



50I

2022 Indiana State Aviation System Plan

Kentland Municipal Airport

Associated City: Kentland

County: Newton

ISASP Facility Category: Basic



Kentland Municipal Airport (50I) is a general aviation (GA) airport located just outside the town of Kentland, which is approximately halfway between Indianapolis and Chicago. As a GA facility serving three counties, the airport supports a variety of activities including corporate and business activity, flight instruction, recreational flying, and aerial agricultural operations for extraordinarily rich and fertile farmlands. Services offered on-site include hangar space, passenger terminal and lounge, and many more. An on-site aircraft maintenance facility is also located at 50I. The airport provides a key access point for Kentland’s Opportunity Zone, which is an initiative that focuses of fostering business development across a number of sectors, including warehousing, logistics, solar energy, agribusiness, manufacturing, and more. This support of the local economy, along with a wide variety in the aviation activities performed on-site, makes the airport a critical part of the local community.

Airport Activities

- Recreational Flying
- Corporate or Business Activity
- Military Exercises or Training
- Career Training or Flight Instruction
- Aerial Agricultural Spraying

Airside Facilities

- Primary Runway **09/27**
- Runway Surface Type **Asphalt**
- Runway Dimensions **4,004' x 60'**
- Fuel Availability **100LL & Jet A**

Activity Forecasts

Activity	2019*	2039
Based Aircraft	13	13
GA Operations	6,690	6,830
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 Kentland 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.

501 Recommendation to Improve System Performance

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

Airport Information			
Primary Runway:	09/27		
Primary Runway Approach Type:	V/RNAV(LPV)		
Primary Runway Approach Category:	Non-precision with Vertical Guidance		
MSLR Category	Basic MSLR Target	Existing Condition	Meets MSLR Target?
Primary Runway Characteristics			
Runway Length	3,400'	4,004'	Yes ✓
Runway Strength	12,500 lb.	SW: 12,500 lb.	Yes ✓
Runway Grooving	Maintain Existing	None	Yes ✓
Runway Lights	LIRL	MIRL	Yes ✓
Full Parallel Taxiway	Recommended	Connector and Turnaround	Yes ✓
Taxiway Lights	Maintain Existing	MITL	Yes ✓
Visibility Minimums (One End Minimum)	>1 mile	1 mile	Yes ✓
Ceiling Minimums (One End Minimum)	400'	287'	Yes ✓
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

MITL: Medium Intensity Taxiway Lights

NPI: Non-precision Instrument

P2L: 2-box Precision Approach Path Indicator (PAPI) On the Left Side of the Runway

RNAV (LPV): Area Navigation with Vertical Guidance

SW: Single Wheel

V: Visual

501'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