



**Illinois Department
of Transportation**

State of Illinois Airport Rates & Charges (2022)

Illinois Department of Transportation

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I. Introduction

The State of Illinois, Department of Transportation, Bureau of Planning and Programming, conducted this study to help airports determine going market rates and current aeronautical use of the State's Public Use Airports.

Surveys went out to the State of Illinois' 75 Public Use Airports. Survey response was 52/75 for a response rate of 69.3%. The list of responding airports can be found at the end of this report. All airports were given hard copies of the survey at the annual TIPs meetings held in October. Copies were also emailed to every airport. Airports could complete the survey by returning a hard copy or scanning a QR Code and completing the survey on a mobile device. The survey can be found as Attachment 1 at the end of the report.

The airports have been split into regions and categories for purposes of this report. The regions are Northern, Central, and Southern. The Categories are Commercial Service, Reliever, and General Aviation (GA). GA is further split into Large GA and Small GA.

All information provided in this report came directly from airport representatives of the 75 Illinois Public Use Airports.



For this report, airports were broken down into several different categories. Commercial Service, Reliever, Large GA and Small GA. There are also breakdowns for metro regions (St. Louis and Chicago) along with North, Central, and Southern. The north consists of IDOT Districts 1, 2 & 3. Central consists of Districts 4, 5 & 6. Southern consists of Districts 7, 8 & 9.

Northern Region Airports

Aurora Municipal	Quad City International	Lewis University
Bolingbrook Clow International	Chicago Rockford International	Illinois Valley Regional
Dekalb Taylor Municipal	Pontiac Municipal	Tri-Township
Joliet Regional	Chicago Executive	Lake in the Hills
Dixon Municipal	Rochelle Municipal	Albertus (Freeport)
Greater Kankakee	Bult Field	Schaumburg Regional
Kewanee Municipal	Waukegan National	Whiteside County
Lansing Municipal	Morris Municipal	DuPage Airport

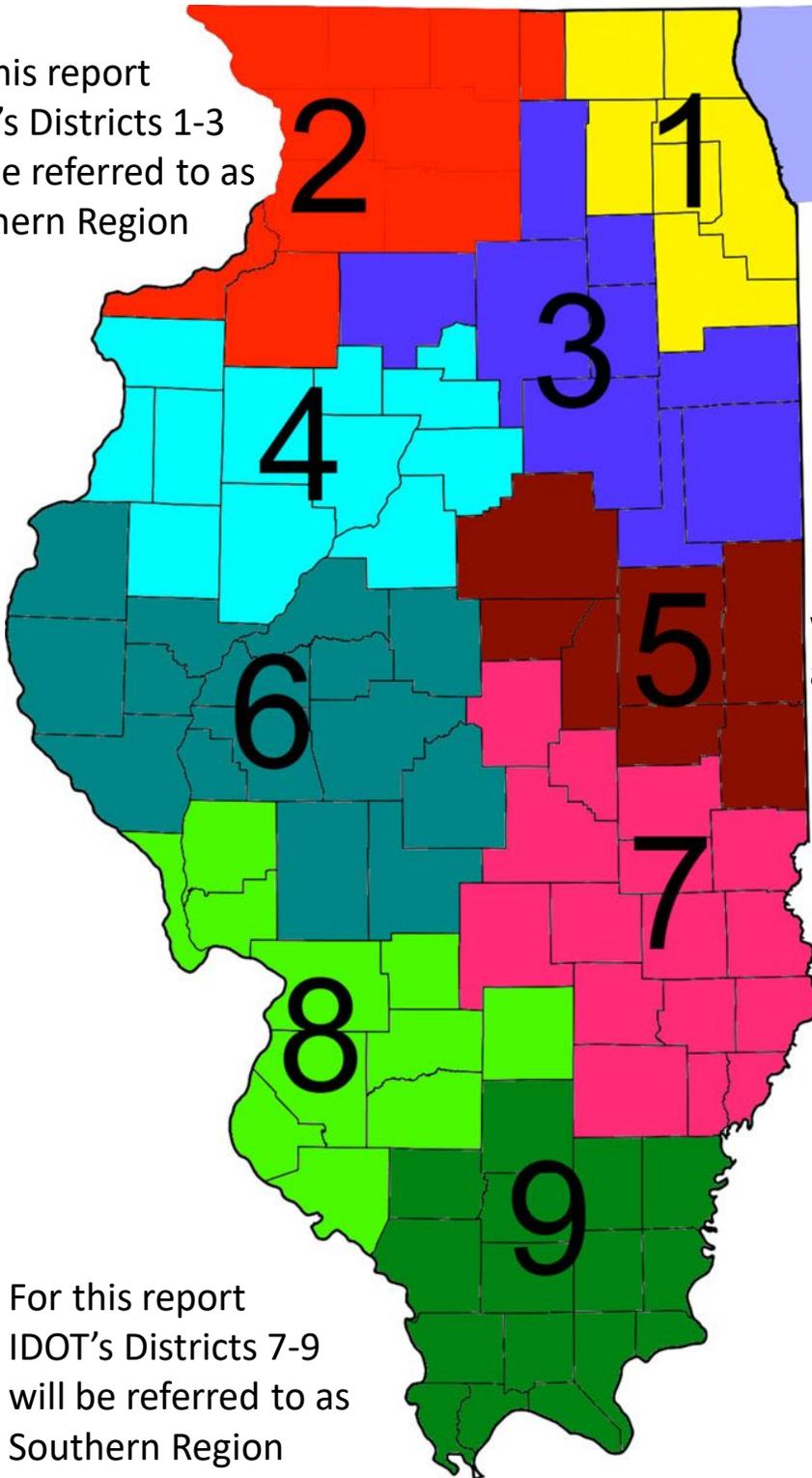
Central Region Airports

Marshall County	Olney-Noble	Greater Beardstown
Monmouth Municipal	Pittsfield Penstone	Central Illinois Regional
Pekin Municipal	Taylorville Municipal	Edgar County
Abraham Lincoln Capital	University of Illinois- Willard	Galesburg Municipal
Jacksonville Municipal	Vandalia Municipal	Havana Regional
Litchfield Municipal	Vermilion Regional	Canton Ingersoll
Macomb Municipal	Quincy Regional Airport	Logan County
Mt. Hawley Auxiliary	General Wayne A. Downing Peoria International	Rantoul National Aviation Center

Southern Region Airports

Centralia Municipal	St. Louis Downtown	St. Louis Regional
Fairfield Municipal	Sparta Community	Carmi Municipal
Veterans Airport of Southern Illinois	Lawrenceville-Vincennes International	Effingham County Memorial
Pinckneyville-DuQuoin	Salem-Leckrone	Casey Municipal
Southern Illinois Airport	Mt. Vernon Outland Airport	Decatur Airport
Benton Municipal	MidAmerica St. Louis	Greenville Airport
Cairo Regional	Flora Municipal	Harrisburg-Raleigh Airport
Coles County Memorial	Crawford County	Metropolis Municipal
Mt. Carmel Municipal	Mt. Sterling Municipal	Shelby County

For this report
IDOT's Districts 1-3
will be referred to as
Northern Region



For this report
IDOT's Districts 4-6
will be referred to
as Central Region

For this report
IDOT's Districts 7-9
will be referred to as
Southern Region

II. Hangar Rentals

This section looks at different hangar costs and uses at the Public Use Airports.

