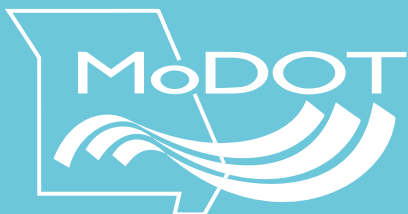


MISSOURI

STATE AIRPORT SYSTEM PLAN UPDATE



TECHNICAL REPORT
FEBRUARY 2019



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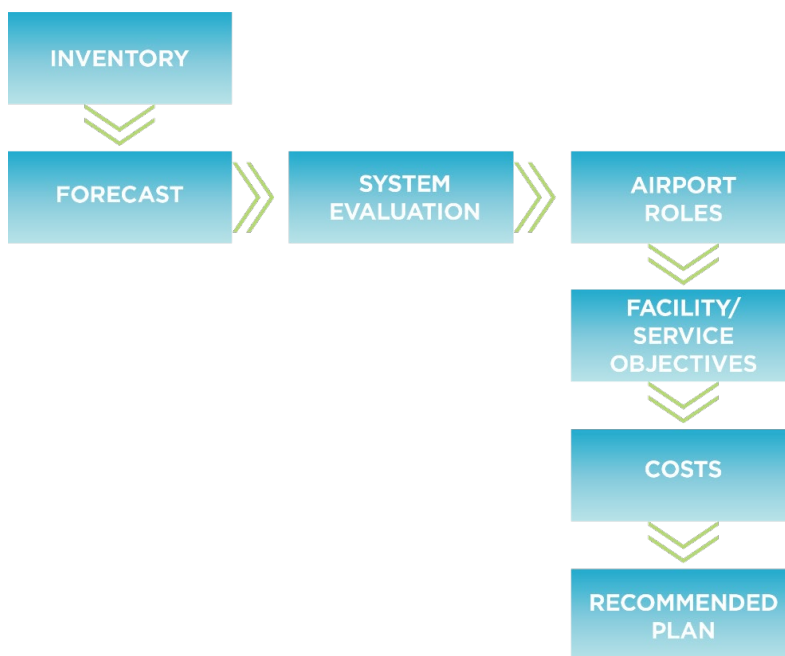


1. INTRODUCTION

In the fall of 2018, the Missouri Department of Transportation (MoDOT) embarked on a study to update Missouri's State Airport System Plan, which was last published in 2002. Since then, Missouri has experienced changes in population and employment, and there have been changes in the aviation industry, including consolidation of the mainline or network commercial airline carriers. Commercial carriers are also flying airplanes with higher seating capacities; this means airlines are carrying more passengers on fewer flights. Since the last System Plan, the general aviation industry has experienced limited and even, in some cases, declining growth. The number of single-engine piston aircraft in the active fleet has declined, but with recent growth in the U.S. economy, the business segment of the general aviation industry has experienced resurgence. Changes in technology have also enabled additional airports in Missouri to have a non-precision instrument approach using Global Satellite Positioning (GPS) equipment. This update to the System Plan reflects changes in the state that have taken place since the last Plan was published, while also considering changes in the aviation industry.

The update to Missouri's State Airport System Plan was accomplished in a series of separate but interrelated steps; these steps are described below and are graphically depicted in **Figure 1-1**.

FIGURE 1-1: SYSTEM PLANNING PROCESS



Source: Jviation

Inventory: Outreach to the 107¹ study airports was the backbone of the inventory effort. Some of the analyses were also based on information provided by MoDOT, as well as data from the Federal Aviation Administration (FAA). The Inventory chapter provides information on current facilities, services, and activity. Data collected and documented as part of the study provided input for all technical elements of the System Plan.

¹ 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.



Forecasts: Most recommendations for airports in the state airport system are based on the airport's assigned role, but some are based on projected levels of future aviation activity. As part of the System Plan update, 20-year projections of aviation demand were developed for based general aviation aircraft and annual general aviation operations. Statewide, based aircraft are expected to increase from 3,233 to 3,542, and annual general aviation operation are forecast to grow from 1.05 million to 1.18 million.

System Evaluation: Evaluating the Missouri airport system to identify its adequacies and deficiencies helps the state develop a plan that shapes a viable and balanced system of airports. A series of drive-time performance measures were established for this update to the System Plan. Drive-time service areas for the airports were established using a mapping tool, and additional mapping analysis was undertaken to determine current accessibility ratings for each of the performance measures. This step established a system report card so that in subsequent planning cycles, the airport system can be evaluated using the same performance measures to identify changes between reporting cycles. **Table 1-1** shows measures that were used to evaluate system performance, along with accessibility ratings as they were established by the study's mapping analysis.

TABLE 1-1: CURRENT SYSTEM PERFORMANCE BY MEASURE

Performance Measure	Missouri Residents in Service Area
60-Minute Accessibility to an Airport with Scheduled Commercial Airline Service	
• 60-Minute Current Accessibility to Missouri Commercial Airports	80.9%
• 60-Minute Current Accessibility to Missouri and Nearby Commercial Airports	82.1%
90-Minute Accessibility to an Airport with Scheduled Commercial Airline Service	
• 90-Minute Current Accessibility to Missouri Commercial Airports	85.5%
• 90-Minute Current Accessibility to Missouri and Nearby Commercial Airports	85.9%
30-Minute Accessibility to an Airport with a Published Approach	
• 30-Minute Current Accessibility to a Missouri Airport with a Published Approach	84.7%
• 30-Minute Current Accessibility to a Missouri or Nearby Airport with a Published Approach	86.7%
30-Minute Accessibility to an Airport with an Approach Supported by Vertical Guidance	
• 30-Minute Current Accessibility to a Missouri Airport with a Vertical Guidance Approach	79.7%
• 30-Minute Current Accessibility to a Missouri or Nearby Airport with a Vertical Guidance Approach	83.8%
30-Minute Accessibility to an Airport with Weather Advisory Reporting	
• 30-Minute Current Accessibility to a Missouri Airport with Weather Advisory Reporting	82.6%
• 30-Minute Current Accessibility to Missouri or Nearby Airport with Weather Advisory Reporting	88.0%
30-and 45-Minute Accessibility to Airports Exhibiting Selected NBAA Medium & Light Business Jet Airport Characteristics	
• 45-Minute Current Accessibility to Missouri Airports Meeting Acceptable NBAA Medium Business Jet Airport Characteristics	77.8%
• 45-Minute Current Accessibility to Missouri or Nearby Airports Meeting Acceptable NBAA Medium Business Jet Airport Characteristics	79.3%
• 30-Minute Current Accessibility to Missouri Airports Meeting Acceptable NBAA Light Business Jet Airport Characteristics	70.9%
• 30-Minute Current Accessibility to Missouri or Nearby Airports Meeting Acceptable NBAA Light Business Jet Airport Characteristics	73.1%
• 45- and 30-Minute Current Accessibility to Missouri Airports Meeting Acceptable NBAA Medium or Light Business Jet Airport Characteristics	84.6%



TABLE 1-1: CURRENT SYSTEM PERFORMANCE BY MEASURE

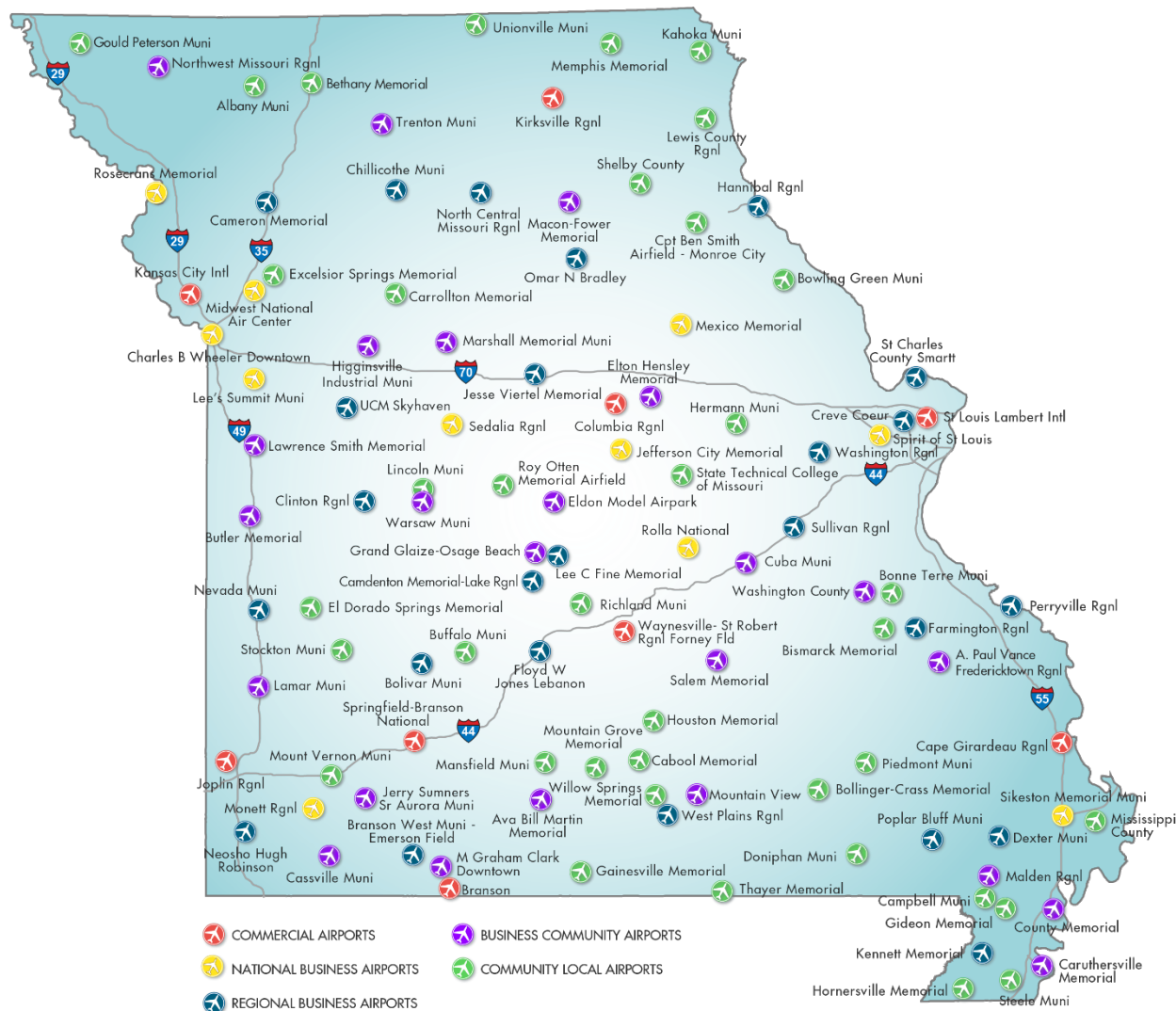
Performance Measure	Missouri Residents in Service Area
<ul style="list-style-type: none">45- and 30-Minute Current Accessibility to Missouri or Nearby Airports Meeting Acceptable NBAA Medium or Light Business Jet Airport Characteristics	85.7%
System Performance for Pavement Condition Index (PCI)	
<ul style="list-style-type: none">Percentage of System Airports with a PCI of 70 or greater	68.0%

Source: Aviation

Airport Roles: As part of a prior System Plan, MoDOT established different roles all Missouri airports. As part of this update, with input from the study's Project Advisory Committee, airport roles were updated, and a new role category established. Airport roles are based on factors such as facilities, activity, services, and market area characteristics. Airports in Missouri are assigned to one of the following roles: Commercial, National Business, Regional Business, Business Community, and Community Local. **Figure 1-2** shows the recommended airport system.



FIGURE 1-2: RECOMMENDED MISSOURI AIRPORT SYSTEM

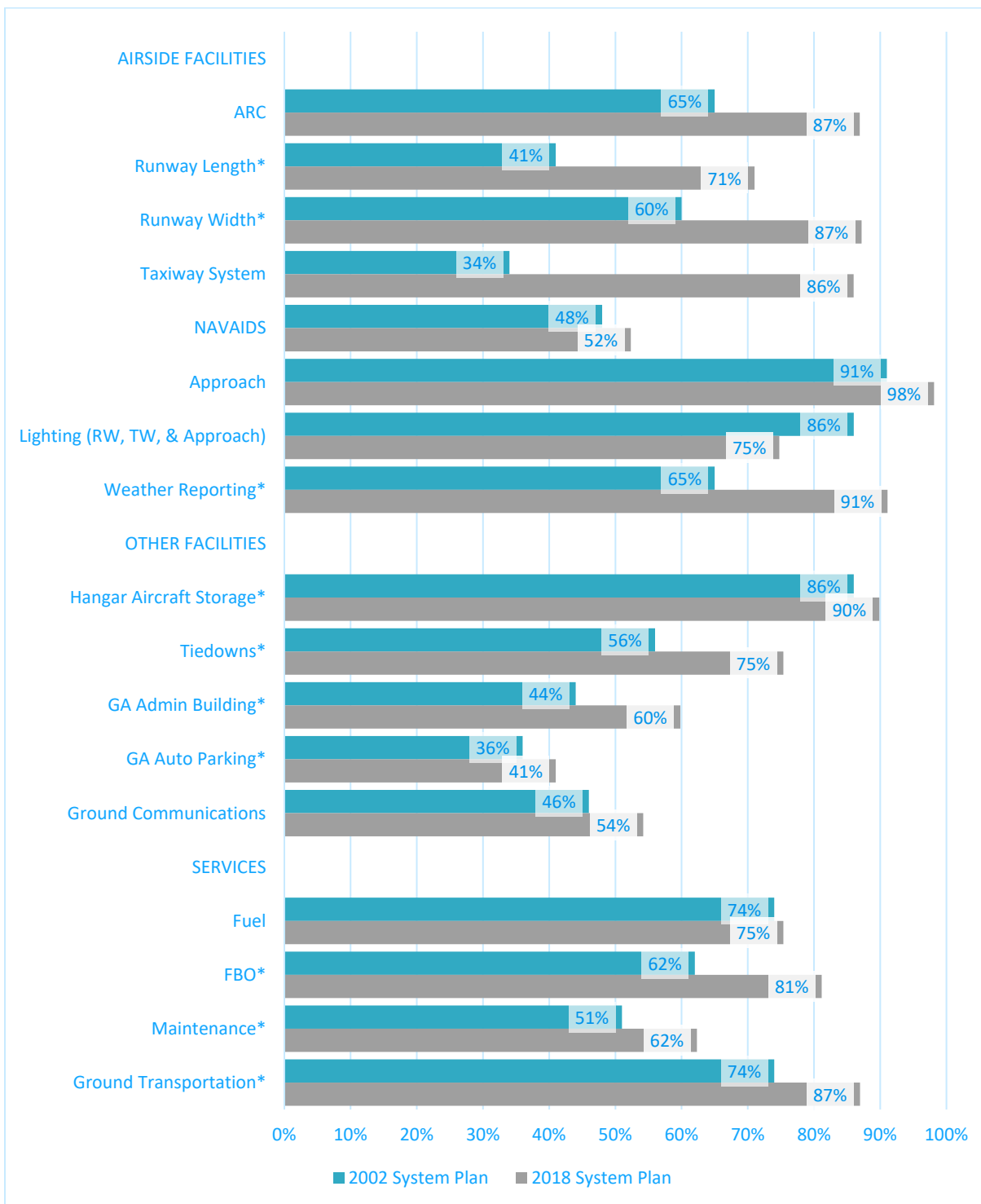


Source: System Plan analysis; study Project Advisory Committee

Airport Facilities/Future Airport Performance: Airports in each of the airport roles have established facility/service objectives; these objectives are considered the minimum to which each airport should be developed to enable the airport to meet its assigned role in the state airport system. Existing facilities/services at each airport were compared to the airport's respective objectives to identify needed improvements. System performance, both statewide and by airport level for all objectives, is summarized graphically as part of this step in the planning process, and actions needed at each airport to bring the system into full compliance with all objectives are identified. The results of this evaluation were used to establish a report card for each airport; the airport report cards identify projects and anticipated costs needed to improve the system so that Missouri airports are 100 percent compliant with all development objectives. Airport report cards are included in each airport's Individual Airport Report, which are available through MoDOT. **Figure 1-3** shows statewide performance for the facility and service objectives.



FIGURE 1-3: STATEWIDE COMPARISON OF FACILITY AND SERVICE OBJECTIVE PERFORMANCE



Source: MoDOT, Missouri Airport Manager Survey, 2002 Missouri State Airport System Plan

Note: *The 2018 calculation only includes applicable roles. For example, because there is no established objective for the runway length at Local Community airports, these airports are excluded from the 2018 calculation for meeting this objective.



Recommended Plan: The final chapter of the System Plan update identifies costs to improve the system to meet all airport role-related objectives. Statewide costs are summarized in total by airport role and by type of project. Current Capital Improvement Plans (CIPs) for each airport were compared to System Plan recommendations to determine if any airports have projects planned that will enable them to resolve any noted deficiencies related to System Plan objectives. MoDOT also has a Statewide Pavement Management Plan that identifies needed pavement maintenance and improvement projects for most system airports. As part of the recommended plan, projects from the System Plan, CIPs, and Pavement Management Plan were reviewed in an attempt to identify and remove any duplicate projects to avoid double-counting financial requirements for the airport system. The recommended plan identifies estimated five-year and average annual investment needs for the Missouri airports.

The System Plan provides MoDOT with guidance to help ensure that Missouri is served by a balanced and viable airport system. This update provides key information that shows how MoDOT programs and investments have combined to improve the performance of the state airport system since the 2002 System Plan. The approach to updating the System Plan was performance-based, enabling MoDOT to understand:

- How the airport system was performing at the time of the 2002 System Plan;
- How the airport system is currently performing; and
- How the system should be improved in the future to meet statewide transportation and economic objectives.

The strategic approach utilized for this study helps ensure that Missouri has a system of public-use airports that are conveniently located to meet the needs of commercial aviation, business and corporate users, and personal and recreational flyers.

Communication and outreach were underpinnings to the success of this System Plan update. The study started by directly contacting each of the 107 study airports; each airport was contacted by mail and subsequently interviewed. Information on how airports could stay involved in the study was provided via a project website: <https://www.modot.org/aviation-general-information>. The System Plan update is a top-down study whose recommendations must still be implemented from the bottom-up by individual study airports. Therefore, direct communication with study airports was important to the study's ultimate success.

A project Focus Group meeting was held at the onset of the study. Individuals representing statewide aviation, transportation, and economic interests comprised the Focus Group. These representatives provided input on a variety of topics, including: infrastructure needs for the Missouri airports; funding challenges that the airports face; community support and understanding of the needs and benefits of the airports (including airport grant assurances related to protection from encroachment); weaknesses and opportunities that currently characterize the state airport system; and the potential for national trends in the aviation industry to impact the airports.

A Project Advisory Committee (PAC) was established and met three times over the course of the study to provide input on draft findings and recommendations. The PAC was instrumental in establishing recommended roles for the study airports. Project webinars enabled all airports and others to learn about the final study findings.

The primary output from the update to the System Plan is a Technical Report that documents all study analysis, findings, and recommendations. An Executive Summary provides a high-level summary of the much more extensive Technical Report.

An Individual Airport Report was prepared for each study airport. This report summarizes each airport's specific findings and recommendations from the System Plan and contains each airport's report card. These report



cards provide a summary of projects and costs that the airport should anticipate in the next five years. All study-related reports are available through MoDOT.

Technical elements that form the 2018 Missouri State Airport System Plan are presented in the following chapters.



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2. INVENTORY

2.1 Introduction

The inventory effort for the Missouri Statewide Airport System Plan Update documents existing facilities and conditions for all airports included in the airport system. Data collected during the inventory process is used throughout the study to complete various evaluations and to formulate final study recommendations. Information gathered during the inventory is used to project future demand, determine the adequacy of current system performance, identify airport-specific facility and service improvements, and develop recommendations for the future system. Data summarized in this chapter includes current conditions as they relate to:

- Aviation Activity: based aircraft and annual general aviation operations for all study airports;
- Airside Facilities: runways and taxiways;
- Navigational, Approach, and Landing Aids: facilities that support airport usage during periods of reduced visibility or at night;
- Landside Facilities/Services: fixed base operators (FBOs), public restrooms, on-site maintenance, food services, and other passenger/aircraft services, as well as aircraft parking and automobile parking (spaces available to accommodate airport users); and
- Airport Planning Documents: airport master and layout plans.

The data collection process to support the inventory effort started in November 2017; information reported in this chapter reflects conditions at study airports at the time data collection was completed in March 2018.

2.2 Data Collection Process

The inventory collected information from the 107¹ commercial service and general aviation study airports using several sources. Data was collected using survey/questionnaires, on-site visits, phone interviews, and secondary sources. An online System Plan inventory questionnaire was created and emailed to each airport to begin the inventory process. This questionnaire asked for information regarding runways, taxiways, airport visual aids, weather reporting/communication systems, airport services, hangar space/tie-down/aircraft parking, based aircraft, and aircraft operations. To the extent possible, data from the following sources was used to verify information needed to support the System Plan's analysis:

- Federal Aviation Administration (FAA) Form 5010, Airport Master Record
- FAA Airport/Facilities Directory
- AirNav.com
- Airport Master Plans
- Airport Layout Plans
- MoDOT databases
- Missouri 2002 State Airport System Plan
- Missouri Airport Directory

¹ 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.



A copy of the inventory questionnaire used to collect information for the System Plan update is contained in **Appendix A**. Once all data was collected and verified, a database was prepared and furnished to MoDOT for future updates.

2.3 Existing System

The FAA has developed a coding system used to relate airport design criteria to the operational and physical characteristics of the types of aircraft intended to operate at that airport. Specifically, the Airport Reference Code (ARC) is an airport designation that signifies the airport's highest Runway Design Code (RDC), which consists of the following two components:

- Aircraft Approach Category (AAC) depicted by a letter based on aircraft approach speed (**Table 2-1**)
- Airplane Design Group (ADG) depicted by a Roman numeral and based on aircraft wing span and tail height (**Table 2-2**)
- The RDC includes the airport's ARC as well as the Runway Visual Range (RVR) based on runway visibility minimums (**Table 2-3**).

TABLE 2-1: AIRCRAFT APPROACH CATEGORY

Approach Category	Approach Speed
A	< 91 knots
B	91 knots - < 121 knots
C	121 knots - < 141 knots
D	141 knots - < 166 knots
E	166 knots or more

Source: FAA Advisory Circular 150/5300-13A, *Airport Design*

TABLE 2-2: AIRPLANE DESIGN GROUP

Design Group	Wingspan	Tail Height
I	< 49 feet	< 20 feet
II	49 feet - < 79 feet	20 feet - < 30 feet
III	79 feet - < 118 feet	30 feet - < 45 feet
IV	118 feet - < 171 feet	45 feet - < 60 feet
V	171 feet - < 214 feet	60 feet - < 66 feet
VI	214 feet - < 262 feet	66 feet - < 80 feet

Source: FAA Advisory Circular 150/5300-13A, *Airport Design*

TABLE 2-3: RUNWAY VISUAL RANGE

RVR (feet)	Instrument Flight Visibility Category (statute mile)
5,000	Not lower than 1 mile
4,000	Lower than 1 mile but not lower than $\frac{3}{4}$ mile
2,400	Lower than $\frac{3}{4}$ mile but not lower than $\frac{1}{2}$ mile



TABLE 2-3: RUNWAY VISUAL RANGE

RVR (feet)	Instrument Flight Visibility Category (statute mile)
1,600	Lower than ½ mile but not lower than ¼ mile
1,200	Lower than ¼ mile

Source: FAA Advisory Circular 150/5300-13A, *Airport Design*

Generally speaking, aircraft in Approach Category A and Design Group I are small general aviation aircraft. Most general aviation aircraft seldom exceed Approach Category C. Aircraft above Approach Category C are typically commercial aircraft, but some smaller commercial planes are included in Approach Category C. The higher the letter designation for the Approach Category and the higher the Roman Numeral for the Design Group, the larger the aircraft that the airport is designated to accommodate, as shown in **Figure 2-1**.

FIGURE 2-1: RUNWAY DESIGN CODE AIRCRAFT TYPES



Source: Jviation

Note: Category E is only assigned to military aircraft, so is not included in the graphic.

The existing airport system includes 107 airports, all of which are publicly owned, with the exception of Creve Coeur and Branson, which are privately owned. As shown in **Table 2-4** and **Figure 2-2**, the system consists of nine commercial service airports and 98 general aviation airports. The carrier(s) providing service to airports serving Cape Girardeau, Ft. Leonard Wood, Joplin, and Kirksville are operating with the assistance of an operating subsidy from the federally funded Essential Air Service (EAS) program.



The EAS program was put into place after passage of the Airline Deregulation Act in 1978 to guarantee that small communities that were served by certificated air carriers before airline deregulation maintain a minimal level of scheduled air service. The United States Department of Transportation is mandated to provide eligible EAS communities with access to the National Air Transportation System. This is generally accomplished by subsidizing two round trips a day with 30- to 50-seat aircraft, or additional frequencies with aircraft with nine seats or fewer, usually to a large- or medium-hub airport.²

TABLE 2-4: MISSOURI SYSTEM AIRPORTS

City	Airport Name	FAA ID	ARC
Commercial Service Airports			
Branson	Branson ³	BBG	D-IV
Cape Girardeau	Cape Girardeau Regional	CGI	C-III
Columbia	Columbia Regional	COU	C-III
Fort Leonard Wood	Waynesville-St. Robert Regional	TBN	B-II
Joplin	Joplin Regional	JLN	D-III
Kansas City	Kansas City International	MCI	D-IV
Kirksville	Kirksville Regional	IRK	C-II
Springfield	Springfield-Branson National	SGF	C-IV
St Louis	St. Louis Lambert International	STL	D-IV
General Aviation Airports			
Albany	Albany Municipal	K19	A-I
Aurora	Jerry Sumners Sr Aurora Municipal	2H2	A-I
Ava	Ava Bill Martin Memorial	AOV	A-I
Bethany	Bethany Memorial	75K	A-I
Bismarck	Bismarck Memorial	H57	A-I
Bolivar	Bolivar Municipal	M17	B-II
Bonne Terre	Bonne Terre Municipal	1BT	A-I
Boonville	Jesse Viertel Memorial	VER	B-II
Bowling Green	Bowling Green Municipal	H19	B-I
Branson	M. Graham Clark – Downtown	PLK	B-II
Branson West	Branson West Municipal - Emerson Field	FWB	B-II
Brookfield/ Marceline	North Central Missouri Regional	MO8	B-II
Buffalo	Buffalo Municipal	H17	A-I
Butler	Butler Memorial	BUM	B-II
Cabool	Cabool Memorial	TVB	A-I
Camdenton	Camdenton Memorial-Lake Regional	OZS	B-II
Cameron	Cameron Memorial	EZZ	B-II
Campbell	Campbell Municipal	34M	B-I (Small)
Carrollton	Carrollton Memorial	K26	A-I

² U.S. Department of Transportation

³ The FAA classifies Branson Airport as general aviation airport, not a commercial service airport.



TABLE 2-4: MISSOURI SYSTEM AIRPORTS

City	Airport Name	FAA ID	ARC
Caruthersville	Caruthersville Memorial	M05	B-II
Cassville	Cassville Municipal	94K	B-I
Charleston	Mississippi County	CHQ	A-I
Chillicothe	Chillicothe Municipal	CHT	B-II
Clinton	Clinton Regional	GLY	C-II
Cuba	Cuba Municipal	UBX	A-I
Dexter	Dexter Municipal	DXE	C-II
Doniphan	Doniphan Municipal	X33	A-I
El Dorado Springs	El Dorado Springs Memorial	87K	A-I
Eldon	Eldon Model Airpark	H79	B-II
Excelsior Springs	Excelsior Springs Memorial	3EX	A-I
Farmington	Farmington Regional	FAM	B-II
Fredericktown	A. Paul Vance Fredericktown Regional	H88	B-II
Fulton	Elton Hensley Memorial	FTT	B-I
Gainesville	Gainesville Memorial	H27	A-I
Gideon	Gideon Memorial	M85	B-I
Hannibal	Hannibal Regional	HAE	B-II
Harrisonville	Lawrence Smith Memorial	LRY	B-II
Hermann	Hermann Municipal	63M	A-I
Higginsville	Higginsville Industrial Municipal	HIG	B-II
Hornersville	Hornersville Memorial	37M	A-I
Houston	Houston Memorial	M48	B-I
Jefferson City	Jefferson City Memorial	JEF	C-II
Kahoka	Kahoka Municipal	0H7	A-I
Kaiser/Lake Ozark	Lee C Fine Memorial	AIZ	C-II
Kansas City	Charles B. Wheeler-Downtown	MKC	D-III
Kennett	Kennett Memorial	TKX	B-II
Lamar	Lamar Municipal	LLU	A-I
Lebanon	Floyd W. Jones Lebanon	LBO	B-II
Lee's Summit	Lee's Summit Municipal	LXT	C-II
Lincoln	Lincoln Municipal	0R2	A-I
Linn	State Technical College of Missouri	1H3	B-I
Macon	Macon-Fower Memorial	K89	B-II
Malden	Malden Regional	MAW	B-I
Mansfield	Mansfield Municipal	03B	A-I
Marshall	Marshall Memorial Municipal	MHL	B-II
Maryville	Northwest Missouri Regional	EVU	B-II



TABLE 2-4: MISSOURI SYSTEM AIRPORTS

City	Airport Name	FAA ID	ARC
Memphis	Memphis Memorial	03D	A-I
Mexico	Mexico Memorial	MYJ	C-II
Moberly	Omar N Bradley	MBY	B-II
Monett	Monett Regional	HFJ	B-II
Monroe City	Captain Ben Smith Airfield	K52	A-I
Monticello	Lewis County Regional	6M6	A-I
Mosby	Midwest National Air Center	GPH	C-II
Mount Vernon	Mount Vernon Municipal	2MO	A-I
Mountain Grove	Mountain Grove Memorial	1MO	B-I
Mountain View	Mountain View	MNF	B-II
Neosho	Neosho Hugh Robinson	EOS	C-II
Nevada	Nevada Municipal	NVD	B-II
New Madrid	County Memorial	EIW	B-I
Osage Beach	Grand Glaize- Osage Beach	K15	B-I
Perryville	Perryville Regional	PCD	D-III
Piedmont	Piedmont Municipal	PYN	B-I
Poplar Bluff	Poplar Bluff Municipal	POF	C-II
Potosi	Washington County	8WC	B-I
Richland	Richland Municipal	MO1	A-I
Rolla/Vichy	Rolla National	VIH	B-II
Salem	Salem Memorial	K33	A-I
Sedalia	Sedalia Regional	DMO	C-II
Shelbyville	Shelby County	6K2	A-I
Sikeston	Sikeston Memorial Municipal	SIK	C-II
St Joseph	Rosecrans Memorial	STJ	C-IV
St. Charles	St. Charles County Smartt Field	SET	B-I
St. Louis	Creve Coeur	1H0	B-II
St. Louis	Spirit of St. Louis	SUS	C-III
Steele	Steele Municipal	M12	A-II
Stockton	Stockton Municipal	MO3	A-I
Sullivan	Sullivan Regional	UUV	B-II
Tarkio	Gould Peterson Municipal	K57	A-I
Thayer	Thayer Memorial	42M	B-I
Trenton	Trenton Municipal	TRX	B-II
Unionville	Unionville Municipal	K43	A-I
Van Buren	Bollinger-Crass Memorial	MO5	A-I
Versailles	Roy Otten Memorial Airfield	3VS	A-I



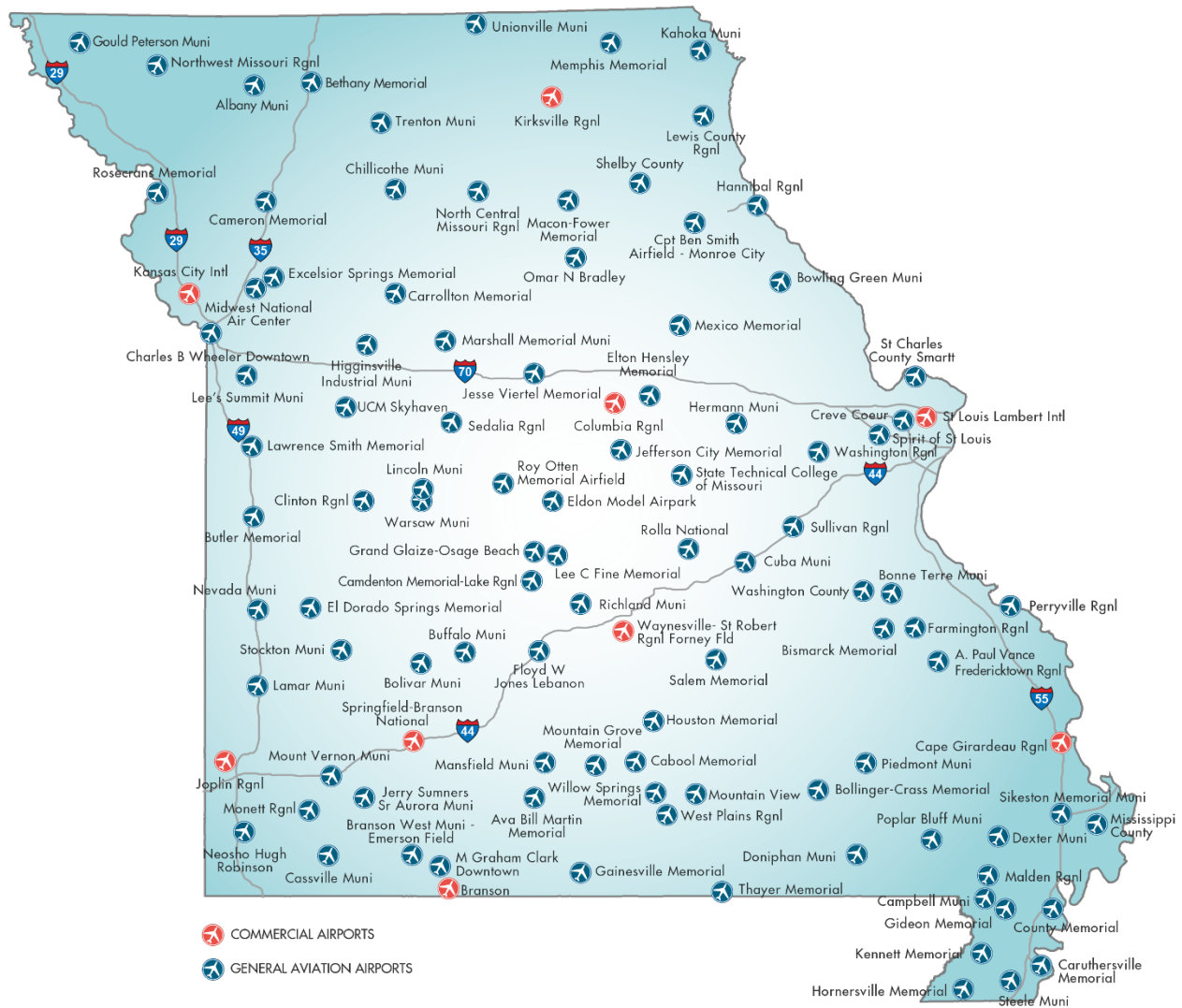
TABLE 2-4: MISSOURI SYSTEM AIRPORTS

City	Airport Name	FAA ID	ARC
Warrensburg	UCM-Skyhaven	RCM	B-II
Warsaw	Warsaw Municipal	RAW	B-II
Washington	Washington Regional	FYG	B-I
West Plains	West Plains Regional	UNO	B-II
Willow Springs	Willow Springs Memorial	1H5	A-I

Source: Missouri airports, MoDOT

Figure 2-2 is a map of the Missouri state airport system.

FIGURE 2-2: MODOT AIRPORT SYSTEM - COMMERCIAL AND GENERAL AVIATION AIRPORTS



Source: MoDOT, Aviation



2.4 Aviation Activity and Based Aircraft

Aircraft operational and based aircraft data were collected for each airport through the inventory process and FAA data sources. Activity data for the study airports is discussed briefly in the following sections. Additional information on aviation activity and current demand at study airports is included in **Chapter 3, Forecasts**.

2.4.1 Airport Operations

Operational data (aircraft takeoffs and landings) are essential to determining future airport needs within a state system plan. Current and historical operational data for each airport can be found in **Chapter 3, Forecasts**.

Twelve study airports have air traffic control towers:

- Branson Airport (BBG)
- Columbia Regional (COU)
- Joplin Regional (JLN)
- Kansas City International (MCI)
- Springfield-Branson National (SGF)
- St. Louis Lambert International (STL)
- Cape Girardeau Regional (CGI)
- Waynesville-St. Robert Regional (TBN)
- Charles B. Wheeler-Downtown (MKC)
- Spirit of St. Louis (SUS)
- Jefferson City Memorial (JEF)
- Rosecrans Memorial (STJ)

Air traffic control towers provide a more accurate count of takeoffs and landings. At non-controlled airports, operations are the “best estimates” of annual activity, based on airport representatives’ experience and knowledge of their airport’s activity.

As part of this study, estimates of annual operations at non-towered airports were reviewed to test the reasonableness of current annual operational activity estimates. Using FAA guidance on ratios of annual operations to based aircraft, some estimates of reported annual operational activity at non-towered airports were adjusted. For the most part, if adjustments were made, estimates for current annual operations were adjusted downward. Information from tower counts at Missouri airports show that over the past ten years, annual general aviation operations have shown a decline. While general aviation operations have recently stabilized and in some cases increased at the towered airports, in the preceding years general aviation operations declined by 25 percent.

2.4.2 Based Aircraft

Based aircraft represent aircraft that are stored at each airport. Storage for based aircraft is typically distributed between hangars and paved tie-down spaces. Beginning in 2007, FAA undertook a more stringent program for airports to report their individual counts of based aircraft. FAA implemented this program to record based aircraft by actual “N” number (the N number is specific to each aircraft and is displayed on the plane).

The program was needed because multiple airports were reporting the same aircraft as being based at their airports, leading to double counting of general aviation aircraft in the U.S. fleet. When this FAA program was



implemented, the number of based aircraft reported at many airports within the United States showed a decrease. In reality, the based fleet did not shrink, but with the elimination of double and triple counting of the same aircraft, the number of active aircraft in the U.S. fleet showed contraction. Current and historical based aircraft for each study airport are reported in **Chapter 3, Forecasts**.

2.5 Airside Facilities

The study inventoried each airport's airside facilities and collected data on current runways and taxiways at study airports. Specifically, dimensions and lighting information were collected. This information is used throughout the study to determine the ability of study airports to meet facility objectives associated with their role in the state airport system.

2.5.1 Primary Runway Information

Each airport's primary runway information is reported in **Table 2-5** and **Table 2-6**. Runway information collected through the inventory process includes:

- Runway Dimensions
- Runway Surface Type
- Runway Lighting
- Runway Approach Lighting

As shown in **Table 2-5**, primary runway lengths range from 1,895 feet at Gainesville Memorial Airport (H27) to 11,019 feet at St. Louis Lambert International Airport (STL). Runway lengths are generally related to the most demanding type of aircraft operating at each airport and the aircraft's operational characteristics. Runway widths also vary among the airports. Most NPIAS airports that are publicly owned are eligible to compete for FAA grants and hence must comply with FAA design standards. For Non-NPIAS airports, MoDOT makes efforts to follow FAA standards when feasible. According to FAA design standards, 60 feet is the minimum width for any runway. As **Table 2-5** shows, nearly all study airports have a current runway width equal to or greater than 60 feet. In subsequent portions of this study, the adequacy of current runway lengths and widths is considered based on the airport's role in the state system.

Many airports in Missouri's airport system have one or more secondary runways. The secondary, or crosswind, runway is intended to complement a primary runway where less than the recommended 95 percent wind coverage is provided for the aircraft forecast to use the airport on a regular basis. Throughout the System Plan, primary runways are the focus of the study since their maintenance and funding is critical to the system.



TABLE 2-5: CURRENT PRIMARY RUNWAY DIMENSIONS

City	Airport Name	FAA ID	NPIAS Airport	Runway	Length (feet)	Width (feet)	Surface Type & Condition*
Commercial Service Airports							
Branson	Branson	BBG	No	14/32	7,140	150	CONC-G
Cape Girardeau	Cape Girardeau Regional	CGI	Yes	10/28	6,500	150	CONC-G
Columbia	Columbia Regional	COU	Yes	02/20	6,501	150	CONC-F
Fort Leonard Wood	Waynesville-St. Robert Regional	TBN	Yes	14/32	6,038	150	ASPH-G
Joplin	Joplin Regional	JLN	Yes	13/31	6,501	150	ASPH-G
Kansas City	Kansas City International	MCI	Yes	01L/19R	10,801	150	ASPH-E
Kirksville	Kirksville Regional	IRK	Yes	18/36	6,005	100	CONC-F
Springfield	Springfield-Branson National	SGF	Yes	14/32	8,000	150	CONC-E
St Louis	St. Louis Lambert International	STL	Yes	12R/30L	11,019	200	CONC-G
General Aviation Airports							
Albany	Albany Municipal	K19	No	01/19	3,300	50	CONC-G
Aurora	Jerry Sumners Sr Aurora Municipal	2H2	Yes	18/36	3,001	60	ASPH-G
Ava	Ava Bill Martin Memorial	AOV	No	13/31	3,634	50	ASPH-G
Bethany	Bethany Memorial	75K	No	03/21	2,255	48	ASPH-P
Bismarck	Bismarck Memorial	H57	No	17/35	2,050	50	ASPH-G
Bolivar	Bolivar Municipal	M17	Yes	18/36	4,000	75	ASPH-G
Bonne Terre	Bonne Terre Municipal	1BT	No	14/32	2,800	49	ASPH-E
Boonville	Jesse Viertel Memorial	VER	Yes	18/36	4,000	75	ASPH-G
Bowling Green	Bowling Green Municipal	H19	Yes	13/31	3,203	50	ASPH-G
Branson	M. Graham Clark - Downtown	PLK	No	12/30	3,738	100	ASPH-G
Branson West	Branson West Municipal - Emerson Field	FWB	Yes	03/21	5,002	75	CONC-E
Brookfield/Marceline	North Central Missouri Regional	MO8	Yes	18/36	5,002	75	CONC-E
Buffalo	Buffalo Municipal	H17	No	04/22	3,220	50	ASPH-E
Butler	Butler Memorial	BUM	Yes	18/36	3,999	75	ASPH-G
Cabool	Cabool Memorial	TVB	Yes	03/21	3,002	60	ASPH-G
Camdenton	Camdenton Memorial-Lake Regional	OZS	Yes	15/33	4,000	75	ASPH-G
Cameron	Cameron Memorial	EZZ	Yes	17/35	4,000	75	CONC-G
Campbell	Campbell Municipal	34M	No	18/36	3,000	50	ASPH-G
Carrollton	Carrollton Memorial	K26	No	18/36	2,600	50	ASPH-E
Caruthersville	Caruthersville Memorial	M05	Yes	18/36	4,005	75	ASPH-G
Cassville	Cassville Municipal	94K	Yes	09/27	3,599	60	ASPH-G
Charleston	Mississippi County	CHQ	No	18/36	3,196	60	ASPH-E
Chillicothe	Chillicothe Municipal	CHT	Yes	14/32	3,899	75	ASPH-G



TABLE 2-5: CURRENT PRIMARY RUNWAY DIMENSIONS

City	Airport Name	FAA ID	NPIAS Airport	Runway	Length (feet)	Width (feet)	Surface Type & Condition*
Clinton	Clinton Regional	GLY	Yes	18/36	5,000	75	CONC-E
Cuba	Cuba Municipal	UBX	Yes	18/36	3,420	61	ASPH-G
Dexter	Dexter Municipal	DXE	Yes	18/36	5,000	100	ASPH-G
Doniphan	Doniphan Municipal	X33	No	07/25	2,560	57	ASPH-F
El Dorado Springs	El Dorado Springs Memorial	87K	No	04/22	3,295	50	ASPH-G
Eldon	Eldon Model Airpark	H79	Yes	18/36	4,000	75	CONC-E
Excelsior Springs	Excelsior Springs Memorial	3EX	No	03/21	2,004	50	ASPH-E
Farmington	Farmington Regional	FAM	Yes	02/20	4,222	75	CONC-G
Fredericktown	A. Paul Vance Fredericktown Regional	H88	Yes	01/19	4,000	75	ASPH-G
Fulton	Elton Hensley Memorial	FTT	Yes	18/36	4,001	75	CONC-E
Gainesville	Gainesville Memorial	H27	No	01/19	1,895	100	TURF-G
Gideon	Gideon Memorial	M85	No	15/33	4,504	58	ASPH-G
Hannibal	Hannibal Regional	HAE	Yes	17/35	4,400	100	CONC-G
Harrisonville	Lawrence Smith Memorial	LRY	Yes	17/35	4,000	75	ASPH-G
Hermann	Hermann Municipal	63M	No	07/25	3,198	50	ASPH-E
Higginsville	Higginsville Industrial Municipal	HIG	Yes	16/34	4,400	75	ASPH-G
Hornersville	Hornersville Memorial	37M	No	18/36	2,648	47	ASPH-F
Houston	Houston Memorial	M48	Yes	16/34	3,500	60	CONC-G
Jefferson City	Jefferson City Memorial	JEF	Yes	12/30	6,001	100	CONC-E
Kahoka	Kahoka Municipal	0H7	No	10/28	2,680	115	TURF-E
Kaiser/Lake Ozark	Lee C Fine Memorial	AIZ	Yes	04/22	6,497	100	ASPH-E
Kansas City	Charles B. Wheeler-Downtown	MKC	Yes	01/19	6,827	150	CONC-E
Kennett	Kennett Memorial	TKX	Yes	02/20	5,000	75	CONC-G
Lamar	Lamar Municipal	LLU	Yes	17/35	4,000	75	CONC-E
Lebanon	Floyd W. Jones Lebanon	LBO	Yes	18/36	5,000	75	ASPH-F
Lee's Summit	Lee's Summit Municipal	LXT	Yes	18/36	5,501	100	CONC-G
Lincoln	Lincoln Municipal	0R2	No	18/36	2,940	125	TURF-E
Linn	State Technical College of Missouri	1H3	Yes	09/27	3,400	60	CONC-G
Macon	Macon-Fower Memorial	K89	Yes	02/20	4,150	75	CONC-E
Malden	Malden Regional	MAW	Yes	18/36	5,011	100	ASPH-G
Mansfield	Mansfield Municipal	03B	No	07/25	3,000	50	ASPH-G
Marshall	Marshall Memorial Municipal	MHL	Yes	18/36	5,006	75	CONC-E
Maryville	Northwest Missouri Regional	EVU	Yes	14/32	4,600	75	CONC-F
Memphis	Memphis Memorial	03D	Yes	12/30	3,300	60	CONC-F
Mexico	Mexico Memorial	MYJ	Yes	06/24	5,501	100	CONC-G
Moberly	Omar N Bradley	MBY	Yes	13/31	5,001	100	ASPH-G



TABLE 2-5: CURRENT PRIMARY RUNWAY DIMENSIONS

City	Airport Name	FAA ID	NPIAS Airport	Runway	Length (feet)	Width (feet)	Surface Type & Condition*
Monett	Monett Regional	HFJ	Yes	18/36	5,000	75	CONC-G
Monroe City	Captain Ben Smith Airfield	K52	No	09/27	3,515	50	ASPH-G
Monticello	Lewis County Regional	6M6	Yes	18/36	3,500	60	CONC-G
Mosby	Midwest National Air Center	GPH	Yes	18/36	5,504	100	ASPH-G
Mount Vernon	Mount Vernon Municipal	2MO	No	18/36	3,195	60	ASPH-G
Mountain Grove	Mountain Grove Memorial	1MO	Yes	08/26	2,922	60	ASPH-E
Mountain View	Mountain View	MNF	Yes	10/28	5,005	75	ASPH-G
Neosho	Neosho Hugh Robinson	EOS	Yes	01/19	5,001	100	ASPH-G
Nevada	Nevada Municipal	NVD	Yes	02/20	5,000	75	CONC-E
New Madrid	County Memorial	EIW	Yes	18/36	3,200	60	ASPH-G
Osage Beach	Grand Glaize- Osage Beach	K15	Yes	14/32	3,205	60	ASPH-G
Perryville	Perryville Regional	PCD	Yes	02/20	7,003	100	CONC-G
Piedmont	Piedmont Municipal	PYN	Yes	03/21	3,300	60	ASPH-G
Poplar Bluff	Poplar Bluff Municipal	POF	Yes	18/36	5,008	100	ASPH-CONC-G
Potosi	Washington County	8WC	Yes	02/20	4,000	60	ASPH-G
Richland	Richland Municipal	MO1	No	14/32	3,000	60	ASPH-G
Rolla/Vichy	Rolla National	VIH	Yes	04/22	5,500	100	ASPH-G
Salem	Salem Memorial	K33	Yes	17/35	2,998	60	ASPH-G
Sedalia	Sedalia Regional	DMO	Yes	18/36	5,500	100	CONC-E
Shelbyville	Shelby County	6K2	No	17/35	2,300	46	TURF-G
Sikeston	Sikeston Memorial Municipal	SIK	Yes	02/20	5,502	100	ASPH-G
St Joseph	Rosecrans Memorial	STJ	Yes	17/35	8,061	150	CONC-F
St. Charles	St. Charles County Smartt Field	SET	Yes	18/36	3,800	75	ASPH-G
St. Louis	Creve Coeur	1H0	Yes	16/34	4,500	75	CONC-G
St. Louis	Spirit of St. Louis	SUS	Yes	08R/26L	7,485	150	CONC-E
Steele	Steele Municipal	M12	No	18/36	3,984	60	ASPH-G
Stockton	Stockton Municipal	MO3	No	01/19	3,060	50	ASPH-G
Sullivan	Sullivan Regional	UUV	Yes	06/24	4,500	75	CONC-G
Tarkio	Gould Peterson Municipal	K57	Yes	18/36	3,564	60	CONC-G
Thayer	Thayer Memorial	42M	No	09/27	3,885	49	ASPH-G
Trenton	Trenton Municipal	TRX	Yes	18/36	4,307	75	ASPH-F
Unionville	Unionville Municipal	K43	No	17/35	2,805	49	ASPH-E
Van Buren	Bollinger-Crass Memorial	MO5	No	02/20	2,600	50	ASPH-E
Versailles	Roy Otten Memorial Airfield	3VS	No	07/25	2,805	39	ASPH-F
Warrensburg	UCM-Skyhaven	RCM	Yes	01/19	4,206	75	ASPH-E
Warsaw	Warsaw Municipal	RAW	Yes	18/36	4,000	75	CONC-E



TABLE 2-5: CURRENT PRIMARY RUNWAY DIMENSIONS

City	Airport Name	FAA ID	NPIAS Airport	Runway	Length (feet)	Width (feet)	Surface Type & Condition*
Washington	Washington Regional	FYG	Yes	15/33	5,002	75	CONC-G
West Plains	West Plains Regional	UNO	Yes	18/36	5,101	75	ASPH-G
Willow Springs	Willow Springs Memorial	1H5	No	17/35	3,502	60	ASPH-G

Source: FAA 5010 Records

Note: * Runway Surface Condition: E = Excellent, G = Good, F = Fair, P = Poor

The majority of all primary runways have some type of lighting system as shown in **Table 2-6**. Data presented in **Table 2-6** is for the primary runway at each study airport. Runway lights help airports remain operational during periods of reduced visibility and throughout nighttime hours. The inventory also collected information on approach lighting systems at study airports. Approach lighting systems are needed only when an airport has a precision instrument approach, but even non-precision runways benefit from the various types of approach aids that were inventoried as part of the System Plan. Runway and approach lighting inventoried in this study includes:

- Runway End Identification Lights (REILs): REILs are a lighting system consisting of two flashing lights located on each corner of the runway-landing threshold. The light from this system enables pilots to quickly identify the runway threshold on approach.
- Visual Glide Slope Indicators (VGSI) are ground devices that use lights to assist a pilot in landing. The lights define a vertical approach path during the final approach to a runway and can help the pilot determine if the airplane is too high or too low for an optimum landing. There are several types of VGSI:
 - Precision Approach Path Indicators (PAPIs): PAPIs are a lighting system consisting of two or four lights located to the side of the runway touchdown zone. The system uses red and white lights to provide visual glide path indication to the approaching aircraft.
 - Visual Approach Slope Indicators (VASIs): VASIs are a lighting system located to the side of the runway touchdown zone. The light from this system provides visual approach slope guidance that ensures clearance of all obstructions in the approach area.
 - Approach Path Alignment Panels (APAPs): APAPs are a system of panels used for alignment of an approach path, which may or may not be lighted.
- Medium Intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR): MALSRs are a lighting system consisting of a combination of lights and light bars/flashers that provide visual information on runway alignment, height, roll guidance, and horizontal reference.
- Medium Intensity Approach Lighting System with Sequenced Flashers (MALSF): MALSFs are the same as MALSRs but three sequenced Flashers (F) in a MALSF are configured differently from the five Runway Alignment Indicator Lights (R) in a MALSR. MALSFs are typically found at locations where there may be approach identification challenges.
- Omnidirectional Approach Lighting System (ODALS): ODALS are a lighting system consisting of sequenced flashing lights that provide circling, offset, and straight-in visual guidance.

Runway approach capabilities are shown in **Table 2-8**.



TABLE 2-6: RUNWAY LIGHTING INFORMATION

City	Airport Name	FAA ID	Runway	REILs	Edge Lights	VGSI	Approach Lighting
Commercial Service Airports							
Branson	Branson	BBG	14/32	Y/N	HIRL	P4L / P4L	No/MALSF
Cape Girardeau	Cape Girardeau Regional	CGI	10/28	N/N	HIRL	No / V2L	MALSR/ODALS
Columbia	Columbia Regional	COU	02/20	N/Y	HIRL	No / V4L	MALSR/ODALS
Fort Leonard Wood	Waynesville-St. Robert Regional	TBN	14/32	Y/Y	HIRL	P4L / P4R	MALSR/MALS
Joplin	Joplin Regional	JLN	13/31	N/N	HIRL	No / P4L	MALSF/ODALS
Kansas City	Kansas City International	MCI	01L/19R	N/N	HIRL	P4L / P4R	MALSR/ALSF2
Kirksville	Kirksville Regional	IRK	18/36	Y/N	HIRL	V4L / V4L	No/MALSR
Springfield	Springfield-Branson National	SGF	14/32	N/Y	HIRL	P4R / P4L	MALSR/No
St Louis	St. Louis Lambert International	STL	12R/30L	N/N	HIRL	P4L / P4R	MALSR/MALSR
General Aviation Airports							
Albany	Albany Municipal	K19	01/19	N/N	LIRL	PNIL / PNIL	No
Aurora	Jerry Sumners Sr Aurora Municipal	2H2	18/36	N/N	MIRL	No	No
Ava	Ava Bill Martin Memorial	AOV	13/31	N/N	MIRL	S2L / No	No
Bethany	Bethany Memorial	75K	03/21	N/N	LIRL	No	No
Bismarck	Bismarck Memorial	H57	17/35	N/N	LIRL	No	No
Bolivar	Bolivar Municipal	M17	18/36	N/N	MIRL	P2L / P2L	No
Bonne Terre	Bonne Terre Municipal	1BT	14/32	N/N	NONE	No	No
Boonville	Jesse Viertel Memorial	VER	18/36	Y/Y	MIRL	P4L / P4L	No
Bowling Green	Bowling Green Municipal	H19	13/31	N/N	LIRL	No	No
Branson	M. Graham Clark - Downtown	PLK	12/30	Y/Y	MIRL	/ V4R	No
Branson West	Branson West Municipal - Emerson Field	FWB	03/21	Y/Y	MIRL	P4R / P4L	No
Brookfield/Marceline	North Central Missouri Regional	MO8	18/36	Y/Y	MIRL	P4L / P4L	No
Buffalo	Buffalo Municipal	H17	04/22	N/N	LIRL	No	No
Butler	Butler Memorial	BUM	18/36	N/N	MIRL	P2L / P2L	No
Cabool	Cabool Memorial	TVB	03/21	N/N	MIRL	No	No
Camdenton	Camdenton Memorial-Lake Regional	OZS	15/33	Y/Y	MIRL	P4L / P4L	No
Cameron	Cameron Memorial	EZZ	17/35	Y/Y	MIRL	P4L / P4L	No
Campbell	Campbell Municipal	34M	18/36	N/N	LIRL	No	No
Carrollton	Carrollton Memorial	K26	18/36	N/N	MIRL	No	No
Caruthersville	Caruthersville Memorial	M05	18/36	N/N	MIRL	P4L / P4L	No
Cassville	Cassville Municipal	94K	09/27	N/N	MIRL	P2L / P2L	No
Charleston	Mississippi County	CHQ	18/36	Y/Y	MIRL	P2L / P2L	No
Chillicothe	Chillicothe Municipal	CHT	14/32	N/N	MIRL	P4L / P4R	No



TABLE 2-6: RUNWAY LIGHTING INFORMATION

City	Airport Name	FAA ID	Runway	REILs	Edge Lights	VGSI	Approach Lighting
Clinton	Clinton Regional	GLY	18/36	Y/Y	MIRL	P4L / P4L	No
Cuba	Cuba Municipal	UBX	18/36	Y/Y	MIRL	P2L / P2L	No
Dexter	Dexter Municipal	DXE	18/36	N/N	MIRL	P2L / P2L	No
Doniphan	Doniphan Municipal	X33	07/25	N/N	LIRL	No	No
El Dorado Springs	El Dorado Springs Memorial	87K	04/22	N/N	MIRL	No	No
Eldon	Eldon Model Airpark	H79	18/36	Y/Y	MIRL	P4R / P4L	No
Excelsior Springs	Excelsior Springs Memorial	3EX	03/21	N/N	LIRL	No	No
Farmington	Farmington Regional	FAM	02/20	Y/N	MIRL	P4L /	No
Fredericktown	A. Paul Vance Fredericktown Regional	H88	01/19	N/N	MIRL	P4L / P4L	No
Fulton	Elton Hensley Memorial	FTT	18/36	Y/Y	MIRL	P4L / P4L	No
Gainesville	Gainesville Memorial	H27	01/19	N/N	LIRL	No	No
Gideon	Gideon Memorial	M85	15/33	N/N	NONE	No	No
Hannibal	Hannibal Regional	HAE	17/35	Y/Y	MIRL	P4L / P4L	No
Harrisonville	Lawrence Smith Memorial	LRY	17/35	N/N	MIRL	P4L / P4L	No
Hermann	Hermann Municipal	63M	07/25	N/N	MIRL	/ P2L	No
Higginsville	Higginsville Industrial Municipal	HIG	16/34	Y/Y	MIRL	P4L / P4L	No
Hornersville	Hornersville Memorial	37M	18/36	N/N	NONE	No	No
Houston	Houston Memorial	M48	16/34	Y/Y	MIRL	P2L / P2L	No
Jefferson City	Jefferson City Memorial	JEF	12/30	Y/N	HIRL	V4L / V4L	No/MALSR
Kahoka	Kahoka Municipal	0H7	10/28	N/N	NONE	No	No
Kaiser/Lake Ozark	Lee C Fine Memorial	AIZ	04/22	N/N	MIRL	V4L / V4L	No
Kansas City	Charles B. Wheeler-Downtown	MKC	01/19	Y/N	HIRL	V4L / P4L	No/MALSF
Kennett	Kennett Memorial	TKX	02/20	Y/Y	MIRL	P4L / P4L	No
Lamar	Lamar Municipal	LLU	17/35	Y/Y	MIRL	P4L / P4L	No
Lebanon	Floyd W. Jones Lebanon	LBO	18/36	Y/Y	MIRL	P4L / P4L	No
Lee's Summit	Lee's Summit Municipal	LXT	18/36	Y/Y	MIRL	V4L / V4L	No
Lincoln	Lincoln Municipal	0R2	18/36	N/N	NONE	No	No
Linn	State Technical College of Missouri	1H3	09/27	Y/Y	MIRL	P4L / P4L	No
Macon	Macon-Fower Memorial	K89	02/20	N/N	MIRL	P4L / P4L	No
Malden	Malden Regional	MAW	18/36	N/N	MIRL	No	No
Mansfield	Mansfield Municipal	03B	07/25	N/N	MIRL	No	No
Marshall	Marshall Memorial Municipal	MHL	18/36	N/Y	MIRL	P4L / P4L	No
Maryville	Northwest Missouri Regional	EVU	14/32	Y/Y	MIRL	P4L / P4L	No
Memphis	Memphis Memorial	03D	12/30	N/N	MIRL	P2L / P2L	No
Mexico	Mexico Memorial	MYJ	06/24	N/N	MIRL	No / P4L	No/MALS



TABLE 2-6: RUNWAY LIGHTING INFORMATION

City	Airport Name	FAA ID	Runway	REILs	Edge Lights	VGSI	Approach Lighting
Moberly	Omar N Bradley	MBY	13/31	Y/Y	MIRL	P4L / P4L	No
Monett	Monett Regional	HFJ	18/36	Y/N	MIRL	P4L / P4L	No/MALSF
Monroe City	Captain Ben Smith Airfield	K52	09/27	N/N	MIRL	P2L / P2L	No
Monticello	Lewis County Regional	6M6	18/36	Y/Y	MIRL	P2L / P2L	No
Mosby	Midwest National Air Center	GPH	18/36	Y/Y	HIRL	P4L / P4L	No
Mount Vernon	Mount Vernon Municipal	2MO	18/36	N/N	MIRL	No	No
Mountain Grove	Mountain Grove Memorial	1MO	08/26	Y/Y	MIRL	P2L / P2L	No
Mountain View	Mountain View	MNF	10/28	N/N	MIRL	/ P4L	No
Neosho	Neosho Hugh Robinson	EOS	01/19	Y/Y	MIRL	P4L / P4L	No
Nevada	Nevada Municipal	NVD	02/20	Y/Y	MIRL	P4L / P4L	No
New Madrid	County Memorial	EIW	18/36	N/N	MIRL	No	No
Osage Beach	Grand Glaize- Osage Beach	K15	14/32	N/N	MIRL	/ P4L	No
Perryville	Perryville Regional	PCD	02/20	Y/Y	MIRL	P4L / P4L	No
Piedmont	Piedmont Municipal	PYN	03/21	Y/Y	MIRL	No	No
Poplar Bluff	Poplar Bluff Municipal	POF	18/36	Y/Y	MIRL	P4L / V4L	No
Potosi	Washington County	8WC	02/20	N/N	MIRL	No	No
Richland	Richland Municipal	MO1	14/32	N/N	LIRL	No	No
Rolla/Vichy	Rolla National	VIH	04/22	N/N	HIRL	P4L / V4L	No
Salem	Salem Memorial	K33	17/35	Y/Y	MIRL	P2L / P2L	No
Sedalia	Sedalia Regional	DMO	18/36	Y/Y	MIRL	P4L / P4L	No
Shelbyville	Shelby County	6K2	17/35	N/N	NONE	No	No
Sikeston	Sikeston Memorial Municipal	SIK	02/20	N/Y	MIRL	P4L / P4L	No
St Joseph	Rosecrans Memorial	STJ	17/35	Y/Y	HIRL	V4L / V4L	No
St. Charles	St. Charles County Smartt Field	SET	18/36	Y/N	MIRL	P4L / V4L	No
St. Louis	Creve Coeur	1H0	16/34	Y/Y	MIRL	P4L / P4L	No
St. Louis	Spirit of St. Louis	SUS	08R/26L	N/N	HIRL	V4R / V4L	MALSR/MALSR
Steele	Steele Municipal	M12	18/36	N/N	MIRL	No	No
Stockton	Stockton Municipal	MO3	01/19	N/N	LIRL	No	No
Sullivan	Sullivan Regional	UUV	06/24	N/N	MIRL	P2L / P2L	No
Tarkio	Gould Peterson Municipal	K57	18/36	N/N	MIRL	No	No
Thayer	Thayer Memorial	42M	09/27	N/N	LIRL	No	No
Trenton	Trenton Municipal	TRX	18/36	Y/Y	MIRL	P4L / P4L	No
Unionville	Unionville Municipal	K43	17/35	N/N	LIRL	No	No
Van Buren	Bollinger-Crass Memorial	MO5	02/20	N/N	NONE	No	No
Versailles	Roy Otten Memorial Airfield	3VS	07/25	N/N	LIRL	No	No
Warrensburg	UCM-Skyhaven	RCM	01/19	Y/Y	MIRL	P4L / P4R	No



TABLE 2-6: RUNWAY LIGHTING INFORMATION

City	Airport Name	FAA ID	Runway	REILs	Edge Lights	VGSI	Approach Lighting
Warsaw	Warsaw Municipal	RAW	18/36	Y/Y	MIRL	P4L / P4L	No
Washington	Washington Regional	FYG	15/33	Y/Y	MIRL	P4L / P4L	No
West Plains	West Plains Regional	UNO	18/36	Y/Y	MIRL	P2L / P2L	No
Willow Springs	Willow Springs Memorial	1H5	17/35	N/N	MIRL	No	No

Source: MoDOT, FAA 5010 Records

2.5.2 Taxiway Information

According to FAA guidelines, full parallel taxiways are most often needed at the busiest of airports or at airports that have a precision approach. A full parallel taxiway improves both runway safety and operational capacity. Because many of the study airports have lower activity levels, they do not have nor do they need to have a full parallel taxiway; however, to support safety and operational needs, nearly all study airports have at least a taxiway turnaround. Turnarounds are located on runway ends and provide landing aircraft with the ability to turn around and back-taxi on the runway to reach hangar areas or other landside facilities.

Taxiway information collected as part of this study includes the type of taxiway system and taxiway width. The types of taxiways vary from full parallel, partial parallel, to turnarounds (also known as stubs). All taxiways contribute to an airport's safety and operating efficiency. Current taxiway information for each airport's primary runway is shown in **Table 2-7**. Based on the airport's role, this study reviewed the adequacy of each airport's current taxiway system.

TABLE 2-7: PRIMARY RUNWAY TAXIWAY INFORMATION

City	Airport Name	FAA ID	Taxiway Type	Taxiway Width (feet)
Commercial Service Airports				
Branson	Branson	BBG	Partial Parallel	75
Cape Girardeau	Cape Girardeau Regional	CGI	Full Parallel	50
Columbia	Columbia Regional	COU	Full Parallel	50
Fort Leonard Wood	Waynesville-St. Robert Regional	TBN	Stub(s)	60
Joplin	Joplin Regional	JLN	Full Parallel	50
Kansas City	Kansas City International	MCI	Full Parallel	75
Kirkville	Kirkville Regional	IRK	Full Parallel	35
Springfield	Springfield-Branson National	SGF	Full Parallel	75
St. Louis	St. Louis Lambert International	STL	Full Parallel	75
General Aviation Airports				
Albany	Albany Municipal	K19	Stub(s)	25
Aurora	Jerry Sumners Sr Aurora Municipal	2H2	Stub(s)	25
Ava	Ava Bill Martin Memorial	AOV	Stub(s)	38
Bethany	Bethany Memorial	75K	Stub(s)	20
Bismarck	Bismarck Memorial	H57	Stub(s)	30



TABLE 2-7: PRIMARY RUNWAY TAXIWAY INFORMATION

City	Airport Name	FAA ID	Taxiway Type	Taxiway Width (feet)
Bolivar	Bolivar Municipal	M17	Full Parallel	35
Bonne Terre	Bonne Terre Municipal	1BT	Stub(s)	27
Boonville	Jesse Viertel Memorial	VER	Full Parallel	35
Bowling Green	Bowling Green Municipal	H19	Stub(s)	25
Branson	M. Graham Clark - Downtown	PLK	Full Parallel	30
Branson West	Branson West Municipal - Emerson Field	FWB	Full Parallel	35
Brookfield/ Marceline	North Central Missouri Regional	MO8	Full Parallel	35
Buffalo	Buffalo Municipal	H17	Stub(s)	45
Butler	Butler Memorial	BUM	Full Parallel	30
Cabool	Cabool Memorial	TVB	Stub(s)	35
Camdenton	Camdenton Memorial-Lake Regional	OZS	Partial Parallel	35
Cameron	Cameron Memorial	EZZ	Full Parallel	35
Campbell	Campbell Municipal	34M	Partial Parallel	30
Carrollton	Carrollton Memorial	K26	Stub(s)	24
Caruthersville	Caruthersville Memorial	M05	Stub(s)	40
Cassville	Cassville Municipal	94K	Stub(s)	30
Charleston	Mississippi County	CHQ	Stub(s)	30
Chillicothe	Chillicothe Municipal	CHT	Full Parallel	35
Clinton	Clinton Regional	GLY	Stub(s)	35
Cuba	Cuba Municipal	UBX	Stub(s)	40
Dexter	Dexter Municipal	DXE	Full Parallel	35
Doniphan	Doniphan Municipal	X33	Stub(s)	30
El Dorado Springs	El Dorado Springs Memorial	87K	Stub(s)	25
Eldon	Eldon Model Airpark	H79	Full Parallel	35
Excelsior Springs	Excelsior Springs Memorial	3EX	Stub(s)	43
Farmington	Farmington Regional	FAM	Full Parallel	35
Fredericktown	A. Paul Vance Fredericktown Regional	H88	Full Parallel	35
Fulton	Elton Hensley Memorial	FTT	Stub(s)	35
Gainesville	Gainesville Memorial	H27	No supporting taxiway	0
Gideon	Gideon Memorial	M85	Full Parallel	50
Hannibal	Hannibal Regional	HAE	Full Parallel	35
Harrisonville	Lawrence Smith Memorial	LRV	Stub(s)	35
Hermann	Hermann Municipal	63M	Stub(s)	25
Higginsville	Higginsville Industrial Municipal	HIG	Partial Parallel	35
Hornersville	Hornersville Memorial	37M	Stub(s)	40
Houston	Houston Memorial	M48	Stub(s)	25



TABLE 2-7: PRIMARY RUNWAY TAXIWAY INFORMATION

City	Airport Name	FAA ID	Taxiway Type	Taxiway Width (feet)
Jefferson City	Jefferson City Memorial	JEF	Full Parallel	35
Kahoka	Kahoka Municipal	0H7	No supporting taxiway	N/A
Kaiser/Lake Ozark	Lee C Fine Memorial	AIZ	Full Parallel	35
Kansas City	Charles B. Wheeler-Downtown	MKC	Full Parallel	75
Kennett	Kennett Memorial	TKX	Full Parallel	35
Lamar	Lamar Municipal	LLU	Stub(s)	35
Lebanon	Floyd W. Jones Lebanon	LBO	Full Parallel	35
Lee's Summit	Lee's Summit Municipal	LXT	Full Parallel	35
Lincoln	Lincoln Municipal	0R2	No supporting taxiway	0
Linn	State Technical College of Missouri	1H3	Stub(s)	25
Macon	Macon-Fower Memorial	K89	Stub(s)	40
Malden	Malden Regional	MAW	Stub(s)	35
Mansfield	Mansfield Municipal	03B	Stub(s)	20
Marshall	Marshall Memorial Municipal	MHL	Full Parallel	35
Maryville	Northwest Missouri Regional	EVU	Stub(s)	35
Memphis	Memphis Memorial	03D	Stub(s)	27
Mexico	Mexico Memorial	MYJ	Full Parallel	35
Moberly	Omar N Bradley	MBY	Full Parallel	35
Monett	Monett Regional	HFJ	Full Parallel	35
Monroe City	Captain Ben Smith Airfield	K52	Stub(s)	35
Monticello	Lewis County Regional	6M6	Stub(s)	35
Mosby	Midwest National Air Center	GPH	Full Parallel	35
Mount Vernon	Mount Vernon Municipal	2MO	Stub(s)	35
Mountain Grove	Mountain Grove Memorial	1MO	Stub(s)	25
Mountain View	Mountain View	MNF	Partial Parallel	35
Neosho	Neosho Hugh Robinson	EOS	Full Parallel	35
Nevada	Nevada Municipal	NVD	Stub(s)	35
New Madrid	County Memorial	EIW	Stub(s)	35
Osage Beach	Grand Glaize- Osage Beach	K15	Full Parallel	30
Perryville	Perryville Regional	PCD	Partial Parallel	50
Piedmont	Piedmont Municipal	PYN	Stub(s)	43
Poplar Bluff	Poplar Bluff Municipal	POF	Full Parallel	40
Potosi	Washington County	8WC	Stub(s)	35
Richland	Richland Municipal	MO1	Stub(s)	25
Rolla/Vichy	Rolla National	VIH	Partial Parallel	35



TABLE 2-7: PRIMARY RUNWAY TAXIWAY INFORMATION

City	Airport Name	FAA ID	Taxiway Type	Taxiway Width (feet)
Salem	Salem Memorial	K33	Stub(s)	35
Sedalia	Sedalia Regional	DMO	Partial Parallel	35
Shelbyville	Shelby County	6K2	No supporting taxiway	0
Sikeston	Sikeston Memorial Municipal	SIK	Full Parallel	35
St Joseph	Rosecrans Memorial	STJ	Full Parallel	50
St. Charles	St. Charles County Smartt Field	SET	Full Parallel	40
St. Louis	Creve Coeur	1H0	Full Parallel	35
St. Louis	Spirit of St. Louis	SUS	Full Parallel	50
Steele	Steele Municipal	M12	Stub(s)	40
Stockton	Stockton Municipal	MO3	Stub(s)	30
Sullivan	Sullivan Regional	UUV	Full Parallel	35
Tarkio	Gould Peterson Municipal	K57	Stub(s)	35
Thayer	Thayer Memorial	42M	Stub(s)	30
Trenton	Trenton Municipal	TRX	Partial Parallel	30
Unionville	Unionville Municipal	K43	Stub(s)	30
Van Buren	Bollinger-Crass Memorial	MO5	Stub(s)	22
Versailles	Roy Otten Memorial Airfield	3VS	Stub(s)	40
Warrensburg	UCM-Skyhaven	RCM	Partial Parallel	30
Warsaw	Warsaw Municipal	RAW	Stub(s)	35
Washington	Washington Regional	FYG	Full Parallel	34
West Plains	West Plains Regional	UNO	Full Parallel	35
Willow Springs	Willow Springs Memorial	1H5	Partial Parallel	25

Source: Missouri Airports, FAA Airport/Facility Directory

2.6 Navigation, Approach, and Landing Aids

A variety of navigational aids (NAVAIDs) support operations at study airports. NAVAIDs provide information for enroute and ground-based pilots and include instrument approach aids, visual aids, and automated weather systems. NAVAIDs improve safety and help airports remain operational during periods of reduced visibility.

2.6.1 Instrument Approach Aids

Instrument approach aids are categorized by precision and non-precision. Precision instrument approaches provide both lateral and horizontal guidance to aircraft, while non-precision approaches primarily provide only lateral guidance. The most common approach types include:

- Instrument Landing System (ILS): ILS is a precision approach that provides precise vertical and horizontal guidance information to approaching aircraft. The ILS provides guidance through the use of a localizer, a glide slope, and other ground-based facilities.



- **Global Positioning System (GPS):** GPS is a non-precision approach. It is a space-based radio navigation system that consists of a network of satellites and ground stations. GPS satellites are capable of providing aircraft with three-dimensional position (latitude, longitude, and altitude), velocity, and time of day, in all weather conditions.
- **Area Navigation/Required Navigation Performance (RNAV):** RNAV/RNP is a non-precision approach and a performance-based type of navigation that allows aircraft to fly on a desired path within the coverage of ground or space-based navigational aids. RNP-capable aircraft are equipped with onboard performance monitoring and alerting capabilities.
- **Localizer Performance with Vertical Guidance (LPV):** LPV is not an approach in and of itself; an LPV provides minimum approach heights for GPS/RNAV approaches through the use of wide area augmentation system (WAAS) and very precise GPS capabilities. In most cases, approaches with LPV have minimums comparable to if not better than an ILS approach. An LPV approach provides both lateral and vertical guidance.
- **Very High Frequency Omni-Directional Range (VOR):** VOR is a non-precision approach. It is a ground-based radio navigation aid that provides 360 degrees of continuous directional information and supplies aircraft with location relative to the VOR station.
- **Localizer (LOC):** The LOC is a non-precision approach using a radio transmitting antenna that supplies aircraft with lateral course guidance to the runway.
- **Distance Measuring Equipment (DME):** The DME is a non-precision approach, ground based, Ultra High Frequency navigation aid that corresponds to aircraft DME avionics; it enables aircraft to determine the slant range between the aircraft and ground station.
- **Non-Directional Beacon (NDB):** The NDB is a non-precision approach, ground-based, low- or medium-frequency radio beacon that broadcasts non-directional signals on an assigned frequency signal. Pilots can use NDBs to determine their location in relation to the ground station.

Table 2-8 shows that study airports are currently served by a variety of approach aids. Study airports that do not have either a precision or a non-precision approach have a visual approach. For this study, airports with an ILS or LPV approach are considered to have an approach with vertical guidance or a precision type approach. For system planning analysis, all other approaches shown in **Table 2-8** are considered non-precision.

TABLE 2-8: INSTRUMENT APPROACH AIDS

City	Airport Name	FAA ID	Runway End	ILS	GPS/ RNAV	LPV	Other	Visual Only
Commercial Service Airports								
Branson	Branson	BBG	14/32	Yes	Yes	Yes	VOR	No
Cape Girardeau	Cape Girardeau Regional	CGI	10/28	Yes	Yes	Yes	LOC, VOR	No
Columbia	Columbia Regional	COU	02/20	Yes	Yes	Yes	LOC, VOR	No
Fort Leonard Wood	Waynesville-St. Robert Regional	TBN	14/32	Yes	Yes	Yes	NDB, LOC, VOR	No
Joplin	Joplin Regional	JLN	13/31	Yes	Yes	Yes	LOC	No
Kansas City	Kansas City International	MCI	01L/19R	Yes	Yes	Yes	LOC, RNP	No
Kirksville	Kirksville Regional	IRK	18/36	Yes	Yes	Yes	LOC, VOR	No
Springfield	Springfield-Branson National	SGF	14/32	Yes	Yes	Yes	LOC, VOR	No
St Louis	St. Louis Lambert International	STL	12R/30L	Yes	Yes	Yes	LDA, LOC, RNP	No



TABLE 2-8: INSTRUMENT APPROACH AIDS

City	Airport Name	FAA ID	Runway End	ILS	GPS/RNAV	LPV	Other	Visual Only
General Aviation Airports								
Albany	Albany Municipal	K19	01/19	No	No	No		Yes
Aurora	Jerry Sumners Sr Aurora Municipal	2H2	18/36	No	Yes	No	VOR	No
Ava	Ava Bill Martin Memorial	AOV	13/31	No	Yes	No	VOR	No
Bethany	Bethany Memorial	75K	03/21	No	No	No		Yes
Bismarck	Bismarck Memorial	H57	17/35	No	No	No		Yes
Bolivar	Bolivar Municipal	M17	18/36	No	Yes	Yes	VOR	No
Bonne Terre	Bonne Terre Municipal	1BT	14/32	No	No	No		Yes
Boonville	Jesse Viertel Memorial	VER	18/36	No	Yes	Yes	VOR	No
Bowling Green	Bowling Green Municipal	H19	13/31	No	Yes	No	VOR	No
Branson	M. Graham Clark - Downtown	PLK	12/30	No	Yes	Yes		No
Branson West	Branson West Municipal - Emerson Field	FWB	03/21	No	Yes	Yes		No
Brookfield/Marceline	North Central Missouri Regional	MO8	18/36	No	Yes	Yes		No
Buffalo	Buffalo Municipal	H17	04/22	No	No	No		Yes
Butler	Butler Memorial	BUM	18/36	No	Yes	Yes	VOR	No
Cabool	Cabool Memorial	TVB	03/21	No	Yes	No	VOR	No
Camdenton	Camdenton Memorial-Lake Regional	OZS	15/33	No	Yes	Yes	VOR	No
Cameron	Cameron Memorial	EZZ	17/35	No	Yes	Yes		No
Campbell	Campbell Municipal	34M	18/36	No	No	No		Yes
Carrollton	Carrollton Memorial	K26	18/36	No	No	No		Yes
Caruthersville	Caruthersville Memorial	M05	18/36	No	Yes	Yes	VOR	No
Cassville	Cassville Municipal	94K	09/27	No	Yes	Yes	VOR	No
Charleston	Mississippi County	CHQ	18/36	No	Yes	No	NDB	No
Chillicothe	Chillicothe Municipal	CHT	14/32	No	Yes	Yes	NDB	No
Clinton	Clinton Regional	GLY	18/36	No	Yes	Yes	NDB	No
Cuba	Cuba Municipal	UBX	18/36	No	Yes	Yes		No
Dexter	Dexter Municipal	DXE	18/36	No	Yes	Yes	VOR	No
Doniphan	Doniphan Municipal	X33	07/25	No	No	No		Yes
El Dorado Springs	El Dorado Springs Memorial	87K	04/22	No	No	No		Yes
Eldon	Eldon Model Airpark	H79	18/36	No	Yes	No		No
Excelsior Springs	Excelsior Springs Memorial	3EX	03/21	No	Yes	No	VOR	No
Farmington	Farmington Regional	FAM	02/20	No	Yes	Yes	VOR	No
Fredericktown	A. Paul Vance Fredericktown Regional	H88	01/19	No	Yes	Yes	VOR	No
Fulton	Elton Hensley Memorial	FTT	18/36	No	No	Yes		No
Gainesville	Gainesville Memorial	H27	01/19	No	No	No		Yes



TABLE 2-8: INSTRUMENT APPROACH AIDS

City	Airport Name	FAA ID	Runway End	ILS	GPS/RNAV	LPV	Other	Visual Only
Gideon	Gideon Memorial	M85	15/33	No	Yes	No	VOR	No
Hannibal	Hannibal Regional	HAE	17/35	No	Yes	Yes	VOR	No
Harrisonville	Lawrence Smith Memorial	LRV	17/35	No	Yes	Yes		No
Hermann	Hermann Municipal	63M	07/25	No	No	No		Yes
Higginsville	Higginsville Industrial Municipal	HIG	16/34	No	Yes	Yes		No
Hornersville	Hornersville Memorial	37M	18/36	No	No	No		Yes
Houston	Houston Memorial	M48	16/34	No	Yes	Yes		No
Jefferson City	Jefferson City Memorial	JEF	12/30	Yes	Yes	Yes	LOC	No
Kahoka	Kahoka Municipal	0H7	10/28	No	No	No		Yes
Kaiser/Lake Ozark	Lee C Fine Memorial	AIZ	04/22	No	Yes	Yes	LOC, LOC/DME, VOR	No
Kansas City	Charles B. Wheeler-Downtown	MKC	01/19	Yes	Yes	Yes	NDB, LOC, VOR	No
Kennett	Kennett Memorial	TKX	02/20	No	Yes	Yes	VOR	No
Lamar	Lamar Municipal	LLU	17/35	No	Yes	Yes		No
Lebanon	Floyd W. Jones Lebanon	LBO	18/36	No	Yes	No		No
Lee's Summit	Lee's Summit Municipal	LXT	18/36	No	Yes	Yes	VOR	No
Lincoln	Lincoln Municipal	0R2	18/36	No	No	No		Yes
Linn	State Technical College of Missouri	1H3	09/27	No	No	No		Yes
Macon	Macon-Fower Memorial	K89	02/20	No	Yes	Yes	VOR	No
Malden	Malden Regional	MAW	18/36	No	Yes	Yes	VOR	No
Mansfield	Mansfield Municipal	03B	07/25	No	No	No		Yes
Marshall	Marshall Memorial Municipal	MHL	18/36	No	Yes	Yes	NDB	No
Maryville	Northwest Missouri Regional	EVU	14/32	No	Yes	Yes		No
Memphis	Memphis Memorial	03D	12/30	No	Yes	Yes		No
Mexico	Mexico Memorial	MYJ	06/24	No	Yes	Yes	LOC, VOR	No
Moberly	Omar N Bradley	MBY	13/31	No	Yes	Yes	VOR	No
Monett	Monett Regional	HFJ	18/36	No	Yes	Yes		No
Monroe City	Captain Ben Smith Airfield	K52	09/27	No	Yes	No	VOR	No
Monticello	Lewis County Regional	6M6	18/36	No	Yes	Yes	VOR	No
Mosby	Midwest National Air Center	GPH	18/36	Yes	Yes	Yes	LOC	No
Mount Vernon	Mount Vernon Municipal	2MO	18/36	No	No	No		Yes
Mountain Grove	Mountain Grove Memorial	1MO	08/26	No	Yes	No	VOR	No
Mountain View	Mountain View	MNF	10/28	No	Yes	No		No
Neosho	Neosho Hugh Robinson	EOS	01/19	No	Yes	Yes	VOR	No
Nevada	Nevada Municipal	NVD	02/20	No	Yes	Yes	VOR	No



TABLE 2-8: INSTRUMENT APPROACH AIDS

City	Airport Name	FAA ID	Runway End	ILS	GPS/RNAV	LPV	Other	Visual Only
New Madrid	County Memorial	EIW	18/36	No	Yes	Yes	VOR	No
Osage Beach	Grand Glaize- Osage Beach	K15	14/32	No	Yes	No	VOR	No
Perryville	Perryville Regional	PCD	02/20	No	Yes	Yes	VOR	No
Piedmont	Piedmont Municipal	PYN	03/21	No	No	No		Yes
Poplar Bluff	Poplar Bluff Municipal	POF	18/36	No	Yes	Yes	SDF	No
Potosi	Washington County	8WC	02/20	No	Yes	Yes		No
Richland	Richland Municipal	MO1	14/32	No	No	No		Yes
Rolla/Vichy	Rolla National	VIH	04/22	No	Yes	Yes	VOR	No
Salem	Salem Memorial	K33	17/35	No	Yes	No	VOR	No
Sedalia	Sedalia Regional	DMO	18/36	No	Yes	Yes	NDB	No
Shelbyville	Shelby County	6K2	17/35	No	No	No		Yes
Sikeston	Sikeston Memorial Municipal	SIK	02/20	No	Yes	Yes	VOR	No
St Joseph	Rosecrans Memorial	STJ	17/35	Yes	Yes	Yes	PAR, LOC, VOR	No
St. Charles	St. Charles County Smartt Field	SET	18/36	No	Yes	No	VOR	No
St. Louis	Creve Coeur	1H0	16/34	No	Yes	Yes	VOR	No
St. Louis	Spirit of St. Louis	SUS	08R/26L	Yes	Yes	Yes	NDB, LOC	No
Steele	Steele Municipal	M12	18/36	No	Yes	Yes		No
Stockton	Stockton Municipal	MO3	01/19	No	Yes	No	VOR	No
Sullivan	Sullivan Regional	UUV	06/24	No	Yes	Yes	NDB	No
Tarkio	Gould Peterson Municipal	K57	18/36	No	Yes	Yes		No
Thayer	Thayer Memorial	42M	09/27	No	No	No		Yes
Trenton	Trenton Municipal	TRX	18/36	No	Yes	Yes	NDB	No
Unionville	Unionville Municipal	K43	17/35	No	No	No		Yes
Van Buren	Bollinger-Crass Memorial	MO5	02/20	No	No	No		Yes
Versailles	Roy Otten Memorial Airfield	3VS	07/25	No	No	No		Yes
Warrensburg	UCM-Skyhaven	RCM	01/19	No	Yes	Yes	VOR	No
Warsaw	Warsaw Municipal	RAW	18/36	No	Yes	Yes		No
Washington	Washington Regional	FYG	15/33	No	Yes	Yes	VOR	No
West Plains	West Plains Regional	UNO	18/36	No	Yes	Yes	VOR	No
Willow Springs	Willow Springs Memorial	1H5	17/35	No	No	No		Yes

Source: MoDOT, Missouri Airports; FAA Facilities Directory/Approach Plates

2.6.2 Visual Aids

In addition to the above-mentioned instrument approach aids, airports also have visual aids to assist approaching aircraft. Visual aids help pilots locate the airport and provide approach guidance. The most common visual aids include:



- **Rotating Beacon:** A rotating beacon helps pilots locate an airport at night. The beacon light color combinations indicate the type of airport. White and green, indicating a civilian land airport, is the most common combination.
- **Segmented Circle:** A segmented circle provides airport location and a centralized location for other indicators (typically a wind sock).
- **Wind Indicator:** Indicates wind direction and relative wind speed.

All study airports have at least one visual aid, as depicted in **Table 2-9**.

TABLE 2-9: AIRPORT VISUAL AIDS

City	Airport Name	FAA ID	Rotating Beacon	Wind Indicator	Segmented Circle
Commercial Service Airports					
Branson	Branson	BBG	Yes	Yes	Yes
Cape Girardeau	Cape Girardeau Regional	CGI	Yes	Yes	Yes
Columbia	Columbia Regional	COU	Yes	Yes	Yes
Fort Leonard Wood	Waynesville-St. Robert Regional	TBN	Yes	Yes	Yes
Joplin	Joplin Regional	JLN	Yes	Yes	Yes
Kansas City	Kansas City International	MCI	Yes	Yes	Yes
Kirksville	Kirksville Regional	IRK	Yes	Yes	Yes
Springfield	Springfield-Branson National	SGF	Yes	Yes	Yes
St Louis	St. Louis Lambert International	STL	Yes	Yes	No
General Aviation Airports					
Albany	Albany Municipal	K19	Yes	Yes	Yes
Aurora	Jerry Sumners Sr Aurora Municipal	2H2	Yes	Yes	Yes
Ava	Ava Bill Martin Memorial	AOV	Yes	Yes	Yes
Bethany	Bethany Memorial	75K	No	Yes	Yes
Bismarck	Bismarck Memorial	H57	Yes	Yes	Yes
Bolivar	Bolivar Municipal	M17	Yes	Yes	Yes
Bonne Terre	Bonne Terre Municipal	1BT	No	No	Yes
Boonville	Jesse Viertel Memorial	VER	Yes	Yes	Yes
Bowling Green	Bowling Green Municipal	H19	Yes	Yes	Yes
Branson	M. Graham Clark - Downtown	PLK	Yes	Yes	Yes
Branson West	Branson West Municipal - Emerson Field	FWB	Yes	Yes	Yes
Brookfield/ Marceline	North Central Missouri Regional	MO8	Yes	Yes	Yes
Buffalo	Buffalo Municipal	H17	Yes	Yes	Yes
Butler	Butler Memorial	BUM	Yes	Yes	Yes
Cabool	Cabool Memorial	TVB	Yes	Yes	Yes
Camdenton	Camdenton Memorial-Lake Regional	OZS	Yes	Yes	Yes
Cameron	Cameron Memorial	EZZ	Yes	Yes	Yes



TABLE 2-9: AIRPORT VISUAL AIDS

City	Airport Name	FAA ID	Rotating Beacon	Wind Indicator	Segmented Circle
Campbell	Campbell Municipal	34M	No	Yes	Yes
Carrollton	Carrollton Memorial	K26	Yes	Yes	Yes
Caruthersville	Caruthersville Memorial	M05	Yes	Yes	Yes
Cassville	Cassville Municipal	94K	Yes	Yes	Yes
Charleston	Mississippi County	CHQ	Yes	Yes	Yes
Chillicothe	Chillicothe Municipal	CHT	Yes	Yes	Yes
Clinton	Clinton Regional	GLY	Yes	Yes	Yes
Cuba	Cuba Municipal	UBX	Yes	Yes	Yes
Dexter	Dexter Municipal	DXE	Yes	No	Yes
Doniphan	Doniphan Municipal	X33	No	Yes	Yes
El Dorado Springs	El Dorado Springs Memorial	87K	Yes	Yes	Yes
Eldon	Eldon Model Airpark	H79	Yes	Yes	Yes
Excelsior Springs	Excelsior Springs Memorial	3EX	Yes	Yes	Yes
Farmington	Farmington Regional	FAM	Yes	Yes	Yes
Fredericktown	A. Paul Vance Fredericktown Regional	H88	Yes	Yes	Yes
Fulton	Elton Hensley Memorial	FTT	Yes	Yes	Yes
Gainesville	Gainesville Memorial	H27	Yes	Yes	Yes
Gideon	Gideon Memorial	M85	No	Yes	Yes
Hannibal	Hannibal Regional	HAE	Yes	Yes	Yes
Harrisonville	Lawrence Smith Memorial	LRY	Yes	Yes	Yes
Hermann	Hermann Municipal	63M	Yes	Yes	Yes
Higginsville	Higginsville Industrial Municipal	HIG	Yes	Yes	Yes
Hornersville	Hornersville Memorial	37M	Yes	Yes	Yes
Houston	Houston Memorial	M48	Yes	Yes	Yes
Jefferson City	Jefferson City Memorial	JEF	Yes	Yes	Yes
Kahoka	Kahoka Municipal	0H7	No	Yes	Yes
Kaiser/Lake Ozark	Lee C Fine Memorial	AIZ	Yes	Yes	Yes
Kansas City	Charles B. Wheeler-Downtown	MKC	Yes	Yes	Yes
Kennett	Kennett Memorial	TKX	Yes	Yes	Yes
Lamar	Lamar Municipal	LLU	Yes	Yes	Yes
Lebanon	Floyd W. Jones Lebanon	LBO	Yes	Yes	Yes
Lee's Summit	Lee's Summit Municipal	LXT	Yes	Yes	Yes
Lincoln	Lincoln Municipal	0R2	No	Yes	Yes
Linn	State Technical College of Missouri	1H3	No	Yes	Yes
Macon	Macon-Fower Memorial	K89	Yes	Yes	Yes
Malden	Malden Regional	MAW	Yes	Yes	Yes



TABLE 2-9: AIRPORT VISUAL AIDS

City	Airport Name	FAA ID	Rotating Beacon	Wind Indicator	Segmented Circle
Mansfield	Mansfield Municipal	03B	Yes	Yes	Yes
Marshall	Marshall Memorial Municipal	MHL	Yes	Yes	Yes
Maryville	Northwest Missouri Regional	EVU	Yes	Yes	Yes
Memphis	Memphis Memorial	03D	Yes	Yes	Yes
Mexico	Mexico Memorial	MYJ	Yes	Yes	Yes
Moberly	Omar N Bradley	MBY	Yes	Yes	Yes
Monett	Monett Regional	HFJ	Yes	Yes	Yes
Monroe City	Captain Ben Smith Airfield	K52	Yes	Yes	Yes
Monticello	Lewis County Regional	6M6	Yes	Yes	Yes
Mosby	Midwest National Air Center	GPH	Yes	Yes	Yes
Mount Vernon	Mount Vernon Municipal	2MO	No	Yes	Yes
Mountain Grove	Mountain Grove Memorial	1MO	Yes	Yes	Yes
Mountain View	Mountain View	MNF	Yes	Yes	Yes
Neosho	Neosho Hugh Robinson	EOS	Yes	Yes	Yes
Nevada	Nevada Municipal	NVD	Yes	Yes	Yes
New Madrid	County Memorial	EIW	Yes	Yes	Yes
Osage Beach	Grand Glaize- Osage Beach	K15	Yes	Yes	Yes
Perryville	Perryville Regional	PCD	Yes	Yes	Yes
Piedmont	Piedmont Municipal	PYN	Yes	Yes	Yes
Poplar Bluff	Poplar Bluff Municipal	POF	Yes	Yes	Yes
Potosi	Washington County	8WC	Yes	Yes	Yes
Richland	Richland Municipal	MO1	No	Yes	Yes
Rolla/Vichy	Rolla National	VIH	Yes	Yes	Yes
Salem	Salem Memorial	K33	Yes	Yes	Yes
Sedalia	Sedalia Regional	DMO	Yes	Yes	Yes
Shelbyville	Shelby County	6K2	No	Yes	Yes
Sikeston	Sikeston Memorial Municipal	SIK	Yes	Yes	Yes
St Joseph	Rosecrans Memorial	STJ	Yes	Yes	Yes
St. Charles	St. Charles County Smartt Field	SET	Yes	Yes	Yes
St. Louis	Creve Coeur	1H0	Yes	Yes	Yes
St. Louis	Spirit of St. Louis	SUS	Yes	Yes	Yes
Steele	Steele Municipal	M12	Yes	Yes	Yes
Stockton	Stockton Municipal	MO3	Yes	Yes	Yes
Sullivan	Sullivan Regional	UUV	Yes	Yes	Yes
Tarkio	Gould Peterson Municipal	K57	Yes	Yes	Yes
Thayer	Thayer Memorial	42M	Yes	Yes	Yes



TABLE 2-9: AIRPORT VISUAL AIDS

City	Airport Name	FAA ID	Rotating Beacon	Wind Indicator	Segmented Circle
Trenton	Trenton Municipal	TRX	Yes	Yes	Yes
Unionville	Unionville Municipal	K43	Yes	Yes	Yes
Van Buren	Bollinger-Crass Memorial	MO5	Yes	No	Yes
Versailles	Roy Otten Memorial Airfield	3VS	Yes	Yes	Yes
Warrensburg	UCM-Skyhaven	RCM	Yes	Yes	Yes
Warsaw	Warsaw Municipal	RAW	Yes	Yes	Yes
Washington	Washington Regional	FYG	Yes	Yes	Yes
West Plains	West Plains Regional	UNO	Yes	Yes	Yes
Willow Springs	Willow Springs Memorial	1H5	No	Yes	Yes

Source: MoDOT, Missouri Airports, FAA 5010 Records

2.6.3 Automated Weather

There are two primary types of automated weather systems at study airports: the Automated Weather Observation System and the Automated Surface Observation System. Typically, these systems provide basic weather data such as temperature, dew point, density altitude, altimeter setting, and wind speed and direction. Additionally, many airports are equipped with Hazardous Inflight Weather Advisory Service systems. The systems are defined as follows:

- Automated Weather Observation System (AWOS): The AWOS automatically collects weather data from various locations on and around the airport. The information is then transmitted to pilots via a computer-generated voice message on a specified frequency.
- Automated Surface Observation System (ASOS): The ASOS collects minute-by-minute weather observations, from which it generates aviation weather information. This information is disseminated to pilots by a computer-generated voice message via a specified radio frequency.
- Hazardous Inflight Weather Advisory Service (HIWAS): The HIWAS provides recorded weather forecasts broadcast to airborne pilots over selected VORs.

Table 2-10 lists the type of automated weather reporting system at each study airport.

TABLE 2-10: WEATHER REPORTING SYSTEMS

City	Airport Name	FAA ID	Weather System
Commercial Service Airports			
Branson	Branson	BBG	AWOS HIWAS
Cape Girardeau	Cape Girardeau Regional	CGI	ASOS
Columbia	Columbia Regional	COU	ASOS HIWAS
Fort Leonard Wood	Waynesville-St. Robert Regional	TBN	ASOS HIWAS
Joplin	Joplin Regional	JLN	ASOS
Kansas City	Kansas City International	MCI	ASOS HIWAS
Kirkville	Kirkville Regional	IRK	ASOS HIWAS



TABLE 2-10: WEATHER REPORTING SYSTEMS

City	Airport Name	FAA ID	Weather System
Springfield	Springfield-Branson National	SGF	ASOS HIWAS
General Aviation Airports			
Albany	Albany Municipal	K19	HIWAS
Aurora	Jerry Sumners Sr Aurora Municipal	2H2	HIWAS
Ava	Ava Bill Martin Memorial	AOV	None
Bethany	Bethany Memorial	75K	None
Bismarck	Bismarck Memorial	H57	None
Bolivar	Bolivar Municipal	M17	HIWAS
Bonne Terre	Bonne Terre Municipal	1BT	None
Boonville	Jesse Viertel Memorial	VER	AWOS
Bowling Green	Bowling Green Municipal	H19	HIWAS
Branson	M. Graham Clark - Downtown	PLK	None
Branson West	Branson West Municipal - Emerson Field	FWB	AWOS HIWAS
Brookfield/ Marceline	North Central Missouri Regional	MO8	AWOS
Buffalo	Buffalo Municipal	H17	HIWAS
Butler	Butler Memorial	BUM	HIWAS
Cabool	Cabool Memorial	TVB	HIWAS
Camdenton	Camdenton Memorial-Lake Regional	OZS	AWOS
Cameron	Cameron Memorial	EZZ	AWOS
Campbell	Campbell Municipal	34M	None
Carrollton	Carrollton Memorial	K26	HIWAS
Caruthersville	Caruthersville Memorial	M05	HIWAS
Cassville	Cassville Municipal	94K	None
Charleston	Mississippi County	CHQ	None
Chillicothe	Chillicothe Municipal	CHT	AWOS HIWAS
Clinton	Clinton Regional	GLY	AWOS HIWAS
Cuba	Cuba Municipal	UBX	None
Dexter	Dexter Municipal	DXE	None
Doniphan	Doniphan Municipal	X33	None
El Dorado Springs	El Dorado Springs Memorial	87K	HIWAS
Eldon	Eldon Model Airpark	H79	None
Excelsior Springs	Excelsior Springs Memorial	3EX	None
Farmington	Farmington Regional	FAM	AWOS HIWAS
Fredericktown	A. Paul Vance Fredericktown Regional	H88	HIWAS
Fulton	Elton Hensley Memorial	FTT	HIWAS
Gainesville	Gainesville Memorial	H27	None
Gideon	Gideon Memorial	M85	None



TABLE 2-10: WEATHER REPORTING SYSTEMS

City	Airport Name	FAA ID	Weather System
Hannibal	Hannibal Regional	HAE	AWOS HIWAS
Harrisonville	Lawrence Smith Memorial	LRY	AWOS HIWAS
Hermann	Hermann Municipal	63M	None
Higginsville	Higginsville Industrial Municipal	HIG	None
Hornersville	Hornersville Memorial	37M	None
Houston	Houston Memorial	M48	HIWAS
Jefferson City	Jefferson City Memorial	JEF	ASOS HIWAS
Kahoka	Kahoka Municipal	0H7	None
Kaiser/Lake Ozark	Lee C Fine Memorial	AIZ	AWOS
Kansas City	Charles B. Wheeler-Downtown	MKC	ASOS
Kennett	Kennett Memorial	TKX	AWOS
Lamar	Lamar Municipal	LLU	None
Lebanon	Floyd W. Jones Lebanon	LBO	AWOS HIWAS
Lee's Summit	Lee's Summit Municipal	LXT	ASOS
Lincoln	Lincoln Municipal	0R2	None
Linn	State Technical College of Missouri	1H3	None
Macon	Macon-Fower Memorial	K89	None
Malden	Malden Regional	MAW	AWOS
Mansfield	Mansfield Municipal	03B	None
Marshall	Marshall Memorial Municipal	MHL	AWOS
Maryville	Northwest Missouri Regional	EVU	AWOS
Memphis	Memphis Memorial	03D	HIWAS
Mexico	Mexico Memorial	MYJ	AWOS
Moberly	Omar N Bradley	MBY	AWOS
Monett	Monett Regional	HFJ	AWOS
Monroe City	Captain Ben Smith Airfield	K52	HIWAS
Monticello	Lewis County Regional	6M6	HIWAS
Mosby	Midwest National Air Center	GPH	AWOS HIWAS
Mount Vernon	Mount Vernon Municipal	2MO	None
Mountain Grove	Mountain Grove Memorial	1MO	None
Mountain View	Mountain View	MNF	HIWAS
Neosho	Neosho Hugh Robinson	EOS	None
Nevada	Nevada Municipal	NVD	AWOS HIWAS
New Madrid	County Memorial	EIW	None
Osage Beach	Grand Glaize- Osage Beach	K15	None
Perryville	Perryville Regional	PCD	AWOS HIWAS
Piedmont	Piedmont Municipal	PYN	AWOS HIWAS



TABLE 2-10: WEATHER REPORTING SYSTEMS

City	Airport Name	FAA ID	Weather System
Poplar Bluff	Poplar Bluff Municipal	POF	ASOS
Potosi	Washington County	8WC	HIWAS
Richland	Richland Municipal	MO1	HIWAS
Rolla/Vichy	Rolla National	VIH	ASOS
Salem	Salem Memorial	K33	HIWAS
Sedalia	Sedalia Regional	DMO	ASOS
Shelbyville	Shelby County	6K2	None
Sikeston	Sikeston Memorial Municipal	SIK	AWOS
St Joseph	Rosecrans Memorial	STJ	ASOS
St. Charles	St. Charles County Smartt Field	SET	ASOS HIWAS
St. Louis	Creve Coeur	1H0	None
St. Louis	Spirit of St. Louis	SUS	ASOS
Steele	Steele Municipal	M12	HIWAS
Stockton	Stockton Municipal	MO3	HIWAS
Sullivan	Sullivan Regional	UUV	AWOS
Tarkio	Gould Peterson Municipal	K57	None
Thayer	Thayer Memorial	42M	HIWAS
Trenton	Trenton Municipal	TRX	None
Unionville	Unionville Municipal	K43	None
Van Buren	Bollinger-Crass Memorial	MO5	None
Versailles	Roy Otten Memorial Airfield	3VS	None
Warrensburg	UCM-Skyhaven	RCM	AWOS
Warsaw	Warsaw Municipal	RAW	AWOS
Washington	Washington Regional	FYG	AWOS
West Plains	West Plains Regional	UNO	ASOS
Willow Springs	Willow Springs Memorial	1H5	None

Source: MoDOT, Missouri Airports, FAA 5010 Records

2.7 Landside Facilities/Services

Landside facilities support aircraft and flight activities and airport customers. The landside facilities collected as part of the inventory effort include fuel, terminal and FBO facilities/services, ground transportation options, auto parking, hangars, and tie-downs.

2.7.1 Fuel Services

Nearly all study airports currently have some type of fuel available. The two most common types of fuel used for aviation activities are 100LL (AvGas) and Jet A. AvGas is used by most general aviation, piston-engine aircraft, while Jet A fuel is used by larger turbo-prop, twin-engine, and jet aircraft. MoGas, also called “motor



gas” is often offered at airports for aircraft that are able to use automotive fuel. **Table 2-11** indicates what fuel is currently offered at each study airport. Various system roles have different objectives for fuel.

TABLE 2-11: FUEL TYPE

City	Airport Name	FAA ID	AvGas (100LL)	AvGas Self-Fueling	Jet A	MoGas
Commercial Service Airports						
Branson	Branson	BBG	Yes	Yes	Yes	No
Cape Girardeau	Cape Girardeau Regional	CGI	Yes	No	Yes	No
Columbia	Columbia Regional	COU	Yes	No	Yes	No
Fort Leonard Wood	Waynesville-St. Robert Regional	TBN	Yes	Yes	Yes	No
Joplin	Joplin Regional	JLN	Yes	No	Yes	No
Kansas City	Kansas City International	MCI	Yes	No	Yes	No
Kirksville	Kirksville Regional	IRK	Yes	No	Yes	No
Springfield	Springfield-Branson National	SGF	Yes	No	Yes	No
St Louis	St. Louis Lambert International	STL	Yes	No	Yes	No
General Aviation Airports						
Albany	Albany Municipal	K19	Yes	Yes	No	No
Aurora	Jerry Sumners Sr Aurora Municipal	2H2	Yes	No	No	No
Ava	Ava Bill Martin Memorial	AOV	Yes	Yes	No	No
Bethany	Bethany Memorial	75K	Yes	No	No	No
Bismarck	Bismarck Memorial	H57	Yes	No	No	No
Bolivar	Bolivar Municipal	M17	Yes	No	Yes	No
Bonne Terre	Bonne Terre Municipal	1BT	Yes	No	No	No
Boonville	Jesse Viertel Memorial	VER	Yes	Yes	Yes	No
Bowling Green	Bowling Green Municipal	H19	Yes	Yes	No	No
Branson	M. Graham Clark - Downtown	PLK	Yes	No	Yes	No
Branson West	Branson West Municipal - Emerson Field	FWB	Yes	No	Yes	No
Brookfield/ Marceline	North Central Missouri Regional	MO8	Yes	Yes	Yes	No
Buffalo	Buffalo Municipal	H17	Yes	No	No	No
Butler	Butler Memorial	BUM	Yes	Yes	No	No
Cabool	Cabool Memorial	TVB	Yes	No	No	Yes
Camdenton	Camdenton Memorial-Lake Regional	OZS	Yes	No	Yes	No
Cameron	Cameron Memorial	EZZ	Yes	Yes	No	No
Campbell	Campbell Municipal	34M	Yes	No	No	No
Carrollton	Carrollton Memorial	K26	Yes	Yes	No	No
Caruthersville	Caruthersville Memorial	M05	Yes	No	No	No
Cassville	Cassville Municipal	94K	Yes	No	No	No
Charleston	Mississippi County	CHQ	Yes	No	No	No
Chillicothe	Chillicothe Municipal	CHT	Yes	No	No	No



TABLE 2-11: FUEL TYPE

City	Airport Name	FAA ID	AvGas (100LL)	AvGas Self-Fueling	Jet A	MoGas
Clinton	Clinton Regional	GLY	Yes	No	Yes	No
Cuba	Cuba Municipal	UBX	Yes	Yes	No	No
Dexter	Dexter Municipal	DXE	Yes	Yes	Yes	No
Doniphan	Doniphan Municipal	X33	Yes	No	No	No
El Dorado Springs	El Dorado Springs Memorial	87K	Yes	No	No	No
Eldon	Eldon Model Airpark	H79	Yes	No	Yes	No
Excelsior Springs	Excelsior Springs Memorial	3EX	Yes	No	No	No
Farmington	Farmington Regional	FAM	Yes	Yes	Yes	No
Fredericktown	A. Paul Vance Fredericktown Regional	H88	Yes	Yes	Yes	No
Fulton	Elton Hensley Memorial	FTT	Yes	Yes	No	No
Gainesville	Gainesville Memorial	H27	Yes	No	No	No
Gideon	Gideon Memorial	M85	Yes	No	No	No
Hannibal	Hannibal Regional	HAE	Yes	No	Yes	No
Harrisonville	Lawrence Smith Memorial	LRV	Yes	Yes	No	No
Hermann	Hermann Municipal	63M	Yes	No	No	No
Higginsville	Higginsville Industrial Municipal	HIG	Yes	Yes	No	No
Hornersville	Hornersville Memorial	37M	Yes	No	No	No
Houston	Houston Memorial	M48	Yes	No	No	No
Jefferson City	Jefferson City Memorial	JEF	Yes	No	Yes	No
Kahoka	Kahoka Municipal	0H7	Yes	No	No	No
Kaiser/Lake Ozark	Lee C Fine Memorial	AIZ	Yes	No	Yes	No
Kansas City	Charles B. Wheeler-Downtown	MKC	Yes	No	Yes	No
Kennett	Kennett Memorial	TKX	Yes	No	Yes	No
Lamar	Lamar Municipal	LLU	Yes	Yes	Yes	No
Lebanon	Floyd W. Jones Lebanon	LBO	Yes	No	Yes	No
Lee's Summit	Lee's Summit Municipal	LXT	Yes	No	Yes	Yes
Lincoln	Lincoln Municipal	0R2	Yes	No	No	No
Linn	State Technical College of Missouri	1H3	Yes	No	No	No
Macon	Macon-Fower Memorial	K89	Yes	Yes	Yes	No
Malden	Malden Regional	MAW	Yes	No	Yes	No
Mansfield	Mansfield Municipal	03B	Yes	No	No	No
Marshall	Marshall Memorial Municipal	MHL	Yes	Yes	Yes	No
Maryville	Northwest Missouri Regional	EVU	Yes	Yes	Yes	No
Memphis	Memphis Memorial	03D	Yes	No	No	No
Mexico	Mexico Memorial	MYJ	Yes	Yes	Yes	Yes
Moberly	Omar N Bradley	MBY	Yes	No	Yes	No



TABLE 2-11: FUEL TYPE

City	Airport Name	FAA ID	AvGas (100LL)	AvGas Self-Fueling	Jet A	MoGas
Monett	Monett Regional	HFJ	Yes	Yes	Yes	No
Monroe City	Captain Ben Smith Airfield	K52	Yes	No	No	No
Monticello	Lewis County Regional	6M6	Yes	No	No	No
Mosby	Midwest National Air Center	GPH	Yes	Yes	Yes	Yes
Mount Vernon	Mount Vernon Municipal	2MO	Yes	No	No	No
Mountain Grove	Mountain Grove Memorial	1MO	Yes	No	No	No
Mountain View	Mountain View	MNF	Yes	Yes	No	No
Neosho	Neosho Hugh Robinson	EOS	Yes	Yes	Yes	No
Nevada	Nevada Municipal	NVD	Yes	No	Yes	No
New Madrid	County Memorial	EIW	Yes	No	No	No
Osage Beach	Grand Glaize- Osage Beach	K15	Yes	No	No	No
Perryville	Perryville Regional	PCD	Yes	Yes	Yes	Yes
Piedmont	Piedmont Municipal	PYN	Yes	Yes	No	No
Poplar Bluff	Poplar Bluff Municipal	POF	Yes	No	Yes	No
Potosi	Washington County	8WC	Yes	No	Yes	No
Richland	Richland Municipal	MO1	Yes	No	No	No
Rolla/Vichy	Rolla National	VIH	Yes	No	Yes	No
Salem	Salem Memorial	K33	Yes	No	No	No
Sedalia	Sedalia Regional	DMO	Yes	Yes	Yes	No
Shelbyville	Shelby County	6K2	Yes	No	No	No
Sikeston	Sikeston Memorial Municipal	SIK	Yes	Yes	Yes	No
St Joseph	Rosecrans Memorial	STJ	Yes	Yes	Yes	No
St. Charles	St. Charles County Smartt Field	SET	Yes	No	No	No
St. Louis	Creve Coeur	1H0	Yes	Yes	Yes	No
St. Louis	Spirit of St. Louis	SUS	Yes	No	Yes	No
Steele	Steele Municipal	M12	Yes	No	No	No
Stockton	Stockton Municipal	MO3	Yes	Yes	No	No
Sullivan	Sullivan Regional	UUV	Yes	No	Yes	No
Tarkio	Gould Peterson Municipal	K57	Yes	No	No	No
Thayer	Thayer Memorial	42M	Yes	No	No	No
Trenton	Trenton Municipal	TRX	Yes	Yes	Yes	No
Unionville	Unionville Municipal	K43	Yes	No	No	No
Van Buren	Bollinger-Crass Memorial	MO5	Yes	No	No	No
Versailles	Roy Otten Memorial Airfield	3VS	Yes	No	No	No
Warrensburg	UCM-Skyhaven	RCM	Yes	No	Yes	No
Warsaw	Warsaw Municipal	RAW	Yes	No	No	No



TABLE 2-11: FUEL TYPE

City	Airport Name	FAA ID	AvGas (100LL)	AvGas Self-Fueling	Jet A	MoGas
Washington	Washington Regional	FYG	Yes	No	Yes	No
West Plains	West Plains Regional	UNO	Yes	Yes	Yes	No
Willow Springs	Willow Springs Memorial	1H5	Yes	No	No	No

Source: MoDOT, Missouri Airports, FAA 5010 Records

2.7.2 Other Services and Facilities

Varying levels of services and facilities are found at study airports. The inventory collected data on airports that have flight training, aircraft sales, aircraft servicing, various on-site maintenance services, hangar rental, air taxi services, oxygen, and vending, among others. **Table 2-12** lists the services that are available at each study airport. Ground access options are shown in **Table 2-13**, and general aviation terminal building amenities are presented in **Table 2-14**. Aircraft parking facilities, such as tie-downs, T-hangars, and conventional hangars, are presented in **Table 2-15** and **Table 2-16**. Lastly, auto parking facilities are presented in **Table 2-17**.



TABLE 2-12: FBO SERVICES AND FACILITIES

City	Airport Name	FAA ID	Air Taxi	Aircraft Avionics Repair	Aircraft Rental	Aircraft Sales	Avionics Sales	Charter Service	Flight Instruction (Full-Time/Part-Time)	Airframe/Powerplant Repair	Oxygen	Part 135 Operator	Vending
Commercial Service Airports													
Branson	Branson	BBG	Yes	No	No	No	No	Yes	No	Minor/Minor	No	No	Yes
Cape Girardeau	Cape Girardeau Regional	CGI	Yes	No	Yes	Yes	No	Yes	Full-Time	Major/Major	No	No	No
Columbia	Columbia Regional	COU	Yes	No	Yes	No	No	Yes	Full-Time	Major/Major	No	No	No
Fort Leonard Wood	Waynesville-St. Robert Regional	TBN	No	No	Yes	No	No	Yes	Full-Time	Minor/Minor	No	Yes	Yes
Joplin	Joplin Regional	JLN	Yes	No	Yes	Yes	No	Yes	Full-Time	Major/Major	No	No	No
Kansas City	Kansas City International	MCI	No	No	No	No	No	No	No	Major/Major	No	No	Yes
Kirkville	Kirkville Regional	IRK	No	Yes	Yes	No	No	No	No	Major/Major	No	No	No
Springfield	Springfield-Branson National	SGF	Yes	Yes	No	Yes	No	Yes	Full-Time	Major/Major	No	No	No
St Louis	St. Louis Lambert International	STL	No	Yes	No	No	No	No	No	Major/Major	No	No	No
General Aviation Airports													
Albany	Albany Municipal	K19	No	No	No	No	No	No	No	None/None	No	No	No
Aurora	Jerry Sumners Sr Aurora Municipal	2H2	No	No	Yes	No	No	No	Full-Time	Major/Major	No	No	No
Ava	Ava Bill Martin Memorial	AOV	No	No	No	No	No	No	No	Major/Major	No	No	No
Bethany	Bethany Memorial	75K	No	No	No	No	No	No	No	None/None	No	No	No
Bismarck	Bismarck Memorial	H57	No	No	No	No	No	No	No	None/None	No	No	No
Bolivar	Bolivar Municipal	M17	No	No	Yes	No	No	No	Full-Time	Major/Major	No	No	No
Bonne Terre	Bonne Terre Municipal	1BT	No	No	No	No	No	No	No	None/None	No	No	Yes
Boonville	Jesse Viertel Memorial	VER	No	No	No	No	No	No	Full-Time	Major/Major	No	No	No
Bowling Green	Bowling Green Municipal	H19	No	No	No	No	No	No	No	None/None	No	No	No
Branson	M. Graham Clark - Downtown	PLK	No	No	Yes	No	No	No	Part-Time	Minor/Minor	No	Yes	Yes
Branson West	Branson West Municipal - Emerson Field	FWB	No	No	Yes	Yes	No	Yes	No	Major/Major	No	No	No



TABLE 2-12: FBO SERVICES AND FACILITIES

City	Airport Name	FAA ID	Air Taxi	Aircraft Avionics Repair	Aircraft Rental	Aircraft Sales	Avionics Sales	Charter Service	Flight Instruction (Full-Time/Part-Time)	Airframe/Powerplant Repair	Oxygen	Part 135 Operator	Vending
Brookfield/Marceline	North Central Missouri Regional	MO8	No	No	No	No	No	No	Part-Time	None/None*	No	Yes	Yes
Buffalo	Buffalo Municipal	H17	No	No	No	No	No	No	No	None/None	No	No	No
Butler	Butler Memorial	BUM	No	No	No	No	No	No	Full-Time	Minor/Minor	No	Yes	Yes
Cabool	Cabool Memorial	TVB	No	No	No	No	No	No	No	None/None	No	No	No
Camdenton	Camdenton Memorial-Lake Regional	OZS	No	No	Yes	Yes	No	No	No	Major/Major	No	No	No
Cameron	Cameron Memorial	EZZ	No	No	Yes	Yes	No	No	Part-Time	Minor/Minor	No	Yes	Yes
Campbell	Campbell Municipal	34M	No	No	No	No	No	No	No	None/None	No	No	No
Carrollton	Carrollton Memorial	K26	No	No	No	No	No	No	No	None/None	No	No	No
Caruthersville	Caruthersville Memorial	M05	No	Yes	No	No	No	No	No	Major/Major	No	No	No
Cassville	Cassville Municipal	94K	No	Yes	No	No	No	No	No	None/None	No	No	No
Charleston	Mississippi County	CHQ	No	No	No	No	No	No	No	None/None	No	No	No
Chillicothe	Chillicothe Municipal	CHT	No	Yes	No	No	No	No	No	None/None	No	No	Yes
Clinton	Clinton Regional	GLY	No	No	No	No	No	No	No	None/None	No	No	Yes
Cuba	Cuba Municipal	UBX	No	No	Yes	No	No	No	Full-Time	Major/Major	No	No	Yes
Dexter	Dexter Municipal	DXE	No	No	No	No	No	No	Part-Time	Minor/Minor	No	Yes	No
Doniphan	Doniphan Municipal	X33	No	No	No	No	No	No	No	Minor/Minor	No	No	No
El Dorado Springs	El Dorado Springs Memorial	87K	No	No	No	No	No	No	Full-Time	None/None	No	Yes	No
Eldon	Eldon Model Airpark	H79	No	No	No	No	No	No	No	None/None	No	No	No
Excelsior Springs	Excelsior Springs Memorial	3EX	No	No	No	No	No	No	Part-Time	None/None	No	Yes	No
Farmington	Farmington Regional	FAM	No	No	No	No	No	No	No	Major/Major	No	No	No
Fredericktown	A. Paul Vance Fredericktown Regional	H88	No	No	No	No	No	No	No	Major/Minor	No	No	No
Fulton	Eiton Hensley Memorial	FTT	No	No	No	No	No	No	No	None/None	No	No	Yes



TABLE 2-12: FBO SERVICES AND FACILITIES

City	Airport Name	FAA ID	Air Taxi	Aircraft Avionics Repair	Aircraft Rental	Aircraft Sales	Avionics Sales	Charter Service	Flight Instruction (Full-Time/Part-Time)	Airframe/Powerplant Repair	Oxygen	Part 135 Operator	Vending
Gainesville	Gainesville Memorial	H27	No	Yes	No	No	No	No	No	None/None	No	No	No
Gideon	Gideon Memorial	M85	No	No	No	No	No	No	No	None/None	No	No	No
Hannibal	Hannibal Regional	HAE	No	No	Yes	No	No	No	No	Major/Major	No	No	Yes
Harrisonville	Lawrence Smith Memorial	LRY	No	Yes	No	No	No	No	No	Minor/Major	No	No	Yes
Hermann	Hermann Municipal	63M	No	No	No	No	No	No	Part-Time	None/None	No	Yes	No
Higginsville	Higginsville Industrial Municipal	HIG	No	No	No	No	No	No	No	Major/Major	No	No	No
Homersville	Homersville Memorial	37M	No	No	No	No	No	No	No	None/None	No	No	No
Houston	Houston Memorial	M48	No	No	No	No	No	No	No	None/None	No	No	Yes
Jefferson City	Jefferson City Memorial	JEF	Yes	No	Yes	Yes	No	Yes	Full-Time	Major/Major	No	No	No
Kahoka	Kahoka Municipal	0H7	No	No	No	No	No	No	No	None/None	No	No	No
Kaiser/Lake Ozark	Lee C Fine Memorial	AIZ	No	Yes	No	No	No	No	No	None/None	No	No	No
Kansas City	Charles B. Wheeler-Downtown	MKC	Yes	Yes	Yes	Yes	No	Yes	Full-Time	Major/Major	No	No	No
Kennett	Kennett Memorial	TKX	No	No	Yes	Yes	No	No	No	Major/Major	No	No	No
Lamar	Lamar Municipal	LLU	No	Yes	No	No	No	No	Part-Time	None/None	No	Yes	No
Lebanon	Floyd W. Jones Lebanon	LBO	No	Yes	No	No	No	No	No	Major/Major	No	No	No
Lee's Summit	Lee's Summit Municipal	LXT	No	Yes	Yes	No	No	No	Full-Time	Major/Major	Yes	Yes	No
Lincoln	Lincoln Municipal	0R2	No	No	No	No	No	No	No	None/None	No	No	No
Linn	State Technical College of Missouri	1H3	No	No	No	No	No	No	No	None/None	No	No	No
Macon	Macon-Fower Memorial	K89	No	No	No	No	No	No	Part-Time	Minor/Minor	No	Yes	Yes
Malden	Malden Regional	MAW	No	No	Yes	No	No	No	Full-Time	Major/Major	No	No	No
Mansfield	Mansfield Municipal	03B	No	No	No	No	No	No	No	None/None	No	No	No
Marshall	Marshall Memorial Municipal	MHL	No	No	No	No	No	No	No	None/None	No	No	No
Maryville	Northwest Missouri Regional	EVU	No	No	No	No	No	No	No	Major/Major	No	No	Yes



TABLE 2-12: FBO SERVICES AND FACILITIES

City	Airport Name	FAA ID	Air Taxi	Aircraft Avionics Repair	Aircraft Rental	Aircraft Sales	Avionics Sales	Charter Service	Flight Instruction (Full-Time/Part-Time)	Airframe/Powerplant Repair	Oxygen	Part 135 Operator	Vending
Memphis	Memphis Memorial	03D	No	No	No	No	No	No	No	None/None	No	No	No
Mexico	Mexico Memorial	MYJ	No	No	No	No	No	No	No	Major/Major	No	No	Yes
Moberly	Omar N Bradley	MBY	No	No	Yes	No	No	No	No	None/None	No	No	No
Monett	Monett Regional	HFJ	No	No	No	No	No	No	No	None/None	No	No	Yes
Monroe City	Captain Ben Smith Airfield	K52	No	No	No	No	No	No	No	None/None	No	No	Yes
Monticello	Lewis County Regional	6M6	No	No	No	No	No	No	No	None/None	No	No	No
Mosby	Midwest National Air Center	GPH	No	No	No	No	No	No	No	None/None	No	No	Yes
Mount Vernon	Mount Vernon Municipal	2MO	No	No	No	No	No	No	No	None/None	No	No	No
Mountain Grove	Mountain Grove Memorial	1MO	No	No	No	No	No	No	No	Minor/Major	No	No	No
Mountain View	Mountain View	MNF	No	No	No	No	No	No	No	None/None	No	No	No
Neosho	Neosho Hugh Robinson	EOS	No	No	No	No	No	No	No	None/None	No	No	Yes
Nevada	Nevada Municipal	NVD	No	No	No	No	No	No	No	Minor/Minor	No	No	Yes
New Madrid	County Memorial	EIW	No	No	No	No	No	No	No	None/None	No	No	No
Osage Beach	Grand Glaize- Osage Beach	K15	No	No	No	No	No	No	No	None/None	No	No	No
Perryville	Perryville Regional	PCD	No	No	Yes	No	No	No	Part-Time	None/None	No	Yes	Yes
Piedmont	Piedmont Municipal	PYN	No	No	No	No	No	No	No	None/None	No	No	No
Poplar Bluff	Poplar Bluff Municipal	POF	No	No	Yes	No	No	No	Full-Time	Minor/Minor	No	Yes	No
Potosi	Washington County	8WC	No	Yes	No	No	No	No	Part-Time	None/None	No	Yes	No
Richland	Richland Municipal	MO1	No	No	No	No	No	No	No	None/None	No	No	No
Rolla/Vichy	Rolla National	VIH	No	No	No	No	No	Yes	No	Minor/Minor	No	No	Yes
Salem	Salem Memorial	K33	No	No	No	No	No	No	No	None/None	No	No	No
Sedalia	Sedalia Regional	DMO	No	No	No	No	No	No	No	Major/Major	No	No	Yes
Shelbyville	Shelby County	6K2	No	No	No	No	No	No	No	None/None	No	No	No
Sikeston	Sikeston Memorial Municipal	SIK	No	No	No	No	No	No	No	None/None	No	No	Yes



TABLE 2-12: FBO SERVICES AND FACILITIES

City	Airport Name	FAA ID	Air Taxi	Aircraft Avionics Repair	Aircraft Rental	Aircraft Sales	Avionics Sales	Charter Service	Flight Instruction (Full-Time/Part-Time)	Airframe/Powerplant Repair	Oxygen	Part 135 Operator	Vending
St Joseph	Rosecrans Memorial	STJ	No	No	No	No	No	No	Part-Time	Major/Major	No	Yes	Yes
St. Charles	St. Charles County Smartt Field	SET	Yes	No	Yes	Yes	No	Yes	Full-Time	Major/Major	No	No	No
St. Louis	Creve Coeur	1H0	No	No	Yes	No	No	No	Full-Time	Major/Minor	No	Yes	No
St. Louis	Spirit of St. Louis	SUS	Yes	Yes	Yes	Yes	No	Yes	Full-Time	Major/Major	No	No	No
Steele	Steele Municipal	M12	No	No	No	No	No	No	No	None/None	No	No	No
Stockton	Stockton Municipal	MO3	No	No	No	No	No	No	No	None/None	No	No	No
Sullivan	Sullivan Regional	UUV	No	No	No	No	No	No	No	Major/Major	No	No	No
Tarkio	Gould Peterson Municipal	K57	No	No	No	No	No	No	No	Minor/Minor	No	No	No
Thayer	Thayer Memorial	42M	No	No	No	No	No	No	No	None/None	No	No	No
Trenton	Trenton Municipal	TRX	No	No	No	No	No	No	No	None/None	No	No	No
Unionville	Unionville Municipal	K43	No	No	No	No	No	No	No	None/None	No	No	No
Van Buren	Bollinger-Crass Memorial	MO5	No	No	No	No	No	No	No	None/None	No	No	No
Versailles	Roy Otten Memorial Airfield	3VS	No	No	Yes	Yes	No	No	No	Major/Major	No	No	No
Warrensburg	UCM-Skyhaven	RCM	No	No	Yes	No	No	No	Full-Time	Minor/Minor	No	Yes	Yes
Warsaw	Warsaw Municipal	RAW	No	Yes	Yes	No	No	No	Full-Time	Major/Major	No	No	No
Washington	Washington Regional	FYG	No	No	No	No	No	No	Part-Time	Minor/Minor	No	Yes	Yes
West Plains	West Plains Regional	UNO	No	No	No	No	No	No	Part-Time	None/None	No	Yes	Yes
Willow Springs	Willow Springs Memorial	1H5	No	No	No	No	No	No	No	None/None	No	No	No

Source: Missouri Airports

Note: While North Central Missouri Airport does not have a based tenant that provides maintenance, aircraft maintenance can be arranged.



