



Economic Impact Summary of Effingham County Memorial Airport (1H2)

Provided by: South Central Illinois Regional Planning & Development Commission

Economic Impact Summary of Effingham County Memorial Airport (1H2)

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 Effingham County Memorial Airport.....	6
Direct Impacts	6
On-Airport Impacts	6
General Aviation Visitor Impacts	6
Construction Impacts	7
Multiplier Impacts of Effingham County Memorial Airport.....	7
Multiplier Impacts.....	7
Output Impacts of Effingham County Memorial Airport.....	7
Total Economic Impacts of the Effingham County Memorial Airport.....	7
Concluding Observation	7
Qualitative Benefits of Effingham County Memorial Airport.....	7
Effingham County Memorial Airport Summary	9
Employment Impacts	9
Payroll Impacts.....	9
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
Economic Impact Summary of Regional Airports	11
Regional Employment Impacts	11

Table of Content

Capital Improvement Planning Employment11
 General Aviation Visitor Employment11
 Total Employment11
Regional Payroll Impacts12
 On-Airport Payroll12
 CIP Payroll.....12
 General Aviation Payroll12
 Total Payroll12
Regional Output Impact13
 On-Airport Payroll13
 CIP Output13
 General Aviation Output13
 Total Output13
Total Regional Economic Impact14
 Total Regional Economic Impact Summary14



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	(KVLA) 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.

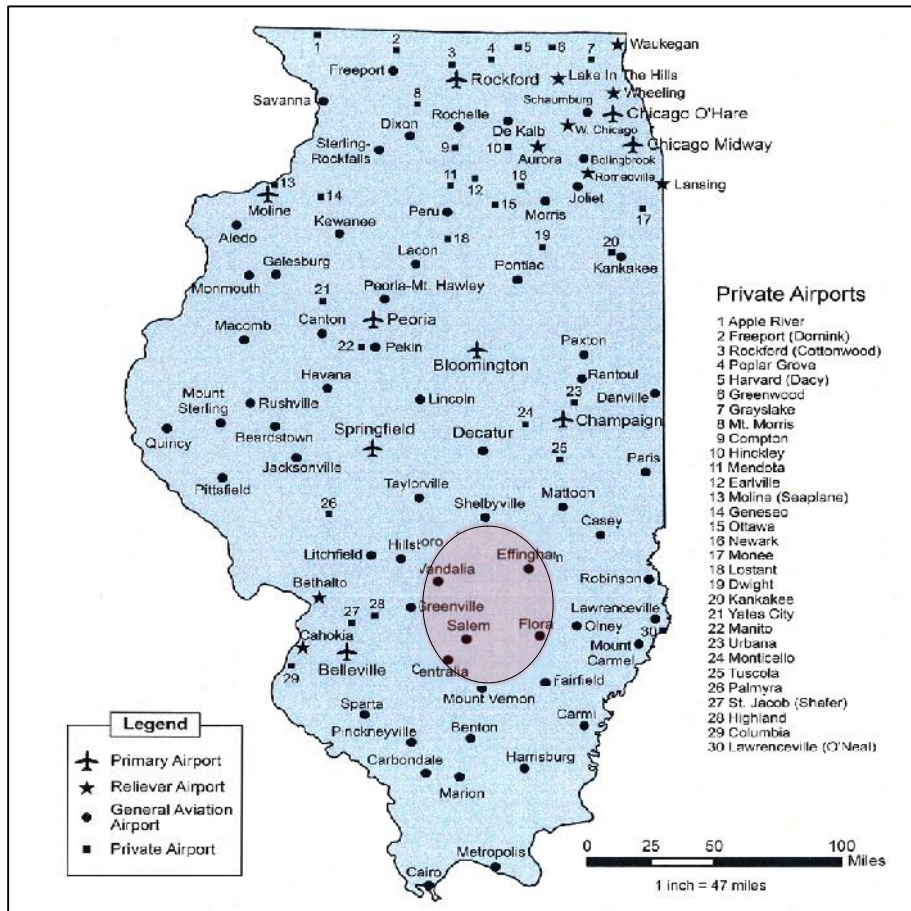
The data utilized for this study came from numerous efforts at each airport. Airport managers, rural fixed-base operators and aviation-related organizations were surveyed to collect the information necessary to estimate the on-airport employment, payroll and economic output. Visitors to Illinois using 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.



