



AIRPORT SUMMARY

The Kansas Airport System

There is a strong relationship between Kansas' economy and aviation. The state's system of seven commercial service and 73 general aviation airports, listed in the National Plan of Integrated Airports System (NPIAS), provide the gateway to the nation's air transportation system and the world's economy. Airports support the Kansas economy by increased efficiency and productivity for all business activity, including the transportation of passengers for both recreational and business purposes. Airports are important economic catalysts, supporting thousands of jobs and billions of dollars in economic activity. Most of Kansas' largest employers - both large and small - rely on the state's aviation system to transport employees, customers, supplies, and products. Kansas' 80 NPIAS airports serve as the base of operations for a variety of businesses, including airlines, air cargo companies, flight instructors, charters, concessionaries, 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, implemented this study through a Federal Aviation Administration (FAA) grant, to quantify the economic impact and 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 NPIAS airport in Kansas was measured in terms of employment, payroll, and output. A comprehensive survey process was used to calculate the direct economic benefits related to on-airport businesses and government agencies, including the indirect benefits associated with visitor-related expenditures. Secondary, or induced, impacts from these airport activities were calculated using economic models specific to Kansas. For example, when an airport employee purchases goods and services, those dollars circulate through the local economy which results in additional economic activity in the region. The total economic impact is the sum of all direct, indirect, and multiplier impacts.

Statewide Impacts

Based on information gathered during the study, approximately 91,000 jobs are attributed to the aviation industry, including 42,000 from Aerospace Manufacturing. These employees receive more than \$4.4 billion in total payroll, and generate more than \$20.5 billion in total economic activity. In addition, the 80 NPIAS airports in Kansas provide a number of health, welfare, and safety benefits, including aerial agricultural spraying, medical transport and evacuation, emergency response, search and rescue, flight training, law enforcement, wildlife management, military training, search and rescue operations, and education.

Kansas' Total Annual Economic Benefits from Aviation

Total Jobs	91,279
Total Payroll	\$4.4 Billion
Total Output	\$20.6 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 from on-airport business activity is assumed to be the sum of annual gross sales and average annual capital expenditures.

GARDEN CITY REGIONAL (GCK)

Garden City Regional Airport (GCK) 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.

GCK is owned and operated by the City of Garden City with a primary Runway 17/35 that is 7,300 feet long and a crosswind Runway 12/30 that is 5,700 feet long. Runway 17/35 is equipped with an ILS approach, and the field has on-site weather reporting. The airport supports a wide variety of commercial and general aviation uses including charter flights, air cargo operations, corporate aviation, pilot training, air ambulance, and leisure flying.

Envoy Air provides regional commercial air service under American Eagle through the FAA's Essential Air Service Program, and provides daily service to Dallas-Ft. Worth. GCK achieves 50,000 annual passenger enplanements and accommodates approximately 20,000 annual operations. Saker Aviation, provides fuel, charter service, flight training, aircraft rental, and other support services while Enterprise and Hertz offer car rental services.

Chanay Aircraft provides aerial application of fertilizers and pesticides to crops in the region. Additionally, EagleMed operates an air ambulance service providing transportation of injured and critically ill patients to Wichita, Denver, Oklahoma City, Colorado Springs, Amarillo, or Kansas City, as needed.

Other tenants 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.

GCK 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

First Round Impacts

Direct Output

\$17,811,100

Indirect Output

\$2,759,600

Second Round Impacts

Induced Output

\$15,725,200

Total Impacts

Total Jobs	232
Total Payroll	\$8,692,600
Total Output	\$36,295,900

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 recirculation 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.