While airports may have different t-hangar types (ex: nested, sliding doors, bi-fold doors, etc...), for this study we asked for the rate for the newest t-hangar facility on the airfield.

The average cost for a t-hangar in Illinois was \$205.85 per month (**Figure 1**). There was a big variation between the Northern Region and the Central and Southern Regions. The Northern Region averaged \$348 per month, while the Southern Region averaged \$155.01, and the Central Region averaged \$144.58.

By category the Reliever Airports (**Figure 3**) had the highest average monthly t-hangar cost at \$448.51. The Chicago Metro Relievers averaged \$508.40 per month while the St. Louis Metro Relievers averaged \$238.79 per month.

The Small GA Airports (**Figure 2**) had the lowest average monthly t-hangar cost at \$141.86 per month. Overall GA cost is \$154.61. Large GA Airports and Commercial Service Airports charged similar prices at \$203.89 for Large GA and \$206.41 for Commercial Service.

Overnight Hangar Rates (**Figure 4**) averaged \$39 throughout the State. Relievers charged \$58.33 per night. Outside of the Relievers, the nightly costs for a hangar were consistent.

58% of airports in the State reported having a waitlist for hangar space (**Figure 5**). The average hangar list had 16 names. All but one Reliever Airport reported currently having a waitlist for hangar space.

State of Illinois T-Hangar Rent

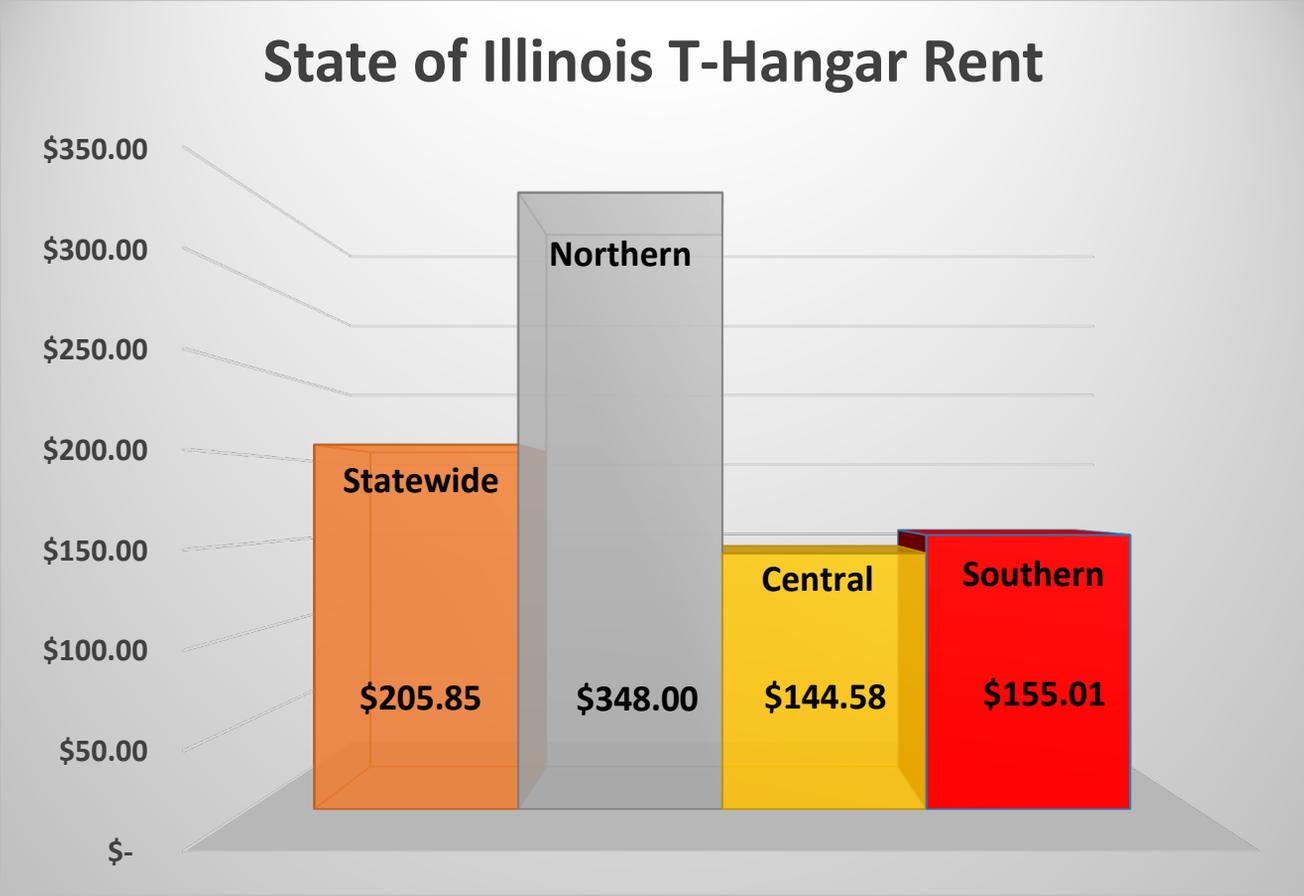
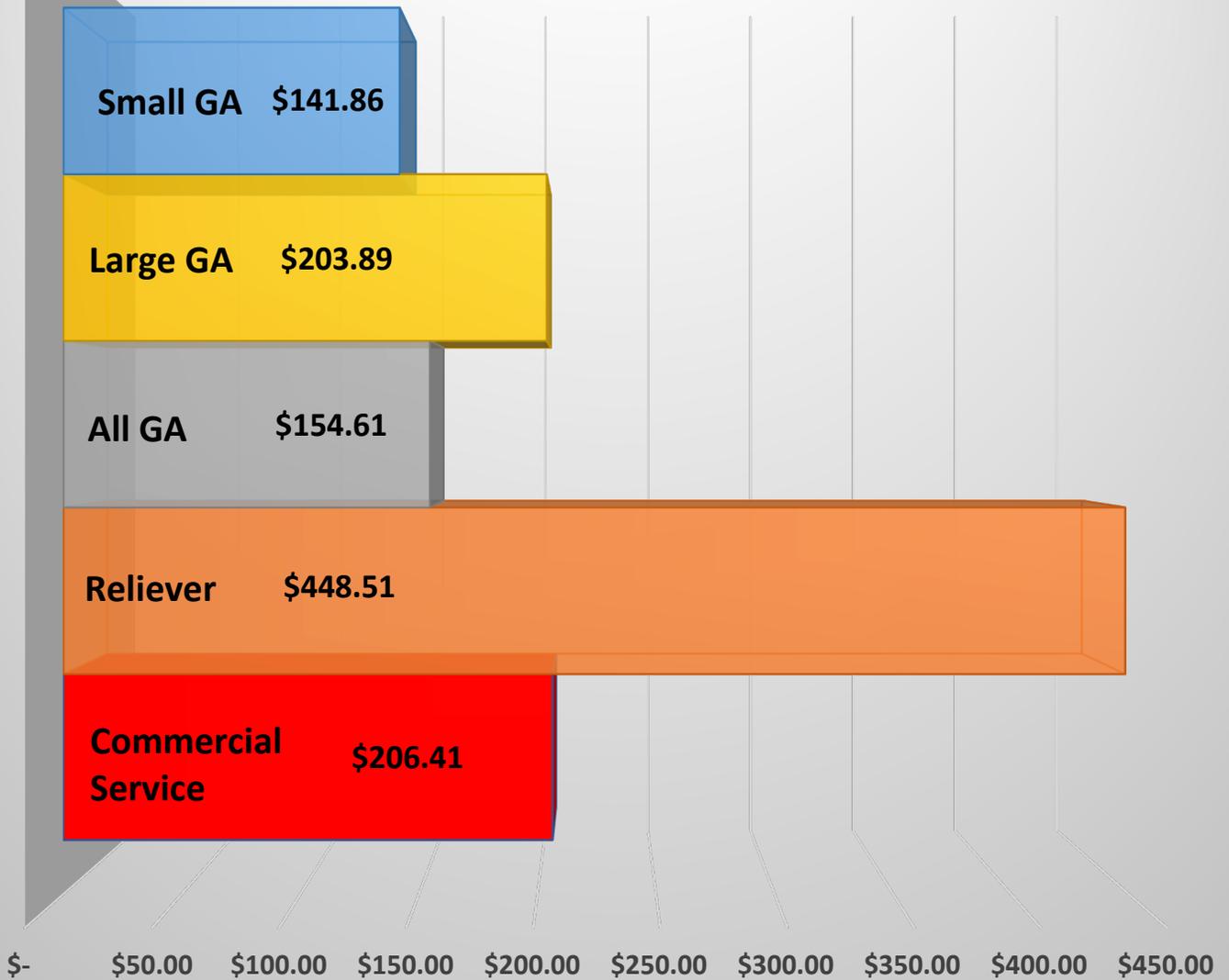


