



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.

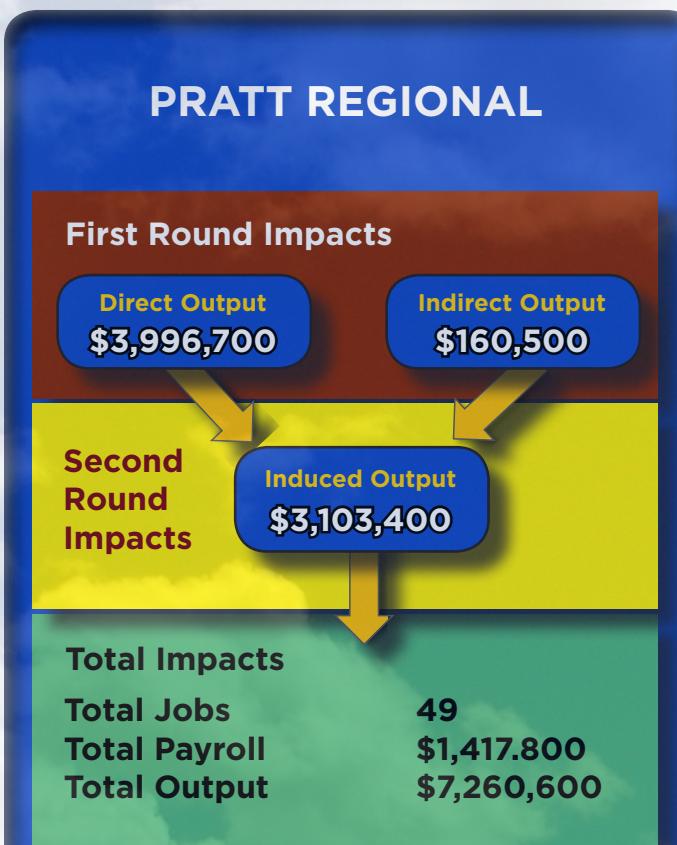
PRATT REGIONAL (PTT)

Pratt Regional Airport is located in southwest Kansas, approximately 80 miles west of the Wichita metropolitan area. 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 Regional airport, which is intended to accommodate regional economic activities, connect to state and national economies, and serve all types of general aviation aircraft.

Pratt Regional Airport has a 5,500-foot long concrete runway, Runway 17/35, that accommodates corporate business jets, multi-engine aircraft, and single-engine aircraft. The field's on-site weather reporting and the runway's several non-precision approaches provide access to the airport during most weather conditions. The airport has two aviation-related businesses located on the field, Pratt Air and Farmers Spraying Service. Pratt Air is the airport's full service fixed based operator providing aircraft sales, aircraft maintenance, flight instruction, aircraft rental, and fuel. Farmers Spraying Service provides aerial application services to farmers.

Pratt Regional Airport accommodates a variety of aircraft operations, including corporate/business activity, flight training, law enforcement, pipeline patrols, aerial surveying, aerial application, pipeline inspections, youth outreach programs, Civil Air Patrol operations, and operations by the Kansas Department of Wildlife and Parks, which has a regional office based in Pratt. In addition, the airport serves an important role in getting critically injured patients to trauma centers around the state. Without this valuable emergency medical transport service, critical time is lost when these patients travel by ground instead of by air. The airport also provides aviation services to many hunters from around the country who visit the area.

The industrial park associated with the airport generates revenues of more than \$60 million annually and employs nearly 200 people from the area. Some of the businesses that frequently use the airport include John Deere, Central Kansas Crude, Pratt Community College, Pratt Regional Hospital, Trilobite Testing, Kennedy and Coe, Extra Factors, Oilfield Industry, Ted Turner Enterprises, Wind Farm Industry, IUKA Exchange, Pratt Livestock Commission, Eagle Sky Patrol, Hawkeye Pipeline Patrol, and Panhandle Eastern.



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.