

WEST PLAINS
REGIONAL
AIRPORT

COMMUNITY MEETING

MASTER PLAN UPDATE
February 5, 2019

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Welcome

-
- Meeting Objectives – today we will leave with:
 - An understanding of the Master Plan process
 - An awareness of future aviation demands at UNO
 - An understanding of airport improvement recommendations
 - Knowledge about the next steps to finalize the Master Plan



Master Plan Update



Why do we Master Plan airports?

The Master Plan is a **20 year plan** to understand the needs of current and future users of the airport. This is important to ensure that **safe and orderly development** occurs in a manner that is **reflective of the community's values and goals**. The plan is developed through **a purposeful, inclusive and educational process**.

Master Plan Process

MASTER PLAN PROCESS

INVESTIGATION

Pre-Planning

Inventory

Forecasts and Planning Activity Levels

Facility Requirements

PREPARATION

SOLUTIONS

Alternatives Analysis

Contingency Scenario Development

Identification of Preferred Alternatives

EVALUATION

IMPLEMENTATION

Financial Planning Improvement Plan (CIP)

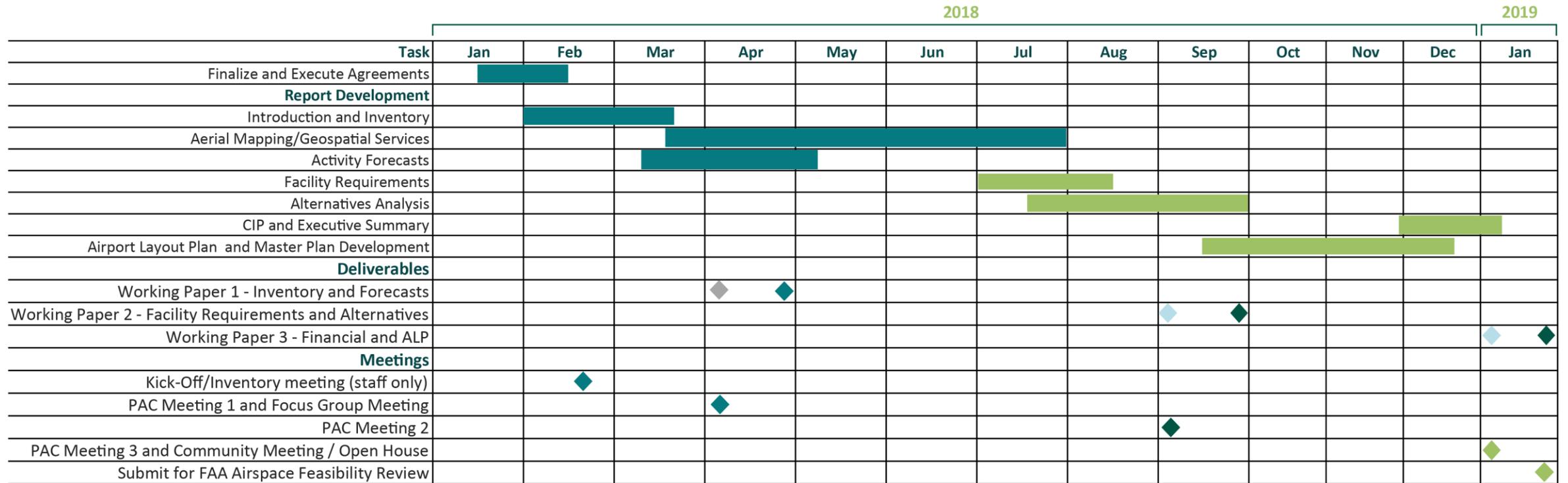
Final Master Plan Documentation

Airport Layout Plan (ALP)

DOCUMENTATION

P U B L I C O U T R E A C H

Project Timeline



Schedule is subject to MoDOT and/or FAA review of material. Schedule is subject to receipt of 2018 non-primary entitlement funds.

