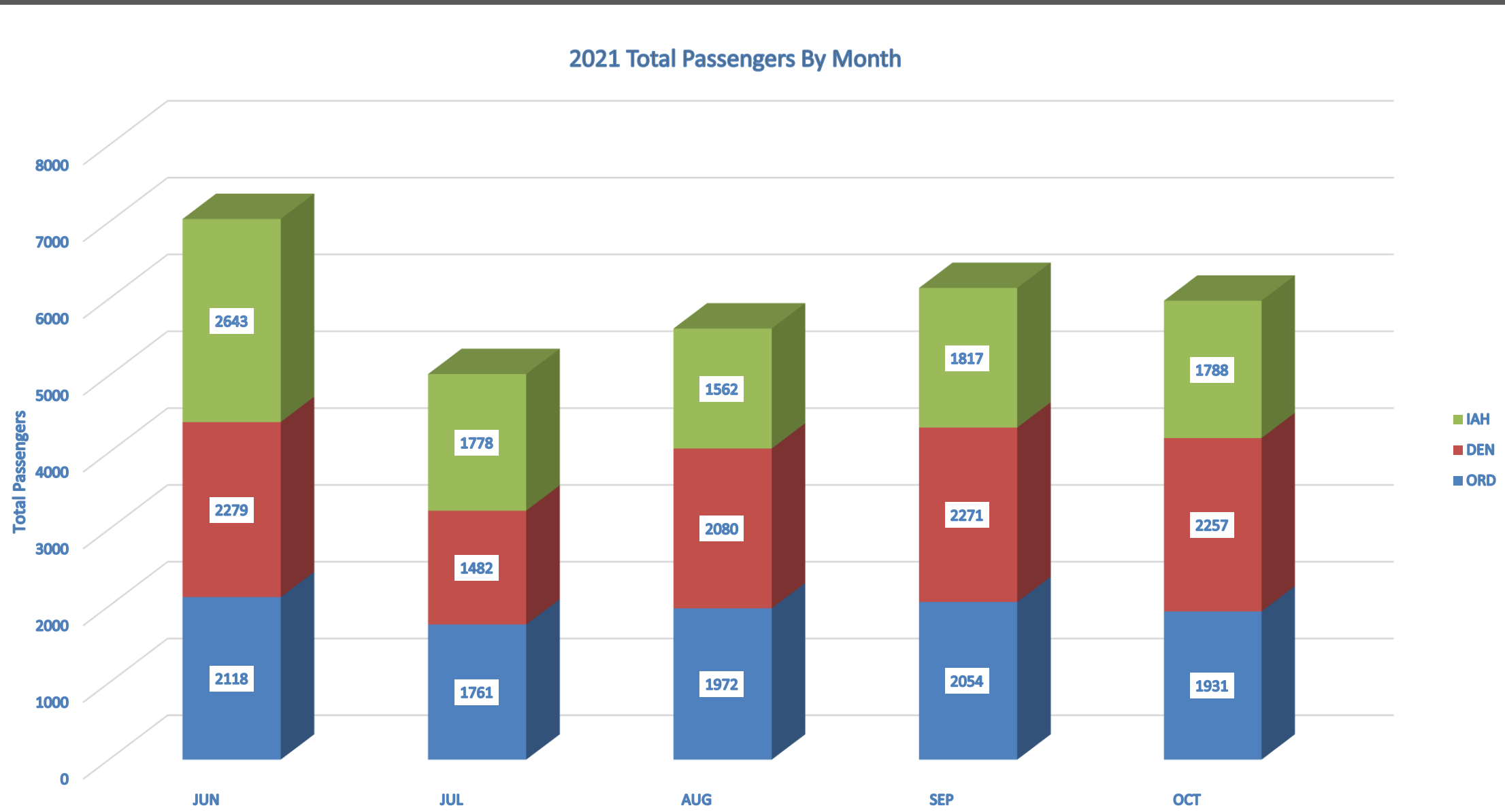
