

# Illinois Aviation System Plan & Economic Impact Analysis

2021 IPAA Annual Meeting | September 27, 2021



# Project Team

- IDOT Bureau of Planning
- IDOT Aeronautics
- TAC Members
- Consultant team
  - Kimley-Horn
    - CMT
    - Hanson
    - EBP US



Kimley»»Horn



# Agenda

1. IASP Update
2. EIA Update
3. Individual Airport Impacts
4. Next Steps

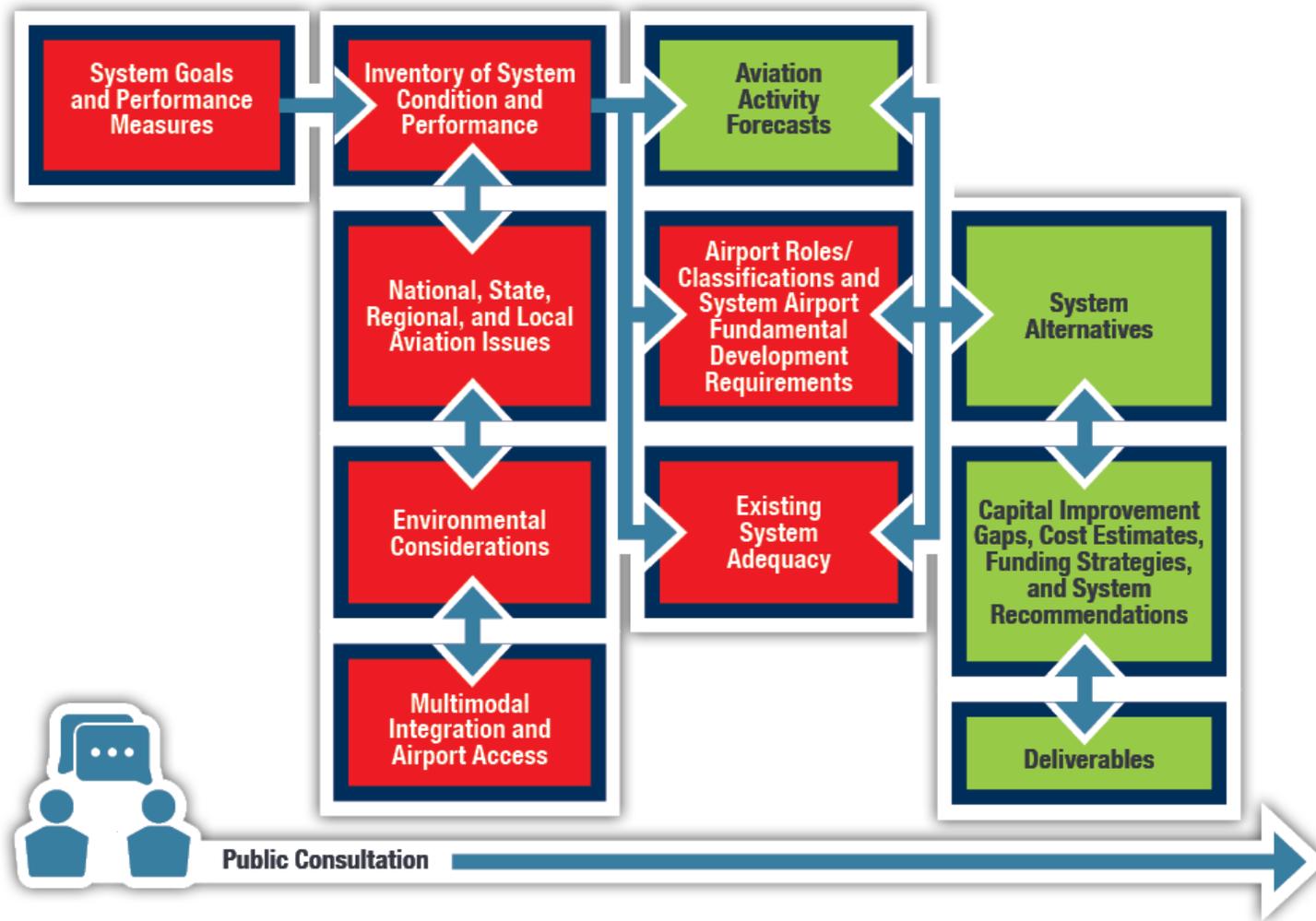




# 1 IASP Update



# IASP Progress



Public Consultation



# Finalized Several IASP Chapters

- Chapter 2. Airport Classifications
- Chapter 3. Existing and Future System Adequacy
- Chapter 4. Aviation System Issues
- Appendix A. Airport Report Cards

Check out [www.ilaviation.com/draftdocuments/](http://www.ilaviation.com/draftdocuments/) to review these documents!