- █ Phase I Development using 2017 non-primary entitlement
- █ Phase II Development using 2018 non-primary entitlement
- ◆ Draft deliverable
- ◆ Final deliverable

Understanding Key Relationships

1

FAA

Regulator
Funder

2

STATE

Regulator
Funder

3

SPONSOR

Operator
Regulator
Landlord
Funder

FAA and State Roles

FAA

- Preemptive authority on safety
- Regulates
 - Airspace
 - Aircraft operations
 - Aircraft noise
- Prescribes airport design standards
- Administer the Airport Improvement Program (AIP)

State of Missouri

- Promotes aviation safety, aviation education and development
- Provides guidance to Sponsors
- Leads other initiatives that benefits Missouri aviation
- Partners with FAA for programming AIP funds
- Funds projects through the federal and state aviation grant programs

Responsibilities of the City of West Plains as Sponsor

West Plains City Council has final decision-making responsibility for the management, operation, and maintenance of the airport and the responsibility for sound stewardship of the airport including:

- ***Safe and efficient*** - highest priority (based on standard of care)
- ***Maintenance of all assets*** – infrastructure and equipment
- ***Sound fiscal management*** in compliance with federal and/or state grant assurances



Outreach Tools

- Planning Advisory Committee
- Stakeholder Meetings
- User and business surveys
- Local Government briefings
- FAA/MoDOT collaboration

We want your feedback! The West Plains Regional Airport (UNO) is in the process of updating the Airport's Master Plan. The Master Plan will guide the Airport through the next twenty years of development. Input is being solicited from based aircraft owners, tenants and users to determine adequacy of the facility and desired improvements.

Thank you for taking the time to complete this survey. Your input will help shape the future of UNO. If you have questions regarding this survey or would like to discuss any issues regarding the airport facility, please contact Tony Davis, Project Manager at tony.davis@aviation.com or (443) 307-3280.

1. This form was completed by:
First Name (optional): _____
Last Name (optional): _____
Email Address (optional): _____

2. Aircraft Type 1 3. Aircraft Type 2 4. Aircraft Type 3

<input type="checkbox"/> Single Engine Piston	<input type="checkbox"/> Single Engine Piston	<input type="checkbox"/> Single Engine Piston
<input type="checkbox"/> Multi Engine Piston	<input type="checkbox"/> Multi Engine Piston	<input type="checkbox"/> Multi Engine Piston
<input type="checkbox"/> Turbo prop	<input type="checkbox"/> Turbo prop	<input type="checkbox"/> Turbo prop
<input type="checkbox"/> Jet	<input type="checkbox"/> Jet	<input type="checkbox"/> Jet
<input type="checkbox"/> Helicopter	<input type="checkbox"/> Helicopter	<input type="checkbox"/> Helicopter
<input type="checkbox"/> Other	<input type="checkbox"/> Other	<input type="checkbox"/> Other

5. What are the make and model of your aircraft? _____

6. Approximately how many operations (takeoffs and landings) did you conduct at UNO in 2007? _____

7. Approximately how many operations (takeoffs and landings) do you expect to conduct in 2008? _____ 2009? _____

8. Is your aircraft stored at UNO?
 Yes If yes, please indicate your current lease expiration date: _____
 No If no, where is your aircraft based? _____

What might influence you to base your aircraft at UNO? _____

WEST PLAINS REGIONAL AIRPORT

PLEASE JOIN US!

**AIRPORT MASTER PLAN
COMMUNITY MEETING**

Tuesday, February 5th
6:00pm - 7:00pm

**City Council Chambers
West Plains City Hall
1910 Holiday Lane
West Plains, MO**



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SAVE THE DATE

WEST PLAINS REGIONAL AIRPORT

**AIRPORT MASTER PLAN
Planning Advisory Committee Meeting**

Tuesday, April 24th | 10:00am - 12:00pm

**Great Rivers Distributing
4232 ODC 1060 | Pomona, MO**



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Planning Advisory Committee

- Angie Ruble – Forest Service
- Dan Singletary – Heritage Park
- Dennis Lancaster – Missouri State
- Floyd Deidiker – MO Pilot Assoc.
- Gerald Smith - Conservation
- Heather Fisher – OzSBI Center
- Ivan Tucker – Timberland/Royal Oak
- Jack Bates – Air Evac
- John Reed – Airport Tenant
- Mark Drake- Airport Tenant
- Mark Inman – MO State Patrol
- Matt Gregory – Jasper Engines
- Josh Cotter – City Council, West Plains
- Ryan Cundall – City of West Plains
- David Bossemeyer – Economic Development
- Todd Shanks – Tourism

