



2022

Indiana State Aviation Economic Impact Study

Technical Report

September 2022



2022 Indiana State Aviation Economic Impact Study

Prepared for:



Indiana Department of Transportation Office of Aviation

www.in.gov/indot/multimodal/aviation

100 N. Senate Ave., IGCN 758-MM
Indianapolis, IN 46204

Final Report
September 2022

Prepared by:

Kimley»»Horn

www.kimley-horn.com

7965 N. High Street, Suite 200
Columbus, OH 43212

In cooperation with:

InterVISTAS, Inc.

Butler, Fairman, & Seufert, Inc.

SJCA, Inc.

The preparation of this document was financed in part through a planning grant from the Federal Aviation Administration (FAA) as approved under the Airport and Airway Improvement Act of 1982. The contents of this report reflect the views of INDOT, which is responsible for the facts and the accuracy of the data depicted herein, and do not necessarily reflect the official views or policy of the FAA. Acceptance of this report by the FAA does not in any way constitute a commitment on the part of the United States to participate in any development depicted therein, nor does it indicate that the proposed development is environmentally acceptable in accordance with applicable public laws.



TABLE OF CONTENTS

Chapter 1 - Introduction	1-1
Chapter 2 - Background and Study Scope	2-1
2.1. Overview of Indiana’s Aviation System.....	2-1
2.2. Overview of Economic Impact: What it is and What are the Details?.....	2-2
2.3. Aspects of Aviation Activity that Create Economic Impacts	2-3
2.4. Categories of Economic Impact	2-5
2.5. Study Methodology	2-7
Chapter 3 - Economic Impact of Indiana’s Primary Airports	3-1
3.1. Operations at Indiana’s Primary Airports	3-1
3.2. Capital Expenditures at Indiana’s Primary Airports	3-2
3.3. Visitor Spending Facilitated by Indiana’s Primary Airports.....	3-3
3.4. Total Tax Impacts at Indiana’s Primary Airports.....	3-6
Chapter 4 - Economic Impact of Indiana’s GA Facilities	4-1
4.1. Operations at Indiana’s GA Facilities.....	4-1
4.2. Capital Expenditures at Indiana’s GA Facilities	4-3
4.3. Visitor Spending Facilitated by Indiana’s GA Facilities	4-3
4.4. Total Tax Impacts at Indiana’s GA Facilities	4-5
Chapter 5 - Total Statewide Economic Impact, 2019	5-1
Appendix A - Spending on Commercial Aviation by Other Industry Sectors in Indiana	A-1
Appendix B - 2020 Economic Impacts	B-1
2020 Economic Impacts: Primary Airports.....	B-3
2020 Economic Impacts: GA Facilities	B-4
2020 Economic Impacts: Total Statewide	B-5
Appendix C - Detailed Economic Impact Tables, 2019	C-1
Appendix D - Detailed Economic Impact Tables, 2020	D-1
Appendix E - Facility Benefit Cards	E-1
Appendix F - Aviation Stories	F-1





TABLE OF TABLES

Chapter 2 - Background and Study Scope

Table 2.1. Summary of Activity by Indiana’s Aviation System, 2019 2-2

Chapter 3 - Economic Impact of Indiana’s Primary Airports

Table 3.1. Direct Economic Impacts of Primary Airport Operations, 2019 3-2
 Table 3.2. Economic Impacts of Regular Operations at Primary Airports in Indiana, 2019 3-2
 Table 3.3. Economic Impacts of Capital Expenditures at Primary Airports in Indiana Using Average Annual Expenditures (2016-2020)..... 3-3
 Table 3.4. Commercial Visitor Spending by Primary Airport in Indiana, 2019 3-5
 Table 3.5. GA Visitor Spending by Primary Airport in Indiana, 2019 3-5
 Table 3.6. Economic Impact of Visitor Spending Facilitated by Primary Airports in Indiana, 2019..... 3-6
 Table 3.7. Estimated Tax Revenues of Indiana’s Primary Airports, 2019..... 3-6

Chapter 4 - Economic Impact of Indiana’s GA Facilities

Table 4.1. Direct Economic Impacts of GA Facility Operations, 2019 4-2
 Table 4.2. Economic Impacts of Regular Operations at GA Facilities in Indiana, 2019 4-3
 Table 4.3. Total Economic Impacts of Capital Expenditures at Indiana’s GA Airports, Average Annual Expenditure (2016-2020)..... 4-3
 Table 4.4. Average Trip Spending by Visitors at GA Facilities, 2019 4-4
 Table 4.5. Total Economic Impacts of Visitor Spending Facilitated by Indiana’s GA Facilities, 2019 4-4
 Table 4.6. Annual Estimated Tax Revenues of Indiana’s GA Facilities, 2019 4-5

Chapter 5 - Total Statewide Economic Impact, 2019

Table 5.1. Total Economic Impacts of Indiana’s Aviation System, 2019..... 5-1
 Table 5.2. Estimated Total Tax Revenues of Indiana’s Aviation System, 2019 5-1

Appendix A - Spending on Commercial Aviation by Other Industry Sectors in Indiana

Table A.1. Spending on Air Transportation by Industry Sector in Indiana, 2019 (\$ millions) A-1

Appendix B - 2020 Economic Impacts

Table B.1. Facility Jobs and Air Visitor Spending in Indiana, 2019 vs. 2020 B-2
 Table B.2. Economic Impacts of Regular Operations at Primary Airports in Indiana, 2020 B-3
 Table B.3. Economic Impacts of Capital Expenditures at Primary Airports in Indiana, Average Annual Expenditure (2016-2020)..... B-3
 Table B.4. Economic Impacts of Visitor Spending Facilitated by Primary Airports in Indiana, 2020..... B-3
 Table B.5. Estimated Tax Revenues of Indiana’s Primary Airports, 2020 B-3
 Table B.6. Economic Impacts of Regular Operations at GA Facilities in Indiana, 2020..... B-4
 Table B.7. Economic Impacts of Capital Expenditures at GA Facilities in Indiana, Average Annual Expenditure (2016-2020)..... B-4





Table B.8. Economic Impacts of Visitor Spending Facilitated by GA Facilities in Indiana, 2020 B-4

Table B.9. Estimated Tax Revenues of Indiana’s GA Facilities, 2020 B-4

Table B.10. Total Economic Impacts of Indiana’s Aviation System, 2020 B-5

Table B.11. Estimated Total Tax Revenues of Indiana’s Aviation System, 2020..... B-5

Table B.12. Percentage Change of Total Impacts, 2019 vs 2020 B-6

Appendix C - Detailed Economic Impact Tables, 2019

Table C.1. Direct Economic Impact of Facility Operations by Indiana’s Aviation System, 2019 C-1

Table C.2. Combined Multiplier Economic Impact of Facility Operations by Indiana’s Aviation System, 2019 C-4

Table C.3. Direct Economic Impact of Capital Expenditures at Indiana’s Facilities, 2019..... C-8

Table C.4. Combined Multiplier Impact of Capital Expenditures at Indiana’s Facilities, 2019 C-12

Table C.5. Direct Economic Impact of Visitor Spending Facilitated by Indiana’s Aviation System, 2019 C-16

Table C.6. Combined Multiplier Economic Impact of Visitor Spending Facilitated by Indiana’s Aviation System, 2019 C-19

Table C.7. Total Economic Impact of Indiana’s Aviation System, 2019..... C-23

Table C.8. Total Tax Impact of Indiana’s Aviation System, 2019..... C-27

Appendix D - Detailed Economic Impact Tables, 2020

Table D.1. Direct Economic Impact of Facility Operations by Indiana’s Aviation System, 2020 D-1

Table D.2. Combined Multiplier Economic Impact of Facility Operations by Indiana’s Aviation System, 2020 D-5

Table D.3. Direct Economic Impact of Capital Expenditures at Indiana’s Facilities, 2020..... D-8

Table D.4. Combined Multiplier Impact of Capital Expenditures at Indiana’s Facilities, 2020 D-12

Table D.5. Direct Economic Impact of Visitor Spending Facilitated by Indiana’s Aviation System, 2020 D-16

Table D.6. Combined Multiplier Economic Impact of Visitor Spending Facilitated by Indiana’s Aviation System, 2020 D-20

Table D.7. Total Economic Impact of Indiana’s Aviation System, 2020..... D-23

Table D.8. Total Tax Impact of Indiana’s Aviation System, 2020..... D-27

Appendix E - Facility Benefit Cards

Table E.1. Order of Facility Benefit Cards Presented E-1

TABLE OF FIGURES

Chapter 2 - Background and Study Scope

Figure 2.1. Measurements of Economic Impact 2-3

Figure 2.2. Components of Economic Impact by Indiana’s Aviation System 2-7

Chapter 3 - Economic Impact of Indiana’s Primary Airports

Figure 3.1. Direct Jobs at Primary Airports by Function, 2019 3-1

Chapter 4 - Economic Impact of Indiana’s GA Facilities

Figure 4.1. Direct Jobs at GA Facilities by Function, 2019 4-2





Chapter 1 - Introduction

Airports and heliports make substantial contributions to local, regional, and statewide economies. These facilities are used in the movement of people and goods and support services throughout the nation and the world, contributing to the economy's efficiency. They also provide vital links to economic opportunities locally and abroad. Indiana's aviation facilities facilitate the movement of commercial aircraft, air cargo, and general aviation (GA) aircraft in and out of the state. These facilities also accommodate visitors from neighboring states and further abroad, who stimulate local economic activity by spending money on accommodations, food, retail, and entertainment during their stay in Indiana. Further, the aviation facilities themselves are centers of economic activity, conducting operations necessary for air travel and serving as bases for many businesses with an aviation focus.

Economic impact studies are critical tools in communicating the importance of a facility to the community. Indiana's aviation system of public-use facilities includes primary commercial service as well as GA facilities which support local and regional economies and the entire Indiana statewide economy. In 2019, Indiana's aviation system included four airports that hosted scheduled air service by commercial airlines with some GA service, along with 64 airports and one heliport that facilitated primarily GA operations for a broad range of business, recreation, training, emergency, and other significant activities throughout the state. These 69 facilities are sources of local and regional employment. This employment further supports the larger statewide economy with the spending of labor income in other economic sectors. Additionally, economic activity associated with the aviation facilities makes substantial contributions to federal, state, and local governments via taxes and fees.

The economic benefits that the aviation system facilities, airlines operating at those facilities, business tenants, GA users, and other related activities contribute to the state's economy are quantified in this economic impact study. This study documents the core elements of this assessment and the methodology used to estimate the impacts of Indiana's aviation system.

The economic impact results were estimated based on operations and activities at the facilities in 2019. Given the effect of the COVID-19 pandemic throughout the aviation industry, economic impacts were also estimated for 2020 and are presented as a supplementary analysis in **Appendix B - 2020 Economic Impacts**. The 2020 analysis provides a picture of the loss of economic activity due to the pandemic in calendar year 2020, while also highlighting the resiliency of Indiana's aviation system in many respects.





Chapter 2 - Background and Study Scope

2.1. Overview of Indiana's Aviation System

A total of 69 facilities comprises Indiana's aviation system. This system contributes to the state and national economies by connecting the communities in Indiana with each other, other states, and the rest of the world. This connectivity facilitates the growth of trade and tourism. The 2022 Indiana State Aviation System Plan (ISASP) classified system facilities in **Chapter 2 - ISASP Facility Categories** based on the type of users they typically accommodate and the role they serve in the larger statewide aviation system.

Table 2.1 provides information on the Primary airports and 65 general aviation (GA) facilities, including the scale of aviation activity occurring at each facility in 2019.

At Indiana's four Primary airports, every arrival of a commercial flight generates employment involved in serving passengers and their baggage, cargo, and aircraft. In 2019, nearly 110,000 commercial flights departed from the state's Primary airports and carried over 5.7 million enplaned passengers. This represents a significant share of the aviation activity and related employment occurring within the state of Indiana.

In addition, non-scheduled air services or GA activity at both Primary and GA facilities also generate economic activity and are supported by employees of other aviation-related businesses including those which manage fueling, aircraft repairs, parking and storage, flight instruction, aerial application, emergency medical service, military operations, and many other services. In 2019, Indiana's Primary airports saw over 78,000 GA flights, while GA facilities hosted nearly 1,073,000 GA flights.





Chapter 2 - Background and Study Scope

Table 2.1. Summary of Activity by Indiana’s Aviation System, 2019

Primary Airports						
Associated City	Airport Name	Airport Code	Scheduled Departures ¹	Enplaned Passengers ²	Cargo Operations	GA Operations ³
Evansville	Evansville Regional	EVV	6,552	242,425	296	22,438
Fort Wayne	Fort Wayne International	FWA	9,640	390,498	1,977	17,460
Indianapolis	Indianapolis International	IND	82,645	4,670,592	31,654	14,285
South Bend	South Bend International	SBN	10,421	427,929	575	23,846
Total Primary			109,258	5,731,444	34,502	78,029
GA Facilities						
2022 ISASP Role (Nonprimary)		Number of Facilities	Total Operations	Average Operations by Facility		
National		2	63,001	31,501		
Regional		16	620,908	38,807		
Local		27	274,918	10,182		
Basic		14	81,385	5,813		
Unclassified		6	33,064	5,511		
Total GA		65	1,073,276	16,512		

Notes: Activity data presented here per the 2022 ISASP Airport Manager Survey may differ slightly from data presented in Chapter 4 - Aviation Demand and Activity Forecast because the Federal Aviation Administration (FAA) Terminal Area Forecast (TAF) was used to conduct forecasting based on FAA preference. Definitions of terms:

- 1) Scheduled departures include the sum of air carrier (Part 121) as well as air taxi and commuter operations (Part 135) as reported in the 2022 ISASP Airport Manager Survey, divided by two for assumed departures.
- 2) Enplaned passengers include the sum of departing passengers carried by scheduled commercial airlines (Part 121) as well as air taxi and charter airlines (Part 135) as reported in the 2022 ISASP Airport Manager Survey.
- 3) GA operations (arrivals and departures) at Primary airports include both local and itinerant GA operations as reported in the 2022 ISASP Airport Manager Survey.

Source: 2022 ISASP Airport Manager Survey.

2.2. Overview of Economic Impact: What it is and What are the Details?

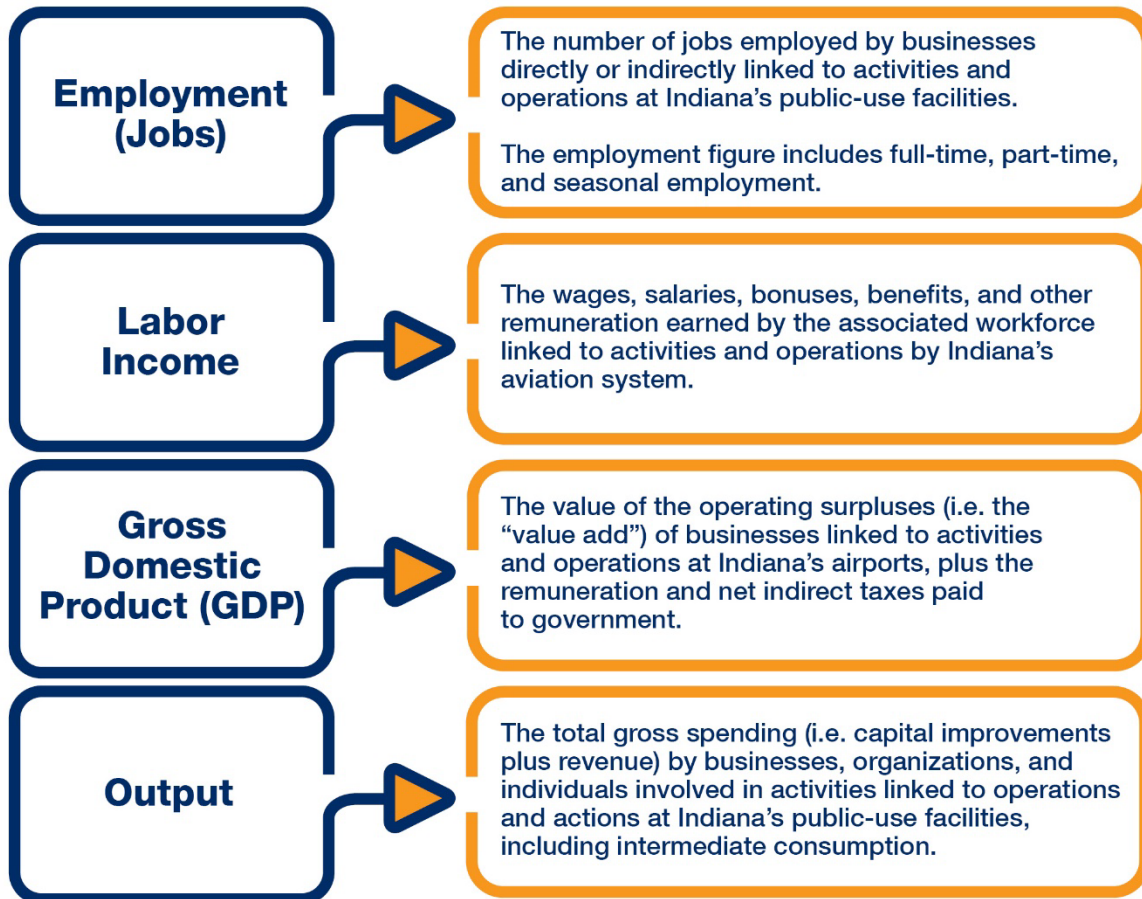
Economic impact is a measure of the spending and employment associated with a sector of the economy (e.g., air transportation); a specific project (such as the construction of a new facility); or a change in government policy or regulation. For the 2022 Indiana State Aviation Economic Impact Study (AEIS), the economic impact of civilian and military aviation activities at Indiana’s public-use facilities were assessed.

The typical metrics used to document economic impact include employment, labor income, Gross Domestic Product (GDP), and economic output, as shown in Figure 2.1. The importance of aviation operations and related activities at Indiana’s public-use facilities are highlighted through the lens of these four measures. All of these are used to express the gross level of activity or expenditures. Although they are not “net” measures that weigh benefits against costs, these measures can be useful in developing an understanding of the state’s aviation sector. ¹

¹ Economic impact is different from a cost-benefit analysis that weighs benefits against costs.



Figure 2.1. Measurements of Economic Impact



Sources: Kimley-Horn, 2022; InterVISTAS, 2022.

2.3. Aspects of Aviation Activity that Create Economic Impacts

2.3.1. Facility Operations

There are a variety of jobs involved in conducting aviation activity. Many people have had the experience of flying on commercial aircraft and are therefore familiar with seeing employees in an airport terminal and elsewhere at aviation facilities who make that experience possible. However, activity occurs beyond the passenger view, and the type of jobs can vary by facility based on the types of aviation activity occurring there. GA facilities offer a variety of different services; thus, the job profile can differ in composition compared to Primary airports where a large share of operations are dedicated to handling scheduled commercial air services. Collectively, there are many positions required for the industry to function. In general, these include:

- **Airline services** includes employment of pilots and flight attendants who are based in Indiana. Airlines also employ many other individuals including check-in agents, gate agents, customer service representatives, supervisors, dispatchers, and the airline’s overhead staff. Depending on the facility, airlines might also have maintenance staff and mechanics on site.



Chapter 2 - Background and Study Scope

- **Ground support** includes jobs in aircraft ground handling, baggage handling, fueling, and aircraft cabin cleaning and catering.
- **Air cargo and freight services** are an often-overlooked aspect of airline operations. Airlines move air freight from one airport or facility to another using available cargo space on passenger aircraft (“belly cargo”) or on dedicated all-cargo freighters. Belly cargo travels on regularly scheduled passenger flights and on some charter services. All-cargo freighters are handled by integrator carriers like FedEx, UPS, and Prime Air that provide door-to-door pickup and delivery services for packages, sometimes including heavy cargo. These companies operate integrated aircraft and ground transportation services.
- **Airport support** is employment of other non-airline workers. These include government and private sector employment.
 - *Federal government* employees working in domestic and international airports include Federal Aviation Administration (FAA) air traffic controllers, aircraft and airport inspectors, and security officers of the U.S. Transportation Security Administration (TSA).
 - *Local and state government* employees play critical roles across the aviation system. Because public-use airports typically are instruments of local government, many airport employees are members of the local city or county government. Airport management might include not only clerical, administrative, and management staff, but also information technology, maintenance and engineering, grounds keeping (including lawn care and snowplowing), waste management, and other miscellaneous jobs. In addition, local and state law enforcement officers regularly patrol aviation facilities.
- **Retail, food and beverage operations, car rental, and other private businesses** provide products and services to air travelers and are supported by many airports. Some facilities include privately contracted janitorial, maintenance, and security employees.
 - At some GA facilities, operations are managed by private companies called “fixed-base operators” or FBOs. An FBO is a commercial business authorized to operate onsite and provide aeronautical services such as fueling, aircraft storage, aircraft tie-down and parking, aircraft rental, aircraft maintenance, and flight instruction. FBOs at GA facilities may also serve functions similar to terminals for commercial airline passengers by providing a comfortable lobby area for passengers to wait before boarding or after deplaning a GA aircraft. In addition to the functions directly related to servicing aircraft, the FBO or GA terminal may include meeting spaces and food services for passengers. At smaller GA facilities, these services may be provided by the facility’s management. Larger facilities may have more than one FBO, and they compete for customers based on service offerings, amenities, and prices.
- **Military aviation activity** occurs across several of Indiana’s public-use facilities as bases for the Indiana Air National Guard and Army National Guard. This includes military-related employment located onsite for National Guard operations and headquarters, training, and aircraft maintenance. Military aviation activity generates a separate but notable share of aviation-related employment occurring at these facilities, in addition to civilian business activity.





Chapter 2 - Background and Study Scope

2.3.1.1. Non-Aviation Activity on Facility Property

In some cases, land on airport or facility property is leased for non-aviation purposes. This could include, for example, a golf course located on vacant land or a manufacturing plant making use of industrial-zoned property. While these businesses generate employment and other economic activity and pay lease fees in support of facility-owner finances, they are not intrinsic to the provision of air service whether commercial or GA.

For purposes of this study, the economic impact of operations pertains only to aviation-related activity occurring at the facilities or businesses which directly support such aviation activity and would not exist otherwise (e.g., the occasional hotel or gas station located on airport property that predominantly serves air passengers). Other business activity and employment by non-aviation-related tenants are excluded.

2.3.2. Capital Expenditure Impacts

In addition to the employment and other economic impacts of regular daily operations at Indiana's aviation facilities, there are also economic impacts associated with capital expenditures by these facilities on infrastructure improvements. This includes spending on actual construction activity at each facility, equipment, and raw and finished materials, all of which support additional employment, labor income, GDP, and economic output. The economic impact of capital expenditures at Indiana's facilities are considered separate from ongoing operations because the capital spending can vary significantly over time and on a project-by-project basis.

2.3.3. Visitor Spending Impacts

Aviation is also critical for local and regional tourism. Spending by out-of-state visitors who arrive in Indiana by commercial or GA flights supports local employment, especially in the hospitality sector (that is, food, accommodations, ground transportation, entertainment, and retail). This economic activity is counted as part of the impact of Indiana's aviation facilities. The economic impacts associated with visitor spending are identified separately in this report for both commercial service and GA.

2.4. Categories of Economic Impact

There are three major levels of economic impact: direct, indirect, and induced impacts. These distinctions are used as a base for the estimation of the total economic impact of Indiana's aviation system. These measures collectively capture the economic benefits of Indiana's public-use facilities on the state's economy.

2.4.1. Direct Impacts

Direct impacts account for the economic activity of the target sector itself. For instance, direct employment impacts are measured by counting those individuals who work in a particular sector of the economy including the following:

- For ongoing facility operations, all employment that is directly related to the daily operation and management of each system facility in Indiana would be considered direct employment. Thus, this direct employment base includes airline employees, FBOs, aircraft maintenance, ground handling, customer service, airport management, and other positions located onsite.
- For capital improvements at each facility, the construction workers, contractors, engineers, and other workers directly involved in the rehabilitation, reconstruction, and expansion of aviation system facilities and infrastructure would also count as direct employment.





Chapter 2 - Background and Study Scope

- For visitor spending by out-of-state arrivals to Indiana, the employees working in tourism and hospitality businesses where these visitors spend their money are counted as part of direct employment. These include employees at hotel and other accommodations, restaurants, retail stores, and tourist attractions, among others.

2.4.2. Indirect Impacts

Indirect impacts are those that result because of the direct impacts. This involves employment, labor income, GDP, and economic output generated by supplier industries that serve Indiana's aviation system facilities. For instance, indirect employment includes the portion of employment in supplier industries which are dependent on sales to the air-transport sector, e.g., paper wholesalers that supply paper products for use on flights or parts needed for aircraft maintenance (i.e., any businesses that supply or provide services to the carrier). Indirect impacts also stem from the direct impacts associated with capital improvements and visitor spending including, for instance, suppliers that sell materials used for the construction of capital improvements at an airport, or food wholesalers to restaurants where out-of-state visitors spend their money. ²

2.4.3. Induced Impacts

Induced employment is generated from expenditures by individuals employed directly or indirectly by Indiana's aviation system facilities, the businesses involved with capital improvements at those facilities, and the tourism and hospitality businesses serving out-of-state air visitors. For instance, if an airline employee at Indianapolis International Airport (IND), or a construction worker involved in Indianapolis International Airport's (IND) runway renovation project, or a general manager at a hotel serving visitor traffic from Indianapolis International Airport, decides to purchase a new home, this would result in induced employment hours in the general economy as the home construction and eventual sale would support hours of employment in the construction industry, the construction materials industry, etc. It includes these employees' purchases of consumer goods such as food, clothing, electronics, etc. Induced impact is often called the "household-spending effect."

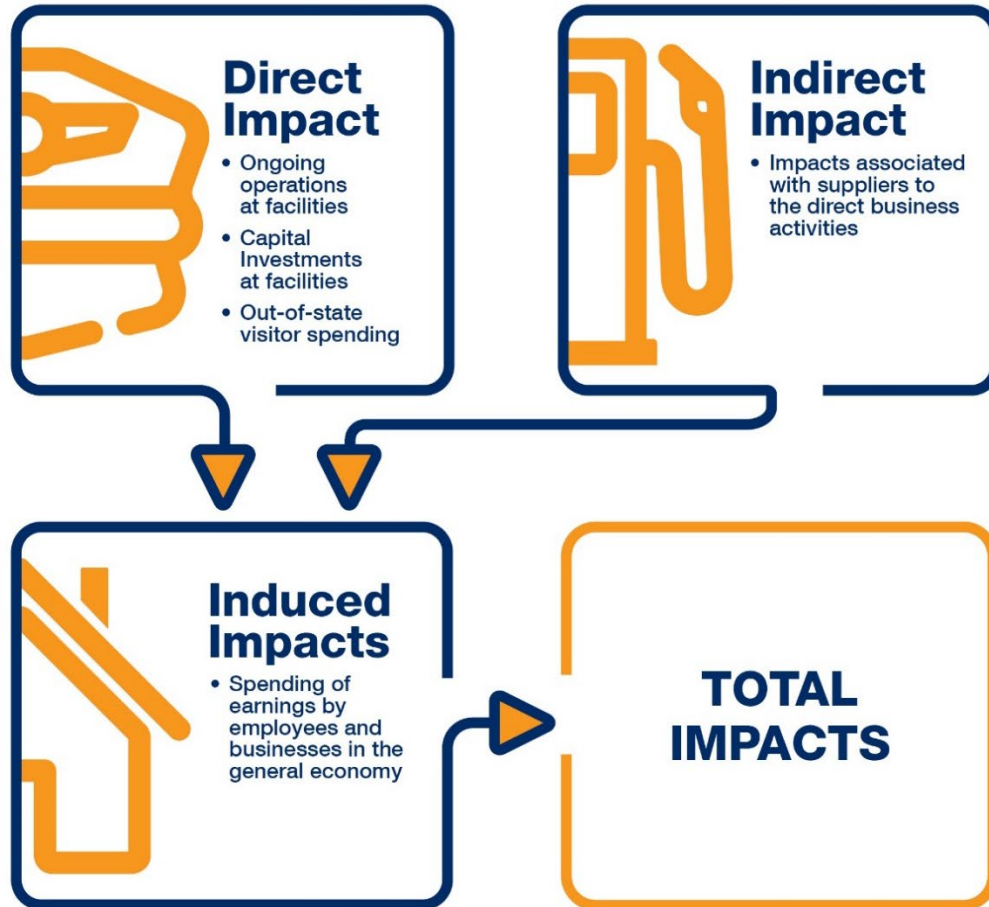
2.4.4. Total Economic Impacts

Total impacts are the sum of the direct, indirect, and induced impacts collectively associated with ongoing facility operations, capital improvements, and visitor spending. These three categories of impacts are summarised in Figure 2.2.

² The indirect impacts of commercial aviation include some associated with the hospitality industry. Similarly, the indirect impacts of tourism accounts include commercial airlines. Adjustments have been made to mitigate any double-counting in the overall combined total economic impacts of facility operations and visitor spending.



Figure 2.2. Components of Economic Impact by Indiana’s Aviation System



Sources: Kimley-Horn, 2022; InterVISTAS, 2022.

2.5. Study Methodology

This section provides a summary of the methodology used to estimate the economic impact associated with civilian and military aviation activity at Indiana’s public-use facilities. Note that this analysis constitutes a new economic impact study, and given methodological differences, the results of this study should not be compared against previous statewide economic impact studies, such as the 2012 Indiana Airports Economic Impact Study. Results may also differ from studies conducted by individual airports or other statewide studies where scope or methodology differ.

This study includes all but two of the 69 public-use facilities within the 2022 ISASP. Sheridan Airport (514) and Boone County Airport (614) were excluded from the economic impact study as both airports were unresponsive in providing survey information necessary for the analysis. Both airports are Unclassified facilities under the 2022 ISASP and are not part of the FAA’s National Plan of Integrated Airport Systems (NPIAS).

Their exclusion is not expected to have significantly affected the overall statewide economic impact results estimated in this study.



Chapter 2 - Background and Study Scope

2.5.1. Data Collection and Assumptions

The following sections detail the types of information collected for various airport-supported activities, and the methods employed to collect it.

2.5.1.1. Facility Operations

Economic impact studies begin with an assessment of the total number of jobs that handle and support onsite operations. As part of the data collection process for the 2022 ISASP, each facility in Indiana was surveyed on employment levels and operations at their facility in 2019 and 2020. Airport and facility managers were asked to identify all tenants including public organizations (e.g., the FAA) and private businesses (e.g., airlines or FBOs) that have employees working at each facility, as well as to provide their own estimates of onsite employees for each tenant. Each of those organizations and businesses were then directly surveyed to gather firsthand data on total employment and labor income paid to their workforce. Initial non-responsive companies and organizations were contacted again with the goal to increase the response rate from these critical sources of firsthand employment data. In the absence of a direct survey response from a tenant, the headcount estimate provided by the airport manager was used. In very rare cases where airport managers could not provide an estimate, employment information was inferred using Esri ArcGIS Business Analyst and other similar industry accepted external data sources which provide headcount estimates and other general business information. For the four Primary airports, each of which host several tens to hundreds of different businesses, airport security badge data was also collected to provide a cross-check for surveyed information as well as to inform overall employment totals at each airport without needing to conduct detailed follow-ups with every individual tenant.

2.5.1.2. Capital Expenditures

Capital expenditure programs at Indiana's facilities generate and sustain additional economic impacts. While routine maintenance of an airport's or heliport's assets is a part of ordinary operations, major capital improvement programs are not. Major capital improvements differ fundamentally in scope, scale, cost, and time. The impact of facilities' spending on capital improvements was estimated on annual expenditure records collected directly from airport and heliport managers as part of the data collection process for the 2022 ISASP. Because capital spending levels can significantly fluctuate year to year, and the year(s) of actual construction activity may differ from when facilities receive funding, the average annual capital expenditures for the time period from 2016 to 2020 was calculated for each facility and used to estimate a representative "normal" amount of annual capital-related spending activity.

2.5.1.3. Visitor Spending

Different approaches were used to develop estimates of the amount and distribution of spending by out-of-state travelers who visited Indiana via commercial service and GA facilities. For the state's four Primary airports, the total number of travelers who visited the state on commercial flights were computed based on the total number of commercial passenger enplanements, as reported by airport managers in the ISASP survey and confirmed by FAA sources. This data was then adjusted to remove connecting traffic as well as to estimate the share of enplanements attributable to inbound (out-of-state) traffic only. Data available from the US Department of Transportation (USDOT) was used as the basis for these adjustments.





Chapter 2 - Background and Study Scope

With respect to the visitor spending levels, estimates for the average spend rates per commercial service visitor vary by airport and were developed based on a combination of in-terminal passenger surveys, as well as spend data from existing publications on statewide and local tourism.

Out-of-state visitors who fly into Indiana via GA (whether at the Primary or GA facilities) also contribute to the economy. The number of out-of-state visitors who arrived by GA was based on data provided by airport managers. Specifically, managers were asked to provide estimates on the number of itinerant GA operations at their facilities each year, which were divided in half to only count departing flights.

Managers provided estimates of the percent of those operations made by “true visitors” from out-of-state (often referred to as “transient” operations) and estimates of the average number of individuals onboard each of those transient aircraft. These variables were used to estimate the number of annual GA visitors for each facility as follows:

$$GA \text{ Visitors} = (\text{Annual Itinerant GA Operations} / 2) * \text{Percent Transient} * \text{Average Passengers per Aircraft}$$

To estimate spending rates by GA visitors, an industry-accepted approach was applied that refers to data based on the experience of peer states and airports of similar classifications and relative size. The average spending per GA visitor was developed based on other midwestern states' airport economic impact studies on GA visitor traffic, specifically the range of spending estimates published for GA visitors across Iowa, Kansas, North Dakota, Ohio, Oklahoma, South Dakota, and West Virginia for years between 2009 and 2019 (and adjusted to 2019 dollars). Comparable spending ranges were developed based on relative airport size and location to major population areas, i.e., assuming the smallest GA facilities have the smallest average spending rates, while larger GA facilities tend to serve larger population areas and have more traffic (by definition) and higher average spending rates. Using the data from this selection of peer airports, adjustments were made where needed based on insights from INDOT, as well as for facilities serving high-visitor markets with spending rates which are unique relative to other GA facilities within the same 2022 ISASP facility category (e.g., GA facilities serving resort towns).

2.5.2. Estimating Multiplier Impacts Using IMPLAN

Measurement of indirect and induced economic activity is difficult. While it may be possible to conduct a survey of upstream employers, the survey would need to cover thousands of businesses to completely cover indirect employment. For induced employment, the entire economy would need to be scrutinized. In addition to the time and financial resources needed to conduct such surveys, the quality of responses would be suspect.

The most commonly accepted mechanism for estimating indirect and induced economic impacts is via econometric modeling that is based upon economic data and analyses. These data quantify the linkages between industries and economic sectors - between the sales of one and the purchases of another. The linkages between businesses are referred to as “input-output” (I-O) tables because the output (product) of one business becomes the input (supply) to another. The data are available on national, state, regional, and county levels and use information on goods and services and local trade. These data quantify how the purchases from one industry (in this case, aviation facilities and airlines) drive the production from other industries (such as jet fuel, communications technology, or professional services). The model captures what each business or industrial sector must purchase from every other sector to produce a dollar's worth of goods or services.

Input-output models thus create "multipliers" that are used to calculate the indirect effect on jobs, income, and output generated per dollar of spending on various types of goods and services.





Chapter 2 - Background and Study Scope

An industry-recognized economic model, IMPLAN, was used for this study to identify interrelationships in a regional economy and estimate the impacts of changes on that economy.³ The IMPLAN model is developed from hundreds of data sources, most notably the Bureau of Economic Analysis's (BEA) Benchmark I-O tables, the Bureau of Labor Statistics (BLS) Quarterly Census of Earnings and Wages, the Census Bureau, and the U.S. Department of Agriculture. The ratios and multipliers used in this study were based on the 2019 I-O multipliers maintained by IMPLAN for the State of Indiana.

The 2019 IMPLAN model for the State of Indiana was used to estimate the multiplier (indirect and induced) impacts, as well as certain direct economic impacts which were not explicitly measured or provided by facility managers and tenants. For instance, the estimates of direct jobs located at a facility, collected via surveys and badge count data, were then used as inputs into the IMPLAN model to estimate the other direct impacts such as labor income, GDP, and economic output. Similarly, the estimates of capital expenditure and visitor spending were also used as inputs into the IMPLAN model in order to estimate the associated direct economic impacts for every dollar of spending.

2.5.3. Estimating Tax Impacts Using IMPLAN

A related part of the economic impact associated with Indiana's aviation system includes the volume of tax revenues generated for federal, state, and local governments. Direct employment impacts involve millions of dollars of tax revenue to public treasuries, and there are other taxes levied locally and by the state. The supply chain also contributes to government revenues, as does employment supported via the ripple effects of indirect and induced economic activity.

The tax impacts of ongoing aviation facility operations, capital improvements at the facilities, and visitor spending activity were generated from the IMPLAN model.⁴ These impacts include revenues going to the federal as well as state and local governments and are representative of all estimated tax revenues generated by direct, indirect, and induced employment and business activity. Tax revenue contributions include the following categories based on the IMPLAN model:

Federal Taxes

- **Personal Taxes.** This category contains the personal income tax impacts generated by households linked to the facilities and payable at the federal level, as well as estate and gift taxes.
- **Other Taxes and Fees.** This category includes corporate profits taxes as well as taxes on production and imports net of subsidies, paid by businesses at the federal level such as excise and customs taxes. Additionally, federal taxes on industry transactions are included such as on airline tickets and aviation fuels. In addition, this category includes employee and employer contributions to federal social insurance taxes.

³ IMPLAN is an economic impact assessment software system. The system traces its roots to the U.S. Forest Service, which needed an analytic tool to better understand the resource outputs of alternative land management strategies. Responsibility for IMPLAN (short for "impact analysis for planning") eventually shifted to the University of Minnesota before it was established as an independent corporation (then known as the Minnesota IMPLAN Group, or MIG) for developing and selling all future iterations of the IMPLAN database and software. The name changed to IMPLAN in 2013.

⁴ IMPLAN uses regional averages per industry sector to estimate tax impacts.





Chapter 2 - Background and Study Scope

State and Local Taxes

- **Property Taxes.** This category contains all property taxes paid by either households or businesses.
- **Sales Taxes.** This category contains all state and local sales taxes.
- **Other Personal Taxes.** Excluding property taxes (noted above), this category contains other taxes and fees paid by households at the state and local level including state income taxes, motor vehicle licensing fees, and other applicable taxes.
- **Other Taxes and Fees.** Excluding sales and property taxes noted separately above, this category includes other taxes on productions and imports net of subsidies, paid by businesses at the state and local levels including motor vehicle licensing fees, severance taxes, aircraft sales, as well as other taxes and special assessments. In addition, this category includes employee and employer contributions to state social insurance taxes.

2.5.4. Note on Rounding

The findings of the economic impact study are rounded into tens of thousands of dollars to avoid giving a false sense of precision about the results. Note that the economic impact figures presented are estimates and not the result of an audit or accounting exercise. All dollar figures throughout the report are expressed in 2019 dollars unless otherwise noted.

2.5.5. Results for 2019 and 2020

The economic impact study was conducted for both 2019 and 2020. Since the global COVID-19 pandemic began in early 2020, the aviation sector has been adversely impacted worldwide due to an interrelated combination of travel restrictions and other government regulations, economic downturn, and changes in traveler behavior. As such, the economic impact study was conducted for both 2019 (a “normal” pre-pandemic year) and 2020 (a pandemic year). The economic impact results for 2019 are presented in the following chapters, while the comparative 2020 estimates are presented in **Appendix B - 2020 Economic Impacts**. Results by individual facility are available in **Appendix C - Detailed Economic Impact Tables, 2019** and **Appendix D - Detailed Economic Impact Tables, 2020**.



Chapter 3 - Economic Impact of Indiana’s Primary Airports

This section reports the economic impact of Indiana’s four Primary airports in 2019. The economic impacts are separately featured by type of activity measured: airport operations, airport capital expenditure projects, and spending by out-of-state visitors. The sum of these activities’ impacts represents the grand total economic impact of Indiana’s Primary airports, which host scheduled commercial air service for passengers and cargo alike, among other aviation activities. In addition, this section quantifies the contribution that these airport-related activities make to federal, state, and local governments via taxes and fees. Refer to **Appendix C - Detailed Economic Impact Tables, 2019** for the economic impacts attributable to each individual Primary airport in 2019.

3.1. Operations at Indiana’s Primary Airports

3.1.1. Direct Impacts

This section describes the impact attributable to employers directly related to ongoing operations at Indiana’s four Primary airports in 2019. **Figure 3.1** shows the distribution of direct employment at these airports by function. Approximately 73 percent of direct airport employment relates to organizations and businesses directly involved in civilian air service operations. This includes the airlines themselves (7,490 jobs by gate agents, ticket agents, and locally based flight crew), as well as related aviation support (2,950 jobs) and oversight from agencies like the Federal Aviation Administration (FAA) and Transportation Security Administration (TSA). Passenger services related primarily to in-terminal amenities, such as food and retail concessions, as well as ground transport and car rentals, collectively accounted for 13 percent of on-airport jobs (1,810). Airport authority management and functions related to grounds and building maintenance (security, janitorial, etc.) accounted for 7 percent or roughly 980 jobs. Finally, Primary airport operations include a base for the Indiana Air National Guard along with related military aviation activity, which involves an additional 980 direct jobs.

Figure 3.1. Direct Jobs at Primary Airports by Function, 2019



Source: Kimley-Horn, 2022.



Chapter 3 - Economic Impact of Indiana's Primary Airports

Table 3.1 summarizes the direct impacts of ongoing operations at Indiana's Primary airports in 2019. These airports directly supported 14,200 aviation-related jobs (as described above) which paid over \$1.0 billion in labor income, amounting to nearly \$73,200 in average annual labor income per job. This exceeds the statewide annual average of \$46,800 per job across all industries in 2019. 5 Direct aviation-related activity at Primary airports also generated over \$1.9 billion in direct Gross Domestic product (GDP) and over \$3.5 billion in direct economic output throughout the statewide economy.

Table 3.1. Direct Economic Impacts of Primary Airport Operations, 2019

Impact	Employment (Jobs)	Labor Income	GDP	Output
Direct	14,200	\$1,038,730,000	\$1,929,890,000	\$3,525,840,000

Source: InterVISTAS, 2022.

3.1.2. Multiplier Impacts

The previous section discussed the direct impacts related to ongoing operations at the state's Primary airports. However, the economic impact does not end there, as other sectors of the economy are dependent on the direct businesses via indirect and induced impacts. Based on the application of economic multipliers, it is estimated that an additional 7,600 indirect jobs and 7,740 induced jobs were related to ongoing operations at these four airports in 2019. The multiplier impacts also include over \$384 million in indirect labor income and \$374 million in induced labor income, over \$607 million in indirect GDP and nearly \$655 million in induced GDP, and over \$1.2 billion indirect output and over \$1.1 billion in induced output in 2019.

3.1.3. Total Primary Airport Operations Impacts

Ongoing operations at the four Primary airports in Indiana supported a total economic impact (including direct, indirect, and induced effects) of 29,550 jobs and nearly \$1.8 billion in labor income throughout the state in 2019 and generated nearly \$3.2 billion in total GDP and approximately \$5.9 billion in total output, as shown in **Table 3.2**.

Table 3.2. Economic Impacts of Regular Operations at Primary Airports in Indiana, 2019

Impact	Employment (Jobs)	Labor Income	GDP	Output
Direct	14,200	\$1,038,730,000	\$1,929,890,000	\$3,525,840,000
Indirect	7,600	\$384,180,000	\$607,220,000	\$1,212,810,000
Induced	7,740	\$374,290,000	\$654,940,000	\$1,143,370,000
Total	29,550	\$1,797,210,000	\$3,192,050,000	\$5,882,020,000

Source: InterVISTAS, 2022.

3.2. Capital Expenditures at Indiana's Primary Airports

Average annual capital expenditures across Indiana's Primary airports totaled nearly \$93 million (in 2019 dollars) which involved direct spending on construction, equipment, and materials that generated economic impacts across the state. As shown in **Table 3.3**, this capital spending supported 610 direct jobs generating over \$36 million in direct labor income as well as over \$41 million in direct GDP.

⁵ Source: https://www.bls.gov/oes/2019/may/oes_in.htm (May 2019).





Chapter 3 - Economic Impact of Indiana’s Primary Airports

The indirect impacts included 190 indirect jobs earning nearly \$12 million in indirect labor income along with over \$19 million in indirect GDP and over \$38 million in indirect output. Additionally, induced impacts included 260 induced jobs, nearly \$13 million in induced labor income, over \$22 million in induced GDP, and nearly \$39 million in induced output.

In total (summing the direct, indirect, and induced impacts), capital spending at the Primary airports supported 1,070 total jobs with labor income of nearly \$61 million, along with over \$82 million in total GDP and approximately \$170 million in total output.

Table 3.3. Economic Impacts of Capital Expenditures at Primary Airports in Indiana Using Average Annual Expenditures (2016-2020)

Impact	Employment (Jobs)	Labor Income	GDP	Output
Direct	610	\$36,400,000	\$41,130,000	\$92,610,000
Indirect	190	\$11,680,000	\$19,110,000	\$38,090,000
Induced	260	\$12,670,000	\$22,170,000	\$38,700,000
Total	1,070	\$60,750,000	\$82,400,000	\$169,400,000

Source: InterVISTAS, 2022.

3.3. Visitor Spending Facilitated by Indiana’s Primary Airports

Indiana’s Primary airports support extensive air travel by out-of-state visitors for business and leisure purposes, who in turn spend money throughout Indiana during their stay. Visitor traffic and trip expenditures were estimated separately for passengers arriving by commercial scheduled flights (referred to herein as “commercial visitors”) and those arriving by GA (referred to herein as “GA visitors”), as described in Section 2.5. The following sections outline additional details of this analysis and the resulting economic impacts.

3.3.1. Commercial Visitor Spending

Different spending rates were estimated for commercial visitors at each airport. For South Bend International (SBN) and Fort Wayne International (FWA) airports, commercial passengers were surveyed at these airports during summer 2021 by disseminating an online survey as a prerequisite for accessing those airports’ free Wi-Fi. The surveys included screening questions to ensure that only responses from departing out-of-state visitors were obtained, followed by questions asking those visitors to provide details on their stay in Indiana.

The surveys included questions on whether the trip was for business or leisure purposes (or a combination of the two); how many people were in the traveling party (e.g., an individual business traveler or a family on vacation or visiting relatives); how many nights were spent in Indiana; and how much was spent in total on lodging, meals, entertainment, retail, ground transportation, or other items. The sample of responses collected at South Bend International Airport (SBN) and Fort Wayne International Airport (FWA) were sufficiently large to produce average visitor spending estimates that are statistically reliable at a 95 percent confidence interval with a margin of error of plus or minus five percent. The results of the survey from Fort Wayne International (FWA) were also used as a proxy for the visitor spending analysis for Evansville Regional Airport (EVV) due to comparable cost-of-living profiles between the two cities.





Chapter 3 - Economic Impact of Indiana's Primary Airports

The raw estimates from the surveys, which were effectively based on 2021 spending rates given the survey period, were adjusted as needed to reflect estimated 2019 and 2020 spending rates using statewide tourism spending trends published by the 2019-2020 Rockport Analytics study which estimated the change in average tourism spending for the state of Indiana between 2019 and 2020. According to this study, average tourism spending rates in Indiana decreased by 18 percent between 2019 and 2020 due to the pandemic. The data from the 2021 in-terminal surveys was assumed to be representative of spending levels in 2020 and therefore re-scaled by 18 percent based on the Rockport Analytics study to reach a 2019 average spending estimate.

Commercial visitor spending rates for Indianapolis International Airport (IND) were estimated using existing research on tourism spending in Indiana, including the 2019-2020 Rockport Analytics study on statewide tourism and the 2016 Visit Indy study on tourism economic impact in Indianapolis. Data was referenced from these studies on different average trip spending rates by international as well as domestic visitors. Because these studies do not disclose differences in spending by domestic visitors who arrive by air specifically (instead of other modes such as their own cars), adjustments were applied to account for generally higher spending and longer trip lengths using primary data published in other statewide tourism economic impact studies by research firms including Dean Runyan Associates (DRA) and Oxford Economics.

Table 3.4 summarizes the estimated commercial visitor traffic and spending at Primary airports in Indiana. In 2019, approximately 39 percent of total commercial enplanements at Primary airports in Indiana were out-of-state visitors spending an average of \$780 per trip in Indiana. It is important to note that the average spending amounts reflect a mix of travelers: business and leisure travelers, domestic vs. international visitors, those visiting friends or family (and thus less likely to incur lodging expenses), and those not doing so. Leisure travelers tend to spend less per person per day but stay longer compared to business travelers.

Collectively, out-of-state traffic arriving via commercial service at the four Primary airports spent an estimated \$1.7 billion throughout Indiana in 2019. Approximately 87 percent of this visitor spending is attributable to commercial visitor traffic through Indianapolis International Airport (IND). This is driven by the fact that Indianapolis International Airport (IND) accounts for 81 percent of commercial scheduled passenger traffic across all Primary airports in the state, along with higher average spending rates due to a more expensive city market and a broader mix of higher spending visitors served (including, for instance, larger shares of business travelers as well as the bulk of international arrivals to Indiana which tend to have longer stays).





Chapter 3 - Economic Impact of Indiana's Primary Airports

Table 3.4. Commercial Visitor Spending by Primary Airport in Indiana, 2019

Associated City	Facility Name	FAA ID	Enplaned Passengers	Non-Local Share (%)	Estimated Visitors	Average Trip Spending	Total Visitor Spending
Evansville	Evansville Regional	EVV	242,425	39%	93,630	\$530	\$49,600,000
Fort Wayne	Fort Wayne International	FWA	390,498	36%	141,850	\$530	\$75,150,000
Indianapolis	Indianapolis International	IND	4,670,592	39%	1,832,860	\$829	\$1,520,330,000
South Bend	South Bend International	SBN	427,929	40%	170,630	\$588	\$100,280,000
Total			5,731,444	39%	2,238,960	\$780	\$1,745,370,000

Notes: Figures may not sum to totals due to rounding. The total average trip spending is a weighted average to account for the share of passengers traveling through Indianapolis International Airport (IND). Sources: 2022 ISASP Airport Manager Survey (sum of enplanements by scheduled commercial airlines and Part 135 air taxi/charters); InterVISTAS analysis of USDOT Origin & Destination (O&D) passenger survey data on O&D vs. connecting traffic as well as passenger point-of-origins, 2022; InterVISTAS analysis of FWA/SBN visitor intercept survey, 2021; 2019-2020 Rockport Analytics Hoosier Statewide Tourism Performance; Visit Indy 2016 Key Tourism Facts.

3.3.2. GA Visitor Spending

Beyond commercial service, the Primary airports host additional visitor traffic flying in via GA, often with different travel and spending patterns than commercial visitors.

Table 3.5 summarizes the inputs and assumptions used to estimate GA visitor traffic and spending at Primary airports in Indiana. According to the inputs provided by airport managers, over 110,000 visitors arrived at Indiana's Primary airports via GA in 2019. For GA visitors flying into larger commercial airports specifically, the trip spending across comparative statewide studies averaged \$180 in 2019 dollars. This average trip spending was adopted for all GA visitor traffic at Indiana's Primary airports, reflecting a range of both overnight and same-day GA trips (e.g., business fliers who fly in for a meeting and depart within the same day, leisure fliers who arrive for a meal in the city, etc.). Assuming average spending of \$180 per trip, this amounts to total GA visitor spending of nearly \$20 million at Primary airports in 2019.

Table 3.5. GA Visitor Spending by Primary Airport in Indiana, 2019

Associated City	Facility Name	FAA ID	Estimated GA Visitors	Average Spending per GA Visitor	Total GA Visitor Spending
Evansville	Evansville Regional	EVV	19,370	\$180	\$3,490,000
Fort Wayne	Fort Wayne International	FWA	17,690	\$180	\$3,180,000
Indianapolis	Indianapolis International	IND	23,570	\$180	\$4,240,000
South Bend	South Bend International	SBN	49,640	\$180	\$8,940,000
Total			110,270	\$180	\$19,850,000

Note: Figures may not sum to totals due to rounding. Sources: 2022 ISASP Airport Manager Survey; InterVISTAS analysis of average GA visitor spending rates across comparable other statewide aviation economic impact studies, 2009-2019.





Chapter 3 - Economic Impact of Indiana's Primary Airports

3.3.3. Visitor Spending Impacts

Collectively, out-of-state traffic (both via commercial and GA service) at Primary airports generated nearly \$1.8 billion in visitor spending throughout Indiana in 2019. The economic impact of this substantial visitor spending facilitated by the Primary airports is summarized in **Table 3.6**.

In 2019, air visitor spending via Primary airports in Indiana supported nearly 26,000 direct jobs earning over \$582 million in direct labor income, as well as generated over \$1.6 billion in direct economic output. The indirect impacts include nearly 3,400 indirect jobs and nearly \$560 million in indirect economic output related to suppliers which serve the businesses directly involved in tourism and hospitality. Additionally, the induced impacts amount to nearly 4,200 induced jobs and approximately \$614 million in induced economic output generated by the direct and indirect employees and businesses on spending throughout the statewide economy.

Combining these impacts (direct, indirect, and induced), visitor spending facilitated by the Primary airports amounted to a total economic impact of over 33,500 jobs with more than \$966 billion in labor income, greater than \$1.6 billion in total GDP, and nearly \$2.8 billion in total economic output generated throughout the Indiana economy in 2019.

Without the volume of air visitor traffic facilitated by Indiana's Primary airports, the demand for tourism in the state would be smaller and the size of the tourism and hospitality industry, including the number of jobs and economic activity it generates, would in turn be smaller, as well.

Table 3.6. Economic Impact of Visitor Spending Facilitated by Primary Airports in Indiana, 2019

Impact	Employment (Jobs)	Labor Income	GDP	Output
Direct	25,970	\$582,460,000	\$994,970,000	\$1,624,720,000
Indirect	3,380	\$182,650,000	\$286,220,000	\$559,850,000
Induced	4,180	\$201,090,000	\$351,730,000	\$613,980,000
Total	33,530	\$966,200,000	\$1,632,920,000	\$2,798,550,000

Source: InterVISTAS, 2022.

3.4. Total Tax Impacts at Indiana's Primary Airports

As part of their economic impact, airports generate tax revenues for all levels of government. **Table 3.7** shows the tax impacts of the Primary airports' ongoing operations, capital improvements at the airports, and associated visitor spending activity. These impacts are representative of all estimated tax revenues generated by direct, indirect, and induced employment and business activity. The total tax impact of Indiana's Primary airports amounted to nearly \$1.2 billion in 2019, with approximately 52 percent of that attributable to federal taxes while the remaining 32 percent and 16 percent went to state and local governments, respectively. Note that these tax impacts are not included in the total impacts of Primary airports presented later in **Table 5.1** as they measure different categories of impacts and are therefore not additive.

Table 3.7. Estimated Tax Revenues of Indiana's Primary Airports, 2019

Impact	Federal	State	Local	Total
Total	\$614,870,000	\$375,660,000	\$195,150,000	\$1,185,680,000

Source: InterVISTAS, 2022.





Chapter 4 - Economic Impact of Indiana's GA Facilities

This section details the economic impact of the general aviation (GA) facilities in Indiana's aviation system in 2019.⁶ The results are presented similarly to the Primary airports, with impacts separately featured by type of activity measured: facility operations, facility capital expenditure projects, and spending by out-of-state visitors. The sum of these activities' impacts represents the grand total economic impact of Indiana's GA facilities. In addition, this section quantifies the contribution made to federal, state, and local governments via taxes and fees. Refer to **Detailed Economic Impact Tables, 2019** for the economic impacts attributable to each individual GA facility in 2019.

4.1. Operations at Indiana's GA Facilities

4.1.1. Direct Impacts

This section describes the impacts attributable to employers directly related to ongoing operations at Indiana's GA facilities in 2019. The operational and employment profile of these facilities is different from the Primary airports focused on commercial scheduled service, as the GA facilities generally serve smaller aircraft, a broader range of aviation activity, and a different passenger profile. GA facilities serve a larger share of private aircraft that are utilized for business and leisure purposes. Further, GA operations are typically managed by fixed-base operators (FBOs), as discussed in **Section 2.3.1**.

Figure 4.1 shows the distribution of employment across Indiana's GA facilities by function, as reported by facility managers. Based on employment, aviation-related functions at the GA facilities were split roughly 50/50 between military and civilian aviation operations. Several of the state's GA facilities host large military installations onsite where regular flights, training, and related activity occurs. On the civilian side, approximately 790 jobs were attributable to airlines, primarily charter businesses, as well as other air operators related to medevac, rescue, and aerial application for agriculture. Air cargo also support significant employment at the primary and GA airports enabling product movements for residents and business in the state. In addition, aviation support functions required 1,420 jobs covering duties involved with servicing an aircraft, largely by FBOs and aircraft maintenance and repair businesses, as well as transport oversight mainly related to air traffic control. Beyond that, airport management and related grounds and building maintenance functions were covered by 360 jobs, while passenger services such as food concessions and ground transportation supported an additional 90 jobs. Indiana's GA facilities also play an important role in supporting the industry's education sector with approximately 320 jobs attributable to flight schools.

⁶ There are 65 GA facilities in Indiana as part of the 2022 Indiana State Aviation System Plan (ISASP) Facility Classification. All but of two of these facilities (Sheridan (514) and Boone County (614)) are included in this economic impact study.



Figure 4.1. Direct Jobs at GA Facilities by Function, 2019



Source: Kimley-Horn, 2022.

Table 4.1 summarizes the direct impacts of ongoing operations at Indiana's GA facilities in 2019. These facilities directly employed 5,980 aviation-related jobs which paid over \$309 million in labor income, amounting to \$51,700 in average annual labor income per job. This also exceeds the statewide annual average of \$46,800 per job across all industries in 2019.⁷ Direct aviation-related activity at GA facilities also generated over \$478 million in direct Gross Domestic product (GDP) and nearly \$756 million in direct economic output throughout the statewide economy.

Table 4.1. Direct Economic Impacts of GA Facility Operations, 2019

Impact	Employment (Jobs)	Labor Income	GDP	Output
Direct	5,980	\$309,450,000	\$478,140,000	\$755,840,000

Source: InterVISTAS, 2022

4.1.2. Multiplier Impacts

Beyond the direct impacts detailed in the previous section, ongoing operations at Indiana's GA facilities generated multiplier impacts related to other sectors' dependence on the direct GA businesses in 2019. The indirect impacts related to ongoing operations at GA facilities included an additional 1,260 indirect jobs earning almost \$69 million in indirect labor income, as well as over \$102 million in indirect GDP and nearly \$204 million in indirect output. Additionally, these facilities generated induced impacts estimated at 2,050 induced jobs with nearly \$99 million in induced labor income, along with approximately \$173 million in induced GDP and over \$302 million in induced output.

4.1.3. Total GA Facility Operations Impacts

Ongoing operations at GA facilities in Indiana supported a total economic impact (including direct, indirect, and induced effects) of 9,290 total jobs earning over \$477 million in labor income throughout the state in 2019 and

⁷ Source: https://www.bls.gov/oes/2019/may/oes_in.htm (May 2019).



Chapter 4 - Economic Impact of Indiana's GA Facilities

generated over \$753 million in total GDP and nearly \$1.3 billion in total economic output. **Table 4.2** summarizes the direct, indirect, induced, and total impacts to the state economy attributable to operations at Indiana's GA facilities in 2019.

Table 4.2. Economic Impacts of Regular Operations at GA Facilities in Indiana, 2019

Impact	Employment (Jobs)	Labor Income	GDP	Output
Direct	5,980	\$309,450,000	\$478,140,000	\$755,840,000
Indirect	1,260	\$68,580,000	\$102,170,000	\$203,640,000
Induced	2,050	\$98,990,000	\$173,180,000	\$302,320,000
Total	9,290	\$477,030,000	\$753,490,000	\$1,261,810,000

Source: InterVISTAS, 2022.

4.2. Capital Expenditures at Indiana's GA Facilities

Average annual capital expenditures across Indiana's GA facilities totaled over \$49 million (in 2019 dollars), which involved direct spending on construction, equipment, and materials that generated economic impacts across the state. As shown in **Table 4.3**, this capital spending supported 330 direct jobs generating over \$19 million in direct labor income as well as nearly \$22 million in direct GDP. The indirect impacts included 100 indirect jobs earning over \$6 million in indirect labor income along with over \$10 million in indirect GDP and \$20 million in indirect output. Additionally, induced impacts included 140 induced jobs, nearly \$7 million in induced labor income, nearly \$12 million in induced GDP, and nearly \$21 million in induced output.

In total (summing the direct, indirect, and induced impacts), capital spending at the GA facilities supported a total of 570 jobs along with over \$32 million in total labor income, while generating nearly \$44 million in total GDP and \$90 million in total output.

Table 4.3. Total Economic Impacts of Capital Expenditures at Indiana's GA Airports, Average Annual Expenditure (2016-2020)

Impact	Employment (Jobs)	Labor Income	GDP	Output
Direct	330	\$19,340,000	\$21,850,000	\$49,210,000
Indirect	100	\$6,210,000	\$10,150,000	\$20,240,000
Induced	140	\$6,730,000	\$11,780,000	\$20,560,000
Total	570	\$32,280,000	\$43,780,000	\$90,010,000

Source: InterVISTAS, 2022.

4.3. Visitor Spending Facilitated by Indiana's GA Facilities

The GA facilities in Indiana also support travel by out-of-state visitors for business and leisure purposes. These non-local visitors spend money in Indiana, which results in job creation throughout the tourism and hospitality sectors of the statewide economy.

Based on the inputs provided by GA facility managers, the GA facilities were estimated to have hosted nearly 525,000 out-of-state visitors in 2019. **Table 4.4** summarizes the assumed average spending for each of these GA visitors in 2019. Again, it is important to note that the average spending amounts reflect a mix of visitors: business travelers arriving for





Chapter 4 - Economic Impact of Indiana's GA Facilities

a meeting in town, recreational pilots visiting for an afternoon round of golf or to have lunch at their favorite airport restaurant, weekend resort-goers, etc. At many GA facilities, managers indicated that GA visitors are predominantly same-day traffic which generally have lower average trip spending given that they do not need to spend money on overnight accommodations. Note that the average spending amounts pertain only to offsite spending on tourism and other expenditures related to accommodations, food, ground transport, retail, and entertainment. Onsite spending by visitors on aviation expenses such as fuel, parking, and landing fees are already captured as part of the ongoing facility operations' economic impacts presented in **Section 4.1**.

Table 4.4. Average Trip Spending by Visitors at GA Facilities, 2019

2022 ISASP Category	Average GA Visitor Spending per Trip
National	\$180
Regional	\$130
Local	\$70
Basic*	\$70
Unclassified*	\$25

*Note: Average spending figures for Basic and Unclassified airports do not include higher estimates developed for French Lick Municipal Airport (FRH) and Griffith-Merrillville Airport (05C) serving resort and metropolitan markets, respectively, which are presumed to have higher average spending rates relative to peer airports. Source: InterVISTAS analysis of average GA visitor spending rates across comparable-sized GA airports from other statewide aviation economic impact studies, 2009-2019.

Collectively, out-of-state traffic arriving via the GA facilities accounted for an estimated \$74 million in visitor spending throughout Indiana in 2019. **Table 4.5** summarizes the economic impacts associated with this activity. In 2019, GA visitor spending via these facilities supported 1,110 direct jobs earning over \$23 million in direct labor income, as well as generating nearly \$63 million in direct output across the tourism and hospitality sectors. The indirect impacts include 140 indirect jobs earning nearly \$8 million in indirect labor income, along with over \$12 million in indirect GDP and over \$24 million in indirect output. Additionally, the induced impacts amount to 170 induced jobs, \$8 million in induced labor income, over \$14 million in induced GDP, and nearly \$25 million in induced economic output.

Combining these impacts (direct, indirect, and induced), visitor spending facilitated by the GA facilities amounted to a total economic impact of 1,420 jobs with just above \$39 million in labor income as well as more than \$63 million in total GDP and almost \$112 million in total economic output generated throughout the Indiana economy in 2019.

Table 4.5. Total Economic Impacts of Visitor Spending Facilitated by Indiana's GA Facilities, 2019

Impact	Employment (Jobs)	Labor Income	GDP	Output
Direct	1,110	\$23,090,000	\$36,650,000	\$62,890,000
Indirect	140	\$7,830,000	\$12,280,000	\$24,100,000
Induced	170	\$8,110,000	\$14,180,000	\$24,750,000
Total	1,420	\$39,030,000	\$63,110,000	\$111,750,000

Source: InterVISTAS, 2022.





Chapter 4 - Economic Impact of Indiana's GA Facilities

4.4. Total Tax Impacts at Indiana's GA Facilities

Table 4.6 shows the tax impacts of the GA facilities' ongoing operations, capital expenditures, and associated visitor spending activity. These impacts are representative of all estimated tax revenues generated by direct, indirect, and induced employment and business activity. The total tax impact of Indiana's GA facilities amounted to nearly \$174 million in 2019, with approximately 66 percent of that attributable to federal taxes while the remaining 23 percent and 11 percent went to state and local governments, respectively. Note that these tax impacts are not included in the total economic impacts of GA facilities presented later in Table 5.1 as they measure different categories of impacts and are therefore not additive.

Table 4.6. Annual Estimated Tax Revenues of Indiana's GA Facilities, 2019

Impact	Federal	State	Local	Total
Total	\$114,580,000	\$40,440,000	\$18,580,000	\$173,600,000

Source: InterVISTAS, 2022.





