

MISSOURI STATE AIRPORT SYSTEM PLAN UPDATE



MODOT STATE AIRPORT SYSTEM PLAN

Project Advisory Committee Meeting
December 12, 2018

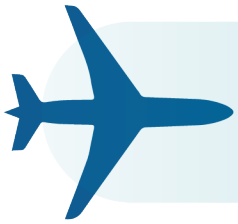
DRAFT





Review of Project Status

- Completed Tasks
 - ✓ Inventory
 - ✓ Forecasts
 - ✓ System Evaluation/Performance
 - ✓ Recommended Airport Roles
- Today's Meeting
 - Facility/Service Objectives Analysis
 - Recommended Plan
 - Final Reports



Facility/Objectives for Missouri Airports

- Originally established in 2002 System Plan
- Updated in this plan to reflect industry/technology changes
- Specific to airports in each of the five role categories
- Objectives are “graduated” to reflect different users served by airports



Study Analysis to Identify Future Airport Needs

- Establish existing conditions at all study airports (Inventory)
- Compare airport specific objectives to current conditions
- Identify deficiencies
- Establish quantities/actions needed to address deficiencies



**DATA
ANALYSIS**





Facility/Service Objectives Commercial Airports

Airside Facilities	
ARC	C-II
Runway Length	6,000'
Runway Width	100'
Taxiway System	Full Parallel
NAVAIDS	Rotating Beacon, Lighted Wind Cone, Segmented Circle, REILS, VGSI (PAPI/VASI)
Approach	Precision
Lighting	HIRL, MITL, ALS
Weather	AWOS/ASOS

Other Facilities	
Hangar Storage	70% of based aircraft
Tie Downs	30% of based & 75% of daily transient
GA Admin Building	2,500 SF, Public Restroom, Conference Room, Pilot Lounge
GA Auto Parking	1 space for each based & 50% for employees
Ground Communications	Public phone

Services	
Fuel	Jet/AvGas
FBO	Yes
Maintenance	On-site
Rental Cars	On-site
Ground Transportation	Courtesy Car/Shuttle



Facility/Service Objectives National Business Airports

Airside Facilities	
ARC	B-II
Runway Length	5,500'
Runway Width	100'
Taxiway System	Full Parallel
NAVAIDS	Rotating Beacon, Lighted Wind Cone, Segmented Circle, REILS, VGSI (PAPI/VASI)
Approach	Precision-Like Approach (ILS or LPV)
Lighting	HIRL MITL
Weather	AWOS/ASOS

Other Facilities	
Hangar Storage	70% of based aircraft
Tie Downs	30% of based & 75% of daily transient
GA Admin Building	2,500 SF, Public Restroom, Conference Room, Pilot Lounge
GA Auto Parking	1 space for each based & 50% for employees
Ground Communications	Public phone

Services	
Fuel	Jet/AvGas
FBO	Yes
Maintenance	On-site
Rental Cars	Available
Ground Transportation	Courtesy Car/Shuttle



Facility/Service Objectives Regional Business Airports

Airside Facilities	
ARC	B-II
Runway Length	5,000'
Runway Width	75'
Taxiway System	Full Parallel
NAVAIDS	Rotating Beacon, Lighted Wind Cone, Segmented Circle, REILS, VGSI (PAPI/VASI)
Approach	Precision-Like Approach (ILS or LPV)
Lighting	MIRL MITL
Weather	AWOS/ASOS

Other Facilities	
Hangar Storage	70% of based aircraft
Tie Downs	30% of based & 75% of daily transient
GA Admin Building	2,500 SF, Public Restroom, Conference Room, Pilot Lounge
GA Auto Parking	1 space for each based & 50% for employees
Ground Communications	Public phone

Services	
Fuel	Jet/AvGas
FBO	Yes
Maintenance	On-site
Rental Cars	Available
Ground Transportation	Courtesy Car/Shuttle



Facility/Service Objectives Business Community Airports

Airside Facilities	
ARC	B-II
Runway Length	4,000'
Runway Width	75'
Taxiway System	Turnaround both ends
NAVAIDS	Rotating Beacon, Lighted Wind Cone, Segmented Circle, REILS, VGSI (PAPI/VASI)
Approach	Non-Precision
Lighting	MIRL
Weather	Not an objective

Other Facilities	
Hangar Storage	70% of based aircraft
Tie Downs	40% of based & 25% of daily transient
GA Admin Building	1,500 SF, Public Restroom, Conference Room, Pilot Lounge
GA Auto Parking	1 space for each based aircraft & 25% for employees
Ground Communications	Public phone

Services	
Fuel	Jet/AvGas
FBO	FBO or Maintenance
Maintenance	FBO or Maintenance
Rental Cars	Not an objective
Ground Transportation	Courtesy Car/Shuttle

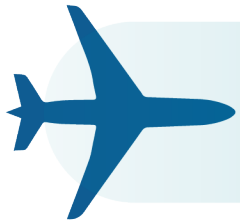


Facility/Service Objectives Community Local Airports

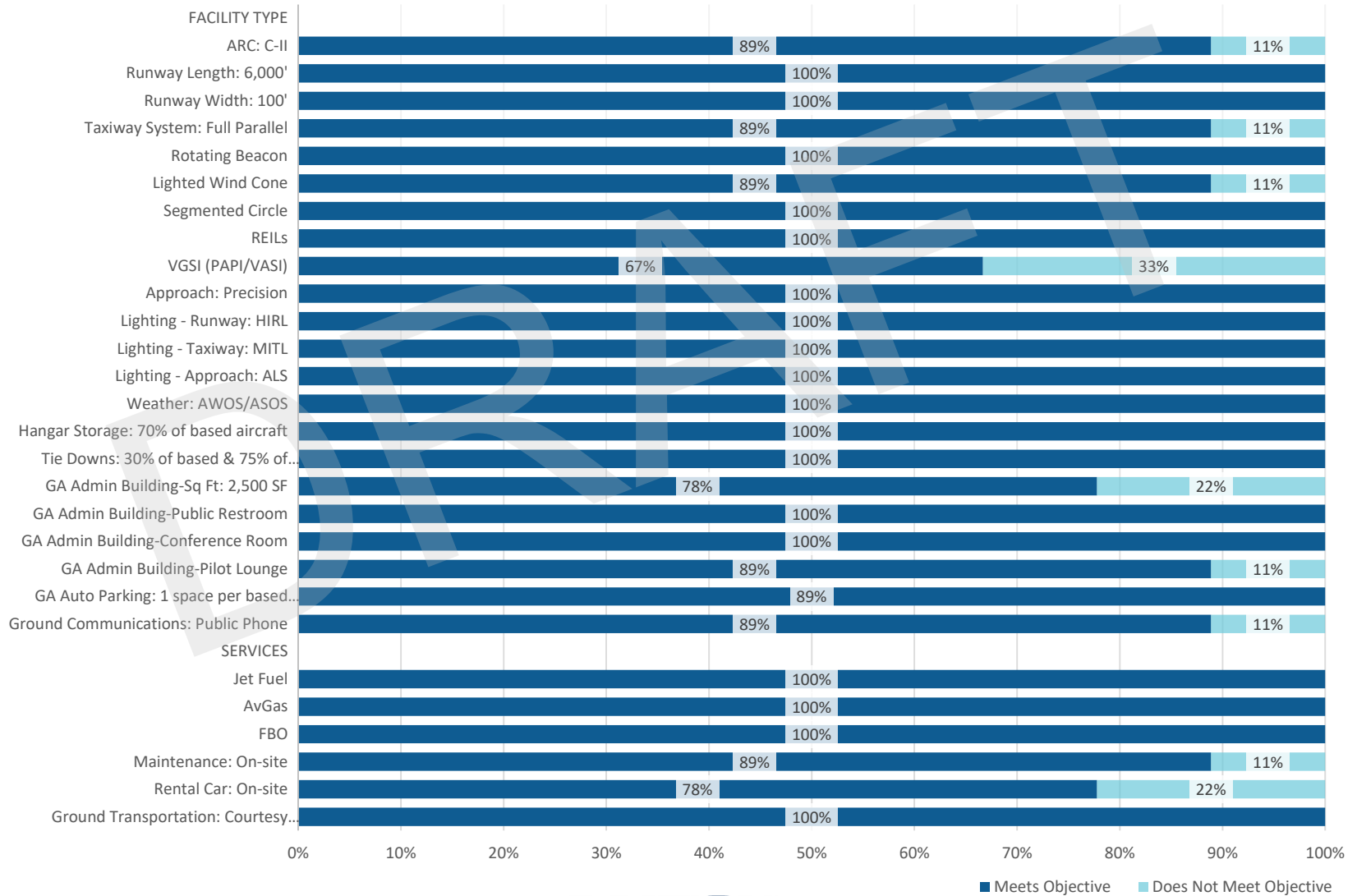
Airside Facilities	
ARC	A-I
Runway Length	Maintain existing
Runway Width	60' for NPIAS; maintain existing for Non-NPIAS
Taxiway System	Turnaround both ends
NAVAIDS	Rotating Beacon Lighted Wind Cone Segmented Circle
Approach	Visual
Lighting	LIRL (MIRL for new projects)
Weather	Not an objective

Other Facilities	
Hangar Storage	Maintain existing
Tie Downs	Maintain existing
GA Admin Building	Maintain existing
GA Auto Parking	Maintain existing
Ground Communications	Public Phone

Services	
Fuel	AvGas
FBO	Not an objective
Maintenance	Not an objective
Rental Cars	Not an objective
Ground Transportation	Not an objective

