



Interim Report Task 05
Existing Conditions of Aviation

March 2025

Prepared by:

HNTB



Mississippi Department of Transportation **MULTIPLAN 2050**

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1.0 Introduction

Mississippi has 74 publicly owned public-use airports that serve a critical role in facilitating economic growth and connecting Mississippi to the rest of the country¹. They provide essential services such as passenger and cargo transportation, emergency medical services, and agricultural support. The mission of the Mississippi Department of Transportation's (MDOT) Aeronautics division of the Office of Intermodal Planning focuses on safe and effective air transportation toward the goal of a connected and efficient transportation network.²

This report includes an overview of existing conditions of the state's aviation infrastructure to provide an understanding of the industry and the importance of air travel and transport in the larger transportation network.

2.0 Agency Responsibilities

Role of MDOT

The Aeronautics Division of MDOT has the responsibility of administering grant programs, which offer matching funds for airport improvement projects that are federally funded, as well as funds for high-priority and immediate needs projects through the Airport Multimodal Program.

Other Agencies

The following list includes additional agencies that manage aviation in Mississippi.³

Mississippi Transportation Commission: The commission is comprised of three publicly-elected members and is tasked with providing oversight of the state's transportation resources and operations for all modes of transportation, including aeronautics, highways, ports, public transit, and railroads. The commission represents three geographic areas defined by the Supreme Court Districts: Northern, Central, and Southern. According to state law, the Commission is tasked with "planning, developing, and coordinating a comprehensive, balanced intermodal transportation policy for Mississippi."⁴

¹ Mississippi Department of Transportation. (n.d.). Mississippi Airport Directory. Retrieved November 2024, from MDOT: <https://mdot.ms.gov/documents/Aeronautics/Guides/Mississippi%20Airport%20Directory.pdf>

² Mississippi Department of Transportation. (2014, May). Intermodal Planning. Retrieved from MDOT: https://mdot.ms.gov/portal/intermodal_planning

³ Mississippi Aviation Administration. (2024). Government Agencies. Retrieved from MAA: <https://www.msairportsassociation.com/government-agencies/>

⁴ Mississippi Aviation Administration. (202). Mississippi Transportation Commission. Retrieved from MDOT: <https://mdot.ms.gov/portal/commission>

Federal Aviation Administration (FAA): The FAA oversees all aspects of civil aviation in the U.S., including Mississippi. The Jackson Airports District Office (ADO) and the Flight Standards District Office (FSDO) are the primary FAA offices in the state. Additionally, the FAA awards grants to airports through several improvement programs, including the Airport Improvement Program (AIP), Military Airport Program (MAP), and the State Block Grant Program.

Mississippi Development Authority (MDA): The MDA administers the Mississippi Airport Revitalization Revolving Loan Program, which provides financial assistance for airport improvements.

Transportation Security Administration (TSA): The TSA ensures the security of the traveling public in Mississippi's airports.

Mississippi Airports Association (MAA): This organization promotes aviation and airport interests in the state, providing a platform for discussion and collaboration among its members.

Funding

Funding for aviation in Mississippi typically comes from a combination of federal grants that aim to support enhancement of the state's airport facilities, including runways, terminals, and control towers as well as advanced safety measures, such as advanced radar systems and improved air traffic control technology. Federal funds are primarily allocated through two programs administered by the FAA described in more detail below: the Airport Improvement Program (AIP) and the Passenger Facility Charge (PFC) program.

FAA AIP Grants

The following programs are part of the FAA slate of funding that was recently approved to expand the planning and development of public use airports across the country.⁵ Airport Improvement Program (AIP) funding is allocated based on passenger volume. If an airport's capital project requirements surpass their allocated entitlement funds, the Federal Aviation Administration (FAA) has the authority to supplement the allocation with discretionary funding.⁶

Airport Improvement Program (AIP): This is the primary program, providing grants for the planning and development of public-use airports. It funds projects like runways, taxiways, airport signage, lighting, and markings.

Airport Improvement Grant (AIG) Program: As part of the AIP, this program was

⁵ Federal Aviation Administration. (2024, June 20). Airport Improvement Program (AIP). Retrieved from FAA.gov: <https://www.faa.gov/airports/aip>

⁶ Federal Aviation Administration. (2024). 2024 Airport Improvement Program (AIP) Grants. Retrieved November 2024, from Federal Aviation Administration: https://www.faa.gov/airports/aip/2024_aip_grants

recently established to aid in distribution of AIP funds.⁷

Military Airport Program (MAP): A subset of the AIP, this program helps convert former military airports to civilian use and improve existing civilian airports that have military functions.

State Block Grant Program: Another subset of the AIP, this program allows states to assume responsibility for administering AIP grants at non-primary airports, which helps streamline the funding process.

FAA PFC

PFCs are fees collected from passengers to fund eligible airport projects such as expanding terminal facilities, enhancing security measures, improving baggage handling systems, noise reduction projects, and other projects aimed at improving the passenger experience⁸. Airports must receive FAA approval for the use of PFC funds and assure that projects align with federal standards.

MDOT Multi-Modal Transportation Improvement Program (MTIP)

The MDOT administered MTIP provides grants to eligible entities for the development of airports, ports, railroads, and transit systems. In order to be eligible for a Multimodal Grant, an airport must be publicly owned and listed in the FAA National Plan of Integrated Airport Systems (NPIAS). MTIP grants are strictly intended for capital improvements or the rebuilding/rehabilitation of essential infrastructure and cannot be used for routine maintenance or operational expenses. Examples of eligible uses of Multimodal Grant funds include a local share requirement for a federal grant, pre-construction studies, planning and design, property acquisition, reclamation and relocation costs, professional services, and construction.

FAA Reauthorization Act

The FAA Reauthorization act has increased general aviation (GA) funding from \$3.35 billion to \$4 billion annually from 2025 through 2028⁹. The act expanded the AIP, which provides resources for critical projects, such as runway expansions, safety enhancements, and terminal upgrades. These changes benefit Mississippi by improving infrastructure, promoting economic development, enhancing safety and

⁷ Federal Aviation Administration. (2023, September 11). 2023 Airport Improvement Program (AIP) Grants. Retrieved from FAA.gov: https://www.faa.gov/airports/aip/2023_aip_grants

⁸ Federal Aviation Administration. (2022). Passenger Facility Charge (PFC). Retrieved November 2024, from Federal Aviation Administration: [https://www.faa.gov/airports/southern/pfc#:~:text=The%20Passenger%20Facility%20Charge%20\(PFC,airports%20controlled%20by%20public%20agencies.](https://www.faa.gov/airports/southern/pfc#:~:text=The%20Passenger%20Facility%20Charge%20(PFC,airports%20controlled%20by%20public%20agencies.)

