



Economic Impact Summary of Centralia Municipal Airport (KENL)

Provided by: South Central Illinois Regional Planning & Development Commission

Economic Impact Summary of Centralia Municipal Airport (KENL)

Table of Content

Introduction	1
General Information	3
Ownership	3
Activation Date.....	3
General Location	3
Elevation.....	3
On-Site Facilities	3
Runways	3
Communication	4
Instrument Approach	4
Procedures	4
Operations	4
Passenger Terminal	4
Airport Terminal.....	4
Planned TIP Improvements	4
Operational Statistics.....	5
Heliports	5
Nearby Amenities.....	5
Economic Impact of the Airport & Services	5
Direct Economic Impact of the Centralia Municipal Airport	6
Direct Impacts.....	6
On-Airport Impacts.....	6
General Aviation Visitor Impacts	6
Construction Impacts	7
Multiplier Impacts of Centralia Municipal Airport	7
Multiplier Impacts.....	7
Output Impacts of Centralia Municipal Airport	7
Total Economic Impacts of the Centralia Municipal Airport	7
Concluding Observation	7
Qualitative Benefits of Centralia Municipal Airport	9
Summary Information for Centralia Municipal Airport	10
Employment Impacts.....	10
Payroll Impacts.....	10
Output Impacts	10
Estimates of General Aviation Itinerant Arrivals	10
Estimate of General Aviation Visitors.....	10
Estimate of General Aviation Visitor Expenditure.....	10
Total Economic Impact	10

Table of Content

Regional Employment Impacts	11
Capital Improvement Planning Employment	11
General Aviation Visitor Employment	11
Total Employment	11
Regional Payroll Impacts	12
On-Airport Payroll	12
CIP Payroll.....	12
General Aviation Payroll	12
Total Payroll	12
Regional Output Impact	13
On-Airport Payroll	13
CIP Output	13
General Aviation Output.....	13
Total Output	13
Total Regional Economic Impact	14
Total Regional Economic Impact Summary	14

The Economic Impact Study of Aeronautics:

Preface:

The Economic Impact Summary of South-Central Illinois Airports is intended to provide accurate and measurable data regarding the regional level economic impact of airports. The South Central Illinois Regional Planning & Development Commission, in its capacity as an Economic Development Administration funded by the Economic Development District, building upon its unique regional perspective, saw the opportunity to integrate the use of a combination of regional, district, state IDOT planning funds and federal EDA planning resources in a way that would maximize their benefit for member local governments, development groups and area businesses. The state's rural transportation planning funds will be combined with other local and regional resources to produce this informational document.

With the permission of the IDOT Division of Aeronautics, the Commission has utilized the expertise and collective research efforts of CDM-Smith and other Illinois-based consulting firms to produce this informational document. The study focuses upon the level of economic impact that is derived from the region's five publically-owned general aviation airports, the aviation and related services that they provide to their host community, county and the region as a whole.

Specifically, this study examines the full range of economic benefits derived the following five publicly-owned general aviation airports within the five-county South Central Region study area:

Name of the Airport	LOC ID Town or City Location	County Location
Flora Municipal Airport	(KFOA) Flora, Illinois	Clay County
Effingham Co. Memorial Airport	(1H2) Effingham, Illinois	Effingham County
Vandalia Municipal Airport	(KVLV) Vandalia, Illinois	Fayette County
Centralia Municipal Airport	(KENL) Centralia, Illinois	Marion County
Salem-Leckrone Airport	(KSLO) Salem, Illinois	Marion County

The Study Process:

The economic benefits associated with aviation facilities and their operations within Illinois have been quantified using a standard econometric modeling process that has been approved by the Federal Aviation Administration (FAA). The "Statewide Aviation Economic Impact Study" of the airports in Illinois quantifies the economic benefits from such facilities and aviation services in terms of jobs, payroll and economic output. This methodology has been used to successfully quantify the economic contribution of airports and airport systems throughout Illinois.

