

# GENERAL PUBLIC



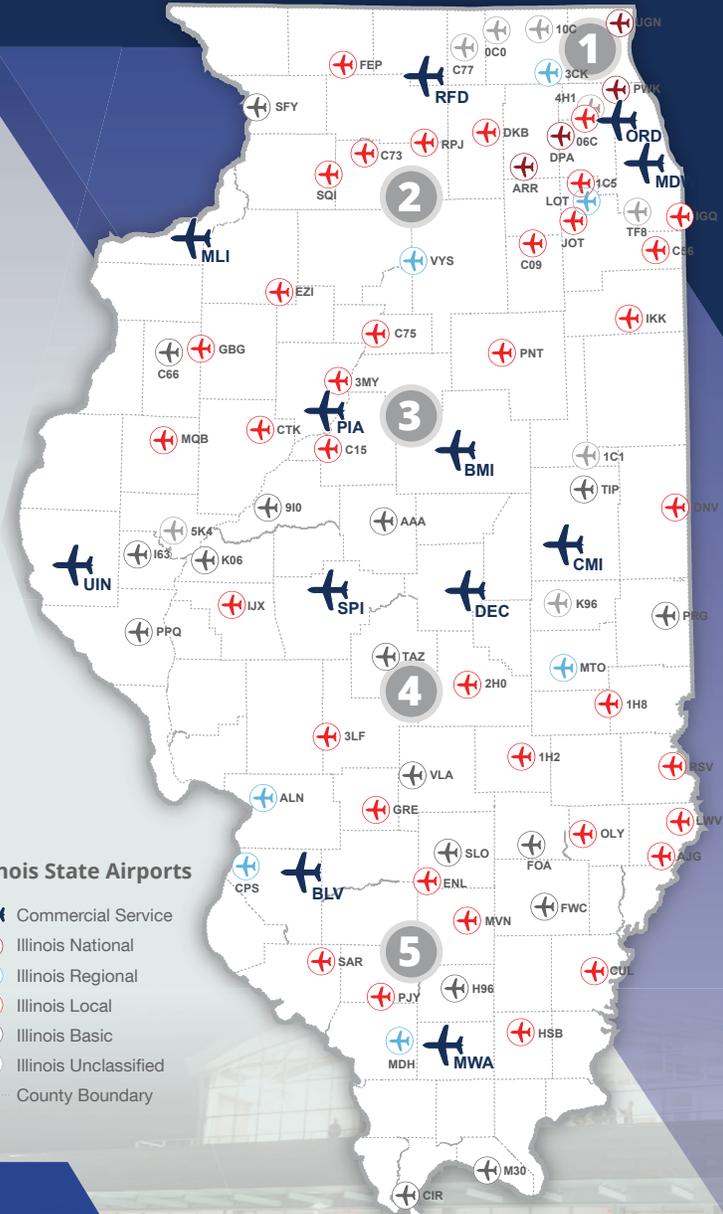
## A PRIMER FOR THE USERS OF ILLINOIS' AVIATION SYSTEM

### ILLINOIS AVIATION IS ALL IN

Aviation in Illinois is multifaceted, supporting everything from freight and cargo shipping to tourism, agriculture, emergency response, military operations, and sustainability efforts. Proper long-range planning is essential to the success and viability of Illinois — whose public-use, publicly owned aviation system boasts 85 airports, including some of the busiest facilities on the globe. Whether utilizing Illinois' commercial air travel service, purchasing products shipped in via air cargo, or even benefitting from emergency response efforts launched from a community airport, aviation impacts almost every aspect of daily life in Illinois.

The Illinois Department of Transportation (IDOT) initiated the Illinois Aviation System Plan (IASP) to examine current aviation system needs and to provide justification for continued development of Illinois' aviation system. The IASP is used by the IDOT Division of Aeronautics to maintain a safe, efficient, and reliable aviation system and determine key investments that may be needed in order to continue improving the system. The findings of the IASP have led to the development of goals and Performance Measures (PMs), assessments of existing and future system performance, and cost estimates and considerations for system needs.

This primer provides an overview of the IASP and companion Economic Impact Analysis by providing select findings of these two studies that are of most interest to Illinois citizens, including an overview of the aviation system, the economic impact of the system, user accessibility, and case studies that illustrate how aviation touches the everyday life of Illinois residents.



# 85

Airports included in the Illinois Aviation System

# 12 & 73

Commercial Service

General Aviation



# ILLINOIS TAKES FLIGHT

Illinois is home to a diverse and varied system of airports, including 85 public-use facilities that vary in physical and/or operational size, location, and type of users served. These facilities consist of both general aviation (GA) and commercial service airports.

