



5. AIRPORT ROLES

As part of Missouri's 2002 State Airport System Plan, a definitive process for determining how airports contribute to the state system (i.e. what role they play) was needed. At the time of the 2002 System Plan, the Federal Aviation Administration (FAA) had only two distinctions between general aviation airports included in the national airport system: "reliever" or "general aviation." Not all general aviation airports are the same: they serve different types of aircraft and customers and play different "roles" in an airport system. Faced with challenging funding decisions, states need to know which airports are most essential to the success of their state airport system.

With a void in FAA guidance, in the late 1990s-early 2000s almost all states, including Missouri, undertook steps to stratify and assign roles to their general aviation airports. The stratification process resulted in airports being assigned to a state role that was reflective of each airport's facility, operational, customer, and community characteristics. Missouri's 2002 role assignment process generally reflected the relative importance of each airport to the state system.

Since it has been over 15 years since Missouri assigned state airport roles, a review of these roles was completed as part of this System Plan Update to determine, based on industry, airport, and community changes, whether previously assigned roles remain applicable. This chapter provides the following:

- 2002 airport role assignment process
- FAA roles for Missouri airports
- Factors that could signal a need to change an airport role
- Recommended roles for study airports

5.1 Review of 2002 Role Assignment Process for Missouri Airports

To identify each airport's role in the state airport system, a detailed analysis based on various factors and characteristics was conducted during the 2002 study. By analyzing each system airport, the "relative" contribution that each airport provided to the system was identified. The 2002 study considered the following aviation and non-aviation factors in order to achieve a balance when roles for Missouri airports were identified:

- Economic Support
 - A. Total based aircraft
 - B. Fuel facilities
 - C. Aviation services
 - D. Net taxable sales
- Accessibility
 - A. Population within a 30-minute drive time
 - B. Surface access to airport
 - C. Businesses within a 30-minute drive time
 - D. Registered pilots within a 30-minute drive time
- Physical Facilities/Prior Investment
 - A. Primary runway lengths
 - B. Approach type
 - C. Aircraft storage units



All factors used in the original role assignment process were descriptors that could be quantified with data that was available or that could be secured for all airports. Once this data was obtained, airports were scored and ranked for their relative ability to exhibit or satisfy each of the factors. Considering final scoring and ranking, airports in Missouri were assigned to one of four categories to reflect their role in the state airport system. The four airport role categories established in 2002 and the number of airports in each category are as follows:

Commercial: Commercial airports accommodate the highest level of general aviation activity and serve major population centers in the state. These airports serve a contributing role in enabling the local, regional, and statewide economy to have access to and from the national and global economy. All existing airports with scheduled commercial airline service, general aviation airports designated as FAA reliever airports, and Part 139 airports were included in this classification in the 2002 study. Number of airports: 16 (15 percent of all system airports).

Regional: Regional airports serve primarily general aviation activity, with a focus on serving business activity including small jet and multi-engine aircraft. These airports serve a significant role in supporting local and regional economies and connecting communities to the state and national economies. Regional airports support the system of commercial airports and provide significant air transportation accessibility for the state's residents. Number of airports: 29 (27 percent of all system airports).

Business: Business airports focus on providing aviation access for small business, recreational, and personal flying activities throughout Missouri. The airports provide supplemental support and a contributing role for the local economy. Business airports are located throughout the state to serve business needs and provide connections to the state's and nation's air transportation infrastructure. Number of airports: 32 (30 percent of all system airports).

Community: Community airports are considered to have community importance, primarily serving recreational and personal flying activities. These airports also support the local economy. Number of airports: 30 (28 percent of all system airports).

Missouri system airports and their corresponding role category are listed in **Table 5-3**. Information and analysis in this chapter helps determine if the roles assigned to Missouri airports in 2002 continue to be appropriate. As part of this review, consideration was given to Missouri's seven general aviation airports with Part 139 certificates and FAA Reliever status that were assigned to the Commercial role in 2002. Moving these airports from the Commercial category to a general aviation role would provide more consistency with FAA's role classifications.

5.2 Review of FAA ASSET/NPIAS Roles for Missouri Airports

The NPIAS is a document used by the FAA to direct the funding and the development of the national airport system. The NPIAS includes airports in the United States that are open to the public and that are eligible for federal funding. Many, but not all, of the publicly owned airports in Missouri's state airport system are included in the NPIAS.

At the time of Missouri's 2002 System Plan, the FAA had not established roles for general aviation airports included in the NPIAS. As part of its ASSET study, described below, FAA established roles for general aviation airports. Using various activity criteria and other considerations, FAA assigned roles reflecting the relative importance of each general aviation airport to the national transportation system. FAA roles were one factor considered to determine if there appears to be a need for re-assigning any of Missouri's state airport roles.



There are 3,340 existing or proposed airports in the United States that are included in the NPIAS¹; 382 of these airports have scheduled commercial airline service and eight are proposed airports. Commercial airports are classified as “Primary” airports if they serve more than 10,000 passenger enplanements each year; commercial airports are further defined by the FAA as Large, Medium, Small, and Non-Hub airports. The hub assignments are based on the number of enplanements accommodated at each commercial airport.

The remaining 2,958 landing facilities (which include airports, seaplane bases, and heliports) are referred to as “Nonprimary” airports; the Nonprimary airports are primarily the nation’s general aviation airports. However, within the Nonprimary category, 127 of the airports are “Nonprimary Commercial Service” airports. Nonprimary commercial service airports have less than 10,000 annual passenger enplanements. With fewer than 10,000 annual enplanements, these commercial airports do not qualify for entitlement funding; commercial airports must have at least 10,000 annual enplanements before they are eligible for the minimum entitlement funding distribution of \$1 million. These airports, however, do qualify for \$150,000 in annual nonprimary entitlement funding.

Of the remaining airports in the Nonprimary category, 259 are classified as “reliever” airports. FAA designates reliever airports as high activity general aviation airports that provide general aviation operators with alternatives to congested commercial hubs. FAA classified the remaining Nonprimary airports in the NPIAS as general aviation airports.

Recognizing the unique roles played by the general aviation airports, the FAA conducted a study to further classify the general aviation airports included in the NPIAS. FAA classifications/roles apply to all nonprimary commercial, reliever, and general aviation airports included in the NPIAS. FAA published a report, *General Aviation Airports: A National Asset (ASSET)*, in May 2012. In March 2014, an update to ASSET, *ASSET 2: In-Depth Review of the 497 Unclassified Airports (ASSET II)* was published. The ASSET reports documented the following:

- The importance of the nation’s general aviation airport system
- The need to establish new categories or roles for general aviation airports
- A description of each ASSET role or category
- Lists showing each airport in the NPIAS identified by its FAA ASSET category

ASSET II further considers classifications for general aviation airports, especially those that initially fell in the “Unclassified” category. Airports assigned to the Unclassified category are determined by the FAA to no longer meet the basic criteria for NPIAS inclusion. At this time, the Unclassified airports continue to be included in the NPIAS, but are not eligible for FAA nonprimary entitlement funding. The Unclassified airports can still compete for discretionary funding and state apportionment from the FAA, but at a very low priority and only pursuant to certain criteria.

ASSET considered five key aeronautical functions or types of activity supported by the nation’s general aviation airport system. As part of ASSET, federal airports in the Missouri airport system were examined by the FAA to determine their appropriate role in the national airport system; not all airports included in the state system are part of the federal system as defined in NPIAS.

As part of the ASSET role assignment process, aeronautical functions considered for airports included:

- Emergency preparedness and response,
- Critical community access for remote areas,
- Commercial, industrial, and economic activity functions,

¹ FAA’s [National Plan of Integrated Airport Systems \(2017-2021\)](#)



- Access to tourism and special events, and
- Other aviation specific functions, including corporate flights and flight instruction.

As part of ASSET, FAA identified five categories to further refine and distinguish roles played by general aviation airports included in the NPIAS. New categories/roles for general aviation airports included in the NPIAS were developed to provide federal policymakers with a better understanding of the relative contribution of all airports to the nation’s vast general aviation system. While more detailed than the previous category designations of only reliever and general aviation, the new federal roles established in ASSET are still broad. The five roles for general aviation airports included in the NPIAS (as established in ASSET), and the criteria used to place each airport into a role, are presented in **Table 5-1**.

TABLE 5-1: FAA ASSET/NPIAS NONPRIMARY AIRPORT CATEGORIES AND CRITERIA

Asset Category (# of NPIAS Airports in the United States assigned to the category)	Criteria
<p>National (89 airports nationwide): Supports national airport system by providing communities access to national and international markets throughout the United States. National airports have very high levels of aviation activity with many jets and multiengine propeller aircraft.</p>	<ol style="list-style-type: none"> 1) 5,000+ instrument operations, 11+ based jets, 20+ international flights, or 500+ interstate departures 2) 10,000+ enplanements OR 3) 500+ million lbs. of landed cargo
<p>Regional (530 airports nationwide): Supports regional economies connecting communities to regional and national markets. Generally located in metropolitan areas and serve relatively large populations. Regional airports have high levels of activity with some jets and multiengine propeller aircraft. The metropolitan areas in which regional airports are located can be Metropolitan Statistical Areas with an urban core population of at least 50,000 or a Micropolitan Statistical Area with a core urban population between 10,000 and 50,000.</p>	<ol style="list-style-type: none"> 1) Metropolitan Statistical Area (MSA) and 10+ domestic flights of 500 miles, 1,000 instrument ops, 1+ based jet, or 100+ based AC 2) Nonprimary commercial service airport (requiring scheduled service) located in an MSA. 3) Currently designated by the FAA as a Reliever with 90 or more validated based aircraft
<p>Local (1,262 airports nationwide): Supports local communities by providing access to markets with a state or intermediate region. Local airports are mostly located near larger population centers, but not necessarily in metropolitan or micropolitan areas. Most of the flying at local airports is piston aircraft in support of business and personal needs. These airports typically accommodate flight training, emergency services, and charter passenger activity.</p>	<ol style="list-style-type: none"> 1) Publicly owned with 10+ instrument operations and 15+ validated based aircraft OR 2) 2,500+ annual enplanements
<p>Basic (813 airports nationwide): Provides a means for general aviation flying and links the community with national airport systems. These airports support general aviation activities such as emergency response, air ambulance service, flight training, and personal flying. Most of the flying at basic airports is self-piloted for business and personal reasons using propeller-driven aircraft. They often fulfill their role with a single runway or helipad and minimal infrastructure.</p>	<ol style="list-style-type: none"> 1) Publicly owned 10+ validated based aircraft; OR 2) 4+ validated based helicopters if a heliport; OR 3) Public airport located 30+ miles from nearest NPIAS airport 4) Used by US Forest Service, or US Marshalls, or US Customs and Border Protection, or US Postal Service, or has Essential Air Service; OR 5) New or replacement public airport opened within the last 10 years 6) Unique circumstances related to special aeronautical use
<p>Unclassified (256 airports nationwide): Currently in the NPIAS but with limited activity and may not meet NPIAS eligibility criteria. If the FAA’s next review of unclassified airport activity shows levels that meet the criteria for one of the classifications, the airport will be reclassified in the next publication of the NPIAS.</p>	<p>Airports that do not meet the criteria of the Basic category</p>

Source: [FAA National Plan of Integrated Airport Systems \(2017-2021\)](#), *General Aviation Airports: A National Asset (ASSET)*, and *ASSET 2: In-Depth Review of the 497 Unclassified Airports*

The FAA uses general aviation categories to “provide a baseline from which to measure changes in operations and needs.” ASSET airport categories are incorporated into the NPIAS report to Congress. NPIAS identifies five-



year nationwide development and funding needs for the federal airport system. The FAA re-examines and updates the roles of Nonprimary airports biennially, in conjunction with the NPIAS Report to Congress.

