



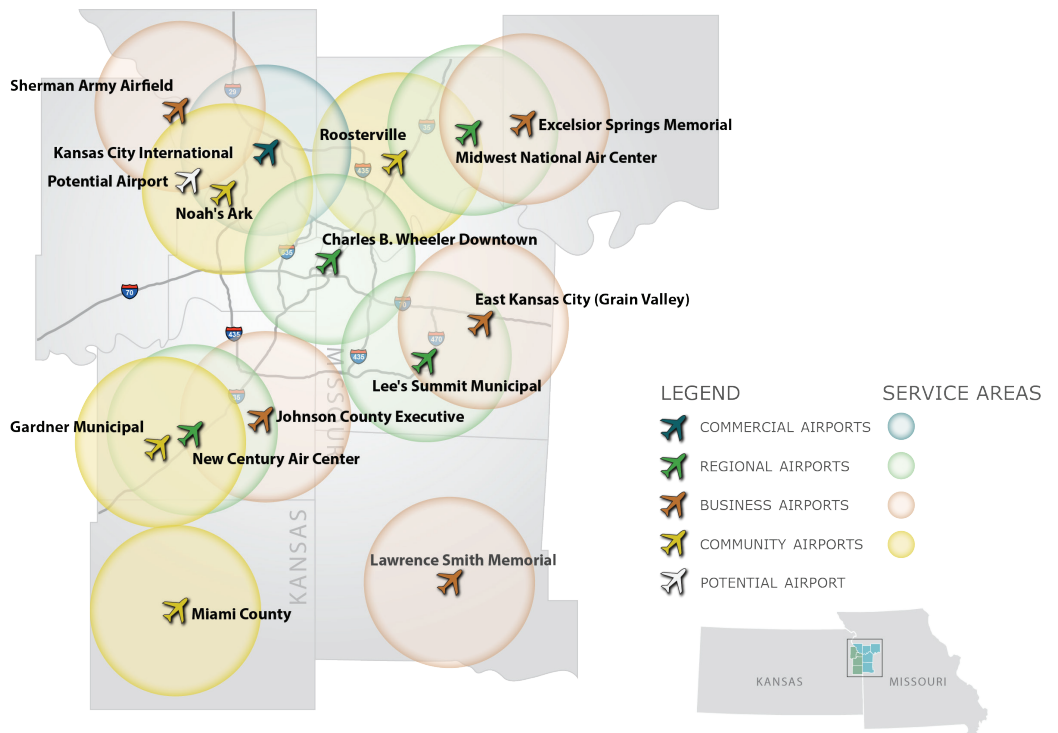
In 2015, the Mid-America Regional Council (MARC) completed a regional aviation system plan (RASP) for a nine-county study area focused on the Kansas City Region. The study area included counties in both Kansas and Missouri and considered 13 general aviation airports, including the Roosterville Airport. This report focuses on two important topics. It summarizes individual findings and recommendations in the plan for the airport, and it highlights benefits the airport supports within the study area.

Aviation system plans are top-down studies that must still be implemented from the bottom up by individual study airports. The ultimate success of the plan depends on each airport implementing recommendations from the study and following through on any identified improvement actions. Individual airport improvements will result in the enhancement of overall system performance.

As the map below shows, within the regional system, Roosterville Airport has been designated as a Community Airport. Within the regional system, a Community Airport is described as primarily supporting personnel and recreational flying. The Roosterville Airport is privately-owned. The airport is not included in Missouri's State Airport System, nor is the airport included in FAA's federal airport system.

From a facilities standpoint, the Roosterville Airport needs improvements to its taxiway system and improvement to the condition of the pavement on its runway. While airports in the regional system — especially those that are privately owned — are not obligated to implement the recommended improvements, the projects identified in the regional plan are desirable to improve overall system performance.

RASP RECOMMENDED AIRPORT SYSTEM



SERVICE AREA CHARACTERISTICS

The system plan uses a 10-mile radius around each airport to examine current and future population and employment characteristics. The table below shows this information for the Roosterville Airport. GIS analysis completed in the study shows that among all study airports the Roosterville Airport has some of the highest concentrations of both employment and population. Between now and 2040, the rate of increase for population and employment in a 10-mile radius around the airport is expected to also be among the highest for all study airports.

