

The previous three chapters of the Kentucky Statewide Aviation System Plan (SASP) evaluated the Kentucky system of 59 airports using a number of factors. These factors included elements of airport stewardship, airport design standards based on runway design code (RDC), and SASP benchmarks based on each airport’s role. In addition, the system as a whole was evaluated geographically, to illustrate how well Kentucky’s population has access to airports with certain facilities and services.

Similarly to how system planning goals and objectives led to this multi-tiered system evaluation, the system evaluation directly results in a set of SASP recommendations, which are detailed in this chapter. These recommendations are designed to improve the efficiency, safety, and capacity of the Kentucky airport system, both at the individual airport level and throughout the Commonwealth as a whole. Not every item evaluated in the previous three chapters resulted in a recommendation. Stewardship factors, for example, do not often result in a SASP recommendation, but are provided for informational purposes. However, airports should strive to improve in all possible areas, particularly those identified in this plan as areas for improvement.

It is important to note that system planning recommendations are but one element of a multi-tiered airport planning approach taken by the Kentucky Department of Aviation. The Kentucky Airport Pavement Management System and Statewide Airport Obstruction Analysis Report will also result in recommendations and planned projects. In addition, individual airport capital improvement plans include planned projects. Projects resulting from these planning efforts may take priority over SASP recommendations.

**Table 12-1** details how SASP goals and objectives have carried through the planning process. Objectives that led to SASP recommendations are shown in bold.

**Table 12-1  
Kentucky SASP Goals, Objectives, and Resulting Recommendations**

Objective	Performance Measure	Action/Recommendations
<b>Goal 1: Help KYTC assess how the Kentucky airport system provides mobility to people</b>		
<b>1.01</b>	<b>Assess the adequacy of primary runway length at each system airport based on assigned airport role.</b>	<b>Length of runway; benchmarks by SASP role</b>
1.02	Assess the adequacy of runway width at each system airport based on its runway design code.	Width of runway; compliance determined by RDC
1.03	Assess the adequacy of the primary runway lighting at each system airport based on assigned airport role.	Runway lighting; benchmarks by SASP role
<b>1.04</b>	<b>Assess the adequacy of the approach lighting system (ALS) on the primary runway at each system airport based on assigned airport role.</b>	<b>ALS; benchmarks by SASP role</b>

**Table 12-1**  
**Kentucky SASP Goals, Objectives, and Resulting Recommendations**

	Objective	Performance Measure	Action/Recommendations
1.05	<b>Assess the adequacy of the best instrument approach procedure (IAP) at each system airport based on assigned airport role.</b>	<b>Best IAP; benchmarks by SASP role</b>	<b>Analysis presented in Chapter 10; 6 airport recommendations</b>
1.06	Assess the adequacy of fuel provided at each system airport based on assigned airport role.	Fuel services; benchmarks by SASP role	Analysis presented in Chapter 10; No recommendations
1.07	Assess the adequacy of airport parking at each system airport based on airport manager's opinion.	Auto parking; benchmarks by SASP role	Analysis presented in Chapter 10; Informational only; No recommendations
1.08	<b>Assess the adequacy of snow removal service provided at each system airport based on assigned airport role.</b>	<b>Snow removal services; benchmarks by SASP role</b>	<b>Analysis presented in Chapter 10; 16 airport recommendations</b>
1.09	<b>Assess the adequacy of terminal facilities provided at each system airport based on assigned airport role.</b>	<b>Terminal status; benchmarks by SASP role</b>	<b>Analysis presented in Chapter 10; 4 airport recommendations</b>
1.10	Assess the adequacy of coverage by commercial service airports based on GIS drive-time analysis.	Percent of population and area within 60/90 minutes of a CS airport	Current coverage presented in Chapter 11;
1.11	Assess the adequacy of coverage by Economic Level 1 airports based on GIS drive-time analysis.	Percent of population and area within 30 minutes of an Economic Level 1 airport	Current coverage presented in Chapter 11;
1.12	Assess the adequacy of coverage by Economic Level 1 and 2 airports based on GIS drive-time analysis.	Percent of population and area within 30 minutes of an Economic Level 1 or 2 airport	Current coverage presented in Chapter 11;
1.13	Assess the adequacy of coverage by Economic Level 1, 2, and 3 airports based on GIS drive-time analysis.	Percent of population and area within 30 minutes of an Economic Level 1, 2, or 3 airport	Current coverage presented in Chapter 11;
1.14	Assess the adequacy of coverage by system airports (Commercial Service, Economic Level 1, 2, 3, and 4 airports) based on GIS drive-time analysis.	Percent of population and area within 30 minutes of a system airport	Current coverage presented in Chapter 11; Potential improved coverage from system planning recommendations presented in this chapter
1.15	Assess the adequacy of coverage by system airports with a runway length of at least 5,000 feet.	Percent of population and area within 30 minutes of a system airport with a 5,000 foot runway	Current coverage presented in Chapter 11; Potential improved coverage from system planning recommendations presented in this chapter

**Table 12-1  
Kentucky SASP Goals, Objectives, and Resulting Recommendations**

Objective		Performance Measure	Action/Recommendations
1.16	Assess the adequacy of coverage by system airports with instrument approach procedures (IAP) based on GIS drive-time analysis.	Percent of population and area within 30 minutes of a system airport with an IAP	Current coverage presented in Chapter 11; Potential improved coverage from system planning recommendations presented in this chapter
1.17	Assess the adequacy of coverage by system airports with fuel service based on GIS drive-time analysis.	Percent of population and area within 30 minutes of a system airport with any fuel service	Current coverage presented in Chapter 11; Potential improved coverage from system planning recommendations presented in this chapter
1.18	Assess the adequacy of coverage by system airports with jet fuel service based on GIS drive-time analysis.	Percent of population and area within 30 minutes of a system airport with jet fuel service	Current coverage presented in Chapter 11; Potential improved coverage from system planning recommendations presented in this chapter
<b>Goal 2: Help KYTC assess the safety of the Kentucky airport system</b>			
2.01	<b>Assess whether each system airport adheres to FAA runway safety area (RSA) standards on primary runways.</b>	<b>RSA compliance; determined by RDC</b>	<b>Analysis presented in Chapter 10; 26 airport recommendations</b>
2.02	<b>Assess whether each system airport adheres to FAA runway safety area standards on other runways.</b>	<b>RSA compliance; determined by RDC</b>	<b>Analysis presented in Chapter 10; 5 airport recommendations</b>
2.03	Assess whether each system airport controls its runway protection zones (RPZ) on the primary runway.	RPZ compliance; determined by RDC	Analysis presented in Chapter 10; Informational only; No recommendations
2.04	Assess whether each system airport controls its object free area (OFA) on their primary runway.	OFA compliance; determined by RDC	Analysis presented in Chapter 10; Informational only; No recommendations
2.05	<b>Assess whether each system airport meets FAA standards for separation of the primary runway to the holding position, parallel taxiway, and aircraft parking area.</b>	<b>Separation standard compliance; determined by RDC</b>	<b>Analysis presented in Chapter 10; 13 airport recommendations for hold line separation; 6 airport recommendations for taxiway separation; 8 airport recommendations for aircraft parking separation</b>
2.06	<b>Assess the adequacy of taxiways for the primary runway at each system airport based on airport role.</b>	<b>Taxiway types; benchmarks by SASP role</b>	<b>Analysis presented in Chapter 10; 14 airport recommendations</b>
2.07	Assess the adequacy of visual glide slope indicators (VGSI) for the primary runway at each system airport based on airport role.	VGSI status; benchmarks by SASP role	Analysis presented in Chapter 10; No recommendations

**Table 12-1**  
**Kentucky SASP Goals, Objectives, and Resulting Recommendations**

Objective		Performance Measure	Action/Recommendations
2.08	Assess the adequacy of runway end identifier lights (REILs) at each system airport.	REIL status; benchmarks by SASP role	Analysis presented in Chapter 10; No recommendations
2.09	<b>Assess the adequacy of automated weather reporting at each system airport based on airport role.</b>	<b>WX reporting status; benchmarks by SASP role</b>	<b>Analysis presented in Chapter 10; 6 airport recommendations</b>
2.10	<b>Assess the adequacy of the rotating beacon at each system airport.</b>	<b>Rotating beacon status; benchmarks by SASP role</b>	<b>Analysis presented in Chapter 10; 1 airport recommendation</b>
2.11	Assess the adequacy of wind socks at each system airport based on airport role.	Wind sock status; benchmarks by SASP role	Analysis presented in Chapter 10; No recommendations
2.12	Assess the adequacy of wildlife plans at each system airport.	Wildlife plan status	Analysis presented in Chapter 9; Informational only; No recommendations
2.13	Assess the adequacy of coverage by airports with automated weather reporting using a 30-nautical mile radius of coverage.	Percent of area within 30 nautical miles of a system airport with automated weather reporting	Current coverage presented in Chapter 11; Potential improved coverage from system planning recommendations presented in this chapter
<b>Goal 3: Help KYTC assess the security of the Kentucky airport system</b>			
3.01	<b>Assess the adequacy of fencing at system airports based on assigned airport role.</b>	<b>Fencing status; benchmarks by SASP role</b>	<b>Analysis presented in Chapter 10; 14 airport recommendations</b>
3.02	<b>Assess the security of system airports through an evaluation of airports with access control systems based on assigned airport role.</b>	<b>Access control system status; benchmarks by SASP role</b>	<b>Analysis presented in Chapter 10; 5 airport recommendations</b>
3.03	Assess the security of system airports through an evaluation of airports with general aviation security plans.	GA security plan status	Data presented in Chapter 3; Informational only; No recommendations
<b>Goal 4: Help KYTC assess how the Kentucky airport system contributes to and maintains the economic prosperity of Kentucky</b>			
4.01	Assess the demand for hangar space based on the number of aircraft on waiting lists for hangar space as indicated in the airport survey.	Hangar waiting list numbers	Data collected as part of inventory effort
4.02	Assess the level of local commitment from sponsors through an evaluation of local funding provided for: maintenance, operations, and local matching funds for airport	Maintenance funding, operations funding, and local matching funds	Data collected as part of inventory effort

**Table 12-1  
Kentucky SASP Goals, Objectives, and Resulting Recommendations**

Objective		Performance Measure	Action/Recommendations
	capital projects at system airports.		
4.03	Assess airports' contributions to the economy of Kentucky through an evaluation of the direct economic impacts (jobs, payroll, and output) stemming from system airports.	Direct economic impacts	Analysis presented in Chapter 7; Informational only; No recommendations
4.04	Assess the coverage provided by system airports that typically provide service for business aircraft by evaluating system airports with 5,000-foot runways, automated weather reporting, jet fuel, and an instrument approach with vertical guidance.	Percent of population and area within 30 minutes of an airport with a 5,000-foot runway	Current coverage presented in Chapter 11; Recommended system coverage presented in this chapter
4.05	Assess the coverage provided by system airports that offer based flight training,	Percent of population and land area within 30 minutes of an airport offering based flight training	Current coverage presented in Chapter 11;
4.06	Assess the coverage of Kentucky's registered pilot population by system airports.	Percent of Kentucky's registered pilots living within 30 minutes of a system airport	Current coverage presented in Chapter 11;
<b>Goal 5: Help KYTC assess how the Kentucky airport system contributes to preserving the quality of the environment</b>			
5.01	Evaluate what percentage of system airports have EPA spill prevention control and countermeasure (SPCC) plans.	SPCC status	Analysis presented in Chapter 9; Informational only; No recommendations
5.02	Evaluate what percentage of system airports have EPA stormwater pollution prevention plans (SWPPP).	SWPPP status	Analysis presented in Chapter 9; Informational only; No recommendations
5.03	Evaluate what percentage of system airports have maintained training as per Division of Water General Permit requirements.	Training status	Analysis presented in Chapter 9; Informational only; No recommendations
5.04	Evaluate what percentage of system airports have updated their Best Management Plan (BMP) as per Division of Water General Permit requirements.	BMP update status	Analysis presented in Chapter 9; Informational only; No recommendations

**Table 12-1  
Kentucky SASP Goals, Objectives, and Resulting Recommendations**

Objective		Performance Measure	Action/Recommendations
5.05	Evaluate what percentage of system airports have kept their Tier II inventory and reporting up to date.	Tier II status	Analysis presented in Chapter 9; Informational only; No recommendations
<b>Goal 6: Help KYTC assess maintenance needs at system airports</b>			
6.01	Assess airfield maintenance trends at each system airport.	5-year history of maintenance projects and planned CIP maintenance	Data collected as part of inventory effort
6.02	Assess how well each system airport is maintaining its runway infrastructure by tracking the upkeep status of the primary runway as reported by Kentucky's most recent pavement condition index (PCI) report.	Primary runway PCI	Analysis presented in Chapter 9; Informational only; No recommendations
<b>Goal 7: Help KYTC assess in a qualitative fashion how the Kentucky airport system contributes to preserving the quality of Kentucky communities</b>			
7.01	Develop a set of talking points suitable for illustrating how airports contribute to preserving the quality of Kentucky communities.	Not applicable	Talking points provided to KDA

Objectives with associated recommendations are presented in bold text.  
Source: CDM Smith.

Following the presentation of SASP recommendations for the existing system, this chapter will detail plans to build two new general aviation (GA) airports in Kentucky. These airports are to be located in Gallatin County in northern Kentucky, and Letcher County in the southeastern region of the Commonwealth. This chapter will detail planned facilities and services, and examine the coverage of these airports' expected market areas. Because these airports will fill gaps in current system coverage, they are part of the recommended system. In addition, this chapter provides an overview of early plans to turn the Bluegrass Station center outside of Lexington into an additional GA airport.

Finally, this chapter will present a portrait of Kentucky's full recommended airport system, including the improved geographic coverage that will occur if all recommendations are met, and the additional coverage offered by the planned new airports.

## Recommendations Based on Airport Design Standards

Chapter 10 of this study, System Evaluation – Facilities and Services, evaluated several aspects of FAA airport design standards. These included runway width, runway safety areas (RSA), runway protection zones (RPZ), object free areas (OFA), and separation between runway centerlines and taxiway centerlines, aircraft parking areas, and hold lines. Unlike SASP benchmarks, this evaluation was not based on system planning roles, but on the FAA runway design code (RDC).

The SASP makes specific recommendations for the following airport design standards:

- Runway width
- Runway Safety Area
- Runway Centerline to Aircraft Holding Position Separation
- Runway Centerline to Taxiway Centerline Separation
- Runway Centerline to Aircraft Parking Area Separation

All 59 Kentucky system airports meet RDC design standards for runway width, meaning there are no runway width recommendations. The SASP does not make specific recommendations for either RPZ or OFA. However, airports should always be working towards full compliance with FAA design standards where feasible, particularly in terms of land ownership and control.

The following sections detail recommendations and cost estimates for RSA and runway separation standards.

### *Runway Safety Area Recommendations*

The RSA is a surface surrounding a runway designed to reduce damage to aircraft in the event of an undershoot, overshoot, or excursion from the runway. Chapter 10 of this study detailed RSA dimensions per RDC and RSA compliance at Kentucky system airports. Compliance was determined using several data sources, including the Airport Inventory and Data Survey, airport layout plans, and aerial imagery. Issues such as roadways, improper grading, vegetation, and built structures resulted in 26 primary runway RSAs and four secondary runway RSAs to not be in full compliance with FAA standards.

RSA recommendations are made with the goal of airports achieving full use of their marked airport pavements. Recommendations are not made in an attempt to reclaim pavement lost to displaced or relocated thresholds, but rather to eliminate the need for declared distances as a means for achieving RSA compliance. The SASP found that 17 Kentucky system airports use declared distances – a procedural means of shortening the available runway for take offs and landings – to improve operational safety. Four of these airports – Fulton Airport, Lake Barkley State Resort Park Airport, Gene Snyder Airport, and Bowman Field – have specifically instituted declared distances to meet RSA standards within the physical constraints around each airport. In the SASP, RSA recommendations are designed to eliminate the need for declared distances to meet RSA standards, maximizing the usable runway pavement within designated thresholds.

**Table 12-2** details RSA recommendations for primary runways in the Kentucky airport system. Estimated costs for RSA corrective actions vary greatly between airports due to a number of factors including area of noncompliance, cost of land, severity of issue, and the nature of the noncompliance. Projects such as relocating roadways and fixing severe grading issues are estimated to be particularly costly.

In total, bringing primary runway RSAs into compliance is estimated to cost over \$68 million, with an average cost per project of over \$2.5 million. However, 72 percent of the total cost is attributed to recommended projects at two airports:

- **Pikeville-Pike County Regional Airport:** Major projects include moving two public roads that cross the RSA near both runway ends. Both roads are built on hillsides, greatly increasing the costs of these projects. Other projects include clearing trees within the RSA and as part of road relocations, and acquiring uncontrolled land. The total estimated cost of these projects is \$31.4 million.
- **Bowman Field in Louisville:** Major projects include relocating multiple roadways in both ends of the RSA. Other projects include clearing trees and shrubs and acquiring uncontrolled land. The total estimated cost of these projects is \$18.4 million.

When removing these three airports, the average cost of RSA recommendations comes to approximately \$750,000. While these projects are part of the system plan recommendations, it should be recognized that their high cost may hinder their implementation.

**Table 12-3** details secondary runway RSA recommendations. In total, these projects are estimated to cost nearly \$3 million, with much of this attributable to moving a road at Barkley Regional Airport in Paducah and improving a slope issue at Wendell H. Ford Regional Airport in Hazard.