As shown in **Table 5-1**, the criteria used to place airports in various ASSET roles are largely driven by operational activity at each airport (based aircraft and operations). In comparison, state roles for Missouri airports established in the 2002 System Plan (Commercial, Regional, Business, and Community) were originally assigned considering a wide variety of previously identified measurements and factors. It is important to note that there are differences in the factors used to establish FAA ASSET roles for general aviation airports, which primarily consider activity, compared to the more comprehensive list of factors used to assign roles to airports within the Missouri airport system.

There are 256 airports in the NPIAS that do not currently fall into one of the four original ASSET airport categories described in **Table 5-1**, one of which is a Missouri airport. The primary factor used by FAA for assigning airports to the Unclassified category is that the airport has less than 10 based aircraft. It was noted by FAA in the ASSET report that Unclassified airports have seen an erosion of based aircraft and activity due to population decreases, economic shifts, aviation industry changes, or economic recession.

Airports in the Missouri system and their corresponding FAA category are listed in **Table 5-3**. Thirty-two (30 percent) of the 107² airports in the Missouri system are non-federal airports; therefore, they do not have an FAA role assignment and depend exclusively on state/local funding. FAA roles for Missouri airports include two airports in the National category, ten in the Regional category, 23 in the Basic category, 34 in the Local category, and one airport is Unclassified. The remaining Missouri airports are non-NPIAS and do not have a federal role assignment.

One of the first steps in the process to identify airports that could be considered for a change to their current state role was to compare state roles to FAA roles. There is no mandate from the FAA for there to be consistency between state and FAA assigned airport roles. However, a discrepancy in the “value/importance” of the airport to the federal system in comparison to the value/importance (as reflected by the assigned role) in the state system signals that at least a cursory role review may be warranted.

Table 5-3 compares FAA and 2002 state airport roles in terms of their relative level importance/contribution. There are instances where the FAA has a “higher” role for a Missouri airport in the federal system, but there are more instances where the state role reflects a higher level of importance for an airport than is reflected in the FAA role.

TABLE 5-2: MISSOURI STATE AIRPORT ROLES AND FAA NPIAS ASSET ROLES

Missouri State Airport Roles 2002	FAA NPIAS/ASSET Roles
Commercial	Commercial
Regional	National
Business	Regional
Community	Basic
	Local
	Unclassified
	Non-NPIAS

² 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.



TABLE 5-3: COMPARISON OF STATE AND FAA AIRPORT ROLES

City	Airport	FAA ID	FAA Role	MoDOT 2002 Role
Kansas City	Kansas City International	MCI	Commercial Large/Medium Hub	Commercial
St. Louis	St. Louis Lambert International	STL	Commercial Large/Medium Hub	Commercial
Springfield	Springfield-Branson National	SGF	Commercial Small/Nonhub	Commercial
Columbia	Columbia Regional	COU	Commercial Small/Nonhub	Commercial
Kansas City	Charles B. Wheeler-Downtown	MKC	National	Commercial
St. Louis	Spirit of St. Louis	SUS	National	Commercial
Cape Girardeau	Cape Girardeau Regional	CGI	Regional	Commercial
Fort Leonard Wood	Waynesville-St. Robert Regional	TBN	Regional	Commercial
Joplin	Joplin Regional	JLN	Commercial Small/Nonhub	Commercial
Jefferson City	Jefferson City Memorial	JEF	Regional	Commercial
Lee's Summit	Lee's Summit Municipal	LXT	Regional	Commercial
St. Joseph	Rosecrans Memorial	STJ	Regional	Commercial
St. Louis	Creve Coeur	1H0	Regional	Commercial
Mosby	Midwest National Air Center	GPH	Regional	Regional
Kaiser/Lake Ozark	Lee C Fine Memorial	AIZ	Basic	Regional
Branson West	Branson West Municipal - Emerson Field	FWB	Local	Regional
Moberly	Omar N Bradley	MBY	Local	Regional
Sedalia	Sedalia Regional	DMO	Local	Regional
Nevada	Nevada Municipal	NVD	Local	Regional
Perryville	Perryville Regional	K02	Basic	Regional
Bowling Green	Bowling Green Municipal	H19	Basic	Business
Brookfield/ Marceline	North Central Missouri Regional	MO8	Basic	Business
Butler	Butler Memorial	BUM	Local	Business
Cabool	Cabool Memorial	TVB	Basic	Business
Cuba	Cuba Municipal	UBX	Basic	Business
Fredericktown	A. Paul Vance Fredericktown Regional	H88	Local	Business
Higginsville	Higginsville Industrial Municipal	HIG	Basic	Business
Macon	Macon-Fower Memorial	K89	Basic	Business
New Madrid	County Memorial	EIW	Basic	Business
Potosi	Washington County	8WC	Basic	Business
Salem	Salem Memorial	K33	Basic	Business
Trenton	Trenton Municipal	TRX	Basic	Business
Warsaw	Warsaw Municipal	RAW	Basic	Business
Lamar	Lamar Municipal	LLU	Basic	Business



TABLE 5-3: COMPARISON OF STATE AND FAA AIRPORT ROLES

City	Airport	FAA ID	FAA Role	MoDOT 2002 Role
Houston	Houston Memorial	M48	Local	Community
Memphis	Memphis Memorial	03D	Basic	Community
Piedmont	Piedmont Municipal	PYN	Basic	Community
Linn	State Technical College of Missouri	1H3	Basic	Community
Kirksville	Kirksville Regional	IRK	Regional	Commercial
St. Charles	St. Charles County Smartt Field	SET	Regional	Regional
Bolivar	Bolivar Municipal	M17	Local	Regional
Boonville	Jesse Viertel Memorial	VER	Local	Regional
Cameron	Cameron Memorial	EZZ	Local	Regional
Chillicothe	Chillicothe Municipal	CHT	Local	Regional
Clinton	Clinton Regional	GLY	Local	Regional
Dexter	Dexter Municipal	DXE	Local	Regional
Farmington	Farmington Regional	FAM	Local	Regional
Hannibal	Hannibal Regional	HAE	Local	Regional
Harrisonville	Lawrence Smith Memorial	LRY	Local	Regional
Kennett	Kennett Memorial	TKX	Local	Regional
Lebanon	Floyd W. Jones Lebanon	LBO	Local	Regional
Mexico	Mexico Memorial	MYJ	Local	Regional
Monett	Monett Regional	HFJ	Local	Regional
Neosho	Neosho Hugh Robinson	EOS	Local	Regional
Poplar Bluff	Poplar Bluff Municipal	POF	Regional	Regional
Rolla/Vichy	Rolla National	VIH	Local	Regional
Sikeston	Sikeston Memorial Municipal	SIK	Basic	Regional
Sullivan	Sullivan Regional	UUV	Local	Regional
Warrensburg	UCM-Skyhaven	RCM	Local	Regional
Washington	Washington Regional	FYG	Local	Regional
West Plains	West Plains Regional	UNO	Local	Regional
Camdenton	Camdenton Memorial-Lake Regional	OZS	Local	Regional
Aurora	Jerry Sumners Sr Aurora Municipal	2H2	Local	Business
Eldon	Eldon Model Airpark	H79	Local	Business
Fulton	Elton Hensley Memorial	FTT	Local	Business
Malden	Malden Regional	MAW	Local	Business
Marshall	Marshall Memorial Municipal	MHL	Local	Business
Maryville	Northwest Missouri Regional	EVU	Local	Business
Mountain View	Mountain View	MNF	Basic	Business
Osage Beach	Grand Glaize- Osage Beach	K15	Basic	Business
Tarkio	Gould Peterson Municipal	K57	Local	Community
Caruthersville	Caruthersville Memorial	M05	Basic	Business



TABLE 5-3: COMPARISON OF STATE AND FAA AIRPORT ROLES

City	Airport	FAA ID	FAA Role	MoDOT 2002 Role
Cassville	Cassville Municipal	94K	Basic	Business
Monticello	Lewis County Regional	6M6	Unclassified	Business
Mountain Grove	Mountain Grove Memorial	1MO	Basic	Business
Branson	Branson	BBG	Non-NPIAS	Commercial
Branson	M. Graham Clark – Downtown	PLK	Non-NPIAS	Business
Charleston	Mississippi County	CHQ	Non-NPIAS	Business
Excelsior Springs	Excelsior Springs Memorial	3EX	Non-NPIAS	Business
Monroe City	Captain Ben Smith Airfield	K52	Non-NPIAS	Business
Versailles	Roy Otten Memorial Airfield	3VS	Non-NPIAS	Business
Willow Springs	Willow Springs Memorial	1H5	Non-NPIAS	Business
Albany	Albany Municipal	K19	Non-NPIAS	Community
Ava	Ava Bill Martin Memorial	AOV	Non-NPIAS	Community
Bethany	Bethany Memorial	75K	Non-NPIAS	Community
Bismarck	Bismarck Memorial	H57	Non-NPIAS	Community
Buffalo	Buffalo Municipal	H17	Non-NPIAS	Community
Campbell	Campbell Municipal	34M	Non-NPIAS	Community
Carrollton	Carrollton Memorial	K26	Non-NPIAS	Community
Doniphan	Doniphan Municipal	X33	Non-NPIAS	Community
El Dorado Springs	El Dorado Springs Memorial	87K	Non-NPIAS	Community
Gainesville	Gainesville Memorial	H27	Non-NPIAS	Community
Gideon	Gideon Memorial	M85	Non-NPIAS	Community
Hermann	Hermann Municipal	63M	Non-NPIAS	Community
Hornersville	Hornersville Memorial	37M	Non-NPIAS	Community
Kahoka	Kahoka Municipal	0H7	Non-NPIAS	Community
Lincoln	Lincoln Municipal	0R2	Non-NPIAS	Community
Mansfield	Mansfield Municipal	03B	Non-NPIAS	Community
Mount Vernon	Mount Vernon Municipal	2MO	Non-NPIAS	Community
Richland	Richland Municipal	MO1	Non-NPIAS	Community
Shelbyville	Shelby County	6K2	Non-NPIAS	Community
Steele	Steele Municipal	M12	Non-NPIAS	Community
Stockton	Stockton Municipal	MO3	Non-NPIAS	Community
Thayer	Thayer Memorial	42M	Non-NPIAS	Community
Unionville	Unionville Municipal	K43	Non-NPIAS	Community
Van Buren	Bollinger-Crass Memorial	MO5	Non-NPIAS	Community
Bonne Terre	Bonne Terre Municipal	1BT	Non-NPIAS	Community

Source: Jviation

Table 5-4 shows Missouri airports that have state and FAA roles that are notably different. It is possible and even likely that airports play different roles in the state airport system than they do in the federal airport



system. Airports often have a “higher” state role designation based on their relative contribution to state transportation and economic needs and objectives. Role differences shown in **Table 5-4** are one of several factors considered to identify potential state role changes.