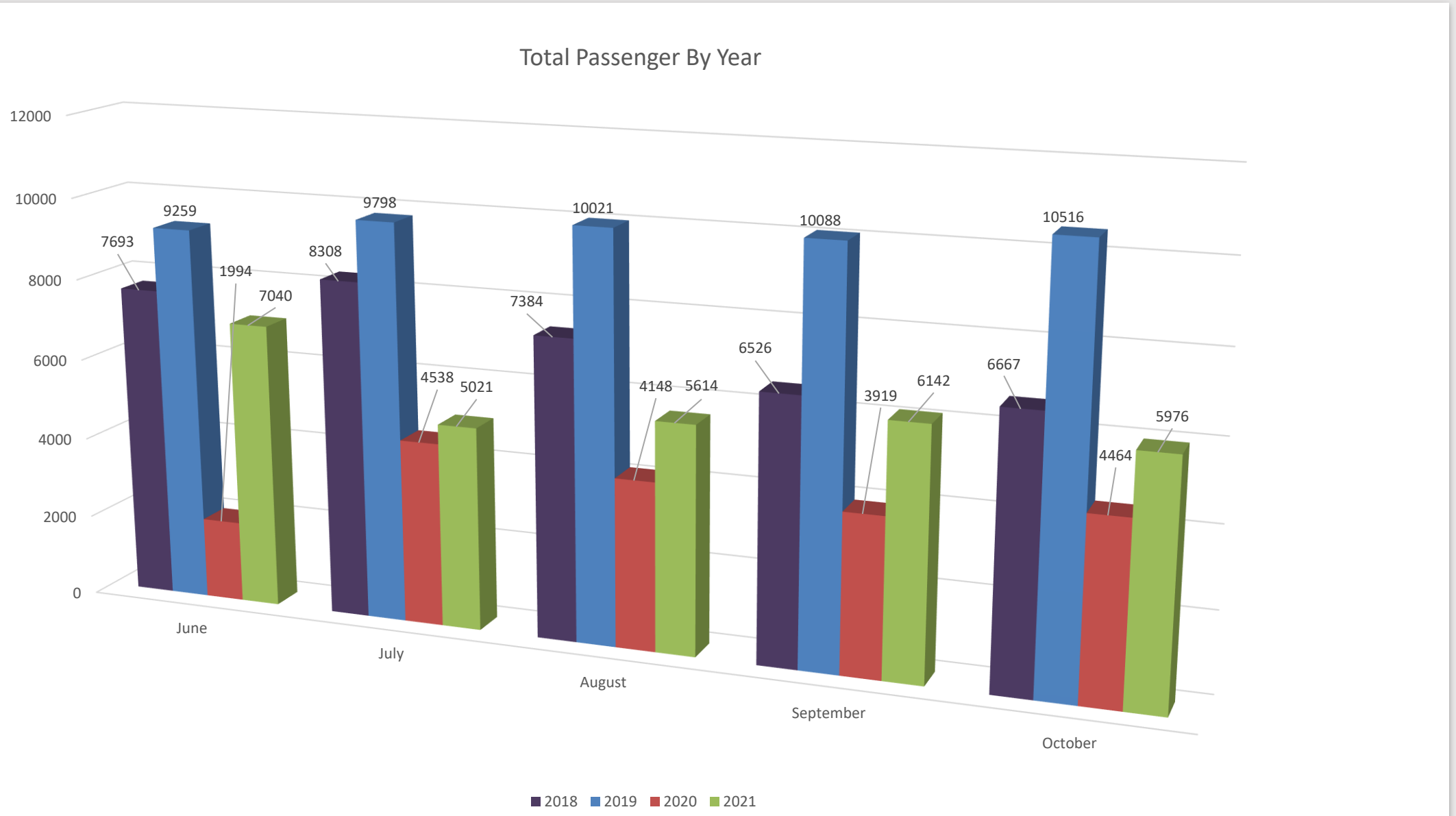
