

**University of Central Missouri**  
**Board of Governors**  
**Work Session**  
**June 13, 2024**

The University of Central Missouri (UCM) Board of Governors convened in a Work Session on June 13, 2024, at 10:41 a.m. in Union 237B on UCM's main campus in Warrensburg, Missouri. Presiding over the meeting was Board Vice President Stephen Abney. Others participating in the meeting from Union 237B were Governors Phyllis Chase, Mary Dandurand, Stu Rogers, Gus Wetzel II, and Hadley Oden, as well as University President Roger Best; General Counsel Lindsay Chapman; Assistant Board Secretary Kristen Plummer; and Crawford, Murphy, & Tilly representatives Marissa Kappelman and Brian Hutsell. Governor John Collier participated in the meeting via Zoom. Governor Kenneth Weymuth was unable to attend the meeting and was excused.

**Call to Order** - Agenda Item No. 1

Mr. Abney called the meeting to order and determined a quorum was present to conduct business.

**Skyhaven Airport Master Plan** – Agenda Item No. 2

Ms. Marissa Kappelman, Senior Aviation Planner and Project Manager for the Max B. Skyhaven Master Plan, and Mr. Brian Hutsell, Civil Engineer Project Manager, from Crawford, Murphy and Tilly (CMT), provided a detailed overview of the master plan process, purpose, and explanation of what a master plan is not. Ms. Kappelman reported the master plan process began with a general inventory of Skyhaven Airport. With this baseline, they generated demand projections that looked at aircraft operations, leased aircraft at the airfield, and established critical aircraft. The demand projections had to be reviewed by the Missouri Department of Transportation (MoDOT) and were approved. Following the approval, CMT moved forward to review the facility requirements and held work sessions with the stakeholder group to understand how they could turn the facility requirements into an actionable plan for the airport. A meeting was held with the Federal Aviation Administration (FAA), MoDOT, UCM, and the pipeline company to discuss feasible alternatives due to the pipeline that cuts through the airfield. Once that was determined, they moved forward with a land use compatibility plan followed by the generation of an implementation plan in which CMT engineers created project cost estimates.

Ms. Kappelman explained that demand projections looked at aircraft operations and the number of aircraft based at the airport. Since Skyhaven is an uncontrolled airport, CMT relied on historical aircraft operations derived from flight school records for the past five years to deduce a trend and create a trajectory to show the estimate for the annual operations over the next 20 years. She referenced the diagram on slide five of the PowerPoint and noted the preferred forecast, and one approved by MoDOT, was the green Baseline Scenario 1. CMT used this forecast to create the facility requirements and alternatives for the master plan. The facility requirements primarily looked at four categories: airfield capacity, airfield requirements, general aviation and corporate facilities, and landside facilities.

To increase the existing length of the runway to 4,800- or 5,600- feet, the FAA requires 500 annual operations of critical aircraft to justify the length. CMT felt that a King Air, commonly used in business or corporate aviation and medical flights, was a reasonable future critical aircraft for Skyhaven and would require a 4,800-foot runway. Ms. Kappelman noted there are currently King Air operations at Skyhaven, but well below the 500 annual operations. If Skyhaven had a corporate tenant with a jet, a 5,600-foot runway would be needed. For a community like Warrensburg with a corporate tenant that will get to the 500 operations, she stated that the FAA will accept a letter of support and other alternative means for the justification process.

A big challenge to development is the four pipelines that run through the airport. Ms. Kappelman noted the crosswind runway pavement and southern portion of the runway are deteriorating significantly due to the location of the pipeline easement. The pipeline company will not allow vibratory equipment to operate atop the easement, which means no reconstruction or rehabilitation is allowed. Of the alternatives CMT presented to the pipeline company, they were amicable to moving the pipeline, not at their expense, and shared dropping the depth of the pipeline was feasible but their least favored option. The preferred alternative for all parties was to shift the runway off the pipeline. Ms. Kappelman explained a challenge that could result from the suggested runway shift is the need to justify the crosswind runway for future federal funding. Ms. Kappelman explained the results of the justification exercises CMT performed.

Ms. Kappelman referred the Board to the suggested development diagram on slide 10 of the PowerPoint, which vacates the southern portion of the airfield by shifting everything to the north to consolidate around the Skyhaven Aviation Center efficiently. She also provided an overview of the Capital Improvement Plan, noting that the top priority from the stakeholder group was safety leading to wildlife mitigation measures and obstruction removal being listed first. CMT listed the proposed funding sources for consideration in the plan implementation based on the available funding and possible ways to combine funds from MoDOT and other sources.

Working with airport staff, CMT developed an interim land use plan for what can be done at the airport currently without any additional infrastructure and suggested converting some of the land into hay or crop operations or utilizing everything south of the pipeline easement and south of Highway 50 for nonaeronautical use development.

Dr. Wetzel asked if the university owns all the property needed for the suggested modifications. Ms. Kappelman responded that one small piece of land would need to be acquired should the university decide to relocate the crosswind as shown on the diagram on slide 10. In response to a question from Mr. Rogers, Ms. Kappelman clarified that CMT recommends a 4,800-foot runway and expects UCM could feasibly accomplish this without any major changes, even though it would likely be several years before the length could be justified.

President Best inquired about the conversations with the pipeline company and asked what the estimate was for the deepening or relocating of the pipeline. Ms. Kappelman responded that the pipeline company did not provide estimates after hearing the crosswind relocation estimate of

\$11 million but stated CMT would work with the pipeline company to obtain the estimates. She added that the pipeline company won't lay in public right of way and will need to go through private access/right of way to relocate the pipeline. President Best noted the university owns some of the land along Highway 50, which would make access to the right of way easier. President Best asked if there was jet traffic coming through to justify a 5,600-foot runway, would there be space to accommodate this length if everything was pushed north. Ms. Kappelman confirmed there is enough property to the north to accommodate the relocation of the southern portion of the primary runway plus the additional length of a 5,600-foot runway. In response to a question from Governor Abney, Ms. Kappelman stated CMT would run a few scenarios to see what the maximum runway length could be with the current university-owned property.

Dr. Wetzel asked if the pipeline company would do any type of encasement to the pipeline, and Ms. Kappelman stated they would not. In response to Dr. Chase, Ms. Kappelman confirmed there are instrument landings on the primary runway. Dr. Wetzel asked if there are also requirements for widening the runway if it is lengthened. Ms. Kappelman responded that it's not necessarily required, but if the runway was lengthened to 5,600-feet it would depend on the type of aircraft coming in and the FAA requirements.

Ms. Kappelman reviewed the remaining steps in the master plan process and recapped the items CMT will follow up on and report to the Board, which are:

- Quotes for deepening the pipeline and relocating the pipeline on university-owned property, and
- Maximum runway length possible without getting out of the university-owned property to the north.

Mr. Abney thanked Ms. Kappelman and Mr. Hutsell for the presentation.

**Other** – Agenda Item No. 3

There was no other business to discuss.

**Adjournment**

The meeting concluded at 11:25 a.m.