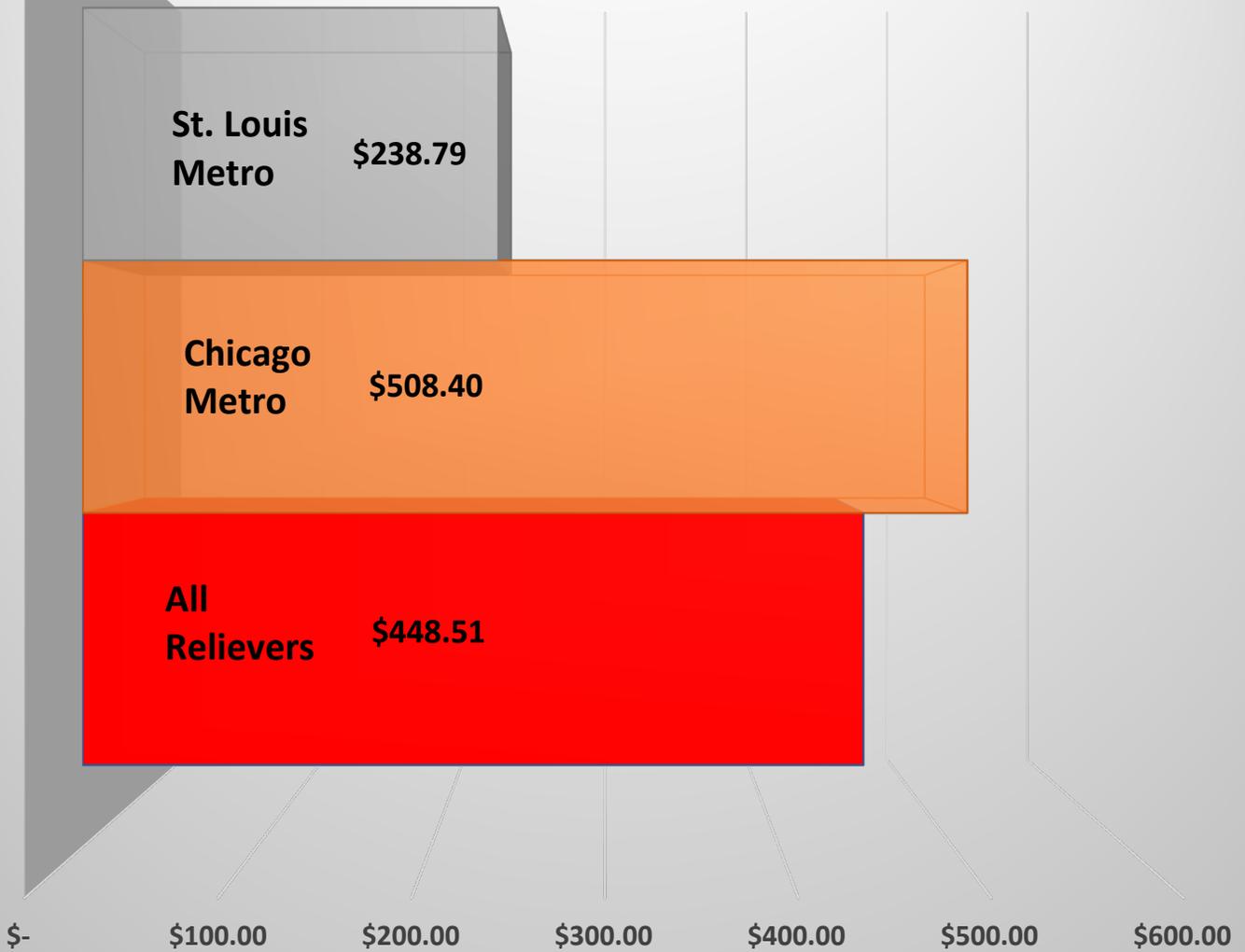
Figure 1

Figure 2



T-Hangar Charge by Airport Category Per Month

Figure 3



Reliever T-Hangar Rent Per Month

	Average Nightly Rate
Statewide	\$39.00
Northern	\$43.64
Central	\$32.50
Southern	\$34.00
Reliever	\$58.33
Commercial Service	n/a
GA Overall	\$36.88
Large GA	\$43.57
Small GA	\$31.67

Overnight Hangar Rate

Figure 4

State of Illinois Airport T-Hangar Waitlist

	Percent of Airports With a Waitlist	Average Waitlist Length
State	58%	16
Northern	68%	20
Central	53%	11
Southern	50%	14
Commercial Service	40%	13
Reliever	89%	18
GA Overall	54%	16
Large GA	45%	38
Small GA	58%	8

