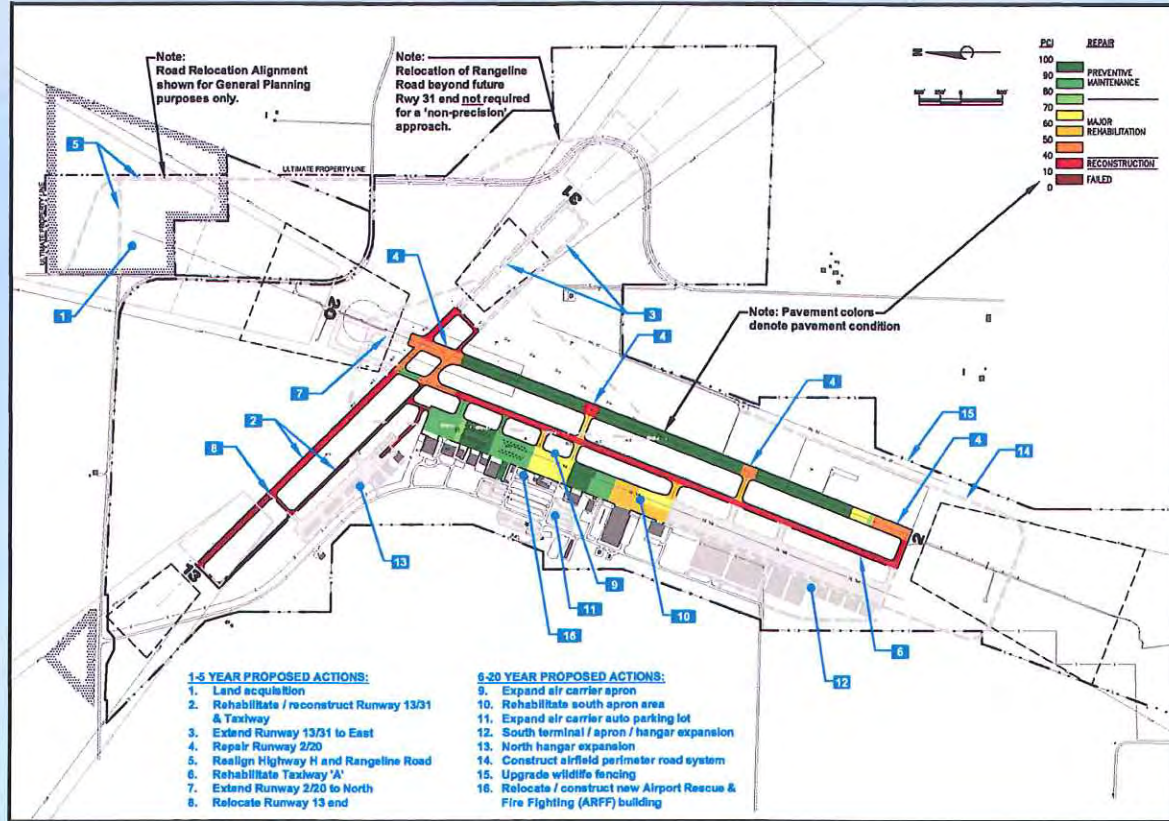
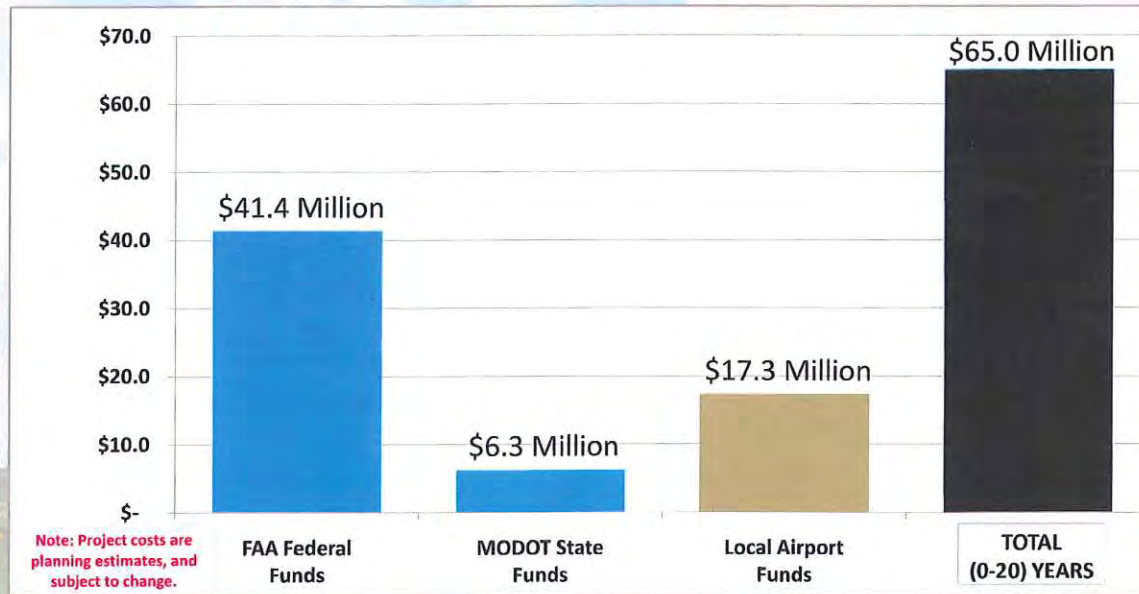


Preferred Airport Development



The Preferred Development Plan provides a strategic approach for continued maintenance, upgrade, and expansion of facilities; as consistent with the long-term vision of the Airport. Overall, the development plan is structured to respond to key capital improvement needs, project-by-project, and as necessary to meet Airport demand levels. These improvements, as sequenced over the Airport's pavement condition map, are documented as part of the full Airport Layout Plan (ALP) drawing set generated as part of this master plan.

Preferred Development Implementation Costs



These costs represent the estimated planning level costs and source, estimated as federal, state, and local dollars, for the Columbia Regional Airport Master Plan projects.



Columbia Regional Airport Master Plan Update Executive Summary

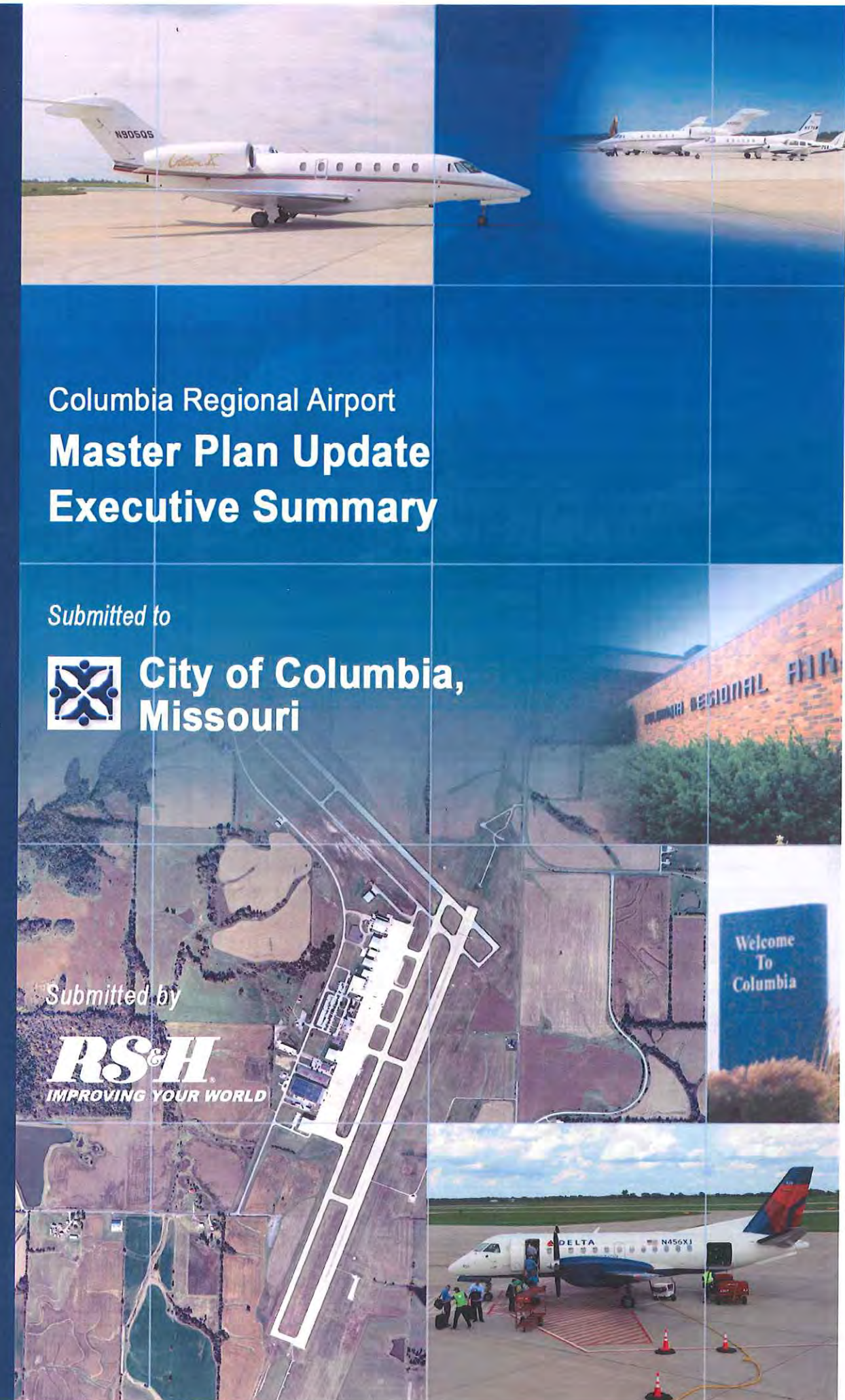
Submitted to



Submitted by



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Study Purpose & Components

The Columbia Regional Airport is an integral part of the transportation network and economic base for the City of Columbia and the entire mid-Missouri region. An Airport Master Plan update was initiated to develop a year-by-year plan to support the aviation growth of the Airport over the next 20 years.

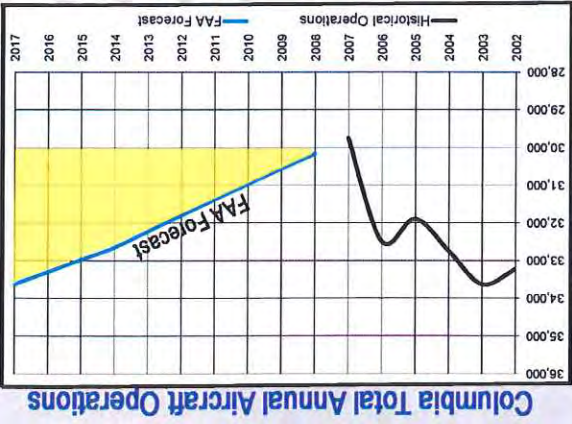
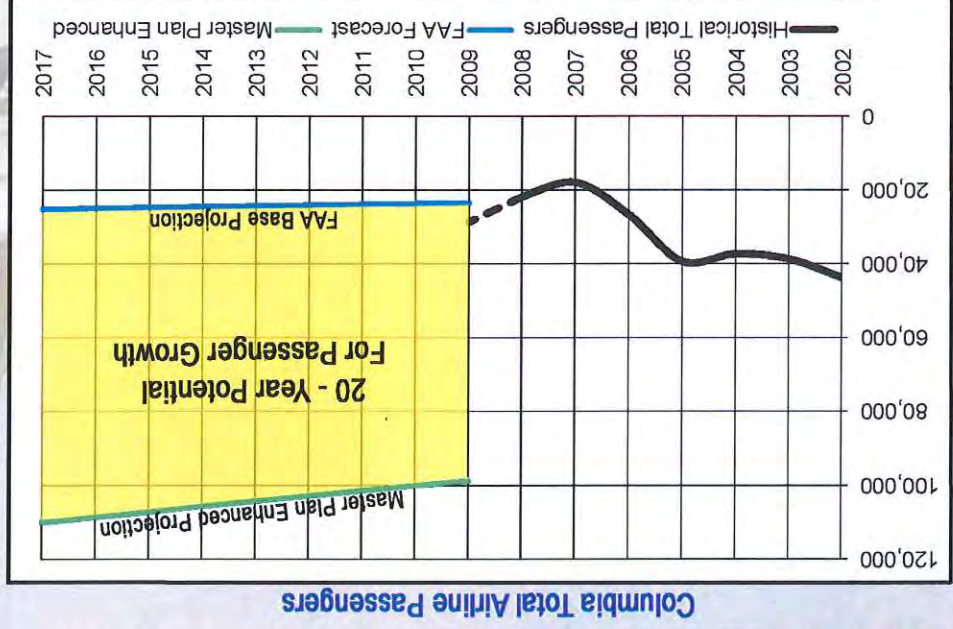
The major tasks accomplished as part of the study included:

1. Study Design
2. Public Involvement Program
3. Issues and Existing Condition
4. Environmental Considerations
5. Aviation Forecasts
6. Airport Facility Requirements
7. Identification and Evaluation of Alternatives
8. Airport Layout Plan (ALP) Drawing Update
9. Facilities Implementation Plan
10. Financial Feasibility Analysis

Activity Overview

Columbia Regional Airport experienced an increase in total passengers in 2009. Total airline passengers are expected to reach an amount between the Master Plan Enhanced forecast and the FAA base forecast between 2010 and 2017. Based aircraft are expected to increase by nearly two percent over the same time period. Aircraft operations are expected to increase. The 20-year hangar planning demand is forecast to need accommodation 'sites' for approximately 22 additional aircraft. Hangar sites are to be provided as demand warrants.

Forecast Summary



Source: FAA Terminal Area Forecast (2008)

Year	Single Engine	Multi Engine	Jet	Rotocraft	Other	Total	Avg Growth Rate
2007	21	17	17	1	1	47	0.0%
2012	21	16	13	1	1	51	0.0%
2017	21	17	17	1	1	56	1.8%
2007-2012	0.0%	1.3%	5.4%	0.0%	0.0%	1.6%	
2007-2017	0.0%	1.3%	5.4%	0.0%	0.0%	1.8%	

Columbia Based Aircraft



Airfield Pavement Condition

Sections of the airfield pavements will require rehabilitation. The initial concentration of Airport resources will be committed toward pavement improvements to the runway, taxiway and apron system, as some pavement sections are aging to a point in which reconstruction is necessary.

Public Involvement

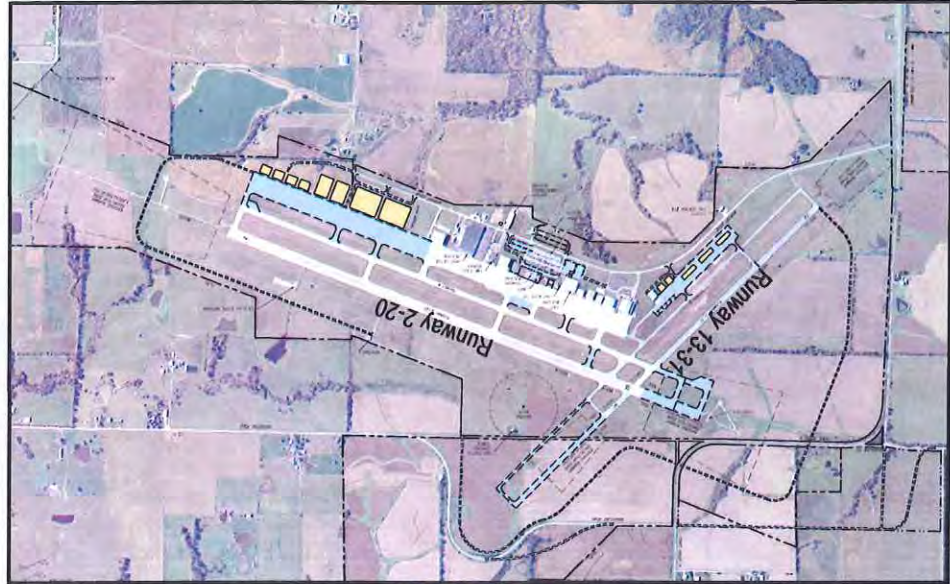


Public information workshops were included in the Master Plan Update project to ensure the Plan considered the input of stakeholders and interested parties. The public involvement program for the Master Plan project consisted of an advisory committee, three public information workshops, and internet support. Information can be found at: <http://www.FlyMidMo.com/MasterPlanProcess.php>

Preferred Airport Development Alternatives

Alternative 2G was selected as the preferred airfield expansion plan, because it is able to accomplish needed airfield pavement repairs without significant disruption to scheduled air service and resolve airfield geometry issues. Alternative 2G will also reliably accommodate various commercial passenger and cargo aircraft into the future.

Alternative 2G



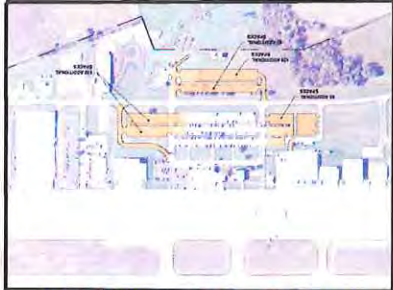
The terminal area development plan will expand aviation support facilities and infrastructure as demand warrants; including portions of the apron, taxiway system, the terminal auto parking lot/ access road, and site development for various types of aviation support buildings and hangars.

Terminal Enhancements Auto Parking Expansion

Existing Terminal

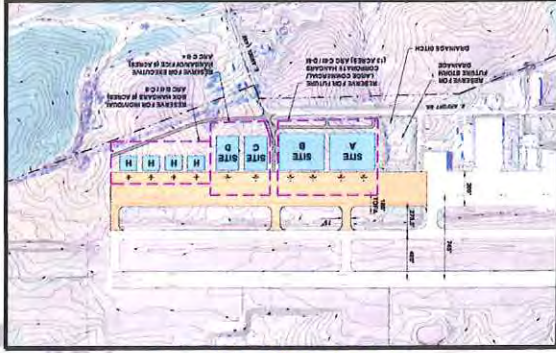


Parking Expansion Option

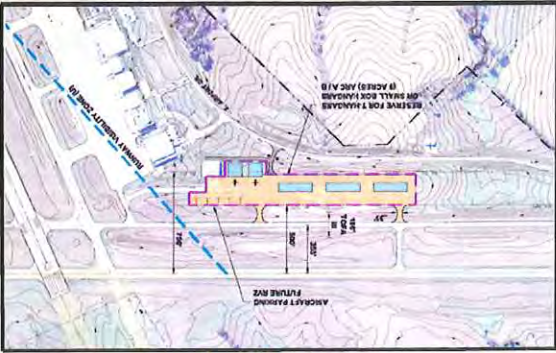


Terminal Enhancements Aircraft Storage

South Hangar Option



North Hangar Option



Passenger Terminal Facility: Requires eventual updating. Functional limitations include the existing 'Temporary' Passenger Holdroom addition which has limited lifespan, limited amenities and limited restaurant visibility. The alternative involves reusing and modifying the existing terminal facility.

Terminal Parking Lot: Approaches capacity when passenger boardings exceed 2,000 per month (particularly during holidays). Terminal parking solutions include adding additional parking adjacent to the existing lot when demand warrants construction.

Hangar Expansion: To meet the forecast demand, a south and north hangar expansion plan providing for additional hangar space is shown. The south hangar option provides additional hangar space for larger privately owned aircraft while the north option provides storage for smaller privately owned aircraft.