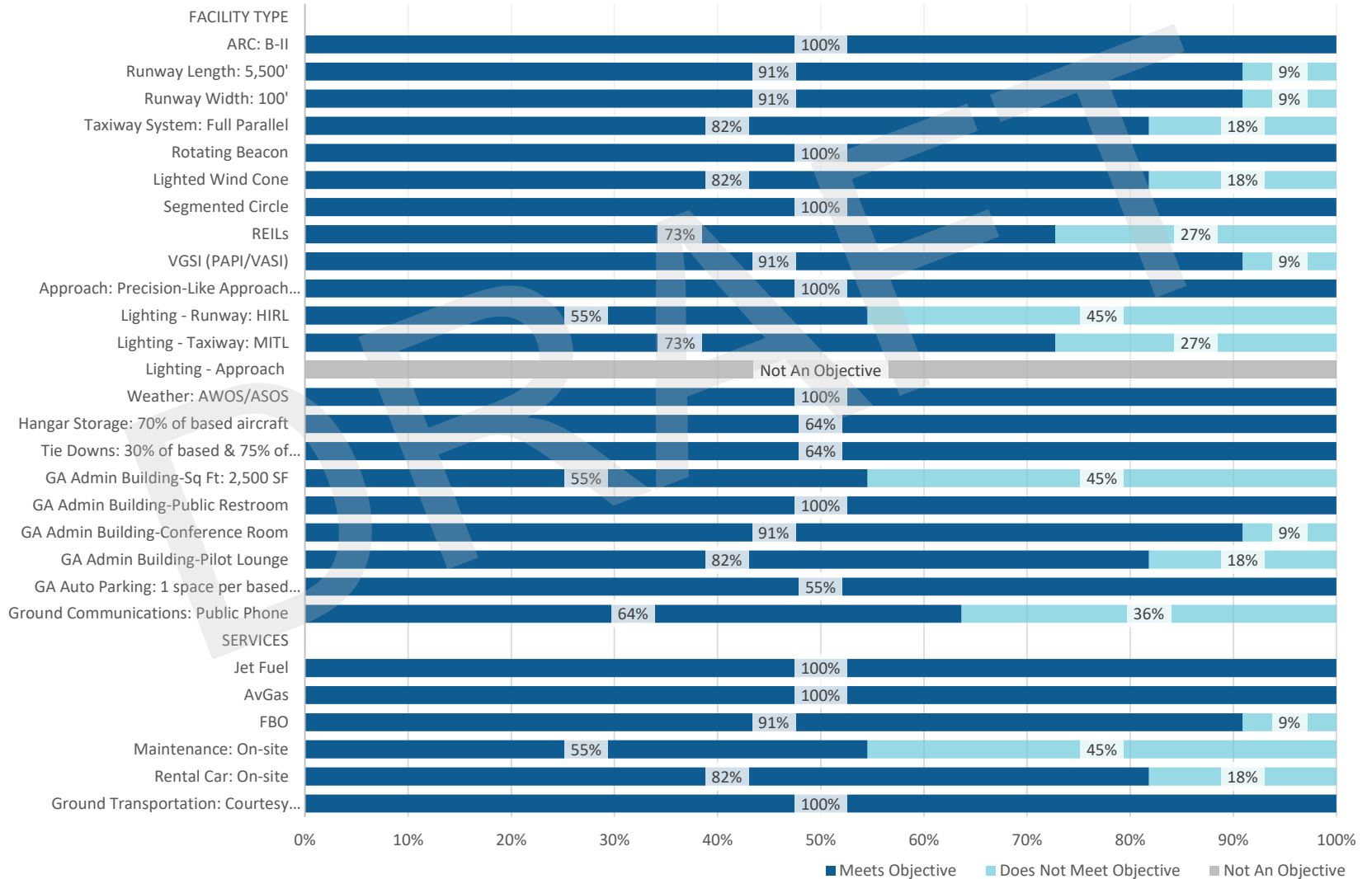


Current Performance Commercial Airports



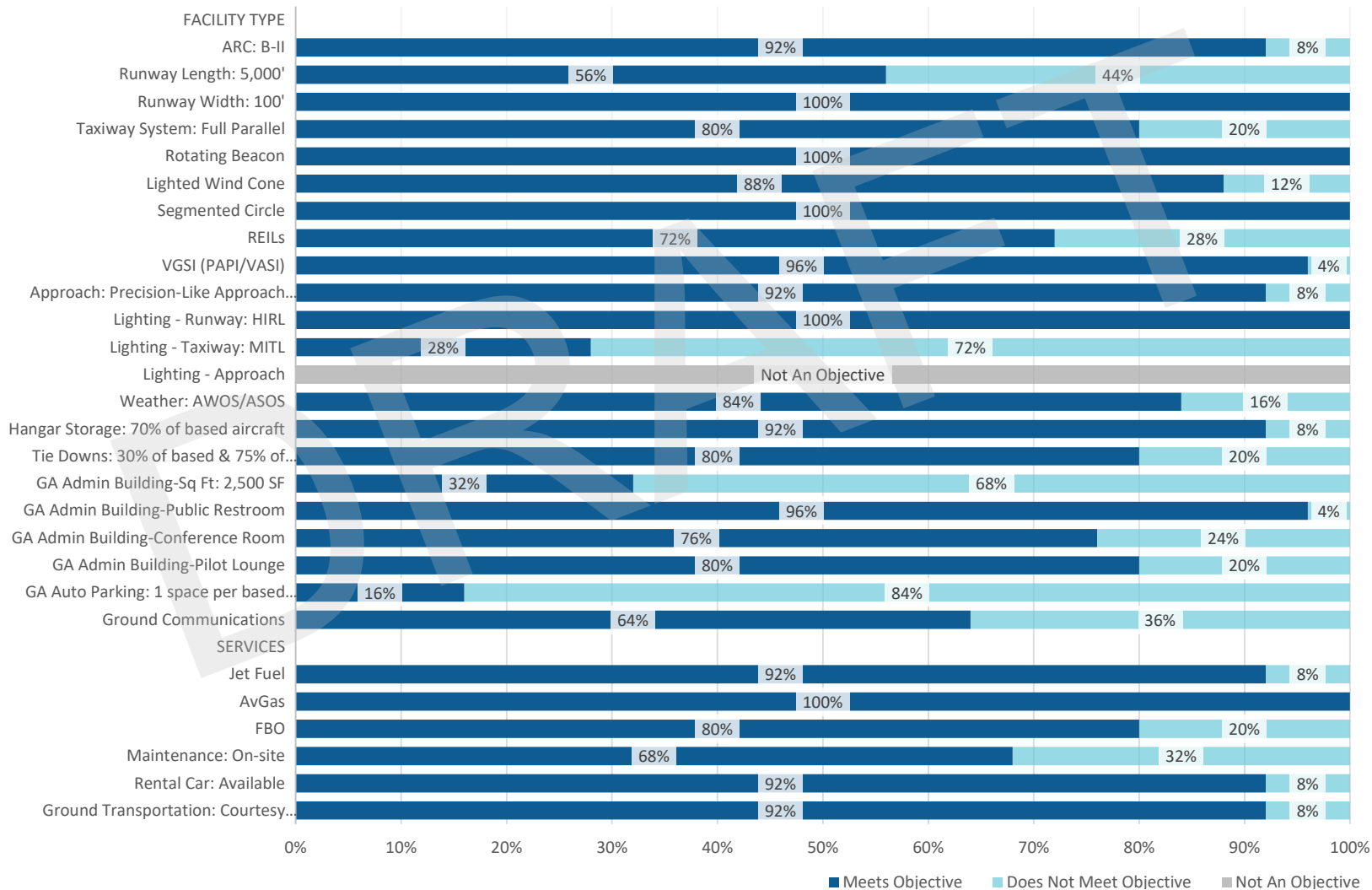


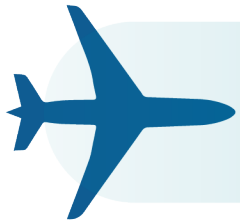
Current Performance National Business Airports