**Chapter 2. Airport Classifications**

**Figure 4.6. Total U.S. Full- and Part-time Airline Domestic Airline Employees by Month, 2020**

Month	Total FT and PT Employees
January	753,404
February	756,693
March	750,077
April	716,693
May	697,237
June	699,723
July	706,824
August	704,460
September	702,008
October	672,276
November	676,267

**Figure A.2. Central Illinois Regional Airport at Bloomington-Normal**

Category	Objective	Existing Conditions	Meets Objective?
Airfield	Primary Runway Length	7,000 ft	Yes
	Primary Runway Width	150 ft	Yes
	Runway Surface	Paved	Yes
	Runway Markings	Yes	Yes
	Approaches	Yes	Yes
	ILS	Yes	Yes
	Obstacle Beacon	Yes	Yes
	VISIS	Yes	Yes
	RELS	Yes	Yes
	Runway Lighting	Yes	Yes
Landside Facilities	Covered Aircraft Storage	Yes	Yes
	Terminal (GA)	Yes	Yes
	Snow Removal Equipment	Per ALP	NP
	Dedicated Maintenance/RE Storage Building	Yes	NP
	Airport Services	Yes	Yes
	24-Hour Fuel (Jet-A or Jet-B)	Yes	Yes
	Aircraft De-icing	Yes	Yes
	Post-Event Flight Planning Area	Yes	Yes
	Per ALP	Per ALP	Per ALP
	GA Terminal	GA Terminal	GA Terminal



# Ongoing IASP Tasks



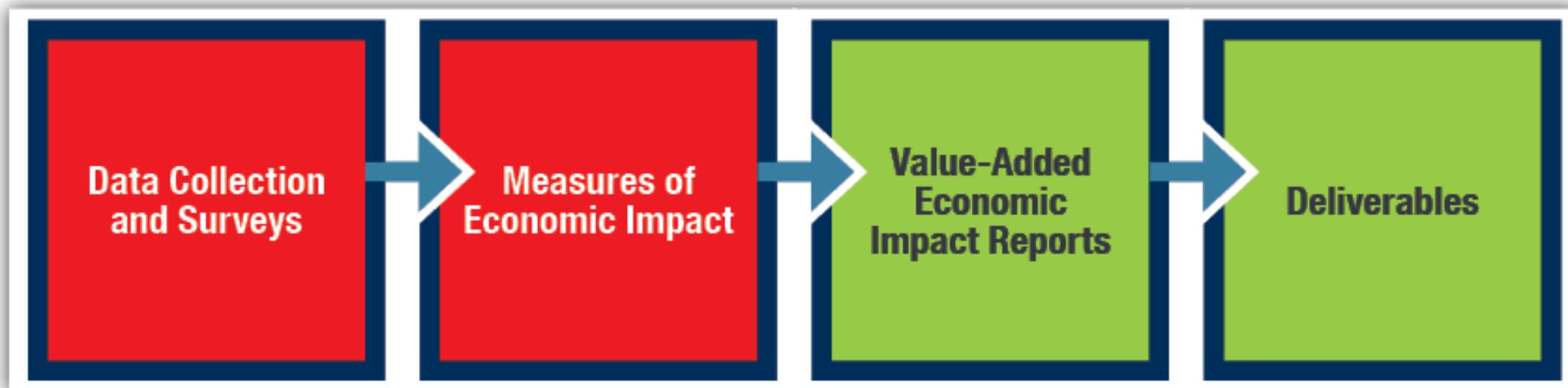
- Aviation Activity Forecasts
- Future Aviation Scenarios
- Cost Estimates and Funding Mechanisms
- System Recommendations



