2010

Dear Local Business:

The Cheyenne Regional Airport is currently in the process of updating our 2006 Economic Impact Study. Input from local businesses is needed to provide an accurate portrayal of the Airport's contributions to the area's economy.

Attached is a survey that we are asking local businesses to complete which will greatly enhance the credibility of our study. The data that you provide will be kept *strictly confidential* and only used for generalizations about the Airport's significance to the local area.

To gather data in a timely fashion, we ask that you return the survey to us by **February 15, 2010**. All completed surveys will be entered into a random drawing for a pair of free tickets on Great Lakes Airlines, a \$25 gift certificate to Cloud Nine Restaurant, or a \$25 gift certificate to the Air Terminal Hair Salon. The drawing will be held on Monday, March 1, 2010.

The survey can be returned one of five ways:

1. Taken online at: http://www.surveymonkey.com/s/local_business_survey_2010_EIS
2. Hand delivered to the Airport Administration Office at 200 E. 8th Ave, Suite 203
3. Faxed to (307) 632-1206
4. Dropped off to the survey drop box in the Airline Terminal.
5. Mailed via envelope to:
Economic Impact Study
Cheyenne Regional Airport
P.O. Box 2210
Cheyenne, WY 82003

If you have any questions, please do not hesitate to call me at (307) 634-7071. Thank you in advance for your cooperation.

Sincerely,

A handwritten signature in cursive script that reads 'James Schell'.

Jim Schell, Intern
Cheyenne Regional Airport

Enclosure

Local Business Survey



Economic Impact Study 2010
Local Business Survey

All information will be kept STRICTLY CONFIDENTIAL and reported only in the study totals.

1. Business name (optional): _____

2. What is the nature of your business?
- | | |
|---|--|
| <input type="checkbox"/> Agriculture | <input type="checkbox"/> Manufacturing |
| <input type="checkbox"/> Construction | <input type="checkbox"/> Transportation |
| <input type="checkbox"/> Healthcare | <input type="checkbox"/> Timber |
| <input type="checkbox"/> Public Utilities | <input type="checkbox"/> Government |
| <input type="checkbox"/> Trade | <input type="checkbox"/> Mining |
| <input type="checkbox"/> Hospitality industry | <input type="checkbox"/> Professional services |
| <input type="checkbox"/> Import | <input type="checkbox"/> Other |
- _____

3. At the end of 2009, how many employees were?
Full time _____ Part time _____

4. How does your business use the Cheyenne Regional Airport? (Check all that apply)
- Base an aircraft here
 - Use aircraft charters, rentals, or air taxis for passenger travel
 - Use for express package deliveries or airfreight
 - Use airlines for passenger travel
 - No direct use of the Airport, but our customers and suppliers do
 - Other: _____

5. If Cheyenne Regional Airport were to close, what would your business do?
- Continue the business but without flying activities
 - Close my business
 - Relocate out of Laramie County
 - Relocate out of Wyoming
 - Drive to another airport
 - Other: _____

6. If the Airport closed, and you remained in business in Laramie County, what percent decrease would you expect?
Sales _____ % Employees _____ %

7. What were your organization's gross sales for Laramie County in 2009?
\$ _____

8. What was your total travel budget for 2009?
\$ _____

9. What percentage of your annual travel budget was spent on air travel?
_____ %

10. When you fly, what percentage of the time do you fly from?
Cheyenne _____ %
Denver _____ %
Other Airport _____ %

11. If you do not fly from Cheyenne Regional Airport, what is the primary reason?
- Airfares
 - Reliability of service
 - Schedule
 - Aircraft size
 - Other _____

12. Cheyenne Regional Airport is a major contributor to the area economy. 1= strongly disagree, 5= strongly agree
1 2 3 4 5

13. The best part about the Airport is
- Location
 - Airport services
 - Terminal
 - Convenience
 - Parking
 - Airline schedule
 - Other _____

14. The worst part about the Airport is
- Location
 - Airport services
 - Terminal
 - Convenience
 - Parking
 - Airline schedule
 - Other _____

15. What is your overall impression of the Airport?

16. Additional comments that we may quote (anonymously) in our finished report.

DRAWING AND PRIZE INFORMATION ON REVERSE SIDE



Airport Tenant Survey Cover Letter

P.O. Box 2210
200 E. 8th Avenue, Suite 203
Cheyenne, WY 82003



Ph: 307/634-7071
Fax: 307/632-1206
www.cheyenneairport.com

January 19, 2010

Dear Airport Tenant:

The Cheyenne Regional Airport is currently in the process of updating our 2006 Economic Impact Study. Input from tenants is needed to provide an accurate portrayal of the Airport's contributions to the area's economy.