Commercial service airports accommodate a large assortment of passenger jets and provide sophisticated facilities and services to support the heavy flow of traffic and wide range of user needs. Though critical to the service and function of some airports, these facilities and services are not necessary at all airports in the system. For example, Chicago O'Hare International's (ORD) facilities include numerous passenger concourses, automated people movers, and several 10,000-foot plus long runways while smaller commercial service airports, such as Quincy Regional have no passenger concourses and much shorter runways. Similarly, GA airports typically offer a completely different set of facilities and services that are designed to accommodate diverse types of aircraft. GA facilities serve a wide range of users that vary from corporate jets that traverse the globe to rural facilities providing agricultural support services and recreational flying opportunities. In each case, aviation helps connect Illinois with the rest of the country and with the world. In 2019, aircraft conducted over three million operations in the state and supported over 52.2 million passenger boardings (enplanements), with both metrics expected to grow over the next 20 years. Illinois airports also generated 500,000 jobs and contributed \$95.5 billion to the state's economy in 2019.



# AVIATION ACCESSIBILITY

Illinois aviation is a major driver of business and, therefore, economic opportunity. Illinois airports were evaluated on their ability to support business user needs. With information provided as part of the IASP development, 30-minute drive time buffers were created around the facilities meeting business user need criteria. It was determined that 81 percent of Illinois' total population, or approximately 10.4 million people, live within a 30-minute drive of an airport that supports business aviation, accounting for 51 percent of Illinois' land area, or approximately 29,600 square miles.

## WHAT IS ECONOMIC IMPACT?

### Jobs

Number of full-time and part-time employed people

**Jobs**  
**492,768**

### Labor Income

Total employment compensation paid to all employees, including salaries, wages and other benefits (e.g., healthcare insurance payments, retirement); also known as "payroll" or "total compensation"

**Labor Income**  
**\$32.6**  
BILLION

### Value Added

The economic productivity of each aviation-related business establishment. Value added is calculated as business revenue earned minus the cost of purchasing goods and services from other businesses. Value added includes all labor compensation, profits, and taxes paid by businesses. Value added is a reflection of the aviation system's total contribution to Illinois' Gross Domestic Product (GDP)

**Value Added**  
**\$53.8**  
BILLION

### Total Economic Impact

Total economic impact takes into account expenditures needed to administer airports, sales of goods and services by airport tenants, budget expenditures by public sector agencies located on airports, the cost of capital expenditures, and visitor spending in Illinois' hospitality-related sectors; also known as "business revenues"

**Total Economic Impact**  
**\$95.5**  
BILLION

**81%** of Illinois' Population is within a 30-Minute Drive of an Airport Meeting Business User Needs

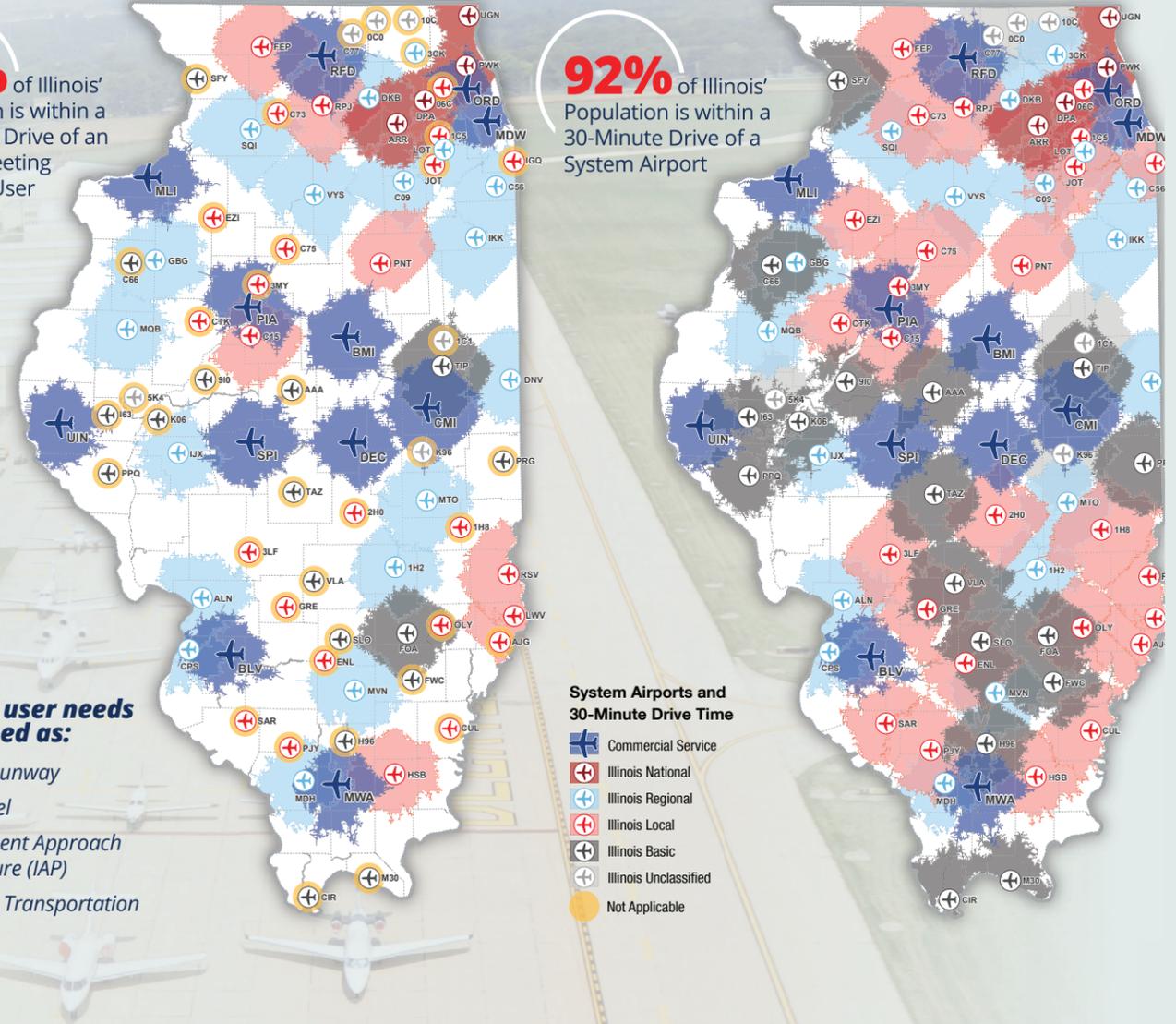
**92%** of Illinois' Population is within a 30-Minute Drive of a System Airport

