

## 14.0 AVIATION

### I. Introduction

Aviation plays an important role in the MARC region. As a mode of transportation, aviation provides vital connections for people and goods to destinations inside and outside the Kansas City metropolitan area. As an industry, it generates a significant number of jobs and economic development. Community benefits such as air ambulance service, recreation and tourism are also made possible by aviation.

The Airport Improvement Program (AIP) provides grants to public agencies — and, in some cases, to private owners and entities — for the planning and development of public-use airports that are included in the National Plan of Integrated Airport Systems (NPIAS). The NPIAS identifies more than 3,400 existing and proposed airports that are significant to national air transportation and eligible to receive federal grants under the AIP. It also includes estimates of the amount of AIP money needed to fund infrastructure development projects that will bring these airports up to current design standards and add capacity to congested airports. The AIP is administered by the Federal Aviation Administration (FAA), which is required to provide Congress with a five-year estimate of AIP-eligible development every two years. *While the USDOT encourages coordination between air and surface transportation plans, it is important to note that the roles and responsibilities of metropolitan planning organizations (MPOs), like MARC, are different for these two planning processes. MPOs are not responsible for soliciting and prioritizing airport projects in the AIP.*

The NPIAS comprises all commercial service airports, all reliever airports, and selected general aviation airports. These airport categories are defined according to criteria developed by the FAA. According to data published by the FAA, there are 90 recorded airports in the seven-county MARC planning area. The term "airports" includes airports, heliports, seaplane bases, stolports (short takeoff and landing airports), gliderports, ultralight flightparks and balloonports. The locations of these facilities are depicted in *Figure 14.1*. Of these 90 facilities, eight are classified as NPIAS airports. *Figure 14.2* provides a detailed list of NPIAS airports in the MARC region.

Figure 14.1: NPIAS Airports in the Kansas City Region

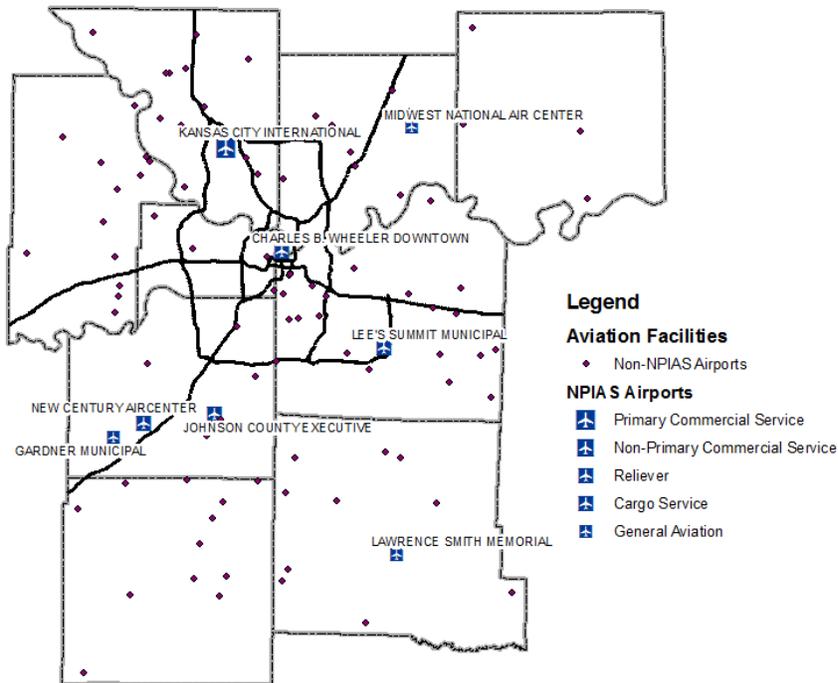


Figure 14.2: NPIAS Airport Classifications in the Kansas City Region

Airport Name	County	State	NPIAS Classification
Kansas City International	Platte	Missouri	Primary Commercial Service
Charles B. Wheeler Downtown	Clay	Missouri	Reliever
Johnson County Executive	Johnson	Kansas	Reliever
Lee's Summit Municipal	Jackson	Missouri	Reliever
New Century Air Center	Johnson	Missouri	Reliever
Gardner Municipal	Johnson	Kansas	General Aviation
Lawrence Smith Memorial	Cass	Missouri	General Aviation
Midwest National Air Center	Clay	Missouri	General Aviation

Kansas City International Airport (KCI) is the primary commercial service airport serving the Kansas City region. It offers scheduled flight service to all major domestic and selected international markets. In 2007, KCI experienced over 5.6 million passenger boardings, making it the 34<sup>th</sup> busiest commercial service airport in the United States<sup>1</sup>. In addition to scheduled passenger service, KCI also experiences significant air freight activity and is a major employment center in the region.

## II. Planning Process Overview

A primary goal of all modes of transportation is the safe and efficient movement of people and goods. Transportation is conducted through two basic facilities, terminals (nodes) and routes (segments). Airports are terminals that connect surface access segments with airway segments. To meet this role, airports must always be considered critical elements of the total transportation system. While the primary focus of Transportation Outlook 2040 is development of the surface transportation system, it is imperative that the plan is consistent with aviation planning in terms of its goals, policies and projects.

MARC historically has maintained a Regional Aviation System Plan, which comprises an inventory of general aviation facilities and summarizes capital improvement programs for NPIAS airports in the MARC region. Updates to the Regional Aviation System Plan are conducted by MARC every five to 10 years. Unlike the surface transportation plans — the long-range transportation and Transportation Improvement Program — developed and implemented by MARC, the Aviation System Plan is neither a financially constrained plan, nor does it officially program transportation funding. The general purpose of the Regional Aviation System Plan is to monitor aviation planning activity in order to achieve coordination between the planning processes for air and surface modes of transportation.

