



Kentucky Aviation System Plan and Economic Impact Study Update

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Agenda

01

Kentucky AEIS
Overview and
State of the
Industry

02

IMPLAN Modeling

03

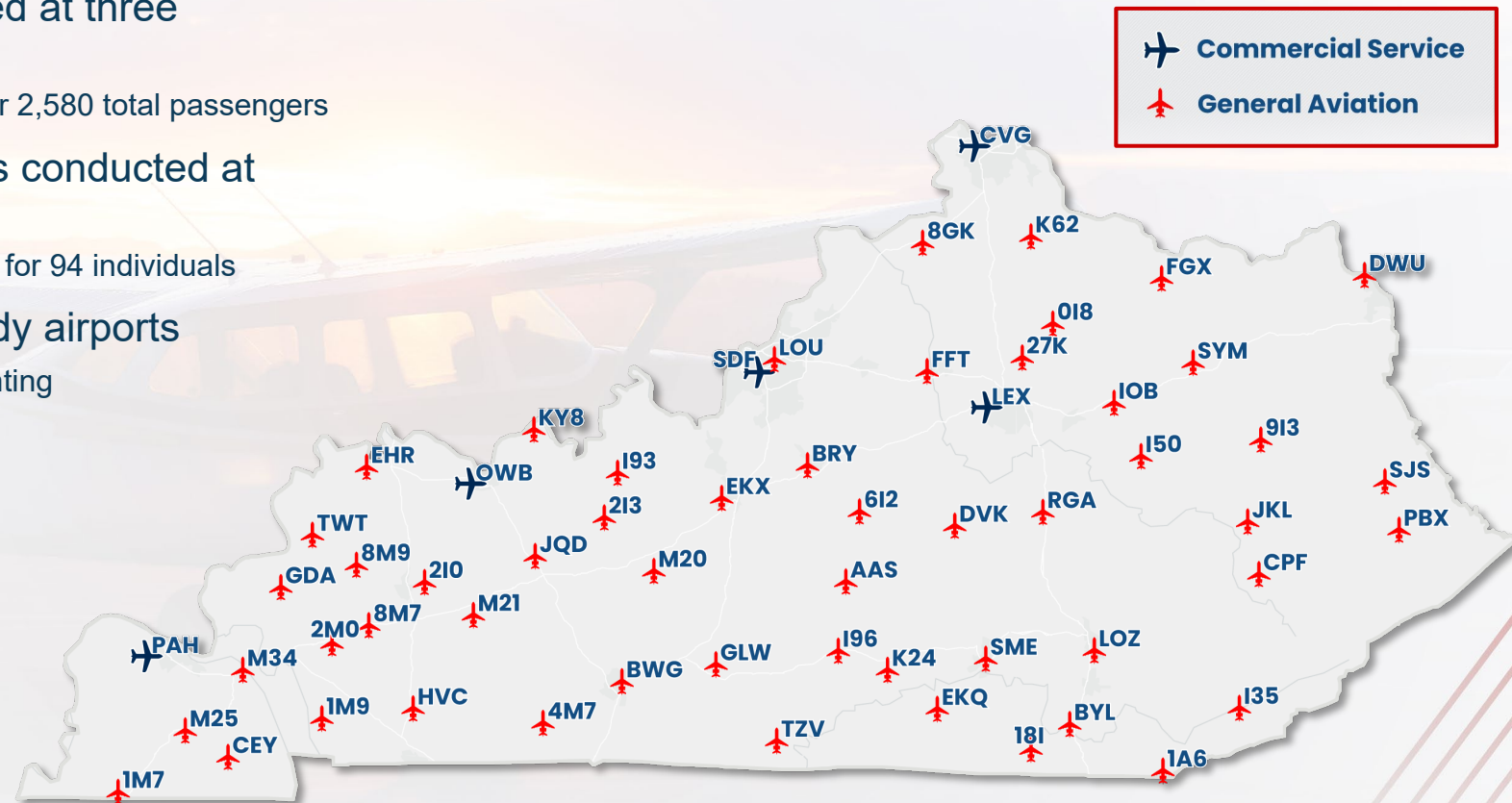
Statewide Findings

04

Questions?

