

Visioneering Unified Legislative Alliance
Wichita State University National Institute for Aviation Research (NIAR)
LEGISLATIVE RESUBMISSION PROPOSAL – November, 2010

Proposal: *It is requested that the Visioneering Unified Legislative Alliance continue to include in its list of priorities for the 2011 legislative session continued funding for Aviation Research for Wichita State University's National Institute for Aviation Research. In collaboration with the regional Kansas aviation companies, \$10 million is requested for aviation research during the 2011 legislative session. Advancing technology on Kansas aviation products during downturns, like the one we have most recently experienced, is a key to retaining or gaining market share when the economy recovers and the aviation market returns.*

Background of issue (i.e., relevant data, history, date of original proposal, funding history):

During the 2002 legislative session, at the request of the Kansas aviation industry, the Kansas Legislature and the Governor approved, in HB 2690, \$13M in bonds to “initiate and complete capital improvement projects for the acquisition and installation of laboratories and equipment for icing and wind tunnels, crash testing and advanced manufacturing” at the National Institute for Aviation Research (NIAR) at Wichita State University. Boeing, Bombardier, Cessna and Raytheon (prior to Spirit AeroSystems and Hawker Beechcraft) had originally requested a total of \$20M over four years for needed improvements.

In 2003, 2004, 2005, and 2006 the Kansas Legislature and the Governor approved \$1M, \$2M, \$2M, and \$2M, respectively, for aviation related research to support future products. In 2007, the Kansas aviation industry requested a second initiative for enhanced funding over a five-year period, which was funded at \$4.75M, \$5M, \$4.9M, and \$5M respectively, in 2007, 2008, 2009, and 2010. ***In 2011, the industry is requesting the fifth year of funding of \$10M to support research and technical support in the areas of:***

- Composites and Advanced Materials Applications
- Environmental Effects on Aircraft Operation
- Advanced Manufacturing Techniques
- Crash Dynamics and Crash Safety
- CAD/CAM Applications and Design
- Advanced Joining

These research projects will help the Kansas aviation industry reduce cycle-time-to-market, reduce costs, enhance quality and safety for improved competitiveness, and retain and create jobs.

Moreover, the continued support for research and development by the state helps the Kansas congressional delegation leverage federal funding for NIAR. For example, in 2004, NIAR was named an FAA Center of Excellence for Advanced Materials and a NASA National Center for Advanced Materials Performance. In 2006, the Department of Defense created a Center of Excellence for Aging Aircraft at NIAR. As a result of this

center, NIAR was awarded \$4M in contract work from the Air Force for aging KC135 tanker work and expects additional work to follow on additional KC-135 aircraft, B1 bomber and C-130. Over the 7 year history of this funding, NIAR/WSU has been successful in returning a 9 to 1 return on investment bringing additional research work into Kansas from federal agencies and industry.

Describe the regional impact or significance to South Central Kansas:

The aviation industry is one of the major drivers of our state's economic engine and it must be protected to maintain the health of the Kansas economy. The statistics demonstrate the impact. Even with the downturn in business aviation, more than 30,000 Kansans work in aviation in the Wichita area alone. Add in the jobs that are created as a result of those aviation jobs (when aviation workers spend their paychecks), the total reaches nearly 119,000 jobs, with an annual payroll of more than \$5 billion. In addition, every Kansas residents pays \$525 less in taxes due to the combined revenues and business activities of the aviation industry.

Describe the relationship of the proposal to job growth, per capita income and/or education:

This funding supports the retention and growth of over 30,400 direct aerospace jobs and 118,894 indirect jobs as a result of the aerospace industry with an average wage of \$67,440 and a total direct payroll of \$2.3 billion and an indirect payroll of \$5.2 billion.

Describe how this resubmission proposal is the same or different from the original proposal (i.e. is the intent the same, will the funding requested be utilized for same or new purposes, etc.)

This funding request has the same intent and will be utilized for the same purposes as the previous funding requests for aviation research through NIAR.

Persons/Organizations/Groups with primary responsibility for advancing proposed legislation (please provide contact information, including telephone and e-mail):

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