



## 4. EXISTING SYSTEM EVALUATION

An important part to updating the Statewide Airport System Plan is evaluating Missouri's airport system to determine its current performance. The evaluation is supported using several predetermined system performance measures, which are generally reflective of characteristics that define an airport system that functions at a high level, meeting the state's transportation and economic needs and objectives. The following system performance measures were considered for this System Plan Update:

- 60-minute accessibility to an airport with scheduled commercial airline service
- 90-minute accessibility to an airport with scheduled commercial airline service
- 30-minute accessibility to an airport with any published approach
- 30-minute accessibility to an airport with an approach with vertical guidance (precision approach/LPV)
- 30-minute accessibility to an airport with weather advisory reporting
- 30- and 45-minute accessibility to an airport meeting select National Business Aircraft Association (NBAA) Business Airport characteristics

A mapping program was used to determine current accessibility to airports exhibiting these factors. The drive-time service areas consider posted speed limits and normal driving conditions/congestion.

In addition to the mapping analysis, system airports<sup>1</sup> were also reviewed to determine their current ability to meet established PCI objectives for their primary (paved) runway. This information was obtained from MoDOT's most recent pavement management plan.

### 4.1 60-Minute Accessibility to an Airport with Scheduled Commercial Airline Service (One or More Carriers)

The number of airports in Missouri served by a scheduled commercial airline carrier has changed since the preparation of the 2002 System Plan. Branson Airport (commercial service) was opened in 2009, so was not included in the last System Plan. Missouri's commercial service airports, along with their current (May 2018) carrier status, are as follows:

- Branson Airport (three carriers, one of which started service in August 2018)
- Cape Girardeau Regional Airport (one carrier supported by Essential Air Service (EAS) operating subsidy)
- Columbia Regional Airport (two carriers)
- Waynesville-St. Robert Regional Airport (one carrier supported by EAS operating subsidy)
- Joplin Regional Airport (one carrier supported by EAS operating subsidy)
- Kansas City International Airport (13 carriers)
- Kirksville Regional Airport (one carrier supported by EAS operating subsidy)
- Springfield-Branson National Airport (four carriers)
- St. Louis Lambert International Airport (11 carriers)

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<sup>1</sup> The System Plan included 107 study airports; these airports represent Missouri's public-use airports. It is important to note that there are many other airports in Missouri, but these airports are private-use and were therefore not included in the system planning analysis.



Airline service information noted above is subject to change.

For this system performance measure, a 60-minute drive time was used for all commercial airports. The initial accessibility analysis for this performance measure assumed that the service area for Kansas City International and St. Louis Lambert International is only 60 minutes. It is worth noting that depending on the level of service and comparative fares, travelers may be willing to drive more than 60 minutes to reach a commercial service airport.

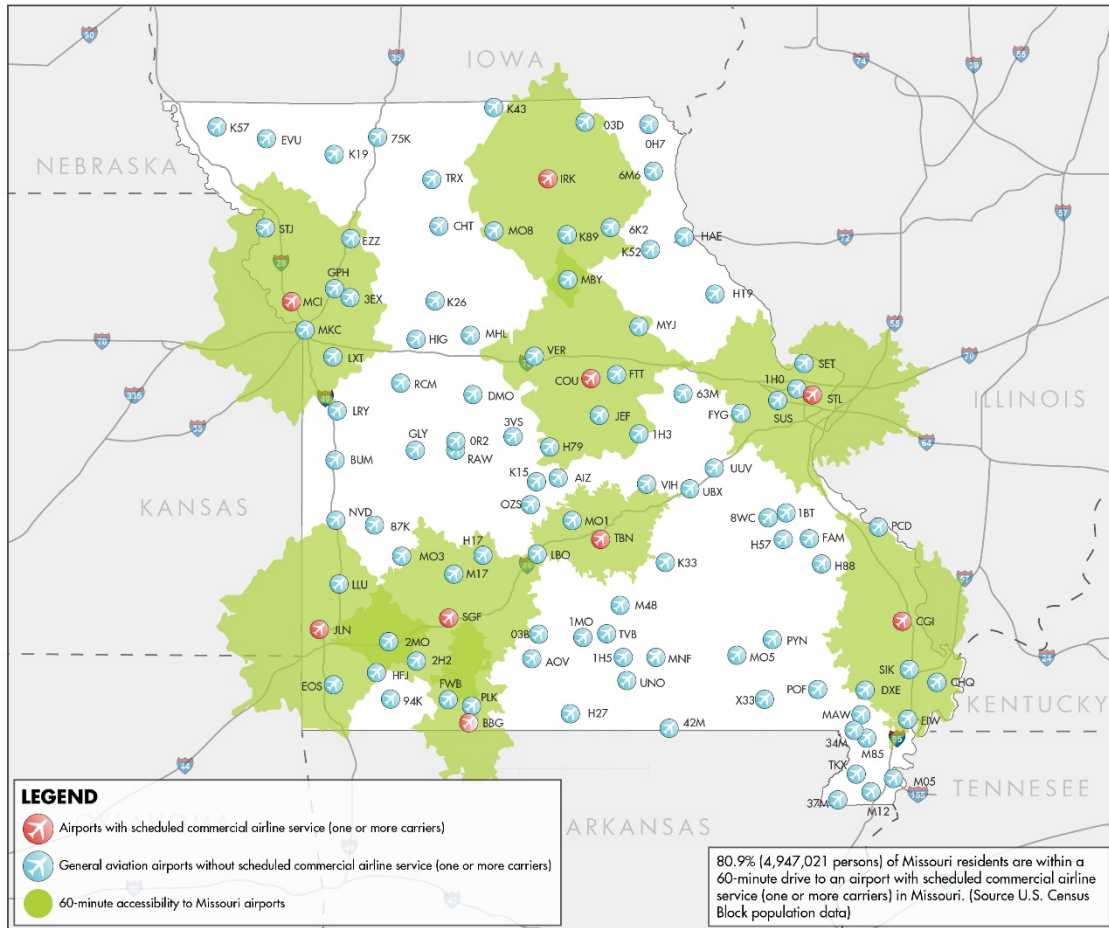
Current accessibility to Missouri’s commercial airports is shown in **Figure 4-1**. When 60-minute drive time service areas are considered, approximately 81 percent of Missouri’s residents are within 60 minutes of one or more of Missouri’s commercial service airports.

For the System Plan Update, the role that airports in bordering states play in meeting Missouri’s aviation needs was also considered for all performance measures. **Figure 4-2** shows accessibility when commercial airports in Missouri as well as commercial airports in nearby states are considered. The accessibility calculation is based on a 60-minute drive time for all airports. When commercial airports in nearby states are also considered, accessibility increases from 80.9 percent to over 82.1 percent.

Commercial airports in nearby states play a small role in improving commercial airline access for some parts of Missouri. While a passenger demand/diversion study was not part of the System Plan Update, given the levels of airline service at both St. Louis Lambert International and Kansas City International Airports, it is more likely that Missouri is attracting rather than losing commercial airline travelers to other states. Commercial airports in other states that are closest to Missouri are shown in **Figure 4-2**.



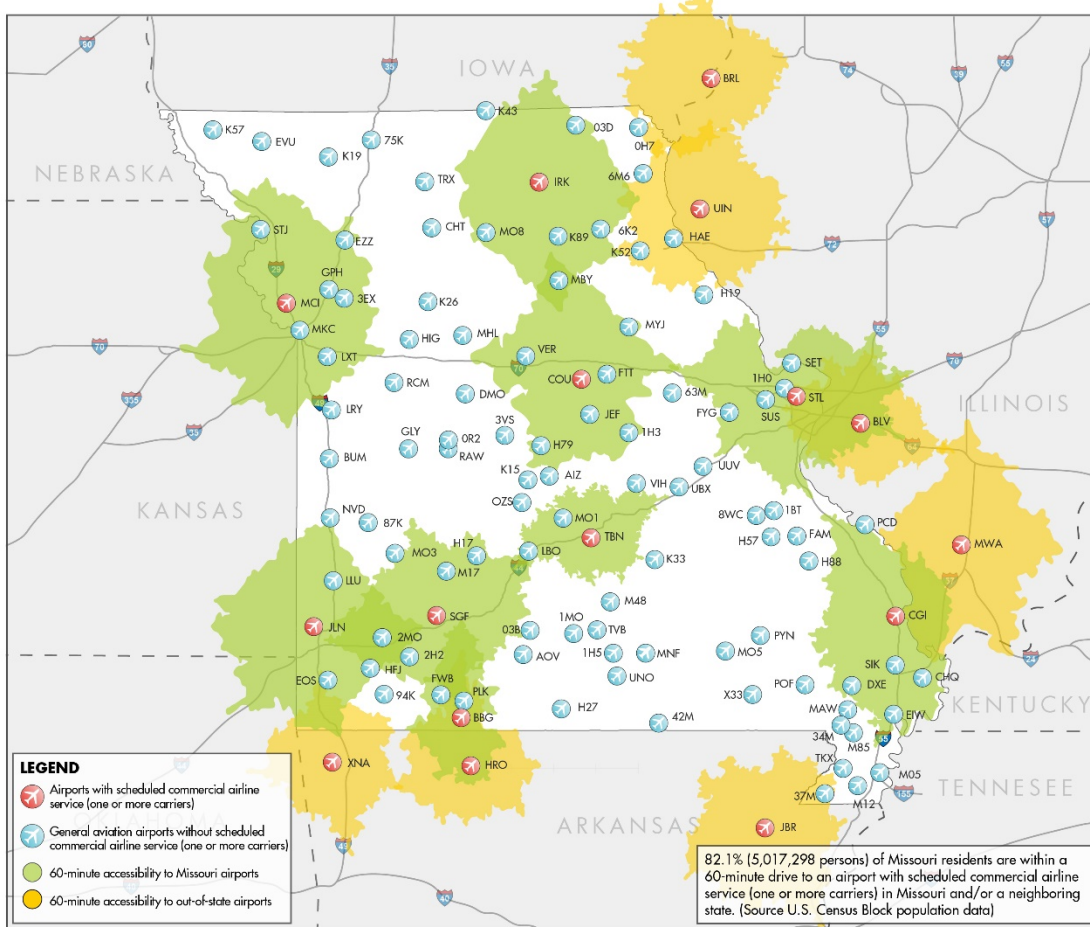
FIGURE 4-1: 60-MINUTE ACCESSIBILITY TO MISSOURI COMMERCIAL AIRPORTS



Source: Missouri State Airport System Plan Update Aviation Mapping Analysis



FIGURE 4-2: 60-MINUTE ACCESSIBILITY TO MISSOURI AND NEARBY COMMERCIAL AIRPORTS



Source: Missouri State Airport System Plan Update Aviation Mapping Analysis



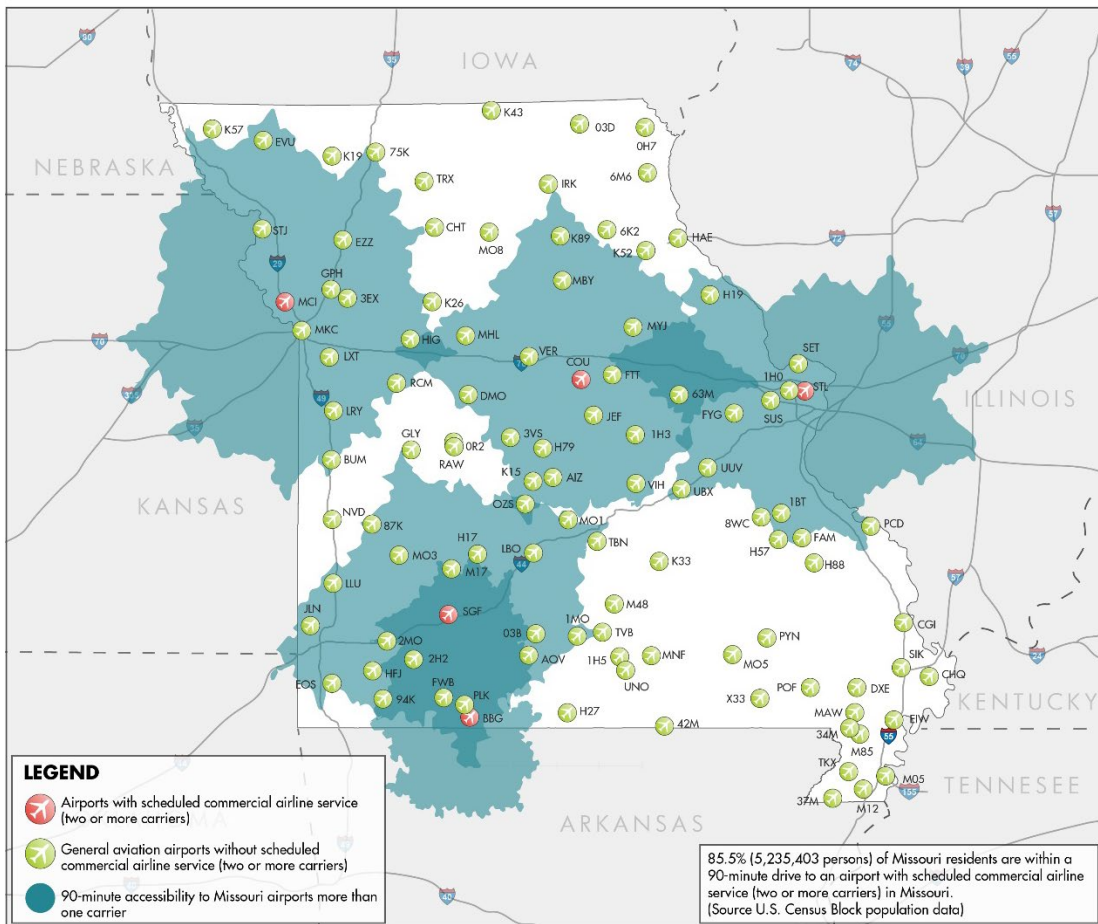
### 4.2 90-Minute Accessibility to an Airport with Scheduled Commercial Airline Service (More Than One Carrier)

For this system performance measure, a 90-minute drive time was used for the five commercial airports in Missouri served by more than one scheduled commercial airline carrier. Similar to the 60-minute accessibility performance measure, travelers may be willing to drive more than 90 minutes to reach a commercial service airport, depending on level of service and comparative fares.

Current accessibility to Missouri’s commercial airports with more than one carrier is shown in **Figure 4-3**. When 90-minute drive time service areas are considered, approximately 85.5 percent of Missouri’s residents are within 90 minutes of one or more of Missouri’s commercial service airports that have more than one carrier.

As previously mentioned, the role that airports in bordering states play in meeting Missouri’s aviation needs was also considered for all performance measures. **Figure 4-4** shows accessibility when multi-carrier commercial airports in Missouri and multi-carrier commercial airports in nearby states are considered. The accessibility calculation is based on a 90-minute drive time for all airports. As **Figure 4-4** shows, when commercial airports in nearby states are also considered, accessibility increases very slightly from 85.6 percent to 85.9 percent.