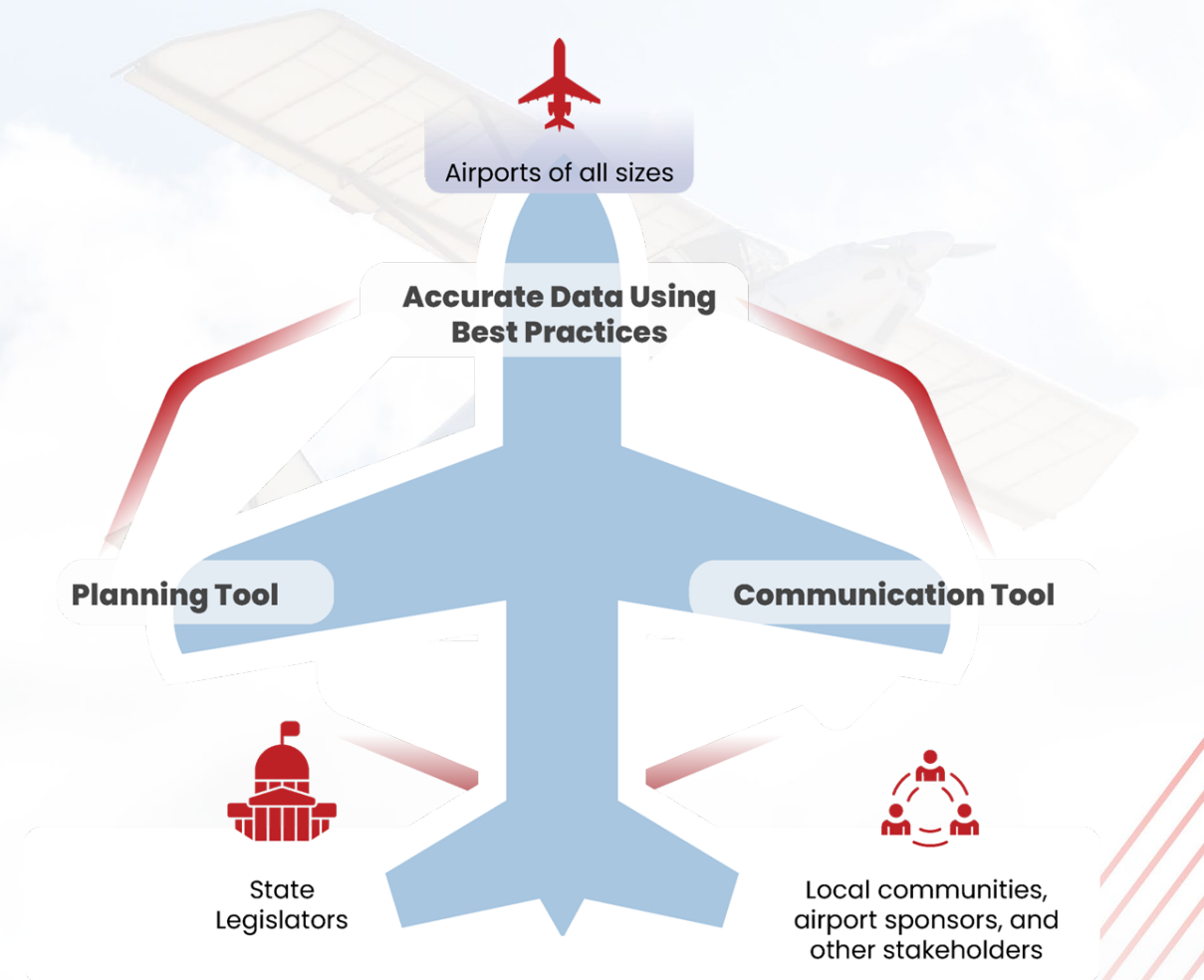
Kentucky AEIS Overview

- Site visits wrapped up in September
- Out of state passenger surveying completed at three commercial service airports
 - A total of 1,282 responses collected accounting for 2,580 total passengers
- Passive pilot and passenger surveying was conducted at the remaining airports
 - A total of 80 responses were collected accounting for 94 individuals
- Tenant surveying was completed at all study airports
 - A total of 487 individuals tenants surveyed accounting for 14,223 total employees



Purpose of the Economic Impact Study

- Understand the overall role of aviation in enhancing and supporting Kentucky's economy
- Analyze airport activity to determine real - dollar economic impacts
- Convey the importance of Kentucky's airports to users, communities, and businesses within the state



Project Process



Data Collection – Who Participated?



Airport
Administration



Airport
Tenants



Commercial
Service
Visitors



General
Aviation
Visitors

State of the Industry



2.7 million
Out - of - State
Commercial
Visitors



582,629
General Aviation (GA)
Aircraft Operations



54,667
Employees Working Directly
for the Airport or
On - Airport
Business Tenants

Other Industry Changes



COVID
Recovery



Increased Labor
Costs



Workforce
Shortages

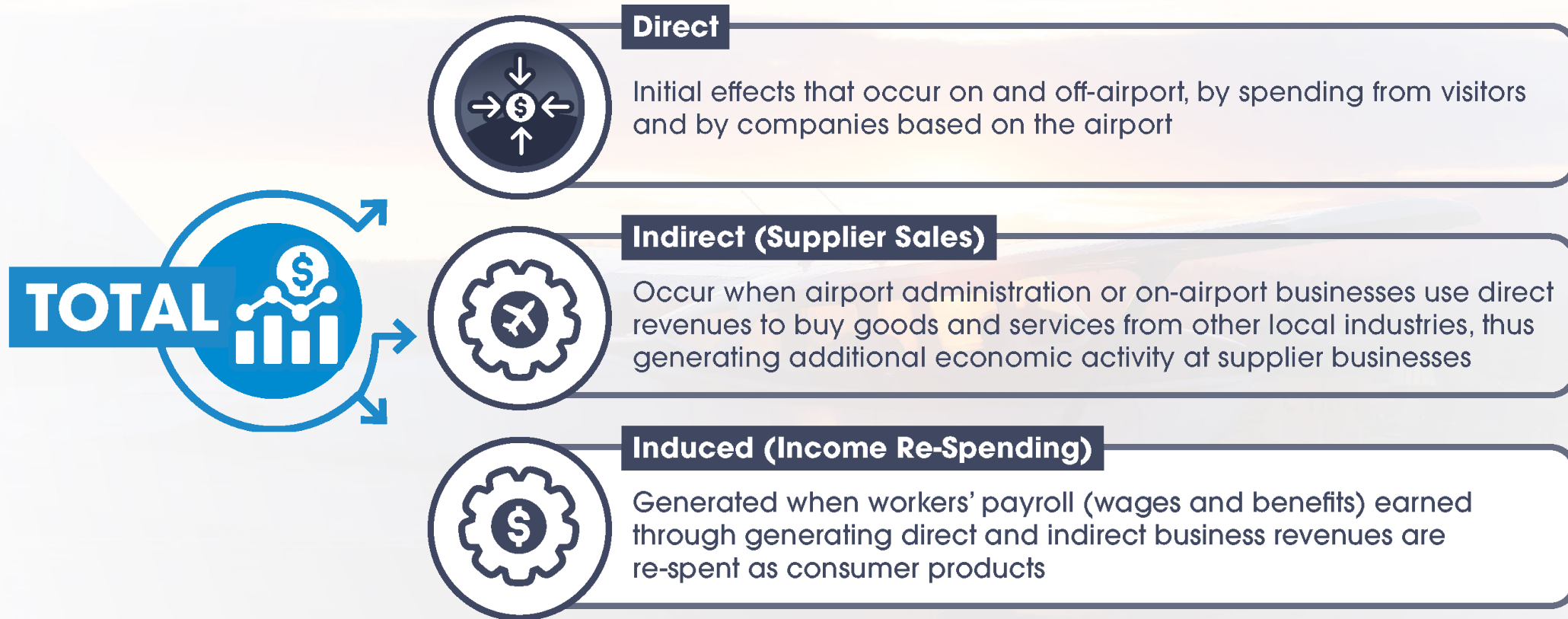


Increased construction
material costs



Record
Inflation

Economic Impact Terms



Economic Impact Measures



JOBS

The total number of people working because of the airport or company, including both full-time and part-time positions



