



IWH

2022 Indiana State Aviation System Plan

Wabash Municipal Airport

Associated City: Wabash

County: Wabash

ISASP Facility Category: Basic



Wabash Municipal Airport (IWH) is a general aviation (GA) airport located approximately two miles south of Wabash in northern Indiana. Wabash is home to the historic Eagles Theatre, Paradise Spring Treaty Grounds, the Wabash and Erie Canal, and many more historic sights and attractions. The airport supports the town of Wabash by providing facilities for regular recreational and business aviation activity, along with flight training operations. Additional aviation operations at IWH include police and law enforcement, aerial photography, real estate tours, and glider operations. All of these different types of operations help to promote further economic activity in Wabash and the greater northern Indiana region. Two on-site tenants include an air medical operation as well as a fixed-base operator (FBO) serving GA users. IWH also sponsors fundraisers for Special Olympics with car shows, fly-ins, food booths, and airplane flights over the city. In addition, the airport promotes an intern program in partnership with the local county high schools.

Airport Activities

- Recreational Flying
- Corporate or Business Activity
- Fly Ins
- Career Training or Flight Instruction
- Police or Law Enforcement

Airside Facilities

- Primary Runway **09/27**
- Runway Surface Type **Asphalt**
- Runway Dimensions **4,401' x 75'**
- Fuel Availability **100LL & Jet A**

Activity Forecasts

Activity	2019*	2039
Based Aircraft	9	10
GA Operations	4,510	4,600
Commercial Service Operations	-	-
Enplanements	-	-

* Note: For based aircraft, 2021 was used as the base year. See the 2022 ISASP Technical Report, Chapter 4 – Aviation Demand and Activity Forecasts for more details.



Minimum Service Level Recommendations (MSLRs)

The following individual airport report card was developed using the MSLRs for each ISASP category. This report card shows the existing conditions for Wabash Municipal Airport, the MSLR target set for the ISASP category, and whether or not the airport meets the given MSLR target. It should be noted that these are not requirements for airport performance, instead these are recommendations for the facility based on its current ISASP category.

IWH Recommendations to Improve System Performance

 Resolve Taxiway Direct Access Occurrence

 Install Automated Weather Observing System (AWOS) or Automated Surface Observing System (ASOS)

Airport Information			
Primary Runway:	09/27		
Primary Runway Approach Type:	RNAV/RNAV		
Primary Runway Approach Category:	Non-precision		
MSLR Category	Basic MSLR Target	Existing Condition	Meets MSLR Target?
Primary Runway Characteristics			
Runway Length	3,400'	4,401'	Yes ✓
Runway Strength	12,500 lb.	SW: 27,000 lb.	Yes ✓
Runway Grooving	Maintain Existing	Grooved	Yes ✓
Runway Lights	LIRL	MIRL	Yes ✓
Full Parallel Taxiway	Recommended	Full Parallel	Yes ✓
Taxiway Lights	Maintain Existing	None	Yes ✓
Visibility Minimums (One End Minimum)	>1 mile	1 mile	Yes ✓
Ceiling Minimums (One End Minimum)	400'	424'	No ✗
Visual Glide Slope Indicator (VGSI)	Maintain Existing	P2L/P2L	Yes ✓
Approach Lighting System (ALS)		N/N	
Runway End Indicator Lights (REILs)	Maintain Existing	Y/Y	Yes ✓
Runway Markings & Signage	NPI or BSC	NPI/NPI	Yes ✓
Clear Precision Obstacle Free Zone	Not Applicable	N/N	N/A ○

Notes

BSC: Basic (number and centerline)

LIRL: Low Intensity Runway Lights

MIRL: Medium Intensity Runway Lights

NPI: Non-precision Instrument

P2L: 2-box Precision Approach Path Indicator

(PAPI) On the Left Side of the Runway

RNAV: Area Navigation

SW: Single Wheel

IWH's Airport Economic Impacts

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. Individual airport and statewide economic impacts were developed through surveying of airport activity, employment, expenditures, and operating budget. These data were then used to calculate direct employment, wages, Gross Domestic Product (GDP), and output. These direct economic impacts were then evaluated considering the indirect and induced impacts (often called "multiplier impacts"), producing a comprehensive representation of the airport's total annual economic contribution to the state economy.



Prepared By:

Kimley»Horn

In partnership with:

InterVISTAS | BF&S | SJCA



Indiana Department of Transportation
Office of Aviation

www.in.gov/indot/multimodal/aviation



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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.

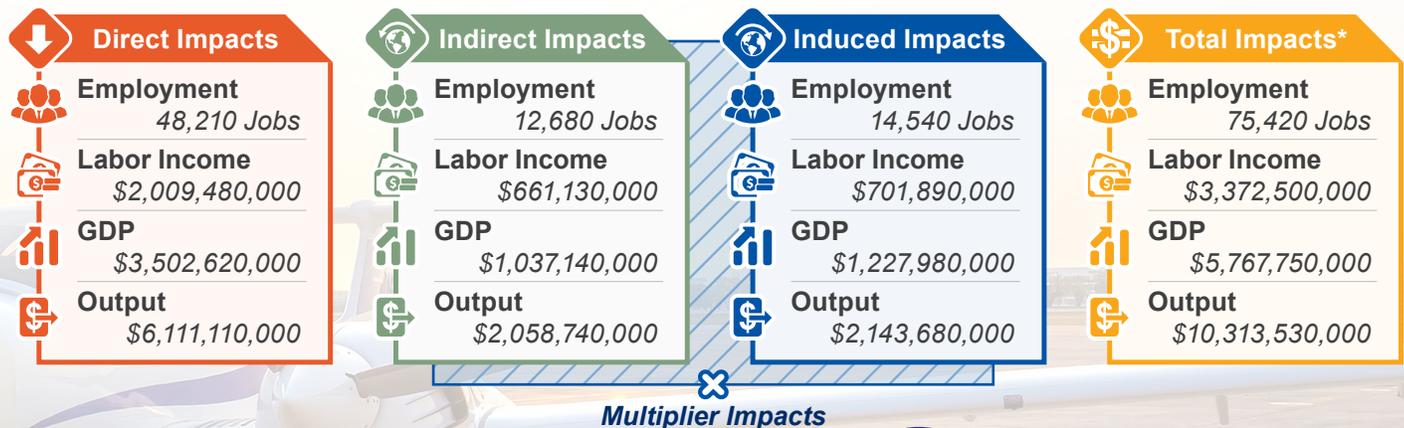
Economic benefits are generated by on-airport activities, including airport operations and capital expenditures, as well as off-airport spending generated by out-of-state visitors. This initial economic activity, known as direct impacts, generates additional impacts as money flows through the economy. 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.

