



# Evansville Regional Airport (EVV) Master Plan Study

Board Briefing

May 19, 2025



Evansville Regional Airport



# Agenda

- Purpose and Objective
- Master Plan Process
- Inventory and Environmental Overview
- Forecast
- Development Concepts
- Next Steps

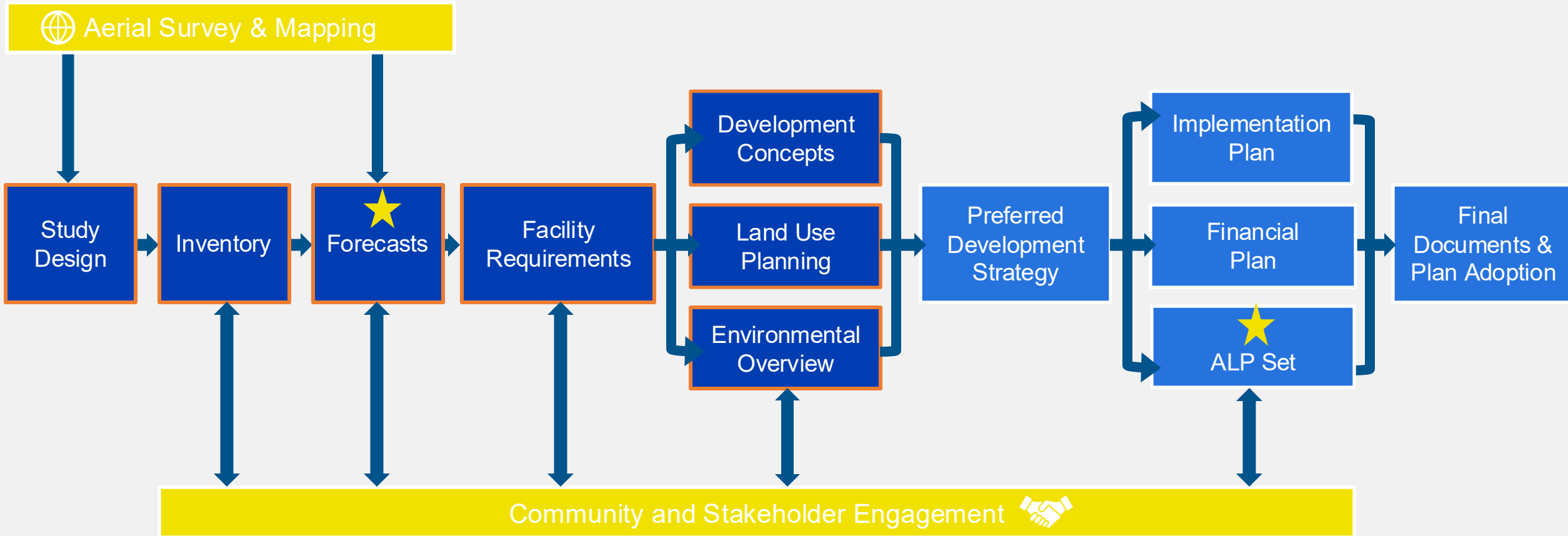


# Purpose and Objectives

- Project future aviation demand.
- Provide facilities necessary to retain and attract air service.
- Ensure development is logical, feasible, sustainable, future proof, and community supported.
- Continually strive for and provide exceptional customer service.



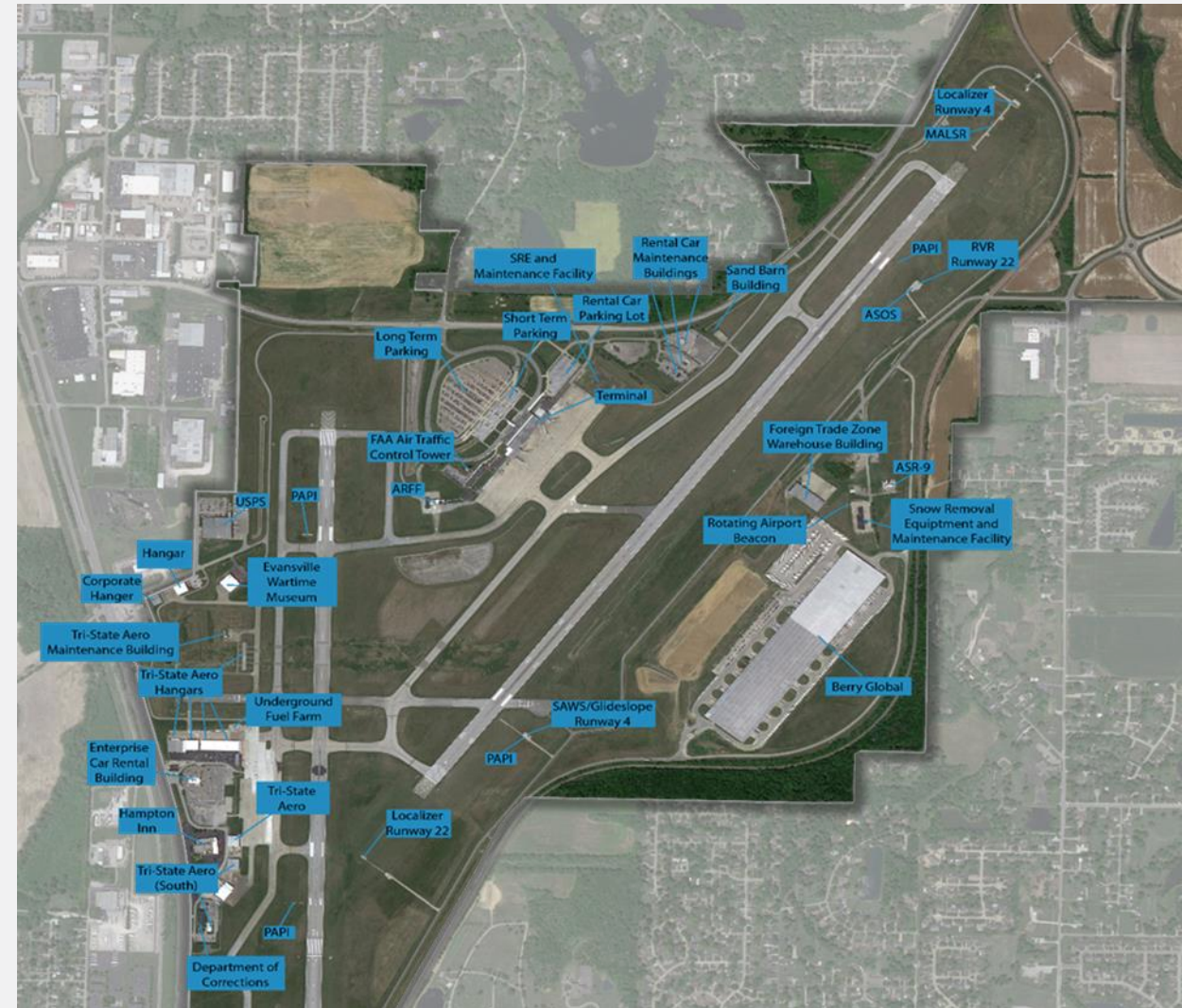
# Airport Master Planning Process



★ FAA Approval Required.

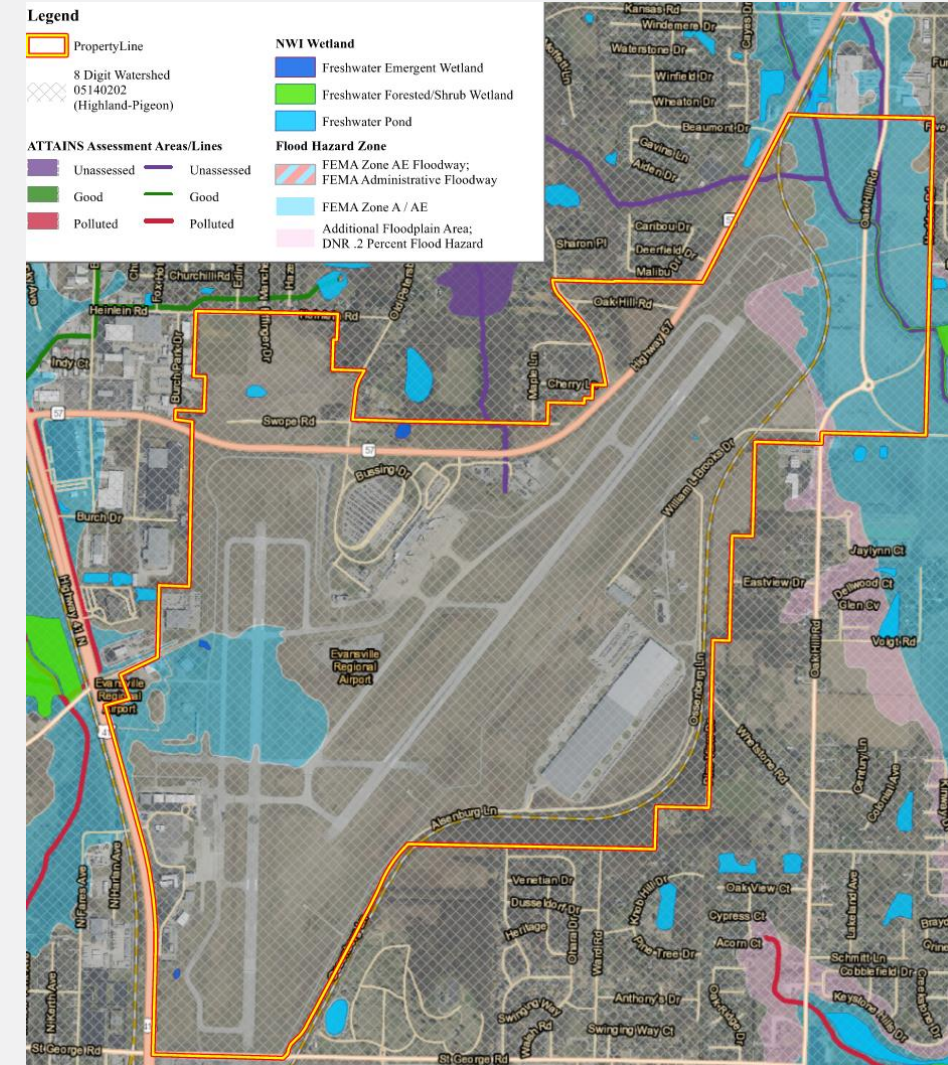
# Inventory of Existing Conditions

- 4 Airlines offer 8 destinations providing connectivity domestically and internationally.
- Recently renovated terminal offering passenger amenities.
- United Companies Air Center provides general aviation aircraft services and aircraft fueling.
- 3 runways providing operational efficiency.