⁹ Congress clears FAA reauthorization bill. (2024). Retrieved November 2024, from Report Card for America's Infrastructure: <https://infrastructurereportcard.org/faa-deal-latest/#:~:text=Airport%20Improvement%20Funding%20in%20the,the%20FAA's%20aeronautical%20information%20systems.>

security, expanding capacity, and increasing sustainability initiatives. The bill also stipulates that the FAA collaborate with the National Oceanic and Atmospheric Administration (NOAA) and the United States Army Corps of Engineers (USACE) in evaluating the durability of coastal or flood-prone regions and that it conducts a research and development project to aid in the advancement of the FAA's aeronautical information systems.

Bipartisan Infrastructure Law (2021)

The Bipartisan Infrastructure Law (BIL) allocates funds to enhance U.S. airport infrastructure, focusing on safety, sustainability, and equity improvements including runways, taxiways, and terminals.¹⁰ Of the allocated funds, airports in Mississippi were expected to receive approximately \$99 million for infrastructure development for airports over five years from the year the BIL was instituted.¹¹ As of March 2024, Mississippi has been awarded approximately \$92.4 million.¹² Expected benefits include operational improvements, job creation, and bolstered economic growth, with federal encouragement for projects prioritizing comprehensive community benefits.

The BIL also included \$5 billion in discretionary funding over five years for airport terminal projects that address the aging infrastructure, including projects that expand accessibility for persons with disabilities, improve access for historically disadvantaged populations, improve energy efficiency, and improve airfield safety.¹³

Planning Highlights

The Statewide Freight Plan, 2022

The Statewide Freight Plan focuses on six areas for the state's freight network: safety, maintenance, accessibility, economic development, resiliency, and partnership. According to the plan, in 2019, there was over 10,000 tons of freight flown into Mississippi's airports, with UPS providing nearly 97 percent of all cargo services. The plan states that Jackson-Medgar Wiley Evers International Airport (JAN) was the main

¹⁰ Federal Aviation Administration. (2021). FAA Announces First-Year Airport Funding Amounts from Bipartisan Infrastructure Law. Retrieved November 2024, from Federal Aviation Administration: <https://www.faa.gov/newsroom/faq-announces-first-year-airport-funding-amounts-bipartisan-infrastructure-law>

¹¹ United States Department of Transportation. (2022). The Bipartisan Infrastructure Law Will Deliver for Mississippi. Retrieved October 2024, from https://www.transportation.gov/sites/dot.gov/files/2022-01/BIL_Mississippi.pdf

¹² The White House. (2024). President Biden's Bipartisan Infrastructure Law is Delivering in Mississippi. Retrieved October 2024, from <https://www.whitehouse.gov/wp-content/uploads/2023/10/Mississippi-Fact-Sheet.pdf> (Documents available upon request.)

¹³ United States Department of Transportation. (2022). The Bipartisan Infrastructure Law Will Deliver for Mississippi. Retrieved October 2024, from https://www.transportation.gov/sites/dot.gov/files/2022-01/BIL_Mississippi.pdf

airport for cargo in Mississippi, accounting for over 99 percent of the state's air cargo activity. The plan includes an overview of strategies and recommendations to improve the efficiency, safety, and mobility of the freight network including capital and operational investments as well as policy, coordination, outreach, and programmatic initiatives that help to address Mississippi's freight transportation needs and opportunities.

MDOT MULTIPLAN 2045, 2020

The previous update to the Mississippi Statewide Long Range Transportation Plan (MULTIPLAN) provides an overview of Mississippi's airport system, including classifications, facilities, activity/demand, passenger enplanements, aircraft operations, based aircraft, and commodity flows. The plan reviewed the 74 publicly owned public-use airports, including seven commercial service airports and various general aviation airports as well as detailed summaries of activity and impact. The plan states that activity and demand at these airports are substantial, with a total of nearly 1.4 million annual operations and over 1,600 based aircraft. It also discusses the significance of air cargo traffic, particularly in the context of global and national trends.

The plan also includes a performance analysis of Mississippi's airport system and discusses how it relates to MDOT's goals of preservation, modernization, and expansion. The analysis uses various measures to assess the system's adequacy, including safety, security, infrastructure, and accessibility.

Mississippi Statewide Aviation Economic Impact Study, 2014

The Economic Impact Study aims to demonstrate how the aviation industry functions as a significant economic driver for the state, as well as evaluates the non-tangible benefits associated with aviation, such as contributions to quality of life including health, safety, recreation, education, and community support.

According to the study, the visitor impacts that can be attributed to airports amounted to nearly \$377 million in 2014. The majority of visitors were served by the state's two largest commercial service airports, namely Jackson-Evers and Gulfport-Biloxi, which collectively accommodated over 475,000 individuals. These two airports account for 52 percent of the total economic impact from all airports in Mississippi and supported 20,025 employees which contributes \$722 million to the state's annual payroll.

In terms of overall economic output, these two airports generate 51 percent of the \$2.53 billion output produced by all airports in Mississippi. The study also showed a high number of operations conducted by commercial airlines and general aviation, at over 55,000 and 1.4 million respectively in 2012. With the support of 20,025 jobs, a payroll of nearly \$722 million, and a contribution of \$2.53 billion to economic output, aviation contributes to economic growth in Mississippi.

Key Highlights

Mississippi's aviation sector is vital components of the state's economy, and the recent studies and plans discuss how to optimize their efficiency and effectiveness. Specific recommendations in the plans include recommendations for capital and operational investments to enhance the efficiency and safety of air freight transport as well as investments in maintenance, accessibility, economic development, resiliency, and strategic partnerships.

3.0 Statewide Significance

Role of Aviation in the Statewide Modal System

Aviation plays a crucial role in the statewide multi-modal transportation system of Mississippi, which integrates various modes of transport to enhance connectivity and economic growth. Here are some key aspects:

Economic Development: Airports are vital for economic development, supporting tourism, business travel, and cargo transport. They help attract businesses and create jobs in the region, contributing over \$2 billion annually to the overall economy.

Connectivity: Airports improve connectivity within the state and beyond, linking Mississippi to national and international destinations. This connectivity is essential for both passenger travel and freight movement.

Infrastructure Improvement: The Mississippi Department of Transportation (MDOT) administers the Multi-Modal Transportation Improvement Program (MTIP), which funds airport improvements alongside other transport modes like ports, railroads, and transit systems. This program ensures that airports can maintain and upgrade their infrastructure to meet modern standards.

Safety and Efficiency: Investments in airport infrastructure enhance safety and operational efficiency, making air travel more reliable and secure.

Education and Training: Home to several FAA-approved pilot schools and flight departments at institutions like Delta State University and Mississippi Gulf Coast Community College.

Overall, aviation is a key component of Mississippi's multi-modal system that contributes to the state's economic vitality by contributing to the transportation of people and goods.

Comparison of Aviation in Gulf States

According to the most recently available data, aviation in Mississippi and other Gulf states like Alabama, Louisiana, and Texas share similarities but also have distinct differences in terms of economic impact, infrastructure, and development focus. Table 1 includes key figures detailing the comparison of aviation in gulf states as described herein. As shown in the table, Mississippi's aviation industry is a significant economic driver with an output of \$2.53 billion annually which is on par with the

economic impact in neighboring Alabama and Louisiana. Texas stands apart from other southern states with a contribution of over \$14 billion to its economy from general aviation due to its size, large population, and geographic location.