Chapter 5 - Total Statewide Economic Impact, 2019

This section summarizes the cumulative economic impact of aviation-related activity at Indiana’s system facilities in 2019. **Table 5.1** shows the results for the cumulative economic impact of ongoing facility operations, capital expenditure projects at all facilities, and spending from out-of-state visitors who fly into Indiana system facilities. The consolidated total economic impacts include the direct impacts from these three components, as well as the associated supply chain effects (indirect impacts) and the resulting spending effects (induced impacts). In addition, the associated total taxation impacts are shown **Table 5.2**.

In 2019, the consolidated economic impact of Indiana’s aviation system surpassed 75,400 total jobs with labor income of nearly \$3.4 billion, along with a total Gross Domestic Product (GDP) contribution of nearly \$5.8 billion and over \$10.3 billion in total economic output through the state of Indiana. Total tax revenues facilitated by Indiana’s facilities (including direct, indirect, and induced impacts) amounted to nearly \$1.4 billion in 2019. This includes over \$416 million paid within Indiana to state government authorities along with nearly \$214 million paid to local government authorities, with the remaining estimated \$729 million to the federal government.

Table 5.1. Total Economic Impacts of Indiana’s Aviation System, 2019

Facility Category	Impact	Employment (Jobs)	Labor Income	GDP	Output
Primary	Direct	40,790	\$1,657,590,000	\$2,965,990,000	\$5,243,170,000
	Indirect	11,180	\$578,510,000	\$912,540,000	\$1,810,760,000
	Induced	12,180	\$588,060,000	\$1,028,840,000	\$1,796,040,000
	Total	64,150	\$2,824,170,000	\$4,907,370,000	\$8,849,970,000
GA	Direct	7,420	\$351,880,000	\$536,630,000	\$867,940,000
	Indirect	1,500	\$82,620,000	\$124,600,000	\$247,980,000
	Induced	2,360	\$113,830,000	\$199,140,000	\$347,640,000
	Total	11,280	\$548,330,000	\$860,380,000	\$1,463,560,000
Grand Total	Direct	48,210	\$2,009,480,000	\$3,502,620,000	\$6,111,110,000
	Indirect	12,680	\$661,130,000	\$1,037,140,000	\$2,058,740,000
	Induced	14,540	\$701,890,000	\$1,227,980,000	\$2,143,680,000
	Grand Total	75,420	\$3,372,500,000	\$5,767,750,000	\$10,313,530,000

Source: InterVISTAS, 2022.

Table 5.2. Estimated Total Tax Revenues of Indiana’s Aviation System, 2019

Total Impact	Federal	State	Local	Total
Primary Airports	\$614,870,000	\$375,660,000	\$195,150,000	\$1,185,680,000
GA Facilities	\$114,580,000	\$40,440,000	\$18,580,000	\$173,600,000
Total	\$729,450,000	\$416,110,000	\$213,730,000	\$1,359,290,000

Source: InterVISTAS, 2022.





Appendix A - Spending on Commercial Aviation by Other Industry Sectors in Indiana

Aside from the economic footprint of the industry itself, commercial aviation is also a critical input for economic activity in other “downstream” industry sectors throughout Indiana. The value of air transportation to different business users can be understood by examining the flow of transactions between industry sectors within the state. The same economic input-output tables used in economic impact modeling show these transactional flows. Specifically, these tables capture what each business or sector must purchase from every other sector to produce a dollar’s worth of goods or services. **Table A.1** below summarizes the largest industry users of air transportation in Indiana based on payments made by these sectors to the air transport sector. Businesses in the state spent over \$470 million on commercial air transportation in 2019. The real estate sector spent over \$40 million on aviation, followed by a variety of wholesale and manufacturing sectors along with financial and other services sectors. The reliance of other industries on air transportation further highlights the essential role of aviation in facilitating the movement of business travelers as well as cargo.

Table A.1. Spending on Air Transportation by Industry Sector in Indiana, 2019 (\$ millions)

Rank	Industry Sector	Value (Millions \$)
1	Other real estate	\$40.2
2	Wholesale - Motor vehicles, parts, and supplies	\$25.6
3	Employment services	\$20.8
4	Monetary authorities and depository credit intermediation	\$19.9
5	Iron and steel mills and ferroalloy manufacturing	\$12.9
6	Truck transportation	\$11.1
7	Other financial investment activities	\$10.5
8	Offices of physicians	\$10.1
9	Wholesale - Other durable goods merchant wholesalers	\$8.5
10	Data processing, hosting, and related services	\$8.3
11	Other engine equipment manufacturing	\$6.7
12	Wholesale - Machinery, equipment, and supplies	\$6.6
13	Architectural, engineering, and related services	\$6.5
14	Landscape and horticultural services	\$6.4
15	Wireless telecommunications carriers (except satellite)	\$6.3
16	Other plastics product manufacturing	\$6.3
17	Accounting, tax prep, bookkeeping, and payroll services	\$5.7
18	Limited-service restaurants	\$5.2
19	Surgical appliance and supplies manufacturing	\$5.2
20	Scenic and sightseeing transportation and support activities for transportation	\$5.2
	All Other Sectors	\$245.3
	Total	\$473.4

Source: InterVISTAS analysis of IMPLAN data for Indiana State Model, 2019.





Appendix B - 2020 Economic Impacts

As part of this study, the economic impact of Indiana’s aviation system was also estimated based on 2020 (pandemic) conditions to provide a comparison to the 2019 results. This comparison indicates the relative decline in economic activity between 2019 and 2020 throughout the state’s aviation sector as a result of the pandemic, including losses in jobs, labor income, Gross Domestic Product (GDP), and economic output from reduced aviation activity across the system facilities, along with the associated effects such as fewer out-of-state visitors flying to Indiana. At the same time, the findings of this study revealed the resiliency of certain sectors across the aviation system, particularly operations related to general aviation (GA).

The 2020 impacts were measured using the same sources and IMPLAN model as the 2019 impacts, swapping calendar year 2019 data for calendar year 2020 data as provided by facility managers, tenants, and others as described in **Section 2.5**. Extensive follow-ups with facility managers and tenants were conducted and direct responses covering nearly all aviation-related businesses and employment occurring on facility property were received. As a result, the data produced a robust indication of how onsite employment and visitor traffic at Indiana’s facilities changed between 2019 and the pandemic year 2020.

Average visitor spending rates for 2020 were estimated using the same rates developed for 2019 (see **Section 3.3** and **Section 4.3**), but with an adjustment factor based on statewide tourism spending trends published by the 2019-2020 Rockport Analytics study. According to this study, average tourism spending rates across Indiana decreased by 18 percent between 2019 and 2020. The 2019 average spending rates across both commercial and GA visitors were therefore reduced by 18 percent to reach 2020 average spending rates. Findings from the Indiana study by Rockport Analytics, along with other 2020 statewide tourism economic impact studies, were also used to estimate the changing spending patterns of visitors in 2020. This includes, for instance, a higher proportion of spending attributable to food and beverage instead of accommodations, reflective of the higher proportion of leisure traffic that stayed with friends and family as well as a higher proportion of same-day visitor traffic in lieu of overnight trips.

Table B.1 summarizes the key changes in onsite facility jobs and visitor spending across Indiana’s facilities between 2019 and 2020, which in turn drove some of the changes in the economic impact results for 2020. Aviation-related employment located onsite at Indiana’s facilities dropped by 14 percent, from 20,200 direct jobs in 2019 to 17,300 direct jobs in 2020. This decline was realized predominately at the Primary airports, driven in large part by major reductions in commercial scheduled airline service and traffic, which occurred at commercial airports throughout the U.S. in the wake of pandemic from March 2020 onward. The loss of commercial service also drove declines in visitor traffic; total air visitor traffic in Indiana dropped by 48 percent, from nearly 2.8 million visitors in 2019 to 1.5 million visitors in 2020, with the bulk of the decline attributable to lost commercial traffic at the Primary airports. Further, the estimated visitor spending facilitated by Indiana’s facilities dropped by 64 percent, from over \$1.8 billion in 2019 to \$663 million in 2020. While this includes some reduction in average spending rates, once again, the bulk of the decline is driven by reduced visitor traffic primarily attributable to the loss of commercial visitors at the Primary airports.





Appendix B - 2020 Economic Impacts

Table B.1. Facility Jobs and Air Visitor Spending in Indiana, 2019 vs. 2020

Category	Direct Jobs - Facility Operations			Visitor Traffic			Total Visitor Spending		
	2019	2020	% Change	2019	2020	% Change	2019	2020	% Change
Primary	14,200	11,300	-21%	2,349,230	1,018,580	-57%	\$1,765,220,000	\$609,440,000	-65%
GA	6,000	6,000	1%	524,810	463,380	-12%	\$74,140,000	\$53,880,000	-27%
Total	20,200	17,300	-14%	2,874,040	1,481,960	-48%	\$1,839,360,000	\$663,320,000	-64%

Notes: Visitor spending figures expressed in current dollars (2019 and 2020, respectively). Figures may not sum due to rounding. Source: InterVISTAS, 2022.

Onsite employment and visitor traffic across Indiana’s GA facilities were less impacted by the pandemic in 2020 relative to Primary airports. On an overall basis, GA facilities did not see lasting losses in onsite jobs from the pandemic, with direct headcounts at GA facilities remaining around 6,000 in both 2019 and 2020. Further, visitor traffic at GA facilities declined by 12 percent while total spending by those GA visitors fell by an estimated 27 percent in 2020. While these losses in GA visitor traffic and spending are substantial, the reductions are much less in comparison to those at the Primary airports. GA facilities also serve a diverse range of aviation activity, with larger shares of military-related aviation, medical operations, agricultural spraying, flight training, and other activities beyond serving visitor traffic.

These overall findings for GA facilities are consistent with the qualitative insights provided by individual GA facility managers and tenants as part of the data collection process, which included additional questions on how COVID-19 impacted business operations at the GA facilities.⁸ Of the businesses that responded, most reported negative impacts from the pandemic ranging from moderate to severe in scale, commonly citing decreases in customer volume and revenues as key concerns. However, these impacts were largely transitory in nature, as most businesses indicated they did not shut down operations at all during the pandemic, and the few which did close reported an average closure of three months (effectively through spring 2020 only). Further, the majority of businesses which reported a revenue decline from the pandemic also reported that revenues began to recover before the end of 2020.

⁸ Responses to this portion of the survey covered only a sample of all aviation-related tenants at GA facilities.





Appendix B - 2020 Economic Impacts

2020 Economic Impacts: Primary Airports

The following tables (Table B.2 to Table B.5) present the 2020 economic impacts for the Primary airports related to ongoing airport operations, capital expenditures at the airports, visitor spending, and the associated total tax impacts.

Table B.2. Economic Impacts of Regular Operations at Primary Airports in Indiana, 2020

Impact	Employment (Jobs)	Labor Income	GDP	Output
Direct	11,280	\$820,900,000	\$1,494,680,000	\$2,722,330,000
Indirect	5,870	\$296,500,000	\$467,760,000	\$934,660,000
Induced	6,080	\$293,870,000	\$514,200,000	\$897,660,000
Total	23,230	\$1,411,270,000	\$2,476,640,000	\$4,554,660,000

Note: All dollar figures are expressed in 2019 dollars. Source: InterVISTAS, 2022.

Table B.3. Economic Impacts of Capital Expenditures at Primary Airports in Indiana, Average Annual Expenditure (2016-2020)

Impact	Employment (Jobs)	Labor Income	GDP	Output
Direct	610	\$36,400,000	\$41,130,000	\$92,610,000
Indirect	190	\$11,680,000	\$19,110,000	\$38,090,000
Induced	260	\$12,670,000	\$22,170,000	\$38,700,000
Total	1,070	\$60,750,000	\$82,400,000	\$169,400,000

Note: All dollar figures are expressed in 2019 dollars. Source: InterVISTAS, 2022.

Table B.4. Economic Impacts of Visitor Spending Facilitated by Primary Airports in Indiana, 2020

Impact	Employment (Jobs)	Labor Income	GDP	Output
Direct	8,990	\$196,060,000	\$329,840,000	\$542,540,000
Indirect	1,130	\$61,640,000	\$96,530,000	\$188,890,000
Induced	1,410	\$67,730,000	\$118,470,000	\$206,790,000
Total	11,530	\$325,420,000	\$544,840,000	\$938,220,000

Note: All dollar figures are expressed in 2019 dollars. Source: InterVISTAS, 2022.

Table B.5. Estimated Tax Revenues of Indiana's Primary Airports, 2020

Impact	Federal	State	Local	Total
Total	\$390,730,000	\$236,550,000	\$122,730,000	\$750,010,000

Note: All dollar figures are expressed in 2019 dollars. Source: InterVISTAS, 2022.





Appendix B - 2020 Economic Impacts

2020 Economic Impacts: GA Facilities

The following tables (Table B.6 to Table B.9) present the 2020 economic impact tables for the GA facilities related to regular facility operations, capital expenditures, visitor spending, and associated total tax impacts.

Table B.6. Economic Impacts of Regular Operations at GA Facilities in Indiana, 2020

Impact	Employment (Jobs)	Labor Income	GDP	Output
Direct	6,030	\$313,290,000	\$496,700,000	\$781,190,000
Indirect	1,260	\$69,240,000	\$103,850,000	\$206,820,000
Induced	2,070	\$100,160,000	\$175,230,000	\$305,900,000
Total	9,370	\$482,690,000	\$775,790,000	\$1,293,920,000

Note: All dollar figures are expressed in 2019 dollars. Source: InterVISTAS, 2022.

Table B.7. Economic Impacts of Capital Expenditures at GA Facilities in Indiana, Average Annual Expenditure (2016-2020)

Impact	Employment (Jobs)	Labor Income	GDP	Output
Direct	330	\$19,340,000	\$21,850,000	\$49,210,000
Indirect	100	\$6,210,000	\$10,150,000	\$20,240,000
Induced	140	\$6,730,000	\$11,780,000	\$20,560,000
Total	570	\$32,280,000	\$43,780,000	\$90,010,000

Note: All dollar figures are expressed in 2019 dollars. Source: InterVISTAS, 2022.

Table B.8. Economic Impacts of Visitor Spending Facilitated by GA Facilities in Indiana, 2020

Impact	Employment (Jobs)	Labor Income	GDP	Output
Direct	730	\$15,790,000	\$25,170,000	\$43,350,000
Indirect	100	\$5,420,000	\$8,440,000	\$16,560,000
Induced	120	\$5,560,000	\$9,720,000	\$16,960,000
Total	940	\$26,770,000	\$43,330,000	\$76,880,000

Note: All dollar figures are expressed in 2019 dollars. Source: InterVISTAS, 2022.

Table B.9. Estimated Tax Revenues of Indiana's GA Facilities, 2020

Impact	Federal	State	Local	Total
Total	\$113,620,000	\$39,910,000	\$18,280,000	\$171,810,000

Note: All dollar figures are expressed in 2019 dollars. Source: InterVISTAS, 2022.





Appendix B - 2020 Economic Impacts

2020 Economic Impacts: Total Statewide

Table B.10 summarizes the cumulative economic impact of aviation-related activity at Indiana’s system facilities in 2020. These results include the cumulative economic impact of ongoing facility operations, capital improvement projects at all facilities, and spending from out-of-state visitors who flew into Indiana via the facilities in 2020. The consolidated total economic impact includes the impacts linked directly to each of these components, as well as the associated supply chain effects (indirect impacts) and the resulting spending effects (induced impacts). In addition, the associated total taxation impacts are shown in **Table B.11**.

Table B.10. Total Economic Impacts of Indiana’s Aviation System, 2020

Facility Category	Impact	Employment (Jobs)	Labor Income	GDP	Output
Primary	Direct	20,890	\$1,053,350,000	\$1,865,650,000	\$3,357,480,000
	Indirect	7,200	\$369,820,000	\$583,400,000	\$1,161,640,000
	Induced	7,750	\$374,270,000	\$654,830,000	\$1,143,150,000
	Total	35,840	\$1,797,450,000	\$3,103,880,000	\$5,662,270,000
GA	Direct	7,080	\$348,420,000	\$543,720,000	\$873,750,000
	Indirect	1,460	\$80,870,000	\$122,450,000	\$243,630,000
	Induced	2,330	\$112,450,000	\$196,730,000	\$343,430,000
	Total	10,870	\$541,740,000	\$862,900,000	\$1,460,800,000
Grand Total	Direct	27,980	\$1,401,770,000	\$2,409,370,000	\$4,231,230,000
	Indirect	8,660	\$450,690,000	\$705,840,000	\$1,405,270,000
	Induced	10,080	\$486,730,000	\$851,560,000	\$1,486,580,000
	Grand Total	46,710	\$2,339,190,000	\$3,966,780,000	\$7,123,070,000

Note: All dollar figures are expressed in 2019 dollars. Source: InterVISTAS, 2022.

Table B.11. Estimated Total Tax Revenues of Indiana’s Aviation System, 2020

Total Impact	Federal	State	Local	Total
Primary Airports	\$390,730,000	\$236,550,000	\$122,730,000	\$750,010,000
GA Facilities	\$113,620,000	\$39,910,000	\$18,280,000	\$171,810,000
Total	\$504,350,000	\$276,460,000	\$141,020,000	\$921,830,000

Note: All dollar figures are expressed in 2019 dollars. Source: InterVISTAS, 2022.

Table B.12 displays the comparative percentage change in total economic impact results for 2019 versus 2020. The reduction in aviation-related activities and tourism from the pandemic in 2020 resulted in a 38 percent loss in total jobs and a 31 percent loss in total economic output in Indiana relative to 2019.





Appendix B - 2020 Economic Impacts

Table B.12. Percentage Change of Total Impacts, 2019 vs 2020

		2019				2020				2019 - 2020 Change (%)			
Aviation Activity	Facility Category	Jobs	Labor Income (\$mil)	GDP (\$mil)	Output (\$mil)	Jobs	Labor Income (\$mil)	GDP (\$mil)	Output (\$mil)	Jobs	Labor Income (\$mil)	GDP (\$mil)	Output (\$mil)
Facility Operations	Primary	29,500	\$1,800	\$3,190	\$5,880	23,200	\$1,410	\$2,480	\$4,550	-21%	-21%	-22%	-23%
	GA	9,300	\$480	\$750	\$1,260	9,400	\$480	\$780	\$1,290	1%	1%	3%	3%
	Total	38,800	\$2,270	\$3,950	\$7,140	32,600	\$1,890	\$3,250	\$5,850	-16%	-17%	-18%	-18%
Capital Expenditures	Primary	1,100	\$60	\$80	\$170	1,100	\$60	\$80	\$170	-	-	-	-
	GA	600	\$30	\$40	\$90	600	\$30	\$40	\$90	-	-	-	-
	Total	1,600	\$90	\$130	\$260	1,600	\$90	\$130	\$260	-	-	-	-
Visitor Spending	Primary	33,500	\$970	\$1,630	\$2,800	11,500	\$330	\$540	\$940	-66%	-66%	-67%	-66%
	GA	1,400	\$40	\$60	\$110	900	\$30	\$40	\$80	-34%	-31%	-31%	-31%
	Total	34,900	\$1,010	\$1,700	\$2,910	12,500	\$350	\$590	\$1,020	-64%	-65%	-65%	-65%
Combined Impacts	Primary	64,100	\$2,820	\$4,910	\$8,850	35,800	\$1,800	\$3,100	\$5,660	-44%	-36%	-37%	-36%
	GA	11,300	\$550	\$860	\$1,460	10,900	\$540	\$860	\$1,460	-4%	-1%	0%	0%
	Total	75,400	\$3,370	\$5,770	\$10,310	46,700	\$2,340	\$3,970	\$7,120	-38%	-31%	-31%	-31%

Notes: Figures are rounded and include the sum of direct, indirect, and induced impacts. All dollar figures for both years are expressed in constant 2019 dollars. Figures may not sum due to rounding. Source: InterVISTAS, 2022.





Appendix C - Detailed Economic Impact Tables, 2019

The tables below present the economic impact results for individual facilities in 2019. Tables are split to show the direct impacts by individual category (facility operations, capital expenditures, or visitor spending) followed by the multiplier impacts (sum of indirect and induced) by each corresponding category. Finally, the consolidated total economic impact for each facility is provided in **Table C.7**, followed by the consolidated total tax impacts for each facility in **Table C.8**.

Table C.1. Direct Economic Impact of Facility Operations by Indiana’s Aviation System, 2019

Associated City	Facility Name	FAA ID	Employment (Jobs)	Labor Income	GDP	Output
Primary						
Evansville	Evansville Regional	EVV	337	\$23,798,000	\$37,086,000	\$57,295,000
Fort Wayne	Fort Wayne International	FWA	1,835	\$97,784,000	\$163,554,000	\$245,064,000
Indianapolis	Indianapolis International	IND	11,264	\$853,089,000	\$1,612,018,000	\$3,009,997,000
South Bend	South Bend International	SBN	770	\$64,064,000	\$117,236,000	\$213,488,000
Total Primary Facilities			14,205	\$1,038,730,000	\$1,929,890,000	\$3,525,840,000
National						
Gary	Gary/Chicago International	GYG	400	\$27,487,000	\$46,071,000	\$81,135,000
Indianapolis	Indianapolis Executive	TYQ	66	\$3,924,000	\$3,938,000	\$8,145,000
Regional						
Auburn	DeKalb County	GWB	63	\$3,621,000	\$3,853,000	\$6,894,000
Bloomington	Monroe County	BMG	67	\$4,017,000	\$5,168,000	\$10,334,000
Columbus	Columbus Municipal	BAK	220	\$11,014,000	\$18,751,000	\$29,555,000
Elkhart	Elkhart Municipal	EKM	74	\$4,974,000	\$7,021,000	\$14,123,000
Goshen	Goshen Municipal	GSH	57	\$3,838,000	\$6,341,000	\$12,898,000
Huntingburg	Huntingburg	HNB	45	\$2,850,000	\$4,024,000	\$8,111,000
Indianapolis	Eagle Creek Airpark	EYE	92	\$4,971,000	\$5,412,000	\$11,690,000
Indianapolis	Indy South Greenwood	HFY	42	\$2,079,000	\$2,816,000	\$5,730,000





Appendix C - Detailed Economic Impact Tables, 2019

Associated City	Facility Name	FAA ID	Employment (Jobs)	Labor Income	GDP	Output
Indianapolis	Indianapolis Regional	MQJ	72	\$5,219,000	\$9,421,000	\$18,464,000
Indianapolis	Indianapolis Metropolitan	UMP	37	\$2,163,000	\$2,348,000	\$5,105,000
Jeffersonville	Clark Regional	JVY	133	\$8,079,000	\$9,660,000	\$20,536,000
Lafayette	Purdue University	LAF	236	\$11,716,000	\$12,920,000	\$24,900,000
Muncie	Delaware County Regional	MIE	97	\$5,347,000	\$5,913,000	\$12,605,000
Terre Haute	Terre Haute Regional	HUF	1,325	\$68,767,000	\$116,742,000	\$179,961,000
Valparaiso	Porter County Regional	VPZ	103	\$4,228,000	\$6,307,000	\$13,868,000
Warsaw	Warsaw Municipal	ASW	49	\$3,590,000	\$6,677,000	\$12,990,000
Local						
Anderson	Anderson Municipal-Darlington Field	AID	66	\$3,601,000	\$4,259,000	\$9,246,000
Angola	Tri-State Steuben County	ANQ	7	\$340,000	\$372,000	\$795,000
Bedford	Virgil I Grissom Municipal	BFR	16	\$904,000	\$1,187,000	\$2,134,000
Crawfordsville	Crawfordsville Regional	CFJ	12	\$709,000	\$770,000	\$1,675,000
Fort Wayne	Smith Field	SMD	85	\$5,987,000	\$9,434,000	\$18,066,000
Frankfort	Frankfort Municipal	FKR	27	\$1,228,000	\$1,348,000	\$2,865,000
Greencastle	Putnam County Regional	GPC	23	\$1,077,000	\$1,390,000	\$2,325,000
Greensburg	Greensburg Municipal	I34	1	\$59,000	\$64,000	\$140,000
Huntington	Huntington Municipal	HHG	22	\$1,451,000	\$2,077,000	\$3,956,000
Indianapolis	Hendricks County-Gordon Graham Field	2R2	6	\$232,000	\$257,000	\$536,000





Appendix C - Detailed Economic Impact Tables, 2019

Associated City	Facility Name	FAA ID	Employment (Jobs)	Labor Income	GDP	Output
Kendallville	Kendallville Municipal	C62	10	\$517,000	\$564,000	\$1,214,000
Knox	Starke County	OXI	14	\$826,000	\$857,000	\$1,444,000
Kokomo	Kokomo Municipal	OKK	24	\$1,063,000	\$1,219,000	\$2,476,000
La Porte	La Porte Municipal	PPO	19	\$1,295,000	\$1,851,000	\$3,793,000
Madison	Madison Municipal Airport	IMS	33	\$1,697,000	\$1,612,000	\$3,274,000
Marion	Marion Municipal-McKinney Field	MZZ	36	\$2,128,000	\$2,337,000	\$4,420,000
Michigan City	Michigan City Municipal-Phillips Field	MGC	29	\$1,346,000	\$1,630,000	\$3,363,000
New Castle	New Castle Henry County Marlatt Field	UWL	21	\$1,239,000	\$1,366,000	\$2,447,000
North Vernon	North Vernon	OVO	35	\$1,875,000	\$1,933,000	\$3,612,000
Peru	Peru Municipal	I76	7	\$389,000	\$423,000	\$916,000
Plymouth	Plymouth Municipal	C65	19	\$1,131,000	\$1,226,000	\$2,669,000
Rensselaer	Jasper County	RZL	11	\$641,000	\$696,000	\$1,511,000
Richmond	Richmond Municipal	RID	4	\$238,000	\$258,000	\$561,000
Seymour	Freeman Municipal	SER	23	\$1,357,000	\$1,437,000	\$2,636,000
Shelbyville	Shelbyville Municipal	GEZ	24	\$1,122,000	\$1,600,000	\$2,279,000
Sullivan	Sullivan County	SIV	4	\$299,000	\$502,000	\$999,000
Washington	Daviess County	DCY	4	\$236,000	\$257,000	\$558,000
Basic						
Connersville	Mettel Field	CEV	16	\$1,122,000	\$1,133,000	\$1,685,000
Delphi	Delphi Municipal	119	8	\$474,000	\$514,000	\$1,120,000
French Lick	French Lick Municipal	FRH	3	\$177,000	\$192,000	\$419,000





Appendix C - Detailed Economic Impact Tables, 2019

Associated City	Facility Name	FAA ID	Employment (Jobs)	Labor Income	GDP	Output
Kentland	Kentland Municipal	50I	3	\$194,000	\$211,000	\$459,000
Logansport	Logansport/Cass County	GGP	12	\$586,000	\$641,000	\$1,372,000
Monticello	White County	MCX	6	\$355,000	\$385,000	\$837,000
Paoli	Paoli Municipal	I42	2	\$118,000	\$128,000	\$279,000
Portland	Portland Municipal	PLD	24	\$1,916,000	\$3,513,000	\$6,717,000
Rochester	Fulton County	RCR	23	\$1,419,000	\$1,741,000	\$3,135,000
Salem	Salem Municipal	I83	1	\$59,000	\$64,000	\$140,000
Tell City	Perry County Municipal	TEL	< 1	\$3,000	\$4,000	\$8,000
Wabash	Wabash Municipal	IWH	14	\$826,000	\$911,000	\$1,632,000
Winamac	Arens Field	RWN	2	\$118,000	\$102,000	\$186,000
Winchester	Randolph County	I22	2	\$118,000	\$128,000	\$279,000
Unclassified						
Brazil	Brazil Clay County	0I2	17	\$1,002,000	\$1,112,000	\$1,825,000
Griffith	Griffith-Merrillville	05C	65	\$3,794,000	\$5,391,000	\$10,542,000
Indianapolis	Indianapolis Downtown Heliport	8A4	7	\$435,000	\$481,000	\$837,000
Peru	Grissom ARB	GUS	2,015	\$85,863,000	\$147,178,000	\$167,421,000
Total GA Facilities			5,983	\$309,450,000	\$478,140,000	\$755,840,000
Total All Facilities			20,188	\$1,348,190,000	\$2,408,030,000	\$4,281,690,000

Notes: Totals may not sum due to rounding. Where the table indicates <1 job but also includes estimates for labor income, GDP, and economic output, the job impact amounts to a less than half-time position. Source: InterVISTAS, 2022.

Table C.2. Combined Multiplier Economic Impact of Facility Operations by Indiana's Aviation System, 2019

Associated City	Facility Name	FAA ID	Employment (Jobs)	Labor Income	GDP	Output
Primary						
Evansville	Evansville Regional	EVV	275	\$13,978,000	\$22,695,000	\$41,609,000





Appendix C - Detailed Economic Impact Tables, 2019

Associated City	Facility Name	FAA ID	Employment (Jobs)	Labor Income	GDP	Output
Fort Wayne	Fort Wayne International	FWA	1,075	\$53,784,000	\$88,804,000	\$163,101,000
Indianapolis	Indianapolis International	IND	13,064	\$644,771,000	\$1,074,115,000	\$2,009,044,000
South Bend	South Bend International	SBN	929	\$45,944,000	\$76,541,000	\$142,426,000
Total Primary Facilities			15,344	\$758,480,000	\$1,262,150,000	\$2,356,180,000
National						
Gary	Gary/Chicago International	GYG	374	\$18,519,000	\$30,544,000	\$56,808,000
Indianapolis	Indianapolis Executive	TYQ	55	\$2,840,000	\$4,459,000	\$8,253,000
Regional						
Auburn	DeKalb County	GWB	41	\$2,124,000	\$3,486,000	\$6,373,000
Bloomington	Monroe County	BMG	60	\$3,158,000	\$5,289,000	\$9,946,000
Columbus	Columbus Municipal	BAK	131	\$6,647,000	\$10,963,000	\$20,317,000
Elkhart	Elkhart Municipal	EKM	76	\$3,835,000	\$6,185,000	\$11,531,000
Goshen	Goshen Municipal	GSH	61	\$3,040,000	\$5,000,000	\$9,388,000
Huntingburg	Huntingburg	HNB	45	\$2,259,000	\$3,642,000	\$6,802,000
Indianapolis	Eagle Creek Airpark	EYE	77	\$3,969,000	\$6,223,000	\$11,588,000
Indianapolis	Indy South Greenwood	HFY	31	\$1,568,000	\$2,558,000	\$4,805,000
Indianapolis	Indianapolis Regional	MQJ	83	\$4,112,000	\$6,839,000	\$12,843,000
Indianapolis	Indianapolis Metropolitan	UMP	34	\$1,762,000	\$2,744,000	\$5,100,000
Jeffersonville	Clark Regional	JVY	128	\$6,558,000	\$10,313,000	\$19,194,000
Lafayette	Purdue University	LAF	148	\$7,712,000	\$12,553,000	\$23,239,000
Muncie	Delaware County Regional	MIE	83	\$4,294,000	\$6,696,000	\$12,432,000
Terre Haute	Terre Haute Regional	HUF	535	\$27,368,000	\$45,980,000	\$83,394,000





Appendix C - Detailed Economic Impact Tables, 2019

Associated City	Facility Name	FAA ID	Employment (Jobs)	Labor Income	GDP	Output
Valparaiso	Porter County Regional	VPZ	63	\$3,261,000	\$5,315,000	\$9,957,000
Warsaw	Warsaw Municipal	ASW	57	\$2,817,000	\$4,704,000	\$8,834,000
Local						
Anderson	Anderson Municipal-Darlington Field	AID	49	\$2,557,000	\$4,099,000	\$7,602,000
Angola	Tri-State Steuben County	ANQ	5	\$263,000	\$417,000	\$779,000
Bedford	Virgil I Grissom Municipal	BFR	13	\$644,000	\$1,022,000	\$1,893,000
Crawfordsville	Crawfordsville Regional	CFJ	11	\$579,000	\$902,000	\$1,675,000
Fort Wayne	Smith Field	SMD	89	\$4,417,000	\$7,246,000	\$13,489,000
Frankfort	Frankfort Municipal	FKR	18	\$933,000	\$1,487,000	\$2,785,000
Greencastle	Putnam County Regional	GPC	12	\$639,000	\$1,050,000	\$1,914,000
Greensburg	Greensburg Municipal	I34	< 1	\$48,000	\$75,000	\$140,000
Huntington	Huntington Municipal	HHG	20	\$986,000	\$1,639,000	\$3,058,000
Indianapolis	Hendricks County-Gordon Graham Field	2R2	3	\$166,000	\$270,000	\$509,000
Kendallville	Kendallville Municipal	C62	8	\$408,000	\$642,000	\$1,198,000
Knox	Starke County	OXI	8	\$435,000	\$725,000	\$1,315,000
Kokomo	Kokomo Municipal	OKK	15	\$778,000	\$1,250,000	\$2,341,000
La Porte	La Porte Municipal	PPO	21	\$1,048,000	\$1,679,000	\$3,133,000
Madison	Madison Municipal Airport	IMS	22	\$1,142,000	\$1,809,000	\$3,335,000





Appendix C - Detailed Economic Impact Tables, 2019

Associated City	Facility Name	FAA ID	Employment (Jobs)	Labor Income	GDP	Output
Marion	Marion Municipal-McKinney Field	MZZ	27	\$1,398,000	\$2,255,000	\$4,140,000
Michigan City	Michigan City Municipal-Phillips Field	MGC	19	\$998,000	\$1,613,000	\$3,022,000
New Castle	New Castle Henry County Marlatt Field	UWL	14	\$743,000	\$1,219,000	\$2,226,000
North Vernon	North Vernon	OVO	23	\$1,187,000	\$1,899,000	\$3,512,000
Peru	Peru Municipal	I76	6	\$313,000	\$490,000	\$911,000
Plymouth	Plymouth Municipal	C65	18	\$923,000	\$1,437,000	\$2,669,000
Rensselaer	Jasper County	RZL	10	\$518,000	\$809,000	\$1,505,000
Richmond	Richmond Municipal	RID	4	\$194,000	\$302,000	\$561,000
Seymour	Freeman Municipal	SER	16	\$833,000	\$1,353,000	\$2,477,000
Shelbyville	Shelbyville Municipal	GEZ	12	\$588,000	\$945,000	\$1,725,000
Sullivan	Sullivan County	SIV	5	\$240,000	\$393,000	\$735,000
Washington	Daviess County	DCY	4	\$193,000	\$301,000	\$558,000
Basic						
Connersville	Mettel Field	CEV	11	\$530,000	\$863,000	\$1,538,000
Delphi	Delphi Municipal	119	8	\$387,000	\$603,000	\$1,120,000
French Lick	French Lick Municipal	FRH	3	\$145,000	\$225,000	\$419,000
Kentland	Kentland Municipal	50I	3	\$159,000	\$247,000	\$459,000
Logansport	Logansport/Cass County	GGP	9	\$455,000	\$720,000	\$1,345,000
Monticello	White County	MCX	6	\$290,000	\$451,000	\$837,000
Paoli	Paoli Municipal	I42	2	\$97,000	\$150,000	\$279,000
Portland	Portland Municipal	PLD	29	\$1,443,000	\$2,422,000	\$4,530,000
Rochester	Fulton County	RCR	17	\$869,000	\$1,438,000	\$2,635,000
Salem	Salem Municipal	I83	< 1	\$48,000	\$75,000	\$140,000





Appendix C - Detailed Economic Impact Tables, 2019

Associated City	Facility Name	FAA ID	Employment (Jobs)	Labor Income	GDP	Output
Tell City	Perry County Municipal	TEL	< 1	\$3,000	\$4,000	\$8,000
Wabash	Wabash Municipal	IWH	9	\$495,000	\$813,000	\$1,484,000
Winamac	Arens Field	RWN	1	\$66,000	\$106,000	\$195,000
Winchester	Randolph County	I22	2	\$97,000	\$150,000	\$279,000
Unclassified						
Brazil	Brazil Clay County	0I2	10	\$514,000	\$871,000	\$1,574,000
Griffith	Griffith-Merrillville	05C	61	\$3,168,000	\$4,994,000	\$9,337,000
Indianapolis	Indianapolis Downtown Heliport	8A4	5	\$248,000	\$411,000	\$748,000
Peru	Grissom ARB	GUS	595	\$29,547,000	\$49,986,000	\$89,027,000
Total GA Facilities			3,306	\$167,570,000	\$275,350,000	\$505,960,000
Total All Facilities			18,650	\$926,050,000	\$1,537,510,000	\$2,862,140,000

Notes: Totals may not sum due to rounding. Where the table indicates <1 job but also includes estimates for labor income, GDP, and economic output, the job impact amounts to a less than half-time position. Source: InterVISTAS, 2022.

Table C.3. Direct Economic Impact of Capital Expenditures at Indiana's Facilities, 2019

Associated City	Facility Name	FAA ID	Employment (Jobs)	Labor Income	GDP	Output
Primary						
Evansville	Evansville Regional	EVV	396	\$23,455,000	\$26,504,000	\$59,680,000
Fort Wayne	Fort Wayne International	FWA	89	\$5,300,000	\$5,989,000	\$13,485,000
Indianapolis	Indianapolis International	IND	93	\$5,502,000	\$6,218,000	\$14,000,000
South Bend	South Bend International	SBN	36	\$2,139,000	\$2,417,000	\$5,443,000
Total Primary Facilities			614	\$36,400,000	\$41,130,000	\$92,610,000
National						
Gary	Gary/Chicago International	GYG	46	\$2,735,000	\$3,090,000	\$6,958,000





Appendix C - Detailed Economic Impact Tables, 2019

Associated City	Facility Name	FAA ID	Employment (Jobs)	Labor Income	GDP	Output
Indianapolis	Indianapolis Executive	TYQ	10	\$588,000	\$665,000	\$1,496,000
Regional						
Auburn	DeKalb County	GWB	8	\$453,000	\$512,000	\$1,153,000
Bloomington	Monroe County	BMG	4	\$215,000	\$243,000	\$546,000
Columbus	Columbus Municipal	BAK	13	\$776,000	\$877,000	\$1,974,000
Elkhart	Elkhart Municipal	EKM	7	\$436,000	\$493,000	\$1,110,000
Goshen	Goshen Municipal	GSH	1	\$71,000	\$80,000	\$180,000
Huntingburg	Huntingburg	HNB	13	\$782,000	\$883,000	\$1,989,000
Indianapolis	Eagle Creek Airpark	EYE	7	\$404,000	\$457,000	\$1,028,000
Indianapolis	Indy South Greenwood	HFY	11	\$675,000	\$763,000	\$1,718,000
Indianapolis	Indianapolis Regional	MQJ	3	\$206,000	\$233,000	\$524,000
Indianapolis	Indianapolis Metropolitan	UMP	7	\$393,000	\$444,000	\$999,000
Jeffersonville	Clark Regional	JVY	9	\$516,000	\$583,000	\$1,313,000
Lafayette	Purdue University	LAF	11	\$672,000	\$759,000	\$1,709,000
Muncie	Delaware County Regional	MIE	7	\$416,000	\$470,000	\$1,058,000
Terre Haute	Terre Haute Regional	HUF	13	\$799,000	\$903,000	\$2,034,000
Valparaiso	Porter County Regional	VPZ	11	\$655,000	\$740,000	\$1,666,000
Warsaw	Warsaw Municipal	ASW	3	\$183,000	\$207,000	\$465,000
Local						
Anderson	Anderson Municipal-Darlington Field	AID	11	\$634,000	\$716,000	\$1,612,000
Angola	Tri-State Steuben County	ANQ	2	\$107,000	\$121,000	\$272,000





Appendix C - Detailed Economic Impact Tables, 2019

Associated City	Facility Name	FAA ID	Employment (Jobs)	Labor Income	GDP	Output
Bedford	Virgil I Grissom Municipal	BFR	3	\$155,000	\$175,000	\$393,000
Crawfordsville	Crawfordsville Regional	CFJ	2	\$118,000	\$134,000	\$301,000
Fort Wayne	Smith Field	SMD	3	\$164,000	\$186,000	\$418,000
Frankfort	Frankfort Municipal	FKR	6	\$368,000	\$416,000	\$936,000
Greencastle	Putnam County Regional	GPC	< 1	\$43,000	\$48,000	\$108,000
Greensburg	Greensburg Municipal	I34	9	\$531,000	\$599,000	\$1,350,000
Huntington	Huntington Municipal	HHG	4	\$223,000	\$252,000	\$567,000
Indianapolis	Hendricks County-Gordon Graham Field	2R2	1	\$62,000	\$70,000	\$157,000
Kendallville	Kendallville Municipal	C62	2	\$95,000	\$107,000	\$241,000
Knox	Starke County	OXI	4	\$223,000	\$252,000	\$566,000
Kokomo	Kokomo Municipal	OKK	7	\$388,000	\$438,000	\$987,000
La Porte	La Porte Municipal	PPO	3	\$188,000	\$213,000	\$479,000
Madison	Madison Municipal Airport	IMS	3	\$170,000	\$192,000	\$432,000
Marion	Marion Municipal-McKinney Field	MZZ	5	\$298,000	\$337,000	\$758,000
Michigan City	Michigan City Municipal-Phillips Field	MGC	3	\$169,000	\$191,000	\$431,000
New Castle	New Castle Henry County Marlatt Field	UWL	7	\$406,000	\$459,000	\$1,034,000
North Vernon	North Vernon	OVO	3	\$162,000	\$183,000	\$412,000
Peru	Peru Municipal	I76	2	\$94,000	\$107,000	\$240,000





Appendix C - Detailed Economic Impact Tables, 2019

Associated City	Facility Name	FAA ID	Employment (Jobs)	Labor Income	GDP	Output
Plymouth	Plymouth Municipal	C65	1	\$80,000	\$90,000	\$204,000
Rensselaer	Jasper County	RZL	4	\$262,000	\$296,000	\$666,000
Richmond	Richmond Municipal	RID	4	\$240,000	\$271,000	\$610,000
Seymour	Freeman Municipal	SER	1	\$62,000	\$70,000	\$158,000
Shelbyville	Shelbyville Municipal	GEZ	3	\$166,000	\$187,000	\$422,000
Sullivan	Sullivan County	SIV	< 1	\$55,000	\$62,000	\$139,000
Washington	Daviess County	DCY	2	\$124,000	\$140,000	\$315,000
Basic						
Connersville	Mettel Field	CEV	3	\$191,000	\$216,000	\$486,000
Delphi	Delphi Municipal	119	3	\$181,000	\$205,000	\$461,000
French Lick	French Lick Municipal	FRH	3	\$186,000	\$210,000	\$473,000
Kentland	Kentland Municipal	50I	< 1	\$38,000	\$43,000	\$97,000
Logansport	Logansport/Cass County	GGP	2	\$123,000	\$139,000	\$313,000
Monticello	White County	MCX	9	\$557,000	\$630,000	\$1,418,000
Paoli	Paoli Municipal	I42	2	\$143,000	\$162,000	\$364,000
Portland	Portland Municipal	PLD	5	\$315,000	\$356,000	\$801,000
Rochester	Fulton County	RCR	2	\$145,000	\$164,000	\$370,000
Salem	Salem Municipal	I83	6	\$343,000	\$387,000	\$872,000
Tell City	Perry County Municipal	TEL	1	\$65,000	\$74,000	\$167,000
Wabash	Wabash Municipal	IWH	< 1	\$53,000	\$60,000	\$134,000
Winamac	Arens Field	RWN	1	\$72,000	\$81,000	\$183,000
Winchester	Randolph County	I22	< 1	\$44,000	\$50,000	\$113,000
Unclassified						
Brazil	Brazil Clay County	O12	< 1	\$2,000	\$2,000	\$5,000





Appendix C - Detailed Economic Impact Tables, 2019

Associated City	Facility Name	FAA ID	Employment (Jobs)	Labor Income	GDP	Output
Griffith	Griffith-Merrillville	05C	< 1	\$15,000	\$17,000	\$39,000
Indianapolis	Indianapolis Downtown Heliport	8A4	5	\$274,000	\$309,000	\$697,000
Peru	Grissom ARB	GUS	< 1	\$33,000	\$37,000	\$83,000
Total GA Facilities			326	\$19,340,000	\$21,850,000	\$49,210,000
Total All Facilities			941	\$55,730,000	\$62,980,000	\$141,820,000

Notes: Totals may not sum due to rounding. Where the table indicates <1 job but also includes estimates for labor income, GDP, and economic output, the job impact amounts to a less than half-time position. Source: InterVISTAS, 2022.

Table C.4. Combined Multiplier Impact of Capital Expenditures at Indiana’s Facilities, 2019

Associated City	Facility Name	FAA ID	Employment (Jobs)	Labor Income	GDP	Output
Primary						
Evansville	Evansville Regional	EVV	67	\$3,547,000	\$6,010,000	\$11,181,000
Fort Wayne	Fort Wayne International	FWA	69	\$3,682,000	\$6,240,000	\$11,609,000
Indianapolis	Indianapolis International	IND	295	\$15,696,000	\$26,598,000	\$49,485,000
South Bend	South Bend International	SBN	27	\$1,432,000	\$2,426,000	\$4,513,000
Total Primary Facilities			457	\$24,360,000	\$41,270,000	\$76,790,000
National						
Gary	Gary/Chicago International	GYG	34	\$1,830,000	\$3,101,000	\$5,769,000
Indianapolis	Indianapolis Executive	TYQ	7	\$394,000	\$667,000	\$1,241,000
Regional						
Auburn	DeKalb County	GWB	6	\$303,000	\$514,000	\$956,000
Bloomington	Monroe County	BMG	3	\$144,000	\$243,000	\$453,000
Columbus	Columbus Municipal	BAK	10	\$519,000	\$880,000	\$1,637,000
Elkhart	Elkhart Municipal	EKM	5	\$292,000	\$495,000	\$921,000
Goshen	Goshen Municipal	GSH	< 1	\$47,000	\$80,000	\$149,000





Appendix C - Detailed Economic Impact Tables, 2019

Associated City	Facility Name	FAA ID	Employment (Jobs)	Labor Income	GDP	Output
Huntingburg	Huntingburg	HNB	10	\$523,000	\$886,000	\$1,649,000
Indianapolis	Eagle Creek Airpark	EYE	5	\$270,000	\$458,000	\$853,000
Indianapolis	Indy South Greenwood	HFY	8	\$452,000	\$766,000	\$1,425,000
Indianapolis	Indianapolis Regional	MQJ	3	\$138,000	\$234,000	\$435,000
Indianapolis	Indianapolis Metropolitan	UMP	5	\$263,000	\$445,000	\$829,000
Jeffersonville	Clark Regional	JVY	6	\$345,000	\$585,000	\$1,089,000
Lafayette	Purdue University	LAF	8	\$450,000	\$762,000	\$1,417,000
Muncie	Delaware County Regional	MIE	5	\$278,000	\$471,000	\$877,000
Terre Haute	Terre Haute Regional	HUF	10	\$535,000	\$906,000	\$1,686,000
Valparaiso	Porter County Regional	VPZ	8	\$438,000	\$742,000	\$1,381,000
Warsaw	Warsaw Municipal	ASW	2	\$122,000	\$207,000	\$386,000
Local						
Anderson	Anderson Municipal-Darlington Field	AID	8	\$424,000	\$718,000	\$1,337,000
Angola	Tri-State Steuben County	ANQ	1	\$72,000	\$121,000	\$226,000
Bedford	Virgil I Grissom Municipal	BFR	2	\$103,000	\$175,000	\$326,000
Crawfordsville	Crawfordsville Regional	CFJ	1	\$79,000	\$134,000	\$250,000
Fort Wayne	Smith Field	SMD	2	\$110,000	\$186,000	\$347,000
Frankfort	Frankfort Municipal	FKR	5	\$246,000	\$417,000	\$776,000
Greencastle	Putnam County Regional	GPC	< 1	\$29,000	\$48,000	\$90,000
Greensburg	Greensburg Municipal	I34	7	\$355,000	\$602,000	\$1,119,000





Appendix C - Detailed Economic Impact Tables, 2019

Associated City	Facility Name	FAA ID	Employment (Jobs)	Labor Income	GDP	Output
Huntington	Huntington Municipal	HHG	3	\$149,000	\$253,000	\$470,000
Indianapolis	Hendricks County-Gordon Graham Field	2R2	< 1	\$41,000	\$70,000	\$130,000
Kendallville	Kendallville Municipal	C62	1	\$63,000	\$107,000	\$200,000
Knox	Starke County	OXI	3	\$149,000	\$252,000	\$470,000
Kokomo	Kokomo Municipal	OKK	5	\$260,000	\$440,000	\$819,000
La Porte	La Porte Municipal	PPO	2	\$126,000	\$213,000	\$397,000
Madison	Madison Municipal Airport	IMS	2	\$114,000	\$193,000	\$358,000
Marion	Marion Municipal-McKinney Field	MZZ	4	\$199,000	\$338,000	\$629,000
Michigan City	Michigan City Municipal-Phillips Field	MGC	2	\$113,000	\$192,000	\$357,000
New Castle	New Castle Henry County Marlatt Field	UWL	5	\$272,000	\$461,000	\$857,000
North Vernon	North Vernon	OVO	2	\$108,000	\$183,000	\$341,000
Peru	Peru Municipal	I76	1	\$63,000	\$107,000	\$199,000
Plymouth	Plymouth Municipal	C65	1	\$54,000	\$91,000	\$169,000
Rensselaer	Jasper County	RZL	3	\$175,000	\$297,000	\$552,000
Richmond	Richmond Municipal	RID	3	\$160,000	\$272,000	\$506,000
Seymour	Freeman Municipal	SER	< 1	\$41,000	\$70,000	\$131,000
Shelbyville	Shelbyville Municipal	GEZ	2	\$111,000	\$188,000	\$350,000
Sullivan	Sullivan County	SIV	< 1	\$37,000	\$62,000	\$116,000
Washington	Daviess County	DCY	2	\$83,000	\$140,000	\$261,000





Appendix C - Detailed Economic Impact Tables, 2019

Associated City	Facility Name	FAA ID	Employment (Jobs)	Labor Income	GDP	Output
Basic						
Connersville	Mettel Field	CEV	2	\$128,000	\$216,000	\$403,000
Delphi	Delphi Municipal	119	2	\$121,000	\$205,000	\$382,000
French Lick	French Lick Municipal	FRH	2	\$125,000	\$211,000	\$393,000
Kentland	Kentland Municipal	50I	< 1	\$26,000	\$43,000	\$81,000
Logansport	Logansport/Cass County	GGP	2	\$82,000	\$139,000	\$259,000
Monticello	White County	MCX	7	\$373,000	\$632,000	\$1,176,000
Paoli	Paoli Municipal	I42	2	\$96,000	\$162,000	\$302,000
Portland	Portland Municipal	PLD	4	\$211,000	\$357,000	\$664,000
Rochester	Fulton County	RCR	2	\$97,000	\$165,000	\$306,000
Salem	Salem Municipal	I83	4	\$229,000	\$389,000	\$723,000
Tell City	Perry County Municipal	TEL	< 1	\$44,000	\$74,000	\$138,000
Wabash	Wabash Municipal	IWH	< 1	\$35,000	\$60,000	\$111,000
Winamac	Arens Field	RWN	< 1	\$48,000	\$82,000	\$152,000
Winchester	Randolph County	I22	< 1	\$30,000	\$50,000	\$93,000
Unclassified						
Brazil	Brazil Clay County	0I2	< 1	\$1,000	\$2,000	\$4,000
Griffith	Griffith-Merrillville	05C	< 1	\$10,000	\$18,000	\$33,000
Indianapolis	Indianapolis Downtown Heliport	8A4	3	\$183,000	\$310,000	\$578,000
Peru	Grissom ARB	GUS	< 1	\$22,000	\$37,000	\$69,000
Total GA Facilities			243	\$12,940,000	\$21,930,000	\$40,800,000
Total All Facilities			700	\$37,300,000	\$63,200,000	\$117,590,000

Notes: Totals may not sum due to rounding. Where the table indicates <1 job but also includes estimates for labor income, GDP, and economic output, the job impact amounts to a less than half-time position. Source: InterVISTAS, 2022.





Appendix C - Detailed Economic Impact Tables, 2019

Table C.5. Direct Economic Impact of Visitor Spending Facilitated by Indiana's Aviation System, 2019

Associated City	Facility Name	FAA ID	Employment (Jobs)	Labor Income	GDP	Output
Primary						
Evansville	Evansville Regional	EVV	781	\$17,518,000	\$29,924,000	\$48,864,000
Fort Wayne	Fort Wayne International	FWA	1,152	\$25,848,000	\$44,154,000	\$72,101,000
Indianapolis	Indianapolis International	IND	22,426	\$503,059,000	\$859,329,000	\$1,403,227,000
South Bend	South Bend International	SBN	1,607	\$36,039,000	\$61,561,000	\$100,526,000
Total Primary Facilities			25,966	\$582,460,000	\$994,970,000	\$1,624,720,000
National						
Gary	Gary/Chicago International	GYG	21	\$427,000	\$677,000	\$1,162,000
Indianapolis	Indianapolis Executive	TYQ	171	\$3,544,000	\$5,624,000	\$9,652,000
Regional						
Auburn	DeKalb County	GWB	5	\$110,000	\$174,000	\$298,000
Bloomington	Monroe County	BMG	113	\$2,344,000	\$3,720,000	\$6,384,000
Columbus	Columbus Municipal	BAK	28	\$582,000	\$924,000	\$1,586,000
Elkhart	Elkhart Municipal	EKM	61	\$1,259,000	\$1,998,000	\$3,428,000
Goshen	Goshen Municipal	GSH	31	\$651,000	\$1,033,000	\$1,772,000
Huntingburg	Huntingburg	HNB	16	\$330,000	\$524,000	\$900,000
Indianapolis	Eagle Creek Airpark	EYE	23	\$474,000	\$753,000	\$1,292,000
Indianapolis	Indy South Greenwood	HFY	14	\$290,000	\$460,000	\$789,000
Indianapolis	Indianapolis Regional	MQJ	84	\$1,740,000	\$2,761,000	\$4,739,000
Indianapolis	Indianapolis Metropolitan	UMP	14	\$292,000	\$464,000	\$797,000
Jeffersonville	Clark Regional	JVY	16	\$324,000	\$513,000	\$881,000
Lafayette	Purdue University	LAF	124	\$2,568,000	\$4,074,000	\$6,992,000





Appendix C - Detailed Economic Impact Tables, 2019

Associated City	Facility Name	FAA ID	Employment (Jobs)	Labor Income	GDP	Output
Muncie	Delaware County Regional	MIE	27	\$569,000	\$903,000	\$1,549,000
Terre Haute	Terre Haute Regional	HUF	63	\$1,316,000	\$2,088,000	\$3,583,000
Valparaiso	Porter County Regional	VPZ	91	\$1,898,000	\$3,012,000	\$5,169,000
Warsaw	Warsaw Municipal	ASW	4	\$91,000	\$145,000	\$248,000
Local						
Anderson	Anderson Municipal-Darlington Field	AID	1	\$21,000	\$33,000	\$57,000
Angola	Tri-State Steuben County	ANQ	2	\$33,000	\$52,000	\$89,000
Bedford	Virgil I Grissom Municipal	BFR	< 1	\$16,000	\$26,000	\$44,000
Crawfordsville	Crawfordsville Regional	CFJ	5	\$112,000	\$178,000	\$306,000
Fort Wayne	Smith Field	SMD	1	\$26,000	\$40,000	\$69,000
Frankfort	Frankfort Municipal	FKR	2	\$34,000	\$54,000	\$93,000
Greencastle	Putnam County Regional	GPC	< 1	\$20,000	\$32,000	\$54,000
Greensburg	Greensburg Municipal	I34	< 1	\$11,000	\$18,000	\$30,000
Huntington	Huntington Municipal	HHG	< 1	\$3,000	\$5,000	\$8,000
Indianapolis	Hendricks County-Gordon Graham Field	2R2	< 1	\$16,000	\$26,000	\$44,000
Kendallville	Kendallville Municipal	C62	< 1	\$11,000	\$17,000	\$30,000
Knox	Starke County	OXI	6	\$127,000	\$202,000	\$347,000
Kokomo	Kokomo Municipal	OKK	5	\$101,000	\$160,000	\$275,000
La Porte	La Porte Municipal	PPO	7	\$155,000	\$246,000	\$423,000





Appendix C - Detailed Economic Impact Tables, 2019

Associated City	Facility Name	FAA ID	Employment (Jobs)	Labor Income	GDP	Output
Madison	Madison Municipal Airport	IMS	9	\$196,000	\$312,000	\$535,000
Marion	Marion Municipal-McKinney Field	MZZ	1	\$29,000	\$46,000	\$79,000
Michigan City	Michigan City Municipal-Phillips Field	MGC	2	\$47,000	\$74,000	\$127,000
New Castle	New Castle Henry County Marlatt Field	UWL	< 1	\$4,000	\$7,000	\$12,000
North Vernon	North Vernon	OVO	< 1	\$18,000	\$28,000	\$48,000
Peru	Peru Municipal	I76	< 1	\$2,000	\$3,000	\$4,000
Plymouth	Plymouth Municipal	C65	2	\$32,000	\$50,000	\$86,000
Rensselaer	Jasper County	RZL	2	\$40,000	\$63,000	\$108,000
Richmond	Richmond Municipal	RID	2	\$36,000	\$57,000	\$97,000
Seymour	Freeman Municipal	SER	< 1	\$16,000	\$25,000	\$43,000
Shelbyville	Shelbyville Municipal	GEZ	1	\$22,000	\$34,000	\$59,000
Sullivan	Sullivan County	SIV	1	\$21,000	\$34,000	\$58,000
Washington	Daviess County	DCY	< 1	\$4,000	\$7,000	\$12,000
Basic						
Connersville	Mettel Field	CEV	< 1	\$11,000	\$17,000	\$29,000
Delphi	Delphi Municipal	119	< 1	\$7,000	\$11,000	\$18,000
French Lick	French Lick Municipal	FRH	128	\$2,662,000	\$4,225,000	\$7,250,000
Kentland	Kentland Municipal	50I	< 1	\$5,000	\$9,000	\$15,000
Logansport	Logansport/Cass County	GGP	< 1	\$10,000	\$16,000	\$28,000
Monticello	White County	MCX	2	\$44,000	\$70,000	\$121,000
Paoli	Paoli Municipal	I42	< 1	\$11,000	\$17,000	\$29,000





Appendix C - Detailed Economic Impact Tables, 2019

Associated City	Facility Name	FAA ID	Employment (Jobs)	Labor Income	GDP	Output
Portland	Portland Municipal	PLD	< 1	\$8,000	\$12,000	\$21,000
Rochester	Fulton County	RCR	6	\$125,000	\$199,000	\$341,000
Salem	Salem Municipal	I83	< 1	\$12,000	\$20,000	\$34,000
Tell City	Perry County Municipal	TEL	< 1	\$7,000	\$12,000	\$20,000
Wabash	Wabash Municipal	IWH	< 1	\$17,000	\$26,000	\$45,000
Winamac	Arens Field	RWN	< 1	\$3,000	\$5,000	\$8,000
Winchester	Randolph County	I22	< 1	\$19,000	\$31,000	\$52,000
Unclassified						
Brazil	Brazil Clay County	OI2	< 1	< \$1,000	< \$1,000	\$1,000
Griffith	Griffith-Merrillville	O5C	9	\$190,000	\$301,000	\$517,000
Indianapolis	Indianapolis Downtown Heliport	8A4	-	-	-	-
Peru	Grissom ARB	GUS	< 1	< \$1,000	< \$1,000	< \$1,000
Total GA Facilities			1,112	\$23,090,000	\$36,650,000	\$62,890,000
Total All Facilities			27,079	\$605,560,000	\$1,031,610,000	\$1,687,610,000

Notes: Totals may not sum due to rounding. Where the table indicates <1 job but also includes estimates for labor income, GDP, and economic output, the job impact amounts to a less than half-time position. Source: InterVISTAS, 2022.

Table C.6. Combined Multiplier Economic Impact of Visitor Spending Facilitated by Indiana's Aviation System, 2019

Associated City	Facility Name	FAA ID	Employment (Jobs)	Labor Income	GDP	Output
Primary						
Evansville	Evansville Regional	EVV	227	\$11,541,000	\$19,186,000	\$35,303,000
Fort Wayne	Fort Wayne International	FWA	336	\$17,029,000	\$28,311,000	\$52,092,000
Indianapolis	Indianapolis International	IND	6,530	\$331,425,000	\$550,981,000	\$1,013,808,000
South Bend	South Bend International	SBN	468	\$23,743,000	\$39,472,000	\$72,628,000
Total Primary Facilities			7,560	\$383,740,000	\$637,950,000	\$1,173,830,000





Appendix C - Detailed Economic Impact Tables, 2019

Associated City	Facility Name	FAA ID	Employment (Jobs)	Labor Income	GDP	Output
National						
Gary	Gary/Chicago International	GYG	6	\$294,000	\$489,000	\$902,000
Indianapolis	Indianapolis Executive	TYQ	47	\$2,446,000	\$4,061,000	\$7,499,000
Regional						
Auburn	DeKalb County	GWB	1	\$76,000	\$126,000	\$232,000
Bloomington	Monroe County	BMG	31	\$1,618,000	\$2,686,000	\$4,960,000
Columbus	Columbus Municipal	BAK	8	\$402,000	\$667,000	\$1,232,000
Elkhart	Elkhart Municipal	EKM	17	\$869,000	\$1,442,000	\$2,663,000
Goshen	Goshen Municipal	GSH	9	\$449,000	\$746,000	\$1,377,000
Huntingburg	Huntingburg	HNB	4	\$228,000	\$379,000	\$699,000
Indianapolis	Eagle Creek Airpark	EYE	6	\$327,000	\$544,000	\$1,004,000
Indianapolis	Indy South Greenwood	HFY	4	\$200,000	\$332,000	\$613,000
Indianapolis	Indianapolis Regional	MQJ	23	\$1,201,000	\$1,994,000	\$3,682,000
Indianapolis	Indianapolis Metropolitan	UMP	4	\$202,000	\$335,000	\$619,000
Jeffersonville	Clark Regional	JVY	4	\$223,000	\$371,000	\$685,000
Lafayette	Purdue University	LAF	34	\$1,772,000	\$2,942,000	\$5,432,000
Muncie	Delaware County Regional	MIE	8	\$393,000	\$652,000	\$1,203,000
Terre Haute	Terre Haute Regional	HUF	17	\$908,000	\$1,508,000	\$2,784,000
Valparaiso	Porter County Regional	VPZ	25	\$1,310,000	\$2,175,000	\$4,016,000
Warsaw	Warsaw Municipal	ASW	1	\$63,000	\$105,000	\$193,000





Appendix C - Detailed Economic Impact Tables, 2019

Associated City	Facility Name	FAA ID	Employment (Jobs)	Labor Income	GDP	Output
Local						
Anderson	Anderson Municipal-Darlington Field	AID	< 1	\$14,000	\$24,000	\$44,000
Angola	Tri-State Steuben County	ANQ	< 1	\$23,000	\$38,000	\$69,000
Bedford	Virgil I Grissom Municipal	BFR	< 1	\$11,000	\$19,000	\$34,000
Crawfordsville	Crawfordsville Regional	CFJ	1	\$78,000	\$129,000	\$238,000
Fort Wayne	Smith Field	SMD	< 1	\$18,000	\$29,000	\$54,000
Frankfort	Frankfort Municipal	FKR	< 1	\$24,000	\$39,000	\$72,000
Greencastle	Putnam County Regional	GPC	< 1	\$14,000	\$23,000	\$42,000
Greensburg	Greensburg Municipal	I34	< 1	\$8,000	\$13,000	\$24,000
Huntington	Huntington Municipal	HHG	< 1	\$2,000	\$3,000	\$6,000
Indianapolis	Hendricks County-Gordon Graham Field	2R2	< 1	\$11,000	\$19,000	\$34,000
Kendallville	Kendallville Municipal	C62	< 1	\$8,000	\$13,000	\$23,000
Knox	Starke County	OXI	2	\$88,000	\$146,000	\$270,000
Kokomo	Kokomo Municipal	OKK	1	\$70,000	\$116,000	\$213,000
La Porte	La Porte Municipal	PPO	2	\$107,000	\$178,000	\$329,000
Madison	Madison Municipal Airport	IMS	3	\$136,000	\$225,000	\$416,000
Marion	Marion Municipal-McKinney Field	MZZ	< 1	\$20,000	\$33,000	\$61,000





Appendix C - Detailed Economic Impact Tables, 2019

Associated City	Facility Name	FAA ID	Employment (Jobs)	Labor Income	GDP	Output
Michigan City	Michigan City Municipal-Phillips Field	MGC	< 1	\$32,000	\$54,000	\$99,000
New Castle	New Castle Henry County Marlatt Field	UWL	< 1	\$3,000	\$5,000	\$9,000
North Vernon	North Vernon	OVO	< 1	\$12,000	\$20,000	\$37,000
Peru	Peru Municipal	I76	< 1	\$1,000	\$2,000	\$3,000
Plymouth	Plymouth Municipal	C65	< 1	\$22,000	\$36,000	\$67,000
Rensselaer	Jasper County	RZL	< 1	\$27,000	\$45,000	\$84,000
Richmond	Richmond Municipal	RID	< 1	\$25,000	\$41,000	\$76,000
Seymour	Freeman Municipal	SER	< 1	\$11,000	\$18,000	\$33,000
Shelbyville	Shelbyville Municipal	GEZ	< 1	\$15,000	\$25,000	\$46,000
Sullivan	Sullivan County	SIV	< 1	\$15,000	\$24,000	\$45,000
Washington	Daviess County	DCY	< 1	\$3,000	\$5,000	\$9,000
Basic						
Connersville	Mettel Field	CEV	< 1	\$7,000	\$12,000	\$22,000
Delphi	Delphi Municipal	119	< 1	\$5,000	\$8,000	\$14,000
French Lick	French Lick Municipal	FRH	35	\$1,837,000	\$3,051,000	\$5,632,000
Kentland	Kentland Municipal	50I	< 1	\$4,000	\$6,000	\$12,000
Logansport	Logansport/Cass County	GGP	< 1	\$7,000	\$12,000	\$22,000
Monticello	White County	MCX	< 1	\$31,000	\$51,000	\$94,000
Paoli	Paoli Municipal	I42	< 1	\$7,000	\$12,000	\$22,000
Portland	Portland Municipal	PLD	< 1	\$5,000	\$9,000	\$16,000
Rochester	Fulton County	RCR	2	\$86,000	\$143,000	\$265,000
Salem	Salem Municipal	I83	< 1	\$9,000	\$14,000	\$26,000
Tell City	Perry County Municipal	TEL	< 1	\$5,000	\$9,000	\$16,000





Appendix C - Detailed Economic Impact Tables, 2019

Associated City	Facility Name	FAA ID	Employment (Jobs)	Labor Income	GDP	Output
Wabash	Wabash Municipal	IWH	< 1	\$11,000	\$19,000	\$35,000
Winamac	Arens Field	RWN	< 1	\$2,000	\$3,000	\$6,000
Winchester	Randolph County	I22	< 1	\$13,000	\$22,000	\$41,000
Unclassified						
Brazil	Brazil Clay County	0I2	< 1	< \$1,000	< \$1,000	< \$1,000
Griffith	Griffith-Merrillville	05C	3	\$131,000	\$218,000	\$402,000
Indianapolis	Indianapolis Downtown Heliport	8A4	-	-	-	-
Peru	Grissom ARB	GUS	< 1	< \$1,000	< \$1,000	< \$1,000
Total GA Facilities			307	\$15,930,000	\$26,460,000	\$48,860,000
Total All Facilities			7,867	\$399,670,000	\$664,410,000	\$1,222,690,000

Notes: Totals may not sum due to rounding. Where the table indicates <1 job but also includes estimates for labor income, GDP, and economic output, the job impact amounts to a less than half-time position. Source: InterVISTAS, 2022.