Attached is a survey that we are asking tenants to complete which will greatly enhance the credibility of our study. The data that you provide will be kept *strictly confidential* and only used for generalizations about the Airport's significance to the local area.

To gather data in a timely fashion, we ask that you return the survey to us by **February 15, 2010**. All completed surveys will be entered into a random drawing for a pair of free tickets on Great Lakes Airlines, a \$25 gift certificate to Cloud Nine Restaurant, or a \$25 gift certificate to the Air Terminal Hair Salon. The drawing will be held on Monday, March 1, 2010.

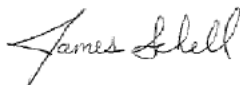
The survey can be returned one of five ways:

1. Taken online at: http://www.surveymonkey.com/s/tenant_survey_2010_EIS
2. Hand delivered to the Airport Administration Office at 200 E. 8th Ave, Suite 203
3. Faxed to (307) 632-1206
4. Dropped off to the survey drop box in the Airline Terminal.
5. Mailed via envelope to:

Economic Impact Study
Cheyenne Regional Airport
P.O. Box 2210
Cheyenne, WY 82003

If you have any questions, please do not hesitate to call me at (307) 634-7071. Thank you in advance for your cooperation.

Sincerely,



Jim Schell, Intern
Cheyenne Regional Airport

Enclosure

Airport Tenant Survey



Economic Impact Study 2010
Airport Tenant Survey

All information will be kept STRICTLY CONFIDENTIAL and reported only in the study totals.

1. Business name (optional): _____
2. What is the nature of your business?

<input type="checkbox"/> Agriculture	<input type="checkbox"/> Manufacturing	<input type="checkbox"/> Construction	<input type="checkbox"/> Transportation	<input type="checkbox"/> Healthcare
<input type="checkbox"/> Timber	<input type="checkbox"/> Public Utilities	<input type="checkbox"/> Government	<input type="checkbox"/> Professional Service	<input type="checkbox"/> Mining
<input type="checkbox"/> Import	<input type="checkbox"/> Trade	<input type="checkbox"/> Hospitality Industry	<input type="checkbox"/> Other _____	
3. What was your annual payroll for 2009? \$ _____
4. In 2009, what was your gross revenue (annual budget for government agencies)? \$ _____
5. At the end of 2009, how many employees were? Full time _____ Part time _____
6. What were your 2009 total expenditures in the local area? \$ _____
 - Of those expenditures, what percentage could be classified as going toward:

Supplies or operating capital _____ %	Services _____ %	Utilities _____ %
Rent _____ %	Other _____ %	Please list: _____
7. What amount did you pay for goods purchased outside the local area? \$ _____
8. What amount has your organization spent in capital improvements at the Airport from 2006-2009? \$ _____
9. What percentage of all capital improvements were contracted locally? _____%
10. My business depends on the existence and continued vitality of Cheyenne Regional Airport. Yes No
 - If yes, what percentage of business is brought in by the existence of the Airport? _____%
11. The best part about the Airport is:

<input type="checkbox"/> Location	<input type="checkbox"/> Airport Services	<input type="checkbox"/> Terminal	<input type="checkbox"/> Convenience	<input type="checkbox"/> Parking
<input type="checkbox"/> Airline schedule	<input type="checkbox"/> Other: _____			
12. The worst part about the Airport is

<input type="checkbox"/> Location	<input type="checkbox"/> Airport Services	<input type="checkbox"/> Terminal	<input type="checkbox"/> Parking
<input type="checkbox"/> Airline schedule	<input type="checkbox"/> Convenience	<input type="checkbox"/> Other: _____	
13. What is the #1 thing you would like to see improved at the Airport?
14. What is your overall impression of the Airport?
15. Additional comments that we may quote (anonymously) in our finished report.