**Table 12-2  
Primary Runway RSA Recommendations and Cost Estimates**

FAA ID	Associated City	Airport Name	Primary Runway RSA Recommendations	Estimated Project Costs
<b>Commercial Service</b>				
BWG	Bowling Green	Bowling Green-Warren County Regional	Acquire uncontrolled land: 0.52 acres	\$26,000
<b>Commercial Service Total</b>				<b>\$26,000</b>
<b>Economic Level 1</b>				
DVK	Danville	Stuart Powell Field	RW 30: Clear shrubs - 0.27 acres RW 30: Grading, fill - 0.27 acres	\$41,600
FGX	Flemingsburg	Fleming-Mason	RW 07: Clear 20 trees RW 07: Grading/Fill - 7.70 acres RW 25: Clear 10 trees RW 25: Grading/fill - 8.09 acres Acquire uncontrolled land: 6.4 acres	\$3,564,000
27K	Georgetown	Georgetown Scott County - Marshall Field	RW 21: 2-track road requires grading - 0.27 acres	\$4,000
EHR	Henderson	Henderson City-County	RW 09: Move public road - 0.21 acres RW 27: Move public road - 0.33 acres Acquire uncontrolled land: 1.67 acres	\$2,866,400
HVC	Hopkinsville	Hopkinsville-Christian County	RW 26: Move dirt road, grade area - 0.33 acres Acquire uncontrolled land: 0.19 acres	\$8,900
LOZ	London	London-Corbin-Magee Field	RW 06: Clear 20 trees/shrubs RW 06: Fill and grade 0.45 acres RW 24: Remove trees - 7,100 sq yds RW 24: Relocate structures - 1.47 acres Acquire uncontrolled land: 3.98 acres	\$217,900
LOU	Louisville	Bowman Field	RW 06: Move walking path - 0.04 acres RW 06: Clear 15 trees/shrubs RW 06: Relocate Roadway Acquire uncontrolled land: 0.4 acres	\$18,430,000

**Table 12-2  
Primary Runway RSA Recommendations and Cost Estimates**

FAA ID	Associated City	Airport Name	Primary Runway RSA Recommendations	Estimated Project Costs
PBX	Pikeville	Pikeville – Pike County Regional	RW 09: Clear trees - 7.23 acres RW 09: Non-secure service Road - 0.72 acres RW 27: Clear 30 trees RW 27: Move public road - 0.31 acres Acquire uncontrolled land: 5.07 acres	\$31,409,200
SJS	Prestonsburg	Big Sandy Regional	RW 03: Clear 20 trees RW 03: Move public road - 0.17 acres RW 21: Remove trees/Shrubs - 0.04 acres Acquire uncontrolled land: 0.33 acres	\$743,700
4M7	Russellville	Russellville-Logan County	RW 06: Fill at end of RSA (project in progress as part of runway extension)	\$0
6I2	Springfield	Lebanon-Springfield	RW 11: Grading, deep fill - 0.45 acres RW 29: Grading, deep fill - 0.82 acres	\$1,952,800
<b>Economic Level 1 Total</b>				<b>\$59,238,500</b>
<b>Economic Level 3</b>				
K62	Falmouth	Gene Snyder	RW 03: Evidence of slope collapse - 5.79 acres RW 21: Grading, fill at north end - 0.17 acres	\$4,613,900
1M7	Fulton	Fulton	RW 09: Grading - 1.01 acres RW 27: Move public road - 0.07 acres Acquire uncontrolled land: 0.54 acres	\$874,600
M20	Leitchfield	Grayson County	RW 02: Clear trees - 0.45 acres Acquire uncontrolled land: 0.45 acres	\$22,500
1A6	Middlesboro	Middlesboro-Bell County	RW 10: Clear trees - 0.07 acres RW 10: Move public road - 0.10 acres RW 28: Move public road - 0.07 acres RW10/28: Acquire uncontrolled land: 0.75 acres	\$1,322,900
<b>Economic Level 3 Total</b>				<b>\$6,833,900</b>
<b>Economic Level 4</b>				

**Table 12-2  
Primary Runway RSA Recommendations and Cost Estimates**

FAA ID	Associated City	Airport Name	Primary Runway RSA Recommendations	Estimated Project Costs
1M9	Cadiz	Lake Barkley State Resort Park	RW 02: Clear trees - 0.43 acres RW 20: Clear trees - 0.33 acres	\$12,200
I96	Columbia	Columbia-Adair County	RW 08: Grading, fill - 0.19 acres	\$5,500
8M7	Dawson Springs	Tradewater	RW 18: Clear trees - 0.31 acres	\$5,000
2I3	Falls of Rough	Rough River State Resort Park	RW 02: Grading, fill at end of RSA - 0.27 acres RW 20: Grading, fill at end of RSA - 0.04 acres	\$97,100
M34	Gilbertsville	Kentucky Dam Village State Resort Park	RW 09: Clear 10 trees RW 27: Clear shrubs - 0.39 acres Acquire uncontrolled land: 0.35 acres	\$33,400
JKL	Jackson	Julian Carroll	RW 01: Clear trees - 0.06 acres RW 19: Grading, fill at north end - 0.08 acres	\$6,200
I53	Liberty	Liberty-Casey County	RW 01: Minor grading in RSA center, 2-track road - 0.08 acres	\$2,000
18I	Pine Knot	McCreary County	RW 04: Grading fill, south corner - 0.14 acres	\$3,900
8M9	Providence	Providence-Webster County	RW 16: Regrade unpaved road - 0.10 acres RW 34: Clear shrubs - 0.04 acres Acquire uncontrolled land: 0.2 acres	\$12,200
I50	Stanton	Stanton-Powell County	RW 06: Move public road - 0.21 acres RW 24: Move public road - 0.08 acres Acquire uncontrolled land: 0.14 acres	\$1,009,800
<b>Economic Level 4 Total</b>				<b>\$1,187,300</b>
<b>Kentucky System Total</b>				<b>\$67,285,700</b>

Source: CDM Smith, Connico.

**Table 12-3  
Secondary Runway RSA Recommendations and Cost Estimates**

FAA ID	Associated City	Airport Name	Secondary Runway RSA Recommendations	Estimated Project Costs
<b>Commercial Service</b>				
BWG	Bowling Green	Bowling Green-Warren County Regional	Acquire uncontrolled land: 0.17 acres	\$1,500
PAH	Paducah	Barkley Regional	RW 14: Move public road: 0.45 acres Acquire uncontrolled land: 0.45 acres	\$1,638,500
<b>Commercial Service Total</b>				<b>\$1,647,000</b>
<b>Economic Level 1</b>				
CPF	Hazard	Wendell H. Ford Regional	RW 06: Slope failure - 0.14 acres	\$1,297,900
DVK	Danville	Stuart Powell Field	Acquire uncontrolled land: 0.12 acres	\$5,400
LOU	Louisville	Bowman Field	Acquire uncontrolled land: 0.10 acres	\$24,000
<b>Economic Level 1 Total</b>				<b>\$1,327,300</b>
<b>Kentucky System Total</b>				<b>\$2,965,800</b>

Source: CDM Smith, Connico.

**Separation Standards Recommendations**

Like standards for airport RSAs, runway separation standards are determined by a runway’s RDC. The following sections detail recommended corrective actions for noncompliance with runway centerline to hold position separation, runway centerline to parallel taxiway separation, and runway centerline to aircraft parking area separation.

**Hold Position Recommendations**

**Table 12-4** details recommendations for runway centerline to hold position separation. Variations in the estimated costs of these recommendations are the results of taxiway width and the number of hold lines that are missing or not in compliance. In total, recommended projects for bringing hold line position into compliance is estimated to cost \$30,000.

**Table 12-4  
Runway Centerline to Hold Position Separation Recommendations and Cost Estimates**

FAA ID	Associated City	Airport Name	Hold Position Recommendation	Estimated Project Costs
<b>Economic Level 1</b>				
M25	Mayfield	Mayfield Graves County	Move hold line	\$2,000
<b>Economic Level 1 Total</b>				<b>\$2,000</b>
<b>Economic Level 2</b>				
DWU	Ashland	Ashland Regional	Move hold lines	\$5,000
<b>Economic Level 2 Total</b>				<b>\$5,000</b>
<b>Economic Level 3</b>				
O18	Cynthiana	Cynthiana-Harrison County	Move hold lines	\$3,000
M20	Leitchfield	Grayson County	Move hold line	\$1,000
1A6	Middlesboro	Middlesboro-Bell County	Move hold lines	\$3,000
2M0	Princeton	Princeton-Caldwell County	Move hold lines	\$2,000
<b>Economic Level 3 Total</b>				<b>\$9,000</b>
<b>Economic Level 4</b>				
I96	Columbia	Columbia-Adair County	Move hold lines	\$5,000
8M7	Dawson Springs	Tradewater	Paint hold line	\$1,000
M34	Gilbertsville	Kentucky Dam Village State Resort Park	Move hold lines	\$3,000
JKL	Jackson	Julian Carroll	Paint hold line	\$1,000
I53	Liberty	Liberty-Casey County	Move hold line	\$1,000
18I	Pine Knot	McCreary County	Paint hold line	\$2,000
8M9	Providence	Providence-Webster County	Move hold line	\$1,000
<b>Economic Level 4 Total</b>				<b>\$14,000</b>
<b>Kentucky System Total</b>				<b>\$30,000</b>

Source: CDM Smith, Stantec.

**Taxiway Separation Recommendations**

**Table 12-5** details recommendations for correcting runway centerline to taxiway centerline separation noncompliance. In total, costs for these recommended projects are estimated at over \$19 million. However, \$14.3 million of this can be attributed to relocating the taxiway at Pikeville – Pike County Regional Airport. This project requires the filling in and grading of a significant area on the airport’s western environs.

**Table 12-5**

**Runway Centerline to Taxiway Centerline Separation Recommendations and Cost Estimates**

FAA ID	Associated City	Airport Name	Runway-Taxiway Separation Recommendation	Estimated Project Costs
<b>Economic Level 1</b>				
AAS	Campbellsville	Taylor County	Move section of TW 40 feet. Acquire land as necessary	\$1,078,800
PBX	Pikeville	Pikeville – Pike County Regional	Move TW 30 feet	\$14,380,900
<b>Economic Level 1 Total</b>				<b>\$15,459,700</b>
<b>Economic Level 2</b>				
DWU	Ashland	Ashland Regional	Move TW 40 feet (relocation in progress, no SASP cost)	\$0
<b>Economic Level 2 Total</b>				<b>\$0</b>
<b>Economic Level 3</b>				
1A6	Middlesboro	Middlesboro-Bell County	Move TW 15 feet	\$2,557,000
<b>Economic Level 3 Total</b>				<b>\$2,557,000</b>
<b>Economic Level 4</b>				
196	Columbia	Columbia-Adair County	Move TW 82 feet	\$1,077,000
<b>Economic Level 4 Total</b>				<b>\$1,077,000</b>
<b>Kentucky System Total</b>				<b>\$19,093,700</b>

Source: CDM Smith, Connico.

**Aircraft Parking Area Separation Recommendations**

**Table 12-6** details recommendations for bringing runway centerline to aircraft parking area separation into compliance with FAA standards. Variances in cost between airports depend on a number of factors, including the size of the aircraft parking area, the existence of structures in the parking area, and the ownership of land. In some cases, moving the aircraft parking area may only be a matter of changing or adding pavement markings. In total, these projects are estimated to cost just over \$700,000. The most significant project is at Columbia-Adair County Airport, where complete demolition and reconstruction of the old apron’s failed pavement is necessary. This project has an estimated cost over \$580,000.

**Table 12-6**  
**Runway Centerline to Aircraft Parking Area Recommendations and Cost Estimates**

FAA ID	Associated City	Airport Name	Runway-Aircraft Parking Separation Recommendation	Estimated Project Costs
<b>Commercial Service</b>				
BWG	Bowling Green	Bowling Green-Warren County Regional	Move AC parking 40 feet	\$10,000
<b>Commercial Service Total</b>				<b>\$10,000</b>
<b>Economic Level 1</b>				
FGX	Flemingsburg	Fleming-Mason	Move AC parking 20 feet	\$15,100
EHR	Henderson	Henderson City-County	Move AC parking 82 feet	\$6,200
HVC	Hopkinsville	Hopkinsville-Christian County	Move AC parking 40 feet	\$40,800
M25	Mayfield	Mayfield Graves County	Move AC parking 65 feet	\$9,600
CEY	Murray	Kyle-Oakley Field	Move AC parking 10 feet	\$15,400
<b>Economic Level 1 Total</b>				<b>\$72,000</b>
<b>Economic Level 2</b>				
DWU	Ashland	Ashland Regional	Move AC parking 30 feet	\$4,300
<b>Economic Level 2 Total</b>				<b>\$13,700</b>
<b>Economic Level 3</b>				
018	Cynthiana	Cynthiana-Harrison County	Move AC parking 37 feet	\$33,100
<b>Economic Level 3 Total</b>				<b>\$33,100</b>
<b>Economic Level 4</b>				
I96	Columbia	Columbia-Adair County	Move AC parking 50 feet	\$580,800
<b>Economic Level 4 Total</b>				<b>\$580,800</b>
<b>Kentucky System Total</b>				<b>\$709,600</b>

Source: CDM Smith, Connico.

## Recommendations Based on Role Benchmarks

Previous chapters of the SASP stratified the Kentucky airport system into system roles, assigned facility and service benchmarks to each role, and evaluated individual airports based on the benchmarks of their role. Role benchmarks are designed so that each airport is best equipped to serve the market typical of its role. Airports that have facilities and services in excess of benchmarks are not recommended to remove or reduce facilities and services. Additionally, due to external factors such as terrain issues or surrounding development, it is possible that some airports are not recommended to upgrade a facility or service to meet a benchmark.

Note that there are no SASP recommendations for the following facilities or services:

- Runway lighting<sup>1</sup>
- Aircraft fuel
- Visual glideslope indicators (PAPI or VASI)
- Runway end indicator lights (REILs)
- Wind indicators

### *Runway Length Recommendations*

There is perhaps no performance measure that illustrates the well-developed Kentucky airport system than runway length. Nearly the entire system (57 of 59 airports) meet recommended role benchmarks for runway length. However, because the runway at Bowling Green-Warren County Regional Airport falls short of its Commercial Service benchmark of 6,500 feet by only one foot, there is no recommendation to extend the runway to meet its benchmark.

The only runway length recommendation in Kentucky is at Bowman Field in Louisville. The airport's primary runway, Runway 06/24, is only 4,326 feet in length, 674 feet short of the Economic Level 1 benchmark of 5,000 feet. Bowman Field is located in a completely developed area of Louisville, so any runway extension would require extensive land acquisition, environmental studies, utility work, road relocation, and construction. The total cost of extending Runway 06/24 at Bowman Field is estimated to be \$16.1 million.

### *Approach Lighting System Recommendations*

Having an approach lighting system (ALS) such as a medium intensity approach lighting system (MALSR) is only a benchmark for Commercial Service airports. The only Commercial Service airport currently not equipped with an ALS is Bowling Green-Warren County Regional Airport. The cost of installing the recommended MALSR at Bowling Green is estimated at \$1.2 million, based on recent construction of similar projects at other Kentucky airports.

### *Instrument Approach Recommendations*

In total, two airports in the Economic Level 2 role and four in the Economic Level 3 role do not currently meet role benchmarks for published instrument approaches (**Table 12-7**).<sup>2</sup> Economic

<sup>1</sup> Middlesboro-Bell County Airport (1A6) does not meet its role objective to have medium intensity runway lighting (MIRL). However, runway lighting may encourage night operations, and the airport has significant terrain obstructions that should be addressed before night operations should be considered. Runway lighting is therefore not recommended for the airport until such time as all obstructions can be cleared.

<sup>2</sup> Middlesboro-Bell County Airport (1A6) does not meet its role objective to have a non-precision instrument approach. Similar to runway lighting, however, an instrument approach may encourage low visibility operations, and the airport has significant terrain obstructions that would render such operations extremely dangerous. An instrument approach is therefore not recommended for the airport until such time as all obstructions can be cleared.



Level 2 airports are recommended to publish to an approach with vertical guidance (APV), while Economic Level 3 airports are recommended to publish a non-precision approach.

All new published instrument approaches should be enabled by the global positioning system (GPS), and therefore require no on-the-ground airport equipment. In addition, the FAA will perform flight inspections and publish approaches for no cost. However, if the flight inspection identifies obstructions to the approach, obstructions will have to be cleared before the approach can be published. The clearing of obstructions for new approaches would require additional engineering and possibly environmental analysis, which could result in potentially significant costs. For the purposes of the SASP: however, there is no cost associated with publishing new instrument approaches at these seven airports.

**Table 12-7  
Instrument Approach Recommendations and Estimated Costs**

FAA ID	Associated City	Airport Name	Instrument Approach Recommendation	Estimated Project Costs
<b>Economic Level 2</b>				
DWU	Ashland	Ashland Regional	Publish APV Approach	FAA covers cost
M21	Greenville	Muhlenberg County	Publish APV Approach	FAA covers cost
<b>Economic Level 2 Total</b>				<b>\$0</b>
<b>Economic Level 3</b>				
1M7	Fulton	Fulton	Publish Non-precision Approach	FAA covers cost
I93	Hardinsburg	Breckinridge County	Publish Non-precision Approach	FAA covers cost
I35	Harlan	Tucker-Guthrie Memorial	Publish Non-precision Approach	FAA covers cost
M20	Leitchfield	Grayson County	Publish Non-precision Approach	FAA covers cost
<b>Economic Level 3 Total</b>				<b>\$0</b>
<b>Kentucky System Total</b>				<b>\$0</b>

Source: CDM Smith, FAA, Stantec.