Table C.7. Total Economic Impact of Indiana's Aviation System, 2019

Associated City	Facility Name	FAA ID	Employment (Jobs)	Labor Income	GDP	Output
Primary						
Evansville	Evansville Regional	EVV	1,777	\$75,681,000	\$120,889,000	\$207,737,000
Fort Wayne	Fort Wayne International	FWA	4,560	\$203,630,000	\$337,280,000	\$557,968,000
Indianapolis	Indianapolis International	IND	53,974	\$2,371,494,000	\$4,149,544,000	\$7,545,240,000
South Bend	South Bend International	SBN	3,836	\$173,360,000	\$299,653,000	\$539,024,000
Total Primary Facilities			64,147	\$2,824,170,000	\$4,907,370,000	\$8,849,970,000
National						
Gary	Gary/Chicago International	GYG	880	\$51,291,000	\$83,972,000	\$152,734,000
Indianapolis	Indianapolis Executive	TYQ	357	\$13,736,000	\$19,415,000	\$36,286,000





Appendix C - Detailed Economic Impact Tables, 2019

Associated City	Facility Name	FAA ID	Employment (Jobs)	Labor Income	GDP	Output
Regional						
Auburn	DeKalb County	GWB	124	\$6,686,000	\$8,665,000	\$15,906,000
Bloomington	Monroe County	BMG	278	\$11,495,000	\$17,349,000	\$32,624,000
Columbus	Columbus Municipal	BAK	410	\$19,941,000	\$33,062,000	\$56,301,000
Elkhart	Elkhart Municipal	EKM	240	\$11,665,000	\$17,634,000	\$33,776,000
Goshen	Goshen Municipal	GSH	160	\$8,095,000	\$13,279,000	\$25,762,000
Huntingburg	Huntingburg	HNB	133	\$6,972,000	\$10,339,000	\$20,150,000
Indianapolis	Eagle Creek Airpark	EYE	210	\$10,416,000	\$13,846,000	\$27,455,000
Indianapolis	Indy South Greenwood	HFY	111	\$5,263,000	\$7,695,000	\$15,080,000
Indianapolis	Indianapolis Regional	MQJ	268	\$12,616,000	\$21,482,000	\$40,687,000
Indianapolis	Indianapolis Metropolitan	UMP	101	\$5,075,000	\$6,780,000	\$13,448,000
Jeffersonville	Clark Regional	JVY	296	\$16,046,000	\$22,026,000	\$43,698,000
Lafayette	Purdue University	LAF	562	\$24,889,000	\$34,011,000	\$63,690,000
Muncie	Delaware County Regional	MIE	228	\$11,296,000	\$15,105,000	\$29,724,000
Terre Haute	Terre Haute Regional	HUF	1,965	\$99,693,000	\$168,128,000	\$273,442,000
Valparaiso	Porter County Regional	VPZ	303	\$11,790,000	\$18,291,000	\$36,057,000
Warsaw	Warsaw Municipal	ASW	117	\$6,866,000	\$12,044,000	\$23,117,000
Local						
Anderson	Anderson Municipal-Darlington Field	AID	134	\$7,252,000	\$9,850,000	\$19,898,000
Angola	Tri-State Steuben County	ANQ	17	\$837,000	\$1,120,000	\$2,230,000
Bedford	Virgil I Grissom Municipal	BFR	34	\$1,833,000	\$2,603,000	\$4,824,000





Appendix C - Detailed Economic Impact Tables, 2019

Associated City	Facility Name	FAA ID	Employment (Jobs)	Labor Income	GDP	Output
Crawfordsville	Crawfordsville Regional	CFJ	34	\$1,676,000	\$2,246,000	\$4,445,000
Fort Wayne	Smith Field	SMD	180	\$10,721,000	\$17,121,000	\$32,444,000
Frankfort	Frankfort Municipal	FKR	58	\$2,833,000	\$3,762,000	\$7,527,000
Greencastle	Putnam County Regional	GPC	38	\$1,821,000	\$2,591,000	\$4,534,000
Greensburg	Greensburg Municipal	I34	18	\$1,012,000	\$1,371,000	\$2,802,000
Huntington	Huntington Municipal	HHG	49	\$2,814,000	\$4,229,000	\$8,066,000
Indianapolis	Hendricks County-Gordon Graham Field	2R2	12	\$528,000	\$711,000	\$1,410,000
Kendallville	Kendallville Municipal	C62	21	\$1,102,000	\$1,451,000	\$2,905,000
Knox	Starke County	OXI	37	\$1,847,000	\$2,434,000	\$4,413,000
Kokomo	Kokomo Municipal	OKK	57	\$2,659,000	\$3,623,000	\$7,110,000
La Porte	La Porte Municipal	PPO	55	\$2,920,000	\$4,381,000	\$8,554,000
Madison	Madison Municipal Airport	IMS	72	\$3,454,000	\$4,341,000	\$8,349,000
Marion	Marion Municipal-McKinney Field	MZZ	73	\$4,072,000	\$5,345,000	\$10,086,000
Michigan City	Michigan City Municipal-Phillips Field	MGC	56	\$2,706,000	\$3,754,000	\$7,399,000
New Castle	New Castle Henry County Marlatt Field	UWL	47	\$2,668,000	\$3,518,000	\$6,587,000
North Vernon	North Vernon	OVO	64	\$3,362,000	\$4,246,000	\$7,962,000
Peru	Peru Municipal	I76	16	\$863,000	\$1,131,000	\$2,275,000
Plymouth	Plymouth Municipal	C65	41	\$2,240,000	\$2,930,000	\$5,863,000





Appendix C - Detailed Economic Impact Tables, 2019

Associated City	Facility Name	FAA ID	Employment (Jobs)	Labor Income	GDP	Output
Rensselaer	Jasper County	RZL	31	\$1,663,000	\$2,206,000	\$4,425,000
Richmond	Richmond Municipal	RID	17	\$892,000	\$1,200,000	\$2,411,000
Seymour	Freeman Municipal	SER	42	\$2,320,000	\$2,973,000	\$5,478,000
Shelbyville	Shelbyville Municipal	GEZ	41	\$2,023,000	\$2,980,000	\$4,881,000
Sullivan	Sullivan County	SIV	12	\$666,000	\$1,077,000	\$2,093,000
Washington	Daviess County	DCY	12	\$643,000	\$849,000	\$1,713,000
Basic						
Connersville	Mettel Field	CEV	33	\$1,988,000	\$2,457,000	\$4,162,000
Delphi	Delphi Municipal	119	21	\$1,175,000	\$1,546,000	\$3,115,000
French Lick	French Lick Municipal	FRH	175	\$5,132,000	\$8,114,000	\$14,586,000
Kentland	Kentland Municipal	50I	8	\$426,000	\$559,000	\$1,122,000
Logansport	Logansport/Cass County	GGP	25	\$1,263,000	\$1,667,000	\$3,338,000
Monticello	White County	MCX	31	\$1,650,000	\$2,219,000	\$4,484,000
Paoli	Paoli Municipal	I42	9	\$472,000	\$632,000	\$1,276,000
Portland	Portland Municipal	PLD	63	\$3,897,000	\$6,667,000	\$12,749,000
Rochester	Fulton County	RCR	52	\$2,742,000	\$3,850,000	\$7,052,000
Salem	Salem Municipal	I83	13	\$700,000	\$949,000	\$1,934,000
Tell City	Perry County Municipal	TEL	2	\$128,000	\$176,000	\$356,000
Wabash	Wabash Municipal	IWH	26	\$1,438,000	\$1,888,000	\$3,442,000
Winamac	Arens Field	RWN	6	\$309,000	\$379,000	\$729,000
Winchester	Randolph County	I22	6	\$321,000	\$431,000	\$858,000
Unclassified						
Brazil	Brazil Clay County	O12	27	\$1,520,000	\$1,989,000	\$3,409,000
Griffith	Griffith-Merrillville	O5C	138	\$7,309,000	\$10,938,000	\$20,870,000





Appendix C - Detailed Economic Impact Tables, 2019

Associated City	Facility Name	FAA ID	Employment (Jobs)	Labor Income	GDP	Output
Indianapolis	Indianapolis Downtown Heliport	8A4	20	\$1,140,000	\$1,512,000	\$2,859,000
Peru	Grissom ARB	GUS	2,611	\$115,465,000	\$197,238,000	\$256,601,000
Total GA Facilities			11,278	\$548,330,000	\$860,380,000	\$1,463,560,000
Total All Facilities			75,425	\$3,372,500,000	\$5,767,750,000	\$10,313,530,000

Notes: Includes direct, indirect, and induced impacts across facility operations, capital expenditures, and visitor spending. Totals may not sum due to rounding. Source: InterVISTAS, 2022.

Table C.8. Total Tax Impact of Indiana's Aviation System, 2019

Associated City	Facility Name	FAA ID	Federal	State	Local	Total
Primary						
Evansville	Evansville Regional	EVV	\$15,980,000	\$7,440,000	\$3,680,000	\$27,100,000
Fort Wayne	Fort Wayne International	FWA	\$43,380,000	\$19,290,000	\$9,420,000	\$72,080,000
Indianapolis	Indianapolis International	IND	\$517,790,000	\$325,830,000	\$170,050,000	\$1,013,670,000
South Bend	South Bend International	SBN	\$37,710,000	\$23,110,000	\$12,010,000	\$72,830,000
Total Primary Facilities			\$614,870,000	\$375,660,000	\$195,150,000	\$1,185,690,000
National						
Gary	Gary/Chicago International	GYG	\$10,940,000	\$5,630,000	\$2,840,000	\$19,410,000
Indianapolis	Indianapolis Executive	TYQ	\$2,810,000	\$1,250,000	\$610,000	\$4,670,000
Regional						
Auburn	DeKalb County	GWB	\$1,330,000	\$380,000	\$170,000	\$1,880,000
Bloomington	Monroe County	BMG	\$2,390,000	\$1,090,000	\$540,000	\$4,010,000
Columbus	Columbus Municipal	BAK	\$4,230,000	\$1,640,000	\$770,000	\$6,630,000
Elkhart	Elkhart Municipal	EKM	\$2,430,000	\$1,220,000	\$620,000	\$4,280,000
Goshen	Goshen Municipal	GSH	\$1,730,000	\$1,010,000	\$520,000	\$3,260,000
Huntingburg	Huntingburg	HNB	\$1,440,000	\$660,000	\$320,000	\$2,420,000





Appendix C - Detailed Economic Impact Tables, 2019

Associated City	Facility Name	FAA ID	Federal	State	Local	Total
Indianapolis	Eagle Creek Airpark	EYE	\$2,090,000	\$720,000	\$330,000	\$3,140,000
Indianapolis	Indy South Greenwood	HFY	\$1,080,000	\$480,000	\$230,000	\$1,790,000
Indianapolis	Indianapolis Regional	MQJ	\$2,730,000	\$1,730,000	\$900,000	\$5,360,000
Indianapolis	Indianapolis Metropolitan	UMP	\$1,020,000	\$360,000	\$160,000	\$1,540,000
Jeffersonville	Clark Regional	JVY	\$3,250,000	\$1,240,000	\$590,000	\$5,070,000
Lafayette	Purdue University	LAF	\$5,020,000	\$1,770,000	\$820,000	\$7,620,000
Muncie	Delaware County Regional	MIE	\$2,270,000	\$800,000	\$370,000	\$3,440,000
Terre Haute	Terre Haute Regional	HUF	\$21,100,000	\$4,970,000	\$1,900,000	\$27,970,000
Valparaiso	Porter County Regional	VPZ	\$2,470,000	\$1,220,000	\$610,000	\$4,310,000
Warsaw	Warsaw Municipal	ASW	\$1,500,000	\$1,000,000	\$530,000	\$3,030,000
Local						
Anderson	Anderson Municipal-Darlington Field	AID	\$1,460,000	\$490,000	\$220,000	\$2,170,000
Angola	Tri-State Steuben County	ANQ	\$170,000	\$60,000	\$30,000	\$250,000
Bedford	Virgil I Grissom Municipal	BFR	\$380,000	\$200,000	\$100,000	\$670,000
Crawfordsville	Crawfordsville Regional	CFJ	\$340,000	\$120,000	\$60,000	\$510,000
Fort Wayne	Smith Field	SMD	\$2,280,000	\$1,280,000	\$660,000	\$4,220,000
Frankfort	Frankfort Municipal	FKR	\$570,000	\$190,000	\$90,000	\$840,000
Greencastle	Putnam County Regional	GPC	\$370,000	\$130,000	\$60,000	\$560,000
Greensburg	Greensburg Municipal	I34	\$200,000	\$60,000	\$30,000	\$300,000





Appendix C - Detailed Economic Impact Tables, 2019

Associated City	Facility Name	FAA ID	Federal	State	Local	Total
Huntington	Huntington Municipal	HHG	\$590,000	\$300,000	\$150,000	\$1,040,000
Indianapolis	Hendricks County-Gordon Graham Field	2R2	\$110,000	\$40,000	\$20,000	\$160,000
Kendallville	Kendallville Municipal	C62	\$220,000	\$70,000	\$30,000	\$330,000
Knox	Starke County	OXI	\$370,000	\$120,000	\$50,000	\$540,000
Kokomo	Kokomo Municipal	OKK	\$540,000	\$200,000	\$100,000	\$830,000
La Porte	La Porte Municipal	PPO	\$610,000	\$290,000	\$140,000	\$1,040,000
Madison	Madison Municipal Airport	IMS	\$690,000	\$230,000	\$110,000	\$1,020,000
Marion	Marion Municipal-McKinney Field	MZZ	\$810,000	\$240,000	\$100,000	\$1,150,000
Michigan City	Michigan City Municipal-Phillips Field	MGC	\$550,000	\$210,000	\$100,000	\$860,000
New Castle	New Castle Henry County Marlatt Field	UWL	\$530,000	\$150,000	\$60,000	\$750,000
North Vernon	North Vernon	OVO	\$670,000	\$230,000	\$110,000	\$1,000,000
Peru	Peru Municipal	I76	\$170,000	\$60,000	\$20,000	\$250,000
Plymouth	Plymouth Municipal	C65	\$450,000	\$150,000	\$70,000	\$660,000
Rensselaer	Jasper County	RZL	\$330,000	\$110,000	\$50,000	\$490,000
Richmond	Richmond Municipal	RID	\$180,000	\$60,000	\$30,000	\$270,000
Seymour	Freeman Municipal	SER	\$460,000	\$130,000	\$60,000	\$650,000
Shelbyville	Shelbyville Municipal	GEZ	\$410,000	\$110,000	\$50,000	\$580,000
Sullivan	Sullivan County	SIV	\$140,000	\$80,000	\$40,000	\$260,000
Washington	Daviess County	DCY	\$130,000	\$40,000	\$20,000	\$190,000





Appendix C - Detailed Economic Impact Tables, 2019

Associated City	Facility Name	FAA ID	Federal	State	Local	Total
Basic						
Connersville	Mettel Field	CEV	\$400,000	\$150,000	\$70,000	\$620,000
Delphi	Delphi Municipal	119	\$230,000	\$80,000	\$30,000	\$340,000
French Lick	French Lick Municipal	FRH	\$1,080,000	\$610,000	\$320,000	\$2,010,000
Kentland	Kentland Municipal	50I	\$90,000	\$30,000	\$10,000	\$130,000
Logansport	Logansport/Cass County	GGP	\$250,000	\$80,000	\$40,000	\$370,000
Monticello	White County	MCX	\$330,000	\$110,000	\$50,000	\$490,000
Paoli	Paoli Municipal	I42	\$90,000	\$30,000	\$10,000	\$140,000
Portland	Portland Municipal	PLD	\$850,000	\$520,000	\$270,000	\$1,640,000
Rochester	Fulton County	RCR	\$560,000	\$200,000	\$90,000	\$850,000
Salem	Salem Municipal	I83	\$140,000	\$50,000	\$20,000	\$210,000
Tell City	Perry County Municipal	TEL	\$30,000	\$10,000	\$-	\$40,000
Wabash	Wabash Municipal	IWH	\$290,000	\$80,000	\$30,000	\$400,000
Winamac	Arens Field	RWN	\$60,000	\$20,000	\$10,000	\$90,000
Winchester	Randolph County	I22	\$60,000	\$20,000	\$10,000	\$100,000
Unclassified						
Brazil	Brazil Clay County	0I2	\$300,000	\$70,000	\$30,000	\$410,000
Griffith	Griffith-Merrillville	05C	\$1,500,000	\$410,000	\$170,000	\$2,080,000
Indianapolis	Indianapolis Downtown Heliport	8A4	\$230,000	\$60,000	\$30,000	\$320,000
Peru	Grissom ARB	GUS	\$24,530,000	\$5,420,000	\$1,990,000	\$31,930,000
Total GA Facilities			\$114,580,000	\$40,440,000	\$18,580,000	\$173,600,000
Total All Facilities			\$729,450,000	\$416,110,000	\$213,730,000	\$1,359,280,000

Notes: Includes total (direct, indirect, and induced) tax impacts from facility operations, capital expenditures, and visitor spending. Totals may not sum due to rounding. Source: InterVISTAS, 2022.





Appendix D - Detailed Economic Impact Tables, 2020

The figures below present the economic impact results for individual facilities in 2020. Tables are split to show the direct impacts by individual category (facility operations, capital expenditures, or visitor spending) followed by the multiplier impacts (sum of indirect and induced) by each corresponding category. Finally, the consolidated total economic impact for each facility is provided in **Table D.7**, followed by the consolidated total tax impacts for each facility in **Table D.8**.

Table D.1. Direct Economic Impact of Facility Operations by Indiana’s Aviation System, 2020

Associated City	Facility Name	FAA ID	Employment (Jobs)	Labor Income	GDP	Output
Primary						
Evansville	Evansville Regional	EVV	330	\$25,362,000	\$38,659,000	\$56,364,000
Fort Wayne	Fort Wayne International	FWA	1,789	\$94,416,000	\$158,030,000	\$233,969,000
Indianapolis	Indianapolis International	IND	8,448	\$643,089,000	\$1,192,573,000	\$2,240,341,000
South Bend	South Bend International	SBN	718	\$58,033,000	\$105,422,000	\$191,659,000
Total Primary Facilities			11,284	\$820,900,000	\$1,494,680,000	\$2,722,330,000
National						
Gary	Gary/Chicago International	GYG	397	\$27,090,000	\$45,505,000	\$80,320,000
Indianapolis	Indianapolis Executive	TYQ	69	\$4,102,000	\$4,157,000	\$8,657,000
Regional						
Auburn	DeKalb County	GWB	66	\$3,847,000	\$4,310,000	\$8,742,000
Bloomington	Monroe County	BMG	71	\$4,238,000	\$5,492,000	\$11,012,000
Columbus	Columbus Municipal	BAK	210	\$10,575,000	\$18,025,000	\$28,526,000
Elkhart	Elkhart Municipal	EKM	62	\$4,265,000	\$6,252,000	\$12,449,000
Goshen	Goshen Municipal	GSH	57	\$3,838,000	\$6,341,000	\$12,898,000
Huntingburg	Huntingburg	HNB	39	\$2,385,000	\$3,162,000	\$6,436,000
Indianapolis	Eagle Creek Airpark	EYE	100	\$5,444,000	\$5,925,000	\$12,807,000
Indianapolis	Indy South Greenwood	HFY	31	\$1,714,000	\$2,460,000	\$4,898,000





Appendix D - Detailed Economic Impact Tables, 2020

Associated City	Facility Name	FAA ID	Employment (Jobs)	Labor Income	GDP	Output
Indianapolis	Indianapolis Regional	MQJ	86	\$6,314,000	\$11,594,000	\$22,662,000
Indianapolis	Indianapolis Metropolitan	UMP	37	\$2,163,000	\$2,348,000	\$5,105,000
Jeffersonville	Clark Regional	JVY	157	\$9,591,000	\$11,383,000	\$24,309,000
Lafayette	Purdue University	LAF	241	\$11,764,000	\$12,985,000	\$24,959,000
Muncie	Delaware County Regional	MIE	99	\$5,465,000	\$6,042,000	\$12,884,000
Terre Haute	Terre Haute Regional	HUF	1,364	\$69,762,000	\$118,265,000	\$179,312,000
Valparaiso	Porter County Regional	VPZ	78	\$4,055,000	\$6,118,000	\$12,140,000
Warsaw	Warsaw Municipal	ASW	58	\$4,260,000	\$7,940,000	\$15,448,000
Local						
Anderson	Anderson Municipal-Darlington Field	AID	67	\$3,544,000	\$3,989,000	\$7,791,000
Angola	Tri-State Steuben County	ANQ	10	\$443,000	\$487,000	\$1,032,000
Bedford	Virgil I Grissom Municipal	BFR	18	\$1,011,000	\$1,356,000	\$2,388,000
Crawfordsville	Crawfordsville Regional	CFJ	10	\$591,000	\$641,000	\$1,396,000
Fort Wayne	Smith Field	SMD	80	\$5,923,000	\$10,073,000	\$19,141,000
Frankfort	Frankfort Municipal	FKR	29	\$1,248,000	\$1,374,000	\$2,901,000
Greencastle	Putnam County Regional	GPC	23	\$1,077,000	\$1,390,000	\$2,325,000
Greensburg	Greensburg Municipal	I34	1	\$59,000	\$64,000	\$140,000
Huntington	Huntington Municipal	HHG	24	\$1,550,000	\$2,185,000	\$4,190,000
Indianapolis	Hendricks County-Gordon Graham Field	2R2	10	\$370,000	\$410,000	\$851,000





Appendix D - Detailed Economic Impact Tables, 2020

Associated City	Facility Name	FAA ID	Employment (Jobs)	Labor Income	GDP	Output
Kendallville	Kendallville Municipal	C62	7	\$340,000	\$372,000	\$795,000
Knox	Starke County	OXI	14	\$826,000	\$857,000	\$1,444,000
Kokomo	Kokomo Municipal	OKK	24	\$1,063,000	\$1,219,000	\$2,476,000
La Porte	La Porte Municipal	PPO	21	\$1,476,000	\$2,225,000	\$4,514,000
Madison	Madison Municipal Airport	IMS	33	\$1,697,000	\$1,612,000	\$3,274,000
Marion	Marion Municipal-McKinney Field	MZZ	36	\$2,128,000	\$2,337,000	\$4,420,000
Michigan City	Michigan City Municipal-Phillips Field	MGC	30	\$1,405,000	\$1,694,000	\$3,502,000
New Castle	New Castle Henry County Marlatt Field	UWL	21	\$1,239,000	\$1,366,000	\$2,447,000
North Vernon	North Vernon	OVO	35	\$1,875,000	\$1,933,000	\$3,612,000
Peru	Peru Municipal	I76	7	\$389,000	\$423,000	\$916,000
Plymouth	Plymouth Municipal	C65	7	\$421,000	\$457,000	\$994,000
Rensselaer	Jasper County	RZL	14	\$768,000	\$836,000	\$1,806,000
Richmond	Richmond Municipal	RID	4	\$238,000	\$258,000	\$561,000
Seymour	Freeman Municipal	SER	24	\$1,417,000	\$1,501,000	\$2,776,000
Shelbyville	Shelbyville Municipal	GEZ	24	\$1,146,000	\$1,643,000	\$2,322,000
Sullivan	Sullivan County	SIV	4	\$299,000	\$502,000	\$999,000
Washington	Daviess County	DCY	4	\$236,000	\$257,000	\$558,000
Basic						
Connersville	Mettel Field	CEV	16	\$1,122,000	\$1,133,000	\$1,685,000
Delphi	Delphi Municipal	119	7	\$415,000	\$450,000	\$980,000
French Lick	French Lick Municipal	FRH	3	\$177,000	\$192,000	\$419,000





Appendix D - Detailed Economic Impact Tables, 2020

Associated City	Facility Name	FAA ID	Employment (Jobs)	Labor Income	GDP	Output
Kentland	Kentland Municipal	50I	3	\$194,000	\$211,000	\$459,000
Logansport	Logansport/Cass County	GGP	12	\$586,000	\$641,000	\$1,372,000
Monticello	White County	MCX	6	\$355,000	\$385,000	\$837,000
Paoli	Paoli Municipal	I42	4	\$236,000	\$257,000	\$558,000
Portland	Portland Municipal	PLD	23	\$1,826,000	\$3,325,000	\$6,357,000
Rochester	Fulton County	RCR	27	\$1,656,000	\$1,998,000	\$3,694,000
Salem	Salem Municipal	I83	1	\$59,000	\$64,000	\$140,000
Tell City	Perry County Municipal	TEL	< 1	\$3,000	\$4,000	\$8,000
Wabash	Wabash Municipal	IWH	13	\$767,000	\$846,000	\$1,492,000
Winamac	Arens Field	RWN	2	\$118,000	\$102,000	\$186,000
Winchester	Randolph County	I22	2	\$118,000	\$128,000	\$279,000
Unclassified						
Brazil	Brazil Clay County	0I2	17	\$1,002,000	\$1,112,000	\$1,825,000
Griffith	Griffith-Merrillville	05C	64	\$3,801,000	\$5,378,000	\$10,560,000
Indianapolis	Indianapolis Downtown Heliport	8A4	7	\$435,000	\$481,000	\$837,000
Peru	Grissom ARB	GUS	2,014	\$86,769,000	\$160,233,000	\$186,370,000
Total GA Facilities			6,029	\$313,290,000	\$496,700,000	\$781,190,000
Total All Facilities			17,313	\$1,134,190,000	\$1,991,390,000	\$3,503,520,000

Notes: Totals may not sum due to rounding. Where the table indicates <1 job but also includes estimates for labor income, GDP, and economic output, the job impact amounts to a less than half-time position. Source: InterVISTAS, 2022.





Appendix D - Detailed Economic Impact Tables, 2020

Table D.2. Combined Multiplier Economic Impact of Facility Operations by Indiana's Aviation System, 2020

Associated City	Facility Name	FAA ID	Employment (Jobs)	Labor Income	GDP	Output
Primary						
Evansville	Evansville Regional	EVV	265	\$13,351,000	\$21,855,000	\$39,896,000
Fort Wayne	Fort Wayne International	FWA	1,021	\$51,086,000	\$84,389,000	\$154,849,000
Indianapolis	Indianapolis International	IND	9,828	\$484,612,000	\$806,870,000	\$1,509,508,000
South Bend	South Bend International	SBN	836	\$41,321,000	\$68,843,000	\$128,070,000
Total Primary Facilities			11,950	\$590,370,000	\$981,960,000	\$1,832,320,000
National						
Gary	Gary/Chicago International	GYG	370	\$18,335,000	\$30,235,000	\$56,243,000
Indianapolis	Indianapolis Executive	TYQ	59	\$3,015,000	\$4,729,000	\$8,757,000
Regional						
Auburn	DeKalb County	GWB	44	\$2,333,000	\$3,821,000	\$7,012,000
Bloomington	Monroe County	BMG	64	\$3,382,000	\$5,679,000	\$10,691,000
Columbus	Columbus Municipal	BAK	127	\$6,434,000	\$10,605,000	\$19,658,000
Elkhart	Elkhart Municipal	EKM	65	\$3,256,000	\$5,284,000	\$9,857,000
Goshen	Goshen Municipal	GSH	61	\$3,040,000	\$5,000,000	\$9,388,000
Huntingburg	Huntingburg	HNB	37	\$1,892,000	\$3,029,000	\$5,651,000
Indianapolis	Eagle Creek Airpark	EYE	84	\$4,355,000	\$6,824,000	\$12,705,000
Indianapolis	Indy South Greenwood	HFY	26	\$1,303,000	\$2,122,000	\$3,976,000
Indianapolis	Indianapolis Regional	MQJ	101	\$4,971,000	\$8,289,000	\$15,572,000
Indianapolis	Indianapolis Metropolitan	UMP	34	\$1,762,000	\$2,744,000	\$5,100,000
Jeffersonville	Clark Regional	JVY	151	\$7,732,000	\$12,150,000	\$22,603,000
Lafayette	Purdue University	LAF	147	\$7,687,000	\$12,542,000	\$23,230,000





Appendix D - Detailed Economic Impact Tables, 2020

Associated City	Facility Name	FAA ID	Employment (Jobs)	Labor Income	GDP	Output
Muncie	Delaware County Regional	MIE	85	\$4,391,000	\$6,846,000	\$12,711,000
Terre Haute	Terre Haute Regional	HUF	537	\$27,426,000	\$46,129,000	\$83,593,000
Valparaiso	Porter County Regional	VPZ	62	\$3,138,000	\$5,120,000	\$9,584,000
Warsaw	Warsaw Municipal	ASW	68	\$3,342,000	\$5,584,000	\$10,489,000
Local						
Anderson	Anderson Municipal-Darlington Field	AID	48	\$2,472,000	\$3,965,000	\$7,340,000
Angola	Tri-State Steuben County	ANQ	6	\$334,000	\$534,000	\$1,000,000
Bedford	Virgil I Grissom Municipal	BFR	14	\$709,000	\$1,127,000	\$2,087,000
Crawfordsville	Crawfordsville Regional	CFJ	9	\$483,000	\$751,000	\$1,396,000
Fort Wayne	Smith Field	SMD	88	\$4,372,000	\$7,251,000	\$13,527,000
Frankfort	Frankfort Municipal	FKR	18	\$930,000	\$1,492,000	\$2,800,000
Greencastle	Putnam County Regional	GPC	12	\$639,000	\$1,050,000	\$1,914,000
Greensburg	Greensburg Municipal	I34	< 1	\$48,000	\$75,000	\$140,000
Huntington	Huntington Municipal	HHG	21	\$1,067,000	\$1,764,000	\$3,292,000
Indianapolis	Hendricks County-Gordon Graham Field	2R2	5	\$260,000	\$425,000	\$803,000
Kendallville	Kendallville Municipal	C62	5	\$263,000	\$417,000	\$779,000
Knox	Starke County	OXI	8	\$435,000	\$725,000	\$1,315,000
Kokomo	Kokomo Municipal	OKK	15	\$778,000	\$1,250,000	\$2,341,000
La Porte	La Porte Municipal	PPO	24	\$1,191,000	\$1,922,000	\$3,589,000





Appendix D - Detailed Economic Impact Tables, 2020

Associated City	Facility Name	FAA ID	Employment (Jobs)	Labor Income	GDP	Output
Madison	Madison Municipal Airport	IMS	22	\$1,142,000	\$1,809,000	\$3,335,000
Marion	Marion Municipal-McKinney Field	MZZ	27	\$1,398,000	\$2,255,000	\$4,140,000
Michigan City	Michigan City Municipal-Phillips Field	MGC	20	\$1,046,000	\$1,688,000	\$3,161,000
New Castle	New Castle Henry County Marlatt Field	UWL	14	\$743,000	\$1,219,000	\$2,226,000
North Vernon	North Vernon	OVO	23	\$1,187,000	\$1,899,000	\$3,512,000
Peru	Peru Municipal	I76	6	\$313,000	\$490,000	\$911,000
Plymouth	Plymouth Municipal	C65	7	\$344,000	\$535,000	\$994,000
Rensselaer	Jasper County	RZL	12	\$613,000	\$961,000	\$1,790,000
Richmond	Richmond Municipal	RID	4	\$194,000	\$302,000	\$561,000
Seymour	Freeman Municipal	SER	17	\$881,000	\$1,428,000	\$2,617,000
Shelbyville	Shelbyville Municipal	GEZ	12	\$594,000	\$956,000	\$1,744,000
Sullivan	Sullivan County	SIV	5	\$240,000	\$393,000	\$735,000
Washington	Daviess County	DCY	4	\$193,000	\$301,000	\$558,000
Basic						
Connersville	Mettel Field	CEV	11	\$530,000	\$863,000	\$1,538,000
Delphi	Delphi Municipal	119	7	\$339,000	\$528,000	\$980,000
French Lick	French Lick Municipal	FRH	3	\$145,000	\$225,000	\$419,000
Kentland	Kentland Municipal	50I	3	\$159,000	\$247,000	\$459,000
Logansport	Logansport/Cass County	GGP	9	\$455,000	\$720,000	\$1,345,000
Monticello	White County	MCX	6	\$290,000	\$451,000	\$837,000
Paoli	Paoli Municipal	I42	4	\$193,000	\$301,000	\$558,000





Appendix D - Detailed Economic Impact Tables, 2020

Associated City	Facility Name	FAA ID	Employment (Jobs)	Labor Income	GDP	Output
Portland	Portland Municipal	PLD	28	\$1,372,000	\$2,300,000	\$4,302,000
Rochester	Fulton County	RCR	21	\$1,062,000	\$1,739,000	\$3,194,000
Salem	Salem Municipal	I83	< 1	\$48,000	\$75,000	\$140,000
Tell City	Perry County Municipal	TEL	< 1	\$3,000	\$4,000	\$8,000
Wabash	Wabash Municipal	IWH	9	\$447,000	\$738,000	\$1,344,000
Winamac	Arens Field	RWN	1	\$66,000	\$106,000	\$195,000
Winchester	Randolph County	I22	2	\$97,000	\$150,000	\$279,000
Unclassified						
Brazil	Brazil Clay County	0I2	10	\$514,000	\$871,000	\$1,574,000
Griffith	Griffith-Merrillville	05C	61	\$3,184,000	\$5,018,000	\$9,385,000
Indianapolis	Indianapolis Downtown Heliport	8A4	5	\$248,000	\$411,000	\$748,000
Peru	Grissom ARB	GUS	589	\$29,590,000	\$50,618,000	\$89,995,000
Total GA Facilities			3,337	\$169,400,000	\$279,080,000	\$512,730,000
Total All Facilities			15,287	\$759,770,000	\$1,261,040,000	\$2,345,050,000

Notes: Totals may not sum due to rounding. Where the table indicates <1 job but also includes estimates for labor income, GDP, and economic output, the job impact amounts to a less than half-time position. Source: InterVISTAS, 2022.

Table D.3. Direct Economic Impact of Capital Expenditures at Indiana's Facilities, 2020

Associated City	Facility Name	FAA ID	Employment (Jobs)	Labor Income	GDP	Output
Primary						
Evansville	Evansville Regional	EVV	89	\$5,300,000	\$5,989,000	\$13,485,000
Fort Wayne	Fort Wayne International	FWA	93	\$5,502,000	\$6,218,000	\$14,000,000
Indianapolis	Indianapolis International	IND	396	\$23,455,000	\$26,504,000	\$59,680,000
South Bend	South Bend International	SBN	36	\$2,139,000	\$2,417,000	\$5,443,000
Total Primary Facilities			614	\$36,400,000	\$41,130,000	\$92,610,000





Appendix D - Detailed Economic Impact Tables, 2020

Associated City	Facility Name	FAA ID	Employment (Jobs)	Labor Income	GDP	Output
National						
Gary	Gary/Chicago International	GYG	46	\$2,735,000	\$3,090,000	\$6,958,000
Indianapolis	Indianapolis Executive	TYQ	10	\$588,000	\$665,000	\$1,496,000
Regional						
Auburn	DeKalb County	GWB	8	\$453,000	\$512,000	\$1,153,000
Bloomington	Monroe County	BMG	4	\$215,000	\$243,000	\$546,000
Columbus	Columbus Municipal	BAK	13	\$776,000	\$877,000	\$1,974,000
Elkhart	Elkhart Municipal	EKM	7	\$436,000	\$493,000	\$1,110,000
Goshen	Goshen Municipal	GSH	1	\$71,000	\$80,000	\$180,000
Huntingburg	Huntingburg	HNB	13	\$782,000	\$883,000	\$1,989,000
Indianapolis	Eagle Creek Airpark	EYE	7	\$404,000	\$457,000	\$1,028,000
Indianapolis	Indy South Greenwood	HFY	11	\$675,000	\$763,000	\$1,718,000
Indianapolis	Indianapolis Regional	MQJ	3	\$206,000	\$233,000	\$524,000
Indianapolis	Indianapolis Metropolitan	UMP	7	\$393,000	\$444,000	\$999,000
Jeffersonville	Clark Regional	JVY	9	\$516,000	\$583,000	\$1,313,000
Lafayette	Purdue University	LAF	11	\$672,000	\$759,000	\$1,709,000
Muncie	Delaware County Regional	MIE	7	\$416,000	\$470,000	\$1,058,000
Terre Haute	Terre Haute Regional	HUF	13	\$799,000	\$903,000	\$2,034,000
Valparaiso	Porter County Regional	VPZ	11	\$655,000	\$740,000	\$1,666,000
Warsaw	Warsaw Municipal	ASW	3	\$183,000	\$207,000	\$465,000





Appendix D - Detailed Economic Impact Tables, 2020

Associated City	Facility Name	FAA ID	Employment (Jobs)	Labor Income	GDP	Output
Local						
Anderson	Anderson Municipal-Darlington Field	AID	11	\$634,000	\$716,000	\$1,612,000
Angola	Tri-State Steuben County	ANQ	2	\$107,000	\$121,000	\$272,000
Bedford	Virgil I Grissom Municipal	BFR	3	\$155,000	\$175,000	\$393,000
Crawfordsville	Crawfordsville Regional	CFJ	2	\$118,000	\$134,000	\$301,000
Fort Wayne	Smith Field	SMD	3	\$164,000	\$186,000	\$418,000
Frankfort	Frankfort Municipal	FKR	6	\$368,000	\$416,000	\$936,000
Greencastle	Putnam County Regional	GPC	< 1	\$43,000	\$48,000	\$108,000
Greensburg	Greensburg Municipal	I34	9	\$531,000	\$599,000	\$1,350,000
Huntington	Huntington Municipal	HHG	4	\$223,000	\$252,000	\$567,000
Indianapolis	Hendricks County-Gordon Graham Field	2R2	1	\$62,000	\$70,000	\$157,000
Kendallville	Kendallville Municipal	C62	2	\$95,000	\$107,000	\$241,000
Knox	Starke County	OXI	4	\$223,000	\$252,000	\$566,000
Kokomo	Kokomo Municipal	OKK	7	\$388,000	\$438,000	\$987,000
La Porte	La Porte Municipal	PPO	3	\$188,000	\$213,000	\$479,000
Madison	Madison Municipal Airport	IMS	3	\$170,000	\$192,000	\$432,000
Marion	Marion Municipal-McKinney Field	MZZ	5	\$298,000	\$337,000	\$758,000
Michigan City	Michigan City Municipal-Phillips Field	MGC	3	\$169,000	\$191,000	\$431,000





Appendix D - Detailed Economic Impact Tables, 2020

Associated City	Facility Name	FAA ID	Employment (Jobs)	Labor Income	GDP	Output
New Castle	New Castle Henry County Marlatt Field	UWL	7	\$406,000	\$459,000	\$1,034,000
North Vernon	North Vernon	OVO	3	\$162,000	\$183,000	\$412,000
Peru	Peru Municipal	I76	2	\$94,000	\$107,000	\$240,000
Plymouth	Plymouth Municipal	C65	1	\$80,000	\$90,000	\$204,000
Rensselaer	Jasper County	RZL	4	\$262,000	\$296,000	\$666,000
Richmond	Richmond Municipal	RID	4	\$240,000	\$271,000	\$610,000
Seymour	Freeman Municipal	SER	1	\$62,000	\$70,000	\$158,000
Shelbyville	Shelbyville Municipal	GEZ	3	\$166,000	\$187,000	\$422,000
Sullivan	Sullivan County	SIV	< 1	\$55,000	\$62,000	\$139,000
Washington	Daviess County	DCY	2	\$124,000	\$140,000	\$315,000
Basic						
Connersville	Mettel Field	CEV	3	\$191,000	\$216,000	\$486,000
Delphi	Delphi Municipal	119	3	\$181,000	\$205,000	\$461,000
French Lick	French Lick Municipal	FRH	3	\$186,000	\$210,000	\$473,000
Kentland	Kentland Municipal	50I	< 1	\$38,000	\$43,000	\$97,000
Logansport	Logansport/Cass County	GGP	2	\$123,000	\$139,000	\$313,000
Monticello	White County	MCX	9	\$557,000	\$630,000	\$1,418,000
Paoli	Paoli Municipal	I42	2	\$143,000	\$162,000	\$364,000
Portland	Portland Municipal	PLD	5	\$315,000	\$356,000	\$801,000
Rochester	Fulton County	RCR	2	\$145,000	\$164,000	\$370,000
Salem	Salem Municipal	I83	6	\$343,000	\$387,000	\$872,000
Tell City	Perry County Municipal	TEL	1	\$65,000	\$74,000	\$167,000
Wabash	Wabash Municipal	IWH	< 1	\$53,000	\$60,000	\$134,000
Winamac	Arens Field	RWN	1	\$72,000	\$81,000	\$183,000





Appendix D - Detailed Economic Impact Tables, 2020

Associated City	Facility Name	FAA ID	Employment (Jobs)	Labor Income	GDP	Output
Winchester	Randolph County	I22	< 1	\$44,000	\$50,000	\$113,000
Unclassified						
Brazil	Brazil Clay County	0I2	< 1	\$2,000	\$2,000	\$5,000
Griffith	Griffith-Merrillville	05C	< 1	\$15,000	\$17,000	\$39,000
Indianapolis	Indianapolis Downtown Heliport	8A4	5	\$274,000	\$309,000	\$697,000
Peru	Grissom ARB	GUS	< 1	\$33,000	\$37,000	\$83,000
Total GA Facilities			326	\$19,340,000	\$21,850,000	\$49,210,000
Total All Facilities			941	\$55,730,000	\$62,980,000	\$141,820,000

Notes: Totals may not sum due to rounding. Where the table indicates <1 job but also includes estimates for labor income, GDP, and economic output, the job impact amounts to a less than half-time position. Source: InterVISTAS, 2022.

Table D.4. Combined Multiplier Economic Impact of Capital Expenditures at Indiana's Facilities, 2020

Associated City	Facility Name	FAA ID	Employment (Jobs)	Labor Income	GDP	Output
Primary						
Evansville	Evansville Regional	EVV	67	\$3,547,000	\$6,010,000	\$11,181,000
Fort Wayne	Fort Wayne International	FWA	69	\$3,682,000	\$6,240,000	\$11,609,000
Indianapolis	Indianapolis International	IND	295	\$15,696,000	\$26,598,000	\$49,485,000
South Bend	South Bend International	SBN	27	\$1,432,000	\$2,426,000	\$4,513,000
Total Primary Facilities			457	\$24,360,000	\$41,270,000	\$76,790,000
National						
Gary	Gary/Chicago International	GYG	34	\$1,830,000	\$3,101,000	\$5,769,000
Indianapolis	Indianapolis Executive	TYQ	7	\$394,000	\$667,000	\$1,241,000
Regional						
Auburn	DeKalb County	GWB	6	\$303,000	\$514,000	\$956,000
Bloomington	Monroe County	BMG	3	\$144,000	\$243,000	\$453,000





Appendix D - Detailed Economic Impact Tables, 2020

Associated City	Facility Name	FAA ID	Employment (Jobs)	Labor Income	GDP	Output
Columbus	Columbus Municipal	BAK	10	\$519,000	\$880,000	\$1,637,000
Elkhart	Elkhart Municipal	EKM	5	\$292,000	\$495,000	\$921,000
Goshen	Goshen Municipal	GSH	< 1	\$47,000	\$80,000	\$149,000
Huntingburg	Huntingburg	HNB	10	\$523,000	\$886,000	\$1,649,000
Indianapolis	Eagle Creek Airpark	EYE	5	\$270,000	\$458,000	\$853,000
Indianapolis	Indy South Greenwood	HFY	8	\$452,000	\$766,000	\$1,425,000
Indianapolis	Indianapolis Regional	MQJ	3	\$138,000	\$234,000	\$435,000
Indianapolis	Indianapolis Metropolitan	UMP	5	\$263,000	\$445,000	\$829,000
Jeffersonville	Clark Regional	JVY	6	\$345,000	\$585,000	\$1,089,000
Lafayette	Purdue University	LAF	8	\$450,000	\$762,000	\$1,417,000
Muncie	Delaware County Regional	MIE	5	\$278,000	\$471,000	\$877,000
Terre Haute	Terre Haute Regional	HUF	10	\$535,000	\$906,000	\$1,686,000
Valparaiso	Porter County Regional	VPZ	8	\$438,000	\$742,000	\$1,381,000
Warsaw	Warsaw Municipal	ASW	2	\$122,000	\$207,000	\$386,000
Local						
Anderson	Anderson Municipal-Darlington Field	AID	8	\$424,000	\$718,000	\$1,337,000
Angola	Tri-State Steuben County	ANQ	1	\$72,000	\$121,000	\$226,000
Bedford	Virgil I Grissom Municipal	BFR	2	\$103,000	\$175,000	\$326,000
Crawfordsville	Crawfordsville Regional	CFJ	1	\$79,000	\$134,000	\$250,000
Fort Wayne	Smith Field	SMD	2	\$110,000	\$186,000	\$347,000





Appendix D - Detailed Economic Impact Tables, 2020

Associated City	Facility Name	FAA ID	Employment (Jobs)	Labor Income	GDP	Output
Frankfort	Frankfort Municipal	FKR	5	\$246,000	\$417,000	\$776,000
Greencastle	Putnam County Regional	GPC	< 1	\$29,000	\$48,000	\$90,000
Greensburg	Greensburg Municipal	I34	7	\$355,000	\$602,000	\$1,119,000
Huntington	Huntington Municipal	HHG	3	\$149,000	\$253,000	\$470,000
Indianapolis	Hendricks County-Gordon Graham Field	2R2	< 1	\$41,000	\$70,000	\$130,000
Kendallville	Kendallville Municipal	C62	1	\$63,000	\$107,000	\$200,000
Knox	Starke County	OXI	3	\$149,000	\$252,000	\$470,000
Kokomo	Kokomo Municipal	OKK	5	\$260,000	\$440,000	\$819,000
La Porte	La Porte Municipal	PPO	2	\$126,000	\$213,000	\$397,000
Madison	Madison Municipal Airport	IMS	2	\$114,000	\$193,000	\$358,000
Marion	Marion Municipal-McKinney Field	MZZ	4	\$199,000	\$338,000	\$629,000
Michigan City	Michigan City Municipal-Phillips Field	MGC	2	\$113,000	\$192,000	\$357,000
New Castle	New Castle Henry County Marlatt Field	UWL	5	\$272,000	\$461,000	\$857,000
North Vernon	North Vernon	OVO	2	\$108,000	\$183,000	\$341,000
Peru	Peru Municipal	I76	1	\$63,000	\$107,000	\$199,000
Plymouth	Plymouth Municipal	C65	1	\$54,000	\$91,000	\$169,000
Rensselaer	Jasper County	RZL	3	\$175,000	\$297,000	\$552,000
Richmond	Richmond Municipal	RID	3	\$160,000	\$272,000	\$506,000





Appendix D - Detailed Economic Impact Tables, 2020

Associated City	Facility Name	FAA ID	Employment (Jobs)	Labor Income	GDP	Output
Seymour	Freeman Municipal	SER	< 1	\$41,000	\$70,000	\$131,000
Shelbyville	Shelbyville Municipal	GEZ	2	\$111,000	\$188,000	\$350,000
Sullivan	Sullivan County	SIV	< 1	\$37,000	\$62,000	\$116,000
Washington	Daviess County	DCY	2	\$83,000	\$140,000	\$261,000
Basic						
Connersville	Mettel Field	CEV	2	\$128,000	\$216,000	\$403,000
Delphi	Delphi Municipal	119	2	\$121,000	\$205,000	\$382,000
French Lick	French Lick Municipal	FRH	2	\$125,000	\$211,000	\$393,000
Kentland	Kentland Municipal	50I	< 1	\$26,000	\$43,000	\$81,000
Logansport	Logansport/Cass County	GGP	2	\$82,000	\$139,000	\$259,000
Monticello	White County	MCX	7	\$373,000	\$632,000	\$1,176,000
Paoli	Paoli Municipal	I42	2	\$96,000	\$162,000	\$302,000
Portland	Portland Municipal	PLD	4	\$211,000	\$357,000	\$664,000
Rochester	Fulton County	RCR	2	\$97,000	\$165,000	\$306,000
Salem	Salem Municipal	I83	4	\$229,000	\$389,000	\$723,000
Tell City	Perry County Municipal	TEL	< 1	\$44,000	\$74,000	\$138,000
Wabash	Wabash Municipal	IWH	< 1	\$35,000	\$60,000	\$111,000
Winamac	Arens Field	RWN	< 1	\$48,000	\$82,000	\$152,000
Winchester	Randolph County	I22	< 1	\$30,000	\$50,000	\$93,000
Unclassified						
Brazil	Brazil Clay County	0I2	< 1	\$1,000	\$2,000	\$4,000
Griffith	Griffith-Merrillville	05C	< 1	\$10,000	\$18,000	\$33,000
Indianapolis	Indianapolis Downtown Heliport	8A4	3	\$183,000	\$310,000	\$578,000
Peru	Grissom ARB	GUS	< 1	\$22,000	\$37,000	\$69,000





Appendix D - Detailed Economic Impact Tables, 2020

Associated City	Facility Name	FAA ID	Employment (Jobs)	Labor Income	GDP	Output
Total GA Facilities			243	\$12,940,000	\$21,930,000	\$40,800,000
Total All Facilities			700	\$37,300,000	\$63,200,000	\$117,590,000

Notes: Totals may not sum due to rounding. Where the table indicates <1 job but also includes estimates for labor income, GDP, and economic output, the job impact amounts to a less than half-time position. Source: InterVISTAS, 2022.

Table D.5. Direct Economic Impact of Visitor Spending Facilitated by Indiana's Aviation System, 2020

Associated City	Facility Name	FAA ID	Employment (Jobs)	Labor Income	GDP	Output
Primary						
Evansville	Evansville Regional	EVV	289	\$6,310,000	\$10,615,000	\$17,461,000
Fort Wayne	Fort Wayne International	FWA	519	\$11,313,000	\$19,034,000	\$31,307,000
Indianapolis	Indianapolis International	IND	7,574	\$165,093,000	\$277,749,000	\$456,853,000
South Bend	South Bend International	SBN	612	\$13,341,000	\$22,444,000	\$36,916,000
Total Primary Facilities			8,994	\$196,060,000	\$329,840,000	\$542,540,000
National						
Gary	Gary/Chicago International	GYG	12	\$263,000	\$419,000	\$722,000
Indianapolis	Indianapolis Executive	TYQ	110	\$2,392,000	\$3,813,000	\$6,568,000
Regional						
Auburn	DeKalb County	GWB	4	\$85,000	\$135,000	\$232,000
Bloomington	Monroe County	BMG	27	\$592,000	\$944,000	\$1,626,000
Columbus	Columbus Municipal	BAK	15	\$336,000	\$535,000	\$922,000
Elkhart	Elkhart Municipal	EKM	45	\$971,000	\$1,548,000	\$2,666,000
Goshen	Goshen Municipal	GSH	23	\$508,000	\$809,000	\$1,393,000
Huntingburg	Huntingburg	HNB	2	\$52,000	\$82,000	\$141,000
Indianapolis	Eagle Creek Airpark	EYE	11	\$238,000	\$379,000	\$653,000
Indianapolis	Indy South Greenwood	HFY	10	\$223,000	\$356,000	\$614,000





Appendix D - Detailed Economic Impact Tables, 2020

Associated City	Facility Name	FAA ID	Employment (Jobs)	Labor Income	GDP	Output
Indianapolis	Indianapolis Regional	MQJ	65	\$1,408,000	\$2,244,000	\$3,865,000
Indianapolis	Indianapolis Metropolitan	UMP	9	\$203,000	\$323,000	\$557,000
Jeffersonville	Clark Regional	JVY	6	\$125,000	\$199,000	\$343,000
Lafayette	Purdue University	LAF	93	\$2,015,000	\$3,212,000	\$5,532,000
Muncie	Delaware County Regional	MIE	20	\$434,000	\$691,000	\$1,190,000
Terre Haute	Terre Haute Regional	HUF	48	\$1,050,000	\$1,674,000	\$2,883,000
Valparaiso	Porter County Regional	VPZ	69	\$1,488,000	\$2,371,000	\$4,085,000
Warsaw	Warsaw Municipal	ASW	5	\$110,000	\$176,000	\$303,000
Local						
Anderson	Anderson Municipal-Darlington Field	AID	< 1	\$8,000	\$13,000	\$22,000
Angola	Tri-State Steuben County	ANQ	< 1	\$17,000	\$27,000	\$46,000
Bedford	Virgil I Grissom Municipal	BFR	< 1	\$13,000	\$20,000	\$34,000
Crawfordsville	Crawfordsville Regional	CFJ	2	\$38,000	\$60,000	\$103,000
Fort Wayne	Smith Field	SMD	< 1	\$13,000	\$21,000	\$36,000
Frankfort	Frankfort Municipal	FKR	1	\$26,000	\$42,000	\$72,000
Greencastle	Putnam County Regional	GPC	< 1	\$14,000	\$22,000	\$39,000
Greensburg	Greensburg Municipal	I34	< 1	\$9,000	\$14,000	\$24,000
Huntington	Huntington Municipal	HHG	< 1	\$2,000	\$4,000	\$6,000
Indianapolis	Hendricks County-Gordon Graham Field	2R2	< 1	\$17,000	\$27,000	\$46,000





Appendix D - Detailed Economic Impact Tables, 2020

Associated City	Facility Name	FAA ID	Employment (Jobs)	Labor Income	GDP	Output
Kendallville	Kendallville Municipal	C62	< 1	\$8,000	\$13,000	\$23,000
Knox	Starke County	OXI	5	\$98,000	\$157,000	\$270,000
Kokomo	Kokomo Municipal	OKK	4	\$78,000	\$124,000	\$214,000
La Porte	La Porte Municipal	PPO	6	\$120,000	\$191,000	\$329,000
Madison	Madison Municipal Airport	IMS	9	\$205,000	\$327,000	\$563,000
Marion	Marion Municipal-McKinney Field	MZZ	1	\$23,000	\$36,000	\$62,000
Michigan City	Michigan City Municipal-Phillips Field	MGC	2	\$36,000	\$58,000	\$99,000
New Castle	New Castle Henry County Marlatt Field	UWL	< 1	\$3,000	\$6,000	\$10,000
North Vernon	North Vernon	OVO	1	\$24,000	\$38,000	\$65,000
Peru	Peru Municipal	I76	< 1	\$1,000	\$2,000	\$3,000
Plymouth	Plymouth Municipal	C65	1	\$29,000	\$47,000	\$80,000
Rensselaer	Jasper County	RZL	2	\$33,000	\$53,000	\$91,000
Richmond	Richmond Municipal	RID	1	\$28,000	\$45,000	\$77,000
Seymour	Freeman Municipal	SER	< 1	\$12,000	\$19,000	\$33,000
Shelbyville	Shelbyville Municipal	GEZ	< 1	\$9,000	\$14,000	\$25,000
Sullivan	Sullivan County	SIV	< 1	\$16,000	\$26,000	\$45,000
Washington	Daviess County	DCY	< 1	< \$1,000	\$1,000	\$2,000
Basic						
Connersville	Mettel Field	CEV	< 1	\$8,000	\$13,000	\$22,000
Delphi	Delphi Municipal	119	< 1	\$5,000	\$8,000	\$14,000
French Lick	French Lick Municipal	FRH	95	\$2,054,000	\$3,273,000	\$5,639,000





Appendix D - Detailed Economic Impact Tables, 2020

Associated City	Facility Name	FAA ID	Employment (Jobs)	Labor Income	GDP	Output
Kentland	Kentland Municipal	50I	< 1	\$4,000	\$7,000	\$12,000
Logansport	Logansport/Cass County	GGP	< 1	\$8,000	\$12,000	\$22,000
Monticello	White County	MCX	2	\$34,000	\$55,000	\$94,000
Paoli	Paoli Municipal	I42	< 1	\$8,000	\$13,000	\$22,000
Portland	Portland Municipal	PLD	< 1	\$6,000	\$9,000	\$16,000
Rochester	Fulton County	RCR	4	\$97,000	\$154,000	\$265,000
Salem	Salem Municipal	I83	< 1	\$10,000	\$16,000	\$27,000
Tell City	Perry County Municipal	TEL	< 1	\$6,000	\$9,000	\$16,000
Wabash	Wabash Municipal	IWH	< 1	\$15,000	\$25,000	\$42,000
Winamac	Arens Field	RWN	< 1	\$2,000	\$4,000	\$6,000
Winchester	Randolph County	I22	< 1	\$13,000	\$21,000	\$36,000
Unclassified						
Brazil	Brazil Clay County	0I2	< 1	< \$1,000	< \$1,000	< \$1,000
Griffith	Griffith-Merrillville	05C	7	\$147,000	\$233,000	\$402,000
Indianapolis	Indianapolis Downtown Heliport	8A4	-	-	-	-
Peru	Grissom ARB	GUS	< 1	< \$1,000	< \$1,000	< \$1,000
Total GA Facilities			728	\$15,790,000	\$25,170,000	\$43,350,000
Total All Facilities			9,722	\$211,850,000	\$355,010,000	\$585,890,000

Notes: Totals may not sum due to rounding. Where the table indicates <1 job but also includes estimates for labor income, GDP, and economic output, the job impact amounts to a less than half-time position. Source: InterVISTAS, 2022.





Appendix D - Detailed Economic Impact Tables, 2020

Table D.6. Combined Multiplier Economic Impact of Visitor Spending Facilitated by Indiana's Aviation System, 2020

Associated City	Facility Name	FAA ID	Employment (Jobs)	Labor Income	GDP	Output
Primary						
Evansville	Evansville Regional	EVV	82	\$4,163,000	\$6,919,000	\$12,734,000
Fort Wayne	Fort Wayne International	FWA	147	\$7,465,000	\$12,406,000	\$22,833,000
Indianapolis	Indianapolis International	IND	2,139	\$108,936,000	\$181,043,000	\$333,191,000
South Bend	South Bend International	SBN	173	\$8,803,000	\$14,629,000	\$26,924,000
Total Primary Facilities			2,540	\$129,370,000	\$215,000,000	\$395,680,000
National						
Gary	Gary/Chicago International	GYG	4	\$183,000	\$303,000	\$559,000
Indianapolis	Indianapolis Executive	TYQ	32	\$1,663,000	\$2,752,000	\$5,080,000
Regional						
Auburn	DeKalb County	GWB	1	\$59,000	\$97,000	\$179,000
Bloomington	Monroe County	BMG	8	\$412,000	\$681,000	\$1,257,000
Columbus	Columbus Municipal	BAK	4	\$233,000	\$386,000	\$713,000
Elkhart	Elkhart Municipal	EKM	13	\$675,000	\$1,117,000	\$2,062,000
Goshen	Goshen Municipal	GSH	7	\$353,000	\$584,000	\$1,078,000
Huntingburg	Huntingburg	HNB	< 1	\$36,000	\$59,000	\$109,000
Indianapolis	Eagle Creek Airpark	EYE	3	\$165,000	\$274,000	\$505,000
Indianapolis	Indy South Greenwood	HFY	3	\$155,000	\$257,000	\$475,000
Indianapolis	Indianapolis Regional	MQJ	19	\$978,000	\$1,619,000	\$2,990,000
Indianapolis	Indianapolis Metropolitan	UMP	3	\$141,000	\$233,000	\$431,000
Jeffersonville	Clark Regional	JVY	2	\$87,000	\$144,000	\$265,000
Lafayette	Purdue University	LAF	27	\$1,400,000	\$2,318,000	\$4,279,000





Appendix D - Detailed Economic Impact Tables, 2020

Associated City	Facility Name	FAA ID	Employment (Jobs)	Labor Income	GDP	Output
Muncie	Delaware County Regional	MIE	6	\$301,000	\$499,000	\$921,000
Terre Haute	Terre Haute Regional	HUF	14	\$730,000	\$1,208,000	\$2,230,000
Valparaiso	Porter County Regional	VPZ	20	\$1,034,000	\$1,711,000	\$3,159,000
Warsaw	Warsaw Municipal	ASW	1	\$77,000	\$127,000	\$234,000
Local						
Anderson	Anderson Municipal-Darlington Field	AID	< 1	\$6,000	\$9,000	\$17,000
Angola	Tri-State Steuben County	ANQ	< 1	\$12,000	\$19,000	\$36,000
Bedford	Virgil I Grissom Municipal	BFR	< 1	\$9,000	\$14,000	\$27,000
Crawfordsville	Crawfordsville Regional	CFJ	< 1	\$26,000	\$43,000	\$80,000
Fort Wayne	Smith Field	SMD	< 1	\$9,000	\$15,000	\$28,000
Frankfort	Frankfort Municipal	FKR	< 1	\$18,000	\$30,000	\$56,000
Greencastle	Putnam County Regional	GPC	< 1	\$10,000	\$16,000	\$30,000
Greensburg	Greensburg Municipal	I34	< 1	\$6,000	\$10,000	\$18,000
Huntington	Huntington Municipal	HHG	< 1	\$2,000	\$3,000	\$5,000
Indianapolis	Hendricks County-Gordon Graham Field	2R2	< 1	\$12,000	\$19,000	\$35,000
Kendallville	Kendallville Municipal	C62	< 1	\$6,000	\$10,000	\$18,000
Knox	Starke County	OXI	1	\$68,000	\$113,000	\$209,000
Kokomo	Kokomo Municipal	OKK	1	\$54,000	\$90,000	\$165,000
La Porte	La Porte Municipal	PPO	2	\$83,000	\$138,000	\$254,000





Appendix D - Detailed Economic Impact Tables, 2020

Associated City	Facility Name	FAA ID	Employment (Jobs)	Labor Income	GDP	Output
Madison	Madison Municipal Airport	IMS	3	\$142,000	\$236,000	\$435,000
Marion	Marion Municipal-McKinney Field	MZZ	< 1	\$16,000	\$26,000	\$48,000
Michigan City	Michigan City Municipal-Phillips Field	MGC	< 1	\$25,000	\$42,000	\$77,000
New Castle	New Castle Henry County Marlatt Field	UWL	< 1	\$2,000	\$4,000	\$7,000
North Vernon	North Vernon	OVO	< 1	\$16,000	\$27,000	\$50,000
Peru	Peru Municipal	I76	< 1	< \$1,000	\$1,000	\$3,000
Plymouth	Plymouth Municipal	C65	< 1	\$20,000	\$34,000	\$62,000
Rensselaer	Jasper County	RZL	< 1	\$23,000	\$38,000	\$70,000
Richmond	Richmond Municipal	RID	< 1	\$19,000	\$32,000	\$59,000
Seymour	Freeman Municipal	SER	< 1	\$8,000	\$14,000	\$26,000
Shelbyville	Shelbyville Municipal	GEZ	< 1	\$6,000	\$10,000	\$19,000
Sullivan	Sullivan County	SIV	< 1	\$11,000	\$19,000	\$35,000
Washington	Daviess County	DCY	< 1	< \$1,000	< \$1,000	\$2,000
Basic						
Connersville	Mettel Field	CEV	< 1	\$6,000	\$9,000	\$17,000
Delphi	Delphi Municipal	119	< 1	\$4,000	\$6,000	\$11,000
French Lick	French Lick Municipal	FRH	27	\$1,427,000	\$2,363,000	\$4,361,000
Kentland	Kentland Municipal	50I	< 1	\$3,000	\$5,000	\$9,000
Logansport	Logansport/Cass County	GGP	< 1	\$5,000	\$9,000	\$17,000
Monticello	White County	MCX	< 1	\$24,000	\$39,000	\$73,000
Paoli	Paoli Municipal	I42	< 1	\$6,000	\$9,000	\$17,000





Appendix D - Detailed Economic Impact Tables, 2020

Associated City	Facility Name	FAA ID	Employment (Jobs)	Labor Income	GDP	Output
Portland	Portland Municipal	PLD	< 1	\$4,000	\$7,000	\$12,000
Rochester	Fulton County	RCR	1	\$67,000	\$111,000	\$205,000
Salem	Salem Municipal	I83	< 1	\$7,000	\$11,000	\$21,000
Tell City	Perry County Municipal	TEL	< 1	\$4,000	\$7,000	\$12,000
Wabash	Wabash Municipal	IWH	< 1	\$11,000	\$18,000	\$33,000
Winamac	Arens Field	RWN	< 1	\$2,000	\$3,000	\$4,000
Winchester	Randolph County	I22	< 1	\$9,000	\$15,000	\$28,000
Unclassified						
Brazil	Brazil Clay County	OI2	< 1	< \$1,000	< \$1,000	< \$1,000
Griffith	Griffith-Merrillville	O5C	2	\$102,000	\$169,000	\$311,000
Indianapolis	Indianapolis Downtown Heliport	8A4	-	-	-	-
Peru	Grissom ARB	GUS	< 1	< \$1,000	< \$1,000	< \$1,000
Total GA Facilities			211	\$10,970,000	\$18,160,000	\$33,530,000
Total All Facilities			2,751	\$140,340,000	\$233,160,000	\$429,210,000

Notes: Totals may not sum due to rounding. Where the table indicates <1 job but also includes estimates for labor income, GDP, and economic output, the job impact amounts to a less than half-time position. Source: InterVISTAS, 2022.

