

ELECTED OFFICIALS & POLICY MAKERS



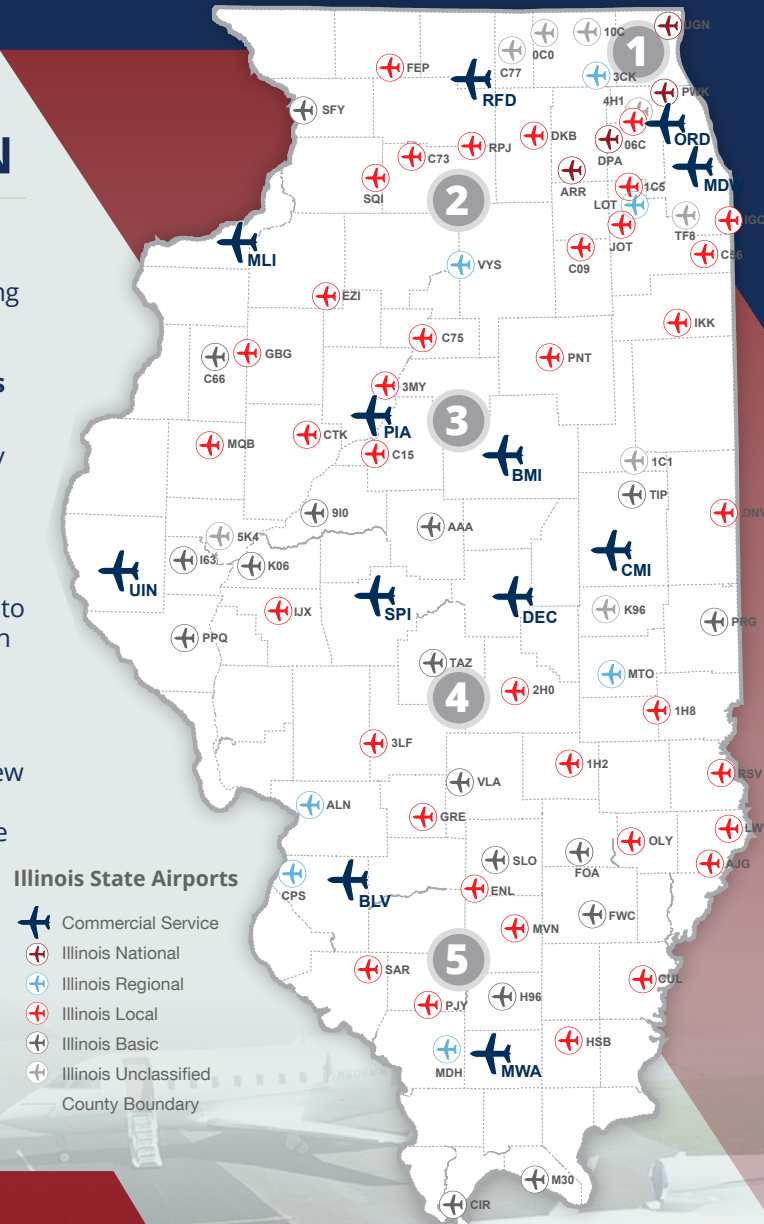
A PRIMER FOR KEY DECISION-MAKERS OF ILLINOIS' AVIATION SYSTEM

ILLINOIS AVIATION IS ALL IN

Illinois' aviation system is a vital resource to the state's economy. Illinois airports provide an entry into the state economic system, providing passenger and freight/cargo services, as well as providing numerous employment opportunities. Illinois' aviation system connects the state to national and international communities and economies far beyond its midwestern borders. Simply put, **Illinois Aviation is All In.**

Proper long-range planning is essential to the success and viability of Illinois' transportation network, including the state's aviation system, which boasts 85 public-use, publicly owned airports, including some of the busiest facilities on the globe. The Illinois Department of Transportation (IDOT) initiated the Illinois Aviation System Plan (IASP) and associated Economic Impact Analysis (EIA) to examine current aviation system needs and to provide justification for continued development of Illinois' aviation system.

This primer provides an overview of the IASP and companion EIA by providing select findings of these two studies that are of most interest to elected officials and policy makers, including an overview of the economic impact of the aviation system, freight/cargo analysis, project cost estimates, and forecast analyses that provide crucial insight into how future aviation demand will impact the aviation system in Illinois.



85

Airports included in the Illinois Aviation System

12 & 73

Commercial Service

General Aviation



Expect More. Experience Better.