Figure 5

III. Fuel

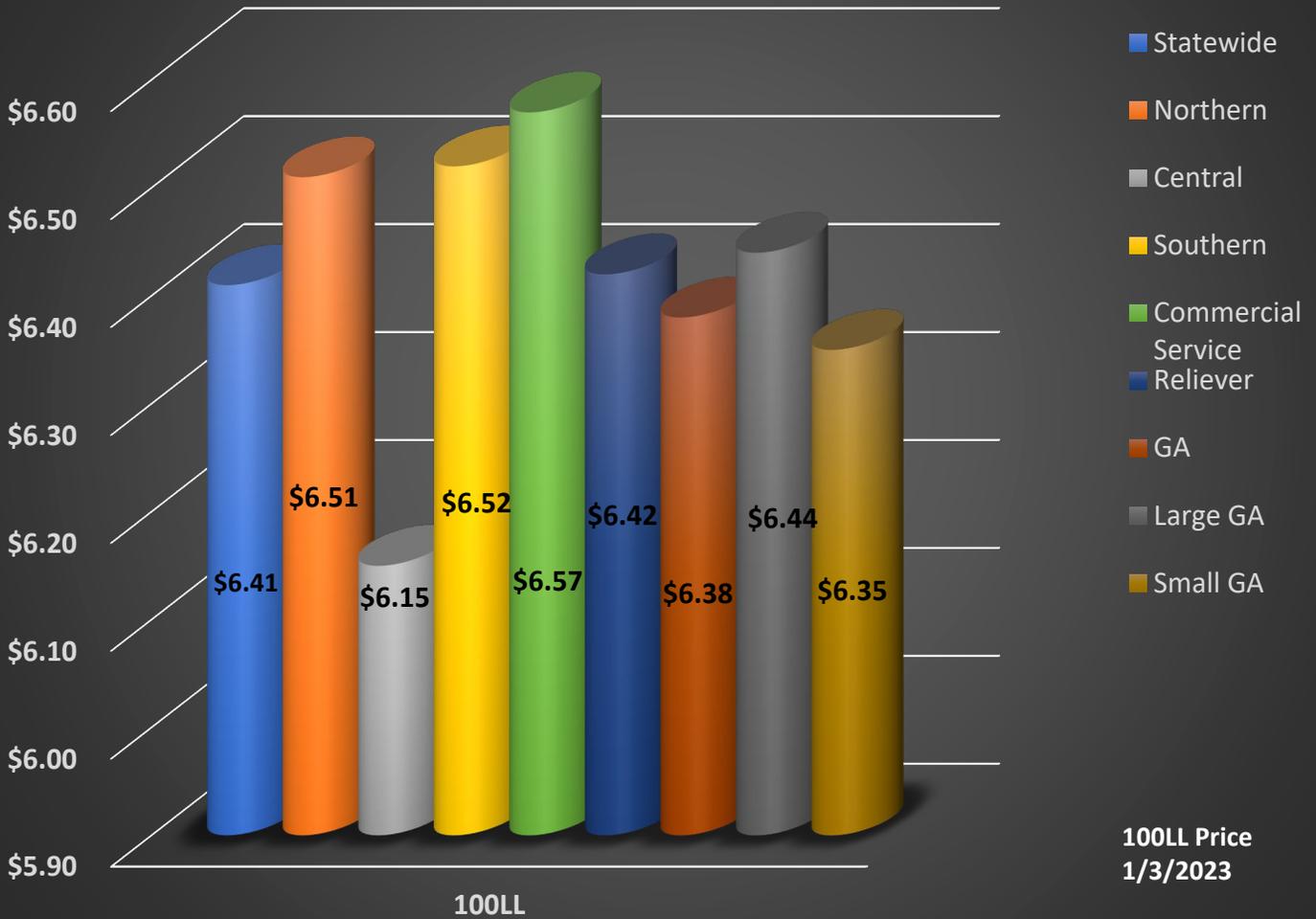
This section looks at the fuel availability of 100LL (**Figure 9**) and Jet A (**Figure 10**), along with the price of each on January 3, 2023. It also looks at flowage fees and total gallons sold (**Figure 8**).

Figure 9 shows the price of 100LL at every airport in the State of Illinois on January 3, 2023. **Figure 10** shows the price of Jet A at every airport in the State of Illinois on January 3, 2023. **Figure 6** shows the average price of 100LL by Airport Category and Region while **Figure 7** shows the average price of Jet A by Airport Category and Region.

Figure 11 shows the Fuel Flowage Fees. Overall, 40.4% of airports in the State charge a fuel flowage fee. The large airport category has the highest percentage of airports with flowage fees. All Commercial Service Airports reported having a flowage fee, 66.7% of Relievers, and 63.6% of Large GA Airports. Small GA Airports were the least likely to have a flowage fee with just 7.7%.

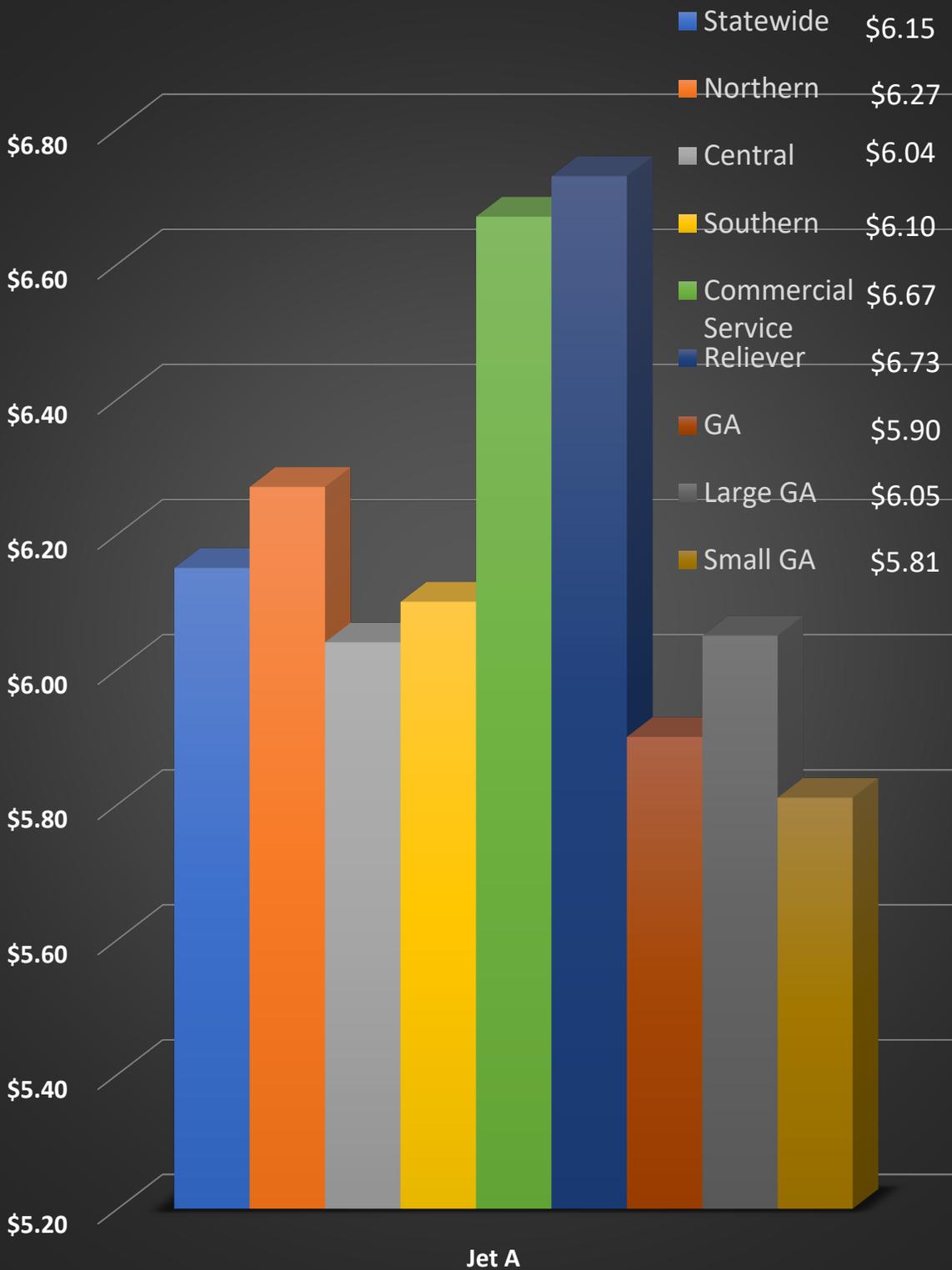
Fuel sales were only provided by 3 Commercial Service Airports. As such, there will not be a section on Fuel Sales for Commercial Service Airports.