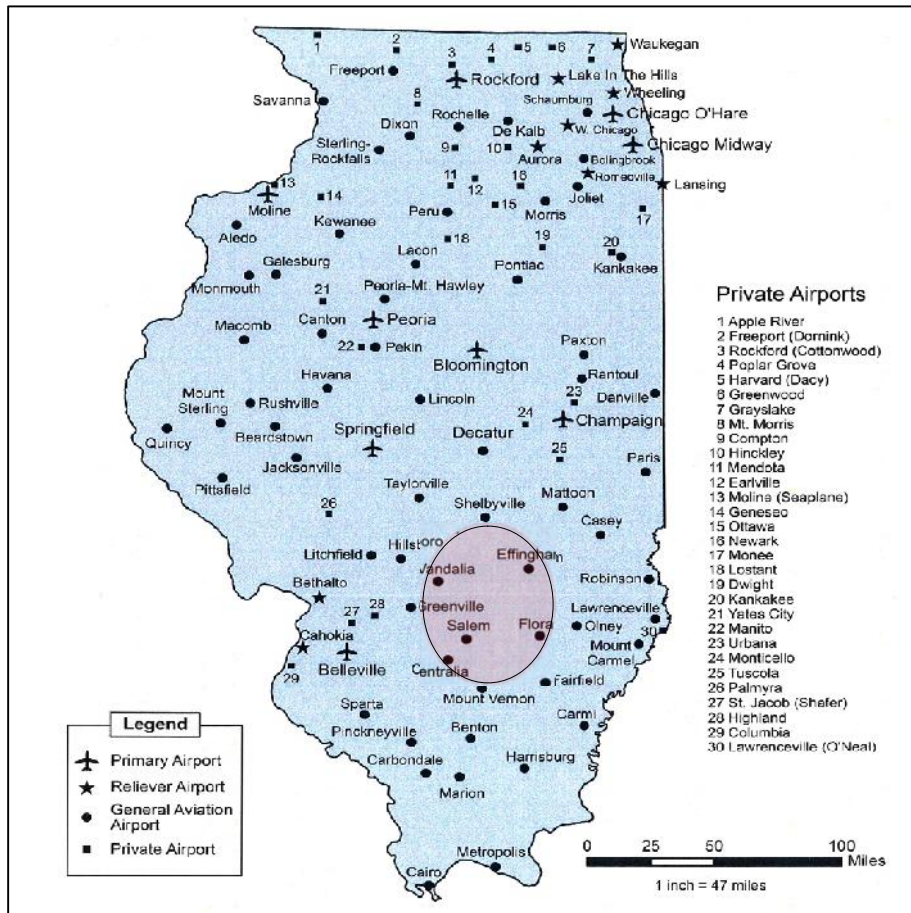
The data utilized for this study came from numerous efforts at each airport. Airport managers, rural fixed-base operators and aviation-related organizations were surveyed to collect the information necessary to estimate the on-airport employment, payroll and economic output. Visitors to Illinois using commercial airlines and general aviation aircraft were also surveyed to estimate the benefits associated with their expenditures as well. The induced impacts of these airport activities were calculated using multipliers that are specific to Illinois. For example, when an airport employee purchases local goods and services at local retail establishments, that spending circulates through the local economy by supporting the jobs and payroll of other businesses and thereby generates additional economic activity within the community, county and region. The total economic impact is the sum of all on-airport, visitor, and multiplier impacts.

The Commission’s staff began coordinating efforts with both IDOT and CDM-Smith staff in September of 2011. Working around the airport surveys that were already completed by CDM-Smith staff for any of the general aviation airports located within Centralia, Effingham, Flora, Salem and Vandalia, Illinois, the Commission staff began drafting various components of this report. A basic profile for each of the District’s five publicly-owned general aviation airports was prepared. At the suggestion of IDOT officials, the Commission also included information for each of the District’s airports surveyed regarding their short-term proposed Capital Improvements Plan known as a CIP plan.

Location of Airports Surveyed:

The Illinois aviation system is one of the largest and most diverse airport systems in the United States. IDOT officials note that by measuring the individual and collective economic activity stemming from these 118 airports and heliports, including the state’s commercial service facilities, the state feels that it should be possible to demonstrate to the general public, local and state government officials and other stakeholders how we economically benefit from the presence of each airport.

The map below depicts the general location of each of the state’s airports by category. The five publicly-owned airports that provide the focus of this report are highlighted.



Centralia Municipal Airport

FAA LOC ID: KENL

City of Centralia (Marion County), Illinois

General Airport Information:

Ownership: City of Centralia, Illinois

Activation Date: June 1947

General Location: The airport complex is located two miles east of the center of the City of Centralia, Illinois 62801 immediately south of Illinois Route 161 also known as East McCord Street.