Table D.7. Total Economic Impact of Indiana's Aviation System, 2020

Associated City	Facility Name	FAA ID	Employment (Jobs)	Labor Income	GDP	Output
Primary						
Evansville	Evansville Regional	EVV	1,122	\$58,032,000	\$90,048,000	\$151,122,000
Fort Wayne	Fort Wayne International	FWA	3,637	\$173,465,000	\$286,316,000	\$468,567,000
Indianapolis	Indianapolis International	IND	28,679	\$1,440,881,000	\$2,511,337,000	\$4,649,057,000
South Bend	South Bend International	SBN	2,401	\$125,068,000	\$216,182,000	\$393,526,000
Total Primary Facilities			35,840	\$1,797,450,000	\$3,103,880,000	\$5,662,270,000





Appendix D - Detailed Economic Impact Tables, 2020

Associated City	Facility Name	FAA ID	Employment (Jobs)	Labor Income	GDP	Output
National						
Gary	Gary/Chicago International	GYG	864	\$50,435,000	\$82,653,000	\$150,572,000
Indianapolis	Indianapolis Executive	TYQ	288	\$12,153,000	\$16,781,000	\$31,798,000
Regional						
Auburn	DeKalb County	GWB	129	\$7,080,000	\$9,389,000	\$18,274,000
Bloomington	Monroe County	BMG	177	\$8,982,000	\$13,282,000	\$25,585,000
Columbus	Columbus Municipal	BAK	380	\$18,873,000	\$31,308,000	\$53,430,000
Elkhart	Elkhart Municipal	EKM	198	\$9,896,000	\$15,188,000	\$29,065,000
Goshen	Goshen Municipal	GSH	150	\$7,856,000	\$12,894,000	\$25,085,000
Huntingburg	Huntingburg	HNB	102	\$5,669,000	\$8,102,000	\$15,976,000
Indianapolis	Eagle Creek Airpark	EYE	210	\$10,877,000	\$14,316,000	\$28,551,000
Indianapolis	Indy South Greenwood	HFY	90	\$4,523,000	\$6,724,000	\$13,106,000
Indianapolis	Indianapolis Regional	MQJ	277	\$14,016,000	\$24,213,000	\$46,048,000
Indianapolis	Indianapolis Metropolitan	UMP	95	\$4,924,000	\$6,538,000	\$13,020,000
Jeffersonville	Clark Regional	JVY	330	\$18,397,000	\$25,045,000	\$49,921,000
Lafayette	Purdue University	LAF	528	\$23,988,000	\$32,577,000	\$61,126,000
Muncie	Delaware County Regional	MIE	223	\$11,285,000	\$15,019,000	\$29,641,000
Terre Haute	Terre Haute Regional	HUF	1,987	\$100,301,000	\$169,085,000	\$271,738,000
Valparaiso	Porter County Regional	VPZ	248	\$10,808,000	\$16,803,000	\$32,016,000
Warsaw	Warsaw Municipal	ASW	138	\$8,094,000	\$14,241,000	\$27,325,000





Appendix D - Detailed Economic Impact Tables, 2020

Associated City	Facility Name	FAA ID	Employment (Jobs)	Labor Income	GDP	Output
Local						
Anderson	Anderson Municipal-Darlington Field	AID	133	\$7,088,000	\$9,410,000	\$18,119,000
Angola	Tri-State Steuben County	ANQ	21	\$984,000	\$1,309,000	\$2,612,000
Bedford	Virgil I Grissom Municipal	BFR	37	\$1,999,000	\$2,867,000	\$5,255,000
Crawfordsville	Crawfordsville Regional	CFJ	25	\$1,335,000	\$1,764,000	\$3,525,000
Fort Wayne	Smith Field	SMD	174	\$10,591,000	\$17,732,000	\$33,497,000
Frankfort	Frankfort Municipal	FKR	59	\$2,836,000	\$3,771,000	\$7,541,000
Greencastle	Putnam County Regional	GPC	37	\$1,811,000	\$2,575,000	\$4,506,000
Greensburg	Greensburg Municipal	I34	18	\$1,008,000	\$1,364,000	\$2,790,000
Huntington	Huntington Municipal	HHG	52	\$2,993,000	\$4,460,000	\$8,531,000
Indianapolis	Hendricks County-Gordon Graham Field	2R2	18	\$760,000	\$1,021,000	\$2,023,000
Kendallville	Kendallville Municipal	C62	15	\$776,000	\$1,026,000	\$2,056,000
Knox	Starke County	OXI	35	\$1,799,000	\$2,356,000	\$4,274,000
Kokomo	Kokomo Municipal	OKK	55	\$2,621,000	\$3,561,000	\$7,001,000
La Porte	La Porte Municipal	PPO	58	\$3,184,000	\$4,902,000	\$9,562,000
Madison	Madison Municipal Airport	IMS	72	\$3,470,000	\$4,367,000	\$8,397,000
Marion	Marion Municipal-McKinney Field	MZZ	73	\$4,062,000	\$5,328,000	\$10,056,000
Michigan City	Michigan City Municipal-Phillips Field	MGC	58	\$2,795,000	\$3,865,000	\$7,628,000





Appendix D - Detailed Economic Impact Tables, 2020

Associated City	Facility Name	FAA ID	Employment (Jobs)	Labor Income	GDP	Output
New Castle	New Castle Henry County Marlatt Field	UWL	47	\$2,666,000	\$3,515,000	\$6,582,000
North Vernon	North Vernon	OVO	65	\$3,372,000	\$4,263,000	\$7,993,000
Peru	Peru Municipal	I76	16	\$862,000	\$1,130,000	\$2,273,000
Plymouth	Plymouth Municipal	C65	18	\$948,000	\$1,253,000	\$2,503,000
Rensselaer	Jasper County	RZL	36	\$1,874,000	\$2,480,000	\$4,975,000
Richmond	Richmond Municipal	RID	17	\$879,000	\$1,179,000	\$2,374,000
Seymour	Freeman Municipal	SER	44	\$2,422,000	\$3,103,000	\$5,740,000
Shelbyville	Shelbyville Municipal	GEZ	41	\$2,033,000	\$2,999,000	\$4,881,000
Sullivan	Sullivan County	SIV	11	\$658,000	\$1,064,000	\$2,070,000
Washington	Daviess County	DCY	11	\$637,000	\$839,000	\$1,696,000
Basic						
Connersville	Mettel Field	CEV	33	\$1,984,000	\$2,450,000	\$4,151,000
Delphi	Delphi Municipal	119	19	\$1,065,000	\$1,402,000	\$2,829,000
French Lick	French Lick Municipal	FRH	133	\$4,114,000	\$6,475,000	\$11,704,000
Kentland	Kentland Municipal	50I	8	\$424,000	\$556,000	\$1,116,000
Logansport	Logansport/Cass County	GGP	25	\$1,259,000	\$1,661,000	\$3,327,000
Monticello	White County	MCX	30	\$1,633,000	\$2,192,000	\$4,436,000
Paoli	Paoli Municipal	I42	12	\$683,000	\$904,000	\$1,823,000
Portland	Portland Municipal	PLD	60	\$3,732,000	\$6,354,000	\$12,153,000
Rochester	Fulton County	RCR	58	\$3,123,000	\$4,330,000	\$8,033,000
Salem	Salem Municipal	I83	13	\$696,000	\$942,000	\$1,922,000
Tell City	Perry County Municipal	TEL	2	\$125,000	\$172,000	\$348,000
Wabash	Wabash Municipal	IWH	24	\$1,328,000	\$1,746,000	\$3,157,000
Winamac	Arens Field	RWN	6	\$308,000	\$377,000	\$726,000





Appendix D - Detailed Economic Impact Tables, 2020

Associated City	Facility Name	FAA ID	Employment (Jobs)	Labor Income	GDP	Output
Winchester	Randolph County	I22	6	\$311,000	\$414,000	\$828,000
Unclassified						
Brazil	Brazil Clay County	0I2	27	\$1,520,000	\$1,988,000	\$3,409,000
Griffith	Griffith-Merrillville	05C	134	\$7,259,000	\$10,833,000	\$20,730,000
Indianapolis	Indianapolis Downtown Heliport	8A4	20	\$1,140,000	\$1,512,000	\$2,859,000
Peru	Grissom ARB	GUS	2,605	\$116,414,000	\$210,926,000	\$276,518,000
Total GA Facilities			10,874	\$541,740,000	\$862,900,000	\$1,460,800,000
Total All Facilities			46,714	\$2,339,190,000	\$3,966,780,000	\$7,123,070,000

Notes: Includes direct, indirect, and induced impacts of facility operations, capital expenditures, and visitor spending. Totals may not sum due to rounding. Source: InterVISTAS, 2022.

Table D.8. Total Tax Impact of Indiana's Aviation System, 2020

Associated City	Facility Name	FAA ID	Federal	State	Local	Total
Primary						
Evansville	Evansville Regional	EVV	\$12,140,000	\$4,950,000	\$2,370,000	\$19,460,000
Fort Wayne	Fort Wayne International	FWA	\$36,880,000	\$15,520,000	\$7,480,000	\$59,880,000
Indianapolis	Indianapolis International	IND	\$314,470,000	\$199,240,000	\$104,120,000	\$617,830,000
South Bend	South Bend International	SBN	\$27,230,000	\$16,840,000	\$8,770,000	\$52,840,000
Total Primary Facilities			\$390,730,000	\$236,550,000	\$122,730,000	\$750,010,000
National						
Gary	Gary/Chicago International	GYG	\$10,760,000	\$5,550,000	\$2,800,000	\$19,110,000
Indianapolis	Indianapolis Executive	TYQ	\$2,470,000	\$1,040,000	\$510,000	\$4,010,000
Regional						
Auburn	DeKalb County	GWB	\$1,420,000	\$410,000	\$180,000	\$2,000,000
Bloomington	Monroe County	BMG	\$1,850,000	\$740,000	\$350,000	\$2,950,000





Appendix D - Detailed Economic Impact Tables, 2020

Associated City	Facility Name	FAA ID	Federal	State	Local	Total
Columbus	Columbus Municipal	BAK	\$4,000,000	\$1,530,000	\$720,000	\$6,250,000
Elkhart	Elkhart Municipal	EKM	\$2,080,000	\$1,090,000	\$550,000	\$3,710,000
Goshen	Goshen Municipal	GSH	\$1,680,000	\$980,000	\$510,000	\$3,170,000
Huntingburg	Huntingburg	HNB	\$1,160,000	\$480,000	\$230,000	\$1,860,000
Indianapolis	Eagle Creek Airpark	EYE	\$2,170,000	\$730,000	\$330,000	\$3,230,000
Indianapolis	Indy South Greenwood	HFY	\$940,000	\$440,000	\$220,000	\$1,600,000
Indianapolis	Indianapolis Regional	MQJ	\$3,050,000	\$1,980,000	\$1,040,000	\$6,070,000
Indianapolis	Indianapolis Metropolitan	UMP	\$990,000	\$340,000	\$160,000	\$1,480,000
Jeffersonville	Clark Regional	JVY	\$3,710,000	\$1,360,000	\$640,000	\$5,720,000
Lafayette	Purdue University	LAF	\$4,830,000	\$1,670,000	\$770,000	\$7,270,000
Muncie	Delaware County Regional	MIE	\$2,260,000	\$780,000	\$360,000	\$3,410,000
Terre Haute	Terre Haute Regional	HUF	\$21,220,000	\$4,950,000	\$1,880,000	\$28,050,000
Valparaiso	Porter County Regional	VPZ	\$2,270,000	\$1,190,000	\$600,000	\$4,060,000
Warsaw	Warsaw Municipal	ASW	\$1,770,000	\$1,180,000	\$620,000	\$3,580,000
Local						
Anderson	Anderson Municipal-Darlington Field	AID	\$1,420,000	\$470,000	\$210,000	\$2,110,000
Angola	Tri-State Steuben County	ANQ	\$200,000	\$70,000	\$30,000	\$290,000
Bedford	Virgil I Grissom Municipal	BFR	\$410,000	\$230,000	\$120,000	\$750,000
Crawfordsville	Crawfordsville Regional	CFJ	\$270,000	\$90,000	\$40,000	\$400,000
Fort Wayne	Smith Field	SMD	\$2,290,000	\$1,410,000	\$740,000	\$4,430,000





Appendix D - Detailed Economic Impact Tables, 2020

Associated City	Facility Name	FAA ID	Federal	State	Local	Total
Frankfort	Frankfort Municipal	FKR	\$570,000	\$190,000	\$90,000	\$840,000
Greencastle	Putnam County Regional	GPC	\$370,000	\$130,000	\$60,000	\$560,000
Greensburg	Greensburg Municipal	I34	\$200,000	\$60,000	\$30,000	\$300,000
Huntington	Huntington Municipal	HHG	\$620,000	\$310,000	\$160,000	\$1,090,000
Indianapolis	Hendricks County-Gordon Graham Field	2R2	\$150,000	\$50,000	\$20,000	\$230,000
Kendallville	Kendallville Municipal	C62	\$160,000	\$50,000	\$20,000	\$230,000
Knox	Starke County	OXI	\$360,000	\$110,000	\$50,000	\$520,000
Kokomo	Kokomo Municipal	OKK	\$530,000	\$200,000	\$90,000	\$820,000
La Porte	La Porte Municipal	PPO	\$670,000	\$340,000	\$170,000	\$1,180,000
Madison	Madison Municipal Airport	IMS	\$690,000	\$230,000	\$110,000	\$1,030,000
Marion	Marion Municipal-McKinney Field	MZZ	\$810,000	\$240,000	\$100,000	\$1,150,000
Michigan City	Michigan City Municipal-Phillips Field	MGC	\$570,000	\$220,000	\$100,000	\$890,000
New Castle	New Castle Henry County Marlatt Field	UWL	\$530,000	\$150,000	\$60,000	\$750,000
North Vernon	North Vernon	OVO	\$670,000	\$230,000	\$110,000	\$1,010,000
Peru	Peru Municipal	I76	\$170,000	\$60,000	\$20,000	\$250,000
Plymouth	Plymouth Municipal	C65	\$190,000	\$60,000	\$30,000	\$280,000
Rensselaer	Jasper County	RZL	\$380,000	\$120,000	\$60,000	\$550,000
Richmond	Richmond Municipal	RID	\$180,000	\$60,000	\$30,000	\$260,000





Appendix D - Detailed Economic Impact Tables, 2020

Associated City	Facility Name	FAA ID	Federal	State	Local	Total
Seymour	Freeman Municipal	SER	\$480,000	\$140,000	\$60,000	\$680,000
Shelbyville	Shelbyville Municipal	GEZ	\$420,000	\$110,000	\$50,000	\$580,000
Sullivan	Sullivan County	SIV	\$140,000	\$80,000	\$40,000	\$260,000
Washington	Daviess County	DCY	\$130,000	\$40,000	\$20,000	\$190,000
Basic						
Connersville	Mettel Field	CEV	\$400,000	\$150,000	\$70,000	\$610,000
Delphi	Delphi Municipal	119	\$210,000	\$70,000	\$30,000	\$310,000
French Lick	French Lick Municipal	FRH	\$870,000	\$500,000	\$260,000	\$1,620,000
Kentland	Kentland Municipal	50I	\$80,000	\$30,000	\$10,000	\$120,000
Logansport	Logansport/Cass County	GGP	\$250,000	\$80,000	\$40,000	\$370,000
Monticello	White County	MCX	\$330,000	\$110,000	\$50,000	\$480,000
Paoli	Paoli Municipal	I42	\$140,000	\$40,000	\$20,000	\$200,000
Portland	Portland Municipal	PLD	\$810,000	\$490,000	\$260,000	\$1,560,000
Rochester	Fulton County	RCR	\$630,000	\$220,000	\$100,000	\$960,000
Salem	Salem Municipal	I83	\$140,000	\$40,000	\$20,000	\$200,000
Tell City	Perry County Municipal	TEL	\$30,000	\$10,000	\$4,000	\$40,000
Wabash	Wabash Municipal	IWH	\$260,000	\$70,000	\$30,000	\$370,000
Winamac	Arens Field	RWN	\$60,000	\$20,000	\$10,000	\$90,000
Winchester	Randolph County	I22	\$60,000	\$20,000	\$10,000	\$90,000
Unclassified						
Brazil	Brazil Clay County	0I2	\$300,000	\$70,000	\$30,000	\$410,000
Griffith	Griffith-Merrillville	05C	\$1,490,000	\$400,000	\$170,000	\$2,050,000
Indianapolis	Indianapolis Downtown Heliport	8A4	\$230,000	\$60,000	\$30,000	\$320,000
Peru	Grissom ARB	GUS	\$25,120,000	\$5,640,000	\$2,070,000	\$32,830,000





Appendix D - Detailed Economic Impact Tables, 2020

Associated City	Facility Name	FAA ID	Federal	State	Local	Total
	Total GA Facilities		\$113,620,000	\$39,910,000	\$18,280,000	\$171,810,000
	Total All Facilities		\$504,350,000	\$276,460,000	\$141,020,000	\$921,820,000

Notes: Includes total (direct, indirect, induced) tax impacts from facility operations, capital expenditures, and visitor spending. Totals may not sum due to rounding. Source: InterVISTAS, 2022.





Appendix E - Facility Benefit Cards

This appendix presents the Facility Benefit Cards for 67 of the 69 aviation facilities included in Indiana’s aviation system.¹ The Facility Benefit Cards provide an overview of the study purpose and study terminology, then present individual facilities’ annual economic impact and the statewide annual economic impact in terms of employment, labor income, Gross Domestic Product (GDP), and output. These impacts are also broken down by impact type, including direct, indirect, induced, and total impacts. More information regarding the study methodology and study terminology is presented in **Chapter 2 - Background and Study Scope**.

The Facility Benefit Cards are presented in alphabetical order by each facility’s associated city and grouped by 2022 ISASP facility category (from most demanding to least demanding). **Table E.1** presents the order in which the Facility Benefit Cards are presented.

Table E.1. Order of Facility Benefit Cards Presented

Associated City	Facility Name	FAA ID
Primary		
Evansville	Evansville Regional	EVV
Fort Wayne	Fort Wayne International	FWA
Indianapolis	Indianapolis International	IND
South Bend	South Bend International	SBN
National		
Gary	Gary/Chicago International	GYG
Indianapolis	Indianapolis Executive	TYQ
Regional		
Auburn	DeKalb County	GWB
Bloomington	Monroe County	BMG
Columbus	Columbus Municipal	BAK
Elkhart	Elkhart Municipal	EKM
Goshen	Goshen Municipal	GSH
Huntingburg	Huntingburg	HNB
Indianapolis	Eagle Creek Airpark	EYE
Indianapolis	Indianapolis Metropolitan	UMP

¹ It is important to note that Sheridan Airport (514) and Boone County Airport (614) were excluded from the 2022 Indiana State Aviation Economic Impact Study (AEIS) as both airports were unresponsive in providing survey information necessary for the analysis. These facilities are categorized as Unclassified in the 2022 Indiana State Aviation System Plan (2022 ISASP) and are not recognized in the Federal Aviation Administration’s (FAA) National Plan of Integration Airport Systems (NPIAS). Their exclusion is not expected to have significantly affected the overall statewide economic impact results estimated in this study.





Appendix E - Facility Benefit Cards

Associated City	Facility Name	FAA ID
Indianapolis	Indianapolis Regional	MQJ
Indianapolis	Indy South Greenwood	HFY
Jeffersonville	Clark Regional	JVY
Lafayette	Purdue University	LAF
Muncie	Delaware County Regional	MIE
Terre Haute	Terre Haute Regional	HUF
Valparaiso	Porter County Regional	VPZ
Warsaw	Warsaw Municipal	ASW
Local		
Anderson	Anderson Municipal-Darlington Field	AID
Angola	Tri-State Steuben County	ANQ
Bedford	Virgil I Grissom Municipal	BFR
Crawfordsville	Crawfordsville Regional	CFJ
Fort Wayne	Smith Field	SMD
Frankfort	Frankfort/Clinton County Regional	FKR
Greencastle	Putnam County Regional	GPC
Greensburg	Greensburg Municipal	I34
Huntington	Huntington Municipal	HHG
Indianapolis	Hendricks County-Gordon Graham Field	2R2
Kendallville	Kendallville Municipal	C62
Knox	Starke County	OXI
Kokomo	Kokomo Municipal	OKK
La Porte	La Porte Municipal	PPO
Madison	Madison Municipal Airport	IMS
Marion	Marion Municipal-McKinney Field	MZZ
Michigan City	Michigan City Municipal-Phillips Field	MGC
New Castle	New Castle Henry County Marlatt Field	UWL
North Vernon	North Vernon	OVO
Peru	Peru Municipal	I76
Plymouth	Plymouth Municipal	C65
Rensselaer	Jasper County	RZL
Richmond	Richmond Municipal	RID
Shelbyville	Shelbyville Municipal	GEZ
Seymour	Freeman Municipal	SER





Appendix E - Facility Benefit Cards

Associated City	Facility Name	FAA ID
Sullivan	Sullivan County	SIV
Washington	Daviess County	DCY
Basic		
Connersville	Mettel Field	CEV
Delphi	Delphi Municipal	119
French Lick	French Lick Municipal	FRH
Kentland	Kentland Municipal	50I
Logansport	Logansport/Cass County	GGP
Monticello	White County	MCX
Paoli	Paoli Municipal	I42
Portland	Portland Municipal	PLD
Rochester	Fulton County	RCR
Salem	Salem Municipal	I83
Tell City	Perry County Municipal	TEL
Wabash	Wabash Municipal	IWH
Winamac	Arens Field	RWN
Winchester	Randolph County	I22
Unclassified		
Brazil	Brazil Clay County	0I2
Griffith	Griffith-Merrillville	05C
Indianapolis	Indianapolis Downtown Heliport	8A4
Peru	Grissom ARB	GUS





Associated City: **Evansville**

County: **Vanderburgh**

ISASP Facility Category: **Primary**

2022 Indiana State Aviation Economic Impact Study

The 2022 Indiana State Aviation Economic Impact Study (AEIS) captured the economic contributions of Indiana's aviation system facilities to the state's economy. The base year for this study was 2019 as it was important to represent the annual economic impact of these public-use facilities during a typical year. Due to the global COVID-19 pandemic, data from 2020 would not have yielded a true reflection of these facilities' economic contribution to the state's economy. The 69 aviation facilities that comprise Indiana's aviation system include four commercial service airports, 64 general aviation (GA) airports, and one heliport.¹ Together, these facilities generate quantitative economic impact in the form of employment, wages, gross domestic product (GDP), and total output.

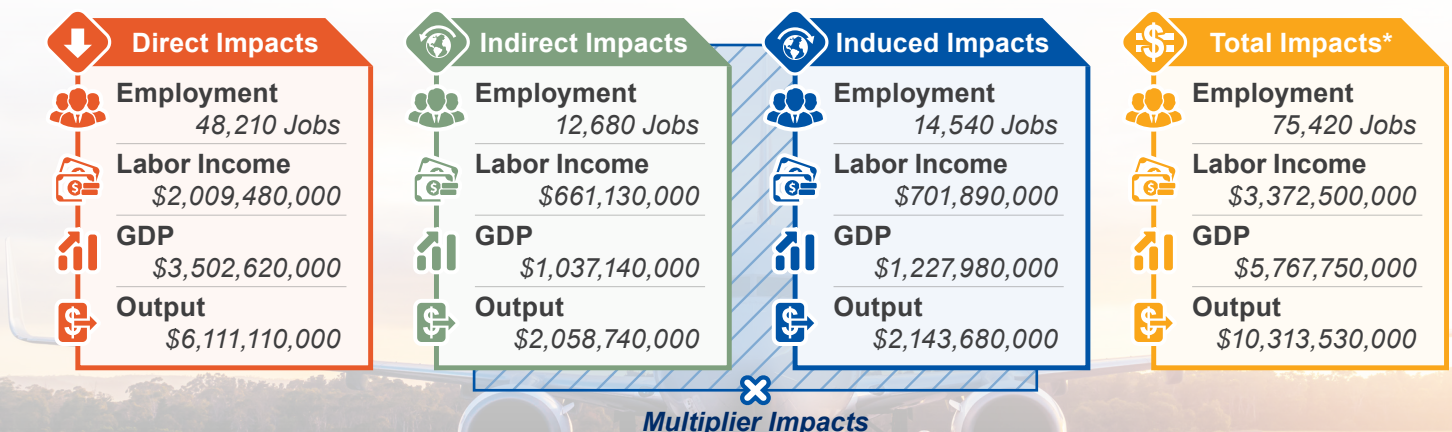
Economic benefits are generated by on-airport activities, including airport operations and capital expenditures, as well as off-airport spending generated by out-of-state visitors. This initial economic activity, known as direct impacts, generates additional impacts as money flows through the economy. These are referred to as "multiplier effects" that result when a portion of direct business revenues are used to purchase goods and services in Indiana (called indirect impacts) and when wages are re-spent within the state (called induced impacts or household spending) by those who are directly or indirectly employed. The impacts presented for Evansville Regional Airport and for the state represent the economic contributions of 2019 operations and activities.

¹ Two GA airports were excluded from the economic impact study due to lack of participation. See the 2022 Indiana State AEIS Technical Report for more information.

EVV's Total Annual Economic Impacts

	Employment	Labor Income	GDP	Output
Airport Operations	337 Jobs	\$23,798,000	\$37,086,000	\$57,295,000
Capital Expenditures	89 Jobs	\$5,300,000	\$5,989,000	\$13,485,000
Visitor Spending	781 Jobs	\$17,518,000	\$29,924,000	\$48,864,000
Total Direct Impacts	1,207 Jobs	\$46,615,000	\$72,998,000	\$119,644,000
Indirect Impacts	243 Jobs	\$13,332,000	\$20,365,000	\$40,049,000
Induced Impacts	326 Jobs	\$15,734,000	\$27,526,000	\$48,044,000
Total Multiplier Impacts	569 Jobs	\$29,066,000	\$47,891,000	\$88,093,000
EVV's Total Annual Economic Impacts*	1,777 Jobs	\$75,681,000	\$120,889,000	\$207,737,000

Statewide Total Annual Economic Impacts



*Totals may not sum due to rounding. Metrics (employment, labor income, GDP, and output) represent various components of an airport's economic impact and are not additive.





Associated City: Fort Wayne

County: Allen

ISASP Facility Category: Primary

2022 Indiana State Aviation Economic Impact Study

The 2022 Indiana State Aviation Economic Impact Study (AEIS) captured the economic contributions of Indiana's aviation system facilities to the state's economy. The base year for this study was 2019 as it was important to represent the annual economic impact of these public-use facilities during a typical year. Due to the global COVID-19 pandemic, data from 2020 would not have yielded a true reflection of these facilities' economic contribution to the state's economy. The 69 aviation facilities that comprise Indiana's aviation system include four commercial service airports, 64 general aviation (GA) airports, and one heliport.¹ Together, these facilities generate quantitative economic impact in the form of employment, wages, gross domestic product (GDP), and total output.

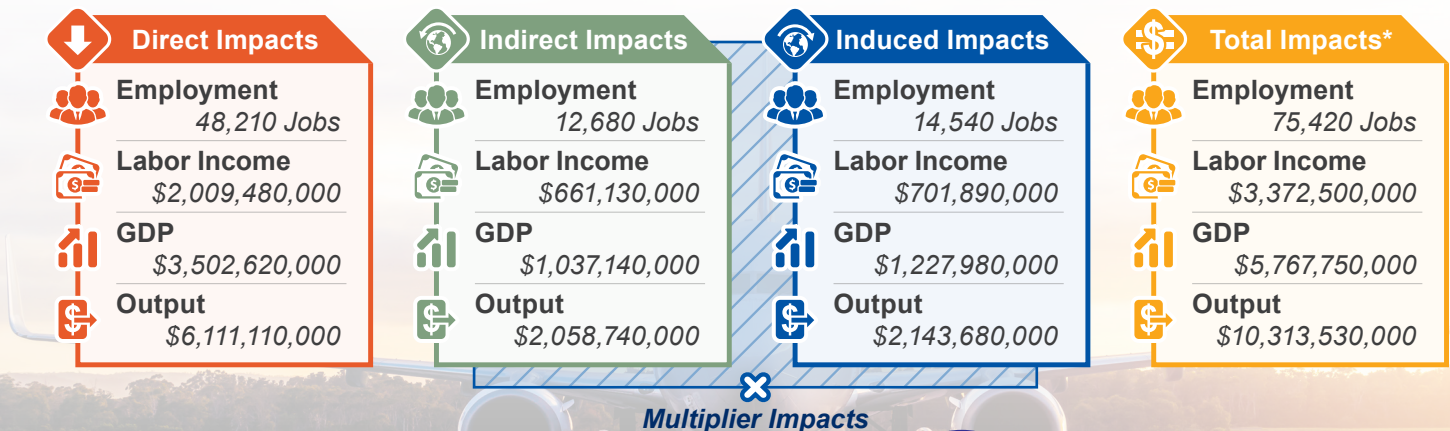
Economic benefits are generated by on-airport activities, including airport operations and capital expenditures, as well as off-airport spending generated by out-of-state visitors. This initial economic activity, known as direct impacts, generates additional impacts as money flows through the economy. These are referred to as "multiplier effects" that result when a portion of direct business revenues are used to purchase goods and services in Indiana (called indirect impacts) and when wages are re-spent within the state (called induced impacts or household spending) by those who are directly or indirectly employed. The impacts presented for Fort Wayne International Airport and for the state represent the economic contributions of 2019 operations and activities.

¹ Two GA airports were excluded from the economic impact study due to lack of participation. See the 2022 Indiana State AEIS Technical Report for more information.

FWA's Total Annual Economic Impacts

	👤 Employment	💰 Labor Income	📊 GDP	📦 Output
Airport Operations	1,835 Jobs	\$97,784,000	\$163,554,000	\$245,064,000
Capital Expenditures	93 Jobs	\$5,502,000	\$6,218,000	\$14,000,000
Visitor Spending	1,152 Jobs	\$25,848,000	\$44,154,000	\$72,101,000
Total Direct Impacts	3,080 Jobs	\$129,134,000	\$213,926,000	\$331,166,000
Indirect Impacts	603 Jobs	\$32,198,000	\$49,345,000	\$97,631,000
Induced Impacts	877 Jobs	\$42,298,000	\$74,009,000	\$129,171,000
Total Multiplier Impacts	1,480 Jobs	\$74,496,000	\$123,354,000	\$226,802,000
FWA's Total Annual Economic Impacts*	4,560 Jobs	\$203,630,000	\$337,280,000	\$557,968,000

Statewide Total Annual Economic Impacts



*Totals may not sum due to rounding. Metrics (employment, labor income, GDP, and output) represent various components of an airport's economic impact and are not additive.





Associated City: Indianapolis

County: Marion

ISASP Facility Category: Primary

2022 Indiana State Aviation Economic Impact Study

The 2022 Indiana State Aviation Economic Impact Study (AEIS) captured the economic contributions of Indiana's aviation system facilities to the state's economy. The base year for this study was 2019 as it was important to represent the annual economic impact of these public-use facilities during a typical year. Due to the global COVID-19 pandemic, data from 2020 would not have yielded a true reflection of these facilities' economic contribution to the state's economy. The 69 aviation facilities that comprise Indiana's aviation system include four commercial service airports, 64 general aviation (GA) airports, and one heliport.¹ Together, these facilities generate quantitative economic impact in the form of employment, wages, gross domestic product (GDP), and total output.

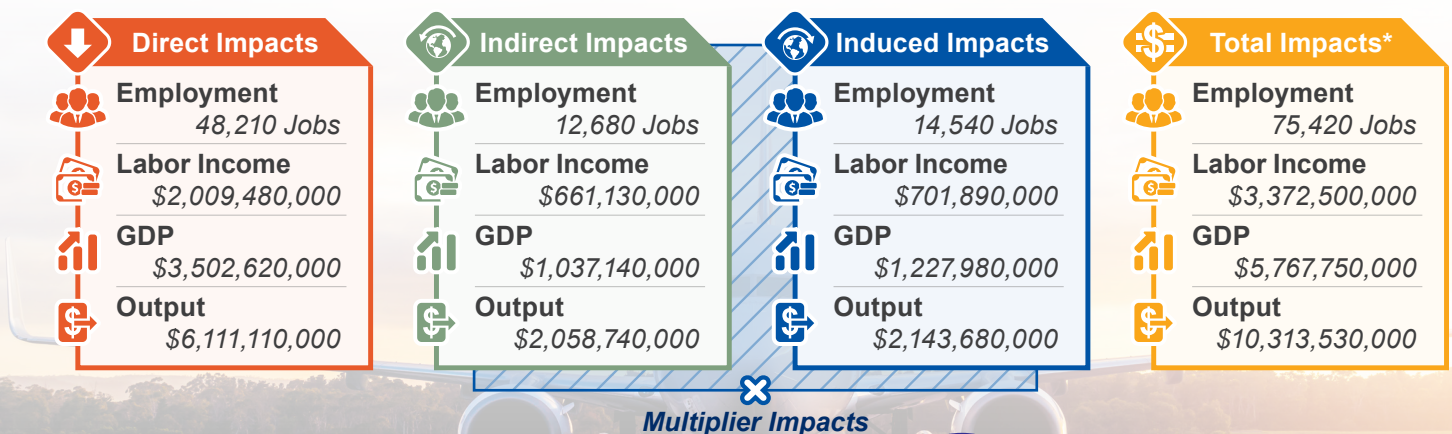
Economic benefits are generated by on-airport activities, including airport operations and capital expenditures, as well as off-airport spending generated by out-of-state visitors. This initial economic activity, known as direct impacts, generates additional impacts as money flows through the economy. These are referred to as "multiplier effects" that result when a portion of direct business revenues are used to purchase goods and services in Indiana (called indirect impacts) and when wages are re-spent within the state (called induced impacts or household spending) by those who are directly or indirectly employed. The impacts presented for Indianapolis International Airport and for the state represent the economic contributions of 2019 operations and activities.

¹ Two GA airports were excluded from the economic impact study due to lack of participation. See the 2022 Indiana State AEIS Technical Report for more information.

IND's Total Annual Economic Impacts

	Employment	Labor Income	GDP	Output
Airport Operations	11,264 Jobs	\$853,089,000	\$1,612,018,000	\$3,009,997,000
Capital Expenditures	396 Jobs	\$23,455,000	\$26,504,000	\$59,680,000
Visitor Spending	22,426 Jobs	\$503,059,000	\$859,329,000	\$1,403,227,000
Total Direct Impacts	34,086 Jobs	\$1,379,603,000	\$2,497,850,000	\$4,472,904,000
Indirect Impacts	9,656 Jobs	\$497,975,000	\$787,563,000	\$1,563,793,000
Induced Impacts	10,233 Jobs	\$493,917,000	\$864,130,000	\$1,508,543,000
Total Multiplier Impacts	19,889 Jobs	\$991,892,000	\$1,651,694,000	\$3,072,336,000
IND's Total Annual Economic Impacts*	53,974 Jobs	\$2,371,494,000	\$4,149,544,000	\$7,545,240,000

Statewide Total Annual Economic Impacts



*Totals may not sum due to rounding. Metrics (employment, labor income, GDP, and output) represent various components of an airport's economic impact and are not additive.





Associated City: South Bend

County: St. Joseph

ISASP Facility Category: Primary

2022 Indiana State Aviation Economic Impact Study

The 2022 Indiana State Aviation Economic Impact Study (AEIS) captured the economic contributions of Indiana's aviation system facilities to the state's economy. The base year for this study was 2019 as it was important to represent the annual economic impact of these public-use facilities during a typical year. Due to the global COVID-19 pandemic, data from 2020 would not have yielded a true reflection of these facilities' economic contribution to the state's economy. The 69 aviation facilities that comprise Indiana's aviation system include four commercial service airports, 64 general aviation (GA) airports, and one heliport.¹ Together, these facilities generate quantitative economic impact in the form of employment, wages, gross domestic product (GDP), and total output.

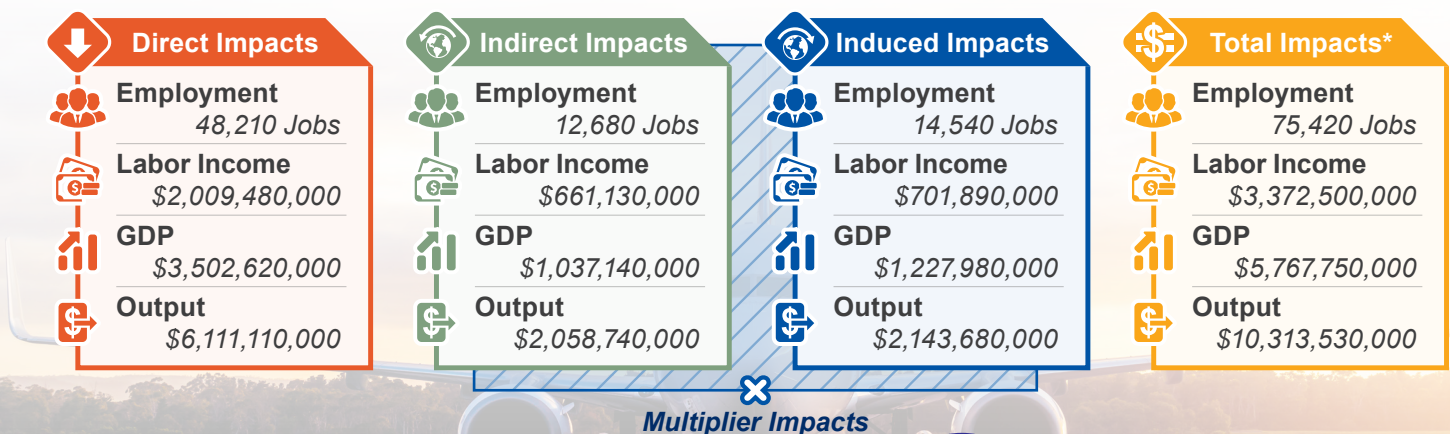
Economic benefits are generated by on-airport activities, including airport operations and capital expenditures, as well as off-airport spending generated by out-of-state visitors. This initial economic activity, known as direct impacts, generates additional impacts as money flows through the economy. These are referred to as "multiplier effects" that result when a portion of direct business revenues are used to purchase goods and services in Indiana (called indirect impacts) and when wages are re-spent within the state (called induced impacts or household spending) by those who are directly or indirectly employed. The impacts presented for South Bend International Airport and for the state represent the economic contributions of 2019 operations and activities.

¹ Two GA airports were excluded from the economic impact study due to lack of participation. See the 2022 Indiana State AEIS Technical Report for more information.

SBN's Total Annual Economic Impacts

	Employment	Labor Income	GDP	Output
Airport Operations	770 Jobs	\$64,064,000	\$117,236,000	\$213,488,000
Capital Expenditures	36 Jobs	\$2,139,000	\$2,417,000	\$5,443,000
Visitor Spending	1,607 Jobs	\$36,039,000	\$61,561,000	\$100,526,000
Total Direct Impacts	2,412 Jobs	\$102,241,000	\$181,215,000	\$319,457,000
Indirect Impacts	677 Jobs	\$35,011,000	\$55,265,000	\$109,284,000
Induced Impacts	747 Jobs	\$36,108,000	\$63,174,000	\$110,283,000
Total Multiplier Impacts	1,424 Jobs	\$71,118,000	\$118,439,000	\$219,567,000
SBN's Total Annual Economic Impacts*	3,836 Jobs	\$173,360,000	\$299,653,000	\$539,024,000

Statewide Total Annual Economic Impacts



*Totals may not sum due to rounding. Metrics (employment, labor income, GDP, and output) represent various components of an airport's economic impact and are not additive.





Associated City: Gary

County: Lake

ISASP Facility Category: National

2022 Indiana State Aviation Economic Impact Study

The 2022 Indiana State Aviation Economic Impact Study (AEIS) captured the economic contributions of Indiana's aviation system facilities to the state's economy. The base year for this study was 2019 as it was important to represent the annual economic impact of these public-use facilities during a typical year. Due to the global COVID-19 pandemic, data from 2020 would not have yielded a true reflection of these facilities' economic contribution to the state's economy. The 69 aviation facilities that comprise Indiana's aviation system include four commercial service airports, 64 general aviation (GA) airports, and one heliport.¹ Together, these facilities generate quantitative economic impact in the form of employment, wages, gross domestic product (GDP), and total output.

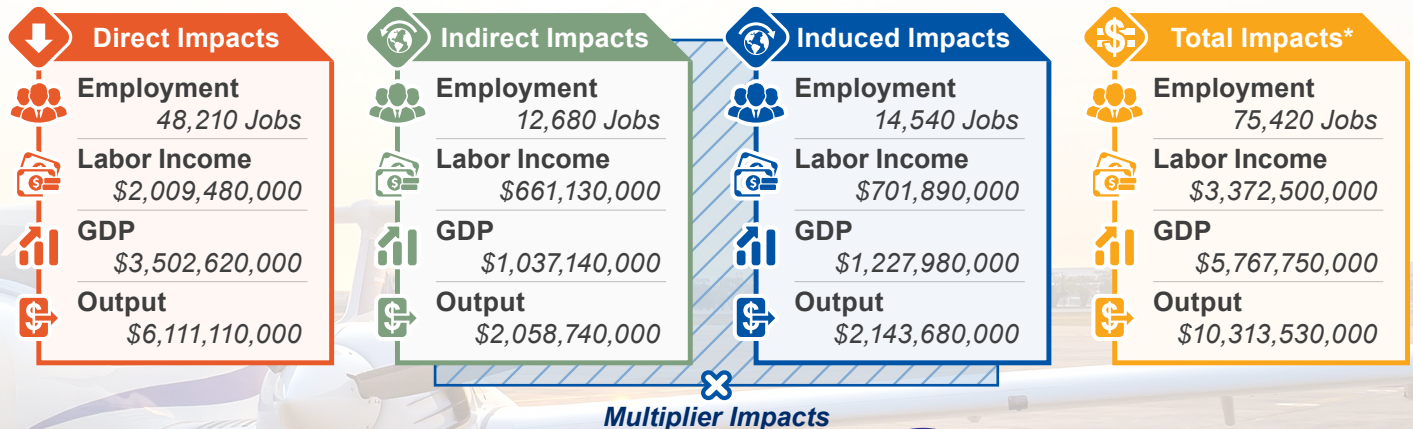
Economic benefits are generated by on-airport activities, including airport operations and capital expenditures, as well as off-airport spending generated by out-of-state visitors. This initial economic activity, known as direct impacts, generates additional impacts as money flows through the economy. These are referred to as "multiplier effects" that result when a portion of direct business revenues are used to purchase goods and services in Indiana (called indirect impacts) and when wages are re-spent within the state (called induced impacts or household spending) by those who are directly or indirectly employed. The impacts presented for Gary/Chicago International Airport and for the state represent the economic contributions of 2019 operations and activities.

¹ Two GA airports were excluded from the economic impact study due to lack of participation. See the 2022 Indiana State AEIS Technical Report for more information.

GYG's Total Annual Economic Impacts

	Employment	Labor Income	GDP	Output
Airport Operations	400 Jobs	\$27,487,000	\$46,071,000	\$81,135,000
Capital Expenditures	46 Jobs	\$2,735,000	\$3,090,000	\$6,958,000
Visitor Spending	21 Jobs	\$427,000	\$677,000	\$1,162,000
Total Direct Impacts	467 Jobs	\$30,648,000	\$49,838,000	\$89,255,000
Indirect Impacts	193 Jobs	\$9,971,000	\$15,462,000	\$30,883,000
Induced Impacts	221 Jobs	\$10,673,000	\$18,673,000	\$32,596,000
Total Multiplier Impacts	414 Jobs	\$20,643,000	\$34,134,000	\$63,480,000
GYG's Total Annual Economic Impacts*	880 Jobs	\$51,291,000	\$83,972,000	\$152,734,000

Statewide Total Annual Economic Impacts



*Totals may not sum due to rounding. Metrics (employment, labor income, GDP, and output) represent various components of an airport's economic impact and are not additive.





Associated City: Indianapolis

County: Boone

ISASP Facility Category: National

2022 Indiana State Aviation Economic Impact Study

The 2022 Indiana State Aviation Economic Impact Study (AEIS) captured the economic contributions of Indiana's aviation system facilities to the state's economy. The base year for this study was 2019 as it was important to represent the annual economic impact of these public-use facilities during a typical year. Due to the global COVID-19 pandemic, data from 2020 would not have yielded a true reflection of these facilities' economic contribution to the state's economy. The 69 aviation facilities that comprise Indiana's aviation system include four commercial service airports, 64 general aviation (GA) airports, and one heliport.¹ Together, these facilities generate quantitative economic impact in the form of employment, wages, gross domestic product (GDP), and total output.

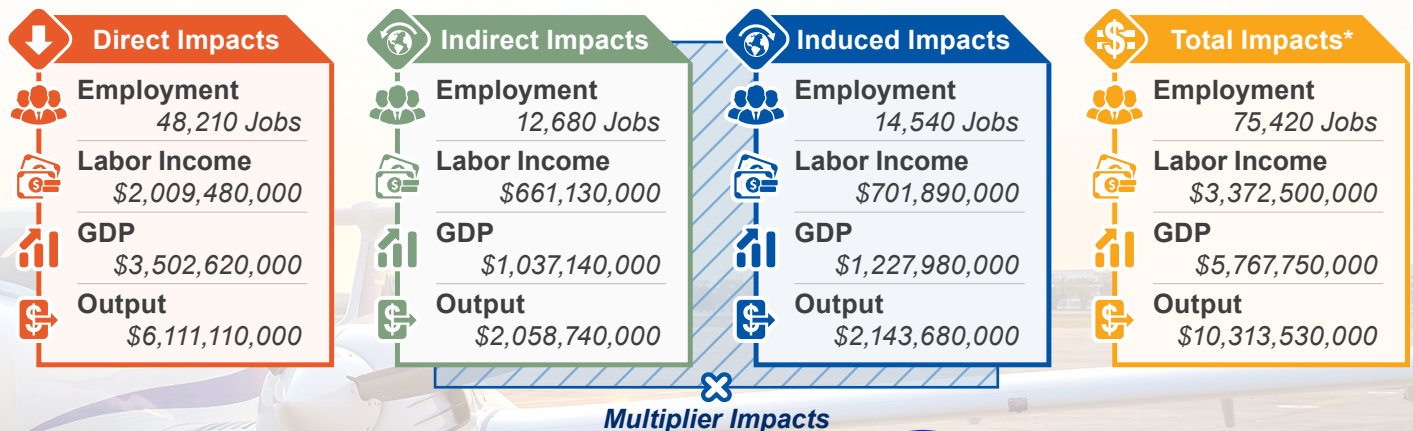
Economic benefits are generated by on-airport activities, including airport operations and capital expenditures, as well as off-airport spending generated by out-of-state visitors. This initial economic activity, known as direct impacts, generates additional impacts as money flows through the economy. These are referred to as "multiplier effects" that result when a portion of direct business revenues are used to purchase goods and services in Indiana (called indirect impacts) and when wages are re-spent within the state (called induced impacts or household spending) by those who are directly or indirectly employed. The impacts presented for Indianapolis Executive Airport and for the state represent the economic contributions of 2019 operations and activities.

¹ Two GA airports were excluded from the economic impact study due to lack of participation. See the 2022 Indiana State AEIS Technical Report for more information.

TYQ's Total Annual Economic Impacts

	Employment	Labor Income	GDP	Output
Airport Operations	66 Jobs	\$3,924,000	\$3,938,000	\$8,145,000
Capital Expenditures	10 Jobs	\$588,000	\$665,000	\$1,496,000
Visitor Spending	171 Jobs	\$3,544,000	\$5,624,000	\$9,652,000
Total Direct Impacts	247 Jobs	\$8,057,000	\$10,227,000	\$19,293,000
Indirect Impacts	51 Jobs	\$2,820,000	\$4,189,000	\$8,265,000
Induced Impacts	59 Jobs	\$2,859,000	\$4,999,000	\$8,728,000
Total Multiplier Impacts	110 Jobs	\$5,679,000	\$9,188,000	\$16,993,000
TYQ's Total Annual Economic Impacts*	357 Jobs	\$13,736,000	\$19,415,000	\$36,286,000

Statewide Total Annual Economic Impacts



*Totals may not sum due to rounding. Metrics (employment, labor income, GDP, and output) represent various components of an airport's economic impact and are not additive.





Associated City: Auburn

County: DeKalb

ISASP Facility Category: Regional

2022 Indiana State Aviation Economic Impact Study

The 2022 Indiana State Aviation Economic Impact Study (AEIS) captured the economic contributions of Indiana's aviation system facilities to the state's economy. The base year for this study was 2019 as it was important to represent the annual economic impact of these public-use facilities during a typical year. Due to the global COVID-19 pandemic, data from 2020 would not have yielded a true reflection of these facilities' economic contribution to the state's economy. The 69 aviation facilities that comprise Indiana's aviation system include four commercial service airports, 64 general aviation (GA) airports, and one heliport.¹ Together, these facilities generate quantitative economic impact in the form of employment, wages, gross domestic product (GDP), and total output.

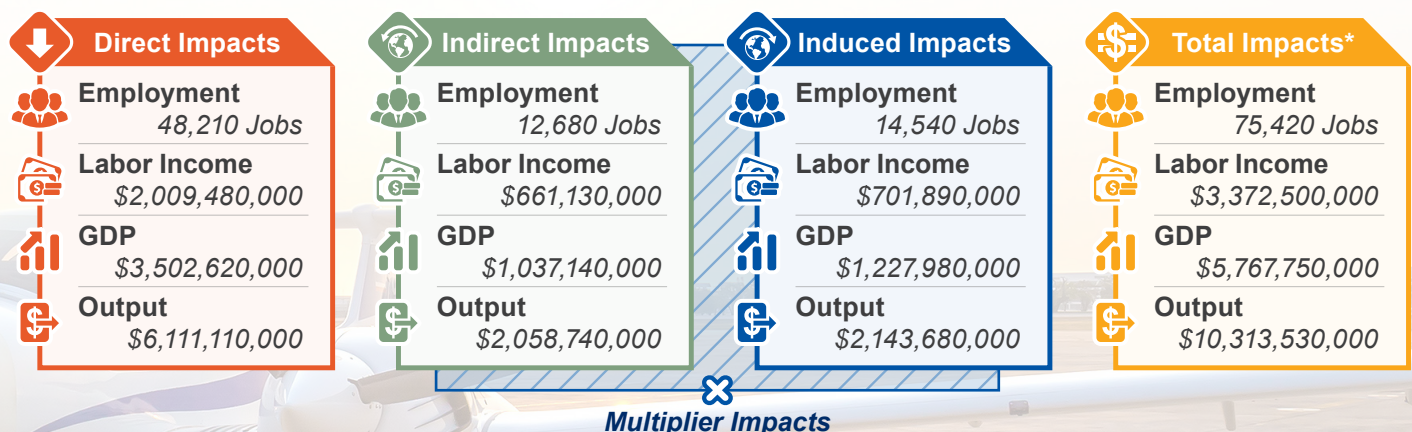
Economic benefits are generated by on-airport activities, including airport operations and capital expenditures, as well as off-airport spending generated by out-of-state visitors. This initial economic activity, known as direct impacts, generates additional impacts as money flows through the economy. These are referred to as "multiplier effects" that result when a portion of direct business revenues are used to purchase goods and services in Indiana (called indirect impacts) and when wages are re-spent within the state (called induced impacts or household spending) by those who are directly or indirectly employed. The impacts presented for DeKalb County Airport and for the state represent the economic contributions of 2019 operations and activities.

¹ Two GA airports were excluded from the economic impact study due to lack of participation. See the 2022 Indiana State AEIS Technical Report for more information.

GWB's Total Annual Economic Impacts

	Employment	Labor Income	GDP	Output
Airport Operations	63 Jobs	\$3,621,000	\$3,853,000	\$6,894,000
Capital Expenditures	8 Jobs	\$453,000	\$512,000	\$1,153,000
Visitor Spending	5 Jobs	\$110,000	\$174,000	\$298,000
Total Direct Impacts	76 Jobs	\$4,183,000	\$4,539,000	\$8,346,000
Indirect Impacts	19 Jobs	\$1,110,000	\$1,691,000	\$3,310,000
Induced Impacts	29 Jobs	\$1,393,000	\$2,435,000	\$4,250,000
Total Multiplier Impacts	48 Jobs	\$2,503,000	\$4,126,000	\$7,560,000
GWB's Total Annual Economic Impacts*	124 Jobs	\$6,686,000	\$8,665,000	\$15,906,000

Statewide Total Annual Economic Impacts



*Totals may not sum due to rounding. Metrics (employment, labor income, GDP, and output) represent various components of an airport's economic impact and are not additive.





Associated City: **Bloomington**

County: **Monroe**

ISASP Facility Category: **Regional**

2022 Indiana State Aviation Economic Impact Study

The 2022 Indiana State Aviation Economic Impact Study (AEIS) captured the economic contributions of Indiana's aviation system facilities to the state's economy. The base year for this study was 2019 as it was important to represent the annual economic impact of these public-use facilities during a typical year. Due to the global COVID-19 pandemic, data from 2020 would not have yielded a true reflection of these facilities' economic contribution to the state's economy. The 69 aviation facilities that comprise Indiana's aviation system include four commercial service airports, 64 general aviation (GA) airports, and one heliport.¹ Together, these facilities generate quantitative economic impact in the form of employment, wages, gross domestic product (GDP), and total output.

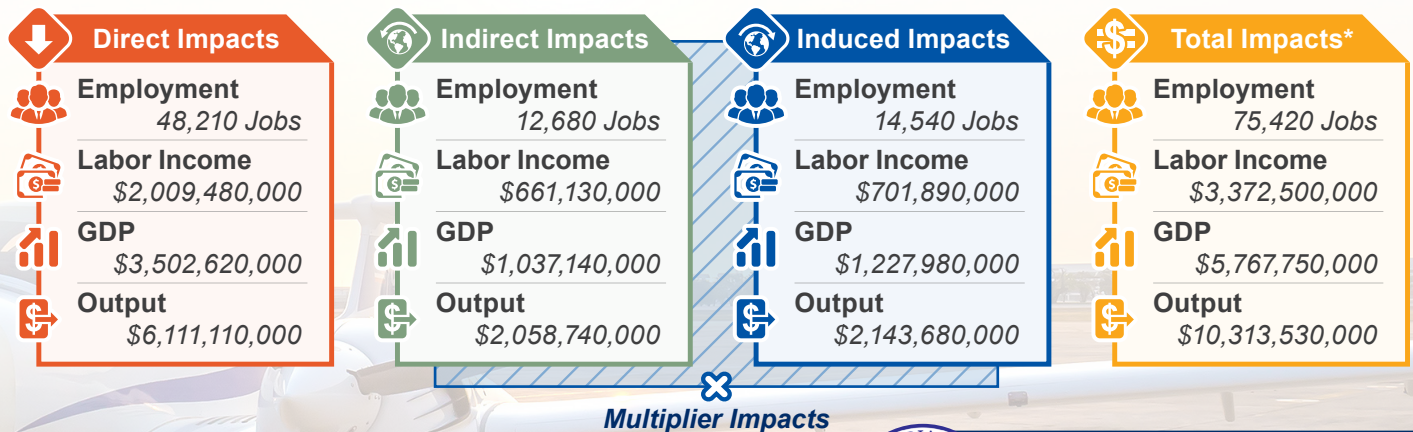
Economic benefits are generated by on-airport activities, including airport operations and capital expenditures, as well as off-airport spending generated by out-of-state visitors. This initial economic activity, known as direct impacts, generates additional impacts as money flows through the economy. These are referred to as "multiplier effects" that result when a portion of direct business revenues are used to purchase goods and services in Indiana (called indirect impacts) and when wages are re-spent within the state (called induced impacts or household spending) by those who are directly or indirectly employed. The impacts presented for Monroe County Airport and for the state represent the economic contributions of 2019 operations and activities.

¹ Two GA airports were excluded from the economic impact study due to lack of participation. See the 2022 Indiana State AEIS Technical Report for more information.

BMG's Total Annual Economic Impacts

	Employment	Labor Income	GDP	Output
Airport Operations	67 Jobs	\$4,017,000	\$5,168,000	\$10,334,000
Capital Expenditures	4 Jobs	\$215,000	\$243,000	\$546,000
Visitor Spending	113 Jobs	\$2,344,000	\$3,720,000	\$6,384,000
Total Direct Impacts	184 Jobs	\$6,576,000	\$9,131,000	\$17,264,000
Indirect Impacts	44 Jobs	\$2,526,000	\$4,034,000	\$8,053,000
Induced Impacts	50 Jobs	\$2,393,000	\$4,185,000	\$7,306,000
Total Multiplier Impacts	94 Jobs	\$4,919,000	\$8,218,000	\$15,359,000
BMG's Total Annual Economic Impacts*	278 Jobs	\$11,495,000	\$17,349,000	\$32,624,000

Statewide Total Annual Economic Impacts



*Totals may not sum due to rounding. Metrics (employment, labor income, GDP, and output) represent various components of an airport's economic impact and are not additive.





Associated City: Columbus

County: Bartholomew

ISASP Facility Category: Regional

2022 Indiana State Aviation Economic Impact Study

The 2022 Indiana State Aviation Economic Impact Study (AEIS) captured the economic contributions of Indiana's aviation system facilities to the state's economy. The base year for this study was 2019 as it was important to represent the annual economic impact of these public-use facilities during a typical year. Due to the global COVID-19 pandemic, data from 2020 would not have yielded a true reflection of these facilities' economic contribution to the state's economy. The 69 aviation facilities that comprise Indiana's aviation system include four commercial service airports, 64 general aviation (GA) airports, and one heliport.¹ Together, these facilities generate quantitative economic impact in the form of employment, wages, gross domestic product (GDP), and total output.

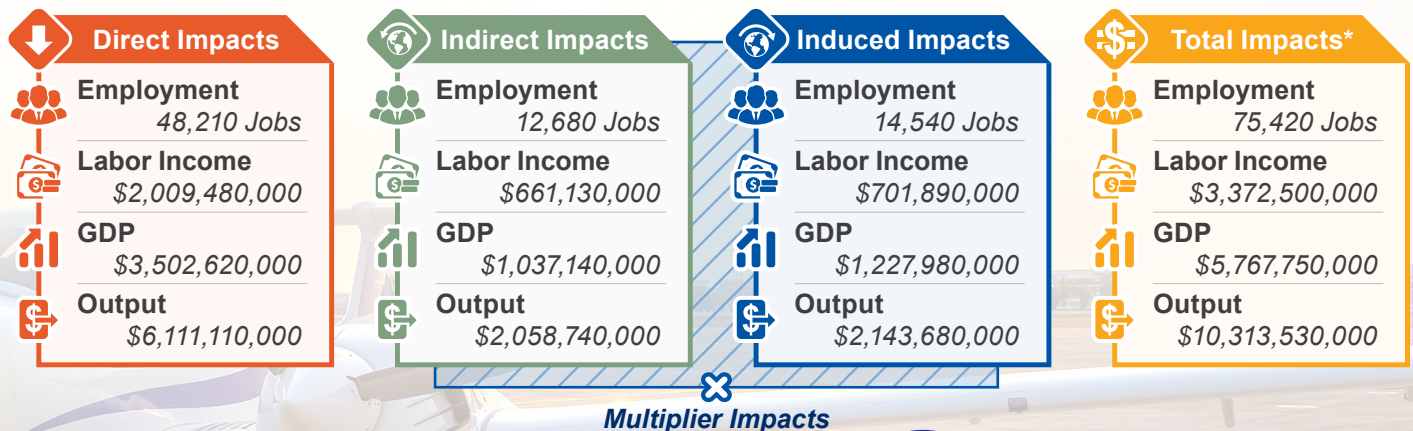
Economic benefits are generated by on-airport activities, including airport operations and capital expenditures, as well as off-airport spending generated by out-of-state visitors. This initial economic activity, known as direct impacts, generates additional impacts as money flows through the economy. These are referred to as "multiplier effects" that result when a portion of direct business revenues are used to purchase goods and services in Indiana (called indirect impacts) and when wages are re-spent within the state (called induced impacts or household spending) by those who are directly or indirectly employed. The impacts presented for Columbus Municipal Airport and for the state represent the economic contributions of 2019 operations and activities.

¹ Two GA airports were excluded from the economic impact study due to lack of participation. See the 2022 Indiana State AEIS Technical Report for more information.

BAK's Total Annual Economic Impacts

	👤 Employment	💰 Labor Income	📊 GDP	📦 Output
Airport Operations	220 Jobs	\$11,014,000	\$18,751,000	\$29,555,000
Capital Expenditures	13 Jobs	\$776,000	\$877,000	\$1,974,000
Visitor Spending	28 Jobs	\$582,000	\$924,000	\$1,586,000
Total Direct Impacts	261 Jobs	\$12,373,000	\$20,552,000	\$33,115,000
Indirect Impacts	63 Jobs	\$3,428,000	\$5,264,000	\$10,539,000
Induced Impacts	86 Jobs	\$4,141,000	\$7,246,000	\$12,647,000
Total Multiplier Impacts	149 Jobs	\$7,568,000	\$12,510,000	\$23,186,000
BAK's Total Annual Economic Impacts*	410 Jobs	\$19,941,000	\$33,062,000	\$56,301,000

Statewide Total Annual Economic Impacts



*Totals may not sum due to rounding. Metrics (employment, labor income, GDP, and output) represent various components of an airport's economic impact and are not additive.





Associated City: Elkhart

County: Elkhart

ISASP Facility Category: Regional

2022 Indiana State Aviation Economic Impact Study

The 2022 Indiana State Aviation Economic Impact Study (AEIS) captured the economic contributions of Indiana's aviation system facilities to the state's economy. The base year for this study was 2019 as it was important to represent the annual economic impact of these public-use facilities during a typical year. Due to the global COVID-19 pandemic, data from 2020 would not have yielded a true reflection of these facilities' economic contribution to the state's economy. The 69 aviation facilities that comprise Indiana's aviation system include four commercial service airports, 64 general aviation (GA) airports, and one heliport.¹ Together, these facilities generate quantitative economic impact in the form of employment, wages, gross domestic product (GDP), and total output.

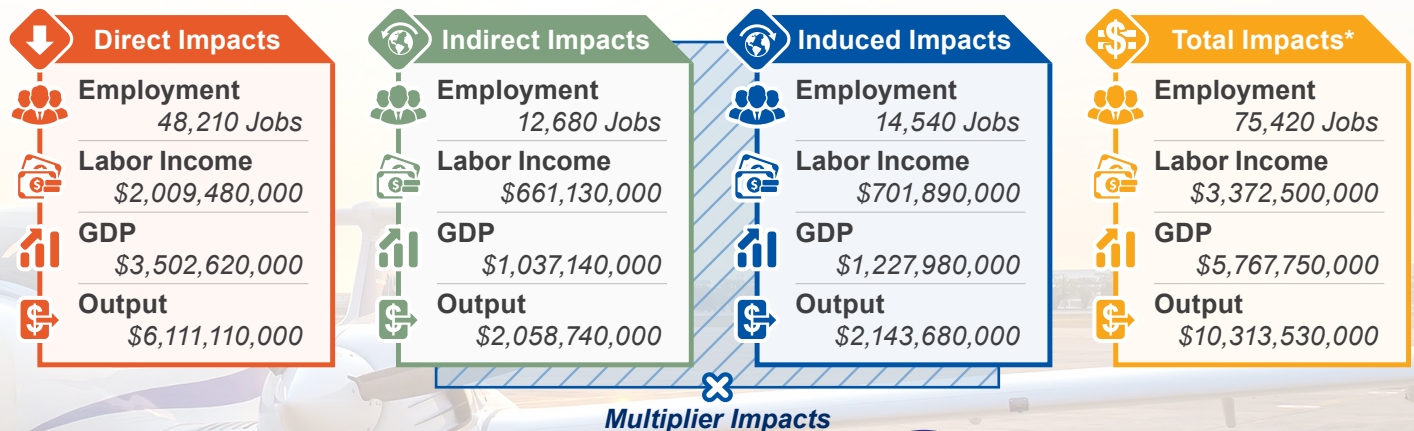
Economic benefits are generated by on-airport activities, including airport operations and capital expenditures, as well as off-airport spending generated by out-of-state visitors. This initial economic activity, known as direct impacts, generates additional impacts as money flows through the economy. These are referred to as "multiplier effects" that result when a portion of direct business revenues are used to purchase goods and services in Indiana (called indirect impacts) and when wages are re-spent within the state (called induced impacts or household spending) by those who are directly or indirectly employed. The impacts presented for Elkhart Municipal Airport and for the state represent the economic contributions of 2019 operations and activities.

¹ Two GA airports were excluded from the economic impact study due to lack of participation. See the 2022 Indiana State AEIS Technical Report for more information.