TABLE 2-13: GROUND ACCESS OPTIONS

City	Airport Name	FAA ID	Taxi Service	Courtesy Car	Crew Car	None	Off-Site or Pre-Arranged Rental Car	On-Site Rental Car	Ride Sharing (Uber, Lyft, etc.)
Commercial Service Airports									
Branson	Branson	BBG	Yes	Yes	Yes	No	Yes	No	Yes
Cape Girardeau	Cape Girardeau Regional	CGI	Yes	Yes	No	No	No	No	Yes
Columbia	Columbia Regional	COU	Yes	Yes	Yes	No	Yes	No	Yes
Fort Leonard Wood	Waynesville-St. Robert Regional	TBN	Yes	Yes	Yes	No	Yes	No	Yes
Joplin	Joplin Regional	JLN	Yes	Yes	No	No	No	No	Yes
Kansas City	Kansas City International	MCI	Yes	Yes	No	No	No	No	Yes
Kirksville	Kirksville Regional	IRK	Yes	Yes	Yes	No	Yes	No	No
Springfield	Springfield-Branson National	SGF	Yes	Yes	Yes	No	No	No	Yes
St Louis	St. Louis Lambert International	STL	Yes	Yes	No	No	Yes	No	Yes
General Aviation Airports									
Albany	Albany Municipal	K19	No	No	No	Yes	No	Yes	No
Aurora	Jerry Sumners Sr Aurora Municipal	2H2	No	Yes	No	No	Yes	No	No
Ava	Ava Bill Martin Memorial	AOV	No	Yes	No	No	No	No	No
Bethany	Bethany Memorial	75K	Yes	No	No	No	No	No	No
Bismarck	Bismarck Memorial	H57	No	No	No	Yes	No	Yes	No
Bolivar	Bolivar Municipal	M17	Yes	Yes	No	No	Yes	No	No
Bonne Terre	Bonne Terre Municipal	1BT	Yes	No	No	No	No	No	No
Boonville	Jesse Viertel Memorial	VER	Yes	Yes	No	No	Yes	No	No
Bowling Green	Bowling Green Municipal	H19	No	No	No	Yes	No	Yes	No
Branson	M. Graham Clark - Downtown	PLK	Yes	No	Yes	No	No	Yes	Yes
Branson West	Branson West Municipal - Emerson Field	FWB	Yes	Yes	Yes	No	Yes	No	Yes
Brookfield/Marceline	North Central Missouri Regional	MO8	No	Yes	No	No	Yes	No	No
Buffalo	Buffalo Municipal	H17	No	No	No	Yes	No	Yes	No
Butler	Butler Memorial	BUM	No	Yes	No	No	No	No	No
Cabool	Cabool Memorial	TVB	No	No	No	Yes	No	Yes	No
Camdenton	Camdenton Memorial-Lake Regional	OZS	No	Yes	Yes	No	Yes	No	Yes
Cameron	Cameron Memorial	EZZ	Yes	Yes	No	No	Yes	No	No
Campbell	Campbell Municipal	34M	No	No	No	Yes	No	Yes	No
Carrollton	Carrollton Memorial	K26	No	No	No	Yes	No	Yes	No



TABLE 2-13: GROUND ACCESS OPTIONS

City	Airport Name	FAA ID	Taxi Service	Courtesy Car	Crew Car	None	Off-Site or Pre-Arranged Rental Car	On-Site Rental Car	Ride Sharing (Uber, Lyft, etc.)
Caruthersville	Caruthersville Memorial	M05	No	Yes	No	No	No	No	No
Cassville	Cassville Municipal	94K	No	No	No	Yes	No	No	No
Charleston	Mississippi County	CHQ	No	No	No	Yes	No	Yes	No
Chillicothe	Chillicothe Municipal	CHT	Yes	Yes	No	No	Yes	No	No
Clinton	Clinton Regional	GLY	No	No	No	No	Yes	No	No
Cuba	Cuba Municipal	UBX	Yes	No	No	No	Yes	No	Yes
Dexter	Dexter Municipal	DXE	No	Yes	No	No	Yes	No	No
Doniphan	Doniphan Municipal	X33	No	No	No	Yes	No	Yes	No
El Dorado Springs	El Dorado Springs Memorial	87K	Yes	No	No	No	No	No	No
Eldon	Eldon Model Airpark	H79	Yes	No	No	No	No	No	No
Excelsior Springs	Excelsior Springs Memorial	3EX	Yes	No	No	No	Yes	No	Yes
Farmington	Farmington Regional	FAM	Yes	Yes	Yes	No	Yes	No	No
Fredericktown	A. Paul Vance Fredericktown Regional	H88	No	Yes	No	No	No	No	No
Fulton	Elton Hensley Memorial	FTT	Yes	No	No	No	No	No	No
Gainesville	Gainesville Memorial	H27	No	No	No	Yes	No	Yes	No
Gideon	Gideon Memorial	M85	No	No	No	Yes	No	Yes	No
Hannibal	Hannibal Regional	HAE	Yes	Yes	Yes	No	Yes	No	No
Harrisonville	Lawrence Smith Memorial	LRY	No	Yes	No	No	Yes	No	No
Hermann	Hermann Municipal	63M	Yes	No	No	No	No	No	Yes
Higginsville	Higginsville Industrial Municipal	HIG	No	No	No	No	Yes	No	No
Hornersville	Hornersville Memorial	37M	No	No	No	Yes	No	Yes	No
Houston	Houston Memorial	M48	No	No	No	Yes	No	Yes	No
Jefferson City	Jefferson City Memorial	JEF	Yes	Yes	Yes	No	Yes	No	Yes
Kahoka	Kahoka Municipal	0H7	No	No	No	Yes	No	Yes	No
Kaiser/Lake Ozark	Lee C Fine Memorial	AIZ	Yes	No	No	No	Yes	No	Yes
Kansas City	Charles B. Wheeler-Downtown	MKC	Yes	Yes	Yes	No	Yes	No	Yes
Kennett	Kennett Memorial	TKX	Yes	Yes	Yes	No	No	No	No
Lamar	Lamar Municipal	LLU	Yes	No	No	No	No	No	No
Lebanon	Floyd W. Jones Lebanon	LBO	Yes	Yes	Yes	No	Yes	No	No
Lee's Summit	Lee's Summit Municipal	LXT	Yes	Yes	Yes	No	Yes	No	Yes
Lincoln	Lincoln Municipal	0R2	No	No	No	Yes	No	Yes	No
Linn	State Technical College of Missouri	1H3	No	No	No	Yes	No	Yes	No



TABLE 2-13: GROUND ACCESS OPTIONS

City	Airport Name	FAA ID	Taxi Service	Courtesy Car	Crew Car	None	Off-Site or Pre-Arranged Rental Car	On-Site Rental Car	Ride Sharing (Uber, Lyft, etc.)
Macon	Macon-Fower Memorial	K89	No	Yes	No	No	No	No	No
Malden	Malden Regional	MAW	Yes	Yes	No	No	Yes	No	No
Mansfield	Mansfield Municipal	03B	No	Yes	No	No	No	No	No
Marshall	Marshall Memorial Municipal	MHL	No	Yes	No	No	Yes	No	No
Maryville	Northwest Missouri Regional	EVU	No	Yes	No	No	Yes	No	No
Memphis	Memphis Memorial	03D	No	Yes	No	No	No	No	No
Mexico	Mexico Memorial	MYJ	Yes	Yes	No	No	Yes	No	No
Moberly	Omar N Bradley	MBY	Yes	Yes	No	No	Yes	No	No
Monett	Monett Regional	HFJ	Yes	Yes	Yes	No	Yes	No	No
Monroe City	Captain Ben Smith Airfield	K52	No	No	No	Yes	No	Yes	No
Monticello	Lewis County Regional	6M6	No	No	No	Yes	No	Yes	No
Mosby	Midwest National Air Center	GPH	No	Yes	No	No	Yes	No	No
Mount Vernon	Mount Vernon Municipal	2MO	No	No	No	Yes	No	Yes	No
Mountain Grove	Mountain Grove Memorial	1MO	No	No	No	No	Yes	No	No
Mountain View	Mountain View	MNF	Yes	Yes	No	No	Yes	No	No
Neosho	Neosho Hugh Robinson	EOS	No	Yes	No	No	Yes	No	No
Nevada	Nevada Municipal	NVD	Yes	Yes	No	No	Yes	No	No
New Madrid	County Memorial	EIW	No	No	No	Yes	No	Yes	No
Osage Beach	Grand Glaize- Osage Beach	K15	Yes	No	No	No	Yes	No	Yes
Perryville	Perryville Regional	PCD	No	Yes	No	No	Yes	No	No
Piedmont	Piedmont Municipal	PYN	No	Yes	No	No	No	No	No
Poplar Bluff	Poplar Bluff Municipal	POF	Yes	Yes	Yes	No	Yes	Yes	Yes
Potosi	Washington County	8WC	No	Yes	No	No	No	No	No
Richland	Richland Municipal	MO1	No	No	No	Yes	No	Yes	No
Rolla/Vichy	Rolla National	VIH	Yes	Yes	No	No	No	No	No
Salem	Salem Memorial	K33	No	No	No	No	Yes	No	No
Sedalia	Sedalia Regional	DMO	Yes	Yes	No	No	Yes	No	Yes
Shelbyville	Shelby County	6K2	No	No	No	Yes	No	Yes	No
Sikeston	Sikeston Memorial Municipal	SIK	Yes	Yes	No	No	No	No	No
St Joseph	Rosecrans Memorial	STJ	Yes	Yes	Yes	No	Yes	No	Yes
St. Charles	St. Charles County Smartt Field	SET	Yes	Yes	No	No	Yes	No	Yes
St. Louis	Creve Coeur	1H0	Yes	Yes	Yes	No	Yes	No	Yes



TABLE 2-13: GROUND ACCESS OPTIONS

City	Airport Name	FAA ID	Taxi Service	Courtesy Car	Crew Car	None	Off-Site or Pre-Arranged Rental Car	On-Site Rental Car	Ride Sharing (Uber, Lyft, etc.)
St. Louis	Spirit of St. Louis	SUS	Yes	Yes	Yes	No	Yes	No	Yes
Steele	Steele Municipal	M12	No	No	No	Yes	No	Yes	No
Stockton	Stockton Municipal	MO3	No	No	No	No	Yes	No	No
Sullivan	Sullivan Regional	UUV	No	Yes	No	No	No	No	No
Tarkio	Gould Peterson Municipal	K57	No	No	No	Yes	No	Yes	No
Thayer	Thayer Memorial	42M	No	No	No	No	Yes	No	No
Trenton	Trenton Municipal	TRX	No	Yes	No	No	No	No	No
Unionville	Unionville Municipal	K43	No	No	No	Yes	No	Yes	No
Van Buren	Bollinger-Crass Memorial	MO5	No	No	No	Yes	No	Yes	No
Versailles	Roy Otten Memorial Airfield	3VS	No	Yes	No	No	No	No	No
Warrensburg	UCM-Skyhaven	RCM	No	No	No	No	Yes	No	No
Warsaw	Warsaw Municipal	RAW	No	Yes	No	No	No	No	No
Washington	Washington Regional	FYG	No	Yes	No	No	Yes	No	No
West Plains	West Plains Regional	UNO	No	Yes	Yes	No	Yes	No	No
Willow Springs	Willow Springs Memorial	1H5	No	No	No	No	Yes	No	No

Source: Missouri Airports



TABLE 2-14: GENERAL AVIATION TERMINAL BUILDING AMENITIES

City	Airport Name	FAA ID	Pilots Lounge	Public Restrooms	Conference Room	Public Phone	WiFi	Cell Coverage	GA Terminal Building Owner	GA Terminal Building Area (square feet)
Commercial Service Airports										
Branson	Branson	BBG	Yes	Yes	Yes	Yes	Yes	Yes	FBO	2,900
Cape Girardeau	Cape Girardeau Regional	CGI	Yes	Yes	Yes	Yes	Yes	Yes	Airport Sponsor	8,500
Columbia	Columbia Regional	COU	Yes	Yes	Yes	Yes	Yes	Yes	FBO	7,000
Fort Leonard Wood	Waynesville-St. Robert Regional	TBN	Yes	Yes	Yes	Yes	Yes	Yes	Airport Sponsor	2,400
Joplin	Joplin Regional	JLN	Yes	Yes	Yes	Yes	No	Yes	Airport Sponsor	21,000
Kansas City	Kansas City International	MCI	Yes	Yes	Yes	No	Yes	Yes	FBO	None
Kirkville	Kirkville Regional	IRK	Yes	Yes	Yes	Yes	Yes	Yes	Airport Sponsor	5,000
Springfield	Springfield-Branson National	SGF	Yes	Yes	Yes	Yes	Yes	Yes	Airport Sponsor	5,500
St Louis	St. Louis Lambert International	STL	Yes	Yes	Yes	Yes	Yes	Yes	Airport Sponsor	11,150
General Aviation Airports										
Albany	Albany Municipal	K19	Yes	Yes	No	No	No	Yes	Airport Sponsor	300
Aurora	Jerry Sumners Sr Aurora Municipal	2H2	No	Yes	Yes	No	Yes	Yes	Airport Sponsor	1,200
Ava	Ava Bill Martin Memorial	AOV	Yes	Yes	No	No	Yes	Yes	Airport Sponsor	375
Bethany	Bethany Memorial	75K	No	No	No	No	No	No	None	None
Bismarck	Bismarck Memorial	H57	No	No	No	No	No	No	None	None
Bolivar	Bolivar Municipal	M17	No	Yes	No	Yes	Yes	Yes	Airport Sponsor	1,600
Bonne Terre	Bonne Terre Municipal	1BT	No	No	No	No	No	No	None	None
Boonville	Jesse Vierfel Memorial	VER	No	Yes	Yes	Yes	Yes	Yes	Airport Sponsor	900
Bowling Green	Bowling Green Municipal	H19	Yes	Yes	No	No	No	Yes	Airport Sponsor	4,284
Branson	M. Graham Clark - Downtown	PLK	Yes	Yes	Yes	Yes	Yes	Yes	Airport Sponsor	13,000
Branson West	Branson West Municipal - Emerson Field	FWB	Yes	Yes	Yes	Yes	Yes	Yes	Airport Sponsor	3,000
Brookfield/Marceline	North Central Missouri Regional	MO8	Yes	Yes	Yes	Yes	Yes	Yes	Airport Sponsor	1,600
Buffalo	Buffalo Municipal	H17	Yes	Yes	No	Yes	No	Yes	Airport Sponsor	30



TABLE 2-14: GENERAL AVIATION TERMINAL BUILDING AMENITIES

City	Airport Name	FAA ID	Pilots Lounge	Public Restrooms	Conference Room	Public Phone	WiFi	Cell Coverage	GA Terminal Building Owner	GA Terminal Building Area (square feet)
Butler	Butler Memorial	BUM	Yes	Yes	No	Yes	Yes	Yes	Airport Sponsor	500
Cabool	Cabool Memorial	TVB	Yes	Yes	No	No	No	Yes	Airport Sponsor	370
Camdenton	Camdenton Memorial-Lake Regional	OZS	Yes	Yes	Yes	Yes	Yes	Yes	Airport Sponsor	1,800
Cameron	Cameron Memorial	EZZ	Yes	Yes	No	Yes	Yes	Yes	Airport Sponsor	1,200
Campbell	Campbell Municipal	34M	No	No	No	No	No	No	None	None
Carrollton	Carrollton Memorial	K26	Yes	Yes	No	No	No	Yes	Airport Sponsor	400
Caruthersville	Caruthersville Memorial	M05	No	Yes	No	No	No	No	None	None
Cassville	Cassville Municipal	94K	Yes	Yes	No	Yes	No	Yes	Airport Sponsor	600
Charleston	Mississippi County	CHQ	No	No	No	No	No	No	None	None
Chillicothe	Chillicothe Municipal	CHT	Yes	Yes	Yes	Yes	Yes	Yes	Airport Sponsor	1,800
Clinton	Clinton Regional	GLY	Yes	Yes	No	No	No	Yes	FBO	0
Cuba	Cuba Municipal	UBX	Yes	Yes	No	Yes	Yes	Yes	Airport Sponsor	800
Dexter	Dexter Municipal	DXE	Yes	Yes	Yes	Yes	Yes	Yes	Airport Sponsor	340
Doniphan	Doniphan Municipal	X33	No	No	No	No	No	No	None	None
El Dorado Springs	El Dorado Springs Memorial	87K	No	No	No	No	No	No	None	None
Eldon	Eldon Model Airpark	H79	No	No	No	No	No	No	None	None
Excelsior Springs	Excelsior Springs Memorial	3EX	Yes	Yes	Yes	Yes	Yes	Yes	Airport Sponsor	400
Farmington	Farmington Regional	FAM	Yes	Yes	Yes	No	Yes	Yes	Airport Sponsor	2,000
Fredericktown	A. Paul Vance Fredericktown Regional	H88	Yes	Yes	Yes	Yes	Yes	Yes	Airport Sponsor	1,496
Fulton	Elton Hensley Memorial	FTT	Yes	Yes	No	No	Yes	Yes	Airport Sponsor	1,500
Gainesville	Gainesville Memorial	H27	No	No	No	No	No	No	None	None
Gideon	Gideon Memorial	M85	No	No	No	No	No	Yes	None	None
Hannibal	Hannibal Regional	HAE	Yes	Yes	Yes	Yes	Yes	Yes	Airport Sponsor	2,500
Harrisonville	Lawrence Smith Memorial	LRY	Yes	Yes	Yes	No	Yes	Yes	Airport Sponsor	1,000
Hermann	Hermann Municipal	63M	Yes	Yes	Yes	No	No	Yes	Airport Sponsor	200



TABLE 2-14: GENERAL AVIATION TERMINAL BUILDING AMENITIES

City	Airport Name	FAA ID	Pilots Lounge	Public Restrooms	Conference Room	Public Phone	WiFi	Cell Coverage	GA Terminal Building Owner	GA Terminal Building Area (square feet)
Higginsville	Higginsville Industrial Municipal	HIG	Yes	Yes	Yes	Yes	Yes	Yes	Airport Sponsor	2,400
Hornersville	Hornersville Memorial	37M	No	No	No	No	No	No	None	None
Houston	Houston Memorial	M48	No	No	No	No	No	No	None	None
Jefferson City	Jefferson City Memorial	JEF	No	Yes	Yes	Yes	Yes	Yes	Airport Sponsor	3,400
Kahoka	Kahoka Municipal	0H7	No	No	No	No	No	No	Airport Sponsor	None
Kaiser/Lake Ozark	Lee C Fine Memorial	AIZ	Yes	Yes	Yes	Yes	Yes	Yes	Airport Sponsor	3,600
Kansas City	Charles B. Wheeler-Downtown	MKC	Yes	Yes	Yes	Yes	Yes	Yes	Airport Sponsor	3,055
Kennett	Kennett Memorial	TKX	Yes	Yes	Yes	Yes	Yes	Yes	Airport Sponsor	2,400
Lamar	Lamar Municipal	LLU	Yes	Yes	No	No	No	No	Airport Sponsor	3,000
Lebanon	Floyd W. Jones Lebanon	LBO	Yes	Yes	No	Yes	Yes	Yes	Airport Sponsor	1,260
Lee's Summit	Lee's Summit Municipal	LXT	Yes	Yes	Yes	Yes	Yes	Yes	Airport Sponsor	810
Lincoln	Lincoln Municipal	0R2	No	No	No	No	No	No	None	None
Linn	State Technical College of Missouri	1H3	No	No	No	No	No	No	None	None
Macon	Macon-Fower Memorial	K89	Yes	Yes	No	Yes	Yes	Yes	Airport Sponsor	840
Malden	Malden Regional	MAW	Yes	Yes	Yes	Yes	Yes	Yes	Airport Sponsor	4,620
Mansfield	Mansfield Municipal	03B	No	No	No	No	No	No	None	None
Marshall	Marshall Memorial Municipal	MHL	Yes	Yes	Yes	No	Yes	Yes	Airport Sponsor	4,550
Maryville	Northwest Missouri Regional	EVU	Yes	Yes	Yes	Yes	Yes	Yes	Airport Sponsor	2,500
Memphis	Memphis Memorial	03D	No	No	No	No	No	No	None	None
Mexico	Mexico Memorial	MYJ	Yes	Yes	Yes	Yes	Yes	Yes	Airport Sponsor	1,700
Moberly	Omar N Bradley	MBY	Yes	Yes	Yes	No	Yes	Yes	Airport Sponsor	1,000
Monett	Monett Regional	HFJ	Yes	Yes	Yes	Yes	Yes	Yes	Airport Sponsor	2,400
Monroe City	Captain Ben Smith Airfield	K52	Yes	Yes	Yes	Yes	Yes	Yes	Airport Sponsor	800
Monticello	Lewis County Regional	6M6	Yes	Yes	Yes	No	No	Yes	Airport Sponsor	1,600
Mosby	Midwest National Air Center	GPH	Yes	Yes	Yes	Yes	Yes	Yes	Airport Sponsor	2,800



TABLE 2-14: GENERAL AVIATION TERMINAL BUILDING AMENITIES

City	Airport Name	FAA ID	Pilots Lounge	Public Restrooms	Conference Room	Public Phone	WiFi	Cell Coverage	GA Terminal Building Owner	GA Terminal Building Area (square feet)
Mount Vernon	Mount Vernon Municipal	2MO	No	No	No	No	No	No	None	None
Mountain Grove	Mountain Grove Memorial	1MO	No	No	No	No	No	No	None	None
Mountain View	Mountain View	MNF	Yes	Yes	No	Yes	Yes	Yes	Airport Sponsor	700
Neosho	Neosho Hugh Robinson	EOS	Yes	Yes	Yes	Yes	Yes	Yes	Airport Sponsor	3,200
Nevada	Nevada Municipal	NVD	Yes	Yes	Yes	Yes	Yes	Yes	Airport Sponsor	6,750
New Madrid	County Memorial	EIW	Yes	Yes	No	No	Yes	Yes	Airport Sponsor	1,200
Osage Beach	Grand Glaize- Osage Beach	K15	Yes	Yes	Yes	Yes	Yes	Yes	Airport Sponsor	1,400
Perryville	Perryville Regional	PCD	Yes	Yes	Yes	No	Yes	Yes	Airport Sponsor	1,710
Piedmont	Piedmont Municipal	PYN	Yes	Yes	No	Yes	No	No	Airport Sponsor	400
Poplar Bluff	Poplar Bluff Municipal	POF	Yes	Yes	No	Yes	Yes	Yes	Airport Sponsor	2,000
Potosi	Washington County	8WC	Yes	Yes	Yes	Yes	Yes	Yes	Airport Sponsor	1,530
Richland	Richland Municipal	MO1	No	No	No	No	No	No	None	None
Rolla/Vichy	Rolla National	VIH	Yes	Yes	Yes	Yes	Yes	Yes	Airport Sponsor	2,600
Salem	Salem Memorial	K33	Yes	Yes	No	Yes	No	No	Airport Sponsor	216
Sedalia	Sedalia Regional	DMO	Yes	Yes	Yes	Yes	Yes	Yes	Airport Sponsor	1,350
Shelbyville	Shelby County	6K2	No	No	No	No	No	No	None	None
Sikeston	Sikeston Memorial Municipal	SIK	Yes	Yes	Yes	Yes	Yes	Yes	Airport Sponsor	2,200
St Joseph	Rosecrans Memorial	STJ	No	Yes	Yes	Yes	Yes	Yes	Airport Sponsor	5,000
St. Charles	St. Charles County Smartt Field	SET	Yes	Yes	Yes	No	Yes	Yes	Airport Sponsor	4,000
St. Louis	Creve Coeur	1H0	No	Yes	Yes	No	Yes	Yes	Airport Sponsor	4,500
St. Louis	Spirit of St. Louis	SUS	Yes	Yes	Yes	Yes	Yes	Yes	Airport Sponsor	10,000
Steele	Steele Municipal	M12	Yes	Yes	Yes	Yes	Yes	Yes	Airport Sponsor	900
Stockton	Stockton Municipal	MO3	Yes	Yes	No	No	No	No	Airport Sponsor	300
Sullivan	Sullivan Regional	UUV	Yes	Yes	Yes	No	Yes	Yes	Airport Sponsor	1,200
Tarkio	Gould Peterson Municipal	K57	Yes	Yes	Yes	No	No	No	Airport Sponsor	800



TABLE 2-14: GENERAL AVIATION TERMINAL BUILDING AMENITIES

City	Airport Name	FAA ID	Pilots Lounge	Public Restrooms	Conference Room	Public Phone	WiFi	Cell Coverage	GA Terminal Building Owner	GA Terminal Building Area (square feet)
Thayer	Thayer Memorial	42M	No	Yes	No	No	No	Yes	FBO	500
Trenton	Trenton Municipal	TRX	Yes	Yes	No	Yes	Yes	Yes	Airport Sponsor	150
Unionville	Unionville Municipal	K43	Yes	No	No	No	No	No	Airport Sponsor	200
Van Buren	Bollinger-Crass Memorial	MO5	No	No	No	No	No	No	None	None
Versailles	Roy Otten Memorial Airfield	3VS	Yes	Yes	No	No	Yes	Yes	Airport Sponsor	800
Warrensburg	UCM-Skyhaven	RCM	No	No	No	No	No	No	None	None
Warsaw	Warsaw Municipal	RAW	Yes	Yes	Yes	Yes	Yes	Yes	Airport Sponsor	1,900
Washington	Washington Regional	FYG	Yes	Yes	Yes	Yes	Yes	Yes	Airport Sponsor	6,400
West Plains	West Plains Regional	UNO	Yes	Yes	Yes	Yes	Yes	Yes	Airport Sponsor	2,400
Willow Springs	Willow Springs Memorial	1H5	Yes	Yes	Yes	Yes	No	No	Airport Sponsor	800

Source: Missouri Airports



TABLE 2-15: AIRCRAFT PARKING (T-HANGARS AND CONVENTIONAL HANGARS)

City	Airport Name	FAA ID	T-Hangar Aircraft Parking Spaces	T-Hangar Spaces Occupied (Based Aircraft)	T-Hangar Spaces Available (Transient Aircraft)	Conventional Hangar Aircraft Parking Spaces	Conventional Hangar Spaces Occupied (Based Aircraft)	Conventional Hangar Spaces Available (Transient Aircraft)
Commercial Service Airports								
Branson	Branson	BBG	None	None	None	19	4	15
Cape Girardeau	Cape Girardeau Regional	CGI	30	30	None	86	77	None
Columbia	Columbia Regional	COU	None	None	None	38	38	None
Fort Leonard Wood	Waynesville-St. Robert Regional	TBN	20	8	12	4	4	None
Joplin	Joplin Regional	JLN	36	36	None	56	56	None
Kansas City	Kansas City International	MCI	None	None	None	1	3	None
Kirkville	Kirkville Regional	IRK	28	20	4	3	2	1
Springfield	Springfield-Branson National	SGF	67	59	None	29	58	None
St Louis	St. Louis Lambert International	STL	None	None	None	31	28	3
General Aviation Airports								
Albany	Albany Municipal	K19	6	6	None	None	None	None
Aurora	Jerry Summers Sr Aurora Municipal	2H2	7	7	None	18	16	2
Ava	Ava Bill Martin Memorial	AOV	1	1	None	5	5	None
Bethany	Bethany Memorial	75K	1	3	3	3	None	None
Bismarck	Bismarck Memorial	H57	None	None	None	None	None	None
Bolivar	Bolivar Municipal	M17	52	52	None	7	6	1
Bonne Terre	Bonne Terre Municipal	1BT	None	None	None	5	3	2
Boonville	Jesse Viertel Memorial	VER	40	40	None	5	5	None
Bowling Green	Bowling Green Municipal	H19	6	6	None	5	5	None
Branson	M. Graham Clark - Downtown	PLK	None	None	None	65	51	14
Branson West	Branson West Municipal - Emerson Field	FWB	None	None	None	39	29	10



TABLE 2-15: AIRCRAFT PARKING (T-HANGARS AND CONVENTIONAL HANGARS)

City	Airport Name	FAA ID	T-Hangar Aircraft Parking Spaces	T-Hangar Spaces Occupied (Based Aircraft)	T-Hangar Spaces Available (Transient Aircraft)	Conventional Hangar Parking Spaces	Conventional Hangar Spaces Occupied (Based Aircraft)	Conventional Hangar Spaces Available (Transient Aircraft)
Brookfield/Marceline	North Central Missouri Regional	MO8	10	10	None	None	None	None
Buffalo	Buffalo Municipal	H17	None	None	None	10	9	None
Butler	Butler Memorial	BUM	17	17	None	2	4	None
Cabool	Cabool Memorial	TVB	None	None	None	10	None	None
Camdenton	Camdenton Memorial-Lake Regional	OZS	44	44	None	18	13	5
Cameron	Cameron Memorial	EZZ	30	25	5	3	3	None
Campbell	Campbell Municipal	34M	4	4	None	6	6	None
Carrollton	Carrollton Memorial	K26	None	None	None	8	8	None
Caruthersville	Caruthersville Memorial	M05	8	8	None	6	4	2
Cassville	Cassville Municipal	94K	6	2	4	10	9	1
Charleston	Mississippi County	CHQ	None	None	None	5	5	5
Chillicothe	Chillicothe Municipal	CHT	8	None	None	12	None	None
Clinton	Clinton Regional	GLY	33	30	3	4	4	None
Cuba	Cuba Municipal	UBX	20	20	None	2	2	None
Dexter	Dexter Municipal	DXE	21	None	None	1	None	None
Doniphan	Doniphan Municipal	X33	None	None	None	8	8	16
El Dorado Springs	El Dorado Springs Memorial	87K	None	None	None	None	None	None
Eldon	Eldon Model Airpark	H79	None	12	None	None	None	None
Excelsior Springs	Excelsior Springs Memorial	3EX	12	3	9	7	6	1
Farmington	Farmington Regional	FAM	20	14	6	15	15	None
Fredericktown	A. Paul Vance Fredericktown Regional	H88	18	13	5	4	3	1
Fulton	Elton Hensley Memorial	FTT	41	41	None	None	None	None



TABLE 2-15: AIRCRAFT PARKING (T-HANGARS AND CONVENTIONAL HANGARS)

City	Airport Name	FAA ID	T-Hangar Aircraft Parking Spaces	T-Hangar Spaces Occupied (Based Aircraft)	T-Hangar Spaces Available (Transient Aircraft)	Conventional Hangar Parking Spaces	Conventional Hangar Spaces Occupied (Based Aircraft)	Conventional Hangar Spaces Available (Transient Aircraft)
Gainesville	Gainesville Memorial	H27	4	4	None	1	1	None
Gideon	Gideon Memorial	M85	None	None	None	3	3	None
Hannibal	Hannibal Regional	HAE	15	15	None	11	11	None
Harrisonville	Lawrence Smith Memorial	LRY	36	36	None	3	3	None
Hermann	Hermann Municipal	63M	11	8	None	None	None	None
Higginsville	Higginsville Industrial Municipal	HIG	14	3	None	7	2	None
Hornersville	Hornersville Memorial	37M	5	5	None	None	None	None
Houston	Houston Memorial	M48	5	3	None	10	8	None
Jefferson City	Jefferson City Memorial	JEF	10	10	None	65	65	None
Kahoka	Kahoka Municipal	0H7	None	None	None	2	None	None
Kaiser/Lake Ozark	Lee C Fine Memorial	AIZ	8	6	None	6	4	None
Kansas City	Charles B. Wheeler-Downtown	MKC	108	108	None	110	105	5
Kennett	Kennett Memorial	TKX	8	8	None	21	21	None
Lamar	Lamar Municipal	LLU	12	12	None	7	7	None
Lebanon	Floyd W. Jones Lebanon	LBO	12	12	None	2	2	None
Lee's Summit	Lee's Summit Municipal	LXT	111	111	None	8	45	8
Lincoln	Lincoln Municipal	0R2	6	3	1	None	None	None
Linn	State Technical College of Missouri	1H3	20	20	None	None	None	None
Macon	Macon-Fower Memorial	K89	5	3	2	10	9	None
Malden	Malden Regional	MAW	9	4	5	16	15	None
Mansfield	Mansfield Municipal	03B	12	12	None	None	None	None
Marshall	Marshall Memorial Municipal	MHL	16	16	None	3	3	None
Maryville	Northwest Missouri Regional	EVU	None	None	None	28	22	6



TABLE 2-15: AIRCRAFT PARKING (T-HANGARS AND CONVENTIONAL HANGARS)

City	Airport Name	FAA ID	T-Hangar Aircraft Parking Spaces	T-Hangar Spaces Occupied (Based Aircraft)	T-Hangar Spaces Available (Transient Aircraft)	Conventional Hangar Parking Spaces	Conventional Hangar Spaces Occupied (Based Aircraft)	Conventional Hangar Spaces Available (Transient Aircraft)
Memphis	Memphis Memorial	03D	12	12	None	None	None	None
Mexico	Mexico Memorial	MYJ	19	19	None	12	12	None
Moberly	Omar N Bradley	MBY	12	12	None	10	6	4
Monett	Monett Regional	HFJ	20	20	None	5	4	1
Monroe City	Captain Ben Smith Airfield	K52	None	None	None	12	12	None
Monticello	Lewis County Regional	6M6	8	7	None	None	None	None
Mosby	Midwest National Air Center	GPH	76	64	12	8	8	None
Mount Vernon	Mount Vernon Municipal	2MO	None	None	None	6	4	None
Mountain Grove	Mountain Grove Memorial	1MO	None	None	None	12	10	None
Mountain View	Mountain View	MNF	None	None	None	18	14	4
Neosho	Neosho Hugh Robinson	EOS	20	20	None	5	5	None
Nevada	Nevada Municipal	NVD	7	7	None	13	13	None
New Madrid	County Memorial	EIW	6	6	None	1	1	None
Osage Beach	Grand Glaize- Osage Beach	K15	12	6	None	11	10	None
Perryville	Perryville Regional	PCD	11	9	2	6	6	1
Piedmont	Piedmont Municipal	PYN	8	7	1	1	1	None
Poplar Bluff	Poplar Bluff Municipal	POF	30	30	None	6	6	None
Potosi	Washington County	8WC	10	10	None	2	1	1
Richland	Richland Municipal	MO1	None	None	None	2	None	None
Rolla/Vichy	Rolla National	VIH	20	17	None	6	None	6
Salem	Salem Memorial	K33	None	None	None	12	12	None
Sedalia	Sedalia Regional	DMO	13	12	None	3	3	None
Shelbyville	Shelby County	6K2	1	None	None	None	None	None
Sikeston	Sikeston Memorial Municipal	SIK	10	5	5	8	6	2



TABLE 2-15: AIRCRAFT PARKING (T-HANGARS AND CONVENTIONAL HANGARS)

City	Airport Name	FAA ID	T-Hangar Aircraft Parking Spaces	T-Hangar Spaces Occupied (Based Aircraft)	T-Hangar Spaces Available (Transient Aircraft)	Conventional Hangar Aircraft Parking Spaces	Conventional Hangar Spaces Occupied (Based Aircraft)	Conventional Hangar Spaces Available (Transient Aircraft)
St Joseph	Rosecrans Memorial	STJ	34	32	2	63	63	10
St. Charles	St. Charles County Smartt Field	SET	92	92	None	None	None	None
St. Louis	Creve Coeur	1H0	39	21	18	300	297	3
St. Louis	Spirit of St. Louis	SUS	172	172	None	18	22	None
Steele	Steele Municipal	M12	6	6	None	4	4	None
Stockton	Stockton Municipal	MO3	None	None	None	7	7	None
Sullivan	Sullivan Regional	UUV	36	36	None	None	None	None
Tarkio	Gould Peterson Municipal	K57	None	None	None	12	12	None
Thayer	Thayer Memorial	42M	None	None	None	5	None	None
Trenton	Trenton Municipal	TRX	15	10	5	2	2	None
Unionville	Unionville Municipal	K43	7	7	None	None	None	None
Van Buren	Bollinger-Crass Memorial	MO5	None	None	None	None	None	None
Versailles	Roy Otten Memorial Airfield	3VS	28	28	None	5	5	None
Warrensburg	UCM-Skyhaven	RCM	40	40	None	7	7	None
Warsaw	Warsaw Municipal	RAW	20	20	None	None	None	None
Washington	Washington Regional	FYG	36	36	None	3	3	None
West Plains	West Plains Regional	UNO	34	3	3	None	None	None
Willow Springs	Willow Springs Memorial	1H5	9	8	1	None	None	None

Source: Missouri Airports



TABLE 2-16: AIRCRAFT PARKING (TIE-DOWNS)

City	Airport Name	FAA ID	Paved Tie-Down Aircraft Parking Spaces	Paved Tie-Down Spaces Occupied (Based Aircraft)	Paved Tie-Down Spaces Available (Transient Aircraft)	Unpaved Tie-Down Aircraft Parking Spaces	Unpaved Tie-Down Spaces Occupied (Based Aircraft)	Unpaved Tie-Down Spaces Available (Transient Aircraft)
Commercial Service Airports								
Branson	Branson	BBG	5	None	5	24	None	24
Cape Girardeau	Cape Girardeau Regional	CGI	45	None	45	None	None	None
Columbia	Columbia Regional	COU	24	3	21	None	None	None
Fort Leonard Wood	Waynesville-St. Robert Regional	TBN	6	None	6	None	None	None
Joplin	Joplin Regional	JLN	46	None	46	None	None	None
Kansas City	Kansas City International	MCI	None	None	15	None	None	None
Kirksville	Kirksville Regional	IRK	24	None	24	None	None	None
Springfield	Springfield-Branson National	SGF	100	7	93	None	None	None
St. Louis	St. Louis Lambert International	STL	20	None	20	None	None	None
General Aviation Airports								
Albany	Albany Municipal	K19	2	None	2	None	None	None
Aurora	Jerry Sumners Sr Aurora Municipal	2H2	6	2	4	None	None	None
Ava	Ava Bill Martin Memorial	AOV	4	None	4	None	None	None
Bethany	Bethany Memorial	75K	2	None	2	4	None	4
Bismarck	Bismarck Memorial	H57	7	None	7	2	None	2
Bolivar	Bolivar Municipal	M17	25	None	25	None	None	None
Bonne Terre	Bonne Terre Municipal	1BT	None	None	None	5	None	5
Boonville	Jesse Viertel Memorial	VER	18	3	15	5	5	None
Bowling Green	Bowling Green Municipal	H19	7	None	7	None	None	None
Branson	M. Graham Clark - Downtown	PLK	36	2	34	None	None	None
Branson West	Branson West Municipal - Emerson Field	FWB	22	None	22	16	None	16
Brookfield/ Marceline	North Central Missouri Regional	MO8	16	None	16	None	None	None
Buffalo	Buffalo Municipal	H17	None	None	None	4	None	4



TABLE 2-16: AIRCRAFT PARKING (TIE-DOWNS)

City	Airport Name	FAA ID	Paved Tie-Down Aircraft Parking Spaces	Paved Tie-Down Spaces Occupied (Based Aircraft)	Paved Tie-Down Spaces Available (Transient Aircraft)	Unpaved Tie-Down Aircraft Parking Spaces	Unpaved Tie-Down Spaces Occupied (Based Aircraft)	Unpaved Tie-Down Spaces Available (Transient Aircraft)
Butler	Butler Memorial	BUM	20	None	10	None	None	None
Cabool	Cabool Memorial	TVB	2	None	2	None	None	None
Camdenton	Camdenton Memorial-Lake Regional	OZS	50	1	49	None	None	-
Cameron	Cameron Memorial	EZZ	12	4	8	None	None	None
Campbell	Campbell Municipal	34M	3	None	3	2	None	2
Carrollton	Carrollton Memorial	K26	5	2	5	4	None	4
Caruthersville	Caruthersville Memorial	M05	6	None	6	4	None	4
Cassville	Cassville Municipal	94K	3	1	2	None	None	None
Charleston	Mississippi County	CHQ	10	None	10	None	None	None
Chillicothe	Chillicothe Municipal	CHT	13	None	None	None	None	None
Clinton	Clinton Regional	GLY	10	1	9	3	None	3
Cuba	Cuba Municipal	UBX	7	None	7	None	None	None
Dexter	Dexter Municipal	DXE	21	None	None	None	None	None
Doniphan	Doniphan Municipal	X33	2	None	2	None	None	None
El Dorado Springs	El Dorado Springs Memorial	87K	None	None	None	None	None	None
Eldon	Eldon Model Airport	H79	11	1	10	None	None	None
Excelsior Springs	Excelsior Springs Memorial	3EX	None	None	None	7	None	7
Farmington	Farmington Regional	FAM	13	None	13	None	None	None
Fredericktown	A. Paul Vance Fredericktown Regional	H88	2	None	2	None	None	None
Fulton	Elton Hensley Memorial	FTT	6	None	6	None	None	None
Gainesville	Gainesville Memorial	H27	None	None	None	3	None	3
Gideon	Gideon Memorial	M85	3	2	1	None	None	None
Hannibal	Hannibal Regional	HAE	28	6	22	None	None	None



TABLE 2-16: AIRCRAFT PARKING (TIE-DOWNS)

City	Airport Name	FAA ID	Paved Tie-Down Aircraft Parking Spaces	Paved Tie-Down Spaces Occupied (Based Aircraft)	Paved Tie-Down Spaces Available (Transient Aircraft)	Unpaved Tie-Down Aircraft Parking Spaces	Unpaved Tie-Down Spaces Occupied (Based Aircraft)	Unpaved Tie-Down Spaces Available (Transient Aircraft)
Harrisonville	Lawrence Smith Memorial	LRY	14	6	8	None	None	None
Hermann	Hermann Municipal	63M	None	None	None	4	None	4
Higginsville	Higginsville Industrial Municipal	HIG	11	3	8	None	None	None
Homersville	Homersville Memorial	37M	5	None	5	None	None	None
Houston	Houston Memorial	M48	8	None	8	None	None	None
Jefferson City	Jefferson City Memorial	JEF	30	None	30	None	None	None
Kahoka	Kahoka Municipal	0H7	None	None	None	None	None	None
Kaiser/Lake Ozark	Lee C Fine Memorial	AIZ	68	None	68	None	None	None
Kansas City	Charles B. Wheeler-Downtown	MKC	70	7	63	None	None	None
Kennett	Kennett Memorial	TKX	16	2	14	4	2	2
Lamar	Lamar Municipal	LLU	6	None	6	None	None	None
Lebanon	Floyd W. Jones Lebanon	LBO	33	2	31	None	None	None
Lee's Summit	Lee's Summit Municipal	LXT	59	11	48	None	None	None
Lincoln	Lincoln Municipal	0R2	None	None	None	None	None	None
Linn	State Technical College of Missouri	1H3	3	None	3	None	None	None
Macon	Macon-Fower Memorial	K89	5	None	None	None	None	None
Malden	Malden Regional	MAW	23	None	23	None	None	None
Mansfield	Mansfield Municipal	03B	6	2	4	None	None	None
Marshall	Marshall Memorial Municipal	MHL	12	None	12	None	None	None
Maryville	Northwest Missouri Regional	EVU	15	1	14	None	None	None
Memphis	Memphis Memorial	03D	4	None	4	None	None	None
Mexico	Mexico Memorial	MYJ	24	2	22	None	None	None
Moberly	Omar N Bradley	MBY	10	4	6	None	None	None
Monett	Monett Regional	HFJ	17	1	16	None	None	None



TABLE 2-16: AIRCRAFT PARKING (TIE-DOWNS)

City	Airport Name	FAA ID	Paved Tie-Down Aircraft Parking Spaces	Paved Tie-Down Spaces Occupied (Based Aircraft)	Paved Tie-Down Spaces Available (Transient Aircraft)	Unpaved Tie-Down Aircraft Parking Spaces	Unpaved Tie-Down Spaces Occupied (Based Aircraft)	Unpaved Tie-Down Spaces Available (Transient Aircraft)
Monroe City	Captain Ben Smith Airfield	K52	6	None	6	None	None	None
Monticello	Lewis County Regional	6M6	8	None	8	5	None	5
Mosby	Midwest National Air Center	GPH	14	6	8	None	None	None
Mount Vernon	Mount Vernon Municipal	2MO	2	None	2	2	None	2
Mountain Grove	Mountain Grove Memorial	1MO	None	None	None	5	None	5
Mountain View	Mountain View	MNF	5	None	5	None	None	None
Neosho	Neosho Hugh Robinson	EOS	21	None	21	None	None	None
Nevada	Nevada Municipal	NVD	12	None	12	None	None	None
New Madrid	County Memorial	EIW	7	None	7	None	None	None
Osage Beach	Grand Glaize- Osage Beach	K15	16	None	16	20	None	20
Perryville	Perryville Regional	PCD	12	None	12	24	24	24
Piedmont	Piedmont Municipal	PYN	7	None	7	None	None	None
Poplar Bluff	Poplar Bluff Municipal	POF	7	None	7	None	None	None
Potosi	Washington County	8WC	9	None	9	None	None	None
Richland	Richland Municipal	MO1	2	None	2	None	None	None
Rolla/Vichy	Rolla National	VIH	6	None	6	None	None	None
Salem	Salem Memorial	K33	6	None	6	None	None	None
Sedalia	Sedalia Regional	DMO	28	2	26	None	None	None
Shelbyville	Shelby County	6K2	None	None	None	1	None	None
Sikeston	Sikeston Memorial Municipal	SIK	18	None	18	None	None	None
St Joseph	Rosecrans Memorial	STJ	40	None	40	2	None	2
St. Charles	St. Charles County Smartt Field	SET	101	44	57	None	None	None
St. Louis	Creve Coeur	1H0	18	3	15	8	None	None
St. Louis	Spirit of St. Louis	SUS	81	60	21	None	None	None



TABLE 2-16: AIRCRAFT PARKING (TIE-DOWNS)

City	Airport Name	FAA ID	Paved Tie-Down Aircraft Parking Spaces	Paved Tie-Down Spaces Occupied (Based Aircraft)	Paved Tie-Down Spaces Available (Transient Aircraft)	Unpaved Tie-Down Aircraft Parking Spaces	Unpaved Tie-Down Spaces Occupied (Based Aircraft)	Unpaved Tie-Down Spaces Available (Transient Aircraft)
Steele	Steele Municipal	M12	5	None	5	None	None	None
Stockton	Stockton Municipal	MO3	3	None	3	None	None	None
Sullivan	Sullivan Regional	UUV	10	1	9	5	None	5
Tarkio	Gould Peterson Municipal	K57	6	None	6	None	None	None
Thayer	Thayer Memorial	42M	4	None	None	2	None	None
Trenton	Trenton Municipal	TRX	2	2	2	1	1	1
Unionville	Unionville Municipal	K43	None	None	None	4	None	None
Van Buren	Bollinger-Crass Memorial	MO5	None	None	6	None	None	None
Versailles	Roy Otten Memorial Airfield	3VS	6	None	6	None	None	None
Warrensburg	UCM-Skyhaven	RCM	70	4	66	None	None	None
Warsaw	Warsaw Municipal	RAW	12	None	12	None	None	None
Washington	Washington Regional	FYG	9	None	None	None	None	None
West Plains	West Plains Regional	UNO	10	None	10	None	None	None
Willow Springs	Willow Springs Memorial	1H5	6	None	6	None	None	None

Source: Missouri Airports



TABLE 2-17: AUTO PARKING

City	Airport Name	FAA ID	Commercial Service Travelers Auto Parking	Employees Auto Parking	General Aviation Users Auto Parking	Other Auto Parking	Rental Cars Auto Parking	Total Auto Parking
Commercial Service Airports								
Branson	Branson	BBG	715	100	26	200	135	1,176
Cape Girardeau	Cape Girardeau Regional	CGI	170	14	12	2	6	204
Columbia	Columbia Regional	COU	452	None	452	None	38	942
Fort Leonard Wood	Waynesville-St. Robert Regional	TBN	50	10	13	6	6	85
Joplin	Joplin Regional	JLN	700	50	320	None	150	1,220
Kansas City	Kansas City International	MCI	21,377	1,060	94	None	4,000	26,531
Kirkville	Kirkville Regional	IRK	80	7	7	None	2	96
Springfield	Springfield-Branson National	SGF	1,548	339	121	None	240	2,248
St Louis	St. Louis Lambert International	STL	9,001	500	300	1,000	25	10,826
General Aviation Airports								
Albany	Albany Municipal	K19	None	None	4	None	None	4
Aurora	Jerry Summers Sr Aurora Municipal	2H2	None	None	8	None	None	8
Ava	Ava Bill Martin Memorial	AOV	None	5	15	None	None	20
Bethany	Bethany Memorial	75K	None	1	6	None	None	7
Bismarck	Bismarck Memorial	H57	None	None	None	None	None	None
Bolivar	Bolivar Municipal	M17	None	8	24	None	2	34
Bonne Terre	Bonne Terre Municipal	1BT	None	2	10	600	None	612
Boonville	Jesse Viertel Memorial	VER	None	None	20	None	None	20
Bowling Green	Bowling Green Municipal	H19	None	None	20	None	None	20
Branson	M. Graham Clark - Downtown	PLK	30	90	40	175	15	350
Branson West	Branson West Municipal - Emerson Field	FWB	12	4	10	16	6	48
Brookfield/ Marceline	North Central Missouri Regional	MO8	None	2	14	None	None	16
Buffalo	Buffalo Municipal	H17	None	None	25	None	None	25
Butler	Butler Memorial	BUM	10	4	10	None	None	24



TABLE 2-17: AUTO PARKING

City	Airport Name	FAA ID	Commercial Service Travelers Auto Parking	Employees Auto Parking	General Aviation Users Auto Parking	Other Auto Parking	Rental Cars Auto Parking	Total Auto Parking
Cabool	Cabool Memorial	TVB	None	None	6	6	None	12
Camdenton	Camdenton Memorial-Lake Regional	OZS	4	4	4	20	2	34
Cameron	Cameron Memorial	EZZ	None	1	12	None	None	13
Campbell	Campbell Municipal	34M	None	None	5	None	None	5
Carrollton	Carrollton Memorial	K26	None	None	10	None	None	10
Caruthersville	Caruthersville Memorial	M05	None	4	8	None	2	14
Cassville	Cassville Municipal	94K	None	2	12	None	None	14
Charleston	Mississippi County	CHQ	None	2	6	None	None	8
Chillicothe	Chillicothe Municipal	CHT	None	None	10	None	None	10
Clinton	Clinton Regional	GLY	None	2	6	None	None	8
Cuba	Cuba Municipal	UBX	5	3	10	5	2	25
Dexter	Dexter Municipal	DXE	22	6	14	None	None	42
Doniphan	Doniphan Municipal	X33	4	None	10	None	None	14
El Dorado Springs	El Dorado Springs Memorial	87K	None	None	None	None	None	None
Eldon	Eldon Model Airpark	H79	None	1	10	None	None	11
Excelsior Springs	Excelsior Springs Memorial	3EX	None	None	12	None	None	12
Farmington	Farmington Regional	FAM	None	None	15	2	None	17
Fredericktown	A. Paul Vance Fredericktown Regional	H88	None	1	5	1	None	7
Fulton	Elton Hensley Memorial	FTT	1	2	10	None	2	15
Gainesville	Gainesville Memorial	H27	None	None	8	None	None	8
Gideon	Gideon Memorial	M85	None	2	4	None	None	6
Hannibal	Hannibal Regional	HAE	2	4	2	2	2	12
Harrisonville	Lawrence Smith Memorial	LRY	None	None	20	5	None	25
Hermann	Hermann Municipal	63M	None	None	None	None	None	None
Higginsville	Higginsville Industrial Municipal	HIG	None	7	10	None	None	17



TABLE 2-17: AUTO PARKING

City	Airport Name	FAA ID	Commercial Service Travelers Auto Parking	Employees Auto Parking	General Aviation Users Auto Parking	Other Auto Parking	Rental Cars Auto Parking	Total Auto Parking
Homersville	Homersville Memorial	37M	None	None	None	None	None	None
Houston	Houston Memorial	M48	None	1	10	None	None	11
Jefferson City	Jefferson City Memorial	JEF	None	30	100	20	10	160
Kahoka	Kahoka Municipal	0H7	None	None	None	12	None	12
Kaiser/Lake Ozark	Lee C Fine Memorial	AIZ	None	4	103	None	14	121
Kansas City	Charles B. Wheeler-Downtown	MKC	None	None	None	None	None	None
Kennett	Kennett Memorial	TKX	3	7	5	2	1	18
Lamar	Lamar Municipal	LLU	6	None	6	None	None	12
Lebanon	Floyd W. Jones Lebanon	LBO	4	4	4	4	4	20
Lee's Summit	Lee's Summit Municipal	LXT	None	7	58	2	4	71
Lincoln	Lincoln Municipal	0R2	None	None	None	None	None	None
Linn	State Technical College of Missouri	1H3	None	None	None	None	None	None
Macon	Macon-Fower Memorial	K89	None	1	10	None	None	11
Malden	Malden Regional	MAW	None	None	None	30	None	30
Mansfield	Mansfield Municipal	03B	None	None	None	None	None	None
Marshall	Marshall Memorial Municipal	MHL	11	11	11	2	11	46
Maryville	Northwest Missouri Regional	EVU	10	5	10	None	5	30
Memphis	Memphis Memorial	03D	None	1	12	None	1	14
Mexico	Mexico Memorial	MYJ	None	4	12	None	2	18
Moberly	Omar N Bradley	MBY	None	1	30	2	None	33
Monett	Monett Regional	HFJ	None	3	15	129	None	147
Monroe City	Captain Ben Smith Airfield	K52	1	1	5	None	None	7
Monticello	Lewis County Regional	6M6	None	2	8	None	None	10
Mosby	Midwest National Air Center	GPH	None	16	65	None	None	81
Mount Vernon	Mount Vernon Municipal	2MO	10	1	10	None	None	21



TABLE 2-17: AUTO PARKING

City	Airport Name	FAA ID	Commercial Service Travelers Auto Parking	Employees Auto Parking	General Aviation Users Auto Parking	Other Auto Parking	Rental Cars Auto Parking	Total Auto Parking
Mountain Grove	Mountain Grove Memorial	1MO	None	None	10	None	None	10
Mountain View	Mountain View	MNF	None	1	6	None	None	7
Neosho	Neosho Hugh Robinson	EOS	None	2	16	1	1	20
Nevada	Nevada Municipal	NVD	None	1	6	6	1	14
New Madrid	County Memorial	EIW	None	None	None	7	None	7
Osage Beach	Grand Glaize- Osage Beach	K15	None	3	34	None	2	39
Perryville	Perryville Regional	PCD	2	2	4	4	2	14
Piedmont	Piedmont Municipal	PYN	None	None	12	None	1	13
Poplar Bluff	Poplar Bluff Municipal	POF	4	3	22	5	1	35
Potosi	Washington County	8WC	None	1	8	15	None	24
Richland	Richland Municipal	MO1	None	None	8	None	None	8
Rolla/Vichy	Rolla National	VIH	None	None	33	None	None	33
Salem	Salem Memorial	K33	None	None	40	None	None	40
Sedalia	Sedalia Regional	DMO	21	3	21	None	2	47
Shelbyville	Shelby County	6K2	None	None	None	None	None	None
Sikeston	Sikeston Memorial Municipal	SIK	None	2	20	2	None	24
St Joseph	Rosecrans Memorial	STJ	None	25	110	None	4	139
St. Charles	St. Charles County Smartt Field	SET	None	8	122	6	None	136
St. Louis	Creve Coeur	1H0	None	None	30	None	None	30
St. Louis	Spirit of St. Louis	SUS	100	400	250	100	30	880
Steele	Steele Municipal	M12	None	6	12	6	None	24
Stockton	Stockton Municipal	MO3	None	None	5	None	5	10
Sullivan	Sullivan Regional	UUV	None	8	8	None	None	16
Tarkio	Gould Peterson Municipal	K57	None	1	5	None	None	6
Thayer	Thayer Memorial	42M	None	None	4	None	None	4



TABLE 2-17: AUTO PARKING

City	Airport Name	FAA ID	Commercial Service Travelers Auto Parking	Employees Auto Parking	General Aviation Users Auto Parking	Other Auto Parking	Rental Cars Auto Parking	Total Auto Parking
Trenton	Trenton Municipal	TRX	3	1	3	1	None	8
Unionville	Unionville Municipal	K43	None	None	6	None	None	6
Van Buren	Bollinger-Crass Memorial	MO5	None	None	None	None	None	None
Versailles	Roy Otten Memorial Airfield	3VS	5	None	10	6	None	21
Warrensburg	UCM-Skyhaven	RCM	None	None	None	98	None	98
Warsaw	Warsaw Municipal	RAW	None	None	20	None	None	20
Washington	Washington Regional	FYG	None	2	19	None	None	21
West Plains	West Plains Regional	UNO	None	3	28	None	None	31
Willow Springs	Willow Springs Memorial	1H5	None	None	6	3	None	9

Source: Missouri Airports



2.8 Airport Planning Documents

2.8.1 Master Plan, Airport Layout Plan, and Wildlife Management Plan

The current status of planning documentation for each study airport is depicted in **Table 2-18**, including whether or not the airport has an approved airport master plan or airport layout plan (ALP) and the date of the plan's completion. The airport master plan is a report that documents the airport's long-range planning process, while the ALP is a set of drawings that depicts recommendations that are a result of the planning process. The year of review and acceptance by the FAA or MoDOT of an airport's Exhibit 'A' Airport Property Inventory Maps is also presented.

Wildlife on airports can be a hazard for both aircraft and animals. A Wildlife Hazard Management Plan helps airports identify the most common wildlife in their area and determine how best to mitigate any potential hazard. Under various conditions, as presented in the AIP Handbook Order 5100-38D, some airports are eligible to receive grants to develop a Wildlife Management Plan. **Table 2-18** presents which airports in Missouri have an approved Wildlife Management Plan.



TABLE 2-18: AIRPORT PLANNING DOCUMENTS

City	Airport Name	FAA ID	Master Plan	Date	Airport Layout Plan	Date	MoDOT/FAA Approval Date	Exhibit A	Date	Wildlife Hazard Management Plan	Date
Commercial Service Airports											
Branson	Branson	BBG	Yes	2003	Yes	2003	None	Yes	2003	Yes	2011
Cape Girardeau	Cape Girardeau Regional	CGI	Yes	2003	Yes	2003	2003	Yes	2003	Yes	2013
Columbia	Columbia Regional	COU	Yes	2009	Yes	2009	2017	Yes	2017	Yes	2012
Fort Leonard Wood	Waynesville-St. Robert Regional	TBN	Yes	2012	Yes	2012	2017	Yes	2017	Yes	-
Joplin	Joplin Regional	JLN	Yes	2015	Yes	2015	None	Yes	2015	Yes	2015
Kansas City	Kansas City International	MCI	Yes	2009	Yes	2009	None	Yes	2014	Yes	2017
Kirkville	Kirkville Regional	IRK	Yes	2007	Yes	2007	2007	Yes	2005	Yes	2007
Springfield	Springfield-Branson National	SGF	Yes	2013	Yes	2013	None	No	-	Yes	2008
St Louis	St. Louis Lambert International	STL	Yes	2013	Yes	2013	2013	Yes	2010	Yes	2008
General Aviation Airports											
Albany	Albany Municipal	K19	Yes	2011	Yes	2013	2013	No	-	No	-
Aurora	Jerry Summers Sr Aurora Municipal	2H2	Yes	2018	Yes	2006	2006	Yes	2016	No	-
Ava	Ava Bill Martin Memorial	AOV	Yes	2007	Yes	2009	2009	No	-	No	-
Bethany	Bethany Memorial	75K	No	-	No	-	None	No	-	No	-
Bismarck	Bismarck Memorial	H57	No	-	No	-	None	No	-	No	-
Bolivar	Bolivar Municipal	M17	Yes	2007	Yes	2007	2007	Yes	2007	No	-
Bonne Terre	Bonne Terre Municipal	1BT	No	-	No	-	None	No	-	No	-
Boonville	Jesse Viertel Memorial	VER	Yes	2009	Yes	2009	2009	Yes	2018	No	-
Bowling Green	Bowling Green Municipal	H19	Yes	2006	Yes	2006	2006	Yes	2005	No	-
Branson	M. Graham Clark - Downtown	PLK	No	-	Yes	2010	2010	No	-	No	-
Branson West	Branson West Municipal - Emerson Field	FWB	Yes	2002	Yes	2006	2006	Yes	2005	No	-
Brookfield/Marceline	North Central Missouri Regional	MO8	Yes	2012	Yes	2012	2012	Yes	2013	No	-
Buffalo	Buffalo Municipal	H17	No	-	No	-	None	No	-	No	-



TABLE 2-18: AIRPORT PLANNING DOCUMENTS

City	Airport Name	FAA ID	Master Plan	Date	Airport Layout Plan	Date	MoDOT/FAA Approval Date	Exhibit A	Date	Wildlife Hazard Management Plan	Date
Butler	Butler Memorial	BUM	Yes	2004	Yes	2005	2005	Yes	2013	Yes	2011
Cabool	Cabool Memorial	TVB	Yes	2013	Yes	2013	2013	Yes	2010	No	-
Camdenton	Camdenton Memorial-Lake Regional	OZS	Yes	2014	Yes	2014	2014	Yes	2018	No	-
Cameron	Cameron Memorial	EZZ	Yes	2009	Yes	2010	2010	Yes	2016	No	-
Campbell	Campbell Municipal	34M	No		Yes	1979	1979	No	-	No	-
Carrollton	Carrollton Memorial	K26	Yes	2007	Yes	2011	2011	No	-	No	-
Caruthersville	Caruthersville Memorial	M05	Yes	1999	Yes	2000	2000	Yes	2007	No	-
Cassville	Cassville Municipal	94K	Yes	2010	Yes	2011	2011	Yes	1992	No	-
Charleston	Mississippi County	CHQ	Yes	2010	Yes	2010	2010	No	-	No	-
Chillicothe	Chillicothe Municipal	CHT	Yes	2000	Yes	2001	2001	Yes	2015	No	-
Clinton	Clinton Regional	GLY	Yes	2005	Yes	2004	2004	Yes	2009	No	-
Cuba	Cuba Municipal	UBX	No	-	Yes	2008	2008	Yes	2018	Yes	2016
Dexter	Dexter Municipal	DXE	Yes	1999	Yes	2001	2001	Yes	2004	No	-
Doniphan	Doniphan Municipal	X33	No	-	Yes	2009	None	No	-	No	-
El Dorado Springs	El Dorado Springs Memorial	87K	No	-	Yes	2009	None	No	-	No	-
Eldon	Eldon Model Airpark	H79	No	-	Yes	2003	2003	Yes	2012	Yes	2012
Excelsior Springs	Excelsior Springs Memorial	3EX	No	-	No	-	None	No	-	No	-
Farmington	Farmington Regional	FAM	Yes	1993	Yes	1997	1997	Yes	2003	No	-
Fredericktown	A. Paul Vance Fredericktown Regional	H88	Yes	1987	Yes	1996	1996	Yes	2004	No	-
Fulton	Elton Hensley Memorial	FTT	Yes	2012	Yes	2013	2013	Yes	2008	No	-
Gainesville	Gainesville Memorial	H27	No	-	No	-	None	No	-	No	-
Gideon	Gideon Memorial	M85	No	-	Yes	1991	None	No	-	No	-
Hannibal	Hannibal Regional	HAE	Yes	2006	Yes	2010	2010	Yes	2009	No	-
Harrisonville	Lawrence Smith Memorial	LRY	Yes	2004	Yes	2004	2004	Yes	2004	No	-
Hermann	Hermann Municipal	63M	No	-	Yes	1996	1996	No	-	No	-



TABLE 2-18: AIRPORT PLANNING DOCUMENTS

City	Airport Name	FAA ID	Master Plan	Date	Airport Layout Plan	MoDOT/FAA Approval Date	Exhibit A	Date	Wildlife Hazard Management Plan	Date
Higginsville	Higginsville Industrial Municipal	HIG	Yes	2004	Yes	2004	Yes	1968	No	-
Hornersville	Hornersville Memorial	37M	Yes	2010	Yes	2012	No	-	No	-
Houston	Houston Memorial	M48	Yes	2010	Yes	2011	Yes	2015	No	-
Jefferson City	Jefferson City Memorial	JEF	Yes	1993	Yes	2017	Yes	2016	Yes	2017
Kahoka	Kahoka Municipal	0H7	No	-	No	None	No	-	No	-
Kaiser/Lake Ozark	Lee C Fine Memorial	AIZ	Yes	2008	Yes	2009	Yes	2018	No	-
Kansas City	Charles B. Wheeler-Downtown	MKC	Yes	2004	Yes	2013	Yes	2009	Yes	2017
Kennett	Kennett Memorial	TKX	Yes	2010	Yes	2010	Yes	2015	No	-
Lamar	Lamar Municipal	LLU	Yes	2003	Yes	2004	Yes	2016	No	-
Lebanon	Floyd W. Jones Lebanon	LBO	Yes	2003	Yes	2003	Yes	2004	No	-
Lee's Summit	Lee's Summit Municipal	LXT	Yes	2000	Yes	2000	Yes	1999	No	-
Lincoln	Lincoln Municipal	0R2	No	-	No	None	No	-	No	-
Linn	State Technical College of Missouri	1H3	Yes	1997	Yes	1999	Yes	1998	No	-
Macon	Macon-Fower Memorial	K89	Yes	2005	Yes	2018	Yes	2018	No	-
Malden	Malden Regional	MAW	Yes	2005	Yes	2005	Yes	2004	No	-
Mansfield	Mansfield Municipal	03B	No	-	No	None	No	-	No	-
Marshall	Marshall Memorial Municipal	MHL	Yes	2004	Yes	2004	Yes	2007	No	-
Maryville	Northwest Missouri Regional	EVU	Yes	2003	Yes	2010	Yes	1997	No	-
Memphis	Memphis Memorial	03D	Yes	1997	Yes	2013	Yes	2007	No	-
Mexico	Mexico Memorial	MYJ	No	-	Yes	2009	Yes	2003	No	-
Moberly	Omar N Bradley	MBY	Yes	2001	Yes	2001	Yes	2008	No	-
Monett	Monett Regional	HFJ	Yes	2010	Yes	2012	Yes	2009	No	-
Monroe City	Captain Ben Smith Airfield	K52	Yes	2000	Yes	2000	No	-	No	-
Monticello	Lewis County Regional	6M6	Yes	1991	Yes	1992	Yes	2012	No	-
Mosby	Midwest National Air Center	GPH	Yes	1994	Yes	2004	Yes	1999	No	-



TABLE 2-18: AIRPORT PLANNING DOCUMENTS

City	Airport Name	FAA ID	Master Plan	Date	Airport Layout Plan	Date	MoDOT/FAA Approval Date	Exhibit A	Date	Wildlife Hazard Management Plan	Date
Mount Vernon	Mount Vernon Municipal	2MO	No	-	No	-	None	No	-	No	-
Mountain Grove	Mountain Grove Memorial	1MO	Yes	2008	Yes	2014	2014	No	-	No	-
Mountain View	Mountain View	MNF	Yes	2006	Yes	2011	2011	Yes	2007	No	-
Neosho	Neosho Hugh Robinson	EOS	Yes	1988	Yes	2009	2009	Yes	2013	No	-
Nevada	Nevada Municipal	NVD	Yes	2005	Yes	2010	2010	Yes	2009	No	-
New Madrid	County Memorial	EIW	Yes	2010	Yes	2010	2010	Yes	2013	No	-
Osage Beach	Grand Glaize- Osage Beach	K15	Yes	2009	Yes	2010	2010	Yes	2018	No	-
Perryville	Perryville Regional	PCD	Yes	2012	Yes	2013	2013	Yes	1998	No	-
Piedmont	Piedmont Municipal	PYN	Yes	1993	Yes	2008	2008	Yes	1995	No	-
Poplar Bluff	Poplar Bluff Municipal	POF	Yes	1991	Yes	2000	2000	Yes	1993	No	-
Potosi	Washington County	8WC	Yes	2018	Yes	2018	2018	No	-	No	-
Richland	Richland Municipal	MO1	No	-	No	-	None	No	-	No	-
Rolla/Vichy	Rolla National	VIH	Yes	2010	Yes	2010	2010	Yes	1997	No	-
Salem	Salem Memorial	K33	Yes	1988	Yes	2008	2008	Yes	2018	No	-
Sedalia	Sedalia Regional	DMO	Yes	2011	Yes	2011	2011	Yes	2008	Yes	2015
Shelbyville	Shelby County	6K2	No	-	No	-	None	No	-	No	-
Sikeston	Sikeston Memorial Municipal	SIK	Yes	2009	Yes	2010	2010	Yes	2008	No	-
St. Charles	St. Charles County Smartt Field	SET	Yes	2003	Yes	2003	2003	Yes	1997	No	-
St Joseph	Rosecrans Memorial	STJ	Yes	2006	Yes	2006	2006	Yes	2006	Yes	2017
St. Louis	Creve Coeur	1H0	Yes	1996	Yes	2018	2018	Yes	2013	Yes	2015
St. Louis	Spirit of St. Louis	SUS	Yes	2010	Yes	2013	2013	Yes	2015	Yes	2013
Steele	Steele Municipal	M12	No	-	Yes	2013	2013	Yes	2013	No	-
Stockton	Stockton Municipal	MO3	No	-	No	-	None	No	-	No	-
Sullivan	Sullivan Regional	UUV	Yes	2009	Yes	2010	2010	Yes	2008	No	-
Tarkio	Gould Peterson Municipal	K57	Yes	1993	Yes	2003	2003	No	-	No	-



TABLE 2-18: AIRPORT PLANNING DOCUMENTS

City	Airport Name	FAA ID	Master Plan	Date	Airport Layout Plan	Date	MoDOT/FAA Approval Date	Exhibit A	Date	Wildlife Hazard Management Plan	Date
Thayer	Thayer Memorial	42M	No	-	No	-	None	No	-	No	-
Trenton	Trenton Municipal	TRX	Yes	2003	Yes	2010	2010	No	-	No	-
Unionville	Unionville Municipal	K43	Yes	2012	No	-	None	No	-	No	-
Van Buren	Bollinger-Crass Memorial	MO5	No	-	No	-	None	No	-	No	-
Versailles	Roy Otten Memorial Airfield	3VS	No	-	Yes	2009	2009	No	-	No	-
Warrensburg	UCM-Skyhaven	RCM	Yes	2007	Yes	2009	2009	Yes	2010	No	-
Warsaw	Warsaw Municipal	RAW	Yes	2006	Yes	2018	2018	Yes	1999	No	-
Washington	Washington Regional	FYG	Yes	2001	Yes	2009	2009	Yes	2004	No	-
West Plains	West Plains Regional	UNO	Yes	1981	Yes	2010	2010	Yes	2018	No	-
Willow Springs	Willow Springs Memorial	1H5	No	-	No	-	None	No	-	No	-

Source: Missouri Airports, Airport ALPs, MoDOT Records



2.9 Summary

Information presented in this chapter is essential to subsequent steps in the system planning process. In subsequent chapters of this document, various system performance measures and benchmarks and facility and service objectives are used to evaluate the current performance for Missouri's airport system and individual study airports. Information gathered as part of the inventory effort helps MoDOT better understand how current airport system performance and airport performance may need to be enhanced in the future.



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3. FORECAST

This chapter examines and projects several components of Missouri general aviation activity. Forecasts developed in the Missouri State Airport System Plan Update help verify airport roles and provide a framework to guide analysis for future system development. Projections of aviation activity for the state were prepared for the near-term (2022), mid-term (2027), and long-term (2037) time frames.

Projections of aviation demand developed for the system airports are documented in the following sections:

- Historical and Current Aviation Activity in Missouri
- General Aviation Industry Trends and Issues that May Impact Future Aviation Growth
- Socioeconomic Trends that May Impact Future Aviation Growth
- Projections of Aviation Demand
 - Based Aircraft
 - General Aviation Aircraft Operations

To ensure reasonable results, forecasts were developed using several forecasting scenarios. A preferred scenario was selected based on historical trends, industry trends, and socioeconomic factors. The projections presented here assume that system airports will be able to develop in an unconstrained condition, which means airport facilities have capacity to accommodate future based aircraft and general aviation operations. It should be recognized that there are constantly short- and long-term fluctuations in demand projections due to a variety of factors that cannot always be anticipated.

3.1 Historical and Current General Aviation Activity in Missouri

Historical activity data for Missouri airports provides a baseline from which future activity can be projected. While historical trends are not always reflective of future activity, historical data does provide insight into how aviation-related trends may be tied to future growth. This section discusses how aviation activity has changed in Missouri since the 2002 Missouri State Airport System Plan was completed. Over the past 15 years, general aviation demand in Missouri and across the country has been impacted by declining general aviation usage and the economic downturn that began in 2008. These trends are discussed in a subsequent section.

According to the Federal Aviation Administration (FAA), a based aircraft is an operational and air worthy aircraft that is typically based at a facility for a majority of the year. In 2017, 3,233 aircraft were reported based at Missouri's 107¹ system airports. This is down 9.6 percent from 2002 or -0.7 percent per year, on average. This decline mirrors the decline in active general aviation aircraft experienced in the United States over the last decade.

Since the 2002 System Plan, the FAA changed the way airports report based aircraft. Prior to the new program, based aircraft were frequently double counted and assigned to more than one airport. Subsequently, it is possible that some of the reported decline of Missouri's based aircraft since the 2002 System Plan is a result of the FAA's new, more precise based aircraft counting program.

For this analysis, an operation is defined as either a takeoff or a landing. Current aircraft operational data for this system plan was derived from the airport manager's verification of the FAA's 5010 reports or from data

¹ 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.



reported by an airport air traffic control tower (ATCT). For non-towered airports, annual operations reported on FAA Form 5010 are estimates only and are not verified through actual counts. Some airport operational counts were adjusted if they appeared to be overstated when compared to statewide and national trends.

Annual general aviation operations at Missouri system airports for 2017 were estimated to be 1.05 million. This total includes estimates and actual air traffic control tower counts from the 12 study airports with ATCTs². Since 2002, total operations have declined 27.7 percent overall (-2.1 percent per year on average). At the time of the 2002 System Plan, a total of 1.45 million annual general aviation operations were reported. Since then, general aviation operations for the 12 airports with ATCTs have declined 39.2 percent, representing an average annual rate of decline of 3.3 percent.

While general aviation activity has decreased since the last System Plan was prepared, it is possible that some of the noted decrease could be from better demand estimates by airport managers at non-towered airports. In the last decade, airports have typically improved monitoring and tracking aviation activity. **Table 3-1** presents the change in based aircraft and general aviation operations at each Missouri system airport from 2002 to 2017.

TABLE 3-1: HISTORICAL BASED AIRCRAFT AND GENERAL AVIATION OPERATIONS ESTIMATES AT MISSOURI AIRPORTS

Associated City	Airport Name	Based Aircraft			General Aviation Operations		
		2002	2017	CAGR^ 2002-17	2002	2017	CAGR^ 2002-17
Commercial Service Airports							
Branson	Branson*	NA	5	NA	NA	5,080	NA
Cape Girardeau	Cape Girardeau Regional	49	57	1.0%	26,761	24,371	-0.6%
Columbia	Columbia Regional	67	45	-2.6%	36,374	16,882	-5.0%
Fort Leonard Wood	Waynesville-St. Robert Regional	4	10	6.3%	2,647	8,202	7.8%
Joplin	Joplin Regional	108	126	1.0%	44,461	21,317	-4.1%
Kansas City	Kansas City International	0	2	NA	8,171	12,184	2.7%
Kirksville	Kirksville Regional	39	24	-3.2%	13,487	4,000	-7.8%
Springfield	Springfield-Branson National	115	122	0.4%	84,519	34,374	-5.8%
St Louis	St. Louis Lambert International	30	18	-3.3%	25,809	26,565	0.2%
General Aviation Airports							
Albany	Albany Municipal	9	8	-0.8%	5,000	3,270	-2.8%
Aurora	Jerry Sumners Sr Aurora Municipal	29	26	-0.7%	8,500	10,500	1.4%
Ava	Ava Bill Martin Memorial	5	6	1.2%	2,000	4,320	5.3%
Bethany	Bethany Memorial	7	6	-1.0%	2,500	144	-17.3%
Bismarck	Bismarck Memorial	15	8	-4.1%	3,000	2,450	-1.3%
Bolivar	Bolivar Municipal	50	60	1.2%	20,000	11,648	-3.5%

² Towered airports in Missouri: Branson Airport*, Cape Girardeau Regional Airport, Charles B. Wheeler-Downtown Airport, Columbia Regional Airport*, Kansas City International Airport, Jefferson City Memorial Airport*, Joplin Regional Airport*, Rosecrans Memorial Airport*, Spirit of St. Louis Airport, Springfield- Branson National Airport, and St. Louis Lambert International Airport. Note: * Airports with federal contract towers. The U.S. military owns and operates the control tower at Waynesville-St. Robert Regional Airport.



TABLE 3-1: HISTORICAL BASED AIRCRAFT AND GENERAL AVIATION OPERATIONS ESTIMATES AT MISSOURI AIRPORTS

Associated City	Airport Name	Based Aircraft			General Aviation Operations		
		2002	2017	CAGR ^A 2002-17	2002	2017	CAGR ^A 2002-17
Bonne Terre	Bonne Terre Municipal**	NA	3	NA	NA	750	NA
Boonville	Jesse Viertel Memorial	38	54	2.4%	13,340	9,800	-2.0%
Bowling Green	Bowling Green Municipal	9	11	1.3%	6,533	1,875	-8.0%
Branson	M. Graham Clark - Downtown	55	68	1.4%	37,300	10,775	-7.9%
Branson West	Branson West Municipal - Emerson Field*	NA	25	NA	NA	2,904	NA
Brookfield/ Marcelline	North Central Missouri Regional	0	9	100.0%	0	1,750	100.0%
Buffalo	Buffalo Municipal	15	11	-2.0%	5,000	2,918	-3.5%
Butler	Butler Memorial	19	20	0.3%	6,420	6,700	0.3%
Cabool	Cabool Memorial	18	10	-3.8%	3,000	3,486	1.0%
Camdenton	Camdenton Memorial-Lake Regional	26	35	2.0%	10,000	9,900	-0.1%
Cameron	Cameron Memorial	33	27	-1.3%	4,200	6,700	3.2%
Campbell	Campbell Municipal	9	10	0.7%	7,280	4,000	-3.9%
Carrollton	Carrollton Memorial	4	12	7.6%	3,130	4,350	2.2%
Caruthersville	Caruthersville Memorial	5	10	4.7%	9,000	3,640	-5.9%
Cassville	Cassville Municipal	12	12	0.0%	3,000	2,495	-1.2%
Charleston	Mississippi County	7	0	-100.0%	4,000	1,200	-7.7%
Chillicothe	Chillicothe Municipal	23	21	-0.6%	3,854	6,000	3.0%
Clinton	Clinton Regional	39	28	-2.2%	13,590	6,560	-4.7%
Cuba	Cuba Municipal	23	20	-0.9%	1,650	3,700	5.5%
Dexter	Dexter Municipal	26	21	-1.4%	4,914	8,110	3.4%
Doniphan	Doniphan Municipal	6	12	4.7%	3,000	2,050	-2.5%
El Dorado Springs	El Dorado Springs Memorial	11	15	2.1%	3,600	3,500	-0.2%
Eldon	Eldon Model Airpark	37	18	-4.7%	7,550	10,240	2.1%
Excelsior Springs	Excelsior Springs Memorial	28	18	-2.9%	8,000	4,000	-4.5%
Farmington	Farmington Regional	31	32	0.2%	13,000	10,750	-1.3%
Fredericktown	A. Paul Vance Fredericktown Regional	26	14	-4.0%	3,000	2,400	-1.5%
Fulton	Elton Hensley Memorial	51	36	-2.3%	16,000	12,000	-1.9%
Gainesville	Gainesville Memorial	3	5	3.5%	1,000	290	-7.9%
Gideon	Gideon Memorial	1	4	9.7%	2,200	3,000	2.1%
Hannibal	Hannibal Regional	21	20	-0.3%	4,700	6,204	1.9%
Harrisonville	Lawrence Smith Memorial	54	54	0.0%	15,550	7,000	-5.2%
Hermann	Hermann Municipal	8	6	-1.9%	2,112	1,350	-2.9%
Higginsville	Higginsville Industrial Municipal	23	20	-0.9%	2,400	3,554	2.7%
Hornersville	Hornersville Memorial	2	2	0.0%	2,000	1,500	-1.9%



TABLE 3-1: HISTORICAL BASED AIRCRAFT AND GENERAL AVIATION OPERATIONS ESTIMATES AT MISSOURI AIRPORTS

Associated City	Airport Name	Based Aircraft			General Aviation Operations		
		2002	2017	CAGR ^A 2002-17	2002	2017	CAGR ^A 2002-17
Houston	Houston Memorial	23	19	-1.3%	7,000	3,830	-3.9%
Jefferson City	Jefferson City Memorial	58	57	-0.1%	33,858	27,652	-1.3%
Kahoka	Kahoka Municipal	1	2	4.7%	150	880	12.5%
Kaiser/Lake Ozark	Lee C Fine Memorial	2	9	10.5%	7,320	4,443	-3.3%
Kansas City	Charles B. Wheeler-Downtown	301	184	-3.2%	123,327	72,990	-3.4%
Kennett	Kennett Memorial	20	27	2.0%	15,000	16,500	0.6%
Lamar	Lamar Municipal	21	15	-2.2%	8,850	5,000	-3.7%
Lebanon	Floyd W. Jones Lebanon	46	30	-2.8%	20,800	11,950	-3.6%
Lee's Summit	Lee's Summit Municipal	173	148	-1.0%	102,300	50,000	-4.7%
Lincoln	Lincoln Municipal	5	6	1.2%	2,775	1,760	-3.0%
Linn	State Technical College of Missouri	5	13	6.6%	500	1,450	7.4%
Macon	Macon-Fower Memorial	15	12	-1.5%	8,000	3,179	-6.0%
Malden	Malden Regional	10	15	2.7%	5,000	8,500	3.6%
Mansfield	Mansfield Municipal	6	9	2.7%	2,350	1,022	-5.4%
Marshall	Marshall Memorial Municipal	21	22	0.3%	5,133	5,110	0.0%
Maryville	Northwest Missouri Regional	17	17	0.0%	6,000	12,408	5.0%
Memphis	Memphis Memorial	9	10	0.7%	3,980	2,200	-3.9%
Mexico	Mexico Memorial	31	33	0.4%	12,000	10,860	-0.7%
Moberly	Omar N Bradley	16	30	4.3%	5,000	7,370	2.6%
Monett	Monett Regional	25	27	0.5%	11,403	14,400	1.6%
Monroe City	Captain Ben Smith Airfield	9	2	-9.5%	4,905	1,500	-7.6%
Monticello	Lewis County Regional	8	6	-1.9%	1,990	1,750	-0.9%
Mosby	Midwest National Air Center	55	56	0.1%	3,500	11,030	8.0%
Mount Vernon	Mount Vernon Municipal	8	8	0.0%	5,102	1,121	-9.6%
Mountain Grove	Mountain Grove Memorial	14	9	-2.9%	8,500	2,780	-7.2%
Mountain View	Mountain View	14	16	0.9%	8,600	730	-15.2%
Neosho	Neosho Hugh Robinson	27	27	0.0%	2,625	2,632	0.0%
Nevada	Nevada Municipal	12	21	3.8%	4,478	3,700	-1.3%
New Madrid	County Memorial	12	13	0.5%	3,600	9,750	6.9%
Osage Beach	Grand Glaize-Osage Beach	25	11	-5.3%	8,000	6,480	-1.4%
Perryville	Perryville Regional	23	13	-3.7%	10,350	9,750	-0.4%
Piedmont	Piedmont Municipal	7	6	-1.0%	2,000	1,300	-2.8%
Poplar Bluff	Poplar Bluff Municipal	37	25	-2.6%	11,490	15,000	1.8%
Potosi	Washington County	5	13	6.6%	2,914	3,620	1.5%



TABLE 3-1: HISTORICAL BASED AIRCRAFT AND GENERAL AVIATION OPERATIONS ESTIMATES AT MISSOURI AIRPORTS

Associated City	Airport Name	Based Aircraft			General Aviation Operations		
		2002	2017	CAGR [^] 2002-17	2002	2017	CAGR [^] 2002-17
Richland	Richland Municipal	3	0	-100.0%	758	320	-5.6%
Rolla/Vichy	Rolla National	52	78	2.7%	15,160	31,000	4.9%
Salem	Salem Memorial	13	13	0.0%	4,780	4,500	-0.4%
Sedalia	Sedalia Regional	23	30	1.8%	24,010	8,250	-6.9%
Shelbyville	Shelby County	0	0	0.0%	70	125	3.9%
Sikeston	Sikeston Memorial Municipal	33	16	-4.7%	9,400	5,000	-4.1%
St Joseph	Rosecrans Memorial	91	62	-2.5%	18,490	13,067	-2.3%
St. Charles	St. Charles County Smartt Field	92	146	3.1%	55,100	60,610	0.6%
St. Louis	Spirit of St. Louis	426	372	-0.9%	184,371	96,077	-4.3%
St. Louis	Creve Coeur	331	167	-4.5%	33,000	40,600	1.4%
Steele	Steele Municipal	5	10	4.7%	2,650	6,700	6.4%
Stockton	Stockton Municipal	8	7	-0.9%	2,329	1,010	-5.4%
Sullivan	Sullivan Regional	39	29	-2.0%	10,000	18,290	4.1%
Tarkio	Gould Peterson Municipal	10	21	5.1%	3,800	4,900	1.7%
Thayer	Thayer Memorial	5	5	0.0%	2,600	1,850	-2.2%
Trenton	Trenton Municipal	8	11	2.1%	2,900	2,450	-1.1%
Unionville	Unionville Municipal	6	8	1.9%	1,700	1,700	0.0%
Van Buren	Bollinger-Crass Memorial	0	0	0.0%	1,040	430	-5.7%
Versailles	Roy Otten Memorial Airfield	26	25	-0.3%	5,550	8,000	2.5%
Warrensburg	UCM-Skyhaven	48	42	-0.9%	68,360	29,400	-5.5%
Warsaw	Warsaw Municipal	10	13	1.8%	3,956	3,200	-1.4%
Washington	Washington Regional	34	33	-0.2%	26,648	21,200	-1.5%
West Plains	West Plains Regional	35	26	-2.0%	6,615	2,502	-6.3%
Willow Springs	Willow Springs Memorial	22	22	0.0%	5,100	3,950	-1.7%
Total: All Missouri Airports		3,571	3,233	-0.7%	1,450,739	1,048,536	-2.1%

Sources: FAA 5010, Airport Management Records, 2002 Missouri State Airport System Plan, FAA Air Traffic Activity Data System (ATADS)

Notes: ^CAGR=compound annual growth rate; NA=not available/applicable

* Branson and Branson West Municipal Airports were built after the 2002 System Plan was completed.

** Bonne Terre Municipal Airport was not included in the 2002 System Plan and data was not available.

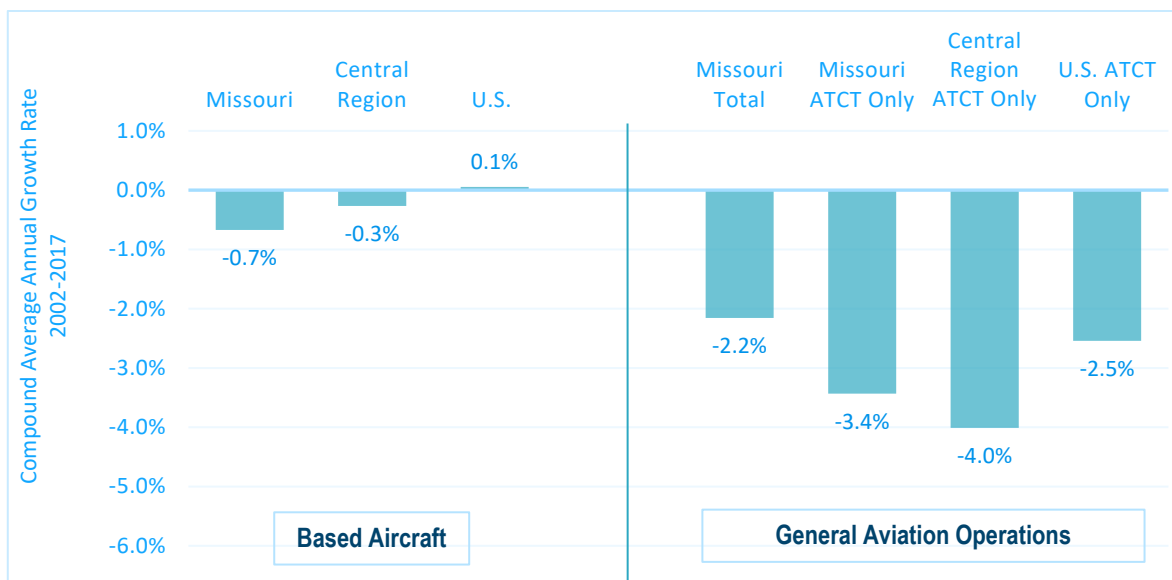


The recent downward trend in based general aviation aircraft and annual general aviation operations is not unique to Missouri airports. The trends reflect the decline in general aviation activity across the nation due to a weak economy, a declining pilot population, and high fuel prices over the last decade.

To better understand the state's trends in based aircraft and general aviation operations, comparative information for the United States and FAA's Central Region was reviewed. As shown in **Figure 3-1**, between 2002 and 2017, based aircraft in Missouri declined 0.7 percent per year on average. This compares to a decline of 0.3 percent in the region and minimal growth in based aircraft nationally of 0.1 percent. Reviewing operations at towered airports is the most accurate means for determining changes in general aviation operations. Missouri's average annual decline in general aviation operations at towered airports (3.4 percent) was less than the rate of decline experienced by all towered airports in the region (4.0 percent) but more than the decline by all towered airports in the United States (2.5 percent). When Missouri towered airport actual operations and non-towered airport estimated operations are combined, general aviation operations fell at an average annual rate of 2.2 percent.

While the overall trend in based aircraft and general aviation operations for the state and region are similar, Missouri experienced slightly larger declines when compared to the United States overall. This helps substantiate that future aviation trends at Missouri system airports may be similar to national trends projected by FAA.

FIGURE 3-1: COMPARISON OF MISSOURI, FAA CENTRAL REGION, AND US GENERAL AVIATION ACTIVITY TRENDS 2002-2017



Sources: Missouri Airport Management, FAA 5010, FAA Terminal Area Forecast, FAA ATADS database, *FAA Aerospace Forecasts Fiscal Years 2018-2038*

Notes: ATCT = Airports with Air Traffic Control Towers that record general aviation operations. Central Region includes Missouri, Kansas, Iowa, and Nebraska.

Two key national events have attributed to the significant decline in overall general aviation operations in Missouri over the last 17 years: the events of September 11, 2001; and the economic recession that occurred between 2007 and 2009. As shown in **Figure 3-2**, general aviation operations at towered airports³ in Missouri

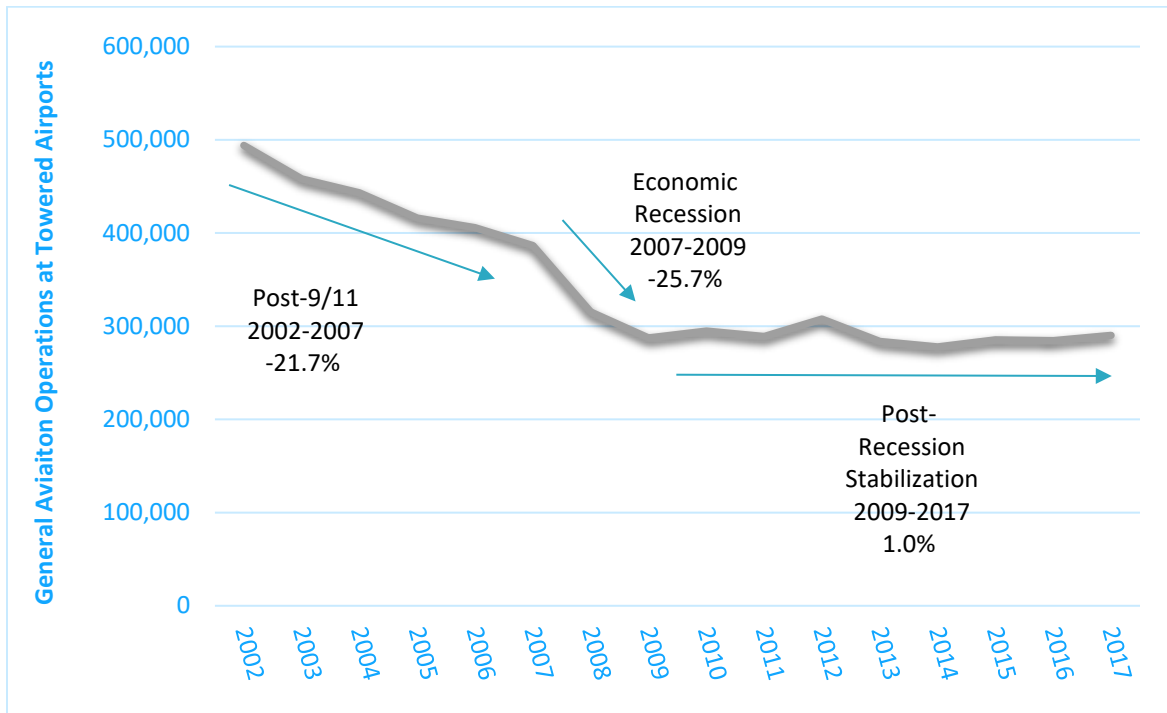
³ A year-over-year comparison of general aviation operations in Missouri was only available for the larger airports with air traffic control towers that report operations by type to the FAA. In 2017, general aviation operations at towered airports accounted for 30 percent of the total general aviation operations in the state estimated as part of the System Plan.



fell 22 percent in the years following September 11 (2001-2006), and then fell another 26 percent during the economic recession. These specific events, combined with increases in fuel prices, rising cost of general aviation aircraft, declining numbers of pilots and flight training, and changes in how companies do business (such as the increased utilization of technology and how corporate aviation is used as a business strategy) help explain the decline in Missouri's general aviation activity.

While general aviation operations have not rebounded since September 11 and the recession, they have stabilized beginning in 2009, as shown in **Figure 3-2**. These recent trends indicate that general aviation operations in Missouri may continue to experience some growth in the future.

FIGURE 3-2: CHANGE IN GENERAL AVIATION OPERATIONS AT TOWERED AIRPORTS IN MISSOURI



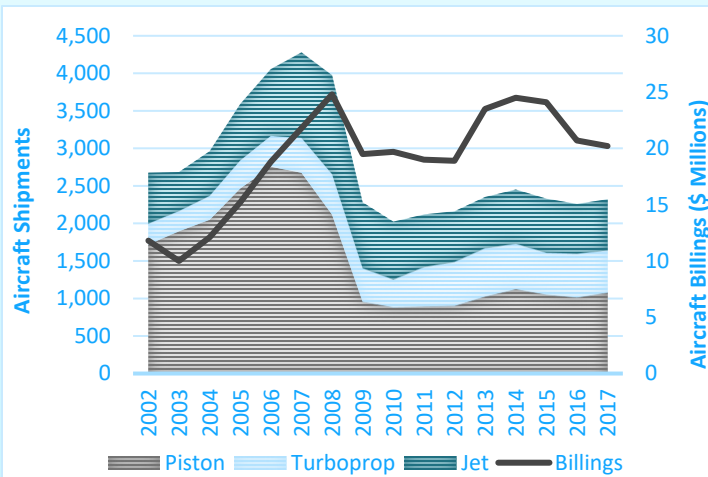
Source: FAA ATADS Database

3.2 General Aviation Industry Trends and Issues that May Impact Future Aviation Growth

At the national level, fluctuating trends regarding general aviation usage and economic upturns/downturns have impacted general aviation demand. Slow economic recovery and economic uncertainties have and will continue to impact general aviation demand over the next several years. Some of the national trends that will impact aviation demand at Missouri airports are shown and discussed here. **Figure 3-3** presents recent and projected trends in general aviation aircraft orders, active aircraft fleet, and operations.



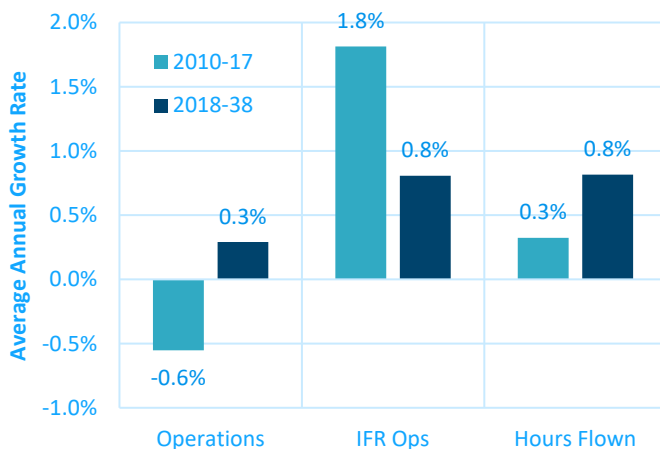
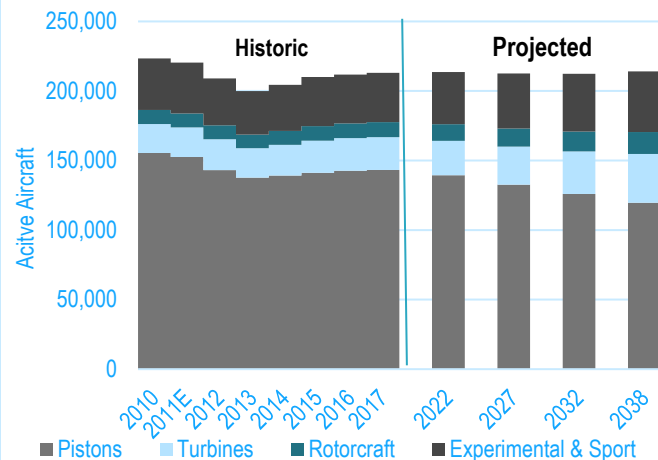
FIGURE 3-3: GENERAL AVIATION TRENDS

**Slow Recovery of General Aviation Aircraft Shipments and Billings***

- Number of units produced fell beginning in 2007 due to economic downturn and escalating fuel prices and has not recovered.
- Between 2010 and 2014, production and billings started to show modest improvement, but have again slowed in the last three years.
- Since 2014, piston, turboprop, and jet aircraft shipments have remained steady year-over-year.
- In 2017, piston shipments were up 6% from 2016 and jet shipments were up 2%. Turboprop shipments fell slightly. Billings were down 2% due to the majority of the growth in lower priced piston aircraft.

Limited National Growth in Active Fleet over the Next 20 Years**

- 2010-2017: -0.7% average annual (CAGR) decline in total aircraft, driven by -1.2% CAGR in single engine and multi-engine pistons.
- Projected growth in jets and turboprops offsets piston declines.
- Experimental and light sport aircraft[^] are growing in popularity and becoming an increasingly larger part of the GA fleet.
- 2018-2038 CAGRs:
 - Total aircraft: 0.0%
 - Single engine: -1.0%
 - Multi-engine: -0.4%
 - Turboprop: 1.9%
 - Jet: 2.2%
 - Rotorcraft: 1.8%
 - Experimental: 0.8%
 - Sport: 3.6%

**Slightly Higher Growth Projected for General Aviation Activity****

- General aviation operations at towered airports to grow 0.3% per year, despite recent declines.
- General aviation instrument flight rules (IFR) operations to increase 0.8% per year.
- Hours flown by general aviation aircraft projected to increase 0.8% per year.
- 2018-2038 projected growth in turbine (2.4% CAGR), rotorcraft (2.2% CAGR), and experimental aircraft (1.7% CAGR) hours flown is expected to offset a decline in fixed wing piston hours flown (-1.0% CAGR).

Sources: * GAMA Quarterly Shipments and Billings; ** FAA Aerospace Forecasts, Fiscal Year 2018-2038

Note: [^]Light sport aircraft are defined as 1-2 person simple-to-operate, easy-to-fly aircraft that have a max weight of 1,320 lbs.



Table 3-2 presents several of the recent and projected national aviation trends as opportunities or threats for general aviation growth in the Missouri system; these trends have impacted Missouri in the past and will continue to impact future growth. National trends have been taken into consideration during the development of demand projections presented later in this chapter.

TABLE 3-2: NATIONAL TRENDS INFLUENCING GENERAL AVIATION GROWTH

Opportunities for General Aviation Growth	Threats to General Aviation Growth
<p>Increased Delivery of Several Aircraft Types 2018-2038 (FAA): Delivery of some types of GA aircraft is expected to increase:</p> <ul style="list-style-type: none"> – Turbo Jet: 2.2% CAGR – Rotorcraft: 1.8% CAGR – Turboprop: 1.7% CAGR <p>Because of lower entry and operating costs, industry growth is also projected for light sport and experimental aircraft.</p> <ul style="list-style-type: none"> – Light Sport: 3.6% CAGR – Experimental Aircraft: 0.8% CAGR 	<p>Decline in Single-Engine Piston Fleet (FAA): The single engine piston fleet makes up the largest percentage of GA fleet. FAA projects contraction of this portion of the fleet at a rate of -1.0% over the next 20 years.</p> <ul style="list-style-type: none"> – 2010: 139,520 – 2017: 130,330 – 2038 Projected: 107,800 <p>According to GAMA, new piston airplane sales dropped dramatically following the economic recession and have not recovered.</p>
<p>Increase in Business Flying: Business use of general aviation aircraft as a tool to increase efficiency and productivity remains strong. The Tax Cuts and Jobs Act of 2017 provided tax savings on new and used aircraft for corporate use and oil prices remain low. Business aviation:</p> <ul style="list-style-type: none"> – Provides time efficiencies for companies – Tends to purchase more fuel – Is a more consistent activity and higher revenue generator for airports 	<p>Decline in Annual GA Operations at Towered Airports (FAA): GA operations at all towered airports in the United States decreased -0.6% per year between 2010 and 2017. A small increase is expected over the next 20 years.</p> <ul style="list-style-type: none"> – 2010: 26.6 million – 2017: 25.6 million – 2037 Projected: 27.4 million
<p>Uptick in On-Demand Charter Activity: NetJets, FlexJet and other companies have experienced more aircraft share sales and an increase in flight hours due to the current economic climate. Companies are investing more often in a variety of products including fractional ownership, jet cards, and club membership programs. These items allow businesses of all sizes to utilize business aviation without purchasing an aircraft. Charter traffic grew 7% in 2017.</p>	<p>Decline in Active Private Pilots (FAA): The number of active private pilots in the United States has declined 2.3% on average since 2010 due to new medical requirements for certification and the cost to fly. The number of pilots is expected to remain flat over the next 20 years. The pilot shortage will impact business aviation operations as pilot salaries will rise due to high demand from commercial airlines, who are hiring more pilots than ever. Flight training around the country is again picking up as new pilots begin careers with the airlines and charter companies.</p>
<p>Reduction in Cities with Scheduled Airline Service and Increased Reliance on GA Travel: As airlines have reduced or eliminated scheduled service to smaller markets, there is an opportunity for charter and air taxi flights on general aviation aircraft to backfill this void.</p>	<p>Phase Out of 100 LL Fuel to Non-Leaded Fuel: AvGas production was down 30% in 2016 compared to 10 years earlier. Plans to replace 100LL fuel with a non-leaded aviation fuel will result in further reduction in the piston GA fleet.</p>
<p>Declining Used Aircraft Cost: Used aircraft values, especially for jet aircraft, are at an all-time low, down 16% in 2017 from a year earlier. This has allowed more individuals and companies to venture into ownership for the first time. However, this has also slowed demand for new aircraft.</p>	<p>Increase in Cost of New GA Aircraft: The cost to purchase a new single-engine piston plane has increased significantly.</p> <ul style="list-style-type: none"> – Piper Seneca: \$650,000 (2005) v. \$1 million (2018) – Cirrus SR22 GTS: \$335,000 (2005) v. \$760,000 (2018) – Cessna 172 Skyhawk: \$230,000 (2005) v. \$379,000 (2018)

Sources: FAA Aerospace Forecast Fiscal Years 2018-2038, GAMA Quarterly Shipments and Billings, other industry sources

3.3 Socioeconomic Trends That May Impact Future Aviation Growth

Factors that may influence future aviation activity that are independent of historical airport activity include area socioeconomic and demographic trends. Socioeconomic characteristics are often examined to derive an understanding of the dynamics of projected aviation growth. As socioeconomic activity increases, general aviation activity also generally increases.



Missouri and many of its 114 counties have growing economies. The following highlights the business climate in Missouri:

- There are ten Fortune 500 companies headquartered in the state, including Express Scripts Holding (#22), Centene (#66), Emerson Electric (#139), Monsanto (#204), and Reinsurance Group of America (#246).
- According to the Missouri Department of Economic Development, the top industries are manufacturing, health care and social assistance, retail, financial and professional services, and agriculture and bioscience.
- The Missouri Partnership notes that Missouri is a global leader in advanced manufacturing, agtech, logistics, energy solutions, financial and professional services, food solutions, and the health innovation industries.
- The fastest growing firms are in the areas of construction, retail trade, scientific and technical services, and health care and social assistance according to the Missouri Department of Economic Development.
- Missouri's central location in the United States makes it a strategic location for companies looking to reach the world via air, river, rail, or road.
- The state offers numerous incentives and workforce training for business attraction and retention. The Missouri Works program has supported job creation and investment in the state by offering companies benefits for investing in the state. The BUILD program provides financial incentives for the location or expansion of large business projects in Missouri.

A summary of Missouri's historical and projected trends in population and employment are discussed below. These trends were considered in the development of aviation demand projections for each system airport.

Population. Between 1990 and 2015, statewide population grew at an average annual rate of 0.7 percent per year. In 2015, Missouri's estimated population was 6.1 million, up from 5.1 million in 1990 (see **Figure 3-4**). Over the last 10 years, statewide population grew at a slightly lower annual rate of 0.5 percent. Between 2015 and 2035, population is estimated to increase at 0.6 percent per year on average.⁴

The rates of historical and projected population growth experienced in Missouri are below those experienced in the United States overall. Between 1990 and 2015, U.S. population grew at an average annual rate of 1.0 percent, and it is projected that that the national population growth rate will be 0.9 percent per year over the next 20 years.

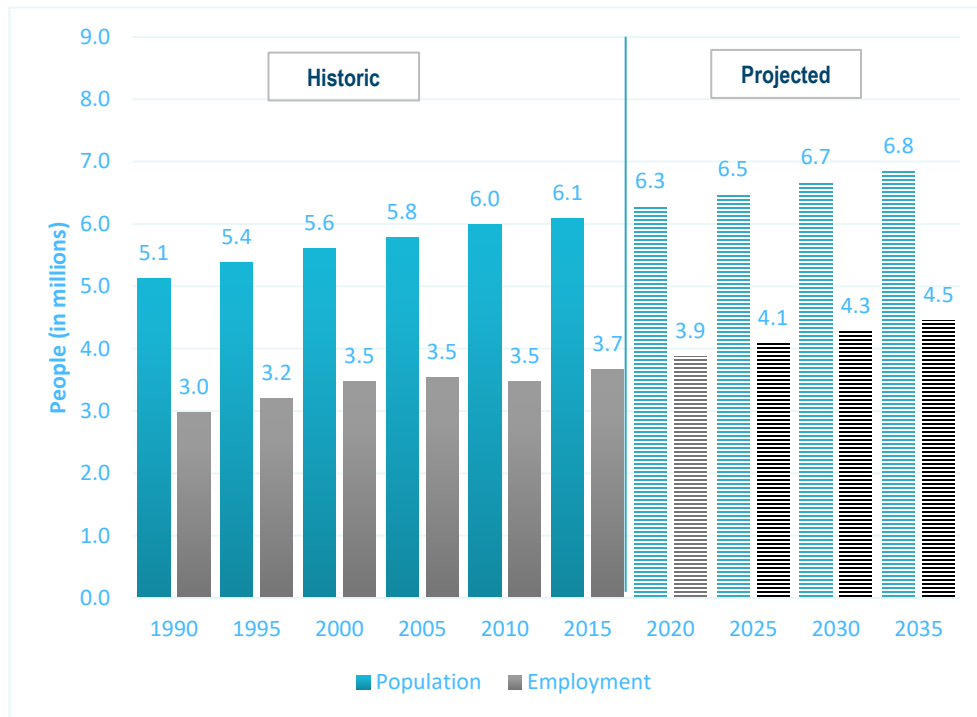
Employment. Between 1990 and 2015, employment in Missouri increased at an average annual rate of 0.8 percent per year. This compares to a 1.3 percent CAGR experienced overall in the United States. In 2015, it was estimated that state employment was 3.7 million, up from 3.0 million in 1990 (**Figure 3-4**). Over the last 10 years, statewide employment grew at a lower rate of 0.4 percent per year on average. Employment in Missouri is projected to grow at 1.0 percent per year on average between 2015 and 2035, slightly below the projected United States CAGR of 1.3 percent over the same period.⁵

⁴ U.S. Census Bureau and Woods & Poole Economics, Inc.

⁵ U.S. Department of Commerce and Woods & Poole Economics, Inc.



FIGURE 3-4: HISTORICAL AND PROJECTED MISSOURI POPULATION AND EMPLOYMENT



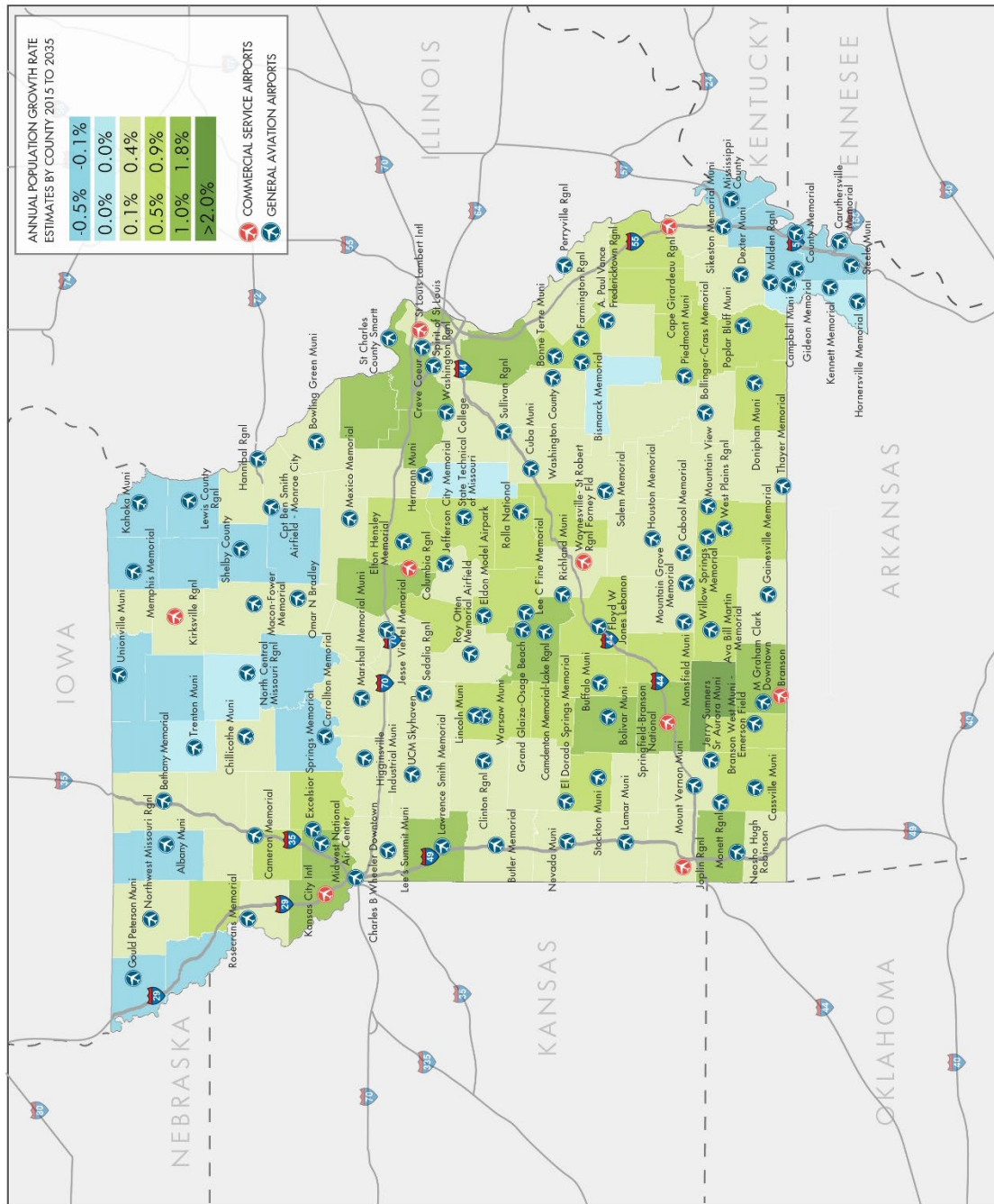
Sources: U.S. Census Bureau, U.S. Department of Commerce, Woods & Poole Economics, Inc.

Figure 3-5 presents projected rates of population increase by Missouri county. Much of the highest growth is projected to occur near Branson and in suburban counties in the metro areas of St. Louis, Kansas City, and Springfield. Christian County in the Springfield metropolitan statistical area (MSA) and Platte County in the Kansas City MSA are expected to experience the highest rates of population growth between 2015 and 2035. Population declines are anticipated in the southeast corner of the state and in several counties in northern Missouri.

Employment growth rates by county show a similar trend and are presented in **Figure 3-6**. Christian and Platte counties as well as Clay County (Kansas City MSA), St. Charles County (St. Louis MSA), and Newton County (Joplin MSA) are anticipated to see the highest rates of employment growth over the next two decades. Low employment growth is anticipated for the southeast corner of the state and many northern Missouri counties.



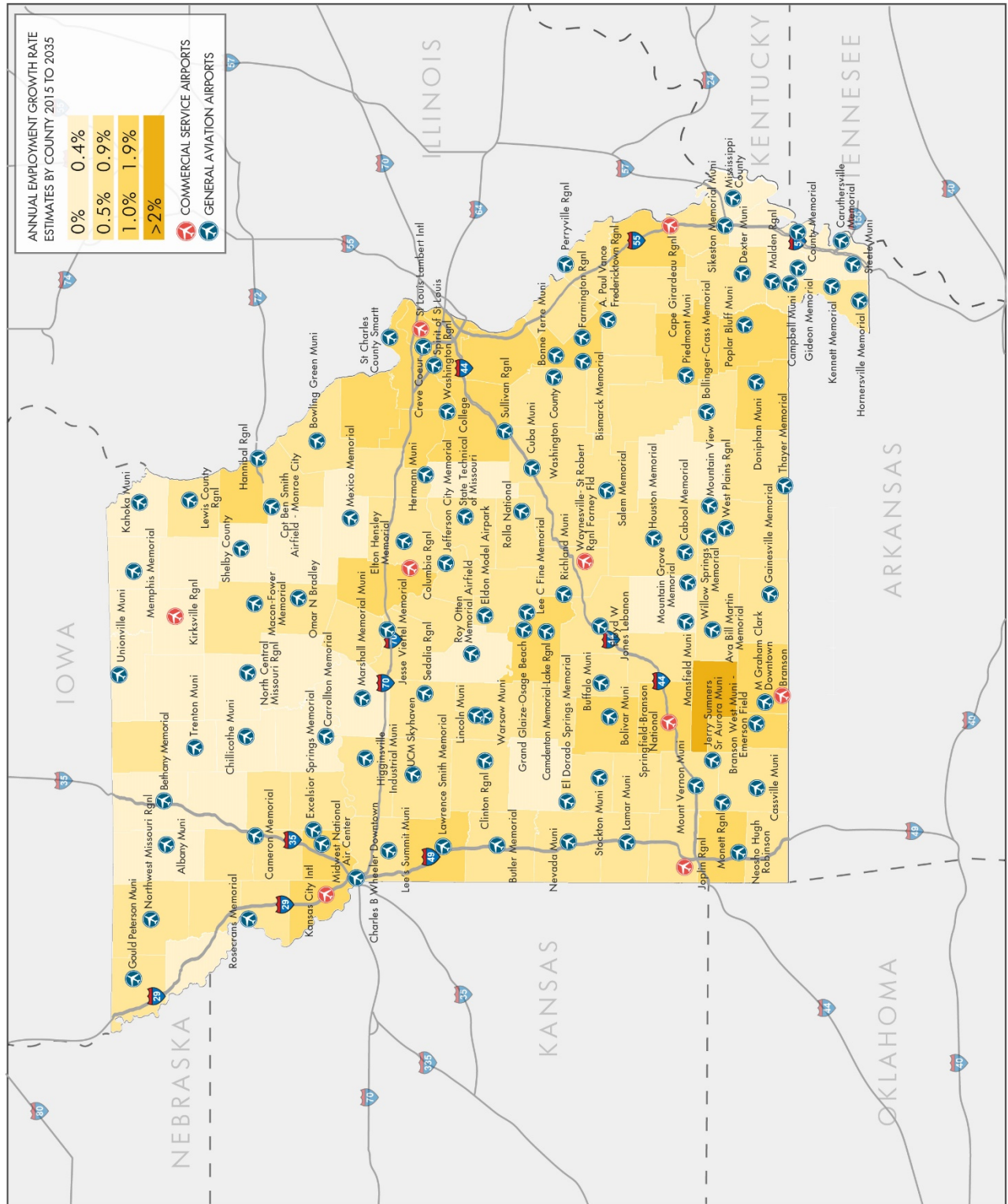
FIGURE 3-5: PROJECTED POPULATION GROWTH BY MISSOURI COUNTY (2015-2035)



Source: Woods & Poole Economics, Inc.



FIGURE 3-6 : PROJECTED EMPLOYMENT GROWTH RATE BY MISSOURI COUNTY (2015-2035)



Source: Woods & Poole Economics, Inc.



3.4 Projections of Aviation Demand

Projections of aviation demand were developed for based aircraft and general aviation operations using the following assumptions:

- In many instances, aviation activity at system airports will generally reflect the national aviation industry. The FAA projects low rates of growth for most aspects of aviation.
- Local economies may grow, and population and employment increase; changes in aviation demand will most likely not be directly related to, but may be supported by, these increases.
- Economic disturbances may cause year-to-year demand variations.
- Fuel prices will continue to fluctuate and the future availability of 100LL fuel (needed to fly piston aircraft) may further impact the general aviation projections.
- Projections are unconstrained with respect to facilities.

Several scenarios for projecting based aircraft and general aviation operations are discussed in this section. A preferred methodology was then chosen for each demand component. **Table 3-5** details the preferred projected based aircraft and general aviation operations.

3.4.1 Based Aircraft

Estimating the number of aircraft anticipated to be based at system airports over the next 20 years impacts the planning for future facility and infrastructure needs. Initially, based aircraft were projected using four methodologies. The results of the forecasting scenarios were compared, and one methodology was chosen as the preferred based aircraft projection.

A summary of the four scenarios used to develop based aircraft projections are discussed below and shown in **Table 3-3** and **Figure 3-7**.

Scenario 1: Historical Based Aircraft Growth and FAA Active General Aviation Fleet Growth

This methodology considered historical based aircraft growth from 2002-2017 at each airport. A range of projected growth rates was then applied based on the FAA's projected growth rates for active general aviation aircraft. These growths were derived from the *FAA Aerospace Forecasts, Fiscal Years 2018-2038*. This methodology considered the fleet mix of aircraft at all airports and projected a slightly higher rate of growth for those airports that have aircraft types that are expected to see higher rates of future growth. This scenario produced a statewide 0.5 percent compound annual growth rate (CAGR) in statewide based aircraft through 2037. Using a top-down approach, this rate of growth was then applied to each airport to develop the projections by airport.

Scenario 2: County Employment Growth and FAA Active General Aviation Fleet Growth

In this scenario, a range of projected growth rates was applied based on the projected rate of employment growth for the county where the airport is located. A percentage of the FAA's projected growth rates of active general aviation aircraft from the *FAA Aerospace Forecasts, Fiscal Years 2018-2038* was applied to each airport's 2017 based aircraft to develop a 20-year projection. This scenario projects statewide based aircraft to grow at an average annual rate of 0.5 percent. This scenario resulted in projections very similar to those developed in Scenario 1. This shows the correlation that airports in counties with higher projected employment growth are often the same airports with based jets/historical growth.



Scenario 3: County Population Growth Rate

This scenario assumes that the growth in based aircraft at each system airport will be equal to the rate of projected population growth for the county in which the airport is located. The population projections used to support this scenario were developed by Woods & Poole Economics, Inc. The statewide annual growth rate for based aircraft in this scenario is 0.6 percent.

Scenario 4: Market Share: FAA's Terminal Area Forecast Growth Rate

The FAA annually publishes its annual *Terminal Area Forecast* in which it projects operations and based aircraft for each airport included in the NPIAS. The TAF projects based aircraft at Missouri's NPIAS airports to grow at an average annual rate of 0.3 percent between 2017 and 2037. This top-down scenario assumes that the system airports will maintain their share of the total Missouri based aircraft fleet through the forecast period.

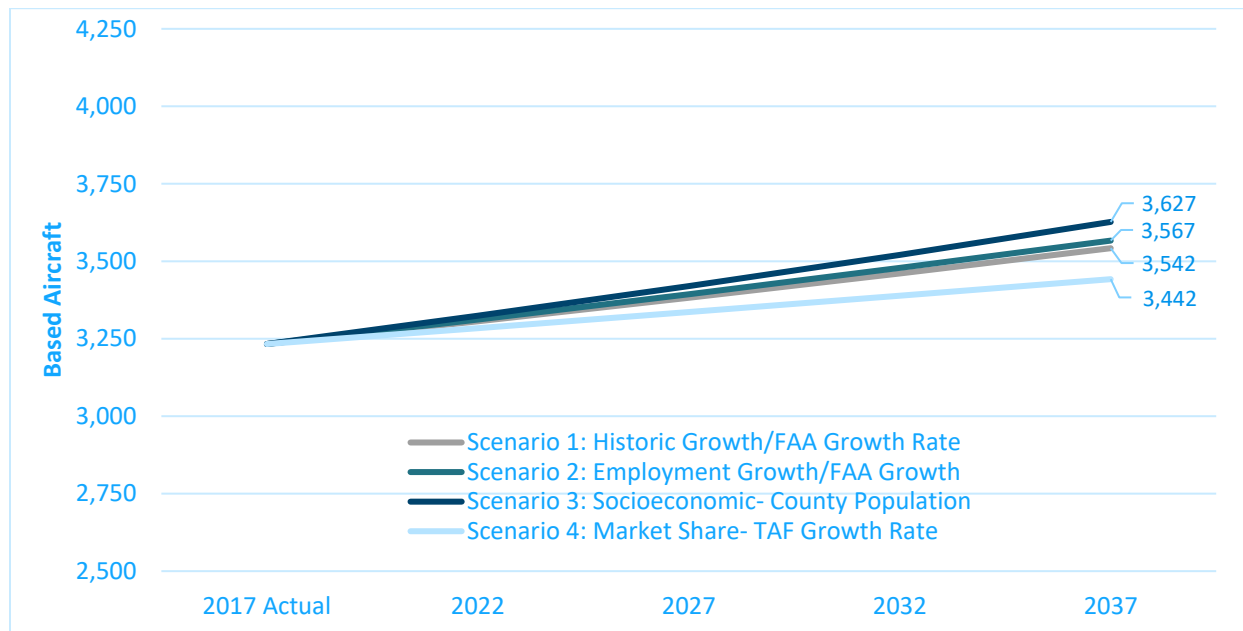
TABLE 3-3: MISSOURI BASED AIRCRAFT FORECAST SCENARIOS

Scenarios	2017 Actual	2022	2027	2037	CAGR 2017-37
Scenario 1: Historical Growth/FAA Growth	3,233	3,306	3,382	3,542	0.46%
Scenario 2: Employment Growth/FAA Growth	3,233	3,312	3,393	3,567	0.49%
Scenario 3: Socioeconomic- County Population	3,233	3,324	3,420	3,627	0.58%
Scenario 4: Market Share- TAF Growth	3,233	3,284	3,336	3,442	0.31%

Source: Marr Arnold Planning

CAGR = compound annual growth rate

FIGURE 3-7: COMPARISON OF MISSOURI BASED AIRCRAFT FORECAST SCENARIOS



Source: Marr Arnold Planning



Preferred Based Aircraft Projection

After comparing the results of the four forecast scenarios, the statewide growth rate produced by **Scenario 1: Historical Airport Growth/FAA Growth Rate** (0.46 percent) was selected as the preferred projection growth for based aircraft. This rate of growth was then applied to each system airport's 2017 based aircraft to determine their individual projections of based aircraft. Scenario 1 was selected as the preferred based aircraft projection since it takes historical growth trends into consideration, and it considers the modest growth projected by the FAA throughout the 20-year forecast period for business aircraft types. The results of this methodology for each airport are depicted in **Table 3-5**.

3.4.1 General Aviation Aircraft Operations

Different factors impact the number of operations at an airport. These factors include, but are not limited to:

- Total based aircraft
- Airport facilities and services such as a control tower, fuel, and an FBO
- Airport location
- Activity and facilities at neighboring or competing airports
- Area demographics including business density
- National trends

These factors were considered and four methodologies were used to develop projections of annual operations for each system airport. A summary of the scenarios used to develop the aircraft operations are shown in **Table 3-4** and **Figure 3-8**.

Scenario 1: Operations Per Based Aircraft

Operations Per Based Aircraft (OPBA) is calculated by dividing the number of total operations by the number of aircraft based at each airport. It is important to note that the OPBA ratio represents operations performed by both based and visiting aircraft. In Scenario 1, total operations at each system airport are projected by applying the airport's 2017 OPBA ratio to the preferred projection of based aircraft. Utilizing this methodology, it is projected that total operations at system airports will grow at a CAGR of 0.5 percent over the 20-year forecast period.

Scenario 2: County Employment Growth

Scenario 2 assumes that the growth of general aviation operations at each system airport will be equal to the rate of projected employment growth for the county in which the airport is located. The employment projections were developed by Woods & Poole Economics, Inc. The annual growth rate for annual general aviation operations in this scenario is 1.0 percent.

Scenario 3: IFR Jet Operations and FAA Operations Projections

This scenario analyzed FAA Instrument Flight Rule (IFR) data at each Missouri airport. Each airport was given a rating of high, medium, low, or none in terms of the number of jet operations that were captured by FAA's Traffic Flow Management System Counts last year. Each airport was then assigned a percentage of the *FAA Aerospace Forecasts, Fiscal Years 2018-2038* projections of general aviation operations, based on the number of jet operations they currently accommodate. This methodology considers that jet activity and business aviation are anticipated to be the fastest growing segments of aviation and applies a future rate of growth at



individual airports based on the level of jet activity. Under this scenario general aviation operations in Missouri are estimated to grow 0.6 percent per year on average over the next 20 years.

Scenario 4: Market Share: FAA's Operations Forecast

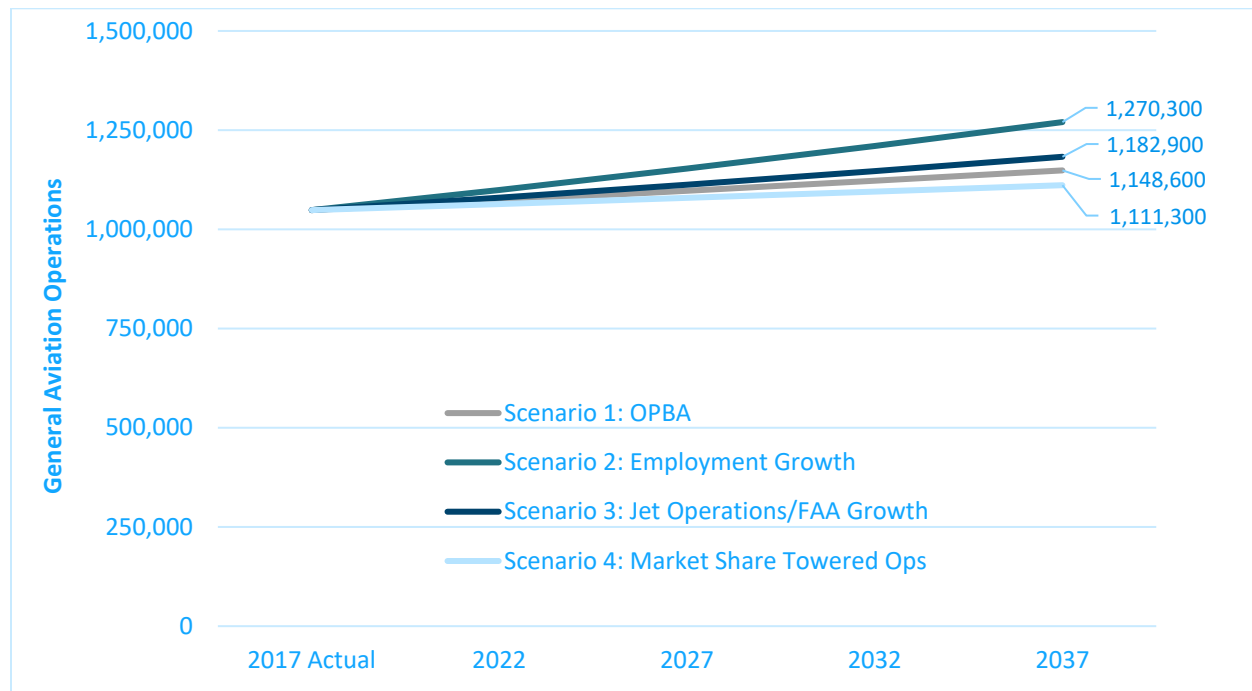
Scenario 4 applies the FAA's projected rate of growth for general aviation operations at towered airports (derived from *FAA Aerospace Forecasts, Fiscal Years 2018-2038*) to the 2017 total operations for all airports. Each airport's share of 2017 operations is then maintained through the forecast period and applied to the total to estimate operations for 2022, 2027, and 2037 by airport. The CAGR for total general aviation operations using this methodology is 0.3 percent.

TABLE 3-4 : MISSOURI GENERAL AVIATION OPERATIONS PROJECTION SCENARIOS

Scenarios	2017 Actual	2022	2027	2037	CAGR 2017-37
Scenario 1: OPBA	1,048,536	1,072,700	1,097,100	1,148,600	0.45%
Scenario 2: Employment Growth	1,048,536	1,099,400	1,153,200	1,270,300	0.96%
Scenario 3: Jet Operations/FAA Growth	1,048,536	1,079,800	1,112,600	1,182,900	0.60%
Scenario 4: Market Share Towered Ops	1,048,536	1,063,900	1,079,400	1,111,300	0.29%

Source: Marr Arnold Planning

FIGURE 3-8 : COMPARISON OF MISSOURI GENERAL AVIATION OPERATIONS PROJECTION SCENARIOS



Source: Marr Arnold Planning

Preferred Operations Projection

The results of the four projections of general aviation operational demand can be viewed as a range for future statewide takeoffs and landings. In the lowest scenario (Scenario 4), total annual general aviation operations could increase from their 2017 level of 1.05 million to 1.11 million at the end of the 20-year planning period. The mid-growth scenarios, Scenario 1 and Scenario 3, show annual operations for system airports reaching



1.15 and 1.18 million, respectively. The highest-growth scenario (Scenario 2, County Employment), presents a projection of general aviation operations demand that will reach 1.27 million operations at the end of the forecast period.

General aviation operations at Missouri system airports experienced large declines since the 2002 System Plan due largely to the fallout of September 11 and the economic recession of 2007-2009. However, operations over the last several years have stabilized, and operations at towered airports are growing slightly. These trends help support the preferred projections of general aviation operations at system airports developed as part of **Scenario 3: Jet Operations/FAA Growth**. This methodology produces conservative results, but also considers the current trends in growing jet activity.

As shown in **Table 3-4** and **Figure 3-8**, total annual general aviation operations for system airports are projected to reach 1.18 million in 2037. The average annual rate of growth implied in the preferred forecast is 0.60 percent.

3.5 Summary

This System Plan takes a conservative approach to projecting the future aviation demand for system airports and follows national aviation trends and Missouri-specific socioeconomic anticipated growth. **Table 3-5** presents based aircraft and general aviation operations projections for each system airport. These projections are developed on a system planning level of detail. Projections associated with comprehensive airport master plans and airport layout plans will guide actual individual airport development. Projections of demand presented in this chapter help establish future system-wide facility needs.



TABLE 3-5: PROJECTIONS OF MISSOURI BASED AIRCRAFT AND GENERAL AVIATION OPERATIONS

Associated City	Airport Name	Based Aircraft				CAGR^A 2017-37	General Aviation Operations				
		2017 Actual	2022	2027	2037		2017 Actual	2022	2027	2037	CAGR^A 2017-37
Commercial Service Airports											
Branson	Branson	5	5	5	5	0.5%	5,080	5,380	5,700	6,400	1.2%
Cape Girardeau	Cape Girardeau Regional	57	58	60	62	0.5%	24,371	25,820	27,360	30,720	1.2%
Columbia	Columbia Regional	45	46	47	49	0.5%	16,882	17,890	18,950	21,280	1.2%
Fort Leonard Wood	Waynesville-St. Robert Regional	10	10	10	11	0.5%	8,202	8,320	8,440	8,690	0.3%
Joplin	Joplin Regional	126	129	132	138	0.5%	21,317	22,590	23,930	26,870	1.2%
Kansas City	Kansas City International	2	2	2	2	0.5%	12,184	12,910	13,680	15,360	1.2%
Kirksville	Kirksville Regional	24	25	25	26	0.5%	4,000	4,150	4,300	4,620	0.7%
Springfield	Springfield-Branson National	122	125	128	134	0.5%	34,374	36,420	38,590	43,330	1.2%
St Louis	St. Louis Lambert International	18	18	19	20	0.5%	26,565	28,150	29,820	33,480	1.2%
General Aviation Airports											
Albany	Albany Municipal	8	8	8	9	0.5%	3,270	3,290	3,320	3,370	0.2%
Aurora	Jerry Sumners Sr Aurora Municipal	26	27	27	28	0.5%	10,500	10,580	10,650	10,810	0.1%
Ava	Ava Bill Martin Memorial	6	6	6	7	0.5%	4,320	4,350	4,380	4,450	0.1%
Bethany	Bethany Memorial	6	6	6	7	0.5%	144	150	150	150	0.2%
Bismarck	Bismarck Memorial	8	8	8	9	0.5%	2,450	2,470	2,490	2,520	0.1%
Bolivar	Bolivar Municipal	60	61	63	66	0.5%	11,648	11,820	11,990	12,340	0.3%
Bonne Terre	Bonne Terre Municipal	3	3	3	3	0.5%	750	760	760	770	0.1%
Boonville	Jesse Viertel Memorial	54	55	57	59	0.5%	9,800	9,870	9,940	10,090	0.1%
Bowling Green	Bowling Green Municipal	11	11	12	12	0.5%	1,875	1,890	1,900	1,930	0.1%
Branson	M. Graham Clark - Downtown	68	70	71	75	0.5%	10,775	10,930	11,090	11,420	0.3%
Branson West	Branson West Municipal - Emerson Field	25	26	26	27	0.5%	2,904	3,010	3,120	3,360	0.7%
Brookfield/ Marceline	North Central Missouri Regional	9	9	9	10	0.5%	1,750	1,780	1,800	1,850	0.3%
Buffalo	Buffalo Municipal	11	11	12	12	0.5%	2,918	2,940	2,960	3,000	0.1%
Butler	Butler Memorial	20	20	21	22	0.5%	6,700	6,750	6,800	6,900	0.1%



TABLE 3-5: PROJECTIONS OF MISSOURI BASED AIRCRAFT AND GENERAL AVIATION OPERATIONS

Associated City	Airport Name	Based Aircraft				CAGR^ 2017-37	General Aviation Operations				
		2017 Actual	2022	2027	2037		2017 Actual	2022	2027	2037	CAGR^ 2017-37
Cabool	Cabool Memorial	10	10	10	11	0.5%	3,486	3,510	3,540	3,590	0.1%
Camdenton	Camdenton Memorial-Lake Regional	35	36	37	38	0.5%	9,900	9,970	10,040	10,190	0.1%
Cameron	Cameron Memorial	27	28	28	30	0.5%	6,700	6,750	6,800	6,900	0.1%
Campbell	Campbell Municipal	10	10	10	11	0.5%	4,000	4,030	4,060	4,120	0.1%
Carrollton	Carrollton Memorial	12	12	13	13	0.5%	4,350	4,380	4,410	4,480	0.1%
Caruthersville	Caruthersville Memorial	10	10	10	11	0.5%	3,640	3,670	3,690	3,750	0.1%
Cassville	Cassville Municipal	12	12	13	13	0.5%	2,495	2,510	2,530	2,570	0.1%
Charleston	Mississippi County	0	0	0	0	0.0%	1,200	1,210	1,220	1,240	0.2%
Chillicothe	Chillicothe Municipal	21	21	22	23	0.5%	6,000	6,040	6,090	6,180	0.1%
Clinton	Clinton Regional	28	29	29	31	0.5%	6,560	6,660	6,750	6,950	0.3%
Cuba	Cuba Municipal	20	20	21	22	0.5%	3,700	3,730	3,750	3,810	0.1%
Dexter	Dexter Municipal	21	21	22	23	0.5%	8,110	8,230	8,350	8,600	0.3%
Doniphan	Doniphan Municipal	12	12	13	13	0.5%	2,050	2,060	2,080	2,110	0.1%
El Dorado Springs	El Dorado Springs Memorial	15	15	16	16	0.5%	3,500	3,530	3,550	3,600	0.1%
Eldon	Eldon Model Airpark	18	18	19	20	0.5%	10,240	10,310	10,390	10,540	0.1%
Excelsior Springs	Excelsior Springs Memorial	18	18	19	20	0.5%	4,000	4,030	4,060	4,120	0.1%
Farmington	Farmington Regional	32	33	33	35	0.5%	10,750	10,910	11,070	11,390	0.3%
Fredericktown	A. Paul Vance Fredericktown Regional	14	14	15	15	0.5%	2,400	2,420	2,440	2,470	0.1%
Fulton	Elton Hensley Memorial	36	37	38	39	0.5%	12,000	12,090	12,180	12,350	0.1%
Gainesville	Gainesville Memorial	5	5	5	5	0.5%	290	290	290	300	0.2%
Gideon	Gideon Memorial	4	4	4	4	0.5%	3,000	3,020	3,040	3,090	0.1%
Hannibal	Hannibal Regional	20	20	21	22	0.5%	6,204	6,290	6,390	6,580	0.3%
Harrisonville	Lawrence Smith Memorial	54	55	57	59	0.5%	7,000	7,100	7,210	7,420	0.3%
Hermann	Hermann Municipal	6	6	6	7	0.5%	1,350	1,360	1,370	1,390	0.1%
Higginsville	Higginsville Industrial Municipal	20	20	21	22	0.5%	3,554	3,580	3,610	3,660	0.1%



TABLE 3-5: PROJECTIONS OF MISSOURI BASED AIRCRAFT AND GENERAL AVIATION OPERATIONS

Associated City	Airport Name	Based Aircraft				CAGR^ 2017-37	General Aviation Operations				
		2017 Actual	2022	2027	2037		2017 Actual	2022	2027	2037	CAGR^ 2017-37
Horsersville	Horsersville Memorial	2	2	2	2	0.5%	1,500	1,510	1,520	1,540	0.1%
Houston	Houston Memorial	19	19	20	21	0.5%	3,830	3,860	3,890	3,940	0.1%
Jefferson City	Jefferson City Memorial	57	58	60	62	0.5%	27,652	29,300	31,040	34,850	1.2%
Kahoka	Kahoka Municipal	2	2	2	2	0.5%	880	890	890	910	0.2%
Kaiser/Lake Ozark	Lee C Fine Memorial	9	9	9	10	0.5%	4,443	4,710	4,990	5,600	1.2%
Kansas City	Charles B. Wheeler-Downtown	184	188	193	202	0.5%	72,990	77,340	81,940	92,000	1.2%
Kennett	Kennett Memorial	27	28	28	30	0.5%	16,500	16,740	16,990	17,490	0.3%
Lamar	Lamar Municipal	15	15	16	16	0.5%	5,000	5,040	5,070	5,150	0.1%
Lebanon	Floyd W. Jones Lebanon	30	31	31	33	0.5%	11,950	12,390	12,850	13,810	0.7%
Lee's Summit	Lee's Summit Municipal	148	151	155	162	0.5%	50,000	50,730	51,470	52,990	0.3%
Lincoln	Lincoln Municipal	6	6	6	7	0.5%	1,760	1,770	1,790	1,810	0.1%
Linn	State Technical College of Missouri	13	13	14	14	0.5%	1,450	1,460	1,470	1,490	0.1%
Macon	Macon-Fower Memorial	12	12	13	13	0.5%	3,179	3,230	3,270	3,370	0.3%
Malden	Malden Regional	15	15	16	16	0.5%	8,500	8,560	8,620	8,750	0.1%
Mansfield	Mansfield Municipal	9	9	9	10	0.5%	1,022	1,030	1,040	1,050	0.1%
Marshall	Marshall Memorial Municipal	22	23	23	24	0.5%	5,110	5,180	5,260	5,420	0.3%
Maryville	Northwest Missouri Regional	17	17	18	19	0.5%	12,408	12,590	12,770	13,150	0.3%
Memphis	Memphis Memorial	10	10	10	11	0.5%	2,200	2,220	2,230	2,260	0.1%
Mexico	Mexico Memorial	33	34	35	36	0.5%	10,860	11,020	11,180	11,510	0.3%
Moberly	Omar N Bradley	30	31	31	33	0.5%	7,370	7,640	7,920	8,520	0.7%
Monett	Monett Regional	27	28	28	30	0.5%	14,400	14,930	15,480	16,650	0.7%
Monroe City	Captain Ben Smith Airfield	2	2	2	2	0.5%	1,500	1,510	1,520	1,540	0.1%
Monticello	Lewis County Regional	6	6	6	7	0.5%	1,750	1,760	1,780	1,800	0.1%
Mosby	Midwest National Air Center	56	57	59	61	0.5%	11,030	11,440	11,860	12,750	0.7%
Mount Vernon	Mount Vernon Municipal	8	8	8	9	0.5%	1,121	1,130	1,140	1,150	0.1%



TABLE 3-5: PROJECTIONS OF MISSOURI BASED AIRCRAFT AND GENERAL AVIATION OPERATIONS

Associated City	Airport Name	Based Aircraft				CAGR^ 2017-37	General Aviation Operations				
		2017 Actual	2022	2027	2037		2017 Actual	2022	2027	2037	CAGR^ 2017-37
Mountain Grove	Mountain Grove Memorial	9	9	9	10	0.5%	2,780	2,800	2,820	2,860	0.1%
Mountain View	Mountain View	16	16	17	18	0.5%	730	740	740	750	0.1%
Neosho	Neosho Hugh Robinson	27	28	28	30	0.5%	2,632	2,670	2,710	2,790	0.3%
Nevada	Nevada Municipal	21	21	22	23	0.5%	3,700	3,750	3,810	3,920	0.3%
New Madrid	County Memorial	13	13	14	14	0.5%	9,750	9,820	9,890	10,040	0.1%
Osage Beach	Grand Glaize- Osage Beach	11	11	12	12	0.5%	6,480	6,530	6,570	6,670	0.1%
Perryville	Perryville Regional	13	13	14	14	0.5%	9,750	9,820	9,890	10,040	0.1%
Piedmont	Piedmont Municipal	6	6	6	7	0.5%	1,300	1,310	1,320	1,340	0.2%
Poplar Bluff	Poplar Bluff Municipal	25	26	26	27	0.5%	15,000	15,550	16,130	17,340	0.7%
Potosi	Washington County	13	13	14	14	0.5%	3,620	3,670	3,730	3,840	0.3%
Richland	Richland Municipal	0	0	0	0	0.0%	320	320	320	330	0.2%
Rolla/Vichy	Rolla National	78	80	82	85	0.5%	31,000	31,450	31,910	32,850	0.3%
Salem	Salem Memorial	13	13	14	14	0.5%	4,500	4,530	4,570	4,630	0.1%
Sedalia	Sedalia Regional	30	31	31	33	0.5%	8,250	8,550	8,870	9,540	0.7%
Shelbyville	Shelby County	0	0	0	0	0.0%	125	130	130	130	0.2%
Sikeston	Sikeston Memorial Municipal	16	16	17	18	0.5%	5,000	5,070	5,150	5,300	0.3%
St Joseph	Rosecrans Memorial	62	63	65	68	0.5%	13,067	13,850	14,670	16,470	1.2%
St. Charles	St. Charles County Smartt Field	146	149	153	160	0.5%	60,610	61,050	61,500	62,400	0.1%
St. Louis	Spirit of St. Louis	372	381	389	408	0.5%	96,077	101,800	107,860	121,100	1.2%
St. Louis	Creve Coeur	167	171	175	183	0.5%	40,600	41,190	41,800	43,030	0.3%
Steele	Steele Municipal	10	10	10	11	0.5%	6,700	6,750	6,800	6,900	0.1%
Stockton	Stockton Municipal	7	7	7	8	0.5%	1,010	1,020	1,020	1,040	0.1%
Sullivan	Sullivan Regional	29	30	30	32	0.5%	18,290	18,560	18,830	19,380	0.3%
Tarkio	Gould Peterson Municipal	21	21	22	23	0.5%	4,900	4,940	4,970	5,040	0.1%
Thayer	Thayer Memorial	5	5	5	5	0.5%	1,850	1,860	1,880	1,900	0.1%



TABLE 3-5: PROJECTIONS OF MISSOURI BASED AIRCRAFT AND GENERAL AVIATION OPERATIONS

Associated City	Airport Name	Based Aircraft				CAGR^ 2017-37	General Aviation Operations				CAGR^ 2017-37
		2017 Actual	2022	2027	2037		2017 Actual	2022	2027	2037	
Trenton	Trenton Municipal	11	11	12	12	0.5%	2,450	2,470	2,490	2,520	0.1%
Unionville	Unionville Municipal	8	8	8	9	0.5%	1,700	1,710	1,720	1,750	0.1%
Van Buren	Bollinger-Crass Memorial	0	0	0	0	0.0%	430	430	440	440	0.1%
Versailles	Roy Otten Memorial Airfield	25	26	26	27	0.5%	8,000	8,060	8,120	8,240	0.1%
Warrensburg	UCM-Skyhaven	42	43	44	46	0.5%	29,400	29,830	30,270	31,160	0.3%
Warsaw	Warsaw Municipal	13	13	14	14	0.5%	3,200	3,220	3,250	3,290	0.1%
Washington	Washington Regional	33	34	35	36	0.5%	21,200	21,980	22,790	24,510	0.7%
West Plains	West Plains Regional	26	27	27	28	0.5%	2,502	2,540	2,580	2,650	0.3%
Willow Springs	Willow Springs Memorial	22	23	23	24	0.5%	3,950	3,980	4,010	4,070	0.1%
Total - All Airports		3,233	3,308	3,384	3,542	0.5%	1,048,536	1,079,830	1,112,570	1,182,870	0.6%

Source: Marr Arnold Planning

Note: ^CAGR = compound annual growth rate; figures may not sum to totals due to rounding.



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4. EXISTING SYSTEM EVALUATION

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

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

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

In addition to the mapping analysis, system airports¹ were also reviewed to determine their current ability to meet established PCI objectives for their primary (paved) runway. This information was obtained from MoDOT's most recent pavement management plan.

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

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

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

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



Airline service information noted above is subject to change.

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

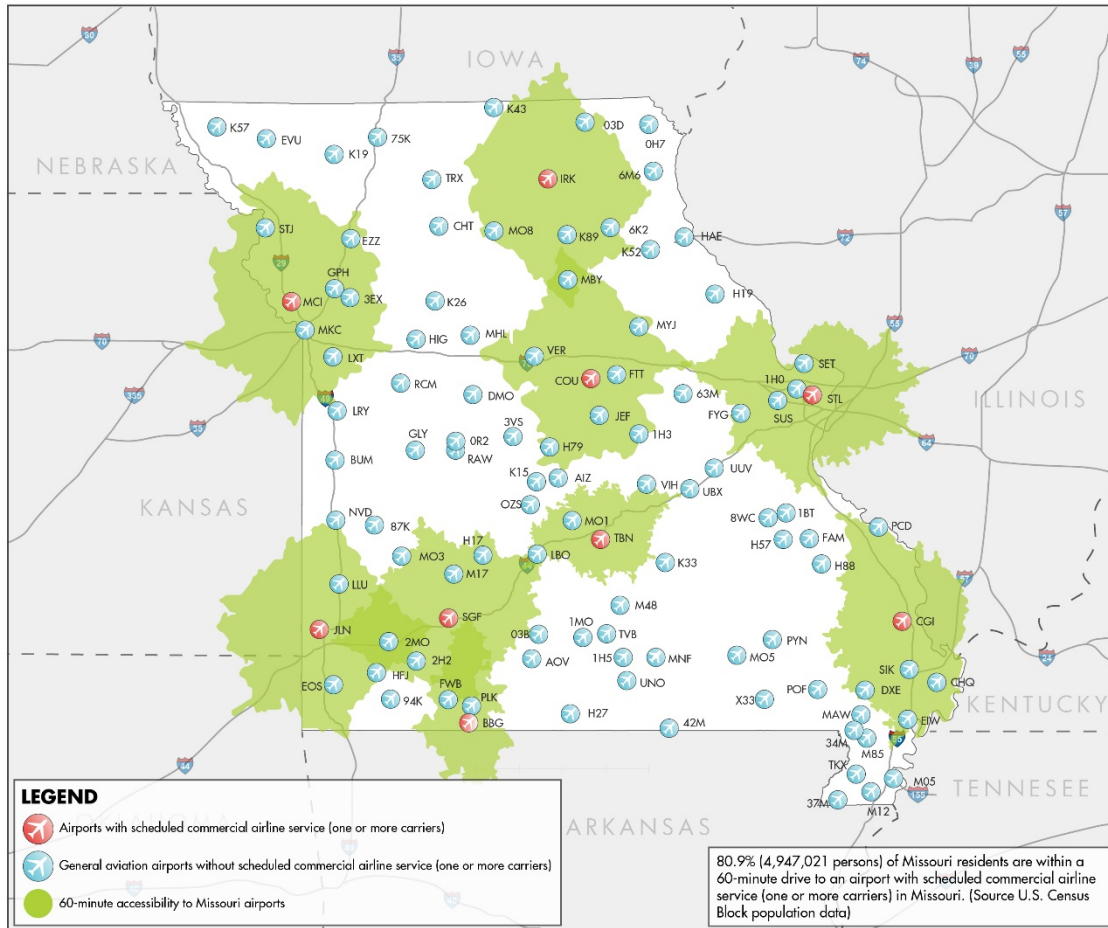
Current accessibility to Missouri's commercial airports is shown in **Figure 4-1**. When 60-minute drive time service areas are considered, approximately 81 percent of Missouri's residents are within 60 minutes of one or more of Missouri's commercial service airports.