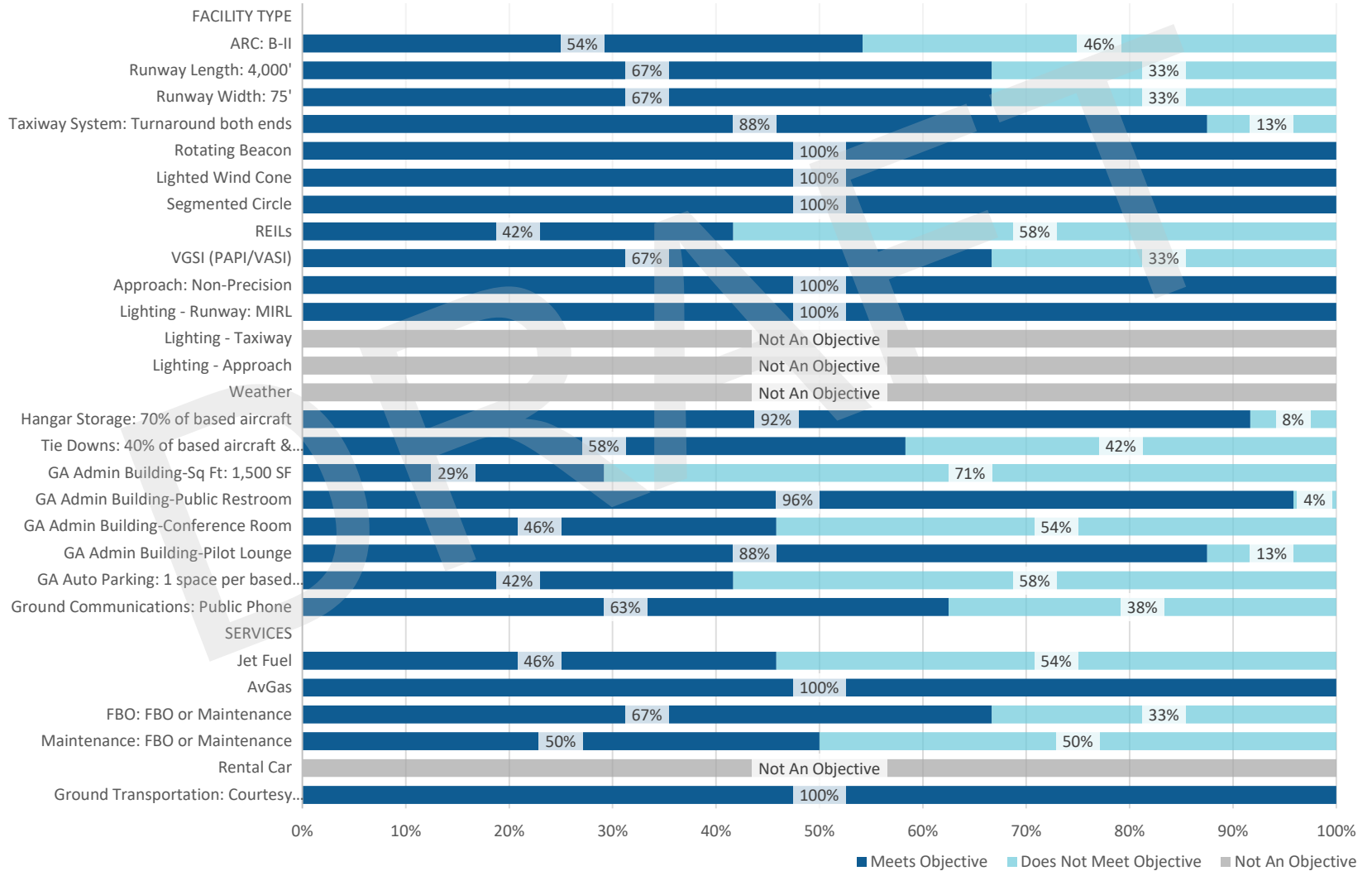


Current Performance Regional Business Airports



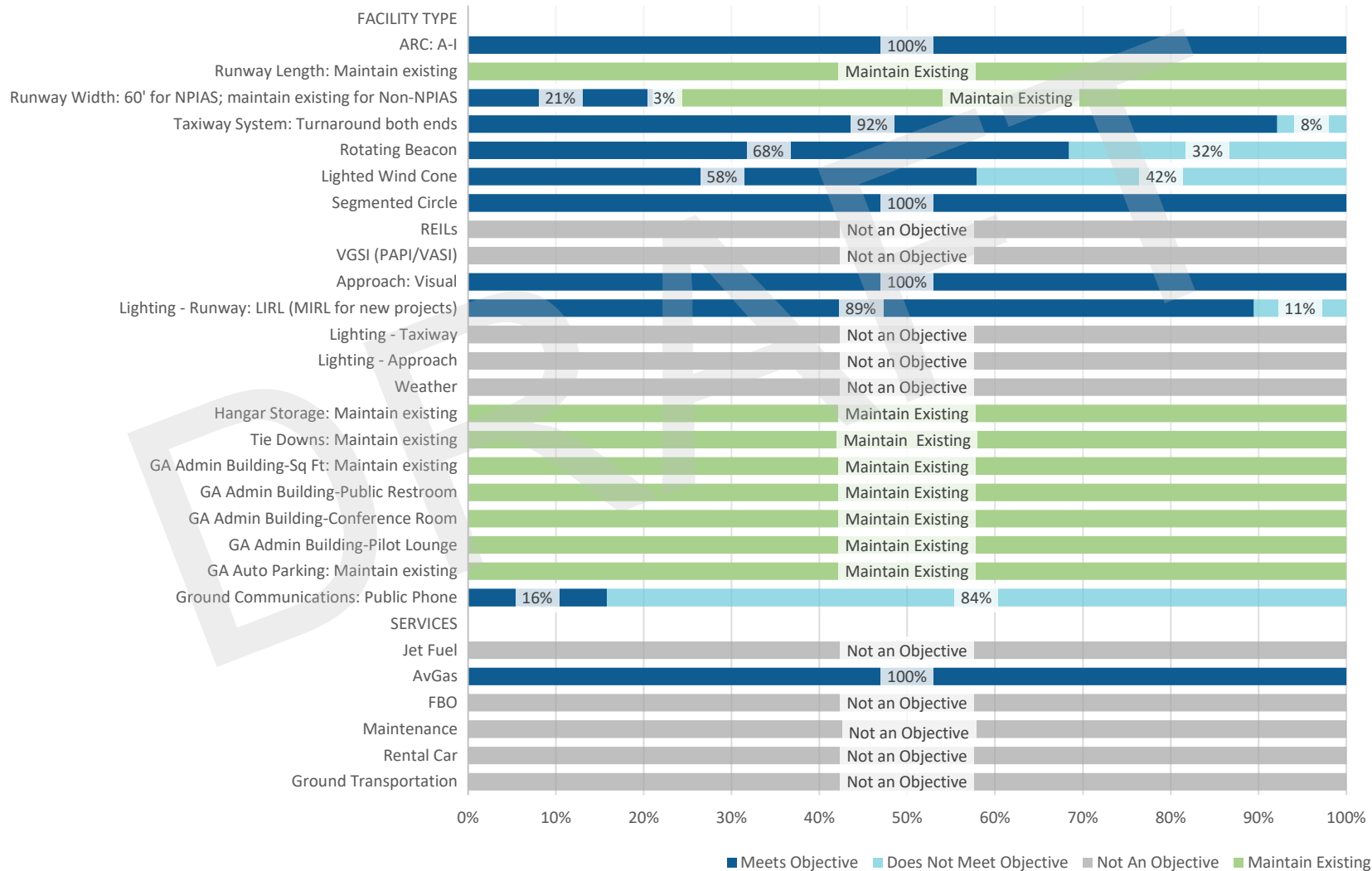


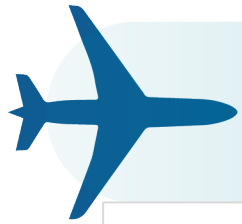
Current Performance Business Community Airports



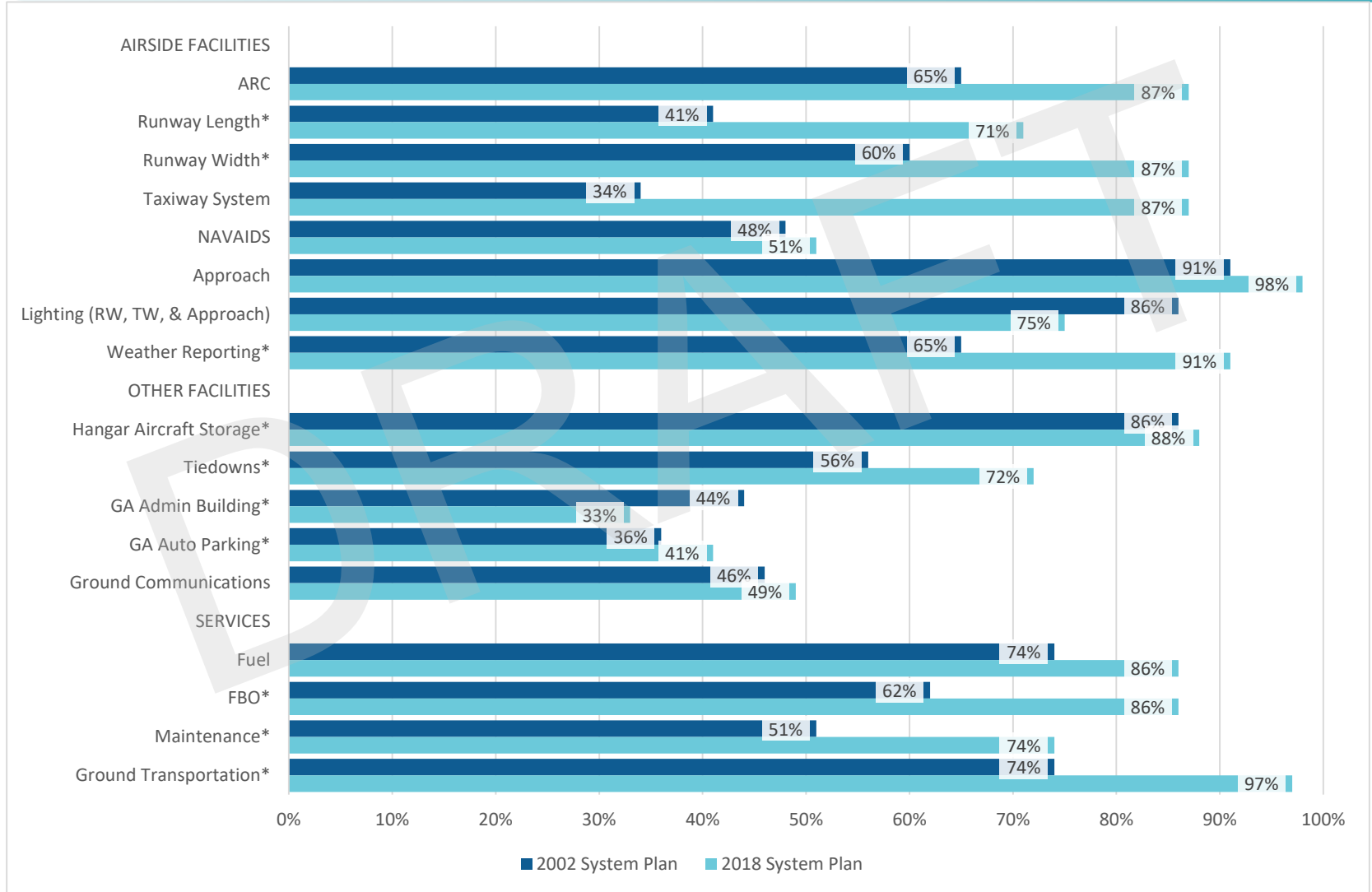


Current Performance Community Local Airports





System Performance 2002 vs Current



Recommended Plan

- System Recommendations
- Airport Recommendations
- Cost Estimates

DRAFT



System Recommendations

DRAFT





NPIAS Recommendations

- Non-NPIAS Airports Meeting Basic Entry Criteria
 - M. Graham Clark - Downtown (PLK)
 - Carrollton Memorial (K26)
 - Doniphan Municipal (X33)
 - Ava Bill Martin Memorial (AOV)
- Airports for NPIAS “Watch” List
 - Hermann Municipal (63M)
 - Stockton Municipal (MO3)
 - Unionville Municipal (K43)



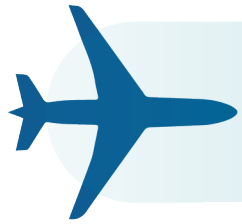
Changes in System Performance

- Missouri served by a mature airport system
- Focus on maintaining the current system while addressing system plan objectives
- Meeting objectives would increase accessibility ratings
 - Weather Reporting (82.6% to 83.7%)
 - Precision-like Approach Accessibility (79.7% to 80.3%)

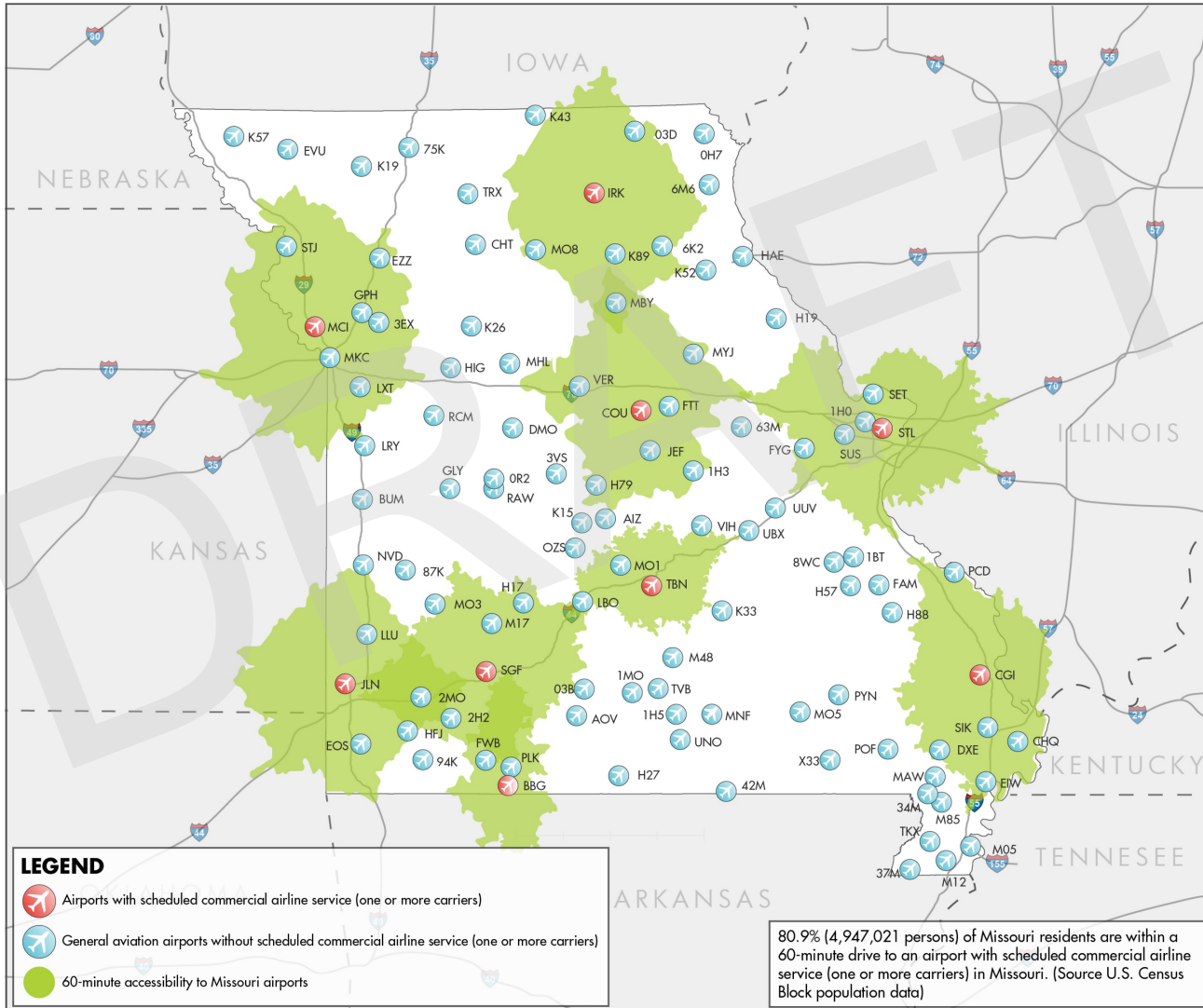
Risks for Small Commercial Airports

- Aircraft with higher seating capacities/reduces flight frequency
- Shortage of commercial airline pilots/devoted to most profitable routes
- Airline revenue enhancement/cost cutting



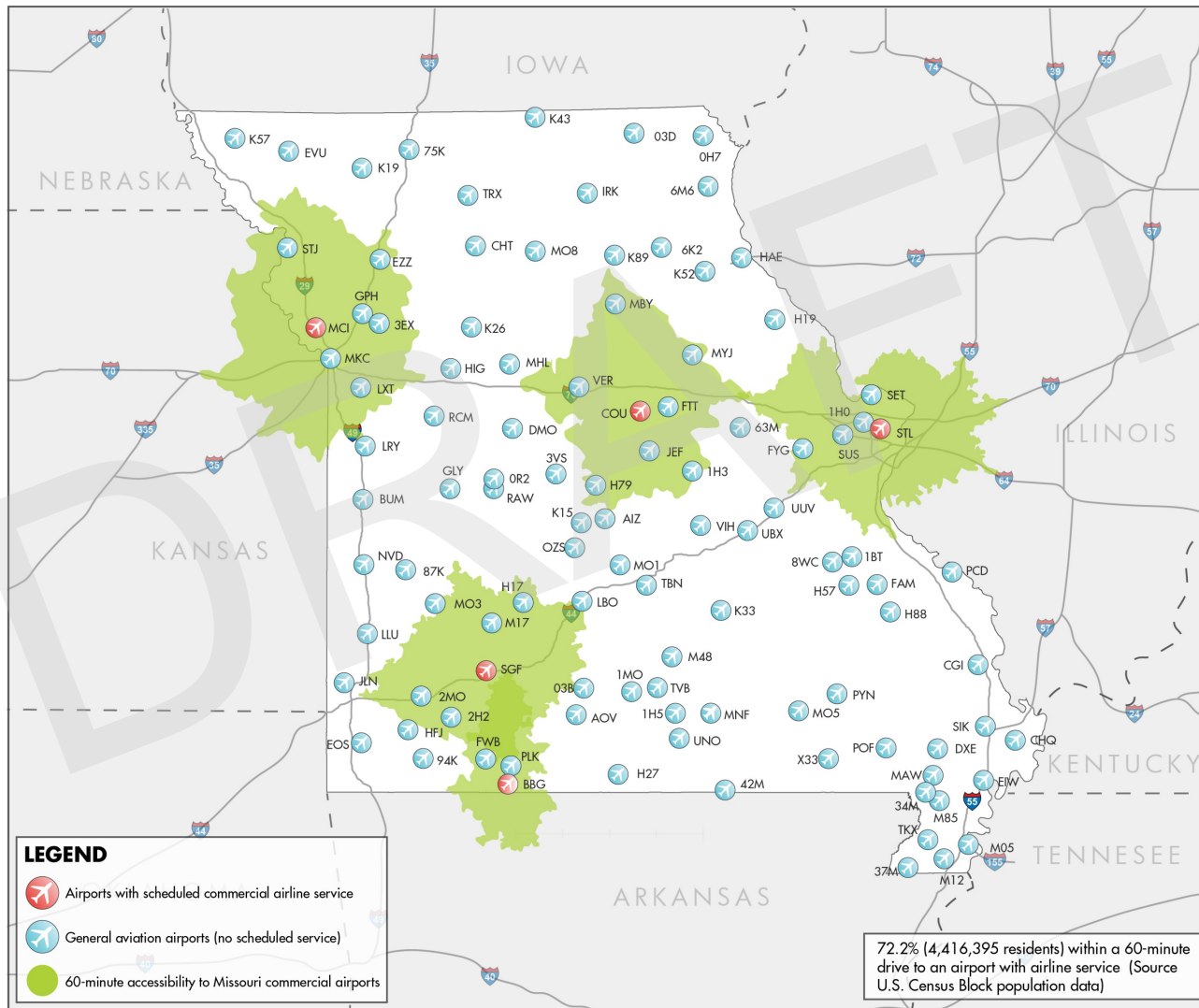


Current Commercial Airport Accessibility at 60-Minute Drive Time – 81%





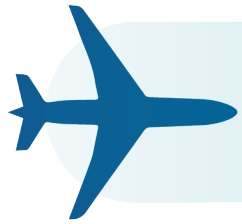
Accessibility Reduction from Loss of Single Carrier Airports – 72%



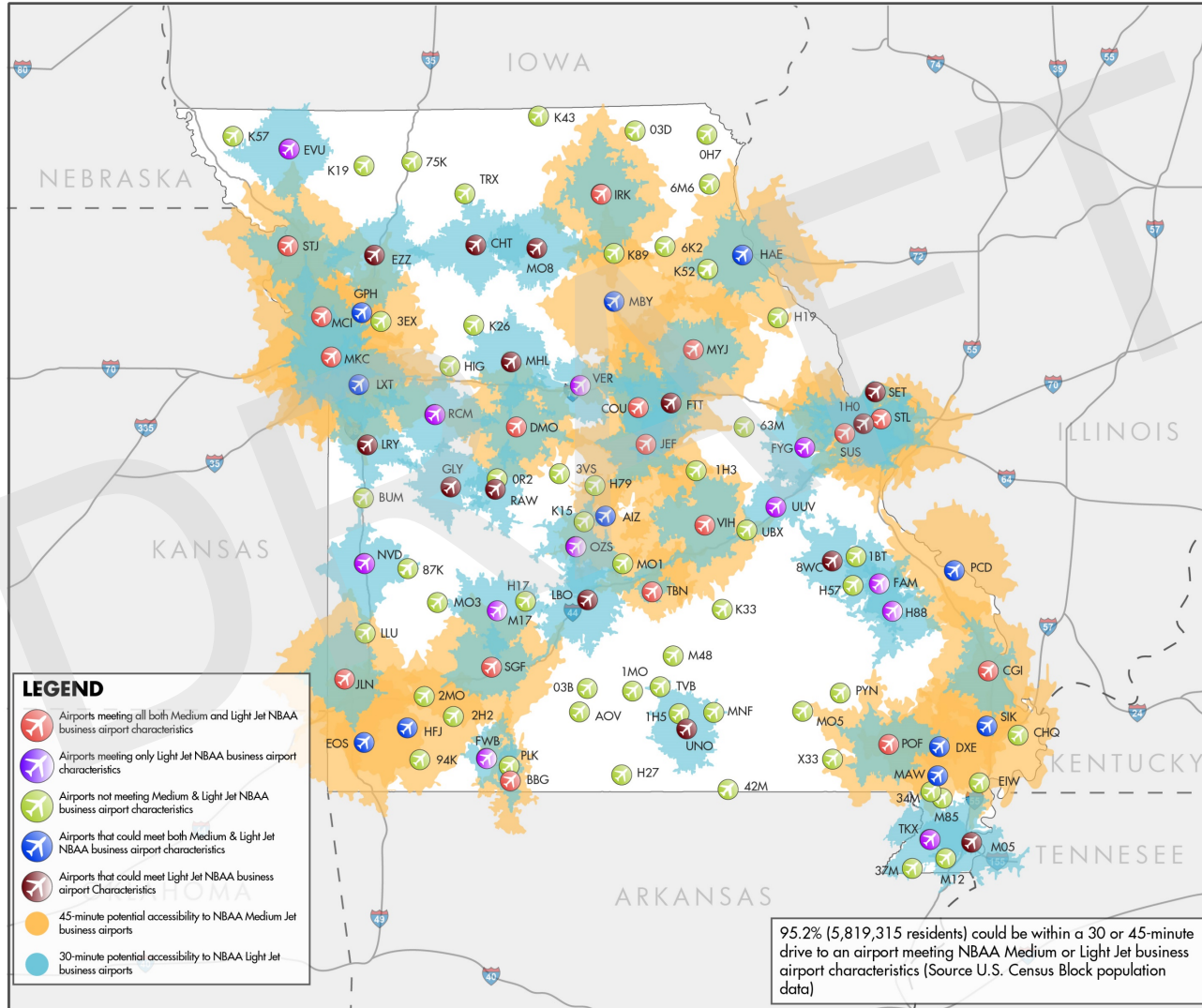


Possible Threats to Commercial Airline Accessibility

- Issue being faced in all states
- Deregulation limits federal/state alternatives for protecting service
- Commercial air service is a local issue/grassroots support needed
- Best plan of action for small communities...use the service in place in the local community



Potential Accessibility Increase for NBAA Business Ready Airports - 84.6% to 95.2%





Additional Airports Meeting NBAA Business Airport Characteristics

Light Jets – Increase from 29% to 50% of all study airports

- North Central Missouri Regional
- Cameron Memorial
- Caruthersville Memorial
- Chillicothe Municipal
- Clinton Memorial
- Elton Hensley Memorial
- Lawrence Smith Memorial
- Floyd W. Jones Lebanon
- Marshall Memorial Municipal
- Washington County
- St. Charles County Smartt Field
- Creve Coeur Airport
- Warsaw Municipal
- West Plains Regional

Medium Jets – increase from 16% to 26% of all study airports

- Dexter Municipal
- Hannibal Regional
- Lee C Fine Memorial
- Lee's Summit Municipal
- Malden Regional
- Omar N Bradley
- Monett Regional
- Midwest National Air Center
- Neosho Hugh Robinson
- Perryville Regional
- Sikeston Memorial Municipal

Airport Recommendations

DRAFT





Results from the Facilities and Services Objectives Analysis

Used to identify projects needed at each airport

Used to estimate costs for improving airports to meet system plan objectives

Used as an input for developing “airport report cards”

Report cards are blend of projects to resolve system plan deficiencies, address pavement maintenance projects, and consider each airport’s most current CIP



Airport Report Cards

- Inclusion of a project does not signify MoDOT/FAA support, approval, or funding
- Costs included in the report cards are planning, not engineering, level of detail
- Actual costs to implement projects will most likely vary from system plan estimates
- CIP projects shown in report cards have not been vetted, approved, or prioritized by MoDOT/FAA

WEST PLAINS REGIONAL AIRPORT REPORT CARD					
AIRPORT NAME: West Plains Regional			CITY: West Plains		
AIRPORT CODE: UNO					
ACTIONS NEEDED TO MEET FACILITY AND SERVICE OBJECTIVES					
Facility Type	Minimum Objective	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
ARC	B-II	B-II	Yes		\$-
Runway Length	5,000'	5101	Yes		\$-
Runway Width	75'	75	Yes		\$-
Taxiway System	Full Parallel	Full Parallel	Yes		\$-
NAVAIDS					
Rotating Beacon	Yes	Yes	Yes		\$-
Lighting Wind Cone	Yes	Wind cone	No	Install lighted wind cone	\$15,000.00
Segmented Circle	Yes	Yes	Yes		\$-
REILS	Yes (both ends)	Y/Y	Yes		\$-
VGSI (PAPI/VASI)	Yes (both ends)	P2L / P2L	Yes		\$-
Approach	Precision-Like Approach (ILS or LPV)	Precision-Like	Yes		\$-
Lighting					
Runway Lighting	MIRL	MIRL	Yes		\$-
Taxiway Lighting	MITL	None	No	Install MITL	\$475,000.00
Approach Lighting System	Not an objective	None	N/A		\$-
Weather	AWOS/ASOS	ASOS	Yes		\$-
Hangar Storage	70% of based aircraft	34	Yes		\$-
Tie Downs	30% of based & 75% of daily transient	10	Yes		\$-
GA Admin Building					
Sq. Feet	2,500 SF	2400	No	*	\$-
Public Restroom	Yes	Yes	Yes		\$-
Conference Room	Yes	Yes	Yes		\$-
Pilot Lounge	Yes	Yes	Yes		\$-
GA Auto Parking	1 space for each based & 50% for employees	31	No	Provide 8 more auto parking spaces	\$80,000.00
Ground Communications	Public phone	Yes	Yes		\$-
Services					
Jet Fuel	Yes	Yes	Yes		\$-
AvGas	Yes	Yes	Yes		\$-
FBO	Yes	Yes	Yes		\$-
Maintenance	Yes	No	No	Provide maintenance	\$-
Rental Cars	Yes	Yes	Yes		\$-
Ground Transportation	Yes	Yes	Yes		\$-
Estimated SASP Facility/Service Project Costs					\$570,000

Cost Estimates

DRAFT



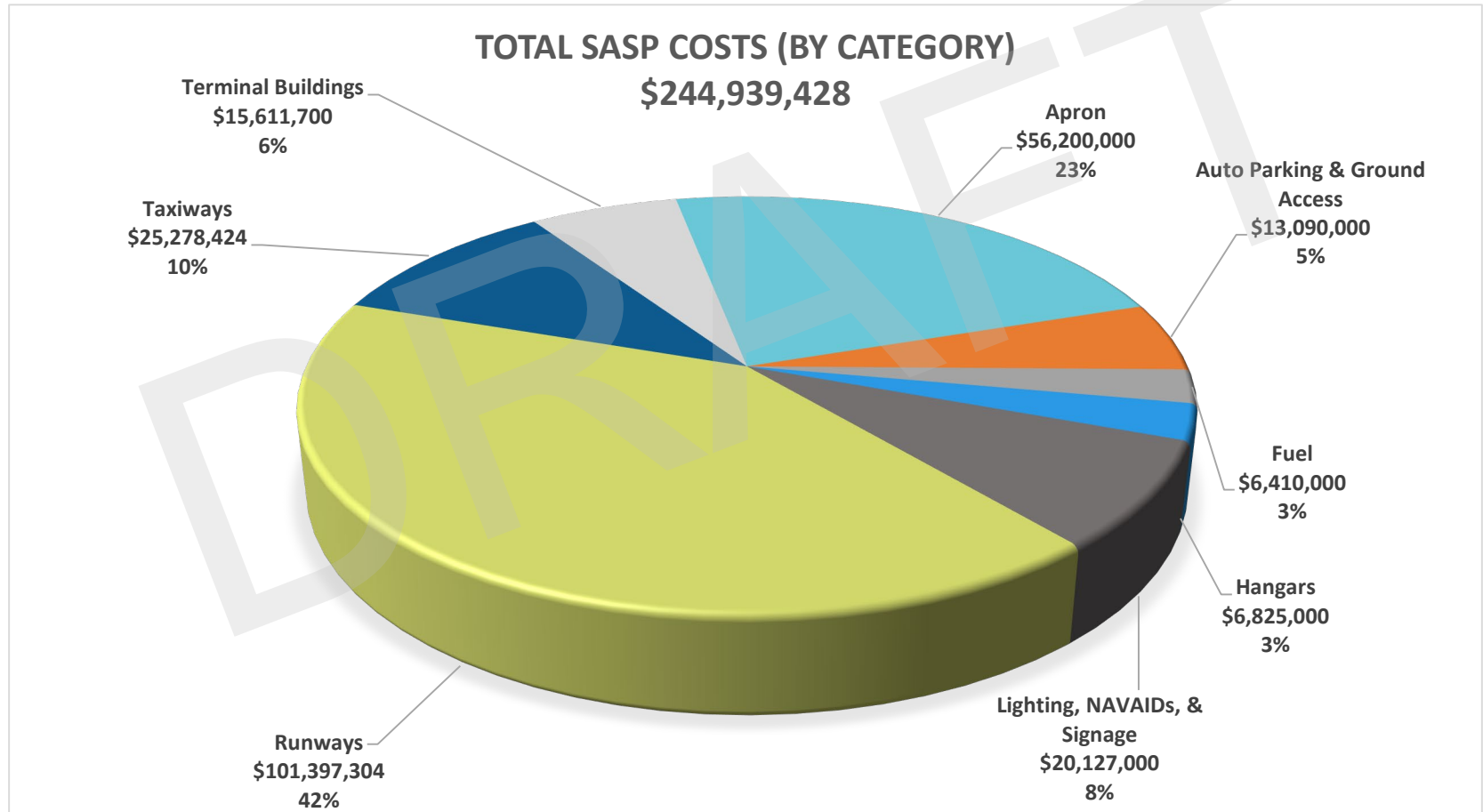
System Plan Development Costs

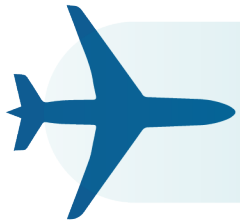
- Quantities established through deficiencies analysis
- Typical Missouri unit costs considered
- Costs from CIP/pavement maintenance adopted as appropriate to resolve system plan deficiencies
- Costs for each airport summarized to develop statewide development costs reported in recommended plan
- Major development costs for St. Louis/Kansas City International airports not reflected in system plan analysis



