

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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## MO1 | Richland Municipal Airport Richland, MO

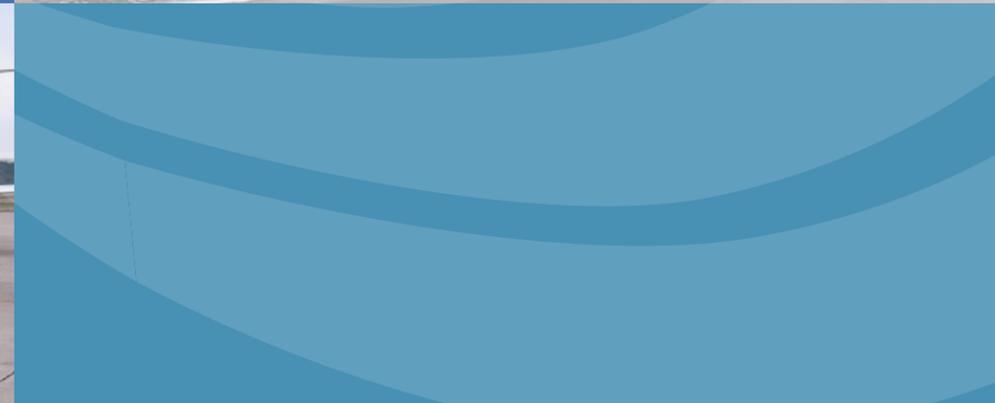


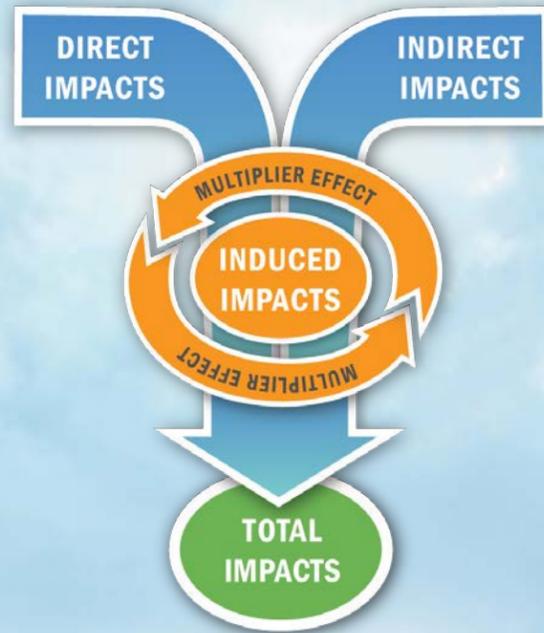
# Missouri Statewide Airports Economic Impact Study

- 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**



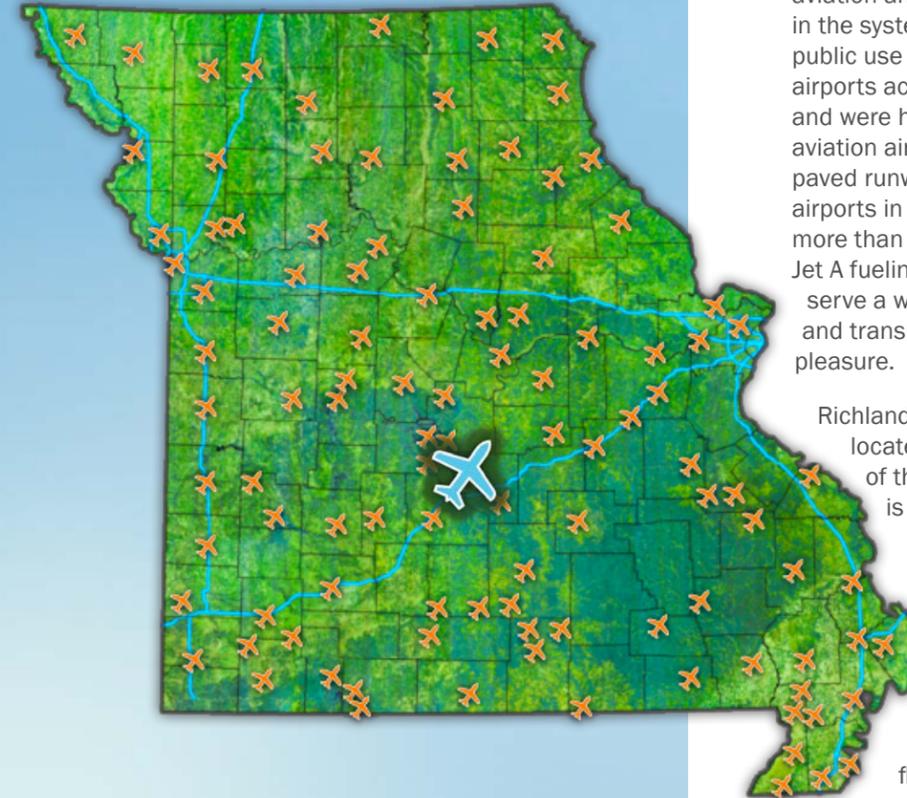
## Richland Municipal Airport

Statewide General Aviation Airport Economic Impacts

TOTAL JOBS  
**7,449\***

TOTAL PAYROLL  
**\$300,068,000\***

TOTAL OUTPUT  
**\$857,093,000\***



### BENEFITS OF THE AIRPORT

Missouri has a diverse system of airports that serve general aviation and commercial airline needs. Of the 108 airports in the system analyzed for this study, 99 are publicly-owned, public use general aviation airports. In 2012, these 99 airports accommodated over one million aircraft operations and were home to nearly 2,500 aircraft. Missouri's general aviation airports range from turf landing strips to concrete paved runways. More than two-thirds of the general aviation airports in the state offer airport users fuel service, with more than one-third of the airports specifically offering Jet A fueling services. All of the general aviation airports serve a wide variety of aircraft, including locally based and transient traffic visiting communities for business or pleasure.

Richland Municipal Airport is a general aviation airport located within the City of Richland, between Lake of the Ozarks and Fort Leonard Wood. The airport is owned and operated by the City of Richland. With its 3,000-foot long asphalt paved runway, Runway 14/32, the airport supports the operations of smaller general aviation aircraft.

There are numerous similar general aviation airports throughout Missouri. These airports support a variety of activities including flight training, agricultural spraying, recreational flying, and businesses that utilize small general aviation aircraft to conduct their operations.

Residents, businesses, and visitors also utilize these smaller general aviation airports to enhance their quality of life. These airports are important transportation and economic resources throughout Missouri that provide both quantitative and qualitative benefits to the state.

\* Totals are representative of statewide general aviation airport economic impacts.