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

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



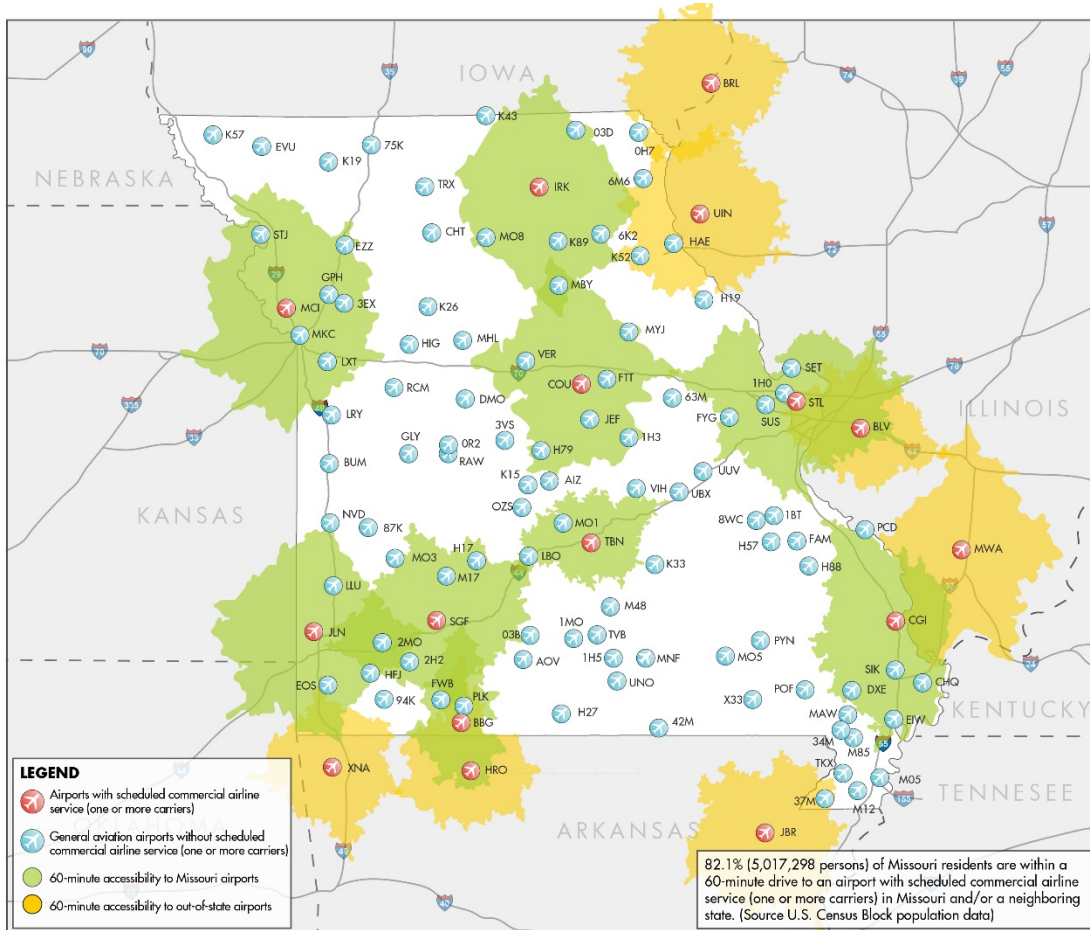
FIGURE 4-1: 60-MINUTE ACCESSIBILITY TO MISSOURI COMMERCIAL AIRPORTS



Source: Missouri State Airport System Plan Update Aviation Mapping Analysis



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



Source: Missouri State Airport System Plan Update Aviation Mapping Analysis



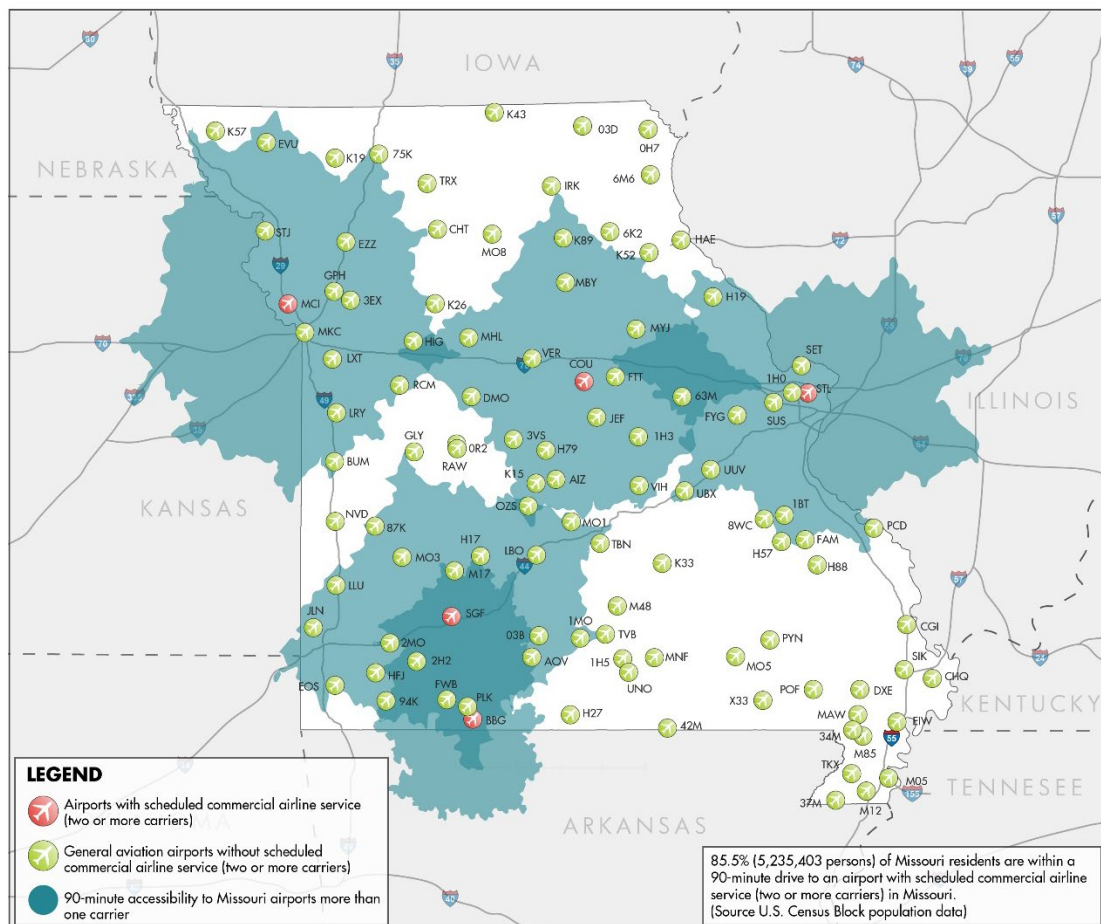
4.2 90-Minute Accessibility to an Airport with Scheduled Commercial Airline Service (More Than One Carrier)

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

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

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

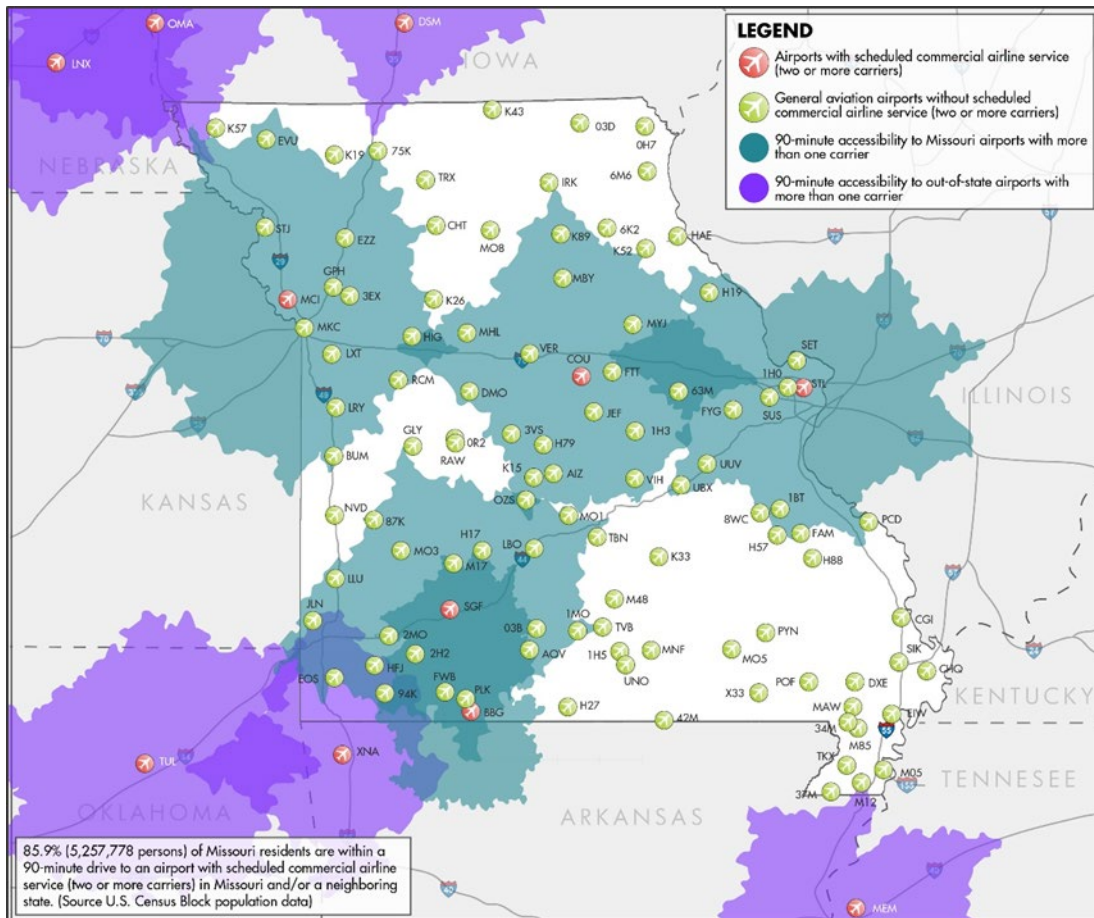
FIGURE 4-3: 90-MINUTE ACCESSIBILITY TO MISSOURI COMMERCIAL AIRPORTS



Source: Missouri State Airport System Plan Update Aviation Mapping Analysis



FIGURE 4-4: COMMERCIAL AIRPORTS WITH MULTIPLE CARRIERS



Source: Missouri State Airport System Plan Update Aviation Mapping Analysis

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

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

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

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

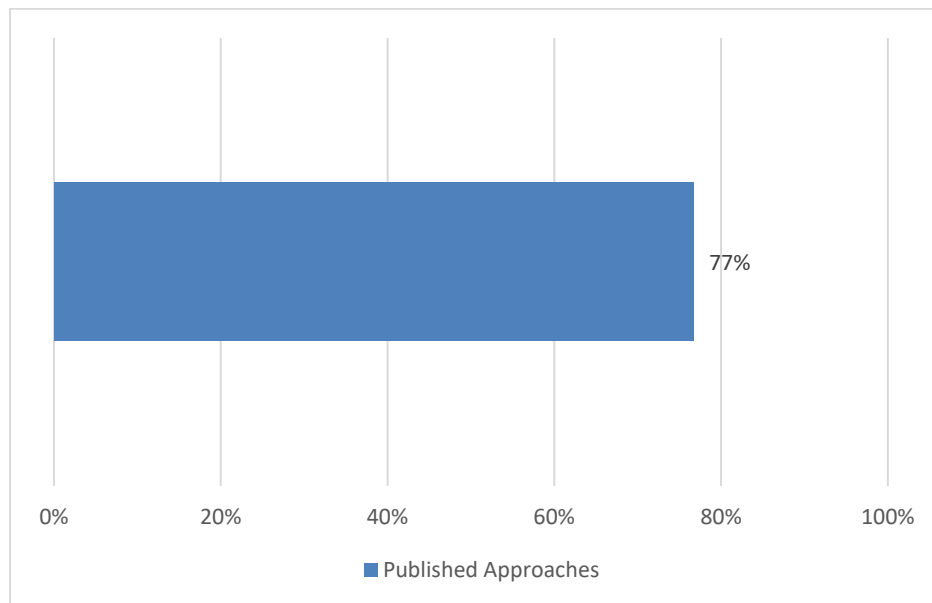


There is little likelihood that Missouri will have additional airports with scheduled commercial airline service. Current 90- and 60-minute coverage for both Missouri and nearby out-of-state commercial airports most likely represents a best-case scenario for this performance measure. On the other hand,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

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

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

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



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

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



TABLE 4-1: AIRPORTS WITH A PUBLISHED APPROACH

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



TABLE 4-1: AIRPORTS WITH A PUBLISHED APPROACH

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



TABLE 4-1: AIRPORTS WITH A PUBLISHED APPROACH

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

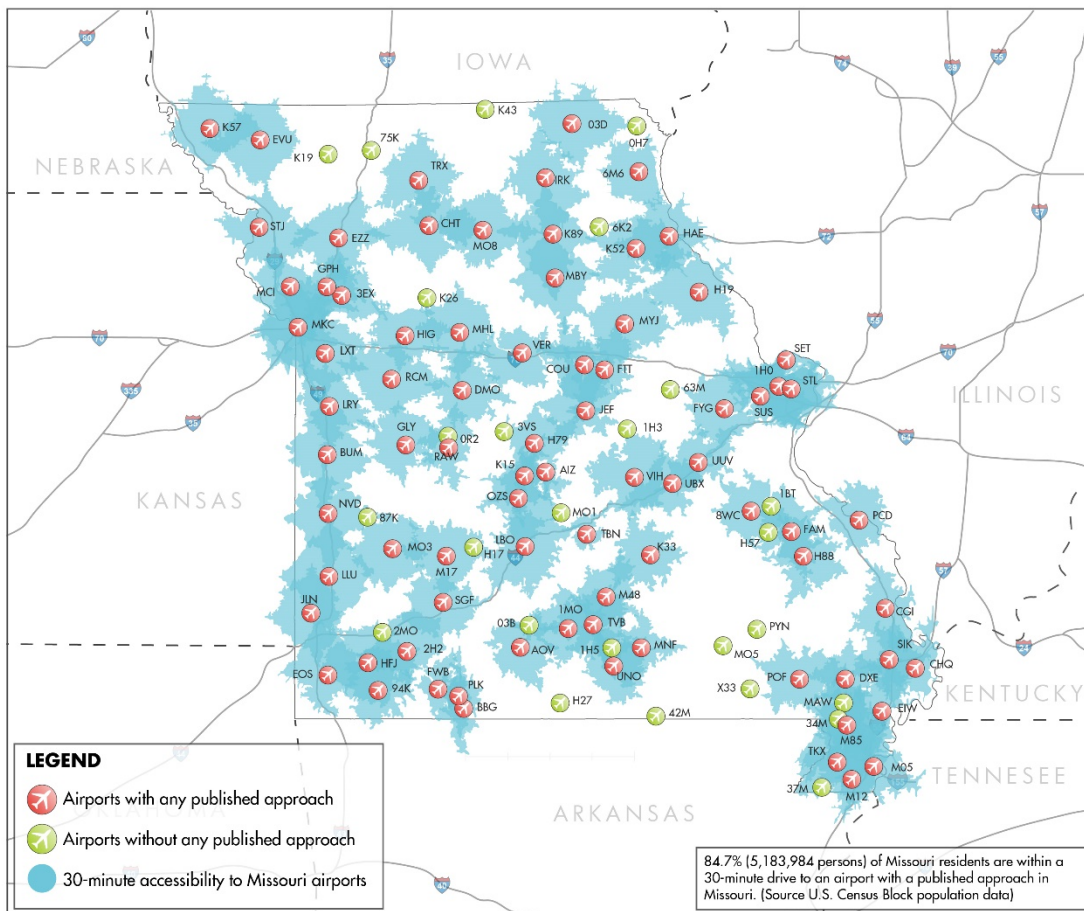
Source: MoDOT, FAA NFDC. Data current as of May 2018.



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

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

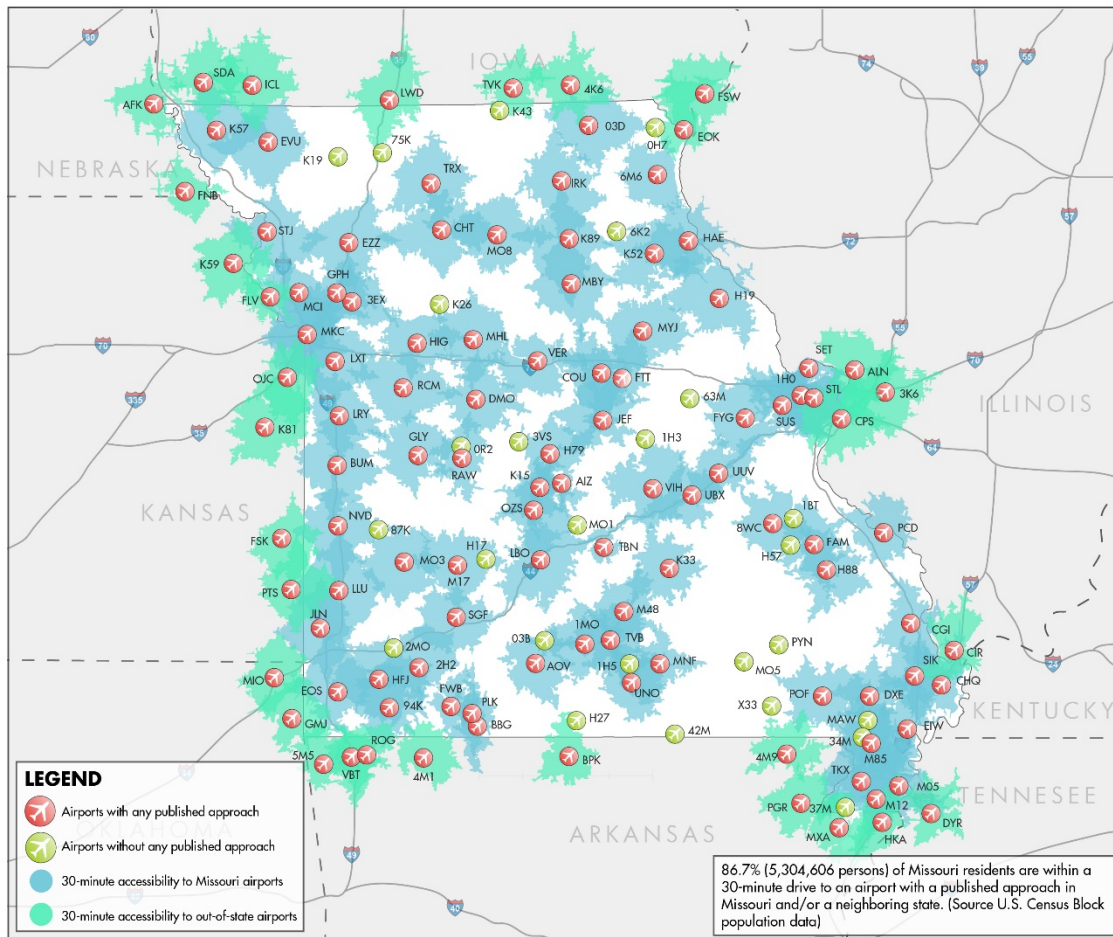
FIGURE 4-6: 30-MINUTE CURRENT ACCESSIBILITY TO A MISSOURI AIRPORT WITH A PUBLISHED APPROACH



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



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



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

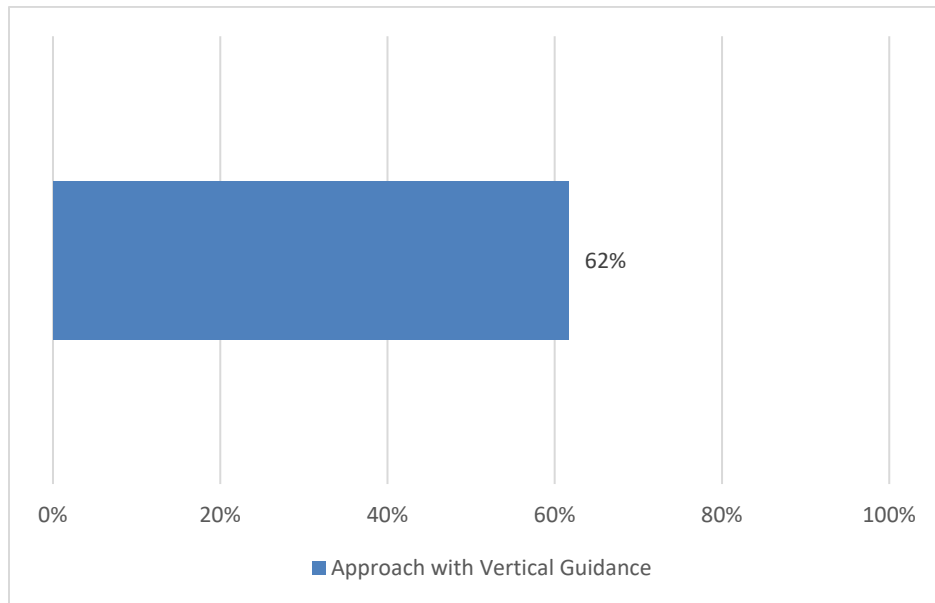
4.4 30-Minute Accessibility to an Airport with an Approach Supported by Vertical Guidance

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

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



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



Source: Aviation, MoDOT, FAA NFDC

TABLE 4-2: VERTICAL GUIDANCE APPROACH AVAILABILITY

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



TABLE 4-2: VERTICAL GUIDANCE APPROACH AVAILABILITY

City	Airport Name	FAA ID	ILS/LPV
Branson	M. Graham Clark - Downtown	PLK	Yes
Branson West	Branson West Municipal - Emerson Field	FWB	Yes
Brookfield/ Marceline	North Central Missouri Regional	MO8	Yes
Buffalo	Buffalo Municipal	H17	No
Butler	Butler Memorial	BUM	Yes
Cabool	Cabool Memorial	TVB	No
Camdenton	Camdenton Memorial-Lake Regional	OZS	Yes
Cameron	Cameron Memorial	EZZ	Yes
Campbell	Campbell Municipal	34M	No
Carrollton	Carrollton Memorial	K26	No
Caruthersville	Caruthersville Memorial	M05	Yes
Cassville	Cassville Municipal	94K	Yes
Charleston	Mississippi County	CHQ	No
Chillicothe	Chillicothe Municipal	CHT	Yes
Clinton	Clinton Regional	GLY	Yes
Cuba	Cuba Municipal	UBX	Yes
Dexter	Dexter Municipal	DXE	Yes
Doniphan	Doniphan Municipal	X33	No
El Dorado Springs	El Dorado Springs Memorial	87K	No
Eldon	Eldon Model Airpark	H79	No
Excelsior Springs	Excelsior Springs Memorial	3EX	No
Farmington	Farmington Regional	FAM	Yes
Fredericktown	A. Paul Vance Fredericktown Regional	H88	Yes
Fulton	Elton Hensley Memorial	FTT	Yes
Gainesville	Gainesville Memorial	H27	No
Gideon	Gideon Memorial	M85	No
Hannibal	Hannibal Regional	HAE	Yes
Harrisonville	Lawrence Smith Memorial	LRY	Yes
Hermann	Hermann Municipal	63M	No
Higginsville	Higginsville Industrial Municipal	HIG	Yes
Hornersville	Hornersville Memorial	37M	No
Houston	Houston Memorial	M48	Yes
Jefferson City	Jefferson City Memorial	JEF	Yes
Kahoka	Kahoka Municipal	0H7	No
Kaiser/Lake Ozark	Lee C Fine Memorial	AIZ	Yes
Kansas City	Charles B. Wheeler-Downtown	MKC	Yes
Kennett	Kennett Memorial	TKX	Yes



TABLE 4-2: VERTICAL GUIDANCE APPROACH AVAILABILITY

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



TABLE 4-2: VERTICAL GUIDANCE APPROACH AVAILABILITY

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

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

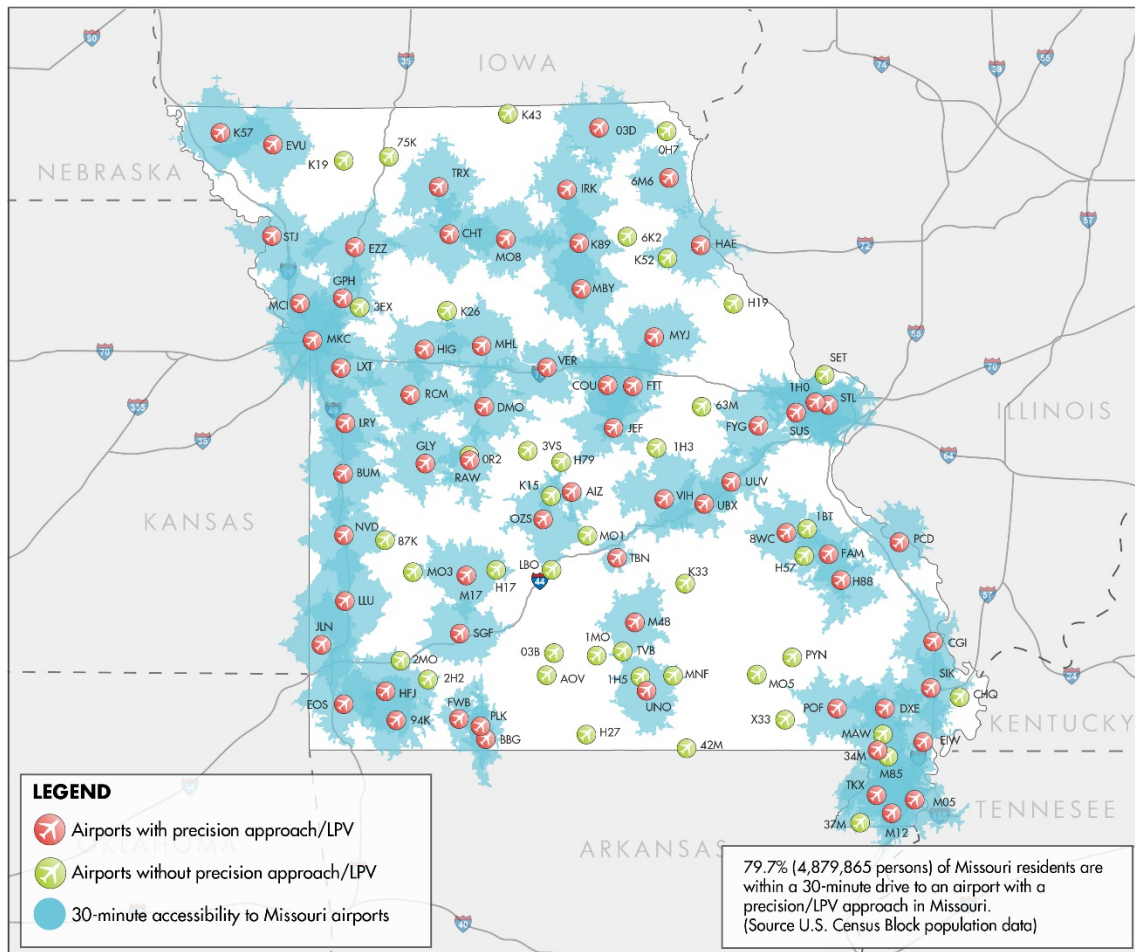
Using a 30-minute drive time service area for each airport, **Figure 4-9** shows current 30-minute accessibility to an airport with an approach supported by vertical guidance. 79.7 percent of Missouri residents have accessibility to one or more airports with an approach supported by vertical guidance.

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

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



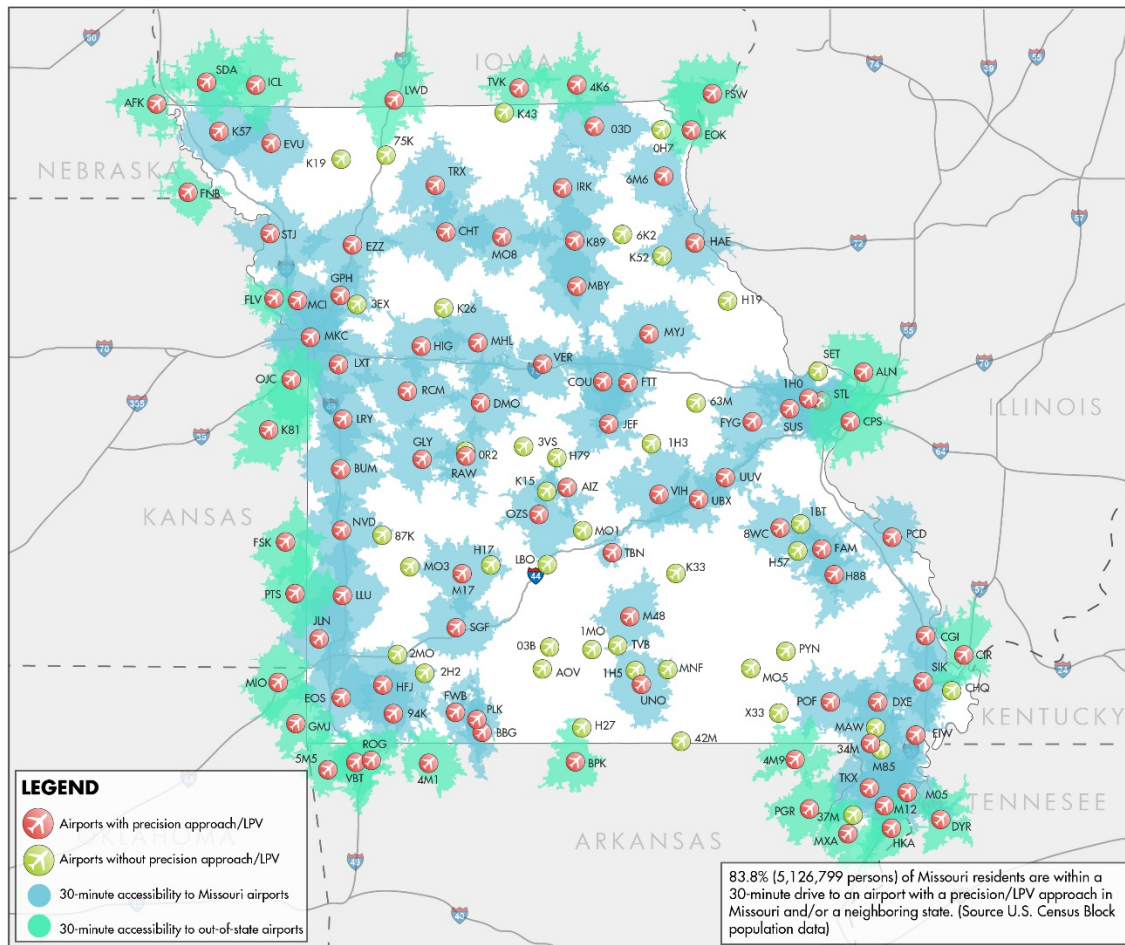
FIGURE 4-9: 30-MINUTE CURRENT ACCESSIBILITY TO A MISSOURI AIRPORT WITH A VERTICAL GUIDANCE APPROACH



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



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



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

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

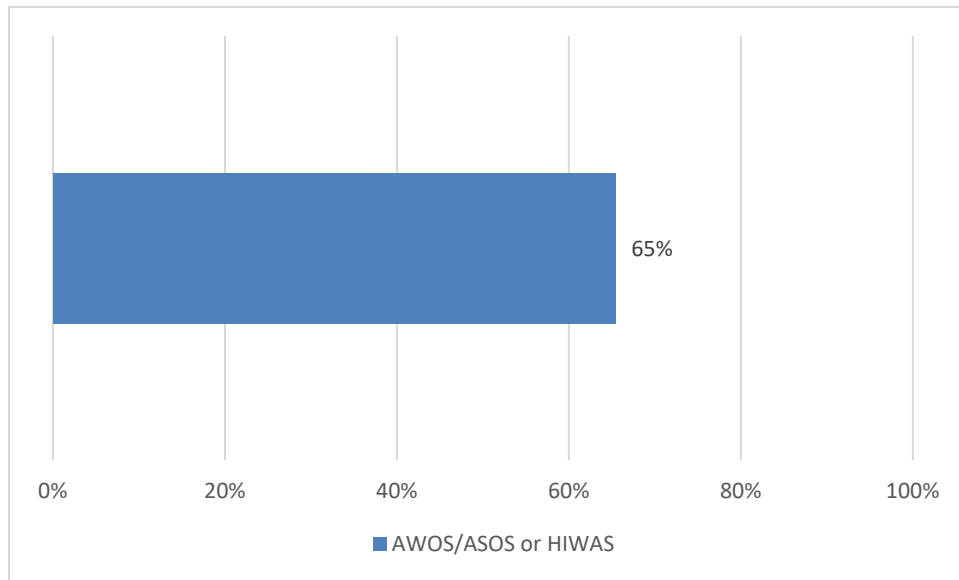
Similar to airports that have published approaches, airports that have weather reporting capabilities have a greater capacity to serve aircraft during periods of inclement weather and reduced visibility. The two primary types of onsite weather reporting equipment are Automated Weather Observing Systems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

As shown in **Figure 4-11** and **Table 4-3**, 65 percent of study airports currently have onsite weather reporting equipment².

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



FIGURE 4-11: PERCENTAGE OF AIRPORTS WITH WEATHER REPORTING



Source: Aviation, MoDOT, FAA NFDC

TABLE 4-3: WEATHER REPORTING AT MISSOURI AIRPORTS

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



TABLE 4-3: WEATHER REPORTING AT MISSOURI AIRPORTS

City	Airport Name	FAA ID	AWOS (or other weather reporting)
Branson	M. Graham Clark - Downtown	PLK	No
Branson West	Branson West Municipal - Emerson Field	FWB	Yes
Brookfield/ Marceline	North Central Missouri Regional	MO8	Yes
Buffalo	Buffalo Municipal	H17	Yes*
Butler	Butler Memorial	BUM	Yes*
Cabool	Cabool Memorial	TVB	Yes*
Camdenton	Camdenton Memorial-Lake Regional	OZS	Yes
Cameron	Cameron Memorial	EZZ	Yes
Campbell	Campbell Municipal	34M	No
Carrollton	Carrollton Memorial	K26	Yes*
Caruthersville	Caruthersville Memorial	M05	Yes*
Cassville	Cassville Municipal	94K	No
Charleston	Mississippi County	CHQ	No
Chillicothe	Chillicothe Municipal	CHT	Yes
Clinton	Clinton Regional	GLY	Yes
Cuba	Cuba Municipal	UBX	No
Dexter	Dexter Municipal	DXE	No
Doniphan	Doniphan Municipal	X33	No
El Dorado Springs	El Dorado Springs Memorial	87K	Yes*
Eldon	Eldon Model Airpark	H79	No
Excelsior Springs	Excelsior Springs Memorial	3EX	No
Farmington	Farmington Regional	FAM	Yes
Fredericktown	A. Paul Vance Fredericktown Regional	H88	Yes*
Fulton	Elton Hensley Memorial	FTT	Yes*
Gainesville	Gainesville Memorial	H27	No
Gideon	Gideon Memorial	M85	No
Hannibal	Hannibal Regional	HAE	Yes
Harrisonville	Lawrence Smith Memorial	LRY	Yes
Hermann	Hermann Municipal	63M	No
Higginsville	Higginsville Industrial Municipal	HIG	No
Hornersville	Hornersville Memorial	37M	No
Houston	Houston Memorial	M48	Yes*
Jefferson City	Jefferson City Memorial	JEF	Yes
Kahoka	Kahoka Municipal	0H7	No
Kaiser/Lake Ozark	Lee C Fine Memorial	AIZ	Yes
Kansas City	Charles B. Wheeler-Downtown	MKC	Yes



TABLE 4-3: WEATHER REPORTING AT MISSOURI AIRPORTS

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



TABLE 4-3: WEATHER REPORTING AT MISSOURI AIRPORTS

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

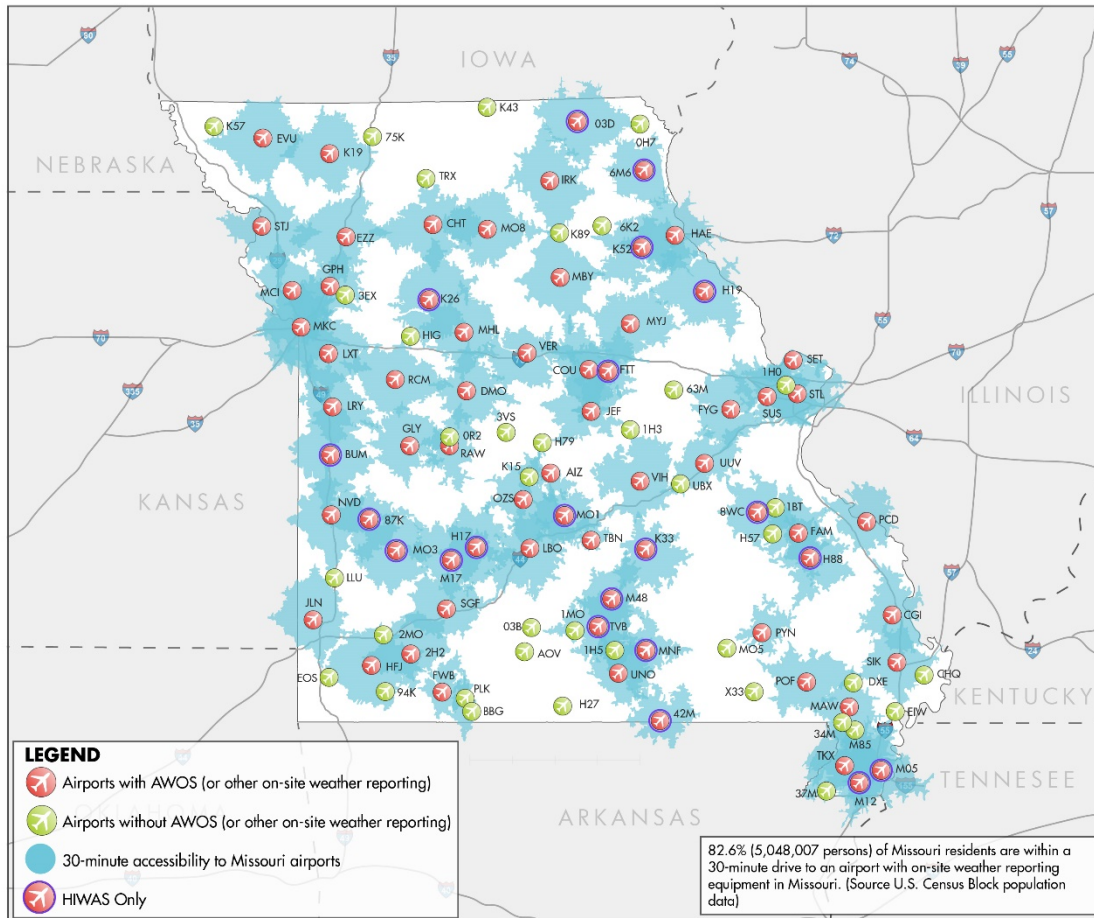
Source: MoDOT, FAA NFDC. Data current as of May 2018.

* Denotes HIWAS only

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



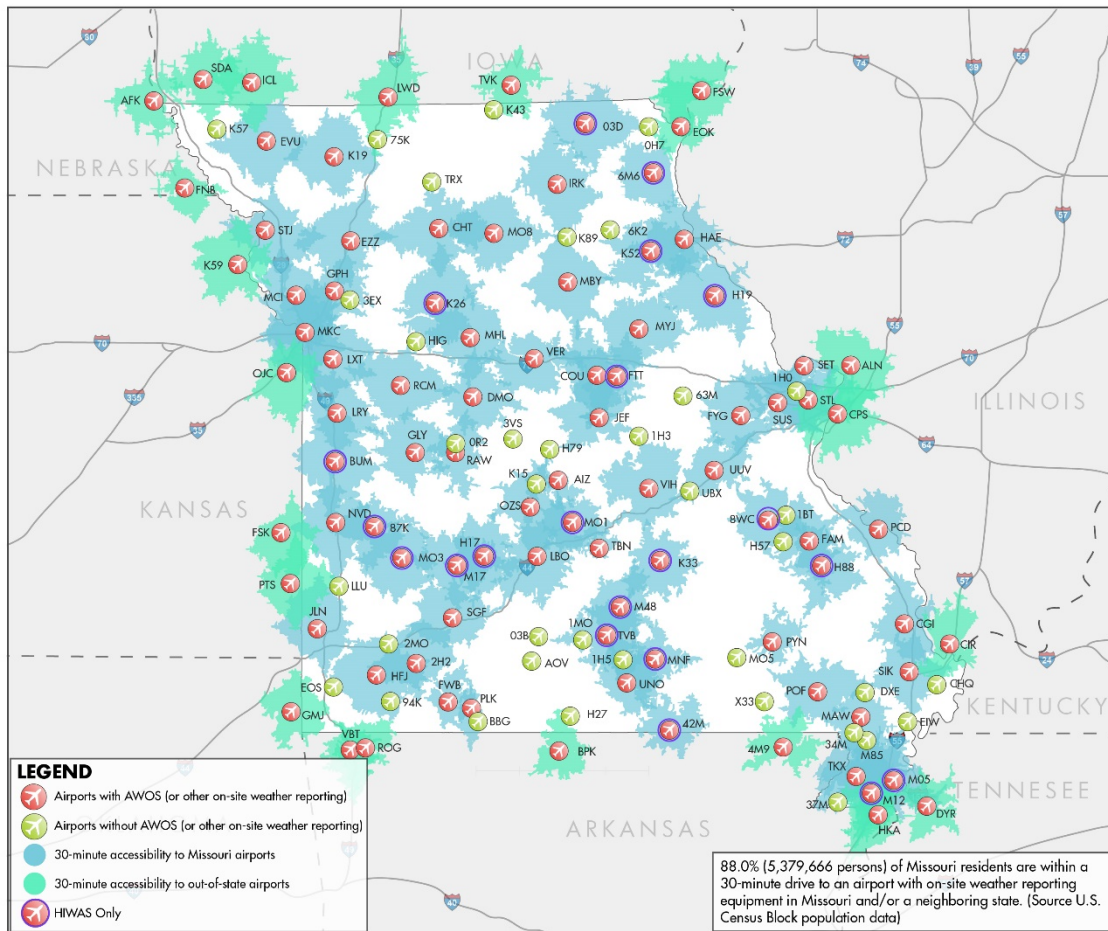
FIGURE 4-12: 30-MINUTE CURRENT ACCESSIBILITY TO A MISSOURI AIRPORT WITH WEATHER REPORTING



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



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



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

Currently, there are 70 airports in the system with onsite weather reporting equipment³. Based on recommended roles for the Missouri airports, airports that could benefit from a published approach to meet their recommended system role are identified in the Airport Roles chapter.

³ Including airports reporting HIWAS.



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

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

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

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

NBAA Medium Business Jet Airports

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

NBAA Light Business Jet Airports

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

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

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



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

TABLE 4-4: NBAA BUSINESS AIRPORT GUIDELINES

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

Source: NBAA

*Sea level requirements

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

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

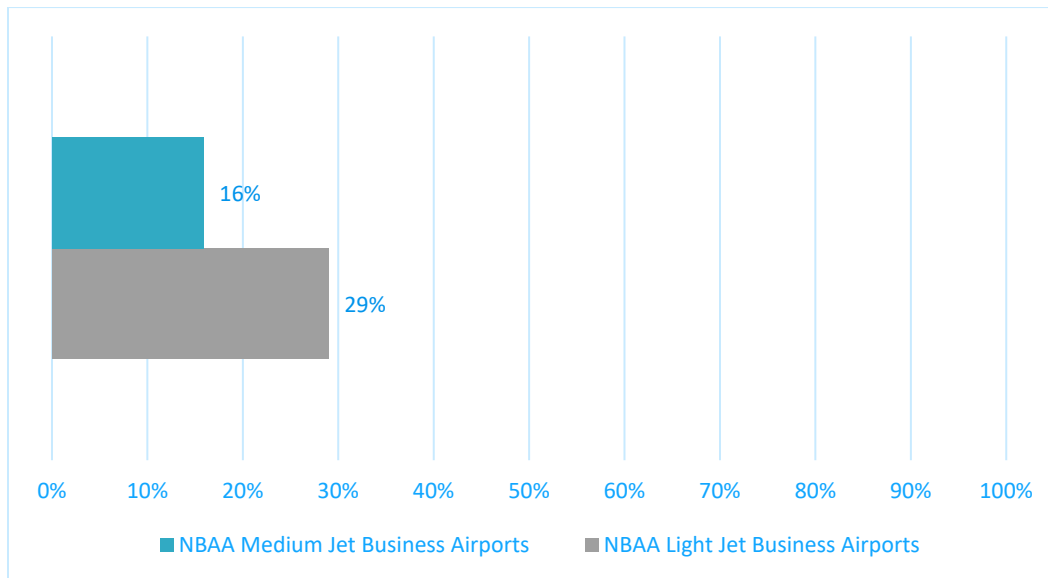
Note: These NBAA Guidelines are not intended to replace actual FAA design standards. When an airport accepts federal assistance from the FAA for airport expansion and development, then the airport must develop to specific FAA standards, including runway length, width, weight-bearing capacity, eligibility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

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

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



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



Source: MoDOT, NBAA, FAA NFDC, Jviation



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

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

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



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

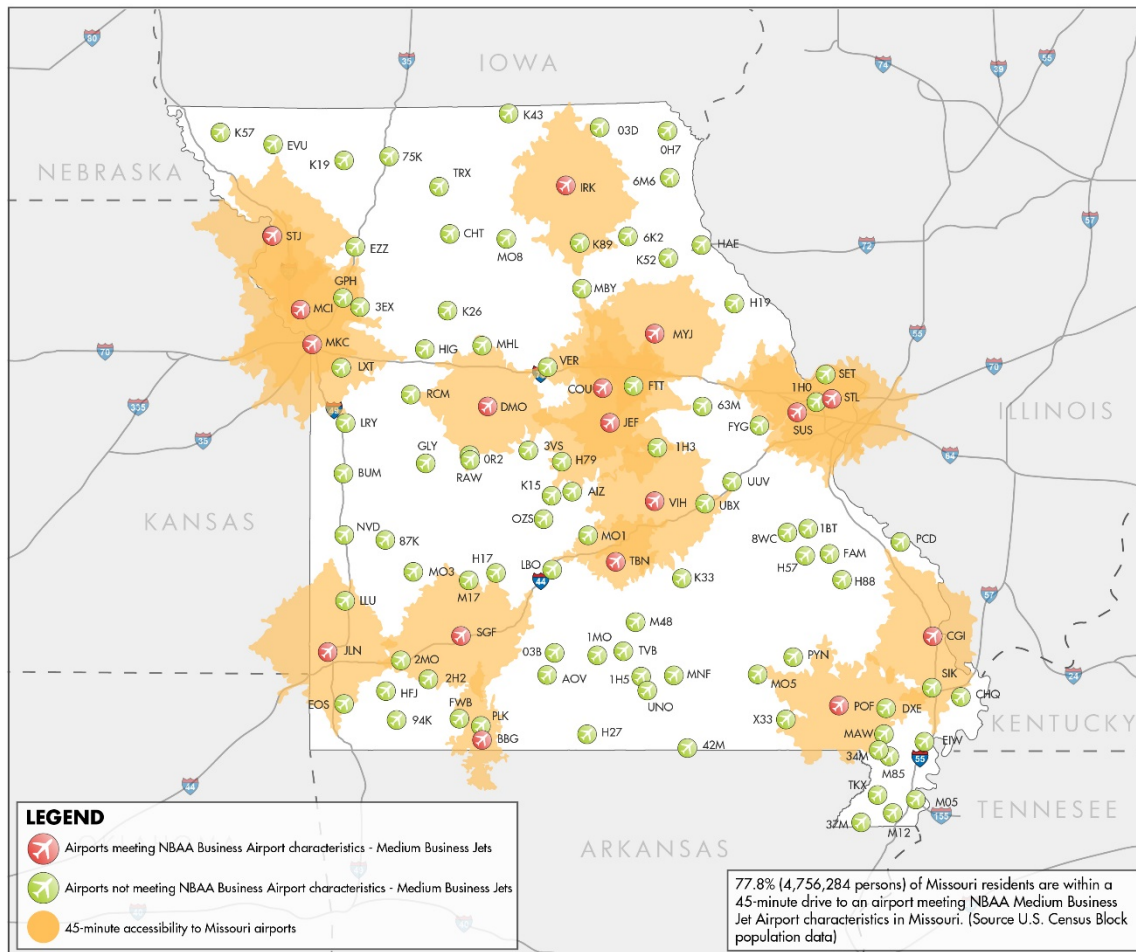
City	Airport Name	FAA ID	Selected NBAA Light Business Jet Airport Characteristics
Commercial Service Airports			
Branson	Branson	BBG	– Runway 4,000 feet by 75 feet
Cape Girardeau	Cape Girardeau Regional	CGI	– Approach supported by vertical guidance
Columbia	Columbia Regional	COU	
Fort Leonard Wood	Waynesville-St.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

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

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



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

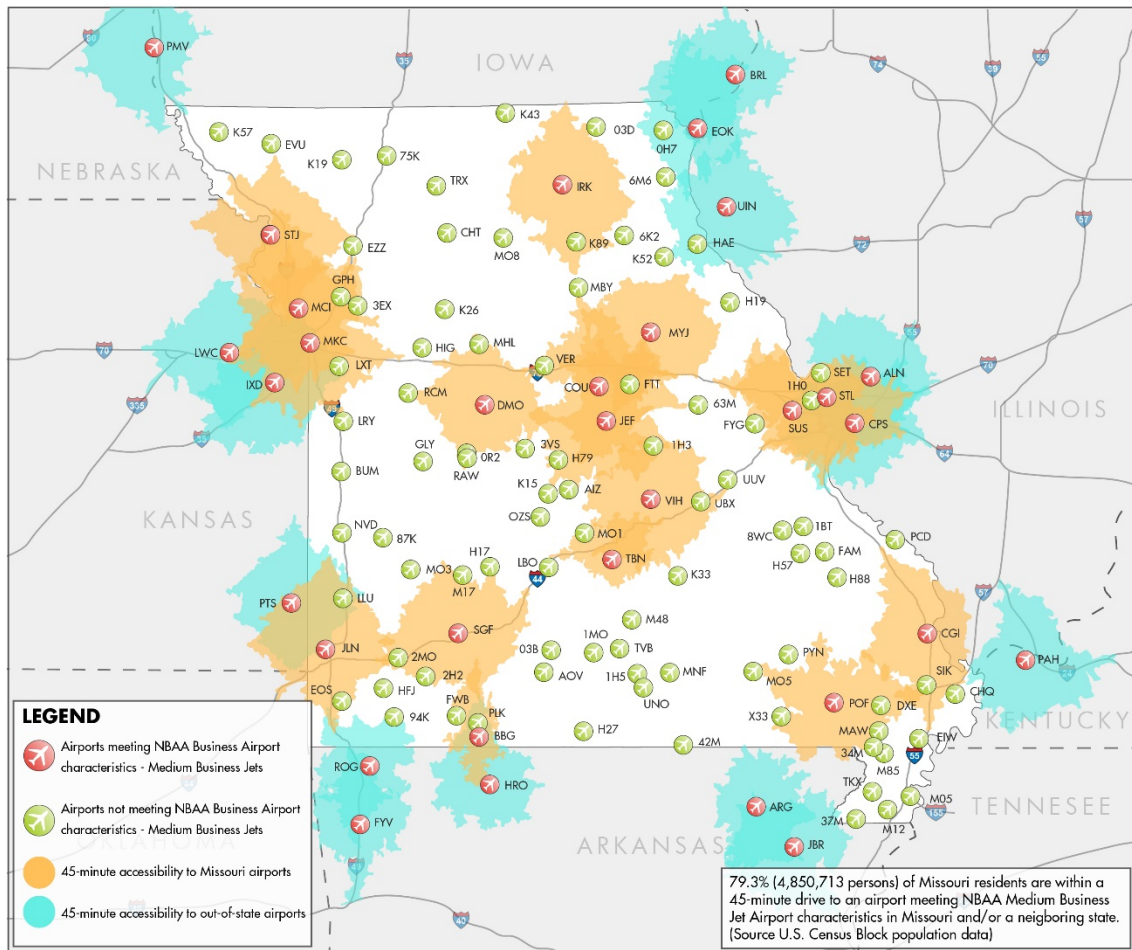


Source: Missouri State Airport System Plan Update Aviation Mapping Analysis, FAA NFDC, NBAA

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



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

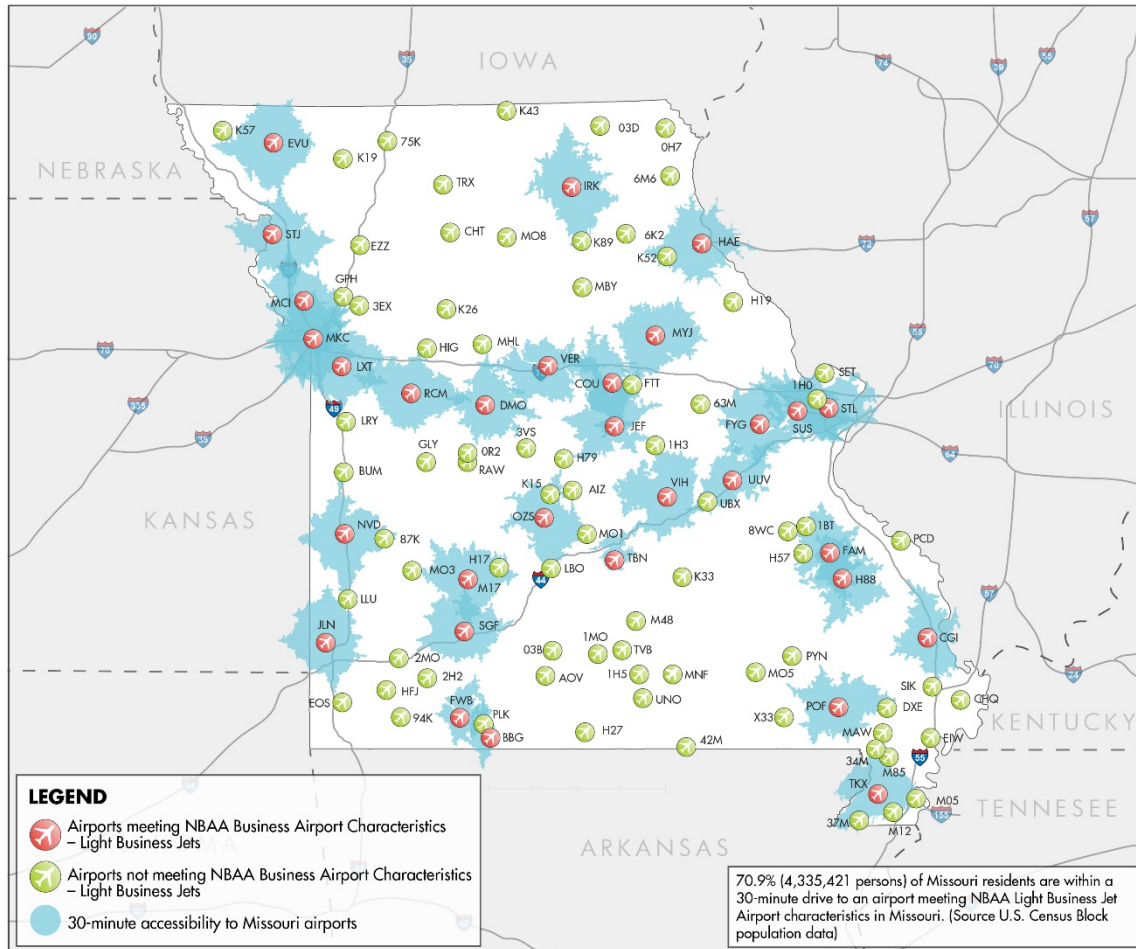


Source: Missouri State Airport System Plan Update Aviation Mapping Analysis, FAA NFDC, NBAA



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

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

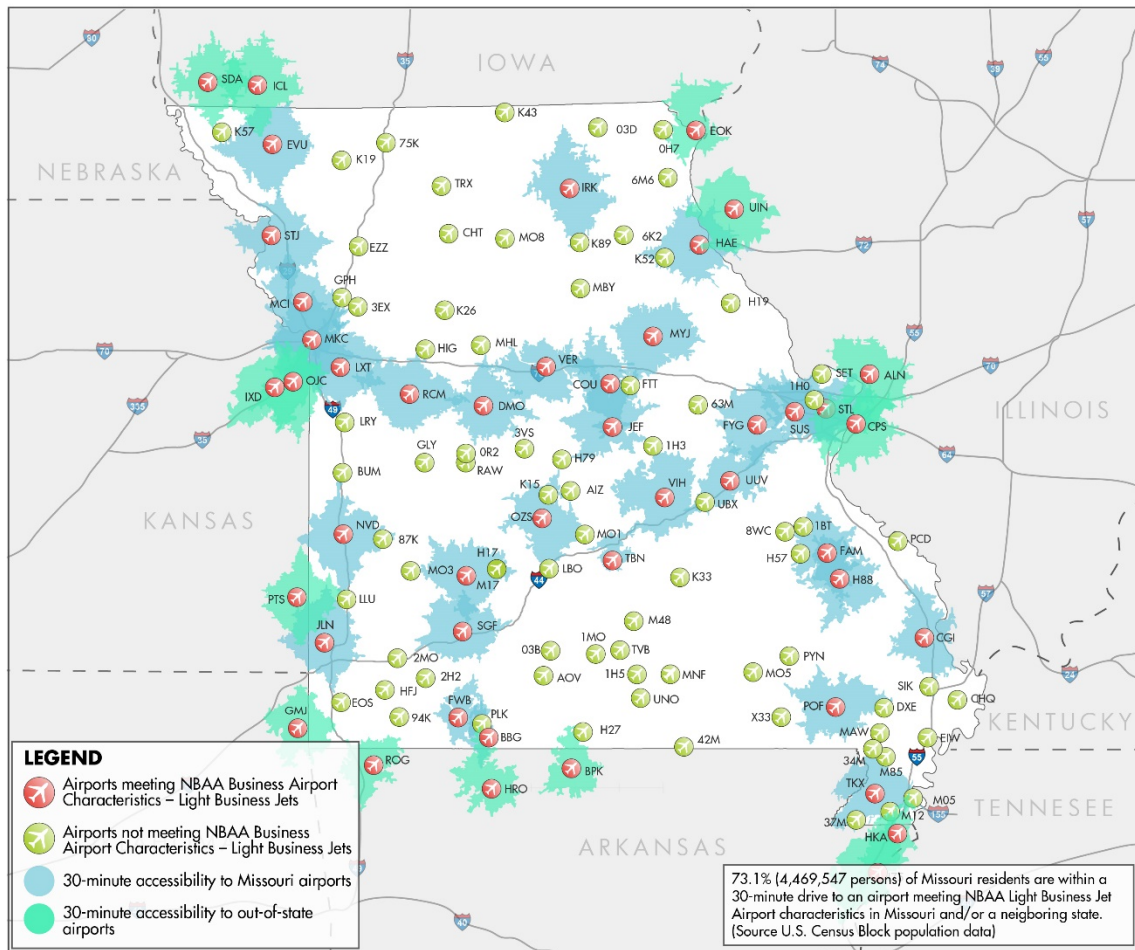


Source: Missouri State Airport System Plan Update Aviation Mapping Analysis, FAA NFDC, NBAA

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



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

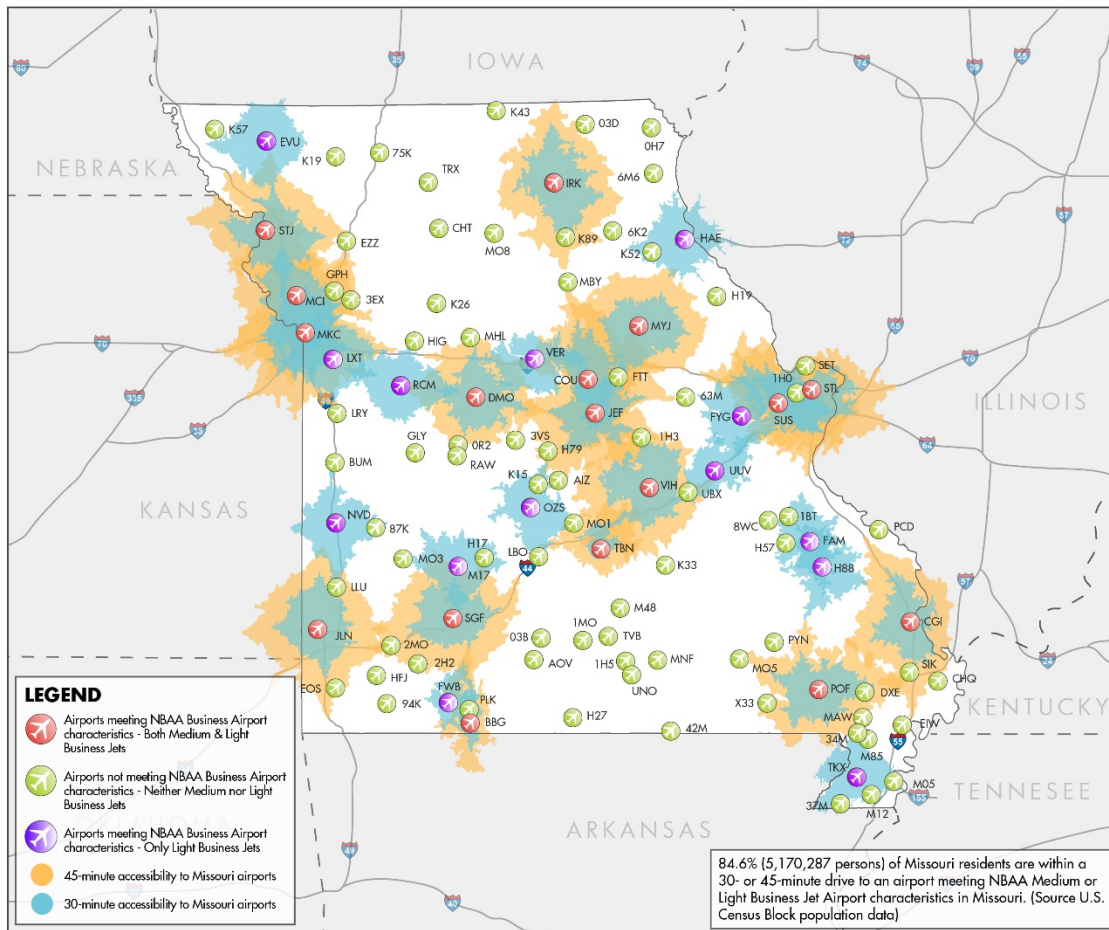


Source: Missouri State Airport System Plan Update Aviation Mapping Analysis, FAA NFDC, NBAA



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

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

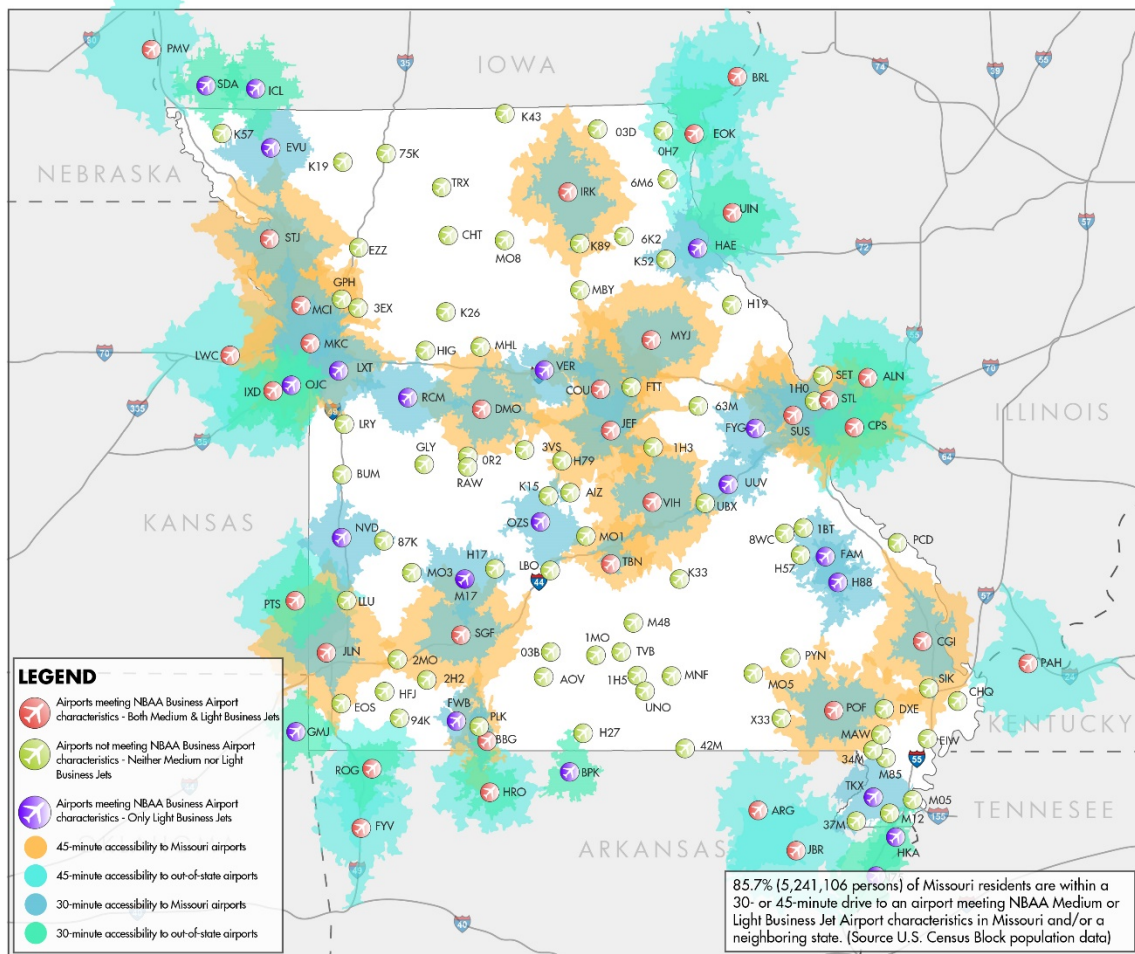


Source: Missouri State Airport System Plan Update Jviation Mapping Analysis, FAA NFDC, NBAA

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



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



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

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

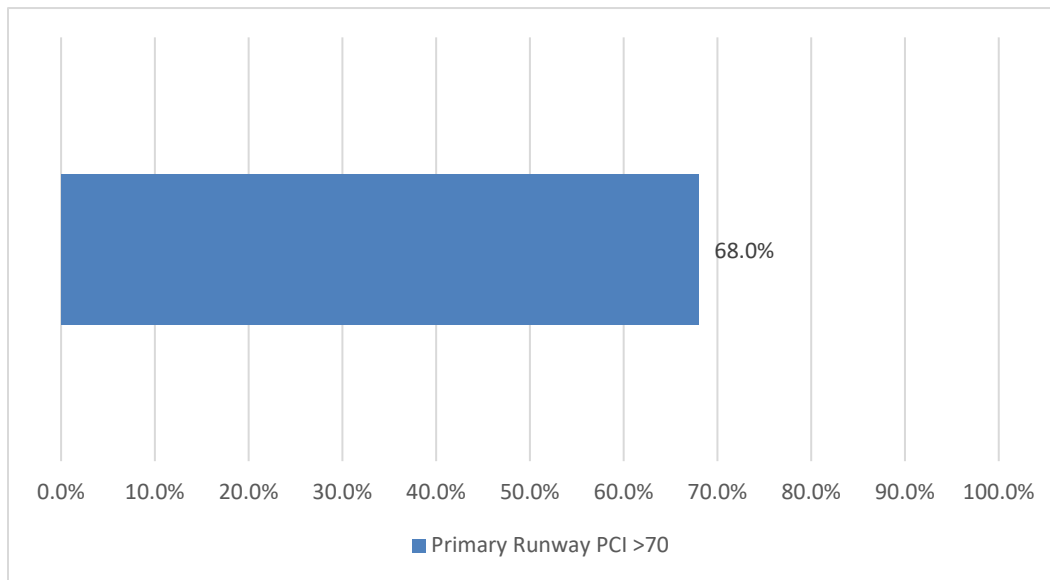


4.5 System Performance for Pavement Condition Index

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

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

FIGURE 4-21: PRIMARY RUNWAY PCI >70



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

TABLE 4-7: 2017 PRIMARY RUNWAY PCI RATINGS

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



TABLE 4-7: 2017 PRIMARY RUNWAY PCI RATINGS

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



TABLE 4-7: 2017 PRIMARY RUNWAY PCI RATINGS

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



TABLE 4-7: 2017 PRIMARY RUNWAY PCI RATINGS

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

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

4.6 Summary of System Performance

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

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



TABLE 4-8: CURRENT SYSTEM PERFORMANCE BY MEASURE

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

Source: Jviation



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
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.	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
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.	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
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.	1) Publicly owned with 10+ instrument operations and 15+ validated based aircraft OR 2) 2,500+ annual enplanements
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.	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
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.	Airports that do not meet the criteria of the Basic category

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/ Marcelline	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
An <u>existing</u> airport meeting the definition of a commercial service airport must be included in the NPIAS.	The airport must be publicly owned, publicly accessible, have scheduled air carrier service, and 2,500 or more annual passenger enplanements.
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.	<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>
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:	<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



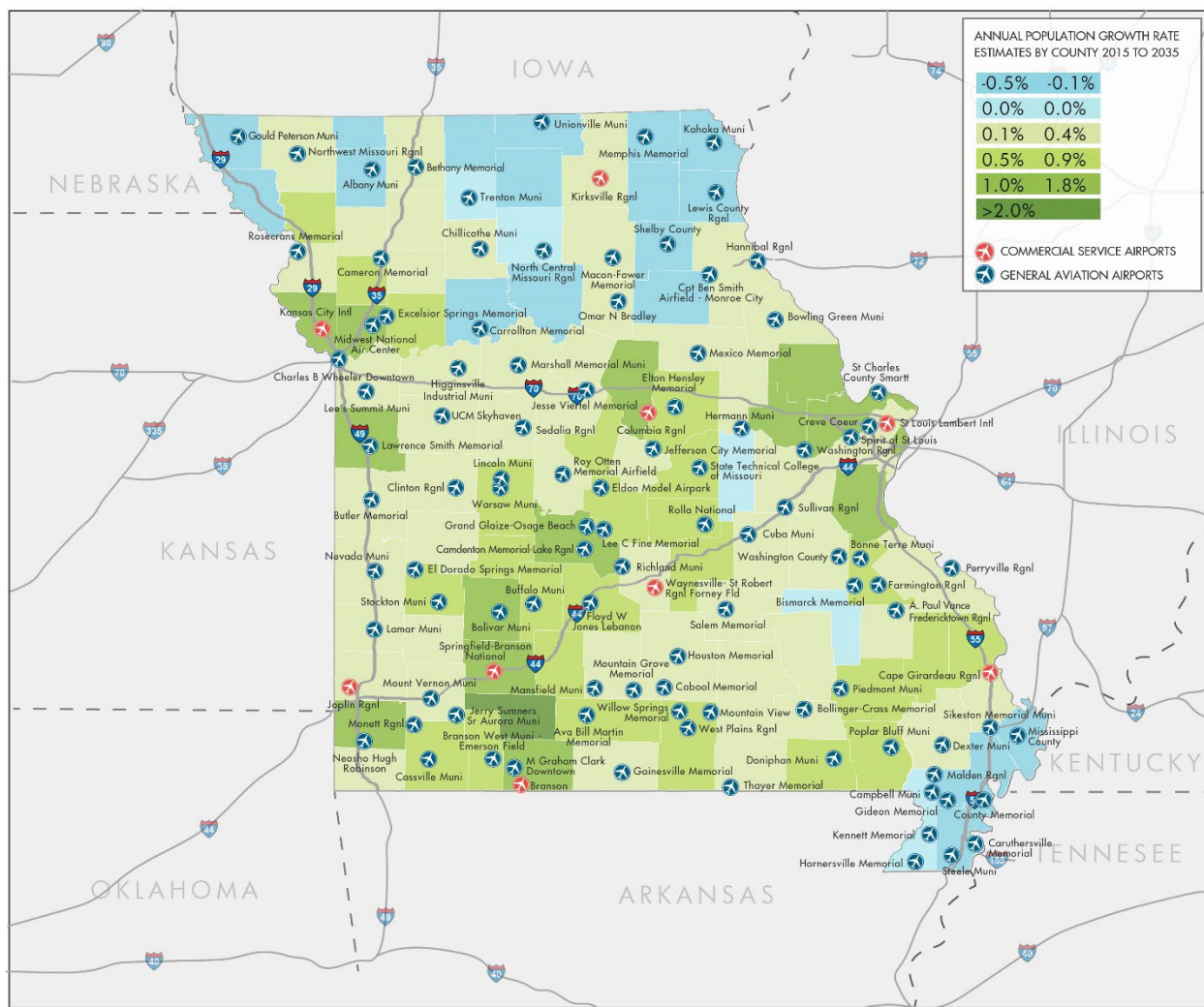
TABLE 5-9: RUNWAY LENGTH AND WIDTH OBJECTIVES

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



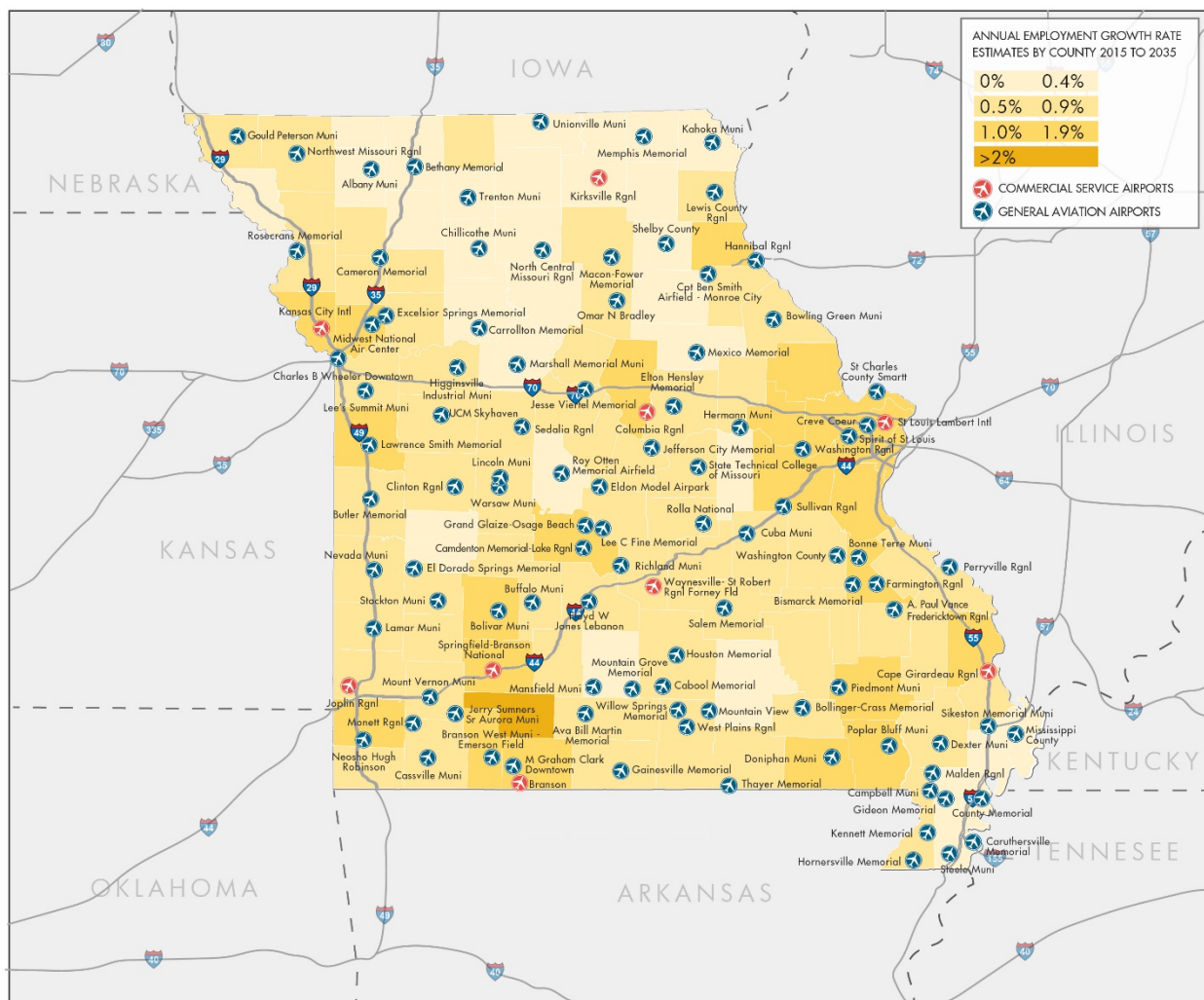
FIGURE 5-1: PROJECTED RATES OF POPULATION GROWTH BY COUNTY



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

- Commercial
- New Role Category
- Regional
- Business
- Community

Recommended Airport Role Name

- 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.



6. AIRPORT FACILITY AND SERVICE OBJECTIVE ANALYSIS

The Missouri State Airport System Plan Update established target objectives to enable airports to best fulfill their assigned role in the state airport system. Recommended roles for all system airports are identified in the Airport Roles chapter. Facility and service objectives apply to airports in each of the five role categories:

- Commercial
- National Business
- Regional Business
- Business Community
- Community Local

Facility and service objectives are based on those established as part of Missouri's 2002 Airport System Plan. Objectives were updated in some cases to reflect industry, technology, and regulatory changes. Facility and service adequacies and deficiencies identified in this chapter provide the foundation for final system recommendations, as well as for recommendations for individual study airports.

It is worth noting that system plan facility objectives reflect the minimum level of development that is considered desirable at each airport. It is possible that the recommendations from local airport master planning efforts could result in additional or different improvements other than those identified through the System Plan Update. It is possible that airport-specific conditions may justify development that exceeds an airport's objectives identified in the System Plan. Further, airport-specific constraints and/or other local conditions may prohibit some airports from fully developing to meet all of their applicable facility and service objectives.

A summary of facility and service objectives for Missouri airports, by role, is presented in **Table 6-1**. This chapter analyzes and summarizes existing airside facilities, other facilities, and services at 107¹ system airports. Tables that contain detailed analysis of each facility and service objective can be found in **Appendix B, Facility and Service Objective Compliance**. A "report card" for each of the system airports can be found in **Appendix D**.

TABLE 6-1: FACILITY AND SERVICE OBJECTIVES BY AIRPORT ROLE

Facility Type	Commercial	National Business	Regional Business	Business Community	Community Local
Airside Facilities					
ARC	C-II	B-II	B-II	B-II	A-I
Runway Length	6,000'	5,500'	5,000'	4,000'	Maintain existing
Runway Width	100'	100'	75'	75'	60' for NPIAS; maintain existing for Non-NPIAS
Taxiway System	Full Parallel	Full Parallel	Full Parallel	Turnaround both ends	Turnaround both ends

¹ 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 6-1: FACILITY AND SERVICE OBJECTIVES BY AIRPORT ROLE

Facility Type	Commercial	National Business	Regional Business	Business Community	Community Local
NAVAIDs	Rotating Beacon Lighted Wind Cone Segmented Circle REILS VGSI (PAPI/VASI)	Rotating Beacon Lighted Wind Cone Segmented Circle REILS VGSI (PAPI/VASI)	Rotating Beacon Lighted Wind Cone Segmented Circle REILS VGSI (PAPI/VASI)	Rotating Beacon Lighted Wind Cone Segmented Circle REILS VGSI (PAPI/VASI)	Rotating Beacon Lighted Wind Cone Segmented Circle
Approach	Precision	Precision-Like Approach (ILS or LPV)	Precision-Like Approach (ILS or LPV)	Non-Precision	Visual
Lighting	HIRL MITL ALS	HIRL MITL	MIRL MITL	MIRL	LIRL (MIRL for new projects)
Weather	AWOS/ASOS	AWOS/ASOS	AWOS/ASOS	Not an objective	Not an objective
Other Facilities					
Hangar Storage	70% of based aircraft	70% of based aircraft	70% of based aircraft	70% of based aircraft	Maintain existing
Tie Downs	30% of based & 75% of daily transient	30% of based & 75% of daily transient	30% of based & 75% of daily transient	40% of based & 25% of daily transient	Maintain existing
General Aviation Admin Building	2,500 SF Public Restroom Conference Room Pilot Lounge	2,500 SF Public Restroom Conference Room Pilot Lounge	2,500 SF Public Restroom Conference Room Pilot Lounge	1,500 SF Public Restroom Conference Room Pilot Lounge	Maintain existing
General Aviation Auto Parking	1 space for each based & 50% for employees	1 space for each based & 50% for employees	1 space for each based & 50% for employees	1 space for each based aircraft & 25% for employees	Maintain existing
Ground Communications	Public phone	Public phone	Public phone	Public phone	Public phone
Services					
Fuel	Jet/AvGas	Jet/AvGas	Jet/AvGas	Jet/AvGas	AvGas
FBO	Yes	Yes	Yes	FBO or Maintenance	Not an objective
Maintenance	On-site	On-site	On-site	Not an objective	Not an objective
Rental Cars	On-site	Available	Available	Not an objective	Not an objective
Ground Transportation	Courtesy Car/Shuttle	Courtesy Car/Shuttle	Courtesy Car/Shuttle	Courtesy Car/Shuttle	Not an objective

Source: Missouri State Airport System Plan Update

Notes: ALS = Airport Lighting System; ASOS = Automated Surface Observing System; AWOS = Automated Weather Observing System; AvGas = Aviation Gasoline; FBO = Fixed Base Operator; HIRL = High Intensity Runway Lights; ILS = Instrument Landing System; LIRL = Low Intensity Runway Lights; LPV = Localizer Performance with Vertical Guidance; MIRL/MITL = Medium Intensity Runway/Taxiway Lights; NPIAS = National Plan of Integrated Airports System; REILS = Runway End Identifier Lights; VGSI = Visual Glide Slope Indicators; PAPI = Precision Approach Path Indicators; VGSI = Visual Approach Slope Indicator

6.1 Airside Facilities

Airside facility planning is largely driven by criteria and standards developed by the Federal Aviation Administration (FAA) that emphasize safety and efficiency while protecting federal investment in airport transportation infrastructure. The following airside facilities play a significant role in determining the ability of Missouri airports to support system needs:



- Airport Reference Code (ARC)
- Runway Length
- Runway Width
- Taxiway System NAVAIDs/Visual Aids (Rotating Beacon, Lighted Wind Cone, Runway End Identifier Lights, Segmented Circle, Visual Glide Slope Indicators)
- Approach
- Lighting
- Weather Reporting

6.1.1 Airport Reference Code

Airports included in the FAA's National Plan of Integrated Airports System (NPIAS) are encouraged by the FAA to meet all applicable federal design and development standards. In its advisory circulars, the FAA provides specific guidance on which safety-related standards and dimensional requirements are applicable to airports in the federal system. Each airport's individual design standards are based on the most demanding aircraft that operates at the airport on a regular basis (500 operations per year). This aircraft is known as the airport's critical or design aircraft.

Once an airport's critical aircraft is established, during the development of an airport master plan or airport layout plan (ALP), applicable design standards related to runways, taxiways, and other applicable facilities are identified. Each airport's design standards are related to the approach speed (aircraft approach category (AAC)), wingspan, and tail height (airplane design group (ADG)) of its critical aircraft. Within FAA's planning guidelines, these parameters are used to determine each airport's reference code, which signifies the airport's highest runway design code (RDC). Airport master plans are the appropriate forum for determining an airport's ARC and then investigating whether the airport is able to achieve the dimensional and design setback requirements for that ARC.

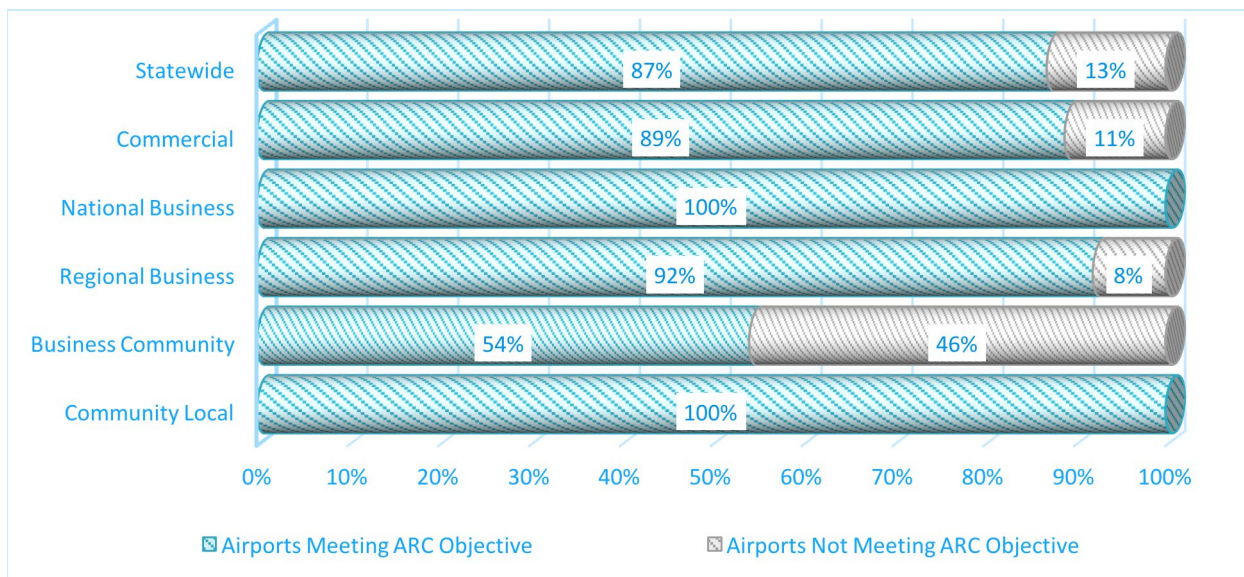
The following ARC objectives apply to Missouri airports:

- Commercial: C-II
- National Business: B-II
- Regional Business: B-II
- Business Community: B-II
- Community Local: A-I

A review of the current ARC at each study airport is presented in **Appendix B, Table B-1**. As shown in **Figure 6-1**, 87 percent of Missouri system airports currently meet or exceed their ARC objective.



FIGURE 6-1: PERCENTAGE OF AIRPORTS BY ROLE THAT MEET THEIR ARC OBJECTIVE



Source: MoDOT, Missouri Airport Manager Survey

Airports that do not meet the System Plan’s ARC objective for their recommended role are presented in **Table 6-2**. Future master plans for these airports should consider increasing the airport’s ARC, if demand warrants. It is important to note that sufficient demand by a critical aircraft is needed to justify an increase to an airport’s ARC. Also, when an airport’s ARC is upgraded, there may be significant changes to an airport’s layout and its facility dimensions and separations that are required to support an upgraded ARC. Implications and costs to upgrade an airport’s ARC can only be determined through an airport master plan. Airport-specific projects and costs to achieve applicable ARC objectives were not estimated as part of the System Plan Update.

TABLE 6-2: AIRPORTS BY ROLE THAT DO NOT MEET THEIR ARC OBJECTIVE

Commercial	Regional Business	Business Community
<ul style="list-style-type: none"> – Waynesville-St. Robert Regional 	<ul style="list-style-type: none"> – St. Charles County Smartt Field – Washington Regional 	<ul style="list-style-type: none"> – Jerry Sumners Sr Aurora Municipal – Ava Bill Martin Memorial – Cassville Municipal – Cuba Municipal – Elton Hensley Memorial – Lamar Municipal – Malden Regional – County Memorial (New Madrid) – Grand Glaize-Osage Beach – Washington County – Salem Memorial

6.1.2 Runway Length

Adequate runways are key components for airports being able to fulfill their designated role in the state airport system. Runway objectives are based loosely on FAA runway length requirements for various types of planes. Actual runway length requirements are best identified through the master planning process, as lengths are determined by the critical aircraft operating at each airport.



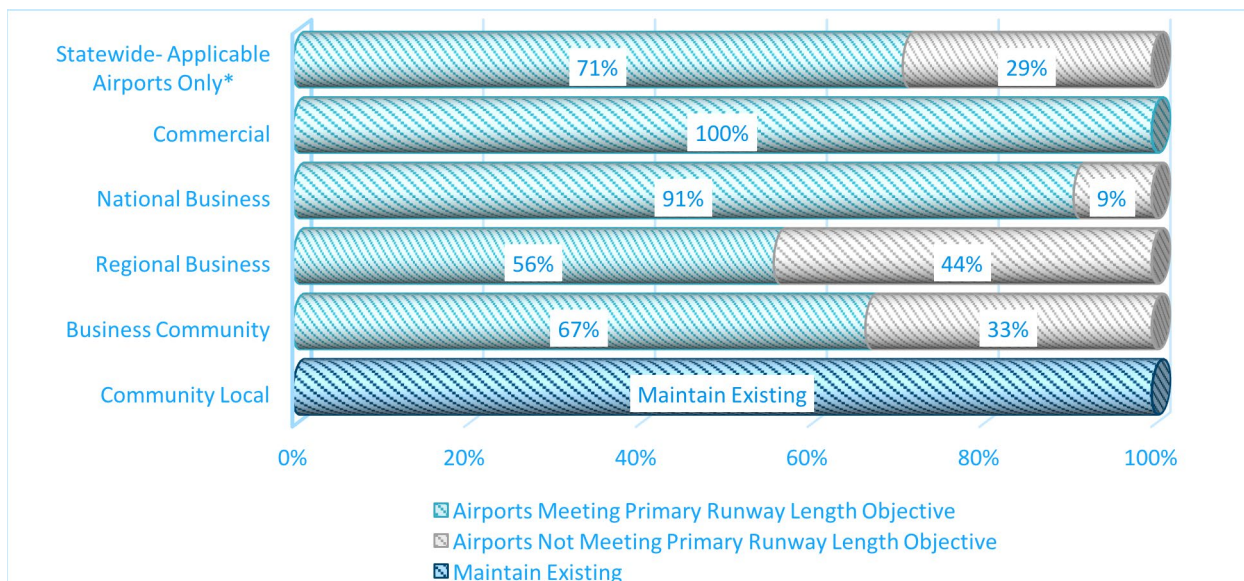
Runway length objectives set by the System Plan provide general guidance to all airports related to accommodating the types of planes and users they most frequently serve. It is possible that some airports, based on local need and justification, will exceed their runway length and width objectives. It is also possible, based on airport-specific conditions, that some airports may not be able to meet their runway length objectives. System Plan runway objectives are considered the minimum desirable length at each airport, based on the airport's assigned system role.

The following runway length objectives apply to Missouri airports:

- Commercial: 6,000 feet
- National Business: 5,500 feet
- Regional Business: 5,000 feet
- Business Community: 4,000 feet
- Community Local: Maintain existing runway length

A review of the primary runway lengths at each study airport is presented in **Appendix B, Table B-2**. As noted in that table, some airports now exceed their minimum runway length objective. The objective established for Community Local airports is to maintain their existing runway length. As shown in **Figure 6-2**, 71 percent of Missouri system airports meet or exceed the length objective for their primary runway. The largest deficiencies occur in the Regional Business and Business Community roles.

FIGURE 6-2: PERCENTAGE OF AIRPORTS BY ROLE THAT MEET THEIR RUNWAY LENGTH OBJECTIVE



Source: MoDOT, Missouri Airport Manager Survey

Note: *The statewide total calculation does not include Community Local airports.

Table 6-3 identifies airports that do not meet the runway length objective for their system role. Although Butler Regional's 3,999-foot-long runway does not meet the 4,000-foot runway length objective for Business Community airports, the deficiency is minor and no improvement is warranted; this airport was counted as currently meeting its runway length objective.



TABLE 6-3: AIRPORTS BY ROLE THAT DO NOT MEET RUNWAY LENGTH OBJECTIVE

National Business	Regional Business	Business Community
<ul style="list-style-type: none"> – Monett Regional 	<ul style="list-style-type: none"> – Bolivar Municipal – Jesse Viertel Memorial – Camdenton Memorial-Lake Regional – Cameron Memorial – Chillicothe Municipal – Farmington Regional – Hannibal Regional – St. Charles County Smartt Field – Creve Coeur – Sullivan Regional – UCM-Skyhaven 	<ul style="list-style-type: none"> – Jerry Sumners Sr Aurora Municipal – Ava Bill Martin Memorial – M. Graham Clark-Downtown – Cassville Municipal – Cuba Municipal – County Memorial (New Madrid) – Grand Glaize-Osage Beach – Salem Memorial

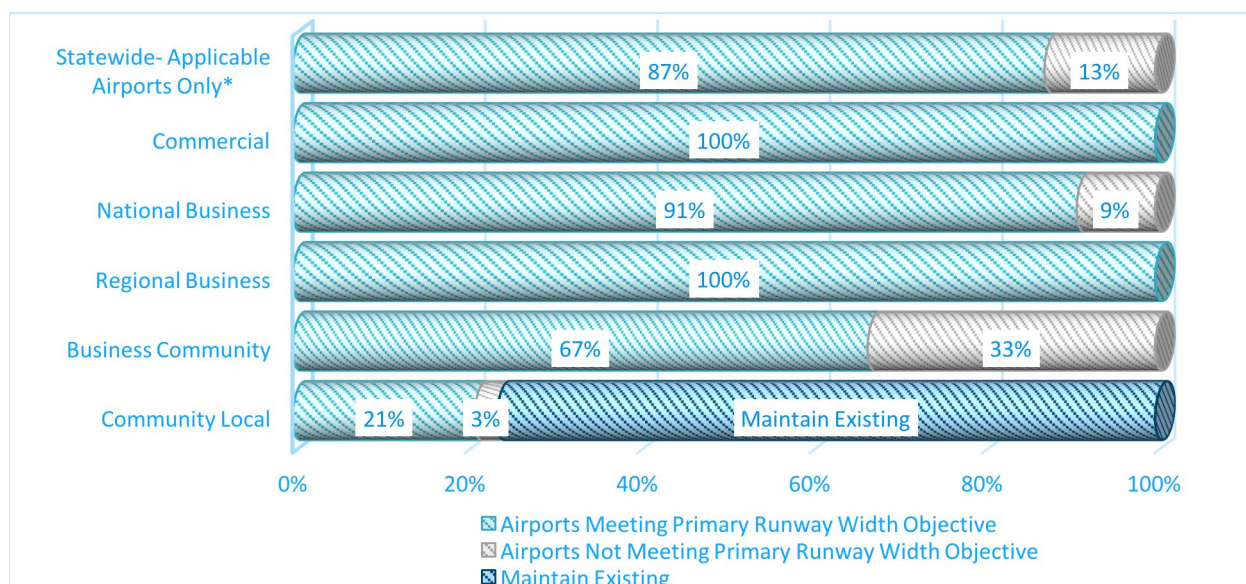
6.1.3 Runway Width

Runway width is another important component of each airport’s airfield facility objectives. Missouri’s objectives for runway width are determined based on FAA design standards. Runway width objectives, as established for airports in Missouri, include:

- Commercial and National Business: 100 feet
- Regional Business and Business Community: 75 feet
- Community Local: 60 feet for NPIAS airports; maintain existing width for Non-NPIAS airports

Appendix B, Table B-3 presents each airport’s ability to meet its primary runway width objective. As shown in Figure 6-3, 87 percent of airports meet the runway width objectives for their respective role in the state system.

FIGURE 6-3: PERCENTAGE OF AIRPORTS BY ROLE THAT MEET THEIR PRIMARY RUNWAY WIDTH OBJECTIVE



Source: MoDOT, Missouri Airport Manager Survey

Note: *The statewide total calculation does not include Non-NPIAS Community Local airports.

Table 6-4 identifies the system airports that do not meet their primary runway width objective.



TABLE 6-4: AIRPORTS BY ROLE THAT DO NOT MEET THEIR RUNWAY WIDTH OBJECTIVE

National Business	Business Community	Community Local
<ul style="list-style-type: none"> – Monett Regional 	<ul style="list-style-type: none"> – Jerry Sumners Sr Aurora Municipal – Ava Bill Martin Memorial – Cassville Municipal – Cuba Municipal – County Memorial (New Madrid) – Grand Glaize-Osage Beach – Washington County – Salem Memorial 	<ul style="list-style-type: none"> – Bowling Green Municipal

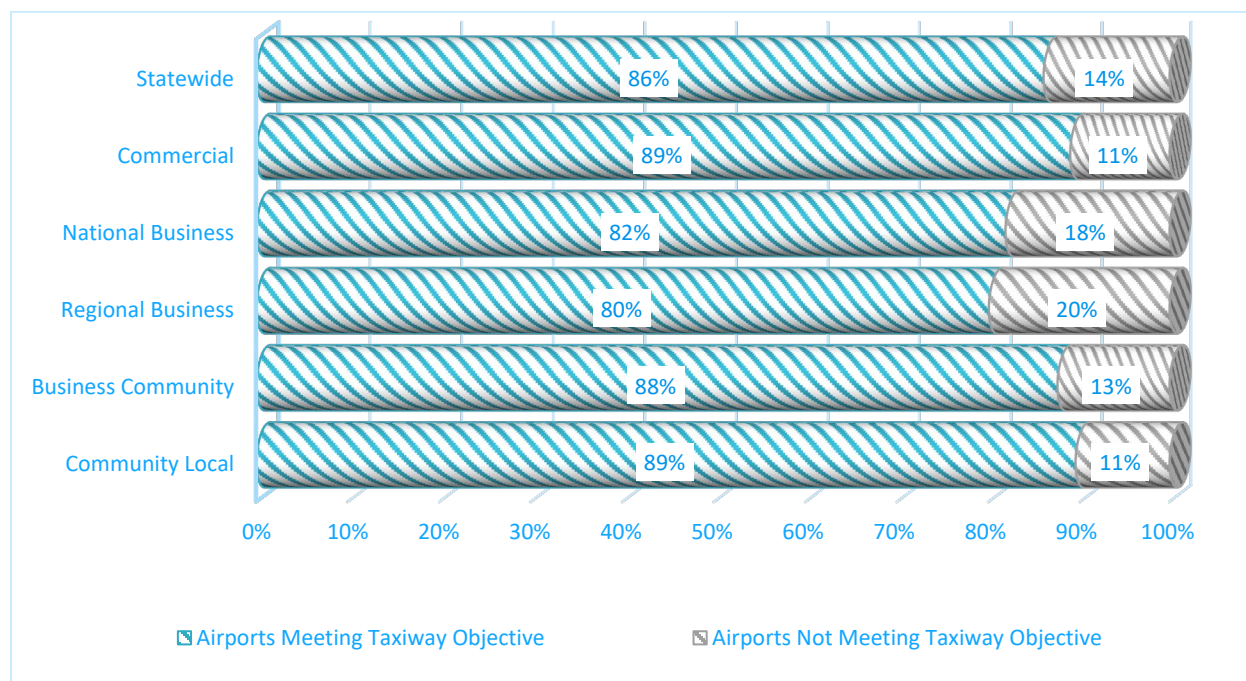
6.1.4 Taxiway System

Taxiways facilitate aircraft movement to and from the runway system, allowing for safer operations and increased operational efficiency. Taxiways become extremely important as activity increases and more efficient use of the airfield is required. Taxiway systems and exits permit aircraft to clear the runway quickly after landing and significantly increase runway capacity. Taxiways are also recommended to support certain types of instrument approaches. The following taxiway objectives apply to Missouri airports:

- Commercial, National Business, and Regional Business: Full parallel taxiway
- Business Community and Community Local (excluding airports with turf runways): Turnarounds on each runway end

As presented in **Appendix B, Table B-4** and summarized in **Figure 6-4**, 86 percent of system airports meet their respective objective for taxiway type. If an airport has a turf runway, it is shown as meeting its system objective.

FIGURE 6-4: PERCENTAGE OF AIRPORTS BY ROLE THAT MEET THEIR TAXIWAY SYSTEM OBJECTIVES



Source: MoDOT, Missouri Airport Manager Survey

The airports shown in **Table 6-5** do not currently meet their taxiway system objective.



TABLE 6-5: AIRPORTS BY ROLE THAT DO NOT MEET THEIR TAXIWAY SYSTEM OBJECTIVE

Commercial	National Business	Regional Business	Business Community	Community Local
– Branson	– Rolla National – Sedalia Regional	– Camdenton Memorial-Lake Regional – Clinton Regional – Nevada Municipal – Perryville Regional – UCM Skyhaven	– Ava Bill Martin Memorial – Caruthersville Memorial – Mountain View	– Bethany Memorial – Bismarck Memorial – Doniphan Municipal – Mountain Grove Memorial

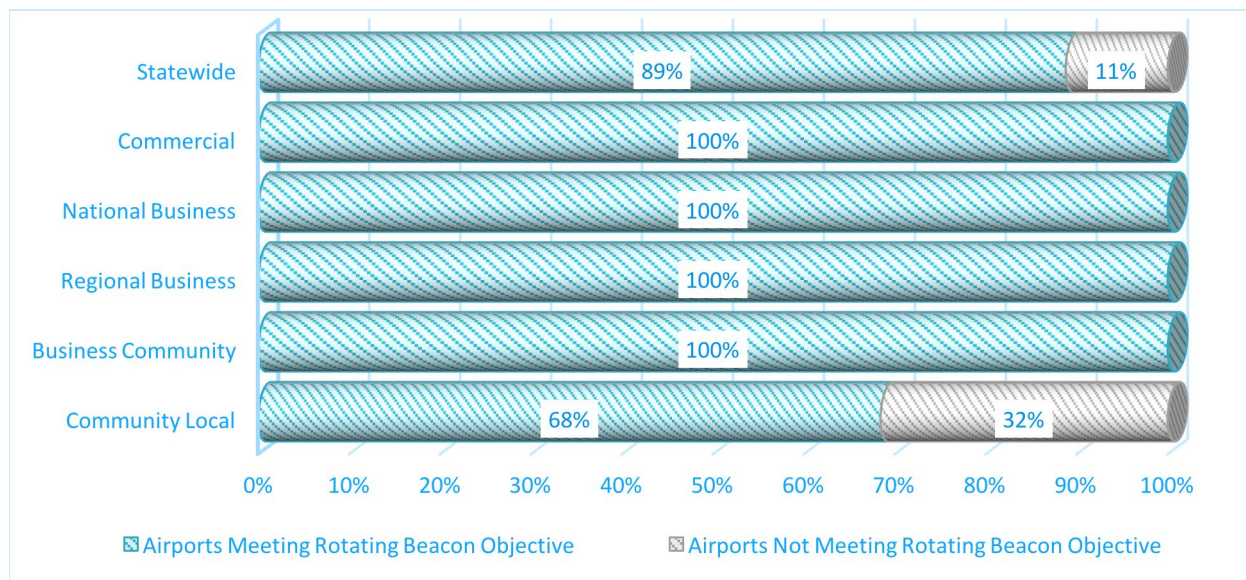
6.1.5 Visual Navigational Aids

There are several visual navigational aids (NAVAIDs) that provide navigational assistance to aircraft arriving and departing Missouri’s airports. Three common visual aids include a rotating beacon, segmented circle, and wind cone. Other visual aids that support instrument approaches are Runway End Identifier Lights (REILs) and Visual Glide Slope Indicators (VGSIs); VGSIs include Precision Approach Path Indicators (PAPIs) or a Visual Approach Slope Indicator (VASIs). Objectives by airport role have been established for each of these five NAVAIDs and are discussed below. **Appendix B, Table B-5** shows which airports meet their NAVAIDs system objectives.

Rotating Beacon

A rotating beacon assists pilots in locating an airport during periods of darkness or low visibility. It is an objective for all Missouri system airports to have a rotating beacon. As shown in **Figure 6-5**, 89 percent of system airports have a rotating beacon. Twelve Community Local airports do not have a rotating beacon, as noted in **Table 6-6**.

FIGURE 6-5: PERCENTAGE OF AIRPORTS BY ROLE THAT MEET THEIR ROTATING BEACON OBJECTIVE



Source: MoDOT, Missouri Airport Manager Survey



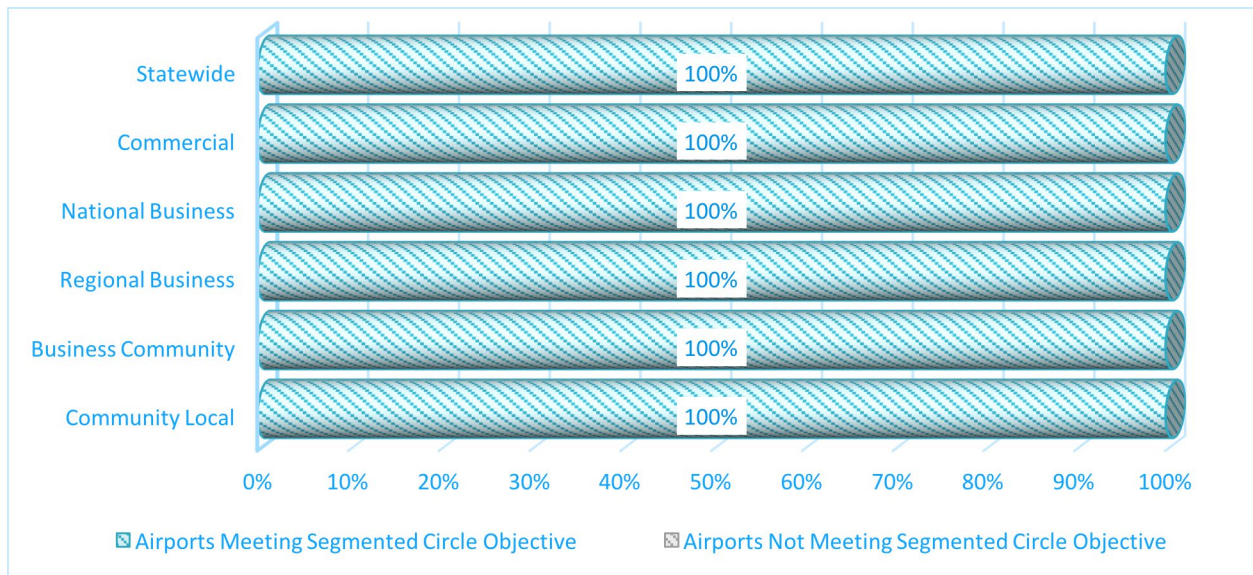
TABLE 6-6: AIRPORTS BY ROLE THAT DO NOT MEET THEIR ROTATING BEACON OBJECTIVE

Community Local
<ul style="list-style-type: none">– Bethany Memorial– Bonne Terre Municipal– Campbell Municipal– Doniphan Municipal– Gideon Memorial– Kahoka Municipal– Lincoln Municipal– State Technical College of Missouri– Mount Vernon Municipal– Richland Municipal– Shelby County– Willow Springs Memorial

Segmented Circle

All system airports should also have a segmented circle, a NAVAID that provides pilots with traffic pattern information. As reflected in **Figure 6-6**, 100 percent of system airports have a segmented circle.

FIGURE 6-6: PERCENTAGE OF AIRPORTS BY ROLE THAT MEET SEGMENTED CIRCLE OBJECTIVE



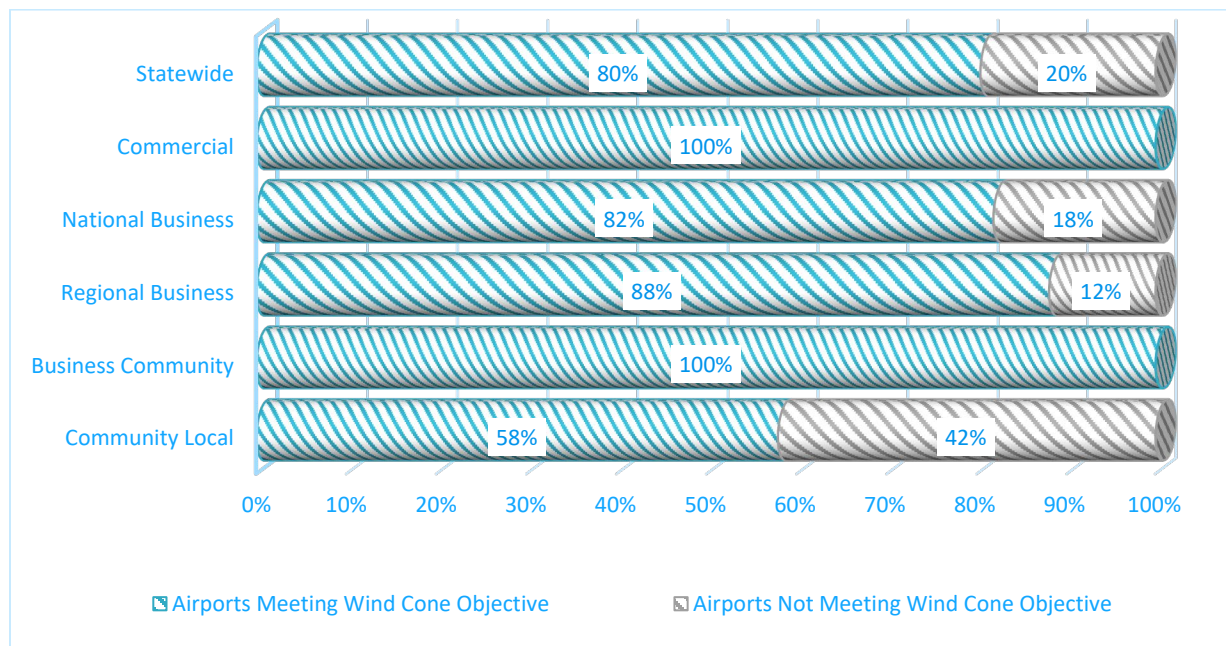
Source: MoDOT, Missouri Airport Manager Survey

Lighted Wind Cone

A wind cone is a visual aid that helps pilots determine the speed and direction of the wind. When lighted, it provides pilot assistance at night for takeoffs and landings. The objective is for all system airports to have a lighted wind cone; as shown in **Figure 6-7**, 80 percent of system airports meet this objective. Many of the airports that do not meet the objective have a wind cone, but the cones are not currently lighted.



FIGURE 6-7: PERCENTAGE OF AIRPORTS BY ROLE THAT MEET THEIR LIGHTED WIND CONE OBJECTIVE



Source: MoDOT, Missouri Airport Manager Survey

Table 6-7 presents the airports that currently do not meet the system objective to have a lighted wind cone.

TABLE 6-7: AIRPORTS BY ROLE THAT DO NOT MEET THEIR LIGHTED WIND CONE OBJECTIVE

National Business	Regional Business	Community Local
<div><div></div><div>– Monett Regional</div><div>– Spirit of St. Louis</div></div>	<div><div></div><div>– Chillicothe Municipal</div><div>– Dexter Municipal</div><div>– West Plains Regional</div></div>	<div><div></div><div>– Bethany Memorial</div><div>– Bismarck Memorial</div><div>– Bollinger-Crass Memorial</div><div>– Bonne Terre Municipal</div><div>– Cabool Memorial</div><div>– Campbell Municipal</div><div>– Doniphan Municipal</div><div>– Gainesville Memorial</div><div>– Gideon Memorial</div><div>– Hornersville Memorial</div><div>– Kahoka Municipal</div><div>– Lincoln Municipal</div><div>– Shelby County</div><div>– Steele Municipal</div><div>– Stockton Municipal</div><div>– Thayer Memorial</div></div>

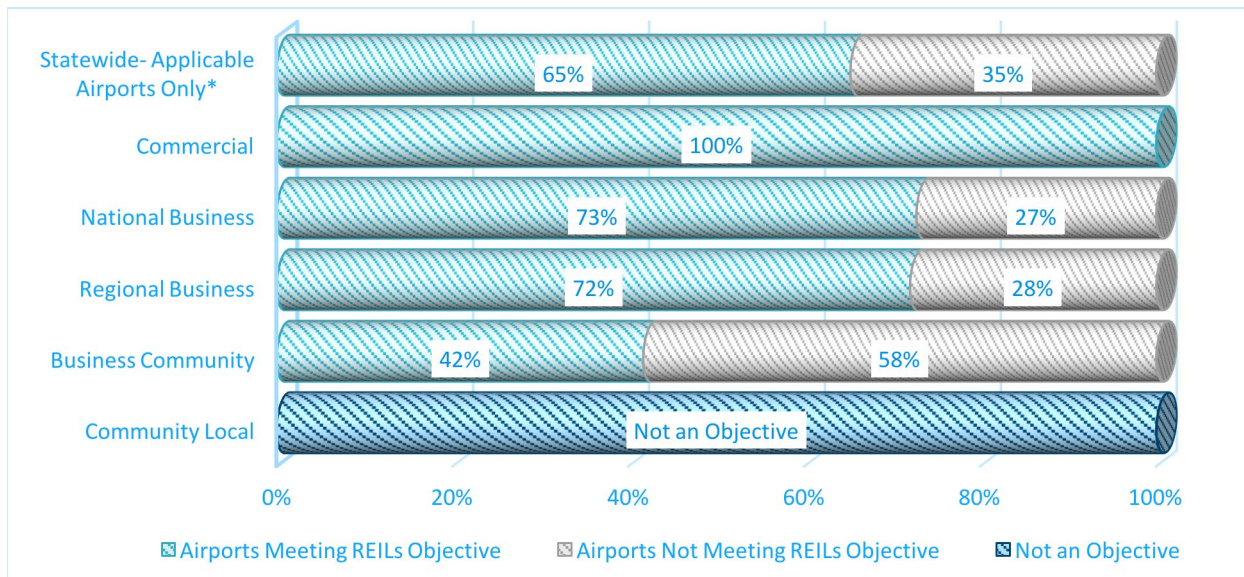
Runway End Identifier Lights

Runway End Identifier Lights (REILs) provide rapid and positive identification of the approach end of a runway. The System Plan objective is for all system airports, excluding Community Local airports, to have REILs on both ends of their primary runway. It is important to note that approach lighting systems (ALS) such as a Medium-intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR), Medium-intensity Approach Lighting System with Sequenced Flashing lights (MALSF), or Omnidirectional Approach Lighting



System (ODALS) contain runway end lights and replaces the need for REILs on that runway end. **Figure 6-8** shows that 65 percent of applicable system airports meet the REILs objective.

FIGURE 6-8: PERCENTAGE OF AIRPORTS BY ROLE THAT MEET THEIR REILS OBJECTIVE



Source: MoDOT, Missouri Airport Manager Survey

Note: *The statewide total calculation does not include Community Local airports.

The airports listed in **Table 6-8** do not currently meet the objective of having REILs on both runway ends.

TABLE 6-8: AIRPORTS BY ROLE THAT DO NOT MEET THEIR REILS OBJECTIVE

National Business	Regional Business	Business Community
<ul style="list-style-type: none">– Mexico Memorial– Rolla National– Sikeston Memorial	<ul style="list-style-type: none">– Bolivar Municipal– Chillicothe Municipal– Dexter Municipal– Farmington Regional– Lee C Fine Memorial– St. Charles County Smartt Field– Sullivan Regional	<ul style="list-style-type: none">– Jerry Sumners Sr Aurora Municipal– Ava Bill Martin Memorial– Butler Memorial– Caruthersville Memorial– Cassville Municipal– A. Paul Vance Fredericktown Regional– Lawrence Smith Memorial– Macon Fower Memorial– Marshall Memorial Municipal– Malden Regional– Mountain View– County Memorial (New Madrid)– Grand Glaize-Osage Beach– Washington County

Although no objective has been established, the following six Community Local airports have REILs located on both runway ends, and help support the system objective to provide pilots with approach lighting.

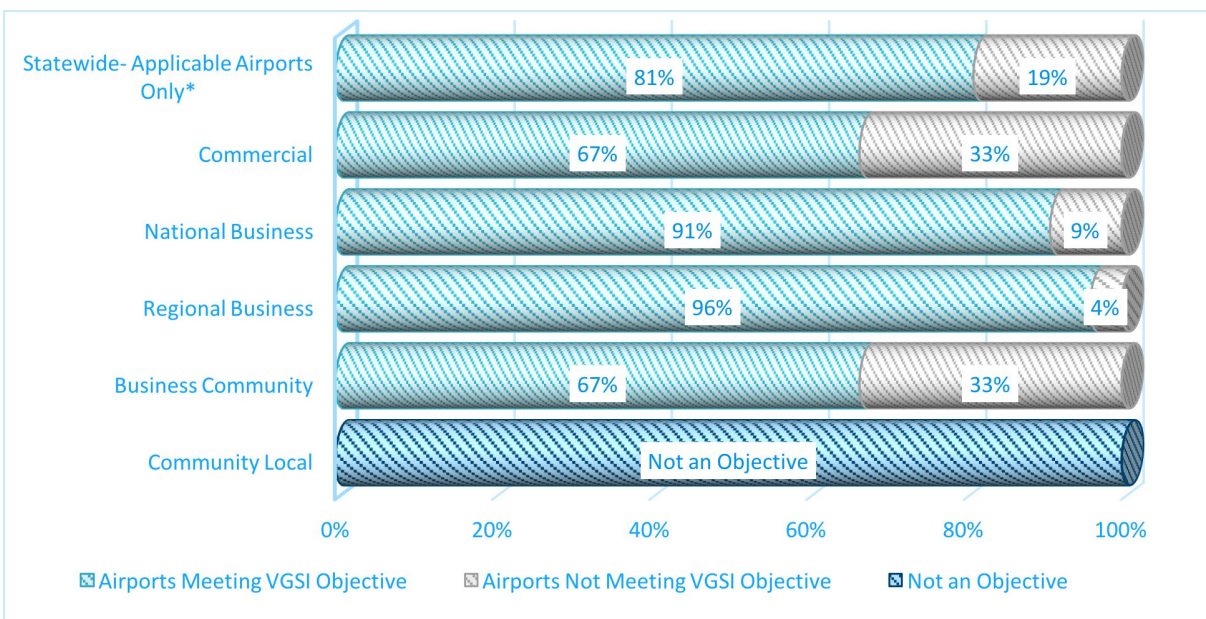
- Mississippi County
- Houston Memorial
- State Technical College of Missouri
- Lewis County Regional
- Mountain Grove Memorial
- Piedmont Municipal



Visual Glide Slope Indicators

Visual Glide Slope Indicators (VGSIs) are lighting systems located adjacent to the runway to assist aircraft with visually based vertical alignment on approach. VGSIs include Precision Approach Path Indicators (PAPIs) or Visual Approach Slope Indicators (VASIs). VASIs are older technology and are typically replaced with PAPIs as needed. The VGSI objective for Missouri system airports (excluding Community Local) is to have PAPIs or VASIs on both ends of the primary runway; the System Plan does not have a VGSI objective for Community Local airports. As shown in **Figure 6-9**, 81 percent of applicable system airports statewide have VGSIs on both runway ends.

FIGURE 6-9: PERCENTAGE OF AIRPORTS BY ROLE THAT MEET THEIR VGSI OBJECTIVE



Source: MoDOT, Missouri Airport Manager Survey

Note: *The statewide total calculation does not include Community Local airports.

The airports shown in **Table 6-9** do not meet their VGSI objective.

TABLE 6-9: AIRPORTS BY ROLE THAT DO NOT MEET THEIR VGSI OBJECTIVE

Commercial	National Business	Regional Business	Business Community
<ul style="list-style-type: none"> – Cape Girardeau Regional – Columbia Regional – Joplin Regional 	<ul style="list-style-type: none"> – Mexico Memorial 	<ul style="list-style-type: none"> – Farmington Regional 	<ul style="list-style-type: none"> – Jerry Sumners Sr Aurora Municipal – Ava Bill Martin Memorial – M. Graham Clark-Downtown – Malden Regional – Mountain View – County Memorial (New Madrid) – Grand Glaize-Osage Beach – Washington County



Although it is not an established objective, the following Community Local airports have VGSI on both runway ends and support the system's lighting needs:

- Mississippi County
- Houston Memorial
- State Technical College of Missouri
- Memphis Memorial
- Captain Ben Smith Airfield
- Lewis County Regional
- Mountain Grove Memorial

6.1.6 Approach

An instrument approach improves airport air access and operational efficiency and helps improve safety during a wide variety of meteorological conditions. Historically, most flight procedures have been based on land-based navigational aids requiring considerable investment for equipment and maintenance. Land-based approach equipment includes: Instrument Landing Systems (ILS), Very High Frequency Omni-Directional Range (VORs), and Non-Directional Beacons (NDBs).

In the last decade, many of the approaches using land-based equipment have been replaced with satellite-based approaches that utilize Global Positioning Systems (GPS). GPS procedures accommodate precision-like approaches without requiring additional land-based navigation equipment at an airport. Area Navigation (RNAV) GPS approaches offer improved accuracy and lower approach minimums without land-based equipment. Localizer Performance with Vertical Guidance (LPV) or Lateral Navigation (LNAV) are the most popular RNAV GPS approaches. LPV minimums offer improved accuracy with Wide Area Augmentation System (WAAS) and provide both lateral and vertical guidance.

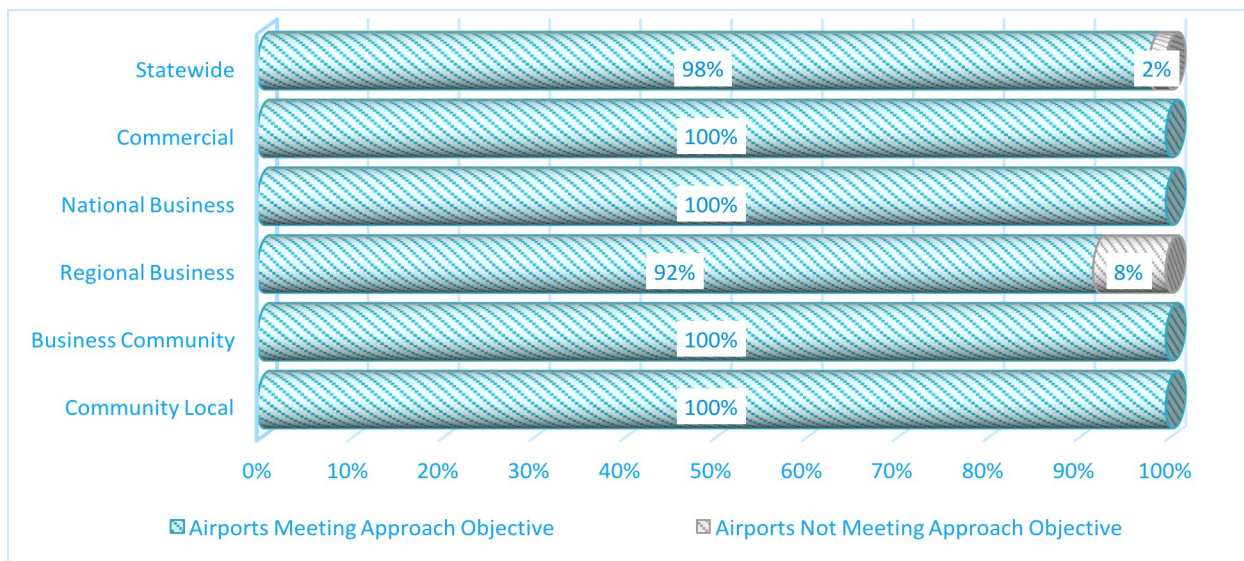
Approach objectives for system airports are as follows:

- Commercial: Precision Approach
- National Business and Regional Business: Precision-Like Approach (ILS or LPV)
- Business Community: Non-Precision Approach
- Community Local: Visual Approach

As shown in **Appendix B, Table B-6** and **Figure 6-10**, all but two airports in the Regional Business category meet their applicable approach objectives. These airports are listed in **Table 6-10**.



FIGURE 6-10: PERCENTAGE OF AIRPORTS BY ROLE THAT MEET THEIR APPROACH OBJECTIVES



Source: MoDOT, Missouri Airport Manager Survey

TABLE 6-10: AIRPORTS BY ROLE THAT DO NOT MEET THEIR APPROACH OBJECTIVE

Regional Business
– Floyd W. Jones Lebanon
– St. Charles County Smartt Field

Several Community Local airports also have a published instrument approach. These approaches provide improved access to the following airports even though an approach objective has not been established for airports in this role:

- Bowling Green Municipal
- Cabool Memorial
- Mississippi County
- Excelsior Springs
- Gideon Memorial
- Houston Memorial
- Memphis Memorial
- Captain Ben Smith Airfield
- Lewis County Regional
- Mountain Grove Memorial
- Steele Municipal
- Stockton Municipal
- Gould Peterson Municipal

While having a published approach is a valuable asset, sometimes circumstances can limit an airport's ability to take full advantage of its approach capabilities. As part of the System Plan Update, a separate analysis was completed to review the approach and departure capabilities of airports in southeast Missouri. As part of this study's Focus Group, reports from pilots using airports in this part of the state indicated that current conditions limit communications for clearance for departures and arrivals. The System Plan included analysis to investigate this situation; the analysis concluded that airports, especially in and near the Poplar Bluff area, are experiencing approach and departure delays as a result of limited communications capabilities. This analysis is included in **Appendix C, Analysis on Air Traffic Communication** to the System Plan Update. Missouri airports included in this review should work with MoDOT and FAA to identify an appropriate path for resolving the noted communications deficiency.



6.1.7 Airport Lighting

Appropriate airfield lighting is essential to safe nighttime aircraft operations and those operations that occur during periods of reduced visibility. The System Plan has objectives for runway edge lighting, taxiway lighting, and approach lighting systems. A summary of the lighting found at each system airport and information on which airports meet their system objectives for lighting is presented in **Appendix B, Table B-7** and is discussed below.

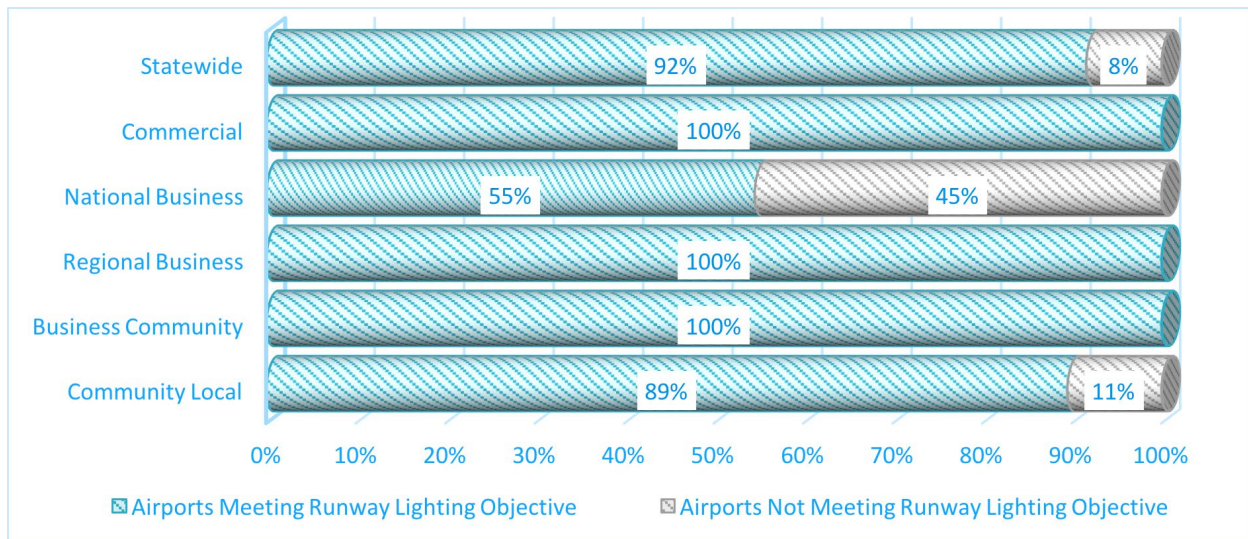
Runway Lighting

At night and during periods of reduced visibility, various types of lighting are used to outline the edges of the runway; lighting provides an increased margin of safety. The three runway lighting systems: High Intensity Runway Lights (HIRL), Medium Intensity Runway Lights (MIRL), and Low Intensity Runway Lights (LIRL), are differentiated by their brightness. System plan objectives for runway lighting are as follows:

- Commercial and National Business: HIRL
- Regional Business and Business Community: MIRL
- Community Local (excluding turf runways): LIRL (Any new runway lighting should include MIRL)

Figure 6-11 shows that 92 percent of all system airports currently meet their objective for runway edge lighting. All Commercial, Regional Business, and Business Community airports meet their runway lighting objectives.

FIGURE 6-11: PERCENTAGE OF AIRPORTS BY ROLE THAT MEET THEIR RUNWAY LIGHTING OBJECTIVES



Source: MoDOT, Missouri Airport Manager Survey

The airports in **Table 6-11** do not meet the runway edge lighting objective for their respective role in the state airport system.



TABLE 6-11: AIRPORTS BY ROLE THAT DO NOT MEET THEIR RUNWAY LIGHTING OBJECTIVE

National Business	Community Local
<ul style="list-style-type: none">– Lee’s Summit Municipal– Mexico Memorial– Monett Regional– Sedalia Regional– Sikeston Memorial Municipal	<ul style="list-style-type: none">– Bonne Terre Municipal– Gideon Memorial– Homersville Memorial– Bollinger-Crass Memorial

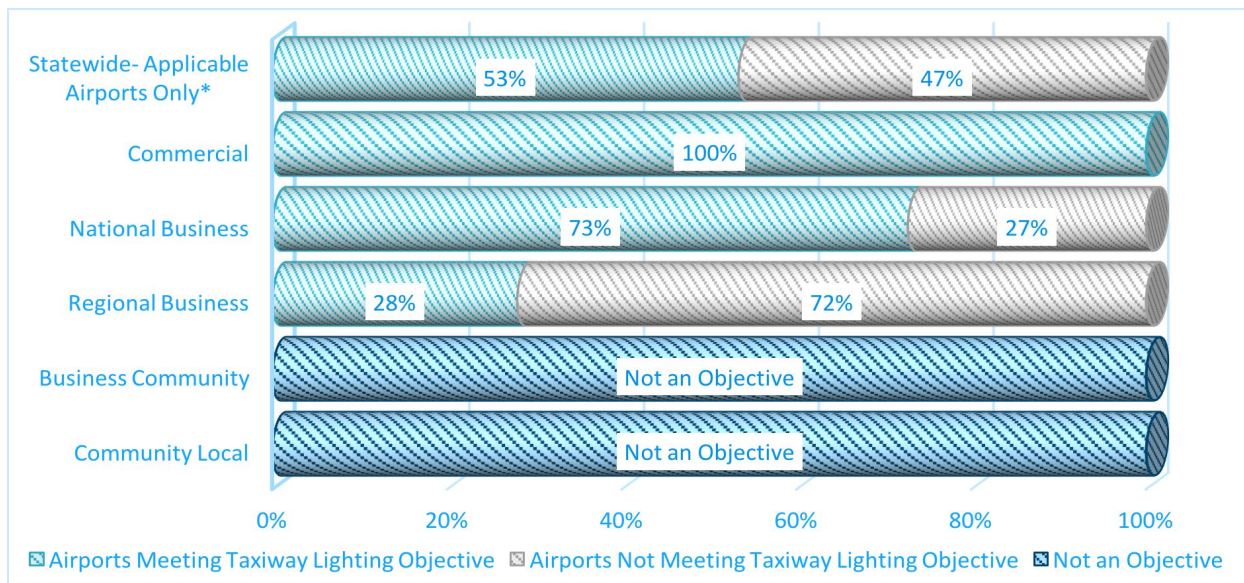
Taxiway Lighting

Similar to runway edge lighting, taxiway lighting provides identification of the taxiways at night and during periods of reduced visibility. Objectives established for taxiway lighting are as follows:

- Commercial, National Business and Regional Business: Medium Intensity Taxiway Lights (MITL)
- Business Community and Community Local: No taxiway lighting objective established

Appendix B, Table B-7 presents which airports, by role, currently meet the system objectives for taxiway lighting. As shown in **Figure 6-12**, just 53 percent of all airports currently meet their taxiway lighting objectives.

FIGURE 6-12: PERCENTAGE OF AIRPORTS BY ROLE THAT MEET THEIR TAXIWAY LIGHTING OBJECTIVES



Source: MoDOT, Missouri Airport Manager Survey

Note: *The statewide total calculation does not include Business Community and Community Local airports.

Table 6-12 shows the system airports that need improvements in order to meet their taxiway lighting objective.



TABLE 6-12: AIRPORTS BY ROLE THAT DO NOT MEET THEIR TAXIWAY LIGHTING OBJECTIVE

National Business	Regional Business
<ul style="list-style-type: none">– Mexico Memorial– Monett Regional– Sedalia Regional	<ul style="list-style-type: none">– Bolivar Municipal– Jesse Viertel Memorial– Branson West Municipal-Emerson Field– North Central Missouri Regional– Camdenton Memorial-Lake Regional– Clinton Regional– Farmington Regional– Lee C. Fine Memorial– Floyd W. Jones Lebanon– Omar N Bradley– Neosho Hugh Robinson– Perryville Regional– St. Charles County Smartt Field– Creve Coeur– Sullivan Regional– UCM-Skyhaven– Washington Regional– West Plains Regional

Approach Lighting Systems

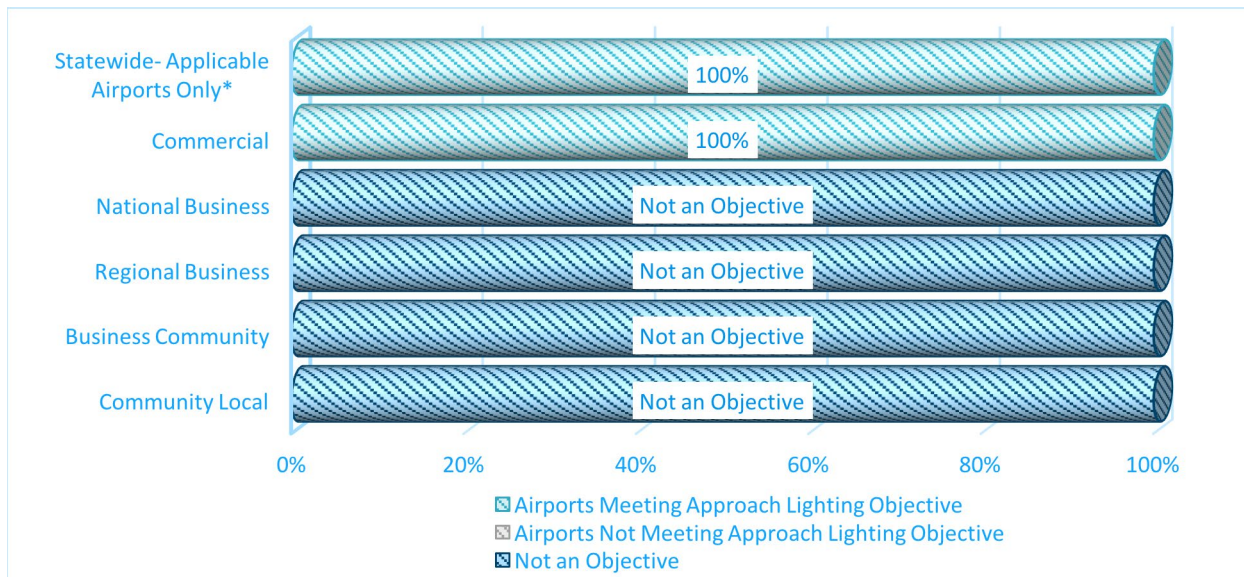
Approach lighting systems (ALS) contain a series of light bars and strobe lights that extend outward from the runway end to enhance safe approaches to the airfield. There are several different ALSs an airport can have in place, depending on their approach type, including:

- Medium-intensity Approach Lighting System with Runway Alignment Indicator Lights (MALSR)
- Medium-intensity Approach Lighting System with Sequenced Flashing lights (MALSF)
- Approach Lighting System with Sequenced Flashing Lights (ALSF)
- Omnidirectional Approach Lighting System (ODALS)

The System Plan objective for Commercial airports is to have an ALS in place. There is no objective established for ALSs for airports in other role categories. As shown in **Figure 6-13**, 100 percent of Commercial airports meet the ALS objective. In addition to the nine Commercial airports, five National Business airports have an ALS in place: Jefferson City Memorial, Charles B. Wheeler-Downtown, Mexico Memorial, Monett Regional, and Spirit of St. Louis.



FIGURE 6-13: PERCENTAGE OF AIRPORTS BY ROLE THAT MEET THEIR AIRPORT LIGHTING SYSTEM OBJECTIVES



Source: MoDOT, Missouri Airport Manager Survey

Note: *The statewide total calculation only includes Commercial airports

6.1.8 Weather Reporting

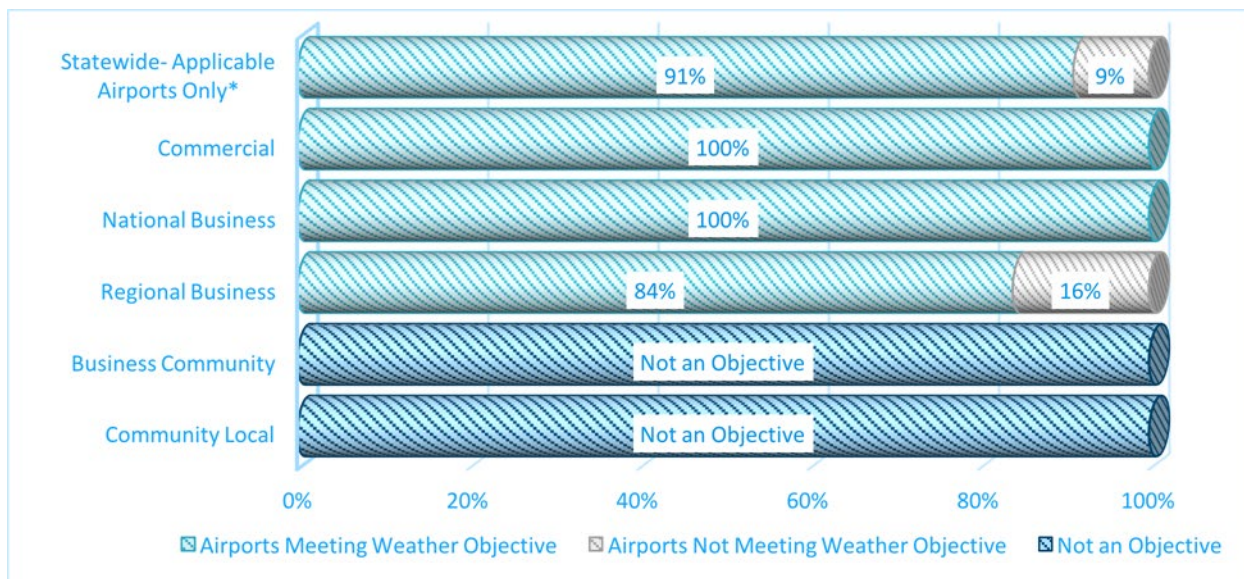
Onsite weather reporting equipment at an airport improves operational capabilities during periods of inclement or changing weather. By providing an Automated Weather Observing System (AWOS) or Automated Surface Observing System (ASOS), pilots have improved information related to weather conditions at their destination airport or other potential backup airports.

Appendix B, Table B-8 indicates whether airports, by role, currently meet their system objective for weather reporting. Only Commercial, National Business, and Regional Business airports have an objective for onsite weather reporting equipment.

Figure 6-14 shows that 91 percent of applicable system airports currently have onsite weather reporting capabilities and meet their objective for weather reporting equipment. All Commercial and National Business airports meet the weather reporting objective.



FIGURE 6-14: PERCENTAGE OF AIRPORTS BY ROLE THAT MEET THEIR WEATHER REPORTING OBJECTIVES



Source: MoDOT, Missouri Airport Manager Survey

Note: *The statewide total calculation does not include Business Community and Community Local airports.

Table 6-13 presents the four Regional Business airports in the Missouri system that do not currently meet their weather reporting objective.

TABLE 6-13: AIRPORTS BY ROLE THAT DO NOT MEET THEIR WEATHER REPORTING OBJECTIVE

Regional Business
<ul style="list-style-type: none">– Bolivar Municipal– Dexter Municipal– Neosho Hugh Robinson– Creve Coeur



In addition, the following five Business Community airports and one Community Local airport have weather reporting equipment in place:

- Lawrence Smith Memorial
- Malden Regional
- Marshall Memorial Municipal
- Northwest Missouri Regional
- Warsaw Municipal
- Piedmont Municipal (Community Local)

6.2 Other Facilities

Other general aviation facilities are important for serving both aircraft and airport customers. These facility objectives include:

- Aircraft Hangar Storage
- Tie-downs
- General Aviation Terminal/Administration Building
- General Aviation Auto Parking
- Ground Communications/Public Phone

6.2.1 Aircraft Hangar Storage

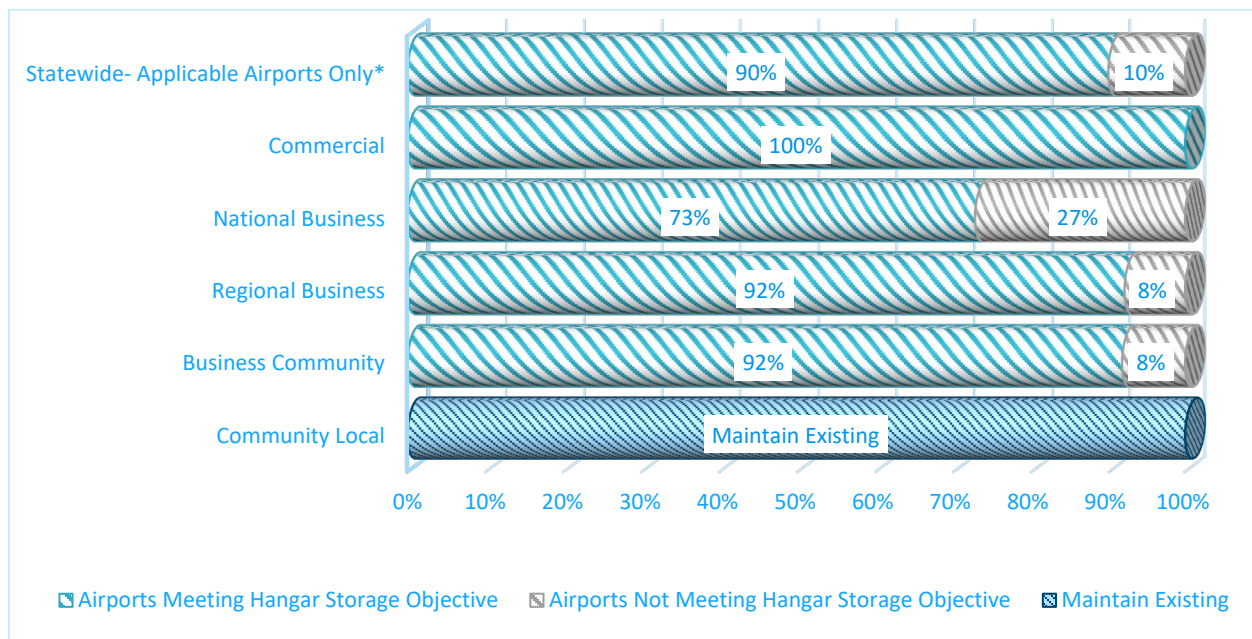
Demand for hangar space is directly related to the local climate and the type of based aircraft at each airport; for example, areas with severe weather conditions may have a higher demand for hangar storage facilities. In addition, larger investments for jet and turboprop aircraft increase the demand for hangar storage. In the last decade, more and more aircraft owners want to hangar their aircraft in order to protect their investment.

As part of the inventory collection process, an effort was made to collect detailed hangar storage data to evaluate each airport's ability to provide sufficient aircraft storage to meet its hangar storage objective. The objective is for Commercial, National Business, Regional Business, and Business Community airports to provide storage for 70 percent of their based aircraft. The objective for Community Local airports is to maintain existing hangar storage.

An analysis of the number of hangar parking spaces at each airport and each airport's objective for current hangar spaces is presented in **Appendix B, Table B-9**. **Figure 6-15** shows that 90 percent of system airports currently meet their hangar storage objective.



FIGURE 6-15: PERCENTAGE OF AIRPORTS BY ROLE THAT MEET THEIR HANGAR STORAGE OBJECTIVE



Source: MoDOT, Missouri Airport Manager Survey

Note: *The statewide total calculation does not include Community Local airports.

Table 6-14 presents the airports that need additional hangars in order to meet their current system objective for hangar storage.

TABLE 6-14: AIRPORTS BY ROLE THAT DO NOT MEET THEIR HANGAR STORAGE OBJECTIVE

National Business	Regional Business	Business Community
<ul style="list-style-type: none">– Rolla National– Sedalia Regional– Spirit of St. Louis	<ul style="list-style-type: none">– Floyd W. Jones Lebanon– St. Charles County Smartt Field	<ul style="list-style-type: none">– Eldon Model Airpark– County Memorial (New Madrid)

The System Plan objectives call for 70 percent of an airport's based aircraft to have covered hangar storage. However, during the preparation of the System Plan, input from members of the Project Advisory Committee (PAC) indicated that this objective may not be adequate. PAC members indicated that at some system airports, 100 percent of the based aircraft seek hangar storage. Subsequently, while some system airports show adequate storage based on the System Plan's facility and service objectives analysis, some of these airports have waiting lists for hangar facilities and actually need to provide additional hangar facilities. This is best addressed on an airport-by-airport basis.