Mississippi features 74 publicly owned public-use airports, which includes seven commercial service airports. While Alabama has a similar number of public-use airports (80), Alabama boasts a higher volume of registered aircraft and pilots, enhancing its aviation activity. Louisiana, with 69 public-use airports, has a focus on supporting the oil and gas industry, emphasizing helicopter operations for offshore activities. Of the three comparison states, Texas's infrastructure is the most expansive, with over 390 public-use airports.

Mississippi's aviation strategies emphasize optimizing efficiency in freight transportation, with a notable reliance on UPS for cargo services, which represents nearly 97% of all air cargo flown into the state. The state's investment is driven by a focus on areas like safety, maintenance, accessibility, and economic development. On the other hand, Alabama has made significant investments in aerospace manufacturing, highlighted by major facilities like the Airbus assembly plant in Mobile, indicating a strategy that extends beyond airport operations to include robust aviation manufacturing. Louisiana's aviation sector is deeply intertwined with its local industries, particularly in oil and gas, which drives its specialization in helicopter operations and offshore support. Texas leads in innovation and growth, with substantial investments in aerospace technologies, space exploration, and a diverse array of aviation-related industries.

Table 1: Comparison of Aviation Industry in Gulf Coast States

State	Economic Impact (Annual)	Infrastructure	Development Focus / Specialization
Alabama	\$2.4 B	80 public-use airports, higher number of registered aircraft and pilots.	Significant investments in aerospace manufacturing, major facilities like the Airbus assembly plant in Mobile.
Louisiana	\$2.5 B	69 public-use airports, strong focus on supporting the oil and gas industry.	Emphasis on helicopter operations and offshore support due to the state's extensive coastline and offshore drilling activities.
Mississippi	\$2.53 B	74 public-use airports, focus on freight operations	Focus on safety, maintenance, accessibility and economic development.
Texas	> \$14 B	Over 390 public-use airports.	Leader in aerospace innovation, significant investments in space exploration and advanced aviation technologies.

Source: Alliance for Aviation Across America. (n.d.). Economic Impact. Retrieved November 2024, from <https://aviationacrossamerica.org/economic-impact/>; Texas Department of Transportation. (2018). Economic impact of aviation. Retrieved November 2024, from Aviation Capital Improvements Program: <https://www.txdot.gov/projects/planning/aviation-capital-improvement/economic-impact.html>

National Comparison

In addition to comparison with neighboring states, comparing state-level aviation trends to national aviation trends can provide insights into the current conditions and performance of the state's aviation industry. This can help states identify emerging markets and growth opportunities, inform decisions about where to allocate resources, and guide state policy and regulatory decisions.

The FAA Aerospace Forecast for fiscal years 2024-2044¹⁴ includes a summary of recent trends and industry patterns. According to the forecast, the commercial air carrier industry is currently navigating a challenging landscape as it recovers from the effects of the COVID-19 pandemic. While overall passenger demand has mostly rebounded to 2019 levels, this recovery has been uneven across market segments. In general, leisure travel has emerged as the primary demand driver with business travel lagging behind due to slower growth. In addition, changes in traveler behavior including earlier bookings and combination leisure-business trips have affected demand patterns and shifted focus toward medium-sized and sunbelt cities as opposed to transcontinental routes and coastal destinations as were more popular in the past.

For regional carriers challenges include a noticeable decrease in domestic capacity in 2023 due to workforce shortages and loss of demand caused by the COVID-19 pandemic, alongside declines in revenue passenger miles (RPM). The report also states that low-cost carriers have regained strength as airlines continue to lean on ancillary revenues to bolster their profitability and captured an increasing share of the market.

FAA Passenger Boarding (Enplanement) and All-Cargo Data for Mississippi shows trends aligned with those of the national level with enplanements reapproaching pre-pandemic levels. Overall, the total enplanements for all Mississippi commercial airports increased by 6.6% from 2019 to 2023. This indicates a general recovery trend post-pandemic, although the recovery rate varies significantly among different airports. The sharp decline in 2020 due to the COVID-19 pandemic was followed by a recovery in subsequent years, highlighting the resilience of the aviation sector in Mississippi. While some airports like Greenville Mid-Delta and Jackson-Medgar Wiley Evers International have shown significant growth, others like Golden Triangle Regional and Key Field have struggled to return to pre-pandemic levels. As shown in Table 2, from 2019 to 2023, total enplanements at Mississippi commercial airports increased by approximately 7% overall, totaling 1,097,372 in 2023.

¹⁴ Federal Aviation Administration. (2024). FY 2024-2044 FAA Aerospace Forecast. Retrieved November 2024, from <https://www.faa.gov/dataresearch/aviation/aerospaceforecasts/faa-aerospace-forecast-fy-2024-2044>

Table 2: Enplanements at Mississippi Commercial Airports, 2019-2023

ID	City	Airport Name	2019	2020	2021	2022	2023	% Change 2019-2023
GTR	Columbus	Golden Triangle Regional	51,682	21,918	36,235	42,896	42,509	-17.7%
GLH	Greenville	Greenville Mid-Delta	3,687	2,785	5,608	10,452	7,521	104.0%
GPT	Gulfport	Gulfport-Biloxi International	378,638	193,134	317,112	339,323	376,980	0.4%
JAN	Jackson	Jackson-Medgar Wiley Evers International	549,007	209,230	466,067	598,799	628,321	14.4%
MEI	Meridian	Key Field	19,765	9,447	12,050	13,999	15,513	-21.5%
PIB	Moselle	Hattiesburg/Laurel Regional	11,638	9,008	13,853	13,125	13,002	11.7%
TUP	Tupelo	Tupelo Regional	15,271	9,981	15,748	15,590	13,526	-11.4%
Total			1,029,688	455,503	866,673	1,034,184	1,097,372	6.6%

Source: Federal Aviation Administration. (2024). *Passenger Boarding (Enplanement) and All-Cargo Data for U.S. Airports*. Retrieved November 2024, from Federal Aviation Administration: https://www.faa.gov/airports/planning_capacity/passenger_allcargo_stats/passenger

4.0 Existing Conditions

Aviation is essential for a state's transportation network, connecting regions and promoting economic growth. It also provides emergency services, supports tourism, and offers fast and safe travel. Limited land resources and a growing population make investing in aviation infrastructure crucial to meet transportation demands, relieve strain on roads and rails, and promote sustainability. The following section describes the current state of Mississippi aviation industry.

Inventory

Overall Mississippi's airport infrastructure is diverse, with a mix of commercial and general aviation facilities that cater to a wide range of needs. Mississippi hosts seven Commercial Service Airports and a significant number of General Aviation Airports, totaling 74 combined. These airports serve various roles, from local community access to regional connectivity as described below.