ECONOMIC IMPACT: INVESTING IN ILLINOIS' SUCCESS

To understand how Illinois' aviation system supports the economy, IDOT undertook the Aviation Economic Impact Analysis. Data for this study were collected for calendar year 2019 and represent a snapshot in time for that year. The total economic impact of \$95.5 billion is how much airports contributed to the state's economy in 2019 alone.

\$95.5 BILLION IN ECONOMIC IMPACT
* includes off-airport air cargo impact

ILLINOIS STATEWIDE AVIATION BENEFITS

The statewide economic impact of Illinois' aviation system consists of three major impact categories: On-Airport, Visitor Spending, and Freight/Cargo. Together, they account for \$95.5 billion in economic impact for Illinois. Illinois aviation supports close to 500,000 jobs, over \$32 billion in labor income and close to \$54 billion in value added, as highlighted below.

Jobs

Number of full-time and part-time employed people :

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"

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)

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"

\$38.4 BILLION
On-Airport

\$21.2 BILLION
Visitor Spending

\$35.9 BILLION
Freight/Cargo

Jobs
492,768

Labor Income
\$32.6 BILLION

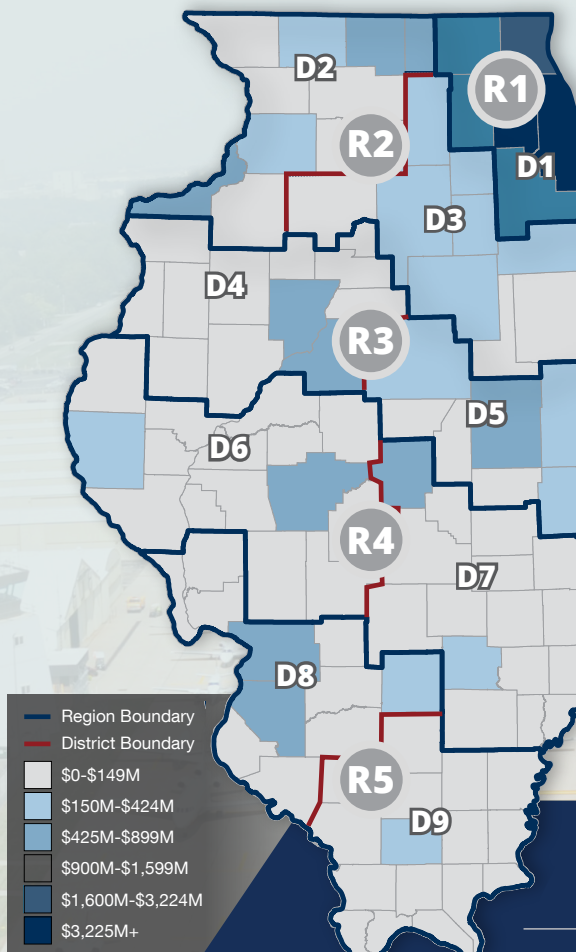
Value Added
\$53.8 BILLION

Total Economic Impact
\$95.5 BILLION

AIR CARGO

Illinois airports play a crucial role in the state's economy by allowing the state's various manufacturing and agriculture industries, among many others, to transport and receive goods across the country and globe. Freight/cargo services supported by the state's airports allow Illinois businesses to secure specialized goods and commodities and to develop markets in far-reaching locations. This enables the growth of numerous industries in the state, which may have otherwise not been possible. The EIA freight/cargo analysis quantifies the off-airport activities that are supported by air cargo service at the state's airports. Freight/cargo impacts do not include pass-through cargo, which is cargo that travels through Illinois airports but does not ultimately interact with the Illinois economy. Freight/cargo impacts also do not include the impacts of on-airport cargo services, such as employees that work for cargo carriers on an airport. In 2019, freight/cargo impacts supported over 142,582 jobs, transported 506,000 tons of cargo valued at \$56 billion, for a total economic impact of \$35.9 billion.