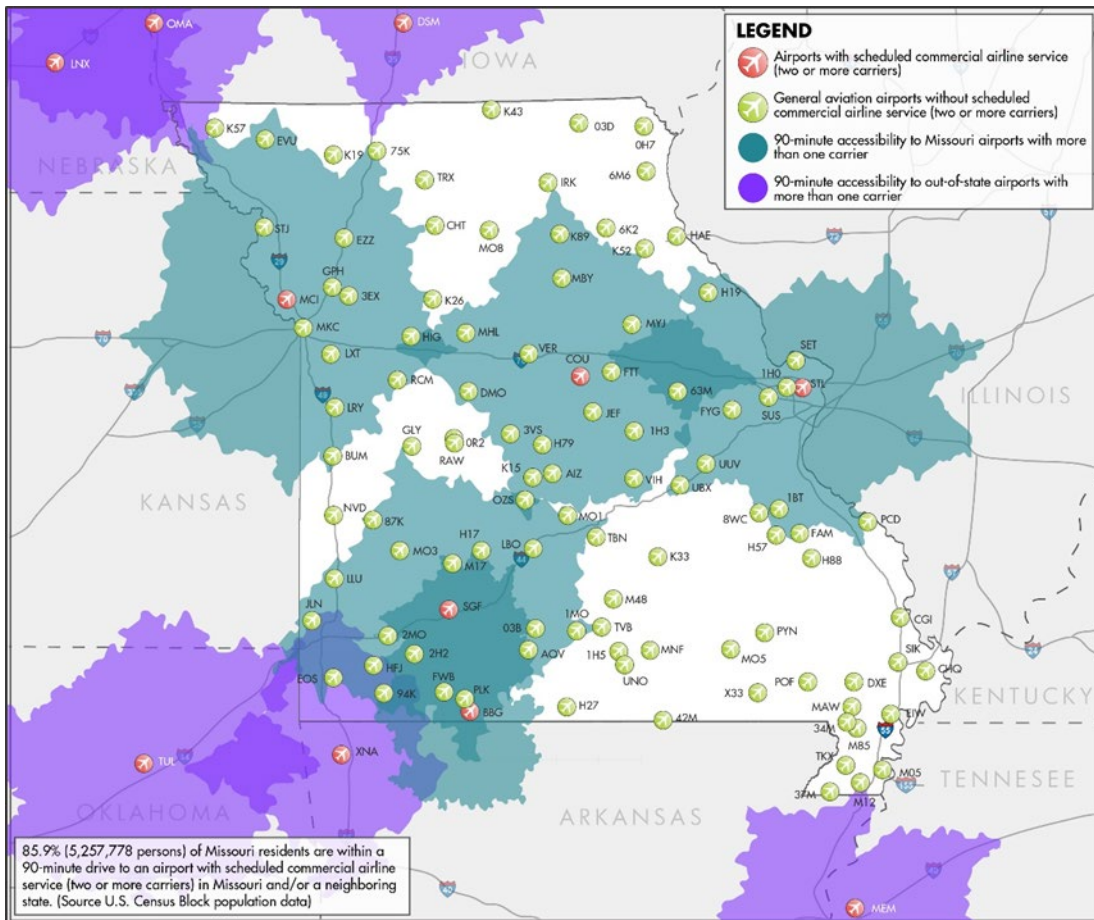
FIGURE 4-3: 90-MINUTE ACCESSIBILITY TO MISSOURI COMMERCIAL AIRPORTS



Source: Missouri State Airport System Plan Update Aviation Mapping Analysis



FIGURE 4-4: COMMERCIAL AIRPORTS WITH MULTIPLE CARRIERS



Source: Missouri State Airport System Plan Update Aviation Mapping Analysis

A significant amount of passenger diversion also takes place between the commercial airports in Missouri; Missouri commercial air passengers often leave their local market area to depart from either Kansas City International or St. Louis Lambert International Airports. In reality, Missouri customers for these two major commercial airports routinely drive several hours to depart on a commercial flight from these airports.

Similar to small commercial airports in all states, Missouri's smaller commercial airports have struggled to attract and retain commercial airline service.

In recent years, the commercial air carriers in the United States have made a tremendous and successful push toward increasing their profitability. This push is likely to continue, and as a result, some industry analysts believe that some airports with single carrier service could be at risk. This risk is associated not only with airline cost-saving measures, but also with the fact that there is an anticipated pilot shortage for the commercial carriers. In addition, airline fuel costs have risen 60 percent since the beginning of 2018, putting further pressure upon the airlines to seek cost reductions elsewhere.

In the deregulated commercial airline industry, carriers are free to enter and exit airports as market demand and other conditions dictate. Neither federal nor state governments can regulate or mandate commercial airline service. The best defense for communities who wish to retain, if not expand, their commercial airline service is to use the service they currently have. Diverting local passenger originations to another airport, whether that be a Missouri airport or an out-of-state airport, dilutes demand and jeopardizes airline service.

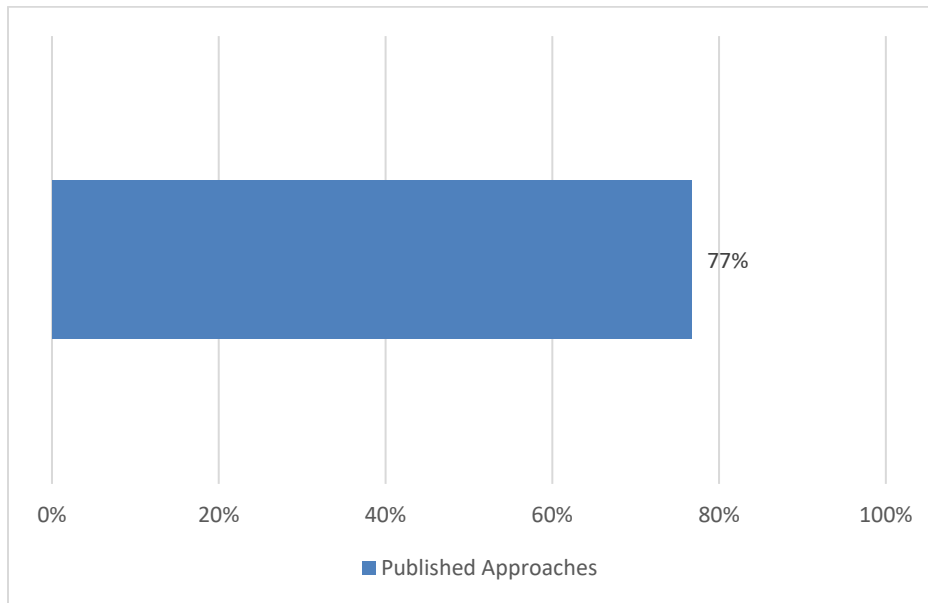


There is little likelihood that Missouri will have additional airports with scheduled commercial airline service. Current 90- and 60-minute coverage for both Missouri and nearby out-of-state commercial airports most likely represents a best-case scenario for this performance measure. On the other hand, without local support, smaller commercial airports in Missouri could be at risk, and accessibility for this system performance measure could decrease in the future.

### 4.3 30-Minute Accessibility to an Airport with a Published Approach

During periods of reduced visibility and nighttime operating conditions, airports with a published approach have increased operational flexibility. Since the preparation of the last system plan in 2002, satellite approaches (GPS) have become far more prevalent. **Figure 4-5** shows the total system performance for this measure by percentage: 77 percent of all system airports had a published approach to at least one runway end as of May 2018.

FIGURE 4-5: PERCENTAGE OF AIRPORTS WITH A PUBLISHED APPROACH



Source: Jviation, MoDOT, FAA National Flight Data Center (NFDC). Data current as of May 2018.

Data gathered to support this Missouri Statewide Airport System Plan Update shows that system performance for this measure is relatively strong. **Table 4-1** shows all study airports that currently have a published approach.



TABLE 4-1: AIRPORTS WITH A PUBLISHED APPROACH

City	Airport Name	FAA ID	Published Approach
<b>Commercial Service Airports</b>			
Branson	Branson	BBG	Yes
Cape Girardeau	Cape Girardeau Regional	CGI	Yes
Columbia	Columbia Regional	COU	Yes
Fort Leonard Wood	Waynesville-St. Robert Regional	TBN	Yes
Joplin	Joplin Regional	JLN	Yes
Kansas City	Kansas City International	MCI	Yes
Kirksville	Kirksville Regional	IRK	Yes
Springfield	Springfield-Branson National	SGF	Yes
St. Louis	St. Louis Lambert International	STL	Yes
<b>General Aviation Airports</b>			
Albany	Albany Municipal	K19	No
Aurora	Jerry Sumners Sr Aurora Municipal	2H2	Yes
Ava	Ava Bill Martin Memorial	AOV	Yes
Bethany	Bethany Memorial	75K	No
Bismarck	Bismarck Memorial	H57	No
Bolivar	Bolivar Municipal	M17	Yes
Bonne Terre	Bonne Terre Municipal	1BT	No
Boonville	Jesse Viertel Memorial	VER	Yes
Bowling Green	Bowling Green Municipal	H19	Yes
Branson	M. Graham Clark - Downtown	PLK	Yes
Branson West	Branson West Municipal - Emerson Field	FWB	Yes
Brookfield/ Marceline	North Central Missouri Regional	MO8	Yes
Buffalo	Buffalo Municipal	H17	No
Butler	Butler Memorial	BUM	Yes
Cabool	Cabool Memorial	TVB	Yes
Camdenton	Camdenton Memorial-Lake Regional	OZS	Yes
Cameron	Cameron Memorial	EZZ	Yes
Campbell	Campbell Municipal	34M	No
Carrollton	Carrollton Memorial	K26	No
Caruthersville	Caruthersville Memorial	M05	Yes
Cassville	Cassville Municipal	94K	Yes
Charleston	Mississippi County	CHQ	Yes
Chillicothe	Chillicothe Municipal	CHT	Yes
Clinton	Clinton Regional	GLY	Yes
Cuba	Cuba Municipal	UBX	Yes
Dexter	Dexter Municipal	DXE	Yes





TABLE 4-1: AIRPORTS WITH A PUBLISHED APPROACH

City	Airport Name	FAA ID	Published Approach
Doniphan	Doniphan Municipal	X33	No
El Dorado Springs	El Dorado Springs Memorial	87K	No
Eldon	Eldon Model Airpark	H79	Yes
Excelsior Springs	Excelsior Springs Memorial	3EX	Yes
Farmington	Farmington Regional	FAM	Yes
Fredericktown	A. Paul Vance Fredericktown Regional	H88	Yes
Fulton	Elton Hensley Memorial	FTT	Yes
Gainesville	Gainesville Memorial	H27	No
Gideon	Gideon Memorial	M85	Yes
Hannibal	Hannibal Regional	HAE	Yes
Harrisonville	Lawrence Smith Memorial	LRY	Yes
Hermann	Hermann Municipal	63M	No
Higginsville	Higginsville Industrial Municipal	HIG	Yes
Hornersville	Hornersville Memorial	37M	No
Houston	Houston Memorial	M48	Yes
Jefferson City	Jefferson City Memorial	JEF	Yes
Kahoka	Kahoka Municipal	0H7	No
Kaiser/Lake Ozark	Lee C Fine Memorial	AIZ	Yes
Kansas City	Charles B. Wheeler-Downtown	MKC	Yes
Kennett	Kennett Memorial	TKX	Yes
Lamar	Lamar Municipal	LLU	Yes
Lebanon	Floyd W. Jones Lebanon	LBO	Yes
Lee's Summit	Lee's Summit Municipal	LXT	Yes
Lincoln	Lincoln Municipal	0R2	No
Linn	State Technical College of Missouri	1H3	No
Macon	Macon-Fower Memorial	K89	Yes
Malden	Malden Regional	MAW	Yes
Mansfield	Mansfield Municipal	03B	No
Marshall	Marshall Memorial Municipal	MHL	Yes
Maryville	Northwest Missouri Regional	EVU	Yes
Memphis	Memphis Memorial	03D	Yes
Mexico	Mexico Memorial	MYJ	Yes
Moberly	Omar N Bradley	MBY	Yes
Monett	Monett Regional	HFJ	Yes
Monroe City	Captain Ben Smith Airfield	K52	Yes
Monticello	Lewis County Regional	6M6	Yes
Mosby	Midwest National Air Center	GPH	Yes



TABLE 4-1: AIRPORTS WITH A PUBLISHED APPROACH

City	Airport Name	FAA ID	Published Approach
Mount Vernon	Mount Vernon Municipal	2MO	No
Mountain Grove	Mountain Grove Memorial	1MO	Yes
Mountain View	Mountain View	MNF	Yes
Neosho	Neosho Hugh Robinson	EOS	Yes
Nevada	Nevada Municipal	NVD	Yes
New Madrid	County Memorial	EIW	Yes
Osage Beach	Grand Glaize- Osage Beach	K15	Yes
Perryville	Perryville Regional	PCD	Yes
Piedmont	Piedmont Municipal	PYN	No
Poplar Bluff	Poplar Bluff Municipal	POF	Yes
Potosi	Washington County	8WC	Yes
Richland	Richland Municipal	MO1	No
Rolla/Vichy	Rolla National	VIH	Yes
Salem	Salem Memorial	K33	Yes
Sedalia	Sedalia Regional	DMO	Yes
Shelbyville	Shelby County	6K2	No
Sikeston	Sikeston Memorial Municipal	SIK	Yes
St Joseph	Rosecrans Memorial	STJ	Yes
St. Charles	St. Charles County Smartt Field	SET	Yes
St. Louis	Creve Coeur	1H0	Yes
St. Louis	Spirit of St. Louis	SUS	Yes
Steele	Steele Municipal	M12	Yes
Stockton	Stockton Municipal	MO3	Yes
Sullivan	Sullivan Regional	UUV	Yes
Tarkio	Gould Peterson Municipal	K57	Yes
Thayer	Thayer Memorial	42M	No
Trenton	Trenton Municipal	TRX	Yes
Unionville	Unionville Municipal	K43	No
Van Buren	Bollinger-Crass Memorial	MO5	No
Versailles	Roy Otten Memorial Airfield	3VS	No
Warrensburg	UCM-Skyhaven	RCM	Yes
Warsaw	Warsaw Municipal	RAW	Yes
Washington	Washington Regional	FYG	Yes
West Plains	West Plains Regional	UNO	Yes
Willow Springs	Willow Springs Memorial	1H5	No

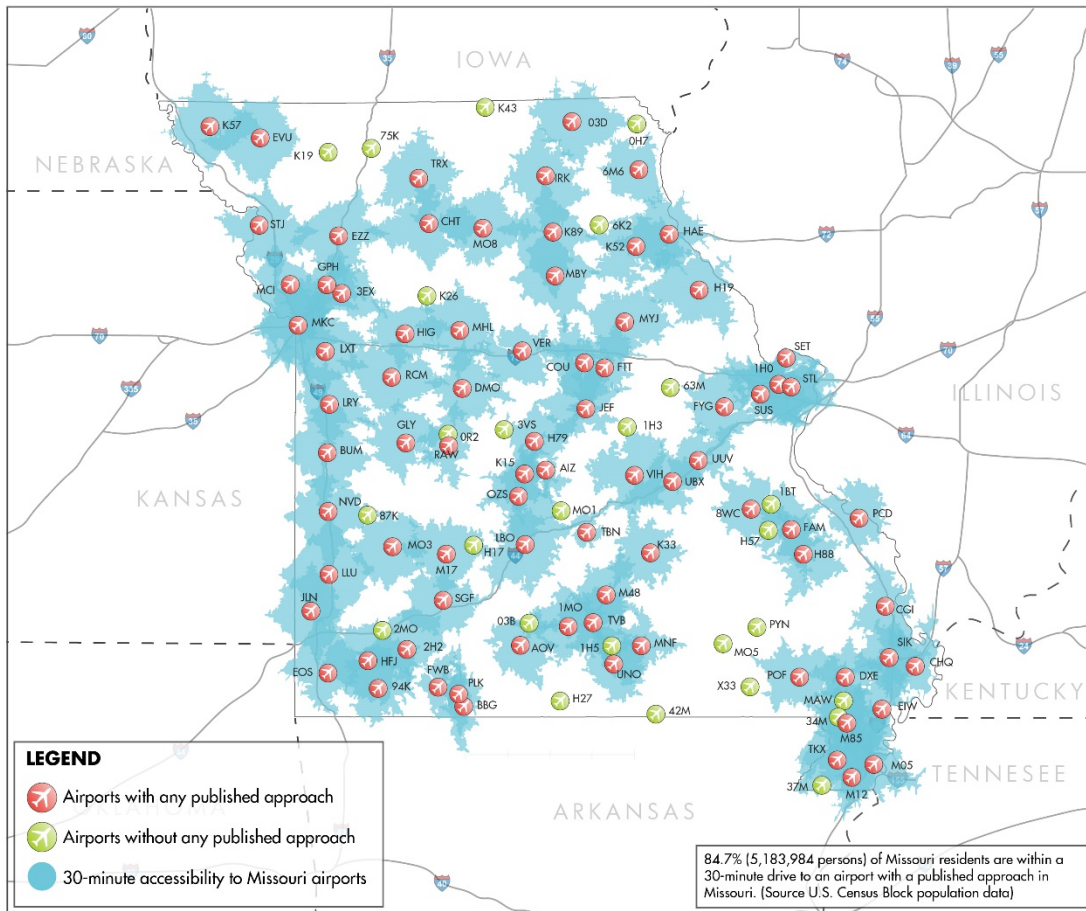
Source: MoDOT, FAA NFDC. Data current as of May 2018.