Airport Classifications

The FAA categorizes airports by service level as either commercial service, reliever, or general aviation in their National Plan of Integrated Airport Systems (NPIAS)¹⁵. The NPIAS identifies airports that are significant to the national air transportation system and that are eligible for federal airport improvement program funding. The FAA's service levels¹⁶ are as follows.

Commercial Service: These airports support only scheduled passenger airline services, and they are classified based on number of annual enplanements.

- Primary - Have more than 10,000 passenger boardings annually. These include Large hub, medium hub, small hub, and nonhub airports.
- Nonprimary Commercial Service Airports - Have at least 2,500 and no more than 10,000 passenger boardings annually. These include nonprimary commercial service/nonhub, reliever, and general aviation airports.

Cargo Service Airport: These are airports that handle significant amounts of cargo.

Reliever: This type of airport is designated to relieve congestion at a commercial service airport.

General Aviation: These airports comprise activities such as private and recreational

¹⁵ Federal Aviation Administration. (2024). National Plan of Integrated Airport Systems, 2025-2029. Retrieved November 2024, from https://www.faa.gov/sites/faa.gov/files/airports/planning_capacity/npias/current/ARP-NPIAS-2025-2029-Narrative.pdf

¹⁶ Federal Aviation Administration. (2022). Airport Categories. Retrieved October 2024, from Federal Aviation Administration: https://www.faa.gov/airports/planning_capacity/categories

flying, flight training, agricultural aviation, and medical transport. General aviation airports are ordered into four categories based on existing activity measures such as the number and types of based aircraft, and the volume and types of flights the airport supports described in detail in Table 3.

Table 3: General Aviation Airport Categories

Classification	Description	Activity	Aircraft Types	Aircraft Volume
National	Serving national and/or global markets	Very high levels of activity	Support many aircraft up to jets and multiengine propeller aircraft	Average of 200 based aircraft, including at least 30 jets
Regional	Serving regional/national markets	High levels of activity	Support some jets and multiengine propeller aircraft	Average of 90 based aircraft, including at least 3 jets
Local	Serving local/regional markets	Moderate levels of activity	Support some multiengine propeller aircraft and other propeller-driven aircraft, but no jets	Average of about 33 based propeller-driven aircraft on site
Basic	Provide limited aeronautical functions within local and regional markets	Moderate to low levels of activity	Average of 10 propeller-driven aircraft supported on site	No jets
Unclassified	Provide important access to the aviation system, serving niche or local needs	Generally does not meet activity levels of other categories	These can support small single-engine and light twin-engine aircraft, helicopters, ultralight aircraft, and gliders	n/a

Source: Federal Aviation Administration. (2022). Airport Categories. Retrieved October 2024, from Federal Aviation Administration: https://www.faa.gov/airports/planning_capacity/categories

Existing Conditions

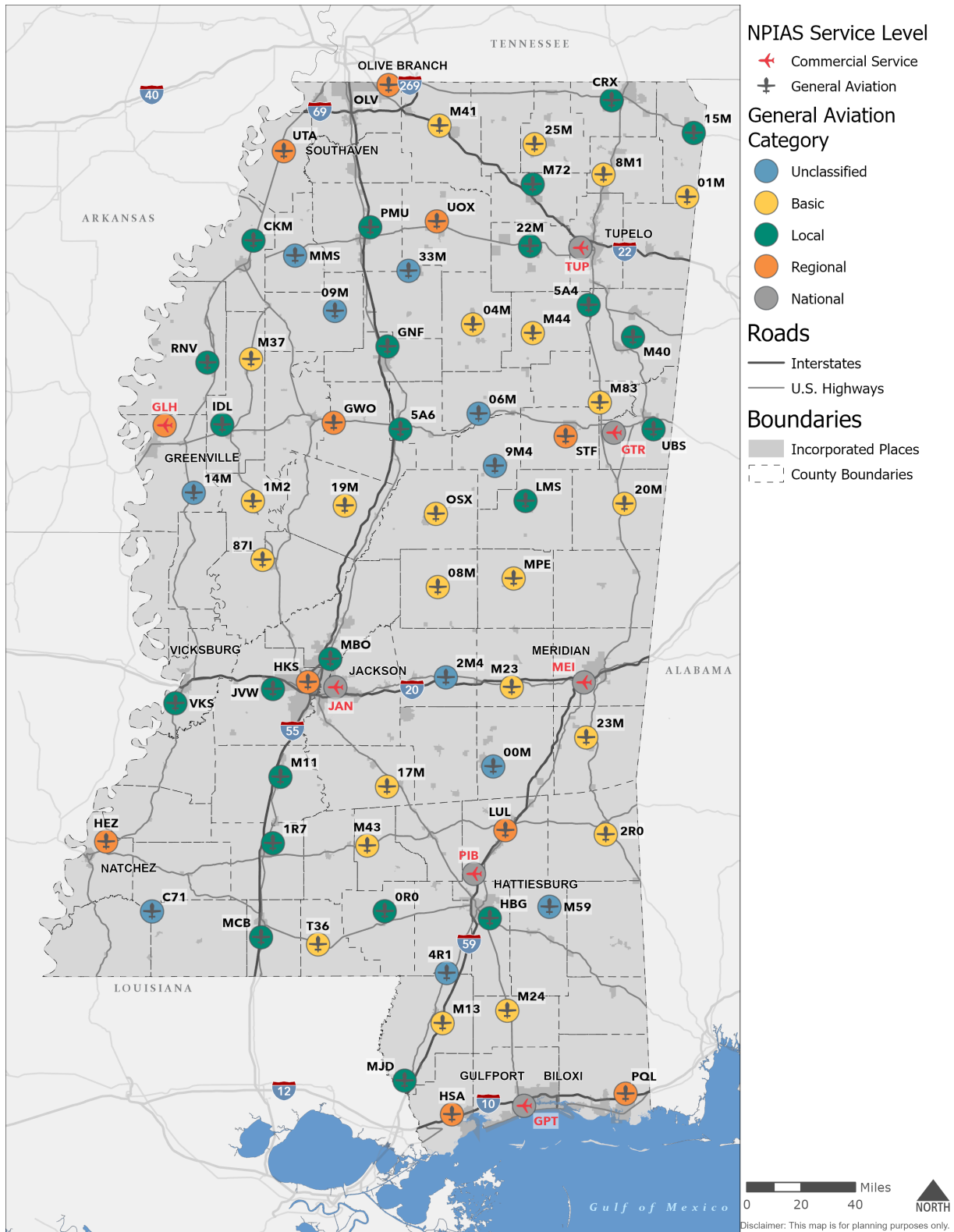
Annual NPIAS reports include a list of all airports by FAA service category and general aviation category. According to the FY 2025 to 2029 report, Mississippi has a total of 74 airports, with 6 classified as primary commercial airports (see Table 4). Among the nonprimary airports, there are 14 regional, 20 local, 23 basic, and 11 unclassified airports. These are shown in Figure 1 and a complete list of airports and classifications is included in the tables in the Appendix.

