8

Chapter Eight
Financial Program

INTRODUCTION

Financing HFJ's 20-year capital improvement program can be accomplished through a variety of resources and by utilizing a combination of Federal, state and local funding methods. These include the FAA's Airport Improvement Program (AIP); MoDOT, Aviation Section's, State Aviation Trust Fund; State Transportation Assistance Revolving (STAR) Fund loan program; as well as revenue bonds, private investments, airport revenues, as well as budgeted allocations from the City.

This chapter will discuss these alternative methods, highlight options and guidelines in generating revenue at the Airport, as well as provide an evaluation of the Airport's revenues and expenditures.

CAPITAL IMPROVEMENT FUNDING SOURCES

Federal Airport Improvement Program (AIP)

Originally authorized by the Airport and Airway Improvement Act of 1982, the AIP program is funded through the Airport and Airway Trust Fund (enacted by legislation in 1970), which receives 100 percent of its funding from aviation-generated user fees including passenger and facility fees, as well as cargo and fuel taxes. The AIP provides Federal entitlement and discretionary funding grants to be used for AIP eligible projects at public use airports that serve primarily general aviation.

Non-Primary Entitlement Funds

Non-primary entitlement (NPE) funds are specifically for general aviation airports listed within the latest published National Plan of Integrated Airport Systems (NPIAS) that show a justified need for airfield and terminal area improvements. During any fiscal year in which the total amount of system-wide apportionments from the AIP and Aviation Trust Fund exceeds $3.2 billion dollars, the current reauthorization act allots non-primary entitlement funds to be allocated to HFJ in the amount of $150,000 per fiscal year, or 20 percent of the total five-year NPIAS improvements, whichever is less. NPE funds are available during the initial year of allocation, as well as the next three fiscal years. Unused entitlement funds will expire if not obligated under a grant after four years.

The Federal portion of AIP grants eligible to fund capital improvements is currently 95 percent with the remaining five percent of development costs to be funded through local sources and/or third-party investments.

Table 8.1 lists eligible and ineligible improvement projects as they relate to Federal AIP funding guidelines.

AIP Funding Grants

The AIP program is funded through the Airport and Airway Trust Fund which receives 100 percent of its funding from aviation-generated user fees including passenger and facility fees, as well as cargo and fuel taxes. The AIP provides Federal entitlement and discretionary funding grants to be used for AIP eligible projects at public use airports that serve primarily general aviation.

The current reauthorization act allots non-primary entitlement funds to be allocated to HFJ in the amount of $150,000 per fiscal year, or 20 percent of the total five-year NPIAS improvements, whichever is less.

Table 8.1
AIP Eligible and Ineligible Projects

Eligible AIP Projects	Ineligible AIP Projects
Runway Improvements	Mower, Sweepers, Trucks
Taxiway Improvements	Office Equipment
Apron Improvements	Automobile Parking Lots
Airfield Pavement Maintenance	Industrial Park Infrastructure
Airfield Lighting / Signage	Business and Marketing Plans
Airport Master /Layout Plans	Training of any Kind
Environmental Studies	
Access Roads, Located on Airport Property	
Mitigating Obstructions / Hazards to Navigation	
Drainage Improvements	
AWOS Facilities	
Land Acquisition for Eligible Development	
Tree Clearing in Approach Surfaces	
NAVAIDs	
Hangar Development*	
Terminal Building Development*	
Fuel Farms*	

(*) These items are eligible for AIP funds only when all airfield facility needs are met and in compliance with FAA planning criteria. Otherwise, they are ineligible AIP projects due to low prioritization.

Source: FAA

Discretionary Funds

There are two types of Discretionary funds. The first, Set-Aside Funds, are reserved for noise compatibility planning and implementing noise compatibility programs. The second type of discretionary funds includes those that are remaining after the apportionments are made and set-asides are accommodated. Of these remaining funds, 75 percent is reserved for preserving and enhancing capacity, safety, security, and carrying out noise compatibility planning and programs at primary and reliever airports. The remaining 25 percent of the funds are known as remaining, or pure discretionary, and may be used at any airport for any AIP eligible improvement project.

Missouri Aviation Trust Fund

The State Aviation Trust Fund is the primary state-funded source for capital improvement and maintenance projects on public-use general aviation airports in Missouri. The Trust Fund is funded with state 100LL and Jet A fuel taxes and has an annual cap of $10 million. The Trust Fund portion of grants for eligible improvement projects is 90 percent while the remaining 10 percent of improvement costs are to be funded through local revenue sources.

State Aviation Trust Fund

The Missouri State Aviation Trust Fund is the primary state-funded source for capital improvement and maintenance projects on public-use general aviation airports in Missouri. Eligible projects include airfield and terminal area improvements, which exclude revenue producing facilities and vertical structures, that are included within the current five-year State Transportation Improvement Program (STIP). The Trust Fund is funded with state 100LL and Jet A fuel taxes and has an annual cap of $10 million. The Trust Fund portion of grants for eligible improvement projects is 90 percent while the remaining 10 percent of improvement costs are to be funded through local revenue sources.

State Transportation Assistance Revolving (STAR) Fund

The STAR Fund was created by the Missouri General Assembly and is administered by the Missouri Transportation Finance Corporation (MTFC) in an effort to assist with the planning, development and construction of non-highway transportation facilities. The MTFC provides STAR loans at a maximum of $500,000 to $550,000 per grant depending on the fund's reserve. Additionally, the MTFC will fund up to 50 percent of the airport sponsor's share toward an AIP funding grant, or 2.5 percent. STAR loans received from the MTFC are to be amortized over a period of 10 years or less and offer competitive interest rates. The typical interest rate for a 10-year STAR loan is approximately three percent.

Third-Party Development

Third party financing may be appropriate in the case where the City would use a third party developer or tenant to finance construction projects. In this case, the third party would lease the structure for a period of years to the tenant paying the airport ground leases. According to the terms of the agreement, the City receives ownership of the asset upon expiration of the lease. This method of financing preserves the City's cash to fund higher priority projects. Examples of projects that are funded in this manner include the development of T-hangars, private and/or corporate clear span and FBO/maintenance hangars.

Bonds

A variety of bonds can be issued to support airport development projects.

