

Airport Introduction Webinar

Kentucky Aviation System Plan and Economic Impact Study

... Agenda

01

What is System
Planning?

02

What is Economic
Impact?


03

Data Collection
and Site Visits

04

Schedule and
Next Steps

KASP and AEIS Overview

- Establish statewide goals and objectives
 - Collect statewide data to analyze project goals
 - Identify statewide system needs based on data analyses
 - Analyze airport activity to determine real-dollar economic impacts
 - Convey the importance of Kentucky's airports to users, communities, and businesses within the state
- 
- A stylized map of Kentucky is shown in the bottom right corner. It highlights three major airports with red airplane icons and labels: 'EHR' (Eastern Kentucky University Airport) in the southwest, 'IOWA' (Iowa Airport) in the south, and 'I53 KY8' (I53 Kentucky Airport) in the southeast. The map is overlaid on a background of a sunset or sunrise over a body of water with mountains in the distance.



What is System Planning?

State Aviation System Planning

01

Comprehensive
evaluation of a state
aviation system

02

Provides the foundation
and guidance for future
aviation investment
decisions

03

Completed
approximately every 10
years to account for
changing aviation
demands and
emerging trends

04

Less prescriptive FAA
guidance provides an
opportunity for each
state to develop the
system plan to address
specific needs

Traditional System Planning

Roadmap for future development in terms of type, extent location, timeline, and cost



**Identifies
existing conditions
statewide**



**Evaluates existing
aviation system
according to
statewide goals**



**Determines
statewide needs
that align with
state priorities**



**Develops
recommendations and
an implementation plan
to provide direction and
guidance in future
decision-making**

Non-Traditional System Planning



Project Prioritization



Hangar Rates and Charges



Cost Estimates



Through the Fence Operations

Airport Name		Dickson Municipal (M02)
Project Name	Pavement	Criteria Score
Project Purpose	Planning	10
Licensing	Conditional (another project alleviates gap)	10
Airport Component	Taxiway	13
Work Type	Land Acquisition	6
Aligns with TASP Goals	F&SO Only	5
Expired Grants (90+ Days Old) ¹	Yes	0
Historical ACIP Compliance ¹	50%-100%	7.5
Airport Classification	Community Business	6
Local Share/Additional Funding Sources	5%-9.9%	0



Project Title						
Airport Name			Airport Type			
Abernathy Field (GZS)			Community Business			
Select an Inflation Index			Consumer Price Index			
Cost Type	Pay Item	Avg. Cost	Quantity	UoM	Total	Total with Applied Soft Costs
					\$ -	\$ -
					\$ -	\$ -
					\$ -	\$ -
					\$ -	\$ -
					\$ -	\$ -
					\$ -	\$ -
					\$ -	\$ -
					\$ -	\$ -
			Subtotal		\$ -	\$ -

Print

Export to CIP
Sheet

State System Planning Does Not



Replace individual planning efforts completed by airports



Dictate how airports should be operating – just identify, share, incorporate, and encourage best practices



Commit that all identified improvement projects will be funded

System planning efforts may provide recommendations to establish or revise state rules, regulation, and/or policy



Relation to National and Local Planning

State system planning...

- Exists between national and local planning efforts
- Delivers state-specific insights to inform aviation development and funding decisions nationally
- Defines goals and recommendations to inform planning of future aviation development and investment



Kentucky Aviation System Plan (KASP) Goals

Guided by the Kentucky Long Range Transportation Plan



Enhance the **safety and security** of individuals using the airport system



Safeguard and maintain current airport infrastructure by focusing on the essential needs of the airport system



Deliver an aviation system with **accessible and cost-effective infrastructure** that provides communities with access to the airways for economic development



Strengthen the Kentucky aviation system's role in **maintaining environmental quality**



