



Evansville Regional Airport

# Draft Working Paper #1

Airport Master Plan Update

Introduction

July 2023



# TABLE OF CONTENTS

1	Introduction.....	1-1
1.1	Project Description .....	1-1
1.1.1	Purpose and Objective.....	1-2
1.1.2	Sustainability.....	1-2
1.1.3	Public and Stakeholder Involvement Program .....	1-2
1.2	Airport Background.....	1-3
1.2.1	History.....	1-4
1.2.2	Location and Service Area.....	1-5
1.2.3	Airport Role.....	1-6
1.3	Airport Governance .....	1-8
1.4	Airport Major Tenants .....	1-8
1.4.1	Passenger Airlines.....	1-8
1.4.2	Fixed-Based Operators (FBO).....	1-9
1.4.3	Air Cargo Operations.....	1-10
1.4.4	Rental Car Companies.....	1-10
1.4.5	Hotel.....	1-11
1.4.6	On-Site Tenants.....	1-11

# FIGURES

Figure 1-1	– EVV Master Plan Components.....	1-1
Figure 1-2	– Original EVV Terminal .....	1-5
Figure 1-3	– MSA for Evansville .....	1-6
Figure 1-4	– Surrounding NPIAS Airports.....	1-8
Figure 1-5	– EVV Destinations.....	1-9
Figure 1-6	– Tri-State Aero Facility.....	1-10
Figure 1-7	– EVV Rental Car Customer Center.....	1-11
Figure 1-8	– Hampton Inn, 2023.....	1-11
Figure 1-9	– Yoshi’s Entrance.....	1-11

## TABLES

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Table 1-1 – Stakeholder Involvement Meetings.....	1-3
Table 1-2 – NPIAS Airport Classifications.....	1-6
Table 1-3 – NPIAS Role of Surrounding Airports.....	1-7

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# 1 INTRODUCTION

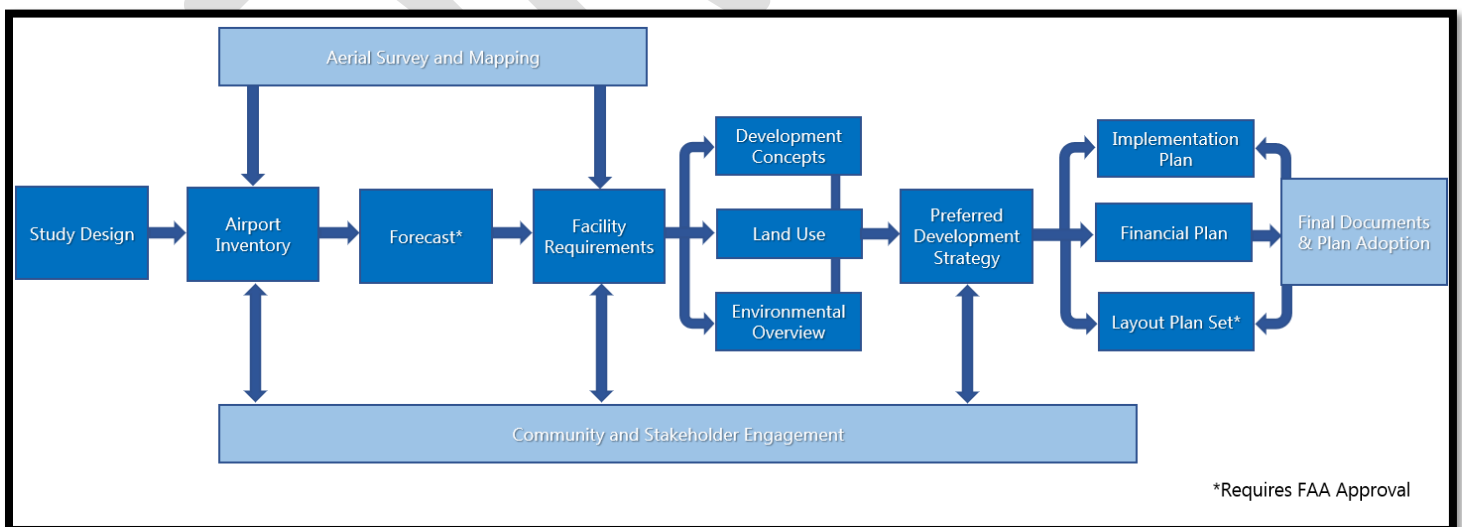
The Evansville-Vanderburgh Airport Authority District ('EVAAD' or 'the Authority') has retained CHA Consulting, Inc. ('CHA') to prepare a Master Plan Update ('MPU' or 'Study') for the Evansville Regional Airport ('EVV' or 'the Airport'). The purpose of this Study is to evaluate the current space utilization and operational characteristics of the airfield, terminal facility, support facilities, ground access, and land development considerations. The Study will then identify and consider alternatives for the best use of space and logical guidance for the continued improvements necessary to accommodate projected aviation activity in a logical and financially feasible manner throughout the 20-year planning period.

This introductory chapter provides a description of the project and a background overview of the Airport and its facilities. Additional information about the Airport and the Study can be found on the Airport's website, (<https://flyevv.com/about-evansville-regional-airport/airport-master-plan>). The website also has destination and flight information, airport maps, driving directions, ground transportation, and parking information. Furthermore, the EVV website will also be used throughout the Study to inform the public and stakeholders of major findings, to gather feedback, and to provide notice of public meetings.

## 1.1 PROJECT DESCRIPTION

An airport master plan is a comprehensive study that is conducted via a systematic process that evaluates existing facility and market conditions, identifies anticipated stakeholders' needs, and formulates short-, medium-, and long-term development plans to meet future aviation demand. The process, methods and ultimate products are guided by Federal Aviation Administration (FAA). Consistent with this guidance, the process followed for preparing the EVV Master Plan Update is outlined in Advisory Circular (AC) 150/5070-6B, Airport Master Plans.

**Figure 1-1 – EVV Master Plan Components**



Source: CHA, 2023.

### 1.1.1 Purpose and Objective

The purpose of this study is to provide long-term guidance for continued airport improvements necessary to satisfy projected aviation demand in a logical and financially feasible manner. Consistent with this purpose, the Authority has indicated that the goals and objectives of the study should include, at a minimum, the following:

- *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.*

To further the MPU goals and objectives listed above, the Authority in collaboration with CHA also established sustainability goals. In order to set meaningful, EVV-specific sustainability goals, the following organization wide sustainability goals to guide the MPU development:

- *A list of master plan objectives are to be added upon completion of the Airport's sustainability goals and initiatives.*

### 1.1.2 Sustainability

Consistent with EVAAD's goal of ensuring sustainable development, the MPU will evaluate EVV and each component of the MPU through the lens of sustainability. In collaboration with CHA, the Authority has developed a Sustainability Mission Statement that will guide the sustainability efforts of the plan and the implementation of sustainability initiatives into the future. EVV's Sustainability Mission Statement is as follows:

*"Operate Evansville Regional Airport as the front door to our thriving community in a safe, effective, efficient, and sustainable manner while providing an exceptional travel experience and service to our community."*

The Authority's commitment to sustainability, in which economic stability and operational efficiency are balanced with natural resource conservation and social responsibility, is in support of the overall Purpose and Objectives of the Airport.

### 1.1.3 Public and Stakeholder Involvement Program

#### **Technical Advisory Committee:**

Information sharing and collaboration among the community and the airport stakeholders that hold a collective interest in the outcome of the Study. Stakeholders include the airport sponsor, airlines, tenants, users and travelers, local businesses and residents, resource agencies, elected and appointed public officials and the public. With such a diverse stakeholder group, it is important to use a variety of forums such as committees, public involvement meetings, and public awareness campaigns to enhance the program's effectiveness.

**Technical Advisory Committee**

In support of the Study, a Planning Advisory Committee (TAC) shall be established for participants to provide technical assistance and advice about the current and future operations and development at EVV. TAC participants may range from technical level representatives of the Airport, air traffic control, airlines, airport tenants, GA users, FAA, Indiana Transportation Department (INDOT), local municipalities, regional planning agencies, economic development organizations, land use and transportation planning groups, business – related organizations and other key agencies and interest groups. The TAC will meet up to three times during the duration of the Study.

**Board Briefings**

In addition to the TAC meetings and project meetings, up to three briefings for the Airport Authority Board will be held. The Airport Authority Board briefings will be scheduled, as needed, and will cover topics of special concern or interest to the Board.

**Public Meetings**

Two public meetings will be held during the duration of the MPU to inform the public on the progress and findings as the Study advances. The public meetings will be interactive, open-house gatherings providing the public the opportunity to comment and to solicit feedback on the MPU. Outreach efforts shall include coordination with local entities and announcement on Authority website and social media platforms.

**Table 1-1 – Stakeholder Involvement Meetings**

Meeting	Date
Project Kickoff Meeting	02-08-2023
Board Briefing	03-20-2023
Sustainability Kickoff Meeting	03-21-2023
TAC Meeting #1	TBD
Public Meeting #1	TBD
TAC Meeting #2	TBD
TAC Meeting #3	TBD
Public Meeting #2	TBD
Project Meeting (As Needed)	TBD
Meetings on Technical Issues	TBD
Briefings for the Airport Authority Board	TBD

Source: CHA, 2023.

**1.2 AIRPORT BACKGROUND**

Understanding the background of an airport and the region it serves is essential in making informed decisions pertaining to airport-related improvements. This section discusses EVV in the context of its history, location, service area, and role in the National Airspace System (NAS).

### 1.2.1 History

Located in Vanderburgh County, Indiana, Evansville Regional Airport was built in 1928 on approximately 260 acres of land along U.S. Highway 41. The funding of the Airport was issued by a city bond, which was used to develop a small terminal, weather bureau, hangar, runways, boundary lights, and drainage. The terminal building was complete in 1930. Below is a brief timeline of the growth the Airport experienced:

- 1928 – Capital Air Corporation started passenger flights through EVV
- 1950 – A new terminal expansion occurs as shown on **Figure 1-2**.
- 1964 – The first jet lands at EVV.
- 1988 – The original terminal was replaced with a new 10 gate terminal.
- 2013 – The Airport added four new jet bridges which allowed passengers to board aircraft without going outside the terminal.
- 2014 – Airport witnesses passenger growth, as a result, daily service was provided by Delta Air Lines to Atlanta, American Eagle to Charlotte, and United Express to O’Hare International Airport.
- 2016 – Allegiant Air starts providing service to Orlando/Sanford.
- 2018 – The original terminal from 1988 was renovated with updated finishes, additional administrative support space, a consolidated centralized TSA checkpoint, and new amenities (restaurant, children’s play area, business lounge, and service animal relief area (SARA).
- 2020 – EVV completes construction of largest solar covered airport parking lot in the Midwest.

**Figure 1-2 – Original EVV Terminal**

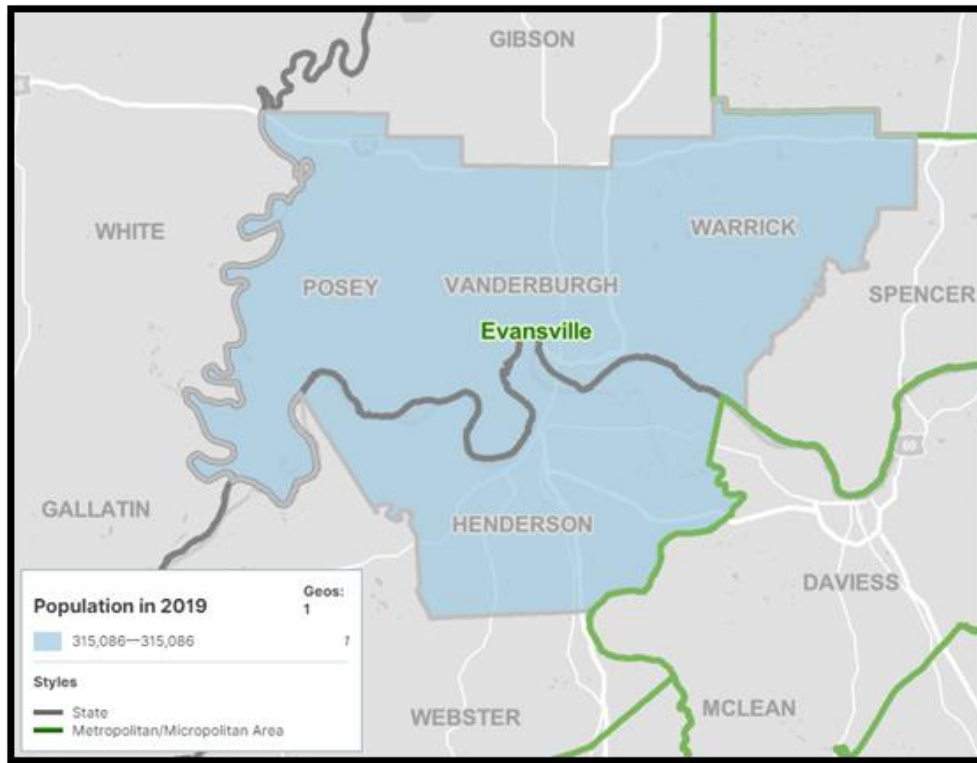


Source: Evansville-Vanderburgh Public Library, *Digital Collections*, 1950.

### **1.2.2 Location and Service Area**

The City of Evansville is located in Southwest Indiana bordered by a bend of the Ohio River to the south and Interstate 69 to the east. The Airport is located to the north of Vanderburgh County at a fork between U.S. Highway 41 and U.S. Highway 57. The Airport is located within the Evansville, Indiana metropolitan statistical area (MSA), which is comprised in-part of Indiana and Kentucky, (seen **Figure 1-3**). The City of Evansville being the primary Metropolitan area presents a data range that includes the Counties of: Vanderburgh, IN; Posey, IN; Warrick, IN; and Henderson, KY. The Evansville MSA area had a population of 315,086 in 2019 according to data provided by the United States Census Bureau. The four-county MSA includes approximately 20 cities/townships and rural communities. The MSA may have additional counties included as the city ordinances for zoning progress.

**Figure 1-3 – MSA for Evansville**



Source: Census Bureau of the United States, CHA, 2023.


**1.2.3 Airport Role**

The National Plan of Integrated Airport Systems (NPIAS) identifies existing and proposed airports that are important to national air transportation and provides a future estimate of the type and cost of Airport Improvement Program (AIP) funding each are eligible to receive to meet the development needs of civil aviation. Airports included in the NPIAS are considered significant to national air transportation and can receive grants under the FAA’s Airport Improvement Program (AIP). Shown in **Table 1-2**, the NPIAS considers EVV to be a small/non-hub airport.<sup>1</sup>

**Table 1-2 – NPIAS Airport Classifications**

Airport Classifications		Hub Type: Percent of U.S. Annual Passenger Enplanements	Example Airport
<b>Commercial Service:</b>  <i>Publicly owned airports that have at least 2,500 passenger</i>	<b>Primary:</b>  <i>Have more than 10,000 passenger boardings each year</i>	<b>Large Hub:</b> <i>1% or more</i>	Nashville International (BNA)
		<b>Medium Hub:</b> <i>At least .25%, but less than 1%</i>	Indianapolis International Airport (IND)
		<b>Small Hub:</b> <i>At least .05%, but less than .25%</i>	Fort Wayne International Airport (FWA)

<sup>1</sup> Information provided by the 2023-2027 Current NPIAS Narrative, *Appendix B*. Retrieved from, <https://www.faa.gov/sites/faa.gov/files/NPIAS-2023-2027-Appendix-B.pdf>.

<i>boardings each calendar year and receive scheduled passenger service</i>		<b>Non-hub Primary:</b> <i>More than 10,000, but less than .05%</i>	 Evansville Regional Airport
	<b>Non-primary</b>	<b>Non-primary Commercial Service:</b> <i>At least 2,500, and no more than 10,000</i>	Gary/Chicago International Airport (GYI)
<b>Non-primary</b> <i>(Except Commercial Service)</i>		<b>Reliever</b>	Eagle Creek Airpark (EYE)
		<b>General Aviation</b>	Perry County Municipal (TEL)

Source: FAA 2023-2027 NPIAS. CHA, 2023.

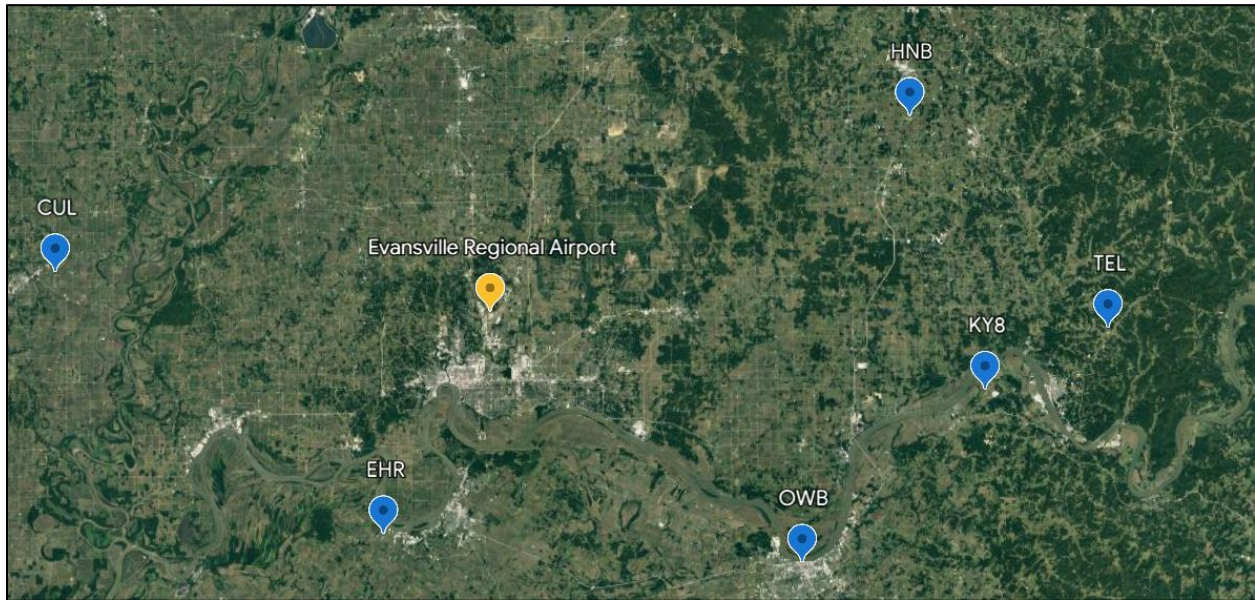
**Table 1-1** presents airports that are in close proximity to and/or serve similar functions to EVV. **Figure 1-4** displays the surrounding NPIAS airports. The roles classified by the NPIAS are included, as well as their distance in nautical miles, and driving time to/from EVV. The Federal Aviation Administration (FAA) defines an airport's service area as a 30-minute drive time for General Aviation (GA) Airports and a 60-minute drive time for commercial passenger service airports. Drive time is not the only factor for passengers deciding on whether to use a particular airport. There are other factors such as: prices of air travel, destinations provided, throughput capacity (how busy or congested an airport's functions are), travel services and amenities offered, the condition of different facilities, etc. which may affect the distance a passenger is willing to travel to use one airport over another.

**Table 1-3 – NPIAS Role of Surrounding Airports**

Example  Airport	NPIAS Role: Primary Non-Hub		
	NPIAS Role	Approx. Nautical Miles (nm) From EVV	Approx. Driving Time From EVV
Henderson City-County Airport (EHR)	Regional	16 nm	35 minutes
Huntingburg Airport (HNB)	Local	30 nm	40 minutes
Owensboro Regional Airport (OWB)	Regional	25 nm	50 minutes
Carmi Municipal Airport (CUL)	Regional	28 nm	50 minutes
Hancock County Ron Lewis Airfield (KY8)	Local	32 nm	65 minutes
Perry County Municipal Airport (TEL)	Local	40 nm	70 minutes

Source: FAA 2023-2027 NPIAS, CHA, 2023.

**Figure 1-4 – Surrounding NPIAS Airports**



Source: Google Earth, CHA, 2023.

### 1.3 AIRPORT GOVERNANCE

The Airport is owned and operated by the Evansville-Vanderburgh Airport Authority District (EVAAD) which is responsible for implementing policies and carrying out the Airport’s daily functions. The Authority is represented by a five-member Board of Directors, who are appointed to three-year terms by the Mayor of Evansville and the Vanderburgh County Commissioners. The Board and County Council hold the ultimate policymaking and financial responsibility for the Authority. The County is tasked with overseeing the Airport’s budget.

### 1.4 AIRPORT MAJOR TENANTS

The Airport hosts a variety of aviation and non-aviation tenants that provide services to the traveling public and aviation community. Major tenants include airlines, a fixed-base operator (FBO), corporate aviation businesses, rental car companies, and a restaurant with an attached concessionaire, each of which are detailed in the following sections.

#### 1.4.1 Passenger Airlines

The Airport provides daily flights to the country’s major hubs including Atlanta, Charlotte, and Dallas (Chicago and Detroit temporarily suspended at the time of the report), providing connectivity to hundreds of domestic and international destinations. Direct flights to Destin/Fort Walton Beach and Orlando/Sanford are also provided by Allegiant; currently, Destin/Fort Walton Beach flights are seasonal. EVV is a gateway for passengers to and from southwest Indiana, western Kentucky, and eastern Illinois, the destinations offered from EVV are presented in **Figure 1-5**.

*Allegiant Air (Allegiant)*



*American Airlines (American)*



*Delta Air Lines (Delta)*



Figure 1-5 – EVV Destinations



Source: Evansville Regional Airport (EVV), 2023.

### 1.4.2 Fixed-Based Operators (FBO)

Tri-State Aero is the only fixed-based operator (FBO) at the Airport that provides customers with an array of aviation support services with a vibrant general aviation terminal. Located to the west side of the airfield, Tri-State Aero, as seen in **Figure 1-6**, leases several buildings and aeronautical activity areas on the airport property which are utilized as hangars, corporate offices, and a fuel farm. Tri-State Aero also offers a variety of services for aircraft needs including Line, Maintenance, and Avionics. These services include, but are not limited to:



- AVGas and Jet-A fuel service
- Secure Facilities with 24/7 Camera Surveillance
- Aircraft Detailing
- Gas and Electric GPUs
- Fuel Discount Program
- Repair Station
- On-Site Rental Cars
- Conference Room
- Passenger Lounge
- Pilot Lounge
- Hangar and Tie Down Space

**Figure 1-6 – Tri-State Aero Facility**



Source: Tri-State Aero, CHA, 2023.

### 1.4.3 Air Cargo Operations

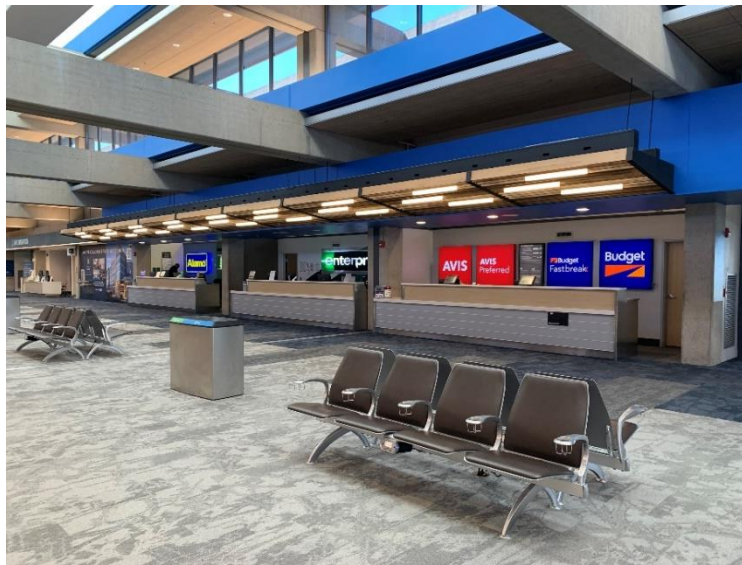
FedEx provides scheduled cargo operations several times a week using a Cessna Caravan to Indianapolis. On an unscheduled basis, cargo charters use the Airport to deliver just-in-time products from countries, such as Mexico, to local manufacturers in the Evansville area.

### 1.4.4 Rental Car Companies

Five (5) rental car companies currently provide services at the Airport. Each company has a counter inside the airport terminal that accommodates the transportation services needed by airport guests. The rental car companies operating at the Airport include:



**Figure 1-7 – EVV Rental Car Customer Center**



Source: CHA Site Visit, 2023.

**1.4.5 Hotel**

Holding a lease with the Airport, Hampton Inn is a hotel located on Airport Property within walking distance from the FBO. A hotel shuttle is provided for passengers to/from the terminal and Hampton Inn. Amenities provided to hotel guests include free breakfast, indoor pool, free parking, fitness center, and free WiFi.

**Figure 1-8 – Hampton Inn, 2023**



Source: Hampton Inn, 2023.

**1.4.6 On-Site Tenants**

Yoshi’s Industrial Packaging Supply, LLC., is a minority owned company that strives to provide customers with the best Packing and MRO products available.<sup>2</sup> Yoshi’s is logistics and shipment-based company that operates out of the EVV terminal building.

**Figure 1-9 – Yoshi’s Entrance**



<sup>2</sup> <http://www.yohissupply.com/About-Us>.