Table 4: Count of Mississippi Airports by Category, 2024

NPIAS Classification		Airports (#)	Percent of Total
Primary		6	8%
Nonprimary	National	0	-
	Regional	14	19%
	Local	20	27%
	Basic	23	32%
	Unclassified	11	14%
Total Airports		74	100%

Source: Federal Aviation Administration. (2024). Federal Aviation Administration. Retrieved November 2024, from National Plan of Integrated Airport Systems (NPIAS) - Current: https://www.faa.gov/airports/planning_capacity/npias/current

Figure 1: Mississippi Airports by NPIAS and General Aviation Category, 2024

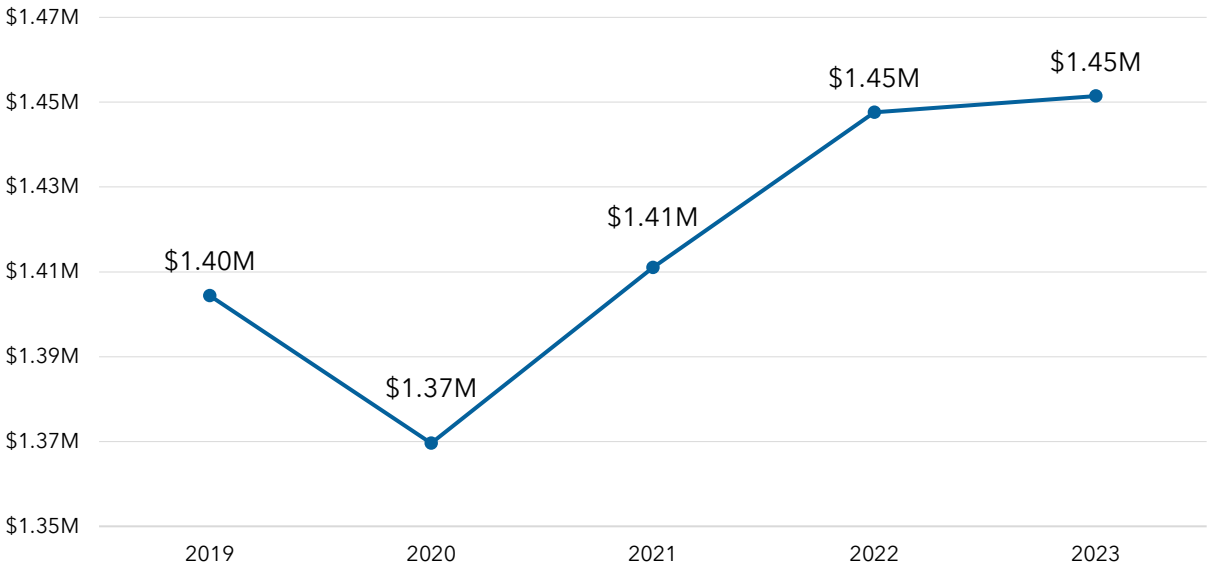


Source: Federal Aviation Administration. (2024). Federal Aviation Administration. Retrieved November 2024, from National Plan of Integrated Airport Systems (NPIAS) - Current: https://www.faa.gov/airports/planning_capacity/npias/current

Aircraft Operations

An aircraft operation is when an aircraft performs either a takeoff or landing. FAA Operations & Performance Data¹⁷ report shows operations at Mississippi airports hovering around 1.4M annually from 2019 to 2023, with a slight dip in 2020 (Table 5).

Table 5: Annual Operations at all Mississippi Airports, 2019-2023



Source: Federal Aviation Administration. (2024). Terminal Area Forecast (TAF). Retrieved December 2024, from Federal Aviation Administration: <https://taf.faa.gov/>

According to data from the FAA, operations at commercial and general aviation airports still align with the previous statewide plan update, MULTIPLAN 2045. Several key facts follow, and a complete table showing operations from 2019 to 2023 for all Mississippi airports is included in the Appendix.

- 30 general aviation airports have 10,000 annual operations or fewer.
- Consistent with the last plan update, 21 general aviation airports and one commercial service airport have more than 10,000 and up to 20,000 annual operations.
- 11 general aviation airports and two commercial service airports have more than 20,000 and up to 50,000 annual operations.
- Four general aviation airports and four commercial service airports have more than 50,000 annual operations.

¹⁷ Federal Aviation Administration. (2024). Terminal Area Forecast (TAF). Retrieved December 2024, from Federal Aviation Administration: <https://taf.faa.gov/>

Based Aircraft

The 2025 - 2029 NPIAS Report lists more than 1,600 aircraft based at Mississippi's 74 system airports.¹⁸ A full list of based aircraft at each airport is included in the Appendix. Based aircraft highlights include:

- 17 airports (all but one of which are general aviation airports) have 10 based aircraft or fewer.
- 30 general aviation airports and one commercial service airport have more than 10 but no more than 20 based aircraft.
- 21 general aviation airports and four commercial service airports have more than 20 but no more than 50 based aircraft.
- Four general aviation airports and two commercial service airports have more than 50 based aircraft.

Commodities

Cargo-Serving Airports

Air cargo movements typically occur via one of the following types of carriers.