Support the **financial sustainability** of system airports

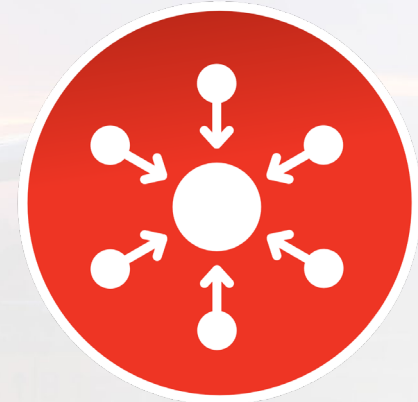
KASP Performance Measures (PMs) & Tracking Metrics



Evaluate the system's progress towards achieving statewide goals



Analyze existing system capabilities across facility, service, and administrative targets



Supports identification of system gaps that can warrant statewide aviation investment

Examples of Final Deliverables



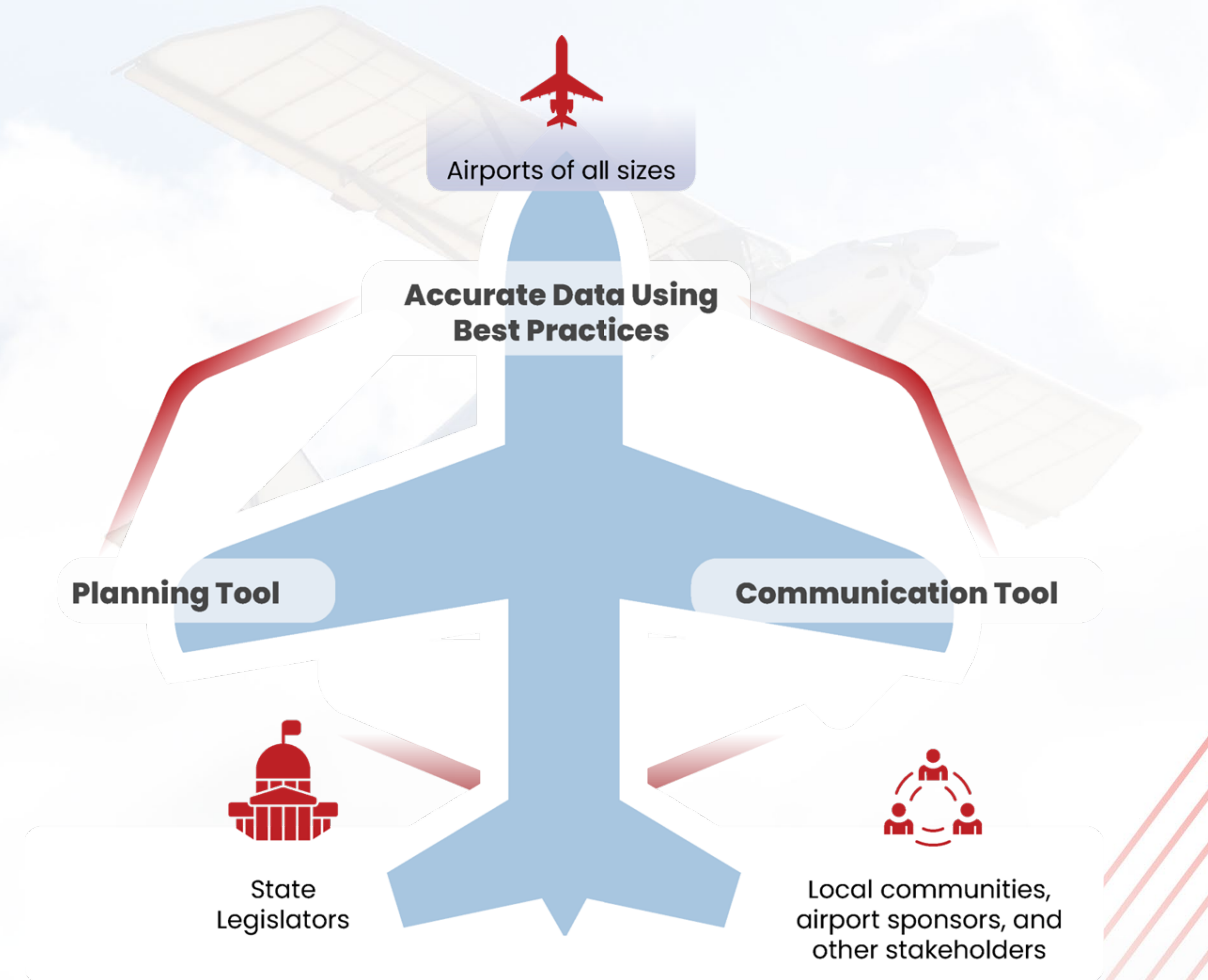


What is Aviation Economic Impact?



