

Economic Impact Summary of Flora Municipal Airport (KFOA)

Provided by: South Central Illinois Regional Planning & Development Commission

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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, Karen Pickel. 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.

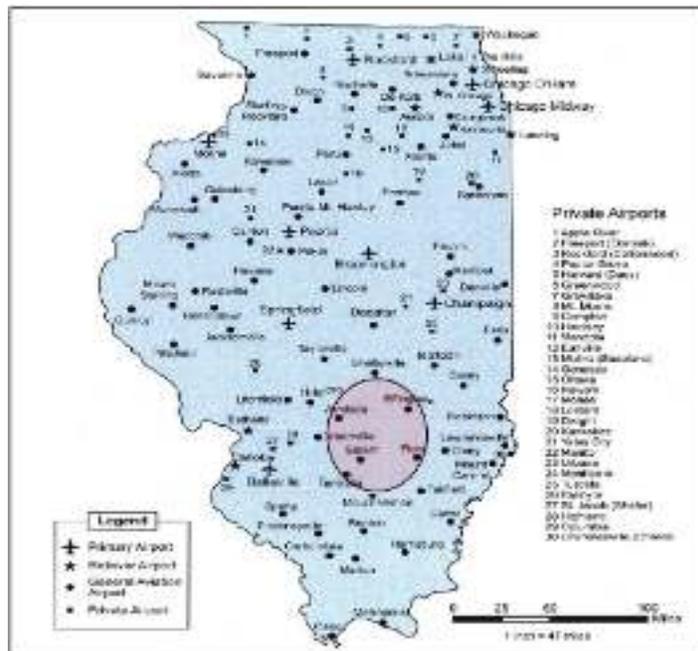
The induced impacts of these airport activities were calculated using multipliers that are specific to Illinois. For example, when an airport employee purchases local goods and services at local retail establishments, that spending circulates through the local economy by supporting the jobs and payroll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



Flora Municipal Airport

FAA LOC ID: FOA

City of Flora (Clay County), Illinois

General Airport Information:

Ownership: Flora Airport Authority

Activation Date: January 1957

General Location: The airport is located two miles east of the center of the City of Flora, Illinois. Zip code is 62839. It is immediately south of US Route 50 and adjacent to the Flora Industrial Park. The address is One Airport Road.

Phone: (618) 662-2174

Latitude/Longitude: (estimated) 38-39-53.9648N 38-27-11.2033W.

Acres: 249

Surface: Asphalt (03/21). Turf (15/33).

Elevation: 472.6 ft above sea level

On-Site Facilities: Passenger terminal. No control tower. Lighted wind indicator. No segmented circle. White-green beacon (lighted land airport). The beacon operates sunset to sunrise. Hangars and tiedowns for parking. No airframe service. No powerplant service. No bottled or bulk oxygen.

Runways: Runway 3/21 (5003 x 75 ft.) has asphalt surfacing, in good condition. The runway lights are of medium intensity. The markings are nonprecision, in fair condition. No runway end identifier lights. A touchdown point with no lights. Has two obstructions. Runway 3 has a 73 ft. tree, 2708 feet from the runway, 94 ft. right of the centerline, 34:1 slope to clear. Runway 21 has a 46 ft. tree, 1780 ft. from runway, 62 ft. left of the centerline, 34:1 slope to clear.

Runway 15/33 (2715 x 100 ft.) surface is turf, in good condition. Has runway edge markings in the form of white ½ tires. For use in the day only. Doesn't have runway end identifier lights. Has a touchdown point, no lights. There is an obstruction on 15, in the form of a 46 ft. tree. It is 611 ft. from the runway. 13:1 slope to clear.



Source: <http://www.googleearth.com> (December 20, 2021)

Communications: Airport frequency: CTAF/UNICOM 122.7. Sectional Chart: St.Louis, Missouri. ARTCC: Kansas City.

Instrument Approach: Runway 3: RNAV

Procedures: Runway 21: RNAV or LOC/DME

Airport Access: The publicly owned airport is open for use by the general public.

