



OVO

2022 Indiana State Aviation System Plan

North Vernon Airport

Associated City: North Vernon

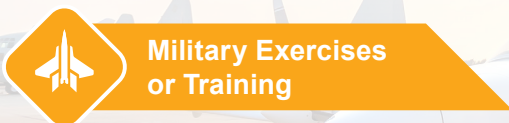
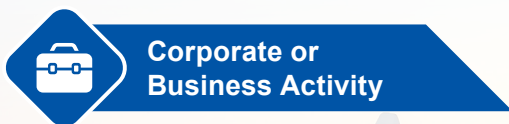
County: Jennings

ISASP Facility Category: Local



North Vernon Airport (OVO) is a general aviation (GA) airport located approximately two miles northeast of North Vernon. Recognized by Aviation Indiana as “Airport of the Year” in 2012, the airport facilitates regular recreational and business flights. Additional operations include aerial inspection, police and law enforcement, search and rescue, aerial photography and advertising, and glider activity. The wide array of aviation activity occurring at OVO helps to improve its standing as a multi-purpose aviation facility, further increasing the traffic that utilizes the airport. OVO is also home to the Indiana National Guard Panther Contingency Operating Base (COB) that directly supports the Muscatatuck Urban Training Center (MUTC). MUTC offers users a globally unique, urban and rural, multi-domain operating environment that is recognized as the Department of Defense’s (DOD’s) largest urban training facility in the nation. The airport also has a 200-acre industrial park that is being developed to bolster non-aeronautical revenue.

Airport Activities



Airside Facilities



Activity Forecasts

Activity	2019*	2039
Based Aircraft	30	33
GA Operations	7,570	8,190
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 North Vernon 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.

Airport Information			
Primary Runway:	05/23		
Primary Runway Approach Type:	RNAV(LPV)/RNAV		
Primary Runway Approach Category:	Non-precision with Vertical Guidance		
MSLR Category	Local MSLR Target	Existing Condition	Meets MSLR Target?
Primary Runway Characteristics			
Runway Length	3,400'	5,002'	Yes ✓
Runway Strength	30,000 lb.	DW: 50,000 lb.	Yes ✓
Runway Grooving	Maintain Existing	None	Yes ✓
Runway Lights	LIRL	MIRL	Yes ✓
Full Parallel Taxiway	Recommended	Full Parallel	Yes ✓
Taxiway Lights	Yes	MITL	Yes ✓
Visibility Minimums (One End Minimum)	1 mile	1 mile	Yes ✓
Ceiling Minimums (One End Minimum)	350'	334'	Yes ✓
Visual Glide Slope Indicator (VGSI)	VGSI	P2L/P2L	Yes ✓
Approach Lighting System (ALS)		N/N	
Runway End Indicator Lights (REILs)	REILs	N/N	No ✗
Runway Markings & Signage	NPI	NPI/NPI	Yes ✓
Clear Precision Obstacle Free Zone	If Applicable	N/N	N/A ○

Notes

2D: Dual Tandem

DW: Dual Wheel

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

OVO'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.



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Office of Aviation

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