Figure 4-6 graphically depicts current system-wide 30-minute accessibility to an airport with at least one published approach. As shown, 84.7 percent of the state’s population is now within a 30-minute service area of one or more airports with a published approach. Figure 4-7 shows that when out-of-state airports are considered, current accessibility increases to 86.7 percent.

Currently, there are 82 airports in the system with a published approach. Based on recommended roles for the Missouri airports, airports that could benefit from a published approach to meet their recommended objectives are identified in the Airport Roles chapter.

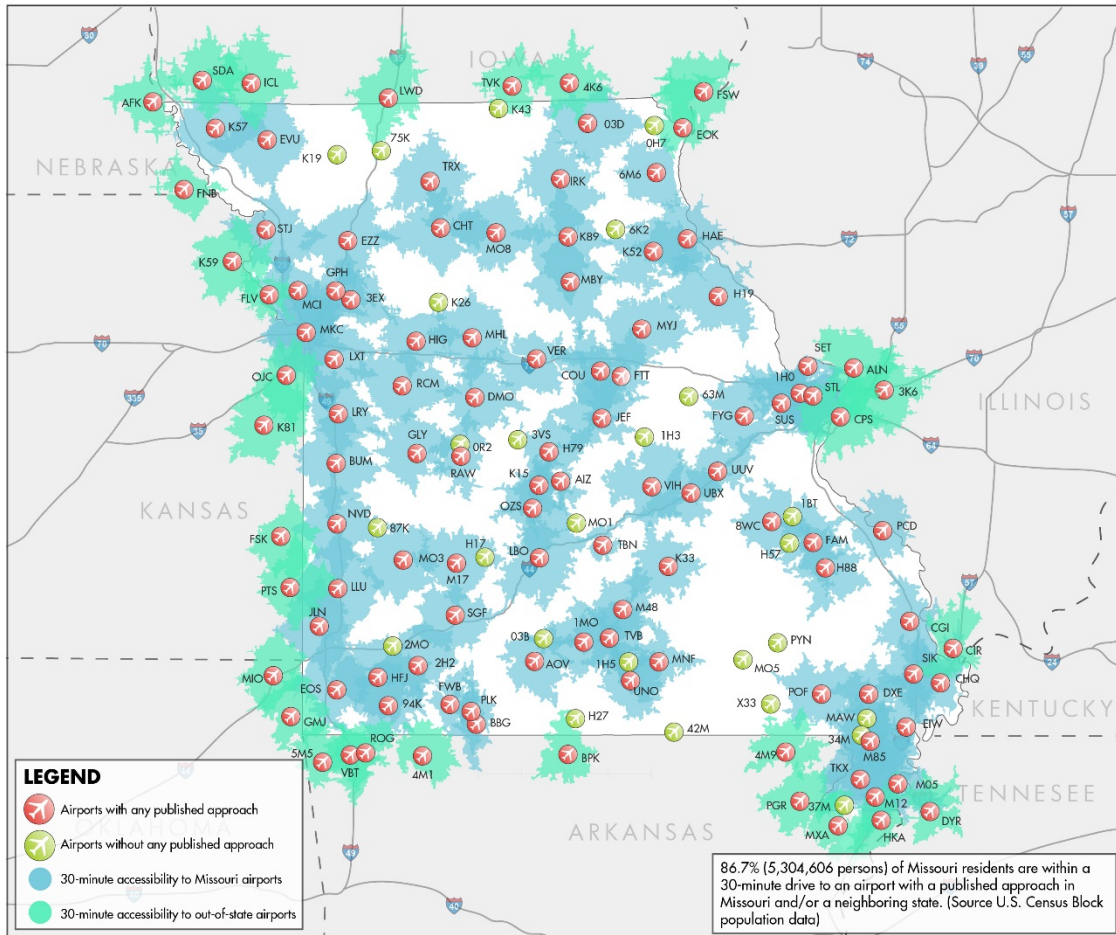
FIGURE 4-6: 30-MINUTE CURRENT ACCESSIBILITY TO A MISSOURI AIRPORT WITH A PUBLISHED APPROACH



Source: Missouri State Airport System Plan Update Jviation Mapping Analysis, FAA NFDC



FIGURE 4-7: 30-MINUTE CURRENT ACCESSIBILITY TO A MISSOURI OR NEARBY AIRPORT WITH A PUBLISHED APPROACH



Source: Missouri State Airport System Plan Update Aviation Mapping Analysis, FAA NFDC

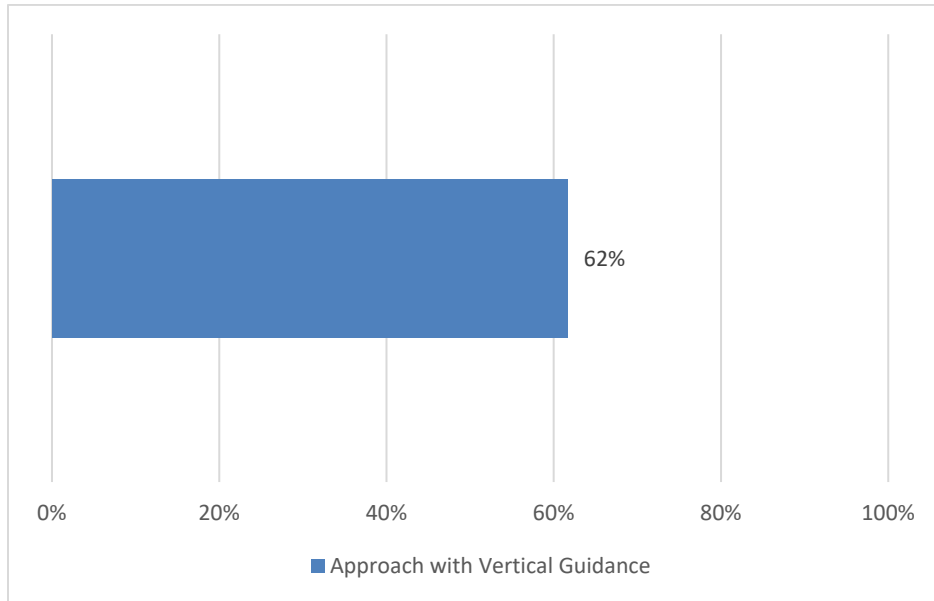
#### 4.4 30-Minute Accessibility to an Airport with an Approach Supported by Vertical Guidance

Since the 2002 System Plan, new technology enables airports to have precision-like approaches that provide *both* lateral and vertical guidance without the ground-based equipment that was previously needed to support a precision approach. These new approaches are commonly referred to as a Localizer Performance with Vertical Guidance (LPV) approach. New technology has enabled Missouri airports to make gains related to performance for this measure.

Currently, 62 percent of all airports in the Missouri system have an approach that provides vertical guidance to at least one runway end, as shown in **Figure 4-8** and **Table 4-2**.



FIGURE 4-8: PERCENTAGE OF AIRPORTS WITH A VERTICAL GUIDANCE APPROACH



Source: Aviation, MoDOT, FAA NFDC

TABLE 4-2: VERTICAL GUIDANCE APPROACH AVAILABILITY

City	Airport Name	FAA ID	ILS/LPV
<b>Commercial Service Airports</b>			
Branson	Branson	BBG	Yes
Cape Girardeau	Cape Girardeau Regional	CGI	Yes
Columbia	Columbia Regional	COU	Yes
Fort Leonard Wood	Waynesville-St. Robert Regional	TBN	Yes
Joplin	Joplin Regional	JLN	Yes
Kansas City	Kansas City International	MCI	Yes
Kirksville	Kirksville Regional	IRK	Yes
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St. Louis	St. Louis Lambert International	STL	Yes
<b>General Aviation Airports</b>			
Albany	Albany Municipal	K19	No
Aurora	Jerry Sumners Sr Aurora Municipal	2H2	No
Ava	Ava Bill Martin Memorial	AOV	No
Bethany	Bethany Memorial	75K	No
Bismarck	Bismarck Memorial	H57	No
Bolivar	Bolivar Municipal	M17	Yes
Bonne Terre	Bonne Terre Municipal	1BT	No
Boonville	Jesse Viertel Memorial	VER	Yes
Bowling Green	Bowling Green Municipal	H19	No



TABLE 4-2: VERTICAL GUIDANCE APPROACH AVAILABILITY

City	Airport Name	FAA ID	ILS/LPV
Branson	M. Graham Clark - Downtown	PLK	Yes
Branson West	Branson West Municipal - Emerson Field	FWB	Yes
Brookfield/ Marceline	North Central Missouri Regional	MO8	Yes
Buffalo	Buffalo Municipal	H17	No
Butler	Butler Memorial	BUM	Yes
Cabool	Cabool Memorial	TVB	No
Camdenton	Camdenton Memorial-Lake Regional	OZS	Yes
Cameron	Cameron Memorial	EZZ	Yes
Campbell	Campbell Municipal	34M	No
Carrollton	Carrollton Memorial	K26	No
Caruthersville	Caruthersville Memorial	M05	Yes
Cassville	Cassville Municipal	94K	Yes
Charleston	Mississippi County	CHQ	No
Chillicothe	Chillicothe Municipal	CHT	Yes
Clinton	Clinton Regional	GLY	Yes
Cuba	Cuba Municipal	UBX	Yes
Dexter	Dexter Municipal	DXE	Yes
Doniphan	Doniphan Municipal	X33	No
El Dorado Springs	El Dorado Springs Memorial	87K	No
Eldon	Eldon Model Airpark	H79	No
Excelsior Springs	Excelsior Springs Memorial	3EX	No
Farmington	Farmington Regional	FAM	Yes
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Fulton	Elton Hensley Memorial	FTT	Yes
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Harrisonville	Lawrence Smith Memorial	LRY	Yes
Hermann	Hermann Municipal	63M	No
Higginsville	Higginsville Industrial Municipal	HIG	Yes
Hornersville	Hornersville Memorial	37M	No
Houston	Houston Memorial	M48	Yes
Jefferson City	Jefferson City Memorial	JEF	Yes
Kahoka	Kahoka Municipal	OH7	No
Kaiser/Lake Ozark	Lee C Fine Memorial	AIZ	Yes
Kansas City	Charles B. Wheeler-Downtown	MKC	Yes
Kennett	Kennett Memorial	TKX	Yes



TABLE 4-2: VERTICAL GUIDANCE APPROACH AVAILABILITY

City	Airport Name	FAA ID	ILS/LPV
Lamar	Lamar Municipal	LLU	Yes
Lebanon	Floyd W. Jones Lebanon	LBO	No
Lee's Summit	Lee's Summit Municipal	LXT	Yes
Lincoln	Lincoln Municipal	0R2	No
Linn	State Technical College of Missouri	1H3	No
Macon	Macon-Fower Memorial	K89	Yes
Malden	Malden Regional	MAW	Yes
Mansfield	Mansfield Municipal	03B	No
Marshall	Marshall Memorial Municipal	MHL	Yes
Maryville	Northwest Missouri Regional	EVU	Yes
Memphis	Memphis Memorial	03D	Yes
Mexico	Mexico Memorial	MYJ	Yes
Moberly	Omar N Bradley	MBY	Yes
Monett	Monett Regional	HFJ	Yes
Monroe City	Captain Ben Smith Airfield	K52	No
Monticello	Lewis County Regional	6M6	Yes
Mosby	Midwest National Air Center	GPH	Yes
Mount Vernon	Mount Vernon Municipal	2MO	No
Mountain Grove	Mountain Grove Memorial	1MO	No
Mountain View	Mountain View	MNF	No
Neosho	Neosho Hugh Robinson	EOS	Yes
Nevada	Nevada Municipal	NVD	Yes
New Madrid	County Memorial	EIW	Yes
Osage Beach	Grand Glaize- Osage Beach	K15	No
Perryville	Perryville Regional	PCD	Yes
Piedmont	Piedmont Municipal	PYN	No
Poplar Bluff	Poplar Bluff Municipal	POF	Yes
Potosi	Washington County	8WC	Yes
Richland	Richland Municipal	MO1	No
Rolla/Vichy	Rolla National	VIH	Yes
Salem	Salem Memorial	K33	No
Sedalia	Sedalia Regional	DMO	Yes
Shelbyville	Shelby County	6K2	No
Sikeston	Sikeston Memorial Municipal	SIK	Yes
St Joseph	Rosecrans Memorial	STJ	Yes
St. Charles	St. Charles County Smartt Field	SET	No
St. Louis	Creve Coeur	1H0	Yes



TABLE 4-2: VERTICAL GUIDANCE APPROACH AVAILABILITY

City	Airport Name	FAA ID	ILS/LPV
St. Louis	Spirit of St. Louis	SUS	Yes
Steele	Steele Municipal	M12	Yes
Stockton	Stockton Municipal	MO3	No
Sullivan	Sullivan Regional	UUV	Yes
Tarkio	Gould Peterson Municipal	K57	Yes
Thayer	Thayer Memorial	42M	No
Trenton	Trenton Municipal	TRX	Yes
Unionville	Unionville Municipal	K43	No
Van Buren	Bollinger-Crass Memorial	MO5	No
Versailles	Roy Otten Memorial Airfield	3VS	No
Warrensburg	UCM-Skyhaven	RCM	Yes
Warsaw	Warsaw Municipal	RAW	Yes
Washington	Washington Regional	FYG	Yes
West Plains	West Plains Regional	UNO	Yes
Willow Springs	Willow Springs Memorial	1H5	No

Source: MoDOT, FAA NFDC. Data current as of May 2018.

Using a 30-minute drive time service area for each airport, **Figure 4-9** shows current 30-minute accessibility to an airport with an approach supported by vertical guidance. 79.7 percent of Missouri residents have accessibility to one or more airports with an approach supported by vertical guidance.

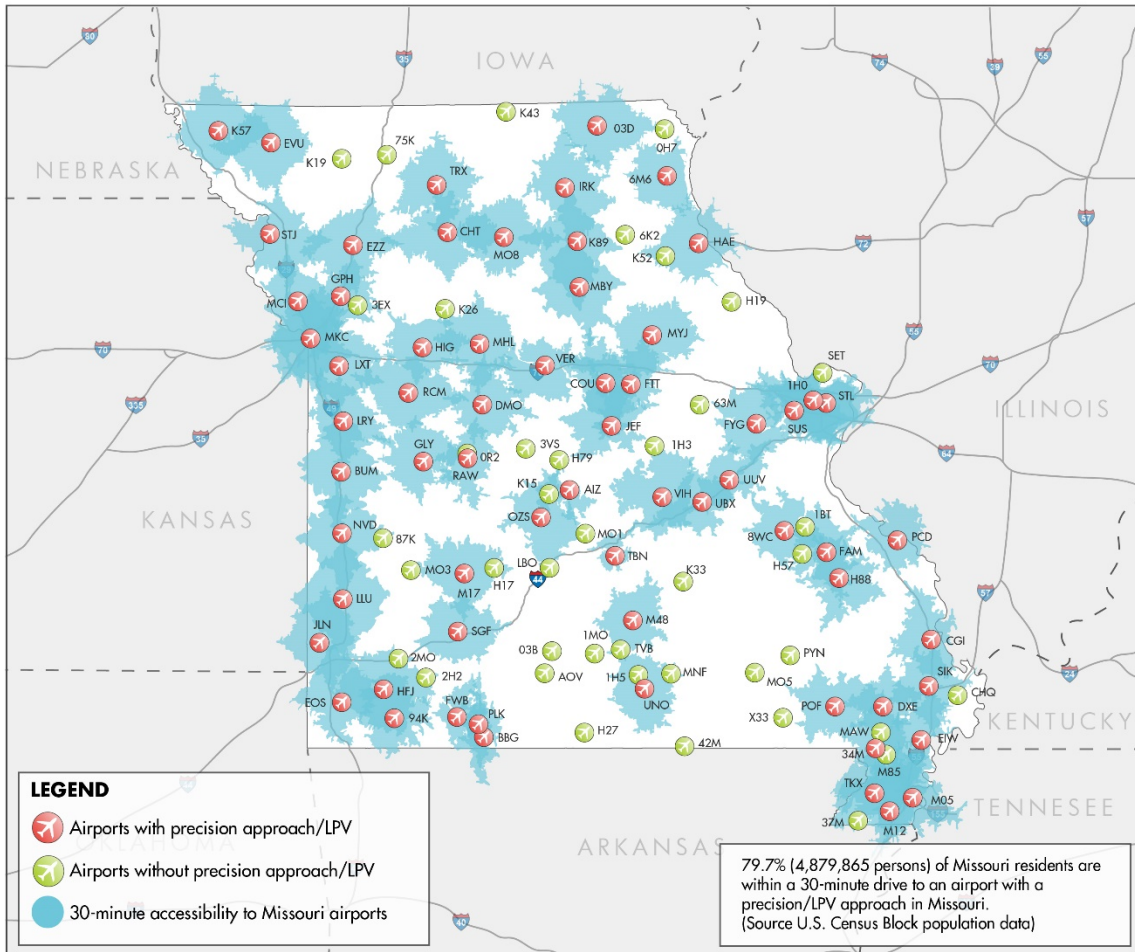
**Figure 4-10** shows additional coverage for this measure when 30-minute service areas for out-of-state airports are also considered. As shown, accessibility increases slightly to 83.8 percent.

Currently, there are 66 airports in the system with a vertical guidance approach to at least one runway end. Based on recommended roles for the Missouri airports, airports that could benefit from a precision-like approach to meet their recommended objectives are identified in the Airport Roles chapter.





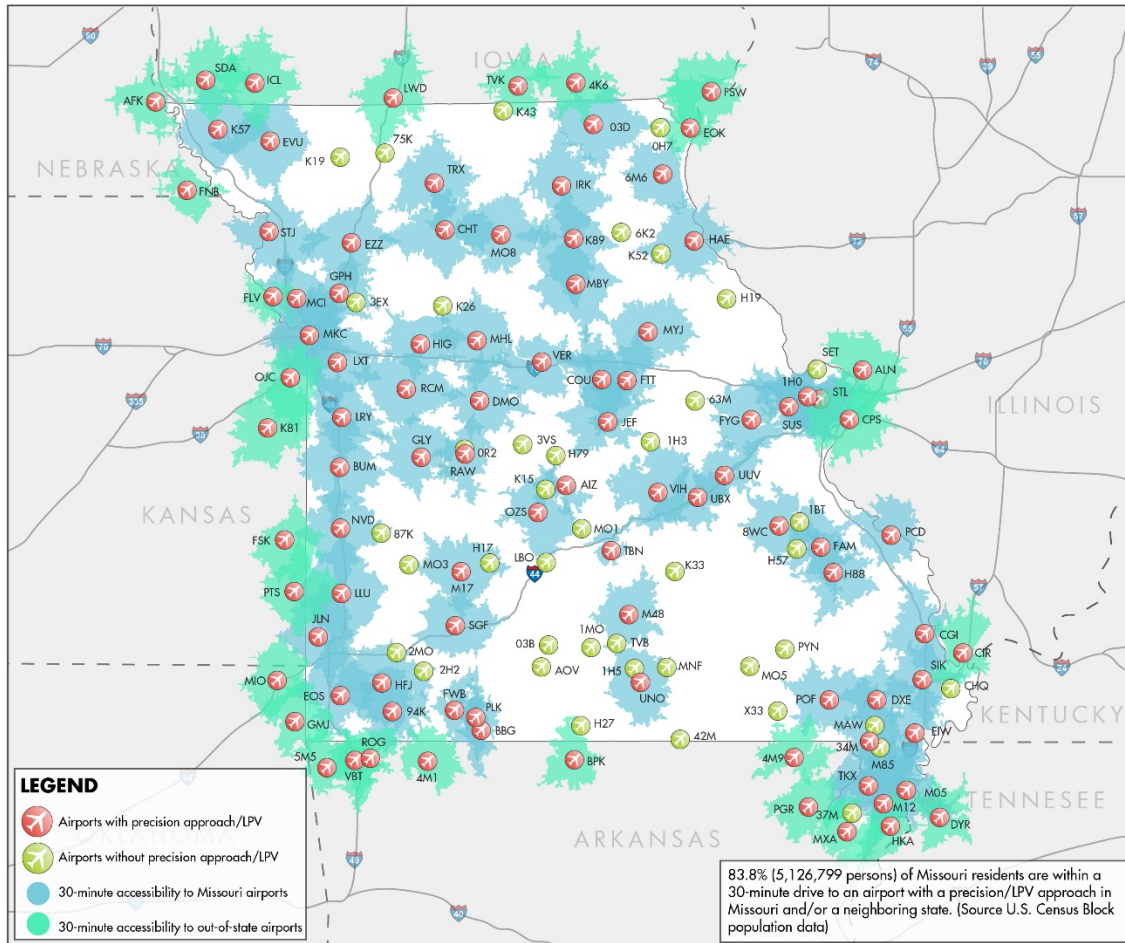
FIGURE 4-9: 30-MINUTE CURRENT ACCESSIBILITY TO A MISSOURI AIRPORT WITH A VERTICAL GUIDANCE APPROACH



Source: Missouri State Airport System Plan Update Aviation Mapping Analysis, FAA NFDC



FIGURE 4-10: 30-MINUTE CURRENT ACCESSIBILITY TO A MISSOURI OR NEARBY AIRPORT WITH A VERTICAL GUIDANCE APPROACH



Source: Missouri State Airport System Plan Update Aviation Mapping Analysis, FAA NFDC

### 4.5 30-Minute Accessibility to an Airport with Weather Advisory Reporting

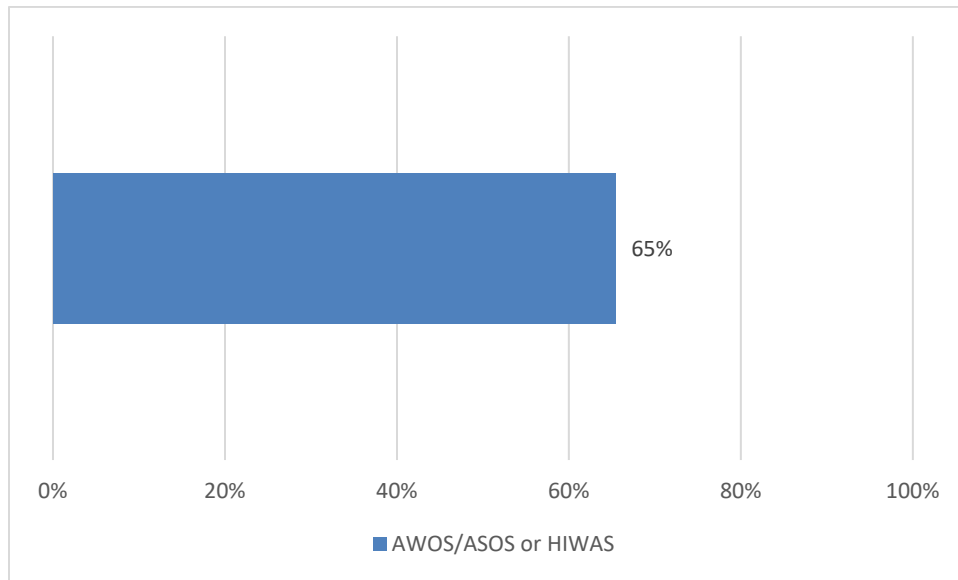
Similar to airports that have published approaches, airports that have weather reporting capabilities have a greater capacity to serve aircraft during periods of inclement weather and reduced visibility. The two primary types of onsite weather reporting equipment are Automated Weather Observing Systems (AWOS) and Automated Surface Observing System (ASOS). Missouri airports with published Very High Frequency Omni-Directional Range (VOR) based Hazardous Inflight Weather Advisory Service (HIWAS) are also considered in this analysis.

As shown in **Figure 4-11** and **Table 4-3**, 65 percent of study airports currently have onsite weather reporting equipment<sup>2</sup>.

<sup>2</sup> 44 percent of airports have AWOS/ASOS and 21 percent have VOR-based HIWAS.



FIGURE 4-11: PERCENTAGE OF AIRPORTS WITH WEATHER REPORTING



Source: Aviation, MoDOT, FAA NFDC

TABLE 4-3: WEATHER REPORTING AT MISSOURI AIRPORTS

City	Airport Name	FAA ID	AWOS (or other weather reporting)
<b>Commercial Service Airports</b>			
Branson	Branson	BBG	Yes
Cape Girardeau	Cape Girardeau Regional	CGI	Yes
Columbia	Columbia Regional	COU	Yes
Fort Leonard Wood	Waynesville-St. Robert Regional	TBN	Yes
Joplin	Joplin Regional	JLN	Yes
Kansas City	Kansas City International	MCI	Yes
Kirksville	Kirksville Regional	IRK	Yes
Springfield	Springfield-Branson National	SGF	Yes
St Louis	St. Louis Lambert International	STL	Yes
<b>General Aviation Airports</b>			
Albany	Albany Municipal	K19	Yes*
Aurora	Jerry Sumners Sr Aurora Municipal	2H2	Yes*
Ava	Ava Bill Martin Memorial	AOV	No
Bethany	Bethany Memorial	75K	No
Bismarck	Bismarck Memorial	H57	No
Bolivar	Bolivar Municipal	M17	Yes*
Bonne Terre	Bonne Terre Municipal	1BT	No
Boonville	Jesse Viertel Memorial	VER	Yes
Bowling Green	Bowling Green Municipal	H19	Yes*



TABLE 4-3: WEATHER REPORTING AT MISSOURI AIRPORTS

City	Airport Name	FAA ID	AWOS (or other weather reporting)
Branson	M. Graham Clark - Downtown	PLK	No
Branson West	Branson West Municipal - Emerson Field	FWB	Yes
Brookfield/ Marceline	North Central Missouri Regional	MO8	Yes
Buffalo	Buffalo Municipal	H17	Yes*
Butler	Butler Memorial	BUM	Yes*
Cabool	Cabool Memorial	TVB	Yes*
Camdenton	Camdenton Memorial-Lake Regional	OZS	Yes
Cameron	Cameron Memorial	EZZ	Yes
Campbell	Campbell Municipal	34M	No
Carrollton	Carrollton Memorial	K26	Yes*
Caruthersville	Caruthersville Memorial	M05	Yes*
Cassville	Cassville Municipal	94K	No
Charleston	Mississippi County	CHQ	No
Chillicothe	Chillicothe Municipal	CHT	Yes
Clinton	Clinton Regional	GLY	Yes
Cuba	Cuba Municipal	UBX	No
Dexter	Dexter Municipal	DXE	No
Doniphan	Doniphan Municipal	X33	No
El Dorado Springs	El Dorado Springs Memorial	87K	Yes*
Eldon	Eldon Model Airpark	H79	No
Excelsior Springs	Excelsior Springs Memorial	3EX	No
Farmington	Farmington Regional	FAM	Yes
Fredericktown	A. Paul Vance Fredericktown Regional	H88	Yes*
Fulton	Elton Hensley Memorial	FTT	Yes*
Gainesville	Gainesville Memorial	H27	No
Gideon	Gideon Memorial	M85	No
Hannibal	Hannibal Regional	HAE	Yes
Harrisonville	Lawrence Smith Memorial	LRY	Yes
Hermann	Hermann Municipal	63M	No
Higginsville	Higginsville Industrial Municipal	HIG	No
Hornersville	Hornersville Memorial	37M	No
Houston	Houston Memorial	M48	Yes*
Jefferson City	Jefferson City Memorial	JEF	Yes
Kahoka	Kahoka Municipal	OH7	No
Kaiser/Lake Ozark	Lee C Fine Memorial	AIZ	Yes
Kansas City	Charles B. Wheeler-Downtown	MKC	Yes