General Obligation (GO) Bonds

GO Bonds are backed by the creditworthiness and taxing power of the municipality operating the airport. They usually bear low interest rates because of their high degree of security. However, state laws may limit a municipality's overall debt, and competition from other community financing requirements may preclude their use for an airport project. Some states have an exemption from the debt limitation rule for general obligation bonds because they are used for a revenue producing enterprise.

Revenue Bonds

Revenue bonds pledge the revenues of an airport sponsor to the repayment of debt service. These are the most common sources of funding at larger commercial service airports. Revenue bonds are popular because they do not burden the taxpayer or affect the bonding capacity of the municipality. However, their use is limited to airports with a sufficient operating surplus to cover the debt service. Projected Net Revenues must exceed debt service requirements by at least 1.25 times and up to 2.0 times, depending on the strength of the bond issuer and the underlying assumptions with respect to the market risk for the bonds. Interest rates are dependent on the coverage

STAR Loans

MoDOT provides STAR loans at a maximum of $500,000 to $550,000 per grant depending on the fund's reserve. Additionally, these loans will fund up to 50 percent of the airport sponsor's share toward an AIP funding grant, or 2.5 percent. STAR loans are amortized over a period of 10 years or less and offer competitive interest rates of approximately three percent.

ratio, but in any case will be higher than for general obligation bonds. Other factors that may affect the interest rates on revenue bonds are the strength of the local passenger market and the financial condition of the airlines serving the market.

Special Facility Revenue Bonds
Special Facility Revenue Bonds are normally issued by the airport sponsor for the construction of a facility for a third party and backed by the revenues generated from that facility. This method of funding can be used for such facilities as maintenance hangars, airline reservation centers, terminal buildings, and air cargo terminals.

Industrial Development Bonds (IDB)
IDBs can be issued by states, local government, or an airport authority to fund the construction of an airport industrial park or other facilities that may attract business and increase non-aeronautical leasing revenues at the airport.

Local Funds
The remaining portion of project costs must be funded largely from local sources including airport revenue. The local share of project costs can come from the annual cash flow at the Airport or with cash balances available to the airport sponsor. The City may also provide funding for improvement projects for the local share from its annual cash flow or available cash reserves.

AIRPORT REVENUE SOURCES TO FUND CAPITAL IMPROVEMENTS

As a condition of accepting Federal AIP funds, HFJ is required to maintain a fee structure that, in the circumstances of the Airport, allows it to be as financially self-sustaining as possible. Therefore, the City and Airport are required to abide by accepted principles applicable to airport rates and charges. This also includes the ability and willingness to assess fair and reasonable fees for use of the facility and prohibit unjust discrimination against any class of user or aircraft type. Lastly, exercising good faith in governing revenue collection and use is important.

HFJ benefits the community through rapid, accessible and convenient transportation including emergency services availability, as well as substantial economic activity generated by the Airport. These benefits are diffused throughout the region, thereby providing a common welfare to the local community. Also, the facility encourages the exchange of goods and services supporting the notion that the Airport is a business enterprise and should be self-sustaining. With the assistance of AIP funds, coupled with fair and equitable rates and charges reflective of realities of supply and demand, HFJ's ACIP can be carried out in a feasible and reasonable manner that will benefit the Airport and the local community.

The following discussion concentrates on established practices regarding administering a rates and charges program to optimize the return on HFJ's revenue centers. These revenue centers, or services, are those in which HFJ will, or currently

Local Revenue Sources

As a condition of accepting Federal AIP funds, HFJ is required to maintain a fee structure that, in the circumstances of the Airport, allows it to be as financially self-sustaining as possible. Therefore, the City and Airport are required to abide by accepted principles applicable to airport rates and charges. This also includes the ability and willingness to assess fair and reasonable fees for use of the facility and prohibit unjust discrimination against any class of user or aircraft type. Exercising good faith in governing revenue collection and use is important as well.

do, provide to current and potential airport users. These services include T-hangar and clear span hangar rental space; tie-down aircraft storage; terminal building rental space for an Fixed Based Operator (FBO) or aviation related on-airport businesses; potential commercial/industrial/business lease rates; aircraft landing fees; and fuel flowage fees.

City or Private Owned T-Hangar Revenue

Rental rates for T-hangars can be established based on an appraisal rate or rate per square foot. The appraisal rate formula involves appraising the value of the land at the facility. The rate would be a percentage of the appraised value of that portion of land supporting the structure sufficient to equal the appraised value and to allow debt service obligations. Conversely, a rate per square foot can be a fixed rate or tied to the value of the land appraisal. For both methods, regular appraisals are recommended so that rates can reflect the increase in the value of the land as the facility grows. Additionally, as maintenance and operational costs increase, lease agreements are recommended to include escalation clauses to recover these costs for improvements and amortization. Where the structure is owned by a private entity, the tenant is recommended to be responsible for maintenance of the structure, as well as a specific amount of land adjacent to the structure.

Clear Span Hangar Revenue

The rental rate for these facilities can be based on an appraisal rate or rate per square foot. Additionally, various hangar rental rates can be based on the structure's locational advantages and its rental rates adjusted accordingly. Escalation clauses within the lease agreements are recommended in order to recover maintenance and operational costs as well as amortization, if the hangars are owned and maintained by the City. Maintenance clauses, as discussed above, are also recommended as part of these lease agreements.

On-Airport Industrial / Commercial Business Revenue

Airport property is not to be released, transferred or sold for private, industrial or commercial uses. The Airport is recommended to lease land for such uses to desirable tenants in order to provide continuous income for the Airport. As is common for most general aviation airports, commercial/industrial facilities charges include a fixed rate (appraisal or rate per square foot) plus a percentage of sales. Percentage of sales most generally applies to commercial business, including restaurants or aircraft maintenance providers, that deal in sales while industrial establishments, not relying on local sales for revenue, provide fixed rate fees plus operational and maintenance costs through escalation clauses as part of the lease agreement. These rate structures allow the Airport to benefit from the success of the businesses located there. The businesses realize revenues due to the Airport providing the necessary facilities which enable their business to exist and prosper. Additional improvements to the Airport, as provided by the City, will only enhance each firm's business outlook. In essence, the businesses are sharing in the cost of improvements in proportion to the financial success they experience as a result of the City's investment in the Airport. Maintenance clauses, as well as insurance clauses (if applicable), are also recommended as part of these lease agreements.