Purpose of Economic Impact Studies

- 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



DIRECT

ON-AIRPORT

- Airport Administration
- Airport Tenants
- Capital Improvements

OFF-AIRPORT

- Commercial Visitor Spending (By Airport)
- General Aviation Visitor Spending

***SUPPLIER SALES
AND INCOME
RE-SPENDING***

TOTAL



JOBS



***BUSINESS
REVENUES***



WAGES



***VALUE
ADDED***

Inventory (Data Collection)



Establishing a baseline set of data for:

- Benchmarking current system facilities and services
- Determining current system performance
- Identifying statewide needs
- Quantifying economic impacts

On-Airport Impacts



Data needs

- Airport operations
- Management
- Budget
- Employment
- Airport Business Tenants

Other Considerations:

- Facility and ground maintenance
- Other administrative needs (including city or county staff that support the airport)

Capital Improvement



Data Needs

- Construction of airside or landside facilities over the last four years
- Expenditures include airport, federal, state, and other funds, as well as tenant expenditures

Other Considerations

- Total improvements over the last four years are averaged to represent an “average year”
- Construction expenditures by tenants (e.g., rental space buildouts, hangars built on leased airport property)

Visitor Spending Impacts



Data Needs

- Visitors (Commercial and GA Spending)
- Spending estimates determined through visitor surveys
- Operations estimate

Other Considerations

- The data collected only captures out-of-state visitor spending
- *Note: It is crucial to the validity of the study that on- and off-airport spending does not overlap*





Data Collection and Site Visits



Outreach and Data Collection

- Study includes Kentucky's public-use airports
 - 5 Commercial Service
 - 53 General Aviation
 - All site visits will be **in-person**
- Airport managers will receive two surveys
 - PDF file focusing on the Kentucky system plan data
 - Excel file focusing on the airport's economic impact





KENTUCKY AVIATION

State Aviation System Plan and Economic Impact Study

Airport Activity - GA Operations			
The following questions relate only to visitors who arrive by GA			
Total Operations 2024			
What percentage of the airport's total 2024 operations came from out of state?	On average, how many passengers (including pilots) were on each out of state trip?	On average, how many nights did each out of state traveler spend in the area?	
Total Out of State Departures	Total Out of State Visitors	Total Nights Spent by Visitors	
0	0	0	
What is the purpose of travel for out of state visitors?			
Percent Business	Percent Personal	Percent Both	Total %
			0

Data Collection Process

1

Outreach to airports
via phone and email
to schedule a site
visit

2

Airport receives
calendar invite
and surveys

3

Airport has a
two-week window
to complete
surveys

4

Surveyor conducts
site visit

5

Airport helps
facilitate tenant
interactions
(as applicable)

6

Airport helps
facilitate visitor
spending surveys
(as applicable)

Meet the Survey Team



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Be Prepared

- Hangar waitlist
- Airport master plan
- ALP
- Rates and charges
- Financial Information, including the airport's employment and operating expenses
- Airport manager provided tenant employment estimates

Airport Outreach

- Study team to start outreach in May/June 2025
- Site visits tentatively planned for June – September 2025 (in-person)
- Airport should complete the following **PRIOR** to the site visit:
 - Review and complete both AMS surveys
 - Review and validate FAA ADIP

Airport Site Visit and Data Finalization

- Site visits completed in-person
 - Review and complete AMS
 - Confirm FAA ADIP information (via FAA 5010 form)
 - The study team requests a tour of the airport to take photos of major facilities/services for project deliverables
- Ensure appropriate airport staff participation
- Data validation follow-up



Schedule and Next Steps



Project Timeline

