

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 Contents

Introduction	1
General Information	3
Ownership	3
Activation Date	3
General Location.....	3
Phone.....	3
Longitude/Latitude.....	3
Acres	3
Surface	3
Elevation	3
On-Site Facilities	3
Runways.....	3
Communications	4
Instrument Approach	4
Procedures	4
Airport Access	4
Operations	4
Passenger Terminal	4
Airport Services	4
Planned TIP Improvements.....	4
Operational Statistics	4
Heliports.....	5
Nearby Amenities	5

Economic Impact of the Airport & Services	5
Direct Economic Impact of the Salem-Leckrone Airport.....	5
Direct Impacts	5
On-Airport Impacts	5
General Aviation Visitor Impacts	6
Construction Impacts	6
Multiplier Impacts of the Salem-Leckrone Airport	6
Multiplier Impacts.....	6
Output Impacts of Salem-Leckrone Airport	6
Total Economic Impacts of Salem-Leckrone Airport	6
Concluding Observation.....	7
Qualitative Benefits of Salem-Leckrone Airport	7
Salem-Leckrone Airport Summary	8
On-Airport Activity	8
Visitor Spending	8
Employment.....	8
Labor Income	8
Value Added	8
Total Economic Impact.....	8
Salem-Leckrone Is More Than Just a Local Airport	8
References	9

The Economic Impact Study of Aeronautics:

Preface:

The intention of the Economic Impact Summary of South-Central Illinois Airports is to provide accurate and measurable data regarding the regional-level economic impact of airports. The South Central Illinois Regional Planning and Development Commission, in its capacity as an Economic Development District (EDD) funded by the Economic Development Administration (EDA), building upon its unique regional perspective, saw the opportunity to integrate the use of regional, district, Illinois Department of Transportation (IDOT), and EDA planning resources in a way that would maximize their benefit for member local governments, development groups, and area businesses. The data and findings within the SCIRPDC aeronautics reports do not include impacts on airports from the COVID-19 pandemic.

The Commission has utilized the expertise and collective research efforts of IDOT'S Aeronautics Division who partnered with Kimley-Horn to produce this informational document. The study focuses upon the level of economic impact that is derived from the region's five publicly-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 from 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 for this report came from online sources as well as information from the manager of the airport, Robert Tate, and local police chief of Salem, Sean Reynolds. The statistics came from a number of sources, AirNav and Illinois Aviation and IDOT, just to name a few. This study wasn't funded. Its sole purpose is to provide important information to the community and whomever may need it.

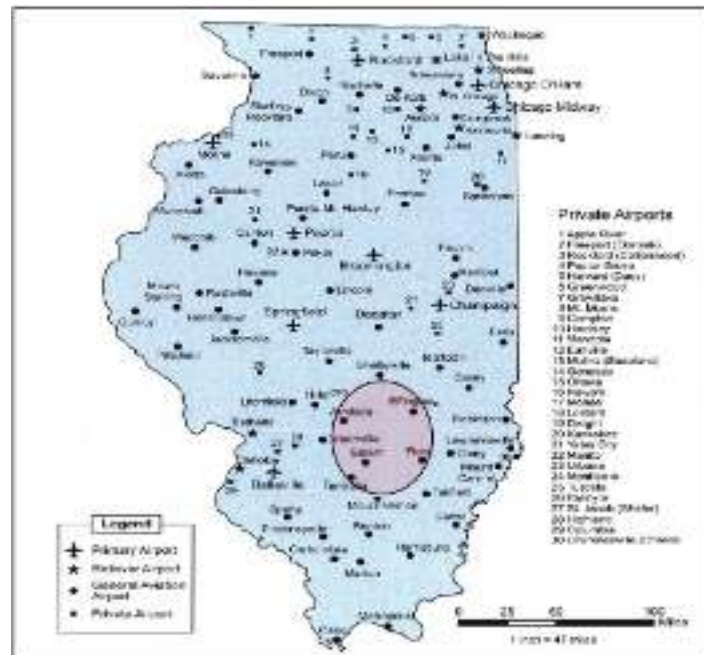
The induced impacts of these airport activities were calculated using multipliers that are specific to Illinois. For example, when an airport employee purchases local goods and services at local retail establishments, that spending circulates through the local economy by supporting the jobs and payroll 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.

This report is a summary of information found regarding the Salem-Leckrone Airport. A basic profile for each of the district's five publicly-owned general aviation airports was prepared, e.g., Salem, Vandalia, Centralia, Flora, Effingham. The primary objective of the Economic Impact Study is to gather general information about the local airports for the use of the general public, for whoever may need the information.