PAYROLL

All the money and benefits employees receive for their work, including salaries, health benefits, and taxes paid on their behalf



VALUE ADDED

The value an airport adds to Kentucky's economy. It's calculated by taking what the industry produces and subtracting the cost of its necessary materials such as fuel, maintenance, or utilities



TOTAL ECONOMIC IMPACT (OUTPUT)

The overall value of the airport's activity, including all spending ripples. It is equivalent to GSP plus the cost of everything it buys—like fuel, maintenance, and utilities—from other businesses



IMPLAN Modeling



IMPLAN



Economic Modeling Software



FAA- Approved



Input - Output Model

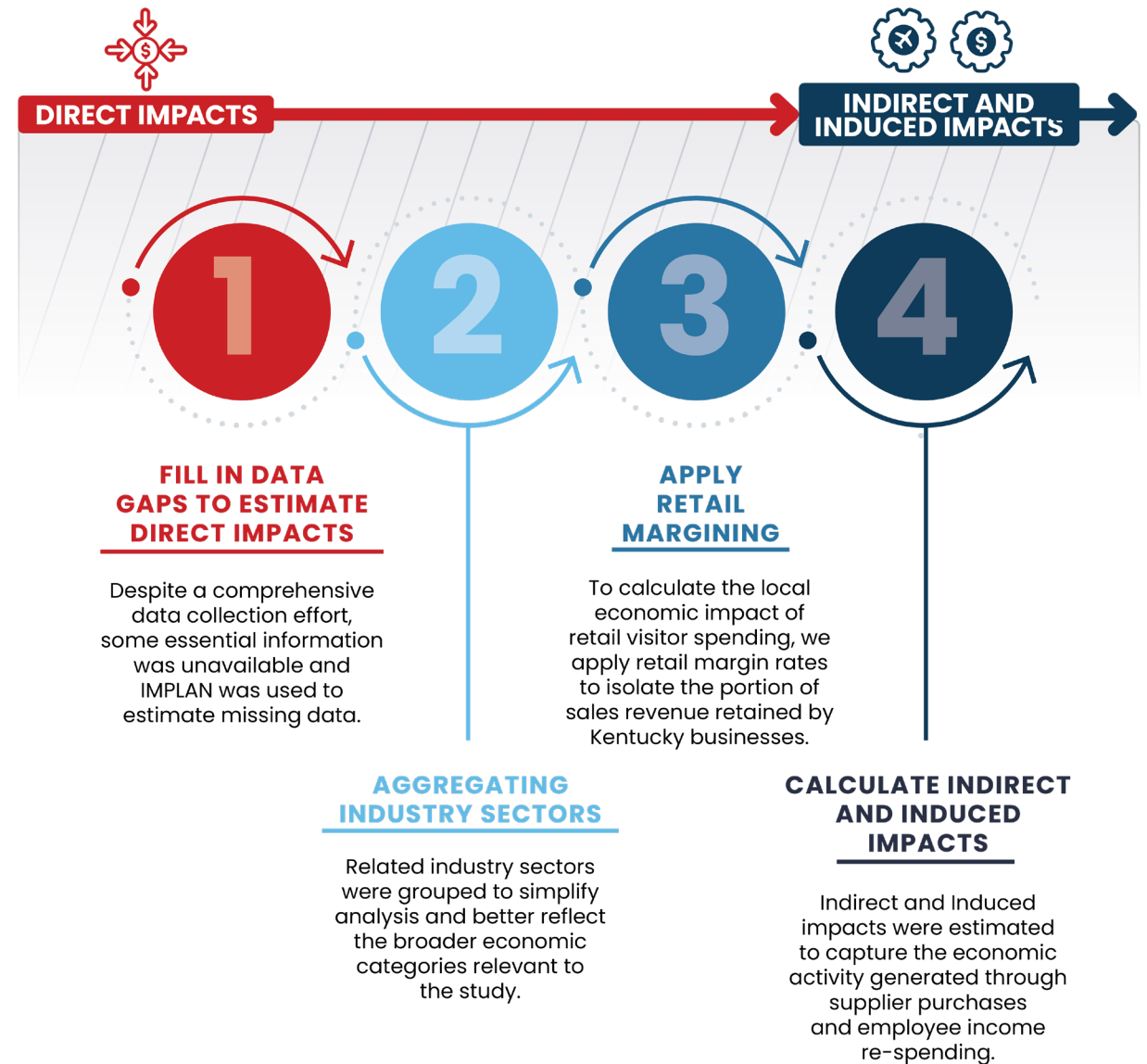


Based on Employee Headcount