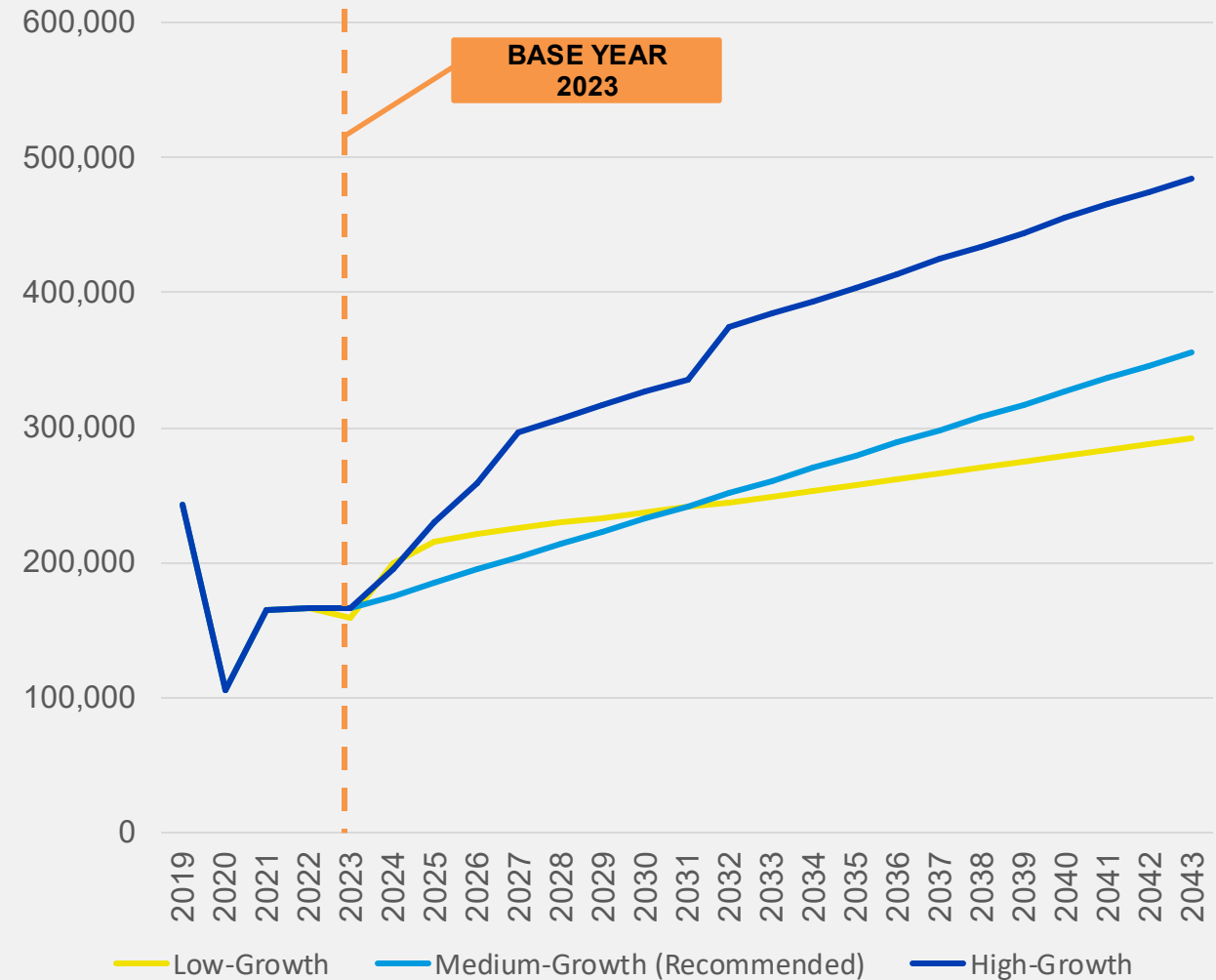
# Environmental Overview – Airport Analysis

- **Air Quality**
  - Vanderburgh County in attainment for all criteria pollutants
- **Historic & Cultural Resources**
  - Desktop review indicated one National Register-eligible property exists within the immediate vicinity of airport (Hooker-Ensle-Pierce House). Multiple state historic resources were found within the vicinity of the Airport.
- **Water Quality**
  - Little Pigeon Creek and several unnamed tributaries run adjacent to the western boundary of EVV and Firlick Creek runs throughout and adjacent to the northeastern boundary of EVV
- **Wetlands**
  - NWI mapping show limited number of on-airport wetlands. Recommend wetland delineations project-by-project.
- **Floodplains**
  - Areas in the floodway found in the western and northwestern vicinity of the Airport.
- **Threatened & Endangered Species**
  - Indiana Bat, Tricolored Bat, Whooping Crane, and Monarch Butterfly. US Fish & Wildlife coordination required for future projects.



# Enplanement Forecast

Year	Low-Growth (FAA Forecast)	Medium-Growth (FAA Approved)	High-Growth (Additional Air Service)
2023	158,739	165,933	165,933
2024	199,213	175,399	194,691
2025	215,134	184,865	229,193
2026	220,819	194,331	259,443
2027	225,095	203,797	296,609
2028	229,309	213,263	306,839
2029	233,194	222,729	316,705
2030	237,013	232,195	326,571
2031	240,884	241,661	336,073
2032	244,810	251,127	373,967
2033	248,716	260,593	384,561
2034	252,634	270,059	394,027
2035	256,724	279,525	403,893
2036	260,958	288,991	414,123
2037	265,314	298,457	424,717
2038	269,635	307,923	434,219
2039	274,058	317,389	444,813
2040	278,606	326,855	455,043
2041	283,125	336,321	465,273
2042	287,782	345,787	475,139
2043	292,489	355,244	484,596
<b>CAGR 2023-2043</b>	<b>3.1%</b>	<b>3.9%</b>	<b>5.5%</b>
<b>Growth 2023-2043</b>	<b>84.3%</b>	<b>114.1%</b>	<b>192.0%</b>

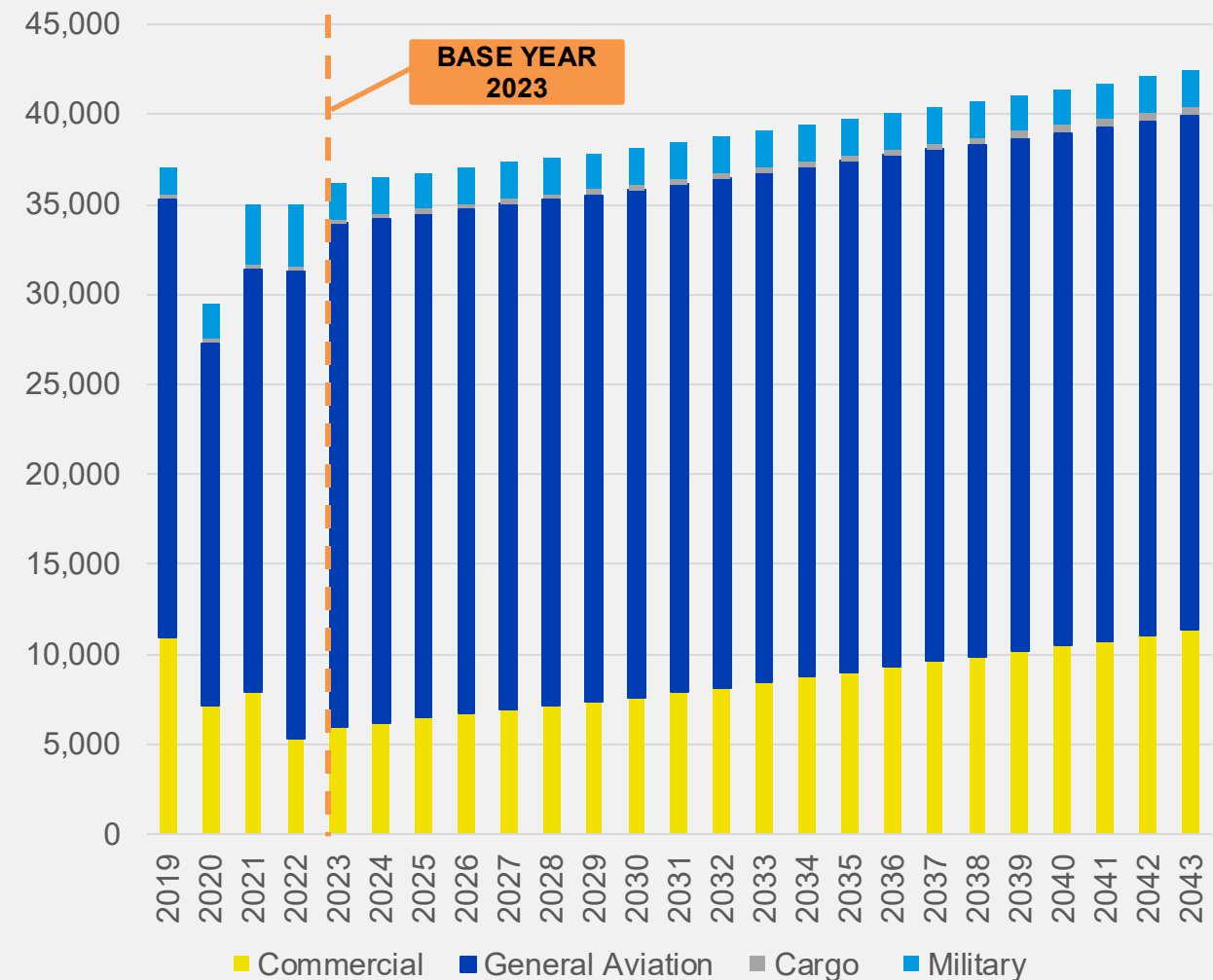


Note: Compound Annual Growth Rate (CAGR).

Source: FAA 2023 TAF, FAA Operations Network (OPSNET), Bureau of Transportation Statistics (BTS) T-100 data, FAA Aerospace Forecast (FY 2024-2044), Boeing World Air Cargo Forecast (2022), Airbus Global Market Forecast (2023), Woods & Poole Economics, Inc., Evansville-Vanderburgh Airport Authority District (EVAAD), CHA, 2024.

# Aircraft Operations Forecast

Year	Commercial	General Aviation	Cargo	Military	Total Operations
2023	5,973	27,958	245	2,036	36,212
2024	6,218	27,992	253	2,036	36,499
2025	6,466	28,024	259	2,036	36,785
2026	6,707	28,056	267	2,036	37,066
2027	6,937	28,089	275	2,036	37,337
2028	7,158	28,121	284	2,036	37,599
2029	7,372	28,155	291	2,036	37,854
2030	7,580	28,187	300	2,036	38,103
2031	7,872	28,219	308	2,036	38,435
2032	8,166	28,251	317	2,036	38,770
2033	8,459	28,283	327	2,036	39,105
2034	8,748	28,318	337	2,036	39,439
2035	9,041	28,351	347	2,036	39,775
2036	9,329	28,385	357	2,036	40,107
2037	9,617	28,419	367	2,036	40,439
2038	9,905	28,453	378	2,036	40,772
2039	10,190	28,488	389	2,036	41,103
2040	10,475	28,523	400	2,036	41,434
2041	10,760	28,557	412	2,036	41,765
2042	11,044	28,593	424	2,036	42,097
2043	11,325	28,629	437	2,036	42,427
<b>CAGR 2023-2043</b>	<b>3.3%</b>	<b>0.1%</b>	<b>2.9%</b>	<b>0.0%</b>	<b>6.3%</b>
<b>Growth 2023-2043</b>	<b>89.6%</b>	<b>2.4%</b>	<b>78.4%</b>	<b>0.0%</b>	<b>170.4%</b>



Note: Compound Annual Growth Rate (CAGR).  
 Source: FAA 2023 TAF, FAA Operations Network (OPSNET), Bureau of Transportation Statistics (BTS) T-100 data, FAA Aerospace Forecast (FY 2024-2044), Boeing World Air Cargo Forecast (2022), Airbus Global Market Forecast (2023), Woods & Poole Economics, Inc., Evansville-Vanderburgh Airport Authority District (EVAAD), CHA, 2024.