The MARC Aviation Advisory Committee facilitates the ongoing coordination between aviation and surface transportation planning. The Aviation Committee is a modal subcommittee to the MARC Total Transportation Policy Committee (TTPC), and provides input and feedback to TTPC regarding transportation policy matters concerning aviation. The Aviation Committee comprises members of TTPC and representatives from the FAA, state departments of transportation, local airports and other aviation stakeholders. Comments and feedback from the Aviation Committee were used to develop and refine the *Transportation Outlook 2040* policy framework.

## III. Aviation Gaps (Surface Access to Airports)

As mentioned previously, it is important to ensure that surface transportation planning supports, and is coordinated with, aviation planning. Effective coordination between the two planning processes will ensure that the region continues to have good access to airports and other aviation facilities. Throughout the MARC region, the surface transportation system currently provides adequate access to existing NPIAS airports. In fact, all NPIAS airports in the Kansas City region are located on or near an arterial roadway providing a direct connection to the U.S. interstate highway system. In order to maintain a sufficient level of access to existing and planned aviation facilities, Transportation Outlook 2040 will need to monitor and be coordinated with two significant aviation-planning activities that are currently underway.

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<sup>1</sup> Bureau of Transportation Statistics,  
[http://www.bts.gov/publications/state\\_transportation\\_statistics/state\\_transportation\\_statistics\\_2008/html/table\\_04\\_06.html](http://www.bts.gov/publications/state_transportation_statistics/state_transportation_statistics_2008/html/table_04_06.html)

### **Proposed Leavenworth County Airport**

In the fall of 2007, the Air and Business Park Committee for Leavenworth County, Kan., was formed to study the feasibility of developing a new general aviation airport to serve Leavenworth County. An airport feasibility study began in the fall of 2008 and was funded through contributions from the Leavenworth County Port Authority, Leavenworth County, and the cities of Leavenworth, Lansing, Tonganoxie and Basehor. The study was well coordinated with the appropriate stakeholders, including the general public.

Upon its completion in 2009, the study concluded that a new general aviation airport primarily serving Leavenworth County was feasible, meeting the minimum market demand criteria defined by the FAA. The Air and Business Park Committee, which included a MARC representative, accepted the findings of the Leavenworth County Airport Feasibility Study and supported moving forward with the airport planning process. The next step is to conduct a site selection study.

Once a site has been selected for the proposed Leavenworth County Airport, it will be necessary to coordinate with the metropolitan surface transportation-planning process to ensure adequate surface transportation access to the airport. *Transportation Outlook 2040* will need to be amended, as necessary, to include related roadway improvements.

### **Kansas City International Airport Planning Studies**

Kansas City International Airport (KCI) has served the needs of travelers to the Midwest for over 25 years. Its 10,000-plus acres of land make it one of the largest airports in the U.S., serving over 10 million travelers annually. KCI is located on major highways Interstate 29 to the east and Interstate 435 to the west. It is approximately 15 miles from downtown Kansas City, Mo., located in Platte County, Mo. As residential, commercial, and industrial areas realize their potential, KCI is uniquely situated as a major asset in the future development of Kansas City's Northland.

The Kansas City Aviation Department recently updated the *KCI Master Plan* and *Part 150 Noise Compatibility Plan* for the airport. The City Council for Kansas City, Mo., approved these plans by resolution in December 2008. The Planning and Development Department for Kansas City, in cooperation with the Aviation Department, also recently updated the *KCI Area Land-Use Plan*, which was adopted by ordinance in June 2009. These plans will serve as the comprehensive guides for future development on and around the airport.

The *KCI Master Plan* includes recommendations for significant changes to the airport layout plan. In order to meet the goals and objectives established by the plan, the airport layout will consolidate passenger service operations to a new, single terminal located to the south of the existing, three-terminal configuration.

In order to support the new, single-airport terminal, the KCI Airport Master Plan calls for a series of roadway improvements. These roadway projects include:

- A new south access road from Missouri Route 152;
- Upgrades to I-435 and I-29 ramps to Missouri Route 152;
- Extending Cookingham Drive to the south.

These projects have been submitted by Kansas City, Mo., for inclusion in *Transportation Outlook 2040*.

## IV. Relation to Transportation Outlook 2040 Policy Framework

The proper consideration of aviation planning activities within *Transportation Outlook 2040* will facilitate and achieve coordinated, comprehensive transportation planning within the MARC region. Furthermore, this coordination will support the transportation system goals of accessibility and economic vitality.

### **ACCESSIBILITY** – Maximize mobility and access to opportunities for all areas residents

#### **Objectives:**

- Improve intercity connectivity through expanded bus, aviation and rail (commuter and high-speed) services.  
*MARC maintains strategic partnerships with public and private organizations to encourage and increase aviation services throughout the region.*
- Preserve and enhance community access to air transportation facilities, including commercial air transportation, general aviation and air freight transportation.  
*The full (unconstrained) project listing in Transportation Outlook 2040 includes projects that provide and enhance access to Kansas City International Airport (see projects 612 and 670).*

### **ECONOMIC VITALITY** – Support an innovative, competitive 21st-century economy

#### **Objectives:**

- Improve and continue to market the region’s connection to local, national and international markets for goods and services.
  - Enhance multimodal access within greater Kansas City and to national and international regions.