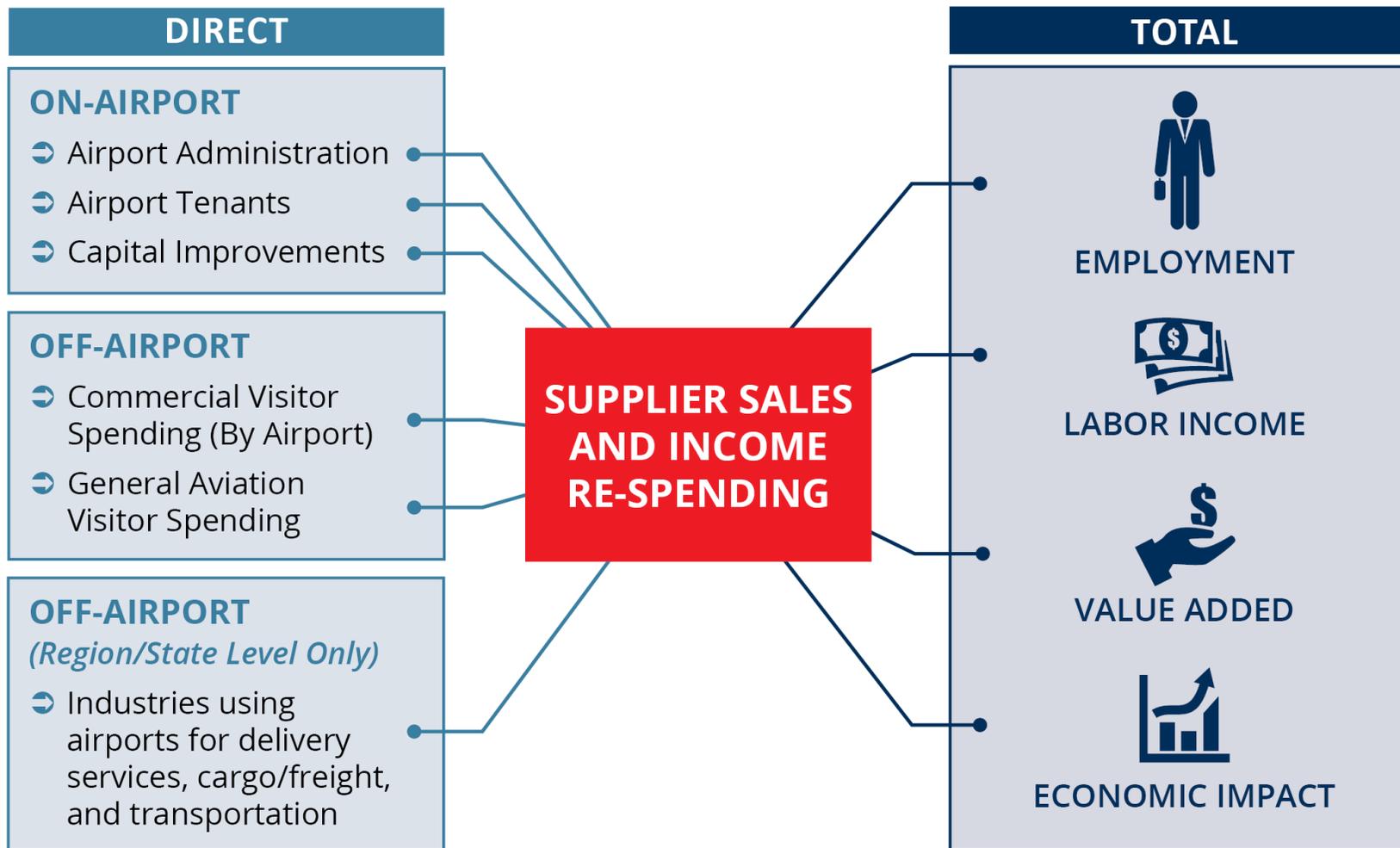
# 2 EIA Update



# EIA Progress



# Calculating Total Impacts



# Definition Refresher

## Economic Impact Types:

	<b>Direct:</b> Initial effects that occur on- and off-airport, including airport operations, construction, airport tenants, spending from visitors, and companies using air transportation services to ship goods to market
	<b>Supplier Sales:</b> Portions of direct revenues used to purchase goods and services from Illinois businesses
	<b>Income Re-spending:</b> Income earned by workers from direct and supplier sales transactions that are then spent in Illinois