Inventory & Aviation Demand Forecasts



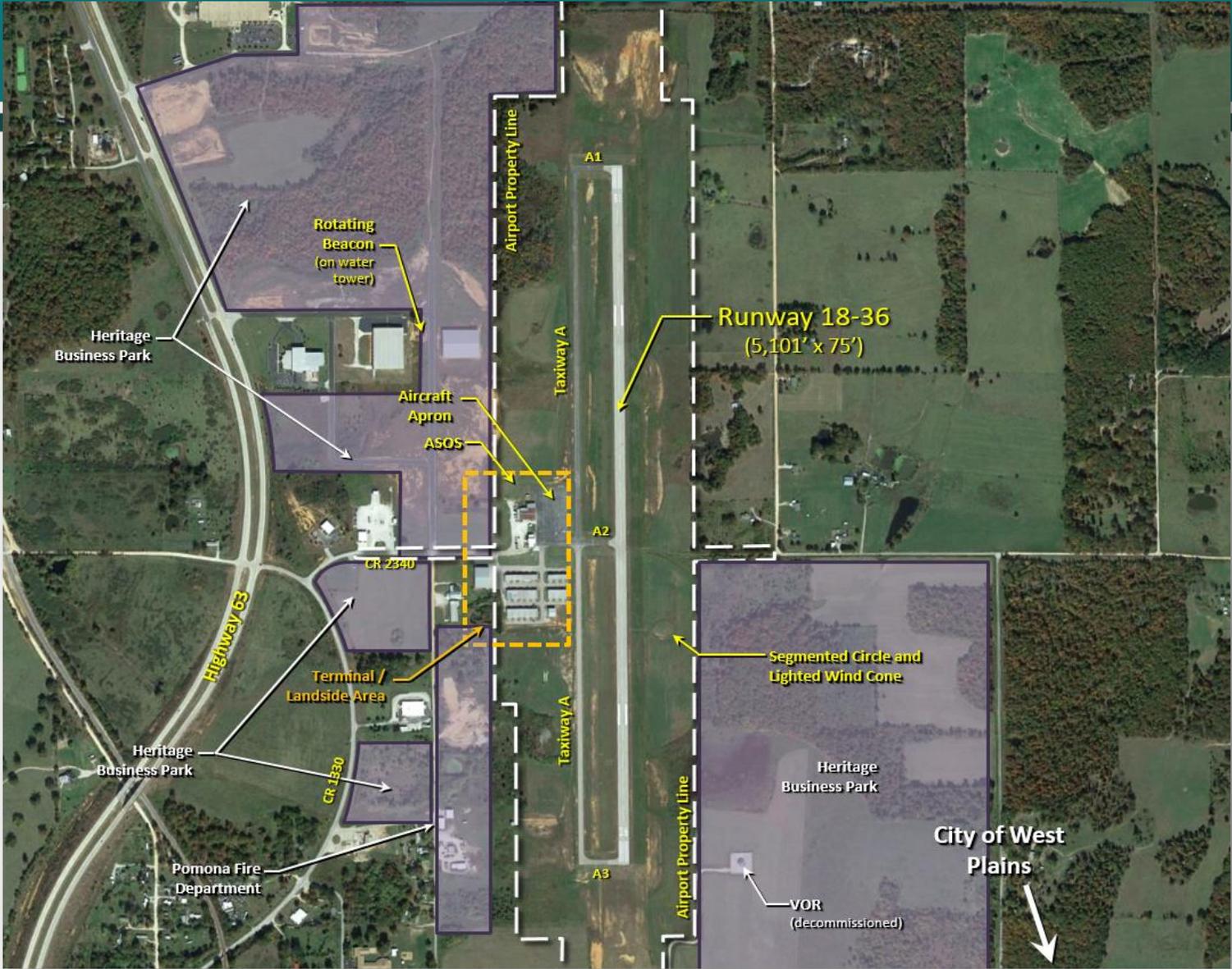
UNO Facts

- Airport Role
 - FAA NPIAS: Local General Aviation
 - FAA Asset: Local
 - MoDOT: Regional Business
- 210 acres
- Single runway 5,101' x 75' (Runway B-II Design Code)
- 27 based aircraft
- Fixed Base Operator: City of West Plains
 - Avgas and Jet A fueling, aircraft tiedowns
- 2,722 operations (2017)

\$4.6 million in economic impact (2013)



Airfield Inventory



Landside Inventory



Forecast Consideration

- National aviation trends
- Availability & cost of 100LL AvGas
- User fees
- Airspace & security regulations
- State and regional data
 - Population
 - Income
 - Per capita personal income
- MoDOT State System Plan
- FAA Terminal Area Forecast (TAF)

UNO Forecasts & FAA Forecasts

	Current	2022	2027	2032	2037	CAGR 2017 -2037
Based Aircraft						
Preferred Forecast	28	34	44	54	64	4.2%
Operations						
Preferred Forecast	2,772	3,066	3,391	3,751	4,148	2.0%