6.2.2 Tie-downs

Aprons or aircraft ramps are designated surfaces typically adjacent to terminal buildings, maintenance hangars, air cargo facilities, and aircraft hangars that provide areas for parking aircraft, loading and unloading aircraft, fueling, and servicing aircraft. Apron areas typically vary in size and location based on a variety of factors including: role and nature of demand; type and size of aircraft intended to use the parking area; FAA design standards; and aircraft maneuvering needs.

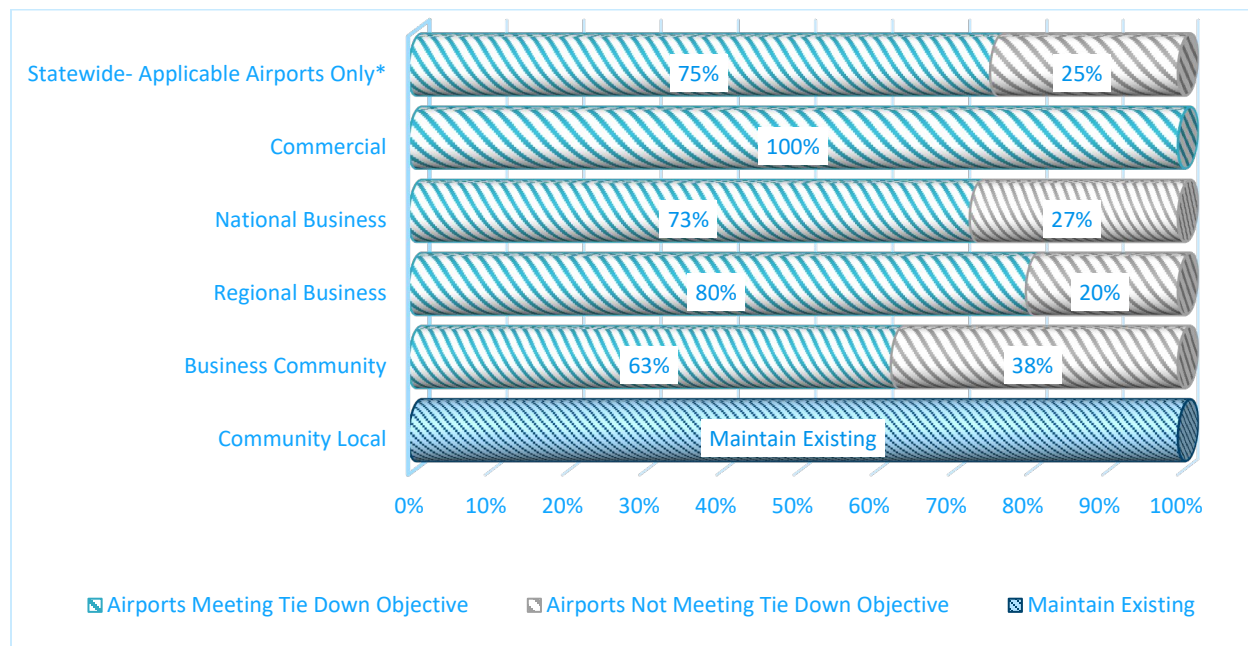
Paved tie-down/apron areas were calculated for based aircraft and transient or visiting aircraft. The following objectives, by role, were established for aircraft tie-down/apron requirements:



- Commercial, National Business, and Regional Business: 30 percent of based aircraft fleet plus 75 percent of daily transient aircraft
- Business Community: 40 percent of based aircraft fleet plus 25 percent of daily transient aircraft
- Local Community: Maintain existing tie-downs

The tie-down objective for each airport is presented in **Appendix B, Table B-10**. As shown in **Figure 6-16**, 75 percent of applicable system airports currently meet their aircraft tie-down objective.

FIGURE 6-16: PERCENTAGE OF AIRPORTS BY ROLE THAT MEET THEIR TIE-DOWN OBJECTIVE



Source: MoDOT, Missouri Airport Manager Survey

Note: *The statewide total calculation does not include Community Local airports.

Table 6-15 presents the system airports that currently do not meet their objective for the number of apron tie-down spaces.

TABLE 6-15: AIRPORTS BY ROLE THAT DO NOT MEET THEIR TIE-DOWN OBJECTIVE

National Business	Regional Business	Business Community
<ul style="list-style-type: none"> – Midwest National Air Center – Rolla National – Spirit of St. Louis 	<ul style="list-style-type: none"> – Chillicothe Municipal – Dexter Municipal – Poplar Bluff Municipal – Creve Coeur – Washington Regional 	<ul style="list-style-type: none"> – Jerry Sumners Sr Aurora Municipal – Cassville Municipal – Cuba Municipal – A. Paul Vance Fredericktown Regional – Elton Hensley Memorial – Lamar Municipal* – Lawrence Smith Memorial – Macon-Fower Memoria – Mountain View

Note: * The deficiency is minor and therefore no improvement is warranted.



6.2.3 General Aviation Administration/Terminal Building

General aviation administration/terminal buildings provide essential services for passengers and pilots, as well as a facility for the transfer of passengers and flight crews to and from their aircraft. Terminal facilities can range in size based upon several factors, the most important being the type of users. Buildings can range from a small pilot room for flight planning and resting to a large multi-room building that provides services for multiple uses. A terminal building provides visitors with the first impression of a community, so it is important for it to be welcoming and provide a positive experience.

Specific areas or uses in an administration building can include: waiting areas; restrooms; pilots lounge; flight planning area; conference rooms or public meeting rooms; vending; and airport manager offices. The system objectives for general aviation administration building, by role, are as follows:

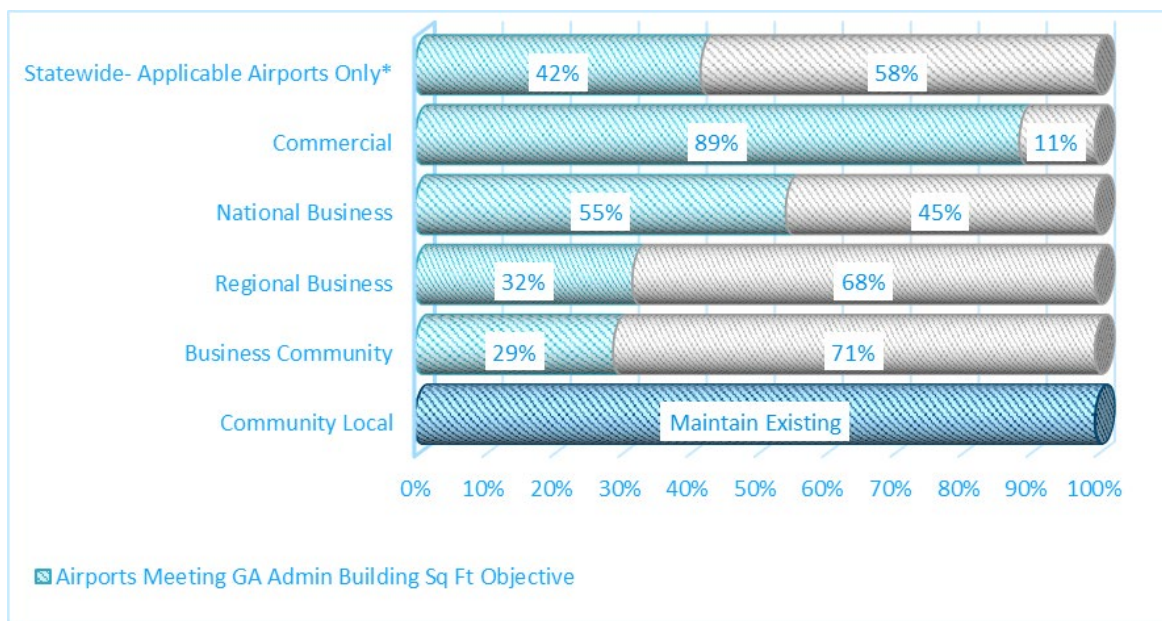
- Commercial, National Business, and Regional Business: Minimum of 2,500 square feet of public space including: restrooms, conference area, and pilot's lounge
- Business Community: Minimum of 1,500 square feet of public space including: restrooms, conference area, and pilot's lounge
- Community Local: Maintain existing terminal

An analysis of the general aviation administration/terminal building objective for each airport is presented in **Appendix B, Table B-11**.

Building Size

As shown in **Figure 6-17**, 42 percent of system airports meet their applicable objectives for general aviation administration building size. Just 32 percent of Regional Business airports meet the objective to have 2,500 square feet of building space, and only 29 percent of Business Community airports have an administration building of at least 1,500 square feet or more.

FIGURE 6-17: PERCENTAGE OF AIRPORTS BY ROLE THAT MEET THEIR GENERAL AVIATION ADMINISTRATION BUILDING SIZE OBJECTIVE



Source: MoDOT, Missouri Airport Manager Survey



Note: *The statewide total calculation does not include Community Local airports.

Table 6-16 presents the airports that do not currently meet the square footage objective for general aviation administration building size.

TABLE 6-16: AIRPORTS BY ROLE THAT DO NOT MEET THEIR ADMINISTRATION BUILDING SQUARE FOOTAGE OBJECTIVE

Commercial	National Business	Regional Business	Business Community
<ul style="list-style-type: none">– Waynesville-St. Robert Regional*	<ul style="list-style-type: none">– Lee's Summit Municipal– Mexico Memorial– Monett Regional*– Sedalia Regional– Sikeston Memorial Municipal	<ul style="list-style-type: none">– Bolivar Municipal– Jesse Viertel Memorial– North Central Missouri Regional– Camdenton Memorial-Lake Regional– Cameron Memorial– Chillicothe Municipal– Clinton Regional– Dexter Municipal– Farmington Regional– Kennett Memorial*– Floyd W. Jones Lebanon– Omar N Bradley– Perryville Regional– Poplar Bluff Municipal– Sullivan Regional– UCM-Skyhaven– West Plains Regional*	<ul style="list-style-type: none">– Jerry Sumners Sr Aurora Municipal– Ava Bill Martin Memorial– Butler Memorial– Caruthersville Memorial– Cassville Municipal– Cuba Municipal– A. Paul Vance Fredericktown Regional*– Eldon Model Airpark– Lawrence Smith Memorial– Macon-Fower Memorial– Mountain View– County Memorial (New Madrid)– Grand Glaize-Osage Beach*– Salem Memorial– Trenton Municipal

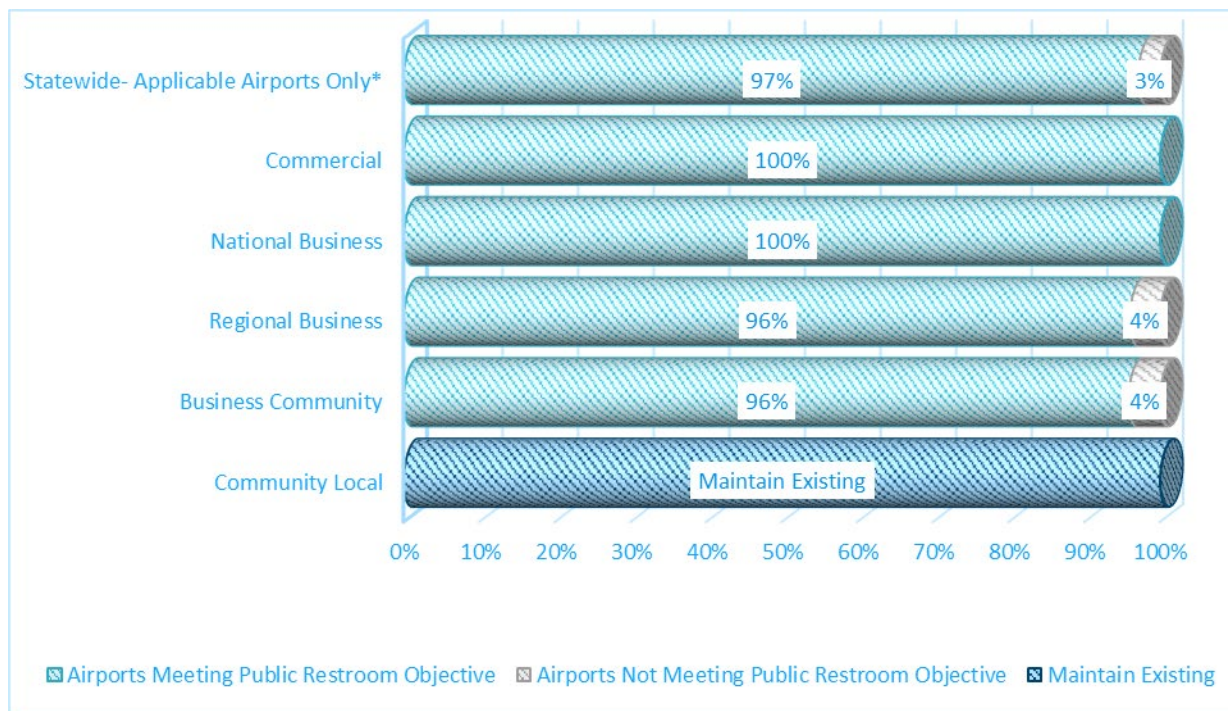
Note: * The deficiency is minor and therefore no improvement is warranted.

Public Restrooms

An objective has been established that all Commercial, National Business, Regional Business, and Business Community airports should have restrooms available for use by local users and visitors. As shown in **Figure 6-18**, 97 percent of applicable system airports meet the public restroom objective.



FIGURE 6-18: PERCENTAGE OF AIRPORTS BY ROLE THAT MEET THEIR PUBLIC RESTROOM OBJECTIVE



Source: MoDOT, Missouri Airport Manager Survey

Note: *The statewide total calculation does not include Community Local airports.

Table 6-17 presents the two system airports that should provide public restrooms to meet this objective.

TABLE 6-17: AIRPORTS BY ROLE THAT DO NOT MEET THEIR PUBLIC RESTROOM OBJECTIVE

Regional Business	Business Community
– UCM-Skyhaven	– Eldon Model Airpark

Conference Room

An objective was established for all Commercial, National Business, Regional Business, and Business Community airports to provide a conference room. As shown in **Figure 6-19**, 72 percent of applicable airports currently have a conference room located in their administration building.



FIGURE 6-19: PERCENTAGE OF AIRPORTS BY ROLE THAT MEET THEIR CONFERENCE ROOM OBJECTIVE



Source: MoDOT, Missouri Airport Manager Survey

Note: *The statewide total calculation does not include Community Local airports.

Table 6-18 lists the airports by role that currently do not meet their conference room objective.

TABLE 6-18: AIRPORTS BY ROLE THAT DO NOT MEET THEIR CONFERENCE ROOM OBJECTIVE

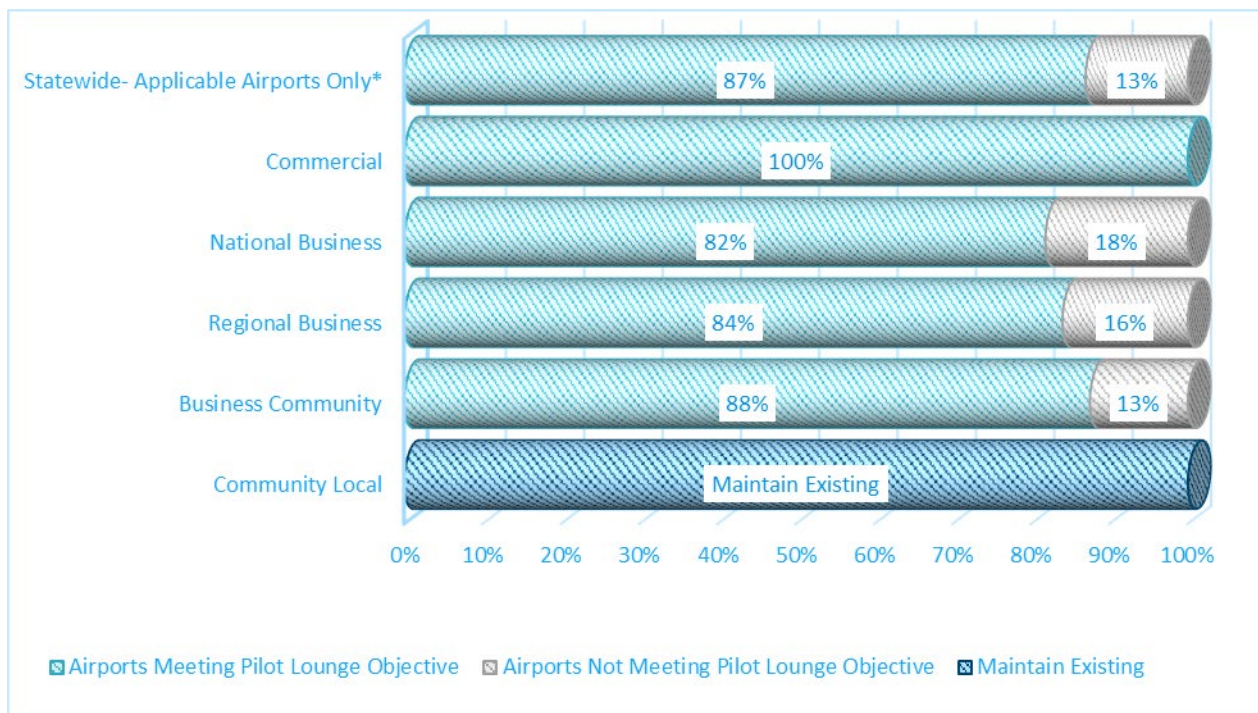
Regional Business	Business Community
<ul style="list-style-type: none"> – Bolivar Municipal – Cameron Memorial – Clinton Regional – Floyd W. Jones Lebanon – Poplar Bluff Municipal – UCM-Skyhaven 	<ul style="list-style-type: none"> – Ava Bill Martin Memorial – Butler Memorial – Caruthersville Memorial – Cassville Municipal – Cuba Municipal – Eldon Model Airpark – Elton Hensley Memorial – Lamar Municipal – Macon-Fower Memorial – Mountain View – County Memorial (New Madrid) – Salem Memorial – Trenton Municipal

Pilot Lounge

A pilot lounge offers pilots a place to rest as well as a place to plan their trips. The general aviation administration building at Commercial, National Business, Regional Business, and Business Community airports should include a pilot lounge. **Figure 6-20** shows that 87 percent of these airports meet the pilot lounge objective.



FIGURE 6-20: PERCENTAGE OF AIRPORTS BY ROLE THAT MEET THE PILOT LOUNGE OBJECTIVE



Source: MoDOT, Missouri Airport Manager Survey

Note: *The statewide total calculation does not include Community Local airports.

A pilot lounge should be considered by the airports in **Table 6-19** to meet this objective.

TABLE 6-19: AIRPORTS BY ROLE THAT DO NOT MEET THEIR PILOT LOUNGE OBJECTIVE

National Business	Regional Business	Business Community
<ul style="list-style-type: none">– Jefferson City Memorial– Rosecrans Memorial	<ul style="list-style-type: none">– Bolivar Municipal– Jesse Viertel Memorial– Creve Coeur– UCM-Skyhaven	<ul style="list-style-type: none">– Jerry Sumners Sr Aurora Municipal– Caruthersville Memorial– Eldon Model Airpark

6.2.4 General Aviation Auto Parking

It is important to provide adequate auto parking for general aviation employees, airport users, and visitors. The number of auto parking spaces at an airport varies based on demand and airport services. The System Plan developed the following general aviation auto parking objectives for airports in each role:

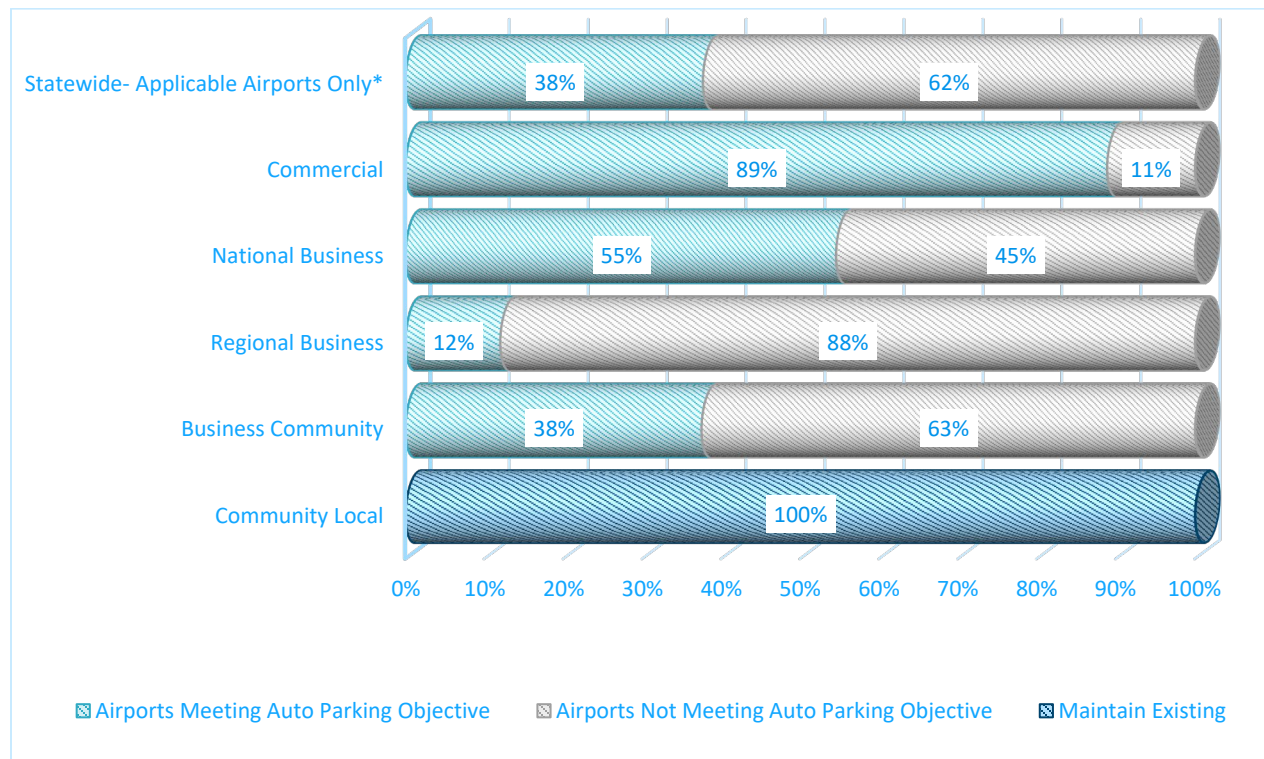
- Commercial, National Business, and Regional Business: one paved parking space for each based aircraft plus an additional 50 percent for visitors/employees
- Business Community: one paved parking space for each based aircraft plus an additional 25 percent for visitors/employees
- Community Local: Maintain existing parking

An analysis of general aviation auto parking at each airport is presented in **Appendix B, Table B-12**. As shown in **Figure 6-21**, 38 percent of the system airports currently meet the minimum auto parking objectives for their respective role. One reason the performance is low is because only marked and paved auto parking spaces



were counted towards meeting the objective. Often aircraft owners and others may park their cars in undesignated spaces and/or on unpaved spaces.

FIGURE 6-21: PERCENTAGE OF AIRPORTS BY ROLE THAT MEET THEIR GENERAL AVIATION AUTO PARKING OBJECTIVE



Source: MoDOT, Missouri Airport Manager Survey

Note: *The statewide total calculation does not include Community Local airports.

The airports in **Table 6-20** need additional paved auto parking in order to meet their auto parking objective. The actual need to provide additional auto parking should be considered on an airport-by-airport basis.

TABLE 6-20: AIRPORTS BY ROLE THAT DO NOT MEET THEIR GENERAL AVIATION AUTO PARKING OBJECTIVE

Commercial	National Business	Regional Business	Business Community
<ul style="list-style-type: none"> – Cape Girardeau Regional 	<ul style="list-style-type: none"> – Lee's Summit Municipal – Mexico Memorial – Midwest National Air Center* – Rolla National – Sedalia Regional 	<ul style="list-style-type: none"> – Bolivar Municipal – Jesse Viertel Memorial – Branson West Municipal-Emerson Field* – Camdenton Memorial-Lake Regional – Cameron Memorial – Chillicothe Municipal – Clinton Regional – Dexter Municipal – Farmington Regional – Hannibal Regional – Kennett Memorial – Floyd W. Jones Lebanon – Omar N Bradley – Neosho Hugh Robinson – Nevada Municipal 	<ul style="list-style-type: none"> – Jerry Sumners Sr Aurora Municipal – Butler Memorial – Cassville Municipal* – Cuba Municipal – Eldon Model Airpark – A. Paul Vance Fredericktown Regional – Elton Hensley Memorial – Lawrence Smith Memorial – Higginsville Industrial Municipal – Lamar Municipal – Macon-Fower Memorial – Northwest Missouri Regional* – Mountain View



TABLE 6-20: AIRPORTS BY ROLE THAT DO NOT MEET THEIR GENERAL AVIATION AUTO PARKING OBJECTIVE

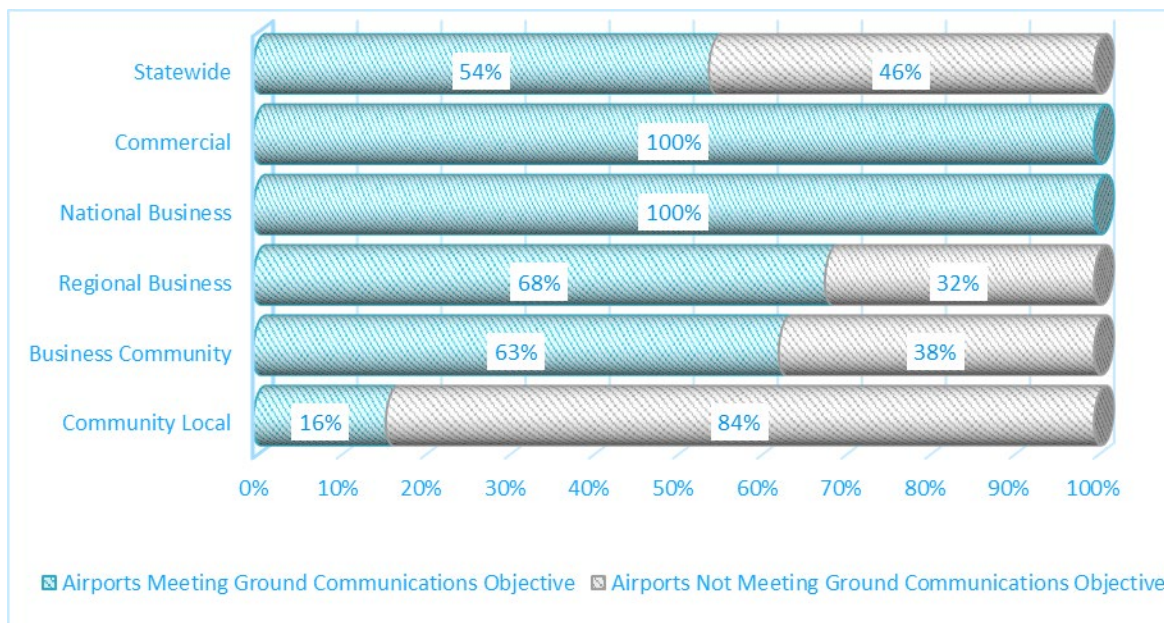
Commercial	National Business	Regional Business	Business Community
		<ul style="list-style-type: none"> – Perryville Regional – Poplar Bluff Municipal – St. Charles County Smart Field – Creve Coeur – Sullivan Regional – Washington Regional – West Plains Regional 	<ul style="list-style-type: none"> – County Memorial (New Madrid) – Trenton Municipal

Note: * The deficiency was minimal (one to three auto parking spaces needed) and additional parking may not be warranted.

6.2.5 Ground Communication/Public Phone

It is a System Plan objective for all airports to have a public telephone available. **Table 6-21** shows that 54 percent of all system airports meet the ground communication objective. **Appendix B, Table B-13** presents which airports reported having a public phone available. **Table 6-21** identifies the airports that are currently lacking a public telephone.

FIGURE 6-22: PERCENTAGE OF AIRPORTS BY ROLE THAT MEET THEIR GROUND COMMUNICATION OBJECTIVE



Source: MoDOT, Missouri Airport Manager Survey



TABLE 6-21: AIRPORTS BY ROLE THAT DO NOT MEET THEIR GROUND COMMUNICATION OBJECTIVE

Regional Business	Business Community	Community Local
<ul style="list-style-type: none">– Clinton Regional– Farmington Regional– Omar N Bradley– Perryville Regional– St. Charles County Smartt Field– Creve Coeur– Sullivan Regional– UCM Skyhaven	<ul style="list-style-type: none">– Jerry Sumners Sr Aurora Municipal– Ava Bill Martin Memorial– Caruthersville Memorial– Eldon Modal Airpark– Elton Hensley Memorial– Lawrence Smith Memorial– Lamar Municipal– Marshall Memorial Municipal– County Memorial (New Madrid)	<ul style="list-style-type: none">– Albany Municipal– Bethany Memorial– Bismarck Memorial– Bonne Terre Municipal– Bowling Green Municipal– Cabool Memorial– Campbell Municipal– Carrollton Memorial– Mississippi County– Doniphan Municipal– El Dorado Springs Memorial– Gainesville Memorial– Gideon Memorial– Hermann Municipal– Hornersville Memorial– Houston Memorial– Kahoka Municipal– Lincoln Municipal– State Technical College of Missouri– Mansfield Municipal– Memphis Memorial– Lewis County Regional– Mount Vernon Municipal– Mountain Grove Memorial– Richland Municipal– Shelby County– Stockton Municipal– Gould Peterson Municipal– Thayer Memorial– Unionville Municipal– Bollinger-Crass Memorial– Roy Otten Memorial Airfield

6.3 Services

The availability of services contributes to the attractiveness of an airport and its ability to effectively serve both based and transient users. Objectives for the following services were established as part of this System Plan:

- Fuel
- Rental Car
- Fixed Base Operators
- Aircraft Maintenance
- Ground Transportation

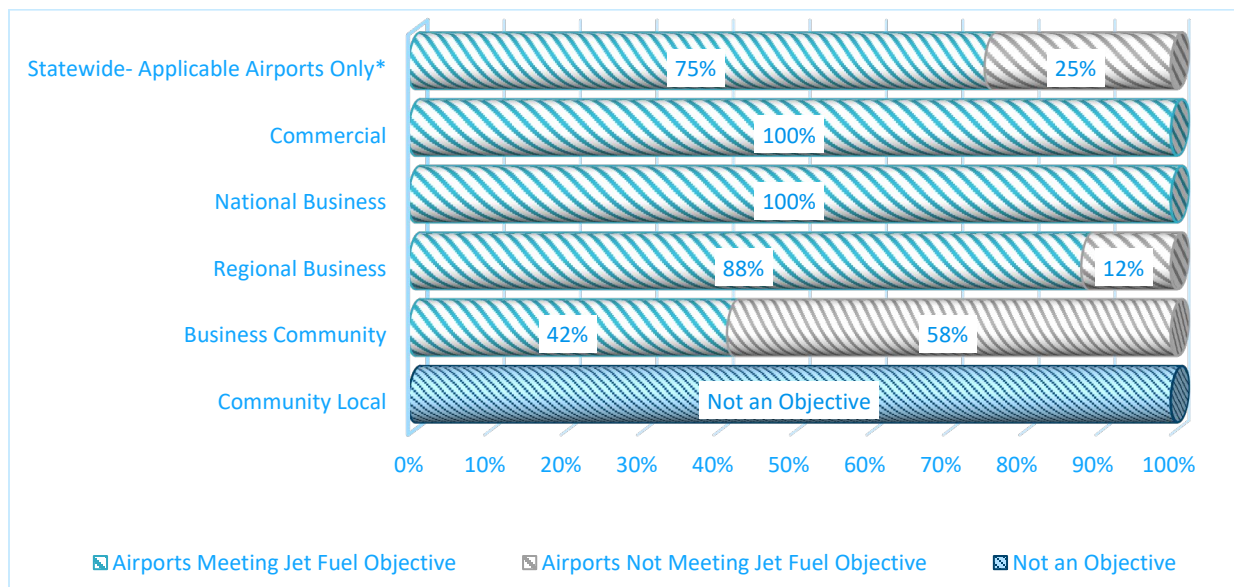
6.3.1 Fuel

Fuel and fueling services are important for airports in Missouri. Piston-engine aircraft use 100LL high-octane fuel (AvGas), while jet aircraft and turboprops use kerosene-based Jet A fuel. **Appendix B, Table B-14** summarizes the type of fuel available at each system airport. The objective for Commercial, National Business, Regional Business, and Business Community airports is to have Jet A and AvGas, while Community Local airports should provide AvGas.



As shown in **Figure 6-23**, 49 percent of system airports provide Jet A and AvGas and 51 percent provide AvGas only. Every airport in the system (100 percent) has AvGas. All Commercial and National Business airports have Jet A. The role with the largest fuel deficiency is Business Community. As shown in **Table 6-22** below, three Regional Business airports and 14 Business Community airports need Jet A to meet the fuel objective for fuel.

FIGURE 6-23: PERCENTAGE OF AIRPORTS BY ROLE THAT PROVIDE FUEL BY TYPE TO MEET THEIR OBJECTIVE



Source: MoDOT, Missouri Airport Manager Survey

Note: *The statewide total calculation does not include Community Local airports.

TABLE 6-22: AIRPORTS BY ROLE THAT DO NOT MEET THEIR FUEL OBJECTIVE

Regional Business	Business Community
<ul style="list-style-type: none"> – Cameron Memorial – Chillicothe Municipal – St. Charles County Smartt Field 	<ul style="list-style-type: none"> – Jerry Sumners Sr Aurora Municipal – Ava Bill Martin Memorial – Butler Memorial – Caruthersville Memorial – Cassville Municipal – Cuba Municipal – Elton Hensley Memorial – Lawrence Smith Memorial – Higginsville Industrial Municipal – Mountain View – County Memorial (New Madrid) – Grand Glaize-Osage Beach – Salem Memorial – Warsaw Municipal

6.3.2 Fixed Base Operator Services

Fixed base operators (FBOs) provide a variety of aviation services to both based and transient users. There are various types of FBOs, with some providing full-service and others providing more basic/limited services. Services provided by FBOs in Missouri typically vary based on the volume of activity that the airport accommodates. Services offered by FBOs can include fuel, tie down or hangar storage, flight instruction,

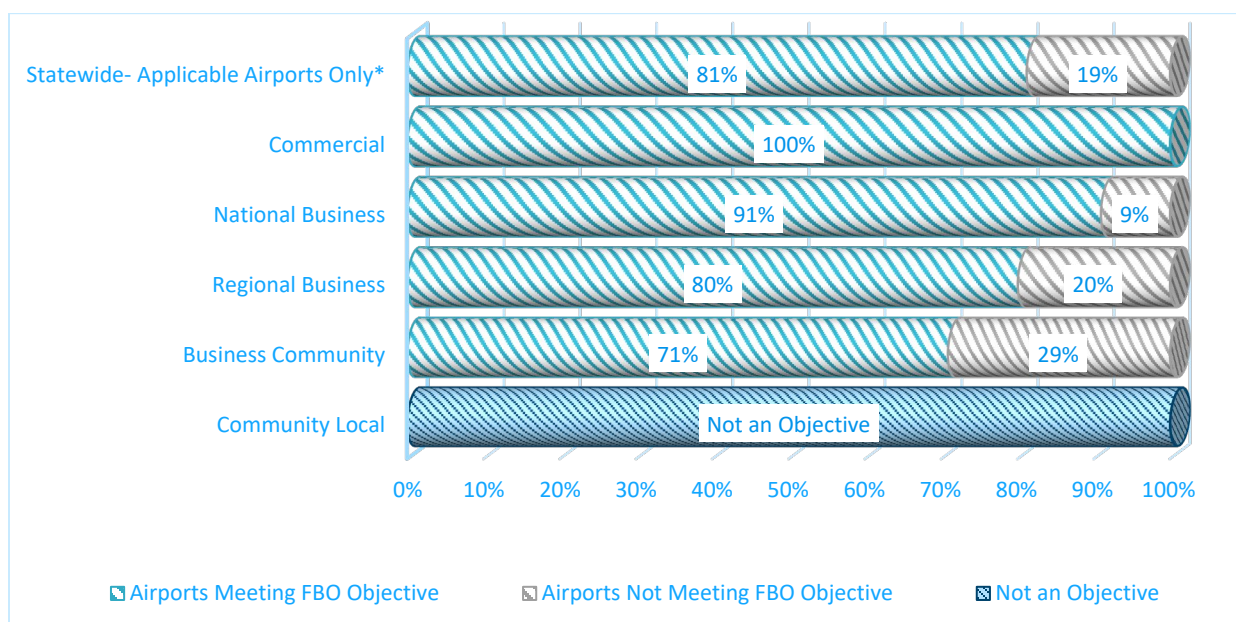


maintenance, charter service, ground transportation, aircraft towing, pilot's lounge, and/or conference facilities.

It is an objective for all Commercial, National Business, and Regional Business airports to have FBO services. The objective for Business Community airports is to have an FBO or aircraft maintenance. No FBO objective has been established for Community Local airports. It is important to note that demand for FBO services is market driven, and an airport must typically have the operational levels to support a financially sustainable FBO business.

Appendix B, Table B-16 summarizes which airports report having some type of FBO services. **Figure 6-24** shows that 81 percent of applicable system airports meet the FBO objective. 29 percent of Business Community airports have only an FBO, but 83 percent of Business Community airports have an FBO or maintenance, meeting the objective.

FIGURE 6-24: PERCENTAGE OF AIRPORTS BY ROLE THAT MEET THEIR FBO OBJECTIVE



Source: MoDOT, Missouri Airport Manager Survey

Note: *The statewide total calculation does not include Community Local airports.

The airports in **Table 6-23** do not meet the FBO objectives.

TABLE 6-23: AIRPORTS BY ROLE THAT DO NOT MEET THEIR FBO OBJECTIVES

National Business	Regional Business	Business Community*
<ul style="list-style-type: none"> – Mexico Memorial 	<ul style="list-style-type: none"> – North Central Missouri Regional – Dexter Municipal – Farmington Regional – Neosho Hugh Robinson – Sullivan Regional 	<ul style="list-style-type: none"> – Cassville Municipal – Eldon Model Airpark – Northwest Missouri Regional – Salem Memorial

Note: *Business Community airports must provide FBO or aircraft maintenance to meet their objective.



In addition, the following Community Local airports also have an FBO onsite:

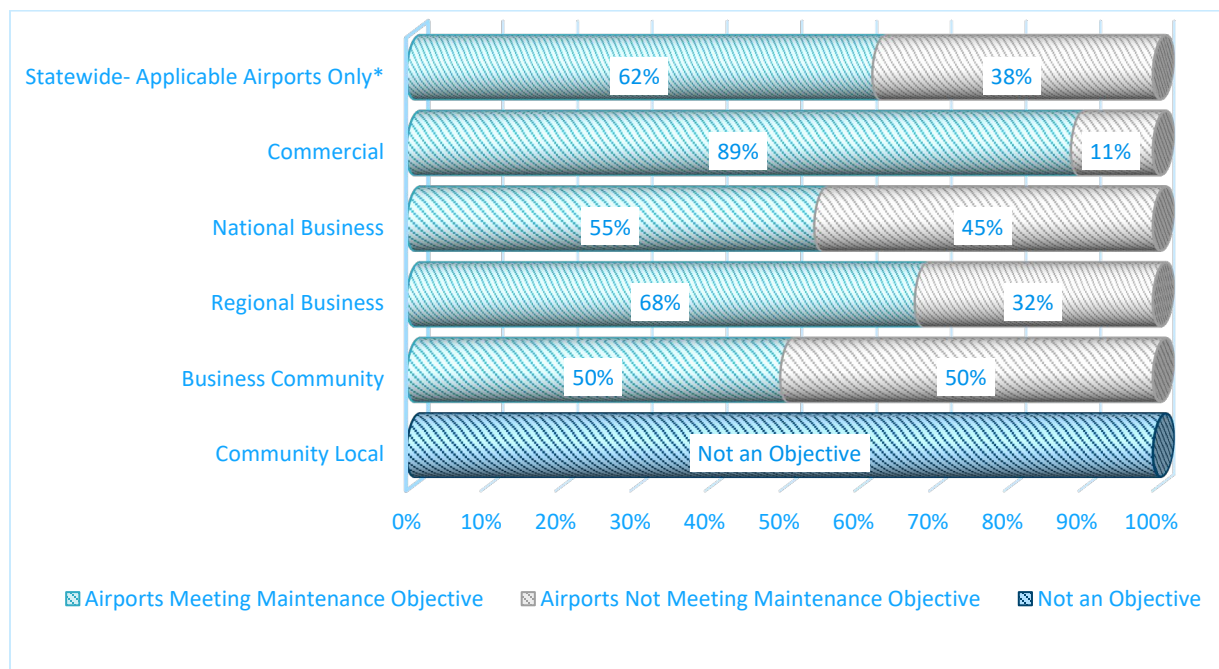
- Bonne Terre Municipal
- Bowling Green Municipal
- Campbell Municipal
- Memphis Memorial
- Captain Ben Smith Airfield
- Mountain Grove Memorial
- Steele Municipal
- Gould Peterson Municipal
- Thayer Memorial
- Roy Otten Memorial Airfield

6.3.3 Aircraft Maintenance

Whether it be a minor repair or a major overhaul of aircraft engines, maintenance and repair services at airports are important. A full-service maintenance operation is considered to offer major airframe and overhaul, as well as minor avionics repair services. Limited service is any type of aircraft maintenance.

The System Plan objective is for Commercial, National Business, and Regional Business airports to have aircraft maintenance onsite. As previously mentioned, Business Community airports should provide maintenance or an FBO. Community Local airports do not have an aircraft maintenance objective. As presented in **Figure 6-25**, 62 percent of applicable system airports meet their objective for providing aircraft maintenance. Aircraft maintenance offered at each airport is presented in **Appendix B, Table B-16**. Although only half of the Business Community airports provide aircraft maintenance, 83 percent have either an FBO or maintenance, which meets the aircraft maintenance objective.

FIGURE 6-25: PERCENTAGE OF AIRPORTS BY ROLE THAT MEET THEIR AIRCRAFT MAINTENANCE OBJECTIVE



Source: MoDOT, Missouri Airport Manager Survey

Note: *The statewide total calculation does not include Community Local airports.

The airports in **Table 6-24** do not meet their aircraft maintenance objective.



TABLE 6-24: AIRPORTS BY ROLE THAT DO NOT MEET THEIR AIRCRAFT MAINTENANCE OBJECTIVE

Commercial	National Business	Regional Business	Business Community*
<ul style="list-style-type: none"> Waynesville-St. Robert Regional 	<ul style="list-style-type: none"> Mexico Memorial Midwest National Air Center Rolla National Sedalia Regional Sikeston Memorial 	<ul style="list-style-type: none"> North Central Missouri Regional** Chillicothe Municipal Clinton Regional Dexter Municipal Lee C Fine Memorial Neosho Hugh Robinson Perryville Regional West Plains Regional 	<ul style="list-style-type: none"> Cassville Municipal Eldon Model Airpark Northwest Missouri Regional Salem Memorial

Notes: *Business Community airports must provide FBO or aircraft maintenance to meet their objective.

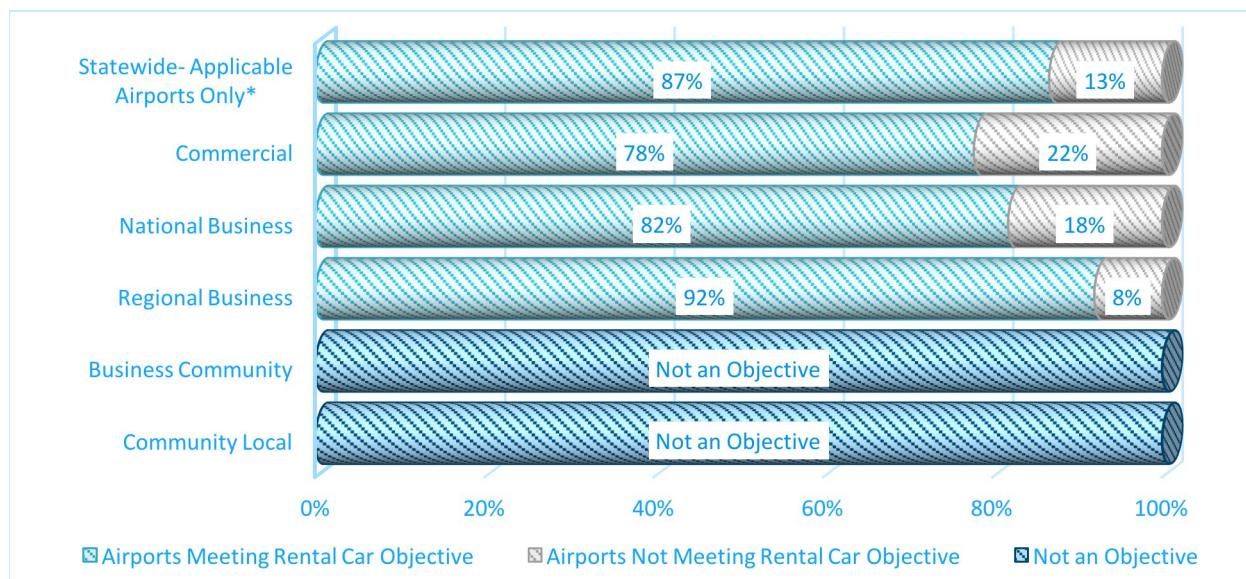
** While North Central Missouri Regional does not have a based tenant that provides maintenance, aircraft maintenance can be arranged.

Although an aircraft maintenance objective was not established for Community Local airports, Excelsior Springs Memorial and Roy Otten Memorial Airfield also have aircraft maintenance services.

6.3.4 Rental Car

Having rental cars and ground transportation services allows visitors to reach their final destination once they arrive at the airport. An objective was developed for Commercial airports to have onsite rental cars with a staffed desk. National Business and Regional Business airports should have onsite rental cars or access to off-site or pre-arranged rental car services. A rental car objective was not established for Business Community or Community Local airports. **Appendix B, Table B-15** presents which airports have onsite rental car services or access to off-site or pre-arranged rental car service. As shown in **Figure 6-26**, 87 percent of airports meet their applicable rental car service objective.

FIGURE 6-26: PERCENTAGE OF AIRPORTS BY ROLE THAT MEET THEIR RENTAL CAR OBJECTIVE



Source: MoDOT, Missouri Airport Manager Survey

Note: *The statewide total calculation does not include Business Community or Community Local airports.

The airports in **Table 6-25** do not meet their rental car objective.



TABLE 6-25: AIRPORTS BY ROLE THAT DO NOT MEET THEIR RENTAL CAR OBJECTIVE

Commercial	National Business	Regional Business
<ul style="list-style-type: none"> – Cape Girardeau Regional – Kirksville Regional 	<ul style="list-style-type: none"> – Rolla National – Sikeston Memorial Municipal 	<ul style="list-style-type: none"> – Kennett Memorial – Sullivan Regional

Although a rental car objective was not established for Business Community and Community Local airports, 42 airports in these categories report they can provide access to off-site or pre-arranged rental cars. On a statewide basis, 82 system airports report having either onsite or access to off-site or pre-arranged rental car service. The following Business Community and Community Local airports report having access to rental car services:

- Jerry Sumners Sr Aurora Municipal
- M. Graham Clark – Downtown
- Cuba Municipal
- Lawrence Smith Memorial
- Higginsville Industrial Municipal
- Malden Regional
- Marshall Memorial Municipal
- Northwest Missouri Regional
- Mountain View
- County Memorial (New Madrid)
- Grand Glaize-Osage Beach
- Salem Memorial
- Albany Municipal
- Bismarck Memorial
- Bowling Green Municipal
- Buffalo Municipal
- Cabool Memorial
- Campbell Municipal
- Carrollton Memorial
- Mississippi County
- Doniphan Municipal
- Excelsior Springs Memorial
- Gainesville Memorial
- Gideon Memorial
- Hornersville Memorial
- Houston Memorial
- Kahoka Municipal
- Lincoln Municipal
- State Technical College of Missouri
- Captain Ben Smith Airfield
- Lewis County Regional
- Mount Vernon Municipal
- Mountain Grove Memorial
- Richland Municipal
- Shelby County
- Steele Municipal
- Gould Peterson Municipal
- Thayer Memorial
- Unionville Municipal
- Bollinger-Crass Memorial
- Willow Springs Memorial

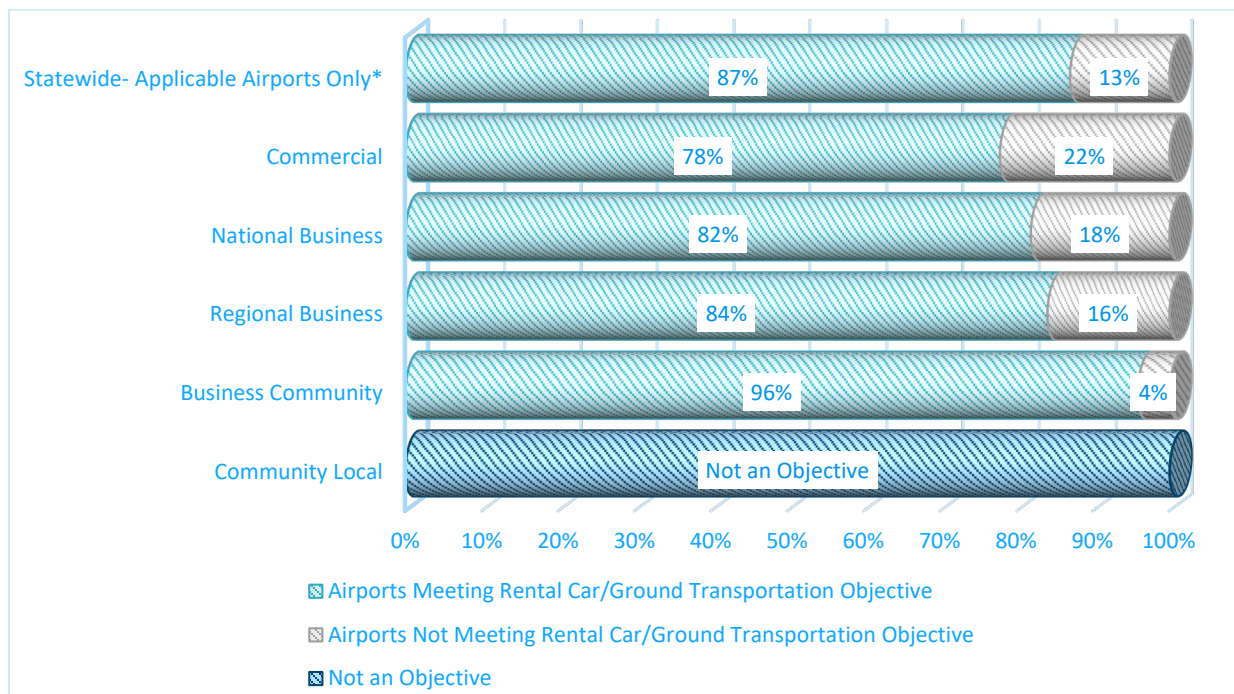
6.3.5 Ground Transportation

Airports that provide courtesy cars, crew cars, or a shuttle provide transient pilots with the ability to leave the airport to access restaurants, shopping, or local attractions. It is an objective for all Commercial, National Business, Regional Business, and Business Community airports to have a courtesy car or shuttle available. A ground transportation objective was not established for Community Local airports.

Appendix B, Table B-15 presents which airports offer ground transportation services. As shown in **Figure 6-27**, 87 percent of applicable airports offer ground transportation options to transient pilots/passengers. Two Regional Business airports, Clinton Regional and UCM-Skyhaven, and one Business Community airport, Cassville Municipal, do not meet the ground transportation objective.



FIGURE 6-27: PERCENTAGE OF AIRPORTS BY ROLE THAT MEET THEIR GROUND TRANSPORTATION OBJECTIVE



Source: MoDOT, Missouri Airport Manager Survey

Note: *The statewide total calculation does not include Community Local airports.

6.4 Changes in Performance Since the 2002 Missouri State Airport System Plan

It is important to track Missouri's compliance with facility and service objectives at regular intervals to understand how the system has changed and improved. **Figure 6-28** presents a statewide comparison for system compliance by objective; this comparison considers performance as it was reported in the last plan versus performance reported in this 2018 update.

As shown in **Figure 6-28**, airport performance for nearly all the facilities and services has increased. This can largely be attributed to the commitment of MoDOT to improve the performance of the system. Other reasons for the differences include changes to airport roles and changes to the facility and service objectives to reflect the industry trends and regulatory changes that have occurred over the last 16 years.

The following statewide changes in system performance are noted:

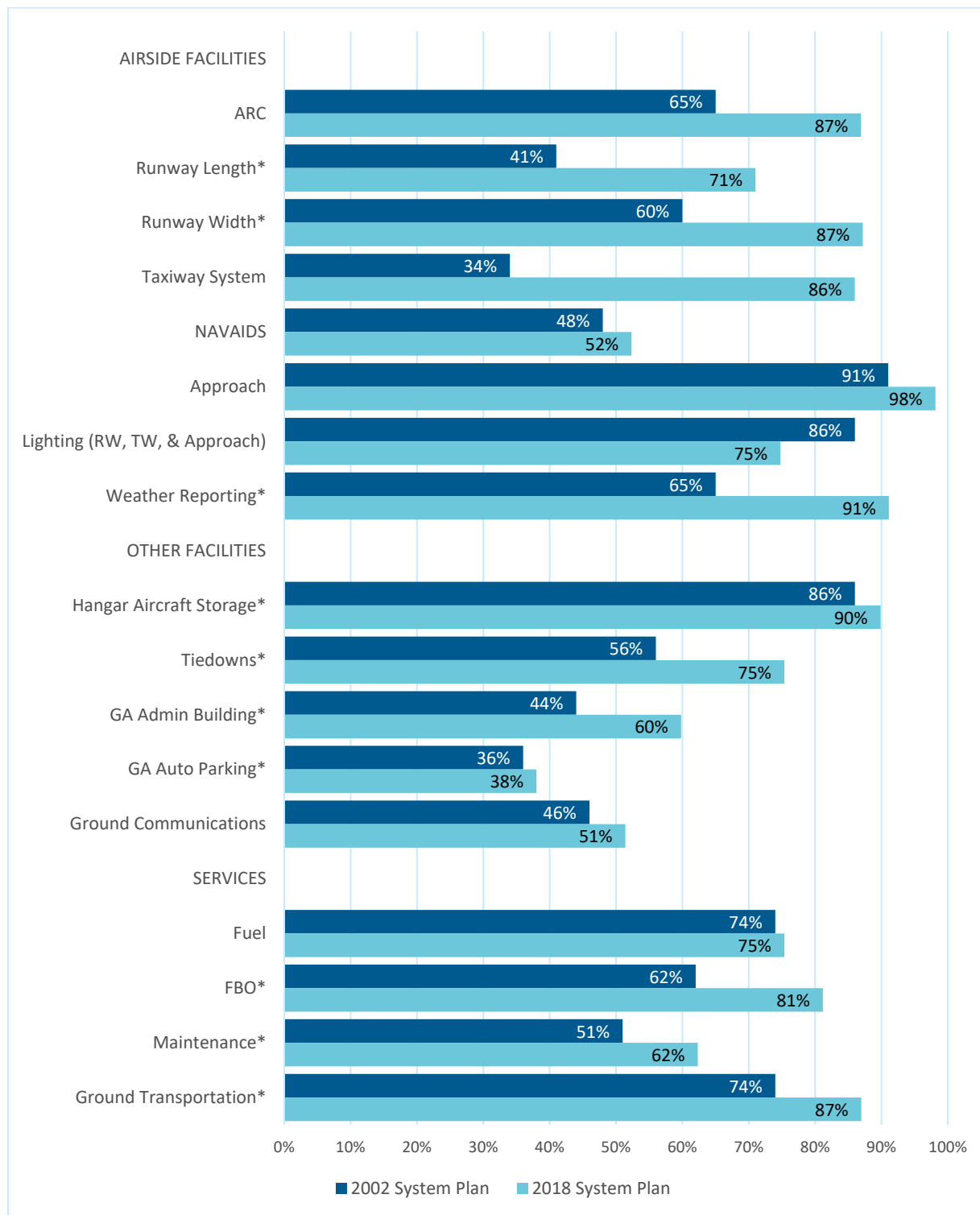
- Statewide performance related to runway length objectives for all applicable airports increased by 30 percent, improving from 41 percent to 71 percent.
- Statewide, 27 percent more of all applicable airports meet their runway width objectives; system-wide performance increased from 60 percent to 87 percent.
- For all applicable airports, compliance with objectives for taxiway systems increased by 52 percent, improving from 34 percent to 86 percent.
- 26 percent more airports have on-site weather reporting equipment; performance for this objective for applicable airports increased from 65 percent to 91 percent.
- For the tie-down objective, 19 percent more applicable airports their meet their objective in this category, increasing from 56 percent to 75 percent.



- 19 percent more applicable airports meet their objective for having an FBO and 11 percent more airports now have maintenance; compliance for these objectives increased from 62 percent to 81 percent (FBO) and 51 percent to 62 percent (aircraft maintenance), respectively.
- Statewide, 13 percent more applicable airports provide some type of access to ground transportation; this increased performance from 74 percent to 87 percent.



FIGURE 6-28: STATEWIDE COMPARISON OF FACILITY AND SERVICE OBJECTIVE PERFORMANCE



Source: MoDOT, Missouri Airport Manager Survey, 2002 Missouri State Airport System Plan

Note: *The 2018 calculation include the applicable roles only. For example, there is no runway length objective at Local Community airports. Therefore, these airports are excluded from the 2018 calculation for meeting this objective.



6.5 Summary

Figure 6-29, Figure 6-30, Figure 6-31, Figure 6-32, and Figure 6-33 provide a summary of compliance with the System Plan objectives by airport role. A summary of projects by airport that are needed to meet all established objectives are summarized in **Appendix D, Airport Report Cards**. It is possible that based on local need, airports in Missouri may exceed their System Plan objectives. Similarly, it is also possible that based on specific airport constraints, that some airports might not be able to meet all the objectives associated with their role.

Many of the airport-specific projects identified in this analysis must still be identified and supported by bottom-up planning as part of an airport master plan. As airports in Missouri update their individual airport master plans, projects identified in this analysis should be incorporated into those plans. Some projects identified in the System Plan, especially those that involve airfield improvement, will require justification and detailed environmental review prior to their implementation.



FIGURE 6-29: COMMERCIAL AIRPORTS COMPLIANCE SUMMARY

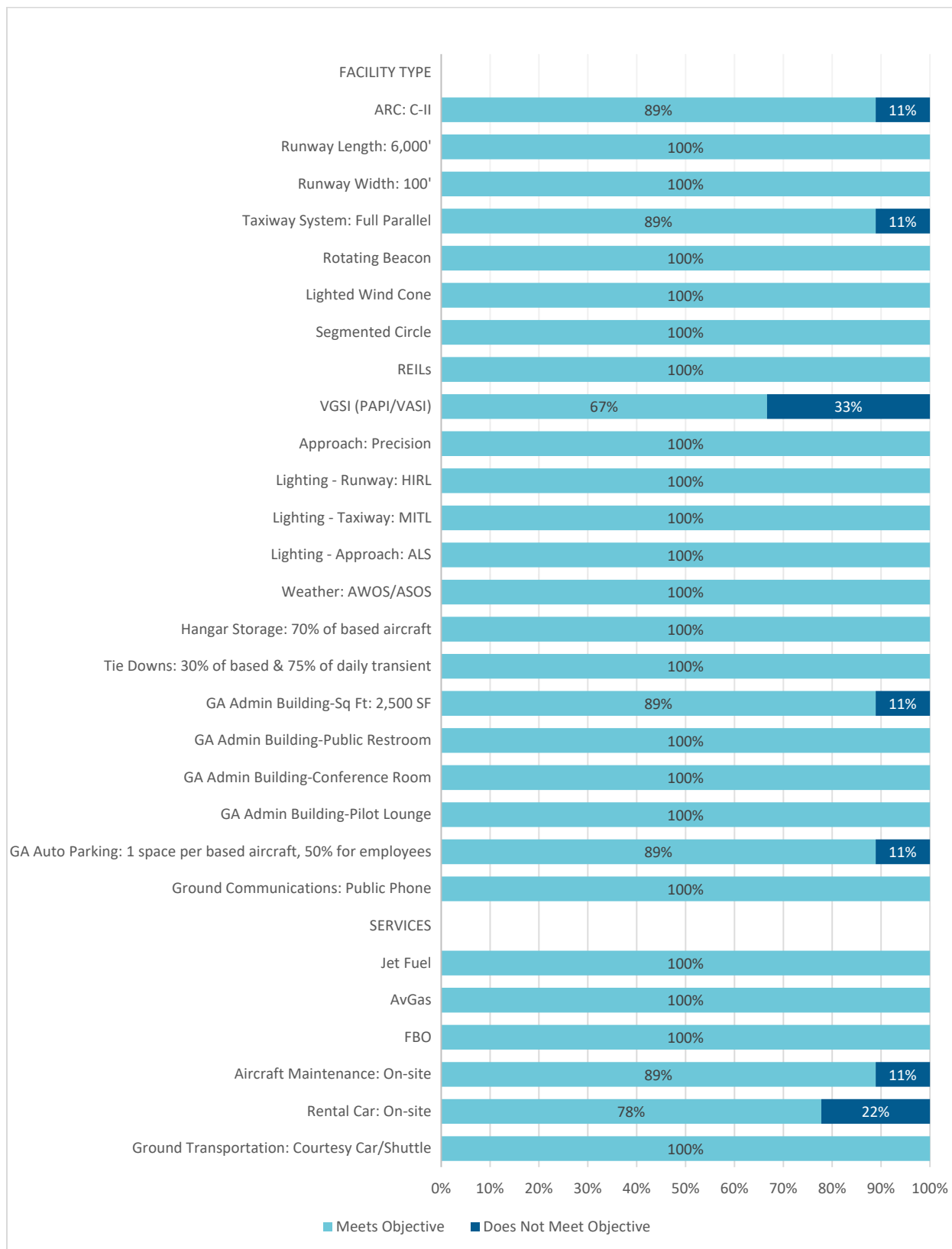




FIGURE 6-30: NATIONAL BUSINESS AIRPORTS COMPLIANCE SUMMARY

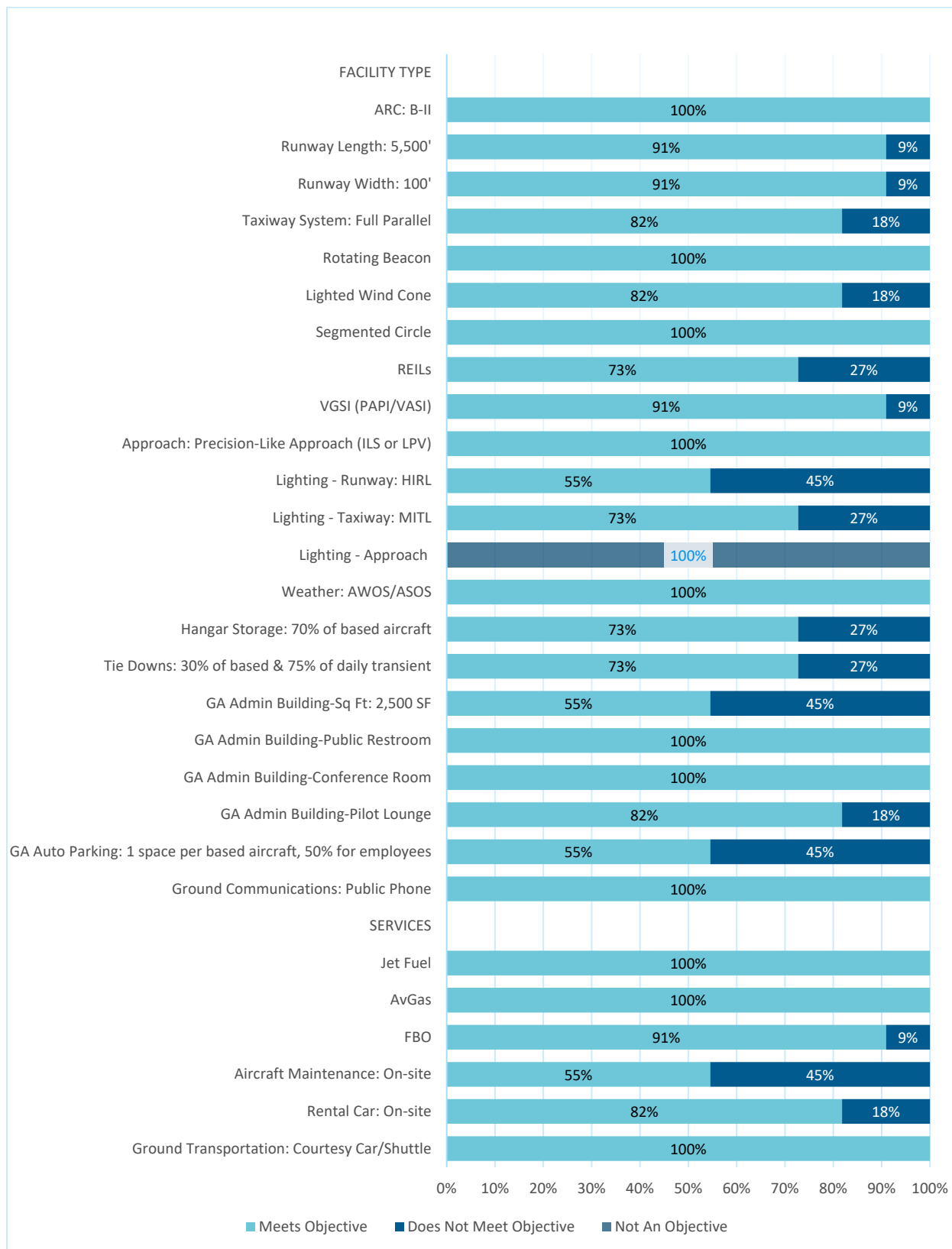




FIGURE 6-31: REGIONAL BUSINESS AIRPORTS COMPLIANCE SUMMARY

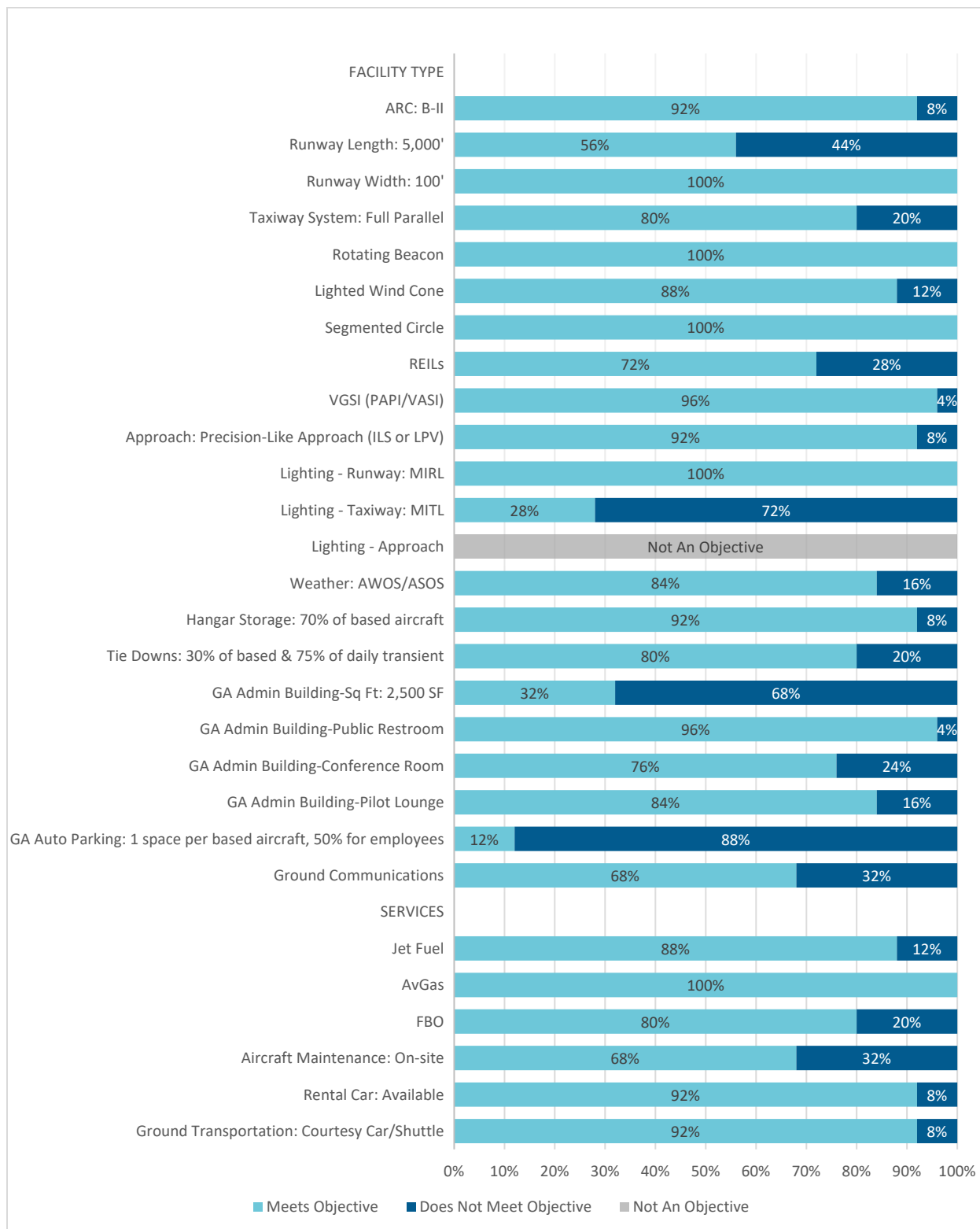




FIGURE 6-32: BUSINESS COMMUNITY AIRPORTS COMPLIANCE SUMMARY

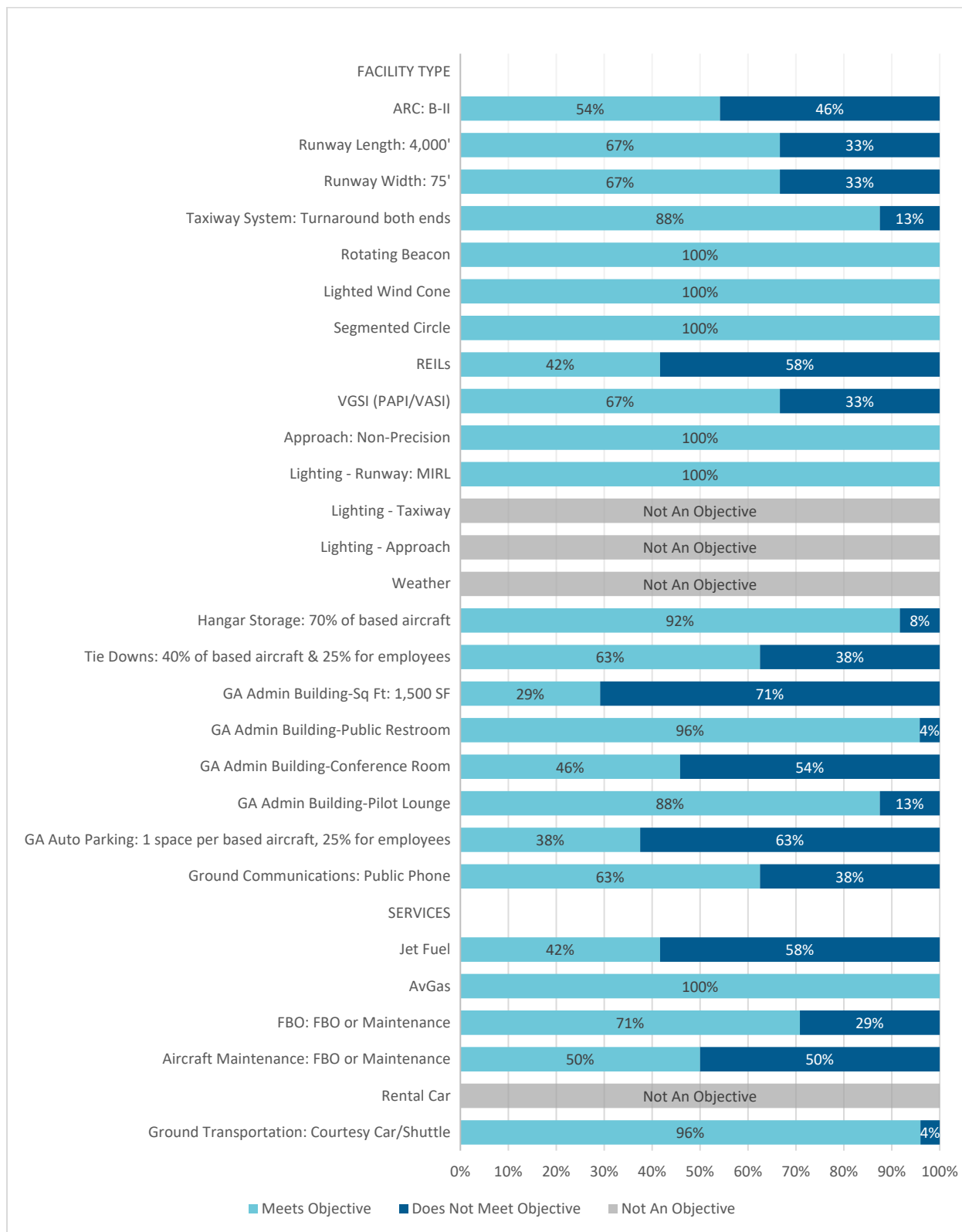
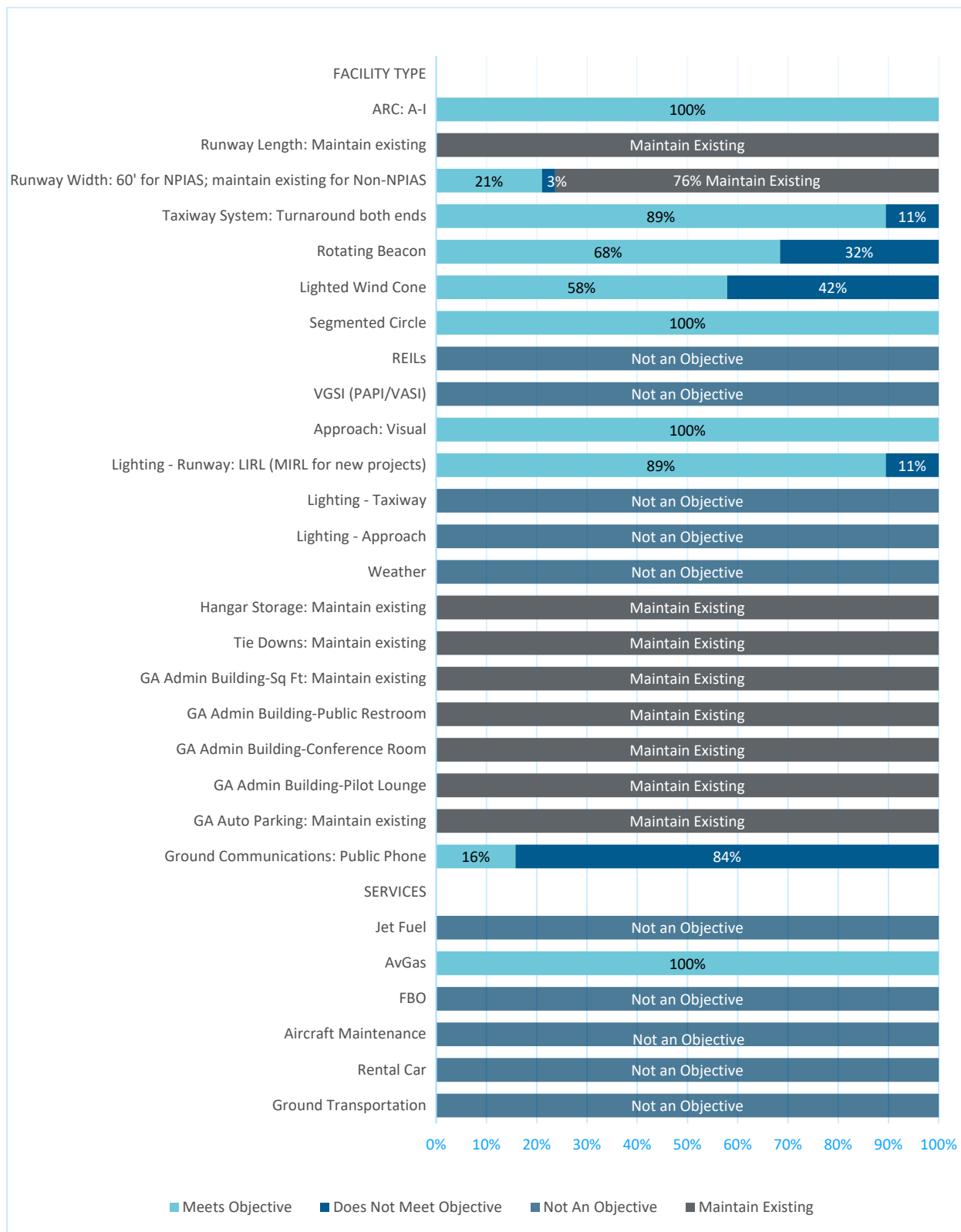




FIGURE 6-33: COMMUNITY LOCAL AIRPORTS COMPLIANCE SUMMARY





7. RECOMMENDED PLAN

7.1 Introduction

Investment in airports included in the Missouri state system will be needed to meet the facility and service objectives outlined in the Missouri State Airport System Plan. This investment will elevate performance of the state airport system relative to the established objectives. Projects identified through the System Plan analyses are those considered desirable to raise the performance bar for Missouri's airport system.

Development costs presented in this chapter were estimated for each study airport by comparing existing airport facilities to System Plan objectives for facilities and services, and are associated with actions to resolve the facility and service deficiencies identified in **Chapter 6**. Objectives used in this analysis are applicable to each airport's recommended role in the state system; recommended roles for each airport are described in **Chapter 5**.

Also presented in this chapter are projects and costs identified in current airport-specific Capital Improvement Plans (CIPs), as they have been submitted to MoDOT. It is important to note that because airport-specific CIPs are updated annually, these projects will change accordingly. Projects and costs from MoDOT's most recent Statewide Pavement Management Plan are also included in this chapter. The costs from airport CIPs and the Pavement Management Plan were considered to provide a more holistic view of total funding needs over the next five years, assuming all study objectives and funding requests are met. It is important to note that CIP requests have not been reviewed for their funding eligibility, feasibility, or relative priority. Inclusion of CIP projects in this document does not signify acceptance or approval of these projects by either MoDOT or FAA.

An airport report card has been developed for each airport that summarizes projects and costs from the System Plan, the airport's current CIP, and the Statewide Pavement Management Plan; report cards are presented in **Appendix D**. For all system airports, the goal is to move projects identified by the System Plan and the Pavement Management Plan into the airport's individual CIP.

As part of this step in the system planning process, projects from the System Plan, all CIPs, and the Pavement Management Plan were reconciled to avoid duplication, as possible, of projects and costs. The final total development cost for each airport is a compilation of costs from the sources noted. The recommended plan identifies anticipated near term (five-year) financial needs for Missouri's airport system. Over the next five years, it is also likely that study airports will have the need for projects and costs not captured in this System Plan.

The System Plan is a high-level planning document that provides general recommendations for development of Missouri's airport system. Actual airport development depends on implementation by the local airport sponsor, with support from state and/or federal agencies. Cost estimates for the system planning projects have been developed to a general planning, not engineering, level of detail. Costs to implement system planning projects are based on current airport development costs that are typical in Missouri. It is possible that costs to implement projects identified in the System Plan could vary when projects are bid for construction.

It is important to note that the inclusion of a project in the System Plan does not constitute a commitment from MoDOT or the FAA to fund any of the identified projects. Projects that are eligible for funding may require additional steps before they can be implemented. For example, projects that are implemented with FAA funding must be on the airport's approved Airport Layout Plan (ALP). In some cases, system planning projects may require an environmental assessment, as required by the National Environmental Policy Act and Special Purpose Laws. Other projects may also require FAA airspace review prior to implementation. Any project recommended by the System Plan should be considered for inclusion in each airport's next master plan or CIP.



7.2 System Plan Recommendations Summary

This update to Missouri's State Airport System Plan has taken a comprehensive look at how the system is performing based on current conditions. The evaluation identified various actions and projects that are desirable to improve the performance of the Missouri airport system. These recommendations are summarized in this section.

7.2.1 NPIAS Airport Recommendations

A review of current airport roles was conducted as part of the System Plan update. This review included airports in the state system that are not included in FAA's federal airport system. Airports included in the federal airport system are included in the National Plan of Integrated Airport Systems (NPIAS).

Of the 107¹ airports in Missouri's state airport system, 32 airports are not included in the NPIAS. **Chapter 5** provides comprehensive information on all factors FAA considers when an airport is considered for entry into the NPIAS. There are many factors and criteria that an airport must demonstrate in order for FAA to consider the airport a NPIAS candidate.

Inclusion of an airport in the NPIAS indicates the importance of the airport to the federal airport system, and inclusion makes the airport eligible to compete for FAA funding. Basic NPIAS inclusion factors include a public sponsor, at least 10 based aircraft, and the airport needs to be 30 miles from the closest NPIAS airport. There are, however, many more detailed and complex factors that FAA considers when FAA reviews an airport for NPIAS inclusion.

The System Plan included a high-level review of Missouri airports not currently included in the NPIAS, which showed the four airports listed below currently meet both the activity and the distance criteria for NPIAS inclusion. That is not to say that these airports meet all FAA criteria for NPIAS conclusion, but on the highest level, these airports appear to warrant further review for their ability to meet all NPIAS inclusion criteria. As part of the continuous planning process, the sponsors of these airports would need to work with FAA to conduct additional review/feasibility to determine if in fact the airports are candidates 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.

The following airports meet the distance criteria, but currently do not meet the activity criteria (10 or more based aircraft):

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

¹ 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.



These airports should be on a “watch list” to monitor their levels of based aircraft. Should based aircraft at these airports increase to the prerequisite level, they should be reviewed again for their ability to meet all FAA NPIAS entry criteria.

7.2.2 Recommendations to Enhance System Performance

The Missouri airport system was evaluated using a set of comprehensive measures that helped to show how the system is currently performing in terms of accessibility to certain types of airports or airport facilities. The performance measures used to evaluate Missouri’s airport system include:

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

Potential changes in future system performance are discussed here.

Accessibility to airports with scheduled commercial airline service: The results of the system evaluation, documented in **Chapter 4**, reviewed accessibility to airports that currently have scheduled commercial airline service. This evaluation included an accessibility evaluation at both 60- and 90-minute drive times. At a 60-minute drive time, current accessibility to all airports in Missouri with scheduled airline service was measured at 80.9 percent of all residents. Current accessibility at a 90-minute drive time to Missouri airports with more than one carrier was measured at 85.5 percent.

National trends in the commercial airline industry warrant consideration for their potential to impact these accessibility ratings. To be more efficient, carriers are moving to aircraft with higher seating capacities. This trend could have impacts on smaller commercial air service markets, most often those that are served only by a single carrier. These are the markets where carriers are now typically operating aircraft that have the fewest number of seats. The trend toward larger commercial aircraft could result in carriers having operational fleets that are not “right-sized” to serve small markets. In other words, some markets may have too few enplaning passengers to make flights profitable for carriers operating larger aircraft; load factors could drop to unprofitable levels.

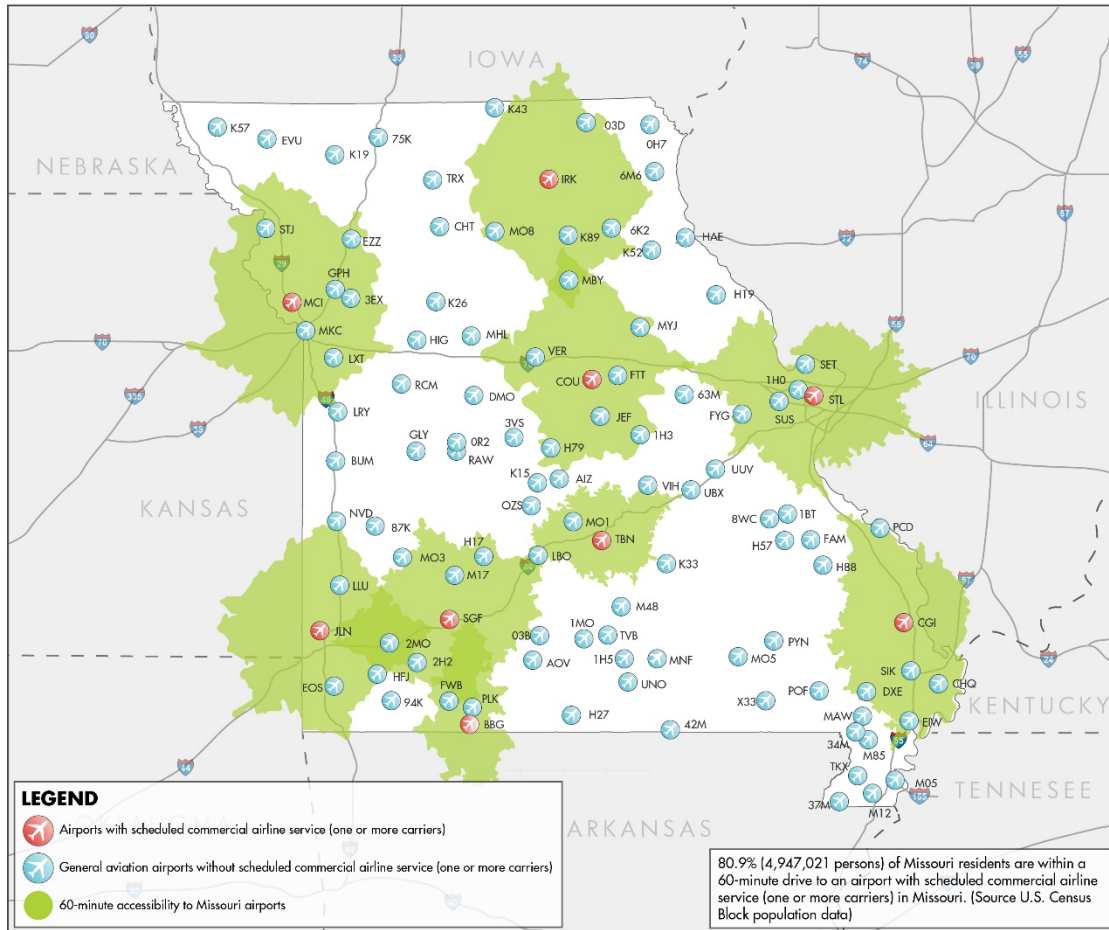
Another potentially concerning trend is a shortage in commercial airline pilots. Some industry experts believe that as older commercial pilots retire, there are not enough trained/certified commercial pilots to move into the vacated positions. If there is a pilot shortage, airlines will almost always opt to serve higher density markets where they can generate more revenue. This trend could have an adverse impact on small/single carrier markets.

In recent years, airlines have cut costs and increased their revenue streams, charging separately for items ranging from checked and carry-on bags to preferential seating assignments. There is no reason to believe that the airlines will not continue to seek cost-cutting measures, especially in light of rising fuel prices. Proportionally, carriers make less in small markets, another circumstance that could adversely impact single carrier airports/markets.



Current 60-minute drive time accessibility to Missouri airports with commercial airline service at 80.9 percent. Should commercial airports in Missouri with a single carrier lose their scheduled airline service, the accessibility rating would drop to 72.2 percent. **Figure 7-1** shows current accessibility, while **Figure 7-2** shows the impact of potential service reductions if single carrier airports lost all commercial airline service.

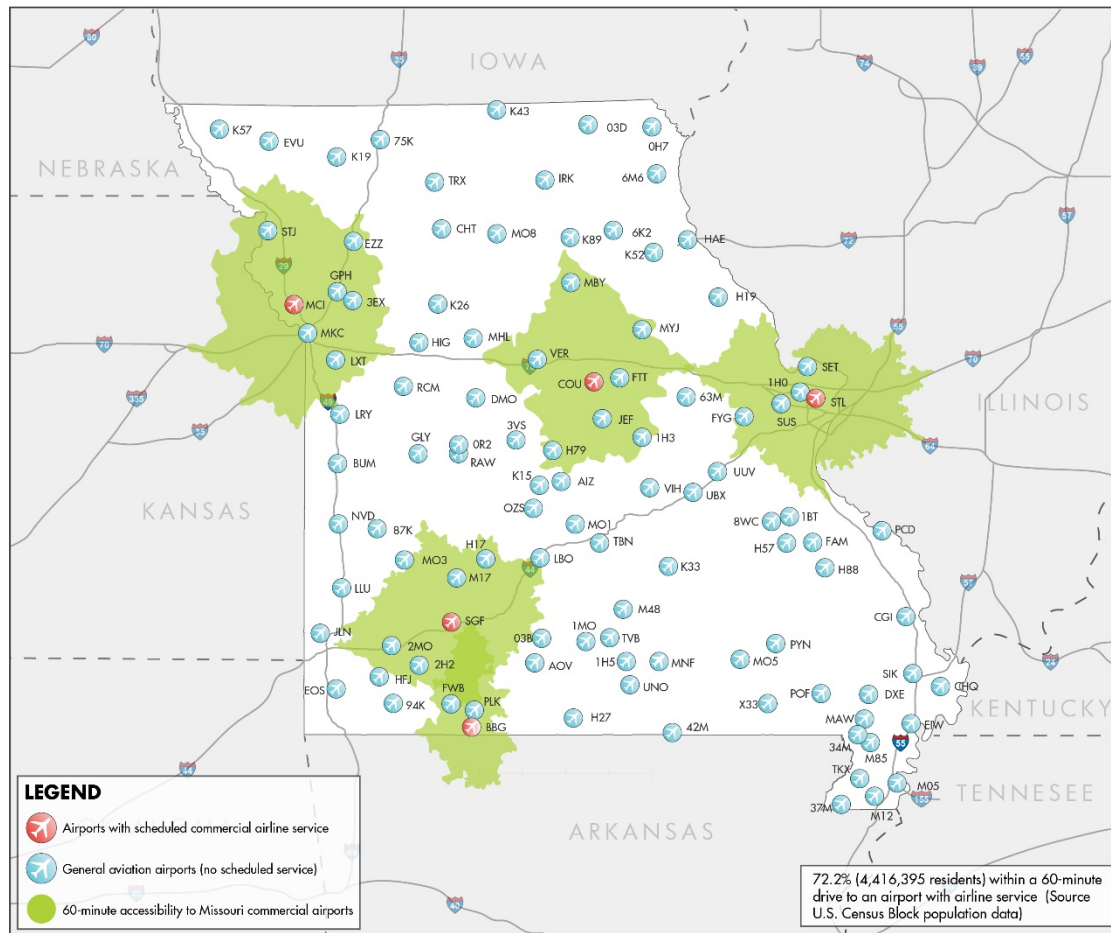
FIGURE 7-1: CURRENT ACCESSIBILITY TO MISSOURI COMMERCIAL AIRPORTS (60-MINUTE DRIVE TIME)



Source: Jviation mapping analysis



FIGURE 7-2: POTENTIAL REDUCTION IN MISSOURI COMMERCIAL AIRPORT ACCESSIBILITY WITH LOSS OF SINGLE CARRIER AIRPORTS (60-MINUTE DRIVE TIME)



Source: Aviation mapping analysis

In the deregulated commercial airline environment, there is little that the state or individual communities can do to reverse airline decisions that are based on profitability. Air service is a local/community issue; the best defense to prevent a loss of scheduled airline service is to use the existing service offered in the local community, rather than driving to a more distant commercial airport. This is the most important message related to the information shown in **Figure 7-2**.

Based on input from the study's PAC, there are other potential outfalls from the trends of increasing size of commercial aircraft and the looming shortage of commercial airline pilots. Missouri airports that have traditionally accommodated smaller commercial aircraft may not have the airfield characteristics (runway length, runway width, and appropriate separations) needed to accommodate larger commercial aircraft. As the airlines move to larger equipment types, some airports may have the need for major improvement projects to accommodate the changing airline fleet. If this is the case, these airports could be faced with projects requiring significant financial investment. Also, the PAC noted that there is the potential for a significant "trickle down" from the pilot shortage. Corporate pilots now have a greater opportunity to move to a position with the commercial airlines, potentially resulting in a shortage of corporate pilots, which would have a negative impact on business flying. The industry needs to find a way to address the shortage in the pipeline for pilots.

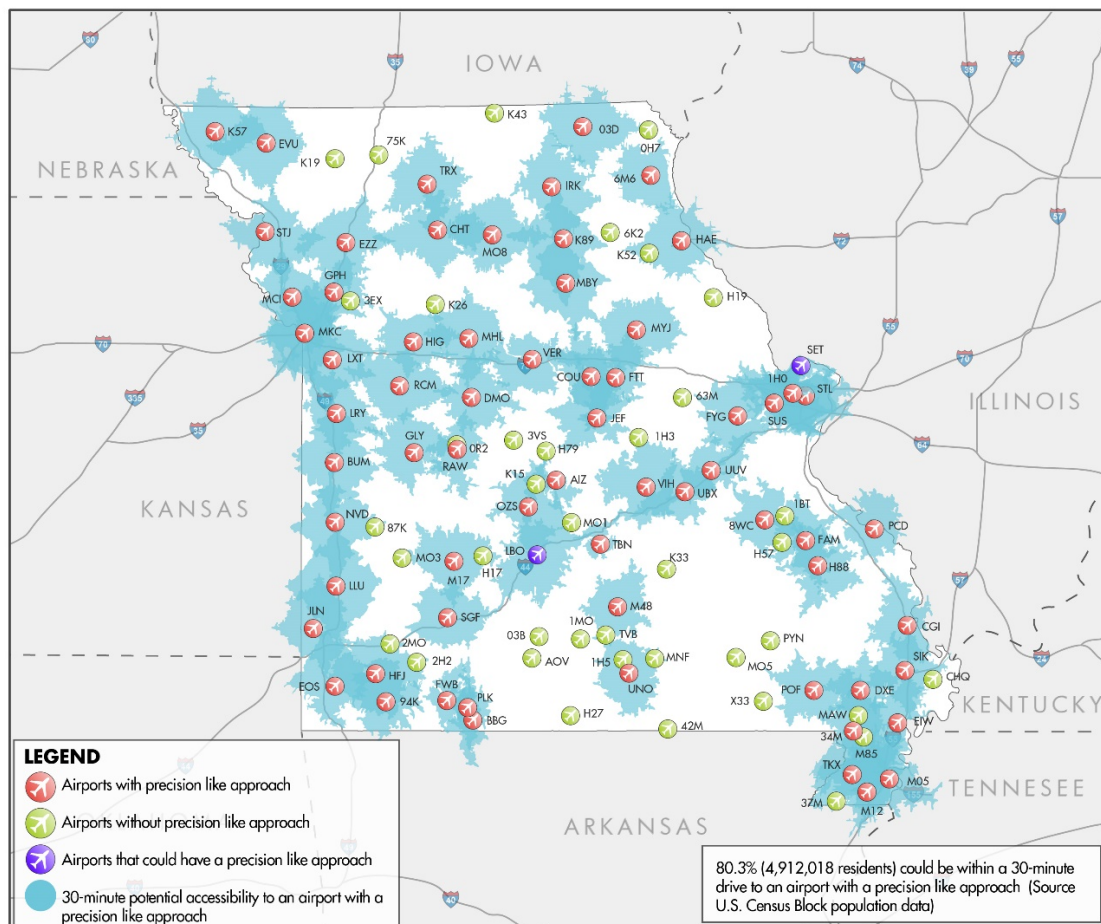


Accessibility to an airport with a published approach: System Plan objectives call for all Commercial, National Business, Regional Business, and Business Community airports to have some type of published approach. Analysis shows that all airports in these role categories currently have some type of published approach, and therefore meet study objectives. This is not to say that additional airports in the Community Local role will not be equipped with a published approach in the coming years, but objectives for this measure are currently satisfied.

Accessibility to an airport served by an approach with vertical guidance (ILS or LPV): System Plan objectives indicate that all airports assigned to the Commercial, National Business, and Regional Business roles should be served by an approach with vertical guidance. Currently, almost all airports assigned to these roles have an approach with vertical guidance; in order for all airports to meet this objective, two airports, Floyd W. Jones Lebanon and St. Charles County Smartt Field, would need an approach supported by vertical guidance.

Current accessibility at a 30-minute drive time to airports with a vertical approach was measured at 79.7 percent. If the two airports noted above meet their objective for an approach with vertical guidance, this accessibility rating would increase to 80.3 percent. **Figure 7-3** depicts additional accessibility if all airports meet their objective for an approach with vertical guidance.

FIGURE 7-3: POTENTIAL ACCESSIBILITY TO A MISSOURI AIRPORT WITH A PRECISION-LIKE APPROACH (30-MINUTE DRIVE TIME)



Source: Jviation mapping analysis

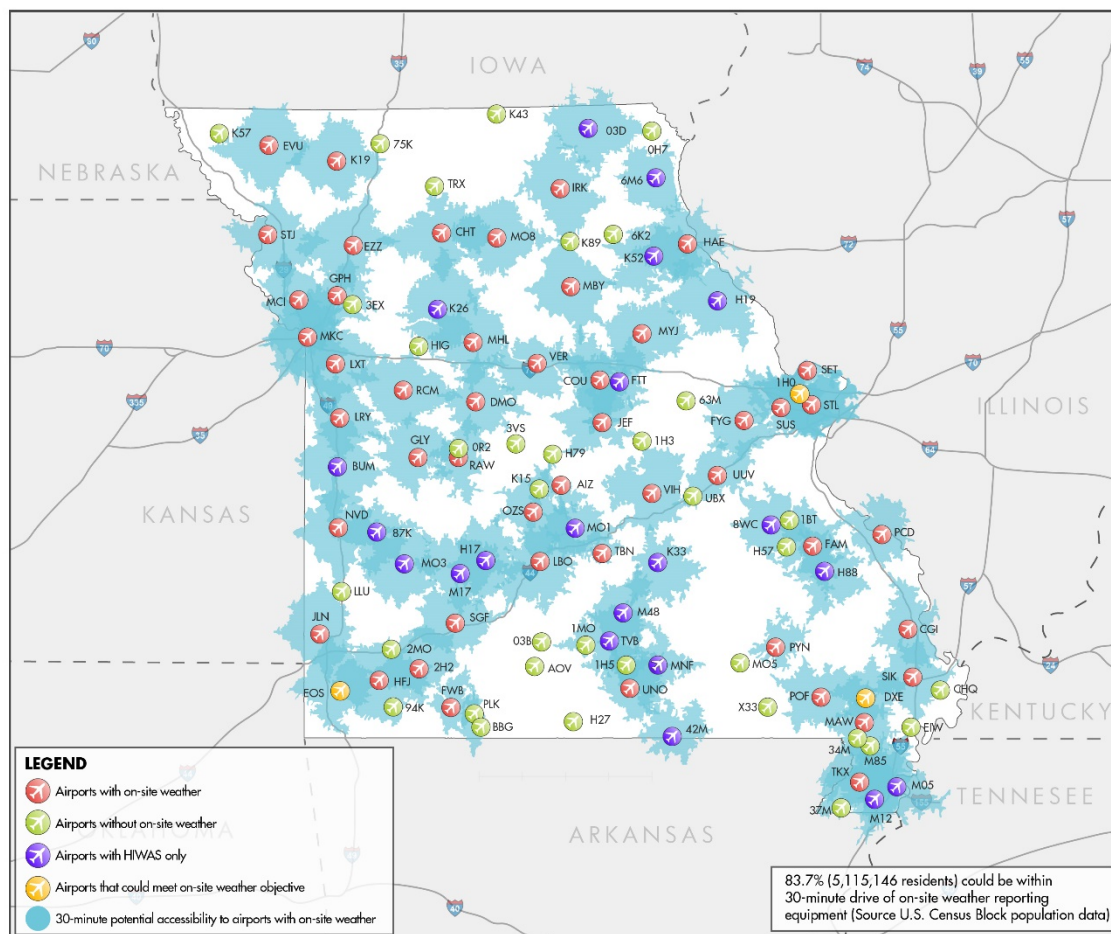


As discussed in **Chapter 6**, approach and departure capabilities for some airports in southeast Missouri are limited by insufficient communications capabilities. It is recommended that airports in the affected area and MoDOT work together with FAA to resolve the noted communications deficiencies.

Accessibility to airports with weather advisory reporting: System Plan objectives call for all Commercial, National Business, and Regional Business airports to be have weather reporting capabilities. Currently, almost all airports in these three categories have weather advisory reporting capabilities. Only four airports in the Regional Business category (Bolivar Municipal, Dexter Municipal, Neosho Hugh Robinson and Creve Coeur), need weather advisory reporting capabilities to meet this objective.

Figure 7-4 depicts increased accessibility that would result should these additional airports have weather advisory reporting capabilities; accessibility would increase to 83.7 percent. Current accessibility is 82.6 percent.

FIGURE 7-4: POTENTIAL ACCESSIBILITY TO A MISSOURI AIRPORT WITH WEATHER REPORTING (30-MINUTE DRIVE TIME)



Source: Jviation mapping analysis

Accessibility to airports meeting NBAA business airport characteristics: Having airports that meet the needs of business users is important to the state and local economies. To determine system adequacy as it relates to business/economic support, characteristics of business airports as published by NBAA with input from their



members were used. NBAA business airport characteristics used in Missouri's system adequacy analysis are outlined in **Chapter 4**.

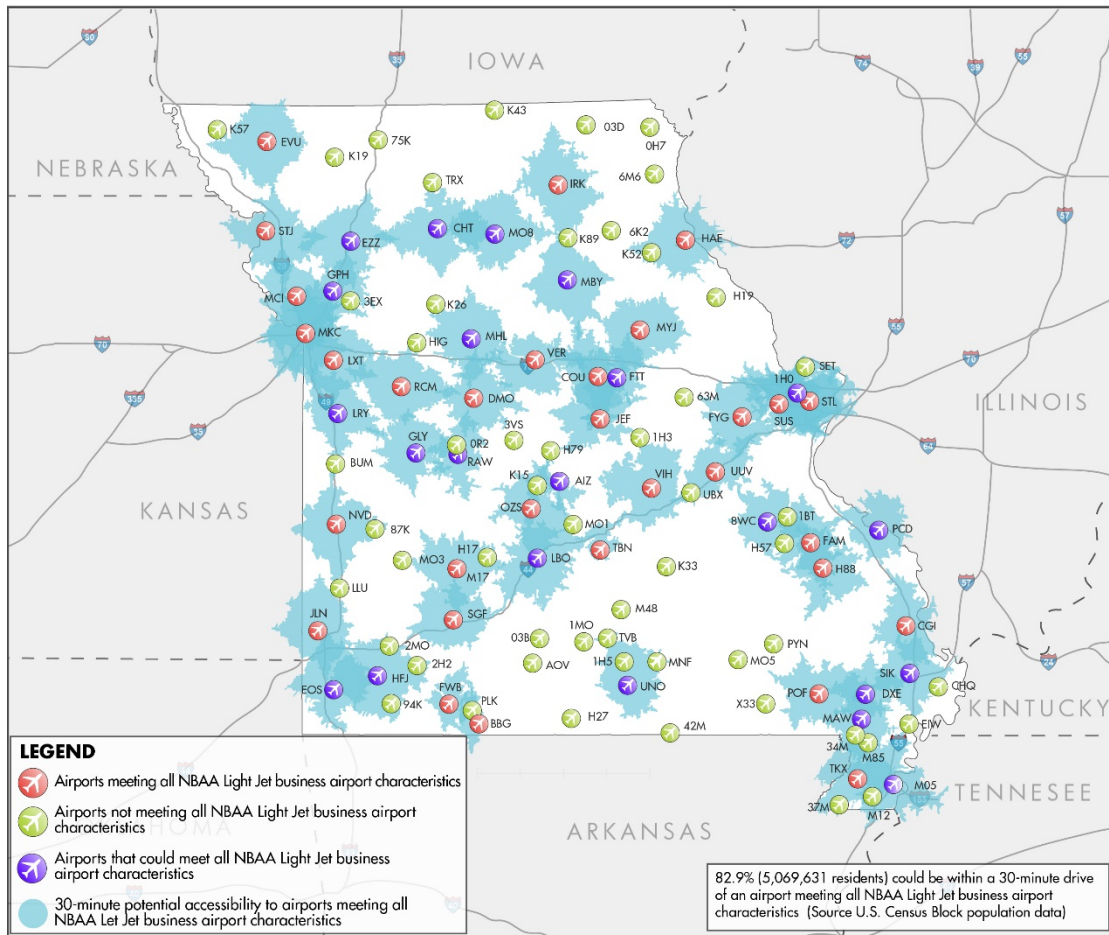
Two sets of business airport characteristics were examined for the System Plan. One set considered business airport characteristics to meet the needs of light business jets, and the other considered characteristics for medium business jets, as defined in the NBAA guidelines. For both light and medium business jets, a number of factors were considered to determine if the airport currently meets NBAA business airport characteristics.

Each airport has specific facility and service objectives based on their recommended role in Missouri's state airport system. Analysis was undertaken for the recommended plan to determine how system performance would improve if all airports in the state system would meet all of their associated facility/service objectives. This analysis involved a three-step process. First, analysis was undertaken to determine how system performance could improve related to accessibility to airports meeting light NBAA business jet characteristics; this analysis was completed at a 30-minute drive time. Then, analysis was undertaken to determine how system performance could improve related to accessibility to airports meeting medium NBAA business jet characteristics. The medium business jet accessibility analysis considered a 45-minute drive time. Finally, potential accessibility to airports meeting both light and medium business jet business airport was measured.

If all airports meet their System Plan facility and service objectives, accessibility to airports meeting NBAA business airport characteristics for light business jets could increase. For light business jets (considering a 30-minute drive time), accessibility could improve from a current accessibility rating of 70.9 percent to a future accessibility rating of 82.9 percent. **Figure 7-5** shows potential increased accessibility to airports exhibiting NBAA light business jet characteristics.



FIGURE 7-5: POTENTIAL ACCESSIBILITY TO NBAA BUSINESS READY LIGHT JET AIRPORTS (30-MINUTE DRIVE TIME)

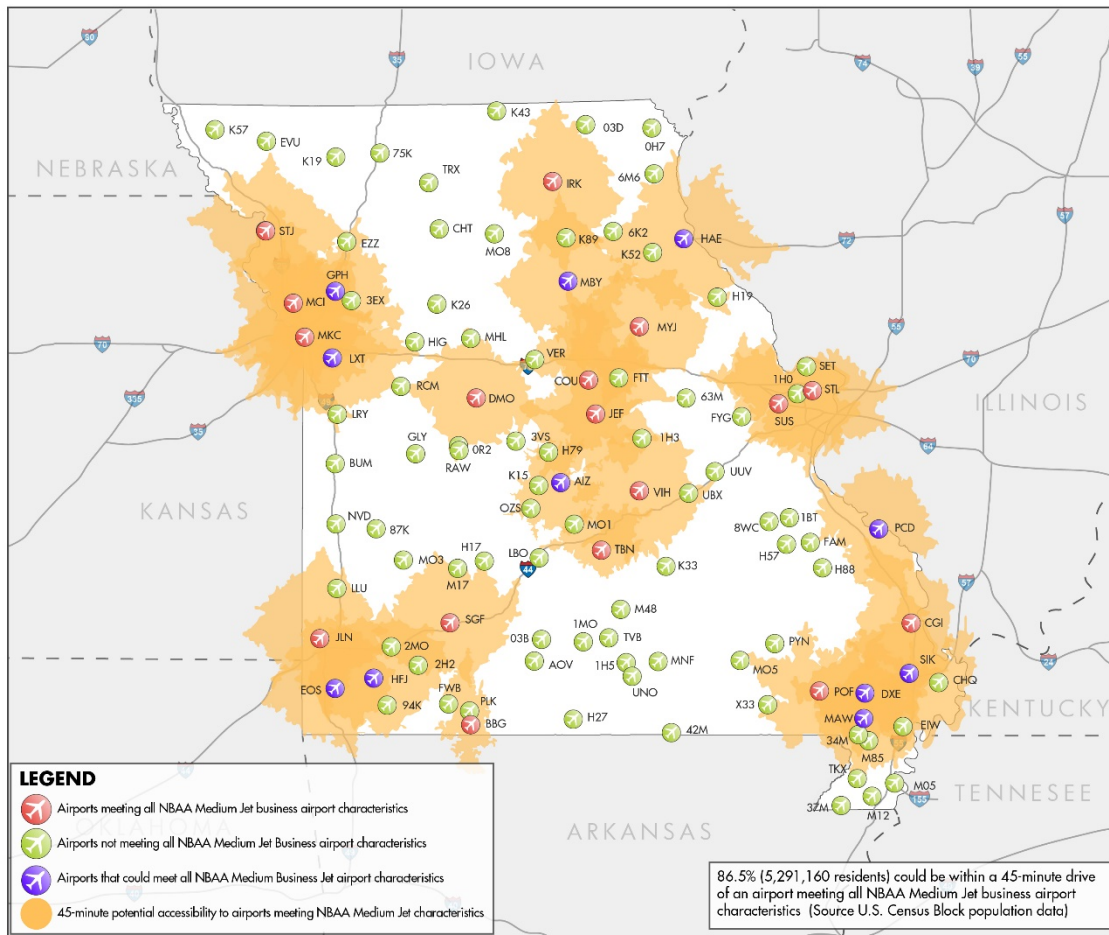


Source: Aviation mapping analysis

If all airports meet their System Plan facility and service objectives, 45-minute drive time accessibility to airports meeting NBAA business airport characteristics for medium business jets could increase from a current accessibility rating of 77.8 percent to a future accessibility rating of 86.5 percent. **Figure 7-6** shows potential increased accessibility to airports exhibiting NBAA medium business jet characteristics.



FIGURE 7-6: POTENTIAL ACCESSIBILITY TO NBAA BUSINESS READY MEDIUM JET AIRPORTS (45-MINUTE DRIVE TIME)

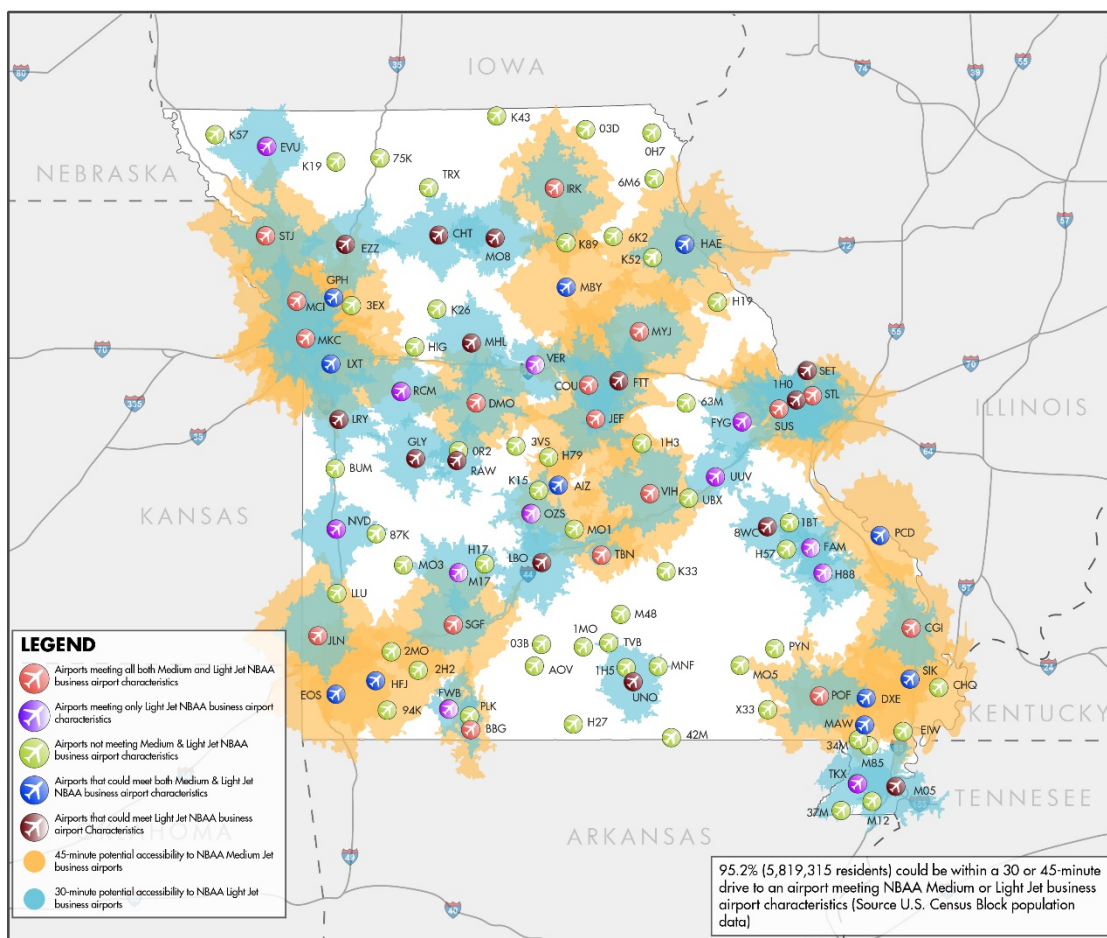


Source: Jviation mapping analysis

If all airports meet their System Plan facility and service objectives, accessibility to airports meeting NBAA business airport characteristics for both light and medium business jets could also improve from a current accessibility rating of 84.6 percent to a future accessibility rating of 95.2 percent. **Figure 7-7** shows potential increased accessibility to airports exhibiting NBAA medium and light business jet characteristics.



FIGURE 7-7: POTENTIAL ACCESSIBILITY TO NBAA BUSINESS READY LIGHT AND MEDIUM JET AIRPORTS (30- AND 45-MINUTE DRIVE TIMES)



Source: Jviation mapping analysis

Shown below are the additional airports that could meet light and medium NBAA business airport characteristics, assuming that these airports are improved to meet all applicable facility and service objectives for their respective recommended role in the state airport system.

Additional Airports Potentially Meeting NBAA Light Jet Business Airport Characteristics:

- North Central Missouri Regional
- Cameron Memorial
- Caruthersville Memorial
- Chillicothe Municipal
- Clinton Regional
- 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

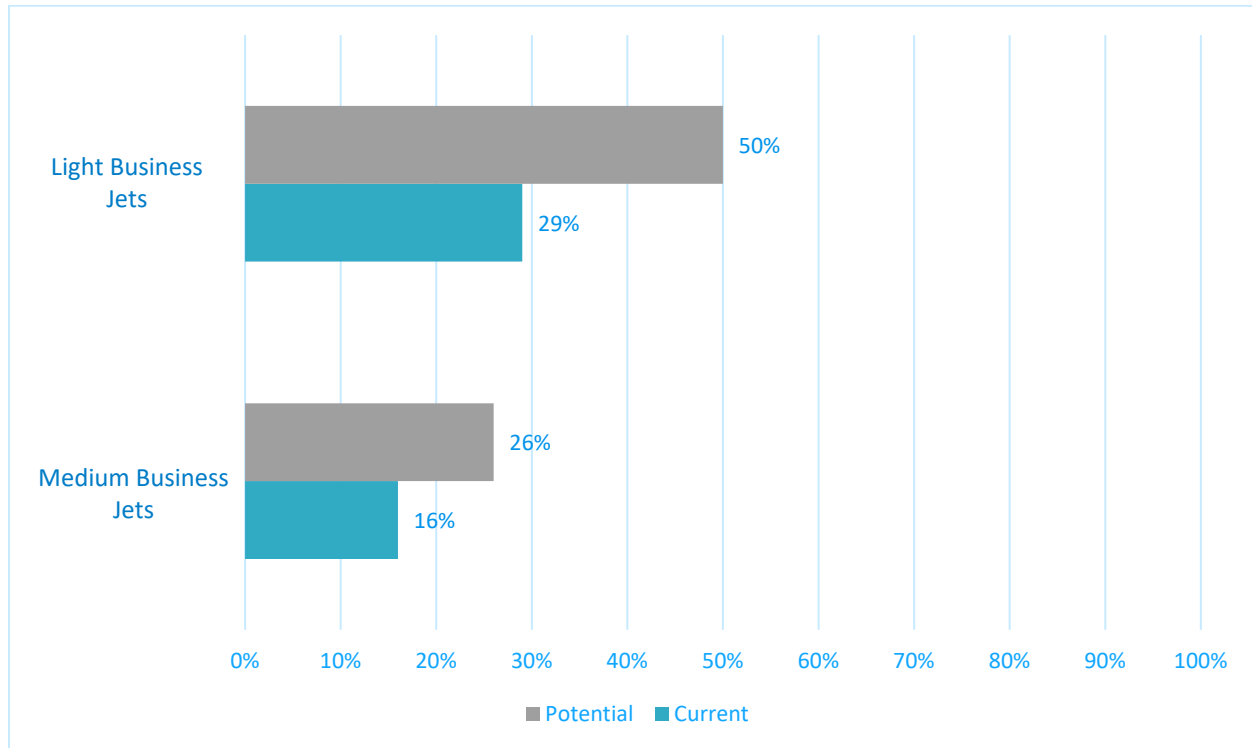
Additional Airports Potentially Meeting NBAA Medium Jet Business Airport Characteristics:

- 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

As shown in **Figure 7-8**, 29 percent of all system airports currently meet all NBAA characteristics for a business airport for light business jets. If all airports meet their facility and service objectives, this could increase to 50 percent. For airports meeting all NBAA characteristics for medium business jets, 16 percent of all system airports currently have these characteristics. If Missouri airports are improved to meet all applicable facility and service objectives, this could increase to 26 percent.



FIGURE 7-8: POTENTIAL SYSTEM INCREASE FOR ACCESSIBILITY TO AIRPORTS THAT MEET NBAA BUSINESS AIRPORT CHARACTERISTICS



Source: Aviation analysis

As this information shows, implementing recommendations identified in this System Plan would result in notable improvement for airports capable of supporting the needs of business-related aircraft. Improving system airports to meet their applicable facility/service objectives is important to improving the role that Missouri airports play in terms of economic support.

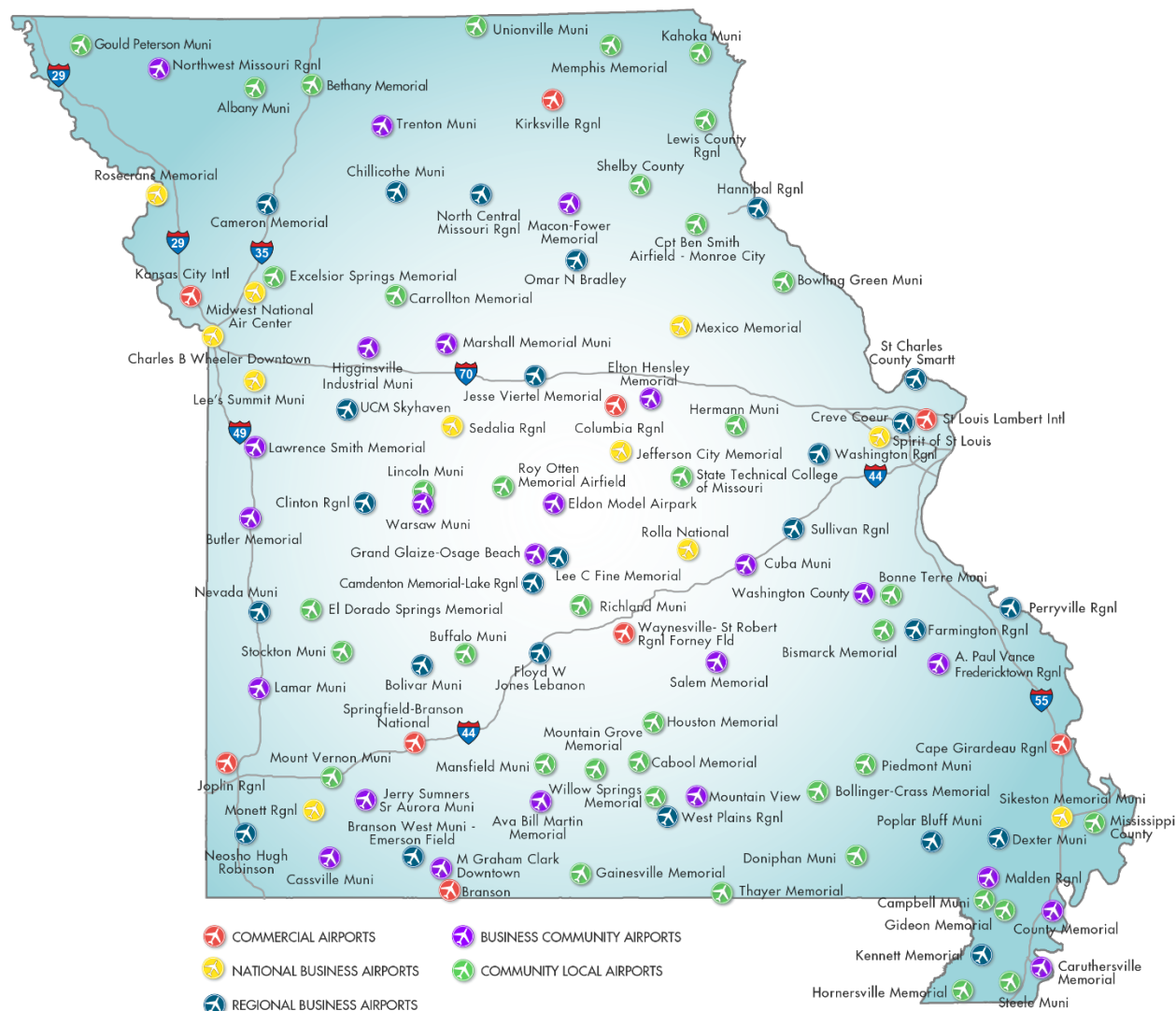
7.2.3 Recommended Airport System

This System Plan placed considerable focus on determining recommended roles for all system airports. Each airport's assigned role determines its facility/service objectives. Airports were assigned to one of the following roles:

- Commercial
- National Business
- Regional Business
- Business Community
- Community Local

The National Business role was newly created based on input from the study's Project Advisory Committee. This role was established in recognition of the growing number of large business jets in the general aviation fleet. A full discussion of recommended airport roles is presented in **Chapter 5**. **Figure 7-9** shows recommended roles for all Missouri airports included in the state airport system.

FIGURE 7-9: RECOMMENDED MISSOURI AIRPORT SYSTEM



Source: System Plan analysis and study PAC.

7.3 Actions to Address Facility and Service Objectives

The facility and service objectives for each of the five airport role categories are presented in **Table 7-1**, along with the current system performance by objective for airports recommended for each role category. It is worth noting that for some deficiencies identified in **Table 7-1**, a cost estimate was not developed as part of the System Plan’s analysis. For example, some system airports are reported as not having FBOs, maintenance services, or rental cars. These services are demand-driven and most often provided by third-party sources; therefore, costs to meet service-related objectives were not included in the System Plan’s cost estimating task. Also, costs to resolve ARC deficiencies were not developed, as the complexity and depth of analysis required to identify all projects needed to resolve ARC deficiencies is beyond the scope of the System Plan.

Individual projects by airport needed to resolve facility/service deficiencies identified in **Chapter 6** are identified in the airport report cards presented in **Appendix D**. Ideally, each system airport should be 100



percent compliant with its associated facility/service objectives in order to fulfill its recommended role in the state airport system.

In some instances, local needs may support facilities and services that exceed the minimum objectives established by the System Plan, while in others, constraints may keep airports from meeting the objectives. As practical, projects to address airport system deficiencies identified in the airport's report card should be considered and incorporated into future local master planning efforts. Projects identified in the System Plan must undergo state and FAA review for their funding eligibility. Inclusion of a project in the System Plan does not guarantee a commitment for either state or federal funding for the project.



TABLE 7-1: SUMMARY OF FACILITY AND SERVICES OBJECTIVE PERFORMANCE BY ROLE

Facility Type	Commercial		National Business		Regional Business		Business Community		Community Local	
	Objective	Percentage Meeting Objective	Objective	Percentage Meeting Objective	Objective	Percentage Meeting Objective	Objective	Percentage Meeting Objective	Objective	Percentage Meeting Objective
Airside Facilities										
ARC	C-II	89%	B-II	100%	B-II	92%	B-II	54%	A-I	100%
Runway Length	6,000'	100%	5,500'	91%	5,000'	56%	4,000'	67%	Maintain existing	N/A
Runway Width	100'	100%	100'	91%	75'	100%	75'	67%	60' for NPIAS – Maintain existing for Non-NPIAS	– 21% – N/A
Taxiway System	Full Parallel	89%	Full Parallel	82%	Full Parallel	80%	Turnaround both ends	88%	Turnaround both ends	89%
NAVAIDS	– Rotating Beacon	100%	– Rotating Beacon	100%	– Rotating Beacon	100%	– Rotating Beacon	100%	– Rotating Beacon	– 68%
	– Lighted Wind Cone	100%	– Lighted Wind Cone	82%	– Lighted Wind Cone	88%	– Lighted Wind Cone	100%	– Lighted Wind Cone	– 58%
	– Segmented Circle	100%	– Segmented Circle	100%	– Segmented Circle	100%	– Segmented Circle	100%	– Segmented Circle	– 100%
	– REILS	100%	– REILS	73%	– REILS	72%	– REILS	42%	– Segmented Circle	– 100%
	– VGSI (PAPI/VASI)	67%	– VGSI (PAPI/VASI)	91%	– VGSI (PAPI/VASI)	96%	– VGSI (PAPI/VASI)	67%		
Approach	Precision	100%	Precision-Like Approach (ILS or LPV)	100%	Precision-Like Approach (ILS or LPV)	92%	Non-Precision	100%	Visual	100%
Lighting	– HIRL – MITL – ALS	100% 100% 100%	– HIRL – MITL	55% 73%	– MRL – MITL	100% 28%	MRL	100%	LIRL (MIRL for new projects)	89%
Weather	AWOS/ASOS	100%	AWOS/ASOS	100%	AWOS/ASOS	84%	Not an objective	N/A	Not an objective	N/A
Other Facilities										
Hangar Storage	70% of based aircraft	100%	70% of based aircraft	73%	70% of based aircraft	92%	70% of based aircraft	92%	Maintain existing	N/A
Tie-downs	30% of based & 75% of daily transient	100%	30% of based & 75% of daily transient	73%	30% of based & 75% of daily transient	80%	40% of based & 25% of daily transient	63%	Maintain existing	N/A



TABLE 7-1: SUMMARY OF FACILITY AND SERVICES OBJECTIVE PERFORMANCE BY ROLE

Facility Type	Commercial		National Business		Regional Business		Business Community		Community Local	
	Objective	Percentage Meeting Objective	Objective	Percentage Meeting Objective	Objective	Percentage Meeting Objective	Objective	Percentage Meeting Objective	Objective	Percentage Meeting Objective
Airside Facilities										
GA Admin Building	– 2,500 SF	89%	– 2,500 SF	55%	– 2,500 SF	32%	– 1,500 SF	29%	Maintain existing	N/A
	– Public Restroom	100%	– Public Restroom	100%	– Public Restroom	96%	– Public Restroom	96%		
	– Conference Room	100%	– Conference Room	100%	– Conference Room	76%	– Conference Room	46%		
	– Pilot Lounge	100%	– Pilot Lounge	82%	– Pilot Lounge	84%	– Pilot Lounge	88%		
GA Auto Parking	1 space for each based & 50% for employees	89%	1 space for each based & 50% for employees	55%	1 space for each based & 50% for employees	12%	1 space for each based aircraft & 25% for employees	38%	Maintain existing	N/A
Ground Communications	Public phone	100%	Public phone	100%	Public phone	68%	Public phone	63%	Public phone	16%
Services										
Fuel	Jet/AvGas	100%	Jet/AvGas	100%	Jet/AvGas	88%/100%	Jet/AvGas	42%/100%	Not an objective	N/A
FBO	Yes	100%	Yes	91%	Yes	80%	FBO or Maintenance	71%	Not an objective	N/A
Aircraft Maintenance	On-site	89%	On-site	55%	On-site	68%	Not an objective	50%	Not an objective	N/A
Rental Cars	On-site	78%	Available	82%	Available	92%	Courtesy Car/Shuttle	N/A	Not an objective	N/A
Ground Transportation	Courtesy Car/Shuttle	100%	Courtesy Car/Shuttle	100%	Courtesy Car/Shuttle	92%	Courtesy Car/Shuttle	96%	Not an objective	N/A

Source: Jviation



The deficiencies identified in **Table 7-1** provide the foundation for final system recommendations as well as for recommendations for individual study airports. Costs associated with projects needed to meet all facility/service objectives are subsequently presented in this chapter.

Table 7-2, Table 7-3, Table 7-4, and Table 7-5 provide a recap of facility and service deficiencies, by project type and by airport, that should ideally be resolved in order for all system airports to be 100 percent compliant with system plan objectives.

TABLE 7-2: AIRPORTS NEEDING PROJECTS TO RESOLVE ARC, RUNWAY LENGTH, RUNWAY WIDTH, TAXIWAY SYSTEM, ROTATING BEACON, LIGHTED WIND CONE, OR REILS DEFICIENCIES

City	Airport Name	FAA ID	ARC	Runway Length	Runway Width	Taxiway System	Rotating Beacon	Lighted Wind Cone	REILs
Commercial Service									
Branson	Branson *	BBG				X			
Fort Leonard Wood	Waynesville-St. Robert Regional	TBN	X						
General Aviation									
Aurora	Jerry Sumners Sr Aurora Municipal	2H2	X	X	X				X
Ava	Ava Bill Martin Memorial	AOV	X	X	X	X			X
Bethany	Bethany Memorial	75K				X	X	X	
Bismarck	Bismarck Memorial	H57				X		X	
Bolivar	Bolivar Municipal	M17		X					X
Bonne Terre	Bonne Terre Municipal	1BT					X	X	
Boonville	Jesse Viertel Memorial	VER		X					
Bowling Green	Bowling Green Municipal	H19			X				
Branson	M. Graham Clark - Downtown	PLK		X					
Butler	Butler Memorial	BUM							X
Cabool	Cabool Memorial	TVB						X	
Camdenton	Camdenton Memorial-Lake Regional	OZS		X		X			
Cameron	Cameron Memorial	EZZ		X					
Campbell	Campbell Municipal	34M					X	X	
Caruthersville	Caruthersville Memorial	M05				X			X
Cassville	Cassville Municipal	94K	X	X	X				X
Charleston	Mississippi County	CHQ							
Chillicothe	Chillicothe Municipal	CHT		X				X	X
Clinton	Clinton Regional	GLY				X			
Cuba	Cuba Municipal	UBX	X	X	X				
Dexter	Dexter Municipal	DXE						X	X
Doniphan	Doniphan Municipal	X33					X	X	
Farmington	Farmington Regional	FAM		X					X
Fredericktown	A. Paul Vance Fredericktown Regional	H88							X
Fulton	Elton Hensley Memorial	FTT	X						



TABLE 7-2: AIRPORTS NEEDING PROJECTS TO RESOLVE ARC, RUNWAY LENGTH, RUNWAY WIDTH, TAXIWAY SYSTEM, ROTATING BEACON, LIGHTED WIND CONE, OR REILS DEFICIENCIES

City	Airport Name	FAA ID	ARC	Runway Length	Runway Width	Taxiway System	Rotating Beacon	Lighted Wind Cone	REILs
Gainesville	Gainesville Memorial	H27						X	
Gideon	Gideon Memorial	M85					X	X	
Hannibal	Hannibal Regional	HAE		X					
Harrisonville	Lawrence Smith Memorial	LRY							X
Hornersville	Hornersville Memorial	37M						X	
Kahoka	Kahoka Municipal	0H7					X	X	
Kaiser/Lake Ozark	Lee C Fine Memorial	AIZ							X
Lamar	Lamar Municipal	LLU	X						
Lincoln	Lincoln Municipal	0R2					X	X	
Linn	State Technical College of Missouri	1H3					X		
Macon	Macon-Fower Memorial	K89							X
Malden	Malden Regional	MAW	X						X
Marshall	Marshall Memorial Municipal	MHL							X
Mexico	Mexico Memorial	MYJ							X
Monett	Monett Regional	HFJ		X	X			X	
Mount Vernon	Mount Vernon Municipal	2MO					X		
Mountain Grove	Mountain Grove Memorial	1MO				X			
Mountain View	Mountain View	MNF				X			X
Nevada	Nevada Municipal	NVD				X			
New Madrid	County Memorial	EIW	X	X	X				X
Osage Beach	Grand Glaize-Osage Beach	K15	X	X	X				X
Perryville	Perryville Regional	PCD				X			
Potosi	Washington County	8WC	X		X				X
Richland	Richland Municipal	MO1					X		
Rolla/Vichy	Rolla National	VIH				X			X
Salem	Salem Memorial	K33	X	X	X				
Sedalia	Sedalia Regional	DMO				X			
Shelbyville	Shelby County	6K2					X	X	
Sikeston	Sikeston Memorial Municipal	SIK							X
St. Charles	St. Charles County Smartt Field	SET	X	X					X
St. Louis	Creve Coeur	1H0		X					
St. Louis	Spirit of St. Louis	SUS						X	
Steele	Steele Municipal	M12						X	
Stockton	Stockton Municipal	MO3						X	
Sullivan	Sullivan Regional	UUV		X					X



TABLE 7-2: AIRPORTS NEEDING PROJECTS TO RESOLVE ARC, RUNWAY LENGTH, RUNWAY WIDTH, TAXIWAY SYSTEM, ROTATING BEACON, LIGHTED WIND CONE, OR REILS DEFICIENCIES

City	Airport Name	FAA ID	ARC	Runway Length	Runway Width	Taxiway System	Rotating Beacon	Lighted Wind Cone	REILs
Thayer	Thayer Memorial	42M						X	
Van Buren	Bollinger-Crass Memorial	MO5						X	
Warrensburg	UCM-Skyhaven	RCM		X		X			
Washington	Washington Regional	FYG	X						
West Plains	West Plains Regional	UNO						X	
Willow Springs	Willow Springs Memorial	1H5					X		

Source: Jviation

* Note: Branson Airport is privately owned and is not eligible for either state or FAA funding

TABLE 7-3: AIRPORTS NEEDING PROJECTS TO RESOLVE VGSI, APPROACH, RUNWAY LIGHTING, TAXIWAY LIGHTING, WEATHER REPORTING, HANGAR STORAGE, OR TIE-DOWN DEFICIENCIES

City	Airport Name	FAA ID	VGSI	Approach	Runway Lighting	Taxiway Lighting	Weather Reporting	Hangar Storage	Tie-down
Commercial Service									
Cape Girardeau	Cape Girardeau Regional	CGI	X						
Columbia	Columbia Regional	COU	X						
Joplin	Joplin Regional	JLN	X						
General Aviation									
Albany	Albany Municipal	K19							
Aurora	Jerry Sumners Sr Aurora Municipal	2H2	X						X
Ava	Ava Bill Martin Memorial	AOV	X						
Bolivar	Bolivar Municipal	M17				X	X		
Bonne Terre	Bonne Terre Municipal	1BT			X				
Boonville	Jesse Viertel Memorial	VER				X			
Branson	M. Graham Clark - Downtown	PLK	X						
Branson West	Branson West Municipal - Emerson Field	FWB				X			
Brookfield/ Marceline	North Central Missouri Regional	MO8				X			
Camdenton	Camdenton Memorial-Lake Regional	OZS				X			
Cassville	Cassville Municipal	94K							X
Chillicothe	Chillicothe Municipal	CHT							X
Clinton	Clinton Regional	GLY				X			
Cuba	Cuba Municipal	UBX							X
Dexter	Dexter Municipal	DXE					X		X
Eldon	Eldon Model Airpark	H79						X	
Farmington	Farmington Regional	FAM	X			X			



TABLE 7-3: AIRPORTS NEEDING PROJECTS TO RESOLVE VGSI, APPROACH, RUNWAY LIGHTING, TAXIWAY LIGHTING, WEATHER REPORTING, HANGAR STORAGE, OR TIE-DOWN DEFICIENCIES

City	Airport Name	FAA ID	VGSI	Approach	Runway Lighting	Taxiway Lighting	Weather Reporting	Hangar Storage	Tie-down
Fredericktown	A. Paul Vance Fredericktown Regional	H88							X
Fulton	Elton Hensley Memorial	FTT							X
Gideon	Gideon Memorial	M85			X				
Harrisonville	Lawrence Smith Memorial	LRV							X
Hornersville	Hornersville Memorial	37M			X				
Kaiser/Lake Ozark	Lee C Fine Memorial	AIZ				X			
Lamar	Lamar Municipal	LLU							X
Lebanon	Floyd W. Jones Lebanon	LBO		X		X		X	
Lee's Summit	Lee's Summit Municipal	LXT			X				
Macon	Macon-Fower Memorial	K89							X
Malden	Malden Regional	MAW	X						
Mexico	Mexico Memorial	MYJ	X		X	X			
Moberly	Omar N Bradley	MBY				X			
Monett	Monett Regional	HFJ			X	X			
Mosby	Midwest National Air Center	GPH							X
Mountain View	Mountain View	MNF	X						X
Neosho	Neosho Hugh Robinson	EOS				X	X		
New Madrid	County Memorial	EIW	X					X	
Osage Beach	Grand Glaize-Osage Beach	K15	X						
Perryville	Perryville Regional	PCD				X			
Poplar Bluff	Poplar Bluff Municipal	POF							X
Potosi	Washington County	8WC	X						
Rolla/Vichy	Rolla National	VIH						X	X
Sedalia	Sedalia Regional	DMO			X	X		X	
Sikeston	Sikeston Memorial Municipal	SIK			X				
St. Charles	St. Charles County Smartt Field	SET		X		X		X	
St. Louis	Creve Coeur	1H0				X	X		X
St. Louis	Spirit of St. Louis	SUS						X	X
Sullivan	Sullivan Regional	UUV				X			
Van Buren	Bollinger-Crass Memorial	MO5			X				
Warrensburg	UCM-Skyhaven	RCM				X			
Washington	Washington Regional	FYG				X			X
West Plains	West Plains Regional	UNO				X			

Source: Jviation



TABLE 7-4: AIRPORTS NEEDING PROJECTS TO RESOLVE ADMINISTRATION BUILDING SIZE, PUBLIC RESTROOM, CONFERENCE ROOM, PILOT LOUNGE, OR AUTO PARKING DEFICIENCIES

City	Airport Name	FAA ID	Administration Building Size	Public Restroom	Conference Room	Pilot Lounge	Auto Parking
Commercial Service							
Cape Girardeau	Cape Girardeau Regional	CGI					X
General Aviation							
Aurora	Jerry Sumners Sr Aurora Municipal	2H2	X			X	X
Ava	Ava Bill Martin Memorial	AOV	X		X		
Bolivar	Bolivar Municipal	M17	X		X	X	X
Boonville	Jesse Viertel Memorial	VER	X			X	X
Branson West	Branson West Municipal - Emerson Field	FWB					X
Brookfield/ Marcelline	North Central Missouri Regional	MO8	X				
Butler	Butler Memorial	BUM	X		X		X
Camdenton	Camdenton Memorial-Lake Regional	OZS	X				X
Cameron	Cameron Memorial	EZZ	X		X		X
Caruthersville	Caruthersville Memorial	M05	X		X	X	
Cassville	Cassville Municipal	94K	X		X		X
Chillicothe	Chillicothe Municipal	CHT	X				X
Clinton	Clinton Regional	GLY	X		X		X
Cuba	Cuba Municipal	UBX	X		X		X
Dexter	Dexter Municipal	DXE	X				X
Eldon	Eldon Model Airpark	H79	X	X	X	X	X
Farmington	Farmington Regional	FAM	X				X
Fredericktown	A. Paul Vance Fredericktown Regional	H88	X				X
Fulton	Elton Hensley Memorial	FTT	X		X		X
Hannibal	Hannibal Regional	HAE					X
Harrisonville	Lawrence Smith Memorial	LRY	X				X
Higginsville	Higginsville Industrial Municipal	HIG					X
Jefferson City	Jefferson City Memorial	JEF	X			X	
Kennett	Kennett Memorial	TKX	X				X
Lamar	Lamar Municipal	LLU	X		X		X
Lebanon	Floyd W. Jones Lebanon	LBO	X		X		X
Lee's Summit	Lee's Summit Municipal	LXT	X				X
Macon	Macon-Fower Memorial	K89	X		X		X
Maryville	Northwest Missouri Regional	EVU					X
Mexico	Mexico Memorial	MYJ	X				X
Moberly	Omar N Bradley	MBY	X				X
Monett	Monett Regional	HFJ	X				



TABLE 7-4: AIRPORTS NEEDING PROJECTS TO RESOLVE ADMINISTRATION BUILDING SIZE, PUBLIC RESTROOM, CONFERENCE ROOM, PILOT LOUNGE, OR AUTO PARKING DEFICIENCIES

City	Airport Name	FAA ID	Administration Building Size	Public Restroom	Conference Room	Pilot Lounge	Auto Parking
Mosby	Midwest National Air Center	GPH					X
Mountain View	Mountain View	MNF	X		X		X
Neosho	Neosho Hugh Robinson	EOS					X
Nevada	Nevada Municipal	NVD					X
New Madrid	County Memorial	EIW	X		X		X
Osage Beach	Grand Glaize-Osage Beach	K15	X				
Perryville	Perryville Regional	PCD	X				X
Poplar Bluff	Poplar Bluff Municipal	POF	X		X		X
Rolla/Vichy	Rolla National	VIH					X
Salem	Salem Memorial	K33	X		X		
Sedalia	Sedalia Regional	DMO	X				X
Sikeston	Sikeston Memorial Municipal	SIK	X				
St Joseph	Rosecrans Memorial	STJ	X			X	
St. Charles	St. Charles County Smartt Field	SET					X
St. Louis	Creve Coeur	1H0	X			X	X
Sullivan	Sullivan Regional	UUV	X				X
Trenton	Trenton Municipal	TRX	X		X		X
Warrensburg	UCM-Skyhaven	RCM	X	X	X	X	
Washington	Washington Regional	FYG					X
West Plains	West Plains Regional	UNO	X				X

Source: Jviation

TABLE 7-5: AIRPORTS NEEDING PROJECTS TO RESOLVE GROUND COMMUNICATION, FUEL, AIRCRAFT MAINTENANCE, OR RENTAL CAR DEFICIENCIES

City	Airport Name	FAA ID	Ground Communication	Fuel	FBO	Aircraft Maintenance	Rental Car
Commercial Service							
Cape Girardeau	Cape Girardeau Regional	CGI					X
Fort Leonard Wood	Waynesville-St. Robert Regional	TBN				X	
Kirksville	Kirksville Regional	IRK					X
General Aviation							
Albany	Albany Municipal	K19	X				
Aurora	Jerry Sumners Sr Aurora Municipal	2H2	X	X			
Ava	Ava Bill Martin Memorial	AOV	X	X			
Bethany	Bethany Memorial	75K	X				



TABLE 7-5: AIRPORTS NEEDING PROJECTS TO RESOLVE GROUND COMMUNICATION, FUEL, AIRCRAFT MAINTENANCE, OR RENTAL CAR DEFICIENCIES

City	Airport Name	FAA ID	Ground Communication	Fuel	FBO	Aircraft Maintenance	Rental Car
Bismarck	Bismarck Memorial	H57	X				
Bonne Terre	Bonne Terre Municipal	1BT	X				
Bowling Green	Bowling Green Municipal	H19	X				
Brookfield/ Marceline	North Central Missouri Regional	MO8			X	X	
Butler	Butler Memorial	BUM		X			
Cabool	Cabool Memorial	TVB	X				
Cameron	Cameron Memorial	EZZ		X			
Campbell	Campbell Municipal	34M	X				
Carrollton	Carrollton Memorial	K26	X				
Caruthersville	Caruthersville Memorial	M05	X	X			
Cassville	Cassville Municipal	94K		X	X	X	
Charleston	Mississippi County	CHQ	X				
Chillicothe	Chillicothe Municipal	CHT		X		X	
Clinton	Clinton Regional	GLY	X			X	
Cuba	Cuba Municipal	UBX		X			
Dexter	Dexter Municipal	DXE			X	X	
Doniphan	Doniphan Municipal	X33	X				
El Dorado Springs	El Dorado Springs Memorial	87K	X				
Eldon	Eldon Model Airpark	H79	X		X	X	
Farmington	Farmington Regional	FAM	X		X		
Fulton	Elton Hensley Memorial	FTT	X	X			
Gainesville	Gainesville Memorial	H27	X				
Gideon	Gideon Memorial	M85	X				
Harrisonville	Lawrence Smith Memorial	LRY	X	X			
Hermann	Hermann Municipal	63M	X				
Higginsville	Higginsville Industrial Municipal	HIG		X			
Hornersville	Hornersville Memorial	37M	X				
Houston	Houston Memorial	M48	X				
Jefferson City	Jefferson City Memorial	JEF					
Kahoka	Kahoka Municipal	0H7	X				
Kaiser/Lake Ozark	Lee C Fine Memorial	AIZ				X	
Kennett	Kennett Memorial	TKX					X
Lamar	Lamar Municipal	LLU	X				
Lincoln	Lincoln Municipal	0R2	X				
Linn	State Technical College of Missouri	1H3	X				



TABLE 7-5: AIRPORTS NEEDING PROJECTS TO RESOLVE GROUND COMMUNICATION, FUEL, AIRCRAFT MAINTENANCE, OR RENTAL CAR DEFICIENCIES

City	Airport Name	FAA ID	Ground Communication	Fuel	FBO	Aircraft Maintenance	Rental Car
Mansfield	Mansfield Municipal	03B	X				
Marshall	Marshall Memorial Municipal	MHL	X				
Maryville	Northwest Missouri Regional	EVU			X	X	
Memphis	Memphis Memorial	03D	X				
Mexico	Mexico Memorial	MYJ			X	X	
Moberly	Omar N Bradley	MBY	X				
Monticello	Lewis County Regional	6M6	X				
Mosby	Midwest National Air Center	GPH				X	
Mount Vernon	Mount Vernon Municipal	2MO	X				
Mountain Grove	Mountain Grove Memorial	1MO	X				
Mountain View	Mountain View	MNF		X			
Neosho	Neosho Hugh Robinson	EOS			X	X	
New Madrid	County Memorial	EIW	X	X			
Osage Beach	Grand Glaize-Osage Beach	K15		X			
Perryville	Perryville Regional	PCD	X			X	
Richland	Richland Municipal	MO1	X				
Rolla/Vichy	Rolla National	VIH				X	X
Salem	Salem Memorial	K33		X	X	X	
Sedalia	Sedalia Regional	DMO				X	
Shelbyville	Shelby County	6K2	X				
Sikeston	Sikeston Memorial Municipal	SIK				X	X
St Joseph	Rosecrans Memorial	STJ					
St. Charles	St. Charles County Smartt Field	SET	X	X			
St. Louis	Creve Coeur	1H0	X				
Stockton	Stockton Municipal	MO3	X				
Sullivan	Sullivan Regional	UUV	X		X		X
Tarkio	Gould Peterson Municipal	K57	X				
Thayer	Thayer Memorial	42M	X				
Unionville	Unionville Municipal	K43	X				
Van Buren	Bollinger-Crass Memorial	MO5	X				
Versailles	Roy Otten Memorial Airfield	3VS	X				
Warrensburg	UCM-Skyhaven	RCM	X				
Warsaw	Warsaw Municipal	RAW		X			
West Plains	West Plains Regional	UNO				X	

Source: Jviation



7.4 Cost Estimating

The methodology used to estimate costs for projects included in the recommended plan includes:

- Compare existing facilities at each individual airport to facility/service objectives identified for each airport's recommended system role.
- Identify specific airport projects or actions needed to reach the airport's applicable objectives.
- Estimate project quantities.
- Use estimated unit costs, applying these costs to specific airport needs/projects.