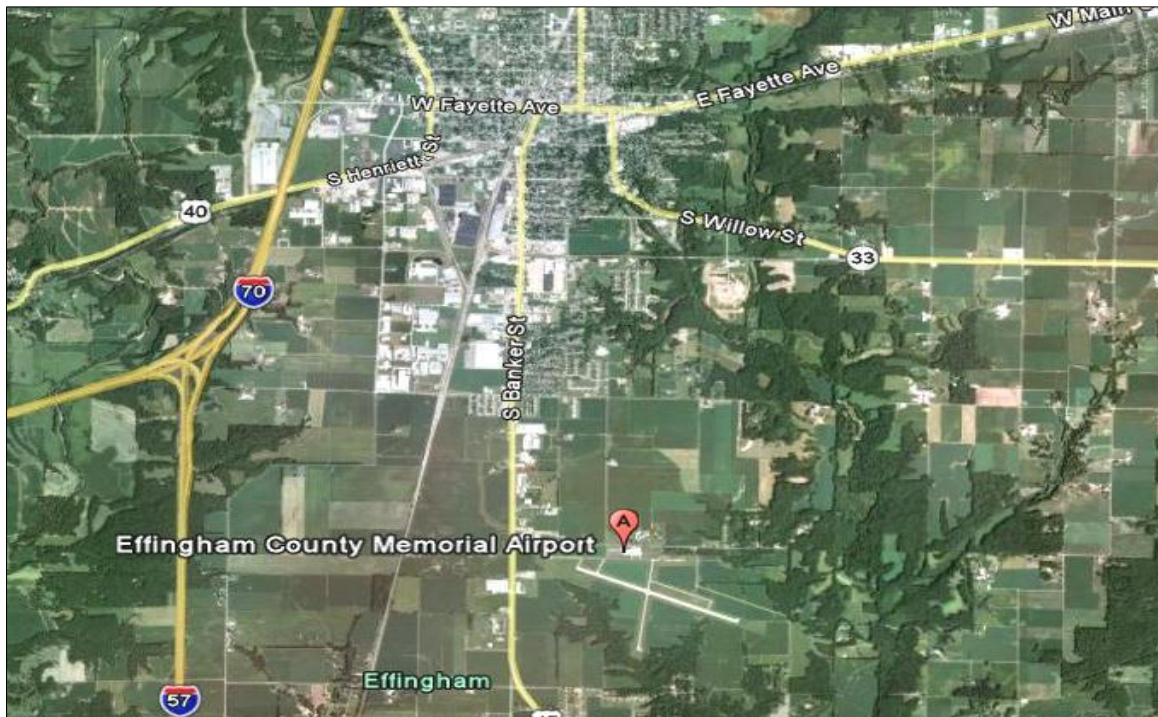
Effingham County Memorial Airport

FAA LOC ID: 1H2

City of Effingham (Effingham County), Illinois

General Airport Information:

- Ownership:** Effingham County Board
- Activation Date:** October 1945
- General Location:** The airport complex is located three miles south of the center of the City of Effingham, Illinois 62401 immediately east of US Route 45.
- Elevation:** 571.8 feet above sea level.
- On-Site Facilities:** Passenger terminal. No control tower. Lighted wind indicator with lights on from dusk to dawn with a white-green beacon.
- Runways:** Runway 11/29 (5,100' x 100') which offers a concrete landing surface in good condition and Runway 1/19 (3,400' x 60') which offers an asphalt landing surface in good condition. Both runways offer basic non-precision identification markings in good condition, medium intensity runway edge lighting and Runway 29 offers runway end identifier lights.²