Elevation: 521.9 feet above sea level.

On-Site Facilities: Passenger terminal constructed in 1970. No control tower. Lighted wind indicator. The runway contains lights that are on from dusk to dawn with a white-green beacon.

Runways: Runway 18/36 (5,001' x 75') which offers an asphalt landing surface in good condition and Runway 9/27 (3,300' x 60') which also offers an asphalt landing surface in good condition. Both runways offer basic non-precision identification markings in fair to good condition, medium intensity runway edge lighting and both runways offer end identifier lights. Runway 18 and 36 are equipped with VASI lighting.²



Source: <http://www.googleearth.com> (accessed June, 2011)

² <http://www.airnav.com> (accessed June, 2013)



Source: <http://www.airnav.com> (accessed June, 2013)

Communications: Airport Frequency: CTAF/UNICOM 122.8
Sectional Chart: St. Louis, Missouri
ARTCC: Kansas City Center

Instrument Approach: Runway 18: RNAV and VOR-A

Procedures: Runway 36: RNAV

Airport Access: The publicly-owned airport is open for use by the general public.

Operations: Rodney Resch, Manager (618) 533-1643 or (618) 322-5015 (Cell)

Passenger Terminal: Passenger reception/waiting area, service desk, rest rooms, snacks and beverages, pilot lounge, small meeting room, computer testing center, flight simulator training and briefing room etc. A courtesy car is provided along with private taxi and public transit services by South Central Transit.

Airport Services: Fuel: 100LL Jet-A Single Point & Over the Wing
Parking: Hangars 10 T-Hangar Slots and Tiedowns
Airframe Service: Major
Power Plant Service: Major³

Planned TIP Improvements:

The following planned future capital improvements have been identified by the airport governing body, local operator and shared with the Aviation Division of IDOT and FAA officials, etc. It should be noted that the inclusion of improvements in the airport's Transportation Improvement Plan (TIP) does not necessarily mean that implementation of such improvements is imminent.

- ❖ Removal of Trees
- ❖ New runway lighting
- ❖ New pavement on parking lot
- ❖ New electrical vault*

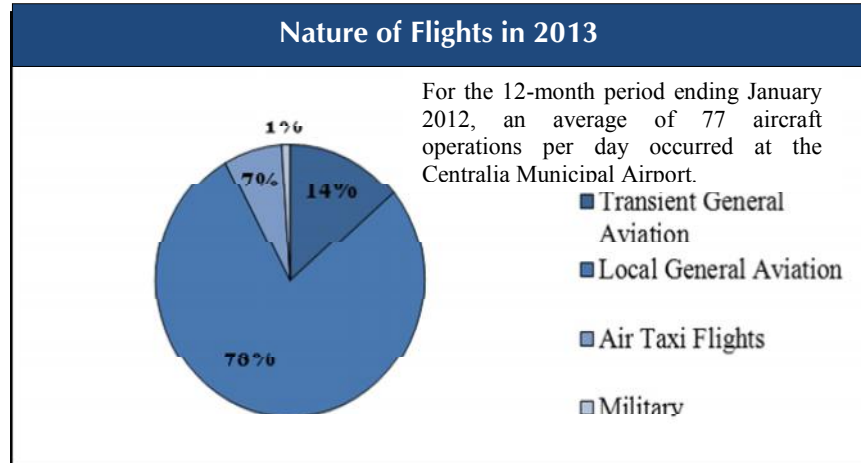
³ <http://www.airnav.com> (accessed June, 2013)

*Walker, Fred. "Survey of Regional Airports." Survey. June 2011

Operational Statistics:

Aircraft Based at Airport in 2013				
Single Engine	Multi-Engine Airplanes	Helicopters	Ultra Lights	Total
23	2	3	1	29

Source: <http://www.airnav.com> (accessed June, 2013)



Source: <http://www.airnav.com> (accessed June, 2013)

Heliports:

In addition to the Centralia Municipal Airport, the City of Centralia also contains two heliports, including: (1) the St. Mary's Good Samaritan Hospital Heliport ID (98IL); and (2) the Centralia Correctional Center Heliport ID (6IL8) both of which are privately owned and operated.⁴

Nearby Amenities:

According to the records of the Economic Development Director and the Chamber of Commerce, there are numerous retail stores, an estimated 20 eating establishments and three overnight lodging facilities within a five-minute drive time of the airport which can be reached via the airport operator's courtesy vehicle and/or local taxi service, etc. The presence of such amenities influences the airport operation's indirect economic impact for the community and county via the occasional purchase of goods and services.⁵

Economic Impact of the Airport & Services:

The economic benefits associated with the Centralia Municipal Airport and its year-round operations in Centralia, Illinois have been quantified using a standard econometric modeling process approved by the Federal Aviation Administration (FAA). The Commission's summary quantifies the overall economic contribution of the airport by focusing upon the level of direct, indirect and induced economic impact that is derived from the general aviation airport and the aviation and related services that it provides to their host community, county and the District as a whole.

⁴ Walker, Fred. "Survey of Regional Airports." Survey. June 2011

⁵ Ibid

The remaining headings of the Economic Impact Summary of Centralia Municipal Airport will discuss the documented local economic benefits derived from the specific airport facilities and aviation services in terms of jobs, payroll and economic output. This methodology has been used to successfully quantify the overall economic contributions of Centralia Municipal Airport. The data utilized for this economic impact summary came from the research and surveying efforts of CDM-Smith, other Illinois airport consulting firms and the staff of the Commission relative to each of five airports surveyed within the five-county South Central Region. Local elected officials, contracted airport managers, rural fixed-base operators and aviation-related organizations and governing bodies were surveyed to collect the information necessary to estimate the on-airport employment, payroll, and localized economic output.

Visitors to the Centralia Municipal Airport using its general aviation aircraft were also surveyed to estimate the local economic benefits derived from their expenditures as well. The induced impacts of the airport's local activities were calculated using multipliers that are specific to the State of Illinois. For example, when an airport employee, transient pilot or crew member or passenger purchases local goods and services at local retail establishments, that spending circulates through the local economy by supporting the jobs and payroll of other businesses and thereby generates additional economic activity within the community, county and region. The total economic impact is the sum of all on-airport, visitor, and multiplier impacts.

Direct Economic Impacts of the Centralia Municipal Airport:

Direct Impacts account for the initial point where the money from the aviation-related activity first starts circulating in the economy. These impacts include the results from on airport activity and visitor spending. On-airport activity included the benefits associated with businesses and government organization located at the airport, which are directly related to the provision of aviation services. On-airport impact include the employment, payroll, and spending of businesses such as fixed based operations, flight schools, aircraft repair facilities, and airport management and operations staff. Capital expenditure of the businesses and government organization are also included in direct impacts. Visitors contribute to direct impacts through their off-airport spending which may include visiting local stores, restaurants and hotels near the airport.⁶

On-airport impacts of area airport may include operations such as airport tenants that are businesses with employees, fixed based operations, flight schools, concessionaries, and airport restaurants. Also included in these groups are governmental agencies, such as public airport sponsors, air traffic controllers, and other state and federal agencies.⁷

General Aviation Visitor impacts are produced by non-local passengers arriving via private or business aircraft. General aviation visitors make up the portion of each of the airport's general aviation operation that leave the airport's local airspace, termed itinerant operations. Some itinerant operations at an airport are conducted by resident of the airport's market area who fly their planes to distant location and subsequently return to their home airport. The remaining itinerant operations are attributed to visitors. Itinerant operations performed by visitors are called true transient operations. Impacts for this group were estimated using survey data from pilots and passengers visiting airports across Illinois.⁸

⁶ CDM-Smith, *Illinois Statewide Aviation Economic Impact Study*, 2012

⁷ Ibid.

⁸ Ibid.

Construction Impacts are calculated when the airport undertakes Capital Improvement Projects (CIP), such as runway rehabilitation or terminal improvements. Additionally, these projects employ people in jobs such as construction, architecture, engineering, and consulting.⁹

Multiplier Impacts of Centralia Municipal Airport:

Multiplier Impacts result from the recirculation and respending of direct impacts within the economy. This respending of money can occur multiple times and takes two forms – indirect and induced. Indirect impacts occur when businesses spend their revenue on business expenses, whereas induced impacts occur when employees spend their earnings on goods and services. For example, as airport employees spend their salary for housing, food, and services, those expenditures circulate through the economy, resulting in increased spending, payroll, and employment throughout Illinois. As this money is spent over and over again, some of it leaks beyond the boundaries of Illinois, and thus no longer benefits Marion County’s citizens. The economic model uses parameters specific to Illinois to estimate the leakage effect associated with these multiplier impacts.¹⁰

