



## **Economic Impact Summary of Salem-Leckrone Airport (KSLO)**

Provided by: South Central Illinois Regional Planning & Development Commission

# Economic Impact Summary of Salem-Leckrone Airport (KSLO)

## Table of Content

<b>Introduction</b> .....	1
<b>General Information</b> .....	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
<b>Economic Impact of the Airport &amp; Services</b> .....	6
Direct Economic Impact of the Salem-Leckrone Airport.....	6
Direct Impacts .....	6
On-Airport Impacts .....	6
General Aviation Visitor Impacts .....	7
Construction Impacts .....	7
Multiplier Impacts of Salem-Leckrone Airport.....	7
Multiplier Impacts.....	7
Output Impacts of Salem-Leckrone Airport.....	7
Total Economic Impacts of the Salem-Leckrone Airport.....	7
<b>Concluding Observation</b> .....	8
Qualitative Benefits of Salem-Leckrone Airport.....	8
<b>Salem-Leckrone Airport Summary</b> .....	9
Employment Impacts .....	9
Payroll Impacts.....	9
Output Impacts .....	9
Estimates of General Aviation Itinerant Arrivals .....	10
Estimate of General Aviation Visitors.....	10
Estimate of General Aviation Visitor Expenditure .....	10
Total Economic Impact .....	10
<b>Economic Impact Summary of Regional Airports</b> .....	11
Regional Employment Impacts .....	11

**Table of Content**

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.

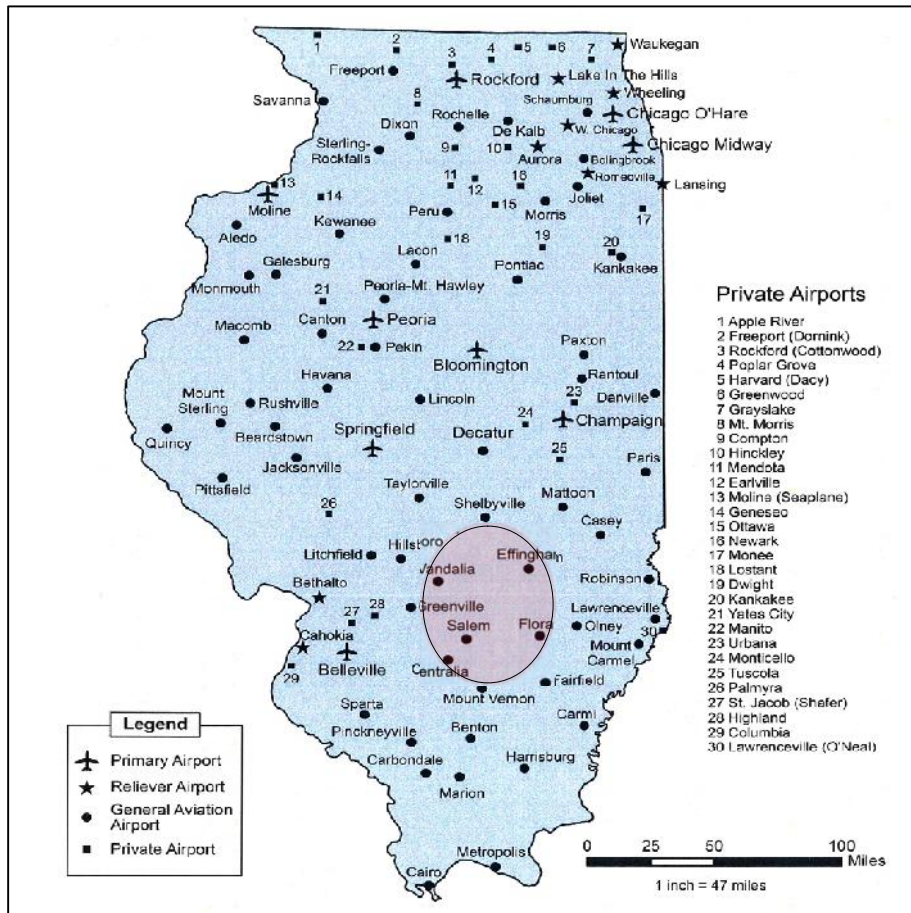
The data utilized for this study came from numerous efforts at each airport. Airport managers, rural fixed-base operators and aviation-related organizations were surveyed to collect the information necessary to estimate the on-airport employment, payroll and economic output. Visitors to Illinois using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



# Salem-Leckrone Airport

FAA LOC ID: KSLO

City of Salem (Marion County), Illinois

## General Airport Information:

**Ownership:** Salem Airport Authority

**Activation Date:** December 1941

**General Location:** The airport complex is located two miles northwest of the center of the City of Salem, Illinois 62881 immediately east of Interstate 57.

**Elevation:** 573 feet above sea level.

**On-Site Facilities:** Passenger terminal constructed in 1963. No control tower. Lighted wind indicator. The runway has lights on from dusk to dawn with a white-green beacon.

**Runways:** Runway 18/36 (4,098' x 75') offers an asphalt landing surface in good condition. The runway offer non-prescription identification markings in fair condition, medium intensity runway edge lighting and runway end identifier lights.<sup>2</sup>



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

<sup>2</sup> <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 NBD  
**Procedures:** Runway 36: RNAV
- Airport Access:** The publicly-owned airport is open for use by the general public.
- Operations:** Tate's Flying Service (618) 548-2411
- Passenger Terminal:** Passenger reception/waiting area, rest rooms, snacks and beverages, pilot lounge, small meeting room, etc. A courtesy car is available to visitors.
- Airport Services:** Fuel: 100LL (Self Service)  
Parking: Hangars and Tie downs  
Airframe Service: Major  
Power plant Service: Major<sup>3</sup>
- Planned TIP Improvements:** The following planned future 2013 through 2017 capital improvements have been identified by the airport governing body and fixed base operator and shared with the Aviation Division of IDOT and FAA officials, etc. It should be noted that the inclusion of aforementioned improvements in the airport's Transportation Improvement Plan (TIP) does not necessarily mean that implementation of such improvements is imminent.<sup>4</sup>
- Removal of the existing 10,000 gallon underground storage tank and installation of a new 10,000 gallon above ground storage tank to dispense 100LL AV gas at the airport an estimated project cost of \$285,000;

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

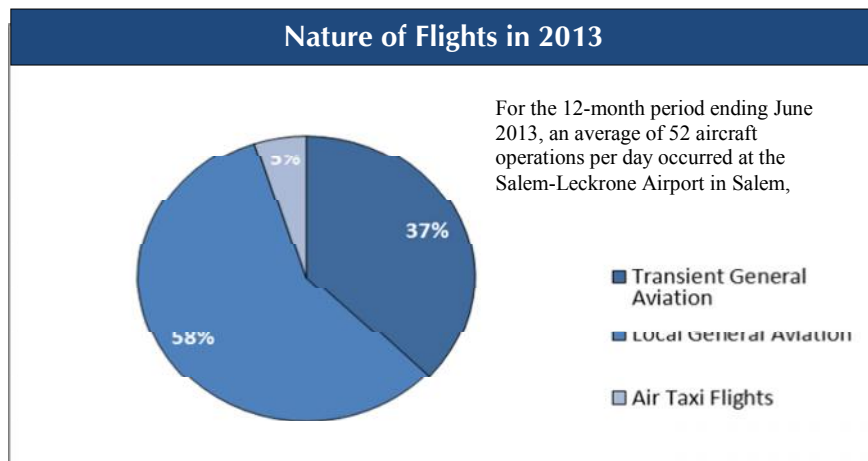
<sup>4</sup> Walker, Fred. "Survey of Regional Airports." Survey. June 2011

- Resurface and strengthen the north-south runway (18/36) involving an area of approximately 4,000 feet by 75 feet with a ¼ inch thick porous friction course and provide runway pavement markings. Eventually the airport will need to anticipate extending the serviceable life of this runway an estimated project cost of \$536,710;\*
- Remove and replace the 50 year old snow removal equipment storage building an estimated project cost of \$660,800;
- Install a weed control barrier around the taxiway and runway lighting fixtures to prevent future damage by lawn care equipment when mowing an estimated project cost of \$36,520.