Businesses located at HFJ now and in the future are recommended to abide by established minimum performance standards, included as part of the lease agreement, which ensure that necessary services are provided and that the quality of services adequately promotes the Airport's image.

Terminal Building Lease Revenue
Potential FBO and aviation service providers that might occupy space in the terminal building are recommended to be charged a fixed rate (rate per square foot) plus a percentage of sales fee structure, as is common for general aviation airports. Maintenance and escalation clauses, as well as minimum performance standards, are recommended to be included as part of a lease agreement.

Landing Fee Revenue
It is recommended that the City establish landing fees by utilizing a compensatory model of rates and charges determination. In this approach the user (large aircraft weighing in excess of 12,500 pounds maximum gross weight) is charged based on their actual use of the facility from which they derive a benefit. A fee is levied against the user to cover the corresponding expenses to maintain and operate the facility. The rate of the landing fee is based on the aircraft operator's prorated share of occupancy or usage. This share of usage may be based on the total weight of the aircraft or annual operational activity. A landing fee for large aircraft operators might be classified under an alternative term such as a ramp fee. In the event that the aircraft operator purchases a minimum amount of fuel, the FBO may elect to waive a landing fee.

Fuel Flowage Revenue
As is common for most general aviation airports, fuel flowage revenue includes either a fixed fee per gallon of fuel dispensed or a percentage of total sales. This percentage may be quarterly, bi-annually or annually. An alternative method for determining an appropriate fuel royalty/flowage fee might include instituting a graduated percentage of gross fuel revenue collection method in lieu of a fixed fuel flowage fee to allow for seasonal fluctuations, economic conditions, or principles of supply and demand. As with any other commercial businesses based at the airport, fuel flowage fees are necessary because the proprietor derives a benefit from airport operation and should compensate the City accordingly. Escalation clauses for a fixed rate fee, as well as minimum performance standards, are recommended to be included as part of the lease agreement.

Equipment Use Revenue
Just as landing fees are levied against aircraft for utilization of the runway facilities, so, too, should aircraft operators and airport users be charged a

fee for use of airport equipment. In particular, ground power units (GPU) are often required for larger, more sophisticated aircraft that do no have an auxiliary power unit (APU) to power electrical components while the aircraft is shut down but still requires electrical power. Additionally, portable heaters used to pre-heat the aircraft during periods of cold weather before startup, as well as other items such as aircraft tugs, can be assigned specific costs for each use by aircraft operators.

Aircraft Parking / Tie-Down Revenue
A fixed fee for aircraft tie-downs is recommended to be administered on a daily, weekly, monthly and annual basis. The fixed fee may take into account the size of aircraft based on its prorated share or occupancy of the aircraft apron.

The locally funded share of HFJ's 20-year ACIP is expected to total approximately $5.5 million provided it is adopted and carried out as illustrated within this master plan. Of that amount, approximately $3.2 million will be expended with local-only funds that will most likely be funded through the use of third private investments, airport revenues derived from the Airport's highlighted revenue centers and/or revenue bonds. The remaining $2.3 million, or an average of approximately $115,000 per year throughout the 20-year period, will be financed through a combination of local and Federal AIP funding grants.

CASH FLOW ANALYSIS

An analysis of Airport revenues and operating and maintenance (O&M) expenses for the prior five fiscal years (FY2005-FY09) was completed in an effort to highlight and evaluate financial trends at HFJ. It should be noted, the City's fiscal year runs from April 1 through March 31.

Airport Revenues

Revenues at HFJ include fuel sales, supplies, hangar rental ground leases as well as Federal and state funding grants. Table 8.2 indicates that expenses from FY2005-FY09 have exceeded revenues, on average, by approximately ($152,600). During this timeframe HFJ had net revenues, not including Federal and state funding grants, of nearly $880,100, or roughly $176,000 per year. When considering funding grants, HFJ's gross five-year revenue totaled approximately $1.7 million.

According to city audits HFJ's largest revenue center, fuel sales, accounted for nearly $637,000 annually and increased at an average rate of approximately 10 percent and averaged $127,300. Hangar rentals and ground leases at HFJ brought the city an estimated $244,000 during the five year period and averaged approximately $48,800 per year.

Operating and Non-Operating Expenditures

As indicated in **Table 8.2**, operating expenses for HFJ include salaries, utilities, consulting services, supplies, insurance, airport maintenance and miscellaneous expenditures. Over the previous five fiscal years, HFJ operating expenses have increased, on average, nearly 6.1 percent and averaged approximately $250,000. Operating expenses during this period totaled nearly $1.208 million. As is typical with many general aviation airports, operating expenses account for the bulk of financial liabilities, as is the case for HFJ.

Non-operating expenses for HFJ include capital outlays (i.e. airport improvements) and debt service which totaled $1.207 million and averaged nearly $242,000 per year. Costs of capital improvements at the facility have averaged nearly $187,000 annually while debt amortization, on average, totaled $54,700. Debt payments have decreased an average of nearly nine percent over the past five fiscal years. Since FY05, non-operating expenses have increased 21 percent annually indicating the airport is decreasing its debt load and continuing to invest in expanding and improving the airport with city-backed financing.

Combined, airport expenses over the past five fiscal years totaled approximately $2.4 million and averaged slightly more than $483,000 per year yielding an average growth of nearly 11 percent annually.

Net Income from Airport Operation

By comparing HFJ's revenues and expenditures, the Airport's overall financial condition can be determined in the form of net revenues or negative net incomes. During fiscal years 2005 through 2009, HFJ's net income from airport operation resulted in, on average, a loss of approximately $152,600. During the same timeframe, expenses outpaced revenues by approximately nine percent as indicated in **Table 8.2.**

This financial condition is not a rarity in general aviation nor does it signal that the operation of the airport lacks oversight. It is indicative of the public welfare role the airport serves to the flying public within the region; the principals of supply and demand; and the revenue and expenditure relationship involved in administering and improving public-use airports.