TABLE 5-4: NOTABLE STATE AND FAA AIRPORT ROLE DIFFERENCES

City	Airport	FAA ID	FAA Role	MoDOT 2002 Roles
Branson West	Branson West Municipal - Emerson Field	FWB	Local	Regional
Moberly	Omar N Bradley	MBY	Local	Regional
Sedalia	Sedalia Regional	DMO	Local	Regional
Nevada	Nevada Municipal	NVD	Local	Regional
Perryville	Perryville Regional	K02	Basic	Regional
Brookfield/ Marceline	North Central Missouri Regional	MO8	Basic	Business
Bolivar	Bolivar Municipal	M17	Local	Regional
Boonville	Jesse Viertel Memorial	VER	Local	Regional
Cameron	Cameron Memorial	EZZ	Local	Regional
Chillicothe	Chillicothe Municipal	CHT	Local	Regional
Clinton	Clinton Regional	GLY	Local	Regional
Dexter	Dexter Municipal	DXE	Local	Regional
Farmington	Farmington Regional	FAM	Local	Regional
Hannibal	Hannibal Regional	HAE	Local	Regional
Harrisonville	Lawrence Smith Memorial	LRY	Local	Regional
Kennett	Kennett Memorial	TKX	Local	Regional
Lebanon	Floyd W. Jones Lebanon	LBO	Local	Regional
Mexico	Mexico Memorial	MYJ	Local	Regional
Monett	Monett Regional	HFJ	Local	Regional
Neosho	Neosho Hugh Robinson	EOS	Local	Regional
Rolla/Vichy	Rolla National	VIH	Local	Regional
Sullivan	Sullivan Regional	UUV	Local	Regional
Warrensburg	UCM-Skyhaven	RCM	Local	Regional
Washington	Washington Regional	FYG	Local	Regional
West Plains	West Plains Regional	UNO	Local	Regional
Camdenton	Camdenton Memorial-Lake Regional	OZS	Local	Regional
Monticello	Lewis County Regional	6M6	Unclassified	Business
Branson	Branson	BBG	Non-NPIAS	Commercial
Branson	M. Graham Clark – Downtown	PLK	Non-NPIAS	Business
Charleston	Mississippi County	CHQ	Non-NPIAS	Business
Excelsior Springs	Excelsior Springs Memorial	3EX	Non-NPIAS	Business
Monroe City	Captain Ben Smith Airfield	K52	Non-NPIAS	Business
Versailles	Roy Otten Memorial Airfield	3VS	Non-NPIAS	Business
Willow Springs	Willow Springs Memorial	1H5	Non-NPIAS	Business

Source: Jviation



5.3 Missouri Non-NPIAS Airports

As noted, there are a large number of non-NPIAS airports in Missouri’s state airport system. Entry into the NPIAS is based on quantitative and qualitative factors. Quantitative data include the level of scheduled commercial service, number of revenue passenger enplanements, itinerant take-offs/landings (operations that arrive from outside the airport area or depart and leave the area), instrument approaches, and based aircraft. Qualitative factors include type of ownership (public or private), remoteness of the location, distance of travel to a comparable facility, type of traffic supported, and other available means of travel. The requirements for inclusion in the NPIAS are presented in **Table 5-5**.

TABLE 5-5: REQUIREMENTS FOR A FACILITY TO BE ADDED TO THE NPIAS

Requirement	Explanation
<p>An <u>existing</u> airport meeting the definition of a commercial service airport must be included in the NPIAS.</p> <p>An <u>existing</u> public-use general aviation airport or seaplane base must satisfy ALL the criteria to the right at the time of request.</p>	<p>The airport must be publicly owned, publicly accessible, have scheduled air carrier service, and 2,500 or more annual passenger enplanements.</p> <ul style="list-style-type: none"> – Operated by a sponsor eligible to receive federal funds and meet obligations. – Used by 10 or more operational and airworthy aircraft based at the airport. The aircraft tail numbers must be provided and validated against the FAA Aircraft Registry. – Located at least 30 miles driving distance from the nearest NPIAS airport, using the most common travel route. The 30-mile calculation must consider all existing NPIAS airports within a 30-mile radius, even if it is in an adjacent state. – Demonstrates an identifiable role in the national system (such as a basic, local, regional, or national). – Included in a state aviation system plan with a role similar to the federal role, and recommended by the airport’s state aviation authority to be a part of the NPIAS. – A review by the FAA finds no significant airfield design standard deficiencies, compliance violations, or wetland or wildlife issues. <p>An existing publicly owned airport that does not meet all of these criteria may be considered for inclusion using a “special justification” that it fulfills a unique role in the national system as identified under Basic (e.g., an isolated community, Native American). The airport would be considered Unclassified until it can meet the criteria for a role.</p> <p>A public-owned airport that is co-located with a commercial space transportation facility may be considered for inclusion if the airport’s activities not related to space transportation (such as its based aircraft, annual operations, and types of aircraft operations) meet the NPIAS entry criteria. If an airport with commercial space activities is included in the NPIAS, commercial space related development is not eligible for AIP funding.</p>
<p>An <u>existing</u> public-use airport requesting inclusion as a reliever airport must satisfy ALL the criteria to the right at the time of request:</p>	<ul style="list-style-type: none"> – Operated by a sponsor eligible to receive federal funds and obligations. – Used by 100 or more operational and airworthy aircraft based at the airport. The aircraft tail number must be provided and validated by the FAA against the FAA Aircraft Registry. – Relieves a large- or medium-hub airport that is operating at 60% or more of its capacity. – Demonstrates an identifiable role in the national system (such as national or regional) and submits information confirming the candidate airport’s ability to fulfill that role (e.g., feasibility to develop facilities to accommodate jets, compatible land-use, and available resources to maintain and improve the facility). – Included in a state system plan with a role similar to the federal role and recommended by the airport’s state aviation authority to be a part of the NPIAS. – A review by the FAA finds no significant airfield design standard deficiencies, compliance violations, or wetland or wildlife issues. – Privately owned public-use airports are eligible for inclusion in the NPIAS if the FAA determines they meet the reliever criteria identified above.



TABLE 5-5: REQUIREMENTS FOR A FACILITY TO BE ADDED TO THE NPIAS

Requirement	Explanation
A proposed commercial service or general aviation public airport (replacement, supplemental, or additional) must provide evidence it will satisfy the nonprimary airport category criteria and meet these additional requirements.	<ul style="list-style-type: none"> – Demonstrates how the airport will meet the operational activity required (through a forecast validated by the FAA) within the first 5 years of operation. The operational activity at the new airport should not be based on attracting existing demand from other airports, unless there is a demonstrable deficiency in safety or standards at these other airports. – Provides enhanced facilities that will accommodate the current aviation activity and improve functionality as well as provide room for future development based on imminent justified demand. – Shows a Benefit-Cost Analysis rating of 1.0 or more (Information on when and how to conduct a Benefit-Cost Analysis is in FAA Order 5100.38, <i>Airport Improvement Program Handbook</i> and FAA Airport Benefit-Cost Analysis Guidance). – Presents a detailed financial plan for the proposed airport to accomplish its construction and ongoing maintenance. <p>A proposed publicly owned airport that does not meet all of the criteria may be considered for inclusion using a “special justification” if it can demonstrate that it will fulfill a unique role in the national system (e.g., an isolated community, Native American).</p>
An existing publicly owned public-use heliport may be considered for inclusion in the plan if it makes a significant contribution to public transportation. It must satisfy these criteria at the time of request.	<ul style="list-style-type: none"> – Operated by a sponsor eligible to receive federal funds and meet obligations. – Used by 4 or more operational and airworthy rotorcraft based at the heliport for at least 2 years prior to this request and 400 annual IFR Flights. – Be part of the state airport system plan. <p>Private use heliports or special service heliports that primarily provide community services such as police patrol, traffic surveillance, or air ambulance transportation are not included in the NPIAS.</p>

Source: Guidance was provided by FAA Central Region as part of their review of the MoDOT Airport System Plan.

5.3.1 FAA Considerations in Reviewing NPIAS Entry Requests

The FAA, in its oversight of the Airport Improvement Program (AIP), has the authority to identify factors when considering admitting an airport into the NPIAS. These factors are considered to assure airport entry is in accordance with statutory requirements “to provide a safe, efficient, and integrated system of public use airports as per 49 U.S.C. §47103(a).”³ The FAA considers the following factors as they pertain to recommending an airport for NPIAS entry:

- How financially self-reliant is the airport and how much reliance on federal funding does the airport anticipate?
- Would any issues prevent the airport from accepting a grant, meeting grant obligations, or complying with federal obligations?
- Does the airport meet minimum federal design and safety standards for the type of aircraft it accommodates on a regular basis?
- What are the historic trends in activity for the airport and the community (population) that the airport would serve?
- Are the aircraft owners or users a diverse aeronautical group (i.e., are the majority of the based aircraft owned by one user which could lead to a potential compliance issues)?
- How many NPIAS airports are within 30 miles of the airport requesting entry and what are their roles?
- What is the airport’s potential FAA role in the National Airspace System: National, Regional, Local, or Basic airport?

³ FAA



- Are there existing conditions (ownership, lease agreements, non-aeronautical activity on airport owned property, etc.) that would render the airport non-compliant with FAA guidelines?
- Is there a special justification or unique purpose for including the airport in the NPIAS?
- Can the proposed airport sponsor demonstrate that the airport has these characteristics?
 - Safe and efficient operations.
 - Developed and maintained to appropriate standards.
 - Expandable and reasonably affordable to maintain and develop.
 - Able to meet increased demand and accommodate new aircraft types.
 - Longevity, with assurance that it will remain open for aeronautical use over the long term.
 - Compatible with surrounding communities, maintaining a balance between the needs of aviation, the environment, and the requirements of the airport's neighboring residents/communities.

Table 5-6 presents information on the non-NPIAS airports in Missouri's state airport system.