**Operational Statistics:**

Aircraft Based at Airport in 2013				
Single Engine	Multi-Engine Airplanes	Helicopters	Ultra lights	Total
12	0	0	0	12

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



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

**Heliports:**

In addition to the Salem-Leckrone Airport, the City of Salem also contains one heliport, the Salem Township Hospital Heliport ID (5IL9); which is privately owned and operated.<sup>5</sup>

**Nearby Amenities:**

Within a five minute drive of the Salem-Leckrone Airport, are numerous retail stores, an estimated 21 eating establishments and three overnight lodging facilities of potential convenience to the airport employees, transient pilots and 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.

<sup>4</sup> Walker, Fred. "Survey of Regional Airports." Survey. June 2011

<sup>5</sup> Ibid



## **Economic Impact of the Airport & Services:**

The economic benefits associated with the Salem-Leckrone Airport and its year-round operations in Salem, Illinois have been quantified using a standard econometric modeling process approved by the Federal Aviation Administration (FAA). The Commission's summary of Salem-Leckrone Airport 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 related services that it provides to their host community, county and the District as a whole.

The remaining headings of the Economic Impact Summary of Salem-Leckrone 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 or 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 came 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 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 Salem-Leckrone 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 Salem-Leckrone 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.<sup>6</sup>

**On-airport** impacts of Salem-Leckrone Airport Salem 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.<sup>7</sup>

<sup>6</sup> CDM-Smith, *Illinois Statewide Aviation Economic Impact Study*, 2012

<sup>7</sup> Ibid.

**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.<sup>8</sup>

**Construction Impacts** are calculated when the airport undertakes capital improvement projects (CIP), such as a runway rehabilitation or terminal improvements. Additionally, these projects employ people in jobs such as construction, architecture, engineering, and consulting.<sup>9</sup>

### **Multiplier Impacts of Salem-Leckrone 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 effects associated with these multiplier impacts.<sup>10</sup>

### **Output Impacts of Salem-Leckrone 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 organization 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 organization is 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.<sup>11</sup>

### **Total Economic Impacts of the Salem-Leckrone 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 Salem-Leckrone Airport facilities, staff and the aviation services they provide that generate an average of 52 aircraft movements per day and in the process bring pilots, crew members and guests to the Salem, Illinois area.<sup>12</sup>

<sup>8</sup> CDM-Smith, *Illinois Statewide Aviation Economic Impact Study*, 2012

<sup>9</sup> Ibid.

<sup>10</sup> Ibid.

<sup>11</sup> Ibid.

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

## **Concluding Observations:**

In general, the completion of this economic impact summary 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 services. Many might contend that the airport is a nice convenience but not an absolute necessity in troubled economic times.

Certainly, 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?



Source: SCIRPDC

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 compete in today's increasing global economy? Given the tax support and other financial allocations targeted to support the local airport is it even coming close to paying its own way?

Hopefully, this economic impact summary has provided some facts upon which local public and private sector leaders can reach more informed decisions to such questions.

### **Qualitative Benefits of Salem-Leckrone Airport:**

- The airport's FBO offers aircraft fueling, tie-downs, hangar storage, aircraft maintenance, aircraft rental, and flight instruction.
- The FBO also contracts charter flights to conduct aerial inspection of oil pipelines and oil spills.
- The airport's terminal includes flight planning resources to pilots and a conference room for community members.<sup>†</sup>

<sup>†</sup>CDM-Smith, *Illinois Statewide Aviation Economic Impact Study*, 2012

- Corporate flights are a common activity:
  - The airport enabled a local contractor to monitor the progress and quality of work in Chicago
  - Frequent users include Henderson Trucking, Security Alarm Corp and North American Lighting
- The airport offers courtesy transportation upon request
- Aerial agricultural spraying is common at the airport during farming season
- The airport is commonly used by SIU Carbondale flight training students
- Local law enforcement utilizes the airport for marijuana patrol flights
- The airport provides access for doctors based in Mt. Vernon to visit local patients on a weekly basis
- A fly-in hosted by the local EAA Chapter features an aerobatics contest and discovery flights attracting over 200 attendees<sup>13</sup>