It should be noted that despite the current financial condition of the facility, HFJ's impact to the Monett and Barry County region is responsible for a total economic output of approximately $26 million and sustains employment for nearly 90 individuals. As of 2008-09, Monett Municipal was ranked 9th in overall economic output for the 100-plus Missouri public general aviation airports.

CASH FLOW RECOMMENDATIONS

The following general recommendations are provided as a guide to assist the city with maximizing revenues and decreasing expenses in an effort to make the Airport a financially self-sustaining facility while at the same time continuing to invest in capital improvements at HFJ.

Revenues

HFJ's revenues are expected to increase throughout the planning period in relation to the facility's projected aviation demand. Additional based aircraft,

Table 8.2
Revenues and Expenditures Summary, FY2005-FY2009

Budget Item	FY05	FY06	FY07	FY08	FY09
Airport Revenues					
Federal & State Grants	$0.00	$353,695	$63,663	$10,500	$344,747
Other Revenues*	$78,139	$82,724	$95,549	$209,730	$170,580
Hangar & Lease Revenue	$51,194	$42,206	$48,250	$47,530	$ 54,708
Total Revenues	**$129,333**	**$478,625**	**$207,462**	**$267,760**	**$570,035**
Operating Expenses					
Salaries & Benefits**	$126,592	$131,867	$144,920	$125,251	$124,480
Utilities***	$16,713	$18,838	$19,056	$20,641	$3,068
Prof. Consulting Services	$2,724	$1,014	$26,009	$10,243	$51,193
Merchandise & Supplies	$3,228	$8,397	$10,883	$93,553	$43,324
Insurance	$6,881	$5,725	$11,852	$13,627	$13,469
Repairs and Maintenance	$24,534	$17,006	$40,010	$21,325	$52,473
Miscellaneous****	$9,856	$2,380	$2,065	$2,291	$3,239
Total Operating Expenses	$190, 528	$185,227	$254,795	$286,931	$291,246
Non-Operating Expenses					
Capital Outlays	$6,644	$506,233	$53,172	$12,648	$355,277
Debt Service	$85,670	$49,029	$47,671	$46,327	$45,007
Total Non-Operating Expenses	$92,314	$555,262	$100,843	$58,975	$400,284
Total Expenses	**$282,842**	**$740,489**	**$355,638**	**$345,903**	**$691,530**
Net Airport Income	**($153,509)**	**($261,864)**	**($148,176)**	**($78,143)**	**($121,495)**

Note: Audit figures rounded to the nearest dollar for planning purposes.
(*) Includes fuel sales and FBO services.
(**) Includes payroll taxes, health and life insurance, retirement plans and workman's compensation.
(***) Includes telephone service.
(****) Includes education and travel.

Source: City of Monett.

local and transient operational activity and lease revenues from development of T-hangars and clear span hangars will translate into additional revenues for the Airport. Increased flight activity by based and transient aircraft, both piston and turbine, will also translate into additional fuel sales.

Revenues, through collection of fees, rates and charges, are anticipated to increase proportionately with the consumer price index (CPI), historical trends and conditions at the time. Additionally, for fees that are considered so low as to be unable to contribute to the Airport's financial self-sufficiency, actions are recommended to be undertaken to bring these fees and charges up to current market standards so that both the Airport and user derive a benefit from airport operation.

Lease rates for existing and future clear span, maintenance and T-hangars are recommended to range from $0.12, $0.18 or $0.24 per square foot per year and be based on factors such as availability of and proximity to utilities, location within the terminal area adjacent to a taxiway/taxilane or apron, and/or lease rates within the region that are considered competitive.

Another alternative for increasing airport revenue and greatly improving the Airport's long-term economic condition would be to invest in the development and/or installation of utilities to the east (54 acres) and west revenue support areas (92 acres). Lease rates for these areas would greatly depend primarily on user needs and proximity to the airfield and terminal area complex. Lease rates for these revenue support areas can be set based on a fixed rate (appraisal or rate per square foot) plus a percentage of gross sales. Conceivably, revenue support area building leases could range from $2.00-$6.00 per square foot and/or lease rates within the region that are competitive.

Expenses

As with airport revenues, airport expenses are also expected to increase proportionally with current costs and will largely be based on fluctuating CPI levels. Expense items such as salaries, utilities, insurance coverage and facility maintenance are also expected to increase as the Airport expands and continues to enhance its level of general aviation goods and services to local and transient airport users.

The costs of debt service on construction of both T-hangars and clear span hangars, as well as matching Federal and state grants to fund runway reconstruction and property acquisition, will pose the greatest financial burden on the City over the next 20 years. By practicing sound financial planning practices, the City will be in the position to plan for allocating appropriate city funds to meet Federal and state grant match obligations involved with airfield and terminal area expansion and improvement. This will help ensure airport general fund budgets are allotted the required dollar amounts so that HFJ's expense center budgets are not exceeded.

A

Appendix A
Environmental Overview Agency Responses

City of Monett
Pride and Progress

BWR | Right in the Center

RECEIVED
APR 27 2009
By________________

April 24, 2009

Mr. Charles Scott, Field Supervisor
U.S. Fish & Wildlife Service
Columbia Field Office
101 Park De Ville Drive #A
Columbia, MO 65203-0007

"The U.S. Fish and Wildlife Service (Service) has reviewed the proposed action and determined that no federally listed species, candidate species, or designated critical habitat occurs within the project area. Furthermore, the Service has determined that this action will have negligible impacts on wetlands, migratory birds, and other priority fish and wildlife resources."