TOTAL VALUE OF INTERNATIONAL AIR CARGO IMPORTS BY COUNTY



TOP INTERNATIONAL AIR COMMODITIES BY VALUE OF EXPORTS AND IMPORTS

Commodity	Tons	Value (Billion)	Share of Value (%)
ELECTRONICS AND OTHER ELECTRICAL EQUIPMENT	112,264	\$25.4	72%
PHARMACEUTICAL PRODUCTS	2,192	\$4.8	14%
MACHINERY	35,869	\$1.3	4%
PRECISION INSTRUMENTS & APPARATUS	7,936	\$1.2	3%
BASIC CHEMICALS	3,570	\$354	1%
OTHER	71,578	\$2.0	6%
ALL COMMODITIES	233,409	\$35.2	100%

CHICAGO: ILLINOIS' CARGO HUB

In 2019, two of the state's airports were in the top 20 of air cargo handling geographic hubs by weight in the United States. Chicago dominates air cargo in Illinois, with two airports comprising the majority of air cargo by weight in the state. Chicago O'Hare International Airport (ORD) is the largest handler of air cargo statewide, processing approximately 1.76 million tons of air cargo, which amounts to over 80 percent of the state's annual total. Chicago Midway International Airport (MDW) processed over 21,000 tons of cargo in 2019. Rockford is the other hub in Illinois to land in the top 20 air cargo handling hubs by weight. Chicago Rockford International Airport (RFD) processed approximately 350,000 tons of air cargo in 2019.

FORECASTS

Forecast analyses are a crucial element of aviation system planning as they provide insight into future aviation demand and how this demand will impact the system. Forecasts are developed using indicators such as enplanements, operations, and based aircraft at commercial service and general aviation airports. Forecast indicators are used to gauge future demand and to identify strengths and potential weaknesses that could result from this shift in future performance, capacity, and demand. For the IASP, forecasts were conducted for the next 20 years (to 2039). Based on IDOT-approved methodologies, growth is anticipated in all sectors of the state's aviation industry.

BY 2039...



Enplanements are projected to grow **49%, or to 77,838,700**



General aviation operations are projected to grow **16%, or to 2,227,300**



Based aircraft are projected to grow **19%, or to 4,400**

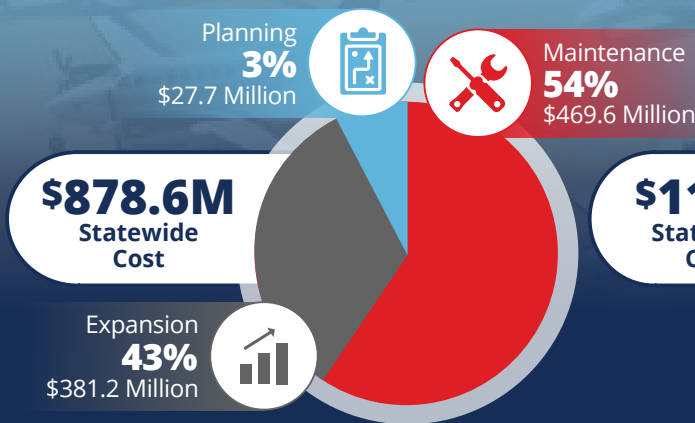


Commercial service operations are projected to grow by **22%, or to 1,463,000**

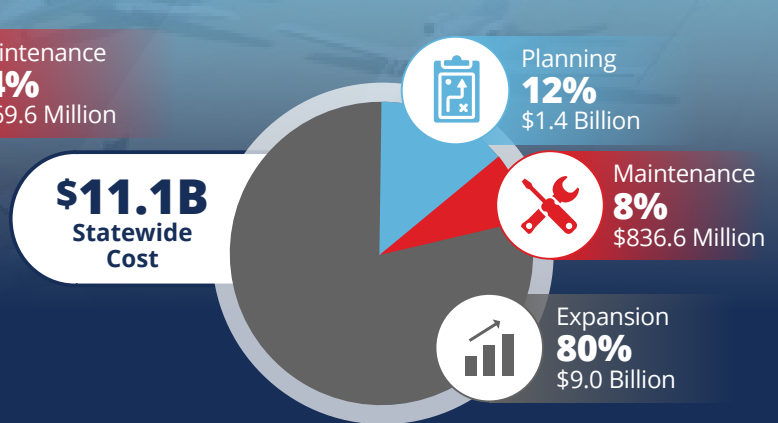
SYSTEMWIDE COST ESTIMATES

Systemwide cost estimates are based on IASP performance measures (PMs), facility and service objectives (FSOs), and systemwide minimums. Projects were developed based on airports with identified deficiencies. These projects are needed to continue to meet current and future system performance goals and objectives. Systemwide, there is an estimated \$11.1 billion in needed planning, maintenance, and expansion projects. Planning projects are those needed to develop planning documents and procedures at current system airports. Maintenance projects are those needed to maintain the existing aviation system. Expansion projects are those needed for new infrastructure or new program projects at current system airports.

Project Cost Estimate by Project Type excluding O'Hare and Midway



Project Cost Estimate by Project Type including O'Hare and Midway



Expansion Maintenance Planning