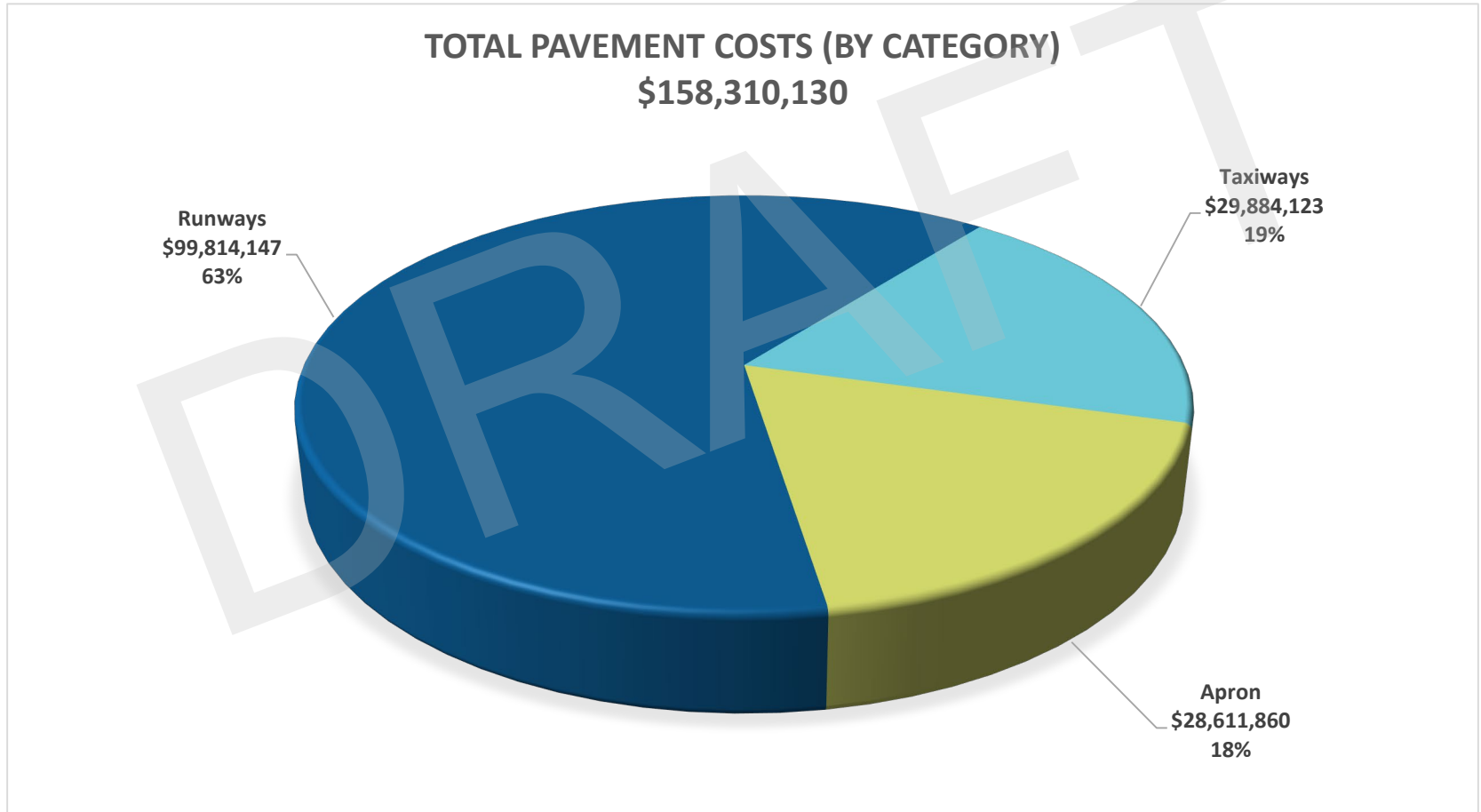


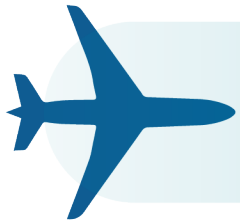
Estimated Costs to Resolve System Plan Deficiencies - \$245 million





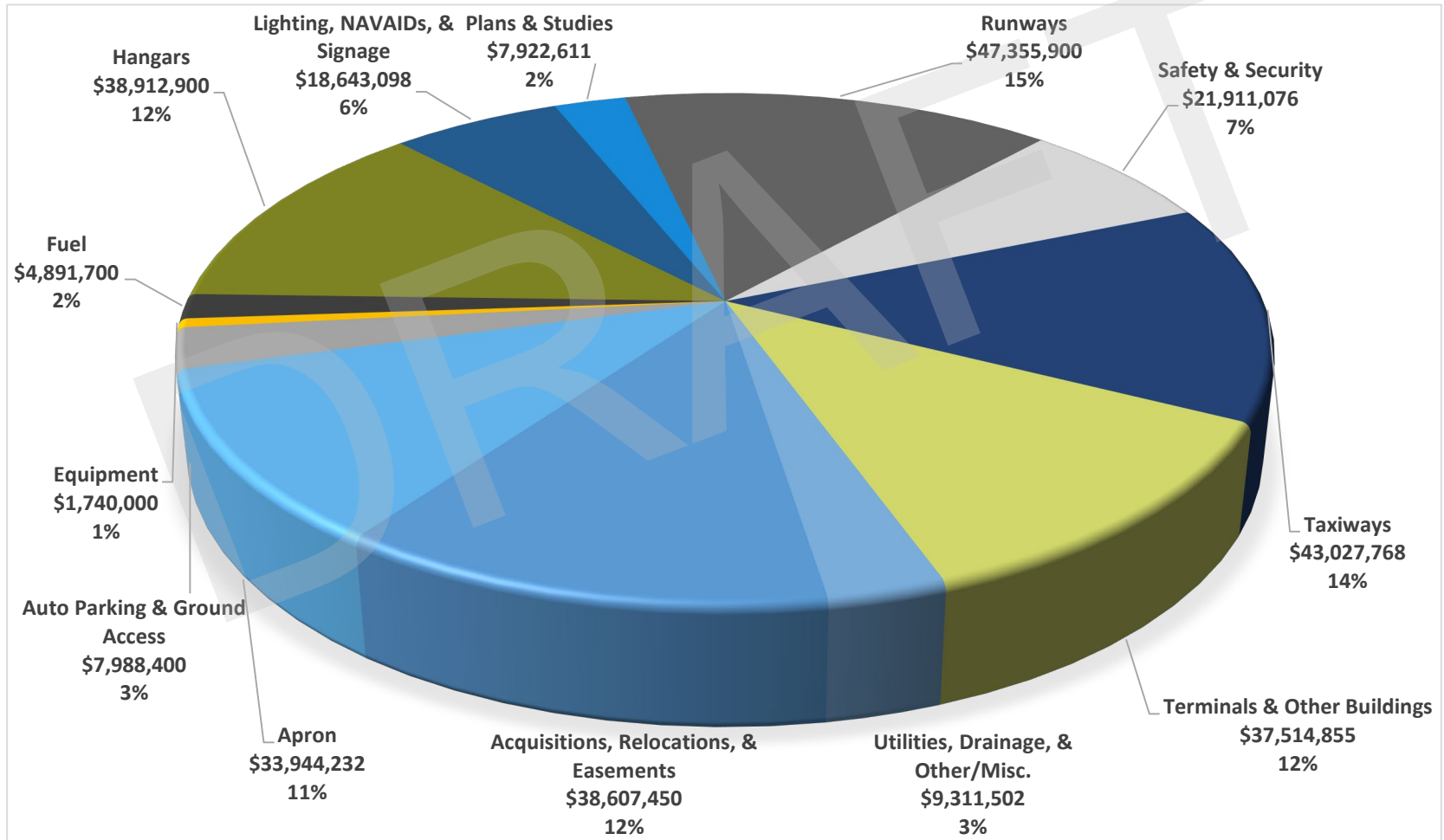
Estimated Costs to Address Projects in Statewide Pavement Maintenance Plan - \$158 million

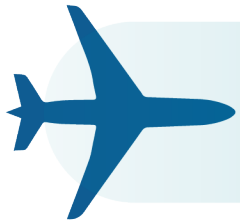




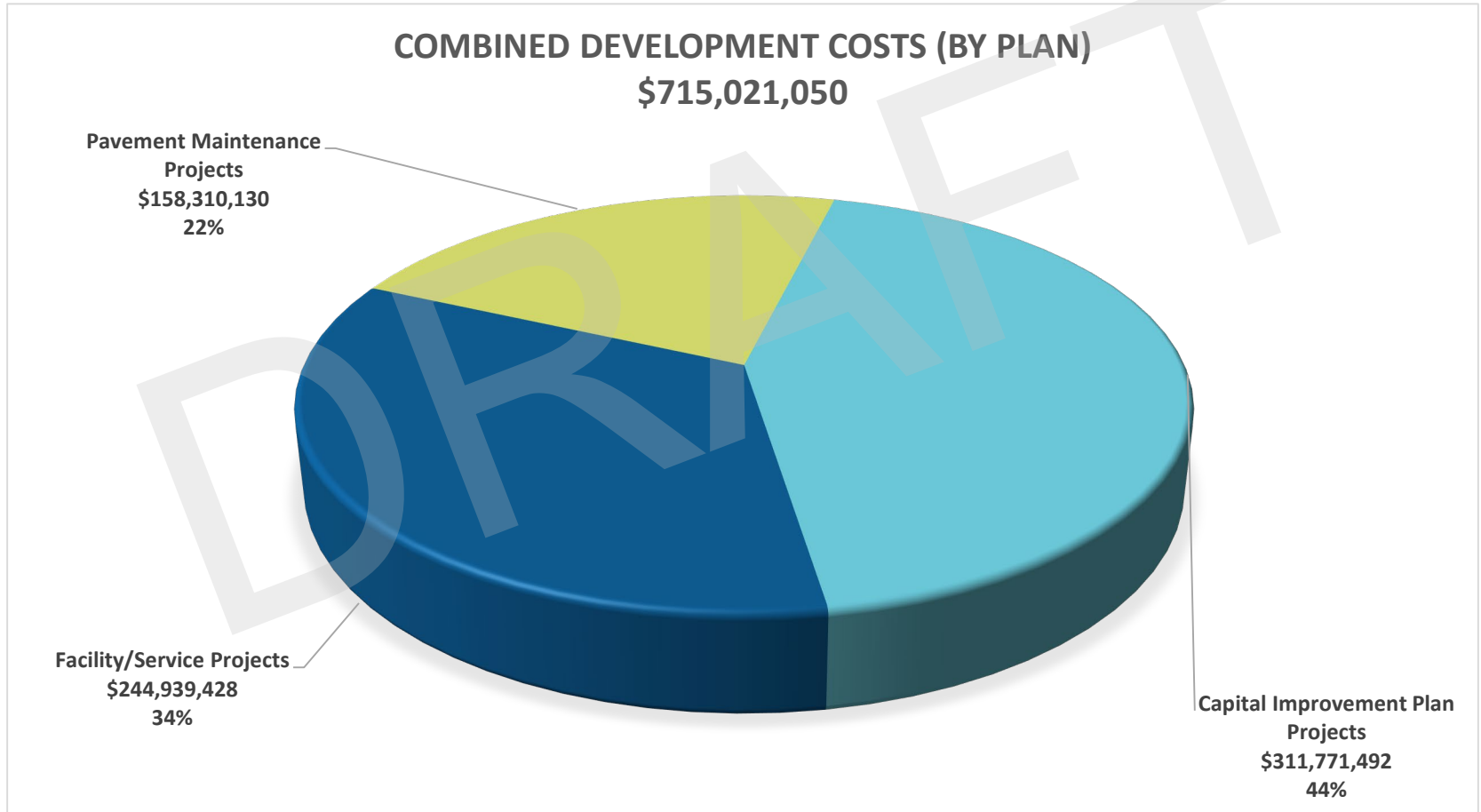
Estimated Costs to Implement Current CIPs – \$312 million

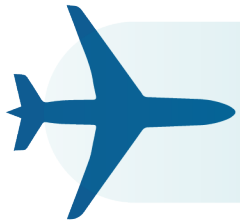
TOTAL CIP COSTS (BY CATEGORY): \$311,771,492





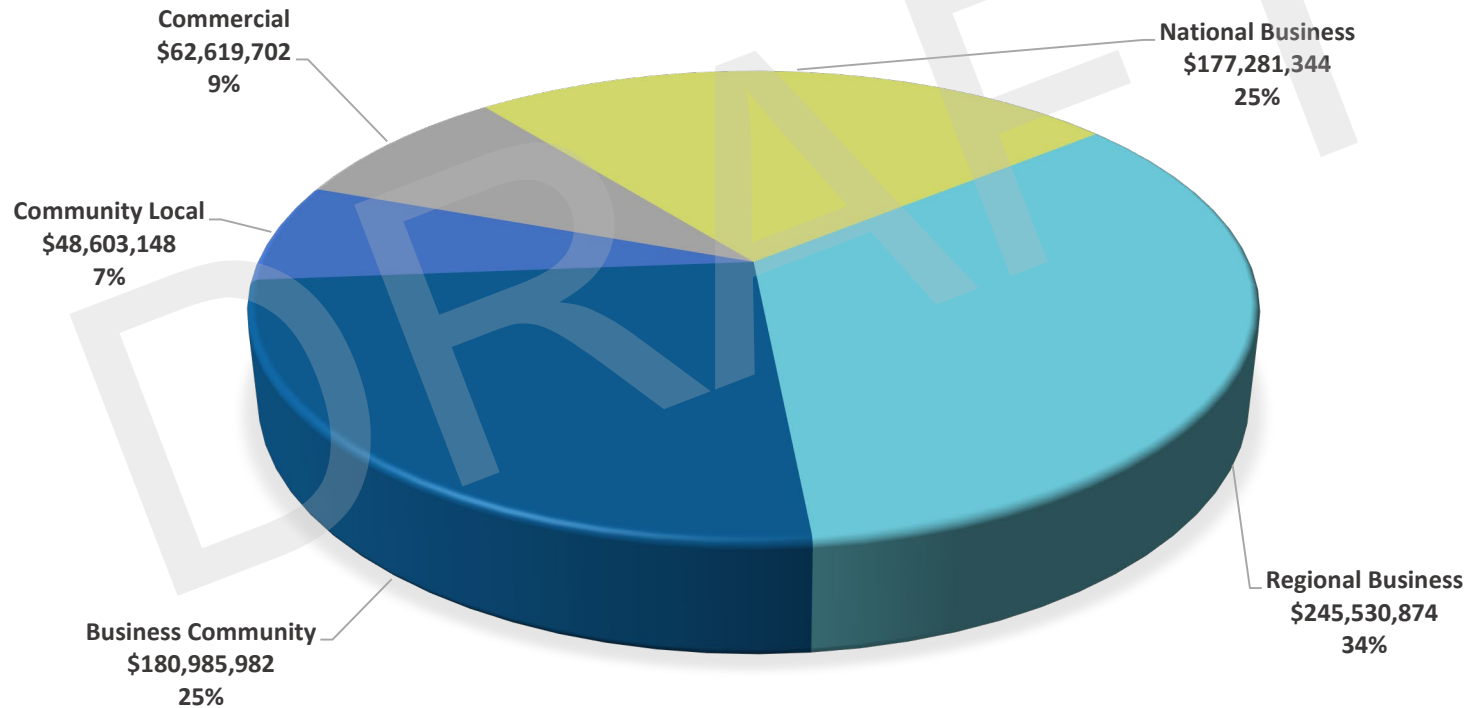
Total Estimated Development Costs - \$715 million





Total Estimated Development Costs by Airport Role

TOTAL ESTIMATED DEVELOPMENT COSTS: \$715 MILLION COMBINED DEVELOPMENT COSTS (BY ROLE)



Most commercial airports meet their system plan facility objectives; major investment needs for St. Louis/Kansas City International airports are not reflected.



Average Annual Five-Year Funding Needs

Airports	5-Year Average Cost - SASP	5-Year Average Cost - Pavement	5-Year Average Cost - CIP	5-Year Average Cost - Combined	Percent of Total
General Aviation Airports	\$46,479,206	\$27,074,226	\$56,926,838	\$130,480,270	91%
Commercial Service	\$2,508,680	\$4,587,800	\$5,427,460.40	\$12,523,940	9%
All Airports	\$48,987,886	\$31,662,026	\$62,354,298	\$143,004,210	100%

Major development costs for St. Louis/Kansas City International airports not reflected in the cost estimates



Estimated Average Annual Historic Funding State/FAA

Fiscal Year	2016	2017	2018	Three-Year Average
Primary Airports (excluding STL & MCI)	\$20,109,497	\$17,801,377	\$25,264,718	\$21,058,531
State Block Grant Program	\$29,697,989	\$29,577,355	\$19,349,597	\$26,208,314
Other Federal Funding *	\$201,474	\$790,716	\$212,723	\$401,638
Subtotal Federal Funding	\$50,008,960	\$48,169,448	\$44,827,038	\$47,668,482
State Aviation Trust Fund	\$4,400,950	\$4,523,086	\$7,063,769	\$5,329,268
Total Funding	\$54,409,910	\$52,692,534	\$51,890,807	\$52,997,750



Comparison of Need, Funding Resources, and Economic Benefit

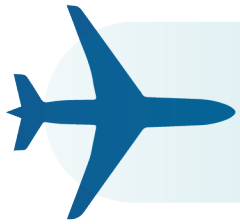
- Estimated average annual funds to meet all needs - \$143 million
- Estimated average annual historic state/FAA funding to address needs - \$53 million
- Estimate annual economic benefit of study airports (based on 2010 data) \$1.5 billion
- Needs exceed resources
- Annual economic benefit eight times greater than annual investment need



Estimated cost, historic funding, and economic impact does not include St. Louis/Kansas City International airports.


Preview of Individual Airport Reports







Study Reports

MISSOURI
STATE AIRPORT SYSTEM PLAN UPDATE



MoDOT | **EXECUTIVE SUMMARY**
DECEMBER 2018

MISSOURI
STATE AIRPORT SYSTEM PLAN UPDATE
Individual Airport Report



MoDOT | WEST PLAINS
REGIONAL AIRPORT



Study Reports



MISSOURI STATE AIRPORT SYSTEM PLAN UPDATE



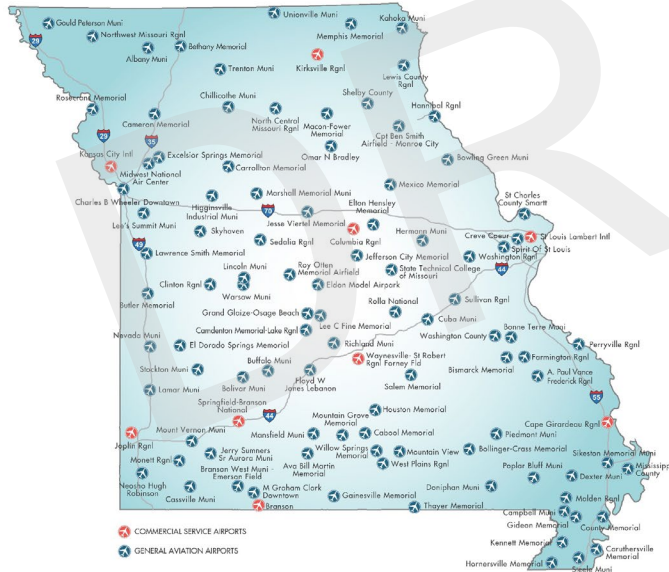
OVERVIEW

The Aviation Section of the Missouri Department of Transportation recently completed an update to the Missouri State Airport System Plan. This report provides a summary of statewide findings and highlights study results as they pertain specifically to West Plains Regional Airport. This summary provides the following:

- System planning process
- Recommended state airport roles
- Recommended role for West Plains Regional Airport
- Outlook for general aviation demand
- Airport facility/service objectives
- Airport report card

EXISTING MISSOURI AIRPORT SYSTEM 2018

In addition to this airport specific summary report, a Technical Report and a statewide Executive Summary were also produced. These documents can be provided by MoDOT's Aviation Section upon request.



MISSOURI STATE AIRPORT SYSTEM PLAN UPDATE



THE SYSTEM PLANNING PROCESS

The process used to update Missouri's State Airport System Plan followed the Federal Aviation Administration's (FAA's) *Advisory Circular 150/5070-7 - The System Planning Process*. The System Plan is important because it enables the Aviation Section to gather information on current activity, facilities, and services at the 107 airports included in the state airport system.

Missouri's State Airport System Plan is an important planning document; recommendations in the state study should be considered as individual airport master plans are prepared. In addition, the state study provides important information to the FAA that feeds into the National Plan of Integrated Airport Systems (NPIAS). The general process followed to conduct the update to Missouri's Airport System Plan is shown to the right.

Ultimately, recommendations for West Plains Regional Airport, presented in this report, are a blend of projects/actions identified by the System Plan, initiatives that are included in the airport's most current Capital Improvement Plan (CIP), and projects related to pavement maintenance and rehabilitation from Missouri's Statewide Pavement Management Plan. By considering all three, a more holistic view of the airport's near-term development and investment needs is achieved.

MISSOURI STATE AIRPORT ROLES

Missouri's State Airport System Plan was last published in 2002, over 15 years ago. Since that time, the aviation industry has changed, the Missouri airports have changed, and the communities that the airports serve have changed. This update provides the opportunity to re-set the bar for future system performance. Working with the System Plan's Project Advisory Committee (PAC), recommended roles for all 107 airports included in the Missouri system were identified. Using information on FAA airport roles, based aircraft, anticipated population and employment growth, runway lengths, operational fleet mix, and airport/community characteristics and circumstances, the PAC assigned all system airports to one of the roles shown in the table below.



COMMERCIAL

Commercial service airports accommodate scheduled commercial airline flights and often a high level of general aviation activity. These airports typically serve major population centers. These airports support the state's economy and provide access to the national and global economies. Commercial service airports should have a minimum runway length of 6,000 feet.

NATIONAL BUSINESS

The National Business role is a new category for Missouri airports. Some of these airports (Relievers and Part 139) in this role were previously included in the Commercial role. Industry sources indicate that the fastest growing segment of general aviation fleet is large business jets weighing over 50,000 pounds. 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. These airports serve an important role in supporting regional economies and connecting Missouri communities to the state and the national economies. Regional Business airports support the Commercial and National Business airports and provide air transportation accessibility for the state's residents and businesses. 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. The airports provide supplemental support and contribute to supporting community economies. Business Community airports are located throughout the state to serve business needs and provide connections to state and regional air transportation infrastructures. 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. These airports also support the local economy. The objective for airports in the Community Local role category is to maintain the airport's existing runway length.

Study Reports



MISSOURI STATE AIRPORT SYSTEM PLAN UPDATE



RECOMMENDED ROLE FOR WEST PLAINS REGIONAL AIRPORT

Each airport's role in the state airport system generally reflects the type of aircraft/customers the airport serves and the characteristics of the airport's service area. The recommended role for West Plains Regional Airport in the state airport system is Regional Business.