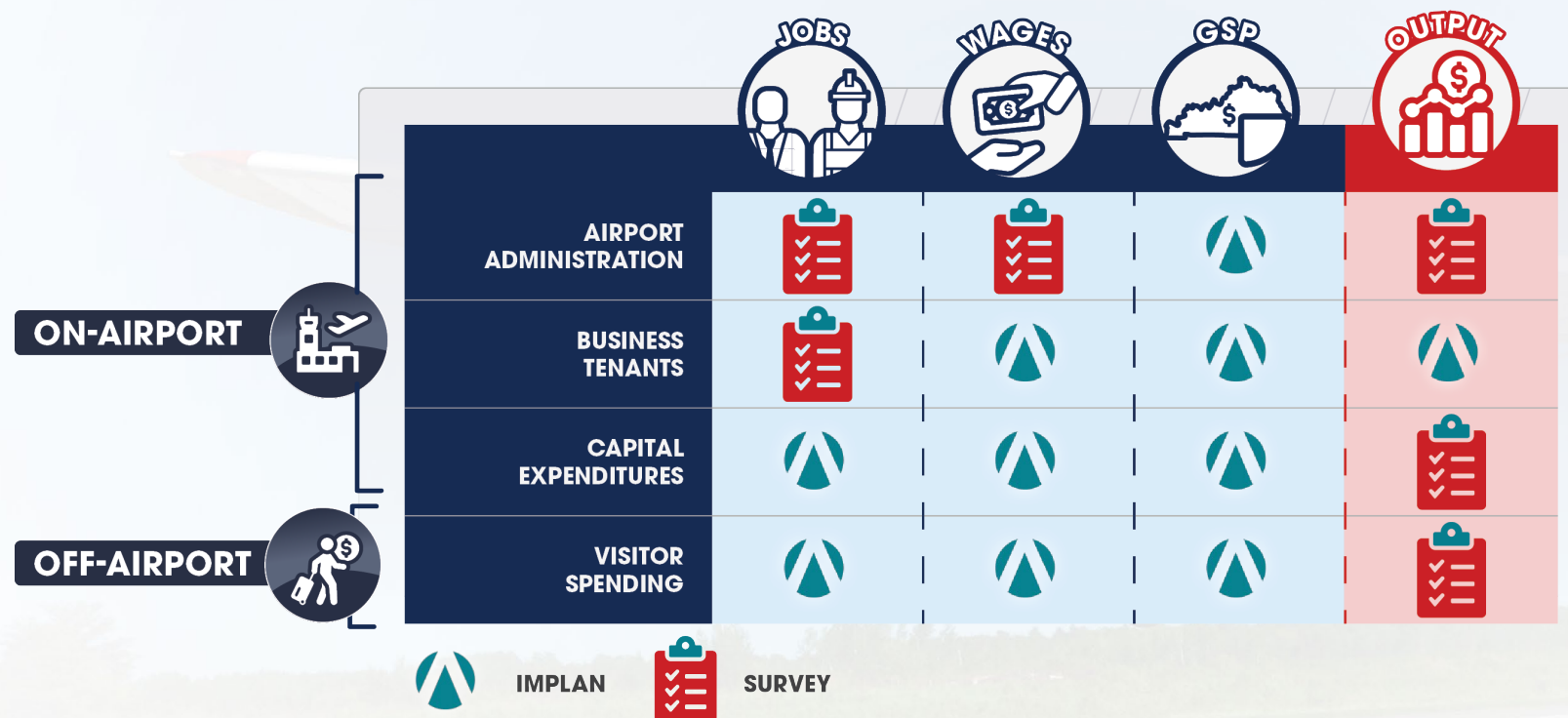


Generates Direct, Multiplier, and Total Impacts

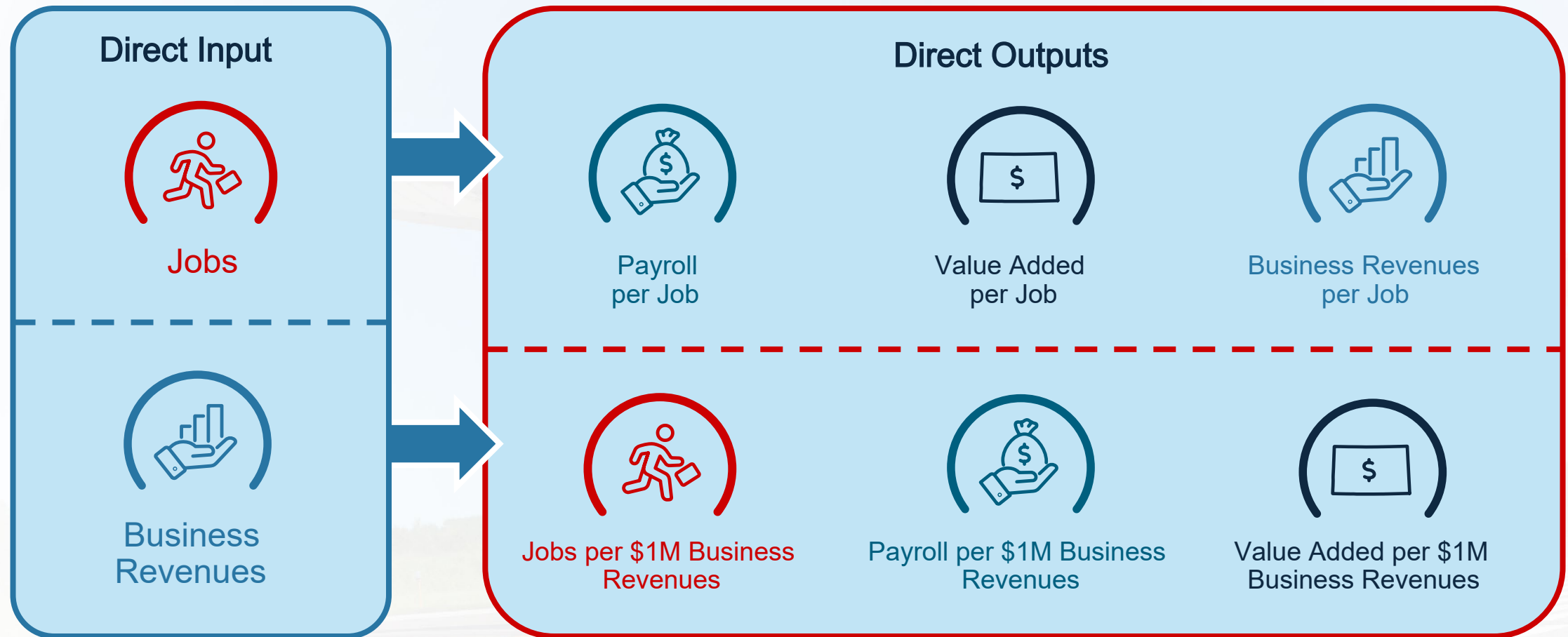
Use of IMPLAN



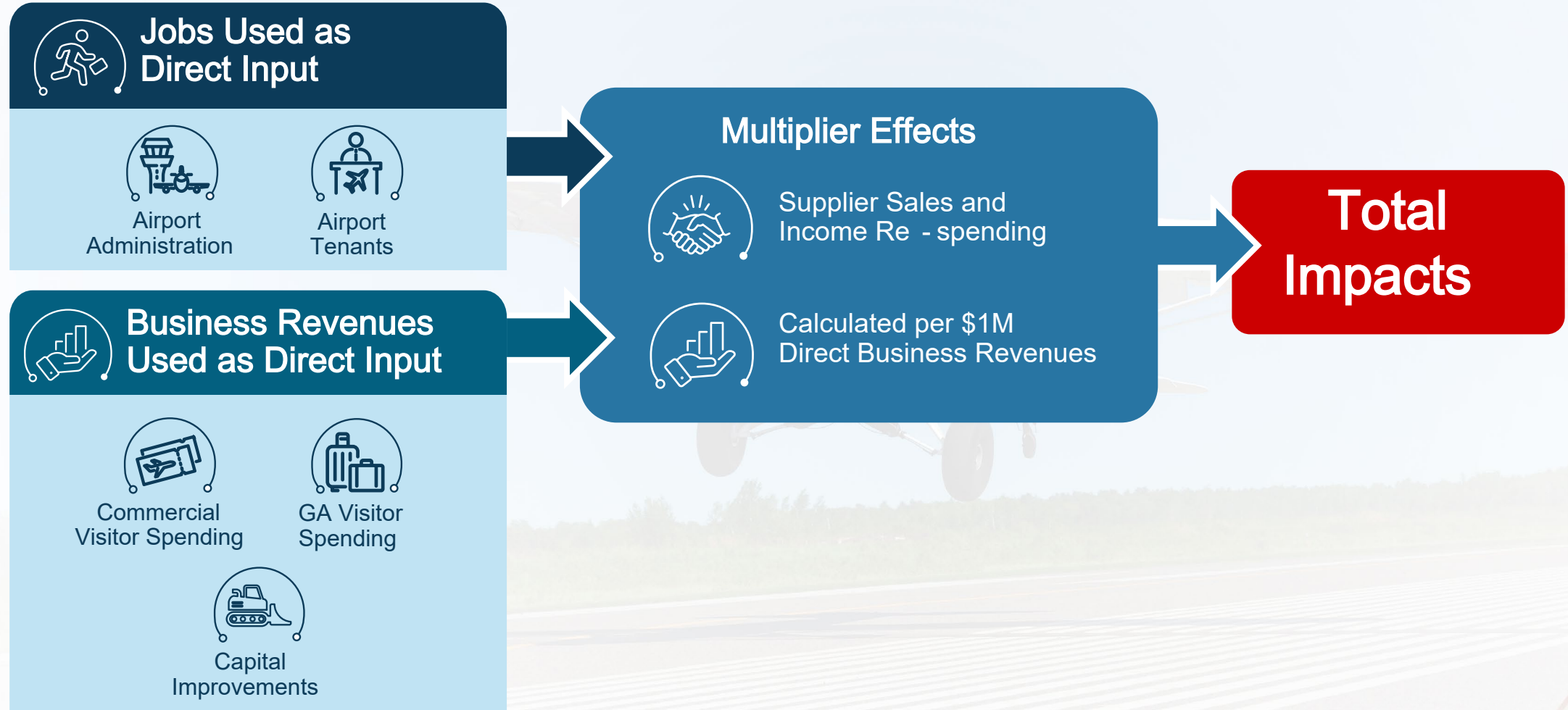
Direct Data Source



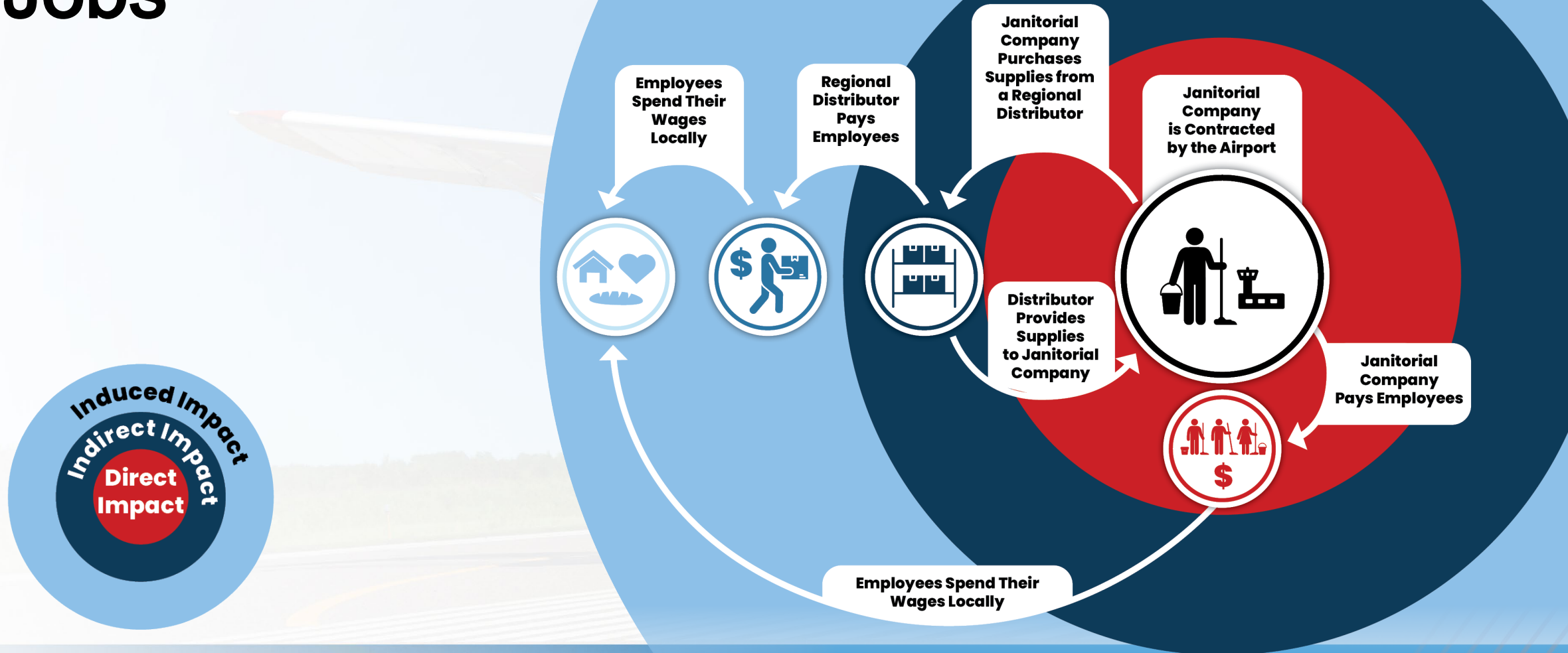
IMPLAN Inputs and Outputs



IMPLAN Modeling Process



Example: Jobs





Statewide Findings





\$25 Billion

