

Economic Impact Summary of Centralia Municipal Airport (KENL)

Provided by: South Central Illinois Regional Planning & Development Commission

Economic Impact Summary of Centralia Municipal Airport (KENL/ENL)

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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, Derek Sherman. 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.

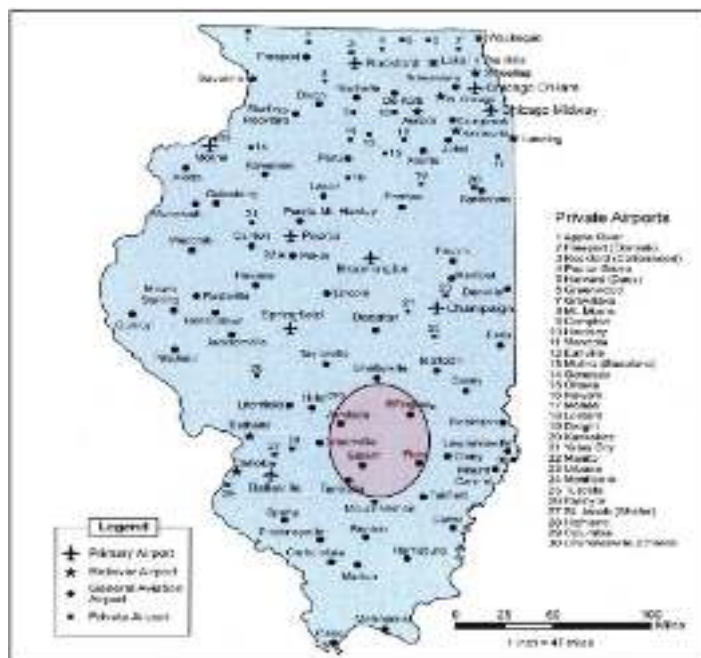
The induced impacts of these airport activities were calculated using multipliers that are specific to Illinois. For example, when an airport employee purchases local goods and services at local retail establishments, that spending circulates through the local economy by supporting the jobs and payroll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



Centralia Municipal Airport

FAA LOC ID: ENL

City of Centralia (Marion County), Illinois

General Airport Information:

Ownership: City of Centralia

Activation Date: April 1947

General Location: The airport complex is located two miles east of the center of the City of Centralia, Illinois 62801 immediately south of Illinois Route 161 also known as East McCord Street.

Phone: (618) 533-7622

Latitude/Longitude: (estimated) 38-30-54.3000N 089-05-28.1000W

Acres: 314

Surface: Asphalt

Elevation: 534.1 ft above sea level

On-Site Facilities: Passenger terminal constructed in 1970. Lighted wind indicator. Segmented circle. White-green beacon (lighted land airport) operates sunset to sunrise. No control tower.

Runways: Runways 18/36 and 9/27. Runway 18/36 has nonprecision markings, in good condition. Runway identifier lights. A touchdown point, no lights. Obstruction in the form of a tree on both 18 and 36 both over 1500 ft away from the runways. Runway 9/27 has basic markings, in good condition. No runway end identifier lights. A touchdown point no lights. Obstruction in the form of a road on 9, over 400 ft. from the runway.



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: Airgo (618) 533-1643

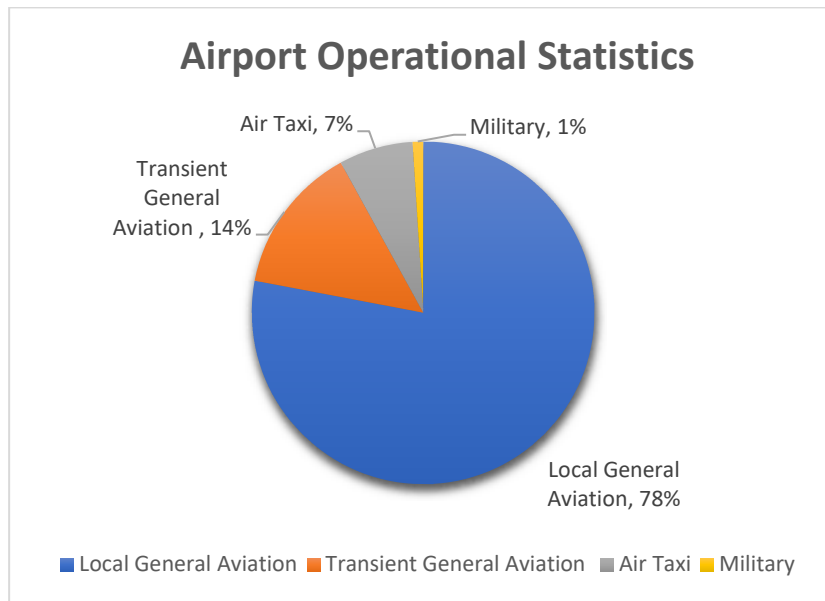
Passenger Terminal: Passenger reception/waiting area, service desk, a restroom, vending machines for snacks and beverages, no separate pilot lounge, small meeting rooms, and computers with internet access (so that pilots can monitor the weather). No courtesy car.