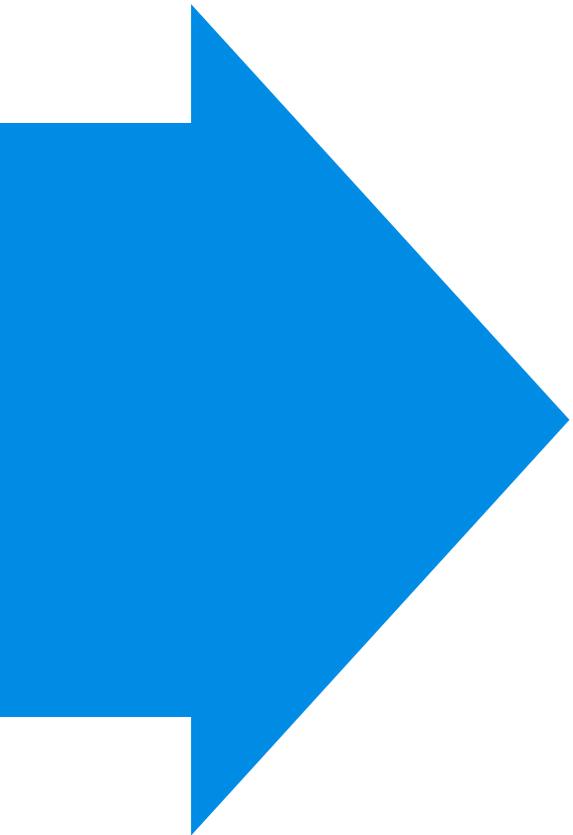
## Economic Impact Indicators:

	<b>Employment:</b> The number of employed people
	<b>Labor Income:</b> The sum of compensation to workers (salaries, wages, and benefits)
	<b>Value Added:</b> Business revenue earned minus the costs of purchasing goods and services from other businesses. Value added is aviation's contribution to Illinois' Gross Domestic Product (GDP)
	<b>Economic Impact:</b> Total aviation-supported output including the sum of business sales and budget expenditures

