



Aviation in Ohio Means: *Jobs. Economic Growth. Global Connectivity.*

What We Do

As the **voice for Ohio's airports**, the Ohio Aviation Association works to develop policies and affect legislation through education and advocacy of policies in the executive and legislative branches on behalf of our members.

What We Prioritize

OAA helps to **position Ohio for growth opportunities**. To do this, we prioritize the following:

1. **Support Infrastructure Investment:** Ensure a sustainable funding stream to provide needed infrastructure improvements at Ohio's network of airports.
2. **Protect Aviation Assets:** Ensure legislation and policy is in place to protect Ohio's airports and airspace to provide for future needs of Ohioans.
3. **Support Air Service Initiatives:** Support state efforts to ensure an attractive level of air service for current and future businesses and universities as well as residents of Ohio.
4. **Support Workforce Initiatives:** Support state and local efforts to increase educational interests in all sectors of aviation.

Why You Should Prioritize Aviation

The aviation sector is designated as **critical infrastructure**. Airports remain open through tough times (i.e., COVID) to ensure that aviation and a wide variety of support services remain available to connect the State of Ohio to the Nation and beyond. Ohio's diverse and robust system of airports connect citizens, companies, and communities to destinations around the world while providing significant economic impacts and growth opportunities to the Ohio economy.

In addition to the published **economic impacts** to the Ohio economy (see sidebar), airports strengthen Ohio further through:

- Defense Capabilities with Military Operations
- Aviation and Aerospace Research & Development
- Visitor and Tourism Industry
- Medical Transport and Law Enforcement
- Utilities Management and Agricultural Services

Economic Impact of Ohio's aviation industry*:

- *123,500 jobs*
- *\$4.2 billion in annual payroll*
- *\$13.3 billion in annual economic output*
- *\$29.6 million in aviation-related tax revenue*

Ohio's Grant Eligible Airports:

- *8 commercial service airports*
- *96 general aviation airports*
- *83 counties have public use airports*

*Ohio DOT Office of Aviation's *Ohio Airports Economic Impact Study of 2014*. Includes only airports that can receive federal or state aid.



2021 Legislative Outreach Points

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1. Increase Ohio’s Airport Improvement Grants

Background: Eligible airport projects are funded through the General Revenue Fund. These projects include obstruction removal, pavement maintenance, airport lighting, navigational aids, and pavement rehabilitation at publicly owned/public use airports in Ohio. While Ohio airports bring in nearly \$30 million annually into the state general revenue fund, funding has been sporadic. SFY2022 and SFY2023 saw funding at ~\$6 million and ~\$7 million, respectively. Thank you for the funding! Yet there remains a large gap to meet basic needs.

In SFY2022, General Aviation airports alone requested over \$21 million in eligible projects. The total capital needs of Ohio’s public use airports are even greater. Your Commercial Service Airport capital needs are significant (see chart below) yet they are limited to less than \$100K/year/airport in assistance from the State of Ohio.

Need: Increase state airport improvement grant funding and allow more flexibility for use of funds.

Ask: Support increased funding in the next Operating Budget cycle.

Ohio Commercial Airport Needs

City	Airport	Identifier	2021-2025 Dev Estimate
Akron	Akron-Canton Regional	CAK	\$19,054,727
Cincinnati	Cincinnati Municipal Airport Lunken Field	LUK	\$15,533,299
Cleveland	Burke Lakefront	BKL	\$8,852,531
Cleveland	Cleveland-Hopkins International	CLE	\$180,553,759
Columbus	John Glenn Columbus International	CMH	\$222,651,505
Columbus	Rickenbacker International	LCK	\$7,533,740
Dayton	James M. Cox Dayton International	DAY	\$74,399,821
Toledo	Toledo Express	TOL	\$5,310,000
			\$533,889,382

Source: https://www.faa.gov/airports/planning_capacity/npas/current/

2. Ohio DOT Must Continue to Protect Our Airspace: See HB 490 introduced by Rep Adam Holmes

Background: The Federal Aviation Administration (FAA) requires notification of proposed tall structures to complete an evaluation. The evaluation does not consider special local needs or economic impacts. The FAA does not have sufficient ‘teeth’ to stop development from impacting Ohio’s airport and airspace assets unless it is egregious. To ensure that local and state entities are involved, the FAA permit application process does not release the applicant from meeting all other federal, state, or local laws.

Need: Pass clear legislation that ensures Ohio DOT maintains appropriate authority to protect Ohio’s airspace.

Ask: Support HB490 legislation (Sponsor: Rep. Adam Holmes) for protecting Ohio’s airspace.