Output Impacts of Centralia Municipal Airport:

Output Impacts is the result of money spent, invested and generated by businesses and visitors. For example, on-airport output is defined as annual gross sales for on-airport businesses and activities. The exceptions are organizations such as corporate flight department and government agencies that do not generate revenue. Airlines are also exceptions since it is difficult to attribute revenues to specific airports. Output for these types of organizations are defined as the sum of payroll and operation expenses. Output for CIP is simply the expenditure related to those projects. Output related to commercial and general aviation visitors is defined as spending by those people during their visits at locations that are not already captured by on-airport output, typically at off-airport establishments.¹¹

Total Economic Impacts of the Centralia Municipal Airport:

The **Total Economic Impact** is a combination of all direct economic impacts and the multiplier effect impacts on the local community and county derived from the existence of the Centralia Municipal Airport facilities, staff and the aviation services they provide that generate an average of 77 aircraft movements per day and in the process bring pilots, crew members and guests to the Centralia, Illinois area.¹²

Concluding Observations:

The Centralia Municipal Airport consists of approximately 314 acres located about two miles south of the center of the City of Centralia, Illinois. Classified as a general aviation facility, the airport is owned by the City of Centralia, Illinois and managed by Rodney Resch. The publicly-owned airport is open for use by the general public and was placed in service in June of 1947.

⁹ Ibid

¹⁰ Ibid.

¹¹ Ibid

¹² <http://www.airnav.com> (accessed June, 2013)

The aviation complex includes two runways both of which offer asphalt landing surfaces in good condition, three structures, including a passenger terminal constructed in 1970, a maintenance hangar, corporate storage hangar, and one T-hangar offering 10 rental spaces. Both 100LL aviation gas and Jet A fuels are available at the airport which also provides both hangar and tie down aircraft services along with airframe and power plant aircraft maintenance and repair services.¹³

In 2013 the airport served as home for 23 single-engine, 2 multi-engine aircraft, 3 helicopters and 1 ultra-light. For the 12-month period ending June 2013 an average of 77 aircraft operations per day occurred at the Centralia Municipal Airport with more than three-quarters of which 78% were local general aviation flights. Another 14% of the airport's typical flights were attributed to transient general aviation purposes, 7% to air taxi flights and <1% to military flights. Local discussions with the airport officials note that the demand for air taxi flight service has declined significantly in recent years because of economic constraints imposed upon former corporate customers, higher flying costs and the advent of Internet based teleconferencing, etc.



By comparison with many other rural airports in downstate Illinois, the Centralia Municipal Airport retains a fairly diverse corporate customer base and the related hangar rental and aviation fuel sales that accompany this fact. The airport also economically benefits from the City of Centralia's ability to periodically attract corporate site seekers, the arrival of JIT air cargo shipments for local corporations, seasonal aerial agricultural applications, ongoing aerial power line inspections and the transport of medical specialists to St. Mary's Good Samaritan Hospital located within reasonable proximity of the airport. Furthermore, the airport has found specialized niche markets centering upon: the provision of flight training to international students that stay within the community from 9 to as many as 24 months while learning to fly; and computer testing labs for those interested in applying for jobs with both public and private employers.¹⁴



Despite the aforementioned functions provided by the Centralia Municipal Airport, the completion of this economic impact analysis study has led us to conclude that the majority of the local citizens and even some local elected officials and development groups have only a vague understanding of the total contribution made to the local economy by their airport and its routine operations centering upon the provision of general aviation and other specialized testing services. Many might contend that the airport is a nice convenience but not an absolute necessity in troubled economic times.

The local airport often makes the important first impression for those travelers visiting the community or county via aircraft. That being said, how important is the local airport to the community's/county's future ability to successfully compete for private sector investments and local reinvestment that help retain the jobs and attract higher-skilled, better paying jobs?