State of Illinois 100LL Price



State of Illinois 100LL Price

State of Illinois Jet A Price

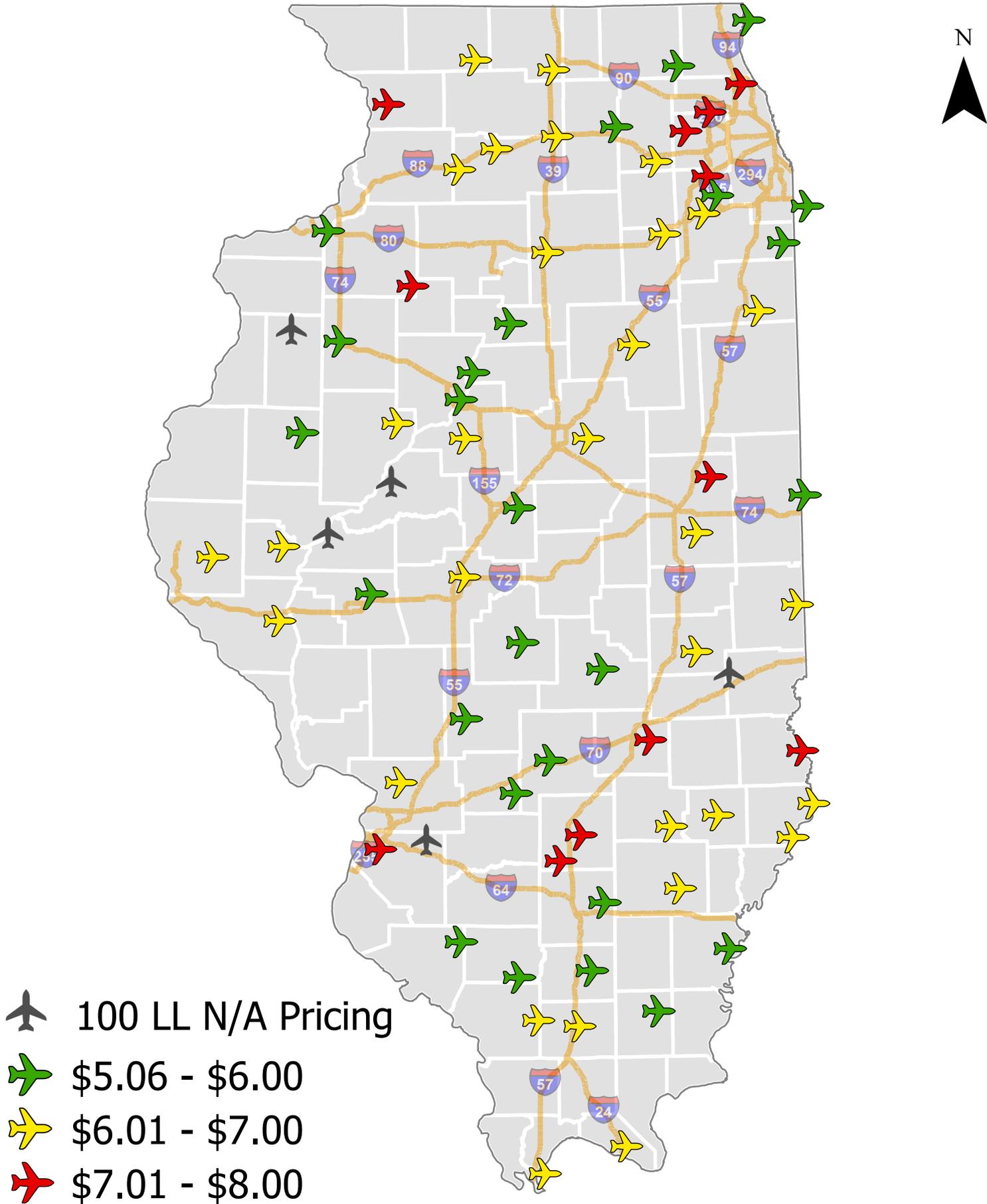


Fuel Sales	Jet A	100LL
Northern	919,683.7	74,534.9
Central	282,507.9	23,499.9
Southern	169,323.6	31,856.9
Reliever	1,901,531.0	137,212.4
GA Overall	37,460.7	22,878.8
Large GA	64,837.6	43,277.0
Small GA	22,403.4	13,529.6

State of Illinois
 Jet A & 100LL
 Sales (2021)

Figure 8

Illinois Airport 100LL Pricing - Statewide



Fuel prices on: 1/3/2023

Figure 9

Fuel Flowage Fees

	Percent of Airports with a Flowage Fee	100LL Flowage Fee	Jet A Flowage Fee
Statewide	40.4%	\$0.125	\$0.13
Northern	52.6%	\$0.15	\$0.16
Central	20%	\$0.11	\$0.11
Southern	44.4%	\$0.10	\$0.10
Reliever	66.7%	\$0.16	\$0.17
Commercial Service	100%	\$0.097	\$0.097
GA Overall	24.3%	\$0.121	\$0.124
Large GA	63.6%	\$0.139	\$0.14
Small GA	7.7%	\$0.06	\$0.06

Figure 11

IV. Fees

This section looks at what an airport charges for an aircraft landing fee or aircraft parking fee. It also includes information on how many itinerant tie down parking spots are on the ramp.