In this process, costs were first identified on an airport-by-airport basis, and then compiled at the system level by project category. Costs presented in this chapter are based on unit costs for each type of facility. Unit costs used in the System Plan's analysis were obtained from current airport construction costs in Missouri, and were increased to allow for contingency expenses. Importantly, the costs identified in this chapter will vary based on site-specific conditions that may require significant site preparation efforts or other mitigation to allow for construction.

Wherever possible, actual costs were used as a baseline in the development of unit costs. The range of airports and their specific settings in the state may cause actual costs to vary. Further, costs presented in this chapter are based on 2018 U.S. dollars without increases to reflect future inflation. If a project identified by the System Plan was already in an airport's individual CIP, the CIP cost for that project was used in this analysis.

Costs associated with System Plan recommendations are aggregated for the following categories (with detailed subcomponents included in parenthesis):

- Apron (Tie-downs)
- Auto Parking and Ground Access (General Aviation Auto Parking)
- Fuel
- Hangars (Hangared Aircraft Storage)
- Lighting, NAVAIDs, and Signage (Runway Lighting, Taxiway Lighting, ALS, Approach Type, Weather Reporting, Rotating Beacon, VGSI, Segmented Circle, Wind Cone, Airfield Signage)
- Pavement Maintenance (Primary Runway PCI)
- Runways (Runway Width, Runway Length)
- Safety (Primary Runway Safety Area, Runway to Taxiway Separation)
- Security (Fencing)
- Taxiways
- Terminal Buildings (General Aviation Terminal/Administration)

Pavement project costs associated with the information in Missouri's current Statewide Pavement Management Plan are aggregated for the following categories:

- Runways
- Taxiways
- Apron

CIP project costs are aggregated by the following categories:

- Runways



- Taxiways
- Safety
- Lighting, NAVAIDs, and Signage
- Apron
- Hangars
- Terminal Buildings
- Fuel
- Auto Parking and Ground Access
- Security
- Utilities and Drainage
- Equipment
- Other Buildings
- Other/Miscellaneous
- Acquisitions, Relocations, and Easements
- Plans and Studies

In order to present all of the above categories in a single, concise table and/or chart for combined development costs across all plans and analyses, the number of categories were collapsed into the following simplified categories:

- Acquisitions, Relocations, and Easements
- Apron
- Auto Parking and Ground Access
- Equipment
- Fuel
- Hangars
- Lighting, NAVAIDs, and Signage
- Pavement Maintenance
- Plans and Studies
- Runways and Taxiways
- Safety and Security
- Terminals and Other Buildings
- Utilities, Drainage, and Other/Misc.

For detailed cost information on a particular airport, see **Appendix D, Airport Report Cards**. The report card for each airport lists all projects and their associated costs. The report cards are organized by project source (System Plan projects, CIP projects, and Statewide Pavement Plan projects). It is worth noting that CIP projects for the Commercial airports are generally not reflected in this analysis, unless there is a potential for the project to be funded through the state's Aviation Trust Fund. Also, the pavement maintenance needs for Commercial airports (and a few general aviation airports) are not included in the statewide Pavement Management Plan so pavement maintenance/rehabilitation costs for these airports are not reflected in those shown in this System Plan's analysis.



7.4.1 Costs Associated with System Plan Recommendations

The System Plan cost estimates by project category and airport role are summarized in **Table 7-6** and **Table 7-7**; **Table 7-6** presents a summary of system plan costs by detailed project category, whereas **Table 7-7** presents a summary of system plan costs by reduced/collapsed project category.

TABLE 7-6: SUMMARY OF SYSTEM PLAN COSTS BY DETAILED PROJECT CATEGORY AND ROLE

Facility/Service Item	Commercial	National Business	Regional Business	Business Community	Community Local	Total	Percentage of Total
ARC	\$0	\$0	\$0	\$0	\$0	\$0	0%
Runway Length	\$0	\$22,400,000	\$53,442,329	\$21,369,900	\$0	\$97,212,229	42%
Runway Width	\$0	\$0	\$0	\$6,205,486	\$329,589	\$6,535,075	3%
Taxiway System	\$8,981,400	\$1,803,183	\$10,570,552	\$807,158	\$716,131	\$22,878,424	10%
NAVAIDs	\$0	\$0	\$0	\$0	\$0	\$0	0%
Rotating Beacon	\$0	\$0	\$0	\$0	\$1,200,000	\$1,200,000	1%
Lighting Wind Cone	\$0	\$30,000	\$45,000	\$0	\$225,000	\$300,000	<1%
– Segmented Circle	\$0	\$0	\$0	\$0	\$0	\$0	0%
– REILS	\$0	\$100,000	\$240,000	\$540,000	\$0	\$880,000	<1%
– VGS (PAPI/VASI)	\$225,000	\$75,000	\$75,000	\$800,000	\$0	\$1,175,000	<1%
Approach	\$0	\$0	\$130,000	\$0	\$0	\$130,000	<1%
Lighting	\$0	\$0	\$0	\$0	\$0	\$0	0%
Runway Lighting	\$0	\$2,029,000	\$0	\$0	\$1,330,000	\$3,359,000	1%
– Taxiway Lighting	\$0	\$934,000	\$8,416,000	\$0	\$0	\$9,350,000	4%
– Approach Lighting System	\$0	\$0	\$0	\$0	\$0	\$0	0%
– Weather	\$0	\$0	\$1,566,000	\$0	\$0	\$1,566,000	1%
– Hangar Storage	\$0	\$2,625,000	\$2,145,000	\$1,820,000	\$0	\$6,590,000	3%
– Tie Downs	\$0	\$18,500,000	\$17,000,000	\$8,950,000	\$0	\$44,450,000	19%
– GA Admin Building	\$0	\$0	\$0	\$0	\$0	\$0	0%
– Sq. Feet	\$0	\$1,212,000	\$7,332,000	\$4,585,700	\$0	\$13,129,700	6%
– Public Restroom	\$0	\$0	\$35,000	\$0	\$0	\$35,000	<1%
– Conference Room	\$0	\$0	\$225,000	\$1,250,000	\$0	\$1,475,000	1%
Pilot Lounge	\$0	\$592,000	\$126,000	\$42,000	\$0	\$760,000	<1%
GA Auto Parking	\$520,000	\$2,860,000	\$7,770,000	\$1,940,000	\$0	\$13,090,000	6%
Ground Communications	\$0	\$0	\$0	\$0	\$0	\$0	0%
Services	\$0	\$0	\$0	\$0	\$0	\$0	0%
Jet Fuel	\$0	\$0	\$1,250,000	\$5,825,000	\$0	\$7,075,000	3%
AvGas	\$0	\$0	\$0	\$0	\$0	\$0	0%
FBO	\$0	\$0	\$0	\$0	\$0	\$0	0%
Maintenance	\$0	\$0	\$0	\$0	\$0	\$0	0%
On-site Rental Cars	\$0	\$0	\$0	\$0	\$0	\$0	0%



TABLE 7-6: SUMMARY OF SYSTEM PLAN COSTS BY DETAILED PROJECT CATEGORY AND ROLE

Facility/Service Item	Commercial	National Business	Regional Business	Business Community	Community Local	Total	Percentage of Total
Courtesy/Shuttle Service	\$0	\$0	\$0	\$0	\$0	\$0	0%
Total	\$9,726,400	\$53,160,183	\$110,367,881	\$54,135,244	\$3,800,720	\$231,190,428	100%
Percentage of Total	4%	23%	48%	23%	2%	100%	

Source: Jviation

Note: Commercial airports are currently meeting most of their System Plan-related objectives, resulting in a smaller relative percentage cost for airports in this role.

Table 7-7 presents a summary of all recommended system plan costs by reduced/collapsed project category and system role.

TABLE 7-7: SYSTEM PLAN COSTS SUMMARIZED BY PROJECT CATEGORY AND ROLE

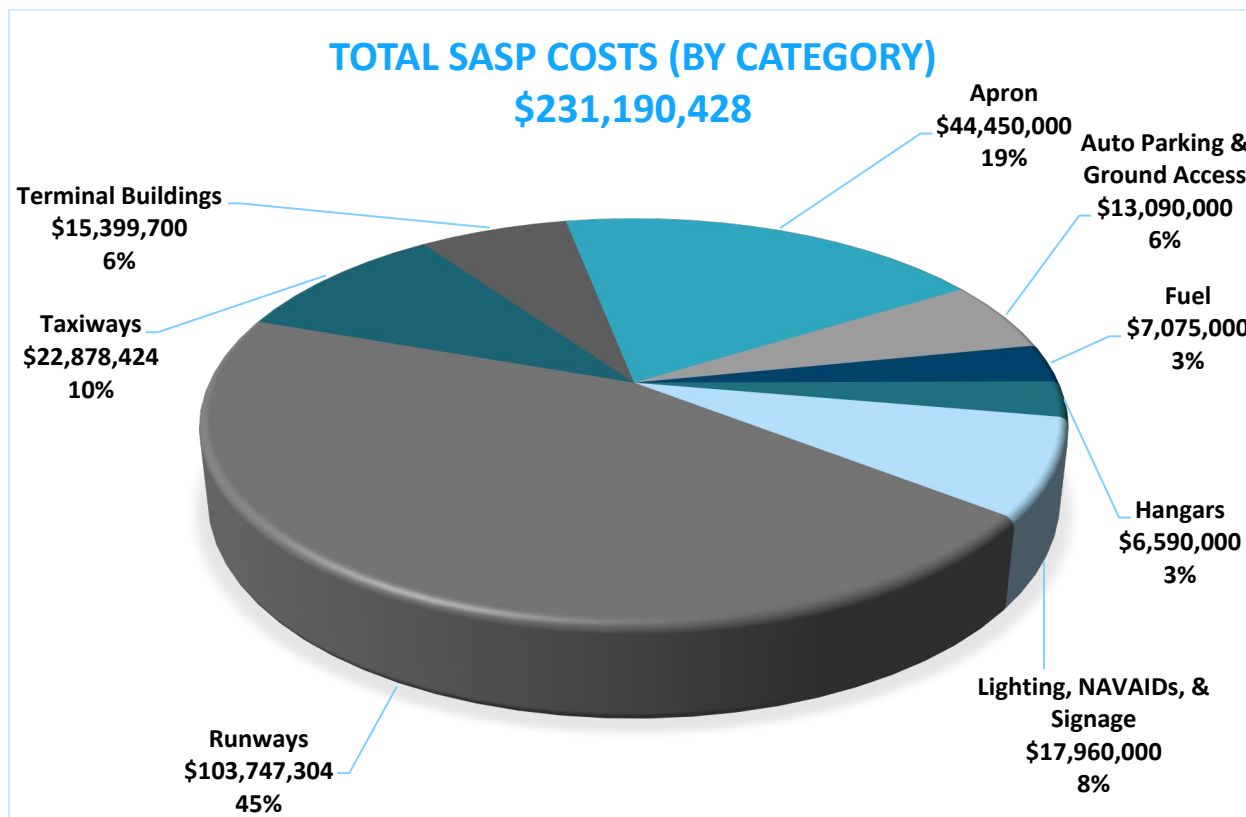
Project Category	Commercial	National Business	Regional Business	Business Community	Community Local	Total SASP Costs (by Category)	Percentage of Total
Apron	\$0	\$18,500,000	\$17,000,000	\$8,950,000	\$0	\$44,450,000	19%
Auto Parking & Ground Access	\$520,000	\$2,860,000	\$7,770,000	\$1,940,000	\$0	\$13,090,000	6%
Fuel	\$0	\$0	\$1,250,000	\$5,825,000	\$0	\$7,075,000	3%
Hangars	\$0	\$2,625,000	\$2,145,000	\$1,820,000	\$0	\$6,590,000	3%
Lighting, NAVAIDs, & Signage	\$225,000	\$3,168,000	\$10,472,000	\$1,340,000	\$2,755,000	\$17,960,000	8%
Runways	\$0	\$22,400,000	\$53,442,329	\$27,575,386	\$329,589	\$103,747,304	45%
Taxiways	\$8,981,400	\$1,803,183	\$10,570,552	\$807,158	\$716,131	\$22,878,424	10%
Terminal Buildings	\$0	\$1,804,000	\$7,718,000	\$5,877,700	\$0	\$15,399,700	6%
Total SASP Costs (by Role)	\$9,726,400	\$53,160,183	\$110,367,881	\$54,135,244	\$3,800,720	\$231,190,428	100%
Percentage of Total	4%	23%	48%	23%	2%	100%	

Source: Jviation

Altogether, the costs associated with System Plan recommendations for all project categories total approximately \$231 million. **Figure 7-10** illustrates the distribution of total estimated System Plan costs by project category. As shown, the most significant costs for recommended system improvements relate to runway projects, followed by apron, taxiways, and lighting/NAVAIDs/signage. Costs, as a percentage of total, for airports in the Commercial role are comparatively less than the other role categories because most of the airports in the Commercial role category already meet facility/service objectives established in the System Plan.



FIGURE 7-10: SYSTEM PLAN COSTS BY PROJECT CATEGORY

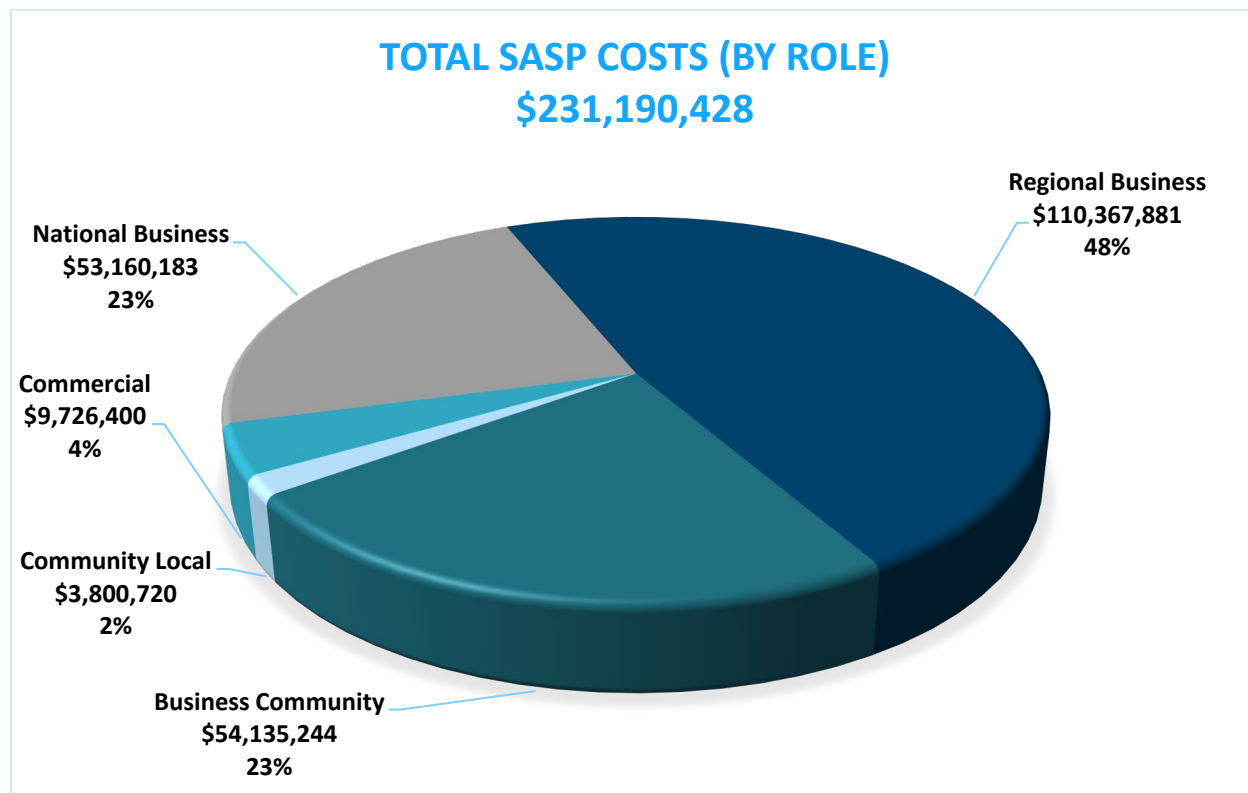


Source: Jviation

A summary of estimated costs by airport role (Commercial, National Business, Regional Business, Business Community, and Community Local) was developed and is shown in **Figure 7-11**. This graphic was developed with costs for airport-specific projects from the System Plan summarized by project category, as shown in **Table 7-7**. As shown in **Figure 7-11**, Regional Business airports have the largest share of estimated costs associated with system plan recommendations, followed by airports in Business Community, National Business, Commercial, and Community Local roles. Because Commercial airports in Missouri are developed to meet the needs of most commercial carriers, their additional development needs are more limited as they relate to meeting objectives established by the System Plan. System Plan facility objectives are focused primarily on meeting the needs of general aviation users, which accounts for the smaller percentage of total costs that are attached to Commercial airports.



FIGURE 7-11: SYSTEM PLAN PROJECT COSTS BY ROLE



Source: Jviation

7.4.2 Other Development Costs for System Airports

Recommended projects from the System Plan represent only a portion of the total development and maintenance costs that Missouri airports could require in the near term. In order to have a better picture of total investment needs for Missouri's airport system, it is important to also consider projects identified in each airport's current CIP and in Missouri's most recent Statewide Pavement Management Plan. While CIP costs have been included for consideration in this analysis, CIP requests are unvetted and often reflect an optimistic/unconstrained level of development for each airport.

Costs Associated with Pavement Maintenance Projects

Missouri's Statewide Pavement Management Plan identifies maintenance, repair, and rehabilitation projects needed to sustain functional pavements at Missouri airports. The pavement maintenance needs of the Commercial airports, and those of a few general aviation airports, are not addressed in the state plan. Projects in the Pavement Management Plan that have not been completed, along with their associated costs, were identified as additional costs to be considered as part of the System Plan's recommendations. **Table 7-8** presents a summary of pavement maintenance costs for system airports by project category and by airport role. Pavement maintenance related costs for the Commercial airports, shown in this section, were derived from CIPs, but only if the Commercial airport submitted a CIP to MoDOT that requested funding for a pavement project. All pavement projects were identified independently of the System Plan.

It is worth noting that airports will have additional pavement-related projects that are not captured in the Statewide Pavement Management Plan. Therefore, actual costs related to improving and maintaining the



condition of pavement at Missouri airports is actually much higher than the \$161 million shown in the following table. With weather and use, pavement conditions at the Missouri airports continually change, and Missouri periodically updates its Statewide Pavement Management Plan to capture changing conditions.

TABLE 7-8: SUMMARY OF PAVEMENT COSTS BY PROJECT CATEGORY AND ROLE

Project Category	Commercial	National Business	Regional Business	Business Community	Community Local	Total Pavement Costs (by Category)	Percentage of Total
Runways	\$9,185,000	\$32,933,440	\$18,790,667	\$18,238,039	\$24,317,001	\$103,464,147	64%
Taxiways	\$6,749,000	\$8,069,830	\$6,609,500	\$6,555,793	\$2,100,000	\$30,084,123	19%
Apron	\$7,005,000	\$7,864,960	\$10,073,900	\$2,166,000	\$250,000	\$27,359,860	17%
Total Pavement Costs (by Role)	\$22,939,000	\$48,868,230	\$35,474,067	\$26,959,832	\$26,667,001	\$160,908,130	100%
Percentage of Total	14%	30%	22%	17%	17%	100%	

Source: Jviation

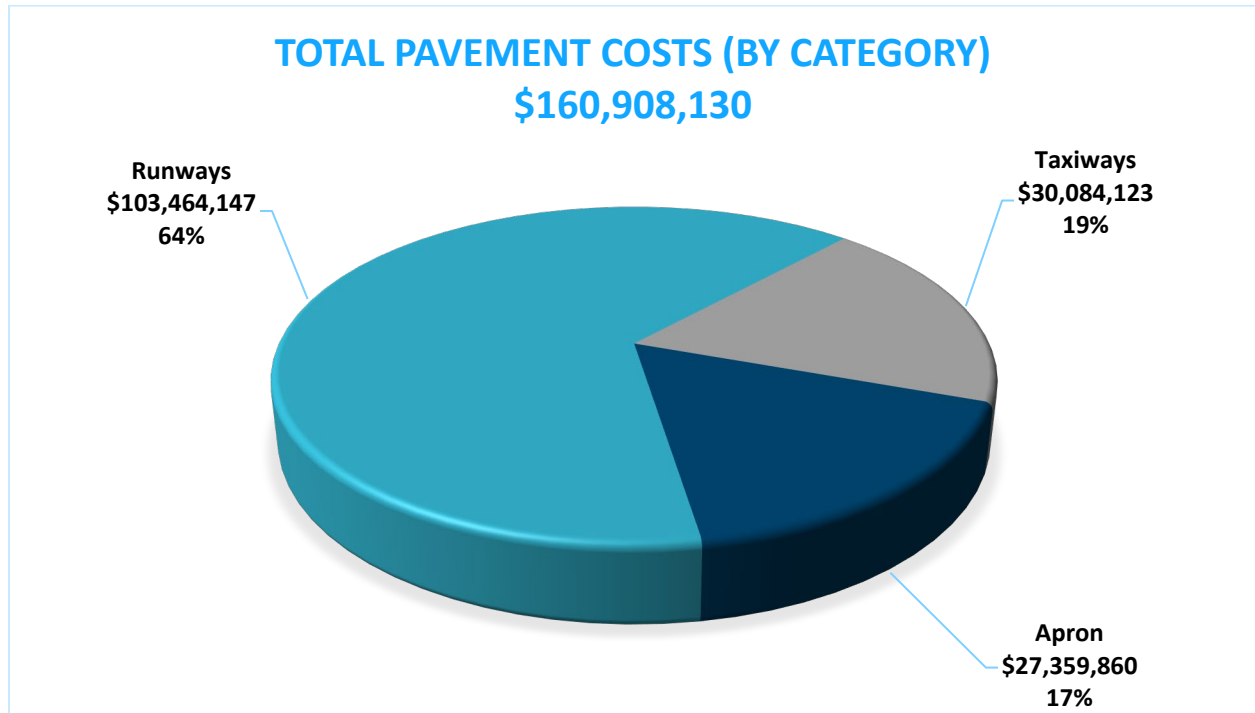
Note: Pavement costs for Commercial airports were derived from CIPs submitted to MoDOT; pavement maintenance costs for most Commercial airports, including St. Louis Lambert and Kansas City International, are not reflected in this table.

As shown in **Table 7-8**, pavement projects require significant investment, totaling nearly \$161 million. By pavement project category, runway projects account for the largest share of the pavement related costs, followed by taxiway projects and apron projects. By system role, National Business airports have the highest estimated costs, followed by Regional Business, Business Community, Community Local, and Commercial airports. It is worth noting that all pavement maintenance projects for airports in the Commercial role were not captured in the data shown in **Table 7-8**.

Figure 7-12 and **Figure 7-13** graphically depict the share of pavement-related costs by project category and system airport role.

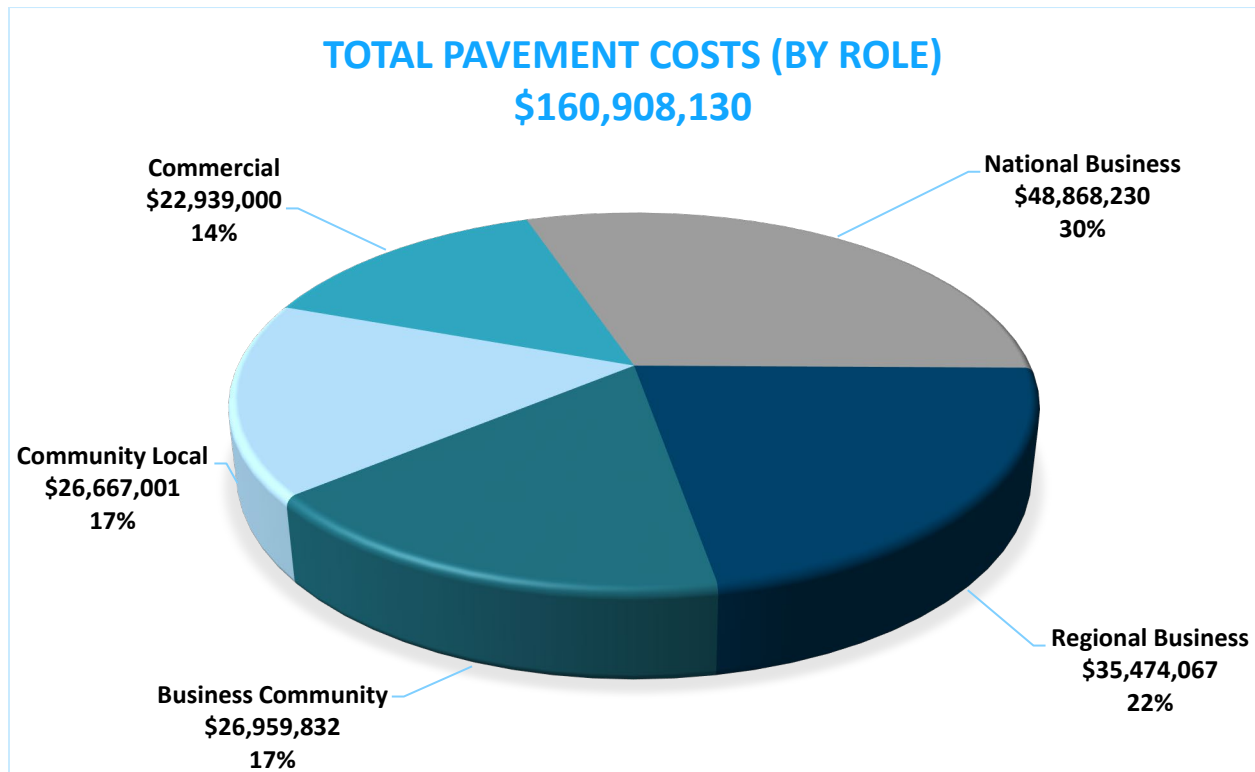


FIGURE 7-12: PAVEMENT COSTS BY PROJECT CATEGORY



Source: Jviation

FIGURE 7-13: PAVEMENT COSTS BY AIRPORT ROLE



Source: Jviation



Costs Associated with Airport CIP Projects

A summary of CIP project costs for all system airports, as most recently reported to MoDOT, is presented in **Table 7-9** by project category and by airport role.

TABLE 7-9: SUMMARY OF CIP COSTS BY PROJECT CATEGORY AND AIRPORT ROLE

Project Category	Commercial	National Business	Regional Business	Business Community	Community Local	Total CIP Costs (by Category)	Percentage of Total
Acquisitions, Relocations, & Easements	\$1,050,000	\$14,525,000	\$9,667,000	\$11,906,450	\$1,459,000	\$38,607,450	12%
Apron	\$1,700,000	\$6,502,000	\$6,995,965	\$17,229,600	\$1,516,667	\$33,944,232	11%
Auto Parking & Ground Access	\$2,565,000	\$2,523,000	\$225,000	\$1,756,400	\$919,000	\$7,988,400	3%
Equipment	\$750,000	\$0	\$340,000	\$650,000	\$0	\$1,740,000	1%
Fuel	\$600,000	\$0	\$2,200,000	\$1,660,700	\$216,000	\$4,676,700	1%
Hangars	\$4,780,000	\$3,826,000	\$16,027,680	\$11,459,220	\$2,820,000	\$38,912,900	13%
Lighting, NAVAIDs, & Signage	\$0	\$5,301,366	\$5,477,000	\$4,715,872	\$2,758,860	\$18,253,098	6%
Plans & Studies	\$355,000	\$825,000	\$2,446,111	\$2,792,500	\$904,000	\$7,322,611	2%
Runways	\$0	\$4,067,710	\$20,283,290	\$21,887,600	\$1,117,300	\$47,355,900	15%
Safety & Security	\$2,078,000	\$1,793,600	\$11,137,780	\$4,599,196	\$2,302,500	\$21,911,076	7%
Taxiways	\$3,000,000	\$8,536,000	\$9,484,100	\$17,868,768	\$4,138,900	\$43,027,768	14%
Terminals & Other Buildings	\$7,050,000	\$15,926,255	\$11,150,000	\$1,988,600	\$1,100,000	\$37,214,855	12%
Utilities, Drainage, & Other/Misc.	\$3,194,302	\$300,000	\$3,930,000	\$516,000	\$1,371,200	\$9,311,502	3%
Total CIP Costs (by Role)	\$27,122,302	\$64,125,931	\$99,363,926	\$99,030,906	\$20,623,427	\$310,266,492	100%
Percentage of Total	9%	21%	32%	32%	6%	100%	

Source: Jviation

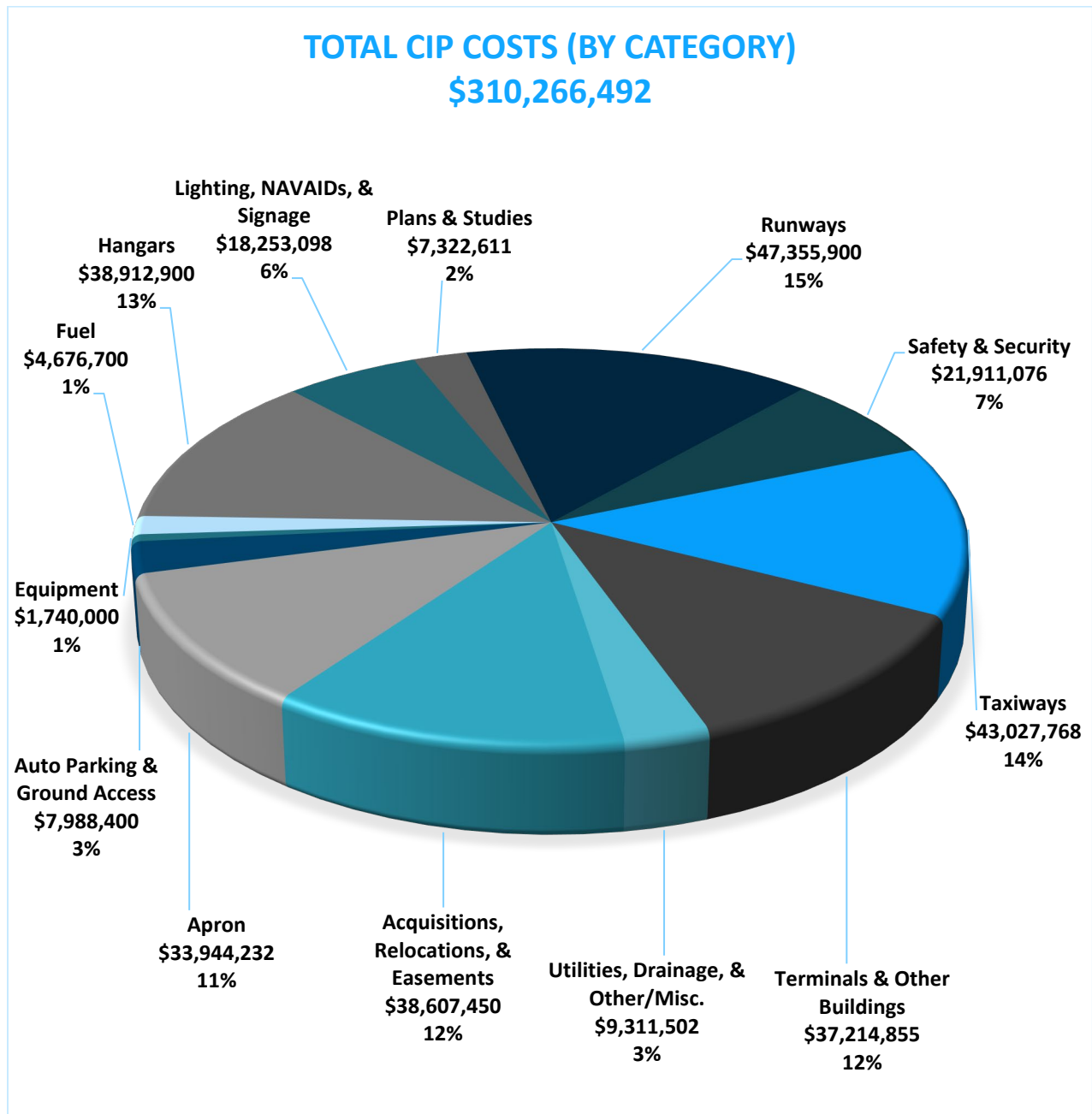
Note: CIP costs in this table do not reflect those associated with St. Louis Lambert or Kansas City International airports. The CIP costs for the Commercial airports reflect only those projects for which airports are seeking MoDOT funding; therefore, the CIP costs for the Commercial airports shown here reflect only a small percentage of the total CIP costs for the Commercial airports.

As shown in **Table 7-9**, if fully implemented, CIP projects for system airports also require a significant investment, totaling over \$310 million over the next five years; on average, \$62 million per year will be required to fund all existing CIPs as they have been submitted for MoDOT funding. By CIP project category, runway projects make up the largest share of costs, followed by taxiway projects, hangar projects, RPZ projects (acquisitions, relocations, and easements), terminals/other buildings projects, and apron projects. The remaining project categories each represent less than 10 percent of the total cost. By system role, Regional Business airports represent the largest share of CIP costs, followed by Business Community, National Business, Commercial, and Community Local airports. Only a portion of the CIP costs for the airports in the Commercial role are reflected in this analysis. Therefore, as a percentage of the total, the CIP needs reflected for the Commercial airports are under-reported.

Figure 7-14 and **Figure 7-15** graphically depict the share of CIP-related costs by project category and system role.



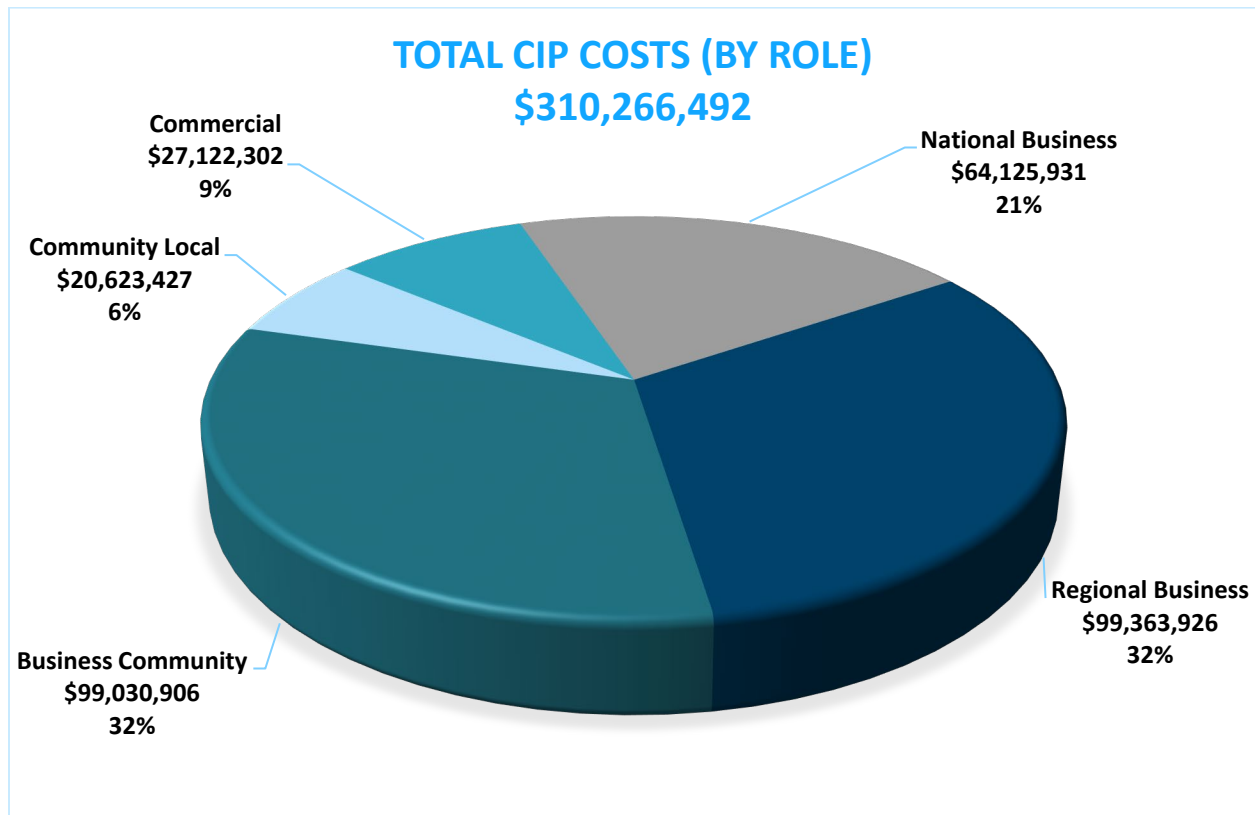
FIGURE 7-14: CIP COSTS BY PROJECT CATEGORY



Source: Jviation



FIGURE 7-15: CIP COSTS BY ROLE



Source: Jviation



7.4.3 Combined Estimated Development Costs

Combining all cost estimates (System Plan objectives, pavement maintenance projects, and airport CIPs) results in total development costs of over \$702 million over the next five years. **Table 7-10** presents a summary of the combined development costs by project category and airport role.

TABLE 7-10: SUMMARY OF COMBINED DEVELOPMENT COSTS BY PROJECT CATEGORY AND ROLE

Project Category	Commercial	National Business	Regional Business	Business Community	Community Local	Combined Development Costs (by Category)	Percentage of Total
Acquisitions, Relocations, & Easements	\$1,050,000	\$14,525,000	\$9,667,000	\$11,906,450	\$1,459,000	\$38,607,450	6%
Apron	\$1,700,000	\$25,002,000	\$23,995,965	\$26,179,600	\$1,516,667	\$78,394,232	11%
Auto Parking & Ground Access	\$3,085,000	\$5,383,000	\$7,995,000	\$3,696,400	\$919,000	\$21,078,400	3%
Equipment	\$750,000	\$0	\$340,000	\$650,000	\$0	\$1,740,000	<1%
Fuel	\$600,000	\$0	\$3,450,000	\$7,485,700	\$216,000	\$11,751,700	2%
Hangars	\$4,780,000	\$6,451,000	\$18,172,680	\$13,279,220	\$2,820,000	\$45,502,900	6%
Lighting, NAVAIDs, & Signage	\$225,000	\$8,469,366	\$15,949,000	\$6,055,872	\$5,513,860	\$36,213,098	5%
Pavement Maintenance	\$22,939,000	\$48,868,230	\$35,474,067	\$26,959,832	\$26,667,001	\$160,908,130	23%
Plans & Studies	\$355,000	\$825,000	\$2,446,111	\$2,792,500	\$904,000	\$7,322,611	1%
Runways & Taxiways	\$11,981,400	\$36,806,893	\$93,780,271	\$68,138,912	\$6,301,920	\$217,009,396	31%
Safety & Security	\$2,078,000	\$1,793,600	\$11,137,780	\$4,599,196	\$2,302,500	\$21,911,076	3%
Terminals & Other Buildings	\$7,050,000	\$17,730,255	\$18,868,000	\$7,866,300	\$1,100,000	\$52,614,555	8%
Utilities, Drainage, & Other/Misc.	\$3,194,302	\$300,000	\$3,930,000	\$516,000	\$1,371,200	\$9,311,502	1%
Combined Development Costs (by Role)	\$59,787,702	\$166,154,344	\$245,205,874	\$180,125,982	\$51,091,148	\$702,365,050	100%
Percentage of Total	8%	24%	35%	26%	7%	100%	

Source: Jviation

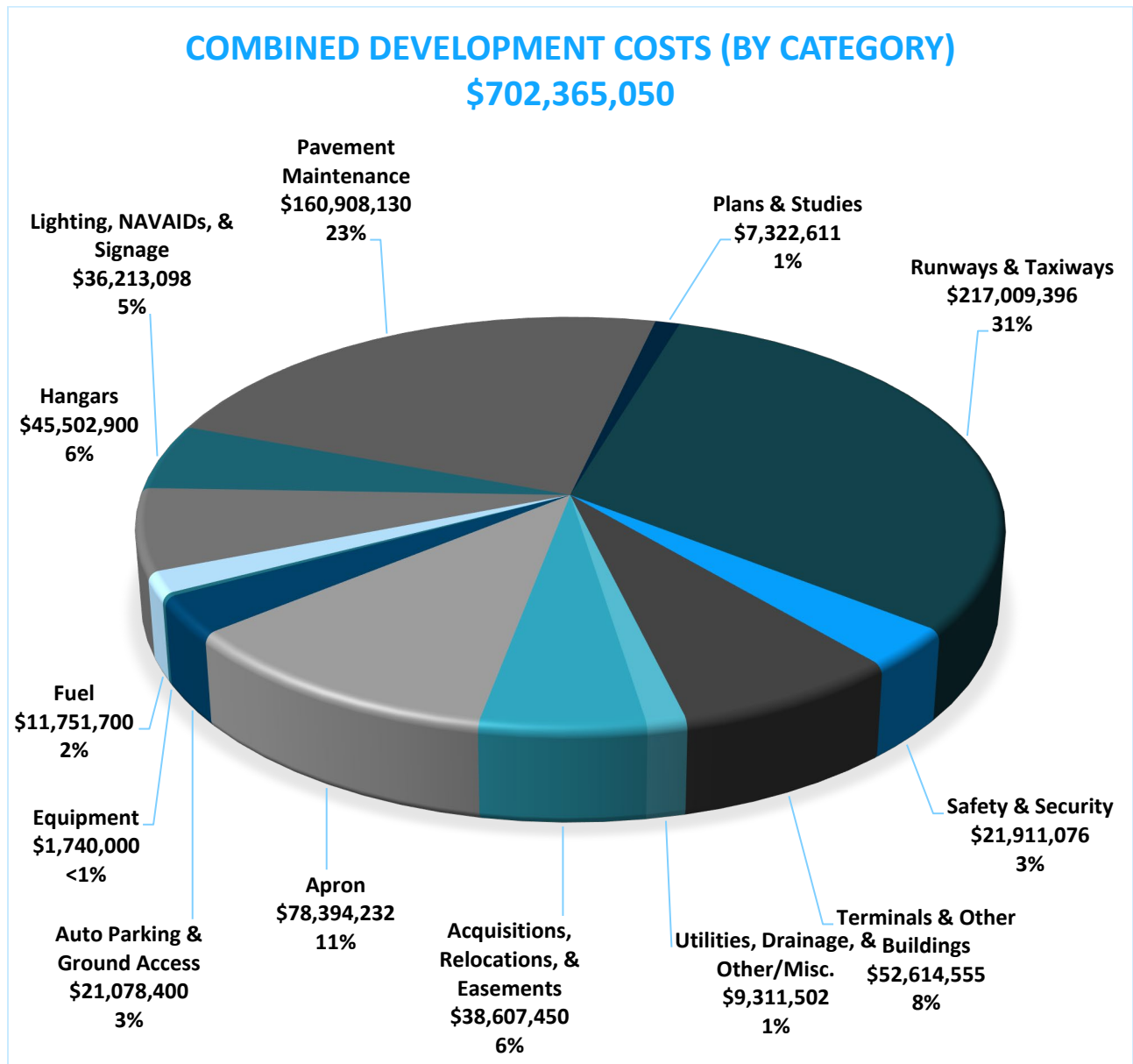
Note: Cost summaries reflected in this table do not fully capture the investment needs for Commercial airports.

As shown in **Table 7-10**, by consolidated project category the largest share of costs is for runways and taxiways; followed by pavement maintenance; apron; terminals and other buildings; hangars; RPZ projects (acquisitions, relocations, easements); and lighting/NAVAIDs/signage. The remaining project categories each represent less than five percent of the total cost. By system role, Regional Business airports represent the largest share of combined development costs, followed by Business Community, National Business, Commercial, and Community Local airports.

Figure 7-16 and **Figure 7-17** graphically depict the share of combined development costs by project category and system role.



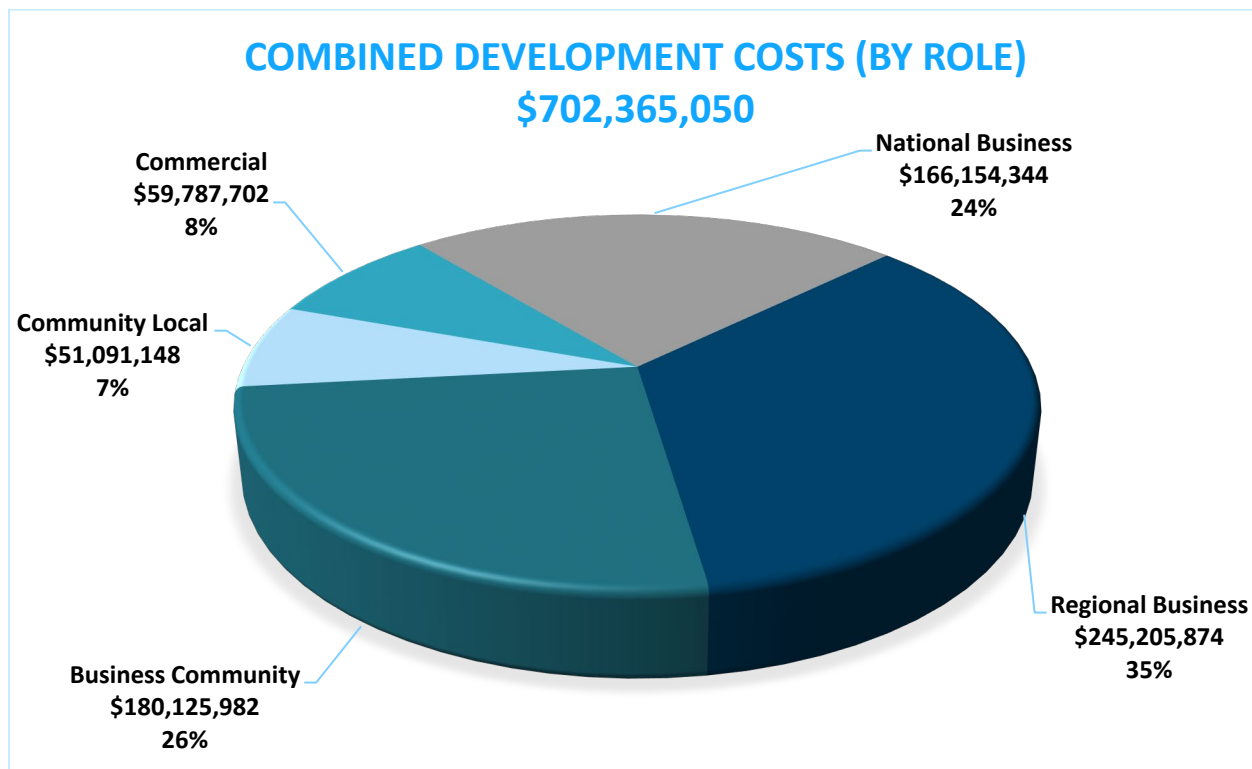
FIGURE 7-16: COMBINED DEVELOPMENT COSTS BY PROJECT CATEGORY



Source: Jviation



FIGURE 7-17: COMBINED DEVELOPMENT COSTS BY ROLE



Source: Jviation

Table 7-11 presents a summary of the combined development costs identified by role and plan, and **Figure 7-18** depicts the share of development costs by plan. As shown, costs associated with System Plan recommendations make up the second largest share of total estimated development costs with 33 percent of the total. CIP project costs represent the largest share with 44 percent, while pavement maintenance projects make up 23 percent of the total estimated development costs over the next five years. When just system planning related projects are considered, total costs are estimated at \$231 million (this estimate excludes CIP projects and pavement maintenance projects).

TABLE 7-11: SUMMARY OF COMBINED DEVELOPMENT COSTS BY ROLE AND PLAN

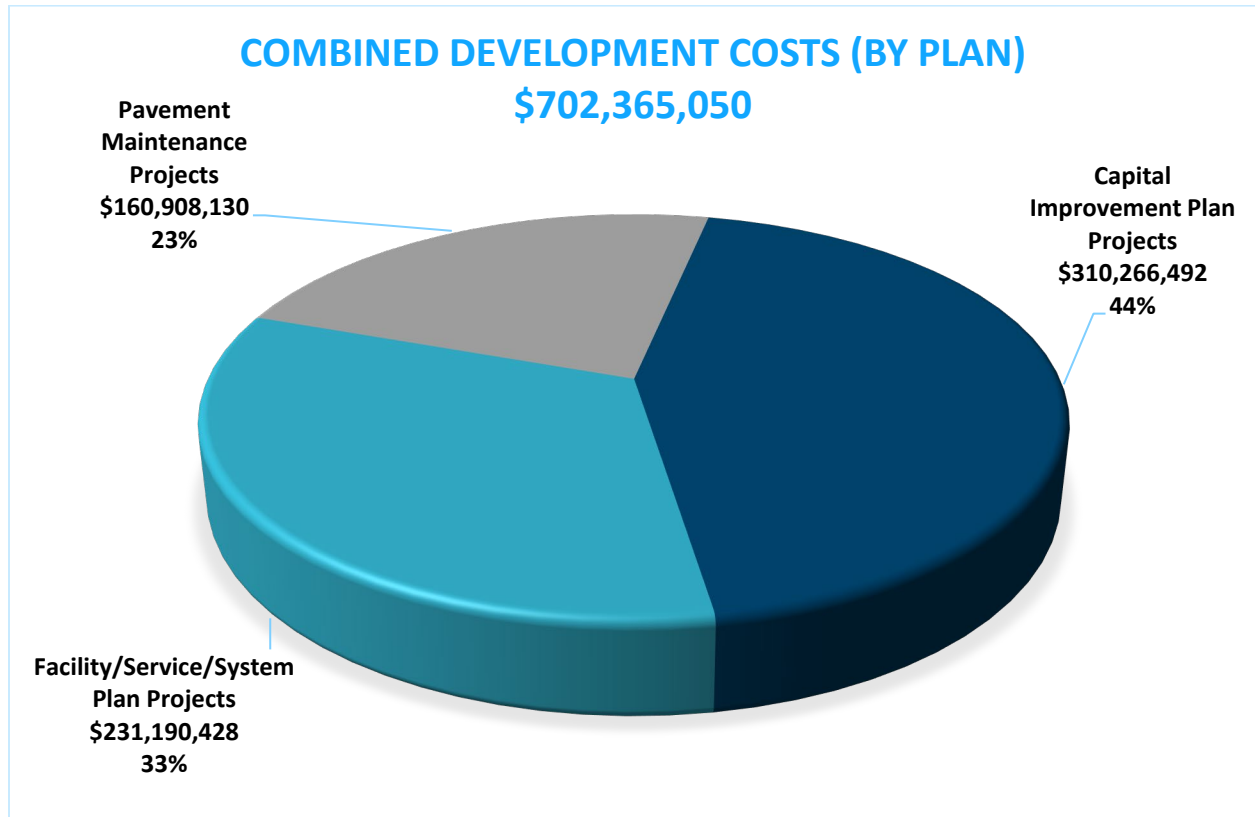
Plan	Commercial	National Business	Regional Business	Business Community	Community Local	Combined Development Costs (by Plan)	Percentage of Total
Facility/Service/System Plan Projects	\$9,726,400	\$53,160,183	\$110,367,881	\$54,135,244	\$3,800,720	\$231,190,428	33%
Pavement Maintenance Projects	\$22,939,000	\$48,868,230	\$35,474,067	\$26,959,832	\$26,667,001	\$160,908,130	23%
Capital Improvement Plan Projects	\$27,122,302	\$64,125,931	\$99,363,926	\$99,030,906	\$20,623,427	\$310,266,492	44%
Combined Development Costs (by Role)	\$59,787,702	\$166,154,344	\$245,205,874	\$180,125,982	\$51,091,148	\$702,365,050	100%
Percentage of Total	8%	24%	35%	26%	7%	100%	

Source: Jviation

Note: Cost summaries reflected in this table do not fully capture the investment needs for Commercial airports.



FIGURE 7-18: COMBINED DEVELOPMENT COSTS BY PLAN



Source: Jviation



7.4.4 Average Annual Development Cost

The combined development costs for all system airports are estimated at over \$702 million over five years. On an average annual basis, the estimated development cost for all projects is \$140 million. It is worth noting that since MoDOT does not always participate in funding for the primary Commercial airports, the actual financial need for Commercial airports in Missouri is significantly higher than the estimate presented here. **Table 7-12** presents the average annual development need by airport type and plan. It worth re-stating that these costs include not only projects identified by the System Plan's facility/service objectives analysis, but also projects in each airport's individual CIP as submitted to MoDOT and the Missouri's most current pavement management plan.

TABLE 7-12: AVERAGE ANNUAL DEVELOPMENT NEED

Airports	5-Year Average Cost - System Plan	5-Year Average Cost - Pavement	5-Year Average Cost - CIP	5-Year Average Cost - Combined	Percentage of Total
General Aviation Airports	\$44,292,806	\$27,593,826	\$56,628,838	\$128,515,470	91%
Commercial Service	\$1,945,280	\$4,587,800	\$5,424,460.40	\$11,957,540	9%
All Airports	\$46,238,086	\$32,181,626	\$62,053,298	\$140,473,010	100%

Source: Jviation

Note: Cost summaries reflected in this table do not fully capture the development needs for Commercial airports.

As previously mentioned, projects contributing to the cost estimates presented in this chapter are available in **Appendix D, Airport Report Cards**. Each airport's report card shows individual airport projects and costs by source (System Plan, CIP, and pavement maintenance). It is important to review typical sources of airport funding and to identify any gap between needed and available funds.

7.5 Funding

Airport projects in Missouri are accomplished through a combination of federal (FAA), state, and local funding. In general, airports that are eligible for FAA and state funding must be available for public use (i.e. not encumbered by an exclusive use agreement), and they are required to meet appropriate FAA design standards. Airports eligible for FAA funds must be included in the NPIAS. Projects that are eligible for state and federal funding are subject to both state and FAA priority rankings considerations, grant assurances, and funding availability. FAA Order 5100.38D, the Airport Improvement Program (AIP) Handbook², presents a detailed list of projects that are and are not eligible for FAA funding.

It is important to compare development cost estimates to funds that could be available to address identified investment needs. It is also important to note that annual changes in funding needs should be expected, as should changes in federal and state funding that is available to meet those needs. This section is intended to give a general understanding of any anticipated shortfalls in funding that might be experienced.

7.5.1 Federal Funding and State Funding

The last three fiscal years of FAA funds granted to Missouri airports are shown in **Table 7-13**. Not counting grants administered directly by FAA to Commercial airports, on average over the past three years, the state received about \$26.6 million in Federal Airport Improvement Program (AIP) funding. State funding for airports (from the Missouri Aviation Trust Fund) over the three-year period averaged \$5.3 million. Established in 1998, the Missouri State Aviation Trust Fund is an important tool for Missouri airports. Revenue for this program is

² https://www.faa.gov/airports/aip/aip_handbook/



generated from a 4.225 percent sales tax on jet fuel and a nine-cent-per-gallon excise tax on AvGas sold in Missouri. Of the taxes generated, three percent is allocated to the Missouri State Aviation Trust Fund.

When both historic FAA and state funding are considered, on average each year there has been approximately \$32 million to address project needs at Missouri airports. This amount does not include local or private investment, or local match required to leverage state and FAA funding, and as mentioned earlier does not include AIP grant issued to Commercial service airports.

TABLE 7-13: HISTORIC FUNDING FOR MISSOURI AIRPORTS

Fiscal Year	2016	2017	2018	Three-Year Average
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	\$29,899,463	\$30,368,071	\$19,566,320	\$26,609,952
State Aviation Trust Fund	\$4,400,950	\$4,523,086	\$7,063,769	\$5,329,268
Total Funding	\$34,300,413	\$34,891,157	\$26,626,089	\$31,939,220

* FAA funding for statewide planning projects.

7.5.2 Anticipated Costs Versus Anticipated Funding Availability

Table 7-12 shows potential average annual funding needs for Missouri airports over the next five years. These estimates do not include costs associated with most projects at Commercial service airports that are not funded under the State Block Grant Program. Considering all system planning projects, individual airport CIPs, and pavement projects, the five-year financial need for the airports is estimated to be \$702 million.

Average annual costs to implement all System Plan-related projects are estimated at approximately \$46 million. Average annual costs to address current CIP requests are estimated at \$62 million. Average annual costs to address pavement maintenance projects as they are currently known are estimated at \$32 million. Combined, an average annual investment need is estimated at \$140 million.

When the total average annual investment need of \$140 million from the System Plan, CIPs, and pavement maintenance projects is compared to anticipated annual federal and state funds (\$32 million) that could be available to meet this need, it is clear that a significant annual funding gap can be anticipated. It is unlikely that additional state or FAA funding will be forthcoming, which means that investment decisions need to be made to help ensure that airports and projects that are most critical to the success of the Missouri airport system are funded. The System Plan provides an important decision-making information by identifying projects and actions that are important to raising the bar for future system performance. As future investment is made in the Missouri airport system, recommendations from the System Plan should be considered to inform those investment choices.

7.6 Need vs Benefit

As previously discussed, the combined five-year development cost (“need”) of \$702 million consists of a wide range of projects at each airport, with the average annual investment need for these projects being estimated at \$140 million.



Missouri's last statewide economic impact study (2012) identified an economic impact, or "benefit," quantified total annual economic activity supported by the airports. Total annual economic activity (consisting of direct, indirect, and induced impacts) resulting from all Missouri commercial and general aviation airports (excluding St. Louis Lambert or Kansas City International Airports) was estimated at \$1.5 billion. When the state's two largest commercial airports are included, the estimate of annual economic impact increases to \$11.1 billion.

The \$1.5 billion in annual economic impact from the airports far outweighs the \$140 million average annual development cost for the system.

Missouri airports are important economic engines, valuable transportation resources, and they support countless benefits for the communities they serve. The state and communities throughout Missouri served by its airports receive a positive return for all investment that is made to improve and maintain the state airport system.



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APPENDIX A, SYSTEM PLAN INVENTORY QUESTIONNAIRE

SYSTEM PLAN INVENTORY QUESTIONNAIRE

Please complete fields according to your Airport's information. A consultant team member will be contacting you to review your completed inventory form. At the time of that review, the team representative will be available to answer any questions you may have regarding this form.

1. **Airport Name:** _____
Airport Identifier: _____
Name of Individual Completing this Form: _____
Title: _____
Phone: _____
E-mail: _____

RUNWAYS AND AIRFIELD

2. **The Airport Reference Code (ARC) identified on the Airport Layout Plan (ALP) is** _____
3. **Please describe the principle taxiway type supporting your primary runway (please check only one):**
- ☐ Full Parallel ☐ Stub(s)
☐ Partial Parallel ☐ No Supporting Taxiway
4. **Does your primary runway have turnarounds located on (please check only one):**
- ☐ One Runway End ☐ No Runway Ends
☐ Both Runway Ends
5. **For the principle taxiway, please provide the following:**

TAXIWAY IDENTIFICATION	
ASSOCIATED RUNWAY	
WIDTH (IN FEET)	
TAXIWAY LIGHTING:	<input type="checkbox"/> High Intensity Taxiway Lights (HITL) <input type="checkbox"/> Medium Intensity Taxiway Lights (MITL) <input type="checkbox"/> Low Intensity Taxiway Lights (LITL) <input type="checkbox"/> Non-Standard Lighting <input type="checkbox"/> Reflectors <input type="checkbox"/> None

9. Please update the total number of 2018 aircraft parking spaces available at the Airport for each category.

AIRCRAFT PARKING SPACE CATEGORY	NUMBER OF AIRCRAFT PARKING SPACES	PERCENT OCCUPIED BY BASED AIRCRAFT	PERCENT AVAILABLE FOR USE BY TRANSIENT AIRCRAFT
T-hangar spaces			
Conventional hangar spaces			
Tie-Downs (Paved)			
Tie-Downs (Unpaved)			
TOTAL			

10. If the Airport has a General Aviation Terminal Building, please indicate whether it has any of the following amenities:

- | | |
|--|---|
| <input type="checkbox"/> Pilot's Lounge | <input type="checkbox"/> Public Restroom |
| <input type="checkbox"/> Conference Room | <input type="checkbox"/> Public Phone |
| <input type="checkbox"/> Public WIFI | <input type="checkbox"/> Adequate Cell Phone Coverage |

11. How many square feet are within the General Aviation Terminal Building? _____ sq. ft.

12. How many auto parking spaces are available for the following categories?

AUTO PARKING CATEGORIES	NUMBER OF SPACES
Commercial Service	
General Aviation	
Rental Cars	
Employees	
Other	
TOTAL	

13. Who operates the Airport? (please check only one)

- ☐ Airport Sponsor (Municipal/County Government) ☐ Contracted Private Fixed Base Operator* (FBO)

**For this survey, an FBO is defined as an aircraft service-related business or enterprise located on the airport.*

14. Do you have an FBO at your airport?

- ☐ Yes ☐ No

If yes, check all that apply:

- ☐ The airport has more than one FBO
☐ The airport sponsor functions as an FBO
☐ FBO(s) are privately-operated business(es)

15. What kinds of services are available from the FBO(s) at your Airport? (check all that apply)

- | | |
|--|--|
| <input type="checkbox"/> AvGas Fuel | <input type="checkbox"/> Jet Fuel |
| <input type="checkbox"/> Self-Fueling AvGas Capabilities | <input type="checkbox"/> Part-Time Flight Instruction |
| <input type="checkbox"/> Vending | <input type="checkbox"/> Full-Time Flight Instruction |
| <input type="checkbox"/> Charter Service | <input type="checkbox"/> Aircraft Rental |
| <input type="checkbox"/> Air Taxi Service | <input type="checkbox"/> Aircraft sales |
| <input type="checkbox"/> Part 135 Operator | <input type="checkbox"/> Oxygen |
| <input type="checkbox"/> Aircraft Avionics Repair Services | <input type="checkbox"/> Avionics Sales |
| <input type="checkbox"/> Minor Aircraft Airframe Repairs (A&P) | <input type="checkbox"/> Minor Aircraft Powerplant Repairs (A&P) |
| <input type="checkbox"/> Major Aircraft Airframe Repairs (Airworthiness Inspector) | <input type="checkbox"/> Major Aircraft Powerplant Repairs (Airworthiness Inspector) |

16. What kind of ground access services are available at your Airport? (check all that apply)

- | | |
|---|---|
| <input type="checkbox"/> On-Site Rental Car | <input type="checkbox"/> Off-Site or Pre-Arranged Rental Cars |
| <input type="checkbox"/> Courtesy Car | <input type="checkbox"/> Crew Cars |
| <input type="checkbox"/> Cab Services | <input type="checkbox"/> Ride Sharing (e.g., Uber, Lyft) |

17. Please indicate whether the Airport currently has any of the following planning documents, as well as the dates of Agency approval (check all that apply):

- | | |
|---|--------------------------|
| <input type="checkbox"/> Airport Master Plan | FAA Year Approved: _____ |
| <input type="checkbox"/> Airport Layout Plan (ALP) | FAA Year Approved: _____ |
| <input type="checkbox"/> Exhibit-A | FAA Year Approved: _____ |
| <input type="checkbox"/> Wildlife Hazard Management Plan (WHMP) | FAA Year Approved: _____ |



APPENDIX B, FACILITY AND SERVICE OBJECTIVE COMPLIANCE



B. APPENDIX B, FACILITY AND SERVICE OBJECTIVE COMPLIANCE

The tables in this appendix compare System Plan objectives to the inventory data collected for the study.

Table B-1: ARC Objectives and Compliance	B-1
Table B-2: Primary Runway Length Objectives and Compliance.....	B-5
Table B-3: Primary Runway Width Objectives and Compliance.....	B-9
Table B-4: Taxiway Objectives and Compliance.....	B-13
Table B-5: NAVAIDs Objectives and Compliance	B-17
Table B-6: Approach Objectives and Compliance	B-22
Table B-7: Lighting Objectives and Compliance	B-26
Table B-8: Weather Objectives and Compliance.....	B-30
Table B-9: Hangar Storage Objectives and Compliance.....	B-34
Table B-10: Tie-Down Storage Objectives and Compliance.....	B-38
Table B-11: General Aviation Administration/Terminal Building Objectives and Compliance.....	B-42
Table B-12: General Aviation Auto Parking Objectives and Compliance.....	B-47
Table B-13: Ground Communications Objectives and Compliance	B-52
Table B-14: Fuel Objectives and Compliance	B-56
Table B-15: Ground Transportation Objectives and Compliance.....	B-60
Table B-16: FBO and Maintenance Objectives and Compliance	B-66

TABLE B-1: ARC OBJECTIVES AND COMPLIANCE

City	Airport Name	FAA ID	ARC	Meets ARC Objective	Improvement Needed to Meet Objective
Commercial: C-II					
Branson	Branson	BBG	D-IV	Yes	
Cape Girardeau	Cape Girardeau Regional	CGI	C-III	Yes	
Columbia	Columbia Regional	COU	C-III	Yes	
Fort Leonard Wood	Waynesville-St. Robert Regional	TBN	B-II	No	Improve ARC
Joplin	Joplin Regional	JLN	D-III	Yes	
Kansas City	Kansas City International	MCI	D-IV	Yes	
Kirksville	Kirksville Regional	IRK	C-II	Yes	
Springfield	Springfield-Branson National	SGF	C-IV	Yes	
St Louis	St. Louis Lambert International	STL	D-IV	Yes	
National Business: B-II					
Jefferson City	Jefferson City Memorial	JEF	C-II	Yes	



TABLE B-1: ARC OBJECTIVES AND COMPLIANCE

City	Airport Name	FAA ID	ARC	Meets ARC Objective	Improvement Needed to Meet Objective
Kansas City	Charles B. Wheeler-Downtown	MKC	D-III	Yes	
Lee's Summit	Lee's Summit Municipal	LXT	C-II	Yes	
Mexico	Mexico Memorial	MYJ	C-II	Yes	
Monett	Monett Regional	HFJ	B-II	Yes	
Mosby	Midwest National Air Center	GPH	C-II	Yes	
Rolla/Vichy	Rolla National	VIH	B-II	Yes	
Sedalia	Sedalia Regional	DMO	C-II	Yes	
Sikeston	Sikeston Memorial Municipal	SIK	C-II	Yes	
St Joseph	Rosecrans Memorial	STJ	C-IV	Yes	
St. Louis	Spirit of St. Louis	SUS	C-III	Yes	
Regional Business: B-II					
Bolivar	Bolivar Municipal	M17	B-II	Yes	
Boonville	Jesse Viertel Memorial	VER	B-II	Yes	
Branson West	Branson West Municipal - Emerson Field	FWB	B-II	Yes	
Brookfield/ Marceline	North Central Missouri Regional	MO8	B-II	Yes	
Camdenton	Camdenton Memorial-Lake Regional	OZS	B-II	Yes	
Cameron	Cameron Memorial	EZZ	B-II	Yes	
Chillicothe	Chillicothe Municipal	CHT	B-II	Yes	
Clinton	Clinton Regional	GLY	C-II	Yes	
Dexter	Dexter Municipal	DXE	C-II	Yes	
Farmington	Farmington Regional	FAM	B-II	Yes	
Hannibal	Hannibal Regional	HAE	B-II	Yes	
Kaiser/Lake Ozark	Lee C Fine Memorial	AIZ	C-II	Yes	
Kennett	Kennett Memorial	TKX	B-II	Yes	
Lebanon	Floyd W. Jones Lebanon	LBO	B-II	Yes	
Moberly	Omar N Bradley	MBY	B-II	Yes	
Neosho	Neosho Hugh Robinson	EOS	C-II	Yes	
Nevada	Nevada Municipal	NVD	B-II	Yes	
Perryville	Perryville Regional	PCD	D-III	Yes	
Poplar Bluff	Poplar Bluff Municipal	POF	C-II	Yes	
St. Charles	St. Charles County Smartt Field	SET	B-I	No	Improve ARC
St. Louis	Creve Coeur	1H0	B-II	Yes	
Sullivan	Sullivan Regional	UUV	B-II	Yes	
Warrensburg	UCM-Skyhaven	RCM	B-II	Yes	
Washington	Washington Regional	FYG	B-I	No	Improve ARC
West Plains	West Plains Regional	UNO	B-II	Yes	



TABLE B-1: ARC OBJECTIVES AND COMPLIANCE

City	Airport Name	FAA ID	ARC	Meets ARC Objective	Improvement Needed to Meet Objective
Business Community: B-II					
Aurora	Jerry Sumners Sr Aurora Municipal	2H2	A-I	No	Improve ARC
Ava	Ava Bill Martin Memorial	AOV	A-I	No	Improve ARC
Branson	M. Graham Clark - Downtown	PLK	B-II	Yes	
Butler	Butler Memorial	BUM	B-II	Yes	
Caruthersville	Caruthersville Memorial	M05	B-II	Yes	
Cassville	Cassville Municipal	94K	B-I	No	Improve ARC
Cuba	Cuba Municipal	UBX	A-I	No	Improve ARC
Eldon	Eldon Model Airpark	H79	B-II	Yes	
Fredericktown	A. Paul Vance Fredericktown Regional	H88	B-II	Yes	
Fulton	Elton Hensley Memorial	FTT	B-I	No	Improve ARC
Harrisonville	Lawrence Smith Memorial	LRY	B-II	Yes	
Higginsville	Higginsville Industrial Municipal	HIG	B-II	Yes	
Lamar	Lamar Municipal	LLU	A-I	No	Improve ARC
Macon	Macon-Fower Memorial	K89	B-II	Yes	
Malden	Malden Regional	MAW	B-I	No	Improve ARC
Marshall	Marshall Memorial Municipal	MHL	B-II	Yes	
Maryville	Northwest Missouri Regional	EVU	B-II	Yes	
Mountain View	Mountain View	MNF	B-II	Yes	
New Madrid	County Memorial	EIW	B-I	No	Improve ARC
Osage Beach	Grand Glaize- Osage Beach	K15	B-I	No	Improve ARC
Potosi	Washington County	8WC	B-I	No	Improve ARC
Salem	Salem Memorial	K33	A-I	No	Improve ARC
Trenton	Trenton Municipal	TRX	B-II	Yes	
Warsaw	Warsaw Municipal	RAW	B-II	Yes	
Community Local: A-I					
Albany	Albany Municipal	K19	A-I	Yes	
Bethany	Bethany Memorial	75K	A-I	Yes	
Bismarck	Bismarck Memorial	H57	A-I	Yes	
Bonne Terre	Bonne Terre Municipal	1BT	A-I	Yes	
Bowling Green	Bowling Green Municipal	H19	B-I	Yes	
Buffalo	Buffalo Municipal	H17	A-I	Yes	
Cabool	Cabool Memorial	TVB	A-I	Yes	
Campbell	Campbell Municipal	34M	B-I (Small)	Yes	
Carrollton	Carrollton Memorial	K26	A-I	Yes	
Charleston	Mississippi County	CHQ	A-I	Yes	



TABLE B-1: ARC OBJECTIVES AND COMPLIANCE

City	Airport Name	FAA ID	ARC	Meets ARC Objective	Improvement Needed to Meet Objective
Doniphan	Doniphan Municipal	X33	A-I	Yes	
El Dorado Springs	El Dorado Springs Memorial	87K	A-I	Yes	
Excelsior Springs	Excelsior Springs Memorial	3EX	A-I	Yes	
Gainesville	Gainesville Memorial	H27	A-I	Yes	
Gideon	Gideon Memorial	M85	B-I	Yes	
Hermann	Hermann Municipal	63M	A-I	Yes	
Hornersville	Hornersville Memorial	37M	A-I	Yes	
Houston	Houston Memorial	M48	B-I	Yes	
Kahoka	Kahoka Municipal	0H7	A-I	Yes	
Lincoln	Lincoln Municipal	0R2	A-I	Yes	
Linn	State Technical College of Missouri	1H3	B-I	Yes	
Mansfield	Mansfield Municipal	03B	A-I	Yes	
Memphis	Memphis Memorial	03D	A-I	Yes	
Monroe City	Captain Ben Smith Airfield	K52	A-I	Yes	
Monticello	Lewis County Regional	6M6	A-I	Yes	
Mount Vernon	Mount Vernon Municipal	2MO	A-I	Yes	
Mountain Grove	Mountain Grove Memorial	1MO	B-I	Yes	
Piedmont	Piedmont Municipal	PYN	B-I	Yes	
Richland	Richland Municipal	MO1	A-I	Yes	
Shelbyville	Shelby County	6K2	A-I	Yes	
Steele	Steele Municipal	M12	A-II	Yes	
Stockton	Stockton Municipal	MO3	A-I	Yes	
Tarkio	Gould Peterson Municipal	K57	A-I	Yes	
Thayer	Thayer Memorial	42M	B-I	Yes	
Unionville	Unionville Municipal	K43	A-I	Yes	
Van Buren	Bollinger-Crass Memorial	MO5	A-I	Yes	
Versailles	Roy Otten Memorial Airfield	3VS	A-I	Yes	
Willow Springs	Willow Springs Memorial	1H5	A-I	Yes	



TABLE B-2: PRIMARY RUNWAY LENGTH OBJECTIVES AND COMPLIANCE

City	Airport Name	FAA ID	Primary Runway Length	Meets Primary Runway Length Objective	Improvement Needed to Meet Objective
Commercial: 6,000 feet					
Branson	Branson	BBG	7,140	Yes	
Cape Girardeau	Cape Girardeau Regional	CGI	6,500	Yes	
Columbia	Columbia Regional	COU	6,501	Yes	
Fort Leonard Wood	Waynesville-St. Robert Regional	TBN	6,038	Yes	
Joplin	Joplin Regional	JLN	6,501	Yes	
Kansas City	Kansas City International	MCI	10,801	Yes	
Kirksville	Kirksville Regional	IRK	6,005	Yes	
Springfield	Springfield-Branson National	SGF	8,000	Yes	
St Louis	St. Louis Lambert International	STL	11,019	Yes	
National Business: 5,500 feet					
Jefferson City	Jefferson City Memorial	JEF	6,001	Yes	
Kansas City	Charles B. Wheeler-Downtown	MKC	6,827	Yes	
Lee's Summit	Lee's Summit Municipal	LXT	5,501	Yes	
Mexico	Mexico Memorial	MYJ	5,501	Yes	
Monett	Monett Regional	HFJ	5,000	No	Extend 500 feet
Mosby	Midwest National Air Center	GPH	5,504	Yes	
Rolla/Vichy	Rolla National	VIH	5,500	Yes	
Sedalia	Sedalia Regional	DMO	5,500	Yes	
Sikeston	Sikeston Memorial Municipal	SIK	5,502	Yes	
St Joseph	Rosecrans Memorial	STJ	8,061	Yes	
St. Louis	Spirit of St. Louis	SUS	7,485	Yes	
Regional Business: 5,000 feet					
Bolivar	Bolivar Municipal	M17	4,000	No	Extend 1,000 feet
Boonville	Jesse Viertel Memorial	VER	4,000	No	Extend 1,000 feet
Branson West	Branson West Municipal - Emerson Field	FWB	5,002	Yes	
Brookfield/ Marcelline	North Central Missouri Regional	MO8	5,002	Yes	
Camdenton	Camdenton Memorial-Lake Regional	OZS	4,000	No	Extend 1,000 feet
Cameron	Cameron Memorial	EZZ	4,000	No	Extend 1,000 feet
Chillicothe	Chillicothe Municipal	CHT	3,899	No	Extend 1,101 feet
Clinton	Clinton Regional	GLY	5,000	Yes	
Dexter	Dexter Municipal	DXE	5,000	Yes	
Farmington	Farmington Regional	FAM	4,222	No	Extend 778 feet
Hannibal	Hannibal Regional	HAE	4,400	No	Extend 600 feet
Kaiser/Lake Ozark	Lee C Fine Memorial	AIZ	6,497	Yes	



TABLE B-2: PRIMARY RUNWAY LENGTH OBJECTIVES AND COMPLIANCE

City	Airport Name	FAA ID	Primary Runway Length	Meets Primary Runway Length Objective	Improvement Needed to Meet Objective
Kennett	Kennett Memorial	TKX	5,000	Yes	
Lebanon	Floyd W. Jones Lebanon	LBO	5,000	Yes	
Moberly	Omar N Bradley	MBY	5,001	Yes	
Neosho	Neosho Hugh Robinson	EOS	5,001	Yes	
Nevada	Nevada Municipal	NVD	5,000	Yes	
Perryville	Perryville Regional	PCD	7,003	Yes	
Poplar Bluff	Poplar Bluff Municipal	POF	5,008	Yes	
St. Charles	St. Charles County Smartt Field	SET	3,800	No	Extend 1,200 feet
St. Louis	Creve Coeur	1H0	4,500	No	Extend 500 feet
Sullivan	Sullivan Regional	UUV	4,500	No	Extend 500 feet
Warrensburg	UCM-Skyhaven	RCM	4,206	No	Extend 794 feet
Washington	Washington Regional	FYG	5,002	Yes	
West Plains	West Plains Regional	UNO	5,101	Yes	
Business Community: 4,000 feet					
Aurora	Jerry Sumners Sr Aurora Municipal	2H2	3,001	No	Extend 999 feet
Ava	Ava Bill Martin Memorial	AOV	3,634	No	Extend 366 feet
Branson	M. Graham Clark - Downtown	PLK	3,738	No	Extend 262 feet
Butler	Butler Memorial	BUM	3,999	Yes*	
Caruthersville	Caruthersville Memorial	M05	4,005	Yes	
Cassville	Cassville Municipal	94K	3,599	No	Extend 401 feet
Cuba	Cuba Municipal	UBX	3,420	No	Extend 580 feet
Eldon	Eldon Model Airpark	H79	4,000	Yes	
Fredericktown	A. Paul Vance Fredericktown Regional	H88	4,000	Yes	
Fulton	Elton Hensley Memorial	FTT	4,001	Yes	
Harrisonville	Lawrence Smith Memorial	LRV	4,000	Yes	
Higginsville	Higginsville Industrial Municipal	HIG	4,400	Yes	
Lamar	Lamar Municipal	LLU	4,000	Yes	
Macon	Macon-Fower Memorial	K89	4,150	Yes	
Malden	Malden Regional	MAW	5,011	Yes	
Marshall	Marshall Memorial Municipal	MHL	5,006	Yes	
Maryville	Northwest Missouri Regional	EVU	4,600	Yes	
Mountain View	Mountain View	MNF	5,005	Yes	
New Madrid	County Memorial	EIW	3,200	No	Extend 800 feet
Osage Beach	Grand Glaize- Osage Beach	K15	3,205	No	Extend 795 feet
Potosi	Washington County	8WC	4,000	Yes	



TABLE B-2: PRIMARY RUNWAY LENGTH OBJECTIVES AND COMPLIANCE

City	Airport Name	FAA ID	Primary Runway Length	Meets Primary Runway Length Objective	Improvement Needed to Meet Objective
Salem	Salem Memorial	K33	2,998	No	Extend 1,002 feet
Trenton	Trenton Municipal	TRX	4,307	Yes	
Warsaw	Warsaw Municipal	RAW	4,000	Yes	
Community Local: Maintain existing length					
Albany	Albany Municipal	K19	3,300	Yes	
Bethany	Bethany Memorial	75K	2,255	Yes	
Bismarck	Bismarck Memorial	H57	2,050	Yes	
Bonne Terre	Bonne Terre Municipal	1BT	2,800	Yes	
Bowling Green	Bowling Green Municipal	H19	3,203	Yes	
Buffalo	Buffalo Municipal	H17	3,220	Yes	
Cabool	Cabool Memorial	TVB	3,002	Yes	
Campbell	Campbell Municipal	34M	3,000	Yes	
Carrollton	Carrollton Memorial	K26	2,600	Yes	
Charleston	Mississippi County	CHQ	3,196	Yes	
Doniphan	Doniphan Municipal	X33	2,560	Yes	
El Dorado Springs	El Dorado Springs Memorial	87K	3,295	Yes	
Excelsior Springs	Excelsior Springs Memorial	3EX	2,004	Yes	
Gainesville	Gainesville Memorial	H27	1,895	Yes	
Gideon	Gideon Memorial	M85	4,504	Yes	
Hermann	Hermann Municipal	63M	3,198	Yes	
Hornersville	Hornersville Memorial	37M	2,648	Yes	
Houston	Houston Memorial	M48	3,500	Yes	
Kahoka	Kahoka Municipal	0H7	2,680	Yes	
Lincoln	Lincoln Municipal	0R2	2,940	Yes	
Linn	State Technical College of Missouri	1H3	3,400	Yes	
Mansfield	Mansfield Municipal	03B	3,000	Yes	
Memphis	Memphis Memorial	03D	3,300	Yes	
Monroe City	Captain Ben Smith Airfield	K52	3,515	Yes	
Monticello	Lewis County Regional	6M6	3,500	Yes	
Mount Vernon	Mount Vernon Municipal	2MO	3,195	Yes	
Mountain Grove	Mountain Grove Memorial	1MO	2,922	Yes	
Piedmont	Piedmont Municipal	PYN	3,300	Yes	
Richland	Richland Municipal	MO1	3,000	Yes	
Shelbyville	Shelby County	6K2	2,300	Yes	
Steele	Steele Municipal	M12	3,984	Yes	



TABLE B-2: PRIMARY RUNWAY LENGTH OBJECTIVES AND COMPLIANCE

City	Airport Name	FAA ID	Primary Runway Length	Meets Primary Runway Length Objective	Improvement Needed to Meet Objective
Stockton	Stockton Municipal	MO3	3,060	Yes	
Tarkio	Gould Peterson Municipal	K57	3,564	Yes	
Thayer	Thayer Memorial	42M	4,200	Yes	
Unionville	Unionville Municipal	K43	2,805	Yes	
Van Buren	Bollinger-Crass Memorial	MO5	2,600	Yes	
Versailles	Roy Otten Memorial Airfield	3VS	2,805	Yes	
Willow Springs	Willow Springs Memorial	1H5	3,502	Yes	

Note: * The deficiency is minor and therefore no improvement is warranted.



TABLE B-3: PRIMARY RUNWAY WIDTH OBJECTIVES AND COMPLIANCE

City	Airport Name	FAA ID	Primary Runway Width	Meets Primary Runway Width Objective	Improvement Needed to Meet Objective
Commercial: 100 feet					
Branson	Branson	BBG	150	Yes	
Cape Girardeau	Cape Girardeau Regional	CGI	150	Yes	
Columbia	Columbia Regional	COU	150	Yes	
Fort Leonard Wood	Waynesville-St. Robert Regional	TBN	150	Yes	
Joplin	Joplin Regional	JLN	150	Yes	
Kansas City	Kansas City International	MCI	150	Yes	
Kirksville	Kirksville Regional	IRK	100	Yes	
Springfield	Springfield-Branson National	SGF	150	Yes	
St Louis	St. Louis Lambert International	STL	200	Yes	
National Business: 100 feet					
Jefferson City	Jefferson City Memorial	JEF	100	Yes	
Kansas City	Charles B. Wheeler-Downtown	MKC	150	Yes	
Lee's Summit	Lee's Summit Municipal	LXT	100	Yes	
Mexico	Mexico Memorial	MYJ	100	Yes	
Monett	Monett Regional	HFJ	75	No	Widen 25 feet
Mosby	Midwest National Air Center	GPH	100	Yes	
Rolla/Vichy	Rolla National	VIH	100	Yes	
Sedalia	Sedalia Regional	DMO	100	Yes	
Sikeston	Sikeston Memorial Municipal	SIK	100	Yes	
St Joseph	Rosecrans Memorial	STJ	150	Yes	
St. Louis	Spirit of St. Louis	SUS	150	Yes	
Regional Business: 75 feet					
Bolivar	Bolivar Municipal	M17	75	Yes	
Boonville	Jesse Viertel Memorial	VER	75	Yes	
Branson West	Branson West Municipal - Emerson Field	FWB	75	Yes	
Brookfield/ Marcelline	North Central Missouri Regional	MO8	75	Yes	
Camdenton	Camdenton Memorial-Lake Regional	OZS	75	Yes	
Cameron	Cameron Memorial	EZZ	75	Yes	
Chillicothe	Chillicothe Municipal	CHT	75	Yes	
Clinton	Clinton Regional	GLY	75	Yes	
Dexter	Dexter Municipal	DXE	100	Yes	
Farmington	Farmington Regional	FAM	75	Yes	
Hannibal	Hannibal Regional	HAE	100	Yes	
Kaiser/Lake Ozark	Lee C Fine Memorial	AIZ	100	Yes	



TABLE B-3: PRIMARY RUNWAY WIDTH OBJECTIVES AND COMPLIANCE

City	Airport Name	FAA ID	Primary Runway Width	Meets Primary Runway Width Objective	Improvement Needed to Meet Objective
Kennett	Kennett Memorial	TKX	75	Yes	
Lebanon	Floyd W. Jones Lebanon	LBO	75	Yes	
Moberly	Omar N Bradley	MBY	100	Yes	
Neosho	Neosho Hugh Robinson	EOS	100	Yes	
Nevada	Nevada Municipal	NVD	75	Yes	
Perryville	Perryville Regional	PCD	100	Yes	
Poplar Bluff	Poplar Bluff Municipal	POF	100	Yes	
St. Charles	St. Charles County Smartt Field	SET	75	Yes	
St. Louis	Creve Coeur	1H0	75	Yes	
Sullivan	Sullivan Regional	UUV	75	Yes	
Warrensburg	UCM-Skyhaven	RCM	75	Yes	
Washington	Washington Regional	FYG	75	Yes	
West Plains	West Plains Regional	UNO	75	Yes	
Business Community: 75 feet					
Aurora	Jerry Sumners Sr Aurora Municipal	2H2	60	No	Widen 15 feet
Ava	Ava Bill Martin Memorial	AOV	50	No	Widen 25 feet
Branson	M. Graham Clark - Downtown	PLK	100	Yes	
Butler	Butler Memorial	BUM	75	Yes	
Caruthersville	Caruthersville Memorial	M05	75	Yes	
Cassville	Cassville Municipal	94K	60	No	Widen 15 feet
Cuba	Cuba Municipal	UBX	61	No	Widen 14 feet
Eldon	Eldon Model Airpark	H79	75	Yes	
Fredericktown	A. Paul Vance Fredericktown Regional	H88	75	Yes	
Fulton	Elton Hensley Memorial	FTT	75	Yes	
Harrisonville	Lawrence Smith Memorial	LRY	75	Yes	
Higginsville	Higginsville Industrial Municipal	HIG	75	Yes	
Lamar	Lamar Municipal	LLU	75	Yes	
Macon	Macon-Fower Memorial	K89	75	Yes	
Malden	Malden Regional	MAW	100	Yes	
Marshall	Marshall Memorial Municipal	MHL	75	Yes	
Maryville	Northwest Missouri Regional	EVU	75	Yes	
Mountain View	Mountain View	MNF	75	Yes	
New Madrid	County Memorial	EIW	60	No	Widen 15 feet
Osage Beach	Grand Glaize- Osage Beach	K15	60	No	Widen 15 feet
Potosi	Washington County	8WC	60	No	Widen 15 feet



TABLE B-3: PRIMARY RUNWAY WIDTH OBJECTIVES AND COMPLIANCE

City	Airport Name	FAA ID	Primary Runway Width	Meets Primary Runway Width Objective	Improvement Needed to Meet Objective
Salem	Salem Memorial	K33	60	No	Widen 15 feet
Trenton	Trenton Municipal	TRX	75	Yes	
Warsaw	Warsaw Municipal	RAW	75	Yes	
Community Local: 60 feet at NPIAS airports; Maintain existing at non-NPIAS airports					
Albany	Albany Municipal	K19	50	Yes	
Bethany	Bethany Memorial	75K	48	Yes	
Bismarck	Bismarck Memorial	H57	50	Yes	
Bonne Terre	Bonne Terre Municipal	1BT	49	Yes	
Bowling Green	Bowling Green Municipal	H19	50	No	Widen 10 feet
Buffalo	Buffalo Municipal	H17	50	Yes	
Cabool	Cabool Memorial	TVB	60	Yes	
Campbell	Campbell Municipal	34M	50	Yes	
Carrollton	Carrollton Memorial	K26	50	Yes	
Charleston	Mississippi County	CHQ	60	Yes	
Doniphan	Doniphan Municipal	X33	57	Yes	
El Dorado Springs	El Dorado Springs Memorial	87K	50	Yes	
Excelsior Springs	Excelsior Springs Memorial	3EX	50	Yes	
Gainesville	Gainesville Memorial	H27	100	Yes	
Gideon	Gideon Memorial	M85	58	Yes	
Hermann	Hermann Municipal	63M	50	Yes	
Hornersville	Hornersville Memorial	37M	47	Yes	
Houston	Houston Memorial	M48	60	Yes	
Kahoka	Kahoka Municipal	0H7	115	Yes	
Lincoln	Lincoln Municipal	0R2	125	Yes	
Linn	State Technical College of Missouri	1H3	60	Yes	
Mansfield	Mansfield Municipal	03B	50	Yes	
Memphis	Memphis Memorial	03D	60	Yes	
Monroe City	Captain Ben Smith Airfield	K52	50	Yes	
Monticello	Lewis County Regional	6M6	60	Yes	
Mount Vernon	Mount Vernon Municipal	2MO	60	Yes	
Mountain Grove	Mountain Grove Memorial	1MO	60	Yes	
Piedmont	Piedmont Municipal	PYN	60	Yes	
Richland	Richland Municipal	MO1	60	Yes	
Shelbyville	Shelby County	6K2	46	Yes	
Steele	Steele Municipal	M12	60	Yes	



TABLE B-3: PRIMARY RUNWAY WIDTH OBJECTIVES AND COMPLIANCE

City	Airport Name	FAA ID	Primary Runway Width	Meets Primary Runway Width Objective	Improvement Needed to Meet Objective
Stockton	Stockton Municipal	MO3	50	Yes	
Tarkio	Gould Peterson Municipal	K57	60	Yes	
Thayer	Thayer Memorial	42M	49	Yes	
Unionville	Unionville Municipal	K43	49	Yes	
Van Buren	Bollinger-Crass Memorial	MO5	50	Yes	
Versailles	Roy Otten Memorial Airfield	3VS	39	Yes	
Willow Springs	Willow Springs Memorial	1H5	60	Yes	



TABLE B-4: TAXIWAY OBJECTIVES AND COMPLIANCE

City	Airport Name	FAA ID	Taxiway	Meets Taxiway Objective	Improvement Needed to Meet Objective
Commercial: Full Parallel					
Branson	Branson	BBG	Partial Parallel, Both Runway Ends	No	Extend taxiway
Cape Girardeau	Cape Girardeau Regional	CGI	Full Parallel	Yes	
Columbia	Columbia Regional	COU	Full Parallel	Yes	
Fort Leonard Wood	Waynesville-St. Robert Regional	TBN	Full Parallel	Yes	
Joplin	Joplin Regional	JLN	Full Parallel	Yes	
Kansas City	Kansas City International	MCI	Full Parallel	Yes	
Kirksville	Kirksville Regional	IRK	Full Parallel	Yes	
Springfield	Springfield-Branson National	SGF	Full Parallel	Yes	
St Louis	St. Louis Lambert International	STL	Full Parallel	Yes	
National Business: Full Parallel					
Jefferson City	Jefferson City Memorial	JEF	Full Parallel	Yes	
Kansas City	Charles B. Wheeler-Downtown	MKC	Full Parallel	Yes	
Lee's Summit	Lee's Summit Municipal	LXT	Full Parallel	Yes	
Mexico	Mexico Memorial	MYJ	Full Parallel	Yes	
Monett	Monett Regional	HFJ	Full Parallel	Yes	
Mosby	Midwest National Air Center	GPH	Full Parallel	Yes	
Rolla/Vichy	Rolla National	VIH	Partial Parallel, No Runway Ends	No	Extend taxiway
Sedalia	Sedalia Regional	DMO	Partial Parallel, No Runway Ends	No	Extend taxiway
Sikeston	Sikeston Memorial Municipal	SIK	Full Parallel	Yes	
St Joseph	Rosecrans Memorial	STJ	Full Parallel	Yes	
St. Louis	Spirit of St. Louis	SUS	Full Parallel	Yes	
Regional Business: Full Parallel					
Bolivar	Bolivar Municipal	M17	Full Parallel	Yes	
Boonville	Jesse Viertel Memorial	VER	Full Parallel	Yes	
Branson West	Branson West Municipal - Emerson Field	FWB	Full Parallel	Yes	
Brookfield/ Marceline	North Central Missouri Regional	MO8	Full Parallel	Yes	
Camdenton	Camdenton Memorial-Lake Regional	OZS	Partial Parallel, No Runway Ends	No	Extend taxiway
Cameron	Cameron Memorial	EZZ	Full Parallel	Yes	
Chillicothe	Chillicothe Municipal	CHT	Full Parallel	Yes	
Clinton	Clinton Regional	GLY	Stub(s), One Runway End	No	Extend taxiway
Dexter	Dexter Municipal	DXE	Full Parallel	Yes	
Farmington	Farmington Regional	FAM	Full Parallel	Yes	
Hannibal	Hannibal Regional	HAE	Full Parallel	Yes	



TABLE B-4: TAXIWAY OBJECTIVES AND COMPLIANCE

City	Airport Name	FAA ID	Taxiway	Meets Taxiway Objective	Improvement Needed to Meet Objective
Kaiser/Lake Ozark	Lee C Fine Memorial	AIZ	Full Parallel	Yes	
Kennett	Kennett Memorial	TKX	Full Parallel	Yes	
Lebanon	Floyd W. Jones Lebanon	LBO	Full Parallel	Yes	
Moberly	Omar N Bradley	MBY	Full Parallel	Yes	
Neosho	Neosho Hugh Robinson	EOS	Full Parallel	Yes	
Nevada	Nevada Municipal	NVD	Stub(s), Both Runway Ends	No	Extend taxiway
Perryville	Perryville Regional	PCD	Partial Parallel, One Runway End	No	Extend taxiway
Poplar Bluff	Poplar Bluff Municipal	POF	Full Parallel	Yes	
St. Charles	St. Charles County Smartt Field	SET	Full Parallel	Yes	
St. Louis	Creve Coeur	1H0	Full Parallel	Yes	
Sullivan	Sullivan Regional	UUV	Full Parallel	Yes	
Warrensburg	UCM-Skyhaven	RCM	Partial Parallel, One Runway End	No	Extend taxiway
Washington	Washington Regional	FYG	Full Parallel	Yes	
West Plains	West Plains Regional	UNO	Full Parallel	Yes	
Business Community: Turnarounds on both ends					
Aurora	Jerry Sumners Sr Aurora Municipal	2H2	Stub(s), Both Runway Ends	Yes	
Ava	Ava Bill Martin Memorial	AOV	Stub(s), One Runway End	No	Add turnaround(s)
Branson	M. Graham Clark - Downtown	PLK	Full Parallel	Yes	
Butler	Butler Memorial	BUM	Full Parallel	Yes	
Caruthersville	Caruthersville Memorial	M05	Stub(s), One Runway End	No	Add turnaround(s)
Cassville	Cassville Municipal	94K	Stub(s), Both Runway Ends	Yes	
Cuba	Cuba Municipal	UBX	Stub(s), Both Runway Ends	Yes	
Eldon	Eldon Model Airpark	H79	Full Parallel	Yes	
Fredericktown	A. Paul Vance Fredericktown Regional	H88	Full Parallel	Yes	
Fulton	Elton Hensley Memorial	FTT	Stub(s), Both Runway Ends	Yes	
Harrisonville	Lawrence Smith Memorial	LRY	Stub(s), Both Runway Ends	Yes	
Higginsville	Higginsville Industrial Municipal	HIG	Partial Parallel, Both Runway Ends	Yes	
Lamar	Lamar Municipal	LLU	Stub(s), Both Runway Ends	Yes	
Macon	Macon-Fower Memorial	K89	Stub(s), Both Runway Ends	Yes	
Malden	Malden Regional	MAW	Stub(s), Both Runway Ends	Yes	
Marshall	Marshall Memorial Municipal	MHL	Full Parallel	Yes	
Maryville	Northwest Missouri Regional	EVU	Stub(s), Both Runway Ends	Yes	
Mountain View	Mountain View	MNF	Partial Parallel, One Runway End	No	Add turnaround(s)
New Madrid	County Memorial	EIW	Stub(s), Both Runway Ends	Yes	



TABLE B-4: TAXIWAY OBJECTIVES AND COMPLIANCE

City	Airport Name	FAA ID	Taxiway	Meets Taxiway Objective	Improvement Needed to Meet Objective
Osage Beach	Grand Glaize- Osage Beach	K15	Full Parallel	Yes	
Potosi	Washington County	8WC	Stub(s), Both Runway Ends	Yes	
Salem	Salem Memorial	K33	Stub(s), Both Runway Ends	Yes	
Trenton	Trenton Municipal	TRX	Partial Parallel, Both Runway Ends	Yes	
Warsaw	Warsaw Municipal	RAW	Stub(s), Both Runway Ends	Yes	
Community Local: Turnarounds on both ends					
Albany	Albany Municipal	K19	Stub(s), Both Runway Ends	Yes	
Bethany	Bethany Memorial	75K	Stub(s), One Runway End	No	Add turnaround(s)
Bismarck	Bismarck Memorial	H57	Stub(s), No Runway Ends	No	Add turnaround(s)
Bonne Terre	Bonne Terre Municipal	1BT	Stub(s), Both Runway Ends	Yes	
Bowling Green	Bowling Green Municipal	H19	Stub(s), Both Runway Ends	Yes	
Buffalo	Buffalo Municipal	H17	Stub(s), Both Runway Ends	Yes	
Cabool	Cabool Memorial	TVB	Stub(s), Both Runway Ends	Yes	
Campbell	Campbell Municipal	34M	Partial Parallel, Both Runway Ends	Yes	
Carrollton	Carrollton Memorial	K26	Stub(s), Both Runway Ends	Yes	
Charleston	Mississippi County	CHQ	Stub(s), Both Runway Ends	Yes	
Doniphan	Doniphan Municipal	X33	Stub(s), Both Runway Ends	No	Add turnaround(s)
El Dorado Springs	El Dorado Springs Memorial	87K	Stub(s), Both Runway Ends	Yes	
Excelsior Springs	Excelsior Springs Memorial	3EX	Stub(s), Both Runway Ends	Yes	
Gainesville	Gainesville Memorial	H27	N/A (Turf Runway)	Yes	
Gideon	Gideon Memorial	M85	Full Parallel	Yes	
Hermann	Hermann Municipal	63M	Stub(s), Both Runway Ends	Yes	
Hornersville	Hornersville Memorial	37M	Stub(s), Both Runway Ends	Yes	
Houston	Houston Memorial	M48	Stub(s), Both Runway Ends	Yes	
Kahoka	Kahoka Municipal	0H7	N/A (Turf Runway)	Yes	
Lincoln	Lincoln Municipal	0R2	N/A (Turf Runway)	Yes	
Linn	State Technical College of Missouri	1H3	Stub(s), Both Runway Ends	Yes	
Mansfield	Mansfield Municipal	03B	Stub(s), Both Runway Ends	Yes	
Memphis	Memphis Memorial	03D	Stub(s), Both Runway Ends	Yes	
Monroe City	Captain Ben Smith Airfield	K52	Stub(s), Both Runway Ends	Yes	
Monticello	Lewis County Regional	6M6	Stub(s), Both Runway Ends	Yes	
Mount Vernon	Mount Vernon Municipal	2MO	Stub(s), Both Runway Ends	Yes	
Mountain Grove	Mountain Grove Memorial	1MO	Stub(s), No Runway Ends	No	Add turnaround(s)
Piedmont	Piedmont Municipal	PYN	Stub(s), Both Runway Ends	Yes	
Richland	Richland Municipal	MO1	Stub(s), Both Runway Ends	Yes	



TABLE B-4: TAXIWAY OBJECTIVES AND COMPLIANCE

City	Airport Name	FAA ID	Taxiway	Meets Taxiway Objective	Improvement Needed to Meet Objective
Shelbyville	Shelby County	6K2	N/A (Turf Runway)	Yes	
Steele	Steele Municipal	M12	Stub(s), Both Runway Ends	Yes	
Stockton	Stockton Municipal	MO3	Stub(s), Both Runway Ends	Yes	
Tarkio	Gould Peterson Municipal	K57	Stub(s), Both Runway Ends	Yes	
Thayer	Thayer Memorial	42M	Stub(s), Both Runway Ends	Yes	
Unionville	Unionville Municipal	K43	Stub(s), Both Runway Ends	Yes	
Van Buren	Bollinger-Crass Memorial	MO5	Stub(s), Both Runway Ends	Yes	
Versailles	Roy Otten Memorial Airfield	3VS	Stub(s), Both Runway Ends	Yes	
Willow Springs	Willow Springs Memorial	1H5	Partial Parallel, Both Runway Ends	Yes	



TABLE B-5: NAVAIDS OBJECTIVES AND COMPLIANCE

City	Airport Name	FAA ID	Rotating Beacon	Wind Cone	Segmented Circle	REILs	VGSI	Meets NAVAIDS Objective	Improvement Needed to Meet Objective
Commercial: Rotating Beacon, Lighted Wind Cone, Segmented Circle, REILs (both ends), VGSI (both ends)									
Branson	Branson	BBG	Yes	Yes-Lighted	Yes	Y/N	P4L / P4L	Yes	
Cape Girardeau	Cape Girardeau Regional	CGI	Yes	Yes-Lighted	Yes	N/N	No / V2L	No	Install VGSI
Columbia	Columbia Regional	COU	Yes	Yes-Lighted	Yes	N/Y	No / V4L	No	Install VGSI
Fort Leonard Wood	Waynesville-St. Robert Regional	TBN	Yes	Yes-Lighted	Yes	Y/Y	P4L / P4R	Yes	
Joplin	Joplin Regional	JLN	Yes	Yes-Lighted	Yes	N/N	No / P4L	No	Install VGSI
Kansas City	Kansas City International	MCI	Yes	Yes-Lighted	Yes	N/N	P4L / P4R	Yes	
Kirksville	Kirksville Regional	IRK	Yes	Yes-Lighted	Yes	Y/N	V4L / V4L	Yes	
Springfield	Springfield-Branson National	SGF	Yes	Yes-Lighted	Yes	N/Y	P4R / P4L	Yes	
St Louis	St. Louis Lambert International	STL	Yes	Yes-Lighted	No	N/N	P4L / P4R	Yes	
National Business: Rotating Beacon, Lighted Wind Cone, Segmented Circle, REILs (both ends), VGSI (both ends)									
Jefferson City	Jefferson City Memorial	JEF	Yes	Yes-Lighted	Yes	Y/N	V4L / V4L	No	*
Kansas City	Charles B. Wheeler-Downtown	MKC	Yes	Yes-Lighted	Yes	Y/N	V4L / P4L	No	*
Lee's Summit	Lee's Summit Municipal	LXT	Yes	Yes-Lighted	Yes	Y/Y	V4L / V4L	Yes	
Mexico	Mexico Memorial	MYJ	Yes	Yes-Lighted	Yes	N/N	No / P4L	No	Install REILs and VGSI
Monett	Monett Regional	HFJ	Yes	Yes	Yes	Y/N	P4L / P4L	No	Install lighted wind cone
Mosby	Midwest National Air Center	GPH	Yes	Yes-Lighted	Yes	Y/Y	P4L / P4L	Yes	
Rolla/Vichy	Rolla National	VIH	Yes	Yes-Lighted	Yes	N/N	P4L / V4L	No	Install REILs
Sedalia	Sedalia Regional	DMO	Yes	Yes-Lighted	Yes	Y/Y	P4L / P4L	Yes	
Sikeston	Sikeston Memorial Municipal	SIK	Yes	Yes-Lighted	Yes	N/Y	P4L / P4L	No	Install REIL
St Joseph	Rosecrans Memorial	STJ	Yes	Yes-Lighted	Yes	Y/Y	V4L / V4L	Yes	
St. Louis	Spirit of St. Louis	SUS	Yes	Yes	Yes	N/N	V4R / V4L	No	Install lighted wind cone
Regional Business: Rotating Beacon, Lighted Wind Cone, Segmented Circle, REILs (both ends), VGSI (both ends)									
Bolivar	Bolivar Municipal	M17	Yes	Yes-Lighted	Yes	N/N	P2L / P2L	No	Install REILs
Boonville	Jesse Viertel Memorial	VER	Yes	Yes-Lighted	Yes	Y/Y	P4L / P4L	Yes	



TABLE B-5: NAVAIDS OBJECTIVES AND COMPLIANCE

City	Airport Name	FAA ID	Rotating Beacon	Wind Cone	Segmented Circle	REILs	VGSI	Meets NAVAIDS Objective	Improvement Needed to Meet Objective
Branson West	Branson West Municipal - Emerson Field	FWB	Yes	Yes-Lighted	Yes	Y/Y	P4R / P4L	Yes	
Brookfield/Marceline	North Central Missouri Regional	MO8	Yes	Yes-Lighted	Yes	Y/Y	P4L / P4L	Yes	
Camdenton	Camdenton Memorial-Lake Regional	OZS	Yes	Yes-Lighted	Yes	Y/Y	P4L / P4L	Yes	
Cameron	Cameron Memorial	EZZ	Yes	Yes-Lighted	Yes	Y/Y	P4L / P4L	Yes	
Chillicothe	Chillicothe Municipal	CHT	Yes	Yes	Yes	N/N	P4L / P4R	No	Install lighted wind cone and REILs
Clinton	Clinton Regional	GLY	Yes	Yes-Lighted	Yes	Y/Y	P4L / P4L	Yes	
Dexter	Dexter Municipal	DXE	Yes	None	Yes	N/N	P2L / P2L	No	Install lighted wind cone and REILs
Farmington	Farmington Regional	FAM	Yes	Yes-Lighted	Yes	Y/N	P4L / No	No	Install REIL and VGSI
Hannibal	Hannibal Regional	HAE	Yes	Yes-Lighted	Yes	Y/Y	P4L / P4L	Yes	
Kaiser/Lake Ozark	Lee C Fine Memorial	AIZ	Yes	Yes-Lighted	Yes	N/N	V4L / V4L	No	Install REILs
Kennett	Kennett Memorial	TKX	Yes	Yes-Lighted	Yes	Y/Y	P4L / P4L	Yes	
Lebanon	Floyd W. Jones Lebanon	LBO	Yes	Yes-Lighted	Yes	Y/Y	P4L / P4L	Yes	
Moberly	Omar N Bradley	MBY	Yes	Yes-Lighted	Yes	Y/Y	P4L / P4L	Yes	
Neosho	Neosho Hugh Robinson	EOS	Yes	Yes-Lighted	Yes	Y/Y	P4L / P4L	Yes	
Nevada	Nevada Municipal	NVD	Yes	Yes-Lighted	Yes	Y/Y	P4L / P4L	Yes	
Perryville	Perryville Regional	PCD	Yes	Yes-Lighted	Yes	Y/Y	P4L / P4L	Yes	
Poplar Bluff	Poplar Bluff Municipal	POF	Yes	Yes-Lighted	Yes	Y/Y	P4L / V4L	Yes	
St. Charles	St. Charles County Smartt Field	SET	Yes	Yes-Lighted	Yes	Y/N	P4L / V4L	No	Install REIL
St. Louis	Creve Coeur	1H0	Yes	Yes-Lighted	Yes	Y/Y	P4L / P4L	Yes	
Sullivan	Sullivan Regional	UUV	Yes	Yes-Lighted	Yes	N/N	P2L / P2L	No	Install REILs
Warrensburg	UCM-Skyhaven	RCM	Yes	Yes-Lighted	Yes	Y/Y	P4L / P4R	Yes	
Washington	Washington Regional	FYG	Yes	Yes-Lighted	Yes	Y/Y	P4L / P4L	Yes	
West Plains	West Plains Regional	UNO	Yes	Yes	Yes	Y/Y	P2L / P2L	No	Install lighted wind cone



TABLE B-5: NAVAIDS OBJECTIVES AND COMPLIANCE

City	Airport Name	FAA ID	Rotating Beacon	Wind Cone	Segmented Circle	REILs	VGSI	Meets NAVAIDS Objective	Improvement Needed to Meet Objective
Business Community: Rotating Beacon, Lighted Wind Cone, Segmented Circle, REILs (both ends), VGSI (both ends)									
Aurora	Jerry Sumners Sr Aurora Municipal	2H2	Yes	Yes-Lighted	Yes	N/N	None	No	Install REILs and VGSIs
Ava	Ava Bill Martin Memorial	AOV	Yes	Yes-Lighted	Yes	N/N	S2L / No	No	Install REILs and VGSI
Branson	M. Graham Clark - Downtown	PLK	Yes	Yes-Lighted	Yes	Y/Y	No / V4R	No	Install VGSI
Butler	Butler Memorial	BUM	Yes	Yes-Lighted	Yes	N/N	P2L / P2L	No	Install REILs
Caruthersville	Caruthersville Memorial	M05	Yes	Yes-Lighted	Yes	N/N	P4L / P4L	No	Install REILs
Cassville	Cassville Municipal	94K	Yes	Yes-Lighted	Yes	N/N	P2L / P2L	No	Install REILs
Cuba	Cuba Municipal	UBX	Yes	Yes-Lighted	Yes	Y/Y	P2L / P2L	Yes	
Eldon	Eldon Model Airpark	H79	Yes	Yes-Lighted	Yes	Y/Y	P4R / P4L	Yes	
Fredericktown	A. Paul Vance Fredericktown Regional	H88	Yes	Yes-Lighted	Yes	N/N	P4L / P4L	No	Install REILs
Fulton	Elton Hensley Memorial	FTT	Yes	Yes-Lighted	Yes	Y/Y	P4L / P4L	Yes	
Harrisonville	Lawrence Smith Memorial	LRY	Yes	Yes-Lighted	Yes	N/N	P4L / P4L	No	Install REILs
Higginsville	Higginsville Industrial Municipal	HIG	Yes	Yes-Lighted	Yes	Y/Y	P4L / P4L	Yes	
Lamar	Lamar Municipal	LLU	Yes	Yes-Lighted	Yes	Y/Y	P4L / P4L	Yes	
Macon	Macon-Fower Memorial	K89	Yes	Yes-Lighted	Yes	N/N	P4L / P4L	No	Install REILs
Malden	Malden Regional	MAW	Yes	Yes-Lighted	Yes	N/N	None	No	Install REILs and VGSIs
Marshall	Marshall Memorial Municipal	MHL	Yes	Yes-Lighted	Yes	N/Y	P4L / P4L	No	Install REIL
Maryville	Northwest Missouri Regional	EVU	Yes	Yes-Lighted	Yes	Y/Y	P4L / P4L	Yes	
Mountain View	Mountain View	MNF	Yes	Yes-Lighted	Yes	N/N	No / P4L	No	Install REILs and VGSI
New Madrid	County Memorial	EIW	Yes	Yes-Lighted	Yes	N/N	None	No	Install REILs and VGSIs
Osage Beach	Grand Glaize- Osage Beach	K15	Yes	Yes-Lighted	Yes	N/N	No / P4L	No	Install REILs and VGSI
Potosi	Washington County	8WC	Yes	Yes-Lighted	Yes	N/N	None	No	Install REILs and VGSIs
Salem	Salem Memorial	K33	Yes	Yes-Lighted	Yes	Y/Y	P2L / P2L	Yes	
Trenton	Trenton Municipal	TRX	Yes	Yes-Lighted	Yes	Y/Y	P4L / P4L	Yes	



TABLE B-5: NAVAIDS OBJECTIVES AND COMPLIANCE

City	Airport Name	FAA ID	Rotating Beacon	Wind Cone	Segmented Circle	REILs	VGSI	Meets NAVAIDS Objective	Improvement Needed to Meet Objective
Warsaw	Warsaw Municipal	RAW	Yes	Yes-Lighted	Yes	Y/Y	P4L / P4L	Yes	
Community Local: Rotating Beacon, Lighted Wind Cone, Segmented Circle									
Albany	Albany Municipal	K19	Yes	Yes-Lighted	Yes	N/N	PNIL / PNIL	Yes	
Bethany	Bethany Memorial	75K	No	Yes	Yes	N/N	None	No	Install rotating beacon and lighted wind cone
Bismarck	Bismarck Memorial	H57	Yes	Yes	Yes	N/N	None	No	Install lighted wind cone
Bonne Terre	Bonne Terre Municipal	1BT	No	None	Yes	N/N	None	No	Install rotating beacon and lighted wind cone
Bowling Green	Bowling Green Municipal	H19	Yes	Yes-Lighted	Yes	N/N	None	Yes	
Buffalo	Buffalo Municipal	H17	Yes	Yes-Lighted	Yes	N/N	None	Yes	
Cabool	Cabool Memorial	TVB	Yes	Yes	Yes	N/N	None	No	Install lighted wind cone
Campbell	Campbell Municipal	34M	No	Yes	Yes	N/N	None	No	Install rotating beacon and lighted wind cone
Carrollton	Carrollton Memorial	K26	Yes	Yes-Lighted	Yes	N/N	None	Yes	
Charleston	Mississippi County	CHQ	Yes	Yes-Lighted	Yes	Y/Y	P2L / P2L	Yes	
Doniphan	Doniphan Municipal	X33	No	Yes	Yes	N/N	None	No	Install rotating beacon and lighted wind cone
El Dorado Springs	El Dorado Springs Memorial	87K	Yes	Yes-Lighted	Yes	N/N	None	Yes	
Excelsior Springs	Excelsior Springs Memorial	3EX	Yes	Yes-Lighted	Yes	N/N	None	Yes	
Gainesville	Gainesville Memorial	H27	Yes	Yes	Yes	N/N	None	No	Install lighted wind cone
Gideon	Gideon Memorial	M85	No	Yes	Yes	N/N	None	No	Install rotating beacon and lighted wind cone
Hermann	Hermann Municipal	63M	Yes	Yes-Lighted	Yes	N/N	No / P2L	Yes	
Hornersville	Hornersville Memorial	37M	Yes	Yes	Yes	N/N	None	No	Install lighted wind cone
Houston	Houston Memorial	M48	Yes	Yes-Lighted	Yes	Y/Y	P2L / P2L	Yes	
Kahoka	Kahoka Municipal	0H7	No	Yes	Yes	N/N	None	No	Install rotating beacon and lighted wind cone



TABLE B-5: NAVAIDS OBJECTIVES AND COMPLIANCE

City	Airport Name	FAA ID	Rotating Beacon	Wind Cone	Segmented Circle	REILs	VGSI	Meets NAVAIDS Objective	Improvement Needed to Meet Objective
Lincoln	Lincoln Municipal	0R2	No	Yes	Yes	N/N	None	No	Install rotating beacon and lighted wind cone
Linn	State Technical College of Missouri	1H3	No	Yes-Lighted	Yes	Y/Y	P4L / P4L	No	Install rotating beacon
Mansfield	Mansfield Municipal	03B	Yes	Yes-Lighted	Yes	N/N	None	Yes	
Memphis	Memphis Memorial	03D	Yes	Yes-Lighted	Yes	N/N	P2L / P2L	Yes	
Monroe City	Captain Ben Smith Airfield	K52	Yes	Yes-Lighted	Yes	N/N	P2L / P2L	Yes	
Monticello	Lewis County Regional	6M6	Yes	Yes-Lighted	Yes	Y/Y	P2L / P2L	Yes	
Mount Vernon	Mount Vernon Municipal	2MO	No	Yes-Lighted	Yes	N/N	None	No	Install rotating beacon
Mountain Grove	Mountain Grove Memorial	1MO	Yes	Yes-Lighted	Yes	Y/Y	P2L / P2L	Yes	
Piedmont	Piedmont Municipal	PYN	Yes	Yes-Lighted	Yes	Y/Y	None	Yes	
Richland	Richland Municipal	MO1	No	Yes-Lighted	Yes	N/N	None	No	Install rotating beacon
Shelbyville	Shelby County	6K2	No	Yes	Yes	N/N	None	No	Install rotating beacon and lighted wind cone
Steele	Steele Municipal	M12	Yes	Yes	Yes	N/N	None	No	Install lighted wind cone
Stockton	Stockton Municipal	MO3	Yes	Yes	Yes	N/N	None	No	Install lighted wind cone
Tarkio	Gould Peterson Municipal	K57	Yes	Yes-Lighted	Yes	N/N	None	Yes	
Thayer	Thayer Memorial	42M	Yes	Yes	Yes	N/N	None	No	Install lighted wind cone
Unionville	Unionville Municipal	K43	Yes	Yes-Lighted	Yes	N/N	None	Yes	
Van Buren	Bollinger-Crass Memorial	MO5	Yes	None	Yes	N/N	None	No	Install lighted wind cone
Versailles	Roy Otten Memorial Airfield	3VS	Yes	Yes-Lighted	Yes	N/N	None	Yes	
Willow Springs	Willow Springs Memorial	1H5	No	Yes-Lighted	Yes	N/N	None	No	Install rotating beacon

Note: * Exempt/addressed in master plan.



TABLE B-6: APPROACH OBJECTIVES AND COMPLIANCE

City	Airport Name	FAA ID	Approach Type					Meets Approach Objective	Improvement Needed to Meet Objective
			ILS	GPS/RNAV	LPV	Other	Visual Only		
Commercial: Precision Approach									
Branson	Branson	BBG	Yes	Yes	Yes	VOR	No	Yes	
Cape Girardeau	Cape Girardeau Regional	CGI	Yes	Yes	Yes	LOC, VOR	No	Yes	
Columbia	Columbia Regional	COU	Yes	Yes	Yes	LOC, VOR	No	Yes	
Fort Leonard Wood	Waynesville-St. Robert Regional	TBN	Yes	Yes	Yes	NDB, LOC, VOR	No	Yes	
Joplin	Joplin Regional	JLN	Yes	Yes	Yes	LOC	No	Yes	
Kansas City	Kansas City International	MCI	Yes	Yes	Yes	LOC, RNP	No	Yes	
Kirksville	Kirksville Regional	IRK	Yes	Yes	Yes	LOC, VOR	No	Yes	
Springfield	Springfield-Branson National	SGF	Yes	Yes	Yes	LOC, VOR	No	Yes	
St Louis	St. Louis Lambert International	STL	Yes	Yes	Yes	LDA, LOC, RNP	No	Yes	
National Business: Precision-Like Approach (ILS or LPV)									
Jefferson City	Jefferson City Memorial	JEF	Yes	Yes	Yes	LOC	No	Yes	
Kansas City	Charles B. Wheeler-Downtown	MKC	Yes	Yes	Yes	NDB, LOC, VOR	No	Yes	
Lee's Summit	Lee's Summit Municipal	LXT	No	Yes	Yes	VOR	No	Yes	
Mexico	Mexico Memorial	MYJ	No	Yes	Yes	LOC, VOR	No	Yes	
Monett	Monett Regional	HFJ	No	Yes	Yes		No	Yes	
Mosby	Midwest National Air Center	GPH	Yes	Yes	Yes	LOC	No	Yes	
Rolla/Vichy	Rolla National	VIH	No	Yes	Yes	VOR	No	Yes	
Sedalia	Sedalia Regional	DMO	No	Yes	Yes	NDB	No	Yes	
Sikeston	Sikeston Memorial Municipal	SIK	No	Yes	Yes	VOR	No	Yes	
St Joseph	Rosecrans Memorial	STJ	Yes	Yes	Yes	PAR, LOC, VOR	No	Yes	
St. Louis	Spirit of St. Louis	SUS	Yes	Yes	Yes	NDB, LOC	No	Yes	
Regional Business: Precision-Like Approach (ILS or LPV)									
Bolivar	Bolivar Municipal	M17	No	Yes	Yes	VOR	No	Yes	
Boonville	Jesse Viertel Memorial	VER	No	Yes	Yes	VOR	No	Yes	
Branson West	Branson West Municipal - Emerson Field	FWB	No	Yes	Yes		No	Yes	
Brookfield/Marceline	North Central Missouri Regional	MO8	No	Yes	Yes		No	Yes	
Camdenton	Camdenton Memorial-Lake Regional	OZS	No	Yes	Yes	VOR	No	Yes	
Cameron	Cameron Memorial	EZZ	No	Yes	Yes		No	Yes	
Chillicothe	Chillicothe Municipal	CHT	No	Yes	Yes	NDB	No	Yes	
Clinton	Clinton Regional	GLY	No	Yes	Yes	NDB	No	Yes	
Dexter	Dexter Municipal	DXE	No	Yes	Yes	VOR	No	Yes	



TABLE B-6: APPROACH OBJECTIVES AND COMPLIANCE

City	Airport Name	FAA ID	Approach Type					Meets Approach Objective	Improvement Needed to Meet Objective
			ILS	GPS/RNAV	LPV	Other	Visual Only		
Farmington	Farmington Regional	FAM	No	Yes	Yes	VOR	No	Yes	
Hannibal	Hannibal Regional	HAE	No	Yes	Yes	VOR	No	Yes	
Kaiser/Lake Ozark	Lee C Fine Memorial	AIZ	No	Yes	Yes	LOC, LOC/DME, VOR	No	Yes	
Kennett	Kennett Memorial	TKX	No	Yes	Yes	VOR	No	Yes	
Lebanon	Floyd W. Jones Lebanon	LBO	No	Yes	No		No	No	Provide precision-like approach
Moberly	Omar N Bradley	MBY	No	Yes	Yes	VOR	No	Yes	
Neosho	Neosho Hugh Robinson	EOS	No	Yes	Yes	VOR	No	Yes	
Nevada	Nevada Municipal	NVD	No	Yes	Yes	VOR	No	Yes	
Perryville	Perryville Regional	PCD	No	Yes	Yes	VOR	No	Yes	
Poplar Bluff	Poplar Bluff Municipal	POF	No	Yes	Yes	SDF	No	Yes	
St. Charles	St. Charles County Smartt Field	SET	No	Yes	No	VOR	No	No	Provide precision-like approach
St. Louis	Creve Coeur	1H0	No	Yes	Yes	VOR	No	Yes	
Sullivan	Sullivan Regional	UUV	No	Yes	Yes	NDB	No	Yes	
Warrensburg	UCM-Skyhaven	RCM	No	Yes	Yes	VOR	No	Yes	
Washington	Washington Regional	FYG	No	Yes	Yes	VOR	No	Yes	
West Plains	West Plains Regional	UNO	No	Yes	Yes	VOR	No	Yes	
Business Community: Non-Precision Approach									
Aurora	Jerry Sumners Sr Aurora Municipal	2H2	No	Yes	No	VOR	No	Yes	
Ava	Ava Bill Martin Memorial	AOV	No	Yes	No	VOR	No	Yes	
Branson	M. Graham Clark - Downtown	PLK	No	Yes	Yes		No	Yes	
Butler	Butler Memorial	BUM	No	Yes	Yes	VOR	No	Yes	
Caruthersville	Caruthersville Memorial	M05	No	Yes	Yes	VOR	No	Yes	
Cassville	Cassville Municipal	94K	No	Yes	Yes	VOR	No	Yes	
Cuba	Cuba Municipal	UBX	No	Yes	Yes		No	Yes	
Eldon	Eldon Model Airpark	H79	No	Yes	No		No	Yes	
Fredericktown	A. Paul Vance Fredericktown Regional	H88	No	Yes	Yes	VOR	No	Yes	
Fulton	Elton Hensley Memorial	FTT	No	No	Yes		No	Yes	
Harrisonville	Lawrence Smith Memorial	LRY	No	Yes	Yes		No	Yes	
Higginsville	Higginsville Industrial Municipal	HIG	No	Yes	Yes		No	Yes	
Lamar	Lamar Municipal	LLU	No	Yes	Yes		No	Yes	



TABLE B-6: APPROACH OBJECTIVES AND COMPLIANCE

City	Airport Name	FAA ID	Approach Type					Meets Approach Objective	Improvement Needed to Meet Objective
			ILS	GPS/RNAV	LPV	Other	Visual Only		
Macon	Macon-Fower Memorial	K89	No	Yes	Yes	VOR	No	Yes	
Malden	Malden Regional	MAW	No	Yes	Yes	VOR	No	Yes	
Marshall	Marshall Memorial Municipal	MHL	No	Yes	Yes	NDB	No	Yes	
Maryville	Northwest Missouri Regional	EVU	No	Yes	Yes		No	Yes	
Mountain View	Mountain View	MNF	No	Yes	No		No	Yes	
New Madrid	County Memorial	EIW	No	Yes	Yes	VOR	No	Yes	
Osage Beach	Grand Glaize- Osage Beach	K15	No	Yes	No	VOR	No	Yes	
Potosi	Washington County	8WC	No	Yes	Yes		No	Yes	
Salem	Salem Memorial	K33	No	Yes	No	VOR	No	Yes	
Trenton	Trenton Municipal	TRX	No	Yes	Yes	NDB	No	Yes	
Warsaw	Warsaw Municipal	RAW	No	Yes	Yes		No	Yes	
Community Local: Visual									
Albany	Albany Municipal	K19	No	No	No		Yes	Yes	
Bethany	Bethany Memorial	75K	No	No	No		Yes	Yes	
Bismarck	Bismarck Memorial	H57	No	No	No		Yes	Yes	
Bonne Terre	Bonne Terre Municipal	1BT	No	No	No		Yes	Yes	
Bowling Green	Bowling Green Municipal	H19	No	Yes	No	VOR	No	Yes	
Buffalo	Buffalo Municipal	H17	No	No	No		Yes	Yes	
Cabool	Cabool Memorial	TVB	No	Yes	No	VOR	No	Yes	
Campbell	Campbell Municipal	34M	No	No	No		Yes	Yes	
Carrollton	Carrollton Memorial	K26	No	No	No		Yes	Yes	
Charleston	Mississippi County	CHQ	No	Yes	No	NDB	No	Yes	
Doniphan	Doniphan Municipal	X33	No	No	No		Yes	Yes	
El Dorado Springs	El Dorado Springs Memorial	87K	No	No	No		Yes	Yes	
Excelsior Springs	Excelsior Springs Memorial	3EX	No	Yes	No	VOR	No	Yes	
Gainesville	Gainesville Memorial	H27	No	No	No		Yes	Yes	
Gideon	Gideon Memorial	M85	No	Yes	No	VOR	No	Yes	
Hermann	Hermann Municipal	63M	No	No	No		Yes	Yes	
Hornersville	Hornersville Memorial	37M	No	No	No		Yes	Yes	
Houston	Houston Memorial	M48	No	Yes	Yes		No	Yes	
Kahoka	Kahoka Municipal	0H7	No	No	No		Yes	Yes	
Lincoln	Lincoln Municipal	0R2	No	No	No		Yes	Yes	
Linn	State Technical College of Missouri	1H3	No	No	No		Yes	Yes	
Mansfield	Mansfield Municipal	03B	No	No	No		Yes	Yes	



TABLE B-6: APPROACH OBJECTIVES AND COMPLIANCE

City	Airport Name	FAA ID	Approach Type					Meets Approach Objective	Improvement Needed to Meet Objective
			ILS	GPS/RNAV	LPV	Other	Visual Only		
Memphis	Memphis Memorial	03D	No	Yes	Yes		No	Yes	
Monroe City	Captain Ben Smith Airfield	K52	No	Yes	No	VOR	No	Yes	
Monticello	Lewis County Regional	6M6	No	Yes	Yes	VOR	No	Yes	
Mount Vernon	Mount Vernon Municipal	2MO	No	No	No		Yes	Yes	
Mountain Grove	Mountain Grove Memorial	1MO	No	Yes	No	VOR	No	Yes	
Piedmont	Piedmont Municipal	PYN	No	No	No		Yes	Yes	
Richland	Richland Municipal	MO1	No	No	No		Yes	Yes	
Shelbyville	Shelby County	6K2	No	No	No		Yes	Yes	
Steele	Steele Municipal	M12	No	Yes	Yes		No	Yes	
Stockton	Stockton Municipal	MO3	No	Yes	No	VOR	No	Yes	
Tarkio	Gould Peterson Municipal	K57	No	Yes	Yes		No	Yes	
Thayer	Thayer Memorial	42M	No	No	No		Yes	Yes	
Unionville	Unionville Municipal	K43	No	No	No		Yes	Yes	
Van Buren	Bollinger-Crass Memorial	MO5	No	No	No		Yes	Yes	
Versailles	Roy Otten Memorial Airfield	3VS	No	No	No		Yes	Yes	
Willow Springs	Willow Springs Memorial	1H5	No	No	No		Yes	Yes	



TABLE B-7: LIGHTING OBJECTIVES AND COMPLIANCE

City	Airport Name	FAA ID	Runway Lighting	Taxiway Lighting	Approach Lighting	Meets Lighting Objective	Improvement Needed to Meet Objective
Commercial Airports: HIRL/MITL, ALS							
Branson	Branson	BBG	HIRL	HITL, MITL, LITL, Reflectors	No/MALSF	Yes	
Cape Girardeau	Cape Girardeau Regional	CGI	HIRL	HITL	MALSR/ODALS	Yes	
Columbia	Columbia Regional	COU	HIRL	MITL	MALSR/ODALS	Yes	
Fort Leonard Wood	Waynesville-St. Robert Regional	TBN	HIRL	HITL	MALSR/MALS	Yes	
Joplin	Joplin Regional	JLN	HIRL	HITL	MALSF/ODALS	Yes	
Kansas City	Kansas City International	MCI	HIRL	HITL, MITL, LITL, Reflectors	MALSR/ALSF2	Yes	
Kirksville	Kirksville Regional	IRK	HIRL	MITL	No/MALSR	Yes	
Springfield	Springfield-Branson National	SGF	HIRL	MITL	MALSR/No	Yes	
St Louis	St. Louis Lambert International	STL	HIRL	MITL	MALSR/MALSR	Yes	
National Business: HIRL/MITL							
Jefferson City	Jefferson City Memorial	JEF	HIRL	MITL	No/MALSR	Yes	
Kansas City	Charles B. Wheeler-Downtown	MKC	HIRL	MITL	No/MALSF	Yes	
Lee's Summit	Lee's Summit Municipal	LXT	MIRL	MITL	None	No	Install HIRL
Mexico	Mexico Memorial	MYJ	MIRL	Reflectors	No/MALS	No	Install HIRL/MITL
Monett	Monett Regional	HFJ	MIRL	Reflectors	No/MALSF	No	Install HIRL/MITL
Mosby	Midwest National Air Center	GPH	HIRL	HITL, MITL, LITL, Reflectors	None	Yes	
Rolla/Vichy	Rolla National	VIH	HIRL	HITL, MITL, LITL, Reflectors	None	Yes	
Sedalia	Sedalia Regional	DMO	MIRL	Reflectors	None	No	Install HIRL/MITL
Sikeston	Sikeston Memorial Municipal	SIK	MIRL	MITL, Reflectors	None	No	Install HIRL
St Joseph	Rosecrans Memorial	STJ	HIRL	MITL	None	Yes	
St. Louis	Spirit of St. Louis	SUS	HIRL	MITL	MALSR/MALSR	Yes	
Regional Business: MIRL/MITL							
Bolivar	Bolivar Municipal	M17	MIRL	Non-Std Lighting, Reflectors	None	No	Install MITL
Boonville	Jesse Viertel Memorial	VER	MIRL	Reflectors	None	No	Install MITL
Branson West	Branson West Municipal - Emerson Field	FWB	MIRL	Reflectors	None	No	Install MITL
Brookfield/Marceline	North Central Missouri Regional	MO8	MIRL	Reflectors	None	No	Install MITL
Camdenton	Camdenton Memorial-Lake Regional	OZS	MIRL	LITL	None	No	Install MITL



TABLE B-7: LIGHTING OBJECTIVES AND COMPLIANCE

City	Airport Name	FAA ID	Runway Lighting	Taxiway Lighting	Approach Lighting	Meets Lighting Objective	Improvement Needed to Meet Objective
Cameron	Cameron Memorial	EZZ	MIRL	MITL	None	Yes	
Chillicothe	Chillicothe Municipal	CHT	MIRL	HITL, MITL, LITL, Reflectors	None	Yes	
Clinton	Clinton Regional	GLY	MIRL	Reflectors	None	No	Install MITL
Dexter	Dexter Municipal	DXE	MIRL	MITL, Reflectors	None	Yes	
Farmington	Farmington Regional	FAM	MIRL	Reflectors	None	No	Install MITL
Hannibal	Hannibal Regional	HAE	MIRL	MITL, Reflectors	None	Yes	
Kaiser/Lake Ozark	Lee C Fine Memorial	AIZ	MIRL	Reflectors	None	No	Install MITL
Kennett	Kennett Memorial	TKX	MIRL	MITL	None	Yes	
Lebanon	Floyd W. Jones Lebanon	LBO	MIRL	Reflectors	None	No	Install MITL
Moberly	Omar N Bradley	MBY	MIRL	None	None	No	Install MITL
Neosho	Neosho Hugh Robinson	EOS	MIRL	Reflectors	None	No	Install MITL
Nevada	Nevada Municipal	NVD	MIRL	MITL	None	Yes	
Perryville	Perryville Regional	PCD	MIRL	Reflectors	None	No	Install MITL
Poplar Bluff	Poplar Bluff Municipal	POF	MIRL	HITL	None	Yes	
St. Charles	St. Charles County Smartt Field	SET	MIRL	Reflectors	None	No	Install MITL
St. Louis	Creve Coeur	1H0	MIRL	None	None	No	Install MITL
Sullivan	Sullivan Regional	UUV	MIRL	LITL	None	No	Install MITL
Warrensburg	UCM-Skyhaven	RCM	MIRL	Reflectors	None	No	Install MITL
Washington	Washington Regional	FYG	MIRL	Reflectors	None	No	Install MITL
West Plains	West Plains Regional	UNO	MIRL	None	None	No	Install MITL
Business Community: MIRL							
Aurora	Jerry Sumners Sr Aurora Municipal	2H2	MIRL	MITL	None	Yes	
Ava	Ava Bill Martin Memorial	AOV	MIRL	MITL	None	Yes	
Branson	M. Graham Clark - Downtown	PLK	MIRL	HITL	None	Yes	
Butler	Butler Memorial	BUM	MIRL	Reflectors	None	Yes	
Caruthersville	Caruthersville Memorial	M05	MIRL	Reflectors, None	None	Yes	
Cassville	Cassville Municipal	94K	MIRL	MITL	None	Yes	
Cuba	Cuba Municipal	UBX	MIRL	LITL	None	Yes	
Eldon	Eldon Model Airpark	H79	MIRL	Reflectors	None	Yes	
Fredericktown	A. Paul Vance Fredericktown Regional	H88	MIRL	Reflectors	None	Yes	
Fulton	Elton Hensley Memorial	FTT	MIRL	HITL	None	Yes	
Harrisonville	Lawrence Smith Memorial	LRV	MIRL	Reflectors	None	Yes	



TABLE B-7: LIGHTING OBJECTIVES AND COMPLIANCE

City	Airport Name	FAA ID	Runway Lighting	Taxiway Lighting	Approach Lighting	Meets Lighting Objective	Improvement Needed to Meet Objective
Higginsville	Higginsville Industrial Municipal	HIG	MIRL	None	None	Yes	
Lamar	Lamar Municipal	LLU	MIRL	MITL, Reflectors	None	Yes	
Macon	Macon-Fower Memorial	K89	MIRL	Reflectors	None	Yes	
Malden	Malden Regional	MAW	MIRL	MITL	None	Yes	
Marshall	Marshall Memorial Municipal	MHL	MIRL	Non-Std Lighting	None	Yes	
Maryville	Northwest Missouri Regional	EVU	MIRL	HITL	None	Yes	
Mountain View	Mountain View	MNF	MIRL	Reflectors	None	Yes	
New Madrid	County Memorial	EIW	MIRL	Reflectors	None	Yes	
Osage Beach	Grand Glaize- Osage Beach	K15	MIRL	Reflectors	None	Yes	
Potosi	Washington County	8WC	MIRL	MITL	None	Yes	
Salem	Salem Memorial	K33	MIRL	MITL	None	Yes	
Trenton	Trenton Municipal	TRX	MIRL	Reflectors	None	Yes	
Warsaw	Warsaw Municipal	RAW	MIRL	MITL,	None	Yes	
Community Local: MIRL/LIRL*							
Albany	Albany Municipal	K19	LIRL	None	None	Yes	
Bethany	Bethany Memorial	75K	LIRL	MITL	None	Yes	
Bismarck	Bismarck Memorial	H57	LIRL	None	None	Yes	
Bonne Terre	Bonne Terre Municipal	1BT	None	None	None	No	Install MIRL
Bowling Green	Bowling Green Municipal	H19	LIRL	LITL	None	Yes	
Buffalo	Buffalo Municipal	H17	LIRL	None	None	Yes	
Cabool	Cabool Memorial	TVB	MIRL	None	None	Yes	
Campbell	Campbell Municipal	34M	LIRL	None	None	Yes	
Carrollton	Carrollton Memorial	K26	MIRL	MITL	None	Yes	
Charleston	Mississippi County	CHQ	MIRL	Non-Standard Lighting	None	Yes	
Doniphan	Doniphan Municipal	X33	LIRL	Non-Standard Lighting	None	Yes	
El Dorado Springs	El Dorado Springs Memorial	87K	MIRL	Reflectors	None	Yes	
Excelsior Springs	Excelsior Springs Memorial	3EX	LIRL	Non-Standard Lighting	None	Yes	
Gainesville	Gainesville Memorial	H27	LIRL	None (Turf Runway)	None	Yes	
Gideon	Gideon Memorial	M85	None	Reflectors	None	No	Install MIRL
Hermann	Hermann Municipal	63M	MIRL	None	None	Yes	
Hornersville	Hornersville Memorial	37M	None	None	None	No	Install MIRL



TABLE B-7: LIGHTING OBJECTIVES AND COMPLIANCE

City	Airport Name	FAA ID	Runway Lighting	Taxiway Lighting	Approach Lighting	Meets Lighting Objective	Improvement Needed to Meet Objective
Houston	Houston Memorial	M48	MIRL	MITL	None	Yes	
Kahoka	Kahoka Municipal	0H7	None (Turf Runway)	None (Turf Runway)	None	Yes	
Lincoln	Lincoln Municipal	0R2	None (Turf Runway)	None (Turf Runway)	None	Yes	
Linn	State Technical College of Missouri	1H3	MIRL	MITL	None	Yes	
Mansfield	Mansfield Municipal	03B	MIRL	None	None	Yes	
Memphis	Memphis Memorial	03D	MIRL	MITL	None	Yes	
Monroe City	Captain Ben Smith Airfield	K52	MIRL	MITL	None	Yes	
Monticello	Lewis County Regional	6M6	MIRL	LITL	None	Yes	
Mount Vernon	Mount Vernon Municipal	2MO	MIRL	MITL	None	Yes	
Mountain Grove	Mountain Grove Memorial	1MO	MIRL	None	None	Yes	
Piedmont	Piedmont Municipal	PYN	MIRL	Reflectors	None	Yes	
Richland	Richland Municipal	MO1	LIRL	None	None	Yes	
Shelbyville	Shelby County	6K2	None (Turf Runway)	None (Turf Runway)	None	Yes	
Steele	Steele Municipal	M12	MIRL	Reflectors	None	Yes	
Stockton	Stockton Municipal	MO3	LIRL	LITL	None	Yes	
Tarkio	Gould Peterson Municipal	K57	MIRL	MITL	None	Yes	
Thayer	Thayer Memorial	42M	LIRL	MITL, Reflectors	None	Yes	
Unionville	Unionville Municipal	K43	LIRL	Reflectors	None	Yes	
Van Buren	Bollinger-Crass Memorial	MO5	None	None	None	No	Install MIRL
Versailles	Roy Otten Memorial Airfield	3VS	LIRL	Non-Standard Lighting	None	Yes	
Willow Springs	Willow Springs Memorial	1H5	MIRL	MITL	None	Yes	

Note: * New runway lighting projects for Community Airports must be MIRLs.