If airports are an essential component for successful economic development, can they contribute to efforts that may help reverse the current out-migration of our better educated youth upon completing college? What role does the local airport play in enhancing the overall quality of life

¹³ <http://www.airnav.com> (accessed June, 2013)

¹⁴ Walker, Fred. "Survey of Regional Airports." Survey. June 2011

via the ability to provide constituents with occasional quick access to nearby larger airports for longer, regularly scheduled passenger service, high quality, state of the art medical services and just in time delivery of critical goods and services needed by local businesses to compete in today's increasing global economy? Given the tax support and other financial allocations targeted for support the local airport, is it even coming close to paying it own way?

Hopefully, this economic impact study has provided some facts upon which local public and private sector leaders can reach more informed decisions to such questions. Based upon the General Aviation Airport Management Survey by airport officials, here is what we now know about the total economic contribution of the Centralia Municipal Airport:

Qualitative Benefits:

- The primary aviation activity at Centralia Municipal Airport flight training for international students.
- Other aviation activities include corporate operations, air ambulance flights, seasonal agricultural spraying, utility inspections, and aerial photography
- The airport supports aerial applications within a 40 mile radius
- Airgo, Inc. has provided FBO service since 1972
 - Flight training
 - Aircraft sales
 - Aircraft maintenance
 - Fuel
 - Hangar rental
 - Pilot supplies
 - Courtesy transportation service
 - PSI/Lasergrade computer test center
 - FAA Designated Examiner is on staff
- Centralia Municipal is also utilized by visitors coming to see local high school basketball, attend Balloon Fest and powerboat races, see the Halloween Parade, and hunt in the region
- Youth outreach at the airport includes tours by school groups and Girl Scouts¹⁵

¹⁵ CDM-Smith, Illinois *Statewide Aviation Economic Impact Study*, 2012

Summary Information for Centralia Municipal Airport:

Employment Impacts				
Type of Employment	Employment	Multiplier	Multiplier Employment	Total Employment
On Airport	9	1.55	14	23
Capital Expenditure	3	1.67	5	8
General Aviation Visitor Related	6	.50	3	9
Total Employment	18	1.22	22	40

Source: CDM-Smith, *Illinois Statewide Aviation Economic Impact Study*, 2012

Payroll Impacts				
Type of Payroll	Payroll	Multiplier	Multiplier Payroll	Total Payroll
On-Airport	\$ 285,200	1.09	\$ 311,000	\$ 596,200
Capital Expenditure	\$ 134,600	0.98	\$ 132,500	\$ 267,100
General Aviation Visitor Related	\$ 134,100	0.83	\$ 111,800	\$ 245,900
Total Payroll	\$ 553,900	1.01	\$ 555,300	\$1,109,200

Source: CDM-Smith, *Illinois Statewide Aviation Economic Impact Study*, 2012

Output Impacts				
Type of Output	Output	Multiplier	Multiplier Output	Total Output
On Airport	\$ 823,200	0.92	\$ 761,200	\$ 1,584,400
Capital Expenditure	\$ 593,700	1.03	\$ 614,400	\$ 1,208,100
General Aviation Visitor Related	\$ 349,400	0.93	\$ 324,600	\$ 674,000
Total Output	\$ 1,766,300	0.96	\$1,700,200	\$ 3,466,500

Source: CDM-Smith, *Illinois Statewide Aviation Economic Impact Study*, 2012

Estimates of General Aviation Itinerants Arrivals			
Total General Aviation Operations	General Itinerant Percent	General Itinerant Operation	General Aviation True Transient Arrivals
27,950	22%	6,050	998

Source: CDM-Smith, *Illinois Statewide Aviation Economic Impact Study*, 2012

Estimate of General Aviation Visitors		
General Aviation True Transient Arrivals	Visitors per Arrivals	Estimated GA Visitors
998	2.8	2,795

Source: CDM-Smith, *Illinois Statewide Aviation Economic Impact Study*, 2012

Estimates of General Aviation Visitor Expenditures		
Estimated General Aviation Visitors	Avg. Spending Per Trip	Annual General Aviation Expenditures
2,795	\$125.00	\$349,400

Source: CDM-Smith, *Illinois Statewide Aviation Economic Impact Study*, 2012

Total Economic Impact		
Total Employment	Total Payroll	Total Output
40	\$1,109,200	\$3,466,500