TABLE 5-6: NON-NPIAS AIRPORTS IN MISSOURI

Airport	Facility Data				Activity Data				NPIAS Entry Criteria						Eligible for NPIAS Inclusion if Yes to All				Eligible for NPIAS Inclusion if Yes to Any				
	RW Length (feet)	RW Width (feet)	RW Surface	Approach Type	2017 Based Aircraft	2022 Based Aircraft	2017 Operations	2022 Operations	Closest NPIAS Airport	Distance (miles)	Drive-time (minutes)	Reliever Airport	Receives US Mail	National Defense Role	Part of MO System Plan?	More than 30 minutes from nearest NPIAS Airport?	Forecast more than 10 based aircraft in short term?	Is there a willing sponsor?	Do the airport benefits outweigh costs?	Does Airport Serve Needs of:			
																				Remote / isolated community	Native American community	Recreational area	Protecting natural resources
Albany Municipal	3,300	50	Concrete	Visual	8	8	3,270	3,290	Northwest Missouri Regional	42	50	No	No	No	Yes	Yes	No	Unknown	Unknown	No	No	No	No
Ava Bill Martin Memorial	3,634	50	Asphalt	Non-Precision	6	6	4,320	4,350	Mountain Grove Memorial	39	49	No	No	No	Yes	Yes	No	Unknown	Unknown	No	No	No	No
Bethany Memorial	2,255	48	Asphalt	Visual	6	6	144	150	Trenton Municipal	37	49	No	No	No	Yes	Yes	No	Unknown	Unknown	No	No	No	No
Bismarck Memorial	2,050	50	Asphalt	Visual	8	8	2,450	2,470	Farmington Regional	14	24	No	No	No	Yes	No	No	Unknown	Unknown	No	No	No	No
Bonne Terre Municipal	2,800	49	Asphalt	Visual	3	3	750	760	Washington County	14	23	No	No	No	Yes	No	No	Unknown	Unknown	No	No	No	No
M. Graham Clark - Downtown *	3,738	100	Asphalt	Non-Precision	68	70	10,775	10,930	Branson West Municipal - Emerson Field	24	39	No	No	No	Yes	Yes	Yes	Unknown	Unknown	No	No	No	No
Buffalo Municipal	3,220	50	Asphalt	Visual	11	11	2,918	2,940	Bolivar Municipal	16	22	No	No	No	Yes	No	Yes	Unknown	Unknown	No	No	No	No
Campbell Municipal	3,000	50	Asphalt	Visual	10	10	4,000	4,030	Malden Regional	12	16	No	No	No	Yes	No	Yes	Unknown	Unknown	No	No	No	No
Carrollton Memorial *	2,600	50	Asphalt	Visual	12	12	4,350	4,380	Higginsville Industrial Municipal	26	33	No	No	No	Yes	Yes	Yes	Unknown	Unknown	No	No	No	No
Mississippi County	3,196	60	Asphalt	Non-Precision	0	0	1,200	1,210	Sikeston Memorial Municipal	19	24	No	No	No	Yes	No	No	Unknown	Unknown	No	No	No	No
Doniphan Municipal *	2,560	57	Asphalt	Visual	12	12	2,050	2,060	Poplar Bluff Municipal	38	45	No	No	No	Yes	Yes	Yes	Unknown	Unknown	No	No	No	No
El Dorado Springs Memorial	3,295	50	Asphalt	Visual	15	15	3,500	3,530	Nevada Municipal	18	20	No	No	No	Yes	No	Yes	Unknown	Unknown	No	No	No	No
Excelsior Springs Memorial	2,004	50	Asphalt	Non-Precision	18	18	4,000	4,030	Midwest National Air Center	8	13	No	No	No	Yes	No	Yes	Unknown	Unknown	No	No	No	No
Gainesville Memorial	1,895	100	Turf	Visual	5	5	290	290	Mountain Grove Memorial	45	56	No	No	No	Yes	Yes	No	Unknown	Unknown	No	No	No	No
Gideon Memorial	4,504	58	Asphalt	Non-Precision	4	4	3,000	3,020	Malden Regional	16	22	No	No	No	Yes	No	No	Unknown	Unknown	No	No	No	No
Hermann Municipal	3,198	50	Asphalt	Visual	6	6	1,350	1,360	Washington Regional	36	47	No	No	No	Yes	Yes	No	Unknown	Unknown	No	No	No	No
Hornersville Memorial	2,648	47	Asphalt	Visual	2	2	1,500	1,510	Kennett Memorial	17	23	No	No	No	Yes	No	No	Unknown	Unknown	No	No	No	No
Kahoka Municipal	2,680	115	Turf	Visual	2	2	880	890	Memphis Memorial	29	34	No	No	No	Yes	Yes	No	Unknown	Unknown	No	No	No	No
Lincoln Municipal	2,940	125	Turf	Visual	6	6	1,760	1,770	Warsaw Municipal	5	9	No	No	No	Yes	No	No	Unknown	Unknown	No	No	No	No
Mansfield Municipal	3,000	50	Asphalt	Visual	9	9	1,022	1,030	Mountain Grove Memorial	20	23	No	No	No	Yes	No	No	Unknown	Unknown	No	No	No	No
Captain Ben Smith Airfield	3,515	50	Asphalt	Non-Precision	2	2	1,500	1,510	Hannibal Regional	21	23	No	No	No	Yes	No	No	Unknown	Unknown	No	No	No	No
Mount Vernon Municipal	3,195	60	Asphalt	Visual	8	8	1,121	1,130	Jerry Sumners Sr Aurora Municipal	18	24	No	No	No	Yes	No	No	Unknown	Unknown	No	No	No	No
Richland Municipal	3,000	60	Asphalt	Visual	0	0	320	320	Camdenton Memorial-Lake Regional	24	30	No	No	No	Yes	Yes	No	Unknown	Unknown	No	No	No	No
Shelby County	2,300	46	Turf	Visual	0	0	125	130	Macon-Fower Memorial	31	40	No	No	No	Yes	Yes	No	Unknown	Unknown	No	No	No	No



TABLE 5-6: NON-NPIAS AIRPORTS IN MISSOURI

Airport	Facility Data				Activity Data				NPIAS Entry Criteria						Eligible for NPIAS Inclusion if Yes to All				Eligible for NPIAS Inclusion if Yes to Any				
	RW Length (feet)	RW Width (feet)	RW Surface	Approach Type	2017 Based Aircraft	2022 Based Aircraft	2017 Operations	2022 Operations	Closest NPIAS Airport	Distance (miles)	Drive-time (minutes)	Reliever Airport	Receives US Mail	National Defense Role	Part of MO System Plan?	More than 30 minutes from nearest NPIAS Airport?	Forecast more than 10 based aircraft in short term?	Is there a willing sponsor?	Do the airport benefits outweigh costs?	Does Airport Serve Needs of:			
																				Remote / isolated community	Native American community	Recreational area	Protecting natural resources
Steele Municipal	3,984	60	Asphalt	Non-Precision	10	10	6,700	6,750	Caruthersville Memorial	16	22	No	No	No	Yes	No	Yes	Unknown	Unknown	No	No	No	No
Stockton Municipal	3,060	50	Asphalt	Non-Precision	7	7	1,010	1,020	Bolivar Municipal	32	43	No	No	No	Yes	Yes	No	Unknown	Unknown	No	No	No	No
Thayer Memorial	3,885	49	Asphalt	Visual	5	5	1,850	1,860	West Plains Regional	39	45	No	No	No	Yes	Yes	No	Unknown	Unknown	No	No	No	No
Unionville Municipal	2,805	49	Asphalt	Visual	8	8	1,700	1,710	Memphis Memorial	51	58	No	No	No	Yes	Yes	No	Unknown	Unknown	No	No	No	No
Bollinger-Crass Memorial	2,600	50	Asphalt	Visual	0	0	430	430	Piedmont Municipal	28	36	No	No	No	Yes	Yes	No	Unknown	Unknown	No	No	No	No

Source: MoDOT and JVIATION review/analysis

* The System Plan recommends that FAA consider these three airports for inclusion in the NPIAS.



As **Table 5-6** shows, the following airports currently meet both the distance and the activity criteria for NPIAS inclusion:

- M. Graham Clark - Downtown (PLK)
- Carrollton Memorial (K26)
- Doniphan Municipal (X33)

Additionally, it has been recently reported that the number of based aircraft at the Ava Bill Martin Memorial Airport (AVO) has increased to 10, making this airport potentially eligible for NPIAS consideration.

As a next step, sponsors of these airports, using the information and criteria in **Table 5-5**, would need to prepare justification for FAA to consider related to their NPIAS status. Including additional airports in the NPIAS is at FAA's discretion. Simply meeting the distance and activity criteria does not guarantee NPIAS inclusion, as there are many other factors that FAA considers.

As shown in **Table 5-6**, there are many airports in the Missouri system that are not currently included in the NPIAS. While some of these airports meet the activity criteria (10 or more based aircraft), they are too close in proximity (considering current FAA criteria) for NPIAS inclusion. Other airports do not meet either the distance or the activity criteria; because of the proximity of these airports to other existing NPIAS airports, it is unlikely that these airports will ever meet the criteria for NPIAS inclusion. There are also some airports that meet the distance criteria (they are not in close proximity to an existing NPIAS airport), but do not currently have sufficient activity to be considered for NPIAS inclusion. In discussion with MoDOT and the study's Project Advisory Committee, there are a few airports in this latter category that bear watching to see if demand increases to the level that would make these airports eligible for consideration for NPIAS inclusion. Changing community/airport conditions indicate that at some point between now and the next time the System Plan is updated, the following airports could have increased activity in terms of based aircraft, potentially making them eligible for NPIAS consideration:

- Hermann Municipal (63M)
- Stockton Municipal (MO3)
- Unionville Municipal (K43)

As part of the continuous planning process, MoDOT should monitor based aircraft levels at these airports.

5.4 Other Factors Considered to Identify Changes to State Airport Roles

Community and aviation conditions have changed since state airport roles were originally established for Missouri airports in 2002. In addition to considering differences in FAA roles, other factors considered when reviewing the continued applicability of state assigned airport roles are shown below:

Based Aircraft: **Table 5-7** provides a comparison of based aircraft reported in 2002 versus current based aircraft collected during this study's inventory effort. Changes in based aircraft alone, either increases or decreases, do not necessarily support the need to modify an airport's role; however, when considered in combination with other factors included in this analysis, changes are one indicator for a possible role change. It is worth noting that some decreases in based aircraft reflected in **Table 5-7** could be a result of a new based aircraft counting program implemented by FAA following the 2002 System Plan. The new FAA counting program helped reduce double counting of the same aircraft at multiple airports and removed non-airworthy aircraft from the counts.

Operational Fleet Mix: Another indicator reviewed for possible airport role modification was operational fleet mix, utilizing data from FAA's National Offload Program (NOP). The operational fleet mix data (presented in **Table 5-8**) was reviewed to determine each airport's relative percentage of operations by larger general



aviation business jets and turboprop aircraft. Percentages were reviewed considering each airport’s 2002 role; higher and lower percentages of operations by larger general aviation aircraft, when compared to the assigned airport role, were another factor considered to determine if a role modification could be considered.

Runway Length: Based on each airport’s assigned role in the Missouri state airport system, each airport has a runway length objective, shown in **Table 5-9**. Runway length objectives were established in 2002. Since that time, many airports have not had the need/justification to extend their runway to meet their assigned runway length objective. If airports have not been improved in the past 15 years to meet their runway facility objective, this could indicate that the airport might have been “over-cast” in terms of its initial role assignment. Again, this indicator on its own was not justification for a role modification, but it was one indicator considered in combination with the others noted in this chapter.

Expected Growth in Employment and Population: While aviation needs are based on many factors, indicators such as population and employment help to show, relatively, where aviation demand has the potential to be the highest. **Figure 5-1** and **Figure 5-2** present relative rates of population and employment increase that are anticipated for each Missouri county. Projected rates of employment and/or population increase were another factor considered as it relates to maintaining or modifying airport roles established in 2002.

Project Advisory Committee (PAC) Input: Airport roles are an essential part of the Missouri’s airport system, and any changes to these roles are important because recommended roles form the basis for Missouri’s future airport system. Given the importance of any airport role changes, input from the study’s PAC was integral to any role changes. PAC members were provided with all information discussed in this section (FAA roles, changes in based aircraft, operational fleet mix, runway lengths, and population and employment growth rates). Considering all data, the PAC met twice to discuss potential role changes. Ultimately, recommended airport roles presented in the following section were based on input and direction provided by the PAC. Recommended role changes considered technical data and the PAC’s understanding of each airport and the communities served by each airport.