TABLE 4-3: WEATHER REPORTING AT MISSOURI AIRPORTS

City	Airport Name	FAA ID	AWOS (or other weather reporting)
Kennett	Kennett Memorial	TKX	Yes
Lamar	Lamar Municipal	LLU	No
Lebanon	Floyd W. Jones Lebanon	LBO	Yes
Lee's Summit	Lee's Summit Municipal	LXT	Yes
Lincoln	Lincoln Municipal	0R2	No
Linn	State Technical College of Missouri	1H3	No
Macon	Macon-Fower Memorial	K89	No
Malden	Malden Regional	MAW	Yes
Mansfield	Mansfield Municipal	03B	No
Marshall	Marshall Memorial Municipal	MHL	Yes
Maryville	Northwest Missouri Regional	EVU	Yes
Memphis	Memphis Memorial	03D	Yes*
Mexico	Mexico Memorial	MYJ	Yes
Moberly	Omar N Bradley	MBY	Yes
Monett	Monett Regional	HFJ	Yes
Monroe City	Captain Ben Smith Airfield	K52	Yes*
Monticello	Lewis County Regional	6M6	Yes*
Mosby	Midwest National Air Center	GPH	Yes
Mount Vernon	Mount Vernon Municipal	2MO	No
Mountain Grove	Mountain Grove Memorial	1MO	No
Mountain View	Mountain View	MNF	Yes*
Neosho	Neosho Hugh Robinson	EOS	No
Nevada	Nevada Municipal	NVD	Yes
New Madrid	County Memorial	EIW	No
Osage Beach	Grand Glaize- Osage Beach	K15	No
Perryville	Perryville Regional	PCD	Yes
Piedmont	Piedmont Municipal	PYN	Yes
Poplar Bluff	Poplar Bluff Municipal	POF	Yes
Potosi	Washington County	8WC	Yes*
Richland	Richland Municipal	MO1	Yes*
Rolla/Vichy	Rolla National	VIH	Yes
Salem	Salem Memorial	K33	Yes*
Sedalia	Sedalia Regional	DMO	Yes
Shelbyville	Shelby County	6K2	No
Sikeston	Sikeston Memorial Municipal	SIK	Yes
St Joseph	Rosecrans Memorial	STJ	Yes



TABLE 4-3: WEATHER REPORTING AT MISSOURI AIRPORTS

City	Airport Name	FAA ID	AWOS (or other weather reporting)
St. Charles	St. Charles County Smartt Field	SET	Yes
St. Louis	Creve Coeur	1H0	No
St. Louis	Spirit of St. Louis	SUS	Yes
Steele	Steele Municipal	M12	Yes*
Stockton	Stockton Municipal	MO3	Yes*
Sullivan	Sullivan Regional	UUV	Yes
Tarkio	Gould Peterson Municipal	K57	No
Thayer	Thayer Memorial	42M	Yes*
Trenton	Trenton Municipal	TRX	No
Unionville	Unionville Municipal	K43	No
Van Buren	Bollinger-Crass Memorial	MO5	No
Versailles	Roy Otten Memorial Airfield	3VS	No
Warrensburg	UCM-Skyhaven	RCM	Yes
Warsaw	Warsaw Municipal	RAW	Yes
Washington	Washington Regional	FYG	Yes
West Plains	West Plains Regional	UNO	Yes
Willow Springs	Willow Springs Memorial	1H5	No

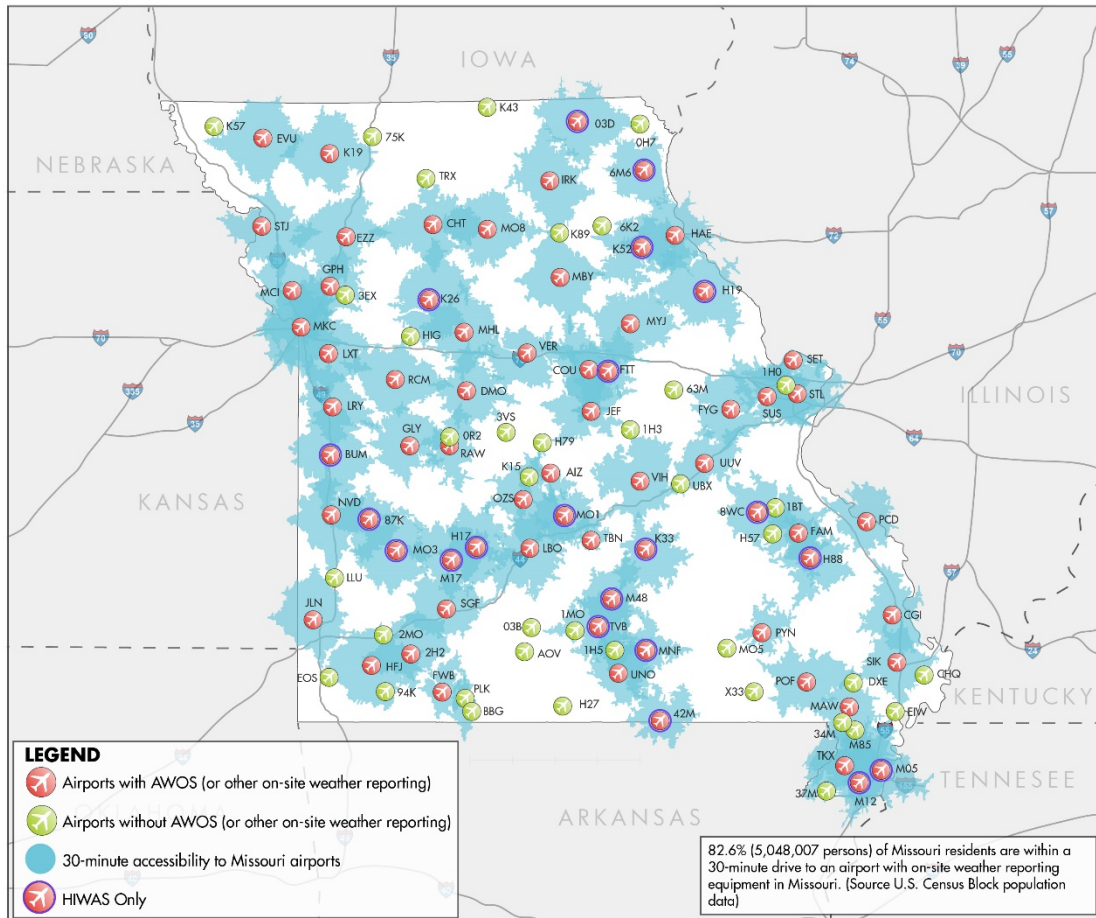
Source: MoDOT, FAA NFDC. Data current as of May 2018.

\* Denotes HIWAS only

**Figure 4-12** shows current 30-minute accessibility to an airport with onsite weather reporting capabilities. Just over 82.6 percent of Missouri’s population is within 30 minutes of one or more airports that have onsite weather reporting equipment. **Figure 4-13** shows how this percentage increases when applicable airports in nearby states are considered. As shown, there is a modest increase in accessibility when out-of-state airports are considered, with coverage increasing from 82.6 percent to 88.0 percent.



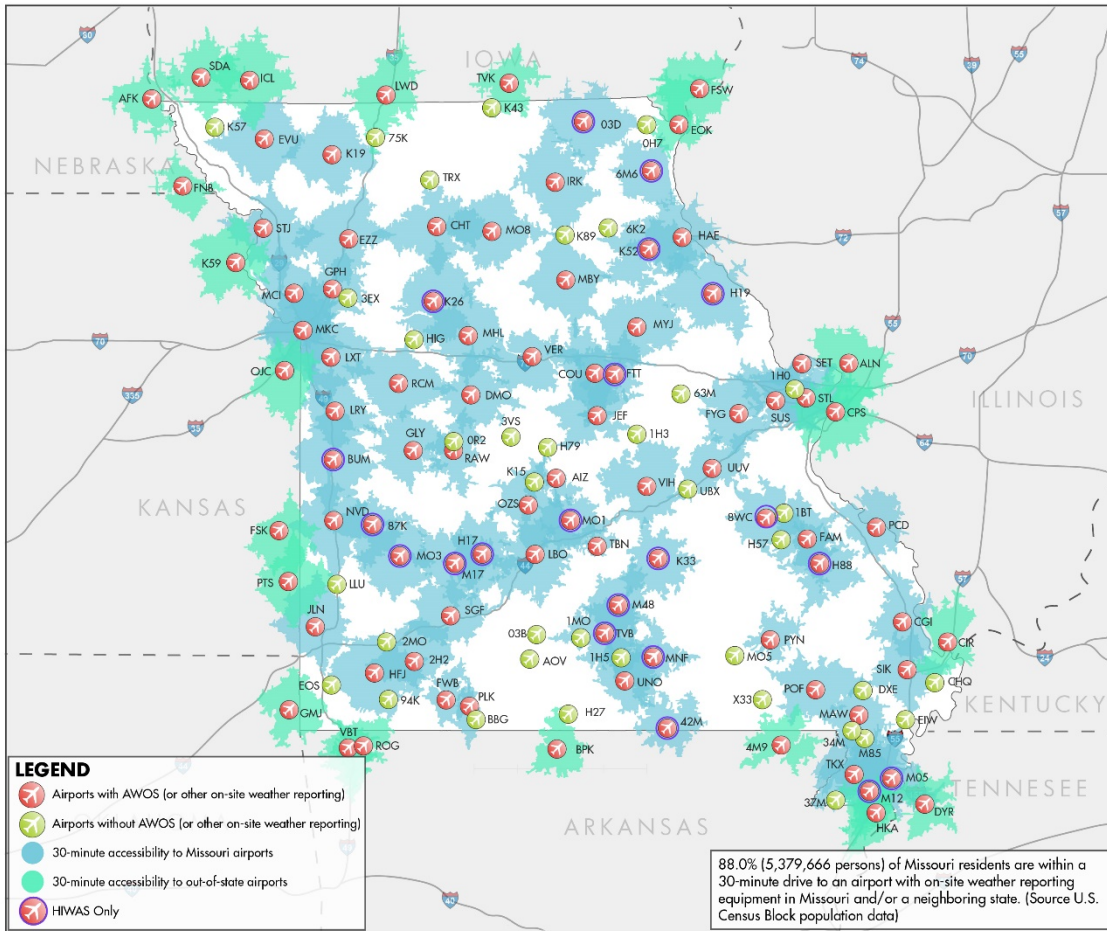
FIGURE 4-12: 30-MINUTE CURRENT ACCESSIBILITY TO A MISSOURI AIRPORT WITH WEATHER REPORTING



Source: Missouri State Airport System Plan Update Aviation Mapping Analysis, FAA NFDC



FIGURE 4-13: 30-MINUTE CURRENT ACCESSIBILITY TO MISSOURI OR NEARBY AIRPORT WITH WEATHER REPORTING



Source: Missouri State Airport System Plan Update Aviation Mapping Analysis, FAA NFDC

Currently, there are 70 airports in the system with onsite weather reporting equipment<sup>3</sup>. Based on recommended roles for the Missouri airports, airports that could benefit from a published approach to meet their recommended system role are identified in the Airport Roles chapter.

<sup>3</sup> Including airports reporting HIWAS.





## 4.6 30-and 45-Minute Accessibility to Airports Exhibiting Select NBAA Medium and Light Business Jet Airport Characteristics

Business aviation is the fastest growing segment of the general aviation industry, and Missouri actively recruits employers in all business sectors. While not the only factor that is important to business growth and development, many employers rely on general aviation to meet their transportation needs.

General aviation is often an important business tool that enables companies to improve their efficiency and profitability. Using general aviation enables companies to expand their market areas. Businesses can fly directly to cities that do not have scheduled commercial airline service, reducing travel time from days to hours. Customers and suppliers also use general aviation to reach businesses that are based in Missouri. Proximity to a business class general aviation airport is one factor that is often important to attracting and retaining jobs.

For this performance measure, select NBAA business airport characteristics were considered. NBAA is an organization whose membership includes major corporations throughout the United States who use general aviation aircraft to support their travel needs and to improve their efficiency. NBAA seeks input from their membership and then publishes information on business airport characteristics that are considered desirable. While NBAA has published a wide range of business airport characteristics, the following NBAA business airport characteristics were used to measure system performance and accessibility for the System Plan Update:

### NBAA Medium Business Jet Airports

- Runway 5,000 feet by 100 feet
- Approach supported by vertical guidance
- Visual Glideslope Indicator (VGSI): on both runway ends
- Medium Intensity Runway Lighting (MIRL)
- Onsite weather reporting equipment, including airports reporting HIWAS
- FBO services/aircraft maintenance
- Jet fuel

### NBAA Light Business Jet Airports

- Runway 4,000 feet by 75 feet
- Approach supported by vertical guidance
- Visual Glideslope Indicator (VGSI): on one runway end
- Medium Intensity Runway Lighting (MIRL)
- Onsite weather reporting equipment, including airports reporting HIWAS
- FBO services/aircraft maintenance
- Jet fuel

According to NBAA, the characteristics noted above for Medium Business Jet Airports are those typically associated with airports that can adequately accommodate medium jets up to 50,000 pounds, while Light Business Jet Airports can accommodate light jets up to 25,000 pounds. **Table 4-4** lists all NBAA characteristics for business airports. All Medium Business Jet Airports also meet Light Business Jet Airport characteristics.

The next step in the evaluation was to identify all Missouri airports currently exhibiting the selected NBAA business airport characteristics, as well as to identify any nearby airports in neighboring states that have these characteristics. For this performance measure, a mapping program was used to establish 30- and 45-minute



drive times for each airport as applicable. The 45-minute drive time was used for airports with facilities/services to serve medium business jets, and the 30-minute drive time service areas were used for airports with facilities/services to serve light business jets.

TABLE 4-4: NBAA BUSINESS AIRPORT GUIDELINES

Category	Optimum Facilities And Services		Acceptable Facilities And Services	
	Dimensions (ft)	Weight Capacity (lbs)	Dimensions (ft)	Weight Capacity (lbs)
<b>Runways*</b>				
– Heavy Jet (above 50,000lbs.)	7,500 by 150	120,000	5,500 by 100	75,000
– Medium Jet (up to 50,000lbs)	5,500 by 100	75,000	5,000 by 100	50,000
– Light Jet (up to 25,000lbs)	4,500 by 100	50,000	4,000 by 75	20,000
– Very Light Jet/Turboprop (up to 12,500lbs)	4,000 by 75	25,000	3,000 by 60	15,000
	<ul style="list-style-type: none"> <li>– Taxiways for all runways</li> <li>– Stabilized Overruns on longest runway</li> <li>– 200 ft. by 300 ft. ramp area minimum</li> </ul>		<ul style="list-style-type: none"> <li>– Adequate ramp area for maneuvering/parking</li> </ul>	
<b>ATC Tower</b>	24 hours		None	
<b>Lighting</b>	<ul style="list-style-type: none"> <li>– Full approach lighting system</li> <li>– High intensity runway lights</li> <li>– Visual glide scope indicator - all runways</li> </ul>		<ul style="list-style-type: none"> <li>– REIL or ODALS</li> <li>– Medium intensity runway lights</li> <li>– Visual glide scope on instrument runway</li> <li>– Pilot controlled lights</li> </ul>	
<b>Instrument Procedures</b>	RNAV SIDs/STARs**		RNAV SIDs/STARs	
<b>Weather Reporting</b>	ASOS		AWOS	
<b>Services</b>	<ul style="list-style-type: none"> <li>– Full Service FBO***</li> <li>– Transient hangar space</li> <li>– FAR Part 107 type security</li> <li>– De-icing (where applicable)</li> </ul>		<ul style="list-style-type: none"> <li>– Enclosed passenger waiting area</li> <li>– Fuel/tie downs</li> <li>– Elementary Security</li> <li>– Telephone</li> </ul>	
<b>Maintenance</b>	<ul style="list-style-type: none"> <li>– FAA Part 145 repair station</li> </ul>		<ul style="list-style-type: none"> <li>– Minimal Maintenance (tire/battery service, etc.)</li> </ul>	
<b>Amenities</b>	<ul style="list-style-type: none"> <li>– Nearby hotel/motel</li> <li>– Nearby restaurant</li> </ul>		<ul style="list-style-type: none"> <li>– Distant hotel/motel</li> <li>– Vending machines</li> </ul>	

Source: NBAA

\*Sea level requirements

\*\* RNP/SAAR (special aircraft authorization required) where operationally advantageous. SIDs/STARs=Standard Instrument Departure/Standard Terminal Arrival

\*\*\* Staffed 24/7, fuel, passenger, and crew lounge, rental cars, shuttle/crew car, vending machines.

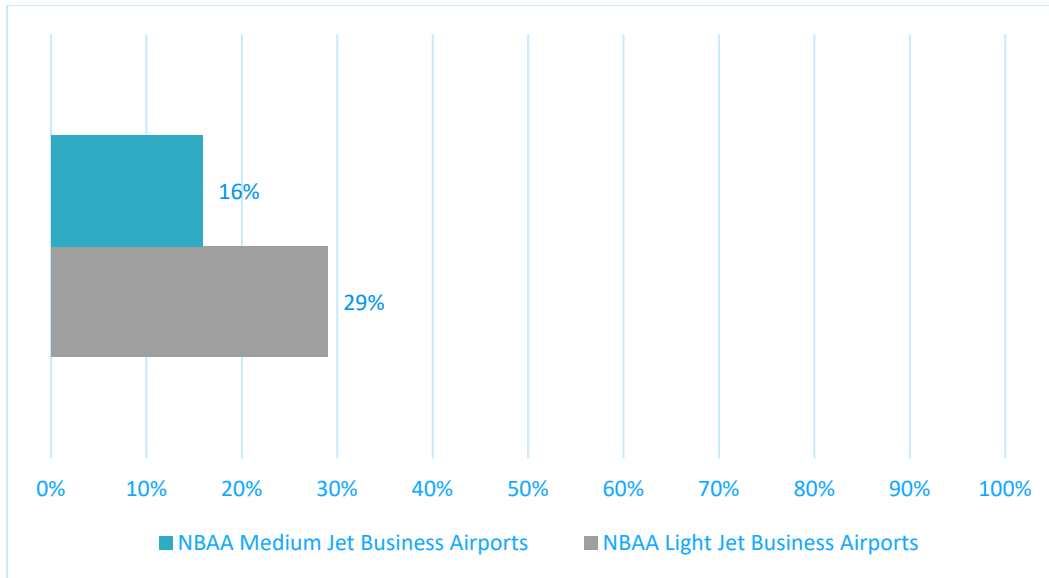
Note: These NBAA Guidelines are not intended to replace actual FAA design standards. When an airport accepts federal assistance from the FAA for airport expansion and development, then the airport must develop to specific FAA standards, including runway length, width, weight-bearing capacity, eligibility for partial or full taxiways, and other requirements. The above table is not intended to replace or override airport requirements under federal AIP funding regulation.

**Table 4-5** and **Table 4-6** identify Missouri airports that currently meet all selected NBAA business airport characteristics considered acceptable for medium and light business jets. The location of airports meeting the NBAA characteristics for Light Business Jet Airports were identified in this analysis to show how these airports act as an additional support system to meet the needs of business operators throughout the state.

As shown in **Figure 4-14**, 16 percent of the study airports currently meet selected NBAA Medium Business Jet Airport characteristics, while 29 percent meet NBAA Light Business Jet Airport characteristics.



FIGURE 4-14: PERCENTAGE OF AIRPORTS EXHIBITING SELECTED NBAA MEDIUM AND LIGHT BUSINESS JET AIRPORT CHARACTERISTICS



Source: MoDOT, NBAA, FAA NFDC, Jviation



TABLE 4-5: MISSOURI AIRPORTS MEETING SELECTED NBAA MEDIUM BUSINESS JET AIRPORT CHARACTERISTICS

City	Airport Name	FAA ID	Selected NBAA Medium Business Jet Airport Characteristics
<b>Commercial Service Airports</b>			
Branson	Branson	BBG	– Runway 5,000 feet by 100 feet
Cape Girardeau	Cape Girardeau Regional	CGI	– Approach supported by vertical guidance
Columbia	Columbia Regional	COU	
Fort Leonard Wood	Waynesville-St. Robert Regional	TBN	– VGSI: both runway ends
Joplin	Joplin Regional	JLN	– MIRL
Kansas City	Kansas City International	MCI	
Kirksville	Kirksville Regional	IRK	– Onsite weather reporting equipment, including airports reporting HIWAS
Springfield	Springfield-Branson National	SGF	
St Louis	St. Louis Lambert International	STL	– FBO services/aircraft maintenance
<b>General Aviation Airports</b>			– Jet fuel
Jefferson City	Jefferson City Memorial	JEF	
Kansas City	Charles B. Wheeler-Downtown	MKC	
Mexico	Mexico Memorial	MYJ	
Poplar Bluff	Poplar Bluff Municipal	POF	
Rolla/Vichy	Rolla National	VIH	
Sedalia	Sedalia Regional	DMO	
St Joseph	Rosecrans Memorial	STJ	
St. Louis	Spirit of St. Louis	SUS	

Source: MoDOT, FAA NFDC. Data current as of May 2018.



TABLE 4-6: MISSOURI AIRPORTS MEETING SELECTED NBAA LIGHT BUSINESS JET AIRPORT CHARACTERISTICS

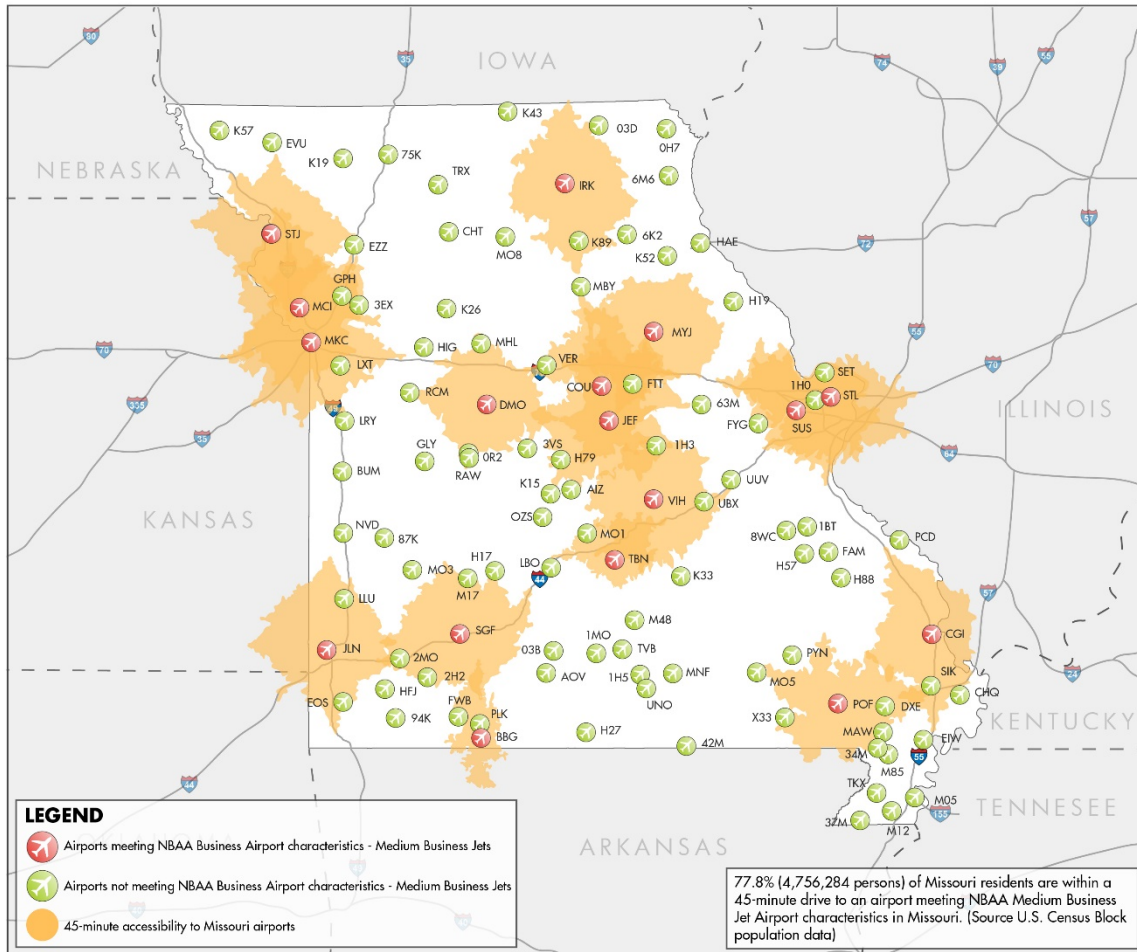
City	Airport Name	FAA ID	Selected NBAA Light Business Jet Airport Characteristics
<b>Commercial Service Airports</b>			
Branson	Branson	BBG	– Runway 4,000 feet by 75 feet
Cape Girardeau	Cape Girardeau Regional	CGI	– Approach supported by vertical guidance
Columbia	Columbia Regional	COU	
Fort Leonard Wood	Waynesville-St. Robert Regional	TBN	– VGSI: at least one runway end
Joplin	Joplin Regional	JLN	– MIRL
Kansas City	Kansas City International	MCI	
Kirksville	Kirksville Regional	IRK	– Onsite weather reporting equipment, including airports reporting HIWAS
Springfield	Springfield-Branson National	SGF	
St Louis	St. Louis Lambert International	STL	– FBO services/aircraft maintenance
<b>General Aviation Airports</b>			
			– Jet fuel
Bolivar	Bolivar Municipal	M17	
Boonville	Jesse Viertel Memorial	VER	
Branson West	Branson West Municipal - Emerson Field	FWB	
Camdenton	Camdenton Memorial-Lake Regional	OZS	
Farmington	Farmington Regional	FAM	
Fredericktown	A. Paul Vance Fredericktown Regional	H88	
Hannibal	Hannibal Regional	HAE	
Jefferson City	Jefferson City Memorial	JEF	
Kansas City	Charles B. Wheeler-Downtown	MKC	
Kennett	Kennett Memorial	TKX	
Lee's Summit	Lee's Summit Municipal	LXT	
Maryville	Northwest Missouri Regional	EVU	
Mexico	Mexico Memorial	MYJ	
Nevada	Nevada Municipal	NVD	
Poplar Bluff	Poplar Bluff Municipal	POF	
Rolla/Vichy	Rolla National	VIH	
Sedalia	Sedalia Regional	DMO	
St Joseph	Rosecrans Memorial	STJ	
St. Louis	Spirit of St. Louis	SUS	
Sullivan	Sullivan Regional	UUV	
Warrensburg	UCM-Skyhaven	RCM	
Washington	Washington Regional	FYG	

Sources: MoDOT, FAA NFDC. Data current as of May 2018.

As shown in **Figure 4-15**, current 45-minute drive time accessibility to a Missouri airport meeting select characteristics for an NBAA business airport serving medium business jets is reported at 77.8 percent.



FIGURE 4-15: 45-MINUTE ACCESSIBILITY TO MISSOURI AIRPORTS MEETING ACCEPTABLE NBAA MEDIUM BUSINESS JET AIRPORT CHARACTERISTICS

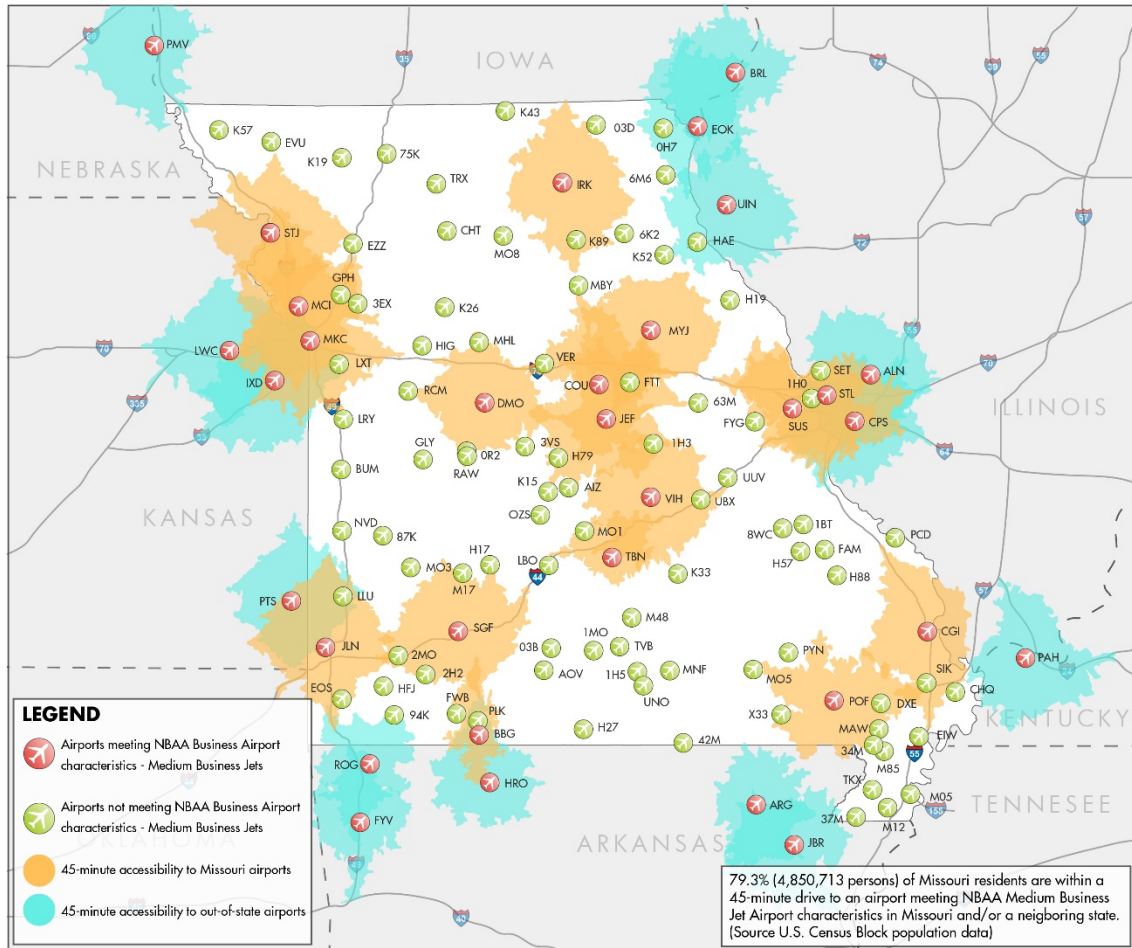


Source: Missouri State Airport System Plan Update Aviation Mapping Analysis, FAA NFDC, NBAA

Figure 4-16 shows combined accessibility provided by both Missouri and nearby airports in adjacent states. When both are considered, current accessibility to an airport exhibiting NBAA Medium Business Jet Airport characteristics increases from 77.8 percent to 79.3 percent.



FIGURE 4-16: 45-MINUTE ACCESSIBILITY TO MISSOURI OR NEARBY AIRPORTS MEETING ACCEPTABLE NBAA MEDIUM BUSINESS JET AIRPORT CHARACTERISTICS

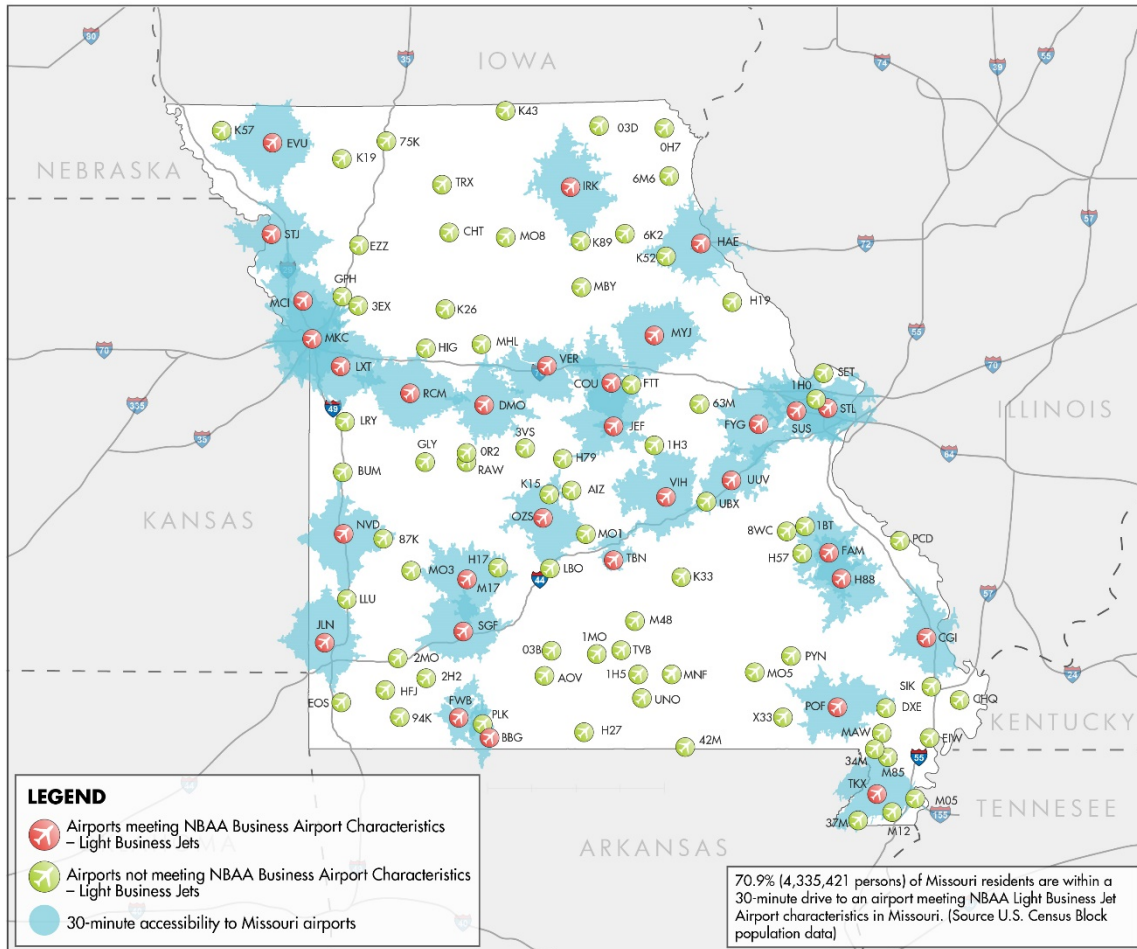


Source: Missouri State Airport System Plan Update Aviation Mapping Analysis, FAA NFDC, NBAA



As shown in **Figure 4-17**, current 30-minute accessibility to a Missouri airport meeting acceptable characteristics for an airport exhibiting selected NBAA Light Business Jet Airport characteristics is reported at 70.9 percent for all Missouri residents.

**FIGURE 4-17: 30-MINUTE ACCESSIBILITY TO MISSOURI AIRPORTS MEETING ACCEPTABLE NBAA LIGHT BUSINESS JET AIRPORT CHARACTERISTICS**



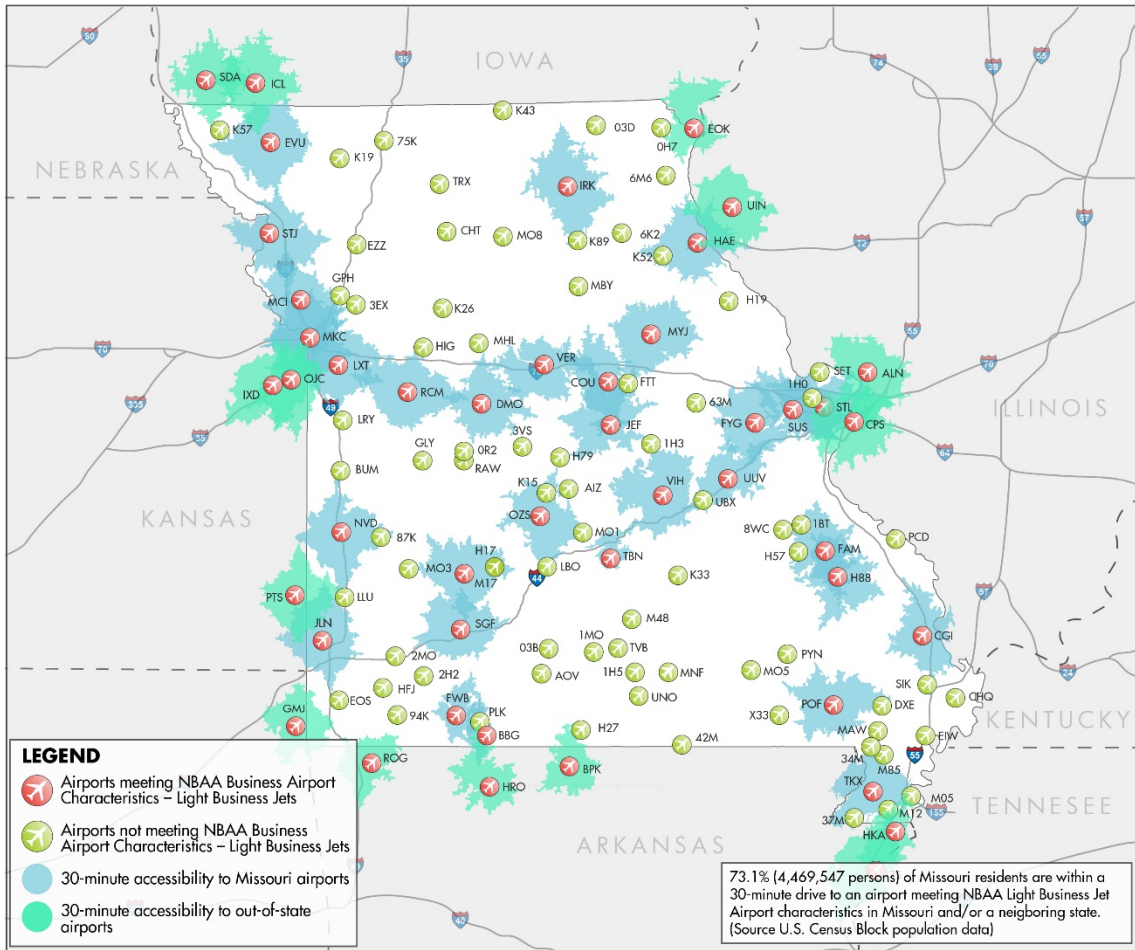
Source: Missouri State Airport System Plan Update Aviation Mapping Analysis, FAA NFDC, NBAA

As **Figure 4-18** shows, combined 30-minute accessibility to airports exhibiting select NBAA Light Business Jet Airport characteristics in Missouri and nearby airports in adjacent states increases to 73.1 percent.





FIGURE 4-18: 30-MINUTE ACCESSIBILITY TO MISSOURI OR NEARBY AIRPORTS MEETING ACCEPTABLE NBAA LIGHT BUSINESS JET AIRPORT CHARACTERISTICS

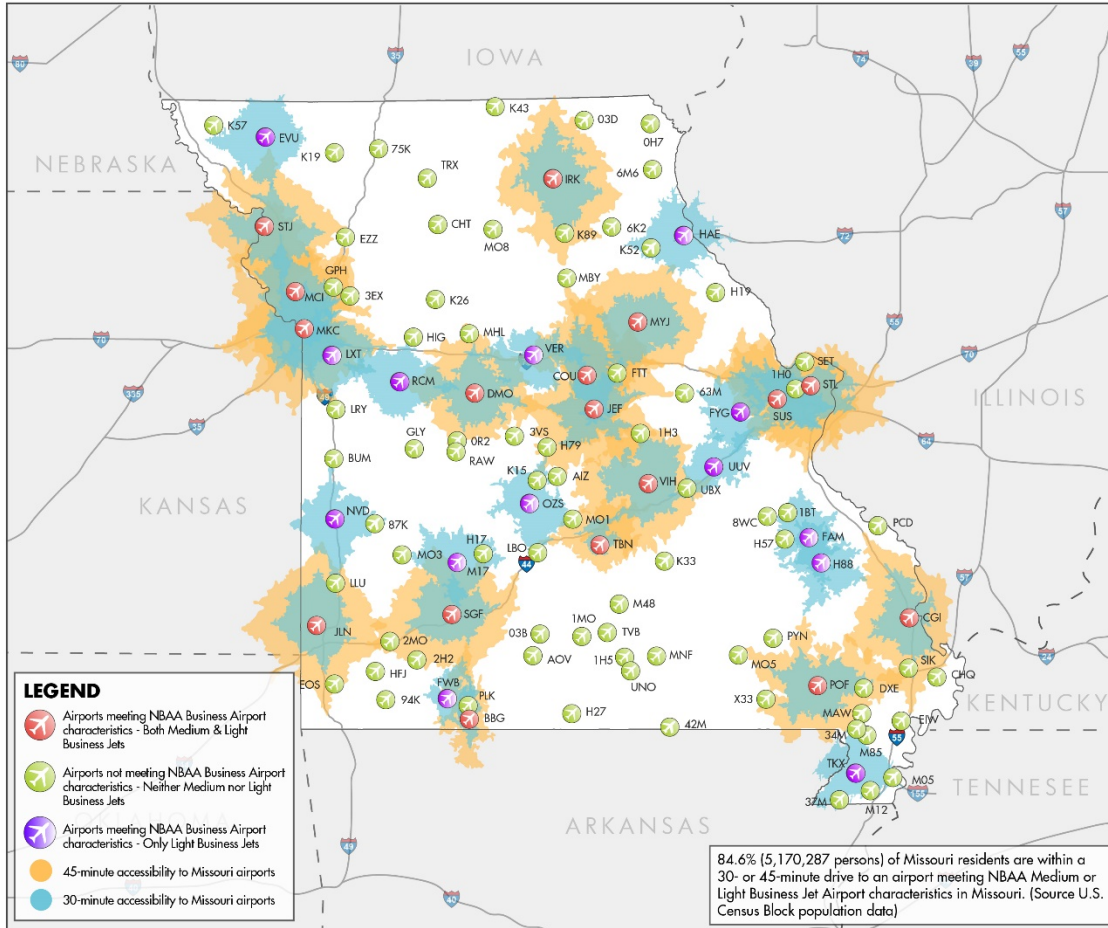


Source: Missouri State Airport System Plan Update Aviation Mapping Analysis, FAA NFDC, NBAA



Figure 4-19 shows that current 30- and 45-minute accessibility to Missouri airports meeting acceptable characteristics for an NBAA business airport serving medium or light business jets is reported at 84.6 percent for all Missouri residents.

FIGURE 4-19: 30- AND 45-MINUTE ACCESSIBILITY TO MISSOURI AIRPORT MEETING ACCEPTABLE NBAA MEDIUM OR LIGHT BUSINESS JET AIRPORT CHARACTERISTICS

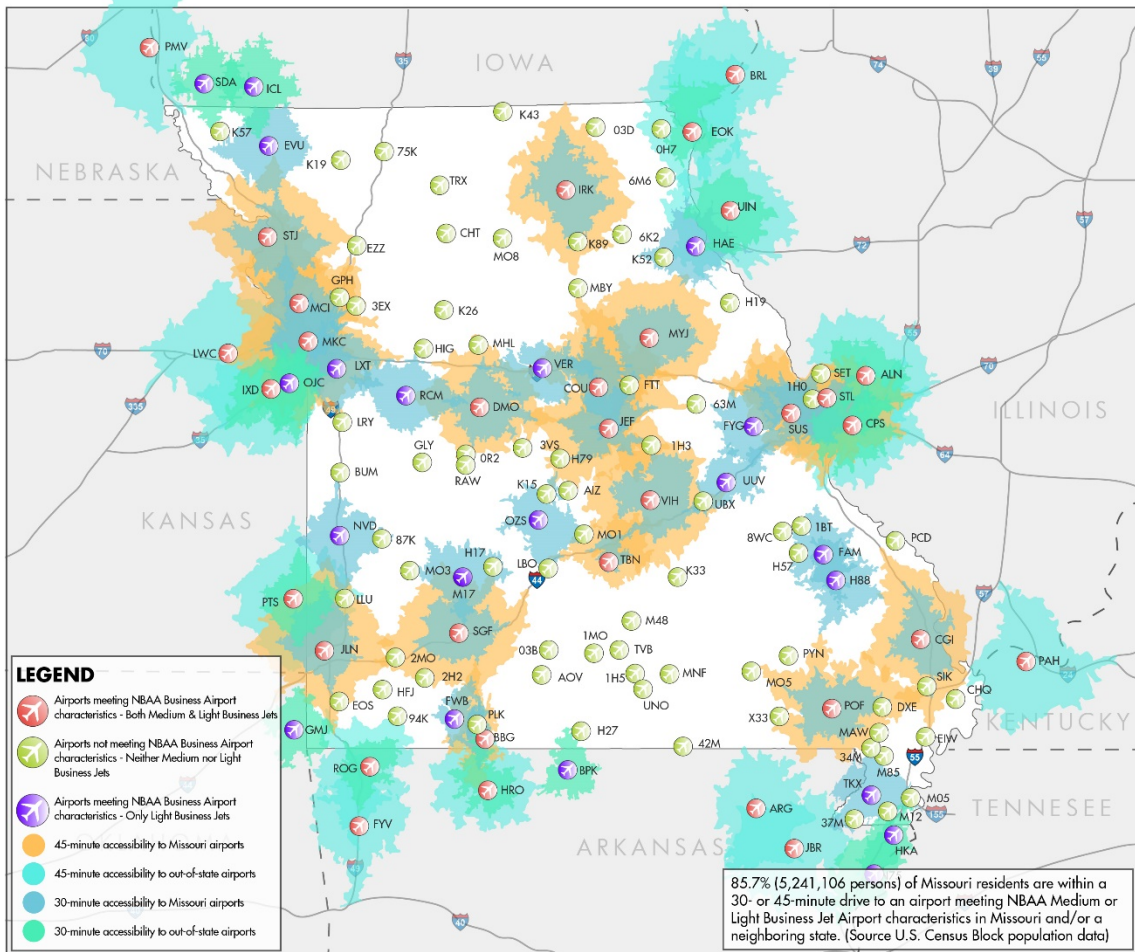


Source: Missouri State Airport System Plan Update Jviation Mapping Analysis, FAA NFDC, NBAA

Figure 4-20 shows combined 30- and 45-minute accessibility provided by both Missouri and nearby airports; when both are considered, current accessibility increases from 84.6 percent to 85.7 percent.



