

Economic Impact Summary of Flora Municipal Airport (KFOA)

Provided by: South Central Illinois Regional Planning & Development Commission

Economic Impact Summary of Flora Municipal Airport (KFOA)

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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	(KVL A) 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.

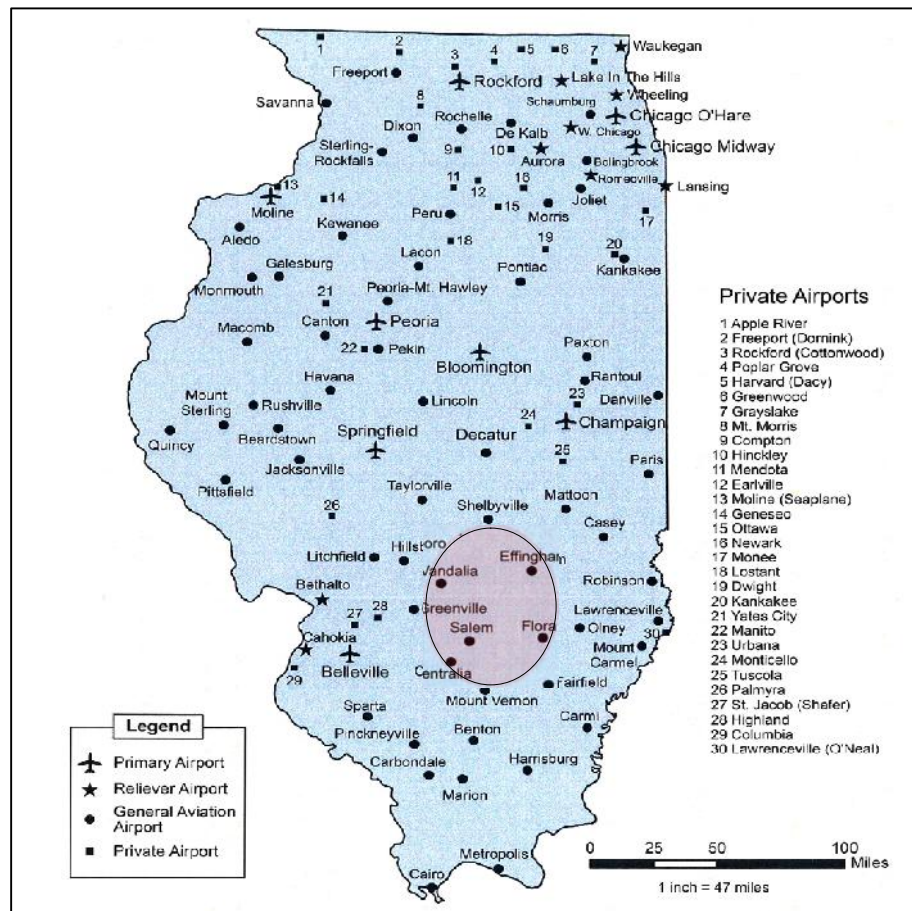
The data utilized for this study came from numerous efforts at each airport. Airport managers, rural fixed-base operators and aviation-related organizations were surveyed to collect the information necessary to estimate the on-airport employment, payroll and economic output. Visitors to Illinois using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