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

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



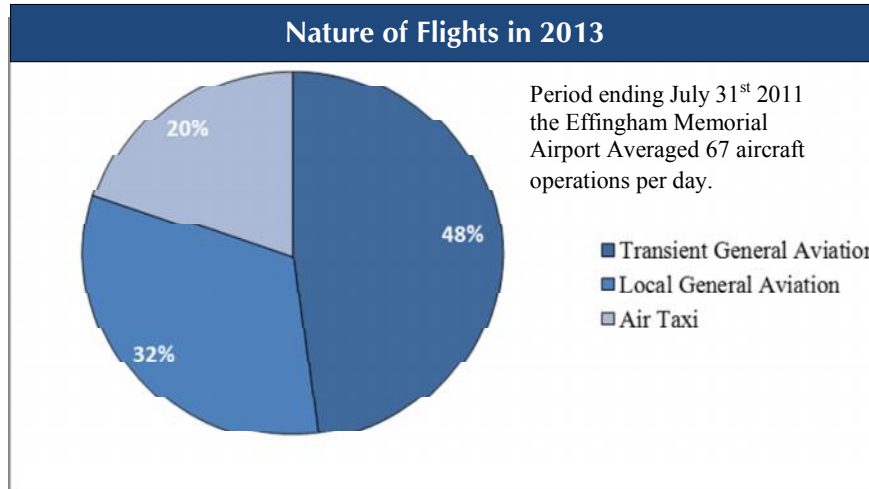
- Communications:** Airport Frequency: CTAF/UNICOM 122.8
Sectional Chart: St. Louis, Missouri
ARTCC: Kansas City Center
- Instrument Approach:** Runway 1: RNAV and VOR
- Procedures:** Runway 29: LOC
- Airport Access:** The publicly-owned airport is open for use by the general public.
- Operations:** Tate's Flying Service (217) 536-5312 – Jerry Tate (217) 343-0600
- Passenger Terminal:** Passenger reception/waiting area, rest rooms, snacks and beverages, pilot lounge, conference meeting room, etc. Courtesy car service is also provided at the terminal as well a private taxi and public transportation by appointment. Five hangars on-site, 4 corporate and 1 T-hangar which provides 12 spaces.
- Airport Services:** Fuel available: 100LL JET-A
Parking: hangars and tie downs
Airframe service: MAJOR
Power plant service: MAJOR³
- Planned TIP Improvements:** The following planned future capital improvements have recently been completed by the airport governing body: airport drainage improvements, construction of a new \$430,000 passenger terminal with entitlement and local city/county funding; replacement of an electrical vault and backup transformers and a new rotating beacon light.*

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	Jets	Ultra Lights	Total
14	0	2	0	16

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



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

Heliports:

In addition to the Effingham County Memorial Airport, the City of Effingham also contains two heliports, including: (1) the St. Anthony’s Memorial Hospital Heliport ID (11IS); and (2) the ARCH – Effingham Heliport ID (77IL) both of which are privately owned and operated.⁴

Nearby Amenities:

Within a five to seven minute drive of the Effingham County Memorial Airport, are numerous retail stores, an estimated 128 eating establishments and 18 overnight lodging facilities of potential convenience to the airport employees, transient pilots, crews and airport passengers, 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 Effingham County Memorial Airport and its year-round operations in Effingham, Illinois have been quantified using a standard econometric modeling process that has been approved by the Federal Aviation Administration (FAA). The Commission’s summary of the overall econometric modeling process has been approved by the Federal Aviation Administration (FAA).

The Commission’s summary quantifies the overall economic contribution of the airport 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 Effingham County Memorial 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 economic contribution of airports and airport systems throughout the State of Illinois and the US. The data utilized for this regional economic impact analysis study was derived in part from the research and surveying efforts of Wilbur-Smith Associates, other Illinois airport consulting firms and the staff of the Commission relative to each of the five airports surveyed with the five-county South Central Illinois 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 Effingham County Memorial 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 Effingham County Memorial 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 Effingham Memorial Airport includes airport tenants that are businesses with employees, such are 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 CDM-Smith, *Illinois Statewide Aviation Economic Impact Study*, 2012

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 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 Effingham County’s citizens. The economic model uses parameters specific to Illinois to estimate the leakage effect associated with multiplier impacts.¹⁰

Output Impacts of Effingham Memorial 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. Outputs 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 location that are not already captured by on-airport output, typically off-airport establishments.¹¹

Total Economic Impacts of the Effingham Memorial 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 Effingham County Memorial Airport facilities, staff and the aviation services they provide that generate an average of 68 aircraft movements per day and in the process bring pilots, crew members and guests to the Effingham, Illinois area.¹²

Concluding Observations:

The Effingham County Memorial Airport consists of approximately 651 acres located about three miles south of the City of Effingham, Illinois. Classified as a general aviation facility, the airport is owned by the Effingham



County Board and managed under a contractual arrangement with Tate’s Flying Service. The publicly-owned airport is open for use by the general public and was placed in service in October of 1945. The aviation complex includes two runways which offer a concrete and asphalt landing surfaces in good condition, six structures, including a new passenger terminal completed in 2011, four maintenance and corporate storage hangars and one T-hangar offering 12 rental spaces. Both 100LL aviation gas and Jet A fuels are

⁹ Ibid.

¹⁰ Ibid.

¹¹ Ibid.