# What You Have All Been Waiting For...

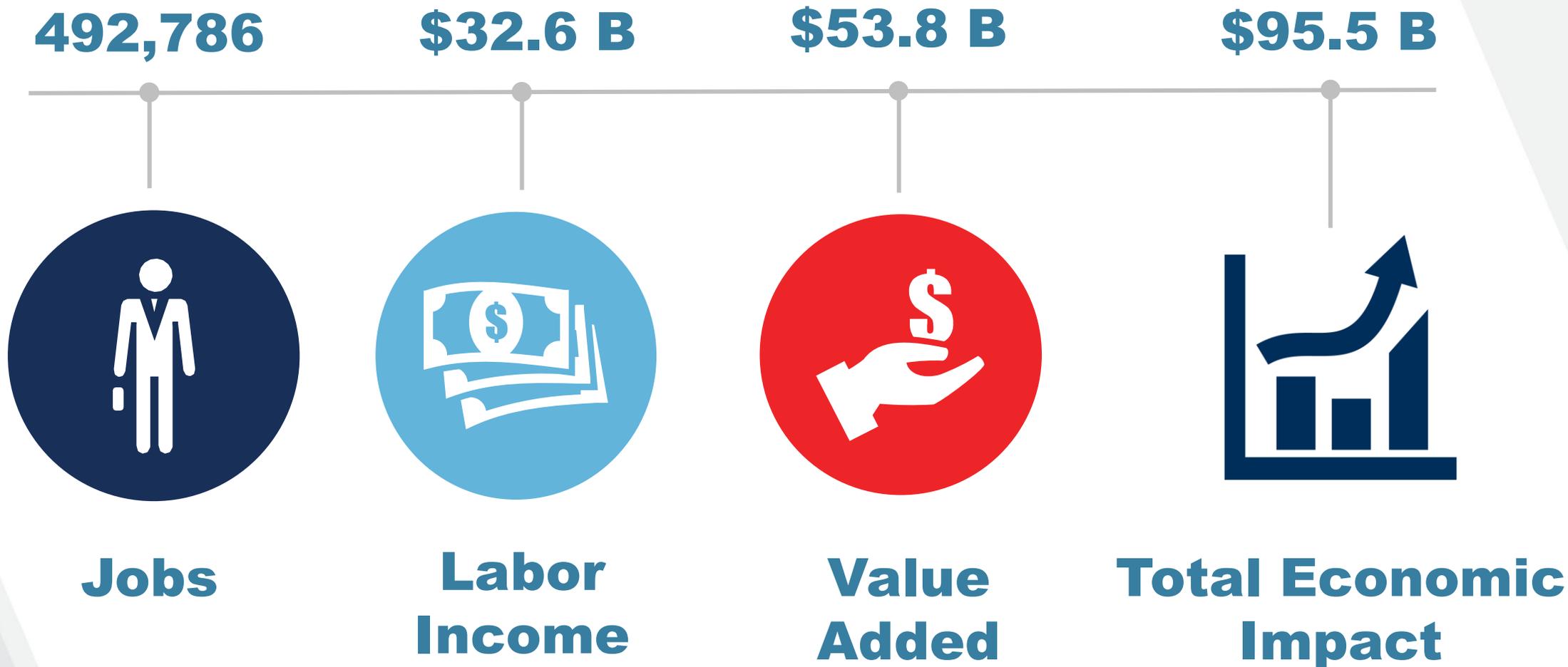


# Drumroll....



**\$95.5 Billion!**

# TOTAL Statewide Aviation Impacts



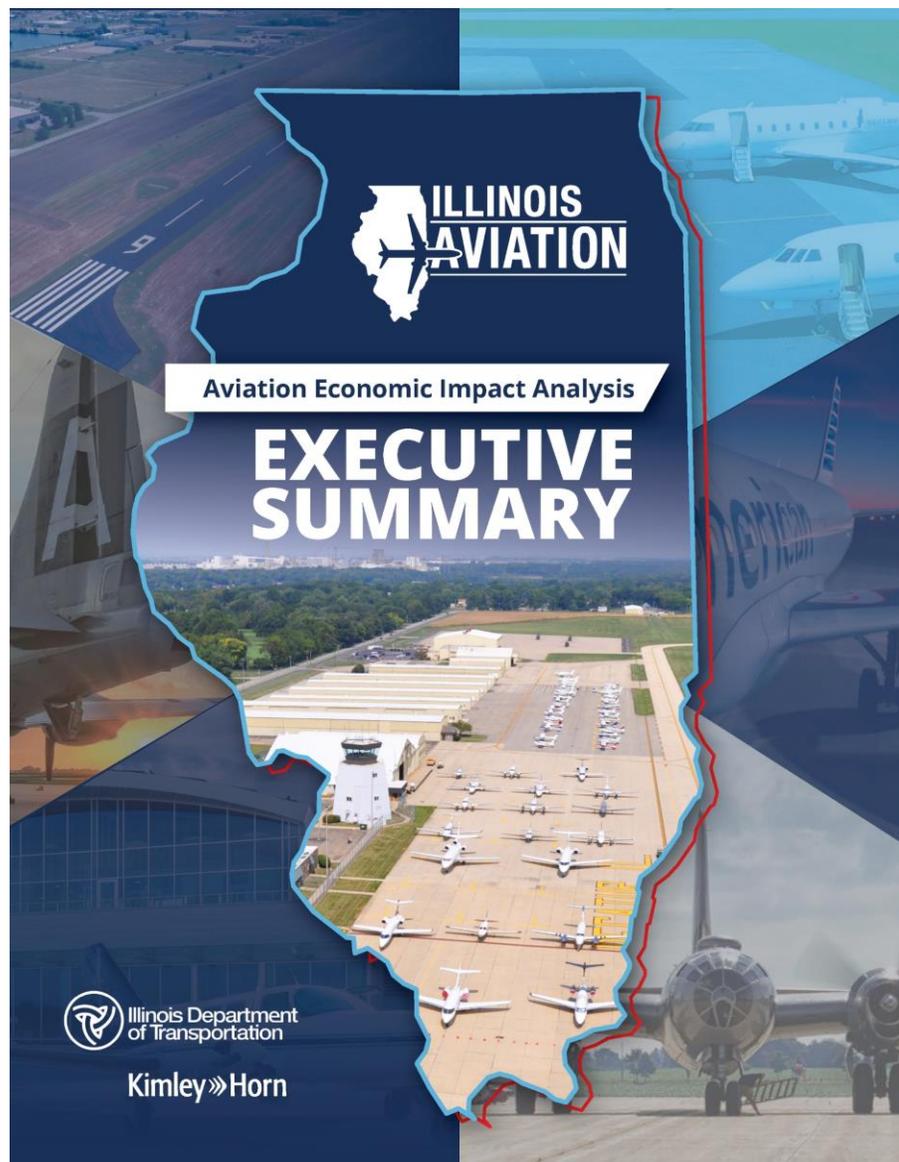
*\*Including off-airport air cargo impacts of \$35.9 Billion*

# Total Statewide **Off-Airport** Cargo Impacts

- Documents the 2019 economic contributions from industries in Illinois that receive or ship air cargo through Illinois airports

Cargo (in tons)	Value of Cargo	Employment	Total Economic Impact
506,000	\$56 Billion	142,582	\$35.9 Billion





**ALN**



**ST LOUIS REGIONAL**

**ABOUT THE AIRPORT**

St. Louis Regional Airport (ALN) is a FAA-designated Reliever airport in southwestern Illinois in Madison County. ALN is owned and operated by St. Louis Regional and is located approximately four miles east of Alton. There are several intergovernmental agreements in place in the airport district, which is an existing enterprise zone along State Highway 140, that contributes to the sustained economic growth of the region and the airport. In addition to recreational flying and outdoor tourism, the Airport supports corporate/business flying and aerial inspection activities almost daily. Other activities supported by ALN include aerial photography, aerospace technology research, gliders and soaring, air cargo operations, and medical transport. The Airport is also a member of the local Mutual Aid Box Alarm System (MABAS) that provides mutual aid assistance for emergencies, making it a vital resource to the community.