DRAWING AND PRIZE INFORMATION ON REVERSE SIDE



Enplanement Data

2009 Enplanement Data									
	REV PAX	REV PAX	REV PAX	NON- REV PAX	NON-REV PAX	NON- REV PAX	TOTAL PAX	TOTAL PAX	TOTAL PAX
2009	IN	OUT	IN/OUT	IN	OUT	IN/OUT	IN	OUT	IN/OUT
JAN	1,033	915	1,948	294	274	568	1,327	1,189	2,516
FEB	805	795	1,600	308	334	642	1,113	1,129	2,242
MAR	973	850	1,823	345	389	734	1,318	1,239	2,557
APR	989	927	1,916	235	287	522	1,224	1,214	2,438
MAY	1,031	988	2,019	282	334	616	1,313	1,322	2,635
JUN	905	855	1,760	486	378	864	1,391	1,233	2,624
JUL	1,071	1,019	2,090	307	301	608	1,377	1,320	2,697
AUG	1,044	1,047	2,091	318	322	640	1,362	1,369	2,731
SEP	1,222	1,223	2,445	254	248	502	1,312	1,307	2,619
OCT	985	889	1,874	255	334	589	1,240	1,223	2,463
NOV	883	799	1,682	267	269	536	1,150	1,068	2,218
DEC	974	848	1,822	225	262	487	1,199	1,110	2,309
TOTAL YTD	11,915	11,155	23,070	3,576	3,732	7,308	15,491	14,723	30,049

Operations Data

2009	AC	AT	GA	MI	TOTAL ITINERANT	CIVIL	MILITARY	TOTAL LOCAL	TOTAL OPERATIONS
JAN	0	426	671	246	1343	713	1232	1945	3288
FEB	3	379	923	479	1784	775	1490	2265	4049
MAR	22	438	999	839	2298	1032	1169	2201	4499
APR	14	343	782	441	1580	784	1271	2055	3635
MAY	8	364	1278	223	1873	786	1008	1794	3667
JUN	43	315	1370	350	2078	1057	1714	2771	4849
JUL	42	363	1450	326	2181	1208	1812	3020	5201
AUG	16	353	1321	353	2043	1012	1205	2217	4260
SEP	10	343	1045	374	1772	728	1770	2498	4270
OCT	12	312	600	451	1375	510	1577	2087	3462
NOV	11	385	769	324	1489	797	991	1788	3277
DEC	9	390	603	208	1210	722	1141	1863	3073
	190	4411	11811	4614	21026	10124	16380	26504	47530

Participating Local Businesses

We would like to thank the following businesses, who provided their name, along with those who submitted surveys anonymously for participating in the 2010 Economic Impact Study.

Anapath Diagnostics	James Childress
Appaloosa Best	JELD-WEN Inc
AVI, pc	KAZY
B & B Appliance	Kevin Byrne & Associates
Brandt Audiology	KFBC AM 1240
CALC	King of Glory Lutheran Church
Casey Family Programs	Mago Healing Arts
Cash-WA Dist.	Marv's Pawn Shop
Central Bank & Trust	MCE
Century 21 - Bell Real Estate	Mead Lumber
Cheyenne Health and Wellness Center	Mechanical Systems Inc
Cheyenne Leads	MER Tax, Accounting, and Consulting
Cheyenne Light, Fuel & Power	Moore Insulation Co.
Cheyenne State Bank	Palomino Ind.
Cheyenne Super 8	Papa John's Pizza
Cheyenne Symphony	Pioneer Construction Co.
Cheyenne Womens Clinic	Pony X-Press Printing
Comfort Inn	Ranger Motel
Dayweather Inc.	Riverbend Nursery
Dirty Duds	Sign Pro (Atomic Advertising, Inc.)
DT's Liquor	Spradley Barr Motors
Eileen's Colossal Cookies	Stateline Oasis
Embry Riddle Aeronautical University	Staybridge Suites - DIA
Emerald	Taco John's - Support Center
Emerald	Tastefully Simple
Enterprise rent a car	The Statement
Express Employment	Unicover Corp.
First Education FCU	Universal Industries
First National Bank of Wyoming	Vemma - Robin Hocking
Four Corners Siding, LLC	Vestibular Technologies
Great Harvest	Vino's Wine and Spirits
Hand on Physical Therapy	Webb Insurance Agency
Harold F. Johnson Masonry	Western Vista FCU
Health Reach	WyHy FCU
Herman Group Real Estate	Wyoming Children's Action Alliance
Hub International	Wyoming Wildlife Federation
Inberg-Miller Engineers	WYOPS
Jackson's Sports Grill	

Participating Airport Tenants

We would like to thank the following airport tenants for participating in the 2010 Economic Impact Study.

Air Terminal Hair Port
Avis Rent a Car
Cheyenne Orthodontics
Cheyenne Regional Airport
City of Cheyenne, Park & Rec
Cloud 9
Great Lakes Aviation Ltd.
Hertz Rent a Car
Law Office of Ken McCartney
The Outdoor Pursuit
WBA
Western States Learning Corporation
d/b/a Align
WYDOT Aeronautics
Wyoming Air National Guard
Wyoming Army National Guard