TABLE 5-7: BASED AIRCRAFT: 2002 VS CURRENT

City	Airport	FAA ID	2002 Based Aircraft	Current Based Aircraft	Change
Commercial Service Airports					
Branson	Branson	BBG	New airport	5	
Cape Girardeau	Cape Girardeau Regional	CGI	49	57	8
Columbia	Columbia Regional	COU	67	45	-22
Fort Leonard Wood	Waynesville-St. Robert Regional	TBN	4	10	6
Joplin	Joplin Regional	JLN	108	126	18
Kansas City	Kansas City International	MCI	Not in 2002 study	2	
Kirksville	Kirksville Regional	IRK	39	24	-15
Springfield	Springfield-Branson National	SGF	115	122	7
St Louis	St. Louis Lambert International	STL	Not in 2002 study	18	
General Aviation Airports					
Albany	Albany Municipal	K19	9	8	-1
Aurora	Jerry Sumners Sr Aurora Municipal	2H2	29	26	-3
Ava	Ava Bill Martin Memorial	AOV	5	6	1
Bethany	Bethany Memorial	75K	7	6	-1



TABLE 5-7: BASED AIRCRAFT: 2002 VS CURRENT

City	Airport	FAA ID	2002 Based Aircraft	Current Based Aircraft	Change
Bismarck	Bismarck Memorial	H57	15	8	-7
Bolivar	Bolivar Municipal	M17	50	60	10
Bonne Terre	Bonne Terre Municipal	1BT	Not in 2002 study	3	
Boonville	Jesse Viertel Memorial	VER	38	54	16
Bowling Green	Bowling Green Municipal	H19	9	11	2
Branson	M. Graham Clark - Downtown	PLK	55	68	13
Branson West	Branson West Municipal - Emerson Field	FWB	New airport	25	
Brookfield/ Marceline	North Central Missouri Regional	MO8	0	9	9
Buffalo	Buffalo Municipal	H17	15	11	-4
Butler	Butler Memorial	BUM	19	20	1
Cabool	Cabool Memorial	TVB	18	10	-8
Camdenton	Camdenton Memorial-Lake Regional	OZS	26	35	9
Cameron	Cameron Memorial	EZZ	33	27	-6
Campbell	Campbell Municipal	34M	9	10	1
Carrollton	Carrollton Memorial	K26	4	12	8
Caruthersville	Caruthersville Memorial	M05	5	10	5
Cassville	Cassville Municipal	94K	12	12	0
Charleston	Mississippi County	CHQ	7	0	-7
Chillicothe	Chillicothe Municipal	CHT	23	21	-2
Clinton	Clinton Regional	GLY	39	28	-11
Cuba	Cuba Municipal	UBX	23	20	-3
Dexter	Dexter Municipal	DXE	26	21	-5
Doniphan	Doniphan Municipal	X33	6	12	6
El Dorado Springs	El Dorado Springs Memorial	87K	11	15	4
Eldon	Eldon Model Airpark	H79	37	18	-19
Excelsior Springs	Excelsior Springs Memorial	3EX	28	18	-10
Farmington	Farmington Regional	FAM	31	32	1
Fredericktown	A. Paul Vance Fredericktown Regional	H88	26	14	-12
Fulton	Elton Hensley Memorial	FTT	51	36	-15
Gainesville	Gainesville Memorial	H27	3	5	2
Gideon	Gideon Memorial	M85	1	4	3
Hannibal	Hannibal Regional	HAE	21	20	-1
Harrisonville	Lawrence Smith Memorial	LRY	54	54	0
Hermann	Hermann Municipal	63M	8	6	-2
Higginsville	Higginsville Industrial Municipal	HIG	23	20	-3
Hornersville	Hornersville Memorial	37M	2	2	0
Houston	Houston Memorial	M48	23	19	-4
Jefferson City	Jefferson City Memorial	JEF	58	57	-1



TABLE 5-7: BASED AIRCRAFT: 2002 VS CURRENT

City	Airport	FAA ID	2002 Based Aircraft	Current Based Aircraft	Change
Kahoka	Kahoka Municipal	0H7	1	2	1
Kaiser/Lake Ozark	Lee C Fine Memorial	AIZ	2	9	7
Kansas City	Charles B. Wheeler-Downtown	MKC	301	184	-117
Kennett	Kennett Memorial	TKX	20	27	7
Lamar	Lamar Municipal	LLU	21	15	-6
Lebanon	Floyd W. Jones Lebanon	LBO	46	30	-16
Lee's Summit	Lee's Summit Municipal	LXT	173	148	-25
Lincoln	Lincoln Municipal	0R2	5	6	1
Linn	State Technical College of Missouri	1H3	5	13	8
Macon	Macon-Fower Memorial	K89	15	12	-3
Malden	Malden Regional	MAW	10	15	5
Mansfield	Mansfield Municipal	03B	6	9	3
Marshall	Marshall Memorial Municipal	MHL	21	22	1
Maryville	Northwest Missouri Regional	EVU	17	17	0
Memphis	Memphis Memorial	03D	9	10	1
Mexico	Mexico Memorial	MYJ	31	33	2
Moberly	Omar N Bradley	MBY	16	30	14
Monett	Monett Regional	HFJ	25	27	2
Monroe City	Captain Ben Smith Airfield	K52	9	2	-7
Monticello	Lewis County Regional	6M6	8	6	-2
Mosby	Midwest National Air Center	GPH	55	56	1
Mount Vernon	Mount Vernon Municipal	2MO	8	8	0
Mountain Grove	Mountain Grove Memorial	1MO	14	9	-5
Mountain View	Mountain View	MNF	14	16	2
Neosho	Neosho Hugh Robinson	EOS	27	27	0
Nevada	Nevada Municipal	NVD	12	21	9
New Madrid	County Memorial	EIW	12	13	1
Osage Beach	Grand Glaize- Osage Beach	K15	25	11	-14
Perryville	Perryville Regional	PCD	23	13	-10
Piedmont	Piedmont Municipal	PYN	7	6	-1
Poplar Bluff	Poplar Bluff Municipal	POF	37	25	-12
Potosi	Washington County	8WC	5	13	8
Richland	Richland Municipal	MO1	3	0	-3
Rolla/Vichy	Rolla National	VIH	52	78	26
Salem	Salem Memorial	K33	13	13	0
Sedalia	Sedalia Regional	DMO	23	30	7
Shelbyville	Shelby County	6K2	0	0	0
Sikeston	Sikeston Memorial Municipal	SIK	33	16	-17



TABLE 5-7: BASED AIRCRAFT: 2002 VS CURRENT

City	Airport	FAA ID	2002 Based Aircraft	Current Based Aircraft	Change
St Joseph	Rosecrans Memorial	STJ	91	62	-29
St. Charles	St. Charles County Smartt Field	SET	92	146	54
St. Louis	Creve Coeur	1H0	331	167	-164
St. Louis	Spirit of St. Louis	SUS	426	372	-54
Steele	Steele Municipal	M12	5	10	5
Stockton	Stockton Municipal	MO3	8	7	-1
Sullivan	Sullivan Regional	UUV	39	29	-10
Tarkio	Gould Peterson Municipal	K57	10	21	11
Thayer	Thayer Memorial	42M	5	5	0
Trenton	Trenton Municipal	TRX	8	11	3
Unionville	Unionville Municipal	K43	6	8	2
Van Buren	Bollinger-Crass Memorial	MO5	0	0	0
Versailles	Roy Otten Memorial Airfield	3VS	26	25	-1
Warrensburg	UCM-Skyhaven	RCM	48	42	-6
Warsaw	Warsaw Municipal	RAW	10	13	3
Washington	Washington Regional	FYG	34	33	-1
West Plains	West Plains Regional	UNO	35	26	-9
Willow Springs	Willow Springs Memorial	1H5	22	22	0

Source: 2002 and 2017 Missouri State Airport System Plan

TABLE 5-8: FAA NOP FLEET MIX

City	Airport	FAA ID	Jet Ops	Jet Ops Percentage of Total	Turboprop Ops	Turboprop Ops Percentage of Total	Sum of Jet + Turboprop Ops	Jet + Turboprop Ops Percentage of Total	Total Ops Per NOP
Commercial Service Airports									
Branson	Branson	BBG	1,928	46%	478	12%	2,406	58%	4,151
Cape Girardeau	Cape Girardeau Regional	CGI	683	10%	916	14%	1,599	24%	6,539
Columbia	Columbia Regional	COU	6,103	53%	1,439	12%	7,542	65%	11,575
Fort Leonard Wood	Waynesville-St. Robert Regional	TBN	59	1%	194	4%	253	5%	5,307
Joplin	Joplin Regional	JLN	2,955	46%	1,125	17%	4,080	63%	6,458
Kansas City	Kansas City International	MCI	106,963	89%	1,134	1%	108,097	90%	120,717
Kirksville	Kirksville Regional	IRK	166	4%	294	8%	460	12%	3,695
Springfield	Springfield-Branson National	SGF	24,853	74%	2,842	8%	27,695	82%	33,810



TABLE 5-8: FAA NOP FLEET MIX

City	Airport	FAA ID	Jet Ops	Jet Ops Percentage of Total	Turboprop Ops	Turboprop Ops Percentage of Total	Sum of Jet + Turboprop Ops	Jet + Turboprop Ops Percentage of Total	Total Ops Per NOP
St Louis	St. Louis Lambert International	STL	149,991	79%	9,231	5%	159,222	84%	189,526
General Aviation Airports									
Albany	Albany Municipal	K19	0	0%	2	3%	2	3%	80
Aurora	Jerry Sumners Sr Aurora Municipal	2H2	1	0%	1	0%	2	1%	311
Ava	Ava Bill Martin Memorial	AOV	1	1%	3	2%	4	3%	145
Bethany	Bethany Memorial	75K	0	0%	1	33%	1	33%	3
Bismarck	Bismarck Memorial	H57	0	0%	0	0%	0	0%	3
Bolivar	Bolivar Municipal	M17	28	4%	100	13%	128	16%	781
Bonne Terre	Bonne Terre Municipal	1BT	0	0%	0	0%	0	0%	9
Boonville	Jesse Viertel Memorial	VER	6	1%	17	4%	23	5%	436
Bowling Green	Bowling Green Municipal	H19	0	0%	3	5%	3	5%	65
Branson	M. Graham Clark - Downtown	PLK	16	1%	173	11%	189	12%	1,530
Branson West	Branson West Municipal - Emerson Field	FWB	360	17%	491	23%	851	40%	2,144
Brookfield/Marceline	North Central Missouri Regional	MO8	42	15%	53	19%	95	35%	275
Buffalo	Buffalo Municipal	H17	0	0%	1	4%	1	4%	26
Butler	Butler Memorial	BUM	1	0%	46	21%	47	22%	215
Cabool	Cabool Memorial	TVB	0	0%	0	0%	0	0%	12
Camdenton	Camdenton Memorial-Lake Regional	OZS	1	0%	54	14%	55	14%	380
Cameron	Cameron Memorial	EZZ	0	0%	20	5%	20	5%	373
Campbell	Campbell Municipal	34M	0	0%	0	0%	0	0%	1
Carrollton	Carrollton Memorial	K26	0	0%	0	0%	0	0%	24
Caruthersville	Caruthersville Memorial	M05	5	2%	22	10%	27	12%	224
Cassville	Cassville Municipal	94K	0	0%	3	1%	3	1%	205
Charleston	Mississippi County	CHQ	0	0%	4	25%	4	25%	16
Chillicothe	Chillicothe Municipal	CHT	4	2%	16	8%	20	10%	192
Clinton	Clinton Regional	GLY	74	10%	205	27%	279	36%	772
Cuba	Cuba Municipal	UBX	0	0%	18	6%	18	6%	304
Dexter	Dexter Municipal	DXE	78	12%	61	9%	139	21%	648
Doniphan	Doniphan Municipal	X33	0	0%	0	0%	0	0%	16
El Dorado Springs	El Dorado Springs Memorial	87K	0	0%	0	0%	0	0%	24
Eldon	Eldon Model Airpark	H79	1	0%	24	6%	25	7%	374