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 85 airports and 248 heliports (as of 1/8/2020), 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: Two miles northwest of the center of Salem, Illinois. Zip code is 62881. Airport is immediately east of Interstate 57.

Phone: (618) 548-2411

Latitude/Longitude: (estimated) 38-38-34.3400N 088-57-51.0670W

Acres: 364

Surface: Asphalt

Elevation: 573.2 ft above sea level

On-Site Facilities: Lighted wind indicator. White-green beacon (lighted land airport), operates from sunset to sunrise. No segmented circle. No control tower. Passenger terminal constructed in 1963. Yes-Runway End Identifier Lights. Yes-Visual Glide Slope Indicator.

Runways: Runway 18/36 (4098 x 75 ft). The asphalt is in good condition. The runway has basic non-precision runway markings in good condition, lighting, and a rotating beacon. Runway edge lights of medium intensity.



Source: <http://www.googleearth.com> (December 20,2021).

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

Instrument Approach: Runway 18: RNAV

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.

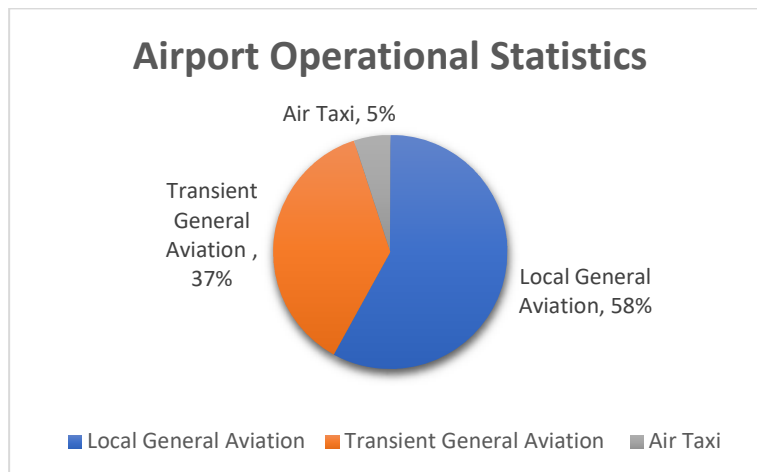
Passenger Terminal: Terminal square footage: 3,745. Passenger reception/waiting area, restrooms, snacks, and beverages. Pilot lounge, small meeting room, etc. A courtesy car is available to visitors. Pilot Area/Flight Planning area.

Airport Services: Fuel: 100LL (Self Service). Parking: hangars and tie-downs. Airframe Service: none. Power plant Service: none. Snow removal equipment.

Planned TIP Improvements: The Annual & Multi-year Airport Improvement Program has allowed state funding to be put towards reconstructing North Airport Access Road and installing a gate. This is also known as the Rebuild Illinois Airport Capital Improvement Program. The total estimated cost is \$180,000. The state is funding \$162,000. The local funding is \$18,000. The airport has ambitions to add four new t-hangers within the next couple years, on top of their fairly new t-hangers. The pavement is often updated and improved.

Operational Statistics:

Aircraft Based At Airport in 2021				
Single Engine	Multi-Engine	Helicopters	Ultra Lights	Total
8	0	0	0	8



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.

Nearby Amenities: Within a five-minute drive of the Salem-Leckrone Airport, are numerous retail stores, an estimated 23 eating establishments, and four 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.

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 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 City, 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. The 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 the IDOT Aeronautics Division who partnered with Kimley-Horn, as well as the staff of the Commission relative to each of the five airports surveyed within the five-county South-Central Illinois Region.

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 airport activity and visitor spending. On-airport activity includes the benefits associated with businesses and government organizations located at the airport, which are directly related to the provision of aviation services. On-airport impact includes 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 organizations is also included indirect impacts. Visitors contribute to direct impacts through their off-airport spending which may include visiting local stores, restaurants, and hotels near the airport.

On airport impacts of Salem-Leckrone Airport includes airport management and administration, airport tenants, business tenants, also includes on-airport construction.

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 operations that leave the airport's local airspace, termed itinerant operations. Some itinerant operations at an airport are conducted by a resident of the airport's market area who fly their planes to a 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.

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.

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 when businesses spend their revenue on business expenses, whereas induced impacts occur when employees spend their earnings on goods 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.

Output Impacts of Salem-Leckrone Airport:

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

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.