EKM's Total Annual Economic Impacts

	👥 Employment	💰 Labor Income	📊 GDP	📦 Output
Airport Operations	74 Jobs	\$4,974,000	\$7,021,000	\$14,123,000
Capital Expenditures	7 Jobs	\$436,000	\$493,000	\$1,110,000
Visitor Spending	61 Jobs	\$1,259,000	\$1,998,000	\$3,428,000
Total Direct Impacts	142 Jobs	\$6,670,000	\$9,512,000	\$18,661,000
Indirect Impacts	48 Jobs	\$2,566,000	\$3,872,000	\$7,695,000
Induced Impacts	50 Jobs	\$2,430,000	\$4,250,000	\$7,420,000
Total Multiplier Impacts	98 Jobs	\$4,996,000	\$8,122,000	\$15,115,000
EKM's Total Annual Economic Impacts*	240 Jobs	\$11,665,000	\$17,634,000	\$33,776,000

Statewide Total Annual Economic Impacts



*Totals may not sum due to rounding. Metrics (employment, labor income, GDP, and output) represent various components of an airport's economic impact and are not additive.





Associated City: Goshen

County: Elkhart

ISASP Facility Category: Regional

2022 Indiana State Aviation Economic Impact Study

The 2022 Indiana State Aviation Economic Impact Study (AEIS) captured the economic contributions of Indiana's aviation system facilities to the state's economy. The base year for this study was 2019 as it was important to represent the annual economic impact of these public-use facilities during a typical year. Due to the global COVID-19 pandemic, data from 2020 would not have yielded a true reflection of these facilities' economic contribution to the state's economy. The 69 aviation facilities that comprise Indiana's aviation system include four commercial service airports, 64 general aviation (GA) airports, and one heliport.¹ Together, these facilities generate quantitative economic impact in the form of employment, wages, gross domestic product (GDP), and total output.

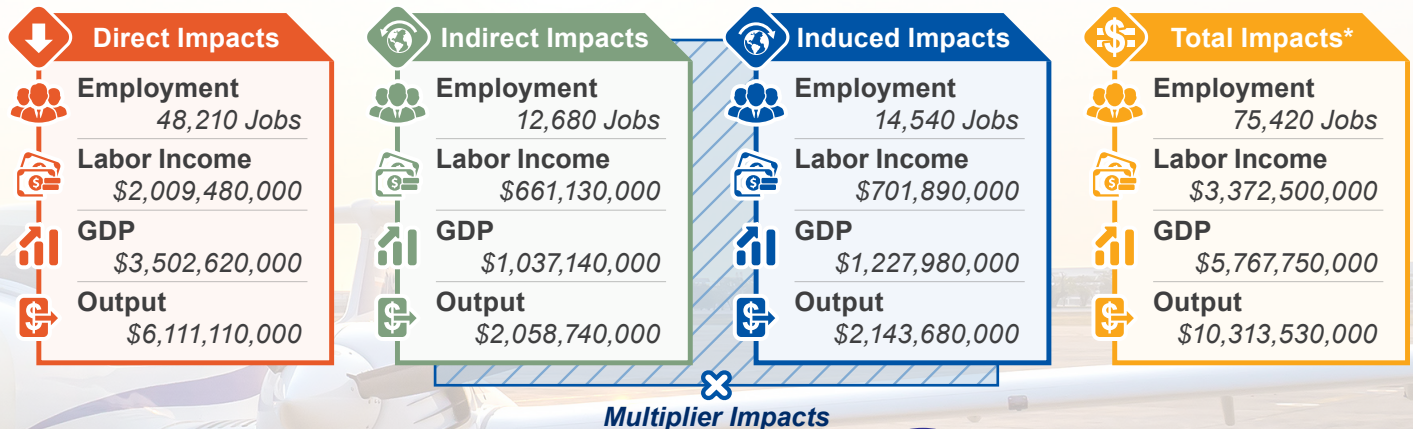
Economic benefits are generated by on-airport activities, including airport operations and capital expenditures, as well as off-airport spending generated by out-of-state visitors. This initial economic activity, known as direct impacts, generates additional impacts as money flows through the economy. These are referred to as "multiplier effects" that result when a portion of direct business revenues are used to purchase goods and services in Indiana (called indirect impacts) and when wages are re-spent within the state (called induced impacts or household spending) by those who are directly or indirectly employed. The impacts presented for Goshen Municipal Airport and for the state represent the economic contributions of 2019 operations and activities.

¹ Two GA airports were excluded from the economic impact study due to lack of participation. See the 2022 Indiana State AEIS Technical Report for more information.

GSH's Total Annual Economic Impacts

	👥 Employment	💰 Labor Income	📊 GDP	📦 Output
Airport Operations	57 Jobs	\$3,838,000	\$6,341,000	\$12,898,000
Capital Expenditures	1 Job	\$71,000	\$80,000	\$180,000
Visitor Spending	31 Jobs	\$651,000	\$1,033,000	\$1,772,000
Total Direct Impacts	90 Jobs	\$4,559,000	\$7,454,000	\$14,849,000
Indirect Impacts	35 Jobs	\$1,851,000	\$2,877,000	\$5,765,000
Induced Impacts	35 Jobs	\$1,685,000	\$2,948,000	\$5,148,000
Total Multiplier Impacts	70 Jobs	\$3,536,000	\$5,826,000	\$10,913,000
GSH's Total Annual Economic Impacts*	160 Jobs	\$8,095,000	\$13,279,000	\$25,762,000

Statewide Total Annual Economic Impacts



*Totals may not sum due to rounding. Metrics (employment, labor income, GDP, and output) represent various components of an airport's economic impact and are not additive.





Associated City: **Huntingburg**

County: **Dubois**

ISASP Facility Category: **Regional**

2022 Indiana State Aviation Economic Impact Study

The 2022 Indiana State Aviation Economic Impact Study (AEIS) captured the economic contributions of Indiana's aviation system facilities to the state's economy. The base year for this study was 2019 as it was important to represent the annual economic impact of these public-use facilities during a typical year. Due to the global COVID-19 pandemic, data from 2020 would not have yielded a true reflection of these facilities' economic contribution to the state's economy. The 69 aviation facilities that comprise Indiana's aviation system include four commercial service airports, 64 general aviation (GA) airports, and one heliport.¹ Together, these facilities generate quantitative economic impact in the form of employment, wages, gross domestic product (GDP), and total output.

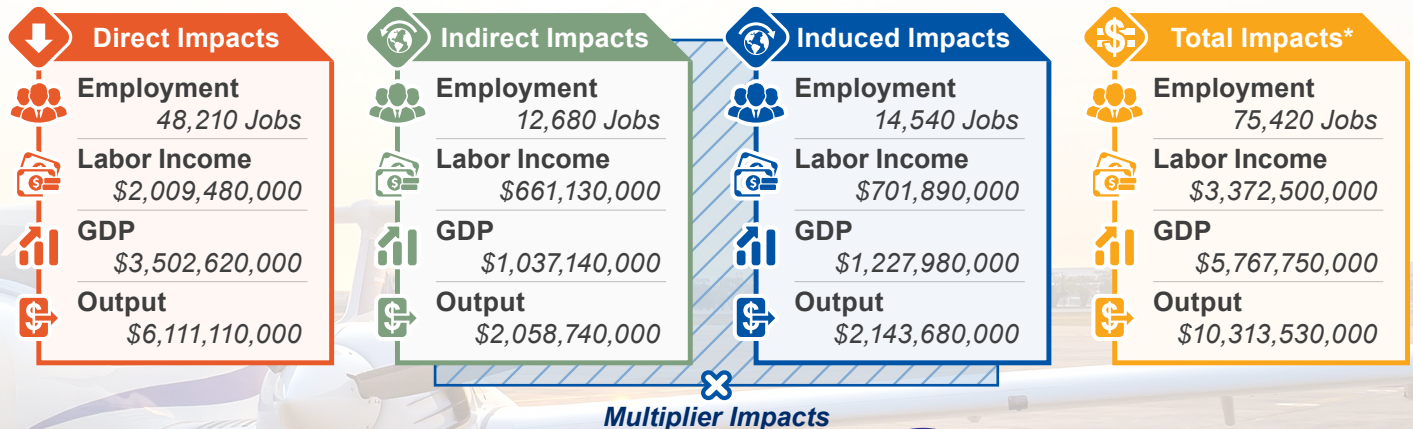
Economic benefits are generated by on-airport activities, including airport operations and capital expenditures, as well as off-airport spending generated by out-of-state visitors. This initial economic activity, known as direct impacts, generates additional impacts as money flows through the economy. These are referred to as "multiplier effects" that result when a portion of direct business revenues are used to purchase goods and services in Indiana (called indirect impacts) and when wages are re-spent within the state (called induced impacts or household spending) by those who are directly or indirectly employed. The impacts presented for Huntingburg Airport and for the state represent the economic contributions of 2019 operations and activities.

¹ Two GA airports were excluded from the economic impact study due to lack of participation. See the 2022 Indiana State AEIS Technical Report for more information.

HNB's Total Annual Economic Impacts

	Employment	Labor Income	GDP	Output
Airport Operations	45 Jobs	\$2,850,000	\$4,024,000	\$8,111,000
Capital Expenditures	13 Jobs	\$782,000	\$883,000	\$1,989,000
Visitor Spending	16 Jobs	\$330,000	\$524,000	\$900,000
Total Direct Impacts	74 Jobs	\$3,962,000	\$5,432,000	\$10,999,000
Indirect Impacts	29 Jobs	\$1,559,000	\$2,369,000	\$4,719,000
Induced Impacts	30 Jobs	\$1,451,000	\$2,538,000	\$4,432,000
Total Multiplier Impacts	59 Jobs	\$3,010,000	\$4,907,000	\$9,150,000
HNB's Total Annual Economic Impacts*	133 Jobs	\$6,972,000	\$10,339,000	\$20,150,000

Statewide Total Annual Economic Impacts



*Totals may not sum due to rounding. Metrics (employment, labor income, GDP, and output) represent various components of an airport's economic impact and are not additive.



Associated City: Indianapolis

County: Marion

ISASP Facility Category: Regional

2022 Indiana State Aviation Economic Impact Study

The 2022 Indiana State Aviation Economic Impact Study (AEIS) captured the economic contributions of Indiana's aviation system facilities to the state's economy. The base year for this study was 2019 as it was important to represent the annual economic impact of these public-use facilities during a typical year. Due to the global COVID-19 pandemic, data from 2020 would not have yielded a true reflection of these facilities' economic contribution to the state's economy. The 69 aviation facilities that comprise Indiana's aviation system include four commercial service airports, 64 general aviation (GA) airports, and one heliport.¹ Together, these facilities generate quantitative economic impact in the form of employment, wages, gross domestic product (GDP), and total output.

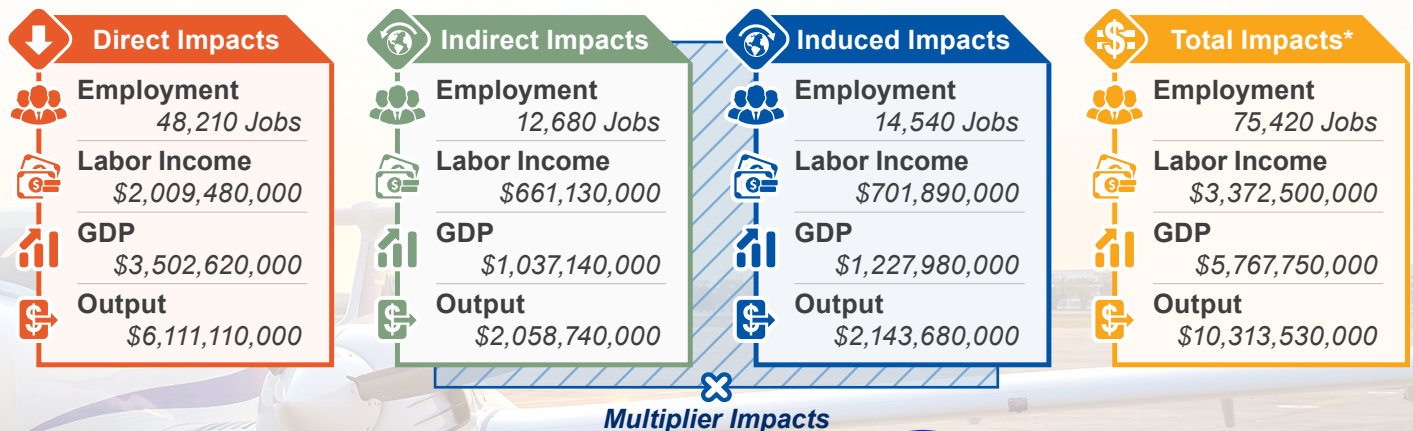
Economic benefits are generated by on-airport activities, including airport operations and capital expenditures, as well as off-airport spending generated by out-of-state visitors. This initial economic activity, known as direct impacts, generates additional impacts as money flows through the economy. These are referred to as "multiplier effects" that result when a portion of direct business revenues are used to purchase goods and services in Indiana (called indirect impacts) and when wages are re-spent within the state (called induced impacts or household spending) by those who are directly or indirectly employed. The impacts presented for Eagle Creek Airpark and for the state represent the economic contributions of 2019 operations and activities.

¹ Two GA airports were excluded from the economic impact study due to lack of participation. See the 2022 Indiana State AEIS Technical Report for more information.

EYE's Total Annual Economic Impacts

	Employment	Labor Income	GDP	Output
Airport Operations	92 Jobs	\$4,971,000	\$5,412,000	\$11,690,000
Capital Expenditures	7 Jobs	\$404,000	\$457,000	\$1,028,000
Visitor Spending	23 Jobs	\$474,000	\$753,000	\$1,292,000
Total Direct Impacts	122 Jobs	\$5,849,000	\$6,621,000	\$14,010,000
Indirect Impacts	44 Jobs	\$2,401,000	\$3,439,000	\$6,833,000
Induced Impacts	45 Jobs	\$2,166,000	\$3,786,000	\$6,612,000
Total Multiplier Impacts	88 Jobs	\$4,567,000	\$7,225,000	\$13,445,000
EYE's Total Annual Economic Impacts*	210 Jobs	\$10,416,000	\$13,846,000	\$27,455,000

Statewide Total Annual Economic Impacts



*Totals may not sum due to rounding. Metrics (employment, labor income, GDP, and output) represent various components of an airport's economic impact and are not additive.



Associated City: Indianapolis

County: Marion

ISASP Facility Category: Regional

2022 Indiana State Aviation Economic Impact Study

The 2022 Indiana State Aviation Economic Impact Study (AEIS) captured the economic contributions of Indiana's aviation system facilities to the state's economy. The base year for this study was 2019 as it was important to represent the annual economic impact of these public-use facilities during a typical year. Due to the global COVID-19 pandemic, data from 2020 would not have yielded a true reflection of these facilities' economic contribution to the state's economy. The 69 aviation facilities that comprise Indiana's aviation system include four commercial service airports, 64 general aviation (GA) airports, and one heliport.¹ Together, these facilities generate quantitative economic impact in the form of employment, wages, gross domestic product (GDP), and total output.

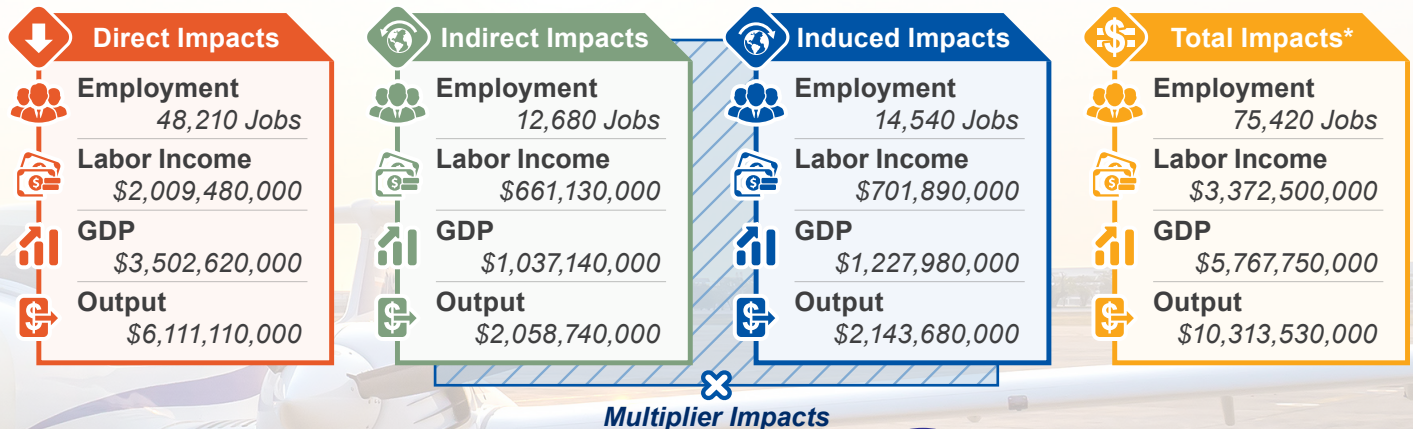
Economic benefits are generated by on-airport activities, including airport operations and capital expenditures, as well as off-airport spending generated by out-of-state visitors. This initial economic activity, known as direct impacts, generates additional impacts as money flows through the economy. These are referred to as "multiplier effects" that result when a portion of direct business revenues are used to purchase goods and services in Indiana (called indirect impacts) and when wages are re-spent within the state (called induced impacts or household spending) by those who are directly or indirectly employed. The impacts presented for Indianapolis Metropolitan Airport and for the state represent the economic contributions of 2019 operations and activities.

¹ Two GA airports were excluded from the economic impact study due to lack of participation. See the 2022 Indiana State AEIS Technical Report for more information.

UMP's Total Annual Economic Impacts

	Employment	Labor Income	GDP	Output
Airport Operations	37 Jobs	\$2,163,000	\$2,348,000	\$5,105,000
Capital Expenditures	7 Jobs	\$393,000	\$444,000	\$999,000
Visitor Spending	14 Jobs	\$292,000	\$464,000	\$797,000
Total Direct Impacts	58 Jobs	\$2,849,000	\$3,256,000	\$6,901,000
Indirect Impacts	21 Jobs	\$1,171,000	\$1,679,000	\$3,324,000
Induced Impacts	22 Jobs	\$1,056,000	\$1,845,000	\$3,223,000
Total Multiplier Impacts	43 Jobs	\$2,226,000	\$3,525,000	\$6,547,000
UMP's Total Annual Economic Impacts*	101 Jobs	\$5,075,000	\$6,780,000	\$13,448,000

Statewide Total Annual Economic Impacts



*Totals may not sum due to rounding. Metrics (employment, labor income, GDP, and output) represent various components of an airport's economic impact and are not additive.





Associated City: Indianapolis

County: Hancock

ISASP Facility Category: Regional

2022 Indiana State Aviation Economic Impact Study

The 2022 Indiana State Aviation Economic Impact Study (AEIS) captured the economic contributions of Indiana's aviation system facilities to the state's economy. The base year for this study was 2019 as it was important to represent the annual economic impact of these public-use facilities during a typical year. Due to the global COVID-19 pandemic, data from 2020 would not have yielded a true reflection of these facilities' economic contribution to the state's economy. The 69 aviation facilities that comprise Indiana's aviation system include four commercial service airports, 64 general aviation (GA) airports, and one heliport.¹ Together, these facilities generate quantitative economic impact in the form of employment, wages, gross domestic product (GDP), and total output.

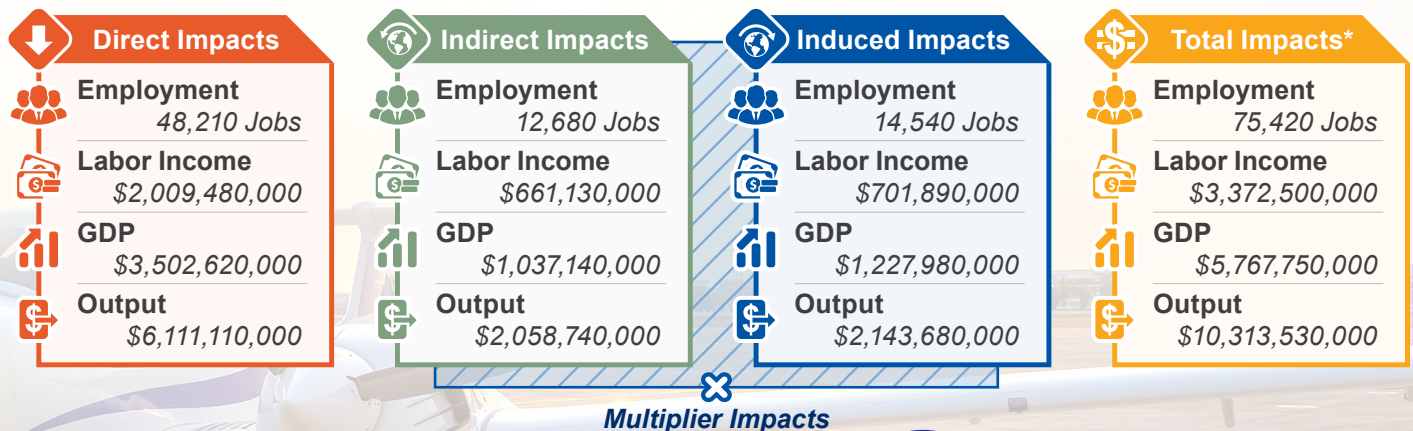
Economic benefits are generated by on-airport activities, including airport operations and capital expenditures, as well as off-airport spending generated by out-of-state visitors. This initial economic activity, known as direct impacts, generates additional impacts as money flows through the economy. These are referred to as "multiplier effects" that result when a portion of direct business revenues are used to purchase goods and services in Indiana (called indirect impacts) and when wages are re-spent within the state (called induced impacts or household spending) by those who are directly or indirectly employed. The impacts presented for Indianapolis Regional Airport and for the state represent the economic contributions of 2019 operations and activities.

¹ Two GA airports were excluded from the economic impact study due to lack of participation. See the 2022 Indiana State AEIS Technical Report for more information.

MQJ's Total Annual Economic Impacts

	Employment	Labor Income	GDP	Output
Airport Operations	72 Jobs	\$5,219,000	\$9,421,000	\$18,464,000
Capital Expenditures	3 Jobs	\$206,000	\$233,000	\$524,000
Visitor Spending	84 Jobs	\$1,740,000	\$2,761,000	\$4,739,000
Total Direct Impacts	159 Jobs	\$7,165,000	\$12,416,000	\$23,727,000
Indirect Impacts	55 Jobs	\$2,824,000	\$4,470,000	\$8,935,000
Induced Impacts	54 Jobs	\$2,627,000	\$4,596,000	\$8,025,000
Total Multiplier Impacts	109 Jobs	\$5,451,000	\$9,067,000	\$16,959,000
MQJ's Total Annual Economic Impacts*	268 Jobs	\$12,616,000	\$21,482,000	\$40,687,000

Statewide Total Annual Economic Impacts



*Totals may not sum due to rounding. Metrics (employment, labor income, GDP, and output) represent various components of an airport's economic impact and are not additive.





Associated City: Indianapolis

County: Johnson

ISASP Facility Category: Regional

2022 Indiana State Aviation Economic Impact Study

The 2022 Indiana State Aviation Economic Impact Study (AEIS) captured the economic contributions of Indiana's aviation system facilities to the state's economy. The base year for this study was 2019 as it was important to represent the annual economic impact of these public-use facilities during a typical year. Due to the global COVID-19 pandemic, data from 2020 would not have yielded a true reflection of these facilities' economic contribution to the state's economy. The 69 aviation facilities that comprise Indiana's aviation system include four commercial service airports, 64 general aviation (GA) airports, and one heliport.¹ Together, these facilities generate quantitative economic impact in the form of employment, wages, gross domestic product (GDP), and total output.

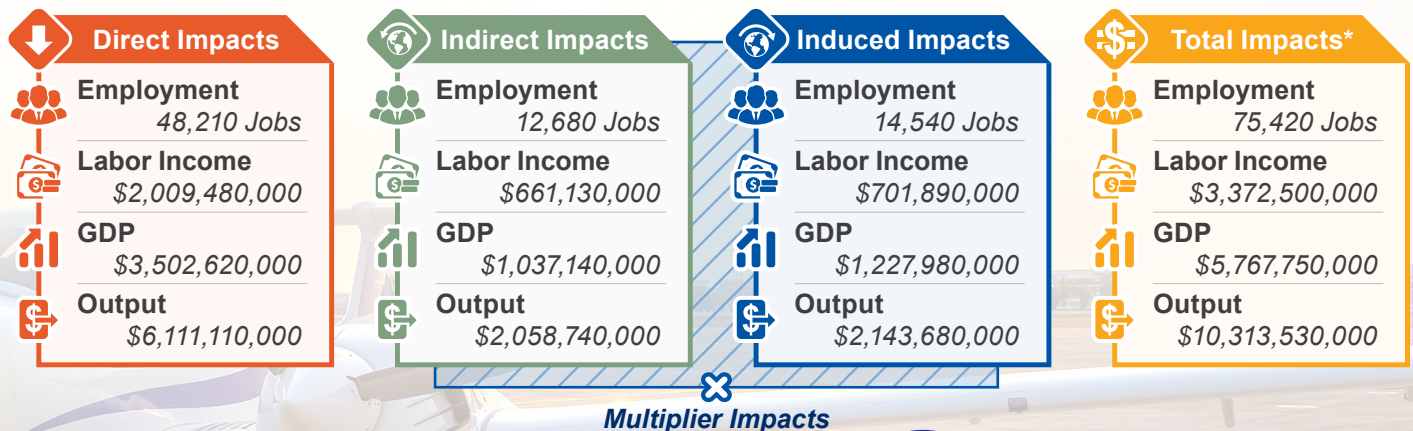
Economic benefits are generated by on-airport activities, including airport operations and capital expenditures, as well as off-airport spending generated by out-of-state visitors. This initial economic activity, known as direct impacts, generates additional impacts as money flows through the economy. These are referred to as "multiplier effects" that result when a portion of direct business revenues are used to purchase goods and services in Indiana (called indirect impacts) and when wages are re-spent within the state (called induced impacts or household spending) by those who are directly or indirectly employed. The impacts presented for Indy South Greenwood Airport and for the state represent the economic contributions of 2019 operations and activities.

¹ Two GA airports were excluded from the economic impact study due to lack of participation. See the 2022 Indiana State AEIS Technical Report for more information.

HFY's Total Annual Economic Impacts

	Employment	Labor Income	GDP	Output
Airport Operations	42 Jobs	\$2,079,000	\$2,816,000	\$5,730,000
Capital Expenditures	11 Jobs	\$675,000	\$763,000	\$1,718,000
Visitor Spending	14 Jobs	\$290,000	\$460,000	\$789,000
Total Direct Impacts	68 Jobs	\$3,044,000	\$4,039,000	\$8,237,000
Indirect Impacts	20 Jobs	\$1,125,000	\$1,741,000	\$3,498,000
Induced Impacts	23 Jobs	\$1,095,000	\$1,915,000	\$3,344,000
Total Multiplier Impacts	43 Jobs	\$2,220,000	\$3,656,000	\$6,843,000
HFY's Total Annual Economic Impacts*	111 Jobs	\$5,263,000	\$7,695,000	\$15,080,000

Statewide Total Annual Economic Impacts



*Totals may not sum due to rounding. Metrics (employment, labor income, GDP, and output) represent various components of an airport's economic impact and are not additive.





Associated City: Jeffersonville

County: Clark

ISASP Facility Category: Regional

2022 Indiana State Aviation Economic Impact Study

The 2022 Indiana State Aviation Economic Impact Study (AEIS) captured the economic contributions of Indiana's aviation system facilities to the state's economy. The base year for this study was 2019 as it was important to represent the annual economic impact of these public-use facilities during a typical year. Due to the global COVID-19 pandemic, data from 2020 would not have yielded a true reflection of these facilities' economic contribution to the state's economy. The 69 aviation facilities that comprise Indiana's aviation system include four commercial service airports, 64 general aviation (GA) airports, and one heliport.¹ Together, these facilities generate quantitative economic impact in the form of employment, wages, gross domestic product (GDP), and total output.

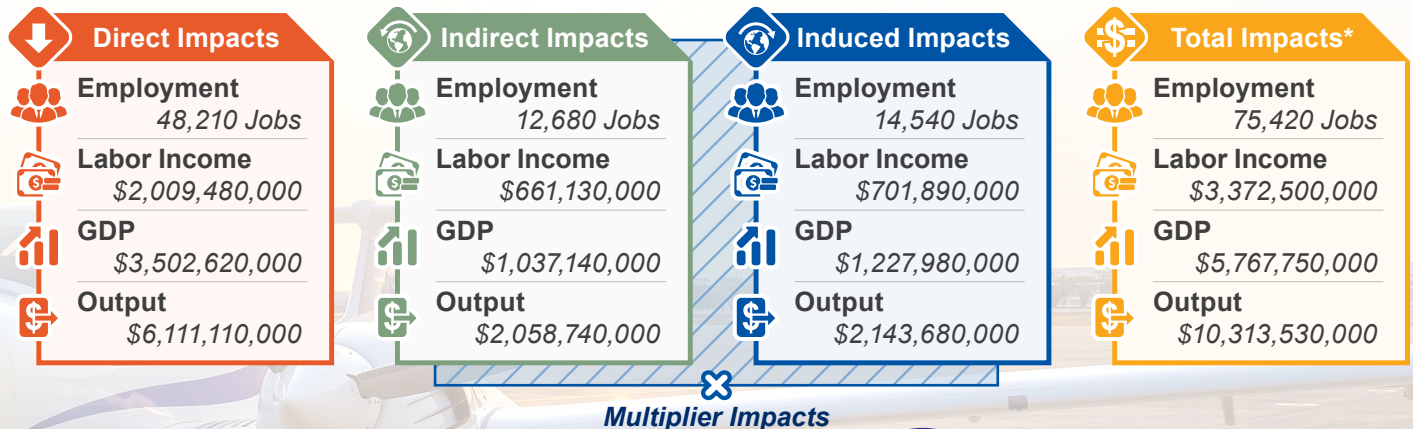
Economic benefits are generated by on-airport activities, including airport operations and capital expenditures, as well as off-airport spending generated by out-of-state visitors. This initial economic activity, known as direct impacts, generates additional impacts as money flows through the economy. These are referred to as "multiplier effects" that result when a portion of direct business revenues are used to purchase goods and services in Indiana (called indirect impacts) and when wages are re-spent within the state (called induced impacts or household spending) by those who are directly or indirectly employed. The impacts presented for Clark Regional Airport and for the state represent the economic contributions of 2019 operations and activities.

¹ Two GA airports were excluded from the economic impact study due to lack of participation. See the 2022 Indiana State AEIS Technical Report for more information.

JVY's Total Annual Economic Impacts

	Employment	Labor Income	GDP	Output
Airport Operations	133 Jobs	\$8,079,000	\$9,660,000	\$20,536,000
Capital Expenditures	9 Jobs	\$516,000	\$583,000	\$1,313,000
Visitor Spending	16 Jobs	\$324,000	\$513,000	\$881,000
Total Direct Impacts	157 Jobs	\$8,919,000	\$10,757,000	\$22,730,000
Indirect Impacts	70 Jobs	\$3,789,000	\$5,433,000	\$10,775,000
Induced Impacts	69 Jobs	\$3,338,000	\$5,836,000	\$10,192,000
Total Multiplier Impacts	139 Jobs	\$7,126,000	\$11,270,000	\$20,967,000
JVY's Total Annual Economic Impacts*	296 Jobs	\$16,046,000	\$22,026,000	\$43,698,000

Statewide Total Annual Economic Impacts



*Totals may not sum due to rounding. Metrics (employment, labor income, GDP, and output) represent various components of an airport's economic impact and are not additive.





Associated City: Lafayette

County: Tippecanoe

ISASP Facility Category: Regional

2022 Indiana State Aviation Economic Impact Study

The 2022 Indiana State Aviation Economic Impact Study (AEIS) captured the economic contributions of Indiana's aviation system facilities to the state's economy. The base year for this study was 2019 as it was important to represent the annual economic impact of these public-use facilities during a typical year. Due to the global COVID-19 pandemic, data from 2020 would not have yielded a true reflection of these facilities' economic contribution to the state's economy. The 69 aviation facilities that comprise Indiana's aviation system include four commercial service airports, 64 general aviation (GA) airports, and one heliport.¹ Together, these facilities generate quantitative economic impact in the form of employment, wages, gross domestic product (GDP), and total output.

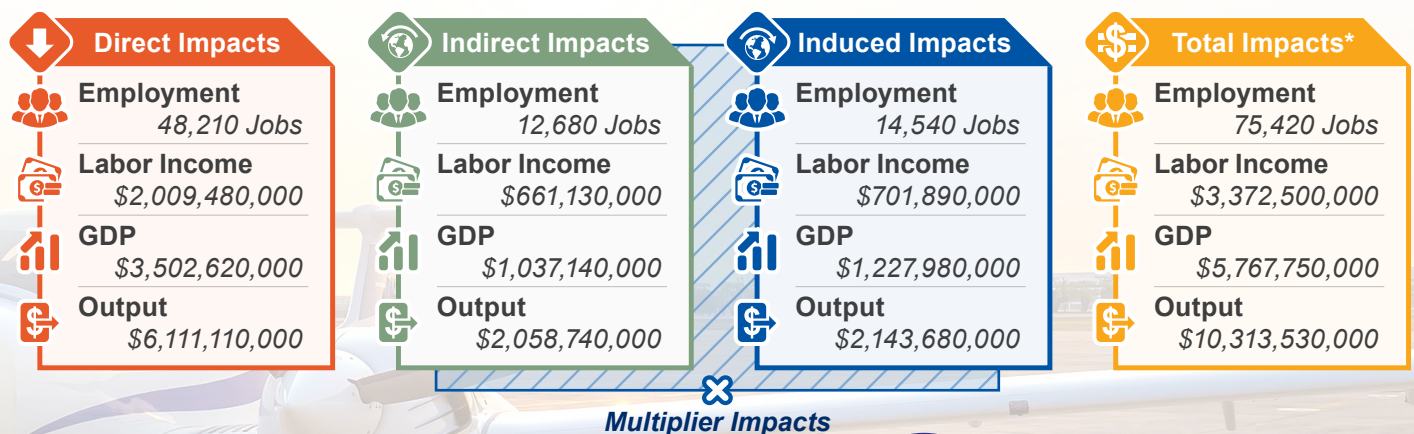
Economic benefits are generated by on-airport activities, including airport operations and capital expenditures, as well as off-airport spending generated by out-of-state visitors. This initial economic activity, known as direct impacts, generates additional impacts as money flows through the economy. These are referred to as "multiplier effects" that result when a portion of direct business revenues are used to purchase goods and services in Indiana (called indirect impacts) and when wages are re-spent within the state (called induced impacts or household spending) by those who are directly or indirectly employed. The impacts presented for Purdue University Airport and for the state represent the economic contributions of 2019 operations and activities.

¹ Two GA airports were excluded from the economic impact study due to lack of participation. See the 2022 Indiana State AEIS Technical Report for more information.

LAF's Total Annual Economic Impacts

	👤 Employment	💰 Labor Income	📊 GDP	📦 Output
Airport Operations	236 Jobs	\$11,716,000	\$12,920,000	\$24,900,000
Capital Expenditures	11 Jobs	\$672,000	\$759,000	\$1,709,000
Visitor Spending	124 Jobs	\$2,568,000	\$4,074,000	\$6,992,000
Total Direct Impacts	371 Jobs	\$14,955,000	\$17,754,000	\$33,601,000
Indirect Impacts	83 Jobs	\$4,760,000	\$7,211,000	\$14,295,000
Induced Impacts	107 Jobs	\$5,174,000	\$9,046,000	\$15,794,000
Total Multiplier Impacts	191 Jobs	\$9,934,000	\$16,257,000	\$30,089,000
LAF's Total Annual Economic Impacts*	562 Jobs	\$24,889,000	\$34,011,000	\$63,690,000

Statewide Total Annual Economic Impacts



*Totals may not sum due to rounding. Metrics (employment, labor income, GDP, and output) represent various components of an airport's economic impact and are not additive.





Associated City: Muncie

County: Delaware

ISASP Facility Category: Regional

2022 Indiana State Aviation Economic Impact Study

The 2022 Indiana State Aviation Economic Impact Study (AEIS) captured the economic contributions of Indiana's aviation system facilities to the state's economy. The base year for this study was 2019 as it was important to represent the annual economic impact of these public-use facilities during a typical year. Due to the global COVID-19 pandemic, data from 2020 would not have yielded a true reflection of these facilities' economic contribution to the state's economy. The 69 aviation facilities that comprise Indiana's aviation system include four commercial service airports, 64 general aviation (GA) airports, and one heliport.¹ Together, these facilities generate quantitative economic impact in the form of employment, wages, gross domestic product (GDP), and total output.

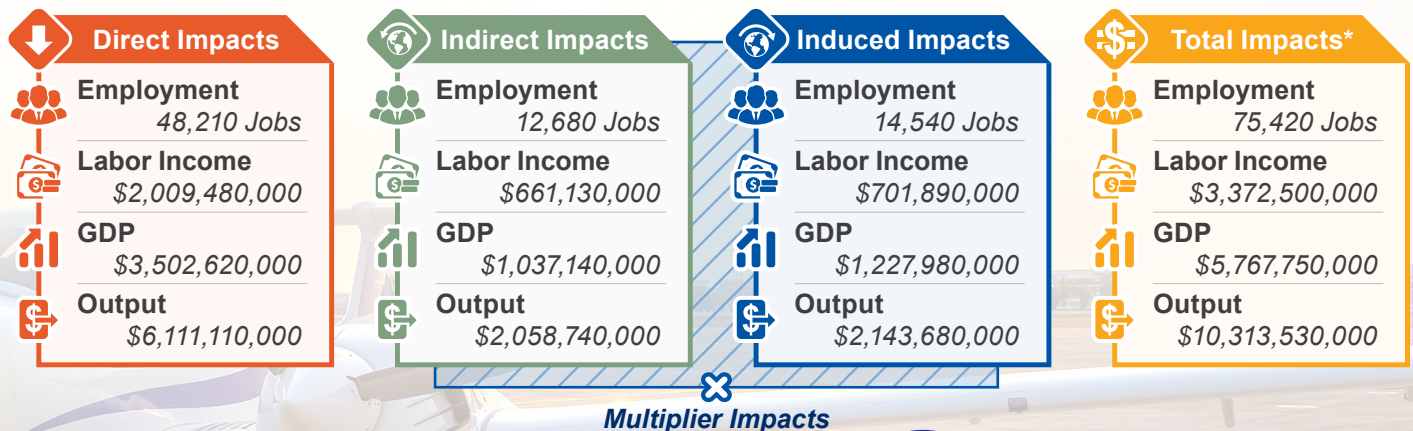
Economic benefits are generated by on-airport activities, including airport operations and capital expenditures, as well as off-airport spending generated by out-of-state visitors. This initial economic activity, known as direct impacts, generates additional impacts as money flows through the economy. These are referred to as "multiplier effects" that result when a portion of direct business revenues are used to purchase goods and services in Indiana (called indirect impacts) and when wages are re-spent within the state (called induced impacts or household spending) by those who are directly or indirectly employed. The impacts presented for Delaware County Regional Airport and for the state represent the economic contributions of 2019 operations and activities.

¹ Two GA airports were excluded from the economic impact study due to lack of participation. See the 2022 Indiana State AEIS Technical Report for more information.

MIE's Total Annual Economic Impacts

	Employment	Labor Income	GDP	Output
Airport Operations	97 Jobs	\$5,347,000	\$5,913,000	\$12,605,000
Capital Expenditures	7 Jobs	\$416,000	\$470,000	\$1,058,000
Visitor Spending	27 Jobs	\$569,000	\$903,000	\$1,549,000
Total Direct Impacts	132 Jobs	\$6,331,000	\$7,286,000	\$15,211,000
Indirect Impacts	47 Jobs	\$2,616,000	\$3,713,000	\$7,342,000
Induced Impacts	49 Jobs	\$2,349,000	\$4,106,000	\$7,171,000
Total Multiplier Impacts	96 Jobs	\$4,965,000	\$7,819,000	\$14,512,000
MIE's Total Annual Economic Impacts*	228 Jobs	\$11,296,000	\$15,105,000	\$29,724,000

Statewide Total Annual Economic Impacts



*Totals may not sum due to rounding. Metrics (employment, labor income, GDP, and output) represent various components of an airport's economic impact and are not additive.





Associated City: Terre Haute

County: Vigo

ISASP Facility Category: Regional

2022 Indiana State Aviation Economic Impact Study

The 2022 Indiana State Aviation Economic Impact Study (AEIS) captured the economic contributions of Indiana's aviation system facilities to the state's economy. The base year for this study was 2019 as it was important to represent the annual economic impact of these public-use facilities during a typical year. Due to the global COVID-19 pandemic, data from 2020 would not have yielded a true reflection of these facilities' economic contribution to the state's economy. The 69 aviation facilities that comprise Indiana's aviation system include four commercial service airports, 64 general aviation (GA) airports, and one heliport.¹ Together, these facilities generate quantitative economic impact in the form of employment, wages, gross domestic product (GDP), and total output.

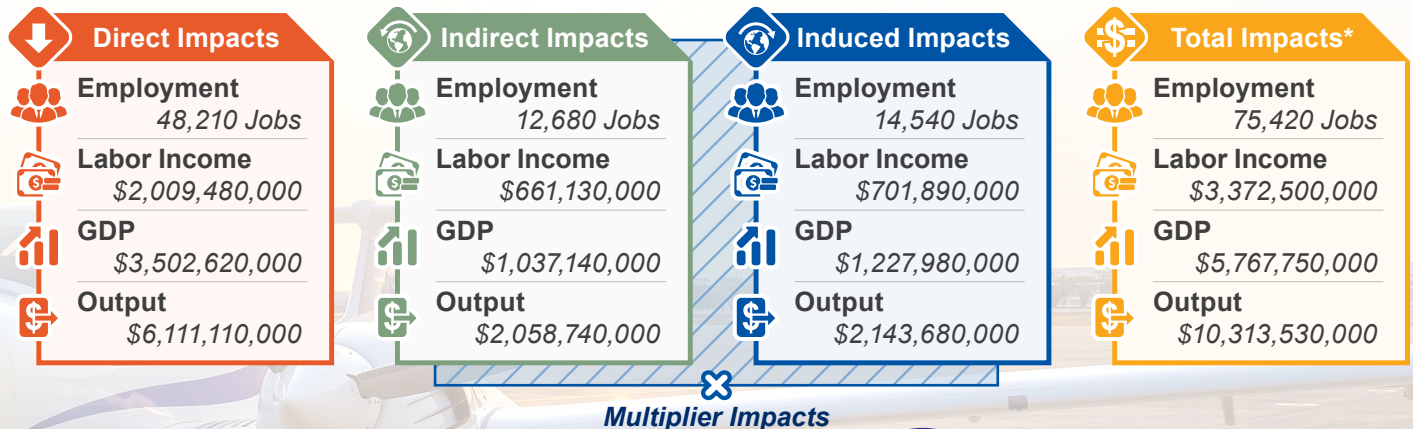
Economic benefits are generated by on-airport activities, including airport operations and capital expenditures, as well as off-airport spending generated by out-of-state visitors. This initial economic activity, known as direct impacts, generates additional impacts as money flows through the economy. These are referred to as "multiplier effects" that result when a portion of direct business revenues are used to purchase goods and services in Indiana (called indirect impacts) and when wages are re-spent within the state (called induced impacts or household spending) by those who are directly or indirectly employed. The impacts presented for Terre Haute Regional Airport and for the state represent the economic contributions of 2019 operations and activities.

¹ Two GA airports were excluded from the economic impact study due to lack of participation. See the 2022 Indiana State AEIS Technical Report for more information.

HUF's Total Annual Economic Impacts

	Employment	Labor Income	GDP	Output
Airport Operations	1,325 Jobs	\$68,767,000	\$116,742,000	\$179,961,000
Capital Expenditures	13 Jobs	\$799,000	\$903,000	\$2,034,000
Visitor Spending	63 Jobs	\$1,316,000	\$2,088,000	\$3,583,000
Total Direct Impacts	1,402 Jobs	\$70,882,000	\$119,733,000	\$185,577,000
Indirect Impacts	134 Jobs	\$8,176,000	\$12,282,000	\$24,833,000
Induced Impacts	428 Jobs	\$20,635,000	\$36,113,000	\$63,032,000
Total Multiplier Impacts	562 Jobs	\$28,811,000	\$48,394,000	\$87,864,000
HUF's Total Annual Economic Impacts*	1,965 Jobs	\$99,693,000	\$168,128,000	\$273,442,000

Statewide Total Annual Economic Impacts



*Totals may not sum due to rounding. Metrics (employment, labor income, GDP, and output) represent various components of an airport's economic impact and are not additive.





Associated City: Valparaiso

County: Porter

ISASP Facility Category: Regional

2022 Indiana State Aviation Economic Impact Study

The 2022 Indiana State Aviation Economic Impact Study (AEIS) captured the economic contributions of Indiana's aviation system facilities to the state's economy. The base year for this study was 2019 as it was important to represent the annual economic impact of these public-use facilities during a typical year. Due to the global COVID-19 pandemic, data from 2020 would not have yielded a true reflection of these facilities' economic contribution to the state's economy. The 69 aviation facilities that comprise Indiana's aviation system include four commercial service airports, 64 general aviation (GA) airports, and one heliport.¹ Together, these facilities generate quantitative economic impact in the form of employment, wages, gross domestic product (GDP), and total output.

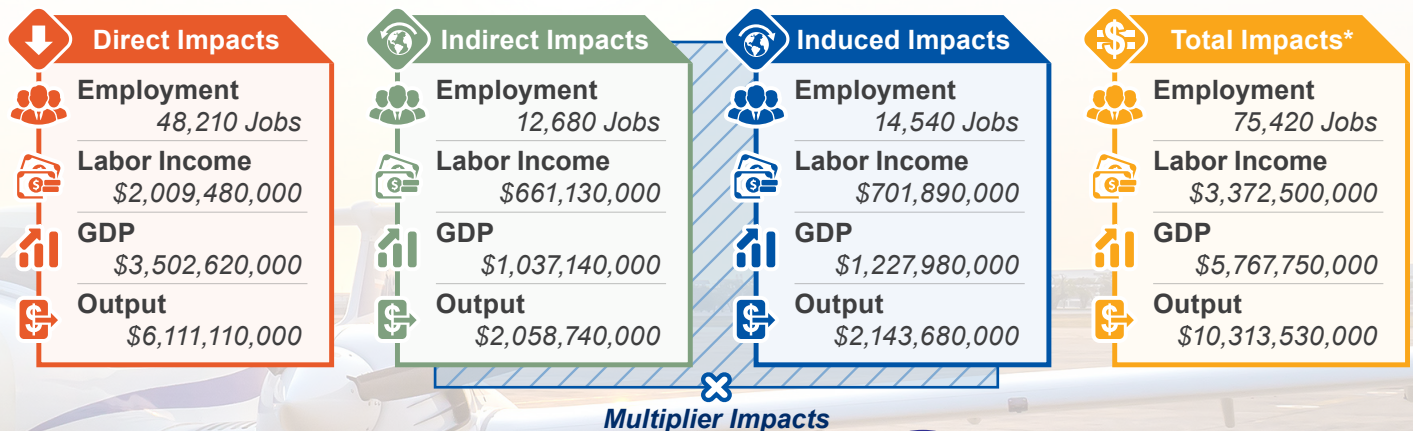
Economic benefits are generated by on-airport activities, including airport operations and capital expenditures, as well as off-airport spending generated by out-of-state visitors. This initial economic activity, known as direct impacts, generates additional impacts as money flows through the economy. These are referred to as "multiplier effects" that result when a portion of direct business revenues are used to purchase goods and services in Indiana (called indirect impacts) and when wages are re-spent within the state (called induced impacts or household spending) by those who are directly or indirectly employed. The impacts presented for Porter County Regional Airport and for the state represent the economic contributions of 2019 operations and activities.

¹ Two GA airports were excluded from the economic impact study due to lack of participation. See the 2022 Indiana State AEIS Technical Report for more information.

VPZ's Total Annual Economic Impacts

	Employment	Labor Income	GDP	Output
Airport Operations	103 Jobs	\$4,228,000	\$6,307,000	\$13,868,000
Capital Expenditures	11 Jobs	\$655,000	\$740,000	\$1,666,000
Visitor Spending	91 Jobs	\$1,898,000	\$3,012,000	\$5,169,000
Total Direct Impacts	206 Jobs	\$6,781,000	\$10,059,000	\$20,703,000
Indirect Impacts	46 Jobs	\$2,556,000	\$3,941,000	\$7,860,000
Induced Impacts	51 Jobs	\$2,453,000	\$4,291,000	\$7,493,000
Total Multiplier Impacts	97 Jobs	\$5,009,000	\$8,232,000	\$15,354,000
VPZ's Total Annual Economic Impacts*	303 Jobs	\$11,790,000	\$18,291,000	\$36,057,000

Statewide Total Annual Economic Impacts



*Totals may not sum due to rounding. Metrics (employment, labor income, GDP, and output) represent various components of an airport's economic impact and are not additive.





Associated City: Warsaw

County: Kosciusko

ISASP Facility Category: Regional

2022 Indiana State Aviation Economic Impact Study

The 2022 Indiana State Aviation Economic Impact Study (AEIS) captured the economic contributions of Indiana's aviation system facilities to the state's economy. The base year for this study was 2019 as it was important to represent the annual economic impact of these public-use facilities during a typical year. Due to the global COVID-19 pandemic, data from 2020 would not have yielded a true reflection of these facilities' economic contribution to the state's economy. The 69 aviation facilities that comprise Indiana's aviation system include four commercial service airports, 64 general aviation (GA) airports, and one heliport.¹ Together, these facilities generate quantitative economic impact in the form of employment, wages, gross domestic product (GDP), and total output.

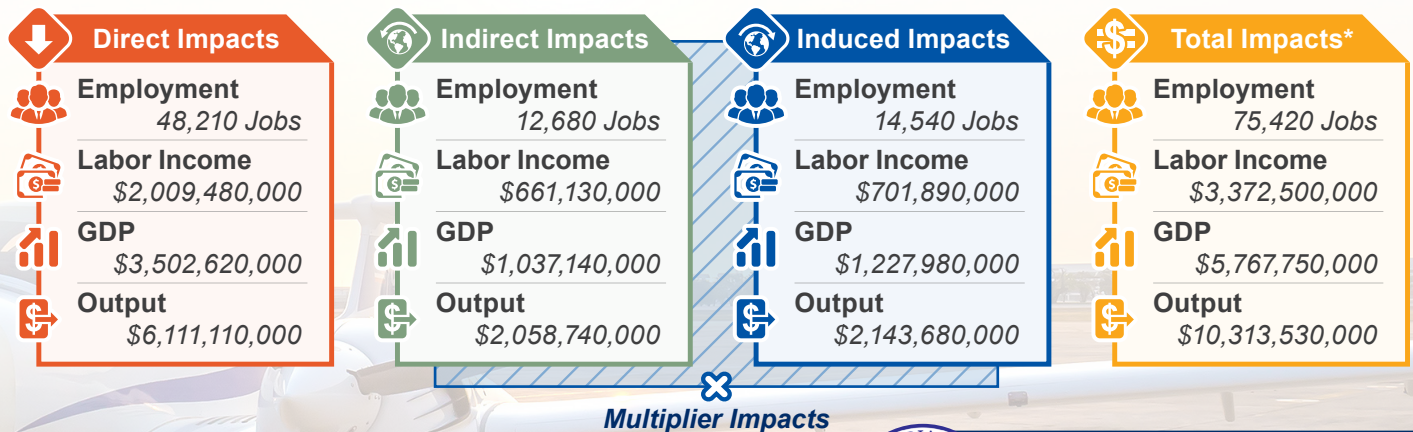
Economic benefits are generated by on-airport activities, including airport operations and capital expenditures, as well as off-airport spending generated by out-of-state visitors. This initial economic activity, known as direct impacts, generates additional impacts as money flows through the economy. These are referred to as "multiplier effects" that result when a portion of direct business revenues are used to purchase goods and services in Indiana (called indirect impacts) and when wages are re-spent within the state (called induced impacts or household spending) by those who are directly or indirectly employed. The impacts presented for Warsaw Municipal Airport and for the state represent the economic contributions of 2019 operations and activities.

¹ Two GA airports were excluded from the economic impact study due to lack of participation. See the 2022 Indiana State AEIS Technical Report for more information.

ASW's Total Annual Economic Impacts

	Employment	Labor Income	GDP	Output
Airport Operations	49 Jobs	\$3,590,000	\$6,677,000	\$12,990,000
Capital Expenditures	3 Jobs	\$183,000	\$207,000	\$465,000
Visitor Spending	4 Jobs	\$91,000	\$145,000	\$248,000
Total Direct Impacts	57 Jobs	\$3,864,000	\$7,028,000	\$13,704,000
Indirect Impacts	31 Jobs	\$1,571,000	\$2,512,000	\$5,041,000
Induced Impacts	30 Jobs	\$1,431,000	\$2,504,000	\$4,372,000
Total Multiplier Impacts	61 Jobs	\$3,002,000	\$5,016,000	\$9,413,000
ASW's Total Annual Economic Impacts*	117 Jobs	\$6,866,000	\$12,044,000	\$23,117,000

Statewide Total Annual Economic Impacts



*Totals may not sum due to rounding. Metrics (employment, labor income, GDP, and output) represent various components of an airport's economic impact and are not additive.





Associated City: Anderson

County: Madison

ISASP Facility Category: Local

2022 Indiana State Aviation Economic Impact Study

The 2022 Indiana State Aviation Economic Impact Study (AEIS) captured the economic contributions of Indiana's aviation system facilities to the state's economy. The base year for this study was 2019 as it was important to represent the annual economic impact of these public-use facilities during a typical year. Due to the global COVID-19 pandemic, data from 2020 would not have yielded a true reflection of these facilities' economic contribution to the state's economy. The 69 aviation facilities that comprise Indiana's aviation system include four commercial service airports, 64 general aviation (GA) airports, and one heliport.¹ Together, these facilities generate quantitative economic impact in the form of employment, wages, gross domestic product (GDP), and total output.

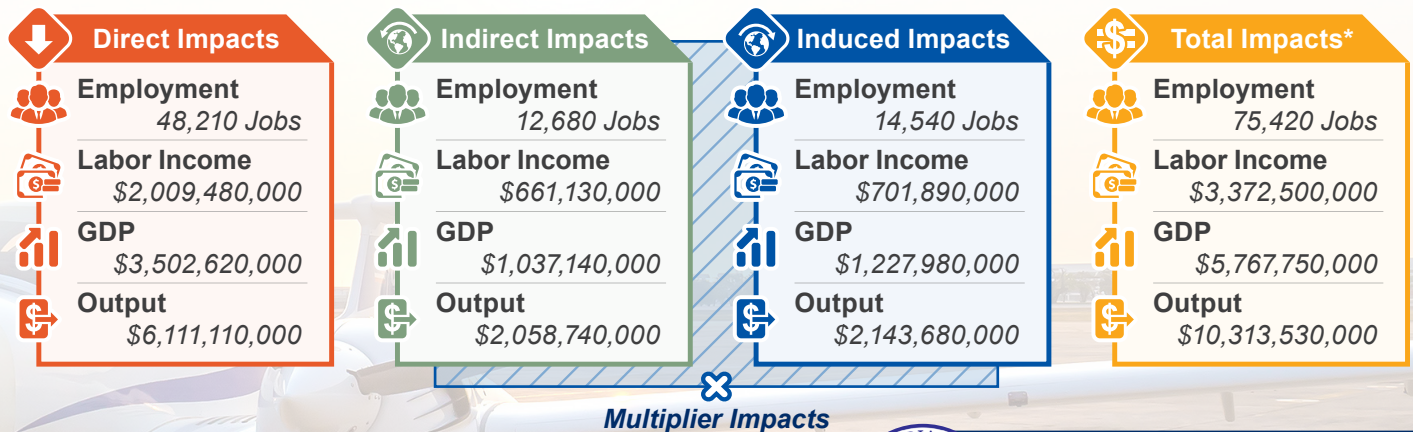
Economic benefits are generated by on-airport activities, including airport operations and capital expenditures, as well as off-airport spending generated by out-of-state visitors. This initial economic activity, known as direct impacts, generates additional impacts as money flows through the economy. These are referred to as "multiplier effects" that result when a portion of direct business revenues are used to purchase goods and services in Indiana (called indirect impacts) and when wages are re-spent within the state (called induced impacts or household spending) by those who are directly or indirectly employed. The impacts presented for Anderson Municipal-Darlington Field and for the state represent the economic contributions of 2019 operations and activities.

¹ Two GA airports were excluded from the economic impact study due to lack of participation. See the 2022 Indiana State AEIS Technical Report for more information.

AID's Total Annual Economic Impacts

	Employment	Labor Income	GDP	Output
Airport Operations	66 Jobs	\$3,601,000	\$4,259,000	\$9,246,000
Capital Expenditures	11 Jobs	\$634,000	\$716,000	\$1,612,000
Visitor Spending	1 Job	\$21,000	\$33,000	\$57,000
Total Direct Impacts	77 Jobs	\$4,256,000	\$5,008,000	\$10,915,000
Indirect Impacts	26 Jobs	\$1,488,000	\$2,205,000	\$4,377,000
Induced Impacts	31 Jobs	\$1,508,000	\$2,637,000	\$4,606,000
Total Multiplier Impacts	57 Jobs	\$2,996,000	\$4,842,000	\$8,983,000
AID's Total Annual Economic Impacts*	134 Jobs	\$7,252,000	\$9,850,000	\$19,898,000

Statewide Total Annual Economic Impacts



*Totals may not sum due to rounding. Metrics (employment, labor income, GDP, and output) represent various components of an airport's economic impact and are not additive.





Associated City: Angola

County: Steuben

ISASP Facility Category: Local

2022 Indiana State Aviation Economic Impact Study

The 2022 Indiana State Aviation Economic Impact Study (AEIS) captured the economic contributions of Indiana's aviation system facilities to the state's economy. The base year for this study was 2019 as it was important to represent the annual economic impact of these public-use facilities during a typical year. Due to the global COVID-19 pandemic, data from 2020 would not have yielded a true reflection of these facilities' economic contribution to the state's economy. The 69 aviation facilities that comprise Indiana's aviation system include four commercial service airports, 64 general aviation (GA) airports, and one heliport.¹ Together, these facilities generate quantitative economic impact in the form of employment, wages, gross domestic product (GDP), and total output.

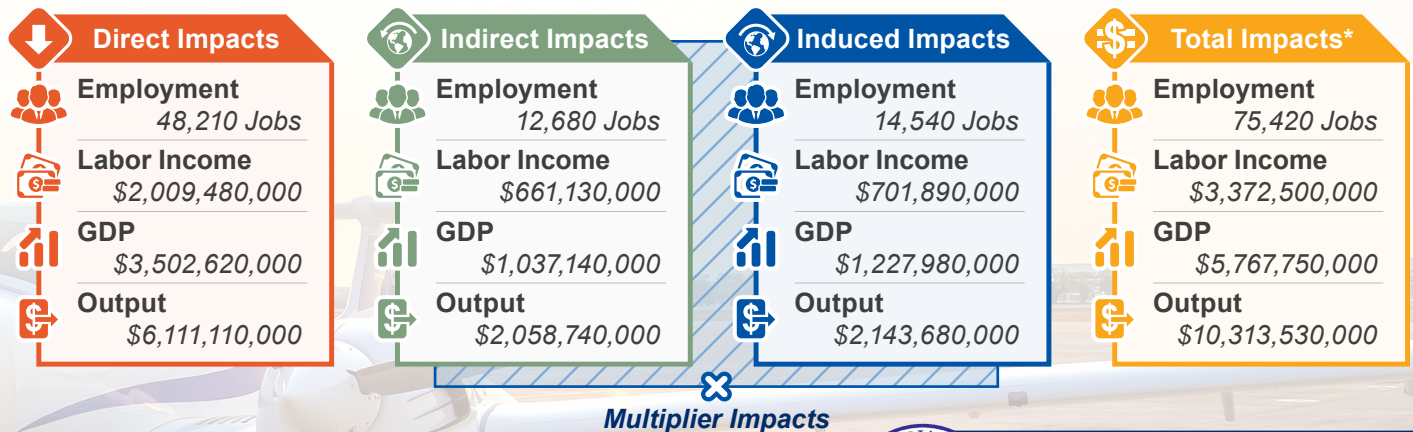
Economic benefits are generated by on-airport activities, including airport operations and capital expenditures, as well as off-airport spending generated by out-of-state visitors. This initial economic activity, known as direct impacts, generates additional impacts as money flows through the economy. These are referred to as "multiplier effects" that result when a portion of direct business revenues are used to purchase goods and services in Indiana (called indirect impacts) and when wages are re-spent within the state (called induced impacts or household spending) by those who are directly or indirectly employed. The impacts presented for Tri-State Steuben County Airport and for the state represent the economic contributions of 2019 operations and activities.

¹ Two GA airports were excluded from the economic impact study due to lack of participation. See the 2022 Indiana State AEIS Technical Report for more information.

ANQ's Total Annual Economic Impacts

	Employment	Labor Income	GDP	Output
Airport Operations	7 Jobs	\$340,000	\$372,000	\$795,000
Capital Expenditures	2 Jobs	\$107,000	\$121,000	\$272,000
Visitor Spending	2 Jobs	\$33,000	\$52,000	\$89,000
Total Direct Impacts	10 Jobs	\$480,000	\$545,000	\$1,156,000
Indirect Impacts	3 Jobs	\$183,000	\$272,000	\$543,000
Induced Impacts	4 Jobs	\$174,000	\$304,000	\$531,000
Total Multiplier Impacts	7 Jobs	\$358,000	\$576,000	\$1,074,000
ANQ's Total Annual Economic Impacts*	17 Jobs	\$837,000	\$1,120,000	\$2,230,000

Statewide Total Annual Economic Impacts



*Totals may not sum due to rounding. Metrics (employment, labor income, GDP, and output) represent various components of an airport's economic impact and are not additive.





Associated City: Bedford

County: Lawrence

ISASP Facility Category: Local

2022 Indiana State Aviation Economic Impact Study

The 2022 Indiana State Aviation Economic Impact Study (AEIS) captured the economic contributions of Indiana’s aviation system facilities to the state’s economy. The base year for this study was 2019 as it was important to represent the annual economic impact of these public-use facilities during a typical year. Due to the global COVID-19 pandemic, data from 2020 would not have yielded a true reflection of these facilities’ economic contribution to the state’s economy. The 69 aviation facilities that comprise Indiana’s aviation system include four commercial service airports, 64 general aviation (GA) airports, and one heliport.¹ Together, these facilities generate quantitative economic impact in the form of employment, wages, gross domestic product (GDP), and total output.

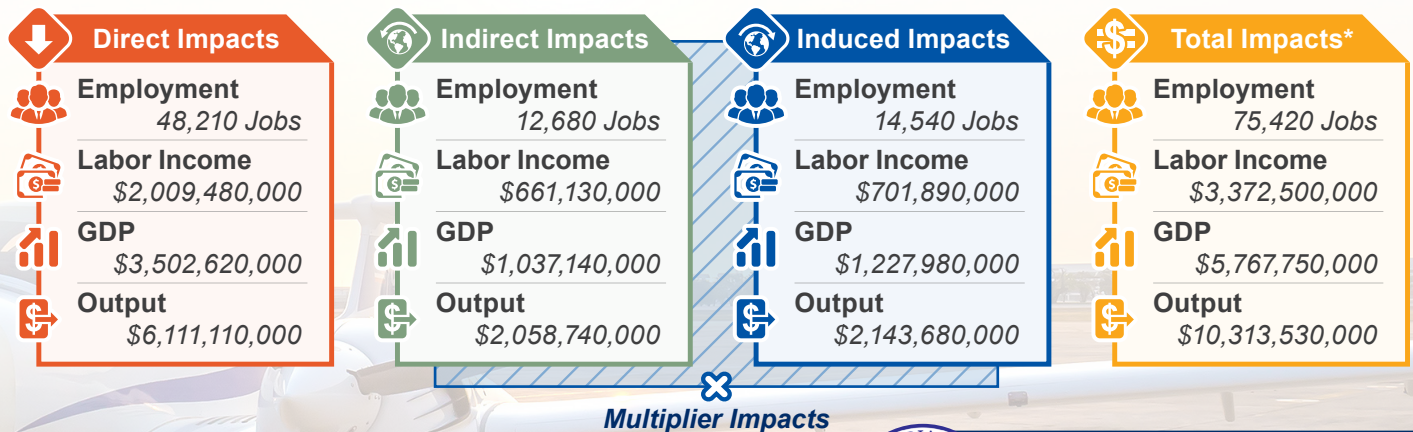
Economic benefits are generated by on-airport activities, including airport operations and capital expenditures, as well as off-airport spending generated by out-of-state visitors. This initial economic activity, known as direct impacts, generates additional impacts as money flows through the economy. These are referred to as “multiplier effects” that result when a portion of direct business revenues are used to purchase goods and services in Indiana (called indirect impacts) and when wages are re-spent within the state (called induced impacts or household spending) by those who are directly or indirectly employed. The impacts presented for Virgil I Grissom Municipal Airport and for the state represent the economic contributions of 2019 operations and activities.

¹ Two GA airports were excluded from the economic impact study due to lack of participation. See the 2022 Indiana State AEIS Technical Report for more information.

BFR’s Total Annual Economic Impacts

	Employment	Labor Income	GDP	Output
Airport Operations	16 Jobs	\$904,000	\$1,187,000	\$2,134,000
Capital Expenditures	3 Jobs	\$155,000	\$175,000	\$393,000
Visitor Spending	<1 Job	\$16,000	\$26,000	\$44,000
Total Direct Impacts	19 Jobs	\$1,074,000	\$1,387,000	\$2,571,000
Indirect Impacts	7 Jobs	\$378,000	\$550,000	\$1,091,000
Induced Impacts	8 Jobs	\$381,000	\$666,000	\$1,163,000
Total Multiplier Impacts	15 Jobs	\$759,000	\$1,216,000	\$2,253,000
BFR’s Total Annual Economic Impacts*	34 Jobs	\$1,833,000	\$2,603,000	\$4,824,000

Statewide Total Annual Economic Impacts



*Totals may not sum due to rounding. Metrics (employment, labor income, GDP, and output) represent various components of an airport’s economic impact and are not additive.