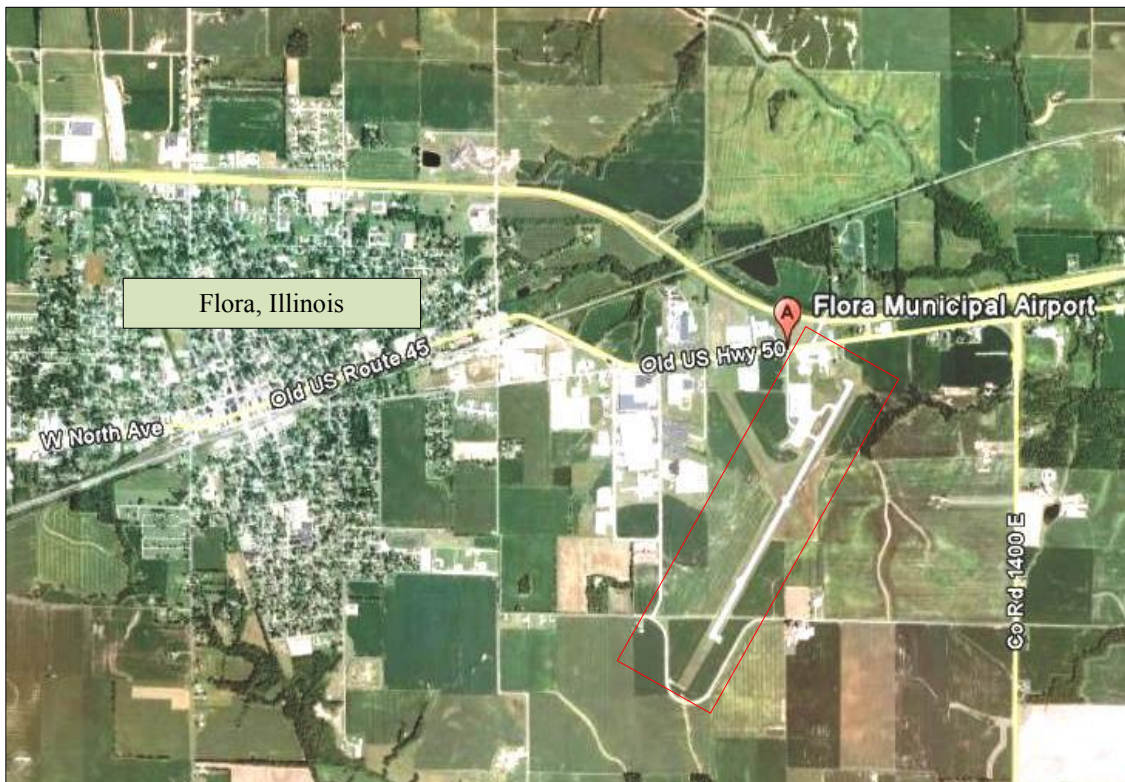
Flora Municipal Airport

FAA LOC ID: KFOA

City of Flora (Clay County), Illinois

General Airport Information:

Ownership:	Flora Airport Authority
Activation Date:	January 1957
General Location:	The airport complex is located two miles east of the center of the City of Flora, Illinois 62839 immediately south of new US Route 50 and adjacent to the Flora Industrial Park.
Elevation:	473 feet above sea level.
On-Site Facilities:	Passenger terminal. No control tower. Lighted wind indicator. The runway contains lights that are on from dusk to dawn with white-green beacon.
Runways:	There are two runways 3/21 (5,003' x 75') offers an asphalt landing surface in fair condition. Runway 15/33 (2,715' x 100') offers a turf landing surface in good condition and offers non-precision identification markings in fair condition and medium intensity runway edge lighting. ²



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

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



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

Communications:	<p>Airport Frequency: CTAF/UNICOM 122.7</p> <p>Sectional Chart: St. Louis, Missouri</p> <p>ARTCC: Kansas City Center</p>
Instrument Approach:	Runway 3: RNAV
Procedures:	Runway 21: RNAV or LOC/DME
Airport Access:	The publicly-owned airport is open for use by the general public.
Operations:	Flora Municipal Airport – Warren Webster (618) 662-2823
Passenger Terminal:	Passenger reception/waiting area, rest rooms, snacks and beverages, pilot lounge, small meeting room, etc. Courtesy car service is provided.
Airport Services:	<p>Fuel: 100LL Self Service and Jet A</p> <p>Parking: Hangars and tie downs</p> <p>Airframe Service: Major</p> <p>Power Plant Service: Major³</p>
Planned TIP Improvements:	<p>The airport authority completed construction of a new hangar in the spring of 2011. 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.</p> <ul style="list-style-type: none"> ❖ Remove the existing airfield electrical vault, install a new prefabricated electrical vault, install new electrical vault equipment, and reconnect homerun cables. This project will total \$270,000.*

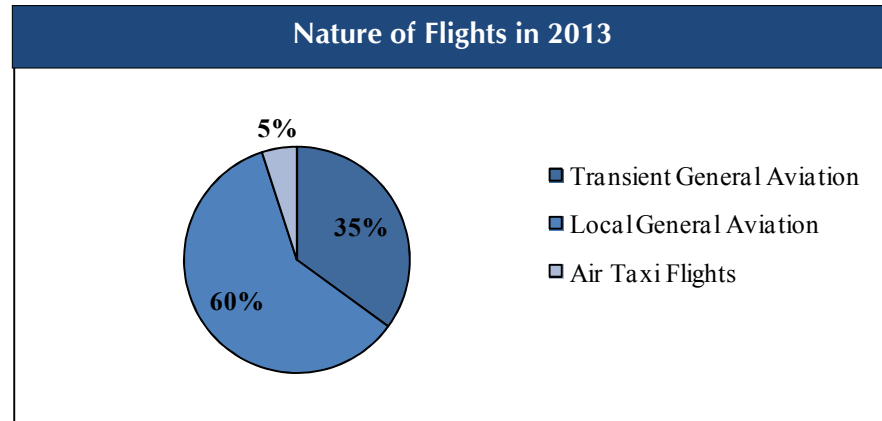
³ <http://www.airnav.com> (accessed June, 2013)

* 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
8	0	0	0	8

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



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

Heliports:

In addition to the Flora Municipal Airport, the City of Flora also contains one heliport, the Clay County Hospital Heliport ID (30IL); which is privately owned and operated.⁴

Nearby Amenities:

Within a five-minute drive of the Flora Municipal Airport, are numerous retail stores, eating establishments and 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. According to the records of the City's Economic Development Department and Chamber of Commerce, a total of 11 restaurants and two overnight lodging facilities exist within a five minutes drive of the airport which can be reached via the airport operator's courtesy vehicle and/or local taxi service, etc.⁵

Economic Impact of the Airport & Services:

The economic benefits associated with the Flora Municipal Airport and its year-round operations in Flora, 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 Flora Municipal Airport quantifies the overall economic contribution of the airport by focusing upon the level of direct, multiplier impacts and total economic impact that are derived from the general aviation airport, and the aviation related services it provides to their host community, county and the District as a whole.