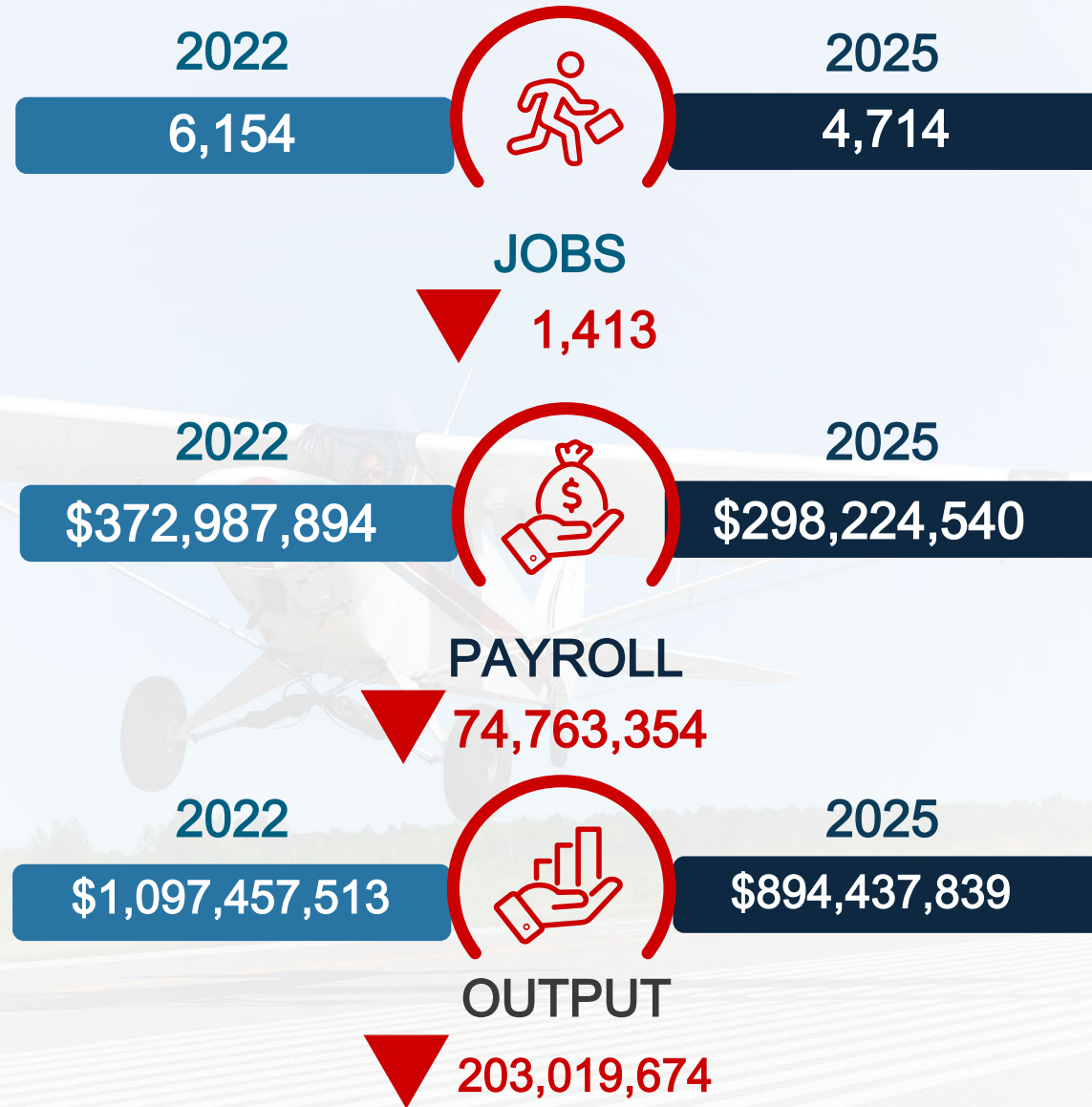
In Total Economic
Impact for Kentucky
Airports

Total Statewide Aviation Impacts



*Value Added is a separate type of impact that measures the value of goods and services beyond the value of the inputs. If a company sells a product for \$100 and the materials used to create that product cost \$30, the value added is \$70.