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

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 14 single-engine and 2 jet aircrafts. For the 12-month period ending June 31, 2013 an average of 68 aircraft operations per day occurred at the Effingham County memorial airport of which 48% were transient general aviation flights. Another 32% of the airport's typical flights were attributed to local general aviation purposes and 20% to air taxi flights. Local discussions with the FBO and county officials note that the demand for air taxi flight service is declining because of economic constraints imposed upon former corporate customers, higher flying costs and the advent of Internet based teleconferencing, etc. However, by comparison with many other rural airports in downstate Illinois, the Effingham County Memorial Airport retains a fairly diverse corporate customer based and the related hangar rental and aviation fuel sales that accompany this fact. The airport also economically benefits from the City of Effingham'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, the transport of medical specialists, significant annual local festivals which draw thousands of attendees to the community and the arrival of top name entertainers performing at the Effingham Performance Center, etc.¹⁴

Despite the aforementioned functions provided by the Effingham County Memorial 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 a fairly wide variety of general aviation 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 we now have 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 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 the just in time delivery of critical goods and services needed by local businesses to cost effectively compete in today's global economy? Given the tax support and other financial allocations targeted for the local airport, is it even coming close to paying its own way?

Hopefully, this economic impact study has provided some documented 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" completed by airport officials, here is what we now know about the total economic contribution of the Effingham County Memorial Airport:

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

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

Qualitative Benefits of Effingham County Memorial Airport:

- Brand new half-million dollar terminal built in 2009/2010
- FBO manages airport and offers aircraft fueling, tie-downs, aircraft storage, maintenance, flight instruction, aircraft rental, and charter brokering
- Airport users include Heartland Dental Group, RR Donnelly, Sherwin Williams, Pepsi Cola, Quad Graphics, Menards, Cromwell Radio Group, Stevens Industries, Siemer Milling Company, Midland States Bank, North American Lighting, Agracel, Inc., and Boos Butcher Block
- The St. Louis Power Company conducts extensive helicopter operations for aerial power line inspections
- Agricultural spraying is conducted seasonally
- Airport serves as gateway for hunters to area hunting reserves and state owned lands
- The airport provides access for emergency room doctors based in Bloomington
- Airport used heavily during Effingham’s auto shows – Mid-America Corvette show and VW Beetle Bug show
- Effingham Performance Center performers use the airport, including Bill Cosby, Steve Martin, Ron White, and several bands
- The airport is used by flight training students from University of Illinois, Southern Illinois University-Carbondale, and Illinois State University-ISU¹⁵

Effingham Memorial Airport Summary:

Employment Impacts				
Type of Employment	Employment	Multiplier	Multiplier Employment	Total Employment
On Airport	6	1.67	10	16
Capital Expenditure	1	2.00	2	3
General Aviation Visitor Related	17	0.41	7	24
Total Employment	24	1.36	19	43

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

Payroll Impacts				
Type of Payroll	Payroll	Multiplier	Multiplier Payroll	Total Payroll
On-Airport	\$193,700	1.25	\$242,100	\$435,800
Capital Expenditure	\$58,100	0.98	\$ 57,200	\$115,300
General Aviation Visitor Related	\$376,800	0.83	\$314,300	\$691,100
Total Payroll	\$628,600	0.98	\$613,600	\$1,242,200

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

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

Output Impacts				
Type of Output	Output	Multiplier	Multiplier Output	Total Output
On Airport	\$615,900	1.07	\$660,200	\$1,276,100
Capital Expenditure	\$256,300	1.04	\$265,300	\$521,600
General Aviation Visitor Related	\$981,800	0.93	\$912,000	\$1,893,800
Total Output	\$1,854,000	0.99	\$1,837,500	\$3,691,500

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
24,900	68%	17,000	2,805

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
2,805	2.8	7,854

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

Estimate of General Aviation Visitor Expenditures		
Estimated General Aviation Visitors	Avg. Spending Per Trip	Annual General Aviation Expenditures
7,854	\$125.00	\$918,800

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

Total Economic Impact		
Total Employment	Total Payroll	Total Output
43	\$1,242,200	\$3,691,500

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

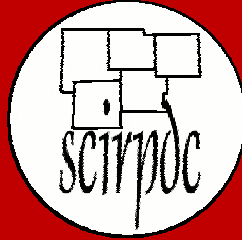
Source: CDM-Smith, *Illinois Statewide Aviation Economic Impact Study*, 2012

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

This PY-2013 Economic Impact Summary of Airports was prepared by South Central Illinois Regional Planning & Development Commission using IDOT Rural Planning Funds. This Economic Impact Summary was individually prepared for regional airports located in Centralia, Flora, Effingham, Salem, and Vandalia, Illinois. The commission would like to extend special thanks to the airport managers and fixed based operators for making this Economic Impact Summary possible.

Funding Provided by:

