



Economic Impact Summary of Vandalia Municipal Airport (KVLA)

Provided by: South Central Illinois Regional Planning & Development Commission

Economic Impact Summary of Vandalia Municipal Airport (KVLA)

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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.

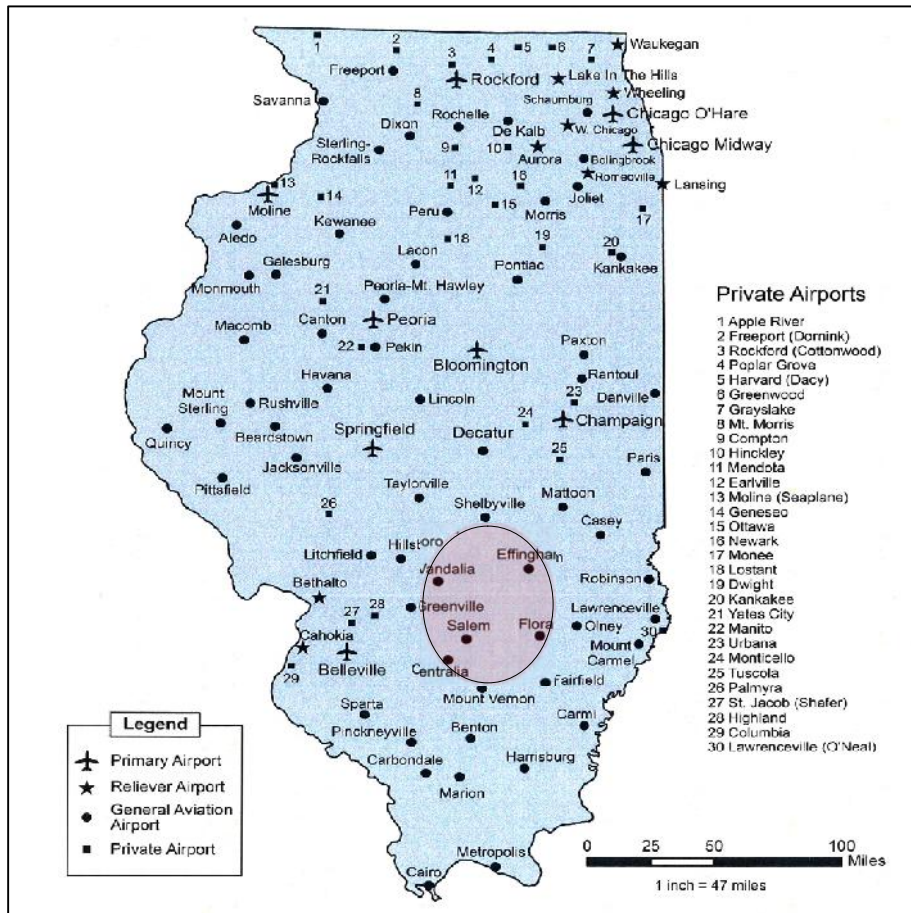
The data utilized for this study came from numerous efforts at each airport. Airport managers, rural fixed-base operators and aviation-related organizations were surveyed to collect the information necessary to estimate the on-airport employment, payroll and economic output. Visitors to Illinois using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



Vandalia Municipal Airport

FAA LOC ID: KVLA

City of Vandalia (Fayette County), Illinois

General Airport Information:

Ownership: Vandalia Park District

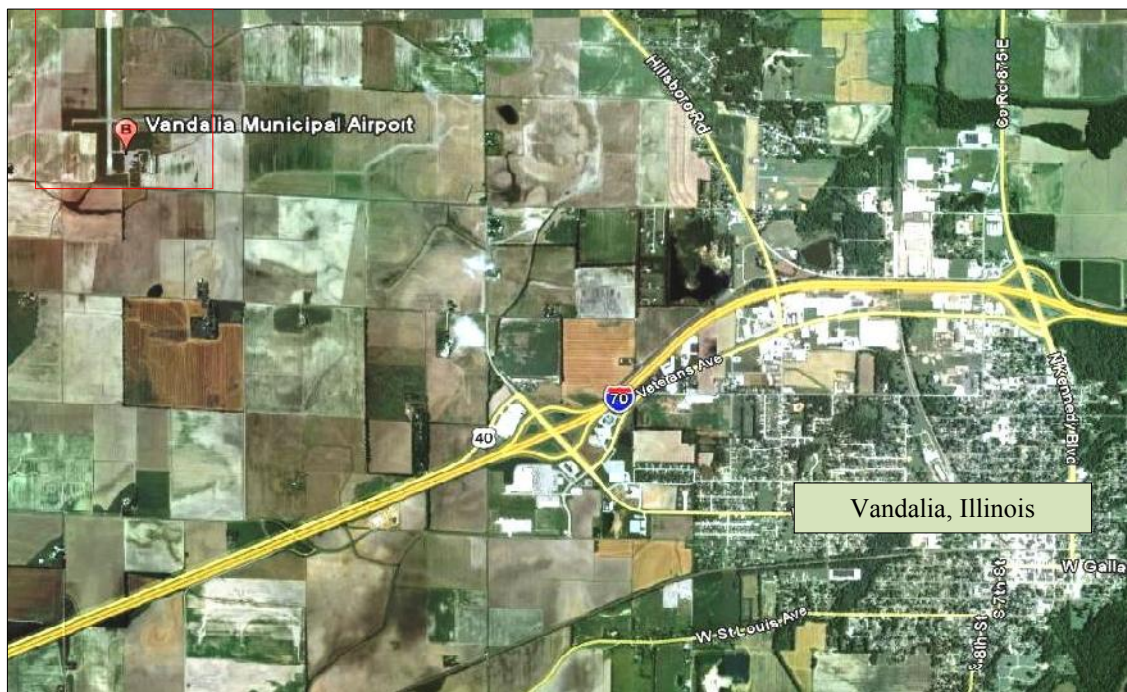
Activation Date: July 1944

General Location: The airport complex is located three miles northwest of the center of the City of Vandalia, Illinois 62471 north of Interstate 70 and west of Illinois Route 185.

Elevation: 537 feet above sea level.

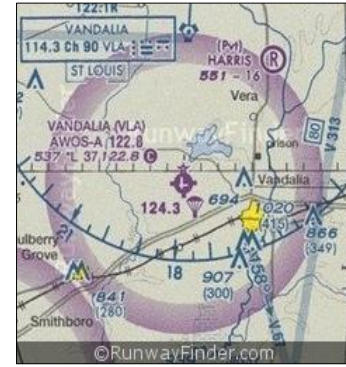
On-Site Facilities: Passenger terminal constructed in the mid 1960's. No control tower. Lighted wind indicator. The runway has lights on from dusk to dawn with a white-green beacon.

Runways: Runway 18/36 (3,752' x 100') and Runway 9/27 (3,001 x 75') both of which offer an asphalt landing surface in good to fair condition. Both runways offer basic identification markings in good condition, medium intensity runway edge lighting and 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 18: RNAV and VOR

Procedures: Runway 36: RNAV

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

Operations: Jason Mark, FBO, Freedom Aviation (618) 283-4973

Passenger Terminal: Passenger reception/waiting area, rest rooms, snacks and beverages, pilot lounge, small meeting rooms, courtesy car transportation, etc.

Airport Services: Fuel: 100LL and Jet A (Self Service)
 Parking: Hangars or Tied owns
 Airframe Service: Major
 Power Plant Service: Major³

Planned TIP Improvements: The following planned future capital improvements have been identified by the airport governing body and 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.

- ❖ New LED runway lighting
- ❖ Airport & lounge remodel*

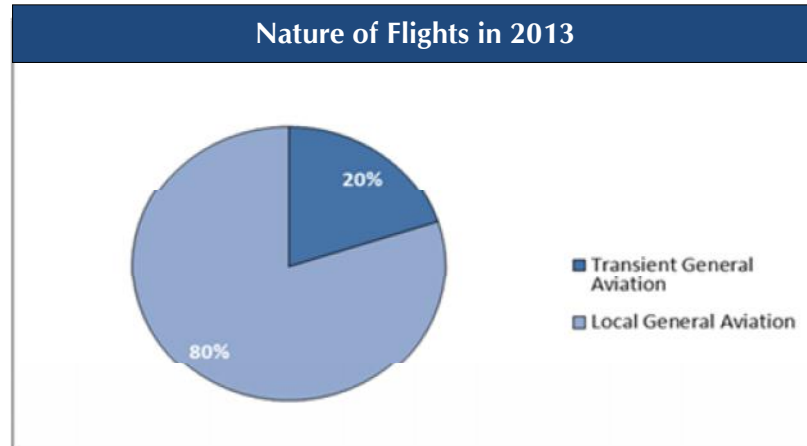
³ <http://www.airnav.com> (accessed June, 2013)

* 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
9	0	0	0	9

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



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

Heliports:

In addition to the Vandalia Municipal Airport, the City of Vandalia also contains one heliport, the Fayette County Hospital Heliport ID (IL26); which is privately owned and operated.⁴

Nearby Amenities:

Within a 10 to 15 minute drive of the Vandalia Municipal Airport, are numerous retail stores, eating establishments and overnight lodging facilities which can be reached via the airport operator's courtesy vehicle and/or local taxi service by 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.⁵

Economic Impact of the Airport & Services:

The economic benefits associated with the Vandalia Municipal Airport and its year-round operations in Vandalia, Illinois have been quantified using a standard econometric modeling process approved by the Federal Aviation Administration (FAA). The Commission's summary of the Vandalia Municipal Airport quantifies the 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.

The remaining headings of Economic Impact Summary of Vandalia 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 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

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

⁵ Ibid

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 Vandalia 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 Vandalia 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 Vandalia Municipal 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.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

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 Vandalia 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

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

⁷ Ibid.