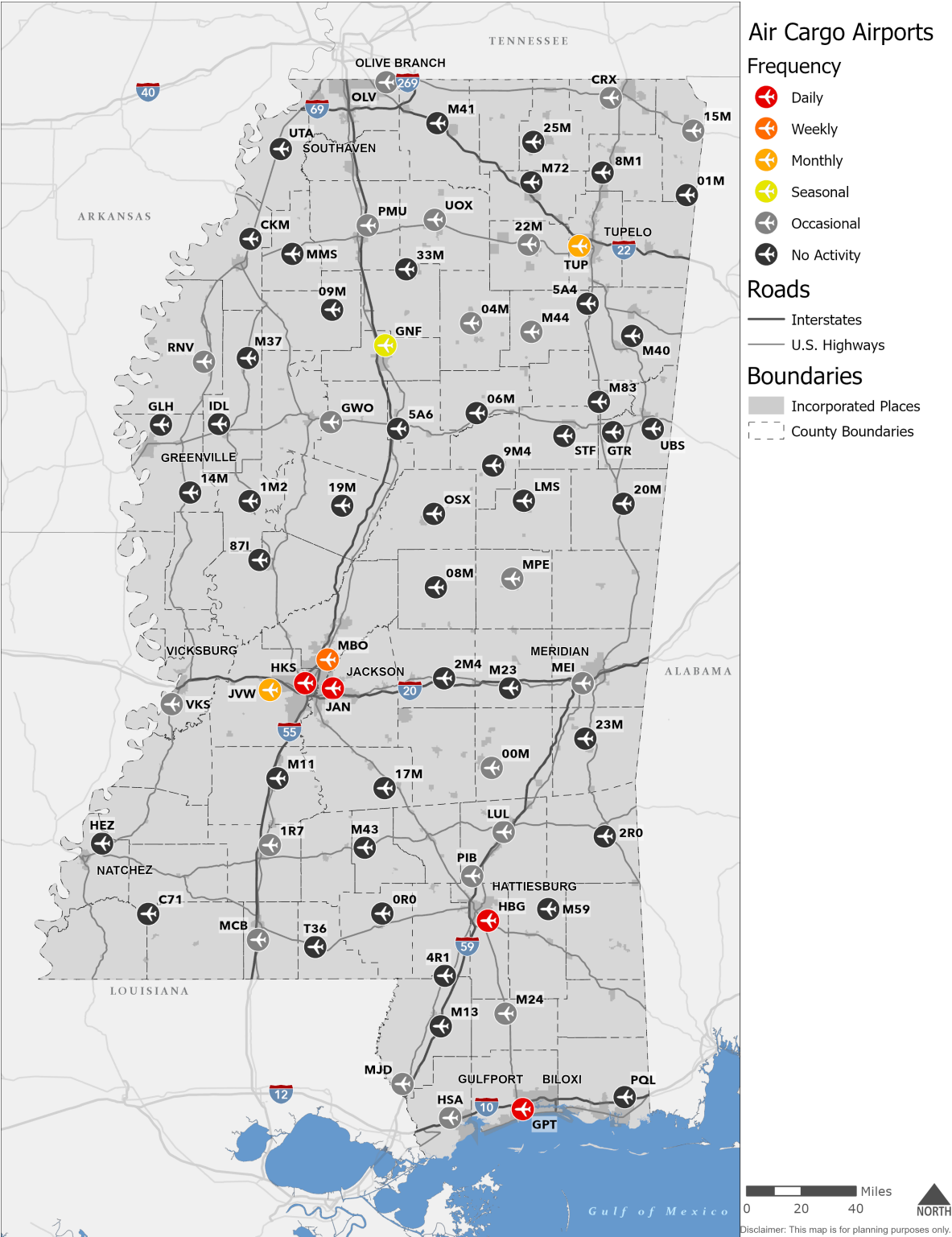
- All-cargo: provide airport-to-airport freight services but do not offer passenger service.
- Integrated express: hub-and-spoke system to transport goods directly to the customer's desired location (e.g. FedEx Express and United Parcel Service).
- Passenger airlines: cargo services are also offered by passenger airlines through "belly cargo," which is stored under the main deck of the aircraft.

According to the most recently available data, four airports transport cargo daily, one transports weekly, two transport monthly, one transports seasonally, 21 transport cargo occasionally, and the remaining 45 show no cargo activity data.¹⁹ These locations are shown in Figure 2.

¹⁸ Federal Aviation Administration. (2024). Federal Aviation Administration. Retrieved November 2024, from National Plan of Integrated Airport Systems (NPIAS) - Current: https://www.faa.gov/airports/planning_capacity/npias/current

¹⁹ Mississippi Department of Transportation. (n.d.). Intermodal Planning, "Economic Impact (Executive Summary)". Retrieved from [mdot.ms.gov: https://mdot.ms.gov/documents/Aeronautics/Guides/Economic%20Impact%20%28Executive%20Summary%29.pdf](https://mdot.ms.gov/documents/Aeronautics/Guides/Economic%20Impact%20%28Executive%20Summary%29.pdf)

Figure 2: Mississippi Airports by Air Cargo Frequency, 2014



Source: Mississippi Department of Transportation. (n.d.). Intermodal Planning, "Economic Impact (Executive Summary)". Retrieved from mdot.ms.gov: <https://mdot.ms.gov/documents/Aeronautics/Guides/Economic%20Impact%20%28Executive%20Summary%29.pdf>

Top Ten Commodities

Aviation is generally used for the transportation of light, time-sensitive, and highly valuable cargo, as well as cargo that requires quick and efficient delivery. A range of commodities rely heavily on air freight services, including computers, telecommunications equipment, oil and gas drilling equipment, and medical supplies.

The previous MULTIPLAN update included an overview of the top ten commodities shipped by air by weight and value based on 2016 Freight Analysis Framework (FAF) data. Since that time FAF data was updated with a baseline of 2017 and the methodology was adjusted such that a comparison of current year values and the previous analysis cannot be directly compared. As such, changes between the 2016 analysis included in the previous plan and the new, 2017 baseline are briefly discussed herein and then a comparison of 2017 commodity movement with the most recent year (2023) provides additional background on trends in air freight over recent years.

Top Ten Commodities by Value

The top ten commodities by value in 2016 and 2017 were similar with most top commodities only shifting slightly in rank. As shown in Table 6, the top seven commodities are the same in both years, although ranked slightly differently. The last three ranked commodities dropped several points between 2016 and 2017 but are still within the top fifteen. New top ten commodities in 2017 are mixed freight and miscellaneous manufacturing products.

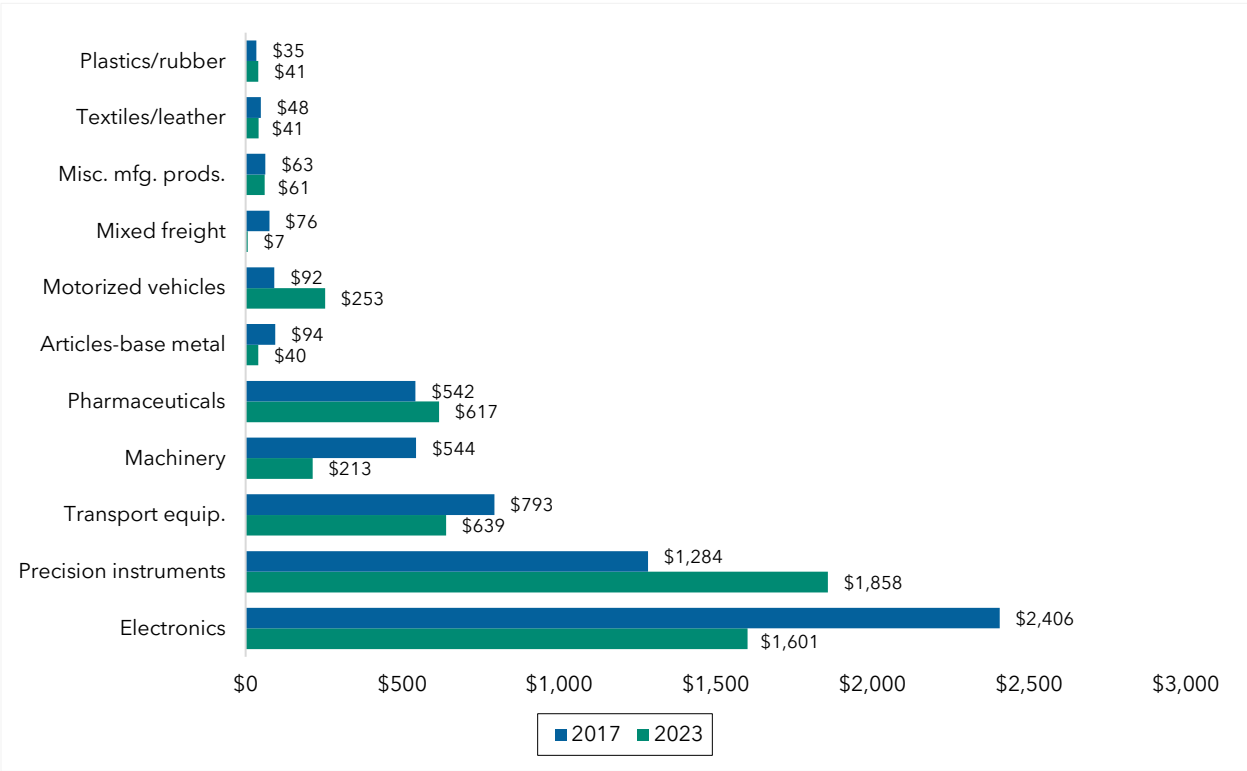
Table 6: Changes in Top 10 Commodities by Value, 2016 & 2017