Roosterville Airport Report Card					ONO
AIRPORT NAME: Roosterville Airport			CITY: Liberty, MO		
AIRPORT CODE: ONO			AIRPORT ROLE: Community		
Actions Needed to Meet Facility and Service Objectives					
	Actual	Minimum Objective	Compliant	Improvement Needed	Estimated Cost
ARC	A-I	A-I	Yes		
Runway Length	2,780 Feet	Maintain Existing	Yes		
Runway Width	20 Feet	NPIAS-60'; Non-NPIAS-Maintain Existing	Yes		
Taxiway	Stub	Turnarounds on Each Runway End	No	Construct turnaround on one runway end	\$182,839
PCI	Unknown	70 or greater	Unknown	Conduct pavement maintenance	\$75,000
Navigational Aids					
Wind Cone/ Segmented Circle	----	Lighted Wind Cone/Segmented Circle	No	Install lighted wind cone/segmented circle	\$29,713
Rotating Beacon	----	Rotating Beacon Desired	Yes		
Approach Type	Visual	Visual	Yes		
Lighting	Nonstandard MIRL	LIRL Desired	Yes		
Weather	----	None	Yes		
Hangar Storage	68 spaces	Maintain Existing	Yes		
Apron Tie-Downs	12 spaces	Maintain Existing	Yes		
Terminal/Admin Building	1,500 sq. ft. with Restrooms and Pilots' Lounge	Maintain Existing	Yes		
Auto Parking	25 spaces	Maintain Existing	Yes		
Ground Communications	Public Phone	Public Phone, WiFi, GCO as needed	No	Provide WiFi	
Services					
Fuel	AvGas	AvGas and Jet A as needed	Yes		
FBO	FBO-Limited Service	FBO-Limited Service	Yes		
Additional Actions Needed to Meet System Performance Measure Objectives					
Project Description					Estimated Cost
Identify On-Airport Properties Open for Aviation Development					\$10,000
Identify On-Airport Properties Open for Non-Aviation Development					\$10,000
Assessment of Airport Annual Economic Impact					\$5,000
Work w/Surrounding Jurisdictions to have the Airport included in their Comprehensive Plans					*
Work w/Surrounding Jurisdictions to Attract Aviation Dependent Employers to the Airport Environs					*
Work w/Surrounding Municipalities to Adopt Land Use Controls to Prevent Airport Encroachment					
Estimated RASP Project Costs					\$312,552

*Note: Acronyms defined in Technical Report Glossary

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Population and Employment						
Airport	Role	Ownership	Total Population within Service Area (2011)	Rate of Population Growth within Service Area (2011)	Total Employment within Service Area (2011)	Rate of Employment Growth within Service Area (2011)
Roosterville	Community	Private	183,041	51%	56,806	53%

FUTURE AVIATION DEMAND

Projections of aviation demand were developed for all study airports. These projections considered service area characteristics, actual historic growth, and FAA projections for the general aviation industry (as contained in FAA's most current National Aerospace Forecast).

Forecasts were developed for both based aircraft and annual operations. Annual operations reflect take-offs and landings performed not only by aircraft that are based or permanently stored at the airport, but also aircraft that are visiting or transient in nature.

Based aircraft at the airport are expected, according to system plan projections, to increase from 65 to 73, a 12 percent increase over the period. Aircraft based at the airport will continue to be smaller single-engine planes. Annual aircraft operations at the airport are expected to grow from 3,500 to 4,350 by 2035.

Projected Aviation Demand					
Roosterville	2015	2020	2025	2035	2015-2035 CAGR
Forecast of Based Aircraft	65	66	67	73	12%
Forecast of Annual Operations	3,500	3,700	4,050	4,350	24%

* CAGR - Compound Average Annual Rate of Growth

Based Aircraft Fleet Mix 2035					
Airport	Single Engine	Multi Engine	Jet	Rotor	Other
Roosterville	70	2	0	0	2

RASP IDENTIFIED ACTIONS AND IMPROVEMENTS

As part of the system plan, facility and service objectives were developed for each of the three airport roles: Regional, Business, and Community. The table on the next page shows the ability of current facilities and services at the Roosterville Airport to meet the objectives for a Community Airport. If the system plan analysis determined that actions were needed to improve the airport to make it fully compliant with its specific objectives, planning level cost estimates were developed for these projects. Costs by recommended improvement are shown in the table to the right.

As shown, the anticipated cost to improve the airport to meet all of its facility and service objectives and performance measure objectives is estimated at roughly \$313,000. A significant portion of this cost is an improved taxiway system and improved pavement condition on the airport's runway. The Roosterville Airport is not eligible for any public funding. Any development or other projects will need to be accomplished with private funds. Lack of public funding may hamper the airport's ability to implement system plan recommendations.