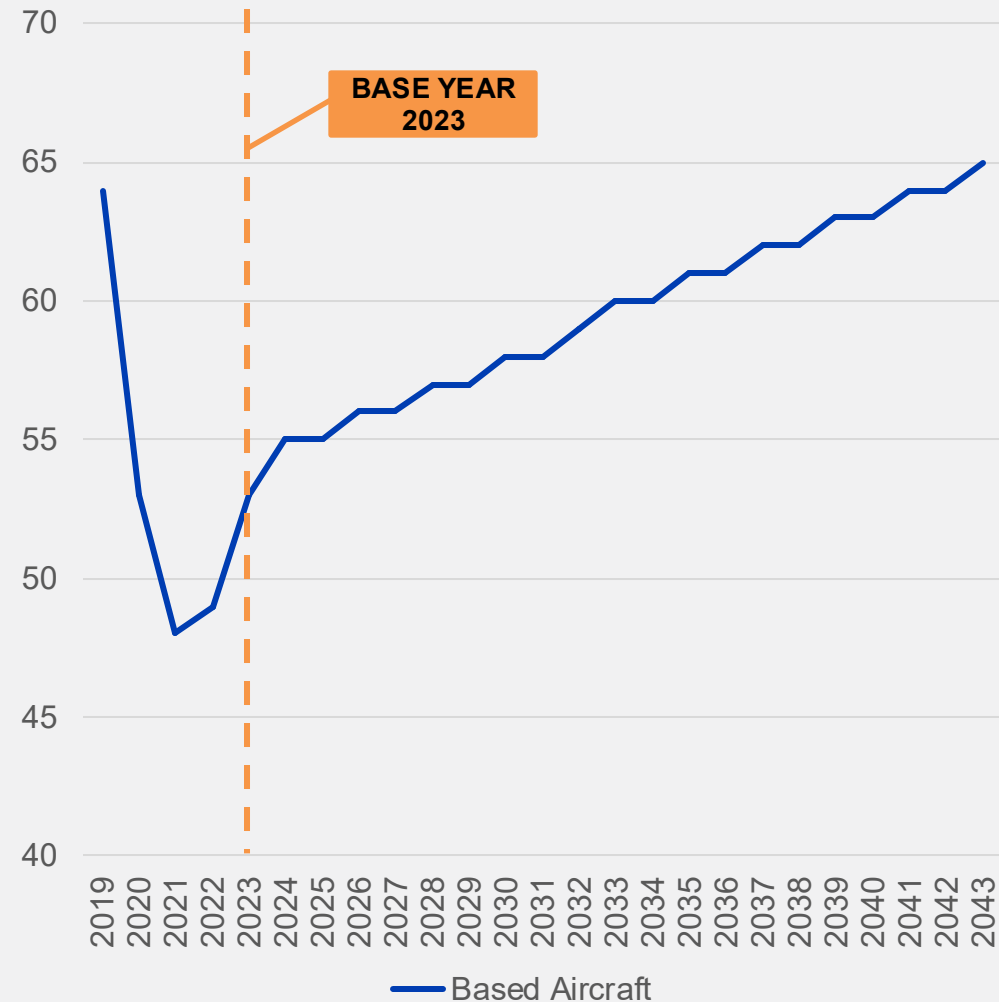
# Based Aircraft Forecast

Year	Total Based Aircraft
2023	53
2024	55
2025	55
2026	56
2027	56
2028	57
2029	57
2030	58
2031	58
2032	59
2033	60
2034	60
2035	61
2036	61
2037	62
2038	62
2039	63
2040	63
2041	64
2042	64
2043	65
<b>CAGR 2023-2043</b>	<b>1.0%</b>
<b>Growth 2023-2043</b>	<b>22.6%</b>

BASED AIRCRAFT BREAKDOWN						
Period	Single-Engine	Mutli-Engine	Turbo-prop	Jet	Helicopter	Total
2023	38	8	0	6	1	53
2028	40	9	0	7	1	57
2033	42	9	0	8	1	60
2038	43	9	0	9	1	62
2043	44	10	0	10	1	65
<b>CAGR 2023-2043</b>	<b>0.7%</b>	<b>1.1%</b>	<b>0.0%</b>	<b>2.6%</b>	<b>0.0%</b>	<b>1.0%</b>
<b>Growth 2023-2043</b>	<b>15.8%</b>	<b>25.0%</b>	<b>0.0%</b>	<b>66.7%</b>	<b>0.0%</b>	<b>22.6%</b>

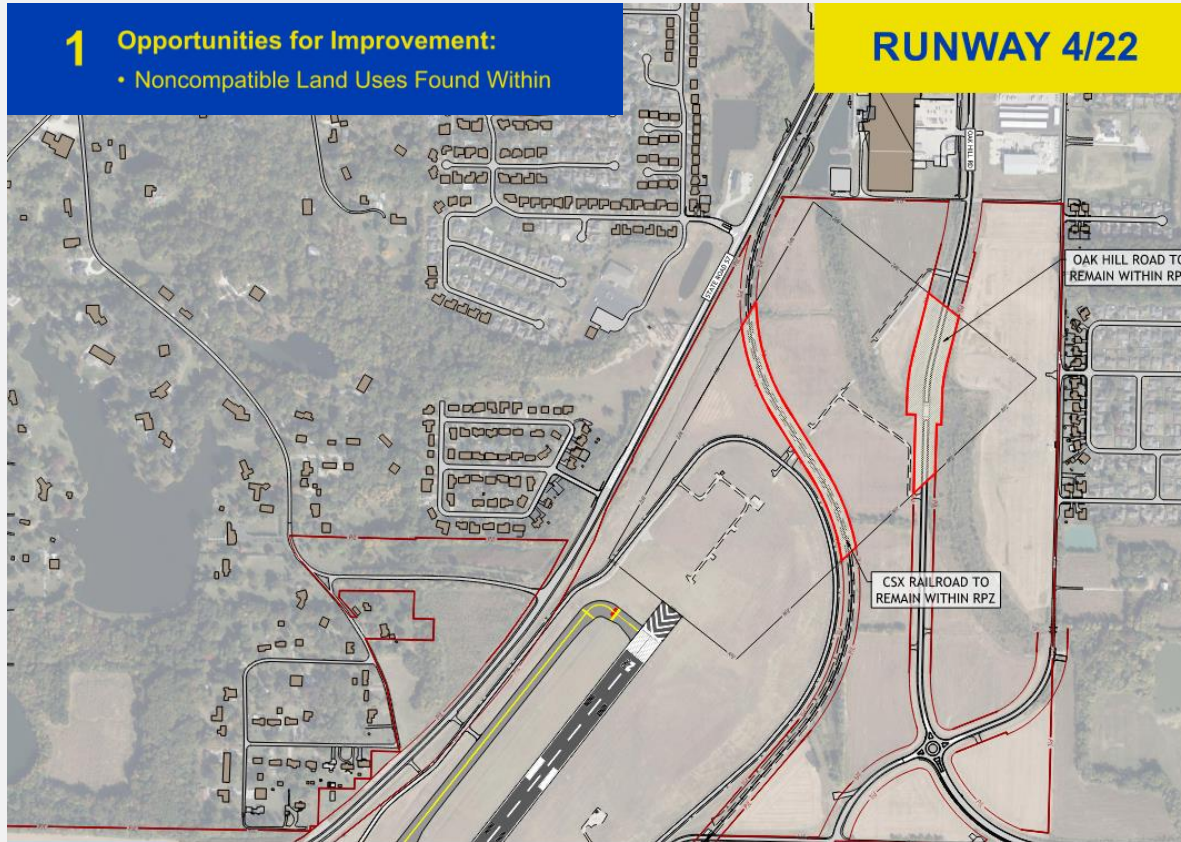
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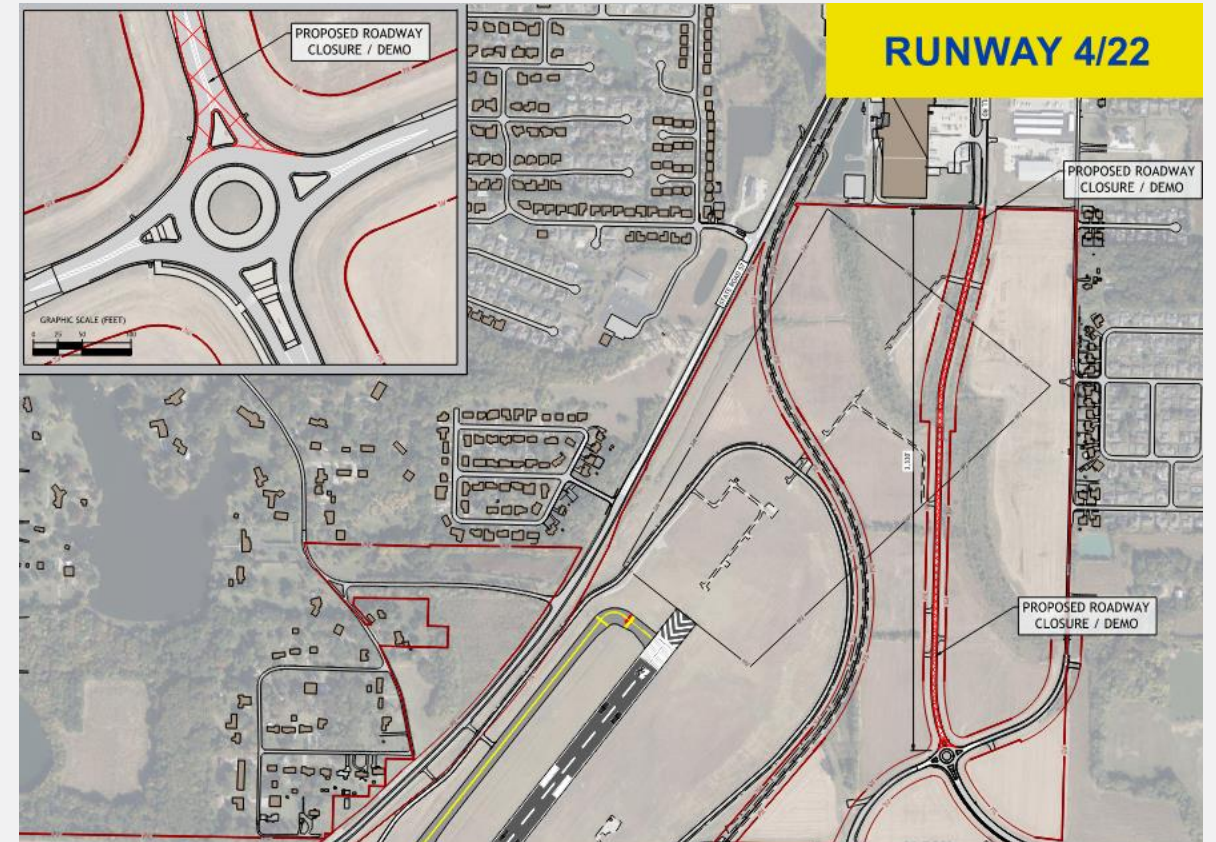