General Aviation Impacts



BWG

Bowling Green

(Kentucky Regional)

170



JOBS

\$12,053,719



VALUE
ADDED

\$7,717,123



PAYROLL

\$20,754,008



BUSINESS REVENUES

193

Breckenridge
County
(Kentucky Basic)

16



JOBS

\$1,254,254



VALUE
ADDED

\$686,163



PAYROLL

\$2,289,312



BUSINESS REVENUES

196

Columbia Adair County

(Kentucky
Unclassified)

5



JOBS

\$243,138



PAYROLL

\$412,117



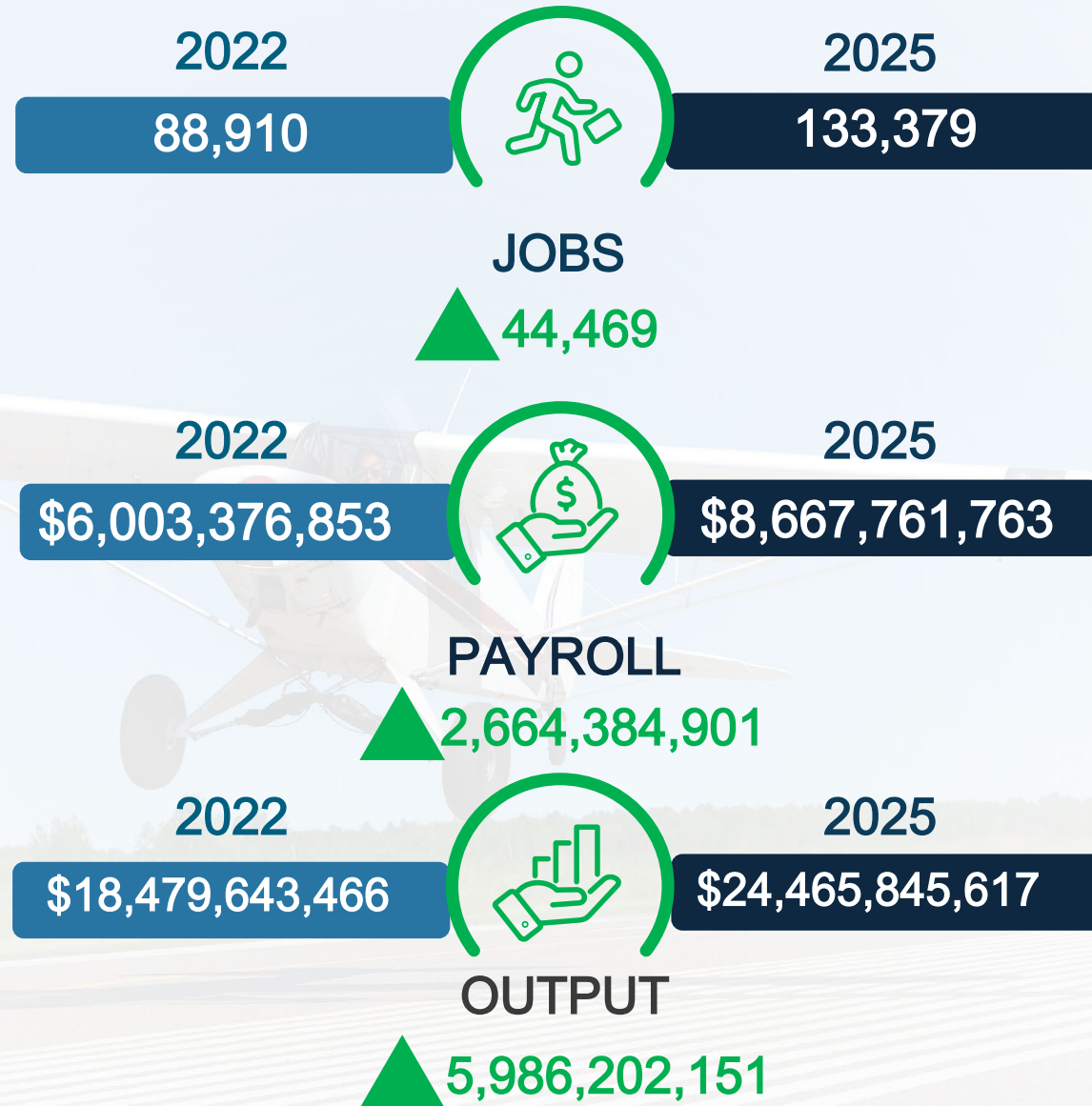
VALUE
ADDED

\$842,493

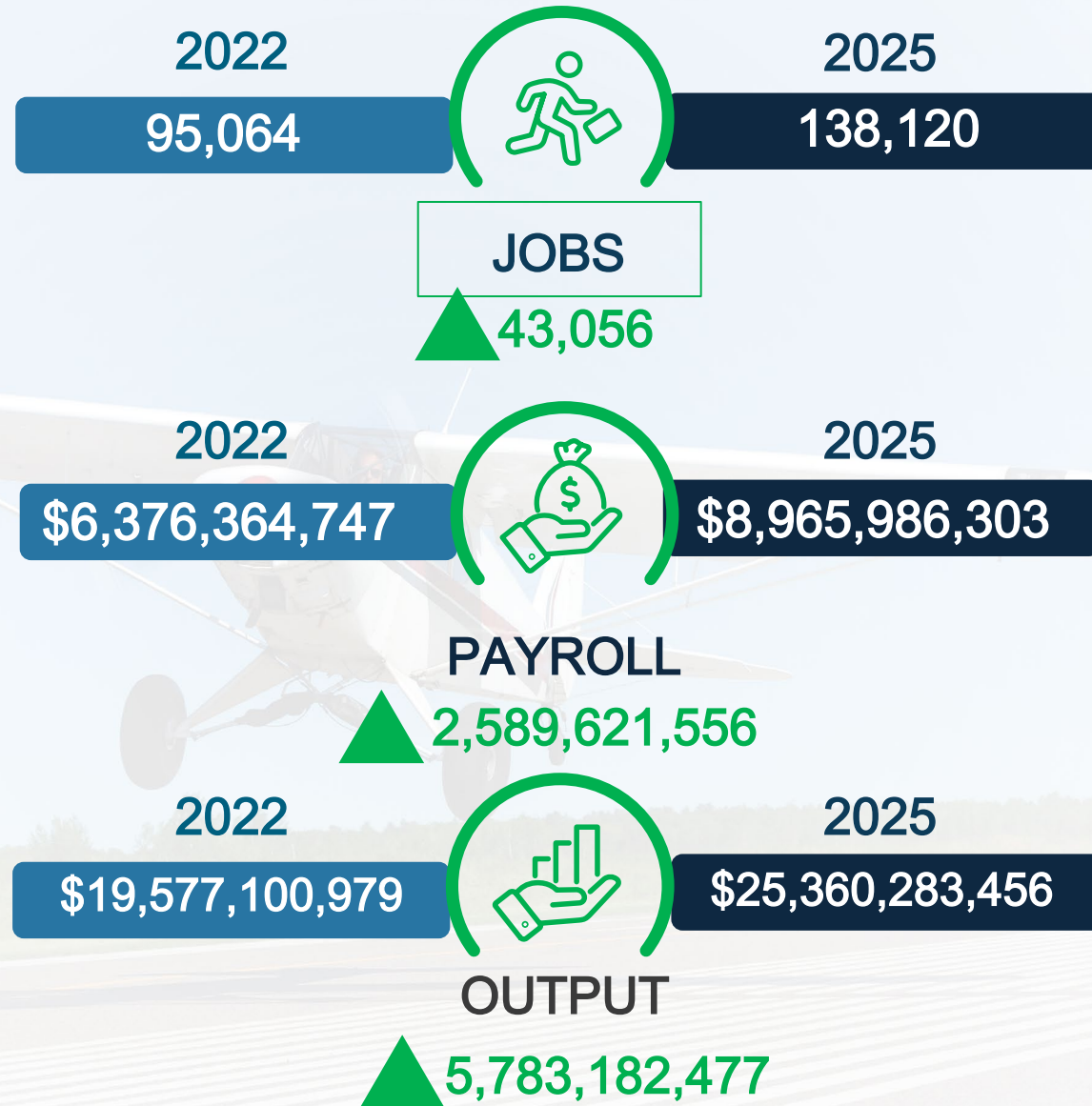


BUSINESS REVENUES

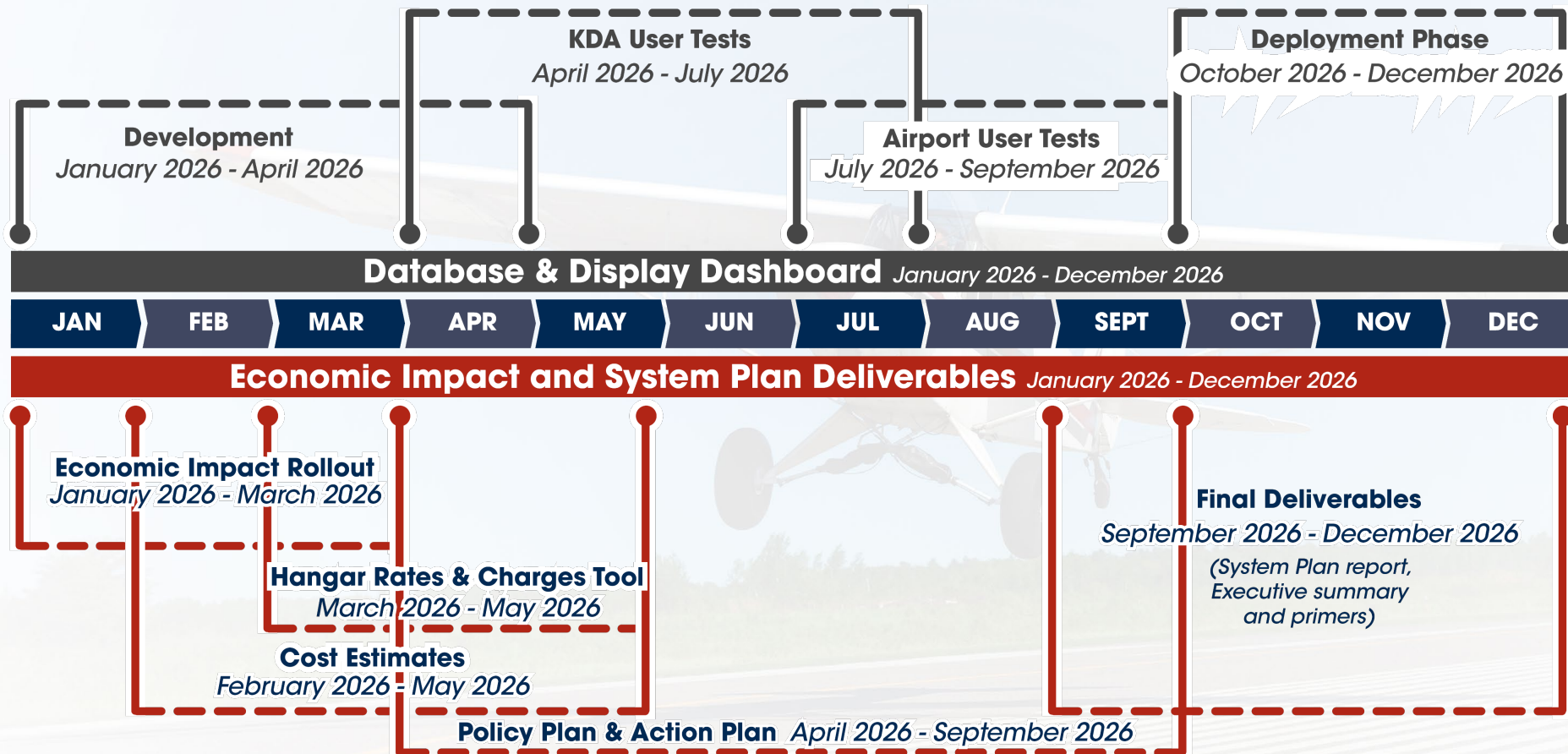
Commercial Service Impacts



Total Economic Impact Changes from 2022 KTC Study



Deliverables Timeline





Questions?