### Salem-Leckrone Airport Summary:

Employment Impacts				
Type of Employment	Employment	Multiplier	Multiplier Employment	Total Employment
On-Airport	2	1.50	3	5
Capital Expenditure	1	1.00	1	2
General Aviation Visitor Related	8	.50	4	12
<b>Total Employment</b>	<b>11</b>	<b>0.72</b>	<b>8</b>	<b>19</b>

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

Payroll Impacts				
Type of Payroll	Payroll	Multiplier	Multiplier Payroll	Total Payroll
On-Airport	\$ 46,000	1.01	\$ 46,400	\$ 92,400
Capital Expenditure	\$ 41,900	0.98	\$ 41,200	\$ 83,100
General Aviation Visitor Related	\$177,300	0.83	\$147,900	\$325,200
<b>Total Payroll</b>	<b>\$265,200</b>	<b>0.89</b>	<b>\$235,500</b>	<b>\$500,700</b>

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

Output Impacts				
Type of Output	Output	Multiplier	Multiplier Output	Total Output
On-Airport	\$ 441,200	1.22	\$ 536,100	\$ 977,300
Capital Expenditure	\$ 184,700	1.03	\$ 191,100	\$ 375,800
General Aviation Visitor Related	\$ 462,000	0.93	\$ 429,200	\$ 891,200
<b>Total Output</b>	<b>\$1,087,900</b>	<b>1.06</b>	<b>\$ 1,156,400</b>	<b>\$2,244,300</b>

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

<sup>13</sup> 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
19,000	42%	8,000	1,320

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
1,320	2.8	3,696

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
3,696	\$125.00	\$462,000

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

Total Economic Impact		
Total Employment	Total Payroll	Total Output
19	\$500,700	\$2,244,300

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
<b>Regional Total</b>	<b>40</b>	<b>60</b>	<b>100</b>

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
<b>Regional Total</b>	<b>9</b>	<b>13</b>	<b>22</b>

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
<b>Regional Total</b>	<b>37</b>	<b>17</b>	<b>54</b>

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
<b>Regional Total</b>	<b>84</b>	<b>90</b>	<b>174</b>

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
<b>Regional Total</b>	<b>\$1,604,500</b>	<b>\$1,564,700</b>	<b>\$3,169,200</b>

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
<b>Regional Total</b>	<b>\$312,900</b>	<b>\$301,800</b>	<b>\$674,600</b>

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
<b>Regional Total</b>	<b>\$1,355,200</b>	<b>\$686,900</b>	<b>\$1,508,100</b>

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
<b>Regional Total</b>	<b>\$2,641,000</b>	<b>\$5,119,700</b>	<b>\$5,119,700</b>

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
<b>Regional Total</b>	<b>\$5,533,800</b>	<b>\$4,932,200</b>	<b>\$10,466,000</b>

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
<b>Regional Total</b>	<b>\$1,751,500</b>	<b>\$1,812,800</b>	<b>\$3,564,300</b>

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
<b>Regional Total</b>	<b>\$2,139,700</b>	<b>\$1,987,700</b>	<b>\$4,127,400</b>

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
<b>Regional Total</b>	<b>\$9,425,000</b>	<b>\$8,732,700</b>	<b>\$18,157,700</b>

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

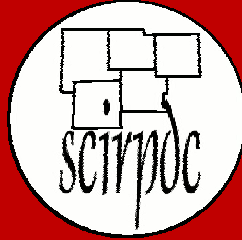


## Economic Impacts Summary of Regional Airports

### 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
<b>Regional Total</b>	<b>176</b>	<b>\$ 5,119,700</b>	<b>\$18,157,700</b>	<b>\$23,277,400</b>

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:

