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 Miami County Airport. This report focuses on two important topics: individual finding and recommendations in the system plan for this facility; and various benefits the airport provides/supports in 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, a role as a Community Airport has been recommended for the Miami County Airport. Within the regional system, a Community Airport is described as primarily supporting personal and recreational flying; Community Airports, of course, also accommodate various types of business activities. Within the Kansas State Aviation System Plan, the Miami County Airport is also classified as a Community Airport. The airport is also a federal airport, included in the FAA’s National Plan of Integrated Airport Systems (NPIAS). As part of FAA’s ASSET Study, the Miami County Airport is classified as a Local Airport. This federal classification is consistent with the airport’s classification in both the regional and the state airport systems.

From a facilities standpoint, the Miami County Airport needs improvements to its runway and taxiway systems to meet many of the objectives for a Community Airport. Additional hangar spaces are also needed for aircraft storage.

**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 Miami County Airport. GIS analysis completed in the study shows that among all study airports the Miami County Airport has the lowest concentrations of both employment and population. Between now and 2040, the rate of increase for both population and employment in the airport’s 10-mile radius is expected to be lower than average, when all airport service areas are considered.

<table>
<thead>
<tr>
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<th></th>
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<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Miami County</td>
<td>Community</td>
<td>Public</td>
<td>18,449</td>
<td>25%</td>
<td>5,849</td>
<td>19%</td>
</tr>
</tbody>
</table>

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 takeoffs and landings performed by aircraft that are based or permanently stored at the airport and aircraft that are visiting or transient in nature.

As the table below shows, the number of based aircraft reported at the airport in 2010 was lower than it was in 2000. Part of this change is undoubtedly related to FAA changes for reporting/counting based aircraft, rather than to an actual decline in the number of planes based at the airport. Perhaps most importantly, between 2010 and 2015 the airport shows a notable percentage increase in based aircraft.

Based aircraft at the airport are expected, according to system plan projections, to increase from 24 to 27, a 13 percent increase over the period. Aircraft based at the airport will continue to be smaller single-engine planes.

<table>
<thead>
<tr>
<th>Historic Changes in Based Aircraft</th>
</tr>
</thead>
<tbody>
<tr>
<td>Miami County</td>
</tr>
</tbody>
</table>

* CAGR - Compound Average Annual Rate of Growth

<table>
<thead>
<tr>
<th>Projected Aviation Demand</th>
</tr>
</thead>
<tbody>
<tr>
<td>Miami County Airport</td>
</tr>
<tr>
<td>Forecast of Based Aircraft</td>
</tr>
<tr>
<td>Forecast of Annual Operations</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Based Aircraft Fleet Mix 2035</th>
</tr>
</thead>
<tbody>
<tr>
<td>Airport</td>
</tr>
<tr>
<td>Miami County</td>
</tr>
</tbody>
</table>

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 to the right shows the ability of current facilities and services at the Miami County 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 $1.77 million. A significant portion of this cost is associated with providing the airport with an improved taxiway system and additional hangar storage. The Miami County Airport is eligible for local funding from the county’s General Fund, KDOT state funding, and FAA funding.

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. The Miami County Airport has already taken many steps related to long-term sustainability that are recommended in the regional aviation system plan. Remaining actions needed to make the Miami County Airport fully compliant with all sustainability objectives from the system plan follow:

- Work with surrounding municipalities to enact height zoning following Part 77.
- Work with surrounding municipalities to adopt land use controls to prevent airport encroachment.
- Establish a program to promote recycling.

Some of these actions have an associated cost, while others do not. Any associated costs to meet sustainability performance measures are included in the airport’s report card.

### Miami County Airport Report Card

<table>
<thead>
<tr>
<th>AIRPORT NAME: Miami County Airport</th>
<th>CITY: Paola, KS</th>
</tr>
</thead>
<tbody>
<tr>
<td>AIRPORT CODE: K81</td>
<td>AIRPORT ROLE: Community</td>
</tr>
</tbody>
</table>

#### Actions Needed to Meet Facility and Service Objectives

<table>
<thead>
<tr>
<th>Actual</th>
<th>Minimum Objective</th>
<th>Compliant</th>
<th>Improvement Needed</th>
<th>Estimated Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>ARC</td>
<td>B-I</td>
<td>A-I</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Runway Length</td>
<td>3,398 Feet</td>
<td>3,200 Feet</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Runway Width</td>
<td>60 Feet</td>
<td>60 Feet</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Taxiway</td>
<td>Stub Turnarounds on Each Runway End No</td>
<td>Construct parallel taxiway** $1,432,201</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PCI</td>
<td>100</td>
<td>70 or Greater</td>
<td>No</td>
<td></td>
</tr>
</tbody>
</table>

#### Navigational Aids

- Wind Sock: Lighted Wind Sock, Rotating Beacon
- Wind Sock: Yes
- Approach Type: LPV
- NPA, LPV Desired: Yes
- Lighting: MIRL
- MIRL: Yes
- Weather: ASOS or AWOS Desired: Yes
- Hangar Storage: 24 spaces
- 100% of Based Aircraft: Yes
- Apron Tie-Downs: 17 spaces
- 20% of Busy Day Transient Aircraft: Yes
- Terminal/Admin Building: 1,300 square feet with Restrooms and Pilots’ Lounge
- Pilots’ Lounge and Restroom: Yes
- Auto Parking: 17 spaces
- 1.5 Spaces per Based Aircraft Departures on Average Day in Peak Month: No
- Add 14 auto parking spaces: $29,007
- Ground Communications: Public Phone
- Public Phone, WiFi: No
- Provide WiFi: *
- Services: Ground Transportation: Access to Rental Cars
- Link to Ground Transportation: Yes

#### Additional Actions Needed to Meet System Performance Measure Objectives

- Work w/Surrounding Municipalities to Adopt Land Use Controls to Prevent Airport Encroachment
- Work w/Surrounding Municipalities to Enact Height Zoning Following Part 77
- Establish a Program to Promote Recycling

Estimated RASP Project Costs: $1,770,847

Note: * No fixed cost needed  **Improvement and cost identified in Airport’s CIP

Acronyms defined in Technical Report Glossary
USER OUTREACH

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

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.

As part of a prior statewide study conducted KDOT (completed in 2009) the positive annual economic impacts of the Miami County Airport were estimated. While the data that this estimate is based on is not current, the results still help to show the airport’s annual positive economic impact. It is worth noting that KDOT is in the process of updating the airport’s economic impact estimate.

Total annual economic impacts for the airport are attributed to one or more of the following four economic activity centers: airport management, airport tenants, average annual capital investment, and spending by visitors who arrive on general aviation aircraft. Total impacts represent both direct and indirect impacts. Indirect impacts result from re-recirculating direct impacts, once the direct impacts enter the economy being studied. Indirect impacts were estimated using an input/output model. Since economic impacts are a “snapshot” in time of airport conditions that existed when the study was completed, it is possible that annual economic impacts for the airport have changed.

<table>
<thead>
<tr>
<th>Estimated Annual Economic Impact</th>
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<tbody>
<tr>
<td>Airport</td>
</tr>
<tr>
<td>Miami County Airport</td>
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</tbody>
</table>

The map below shows how the Miami County 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.

MIAMI COUNTY AIRPORT PROVIDES NON-STOP FLIGHTS TO ANYWHERE!