Airport Services: Fuel: 100LL and Jet A (Self Service and Full Service). Parking: tie-downs. Airframe Service: none. Power plant Service: none.

Planned TIP Improvements: No planned improvements known.

Operational Statistics:

Aircraft Based At Airport in 2021				
Single Engine	Multi-Engine	Helicopters	Ultra Lights	Total
31	8	0	0	39



Heliports: In addition to the Centralia Municipal Airport, the City of Centralia also contains two heliports, the SSM Health St. Mary’s Hospital ID (98IL) and Centralia Correctional Center ID (5IL8); both of which are privately owned and operated.

Nearby Amenities: Within a five-minute drive of the Centralia Municipal Airport, are several retail stores, over forty eating establishments, and three 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 operations 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 Centralia Municipal Airport and its year-round operations in Centralia, Illinois, have been quantified using a standard econometric modeling process approved by the FAA. The Commission's summary of Centralia Municipal 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 Centralia 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. 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 Centralia 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 airport activity and visitor spending. On-airport activity include 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 Centralia Municipal 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 airports general aviation operations that leave the airports local airspace, termed itinerant operations. Some itinerant operations at an airport are conducted by a resident of the airports 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 Centralia Municipal 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 Centralia Municipal 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 Centralia 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 Centralia Municipal Airport facilities, staff, and the aviation services they provide that generate an average of 77 aircraft movements per day and in the process bring pilots, crew members and guests to the Centralia, Illinois area.

Concluding Observations:

- The airport is a benefit to the community in the way it brings opportunity for grant funding to the community as it is another mode of transportation offered by the city of Centralia. In terms of tourists, Centralia Municipal Airport has huge potential to be beneficial to the community. To the airport manager's knowledge, the airport doesn't currently generate enough gross revenue to outweigh the gross expenses of maintaining it without the state and federal dollars allocated to the airport. Centralia

Municipal Airport has huge potential to bring more money to the community if utilized as an asset by the community and surrounding areas.

- The Centralia Municipal Airport allows citizens with private pilot licenses to depart and arrive in Centralia via personal airplane. There are twenty hangers for pilots to rent to store their aircraft, and there is the ability to fuel their aircraft at the Centralia Municipal Airport. Finally, the fixed base operator (FBO), Airgo operates a flight school that helps get local and international individuals their pilots license.
- The FBO has one staff member present at the airport to receive visitors and complete the flight school training. Airport manager Derek Sherman says, “Average daily flights are seventy-seven, which is slower than the previous years. However, due to the flight school we are considered a busy airport.”
- It is unknown if Centralia Municipal Airport gets a lot of travelers, 78% of flights are local general aviation. Mr.Sherman says he receives maybe two calls a month from pilots whom are interested in landing at the airport. “According to the pilots, most travelers are local pilots that are just flying to or from Centralia to be able to fly their planes.”
- The airports activity mostly consists of recreational and non-work related flights, according to Mr. Sherman. It is his knowledge that the airport receives maybe two corporate/buisness related flights that come in annually. They are normally the CEO or CFO of one of the plants in the industrial park.
- Daily activities predominately include recreational flying and flight training. Medical operations aren’t run through the airport, as they have their own helipad and Air Evac services.

Qualitative Benefits of Centralia Municipal Airport:

- For agricultural spraying, farmers in the local community go through the airport. Farming season brings in a sizable fleet of crop dusters to the airport. Crop dusters will bring their planes and pilots and fuel to the airport, using the airport as a landing and takeoff point. There is no fee to use the airport for the pilots. Essentially, the crop dusters bring everything they need to operate for that week/day/month leave or take the equipment, depending on the company, until the work is completed.
- It is Mr. Sherman’s belief that the airport has huge potential to be a valuable resource. “Back in the 70s and 80s, I believe the airport was valuable resource for industry and medical services; however, improvements in logistics and new technology have removed that value from these small municipal airports. I think there is a way to make these small municipal airports a valuable resource again, but at the moment I only have a few ideas and too little funding to accomplish those improvements.”
- Airgo, a flight school located in Centralia, utilizes the airport for flight training. There are currently six students with the program. Airgo pays the city to be the FBO at the airport. The money covers some of the associated costs for the

hanger rentals and tie downs on the tarmac. Airgo does store their planes and flight training equipment on site. Airgo is a separate organization from the city. There is an agreement between the flight school and the airport to operate and provide maintenance for the airport that is mutually beneficial.

Centralia Municipal Airport Summary:

On-Airport Activity- \$7,500,000

Visitor Spending- \$462,000

Employment- 55 Jobs

Labor Income- \$3,200,000

Value Added- \$4,300,000

Centralia Municipal Airport Total Economic Impact- \$8,000,000

Centralia Is More Than Just a Local Airport:



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Thank you as well to Manager of Centralia Municipal Airport Derek Sherman for answering questions relating to the airport, helping provide a clear image of the airport and its role in the community.



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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.