**Business user needs are defined as:**

- ✈ 5,000' Runway
- ✈ Jet-A Fuel
- ✈ Instrument Approach Procedure (IAP)
- ✈ Ground Transportation

**System Airports and 30-Minute Drive Time**

- ✈ Commercial Service
- ✈ Illinois National
- ✈ Illinois Regional
- ✈ Illinois Local
- ✈ Illinois Basic
- ✈ Illinois Unclassified
- ✈ Not Applicable



Similarly, 30-minute drive time buffers were developed around each of the airports in the system. It was determined that 92 percent of Illinois' total population, or approximately 11.8 million people, live within a 30-minute drive of a system airport, accounting for 79 percent of Illinois' land area, or approximately 46,000 square miles.

## AVIATION IN ACTION

Illinois airports contribute and support their local communities, regions, the state, and the nation in a variety of meaningful ways. Illinois airports serve as gateways for out-of-state visitors and cargo travel to and throughout the state, support military and emergency response operations, and promote sustainability and environmental stewardship. The IASP identified the numerous ways Illinois airports play a key role in the state; the following are just a few examples.

### SUPPORTING THE GROWTH OF E-COMMERCE IN THE MIDWEST

Online retail sales have grown steadily over the past decade, and the upward trend has been amplified in 2020 and 2021 by the COVID-19 pandemic. Illinois airports are well-positioned to support the growing online retail sales industry and play a significant role in the nationwide surge in online retail sales and e-commerce. An example of one Illinois airport that currently supports the rapidly growing e-commerce industry is Chicago Rockford International Airport (RFD). Located approximately 90 miles northwest of Chicago, RFD has become a major hub for e-commerce. Airport officials report a 300 percent increase in cargo volumes from 2015 to 2020. Most recently, RFD experienced a 15 percent increase in air cargo volumes between 2019 and 2020, a change largely attributed to COVID-19 and the proliferation of e-commerce. RFD has two of the state's largest cargo and shipping tenants, United Parcel Service (UPS) and Prime Air, and handles 35 to 40 flights from air cargo tenants every 24 hours. RFD is UPS's second largest hub in North America and has been since 1994.



### PROVIDING NATIONAL SUPPORT DURING NATURAL DISASTERS

Peoria International Airport (PIA) is a base for natural disaster relief efforts throughout the United States as the Army National Guard Second Battalion, 238th General Support Aviation is based at the airport. The Second Battalion is an aviation unit that stands at the ready to rapidly support a range of natural disaster relief efforts, from wildfires to post-hurricane relief. In August 2020, the Second Battalion traveled to Mather, California to support wildfire relief efforts and provide essential aid during one of California's largest wildfires in history. The Battalion's support consisted of rapidly transporting equipment and personnel to firefighting locations and deploying water on the fire from above.



### ILLINOIS AIRPORTS LEADING THE WAY IN SUSTAINABILITY

Sustainability practices and initiatives are not uncommon undertakings at Chicago O'Hare International Airport (ORD) and Chicago Midway International Airport (MDW), Chicago's two busiest commercial airports managed by the City of Chicago Department of Aviation (CDA). Over the past two decades, CDA has been tremendously proactive in developing initiatives and goals to maintain a sustainable environment at both airports. These sustainability efforts include a green roof initiative and the use of green vehicles. There is approximately 529,000 square feet of vegetated green roofs currently installed at ORD. Vegetated green roofs prolong roofs' lifespans, reduce energy costs, reduce stormwater runoff, and improve air quality at airports. In addition to green roofs, the CDA has installed electric vehicle charging stations at (ORD) and (MDW) in support of Chicago's goal to reduce greenhouse gas emissions.