Charles Scott 4/29/09
Field Supervisor Date

Re: Monett Municipal Airport Master Plan Update
City of Monett, MO
Environmental Overview
MoDOT No. 08-098B-1/BWR No. 2008-0152.01

Dear Mr. Scott:

An environmental overview is being prepared for the City of Monett as part of that city's airport master plan update which includes airfield and terminal area expansion and property acquisition for the Monett Municipal Airport (HFJ). Additional information pertinent to the project site includes the following:

- Airport Reference Point (ARP): 36-54-22.4 N, 94-00-45.90 W
- County: Barry
- USGS 1:24,000 Topo Quad Name: Pierce City
- Township/Township & Range/Section: Monett Township/T25N, R28W/ Sections 5, 8 and 32
- Exhibit Nos. (enclosed) 4.1 and 4.2

To further assess and evaluate the preferred development alternative and proposed airport improvements, environmental coordination is being assembled based on the ultimate design concept as depicted in the enclosed exhibits. The major capital development projects submitted for purposes of assessing the existing site include:

- Reconstruct Runway 18-36 to total an ultimate usable dimension of 6,001' x 100'
- Expand terminal area to the south of the existing terminal area complex
- Acquire 324 acres in fee simple and 13 acres of easement to the north, south and west of the airport
- Acquire five residences to the north, south and west of the airport

An assessment of your analysis regarding compliance and permitting requirements pertaining to the above stated capital improvements would be greatly appreciated at your earliest possible convenience, preferably within thirty (30) days of receipt of this letter. Thank you in advance for your assistance and attention in this matter. Should you have any questions, comments, or require additional information please feel free to contact us at 800.748.8276.

Best regards,

BUCHER, WILLIS & RATLIFF CORPORATION

Mike Waller, CM
Project Manager, Airport Planning Group

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MAY 01 2009
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KANSAS CITY, MISSOURI

Enclosure(s)

DEPARTMENT OF THE ARMY
LITTLE ROCK DISTRICT CORPS OF ENGINEERS
POST OFFICE BOX 867
LITTLE ROCK, ARKANSAS 72203-0867

April 28, 2009

Planning and Environmental Office

Mike Waller, CM
Project Manager
Airport Planning Group
Bucher, Willis & Ratliff Corporation
903 East 104th Street, Suite 900
Kansas City, Missouri 64131-3451

Dear Mr. Waller:

The Little Rock District Corps of Engineers, Planning and Environmental Office has reviewed the information you provided regarding the **Monett Municipal Airport Master Plan Update that includes airfield and terminal expansion and land acquisition in Barry County, Missouri.**

It appears from the information you provided that the site is not located in any floodplains. Therefore, we have no comments or objections to the project in regard to floodplain management.

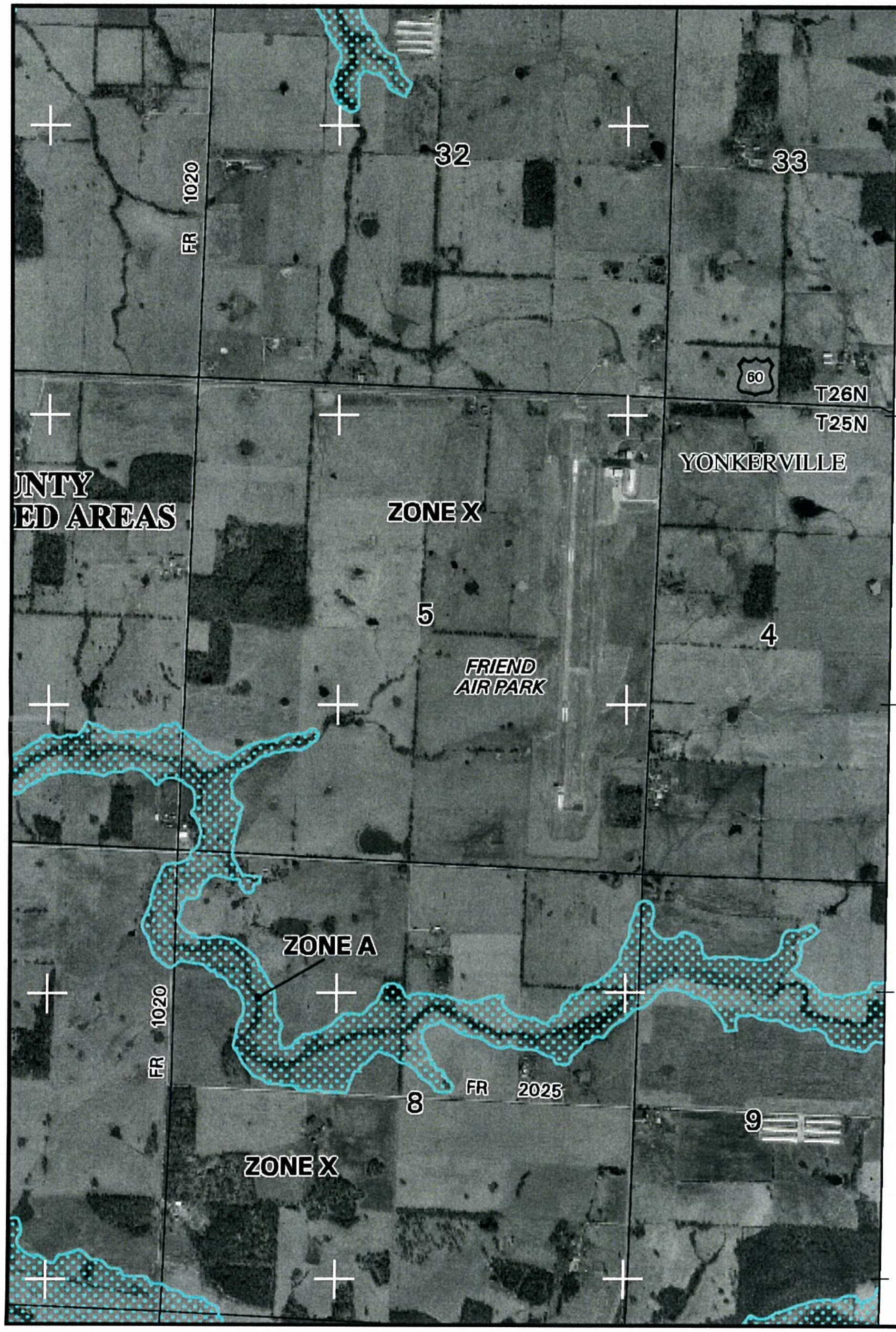
In order to determine the need for a Section 404 permit under the Clean Water Act we request that prior to construction, final detailed plans (including cross sections) and any additional information should be sent to the following address: **Ms. Joyce Perser, Chief, Regulatory Office, Little Rock District, U.S. Army Corps of Engineers, P.O. 867, Little Rock, AR 72203.**

Thank you for allowing us to review this proposed project. If you have any questions, please call me at 501-324-5629.