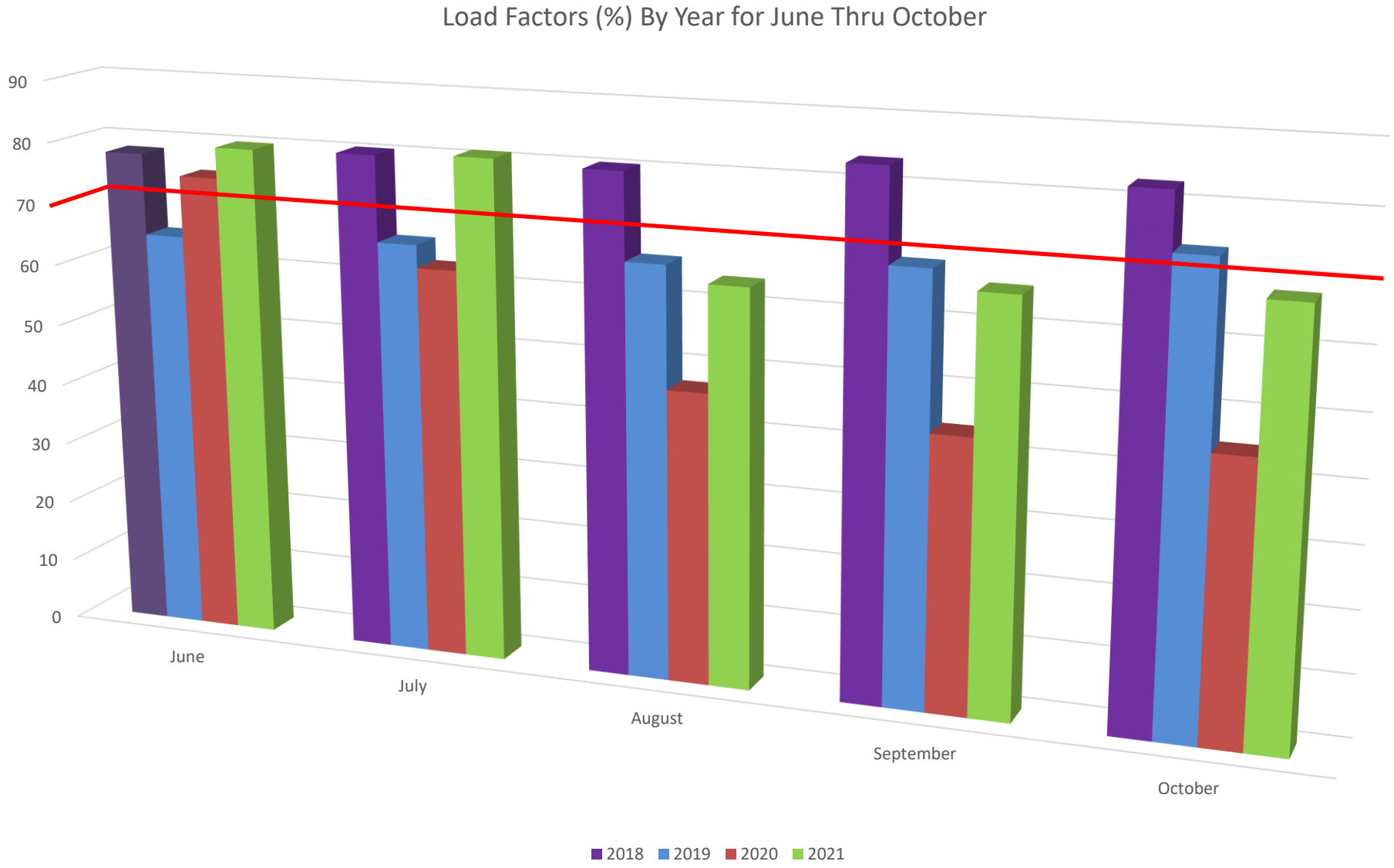