(Figure 12) Illinois Airports are twice as likely to have a ramp fee than a landing fee. 15.4% of airports reported having a landing fee while 32.7% reported having a ramp fee. The larger airports (Commercial Service, Reliever, and Large GA) were more likely to charge landing fees and ramp fees.

Figure 12 also shows the Yearly Price Per Square Foot for a Land Lease for a private hangar.

Figure 13 shows what percentage of airports in the State offer a courtesy vehicle for transient traffic. It also shows the average amount of itinerant parking T's on the ramp.

Illinois Public Airport Fees

	Landing Fee	Ramp Fee	Land Lease SQ Rate
Statewide	15.4%	32.7%	\$1.95
Northern	10.5%	47.4%	\$3.51
Central	13.3%	20%	\$0.91
Southern	22.2%	27.8%	\$0.41
Reliever	11.1%	55.6%	\$0.53
Commercial Service	60%	60%	N/A
GA	10.8%	21.6%	\$0.59
Large GA	36.4%	54.5%	\$0.94
Small GA	0%	7.7%	\$0.13

Figure 12

Percent of Airports with a Courtesy Car and Average Itinerant Parking T's

	Courtesy Car	Itinerant Parking T's
Statewide	67.3%	22
Northern	73.7%	25
Central	53.3%	15
Southern	61.1%	23
Reliever	66.7%	22
Commercial Service	40.0%	23
GA	73.0%	22
Large GA	81.8%	35
Small GA	69.2%	17

Figure 13

V. Airport Users

Figure 14 shows what types of aeronautical businesses are using Illinois Public Use Airports.

The State's Airports host a wide range of businesses. Responding airports stated that they have 236 businesses based at their airfields. These range from fixed base operators (FBO's), to medical evacuation helicopters, crop dusting services, flight schools, charter operations, aircraft sales, skydiving, aerial survey, aviation forensics investigators, air museums, aviation medical examiners, restaurants, local chambers of commerce, and car rental facilities.

Responding airports reported 55 flight schools, 27 charter operators, 56 aircraft maintenance shops, and 13 agricultural spraying operators.

Businesses Based on Illinois Public Use Airports

Type of Business	
Fixed Base Operator	52
Aircraft Maintenance	56
Aircraft Sales	13
Part 141 Flight School	14
Part 61 Flight School	41
Part 135 Charter	27
Agricultural Spraying	13
Other	<u>20</u>
TOTAL	236

Figure 14

VI. Agricultural Uses

Airports need a lot of land to accommodate long runways and the approaches. How this land is used can have a big impact on the overall bottom line of the airport and its ability to be self-sufficient.

42/52 (80.8%) of the responding airports reported leasing out land for farming.

This report specifically looks at different farm lease rates by Region, Category of Airport, and as a State overall. Statewide the average farm lease rate is \$233.81 per acre (**Figure 15**). The Northern Region of the State, had the highest average per acre charge at \$253.81 while the Southern Region had the lowest average price per acre at \$224.26.

(**Figure 16**) looks at the Farm Lease Rates across different categories of airports. Airports with Commercial Service charge on average the lowest rate per acre at \$207.25 while Relievers charge \$296.20. The average rate for a GA Airport is \$226.96 with large GA Airports charging a little over \$32 more per acre than Small GA Airports.

(**Figure 17**) looks at Farm Lease Rates by Region and whether or not the lease is put out to bid or not. On average, an airport receives an extra \$66 per acre if it is put out to bid. The most common response for airports that put out their farmland to bid is that it is done every 3 years. The average amount of farmland for responding airports is 371 acres. This equates to roughly \$24,500 in farm rent being left on the table for airports that do not put out their farmland to bid.

As solar becomes more popular and viable, future reports may need to look at solar lease rates throughout the state.