TABLE B-8: WEATHER OBJECTIVES AND COMPLIANCE

City	Airport Name	FAA ID	Weather System	Meets Approach Objective	Improvement Needed to Meet Objective
Commercial: AWOS/ASOS					
Branson	Branson	BBG	AWOS HIWAS	Yes	
Cape Girardeau	Cape Girardeau Regional	CGI	ASOS	Yes	
Columbia	Columbia Regional	COU	ASOS HIWAS	Yes	
Fort Leonard Wood	Waynesville-St. Robert Regional	TBN	ASOS HIWAS	Yes	
Joplin	Joplin Regional	JLN	ASOS	Yes	
Kansas City	Kansas City International	MCI	ASOS HIWAS	Yes	
Kirksville	Kirksville Regional	IRK	ASOS HIWAS	Yes	
Springfield	Springfield-Branson National	SGF	ASOS HIWAS	Yes	
St Louis	St. Louis Lambert International	STL	ASOS HIWAS	Yes	
National Business: AWOS/ASOS					
Jefferson City	Jefferson City Memorial	JEF	ASOS HIWAS	Yes	
Kansas City	Charles B. Wheeler-Downtown	MKC	ASOS	Yes	
Lee's Summit	Lee's Summit Municipal	LXT	ASOS	Yes	
Mexico	Mexico Memorial	MYJ	AWOS	Yes	
Monett	Monett Regional	HFJ	AWOS	Yes	
Mosby	Midwest National Air Center	GPH	AWOS HIWAS	Yes	
Rolla/Vichy	Rolla National	VIH	ASOS	Yes	
Sedalia	Sedalia Regional	DMO	ASOS	Yes	
Sikeston	Sikeston Memorial Municipal	SIK	AWOS	Yes	
St Joseph	Rosecrans Memorial	STJ	ASOS	Yes	
St. Louis	Spirit of St. Louis	SUS	ASOS	Yes	
Regional Business: AWOS/ASOS					
Bolivar	Bolivar Municipal	M17	HIWAS	No	Install AWOS/ASOS
Boonville	Jesse Viertel Memorial	VER	AWOS	Yes	
Branson West	Branson West Municipal - Emerson Field	FWB	AWOS HIWAS	Yes	
Brookfield/ Marceline	North Central Missouri Regional	MO8	AWOS	Yes	
Camdenton	Camdenton Memorial-Lake Regional	OZS	AWOS	Yes	
Cameron	Cameron Memorial	EZZ	AWOS	Yes	
Chillicothe	Chillicothe Municipal	CHT	AWOS HIWAS	Yes	
Clinton	Clinton Regional	GLY	AWOS HIWAS	Yes	
Dexter	Dexter Municipal	DXE	None	No	Install AWOS/ASOS
Farmington	Farmington Regional	FAM	AWOS HIWAS	Yes	
Hannibal	Hannibal Regional	HAE	AWOS HIWAS	Yes	
Kaiser/Lake Ozark	Lee C Fine Memorial	AIZ	AWOS	Yes	
Kennett	Kennett Memorial	TKX	AWOS	Yes	



TABLE B-8: WEATHER OBJECTIVES AND COMPLIANCE

City	Airport Name	FAA ID	Weather System	Meets Approach Objective	Improvement Needed to Meet Objective
Lebanon	Floyd W. Jones Lebanon	LBO	AWOS HIWAS	Yes	
Moberly	Omar N Bradley	MBY	AWOS	Yes	
Neosho	Neosho Hugh Robinson	EOS	None	No	Install AWOS/ASOS
Nevada	Nevada Municipal	NVD	AWOS HIWAS	Yes	
Perryville	Perryville Regional	PCD	AWOS HIWAS	Yes	
Poplar Bluff	Poplar Bluff Municipal	POF	ASOS	Yes	
St. Charles	St. Charles County Smartt Field	SET	ASOS HIWAS	Yes	
St. Louis	Creve Coeur	1H0	None	No	Install AWOS/ASOS
Sullivan	Sullivan Regional	UUV	AWOS	Yes	
Warrensburg	UCM-Skyhaven	RCM	AWOS	Yes	
Washington	Washington Regional	FYG	AWOS	Yes	
West Plains	West Plains Regional	UNO	ASOS	Yes	
Business Community: Not an objective					
Aurora	Jerry Sumners Sr Aurora Municipal	2H2	HIWAS	N/A	
Ava	Ava Bill Martin Memorial	AOV	None	N/A	
Branson	M. Graham Clark - Downtown	PLK	None	N/A	
Butler	Butler Memorial	BUM	HIWAS	N/A	
Caruthersville	Caruthersville Memorial	M05	HIWAS	N/A	
Cassville	Cassville Municipal	94K	None	N/A	
Cuba	Cuba Municipal	UBX	None	N/A	
Eldon	Eldon Model Airpark	H79	None	N/A	
Fredericktown	A. Paul Vance Fredericktown Regional	H88	HIWAS	N/A	
Fulton	Elton Hensley Memorial	FTT	HIWAS	N/A	
Harrisonville	Lawrence Smith Memorial	LRY	AWOS HIWAS	N/A	
Higginsville	Higginsville Industrial Municipal	HIG	None	N/A	
Lamar	Lamar Municipal	LLU	None	N/A	
Macon	Macon-Fower Memorial	K89	None	N/A	
Malden	Malden Regional	MAW	AWOS	N/A	
Marshall	Marshall Memorial Municipal	MHL	AWOS	N/A	
Maryville	Northwest Missouri Regional	EVU	AWOS	N/A	
Mountain View	Mountain View	MNF	HIWAS	N/A	
New Madrid	County Memorial	EIW	None	N/A	
Osage Beach	Grand Glaize- Osage Beach	K15	None	N/A	
Potosi	Washington County	8WC	HIWAS	N/A	
Salem	Salem Memorial	K33	HIWAS	N/A	
Trenton	Trenton Municipal	TRX	None	N/A	



TABLE B-8: WEATHER OBJECTIVES AND COMPLIANCE

City	Airport Name	FAA ID	Weather System	Meets Approach Objective	Improvement Needed to Meet Objective
Warsaw	Warsaw Municipal	RAW	AWOS	N/A	
Community Local: Not an objective					
Albany	Albany Municipal	K19	HIWAS	N/A	
Bethany	Bethany Memorial	75K	None	N/A	
Bismarck	Bismarck Memorial	H57	None	N/A	
Bonne Terre	Bonne Terre Municipal	1BT	None	N/A	
Bowling Green	Bowling Green Municipal	H19	HIWAS	N/A	
Buffalo	Buffalo Municipal	H17	HIWAS	N/A	
Cabool	Cabool Memorial	TVB	HIWAS	N/A	
Campbell	Campbell Municipal	34M	None	N/A	
Carrollton	Carrollton Memorial	K26	HIWAS	N/A	
Charleston	Mississippi County	CHQ	None	N/A	
Doniphan	Doniphan Municipal	X33	None	N/A	
El Dorado Springs	El Dorado Springs Memorial	87K	HIWAS	N/A	
Excelsior Springs	Excelsior Springs Memorial	3EX	None	N/A	
Gainesville	Gainesville Memorial	H27	None	N/A	
Gideon	Gideon Memorial	M85	None	N/A	
Hermann	Hermann Municipal	63M	None	N/A	
Hornersville	Hornersville Memorial	37M	None	N/A	
Houston	Houston Memorial	M48	HIWAS	N/A	
Kahoka	Kahoka Municipal	0H7	None	N/A	
Lincoln	Lincoln Municipal	0R2	None	N/A	
Linn	State Technical College of Missouri	1H3	None	N/A	
Mansfield	Mansfield Municipal	03B	None	N/A	
Memphis	Memphis Memorial	03D	HIWAS	N/A	
Monroe City	Captain Ben Smith Airfield	K52	HIWAS	N/A	
Monticello	Lewis County Regional	6M6	HIWAS	N/A	
Mount Vernon	Mount Vernon Municipal	2MO	None	N/A	
Mountain Grove	Mountain Grove Memorial	1MO	None	N/A	
Piedmont	Piedmont Municipal	PYN	AWOS HIWAS	N/A	
Richland	Richland Municipal	MO1	HIWAS	N/A	
Shelbyville	Shelby County	6K2	None	N/A	
Steele	Steele Municipal	M12	HIWAS	N/A	
Stockton	Stockton Municipal	MO3	HIWAS	N/A	
Tarkio	Gould Peterson Municipal	K57	None	N/A	
Thayer	Thayer Memorial	42M	HIWAS	N/A	



TABLE B-8: WEATHER OBJECTIVES AND COMPLIANCE

City	Airport Name	FAA ID	Weather System	Meets Approach Objective	Improvement Needed to Meet Objective
Unionville	Unionville Municipal	K43	None	N/A	
Van Buren	Bollinger-Crass Memorial	MO5	None	N/A	
Versailles	Roy Otten Memorial Airfield	3VS	None	N/A	
Willow Springs	Willow Springs Memorial	1H5	None	N/A	



TABLE B-9: HANGAR STORAGE OBJECTIVES AND COMPLIANCE

City	Airport Name	FAA ID	2017 Hangar Objective	Available Hangar Storage Type		Meets Hangar Storage Objective	Improvement Needed to Meet Objective
				T-Hangar	Conventional		
Commercial: 70% of Based Aircraft							
Branson	Branson	BBG	4	0	19	Yes	
Cape Girardeau	Cape Girardeau Regional	CGI	40	30	86	Yes	
Columbia	Columbia Regional	COU	32	0	38	Yes	
Fort Leonard Wood	Waynesville-St. Robert Regional	TBN	7	20	4	Yes	
Joplin	Joplin Regional	JLN	88	36	56	Yes	
Kansas City	Kansas City International	MCI	1	0	1	Yes	
Kirksville	Kirksville Regional	IRK	17	28	3	Yes	
Springfield	Springfield-Branson National	SGF	85	67	29	Yes	
St Louis	St. Louis Lambert International	STL	13	0	31	Yes	
National Business: 70% of Based Aircraft							
Jefferson City	Jefferson City Memorial	JEF	40	10	65	Yes	
Kansas City	Charles B. Wheeler-Downtown	MKC	129	108	110	Yes	
Lee's Summit	Lee's Summit Municipal	LXT	104	111	8	Yes	
Mexico	Mexico Memorial	MYJ	23	19	12	Yes	
Monett	Monett Regional	HFJ	19	20	5	Yes	
Mosby	Midwest National Air Center	GPH	39	76	8	Yes	
Rolla/Vichy	Rolla National	VIH	55	20	6	No	Provide 29 additional hangar spaces
Sedalia	Sedalia Regional	DMO	21	13	3	No	Provide 5 additional hangar spaces
Sikeston	Sikeston Memorial Municipal	SIK	11	10	8	Yes	
St Joseph	Rosecrans Memorial	STJ	43	34	63	Yes	
St. Louis	Spirit of St. Louis	SUS	260	172	18	No	*
Regional Business: 70% of Based Aircraft							
Bolivar	Bolivar Municipal	M17	42	52	7	Yes	
Boonville	Jesse Viertel Memorial	VER	38	40	5	Yes	
Branson West	Branson West Municipal - Emerson Field	FWB	18	0	39	Yes	
Brookfield/Marceline	North Central Missouri Regional	MO8	6	10	0	Yes	
Camdenton	Camdenton Memorial-Lake Regional	OZS	25	44	18	Yes	
Cameron	Cameron Memorial	EZZ	19	30	3	Yes	
Chillicothe	Chillicothe Municipal	CHT	15	8	12	Yes	
Clinton	Clinton Regional	GLY	20	33	4	Yes	



TABLE B-9: HANGAR STORAGE OBJECTIVES AND COMPLIANCE

City	Airport Name	FAA ID	2017 Hangar Objective	Available Hangar Storage Type		Meets Hangar Storage Objective	Improvement Needed to Meet Objective
				T-Hangar	Conventional		
Dexter	Dexter Municipal	DXE	15	21	1	Yes	
Farmington	Farmington Regional	FAM	22	20	15	Yes	
Hannibal	Hannibal Regional	HAE	14	15	11	Yes	
Kaiser/Lake Ozark	Lee C Fine Memorial	AIZ	6	8	6	Yes	
Kennett	Kennett Memorial	TKX	19	8	21	Yes	
Lebanon	Floyd W. Jones Lebanon	LBO	21	12	2	No	Provide 7 additional hangar spaces
Moberly	Omar N Bradley	MBY	21	12	10	Yes	
Neosho	Neosho Hugh Robinson	EOS	19	20	5	Yes	
Nevada	Nevada Municipal	NVD	15	7	13	Yes	
Perryville	Perryville Regional	PCD	9	11	6	Yes	
Poplar Bluff	Poplar Bluff Municipal	POF	18	30	6	Yes	
St. Charles	St. Charles County Smartt Field	SET	102	92	0	No	Provide 10 additional hangar spaces
St. Louis	Creve Coeur	1H0	117	39	300	Yes	
Sullivan	Sullivan Regional	UUV	20	36	0	Yes	
Warrensburg	UCM-Skyhaven	RCM	29	40	7	Yes	
Washington	Washington Regional	FYG	23	36	3	Yes	
West Plains	West Plains Regional	UNO	18	34	0	Yes	
Business Community: 70% of Based Aircraft							
Aurora	Jerry Sumners Sr Aurora Municipal	2H2	18	7	18	Yes	
Ava	Ava Bill Martin Memorial	AOV	4	1	5	Yes	
Branson	M. Graham Clark - Downtown	PLK	48	0	65	Yes	
Butler	Butler Memorial	BUM	14	17	2	Yes	
Caruthersville	Caruthersville Memorial	M05	7	8	6	Yes	
Cassville	Cassville Municipal	94K	8	6	10	Yes	
Cuba	Cuba Municipal	UBX	14	20	2	Yes	
Eldon	Eldon Model Airpark	H79	13	0	0	No	Provide 13 additional hangar spaces
Fredericktown	A. Paul Vance Fredericktown Regional	H88	10	18	4	Yes	
Fulton	Elton Hensley Memorial	FTT	25	41	0	Yes	
Harrisonville	Lawrence Smith Memorial	LRV	38	36	3	Yes	
Higginsville	Higginsville Industrial Municipal	HIG	14	14	7	Yes	
Lamar	Lamar Municipal	LLU	11	12	7	Yes	



TABLE B-9: HANGAR STORAGE OBJECTIVES AND COMPLIANCE

City	Airport Name	FAA ID	2017 Hangar Objective	Available Hangar Storage Type		Meets Hangar Storage Objective	Improvement Needed to Meet Objective
				T-Hangar	Conventional		
Macon	Macon-Fower Memorial	K89	8	5	10	Yes	
Malden	Malden Regional	MAW	11	9	16	Yes	
Marshall	Marshall Memorial Municipal	MHL	15	16	3	Yes	
Maryville	Northwest Missouri Regional	EVU	12	0	28	Yes	
Mountain View	Mountain View	MNF	11	0	18	Yes	
New Madrid	County Memorial	EIW	9	6	1	No	Provide 2 additional hangar spaces
Osage Beach	Grand Glaize- Osage Beach	K15	8	12	11	Yes	
Potosi	Washington County	8WC	9	10	2	Yes	
Salem	Salem Memorial	K33	9	0	12	Yes	
Trenton	Trenton Municipal	TRX	8	15	2	Yes	
Warsaw	Warsaw Municipal	RAW	9	20	0	Yes	
Community Local: Maintain Existing							
Albany	Albany Municipal	K19	6	6	0	N/A	
Bethany	Bethany Memorial	75K	4	1	3	N/A	
Bismarck	Bismarck Memorial	H57	0	0	0	N/A	
Bonne Terre	Bonne Terre Municipal	1BT	5	0	5	N/A	
Bowling Green	Bowling Green Municipal	H19	11	6	5	N/A	
Buffalo	Buffalo Municipal	H17	10	0	10	N/A	
Cabool	Cabool Memorial	TVB	10	0	10	N/A	
Campbell	Campbell Municipal	34M	10	4	6	N/A	
Carrollton	Carrollton Memorial	K26	8	0	8	N/A	
Charleston	Mississippi County	CHQ	5	0	5	N/A	
Doniphan	Doniphan Municipal	X33	8	0	8	N/A	
El Dorado Springs	El Dorado Springs Memorial	87K	0	0	0	N/A	
Excelsior Springs	Excelsior Springs Memorial	3EX	19	12	7	N/A	
Gainesville	Gainesville Memorial	H27	5	4	1	N/A	
Gideon	Gideon Memorial	M85	3	0	3	N/A	
Hermann	Hermann Municipal	63M	11	11	0	N/A	
Hornersville	Hornersville Memorial	37M	5	5	0	N/A	
Houston	Houston Memorial	M48	15	5	10	N/A	
Kahoka	Kahoka Municipal	0H7	2	0	2	N/A	
Lincoln	Lincoln Municipal	0R2	6	6	0	N/A	
Linn	State Technical College of Missouri	1H3	20	20	0	N/A	



TABLE B-9: HANGAR STORAGE OBJECTIVES AND COMPLIANCE

City	Airport Name	FAA ID	2017 Hangar Objective	Available Hangar Storage Type		Meets Hangar Storage Objective	Improvement Needed to Meet Objective
				T-Hangar	Conventional		
Mansfield	Mansfield Municipal	03B	12	12	0	N/A	
Memphis	Memphis Memorial	03D	12	12	0	N/A	
Monroe City	Captain Ben Smith Airfield	K52	12	0	12	N/A	
Monticello	Lewis County Regional	6M6	8	8	0	N/A	
Mount Vernon	Mount Vernon Municipal	2MO	6	0	6	N/A	
Mountain Grove	Mountain Grove Memorial	1MO	12	0	12	N/A	
Piedmont	Piedmont Municipal	PYN	9	8	1	N/A	
Richland	Richland Municipal	MO1	2	0	2	N/A	
Shelbyville	Shelby County	6K2	1	1	0	N/A	
Steele	Steele Municipal	M12	10	6	4	N/A	
Stockton	Stockton Municipal	MO3	7	0	7	N/A	
Tarkio	Gould Peterson Municipal	K57	12	0	12	N/A	
Thayer	Thayer Memorial	42M	5	0	5	N/A	
Unionville	Unionville Municipal	K43	7	7	0	N/A	
Van Buren	Bollinger-Crass Memorial	MO5	0	0	0	N/A	
Versailles	Roy Otten Memorial Airfield	3VS	33	28	5	N/A	
Willow Springs	Willow Springs Memorial	1H5	9	9	0	N/A	

Note: * Exempt/addressed in master plan.



TABLE B-10: TIE-DOWN STORAGE OBJECTIVES AND COMPLIANCE

City	Airport Name	FAA ID	2017 Tie-down Objective	Available Tie-downs Type		Meets Tie-down Objective	Improvement Needed to Meet Objective
				Based Aircraft Spaces (Paved & Unpaved)	Transient Spaces (Paved & Unpaved)		
Commercial: 30% of Based Aircraft & 75% of Daily Transient							
Branson	Branson	BBG	3	0	29	Yes	
Cape Girardeau	Cape Girardeau Regional	CGI	21	0	45	Yes	
Columbia	Columbia Regional	COU	17	3	21	Yes	
Fort Leonard Wood	Waynesville-St. Robert Regional	TBN	4	0	6	Yes	
Joplin	Joplin Regional	JLN	42	0	46	Yes	
Kansas City	Kansas City International	MCI	2	0	15	Yes	
Kirksville	Kirksville Regional	IRK	8	0	24	Yes	
Springfield	Springfield-Branson National	SGF	42	7	93	Yes	
St Louis	St. Louis Lambert International	STL	6	0	20	Yes	
National Business: 30% of Based Aircraft & 75% of Daily Transient							
Jefferson City	Jefferson City Memorial	JEF	22	0	30	Yes	
Kansas City	Charles B. Wheeler-Downtown	MKC	69	7	21	Yes	
Lee's Summit	Lee's Summit Municipal	LXT	50	11	48	Yes	
Mexico	Mexico Memorial	MYJ	13	2	22	Yes	
Monett	Monett Regional	HFJ	11	1	16	Yes	
Mosby	Midwest National Air Center	GPH	18	6	8	No	Provide 4 additional tie-down spaces
Rolla/Vichy	Rolla National	VIH	28	0	6	No	Provide 22 additional tie-down spaces
Sedalia	Sedalia Regional	DMO	10	2	26	Yes	
Sikeston	Sikeston Memorial Municipal	SIK	6	0	18	Yes	
St Joseph	Rosecrans Memorial	STJ	21	0	42	Yes	
St. Louis	Spirit of St. Louis	SUS	129	60	21	No	Provide 48 additional tie-down spaces
Regional Business: 30% of Based Aircraft & 75% of Daily Transient							
Bolivar	Bolivar Municipal	M17	19	0	25	Yes	
Boonville	Jesse Viertel Memorial	VER	17	8	15	Yes	
Branson West	Branson West Municipal - Emerson Field	FWB	8	0	38	Yes	
Brookfield/Marceline	North Central Missouri Regional	MO8	4	0	16	Yes	



TABLE B-10: TIE-DOWN STORAGE OBJECTIVES AND COMPLIANCE

City	Airport Name	FAA ID	2017 Tie-down Objective	Available Tie-downs Type		Meets Tie-down Objective	Improvement Needed to Meet Objective
				Based Aircraft Spaces (Paved & Unpaved)	Transient Spaces (Paved & Unpaved)		
Camdenton	Camdenton Memorial-Lake Regional	OZS	13	1	49	Yes	
Cameron	Cameron Memorial	EZZ	9	4	8	Yes	
Chillicothe	Chillicothe Municipal	CHT	8	0	0	No	Provide 8 tie-down spaces
Clinton	Clinton Regional	GLY	10	1	12	Yes	
Dexter	Dexter Municipal	DXE	7	0	0	No	Provide 7 tie-down spaces
Farmington	Farmington Regional	FAM	11	0	13	Yes	
Hannibal	Hannibal Regional	HAE	7	6	22	Yes	
Kaiser/Lake Ozark	Lee C Fine Memorial	AIZ	4	0	68	Yes	
Kennett	Kennett Memorial	TKX	12	4	16	Yes	
Lebanon	Floyd W. Jones Lebanon	LBO	13	2	31	Yes	
Moberly	Omar N Bradley	MBY	10	4	6	Yes	
Neosho	Neosho Hugh Robinson	EOS	9	0	21	Yes	
Nevada	Nevada Municipal	NVD	7	0	12	Yes	
Perryville	Perryville Regional	PCD	6	24	36	Yes	
Poplar Bluff	Poplar Bluff Municipal	POF	12	0	7	No	Provide 5 additional tie-down spaces
St. Charles	St. Charles County Smartt Field	SET	48	44	57	Yes	
St. Louis	Creve Coeur	1H0	54	3	15	No	Provide 36 additional tie-down spaces
Sullivan	Sullivan Regional	UUV	10	1	14	Yes	
Warrensburg	UCM-Skyhaven	RCM	13	4	66	Yes	
Washington	Washington Regional	FYG	12	0	0	No	Provide 12 tie-down spaces
West Plains	West Plains Regional	UNO	9	0	10	Yes	
Business Community: 40% of Based Aircraft & 25% of Daily Transient							
Aurora	Jerry Sumners Sr Aurora Municipal	2H2	11	2	4	No	Provide 5 additional tie-down spaces
Ava	Ava Bill Martin Memorial	AOV	3	0	4	Yes	
Branson	M. Graham Clark - Downtown	PLK	28	2	34	Yes	
Butler	Butler Memorial	BUM	9	0	10	Yes	
Caruthersville	Caruthersville Memorial	M05	5	0	10	Yes	



TABLE B-10: TIE-DOWN STORAGE OBJECTIVES AND COMPLIANCE

City	Airport Name	FAA ID	2017 Tie-down Objective	Available Tie-downs Type		Meets Tie-down Objective	Improvement Needed to Meet Objective
				Based Aircraft Spaces (Paved & Unpaved)	Transient Spaces (Paved & Unpaved)		
Cassville	Cassville Municipal	94K	6	1	2	No	Provide 3 additional tie-down spaces
Cuba	Cuba Municipal	UBX	9	0	7	No	Provide 2 additional tie-down spaces
Eldon	Eldon Model Airpark	H79	8	1	10	Yes	
Fredericktown	A. Paul Vance Fredericktown Regional	H88	7	0	2	No	Provide 5 additional tie-down spaces
Fulton	Elton Hensley Memorial	FTT	15	0	6	No	Provide 9 additional tie-down spaces
Harrisonville	Lawrence Smith Memorial	LRY	23	6	8	No	Provide 9 additional tie-down spaces
Higginsville	Higginsville Industrial Municipal	HIG	9	3	8	Yes	
Lamar	Lamar Municipal	LLU	7	0	6	No	*
Macon	Macon-Fower Memorial	K89	6	0	0	No	Provide 6 tie-down spaces
Malden	Malden Regional	MAW	7	0	23	Yes	
Marshall	Marshall Memorial Municipal	MHL	10	0	12	Yes	
Maryville	Northwest Missouri Regional	EVU	8	1	14	Yes	
Mountain View	Mountain View	MNF	7	0	5	No	Provide 2 additional tie-down spaces
New Madrid	County Memorial	EIW	6	7	0	Yes	
Osage Beach	Grand Glaize- Osage Beach	K15	5	0	36	Yes	
Potosi	Washington County	8WC	6	0	9	Yes	
Salem	Salem Memorial	K33	6	0	6	Yes	
Trenton	Trenton Municipal	TRX	5	3	3	Yes	
Warsaw	Warsaw Municipal	RAW	6	0	12	Yes	
Community Local: Maintain Existing							
Albany	Albany Municipal	K19	2	0	2	N/A	
Bethany	Bethany Memorial	75K	6	0	6	N/A	
Bismarck	Bismarck Memorial	H57	9	0	9	N/A	
Bonne Terre	Bonne Terre Municipal	1BT	5	0	5	N/A	
Bowling Green	Bowling Green Municipal	H19	7	0	7	N/A	
Buffalo	Buffalo Municipal	H17	4	0	4	N/A	
Cabool	Cabool Memorial	TVB	2	0	2	N/A	



TABLE B-10: TIE-DOWN STORAGE OBJECTIVES AND COMPLIANCE

City	Airport Name	FAA ID	2017 Tie-down Objective	Available Tie-downs Type		Meets Tie-down Objective	Improvement Needed to Meet Objective
				Based Aircraft Spaces (Paved & Unpaved)	Transient Spaces (Paved & Unpaved)		
Campbell	Campbell Municipal	34M	5	0	5	N/A	
Carrollton	Carrollton Memorial	K26	11	2	9	N/A	
Charleston	Mississippi County	CHQ	10	0	10	N/A	
Doniphan	Doniphan Municipal	X33	2	0	2	N/A	
El Dorado Springs	El Dorado Springs Memorial	87K	0	0	0	N/A	
Excelsior Springs	Excelsior Springs Memorial	3EX	7	0	7	N/A	
Gainesville	Gainesville Memorial	H27	3	0	3	N/A	
Gideon	Gideon Memorial	M85	3	2	1	N/A	
Hermann	Hermann Municipal	63M	4	0	4	N/A	
Hornersville	Hornersville Memorial	37M	5	0	5	N/A	
Houston	Houston Memorial	M48	8	0	8	N/A	
Kahoka	Kahoka Municipal	0H7	0	0	0	N/A	
Lincoln	Lincoln Municipal	0R2	0	0	0	N/A	
Linn	State Technical College of Missouri	1H3	3	0	3	N/A	
Mansfield	Mansfield Municipal	03B	6	2	4	N/A	
Memphis	Memphis Memorial	03D	4	0	4	N/A	
Monroe City	Captain Ben Smith Airfield	K52	6	0	6	N/A	
Monticello	Lewis County Regional	6M6	13	0	13	N/A	
Mount Vernon	Mount Vernon Municipal	2MO	4	0	4	N/A	
Mountain Grove	Mountain Grove Memorial	1MO	5	0	5	N/A	
Piedmont	Piedmont Municipal	PYN	7	0	7	N/A	
Richland	Richland Municipal	MO1	2	0	2	N/A	
Shelbyville	Shelby County	6K2	0	0	0	N/A	
Steele	Steele Municipal	M12	5	0	5	N/A	
Stockton	Stockton Municipal	MO3	3	0	3	N/A	
Tarkio	Gould Peterson Municipal	K57	6	0	6	N/A	
Thayer	Thayer Memorial	42M	0	0	0	N/A	
Unionville	Unionville Municipal	K43	0	0	0	N/A	
Van Buren	Bollinger-Crass Memorial	MO5	6	0	6	N/A	
Versailles	Roy Otten Memorial Airfield	3VS	6	0	6	N/A	
Willow Springs	Willow Springs Memorial	1H5	6	0	6	N/A	

Note: * The deficiency is minor and therefore no improvement is warranted.



TABLE B-11: GENERAL AVIATION ADMINISTRATION/TERMINAL BUILDING OBJECTIVES AND COMPLIANCE

City	Airport Name	FAA ID	Building Square Footage	Public Restroom	Conference Room	Pilot Lounge	Meets Objective	Improvement Needed to Meet Objective
Commercial: 2,500 sf, Public Restroom, Conference Room, Pilot Lounge								
Branson	Branson	BBG	2,900	Yes	Yes	Yes	Yes	
Cape Girardeau	Cape Girardeau Regional	CGI	8,500	Yes	Yes	Yes	Yes	
Columbia	Columbia Regional	COU	7,000	Yes	Yes	Yes	Yes	
Fort Leonard Wood	Waynesville-St. Robert Regional	TBN	2,400	Yes	Yes	Yes	No	*
Joplin	Joplin Regional	JLN	21,000	Yes	Yes	Yes	Yes	
Kansas City	Kansas City International	MCI	800,000	Yes	Yes	Yes	Yes	
Kirksville	Kirksville Regional	IRK	5,000	Yes	Yes	Yes	Yes	
Springfield	Springfield-Branson National	SGF	5,500	Yes	Yes	Yes	Yes	
St Louis	St. Louis Lambert International	STL	11,150	Yes	Yes	Yes	Yes	
National Business: 2,500 sf, Public Restroom, Conference Room, Pilot Lounge								
Jefferson City	Jefferson City Memorial	JEF	3,400	Yes	Yes	No	No	Provide a pilot lounge
Kansas City	Charles B. Wheeler-Downtown	MKC	3,055	Yes	Yes	Yes	Yes	
Lee's Summit	Lee's Summit Municipal	LXT	810	Yes	Yes	Yes	No	Provide additional 1,690 sq ft of space
Mexico	Mexico Memorial	MYJ	1,700	Yes	Yes	Yes	No	Provide additional 800 sq ft of space
Monett	Monett Regional	HFJ	2,400	Yes	Yes	Yes	No	*
Mosby	Midwest National Air Center	GPH	2,800	Yes	Yes	Yes	Yes	
Rolla/Vichy	Rolla National	VIH	2,600	Yes	Yes	Yes	Yes	
Sedalia	Sedalia Regional	DMO	1,350	Yes	Yes	Yes	No	Provide additional 1,150 sq ft of space
Sikeston	Sikeston Memorial Municipal	SIK	2,200	Yes	Yes	Yes	No	Provide additional 300 sq ft of space
St Joseph	Rosecrans Memorial	STJ	5,000	Yes	Yes	No	No	Provide a pilot lounge
St. Louis	Spirit of St. Louis	SUS	10,000	Yes	Yes	Yes	Yes	
Regional Business: 2,500 sf, Public Restroom, Conference Room, Pilot Lounge								
Bolivar	Bolivar Municipal	M17	1,600	Yes	No	No	No	Provide additional 900 sq ft of space, conference room, and pilot lounge
Boonville	Jesse Viertel Memorial	VER	900	Yes	Yes	No	No	Provide additional 1,600 sq ft of space and pilot lounge
Branson West	Branson West Municipal - Emerson Field	FWB	3,000	Yes	Yes	Yes	Yes	
Brookfield/Marceline	North Central Missouri Regional	MO8	1,600	Yes	Yes	Yes	No	Provide additional 900 sq ft of space
Camdenton	Camdenton Memorial-Lake Regional	OZS	1,800	Yes	Yes	Yes	No	Provide additional 700 sq ft of space



TABLE B-11: GENERAL AVIATION ADMINISTRATION/TERMINAL BUILDING OBJECTIVES AND COMPLIANCE

City	Airport Name	FAA ID	Building Square Footage	Public Restroom	Conference Room	Pilot Lounge	Meets Objective	Improvement Needed to Meet Objective
Cameron	Cameron Memorial	EZZ	1,200	Yes	No	Yes	No	Provide additional 1,300 sq ft of space and conference room
Chillicothe	Chillicothe Municipal	CHT	1,800	Yes	Yes	Yes	No	Provide additional 700 sq ft of space
Clinton	Clinton Regional	GLY	0	Yes	No	Yes	No	Provide additional 2,500 sq ft of space and conference room
Dexter	Dexter Municipal	DXE	340	Yes	Yes	Yes	No	Provide additional 2,160 sq ft of space
Farmington	Farmington Regional	FAM	2,000	Yes	Yes	Yes	No	Provide additional 500 sq ft of space
Hannibal	Hannibal Regional	HAE	2,500	Yes	Yes	Yes	Yes	
Kaiser/Lake Ozark	Lee C Fine Memorial	AIZ	3,600	Yes	Yes	Yes	Yes	
Kennett	Kennett Memorial	TKX	2,400	Yes	Yes	Yes	No	*
Lebanon	Floyd W. Jones Lebanon	LBO	1,260	Yes	No	Yes	No	Provide additional 1,240 sq ft of space and conference room
Moberly	Omar N Bradley	MBY	1,000	Yes	Yes	Yes	No	Provide additional 1,500 sq ft of space
Neosho	Neosho Hugh Robinson	EOS	3,200	Yes	Yes	Yes	Yes	
Nevada	Nevada Municipal	NVD	6,750	Yes	Yes	Yes	Yes	
Perryville	Perryville Regional	PCD	1,710	Yes	Yes	Yes	No	Provide additional 790 sq ft of space
Poplar Bluff	Poplar Bluff Municipal	POF	2,000	Yes	No	Yes	No	Provide additional 500 sq ft of space and conference room
St. Charles	St. Charles County Smartt Field	SET	4,000	Yes	Yes	Yes	Yes	
St. Louis	Creve Coeur	1H0	4,500	Yes	Yes	No	No	Provide a pilot lounge
Sullivan	Sullivan Regional	UUV	1,200	Yes	Yes	Yes	No	Provide additional 1,300 sq feet of space
Warrensburg	UCM-Skyhaven	RCM	0	No	No	No	No	Provide 2,500 sq ft of space with public restrooms, conference room, and pilot lounge
Washington	Washington Regional	FYG	6,400	Yes	Yes	Yes	Yes	
West Plains	West Plains Regional	UNO	2,400	Yes	Yes	Yes	No	*
Business Community: 1,500 sf, Public Restroom, Conference Room, Pilot Lounge								
Aurora	Jerry Sumners Sr Aurora Municipal	2H2	1,200	Yes	Yes	No	No	Provide additional 300 sq ft of space and a pilot lounge
Ava	Ava Bill Martin Memorial	AOV	375	Yes	No	Yes	No	Provide additional 1,125 sq ft of space and a conference room



TABLE B-11: GENERAL AVIATION ADMINISTRATION/TERMINAL BUILDING OBJECTIVES AND COMPLIANCE

City	Airport Name	FAA ID	Building Square Footage	Public Restroom	Conference Room	Pilot Lounge	Meets Objective	Improvement Needed to Meet Objective
Branson	M. Graham Clark - Downtown	PLK	13,000	Yes	Yes	Yes	Yes	
Butler	Butler Memorial	BUM	500	Yes	No	Yes	No	Provide additional 1,000 sq ft of space and a conference room
Caruthersville	Caruthersville Memorial	M05	0	Yes	No	No	No	Provide 1,500 sq ft of space, conference room, and a pilot lounge
Cassville	Cassville Municipal	94K	600	Yes	No	Yes	No	Provide additional 900 sq ft of space and a conference room
Cuba	Cuba Municipal	UBX	800	Yes	No	Yes	No	Provide additional 700 sq ft of space and a conference room
Eldon	Eldon Model Airpark	H79	0	No	No	No	No	Provide 1,500 sq ft of space, public restroom, conference room, and a pilot lounge
Fredericktown	A. Paul Vance Fredericktown Regional	H88	1,496	Yes	Yes	Yes	No	*
Fulton	Elton Hensley Memorial	FTT	1,500	Yes	No	Yes	No	Provide a conference room
Harrisonville	Lawrence Smith Memorial	LRV	1,000	Yes	Yes	Yes	No	Provide additional 500 sq ft of space
Higginsville	Higginsville Industrial Municipal	HIG	2,400	Yes	Yes	Yes	Yes	
Lamar	Lamar Municipal	LLU	3,000	Yes	No	Yes	No	Provide a conference room
Macon	Macon-Fower Memorial	K89	840	Yes	No	Yes	No	Provide additional 660 sq ft of space and a conference room
Malden	Malden Regional	MAW	4,620	Yes	Yes	Yes	Yes	
Marshall	Marshall Memorial Municipal	MHL	4,550	Yes	Yes	Yes	Yes	
Maryville	Northwest Missouri Regional	EVU	2,500	Yes	Yes	Yes	Yes	
Mountain View	Mountain View	MNF	700	Yes	No	Yes	No	Provide additional 800 sq ft of space and a conference room
New Madrid	County Memorial	EIW	1,200	Yes	No	Yes	No	Provide additional 300 sq ft of space and a conference room
Osage Beach	Grand Glaize- Osage Beach	K15	1,400	Yes	Yes	Yes	No	*
Potosi	Washington County	8WC	1,530	Yes	Yes	Yes	Yes	
Salem	Salem Memorial	K33	216	Yes	No	Yes	No	Provide additional 1,284 sq ft of space and a conference room
Trenton	Trenton Municipal	TRX	150	Yes	No	Yes	No	Provide additional 1,350 sq ft of space and a conference room



TABLE B-11: GENERAL AVIATION ADMINISTRATION/TERMINAL BUILDING OBJECTIVES AND COMPLIANCE

City	Airport Name	FAA ID	Building Square Footage	Public Restroom	Conference Room	Pilot Lounge	Meets Objective	Improvement Needed to Meet Objective
Warsaw	Warsaw Municipal	RAW	1,900	Yes	Yes	Yes	Yes	
Community Local: Maintain Existing								
Albany	Albany Municipal	K19	300	Yes	No	Yes	Yes	
Bethany	Bethany Memorial	75K	0	No	No	No	Yes	
Bismarck	Bismarck Memorial	H57	0	No	No	No	Yes	
Bonne Terre	Bonne Terre Municipal	1BT	0	No	No	No	Yes	
Bowling Green	Bowling Green Municipal	H19	4,284	Yes	No	Yes	Yes	
Buffalo	Buffalo Municipal	H17	30	Yes	No	Yes	Yes	
Cabool	Cabool Memorial	TVB	370	Yes	No	Yes	Yes	
Campbell	Campbell Municipal	34M	0	No	No	No	Yes	
Carrollton	Carrollton Memorial	K26	400	Yes	No	Yes	Yes	
Charleston	Mississippi County	CHQ	0	No	No	No	Yes	
Doniphan	Doniphan Municipal	X33	0	No	No	No	Yes	
El Dorado Springs	El Dorado Springs Memorial	87K	0	No	No	No	Yes	
Excelsior Springs	Excelsior Springs Memorial	3EX	400	Yes	Yes	Yes	Yes	
Gainesville	Gainesville Memorial	H27	0	No	No	No	Yes	
Gideon	Gideon Memorial	M85	1,500	No	No	No	Yes	
Hermann	Hermann Municipal	63M	200	Yes	Yes	Yes	Yes	
Hornersville	Hornersville Memorial	37M	0	No	No	No	Yes	
Houston	Houston Memorial	M48	0	No	No	No	Yes	
Kahoka	Kahoka Municipal	0H7	0	No	No	No	Yes	
Lincoln	Lincoln Municipal	0R2	0	No	No	No	Yes	
Linn	State Technical College of Missouri	1H3	0	No	No	No	Yes	
Mansfield	Mansfield Municipal	03B	0	No	No	No	Yes	
Memphis	Memphis Memorial	03D	0	No	No	No	Yes	
Monroe City	Captain Ben Smith Airfield	K52	800	Yes	Yes	Yes	Yes	
Monticello	Lewis County Regional	6M6	1,600	Yes	Yes	Yes	Yes	
Mount Vernon	Mount Vernon Municipal	2MO	0	No	No	No	Yes	
Mountain Grove	Mountain Grove Memorial	1MO	0	No	No	No	Yes	
Piedmont	Piedmont Municipal	PYN	400	Yes	No	Yes	Yes	
Richland	Richland Municipal	MO1	0	No	No	No	Yes	
Shelbyville	Shelby County	6K2	0	No	No	No	Yes	
Steele	Steele Municipal	M12	900	Yes	Yes	Yes	Yes	
Stockton	Stockton Municipal	MO3	300	Yes	No	Yes	Yes	
Tarkio	Gould Peterson Municipal	K57	800	Yes	Yes	Yes	Yes	
Thayer	Thayer Memorial	42M	500	Yes	No	No	Yes	
Unionville	Unionville Municipal	K43	200	No	No	Yes	Yes	



TABLE B-11: GENERAL AVIATION ADMINISTRATION/TERMINAL BUILDING OBJECTIVES AND COMPLIANCE

City	Airport Name	FAA ID	Building Square Footage	Public Restroom	Conference Room	Pilot Lounge	Meets Objective	Improvement Needed to Meet Objective
Van Buren	Bollinger-Crass Memorial	MO5	0	No	No	No	Yes	
Versailles	Roy Otten Memorial Airfield	3VS	800	Yes	No	Yes	Yes	
Willow Springs	Willow Springs Memorial	1H5	800	Yes	Yes	Yes	Yes	

Note: * The deficiency is minor and therefore no improvement is warranted.



TABLE B-12: GENERAL AVIATION AUTO PARKING OBJECTIVES AND COMPLIANCE

City	Airport Name	FAA ID	2017 Auto Parking Objective	Available Auto Parking Type				Meets Auto Parking Objective	Improvement Needed to Meet Objective
				Employee	General Aviation Users	Rental Car	Other		
Commercial: 1 space per based aircraft & additional 50% for employees									
Branson	Branson	BBG	8	100	26	135	200	Yes	Provide 52 additional auto parking spaces
Cape Girardeau	Cape Girardeau Regional	CGI	86	14	12	6	2	No	
Columbia	Columbia Regional	COU	68	0	452	38	0	Yes	
Fort Leonard Wood	Waynesville-St. Robert Regional	TBN	15	10	13	6	6	Yes	
Joplin	Joplin Regional	JLN	189	50	320	150	0	Yes	
Kansas City	Kansas City International	MCI	3	1,060	94	4,000	0	Yes	
Kirksville	Kirksville Regional	IRK	36	7	7	2	87	Yes	
Springfield	Springfield-Branson National	SGF	183	339	121	240	0	Yes	
St Louis	St. Louis Lambert International	STL	27	500	300	25	1000	Yes	
National Business: 1 space per based aircraft & additional 50% for employees									
Jefferson City	Jefferson City Memorial	JEF	86	30	100	10	20	Yes	
Kansas City	Charles B. Wheeler-Downtown	MKC	276	400	600	0	700	Yes	
Lee's Summit	Lee's Summit Municipal	LXT	222	7	58	4	2	No	Provide 151 additional auto parking spaces
Mexico	Mexico Memorial	MYJ	50	4	12	2	0	No	Provide 32 additional auto parking spaces
Monett	Monett Regional	HFJ	41	3	15	0	129	Yes	
Mosby	Midwest National Air Center	GPH	84	16	65	0	0	No	*
Rolla/Vichy	Rolla National	VIH	117	0	33	0	0	No	Provide 84 additional auto parking spaces
Sedalia	Sedalia Regional	DMO	45	3	21	2	0	No	Provide 19 additional auto parking spaces
Sikeston	Sikeston Memorial Municipal	SIK	24	2	20	0	2	Yes	
St Joseph	Rosecrans Memorial	STJ	93	25	110	4	0	Yes	
St. Louis	Spirit of St. Louis	SUS	558	400	250	30	100	Yes	
Regional Business: 1 space per based aircraft & additional 50% for employees									
Bolivar	Bolivar Municipal	M17	90	8	24	2	0	No	Provide 56 additional auto parking spaces
Boonville	Jesse Viertel Memorial	VER	81	0	20	0	0	No	Provide 61 additional auto parking spaces
Branson West	Branson West Municipal - Emerson Field	FWB	38	4	10	6	16	No	*



TABLE B-12: GENERAL AVIATION AUTO PARKING OBJECTIVES AND COMPLIANCE

City	Airport Name	FAA ID	2017 Auto Parking Objective	Available Auto Parking Type				Meets Auto Parking Objective	Improvement Needed to Meet Objective
				Employee	General Aviation Users	Rental Car	Other		
Brookfield/Marceline	North Central Missouri Regional	MO8	14	2	14	0	0	Yes	
Camdenton	Camdenton Memorial-Lake Regional	OZS	53	4	4	2	20	No	Provide 23 additional auto parking spaces
Cameron	Cameron Memorial	EZZ	41	1	12	0	0	No	Provide 28 additional auto parking spaces
Chillicothe	Chillicothe Municipal	CHT	32	0	10	0	0	No	Provide 22 additional auto parking spaces
Clinton	Clinton Regional	GLY	42	2	6	0	0	No	Provide 34 additional auto parking spaces
Dexter	Dexter Municipal	DXE	32	6	14	0	0	No	Provide 12 additional auto parking spaces
Farmington	Farmington Regional	FAM	48	0	15	0	2	No	Provide 31 additional auto parking spaces
Hannibal	Hannibal Regional	HAE	30	4	2	2	2	No	Provide 20 additional auto parking spaces
Kaiser/Lake Ozark	Lee C Fine Memorial	AIZ	14	4	103	14	0	Yes	
Kennett	Kennett Memorial	TKX	41	7	5	1	2	No	Provide 26 additional auto parking spaces
Lebanon	Floyd W. Jones Lebanon	LBO	45	4	4	4	4	No	Provide 29 additional auto parking spaces
Moberly	Omar N Bradley	MBY	45	1	30	0	2	No	Provide 12 additional auto parking spaces
Neosho	Neosho Hugh Robinson	EOS	41	2	16	1	1	No	Provide 21 additional auto parking spaces
Nevada	Nevada Municipal	NVD	32	1	6	1	6	No	Provide 18 additional auto parking spaces
Perryville	Perryville Regional	PCD	20	2	4	2	4	No	Provide 8 additional auto parking spaces
Poplar Bluff	Poplar Bluff Municipal	POF	38	3	22	1	5	No	Provide 7 additional auto parking spaces
St. Charles	St. Charles County Smartt Field	SET	219	8	122	0	6	No	Provide 83 additional auto parking spaces
St. Louis	Creve Coeur	1H0	251	0	30	0	0	No	Provide 221 additional auto parking spaces
Sullivan	Sullivan Regional	UUV	44	8	8	0	0	No	Provide 28 additional auto parking spaces
Warrensburg	UCM-Skyhaven	RCM	63	0	0	0	98	Yes	
Washington	Washington Regional	FYG	50	2	19	0	0	No	Provide 29 additional auto parking spaces
West Plains	West Plains Regional	UNO	39	3	28	0	0	No	Provide 8 additional auto parking spaces
Business Community: 1 space per based aircraft & additional 25% for employees									



TABLE B-12: GENERAL AVIATION AUTO PARKING OBJECTIVES AND COMPLIANCE

City	Airport Name	FAA ID	2017 Auto Parking Objective	Available Auto Parking Type				Meets Auto Parking Objective	Improvement Needed to Meet Objective
				Employee	General Aviation Users	Rental Car	Other		
Aurora	Jerry Sumners Sr Aurora Municipal	2H2	33	0	8	0	0	No	Provide 25 additional auto parking spaces
Ava	Ava Bill Martin Memorial	AOV	8	5	15	0	0	Yes	
Branson	M. Graham Clark - Downtown	PLK	85	90	40	15	175	Yes	
Butler	Butler Memorial	BUM	25	4	10	0	0	No	Provide 11 additional auto parking spaces
Caruthersville	Caruthersville Memorial	M05	13	4	8	2	0	Yes	
Cassville	Cassville Municipal	94K	15	2	12	0	0	No	*
Cuba	Cuba Municipal	UBX	25	3	10	2	5	No	Provide 5 additional auto parking spaces
Eldon	Eldon Model Airpark	H79	23	1	10	0	0	No	Provide 12 additional auto parking spaces
Fredericktown	A. Paul Vance Fredericktown Regional	H88	18	1	5	0	1	No	Provide 11 additional auto parking spaces
Fulton	Elton Hensley Memorial	FTT	45	2	10	2	0	No	Provide 31 additional auto parking spaces
Harrisonville	Lawrence Smith Memorial	LRV	68	0	20	0	5	No	Provide 43 additional auto parking spaces
Higginsville	Higginsville Industrial Municipal	HIG	25	7	10	0	0	No	Provide 8 additional auto parking spaces
Lamar	Lamar Municipal	LLU	19	0	6	0	0	No	Provide 13 additional auto parking spaces
Macon	Macon-Fower Memorial	K89	15	1	10	0	0	No	Provide 4 additional auto parking spaces
Malden	Malden Regional	MAW	19	0	0	0	30	Yes	
Marshall	Marshall Memorial Municipal	MHL	28	11	11	11	2	Yes	
Maryville	Northwest Missouri Regional	EVU	21	5	10	5	0	No	*
Mountain View	Mountain View	MNF	20	1	6	0	0	No	Provide 13 additional auto parking spaces
New Madrid	County Memorial	EIW	16	0	0	0	7	No	Provide 9 additional auto parking spaces
Osage Beach	Grand Glaize- Osage Beach	K15	14	3	34	2	0	Yes	
Potosi	Washington County	8WC	16	1	8	0	15	Yes	
Salem	Salem Memorial	K33	16	0	40	0	0	Yes	
Trenton	Trenton Municipal	TRX	14	1	3	0	1	No	Provide 9 additional auto parking spaces
Warsaw	Warsaw Municipal	RAW	16	0	20	0	0	Yes	
Community Local: Maintain Existing									
Albany	Albany Municipal	K19	4	0	4	0	0	N/A	



TABLE B-12: GENERAL AVIATION AUTO PARKING OBJECTIVES AND COMPLIANCE

City	Airport Name	FAA ID	2017 Auto Parking Objective	Available Auto Parking Type				Meets Auto Parking Objective	Improvement Needed to Meet Objective
				Employee	General Aviation Users	Rental Car	Other		
Bethany	Bethany Memorial	75K	7	1	6	0	0	N/A	
Bismarck	Bismarck Memorial	H57	0	0	0	0	0	N/A	
Bonne Terre	Bonne Terre Municipal	1BT	612	2	10	0	600	N/A	
Bowling Green	Bowling Green Municipal	H19	20	0	20	0	0	N/A	
Buffalo	Buffalo Municipal	H17	25	0	25	0	0	N/A	
Cabool	Cabool Memorial	TVB	12	0	6	0	6	N/A	
Campbell	Campbell Municipal	34M	5	0	5	0	0	N/A	
Carrollton	Carrollton Memorial	K26	10	0	10	0	0	N/A	
Charleston	Mississippi County	CHQ	8	2	6	0	0	N/A	
Doniphan	Doniphan Municipal	X33	10	0	10	0	0	N/A	
El Dorado Springs	El Dorado Springs Memorial	87K	0	0	0	0	0	N/A	
Excelsior Springs	Excelsior Springs Memorial	3EX	12	0	12	0	0	N/A	
Gainesville	Gainesville Memorial	H27	8	0	8	0	0	N/A	
Gideon	Gideon Memorial	M85	6	2	4	0	0	N/A	
Hermann	Hermann Municipal	63M	0	0	0	0	0	N/A	
Hornersville	Hornersville Memorial	37M	0	0	0	0	0	N/A	
Houston	Houston Memorial	M48	11	1	10	0	0	N/A	
Kahoka	Kahoka Municipal	0H7	12	0	0	0	12	N/A	
Lincoln	Lincoln Municipal	0R2	0	0	0	0	0	N/A	
Linn	State Technical College of Missouri	1H3	0	0	0	0	0	N/A	
Mansfield	Mansfield Municipal	03B	0	0	0	0	0	N/A	
Memphis	Memphis Memorial	03D	14	1	12	1	0	N/A	
Monroe City	Captain Ben Smith Airfield	K52	6	1	5	0	0	N/A	
Monticello	Lewis County Regional	6M6	10	2	8	0	0	N/A	
Mount Vernon	Mount Vernon Municipal	2MO	11	1	10	0	0	N/A	
Mountain Grove	Mountain Grove Memorial	1MO	10	0	10	0	0	N/A	
Piedmont	Piedmont Municipal	PYN	13	0	12	1	0	N/A	
Richland	Richland Municipal	MO1	8	0	8	0	0	N/A	
Shelbyville	Shelby County	6K2	0	0	0	0	0	N/A	
Steele	Steele Municipal	M12	24	6	12	0	6	N/A	
Stockton	Stockton Municipal	MO3	10	0	5	5	0	N/A	
Tarkio	Gould Peterson Municipal	K57	6	1	5	0	0	N/A	



TABLE B-12: GENERAL AVIATION AUTO PARKING OBJECTIVES AND COMPLIANCE

City	Airport Name	FAA ID	2017 Auto Parking Objective	Available Auto Parking Type				Meets Auto Parking Objective	Improvement Needed to Meet Objective
				Employee	General Aviation Users	Rental Car	Other		
Thayer	Thayer Memorial	42M	4	0	4	0	0	N/A	
Unionville	Unionville Municipal	K43	6	0	6	0	0	N/A	
Van Buren	Bollinger-Crass Memorial	MO5	0	0	0	0	0	N/A	
Versailles	Roy Otten Memorial Airfield	3VS	16	0	10	0	6	N/A	
Willow Springs	Willow Springs Memorial	1H5	9	0	6	0	3	N/A	

Note: * The deficiency is minor and therefore no improvement is warranted.



TABLE B-13: GROUND COMMUNICATIONS OBJECTIVES AND COMPLIANCE

City	Airport Name	FAA ID	Ground Communication Type			Meets Ground Communication Objective	Improvement Needed to Meet Objective
			Public Phone	WiFi	Cell Phone Coverage		
Commercial: Public Phone							
Branson	Branson	BBG	Yes	Yes	Yes	Yes	
Cape Girardeau	Cape Girardeau Regional	CGI	Yes	Yes	Yes	Yes	
Columbia	Columbia Regional	COU	Yes	Yes	Yes	Yes	
Fort Leonard Wood	Waynesville-St. Robert Regional	TBN	Yes	Yes	Yes	Yes	
Joplin	Joplin Regional	JLN	Yes	No	Yes	No	
Kansas City	Kansas City International	MCI	Yes	Yes	Yes	Yes	
Kirksville	Kirksville Regional	IRK	Yes	Yes	Yes	Yes	
Springfield	Springfield-Branson National	SGF	Yes	Yes	Yes	Yes	
St. Louis	St. Louis Lambert International	STL	Yes	Yes	Yes	Yes	
National Business: Public Phone							
Jefferson City	Jefferson City Memorial	JEF	Yes	Yes	Yes	No	
Kansas City	Charles B. Wheeler-Downtown	MKC	Yes	Yes	Yes	Yes	
Lee's Summit	Lee's Summit Municipal	LXT	Yes	Yes	Yes	Yes	
Mexico	Mexico Memorial	MYJ	Yes	Yes	Yes	No	
Monett	Monett Regional	HFJ	Yes	Yes	Yes	Yes	
Mosby	Midwest National Air Center	GPH	Yes	Yes	Yes	Yes	
Rolla/Vichy	Rolla National	VIH	Yes	Yes	Yes	No	
Sedalia	Sedalia Regional	DMO	Yes	Yes	Yes	Yes	
Sikeston	Sikeston Memorial Municipal	SIK	Yes	Yes	Yes	Yes	
St. Joseph	Rosecrans Memorial	STJ	Yes	Yes	Yes	No	
St. Louis	Spirit of St. Louis	SUS	Yes	Yes	Yes	Yes	
Regional Business: Public Phone							
Bolivar	Bolivar Municipal	M17	Yes	Yes	Yes	Yes	
Boonville	Jesse Viertel Memorial	VER	Yes	Yes	Yes	Yes	
Branson West	Branson West Municipal - Emerson Field	FWB	Yes	Yes	Yes	Yes	
Brookfield/ Marceline	North Central Missouri Regional	MO8	Yes	Yes	Yes	No	
Camdenton	Camdenton Memorial-Lake Regional	OZS	Yes	Yes	Yes	Yes	
Cameron	Cameron Memorial	EZZ	Yes	Yes	Yes	Yes	
Chillicothe	Chillicothe Municipal	CHT	Yes	Yes	Yes	Yes	
Clinton	Clinton Regional	GLY	No	No	Yes	No	Provide public phone
Dexter	Dexter Municipal	DXE	Yes	Yes	Yes	Yes	
Farmington	Farmington Regional	FAM	No	Yes	Yes	No	Provide public phone
Hannibal	Hannibal Regional	HAE	Yes	Yes	Yes	Yes	



TABLE B-13: GROUND COMMUNICATIONS OBJECTIVES AND COMPLIANCE

City	Airport Name	FAA ID	Ground Communication Type			Meets Ground Communication Objective	Improvement Needed to Meet Objective
			Public Phone	WiFi	Cell Phone Coverage		
Kaiser/Lake Ozark	Lee C Fine Memorial	AIZ	Yes	Yes	Yes	Yes	
Kennett	Kennett Memorial	TKX	Yes	Yes	Yes	Yes	
Lebanon	Floyd W. Jones Lebanon	LBO	Yes	Yes	Yes	Yes	
Moberly	Omar N Bradley	MBY	No	Yes	Yes	No	Provide public phone
Neosho	Neosho Hugh Robinson	EOS	Yes	Yes	Yes	Yes	
Nevada	Nevada Municipal	NVD	Yes	Yes	Yes	Yes	
Perryville	Perryville Regional	PCD	No	Yes	Yes	No	Provide public phone
Poplar Bluff	Poplar Bluff Municipal	POF	Yes	Yes	Yes	Yes	
St. Charles	St. Charles County Smartt Field	SET	No	Yes	Yes	No	Provide public phone
St. Louis	Creve Coeur	1H0	No	Yes	Yes	No	Provide public phone
Sullivan	Sullivan Regional	UUV	No	Yes	Yes	No	Provide public phone
Warrensburg	UCM-Skyhaven	RCM	No	No	No	No	Provide public phone
Washington	Washington Regional	FYG	Yes	Yes	Yes	Yes	
West Plains	West Plains Regional	UNO	Yes	Yes	Yes	Yes	
Business Community: Public Phone							
Aurora	Jerry Sumners Sr Aurora Municipal	2H2	No	Yes	Yes	No	Provide public phone
Ava	Ava Bill Martin Memorial	AOV	No	Yes	Yes	No	Provide public phone
Branson	M. Graham Clark - Downtown	PLK	Yes	Yes	Yes	Yes	
Butler	Butler Memorial	BUM	Yes	Yes	Yes	Yes	
Caruthersville	Caruthersville Memorial	M05	No	No	No	No	Provide public phone
Cassville	Cassville Municipal	94K	Yes	No	Yes	Yes	
Cuba	Cuba Municipal	UBX	Yes	Yes	Yes	Yes	
Eldon	Eldon Model Airpark	H79	No	No	No	No	Provide public phone
Fredericktown	A. Paul Vance Fredericktown Regional	H88	Yes	Yes	Yes	Yes	
Fulton	Elton Hensley Memorial	FTT	No	Yes	Yes	No	Provide public phone
Harrisonville	Lawrence Smith Memorial	LRV	No	Yes	Yes	No	Provide public phone
Higginsville	Higginsville Industrial Municipal	HIG	Yes	Yes	Yes	Yes	
Lamar	Lamar Municipal	LLU	No	No	No	No	Provide public phone
Macon	Macon-Fower Memorial	K89	Yes	Yes	Yes	Yes	
Malden	Malden Regional	MAW	Yes	Yes	Yes	Yes	
Marshall	Marshall Memorial Municipal	MHL	No	Yes	Yes	No	Provide public phone
Maryville	Northwest Missouri Regional	EVU	Yes	Yes	Yes	Yes	
Mountain View	Mountain View	MNF	Yes	Yes	Yes	Yes	
New Madrid	County Memorial	EIW	No	Yes	Yes	No	Provide public phone



TABLE B-13: GROUND COMMUNICATIONS OBJECTIVES AND COMPLIANCE

City	Airport Name	FAA ID	Ground Communication Type			Meets Ground Communication Objective	Improvement Needed to Meet Objective
			Public Phone	WiFi	Cell Phone Coverage		
Osage Beach	Grand Glaize- Osage Beach	K15	Yes	Yes	Yes	Yes	
Potosi	Washington County	8WC	Yes	Yes	Yes	Yes	
Salem	Salem Memorial	K33	Yes	No	No	Yes	
Trenton	Trenton Municipal	TRX	Yes	Yes	Yes	Yes	
Warsaw	Warsaw Municipal	RAW	Yes	Yes	Yes	Yes	
Community Local: Public Phone							
Albany	Albany Municipal	K19	No	No	Yes	No	Provide public phone
Bethany	Bethany Memorial	75K	No	No	No	No	Provide public phone
Bismarck	Bismarck Memorial	H57	No	No	No	No	Provide public phone
Bonne Terre	Bonne Terre Municipal	1BT	No	No	No	No	Provide public phone
Bowling Green	Bowling Green Municipal	H19	No	No	Yes	No	Provide public phone
Buffalo	Buffalo Municipal	H17	Yes	No	Yes	Yes	
Cabool	Cabool Memorial	TVB	No	No	Yes	No	Provide public phone
Campbell	Campbell Municipal	34M	No	No	No	No	Provide public phone
Carrollton	Carrollton Memorial	K26	No	No	Yes	No	Provide public phone
Charleston	Mississippi County	CHQ	No	No	No	No	Provide public phone
Doniphan	Doniphan Municipal	X33	No	No	No	No	Provide public phone
El Dorado Springs	El Dorado Springs Memorial	87K	No	No	No	No	Provide public phone
Excelsior Springs	Excelsior Springs Memorial	3EX	Yes	Yes	Yes	Yes	
Gainesville	Gainesville Memorial	H27	No	No	No	No	Provide public phone
Gideon	Gideon Memorial	M85	No	No	Yes	No	Provide public phone
Hermann	Hermann Municipal	63M	No	No	Yes	No	Provide public phone
Hornersville	Hornersville Memorial	37M	No	No	No	No	Provide public phone
Houston	Houston Memorial	M48	No	No	No	No	Provide public phone
Kahoka	Kahoka Municipal	0H7	No	No	No	No	Provide public phone
Lincoln	Lincoln Municipal	0R2	No	No	No	No	Provide public phone
Linn	State Technical College of Missouri	1H3	No	No	No	No	Provide public phone
Mansfield	Mansfield Municipal	03B	No	No	No	No	Provide public phone
Memphis	Memphis Memorial	03D	No	No	No	No	Provide public phone
Monroe City	Captain Ben Smith Airfield	K52	Yes	Yes	Yes	Yes	
Monticello	Lewis County Regional	6M6	No	No	Yes	No	Provide public phone
Mount Vernon	Mount Vernon Municipal	2MO	No	No	No	No	Provide public phone
Mountain Grove	Mountain Grove Memorial	1MO	No	No	No	No	Provide public phone
Piedmont	Piedmont Municipal	PYN	Yes	No	No	Yes	



TABLE B-13: GROUND COMMUNICATIONS OBJECTIVES AND COMPLIANCE

City	Airport Name	FAA ID	Ground Communication Type			Meets Ground Communication Objective	Improvement Needed to Meet Objective
			Public Phone	WiFi	Cell Phone Coverage		
Richland	Richland Municipal	MO1	No	No	No	No	Provide public phone
Shelbyville	Shelby County	6K2	No	No	No	No	Provide public phone
Steele	Steele Municipal	M12	Yes	Yes	Yes	Yes	
Stockton	Stockton Municipal	MO3	No	No	No	No	Provide public phone
Tarkio	Gould Peterson Municipal	K57	No	No	No	No	Provide public phone
Thayer	Thayer Memorial	42M	No	No	Yes	No	Provide public phone
Unionville	Unionville Municipal	K43	No	No	No	No	Provide public phone
Van Buren	Bollinger-Crass Memorial	MO5	No	No	No	No	Provide public phone
Versailles	Roy Otten Memorial Airfield	3VS	No	Yes	Yes	No	Provide public phone
Willow Springs	Willow Springs Memorial	1H5	Yes	No	No	Yes	



TABLE B-14: FUEL OBJECTIVES AND COMPLIANCE

City	Airport Name	FAA ID	Jet Fuel	AvGas	Meets Fuel Objective	Improvement Needed to Meet Objective
Commercial: Jet Fuel, AvGas						
Branson	Branson	BBG	Yes	Yes	Yes	
Cape Girardeau	Cape Girardeau Regional	CGI	Yes	Yes	Yes	
Columbia	Columbia Regional	COU	Yes	Yes	Yes	
Fort Leonard Wood	Waynesville-St. Robert Regional	TBN	Yes	Yes	Yes	
Joplin	Joplin Regional	JLN	Yes	Yes	Yes	
Kansas City	Kansas City International	MCI	Yes	Yes	Yes	
Kirksville	Kirksville Regional	IRK	Yes	Yes	Yes	
Springfield	Springfield-Branson National	SGF	Yes	Yes	Yes	
St Louis	St. Louis Lambert International	STL	Yes	Yes	Yes	
National Business: Jet Fuel, AvGas						
Jefferson City	Jefferson City Memorial	JEF	Yes	Yes	Yes	
Kansas City	Charles B. Wheeler-Downtown	MKC	Yes	Yes	Yes	
Lee's Summit	Lee's Summit Municipal	LXT	Yes	Yes	Yes	
Mexico	Mexico Memorial	MYJ	Yes	Yes	Yes	
Monett	Monett Regional	HFJ	Yes	Yes	Yes	
Mosby	Midwest National Air Center	GPH	Yes	Yes	Yes	
Rolla/Vichy	Rolla National	VIH	Yes	Yes	Yes	
Sedalia	Sedalia Regional	DMO	Yes	Yes	Yes	
Sikeston	Sikeston Memorial Municipal	SIK	Yes	Yes	Yes	
St Joseph	Rosecrans Memorial	STJ	Yes	Yes	Yes	
St. Louis	Spirit of St. Louis	SUS	Yes	Yes	Yes	
Regional Business: Jet Fuel, AvGas						
Bolivar	Bolivar Municipal	M17	Yes	Yes	Yes	
Boonville	Jesse Viertel Memorial	VER	Yes	Yes	Yes	
Branson West	Branson West Municipal - Emerson Field	FWB	Yes	Yes	Yes	
Brookfield/ Marceline	North Central Missouri Regional	MO8	Yes	Yes	Yes	
Camdenton	Camdenton Memorial-Lake Regional	OZS	Yes	Yes	Yes	
Cameron	Cameron Memorial	EZZ	No	Yes	No	Provide jet fuel
Chillicothe	Chillicothe Municipal	CHT	No	Yes	No	Provide jet fuel
Clinton	Clinton Regional	GLY	Yes	Yes	Yes	
Dexter	Dexter Municipal	DXE	Yes	Yes	Yes	
Farmington	Farmington Regional	FAM	Yes	Yes	Yes	
Hannibal	Hannibal Regional	HAE	Yes	Yes	Yes	
Kaiser/Lake Ozark	Lee C Fine Memorial	AIZ	Yes	Yes	Yes	



TABLE B-14: FUEL OBJECTIVES AND COMPLIANCE

City	Airport Name	FAA ID	Jet Fuel	AvGas	Meets Fuel Objective	Improvement Needed to Meet Objective
Kennett	Kennett Memorial	TKX	Yes	Yes	Yes	
Lebanon	Floyd W. Jones Lebanon	LBO	Yes	Yes	Yes	
Moberly	Omar N Bradley	MBY	Yes	Yes	Yes	
Neosho	Neosho Hugh Robinson	EOS	Yes	Yes	Yes	
Nevada	Nevada Municipal	NVD	Yes	Yes	Yes	
Perryville	Perryville Regional	PCD	Yes	Yes	Yes	
Poplar Bluff	Poplar Bluff Municipal	POF	Yes	Yes	Yes	
St. Charles	St. Charles County Smartt Field	SET	No	Yes	No	Provide jet fuel
St. Louis	Creve Coeur	1H0	Yes	Yes	Yes	
Sullivan	Sullivan Regional	UUV	Yes	Yes	Yes	
Warrensburg	UCM-Skyhaven	RCM	Yes	Yes	Yes	
Washington	Washington Regional	FYG	Yes	Yes	Yes	
West Plains	West Plains Regional	UNO	Yes	Yes	Yes	
Business Community: Jet Fuel, AvGas						
Aurora	Jerry Sumners Sr Aurora Municipal	2H2	No	Yes	No	Provide jet fuel
Ava	Ava Bill Martin Memorial	AOV	No	Yes	No	Provide jet fuel
Branson	M. Graham Clark - Downtown	PLK	Yes	Yes	Yes	
Butler	Butler Memorial	BUM	No	Yes	No	Provide jet fuel
Caruthersville	Caruthersville Memorial	M05	No	Yes	No	Provide jet fuel
Cassville	Cassville Municipal	94K	No	Yes	No	Provide jet fuel
Cuba	Cuba Municipal	UBX	No	Yes	No	Provide jet fuel
Eldon	Eldon Model Airpark	H79	Yes	Yes	Yes	
Fredericktown	A. Paul Vance Fredericktown Regional	H88	Yes	Yes	Yes	
Fulton	Elton Hensley Memorial	FTT	No	Yes	No	Provide jet fuel
Harrisonville	Lawrence Smith Memorial	LRY	No	Yes	No	Provide jet fuel
Higginsville	Higginsville Industrial Municipal	HIG	No	Yes	No	Provide jet fuel
Lamar	Lamar Municipal	LLU	Yes	Yes	Yes	
Macon	Macon-Fower Memorial	K89	Yes	Yes	Yes	
Malden	Malden Regional	MAW	Yes	Yes	Yes	
Marshall	Marshall Memorial Municipal	MHL	Yes	Yes	Yes	
Maryville	Northwest Missouri Regional	EVU	Yes	Yes	Yes	
Mountain View	Mountain View	MNF	No	Yes	No	Provide jet fuel
New Madrid	County Memorial	EIW	No	Yes	No	Provide jet fuel
Osage Beach	Grand Glaize- Osage Beach	K15	No	Yes	No	Provide jet fuel
Potosi	Washington County	8WC	Yes	Yes	Yes	



TABLE B-14: FUEL OBJECTIVES AND COMPLIANCE

City	Airport Name	FAA ID	Jet Fuel	AvGas	Meets Fuel Objective	Improvement Needed to Meet Objective
Salem	Salem Memorial	K33	No	Yes	No	Provide jet fuel
Trenton	Trenton Municipal	TRX	Yes	Yes	Yes	
Warsaw	Warsaw Municipal	RAW	No	Yes	Yes	Provide jet fuel
Community Local: AvGas						
Albany	Albany Municipal	K19	No	Yes	Yes	
Bethany	Bethany Memorial	75K	No	Yes	Yes	
Bismarck	Bismarck Memorial	H57	No	Yes	Yes	
Bonne Terre	Bonne Terre Municipal	1BT	No	Yes	Yes	
Bowling Green	Bowling Green Municipal	H19	No	Yes	Yes	
Buffalo	Buffalo Municipal	H17	No	Yes	Yes	
Cabool	Cabool Memorial	TVB	No	Yes	Yes	
Campbell	Campbell Municipal	34M	No	Yes	Yes	
Carrollton	Carrollton Memorial	K26	No	Yes	Yes	
Charleston	Mississippi County	CHQ	No	Yes	Yes	
Doniphan	Doniphan Municipal	X33	No	Yes	Yes	
El Dorado Springs	El Dorado Springs Memorial	87K	No	Yes	Yes	
Excelsior Springs	Excelsior Springs Memorial	3EX	No	Yes	Yes	
Gainesville	Gainesville Memorial	H27	No	Yes	Yes	
Gideon	Gideon Memorial	M85	No	Yes	Yes	
Hermann	Hermann Municipal	63M	No	Yes	Yes	
Hornersville	Hornersville Memorial	37M	No	Yes	Yes	
Houston	Houston Memorial	M48	No	Yes	Yes	
Kahoka	Kahoka Municipal	0H7	No	Yes	Yes	
Lincoln	Lincoln Municipal	0R2	No	Yes	Yes	
Linn	State Technical College of Missouri	1H3	No	Yes	Yes	
Mansfield	Mansfield Municipal	03B	No	Yes	Yes	
Memphis	Memphis Memorial	03D	No	Yes	Yes	
Monroe City	Captain Ben Smith Airfield	K52	No	Yes	Yes	
Monticello	Lewis County Regional	6M6	No	Yes	Yes	
Mount Vernon	Mount Vernon Municipal	2MO	No	Yes	Yes	
Mountain Grove	Mountain Grove Memorial	1MO	No	Yes	Yes	
Piedmont	Piedmont Municipal	PYN	No	Yes	Yes	
Richland	Richland Municipal	MO1	No	Yes	Yes	
Shelbyville	Shelby County	6K2	No	Yes	Yes	
Steele	Steele Municipal	M12	No	Yes	Yes	
Stockton	Stockton Municipal	MO3	No	Yes	Yes	



TABLE B-14: FUEL OBJECTIVES AND COMPLIANCE

City	Airport Name	FAA ID	Jet Fuel	AvGas	Meets Fuel Objective	Improvement Needed to Meet Objective
Tarkio	Gould Peterson Municipal	K57	No	Yes	Yes	
Thayer	Thayer Memorial	42M	No	Yes	Yes	
Unionville	Unionville Municipal	K43	No	Yes	Yes	
Van Buren	Bollinger-Crass Memorial	MO5	No	Yes	Yes	
Versailles	Roy Otten Memorial Airfield	3VS	No	Yes	Yes	
Willow Springs	Willow Springs Memorial	1H5	No	Yes	Yes	



TABLE B-15: GROUND TRANSPORTATION OBJECTIVES AND COMPLIANCE

City	Airport Name	FAA ID	Ground Transportation Type						Meets Ground Transportation Objective	Improvement Needed to Meet Objective
			Taxi Service	Courtesy Car	Crew Car	Off-Site or Pre-Arranged Rental Car	On-Site Rental Car	Ride Sharing		
Commercial: On-Site Rental Cars, Courtesy/Shuttle Service										
Branson	Branson	BBG	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Provide on-site rental car service
Cape Girardeau	Cape Girardeau Regional	CGI	Yes	Yes	No	No	No	Yes	No	
Columbia	Columbia Regional	COU	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Fort Leonard Wood	Waynesville-St. Robert Regional	TBN	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Joplin	Joplin Regional	JLN	Yes	Yes	No	Yes	Yes	Yes	Yes	
Kansas City	Kansas City International	MCI	Yes	Yes	No	No	Yes	Yes	Yes	Provide on-site rental car service
Kirksville	Kirksville Regional	IRK	Yes	Yes	Yes	Yes	No	No	No	
Springfield	Springfield-Branson National	SGF	Yes	Yes	Yes	No	Yes	Yes	Yes	
St Louis	St. Louis Lambert International	STL	Yes	Yes	No	Yes	Yes	Yes	Yes	
National Business: Rental Cars, Ground Transportation										
Jefferson City	Jefferson City Memorial	JEF	Yes	Yes	Yes	Yes	No	Yes	Yes	
Kansas City	Charles B. Wheeler-Downtown	MKC	Yes	Yes	Yes	Yes	No	Yes	Yes	
Lee's Summit	Lee's Summit Municipal	LXT	Yes	Yes	Yes	Yes	No	Yes	Yes	
Mexico	Mexico Memorial	MYJ	Yes	Yes	No	Yes	No	No	Yes	
Monett	Monett Regional	HFJ	Yes	Yes	Yes	Yes	No	No	Yes	
Mosby	Midwest National Air Center	GPH	No	Yes	No	Yes	No	No	Yes	Provide rental car service
Rolla/Vichy	Rolla National	VIH	Yes	Yes	No	No	No	No	No	
Sedalia	Sedalia Regional	DMO	Yes	Yes	No	Yes	No	Yes	Yes	
Sikeston	Sikeston Memorial Municipal	SIK	Yes	Yes	No	No	No	No	No	Provide rental car service



TABLE B-15: GROUND TRANSPORTATION OBJECTIVES AND COMPLIANCE

City	Airport Name	FAA ID	Ground Transportation Type						Meets Ground Transportation Objective	Improvement Needed to Meet Objective
			Taxi Service	Courtesy Car	Crew Car	Off-Site or Pre-Arranged Rental Car	On-Site Rental Car	Ride Sharing		
St Joseph	Rosecrans Memorial	STJ	Yes	Yes	Yes	Yes	No	Yes	Yes	
St. Louis	Spirit of St. Louis	SUS	Yes	Yes	Yes	Yes	No	Yes	Yes	
Regional Business: Rental Cars, Ground Transportation										
Bolivar	Bolivar Municipal	M17	Yes	Yes	No	Yes	No	No	Yes	
Boonville	Jesse Viertel Memorial	VER	Yes	Yes	No	Yes	No	No	Yes	
Branson West	Branson West Municipal - Emerson Field	FWB	Yes	Yes	Yes	Yes	No	Yes	Yes	
Brookfield/Marceline	North Central Missouri Regional	MO8	No	Yes	No	Yes	No	No	Yes	
Camdenton	Camdenton Memorial-Lake Regional	OZS	No	Yes	Yes	Yes	No	Yes	Yes	
Cameron	Cameron Memorial	EZZ	Yes	Yes	No	Yes	No	No	Yes	
Chillicothe	Chillicothe Municipal	CHT	Yes	Yes	No	Yes	No	No	Yes	
Clinton	Clinton Regional	GLY	No	No	No	Yes	No	No	No	Provide additional ground transportation services
Dexter	Dexter Municipal	DXE	No	Yes	No	Yes	No	No	Yes	
Farmington	Farmington Regional	FAM	Yes	Yes	Yes	Yes	No	No	Yes	
Hannibal	Hannibal Regional	HAE	Yes	Yes	Yes	Yes	No	No	Yes	
Kaiser/Lake Ozark	Lee C Fine Memorial	AIZ	Yes	No	No	Yes	No	Yes	Yes	
Kennett	Kennett Memorial	TKX	Yes	Yes	Yes	No	No	No	No	Provide rental car service
Lebanon	Floyd W. Jones Lebanon	LBO	Yes	Yes	Yes	Yes	No	No	Yes	
Moberly	Omar N Bradley	MBY	Yes	Yes	No	Yes	No	No	Yes	
Neosho	Neosho Hugh Robinson	EOS	No	Yes	No	Yes	No	No	Yes	



TABLE B-15: GROUND TRANSPORTATION OBJECTIVES AND COMPLIANCE

City	Airport Name	FAA ID	Ground Transportation Type						Meets Ground Transportation Objective	Improvement Needed to Meet Objective
			Taxi Service	Courtesy Car	Crew Car	Off-Site or Pre-Arranged Rental Car	On-Site Rental Car	Ride Sharing		
Nevada	Nevada Municipal	NVD	Yes	Yes	No	Yes	No	No	Yes	
Perryville	Perryville Regional	PCD	No	Yes	No	Yes	No	No	Yes	
Poplar Bluff	Poplar Bluff Municipal	POF	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
St. Charles	St. Charles County Smartt Field	SET	Yes	Yes	No	Yes	No	Yes	Yes	
St. Louis	Creve Coeur	1H0	Yes	Yes	Yes	Yes	No	Yes	Yes	
Sullivan	Sullivan Regional	UUV	No	Yes	No	No	No	No	No	Provide rental car service
Warrensburg	UCM-Skyhaven	RCM	No	No	No	Yes	No	No	No	Provide additional ground transportation services
Washington	Washington Regional	FYG	No	Yes	No	Yes	No	No	Yes	
West Plains	West Plains Regional	UNO	No	Yes	Yes	Yes	No	No	Yes	
Business Community: Ground Transportation										
Aurora	Jerry Sumners Sr Aurora Municipal	2H2	No	Yes	No	Yes	No	No	Yes	
Ava	Ava Bill Martin Memorial	AOV	No	Yes	No	No	No	No	Yes	
Branson	M. Graham Clark - Downtown	PLK	Yes	No	Yes	No	Yes	Yes	Yes	
Butler	Butler Memorial	BUM	No	Yes	No	No	No	No	Yes	
Caruthersville	Caruthersville Memorial	M05	No	Yes	No	No	No	No	Yes	
Cassville	Cassville Municipal	94K	No	No	No	No	No	No	No	Provide additional ground transportation services
Cuba	Cuba Municipal	UBX	Yes	No	No	Yes	No	Yes	Yes	
Eldon	Eldon Model Airpark	H79	Yes	No	No	No	No	No	Yes	
Fredericktown	A. Paul Vance Fredericktown Regional	H88	No	Yes	No	No	No	No	Yes	



TABLE B-15: GROUND TRANSPORTATION OBJECTIVES AND COMPLIANCE

City	Airport Name	FAA ID	Ground Transportation Type						Meets Ground Transportation Objective	Improvement Needed to Meet Objective
			Taxi Service	Courtesy Car	Crew Car	Off-Site or Pre-Arranged Rental Car	On-Site Rental Car	Ride Sharing		
Fulton	Elton Hensley Memorial	FTT	Yes	No	No	No	No	No	Yes	
Harrisonville	Lawrence Smith Memorial	LRY	No	Yes	No	Yes	No	No	Yes	
Higginsville	Higginsville Industrial Municipal	HIG	No	No	No	Yes	No	No	Yes	
Lamar	Lamar Municipal	LLU	Yes	No	No	No	No	No	Yes	
Macon	Macon-Fower Memorial	K89	No	Yes	No	No	No	No	Yes	
Malden	Malden Regional	MAW	Yes	Yes	No	Yes	No	No	Yes	
Marshall	Marshall Memorial Municipal	MHL	No	Yes	No	Yes	No	No	Yes	
Maryville	Northwest Missouri Regional	EVU	No	Yes	No	Yes	No	No	Yes	
Mountain View	Mountain View	MNF	Yes	Yes	No	Yes	No	No	Yes	
New Madrid	County Memorial	EIW	No	No	No	No	Yes	No	Yes	
Osage Beach	Grand Glaize-Osage Beach	K15	Yes	No	No	Yes	No	Yes	Yes	
Potosi	Washington County	8WC	No	Yes	No	No	No	No	Yes	
Salem	Salem Memorial	K33	No	No	No	Yes	No	No	Yes	
Trenton	Trenton Municipal	TRX	No	Yes	No	No	No	No	Yes	
Warsaw	Warsaw Municipal	RAW	No	Yes	No	No	No	No	Yes	
Community Local: Not an Objective										
Albany	Albany Municipal	K19	No	No	No	No	Yes	No	N/A	
Bethany	Bethany Memorial	75K	Yes	No	No	No	No	No	N/A	
Bismarck	Bismarck Memorial	H57	No	No	No	No	Yes	No	N/A	
Bonne Terre	Bonne Terre Municipal	1BT	Yes	No	No	No	No	No	N/A	



TABLE B-15: GROUND TRANSPORTATION OBJECTIVES AND COMPLIANCE

City	Airport Name	FAA ID	Ground Transportation Type						Meets Ground Transportation Objective	Improvement Needed to Meet Objective
			Taxi Service	Courtesy Car	Crew Car	Off-Site or Pre-Arranged Rental Car	On-Site Rental Car	Ride Sharing		
Bowling Green	Bowling Green Municipal	H19	No	No	No	No	Yes	No	N/A	
Buffalo	Buffalo Municipal	H17	No	No	No	No	Yes	No	N/A	
Cabool	Cabool Memorial	TVB	No	No	No	No	Yes	No	N/A	
Campbell	Campbell Municipal	34M	No	No	No	No	Yes	No	N/A	
Carrollton	Carrollton Memorial	K26	No	No	No	No	Yes	No	N/A	
Charleston	Mississippi County	CHQ	No	No	No	No	Yes	No	N/A	
Doniphan	Doniphan Municipal	X33	No	No	No	No	Yes	No	N/A	
El Dorado Springs	El Dorado Springs Memorial	87K	Yes	No	No	No	No	No	N/A	
Excelsior Springs	Excelsior Springs Memorial	3EX	Yes	No	No	Yes	No	Yes	N/A	
Gainesville	Gainesville Memorial	H27	No	No	No	No	Yes	No	N/A	
Gideon	Gideon Memorial	M85	No	No	No	No	Yes	No	N/A	
Hermann	Hermann Municipal	63M	Yes	No	No	No	No	Yes	N/A	
Hornersville	Hornersville Memorial	37M	No	No	No	No	Yes	No	N/A	
Houston	Houston Memorial	M48	No	No	No	No	Yes	No	N/A	
Kahoka	Kahoka Municipal	0H7	No	No	No	No	Yes	No	N/A	
Lincoln	Lincoln Municipal	0R2	No	No	No	No	Yes	No	N/A	
Linn	State Technical College of Missouri	1H3	No	No	No	No	Yes	No	N/A	
Mansfield	Mansfield Municipal	03B	No	Yes	No	No	No	No	N/A	
Memphis	Memphis Memorial	03D	No	Yes	No	No	No	No	N/A	
Monroe City	Captain Ben Smith Airfield	K52	No	No	No	No	Yes	No	N/A	



TABLE B-15: GROUND TRANSPORTATION OBJECTIVES AND COMPLIANCE

City	Airport Name	FAA ID	Ground Transportation Type						Meets Ground Transportation Objective	Improvement Needed to Meet Objective
			Taxi Service	Courtesy Car	Crew Car	Off-Site or Pre-Arranged Rental Car	On-Site Rental Car	Ride Sharing		
Monticello	Lewis County Regional	6M6	No	No	No	No	Yes	No	N/A	
Mount Vernon	Mount Vernon Municipal	2MO	No	No	No	No	Yes	No	N/A	
Mountain Grove	Mountain Grove Memorial	1MO	No	No	No	Yes	No	No	N/A	
Piedmont	Piedmont Municipal	PYN	No	Yes	No	No	No	No	N/A	
Richland	Richland Municipal	MO1	No	No	No	No	Yes	No	N/A	
Shelbyville	Shelby County	6K2	No	No	No	No	Yes	No	N/A	
Steele	Steele Municipal	M12	No	No	No	No	Yes	No	N/A	
Stockton	Stockton Municipal	MO3	No	No	No	Yes	No	No	N/A	
Tarkio	Gould Peterson Municipal	K57	No	No	No	No	Yes	No	N/A	
Thayer	Thayer Memorial	42M	No	No	No	Yes	No	No	N/A	
Unionville	Unionville Municipal	K43	No	No	No	No	Yes	No	N/A	
Van Buren	Bollinger-Crass Memorial	MO5	No	No	No	No	Yes	No	N/A	
Versailles	Roy Otten Memorial Airfield	3VS	No	Yes	No	No	No	No	N/A	
Willow Springs	Willow Springs Memorial	1H5	No	No	No	Yes	No	No	N/A	



TABLE B-16: FBO AND MAINTENANCE OBJECTIVES AND COMPLIANCE

City	Airport Name	FAA ID	FBO	Maintenance Type				Meets FBO/ Maintenance Objective	Improvement Needed to Meet Objective
				Major Aircraft Airframe Repair	Major Aircraft Powerplant Repair	Minor Aircraft Airframe Repair	Minor Aircraft Powerplant Repair		
Commercial: FBO, Maintenance									
Branson	Branson	BBG	Yes	No	No	Yes	Yes	Yes	Provide maintenance
Cape Girardeau	Cape Girardeau Regional	CGI	Yes	Yes	Yes	No	No	Yes	
Columbia	Columbia Regional	COU	Yes	Yes	Yes	No	No	Yes	
Fort Leonard Wood	Waynesville-St. Robert Regional	TBN	Yes	No	No	No	No	No	
Joplin	Joplin Regional	JLN	Yes	Yes	Yes	Yes	No	Yes	
Kansas City	Kansas City International	MCI	Yes	Yes	Yes	Yes	Yes	Yes	
Kirksville	Kirksville Regional	IRK	Yes	Yes	Yes	Yes	Yes	Yes	
Springfield	Springfield-Branson National	SGF	Yes	Yes	Yes	Yes	No	Yes	
St Louis	St. Louis Lambert International	STL	Yes	Yes	Yes	Yes	Yes	Yes	
National Business: FBO, Maintenance									
Jefferson City	Jefferson City Memorial	JEF	Yes	Yes	Yes	No	No	Yes	Provide FBO and maintenance
Kansas City	Charles B. Wheeler-Downtown	MKC	Yes	Yes	Yes	No	No	Yes	
Lee's Summit	Lee's Summit Municipal	LXT	Yes	No	No	Yes	Yes	Yes	
Mexico	Mexico Memorial	MYJ	No	No	No	No	No	No	
Monett	Monett Regional	HFJ	Yes	No	No	Yes	Yes	Yes	
Mosby	Midwest National Air Center	GPH	Yes	No	No	No	No	No	
Rolla/Vichy	Rolla National	VIH	Yes	No	No	No	No	No	
Sedalia	Sedalia Regional	DMO	Yes	No	No	No	No	No	
Sikeston	Sikeston Memorial Municipal	SIK	Yes	No	No	No	No	No	
St Joseph	Rosecrans Memorial	STJ	Yes	No	No	Yes	No	Yes	Provide maintenance
St. Louis	Spirit of St. Louis	SUS	Yes	Yes	Yes	No	No	Yes	
Regional Business: FBO, Maintenance									
Bolivar	Bolivar Municipal	M17	Yes	Yes	Yes	Yes	Yes	Yes	Provide maintenance
Boonville	Jesse Viertel Memorial	VER	Yes	Yes	Yes	No	No	Yes	
Branson West	Branson West Municipal - Emerson Field	FWB	Yes	Yes	Yes	Yes	No	Yes	



TABLE B-16: FBO AND MAINTENANCE OBJECTIVES AND COMPLIANCE

City	Airport Name	FAA ID	FBO	Maintenance Type				Meets FBO/ Maintenance Objective	Improvement Needed to Meet Objective
				Major Aircraft Airframe Repair	Major Aircraft Powerplant Repair	Minor Aircraft Airframe Repair	Minor Aircraft Powerplant Repair		
Brookfield/Marceline	North Central Missouri Regional	MO8	No	No	No	No	No	No	Provide FBO and maintenance ¹
Camdenton	Camdenton Memorial-Lake Regional	OZS	Yes	Yes	Yes	Yes	Yes	Yes	
Cameron	Cameron Memorial	EZZ	Yes	No	No	Yes	Yes	Yes	
Chillicothe	Chillicothe Municipal	CHT	Yes	No	No	No	No	No	Provide maintenance
Clinton	Clinton Regional	GLY	Yes	No	No	No	No	No	Provide maintenance
Dexter	Dexter Municipal	DXE	No	No	No	No	No	No	Provide FBO and maintenance
Farmington	Farmington Regional	FAM	No	Yes	Yes	Yes	Yes	No	Provide FBO
Hannibal	Hannibal Regional	HAE	Yes	No	No	Yes	No	Yes	
Kaiser/Lake Ozark	Lee C Fine Memorial	AIZ	Yes	No	No	No	No	No	Provide maintenance
Kennett	Kennett Memorial	TKX	Yes	Yes	Yes	Yes	Yes	Yes	
Lebanon	Floyd W. Jones Lebanon	LBO	Yes	Yes	Yes	Yes	Yes	Yes	
Moberly	Omar N Bradley	MBY	Yes	Yes	Yes	Yes	Yes	Yes	
Neosho	Neosho Hugh Robinson	EOS	No	No	No	No	No	No	Provide FBO and maintenance
Nevada	Nevada Municipal	NVD	Yes	No	No	Yes	Yes	Yes	
Perryville	Perryville Regional	PCD	Yes	No	No	No	No	No	Provide maintenance
Poplar Bluff	Poplar Bluff Municipal	POF	Yes	Yes	No	Yes	Yes	Yes	
St. Charles	St. Charles County Smartt Field	SET	Yes	Yes	Yes	No	No	Yes	
St. Louis	Creve Coeur	1H0	Yes	Yes	No	Yes	Yes	Yes	
Sullivan	Sullivan Regional	UUV	No	Yes	Yes	Yes	Yes	No	Provide FBO
Warrensburg	UCM-Skyhaven	RCM	Yes	No	No	Yes	Yes	Yes	
Washington	Washington Regional	FYG	Yes	No	No	Yes	Yes	Yes	
West Plains	West Plains Regional	UNO	Yes	No	No	No	No	No	Provide maintenance
Business Community: FBO or Maintenance									
Aurora	Jerry Sumners Sr Aurora Municipal	2H2	Yes	Yes	Yes	Yes	Yes	Yes	
Ava	Ava Bill Martin Memorial	AOV	Yes	Yes	Yes	No	No	Yes	

¹While North Central Missouri Regional does not have a based tenant that provides maintenance, aircraft maintenance can be arranged.



TABLE B-16: FBO AND MAINTENANCE OBJECTIVES AND COMPLIANCE

City	Airport Name	FAA ID	FBO	Maintenance Type				Meets FBO/ Maintenance Objective	Improvement Needed to Meet Objective
				Major Aircraft Airframe Repair	Major Aircraft Powerplant Repair	Minor Aircraft Airframe Repair	Minor Aircraft Powerplant Repair		
Branson	M. Graham Clark - Downtown	PLK	Yes	No	No	Yes	Yes	Yes	
Butler	Butler Memorial	BUM	Yes	No	No	No	No	Yes	
Caruthersville	Caruthersville Memorial	M05	Yes	No	No	No	No	Yes	
Cassville	Cassville Municipal	94K	No	No	No	No	No	No	Provide FBO or maintenance
Cuba	Cuba Municipal	UBX	Yes	No	No	Yes	Yes	Yes	
Eldon	Eldon Model Airpark	H79	No	No	No	No	No	No	Provide FBO or maintenance
Fredericktown	A. Paul Vance Fredericktown Regional	H88	No	No	No	Yes	No	Yes	
Fulton	Elton Hensley Memorial	FTT	Yes	No	No	No	No	Yes	
Harrisonville	Lawrence Smith Memorial	LRY	Yes	No	No	Yes	Yes	Yes	
Higginsville	Higginsville Industrial Municipal	HIG	Yes	Yes	Yes	No	No	Yes	
Lamar	Lamar Municipal	LLU	No	No	No	Yes	Yes	Yes	
Macon	Macon-Fower Memorial	K89	No	No	No	Yes	Yes	Yes	
Malden	Malden Regional	MAW	Yes	Yes	Yes	Yes	Yes	Yes	
Marshall	Marshall Memorial Municipal	MHL	Yes	No	No	No	No	Yes	
Maryville	Northwest Missouri Regional	EVU	No	No	No	No	No	No	Provide FBO or maintenance
Mountain View	Mountain View	MNF	Yes	No	No	No	No	Yes	
New Madrid	County Memorial	EIW	Yes	No	No	No	No	Yes	
Osage Beach	Grand Glaize- Osage Beach	K15	Yes	No	No	No	No	Yes	
Potosi	Washington County	8WC	Yes	Yes	Yes	Yes	Yes	Yes	
Salem	Salem Memorial	K33	No	No	No	No	No	No	Provide FBO or maintenance
Trenton	Trenton Municipal	TRX	Yes	No	No	No	No	Yes	
Warsaw	Warsaw Municipal	RAW	Yes	Yes	Yes	Yes	Yes	Yes	
Community Local: Not an Objective									
Albany	Albany Municipal	K19	No	No	No	No	No	N/A	
Bethany	Bethany Memorial	75K	No	No	No	No	No	N/A	
Bismarck	Bismarck Memorial	H57	No	No	No	No	No	N/A	
Bonne Terre	Bonne Terre Municipal	1BT	Yes	No	No	No	No	N/A	
Bowling Green	Bowling Green Municipal	H19	Yes	No	No	No	No	N/A	
Buffalo	Buffalo Municipal	H17	No	No	No	No	No	N/A	



TABLE B-16: FBO AND MAINTENANCE OBJECTIVES AND COMPLIANCE

City	Airport Name	FAA ID	FBO	Maintenance Type				Meets FBO/ Maintenance Objective	Improvement Needed to Meet Objective
				Major Aircraft Airframe Repair	Major Aircraft Powerplant Repair	Minor Aircraft Airframe Repair	Minor Aircraft Powerplant Repair		
Cabool	Cabool Memorial	TVB	No	No	No	No	No	N/A	
Campbell	Campbell Municipal	34M	Yes	No	No	No	No	N/A	
Carrollton	Carrollton Memorial	K26	No	No	No	No	No	N/A	
Charleston	Mississippi County	CHQ	No	No	No	No	No	N/A	
Doniphan	Doniphan Municipal	X33	No	No	No	No	No	N/A	
El Dorado Springs	El Dorado Springs Memorial	87K	No	No	No	No	No	N/A	
Excelsior Springs	Excelsior Springs Memorial	3EX	No	No	No	No	Yes	N/A	
Gainesville	Gainesville Memorial	H27	No	No	No	No	No	N/A	
Gideon	Gideon Memorial	M85	No	No	No	No	No	N/A	
Hermann	Hermann Municipal	63M	No	No	No	No	No	N/A	
Hornersville	Hornersville Memorial	37M	No	No	No	No	No	N/A	
Houston	Houston Memorial	M48	No	No	No	No	No	N/A	
Kahoka	Kahoka Municipal	0H7	No	No	No	No	No	N/A	
Lincoln	Lincoln Municipal	0R2	No	No	No	No	No	N/A	
Linn	State Technical College of Missouri	1H3	No	No	No	No	No	N/A	
Mansfield	Mansfield Municipal	03B	No	No	No	No	No	N/A	
Memphis	Memphis Memorial	03D	Yes	No	No	No	No	N/A	
Monroe City	Captain Ben Smith Airfield	K52	Yes	No	No	No	No	N/A	
Monticello	Lewis County Regional	6M6	No	No	No	No	No	N/A	
Mount Vernon	Mount Vernon Municipal	2MO	No	No	No	No	No	N/A	
Mountain Grove	Mountain Grove Memorial	1MO	Yes	No	No	No	No	N/A	
Piedmont	Piedmont Municipal	PYN	No	No	No	No	No	N/A	
Richland	Richland Municipal	MO1	No	No	No	No	No	N/A	
Shelbyville	Shelby County	6K2	No	No	No	No	No	N/A	
Steele	Steele Municipal	M12	Yes	No	No	No	No	N/A	
Stockton	Stockton Municipal	MO3	No	No	No	No	No	N/A	
Tarkio	Gould Peterson Municipal	K57	Yes	No	No	No	No	N/A	
Thayer	Thayer Memorial	42M	Yes	No	No	No	No	N/A	
Unionville	Unionville Municipal	K43	No	No	No	No	No	N/A	
Van Buren	Bollinger-Crass Memorial	MO5	No	No	No	No	No	N/A	
Versailles	Roy Otten Memorial Airfield	3VS	Yes	Yes	Yes	Yes	Yes	N/A	
Willow Springs	Willow Springs Memorial	1H5	No	No	No	No	No	N/A	



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APPENDIX C, AIR TRAFFIC COMMUNICATIONS



C. APPENDIX C, AIR TRAFFIC COMMUNICATIONS

C.1 Service Issue

The operators at airports in southeast Missouri have expressed concerns about limited radio communications capabilities in the region. These conditions result in operational delays and operator time pressures.

C.2 Environment

Poplar Bluff Municipal Airport is located in southeast Missouri. The airport serves as an important transportation link for the region, especially for medical services.

From an aviation perspective, air traffic control (ATC) is provided by the Memphis Air Route Traffic Control Center. The primary means of communicating with aircraft in/near Poplar Bluff Municipal Airport is through a transmitter/receiver site. This site is located at Walnut Ridge, Arkansas, approximately 55 miles southwest of Poplar Bluff Municipal Airport.

There are several other airports in southeast Missouri that are served by the same Walnut Ridge transmitter/receiver location. They all suffer air traffic control communication limitations to some degree from the same geographic/terrain-based reasons. These airports are:

- Campbell Municipal
- County Memorial
- Dexter Municipal
- Doniphan Municipal
- Kennett Memorial
- Malden Regional
- Mississippi County
- Sikeston Memorial Municipal

Figure C-1 shows these airports.



FIGURE C-1: AIRPORTS SERVED BY THE WALNUT RIDGE TRANSMITTER/RECEIVER SITE



Source: Jviation

While this distance from a transmitter/receiver is not unusual for an air traffic control frequency configuration, the combination of distance and the nature of the terrain in the area means aircraft have to be about 3,000 feet above the ground to be able to communicate with air traffic control. When aircraft are under 3,000 feet, communication is not available.

C.3 Description of Current Circumstances

While some airports have air traffic control towers that provide immediate access to air traffic control services, most airports do not. Many airports rely on remote links to transmitter/receiver sites, as does Poplar Bluff Municipal Airport. This arrangement can work; however, it depends on how well the transmitter antennae can “see” the airport. In the case of Poplar Bluff Municipal Airport, the combination of the 55-mile distance from the transmitter/receiver site to the airport and the terrain creates a situation where aircraft are not in radio communications with air traffic control until they are 3,000 feet above the ground.

This causes several problems:

Departure Clearances: There are two main issues with departure clearances. Because pilots do not have direct communication with air traffic control, they are forced to make a decision to either depart and attempt to



contact air traffic control in the air (sometimes not possible due to weather limitations), or they contact the Flight Service Station remotely, and receive a relayed departure clearance.

When a relayed departure clearance is used through Flight Service, the procedures used by air traffic control to manage the timing of the departure are limited. Normally air traffic control will issue a “clearance void” time, meaning a departure expiration time. Typically, this time frame is brief, perhaps a five- to ten-minute window. In this time frame, the pilot needs to finish his or her pre-flight activities, perform final checklists, engine run-up, and depart in this time frame. Several pilots have reported this sometimes leads to a “rushed” departure situation. While pilots always have the option of asking for a more flexible time limit, they typically do not want to risk a flight delay and will try to make the limited departure window work.

Because communications are relayed in this manner, the ability for air traffic control to quickly authorize subsequent arrivals or departures is restricted. In one example, two aircraft taxied out for departure, but they were both told to wait until an arrival that was still 12 minutes away had landed.

Aircraft #1 was cleared for departure, and aircraft #2 had to wait until #1 had finished its pre-flight, departed, and flew high enough to make contact with air traffic control. Air traffic control had to communicate back through the relay process to issue a clearance to aircraft #2. These types of departures delays cause notable inefficiencies.

This type of “avoidable” delay can be very significant to medical air ambulance providers that often operate at Poplar Bluff Municipal Airport, as well as to operators at other impacted airports listed previously. In some cases, it can have adverse effects on the patient being transported. Air ambulance service providers from other airports often need to be contacted to provide back-up service when departure clearances cannot be issued and time is of the essence.

Approach Clearances: For aircraft arriving at Poplar Bluff Municipal Airport and the other airports in southeast Missouri listed above, the radio communications limitations are also very problematic.

Because of the combined effects of the radio communications gap and a similar radar coverage gap, the air traffic control procedures for controlling aircraft in/out of the Poplar Bluff area are very limited. It is considered a “one in/one out” type of operation defined by an area that has an approximately 20-mile radius and up to 3,000 feet above ground level. This means air traffic control will only let one aircraft at a time operate inside that defined horizontal and vertical area.

This communications gap results in one especially problematic operational condition. When a flight is operating in instrument conditions (IFR) due to clouds/visibility, they are required to have an air traffic control approach clearance. Each instrument approach procedure also includes a “missed approach” instruction. If the flight gets close to the Airport and the weather is not good enough to land, the airport has to have to a safe path (missed approach) to fly and re-contact air traffic control.

In the case of Poplar Bluff Municipal Airport, each instrument approach has a missed approach segment that instructs the pilot to climb to 2,300 feet; this altitude is below radio communications coverage, which starts at about 3,000 feet. This means that if the weather is not ideal and the pilot has to use missed approach instructions, the pilot is supposed to climb out to 2,300 feet and wait. But at 2,300 feet, pilots cannot communicate with air traffic control because there is no communications coverage. The pilot is left with trying to contact other aircraft that hopefully are operating nearby and that are high enough in altitude (above 3,000 feet) to talk with air traffic control so that new instructions can be relayed. This is an awkward situation at best; and at worst, it puts a pilot into a bad weather situation with no way to contact air traffic control for revised clearance.



Mississippi County, County Memorial, and Dexter Municipal airports have similar issues with the initial approach altitude and missed approach altitude, relative to ATC communications. Malden Regional's procedures are right at the edge of ATC communications coverage for the area.

When there are two aircraft arriving, or two departing, or one of each, this means there will always be delays for the impacted airports in southeast Missouri.

Another issue with the radio communications gap can occur when pilots are late or miss making the notification to air traffic control that they have landed. When this happens, air traffic control must wait until they have positively determined the status of the aircraft. According to the airport manager at Poplar Bluff Municipal Airport, this is an event that happens on a weekly basis. This type of problem could be greatly reduced with effective radio coverage.

Due to the known radio communications gap, the tendency is for air traffic control to be very conservative when clearing an aircraft for approach and terminating their radio contact. For example, when an aircraft is 40 miles away (at 40 miles, the aircraft is still 12 to 15 minutes from landing) and approaching Poplar Bluff Municipal Airport, air traffic control will try to finish the communications with the aircraft as soon as possible and send them to the airport advisory frequency. The unintended consequence of this is that in the last 15 minutes of the flight, if another aircraft would like to depart from the Airport, they have to wait until the first aircraft completes its flight before air traffic control can even begin to consider a departure clearance. Once the first flight lands and communicates with air traffic control, the departing flight can relay a clearance request through Flight Service as a third party, and then they can depart. This can easily create 20- to 30-minute delays that would be avoidable with good radio communications.

Mission Predictability for Medical Flights: There are several additional issues for medical service providers that operate at Poplar Bluff Municipal Airport and other airports in southeast Missouri that should also be considered. One company has four pilots and twelve medical personnel on staff and frequently flies fixed-wing aircraft when the weather is not suitable for helicopter transport. These medical missions commonly involve time-critical patients with stroke/brain/cardiovascular conditions. In these instances, a 20- to 30-minute departure delay can make a significant difference in the patient's treatment and potential for recovery.

The airport is also the access point for medical specialists that fly into the Poplar Bluff area and other communities in southeast Missouri to see patients at local clinics or hospitals. These specialists fly to the area because the services they provide are not available from physicians in the local communities. These "flying doctors" have reported problems with delays both inbound and outbound from Poplar Bluff Municipal Airport. This is a service that would be significantly improved if the radio communications gap was addressed.

Corporate access: When locally based corporations fly executives or customers into Poplar Bluff Municipal Airport, arrival and departure inefficiencies can adversely affect how the company perceives the Poplar Bluff area. One corporate pilot stated the delays in arriving/departing the Airport have had a significant effect on their company's willingness to "invest" in the area.

C.4 Recommendation

Issues noted here could be resolved by establishing a radio Remote Communications Air/Ground (RCAG) facility or radio repeater site to augment air traffic control radio coverage for the airports in southeast Missouri. In order to be effective, this equipment would need to be approved by FAA and connected to the FAA Technical Operations infrastructure.



The costs of a full RCAG site would be approximately \$300,000, not including site acquisition. There are likely other options that could be less costly, such as a Ground Communication Outlet (GCO) or a Remote Transmitter/Receiver (RTR), but these alternatives are not as effective.

The FAA's current process is to establish funding "certainty" for the ongoing maintenance for the lifecycle of the communications equipment. This maintenance could be a reimbursable agreement, or it could be an agreement with the local community to contract for the annual maintenance cost of the equipment.

The site should be located on a tower or on a point of higher than the relative terrain of the area in the area between Poplar Bluff, Malden, and Campbell. Ideally, it would be located at a site that already has power and/or telecommunication established to reduce implementation expenses.



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APPENDIX D, AIRPORT REPORT CARDS



BRANSON AIRPORT REPORT CARD

AIRPORT NAME: Branson

CITY: Branson

AIRPORT CODE: BBG

ACTIONS NEEDED TO MEET FACILITY AND SERVICE OBJECTIVES

Facility Type	Minimum Objective	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
ARC	C-II	D-IV	Yes		\$-
Runway Length (feet)	6,000	7,140	Yes		\$-
Runway Width (feet)	100	150	Yes		\$-
Taxiway System	Full Parallel	Partial Parallel, Both Runway Ends	No	Extend taxiway	\$4,181,400
NAVAIDS					
Rotating Beacon	Yes	Yes	Yes		\$-
Lighting Wind Cone	Yes	Lighted wind cone	Yes		\$-
Segmented Circle	Yes	Yes	Yes		\$-
REILS	Yes (both ends)	Y/N	Yes		\$-
VGSI (PAPI/VASI)	Yes (both ends)	P4L / P4L	Yes		\$-
Approach	Precision	Precision	Yes		\$-
Lighting					
Runway Lighting	HIRL	HIRL	Yes		\$-
Taxiway Lighting	HITL	HITL, MITL, LITL	Yes		\$-
Approach Lighting System	ALS	No/MALSF	Yes		\$-
Weather	AWOS/ASOS	AWOS HIWAS	Yes		\$-
Hangar Storage	70% of based aircraft	19	Yes		\$-
Tie Downs	30% of based & 75% of daily transient	29	Yes		\$-
GA Admin Building					
Building Area (Sq. Ft.)	2,500	2,900	Yes		\$-
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	461	Yes		\$-
Ground Communications	Public phone	Yes	Yes		\$-
Services					
Jet Fuel	Yes	Yes	Yes		\$-
AvGas	Yes	Yes	Yes		\$-
FBO	Yes	Yes	Yes		\$-
Aircraft Maintenance	Yes	Yes	Yes		\$-
Rental Cars	Yes	Yes	Yes		\$-
Transportation	Yes	Yes	Yes		\$-

Estimated SASP Facility/Service Project Costs: \$4,181,400

Note: It is important to note that an ALS on a given runway end replaces the need for REILs on that runway end.



CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
None		
Estimated CIP Project Costs		\$-

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
None		
Estimated Pavement Project Costs		\$-
Total Estimated Project Costs		\$4,181,400

System plan project costs are developed to a planning, not engineering, level of detail. System plan costs are based on typical Missouri unit costs, but airport conditions may cause these costs to vary. Furthermore, bids received may be different from plan estimates. CIP projects in the report card have not been vetted, prioritized, or approved by MoDOT or FAA. A project's inclusion in the report card does not mean that either MoDOT or FAA has approved or committed funds to the project. Some projects will require additional study to justify the need/feasibility of the project, and some projects could require environmental and airspace analysis.



CAPE GIRARDEAU REGIONAL AIRPORT REPORT CARD

AIRPORT NAME: Cape Girardeau Regional

CITY: Cape Girardeau

AIRPORT CODE: CGI

ACTIONS NEEDED TO MEET FACILITY AND SERVICE OBJECTIVES

Facility Type	Minimum Objective	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
ARC	C-II	C-III	Yes		\$-
Runway Length (feet)	6,000	6,500	Yes		\$-
Runway Width (feet)	100	150	Yes		\$-
Taxiway System	Full Parallel	Full Parallel	Yes		\$-
NAVAIDS					
Rotating Beacon	Yes	Yes	Yes		\$-
Lighting Wind Cone	Yes	Lighted wind cone	Yes		\$-
Segmented Circle	Yes	Yes	Yes		\$-
REILS	Yes (both ends)	N/N	Yes		\$-
VGSI (PAPI/VASI)	Yes (both ends)	No / V2L	No	Install VGSI	\$75,000
Approach	Precision	Precision	Yes		\$-
Lighting					
Runway Lighting	HIRL	HIRL	Yes		\$-
Taxiway Lighting	HITL	HITL	Yes		\$-
Approach Lighting System	ALS	MALSR/ODALS	Yes		\$-
Weather	AWOS/ASOS	ASOS	Yes		\$-
Hangar Storage	70% of based aircraft	116	Yes		\$-
Tie Downs	30% of based & 75% of daily transient	45	Yes		\$-
GA Admin Building					
Building Area (Sq. Ft.)	2,500	8,500	Yes		\$-
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	34	No	Provide 52 additional auto parking spaces	\$520,000
Ground Communications	Public phone	Yes	Yes		\$-
Services					
Jet Fuel	Yes	Yes	Yes		\$-
AvGas	Yes	Yes	Yes		\$-
FBO	Yes	Yes	Yes		\$-
Aircraft Maintenance	Yes	Yes	Yes		\$-
Rental Cars	Yes	No	No	Provide on-site rental cars	\$-
Transportation	Yes	Yes	Yes		\$-

Estimated SASP Facility/Service Project Costs: \$595,000

Note: It is important to note that an ALS on a given runway end replaces the need for REILs on that runway end.



CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Acquisitions, Relocations, & Easements	Land Acquisition - NW Quadrant	\$500,000
Plans & Studies	Environmental Assessment	\$75,000
Utilities, Drainage, & Other/Misc.	Terminal Area/Drainage Master Plan Update	\$500,000
Terminals & Other Buildings	Main Terminal Updates	\$1,000,000
Auto Parking & Ground Access	Construct Northwest Quadrant Access Road	\$750,000
Hangars	Rehabilitate T-Hangars	\$150,000
Safety & Security	Construct Perimeter Wildlife Fencing	\$1,328,000
Auto Parking & Ground Access	Taxiway Access to NW Quadrant	\$1,000,000
Hangars	Corporate Hangar Replacement	\$600,000
Auto Parking & Ground Access	ARFF Access Road	\$750,000
Terminals & Other Buildings	Construct Maintenance/ARFF Facility	\$1,100,000
Estimated CIP Project Costs		\$7,753,000

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Taxiways	Asphalt Pavement Maintenance (Crack Seal and Seal Coat Airfield Asphalt-East and West Alpha [TWACG-10-76 and TWACG-15-56 AC], GA Apron and Taxilanes, FBO Apron) (AEASTCG-20 - 59 AAC)	\$175,000
Apron	East Ramp/Corporate Hangar Access Improvements (AEASTCG-10 - 80)	\$170,000
Taxiways	Design and Construct T-Hangar, Pavements	\$889,000
Taxiways	Reconstruct Taxiway D (TWDCG-10 - PCI 56 PCC)	\$2,100,000
Taxiways	Rehabilitate Taxiway A (TWACG-20 - 70 PCI PCC and TWACG-30 - 93 PCI PCC)	\$2,185,000
Estimated Pavement Project Costs		\$5,519,000
Total Estimated Project Costs		\$13,867,000

System plan project costs are developed to a planning, not engineering, level of detail. System plan costs are based on typical Missouri unit costs, but airport conditions may cause these costs to vary. Furthermore, bids received may be different from plan estimates. CIP projects in the report card have not been vetted, prioritized, or approved by MoDOT or FAA. A project's inclusion in the report card does not mean that either MoDOT or FAA has approved or committed funds to the project. Some projects will require additional study to justify the need/feasibility of the project, and some projects could require environmental and airspace analysis.



COLUMBIA REGIONAL AIRPORT REPORT CARD

AIRPORT NAME: Columbia Regional

CITY: Columbia

AIRPORT CODE: COU

ACTIONS NEEDED TO MEET FACILITY AND SERVICE OBJECTIVES

Facility Type	Minimum Objective	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
ARC	C-II	C-III	Yes		\$-
Runway Length (feet)	6,000	6,501	Yes		\$-
Runway Width (feet)	100	150	Yes		\$-
Taxiway System	Full Parallel	Full Parallel	Yes		\$-
NAVAIDS					
Rotating Beacon	Yes	Yes	Yes		\$-
Lighting Wind Cone	Yes	Lighted wind cone	Yes		\$-
Segmented Circle	Yes	Yes	Yes		\$-
REILS	Yes (both ends)	N/Y	Yes		\$-
VGSI (PAPI/VASI)	Yes (both ends)	No/ V4L	No	Install VGSI	\$75,000
Approach	Precision	Precision	Yes		\$-
Lighting					
Runway Lighting	HIRL	HIRL	Yes		\$-
Taxiway Lighting	HITL	MITL	Yes		\$-
Approach Lighting System	ALS	MALSR/ODALS	Yes		\$-
Weather	AWOS/ASOS	ASOS HIWAS	Yes		\$-
Hangar Storage	70% of based aircraft	38	Yes		\$-
Tie Downs	30% of based & 75% of daily transient	24	Yes		\$-
GA Admin Building					
Building Area (Sq. Ft.)	2,500	7,000	Yes		\$-
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	490	Yes		\$-
Ground Communications	Public phone	Yes	Yes		\$-
Services					
Jet Fuel	Yes	Yes	Yes		\$-
AvGas	Yes	Yes	Yes		\$-
FBO	Yes	Yes	Yes		\$-
Aircraft Maintenance	Yes	Yes	Yes		\$-
Rental Cars	Yes	Yes	Yes		\$-
Transportation	Yes	Yes	Yes		\$-

Estimated SASP Facility/Service Project Costs: \$75,000

Note: It is important to note that an ALS on a given runway end replaces the need for REILs on that runway end.



CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Acquisitions, Relocations, & Easements	Road Relocation for Runway 2-20 Extension	\$250,000
Plans & Studies	Master Plan Update	\$280,000
Estimated CIP Project Costs		\$530,000

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Apron	Aircraft Parking Ramp Maintenance	\$300,000
Apron	Apron Construction, Reconstruct Taxiway	\$1,110,000
Runways	Runway 2-20 Rehabilitation	\$560,000
Apron	Rehabilitate Apron	\$250,000
Estimated Pavement Project Costs		\$2,220,000
Total Estimated Project Costs		\$2,825,000

System plan project costs are developed to a planning, not engineering, level of detail. System plan costs are based on typical Missouri unit costs, but airport conditions may cause these costs to vary. Furthermore, bids received may be different from plan estimates. CIP projects in the report card have not been vetted, prioritized, or approved by MoDOT or FAA. A project's inclusion in the report card does not mean that either MoDOT or FAA has approved or committed funds to the project. Some projects will require additional study to justify the need/feasibility of the project, and some projects could require environmental and airspace analysis.



WAYNESVILLE-ST. ROBERT REGIONAL AIRPORT REPORT CARD

AIRPORT NAME: Waynesville-St. Robert Regional

CITY: Fort Leonard Wood

AIRPORT CODE: TBN

ACTIONS NEEDED TO MEET FACILITY AND SERVICE OBJECTIVES

Facility Type	Minimum Objective	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
ARC	C-II	B-II	No	Improve ARC	\$-
Runway Length (feet)	6,000	6,038	Yes		\$-
Runway Width (feet)	100	150	Yes		\$-
Taxiway System	Full Parallel	Full Parallel	Yes		\$4,800,000
NAVAIDS					
Rotating Beacon	Yes	Yes	Yes		\$-
Lighting Wind Cone	Yes	Lighted wind cone	Yes		\$-
Segmented Circle	Yes	Yes	Yes		\$-
REILS	Yes (both ends)	Y/Y	Yes		\$-
VGSI (PAPI/VASI)	Yes (both ends)	P4L / P4R	Yes		\$-
Approach	Precision	Precision	Yes		\$-
Lighting					
Runway Lighting	HIRL	HIRL	Yes		\$-
Taxiway Lighting	HITL	HITL	Yes		\$-
Approach Lighting System	ALS	MALSR/MALS	Yes		\$-
Weather	AWOS/ASOS	ASOS HIWAS	Yes		\$-
Hangar Storage	70% of based aircraft	24	Yes		\$-
Tie Downs	30% of based & 75% of daily transient	6	Yes		\$-
GA Admin Building					
Building Area (Sq. Ft.)	2,500	2,400	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	35	Yes		\$-
Ground Communications	Public phone	Yes	Yes		\$-
Services					
Jet Fuel	Yes	Yes	Yes		\$-
AvGas	Yes	Yes	Yes		\$-
FBO	Yes	Yes	Yes		
Aircraft Maintenance	Yes	No	No	Provide maintenance	Market driven/cost typically covered by third party
Rental Cars	Yes	Yes	Yes		\$-
Transportation	Yes	Yes	Yes		\$-

Estimated SASP Facility/Service Project Costs: \$4,800,000

*The deficiency is minor and therefore no improvement is warranted.



CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Runways	Construct Parallel Taxiway, Windcone and Fuel Access Road	Cost included in System Plan
Terminals & Other Buildings	New Terminal Building - Design	\$400,000
Terminals & Other Buildings	New Terminal Building - Construction	\$4,000,000
Equipment	Acquire Snow Removal Equipment	\$750,000
Estimated CIP Project Costs		\$5,150,000

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
No projects reported to MoDOT		
Estimated Pavement Project Costs		\$-
Total Estimated Project Costs		\$9,950,000

System plan project costs are developed to a planning, not engineering, level of detail. System plan costs are based on typical Missouri unit costs, but airport conditions may cause these costs to vary. Furthermore, bids received may be different from plan estimates. CIP projects in the report card have not been vetted, prioritized, or approved by MoDOT or FAA. A project's inclusion in the report card does not mean that either MoDOT or FAA has approved or committed funds to the project. Some projects will require additional study to justify the need/feasibility of the project, and some projects could require environmental and airspace analysis.



JOPLIN REGIONAL AIRPORT REPORT CARD

AIRPORT NAME: Joplin Regional

CITY: Joplin

AIRPORT CODE: JLN

ACTIONS NEEDED TO MEET FACILITY AND SERVICE OBJECTIVES

Facility Type	Minimum Objective	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
ARC	C-II	D-III	Yes		\$-
Runway Length (feet)	6,000	6,501	Yes		\$-
Runway Width (feet)	100	150	Yes		\$-
Taxiway System	Full Parallel	Full Parallel	Yes		\$-
NAVAIDS					
Rotating Beacon	Yes	Yes	Yes		\$-
Lighting Wind Cone	Yes	Lighted wind cone	Yes		\$-
Segmented Circle	Yes	Yes	Yes		\$-
REILS	Yes (both ends)	N/N	Yes		\$-
VGSI (PAPI/VASI)	Yes (both ends)	No/ P4L	No	Install VGSI	\$75,000
Approach	Precision	Precision	Yes		\$-
Lighting					
Runway Lighting	HIRL	HIRL	Yes		\$-
Taxiway Lighting	HITL	HITL	Yes		\$-
Approach Lighting System	ALS	MALSF/ODALS	Yes		\$-
Weather	AWOS/ASOS	ASOS	Yes		\$-
Hangar Storage	70% of based aircraft	92	Yes		\$-
Tie Downs	30% of based & 75% of daily transient	46	Yes		\$-
GA Admin Building					
Building Area (Sq. Ft.)	2,500	21,000	Yes		\$-
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	520	Yes		\$-
Ground Communications	Public phone	Yes	Yes		\$-
Services					
Jet Fuel	Yes	Yes	Yes		\$-
AvGas	Yes	Yes	Yes		\$-
FBO	Yes	Yes	Yes		\$-
Aircraft Maintenance	Yes	Yes	Yes		\$-
Rental Cars	Yes	Yes	Yes		\$-
Transportation	Yes	Yes	Yes		\$-

Estimated SASP Facility/Service Project Costs: \$75,000

Note: It is important to note that an ALS on a given runway end replaces the need for REILs on that runway end.



CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Hangars	Construct New T-Hangar Buildings and Entrance Road	\$2,780,000
Estimated CIP Project Costs		\$2,780,000

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
No projects reported to MoDOT		
Estimated Pavement Project Costs		\$-
Total Estimated Project Costs		\$2,855,000

System plan project costs are developed to a planning, not engineering, level of detail. System plan costs are based on typical Missouri unit costs, but airport conditions may cause these costs to vary. Furthermore, bids received may be different from plan estimates. CIP projects in the report card have not been vetted, prioritized, or approved by MoDOT or FAA. A project's inclusion in the report card does not mean that either MoDOT or FAA has approved or committed funds to the project. Some projects will require additional study to justify the need/feasibility of the project, and some projects could require environmental and airspace analysis.



KANSAS CITY INTERNATIONAL AIRPORT REPORT CARD

AIRPORT NAME: Kansas City International

CITY: Kansas City

AIRPORT CODE: MCI

ACTIONS NEEDED TO MEET FACILITY AND SERVICE OBJECTIVES

Facility Type	Minimum Objective	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
ARC	C-II	D-IV	Yes		\$-
Runway Length (feet)	6,000	10,801	Yes		\$-
Runway Width (feet)	100	150	Yes		\$-
Taxiway System	Full Parallel	Full Parallel	Yes		\$-
NAVAIDS					
Rotating Beacon	Yes	Yes	Yes		\$-
Lighting Wind Cone	Yes	Lighted wind cone	Yes		\$-
Segmented Circle	Yes	Yes	Yes		\$-
REILS	Yes (both ends)	N/N	Yes		\$-
VGSI (PAPI/VASI)	Yes (both ends)	P4L / P4R	Yes		\$-
Approach	Precision	Precision	Yes		\$-
Lighting					
Runway Lighting	HIRL	HIRL	Yes		\$-
Taxiway Lighting	HITL	HITL, MITL, LITL, Reflectors	Yes		\$-
Approach Lighting System	ALS	MALSR/ALSF2	Yes		\$-
Weather	AWOS/ASOS	ASOS HIWAS	Yes		\$-
Hangar Storage	70% of based aircraft	1	Yes		\$-
Tie Downs	30% of based & 75% of daily transient	15	Yes		\$-
GA Admin Building					
Building Area (Sq. Ft.)	2,500	800,000	Yes		\$-
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	5,154	Yes		\$-
Ground Communications	Public phone	Yes	Yes		\$-
Services					
Jet Fuel	Yes	Yes	Yes		\$-
AvGas	Yes	Yes	Yes		\$-
FBO	Yes	Yes	Yes		\$-
Aircraft Maintenance	Yes	Yes	Yes		\$-
Rental Cars	Yes	Yes	Yes		\$-
Transportation	Yes	Yes	Yes		\$-

Estimated SASP Facility/Service Project Costs: \$-

Note: It is important to note that an ALS on a given runway end replaces the need for REILs on that runway end.



CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Auto Parking & Ground Access	Post Gate 1 and 28 New Entry Gate Lighting	\$65,000
Utilities, Drainage, & Other/Misc.	Channel and Edge Restoration	\$100,000
Utilities, Drainage, & Other/Misc.	Repair Outfall Structures and Channel Upgrades	\$100,000
Estimated CIP Project Costs		\$265,000

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Apron	Overhaul Base - AOA Apron Pavement Repair	\$1,000,000
Apron	Overhaul Base - AOA Apron Pavement Repair	\$1,000,000
Apron	Overhaul Base - AOA Apron Pavement Repair	\$1,000,000
Apron	Overhaul Base - AOA Apron Pavement Repair	\$1,000,000
Apron	Overhaul Base - AOA Apron Pavement Repair	\$1,000,000
Estimated Pavement Project Costs		\$5,000,000
Total Estimated Project Costs		\$5,265,000

System plan project costs are developed to a planning, not engineering, level of detail. System plan costs are based on typical Missouri unit costs, but airport conditions may cause these costs to vary. Furthermore, bids received may be different from plan estimates. CIP projects in the report card have not been vetted, prioritized, or approved by MoDOT or FAA. A project's inclusion in the report card does not mean that either MoDOT or FAA has approved or committed funds to the project. Some projects will require additional study to justify the need/feasibility of the project, and some projects could require environmental and airspace analysis.



KIRKSVILLE REGIONAL AIRPORT REPORT CARD

AIRPORT NAME: Kirksville Regional

CITY: Kirksville

AIRPORT CODE: IRK

ACTIONS NEEDED TO MEET FACILITY AND SERVICE OBJECTIVES

Facility Type	Minimum Objective	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
ARC	C-II	C-II	Yes		\$-
Runway Length (feet)	6,000	6,005	Yes		\$-
Runway Width (feet)	100	100	Yes		\$-
Taxiway System	Full Parallel	Full Parallel	Yes		\$-
NAVAIDS					
Rotating Beacon	Yes	Yes	Yes		\$-
Lighting Wind Cone	Yes	Lighted wind cone	Yes		\$-
Segmented Circle	Yes	Yes	Yes		\$-
REILS	Yes (both ends)	Y/N	Yes		\$-
VGSI (PAPI/VASI)	Yes (both ends)	V4L / V4L	Yes		\$-
Approach	Precision	Precision	Yes		\$-
Lighting					
Runway Lighting	HIRL	HIRL	Yes		\$-
Taxiway Lighting	HITL	MITL	Yes		\$-
Approach Lighting System	ALS	No/MALSR	Yes		\$-
Weather	AWOS/ASOS	ASOS HIWAS	Yes		\$-
Hangar Storage	70% of based aircraft	31	Yes		\$-
Tie Downs	30% of based & 75% of daily transient	24	Yes		\$-
GA Admin Building					
Building Area (Sq. Ft.)	2,500	5,000	Yes		\$-
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	103	Yes		\$-
Ground Communications	Public phone	Yes	Yes		\$-
Services					
Jet Fuel	Yes	Yes	Yes		\$-
AvGas	Yes	Yes	Yes		\$-
FBO	Yes	Yes	Yes		\$-
Aircraft Maintenance	Yes	Yes	Yes		\$-
Rental Cars	Yes	No	No	Provide on-site rental cars	\$-
Transportation	Yes	Yes	Yes		\$-

Estimated SASP Facility/Service Project Costs: \$-

Note: It is important to note that an ALS on a given runway end replaces the need for REILs on that runway end.



CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Fuel	New Fuel System	\$600,000
Terminals & Other Buildings	Terminal Building Improvements	\$250,000
Hangars	Rehabilitate Existing T-Hangars	\$250,000
Terminals & Other Buildings	Snow Removal Equipment	\$300,000
Estimated CIP Project Costs		\$1,400,000

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Runways	Rehabilitate Runway 18-36	\$8,350,000
Estimated Pavement Project Costs		\$8,350,000
Total Estimated Project Costs		\$9,750,000

System plan project costs are developed to a planning, not engineering, level of detail. System plan costs are based on typical Missouri unit costs, but airport conditions may cause these costs to vary. Furthermore, bids received may be different from plan estimates. CIP projects in the report card have not been vetted, prioritized, or approved by MoDOT or FAA. A project's inclusion in the report card does not mean that either MoDOT or FAA has approved or committed funds to the project. Some projects will require additional study to justify the need/feasibility of the project, and some projects could require environmental and airspace analysis.



SPRINGFIELD-BRANSON NATIONAL AIRPORT REPORT CARD

AIRPORT NAME: Springfield-Branson National

CITY: Springfield

AIRPORT CODE: SGF

ACTIONS NEEDED TO MEET FACILITY AND SERVICE OBJECTIVES

Facility Type	Minimum Objective	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
ARC	C-II	C-IV	Yes		\$-
Runway Length (feet)	6,000	8,000	Yes		\$-
Runway Width (feet)	100	150	Yes		\$-
Taxiway System	Full Parallel	Full Parallel	Yes		\$-
NAVAIDS					
Rotating Beacon	Yes	Yes	Yes		\$-
Lighting Wind Cone	Yes	Lighted wind cone	Yes		\$-
Segmented Circle	Yes	Yes	Yes		\$-
REILS	Yes (both ends)	N/Y	Yes		\$-
VGSI (PAPI/VASI)	Yes (both ends)	P4R / P4L	Yes		\$-
Approach	Precision	Precision	Yes		\$-
Lighting					
Runway Lighting	HIRL	HIRL	Yes		\$-
Taxiway Lighting	HITL	MITL	Yes		\$-
Approach Lighting System	ALS	MALSR/	Yes		\$-
Weather	AWOS/ASOS	ASOS HIWAS	Yes		\$-
Hangar Storage	70% of based aircraft	96	Yes		\$-
Tie Downs	30% of based & 75% of daily transient	100	Yes		\$-
GA Admin Building					
Building Area (Sq. Ft.)	2,500	5,500	Yes		\$-
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	700	Yes		\$-
Ground Communications	Public phone	Yes	Yes		\$-
Services					
Jet Fuel	Yes	Yes	Yes		\$-
AvGas	Yes	Yes	Yes		\$-
FBO	Yes	Yes	Yes		\$-
Aircraft Maintenance	Yes	Yes	Yes		\$-
Rental Cars	Yes	Yes	Yes		\$-
Transportation	Yes	Yes	Yes		\$-

Estimated SASP Facility/Service Project Costs: \$-

Note: It is important to note that an ALS on a given runway end replaces the need for REILs on that runway end.



CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Taxiways	Construct T-Hangar Taxilanes	\$3,000,000
Apron	Phase II GA Development Program	\$950,000
Hangars	Construct Taxiway to Access Hangars on the End of GA Apron	\$1,000,000
Acquisitions, Relocations, & Easements	Land Acquisition	\$300,000
Safety & Security	Remove Runway 32 20:1 Approach Obstruction	\$750,000
Apron	Phase III GA Development Program	\$750,000
Estimated CIP Project Costs		\$6,750,000

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Apron	Pavement Maintenance Study	\$175,000
Taxiways	Rehabilitate T-Hangar Taxilanes	\$1,400,000
Runways	Runway 14 Joint Sealant and Panel Replacement	\$275,000
Estimated Pavement Project Costs		\$1,850,000
Total Estimated Project Costs		\$8,600,000

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ST. LOUIS LAMBERT INTERNATIONAL AIRPORT REPORT CARD

AIRPORT NAME: St. Louis Lambert International

CITY: St. Louis

AIRPORT CODE: STL

ACTIONS NEEDED TO MEET FACILITY AND SERVICE OBJECTIVES

Facility Type	Minimum Objective	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
ARC	C-II	D-IV	Yes		\$-
Runway Length (feet)	6,000	11,019	Yes		\$-
Runway Width (feet)	100	200	Yes		\$-
Taxiway System	Full Parallel	Full Parallel	Yes		\$-
NAVAIDS					
Rotating Beacon	Yes	Yes	Yes		\$-
Lighting Wind Cone	Yes	Lighted wind cone	Yes		\$-
Segmented Circle	Yes	No	Exempt		\$-
REILS	Yes (both ends)	N/N	Yes		\$-
VGSI (PAPI/VASI)	Yes (both ends)	P4L / P4R	Yes		\$-
Approach	Precision	Precision	Yes		\$-
Lighting					
Runway Lighting	HIRL	HIRL	Yes		\$-
Taxiway Lighting	HITL	MITL	Yes		\$-
Approach Lighting System	ALS	MALSR/MALSR	Yes		\$-
Weather	AWOS/ASOS	ASOS HIWAS	Yes		\$-
Hangar Storage	70% of based aircraft	31	Yes		\$-
Tie Downs	30% of based & 75% of daily transient	20	Yes		\$-
GA Admin Building					
Building Area (Sq. Ft.)	2,500	11,150	Yes		\$-
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	1,825	Yes		\$-
Ground Communications	Public phone	Yes	Yes		\$-
Services					
Jet Fuel	Yes	Yes	Yes		\$-
AvGas	Yes	Yes	Yes		\$-
FBO	Yes	Yes	Yes		\$-
Aircraft Maintenance	Yes	Yes	Yes		\$-
Rental Cars	Yes	Yes	Yes		\$-
Transportation	Yes	Yes	Yes		\$-

Estimated SASP Facility/Service Project Costs: \$-

Note: It is important to note that an ALS on a given runway end replaces the need for REILs on that runway end.



CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Utilities, Drainage, & Other/Misc.	Terminal 2 Ramp Glycol Recovery	\$2,494,302
Estimated CIP Project Costs		\$2,494,302

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
No projects reported to MoDOT		
Estimated Pavement Project Costs		\$-
Total Estimated Project Costs		\$2,494,302

System plan project costs are developed to a planning, not engineering, level of detail. System plan costs are based on typical Missouri unit costs, but airport conditions may cause these costs to vary. Furthermore, bids received may be different from plan estimates. CIP projects in the report card have not been vetted, prioritized, or approved by MoDOT or FAA. A project's inclusion in the report card does not mean that either MoDOT or FAA has approved or committed funds to the project. Some projects will require additional study to justify the need/feasibility of the project, and some projects could require environmental and airspace analysis.



