



MISSOURI AIRPORT SYSTEM PLAN

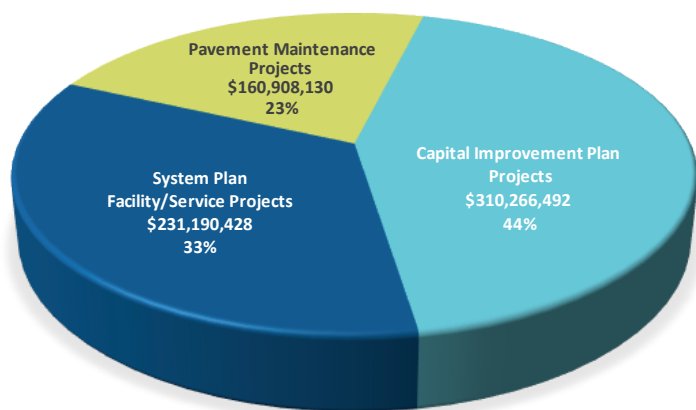
FACT SHEET

The Missouri Department of Transportation (MoDOT) completed an update to its State Airport System Plan in February 2019. Information presented here provides a high-level summary of that plan. The plan's analysis shows how the airport system has changed, relative to various facility benchmarks, since it was last evaluated in 2002. Notable improvements have been identified as shown here, but there is still work to be done as airports in Missouri have maintenance and improvement needs.

The System Plan concluded that over the next five years an estimated **\$702 million** may be needed to improve and maintain Missouri's airport system. This estimated cost is related to: projects that are needed to enable all airports to meet their respective facility and service objectives as identified in the System Plan; projects that are included in each airport's most current capital improvement plan (CIP) as submitted to MoDOT; and projects from Missouri's most current statewide pavement management plan. This five-year need translates into an estimated **\$140 million** in annual investment.

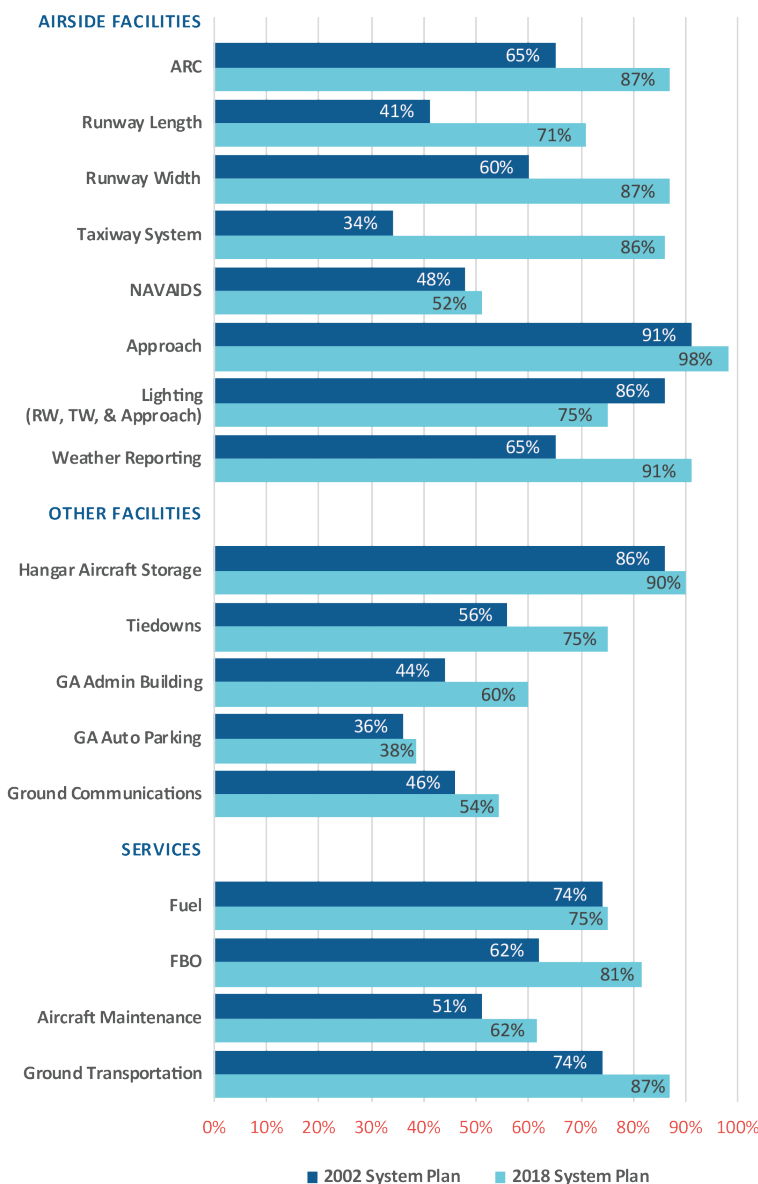
In 2012, MoDOT conducted a statewide Economic Impact Study for the same airports that are included in the State Airport System Plan. This study indicated commercial and general aviation airports are responsible for supporting an estimated **\$1.5 billion** in annual economic impact. When this \$1.5 billion in benefit from the Missouri airports is compared to the estimated \$140 million in annual need, it is clear that the benefit far exceeds the need.