***Snow Removal Recommendations***

In total, 16 Kentucky system airports are recommended to add or upgrade their snow removal operations (**Table 12-8**). However, only Economic Level 1 airports are recommended to purchase snow removal equipment to keep on site. Airports in the Economic Level 2 and Economic Level 3 roles are recommended to enter into an arrangement with a local snow plow company or government agency to ensure that the airport is of a high priority when heavy winter snowfall occurs. The 10 Economic Level 1 airports that do not currently have snow removal operations are recommended to each purchase a truck and snow plow at an estimated cost of \$150,000 each, for a total SASP cost of \$1.5 million.

**Table 12-8  
Snow Removal Recommendations and Cost Estimates**

FAA ID	Associated City	Airport Name	Snow Removal	Estimated Project Costs
<b>Economic Level 1</b>				
AAS	Campbellsville	Taylor County	Purchase Snow Removal Equipment	\$150,000
DVK	Danville	Stuart Powell Field	Purchase Snow Removal Equipment	\$150,000
EKX	Elizabethtown	Addington Field	Purchase Snow Removal Equipment	\$150,000
FGX	Flemingsburg	Fleming-Mason	Purchase Snow Removal Equipment	\$150,000
JQD	Hartford	Ohio County	Purchase Snow Removal Equipment	\$150,000
HVC	Hopkinsville	Hopkinsville-Christian County	Purchase Snow Removal Equipment	\$150,000

**Table 12-8  
Snow Removal Recommendations and Cost Estimates**

FAA ID	Associated City	Airport Name	Snow Removal	Estimated Project Costs
K24	Jamestown	Russell County	Purchase Snow Removal Equipment	\$150,000
M25	Mayfield	Mayfield Graves County	Purchase Snow Removal Equipment	\$150,000
RGA	Richmond	Central Kentucky Regional	Purchase Snow Removal Equipment	\$150,000
6I2	Springfield	Lebanon-Springfield	Purchase Snow Removal Equipment	\$150,000
<b>Economic Level 1 Total</b>				<b>\$1,500,000</b>
<b>Economic Level 2</b>				
4M7	Russellville	Russellville-Logan County	Add Off-Site Snow Removal Agreement	No Project Cost
<b>Economic Level 2 Total</b>				<b>\$0</b>
<b>Economic Level 3</b>				
1M7	Fulton	Fulton	Add Off-Site Snow Removal Agreement	No Project Cost
I93	Hardinsburg	Breckinridge County	Add Off-Site Snow Removal Agreement	No Project Cost
M20	Leitchfield	Grayson County	Add Off-Site Snow Removal Agreement	No Project Cost
1A6	Middlesboro	Middlesboro-Bell County	Add Off-Site Snow Removal Agreement	No Project Cost
2M0	Princeton	Princeton-Caldwell County	Add Off-Site Snow Removal Agreement	No Project Cost
<b>Economic Level 3 Total</b>				<b>\$0</b>
<b>Kentucky System Total</b>				<b>\$1,500,000</b>

Sources: CDM Smith, Stantec.

**Terminal Recommendations**

All airports in the Kentucky system are held to the benchmark of having an airport terminal, with 55 of 59 airports meeting this benchmark. The four airports without terminals, as shown in **Table 12-9**, are recommended to build a 2,500-square foot facility. All work for these facilities, including environmental, design, and construction, is estimated at \$1 million per terminal building, for a total SASP cost of \$4 million.

**Table 12-9  
Terminal Building Recommendations and Cost Estimates**

FAA ID	Associated City	Airport Name	Terminal Recommendation	Estimated Project Costs
<b>Economic Level 3</b>				
I93	Hardinsburg	Breckinridge County	Construct Airport Terminal	\$1,000,000
<b>Economic Level 3 Total</b>				<b>\$1,000,000</b>
<b>Economic Level 4</b>				
8M7	Dawson Springs	Tradewater	Construct Airport Terminal	\$1,000,000
I53	Liberty	Liberty-Casey County	Construct Airport Terminal	\$1,000,000
9I3	West Liberty	West Liberty	Construct Airport Terminal	\$1,000,000
<b>Economic Level 3 Total</b>				<b>\$3,000,000</b>
<b>Kentucky System Total</b>				<b>\$4,000,000</b>

Sources: CDM Smith, Stantec.

**Taxiway Recommendations**

Benchmarks for taxiway types ranged from full parallel taxiways for Commercial Service and Economic Level 1 airports, partial parallel taxiways for airports in the Economic Level 2 and Economic Level 3 roles, and turnarounds for Economic Level 4. **Table 12-10** summarizes runway recommendations by airport, and includes cost estimates for each recommended project. Ranges in the estimated costs of taxiway projects result from several factors, including primary runway length, taxiway width (determined by RDC), terrain and grading issues, environmental factors, and engineering. At Economic Level 1 airports that have an existing partial parallel taxiway, the recommendation is to extend this taxiway to full parallel. The differences in existing partial parallel taxiway length also result in varying estimated costs.

In total, it is estimated that recommended taxiway projects would cost over \$71 million. However, more than half of this can be attributed to the taxiway extension recommendation at Wendell H. Ford Regional Airport in Hazard. Extending the existing partial parallel taxiway would require extensive tree clearing, fill, and road relocation.

**Table 12-10  
Taxiway Recommendations and Cost Estimates**

FAA ID	Associated City	Airport Name	Taxiway Recommendation	Estimated Project Costs
<b>Economic Level 1</b>				
AAS	Campbellsville	Taylor County	Extend to Full Parallel Taxiway	\$750,000
DVK	Danville	Stuart Powell Field	Extend to Full Parallel Taxiway	\$3,200,000
JQD	Hartford	Ohio County	Construct Full Parallel Taxiway	\$8,800,000
CPF	Hazard	Wendell H. Ford Regional	Extend to Full Parallel Taxiway	\$39,500,000
K24	Jamestown	Russell County	Extend to Full Parallel Taxiway	\$2,300,000
M25	Mayfield	Mayfield Graves County	Extend to Full Parallel Taxiway	\$800,000
6I2	Springfield	Lebanon-Springfield	Extend to Full Parallel Taxiway	\$2,400,000
<b>Economic Level 1 Total</b>				<b>\$57,750,000</b>
<b>Economic Level 2</b>				
5M9	Marion	Marion-Crittenden County	Construct Partial Parallel Taxiway	\$1,800,000
<b>Economic Level 2 Total</b>				<b>\$1,800,000</b>
<b>Economic Level 3</b>				
K62	Falmouth	Gene Snyder	Construct Partial Parallel Taxiway	\$1,500,000
1M7	Fulton	Fulton	Construct Partial Parallel Taxiway	\$1,700,000
I93	Hardinsburg	Breckinridge County	Construct Partial Parallel Taxiway	\$1,200,000
I35	Harlan	Tucker-Guthrie Memorial	Construct Partial Parallel Taxiway	\$2,700,000
M20	Leitchfield	Grayson County	Construct Partial Parallel Taxiway	\$3,400,000
2M0	Princeton	Princeton-Caldwell County	Construct Partial Parallel Taxiway	\$1,000,000
<b>Economic Level 3 Total</b>				<b>\$11,500,000</b>
<b>Kentucky System Total</b>				<b>\$71,050,000</b>

Sources: CDM Smith, Stantec.

### Automated Weather Reporting Recommendations

All airports other than those in the Economic Level 4 role are held to the benchmark of having on-site, automated weather reporting via a system such as an AWOS or ASOS. Nearly all airports in applicable roles have weather reporting capabilities, with only six of Kentucky’s 59 system airports recommended to install an ASOS or AWOS (**Figure 12-11**). For two of these airports – Russellville-Logan County Airport and Breckinridge County Airport – the estimated cost comes directly from the FAA Airport Capital Improvement Program (ACIP). For the other airports, an average cost was applied. The total cost of installing recommended weather reporting facilities is estimated at \$1.19 million.

**Table 12-11**  
**Weather Reporting Recommendations and Cost Estimates**

FAA ID	Associated City	Airport Name	Automated Weather Reporting Recommendation	Estimated Project Costs
<b>Economic Level 2</b>				
4M7	Russellville	Russellville-Logan County	Install Automated Weather Reporting	\$220,000
<b>Economic Level 2 Total</b>				<b>\$220,000</b>
<b>Economic Level 3</b>				
0I8	Cynthiana	Cynthiana-Harrison County	Install Automated Weather Reporting	\$200,000
1M7	Fulton	Fulton	Install Automated Weather Reporting	\$200,000
I93	Hardinsburg	Breckinridge County	Install Automated Weather Reporting	\$170,000
M20	Leitchfield	Grayson County	Install Automated Weather Reporting	\$200,000
2M0	Princeton	Princeton-Caldwell County	Install Automated Weather Reporting	\$200,000
<b>Economic Level 3 Total</b>				<b>\$970,000</b>
<b>Kentucky System Total</b>				<b>\$1,190,000</b>

Sources: CDM Smith, FAA ACIP, Stantec.

### Airport Beacon Recommendations

Having a rotating airport beacon is a minimum benchmark for all airports in the Commercial Service, Economic Level 1, Economic Level 2, and Economic Level 3 roles. The only one of these airports to not currently have a beacon is Middlesboro-Bell County Airport. The construction of this beacon is estimated to cost \$100,000.

### Airport Fencing Recommendations

Airports in the Commercial Service, Economic Level 1, and Economic Level 2 roles have a benchmark for fencing around the complete airport property perimeter, while Economic Level 3 and Economic Level 4 airports are recommended to have partial perimeter fencing around key airport areas. As shown in **Table 12-12**, a total of 14 Kentucky airports are recommended to construct or expand their perimeter fencing. Due to the varying sizes of airport property throughout the Commonwealth, the estimated costs of airport fencing differs greatly. All of these airports are recommended to construct 6-foot chain link fencing.

**Table 12-12**  
**Airport Fencing Recommendations and Cost Estimates**

FAA ID	Associated City	Airport Name	Airfield Fencing Recommendation	Estimated Project Costs
<b>Economic Level 1</b>				
EKX	Elizabethtown	Addington Field	Construct Complete Perimeter Fencing	\$685,000
EHR	Henderson	Henderson City-County	Construct Complete Perimeter Fencing	\$792,000
LOZ	London	London-Corbin-Magee Field	Construct Complete Perimeter Fencing	\$624,000
IOB	Mount Sterling	Mount Sterling-Montgomery County	Construct Complete Perimeter Fencing	\$816,000
CEY	Murray	Kyle-Oakley Field	Construct Complete Perimeter Fencing	\$1,032,000
RGA	Richmond	Central Kentucky Regional	Construct Complete Perimeter Fencing	\$643,200
6I2	Springfield	Lebanon-Springfield	Construct Complete Perimeter Fencing	\$510,000
<b>Economic Level 1 Total</b>				<b>\$5,102,200</b>
<b>Economic Level 2</b>				
DWU	Ashland	Ashland Regional	Construct Complete Perimeter Fencing	\$456,000
M21	Greenville	Muhlenberg County	Construct Complete Perimeter Fencing	\$657,600
TWT	Sturgis	Sturgis Municipal	Construct Complete Perimeter Fencing	\$768,000
<b>Economic Level 2 Total</b>				<b>\$1,881,600</b>
<b>Economic Level 3</b>				
M20	Leitchfield	Grayson County	Construct Partial Perimeter Fencing	\$86,400
<b>Economic Level 3 Total</b>				<b>\$86,400</b>
<b>Economic Level 4</b>				
1M9	Cadiz	Lake Barkley State Resort Park	Construct Partial Perimeter Fencing	\$58,800
2I3	Falls of Rough	Rough River State Resort Park	Construct Partial Perimeter Fencing	\$444,000
8M9	Providence	Providence-Webster County	Construct Partial Perimeter Fencing	\$120,000
<b>Economic Level 3 Total</b>				<b>\$622,800</b>
<b>Kentucky System Total</b>				<b>\$7,693,000</b>

Sources: CDM Smith, Stantec.

***Security Access Control Recommendations***

Recommendations for security access control include facilities for both vehicle and pedestrian access control. Each recommendation includes a 25-foot sliding vehicle gate and a 6-foot pedestrian gate, both with keypads for access. The total cost per unit is estimated to be \$30,000 (Table 12-13). A total of five airports are recommended to construct security access gates. However, because construction of security access gates is currently underway at Fulton Airport, the SASP only estimates the cost of four facilities, bringing the total to \$120,000.

**Table 12-13**  
**Security Access Control Recommendations and Cost Estimates**

FAA ID	Associated City	Airport Name	Security Access Control System Recommendation	Estimated Project Costs
<b>Economic Level 1</b>				
LOU	Louisville	Bowman Field	Install Security Access Control System	\$30,000
<b>Economic Level 1 Total</b>				<b>\$30,000</b>
<b>Economic Level 3</b>				
K62	Falmouth	Gene Snyder	Install Security Access Control System	\$30,000
1M7	Fulton	Fulton	Install Security Access Control System	In progress
I35	Harlan	Tucker-Guthrie Memorial	Install Security Access Control System	\$30,000
M20	Leitchfield	Grayson County	Install Security Access Control System	\$30,000
<b>Economic Level 3 Total</b>				<b>\$90,000</b>
<b>Kentucky System Total</b>				<b>\$120,000</b>

Sources: CDM Smith, Stantec.

## SASP Recommendations by Airport

In total, the Kentucky SASP makes 124 recommendations for the Commonwealth’s 59 public airports. This average of just over two projects per airport is yet more evidence of the outstanding condition of the current Kentucky airport system. Twelve system airports have no SASP recommendations, while an additional 38 have one to three recommendations each. Note that a lack of SASP recommendations does not imply that improvements are not needed at these airports, only that these airports meet the planning level recommendations established by the SASP. Other studies and individual airport planning efforts may find the need for other improvements at system airports.

**Table 12-14** summarizes the categories in which each airport has a SASP recommendation. An orange cell indicates a recommended improvement. **Table 12-15** provides full recommended project details per airport, including a total estimated cost of SASP recommendations for each.

**Table 12-14  
Summary of SASP Recommendations by Airport (Recommendations Shown in Orange)**

FAA ID	Associated City	Airport Name	Runway Length	ALS	Instrument Approach	Snow Removal	Terminal	Taxiway	Weather Reporting	Beacon	Fencing	Security Access Control	Primary RW RSA	Secondary RW RSA	Runway Centerline to Hold Position Separation	Runway Centerline to Parallel Taxiway Centerline Separation	Runway Centerline to Aircraft Parking Area Separation	
<b>Commercial Service</b>																		
BWG	Bowling Green	Bowling Green-Warren County Regional																
CVG	Covington	Cincinnati/Northern Kentucky International																
LEX	Lexington	Blue Grass																
SDF	Louisville	Louisville International-Standiford Field																
OWB	Owensboro	Owensboro-Daviess County Regional																
PAH	Paducah	Barkley Regional																
<b>Economic Level 1</b>																		
AAS	Campbellsville	Taylor County																
DVK	Danville	Stuart Powell Field																
EKX	Elizabethtown	Addington Field																
FGX	Flemingsburg	Fleming-Mason																
FFT	Frankfort	Capital City																
27K	Georgetown	Georgetown Scott County - Marshall Field																
JQD	Hartford	Ohio County																
CPF	Hazard	Wendell H. Ford Regional																
EHR	Henderson	Henderson City-County																
HVC	Hopkinsville	Hopkinsville-Christian County																
K24	Jamestown	Russell County																
LOZ	London	London-Corbin-Magee Field																
LOU	Louisville	Bowman Field																
210	Madisonville	Madisonville Regional																
M25	Mayfield	Mayfield Graves County																
SYM	Morehead	Morehead-Rowan County Clyde A. Thomas Regional																
IOB	Mount Sterling	Mount Sterling-Montgomery County																

**Table 12-14  
Summary of SASP Recommendations by Airport (Recommendations Shown in Orange)**

FAA ID	Associated City	Airport Name	Runway Length	ALS	Instrument Approach	Snow Removal	Terminal	Taxiway	Weather Reporting	Beacon	Fencing	Security Access Control	Primary RW RSA	Secondary RW RSA	Runway Centerline to Hold Position Separation	Runway Centerline to Parallel Taxiway Centerline Separation	Runway Centerline to Aircraft Parking Area Separation	
CEY	Murray	Kyle-Oakley Field																
PBX	Pikeville	Pikeville – Pike County Regional																
SJS	Prestonsburg	Big Sandy Regional																
RGA	Richmond	Central Kentucky Regional																
SME	Somerset	Lake Cumberland Regional																
6I2	Springfield	Lebanon-Springfield																
BYL	Williamsburg	Williamsburg-Whitley County																
<b>Economic Level 2</b>																		
DWU	Ashland	Ashland Regional																
BRY	Bardstown	Samuels Field																
GLW	Glasgow	Glasgow Municipal																
M21	Greenville	Muhlenberg County																
5M9	Marion	Marion-Crittenden County																
EKQ	Monticello	Wayne County																
4M7	Russellville	Russellville-Logan County																
TWT	Sturgis	Sturgis Municipal																
<b>Economic Level 3</b>																		
0I8	Cynthiana	Cynthiana-Harrison County																
K62	Falmouth	Gene Snyder																
1M7	Fulton	Fulton																
I93	Hardinsburg	Breckinridge County																
I35	Harlan	Tucker-Guthrie Memorial																
M20	Leitchfield	Grayson County																
KY8	Lewisport	Hancock Co-Ron Lewis Field																
1A6	Middlesboro	Middlesboro-Bell County																



**Table 12-14  
Summary of SASP Recommendations by Airport (Recommendations Shown in Orange)**

FAA ID	Associated City	Airport Name	Runway Length	ALS	Instrument Approach	Snow Removal	Terminal	Taxiway	Weather Reporting	Beacon	Fencing	Security Access Control	Primary RW RSA	Secondary RW RSA	Runway Centerline to Hold Position Separation	Runway Centerline to Parallel Taxiway Centerline Separation	Runway Centerline to Aircraft Parking Area Separation	
2M0	Princeton	Princeton-Caldwell County																
TZV	Tompkinsville	Tompkinsville-Monroe County																
<b>Economic Level 4</b>																		
1M9	Cadiz	Lake Barkley State Resort Park																
I96	Columbia	Columbia-Adair County																
8M7	Dawson Springs	Tradewater																
2I3	Falls of Rough	Rough River State Resort Park																
M34	Gilbertsville	Kentucky Dam Village State Resort Park																
JKL	Jackson	Julian Carroll																
I53	Liberty	Liberty-Casey County																
18I	Pine Knot	McCreary County																
8M9	Providence	Providence-Webster County																
I50	Stanton	Stanton-Powell County																
9I3	West Liberty	West Liberty																
<b>Kentucky System Total: 124 Total SASP Recommendations</b>																		

Source: CDM Smith.

**Table 12-15  
Details of SASP Recommendations and Cost Estimates Per Airport**

FAA ID	Associated City	Airport Name	Recommendations	Total Estimated Cost
<b>Commercial Service</b>				
BWG	Bowling Green	Bowling Green-Warren County Regional	Install an ALS Improve Primary Runway RSA Improve Secondary Runway RSA Move AC parking 40 feet Airport Total:	\$1,200,000 \$26,000 \$8,500 \$10,000 \$1,244,500
CVG	Covington	Cincinnati/Northern Kentucky International	No SASP Recommendations	\$0
LEX	Lexington	Blue Grass	No SASP Recommendations	\$0
SDF	Louisville	Louisville International-Standiford Field	No SASP Recommendations	\$0
OWB	Owensboro	Owensboro-Daviess County Regional	No SASP Recommendations	\$0
PAH	Paducah	Barkley Regional	Improve Secondary Runway RSA	\$1,638,500
<b>Commercial Service Total:</b>				<b>\$2,883,000</b>
<b>Economic Level 1</b>				
AAS	Campbellsville	Taylor County	Purchase Snow Removal Equipment Extend to Full Parallel Taxiway Correct Runway to Taxiway Separation Airport Total:	\$150,000 \$750,000 \$1,078,800 \$1,978,800
DVK	Danville	Stuart Powell Field	Purchase Snow Removal Equipment Extend to Full Parallel Taxiway Improve Primary Runway RSA Improve Secondary Runway RSA Airport Total:	\$150,000 \$3,200,000 \$41,600 \$5,400 \$3,397,000
EKX	Elizabethtown	Addington Field	Purchase Snow Removal Equipment Construct Complete Perimeter Fencing Airport total:	\$150,000 \$685,000 \$835,000
FGX	Flemingsburg	Fleming-Mason	Purchase Snow Removal Equipment Improve Primary Runway RSA Airport Total:	\$150,000 \$3,564,000 \$3,714,000
FFT	Frankfort	Capital City	No SASP Recommendations	\$0

**Table 12-15  
Details of SASP Recommendations and Cost Estimates Per Airport**

FAA ID	Associated City	Airport Name	Recommendations	Total Estimated Cost
27K	Georgetown	Georgetown Scott County - Marshall Field	Improve Primary Runway RSA	\$4,000
JQD	Hartford	Ohio County	Purchase Snow Removal Equipment Construct Full Parallel Taxiway Airport Total:	\$150,000 \$8,800,000 \$8,950,000
CPF	Hazard	Wendell H. Ford Regional	Extend to Full Parallel Taxiway Improve Primary Runway RSA Airport Total:	\$39,500,000 \$1,297,900 \$40,797,900
EHR	Henderson	Henderson City-County	Construct Complete Perimeter Fencing Improve Primary Runway RSA Correct Runway to Aircraft Parking Separation Airport Total:	\$792,000 \$2,866,400 \$6,200 \$3,664,600
HVC	Hopkinsville	Hopkinsville-Christian County	Purchase Snow Removal Equipment Improve Primary Runway RSA Correct Runway to Aircraft Parking Separation Airport Total:	\$150,000 \$8,900 \$40,800 \$199,700
K24	Jamestown	Russell County	Purchase Snow Removal Equipment Extend to Full Parallel Taxiway Airport Total:	\$150,000 \$2,300,000 \$2,450,000
LOZ	London	London-Corbin-Magee Field	Construct Complete Perimeter Fencing Improve Primary Runway RSA Airport Total:	\$624,000 \$217,900 \$841,900
LOU	Louisville	Bowman Field	Extend Runway 06/24 by 674 Feet Install Security Access Control System Improve Primary Runway RSA Improve Secondary Runway RSA Airport Total:	\$16,100,000 \$30,000 \$18,430,000 \$24,000 \$34,584,000
210	Madisonville	Madisonville Regional	No SASP Recommendations	\$0

**Table 12-15  
Details of SASP Recommendations and Cost Estimates Per Airport**

FAA ID	Associated City	Airport Name	Recommendations	Total Estimated Cost
M25	Mayfield	Mayfield Graves County	Purchase Snow Removal Equipment Extend to Full Parallel Taxiway Correct Runway to Hold Line Separation Correct Runway to Aircraft Parking Separation Airport Total:	\$150,000 \$800,000 \$2,000 \$9,600 \$961,600
SYM	Morehead	Morehead-Rowan County Clyde A. Thomas Regional	No SASP Recommendations	\$0
IOB	Mount Sterling	Mount Sterling-Montgomery County	Construct Complete Perimeter Fencing	\$816,000
CEY	Murray	Kyle-Oakley Field	Construct Complete Perimeter Fencing Correct Runway to Aircraft Parking Separation Airport Total:	\$1,032,000 \$15,400 \$1,047,400
PBX	Pikeville	Pikeville – Pike County Regional	Improve Primary Runway RSA Correct Runway to Taxiway Separation Airport Total:	\$31,409,200 \$14,380,900 \$45,790,100
SJS	Prestonsburg	Big Sandy Regional	Improve Primary Runway RSA	\$743,700
RGA	Richmond	Central Kentucky Regional	Purchase Snow Removal Equipment Construct Complete Perimeter Fencing Airport Total:	\$150,000 \$643,200 \$793,200
SME	Somerset	Lake Cumberland Regional	No SASP Recommendations	\$0
6I2	Springfield	Lebanon-Springfield	Purchase Snow Removal Equipment Extend to Full Parallel Taxiway Construct Complete Perimeter Fencing Improve Primary Runway RSA Airport Total:	\$150,000 \$2,400,000 \$510,000 \$1,952,800 \$5,012,800
BYL	Williamsburg	Williamsburg-Whitley County	No SASP Recommendations	\$0
<b>Economic Level 1 Total:</b>				<b>\$156,581,700</b>

**Table 12-15  
Details of SASP Recommendations and Cost Estimates Per Airport**

FAA ID	Associated City	Airport Name	Recommendations	Total Estimated Cost
<b>Economic Level 2</b>				
DWU	Ashland	Ashland Regional	Publish APV Approach Construct Complete Perimeter Fencing Correct Runway to Hold Line Separation Correct Runway to Taxiway Separation (in progress) Correct Runway to Aircraft Parking Separation Airport Total:	Free from FAA \$456,000 \$5,000 \$0 \$4,300 \$465,300
BRY	Bardstown	Samuels Field	No SASP Recommendations	\$0
GLW	Glasgow	Glasgow Municipal	No SASP Recommendations	\$0
M21	Greenville	Muhlenberg County	Publish APV Approach Construct Complete Perimeter Fencing Airport Total:	Free from FAA \$657,600 \$657,600
5M9	Marion	Marion-Crittenden County	Construct Partial Parallel Taxiway	\$1,800,000
EKQ	Monticello	Wayne County	No SASP Recommendations	\$0
4M7	Russellville	Russellville-Logan County	Add Off-Site Snow Removal Agreement Install Automated Weather Reporting Improve Primary Runway RSA (in progress) Airport Total:	No Associated Cost \$220,000 \$0 \$220,000
TWT	Sturgis	Sturgis Municipal	Construct Complete Perimeter Fencing	\$768,000
<b>Economic Level 2 Total:</b>				<b>\$3,910,900</b>
<b>Economic Level 3</b>				
0I8	Cynthiana	Cynthiana-Harrison County	Install Automated Weather Reporting Correct Runway to Hold Line Separation Correct Runway to Aircraft Parking Separation Airport Total:	\$200,000 \$3,000 \$33,100 \$236,100
K62	Falmouth	Gene Snyder	Construct Partial Parallel Taxiway Install Security Access Control System Improve Primary Runway RSA Airport Total:	\$1,500,000 \$30,000 \$4,613,900 \$6,143,900

**Table 12-15  
Details of SASP Recommendations and Cost Estimates Per Airport**

FAA ID	Associated City	Airport Name	Recommendations	Total Estimated Cost
1M7	Fulton	Fulton	Publish Non-precision Approach Add Off-Site Snow Removal Agreement Construct Partial Parallel Taxiway Install Automated Weather Reporting Install Security Access Control System Improve Primary Runway RSA Airport Total:	Free from FAA No Associated Cost \$1,700,000 \$200,000 In progress \$874,600 \$2,774,600
I93	Hardinsburg	Breckinridge County	Publish Non-precision Approach Add Off-Site Snow Removal Agreement Construct Airport Terminal Construct Partial Parallel Taxiway Install Automated Weather Reporting Airport Total:	Free from FAA No Associated Cost \$1,000,000 \$1,200,000 \$170,000 \$2,370,000
I35	Harlan	Tucker-Guthrie Memorial	Publish Non-precision Approach Construct Partial Parallel Taxiway Install Security Access Control System Airport Total:	Free from FAA \$2,700,000 \$30,000 \$2,730,000
M20	Leitchfield	Grayson County	Publish Non-precision Approach Add Off-Site Snow Removal Agreement Construct Partial Parallel Taxiway Install Automated Weather Reporting Construct Partial Perimeter Fencing Install Security Access Control System Improve Primary Runway RSA Correct Runway to Hold Line Separation Airport Total:	Free from FAA No Associated Cost \$3,400,000 \$200,000 \$86,400 \$30,000 \$22,500 \$1,000 \$3,739,900
KY8	Lewisport	Hancock Co-Ron Lewis Field	No SASP Recommendations	\$0

**Table 12-15  
Details of SASP Recommendations and Cost Estimates Per Airport**

FAA ID	Associated City	Airport Name	Recommendations	Total Estimated Cost
1A6	Middlesboro	Middlesboro-Bell County	Add Off-Site Snow Removal Agreement Construct Airport Beacon Improve Primary Runway RSA Correct Runway to Hold Line Separation Correct Runway to Taxiway Separation Airport Total:	No Associated Cost \$100,000 \$1,322,900 \$3,000 \$2,557,000 \$3,982,900
2M0	Princeton	Princeton-Caldwell County	Add Off-Site Snow Removal Agreement Construct Partial Parallel Taxiway Install Automated Weather Reporting Correct Runway to Hold Line Separation Airport Total:	No Associated Cost \$1,000,000 \$200,000 \$2,000 \$1,202,000
TZV	Tompkinsville	Tompkinsville-Monroe County	No SASP Recommendations	\$0
<b>Economic Level 3 Total:</b>				<b>\$23,179,400</b>
<b>Economic Level 4</b>				
1M9	Cadiz	Lake Barkley State Resort Park	Construct Partial Perimeter Fencing Improve Primary Runway RSA Airport Total:	\$58,800 \$12,200 \$71,000
I96	Columbia	Columbia-Adair County	Improve Primary Runway RSA Correct Runway to Hold Line Separation Correct Runway to Taxiway Separation Correct Runway to Aircraft Parking Separation Airport Total:	\$5,500 \$5,000 \$1,077,000 \$580,800 \$1,668,300
8M7	Dawson Springs	Tradewater	Construct Airport Terminal Improve Primary Runway RSA Correct Runway to Hold Line Separation Airport Total:	\$1,000,000 \$5,000 \$1,000 \$1,006,000
2I3	Falls of Rough	Rough River State Resort Park	Construct Partial Perimeter Fencing Improve Primary Runway RSA Airport Total:	\$444,000 \$97,100 \$541,100

**Table 12-15**  
**Details of SASP Recommendations and Cost Estimates Per Airport**

FAA ID	Associated City	Airport Name	Recommendations	Total Estimated Cost
M34	Gilbertsville	Kentucky Dam Village State Resort Park	Improve Primary Runway RSA Correct Runway to Hold Line Separation Airport Total:	\$33,400 \$3,000 \$36,400
JKL	Jackson	Julian Carroll	Improve Primary Runway RSA Correct Runway to Hold Line Separation Airport Total:	\$6,200 \$1,000 \$7,200
I53	Liberty	Liberty-Casey County	Construct Airport Terminal Improve Primary Runway RSA Correct Runway to Hold Line Separation Airport Total:	\$1,000,000 \$2,000 \$1,000 \$1,003,000
18I	Pine Knot	McCreary County	Improve Primary Runway RSA Correct Runway to Hold Line Separation Airport Total:	\$3,900 \$2,000 \$5,900
8M9	Providence	Providence-Webster County	Construct Partial Perimeter Fencing Improve Primary Runway RSA Correct Runway to Hold Line Separation Airport Total:	\$120,000 \$12,200 \$1,000 \$133,200
I50	Stanton	Stanton-Powell County	Improve Primary Runway RSA	\$1,009,800
9I3	West Liberty	West Liberty	Construct Airport Terminal	\$1,000,000
<b>Economic Level 4 Total:</b>				<b>\$6,481,900</b>
<b>Kentucky System Total</b>				<b>\$193,036,900</b>

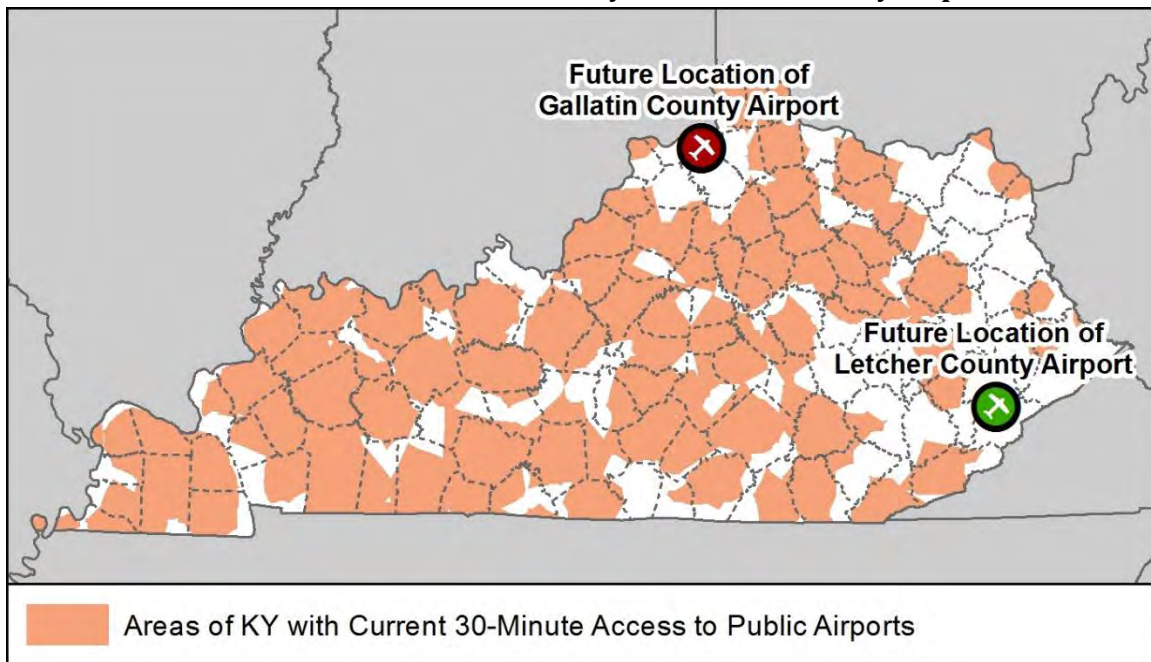
Source: CDM Smith, Connico, Stantec.



## Future Kentucky Airports

In addition to the current Kentucky airport system of 59 public-use facilities, there are two new public airports currently being considered in the Commonwealth to help fill existing gaps in service. As shown on **Figure 12-1**, these two airports – located in Gallatin County and Letcher County – would be built in areas where existing Kentucky system airports or relevant out-of-state airports do not currently provide access for businesses and residents. In addition, both of these airports are planning the types of high-end aviation services typically demanded by business users, improving Kentucky’s already well-developed airport system. The airport in Gallatin County is planned to have services and facilities similar to an Economic Level 1 airport, while the planned facility in Letcher County is anticipated to more closely match Economic Level 2 airport facilities.