Operations: Flora Municipal Airport (618-662-2823)

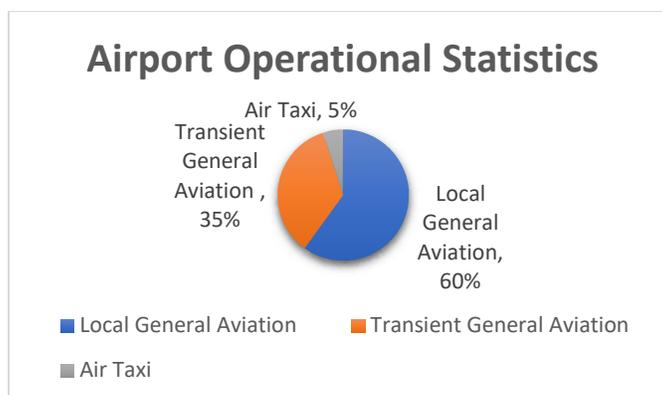
Passenger Terminal: Passenger reception/waiting area, rest rooms, kitchenette with snacks and beverages, pilot lounge, small meeting room, etc. Handicap accessible. Courtesy car service is provided.

Airport Services: Fuel: 100LL Jet A and Self Serve. Parking: hangars and tiedowns. Airframe Service: none. Power Plant Service: none.

Planned TIP Improvements: The Annual & Multi-year Airport Improvement Program has allowed state funding to be put towards reconstructing auto parking lot and aircraft hangar access pavements. This is also known as the Rebuild Illinois Airport Capital Improvement Program. The total estimated cost is \$650,000. The state is funding \$585,000. The local funding is \$65,000.

Operational Statistics:

Aircraft Based At Airport in 2021				
Single Engine	Multi-Engine	Helicopters	Ultra Lights	Total
5	0	5	0	10



Heliports: In addition to the Flora Municipal Airport, the City of Flora also has Clay County Hospital (30IL); which is privately owned and operated.

Nearby Amenities: Within a five-minute drive of the Flora Municipal Airport, are numerous retail stores, an estimated eighteen 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 Flora Municipal Airport and its year-round operations in Flora, Illinois, have been quantified using a standard econometric modeling process approved by the FAA. The Commission's summary of Flora 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 Flora 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 Flora 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 included 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 Flora 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 airport's general aviation operations that leave the airport's local airspace, termed itinerant operations. Some itinerant operations at an airport are conducted by a resident of the airport's 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 Flora 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 Clay County's citizens. The economic model uses parameters specific to Illinois to estimate the leakage effects associated with these multiplier impacts.

Output Impacts of Flora 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 Flora 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 Flora Municipal Airport facilities, staff, and the aviation services they provide that generate an average of 27 aircraft movements per day and in the process bring pilots, crew members and guests to the Flora, Illinois area.

Concluding Observations:

- Flora is a local airport that can be used as a resource in cases of emergency regarding law enforcement, tornadoes, and a resource available to the hospital if need be.
- One road coming in and out.
- A courtesy car is available to the general public. The terminal is updated as of 2021, with a kitchenette, bathrooms, a conference room, and is handicap accessible. It is a big area with plenty of space.
- Corporate planes come in often for work in the area.
- Most of the airport activity takes place in the evening/night. After four.
- OSF Life Flight is a 24 hour helicopter air-medical transport system. It is based in Peoria, Galesbur, Rockford, and Peru Illinois. According to the airport manager, Ms. Pickel, Life Flight will use the airport as a landing and takeoff point in emergency situations.
- On site helicopters and fixed wings for agriculture related purposes (i.e. agricultural spraying). There is a service station for the helicopters. The airport is in the process of putting on s new spray rig for the helicopters.
- Covid had very little impact on daily flights in and out of the airport.
- According to Ms. Pickel, Airgo located in Centralia comes to Flora Municipal Airport at times for touch and go flight training. Airgo is a flight training school.

Qualitative Benefits of Flora Municipal Airport:

- The airport supports recreational flying activity, outdoor tourism fliers, corporate/business activity, aerial agriculture operations, and law enforcement operations.
- The airport also supports the community by providing transportation for local hospitals and medical clinics.
- Larger runway, an asset for corporations that fly in for bigger personal planes.
- Factories in town utilize the airport. To fly executives in to local factories.
- The Young Eagles, a program launched in 1992, makes its way to Flora Municipal Airport once a year to give children aged eight to seventeen a free ride in an airplane. It's an experience that sponsors interest in flight and what it takes to do so. It's a free experience that is meant to inspire kids in the world of aviation. No dates have been announced for Flora's airport as of today.
- It is a wonderful resource for the local community as well as surrounding communities to utilize, whether it be for business or personal reasons.

Flora Municipal Airport Summary:

On-Airport Activity- \$1,800,000

Visitor Spending- \$156,000

Employment- 15 Jobs

Labor Income- \$866,000

Value Added- \$1,100,000

Total Economic Impact- \$2,000,000

Flora Is More Than Just A Local Airport:



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Thank you as well to Manager of Flora Municipal Airport Karen Pickel 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.

