

The MoDOT Aviation Section would like to thank Missouri airports, passengers, airport users, tenants, and stakeholders for their valuable input and participation on this project.

 Like us on Facebook:
[facebook.com/MoDOTStatewide](https://www.facebook.com/MoDOTStatewide)

 Follow us on Twitter:
twitter.com/modot

 Check out our blog:
modotblog.blogspot.com

 Check out our news feed:
modot.com/xml/Statewide.xml



MoDOT Aviation Section

105 West Capitol Avenue
P.O. Box 270
Jefferson City, MO 65102
(573) 751-2589
aviation@modot.mo.gov

VIH | Rolla National Airport
Rolla/Vichy, MO



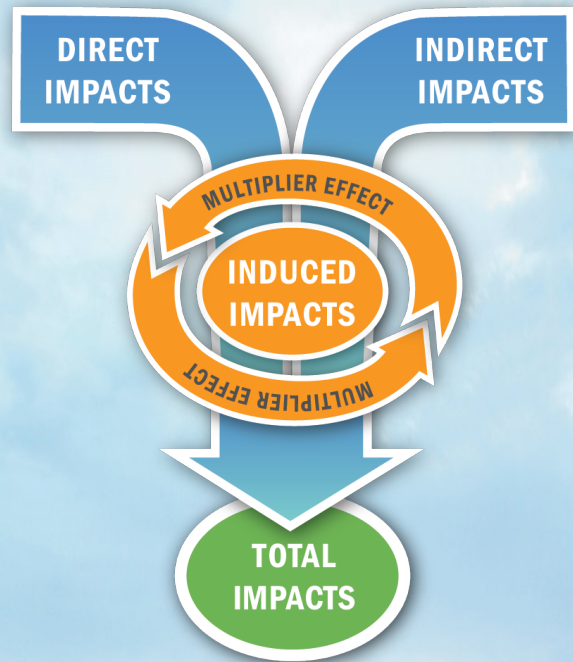
Missouri Statewide Airports Economic Impact Study

- Missouri is served by **nine** commercial service airports in the state and **99** publicly owned, public use general aviation airports.
- Missouri's commercial service airports enplaned nearly **12 million** passengers in 2012.
- Missouri supported approximately **264,000** general aviation visitors at airports in 2012.
- Airports in Missouri support more than **420** on-airport aviation related businesses.
- More than **\$130 million** was invested in the state's airports in 2012 through updates and renovations.
- Missouri airports support **11** scheduled commercial airlines throughout the state.
- More than **195,000** tons of cargo are transported by air in Missouri each year.



Prepared by: Landrum & Brown, Incorporated | 2013





Economic Impact Study

Missouri's airport system is not only a means of safe and efficient transportation, but also provides over 100,000 jobs and accounts for more than \$11 billion in total economic activity. Each of the airports in Missouri has a specific impact on its local community that goes far beyond the local level to serve as a catalyst for economic growth.

STUDY PROCESS

Similar to the 2002 Missouri economic analysis, the economic impact generated by Missouri's airports is quantified in terms of direct, indirect, and induced economic activity and spending.

Direct impacts are based on the employment, wages, and sales generated by on-airport business activity. Common direct impacts stem from tenants like fixed-base operators (FBOs) or aircraft maintenance operations.

Indirect impacts arise from visitors arriving by aircraft and their spending on food, hotels, entertainment, transportation, and other activities. These expenditures support additional jobs, wages, and output.

Induced impacts, also referred to as multiplier impacts, are created through the "spin-off" effect of users purchasing goods and services from other local businesses and through workers spending wages and other income for household goods and services. For example, when an airport employee is paid, he or she uses their salary to purchase local goods and services at businesses in the area, which in turn spend their revenue locally, thus generating additional economic activity in the region.

Combined, the direct, indirect and induced impacts determine the total economic impacts for each airport and the statewide airport system.

IMPACT MEASURES

Jobs represent the number of people who are employed and are presented as full-time equivalent jobs.

Payroll represents the total annual wages, salaries, and benefits paid to all workers.

Output measures the value of goods, services and capital expenditures.

TOTAL JOBS
100,621

TOTAL PAYROLL
\$3,128,646,000

TOTAL OUTPUT
\$11,101,699,000



Rolla National Airport

TOTAL JOBS
141

TOTAL PAYROLL
\$5,653,000

TOTAL OUTPUT
\$28,455,000

BENEFITS OF THE AIRPORT

Rolla National Airport is centrally located in the state approximately 14 miles north of the City of Rolla, who owns the airport. The airport has two runways, Runway 04/22 and Runway 13/31, which are both 5,500 feet long. A ten-unit T-hangar building and a new aircraft parking apron have recently been constructed at the airport. In addition, visual navigational aids known as Precision Approach Path Indicators (PAPIs) were recently installed.

Common activities at the airport consist of corporate flying, flight training, aerial inspections, law enforcement operations, cargo operations, and recreational flying. Students, faculty, staff, and visitors of Missouri University of Science and Technology (MS&T University) frequently utilize the airport. Many businesses fly in their corporate jets for job fairs at the school, and students and faculty use the airport to conduct aerospace experiments. Military training operations also often occur at the airport. Fort Leonard Wood Army Base utilizes the airport for helicopter training known as Operation Cracked Earth. Seasonal activities include aerial agricultural spraying, environmental patrols, aerial photography, and forest firefighting.

The airport also serves as a gateway to outdoor attractions in the region, attracting duck hunters and trout fishermen annually. The airport serves as a staging area for community events and meetings, actively participating in youth and community outreach which includes hosting airport open houses, offering airport tours, and sponsoring college picnics and research projects. The airport enhances the quality of life in the area by supporting emergency medical evacuation, medical doctor transports, and animal rescue and transports.

The airport provides typical FBO services that include fuel, hangar and tie-down rentals, rental and crew cars, and flight crew facilities. Bacon Aviation provides services such as flight instruction and sightseeing flights. Baron Aviation is an air cargo feeder carrier that operates cargo flights, maintains aircraft, and trains pilots for its FedEx operation. Brewer Science, Caterpillar, Garmin International, and Wal-Mart are companies who rely on the airport to transport staff, equipment, and goods in and out of the region.