ALBANY MUNICIPAL AIRPORT REPORT CARD

AIRPORT NAME: Albany Municipal

CITY: Albany

AIRPORT CODE: K19

ACTIONS NEEDED TO MEET FACILITY AND SERVICE OBJECTIVES

Facility Type	Minimum Objective	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
ARC	AI	AI	Yes		\$-
Runway Length (feet)	Maintain existing length	3,300	N/A		\$-
Runway Width (feet)	60' for NPIAS airports; Maintain existing at non-NPIAS airports	50	Yes		\$-
Taxiway System	Turnarounds both ends	Stub(s), Both Runway Ends	Yes		\$-
NAVAIDS					
Rotating Beacon	Yes	Yes	Yes		\$-
Lighting Wind Cone	Yes	Lighted wind cone	Yes		\$-
Segmented Circle	Yes	Yes	Yes		\$-
REILS	Not an objective	N/N	N/A		\$-
VGSI (PAPI/VASI)	Not an objective	PNIL / PNIL	N/A		\$-
Approach	Visual	Visual	Yes		\$-
Lighting					
Runway Lighting	MIRL/LIRL *	LIRL	Yes		\$-
Taxiway Lighting	Not an objective	None	N/A		\$-
Approach Lighting System	Not an objective	None	N/A		\$-
Weather	Not an objective	HIWAS	N/A		\$-
Hangar Storage	Maintain existing	6	N/A		\$-
Tie Downs	Maintain existing	2	N/A		\$-
GA Admin Building					
Building Area (Sq. Ft.)	Maintain existing	300	N/A		\$-
Public Restroom	Maintain existing	Yes	N/A		\$-
Conference Room	Maintain existing	No	N/A		\$-
Pilot Lounge	Maintain existing	Yes	N/A		\$-
GA Auto Parking	Maintain existing	4	N/A		\$-
Ground Communications	Public phone	No	No	Provide public phone	\$-
Services					
Jet Fuel	Not an objective	No	N/A		\$-
AvGas	Yes	Yes	Yes		\$-
FBO	Not an objective	No	N/A		\$-
Aircraft Maintenance	Not an objective	No	N/A		\$-
Rental Cars	Not an objective	Yes	N/A		\$-
Transportation	Not an objective	No	N/A		\$-

Estimated SASP Facility/Service Project Costs: \$-

*New runway lighting projects for Community Local Airports must be MIRLS



CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Lighting, NAVAIDs, & Signage	Medium Intensity Runway Lights	\$215,560
Lighting, NAVAIDs, & Signage	Precision Approach Path Indicator (PAPI)	\$80,000
Lighting, NAVAIDs, & Signage	Rotating Beacon	\$50,000
Estimated CIP Project Costs		\$345,560

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Runways	Design - Runway Improvements	\$102,500
Runways	Construct Runway Improvements	\$645,000
Taxiways	Preventative Maintenance of Taxilane	\$100,000
Estimated Pavement Project Costs		\$847,500
Total Estimated Project Costs		\$1,193,060

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JERRY SUMNERS SR AURORA MUNICIPAL AIRPORT REPORT CARD

AIRPORT NAME: Jerry Sumners Sr Aurora Municipal

CITY: Aurora

AIRPORT CODE: 2H2

ACTIONS NEEDED TO MEET FACILITY AND SERVICE OBJECTIVES

Facility Type	Minimum Objective	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
ARC	B-II	A-I	No	Improve ARC	\$-
Runway Length (feet)	4,000	3,001	No	Extend 999'	\$880,000
Runway Width (feet)	75	60	No	Widen 15'	\$463,205
Taxiway System	Turnarounds both ends	Stub(s), Both Runway Ends	Yes		\$-
NAVAIDS					
Rotating Beacon	Yes	Yes	Yes		\$-
Lighting Wind Cone	Yes	Lighted wind cone	Yes		\$-
Segmented Circle	Yes	Yes	Yes		\$-
REILS	Yes (both ends)	N / N	No	Install REIL(s)	\$40,000
VGSI (PAPI/VASI)	Yes (both ends)	None	No	Install VGSI	\$125,000
Approach	Non-Precision	Non-Precision	Yes		\$-
Lighting					
Runway Lighting	MIRL	MIRL	Yes		\$-
Taxiway Lighting	Not an objective	MITL	N/A		\$-
Approach Lighting System	Not an objective	None	N/A		\$-
Weather	Not an objective	HIWAS	N/A		\$-
Hangar Storage	70% of based aircraft	25	Yes		\$-
Tie Downs	40% of based & 25% of daily transient	6	No	Provide 5 additional tie down spaces	\$1,250,000
GA Admin Building					
Building Area (Sq. Ft.)	1,500	1,200	No	Provide additional 300 sq. ft. of space	\$600,000
Public Restroom	Yes	Yes	Yes		\$-
Conference Room	Yes	Yes	Yes		\$-
Pilot Lounge	Yes	No	No	Provide pilot lounge	\$-
GA Auto Parking	1 space for each based & 25% for employees	8	No	Provide 25 additional auto parking spaces	\$250,000
Ground Communications	Public phone	No	No	Provide public phone	\$-
Services					
Jet Fuel	Yes	No	No	Provide jet fuel	\$450,000
AvGas	Yes	Yes	Yes		\$-
FBO	Yes	Yes	Yes		\$-
Aircraft Maintenance	Not an objective	Yes	N/A		\$-
Rental Cars	Yes	Yes	Yes		\$-
Transportation	Not an objective	No	N/A		\$-

Estimated SASP Facility/Service Project Costs: \$4,058,205



CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Taxiways	Design Taxilanes Phase I	\$166,667
Taxiways	Construct Taxilanes Phase II	\$666,667
Acquisitions, Relocations, & Easements	Acquire Easements for West Building Restriction Line	\$150,000
Apron	Construct Terminal Area Apron	\$700,000
Apron	Design Terminal Area Apron	\$75,000
Hangars	Design and Construct T-Hangars, Taxilanes and Relocate Fuel Phase II	\$1,252,000
Hangars	Relocate FBO Hangar; Demo Existing Terminal and Apron Area	\$472,000
Lighting, NAVAIDs, & Signage	AWOS	\$200,000
Plans & Studies	Environmental Assessment	\$80,000
Runways	Construct Runway Extension and NAVAIDs	\$800,000
Terminals & Other Buildings	Design and Construct New Terminal Building	Cost included in System Plan
Taxiways	Design and Construct Parallel Taxiway	\$1,250,000
Estimated CIP Project Costs		\$5,812,334

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
None		
Estimated Pavement Project Costs		\$-
Total Estimated Project Costs		\$9,870,539

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AVA BILL MARTIN MEMORIAL AIRPORT REPORT CARD

AIRPORT NAME: Ava Bill Martin Memorial Airport

CITY: Ava

AIRPORT CODE: AOV

ACTIONS NEEDED TO MEET FACILITY AND SERVICE OBJECTIVES

Facility Type	Minimum Objective	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
ARC	B-II	A-I	No	Improve ARC	\$-
Runway Length (feet)	4,000	3,634	No	Extend 366'	\$700,000
Runway Width (feet)	75	50	No	Widen 25'	\$934,847
Taxiway System	Turnarounds both ends	Stub(s), One Runway End	No	Add turnaround(s)	\$81,840
NAVAIDS					
Rotating Beacon	Yes	Yes	Yes		\$-
Lighting Wind Cone	Yes	Lighted wind cone	Yes		\$-
Segmented Circle	Yes	Yes	Yes		\$-
REILS	Yes (both ends)	N / N	No	Install REIL(s)	\$40,000
VGSI (PAPI/VASI)	Yes (both ends)	S2L	No	Install VGSI	\$75,000
Approach	Non-Precision	Non-Precision	Yes		\$-
Lighting					
Runway Lighting	MIRL	MIRL	Yes		\$-
Taxiway Lighting	Not an objective	MITL	N/A		\$-
Approach Lighting System	Not an objective	None	N/A		\$-
Weather	Not an objective	None	N/A		\$-
Hangar Storage	70% of based aircraft	6	Yes		\$-
Tie Downs	40% of based & 25% of daily transient	4	Yes		\$-
GA Admin Building					
Building Area (Sq. Ft.)	1,500	375	No	Provide additional 1,125 sq. ft. of space	\$337,500
Public Restroom	Yes	Yes	Yes		\$-
Conference Room	Yes	No	No	Provide conference room	\$75,000
Pilot Lounge	Yes	Yes	Yes		\$-
GA Auto Parking	1 space for each based & 25% for employees	20	Yes		\$-
Ground Communications	Public phone	No	No	Provide public phone	\$-
Services					
Jet Fuel	Yes	No	No	Provide jet fuel	\$450,000
AvGas	Yes	Yes	Yes		\$-
FBO	Yes	Yes	Yes		\$-
Aircraft Maintenance	Not an objective	No	N/A		\$-
Rental Cars	Yes	Yes	Yes		\$-
Transportation	Not an objective	No	N/A		\$-

Estimated SASP Facility/Service Project Costs: \$2,694,187



CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Acquisitions, Relocations, & Easements	Land Acquisition (42 Acres)	\$225,950
Safety & Security	Wildlife Perimeter Fence	\$370,000
Lighting, NAVAIDs, & Signage	Install AWOS	\$115,000
Lighting, NAVAIDs, & Signage	Install PAPI	\$150,000
Estimated CIP Project Costs		\$860,950

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Taxiways	Reconstruct Hangar Taxilane	\$200,000
Apron	Rehabilitate Apron	\$150,000
Estimated Pavement Project Costs		\$350,000
Total Estimated Project Costs		\$3,905,137

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BETHANY MEMORIAL AIRPORT REPORT CARD

AIRPORT NAME: Bethany Memorial

CITY: Bethany

AIRPORT CODE: 75K

ACTIONS NEEDED TO MEET FACILITY AND SERVICE OBJECTIVES

Facility Type	Minimum Objective	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
ARC	AI	AI	Yes		\$-
Runway Length (feet)	Maintain existing length	2,255	N/A		\$-
Runway Width (feet)	60' for NPIAS airports; Maintain existing at non-NPIAS airports	48	Yes		\$-
Taxiway System	Turnarounds both ends	Stub(s), One Runway End	No	Add turnaround(s)	\$89,513
NAVAIDS					
Rotating Beacon	Yes	No	No	Install rotating beacon	\$100,000
Lighting Wind Cone	Yes	Wind cone	No	Install lighted wind cone	\$15,000
Segmented Circle	Yes	Yes	Yes		\$-
REILS	Not an objective	N/N	N/A		\$-
VGSI (PAPI/VASI)	Not an objective	None	N/A		\$-
Approach	Visual	Visual	Yes		\$-
Lighting					
Runway Lighting	MIRL/LIRL *	LIRL	Yes		\$-
Taxiway Lighting	Not an objective	MITL	N/A		\$-
Approach Lighting System	Not an objective	None	N/A		\$-
Weather	Not an objective	None	N/A		\$-
Hangar Storage	Maintain existing	4	N/A		\$-
Tie Downs	Maintain existing	6	N/A		\$-
GA Admin Building					
Building Area (Sq. Ft.)	Maintain existing	0	N/A		\$-
Public Restroom	Maintain existing	No	N/A		\$-
Conference Room	Maintain existing	No	N/A		\$-
Pilot Lounge	Maintain existing	No	N/A		\$-
GA Auto Parking	Maintain existing	7	N/A		\$-
Ground Communications	Public phone	No	No	Provide public phone	\$-
Services					
Jet Fuel	Not an objective	No	N/A		\$-
AvGas	Yes	Yes	Yes		\$-
FBO	Not an objective	No	N/A		\$-
Aircraft Maintenance	Not an objective	No	N/A		\$-
Rental Cars	Not an objective	No	N/A		\$-
Transportation	Not an objective	Yes	N/A		\$-

Estimated SASP Facility/Service Project Costs: \$204,513

*New runway lighting projects for Community Local Airports must be MIRLS



CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
None		
Estimated CIP Project Costs		\$-

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Runways	Runway Pavement Maintenance (includes Runway, Taxiway and Apron)	\$108,000
Estimated Pavement Project Costs		\$108,000
Total Estimated Project Costs		\$312,513

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BISMARCK MEMORIAL AIRPORT REPORT CARD

AIRPORT NAME: Bismarck Memorial

CITY: Bismarck

AIRPORT CODE: H57

ACTIONS NEEDED TO MEET FACILITY AND SERVICE OBJECTIVES

Facility Type	Minimum Objective	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
ARC	AI	AI	Yes		\$-
Runway Length (feet)	Maintain existing length	2,050	N/A		\$-
Runway Width (feet)	60' for NPIAS airports; Maintain existing at non-NPIAS airports	50	Yes		\$-
Taxiway System	Turnarounds both ends	Stub(s), No Runway Ends	No	Add turnaround(s)	\$250,650
NAVAIDS					
Rotating Beacon	Yes	Yes	Yes		\$-
Lighting Wind Cone	Yes	Wind cone	No	Install lighted wind cone	\$15,000
Segmented Circle	Yes	Yes	Yes		\$-
REILS	Not an objective	N/N	N/A		\$-
VGSI (PAPI/VASI)	Not an objective	None	N/A		\$-
Approach	Visual	Visual	Yes		\$-
Lighting					
Runway Lighting	MIRL/LIRL *	LIRL	Yes		\$-
Taxiway Lighting	Not an objective	None	N/A		\$-
Approach Lighting System	Not an objective	None	N/A		\$-
Weather	Not an objective	None	N/A		\$-
Hangar Storage	Maintain existing	0	N/A		\$-
Tie Downs	Maintain existing	9	N/A		\$-
GA Admin Building					
Building Area (Sq. Ft.)	Maintain existing	0	N/A		\$-
Public Restroom	Maintain existing	No	N/A		\$-
Conference Room	Maintain existing	No	N/A		\$-
Pilot Lounge	Maintain existing	No	N/A		\$-
GA Auto Parking	Maintain existing	0	N/A		\$-
Ground Communications	Public phone	No	No	Provide public phone	\$-
Services					
Jet Fuel	Not an objective	No	N/A		\$-
AvGas	Yes	Yes	Yes		\$-
FBO	Not an objective	No	N/A		\$-
Aircraft Maintenance	Not an objective	No	N/A		\$-
Rental Cars	Not an objective	Yes	N/A		\$-
Transportation	Not an objective	No	N/A		\$-

Estimated SASP Facility/Service Project Costs: \$265,650

*New runway lighting projects for Community Local Airports must be MIRLS



CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
None		
Estimated CIP Project Costs		\$-

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
None		
Estimated Pavement Project Costs		\$-
Total Estimated Project Costs		\$265,650

System plan project costs are developed to a planning, not engineering, level of detail. System plan costs are based on typical Missouri unit costs, but airport conditions may cause these costs to vary. Furthermore, bids received may be different from plan estimates. CIP projects in the report card have not been vetted, prioritized, or approved by MoDOT or FAA. A project's inclusion in the report card does not mean that either MoDOT or FAA has approved or committed funds to the project. Some projects will require additional study to justify the need/feasibility of the project, and some projects could require environmental and airspace analysis.



BOLIVAR MUNICIPAL AIRPORT REPORT CARD

AIRPORT NAME: Bolivar Municipal

CITY: Bolivr

AIRPORT CODE: M17

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 (feet)	5,000	4,000	No	Extend 1,000'	\$1,700,000
Runway Width (feet)	75	75	Yes		\$-
Taxiway System	Full Parallel	Full Parallel	Yes		\$-
NAVAIDS					
Rotating Beacon	Yes	Yes	Yes		\$-
Lighting Wind Cone	Yes	Lighted wind cone	Yes		\$-
Segmented Circle	Yes	Yes	Yes		\$-
REILS	Yes (both ends)	N/N	No	Install REIL(s)	\$40,000
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	Non-Standard Lighting, Reflectors	No	Install MITL	\$467,000
Approach Lighting System	Not an objective	None	N/A		\$-
Weather	AWOS/ASOS	HIWAS	No	Install AWOS/ASOS	\$450,000
Hangar Storage	70% of based aircraft	59	Yes		\$-
Tie Downs	30% of based & 75% of daily transient	25	Yes		\$-
GA Admin Building					
Building Area (Sq. Ft.)	2,500	1,600	No	Provide additional 900 sq. ft. of space	\$270,000
Public Restroom	Yes	Yes	Yes		\$-
Conference Room	Yes	No	No	Provide conference room	\$75,000
Pilot Lounge	Yes	No	No	Provide pilot lounge	\$42,000
GA Auto Parking	1 space for each based & 50% for employees	34	No	Provide 56 additional auto parking spaces	\$560,000
Ground Communications	Public phone	Yes	Yes		\$-
Services					
Jet Fuel	Yes	Yes	Yes		\$-
AvGas	Yes	Yes	Yes		\$-
FBO	Yes	Yes	Yes		\$-
Aircraft Maintenance	Yes	Yes	Yes		\$-
Rental Cars	Yes	Yes	Yes		\$-
Transportation	Yes	Yes	Yes		\$-

Estimated SASP Facility/Service Project Costs: \$3,604,000



CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Lighting, NAVAIDs, & Signage	AWOS and Land Acquisition Phase II	Cost included in System Plan
Runways	Runway Extension	Cost included in System Plan
Estimated CIP Project Costs		\$-

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Runways	Seal Coat and Crack Repair for Runway	\$300,000
Taxiways	Rehabilitate T-Hangar Taxilanes	\$900,000
Estimated Pavement Project Costs		\$1,200,000
Total Estimated Project Costs		\$4,804,000

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BONNE TERRE MUNICIPAL AIRPORT REPORT CARD

AIRPORT NAME: Bonne Terre Municipal

CITY: Bonne Terre

AIRPORT CODE: 1BT

ACTIONS NEEDED TO MEET FACILITY AND SERVICE OBJECTIVES

Facility Type	Minimum Objective	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
ARC	AI	AI	Yes		\$-
Runway Length (feet)	Maintain existing length	2,800	N/A		\$-
Runway Width (feet)	60' for NPIAS airports; Maintain existing at non-NPIAS airports	49	Yes		\$-
Taxiway System	Turnarounds both ends	Stub(s), Both Runway Ends	Yes		\$-
NAVAIDS					
Rotating Beacon	Yes	No	No	Install rotating beacon	\$100,000
Lighting Wind Cone	Yes	None	No	Install lighted wind cone	\$15,000
Segmented Circle	Yes	Yes	Yes		\$-
REILS	Not an objective	N/N	N/A		\$-
VGSI (PAPI/VASI)	Not an objective	None	N/A		\$-
Approach Lighting	Visual	Visual	Yes		\$-
Runway Lighting	MIRL/LIRL*	None	No	Install MIRL	\$320,000
Taxiway Lighting	Not an objective	None	N/A		\$-
Approach Lighting System	Not an objective	None	N/A		\$-
Weather	Not an objective	None	N/A		\$-
Hangar Storage	Maintain existing	5	N/A		\$-
Tie Downs	Maintain existing	5	N/A		\$-
GA Admin Building					
Building Area (Sq. Ft.)	Maintain existing	0	N/A		\$-
Public Restroom	Maintain existing	No	N/A		\$-
Conference Room	Maintain existing	No	N/A		\$-
Pilot Lounge	Maintain existing	No	N/A		\$-
GA Auto Parking	Maintain existing	612	N/A		\$-
Ground Communications	Public phone	No	No	Provide public phone	\$-
Services					
Jet Fuel	Not an objective	No	N/A		\$-
AvGas	Yes	Yes	Yes		\$-
FBO	Not an objective	Yes	N/A		\$-
Aircraft Maintenance	Not an objective	No	N/A		\$-
Rental Cars	Not an objective	No	N/A		\$-
Transportation	Not an objective	Yes	N/A		\$-

Estimated SASP Facility/Service Project Costs: \$435,000

*New runway lighting projects for Community Local Airports must be MIRLS



CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Lighting, NAVAIDs, & Signage	Replace Runway Lights, Taxiway Lights, and Beacon	Cost included in System Plan
Estimated CIP Project Costs		\$-

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Runways	Resurface Runway and Ramp	\$150,000
Estimated Pavement Project Costs		\$150,000
Total Estimated Project Costs		\$585,000

System plan project costs are developed to a planning, not engineering, level of detail. System plan costs are based on typical Missouri unit costs, but airport conditions may cause these costs to vary. Furthermore, bids received may be different from plan estimates. CIP projects in the report card have not been vetted, prioritized, or approved by MoDOT or FAA. A project's inclusion in the report card does not mean that either MoDOT or FAA has approved or committed funds to the project. Some projects will require additional study to justify the need/feasibility of the project, and some projects could require environmental and airspace analysis.



JESSE VIERTEL MEMORIAL AIRPORT REPORT CARD

AIRPORT NAME: Jesse Viertel Memorial

CITY: Boonville

AIRPORT CODE: VER

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 (feet)	5,000	4,000	No	Extend 1,000'	\$3,835,000
Runway Width (feet)	75	75	Yes		\$-
Taxiway System	Full Parallel	Full Parallel	Yes		\$-
NAVAIDS					
Rotating Beacon	Yes	Yes	Yes		\$-
Lighting Wind Cone	Yes	Lighted wind cone	Yes		\$-
Segmented Circle	Yes	Yes	Yes		\$-
REILS	Yes (both ends)	Y/Y	Yes		\$-
VGSI (PAPI/VASI)	Yes (both ends)	P4L / P4L	Yes		\$-
Approach	Precision-Like Approach (ILS or LPV)	Precision-Like	Yes		\$-
Lighting					
Runway Lighting	MIRL	MIRL	Yes		\$-
Taxiway Lighting	MITL	Reflectors	No	Install MITL	\$467,000
Approach Lighting System	Not an objective	None	N/A		\$-
Weather	AWOS/ASOS	AWOS	Yes		\$-
Hangar Storage	70% of based aircraft	45	Yes		\$-
Tie Downs	30% of based & 75% of daily transient	23	Yes		\$-
GA Admin Building					
Building Area (Sq. Ft.)	2,500	900	No	Provide additional 1,600 sq. ft. of space	\$675,000
Public Restroom	Yes	Yes	Yes		\$-
Conference Room	Yes	Yes	Yes		\$-
Pilot Lounge	Yes	No	No	Provide pilot lounge	Included in new terminal cost
GA Auto Parking	1 space for each based & 50% for employees	20	No	Provide 61 additional auto parking spaces	\$610,000
Ground Communications	Public phone	Yes	Yes		\$-
Services					
Jet Fuel	Yes	Yes	Yes		\$-
AvGas	Yes	Yes	Yes		\$-
FBO	Yes	Yes	Yes		\$-
Aircraft Maintenance	Yes	Yes	Yes		\$-
Rental Cars	Yes	Yes	Yes		\$-
Transportation	Yes	Yes	Yes		\$-

Estimated SASP Facility/Service Project Costs: \$5,587,000

**CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED**

Project Type	Project Description	Estimated Cost
Terminals & Other Buildings	Terminal Building	Cost included in System Plan
Acquisitions, Relocations, & Easements	Land Acquisition	\$180,000
Plans & Studies	Environmental Assessment	\$50,000
Runways	Construct Runway 18 and Parallel Taxiway Extension	Cost included in System Plan
Runways	Design - Runway 18 and Parallel Taxiway Extension	Cost included in System Plan
Estimated CIP Project Costs		\$230,000

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Taxiways	Rehabilitate North T-Hangar Taxiways and Apron	\$200,000
Estimated Pavement Project Costs		\$200,000
Total Estimated Project Costs		\$6,017,000

System plan project costs are developed to a planning, not engineering, level of detail. System plan costs are based on typical Missouri unit costs, but airport conditions may cause these costs to vary. Furthermore, bids received may be different from plan estimates. CIP projects in the report card have not been vetted, prioritized, or approved by MoDOT or FAA. A project's inclusion in the report card does not mean that either MoDOT or FAA has approved or committed funds to the project. Some projects will require additional study to justify the need/feasibility of the project, and some projects could require environmental and airspace analysis.



BOWLING GREEN MUNICIPAL AIRPORT REPORT CARD

AIRPORT NAME: Bowling Green Municipal

CITY: Bowling Green

AIRPORT CODE: H19

ACTIONS NEEDED TO MEET FACILITY AND SERVICE OBJECTIVES

Facility Type	Minimum Objective	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
ARC	AI	BI	Yes		\$-
Runway Length (feet)	Maintain existing length	3,203	N/A		\$-
Runway Width (feet)	60' for NPIAS airports; Maintain existing at non-NPIAS airports	50	No	Widen 10'	\$329,589
Taxiway System	Turnarounds both ends	Stub(s), Both Runway Ends	Yes		\$-
NAVAIDS					
Rotating Beacon	Yes	Yes	Yes		\$-
Lighting Wind Cone	Yes	Lighted wind cone	Yes		\$-
Segmented Circle	Yes	Yes	Yes		\$-
REILS	Not an objective	N/N	N/A		\$-
VGSI (PAPI/VASI)	Not an objective	None	N/A		\$-
Approach	Visual	Non-Precision	Yes		\$-
Lighting					
Runway Lighting	MIRL/LIRL *	LIRL	Yes		\$-
Taxiway Lighting	Not an objective	LITL	N/A		\$-
Approach Lighting System	Not an objective	None	N/A		\$-
Weather	Not an objective	HIWAS	N/A		\$-
Hangar Storage	Maintain existing	11	N/A		\$-
Tie Downs	Maintain existing	7	N/A		\$-
GA Admin Building					
Building Area (Sq. Ft.)	Maintain existing	4,284	N/A		\$-
Public Restroom	Maintain existing	Yes	N/A		\$-
Conference Room	Maintain existing	No	N/A		\$-
Pilot Lounge	Maintain existing	Yes	N/A		\$-
GA Auto Parking	Maintain existing	20	N/A		\$-
Ground Communications	Public phone	No	No	Provide public phone	\$-
Services					
Jet Fuel	Not an objective	No	N/A		\$-
AvGas	Yes	Yes	Yes		\$-
FBO	Not an objective	Yes	N/A		\$-
Aircraft Maintenance	Not an objective	No	N/A		\$-
Rental Cars	Not an objective	Yes	N/A		\$-
Transportation	Not an objective	No	N/A		\$-

Estimated SASP Facility/Service Project Costs: \$329,589

*New runway lighting projects for Community Local Airports must be MIRLS



CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Safety & Security	Tree Removal - Phase I	\$50,000
Safety & Security	Tree Removal - Phase II	\$50,000
Utilities, Drainage, & Other/Misc.	Electrical Rehabilitation - Phase I	\$125,000
Utilities, Drainage, & Other/Misc.	Electrical Rehabilitation - Phase II	\$250,000
Hangars	T-Hangar Design	\$75,000
Hangars	T-Hangar Construction	\$945,000
Terminals & Other Buildings	Construct New GA Terminal	\$150,000
Plans & Studies	Aeronautical Survey	\$60,000
Plans & Studies	Environmental Assessment	\$60,000
Estimated CIP Project Costs		\$1,765,000

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Runways	Pavement Maintenance (Bituminous Crack Repair)	\$120,000
Runways	Reconstruct and Shift Runway, MIRL and Taxiway	\$4,800,000
Estimated Pavement Project Costs		\$4,920,000
Total Estimated Project Costs		\$7,014,589

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M. GRAHAM CLARK - DOWNTOWN AIRPORT REPORT CARD

AIRPORT NAME: M. Graham Clark - Downtown Airport

CITY: Branson

AIRPORT CODE: PLK

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 (feet)	4,000	3,738	No	Extend 262'	\$6,700,000
Runway Width (feet)	75	100	Yes		\$
Taxiway System	Turnarounds both ends	Full Parallel	Yes		\$
NAVAIDS					
Rotating Beacon	Yes	Yes	Yes		\$
Lighting Wind Cone	Yes	Lighted wind cone	Yes		\$
Segmented Circle	Yes	Yes	Yes		\$
REILS	Yes (both ends)	Y / Y	Yes		\$
VGSI (PAPI/VASI)	Yes (both ends)	V4R	No	Install VGSI	\$75,000
Approach	Non-Precision	Precision-Like	Yes		\$
Lighting					
Runway Lighting	MIRL	MIRL	Yes		\$
Taxiway Lighting	Not an objective	HITL	N/A		\$
Approach Lighting System	Not an objective	None	N/A		\$
Weather	Not an objective	None	N/A		\$
Hangar Storage	70% of based aircraft	65	Yes		\$
Tie Downs	40% of based & 25% of daily transient	36	Yes		\$
GA Admin Building					
Building Area (Sq. Ft.)	1,500	13,000	Yes		\$
Public Restroom	Yes	Yes	Yes		\$
Conference Room	Yes	Yes	Yes		\$
Pilot Lounge	Yes	Yes	Yes		\$
GA Auto Parking	1 space for each based & 25% for employees	320	Yes		\$
Ground Communications	Public phone	Yes	Yes		\$
Services					
Jet Fuel	Yes	Yes	Yes		\$
AvGas	Yes	Yes	Yes		\$
FBO	Yes	Yes	Yes		\$
Aircraft Maintenance	Not an objective	Yes	N/A		\$
Rental Cars	Yes	Yes	Yes		\$
Transportation	Not an objective	No	N/A		\$

Estimated SASP Facility/Service Project Costs: \$6,775,000



CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Lighting, NAVAIDs, & Signage	REIL Replacement	\$120,000
Lighting, NAVAIDs, & Signage	AWOS	\$220,000
Estimated CIP Project Costs		\$340,000

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Apron	Apron Reconstruction (East)	\$630,000
Apron	Apron Reconstruction (West)	\$580,000
Estimated Pavement Project Costs		\$1,210,000
Total Estimated Project Costs		\$8,325,000

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BRANSON WEST MUNICIPAL - EMERSON FIELD REPORT CARD

AIRPORT NAME: Branson West Municipal - Emerson Field

CITY: Branson West

AIRPORT CODE: FWB

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 (feet)	5,000	5,002	Yes		\$-
Runway Width (feet)	75	75	Yes		\$-
Taxiway System	Full Parallel	Full Parallel	Yes		\$-
NAVAIDS					
Rotating Beacon	Yes	Yes	Yes		\$-
Lighting Wind Cone	Yes	Lighted wind cone	Yes		\$-
Segmented Circle	Yes	Yes	Yes		\$-
REILS	Yes (both ends)	Y/Y	Yes		\$-
VGSI (PAPI/VASI)	Yes (both ends)	P4R / P4L	Yes		\$-
Approach	Precision-Like Approach (ILS or LPV)	Precision-Like	Yes		\$-
Lighting					
Runway Lighting	MIRL	MIRL	Yes		\$-
Taxiway Lighting	MITL	Reflectors	No	Install MITL	\$467,000
Approach Lighting System	Not an objective	None	N/A		\$-
Weather	AWOS/ASOS	AWOS HIWAS	Yes		\$-
Hangar Storage	70% of based aircraft	39	Yes		\$-
Tie Downs	30% of based & 75% of daily transient	38	Yes		\$-
GA Admin Building					
Building Area (Sq. Ft.)	2,500	3,000	Yes		\$-
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	36	No	*	\$-
Ground Communications	Public phone	Yes	Yes		\$-
Services					
Jet Fuel	Yes	Yes	Yes		\$-
AvGas	Yes	Yes	Yes		\$-
FBO	Yes	Yes	Yes		\$-
Aircraft Maintenance	Yes	Yes	Yes		\$-
Rental Cars	Yes	Yes	Yes		\$-
Transportation	Yes	Yes	Yes		\$-

Estimated SASP Facility/Service Project Costs: \$467,000

Note: *The deficiency is minor and therefore no improvement is warranted.



CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Lighting, NAVAIDs, & Signage	Airfield Remarking	\$240,000
Hangars	100' X 100' Hangar	\$900,000
Plans & Studies	Master Plan Update	\$300,000
Apron	Additional Apron Expansion - Phase II	\$500,000
Hangars	Design and Construct T-Hangars	\$450,000
Apron	Additional Apron Expansion - Phase III	\$500,000
Estimated CIP Project Costs		\$2,890,000

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Taxiways	Airport Pavement Maintenance (Taxiway)	\$167,000
Estimated Pavement Project Costs		\$167,000
Total Estimated Project Costs		\$3,524,000

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NORTH CENTRAL MISSOURI REGIONAL AIRPORT REPORT CARD

AIRPORT NAME: North Central Missouri Regional

CITY: Brookfield/Marceline

AIRPORT CODE: MO8

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 (feet)	5,000	5,002	Yes		\$-
Runway Width (feet)	75	75	Yes		\$-
Taxiway System	Full Parallel	Full Parallel	Yes		\$-
NAVAIDS					
Rotating Beacon	Yes	Yes	Yes		\$-
Lighting Wind Cone	Yes	Lighted wind cone	Yes		\$-
Segmented Circle	Yes	Yes	Yes		\$-
REILS	Yes (both ends)	Y/Y	Yes		\$-
VGSI (PAPI/VASI)	Yes (both ends)	P4L / P4L	Yes		\$-
Approach	Precision-Like Approach (ILS or LPV)	Precision-Like	Yes		\$-
Lighting					
Runway Lighting	MIRL	MIRL	Yes		\$-
Taxiway Lighting	MITL	Reflectors	No	Install MITL	\$410,000
Approach Lighting System	Not an objective	None	N/A		\$-
Weather	AWOS/ASOS	AWOS	Yes		\$-
Hangar Storage	70% of based aircraft	10	Yes		\$-
Tie Downs	30% of based & 75% of daily transient	16	Yes		\$-
GA Admin Building					
Building Area (Sq. Ft.)	2,500	1,600	No	Provide additional 900 sq. ft. of space	\$270,000
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	16	Yes		\$-
Ground Communications	Public phone	Yes	Yes		\$-
Services					
Jet Fuel	Yes	Yes	Yes		\$-
AvGas	Yes	Yes	Yes		\$-
FBO	Yes	No	No	Provide FBO	Market driven/cost typically covered by third party
Aircraft Maintenance	Yes	No	No	Provide aircraft maintenance	Market driven/cost typically covered by third party
Rental Cars	Yes	Yes	Yes		\$-
Transportation	Yes	Yes	Yes		\$-

Estimated SASP Facility/Service Project Costs: \$680,000

**CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED**

Project Type	Project Description	Estimated Cost
Hangars	Community Hangar Reimbursement	\$150,000
Lighting, NAVAIDs, & Signage	Replace Beacon	\$67,000
Hangars	Construct 8-Unit T-Hangar	\$600,000
Fuel	Install New MoGas Fuel Tank	\$200,000
Lighting, NAVAIDs, & Signage	Light Parallel Taxiway	Cost included in System Plan
Lighting, NAVAIDs, & Signage	Remark Airfield	\$155,000
Estimated CIP Project Costs		\$1,172,000

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
None		
Estimated Pavement Project Costs		\$-
Total Estimated Project Costs		\$1,852,000

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BUFFALO MUNICIPAL AIRPORT REPORT CARD

AIRPORT NAME: Buffalo Municipal

CITY: Buffalo

AIRPORT CODE: H17

ACTIONS NEEDED TO MEET FACILITY AND SERVICE OBJECTIVES

Facility Type	Minimum Objective	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
ARC	AI	AI	Yes		\$-
Runway Length (feet)	Maintain existing length	3,220	N/A		\$-
Runway Width (feet)	60' for NPIAS airports; Maintain existing at non-NPIAS airports	50	Yes		\$-
Taxiway System	Turnarounds both ends	Stub(s), Both Runway Ends	Yes		\$-
NAVAIDS					
Rotating Beacon	Yes	Yes	Yes		\$-
Lighting Wind Cone	Yes	Lighted wind cone	Yes		\$-
Segmented Circle	Yes	Yes	Yes		\$-
REILS	Not an objective	N/N	N/A		\$-
VGSI (PAPI/VASI)	Not an objective	None	N/A		\$-
Approach	Visual	Visual	Yes		\$-
Lighting					
Runway Lighting	MIRL/LIRL *	LIRL	Yes		\$-
Taxiway Lighting	Not an objective	None	N/A		\$-
Approach Lighting System	Not an objective	None	N/A		\$-
Weather	Not an objective	HIWAS	N/A		\$-
Hangar Storage	Maintain existing	10	N/A		\$-
Tie Downs	Maintain existing	4	N/A		\$-
GA Admin Building					
Building Area (Sq. Ft.)	Maintain existing	30	N/A		\$-
Public Restroom	Maintain existing	Yes	N/A		\$-
Conference Room	Maintain existing	No	N/A		\$-
Pilot Lounge	Maintain existing	Yes	N/A		\$-
GA Auto Parking	Maintain existing	25	N/A		\$-
Ground Communications	Public phone	Yes	Yes		\$-
Services					
Jet Fuel	Not an objective	No	N/A		\$-
AvGas	Yes	Yes	Yes		\$-
FBO	Not an objective	No	N/A		\$-
Aircraft Maintenance	Not an objective	No	N/A		\$-
Rental Cars	Not an objective	Yes	N/A		\$-
Transportation	Not an objective	No	N/A		\$-

Estimated SASP Facility/Service Project Costs: \$-

*New runway lighting projects for Community Local Airports must be MIRLS



CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
None		
Estimated CIP Project Costs		\$-

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Runways	2" Overlay Runway, Ramp and Helo Pad	\$250,000
Estimated Pavement Project Costs		\$250,000
Total Estimated Project Costs		\$250,000

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BUTLER MEMORIAL AIRPORT REPORT CARD

AIRPORT NAME: Butler Memorial Airport

CITY: Butler

AIRPORT CODE: BUM

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 (feet)	4,000	3,999	Yes		\$-
Runway Width (feet)	75	75	Yes		\$-
Taxiway System	Turnarounds both ends	Full Parallel	Yes		\$-
NAVAIDS					
Rotating Beacon	Yes	Yes	Yes		\$-
Lighting Wind Cone	Yes	Lighted wind cone	Yes		\$-
Segmented Circle	Yes	Yes	Yes		\$-
REILS	Yes (both ends)	N / N	No	Install REIL(s)	\$40,000
VGSI (PAPI/VASI)	Yes (both ends)	P2L / P2L	Yes		\$-
Approach	Non-Precision	Precision-Like	Yes		\$-
Lighting					
Runway Lighting	MIRL	MIRL	Yes		\$-
Taxiway Lighting	Not an objective	Reflectors	N/A		\$-
Approach Lighting System	Not an objective	None	N/A		\$-
Weather	Not an objective	HIWAS	N/A		\$-
Hangar Storage	70% of based aircraft	19	Yes		\$-
Tie Downs	40% of based & 25% of daily transient	10	Yes		\$-
GA Admin Building					
Building Area (Sq. Ft.)	1,500	500	No	Provide additional 1,000 sq. ft. of space	\$600,000
Public Restroom	Yes	Yes	Yes		\$-
Conference Room	Yes	No	No	Provide conference room	Included in new terminal cost
Pilot Lounge	Yes	Yes	Yes		\$-
GA Auto Parking	1 space for each based & 25% for employees	14	No	Provide 11 additional auto parking spaces	\$110,000
Ground Communications	Public phone	Yes	Yes		\$-
Services					
Jet Fuel	Yes	No	No	Provide jet fuel	\$450,000
AvGas	Yes	Yes	Yes		\$-
FBO	Yes	Yes	Yes		\$-
Aircraft Maintenance	Not an objective	No	N/A		\$-
Rental Cars	Yes	Yes	Yes		\$-
Transportation	Not an objective	No	N/A		\$-

Estimated SASP Facility/Service Project Costs: \$1,200,000



CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Terminals & Other Buildings	Terminal Area Study	\$138,600
Apron	Apron Expansion - Design	\$89,500
Apron	Apron Expansion - Construct	\$136,100
Terminals & Other Buildings	Terminal Building - Design	Cost included in System Plan
Terminals & Other Buildings	Terminal Building - Construct	Cost included in System Plan
Estimated CIP Project Costs		\$364,200

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Taxiways	Taxiway and Apron Crackseal and Marking	\$195,600
Runways	Runway 18-36 Reconstruction - Design	\$120,000
Runways	Runway 18-36 Reconstruction - Construct	\$3,600,000
Estimated Pavement Project Costs		\$3,915,600
Total Estimated Project Costs		\$5,479,800

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CABOOL MEMORIAL AIRPORT REPORT CARD

AIRPORT NAME: Cabool Memorial

CITY: Cabool

AIRPORT CODE: TVB

ACTIONS NEEDED TO MEET FACILITY AND SERVICE OBJECTIVES

Facility Type	Minimum Objective	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
ARC	AI	AI	Yes		\$-
Runway Length (feet)	Maintain existing length	3,002	N/A		\$-
Runway Width (feet)	60' for NPIAS airports; Maintain existing at non-NPIAS airports	60	Yes		\$-
Taxiway System	Turnarounds both ends	Stub(s), Both Runway Ends	Yes		\$-
NAVAIDS					
Rotating Beacon	Yes	Yes	Yes		\$-
Lighting Wind Cone	Yes	Wind cone	No	Install lighted wind cone	\$15,000
Segmented Circle	Yes	Yes	Yes		\$-
REILS	Not an objective	N/N	N/A		\$-
VGSI (PAPI/VASI)	Not an objective	None	N/A		\$-
Approach	Visual	Non-Precision	Yes		\$-
Lighting					
Runway Lighting	MIRL/LIRL *	MIRL	Yes		\$-
Taxiway Lighting	Not an objective	None	N/A		\$-
Approach Lighting System	Not an objective	None	N/A		\$-
Weather	Not an objective	HIWAS	N/A		\$-
Hangar Storage	Maintain existing	10	N/A		\$-
Tie Downs	Maintain existing	2	N/A		\$-
GA Admin Building					
Building Area (Sq. Ft.)	Maintain existing	370	N/A		\$-
Public Restroom	Maintain existing	Yes	N/A		\$-
Conference Room	Maintain existing	No	N/A		\$-
Pilot Lounge	Maintain existing	Yes	N/A		\$-
GA Auto Parking	Maintain existing	12	N/A		\$-
Ground Communications	Public phone	No	No	Provide public phone	\$-
Services					
Jet Fuel	Not an objective	No	N/A		\$-
AvGas	Yes	Yes	Yes		\$-
FBO	Not an objective	No	N/A		\$-
Aircraft Maintenance	Not an objective	No	N/A		\$-
Rental Cars	Not an objective	Yes	N/A		\$-
Transportation	Not an objective	No	N/A		\$-

Estimated SASP Facility/Service Project Costs: \$15,000

*New runway lighting projects for Community Local Airports must be MIRLS



CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Terminals & Other Buildings	Demo Buildings and Site Prep for Terminal Building	\$200,000
Acquisitions, Relocations, & Easements	Relocate Entrance Road for Part 77 Clearance	\$200,000
Utilities, Drainage, & Other/Misc.	Improve Airport Drainage	\$50,000
Lighting, NAVAIDs, & Signage	Install Miscellaneous Navaids	\$60,000
Runways	Pavement Rehabilitation (Sealcoat Runway 3-21 and Connecting Taxiways)	\$300,000
Taxiways	Hangar Taxilane Reconstruction	\$490,000
Plans & Studies	Environmental Assessment	\$100,000
Acquisitions, Relocations, & Easements	Acquire Land for Development	\$150,000
Apron	Construct East Apron and Taxilanes	\$666,667
Estimated CIP Project Costs		\$2,216,667

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
None		
Estimated Pavement Project Costs		\$-
Total Estimated Project Costs		\$2,231,667

System plan project costs are developed to a planning, not engineering, level of detail. System plan costs are based on typical Missouri unit costs, but airport conditions may cause these costs to vary. Furthermore, bids received may be different from plan estimates. CIP projects in the report card have not been vetted, prioritized, or approved by MoDOT or FAA. A project's inclusion in the report card does not mean that either MoDOT or FAA has approved or committed funds to the project. Some projects will require additional study to justify the need/feasibility of the project, and some projects could require environmental and airspace analysis.



CAMDENTON MEMORIAL-LAKE REGIONAL AIRPORT REPORT CARD

AIRPORT NAME: Camdenton Memorial-Lake Regional

CITY: Camdenton

AIRPORT CODE: OZS

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 (feet)	5,000	4,000	No	Extend 1,000'	\$4,700,000
Runway Width (feet)	75	75	Yes		\$-
Taxiway System	Full Parallel	Partial Parallel, No Runway Ends	No	Extend taxiway	\$2,600,000
NAVAIDS					
Rotating Beacon	Yes	Yes	Yes		\$-
Lighting Wind Cone	Yes	Lighted wind cone	Yes		\$-
Segmented Circle	Yes	Yes	Yes		\$-
REILS	Yes (both ends)	Y/Y	Yes		\$-
VGSI (PAPI/VASI)	Yes (both ends)	P4L / P4L	Yes		\$-
Approach	Precision-Like Approach (ILS or LPV)	Precision-Like	Yes		\$-
Lighting					
Runway Lighting	MIRL	MIRL	Yes		\$-
Taxiway Lighting	MITL	LITL	No	Install MITL	\$467,000
Approach Lighting System	Not an objective	None	N/A		\$-
Weather	AWOS/ASOS	AWOS	Yes		\$-
Hangar Storage	70% of based aircraft	62	Yes		\$-
Tie Downs	30% of based & 75% of daily transient	50	Yes		\$-
GA Admin Building					
Building Area (Sq. Ft.)	2,500	1,800	No	Provide additional 700 sq. ft. of space	\$870,000
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	30	No	Provide 23 additional auto parking spaces	\$230,000
Ground Communications	Public phone	Yes	Yes		\$-
Services					
Jet Fuel	Yes	Yes	Yes		\$-
AvGas	Yes	Yes	Yes		\$-
FBO	Yes	Yes	Yes		\$-
Aircraft Maintenance	Yes	Yes	Yes		\$-
Rental Cars	Yes	Yes	Yes		\$-
Transportation	Yes	Yes	Yes		\$-

Estimated SASP Facility/Service Project Costs: \$8,867,000



CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Hangars	Construct 8-Unit T-Hangar	\$550,000
Runways	Grading for Runway Extension/Parallel Taxiway	Cost included in System Plan
Safety & Security	Clearing and Grubbing; Extend Wildlife Fencing	\$500,000
Taxiways	Construct T-Hangar Taxilane	\$300,000
Runways	Extend Runway 15-33 and Parallel Taxiway (1,000')	Cost included in System Plan
Terminals & Other Buildings	New Terminal Building - Phase I	Cost included in System Plan
Terminals & Other Buildings	New Terminal Building - Phase II	Cost included in System Plan
Estimated CIP Project Costs		\$1,350,000

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
None		
Estimated Pavement Project Costs		\$-
Total Estimated Project Costs		\$10,217,000

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CAMERON MEMORIAL AIRPORT REPORT CARD

AIRPORT NAME: Cameron Memorial

CITY: Cameron

AIRPORT CODE: EZZ

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 (feet)	5,000	4,000	No	Extend 1,000'	\$2,250,000
Runway Width (feet)	75	75	Yes		\$-
Taxiway System	Full Parallel	Full Parallel	Yes		\$-
NAVAIDS					
Rotating Beacon	Yes	Yes	Yes		\$-
Lighting Wind Cone	Yes	Lighted wind cone	Yes		\$-
Segmented Circle	Yes	Yes	Yes		\$-
REILS	Yes (both ends)	Y/Y	Yes		\$-
VGSI (PAPI/VASI)	Yes (both ends)	P4L / P4L	Yes		\$-
Approach	Precision-Like Approach (ILS or LPV)	Precision-Like	Yes		\$-
Lighting					
Runway Lighting	MIRL	MIRL	Yes		\$-
Taxiway Lighting	MITL	MITL	Yes		\$-
Approach Lighting System	Not an objective	None	N/A		\$-
Weather	AWOS/ASOS	AWOS	Yes		\$-
Hangar Storage	70% of based aircraft	33	Yes		\$-
Tie Downs	30% of based & 75% of daily transient	12	Yes		\$-
GA Admin Building					
Building Area (Sq. Ft.)	2,500	1,200	No	Provide additional 1,300 sq. ft. of space	\$250,000
Public Restroom	Yes	Yes	Yes		\$-
Conference Room	Yes	No	No	Provide conference room	Included in new terminal cost
Pilot Lounge	Yes	Yes	Yes		\$-
GA Auto Parking	1 space for each based & 50% for employees	13	No	Provide 28 additional auto parking spaces	\$280,000
Ground Communications	Public phone	Yes	Yes		\$-
Services					
Jet Fuel	Yes	No	No	Provide jet fuel	\$450,000
AvGas	Yes	Yes	Yes		\$-
FBO	Yes	Yes	Yes		\$-
Aircraft Maintenance	Yes	Yes	Yes		\$-
Rental Cars	Yes	Yes	Yes		\$-
Transportation	Yes	Yes	Yes		\$-

Estimated SASP Facility/Service Project Costs: \$3,230,000

**CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED**

Project Type	Project Description	Estimated Cost
Plans & Studies	Environmental Assessment	\$80,000
Hangars	Hangar Maintenance / Improvements	\$330,000
Acquisitions, Relocations, & Easements	Land Acquisition	\$300,000
Lighting, NAVAIDs, & Signage	Relocate REILs for Runway 17-35	\$150,000
Runways	Design Runway and Taxiway Extension	Cost included in System Plan
Plans & Studies	Aeronautical Study	\$111,111
Runways	Runway and Taxiway Extension	Cost included in System Plan
Lighting, NAVAIDs, & Signage	Relocate RTR	\$500,000
Safety & Security	Perimeter Fencing Improvements	\$400,000
Terminals & Other Buildings	Construct New Terminal Building	Cost included in System Plan
Estimated CIP Project Costs		\$1,871,111

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
None		
Estimated Pavement Project Costs		\$-
Total Estimated Project Costs		\$5,101,111

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CAMPBELL MUNICIPAL AIRPORT REPORT CARD

AIRPORT NAME: Campbell Municipal

CITY: Campbell

AIRPORT CODE: 34M

ACTIONS NEEDED TO MEET FACILITY AND SERVICE OBJECTIVES

Facility Type	Minimum Objective	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
ARC	AI	B-I (Small)	Yes		\$-
Runway Length (feet)	Maintain existing length	3,000	N/A		\$-
Runway Width (feet)	60' for NPIAS airports; Maintain existing at non-NPIAS airports	50	Yes		\$-
Taxiway System	Turnarounds both ends	Partial Parallel, Both Runway Ends	Yes		\$-
NAVAIDS					
Rotating Beacon	Yes	No	No	Install rotating beacon	\$100,000
Lighting Wind Cone	Yes	Wind cone	No	Install lighted wind cone	\$15,000
Segmented Circle	Yes	Yes	Yes		\$-
REILS	Not an objective	N/N	N/A		\$-
VGSI (PAPI/VASI)	Not an objective	None	N/A		\$-
Approach	Visual	Visual	Yes		\$-
Lighting					
Runway Lighting	MIRL/LIRL *	LIRL	Yes		\$-
Taxiway Lighting	Not an objective	None	N/A		\$-
Approach Lighting System	Not an objective	None	N/A		\$-
Weather	Not an objective	None	N/A		\$-
Hangar Storage	Maintain existing	10	N/A		\$-
Tie Downs	Maintain existing	5	N/A		\$-
GA Admin Building					
Building Area (Sq. Ft.)	Maintain existing	0	N/A		\$-
Public Restroom	Maintain existing	No	N/A		\$-
Conference Room	Maintain existing	No	N/A		\$-
Pilot Lounge	Maintain existing	No	N/A		\$-
GA Auto Parking	Maintain existing	5	N/A		\$-
Ground Communications	Public phone	No	No	Provide public phone	\$-
Services					
Jet Fuel	Not an objective	No	N/A		\$-
AvGas	Yes	Yes	Yes		\$-
FBO	Not an objective	Yes	N/A		\$-
Aircraft Maintenance	Not an objective	No	N/A		\$-
Rental Cars	Not an objective	Yes	N/A		\$-
Transportation	Not an objective	No	N/A		\$-

Estimated SASP Facility/Service Project Costs: \$115,000

*New runway lighting projects for Community Local Airports must be MIRLS



CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
None		
Estimated CIP Project Costs		\$-

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
None		
Estimated Pavement Project Costs		\$-
Total Estimated Project Costs		\$115,000

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CARROLLTON MEMORIAL AIRPORT REPORT CARD

AIRPORT NAME: Carrollton Memorial

CITY: Carrollton

AIRPORT CODE: K26

ACTIONS NEEDED TO MEET FACILITY AND SERVICE OBJECTIVES

Facility Type	Minimum Objective	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
ARC	AI	AI	Yes		\$-
Runway Length (feet)	Maintain existing length	2,600	N/A		\$-
Runway Width (feet)	60' for NPIAS airports; Maintain existing at non-NPIAS airports	50	Yes		\$-
Taxiway System	Turnarounds both ends	Stub(s), Both Runway Ends	Yes		\$-
NAVAIDS					
Rotating Beacon	Yes	Yes	Yes		\$-
Lighting Wind Cone	Yes	Lighted wind cone	Yes		\$-
Segmented Circle	Yes	Yes	Yes		\$-
REILS	Not an objective	N/N	N/A		\$-
VGSI (PAPI/VASI)	Not an objective	None	N/A		\$-
Approach	Visual	Visual	Yes		\$-
Lighting					
Runway Lighting	MIRL/LIRL *	MIRL	Yes		\$-
Taxiway Lighting	Not an objective	MITL	N/A		\$-
Approach Lighting System	Not an objective	None	N/A		\$-
Weather	Not an objective	HIWAS	N/A		\$-
Hangar Storage	Maintain existing	8	N/A		\$-
Tie Downs	Maintain existing	11	N/A		\$-
GA Admin Building					
Building Area (Sq. Ft.)	Maintain existing	400	N/A		\$-
Public Restroom	Maintain existing	Yes	N/A		\$-
Conference Room	Maintain existing	No	N/A		\$-
Pilot Lounge	Maintain existing	Yes	N/A		\$-
GA Auto Parking	Maintain existing	10	N/A		\$-
Ground Communications	Public phone	No	No	Provide public phone	\$-
Services					
Jet Fuel	Not an objective	No	N/A		\$-
AvGas	Yes	Yes	Yes		\$-
FBO	Not an objective	No	N/A		\$-
Aircraft Maintenance	Not an objective	No	N/A		\$-
Rental Cars	Not an objective	Yes	N/A		\$-
Transportation	Not an objective	No	N/A		\$-

Estimated SASP Facility/Service Project Costs: \$-

*New runway lighting projects for Community Local Airports must be MIRLS



CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Lighting, NAVAIDs, & Signage	Airport Lighting	\$250,000
Estimated CIP Project Costs		\$250,000

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
None		
Estimated Pavement Project Costs		\$-
Total Estimated Project Costs		\$250,000

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CARUTHERSVILLE MEMORIAL AIRPORT REPORT CARD

AIRPORT NAME: Caruthersville Memorial Airport

CITY: Caruthersville

AIRPORT CODE: M05

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 (feet)	4,000	4,005	Yes		\$-
Runway Width (feet)	75	75	Yes		\$-
Taxiway System	Turnarounds both ends	Stub(s), One Runway End	No	Add turnaround(s)	\$600,000
NAVAIDS					
Rotating Beacon	Yes	Yes	Yes		\$-
Lighting Wind Cone	Yes	Lighted wind cone	Yes		\$-
Segmented Circle	Yes	Yes	Yes		\$-
REILS	Yes (both ends)	N/N	No	Install REIL(s)	\$40,000
VGSI (PAPI/VASI)	Yes (both ends)	P4L / P4L	Yes		\$-
Approach	Non-Precision	Precision-Like	Yes		\$-
Lighting					
Runway Lighting	MIRL	MIRL	Yes		\$-
Taxiway Lighting	Not an objective	Reflectors, None	N/A		\$-
Approach Lighting System	Not an objective	None	N/A		\$-
Weather	Not an objective	HIWAS	N/A		\$-
Hangar Storage	70% of based aircraft	14	Yes		\$-
Tie Downs	40% of based & 25% of daily transient	10	Yes		\$-
GA Admin Building					
Building Area (Sq. Ft.)	1,500	0	No	Provide 1,500 sq ft of space	\$450,000
Public Restroom	Yes	Yes	Yes		\$-
Conference Room	Yes	No	No	Provide conference room	\$75,000
Pilot Lounge	Yes	No	No	Provide pilot lounge	\$42,000
GA Auto Parking	1 space for each based & 25% for employees	14	Yes		\$-
Ground Communications	Public phone	No	No	Provide public phone	\$-
Services					
Jet Fuel	Yes	No	No	Provide jet fuel	\$450,000
AvGas	Yes	Yes	Yes		\$-
FBO	Yes	Yes	Yes		\$-
Aircraft Maintenance	Not an objective	No	N/A		\$-
Rental Cars	Yes	Yes	Yes		\$-
Transportation	Not an objective	No	N/A		\$-

Estimated SASP Facility/Service Project Costs: \$1,657,000



CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Plans & Studies	Airport Layout Plan-Aero Survey	\$200,000
Taxiways	Partial Parallel Taxiway	Cost included in System Plan
Estimated CIP Project Costs		\$200,000

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Runways	Runway and Apron Overlay	\$1,000,000
Estimated Pavement Project Costs		\$1,000,000
Total Estimated Project Costs		\$2,857,000

System plan project costs are developed to a planning, not engineering, level of detail. System plan costs are based on typical Missouri unit costs, but airport conditions may cause these costs to vary. Furthermore, bids received may be different from plan estimates. CIP projects in the report card have not been vetted, prioritized, or approved by MoDOT or FAA. A project's inclusion in the report card does not mean that either MoDOT or FAA has approved or committed funds to the project. Some projects will require additional study to justify the need/feasibility of the project, and some projects could require environmental and airspace analysis.



CASSVILLE MUNICIPAL AIRPORT REPORT CARD

AIRPORT NAME: Cassville Municipal Airport

CITY: Cassville

AIRPORT CODE: 94K

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-I	No	Improve ARC	\$-
Runway Length (feet)	4,000	3,599	No	Extend 401'	\$1,000,000
Runway Width (feet)	75	60	No	Widen 15'	Included in runway costs
Taxiway System	Turnarounds both ends	Stub(s), Both Runway Ends	Yes		\$-
NAVAIDS					
Rotating Beacon	Yes	Yes	Yes		\$-
Lighting Wind Cone	Yes	Lighted wind cone	Yes		\$-
Segmented Circle	Yes	Yes	Yes		\$-
REILS	Yes (both ends)	N/N	No	Install REIL(s)	\$40,000
VGSI (PAPI/VASI)	Yes (both ends)	P2L / P2L	Yes		\$-
Approach	Non-Precision	Precision-Like	Yes		\$-
Lighting					
Runway Lighting	MIRL	MIRL	Yes		\$-
Taxiway Lighting	Not an objective	MITL	N/A		\$-
Approach Lighting System	Not an objective	None	N/A		\$-
Weather	Not an objective	None	N/A		\$-
Hangar Storage	70% of based aircraft	16	Yes		\$-
Tie Downs	40% of based & 25% of daily transient	3	No	Provide 3 additional tie down spaces	\$750,000
GA Admin Building					
Building Area (Sq. Ft.)	1,500	600	No	Provide additional 900 sq ft of space	\$270,000
Public Restroom	Yes	Yes	Yes		\$-
Conference Room	Yes	No	No	Provide conference room	\$75,000
Pilot Lounge	Yes	Yes	Yes		\$-
GA Auto Parking	1 space for each based & 25% for employees	14	No	*	\$-
Ground Communications	Public phone	Yes	Yes		\$-
Services					
Jet Fuel	Yes	No	No	Provide jet fuel	\$420,000
AvGas	Yes	Yes	Yes		\$-
FBO	Yes	No	No	Provide FBO or maintenance	Market driven/cost typically covered by third party
Aircraft Maintenance	Not an objective	No	N/A		\$-
Rental Cars	Yes	No	No	Provide ground transportation services	\$-
Transportation	Not an objective	No	N/A		

Estimated SASP Facility/Service Project Costs: \$2,555,000

*The deficiency is minor and therefore no improvement is warranted.



CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Plans & Studies	Aeronautical Survey	\$60,000
Plans & Studies	Exhibit 'A' Update and Tree Removal	\$75,000
Acquisitions, Relocations, & Easements	Power Line Relocation/Burial	\$50,000
Taxiways	Design and Construct Parallel Taxiway	\$700,000
Plans & Studies	Environmental Assessment	\$75,000
Runways	Design and Extend Runway	Cost included in System Plan
Acquisitions, Relocations, & Easements	Land Acquisition	\$510,000
Fuel	Construct Fuel Facility	Cost included in System Plan
Terminals & Other Buildings	Terminal Area Relocation	\$1,000,000
Estimated CIP Project Costs		\$2,470,000

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Runways	Overlay Runway 9-27	\$600,000
Estimated Pavement Project Costs		\$600,000
Total Estimated Project Costs		\$5,625,000

System plan project costs are developed to a planning, not engineering, level of detail. System plan costs are based on typical Missouri unit costs, but airport conditions may cause these costs to vary. Furthermore, bids received may be different from plan estimates. CIP projects in the report card have not been vetted, prioritized, or approved by MoDOT or FAA. A project's inclusion in the report card does not mean that either MoDOT or FAA has approved or committed funds to the project. Some projects will require additional study to justify the need/feasibility of the project, and some projects could require environmental and airspace analysis.



MISSISSIPPI COUNTY AIRPORT REPORT CARD

AIRPORT NAME: Mississippi County

CITY: Charleston

AIRPORT CODE: CHQ

ACTIONS NEEDED TO MEET FACILITY AND SERVICE OBJECTIVES

Facility Type	Minimum Objective	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
ARC	AI	AI	Yes		\$-
Runway Length (feet)	Maintain existing length	3,196	N/A		\$-
Runway Width (feet)	60' for NPIAS airports; Maintain existing at non-NPIAS airports	60	Yes		\$-
Taxiway System	Turnarounds both ends	Stub(s), Both Runway Ends	Yes		\$-
NAVAIDS					
Rotating Beacon	Yes	Yes	Yes		\$-
Lighting Wind Cone	Yes	Lighted wind cone	Yes		\$-
Segmented Circle	Yes	Yes	Yes		\$-
REILS	Not an objective	Y/Y	N/A		\$-
VGSI (PAPI/VASI)	Not an objective	P2L / P2L	N/A		\$-
Approach	Visual	Non-Precision	Yes		\$-
Lighting					
Runway Lighting	MIRL/LIRL *	MIRL	Yes		\$-
Taxiway Lighting	Not an objective	Non-Standard Lighting	N/A		\$-
Approach Lighting System	Not an objective	None	N/A		\$-
Weather	Not an objective	None	N/A		\$-
Hangar Storage	Maintain existing	5	N/A		\$-
Tie Downs	Maintain existing	10	N/A		\$-
GA Admin Building					
Building Area (Sq. Ft.)	Maintain existing	0	N/A		\$-
Public Restroom	Maintain existing	No	N/A		\$-
Conference Room	Maintain existing	No	N/A		\$-
Pilot Lounge	Maintain existing	No	N/A		\$-
GA Auto Parking	Maintain existing	8	N/A		\$-
Ground Communications	Public phone	No	No	Provide public phone	\$-
Services					
Jet Fuel	Not an objective	No	N/A		\$-
AvGas	Yes	Yes	Yes		\$-
FBO	Not an objective	No	N/A		\$-
Aircraft Maintenance	Not an objective	No	N/A		\$-
Rental Cars	Not an objective	Yes	N/A		\$-
Transportation	Not an objective	No	N/A		\$-

Estimated SASP Facility/Service Project Costs: \$-

*New runway lighting projects for Community Local Airports must be MIRLS



CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
None		
Estimated CIP Project Costs		\$-

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
None		
Estimated Pavement Project Costs		\$-
Total Estimated Project Costs		\$-

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CHILLICOTHE MUNICIPAL AIRPORT REPORT CARD

AIRPORT NAME: Chillicothe Municipal

CITY: Chillicothe

AIRPORT CODE: CHT

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 (feet)	5,000	3,899	No	Extend 1,101'	\$4,900,000
Runway Width (feet)	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
Segmented Circle	Yes	Yes	Yes		\$-
REILS	Yes (both ends)	N/N	No	Install REIL(s)	\$40,000
VGSI (PAPI/VASI)	Yes (both ends)	P4L / P4R	Yes		\$-
Approach	Precision-Like Approach (ILS or LPV)	Precision-Like	Yes		\$-
Lighting					
Runway Lighting	MIRL	MIRL	Yes		\$-
Taxiway Lighting	MITL	HITL, MITL, LITL, Reflectors	Yes		\$-
Approach Lighting System	Not an objective	None	N/A		\$-
Weather	AWOS/ASOS	AWOS HIWAS	Yes		\$-
Hangar Storage	70% of based aircraft	20	Yes		\$-
Tie Downs	30% of based & 75% of daily transient	0	No	Provide 8 tie down spaces	\$2,000,000
GA Admin Building					
Building Area (Sq. Ft.)	2,500	1,800	No	Provide additional 700 sq. ft. of space	\$210,000
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	10	No	Provide 22 additional auto parking spaces	\$220,000
Ground Communications	Public phone	Yes	Yes		\$-
Services					
Jet Fuel	Yes	No	No	Provide jet fuel	\$350,000
AvGas	Yes	Yes	Yes		\$-
FBO	Yes	Yes	Yes		
Aircraft Maintenance	Yes	No	No	Provide aircraft maintenance	Market driven/cost typically covered by third party
Rental Cars	Yes	Yes	Yes		\$-
Transportation	Yes	Yes	Yes		\$-

Estimated SASP Facility/Service Project Costs: \$7,735,000

**CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED**

Project Type	Project Description	Estimated Cost
Lighting, NAVAIDs, & Signage	Relocate AWOS III	\$300,000
Runways	Design New Runway 2-20	Cost included in System Plan
Safety & Security	Install Perimeter Fencing and Site Clearing	Cost included in System Plan
Safety & Security	Runway 14 Runway Protection Zone Clearing	\$50,000
Hangars	Design and Construct 10-Unit T-Hangar	\$450,000
Runways	Construct New Runway 2-20	Cost included in System Plan
Fuel	Install Fuel Facilities	Cost included in System Plan
Estimated CIP Project Costs		\$800,000

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Apron	Rehabilitate Apron Pavement and Entrance Road	\$500,000
Estimated Pavement Project Costs		\$500,000
Total Estimated Project Costs		\$9,035,000

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CLINTON REGIONAL AIRPORT REPORT CARD

AIRPORT NAME: Clinton Regional

CITY: Clinton

AIRPORT CODE: GLY

ACTIONS NEEDED TO MEET FACILITY AND SERVICE OBJECTIVES

Facility Type	Minimum Objective	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
ARC	B-II	C-II	Yes		\$-
Runway Length (feet)	5,000	5,000	Yes		\$-
Runway Width (feet)	75	75	Yes		\$-
Taxiway System	Full Parallel	Stub(s), One Runway End	No	Extend taxiway	\$1,732,200
NAVAIDS					
Rotating Beacon	Yes	Yes	Yes		\$-
Lighting Wind Cone	Yes	Lighted wind cone	Yes		\$-
Segmented Circle	Yes	Yes	Yes		\$-
REILS	Yes (both ends)	Y/Y	Yes		\$-
VGSI (PAPI/VASI)	Yes (both ends)	P4L / P4L	Yes		\$-
Approach	Precision-Like Approach (ILS or LPV)	Precision-Like	Yes		\$-
Lighting					
Runway Lighting	MIRL	MIRL	Yes		\$-
Taxiway Lighting	MITL	Reflectors	No	Install MITL	\$467,000
Approach Lighting System	Not an objective	None	N/A		\$-
Weather	AWOS/ASOS	AWOS HIWAS	Yes		\$-
Hangar Storage	70% of based aircraft	37	Yes		\$-
Tie Downs	30% of based & 75% of daily transient	13	Yes		\$-
GA Admin Building					
Building Area (Sq. Ft.)	2,500	0	No	Provide additional 2,500 sq. ft. of space	\$840,000
Public Restroom	Yes	Yes	Yes		\$-
Conference Room	Yes	No	No	Provide conference room	Included in new terminal cost
Pilot Lounge	Yes	Yes	Yes		\$-
GA Auto Parking	1 space for each based & 50% for employees	8	No	Provide 34 additional auto parking spaces	\$340,000
Ground Communications	Public phone	No	No	Provide public phone	\$-
Services					
Jet Fuel	Yes	Yes	Yes		\$-
AvGas	Yes	Yes	Yes		\$-
FBO	Yes	Yes	Yes		
Aircraft Maintenance	Yes	No	No	Provide aircraft maintenance	Market driven/cost typically covered by third party
Rental Cars	Yes	Yes	Yes		\$-
Transportation	Yes	No	No	Provide ground transportation services	\$-

Estimated SASP Facility/Service Project Costs: \$3,379,200



CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Terminals & Other Buildings	Construct New Terminal and Maintenance Building (Tract E-8 on Exhibit A Property Map)	Cost included in System Plan
Taxiways	Realign Taxiway A (North End) Design and Construction	\$714,000
Taxiways	Construct Taxiway D	\$1,455,100
Taxiways	Construct North Partial Parallel Taxiway	Cost included in System Plan
Taxiways	Construct South Partial Parallel Taxiway	Cost included in System Plan
Taxiways	Construct Middle Partial Parallel Taxiway	Cost included in System Plan
Apron	Rehabilitate Asphalt Taxilanes and Aprons	\$1,070,000
Hangars	T-Hangar Development	\$909,400
Plans & Studies	Wildlife Hazard Assessment	\$50,000
Safety & Security	Install Wildlife Hazard Fencing	\$992,280
Lighting, NAVAIDs, & Signage	Install Approach Lighting System	\$625,000
Runways	Construct Runway Extension	\$1,378,290
Acquisitions, Relocations, & Easements	Land Acquisition	\$300,000
Estimated CIP Project Costs		\$7,494,070

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Runways	Runway 4-22 Rehabilitation-Design	\$175,000
Runways	Runway 4-22 Rehabilitation-Construction	\$2,132,000
Taxiways	Reconstruct Taxiway A - Design	\$150,000
Taxiways	Reconstruct Taxiway A - Construction	\$1,448,300
Apron	Apron Reconstruction-Phase II - Construction	\$661,600
Apron	Apron Reconstruction-Phase II - Design	\$65,000
Apron	Apron Reconstruction-Phase III - Construction	\$646,400
Apron	Apron Reconstruction-Phase III - Design	\$65,000
Apron	Apron Reconstruction-Phase IV	\$662,100
Apron	Apron Reconstruction-Phase V	\$645,500
Apron	Apron Reconstruction-Phase VI	\$663,300
Taxiways	Reconstruct Concrete Taxilane	\$740,700
Estimated Pavement Project Costs		\$8,054,900
Total Estimated Project Costs		\$18,928,170

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CUBA MUNICIPAL AIRPORT REPORT CARD

AIRPORT NAME: Cuba Municipal Airport

CITY: Cuba

AIRPORT CODE: UBX

ACTIONS NEEDED TO MEET FACILITY AND SERVICE OBJECTIVES

Facility Type	Minimum Objective	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
ARC	B-II	A-I	No	Improve ARC	\$-
Runway Length (feet)	4,000	3,420	No	Extend 580'	\$980,000
Runway Width (feet)	75	61	No	Widen 14'	Included in runway costs
Taxiway System	Turnarounds both ends	Stub(s), Both Runway Ends	Yes		\$-
NAVAIDS					
Rotating Beacon	Yes	Yes	Yes		\$-
Lighting Wind Cone	Yes	Lighted wind cone	Yes		\$-
Segmented Circle	Yes	Yes	Yes		\$-
REILS	Yes (both ends)	Y/Y	Yes		\$-
VGSI (PAPI/VASI)	Yes (both ends)	P2L / P2L	Yes		\$-
Approach	Non-Precision	Precision-Like	Yes		\$-
Lighting					
Runway Lighting	MIRL	MIRL	Yes		\$-
Taxiway Lighting	Not an objective	LITL	N/A		\$-
Approach Lighting System	Not an objective	None	N/A		\$-
Weather	Not an objective	None	N/A		\$-
Hangar Storage	70% of based aircraft	22	Yes		\$-
Tie Downs	40% of based & 25% of daily transient	7	No	Provide 2 additional tie down spaces	\$500,000
GA Admin Building					
Building Area (Sq. Ft.)	1,500	800	No	Provide additional 700 sq ft of space	\$210,000
Public Restroom	Yes	Yes	Yes		\$-
Conference Room	Yes	No	No	Provide conference room	\$75,000
Pilot Lounge	Yes	Yes	Yes		\$-
GA Auto Parking	1 space for each based & 25% for employees	20	No	Provide 5 additional auto parking spaces	\$50,000
Ground Communications	Public phone	Yes	Yes		\$-
Services					
Jet Fuel	Yes	No	No	Provide jet fuel	\$450,000
AvGas	Yes	Yes	Yes		\$-
FBO	Yes	Yes	Yes		\$-
Aircraft Maintenance	Not an objective	Yes	N/A		\$-
Rental Cars	Yes	Yes	Yes		\$-
Transportation	Not an objective	No	N/A		

Estimated SASP Facility/Service Project Costs: \$2,265,000



CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Lighting, NAVAIDs, & Signage	Install New REIL Runway 18 and 36	\$30,000
Safety & Security	Tree Clearing and Perimeter Fencing	\$300,000
Utilities, Drainage, & Other/Misc.	Improve Airport Drainage	\$60,000
Lighting, NAVAIDs, & Signage	Install AWOS A-V	\$80,000
Taxiways	Construct Partial Parallel Taxiway to Runway 36	\$510,000
Hangars	Construct New 10-Unit T-Hangar	\$400,000
Taxiways	Construct Taxilanes for New T-Hangar	\$280,000
Hangars	Construct Replacement T-Hangar (10-Unit)	\$420,000
Plans & Studies	Environmental Assessment	\$85,000
Taxiways	Construct Taxilane for Replacement T-Hangar	\$150,000
Runways	Design - Runway 18 Extension	Cost included in System Plan
Runways	Construct - Runway 18 Extension	Cost included in System Plan
Taxiways	Construct Partial Parallel Taxiway to Runway 18	\$1,000,000
Estimated CIP Project Costs		\$3,315,000

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Taxiways	Rehabilitate T-Hangar Taxilanes	\$500,000
Runways	Runway 18-36 Rehabilitation	\$1,000,000
Estimated Pavement Project Costs		\$1,500,000
Total Estimated Project Costs		\$7,080,000

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DEXTER MUNICIPAL AIRPORT REPORT CARD

AIRPORT NAME: Dexter Municipal

CITY: Dexter

AIRPORT CODE: DXE

ACTIONS NEEDED TO MEET FACILITY AND SERVICE OBJECTIVES

Facility Type	Minimum Objective	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
ARC	B-II	C-II	Yes		\$-
Runway Length (feet)	5,000	5,000	Yes		\$-
Runway Width (feet)	75	100	Yes		\$-
Taxiway System	Full Parallel	Full Parallel	Yes		\$-
NAVAIDS					
Rotating Beacon	Yes	Yes	Yes		\$-
Lighting Wind Cone	Yes	None	No	Install lighted wind cone	\$15,000
Segmented Circle	Yes	Yes	Yes		\$-
REILS	Yes (both ends)	N/N	No	Install REIL(s)	\$40,000
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	MITL, Reflectors	Yes		\$-
Approach Lighting System	Not an objective	None	N/A		\$-
Weather	AWOS/ASOS	None	No	Install AWOS/ASOS	\$300,000
Hangar Storage	70% of based aircraft	22	Yes		\$-
Tie Downs	30% of based & 75% of daily transient	0	No	Provide 7 tie down spaces	\$1,750,000
GA Admin Building					
Building Area (Sq. Ft.)	2,500	340	No	Provide additional 2,160 sq. ft. of space	\$648,000
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	20	No	Provide 12 additional auto parking spaces	\$120,000
Ground Communications	Public phone	Yes	Yes		\$-
Services					
Jet Fuel	Yes	Yes	Yes		\$-
AvGas	Yes	Yes	Yes		\$-
FBO	Yes	No	No	Provide FBO	Market driven/cost typically covered by third party
Aircraft Maintenance	Yes	No	No	Provide aircraft maintenance	Market driven/cost typically covered by third party
Rental Cars	Yes	Yes	Yes		\$-
Transportation	Yes	Yes	Yes		\$-

Estimated SASP Facility/Service Project Costs: \$2,873,000



CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Lighting, NAVAIDs, & Signage	AWOS	Cost included in System Plan
Hangars	Large Hangar	\$800,000
Utilities, Drainage, & Other/Misc.	Drainage Improvements	\$400,000
Estimated CIP Project Costs		\$1,200,000

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Apron	Apron Rehabilitation	\$1,400,000
Runways	Runway Overlay	\$1,400,000
Estimated Pavement Project Costs		\$2,800,000
Total Estimated Project Costs		\$6,873,000

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DONIPHAN MUNICIPAL AIRPORT REPORT CARD

AIRPORT NAME: Doniphan Municipal

CITY: Doniphan

AIRPORT CODE: X33

ACTIONS NEEDED TO MEET FACILITY AND SERVICE OBJECTIVES

Facility Type	Minimum Objective	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
ARC	AI	AI	Yes		\$-
Runway Length (feet)	Maintain existing length	2,560	N/A		\$-
Runway Width (feet)	60' for NPIAS airports; Maintain existing at non-NPIAS airports	57	Yes		\$-
Taxiway System	Turnarounds both ends	Stub(s), Both Runway Ends	No	Add turnaround(s)	\$125,318
NAVAIDS					
Rotating Beacon	Yes	No	No	Install rotating beacon	\$100,000
Lighting Wind Cone	Yes	Wind cone	No	Install lighted wind cone	\$15,000
Segmented Circle	Yes	Yes	Yes		\$-
REILS	Not an objective	N/N	N/A		\$-
VGSI (PAPI/VASI)	Not an objective	None	N/A		\$-
Approach	Visual	Visual	Yes		\$-
Lighting					
Runway Lighting	MIRL/LIRL*	LIRL	Yes		\$-
Taxiway Lighting	Not an objective	Non-Standard Lighting	N/A		\$-
Approach Lighting System	Not an objective	None	N/A		\$-
Weather	Not an objective	None	N/A		\$-
Hangar Storage	Maintain existing	8	N/A		\$-
Tie Downs	Maintain existing	2	N/A		\$-
GA Admin Building					
Building Area (Sq. Ft.)	Maintain existing	0	N/A		\$-
Public Restroom	Maintain existing	No	N/A		\$-
Conference Room	Maintain existing	No	N/A		\$-
Pilot Lounge	Maintain existing	No	N/A		\$-
GA Auto Parking	Maintain existing	10	N/A		\$-
Ground Communications	Public phone	No	No	Provide public phone	\$-
Services					
Jet Fuel	Not an objective	No	N/A		\$-
AvGas	Yes	Yes	Yes		\$-
FBO	Not an objective	No	N/A		\$-
Aircraft Maintenance	Not an objective	No	N/A		\$-
Rental Cars	Not an objective	Yes	N/A		\$-
Transportation	Not an objective	No	N/A		\$-

Estimated SASP Facility/Service Project Costs: \$240,318

*New runway lighting projects for Community Local Airports must be MIRLs



CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Lighting, NAVAIDs, & Signage	Replace Runway Edge Lighting System	\$150,000
Safety & Security	Remove Obstructions and Grade RSA	\$100,000
Plans & Studies	Airport Layout Plan	\$70,000
Estimated CIP Project Costs		\$320,000

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
None		
Estimated Pavement Project Costs		\$-
Total Estimated Project Costs		\$560,318

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EL DORADO SPRINGS MEMORIAL AIRPORT REPORT CARD

AIRPORT NAME: El Dorado Springs Memorial

CITY: El Dorado Springs

AIRPORT CODE: 87K

ACTIONS NEEDED TO MEET FACILITY AND SERVICE OBJECTIVES

Facility Type	Minimum Objective	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
ARC	AI	AI	Yes		\$-
Runway Length (feet)	Maintain existing length	3,295	N/A		\$-
Runway Width (feet)	60' for NPIAS airports; Maintain existing at non-NPIAS airports	50	Yes		\$-
Taxiway System	Turnarounds both ends	Stub(s), Both Runway Ends	Yes		\$-
NAVAIDS					
Rotating Beacon	Yes	Yes	Yes		\$-
Lighting Wind Cone	Yes	Lighted wind cone	Yes		\$-
Segmented Circle	Yes	Yes	Yes		\$-
REILS	Not an objective	N/N	N/A		\$-
VGSI (PAPI/VASI)	Not an objective	None	N/A		\$-
Approach	Visual	Visual	Yes		\$-
Lighting					
Runway Lighting	MIRL/LIRL*	MIRL	Yes		\$-
Taxiway Lighting	Not an objective	Reflectors	N/A		\$-
Approach Lighting System	Not an objective	None	N/A		\$-
Weather	Not an objective	HIWAS	N/A		\$-
Hangar Storage	Maintain existing	0	N/A		\$-
Tie Downs	Maintain existing	0	N/A		\$-
GA Admin Building					
Building Area (Sq. Ft.)	Maintain existing	0	N/A		\$-
Public Restroom	Maintain existing	No	N/A		\$-
Conference Room	Maintain existing	No	N/A		\$-
Pilot Lounge	Maintain existing	No	N/A		\$-
GA Auto Parking	Maintain existing	0	N/A		\$-
Ground Communications	Public phone	No	No	Provide public phone	\$-
Services					
Jet Fuel	Not an objective	No	N/A		\$-
AvGas	Yes	Yes	Yes		\$-
FBO	Not an objective	No	N/A		\$-
Aircraft Maintenance	Not an objective	No	N/A		\$-
Rental Cars	Not an objective	No	N/A		\$-
Transportation	Not an objective	Yes	N/A		\$-

Estimated SASP Facility/Service Project Costs: \$-

*New runway lighting projects for Community Local Airports must be MIRLs



CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
No projects identified at this time		
Estimated CIP Project Costs		\$-

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
No projects identified at this time		
Estimated Pavement Project Costs		\$-
Total Estimated Project Costs		\$-

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ELDON MODEL AIRPARK REPORT CARD

AIRPORT NAME: Eldon Model Airpark

CITY: Eldon

AIRPORT CODE: H79

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 (feet)	4,000	4,000	Yes		\$-
Runway Width (feet)	75	75	Yes		\$-
Taxiway System	Turnarounds both ends	Full Parallel	Yes		\$-
NAVAIDS					
Rotating Beacon	Yes	Yes	Yes		\$-
Lighting Wind Cone	Yes	Lighted wind cone	Yes		\$-
Segmented Circle	Yes	Yes	Yes		\$-
REILS	Yes (both ends)	Y/Y	Yes		\$-
VGSI (PAPI/VASI)	Yes (both ends)	P4R / P4L	Yes		\$-
Approach	Non-Precision	Non-Precision	Yes		\$-
Lighting					
Runway Lighting	MIRL	MIRL	Yes		\$-
Taxiway Lighting	Not an objective	Reflectors	N/A		\$-
Approach Lighting System	Not an objective	None	N/A		\$-
Weather	Not an objective	None	N/A		\$-
Hangar Storage	70% of based aircraft	0	No	Provide 13 additional hangar spaces	\$1,350,000
Tie Downs	40% of based & 25% of daily transient	11	Yes		\$-
GA Admin Building					
Building Area (Sq. Ft.)	1,500	0	No	Provide 1,500 sq ft of space	\$650,000
Public Restroom	Yes	No	No	Provide public restroom	Included in new terminal cost
Conference Room	Yes	No	No	Provide conference room	Included in new terminal cost
Pilot Lounge	Yes	No	No	Provide pilot lounge	Included in new terminal cost
GA Auto Parking	1 space for each based & 25% for employees	11	No	Provide 12 additional auto parking spaces	\$120,000
Ground Communications	Public phone	No	No	Provide public phone	\$-
Services					
Jet Fuel	Yes	Yes	Yes		\$-
AvGas	Yes	Yes	Yes		\$-
FBO	Yes	No	No	Provide FBO or maintenance	Market driven/cost typically covered by third party
Aircraft Maintenance	Not an objective	No	N/A		\$-
Rental Cars	Yes	Yes	Yes		\$-
Transportation	Not an objective	No	N/A		

Estimated SASP Facility/Service Project Costs: \$2,120,000



CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Hangars	New Box Hangar	Cost included in System Plan
Terminals & Other Buildings	Terminal Building-Phase I	Cost included in System Plan
Acquisitions, Relocations, & Easements	Land Acquisition	\$100,000
Plans & Studies	Master Plan Update/ALP	\$250,000
Acquisitions, Relocations, & Easements	Avigation Easements/Obstruction Removal/Land Acquisition	\$450,000
Equipment	Snow Removal Equipment	\$20,000
Terminals & Other Buildings	Airport SRE Building	\$200,000
Terminals & Other Buildings	Terminal Building-Phase II	Cost included in System Plan
Safety & Security	Install Perimeter Fence	\$500,000
Hangars	New T-Hangar	Cost included in System Plan
Taxiways	Construct T-Hangar Taxilanes	\$800,000
Lighting, NAVAIDs, & Signage	Install AWOS	\$300,000
Estimated CIP Project Costs		\$2,620,000

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Taxiways	Rehabilitate T-Hangar Taxiway	\$540,000
Estimated Pavement Project Costs		\$540,000
Total Estimated Project Costs		\$5,280,000

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EXCELSIOR SPRINGS MEMORIAL AIRPORT REPORT CARD

AIRPORT NAME: Excelsior Springs Memorial

CITY: Excelsior Springs

AIRPORT CODE: 3EX

ACTIONS NEEDED TO MEET FACILITY AND SERVICE OBJECTIVES

Facility Type	Minimum Objective	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
ARC	AI	AI	Yes		\$-
Runway Length (feet)	Maintain existing length	2,004	N/A		\$-
Runway Width (feet)	60' for NPIAS airports; Maintain existing at non-NPIAS airports	50	Yes		\$-
Taxiway System	Turnarounds both ends	Stub(s), Both Runway Ends	Yes		\$-
NAVAIDS					
Rotating Beacon	Yes	Yes	Yes		\$-
Lighting Wind Cone	Yes	Lighted wind cone	Yes		\$-
Segmented Circle	Yes	Yes	Yes		\$-
REILS	Not an objective	N/N	N/A		\$-
VGSI (PAPI/VASI)	Not an objective	None	N/A		\$-
Approach	Visual	Non-Precision	Yes		\$-
Lighting					
Runway Lighting	MIRL/LIRL *	LIRL	Yes		\$-
Taxiway Lighting	Not an objective	Non-Standard Lighting	N/A		\$-
Approach Lighting System	Not an objective	None	N/A		\$-
Weather	Not an objective	None	N/A		\$-
Hangar Storage	Maintain existing	19	N/A		\$-
Tie Downs	Maintain existing	7	N/A		\$-
GA Admin Building					
Building Area (Sq. Ft.)	Maintain existing	400	N/A		\$-
Public Restroom	Maintain existing	Yes	N/A		\$-
Conference Room	Maintain existing	Yes	N/A		\$-
Pilot Lounge	Maintain existing	Yes	N/A		\$-
GA Auto Parking	Maintain existing	12	N/A		\$-
Ground Communications	Public phone	Yes	Yes		\$-
Services					
Jet Fuel	Not an objective	No	N/A		\$-
AvGas	Yes	Yes	Yes		\$-
FBO	Not an objective	No	N/A		\$-
Aircraft Maintenance	Not an objective	Yes	N/A		\$-
Rental Cars	Not an objective	Yes	N/A		\$-
Transportation	Not an objective	Yes	N/A		\$-

Estimated SASP Facility/Service Project Costs: \$-

*New runway lighting projects for Community Local Airports must be MIRLs.



CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Lighting, NAVAIDs, & Signage	Airfield Lighting Rehabilitation	\$130,000
Estimated CIP Project Costs		\$130,000

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
None		
Estimated Pavement Project Costs		\$-
Total Estimated Project Costs		\$130,000

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FARMINGTON REGIONAL AIRPORT REPORT CARD

AIRPORT NAME: Farmington Regional

CITY: Farmington

AIRPORT CODE: FAM

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 (feet)	5,000	4,222	No	Extend 778'	\$3,000,000
Runway Width (feet)	75	75	Yes		\$-
Taxiway System	Full Parallel	Full Parallel	Yes		\$-
NAVAIDS					
Rotating Beacon	Yes	Yes	Yes		\$-
Lighting Wind Cone	Yes	Lighted wind cone	Yes		\$-
Segmented Circle	Yes	Yes	Yes		\$-
REILS	Yes (both ends)	Y/N	No	Install REIL(s)	\$20,000
VGSI (PAPI/VASI)	Yes (both ends)	P4L / No	No	Install VGSI	\$75,000
Approach	Precision-Like Approach (ILS or LPV)	Precision-Like	Yes		\$-
Lighting					
Runway Lighting	MIRL	MIRL	Yes		\$-
Taxiway Lighting	MITL	Reflectors	No	Install MITL	\$410,000
Approach Lighting System	Not an objective	None	N/A		\$-
Weather	AWOS/ASOS	AWOS HIWAS	Yes		\$-
Hangar Storage	70% of based aircraft	35	Yes		\$-
Tie Downs	30% of based & 75% of daily transient	13	Yes		\$-
GA Admin Building					
Building Area (Sq. Ft.)	2,500	2,000	No	Provide additional 500 sq. ft. of space	\$150,000
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	17	No	Provide 31 additional auto parking spaces	\$310,000
Ground Communications	Public phone	No	No	Provide public phone	\$-
Services					
Jet Fuel	Yes	Yes	Yes		\$-
AvGas	Yes	Yes	Yes		\$-
FBO	Yes	No	No	Provide FBO	Market driven/cost typically covered by third party
Aircraft Maintenance	Yes	Yes	Yes		
Rental Cars	Yes	Yes	Yes		\$-
Transportation	Yes	Yes	Yes		\$-

Estimated SASP Facility/Service Project Costs: \$3,965,000



CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Safety & Security	Obstruction Removal Runway 20 Approach	\$250,000
Acquisitions, Relocations, & Easements	Land Acquisition and Land Reimbursement	\$1,000,000
Lighting, NAVAIDs, & Signage	PAPIs/REILs - Runway 20 Approach	Cost included in System Plan
Runways	Remove Runway 20 Displaced Threshold	\$300,000
Runways	Design of Runway 2 Extension	\$250,000
Runways	NEPA Documentation for Runway Extension	\$100,000
Runways	Extend Runway 2-21 to 5,000'	Cost included in System Plan
Estimated CIP Project Costs		\$1,900,000

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Taxiways	Airfield Pavement Maintenance (Crack Sealing and Seal Coat on Asphalt Surfaces of T-Hangar Taxiway and Southern Apron; Concrete Spall Repairs on Runway and Taxiway)	\$150,000
Estimated Pavement Project Costs		\$150,000
Total Estimated Project Costs		\$6,015,000

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A. PAUL VANCE FREDERICKTOWN REGIONAL AIRPORT REPORT CARD

AIRPORT NAME: A. Paul Vance Fredericktown Regional

CITY: Fredericktown

AIRPORT CODE: H88

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 (feet)	4,000	4,000	Yes		\$-
Runway Width (feet)	75	75	Yes		\$-
Taxiway System	Turnarounds both ends	Full Parallel	Yes		\$-
NAVAIDS					
Rotating Beacon	Yes	Yes	Yes		\$-
Lighting Wind Cone	Yes	Lighted wind cone	Yes		\$-
Segmented Circle	Yes	Yes	Yes		\$-
REILS	Yes (both ends)	N/N	No	Install REIL(s)	\$40,000
VGSI (PAPI/VASI)	Yes (both ends)	P4L / P4L	Yes		\$-
Approach	Non-Precision	Precision-Like	Yes		\$-
Lighting					
Runway Lighting	MIRL	MIRL	Yes		\$-
Taxiway Lighting	Not an objective	Reflectors	N/A		\$-
Approach Lighting System	Not an objective	None	N/A		\$-
Weather	Not an objective	HIWAS	N/A		\$-
Hangar Storage	70% of based aircraft	22	Yes		\$-
Tie Downs	40% of based & 25% of daily transient	2	No	Provide 5 additional tie down spaces	\$1,250,000
GA Admin Building					
Building Area (Sq. Ft.)	1,500	1,496	No	*	\$-
Public Restroom	Yes	Yes	Yes		\$-
Conference Room	Yes	Yes	Yes		\$-
Pilot Lounge	Yes	Yes	Yes		\$-
GA Auto Parking	1 space for each based & 25% for employees	7	No	Provide 11 additional auto parking spaces	\$110,000
Ground Communications	Public phone	Yes	Yes		\$-
Services					
Jet Fuel	Yes	Yes	Yes		\$-
AvGas	Yes	Yes	Yes		\$-
FBO	Yes	Yes	Yes		\$-
Aircraft Maintenance	Not an objective	No	N/A		\$-
Rental Cars	Yes	Yes	Yes		\$-
Transportation	Yes	Yes	Yes		\$-

Estimated SASP Facility/Service Project Costs: \$1,400,000

* The deficiency is minor and therefore no improvement is warranted.



CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Lighting, NAVAIDs, & Signage	Install Parallel Taxiway Lighting	\$350,000
Lighting, NAVAIDs, & Signage	AWOS	\$320,000
Plans & Studies	Wildlife Assessment	\$40,000
Safety & Security	Wildlife Perimeter Fence	\$630,000
Plans & Studies	Update Master Plan/ALP	\$250,000
Estimated CIP Project Costs		\$1,590,000

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Taxiways	North and South Taxiway Pavement Maintenance and Remarketing	\$420,000
Estimated Pavement Project Costs		\$420,000
Total Estimated Project Costs		\$3,410,000

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ELTON HENSLEY MEMORIAL AIRPORT REPORT CARD

AIRPORT NAME: Elton Hensley Memorial Airport

CITY: Fulton

AIRPORT CODE: FTT

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-I	No	Improve ARC	\$-
Runway Length (feet)	4,000	4,001	Yes		\$-
Runway Width (feet)	75	75	Yes		\$-
Taxiway System	Turnarounds both ends	Stub(s), Both Runway Ends	Yes		\$-
NAVAIDS					
Rotating Beacon	Yes	Yes	Yes		\$-
Lighting Wind Cone	Yes	Lighted wind cone	Yes		\$-
Segmented Circle	Yes	Yes	Yes		\$-
REILS	Yes (both ends)	Y/Y	Yes		\$-
VGSI (PAPI/VASI)	Yes (both ends)	P4L / P4L	Yes		\$-
Approach	Non-Precision	Precision-Like	Yes		\$-
Lighting					
Runway Lighting	MIRL	MIRL	Yes		\$-
Taxiway Lighting	Not an objective	HITL	N/A		\$-
Approach Lighting System	Not an objective	None	N/A		\$-
Weather	Not an objective	HIWAS	N/A		\$-
Hangar Storage	70% of based aircraft	41	Yes		\$-
Tie Downs	40% of based & 25% of daily transient	6	No	Provide 9 additional tie down spaces	\$950,000
GA Admin Building					
Building Area (Sq. Ft.)	1,500	1,500	Yes		\$-
Public Restroom	Yes	Yes	Yes		\$-
Conference Room	Yes	No	No	Provide conference room	\$500,000
Pilot Lounge	Yes	Yes	Yes		\$-
GA Auto Parking	1 space for each based & 25% for employees	14	No	Provide 31 additional auto parking spaces	\$310,000
Ground Communications	Public phone	No	No	Provide public phone	\$-
Services					
Jet Fuel	Yes	No	No	Provide jet fuel	\$450,000
AvGas	Yes	Yes	Yes		\$-
FBO	Yes	Yes	Yes		\$-
Aircraft Maintenance	Not an objective	No	N/A		\$-
Rental Cars	Yes	Yes	Yes		\$-
Transportation	Not an objective	No	N/A		

Estimated SASP Facility/Service Project Costs: \$2,210,000



CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Acquisitions, Relocations, & Easements	Land Acquisition for Runway 36 Obstruction Removal	\$180,000
Hangars	Hangar Demolition	\$50,000
Safety & Security	Runway 36 Tree Removal	\$100,000
Taxiways	Construct New Hangar and Taxilanes	\$900,000
Lighting, NAVAIDs, & Signage	Install AWOS III	\$175,000
Apron	Expand Existing Apron	Cost included in System Plan
Terminals & Other Buildings	Expand Terminal Building	Cost included in System Plan
Taxiways	Design Parallel Taxiway for Runway 18-36	\$200,000
Taxiways	Construct Parallel Taxiway for Runway 18-36	\$3,000,000
Estimated CIP Project Costs		\$4,605,000

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Taxiways	Rehabilitate T-Hangar Taxilanes	\$500,000
Estimated Pavement Project Costs		\$500,000
Total Estimated Project Costs		\$7,315,000

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GAINESVILLE MEMORIAL AIRPORT REPORT CARD

AIRPORT NAME: Gainesville Memorial

CITY: Gainesville

AIRPORT CODE: H27

ACTIONS NEEDED TO MEET FACILITY AND SERVICE OBJECTIVES

Facility Type	Minimum Objective	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
ARC	AI	AI	Yes		\$-
Runway Length (feet)	Maintain existing length	1,895	N/A		\$-
Runway Width (feet)	60' for NPIAS airports; Maintain existing at non-NPIAS airports	100	Yes		\$-
Taxiway System	Turnarounds both ends	N/A (Turf Runway)	Yes		\$-
NAVAIDS					
Rotating Beacon	Yes	Yes	Yes		\$-
Lighting Wind Cone	Yes	Wind cone	No	Install lighted wind cone	\$15,000
Segmented Circle	Yes	Yes	Yes		\$-
REILS	Not an objective	N/N	N/A		\$-
VGSI (PAPI/VASI)	Not an objective	None	N/A		\$-
Approach	Visual	Visual	Yes		\$-
Lighting					
Runway Lighting	MIRL/LIRL *	LIRL	Yes		\$-
Taxiway Lighting	Not an objective	None (Turf Runway)	N/A		\$-
Approach Lighting System	Not an objective	None	N/A		\$-
Weather	Not an objective	None	N/A		\$-
Hangar Storage	Maintain existing	5	N/A		\$-
Tie Downs	Maintain existing	3	N/A		\$-
GA Admin Building					
Building Area (Sq. Ft.)	Maintain existing	0	N/A		\$-
Public Restroom	Maintain existing	No	N/A		\$-
Conference Room	Maintain existing	No	N/A		\$-
Pilot Lounge	Maintain existing	No	N/A		\$-
GA Auto Parking	Maintain existing	8	N/A		\$-
Ground Communications	Public phone	No	No	Provide public phone	\$-
Services					
Jet Fuel	Not an objective	No	N/A		\$-
AvGas	Yes	Yes	Yes		\$-
FBO	Not an objective	No	N/A		\$-
Aircraft Maintenance	Not an objective	No	N/A		\$-
Rental Cars	Not an objective	Yes	N/A		\$-
Transportation	Not an objective	No	N/A		\$-

Estimated SASP Facility/Service Project Costs: \$15,000

*New runway lighting projects for Community Local Airports must be MIRLS



CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Lighting, NAVAIDs, & Signage	Replace Airport Beacon	\$75,000
Estimated CIP Project Costs		\$75,000

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
None		
Estimated Pavement Project Costs		\$-
Total Estimated Project Costs		\$90,000

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GIDEON MEMORIAL AIRPORT REPORT CARD

AIRPORT NAME: Gideon Memorial

CITY: Gideon

AIRPORT CODE: M85

ACTIONS NEEDED TO MEET FACILITY AND SERVICE OBJECTIVES

Facility Type	Minimum Objective	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
ARC	AI	BI	Yes		\$-
Runway Length (feet)	Maintain existing length	4,504	N/A		\$-
Runway Width (feet)	60' for NPIAS airports; Maintain existing at non-NPIAS airports	58	Yes		\$-
Taxiway System	Turnarounds both ends	Full Parallel	Yes		\$-
NAVAIDS					
Rotating Beacon	Yes	No	No	Install rotating beacon	\$100,000
Lighting Wind Cone	Yes	Wind cone	No	Install lighted wind cone	\$15,000
Segmented Circle	Yes	Yes	Yes		\$-
REILS	Not an objective	N/N	N/A		\$-
VGSI (PAPI/VASI)	Not an objective	None	N/A		\$-
Approach	Visual	Non-Precision	Yes		\$-
Lighting					
Runway Lighting	MIRL/LIRL *	None	No	Install MIRL	\$410,000
Taxiway Lighting	Not an objective	Reflectors	N/A		\$-
Approach Lighting System	Not an objective	None	N/A		\$-
Weather	Not an objective	None	N/A		\$-
Hangar Storage	Maintain existing	3	N/A		\$-
Tie Downs	Maintain existing	3	N/A		\$-
GA Admin Building					
Building Area (Sq. Ft.)	Maintain existing	0	N/A		\$-
Public Restroom	Maintain existing	No	N/A		\$-
Conference Room	Maintain existing	No	N/A		\$-
Pilot Lounge	Maintain existing	No	N/A		\$-
GA Auto Parking	Maintain existing	6	N/A		\$-
Ground Communications	Public phone	No	No	Provide public phone	\$-
Services					
Jet Fuel	Not an objective	No	N/A		\$-
AvGas	Yes	Yes	Yes		\$-
FBO	Not an objective	No	N/A		\$-
Aircraft Maintenance	Not an objective	No	N/A		\$-
Rental Cars	Not an objective	Yes	N/A		\$-
Transportation	Not an objective	No	N/A		\$-

Estimated SASP Facility/Service Project Costs: \$525,000

*New runway lighting projects for Community Local Airports must be MIRLS



CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Utilities, Drainage, & Other/Misc.	Airfield Electrical Improvements	\$491,200
Estimated CIP Project Costs		\$491,200

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
None		
Estimated Pavement Project Costs		\$-
Total Estimated Project Costs		\$1,016,200

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HANNIBAL REGIONAL AIRPORT REPORT CARD

AIRPORT NAME: Hannibal Regional

CITY: Hannibal

AIRPORT CODE: HAE

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 (feet)	5,000	4,400	No	Extend 600'	\$6,000,000
Runway Width (feet)	75	100	Yes		\$-
Taxiway System	Full Parallel	Full Parallel	Yes		\$-
NAVAIDS					
Rotating Beacon	Yes	Yes	Yes		\$-
Lighting Wind Cone	Yes	Lighted wind cone	Yes		\$-
Segmented Circle	Yes	Yes	Yes		\$-
REILS	Yes (both ends)	Y/Y	Yes		\$-
VGSI (PAPI/VASI)	Yes (both ends)	P4L / P4L	Yes		\$-
Approach	Precision-Like Approach (ILS or LPV)	Precision-Like	Yes		\$-
Lighting					
Runway Lighting	MIRL	MIRL	Yes		\$-
Taxiway Lighting	MITL	MITL, Reflectors	Yes		\$-
Approach Lighting System	Not an objective	None	N/A		\$-
Weather	AWOS/ASOS	AWOS HIWAS	Yes		\$-
Hangar Storage	70% of based aircraft	26	Yes		\$-
Tie Downs	30% of based & 75% of daily transient	28	Yes		\$-
GA Admin Building					
Building Area (Sq. Ft.)	2,500	2,500	Yes		\$-
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	10	No	Provide 20 additional auto parking spaces	\$200,000
Ground Communications	Public phone	Yes	Yes		\$-
Services					
Jet Fuel	Yes	Yes	Yes		\$-
AvGas	Yes	Yes	Yes		\$-
FBO	Yes	Yes	Yes		\$-
Aircraft Maintenance	Yes	Yes	Yes		\$-
Rental Cars	Yes	Yes	Yes		\$-
Transportation	Yes	Yes	Yes		\$-

Estimated SASP Facility/Service Project Costs: \$6,200,000



CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Plans & Studies	Environmental Assessment	\$100,000
Acquisitions, Relocations, & Easements	Land Acquisition/Avigation Easement	\$300,000
Equipment	Acquire Snow Removal Equipment	\$80,000
Runways	Runway 17-35 Extension Grading	Cost included in System Plan
Runways	Extend Runway 17-35 and Parallel Taxiway	Cost included in System Plan
Safety & Security	Construct Wildlife Fence	\$500,000
Estimated CIP Project Costs		\$980,000

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Runways	Repair Runway and Taxiway Connectors, Concrete Joints and Remark	\$370,000
Estimated Pavement Project Costs		\$370,000
Total Estimated Project Costs		\$7,550,000

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LAWRENCE SMITH MEMORIAL AIRPORT REPORT CARD

AIRPORT NAME: Lawrence Smith Memorial

CITY: Harrisonville

AIRPORT CODE: LRY

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 (feet)	4,000	4,000	Yes		\$-
Runway Width (feet)	75	75	Yes		\$-
Taxiway System	Turnarounds both ends	Stub(s), Both Runway Ends	Yes		\$-
NAVAIDS					
Rotating Beacon	Yes	Yes	Yes		\$-
Lighting Wind Cone	Yes	Lighted wind cone	Yes		\$-
Segmented Circle	Yes	Yes	Yes		\$-
REILS	Yes (both ends)	N/N	No	Install REIL(s)	\$40,000
VGSI (PAPI/VASI)	Yes (both ends)	P4L / P4L	Yes		\$-
Approach	Non-Precision	Precision-Like	Yes		\$-
Lighting					
Runway Lighting	MIRL	MIRL	Yes		\$-
Taxiway Lighting	Not an objective	Reflectors	N/A		\$-
Approach Lighting System	Not an objective	None	N/A		\$-
Weather	Not an objective	AWOS HIWAS	N/A		\$-
Hangar Storage	70% of based aircraft	39	Yes		\$-
Tie Downs	40% of based & 25% of daily transient	14	No	Provide 9 additional tie down spaces	\$2,250,000
GA Admin Building					
Building Area (Sq. Ft.)	1,500	1,000	No	Provide additional 500 sq. ft. of space	\$150,000
Public Restroom	Yes	Yes	Yes		\$-
Conference Room	Yes	Yes	Yes		\$-
Pilot Lounge	Yes	Yes	Yes		\$-
GA Auto Parking	1 space for each based & 25% for employees	25	No	Provide 43 additional auto parking spaces	\$430,000
Ground Communications	Public phone	No	No	Provide public phone	\$-
Services					
Jet Fuel	Yes	No	No	Provide jet fuel	\$320,000
AvGas	Yes	Yes	Yes		\$-
FBO	Yes	Yes	Yes		\$-
Aircraft Maintenance	Not an objective	Yes	N/A		\$-
Rental Cars	Yes	Yes	Yes		\$-
Transportation	Yes	Yes	Yes		\$-

Estimated SASP Facility/Service Project Costs: \$3,190,000



CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Acquisitions, Relocations, & Easements	Land Acquisition	\$5,300,000
Runways	Design Runway Extension	\$200,000
Estimated CIP Project Costs		\$5,500,000

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Apron	Rehabilitate/Expand Apron	\$350,000
Taxiways	Design - Reconstruct South T-Hangar Taxilane Phase I	\$100,000
Taxiways	Reconstruct South T-Hangar Taxilane Phase II	\$615,000
Runways	Design - Reconstruct Runway 17-35	\$166,667
Runways	Construct - Reconstruct Runway 17-35	\$3,200,000
Estimated Pavement Project Costs		\$4,431,667
Total Estimated Project Costs		\$13,121,667

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HERMANN MUNICIPAL AIRPORT REPORT CARD

AIRPORT NAME: Hermann Municipal

CITY: Hermann

AIRPORT CODE: 63M

ACTIONS NEEDED TO MEET FACILITY AND SERVICE OBJECTIVES

Facility Type	Minimum Objective	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
ARC	AI	AI	Yes		\$-
Runway Length (feet)	Maintain existing length	3,198	N/A		\$-
Runway Width (feet)	60' for NPIAS airports; Maintain existing at non-NPIAS airports	50	Yes		\$-
Taxiway System	Turnarounds both ends	Stub(s), Both Runway Ends	Yes		\$-
NAVAIDS					
Rotating Beacon	Yes	Yes	Yes		\$-
Lighting Wind Cone	Yes	Lighted wind cone	Yes		\$-
Segmented Circle	Yes	Yes	Yes		\$-
REILS	Not an objective	N/N	N/A		\$-
VGSI (PAPI/VASI)	Not an objective	No / P2L	N/A		\$-
Approach	Visual	Visual	Yes		\$-
Lighting					
Runway Lighting	MIRL/LIRL *	MIRL	Yes		\$-
Taxiway Lighting	Not an objective	None	N/A		\$-
Approach Lighting System	Not an objective	None	N/A		\$-
Weather	Not an objective	None	N/A		\$-
Hangar Storage	Maintain existing	11	N/A		\$-
Tie Downs	Maintain existing	4	N/A		\$-
GA Admin Building					
Building Area (Sq. Ft.)	Maintain existing	200	N/A		\$-
Public Restroom	Maintain existing	Yes	N/A		\$-
Conference Room	Maintain existing	Yes	N/A		\$-
Pilot Lounge	Maintain existing	Yes	N/A		\$-
GA Auto Parking	Maintain existing	0	N/A		\$-
Ground Communications	Public phone	No	No	Provide public phone	\$-
Services					
Jet Fuel	Not an objective	No	N/A		\$-
AvGas	Yes	Yes	Yes		\$-
FBO	Not an objective	No	N/A		\$-
Aircraft Maintenance	Not an objective	No	N/A		\$-
Rental Cars	Not an objective	No	N/A		\$-
Transportation	Not an objective	Yes	N/A		\$-

Estimated SASP Facility/Service Project Costs: \$-

*New runway lighting projects for Community Local Airports must be MIRLs



CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
No projects identified at this time		
Estimated CIP Project Costs		\$-

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
No projects identified at this time		
Estimated Pavement Project Costs		\$-
Total Estimated Project Costs		\$-

System plan project costs are developed to a planning, not engineering, level of detail. System plan costs are based on typical Missouri unit costs, but airport conditions may cause these costs to vary. Furthermore, bids received may be different from plan estimates. CIP projects in the report card have not been vetted, prioritized, or approved by MoDOT or FAA. A project's inclusion in the report card does not mean that either MoDOT or FAA has approved or committed funds to the project. Some projects will require additional study to justify the need/feasibility of the project, and some projects could require environmental and airspace analysis.



HIGGINSVILLE INDUSTRIAL MUNICIPAL AIRPORT REPORT CARD

AIRPORT NAME: Higginsville Industrial Municipal

CITY: Higginsville

AIRPORT CODE: HIG

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 (feet)	4,000	4,400	Yes		\$-
Runway Width (feet)	75	75	Yes		\$-
Taxiway System	Turnarounds both ends	Partial Parallel, Both Runway Ends	Yes		\$-
NAVAIDS					
Rotating Beacon	Yes	Yes	Yes		\$-
Lighting Wind Cone	Yes	Lighted wind cone	Yes		\$-
Segmented Circle	Yes	Yes	Yes		\$-
REILS	Yes (both ends)	Y/Y	Yes		\$-
VGSI (PAPI/VASI)	Yes (both ends)	P4L / P4L	Yes		\$-
Approach	Non-Precision	Precision-Like	Yes		\$-
Lighting					
Runway Lighting	MIRL	MIRL	Yes		\$-
Taxiway Lighting	Not an objective	None	N/A		\$-
Approach Lighting System	Not an objective	None	N/A		\$-
Weather	Not an objective	None	N/A		\$-
Hangar Storage	70% of based aircraft	21	Yes		\$-
Tie Downs	40% of based & 25% of daily transient	11	Yes		\$-
GA Admin Building					
Building Area (Sq. Ft.)	1,500	2,400	Yes		\$-
Public Restroom	Yes	Yes	Yes		\$-
Conference Room	Yes	Yes	Yes		\$-
Pilot Lounge	Yes	Yes	Yes		\$-
GA Auto Parking	1 space for each based & 25% for employees	17	No	Provide 8 additional auto parking spaces	\$80,000
Ground Communications	Public phone	Yes	Yes		\$-
Services					
Jet Fuel	Yes	No	No	Provide jet fuel	\$215,000
AvGas	Yes	Yes	Yes		\$-
FBO	Yes	Yes	Yes		\$-
Aircraft Maintenance	Not an objective	Yes	N/A		\$-
Rental Cars	Yes	No	No	Provide ground transportation services	\$-
Transportation	Yes	Yes	Yes		\$-

Estimated SASP Facility/Service Project Costs: \$295,000



CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Lighting, NAVAIDs, & Signage	AWOS	\$275,000
Plans & Studies	Update Exhibit 'A' Property Map	\$40,000
Fuel	Install Jet A Fuel Tank	Cost included in System Plan
Hangars	Construct Hangar - Phase II	\$600,000
Plans & Studies	Update ALP and Master Plan	\$250,000
Auto Parking & Ground Access	Pave Airport Entrance Road	\$200,000
Terminals & Other Buildings	Construct New Terminal Building	\$400,000
Estimated CIP Project Costs		\$1,765,000

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
None		
Estimated Pavement Project Costs		\$-
Total Estimated Project Costs		\$2,060,000

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HORNERVILLE MEMORIAL AIRPORT REPORT CARD

AIRPORT NAME: Hornersville Memorial

CITY: Hornersville

AIRPORT CODE: 37M

ACTIONS NEEDED TO MEET FACILITY AND SERVICE OBJECTIVES

Facility Type	Minimum Objective	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
ARC	AI	AI	Yes		\$-
Runway Length (feet)	Maintain existing length	2,648	N/A		\$-
Runway Width (feet)	60' for NPIAS airports; Maintain existing at non-NPIAS airports	47	Yes		\$-
Taxiway System	Turnarounds both ends	Stub(s), Both Runway Ends	Yes		\$-
NAVAIDS					
Rotating Beacon	Yes	Yes	Yes		\$-
Lighting Wind Cone	Yes	Wind cone	No	Install lighted wind cone	\$15,000
Segmented Circle	Yes	Yes	Yes		\$-
REILS	Not an objective	N/N	N/A		\$-
VGSI (PAPI/VASI)	Not an objective	None	N/A		\$-
Approach	Visual	Visual	Yes		\$-
Lighting					
Runway Lighting	MIRL/LIRL *	None	No	Install MIRL	\$300,000
Taxiway Lighting	Not an objective	None	N/A		\$-
Approach Lighting System	Not an objective	None	N/A		\$-
Weather	Not an objective	None	N/A		\$-
Hangar Storage	Maintain existing	5	N/A		\$-
Tie Downs	Maintain existing	5	N/A		\$-
GA Admin Building					
Building Area (Sq. Ft.)	Maintain existing	0	N/A		\$-
Public Restroom	Maintain existing	No	N/A		\$-
Conference Room	Maintain existing	No	N/A		\$-
Pilot Lounge	Maintain existing	No	N/A		\$-
GA Auto Parking	Maintain existing	0	N/A		\$-
Ground Communications	Public phone	No	No	Provide public phone	\$-
Services					
Jet Fuel	Not an objective	No	N/A		\$-
AvGas	Yes	Yes	Yes		\$-
FBO	Not an objective	No	N/A		\$-
Aircraft Maintenance	Not an objective	No	N/A		\$-
Rental Cars	Not an objective	Yes	N/A		\$-
Transportation	Not an objective	No	N/A		\$-

Estimated SASP Facility/Service Project Costs: \$315,000

*New runway lighting projects for Community Local Airports must be MIRLs



CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Runways	Runway Widening	\$337,300
Lighting, NAVAIDs, & Signage	Install Airport Visual Aids	\$184,800
Taxiways	Parallel Taxiway	\$813,900
Estimated CIP Project Costs		\$1,336,000

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
None		
Estimated Pavement Project Costs		\$-
Total Estimated Project Costs		\$1,651,000

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HOUSTON MEMORIAL AIRPORT REPORT CARD

AIRPORT NAME: Houston Memorial

CITY: Houston

AIRPORT CODE: M48

ACTIONS NEEDED TO MEET FACILITY AND SERVICE OBJECTIVES

Facility Type	Minimum Objective	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
ARC	AI	B-I	Yes		\$-
Runway Length (feet)	Maintain existing length	3,500	N/A		\$-
Runway Width (feet)	60' for NPIAS airports; Maintain existing at non-NPIAS airports	60	Yes		\$-
Taxiway System	Turnarounds both ends	Stub(s), Both Runway Ends	Yes		\$-
NAVAIDS					
Rotating Beacon	Yes	Yes	Yes		\$-
Lighting Wind Cone	Yes	Lighted wind cone	Yes		\$-
Segmented Circle	Yes	Yes	Yes		\$-
REILS	Not an objective	Y/Y	N/A		\$-
VGSI (PAPI/VASI)	Not an objective	P2L / P2L	N/A		\$-
Approach Lighting	Visual	Precision-Like	Yes		\$-
Runway Lighting	MIRL/LIRL*	MIRL	Yes		\$-
Taxiway Lighting	Not an objective	MITL	N/A		\$-
Approach Lighting System	Not an objective	None	N/A		\$-
Weather	Not an objective	HIWAS	N/A		\$-
Hangar Storage	Maintain existing	15	N/A		\$-
Tie Downs	Maintain existing	8	N/A		\$-
GA Admin Building					
Building Area (Sq. Ft.)	Maintain existing	0	N/A		\$-
Public Restroom	Maintain existing	No	N/A		\$-
Conference Room	Maintain existing	No	N/A		\$-
Pilot Lounge	Maintain existing	No	N/A		\$-
GA Auto Parking	Maintain existing	11	N/A		\$-
Ground Communications	Public phone	No	No	Provide public phone	\$-
Services					
Jet Fuel	Not an objective	No	N/A		\$-
AvGas	Yes	Yes	Yes		\$-
FBO	Not an objective	No	N/A		\$-
Aircraft Maintenance	Not an objective	No	N/A		\$-
Rental Cars	Not an objective	Yes	N/A		\$-
Transportation	Not an objective	No	N/A		\$-

Estimated SASP Facility/Service Project Costs: \$-

*New runway lighting projects for Community Local Airports must be MIRLS



CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Fuel	Fuel System Upgrades	\$16,000
Plans & Studies	Update Master Plan	\$250,000
Estimated CIP Project Costs		\$266,000

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Runways	Runway Pavement Rehabilitation	\$530,001
Taxiways	Taxilane Pavement Rehabilitation	\$100,000
Estimated Pavement Project Costs		\$630,001
Total Estimated Project Costs		\$896,001

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JEFFERSON CITY MEMORIAL AIRPORT REPORT CARD

AIRPORT NAME: Jefferson City Memorial

CITY: Jefferson City

AIRPORT CODE: JEF

ACTIONS NEEDED TO MEET FACILITY AND SERVICE OBJECTIVES

Facility Type	Minimum Objective	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
ARC	B-II	C-II	Yes		\$-
Runway Length (feet)	5,500	6,001	Yes		\$-
Runway Width (feet)	100	100	Yes		\$-
Taxiway System	Full Parallel	Full Parallel	Yes		\$-
NAVAIDS					
Rotating Beacon	Yes	Yes	Yes		\$-
Lighting Wind Cone	Yes	Lighted wind cone	Yes		\$-
Segmented Circle	Yes	Yes	Yes		\$-
REILS	Yes (both ends)	Y/N	No	*	\$-
VGSI (PAPI/VASI)	Yes (both ends)	V4L / V4L	Yes		\$-
Approach	Precision-Like Approach (ILS or LPV)	Precision	Yes		\$-
Lighting					
Runway Lighting	HIRL	HIRL	Yes		\$-
Taxiway Lighting	HITL	MITL	Yes		\$-
Approach Lighting System	Not an objective	No/MALSR	N/A		\$-
Weather	AWOS/ASOS	ASOS HIWAS	Yes		\$-
Hangar Storage	70% of based aircraft	75	Yes		\$-
Tie Downs	30% of based & 75% of daily transient	30	Yes		\$-
GA Admin Building					
Building Area (Sq. Ft.)	2,500	3,400	Yes		\$-
Public Restroom	Yes	Yes	Yes		\$-
Conference Room	Yes	Yes	Yes		\$-
Pilot Lounge	Yes	No	No	Provide pilot lounge	\$550,000
GA Auto Parking	1 space for each based & 50% for employees	160	Yes		\$-
Ground Communications	Public phone	Yes	Yes		\$-
Services					
Jet Fuel	Yes	Yes	Yes		\$-
AvGas	Yes	Yes	Yes		\$-
FBO	Yes	Yes	Yes		\$-
Aircraft Maintenance	Yes	Yes	Yes		\$-
Rental Cars	Yes	Yes	Yes		\$-
Transportation	Yes	Yes	Yes		\$-

Estimated SASP Facility/Service Project Costs: \$550,000

Note: It is important to note that an ALS on a given runway end replaces the need for REILs on that runway end.

*Exempt/addressed in master plan.

**CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED**

Project Type	Project Description	Estimated Cost
Terminals & Other Buildings	Design and Construct Air Traffic Control Tower	\$4,175,755
Acquisitions, Relocations, & Easements	Land Acquisition	\$500,000
Auto Parking & Ground Access	Airfield Perimeter Road	\$100,000
Hangars	Hangar Demolition In Ultimate Runway 9 Runway Protection Zone	\$100,000
Terminals & Other Buildings	ASE Storage Building	\$300,000
Terminals & Other Buildings	GA Terminal Building	Cost included in System Plan
Terminals & Other Buildings	Snow Removal Equipment	\$187,500
Utilities, Drainage, & Other/Misc.	Utility Relocation Within Runway Protection Zone/ Approach	\$300,000
Runways	Runway 9-27 Extension (1,000') New Length 4,400' X 75'	\$2,753,360
Taxiways	T-Hangar Taxilanes Reconstruction	\$949,000
Estimated CIP Project Costs		\$9,365,615

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Runways	Airfield Pavement Marking Rehabilitation	\$137,700
Runways	Design Runway 9-27 Reconstruction (West of Runway 12-30)	\$309,400
Runways	Construct Runway 9-27 Reconstruction (West of Runway 12-30)	\$3,588,100
Taxiways	Design Taxiway A South Reconstruction	\$266,255
Taxiways	Construct Taxiway A South Reconstruction	\$2,783,575
Apron	Apron Repairs	\$1,064,960
Estimated Pavement Project Costs		\$8,149,990
Total Estimated Project Costs		\$18,065,605

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KAHOKA MUNICIPAL AIRPORT REPORT CARD

AIRPORT NAME: Kahoka Municipal

CITY: Kahoka

AIRPORT CODE: OH7

ACTIONS NEEDED TO MEET FACILITY AND SERVICE OBJECTIVES

Facility Type	Minimum Objective	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
ARC	AI	AI	Yes		\$-
Runway Length (feet)	Maintain existing length	2,680	N/A		\$-
Runway Width (feet)	60' for NPIAS airports; Maintain existing at non-NPIAS airports	115	Yes		\$-
Taxiway System	Turnarounds both ends	N/A (Turf Runway)	Yes		\$-
NAVAIDS					
Rotating Beacon	Yes	No	No	Install rotating beacon	\$100,000
Lighting Wind Cone	Yes	Wind cone	No	Install lighted wind cone	\$15,000
Segmented Circle	Yes	Yes	Yes		\$-
REILS	Not an objective	N/N	N/A		\$-
VGSI (PAPI/VASI)	Not an objective	None	N/A		\$-
Approach Lighting	Visual	Visual	Yes		\$-
Runway Lighting	MIRL/LIRL*	None (Turf Runway)	Yes		\$-
Taxiway Lighting	Not an objective	None (Turf Runway)	N/A		\$-
Approach Lighting System	Not an objective	None	N/A		\$-
Weather	Not an objective	None	N/A		\$-
Hangar Storage	Maintain existing	2	N/A		\$-
Tie Downs	Maintain existing	0	N/A		\$-
GA Admin Building					
Building Area (Sq. Ft.)	Maintain existing	0	N/A		\$-
Public Restroom	Maintain existing	No	N/A		\$-
Conference Room	Maintain existing	No	N/A		\$-
Pilot Lounge	Maintain existing	No	N/A		\$-
GA Auto Parking	Maintain existing	12	N/A		\$-
Ground Communications	Public phone	No	No	Provide public phone	\$-
Services					
Jet Fuel	Not an objective	No	N/A		\$-
AvGas	Yes	Yes	Yes		\$-
FBO	Not an objective	No	N/A		\$-
Aircraft Maintenance	Not an objective	No	N/A		\$-
Rental Cars	Not an objective	Yes	N/A		\$-
Transportation	Not an objective	No	N/A		\$-

Estimated SASP Facility/Service Project Costs: \$115,000

*New runway lighting projects for Community Local Airports must be MIRLS



CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
None		
Estimated CIP Project Costs		\$-

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
None		
Estimated Pavement Project Costs		\$-
Total Estimated Project Costs		\$115,000

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LEE C FINE MEMORIAL AIRPORT REPORT CARD

AIRPORT NAME: Lee C Fine Memorial

CITY: Kaiser/Lake Ozark

AIRPORT CODE: HAE

ACTIONS NEEDED TO MEET FACILITY AND SERVICE OBJECTIVES

Facility Type	Minimum Objective	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
ARC	B-II	C-II	Yes		\$-
Runway Length (feet)	5,000	6,497	Yes		\$-
Runway Width (feet)	75	100	Yes		\$-
Taxiway System	Full Parallel	Full Parallel	Yes		\$-
NAVAIDS					
Rotating Beacon	Yes	Yes	Yes		\$-
Lighting Wind Cone	Yes	Lighted wind cone	Yes		\$-
Segmented Circle	Yes	Yes	Yes		\$-
REILS	Yes (both ends)	N/N	No	Install REIL(s)	\$40,000
VGSI (PAPI/VASI)	Yes (both ends)	V4L / V4L	Yes		\$-
Approach	Precision-Like Approach (ILS or LPV)	Precision-Like	Yes		\$-
Lighting					
Runway Lighting	MIRL	MIRL	Yes		\$-
Taxiway Lighting	MITL	Reflectors	No	Install MITL	\$583,000
Approach Lighting System	Not an objective	None	N/A		\$-
Weather	AWOS/ASOS	AWOS	Yes		\$-
Hangar Storage	70% of based aircraft	14	Yes		\$-
Tie Downs	30% of based & 75% of daily transient	68	Yes		\$-
GA Admin Building					
Building Area (Sq. Ft.)	2,500	3,600	Yes		\$-
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	121	Yes		\$-
Ground Communications	Public phone	Yes	Yes		\$-
Services					
Jet Fuel	Yes	Yes	Yes		\$-
AvGas	Yes	Yes	Yes		\$-
FBO	Yes	Yes	Yes		
Aircraft Maintenance	Yes	No	No	Provide aircraft maintenance	Market driven/cost typically covered by third party
Rental Cars	Yes	Yes	Yes		\$-
Transportation	Yes	Yes	Yes		\$-

Estimated SASP Facility/Service Project Costs: \$623,000

**CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED**

Project Type	Project Description	Estimated Cost
Auto Parking & Ground Access	Entrance Road/Parking Lot Pavement Maintenance	\$75,000
Hangars	Hangar Expansion	\$941,280
Auto Parking & Ground Access	Long Term Vehicle Parking Lot	\$150,000
Terminals & Other Buildings	Construct New Terminal Building	\$650,000
Taxiways	Construct Hangar Access Taxiway	\$300,000
Utilities, Drainage, & Other/Misc.	Construct New Electrical Vault	\$80,000
Apron	Apron Expansion	\$1,200,000
Terminals & Other Buildings	Maintenance and Fire Truck Building	\$300,000
Utilities, Drainage, & Other/Misc.	Air Service Infrastructure Improvements	\$1,000,000
Estimated CIP Project Costs		\$4,696,280

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Runways	Airfield Pavement Maintenance (Runway, T-Hangar Pavements, Hangar Road, Fuel Road and Apron Overlay)	\$530,000
Estimated Pavement Project Costs		\$530,000
Total Estimated Project Costs		\$5,849,280

System plan project cost are developed to a planning, not engineering, level of detail. System plan costs are based on typical Missouri unit costs, but airport conditions may cause these costs to vary. Actually "bids" may be different from plan estimates. CIP projects in the report card have not been vetted, prioritized, or approved by MoDOT or FAA. A project's inclusion in the report card does not mean that either MoDOT or FAA has approved or committed funds to the project. Some projects will require additional study to justify the need/feasibility of the project, and some projects could require environmental and airspace analysis.



CHARLES B. WHEELER-DOWNTOWN AIRPORT REPORT CARD

AIRPORT NAME: Charles B. Wheeler-Downtown

CITY: Kansas City

AIRPORT CODE: MKC

ACTIONS NEEDED TO MEET FACILITY AND SERVICE OBJECTIVES

Facility Type	Minimum Objective	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
ARC	B-II	D-III	Yes		\$-
Runway Length (feet)	5,500	6,827	Yes		\$-
Runway Width (feet)	100	150	Yes		\$-
Taxiway System	Full Parallel	Full Parallel	Yes		\$-
NAVAIDS					
Rotating Beacon	Yes	Yes	Yes		\$-
Lighting Wind Cone	Yes	Lighted wind cone	Yes		\$-
Segmented Circle	Yes	Yes	Yes		\$-
REILS	Yes (both ends)	Y/N	No	*	\$-
VGSI (PAPI/VASI)	Yes (both ends)	V4L / P4L	Yes		\$-
Approach	Precision-Like Approach (ILS or LPV)	Precision	Yes		\$-
Lighting					
Runway Lighting	HIRL	HIRL	Yes		\$-
Taxiway Lighting	HITL	MITL	Yes		\$-
Approach Lighting System	Not an objective	No/MALSF	N/A		\$-
Weather	AWOS/ASOS	ASOS	Yes		\$-
Hangar Storage	70% of based aircraft	218	Yes		\$-
Tie Downs	30% of based & 75% of daily transient	70	Yes		\$-
GA Admin Building					
Building Area (Sq. Ft.)	2,500	3,055	Yes		\$-
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	1,700	Yes		\$-
Ground Communications	Public phone	Yes	Yes		\$-
Services					
Jet Fuel	Yes	Yes	Yes		\$-
AvGas	Yes	Yes	Yes		\$-
FBO	Yes	Yes	Yes		\$-
Aircraft Maintenance	Yes	Yes	Yes		\$-
Rental Cars	Yes	Yes	Yes		\$-
Transportation	Yes	Yes	Yes		\$-

Estimated SASP Facility/Service Project Costs: \$-

Note: It is important to note that an ALS on a given runway end replaces the need for REILs on that runway end.

*Exempt/addressed in master plan.



CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Apron	Reconstruct Terminal Apron Area	\$500,000
Lighting, NAVAIDs, & Signage	NW Richards Road Lighting Upgrades	\$100,000
Lighting, NAVAIDs, & Signage	VOR Decommissioning	\$98,266
Auto Parking & Ground Access	New Entry Improvements from S Hwy 169	\$43,000
Taxiways	Construct Parallel Taxiway Lima to 3-21	\$500,000
Taxiways	Construct Parallel Taxiway Lima	\$500,000
Taxiways	Construct Parallel Taxiway Lima	\$1,000,000
Estimated CIP Project Costs		\$2,741,266

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Apron	Reconstruct Terminal Apron Area	\$500,000
Runways	Joint Seals on 1-19	\$1,198,000
Estimated Pavement Project Costs		\$1,698,000
Total Estimated Project Costs		\$4,439,266

System plan project costs are developed to a planning, not engineering, level of detail. System plan costs are based on typical Missouri unit costs, but airport conditions may cause these costs to vary. Furthermore, bids received may be different from plan estimates. CIP projects in the report card have not been vetted, prioritized, or approved by MoDOT or FAA. A project's inclusion in the report card does not mean that either MoDOT or FAA has approved or committed funds to the project. Some projects will require additional study to justify the need/feasibility of the project, and some projects could require environmental and airspace analysis.



KENNETT MEMORIAL AIRPORT REPORT CARD

AIRPORT NAME: Kennett Memorial

CITY: Kennett

AIRPORT CODE: TKX

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 (feet)	5,000	5,000	Yes		\$-
Runway Width (feet)	75	75	Yes		\$-
Taxiway System	Full Parallel	Full Parallel	Yes		\$-
NAVAIDS					
Rotating Beacon	Yes	Yes	Yes		\$-
Lighting Wind Cone	Yes	Lighted wind cone	Yes		\$-
Segmented Circle	Yes	Yes	Yes		\$-
REILS	Yes (both ends)	Y/Y	Yes		\$-
VGSI (PAPI/VASI)	Yes (both ends)	P4L / P4L	Yes		\$-
Approach	Precision-Like Approach (ILS or LPV)	Precision-Like	Yes		\$-
Lighting					
Runway Lighting	MIRL	MIRL	Yes		\$-
Taxiway Lighting	MITL	MITL	Yes		\$-
Approach Lighting System	Not an objective	None	N/A		\$-
Weather	AWOS/ASOS	AWOS	Yes		\$-
Hangar Storage	70% of based aircraft	29	Yes		\$-
Tie Downs	30% of based & 75% of daily transient	20	Yes		\$-
GA Admin Building					
Building Area (Sq. Ft.)	2,500	2,400	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	15	No	Provide 26 additional auto parking spaces	\$260,000
Ground Communications	Public phone	Yes	Yes		\$-
Services					
Jet Fuel	Yes	Yes	Yes		\$-
AvGas	Yes	Yes	Yes		\$-
FBO	Yes	Yes	Yes		\$-
Aircraft Maintenance	Yes	Yes	Yes		\$-
Rental Cars	Yes	No	No	Provide rental car service	\$-
Transportation	Yes	Yes	Yes		\$-

Estimated SASP Facility/Service Project Costs: \$260,000

*The deficiency is minor and therefore no improvement is warranted.

**CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED**

Project Type	Project Description	Estimated Cost
Hangars	T-Hangar Taxilanes and T-Hangar Expansion	\$1,000,000
Lighting, NAVAIDs, & Signage	GCO (Ground Communication Outlet)	\$100,000
Hangars	Taxilane and Community Hangar	\$950,000
Taxiways	Runway 2-20 Midfield Connector	\$300,000
Safety & Security	Obstruction Removal	\$300,000
Runways	Extend and Widen Runway 2-20	\$2,230,000
Estimated CIP Project Costs		\$4,880,000

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Runways	Runway 18-36, Taxiways and Taxilane Pavement Maintenance	\$230,000
Taxiways	Rehabilitate South Half of Taxiway A Lighting	\$300,000
Taxiways	Runway 2-20, Taxiway and Apron Pavement Maintenance	\$720,000
Estimated Pavement Project Costs		\$1,250,000
Total Estimated Project Costs		\$6,390,000

System plan project costs are developed to a planning, not engineering, level of detail. System plan costs are based on typical Missouri unit costs, but airport conditions may cause these costs to vary. Furthermore, bids received may be different from plan estimates. CIP projects in the report card have not been vetted, prioritized, or approved by MoDOT or FAA. A project's inclusion in the report card does not mean that either MoDOT or FAA has approved or committed funds to the project. Some projects will require additional study to justify the need/feasibility of the project, and some projects could require environmental and airspace analysis.



LAMAR MUNICIPAL AIRPORT REPORT CARD

AIRPORT NAME: Lamar Municipal

CITY: Lamar

AIRPORT CODE: LLU

ACTIONS NEEDED TO MEET FACILITY AND SERVICE OBJECTIVES

Facility Type	Minimum Objective	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
ARC	B-II	A-I	No	Improve ARC	\$-
Runway Length (feet)	4,000	4,000	Yes		\$-
Runway Width (feet)	75	75	Yes		\$-
Taxiway System	Turnarounds both ends	Stub(s), Both Runway Ends	Yes		\$-
NAVAIDS					
Rotating Beacon	Yes	Yes	Yes		\$-
Lighting Wind Cone	Yes	Lighted wind cone	Yes		\$-
Segmented Circle	Yes	Yes	Yes		\$-
REILS	Yes (both ends)	Y/Y	Yes		\$-
VGSI (PAPI/VASI)	Yes (both ends)	P4L / P4L	Yes		\$-
Approach	Non-Precision	Precision-Like	Yes		\$-
Lighting					
Runway Lighting	MIRL	MIRL	Yes		\$-
Taxiway Lighting	Not an objective	MIRL, Reflectors	N/A		\$-
Approach Lighting System	Not an objective	None	N/A		\$-
Weather	Not an objective	None	N/A		\$-
Hangar Storage	70% of based aircraft	19	Yes		\$-
Tie Downs	40% of based & 25% of daily transient	6	No	*	\$-
GA Admin Building					
Building Area (Sq. Ft.)	1,500	3,000	Yes		\$-
Public Restroom	Yes	Yes	Yes		\$-
Conference Room	Yes	No	No	Provide conference room	\$75,000
Pilot Lounge	Yes	Yes	Yes		\$-
GA Auto Parking	1 space for each based & 25% for employees	6	No	Provide 13 additional auto parking spaces	\$130,000
Ground Communications	Public phone	No	No	Provide public phone	\$-
Services					
Jet Fuel	Yes	Yes	Yes		\$-
AvGas	Yes	Yes	Yes		\$-
FBO	Yes	Yes	Yes		\$-
Aircraft Maintenance	Not an objective	No	N/A		\$-
Rental Cars	Yes	Yes	Yes		\$-
Transportation	Yes	Yes	Yes		\$-

Estimated SASP Facility/Service Project Costs: \$205,000

*The deficiency is minor and therefore no improvement is warranted.



CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Fuel	Design and Install New Fueling Facilities	\$355,000
Hangars	Construct T-Hangar and Taxilanes (6-Unit)	\$700,000
Lighting, NAVAIDs, & Signage	Design and Install AWOS	\$175,000
Taxiways	Construct Partial Parallel Taxiway	\$748,000
Taxiways	Design - Partial Parallel Taxiway	\$102,000
Safety & Security	Design and Construct Perimeter Fencing	\$300,000
Equipment	Acquire Snow Removal Equipment and Storage Building	\$400,000
Hangars	Design and Construct 6 Unit T-Hangar	\$700,000
Estimated CIP Project Costs		\$3,480,000

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
None		
Estimated Pavement Project Costs		\$-
Total Estimated Project Costs		\$3,685,000

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FLOYD W. JONES LEBANON AIRPORT REPORT CARD

AIRPORT NAME: Floyd W. Jones Lebanon

CITY: Lebanon

AIRPORT CODE: LBO

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 (feet)	5,000	5,000	Yes		\$-
Runway Width (feet)	75	75	Yes		\$-
Taxiway System	Full Parallel	Full Parallel	Yes		\$-
NAVAIDS					
Rotating Beacon	Yes	Yes	Yes		\$-
Lighting Wind Cone	Yes	Lighted wind cone	Yes		\$-
Segmented Circle	Yes	Yes	Yes		\$-
REILS	Yes (both ends)	Y/Y	Yes		\$-
VGSI (PAPI/VASI)	Yes (both ends)	P4L / P4L	Yes		\$-
Approach	Precision-Like Approach (ILS or LPV)	Non-Precision	No	Provide precision-like approach	\$60,000
Lighting					
Runway Lighting	MIRL	MIRL	Yes		\$-
Taxiway Lighting	MITL	Reflectors	No	Install MITL	\$467,000
Approach Lighting System	Not an objective	None	N/A		\$-
Weather	AWOS/ASOS	AWOS HIWAS	Yes		\$-
Hangar Storage	70% of based aircraft	14	No	Provide 7 additional hangar spaces	\$1,645,000
Tie Downs	30% of based & 75% of daily transient	33	Yes		\$-
GA Admin Building					
Building Area (Sq. Ft.)	2,500	1,260	No	Provide additional 1,240 sq. ft. of space	\$372,000
Public Restroom	Yes	Yes	Yes		\$-
Conference Room	Yes	No	No	Provide conference room	\$75,000
Pilot Lounge	Yes	Yes	Yes		\$-
GA Auto Parking	1 space for each based & 50% for employees	16	No	Provide 29 additional auto parking spaces	\$290,000
Ground Communications	Public phone	Yes	Yes		\$-
Services					
Jet Fuel	Yes	Yes	Yes		\$-
AvGas	Yes	Yes	Yes		\$-
FBO	Yes	Yes	Yes		\$-
Aircraft Maintenance	Yes	Yes	Yes		\$-
Rental Cars	Yes	Yes	Yes		\$-
Transportation	Yes	Yes	Yes		\$-

Estimated SASP Facility/Service Project Costs: \$2,909,000



CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Taxiways	Construct T-Hangar Taxilanes	\$370,000
Taxiways	Design T-Hangar Taxilanes	\$50,000
Plans & Studies	Master Plan	\$300,000
Estimated CIP Project Costs		\$720,000

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Runways	Runway 18-36 Mill and Overlay (Design)	\$176,000
Runways	Runway 18-36 Mill and Overlay (Construction)	\$1,686,000
Taxiways	Rehabilitate Taxiway A	\$683,500
Estimated Pavement Project Costs		\$2,545,500
Total Estimated Project Costs		\$6,174,500

System plan project costs are developed to a planning, not engineering, level of detail. System plan costs are based on typical Missouri unit costs, but airport conditions may cause these costs to vary. Furthermore, bids received may be different from plan estimates. CIP projects in the report card have not been vetted, prioritized, or approved by MoDOT or FAA. A project's inclusion in the report card does not mean that either MoDOT or FAA has approved or committed funds to the project. Some projects will require additional study to justify the need/feasibility of the project, and some projects could require environmental and airspace analysis.



LEE'S SUMMIT MUNICIPAL AIRPORT REPORT CARD

AIRPORT NAME: Lee's Summit Municipal

CITY: Lee' Summit

AIRPORT CODE: LXT

ACTIONS NEEDED TO MEET FACILITY AND SERVICE OBJECTIVES

Facility Type	Minimum Objective	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
ARC	B-II	C-II	Yes		\$-
Runway Length (feet)	5,500	5,501	Yes		\$-
Runway Width (feet)	100	100	Yes		\$-
Taxiway System	Full Parallel	Full Parallel	Yes		\$-
NAVAIDS					
Rotating Beacon	Yes	Yes	Yes		\$-
Lighting Wind Cone	Yes	Lighted wind cone	Yes		\$-
Segmented Circle	Yes	Yes	Yes		\$-
REILS	Yes (both ends)	Y/Y	Yes		\$-
VGSI (PAPI/VASI)	Yes (both ends)	V4L / V4L	Yes		\$-
Approach	Precision-Like Approach (ILS or LPV)	Precision-Like	Yes		\$-
Lighting					
Runway Lighting	HIRL	MIRL	No	Install HIRL	\$490,000
Taxiway Lighting	HITL	MITL	Yes		\$-
Approach Lighting System	Not an objective	None	N/A		\$-
Weather	AWOS/ASOS	ASOS	Yes		\$-
Hangar Storage	70% of based aircraft	119	Yes		\$-
Tie Downs	30% of based & 75% of daily transient	59	Yes		\$-
GA Admin Building					
Building Area (Sq. Ft.)	2,500	810	No	Provide additional 1,690 sq. ft. of space	\$507,000
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	71	No	Provide 151 additional auto parking spaces	\$1,510,000
Ground Communications	Public phone	Yes	Yes		\$-
Services					
Jet Fuel	Yes	Yes	Yes		\$-
AvGas	Yes	Yes	Yes		\$-
FBO	Yes	Yes	Yes		\$-
Aircraft Maintenance	Yes	Yes	Yes		\$-
Rental Cars	Yes	Yes	Yes		\$-
Transportation	Yes	Yes	Yes		\$-

Estimated SASP Facility/Service Project Costs: \$2,507,000

Note: It is important to note that an ALS on a given runway end replaces the need for REILs on that runway end.



CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Safety & Security	Tree Trimming	\$25,000
Acquisitions, Relocations, & Easements	Land Acquisition Phase II (Cost Of Land)	\$4,325,000
Plans & Studies	Update Airport Business and Master Plans	\$700,000
Acquisitions, Relocations, & Easements	Land Acquisition of ALP Properties - Phase III	\$2,000,000
Hangars	Develop Site for East T-Hangar Site	\$3,476,000
Taxiways	Construct Middle Section of West Parallel Taxiway	\$1,345,000
Terminals & Other Buildings	Phase II East Terminal Area	\$2,653,000
Taxiways	Rehabilitate Hangar Taxilanes Charlie and Delta	\$1,332,000
Apron	South Apron Expansion	\$1,509,000
Apron	West Apron Reconstruction	\$1,693,000
Lighting, NAVAIDs, & Signage	Rehabilitate Airfield Lighting Runway 11-29 and Taxiway Bravo	\$503,000
Terminals & Other Buildings	Control Tower	\$5,610,000
Estimated CIP Project Costs		\$25,171,000

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
None		
Estimated Pavement Project Costs		\$-
Total Estimated Project Costs		\$27,678,000

System plan project costs are developed to a planning, not engineering, level of detail. System plan costs are based on typical Missouri unit costs, but airport conditions may cause these costs to vary. Furthermore, bids received may be different from plan estimates. CIP projects in the report card have not been vetted, prioritized, or approved by MoDOT or FAA. A project's inclusion in the report card does not mean that either MoDOT or FAA has approved or committed funds to the project. Some projects will require additional study to justify the need/feasibility of the project, and some projects could require environmental and airspace analysis.