STATE OF ILLINOIS AIRPORT FARM LEASE RATES



Figure 15

STATE OF ILLINOIS AIRPORT FARM LEASE RATES

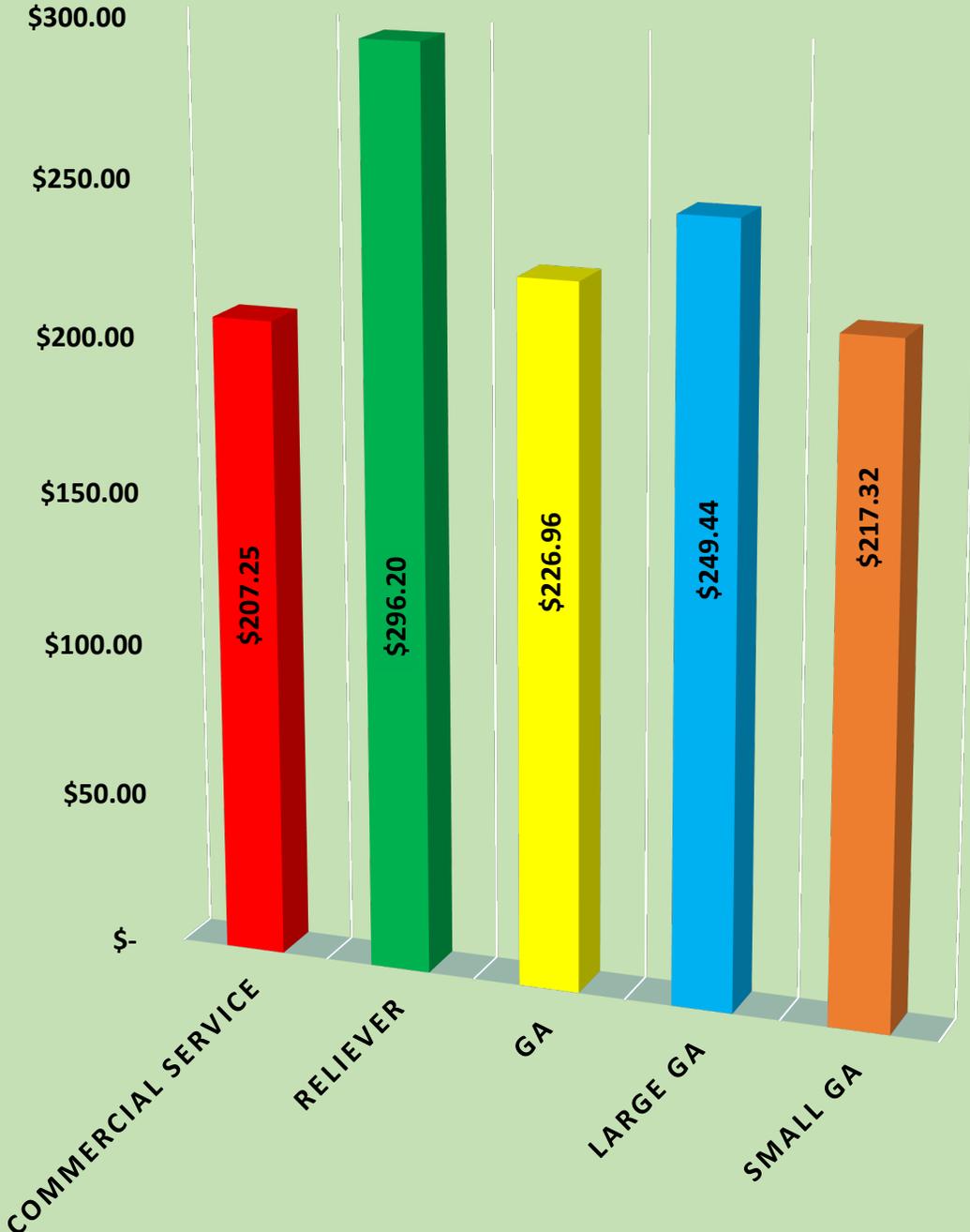


Figure 16

Farm Lease Rates Bid vs Not-Bid

Not-Bid Out
Put out to Bid



Figure 17

VII. Airport Financial Self-Sufficiency

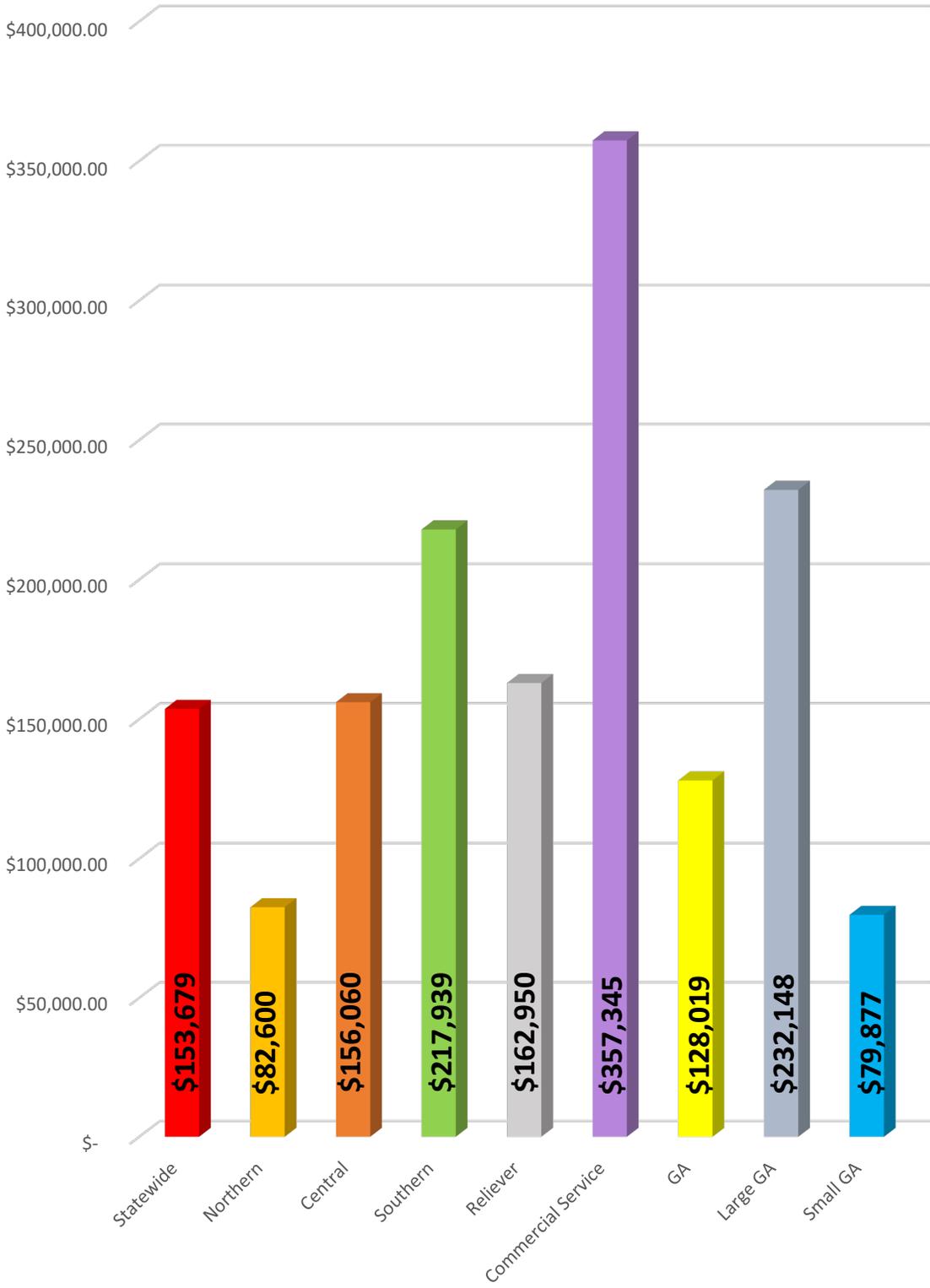
This section pertains to Grant Assurance 24:

It will maintain a fee and rental structure for the facilities and services at the airport which will make the airport as self-sustaining as possible under the circumstances existing at the particular airport, taking into account such factors as the volume of traffic and economy of collection.

This section shows how many of the State of Illinois' public use airports are operationally self-sufficient. It is broken down by region and airport type. Overall, 34.7% of responding airports reported being operationally self-sufficient. The Northern Region reported 55.6% of its airports being operationally self-sufficient which was the highest amongst the 3 regions. 66.7% of Reliever Airports reported being operationally self-sufficient which is the highest for any category. The General Aviation Airports are very similar in terms of percentage being operationally self-sufficient with 27% of overall GA Airports, with 27.3% for Large GA and 28% of Small GA's. However, there is a large difference in the average subsidy required between Large GA and Small GA. Large GA on average require \$232,148 while Small GA require \$79,877.

Figure 18 shows the average operational subsidy required by Region and Airport type while **(Figure 19)** is a table showing how many airports in the State reported being Operationally Self-Sufficient by Region and Category.

Average Operational Subsidy



State of Illinois Public Airports Operational Self-Sufficiency

	Number of Responding Airports Self-Sufficient	Percent	Average Operational Deficit
Statewide	17 of 49	34.7%	\$153,679
Northern	10 of 18	55.6%	\$82,600
Central	4 of 14	28.6%	\$156,060
Southern	3 of 17	17.6%	\$217,939
Reliever	6 of 9	66.7%	\$162,950
Commercial Service	1 of 4	25.0%	\$357,345
GA Overall	10 of 36	27.8%	\$128,019
Large GA	3 of 11	27.3%	\$232,148
Small GA	7 of 25	28.0%	\$79,877

Figure 19

VIII. Airport Survey Response

This table shows the airports which responded to the survey.