2016	Change	2017
Precision instruments	↘	Electronics
Electronics	↗	Precision instruments
Transport equip.	→	Transport equip.
Machinery	→	Machinery
Pharmaceuticals	→	Pharmaceuticals
Motorized vehicles	↘	Articles-base metal
Articles-base metal	↗	Motorized vehicles
Base metals	↘	Mixed freight
Textiles/leather	↘	Miscellaneous manufacturing products
Plastics/rubber	↘	Textiles/leather
Unknown	↘	Base metals
Unknown	↘	Plastics/rubber

Source: United States Bureau of Transportation and Federal Highway Administration. (2018). Freight Analysis Framework, version 5. Retrieved October 2024, from https://ops.fhwa.dot.gov/freight/freight_analysis/faf/; Mississippi Department of Transportation. (2020). MULTIPLAN 2045. Retrieved November 2024, from <https://mdot.ms.gov/documents/Intermodal%20Planning/Reports/Multimodal/MBI%20Multimodal%20Final%20Report.pdf>

Between 2017 and 2023, the top ten commodities by value also remained fairly steady, with only one commodity dropping out of the top ten: mixed freight. Figure 3 shows the top eleven commodities which reflects the top ten from 2017 as well as the additional top commodity from 2023:

Figure 3: Top Commodities Shipped by Air in Mississippi by Value (millions of \$2023), 2017 & 2023



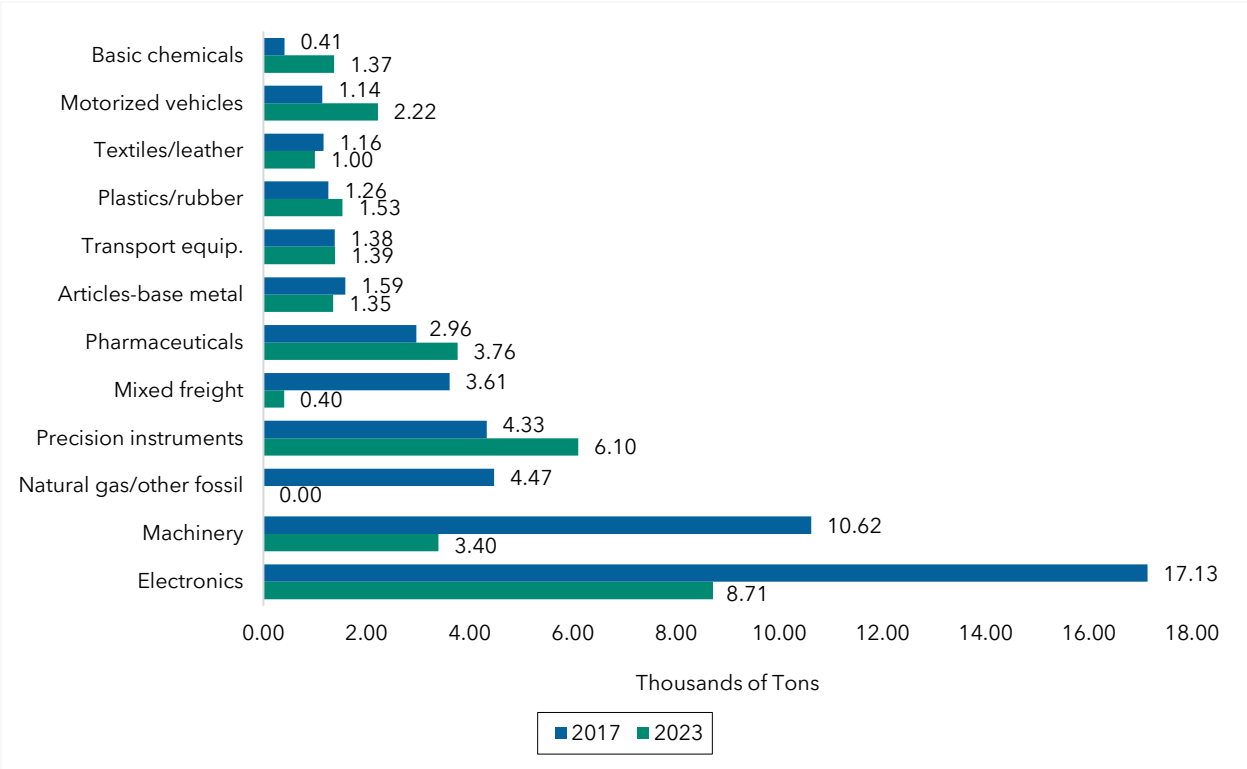
Source: United States Bureau of Transportation and Federal Highway Administration. (2018). Freight Analysis Framework, version 5. Retrieved October 2024, from https://ops.fhwa.dot.gov/freight/freight_analysis/faf/

Top Ten Commodities by Weight

By weight, the top ten commodities in 2017 and in 2023 followed a similar pattern as they did by value with most top commodities remaining consistent across study years with only one exception. The total quantity shipped by weight was about half in 2023 of what it was in 2017, a decrease from about 55 thousand tons in 2017 to 36 in 2023. Both motorized vehicles and basic chemicals jumped up into the top ten in 2023, replacing natural gas and other fossil products and mixed freight.

The top three commodities shipped by value were electronics, precision instruments, and transportation equipment in both study years. The biggest changes per commodity from 2017 to 2023 were a drop by about 50% of both electronics and plastics/rubber shipped by air. Figure 4 shows the top twelve commodities shipped by weight which includes the top ten from 2017 as well as the two additional top commodities in 2023.