# Airfield Development Concepts – Runway 4/22

## 1 Opportunities for Improvement: • Noncompatible Land Uses Found Within



## 1 Property/Easement Acquisition

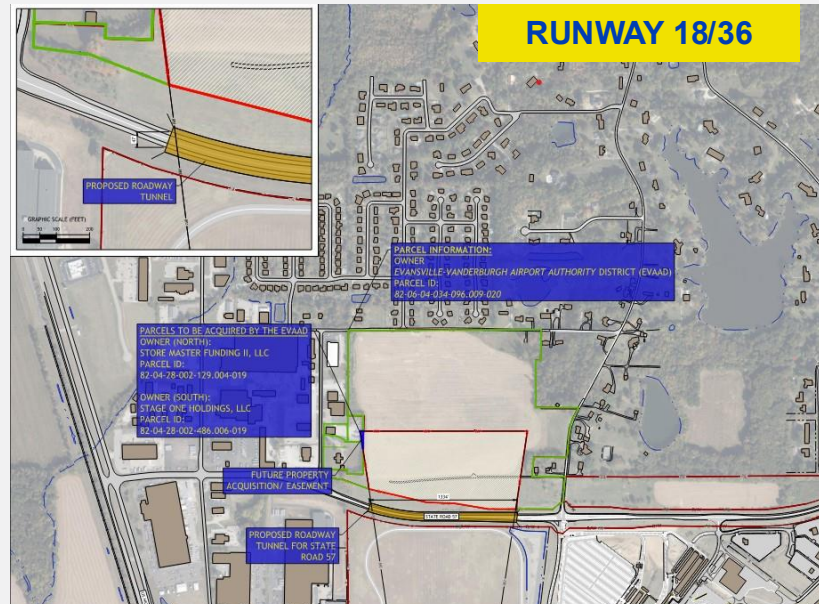


## 1 Oak Hill Road Reevaluation

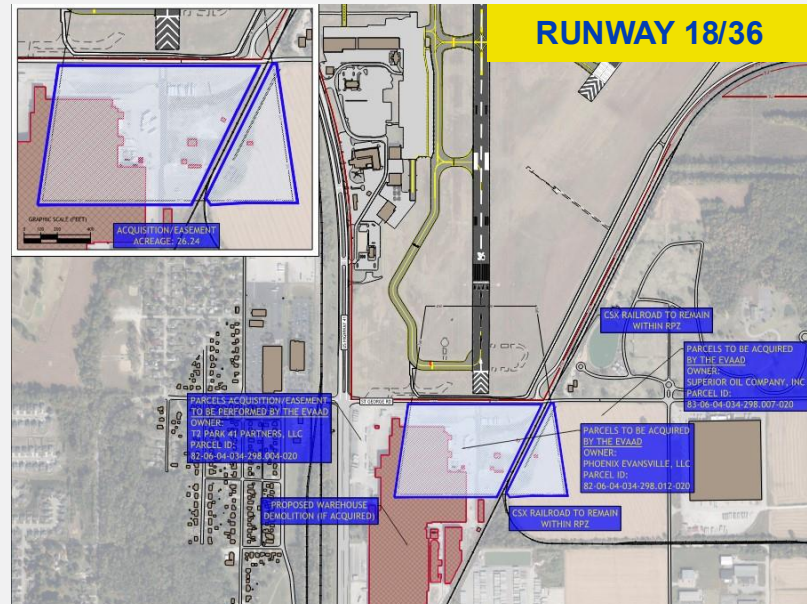
# Airfield Development Concepts – Runway 18/36

## 2 Opportunities for Improvement:

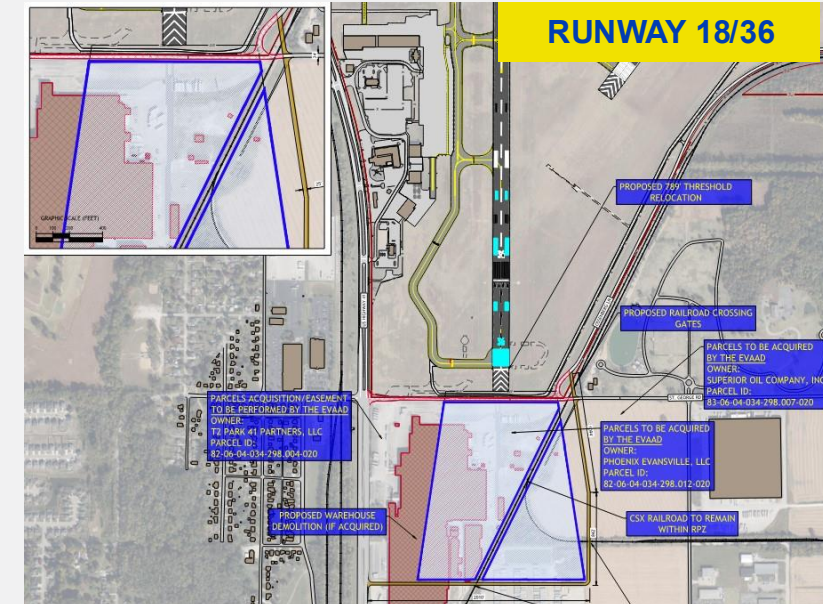
- Noncompatible Land Uses Found Within
- Non-Standard Pavement Geometry
- Pavement Condition and Grading



2 Tunnel State Road 57



2 Property/Easement Acquisition

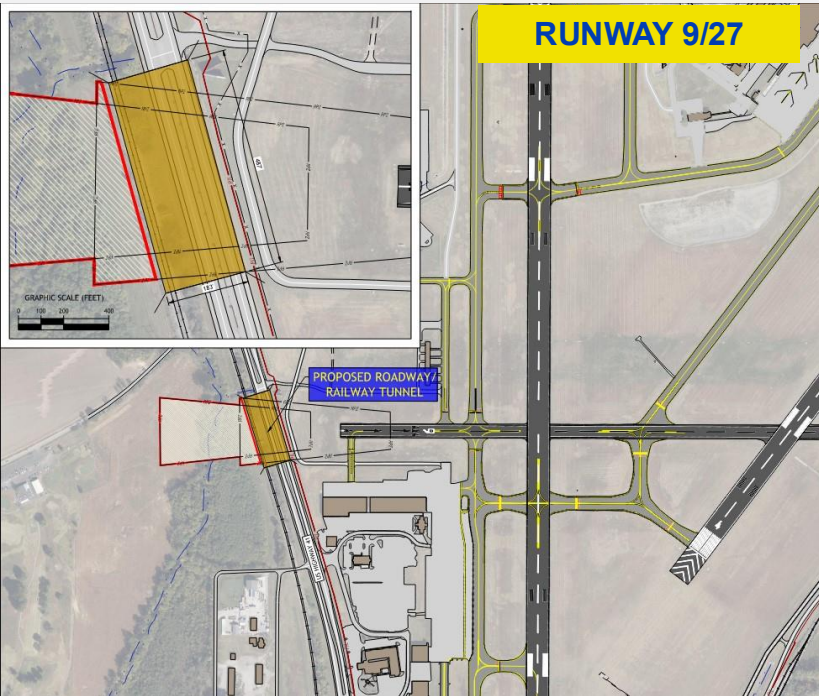


2 St. George Road and Threshold Relocation (No Declared Distances)

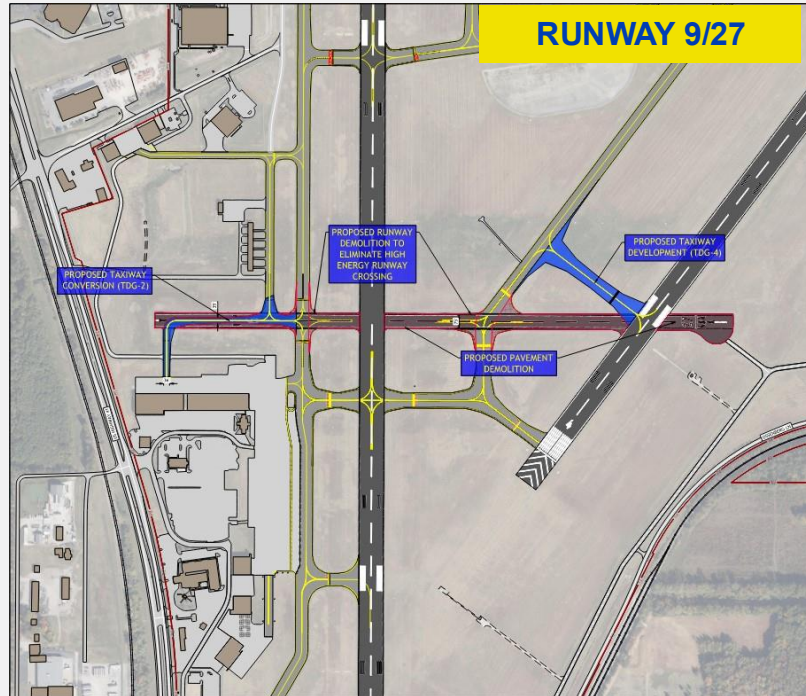
# Airfield Development Concepts – Runway 9/27

## 2 Opportunities for Improvement:

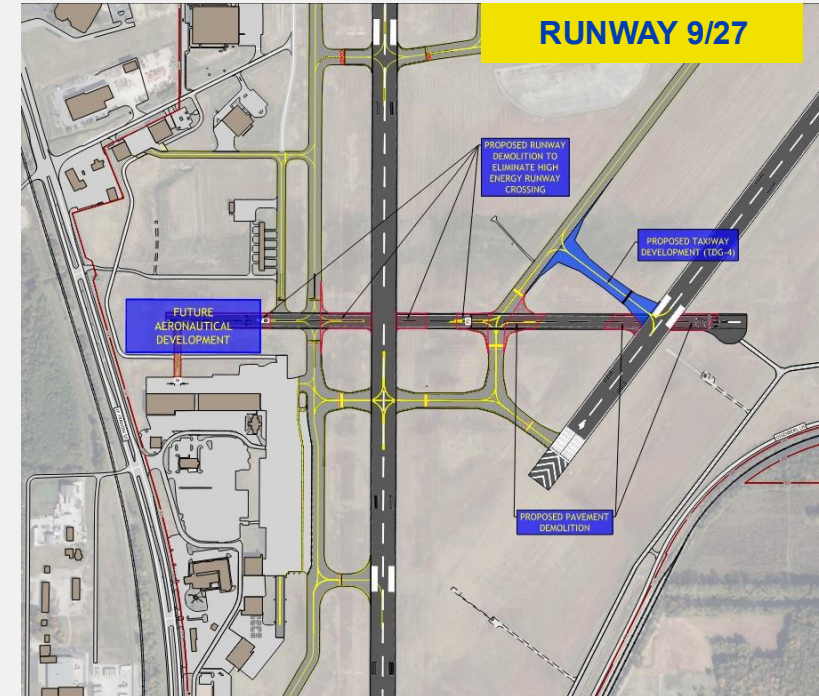
- Noncompatible Land Uses Found Within
- Non-Standard Pavement Geometry
- Pavement Condition and Grading