TABLE 5-8: FAA NOP FLEET MIX

City	Airport	FAA ID	Jet Ops	Jet Ops Percentage of Total	Turboprop Ops	Turboprop Ops Percentage of Total	Sum of Jet + Turboprop Ops	Jet + Turboprop Ops Percentage of Total	Total Ops Per NOP
Excelsior Springs	Excelsior Springs Memorial	3EX	0	0%	0	0%	0	0%	11
Farmington	Farmington Regional	FAM	58	5%	122	11%	180	16%	1,155
Fredericktown	A. Paul Vance Fredericktown Regional	H88	4	2%	34	16%	38	18%	207
Fulton	Elton Hensley Memorial	FTT	2	0%	10	2%	12	3%	421
Gainesville	Gainesville Memorial	H27	0	0%	0	0%	0	0%	1
Gideon	Gideon Memorial	M85	0	0%	0	0%	0	0%	9
Hannibal	Hannibal Regional	HAE	25	2%	130	12%	155	14%	1,123
Harrisonville	Lawrence Smith Memorial	LRV	15	10%	10	7%	25	17%	143
Hermann	Hermann Municipal	63M	0	0%	4	6%	4	6%	69
Higginsville	Higginsville Industrial Municipal	HIG	0	0%	12	3%	12	3%	419
Hornersville	Hornersville Memorial	37M	0	0%	0	0%	0	0%	2
Houston	Houston Memorial	M48	0	0%	9	11%	9	11%	80
Jefferson City	Jefferson City Memorial	JEF	1,491	23%	1,545	24%	3,036	48%	6,391
Kahoka	Kahoka Municipal	0H7	0	0%	0	0%	0	0%	1
Kaiser/Lake Ozark	Lee C Fine Memorial	AIZ	734	23%	704	23%	1,438	46%	3,127
Kansas City	Charles B. Wheeler-Downtown	MKC	13,817	41%	4,360	13%	18,177	55%	33,329
Kennett	Kennett Memorial	TKX	23	1%	89	6%	112	7%	1,559
Lamar	Lamar Municipal	LLU	5	4%	8	6%	13	10%	133
Lebanon	Floyd W. Jones Lebanon	LBO	309	29%	178	17%	487	46%	1,052
Lee's Summit	Lee's Summit Municipal	LXT	59	2%	399	12%	458	14%	3,301
Lincoln	Lincoln Municipal	0R2	0	0%	0	0%	0	0%	8
Linn	State Technical College of Missouri	1H3	0	0%	0	0%	0	0%	48
Macon	Macon-Fower Memorial	K89	95	46%	6	3%	101	49%	207
Malden	Malden Regional	MAW	7	1%	69	15%	76	16%	471
Mansfield	Mansfield Municipal	03B	0	0%	0	0%	0	0%	12
Marshall	Marshall Memorial Municipal	MHL	45	7%	55	9%	100	16%	608
Maryville	Northwest Missouri Regional	EVU	10	3%	36	11%	46	14%	335
Memphis	Memphis Memorial	03D	0	0%	14	18%	14	18%	78
Mexico	Mexico Memorial	MYJ	57	9%	42	7%	99	16%	611
Moberly	Omar N Bradley	MBY	110	15%	46	6%	156	22%	724



TABLE 5-8: FAA NOP FLEET MIX

City	Airport	FAA ID	Jet Ops	Jet Ops Percentage of Total	Turboprop Ops	Turboprop Ops Percentage of Total	Sum of Jet + Turboprop Ops	Jet + Turboprop Ops Percentage of Total	Total Ops Per NOP
Monett	Monett Regional	HFJ	205	8%	124	5%	329	13%	2,449
Monroe City	Captain Ben Smith Airfield	K52	0	0%	1	1%	1	1%	78
Monticello	Lewis County Regional	6M6	2	6%	4	13%	6	19%	32
Mosby	Midwest National Air Center	GPH	237	9%	388	15%	625	24%	2,584
Mount Vernon	Mount Vernon Municipal	2MO	0	0%	3	8%	3	8%	38
Mountain Grove	Mountain Grove Memorial	1MO	0	0%	0	0%	0	0%	25
Mountain View	Mountain View	MNF	8	5%	15	9%	23	14%	160
Neosho	Neosho Hugh Robinson	EOS	31	7%	76	17%	107	24%	439
Nevada	Nevada Municipal	NVD	27	10%	38	14%	65	24%	268
New Madrid	County Memorial	EIW	0	0%	38	22%	38	22%	169
Osage Beach	Grand Glaize-Osage Beach	K15	3	0%	102	10%	105	10%	1,067
Perryville	Perryville Regional	PCD	5	12%	6	14%	11	26%	42
Piedmont	Piedmont Municipal	PYN	0	0%	2	4%	2	4%	46
Poplar Bluff	Poplar Bluff Municipal	POF	187	9%	938	43%	1,125	51%	2,198
Potosi	Washington County	8WC	40	14%	23	8%	63	23%	280
Richland	Richland Municipal	MO1	0	0%	1	10%	1	10%	10
Rolla/Vichy	Rolla National	VIH	88	9%	153	16%	241	25%	980
Salem	Salem Memorial	K33	5	1%	26	6%	31	7%	467
Sedalia	Sedalia Regional	DMO	134	14%	251	26%	385	40%	968
Shelbyville	Shelby County	6K2	0	0%	0	0%	0	0%	1
Sikeston	Sikeston Memorial Municipal	SIK	96	5%	471	24%	567	29%	1,933
St Joseph	Rosecrans Memorial	STJ	749	26%	473	17%	1,222	43%	2,861
St. Charles	St. Charles County Smartt Field	SET	2	0%	26	2%	28	3%	1,045
St. Louis	Creve Coeur	1H0	31	1%	85	3%	116	5%	2,482
St. Louis	Spirit of St. Louis	SUS	16,859	46%	6,911	19%	23,770	64%	36,860
Steele	Steele Municipal	M12	0	0%	0	0%	0	0%	112
Stockton	Stockton Municipal	MO3	0	0%	2	3%	2	3%	69
Sullivan	Sullivan Regional	UUV	16	5%	18	5%	34	10%	333
Tarkio	Gould Peterson Municipal	K57	0	0%	27	17%	27	17%	161
Thayer	Thayer Memorial	42M	0	0%	6	22%	6	22%	27
Trenton	Trenton Municipal	TRX	3	3%	9	9%	12	12%	97
Unionville	Unionville Municipal	K43	0	0%	0	0%	0	0%	32



TABLE 5-8: FAA NOP FLEET MIX

City	Airport	FAA ID	Jet Ops	Jet Ops Percentage of Total	Turboprop Ops	Turboprop Ops Percentage of Total	Sum of Jet + Turboprop Ops	Jet + Turboprop Ops Percentage of Total	Total Ops Per NOP
Van Buren	Bollinger-Crass Memorial	MO5	0	0%	2	17%	2	17%	12
Versailles	Roy Otten Memorial Airfield	3VS	0	0%	0	0%	0	0%	173
Warrensburg	UCM-Skyhaven	RCM	10	0%	77	3%	87	3%	2,490
Warsaw	Warsaw Municipal	RAW	3	1%	3	1%	6	2%	289
Washington	Washington Regional	FYG	103	15%	44	6%	147	21%	699
West Plains	West Plains Regional	UNO	34	3%	461	41%	495	44%	1,123
Willow Springs	Willow Springs Memorial	1H5	0	0%	0	0%	0	0%	9

Source: FAA National Offload Program (NOP)
 Note: Not all airport operations are reported in NOP.

TABLE 5-9: RUNWAY LENGTH AND WIDTH OBJECTIVES

City	Airport	FAA ID	Primary Runway Length (feet)	Runway Length Needed to Meet Objective	Current Role
Commercial Service Airports					
Branson	Branson	BBG	7,140	Same	Commercial
Cape Girardeau	Cape Girardeau Regional	CGI	6,500	Same	Commercial
Columbia	Columbia Regional	COU	6,501	Same	Commercial
Fort Leonard Wood	Waynesville-St. Robert Regional	TBN	6,038	Same	Commercial
Joplin	Joplin Regional	JLN	6,501	Same	Commercial
Kansas City	Kansas City International	MCI	10,801	Same	Commercial
Kirksville	Kirksville Regional	IRK	6,005	Same	Commercial
Springfield	Springfield-Branson National	SGF	8,000	Same	Commercial
St Louis	St. Louis Lambert International	STL	11,019	Same	Commercial
General Aviation Airports					
Albany	Albany Municipal	K19	3,300	Same	Community
Aurora	Jerry Sumners Sr Aurora Municipal	2H2	3,001	4,000	Business
Ava	Ava Bill Martin Memorial	AOV	3,634	4,000	Community
Bethany	Bethany Memorial	75K	2,255	Same	Community
Bismarck	Bismarck Memorial	H57	2,050	Same	Community
Bolivar	Bolivar Municipal	M17	4,000	5,000	Regional
Bonne Terre	Bonne Terre Municipal	1BT	2,800	Same	Community
Boonville	Jesse Viertel Memorial	VER	4,000	5,000	Regional
Bowling Green	Bowling Green Municipal	H19	3,203	Same	Business
Branson	M. Graham Clark - Downtown	PLK	3,738	4,000	Business



TABLE 5-9: RUNWAY LENGTH AND WIDTH OBJECTIVES

City	Airport	FAA ID	Primary Runway Length (feet)	Runway Length Needed to Meet Objective	Current Role
Branson West	Branson West Municipal - Emerson Field	FWB	5,002	Same	Regional
Brookfield/ Marceline	North Central Missouri Regional	MO8	5,002	Same	Business
Buffalo	Buffalo Municipal	H17	3,220	Same	Community
Butler	Butler Memorial	BUM	3,999	Same	Business
Cabool	Cabool Memorial	TVB	3,002	Same	Business
Camdenton	Camdenton Memorial-Lake Regional	OZS	4,000	5,000	Regional
Cameron	Cameron Memorial	EZZ	4,000	5,000	Regional
Campbell	Campbell Municipal	34M	3,000	Same	Community
Carrollton	Carrollton Memorial	K26	2,600	Same	Community
Caruthersville	Caruthersville Memorial	M05	4,005	Same	Business
Cassville	Cassville Municipal	94K	3,599	4,000	Business
Charleston	Mississippi County	CHQ	3,196	Same	Business
Chillicothe	Chillicothe Municipal	CHT	3,899	5,000	Regional
Clinton	Clinton Regional	GLY	5,000	Same	Regional
Cuba	Cuba Municipal	UBX	3,420	4,000	Business
Dexter	Dexter Municipal	DXE	5,000	Same	Regional
Doniphan	Doniphan Municipal	X33	2,560	Same	Community
El Dorado Springs	El Dorado Springs Memorial	87K	3,295	Same	Community
Eldon	Eldon Model Airpark	H79	4,000	Same	Business
Excelsior Springs	Excelsior Springs Memorial	3EX	2,004	Same	Business
Farmington	Farmington Regional	FAM	4,222	5,000	Regional
Fredericktown	A. Paul Vance Fredericktown Regional	H88	4,000	Same	Business
Fulton	Elton Hensley Memorial	FTT	4,001	Same	Business
Gainesville	Gainesville Memorial	H27	1,895	Same	Community
Gideon	Gideon Memorial	M85	4,504	Same	Community
Hannibal	Hannibal Regional	HAE	4,400	5,000	Regional
Harrisonville	Lawrence Smith Memorial	LRY	4,000	Same	Regional
Hermann	Hermann Municipal	63M	3,198	Same	Community
Higginsville	Higginsville Industrial Municipal	HIG	4,400	Same	Business
Hornersville	Hornersville Memorial	37M	2,648	Same	Community
Houston	Houston Memorial	M48	3,500	Same	Community
Jefferson City	Jefferson City Memorial	JEF	6,001	Same	Regional
Kahoka	Kahoka Municipal	0H7	2,680	Same	Community
Kaiser/Lake Ozark	Lee C Fine Memorial	AIZ	6,497	Same	Regional
Kansas City	Charles B. Wheeler-Downtown	MKC	6,827	Same	Regional
Kennett	Kennett Memorial	TKX	5,000	Same	Regional
Lamar	Lamar Municipal	LLU	4,000	Same	Business