Source: CDM-Smith, *Illinois Statewide Aviation Economic Impact Study*, 2012

Economic Impacts Summary of Regional Airports

Regional Employment Impacts

On-Airport Employment			
Airport Name	On Airport Employment	Multiplier Employment	Total On-Airport Employment
Centralia Municipal	9	14	23
Effingham County Memorial	6	10	16
Flora Municipal	9	12	21
Salem-Leckrone	2	3	5
Vandalia Municipal	14	21	35
Regional Total	40	60	100

Source: CDM-Smith, *Illinois Statewide Aviation Economic Impact Study*, 2012

Capital Improvement Planning Employment			
Airport Name	CIP Direct Employment	Multiplier Employment	Total CIP Employment
Centralia Municipal	3	5	8
Effingham County Memorial	1	2	3
Flora Municipal	1	1	2
Salem-Leckrone	1	1	2
Vandalia Municipal	3	4	7
Regional Total	9	13	22

Source: CDM-Smith, *Illinois Statewide Aviation Economic Impact Study*, 2012

General Aviation Visitor Employment			
Airport Name	GA Visitor Related Employment	Multiplier Employment	Total GA Visitor Related Employment
Centralia Municipal	6	3	9
Effingham County Memorial	17	7	24
Flora Municipal	4	2	6
Salem-Leckrone	8	4	12
Vandalia Municipal	2	1	3
Regional Total	37	17	54

Source: CDM-Smith, *Illinois Statewide Aviation Economic Impact Study*, 2012

Total Employment			
Airport Name	Total Direct Employment	Multiplier Employment	Total Employment
Centralia Municipal	18	22	40
Effingham County Memorial	24	19	43
Flora Municipal	14	15	29
Salem-Leckrone	11	8	19
Vandalia Municipal	19	26	45
Regional Total	84	90	174

Source: CDM-Smith, *Illinois Statewide Aviation Economic Impact Study*, 2012

Economic Impacts Summary of Regional Airports

Regional Payroll Impacts

On-Airport Payroll			
Airport Name	On-Airport Payroll	Multiplier Employment	Total On-Airport Employment
Centralia Municipal	\$285,200	\$ 311,000	\$ 596,200
Effingham County Memorial	\$193,700	\$ 242,100	\$ 435,800
Flora Municipal	\$392,600	\$ 319,400	\$ 712,000
Salem-Leckrone	\$ 46,000	\$ 46,400	\$ 92,400
Vandalia Municipal	\$687,000	\$ 646,200	\$1,333,200
Regional Total	\$1,604,500	\$1,564,700	\$3,169,200

Source: CDM-Smith, *Illinois Statewide Aviation Economic Impact Study, 2012*

CIP Payroll			
Airport Name	CIP Payroll	Multiplier Payroll	Total CIP Payroll
Centralia Municipal	\$134,600	\$132,500	\$267,100
Effingham County Memorial	\$ 58,100	\$ 57,200	\$115,300
Flora Municipal	\$ 34,500	\$ 33,900	\$ 68,400
Salem-Leckrone	\$ 41,900	\$ 41,200	\$ 83,100
Vandalia Municipal	\$ 44,300	\$ 37,000	\$140,700
Regional Total	\$312,900	\$301,800	\$674,600

Source: CDM-Smith, *Illinois Statewide Aviation Economic Impact Study, 2012*

General Aviation Visitor Payroll			
Airport Name	Visitor-Related Payroll	Multiplier Payroll	Total Visitor Related Payroll
Centralia Municipal	\$134,100	\$111,800	\$245,900
Effingham County Memorial	\$376,800	\$314,300	\$691,100
Flora Municipal	\$ 88,700	\$ 73,900	\$162,600
Salem-Leckrone	\$177,300	\$147,900	\$325,200
Vandalia Municipal	\$ 44,300	\$ 37,000	\$ 81,300
Regional Total	\$1,355,200	\$686,900	\$1,508,100

Source: CDM-Smith, *Illinois Statewide Aviation Economic Impact Study, 2012*

Total Payroll			
Airport Name	Total Direct Payroll	Multiplier Payroll	Total Payroll
Centralia Municipal	\$ 553,900	\$ 555,300	\$ 1,109,200
Effingham County Memorial	\$ 628,600	\$ 613,600	\$ 1,242,200
Flora Municipal	\$ 515,800	\$ 427,200	\$ 943,000
Salem-Leckrone	\$ 265,200	\$ 235,500	\$ 500,700
Vandalia Municipal	\$ 678,400	\$ 646,200	\$ 1,324,600
Regional Total	\$2,641,000	\$5,119,700	\$5,119,700