LINCOLN MUNICIPAL AIRPORT REPORT CARD

AIRPORT NAME: Lincoln Municipal

CITY: Lincoln

AIRPORT CODE: OR2

ACTIONS NEEDED TO MEET FACILITY AND SERVICE OBJECTIVES

Facility Type	Minimum Objective	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
ARC	AI	AI	Yes		\$-
Runway Length (feet)	Maintain existing length	2,940	N/A		\$-
Runway Width (feet)	60' for NPIAS airports; Maintain existing at non-NPIAS airports	125	Yes		\$-
Taxiway System	Turnarounds both ends	N/A (Turf Runway)	Yes		\$-
NAVAIDS					
Rotating Beacon	Yes	No	No	Install rotating beacon	\$100,000
Lighting Wind Cone	Yes	Wind cone	No	Install lighted wind cone	\$15,000
Segmented Circle	Yes	Yes	Yes		\$-
REILS	Not an objective	N/N	N/A		\$-
VGSI (PAPI/VASI)	Not an objective	None	N/A		\$-
Approach Lighting	Visual	Visual	Yes		\$-
Runway Lighting	MIRL/LIRL*	None (Turf Runway)	Yes		\$-
Taxiway Lighting	Not an objective	None (Turf Runway)	N/A		\$-
Approach Lighting System	Not an objective	None	N/A		\$-
Weather	Not an objective	None	N/A		\$-
Hangar Storage	Maintain existing	6	N/A		\$-
Tie Downs	Maintain existing	0	N/A		\$-
GA Admin Building					
Building Area (Sq. Ft.)	Maintain existing	0	N/A		\$-
Public Restroom	Maintain existing	No	N/A		\$-
Conference Room	Maintain existing	No	N/A		\$-
Pilot Lounge	Maintain existing	No	N/A		\$-
GA Auto Parking	Maintain existing	0	N/A		\$-
Ground Communications	Public phone	No	No	Provide public phone	\$-
Services					
Jet Fuel	Not an objective	No	N/A		\$-
AvGas	Yes	Yes	Yes		\$-
FBO	Not an objective	No	N/A		\$-
Aircraft Maintenance	Not an objective	No	N/A		\$-
Rental Cars	Not an objective	Yes	N/A		\$-
Transportation	Not an objective	No	N/A		\$-

Estimated SASP Facility/Service Project Costs: \$115,000

*New runway lighting projects for Community Local Airports must be MIRLS



CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
None		
Estimated CIP Project Costs		\$-

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
None		
Estimated Pavement Project Costs		\$-
Total Estimated Project Costs		\$115,000

System plan project costs are developed to a planning, not engineering, level of detail. System plan costs are based on typical Missouri unit costs, but airport conditions may cause these costs to vary. Furthermore, bids received may be different from plan estimates. CIP projects in the report card have not been vetted, prioritized, or approved by MoDOT or FAA. A project's inclusion in the report card does not mean that either MoDOT or FAA has approved or committed funds to the project. Some projects will require additional study to justify the need/feasibility of the project, and some projects could require environmental and airspace analysis.



STATE TECHNICAL COLLEGE OF MISSOURI AIRPORT REPORT CARD

AIRPORT NAME: State Technical College of Missouri

CITY: Linn

AIRPORT CODE: 1H3

ACTIONS NEEDED TO MEET FACILITY AND SERVICE OBJECTIVES

Facility Type	Minimum Objective	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
ARC	AI	BI	Yes		\$-
Runway Length (feet)	Maintain existing length	3,400	N/A		\$-
Runway Width (feet)	60' for NPIAS airports; Maintain existing at non-NPIAS airports	60	Yes		\$-
Taxiway System	Turnarounds both ends	Stub(s), Both Runway Ends	Yes		\$-
NAVAIDS					
Rotating Beacon	Yes	No	No	Install rotating beacon	\$100,000
Lighting Wind Cone	Yes	Lighted wind cone	Yes		\$-
Segmented Circle	Yes	Yes	Yes		\$-
REILS	Not an objective	Y/Y	N/A		\$-
VGSI (PAPI/VASI)	Not an objective	P4L / P4L	N/A		\$-
Approach	Visual	Visual	Yes		\$-
Lighting					
Runway Lighting	MIRL/LIRL*	MIRL	Yes		\$-
Taxiway Lighting	Not an objective	MITL	N/A		\$-
Approach Lighting System	Not an objective	None	N/A		\$-
Weather	Not an objective	None	N/A		\$-
Hangar Storage	Maintain existing	20	N/A		\$-
Tie Downs	Maintain existing	3	N/A		\$-
GA Admin Building					
Building Area (Sq. Ft.)	Maintain existing	0	N/A		\$-
Public Restroom	Maintain existing	No	N/A		\$-
Conference Room	Maintain existing	No	N/A		\$-
Pilot Lounge	Maintain existing	No	N/A		\$-
GA Auto Parking	Maintain existing	0	N/A		\$-
Ground Communications	Public phone	No	No	Provide public phone	\$-
Services					
Jet Fuel	Not an objective	No	N/A		\$-
AvGas	Yes	Yes	Yes		\$-
FBO	Not an objective	No	N/A		\$-
Aircraft Maintenance	Not an objective	No	N/A		\$-
Rental Cars	Not an objective	Yes	N/A		\$-
Transportation	Not an objective	No	N/A		\$-

Estimated SASP Facility/Service Project Costs: \$100,000

*New runway lighting projects for Community Local Airports must be MIRLS



CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Safety & Security	Obstruction Removal	\$265,000
Plans & Studies	Update Master Plan and AGIS Survey	\$160,000
Utilities, Drainage, & Other/Misc.	Airfield Electrical Upgrades	\$380,000
Estimated CIP Project Costs		\$805,000

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Apron	Pavement Preservation	\$100,000
Estimated Pavement Project Costs		\$100,000
Total Estimated Project Costs		\$1,005,000

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MACON-FOWER MEMORIAL AIRPORT REPORT CARD

AIRPORT NAME: Macon-Fower Memorial

CITY: Macon

AIRPORT CODE: K89

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 (feet)	4,000	4,150	Yes		\$-
Runway Width (feet)	75	75	Yes		\$-
Taxiway System	Turnarounds both ends	Stub(s), Both Runway Ends	Yes		\$-
NAVAIDS					
Rotating Beacon	Yes	Yes	Yes		\$-
Lighting Wind Cone	Yes	Lighted wind cone	Yes		\$-
Segmented Circle	Yes	Yes	Yes		\$-
REILS	Yes (both ends)	N/N	No	Install REIL(s)	\$40,000
VGSI (PAPI/VASI)	Yes (both ends)	P4L / P4L	Yes		\$-
Approach	Non-Precision	Precision-Like	Yes		\$-
Lighting					
Runway Lighting	MIRL	MIRL	Yes		\$-
Taxiway Lighting	Not an objective	Reflectors	N/A		\$-
Approach Lighting System	Not an objective	None	N/A		\$-
Weather	Not an objective	None	N/A		\$-
Hangar Storage	70% of based aircraft	15	Yes		\$-
Tie Downs	40% of based & 25% of daily transient	0	No	Provide 6 tie down spaces	\$1,500,000
GA Admin Building					
Building Area (Sq. Ft.)	1,500	840	No	Provide additional 660 sq. ft. of space	\$198,000
Public Restroom	Yes	Yes	Yes		\$-
Conference Room	Yes	No	No	Provide conference room	\$75,000
Pilot Lounge	Yes	Yes	Yes		\$-
GA Auto Parking	1 space for each based & 25% for employees	11	No	Provide 4 additional auto parking spaces	\$40,000
Ground Communications	Public phone	Yes	Yes		\$-
Services					
Jet Fuel	Yes	Yes	Yes		\$-
AvGas	Yes	Yes	Yes		\$-
FBO	Yes	Yes	Yes		\$-
Aircraft Maintenance	Not an objective	No	N/A		\$-
Rental Cars	Yes	Yes	Yes		\$-
Transportation	Yes	Yes	Yes		\$-

Estimated SASP Facility/Service Project Costs: \$1,853,000



CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Acquisitions, Relocations, & Easements	Land Acquisition	\$35,000
Auto Parking & Ground Access	Airport Access Road	\$276,400
Apron	Apron Expansion	\$195,000
Plans & Studies	Master Plan/ALP Update	\$150,000
Lighting, NAVAIDs, & Signage	Rotating Beacon	\$163,520
Hangars	New Hangar 80' X 60'	\$892,500
Hangars	8-Unit Nested T-Hangars	\$1,917,720
Lighting, NAVAIDs, & Signage	AWOS III	\$300,000
Taxiways	Parallel Taxiway	\$1,549,700
Taxiways		\$5,479,840

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Taxiways	Rehabilitate T-Hangar Taxilane	\$150,000
Estimated Pavement Project Costs		\$150,000
Total Estimated Project Costs		\$7,482,840

System plan project costs are developed to a planning, not engineering, level of detail. System plan costs are based on typical Missouri unit costs, but airport conditions may cause these costs to vary. Furthermore, bids received may be different from plan estimates. CIP projects in the report card have not been vetted, prioritized, or approved by MoDOT or FAA. A project's inclusion in the report card does not mean that either MoDOT or FAA has approved or committed funds to the project. Some projects will require additional study to justify the need/feasibility of the project, and some projects could require environmental and airspace analysis.



MALDEN REGIONAL AIRPORT REPORT CARD

AIRPORT NAME: Malden Regional

CITY: Malden

AIRPORT CODE: MAW

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-I	No	Improve ARC	\$-
Runway Length (feet)	4,000	5,011	Yes		\$-
Runway Width (feet)	75	100	Yes		\$-
Taxiway System	Turnarounds both ends	Stub(s), Both Runway Ends	Yes		\$-
NAVAIDS					
Rotating Beacon	Yes	Yes	Yes		\$-
Lighting Wind Cone	Yes	Lighted wind cone	Yes		\$-
Segmented Circle	Yes	Yes	Yes		\$-
REILS	Yes (both ends)	N/N	No	Install REIL(s)	\$40,000
VGSI (PAPI/VASI)	Yes (both ends)	None	No	Install VGSI	\$125,000
Approach	Non-Precision	Precision-Like	Yes		\$-
Lighting					
Runway Lighting	MIRL	MIRL	Yes		\$-
Taxiway Lighting	Not an objective	MITL	N/A		\$-
Approach Lighting System	Not an objective	None	N/A		\$-
Weather	Not an objective	AWOS	N/A		\$-
Hangar Storage	70% of based aircraft	25	Yes		\$-
Tie Downs	40% of based & 25% of daily transient	23	Yes		\$-
GA Admin Building					
Building Area (Sq. Ft.)	1,500	4,620	Yes		\$-
Public Restroom	Yes	Yes	Yes		\$-
Conference Room	Yes	Yes	Yes		\$-
Pilot Lounge	Yes	Yes	Yes		\$-
GA Auto Parking	1 space for each based & 25% for employees	30	Yes		\$-
Ground Communications	Public phone	Yes	Yes		\$-
Services					
Jet Fuel	Yes	Yes	Yes		\$-
AvGas	Yes	Yes	Yes		\$-
FBO	Yes	Yes	Yes		\$-
Aircraft Maintenance	Not an objective	Yes	N/A		\$-
Rental Cars	Yes	Yes	Yes		\$-
Transportation	Yes	Yes	Yes		\$-

Estimated SASP Facility/Service Project Costs: \$165,000



CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Hangars	Design and Construct Conventional Hangar	\$535,000
Plans & Studies	AGIS Survey, ALP/MP Update	\$200,000
Lighting, NAVAIDs, & Signage	Install Runway 18-36 REILs	Cost included in System Plan
Lighting, NAVAIDs, & Signage	Runway 18-36 Edge Lights Replaced and PAPIs	\$756,000
Runways	Runway 18-36 Extension and Construct Taxiway	\$3,150,000
Apron	Apron Perimeter Fencing	\$165,000
Apron	Cargo Aircraft Accommodation	\$15,000,000
Estimated CIP Project Costs		\$19,806,000

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Runways	Design/Construct Runway 14-32 Reconstruction	\$1,200,000
Runways	Design/Construct Runway 18-36 Rehabilitation	\$2,450,000
Runways	Seal-coat Runway 4-22 to Taxiway T-8; 3200'	\$330,000
Estimated Pavement Project Costs		\$3,980,000
Total Estimated Project Costs		\$23,951,000

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MANSFIELD MUNICIPAL AIRPORT REPORT CARD

AIRPORT NAME: Mansfield Municipal

CITY: Mansfield

AIRPORT CODE: 03B

ACTIONS NEEDED TO MEET FACILITY AND SERVICE OBJECTIVES

Facility Type	Minimum Objective	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
ARC	A-I	A-I	Yes		\$-
Runway Length (feet)	Maintain existing length	3,000	N/A		\$-
Runway Width (feet)	60' for NPIAS airports; Maintain existing at non-NPIAS airports	50	Yes		\$-
Taxiway System	Turnarounds both ends	Stub(s), Both Runway Ends	Yes		\$-
NAVAIDS					
Rotating Beacon	Yes	Yes	Yes		\$-
Lighting Wind Cone	Yes	Lighted wind cone	Yes		\$-
Segmented Circle	Yes	Yes	Yes		\$-
REILS	Not an objective	N/N	N/A		\$-
VGSI (PAPI/VASI)	Not an objective	None	N/A		\$-
Approach	Visual	Visual	Yes		\$-
Lighting					
Runway Lighting	MIRL/LIRL*	MIRL	Yes		\$-
Taxiway Lighting	Not an objective	None	N/A		\$-
Approach Lighting System	Not an objective	None	N/A		\$-
Weather	Not an objective	None	N/A		\$-
Hangar Storage	Maintain existing	12	N/A		\$-
Tie Downs	Maintain existing	6	N/A		\$-
GA Admin Building					
Building Area (Sq. Ft.)	Maintain existing	0	N/A		\$-
Public Restroom	Maintain existing	No	N/A		\$-
Conference Room	Maintain existing	No	N/A		\$-
Pilot Lounge	Maintain existing	No	N/A		\$-
GA Auto Parking	Maintain existing	0	N/A		\$-
Ground Communications	Public phone	No	No	Provide public phone	\$-
Services					
Jet Fuel	Not an objective	No	N/A		\$-
AvGas	Yes	Yes	Yes		\$-
FBO	Not an objective	No	N/A		\$-
Aircraft Maintenance	Not an objective	No	N/A		\$-
Rental Cars	Not an objective	No	N/A		\$-
Transportation	Not an objective	Yes	N/A		\$-

Estimated SASP Facility/Service Project Costs: \$-

*New runway lighting projects for Community Local Airports must be MIRLs



CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Safety & Security	Grading and Obstruction Removal	\$382,500
Estimated CIP Project Costs		\$382,500

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Runways	Rehabilitate Pavements (Runway, Taxiway, Apron and Taxilane)	\$800,000
Estimated Pavement Project Costs		\$800,000
Total Estimated Project Costs		\$1,182,500

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MARSHALL MEMORIAL MUNICIPAL AIRPORT REPORT CARD

AIRPORT NAME: Marshall Memorial Municipal

CITY: Marshall

AIRPORT CODE: MHL

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 (feet)	4,000	5,006	Yes		\$-
Runway Width (feet)	75	75	Yes		\$-
Taxiway System	Turnarounds both ends	Full Parallel	Yes		\$-
NAVAIDS					
Rotating Beacon	Yes	Yes	Yes		\$-
Lighting Wind Cone	Yes	Lighted wind cone	Yes		\$-
Segmented Circle	Yes	Yes	Yes		\$-
REILS	Yes (both ends)	N/Y	No	Install REIL(s)	\$20,000
VGSI (PAPI/VASI)	Yes (both ends)	P4L / P4L	Yes		\$-
Approach	Non-Precision	Precision-Like	Yes		\$-
Lighting					
Runway Lighting	MIRL	MIRL	Yes		\$-
Taxiway Lighting	Not an objective	Non-Standard Lighting	N/A		\$-
Approach Lighting System	Not an objective	None	N/A		\$-
Weather	Not an objective	AWOS	N/A		\$-
Hangar Storage	70% of based aircraft	19	Yes		\$-
Tie Downs	40% of based & 25% of daily transient	12	Yes		\$-
GA Admin Building					
Building Area (Sq. Ft.)	1,500	4,550	Yes		\$-
Public Restroom	Yes	Yes	Yes		\$-
Conference Room	Yes	Yes	Yes		\$-
Pilot Lounge	Yes	Yes	Yes		\$-
GA Auto Parking	1 space for each based & 25% for employees	35	Yes		\$-
Ground Communications	Public phone	No	No	Provide public phone	\$-
Services					
Jet Fuel	Yes	Yes	Yes		\$-
AvGas	Yes	Yes	Yes		\$-
FBO	Yes	Yes	Yes		\$-
Aircraft Maintenance	Not an objective	Yes	N/A		\$-
Rental Cars	Yes	Yes	Yes		\$-
Transportation	Yes	Yes	Yes		\$-

Estimated SASP Facility/Service Project Costs: \$20,000



CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Plans & Studies	Master Plan/ALP Update	\$267,500
Lighting, NAVAIDs, & Signage	Rotating Beacon	\$154,122
Safety & Security	Wildlife Hazard Assessment and Perimeter Fencing	\$1,534,196
Estimated CIP Project Costs		\$1,955,818

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Taxiways	Mill and Overlay Taxiways A, B, C, D, E and F	\$1,033,816
Taxiways	Taxilane Rehabilitation	\$944,557
Runways	Runway 17-35: General Pavement Maintenance	\$571,372
Estimated Pavement Project Costs		\$2,549,745
Total Estimated Project Costs		\$4,525,563

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NORTHWEST MISSOURI REGIONAL AIRPORT REPORT CARD

AIRPORT NAME: Northwest Missouri Regional

CITY: Maryville

AIRPORT CODE: EVU

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 (feet)	4,000	4,600	Yes		\$-
Runway Width (feet)	75	75	Yes		\$-
Taxiway System	Turnarounds both ends	Stub(s), Both Runway Ends	Yes		\$-
NAVAIDS					
Rotating Beacon	Yes	Yes	Yes		\$-
Lighting Wind Cone	Yes	Lighted wind cone	Yes		\$-
Segmented Circle	Yes	Yes	Yes		\$-
REILS	Yes (both ends)	Y/Y	Yes		\$-
VGSI (PAPI/VASI)	Yes (both ends)	P4L / P4L	Yes		\$-
Approach	Non-Precision	Precision-Like	Yes		\$-
Lighting					
Runway Lighting	MIRL	MIRL	Yes		\$-
Taxiway Lighting	Not an objective	HITL	N/A		\$-
Approach Lighting System	Not an objective	None	N/A		\$-
Weather	Not an objective	AWOS	N/A		\$-
Hangar Storage	70% of based aircraft	28	Yes		\$-
Tie Downs	40% of based & 25% of daily transient	15	Yes		\$-
GA Admin Building					
Building Area (Sq. Ft.)	1,500	2,500	Yes		\$-
Public Restroom	Yes	Yes	Yes		\$-
Conference Room	Yes	Yes	Yes		\$-
Pilot Lounge	Yes	Yes	Yes		\$-
GA Auto Parking	1 space for each based & 25% for employees	20	No	*	\$-
Ground Communications	Public phone	Yes	Yes		\$-
Services					
Jet Fuel	Yes	Yes	Yes		\$-
AvGas	Yes	Yes	Yes		\$-
FBO	Yes	No	No	Provide FBO or maintenance	Market driven/cost typically covered by third party
Aircraft Maintenance	Not an objective	Yes	N/A		\$-
Rental Cars	Yes	Yes	Yes		\$-
Transportation	Yes	Yes	Yes		\$-

Estimated SASP Facility/Service Project Costs: \$-

*The deficiency is minor and therefore no improvement is warranted.



CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Equipment	Acquire Snow Removal Equipment	\$80,000
Terminals & Other Buildings	SRE Building	\$250,000
Hangars	Community Hangar	\$500,000
Plans & Studies	Master Plan Update	\$200,000
Acquisitions, Relocations, & Easements	Land Acquisition	\$200,000
Plans & Studies	Environmental Assessment	\$75,000
Auto Parking & Ground Access	Roadway Construction	\$500,000
Runways	Extend Runway 14-32	\$1,000,000
Runways	Construct Runway 18-36	\$5,000,000
Estimated CIP Project Costs		\$7,805,000

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Taxiways	Reconstruct Hangar Entrances, Apron Access Road and AWOS Access Road	\$255,000
Estimated Pavement Project Costs		\$255,000
Total Estimated Project Costs		\$8,060,000

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MEMPHIS MEMORIAL AIRPORT REPORT CARD

AIRPORT NAME: Memphis Memorial

CITY: Memphis

AIRPORT CODE: 03D

ACTIONS NEEDED TO MEET FACILITY AND SERVICE OBJECTIVES

Facility Type	Minimum Objective	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
ARC	A-I	A-I	Yes		\$-
Runway Length (feet)	Maintain existing length	3,300	N/A		\$-
Runway Width (feet)	60' for NPIAS airports; Maintain existing at non-NPIAS airports	60	Yes		\$-
Taxiway System	Turnarounds both ends	Stub(s), Both Runway Ends	Yes		\$-
NAVAIDS					
Rotating Beacon	Yes	Yes	Yes		\$-
Lighting Wind Cone	Yes	Lighted wind cone	Yes		\$-
Segmented Circle	Yes	Yes	Yes		\$-
REILS	Not an objective	N/N	N/A		\$-
VGSI (PAPI/VASI)	Not an objective	P2L / P2L	N/A		\$-
Approach Lighting	Visual	Precision-Like	Yes		\$-
Runway Lighting	MIRL/LIRL*	MIRL	Yes		\$-
Taxiway Lighting	Not an objective	MITL	N/A		\$-
Approach Lighting System	Not an objective	None	N/A		\$-
Weather	Not an objective	HIWAS	N/A		\$-
Hangar Storage	Maintain existing	12	N/A		\$-
Tie Downs	Maintain existing	4	N/A		\$-
GA Admin Building					
Building Area (Sq. Ft.)	Maintain existing	0	N/A		\$-
Public Restroom	Maintain existing	No	N/A		\$-
Conference Room	Maintain existing	No	N/A		\$-
Pilot Lounge	Maintain existing	No	N/A		\$-
GA Auto Parking	Maintain existing	14	N/A		\$-
Ground Communications	Public phone	No	No	Provide public phone	\$-
Services					
Jet Fuel	Not an objective	No	N/A		\$-
AvGas	Yes	Yes	Yes		\$-
FBO	Not an objective	Yes	N/A		\$-
Aircraft Maintenance	Not an objective	No	N/A		\$-
Rental Cars	Not an objective	No	N/A		\$-
Transportation	Not an objective	Yes	N/A		\$-

Estimated SASP Facility/Service Project Costs: \$-

*New runway lighting projects for Community Local Airports must be MIRLS



CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Hangars	Construct 12-Unit T-Hangar; Demo Existing Hangars In RPZ	\$630,000
Lighting, NAVAIDs, & Signage	Construct Electrical Vault; Install Beacon	\$180,000
Auto Parking & Ground Access	Construct Airport Access Road	\$300,000
Fuel	Install New Fuel Facility	\$200,000
Terminals & Other Buildings	Construct Airport Terminal Building	\$275,000
Safety & Security	Remove Obstructions to Accommodate 500' Primary Surface	\$420,000
Taxiways	Construct Secondary Access Taxiway	\$130,000
Estimated CIP Project Costs		\$2,135,000

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Taxiways	Reconstruct Taxiway and Apron	\$1,900,000
Runways	Reconstruct Runway 12-30	\$2,065,000
Estimated Pavement Project Costs		\$3,965,000
Total Estimated Project Costs		\$6,100,000

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MEXICO MEMORIAL AIRPORT REPORT CARD

AIRPORT NAME: Mexico Memorial

CITY: Mexico

AIRPORT CODE: MYJ

ACTIONS NEEDED TO MEET FACILITY AND SERVICE OBJECTIVES

Facility Type	Minimum Objective	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
ARC	B-II	C-II	Yes		\$-
Runway Length (feet)	5,500	5,501	Yes		\$-
Runway Width (feet)	100	100	Yes		\$-
Taxiway System	Full Parallel	Full Parallel	Yes		\$-
NAVAIDS					
Rotating Beacon	Yes	Yes	Yes		\$-
Lighting Wind Cone	Yes	Lighted wind cone	Yes		\$-
Segmented Circle	Yes	Yes	Yes		\$-
REILS	Yes (both ends)	N/N	No	Install REIL(s)	\$40,000
VGSI (PAPI/VASI)	Yes (both ends)	No / P4L	No	Install VGSI	\$75,000
Approach	Precision-Like Approach (ILS or LPV)	Precision-Like	Yes		\$-
Lighting					
Runway Lighting	HIRL	MIRL	No	Install HIRL	\$513,000
Taxiway Lighting	HITL	Reflectors	No	Install HITL	\$467,000
Approach Lighting System	Not an objective	No/MALS	N/A		\$-
Weather	AWOS/ASOS	AWOS	Yes		\$-
Hangar Storage	70% of based aircraft	31	Yes		\$-
Tie Downs	30% of based & 75% of daily transient	24	Yes		\$-
GA Admin Building					
Building Area (Sq. Ft.)	2,500	1,700	No	Provide additional 800 sq. ft. of space	\$240,000
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	18	No	Provide 32 additional auto parking spaces	\$320,000
Ground Communications	Public phone	Yes	Yes		\$-
Services					
Jet Fuel	Yes	Yes	Yes		\$-
AvGas	Yes	Yes	Yes		\$-
FBO	Yes	No	No	Provide FBO	Market driven/cost typically covered by third party
Aircraft Maintenance	Yes	No	No	Provide maintenance	Market driven/cost typically covered by third party
Rental Cars	Yes	Yes	Yes		\$-
Transportation	Yes	Yes	Yes		\$-

Estimated SASP Facility/Service Project Costs: \$1,655,000

Note: It is important to note that an ALS on a given runway end replaces the need for REILs on that runway end.



CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Acquisitions, Relocations, & Easements	Land Acquisition	\$100,000
Lighting, NAVAIDs, & Signage	Construct AWOS Access Road	\$100,000
Runways	Displace Runway 6 Threshold 200'	\$91,250
Runways	Widen Runway 18-36	\$370,000
Safety & Security	Wildlife Fence	\$688,600
Estimated CIP Project Costs		\$1,349,850

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Taxiways	Rehabilitate T-Hangar Taxilanes	\$500,000
Estimated Pavement Project Costs		\$500,000
Total Estimated Project Costs		\$3,504,850

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OMAR N BRADLEY AIRPORT REPORT CARD

AIRPORT NAME: Omar N Bradley

CITY: Moberly

AIRPORT CODE: MBY

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 (feet)	5,000	5,001	Yes		\$-
Runway Width (feet)	75	100	Yes		\$-
Taxiway System	Full Parallel	Full Parallel	Yes		\$-
NAVAIDS					
Rotating Beacon	Yes	Yes	Yes		\$-
Lighting Wind Cone	Yes	Lighted wind cone	Yes		\$-
Segmented Circle	Yes	Yes	Yes		\$-
REILS	Yes (both ends)	Y/Y	Yes		\$-
VGSI (PAPI/VASI)	Yes (both ends)	P4L / P4L	Yes		\$-
Approach	Precision-Like Approach (ILS or LPV)	Precision-Like	Yes		\$-
Lighting					
Runway Lighting	MIRL	MIRL	Yes		\$-
Taxiway Lighting	MITL	None	No	Install MITL	\$467,000
Approach Lighting System	Not an objective	None	N/A		\$-
Weather	AWOS/ASOS	AWOS	Yes		\$-
Hangar Storage	70% of based aircraft	22	Yes		\$-
Tie Downs	30% of based & 75% of daily transient	10	Yes		\$-
GA Admin Building					
Building Area (Sq. Ft.)	2,500	1,000	No	Provide additional 1,500 sq. ft. of space	\$400,000
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	33	No	Provide 12 additional auto parking spaces	\$120,000
Ground Communications	Public phone	No	No	Provide public phone	\$-
Services					
Jet Fuel	Yes	Yes	Yes		\$-
AvGas	Yes	Yes	Yes		\$-
FBO	Yes	Yes	Yes		\$-
Aircraft Maintenance	Yes	Yes	Yes		\$-
Rental Cars	Yes	Yes	Yes		\$-
Transportation	Yes	Yes	Yes		\$-

Estimated SASP Facility/Service Project Costs: \$987,000



CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Fuel	Fuel System	\$200,000
Plans & Studies	Master Plan Update	\$150,000
Terminals & Other Buildings	Terminal Building	Cost included in System Plan
Safety & Security	Perimeter Fencing	\$428,500
Estimated CIP Project Costs		\$778,500

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Runways	Runway 13-31 Rehabilitation-Design	\$166,667
Taxiways	Rehabilitate T-Hangar Taxilanes	\$125,000
Runways	Runway 13-31 Rehabilitation-Construct	\$5,070,000
Estimated Pavement Project Costs		\$5,361,667
Total Estimated Project Costs		\$7,127,167

System plan project costs are developed to a planning, not engineering, level of detail. System plan costs are based on typical Missouri unit costs, but airport conditions may cause these costs to vary. Furthermore, bids received may be different from plan estimates. CIP projects in the report card have not been vetted, prioritized, or approved by MoDOT or FAA. A project's inclusion in the report card does not mean that either MoDOT or FAA has approved or committed funds to the project. Some projects will require additional study to justify the need/feasibility of the project, and some projects could require environmental and airspace analysis.



MONETT REGIONAL AIRPORT REPORT CARD

AIRPORT NAME: Monett Regional

CITY: Monett

AIRPORT CODE: HFJ

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 (feet)	5,500	5,000	No	Extend 500'	\$22,400,000
Runway Width (feet)	100	75	No	Widen 25'	Included in runway costs
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
Segmented Circle	Yes	Yes	Yes		\$-
REILS	Yes (both ends)	Y/N	No	Install REIL(s)	\$-
VGSI (PAPI/VASI)	Yes (both ends)	P4L / P4L	Yes		\$-
Approach	Precision-Like Approach (ILS or LPV)	Precision-Like	Yes		\$-
Lighting					
Runway Lighting	HIRL	MIRL	No	Install HIRL	Included with runway shift costs.
Taxiway Lighting	HITL	Reflectors	No	Install HITL	Included with runway shift costs.
Approach Lighting System	Not an objective	No/MALSF	N/A		\$-
Weather	AWOS/ASOS	AWOS	Yes		\$-
Hangar Storage	70% of based aircraft	25	Yes		\$-
Tie Downs	30% of based & 75% of daily transient	17	Yes		\$-
GA Admin Building					
Building Area (Sq. Ft.)	2,500	2,400	No	*	\$30,000
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	147	Yes		\$-
Ground Communications	Public phone	Yes	Yes		\$-
Services					
Jet Fuel	Yes	Yes	Yes		\$-
AvGas	Yes	Yes	Yes		\$-
FBO	Yes	Yes	Yes		\$-
Aircraft Maintenance	Yes	Yes	Yes		\$-
Rental Cars	Yes	Yes	Yes		\$-
Transportation	Yes	Yes	Yes		\$-

Estimated SASP Facility/Service Project Costs: \$22,445,000

Note: It is important to note that an ALS on a given runway end replaces the need for REILs on that runway end.

* The deficiency is minor and therefore no improvement is warranted.

**CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED**

Project Type	Project Description	Estimated Cost
Acquisitions, Relocations, & Easements	Acquire Land for Runway Extension	Cost included in System Plan
Runways	Construct Runway 18-36 - Phase I	Cost included in System Plan
Runways	Construct Runway 18-36 - Phase II	Cost included in System Plan
Runways	Construct Runway 18-36 - Paving Package	Cost included in System Plan
Taxiways	Construct Parallel Taxiway	Cost included in System Plan
Hangars	10-Unit T-Hangar and Taxilanes	\$250,000
Lighting, NAVAIDs, & Signage	Install MALSR	\$750,000
Lighting, NAVAIDs, & Signage	Relocate AWOS III	\$300,000
Safety & Security	Install Airport Perimeter Fence	\$300,000
Estimated CIP Project Costs		\$1,600,000

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Apron	Rehabilitate North Apron and Access Road	\$300,000
Estimated Pavement Project Costs		\$300,000
Total Estimated Project Costs		\$24,345,000

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CAPTAIN BEN SMITH AIRFIELD REPORT CARD

AIRPORT NAME: Captain Ben Smith Airfield

CITY: Monroe City

AIRPORT CODE: K52

ACTIONS NEEDED TO MEET FACILITY AND SERVICE OBJECTIVES

Facility Type	Minimum Objective	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
ARC	A-I	A-I	Yes		\$-
Runway Length (feet)	Maintain existing length	3,515	N/A		\$-
Runway Width (feet)	60' for NPIAS airports; Maintain existing at non-NPIAS airports	50	Yes		\$-
Taxiway System	Turnarounds both ends	Stub(s), Both Runway Ends	Yes		\$-
NAVAIDS					
Rotating Beacon	Yes	Yes	Yes		\$-
Lighting Wind Cone	Yes	Lighted wind cone	Yes		\$-
Segmented Circle	Yes	Yes	Yes		\$-
REILS	Not an objective	N/N	N/A		\$-
VGSI (PAPI/VASI)	Not an objective	P2L / P2L	N/A		\$-
Approach	Visual	Non-Precision	Yes		\$-
Lighting					
Runway Lighting	MIRL/LIRL*	MIRL	Yes		\$-
Taxiway Lighting	Not an objective	MITL	N/A		\$-
Approach Lighting System	Not an objective	None	N/A		\$-
Weather	Not an objective	HIWAS	N/A		\$-
Hangar Storage	Maintain existing	12	N/A		\$-
Tie Downs	Maintain existing	6	N/A		\$-
GA Admin Building					
Building Area (Sq. Ft.)	Maintain existing	800	N/A		\$-
Public Restroom	Maintain existing	Yes	N/A		\$-
Conference Room	Maintain existing	Yes	N/A		\$-
Pilot Lounge	Maintain existing	Yes	N/A		\$-
GA Auto Parking	Maintain existing	6	N/A		\$-
Ground Communications	Public phone	Yes	Yes		\$-
Services					
Jet Fuel	Not an objective	No	N/A		\$-
AvGas	Yes	Yes	Yes		\$-
FBO	Not an objective	Yes	N/A		\$-
Aircraft Maintenance	Not an objective	No	N/A		\$-
Rental Cars	Not an objective	Yes	N/A		\$-
Transportation	Not an objective	No	N/A		\$-

Estimated SASP Facility/Service Project Costs: \$-

*New runway lighting projects for Community Local Airports must be MIRLS



CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
None		
Estimated CIP Project Costs		\$-

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
None		
Estimated Pavement Project Costs		\$-
Total Estimated Project Costs		\$-

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LEWIS COUNTY REGIONAL AIRPORT REPORT CARD

AIRPORT NAME: Lewis County Regional

CITY: Monticello

AIRPORT CODE: 6M6

ACTIONS NEEDED TO MEET FACILITY AND SERVICE OBJECTIVES

Facility Type	Minimum Objective	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
ARC	A-I	A-I	Yes		\$-
Runway Length (feet)	Maintain existing length	3,500	N/A		\$-
Runway Width (feet)	60' for NPIAS airports; Maintain existing at non-NPIAS airports	60	Yes		\$-
Taxiway System	Turnarounds both ends	Stub(s), Both Runway Ends	Yes		\$-
NAVAIDS					
Rotating Beacon	Yes	Yes	Yes		\$-
Lighting Wind Cone	Yes	Lighted wind cone	Yes		\$-
Segmented Circle	Yes	Yes	Yes		\$-
REILS	Not an objective	Y/Y	N/A		\$-
VGSI (PAPI/VASI)	Not an objective	P2L / P2L	N/A		\$-
Approach	Visual	Precision-Like	Yes		\$-
Lighting					
Runway Lighting	MIRL/LIRL*	MIRL	Yes		\$-
Taxiway Lighting	Not an objective	LITL	N/A		\$-
Approach Lighting System	Not an objective	None	N/A		\$-
Weather	Not an objective	HIWAS	N/A		\$-
Hangar Storage	Maintain existing	8	N/A		\$-
Tie Downs	Maintain existing	13	N/A		\$-
GA Admin Building					
Building Area (Sq. Ft.)	Maintain existing	1,600	N/A		\$-
Public Restroom	Maintain existing	Yes	N/A		\$-
Conference Room	Maintain existing	Yes	N/A		\$-
Pilot Lounge	Maintain existing	Yes	N/A		\$-
GA Auto Parking	Maintain existing	10	N/A		\$-
Ground Communications	Public phone	No	No	Provide public phone	\$-
Services					
Jet Fuel	Not an objective	No	N/A		\$-
AvGas	Yes	Yes	Yes		\$-
FBO	Not an objective	No	N/A		\$-
Aircraft Maintenance	Not an objective	No	N/A		\$-
Rental Cars	Not an objective	Yes	N/A		\$-
Transportation	Not an objective	No	N/A		\$-

Estimated SASP Facility/Service Project Costs: \$-

*New runway lighting projects for Community Local Airports must be MIRLS



CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
None		
Estimated CIP Project Costs		\$-

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Runways	Runway Repair/Maintenance Phase I	\$5,000
Runways	Runway Repair/Maintenance Phase II	\$5,000
Runways	Runway Repair/Maintenance Phase III	\$5,000
Runways	Runway Repair/Maintenance Phase IV	\$5,000
Runways	Runway Repair/Maintenance Phase V	\$5,000
Estimated Pavement Project Costs		\$25,000
Total Estimated Project Costs		\$25,000

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MIDWEST NATIONAL AIR CENTER REPORT CARD

AIRPORT NAME: Midwest National Air Center

CITY: Mosby

AIRPORT CODE: GPH

ACTIONS NEEDED TO MEET FACILITY AND SERVICE OBJECTIVES

Facility Type	Minimum Objective	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
ARC	B-II	C-II	Yes		\$-
Runway Length (feet)	5,500	5,504	Yes		\$-
Runway Width (feet)	100	100	Yes		\$-
Taxiway System	Full Parallel	Full Parallel	Yes		\$-
NAVAIDS					
Rotating Beacon	Yes	Yes	Yes		\$-
Lighting Wind Cone	Yes	Lighted wind cone	Yes		\$-
Segmented Circle	Yes	Yes	Yes		\$-
REILS	Yes (both ends)	Y/Y	Yes		\$-
VGSI (PAPI/VASI)	Yes (both ends)	P4L / P4L	Yes		\$-
Approach	Precision-Like Approach (ILS or LPV)	Precision	Yes		\$-
Lighting					
Runway Lighting	HIRL	HIRL	Yes		\$-
Taxiway Lighting	HITL	HITL, MITL, LITL, Reflectors	Yes		\$-
Approach Lighting System	Not an objective	None	N/A		\$-
Weather	AWOS/ASOS	AWOS HIWAS	Yes		\$-
Hangar Storage	70% of based aircraft	84	Yes		\$-
Tie Downs	30% of based & 75% of daily transient	14	No	Provide 4 additional tie down spaces	\$1,000,000
GA Admin Building					
Building Area (Sq. Ft.)	2,500	2,800	Yes		\$-
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	81	No	*	\$-
Ground Communications	Public phone	Yes	Yes		\$-
Services					
Jet Fuel	Yes	Yes	Yes		\$-
AvGas	Yes	Yes	Yes		\$-
FBO	Yes	Yes	Yes		Market driven/cost typically covered by third party
Aircraft Maintenance	Yes	No	No	Provide maintenance	Market driven/cost typically covered by third party
Rental Cars	Yes	Yes	Yes		\$-
Transportation	Yes	Yes	Yes		\$-

Estimated SASP Facility/Service Project Costs: \$1,000,000

Note: It is important to note that an ALS on a given runway end replaces the need for REILs on that runway end.

**CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED**

Project Type	Project Description	Estimated Cost
Taxiways	Connector Taxilane to T-Hangars	\$650,000
Plans & Studies	Exhibit A Property Map	\$80,000
Auto Parking & Ground Access	Access Road	\$250,000
Estimated CIP Project Costs		\$980,000

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Taxiways	Reconstruct T-Hangar Taxilanes	\$1,250,000
Runways	Runway 4" Mill and Overlay	\$3,700,000
Taxiways	Taxiway and Apron Pavement Sealcoat	\$450,000
Estimated Pavement Project Costs		\$5,400,000
Total Estimated Project Costs		\$7,380,000

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MOUNT VERNON MUNICIPAL AIRPORT REPORT CARD

AIRPORT NAME: Mount Vernon Municipal

CITY: Mount Vernon

AIRPORT CODE: 2MO

ACTIONS NEEDED TO MEET FACILITY AND SERVICE OBJECTIVES

Facility Type	Minimum Objective	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
ARC	A-I	A-I	Yes		\$-
Runway Length (feet)	Maintain existing length	3,195	N/A		\$-
Runway Width (feet)	60' for NPIAS airports; Maintain existing at non-NPIAS airports	60	Yes		\$-
Taxiway System	Turnarounds both ends	Stub(s), Both Runway Ends	Yes		\$-
NAVAIDS					
Rotating Beacon	Yes	No	No	Install rotating beacon	\$100,000
Lighting Wind Cone	Yes	Lighted wind cone	Yes		\$-
Segmented Circle	Yes	Yes	Yes		\$-
REILS	Not an objective	N/N	N/A		\$-
VGSI (PAPI/VASI)	Not an objective	None	N/A		\$-
Approach	Visual	Visual	Yes		\$-
Lighting					
Runway Lighting	MIRL/LIRL*	MIRL	Yes		\$-
Taxiway Lighting	Not an objective	MITL	N/A		\$-
Approach Lighting System	Not an objective	None	N/A		\$-
Weather	Not an objective	None	N/A		\$-
Hangar Storage	Maintain existing	6	N/A		\$-
Tie Downs	Maintain existing	4	N/A		\$-
GA Admin Building					
Building Area (Sq. Ft.)	Maintain existing	0	N/A		\$-
Public Restroom	Maintain existing	No	N/A		\$-
Conference Room	Maintain existing	No	N/A		\$-
Pilot Lounge	Maintain existing	No	N/A		\$-
GA Auto Parking	Maintain existing	11	N/A		\$-
Ground Communications	Public phone	No	No	Provide public phone	\$-
Services					
Jet Fuel	Not an objective	No	N/A		\$-
AvGas	Yes	Yes	Yes		\$-
FBO	Not an objective	No	N/A		\$-
Aircraft Maintenance	Not an objective	No	N/A		\$-
Rental Cars	Not an objective	Yes	N/A		\$-
Transportation	Not an objective	No	N/A		\$-

Estimated SASP Facility/Service Project Costs: \$100,000

*New runway lighting projects for Community Local Airports must be MIRLS



CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Plans & Studies	Airport Layout Plan	\$54,000
Estimated CIP Project Costs		\$54,000

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
None		
Estimated Pavement Project Costs		\$-
Total Estimated Project Costs		\$154,000

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MOUNTAIN GROVE MEMORIAL AIRPORT REPORT CARD

AIRPORT NAME: Mountain Grove Memorial

CITY: Mountain Grove

AIRPORT CODE: 1MO

ACTIONS NEEDED TO MEET FACILITY AND SERVICE OBJECTIVES

Facility Type	Minimum Objective	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
ARC	AI	BI	Yes		\$-
Runway Length (feet)	Maintain existing length	2,922	N/A		\$-
Runway Width (feet)	60' for NPIAS airports; Maintain existing at non-NPIAS airports	60	Yes		\$-
Taxiway System	Turnarounds both ends	Stub(s), No Runway Ends	No	Add turnaround(s)	\$250,650
NAVAIDS					
Rotating Beacon	Yes	Yes	Yes		\$-
Lighting Wind Cone	Yes	Lighted wind cone	Yes		\$-
Segmented Circle	Yes	Yes	Yes		\$-
REILS	Not an objective	Y/Y	N/A		\$-
VGSI (PAPI/VASI)	Not an objective	P2L / P2L	N/A		\$-
Approach	Visual	Non-Precision	Yes		\$-
Lighting					
Runway Lighting	MIRL/LIRL*	MIRL	Yes		\$-
Taxiway Lighting	Not an objective	None	N/A		\$-
Approach Lighting System	Not an objective	None	N/A		\$-
Weather	Not an objective	None	N/A		\$-
Hangar Storage	Maintain existing	12	N/A		\$-
Tie Downs	Maintain existing	5	N/A		\$-
GA Admin Building					
Building Area (Sq. Ft.)	Maintain existing	0	N/A		\$-
Public Restroom	Maintain existing	No	N/A		\$-
Conference Room	Maintain existing	No	N/A		\$-
Pilot Lounge	Maintain existing	No	N/A		\$-
GA Auto Parking	Maintain existing	10	N/A		\$-
Ground Communications	Public phone	No	No	Provide public phone	\$-
Services					
Jet Fuel	Not an objective	No	N/A		\$-
AvGas	Yes	Yes	Yes		\$-
FBO	Not an objective	Yes	N/A		\$-
Aircraft Maintenance	Not an objective	No	N/A		\$-
Rental Cars	Not an objective	Yes	N/A		\$-
Transportation	Not an objective	No	N/A		\$-

Estimated SASP Facility/Service Project Costs: \$250,650

*New runway lighting projects for Community Local Airports must be MIRLS



CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Apron	Construct Apron	\$600,000
Hangars	Hangar Construction	\$600,000
Auto Parking & Ground Access	Construct New Terminal Area Access Road	\$150,000
Safety & Security	Install Perimeter Fence	\$200,000
Taxiways	Construct Partial Parallel Taxiway with Runway 8 Holding Bay	\$2,425,000
Safety & Security	Tree Clearing	\$120,000
Estimated CIP Project Costs		\$4,095,000

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Runways	Runway 8-26 Reconstruction and Widening	\$1,420,500
Runways	Runway and Airfield Pavement Rehabilitation	\$350,000
Estimated Pavement Project Costs		\$1,770,500
Total Estimated Project Costs		\$6,116,150

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MOUNTAIN VIEW AIRPORT REPORT CARD

AIRPORT NAME: Mountain View

CITY: Mountain View

AIRPORT CODE: MNF

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 (feet)	4,000	5,005	Yes		\$-
Runway Width (feet)	75	75	Yes		\$-
Taxiway System	Turnarounds both ends	Partial Parallel, One Runway End	No	Add turnaround(s)	\$125,318
NAVAIDS					
Rotating Beacon	Yes	Yes	Yes		\$-
Lighting Wind Cone	Yes	Lighted wind cone	Yes		\$-
Segmented Circle	Yes	Yes	Yes		\$-
REILS	Yes (both ends)	N/N	No	Install REIL(s)	\$40,000
VGSI (PAPI/VASI)	Yes (both ends)	No / P4L	No	Install VGSI	\$75,000
Approach	Non-Precision	Non-Precision	Yes		\$-
Lighting					
Runway Lighting	MIRL	MIRL	Yes		\$-
Taxiway Lighting	Not an objective	Reflectors	N/A		\$-
Approach Lighting System	Not an objective	None	N/A		\$-
Weather	Not an objective	HIWAS	N/A		\$-
Hangar Storage	70% of based aircraft	18	Yes		\$-
Tie Downs	40% of based & 25% of daily transient	5	No	Provide 2 additional tie down spaces	\$500,000
GA Admin Building					
Building Area (Sq. Ft.)	1,500	700	No	Provide additional 800 sq. ft. of space	\$240,000
Public Restroom	Yes	Yes	Yes		\$-
Conference Room	Yes	No	No	Provide conference room	\$75,000
Pilot Lounge	Yes	Yes	Yes		\$-
GA Auto Parking	1 space for each based & 25% for employees	7	No	Provide 13 additional auto parking spaces	\$130,000
Ground Communications	Public phone	Yes	Yes		\$-
Services					
Jet Fuel	Yes	No	No	Provide jet fuel	\$450,000
AvGas	Yes	Yes	Yes		\$-
FBO	Yes	Yes	Yes		\$-
Aircraft Maintenance	Not an objective	Yes	N/A		\$-
Rental Cars	Yes	Yes	Yes		\$-
Transportation	Yes	Yes	Yes		\$-

Estimated SASP Facility/Service Project Costs: \$1,635,318



CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Lighting, NAVAIDs, & Signage	Replace Runway 28 PAPI	\$100,000
Acquisitions, Relocations, & Easements	Avigation Easement	\$100,000
Safety & Security	Obstruction Removals	\$100,000
Runways	Runway 10-28 Shift	\$3,200,000
Estimated CIP Project Costs		\$3,500,000

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Taxiways	Taxiway and Apron Pavement Maintenance	\$350,000
Estimated Pavement Project Costs		\$350,000
Total Estimated Project Costs		\$5,485,318

System plan project costs are developed to a planning, not engineering, level of detail. System plan costs are based on typical Missouri unit costs, but airport conditions may cause these costs to vary. Furthermore, bids received may be different from plan estimates. CIP projects in the report card have not been vetted, prioritized, or approved by MoDOT or FAA. A project's inclusion in the report card does not mean that either MoDOT or FAA has approved or committed funds to the project. Some projects will require additional study to justify the need/feasibility of the project, and some projects could require environmental and airspace analysis.



NEOSHO HUGH ROBINSON AIRPORT REPORT CARD

AIRPORT NAME: Neosho Hugh Robinson

CITY: Neosho

AIRPORT CODE: EOS

ACTIONS NEEDED TO MEET FACILITY AND SERVICE OBJECTIVES

Facility Type	Minimum Objective	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
ARC	B-II	C-II	Yes		\$-
Runway Length (feet)	5,000	5,001	Yes		\$-
Runway Width (feet)	75	100	Yes		\$-
Taxiway System	Full Parallel	Full Parallel	Yes		\$-
NAVAIDS					
Rotating Beacon	Yes	Yes	Yes		\$-
Lighting Wind Cone	Yes	Lighted wind cone	Yes		\$-
Segmented Circle	Yes	Yes	Yes		\$-
REILS	Yes (both ends)	Y/Y	Yes		\$-
VGSI (PAPI/VASI)	Yes (both ends)	P4L / P4L	Yes		\$-
Approach	Precision-Like Approach (ILS or LPV)	Precision-Like	Yes		\$-
Lighting					
Runway Lighting	MIRL	MIRL	Yes		\$-
Taxiway Lighting	MITL	Reflectors	No	Install MITL	\$467,000
Approach Lighting System	Not an objective	None	N/A		\$-
Weather	AWOS/ASOS	None	No	Install AWOS/ASOS	\$450,000
Hangar Storage	70% of based aircraft	25	Yes		\$-
Tie Downs	30% of based & 75% of daily transient	21	Yes		\$-
GA Admin Building					
Building Area (Sq. Ft.)	2,500	3,200	Yes		\$-
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	20	No	Provide 21 additional auto parking spaces	\$210,000
Ground Communications	Public phone	Yes	Yes		\$-
Services					
Jet Fuel	Yes	Yes	Yes		\$-
AvGas	Yes	Yes	Yes		\$-
FBO	Yes	No	No	Provide FBO	Market driven/cost typically covered by third party
Aircraft Maintenance	Yes	No	No	Provide aircraft maintenance	Market driven/cost typically covered by third party
Rental Cars	Yes	Yes	Yes		\$-
Transportation	Yes	Yes	Yes		\$-

Estimated SASP Facility/Service Project Costs: \$1,127,000

**CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED**

Project Type	Project Description	Estimated Cost
Hangars	Box Hangar	\$1,000,000
Plans & Studies	Master Plan Update	\$150,000
Hangars	8-Unit T-Hangar	\$895,000
Taxiways	T-Hangar Taxilanes	\$500,000
Plans & Studies	Wildlife Hazard Assessment	\$120,000
Plans & Studies	Environmental Study	\$100,000
Acquisitions, Relocations, & Easements	Land Acquisition and Obstruction Removal	\$355,000
Safety & Security	Wildlife Perimeter Fencing	\$800,000
Taxiways	Construct Taxilane - Private Lease Hangars	\$1,000,000
Runways	ODO - Construct Runway 14-32	\$6,450,000
Estimated CIP Project Costs		\$11,370,000

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Taxiways	Rehabilitate T-Hangar Taxilanes	\$325,000
Estimated Pavement Project Costs		\$325,000
Total Estimated Project Costs		\$12,822,000

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NEVADA MUNICIPAL AIRPORT REPORT CARD

AIRPORT NAME: Nevada Municipal

CITY: Nevada

AIRPORT CODE: NVD

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 (feet)	5,000	5,000	Yes		\$-
Runway Width (feet)	75	75	Yes		\$-
Taxiway System	Full Parallel	Stub(s), Both Runway Ends	No	Extend taxiway	\$2,019,192
NAVAIDS					
Rotating Beacon	Yes	Yes	Yes		\$-
Lighting Wind Cone	Yes	Lighted wind cone	Yes		\$-
Segmented Circle	Yes	Yes	Yes		\$-
REILS	Yes (both ends)	Y/Y	Yes		\$-
VGSI (PAPI/VASI)	Yes (both ends)	P4L / P4L	Yes		\$-
Approach	Precision-Like Approach (ILS or LPV)	Precision-Like	Yes		\$-
Lighting					
Runway Lighting	MIRL	MIRL	Yes		\$-
Taxiway Lighting	MITL	MITL	Yes		\$-
Approach Lighting System	Not an objective	None	N/A		\$-
Weather	AWOS/ASOS	AWOS HIWAS	Yes		\$-
Hangar Storage	70% of based aircraft	20	Yes		\$-
Tie Downs	30% of based & 75% of daily transient	12	Yes		\$-
GA Admin Building					
Building Area (Sq. Ft.)	2,500	6,750	Yes		\$-
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	14	No	Provide 18 additional auto parking spaces	\$180,000
Ground Communications	Public phone	Yes	Yes		\$-
Services					
Jet Fuel	Yes	Yes	Yes		\$-
AvGas	Yes	Yes	Yes		\$-
FBO	Yes	Yes	Yes		\$-
Aircraft Maintenance	Yes	Yes	Yes		\$-
Rental Cars	Yes	Yes	Yes		\$-
Transportation	Yes	Yes	Yes		\$-

Estimated SASP Facility/Service Project Costs: \$2,199,192



CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Plans & Studies	Master Plan Update	\$150,000
Taxiways	Construct Taxiways and 12-Unit T-Hangar	\$1,225,000
Estimated CIP Project Costs		\$1,375,000

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Runways	Rehabilitate Runway 2-20	\$270,000
Estimated Pavement Project Costs		\$270,000
Total Estimated Project Costs		\$3,844,192

System plan project costs are developed to a planning, not engineering, level of detail. System plan costs are based on typical Missouri unit costs, but airport conditions may cause these costs to vary. Furthermore, bids received may be different from plan estimates. CIP projects in the report card have not been vetted, prioritized, or approved by MoDOT or FAA. A project's inclusion in the report card does not mean that either MoDOT or FAA has approved or committed funds to the project. Some projects will require additional study to justify the need/feasibility of the project, and some projects could require environmental and airspace analysis.



COUNTY MEMORIAL AIRPORT REPORT CARD

AIRPORT NAME: County Memorial

CITY: New Madrid

AIRPORT CODE: EIW

ACTIONS NEEDED TO MEET FACILITY AND SERVICE OBJECTIVES

Facility Type	Minimum Objective	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
ARC	B-I	B-I	No	Improve ARC	\$-
Runway Length (feet)	4,000	3,200	No	Extend 800'	\$4,509,900
Runway Width (feet)	75	60	No	Widen 15'	Included in runway costs
Taxiway System	Turnarounds both ends	Stub(s), Both Runway Ends	Yes		\$-
NAVAIDS					
Rotating Beacon	Yes	Yes	Yes		\$-
Lighting Wind Cone	Yes	Lighted wind cone	Yes		\$-
Segmented Circle	Yes	Yes	Yes		\$-
REILS	Yes (both ends)	N/N	No	Install REIL(s)	\$40,000
VGSI (PAPI/VASI)	Yes (both ends)	None	No	Install VGSI	\$125,000
Approach	Non-Precision	Precision-Like	Yes		\$-
Lighting					
Runway Lighting	MIRL	MIRL	Yes		\$-
Taxiway Lighting	Not an objective	Reflectors	N/A		\$-
Approach Lighting System	Not an objective	None	N/A		\$-
Weather	Not an objective	None	N/A		\$-
Hangar Storage	70% of based aircraft	7	No	Provide 2 additional hangar spaces	\$470,000
Tie Downs	40% of based & 25% of daily transient	7	Yes		\$-
GA Admin Building					
Building Area (Sq. Ft.)	1,500	1,200	No	Provide additional 300 sq. ft. of space	\$90,000
Public Restroom	Yes	Yes	Yes		\$-
Conference Room	Yes	No	No	Provide conference room	\$75,000
Pilot Lounge	Yes	Yes	Yes		\$-
GA Auto Parking	1 space for each based & 25% for employees	7	No	Provide 9 additional auto parking spaces	\$90,000
Ground Communications	Public phone	No	No	Provide public phone	\$-
Services					
Jet Fuel	Yes	No	No	Provide jet fuel	\$370,000
AvGas	Yes	Yes	Yes		\$-
FBO	Yes	Yes	Yes		\$-
Aircraft Maintenance	Not an objective	Yes	N/A		\$-
Rental Cars	Yes	Yes	Yes		\$-
Transportation	Yes	Yes	Yes		\$-

Estimated SASP Facility/Service Project Costs: \$5,769,900



CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Acquisitions, Relocations, & Easements	Acquire Land and Obstruction Removal for Runway Extension	\$325,500
Runways	Design Runway 18-36 Reconstruction	Cost included in System Plan
Runways	Construct Runway 18-36 Reconstruction	Cost included in System Plan
Plans & Studies	Update Airport Master Plan	\$180,000
Lighting, NAVAIDs, & Signage	AWOS	\$202,230
Plans & Studies	Aeronautical Survey	\$80,000
Taxiways	Design and Construct Parallel Taxiway	\$2,400,000
Fuel	Fueling System	Cost included in System Plan
Estimated CIP Project Costs		\$3,187,730

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Taxiways	T-Hangar Taxilane Reconstruction	\$551,820
Estimated Pavement Project Costs		\$551,820
Total Estimated Project Costs		\$9,509,450

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GRAND GLAIZE-OSAGE BEACH AIRPORT REPORT CARD

AIRPORT NAME: Grand Glaize- Osage Beach

CITY: Osage Beach

AIRPORT CODE: K15

ACTIONS NEEDED TO MEET FACILITY AND SERVICE OBJECTIVES

Facility Type	Minimum Objective	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
ARC	B-I	B-I	No	Improve ARC	\$-
Runway Length (feet)	4,000	3,205	No	Extend 795'	\$5,500,000
Runway Width (feet)	75	60	No	Widen 15'	\$494,692
Taxiway System	Turnarounds both ends	Full Parallel	Yes		\$-
NAVAIDS					
Rotating Beacon	Yes	Yes	Yes		\$-
Lighting Wind Cone	Yes	Lighted wind cone	Yes		\$-
Segmented Circle	Yes	Yes	Yes		\$-
REILS	Yes (both ends)	N/N	No	Install REIL(s)	\$40,000
VGSI (PAPI/VASI)	Yes (both ends)	No / P4L	No	Install VGSI	\$75,000
Approach	Non-Precision	Non-Precision	Yes		\$-
Lighting					
Runway Lighting	MIRL	MIRL	Yes		\$-
Taxiway Lighting	Not an objective	Reflectors	N/A		\$-
Approach Lighting System	Not an objective	None	N/A		\$-
Weather	Not an objective	None	N/A		\$-
Hangar Storage	70% of based aircraft	23	Yes		\$-
Tie Downs	40% of based & 25% of daily transient	36	Yes		\$-
GA Admin Building					
Building Area (Sq. Ft.)	1,500	1,400	No	*	\$-
Public Restroom	Yes	Yes	Yes		\$-
Conference Room	Yes	Yes	Yes		\$-
Pilot Lounge	Yes	Yes	Yes		\$-
GA Auto Parking	1 space for each based & 25% for employees	39	Yes		\$-
Ground Communications	Public phone	Yes	Yes		\$-
Services					
Jet Fuel	Yes	No	No	Provide jet fuel	\$450,000
AvGas	Yes	Yes	Yes		\$-
FBO	Yes	Yes	Yes		\$-
Aircraft Maintenance	Not an objective	Yes	N/A		\$-
Rental Cars	Yes	Yes	Yes		\$-
Transportation	Yes	Yes	Yes		\$-

Estimated SASP Facility/Service Project Costs: \$6,559,692

*The deficiency is minor and therefore no improvement is warranted.



CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Utilities, Drainage, & Other/Misc.	Utility Burial	\$456,000
Acquisitions, Relocations, & Easements	Land Acquisition - General	\$350,000
Taxiways	Partial Parallel Taxiway and Fingers Construction	\$250,000
Acquisitions, Relocations, & Easements	Land Acquisition - Ultimate	\$1,500,000
Estimated CIP Project Costs		\$2,556,000

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Apron	Rehabilitate Apron	\$456,000
Estimated Pavement Project Costs		\$456,000
Total Estimated Project Costs		\$9,571,692

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PERRYVILLE REGIONAL AIRPORT REPORT CARD

AIRPORT NAME: Perryville Regional

CITY: Perryville

AIRPORT CODE: PCD

ACTIONS NEEDED TO MEET FACILITY AND SERVICE OBJECTIVES

Facility Type	Minimum Objective	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
ARC	B-II	D-III	Yes		\$-
Runway Length (feet)	5,000	7,003	Yes		\$-
Runway Width (feet)	75	100	Yes		\$-
Taxiway System	Full Parallel	Partial Parallel, One Runway End	No	Extend taxiway	\$4,219,160
NAVAIDS					
Rotating Beacon	Yes	Yes	Yes		\$-
Lighting Wind Cone	Yes	Lighted wind cone	Yes		\$-
Segmented Circle	Yes	Yes	Yes		\$-
REILS	Yes (both ends)	Y/Y	Yes		\$-
VGSI (PAPI/VASI)	Yes (both ends)	P4L / P4L	Yes		\$-
Approach	Precision-Like Approach (ILS or LPV)	Precision-Like	Yes		\$-
Lighting					
Runway Lighting	MIRL	MIRL	Yes		\$-
Taxiway Lighting	MITL	Reflectors	No	Install MITL	\$621,000
Approach Lighting System	Not an objective	None	N/A		\$-
Weather	AWOS/ASOS	AWOS HIWAS	Yes		\$-
Hangar Storage	70% of based aircraft	17	Yes		\$-
Tie Downs	30% of based & 75% of daily transient	60	Yes		\$-
GA Admin Building					
Building Area (Sq. Ft.)	2,500	1,710	No	Provide additional 790 sq. ft. of space	\$237,000
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	12	No	Provide 8 additional auto parking spaces	\$80,000
Ground Communications	Public phone	No	No	Provide public phone	\$-
Services					
Jet Fuel	Yes	Yes	Yes		\$-
AvGas	Yes	Yes	Yes		\$-
FBO	Yes	Yes	Yes		\$-
Aircraft Maintenance	Yes	No	No	Provide aircraft maintenance	Market driven/cost typically covered by third party
Rental Cars	Yes	Yes	Yes		\$-
Transportation	Yes	Yes	Yes		\$-

Estimated SASP Facility/Service Project Costs: \$5,157,160

**CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED**

Project Type	Project Description	Estimated Cost
Hangars	Construct Box Hangars	\$1,330,000
Apron	Ramp Rehabilitation - Phase I	\$1,440,000
Hangars	New T-Hangar and Associated Pavements	\$1,140,000
Safety & Security	Runway Protection Zone Land Acquisition and Obstruction Removal	\$300,000
Safety & Security	Remove Obstructions Runway 02	\$300,000
Lighting, NAVAIDs, & Signage	Instrument Landing System (ILS)	\$3,000,000
Estimated CIP Project Costs		\$7,510,000

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Runways	Airfield Marking and Crack Sealing	\$250,000
Apron	Ramp Rehabilitation - Phase II	\$1,440,000
Estimated Pavement Project Costs		\$1,690,000
Total Estimated Project Costs		\$14,357,160

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PIEDMONT MUNICIPAL AIRPORT REPORT CARD

AIRPORT NAME: Piedmont Municipal

CITY: Piedmont

AIRPORT CODE: PYN

ACTIONS NEEDED TO MEET FACILITY AND SERVICE OBJECTIVES

Facility Type	Minimum Objective	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
ARC	AI	BI	Yes		\$-
Runway Length (feet)	Maintain existing length	3,300	N/A		\$-
Runway Width (feet)	60' for NPIAS airports; Maintain existing at non-NPIAS airports	60	Yes		\$-
Taxiway System	Turnarounds both ends	Stub(s), Both Runway Ends	Yes		\$-
NAVAIDS					
Rotating Beacon	Yes	Yes	Yes		\$-
Lighting Wind Cone	Yes	Lighted wind cone	Yes		\$-
Segmented Circle	Yes	Yes	Yes		\$-
REILS	Not an objective	Y/Y	N/A		\$-
VGSI (PAPI/VASI)	Not an objective	None	N/A		\$-
Approach	Visual	Visual	Yes		\$-
Lighting					
Runway Lighting	MIRL/LIRL*	MIRL	Yes		\$-
Taxiway Lighting	Not an objective	Reflectors	N/A		\$-
Approach Lighting System	Not an objective	None	N/A		\$-
Weather	Not an objective	AWOS HIWAS	N/A		\$-
Hangar Storage	Maintain existing	9	N/A		\$-
Tie Downs	Maintain existing	7	N/A		\$-
GA Admin Building					
Building Area (Sq. Ft.)	Maintain existing	400	N/A		\$-
Public Restroom	Maintain existing	Yes	N/A		\$-
Conference Room	Maintain existing	No	N/A		\$-
Pilot Lounge	Maintain existing	Yes	N/A		\$-
GA Auto Parking	Maintain existing	13	N/A		\$-
Ground Communications	Public phone	Yes	Yes		\$-
Services					
Jet Fuel	Not an objective	No	N/A		\$-
AvGas	Yes	Yes	Yes		\$-
FBO	Not an objective	No	N/A		\$-
Aircraft Maintenance	Not an objective	No	N/A		\$-
Rental Cars	Not an objective	No	N/A		\$-
Transportation	Not an objective	Yes	N/A		\$-

Estimated SASP Facility/Service Project Costs: \$-

*New runway lighting projects for Community Local Airports must be MIRLS



CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Acquisitions, Relocations, & Easements	Land Acquisition	\$350,000
Safety & Security	RSA Grading	\$400,000
Auto Parking & Ground Access	Airport Entrance Road and Bridge Structure	\$469,000
Estimated CIP Project Costs		\$1,219,000

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Apron	Pavement Maintenance	\$150,000
Estimated Pavement Project Costs		\$150,000
Total Estimated Project Costs		\$1,369,000

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POPLAR BLUFF MUNICIPAL AIRPORT REPORT CARD

AIRPORT NAME: Poplar Bluff Municipal

CITY: Poplar Bluff

AIRPORT CODE: POF

ACTIONS NEEDED TO MEET FACILITY AND SERVICE OBJECTIVES

Facility Type	Minimum Objective	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
ARC	B-II	C-II	Yes		\$-
Runway Length (feet)	5,000	5,008	Yes		\$-
Runway Width (feet)	75	100	Yes		\$-
Taxiway System	Full Parallel	Full Parallel	Yes		\$-
NAVAIDS					
Rotating Beacon	Yes	Yes	Yes		\$-
Lighting Wind Cone	Yes	Lighted wind cone	Yes		\$-
Segmented Circle	Yes	Yes	Yes		\$-
REILS	Yes (both ends)	Y/Y	Yes		\$-
VGSI (PAPI/VASI)	Yes (both ends)	P4L / V4L	Yes		\$-
Approach	Precision-Like Approach (ILS or LPV)	Precision-Like	Yes		\$-
Lighting					
Runway Lighting	MIRL	MIRL	Yes		\$-
Taxiway Lighting	MITL	HITL	Yes		\$-
Approach Lighting System	Not an objective	None	N/A		\$-
Weather	AWOS/ASOS	ASOS	Yes		\$-
Hangar Storage	70% of based aircraft	36	Yes		\$-
Tie Downs	30% of based & 75% of daily transient	7	No	Provide 5 additional tie down spaces	\$1,250,000
GA Admin Building					
Building Area (Sq. Ft.)	2,500	2,000	No	Provide additional 500 sq. ft. of space	\$1,000,000
Public Restroom	Yes	Yes	Yes		\$-
Conference Room	Yes	No	No	Provide conference room	Included in new terminal cost
Pilot Lounge	Yes	Yes	Yes		\$-
GA Auto Parking	1 space for each based & 50% for employees	31	No	Provide 7 additional auto parking spaces	\$70,000
Ground Communications	Public phone	Yes	Yes		\$-
Services					
Jet Fuel	Yes	Yes	Yes		\$-
AvGas	Yes	Yes	Yes		\$-
FBO	Yes	Yes	Yes		\$-
Aircraft Maintenance	Yes	Yes	Yes		\$-
Rental Cars	Yes	Yes	Yes		\$-
Transportation	Yes	Yes	Yes		\$-

Estimated SASP Facility/Service Project Costs: \$2,320,000

**CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED**

Project Type	Project Description	Estimated Cost
Plans & Studies	Update Airport Layout Plan	\$60,000
Runways	Runway Extension and Apron Expansion Feasibility Report	\$25,000
Acquisitions, Relocations, & Easements	Property Purchase and Environmental Assessment	\$800,000
Apron	Apron Expansion	\$272,965
Safety & Security	Remove Runway 18 Obstructions	\$80,000
Runways	Design - Runway and Taxiway Extension	\$400,000
Runways	Construct - Runway and Taxiway Extension	\$5,050,000
Terminals & Other Buildings	Terminal Building	Cost included in System Plan
Safety & Security	Wildlife and Security Fencing	\$784,000
Estimated CIP Project Costs		\$7,471,965

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Runways	Runway 18-36 Reconstruction	\$4,200,000
Apron	Apron Rehabilitation	\$2,500,000
Estimated Pavement Project Costs		\$6,700,000
Total Estimated Project Costs		\$16,491,965

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WASHINGTON COUNTY AIRPORT REPORT CARD

AIRPORT NAME: Washington County

CITY: Potosi

AIRPORT CODE: 8WC

ACTIONS NEEDED TO MEET FACILITY AND SERVICE OBJECTIVES

Facility Type	Minimum Objective	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
ARC	B-I	B-I	No	Improve ARC	\$-
Runway Length (feet)	4,000	4,000	Yes		\$-
Runway Width (feet)	75	60	No	Widen 15'	\$3,850,000
Taxiway System	Turnarounds both ends	Stub(s), Both Runway Ends	Yes		\$-
NAVAIDS					
Rotating Beacon	Yes	Yes	Yes		\$-
Lighting Wind Cone	Yes	Lighted wind cone	Yes		\$-
Segmented Circle	Yes	Yes	Yes		\$-
REILS	Yes (both ends)	N/N	No	Install REIL(s)	\$40,000
VGSI (PAPI/VASI)	Yes (both ends)	None	No	Install VGSI	\$125,000
Approach	Non-Precision	Precision-Like	Yes		\$-
Lighting					
Runway Lighting	MIRL	MIRL	Yes		\$-
Taxiway Lighting	Not an objective	MITL	N/A		\$-
Approach Lighting System	Not an objective	None	N/A		\$-
Weather	Not an objective	HIWAS	N/A		\$-
Hangar Storage	70% of based aircraft	12	Yes		\$-
Tie Downs	40% of based & 25% of daily transient	9	Yes		\$-
GA Admin Building					
Building Area (Sq. Ft.)	1,500	1,530	Yes		\$-
Public Restroom	Yes	Yes	Yes		\$-
Conference Room	Yes	Yes	Yes		\$-
Pilot Lounge	Yes	Yes	Yes		\$-
GA Auto Parking	1 space for each based & 25% for employees	24	Yes		\$-
Ground Communications	Public phone	Yes	Yes		\$-
Services					
Jet Fuel	Yes	Yes	Yes		\$-
AvGas	Yes	Yes	Yes		\$-
FBO	Yes	Yes	Yes		\$-
Aircraft Maintenance	Not an objective	No	N/A		\$-
Rental Cars	Yes	Yes	Yes		\$-
Transportation	Yes	Yes	Yes		\$-

Estimated SASP Facility/Service Project Costs: \$4,015,000



CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Runways	500' Runway 2 Displaced Threshold	\$475,000
Runways	Widen and Overlay Runway 2-20	Cost included in System Plan
Hangars	Relocate Hangar	\$470,000
Lighting, NAVAIDs, & Signage	Install AWOS	\$300,000
Safety & Security	Obstruction Removal - On Airport	\$365,000
Acquisitions, Relocations, & Easements	Avigation Easements/Obstruction Removal	\$300,000
Auto Parking & Ground Access	New Entrance Road	\$330,000
Plans & Studies	Environmental Assessment	\$150,000
Equipment	Snow Removal Equipment	\$150,000
Acquisitions, Relocations, & Easements	Land Acquisition for Runway Extension - Runway 20 RPZ	\$860,000
Runways	Extend Runway 2-20 to 5,000'	\$6,000,000
Taxiways	Construct Connector Taxiway and Taxilane	\$1,200,000
Hangars	Construct T-Hangars	\$500,000
Fuel	Install 100LL and Jet A Fuel Facility	\$800,000
Estimated CIP Project Costs		\$11,900,000

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
None		
Estimated Pavement Project Costs		\$-
Total Estimated Project Costs		\$15,915,000

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RICHLAND MUNICIPAL AIRPORT REPORT CARD

AIRPORT NAME: Richland Municipal

CITY: Richland

AIRPORT CODE: MO1

ACTIONS NEEDED TO MEET FACILITY AND SERVICE OBJECTIVES

Facility Type	Minimum Objective	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
ARC	A-I	A-I	Yes		\$-
Runway Length (feet)	Maintain existing length	3,000	N/A		\$-
Runway Width (feet)	60' for NPIAS airports; Maintain existing at non-NPIAS airports	60	Yes		\$-
Taxiway System	Turnarounds both ends	Stub(s), Both Runway Ends	Yes		\$-
NAVAIDS					
Rotating Beacon	Yes	No	No	Install rotating beacon	\$100,000
Lighting Wind Cone	Yes	Lighted wind cone	Yes		\$-
Segmented Circle	Yes	Yes	Yes		\$-
REILS	Not an objective	N/N	N/A		\$-
VGSI (PAPI/VASI)	Not an objective	None	N/A		\$-
Approach Lighting	Visual	Visual	Yes		\$-
Runway Lighting	MIRL/LIRL*	LIRL	Yes		\$-
Taxiway Lighting	Not an objective	None	N/A		\$-
Approach Lighting System	Not an objective	None	N/A		\$-
Weather	Not an objective	HIWAS	N/A		\$-
Hangar Storage	Maintain existing	2	N/A		\$-
Tie Downs	Maintain existing	2	N/A		\$-
GA Admin Building					
Building Area (Sq. Ft.)	Maintain existing	0	N/A		\$-
Public Restroom	Maintain existing	No	N/A		\$-
Conference Room	Maintain existing	No	N/A		\$-
Pilot Lounge	Maintain existing	No	N/A		\$-
GA Auto Parking	Maintain existing	8	N/A		\$-
Ground Communications	Public phone	No	No	Provide public phone	\$-
Services					
Jet Fuel	Not an objective	No	N/A		\$-
AvGas	Yes	Yes	Yes		\$-
FBO	Not an objective	No	N/A		\$-
Aircraft Maintenance	Not an objective	No	N/A		\$-
Rental Cars	Not an objective	Yes	N/A		\$-
Transportation	Not an objective	No	N/A		\$-

Estimated SASP Facility/Service Project Costs: \$100,000

*New runway lighting projects for Community Local Airports must be MIRLS



CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
None		
Estimated CIP Project Costs		\$-

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
None		
Estimated Pavement Project Costs		\$-
Total Estimated Project Costs		\$100,000

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ROLLA NATIONAL AIRPORT REPORT CARD

AIRPORT NAME: Rolla National Airport

CITY: Rolla/Vichy

AIRPORT CODE: VIH

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 (feet)	5,500	5,500	Yes		\$-
Runway Width (feet)	100	100	Yes		\$-
Taxiway System	Full Parallel	Partial Parallel, No Runway Ends	No	Extend taxiway	\$833,183
NAVAIDS					
Rotating Beacon	Yes	Yes	Yes		\$-
Lighting Wind Cone	Yes	Lighted wind cone	Yes		\$-
Segmented Circle	Yes	Yes	Yes		\$-
REILS	Yes (both ends)	N/N	No	Install REIL(s)	\$40,000
VGSI (PAPI/VASI)	Yes (both ends)	P4L / V4L	Yes		\$-
Approach	Precision-Like Approach (ILS or LPV)	Precision-Like	Yes		\$-
Lighting					
Runway Lighting	HIRL	HIRL	Yes		\$-
Taxiway Lighting	HITL	HITL, MITL, LITL, Reflectors	Yes		\$-
Approach Lighting System	Not an objective	None	N/A		\$-
Weather	AWOS/ASOS	ASOS	Yes		\$-
Hangar Storage	70% of based aircraft	26	No	Provide 29 additional hangar spaces	\$1,450,000
Tie Downs	30% of based & 75% of daily transient	6	No	Provide 22 additional tie down spaces	\$5,500,000
GA Admin Building					
Building Area (Sq. Ft.)	2,500	2,600	Yes		\$-
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	33	No	Provide 84 additional auto parking spaces	\$840,000
Ground Communications	Public phone	Yes	Yes		\$-
Services					
Jet Fuel	Yes	Yes	Yes		\$-
AvGas	Yes	Yes	Yes		\$-
FBO	Yes	Yes	Yes		
Aircraft Maintenance	Yes	No	No	Provide maintenance	Market driven/cost typically covered by third party
Rental Cars	Yes	No	No	Provide rental car service	\$-
Transportation	Yes	Yes	Yes		\$-

Estimated SASP Facility/Service Project Costs: \$8,663,183



CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Plans & Studies	Exhibit A Update	\$45,000
Acquisitions, Relocations, & Easements	Land Acquisition	\$100,000
Taxiways	Design and Construct Hangar Taxilanes	\$360,000
Hangars	Design and Construct New T-Hangar	Cost included in System Plan
Estimated CIP Project Costs		\$505,000

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Runways	Overlay and Remark Runway 13-31 and Runway 4-22	\$2,600,000
Taxiways	Pavement Maintenance of Taxiways	\$310,000
Taxiways	Seal Coat T-Hangar Taxiway and Apron	\$130,000
Estimated Pavement Project Costs		\$3,040,000
Total Estimated Project Costs		\$12,208,183

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SALEM MEMORIAL AIRPORT REPORT CARD

AIRPORT NAME: Salem Memorial

CITY: Salem

AIRPORT CODE: K33

ACTIONS NEEDED TO MEET FACILITY AND SERVICE OBJECTIVES

Facility Type	Minimum Objective	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
ARC	B-II	A-I	No	Improve ARC	\$-
Runway Length (feet)	4,000	2,998	No	Extend 1,002'	\$1,100,000
Runway Width (feet)	75	60	No	Widen 15'	\$462,742
Taxiway System	Turnarounds both ends	Stub(s), Both Runway Ends	Yes		\$-
NAVAIDS					
Rotating Beacon	Yes	Yes	Yes		\$-
Lighting Wind Cone	Yes	Lighted wind cone	Yes		\$-
Segmented Circle	Yes	Yes	Yes		\$-
REILS	Yes (both ends)	Y/Y	Yes		\$-
VGSI (PAPI/VASI)	Yes (both ends)	P2L / P2L	Yes		\$-
Approach	Non-Precision	Non-Precision	Yes		\$-
Lighting					
Runway Lighting	MIRL	MIRL	Yes		\$-
Taxiway Lighting	Not an objective	MITL	N/A		\$-
Approach Lighting System	Not an objective	None	N/A		\$-
Weather	Not an objective	HIWAS	N/A		\$-
Hangar Storage	70% of based aircraft	12	Yes		\$-
Tie Downs	40% of based & 25% of daily transient	6	Yes		\$-
GA Admin Building					
Building Area (Sq. Ft.)	1,500	216	No	Provide additional 1,284 sq. ft. of space	\$385,200
Public Restroom	Yes	Yes	Yes		\$-
Conference Room	Yes	No	No	Provide conference room	\$75,000
Pilot Lounge	Yes	Yes	Yes		\$-
GA Auto Parking	1 space for each based & 25% for employees	40	Yes		\$-
Ground Communications	Public phone	Yes	Yes		\$-
Services					
Jet Fuel	Yes	No	No	Provide jet fuel	\$450,000
AvGas	Yes	Yes	Yes		\$-
FBO	Yes	No	No	Provide FBO or maintenance	Market driven/cost typically covered by third party
Aircraft Maintenance	Not an objective	Yes	N/A		\$-
Rental Cars	Yes	No	No	Provide ground transportation services	\$-
Transportation	Yes	Yes	Yes		\$-

Estimated SASP Facility/Service Project Costs: \$2,472,942



CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Acquisitions, Relocations, & Easements	Land Acquisition and Obstruction Removal	\$400,000
Hangars	Design and Construct T-Hangar	\$650,000
Safety & Security	Obstruction Removal/Tree Clearing	\$400,000
Taxiways	Design and Construct Partial Parallel Taxiway	\$833,334
Estimated CIP Project Costs		\$2,283,334

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Taxiways	Rehabilitate Taxiway and T-Hangar Taxilanes	\$200,000
Estimated Pavement Project Costs		\$200,000
Total Estimated Project Costs		\$4,956,276

System plan project costs are developed to a planning, not engineering, level of detail. System plan costs are based on typical Missouri unit costs, but airport conditions may cause these costs to vary. Furthermore, bids received may be different from plan estimates. CIP projects in the report card have not been vetted, prioritized, or approved by MoDOT or FAA. A project's inclusion in the report card does not mean that either MoDOT or FAA has approved or committed funds to the project. Some projects will require additional study to justify the need/feasibility of the project, and some projects could require environmental and airspace analysis.



SEDALIA REGIONAL AIRPORT REPORT CARD

AIRPORT NAME: Sedalia Regional

CITY: Sedalia

AIRPORT CODE: DMO

ACTIONS NEEDED TO MEET FACILITY AND SERVICE OBJECTIVES

Facility Type	Minimum Objective	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
ARC	B-II	C-II	Yes		\$-
Runway Length (feet)	5,500	5,500	Yes		\$-
Runway Width (feet)	100	100	Yes		\$-
Taxiway System	Full Parallel	Partial Parallel, No Runway Ends	No	Extend taxiway	\$970,000
NAVAIDS					
Rotating Beacon	Yes	Yes	Yes		\$-
Lighting Wind Cone	Yes	Lighted wind cone	Yes		\$-
Segmented Circle	Yes	Yes	Yes		\$-
REILS	Yes (both ends)	Y/Y	Yes		\$-
VGSI (PAPI/VASI)	Yes (both ends)	P4L / P4L	Yes		\$-
Approach	Precision-Like Approach (ILS or LPV)	Precision-Like	Yes		\$-
Lighting					
Runway Lighting	HIRL	MIRL	No	Install HIRL	\$513,000
Taxiway Lighting	HITL	Reflectors	No	Install HITL	\$467,000
Approach Lighting System	Not an objective	None	N/A		\$-
Weather	AWOS/ASOS	ASOS	Yes		\$-
Hangar Storage	70% of based aircraft	16	No	Provide 5 additional hangar spaces	\$1,175,000
Tie Downs	30% of based & 75% of daily transient	28	Yes		\$-
GA Admin Building					
Building Area (Sq. Ft.)	2,500	1,350	No	Provide additional 1,150 sq. ft. of space	\$345,000
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	26	No	Provide 19 additional auto parking spaces	\$190,000
Ground Communications	Public phone	Yes	Yes		\$-
Services					
Jet Fuel	Yes	Yes	Yes		\$-
AvGas	Yes	Yes	Yes		\$-
FBO	Yes	Yes	Yes		
Aircraft Maintenance	Yes	No	No	Provide maintenance	Market driven/cost typically covered by third party
Rental Cars	Yes	Yes	Yes		\$-
Transportation	Yes	Yes	Yes		\$-

Estimated SASP Facility/Service Project Costs: \$3,660,000



CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Safety & Security	Remove Obstructions/Clear Trees (Runway 5-23)	\$80,000
Hangars	Construct Taxilane, T-Hangar, and Hangar Access Road	Cost included in System Plan
Runways	Runway 5-23 Development Plan	\$45,190
Runways	Runway 5-23 Environmental Assessment	\$72,910
Acquisitions, Relocations, & Easements	Acquire Existing Easements and Structures	\$1,000,000
Estimated CIP Project Costs		\$1,198,100

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Taxiways	Reconstruct Partial Parallel from Apron to Runway 18 End	\$1,200,000
Taxiways	Rehabilitate T-Hangar Taxilanes	\$60,000
Runways	Runway 5-23 Sealcoat	\$100,000
Runways	Reconstruct and Shift Runway 5-23 (3,400' X 60')	\$2,000,000
Estimated Pavement Project Costs		\$3,360,000
Total Estimated Project Costs		\$8,218,100

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SHELBY COUNTY AIRPORT REPORT CARD

AIRPORT NAME: Shelby County

CITY: Shelbyville

AIRPORT CODE: 6K2

ACTIONS NEEDED TO MEET FACILITY AND SERVICE OBJECTIVES

Facility Type	Minimum Objective	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
ARC	A-I	A-I	Yes		\$-
Runway Length (feet)	Maintain existing length	2,300	N/A		\$-
Runway Width (feet)	60' for NPIAS airports; Maintain existing at non-NPIAS airports	46	Yes		\$-
Taxiway System	Turnarounds both ends	N/A (Turf Runway)	Yes		\$-
NAVAIDS					
Rotating Beacon	Yes	No	No	Install rotating beacon	\$100,000
Lighting Wind Cone	Yes	Wind cone	No	Install lighted wind cone	\$15,000
Segmented Circle	Yes	Yes	Yes		\$-
REILS	Not an objective	N/N	N/A		\$-
VGSI (PAPI/VASI)	Not an objective	None	N/A		\$-
Approach Lighting	Visual	Visual	Yes		\$-
Runway Lighting	MIRL/LIRL*	None (Turf Runway)	Yes		\$-
Taxiway Lighting	Not an objective	None (Turf Runway)	N/A		\$-
Approach Lighting System	Not an objective	None	N/A		\$-
Weather	Not an objective	None	N/A		\$-
Hangar Storage	Maintain existing	1	N/A		\$-
Tie Downs	Maintain existing	0	N/A		\$-
GA Admin Building					
Building Area (Sq. Ft.)	Maintain existing	0	N/A		\$-
Public Restroom	Maintain existing	No	N/A		\$-
Conference Room	Maintain existing	No	N/A		\$-
Pilot Lounge	Maintain existing	No	N/A		\$-
GA Auto Parking	Maintain existing	0	N/A		\$-
Ground Communications	Public phone	No	No	Provide public phone	\$-
Services					
Jet Fuel	Not an objective	No	N/A		\$-
AvGas	Yes	Yes	Yes		\$-
FBO	Not an objective	No	N/A		\$-
Aircraft Maintenance	Not an objective	No	N/A		\$-
Rental Cars	Not an objective	Yes	N/A		\$-
Transportation	Not an objective	No	N/A		\$-

Estimated SASP Facility/Service Project Costs: \$115,000

*New runway lighting projects for Community Local Airports must be MIRLS



CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
None		
Estimated CIP Project Costs		\$-

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
None		
Estimated Pavement Project Costs		\$-
Total Estimated Project Costs		\$115,000

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SIKESTON MEMORIAL MUNICIPAL AIRPORT REPORT CARD

AIRPORT NAME: Sikeston Memorial

CITY: Sikeston

AIRPORT CODE: SIK

ACTIONS NEEDED TO MEET FACILITY AND SERVICE OBJECTIVES

Facility Type	Minimum Objective	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
ARC	B-II	C-II	Yes		\$-
Runway Length (feet)	5,500	5,502	Yes		\$-
Runway Width (feet)	100	100	Yes		\$-
Taxiway System	Full Parallel	Full Parallel	Yes		\$-
NAVAIDS					
Rotating Beacon	Yes	Yes	Yes		\$-
Lighting Wind Cone	Yes	Lighted wind cone	Yes		\$-
Segmented Circle	Yes	Yes	Yes		\$-
REILS	Yes (both ends)	N/Y	No	Install REIL(s)	\$20,000
VGSI (PAPI/VASI)	Yes (both ends)	P4L / P4L	Yes		\$-
Approach	Precision-Like Approach (ILS or LPV)	Precision-Like	Yes		\$-
Lighting					
Runway Lighting	HIRL	MIRL	No	Install HIRL	\$513,000
Taxiway Lighting	HITL	MITL, Reflectors	Yes		\$-
Approach Lighting System	Not an objective	None	N/A		\$-
Weather	AWOS/ASOS	AWOS	Yes		\$-
Hangar Storage	70% of based aircraft	18	Yes		\$-
Tie Downs	30% of based & 75% of daily transient	18	Yes		\$-
GA Admin Building					
Building Area (Sq. Ft.)	2,500	2,200	No	Provide additional 300 sq. ft. of space	\$90,000
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	24	Yes		\$-
Ground Communications	Public phone	Yes	Yes		\$-
Services					
Jet Fuel	Yes	Yes	Yes		\$-
AvGas	Yes	Yes	Yes		\$-
FBO	Yes	Yes	Yes		
Aircraft Maintenance	Yes	No	No	Provide maintenance	Market driven/cost typically covered by third party
Rental Cars	Yes	No	No	Provide rental car service	\$-
Transportation	Yes	Yes	Yes		\$-

Estimated SASP Facility/Service Project Costs: \$623,000



CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Apron	Apron Modifications and Fuel System Relocation	\$1,800,000
Estimated CIP Project Costs		\$1,800,000

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Runways	Runway Pavement Maintenance and Markings	\$300,000
Taxiways	Taxiway Pavement Maintenance and Markings	\$120,000
Apron	Reconstruct Apron	\$1,000,000
Estimated Pavement Project Costs		\$1,420,000
Total Estimated Project Costs		\$3,843,000

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ROSECRANS MEMORIAL AIRPORT REPORT CARD

AIRPORT NAME: Rosecrans Memorial

CITY: St. Joseph

AIRPORT CODE: STJ

ACTIONS NEEDED TO MEET FACILITY AND SERVICE OBJECTIVES

Facility Type	Minimum Objective	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
ARC	B-II	C-IV	Yes		\$-
Runway Length (feet)	5,500	8,061	Yes		\$-
Runway Width (feet)	100	150	Yes		\$-
Taxiway System	Full Parallel	Full Parallel	Yes		\$-
NAVAIDS					
Rotating Beacon	Yes	Yes	Yes		\$-
Lighting Wind Cone	Yes	Lighted wind cone	Yes		\$-
Segmented Circle	Yes	Yes	Yes		\$-
REILS	Yes (both ends)	Y/Y	Yes		\$-
VGSI (PAPI/VASI)	Yes (both ends)	V4L / V4L	Yes		\$-
Approach	Precision-Like Approach (ILS or LPV)	Precision	Yes		\$-
Lighting					
Runway Lighting	HIRL	HIRL	Yes		\$-
Taxiway Lighting	HITL	MITL	Yes		\$-
Approach Lighting System	Not an objective	None	N/A		\$-
Weather	AWOS/ASOS	ASOS	Yes		\$-
Hangar Storage	70% of based aircraft	97	Yes		\$-
Tie Downs	30% of based & 75% of daily transient	42	Yes		\$-
GA Admin Building					
Building Area (Sq. Ft.)	2,500	5,000	Yes		\$-
Public Restroom	Yes	Yes	Yes		\$-
Conference Room	Yes	Yes	Yes		\$-
Pilot Lounge	Yes	No	No	Provide pilot lounge	\$42,000
GA Auto Parking	1 space for each based & 50% for employees	139	Yes		\$-
Ground Communications	Public phone	Yes	Yes		\$-
Services					
Jet Fuel	Yes	Yes	Yes		\$-
AvGas	Yes	Yes	Yes		\$-
FBO	Yes	Yes	Yes		\$-
Aircraft Maintenance	Yes	Yes	Yes		\$-
Rental Cars	Yes	Yes	Yes		\$-
Transportation	Yes	Yes	Yes		\$-

Estimated SASP Facility/Service Project Costs: \$42,000

**CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED**

Project Type	Project Description	Estimated Cost
Auto Parking & Ground Access	Construct Taxilane and Parking Lot	\$630,000
Runways	Construct Connector to Runway 13-31	\$475,000
Taxiways	Construct Taxiway - Hotspot 2	\$1,900,000
Terminals & Other Buildings	Airport SRE Building	\$3,000,000
Lighting, NAVAIDs, & Signage	Install Runway 35 MALSR	\$2,500,000
Safety & Security	Obstruction Removal	\$200,000
Estimated CIP Project Costs		\$8,705,000

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Apron	Rehabilitate GA Apron	\$5,000,000
Runways	Reconstruct Runway 17-35	\$18,200,000
Estimated Pavement Project Costs		\$23,200,000
Total Estimated Project Costs		\$31,947,000

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ST. CHARLES COUNTY SMARTT FIELD AIRPORT REPORT CARD

AIRPORT NAME: St. Charles County Smartt Field

CITY: St. Charles

AIRPORT CODE: SET

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-I	No	Improve ARC	\$-
Runway Length (feet)	5,000	3,800	No	Extend 1,200'	\$10,500,000
Runway Width (feet)	75	75	Yes		\$-
Taxiway System	Full Parallel	Full Parallel	Yes		\$-
NAVAIDS					
Rotating Beacon	Yes	Yes	Yes		\$-
Lighting Wind Cone	Yes	Lighted wind cone	Yes		\$-
Segmented Circle	Yes	Yes	Yes		\$-
REILS	Yes (both ends)	Y/N	No	Install REIL(s)	\$20,000
VGSI (PAPI/VASI)	Yes (both ends)	P4L / V4L	Yes		\$-
Approach	Precision-Like Approach (ILS or LPV)	Non-Precision	No	Provide precision-like approach	\$70,000
Lighting					
Runway Lighting	MIRL	MIRL	Yes		\$-
Taxiway Lighting	MITL	Reflectors	No	Install MITL	\$375,000
Approach Lighting System	Not an objective	None	N/A		\$-
Weather	AWOS/ASOS	ASOS HIWAS	Yes		\$-
Hangar Storage	70% of based aircraft	92	No	Provide 10 additional hangar spaces	\$500,000
Tie Downs	30% of based & 75% of daily transient	101	Yes		\$-
GA Admin Building					
Building Area (Sq. Ft.)	2,500	4,000	Yes		\$-
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	136	No	Provide 83 additional auto parking spaces	\$830,000
Ground Communications	Public phone	No	No	Provide public phone	\$-
Services					
Jet Fuel	Yes	No	No	Provide jet fuel	\$450,000
AvGas	Yes	Yes	Yes		\$-
FBO	Yes	Yes	Yes		\$-
Aircraft Maintenance	Yes	Yes	Yes		\$-
Rental Cars	Yes	Yes	Yes		\$-
Transportation	Yes	Yes	Yes		\$-

Estimated SASP Facility/Service Project Costs: \$12,745,000

**CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED**

Project Type	Project Description	Estimated Cost
Taxiways	New Hangar Taxilanes	\$370,000
Fuel	New 100LL Fuel System	\$300,000
Lighting, NAVAIDs, & Signage	Geospatial Services for Approach Procedure Development	\$75,000
Taxiways	T-Hangar Taxilanes	\$400,000
Utilities, Drainage, & Other/Misc.	Airfield Drainage/Grading Improvements	\$300,000
Equipment	SRE - Combination Snow Plow/Blower	\$150,000
Plans & Studies	ALP Update	\$150,000
Safety & Security	Runway Protection Zone Land Acquisition	\$900,000
Safety & Security	Perimeter Fencing	\$400,000
Estimated CIP Project Costs		\$3,045,000

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Runways	Runway 18-36, Runway 9-27, Taxiway and Apron Pavement Maintenance	\$475,000
Apron	Terminal Parking Lot Rehabilitation	\$275,000
Estimated Pavement Project Costs		\$750,000
Total Estimated Project Costs		\$16,540,000

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CREVE COEUR AIRPORT REPORT CARD

AIRPORT NAME: Creve Coeur

CITY: Creve Coeur

AIRPORT CODE: 1H0

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 (feet)	5,000	4,500	No	Extend 500'	\$3,500,000
Runway Width (feet)	75	75	Yes		\$-
Taxiway System	Full Parallel	Full Parallel	Yes		\$-
NAVAIDS					
Rotating Beacon	Yes	Yes	Yes		\$-
Lighting Wind Cone	Yes	Lighted wind cone	Yes		\$-
Segmented Circle	Yes	Yes	Yes		\$-
REILS	Yes (both ends)	Y/Y	Yes		\$-
VGSI (PAPI/VASI)	Yes (both ends)	P4L / P4L	Yes		\$-
Approach	Precision-Like Approach (ILS or LPV)	Precision-Like	Yes		\$-
Lighting					
Runway Lighting	MIRL	MIRL	Yes		\$-
Taxiway Lighting	MITL	None	No	Install MITL	\$467,000
Approach Lighting System	Not an objective	None	N/A		\$-
Weather	AWOS/ASOS	None	No	Install AWOS/ASOS	\$366,000
Hangar Storage	70% of based aircraft	339	Yes		\$-
Tie Downs	30% of based & 75% of daily transient	18	No	Provide 36 additional tie down spaces	\$9,000,000
GA Admin Building					
Building Area (Sq. Ft.)	2,500	4,500	Yes		\$-
Public Restroom	Yes	Yes	Yes		\$-
Conference Room	Yes	Yes	Yes		\$-
Pilot Lounge	Yes	No	No	Provide pilot lounge	\$42,000
GA Auto Parking	1 space for each based & 50% for employees	30	No	Provide 221 additional auto parking spaces	\$2,210,000
Ground Communications	Public phone	No	No	Provide public phone	\$-
Services					
Jet Fuel	Yes	Yes	Yes		\$-
AvGas	Yes	Yes	Yes		\$-
FBO	Yes	Yes	Yes		\$-
Aircraft Maintenance	Yes	Yes	Yes		\$-
Rental Cars	Yes	Yes	Yes		\$-
Transportation	Yes	Yes	Yes		\$-

Estimated SASP Facility/Service Project Costs: \$15,585,000

**CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED**

Project Type	Project Description	Estimated Cost
Lighting, NAVAIDs, & Signage	Replace Runway 16 REILs	\$50,000
Plans & Studies	Environmental Assessment	\$150,000
Utilities, Drainage, & Other/Misc.	Airfield Drainage Improvements	\$150,000
Acquisitions, Relocations, & Easements	Land Acquisition	\$1,500,000
Acquisitions, Relocations, & Easements	Relocate River Valley Road	\$1,500,000
Runways	Extend Runway 16-34 500'	Cost included in System Plan
Apron	Expand South Apron	\$438,000
Lighting, NAVAIDs, & Signage	AWOS	Cost included in System Plan
Estimated CIP Project Costs		\$3,788,000

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Apron	Apron Sealcoat and Remark	\$250,000
Runways	Runway 16-34 Joint Reseal and Remark	\$360,000
Estimated Pavement Project Costs		\$610,000
Total Estimated Project Costs		\$19,983,000

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SPRIT OF ST. LOUIS AIRPORT REPORT CARD

AIRPORT NAME: Spirit of St. Louis

CITY: St. Louis

AIRPORT CODE: SUS

ACTIONS NEEDED TO MEET FACILITY AND SERVICE OBJECTIVES

Facility Type	Minimum Objective	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
ARC	B-II	C-III	Yes		\$-
Runway Length (feet)	5,500	7,485	Yes		\$-
Runway Width (feet)	100	150	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
Segmented Circle	Yes	Yes	Yes		\$-
REILS	Yes (both ends)	N/N	Yes		\$-
VGSI (PAPI/VASI)	Yes (both ends)	V4R / V4L	Yes		\$-
Approach	Precision-Like Approach (ILS or LPV)	Precision	Yes		\$-
Lighting					
Runway Lighting	HIRL	HIRL	Yes		\$-
Taxiway Lighting	HITL	MITL	Yes		\$-
Approach Lighting System	Not an objective	MALSR/MALSR	N/A		\$-
Weather	AWOS/ASOS	ASOS	Yes		\$-
Hangar Storage	70% of based aircraft	190	No	*	\$-
Tie Downs	30% of based & 75% of daily transient	81	No	Provide 48 additional tie down spaces	\$12,000,000
GA Admin Building					
Building Area (Sq. Ft.)	2,500	10,000	Yes		\$-
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	780	Yes		\$-
Ground Communications	Public phone	Yes	Yes		\$-
Services					
Jet Fuel	Yes	Yes	Yes		\$-
AvGas	Yes	Yes	Yes		\$-
FBO	Yes	Yes	Yes		\$-
Aircraft Maintenance	Yes	Yes	Yes		\$-
Rental Cars	Yes	Yes	Yes		\$-
Transportation	Yes	Yes	Yes		\$-

Estimated SASP Facility/Service Project Costs: \$12,015,000

Note: It is important to note that an ALS on a given runway end replaces the need for REILs on that runway end.

*Exempt/addressed in master plan.

**CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED**

Project Type	Project Description	Estimated Cost
Acquisitions, Relocations, & Easements	Land Acquisition	\$6,500,000
Lighting, NAVAIDs, & Signage	Runway 8R-26L Lighting Circuit Rehab	\$800,100
Runways	Runway 8R-26L Blast Pads	\$260,000
Safety & Security	Airport Fencing and CFR Truck	\$500,000
Auto Parking & Ground Access	Improve Access Road	\$1,500,000
Lighting, NAVAIDs, & Signage	REILs Runway 8L-26R	\$150,000
Apron	Deicing Pad	\$1,000,000
Estimated CIP Project Costs		\$10,710,100

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Runways	Runway 8R-26L Concrete Pavement Rehabilitation and Study	\$800,240
Taxiways	Rehabilitation Taxiway E	\$1,000,000
Estimated Pavement Project Costs		\$1,800,240
Total Estimated Project Costs		\$24,525,340

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STEELE MUNICIPAL AIRPORT REPORT CARD

AIRPORT NAME: Steele Municipal

CITY: Steele

AIRPORT CODE: M12

ACTIONS NEEDED TO MEET FACILITY AND SERVICE OBJECTIVES

Facility Type	Minimum Objective	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
ARC	AI	A-II	Yes		\$-
Runway Length (feet)	Maintain existing length	3,984	N/A		\$-
Runway Width (feet)	60' for NPIAS airports; Maintain existing at non-NPIAS airports	60	Yes		\$-
Taxiway System	Turnarounds both ends	Stub(s), Both Runway Ends	Yes		\$-
NAVAIDS					
Rotating Beacon	Yes	Yes	Yes		\$-
Lighting Wind Cone	Yes	Wind cone	No	Install lighted wind cone	\$15,000
Segmented Circle	Yes	Yes	Yes		\$-
REILS	Not an objective	N/N	N/A		\$-
VGSI (PAPI/VASI)	Not an objective	None	N/A		\$-
Approach	Visual	Precision-Like	Yes		\$-
Lighting					
Runway Lighting	MIRL/LIRL*	MIRL	Yes		\$-
Taxiway Lighting	Not an objective	Reflectors	N/A		\$-
Approach Lighting System	Not an objective	None	N/A		\$-
Weather	Not an objective	HIWAS	N/A		\$-
Hangar Storage	Maintain existing	10	N/A		\$-
Tie Downs	Maintain existing	5	N/A		\$-
GA Admin Building					
Building Area (Sq. Ft.)	Maintain existing	900	N/A		\$-
Public Restroom	Maintain existing	Yes	N/A		\$-
Conference Room	Maintain existing	Yes	N/A		\$-
Pilot Lounge	Maintain existing	Yes	N/A		\$-
GA Auto Parking	Maintain existing	24	N/A		\$-
Ground Communications	Public phone	Yes	Yes		\$-
Services					
Jet Fuel	Not an objective	No	N/A		\$-
AvGas	Yes	Yes	Yes		\$-
FBO	Not an objective	Yes	N/A		\$-
Aircraft Maintenance	Not an objective	No	N/A		\$-
Rental Cars	Not an objective	Yes	N/A		\$-
Transportation	Not an objective	No	N/A		\$-

Estimated SASP Facility/Service Project Costs: \$15,000

*New runway lighting projects for Community Local Airports must be MIRLS



CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Utilities, Drainage, & Other/Misc.	Rehabilitate Airfield Drainage	\$75,000
Hangars	Re-Construct 5-Unit T-Hangar	\$220,000
Acquisitions, Relocations, & Easements	Land Acquisition	\$100,000
Apron	Construct T-Hangar Taxilanes; Expand Apron	\$250,000
Hangars	Construct 8-Unit T-Hangar	\$350,000
Lighting, NAVAIDs, & Signage	Install AWOS III-PT	\$300,000
Estimated CIP Project Costs		\$1,295,000

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Runways	Mill and Overlay Runway 18-36	\$555,000
Runways	Mill and Overlay Main Apron	\$280,000
Runways	Airfield Pavement Maintenance	\$200,000
Estimated Pavement Project Costs		\$1,035,000
Total Estimated Project Costs		\$2,345,000

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STOCKTON MUNICIPAL AIRPORT REPORT CARD

AIRPORT NAME: Stockton Municipal

CITY: Stockton

AIRPORT CODE: MO3

ACTIONS NEEDED TO MEET FACILITY AND SERVICE OBJECTIVES

Facility Type	Minimum Objective	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
ARC	A-I	A-I	Yes		\$-
Runway Length (feet)	Maintain existing length	3,060	N/A		\$-
Runway Width (feet)	60' for NPIAS airports; Maintain existing at non-NPIAS airports	50	Yes		\$-
Taxiway System	Turnarounds both ends	Stub(s), Both Runway Ends	Yes		\$-
NAVAIDS					
Rotating Beacon	Yes	Yes	Yes		\$-
Lighting Wind Cone	Yes	Wind cone	No	Install lighted wind cone	\$15,000
Segmented Circle	Yes	Yes	Yes		\$-
REILS	Not an objective	N/N	N/A		\$-
VGSI (PAPI/VASI)	Not an objective	None	N/A		\$-
Approach	Visual	Non-Precision	Yes		\$-
Lighting					
Runway Lighting	MIRL/LIRL*	LIRL	Yes		\$-
Taxiway Lighting	Not an objective	LITL	N/A		\$-
Approach Lighting System	Not an objective	None	N/A		\$-
Weather	Not an objective	HIWAS	N/A		\$-
Hangar Storage	Maintain existing	7	N/A		\$-
Tie Downs	Maintain existing	3	N/A		\$-
GA Admin Building					
Building Area (Sq. Ft.)	Maintain existing	300	N/A		\$-
Public Restroom	Maintain existing	Yes	N/A		\$-
Conference Room	Maintain existing	No	N/A		\$-
Pilot Lounge	Maintain existing	Yes	N/A		\$-
GA Auto Parking	Maintain existing	10	N/A		\$-
Ground Communications	Public phone	No	No	Provide public phone	\$-
Services					
Jet Fuel	Not an objective	No	N/A		\$-
AvGas	Yes	Yes	Yes		\$-
FBO	Not an objective	No	N/A		\$-
Aircraft Maintenance	Not an objective	No	N/A		\$-
Rental Cars	Not an objective	Yes	N/A		\$-
Transportation	Not an objective	No	N/A		\$-

Estimated SASP Facility/Service Project Costs: \$15,000

*New runway lighting projects for Community Local Airports must be MIRLS



CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Safety & Security	Runway Safety Grading	\$300,000
Lighting, NAVAIDs, & Signage	Install MIRLs	\$250,000
Plans & Studies	Airport Layout Plan	\$150,000
Estimated CIP Project Costs		\$700,000

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Runways	Runway Overlay	\$500,000
Runways	Runway Reconstruction	\$1,655,000
Estimated Pavement Project Costs		\$2,155,000
Total Estimated Project Costs		\$2,870,000

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SULLIVAN REGIONAL AIRPORT REPORT CARD

AIRPORT NAME: Sullivan Regional

CITY: Sullivan

AIRPORT CODE: UUV

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 (feet)	5,000	4,500	No	Extend 500'	\$4,075,000
Runway Width (feet)	75	75	Yes		\$-
Taxiway System	Full Parallel	Full Parallel	Yes		\$-
NAVAIDS					
Rotating Beacon	Yes	Yes	Yes		\$-
Lighting Wind Cone	Yes	Lighted wind cone	Yes		\$-
Segmented Circle	Yes	Yes	Yes		\$-
REILS	Yes (both ends)	N/N	No	Install REIL(s)	\$40,000
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	LITL	No	Install MITL	\$467,000
Approach Lighting System	Not an objective	None	N/A		\$-
Weather	AWOS/ASOS	AWOS	Yes		\$-
Hangar Storage	70% of based aircraft	36	Yes		\$-
Tie Downs	30% of based & 75% of daily transient	15	Yes		\$-
GA Admin Building					
Building Area (Sq. Ft.)	2,500	1,200	No	Provide additional 1,300 sq. ft. of space	\$390,000
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	16	No	Provide 28 additional auto parking spaces	\$280,000
Ground Communications	Public phone	No	No	Provide public phone	\$-
Services					
Jet Fuel	Yes	Yes	Yes		\$-
AvGas	Yes	Yes	Yes		\$-
FBO	Yes	No	No	Provide FBO	Market driven/cost typically covered by third party
Aircraft Maintenance	Yes	Yes	Yes		Market driven/cost typically covered by third party
Rental Cars	Yes	No	No	Provide rental car service	\$-
Transportation	Yes	Yes	Yes		\$-

Estimated SASP Facility/Service Project Costs: \$5,252,000



CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Hangars	Phase I Hangar Development	\$990,000
Equipment	Snow Removal Equipment	\$110,000
Fuel	Fuel Tank Upgrade (JET A, Credit Card)	\$500,000
Safety & Security	Obstruction Removal - Runway 6	\$100,000
Safety & Security	Perimeter/Wildlife Fencing	\$350,000
Acquisitions, Relocations, & Easements	Relocate Highway AF	Cost included in System Plan
Runways	EA - Runway 24 Extension	Cost included in System Plan
Fuel	Fuel Tank Upgrade (AvGas)	\$200,000
Hangars	Phase II Hangar Development	\$1,120,000
Runways	Runway 24 Extension	Cost included in System Plan
Acquisitions, Relocations, & Easements	Land/Easement Acquisition, EA - Runway 6 Runway Protection Zone	\$2,250,000
Safety & Security	Runway 6 Runway Protection Zone Noncompliance Mitigation	\$2,672,000
Estimated CIP Project Costs		\$8,292,000

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Taxiways	T-Hangar Taxilanes Rehabilitation	\$400,000
Estimated Pavement Project Costs		\$400,000
Total Estimated Project Costs		\$13,944,000

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GOULD PETERSON MUNICIPAL AIRPORT REPORT CARD

AIRPORT NAME: Gould Peterson Municipal

CITY: Tarkio

AIRPORT CODE: K57

ACTIONS NEEDED TO MEET FACILITY AND SERVICE OBJECTIVES

Facility Type	Minimum Objective	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
ARC	A-I	A-I	Yes		\$-
Runway Length (feet)	Maintain existing length	3,564	N/A		\$-
Runway Width (feet)	60' for NPIAS airports; Maintain existing at non-NPIAS airports	60	Yes		\$-
Taxiway System	Turnarounds both ends	Stub(s), Both Runway Ends	Yes		\$-
NAVAIDS					
Rotating Beacon	Yes	Yes	Yes		\$-
Lighting Wind Cone	Yes	Lighted wind cone	Yes		\$-
Segmented Circle	Yes	Yes	Yes		\$-
REILS	Not an objective	N/N	N/A		\$-
VGSI (PAPI/VASI)	Not an objective	None	N/A		\$-
Approach Lighting	Visual	Precision-Like	Yes		\$-
Runway Lighting	MIRL/LIRL*	MIRL	Yes		\$-
Taxiway Lighting	Not an objective	MITL	N/A		\$-
Approach Lighting System	Not an objective	None	N/A		\$-
Weather	Not an objective	None	N/A		\$-
Hangar Storage	Maintain existing	12	N/A		\$-
Tie Downs	Maintain existing	6	N/A		\$-
GA Admin Building					
Building Area (Sq. Ft.)	Maintain existing	800	N/A		\$-
Public Restroom	Maintain existing	Yes	N/A		\$-
Conference Room	Maintain existing	Yes	N/A		\$-
Pilot Lounge	Maintain existing	Yes	N/A		\$-
GA Auto Parking	Maintain existing	6	N/A		\$-
Ground Communications	Public phone	No	No	Provide public phone	\$-
Services					
Jet Fuel	Not an objective	No	N/A		\$-
AvGas	Yes	Yes	Yes		\$-
FBO	Not an objective	Yes	N/A		\$-
Aircraft Maintenance	Not an objective	No	N/A		\$-
Rental Cars	Not an objective	Yes	N/A		\$-
Transportation	Not an objective	No	N/A		\$-

Estimated SASP Facility/Service Project Costs: \$-

*New runway lighting projects for Community Local Airports must be MIRLS

**CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED**

Project Type	Project Description	Estimated Cost
Lighting, NAVAIDs, & Signage	Rehabilitate Runway Lighting and Marking	\$300,000
Acquisitions, Relocations, & Easements	Environmental Review and Land/Easement for Runway Extension	\$90,000
Runways	Extend Runway	\$480,000
Taxiways	Turnaround on Extended Runway End 36	\$280,000
Terminals & Other Buildings	Snow Removal Equipment (SRE)	\$175,000
Terminals & Other Buildings	SRE (Equipment) Building	\$300,000
Estimated CIP Project Costs		\$1,625,000

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Runways	Reconstruct Runway Pavement	\$8,000,000
Estimated Pavement Project Costs		\$8,000,000
Total Estimated Project Costs		\$9,625,000

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THAYER MEMORIAL AIRPORT REPORT CARD

AIRPORT NAME: Thayer Memorial

CITY: Thayer

AIRPORT CODE: 42M

ACTIONS NEEDED TO MEET FACILITY AND SERVICE OBJECTIVES

Facility Type	Minimum Objective	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
ARC	AI	BI	Yes		\$-
Runway Length (feet)	Maintain existing length	4,200	N/A		\$-
Runway Width (feet)	60' for NPIAS airports; Maintain existing at non-NPIAS airports	49	Yes		\$-
Taxiway System	Turnarounds both ends	Stub(s), Both Runway Ends	Yes		\$-
NAVAIDS					
Rotating Beacon	Yes	Yes	Yes		\$-
Lighting Wind Cone	Yes	Wind cone	No	Install lighted wind cone	\$15,000
Segmented Circle	Yes	Yes	Yes		\$-
REILS	Not an objective	N/N	N/A		\$-
VGSI (PAPI/VASI)	Not an objective	None	N/A		\$-
Approach	Visual	Visual	Yes		\$-
Lighting					
Runway Lighting	MIRL/LIRL*	LIRL	Yes		\$-
Taxiway Lighting	Not an objective	MITL, Reflectors	N/A		\$-
Approach Lighting System	Not an objective	None	N/A		\$-
Weather	Not an objective	HIWAS	N/A		\$-
Hangar Storage	Maintain existing	5	N/A		\$-
Tie Downs	Maintain existing	0	N/A		\$-
GA Admin Building					
Building Area (Sq. Ft.)	Maintain existing	500	N/A		\$-
Public Restroom	Maintain existing	Yes	N/A		\$-
Conference Room	Maintain existing	No	N/A		\$-
Pilot Lounge	Maintain existing	No	N/A		\$-
GA Auto Parking	Maintain existing	4	N/A		\$-
Ground Communications	Public phone	No	No	Provide public phone	\$-
Services					
Jet Fuel	Not an objective	No	N/A		\$-
AvGas	Yes	Yes	Yes		\$-
FBO	Not an objective	Yes	N/A		\$-
Aircraft Maintenance	Not an objective	No	N/A		\$-
Rental Cars	Not an objective	Yes	N/A		\$-
Transportation	Not an objective	No	N/A		\$-

Estimated SASP Facility/Service Project Costs: \$15,000

*New runway lighting projects for Community Local Airports must be MIRLS



CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
None		
Estimated CIP Project Costs		\$-

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
None		
Estimated Pavement Project Costs		\$-
Total Estimated Project Costs		\$15,000

System plan project costs are developed to a planning, not engineering, level of detail. System plan costs are based on typical Missouri unit costs, but airport conditions may cause these costs to vary. Furthermore, bids received may be different from plan estimates. CIP projects in the report card have not been vetted, prioritized, or approved by MoDOT or FAA. A project's inclusion in the report card does not mean that either MoDOT or FAA has approved or committed funds to the project. Some projects will require additional study to justify the need/feasibility of the project, and some projects could require environmental and airspace analysis.



TRENTON MUNICIPAL AIRPORT REPORT CARD

AIRPORT NAME: Trenton Municipal

CITY: Trenton

AIRPORT CODE: TRX

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 (feet)	4,000	4,307	Yes		\$-
Runway Width (feet)	75	75	Yes		\$-
Taxiway System	Turnarounds both ends	Partial Parallel, Both Runway Ends	Yes		\$-
NAVAIDS					
Rotating Beacon	Yes	Yes	Yes		\$-
Lighting Wind Cone	Yes	Lighted wind cone	Yes		\$-
Segmented Circle	Yes	Yes	Yes		\$-
REILS	Yes (both ends)	Y/Y	Yes		\$-
VGSI (PAPI/VASI)	Yes (both ends)	P4L / P4L	Yes		\$-
Approach	Non-Precision	Precision-Like	Yes		\$-
Lighting					
Runway Lighting	MIRL	MIRL	Yes		\$-
Taxiway Lighting	Not an objective	Reflectors	N/A		\$-
Approach Lighting System	Not an objective	None	N/A		\$-
Weather	Not an objective	None	N/A		\$-
Hangar Storage	70% of based aircraft	17	Yes		\$-
Tie Downs	40% of based & 25% of daily transient	6	Yes		\$-
GA Admin Building					
Building Area (Sq. Ft.)	1,500	150	No	Provide additional 1,350 sq. ft. of space	\$405,000
Public Restroom	Yes	Yes	Yes		\$-
Conference Room	Yes	No	No	Provide conference room	\$75,000
Pilot Lounge	Yes	Yes	Yes		\$-
GA Auto Parking	1 space for each based & 25% for employees	5	No	Provide 9 additional auto parking spaces	\$90,000
Ground Communications	Public phone	Yes	Yes		\$-
Services					
Jet Fuel	Yes	Yes	Yes		\$-
AvGas	Yes	Yes	Yes		\$-
FBO	Yes	Yes	Yes		\$-
Aircraft Maintenance	Not an objective	No	N/A		\$-
Rental Cars	Yes	Yes	Yes		\$-
Transportation	Yes	Yes	Yes		\$-

Estimated SASP Facility/Service Project Costs: \$570,000



CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Hangars	Construct Hangar	\$600,000
Acquisitions, Relocations, & Easements	Land Acquisition	\$150,000
Lighting, NAVAIDs, & Signage	AWOS	\$200,000
Estimated CIP Project Costs		\$950,000

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Runways	Rehabilitate Runway	\$4,000,000
Estimated Pavement Project Costs		\$4,000,000
Total Estimated Project Costs		\$5,520,000

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UNIONVILLE MUNICIPAL AIRPORT REPORT CARD

AIRPORT NAME: Union Municipal

CITY: Unionville

AIRPORT CODE: K43

ACTIONS NEEDED TO MEET FACILITY AND SERVICE OBJECTIVES

Facility Type	Minimum Objective	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
ARC	A-I	A-I	Yes		\$-
Runway Length (feet)	Maintain existing length	2,805	N/A		\$-
Runway Width (feet)	60' for NPIAS airports; Maintain existing at non-NPIAS airports	49	Yes		\$-
Taxiway System	Turnarounds both ends	Stub(s), Both Runway Ends	Yes		\$-
NAVAIDS					
Rotating Beacon	Yes	Yes	Yes		\$-
Lighting Wind Cone	Yes	Lighted wind cone	Yes		\$-
Segmented Circle	Yes	Yes	Yes		\$-
REILS	Not an objective	N/N	N/A		\$-
VGSI (PAPI/VASI)	Not an objective	None	N/A		\$-
Approach	Visual	Visual	Yes		\$-
Lighting					
Runway Lighting	MIRL/LIRL*	LIRL	Yes		\$-
Taxiway Lighting	Not an objective	Reflectors	N/A		\$-
Approach Lighting System	Not an objective	None	N/A		\$-
Weather	Not an objective	None	N/A		\$-
Hangar Storage	Maintain existing	7	N/A		\$-
Tie Downs	Maintain existing	0	N/A		\$-
GA Admin Building					
Building Area (Sq. Ft.)	Maintain existing	200	N/A		\$-
Public Restroom	Maintain existing	No	N/A		\$-
Conference Room	Maintain existing	No	N/A		\$-
Pilot Lounge	Maintain existing	Yes	N/A		\$-
GA Auto Parking	Maintain existing	6	N/A		\$-
Ground Communications	Public phone	No	No	Provide public phone	\$-
Services					
Jet Fuel	Not an objective	No	N/A		\$-
AvGas	Yes	Yes	Yes		\$-
FBO	Not an objective	No	N/A		\$-
Aircraft Maintenance	Not an objective	No	N/A		\$-
Rental Cars	Not an objective	Yes	N/A		\$-
Transportation	Not an objective	No	N/A		\$-

Estimated SASP Facility/Service Project Costs: \$-

*New runway lighting projects for Community Local Airports must be MIRLS



CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Lighting, NAVAIDs, & Signage	Runway Lighting	\$195,500
Acquisitions, Relocations, & Easements	Property Acquisition	\$569,000
Safety & Security	Tree Removal	\$10,000
Estimated CIP Project Costs		\$774,500

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Runways	Runway Reconstruction	\$1,761,000
Estimated Pavement Project Costs		\$1,761,000
Total Estimated Project Costs		\$2,535,500

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BOLLINGER-CRASS MEMORIAL AIRPORT REPORT CARD

AIRPORT NAME: Bollinger-Crass Memorial

CITY: Van Buren

AIRPORT CODE: MO5

ACTIONS NEEDED TO MEET FACILITY AND SERVICE OBJECTIVES

Facility Type	Minimum Objective	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
ARC	AI	AI	Yes		\$-
Runway Length (feet)	Maintain existing length	2,600	N/A		\$-
Runway Width (feet)	60' for NPIAS airports; Maintain existing at non-NPIAS airports	50	Yes		\$-
Taxiway System	Turnarounds both ends	Stub(s), Both Runway Ends	Yes		\$-
NAVAIDS					
Rotating Beacon	Yes	Yes	Yes		\$-
Lighting Wind Cone	Yes	None	No	Install lighted wind cone	Cost included in CIP
Segmented Circle	Yes	Yes	Yes		\$-
REILS	Not an objective	N/N	N/A		\$-
VGSI (PAPI/VASI)	Not an objective	None	N/A		\$-
Approach Lighting	Visual	Visual	Yes		\$-
Runway Lighting	MIRL/LIRL*	None	No	Install MIRL	\$300,000
Taxiway Lighting	Not an objective	None	N/A		\$-
Approach Lighting System	Not an objective	None	N/A		\$-
Weather	Not an objective	None	N/A		\$-
Hangar Storage	Maintain existing	0	N/A		\$-
Tie Downs	Maintain existing	6	N/A		\$-
GA Admin Building					
Building Area (Sq. Ft.)	Maintain existing	0	N/A		\$-
Public Restroom	Maintain existing	No	N/A		\$-
Conference Room	Maintain existing	No	N/A		\$-
Pilot Lounge	Maintain existing	No	N/A		\$-
GA Auto Parking	Maintain existing	0	N/A		\$-
Ground Communications	Public phone	No	No	Provide public phone	\$-
Services					
Jet Fuel	Not an objective	No	N/A		\$-
AvGas	Yes	Yes	Yes		\$-
FBO	Not an objective	No	N/A		\$-
Aircraft Maintenance	Not an objective	No	N/A		\$-
Rental Cars	Not an objective	Yes	N/A		\$-
Transportation	Not an objective	No	N/A		\$-

Estimated SASP Facility/Service Project Costs: \$300,000

*New runway lighting projects for Community Local Airports must be MIRLS



CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Lighting, NAVAIDs, & Signage	Airfield Electrical Improvements (New Edge Lights, Beacon, Wind Cone and Regulator)	\$285,000
Estimated CIP Project Costs		\$285,000

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
None		
Estimated Pavement Project Costs		\$-
Total Estimated Project Costs		\$585,000

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ROY OTTEN MEMORIAL AIRFIELD REPORT CARD

AIRPORT NAME: Roy Otten Memorial

CITY: Versailles

AIRPORT CODE: 3VS

ACTIONS NEEDED TO MEET FACILITY AND SERVICE OBJECTIVES

Facility Type	Minimum Objective	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
ARC	A-I	A-I	Yes		\$-
Runway Length (feet)	Maintain existing length	2,805	N/A		\$-
Runway Width (feet)	60' for NPIAS airports; Maintain existing at non-NPIAS airports	39	Yes		\$-
Taxiway System	Turnarounds both ends	Stub(s), Both Runway Ends	Yes		\$-
NAVAIDS					
Rotating Beacon	Yes	Yes	Yes		\$-
Lighting Wind Cone	Yes	Lighted wind cone	Yes		\$-
Segmented Circle	Yes	Yes	Yes		\$-
REILS	Not an objective	N/N	N/A		\$-
VGSI (PAPI/VASI)	Not an objective	None	N/A		\$-
Approach	Visual	Visual	Yes		\$-
Lighting					
Runway Lighting	MIRL/LIRL*	LIRL	Yes		\$-
Taxiway Lighting	Not an objective	Non-Standard Lighting	N/A		\$-
Approach Lighting System	Not an objective	None	N/A		\$-
Weather	Not an objective	None	N/A		\$-
Hangar Storage	Maintain existing	33	N/A		\$-
Tie Downs	Maintain existing	6	N/A		\$-
GA Admin Building					
Building Area (Sq. Ft.)	Maintain existing	800	N/A		\$-
Public Restroom	Maintain existing	Yes	N/A		\$-
Conference Room	Maintain existing	No	N/A		\$-
Pilot Lounge	Maintain existing	Yes	N/A		\$-
GA Auto Parking	Maintain existing	16	N/A		\$-
Ground Communications	Public phone	No	No	Provide public phone	\$-
Services					
Jet Fuel	Not an objective	No	N/A		\$-
AvGas	Yes	Yes	Yes		\$-
FBO	Not an objective	Yes	N/A		\$-
Aircraft Maintenance	Not an objective	Yes	N/A		\$-
Rental Cars	Not an objective	No	N/A		\$-
Transportation	Not an objective	Yes	N/A		\$-

Estimated SASP Facility/Service Project Costs: \$-

*New runway lighting projects for Community Local Airports must be MIRLS



CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Lighting, NAVAIDs, & Signage	GPS Instrument Approach Procedure	\$50,000
Lighting, NAVAIDs, & Signage	Pilot Controlled Lighting for Runway and Beacon	\$3,000
Safety & Security	Obstruction (Tree) Removal Off Airport Property	\$5,000
Estimated CIP Project Costs		\$58,000

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
None		
Estimated Pavement Project Costs		\$-
Total Estimated Project Costs		\$58,000

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UCM-SKYHAVEN AIRPORT REPORT CARD

AIRPORT NAME: UCM-Skyhaven

CITY: Warrensburg

AIRPORT CODE: RCM

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 (feet)	5,000	4,206	No	Extend 794'	\$8,982,329
Runway Width (feet)	75	75	Yes		\$-
Taxiway System	Full Parallel	Partial Parallel, One Runway End	No	Extend taxiway	Included in runway extension cost
NAVAIDS					
Rotating Beacon	Yes	Yes	Yes		\$-
Lighting Wind Cone	Yes	Lighted wind cone	Yes		\$-
Segmented Circle	Yes	Yes	Yes		\$-
REILS	Yes (both ends)	Y/Y	Yes		\$-
VGSI (PAPI/VASI)	Yes (both ends)	P4L / P4R	Yes		\$-
Approach	Precision-Like Approach (ILS or LPV)	Precision-Like	Yes		\$-
Lighting					
Runway Lighting	MIRL	MIRL	Yes		\$-
Taxiway Lighting	MITL	Reflectors	No	Install MITL	\$405,000
Approach Lighting System	Not an objective	None	N/A		\$-
Weather	AWOS/ASOS	AWOS	Yes		\$-
Hangar Storage	70% of based aircraft	47	Yes		\$-
Tie Downs	30% of based & 75% of daily transient	70	Yes		\$-
GA Admin Building					
Building Area (Sq. Ft.)	2,500	0	No	Provide 2,500 sq. ft. of space	\$750,000
Public Restroom	Yes	No	No	Provide public restroom	\$35,000
Conference Room	Yes	No	No	Provide conference room	\$75,000
Pilot Lounge	Yes	No	No	Provide pilot lounge	\$42,000
GA Auto Parking	1 space for each based & 50% for employees	98	Yes		\$-
Ground Communications	Public phone	No	No	Provide public phone	\$-
Services					
Jet Fuel	Yes	Yes	Yes		\$-
AvGas	Yes	Yes	Yes		\$-
FBO	Yes	Yes	Yes		\$-
Aircraft Maintenance	Yes	Yes	Yes		\$-
Rental Cars	Yes	Yes	Yes		\$-
Transportation	Yes	No	No	Provide ground transportation services	\$-

Estimated SASP Facility/Service Project Costs: \$10,289,329



CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Fuel	Relocate Fuel Truck Containment and Hangar 2	\$200,000
Plans & Studies	Master Plan Update/Wildlife Hazard	\$350,000
Terminals & Other Buildings	Construct Aviation Training Center	\$2,500,000
Apron	Apron and Taxilanes Joint Sealant Replacement	\$375,000
Utilities, Drainage, & Other/Misc.	Address Pipeline (if needed)	\$2,000,000
Acquisitions, Relocations, & Easements	Land Acquisition	\$200,000
Runways	Extend Runway 1-19	Cost included in System Plan
Runways	Shift Runway 1-19 802' North	Cost included in System Plan
Taxiways	Construct 14-32 Parallel Taxiway	\$1,000,000
Apron	Apron Construction	\$1,200,000
Safety & Security	Install Perimeter Fence	\$500,000
Terminals & Other Buildings	ATCT	\$5,000,000
Terminals & Other Buildings	Construct Terminal Building	\$700,000
Taxiways	Construct T-Hangars and Taxilanes	\$1,500,000
Fuel	Construct Fuel Farm	\$600,000
Estimated CIP Project Costs		\$16,125,000

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Runways	Runway 14-32 Overlay	\$1,000,000
Estimated Pavement Project Costs		\$1,000,000
Total Estimated Project Costs		\$27,414,329

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WARSAW MUNICIPAL AIRPORT REPORT CARD

AIRPORT NAME: Warsaw Municipal

CITY: Warsaw

AIRPORT CODE: RAW

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 (feet)	4,000	4,000	Yes		\$-
Runway Width (feet)	75	75	Yes		\$-
Taxiway System	Turnarounds both ends	Stub(s), Both Runway Ends	Yes		\$-
NAVAIDS					
Rotating Beacon	Yes	Yes	Yes		\$-
Lighting Wind Cone	Yes	Lighted wind cone	Yes		\$-
Segmented Circle	Yes	Yes	Yes		\$-
REILS	Yes (both ends)	Y/Y	Yes		\$-
VGSI (PAPI/VASI)	Yes (both ends)	P4L / P4L	Yes		\$-
Approach	Non-Precision	Precision-Like	Yes		\$-
Lighting					
Runway Lighting	MIRL	MIRL	Yes		\$-
Taxiway Lighting	Not an objective	HITL, MITL, LITL, Reflectors	N/A		\$-
Approach Lighting System	Not an objective	None	N/A		\$-
Weather	Not an objective	AWOS	N/A		\$-
Hangar Storage	70% of based aircraft	20	Yes		\$-
Tie Downs	40% of based & 25% of daily transient	12	Yes		\$-
GA Admin Building					
Building Area (Sq. Ft.)	1,500	1,900	Yes		\$-
Public Restroom	Yes	Yes	Yes		\$-
Conference Room	Yes	Yes	Yes		\$-
Pilot Lounge	Yes	Yes	Yes		\$-
GA Auto Parking	1 space for each based & 25% for employees	20	Yes		\$-
Ground Communications	Public phone	Yes	Yes		\$-
Services					
Jet Fuel	Yes	No	No	Provide jet fuel	\$450,000
AvGas	Yes	Yes	Yes		\$-
FBO	Yes	Yes	Yes		\$-
Aircraft Maintenance	Not an objective	No	N/A		\$-
Rental Cars	Yes	Yes	Yes		\$-
Transportation	Yes	Yes	Yes		\$-

Estimated SASP Facility/Service Project Costs: \$450,000



CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Plans & Studies	Environmental Assessment	\$85,000
Apron	Apron Expansion/Grading (Including Future Partial Parallel Taxiway Grading)/Pond Removal Design Only	\$100,300
Lighting, NAVAIDs, & Signage	Relocate AWOS III	\$30,000
Acquisitions, Relocations, & Easements	Entrance Road Relocation	\$720,000
Apron	Apron Expansion/Grading/Pond Removal Construction	\$768,700
Runways	Extend Runway 18 (1,000' X 75' with Taxiway Turnaround)	\$2,062,600
Taxiways	Parallel Taxiway (4,000')	\$1,162,400
fuel	Construct Fuel Farm	\$505,700
Auto Parking & Ground Access	Construct Auto Parking Area	\$450,000
Hangars	10 Unit T-Hangar	\$800,000
Estimated CIP Project Costs		\$6,684,700

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
None		
Estimated Pavement Project Costs		\$-
Total Estimated Project Costs		\$7,134,700

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WASHINGTON REGIONAL AIRPORT REPORT CARD

AIRPORT NAME: Washington Regional

CITY: Washington

AIRPORT CODE: FYG

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-I	No	Improve ARC	\$-
Runway Length (feet)	5,000	5,002	Yes		\$-
Runway Width (feet)	75	75	Yes		\$-
Taxiway System	Full Parallel	Full Parallel	Yes		\$-
NAVAIDS					
Rotating Beacon	Yes	Yes	Yes		\$-
Lighting Wind Cone	Yes	Lighted wind cone	Yes		\$-
Segmented Circle	Yes	Yes	Yes		\$-
REILS	Yes (both ends)	Y/Y	Yes		\$-
VGSI (PAPI/VASI)	Yes (both ends)	P4L / P4L	Yes		\$-
Approach	Precision-Like Approach (ILS or LPV)	Precision-Like	Yes		\$-
Lighting					
Runway Lighting	MIRL	MIRL	Yes		\$-
Taxiway Lighting	MITL	Reflectors	No	Install MITL	\$467,000
Approach Lighting System	Not an objective	None	N/A		\$-
Weather	AWOS/ASOS	AWOS	Yes		\$-
Hangar Storage	70% of based aircraft	39	Yes		\$-
Tie Downs	30% of based & 75% of daily transient	0	No	Provide 12 tie down spaces	\$3,000,000
GA Admin Building					
Building Area (Sq. Ft.)	2,500	6,400	Yes		\$-
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	21	No	Provide 29 additional auto parking spaces	\$290,000
Ground Communications	Public phone	Yes	Yes		\$-
Services					
Jet Fuel	Yes	Yes	Yes		\$-
AvGas	Yes	Yes	Yes		\$-
FBO	Yes	Yes	Yes		\$-
Aircraft Maintenance	Yes	Yes	Yes		\$-
Rental Cars	Yes	Yes	Yes		\$-
Transportation	Yes	Yes	Yes		\$-

Estimated SASP Facility/Service Project Costs: \$3,757,000

**CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED**

Project Type	Project Description	Estimated Cost
Lighting, NAVAIDs, & Signage	Re-Mark Airfield	\$215,000
Acquisitions, Relocations, & Easements	Land Acquisition for Runway Extension	\$370,000
Safety & Security	Obstruction Removal	\$145,000
Terminals & Other Buildings	New Terminal Area Development and Taxiway	\$2,000,000
Hangars	T-Hangar Taxilanes and T-Hangar	\$800,000
Runways	EA for Runway Extension	\$100,000
Estimated CIP Project Costs		\$3,630,000

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
None		
Estimated Pavement Project Costs		\$-
Total Estimated Project Costs		\$7,387,000

System plan project costs are developed to a planning, not engineering, level of detail. System plan costs are based on typical Missouri unit costs, but airport conditions may cause these costs to vary. Furthermore, bids received may be different from plan estimates. CIP projects in the report card have not been vetted, prioritized, or approved by MoDOT or FAA. A project's inclusion in the report card does not mean that either MoDOT or FAA has approved or committed funds to the project. Some projects will require additional study to justify the need/feasibility of the project, and some projects could require environmental and airspace analysis.



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 (feet)	5,000	5,101	Yes		\$-
Runway Width (feet)	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
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
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					
Building Area (Sq. Ft.)	2,500	2,400	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 additional auto parking spaces	\$80,000
Ground Communications	Public phone	Yes	Yes		\$-
Services					
Jet Fuel	Yes	Yes	Yes		\$-
AvGas	Yes	Yes	Yes		\$-
FBO	Yes	Yes	Yes		Market driven/cost typically covered by third party
Aircraft Maintenance	Yes	No	No	Provide aircraft maintenance	Market driven/cost typically covered by third party
Rental Cars	Yes	Yes	Yes		\$-
Transportation	Yes	Yes	Yes		\$-

Estimated SASP Facility/Service Project Costs: \$570,000

*The deficiency is minor and therefore no improvement is warranted.



CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Hangars	Construct Hangars	\$722,000
Plans & Studies	Environmental Assessment	\$75,000
Acquisitions, Relocations, & Easements	Land Acquisition	\$612,000
Runways	Widen and Extend Runway	\$4,000,000
Safety & Security	Airport Perimeter Fencing Phase I	\$193,000
Safety & Security	Airport Perimeter Fencing Phase II	\$193,000
Estimated CIP Project Costs		\$5,795,000

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Taxiways	Parallel Taxiway and Apron Pavement Maintenance	\$300,000
Apron	Entrance Road Rehabilitation	\$300,000
Estimated Pavement Project Costs		\$600,000
Total Estimated Project Costs		\$6,965,000

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WILLOW SPRINGS MEMORIAL AIRPORT REPORT CARD

AIRPORT NAME: Willow Springs Memorial

CITY: Willow Springs

AIRPORT CODE: 1H5

ACTIONS NEEDED TO MEET FACILITY AND SERVICE OBJECTIVES

Facility Type	Minimum Objective	Actual	Compliance	Action Needed to Meet Criteria	Estimated Cost
ARC	AI	AI	Yes		\$-
Runway Length (feet)	Maintain existing length	3,502	N/A		\$-
Runway Width (feet)	60' for NPIAS airports; Maintain existing at non-NPIAS airports	60	Yes		\$-
Taxiway System	Turnarounds both ends	Partial Parallel, Both Runway Ends	Yes		\$-
NAVAIDS					
Rotating Beacon	Yes	No	No	Install rotating beacon	\$100,000
Lighting Wind Cone	Yes	Lighted wind cone	Yes		\$-
Segmented Circle	Yes	Yes	Yes		\$-
REILS	Not an objective	N/N	N/A		\$-
VGSI (PAPI/VASI)	Not an objective	None	N/A		\$-
Approach Lighting	Visual	Visual	Yes		\$-
Runway Lighting	MIRL/LIRL*	MIRL	Yes		\$-
Taxiway Lighting	Not an objective	MITL	N/A		\$-
Approach Lighting System	Not an objective	None	N/A		\$-
Weather	Not an objective	None	N/A		\$-
Hangar Storage	Maintain existing	9	N/A		\$-
Tie Downs	Maintain existing	6	N/A		\$-
GA Admin Building					
Building Area (Sq. Ft.)	Maintain existing	800	N/A		\$-
Public Restroom	Maintain existing	Yes	N/A		\$-
Conference Room	Maintain existing	Yes	N/A		\$-
Pilot Lounge	Maintain existing	Yes	N/A		\$-
GA Auto Parking	Maintain existing	9	N/A		\$-
Ground Communications	Public phone	Yes	Yes		\$-
Services					
Jet Fuel	Not an objective	No	N/A		\$-
AvGas	Yes	Yes	Yes		\$-
FBO	Not an objective	No	N/A		\$-
Aircraft Maintenance	Not an objective	No	N/A		\$-
Rental Cars	Not an objective	Yes	N/A		\$-
Transportation	Not an objective	No	N/A		\$-

Estimated SASP Facility/Service Project Costs: \$100,000

*New runway lighting projects for Community Local Airports must be MIRLS



CAPITAL IMPROVEMENT PLAN (CIP) PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
Lighting, NAVAIDs, & Signage	Airport Beacon	Cost included in System Plan
Estimated CIP Project Costs		\$-

MAJOR PAVEMENT MAINTENANCE PROJECTS PLANNED

Project Type	Project Description	Estimated Cost
None		
Estimated Pavement Project Costs		\$-
Total Estimated Project Costs		\$100,000

System plan project cost are developed to a planning, not engineering, level of detail. System plan costs are based on typical Missouri unit costs, but airport conditions may cause these costs to vary. Actually "bids" may be different from plan estimates. CIP projects in the report card have not been vetted, prioritized, or approved by MoDOT or FAA. A project's inclusion in the report card does not mean that either MoDOT or FAA has approved or committed funds to the project. Some projects will require additional study to justify the need/feasibility of the project, and some projects could require environmental and airspace analysis.