Associated City: Crawfordsville

County: Montgomery

ISASP Facility Category: Local

2022 Indiana State Aviation Economic Impact Study

The 2022 Indiana State Aviation Economic Impact Study (AEIS) captured the economic contributions of Indiana's aviation system facilities to the state's economy. The base year for this study was 2019 as it was important to represent the annual economic impact of these public-use facilities during a typical year. Due to the global COVID-19 pandemic, data from 2020 would not have yielded a true reflection of these facilities' economic contribution to the state's economy. The 69 aviation facilities that comprise Indiana's aviation system include four commercial service airports, 64 general aviation (GA) airports, and one heliport.¹ Together, these facilities generate quantitative economic impact in the form of employment, wages, gross domestic product (GDP), and total output.

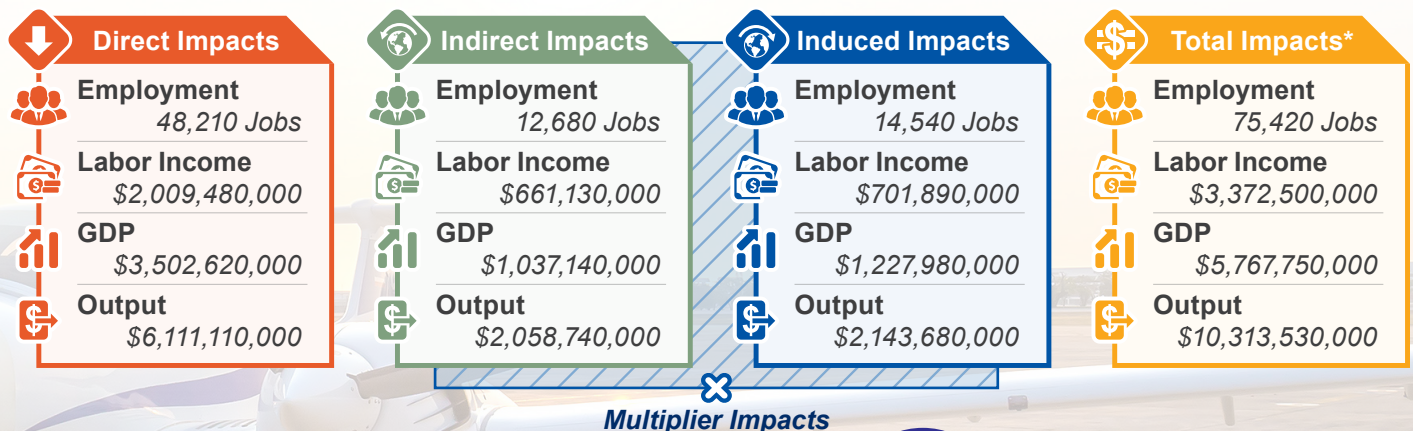
Economic benefits are generated by on-airport activities, including airport operations and capital expenditures, as well as off-airport spending generated by out-of-state visitors. This initial economic activity, known as direct impacts, generates additional impacts as money flows through the economy. These are referred to as "multiplier effects" that result when a portion of direct business revenues are used to purchase goods and services in Indiana (called indirect impacts) and when wages are re-spent within the state (called induced impacts or household spending) by those who are directly or indirectly employed. The impacts presented for Crawfordsville Regional Airport and for the state represent the economic contributions of 2019 operations and activities.

¹ Two GA airports were excluded from the economic impact study due to lack of participation. See the 2022 Indiana State AEIS Technical Report for more information.

CFJ's Total Annual Economic Impacts

	Employment	Labor Income	GDP	Output
Airport Operations	12 Jobs	\$709,000	\$770,000	\$1,675,000
Capital Expenditures	2 Jobs	\$118,000	\$134,000	\$301,000
Visitor Spending	5 Jobs	\$112,000	\$178,000	\$306,000
Total Direct Impacts	19 Jobs	\$940,000	\$1,082,000	\$2,282,000
Indirect Impacts	7 Jobs	\$387,000	\$555,000	\$1,098,000
Induced Impacts	7 Jobs	\$349,000	\$610,000	\$1,064,000
Total Multiplier Impacts	14 Jobs	\$736,000	\$1,165,000	\$2,162,000
CFJ's Total Annual Economic Impacts*	34 Jobs	\$1,676,000	\$2,246,000	\$4,445,000

Statewide Total Annual Economic Impacts



*Totals may not sum due to rounding. Metrics (employment, labor income, GDP, and output) represent various components of an airport's economic impact and are not additive.



Economic Benefit Card

Smith Field

SMD



Associated City: Fort Wayne

County: Allen

ISASP Facility Category: Local

2022 Indiana State Aviation Economic Impact Study

The 2022 Indiana State Aviation Economic Impact Study (AEIS) captured the economic contributions of Indiana's aviation system facilities to the state's economy. The base year for this study was 2019 as it was important to represent the annual economic impact of these public-use facilities during a typical year. Due to the global COVID-19 pandemic, data from 2020 would not have yielded a true reflection of these facilities' economic contribution to the state's economy. The 69 aviation facilities that comprise Indiana's aviation system include four commercial service airports, 64 general aviation (GA) airports, and one heliport.¹ Together, these facilities generate quantitative economic impact in the form of employment, wages, gross domestic product (GDP), and total output.

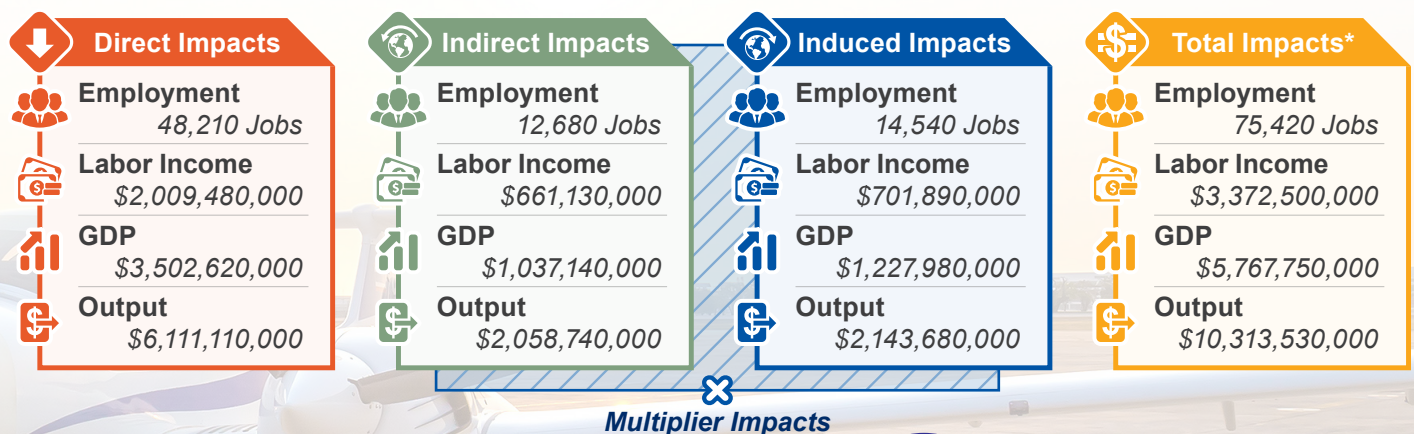
Economic benefits are generated by on-airport activities, including airport operations and capital expenditures, as well as off-airport spending generated by out-of-state visitors. This initial economic activity, known as direct impacts, generates additional impacts as money flows through the economy. These are referred to as "multiplier effects" that result when a portion of direct business revenues are used to purchase goods and services in Indiana (called indirect impacts) and when wages are re-spent within the state (called induced impacts or household spending) by those who are directly or indirectly employed. The impacts presented for Smith Field and for the state represent the economic contributions of 2019 operations and activities.

¹ Two GA airports were excluded from the economic impact study due to lack of participation. See the 2022 Indiana State AEIS Technical Report for more information.

SMD's Total Annual Economic Impacts

	👥 Employment	💰 Labor Income	📊 GDP	📦 Output
Airport Operations	85 Jobs	\$5,987,000	\$9,434,000	\$18,066,000
Capital Expenditures	3 Jobs	\$164,000	\$186,000	\$418,000
Visitor Spending	1 Job	\$26,000	\$40,000	\$69,000
Total Direct Impacts	89 Jobs	\$6,177,000	\$9,660,000	\$18,554,000
Indirect Impacts	45 Jobs	\$2,311,000	\$3,554,000	\$7,068,000
Induced Impacts	46 Jobs	\$2,234,000	\$3,907,000	\$6,822,000
Total Multiplier Impacts	91 Jobs	\$4,544,000	\$7,461,000	\$13,890,000
SMD's Total Annual Economic Impacts*	180 Jobs	\$10,721,000	\$17,121,000	\$32,444,000

Statewide Total Annual Economic Impacts



*Totals may not sum due to rounding. Metrics (employment, labor income, GDP, and output) represent various components of an airport's economic impact and are not additive.



Associated City: Frankfort

County: Clinton

ISASP Facility Category: Local

2022 Indiana State Aviation Economic Impact Study

The 2022 Indiana State Aviation Economic Impact Study (AEIS) captured the economic contributions of Indiana’s aviation system facilities to the state’s economy. The base year for this study was 2019 as it was important to represent the annual economic impact of these public-use facilities during a typical year. Due to the global COVID-19 pandemic, data from 2020 would not have yielded a true reflection of these facilities’ economic contribution to the state’s economy. The 69 aviation facilities that comprise Indiana’s aviation system include four commercial service airports, 64 general aviation (GA) airports, and one heliport¹. Together, these facilities generate quantitative economic impact in the form of employment, wages, gross domestic product (GDP), and total output.

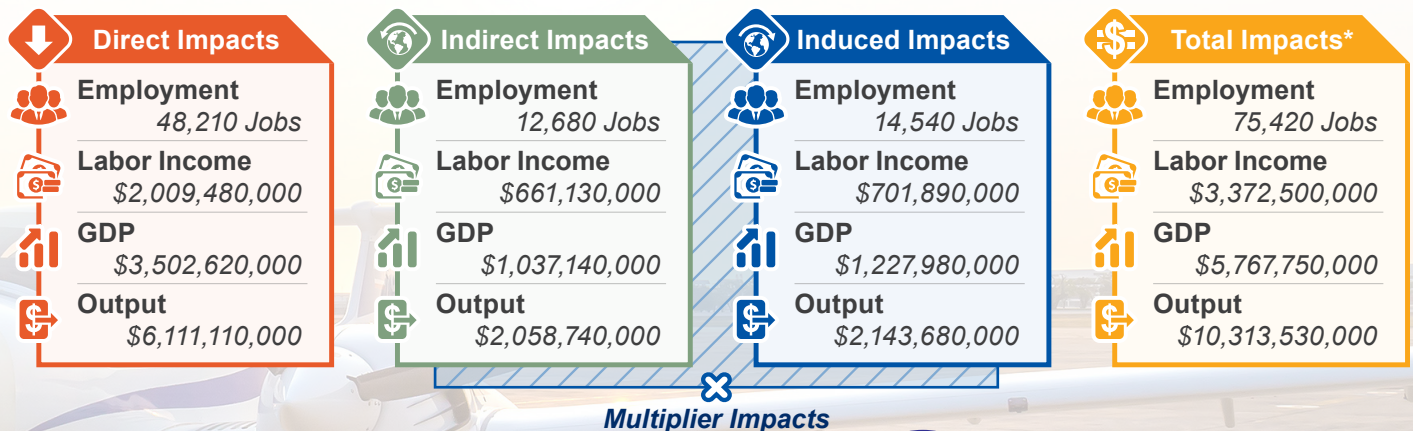
Economic benefits are generated by on-airport activities, including airport operations and capital expenditures, as well as off-airport spending generated by out-of-state visitors. This initial economic activity, known as direct impacts, generates additional impacts as money flows through the economy. These are referred to as “multiplier effects” that result when a portion of direct business revenues are used to purchase goods and services in Indiana (called indirect impacts) and when wages are re-spent within the state (called induced impacts or household spending) by those who are directly or indirectly employed. The impacts presented for Frankfort/Clinton County Regional Airport and for the state represent the economic contributions of 2019 operations and activities.

¹ Two GA airports were excluded from the economic impact study due to lack of participation. See 2022 Indiana State AEIS Technical Report for more information.

FKR’s Total Annual Economic Impacts

	👤 Employment	💰 Labor Income	📊 GDP	📦 Output
Airport Operations	27 Jobs	\$1,228,000	\$1,348,000	\$2,865,000
Capital Expenditures	6 Jobs	\$368,000	\$416,000	\$936,000
Visitor Spending	2 Jobs	\$34,000	\$54,000	\$93,000
Total Direct Impacts	35 Jobs	\$1,631,000	\$1,818,000	\$3,894,000
Indirect Impacts	11 Jobs	\$613,000	\$914,000	\$1,835,000
Induced Impacts	12 Jobs	\$589,000	\$1,030,000	\$1,799,000
Total Multiplier Impacts	23 Jobs	\$1,202,000	\$1,944,000	\$3,633,000
FKR’s Total Annual Economic Impacts*	58 Jobs	\$2,833,000	\$3,762,000	\$7,527,000

Statewide Total Annual Economic Impacts



*Totals may not sum due to rounding. Metrics (employment, labor income, GDP, and output) represent various components of an airport’s economic impact and are not additive.





Associated City: Greencastle

County: Putnam

ISASP Facility Category: Local

2022 Indiana State Aviation Economic Impact Study

The 2022 Indiana State Aviation Economic Impact Study (AEIS) captured the economic contributions of Indiana's aviation system facilities to the state's economy. The base year for this study was 2019 as it was important to represent the annual economic impact of these public-use facilities during a typical year. Due to the global COVID-19 pandemic, data from 2020 would not have yielded a true reflection of these facilities' economic contribution to the state's economy. The 69 aviation facilities that comprise Indiana's aviation system include four commercial service airports, 64 general aviation (GA) airports, and one heliport.¹ Together, these facilities generate quantitative economic impact in the form of employment, wages, gross domestic product (GDP), and total output.

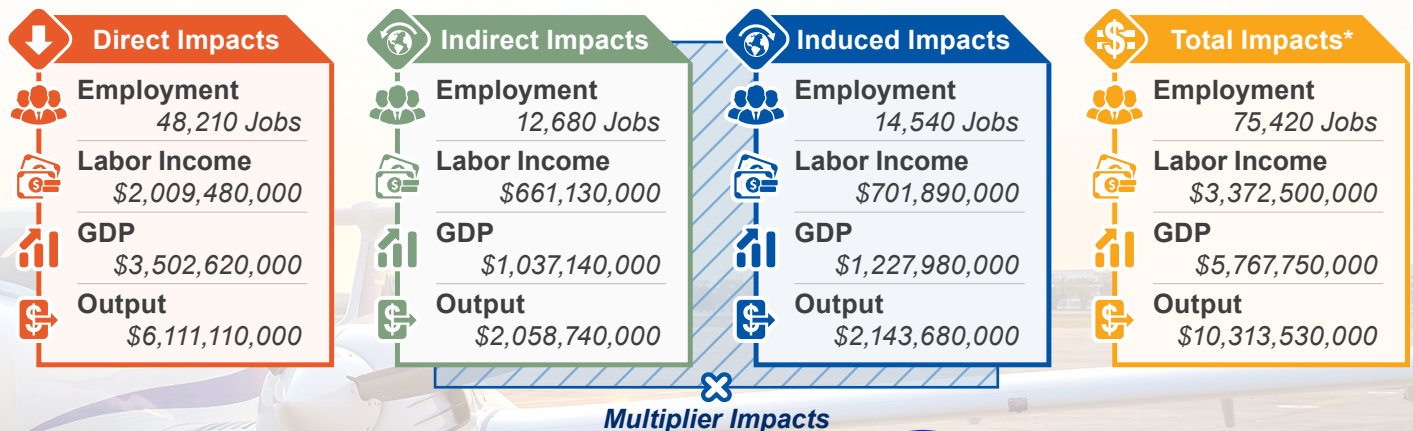
Economic benefits are generated by on-airport activities, including airport operations and capital expenditures, as well as off-airport spending generated by out-of-state visitors. This initial economic activity, known as direct impacts, generates additional impacts as money flows through the economy. These are referred to as "multiplier effects" that result when a portion of direct business revenues are used to purchase goods and services in Indiana (called indirect impacts) and when wages are re-spent within the state (called induced impacts or household spending) by those who are directly or indirectly employed. The impacts presented for Putnam County Regional Airport and for the state represent the economic contributions of 2019 operations and activities.

¹ Two GA airports were excluded from the economic impact study due to lack of participation. See the 2022 Indiana State AEIS Technical Report for more information.

GPC's Total Annual Economic Impacts

	Employment	Labor Income	GDP	Output
Airport Operations	23 Jobs	\$1,077,000	\$1,390,000	\$2,325,000
Capital Expenditures	<1 Job	\$43,000	\$48,000	\$108,000
Visitor Spending	<1 Job	\$20,000	\$32,000	\$54,000
Total Direct Impacts	25 Jobs	\$1,140,000	\$1,470,000	\$2,488,000
Indirect Impacts	5 Jobs	\$303,000	\$459,000	\$890,000
Induced Impacts	8 Jobs	\$379,000	\$662,000	\$1,156,000
Total Multiplier Impacts	13 Jobs	\$681,000	\$1,121,000	\$2,046,000
GPC's Total Annual Economic Impacts*	38 Jobs	\$1,821,000	\$2,591,000	\$4,534,000

Statewide Total Annual Economic Impacts



*Totals may not sum due to rounding. Metrics (employment, labor income, GDP, and output) represent various components of an airport's economic impact and are not additive.





Associated City: Greensburg

County: Decatur

ISASP Facility Category: Local

2022 Indiana State Aviation Economic Impact Study

The 2022 Indiana State Aviation Economic Impact Study (AEIS) captured the economic contributions of Indiana's aviation system facilities to the state's economy. The base year for this study was 2019 as it was important to represent the annual economic impact of these public-use facilities during a typical year. Due to the global COVID-19 pandemic, data from 2020 would not have yielded a true reflection of these facilities' economic contribution to the state's economy. The 69 aviation facilities that comprise Indiana's aviation system include four commercial service airports, 64 general aviation (GA) airports, and one heliport.¹ Together, these facilities generate quantitative economic impact in the form of employment, wages, gross domestic product (GDP), and total output.

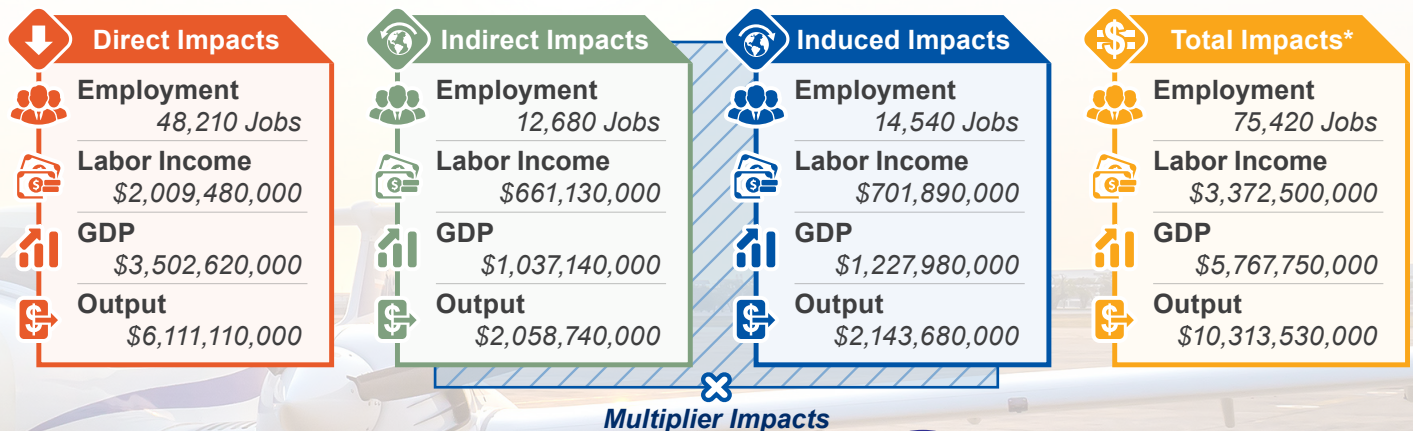
Economic benefits are generated by on-airport activities, including airport operations and capital expenditures, as well as off-airport spending generated by out-of-state visitors. This initial economic activity, known as direct impacts, generates additional impacts as money flows through the economy. These are referred to as "multiplier effects" that result when a portion of direct business revenues are used to purchase goods and services in Indiana (called indirect impacts) and when wages are re-spent within the state (called induced impacts or household spending) by those who are directly or indirectly employed. The impacts presented for Greensburg Municipal Airport and for the state represent the economic contributions of 2019 operations and activities.

¹ Two GA airports were excluded from the economic impact study due to lack of participation. See the 2022 Indiana State AEIS Technical Report for more information.

I34's Total Annual Economic Impacts

	Employment	Labor Income	GDP	Output
Airport Operations	1 Job	\$59,000	\$64,000	\$140,000
Capital Expenditures	9 Jobs	\$531,000	\$599,000	\$1,350,000
Visitor Spending	<1 Job	\$11,000	\$18,000	\$30,000
Total Direct Impacts	10 Jobs	\$601,000	\$681,000	\$1,520,000
Indirect Impacts	3 Jobs	\$200,000	\$321,000	\$638,000
Induced Impacts	4 Jobs	\$211,000	\$369,000	\$644,000
Total Multiplier Impacts	8 Jobs	\$411,000	\$690,000	\$1,283,000
I34's Total Annual Economic Impacts*	18 Jobs	\$1,012,000	\$1,371,000	\$2,802,000

Statewide Total Annual Economic Impacts



*Totals may not sum due to rounding. Metrics (employment, labor income, GDP, and output) represent various components of an airport's economic impact and are not additive.





Associated City: Huntington

County: Huntington

ISASP Facility Category: Local

2022 Indiana State Aviation Economic Impact Study

The 2022 Indiana State Aviation Economic Impact Study (AEIS) captured the economic contributions of Indiana's aviation system facilities to the state's economy. The base year for this study was 2019 as it was important to represent the annual economic impact of these public-use facilities during a typical year. Due to the global COVID-19 pandemic, data from 2020 would not have yielded a true reflection of these facilities' economic contribution to the state's economy. The 69 aviation facilities that comprise Indiana's aviation system include four commercial service airports, 64 general aviation (GA) airports, and one heliport.¹ Together, these facilities generate quantitative economic impact in the form of employment, wages, gross domestic product (GDP), and total output.

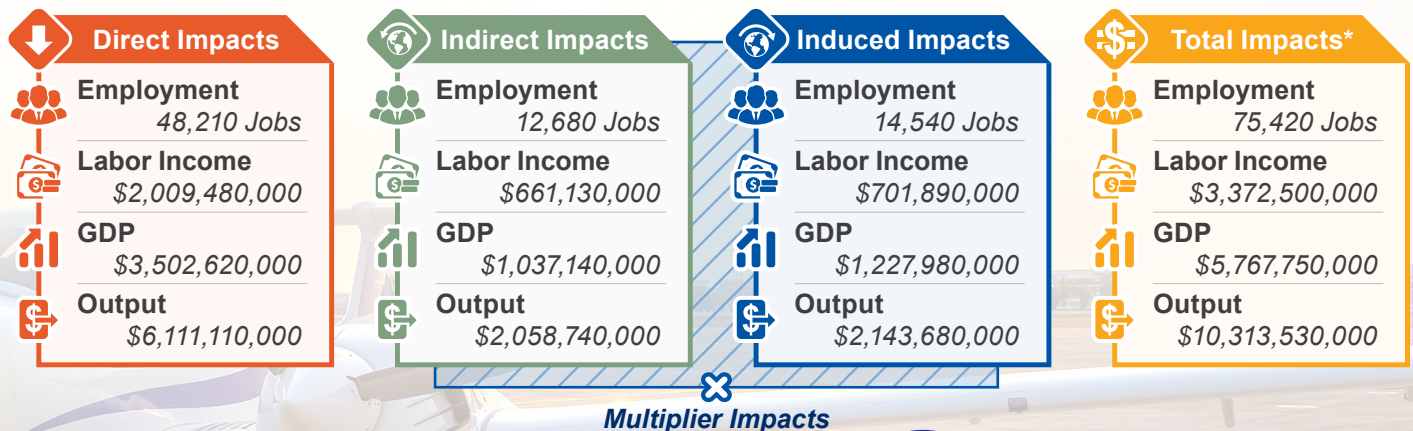
Economic benefits are generated by on-airport activities, including airport operations and capital expenditures, as well as off-airport spending generated by out-of-state visitors. This initial economic activity, known as direct impacts, generates additional impacts as money flows through the economy. These are referred to as "multiplier effects" that result when a portion of direct business revenues are used to purchase goods and services in Indiana (called indirect impacts) and when wages are re-spent within the state (called induced impacts or household spending) by those who are directly or indirectly employed. The impacts presented for Huntington Municipal Airport and for the state represent the economic contributions of 2019 operations and activities.

¹ Two GA airports were excluded from the economic impact study due to lack of participation. See the 2022 Indiana State AEIS Technical Report for more information.

HHG's Total Annual Economic Impacts

	👤 Employment	💰 Labor Income	📊 GDP	📦 Output
Airport Operations	22 Jobs	\$1,451,000	\$2,077,000	\$3,956,000
Capital Expenditures	4 Jobs	\$223,000	\$252,000	\$567,000
Visitor Spending	<1 Job	\$3,000	\$5,000	\$8,000
Total Direct Impacts	26 Jobs	\$1,676,000	\$2,334,000	\$4,531,000
Indirect Impacts	10 Jobs	\$549,000	\$866,000	\$1,738,000
Induced Impacts	12 Jobs	\$588,000	\$1,029,000	\$1,796,000
Total Multiplier Impacts	23 Jobs	\$1,137,000	\$1,895,000	\$3,535,000
HHG's Total Annual Economic Impacts*	49 Jobs	\$2,814,000	\$4,229,000	\$8,066,000

Statewide Total Annual Economic Impacts



*Totals may not sum due to rounding. Metrics (employment, labor income, GDP, and output) represent various components of an airport's economic impact and are not additive.





Associated City: Indianapolis

County: Hendricks

ISASP Facility Category: Local

2022 Indiana State Aviation Economic Impact Study

The 2022 Indiana State Aviation Economic Impact Study (AEIS) captured the economic contributions of Indiana's aviation system facilities to the state's economy. The base year for this study was 2019 as it was important to represent the annual economic impact of these public-use facilities during a typical year. Due to the global COVID-19 pandemic, data from 2020 would not have yielded a true reflection of these facilities' economic contribution to the state's economy. The 69 aviation facilities that comprise Indiana's aviation system include four commercial service airports, 64 general aviation (GA) airports, and one heliport.¹ Together, these facilities generate quantitative economic impact in the form of employment, wages, gross domestic product (GDP), and total output.

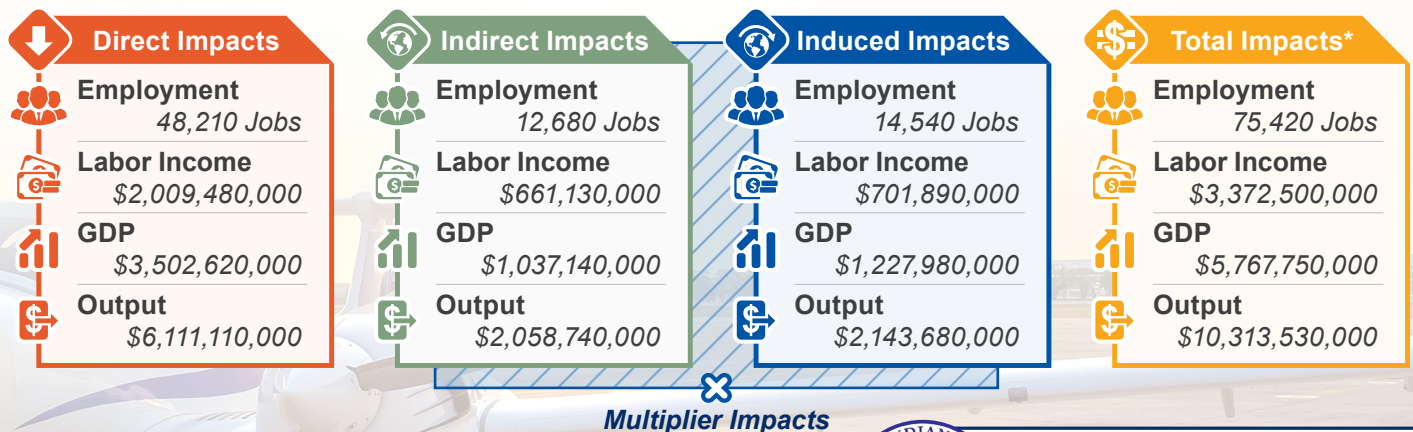
Economic benefits are generated by on-airport activities, including airport operations and capital expenditures, as well as off-airport spending generated by out-of-state visitors. This initial economic activity, known as direct impacts, generates additional impacts as money flows through the economy. These are referred to as "multiplier effects" that result when a portion of direct business revenues are used to purchase goods and services in Indiana (called indirect impacts) and when wages are re-spent within the state (called induced impacts or household spending) by those who are directly or indirectly employed. The impacts presented for Hendricks County-Gordon Graham Field and for the state represent the economic contributions of 2019 operations and activities.

¹ Two GA airports were excluded from the economic impact study due to lack of participation. See the 2022 Indiana State AEIS Technical Report for more information.

2R2's Total Annual Economic Impacts

	Employment	Labor Income	GDP	Output
Airport Operations	6 Jobs	\$232,000	\$257,000	\$536,000
Capital Expenditures	1 Job	\$62,000	\$70,000	\$157,000
Visitor Spending	<1 Job	\$16,000	\$26,000	\$44,000
Total Direct Impacts	8 Jobs	\$310,000	\$352,000	\$737,000
Indirect Impacts	2 Jobs	\$109,000	\$167,000	\$338,000
Induced Impacts	2 Jobs	\$110,000	\$192,000	\$335,000
Total Multiplier Impacts	4 Jobs	\$218,000	\$359,000	\$673,000
2R2's Total Annual Economic Impacts*	12 Jobs	\$528,000	\$711,000	\$1,410,000

Statewide Total Annual Economic Impacts



*Totals may not sum due to rounding. Metrics (employment, labor income, GDP, and output) represent various components of an airport's economic impact and are not additive.





Associated City: Kendallville

County: Noble

ISASP Facility Category: Local

2022 Indiana State Aviation Economic Impact Study

The 2022 Indiana State Aviation Economic Impact Study (AEIS) captured the economic contributions of Indiana’s aviation system facilities to the state’s economy. The base year for this study was 2019 as it was important to represent the annual economic impact of these public-use facilities during a typical year. Due to the global COVID-19 pandemic, data from 2020 would not have yielded a true reflection of these facilities’ economic contribution to the state’s economy. The 69 aviation facilities that comprise Indiana’s aviation system include four commercial service airports, 64 general aviation (GA) airports, and one heliport.¹ Together, these facilities generate quantitative economic impact in the form of employment, wages, gross domestic product (GDP), and total output.

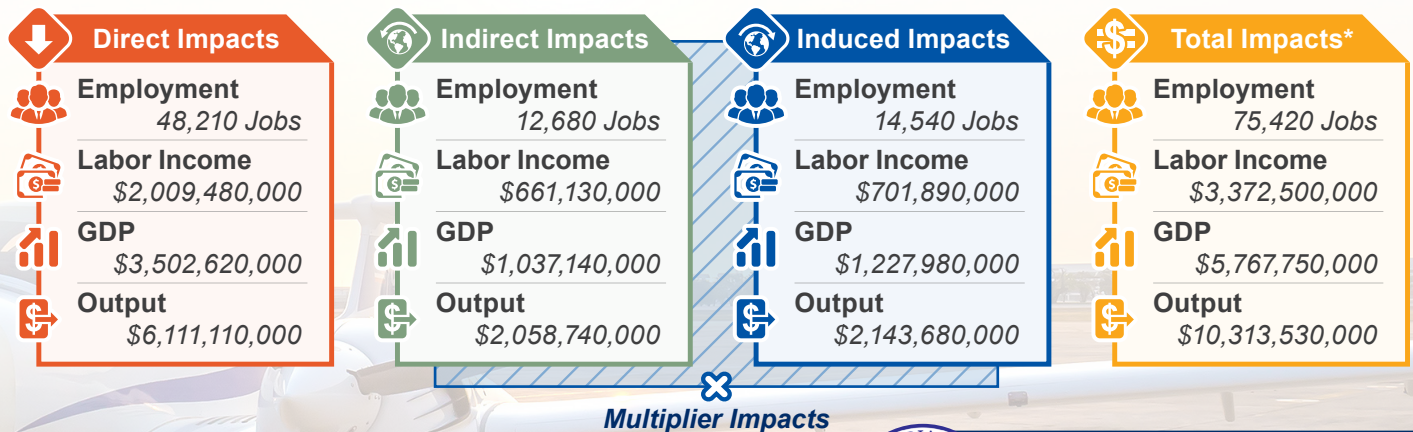
Economic benefits are generated by on-airport activities, including airport operations and capital expenditures, as well as off-airport spending generated by out-of-state visitors. This initial economic activity, known as direct impacts, generates additional impacts as money flows through the economy. These are referred to as “multiplier effects” that result when a portion of direct business revenues are used to purchase goods and services in Indiana (called indirect impacts) and when wages are re-spent within the state (called induced impacts or household spending) by those who are directly or indirectly employed. The impacts presented for Kendallville Municipal Airport and for the state represent the economic contributions of 2019 operations and activities.

¹ Two GA airports were excluded from the economic impact study due to lack of participation. See the 2022 Indiana State AEIS Technical Report for more information.

C62’s Total Annual Economic Impacts

	Employment	Labor Income	GDP	Output
Airport Operations	10 Jobs	\$517,000	\$564,000	\$1,214,000
Capital Expenditures	2 Jobs	\$95,000	\$107,000	\$241,000
Visitor Spending	<1 Job	\$11,000	\$17,000	\$30,000
Total Direct Impacts	12 Jobs	\$623,000	\$688,000	\$1,485,000
Indirect Impacts	5 Jobs	\$250,000	\$362,000	\$721,000
Induced Impacts	5 Jobs	\$229,000	\$401,000	\$700,000
Total Multiplier Impacts	9 Jobs	\$479,000	\$762,000	\$1,421,000
C62’s Total Annual Economic Impacts*	21 Jobs	\$1,102,000	\$1,451,000	\$2,905,000

Statewide Total Annual Economic Impacts



*Totals may not sum due to rounding. Metrics (employment, labor income, GDP, and output) represent various components of an airport’s economic impact and are not additive.





Associated City: Knox

County: Starke

ISASP Facility Category: Local

2022 Indiana State Aviation Economic Impact Study

The 2022 Indiana State Aviation Economic Impact Study (AEIS) captured the economic contributions of Indiana's aviation system facilities to the state's economy. The base year for this study was 2019 as it was important to represent the annual economic impact of these public-use facilities during a typical year. Due to the global COVID-19 pandemic, data from 2020 would not have yielded a true reflection of these facilities' economic contribution to the state's economy. The 69 aviation facilities that comprise Indiana's aviation system include four commercial service airports, 64 general aviation (GA) airports, and one heliport.¹ Together, these facilities generate quantitative economic impact in the form of employment, wages, gross domestic product (GDP), and total output.

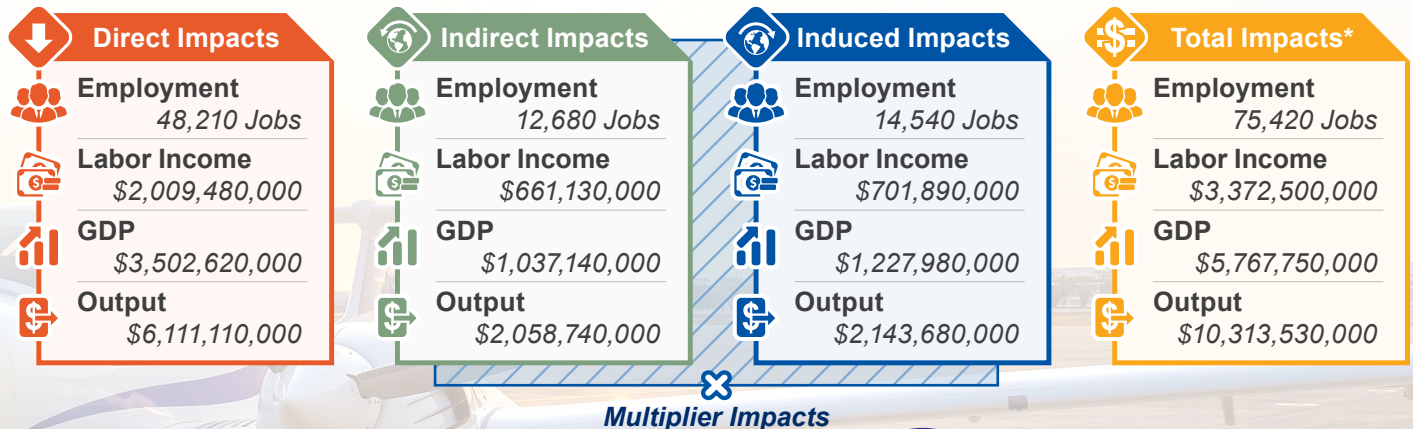
Economic benefits are generated by on-airport activities, including airport operations and capital expenditures, as well as off-airport spending generated by out-of-state visitors. This initial economic activity, known as direct impacts, generates additional impacts as money flows through the economy. These are referred to as "multiplier effects" that result when a portion of direct business revenues are used to purchase goods and services in Indiana (called indirect impacts) and when wages are re-spent within the state (called induced impacts or household spending) by those who are directly or indirectly employed. The impacts presented for Starke County Airport and for the state represent the economic contributions of 2019 operations and activities.

¹ Two GA airports were excluded from the economic impact study due to lack of participation. See the 2022 Indiana State AEIS Technical Report for more information.

OXI's Total Annual Economic Impacts

	Employment	Labor Income	GDP	Output
Airport Operations	14 Jobs	\$826,000	\$857,000	\$1,444,000
Capital Expenditures	4 Jobs	\$223,000	\$252,000	\$566,000
Visitor Spending	6 Jobs	\$127,000	\$202,000	\$347,000
Total Direct Impacts	24 Jobs	\$1,176,000	\$1,311,000	\$2,358,000
Indirect Impacts	5 Jobs	\$286,000	\$450,000	\$879,000
Induced Impacts	8 Jobs	\$385,000	\$673,000	\$1,175,000
Total Multiplier Impacts	13 Jobs	\$672,000	\$1,123,000	\$2,055,000
OXI's Total Annual Economic Impacts*	37 Jobs	\$1,847,000	\$2,434,000	\$4,413,000

Statewide Total Annual Economic Impacts



*Totals may not sum due to rounding. Metrics (employment, labor income, GDP, and output) represent various components of an airport's economic impact and are not additive.





Associated City: Kokomo

County: Howard

ISASP Facility Category: Local

2022 Indiana State Aviation Economic Impact Study

The 2022 Indiana State Aviation Economic Impact Study (AEIS) captured the economic contributions of Indiana's aviation system facilities to the state's economy. The base year for this study was 2019 as it was important to represent the annual economic impact of these public-use facilities during a typical year. Due to the global COVID-19 pandemic, data from 2020 would not have yielded a true reflection of these facilities' economic contribution to the state's economy. The 69 aviation facilities that comprise Indiana's aviation system include four commercial service airports, 64 general aviation (GA) airports, and one heliport.¹ Together, these facilities generate quantitative economic impact in the form of employment, wages, gross domestic product (GDP), and total output.

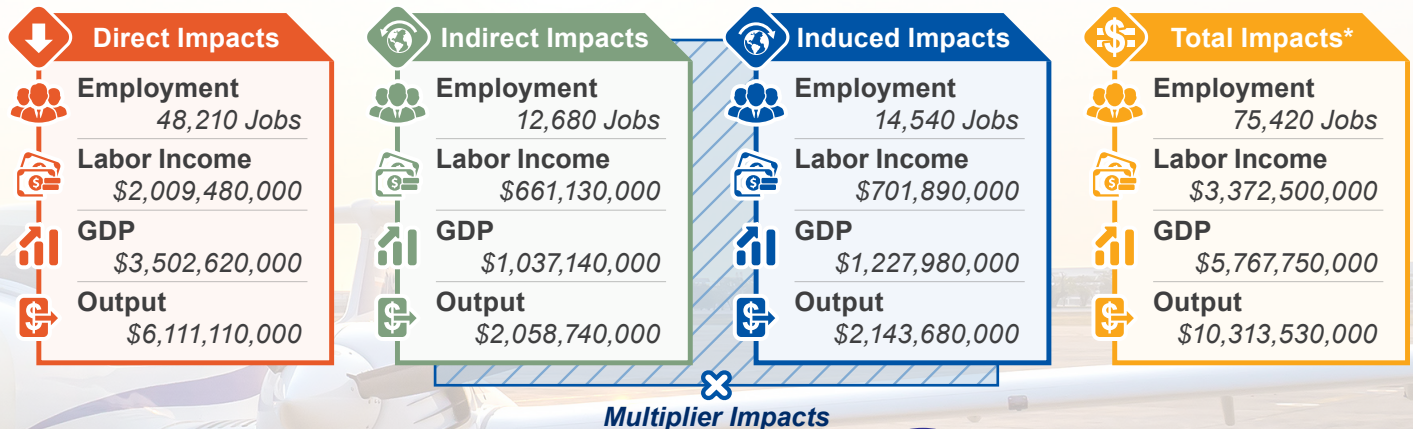
Economic benefits are generated by on-airport activities, including airport operations and capital expenditures, as well as off-airport spending generated by out-of-state visitors. This initial economic activity, known as direct impacts, generates additional impacts as money flows through the economy. These are referred to as "multiplier effects" that result when a portion of direct business revenues are used to purchase goods and services in Indiana (called indirect impacts) and when wages are re-spent within the state (called induced impacts or household spending) by those who are directly or indirectly employed. The impacts presented for Kokomo Municipal Airport and for the state represent the economic contributions of 2019 operations and activities.

¹ Two GA airports were excluded from the economic impact study due to lack of participation. See the 2022 Indiana State AEIS Technical Report for more information.

OKK's Total Annual Economic Impacts

	👤 Employment	💰 Labor Income	📊 GDP	📦 Output
Airport Operations	24 Jobs	\$1,063,000	\$1,219,000	\$2,476,000
Capital Expenditures	7 Jobs	\$388,000	\$438,000	\$987,000
Visitor Spending	5 Jobs	\$101,000	\$160,000	\$275,000
Total Direct Impacts	35 Jobs	\$1,551,000	\$1,818,000	\$3,737,000
Indirect Impacts	10 Jobs	\$555,000	\$839,000	\$1,685,000
Induced Impacts	11 Jobs	\$553,000	\$967,000	\$1,688,000
Total Multiplier Impacts	21 Jobs	\$1,108,000	\$1,806,000	\$3,373,000
OKK's Total Annual Economic Impacts*	57 Jobs	\$2,659,000	\$3,623,000	\$7,110,000

Statewide Total Annual Economic Impacts



*Totals may not sum due to rounding. Metrics (employment, labor income, GDP, and output) represent various components of an airport's economic impact and are not additive.





Associated City: La Porte

County: La Porte

ISASP Facility Category: Local

2022 Indiana State Aviation Economic Impact Study

The 2022 Indiana State Aviation Economic Impact Study (AEIS) captured the economic contributions of Indiana's aviation system facilities to the state's economy. The base year for this study was 2019 as it was important to represent the annual economic impact of these public-use facilities during a typical year. Due to the global COVID-19 pandemic, data from 2020 would not have yielded a true reflection of these facilities' economic contribution to the state's economy. The 69 aviation facilities that comprise Indiana's aviation system include four commercial service airports, 64 general aviation (GA) airports, and one heliport.¹ Together, these facilities generate quantitative economic impact in the form of employment, wages, gross domestic product (GDP), and total output.

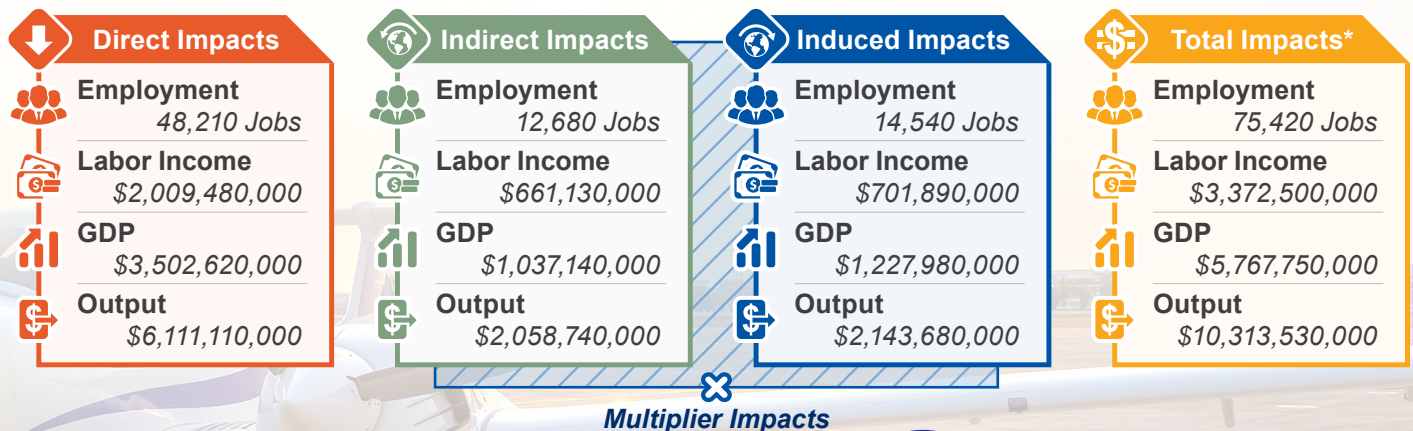
Economic benefits are generated by on-airport activities, including airport operations and capital expenditures, as well as off-airport spending generated by out-of-state visitors. This initial economic activity, known as direct impacts, generates additional impacts as money flows through the economy. These are referred to as "multiplier effects" that result when a portion of direct business revenues are used to purchase goods and services in Indiana (called indirect impacts) and when wages are re-spent within the state (called induced impacts or household spending) by those who are directly or indirectly employed. The impacts presented for La Porte Municipal Airport and for the state represent the economic contributions of 2019 operations and activities.

¹ Two GA airports were excluded from the economic impact study due to lack of participation. See the 2022 Indiana State AEIS Technical Report for more information.

PPO's Total Annual Economic Impacts

	Employment	Labor Income	GDP	Output
Airport Operations	19 Jobs	\$1,295,000	\$1,851,000	\$3,793,000
Capital Expenditures	3 Jobs	\$188,000	\$213,000	\$479,000
Visitor Spending	7 Jobs	\$155,000	\$246,000	\$423,000
Total Direct Impacts	30 Jobs	\$1,639,000	\$2,310,000	\$4,695,000
Indirect Impacts	13 Jobs	\$673,000	\$1,007,000	\$2,003,000
Induced Impacts	13 Jobs	\$608,000	\$1,063,000	\$1,856,000
Total Multiplier Impacts	25 Jobs	\$1,281,000	\$2,070,000	\$3,859,000
PPO's Total Annual Economic Impacts*	55 Jobs	\$2,920,000	\$4,381,000	\$8,554,000

Statewide Total Annual Economic Impacts



*Totals may not sum due to rounding. Metrics (employment, labor income, GDP, and output) represent various components of an airport's economic impact and are not additive.





Associated City: **Madison**

County: **Jefferson**

ISASP Facility Category: **Local**

2022 Indiana State Aviation Economic Impact Study

The 2022 Indiana State Aviation Economic Impact Study (AEIS) captured the economic contributions of Indiana's aviation system facilities to the state's economy. The base year for this study was 2019 as it was important to represent the annual economic impact of these public-use facilities during a typical year. Due to the global COVID-19 pandemic, data from 2020 would not have yielded a true reflection of these facilities' economic contribution to the state's economy. The 69 aviation facilities that comprise Indiana's aviation system include four commercial service airports, 64 general aviation (GA) airports, and one heliport.¹ Together, these facilities generate quantitative economic impact in the form of employment, wages, gross domestic product (GDP), and total output.

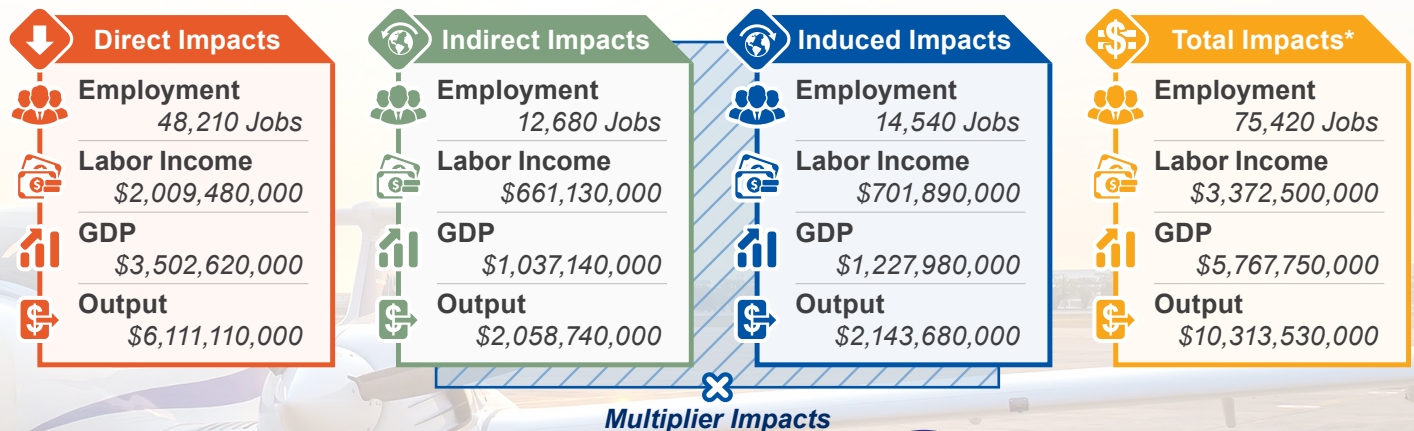
Economic benefits are generated by on-airport activities, including airport operations and capital expenditures, as well as off-airport spending generated by out-of-state visitors. This initial economic activity, known as direct impacts, generates additional impacts as money flows through the economy. These are referred to as "multiplier effects" that result when a portion of direct business revenues are used to purchase goods and services in Indiana (called indirect impacts) and when wages are re-spent within the state (called induced impacts or household spending) by those who are directly or indirectly employed. The impacts presented for Madison Municipal Airport and for the state represent the economic contributions of 2019 operations and activities.

¹ Two GA airports were excluded from the economic impact study due to lack of participation. See the 2022 Indiana State AEIS Technical Report for more information.

IMS's Total Annual Economic Impacts

	Employment	Labor Income	GDP	Output
Airport Operations	33 Jobs	\$1,697,000	\$1,612,000	\$3,274,000
Capital Expenditures	3 Jobs	\$170,000	\$192,000	\$432,000
Visitor Spending	9 Jobs	\$196,000	\$312,000	\$535,000
Total Direct Impacts	45 Jobs	\$2,063,000	\$2,115,000	\$4,241,000
Indirect Impacts	12 Jobs	\$671,000	\$969,000	\$1,914,000
Induced Impacts	15 Jobs	\$719,000	\$1,257,000	\$2,195,000
Total Multiplier Impacts	27 Jobs	\$1,391,000	\$2,226,000	\$4,109,000
IMS's Total Annual Economic Impacts*	72 Jobs	\$3,454,000	\$4,341,000	\$8,349,000

Statewide Total Annual Economic Impacts



*Totals may not sum due to rounding. Metrics (employment, labor income, GDP, and output) represent various components of an airport's economic impact and are not additive.





Associated City: Marion

County: Grant

ISASP Facility Category: Local

2022 Indiana State Aviation Economic Impact Study

The 2022 Indiana State Aviation Economic Impact Study (AEIS) captured the economic contributions of Indiana's aviation system facilities to the state's economy. The base year for this study was 2019 as it was important to represent the annual economic impact of these public-use facilities during a typical year. Due to the global COVID-19 pandemic, data from 2020 would not have yielded a true reflection of these facilities' economic contribution to the state's economy. The 69 aviation facilities that comprise Indiana's aviation system include four commercial service airports, 64 general aviation (GA) airports, and one heliport.¹ Together, these facilities generate quantitative economic impact in the form of employment, wages, gross domestic product (GDP), and total output.

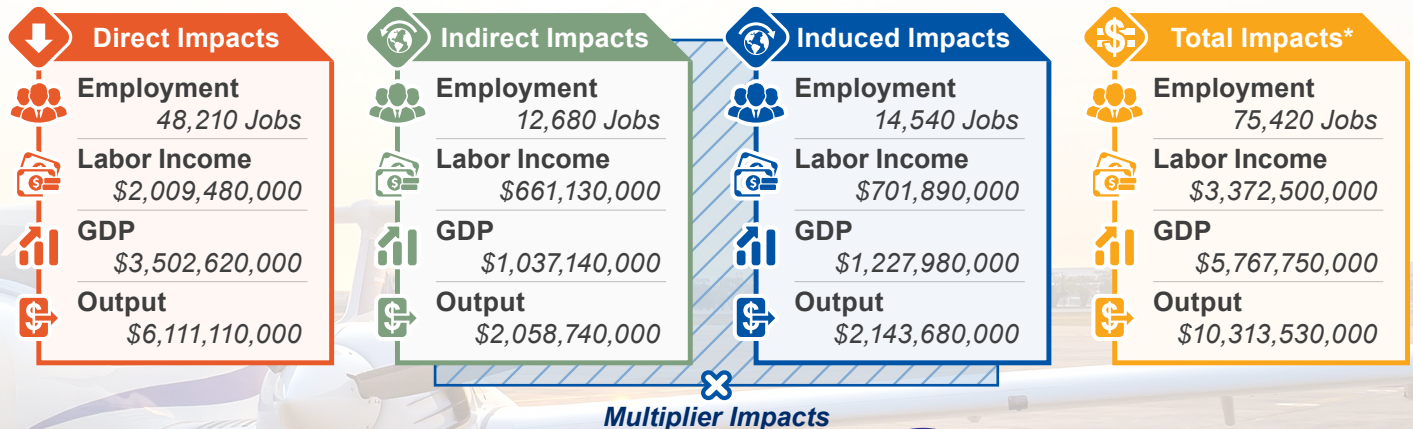
Economic benefits are generated by on-airport activities, including airport operations and capital expenditures, as well as off-airport spending generated by out-of-state visitors. This initial economic activity, known as direct impacts, generates additional impacts as money flows through the economy. These are referred to as "multiplier effects" that result when a portion of direct business revenues are used to purchase goods and services in Indiana (called indirect impacts) and when wages are re-spent within the state (called induced impacts or household spending) by those who are directly or indirectly employed. The impacts presented for Marion Municipal-McKinney Field and for the state represent the economic contributions of 2019 operations and activities.

¹ Two GA airports were excluded from the economic impact study due to lack of participation. See the 2022 Indiana State AEIS Technical Report for more information.

MZZ's Total Annual Economic Impacts

	Employment	Labor Income	GDP	Output
Airport Operations	36 Jobs	\$2,128,000	\$2,337,000	\$4,420,000
Capital Expenditures	5 Jobs	\$298,000	\$337,000	\$758,000
Visitor Spending	1 Job	\$29,000	\$46,000	\$79,000
Total Direct Impacts	42 Jobs	\$2,455,000	\$2,719,000	\$5,257,000
Indirect Impacts	13 Jobs	\$770,000	\$1,145,000	\$2,243,000
Induced Impacts	18 Jobs	\$847,000	\$1,481,000	\$2,587,000
Total Multiplier Impacts	31 Jobs	\$1,617,000	\$2,626,000	\$4,829,000
MZZ's Total Annual Economic Impacts*	73 Jobs	\$4,072,000	\$5,345,000	\$10,086,000

Statewide Total Annual Economic Impacts



*Totals may not sum due to rounding. Metrics (employment, labor income, GDP, and output) represent various components of an airport's economic impact and are not additive.





Associated City: Michigan City

County: LaPorte

ISASP Facility Category: Local

2022 Indiana State Aviation Economic Impact Study

The 2022 Indiana State Aviation Economic Impact Study (AEIS) captured the economic contributions of Indiana’s aviation system facilities to the state’s economy. The base year for this study was 2019 as it was important to represent the annual economic impact of these public-use facilities during a typical year. Due to the global COVID-19 pandemic, data from 2020 would not have yielded a true reflection of these facilities’ economic contribution to the state’s economy. The 69 aviation facilities that comprise Indiana’s aviation system include four commercial service airports, 64 general aviation (GA) airports, and one heliport.¹ Together, these facilities generate quantitative economic impact in the form of employment, wages, gross domestic product (GDP), and total output.

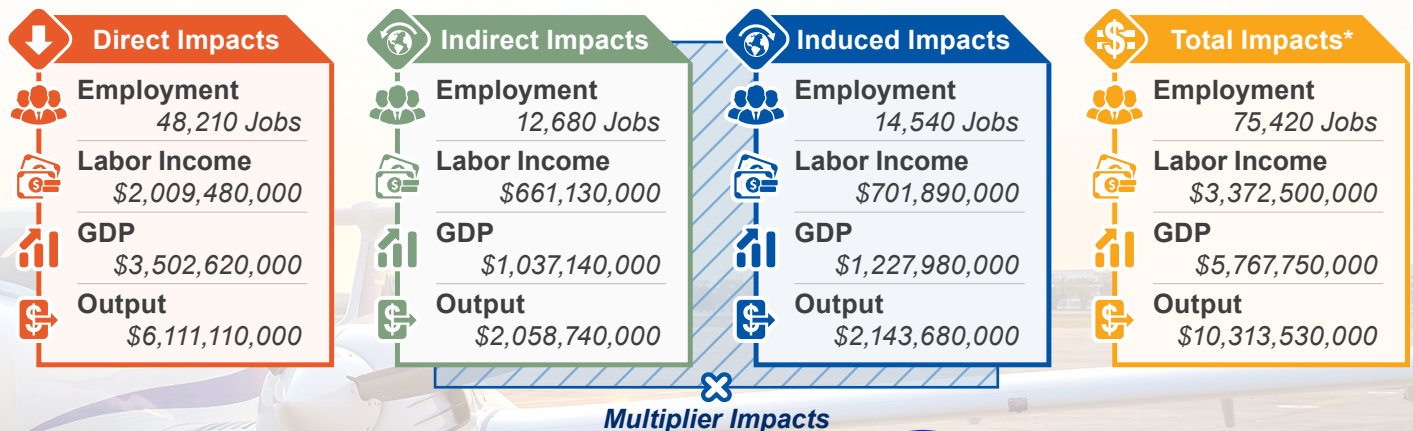
Economic benefits are generated by on-airport activities, including airport operations and capital expenditures, as well as off-airport spending generated by out-of-state visitors. This initial economic activity, known as direct impacts, generates additional impacts as money flows through the economy. These are referred to as “multiplier effects” that result when a portion of direct business revenues are used to purchase goods and services in Indiana (called indirect impacts) and when wages are re-spent within the state (called induced impacts or household spending) by those who are directly or indirectly employed. The impacts presented for Michigan City Municipal-Phillips Field and for the state represent the economic contributions of 2019 operations and activities.

¹ Two GA airports were excluded from the economic impact study due to lack of participation. See the 2022 Indiana State AEIS Technical Report for more information.

MGC’s Total Annual Economic Impacts

	👤 Employment	💰 Labor Income	🏠 GDP	📦 Output
Airport Operations	29 Jobs	\$1,346,000	\$1,630,000	\$3,363,000
Capital Expenditures	3 Jobs	\$169,000	\$191,000	\$431,000
Visitor Spending	2 Jobs	\$47,000	\$74,000	\$127,000
Total Direct Impacts	34 Jobs	\$1,562,000	\$1,895,000	\$3,921,000
Indirect Impacts	11 Jobs	\$581,000	\$875,000	\$1,760,000
Induced Impacts	12 Jobs	\$562,000	\$984,000	\$1,718,000
Total Multiplier Impacts	22 Jobs	\$1,144,000	\$1,859,000	\$3,478,000
MGC’s Total Annual Economic Impacts*	56 Jobs	\$2,706,000	\$3,754,000	\$7,399,000

Statewide Total Annual Economic Impacts



*Totals may not sum due to rounding. Metrics (employment, labor income, GDP, and output) represent various components of an airport’s economic impact and are not additive.



Associated City: New Castle

County: Henry

ISASP Facility Category: Local

2022 Indiana State Aviation Economic Impact Study

The 2022 Indiana State Aviation Economic Impact Study (AEIS) captured the economic contributions of Indiana’s aviation system facilities to the state’s economy. The base year for this study was 2019 as it was important to represent the annual economic impact of these public-use facilities during a typical year. Due to the global COVID-19 pandemic, data from 2020 would not have yielded a true reflection of these facilities’ economic contribution to the state’s economy. The 69 aviation facilities that comprise Indiana’s aviation system include four commercial service airports, 64 general aviation (GA) airports, and one heliport.¹ Together, these facilities generate quantitative economic impact in the form of employment, wages, gross domestic product (GDP), and total output.

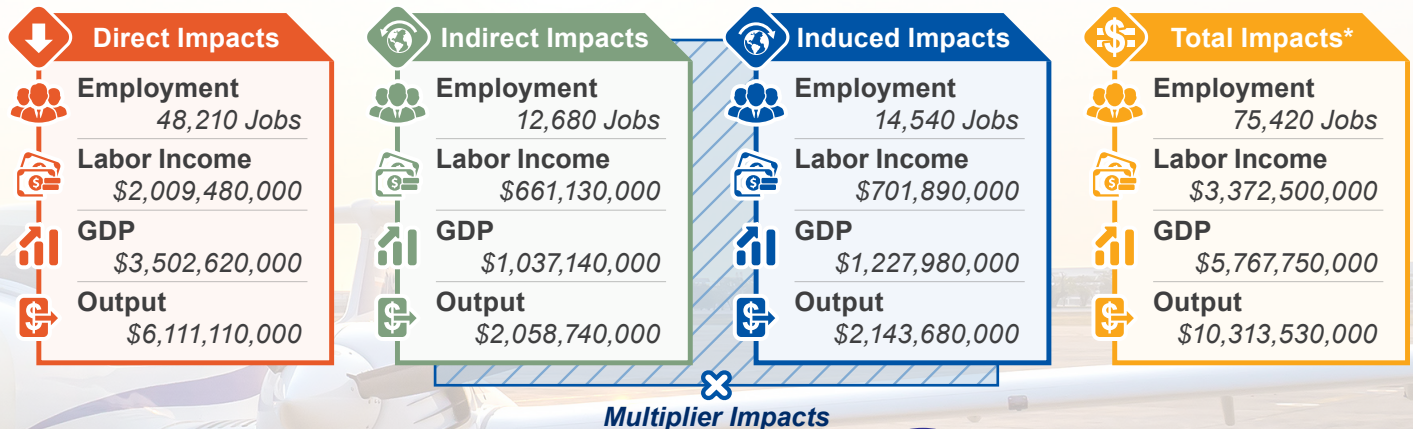
Economic benefits are generated by on-airport activities, including airport operations and capital expenditures, as well as off-airport spending generated by out-of-state visitors. This initial economic activity, known as direct impacts, generates additional impacts as money flows through the economy. These are referred to as “multiplier effects” that result when a portion of direct business revenues are used to purchase goods and services in Indiana (called indirect impacts) and when wages are re-spent within the state (called induced impacts or household spending) by those who are directly or indirectly employed. The impacts presented for New Castle Henry County Marlatt Field and for the state represent the economic contributions of 2019 operations and activities.

¹ Two GA airports were excluded from the economic impact study due to lack of participation. See the 2022 Indiana State AEIS Technical Report for more information.

UWL’s Total Annual Economic Impacts

	👤 Employment	💰 Labor Income	🏠 GDP	📦 Output
Airport Operations	21 Jobs	\$1,239,000	\$1,366,000	\$2,447,000
Capital Expenditures	7 Jobs	\$406,000	\$459,000	\$1,034,000
Visitor Spending	<1 Job	\$4,000	\$7,000	\$12,000
Total Direct Impacts	28 Jobs	\$1,650,000	\$1,832,000	\$3,494,000
Indirect Impacts	8 Jobs	\$463,000	\$714,000	\$1,398,000
Induced Impacts	11 Jobs	\$555,000	\$971,000	\$1,695,000
Total Multiplier Impacts	19 Jobs	\$1,018,000	\$1,685,000	\$3,093,000
UWL’s Total Annual Economic Impacts*	47 Jobs	\$2,668,000	\$3,518,000	\$6,587,000

Statewide Total Annual Economic Impacts



*Totals may not sum due to rounding. Metrics (employment, labor income, GDP, and output) represent various components of an airport’s economic impact and are not additive.