The remaining headings of the Economic Impact Summary of Flora 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

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

⁵ Ibid

to successfully quantify the overall 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 CDM-Smith, other Illinois airport consulting firms and the staff of the Commission relative to each of the five airports surveyed within 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 Flora 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 Flora 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 airport⁶.

On-airport impacts of Flora Municipal Airport Flora 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 agencies⁷.

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

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

⁷ Ibid.

⁸ Ibid.

⁹ Ibid.

Multiplier Impacts of Flora Municipal Airport:

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

Output Impacts of Flora 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 Flora 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 Flora 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 Flora, Illinois area.¹²

Concluding Observations:

The Flora Municipal Airport consists of approximately 22 acres located about two miles east of the center of the City of Flora, Illinois. Classified as a general aviation facility, the airport is owned by the Flora Airport Authority and managed under a contractual arrangement with Warren Webster (FBO). The publicly-owned airport is open for use by the general public and was placed in service in January of 1957. The aviation complex includes two runways which offer asphalt and turf landing surfaces in fair to good condition, four structures, including a passenger terminal, two maintenance and



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

¹¹ Ibid

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

corporate storage hangars and one new T-hangar offering 12 rental spaces. Both 100LL aviation gas and Jet A fuels are available at the airport, which also provides both hangar and tie down aircraft services along with airframe and power plant aircraft maintenance and repair services.¹³

In 2013, the airport served as home for nine single-engine aircraft. For the 12-month period ending June 31, 2013, an average of 27 aircraft operations per day occurred at the Flora Municipal Airport, over half of which 60% were local general aviation flights. Another 35% of the airport's typical flights were attributed to transient general aviation purposes and the remaining 5% to air taxi flights. Local discussions with the FBO and city 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 Flora Municipal Airport includes a rental tenant, Midwest MDO, which provides authorized maintenance services for Mooney aircraft. The airport also economically benefits from the City of Flora's ability to periodically attract corporate site seekers, seasonal aerial agricultural applications, occasional aerial power line inspections and the transport of medical specialists to the Clay County Hospital located in reasonably close proximity to the airport.¹⁴

Despite the aforementioned functions provided by the Flora Municipal Airport, the completion of this economic impact analysis has led to a conclusion 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.

If airports are an essential component for successful economic development, can they contribute to efforts that may help reverse the current out-migration of jobs? 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 and high quality, state of the art medical services?

Qualitative Benefits of Flora Municipal Airport:

- The most common airport activities include corporate flights, air cargo, recreational flying, flight training, medical activity, aerial photography, and real estate tours
- Other aviation activities include utility inspections and seasonal agricultural spraying
- The airport's FBO provides fueling service, including jet fuel
- Midwest Mooney offers aircraft maintenance and sales
- An adjacent industrial park draws daily aircraft to the airport
- Local EAA chapter arranges annual Young Eagles flights at the airport¹⁵

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

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

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

Flora Municipal Airport Summary:

Employment Impacts				
Type of Employment	Employment	Multiplier	Multiplier Employment	Total Employment
On-Airport	9	1.30	12	21
Capital Expenditure	1	1.00	1	2
General Aviation Visitor Related	4	0.50	2	6
Total Employment	14	1.10	15	29

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

Payroll Impacts				
Type of Payroll	Payroll	Multiplier	Multiplier Payroll	Total Payroll
On-Airport	\$392,600	0.81	\$319,400	\$712,000
Capital Expenditure	\$ 34,500	0.98	\$ 33,900	\$ 68,400
General Aviation Visitor	\$ 88,700	0.83	\$ 73,900	\$162,600
Total Payroll	\$515,800	1.21	\$427,200	\$943,000

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

Output Impacts				
Type of Output	Output	Multiplier	Multiplier Output	Total Output
On-Airport	\$1,826,200	0.82	\$1,501,300	\$3,327,500
Capital Expenditure	\$ 152,000	1.04	\$157,500	\$309,600
General Aviation Visitor Related	\$ 231,000	0.93	\$214,600	\$445,600
Total Output	\$2,209,300	0.93	\$1,873,400	\$4,082,700

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
10,000	40%	4,000	660

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
660	2.8	1,848

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
1,848	\$125.00	\$231,000

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

Total Economic Impact		
Total Employment	Total Payroll	Total Output
29	\$943,000	\$4,082,700

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

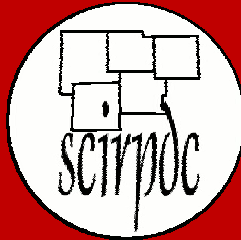
Source: CDM-Smith, *Illinois Statewide Aviation Economic Impact Study*, 2012

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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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.

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