Kansas Department of Transportation
Division of Aviation

# 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.

# COLONEL JAMES JABARA AIRPORT (AAO)

Colonel James Jabara Airport is located northeast of Wichita's central business district. The airport is included in the FAA's National Plan of Integrated Airport Systems (NPIAS), making it eligible to receive federal funds. Owned by the Wichita Airport Authority, the airport's role within the Kansas Airport System Plan has been identified as a Regional airport, which is intended to accommodate regional economic activities, connect state and national economies, and serve all types of general aviation aircraft. The FAA classifies the airport as a reliever airport, intended to handle the Wichita metropolitan area's general aviation traffic, decreasing congestion at Wichita Mid-Continent Airport.

The airport has one concrete runway that is 6,100 feet long and 100 feet wide, with instrument approaches to both ends, including an ILS. Midwest Corporate Aviation serves as the airport's full-service fixed based operator, providing fuel service, aircraft maintenance and parts, avionics, wash and detail, aircraft parking, and short or long term hangar space. In addition, aircraft sales, flight training, and charter services are available. The airport hosts an annual flight festival in late summer that draws approximately 10,000 attendees.

Wichita is known as the "Air Capital of the World" due to the significant cluster of aviation research and manufacturing companies in the Wichita area. Cessna, Hawker Beechcraft, Learjet, and Spirit AeroSystems are all based in Wichita, while Boeing and Airbus maintain a presence as well. Col. James Jabara Airport plays a key role in facilitating this economic activity as it is the location for a new training center. Sedgwick County has commissioned the National Center for Aviation Training at the airport to provide hands-on training in the areas of aviation manufacturing and aircraft and power plant mechanics. This facility will help Kansas' aviation industry remains globally competitive by providing a skilled and competitive workforce.

## COL. JAMES JABARA

### First Round Impacts

**Direct Output**
**$85,166,700**

**Indirect Output**
**$850,600**

### Second Round Impacts

**Induced Output**
**$70,298,300**

### Total Impacts

| | |
|---|---|
| **Total Jobs** | **1,053** |
| **Total Payroll** | **$40,884,800** |
| **Total Output** | **$156,315,600** |

### 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.