Capital Improvement Recommendations & Financial Plan

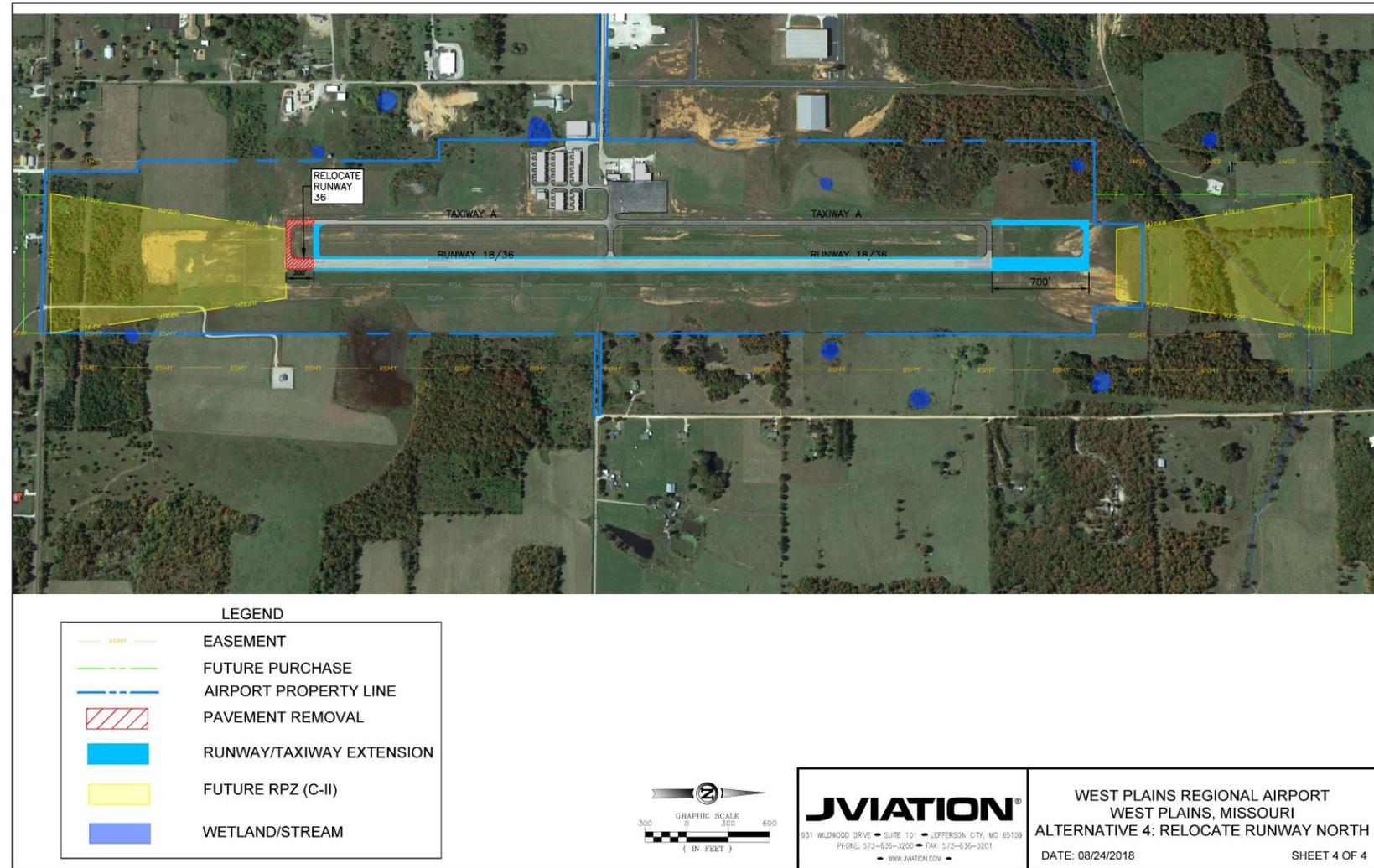


Facility Recommendations

Facility	Future Requirement	Justification
Runway Development	Extend and widen runway to 5,600' x 100', increase runway pavement strength	Meet ARC C-II design standard to accommodate more demanding aircraft
Runway Protection	Enlarged RSA, OFA, and RPZ dimensions	Meet ARC C-II design standard to accommodate more demanding aircraft
Taxiway Improvements	Extend taxiway with runway extension, install medium intensity lighting	Maintain full length parallel taxiway serving runway and provide enhanced service
NAVAIDS	Relocate ASOS	Allow hangar development
Auto Parking and Roadway Access	Increase the number of parking spaces near hangars and provide dedicated access	Provide a better level of service and convenience to based aircraft owners
Hangar Development	Increase the number of small, medium, and large hangars	As demand warrants. Meet demand for the increasing number of based aircraft
Apron Expansion	Expand the apron with future hangar development, add and improve connectors to taxiway	Increase safety and reduce foreign object debris (FOD)
Fuel Storage and Dispensing	Enlarge and replace fueling system, acquire fueling trucks	Above ground system - secondary containment, improve level of service
Maintenance Equipment Storage	Storage building for airfield maintenance equipment	Consolidates storage, frees hangars, and reduces conflict with other facilities
Perimeter Fencing	Supplement fencing to encompass entire airport property	Security and wildlife management
Gates and Security Systems	Controlled access gates and security cameras	Restrict access and protect aircraft and airfield assets

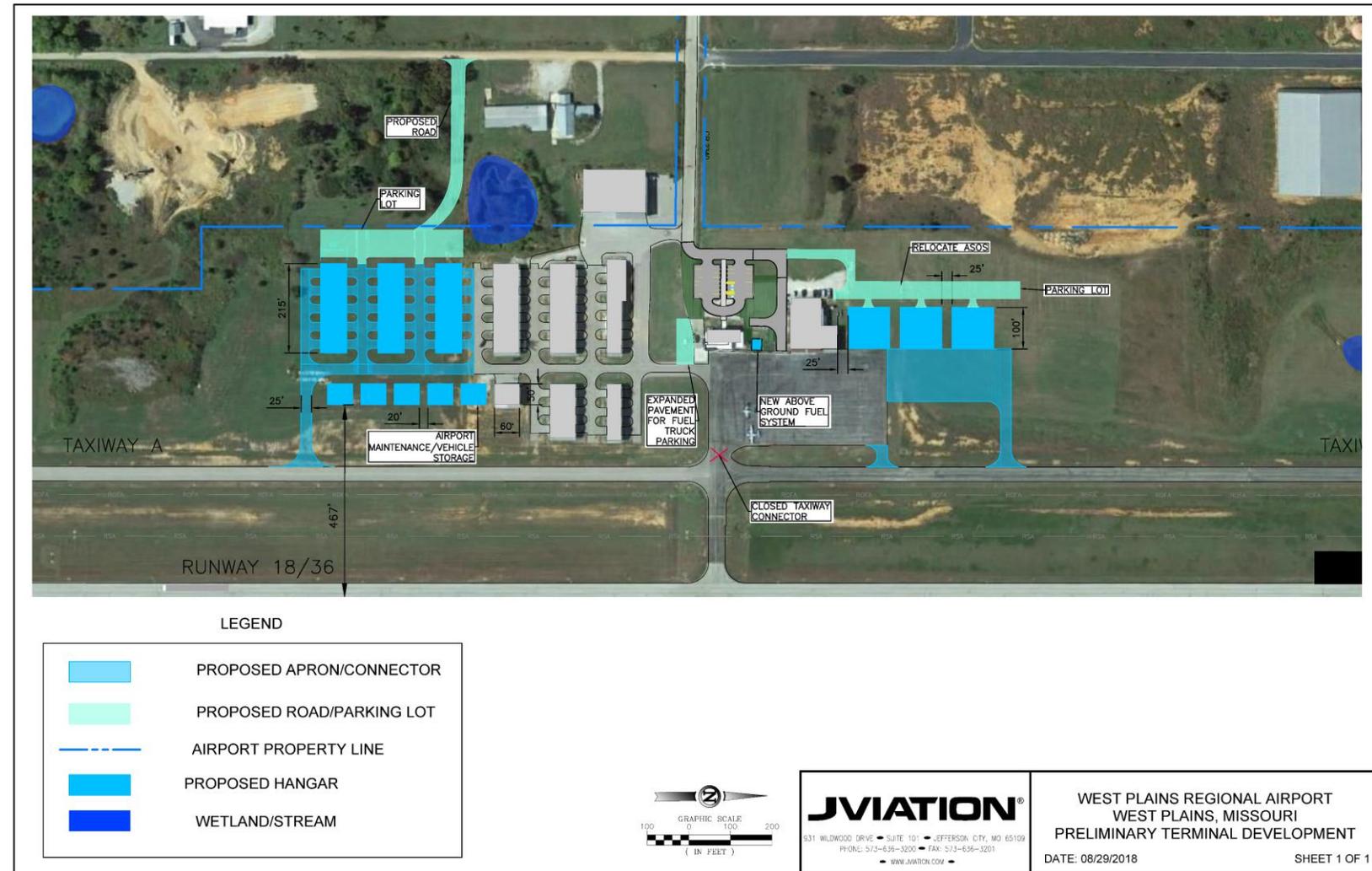
Preferred Runway Alternative

- 700 foot North Runway Extension
- 25 foot widening to 100 feet (12.5 feet per side)
- 200 foot Relocation of Runway 36 end to accommodate RPZ
- Route N to Remain in current location
- Potential environmental impacts to north drainage area