**Figure 12-1**  
**Future Locations of Gallatin County and Letcher County Airports**



Sources: Kentucky Transportation Cabinet.

The following sections provide further details on the justifications for building these airports, as well as details on the coverage that these airports are expected to add to the Kentucky airport system. Finally, a brief note is added on very early plans for a potential third new airport in the Lexington region being considered for an existing heliport site.

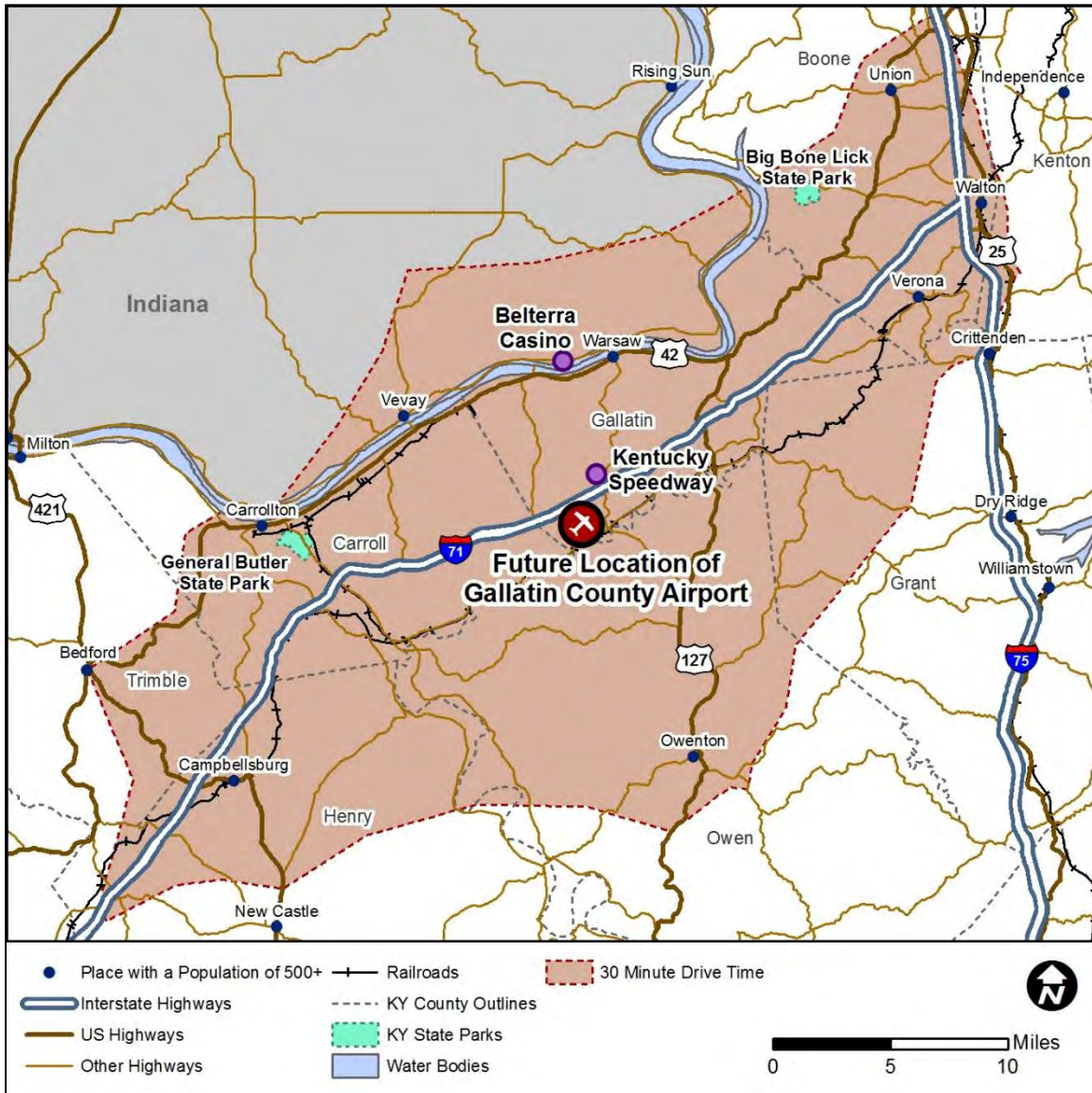
### *Gallatin County Airport*

A new general aviation airport in Northern Kentucky has been a goal of the Kentucky Department of Aviation (KDA) and the FAA for many years. Beginning in the 1990s, this region – most specifically the tri-county region of Gallatin, Carroll, and Owen Counties between the Cincinnati and Louisville metropolitan areas – has transitioned from a largely local, agricultural economy to an economy that has continuously added industry and tourism elements. Industrial companies located along the Ohio River in this region include Dow Chemical, Nucor Steel, North American Stainless, DRC Packaging, Steel Technologies, Arkema Chemical, Certain Teed Gypsum, Gallatin Steel, and Kentucky Utilities. Tourism in the region is anchored by Kentucky Speedway and Belterra Casino in Indiana, but also includes two Kentucky state parks. From 2010 to 2014 alone, per capita personal income in the tri-county area grew 58 percent.

From 1998 to the present, KDA and the FAA have worked closely with the local governments and stakeholders to assess the possibility of building a major general aviation airport within the region. These efforts have included five feasibility studies, three site selection studies, and two environmental assessments. Survey efforts revealed over 240 aircraft owned by residents of the tri-county area, with over 70 indicating that they would relocate their aircraft to a new airport.<sup>3</sup>

The site selected for the Gallatin County Airport is shown on **Figure 12-2**.

**Figure 12-2**  
**Future Site of the Gallatin County Airport**



Source: CDM Smith, KYTC, PDC Consultants.

The Gallatin County Airport will be located just south of Interstate 71, near Gallatin County's borders with Carroll and Owen Counties. The airport will also have prime railroad access with the CSX Railroad line directly to the south. The airport's location near a major highway interchange

<sup>3</sup> PDC Consultants (2016).

results in a potentially very large 30-minute drive time market area. The airport’s potential 30-minute market area has an estimated area of 669 square miles, stretching along I-71 from the outskirts of the Cincinnati metropolitan region to Henry and Trimble counties.

The potential 30-minute drive time area of Gallatin County Airport includes an estimated population of 89,960 Kentucky residents (**Table 12-16**). Union, Kentucky, with a population over 5,300, is the largest of these urban areas, followed by Carrollton and Walton.

**Table 12-16  
Cities and Towns with a Population of 500+  
Located Within 30 Minutes of the Planned  
Gallatin County Airport**

City	2010 Population Estimate
<b>Cities and Towns</b>	
Union	5,379
Carrollton	3,938
Walton	3,635
Warsaw	1,615
Verona	1,455
Owenton	1,327
Campbellsburg	813
Bedford	599
Vevay, IN	1,683

Source: CDM Smith, US Census Bureau.

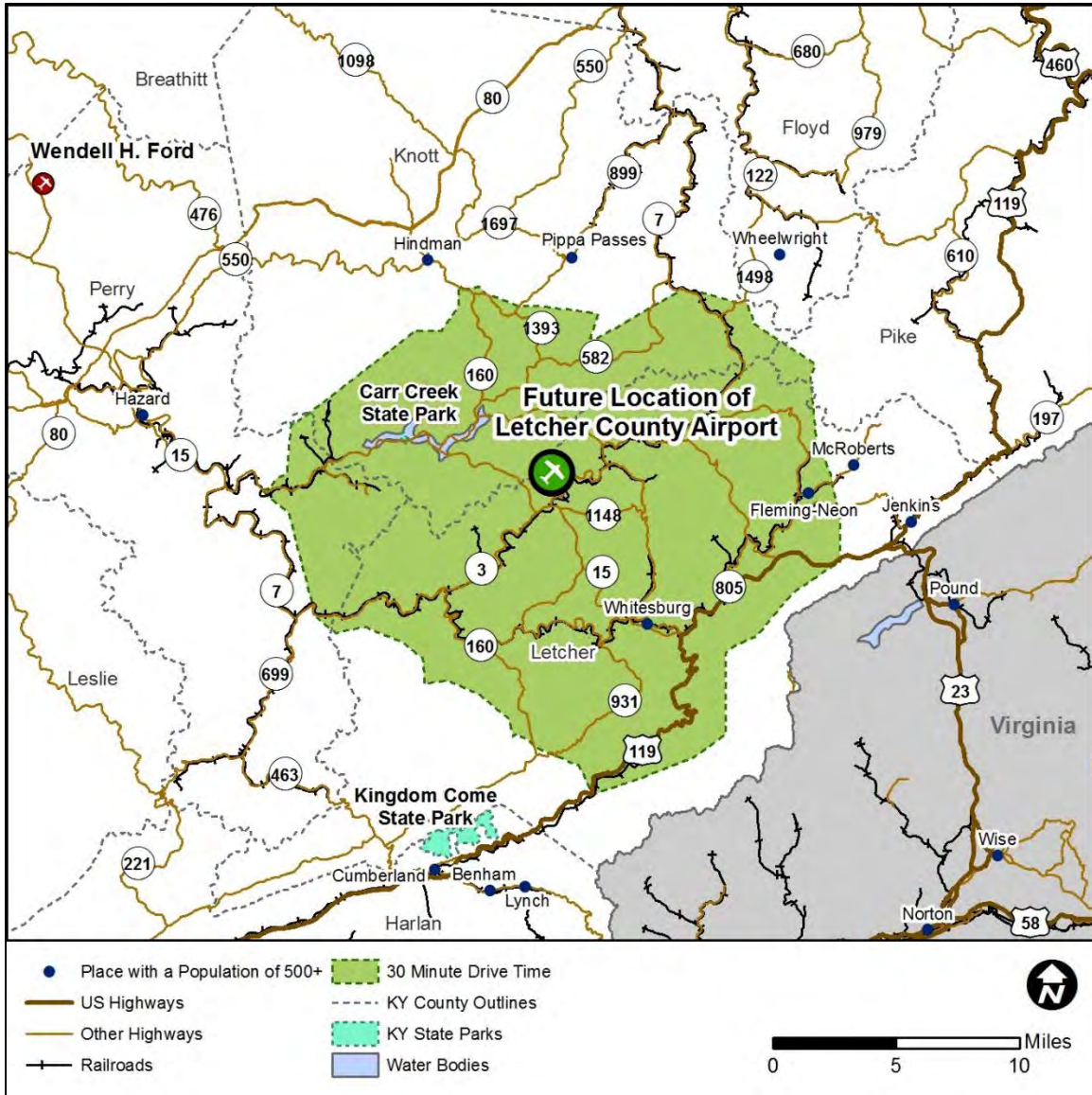
As of January 2017, all landowners on the proposed airport site have reportedly come to terms to sell their land for the development of the Gallatin County Airport. An airport layout plan (ALP) has received conditional approval by the FAA. The conditional ALP calls for an initial runway length of 5,000 feet. The airport is planned to have an ultimate runway length of 5,500 feet, and cost an estimated \$30 million.

***Letcher County Airport***

Another area of Kentucky that is currently underserved by public airports is the less densely-populated eastern region. A proposed new airport in Letcher County, in the southeastern part of the Commonwealth, is planned that will provide additional coverage in this underserved area. Planning for the Letcher County Airport is not as complete as the Gallatin County facility, but justification for the airport exists. In addition to the existing gap in service, the airport would be an economic incubator for the region, and would reportedly attract aviation business users from both Kentucky and nearby Virginia. Because the region is difficult to access via highways, the airport would be a primary access point for businesses, residents, and visitors alike.

**Figure 12-3** displays the site selected for the Letcher County Airport.

**Figure 12-3**  
**Future Site of the Letcher County Airport**



The Letcher County Airport will be located just north of Kentucky Highway 3, near the border of Letcher and Knott counties. The airport will be accessible via several state highways, and is within a 30-minute drive of US-119.

This potential 30-minute drive time area – estimated at 317 square miles – includes 29,785 Kentucky residents, nearly all of whom live in unincorporated, rural areas. The 30-minute market area includes two towns with a population over 500: Whitesburg (2,139 residents per 2010 Census estimates), and Fleming-Neon (770 residents).<sup>4</sup>

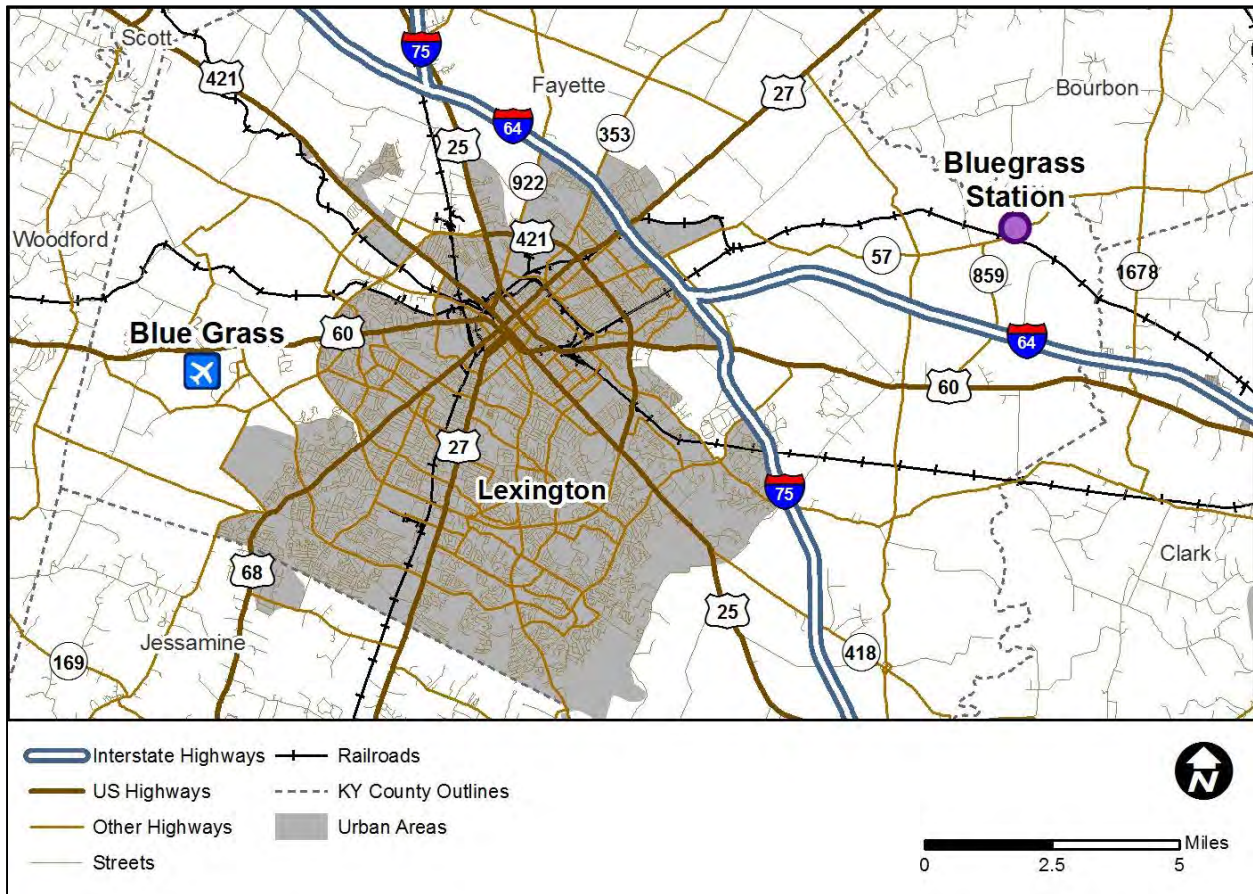
The Letcher County Airport is initially planned to have a 4,000-foot runway, with a 5,000-foot ultimate length, and has an estimated engineering and construction cost of \$18 million.

<sup>4</sup> US Census Bureau (2010).

### Bluegrass Station

In addition to the above two planned airports, a new general aviation airport in the Lexington area is being considered for an existing helicopter landing area. Bluegrass Station, owned and operated by the Kentucky Department of Military Affairs, provides logistical and operational support to companies and government agencies engaged in retrofitting helicopters. Bluegrass Station is located approximately 10 miles east of downtown Lexington, near the borders of Fayette, Clark, and Bourbon Counties (**Figure 12-4**). Bluegrass Station is near the intersection of Interstates 64 and 75, has highway access via KY-57, and is also accessible via railroad.

**Figure 12-4**  
**Location of Bluegrass Station**



Source: CDM Smith, KYTC.

At the present time, the aviation activities at Bluegrass Station are limited to helicopters. However, investors are interested in expanding their work to fixed-wing aircraft and have proposed building an 8,100-foot runway on the site, which would make Bluegrass Station one of the largest general aviation airports in Kentucky. Because these developments are in the earliest stages of consideration, the planning and potential construction of a new airport at Bluegrass Station will require significant additional analysis.

## Recommended System

The recommended Kentucky airport system includes the existing 59 public-use airports and two planned future airports (**Figure 12-5**).<sup>5</sup> Individual airport recommendations of the SASP are intended to not only improve facilities and services at the local level, but also throughout the Commonwealth.