As a Regional Business airport, the System Plan has identified certain facilities and services that should ideally be in place at the airport. These objectives are considered the "minimums" to which the airport should be developed. Based on local needs/justification, it is quite possible that the airport could exceed its minimum development objectives. It is also worth noting that any recommendations for the airport identified as part of the System Plan would need to be substantiated/supported through a local master planning effort and supporting environmental analysis, as applicable. West Plains Regional Airport's specific objectives, as they pertain to the airport's recommended role in the state airport system, are listed below.

OBJECTIVES FOR MISSOURI REGIONAL BUSINESS AIRPORT

AIRSIDE FACILITIES:

Airport Reference Code:	B-II
Runway length:	Minimum 5,000 feet
Runway width:	75 feet
Taxiway:	Full parallel
Lighting systems:	MIRL and MITL
Approach:	Precision-Like (LPV)
NAVAIDS/Visual aids:	Rotating beacon, segmented circle and wind cone, and VGS
Weather reporting:	AWOS or ASOS

GENERAL AVIATION FACILITIES:

Hangared aircraft storage:	70% of based aircraft fleet
Apron parking/storage:	30% of based aircraft fleet plus an additional 50% for daily transient aircraft
Terminal/administration:	2,500 square feet minimum of public use space including restrooms, conference area, and pilots' lounge
Auto parking:	One space for each based aircraft plus an additional 50% for visitors/employees

SERVICES:

Fuel:	AvGas and jet fuel
FBO:	Yes
Aircraft maintenance:	Yes
Rental car access:	Yes
Ground transportation services:	Yes

OUTLOOK FOR AVIATION DEMAND

While most development objectives for West Plains Regional Airport are driven by role, rather than demand, it is still important to have a general sense of how activity (general aviation aircraft and annual operations) at each airport could change in the coming years. The following table shows forecasts for the airport developed as part of the system plan. It is worth noting that demand projections developed as part of a State Aviation System Plan tend to be far more conservative than forecasts developed as part of an Individual Airport Master Plan or Airport Layout Plan (ALP) report.

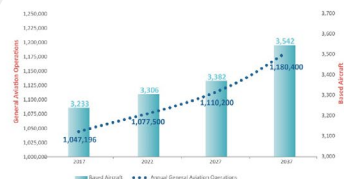
WEST PLAINS REGIONAL AIRPORT FORECASTS OF AVIATION DEMAND

	Based Aircraft	Annual General Aviation Operations
2017 Actual	26	2,502
2022	27	2,540
2027	27	2,580
2037	28	2,650

Source: 2018 Missouri State Airport System Plan

The forecasts developed for the System Plan generally parallel rates of growth that FAA anticipates for general aviation on a national basis. The graph below shows statewide projections of based aircraft and annual general aviation operations for the 107 study airports, as they were developed in the update to the State Airport System Plan.

STATEWIDE PROJECTIONS OF BASED AIRCRAFT & ANNUAL GENERAL AVIATION OPERATIONS



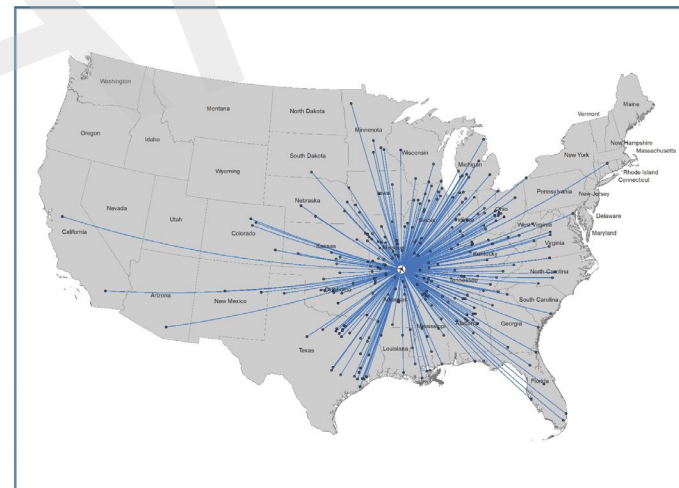
MISSOURI STATE AIRPORT SYSTEM PLAN UPDATE



Missouri airports are often important economic engines for the communities they serve. Many airports support local and visiting businesses, and airports often bring visitors to Missouri for vacation and leisure trips to visit friends and family. In 2012, MoDOT's Aviation Section conducted a statewide economic impact study to measure the annual benefit of each airport. Airports included in Missouri's statewide study support an estimated 7,460 jobs, \$244 million in annual payroll, and \$632 million in total annual output. The 2012 study estimated the Airport's individual annual economic impact at \$4.6 million. These estimates do not include the impacts associated with Lambert St. Louis or Kansas City International airports.

The map below helps to demonstrate how the airport supports the community's connectivity to destinations throughout the country. The FAA's National Offload Program (NOP) provides information on flights between the airport and other US destinations. The NOP data does not reflect all destinations served by the airport, but the data does reflect a cross section of those cities. Airports are often part of the infrastructure that is needed to attract and retain economic development.

WEST PLAINS REGIONAL AIRPORT FLIGHT MAP



Study Reports



MISSOURI STATE AIRPORT SYSTEM PLAN UPDATE



AIRPORT REPORT CARD & RECOMMENDATIONS

This report provides information on facility/service objectives associated with a Regional Business airport in the state airport system. The "report card" on the following pages shows the Airport's ability to meet its objectives. If the Airport does not meet an objective, an estimated cost to enable the Airport to meet the objective was developed. The System Plan also reviewed the Airport's current Capital Improvement Plan (CIP), as submitted to MoDOT. The Airport's CIP was compared to projects recommended by the System Plan to determine if there were any duplications; duplicate projects were removed.

MoDOT also has a Pavement Management Plan for all system airports; this plan was last updated in 2018. Pavement projects that have not yet been completed are also shown in the Airport's report card. The Airport's pavement projects were compared to the projects from the System Plan and the Airport's CIP to avoid duplication. It is likely that the Airport will continue to identify development, maintenance, and rehabilitation needs not currently identified in their report card.

The accompanying graph shows the various sources for the estimated financial need to maintain and improve the Missouri airport system.

AREAS OF FINANCIAL NEED TO MAINTAIN & IMPROVE THE MISSOURI AIRPORT SYSTEM

When all system plan, CIP, and pavement management projects for all Missouri airports are considered, it is estimated that statewide, a total of \$715 million will be needed over the next five years to fully respond to all needs, as they are known at this time. This results in an average annual statewide need of \$143 million in each of the next five years.

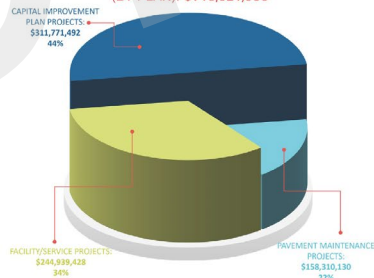
The system plan has estimated that over the next five years to address system plan objectives, CIP projects, and pavement maintenance needs, the West Plains Regional Airport could need an estimated \$7.2 million. This equates to an average annual need of \$1.4 million in each of the next five years. The last statewide economic impact study, completed for the Missouri airports in 2012, shows that on an average annual basis, the Airport has an average annual economic impact of \$4.6 million. This average annual economic benefit exceeds the Airport's estimated average annual financial need, showing the Airport is well worth the investment.

The Airport's report card from the system plan follows.



EXISTING AIRPORT FOR FACILITIES FOR WEST PLAINS REGIONAL AIRPORT

COMBINED STATEWIDE DEVELOPMENT COSTS (BY PLAN): \$715,021,050



ESTIMATED STATEWIDE 5-YEAR FINANCIAL NEEDS



MISSOURI STATE AIRPORT SYSTEM PLAN UPDATE



WEST PLAINS REGIONAL AIRPORT REPORT CARD

AIRPORT NAME: West Plains Regional

CITY: West Plains

AIRPORT CODE: UNO

ACTIONS NEEDED TO MEET FACILITY AND SERVICE OBJECTIVES

Facility Type	Minimum Objective	Actual	Compliance	Action Needed to Meet Objective	Estimated Cost
ARC	B-II				
Runway Length	5,000'				
Runway Width	75'				
Taxiway System	Full Parallel				
NAVAIDS					
Rotating Beacon	Yes				
Lighting Wind Cone	Yes				
Segmented Circle	Yes				
RELS	Yes (both ends)				
VGSI (PAPI/VASI)	Yes (both ends)				
Approach	Precision Like Approach				
Lighting					
Runway Lighting	MIRL				
Taxiway Lighting	MIL				
Approach Lighting System	Not an objective				
Weather	AWOS/ASOS				
Hangar Storage	70% of based aircraft				
Tie Downs	30% of based & 75% of aircraft				
GA Admin Building					
Sq. Feet	2,500 SF				
Public Restroom	Yes				
Conference Room	Yes				
Pilot Lounge	Yes				
GA Auto Parking	1 space for each based aircraft				
Ground Communications	Public phone				
Services					
Jet Fuel	Yes				
AvGas	Yes				
FBO	Yes				
Maintenance	Yes				
Rental Cars	Yes				
Ground Transportation	Yes				

Estimated SASP Facility/Service



MISSOURI STATE AIRPORT SYSTEM PLAN UPDATE



CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED

Program Year	Project Type	Project Description	Estimated Cost
2018	Plans & Studies	Master Plan	\$250,000
2020	Hangars	Construct Hangars	\$722,000
2021	Plans & Studies	Environmental Assessment	\$75,000
2022	Acquisitions, Relocations, & Easements	Land Acquisition	\$612,000
2023	Runways	Widen and Extend Runway	\$4,000,000
2024	Safety & Security	Airport Perimeter Fencing Ph 1	\$193,000
2025	Safety & Security	Airport Perimeter Fencing Ph 2	\$193,000

Estimated CIP Project Costs \$6,045,000

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Program Year	Project Type	Project Description	Estimated Cost
2019	Taxiways	Parallel Taxiway and Apron Pavement Maintenance	\$300,000
2020	Apron	Entrance Road Rehabilitation	\$300,000

Estimated Pavement Project Costs \$600,000

Total Estimated Project Costs \$7,215,000

MoDOT

MULTIMODAL OPERATIONS DIVISION-AVIATION SECTION

105 West Capital Avenue
Jefferson City, Missouri 65101
573.751.2589 | aviation@modot.mo.gov | www.modot.org



What are the Next Steps?

- Incorporate final MoDOT/FAA comments in study reports
- Post updated information on project website
- Hold final project Webinar – January 10th 1pm
- Post/Distribute final reports