**2** US 41 and CSX Railway Tunnel or Property/Easement Acquisition

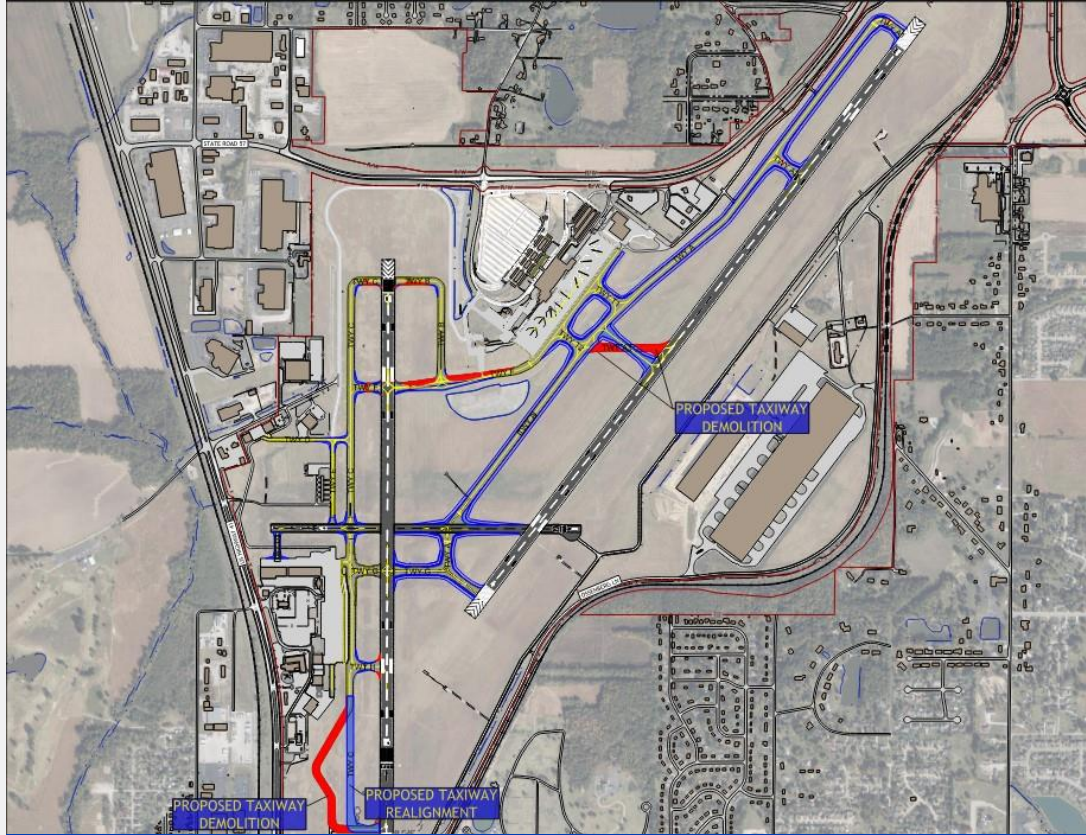


**2** Taxiway Conversion

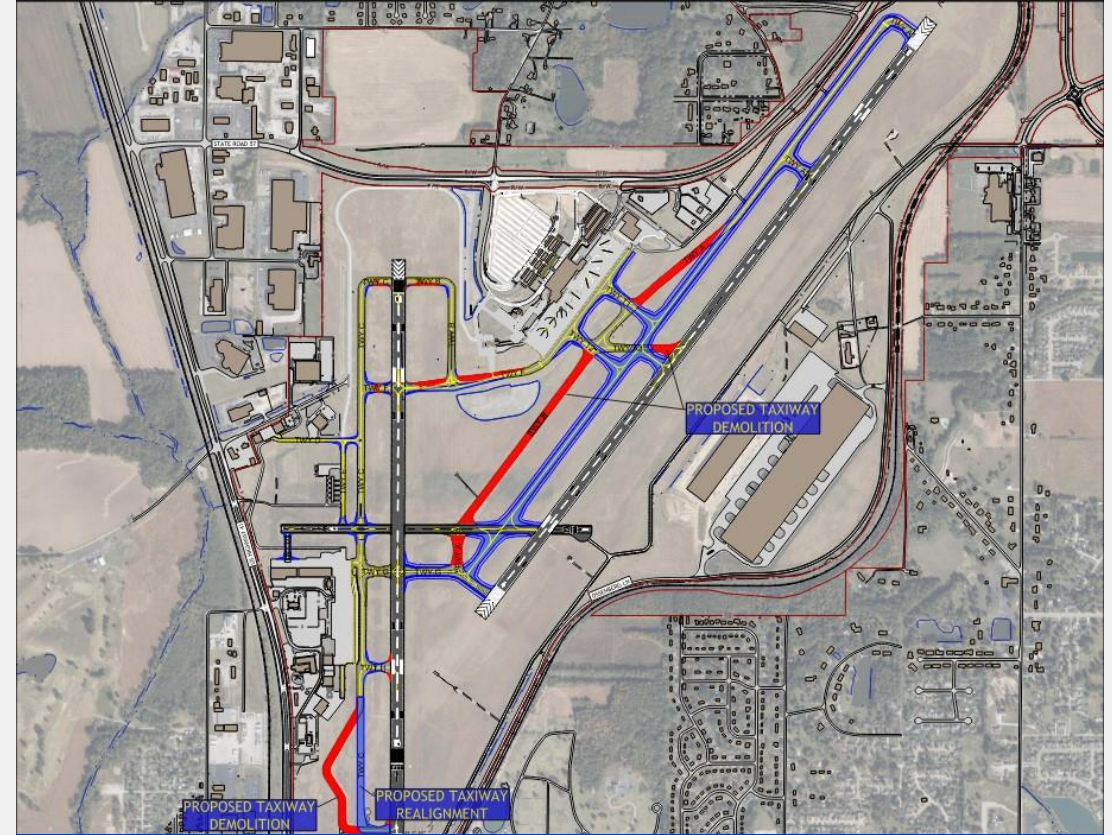


**2** Taxiway Conversion Concept 2

# Airfield Development Concepts Cont.



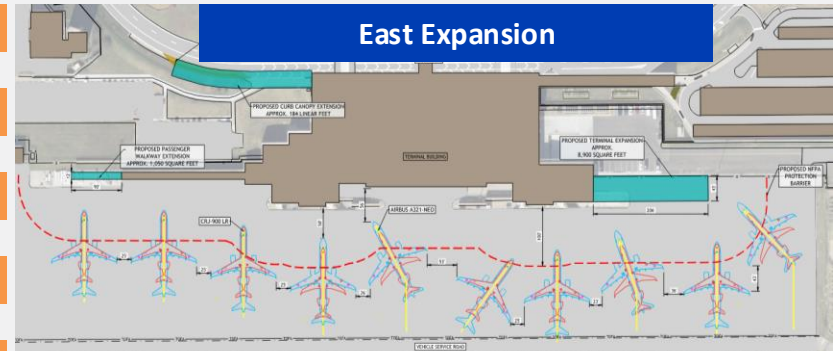
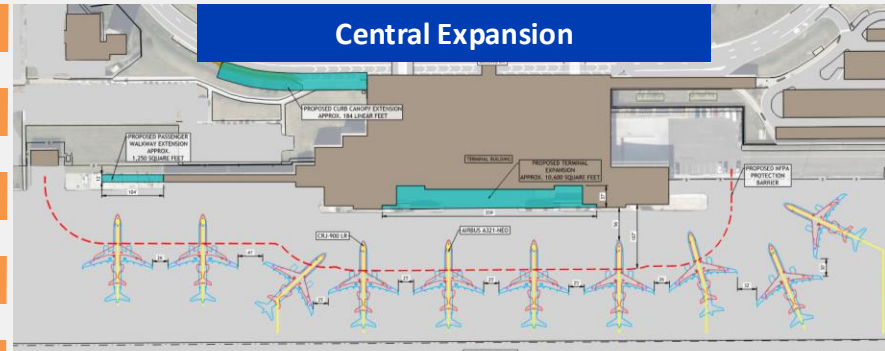
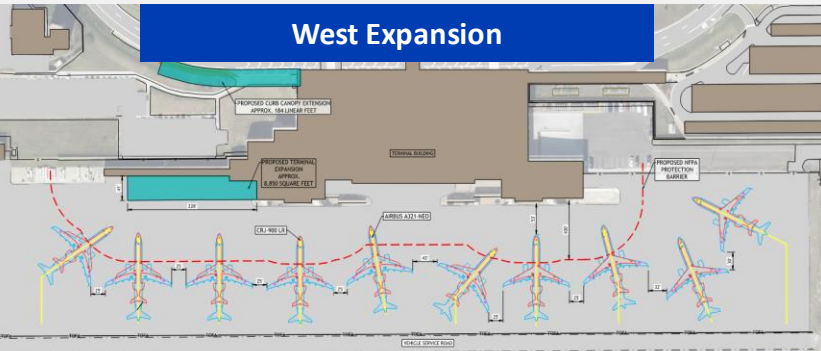
Taxiway Geometry Improvements



Taxiway Geometry Improvements and Taxiway A Relocation

# Terminal Development Concepts

**Requirements**  
 3 Gates  
 8,800 SQ FT of Holdroom Space  
 140 LF of Curb



- | Advantages   | Disadvantages   |
|--|---|
| <ul style="list-style-type: none"> <li>Provides a path forward to provide an additional gate and hold room area.</li> <li>Opportunity to utilize existing concourses which were recently renovated.</li> <li>Opportunity for additional airport revenue with new concession space.</li> <li>Maintains passenger level of service during construction.</li> <li>Straight forward phasing and constructability.</li> <li>Can be accomplished as part of a two phased approach in lockstep with future requirements.</li> </ul> | <ul style="list-style-type: none"> <li>Increase in cost associated with requirement to tie into existing terminal structure and utility systems.</li> <li>Rebalancing of concourses may be required.</li> </ul> |

- | Advantages   | Disadvantages   |
|--|---|
| <ul style="list-style-type: none"> <li>Provides a path forward to provide an additional gate and hold room area.</li> <li>Opportunity to utilize existing concourses which were recently renovated.</li> <li>Opportunity for additional airport revenue with new concession space.</li> <li>Balances the Airport terminal requirements equally between Concourse A and B.</li> </ul> | <ul style="list-style-type: none"> <li>Potentially highest cost alternative due to significant requirement to tie into existing terminal structure and utility systems.</li> <li>Complex phasing and constructability.</li> <li>Reduced ability to proceed with alternative as a phased approach given need to tie-in to existing building façade.</li> <li>Impacts to passenger level of service.</li> </ul> |