**Table 12-17** details how facility and service recommendations and the new airports will improve geographic coverage of the Kentucky airport system. Note that these percentages also include coverage by out-of-state public airports that are located within a 30-minute drive from Kentucky. Most recommended improvements increased population coverage by 1 to 2 percent throughout the Commonwealth for that type of facility or service. The fact that recommended improvements to the system would only affect geographic coverage in a relatively small way further illustrates the outstanding existing coverage of the Kentucky system and its aviation facilities.

**Table 12-17**  
**Potential Improvements to Kentucky Airport System Coverage**  
**With Implementation of Recommended System**

Facility or Criteria	Potential KY Population Coverage Improvement		Potential KY Land Area Coverage Improvement	
	Current System	Recommended System	Current System	Recommended System
Full Kentucky System	87%	89%	66%	69%
Airports with a 5,000' Runway	79%	81%	49%	51%
Instrument Approach Coverage:				
Airports with a Precision Approach	31%	No change	7%	No change
Airports with a Precision Approach or APV	79%	86%	53%	57%
Airports with any Instrument Approach	84%	86%	58%	63%
Fuel Service Coverage:				
Airports with Jet Fuel	82%	87%	54%	56%
Airports with any Aircraft Fuel	86%	87%	63%	65%
Airports with Automated Weather Reporting	100%	100%	100%	100%
Airports Meeting Business User Needs	77%	81%	47%	51%

Note: All coverage includes relevant out-of-state airports. Recommended system coverage does not include Bluegrass Station because the facility's status as an airport is in the earliest planning stages.

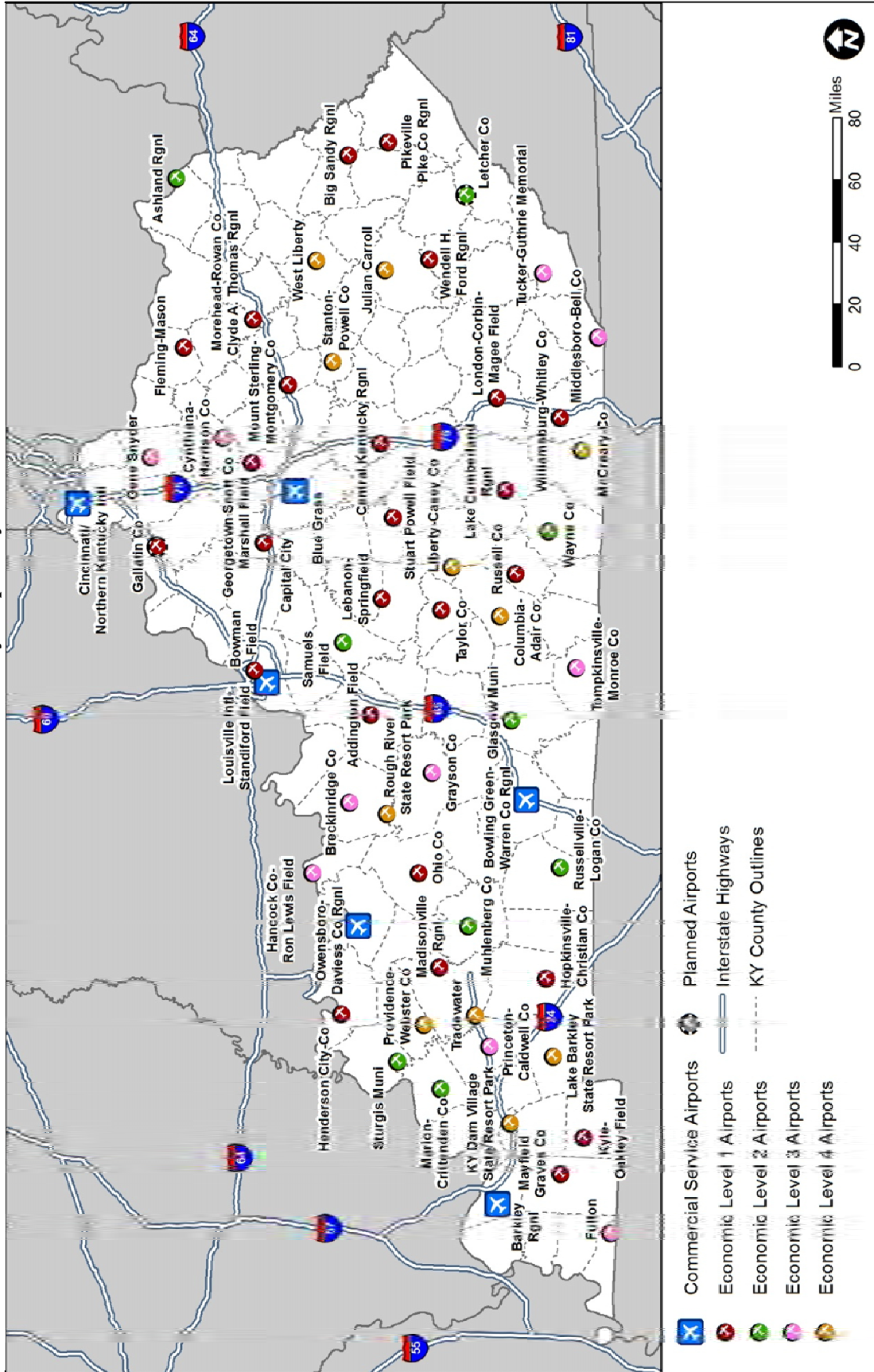
Source: CDM Smith, US Census Bureau.

Most significantly, the implementation of recommendations for jet fuel, APV approaches, and automated weather reporting would lead to an additional three airports meeting “business user needs” as defined by the SASP. In combination with the two new airports, this results in a 4 percent increase in Kentucky population coverage.

**Figures 12-5** through **12-12** display the potential additional coverage that would result from implementing all SASP facility and service recommendations.

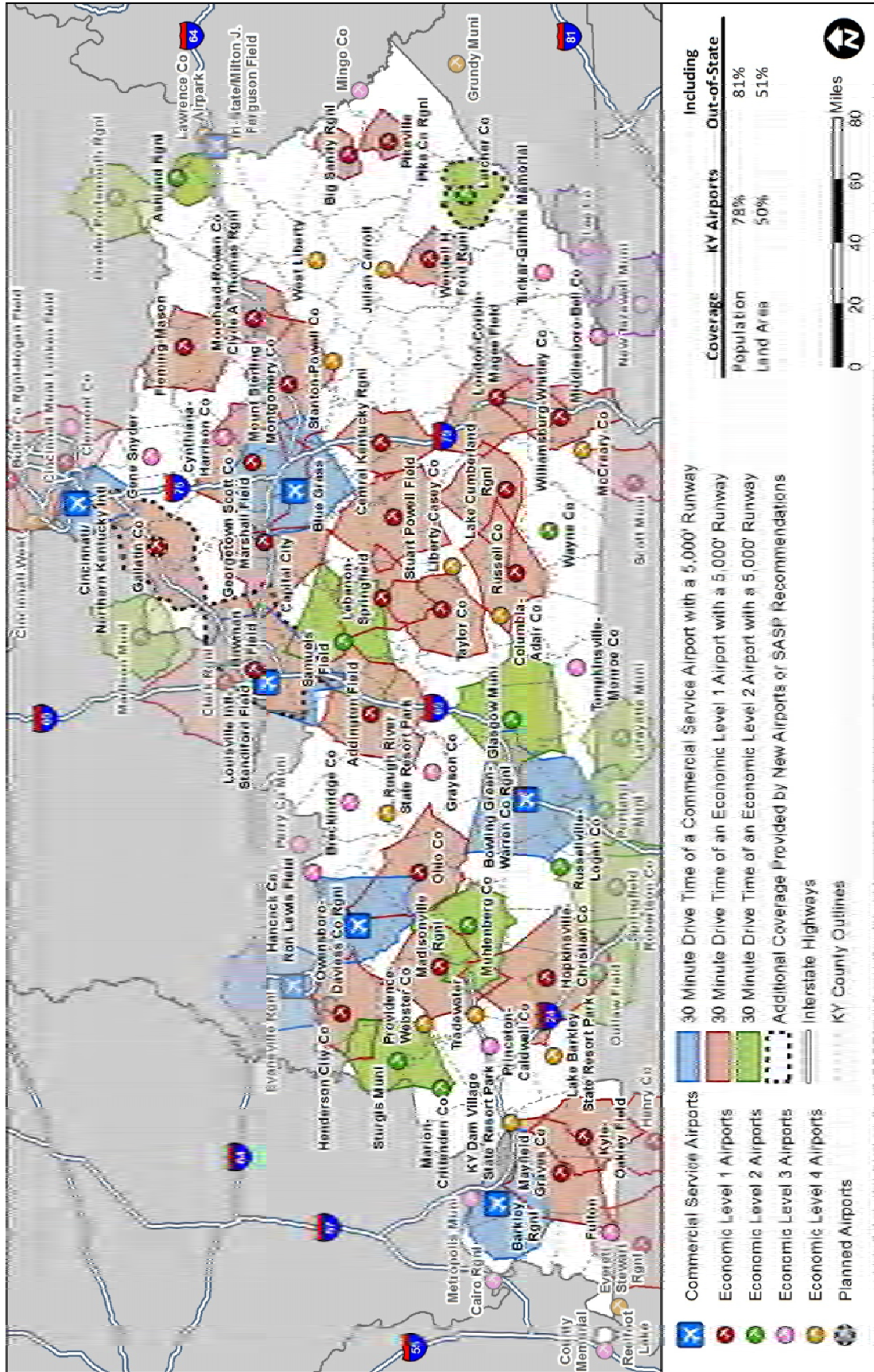
<sup>5</sup> Note that Liberty-Casey County Airport remains in the Kentucky airport system, but is changing to restricted use, public-owned status. However, the recommendations of this plan remain in effect for the airport despite this change in status.

Figure 12-5  
Recommended Kentucky Airport System



Source: CDM Smith.

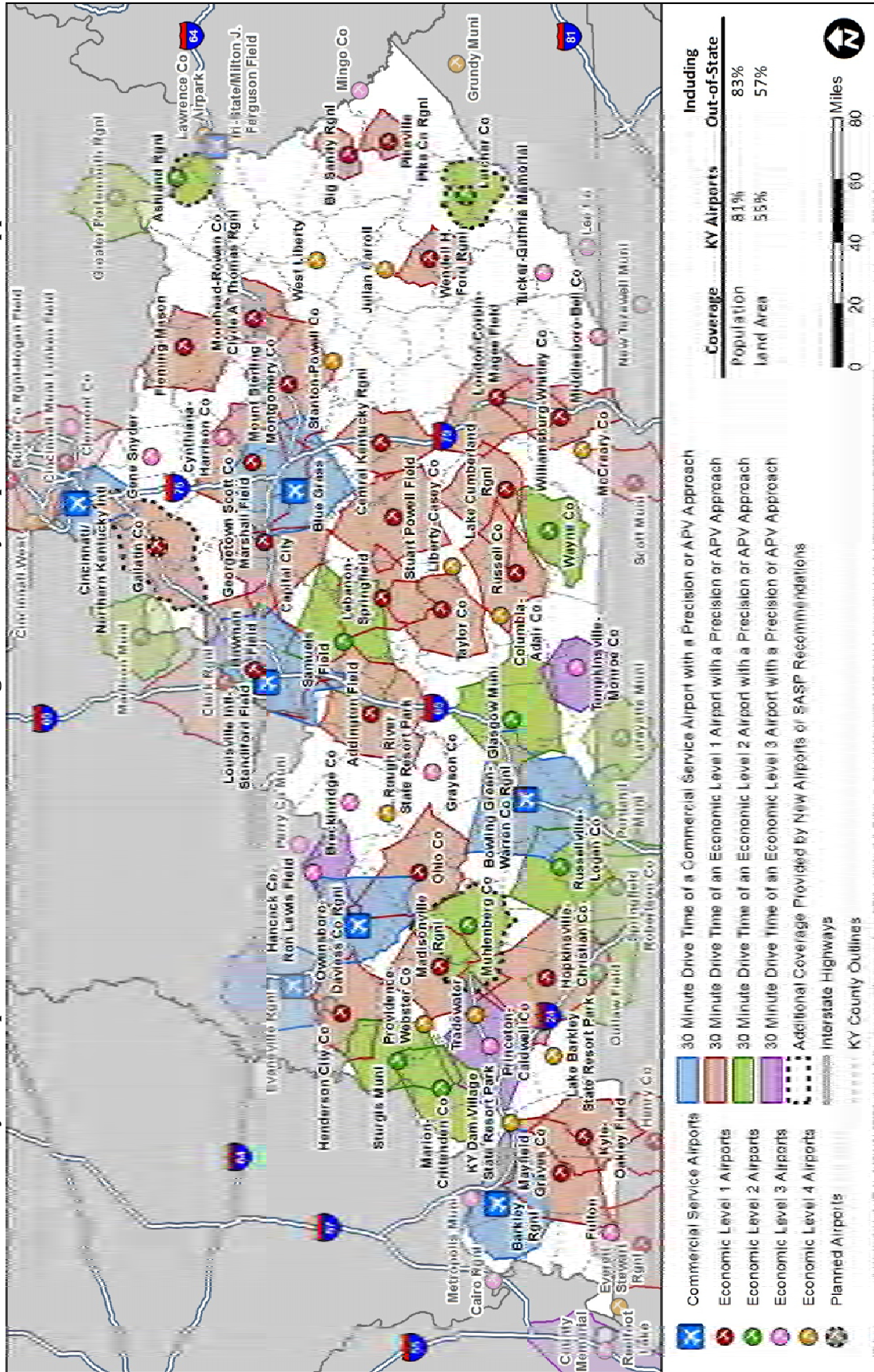
Figure 12-6  
Recommended System: Population and Land Area Coverage of Kentucky Airports with a 5,000-Foot Runway



Source: CDM Smith, U.S. Census Bureau.

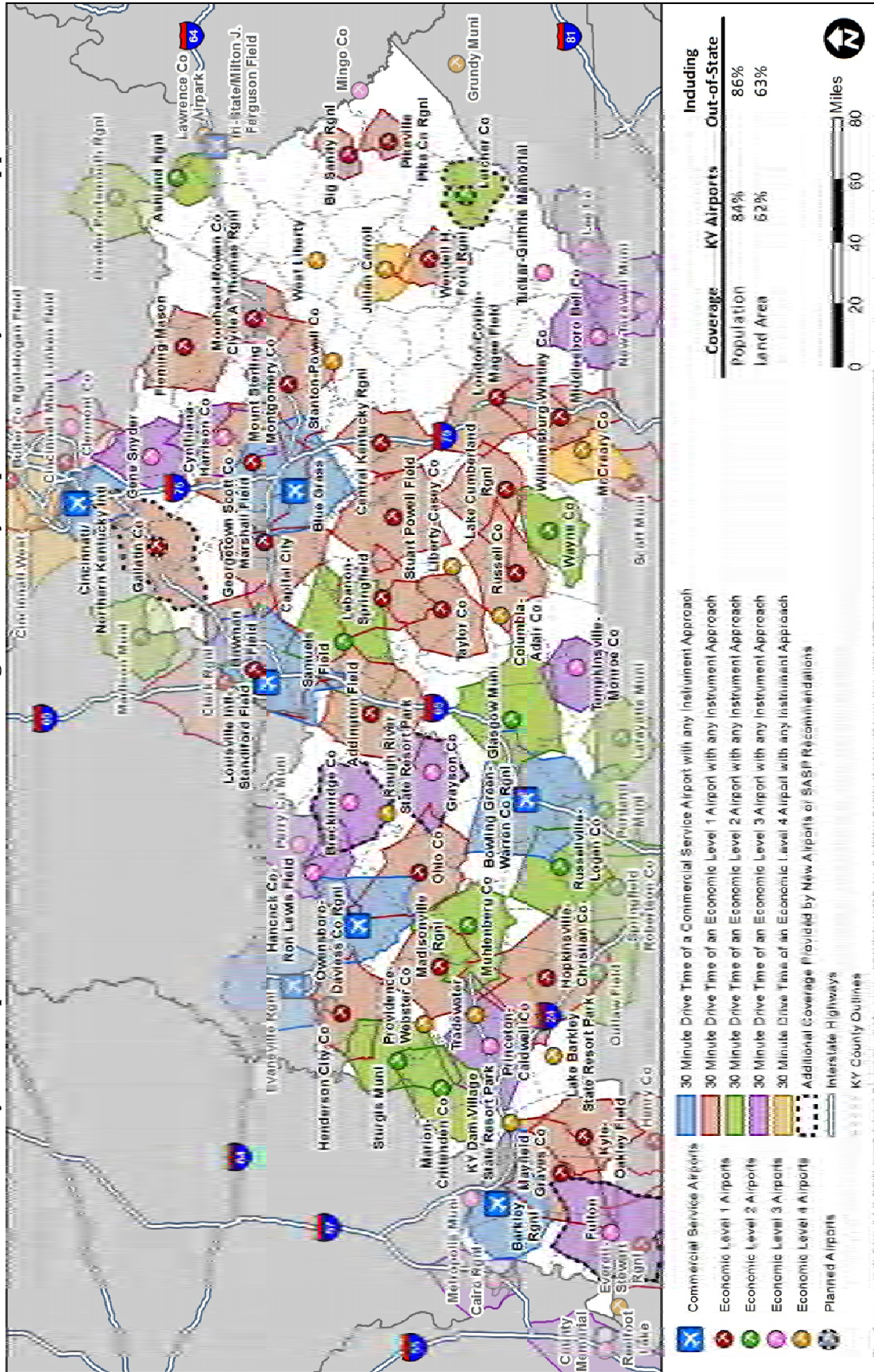


Figure 12-7  
Recommended System: Population and Land Area Coverage of Kentucky Airports with a Precision Approach or APV



