



U.S. Department
of Transportation

**Federal Aviation
Administration**

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Kansas City, Missouri 64106
(816) 329-2600

March 10, 2014

Mr. Steve Stockam
Airport Manager
Joplin Regional Airport
602 South Main Street
Joplin, MO 64801

Dear Mr. Stockam:

Joplin Regional Airport
Joplin, Missouri
AIP No. 3-29-0037-30-2012
Airport Master Plan Update
Runway 05/23 Alternatives Analysis

Thank you for meeting with us on February 12, 2014, to discuss the alternatives analysis regarding the runway and taxiway layout at your airport. We reviewed the Alternatives Summary with Supplemental Runway 05/23 Information as part of the Airport Master Plan Update, which was the focus of our meeting discussion. In addition to the elements of each alternative that do not comply with the FAA's *Airport Design*, Advisory Circular (AC) 150/5300-13A, we also have the following concerns and comments:

1. Per guidance provided in AC 150/5300-13A, Runway 05/23 is not necessary to obtain minimum wind coverage of 95 percent and is not eligible for federal funding.
2. As documented in the Alternatives Summary, the proposed alternatives do not comply with the best management practices for standard runway and taxiway layout as required by AC 150/5300-13A.
3. To be eligible for federal funding, the FAA requires approval for modifications to airport design standards for all nonstandard airfield geometry. Proposed modifications to airport design standards may require a safety risk management assessment and incur a high risk of disapproval.
4. The FAA requires a modification to air traffic control procedures for nonstandard air traffic operations. Proposed modifications may require a safety risk management assessment and incur a high risk of disapproval.
5. Continued use of Runway 05/23 as shown in the alternatives requires back taxi operations or a much greater taxi distance. The FAA recommends avoiding back taxi operations for safety reasons.
6. Since there is no proposed alternative that complies with FAA requirements, the FAA will defer discretionary funding consideration until a project is presented that resolves the Hot Spots, and fully complies with FAA airport design and operation standards. The

FAA considers the mitigation of the Hot Spots as the primary focus for federal funding before other development is considered.

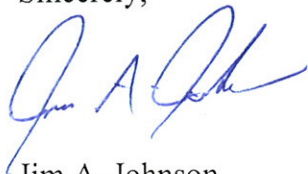
7. There does not appear to be an alternative that satisfies FAA requirements and allow for the continued operation of Runway 05/23. A modified Alternative A4A, with Runway 05/23 removed, would be acceptable to the FAA, and would be considered a high priority for funding. This modified alternative appears to adequately address safety concerns near the Runway 36 threshold with an estimated cost that is economical.

There does not appear to be an acceptable solution, unless Runway 05/23 is closed. While we recognize that there may be some infrequent operations that prefer Runway 05/23, your airport design and operation must be tempered and balanced with the daily operational safety risks resulting from the Hot Spots, nonstandard airfield geometry, and nonstandard air traffic control procedures. These nonstandard conditions have increased potential for deviations, runway incursions, wrong runway takeoffs, runway back taxi operations, and situational awareness conflicts.

The FAA regards the resolution of the Hot Spots and the nonstandard airfield geometry as the highest priority at the airport. We appreciate your exhaustive efforts to analyze the various alternatives. We are committed to working with you to identify the best solution for a safe and efficient airport operating environment.

If you have any questions, please contact Todd Madison at (816) 329-2640, or by email at todd.madison@faa.gov.

Sincerely,



Jim A. Johnson
Manager, Airports Division

cc: Mr. Brad Hamilton, CMT
Mr. Tom Frakes, FAA Regional Runway Safety Program Manager