To understand the geographic reach of ALN, the map below illustrates the domestic origin and destination flights into and out of the Airport in 2019.



**WHAT IS ECONOMIC IMPACT?**

- On-Airport Activity**  
The impacts generated by airport sponsors including airport management and administration, airport tenants, as well as on-airport construction.
- Visitor Spending**  
The impacts generated by out-of-state visitors to Illinois, for personal or business reasons, who spend money on accommodations, food and beverage, local ground transportation, retail, and entertainment.
- Employment**  
Number of people employed, including part-time and full-time.
- Labor Income**  
Also known as "payroll"; total employment compensation, including wages and other benefits (e.g., healthcare insurance payments, retirement).
- Air Cargo**  
Economic contributions from industries in Illinois that receive or ship air cargo through Illinois airport. Air Cargo impacts are quantified at the District and Statewide levels only.
- Value Added**  
The economic productivity of each aviation-related business establishment, calculated as business revenue earned minus the cost of purchasing goods and services from other businesses. It includes all labor compensation, profits, and business taxes paid.



# 3 Individual Airport Impacts



# Individual Airport Impacts

FAA Id	Employment	Labor Income	Value Added	Economic Impacts
1C5	194	\$12.2 Million	\$18.7 Million	<b>\$34.0 Million</b>
PWK	2,199	\$145.7 Million	\$252.6 Million	<b>\$429.1 Million</b>
MTO	231	\$10.3 Million	\$14.2 Million	<b>\$27.2 Million</b>
DEC	739	\$32.1 Million	\$43.4 Million	<b>\$74.6 Million</b>
DPA	5,524	\$403.0 Million	\$676.1 Million	<b>\$1.5 Billion</b>
PIA	4,333	\$207.9 Million	\$303.6 Million	<b>\$575.7 Million</b>
EZI	19	\$849.0 Thousand	\$1.2 Million	<b>\$2.5 Million</b>
3CK	170	\$10.6 Million	\$15.4 Million	<b>\$29.4 Million</b>
MQB	42	\$1.9 Million	\$2.8 Million	<b>\$6.7 Million</b>
3MY	23	\$0.8 Million	\$1.3 Million	<b>\$2.9 Million</b>
MVN	278	\$11.6 Million	\$17.7 Million	<b>\$40.2 Million</b>
C15	45	\$2.7 Million	\$4.0 Million	<b>\$9.3 Million</b>
UIN	158	\$8.0 Million	\$12.0 Million	<b>\$24.7 Million</b>
CPS	1,522	\$105.8 Million	\$177.7 Million	<b>\$422.1 Million</b>
ALN	1,533	\$115.7 Million	\$191.5 Million	<b>\$479.5 Million</b>
DNV	75	\$3.9 Million	\$5.6 Million	<b>\$10.5 Million</b>
MWA	652	\$29.4 Million	\$44.3 Million	<b>\$84.7 Million</b>
UGN	918	\$63.4 Million	\$106.1 Million	<b>\$181.6 Million</b>
SQI	81	\$3.5 Million	\$5.7 Million	<b>\$13.0 Million</b>



# 4 Next Steps



## Next Steps

- Forecasts of Aviation Demand
- Finalize IASP Recommendations
- Finalize Individual Airport Brochures
- Prepare Executive Summaries
- Develop Policy and Follow-On Study Recommendations
- Prepare for FINAL TAC Meeting

# Questions?

Thank you for your participation!

- **Clayton Stambaugh, MPA**  
*IDOT Aeronautics*
  - P: 217.785.8481
  - E: Clayton.Stambaugh@Illinois.gov
- **BJ Murray**  
*IDOT Office of Planning & Programming*
  - P: 217.782.4118
  - E: BJ.Murray@Illinois.gov
- **Zach DeVeau, AICP**  
*Kimley-Horn Project Manager*
  - P: 850.553.3530
  - E: Zach.Deveau@kimley-horn.com