⁸ Ibid.

⁹ Ibid.

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 multiplier impacts.¹⁰

Output Impacts of Vandalia 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. 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 locations that are not already captured by on-airport output, typically off-airport establishments.¹¹

Total Economic Impacts of the Vandalia 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 Vandalia Municipal Airport facilities, staff and the aviation services they provide that generate an average of 27 aircraft movements per day and in the process bring pilots, crew members and guests to the Vandalia, Illinois area.¹²

Concluding Observations:

The Vandalia Municipal Airport consists of more than 246 acres located about three miles northwest of the center of the City of Vandalia, Illinois. Classified as a general aviation facility, the airport is owned by the Vandalia Park District and managed under a contractual arrangement with Chad Feldpouch. The publicly-owned airport is open for use by the general public and was placed in service in July of 1944.

The aviation complex includes two runways both of which offer an asphalt landing surface in good condition, three structures, including a passenger terminal constructed as part of the main hangar



¹⁰ CDM-Smith, *Illinois Statewide Aviation Economic Impact Study*, 2012

¹¹ Ibid

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

in the mid 1960's, a 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

At the beginning of 2013, the airport served as home for 9 single-engine aircraft. For the 12-month period ending January 2013, an average of 27 aircraft operations per day occurred at the Vandalia Municipal airport the overwhelming majority of which 80% were local general aviation flights many associated with the Archway Skydiving operations. The remaining 20% of the airport's typical flights were attributed to transient general aviation purposes. Local discussions with the FBO and county officials note that the demand for air taxi flight service continues to decline 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 Vandalia Municipal Airport generates a fair amount of sky diving related activity. The airport also economically benefits from the City of Vandalia's ability to periodically attract corporate site seekers, the arrival of JIT air cargo shipments for local corporations, seasonal aerial agricultural applications, ongoing aerial public utility inspections and the occasional transport of medical specialists practicing at the nearby Fayette County Hospital in Vandalia, Illinois.¹⁴

Despite the aforementioned functions provided by the Vandalia 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 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 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 study has provided some facts upon which local public and private sector leaders can reach more informed decisions to such questions. Based upon the "Survey of Regional Airports" completed in April of 2011 by airport officials, here is what we now know about the total economic contribution of the Vandalia Municipal Airport:

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

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

Qualitative Benefits of Vandalia Municipal Airport:

- Approximately half of the airport’s activity is corporate and business related:
 - Frequent users include Transient Aerial Applicators, CTC Export Inc, Fayette County Hospital, First National Bank and Poly Pak Industries.
 - Air cargo activities include the shipment of transmission seals for Ford plants in Detroit.
- Daily activities also include recreational flying, flight training, and medical operations.
- Other common activities include utility inspections, law enforcement operations and prisoner transport, aerial photography and seasonal agricultural spraying.
- Airport tenant businesses offer a variety of general aviation services:
 - Feldpouch Aviation: FBO
 - Archway Skydiving Center
 - Maintenance offered by Freedom Aviation and Vandalia Aircraft
- The airport provides convenient access to the St. Louis metropolitan region and attractions such as Vandalia Lake¹⁵

Vandalia Municipal Airport Summary:

Employment Impacts				
Type of Employment	Employment	Multiplier	Multiplier Employment	Total Employment
On-Airport	14	1.50	21	35
Capital Expenditure	3	1.33	4	7
General Aviation Visitor Related	2	.50	1	3
Total Employment	19	1.37	26	45

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

Payroll Impacts				
Type of Payroll	Payroll	Multiplier	Multiplier Payroll	Total Payroll
On-Airport	\$506,000	0.95	\$483,200	\$989,200
Capital Expenditure	\$128,100	0.98	\$126,000	\$254,100
General Aviation Visitor Related	\$ 44,300	0.84	\$37,000	\$ 81,300
Total Payroll	\$678,400	0.95	\$646,200	\$1,324,600

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

Output Impacts				
Type of Output	Output	Multiplier	Multiplier Output	Total Output
On-Airport	\$1,827,300	1.24	\$ 1,473,400	\$3,300,700
Capital Expenditure	\$ 564,700	1.04	\$ 584,500	\$1,149,200
General Aviation Visitor Related	\$ 115,500	0.93	\$ 107,300	\$ 222,800
Total Output	\$2,507,500	0.86	\$2,165,200	\$4,672,700

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

¹⁵ 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
9,950	20%	2,000	330

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
330	2.8	924

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
924	\$125.00	\$115,500

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

Total Economic Impact		
Total Employment	Total Payroll	Total Output
45	\$1,324,600	\$4,672,700

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

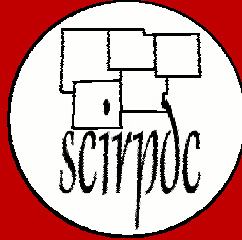
Source: CDM-Smith, *Illinois Statewide Aviation Economic Impact Study*, 2012

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



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