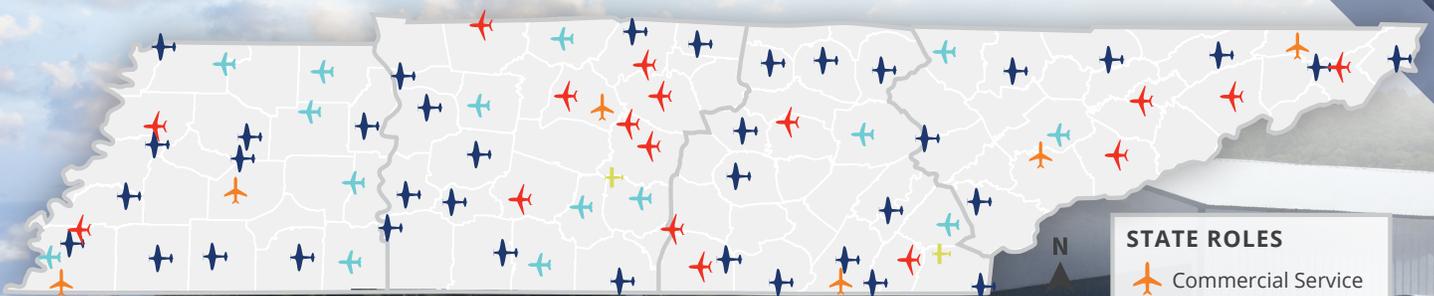


## In Tennessee – Aviation Touches All Corners

Tennessee has 78 public-use commercial service and general aviation airports which contribute significantly to the state’s economy and enhance the livelihoods of all Tennesseans. Whether learning to fly, catching a flight, purchasing products shipped via air cargo, or benefiting from emergency response efforts launched from an airport, aviation impacts almost every aspect of life in Tennessee.

Recognizing the vital role that aviation plays in supporting the state, the Tennessee Department of Transportation (TDOT) Aeronautics Division initiated the development of the Tennessee Aviation System Plan (TASP) and Aviation Economic Impact Study. The TASP establishes a systemwide inventory of needs and provides context for the continued development of the state’s aviation system. The TASP is used by the TDOT Aeronautics Division to maintain a safe, efficient, and reliable aviation system as well as determine key investments that are needed to continue improving the system.

This primer provides an overview of the TASP and companion Aviation Economic Impact Study by providing select findings of these two studies that are of most interest to TDOT Aeronautics Division and FAA staff, including an overview of the aviation system, the economic impact of the system, user accessibility, and case studies that illustrate how aviation touches the everyday life of Tennesseans.



STATE ROLES	
	Commercial Service
	Regional Service
	Community Business
	Community Service
	Turf

## TASP Goals Are TDOT Goals

Goals determine how TDOT Aeronautics Division measures and evaluates the performance of Tennessee's aviation system and ultimately serves as the basis from which TASP recommendations are made. One of the initiatives of the TASP is to better align with existing statewide planning documents, including the Tennessee 25-Year Transportation Policy Plan (Policy Plan). Per TDOT,

*“The Tennessee Department of Transportation has created a new long-term vision for transportation in Tennessee. The 25-Year Long-Range Transportation Policy Plan provides the foundation for prioritizing transportation investments across the State. This new plan will aid in accomplishing TDOT's mission to serve the public by providing the best multimodal transportation system in the nation... TDOT has a long history of planning for multimodal transportation needs within the State. TDOT's 25-Year Long-Range Transportation Policy Plan is an important document for the Department and its many stakeholders, as the Plan allows TDOT to make key long-term funding and policy decisions about transportation investments throughout Tennessee, today and in the future...”*

To ensure consistency with the Policy Plan, the goals developed as part of the TASP each directly relate to at least one of the Guiding Principles included in the Policy Plan.

## Forecast

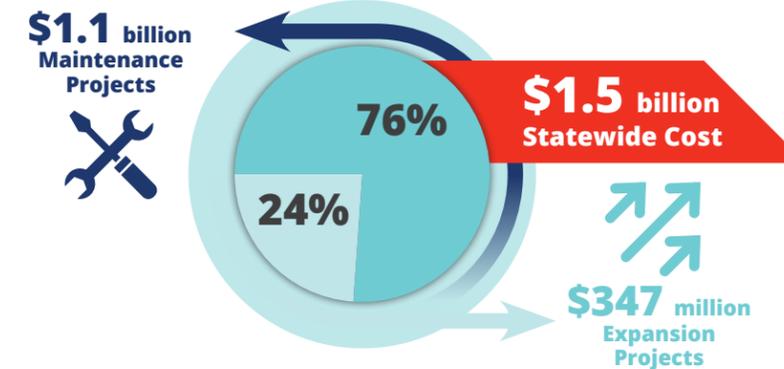
Projections of general aviation activity for the state of Tennessee were prepared for the five-year (2025), 10-year (2030), and 20-year (2040) periods. Such forecasts help TDOT Aeronautics Division understand where future growth for its system will likely occur and what future growth is realistic at airports in the state. Based on TDOT Aeronautics Division and FAA-reviewed methodologies, the following projections are anticipated:



## Project Cost Estimates – Investment for a Big Impact

Tennessee's aviation system is robust and dynamic, able to meet the needs of current users while remaining poised to meet the needs of future users. In order to meet these needs, TDOT Aeronautics Division recognizes that the system needs continual investment. In order to determine the investment needed, project cost estimates were developed for the entire TASP system. Systemwide cost estimates are based on future system performance and facility and service objectives. Airports that do not meet future performance targets or facility and service objectives are recommended projects to meet targets. Projects are defined as either maintenance or expansion. Maintenance project cost estimates are generally categorized as projects needed to maintain the existing system, while expansion projects are generally defined as new infrastructure or new programs at current system airports. The vast majority of the resultant cost estimates are for maintenance projects. Total cost estimates shown are for projects resulting from TASP Goals and facility and service objectives only. Statewide CIPs and commercial service CIPs are not included. Commercial service CIPs alone total over \$2.5 billion.\*

\*Excludes McGhee Tyson Airport (TYS)

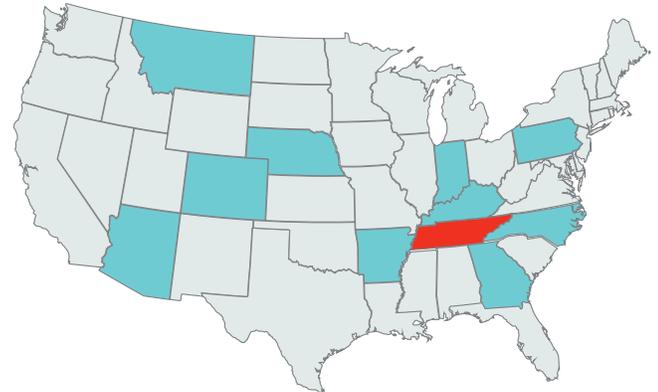


	Maintenance Project Cost Estimate	Expansion Project Cost Estimate	Project Cost Estimate Total
<b>Facility and Service Objectives</b>			
<b>Airside Facilities Total</b>	\$579,694,831	\$96,109,648	\$675,804,479
<b>Landside Facilities Total</b>	\$12,000,200	\$1,887,480	\$13,887,680
<b>Planning Total</b>	\$7,291,180	\$234,982,320	\$242,273,500
<b>TASP Goals</b>			
<b>GOAL #1</b> Preserve Airport Infrastructure: Protect and preserve existing airport infrastructure by prioritizing airport system needs.	\$1,062,839,103	\$20,693,818	\$1,083,532,920
<b>GOAL #2</b> Transportation Options: Provide an airport system with available and cost-efficient transportation options for moving people and freight.	N/A	N/A	N/A
<b>GOAL #3</b> Safety and Security: Improve the safety and security of airport system users.	\$68,981,822	\$0	\$68,981,822
<b>GOAL #4</b> Funding and Environment: Maximize federal, state, and local resources to meet airport system needs and minimize environmental impacts.	\$4,217,200	\$0	\$4,217,200
<b>GOAL #5</b> Workforce and Economy: Invest in the airport system and aviation workforce to support economic growth and competitiveness.	N/A	N/A	N/A

## Policies and Recommendations

To allow for the implementation of the TASP, policies and recommendations were developed to provide direction and recommendations to TDOT Aeronautics Division for preserving and enhancing Tennessee's aviation system. The aviation system is a critical component of the State's larger transportation and infrastructure system, and the continued enhancement and preservation of the system is essential.

Policies and recommendations were developed based on a review of ten peer states. The Aeronautics Division equivalent was evaluated from each state regarding pertinent rules and regulations, which were then compared to TDOT Aeronautics Division rules and regulations. Rules and regulations were evaluated based on a focus area framework. The table below illustrates which states had rules and regulations for each of the focus areas.



Focus Area	TN	AZ	AR	CO	GA	IN	KY	MT	NE	NC	PA
Funding Programs	✈	✈	✈	✈	✈	✈	✈	✈	✈	✈	✈
Land Use and Zoning	✈	✈					✈	✈	✈	✈	✈
Minimum Airport Standards	✈				✈	✈	✈		✈		✈
Project Priority Process	✈	✈	✈	✈	✈	✈		✈		✈	✈
Safety Through Airport Inspections	✈		✈		✈	✈	✈	✈			✈
State Aviation Programs	✈			✈		✈				✈	
UAS	✈	✈			✈		✈		✈	✈	✈

If a state had a rule or regulation for a particular focus area that was deemed beneficial for the implementation and enhancement of TASP Goals, it was suggested as a recommendation. Sample recommendations include...

### FUNDING PROGRAMS

Implement an interest-bearing loan program for airport-related construction projects at publicly-owned airports

### PROJECT PRIORITY PROCESS

Evaluate the feasibility of implementing a point ranking system for project prioritization based on existing state priorities or a reevaluation of priorities based on system needs

### STATE AVIATION PROGRAMS

Implement an aircraft counting program to forecast and support future TASP facilities and projects