Source: CDM-Smith, *Illinois Statewide Aviation Economic Impact Study, 2012*

Economic Impacts Summary of Regional Airports

Regional Output Impacts

On-Airport Output			
Airport Name	On-Airport Output	Multiplier Output	Total Output
Centralia Municipal	\$ 823,200	\$ 761,200	\$ 1,584,400
Effingham County Memorial	\$ 615,900	\$ 660,200	\$ 1,276,100
Flora Municipal	\$1,826,200	\$1,501,300	\$ 3,327,500
Salem-Leckrone	\$ 441,200	\$ 536,100	\$ 977,300
Vandalia Municipal	\$1,827,300	\$1,473,400	\$ 3,300,700
Regional Total	\$5,533,800	\$4,932,200	\$10,466,000

Source: CDM-Smith, *Illinois Statewide Aviation Economic Impact Study*, 2012

CIP Output			
Airport Name	On-Airport Output	Multiplier Output	Total Output
Centralia Municipal	\$ 593,700	\$ 614,400	\$1,208,100
Effingham County Memorial	\$ 256,300	\$ 265,300	\$ 521,600
Flora Municipal	\$ 152,100	\$ 157,500	\$ 309,600
Salem-Leckrone	\$ 184,700	\$ 191,100	\$ 375,800
Vandalia Municipal	\$ 564,700	\$ 584,500	\$1,149,200
Regional Total	\$1,751,500	\$1,812,800	\$3,564,300

Source: CDM-Smith, *Illinois Statewide Aviation Economic Impact Study*, 2012

General Aviation Output			
Airport Name	Total Direct Output	Multiplier Output	Total Output
Centralia Municipal	\$ 349,400	\$ 324,600	\$ 674,000
Effingham County Memorial	\$ 981,800	\$ 912,000	\$1,893,800
Flora Municipal	\$ 231,000	\$ 214,600	\$ 445,600
Salem-Leckrone	\$ 462,000	\$ 429,200	\$ 891,200
Vandalia Municipal	\$ 115,500	\$ 107,300	\$ 222,800
Regional Total	\$2,139,700	\$1,987,700	\$4,127,400

Source: CDM-Smith, *Illinois Statewide Aviation Economic Impact Study*, 2012

Total Output			
Airport Name	Total Direct Output	Multiplier Output	Total Output
Centralia Municipal	\$1,766,300	\$1,700,200	\$3,466,500
Effingham County Memorial	\$1,854,000	\$1,837,500	\$3,691,500
Flora Municipal	\$2,209,300	\$1,873,400	\$4,082,700
Salem-Leckrone	\$1,087,900	\$1,156,400	\$2,244,300
Vandalia Municipal	\$2,507,500	\$2,165,200	\$4,672,700
Regional Total	\$9,425,000	\$8,732,700	\$18,157,700

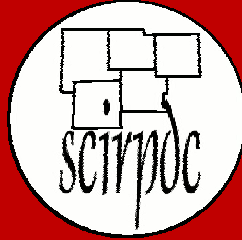
Source: CDM-Smith, *Illinois Statewide Aviation Economic Impact Study*, 2012

Economic Impacts Summary of Regional Airports

Total Regional Economic Impact

Total Regional Economic Impact Summary				
Airport Name	Total Employment	Total Payroll	Total Output	Total Economic Impact
Centralia Municipal	40	\$ 1,109,200	\$ 3,466,500	\$ 4,475,700
Effingham County Memorial	43	\$ 1,242,200	\$ 3,691,500	\$ 4,933,700
Flora Municipal	29	\$ 943,000	\$ 4,082,700	\$ 5,025,700
Salem-Leckrone	19	\$ 500,700	\$ 2,244,300	\$ 2,745,000
Vandalia Municipal	45	\$ 1,324,600	\$ 4,672,700	\$ 5,997,300
Regional Total	176	\$ 5,119,700	\$18,157,700	\$23,277,400

Source: CDM-Smith, *Illinois Statewide Aviation Economic Impact Study*, 2012



Provided by:

South Central Illinois Regional Planning & Development Commission
120 Delmar Avenue
Suite A
Salem, IL 62881-2000

P: 618-548-4234 F: 618-548-4236

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