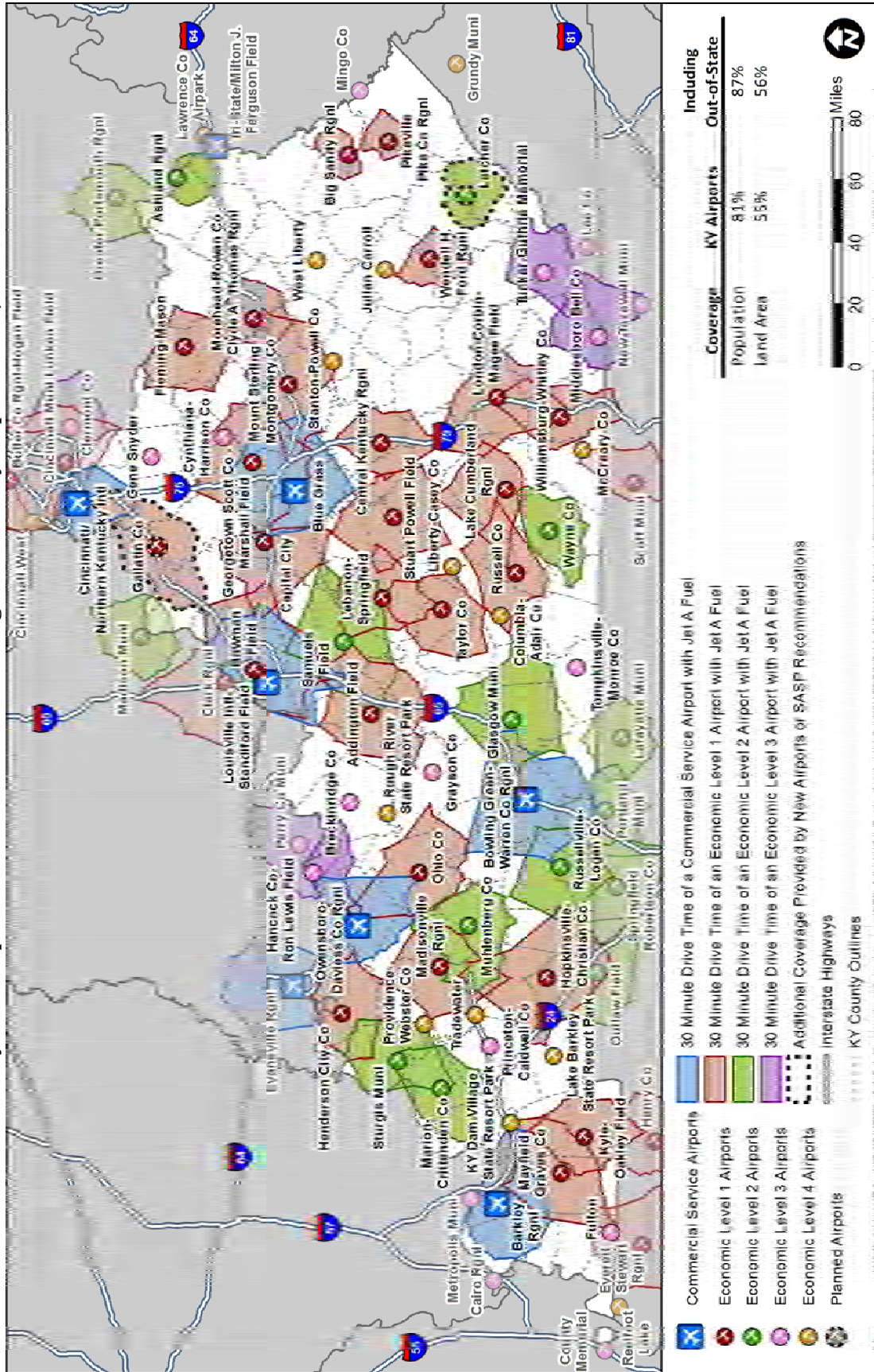
Source: Airport Approach Plates, CDM Smith, U.S. Census Bureau.

Figure 12-8  
Recommended System: Population and Land Area Coverage of Kentucky Airports with any Instrument Approach



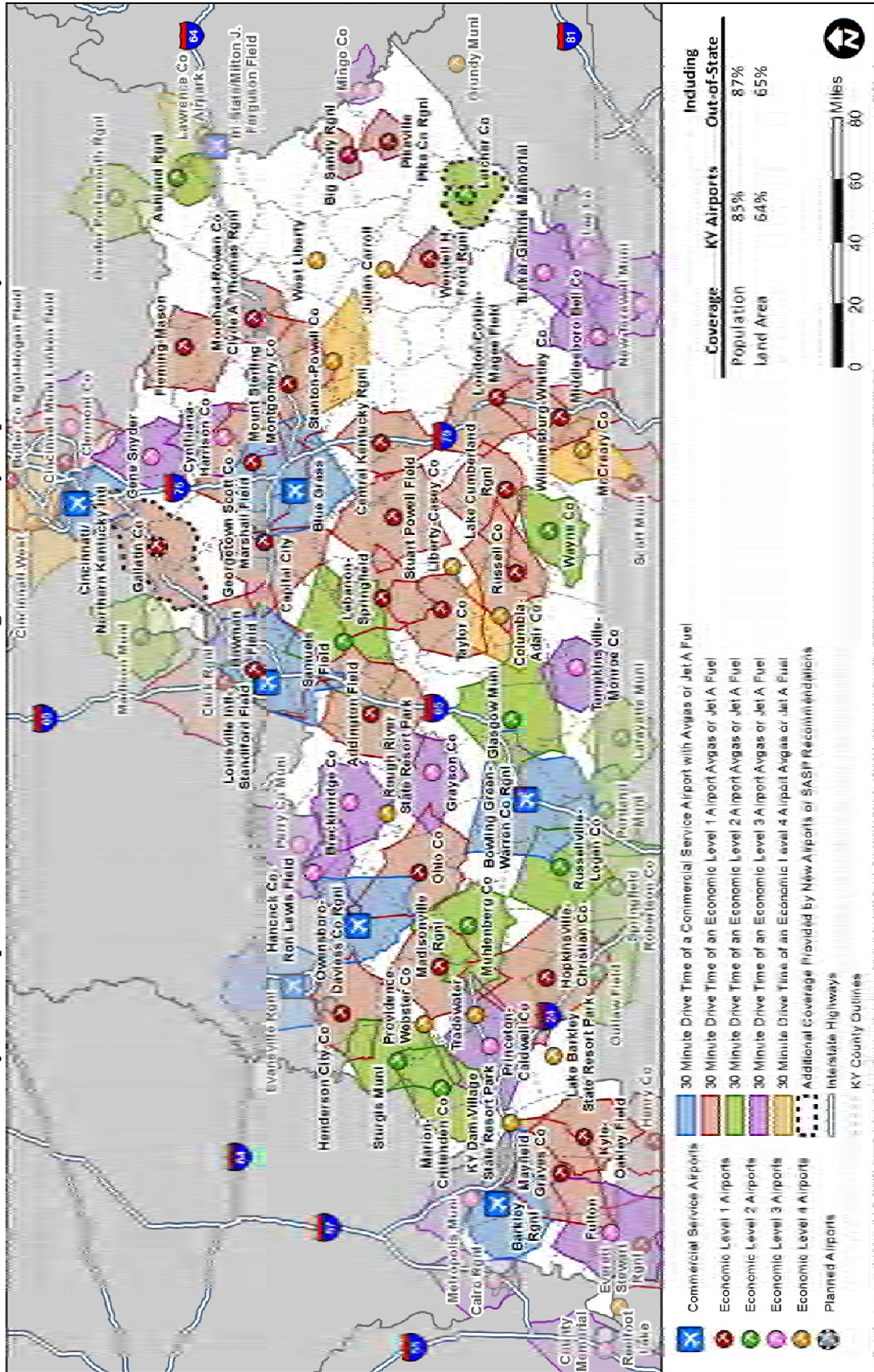
Source: Airport Approach Plates, CDM Smith, U.S. Census Bureau.

Figure 12-9  
Recommended System: Population and Land Area Coverage of Kentucky Airports with Jet Fuel Service



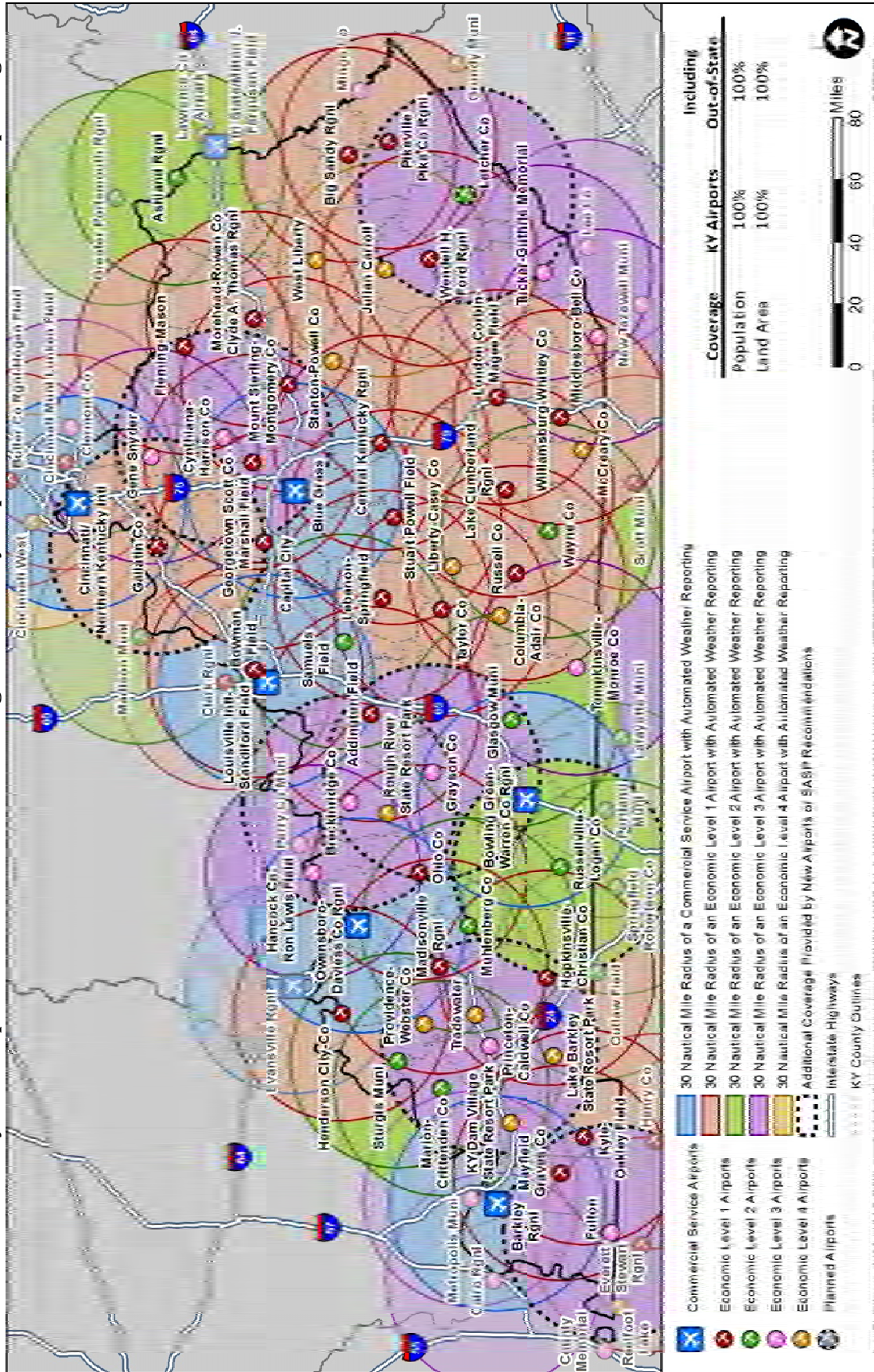
Source: CDM Smith, FAA Form 5010, U.S. Census Bureau.

Figure 12-10  
Recommended System: Population and Land Area Coverage of Kentucky Airports with Any Fuel Service



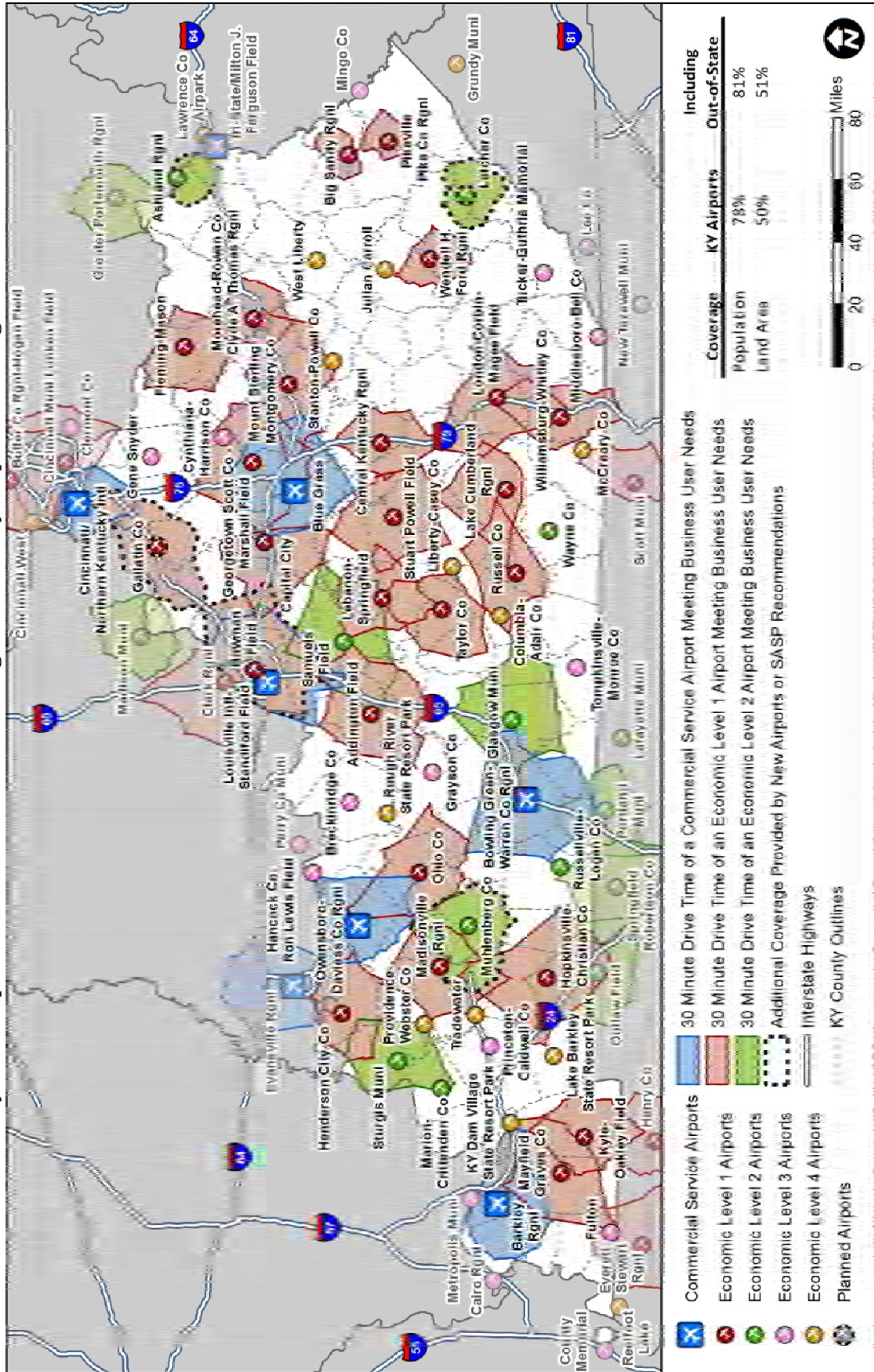
Source: CDM Smith, FAA Form 5010, U.S. Census Bureau.

Figure 12-11  
Recommended System: Population and Land Area Coverage of Kentucky Airports with Automated Weather Reporting



Source: CDM Smith, U.S. Census Bureau.

Figure 12-12  
 Recommended System: Population and Land Area Coverage of Kentucky Airports Meeting Business User Needs



Source: Airport Approach Plates, CDM Smith, FAA Form 5010, U.S. Census Bureau.

### ***Addressing Gaps in Business User Airport Coverage***

The Kentucky Transportation Cabinet’s (KYTC) Department of Aviation have identified economic development as a major goal of the SASP, with Goal 4 stating that the SASP should “Help KYTC assess how the Kentucky airport system contributes to and maintains the economic prosperity of Kentucky.” A key aspect of assessing this quality of the Kentucky airport system is to measure the coverage by airports that meet “business user needs,” specifically those airports with a runway at least 5,000 feet in length, a precision or APV approach, jet fuel service, and automated weather reporting.