TABLE 5-9: RUNWAY LENGTH AND WIDTH OBJECTIVES

City	Airport	FAA ID	Primary Runway Length (feet)	Runway Length Needed to Meet Objective	Current Role
Lebanon	Floyd W. Jones Lebanon	LBO	5,000	Same	Regional
Lee's Summit	Lee's Summit Municipal	LXT	5,500	Same	Regional
Lincoln	Lincoln Municipal	0R2	2,940	Same	Community
Linn	State Technical College of Missouri	1H3	3,400	Same	Community
Macon	Macon-Fower Memorial	K89	4,150	Same	Business
Malden	Malden Regional	MAW	5,011	Same	Business
Mansfield	Mansfield Municipal	03B	3,000	Same	Community
Marshall	Marshall Memorial Municipal	MHL	5,006	Same	Business
Maryville	Northwest Missouri Regional	EVU	4,600	Same	Business
Memphis	Memphis Memorial	03D	3,300	Same	Community
Mexico	Mexico Memorial	MYJ	5,501	Same	Regional
Moberly	Omar N Bradley	MBY	5,001	Same	Regional
Monett	Monett Regional	HFJ	5,000	Same	Regional
Monroe City	Captain Ben Smith Airfield	K52	3,515	Same	Business
Monticello	Lewis County Regional	6M6	3,500	Same	Business
Mosby	Midwest National Air Center	GPH	5,504	Same	Regional
Mount Vernon	Mount Vernon Municipal	2MO	3,195	Same	Community
Mountain Grove	Mountain Grove Memorial	1MO	2,922	Same	Business
Mountain View	Mountain View	MNF	5,005	Same	Business
Neosho	Neosho Hugh Robinson	EOS	5,001	Same	Regional
Nevada	Nevada Municipal	NVD	5,000	Same	Regional
New Madrid	County Memorial	EIW	3,200	4,000	Business
Osage Beach	Grand Glaize- Osage Beach	K15	3,205	4,000	Business
Perryville	Perryville Regional	PCD	7,003	Same	Regional
Piedmont	Piedmont Municipal	PYN	3,300	Same	Community
Poplar Bluff	Poplar Bluff Municipal	POF	5,008	Same	Regional
Potosi	Washington County	8WC	4,000	Same	Business
Richland	Richland Municipal	MO1	3,000	Same	Community
Rolla/Vichy	Rolla National	VIH	5,500	Same	Regional
Salem	Salem Memorial	K33	2,998	4,000	Business
Sedalia	Sedalia Regional	DMO	5,500	Same	Regional
Shelbyville	Shelby County	6K2	2,300	Same	Community
Sikeston	Sikeston Memorial Municipal	SIK	5,502	Same	Regional
St Joseph	Rosecrans Memorial	STJ	8,061	Same	Regional
St. Charles	St. Charles County Smartt Field	SET	3,800	5,000	Regional
St. Louis	Creve Coeur	1H0	4,500	5,000	Regional
St. Louis	Spirit of St. Louis	SUS	7,485	Same	Regional
Steele	Steele Municipal	M12	3,984	Same	Community



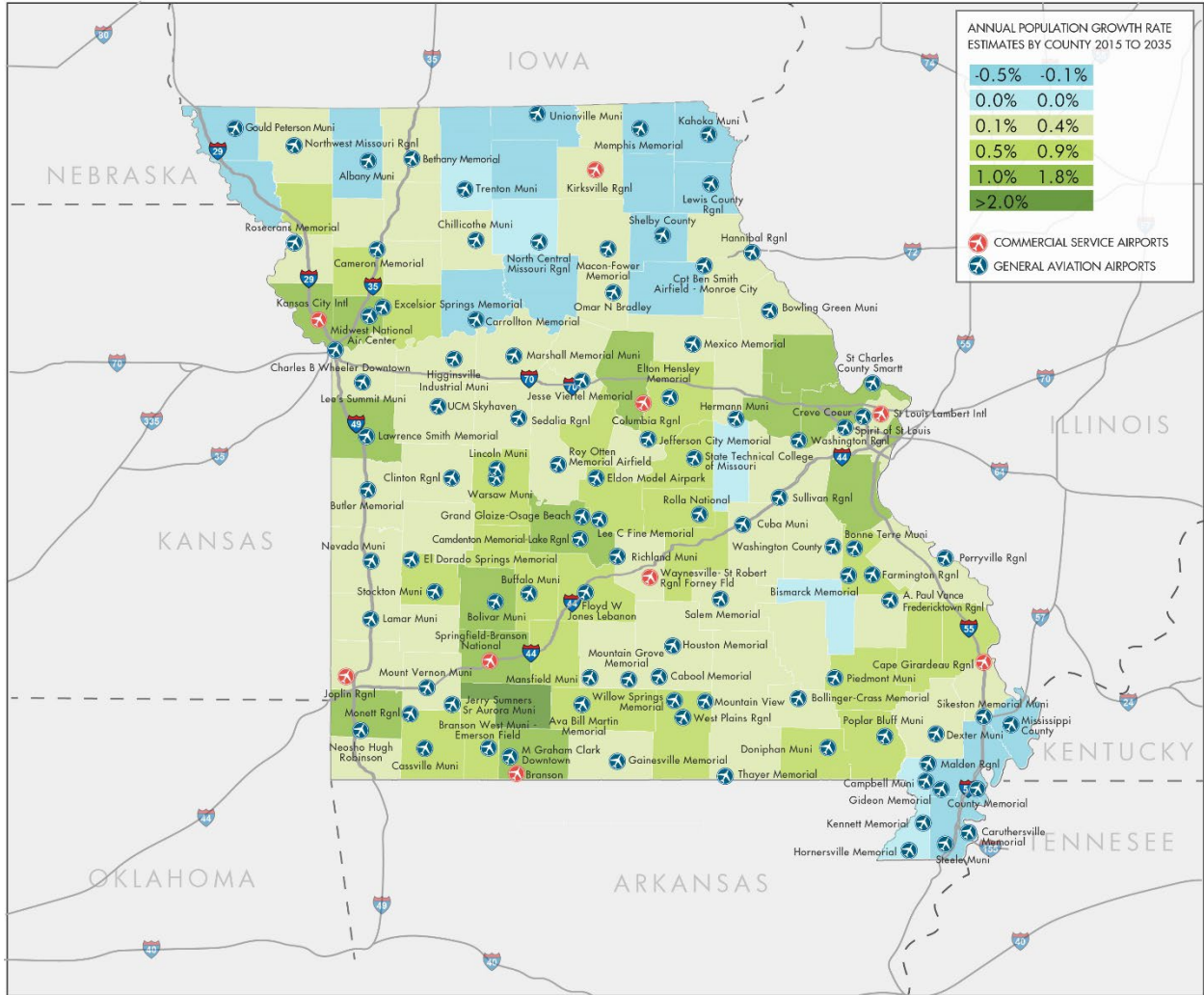
TABLE 5-9: RUNWAY LENGTH AND WIDTH OBJECTIVES

City	Airport	FAA ID	Primary Runway Length (feet)	Runway Length Needed to Meet Objective	Current Role
Stockton	Stockton Municipal	MO3	3,060	Same	Community
Sullivan	Sullivan Regional	UUV	4,500	5,000	Regional
Tarkio	Gould Peterson Municipal	K57	3,564	Same	Community
Thayer	Thayer Memorial	42M	4,200	Same	Community
Trenton	Trenton Municipal	TRX	4,307	Same	Business
Unionville	Unionville Municipal	K43	2,805	Same	Community
Van Buren	Bollinger-Crass Memorial	MO5	2,600	Same	Community
Versailles	Roy Otten Memorial Airfield	3VS	2,805	Same	Business
Warrensburg	UCM-Skyhaven	RCM	4,206	5,000	Regional
Warsaw	Warsaw Municipal	RAW	4,000	Same	Business
Washington	Washington Regional	FYG	5,002	Same	Regional
West Plains	West Plains Regional	UNO	5,101	Same	Regional
Willow Springs	Willow Springs Memorial	1H5	3,502	Same	Business

Source: MoDOT and FAA



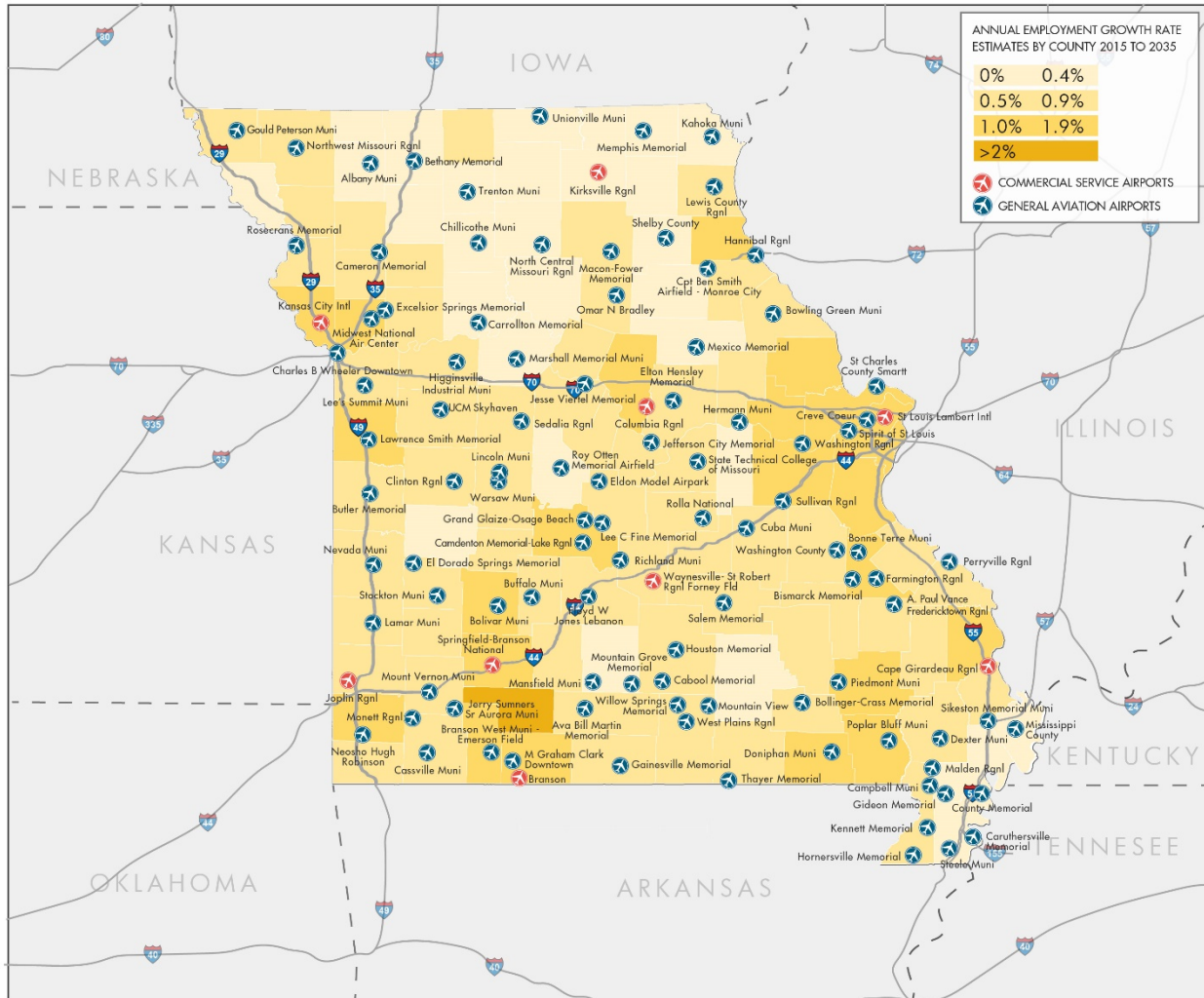
FIGURE 5-1: PROJECTED RATES OF POPULATION GROWTH BY COUNTY



Source: Woods & Poole Economics, Inc.