COMBINED DEVELOPMENT COSTS (BY PLAN)



Note: Current airport CIPs have not been vetted or approved by MoDOT or FAA; inclusion of this information in the System Plan does not signify approval or funding of any listed project. Commercial and a few general aviation airports do not participate in the state's Pavement Management Plan, and CIP costs included in the analysis consider only projects that could be funded through the state's Aviation Trust Fund.

STATEWIDE PERFORMANCE COMPARISON

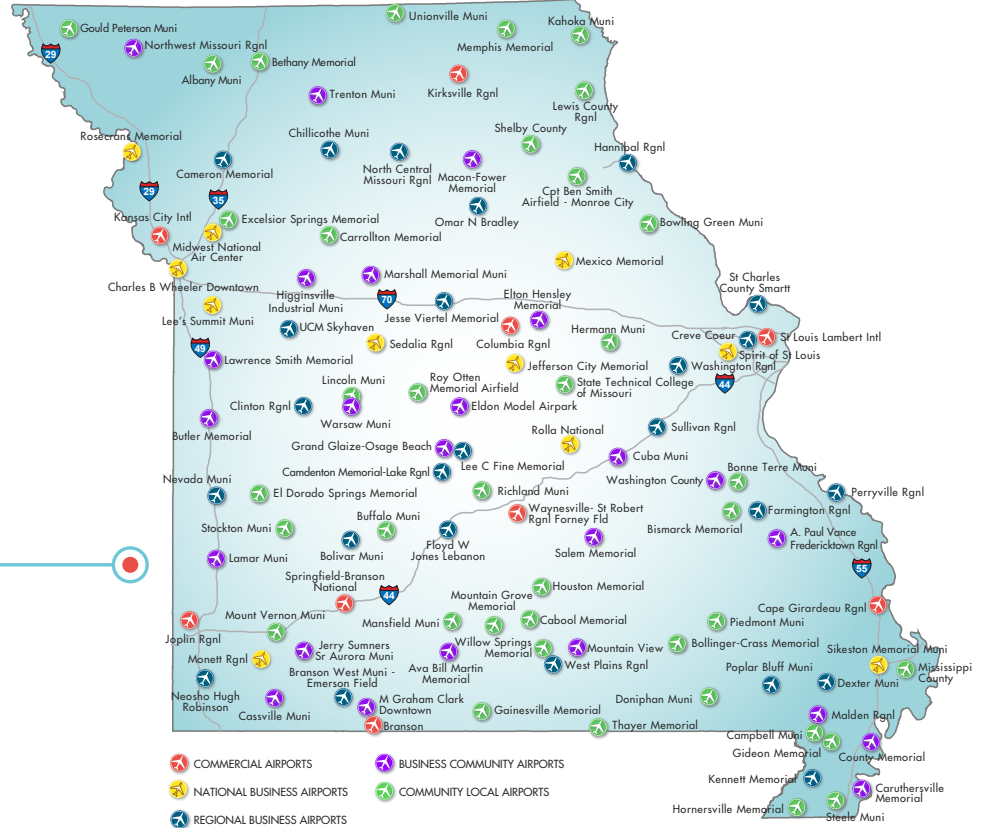


Note: Costs and economic impacts reflected in this summary do not reflect those associated with St. Louis Lambert International and Kansas City International airports. When these two major airports are considered, the estimated annual economic impact of airports in Missouri is \$11.1 billion.



To facilitate planning for the 107 public-use airports in the Missouri airport system, each airport is assigned to a role that reflects the airport's facilities, users, and community characteristics. The accompanying map shows recommended roles for all system airports, and the associated chart provides a brief description of each airport role. Depending on its assigned role in the state airport system, there are specific facilities and services that each airport should ideally provide. Projects and costs to meet System Plan-related facility and service objectives form the backbone of the System Plan's recommendations.

MISSOURI RECOMMENDED AIRPORT SYSTEM



COMMERCIAL

Commercial airports accommodate scheduled commercial airline flights and a high level of general aviation activity. Airports in this role provide access to the national and global economies. Commercial airports should have a minimum runway length of 6,000 feet.



NATIONAL BUSINESS

The National Business role is a new category for Missouri airports. National Business airports serve almost all business jets and connect Missouri with all domestic and some international markets. National Business airports should have a minimum runway length of 5,500 feet.



REGIONAL BUSINESS

Regional Business airports focus on serving business activity, including many small jet and multi-engine general aviation aircraft. Regional Business airports should have a minimum runway length of 5,000 feet.



BUSINESS COMMUNITY

Business Community airports focus on providing aviation access for small business, recreational, and personal flying activities throughout Missouri and contribute to supporting community economies. Business Community airports should have a minimum runway length of 4,000 feet.



COMMUNITY LOCAL

Community Local airports are important to the communities they serve. These airports primarily serve recreational and personal flying activities and support the local economy. The objective for airports in this role is to maintain the airport's existing runway length.