FIGURE 4-20: 45- AND 30-MINUTE ACCESSIBILITY TO MISSOURI OR NEARBY AIRPORTS MEETING ACCEPTABLE NBAA MEDIUM OR LIGHT BUSINESS JET AIRPORT CHARACTERISTICS



Source: Missouri State Airport System Plan Update Aviation Mapping Analysis, FAA NFDC, NBAA

The Recommended Plan chapter shows additional accessibility that could be realized in the future, assuming all airports are able to meet their assigned facility/service objectives.

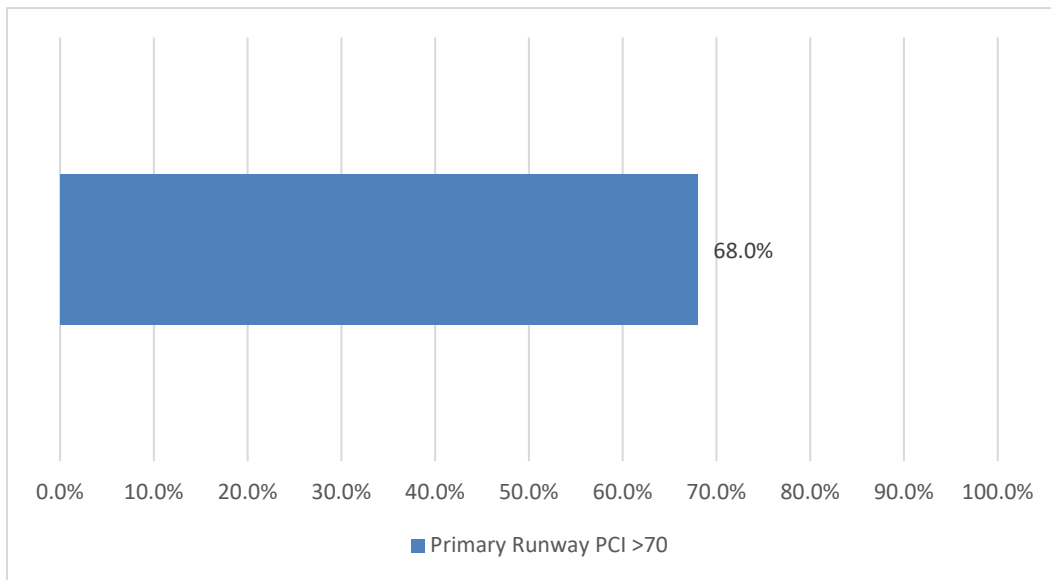


### 4.5 System Performance for Pavement Condition Index

Most of the evaluation to determine current system performance was completed using mapping analysis which reported on accessibility to airports that meet certain requirements. This system performance measure reviewed the most current pavement condition index (PCI) for the primary runway at all study airports.

Runway pavements often have a different PCI for various sections of the runway. Therefore, the PCI for the primary runway is established by a weighted average PCI for all runway sections. As **Figure 4-21** and **Table 4-7** show, of the 100 system airports with paved primary runways, 68 percent (68 airports) have a PCI rating of 70 or more on their primary runway. This information includes PCI data from 2017 for state-funded airports and National Plan of Integrated Airport Systems (NPIAS) airports, as well as PCI data from other recent pavement plans, as applicable. Airports without a PCI rating, including airports with turf runways, are not included in this count. Because of recent pavement rehabilitation projects, only 32 airports in Missouri have a PCI below 70. Ideally, all paved primary runways in the Missouri system should have a PCI of 70 or greater.

FIGURE 4-21: PRIMARY RUNWAY PCI >70



Source: MoDOT Pavement Management System Update 2017, Applied Research Associates

TABLE 4-7: 2017 PRIMARY RUNWAY PCI RATINGS

City	Airport Name	FAA ID	Primary Runway PCI	PCI >70
<b>Commercial Service Airports</b>				
Branson	Branson	BBG	N/A (Private Airport)	
Cape Girardeau	Cape Girardeau Regional	CGI	74	Yes
Columbia	Columbia Regional	COU	67	No
Fort Leonard Wood	Waynesville-St. Robert Regional	TBN	N/A	
Joplin	Joplin Regional	JLN	69	No
Kansas City	Kansas City International	MCI	74	Yes
Kirksville	Kirksville Regional	IRK	70	Yes
Springfield	Springfield-Branson National	SGF	N/A (PCN Only)	



TABLE 4-7: 2017 PRIMARY RUNWAY PCI RATINGS

City	Airport Name	FAA ID	Primary Runway PCI	PCI >70
St Louis	St. Louis Lambert International	STL	74	Yes
<b>General Aviation Airports</b>				
Albany	Albany Municipal	K19	88	Yes
Aurora	Jerry Sumners Sr Aurora Municipal	2H2	81	Yes
Ava	Ava Bill Martin Memorial	AOV	100	Yes
Bethany	Bethany Memorial	75K	22	No
Bismarck	Bismarck Memorial	H57	72	Yes
Bolivar	Bolivar Municipal	M17	69	No
Bonne Terre	Bonne Terre Municipal	1BT	69	No
Boonville	Jesse Viertel Memorial	VER	57	No
Bowling Green	Bowling Green Municipal	H19	58	No
Branson	M. Graham Clark - Downtown	PLK	82	Yes
Branson West	Branson West Municipal - Emerson Field	FWB	98	Yes
Brookfield/ Marceline	North Central Missouri Regional	MO8	86	Yes
Buffalo	Buffalo Municipal	H17	77	Yes
Butler	Butler Memorial	BUM	75	Yes
Cabool	Cabool Memorial	TVB	56	No
Camdenton	Camdenton Memorial-Lake Regional	OZS	59	No
Cameron	Cameron Memorial	EZZ	80	Yes
Campbell	Campbell Municipal	34M	77	Yes
Carrollton	Carrollton Memorial	K26	81	Yes
Caruthersville	Caruthersville Memorial	M05	77	Yes
Cassville	Cassville Municipal	94K	61	No
Charleston	Mississippi County	CHQ	82	Yes
Chillicothe	Chillicothe Municipal	CHT	53	No
Clinton	Clinton Regional	GLY	73	Yes
Cuba	Cuba Municipal	UBX	65	No
Dexter	Dexter Municipal	DXE	69	No
Doniphan	Doniphan Municipal	X33	100	Yes
El Dorado Springs	El Dorado Springs Memorial	87K	78	Yes
Eldon	Eldon Model Airpark	H79	89	Yes
Excelsior Springs	Excelsior Springs Memorial	3EX	94	Yes
Farmington	Farmington Regional	FAM	85	Yes
Fredericktown	A. Paul Vance Fredericktown Regional	H88	96	Yes
Fulton	Elton Hensley Memorial	FTT	89	Yes
Gainesville	Gainesville Memorial	H27	N/A (Turf)	
Gideon	Gideon Memorial	M85	86	Yes



TABLE 4-7: 2017 PRIMARY RUNWAY PCI RATINGS

City	Airport Name	FAA ID	Primary Runway PCI	PCI >70
Hannibal	Hannibal Regional	HAE	87	Yes
Harrisonville	Lawrence Smith Memorial	LRY	46	No
Hermann	Hermann Municipal	63M	73	Yes
Higginsville	Higginsville Industrial Municipal	HIG	73	Yes
Hornersville	Hornersville Memorial	37M	70	Yes
Houston	Houston Memorial	M48	93	Yes
Jefferson City	Jefferson City Memorial	JEF	94	Yes
Kahoka	Kahoka Municipal	0H7	N/A (Turf)	
Kaiser/Lake Ozark	Lee C Fine Memorial	AIZ	77	Yes
Kansas City	Charles B. Wheeler-Downtown	MKC	86	Yes
Kennett	Kennett Memorial	TKX	56	No
Lamar	Lamar Municipal	LLU	94	Yes
Lebanon	Floyd W. Jones Lebanon	LBO	64	No
Lee's Summit	Lee's Summit Municipal	LXT	100	No
Lincoln	Lincoln Municipal	0R2	N/A (Turf)	
Linn	State Technical College of Missouri	1H3	88	Yes
Macon	Macon-Fower Memorial	K89	100	Yes
Malden	Malden Regional	MAW	47	No
Mansfield	Mansfield Municipal	03B	54	No
Marshall	Marshall Memorial Municipal	MHL	92	Yes
Maryville	Northwest Missouri Regional	EVU	99	Yes
Memphis	Memphis Memorial	03D	61	No
Mexico	Mexico Memorial	MYJ	85	Yes
Moberly	Omar N Bradley	MBY	56	No
Monett	Monett Regional	HFJ	72	Yes
Monroe City	Captain Ben Smith Airfield	K52	100	Yes
Monticello	Lewis County Regional	6M6	87	Yes
Mosby	Midwest National Air Center	GPH	72	Yes
Mount Vernon	Mount Vernon Municipal	2MO	63	No
Mountain Grove	Mountain Grove Memorial	1MO	88	Yes
Mountain View	Mountain View	MNF	71	Yes
Neosho	Neosho Hugh Robinson	EOS	73	Yes
Nevada	Nevada Municipal	NVD	77	Yes
New Madrid	County Memorial	EIW	72	Yes
Osage Beach	Grand Glaize- Osage Beach	K15	72	Yes
Perryville	Perryville Regional	PCD	80	Yes
Piedmont	Piedmont Municipal	PYN	100	Yes



TABLE 4-7: 2017 PRIMARY RUNWAY PCI RATINGS

City	Airport Name	FAA ID	Primary Runway PCI	PCI >70
Poplar Bluff	Poplar Bluff Municipal	POF	71	Yes
Potosi	Washington County	8WC	59	No
Richland	Richland Municipal	MO1	64	No
Rolla/Vichy	Rolla National	VIH	60	No
Salem	Salem Memorial	K33	69	No
Sedalia	Sedalia Regional	DMO	90	Yes
Shelbyville	Shelby County	6K2	N/A (Turf)	
Sikeston	Sikeston Memorial Municipal	SIK	76	Yes
St Joseph	Rosecrans Memorial	STJ	80	Yes
St. Charles	St. Charles County Smartt Field	SET	69	No
St. Louis	Creve Coeur	1H0	92	Yes
St. Louis	Spirit of St. Louis	SUS	59	No
Steele	Steele Municipal	M12	70	Yes
Stockton	Stockton Municipal	MO3	61	No
Sullivan	Sullivan Regional	UUV	96	Yes
Tarkio	Gould Peterson Municipal	K57	73	Yes
Thayer	Thayer Memorial	42M	76	Yes
Trenton	Trenton Municipal	TRX	58	No
Unionville	Unionville Municipal	K43	77	Yes
Van Buren	Bollinger-Crass Memorial	MO5	93	Yes
Versailles	Roy Otten Memorial Airfield	3VS	72	Yes
Warrensburg	UCM-Skyhaven	RCM	69	No
Warsaw	Warsaw Municipal	RAW	94	Yes
Washington	Washington Regional	FYG	69	No
West Plains	West Plains Regional	UNO	72	Yes
Willow Springs	Willow Springs Memorial	1H5	70	Yes

Source: MoDOT Pavement Management System Update 2017, Applied Research Associates. Data current as of May 2018.

#### 4.6 Summary of System Performance

The system performance evaluation shows that Missouri’s current accessibility for each of the established measures is adequate, even if no further improvements to the system were accomplished. For most accessibility performance measures, currently accessibility meets or exceeds 80 percent. The only exception is for accessibility to airports exhibiting selected NBAA Medium or Light Business Jet Airport characteristics. However, when 45-minute drive time accessibility to NBAA Medium Business Jet Airports are combined with 30-minute drive time to NBAA Light Business Jet Airports, accessibility increases to exceed 80 percent.

**Table 4-8** provides a summary of current system performance for each of the measures. The Recommended Plan chapter of the System Plan Update provides additional information/mapping that shows how current accessibility could change.



TABLE 4-8: CURRENT SYSTEM PERFORMANCE BY MEASURE

Performance Measure	Missouri Residents in Service Area
<b>60-Minute Accessibility to an Airport with Scheduled Commercial Airline Service</b>	
• 60-Minute Current Accessibility to Missouri Commercial Airports	80.9%
• 60-Minute Current Accessibility to Missouri and Nearby Commercial Airports	82.1%
<b>90-Minute Accessibility to an Airport with Scheduled Commercial Airline Service</b>	
• 90-Minute Current Accessibility to Missouri Commercial Airports	85.5%
• 90-Minute Current Accessibility to Missouri and Nearby Commercial Airports	85.9%
<b>30-Minute Accessibility to an Airport with a Published Approach</b>	
• 30-Minute Current Accessibility to A Missouri Airport with a Published Approach	84.7%
• 30-Minute Current Accessibility to a Missouri or Nearby Airport with a Published Approach	86.7%
<b>30-Minute Accessibility to an Airport with an Approach Supported by Vertical Guidance</b>	
• 30-Minute Current Accessibility to a Missouri Airport with a Vertical Guidance Approach	79.7%
• 30-Minute Current Accessibility to a Missouri or Nearby Airport with an Approach Supported by Vertical Guidance	83.8%
<b>30-Minute Accessibility to an Airport with Weather Advisory Reporting</b>	
• 30-Minute Current Accessibility to a Missouri Airport with Weather Advisory Reporting	82.6%
• 30-Minute Current Accessibility to Missouri or Nearby Airport with Weather Advisory Reporting	88.0%
<b>30-and 45-Minute Accessibility to Airports Exhibiting Selected NBAA Medium &amp; Light Business Jet Airport Characteristics</b>	
• 45-Minute Current Accessibility to Missouri Airports Meeting Acceptable NBAA Medium Business Jet Airport Characteristics	77.8%
• 45-Minute Current Accessibility to Missouri or Nearby Airports Meeting Acceptable NBAA Medium Business Jet Airport Characteristics	79.3%
• 30-Minute Current Accessibility to Missouri Airports Meeting Acceptable NBAA Light Business Jet Airport Characteristics	70.9%
• 30-Minute Current Accessibility to Missouri or Nearby Airports Meeting Acceptable NBAA Light Business Jet Airport Characteristics	73.1%
• 45- and 30-Minute Current Accessibility to Missouri Airports Meeting Acceptable NBAA Medium or Light Business Jet Airport Characteristics	84.6%
• 45- and 30-Minute Current Accessibility to Missouri or Nearby Airports Meeting Acceptable NBAA Medium or Light Business Jet Airport Characteristics	85.7%
<b>System Performance for Pavement Condition Index (PCI)</b>	
• Percentage of System Airports with a PCI of 70 or greater	68.0%

Source: Jviation