Associated City: North Vernon

County: Jennings

ISASP Facility Category: Local

2022 Indiana State Aviation Economic Impact Study

The 2022 Indiana State Aviation Economic Impact Study (AEIS) captured the economic contributions of Indiana's aviation system facilities to the state's economy. The base year for this study was 2019 as it was important to represent the annual economic impact of these public-use facilities during a typical year. Due to the global COVID-19 pandemic, data from 2020 would not have yielded a true reflection of these facilities' economic contribution to the state's economy. The 69 aviation facilities that comprise Indiana's aviation system include four commercial service airports, 64 general aviation (GA) airports, and one heliport.¹ Together, these facilities generate quantitative economic impact in the form of employment, wages, gross domestic product (GDP), and total output.

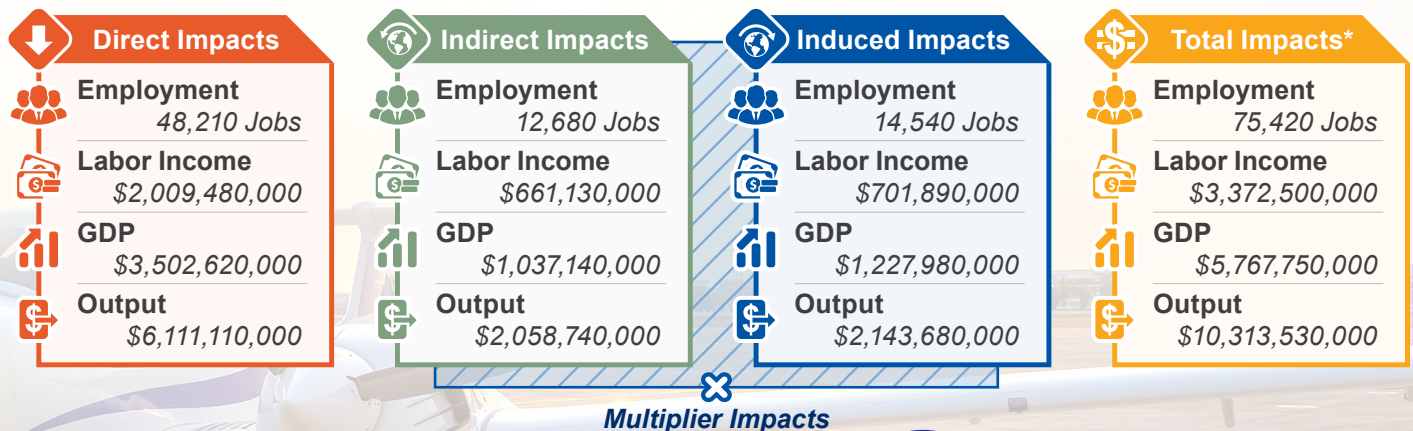
Economic benefits are generated by on-airport activities, including airport operations and capital expenditures, as well as off-airport spending generated by out-of-state visitors. This initial economic activity, known as direct impacts, generates additional impacts as money flows through the economy. These are referred to as "multiplier effects" that result when a portion of direct business revenues are used to purchase goods and services in Indiana (called indirect impacts) and when wages are re-spent within the state (called induced impacts or household spending) by those who are directly or indirectly employed. The impacts presented for North Vernon Airport and for the state represent the economic contributions of 2019 operations and activities.

¹ Two GA airports were excluded from the economic impact study due to lack of participation. See the 2022 Indiana State AEIS Technical Report for more information.

OVO's Total Annual Economic Impacts

	Employment	Labor Income	GDP	Output
Airport Operations	35 Jobs	\$1,875,000	\$1,933,000	\$3,612,000
Capital Expenditures	3 Jobs	\$162,000	\$183,000	\$412,000
Visitor Spending	<1 Job	\$18,000	\$28,000	\$48,000
Total Direct Impacts	39 Jobs	\$2,054,000	\$2,143,000	\$4,072,000
Indirect Impacts	11 Jobs	\$606,000	\$877,000	\$1,751,000
Induced Impacts	15 Jobs	\$701,000	\$1,225,000	\$2,140,000
Total Multiplier Impacts	25 Jobs	\$1,307,000	\$2,103,000	\$3,890,000
OVO's Total Annual Economic Impacts*	64 Jobs	\$3,362,000	\$4,246,000	\$7,962,000

Statewide Total Annual Economic Impacts



*Totals may not sum due to rounding. Metrics (employment, labor income, GDP, and output) represent various components of an airport's economic impact and are not additive.





Associated City: Peru

County: Miami

ISASP Facility Category: Local

2022 Indiana State Aviation Economic Impact Study

The 2022 Indiana State Aviation Economic Impact Study (AEIS) captured the economic contributions of Indiana's aviation system facilities to the state's economy. The base year for this study was 2019 as it was important to represent the annual economic impact of these public-use facilities during a typical year. Due to the global COVID-19 pandemic, data from 2020 would not have yielded a true reflection of these facilities' economic contribution to the state's economy. The 69 aviation facilities that comprise Indiana's aviation system include four commercial service airports, 64 general aviation (GA) airports, and one heliport.¹ Together, these facilities generate quantitative economic impact in the form of employment, wages, gross domestic product (GDP), and total output.

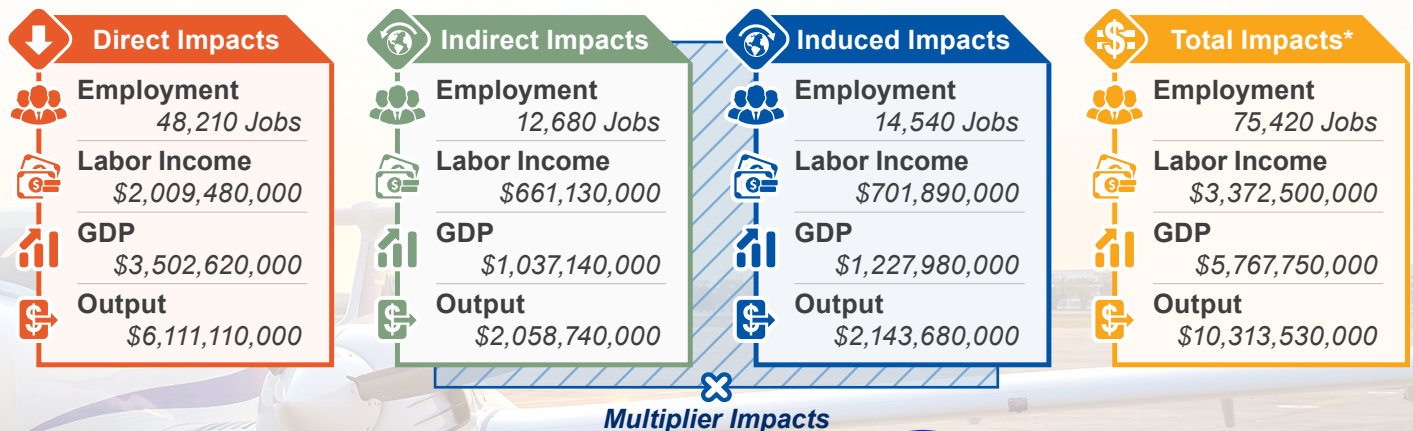
Economic benefits are generated by on-airport activities, including airport operations and capital expenditures, as well as off-airport spending generated by out-of-state visitors. This initial economic activity, known as direct impacts, generates additional impacts as money flows through the economy. These are referred to as "multiplier effects" that result when a portion of direct business revenues are used to purchase goods and services in Indiana (called indirect impacts) and when wages are re-spent within the state (called induced impacts or household spending) by those who are directly or indirectly employed. The impacts presented for Peru Municipal Airport and for the state represent the economic contributions of 2019 operations and activities.

¹ Two GA airports were excluded from the economic impact study due to lack of participation. See the 2022 Indiana State AEIS Technical Report for more information.

176's Total Annual Economic Impacts

	👥 Employment	💰 Labor Income	🏠 GDP	📦 Output
Airport Operations	7 Jobs	\$389,000	\$423,000	\$916,000
Capital Expenditures	2 Jobs	\$94,000	\$107,000	\$240,000
Visitor Spending	<1 Job	\$2,000	\$3,000	\$4,000
Total Direct Impacts	9 Jobs	\$485,000	\$532,000	\$1,161,000
Indirect Impacts	4 Jobs	\$198,000	\$285,000	\$566,000
Induced Impacts	4 Jobs	\$179,000	\$314,000	\$548,000
Total Multiplier Impacts	7 Jobs	\$377,000	\$599,000	\$1,114,000
176's Total Annual Economic Impacts*	16 Jobs	\$863,000	\$1,131,000	\$2,275,000

Statewide Total Annual Economic Impacts



*Totals may not sum due to rounding. Metrics (employment, labor income, GDP, and output) represent various components of an airport's economic impact and are not additive.





Associated City: Plymouth

County: Marshall

ISASP Facility Category: Local

2022 Indiana State Aviation Economic Impact Study

The 2022 Indiana State Aviation Economic Impact Study (AEIS) captured the economic contributions of Indiana's aviation system facilities to the state's economy. The base year for this study was 2019 as it was important to represent the annual economic impact of these public-use facilities during a typical year. Due to the global COVID-19 pandemic, data from 2020 would not have yielded a true reflection of these facilities' economic contribution to the state's economy. The 69 aviation facilities that comprise Indiana's aviation system include four commercial service airports, 64 general aviation (GA) airports, and one heliport.¹ Together, these facilities generate quantitative economic impact in the form of employment, wages, gross domestic product (GDP), and total output.

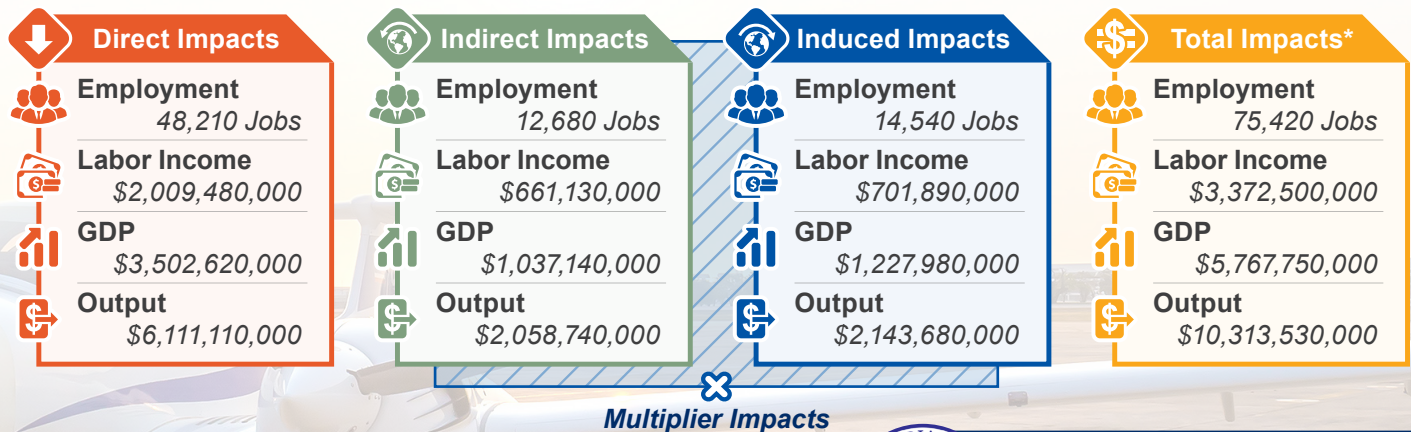
Economic benefits are generated by on-airport activities, including airport operations and capital expenditures, as well as off-airport spending generated by out-of-state visitors. This initial economic activity, known as direct impacts, generates additional impacts as money flows through the economy. These are referred to as "multiplier effects" that result when a portion of direct business revenues are used to purchase goods and services in Indiana (called indirect impacts) and when wages are re-spent within the state (called induced impacts or household spending) by those who are directly or indirectly employed. The impacts presented for Plymouth Municipal Airport and for the state represent the economic contributions of 2019 operations and activities.

¹ Two GA airports were excluded from the economic impact study due to lack of participation. See the 2022 Indiana State AEIS Technical Report for more information.

C65's Total Annual Economic Impacts

	Employment	Labor Income	GDP	Output
Airport Operations	19 Jobs	\$1,131,000	\$1,226,000	\$2,669,000
Capital Expenditures	1 Job	\$80,000	\$90,000	\$204,000
Visitor Spending	2 Jobs	\$32,000	\$50,000	\$86,000
Total Direct Impacts	22 Jobs	\$1,242,000	\$1,367,000	\$2,959,000
Indirect Impacts	10 Jobs	\$532,000	\$749,000	\$1,482,000
Induced Impacts	10 Jobs	\$466,000	\$814,000	\$1,423,000
Total Multiplier Impacts	19 Jobs	\$998,000	\$1,563,000	\$2,904,000
C65's Total Annual Economic Impacts*	41 Jobs	\$2,240,000	\$2,930,000	\$5,863,000

Statewide Total Annual Economic Impacts



*Totals may not sum due to rounding. Metrics (employment, labor income, GDP, and output) represent various components of an airport's economic impact and are not additive.





Associated City: Rensselaer

County: Jasper

ISASP Facility Category: Local

2022 Indiana State Aviation Economic Impact Study

The 2022 Indiana State Aviation Economic Impact Study (AEIS) captured the economic contributions of Indiana's aviation system facilities to the state's economy. The base year for this study was 2019 as it was important to represent the annual economic impact of these public-use facilities during a typical year. Due to the global COVID-19 pandemic, data from 2020 would not have yielded a true reflection of these facilities' economic contribution to the state's economy. The 69 aviation facilities that comprise Indiana's aviation system include four commercial service airports, 64 general aviation (GA) airports, and one heliport.¹ Together, these facilities generate quantitative economic impact in the form of employment, wages, gross domestic product (GDP), and total output.

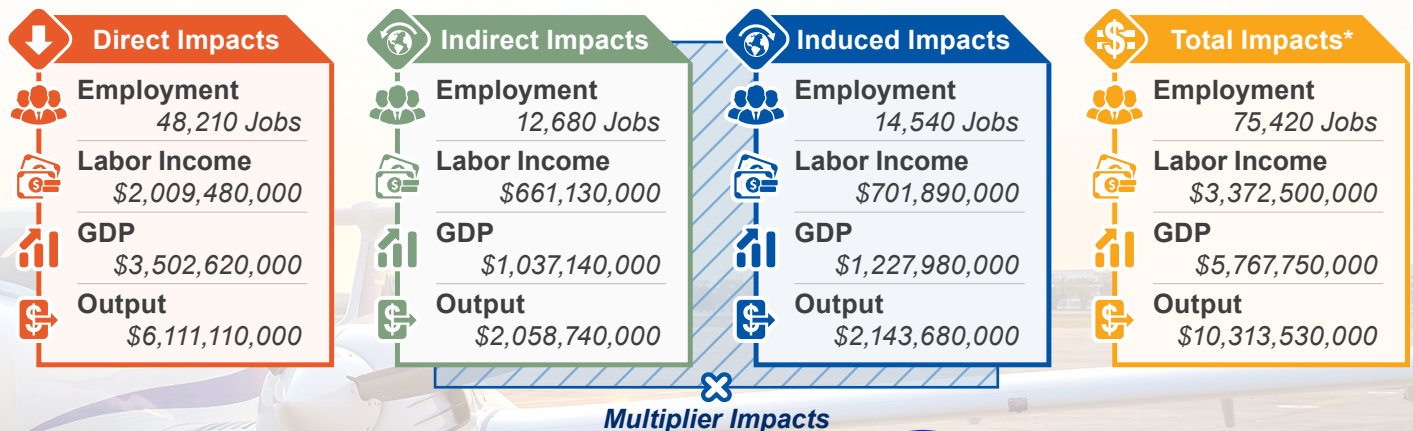
Economic benefits are generated by on-airport activities, including airport operations and capital expenditures, as well as off-airport spending generated by out-of-state visitors. This initial economic activity, known as direct impacts, generates additional impacts as money flows through the economy. These are referred to as "multiplier effects" that result when a portion of direct business revenues are used to purchase goods and services in Indiana (called indirect impacts) and when wages are re-spent within the state (called induced impacts or household spending) by those who are directly or indirectly employed. The impacts presented for Jasper County Airport and for the state represent the economic contributions of 2019 operations and activities.

¹ Two GA airports were excluded from the economic impact study due to lack of participation. See the 2022 Indiana State AEIS Technical Report for more information.

RZL's Total Annual Economic Impacts

	Employment	Labor Income	GDP	Output
Airport Operations	11 Jobs	\$641,000	\$696,000	\$1,511,000
Capital Expenditures	4 Jobs	\$262,000	\$296,000	\$666,000
Visitor Spending	2 Jobs	\$40,000	\$63,000	\$108,000
Total Direct Impacts	18 Jobs	\$942,000	\$1,055,000	\$2,284,000
Indirect Impacts	7 Jobs	\$375,000	\$546,000	\$1,084,000
Induced Impacts	7 Jobs	\$346,000	\$605,000	\$1,056,000
Total Multiplier Impacts	14 Jobs	\$721,000	\$1,151,000	\$2,141,000
RZL's Total Annual Economic Impacts*	31 Jobs	\$1,663,000	\$2,206,000	\$4,425,000

Statewide Total Annual Economic Impacts



*Totals may not sum due to rounding. Metrics (employment, labor income, GDP, and output) represent various components of an airport's economic impact and are not additive.





Associated City: Richmond

County: Wayne

ISASP Facility Category: Local

2022 Indiana State Aviation Economic Impact Study

The 2022 Indiana State Aviation Economic Impact Study (AEIS) captured the economic contributions of Indiana's aviation system facilities to the state's economy. The base year for this study was 2019 as it was important to represent the annual economic impact of these public-use facilities during a typical year. Due to the global COVID-19 pandemic, data from 2020 would not have yielded a true reflection of these facilities' economic contribution to the state's economy. The 69 aviation facilities that comprise Indiana's aviation system include four commercial service airports, 64 general aviation (GA) airports, and one heliport.¹ Together, these facilities generate quantitative economic impact in the form of employment, wages, gross domestic product (GDP), and total output.

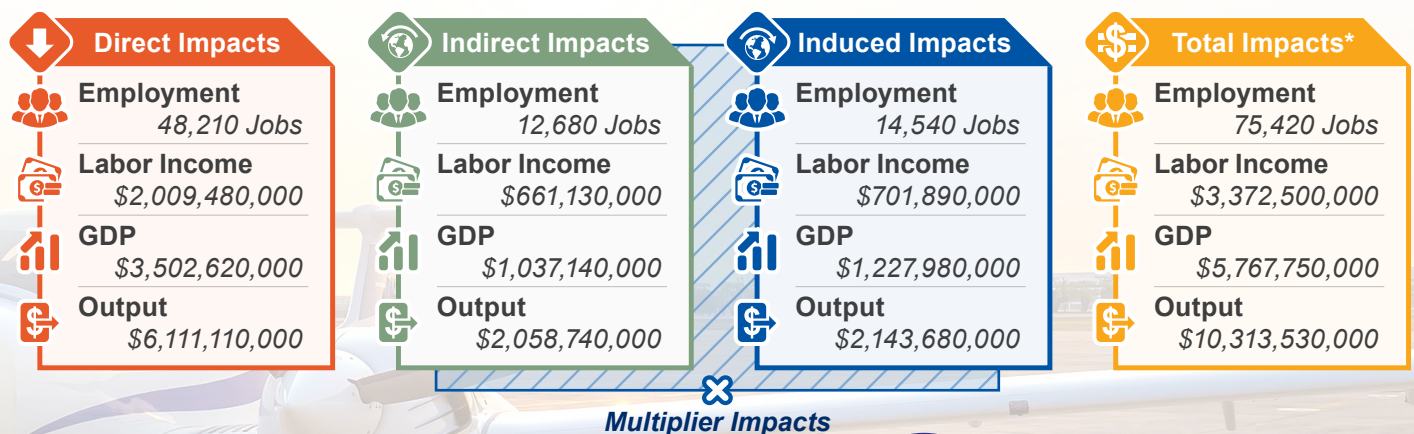
Economic benefits are generated by on-airport activities, including airport operations and capital expenditures, as well as off-airport spending generated by out-of-state visitors. This initial economic activity, known as direct impacts, generates additional impacts as money flows through the economy. These are referred to as "multiplier effects" that result when a portion of direct business revenues are used to purchase goods and services in Indiana (called indirect impacts) and when wages are re-spent within the state (called induced impacts or household spending) by those who are directly or indirectly employed. The impacts presented for Richmond Municipal Airport and for the state represent the economic contributions of 2019 operations and activities.

¹ Two GA airports were excluded from the economic impact study due to lack of participation. See the 2022 Indiana State AEIS Technical Report for more information.

RID's Total Annual Economic Impacts

	Employment	Labor Income	GDP	Output
Airport Operations	4 Jobs	\$238,000	\$258,000	\$561,000
Capital Expenditures	4 Jobs	\$240,000	\$271,000	\$610,000
Visitor Spending	2 Jobs	\$36,000	\$57,000	\$97,000
Total Direct Impacts	10 Jobs	\$513,000	\$585,000	\$1,269,000
Indirect Impacts	3 Jobs	\$193,000	\$290,000	\$575,000
Induced Impacts	4 Jobs	\$186,000	\$325,000	\$567,000
Total Multiplier Impacts	7 Jobs	\$379,000	\$615,000	\$1,143,000
RID's Total Annual Economic Impacts*	17 Jobs	\$892,000	\$1,200,000	\$2,411,000

Statewide Total Annual Economic Impacts



*Totals may not sum due to rounding. Metrics (employment, labor income, GDP, and output) represent various components of an airport's economic impact and are not additive.





Associated City: Shelbyville

County: Shelby

ISASP Facility Category: Local

2022 Indiana State Aviation Economic Impact Study

The 2022 Indiana State Aviation Economic Impact Study (AEIS) captured the economic contributions of Indiana's aviation system facilities to the state's economy. The base year for this study was 2019 as it was important to represent the annual economic impact of these public-use facilities during a typical year. Due to the global COVID-19 pandemic, data from 2020 would not have yielded a true reflection of these facilities' economic contribution to the state's economy. The 69 aviation facilities that comprise Indiana's aviation system include four commercial service airports, 64 general aviation (GA) airports, and one heliport.¹ Together, these facilities generate quantitative economic impact in the form of employment, wages, gross domestic product (GDP), and total output.

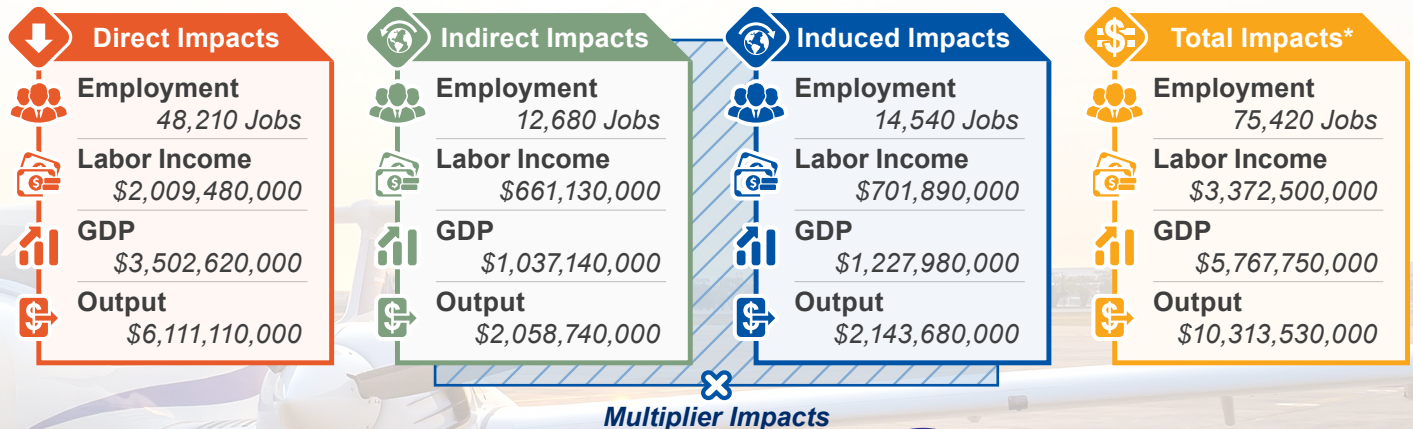
Economic benefits are generated by on-airport activities, including airport operations and capital expenditures, as well as off-airport spending generated by out-of-state visitors. This initial economic activity, known as direct impacts, generates additional impacts as money flows through the economy. These are referred to as "multiplier effects" that result when a portion of direct business revenues are used to purchase goods and services in Indiana (called indirect impacts) and when wages are re-spent within the state (called induced impacts or household spending) by those who are directly or indirectly employed. The impacts presented for Shelbyville Municipal Airport and for the state represent the economic contributions of 2019 operations and activities.

¹ Two GA airports were excluded from the economic impact study due to lack of participation. See the 2022 Indiana State AEIS Technical Report for more information.

GEZ's Total Annual Economic Impacts

	Employment	Labor Income	GDP	Output
Airport Operations	24 Jobs	\$1,122,000	\$1,600,000	\$2,279,000
Capital Expenditures	3 Jobs	\$166,000	\$187,000	\$422,000
Visitor Spending	1 Job	\$22,000	\$34,000	\$59,000
Total Direct Impacts	27 Jobs	\$1,309,000	\$1,822,000	\$2,760,000
Indirect Impacts	5 Jobs	\$294,000	\$423,000	\$839,000
Induced Impacts	9 Jobs	\$420,000	\$734,000	\$1,282,000
Total Multiplier Impacts	14 Jobs	\$714,000	\$1,158,000	\$2,120,000
GEZ's Total Annual Economic Impacts*	41 Jobs	\$2,023,000	\$2,980,000	\$4,881,000

Statewide Total Annual Economic Impacts



*Totals may not sum due to rounding. Metrics (employment, labor income, GDP, and output) represent various components of an airport's economic impact and are not additive.





Associated City: Seymour

County: Jackson

ISASP Facility Category: Local

2022 Indiana State Aviation Economic Impact Study

The 2022 Indiana State Aviation Economic Impact Study (AEIS) captured the economic contributions of Indiana's aviation system facilities to the state's economy. The base year for this study was 2019 as it was important to represent the annual economic impact of these public-use facilities during a typical year. Due to the global COVID-19 pandemic, data from 2020 would not have yielded a true reflection of these facilities' economic contribution to the state's economy. The 69 aviation facilities that comprise Indiana's aviation system include four commercial service airports, 64 general aviation (GA) airports, and one heliport.¹ Together, these facilities generate quantitative economic impact in the form of employment, wages, gross domestic product (GDP), and total output.

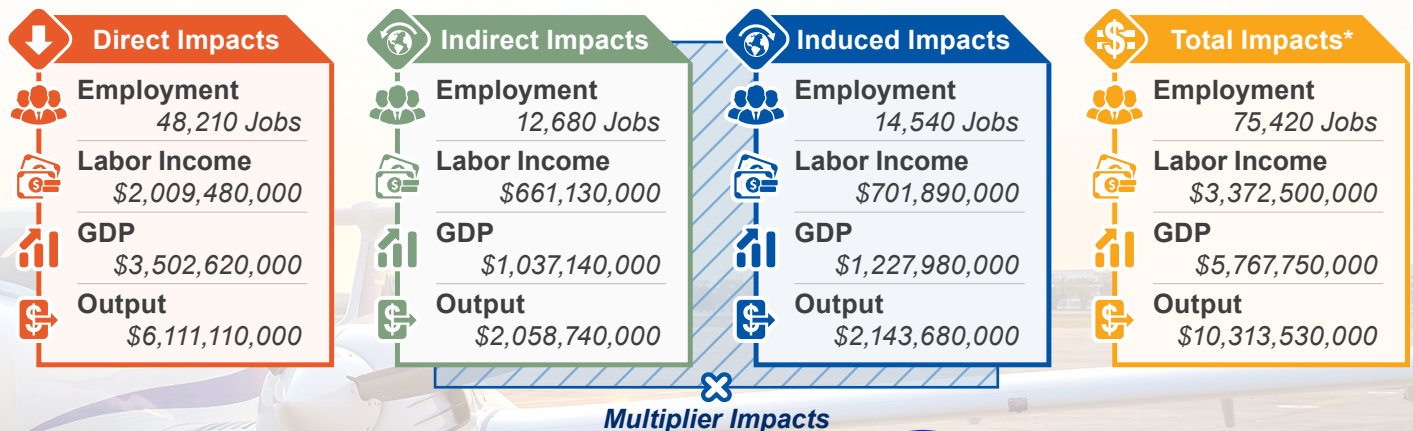
Economic benefits are generated by on-airport activities, including airport operations and capital expenditures, as well as off-airport spending generated by out-of-state visitors. This initial economic activity, known as direct impacts, generates additional impacts as money flows through the economy. These are referred to as "multiplier effects" that result when a portion of direct business revenues are used to purchase goods and services in Indiana (called indirect impacts) and when wages are re-spent within the state (called induced impacts or household spending) by those who are directly or indirectly employed. The impacts presented for Freeman Municipal Airport and for the state represent the economic contributions of 2019 operations and activities.

¹ Two GA airports were excluded from the economic impact study due to lack of participation. See the 2022 Indiana State AEIS Technical Report for more information.

SER's Total Annual Economic Impacts

	Employment	Labor Income	GDP	Output
Airport Operations	23 Jobs	\$1,357,000	\$1,437,000	\$2,636,000
Capital Expenditures	1 Job	\$62,000	\$70,000	\$158,000
Visitor Spending	<1 Job	\$16,000	\$25,000	\$43,000
Total Direct Impacts	25 Jobs	\$1,435,000	\$1,532,000	\$2,836,000
Indirect Impacts	7 Jobs	\$402,000	\$597,000	\$1,166,000
Induced Impacts	10 Jobs	\$483,000	\$845,000	\$1,475,000
Total Multiplier Impacts	17 Jobs	\$885,000	\$1,441,000	\$2,641,000
SER's Total Annual Economic Impacts*	42 Jobs	\$2,320,000	\$2,973,000	\$5,478,000

Statewide Total Annual Economic Impacts



*Totals may not sum due to rounding. Metrics (employment, labor income, GDP, and output) represent various components of an airport's economic impact and are not additive.





Associated City: Sullivan

County: Sullivan

ISASP Facility Category: Local

2022 Indiana State Aviation Economic Impact Study

The 2022 Indiana State Aviation Economic Impact Study (AEIS) captured the economic contributions of Indiana's aviation system facilities to the state's economy. The base year for this study was 2019 as it was important to represent the annual economic impact of these public-use facilities during a typical year. Due to the global COVID-19 pandemic, data from 2020 would not have yielded a true reflection of these facilities' economic contribution to the state's economy. The 69 aviation facilities that comprise Indiana's aviation system include four commercial service airports, 64 general aviation (GA) airports, and one heliport.¹ Together, these facilities generate quantitative economic impact in the form of employment, wages, gross domestic product (GDP), and total output.

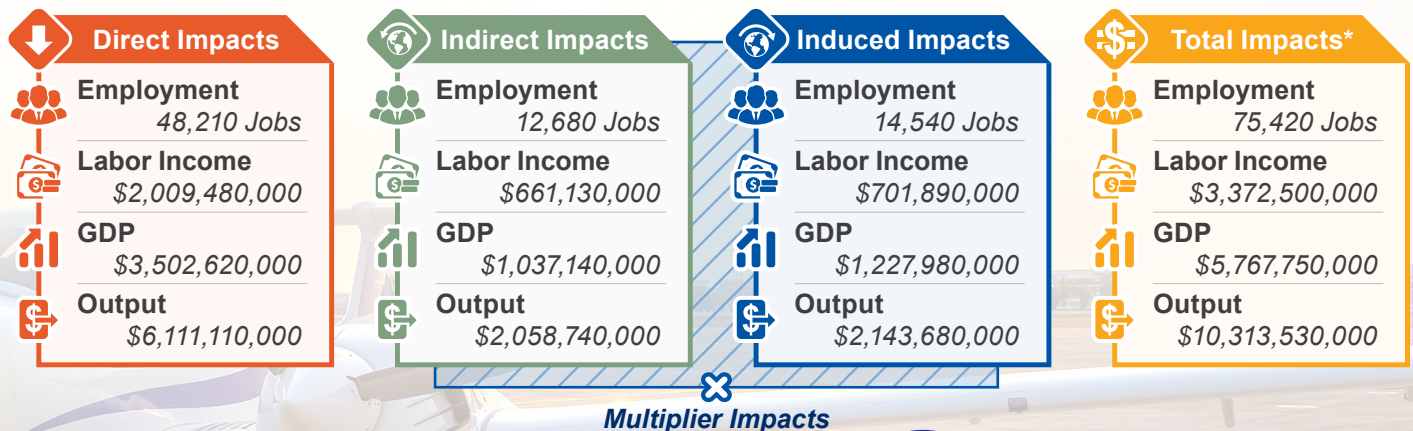
Economic benefits are generated by on-airport activities, including airport operations and capital expenditures, as well as off-airport spending generated by out-of-state visitors. This initial economic activity, known as direct impacts, generates additional impacts as money flows through the economy. These are referred to as "multiplier effects" that result when a portion of direct business revenues are used to purchase goods and services in Indiana (called indirect impacts) and when wages are re-spent within the state (called induced impacts or household spending) by those who are directly or indirectly employed. The impacts presented for Sullivan County Airport and for the state represent the economic contributions of 2019 operations and activities.

¹ Two GA airports were excluded from the economic impact study due to lack of participation. See the 2022 Indiana State AEIS Technical Report for more information.

SIV's Total Annual Economic Impacts

	Employment	Labor Income	GDP	Output
Airport Operations	4 Jobs	\$299,000	\$502,000	\$999,000
Capital Expenditures	<1 Job	\$55,000	\$62,000	\$139,000
Visitor Spending	1 Job	\$21,000	\$34,000	\$58,000
Total Direct Impacts	6 Jobs	\$375,000	\$598,000	\$1,197,000
Indirect Impacts	3 Jobs	\$153,000	\$237,000	\$472,000
Induced Impacts	3 Jobs	\$139,000	\$243,000	\$424,000
Total Multiplier Impacts	6 Jobs	\$291,000	\$479,000	\$896,000
SIV's Total Annual Economic Impacts*	12 Jobs	\$666,000	\$1,077,000	\$2,093,000

Statewide Total Annual Economic Impacts



*Totals may not sum due to rounding. Metrics (employment, labor income, GDP, and output) represent various components of an airport's economic impact and are not additive.





Associated City: Washington

County: Daviess

ISASP Facility Category: Local

2022 Indiana State Aviation Economic Impact Study

The 2022 Indiana State Aviation Economic Impact Study (AEIS) captured the economic contributions of Indiana's aviation system facilities to the state's economy. The base year for this study was 2019 as it was important to represent the annual economic impact of these public-use facilities during a typical year. Due to the global COVID-19 pandemic, data from 2020 would not have yielded a true reflection of these facilities' economic contribution to the state's economy. The 69 aviation facilities that comprise Indiana's aviation system include four commercial service airports, 64 general aviation (GA) airports, and one heliport.¹ Together, these facilities generate quantitative economic impact in the form of employment, wages, gross domestic product (GDP), and total output.

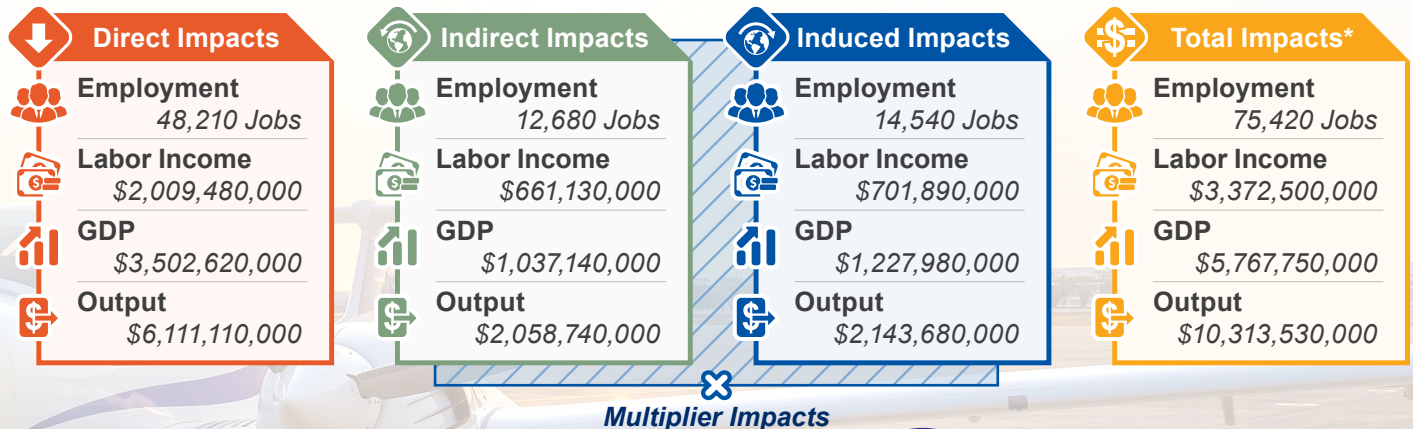
Economic benefits are generated by on-airport activities, including airport operations and capital expenditures, as well as off-airport spending generated by out-of-state visitors. This initial economic activity, known as direct impacts, generates additional impacts as money flows through the economy. These are referred to as "multiplier effects" that result when a portion of direct business revenues are used to purchase goods and services in Indiana (called indirect impacts) and when wages are re-spent within the state (called induced impacts or household spending) by those who are directly or indirectly employed. The impacts presented for Daviess County Airport and for the state represent the economic contributions of 2019 operations and activities.

¹ Two GA airports were excluded from the economic impact study due to lack of participation. See the 2022 Indiana State AEIS Technical Report for more information.

DCY's Total Annual Economic Impacts

	Employment	Labor Income	GDP	Output
Airport Operations	4 Jobs	\$236,000	\$257,000	\$558,000
Capital Expenditures	2 Jobs	\$124,000	\$140,000	\$315,000
Visitor Spending	<1 Job	\$4,000	\$7,000	\$12,000
Total Direct Impacts	6 Jobs	\$364,000	\$403,000	\$884,000
Indirect Impacts	3 Jobs	\$145,000	\$212,000	\$419,000
Induced Impacts	3 Jobs	\$134,000	\$234,000	\$409,000
Total Multiplier Impacts	5 Jobs	\$279,000	\$446,000	\$828,000
DCY's Total Annual Economic Impacts*	12 Jobs	\$643,000	\$849,000	\$1,713,000

Statewide Total Annual Economic Impacts



*Totals may not sum due to rounding. Metrics (employment, labor income, GDP, and output) represent various components of an airport's economic impact and are not additive.



Economic Benefit Card

Mettel Field

CEV



Associated City: **Connersville**

County: **Fayette**

ISASP Facility Category: **Basic**

2022 Indiana State Aviation Economic Impact Study

The 2022 Indiana State Aviation Economic Impact Study (AEIS) captured the economic contributions of Indiana's aviation system facilities to the state's economy. The base year for this study was 2019 as it was important to represent the annual economic impact of these public-use facilities during a typical year. Due to the global COVID-19 pandemic, data from 2020 would not have yielded a true reflection of these facilities' economic contribution to the state's economy. The 69 aviation facilities that comprise Indiana's aviation system include four commercial service airports, 64 general aviation (GA) airports, and one heliport.¹ Together, these facilities generate quantitative economic impact in the form of employment, wages, gross domestic product (GDP), and total output.

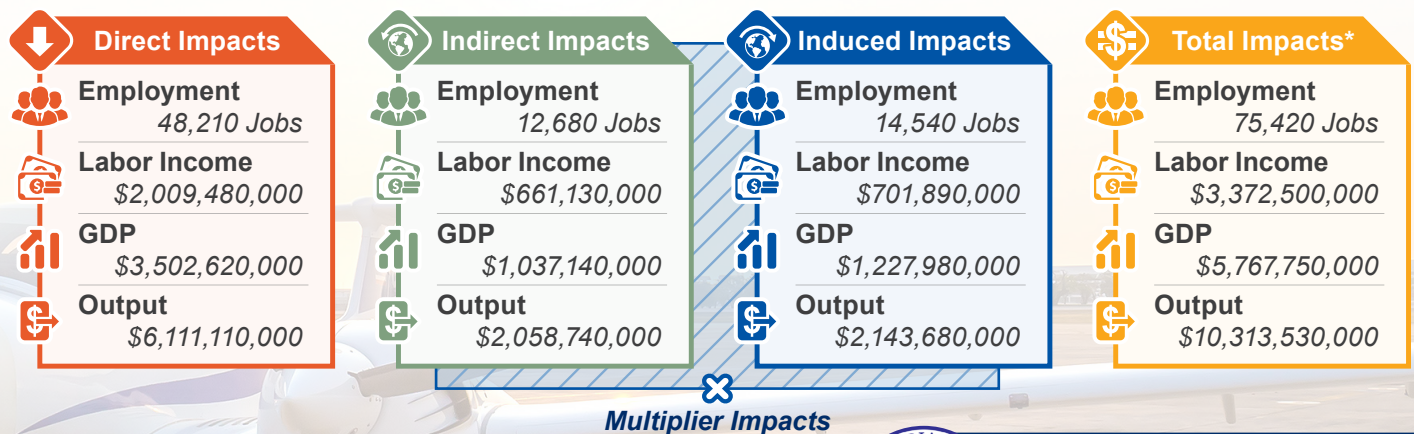
Economic benefits are generated by on-airport activities, including airport operations and capital expenditures, as well as off-airport spending generated by out-of-state visitors. This initial economic activity, known as direct impacts, generates additional impacts as money flows through the economy. These are referred to as "multiplier effects" that result when a portion of direct business revenues are used to purchase goods and services in Indiana (called indirect impacts) and when wages are re-spent within the state (called induced impacts or household spending) by those who are directly or indirectly employed. The impacts presented for Mettel Field and for the state represent the economic contributions of 2019 operations and activities.

¹ Two GA airports were excluded from the economic impact study due to lack of participation. See the 2022 Indiana State AEIS Technical Report for more information.

CEV's Total Annual Economic Impacts

	Employment	Labor Income	GDP	Output
Airport Operations	16 Jobs	\$1,122,000	\$1,133,000	\$1,685,000
Capital Expenditures	3 Jobs	\$191,000	\$216,000	\$486,000
Visitor Spending	<1 Job	\$11,000	\$17,000	\$29,000
Total Direct Impacts	20 Jobs	\$1,323,000	\$1,365,000	\$2,199,000
Indirect Impacts	4 Jobs	\$249,000	\$365,000	\$695,000
Induced Impacts	9 Jobs	\$416,000	\$726,000	\$1,267,000
Total Multiplier Impacts	13 Jobs	\$665,000	\$1,091,000	\$1,963,000
CEV's Total Annual Economic Impacts*	33 Jobs	\$1,988,000	\$2,457,000	\$4,162,000

Statewide Total Annual Economic Impacts



*Totals may not sum due to rounding. Metrics (employment, labor income, GDP, and output) represent various components of an airport's economic impact and are not additive.





Associated City: Delphi

County: Carroll

ISASP Facility Category: Basic

2022 Indiana State Aviation Economic Impact Study

The 2022 Indiana State Aviation Economic Impact Study (AEIS) captured the economic contributions of Indiana's aviation system facilities to the state's economy. The base year for this study was 2019 as it was important to represent the annual economic impact of these public-use facilities during a typical year. Due to the global COVID-19 pandemic, data from 2020 would not have yielded a true reflection of these facilities' economic contribution to the state's economy. The 69 aviation facilities that comprise Indiana's aviation system include four commercial service airports, 64 general aviation (GA) airports, and one heliport.¹ Together, these facilities generate quantitative economic impact in the form of employment, wages, gross domestic product (GDP), and total output.

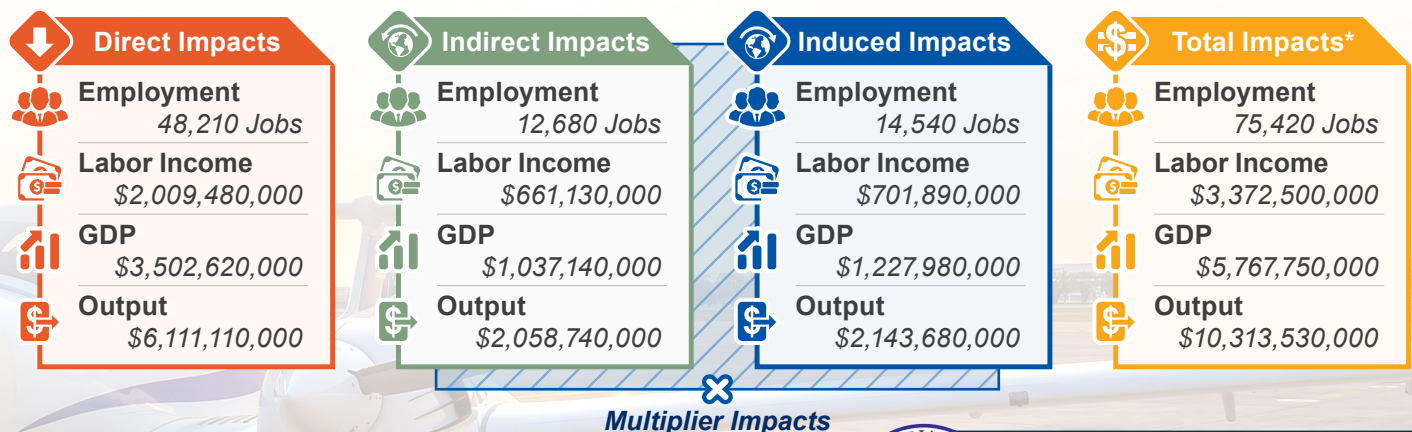
Economic benefits are generated by on-airport activities, including airport operations and capital expenditures, as well as off-airport spending generated by out-of-state visitors. This initial economic activity, known as direct impacts, generates additional impacts as money flows through the economy. These are referred to as "multiplier effects" that result when a portion of direct business revenues are used to purchase goods and services in Indiana (called indirect impacts) and when wages are re-spent within the state (called induced impacts or household spending) by those who are directly or indirectly employed. The impacts presented for Delphi Municipal Airport and for the state represent the economic contributions of 2019 operations and activities.

¹ Two GA airports were excluded from the economic impact study due to lack of participation. See the 2022 Indiana State AEIS Technical Report for more information.

119's Total Annual Economic Impacts

	Employment	Labor Income	GDP	Output
Airport Operations	8 Jobs	\$474,000	\$514,000	\$1,120,000
Capital Expenditures	3 Jobs	\$181,000	\$205,000	\$461,000
Visitor Spending	<1 Job	\$7,000	\$11,000	\$18,000
Total Direct Impacts	11 Jobs	\$662,000	\$730,000	\$1,599,000
Indirect Impacts	5 Jobs	\$269,000	\$388,000	\$769,000
Induced Impacts	5 Jobs	\$245,000	\$428,000	\$747,000
Total Multiplier Impacts	10 Jobs	\$513,000	\$816,000	\$1,516,000
119's Total Annual Economic Impacts*	21 Jobs	\$1,175,000	\$1,546,000	\$3,115,000

Statewide Total Annual Economic Impacts



*Totals may not sum due to rounding. Metrics (employment, labor income, GDP, and output) represent various components of an airport's economic impact and are not additive.





Associated City: French Lick

County: Orange

ISASP Facility Category: Basic

2022 Indiana State Aviation Economic Impact Study

The 2022 Indiana State Aviation Economic Impact Study (AEIS) captured the economic contributions of Indiana's aviation system facilities to the state's economy. The base year for this study was 2019 as it was important to represent the annual economic impact of these public-use facilities during a typical year. Due to the global COVID-19 pandemic, data from 2020 would not have yielded a true reflection of these facilities' economic contribution to the state's economy. The 69 aviation facilities that comprise Indiana's aviation system include four commercial service airports, 64 general aviation (GA) airports, and one heliport.¹ Together, these facilities generate quantitative economic impact in the form of employment, wages, gross domestic product (GDP), and total output.

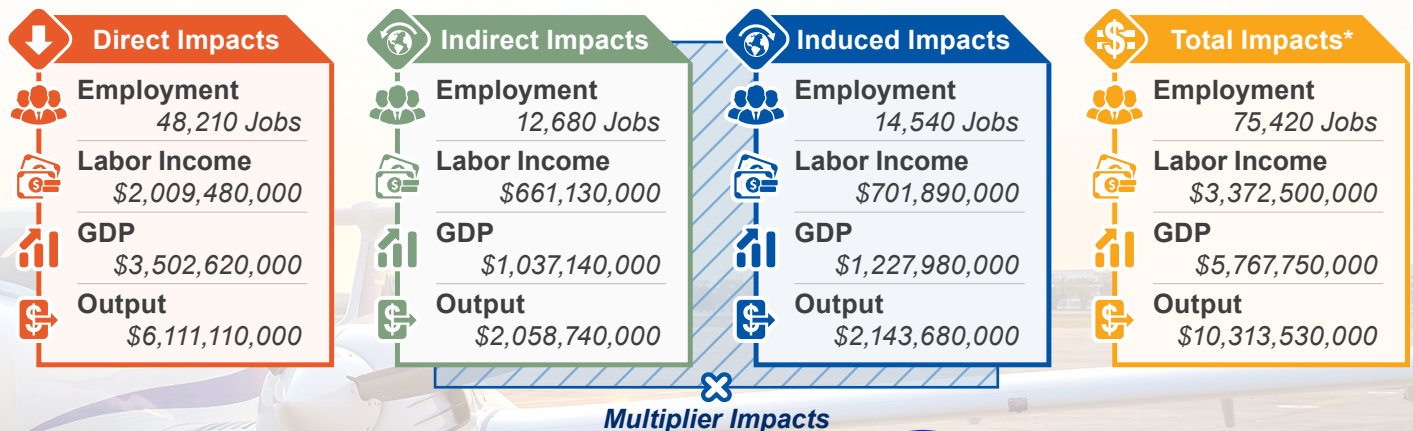
Economic benefits are generated by on-airport activities, including airport operations and capital expenditures, as well as off-airport spending generated by out-of-state visitors. This initial economic activity, known as direct impacts, generates additional impacts as money flows through the economy. These are referred to as "multiplier effects" that result when a portion of direct business revenues are used to purchase goods and services in Indiana (called indirect impacts) and when wages are re-spent within the state (called induced impacts or household spending) by those who are directly or indirectly employed. The impacts presented for French Lick Municipal Airport and for the state represent the economic contributions of 2019 operations and activities.

¹ Two GA airports were excluded from the economic impact study due to lack of participation. See the 2022 Indiana State AEIS Technical Report for more information.

FRH's Total Annual Economic Impacts

	Employment	Labor Income	GDP	Output
Airport Operations	3 Jobs	\$177,000	\$192,000	\$419,000
Capital Expenditures	3 Jobs	\$186,000	\$210,000	\$473,000
Visitor Spending	128 Jobs	\$2,662,000	\$4,225,000	\$7,250,000
Total Direct Impacts	134 Jobs	\$3,026,000	\$4,627,000	\$8,142,000
Indirect Impacts	18 Jobs	\$1,040,000	\$1,622,000	\$3,188,000
Induced Impacts	22 Jobs	\$1,066,000	\$1,865,000	\$3,256,000
Total Multiplier Impacts	41 Jobs	\$2,106,000	\$3,487,000	\$6,444,000
FRH's Total Annual Economic Impacts*	175 Jobs	\$5,132,000	\$8,114,000	\$14,586,000

Statewide Total Annual Economic Impacts



*Totals may not sum due to rounding. Metrics (employment, labor income, GDP, and output) represent various components of an airport's economic impact and are not additive.





Associated City: Kentland

County: Newton

ISASP Facility Category: Basic

2022 Indiana State Aviation Economic Impact Study

The 2022 Indiana State Aviation Economic Impact Study (AEIS) captured the economic contributions of Indiana's aviation system facilities to the state's economy. The base year for this study was 2019 as it was important to represent the annual economic impact of these public-use facilities during a typical year. Due to the global COVID-19 pandemic, data from 2020 would not have yielded a true reflection of these facilities' economic contribution to the state's economy. The 69 aviation facilities that comprise Indiana's aviation system include four commercial service airports, 64 general aviation (GA) airports, and one heliport.¹ Together, these facilities generate quantitative economic impact in the form of employment, wages, gross domestic product (GDP), and total output.

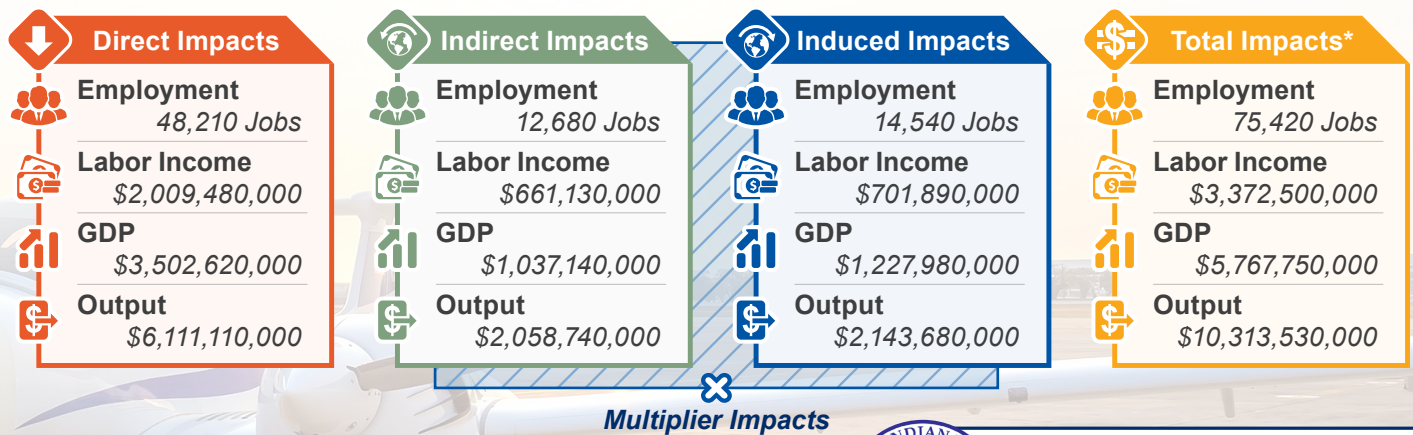
Economic benefits are generated by on-airport activities, including airport operations and capital expenditures, as well as off-airport spending generated by out-of-state visitors. This initial economic activity, known as direct impacts, generates additional impacts as money flows through the economy. These are referred to as "multiplier effects" that result when a portion of direct business revenues are used to purchase goods and services in Indiana (called indirect impacts) and when wages are re-spent within the state (called induced impacts or household spending) by those who are directly or indirectly employed. The impacts presented for Kentland Municipal Airport and for the state represent the economic contributions of 2019 operations and activities.

¹ Two GA airports were excluded from the economic impact study due to lack of participation. See the 2022 Indiana State AEIS Technical Report for more information.

501's Total Annual Economic Impacts

	Employment	Labor Income	GDP	Output
Airport Operations	3 Jobs	\$194,000	\$211,000	\$459,000
Capital Expenditures	<1 Job	\$38,000	\$43,000	\$97,000
Visitor Spending	<1 Job	\$5,000	\$9,000	\$15,000
Total Direct Impacts	4 Jobs	\$238,000	\$263,000	\$571,000
Indirect Impacts	2 Jobs	\$99,000	\$142,000	\$281,000
Induced Impacts	2 Jobs	\$89,000	\$155,000	\$271,000
Total Multiplier Impacts	4 Jobs	\$188,000	\$297,000	\$551,000
501's Total Annual Economic Impacts*	8 Jobs	\$426,000	\$559,000	\$1,122,000

Statewide Total Annual Economic Impacts



*Totals may not sum due to rounding. Metrics (employment, labor income, GDP, and output) represent various components of an airport's economic impact and are not additive.





Associated City: Logansport

County: Cass

ISASP Facility Category: Basic

2022 Indiana State Aviation Economic Impact Study

The 2022 Indiana State Aviation Economic Impact Study (AEIS) captured the economic contributions of Indiana's aviation system facilities to the state's economy. The base year for this study was 2019 as it was important to represent the annual economic impact of these public-use facilities during a typical year. Due to the global COVID-19 pandemic, data from 2020 would not have yielded a true reflection of these facilities' economic contribution to the state's economy. The 69 aviation facilities that comprise Indiana's aviation system include four commercial service airports, 64 general aviation (GA) airports, and one heliport.¹ Together, these facilities generate quantitative economic impact in the form of employment, wages, gross domestic product (GDP), and total output.

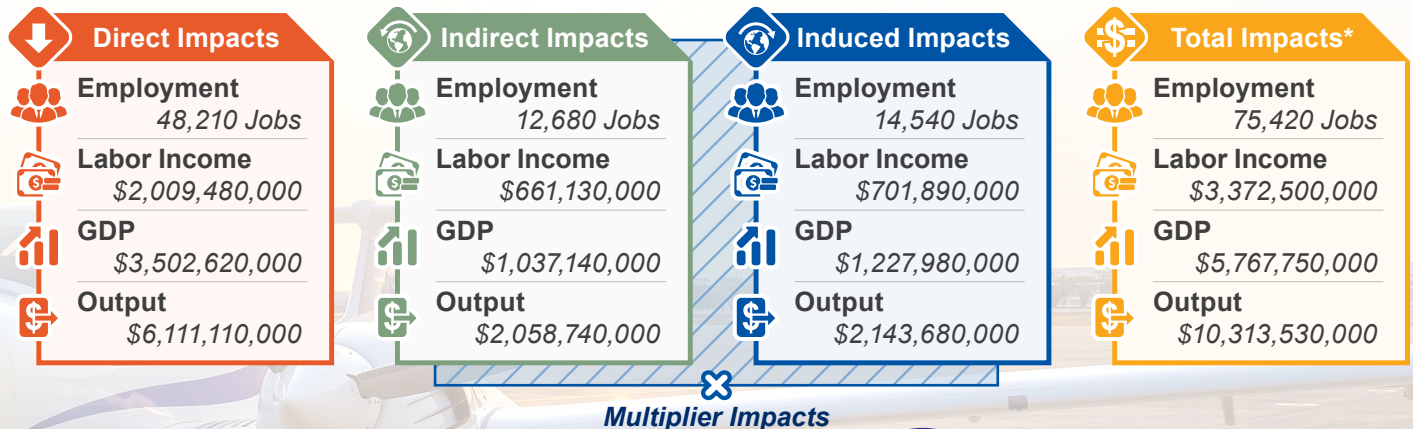
Economic benefits are generated by on-airport activities, including airport operations and capital expenditures, as well as off-airport spending generated by out-of-state visitors. This initial economic activity, known as direct impacts, generates additional impacts as money flows through the economy. These are referred to as "multiplier effects" that result when a portion of direct business revenues are used to purchase goods and services in Indiana (called indirect impacts) and when wages are re-spent within the state (called induced impacts or household spending) by those who are directly or indirectly employed. The impacts presented for Logansport/Cass County Airport and for the state represent the economic contributions of 2019 operations and activities.

¹ Two GA airports were excluded from the economic impact study due to lack of participation. See the 2022 Indiana State AEIS Technical Report for more information.

GGP's Total Annual Economic Impacts

	Employment	Labor Income	GDP	Output
Airport Operations	12 Jobs	\$586,000	\$641,000	\$1,372,000
Capital Expenditures	2 Jobs	\$123,000	\$139,000	\$313,000
Visitor Spending	<1 Job	\$10,000	\$16,000	\$28,000
Total Direct Impacts	15 Jobs	\$719,000	\$796,000	\$1,712,000
Indirect Impacts	5 Jobs	\$282,000	\$412,000	\$824,000
Induced Impacts	5 Jobs	\$263,000	\$459,000	\$802,000
Total Multiplier Impacts	10 Jobs	\$544,000	\$871,000	\$1,626,000
GGP's Total Annual Economic Impacts*	25 Jobs	\$1,263,000	\$1,667,000	\$3,338,000

Statewide Total Annual Economic Impacts



*Totals may not sum due to rounding. Metrics (employment, labor income, GDP, and output) represent various components of an airport's economic impact and are not additive.





Associated City: Monticello

County: White

ISASP Facility Category: Basic

2022 Indiana State Aviation Economic Impact Study

The 2022 Indiana State Aviation Economic Impact Study (AEIS) captured the economic contributions of Indiana's aviation system facilities to the state's economy. The base year for this study was 2019 as it was important to represent the annual economic impact of these public-use facilities during a typical year. Due to the global COVID-19 pandemic, data from 2020 would not have yielded a true reflection of these facilities' economic contribution to the state's economy. The 69 aviation facilities that comprise Indiana's aviation system include four commercial service airports, 64 general aviation (GA) airports, and one heliport.¹ Together, these facilities generate quantitative economic impact in the form of employment, wages, gross domestic product (GDP), and total output.

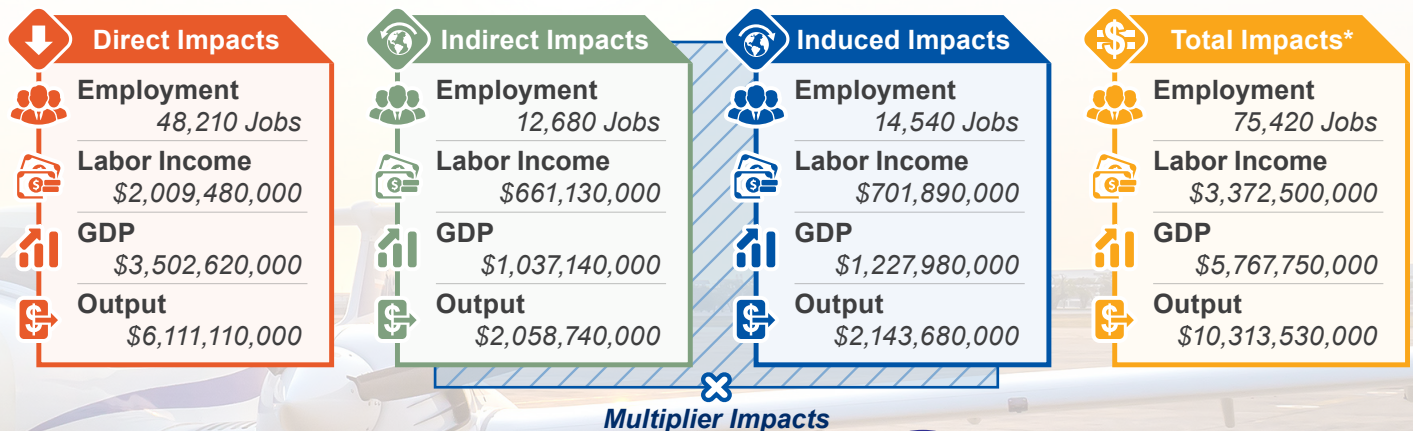
Economic benefits are generated by on-airport activities, including airport operations and capital expenditures, as well as off-airport spending generated by out-of-state visitors. This initial economic activity, known as direct impacts, generates additional impacts as money flows through the economy. These are referred to as "multiplier effects" that result when a portion of direct business revenues are used to purchase goods and services in Indiana (called indirect impacts) and when wages are re-spent within the state (called induced impacts or household spending) by those who are directly or indirectly employed. The impacts presented for White County Airport and for the state represent the economic contributions of 2019 operations and activities.

¹ Two GA airports were excluded from the economic impact study due to lack of participation. See the 2022 Indiana State AEIS Technical Report for more information.

MCX's Total Annual Economic Impacts

	Employment	Labor Income	GDP	Output
Airport Operations	6 Jobs	\$355,000	\$385,000	\$837,000
Capital Expenditures	9 Jobs	\$557,000	\$630,000	\$1,418,000
Visitor Spending	2 Jobs	\$44,000	\$70,000	\$121,000
Total Direct Impacts	18 Jobs	\$957,000	\$1,085,000	\$2,377,000
Indirect Impacts	6 Jobs	\$350,000	\$533,000	\$1,058,000
Induced Impacts	7 Jobs	\$344,000	\$601,000	\$1,049,000
Total Multiplier Impacts	13 Jobs	\$693,000	\$1,134,000	\$2,108,000
MCX's Total Annual Economic Impacts*	31 Jobs	\$1,650,000	\$2,219,000	\$4,484,000

Statewide Total Annual Economic Impacts



*Totals may not sum due to rounding. Metrics (employment, labor income, GDP, and output) represent various components of an airport's economic impact and are not additive.





Associated City: Paoli

County: Orange

ISASP Facility Category: Basic

2022 Indiana State Aviation Economic Impact Study

The 2022 Indiana State Aviation Economic Impact Study (AEIS) captured the economic contributions of Indiana's aviation system facilities to the state's economy. The base year for this study was 2019 as it was important to represent the annual economic impact of these public-use facilities during a typical year. Due to the global COVID-19 pandemic, data from 2020 would not have yielded a true reflection of these facilities' economic contribution to the state's economy. The 69 aviation facilities that comprise Indiana's aviation system include four commercial service airports, 64 general aviation (GA) airports, and one heliport.¹ Together, these facilities generate quantitative economic impact in the form of employment, wages, gross domestic product (GDP), and total output.