Concluding Observations:

- The airport has its lulls, according to time of year and what the weather is like. The airport is not a busy one, running purely on old time charm and travelers.
- The airport itself employs one full time employee—Bob Tate the manager of Salem-Leckrone Airport. Mr. Tate is also the caretaker of the property.
- According to the airport manager, there are days in which there is no activity and days in which has a lot of activity. Sunny days can bring in three to five aircraft operations. There is no such thing as an average day. Weather plays a role in flight output. Some weeks, the airport will see five to fifteen aircraft operations. Some weeks, nada. Much of Salem-Leckrone's traffic includes flight student traffic from Carbondale and Saint Louis.
- Salem does get out of town or state travelers, but not not enough to provide an accurate average. Salem-Leckrone Airport has maybe thirty different usual planes that come in over course of the year overnight. In the event of an overnight flight or inclement weather, there is an hanger available to put planes up overnight in.
- Small airports can bring local charm and benefits to local buisness. However, is it an asset to the community. Allow this report to help you draw your own conclusions.

Qualitative Benefits of Salem-Leckrone Airport:

- According to Salem-Leckrone Airport manager, the thing that sets the airport apart from the rest is the quiet setting and the family atmosphere.
- The airport is an entry point for travelers to the city of Salem and surrounding area.
- There is an Aerobatic contest! It was scheduled for June 4th. The first contest was held in 1976. This year marking the 47th time the event has been held. Practice was on the 3rd. The actual competition will begin the following day and end that Sunday at noon. In 2021, twenty-eight pilots attended. In 2019, nineteen pilots attended. This year, a dozen pilots attended. Pilots came from all over; North Carolina, Florida, California, Missouri, Tennessee, Oklahoma, as well as other parts of Illinois.
- The Salem Illinois Regional Aerobatics Contest is known as the Giles Henderson Memorial Challenge Aerobatics Contest. This competition brings in a little buisness. People from out of town will stay at the hotels offered nearby, all within a five-ten minute drive. There are many local restaurants and chains within a five-ten minute distance as well.
- The airport is used as a point to ship out or in parts for Salem companies, such as Fabick. The airport is also used as a point for customers to fly in to pick up a vehicle purchased at Schmidt Ford in Salem.
- A member of the Salem Police Department is currently assigned to the Southeastern Illinois Drug Task Force. If needed, the Salem-Leckrone Airport would be avaiable for use as a hub for marijuana patrol flights.
- If an incident were to occur in the Salem area, in which an officer in the air was necessary, Salem Police Department would utilize the Salem-Leckrone Airport for flight.

- If necessary, the airport is also available for use by the Illinois State Police as a fueling/landing area for critical incidents.

Salem-Leckrone Airport Summary:

On-Airport Activity- \$1,300,000

Visitor Spending- \$307,000

Employment- 11 Jobs

Labor Income- \$581,000

Value Added- \$834,000

Salem-Leckrone Airport Total Economic Impact- \$1,600,000

Salem Is More Than Just a Local Airport:



References

Chapters: Slo contest. EAA Chapters. (n.d.). Retrieved January 12, 2022, from

<https://chapters.eaa.org/iac61/slo-contest>

IDOT. (2021, November 29). *FY 2021 rebuild Illinois Airport Capital Improvement Program.*

<https://idot.illinois.gov/Assets/uploads/files/Doing-Business/Reports/Aero/RBI/RBI-Airport-Improvement-Capital-Program-awards.pdf>. Retrieved January 12, 2022, from

<https://idot.illinois.gov/Assets/uploads/files/Doing-Business/Reports/Aero/RBI/RBI-Airport-Improvement-Capital-Program-awards.pdf>

Overview. Illinois Aviation System Plan. (2021). Retrieved January 12, 2022, from

<https://www.ilaviation.com/>

Salem-Leckrone Airport Information . AirNav. (2021, December 30). Retrieved January 12, 2022, from

<http://airnav.com/>

Salem-Leckrone Airport (SLO) Information. Airport-Data. Retrieved January 12, 2022, from

www.airport-data.com/

Staff, Wjbd. “A Dozen Pilots Participate in Aerobatics Competition at the Salem Airport This Weekend.”

South Central Illinois’ News, Sports and Weather Station, 7 June 2022,

southernillinoisnow.com/2022/06/07/a-dozen-pilots-participate-in-aerobatics-competition-at-the-salem-airport-this-weekend.

Also, a special thank you to Police Chief Sean Reynolds for information pertaining to law enforcement and Salem-Leckrone Airport.

Thank you as well to Manager of Salem-Leckrone Airport Robert Tate for answering questions relating to the airport, helping provide a clear image of the airport and it’s role in the community.



Illinois Department
of Transportation

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-2022 Economic Impact Summary of Airports was prepared by South Central Illinois Regional Planning & Development Commission. 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.