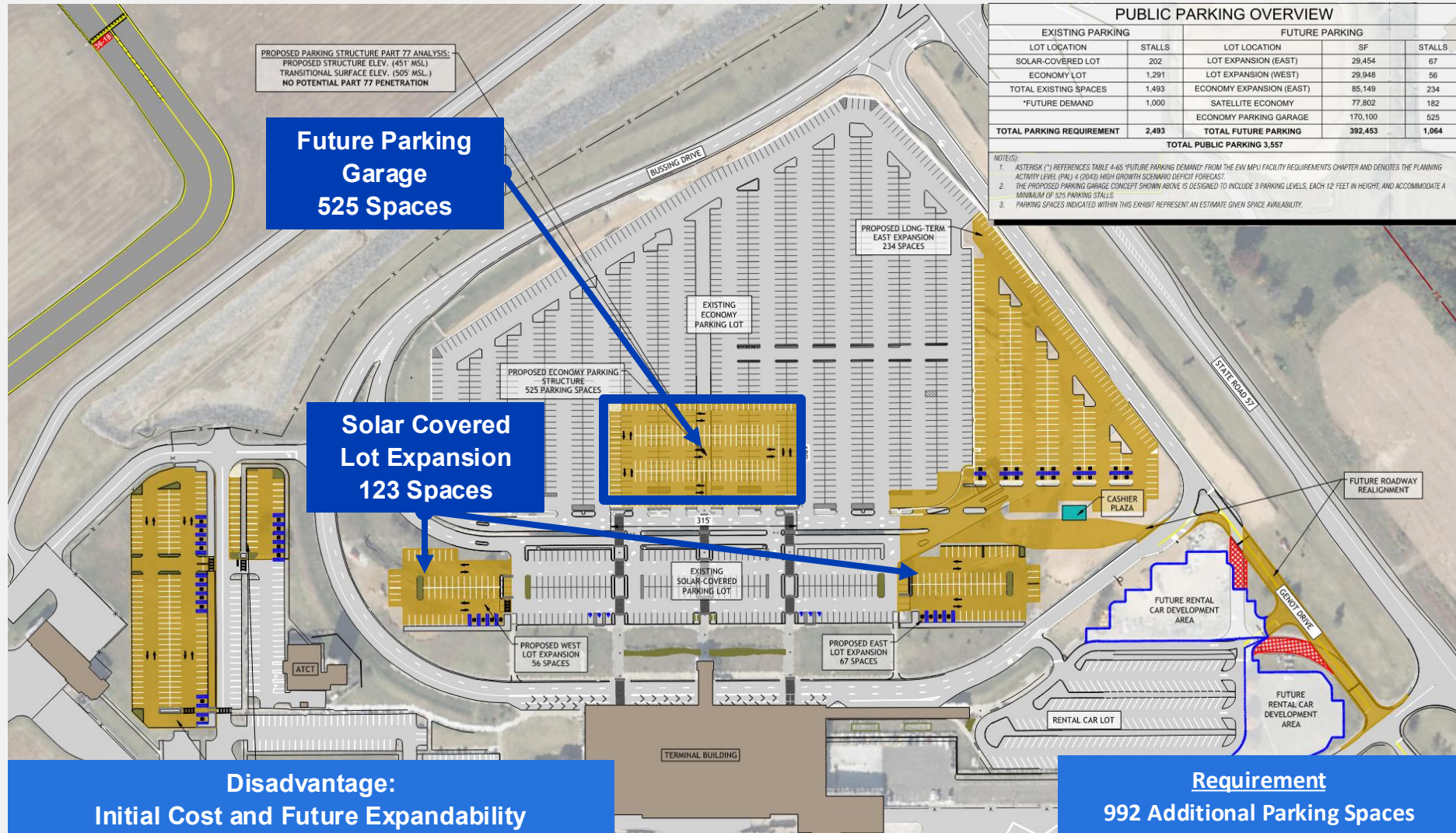
- | Advantages   | Disadvantages  |
|--|--|
| <ul style="list-style-type: none"> <li>Provides a path forward to provide an additional gate and hold room area.</li> <li>Opportunity to utilize existing concourses which were recently renovated.</li> <li>Opportunity for additional airport revenue with new concession space.</li> <li>Balances the Airport terminal requirements equally between Concourse A and B.</li> </ul> | <ul style="list-style-type: none"> <li>Increase in cost associated with requirement to tie into existing terminal structure and utility systems.</li> <li>Rebalancing of concourses required.</li> <li>Complex phasing due to need to relocate Gate A4 prior to construction.</li> <li>Least number of gates compared to other terminal alternatives.</li> <li>Anticipated line-of-sight concerns at the apron.</li> </ul> |

- | Advantages   | Disadvantages  |
|--|--|
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- | Advantages   | Disadvantages  |
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|--|--|
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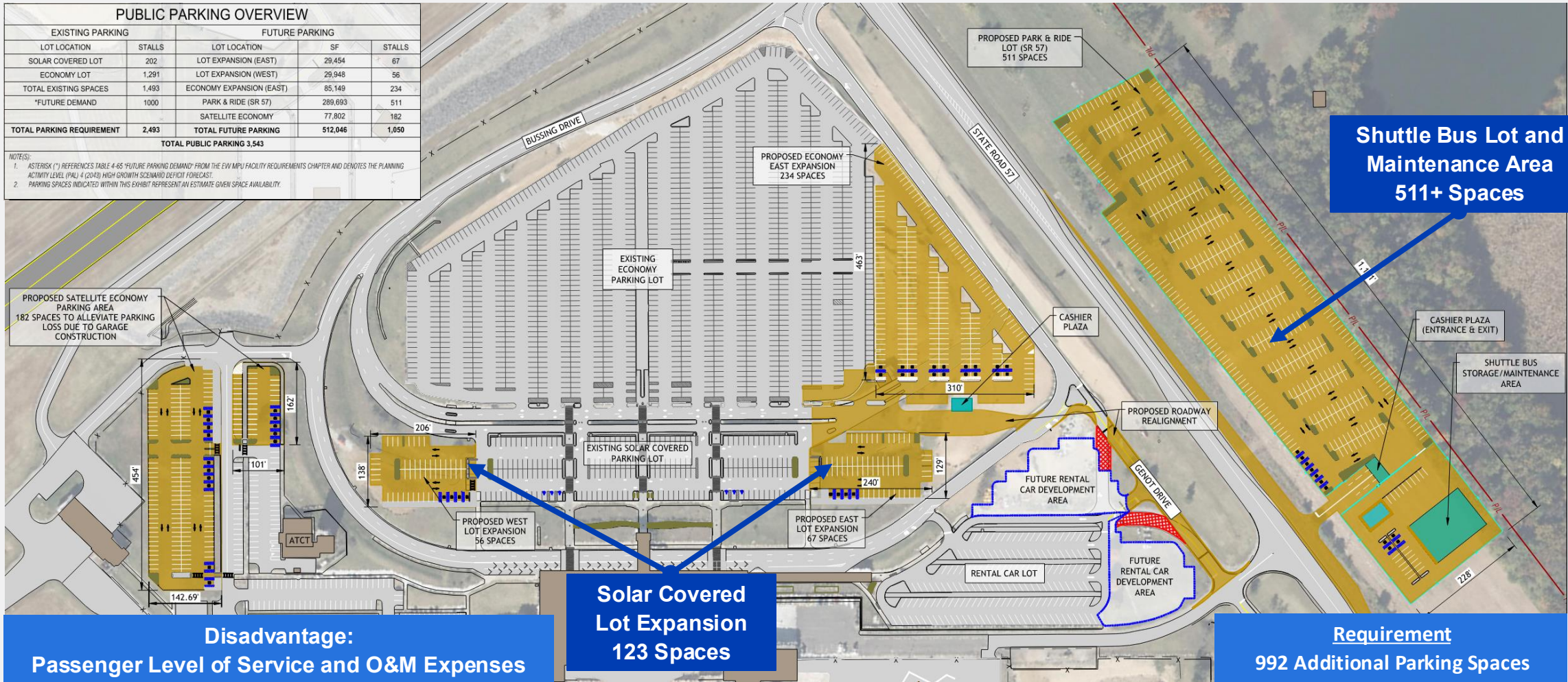
# Parking Development Concepts – Parking Garage



# Parking Development Concepts – Shuttle Bus Lot

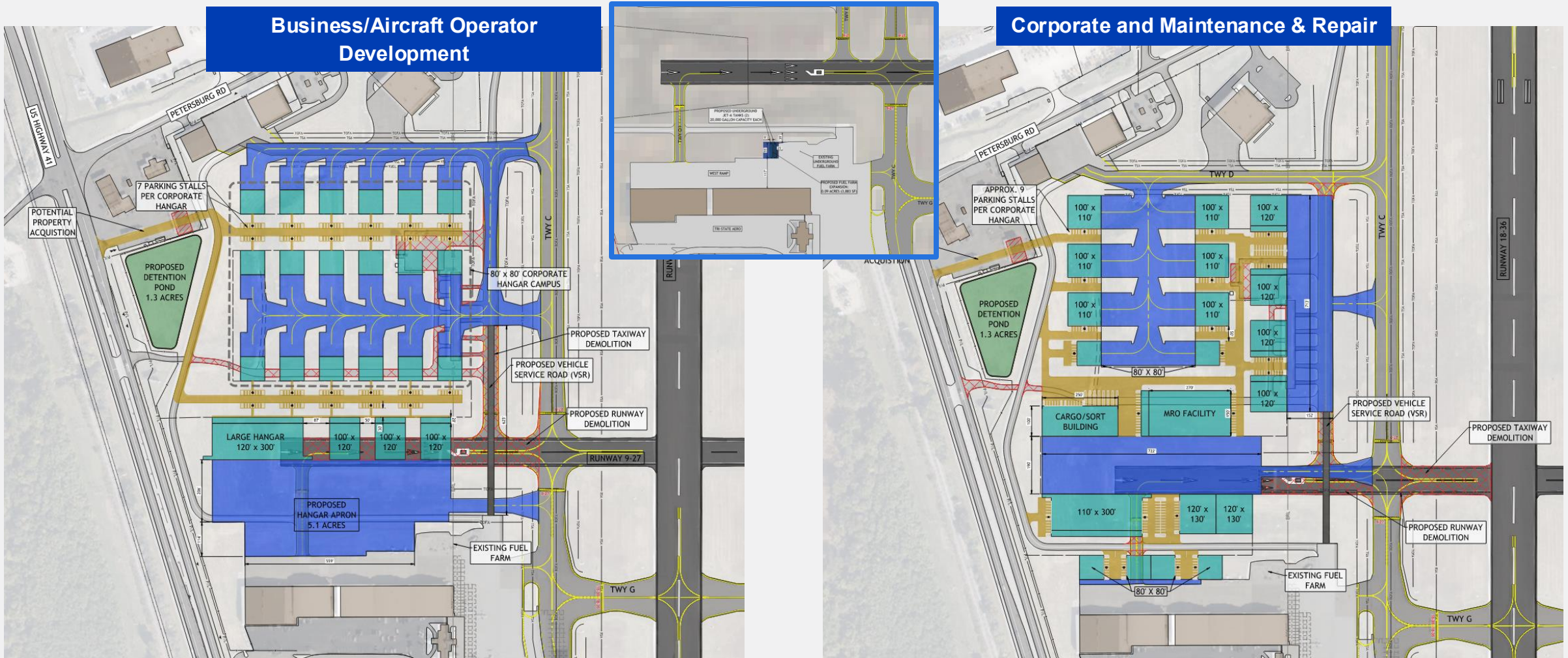
PUBLIC PARKING OVERVIEW				
EXISTING PARKING		FUTURE PARKING		
LOT LOCATION	STALLS	LOT LOCATION	SF	STALLS
SOLAR COVERED LOT	202	LOT EXPANSION (EAST)	29,454	67
ECONOMY LOT	1,291	LOT EXPANSION (WEST)	29,948	56
TOTAL EXISTING SPACES	1,493	ECONOMY EXPANSION (EAST)	85,149	234
*FUTURE DEMAND	1000	PARK & RIDE (SR 57)	289,693	511
		SATELLITE ECONOMY	77,802	182
<b>TOTAL PARKING REQUIREMENT</b>	<b>2,493</b>	<b>TOTAL FUTURE PARKING</b>	<b>512,046</b>	<b>1,050</b>
<b>TOTAL PUBLIC PARKING 3,543</b>				

NOTES:  
 1. \*ASTERISK (\*) REFERENCES TABLE 4-65 "FUTURE PARKING DEMAND" FROM THE EVM MPU FACILITY REQUIREMENTS CHAPTER AND DENOTES THE PLANNING ACTIVITY LEVEL (PAL) 4 (2043) HIGH GROWTH SCENARIO DEFICIT FORECAST.  
 2. PARKING SPACES INDICATED WITHIN THIS EXHIBIT REPRESENT AN ESTIMATE GIVEN SPACE AVAILABILITY.



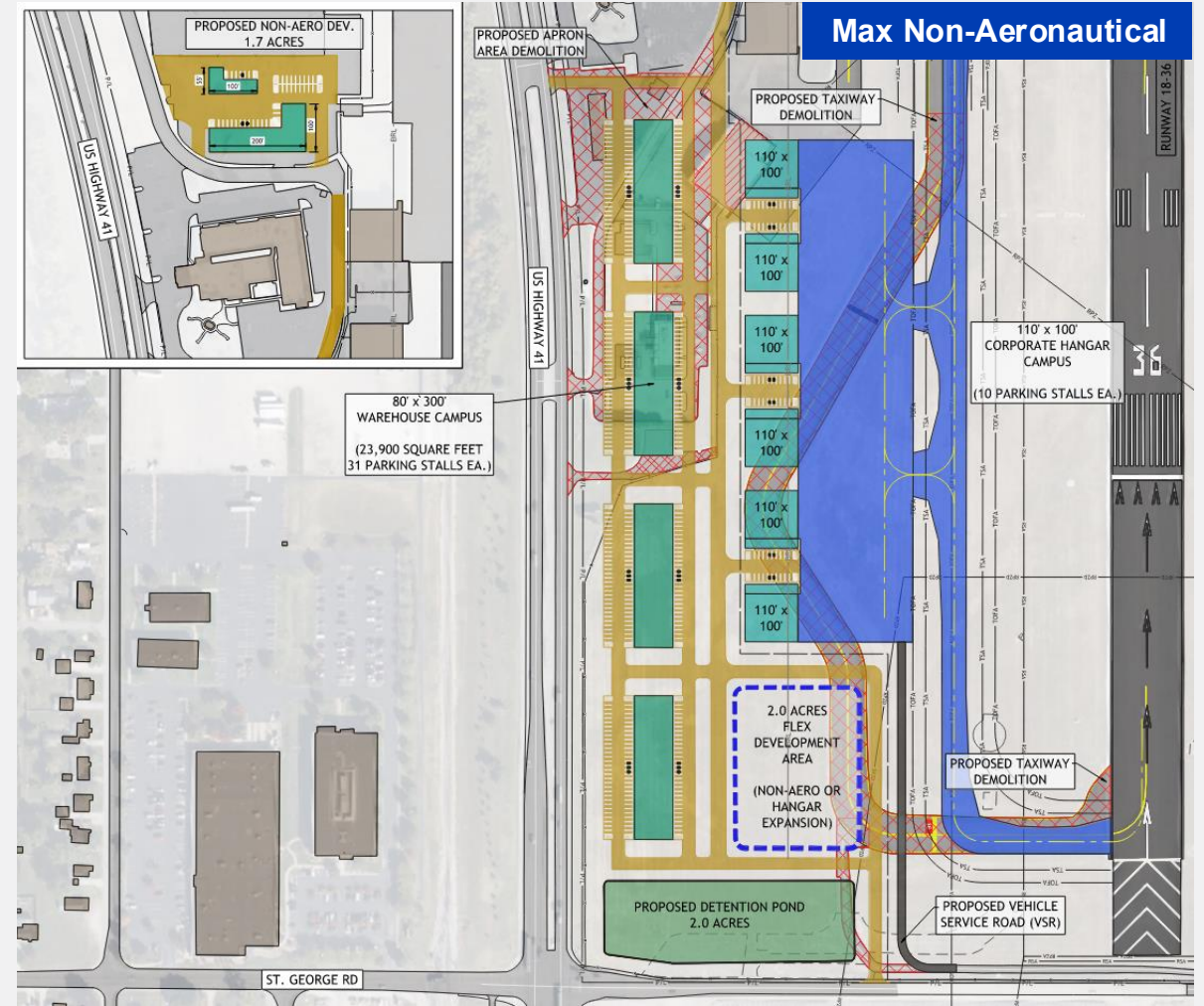
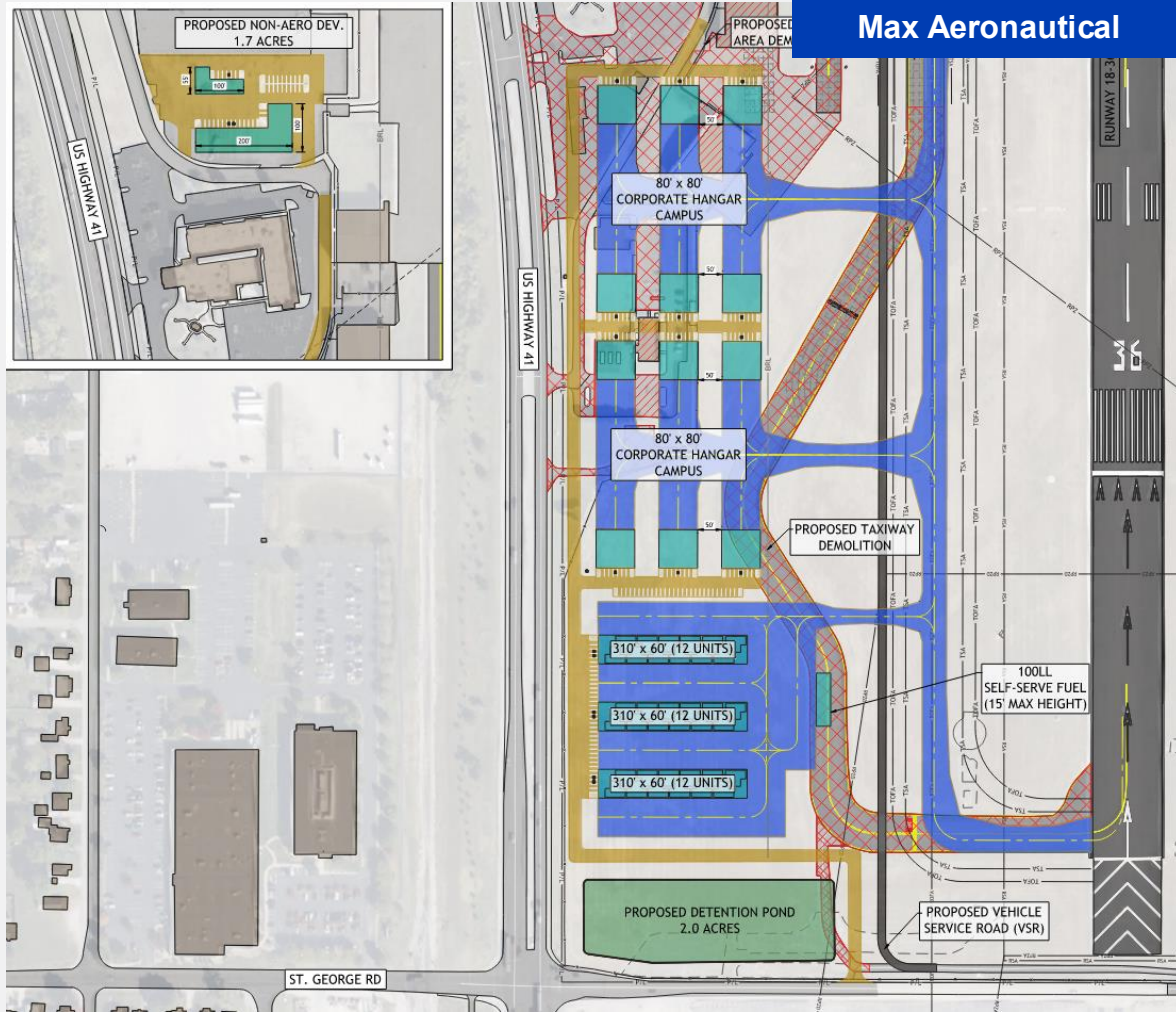
# NW GA Development Concepts

**Requirements**  
 42,000 SQ FT of Hangar Space  
 91,000 SQ YD of Apron  
 40k Gallon Fuel Farm Expansion



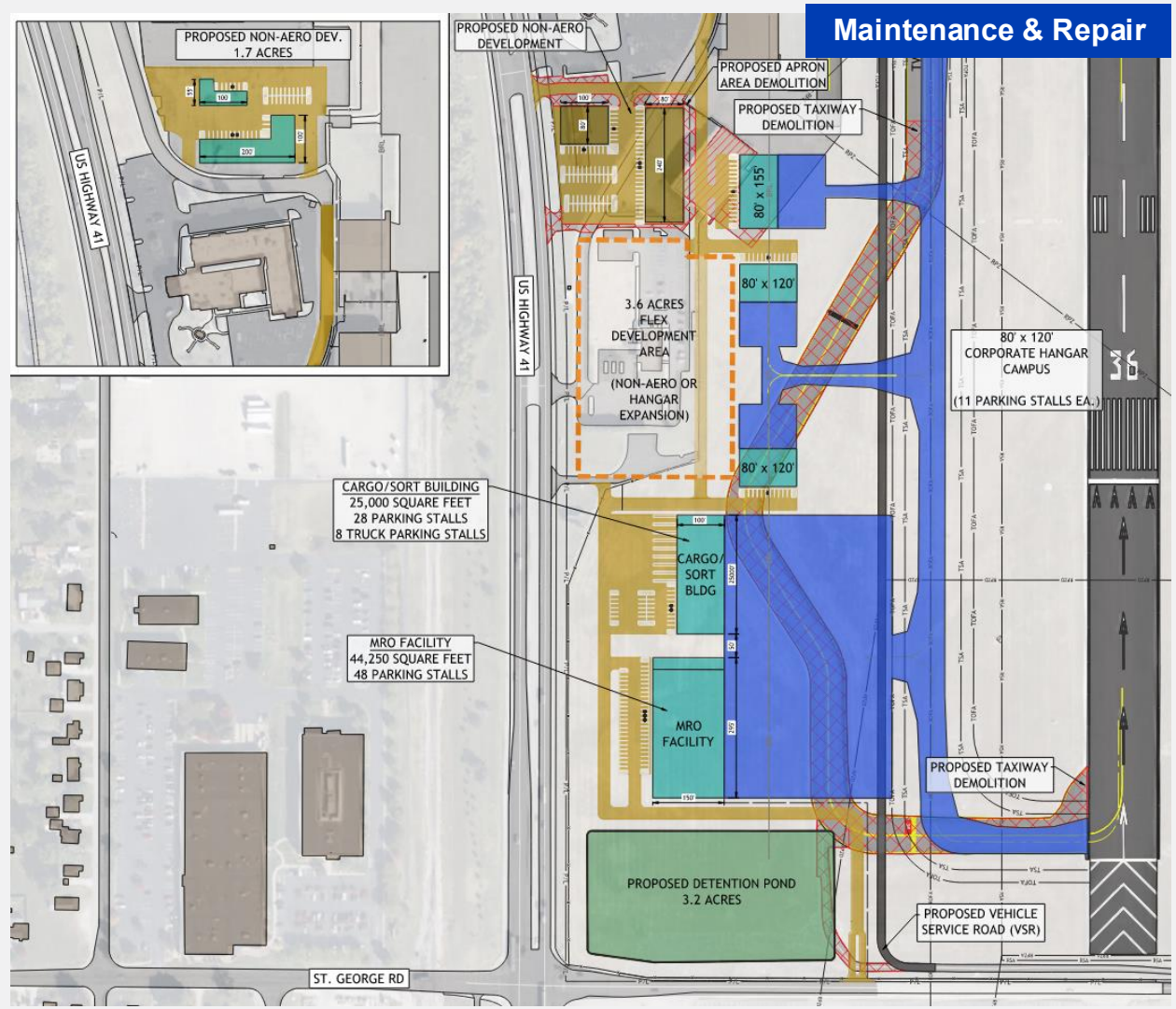
# SW GA Development Concepts

**Requirements**  
 42,000 SQ FT of Hangar Space  
 91,000 SQ YD of Apron



# SW GA Development Concepts Cont.

**Requirements**  
42,000 SQ FT of Hangar Space  
91,000 SQ YD of Apron



## Maintenance & Repair

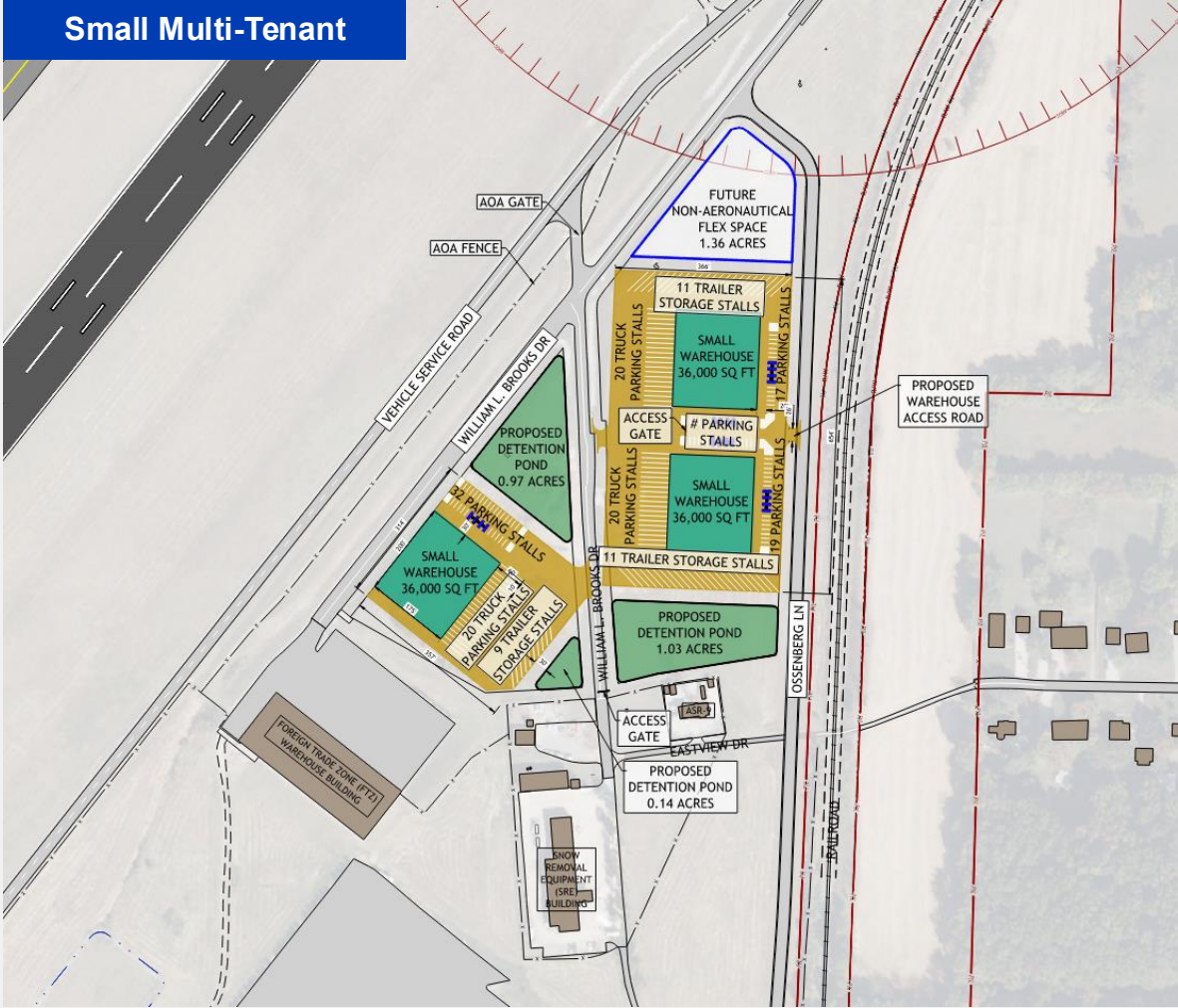
# Non-Aeronautical Development Concepts

Requirements  
 Accommodating Future  
 Non-Aeronautical Opportunities  
 Pursuing Revenue Generation  
 Opportunities

Large Warehouse

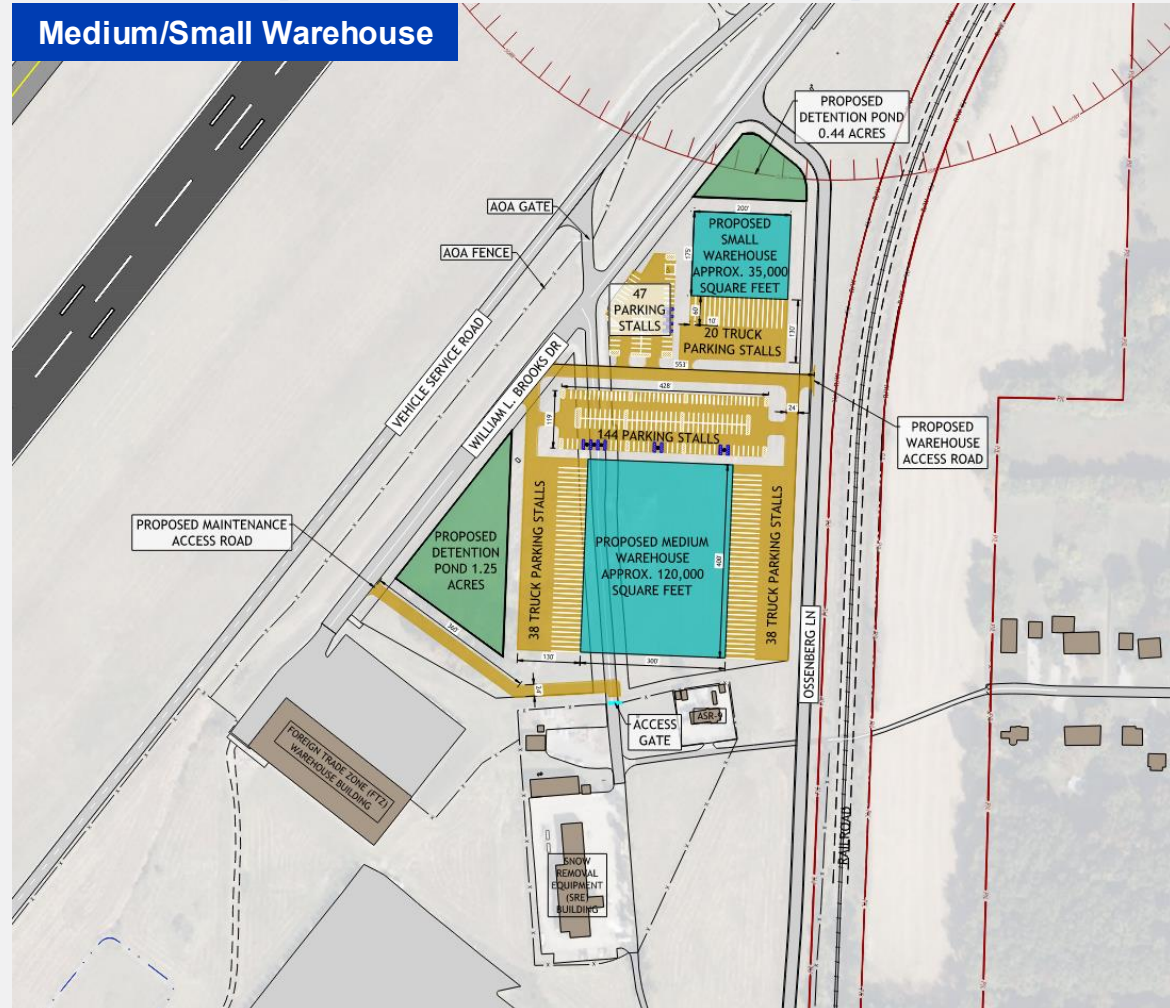


Small Multi-Tenant

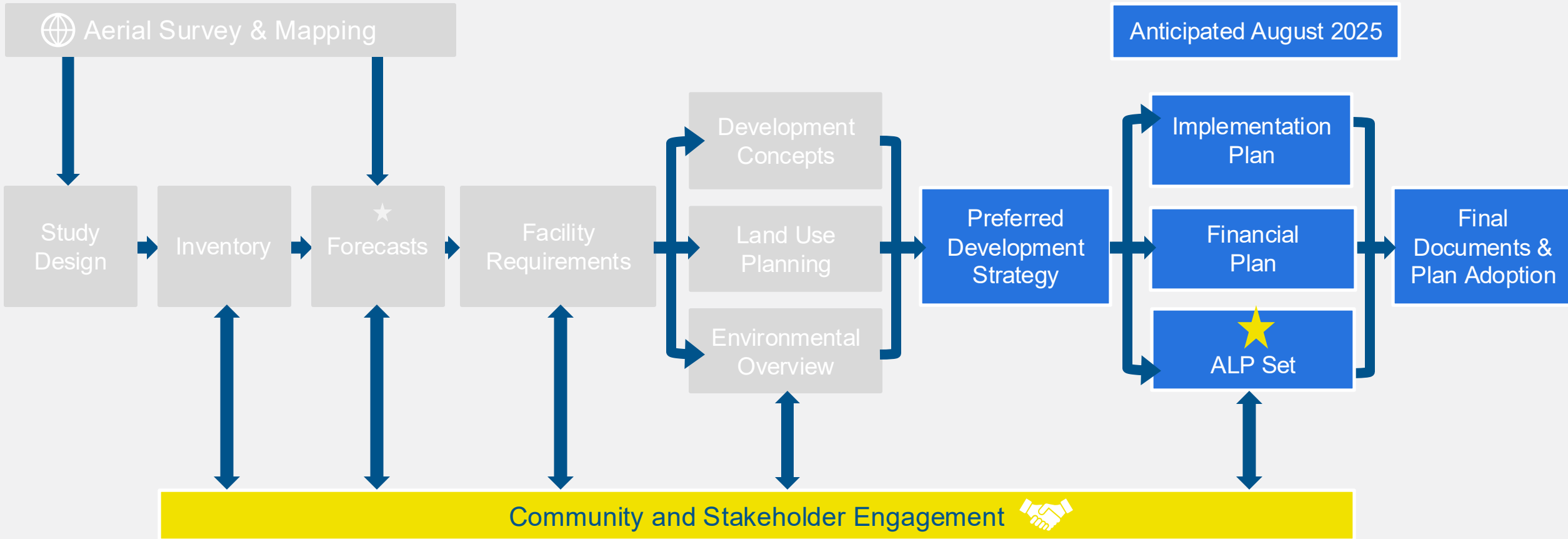


# Non-Aeronautical Development Concepts Cont.

Requirements  
Accommodating Future  
Non-Aeronautical Opportunities  
Pursuing Revenue Generation  
Opportunities




# Airport Master Planning Process – Next Steps



★ FAA Approval Required.

# Public Involvement

- The goal of public involvement for the Master Plan is to inform, educate, and engage the stakeholders and community members throughout the course of the project.
- Methods of feedback:
  - Public Meetings:
    - **1<sup>st</sup>: May 19<sup>th</sup> 5:00pm**
    - 2<sup>nd</sup>: Targeted for August 2025
  - Technical Advisory Committee
  -  EVV Website

Scan to Learn More



Any Questions or comments regarding the Airport Master Plan  
or any of the information discussed today?

**Available for Contact:**



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**Project Manager**

CHA Consulting  
518-453-4764

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