FIGURE 5-2: PROJECTED RATES OF EMPLOYMENT GROWTH BY COUNTY



Source: Woods & Poole Economics, Inc.

5.5 Recommended Airport Roles

The PAC provided significant direction on formulating a recommended airport system; PAC direction follows:

Creation of an Additional Airport Role: As discussed at the beginning of this chapter, when the 2002 System Plan was published, several general aviation airports were assigned to the Commercial Airport role. At that time, these were general aviation airports that were either designated Reliever airports or the airport had a Part 139 certification. The PAC provided direction that continuing to include general aviation airports in the Commercial role had the potential to cause confusion. Commercial airports are typically defined by those airports that have service provided by a scheduled commercial carrier. Based on the conclusion that general aviation airports should not be included in the Commercial category, the question then became should these airports be included in the Regional Airport role, or should a new role category be created between the existing Commercial and Regional roles? Moving the general aviation airports that were previously in the Commercial role to the Regional role would create a wide divergence in terms of the activity and facility characteristics for



the airports included in the Regional role. This wide divergence was one reason the PAC recommended the creation of an additional/new state airport role.

Industry resources show that the fleet of “large” general aviation aircraft is growing. According to 2016 data published by the General Aviation Manufacturers Association (GAMA), 33.8 percent of all general aviation business aircraft shipped over the past five years have been large aircraft (greater than 50,000 pounds Maximum Takeoff Weight (MTOW)). Bombardier’s 2015 Aviation Forecasts projected an 8.1 percent average annual rate of growth for large general aircraft jets through year 2025. Honeywell’s 2016 Business Aviation Forecast also indicates that large business jet aircraft will be a growing segment of the general aviation fleet. According to the Honeywell forecast, 57 percent of all business aircraft worldwide planned to be purchased through 2026 will be large business jets (a total of 4,900 large aircraft with 65 percent of these aircraft to be delivered to North America (3,185 aircraft)). This information supported the PAC’s direction for creating an additional/new airport role between Commercial and Regional. Based on PAC direction, airports included in this new role should be equipped to serve medium business jets (50,000 pounds MTOW). PAC recommendations for airports to be included in the new role category are included in **Table 5-10**. Based on PAC input, airports in the new role category are classified as National Business Airports.

Modification of “Names” for Missouri Airport Roles: In addition to the new National Business role, the PAC also provided direction for revising the “names” for Missouri’s current airport roles. The PAC-recommended name changes were designed to provide a more current description of the functionality of system airports. PAC-recommended name changes for Missouri’s state airport roles are as follows:

Current Airport Role Name	Recommended Airport Role Name
<ul style="list-style-type: none"> • Commercial • New Role Category • Regional • Business • Community 	<ul style="list-style-type: none"> • Commercial • National Business • Regional Business • Business Community • Community Local

Recommended Airport Roles: PAC direction was provided on recommended changes to current airport roles, along with which airports should be included in the newly established National Business role. To establish recommended roles, the PAC considered FAA airport roles, changes in based aircraft, operational fleet mix, geographic relationship of airports in each role category, runway lengths, expected rates of population/employment increase, and current airport/community characteristics and operating environments. **Table 5-10** presents the recommended state roles for the Missouri airports

TABLE 5-10: RECOMMENDED STATE AIRPORT ROLES

City	Airport	FAA ID	Recommended Role
Commercial Service Airports			
Branson	Branson	BBG	Commercial
Cape Girardeau	Cape Girardeau Regional	CGI	Commercial
Columbia	Columbia Regional	COU	Commercial
Fort Leonard Wood	Waynesville-St. Robert Regional	TBN	Commercial
Joplin	Joplin Regional	JLN	Commercial
Kansas City	Kansas City International	MCI	Commercial



TABLE 5-10: RECOMMENDED STATE AIRPORT ROLES

City	Airport	FAA ID	Recommended Role
Kirksville	Kirksville Regional	IRK	Commercial
Springfield	Springfield-Branson National	SGF	Commercial
St Louis	St. Louis Lambert International	STL	Commercial
General Aviation Airports			
Albany	Albany Municipal	K19	Community Local
Aurora	Jerry Sumners Sr Aurora Municipal	2H2	Business Community
Ava	Ava Bill Martin Memorial	AOV	Business Community
Bethany	Bethany Memorial	75K	Community Local
Bismarck	Bismarck Memorial	H57	Community Local
Bolivar	Bolivar Municipal	M17	Regional Business
Bonne Terre	Bonne Terre Municipal	1BT	Community Local
Boonville	Jesse Viertel Memorial	VER	Regional Business
Bowling Green	Bowling Green Municipal	H19	Community Local
Branson	M. Graham Clark - Downtown	PLK	Business Community
Branson West	Branson West Municipal - Emerson Field	FWB	Regional Business
Brookfield/ Marceline	North Central Missouri Regional	MO8	Regional Business
Buffalo	Buffalo Municipal	H17	Community Local
Butler	Butler Memorial	BUM	Business Community
Cabool	Cabool Memorial	TVB	Community Local
Camdenton	Camdenton Memorial-Lake Regional	OZS	Regional Business
Cameron	Cameron Memorial	EZZ	Regional Business
Campbell	Campbell Municipal	34M	Community Local
Carrollton	Carrollton Memorial	K26	Community Local
Caruthersville	Caruthersville Memorial	M05	Business Community
Cassville	Cassville Municipal	94K	Business Community
Charleston	Mississippi County	CHQ	Community Local
Chillicothe	Chillicothe Municipal	CHT	Regional Business
Clinton	Clinton Regional	GLY	Regional Business
Cuba	Cuba Municipal	UBX	Business Community
Dexter	Dexter Municipal	DXE	Regional Business
Doniphan	Doniphan Municipal	X33	Community Local
El Dorado Springs	El Dorado Springs Memorial	87K	Community Local
Eldon	Eldon Model Airpark	H79	Business Community
Excelsior Springs	Excelsior Springs Memorial	3EX	Community Local
Farmington	Farmington Regional	FAM	Regional Business
Fredericktown	A. Paul Vance Fredericktown Regional	H88	Business Community
Fulton	Elton Hensley Memorial	FTT	Business Community



TABLE 5-10: RECOMMENDED STATE AIRPORT ROLES

City	Airport	FAA ID	Recommended Role
Gainesville	Gainesville Memorial	H27	Community Local
Gideon	Gideon Memorial	M85	Community Local
Hannibal	Hannibal Regional	HAE	Regional Business
Harrisonville	Lawrence Smith Memorial	LRY	Business Community
Hermann	Hermann Municipal	63M	Community Local
Higginsville	Higginsville Industrial Municipal	HIG	Business Community
Hornersville	Hornersville Memorial	37M	Community Local
Houston	Houston Memorial	M48	Community Local
Jefferson City	Jefferson City Memorial	JEF	National Business
Kahoka	Kahoka Municipal	0H7	Community Local
Kaiser/Lake Ozark	Lee C Fine Memorial	AIZ	Regional Business
Kansas City	Charles B. Wheeler-Downtown	MKC	National Business
Kennett	Kennett Memorial	TKX	Regional Business
Lamar	Lamar Municipal	LLU	Business Community
Lebanon	Floyd W. Jones Lebanon	LBO	Regional Business
Lee's Summit	Lee's Summit Municipal	LXT	National Business
Lincoln	Lincoln Municipal	0R2	Community Local
Linn	State Technical College of Missouri	1H3	Community Local
Macon	Macon-Fower Memorial	K89	Business Community
Malden	Malden Regional	MAW	Business Community
Mansfield	Mansfield Municipal	03B	Community Local
Marshall	Marshall Memorial Municipal	MHL	Business Community
Maryville	Northwest Missouri Regional	EVU	Business Community
Memphis	Memphis Memorial	03D	Community Local
Mexico	Mexico Memorial	MYJ	National Business
Moberly	Omar N Bradley	MBY	Regional Business
Monett	Monett Regional	HFJ	National Business
Monroe City	Captain Ben Smith Airfield	K52	Community Local
Monticello	Lewis County Regional	6M6	Community Local
Mosby	Midwest National Air Center	GPH	National Business
Mount Vernon	Mount Vernon Municipal	2MO	Community Local
Mountain Grove	Mountain Grove Memorial	1MO	Community Local
Mountain View	Mountain View	MNF	Business Community
Neosho	Neosho Hugh Robinson	EOS	Regional Business
Nevada	Nevada Municipal	NVD	Regional Business
New Madrid	County Memorial	EIW	Business Community
Osage Beach	Grand Glaize- Osage Beach	K15	Business Community



TABLE 5-10: RECOMMENDED STATE AIRPORT ROLES

City	Airport	FAA ID	Recommended Role
Perryville	Perryville Regional	PCD	Regional Business
Piedmont	Piedmont Municipal	PYN	Community Local
Poplar Bluff	Poplar Bluff Municipal	POF	Regional Business
Potosi	Washington County	8WC	Business Community
Richland	Richland Municipal	MO1	Community Local
Rolla/Vichy	Rolla National	VIH	National Business
Salem	Salem Memorial	K33	Business Community
Sedalia	Sedalia Regional	DMO	National Business
Shelbyville	Shelby County	6K2	Community Local
Sikeston	Sikeston Memorial Municipal	SIK	National Business
St Joseph	Rosecrans Memorial	STJ	National Business
St. Charles	St. Charles County Smartt Field	SET	Regional Business
St. Louis	Spirit of St. Louis	SUS	National Business
St. Louis	Creve Coeur	1H0	Regional Business
Steele	Steele Municipal	M12	Community Local
Stockton	Stockton Municipal	MO3	Community Local
Sullivan	Sullivan Regional	UUV	Regional Business
Tarkio	Gould Peterson Municipal	K57	Community Local
Thayer	Thayer Memorial	42M	Community Local
Trenton	Trenton Municipal	TRX	Business Community
Unionville	Unionville Municipal	K43	Community Local
Van Buren	Bollinger-Crass Memorial	MO5	Community Local
Versailles	Roy Otten Memorial Airfield	3VS	Community Local
Warrensburg	UCM-Skyhaven	RCM	Regional Business
Warsaw	Warsaw Municipal	RAW	Business Community
Washington	Washington Regional	FYG	Regional Business
West Plains	West Plains Regional	UNO	Regional Business
Willow Springs	Willow Springs Memorial	1H5	Community Local

Source: System Plan Project Advisory Committee (PAC) and System Plan Analysis

Recommended airport roles presented in **Table 5-10** are a significant component of the recommended plan for the Missouri airport system. The Airport Facility and Service Objective Analysis chapter of the System Plan discusses the ability of airports to provide facilities and services that meet the objectives for each airport’s recommended airport roles. Costs to upgrade each airport to meet their respective facility and service objectives will ultimately be estimated for all projects identified in the facilities and services objectives analysis.