Airport Update December 2021


2021 Total Passengers By Month
Total Passengers
8000
7000
6000
5000
4000
3000
2000
1000
0
2643
2279
2118
1778
1482
1761
1562
2080
1972
1817
2271
2054
1788
2257
1931
JUN
JUL
AUG
SEP
OCT
IAH
DEN
ORD


Total Passenger By Year
12000
10000
8000
6000
4000
2000
0
7693
9259
1994
7040
8308
9798
4538
5021
7384
10021
4148
5614
6526
10088
3919
6142
6667
10516
4464
5976
June
July
August
September
October
2018
2019
2020
2021


Load Factors (%) By Year for June Thru October
90
80
70
60
50
40
30
20
10
0
June
July
August
September
October
2018
2019
2020
2021

Airline Industry Outlook Bullet Points

- Leisure, vacation, visit family friends travel appears to have returned to pre-COVID levels.
- Business travel remains depressed due to the uptick in the Delta Variant and low vaccination rates in some areas.
- Some network airline CEOs are optimistic that domestic business travel will return to 2019 levels by 2023.
- International travel, especially business travel (which is critical to network carriers), remains depressed. Border reopening's should improve demand gradually in 2022.
- Airlines reported 3rd quarter 2021 financial results are mixed, some profits, some losses…….all aided by the final quarter of Payroll Protection Program.
- Pilot shortage has re-emerged as a serious issue for the regional carriers that operate for the network airlines; American Eagle, SkyWest, Republic, etc.
- Fuel prices in the $85 / barrel range…….increasing operating costs.

Federal Infrastructure Program
Airport Formula Based Allocation

Below is a preliminary analysis of the Federal Infrastructure Bill specific to formula-based grants identified for airport infrastructure and specifically how that may impact funding for Joplin Regional Airport. These grants are in addition to a new Airport Terminal Program to be administered by the FAA. The formula program consists of the following highlights:

- $15 billion over five years for "airport-related projects" as defined under 49 USC 30117(a)(3), the authorizing statute for passenger facility charges $3 billion for each fiscal year; each year's funds available for five years (i.e. FY22 funds available through FY26)
- Largely distributed by formula, with funds that remain unobligated after four years eligible to be redistributed as discretionary grants
- For each fiscal year, no more than - $2.48B to primary airports
  - Mimics the regular AIP formula, with no maximum apportionment limits
  - Any funds after apportionment to be divided among all primaries
  - For FY22 and FY23, based on calendar year 2019 enplanements. After FY23, based on the most recent calendar year enplanements.
- Funding provided through this program can be used for traditional AIP eligible projects plus PFC eligible projects (i.e. terminal improvements)
- Local match requirements remain in place (25% for Large & Medium Hubs, 10% for All other Primary Airports)

To assist in understanding the funding opportunity this presents, below is a summary of the estimated annual allocation (preliminary figures) for Joplin Regional based on CY19 enplanements.

It is important to note that this funding is on top of our traditional FAA entitlement funding.

Estimated Annual Allocation for Joplin Regional (Preliminary)

Infrastructure Apportionment[1] *(Allocated based on AIP Formula)*	Carryover Allocation[2] *(Allocated of Carryover from Apportionment)*	Total Projected New Infrastructure Funding Annually (FY22 & FY23)
$1,000,000	$33,233	**$1,033,223**

Additional Funding Opportunities under these funding "Buckets"

New Airport Terminal Program: The bill would provide $5 billion over five years or $1 billion annually for a new "airport terminal program." DOT would be allowed to distribute these funds through a competitive grant program with funding broken down by hub size. Eligible projects that increase capacity, improve passenger access, replace aging infrastructure, expand accessibility for persons with disabilities, and improve airport access for historically disadvantaged populations and upgrades for airport-owned ATC towers facilities.

FAA Facilities and Equipment: The measure also includes $5 billion over five years for FAA facilities and equipment or $1 billion annually. The measure would allow the FAA to use these funds for projects that help contract tower airports "sustain, construct, repair, improve, rehabilitate, modernize, acquire and install ATC equipment.



Runway 18-36 Rededication
December 9th, 2021 @ 1:00 PM
Commercial Terminal Building