Aurora Municipal	Pontiac Municipal	Vermilion Regional
Bolingbrook Clow International	General Wayne A. Downing Peoria International	University of Illinois – Willard
Dekalb Taylor Municipal	Chicago Executive	Jacksonville Municipal
Dixon Municipal	Rochelle Municipal	Greater Beardstown
Greater Kankakee	Lewis University	DuPage Airport
Kewanee Municipal	Waukegan National	Whiteside County
Lansing Municipal	Morris Municipal	Schaumburg Regional
Quad City International	Lake in the Hills	Illinois Valley Regional
Macomb Municipal	Pittsfield Penstone	Vandalia Municipal
Pekin Municipal	Abraham Lincoln Capital	St. Louis Regional
Marshall County	Olney-Noble	Benton Municipal
Taylorville Municipal	Centralia Municipal	Cairo Regional
Monmouth Municipal	Greenville Airport	Southern Illinois Airport
Litchfield Municipal	Fairfield Municipal	Flora Municipal
Veterans Airport of Southern Illinois	Lawrenceville-Vincennes International	Pinckneyville-DuQuoin
Coles County Memorial	Crawford County	Sparta Community
MidAmerica St. Louis	St. Louis Downtown	Mt. Vernon Outland Airport
Salem Leckrone Airport		

IX. Synopsis

Relievers

There was a 100% response rate from the States' 9 Reliever Airports. Seven (7) of these airports are located in in the Greater Chicago Metro Area, and the other two (2) are in the Greater St. Louis Metro Area.

Eight (8) out of the nine (9) Reliever Airports reported having either a FAR Part 141 or 61 Flight School on the field, with seven (7) reporting at least two (2). Reliever airports average just over 9 businesses at each airport.

For the Relievers with available agricultural land, all but one (5/6) indicated that they put their land out to bid.

These airports tend to be the busiest in the state in terms of operations (apart from O'Hare & Midway). On average, they sell the most fuel and charge the highest rents for both hangars and agricultural land. As such, 6/9 of the relievers in the State reported being operationally self-sufficient.

GA Airports

GA Airports were broken down into two categories: Large and Small GA. The breakdown between Large and Small GA took into account Operations, Based Aircraft, and Runway Size. On average, the Small GA airports sold less fuel and charged less for fees including landing fees, ramp fees, and flowage fees. They also charged less for a t-hangar and had lower fuel prices on average compared to Large GA airports. Small GA Airports were more likely to have a waitlist for a t-hangar than Large GA. The Small GA tended to need a smaller operational subsidy than the Large GA airports although the percentage of each type that responded as being operationally self-sufficient was virtually the same.

Northern Region

The Northern Region consists of the Chicago Area airports along with those on the Northeast and Northwest borders of the state. Bolstered by the Chicago Area airports, the Northern Region tended to have the highest farm lease rates, hangar rates, and fuel sales. The Northern Region had the highest average cost for Jet A fuel but was one penny cheaper on average for 100LL compared to the Southern Region. The Northern Region had the highest percentage of airports that

reported being operationally self-sufficient and had the lowest average operational subsidy. The Northern Region was the least likely to charge a landing fee but the most likely to charge a ramp fee. The Northern Region also had the highest average cost per square foot for private hangar space.

Central and Southern Regions

The Central Region tended to have many similarities with the Southern Region. The Central Region charged slightly less for t-hangars. This could be attributed to the St. Louis area airports being in the Southern Region. The Central Region and Southern Region both charged similar overnight hangar rates and had similar amounts of airports with a waitlist for hangar space. Farm lease rates for the Central and Southern Region were similar. The Central Region had the cheapest price for both Jet A and 100LL fuel on January 3, 2023. The Central Region sold more Jet A on average while the Southern Region sold more 100LL. The Southern Region was more likely to charge a flowage fee. The Central Region tended to fare better financially with a higher percentage reporting being operationally self-sufficient and having a smaller subsidy amount on average.

X. Limitations

This is the first Illinois Public Airports Rates and Charges Report. As such, there is a learning curve in formulating surveys and gathering data. The response rate was 69.3% which is a good start for the first year. The questions tended to gear more towards the GA Airports and in future years, an effort will need to be made to work with the Commercial Service Airports to determine what information would be most useful to them. Future iterations may also break the northern region into two separate regions, making the Chicagoland airports their own region. Future iterations of this report may also break Region 3 into a Southern Region and St. Louis metro.

Other limitations are in the way questions were asked on the survey. An example is some airports charge different fees based upon the size of the aircraft. This survey did not provide a good way to show the different charges dependent upon aircraft size.



Illinois Airports Rates and Charges Survey

The Illinois Department of Transportation is conducting a Rates and Charges Survey for Illinois Airports. The purpose of this survey is to help Illinois Airports determine if their pricing is in line with other similar airports in the State and to help airports adhere to the Grant Assurances, specifically Grant Assurance 24, Fee and Rental Structure.

Attached you will find the Report that Wisconsin puts out each year. The intent for this report is not to show individual airport rates but rather rates as a whole for similar airport types.

As a former Airport Manager, I used the Wisconsin report to help negotiate land leases to take to my board and make sure that my pricing was in line with similar airports. I hope that this report will prove to be helpful to many airports in the State.

Thank you for your time and help in completing this survey.

Please either Scan QR Code at top, follow link provided, fill and return either via email to:

Todd.Dugan@Illinois.gov

Or mail

Illinois Department of Transportation

Attn: Todd Dugan Rm 341

2300 S. Dirksen Parkway

Springfield, IL 62764



Illinois Airports Rates and Charges Survey

Airport Name _____

Aeronautical Service Providers

How many of the following businesses are based on your airfield?

FBO _____

Aircraft Maintenance _____

Aircraft Sales _____

FAR Part 141 Flight School _____

FAR Part 61 Flight School _____

FAR Part 135 Charter _____

Agricultural Spraying _____

Other (Please Specify) _____

Fuel

Gallons of 100LL Sold (2021) _____

Gallons of Jet A Sold (2021) _____

Flowage Fee **Y/N** If yes what is the fee _____

T-Hangars

Monthly cost for newest standard T-Hangar _____

Monthly cost for newest standard T-Hangar (Heated) _____

Nightly Rate _____

Current Waitlist _____

Corporate/Private Hangars

How many corporate hangars _____

Is there room for new hangar lots _____

Current price per square foot _____

Fees

Landing fee _____

Ramp fee _____

Courtesy Car _____

Number of Itinerant Parking T's _____

Agricultural Leases

Does the airport have leased agricultural land _____

If so, how many acres _____

Average Lease Rate _____

Is it bid out _____

How often is it bid out _____

Financial Self-Sufficiency

Is the airport self-sufficient _____

What was the local subsidy from most recent FY _____

Please submit responses to:

Todd Dugan, MPA MSTT

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