Preferred Terminal Area Alternative

- Proposed corporate development north of terminal building
- Proposed general aviation development south of terminal building
- Relocate ASOS
- Proposed access mitigation from apron
- Additional auto parking for tenants



Financial Plan Objectives

- Identify capital improvements to be undertaken over the next 20 years
- Assign National Priority Ranking to projects submitted to MoDOT as part of Airport's Capital Improvement Plan (CIP)
- Identify potential grant funding sources
- Provide implementation schedule for capital improvement projects



Financial Partners



- **Federal Aviation Administration**
 - Airport Improvement Program – Airport Trust Fund
 - Generated from commercial airline passenger tax
 - Entitlement Funds: \$150,000 annually for general aviation airports
 - Discretionary Funds: Safety-based and pavement preservation prioritization, can provide up to 90% of funds
- **Missouri Department of Transportation**
 - State Aviation Trust Fund - legislated through 2023
 - Generated from sales tax on jet and 100 low lead fuel (3% allocated to State Aviation Trust Fund)
 - With a 10% local match, can provide up to 90% of funds

Airport Eligibility Requirements

- General Aviation Airports
 - Open to the public
 - Do not provide commercial service
 - Have at least 10 based aircraft
 - Located 20 miles away from an airport included in the National Plan of Integrated Airport Systems (NPIAS)



Capital Improvement Plan Phase I 2019-2023

PROJECT	YEAR	TOTAL COST ESTIMATE	POTENTIAL FUNDING SOURCES			
			FEDERAL	STATE	LOCAL	OTHER
Parallel Taxiway and Apron Pavement Maintenance	2019	\$350,000	\$315,000		\$35,000	
Construct Hangars*	2020	\$722,000	\$300,000		\$30,000	\$392,000
Airport Perimeter Fencing	2021	\$500,000	\$450,000		\$50,000	
Environmental Assessment	2021	\$100,000	\$90,000		\$10,000	
Land Acquisition	2022	\$100,000	\$90,000		\$10,000	
Extend and Widen Runway	2023	\$4,000,000	\$3,600,000		\$400,000	

* Non-Primary Entitlement only for hangars

Capital Improvement Plan Phase II 2024-2028

PROJECT	YEAR	TOTAL COST ESTIMATE	POTENTIAL FUNDING SOURCES			
			FEDERAL	STATE	LOCAL	OTHER
Entrance Road Rehabilitation		\$200,000	\$180,000		\$20,000	
Relocate ASOS		\$300,000	\$270,000		\$30,000	
Construct Corporate Hangar*		\$1,500,000	\$300,000		\$30,000	\$1,170,000
New Apron Connector		\$120,000	\$108,000		\$12,000	
Construct 10-Unit T-hangar and Taxilane*		\$1,000,000	\$900,000		\$100,000	

* Non-Primary Entitlement only for hangars

Capital Improvement Plan Phase III 2029-2038

PROJECT	YEAR	TOTAL COST ESTIMATE	POTENTIAL FUNDING SOURCES			
			FEDERAL	STATE	LOCAL	OTHER
Reconstruct Parallel Taxiway, Taxilanes and Apron		\$5,800,000	\$5,220,000		\$580,000	
Construct Corporate Hangar*		\$1,750,000	\$450,000		\$45,000	\$1,255,000
Construct 10-Unit T-hangar and Taxilanes*		\$1,200,000	\$1,080,000		\$120,000	
Runway 18/36 Pavement Maintenance		\$600,000	\$540,000		\$60,000	
New Entrance Road and Auto Parking		\$700,000	\$630,000		\$70,000	

* Non-Primary Entitlement only for hangars

Next Steps



Upcoming Work Effort

Finalize Airport Layout Plan

Submit final Master Plan documentation and Airport Layout Plan for MoDOT review and approval

Formal adoption of Airport Master Plan by West Plains City Council

Thank You!

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