

Associated City: Indianapolis

County: Johnson

ISASP Facility Category: Regional



**Indy South Greenwood Airport (HFY)** is a general aviation (GA) airport located approximately 10 miles south of downtown Indianapolis. HFY's location provides excellent access to many of Indianapolis' attractions, such as Lucas Oil Stadium, Gainbridge Fieldhouse, and the Indiana Convention Center. In addition, the airport hosts two flight schools, aircraft rental services, and an aircraft maintenance facility that provide 24-hour customer service. Additionally, the airport offers both 100LL and Jet A fuel from both a mobile fuel truck and 24-hour self-serve pumps. The airport also hosts a local Experimental Aircraft Association (EAA) Young Eagles chapter and offers free aircraft rides for kids ages 8-17. With a wide variety of aviation services and amenities offered, HFY is truly a full-service airport for pilots and GA passengers looking for quick and convenient access to the central Indiana region and southern Indianapolis area

### Airport Activities

- Recreational Flying
- Corporate or Business Activity
- Police or Law Enforcement
- Career Training or Flight Instruction
- Military Exercises or Training

### Airside Facilities

- Primary Runway 01/19
- Runway Surface Type **Asphalt**
- Runway Dimensions 5,102' x 75'
- Fuel Availability 100LL & Jet A

### Activity Forecasts




Activity	2019*	2039
Based Aircraft	90	108
GA Operations	28,820	31,210
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 Indy South Greenwood 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.

### HFY Recommendations to Improve System Performance

-  Complete Wildlife Hazard Assessment (WHA) and Wildlife Hazard Management Plan (WHMP) if Necessary
-  Install Air Operations Area (AOA) Wildlife Fence
-  Increase separation from runway centerline to hold position

Airport Information			
Primary Runway:	01/19		
Primary Runway Approach Type:	RNAV(LPV)/RNAV(LPV)		
Primary Runway Approach Category:	Non-precision with Vertical Guidance		
MSLR Category	Regional MSLR Target	Existing Condition	Meets MSLR Target?
Primary Runway Characteristics			
Runway Length	5,000'	5,102'	Yes ✓
Runway Strength	60,000 lb.	Not Provided	N/A ⊙
Runway Grooving	Grooved	Grooved	Yes ✓
Runway Lights	MIRL	MIRL	Yes ✓
Full Parallel Taxiway	Full Parallel	Full Parallel	Yes ✓
Taxiway Lights	Yes	MITL	Yes ✓
Visibility Minimums (One End Minimum)	1 mile	1 mile	Yes ✓
Ceiling Minimums (One End Minimum)	300'	308'	No ✗
Visual Glide Slope Indicator (VGSI)	VGSI or ALS	P4L/P4L	Yes ✓
Approach Lighting System (ALS)		N/ODALS	
Runway End Indicator Lights (REILs)	REILs (if no ALS)	Y/N	Yes ✓
Runway Markings & Signage	NPI	NPI/NPI	Yes ✓
Clear Precision Obstacle Free Zone	If Applicable	N/N	N/A ⊙

#### Notes

**MIRL:** Medium Intensity Runway Lights

**MITL:** Medium Intensity Taxiway Lights

**NPI:** Non-precision Instrument

**ODALS:** Omni-Directional Approach Lighting System

**P4L:** 4-box Precision Approach Path Indicator (PAPI) On the Left Side of the Runway

**RNAV (LPV):** Area Navigation with Vertical Guidance

## HFY'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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