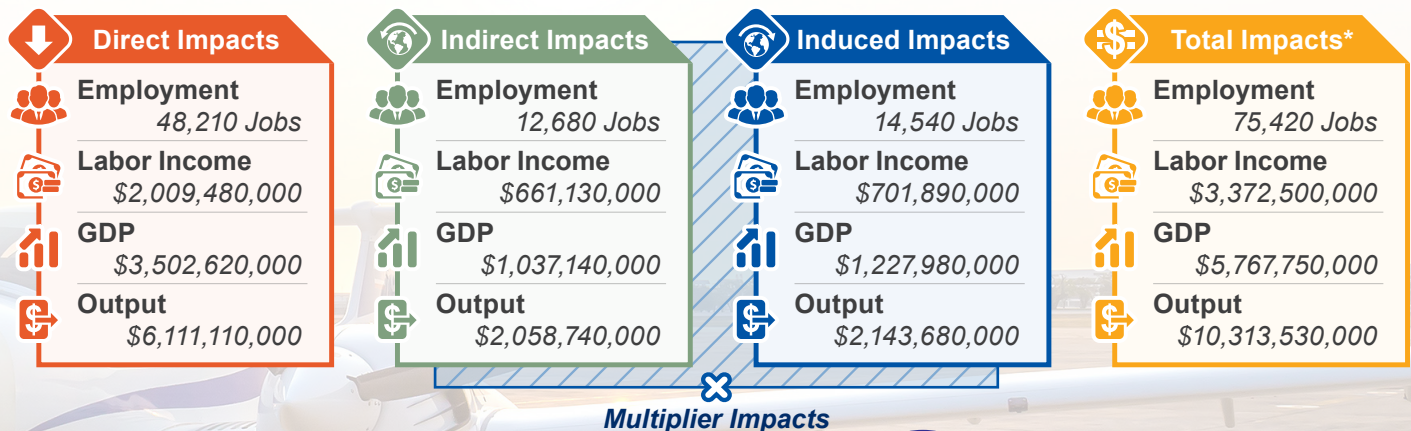
Economic benefits are generated by on-airport activities, including airport operations and capital expenditures, as well as off-airport spending generated by out-of-state visitors. This initial economic activity, known as direct impacts, generates additional impacts as money flows through the economy. These are referred to as "multiplier effects" that result when a portion of direct business revenues are used to purchase goods and services in Indiana (called indirect impacts) and when wages are re-spent within the state (called induced impacts or household spending) by those who are directly or indirectly employed. The impacts presented for Paoli Municipal Airport and for the state represent the economic contributions of 2019 operations and activities.

¹ Two GA airports were excluded from the economic impact study due to lack of participation. See the 2022 Indiana State AEIS Technical Report for more information.

I42's Total Annual Economic Impacts

	👤 Employment	💰 Labor Income	🏠 GDP	📦 Output
Airport Operations	2 Jobs	\$118,000	\$128,000	\$279,000
Capital Expenditures	2 Jobs	\$143,000	\$162,000	\$364,000
Visitor Spending	<1 Job	\$11,000	\$17,000	\$29,000
Total Direct Impacts	5 Jobs	\$272,000	\$307,000	\$672,000
Indirect Impacts	2 Jobs	\$101,000	\$153,000	\$304,000
Induced Impacts	2 Jobs	\$98,000	\$172,000	\$300,000
Total Multiplier Impacts	4 Jobs	\$200,000	\$325,000	\$604,000
I42's Total Annual Economic Impacts*	9 Jobs	\$472,000	\$632,000	\$1,276,000

Statewide Total Annual Economic Impacts



*Totals may not sum due to rounding. Metrics (employment, labor income, GDP, and output) represent various components of an airport's economic impact and are not additive.





Associated City: Portland

County: Jay

ISASP Facility Category: Basic

2022 Indiana State Aviation Economic Impact Study

The 2022 Indiana State Aviation Economic Impact Study (AEIS) captured the economic contributions of Indiana's aviation system facilities to the state's economy. The base year for this study was 2019 as it was important to represent the annual economic impact of these public-use facilities during a typical year. Due to the global COVID-19 pandemic, data from 2020 would not have yielded a true reflection of these facilities' economic contribution to the state's economy. The 69 aviation facilities that comprise Indiana's aviation system include four commercial service airports, 64 general aviation (GA) airports, and one heliport.¹ Together, these facilities generate quantitative economic impact in the form of employment, wages, gross domestic product (GDP), and total output.

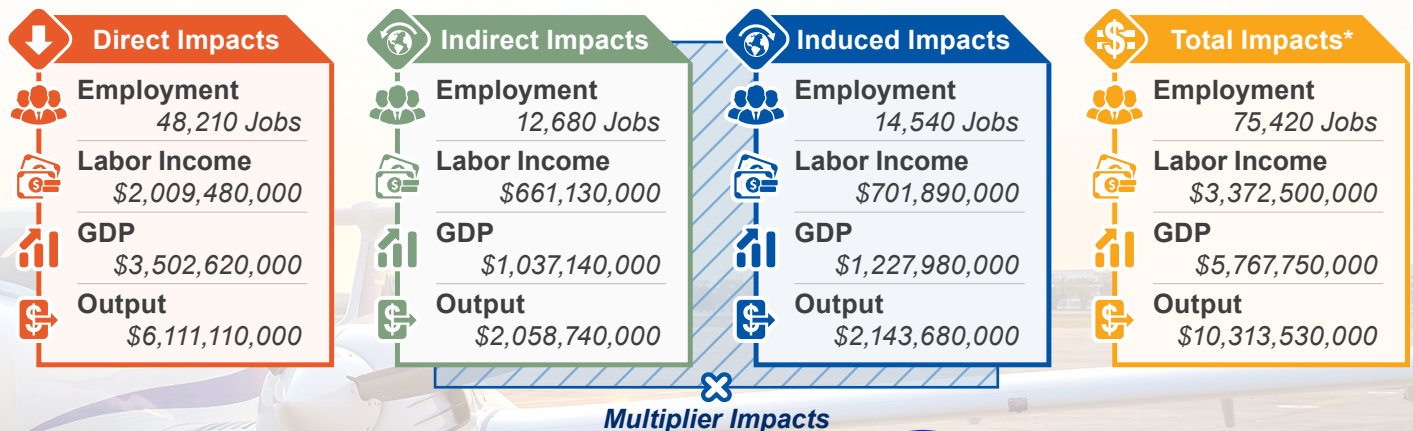
Economic benefits are generated by on-airport activities, including airport operations and capital expenditures, as well as off-airport spending generated by out-of-state visitors. This initial economic activity, known as direct impacts, generates additional impacts as money flows through the economy. These are referred to as "multiplier effects" that result when a portion of direct business revenues are used to purchase goods and services in Indiana (called indirect impacts) and when wages are re-spent within the state (called induced impacts or household spending) by those who are directly or indirectly employed. The impacts presented for Portland Municipal Airport and for the state represent the economic contributions of 2019 operations and activities.

¹ Two GA airports were excluded from the economic impact study due to lack of participation. See the 2022 Indiana State AEIS Technical Report for more information.

PLD's Total Annual Economic Impacts

	Employment	Labor Income	GDP	Output
Airport Operations	24 Jobs	\$1,916,000	\$3,513,000	\$6,717,000
Capital Expenditures	5 Jobs	\$315,000	\$356,000	\$801,000
Visitor Spending	<1 Job	\$8,000	\$12,000	\$21,000
Total Direct Impacts	30 Jobs	\$2,238,000	\$3,880,000	\$7,538,000
Indirect Impacts	16 Jobs	\$846,000	\$1,365,000	\$2,728,000
Induced Impacts	17 Jobs	\$813,000	\$1,422,000	\$2,482,000
Total Multiplier Impacts	33 Jobs	\$1,659,000	\$2,787,000	\$5,210,000
PLD's Total Annual Economic Impacts*	63 Jobs	\$3,897,000	\$6,667,000	\$12,749,000

Statewide Total Annual Economic Impacts



*Totals may not sum due to rounding. Metrics (employment, labor income, GDP, and output) represent various components of an airport's economic impact and are not additive.





Associated City: Rochester

County: Fulton

ISASP Facility Category: Basic

2022 Indiana State Aviation Economic Impact Study

The 2022 Indiana State Aviation Economic Impact Study (AEIS) captured the economic contributions of Indiana's aviation system facilities to the state's economy. The base year for this study was 2019 as it was important to represent the annual economic impact of these public-use facilities during a typical year. Due to the global COVID-19 pandemic, data from 2020 would not have yielded a true reflection of these facilities' economic contribution to the state's economy. The 69 aviation facilities that comprise Indiana's aviation system include four commercial service airports, 64 general aviation (GA) airports, and one heliport.¹ Together, these facilities generate quantitative economic impact in the form of employment, wages, gross domestic product (GDP), and total output.

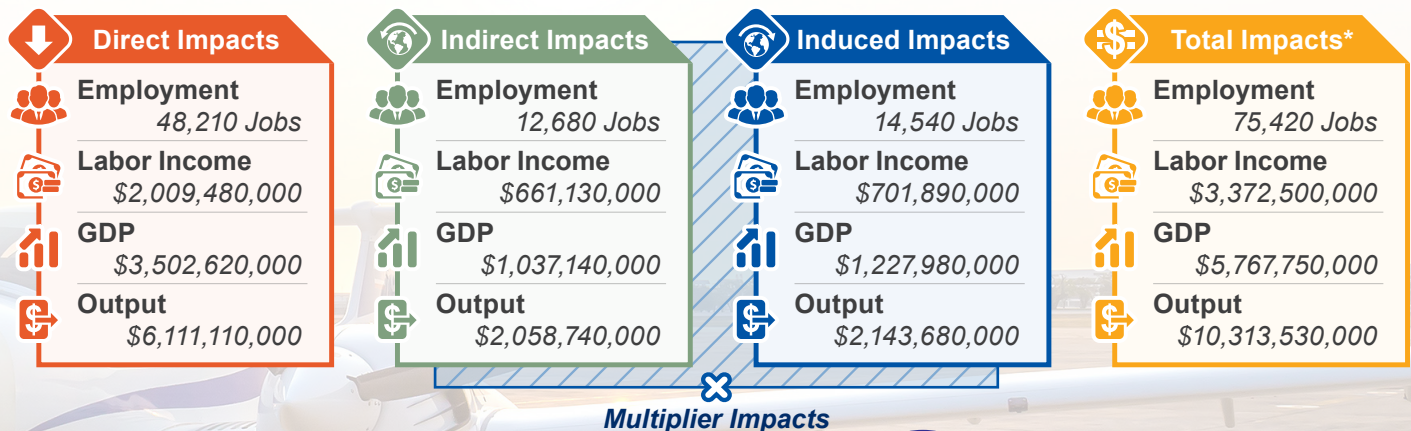
Economic benefits are generated by on-airport activities, including airport operations and capital expenditures, as well as off-airport spending generated by out-of-state visitors. This initial economic activity, known as direct impacts, generates additional impacts as money flows through the economy. These are referred to as "multiplier effects" that result when a portion of direct business revenues are used to purchase goods and services in Indiana (called indirect impacts) and when wages are re-spent within the state (called induced impacts or household spending) by those who are directly or indirectly employed. The impacts presented for Fulton County Airport and for the state represent the economic contributions of 2019 operations and activities.

¹ Two GA airports were excluded from the economic impact study due to lack of participation. See the 2022 Indiana State AEIS Technical Report for more information.

RCR's Total Annual Economic Impacts

	Employment	Labor Income	GDP	Output
Airport Operations	23 Jobs	\$1,419,000	\$1,741,000	\$3,135,000
Capital Expenditures	2 Jobs	\$145,000	\$164,000	\$370,000
Visitor Spending	6 Jobs	\$125,000	\$199,000	\$341,000
Total Direct Impacts	31 Jobs	\$1,689,000	\$2,104,000	\$3,846,000
Indirect Impacts	8 Jobs	\$481,000	\$748,000	\$1,464,000
Induced Impacts	12 Jobs	\$571,000	\$998,000	\$1,742,000
Total Multiplier Impacts	20 Jobs	\$1,052,000	\$1,746,000	\$3,206,000
RCR's Total Annual Economic Impacts*	52 Jobs	\$2,742,000	\$3,850,000	\$7,052,000

Statewide Total Annual Economic Impacts



*Totals may not sum due to rounding. Metrics (employment, labor income, GDP, and output) represent various components of an airport's economic impact and are not additive.





Associated City: Salem

County: Washington

ISASP Facility Category: Basic

2022 Indiana State Aviation Economic Impact Study

The 2022 Indiana State Aviation Economic Impact Study (AEIS) captured the economic contributions of Indiana's aviation system facilities to the state's economy. The base year for this study was 2019 as it was important to represent the annual economic impact of these public-use facilities during a typical year. Due to the global COVID-19 pandemic, data from 2020 would not have yielded a true reflection of these facilities' economic contribution to the state's economy. The 69 aviation facilities that comprise Indiana's aviation system include four commercial service airports, 64 general aviation (GA) airports, and one heliport.¹ Together, these facilities generate quantitative economic impact in the form of employment, wages, gross domestic product (GDP), and total output.

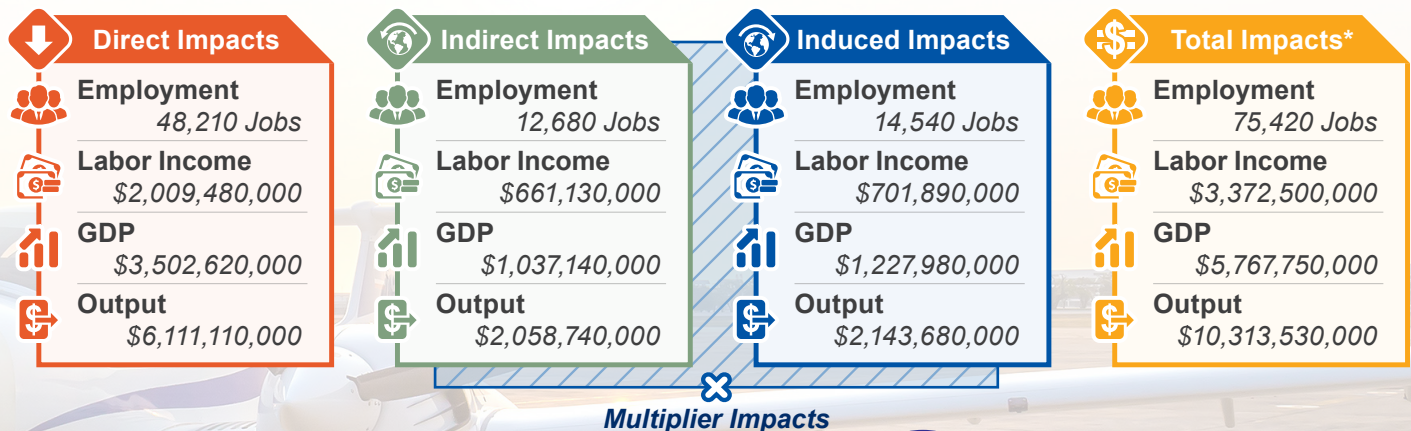
Economic benefits are generated by on-airport activities, including airport operations and capital expenditures, as well as off-airport spending generated by out-of-state visitors. This initial economic activity, known as direct impacts, generates additional impacts as money flows through the economy. These are referred to as "multiplier effects" that result when a portion of direct business revenues are used to purchase goods and services in Indiana (called indirect impacts) and when wages are re-spent within the state (called induced impacts or household spending) by those who are directly or indirectly employed. The impacts presented for Salem Municipal Airport and for the state represent the economic contributions of 2019 operations and activities.

¹ Two GA airports were excluded from the economic impact study due to lack of participation. See the 2022 Indiana State AEIS Technical Report for more information.

183's Total Annual Economic Impacts

	Employment	Labor Income	GDP	Output
Airport Operations	1 Job	\$59,000	\$64,000	\$140,000
Capital Expenditures	6 Jobs	\$343,000	\$387,000	\$872,000
Visitor Spending	<1 Job	\$12,000	\$20,000	\$34,000
Total Direct Impacts	7 Jobs	\$414,000	\$471,000	\$1,045,000
Indirect Impacts	2 Jobs	\$140,000	\$223,000	\$443,000
Induced Impacts	3 Jobs	\$146,000	\$255,000	\$446,000
Total Multiplier Impacts	5 Jobs	\$286,000	\$478,000	\$889,000
183's Total Annual Economic Impacts*	13 Jobs	\$700,000	\$949,000	\$1,934,000

Statewide Total Annual Economic Impacts



*Totals may not sum due to rounding. Metrics (employment, labor income, GDP, and output) represent various components of an airport's economic impact and are not additive.





Associated City: Tell City

County: Perry

ISASP Facility Category: Basic

2022 Indiana State Aviation Economic Impact Study

The 2022 Indiana State Aviation Economic Impact Study (AEIS) captured the economic contributions of Indiana's aviation system facilities to the state's economy. The base year for this study was 2019 as it was important to represent the annual economic impact of these public-use facilities during a typical year. Due to the global COVID-19 pandemic, data from 2020 would not have yielded a true reflection of these facilities' economic contribution to the state's economy. The 69 aviation facilities that comprise Indiana's aviation system include four commercial service airports, 64 general aviation (GA) airports, and one heliport.¹ Together, these facilities generate quantitative economic impact in the form of employment, wages, gross domestic product (GDP), and total output.

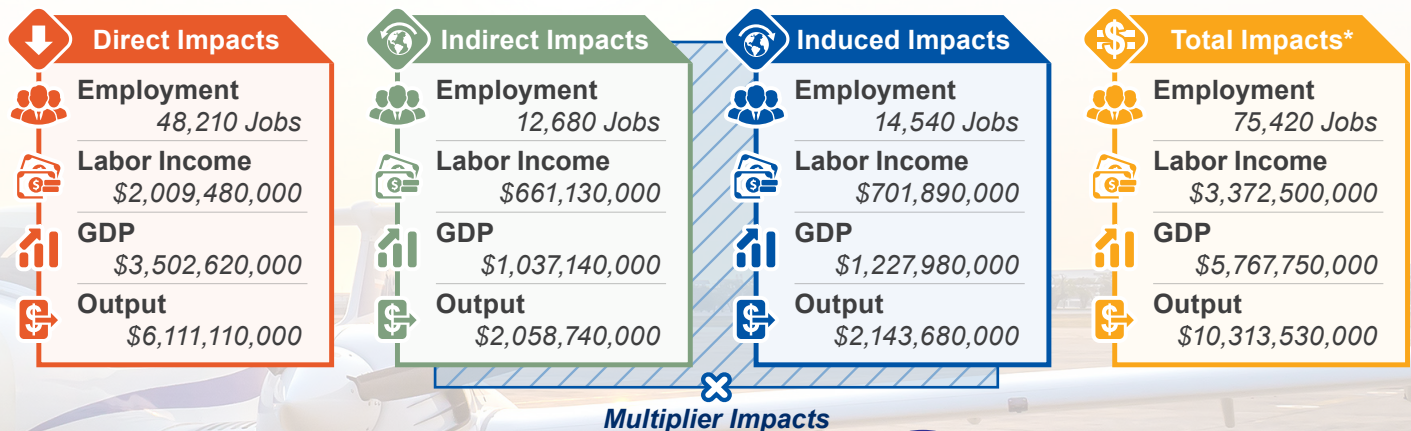
Economic benefits are generated by on-airport activities, including airport operations and capital expenditures, as well as off-airport spending generated by out-of-state visitors. This initial economic activity, known as direct impacts, generates additional impacts as money flows through the economy. These are referred to as "multiplier effects" that result when a portion of direct business revenues are used to purchase goods and services in Indiana (called indirect impacts) and when wages are re-spent within the state (called induced impacts or household spending) by those who are directly or indirectly employed. The impacts presented for Perry County Municipal Airport and for the state represent the economic contributions of 2019 operations and activities.

¹ Two GA airports were excluded from the economic impact study due to lack of participation. See the 2022 Indiana State AEIS Technical Report for more information.

TEL's Total Annual Economic Impacts

	Employment	Labor Income	GDP	Output
Airport Operations	<1 Job	\$3,000	\$4,000	\$8,000
Capital Expenditures	1 Job	\$65,000	\$74,000	\$167,000
Visitor Spending	<1 Job	\$7,000	\$12,000	\$20,000
Total Direct Impacts	2 Jobs	\$76,000	\$89,000	\$195,000
Indirect Impacts	<1 Job	\$25,000	\$40,000	\$80,000
Induced Impacts	<1 Job	\$27,000	\$47,000	\$81,000
Total Multiplier Impacts	<1 Job	\$52,000	\$87,000	\$162,000
TEL's Total Annual Economic Impacts*	2 Jobs	\$128,000	\$176,000	\$356,000

Statewide Total Annual Economic Impacts



*Totals may not sum due to rounding. Metrics (employment, labor income, GDP, and output) represent various components of an airport's economic impact and are not additive.





Associated City: Wabash

County: Wabash

ISASP Facility Category: Basic

2022 Indiana State Aviation Economic Impact Study

The 2022 Indiana State Aviation Economic Impact Study (AEIS) captured the economic contributions of Indiana's aviation system facilities to the state's economy. The base year for this study was 2019 as it was important to represent the annual economic impact of these public-use facilities during a typical year. Due to the global COVID-19 pandemic, data from 2020 would not have yielded a true reflection of these facilities' economic contribution to the state's economy. The 69 aviation facilities that comprise Indiana's aviation system include four commercial service airports, 64 general aviation (GA) airports, and one heliport.¹ Together, these facilities generate quantitative economic impact in the form of employment, wages, gross domestic product (GDP), and total output.

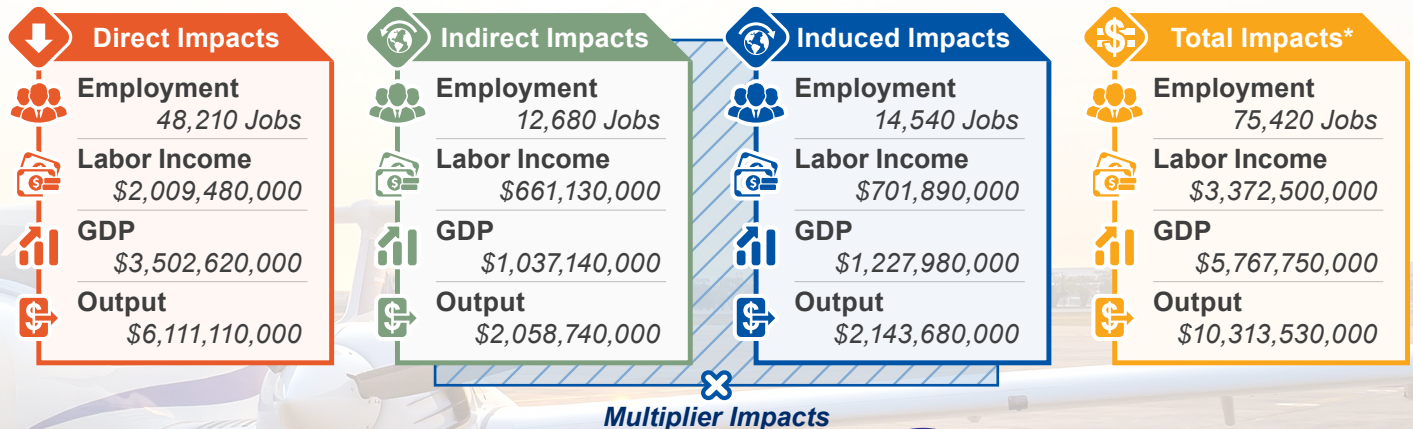
Economic benefits are generated by on-airport activities, including airport operations and capital expenditures, as well as off-airport spending generated by out-of-state visitors. This initial economic activity, known as direct impacts, generates additional impacts as money flows through the economy. These are referred to as "multiplier effects" that result when a portion of direct business revenues are used to purchase goods and services in Indiana (called indirect impacts) and when wages are re-spent within the state (called induced impacts or household spending) by those who are directly or indirectly employed. The impacts presented for Wabash Municipal Airport and for the state represent the economic contributions of 2019 operations and activities.

¹ Two GA airports were excluded from the economic impact study due to lack of participation. See the 2022 Indiana State AEIS Technical Report for more information.

IWH's Total Annual Economic Impacts

	Employment	Labor Income	GDP	Output
Airport Operations	14 Jobs	\$826,000	\$911,000	\$1,632,000
Capital Expenditures	<1 Job	\$53,000	\$60,000	\$134,000
Visitor Spending	<1 Job	\$17,000	\$26,000	\$45,000
Total Direct Impacts	16 Jobs	\$895,000	\$997,000	\$1,811,000
Indirect Impacts	4 Jobs	\$243,000	\$369,000	\$718,000
Induced Impacts	6 Jobs	\$299,000	\$523,000	\$913,000
Total Multiplier Impacts	10 Jobs	\$542,000	\$892,000	\$1,631,000
IWH's Total Annual Economic Impacts*	26 Jobs	\$1,438,000	\$1,888,000	\$3,442,000

Statewide Total Annual Economic Impacts



*Totals may not sum due to rounding. Metrics (employment, labor income, GDP, and output) represent various components of an airport's economic impact and are not additive.



Economic Benefit Card

Arens Field

RWN



Associated City: Winamac

County: Pulaski

ISASP Facility Category: Basic

2022 Indiana State Aviation Economic Impact Study

The 2022 Indiana State Aviation Economic Impact Study (AEIS) captured the economic contributions of Indiana's aviation system facilities to the state's economy. The base year for this study was 2019 as it was important to represent the annual economic impact of these public-use facilities during a typical year. Due to the global COVID-19 pandemic, data from 2020 would not have yielded a true reflection of these facilities' economic contribution to the state's economy. The 69 aviation facilities that comprise Indiana's aviation system include four commercial service airports, 64 general aviation (GA) airports, and one heliport.¹ Together, these facilities generate quantitative economic impact in the form of employment, wages, gross domestic product (GDP), and total output.

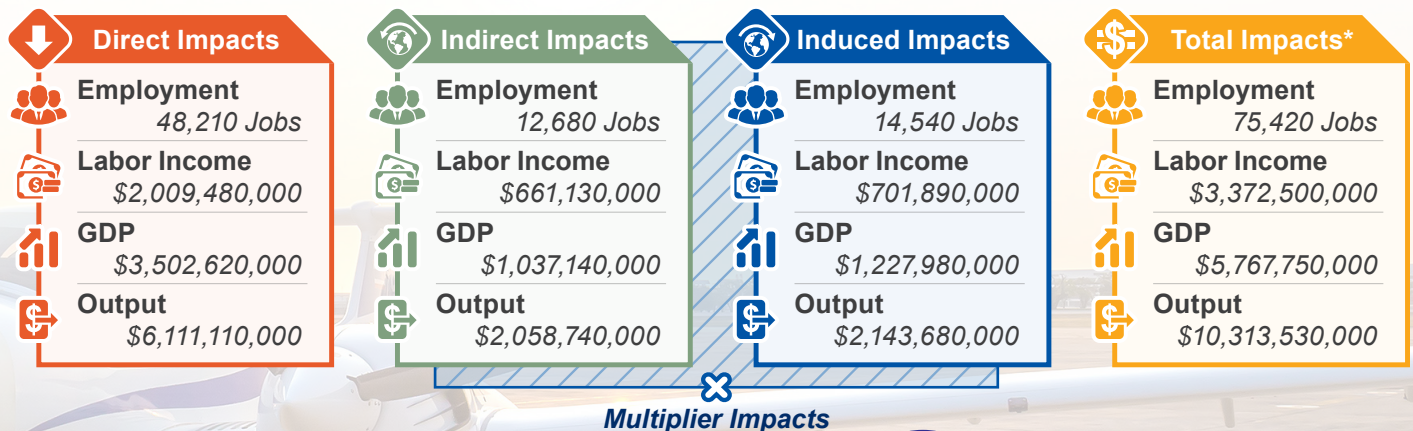
Economic benefits are generated by on-airport activities, including airport operations and capital expenditures, as well as off-airport spending generated by out-of-state visitors. This initial economic activity, known as direct impacts, generates additional impacts as money flows through the economy. These are referred to as "multiplier effects" that result when a portion of direct business revenues are used to purchase goods and services in Indiana (called indirect impacts) and when wages are re-spent within the state (called induced impacts or household spending) by those who are directly or indirectly employed. The impacts presented for Arens Field and for the state represent the economic contributions of 2019 operations and activities.

¹ Two GA airports were excluded from the economic impact study due to lack of participation. See the 2022 Indiana State AEIS Technical Report for more information.

RWN's Total Annual Economic Impacts

	👥 Employment	💰 Labor Income	🏠 GDP	📦 Output
Airport Operations	2 Jobs	\$118,000	\$102,000	\$186,000
Capital Expenditures	1 Job	\$72,000	\$81,000	\$183,000
Visitor Spending	<1 Job	\$3,000	\$5,000	\$8,000
Total Direct Impacts	3 Jobs	\$193,000	\$188,000	\$377,000
Indirect Impacts	<1 Job	\$52,000	\$78,000	\$155,000
Induced Impacts	1 Job	\$65,000	\$113,000	\$197,000
Total Multiplier Impacts	2 Jobs	\$116,000	\$191,000	\$353,000
RWN's Total Annual Economic Impacts*	6 Jobs	\$309,000	\$379,000	\$729,000

Statewide Total Annual Economic Impacts



*Totals may not sum due to rounding. Metrics (employment, labor income, GDP, and output) represent various components of an airport's economic impact and are not additive.





Associated City: Winchester

County: Randolph

ISASP Facility Category: Basic

2022 Indiana State Aviation Economic Impact Study

The 2022 Indiana State Aviation Economic Impact Study (AEIS) captured the economic contributions of Indiana's aviation system facilities to the state's economy. The base year for this study was 2019 as it was important to represent the annual economic impact of these public-use facilities during a typical year. Due to the global COVID-19 pandemic, data from 2020 would not have yielded a true reflection of these facilities' economic contribution to the state's economy. The 69 aviation facilities that comprise Indiana's aviation system include four commercial service airports, 64 general aviation (GA) airports, and one heliport.¹ Together, these facilities generate quantitative economic impact in the form of employment, wages, gross domestic product (GDP), and total output.

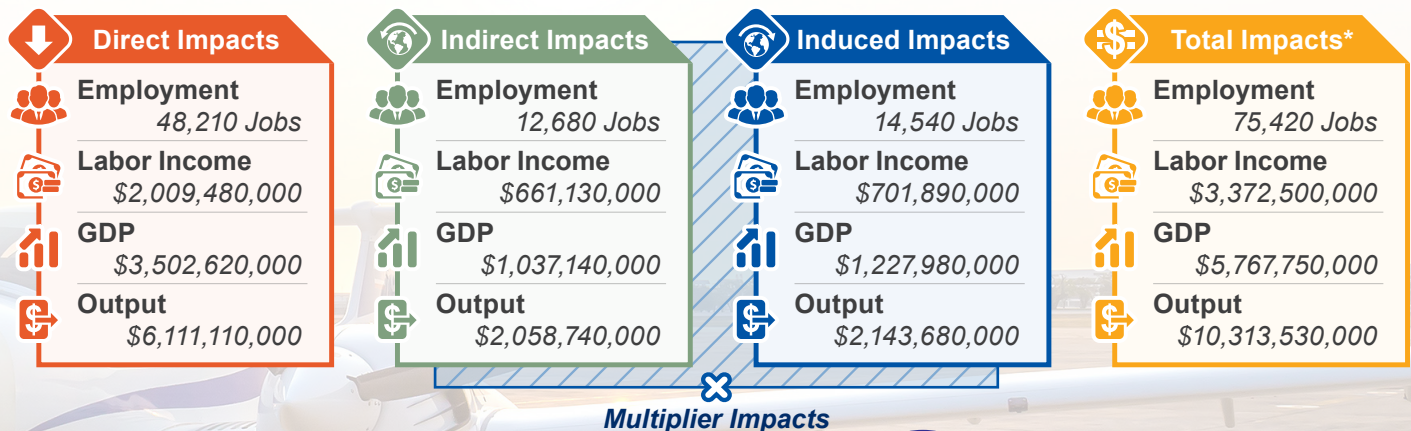
Economic benefits are generated by on-airport activities, including airport operations and capital expenditures, as well as off-airport spending generated by out-of-state visitors. This initial economic activity, known as direct impacts, generates additional impacts as money flows through the economy. These are referred to as "multiplier effects" that result when a portion of direct business revenues are used to purchase goods and services in Indiana (called indirect impacts) and when wages are re-spent within the state (called induced impacts or household spending) by those who are directly or indirectly employed. The impacts presented for Randolph County Airport and for the state represent the economic contributions of 2019 operations and activities.

¹ Two GA airports were excluded from the economic impact study due to lack of participation. See the 2022 Indiana State AEIS Technical Report for more information.

I22's Total Annual Economic Impacts

	👤 Employment	💰 Labor Income	🏠 GDP	📦 Output
Airport Operations	2 Jobs	\$118,000	\$128,000	\$279,000
Capital Expenditures	<1 Job	\$44,000	\$50,000	\$113,000
Visitor Spending	<1 Job	\$19,000	\$31,000	\$52,000
Total Direct Impacts	4 Jobs	\$182,000	\$209,000	\$444,000
Indirect Impacts	1 Job	\$73,000	\$106,000	\$209,000
Induced Impacts	1 Job	\$67,000	\$117,000	\$204,000
Total Multiplier Impacts	3 Jobs	\$139,000	\$223,000	\$413,000
I22's Total Annual Economic Impacts*	6 Jobs	\$321,000	\$431,000	\$858,000

Statewide Total Annual Economic Impacts



*Totals may not sum due to rounding. Metrics (employment, labor income, GDP, and output) represent various components of an airport's economic impact and are not additive.





Associated City: Brazil

County: Clay

ISASP Facility Category: Unclassified

2022 Indiana State Aviation Economic Impact Study

The 2022 Indiana State Aviation Economic Impact Study (AEIS) captured the economic contributions of Indiana's aviation system facilities to the state's economy. The base year for this study was 2019 as it was important to represent the annual economic impact of these public-use facilities during a typical year. Due to the global COVID-19 pandemic, data from 2020 would not have yielded a true reflection of these facilities' economic contribution to the state's economy. The 69 aviation facilities that comprise Indiana's aviation system include four commercial service airports, 64 general aviation (GA) airports, and one heliport.¹ Together, these facilities generate quantitative economic impact in the form of employment, wages, gross domestic product (GDP), and total output.

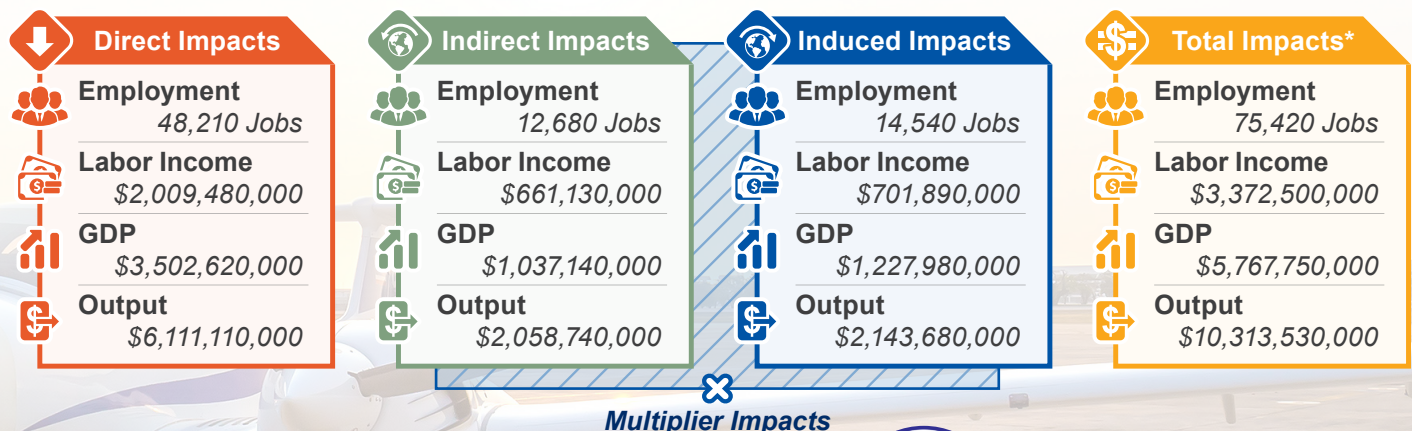
Economic benefits are generated by on-airport activities, including airport operations and capital expenditures, as well as off-airport spending generated by out-of-state visitors. This initial economic activity, known as direct impacts, generates additional impacts as money flows through the economy. These are referred to as "multiplier effects" that result when a portion of direct business revenues are used to purchase goods and services in Indiana (called indirect impacts) and when wages are re-spent within the state (called induced impacts or household spending) by those who are directly or indirectly employed. The impacts presented for Brazil Clay County Airport and for the state represent the economic contributions of 2019 operations and activities.

¹ Two GA airports were excluded from the economic impact study due to lack of participation. See the 2022 Indiana State AEIS Technical Report for more information.

012's Total Annual Economic Impacts

	Employment	Labor Income	GDP	Output
Airport Operations	17 Jobs	\$1,002,000	\$1,112,000	\$1,825,000
Capital Expenditures	<1 Job	\$2,000	\$2,000	\$5,000
Visitor Spending	<1 Job	< \$1,000	< \$1,000	\$1,000
Total Direct Impacts	17 Jobs	\$1,004,000	\$1,115,000	\$1,831,000
Indirect Impacts	3 Jobs	\$199,000	\$321,000	\$614,000
Induced Impacts	7 Jobs	\$316,000	\$553,000	\$965,000
Total Multiplier Impacts	10 Jobs	\$516,000	\$874,000	\$1,579,000
012's Total Annual Economic Impacts*	27 Jobs	\$1,520,000	\$1,989,000	\$3,409,000

Statewide Total Annual Economic Impacts



*Totals may not sum due to rounding. Metrics (employment, labor income, GDP, and output) represent various components of an airport's economic impact and are not additive.





Associated City: Griffith

County: Lake

ISASP Facility Category: Unclassified

2022 Indiana State Aviation Economic Impact Study

The 2022 Indiana State Aviation Economic Impact Study (AEIS) captured the economic contributions of Indiana's aviation system facilities to the state's economy. The base year for this study was 2019 as it was important to represent the annual economic impact of these public-use facilities during a typical year. Due to the global COVID-19 pandemic, data from 2020 would not have yielded a true reflection of these facilities' economic contribution to the state's economy. The 69 aviation facilities that comprise Indiana's aviation system include four commercial service airports, 64 general aviation (GA) airports, and one heliport.¹ Together, these facilities generate quantitative economic impact in the form of employment, wages, gross domestic product (GDP), and total output.

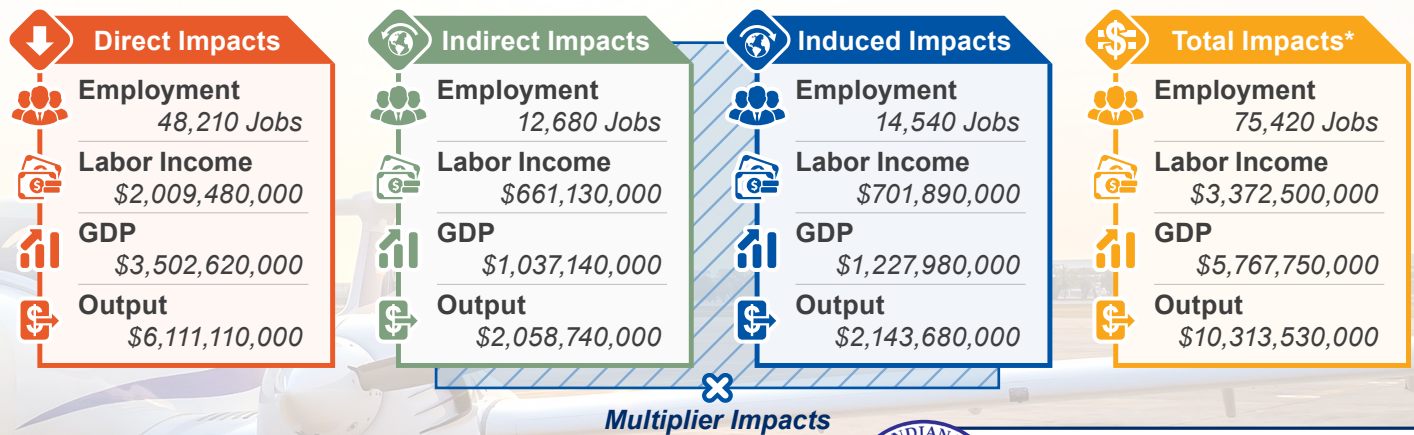
Economic benefits are generated by on-airport activities, including airport operations and capital expenditures, as well as off-airport spending generated by out-of-state visitors. This initial economic activity, known as direct impacts, generates additional impacts as money flows through the economy. These are referred to as "multiplier effects" that result when a portion of direct business revenues are used to purchase goods and services in Indiana (called indirect impacts) and when wages are re-spent within the state (called induced impacts or household spending) by those who are directly or indirectly employed. The impacts presented for Griffith-Merrillville Airport and for the state represent the economic contributions of 2019 operations and activities.

¹ Two GA airports were excluded from the economic impact study due to lack of participation. See 2022 Indiana State AEIS Technical Report for more information.

05C's Total Annual Economic Impacts

	Employment	Labor Income	GDP	Output
Airport Operations	65 Jobs	\$3,794,000	\$5,391,000	\$10,542,000
Capital Expenditures	<1 Job	\$15,000	\$17,000	\$39,000
Visitor Spending	9 Jobs	\$190,000	\$301,000	\$517,000
Total Direct Impacts	74 Jobs	\$3,999,000	\$5,710,000	\$11,099,000
Indirect Impacts	32 Jobs	\$1,791,000	\$2,573,000	\$5,134,000
Induced Impacts	31 Jobs	\$1,518,000	\$2,656,000	\$4,638,000
Total Multiplier Impacts	64 Jobs	\$3,309,000	\$5,229,000	\$9,772,000
05C's Total Annual Economic Impacts*	138 Jobs	\$7,309,000	\$10,938,000	\$20,870,000

Statewide Total Annual Economic Impacts



*Totals may not sum due to rounding. Metrics (employment, labor income, GDP, and output) represent various components of an airport's economic impact and are not additive.





Associated City: Indianapolis

County: Marion

ISASP Facility Category: Unclassified

2022 Indiana State Aviation Economic Impact Study

The 2022 Indiana State Aviation Economic Impact Study (AEIS) captured the economic contributions of Indiana's aviation system facilities to the state's economy. The base year for this study was 2019 as it was important to represent the annual economic impact of these public-use facilities during a typical year. Due to the global COVID-19 pandemic, data from 2020 would not have yielded a true reflection of these facilities' economic contribution to the state's economy. The 69 aviation facilities that comprise Indiana's aviation system include four commercial service airports, 64 general aviation (GA) airports, and one heliport.¹ Together, these facilities generate quantitative economic impact in the form of employment, wages, gross domestic product (GDP), and total output.

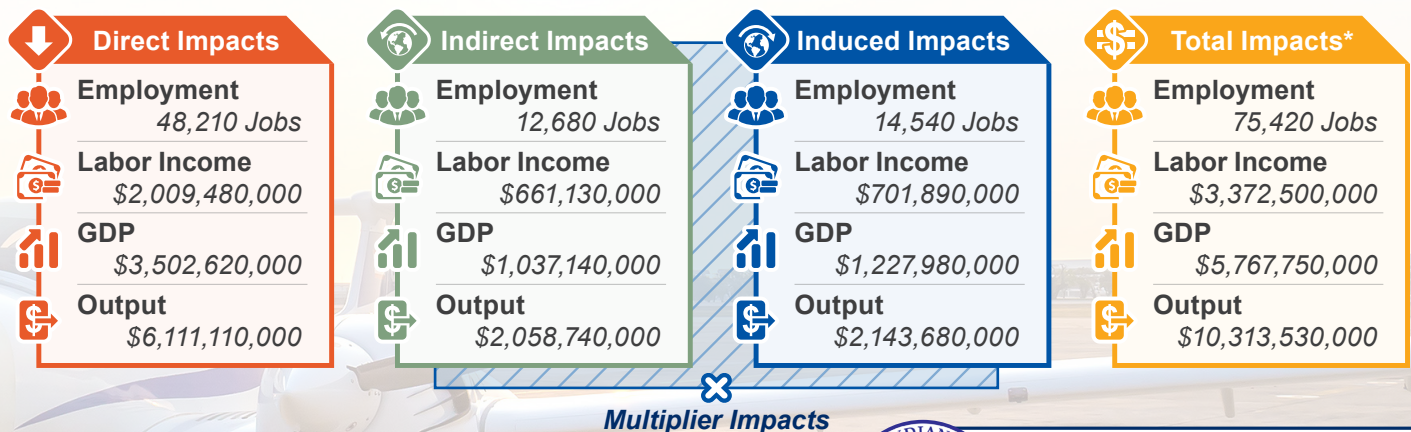
Economic benefits are generated by on-airport activities, including airport operations and capital expenditures, as well as off-airport spending generated by out-of-state visitors. This initial economic activity, known as direct impacts, generates additional impacts as money flows through the economy. These are referred to as "multiplier effects" that result when a portion of direct business revenues are used to purchase goods and services in Indiana (called indirect impacts) and when wages are re-spent within the state (called induced impacts or household spending) by those who are directly or indirectly employed. The impacts presented for Indianapolis Downtown Heliport and for the state represent the economic contributions of 2019 operations and activities.

¹ Two GA airports were excluded from the economic impact study due to lack of participation. See the 2022 Indiana State AEIS Technical Report for more information.

8A4's Total Annual Economic Impacts

	Employment	Labor Income	GDP	Output
Airport Operations	7 Jobs	\$435,000	\$481,000	\$837,000
Capital Expenditures	5 Jobs	\$274,000	\$309,000	\$697,000
Visitor Spending	-	-	-	-
Total Direct Impacts	12 Jobs	\$709,000	\$790,000	\$1,533,000
Indirect Impacts	3 Jobs	\$194,000	\$306,000	\$601,000
Induced Impacts	5 Jobs	\$238,000	\$415,000	\$725,000
Total Multiplier Impacts	8 Jobs	\$431,000	\$722,000	\$1,326,000
8A4's Total Annual Economic Impacts*	20 Jobs	\$1,140,000	\$1,512,000	\$2,859,000

Statewide Total Annual Economic Impacts



*Totals may not sum due to rounding. Metrics (employment, labor income, GDP, and output) represent various components of an airport's economic impact and are not additive.





Associated City: Peru

County: Miami

ISASP Facility Category: Unclassified

2022 Indiana State Aviation Economic Impact Study

The 2022 Indiana State Aviation Economic Impact Study (AEIS) captured the economic contributions of Indiana's aviation system facilities to the state's economy. The base year for this study was 2019 as it was important to represent the annual economic impact of these public-use facilities during a typical year. Due to the global COVID-19 pandemic, data from 2020 would not have yielded a true reflection of these facilities' economic contribution to the state's economy. The 69 aviation facilities that comprise Indiana's aviation system include four commercial service airports, 64 general aviation (GA) airports, and one heliport.¹ Together, these facilities generate quantitative economic impact in the form of employment, wages, gross domestic product (GDP), and total output.

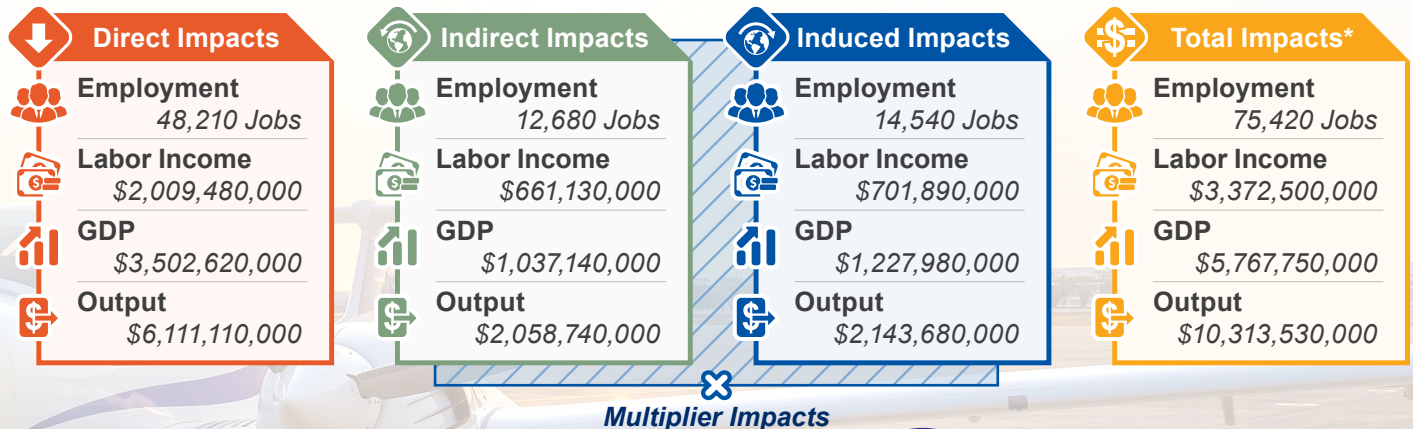
Economic benefits are generated by on-airport activities, including airport operations and capital expenditures, as well as off-airport spending generated by out-of-state visitors. This initial economic activity, known as direct impacts, generates additional impacts as money flows through the economy. These are referred to as "multiplier effects" that result when a portion of direct business revenues are used to purchase goods and services in Indiana (called indirect impacts) and when wages are re-spent within the state (called induced impacts or household spending) by those who are directly or indirectly employed. The impacts presented for Grissom Air Reserve Base and for the state represent the economic contributions of 2019 operations and activities.

¹ Two GA airports were excluded from the economic impact study due to lack of participation. See the 2022 Indiana State AEIS Technical Report for more information.

GUS's Total Annual Economic Impacts

	Employment	Labor Income	GDP	Output
Airport Operations	2,015 Jobs	\$85,863,000	\$147,178,000	\$167,421,000
Capital Expenditures	<1 Job	\$33,000	\$37,000	\$83,000
Visitor Spending	<1 Job	< \$1,000	< \$1,000	< \$1,000
Total Direct Impacts	2,015 Jobs	\$85,896,000	\$147,215,000	\$167,505,000
Indirect Impacts	100 Jobs	\$5,696,000	\$8,241,000	\$16,181,000
Induced Impacts	496 Jobs	\$23,873,000	\$41,783,000	\$72,915,000
Total Multiplier Impacts	596 Jobs	\$29,569,000	\$50,023,000	\$89,096,000
GUS's Total Annual Economic Impacts*	2,611 Jobs	\$115,465,000	\$197,238,000	\$256,601,000

Statewide Total Annual Economic Impacts



*Totals may not sum due to rounding. Metrics (employment, labor income, GDP, and output) represent various components of an airport's economic impact and are not additive.





Appendix F - Aviation Stories

This appendix presents five stories about Indiana’s aviation industry from the perspective of aviation system users. These stories are intended to supplement the quantitative findings of the Indiana State Aviation Economic Impact Study (AEIS) by offering real-life perspectives of the value of aviation to individuals, businesses, and communities across the Hoosier state. These stories cover five topics:

- Aerial Medical Services: Lutheran Air
- Agriculture: Indiana’s Aerial Operations
- Aviation Business Tenant: MJ Aircraft
- Education: Alpha Flight
- Strong Community Connections: Columbus Municipal Airport

Individuals were interviewed for each topic to learn how they are impacted or rely on Indiana’s aviation system and what they contribute to the state’s aviation industry and aviation system as a whole.¹

¹ Several interview candidates were contacted to provide insight on how aviation supports agriculture in the state, however due to the demanding schedule of the agricultural season, none were available for interview. The agriculture story was developed using responses from the 2022 ISASP Airport Managers Survey and supplemented with additional research.



Aerial Medical Service: *Lutheran Air*

Aerial medical transportation by both fixed-wing aircraft and helicopters is one of several critical operations facilitated by Indiana's aviation system. Medical aircraft operators perform both emergency and non-emergency transport of patients, providers, and medical supplies with speed and efficiency when other forms of transport may not be able to. A key operator in this market is Lutheran Air.

Operations at Lutheran Air

Lutheran Air was founded in 2004, operating out of Lutheran Hospital with a single Kawasaki BK 117 helicopter. Since then, Lutheran Air added two Airbus H130 helicopters to its fleet, with one based out of Wabash Municipal Airport (IWH) and one based out of Starke County Airport (OXI). Each of these helicopters can cover a 150-mile radius from their respective bases, offering coverage for much of Indiana, western Ohio, and southern Michigan, with central operations located at Lutheran Hospital in Fort Wayne, IN. The operation offers medical transportation from accident scenes as well as hospital transfers with quality and speed for all critically ill or injured individuals. Flight personnel are trained in various specialties to treat patients on the ground and while in the air. Each Lutheran Air H130 helicopter is crewed by a pilot, nurse, and paramedic, with a full crew on duty 24/7. Each base also has an FAA-licensed mechanic to maintain each helicopter. Lutheran Air was the first of four programs in the nation to always carry blood onboard the aircraft for in-flight blood transfusions.

When speaking with Ron Whetstone, a pilot that's been with Lutheran Air for the past 14 years, he specifically noted the focus of Lutheran Air has always been safety first - safety of the Lutheran Air team, safety of the hospital and airport staff that assist with these operations, and of course, safety of the patients being transported. Lutheran Air is a member of the Association of Air Medical Services (AAMS), a voluntary non-profit organization which encourages and supports its members, while maintaining high standards of performance reflecting safe operations and efficient, high-quality patient care. This commitment to high-quality service also extends to Lutheran Air's relationship to the local communities they serve.

Expanding Critical Services

While looking for a new base for their two additional aircraft, Ron noted that several communities and airports had voiced their support for Lutheran Air and displayed interest in having the group base their new aircraft at their airports. Many factors were considered in the selection process, including the airport's location, suitable hangar space, fuel availability, navigational aids, and overall airport facilities. Ultimately, the group selected Wabash Municipal and Starke County Airports for their two new aircraft.

Lutheran Air continues to support Indiana communities and quality of life by offering safe and timely aerial medical services, but also supports various aviation facilities and the economy by purchasing fuel for their aircraft, using Indiana aviation facilities, and employing Hoosiers. Their operations not only save lives and help those in need, but also continue to support the aviation industry in Indiana and Indiana's aviation system as a whole.



Photo Source: Lutheran Hospital

Agriculture: *Indiana's Aerial Operations*

The Hoosier state is known for its significant agricultural industry and is ranked in the nation's top five states for corn, pumpkin, soybean, egg, and chicken production, just to name a few. There are approximately 55,000 farms that spread across the State of Indiana, amounting to 14.8 million acres of farmland supported by almost 100,000 farmers. Throughout the year, significant effort is put into making each crop productive and harvestable. There are many aspects involved in turning a seed into an exportable commodity, and one important element that may not immediately come to mind is the use of aviation and aerial application to support agricultural production. According to Indiana's Department of Agriculture (ISDA), agriculture contributes more than \$31.2 billion to the state's economy, which makes the Hoosier state the 10th largest agricultural state, in terms of economic output.

Benefits of Aerial Agriculture

In general, aerial agricultural spraying involves applying fertilizer, crop protection products, and seeds from an aircraft to perform routine farming operations more efficiently, effectively, and economically. Aerial application helps protect the value of Indiana's crops through reduction of topsoil runoff and crop trampling, and increased application efficiency. Topsoil runoff can occur when the nutrient rich soil that sits on the surface is lost or reduced due to surface disturbance from traditional tractor application. Crop trampling caused by traditional ground equipment can also be damaging to crop yields, whereas aerial application causes no disturbance to the ground. Aerial application also allows for more efficient and timely application processes, whereas ground application is limited to times of dry conditions when soil compaction is not a concern. If a farmer has to wait too long after periods of rain to spray or spends too much time spraying, pest infestations may have a greater opportunity to spread throughout a crop. Since aerial agricultural application can accomplish more in one hour than ground-based applications may be able to complete in one day, aerial agricultural application can save fuel, create less air pollution, and ultimately lower costs, all while yielding maximum results.

More than 85 percent of facilities in Indiana's aviation system support some type of routine farming operations through aerial application operations, and 12 system airports have an aerial agricultural businesses based at their airport. Whether an airport supports transient aerial application operations by offering fuel or temporary storage or has an on-site aerial application company, these airports are facilitating a strong agricultural industry in Indiana. Not only do these operations support the broader agricultural industry, but airports that participate in agricultural activities also help to support local and regional employment, from pilots to farm workers.



- 1 United States Department of Agriculture (USDA), National Agricultural Statistics Service, Indiana Field Office, Agricultural Statistics 2020-2021 https://www.nass.usda.gov/Statistics_by_State/Indiana/Publications/Annual_Statistical_Bulletin/2021/IN2021Bulletin.pdf
- 2 ISDA, Division of Economic Development, <https://www.in.gov/isda/divisions/economic-development/>
- 3 It should be noted that topsoil runoff also occurs due to high rain events and other natural occurrences that cannot be controlled.
- 4 Ag Aviation's Magazine, The Many Advantages of Aerial Application, <https://agairupdate.com/2016/08/24/the-many-advantages-of-aerial-application/>
- 5 National Agricultural Aviation Association (NAAA), About Ag Aviation Frequently Asked Questions (FAQs), <https://www.agaviation.org/industryfaqs>



Aviation Business Tenant: *MJ Aircraft*

MJ Aircraft is a family-owned Federal Aviation Administration (FAA) Part 145 Repair Station that has been open since 1967 and is owned and operated by Susie Newman, her daughter McKenzie, and her son-in-law Alexander. The business was first opened at the Mount Comfort Airport (now Indianapolis Regional Airport [MQJ]) but relocated to Anderson Municipal Airport (AID) approximately 20 years ago. Specializing in aircraft interiors, MJ Aircraft is a Part 145 FAA Certified Repair Station that is fully capable of interior modifications. The business designs and refurbishes complete interiors, galleys, tables, lighting, soundproofing, seating, and more. Susie noted that “if it’s on the inside of the aircraft, they can service it.” MJ Aircraft even has their own custom cabinetry shop to serve those needs inhouse.

Sphere of Influence and High-Quality Results

The business has a stellar reputation amongst recreational, corporate, and charter customers. Much of their business is from repeat customers and new customers who heard about MJ Aircraft through word of mouth. Up until recently, MJ Aircraft did very little advertising due to the effectiveness of pilot-to-pilot referrals. One charter company told MJ Aircraft that their business doubled after they refurbished their interior. The company’s commitment to their clients and expertise in their field has allowed them to support aircraft interior needs even in the most turbulent economic times. The majority of their clients are from Indiana and neighboring states, but the business has also serviced aircraft from Germany and France. Moreover, Tom Wood Aviation, an avionics business located next door, partners with MJ Aircraft, which helps to bring in new clients and opportunities for both businesses. Now for the first time, MJ Aircraft is pursuing different advertisement opportunities that will further expand their customer base. Part of this pursuit was to redesign and relaunch a new company website. The company is also expanding the types of services they provide and is equipped to service yachts, house boats, RVs, tour buses, and personal vehicles.

When asked about how MJ Aircraft continues to draw in customers, Susie attributed their success to the high-quality results that MJ Aircraft’s crew delivers. Their staff are passionate and skilled professionals that love their work and understand the importance of their work to their clients, which contributes to delivering quality work consistently. The culture at MJ Aircraft is about caring about each other, enjoying their jobs, serving their clients, and serving the community.

Community Relationships and Future Growth

MJ Aircraft contributes to the local economy and community by employing people from the local area, selling their services, and opening their doors to local high school students that are visiting the airport for a day of flying experiences and to learn more about careers in aviation. One group of high schoolers were so impressed with a jet in the MJ Aircraft hangar that they asked if they could take their basketball team photo with the jet in the background, and MJ Aircraft was excited to accommodate that request.

MJ Aircraft’s facilities include a remodeled office space and large hangar space that can fit two or three jets or four to five smaller planes. MJ Aircraft leases their hangar space from Anderson Municipal Airport (AID), strengthening MJ Aircraft’s tie to the airport now and into the future. Having served the broader Indiana region for more than 55 years, their reputation for quality craftsmanship will undoubtedly lead to a bright future ahead.



Education: AlphaFlight

AlphaFlight at Plymouth Municipal Airport (C65) is a shining example of how pursuing a pilot's certificate, whether it be for recreational flying or to become a commercial airline pilot, can be an accessible and viable option for many individuals, from high-school students to ex-military personnel and established professionals. AlphaFlight was born out of a request from Culver Academies, a local preparatory and military academy, to contract with them as a flight training provider for their Aviation Summer Camp. With a clear business model, decades of experience in military and commercial aviation, and support from the airport, Dan Mahron and his business partner, Ken Morris, got AlphaFlight off the ground.

Programs Offered at AlphaFlight

In the earlier stages of AlphaFlight, the business was operating under Part 61, which provides certification for pilots as well as flight and ground school instructors. The Part 61 Private Pilot program was most suitable for Culver Academy Summer Camp and area high-school participants as it offered a flexible, self-paced course load customized for the individual. Part 61 is also suitable for an individual seeking a private pilot's certificate for recreational flying. AlphaFlight then pursued a Part 141 Air Agency Certificate. Pilot training and certification conducted under a Part 141 Pilot School is completed from a structured curriculum, overseen by the Federal Aviation Administration (FAA), and is done on a rigid schedule. This path is most applicable for an individual seeking to make flying a career, who can dedicate significant time to flight instruction courses. Part 141 certification is only approved if the operator meets a variety of FAA requirements, which includes demonstrating that certain facilities, procedures, and practices are present. This also includes inspection and approval of maintenance practices and personnel, the aircraft to be used in training, and a qualification flight for each Chief Flight Instructor. While the course curricula are more rigid for Part 141 programs, those following the Part 61 path still benefit from having the higher standards put in place at the school because of the increased FAA oversight.

AlphaFlight is an incredible asset to the community and the region due to its ability to enroll many high school students and offer enhanced facilities, including two large classrooms, instructor briefing rooms, a simulator, and hangar space for seven aircraft. Through Indiana's Department of Education Graduation Pathways and Career and Technical Trades (CTE) program, high-school students may enroll in the Aviation CTE program and earn credits towards post-secondary aviation degrees offered at the nearby Ivy Tech Community College campuses. Additionally, participating high school students attend these courses with AlphaFlight at no cost, thanks to government grants provided by the Department of Education. While AlphaFlight's mission may be to train the next generation of pilots, they are equally committed to helping students interested in other aspects of the aviation industry learn about different aviation career options. Other aviation career options include opportunities such as airport management, air traffic control, meteorology, Transportation Security Administration (TSA), ground operations, system safety management, and more.

Community Support and Looking Forward

Much of AlphaFlight's success can be attributed to support shown by residents, leaders, business partners, public partners, public agencies, and the Plymouth Municipal Airport. As part of the high-school CTE, AlphaFlight hosts a Counselor's Brunch every year for area high school counselors to visit the facilities and learn about the opportunities available at AlphaFlight. The Blueberry Festival aircraft rides hosted at Plymouth Municipal Airport are also a great opportunity to engage with the community and educate them on exciting aviation opportunities. Discovery flights (brief introductory flights for people interested in learning about flying or pursuing their pilot's license) are available seven days a week. AlphaFlight supports local charity events by donating several Discovery Flights a year.

AlphaFlight is committed to ongoing success as they prepare for the next cohort of students to be their largest yet, with over 40 students at the Plymouth Municipal Airport location. With new professional programs in the works, such as one that promotes the transition from military helicopter pilot to commercial fixed-wing pilot, to accelerated multi-engine and Certified Flight Instructor courses, the future for aspiring aviation professionals in Indiana is bright.



Strong Community Connections: *Columbus Municipal Airport*

Aviation facilities across Indiana recognize the value of strong community partnerships, and because of this, more than half of the facilities included in the system plan have taken steps to foster strong relationships within their community. The Columbus Municipal Airport (BAK) is one such airport and is committed to establishing itself as a true asset to the community. The airport positions itself as an economic driver for aeronautical and non-aeronautical businesses, while also opening its doors as a gathering and entertainment space for the community. The Columbus Municipal Airport is a self-sufficient, public-use airport with over 2,750 acres dedicated to a business park that serves 86 businesses. The airport partners with the local community to give back in several ways.

Community Involvement

The largest event hosted at Columbus Municipal Airport is Aviation Day, which is a free event that typically brings more than 7,000 people to the airport. Due to the impacts of the COVID-19 pandemic, the airport has opted to do smaller events more frequently in recent years. There were two aviation events planned in 2022, a flight contest, a fly-in and camp, as well as three that were non-aviation related events, including a pop-up disk golf event, a drive-in movie event, and a back-to-school water festival with free ice cream. As a former Air Force base, Columbus Municipal Airport has a significant portion of property that is not currently serving an aviation need and is therefore well suited for a variety of non-aviation community events. In addition to the free events hosted by Columbus Municipal Airport, the airport is also home to a free aviation museum, Atterbury-Bakalar Air Museum, showcasing the history of the former Air Force base that operated from the 1940s to the 1970s. The museum is operated by volunteer staff and attracts aviation enthusiasts from all over the region. More recently, the airport and museum raised over \$200,000 to disassemble, relocate, then reassemble a historic C-119 “Flying Boxcar” aircraft that was previously located in Wyoming. Museum volunteers and former engineers from nearby manufacturing facilities, such as Cummins, worked on the “Charlie 119” project. The restored C-119 will be on display alongside a McDonnell Douglas F-4 Phantom II aircraft at the museum. Events that draw local patrons like Aviation Day and the restoration and reassembly of the C-119, are part of what makes Columbus Municipal Airport a pillar in the community.

Advancing the Future of Aviation through Education

The Columbus Municipal Airport also works closely with area K-12 schools through the “Project Lead the Way” program which offers field trips and discovery events to help students learn about the promising opportunities in aviation. Over the years, the Columbus Municipal Airport has hosted 60 interns, providing each one a paid internship to work alongside Columbus Municipal Airport staff and get hands-on industry experience. In addition to educating K-12 students on opportunities within the aviation industry, the airport contributed to developing curriculum for Ivy Tech’s Community College aviation program, and now the school has programs and a student housing complex located on airport property.

Looking Ahead

Over time, the airport has built a strong relationship with the community, and due to proactive leadership and a committed airport team, will continue growing the airport’s positive impact on the community. The Columbus Municipal Airport is seen as a community asset that provides access to jobs and education across a variety of sectors, that teaches students about existing aviation careers and offers paid internships, that hosts fun and family-friendly community events that are free to attend, and most importantly that is invested in the success of Columbus for years to come.