In addition to facility and service needs, airports in the system plan were evaluated for their ability to meet financial, environmental, and social sustainability performance measures. Actions needed to make the Roosterville Airport fully compliant with all sustainability objectives from the system plan follow:

AIRPORT BENEFITS

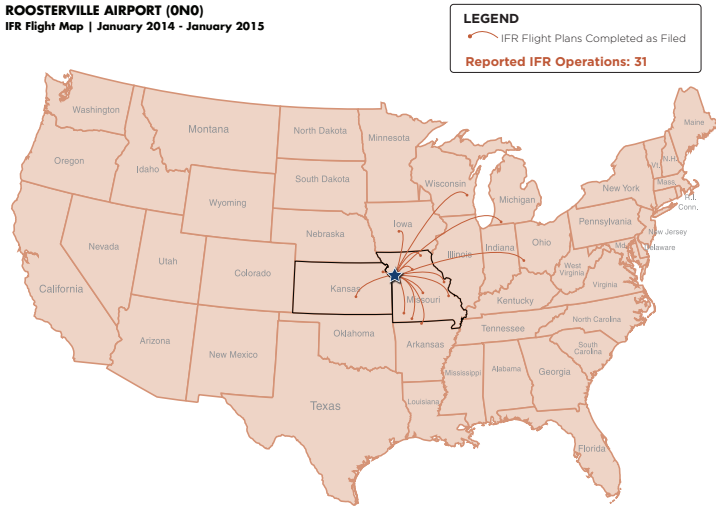
General aviation airports are often part of the infrastructure needed to attract and retain jobs and to support the vibrancy of the local and/or regional economy. General aviation airports, however, can also support other benefits.

There are many types of activities that people pursue as hobbies or for recreation. Flying is one of these activities. The Roosterville Airport is one airport in regional system that is available to support recreational flying for hobbyists and aviation enthusiasts. It is not possible to put an actual dollar value on benefits that area residents receive from any form of recreation, but there are obvious benefits from a relaxation and enjoyment standpoint. The Roosterville Airport contributes to supporting these positive benefits. To a lesser extent, the airport also supports the needs of some area and visiting businesses.

The map below shows how the Roosterville Airport supports non-stop flights on general aviation aircraft to destinations around the U.S. These instrument flight rule (IFR) flights were obtained from FAA data and represent only an estimated 3 percent of all of the airport's annual operations. This map shows how the airport ties the Kansas City area to other cities around the country.

ROOSTERVILLE AIRPORT PROVIDES NON-STOP FLIGHTS TO ANYWHERE!

ROOSTERVILLE AIRPORT (0N0)
IFR Flight Map | January 2014 - January 2015



USER OUTREACH

As part of the system plan, outreach was completed through an online survey to collect additional information on how the study area relies on and benefits from general aviation airports. This survey was advertised through a press release sent to all media outlets in the study area. The online survey enabled airport users and employers to provide input on how they use the airports.

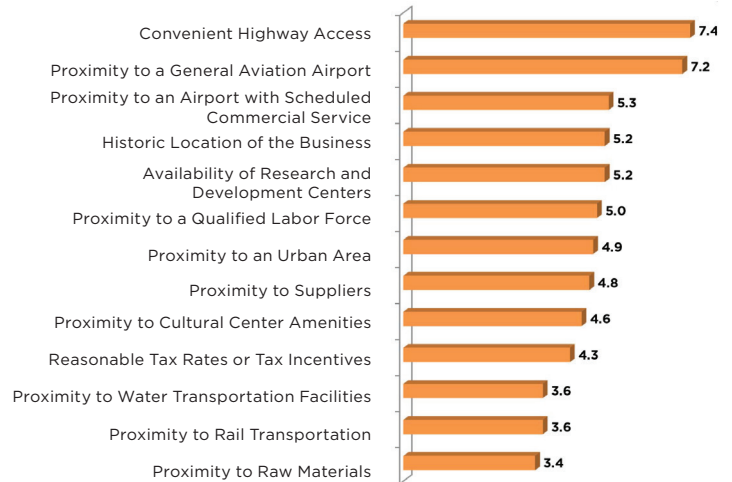
Survey responses from area employers show that the types of employers that most frequently rely on general aviation aircraft for travel and improved efficiency include:

- Government
- Professional Services
- Construction
- Retail Trade
- Health Care
- Real Estate
- Technical Support
- Finance and Insurance
- Social Services

Employer responses often indicated that more than 50 percent of their employees in the study area improve their job efficiency by using general aviation. Since this survey was geared to gather information from users/employers that benefit from general aviation, the high employee reliance is not surprising.

For businesses that do rely on general aviation, the online survey also gathered information on how important the proximity of a general aviation airport is to their business location. Again, since general aviation dependent businesses were targeted as the respondents for this survey, the high rating given to general aviation airport proximity is not unexpected. Nevertheless, for those employers in the study area that do rely on and benefit from one of the general aviation airports, only proximity to highway access is more important to the location of their business in the nine-county study area.

IMPORTANCE OF LOCATION FACTORS TO LOCAL BUSINESSES



By improving general aviation airports in the study area, such as the Roosterville Airport, the Kansas City metropolitan area will be able to continue to realize various economic benefits.