As detailed in the previous section, current coverage, when combined with new airports and potential coverage resulting from the implementation of SASP recommendations, results in 81 percent of Kentucky’s population and 51 percent of its land area having 30-minute access to an airport meeting business user needs. This coverage is currently provided by the 32 airports that meet business user needs. There are three airports that would meet these qualifications based on system plan recommendations. Furthermore, the two planned airports in Gallatin and Letcher Counties, if built, would add to this already robust business ready system.

**Table 12-18** details the potential additional population and land area coverage that could be provided by the remaining 24 Kentucky system airports, including the status of their qualifying facilities and services. While none of these airports currently have a runway of at least 5,000 feet in length, several meet other criteria such as jet fuel, weather reporting, and an advanced instrument approach. In addition, six airports in the Economic Level 2 and Economic Level 3 roles are recommended to install an automated weather reporting system (table cells shown in green).

While the SASP does not make direct recommendations for any of these airports to install and construct the remaining facilities and services necessary to achieve business user needs, this information is intended as a tool for KYTC to assess where improvements would be most impactful. For example, adding business user facilities and services would have the most impact by population coverage at Gene Snyder Airport in Falmouth (41,526 residents).

**Table 12-18  
Potential Additional Coverage Provided by Airports Not Currently Meeting All Business User Needs**

FAA ID	Associated City	Airport Name	Potential Added Area Coverage (Square Miles)	Potential Added KY Population Coverage	Primary Runway Length	Best IAP	Jet Fuel	Weather Reporting
<b>Economic Level 2</b>								
5M9	Marion	Marion-Crittenden County	371	8,461	4,400	APV	Yes	Yes
EKQ	Monticello	Wayne County	425	26,595	4,000	APV	Yes	Yes
4M7	Russellville	Russellville-Logan County	336	20,974	4,500	APV	Yes	No
<b>Economic Level 3</b>								
0I8	Cynthiana	Cynthiana-Harrison County	206	9,585	3,850	Non-Precision	No	No
K62	Falmouth	Gene Snyder	512	41,526	3,994	Non-Precision	No	Yes
1M7	Fulton	Fulton	182	7,378	4,001	Visual	No	No
I93	Hardinsburg	Breckinridge County	525	22,369	4,000	Visual	No	No
I35	Harlan	Tucker-Guthrie Memorial	415	29,828	3,460	Circling	Yes	Yes
M20	Leitchfield	Grayson County	414	27,077	4,000	Visual	No	No
KY8	Lewisport	Hancock Co-Ron Lewis Field	167	8,869	4,000	APV	Yes	Yes
1A6	Middlesboro	Middlesboro-Bell County	290	28,581	3,631	Circling	Yes	Yes
2M0	Princeton	Princeton-Caldwell County	635	28,644	4,099	APV	No	No
TZV	Tompkinsville	Tompkinsville-Monroe County	309	11,440	4,000	APV	No	Yes
<b>Economic Level 4</b>								
1M9	Cadiz	Lake Barkley State Resort Park	215	8,833	4,800	Visual	No	No
I96	Columbia	Columbia-Adair County	210	7,532	2,600	Visual	No	No
8M7	Dawson Springs	Tradewater	436	23,980	2,875	Visual	No	No
2I3	Falls of Rough	Rough River State Resort Park	417	19,264	3,200	Visual	No	No
M34	Gilbertsville	Kentucky Dam Village State Resort Park	71	8,255	4,000	Visual	No	No
JKL	Jackson	Julian Carroll	210	10,151	4,400	Non-Precision	No	Yes
I53	Liberty	Liberty-Casey County	169	9,624	3,000	Visual	No	No
18I	Pine Knot	McCreary County	184	13,214	2,999	Non-Precision	No	No
8M9	Providence	Providence-Webster County	234	9,566	3,800	Visual	No	No
I50	Stanton	Stanton-Powell County	393	22,829	2,996	Visual	No	No
9I3	West Liberty	West Liberty	528	25,598	2,400	Visual	No	No

Source: Airport Approach CDM Smith, US Census Bureau.

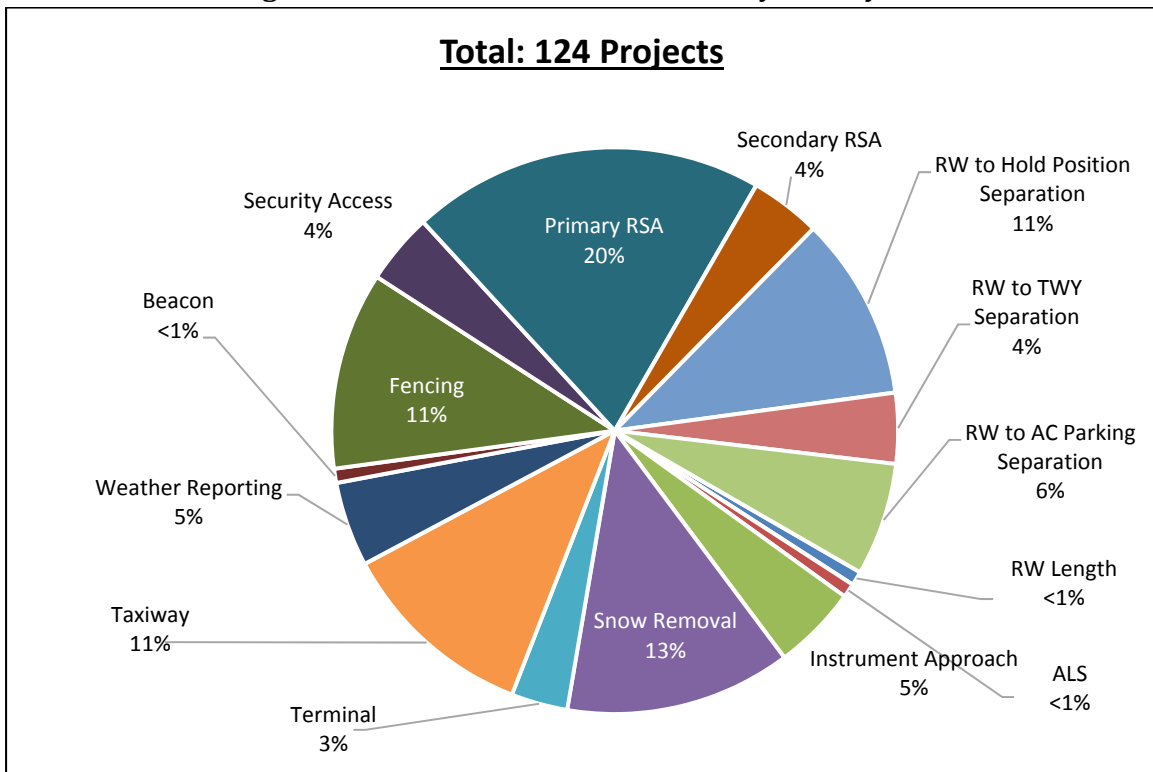


## Recommendations Summary

Making the recommended system a reality involves implementing the recommendations detailed earlier in this chapter. The following section summarizes the many facility and service recommendations made for the Kentucky airport system.

**Figure 12-13** summarizes the number of airport recommendations by facility or service. With 20 percent of all SASP recommendations, RSA improvements are the most common, followed by recommendations for snow removal equipment or operations (13 percent), and taxiways, airport fencing, and runway to hold line separation (11 percent respectively). With only one recommendation each, runway length, approach lighting, and airport beacons are the least-recommended facility upgrades.

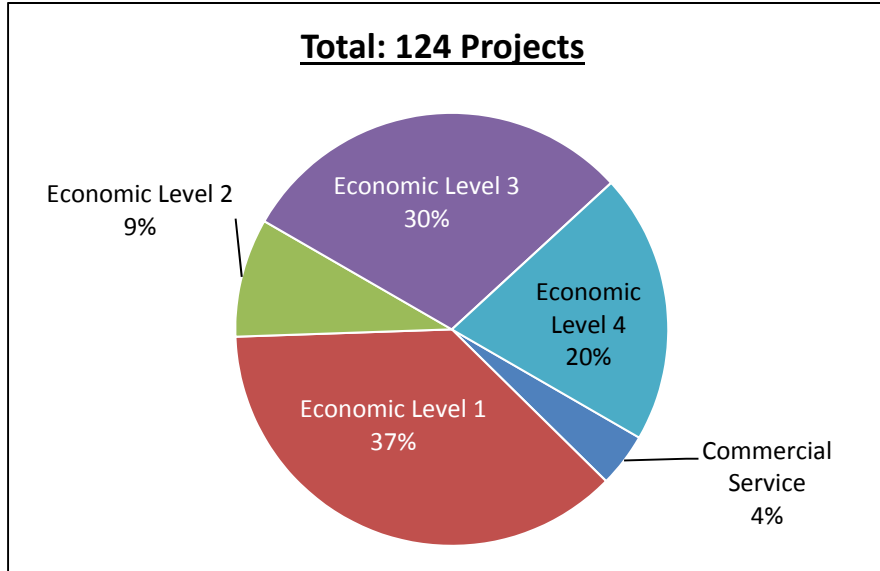
**Figure 12-13**  
**Percentage of Total SASP Recommendations by Facility or Service**



Source: CDM Smith.

By role, Economic Level 1 airports have the most recommended projects (**Figure 12-14**). This is not unexpected since Economic Level 1 airports accounting for 24 of the Commonwealth’s 59 system airports. Following is the Economic Level 3 role, with 29 percent of all recommendations.

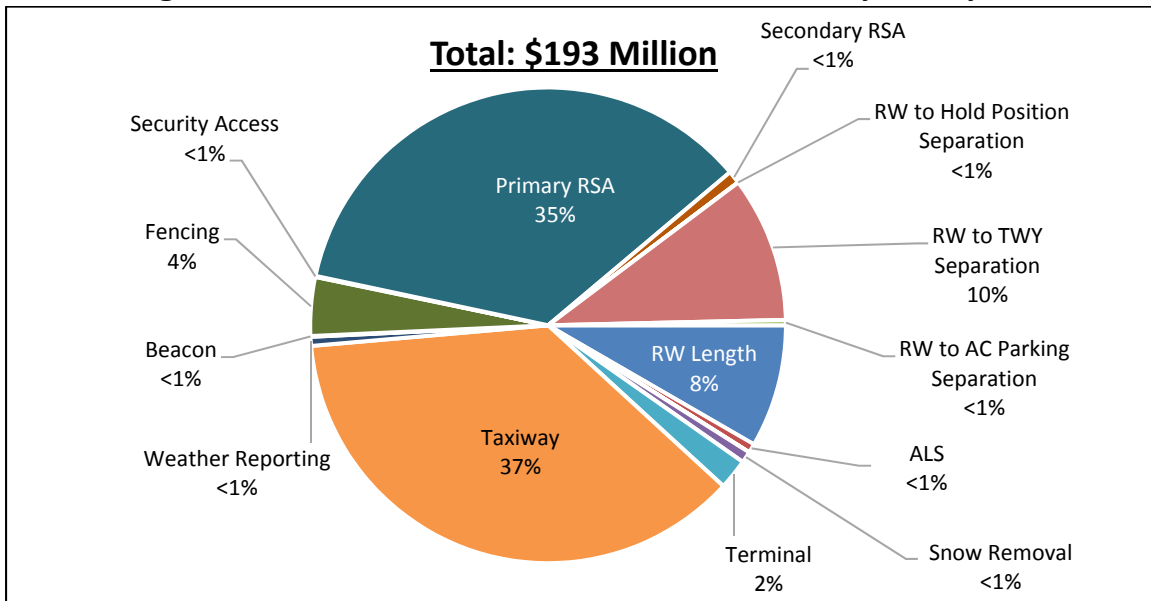
**Figure 12-14**  
**Percentage of Total SASP Recommendations by Airport Role**



Source: CDM Smith.

**Figure 12-15** summarizes the estimated costs of all SASP recommendations. Recommendations related to upgrading taxiways or bringing RSAs into compliance account for 72 percent of the total estimated costs, with taxiway recommendations alone accounting for 37 percent of the total \$193 million. The estimated costs of several recommendation categories account for under one percent each.

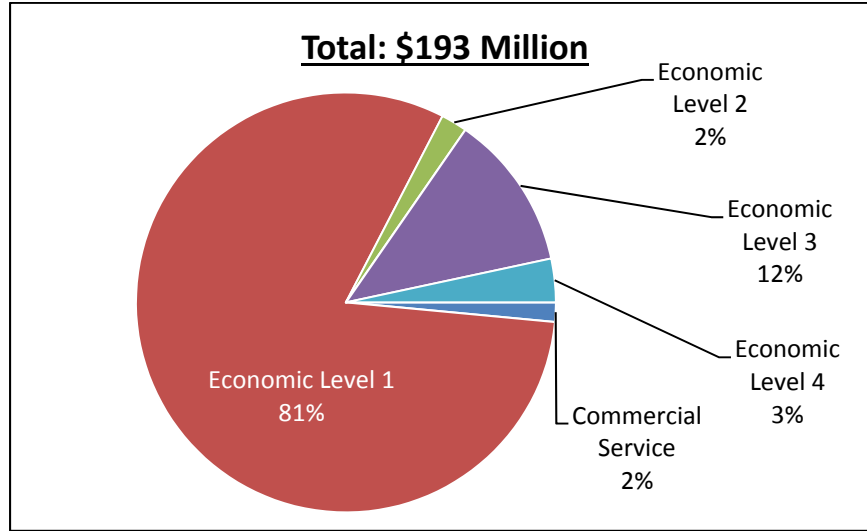
**Figure 12-15**  
**Percentage of Total SASP Recommendation Estimated Costs by Facility or Service**



Source: CDM Smith, Connico, Stantec.

Similar to their share of all recommendation projects, Economic Level 1 airports also account for a large percentage of the total estimated costs (**Figure 12-16**). Economic Level 1 airports account for 81 percent of the total \$193 million in estimated project costs.

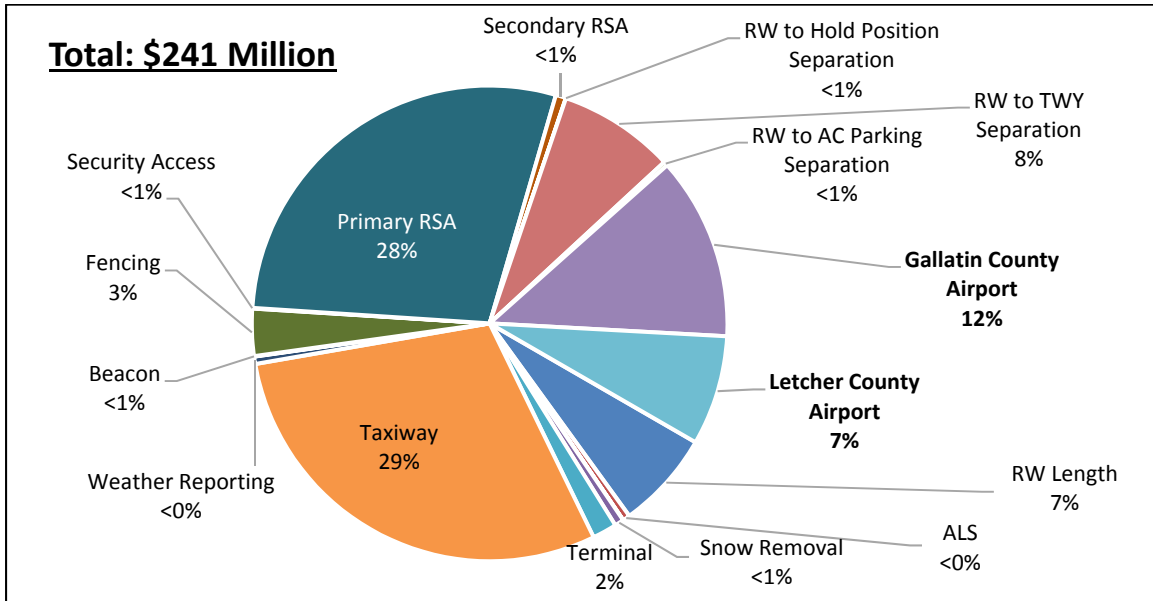
**Figure 12-16**  
**Percentage of Total SASP Recommendation**  
**Estimated Costs by Airport Role**



Source: CDM Smith, Connico, Stantec.

Finally, **Figure 12-17** presents estimated cost by project type, including the estimated cost of the planned airports in Gallatin and Letcher counties. While the construction of these new airports will include various airside and landside construction project categories, when presented as individual elements of the SASP, they illustrate the magnitude of constructing a new airport. The \$30 million cost of the Gallatin County Airport would account for 12 percent of the total SASP project cost, while the \$18 million cost Letcher County Airport represents an additional 7 percent.

**Figure 12-15**  
**Percentage of Total SASP Recommendation Estimated Costs by Facility or Service**  
**Including Future Gallatin and Letcher County Airports**



Source: CDM Smith, Connico, Stantec.

These two new airports, in addition to projects that result from the SASP, will represent a significant investment from the Kentucky Department of Aviation and the FAA, an investment necessary to maintain Kentucky’s leading position in aviation.

Again, it is important to note that system planning recommendations are but one element of a multi-tiered airport planning approach taken by the Kentucky Department of Aviation. The Kentucky Airport Pavement Management System and Statewide Airport Obstruction Analysis Report also result in many recommendations and planned projects. In addition, individual airport capital improvement plans include planned projects. Projects resulting from these other planning efforts may take priority over SASP recommendations.