Sincerely,

Jim Ellis

Jim Ellis
NEPA Specialist



od insurance is available in this community, contact you
nal Flood Insurance Program at (800) 638-6620.

MAP SCALE 1" = 2000'

000 0 2000 4000 FEET

NATIONAL FLOOD INSURANCE PROGRAM

NFIP

PANEL 0025C

FIRM

FLOOD INSURANCE RATE MAP

BARRY COUNTY,
MISSOURI
INCORPORATED AREAS

PANEL 25 OF 625

(SEE MAP INDEX FOR FIRM PANEL LAYOUT)

CONTAINS:

COMMUNITY	NUMBER	PANEL	SUFFIX
BARRY COUNTY, UNINCORPORATED AREAS	290021	0025	C

Notice to User: The **Map Number** shown below should be used when placing map orders; the **Community Number** shown above should be used on insurance applications for the subject community.

MAP NUMBER
29009C0025C

EFFECTIVE DATE:
AUGUST 16, 2006

Federal Emergency Management Agency

This is an official copy of a portion of the above referenced flood map. It was extracted using F-MIT On-Line. This map does not reflect changes or amendments which may have been made subsequent to the date on the title block. For the latest product information about National Flood Insurance Program flood maps check the FEMA Flood Map Store at www.msc.fema.gov

STATE OF MISSOURI
Jeremiah W. (Jay) Nixon, Governor • Mark N. Templeton, Director
DEPARTMENT OF NATURAL RESOURCES
www.dnr.mo.gov

APR 28 2009

Mr. Mike Waller, CM
Project Manager
Airport Planning Group
Bucher, Willis & Ratliff Corporation
903 East 104th Street, Suite 900
Kansas City, MO 64131-3451

Re: Monett Municipal Airport Master Plan Update

Dear Mr. Waller:

Thank you for your letter of April 24, 2009.

The Missouri Department of Natural Resources' Air Pollution Control Program would like to recommend that you pay particular attention to two areas of concern. The first is open burning of land clearing waste. Any open burning that takes place inside the corporate limits of a city or within 200 yards of an occupied structure must be permitted by the Department. Permits can be obtained be contacting the Department's Southwest Regional Office at 2040 West Woodland, Springfield, MO 65807-5912. The Enforcement section's area of concern is related to the demolition of structures. Certain demolitions may be regulated under state and federal law, so I encourage you to contact the Department's Air Pollution Control Program at P.O. Box 176, Jefferson City, MO 65102-0176 or by telephone at (573) 751-4817 to discuss the applicability of these laws and regulations.

Sincerely,

AIR POLLUTION CONTROL PROGRAM

Steven Feeler

Steven Feeler
Compliance/Enforcement Section Chief

SSF:smf

c: Southwest Regional Office

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APR 30 2009
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KANSAS CITY, MISSOURI

Recycled Paper

Missouri Department of Conservation

Heritage Review Report

April 29, 2009; page 1 of 2

Policy Coordination Unit
P. O. Box 180
Jefferson City, MO 65102
Prepared by: Shannon Cave
shannon.cave@mdc.mo.gov
573-522-4115X3250

Mr. Mike Waller, CM, Project Manager
Airport Planning Group
Bucher, Willis & Ratliff Corporation
903 East 104th Street, Suite 900
Kansas City, MO 64131-3451

copy: FWS

Project type:	Airport Expansion
Location/Scope:	Sections 5 & 8 of T25N R28W and section 32 T26N R28W
County:	Barry
Query reference:	City of Monett, MO – MoDOT No. 08-0988-1/BWR No. 2008-0152.01
Query received:	April 29, 2009

Apr 29, 2009

This NATURAL HERITAGE REVIEW is not a site clearance letter. Rather, it indicates whether or not public lands and sensitive resources are known to be located close to and potentially affected by the proposed project.

FEDERAL LIST species/habitats are protected under the Federal Endangered Species Act. ***Consult with the U.S. Fish and Wildlife Service*** *(101 Park Deville Drive Suite A, Columbia, Missouri 65203-0007; 573-234-2132). STATE ENDANGERED species are listed in and protected under the Wildlife Code of Missouri (3CSR10-4.111).*

Records of federal-listed or state-listed (endangered) species or critical habitats near the project site:

Heritage records identify no wildlife preserves, no designated wilderness areas or critical habitats, and no state- or federal-listed endangered species records within public land survey section2 5, 8 and 32, or in sections touching them. There are also no records of sites with species of concern that are tracked due to their rarity but not listed as endangered.

However, the site appears to be in the recharge area for an Ozark cavefish (*Amblyopsis rosae*, federally listed "threatened," state listed "endangered") site. All activities that might adversely impact groundwater quality should be avoided. Observe Best Management Practices for Ozark Cavefish at http://mdc.mo.gov/122 and Best Management Practices for Karst Geology at http://mdc.mo.gov/111. If you determine that your project could affect subterranean waters inhabited by the Ozark cavefish, contact the U.S. Fish and Wildlife Service (Ecological Services, 101 Park Deville Drive Suite A, Columbia, Missouri 65203-0007; Phone 573-234-2132).

Heritage records were identified at some date and at a more or less precise location. This report includes information about records near but not necessarily on the project site. Animals move and, over time, so do plant communities. To say "there is a record" does not mean the species/habitat is still there. To say that "there is no record" does not mean the project will not encounter something not recorded. On-site verification is the responsibility of the project. Incorporating information from Heritage records into plans can help reduce adverse impacts to sensitive natural resources. However, these records only provide one reference and other information (e.g. wetland or soils maps, on-site inspections or surveys) should be considered. Compare biological and habitat needs of records listed to planned project activities to avoid or minimize impacts. More information may be found at www.mdc.mo.gov/nathis/endangered/ and mdc4.mdc.mo.gov/applications/mofwis/mofwis_search1.aspx. Find contact information on the department's nearest Natural History Biologist at http://www.mdc.mo.gov/nathis/contacts/.

Recommendations related to this project or site (not to specific heritage records):

- Gray bats (*myotis grisescens*, federally and state listed "endangered") are likely to occur in the project area, as they forage over streams, rivers, and reservoirs in this part of Missouri. Avoid entry or disturbance of any cave inhabited by gray bats and when possible retain forest vegetation along the stream and from the gray bat cave opening to the stream. See http://mdc.mo.gov/104 for best management recommendations.

- The proposed project occurs in the vicinity of "booming grounds", or courtship areas, for greater prairie chickens (*tympanuchus cupido*, state endangered). This grassland bird may nest and forage in grasslands several miles away from the booming ground. Prairie chickens may use grasslands in the project area. See http://mdc.mo.gov/130 for best management recommendations.
- Streams in the area should be protected from soil erosion, water pollution and in-stream activities that modify or diminish aquatic habitats. Best management recommendations relating to streams and rivers may be found at http://mdc.mo.gov/79.
- Invasive exotic species are a significant issue for fish, wildlife and agriculture in Missouri. Seeds, eggs, and larvae may be moved to new sites on boats or construction equipment, so inspect and clean equipment thoroughly before moving between project sites. Especially important at this time is the zebra mussel, known in the Missouri and Mississippi Rivers and Lake of the Ozarks, but missing from many inland streams and most lakes.
  - Remove any mud, soil, trash, plants or animals before leaving any water body or work area.
  - Before leaving a project site, drain water from boats and machinery (that has operated in the water), checking motor cavities, live-well, bilge and transom wells, tracks, buckets, and any other water reservoirs.
  - When possible, wash and rinse equipment thoroughly with hard spray or HOT (104° F or more) water, like that found at a do-it-yourself carwash and dry in the hot sun before using again. Please help prevent the spread of invasive species by inspecting and cleaning equipment thoroughly before moving between project sites.

These recommendations are ones project managers might prudently consider based on a general understanding of species needs and landscape conditions. Heritage records largely reflect only sites visited by specialists in the last 30 years. This means that many privately owned tracts could host remnants of species once but no longer common.

Project managers can pre-screen heritage review requests at http://mdcgis.mdc.mo.gov/heritage/newheritage/heritage.htm. A "Level 1 response" will result in a printable document that will make further submission to MDC or USFWS unnecessary.

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United States
Department of
Agriculture

Natural
Resources
Conservation
Service

688 State Hwy. B, Suite 100
Springfield, MO 65802
PHONE: 417-831-5246 Ext. 138
FAX NUMBER: 417-862-0438

Email: allan.johnston@mo.usda.gov

Subject: Farmland Conversion Impact Rating AD-1006
Monett Municipal Airport Master Plan Update
City of Monett, MO
BWR No. 2008-0152.01

Date: May 5, 2009
File Code: 310-11-12- 5

To: Mark Waller, CM
Bucher, Willis & Ratliff Corporation
903 East 104th St., Suite 900,
Kansas City, Missouri 64131-3451

Dear Mr. Waller:

Enclosed for the above referenced project are the completed AD- 1006 form and Prime farmland list for Monett Municipal Airport Master Plan Update. As per phone conversation with you on 5/5/09 you stated that most if not all of the acquired easement area will not change current land use and will remain in Agricultural use. Therefore the entire project area will be exempt from the Farmland Protection Policy Act. No farmland or wetlands will be impacted by the project.

Soil descriptions of the soil series can be obtained at the following Internet address:

http://soils.usda.gov

Please call if I can be of any more assistance.
Sincerely,

Allan R. Johnston

Allan R. Johnston
Area Resource Soil Scientist
cc/w/att, Kendra Clift, District Conservationist, NRCS Field Office, Cassville, MO
Montie Hawks, Area Conservationist, NRCS Area Office, Springfield, MO

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U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I *(To be completed by Federal Agency)*	Date Of Land Evaluation Request 5/5/09
Name Of Project Monett Municipal Airport Master Plan Update	Federal Agency Involved MoDot
Proposed Land Use Mushroom Production Facility	County And State Barry, Co. Missouri
PART II *(To be completed by NRCS)*	Date Request Received By NRCS 4/30/09

Does the site contain prime, unique, statewide or local important farmland? *(If no, the FPPA does not apply -- do not complete additional parts of this form).*	Yes ☐	No ☑	Acres Irrigated	Average Farm Size
Major Crop(s)	Farmable Land In Govt. Jurisdiction Acres: %		Amount Of Farmland As Defined in FPPA Acres: %	
Name Of Land Evaluation System Used	Name Of Local Site Assessment System		Date Land Evaluation Returned By NRCS	

	Maximum Points	Site A	Site B	Site C	Site D
PART III *(To be completed by Federal Agency)*		Alternative Site Rating			
A. Total Acres To Be Converted Directly					
B. Total Acres To Be Converted Indirectly					
C. Total Acres In Site		0.0	0.0	0.0	0.0
PART IV *(To be completed by NRCS)* Land Evaluation Information					
A. Total Acres Prime And Unique Farmland					
B. Total Acres Statewide And Local Important Farmland					
C. Percentage Of Farmland In County Or Local Govt. Unit To Be Converted					
D. Percentage Of Farmland In Govt. Jurisdiction With Same Or Higher Relative Value					
PART V *(To be completed by NRCS)* Land Evaluation Criterion Relative Value Of Farmland To Be Converted *(Scale of 0 to 100 Points)*		0	0	0	0
PART VI *(To be completed by Federal Agency)* Site Assessment Criteria *(These criteria are explained in 7 CFR 658.5(b)*	Maximum Points				
1. Area In Nonurban Use					
2. Perimeter In Nonurban Use					
3. Percent Of Site Being Farmed					
4. Protection Provided By State And Local Government					
5. Distance From Urban Builtup Area					
6. Distance To Urban Support Services					
7. Size Of Present Farm Unit Compared To Average					
8. Creation Of Nonfarmable Farmland					
9. Availability Of Farm Support Services					
10. On-Farm Investments					
11. Effects Of Conversion On Farm Support Services					
12. Compatibility With Existing Agricultural Use					
TOTAL SITE ASSESSMENT POINTS	160	0	0	0	0
PART VII *(To be completed by Federal Agency)*					
Relative Value Of Farmland *(From Part V)*	100	0	0	0	0
Total Site Assessment *(From Part VI above or a local site assessment)*	160	0	0	0	0
TOTAL POINTS *(Total of above 2 lines)*	260	0	0	0	0

Site Selected:	Date Of Selection	Was A Local Site Assessment Used? Yes ☐ No ☐

Reason For Selection: Per phone with Mike Waller,on 5/5/09 most if not all of the aquired easement area will remain in Agriculture use and thus will be exempt from FPPA.

Allan R. Johnston

(See Instructions on reverse side)

This form was electronically produced by National Production Services Staff

Form AD-1006 (10-83)

Michael A Waller

From: Scott.Bachman@modot.mo.gov
Sent: Monday, May 18, 2009 10:53 AM
To: Michael A Waller
Cc: dpyle@cityofmonett.com; pestkj1@mail.modot.state.mo.us; Micheal.Dunseith@modot.mo.gov; August.Schaller@modot.mo.gov; Beth.Schaller@modot.mo.gov; Rebecca.Baltz@modot.mo.gov; Dan.Salisbury@modot.mo.gov; Eric.Kellstadt@modot.mo.gov
Subject: Monett Airport Master Plan Update

Attachments: Letter--BWR re Monett airport expansion--5-18-09.pdf

Letter--BWR re Monett airport ...

Mike,

As we discussed a few moments ago, attached is a letter from MoDOT's Southwest District related to our review of proposed capital improvements associated with the Monett Municipal Airport Master Plan Update. I am putting a hard copy of this letter in the mail to you this morning.

We appreciate the opportunity to review these proposed improvements. If you have any questions, please do not hesitate to contact me by telephone (417.629.3355) or e-mail (Scott.Bachman@modot.mo.gov).

Thank you,
Scott Bachman, AICP
District Planning Manager
MoDOT District 7 -- Joplin
Telephone: 417.629.3355 or 1-800-654-5428
E-mail: Scott.Bachman@modot.mo.gov

(See attached file: Letter--BWR re Monett airport expansion--5-18-09.pdf)

Missouri
Department
of Transportation

MoDOT

Becky Baltz, District Engineer

Southwest District
3901 E. 32nd St.
Joplin, MO 64804
(417) 629-3300
Fax (417) 629-3140
www.modot.org
Toll free 1-888 ASK MoDOT

May 18, 2009

Mr. Mike Waller, CM
Airport Planning Group
Bucher, Willis & Ratliff Corporation
903 East 104th Street, Suite 900
Kansas City, Missouri 64131-3451

Dear Mr. Waller,

Thank you for the opportunity to review potential capital improvement projects being proposed in conjunction with the Monett Municipal Airport Master Plan Update. In general, MoDOT's Southwest District supports the desired improvements to the airport, which benefits not only the City of Monett but also the entire region. However, we do wish to convey two pieces of information from a state highway perspective.

First, at some point in the future it may be necessary to improve US 60 in the vicinity of the Monett Municipal Airport. Widening the highway to accommodate four lanes is not out of the question, but more likely improvements in this area would consist of the addition of turning or passing lanes. While we have no funding or timetable for such work, we hope the proposed right-of-way acquisition and related airport expansion would not prevent future highway improvements.

Second, we note no mention of highway access modifications to either US 60 or MO 97. However, if the city desires to modify existing access or seek additional access to either highway, we ask that the Traffic Section at the Joplin District Office be consulted as early as possible in the planning process. Any access modification requires a permit from this office.

We have enjoyed a long, productive, and mutually beneficial working relationship with the City of Monett, and we look forward to continuing this partnership. If we may be of further assistance during this process, please do not hesitate to contact us.

Sincerely,

Scott Bachman

Scott Bachman, AICP
District Planning Manager

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cc: Mr. Dennis Pyle, City of Monett
Mr. Joe Pestka, MoDOT Multimodal Operations/Aviation
Mr. Mike Dunseith, MoDOT Southwest District
Ms. Beth Schaller, MoDOT Southwest District

Our mission is to provide a world-class transportation experience that delights our customers and promotes a prosperous Missouri.

CULTURAL RESOURCE ASSESSMENT
Section 106 Review

CONTACT PERSON/ADDRESS

Mike Waller
Bucher, Willis & Ratliff Corp.
903 E. 104th St., Ste. 900
Kansas City, Missouri 64131-3451

C:

Peggy Casey, FHWA
Bob Reeder, MoDOT

PROJECT:

Monett Municipal Airport Master Plan Update

FEDERAL AGENCY

FHWA

COUNTY:

BARRY

The State Historic Preservation Office has reviewed the information submitted on the above referenced project. Based on this review, we have made the following determination:

[ ] After review of initial submission, the project area has a low potential for the occurrence of cultural resources. A cultural resource survey, therefore, is not warranted.

[X] Adequate documentation has been provided (36 CFR Section 800.11). There will be "no historic properties affected" by the current project.

[ ] An adequate cultural resource survey of the project area has been previously conducted. It has been determined that for the proposed undertaking there will be "no historic properties affected".

For the above checked reason, the State Historic Preservation Office has no objection to the initiation of project activities. PLEASE BE ADVISED THAT, IF THE CURRENT PROJECT AREA OR SCOPE OF WORK ARE CHANGED, A BORROW AREA IS INCLUDED IN THE PROJECT, OR CULTURAL MATERIALS ARE ENCOUNTERED DURING CONSTRUCTION, APPROPRIATE INFORMATION MUST BE PROVIDED TO THIS OFFICE FOR FURTHER REVIEW AND COMMENT. Please retain this documentation as evidence of compliance with Section 106 of the National Historic Preservation Act, as amended.

By: Mark A. Miles — **May 18, 2009**
Mark A. Miles, Deputy State Historic Preservation Officer — **Date**

MISSOURI DEPARTMENT OF NATURAL RESOURCES
STATE HISTORIC PRESERVATION OFFICE
P.O. Box 176, Jefferson City, Missouri 65102
For additional information, please contact Judith Deel, (573) 751-7862. Please be sure to refer to the project number:
011-BY-09

BWR | Right in the Center

903 East 104th Street, Suite 900
Kansas City, Missouri 64131-3451
800.748.8276
www.bwrcorp.com