

Kansas AVIATION

Kansas Aviation Economic Impact Study



THE KANSAS AIRPORT SYSTEM

There is a strong relationship between Kansas' economy and aviation. The state's system of eight commercial service and 132 general aviation airports serves as an integral connection between Kansas businesses and residents and the ever-expanding global economy. Airports in Kansas help to both lead and sustain growth and economic diversification. Airports are important economic catalysts, supporting thousands of jobs and billions of dollars in economic activity. Most of Kansas' largest employers, as well as many smaller businesses, rely on the state's aviation system to reliably transport employees, customers, supplies, and products to and from their operations. Kansas' airports serve as the base of operations for a variety of businesses, including airlines, air cargo companies, flight instructors, charters, concessionaires, government entities, and many others. Kansas' tourism industry also depends on the state's system of airports to accommodate thousands of visitors each year.

STUDY PROCESS

The Kansas Department of Transportation, Division of Aviation, commissioned this Federal Aviation Administration funded study to examine the relationship between the state's system of airports and the economy. The study follows an approved methodology that has successfully quantified the value of airports and airport systems throughout the United States.

The economic contribution of each airport in the Kansas airport system was measured in terms of employment, payroll, and output. Through a comprehensive survey process, the direct economic benefits related to on-airport businesses and government tenants, and the indirect benefits associated with visitor-related expenditures, were calculated for each airport. The multiplier effect of these airport activities was also calculated using multipliers that are specific to Kansas. For example, when an airport employee purchases local goods and services, that spending and re-spending generates additional economic activity in the region. The total economic impact is the sum of all direct, indirect, and multiplier impacts.

STATEWIDE IMPACTS

When all of the impacts of Kansas' 140 airports are added together, 47,651 total jobs can be traced to the aviation industry. These employees receive more than \$2.3 billion in total payroll, and generate nearly \$10.4 billion in total economic activity. In addition, Kansas' airports provide a number of health, welfare, and safety benefits, the impacts including aerial agricultural spraying, medical transport and evacuation, flight training, law enforcement, wildlife management, military exercises, and search and rescue operations.

Kansas' Total Annual Economic Benefits from Aviation

Total Jobs	47,651
Total Payroll	\$2.3 BILLION
Total Output	\$10.4 BILLION

IMPACT MEASURES

Employment measures the number of full-time equivalent (FTE) jobs related to airport activity including on-airport construction. A part-time employee counts as half a full-time employee.

Payroll measures the total annual wages and benefits paid to all workers whose salaries are directly attributable to airport activity.

Economic Activity (Output) measures the value of goods and services related to airports in Kansas. The output of on-airport businesses is typically assumed to be the sum of annual gross sales and average annual capital expenditures.

GARDEN CITY REGIONAL (GCK)

Garden City Regional Airport is located in southwest Kansas along U.S. Highway 50. The airport is included in the FAA's National Plan of Integrated Airport Systems (NPIAS), making it eligible to receive federal monies. Additionally, its role within the Kansas Aviation System Plan is identified as a Commercial airport. Commercial airports accommodate scheduled air carrier service as well as all general aviation aircraft.

Garden City Regional Airport is owned and operated by the City of Garden City and has two runways. The primary runway, Runway 17/35, is 7,300 feet long and the secondary runway, Runway 12/30, is 5,700 feet long. The primary runway is equipped with an ILS approach, and the field has on-site weather reporting.

Great Lakes Airlines provides commercial air service through the FAA's Essential Air Service Program. The airline operates daily flights to Denver and Kansas City. In 2008, the airport enplaned nearly 12,000 passengers and accommodated approximately 22,000 annual operations.

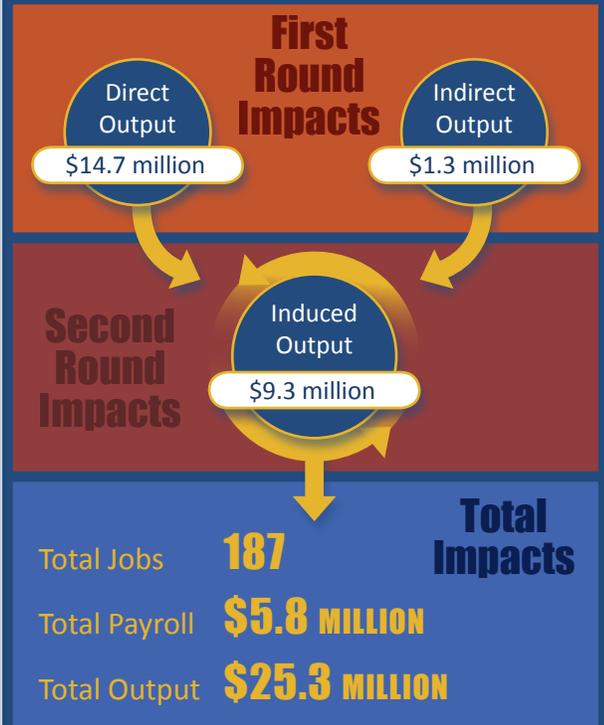
The fixed base operator, Saker Aviation, provides fuel, charter service, flight training, aircraft rental, and many other services. Aircraft Services provides aircraft maintenance at the airport. Enterprise and Hertz provide passengers with a link to the community by offering rental car services.

Southwest Kansas is an active farming and ranching region in the state. As such, Chanay Aircraft provides aerial application of fertilizers and pesticides to crops in the region. Additionally, EagleMed has been based at Garden City Regional Airport since 1997 and provides air ambulance services to residents in the area. EagleMed transports injured and critically ill patients to Wichita, Denver, Oklahoma City, Colorado Springs, Amarillo, or Kansas City, depending on the needs of the patient.

Companies that rely on the airport include FedEx, UPS, Midwest Steel, JGM Icarus, LLC, Palmer Manufacturing, Poky Feeders, Skyway Air Service, LC Cattle, Inc., Kovac Aviation Services, Farmers Aviation, Burtis Motor Co., GC Aircraft Leasing, Proprius Investments, Fairleigh Corporation, SK Cattle, Drussel Seed, Tyson, BPI, and Great Western Casualty.

Garden City Regional Airport is committed to the community and serves as host to a variety of community-based functions, such as annual aircraft fly-ins, Santa visits, and an aviation art contest. The airport also provides tours for school-aged children.

GARDEN CITY REGIONAL



IMPACT TYPES

First Round Impacts include both direct and indirect impacts. Direct impacts are those benefits associated with on-airport businesses and government tenants. Indirect impacts generally take place off-airport and are usually attributable to visitor spending.

Second Round Impacts consist of induced impacts, which are those benefits that result from the re-circulation and re-spending of direct and indirect impacts within the economy. This re-circulation is commonly referred to as the "multiplier effect."

Total Impacts are the combination of all first-round and second-round impacts.