

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.

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MoDOT Aviation Section

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

FYG | Washington Regional Airport
Washington, 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.

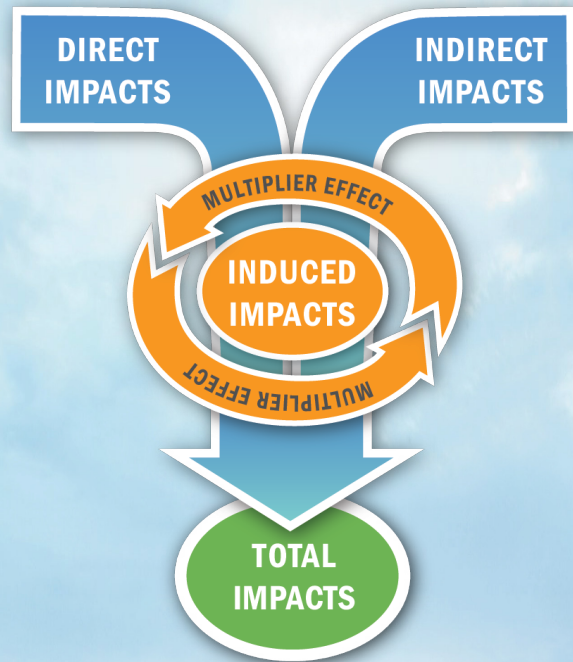


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Statewide Economic Impacts



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



Washington Regional Airport

TOTAL JOBS	12	TOTAL PAYROLL	\$303,000	TOTAL OUTPUT	\$1,492,000
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BENEFITS OF THE AIRPORT

Washington Regional Airport is located three miles north of the industrial center of Washington, which is located approximately 50 miles west of downtown St. Louis. The airport is owned and operated by the City of Washington. The airport has one concrete paved runway, Runway 15/33 which is 5,001 feet long. The airport recently completed the construction of new aircraft hangars, as well as earthwork for future airport development.

Common activities at the airport consist of corporate flying, flight training, and recreational flying. Fractional jet ownership companies such as NetJets, FlexJets, and Executive Air Services frequent the airport throughout the year, providing both local and nonlocal companies and individuals with the quick and efficient air access that is needed to conduct business. Cessna Aircraft Company, Eckelkamp Enterprises, First State Bank, G.H. Tool & Mold Inc., Hellebusch Tool & Die, JP Oil Company, James L. Olson Farms, Parker Hannifin Corporation, Ryko Manufacturing Company, SR Real Estate, Target, and Valent Aerostructures are a few of the companies who often rely on the airport to transport staff, equipment, and goods in and out of the region.

In addition to corporate uses, the airport supports pipeline and power line aerial inspectors, aerial photographers, aerial agricultural sprayers, land developers, and real estate tours throughout the year. The airport further enhances the quality of life in the area by supporting Missouri National Guard training, law enforcement operations, environmental patrols conducted by the Missouri Department of Conservation, and medical transports for doctors and patients. Mercy Hospital, Air Evac Lifeteam, and Arch Air Medical Services utilize the airport for medical transports and training.

The airport also serves as a gateway to tourism in the region, attracting visitors to local wineries, Hidden Valley Ski Resort, Town and Country Fair, and Six Flags St. Louis. Outdoor enthusiasts fly in on occasion to access the miles of hiking trails adjacent to the airport as well. The airport serves as a staging area for community events and meetings, actively participating in youth and community outreach. The airport hosts an Experimental Aircraft Association (EAA) Young Eagles event which offers introductory flights to youth of all ages, the annual Missouri Pilots Association picnic, Boy Scout campouts, and airport tours for youth during the summer.

Washington Regional is managed and maintained by Washington Aviation. Washington Aviation provides FBO services including fuel, hangar and tie-down rentals, courtesy and rental car services, and flight crew and passenger facilities.