Figure 4: Top Commodities Shipped by Air in Mississippi by Weight (thousands of tons), 2019 & 2023



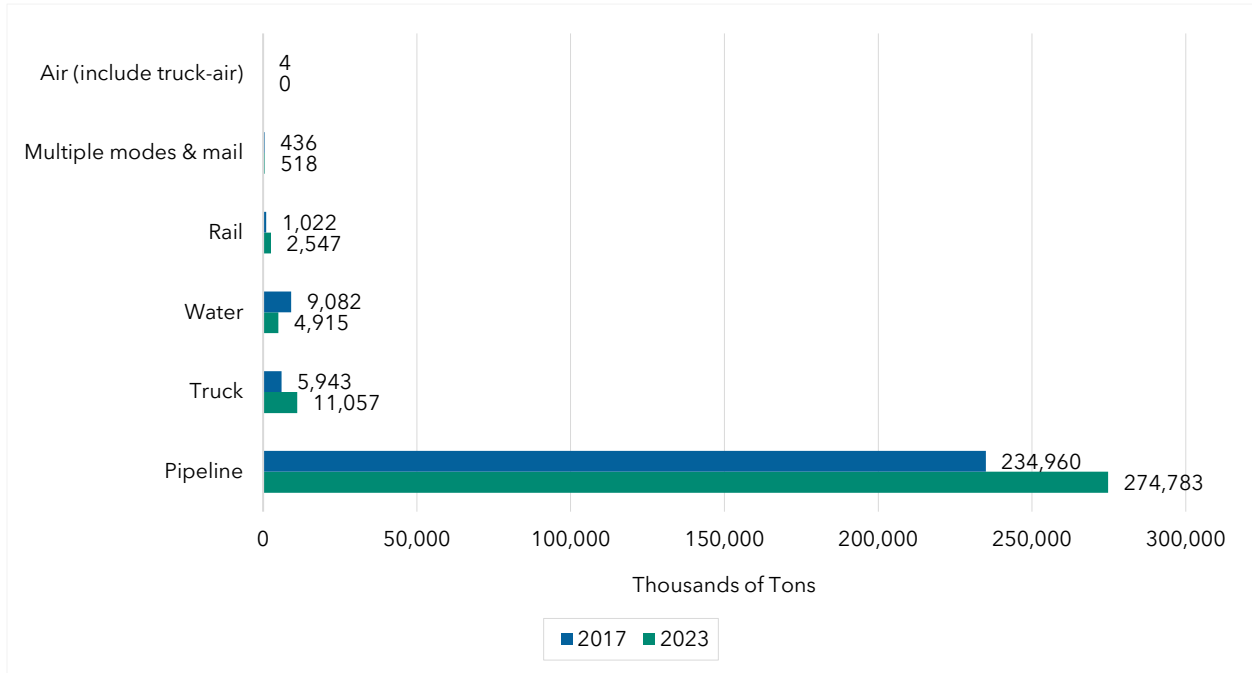
Source: United States Bureau of Transportation and Federal Highway Administration. (2018). Freight Analysis Framework, version 5,. Retrieved October 2024, from https://ops.fhwa.dot.gov/freight/freight_analysis/faf/

Mode Shift

The mode used to ship gasoline and natural gas and other fossil products has shifted over the comparison years from air to pipeline for gasoline, and from air to rail for natural gas. In 2017, 4.47 thousand tons of natural gas and other fossil products were shipped by air, compared to zero in 2023. Likewise, in 2017, .01 thousand tons of gasoline were shipped by air as opposed to zero in 2023. FAF data on Commodities Shipped by Mode shows that there has been a substantial increase in the transportation of natural gas and other fossil products via pipeline, from about 234,960 thousand tons in 2017 to about 274,783 thousand tons in 2023 (16.95% higher), indicating a preference for this mode due to its efficiency and capacity for large volumes (Figure 5).

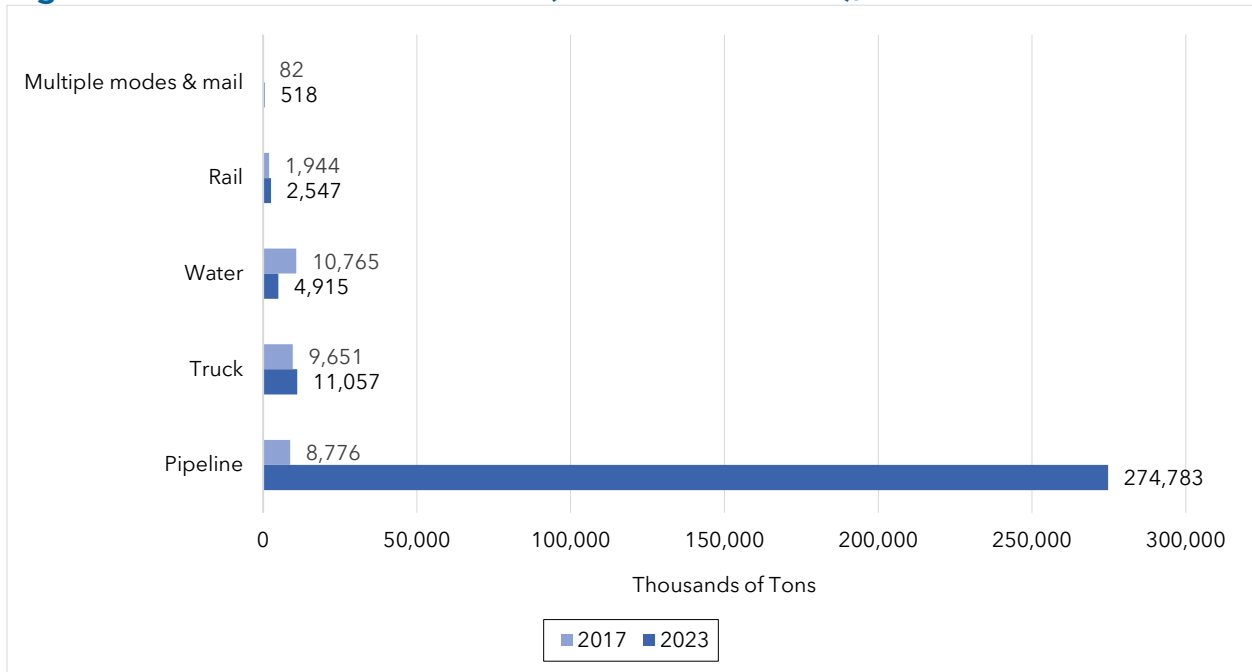
Similarly, for gasoline, pipeline shipments increased significantly from 8,775 thousand tons in 2017 to over 274,783 thousand tons in 2023 (an increase of 3031.43%). The growth in rail shipments for both natural gas and gasoline indicate a trend favoring ground-based modes of transport, with rail shipments for natural gas more than doubling from about 1,022 thousand tons in 2017 to around 2,546 thousand tons in 2023. This could represent a broader industry trend prioritizing more efficient and cost-effective transportation methods for these commodities.

Figure 5: Mode Shift for Natural Gas and Other Fossil Products (thousands of tons), 2017 & 2023



Source: United States Bureau of Transportation and Federal Highway Administration. (2018). Freight Analysis Framework, version 5.. Retrieved October 2024, from https://ops.fhwa.dot.gov/freight/freight_analysis/faf/

Figure 6: Mode Shift for Gasoline (thousands of tons), 2017 & 2023



Source: United States Bureau of Transportation and Federal Highway Administration. (2018). Freight Analysis Framework, version 5.. Retrieved October 2024, from https://ops.fhwa.dot.gov/freight/freight_analysis/faf/

Connectivity

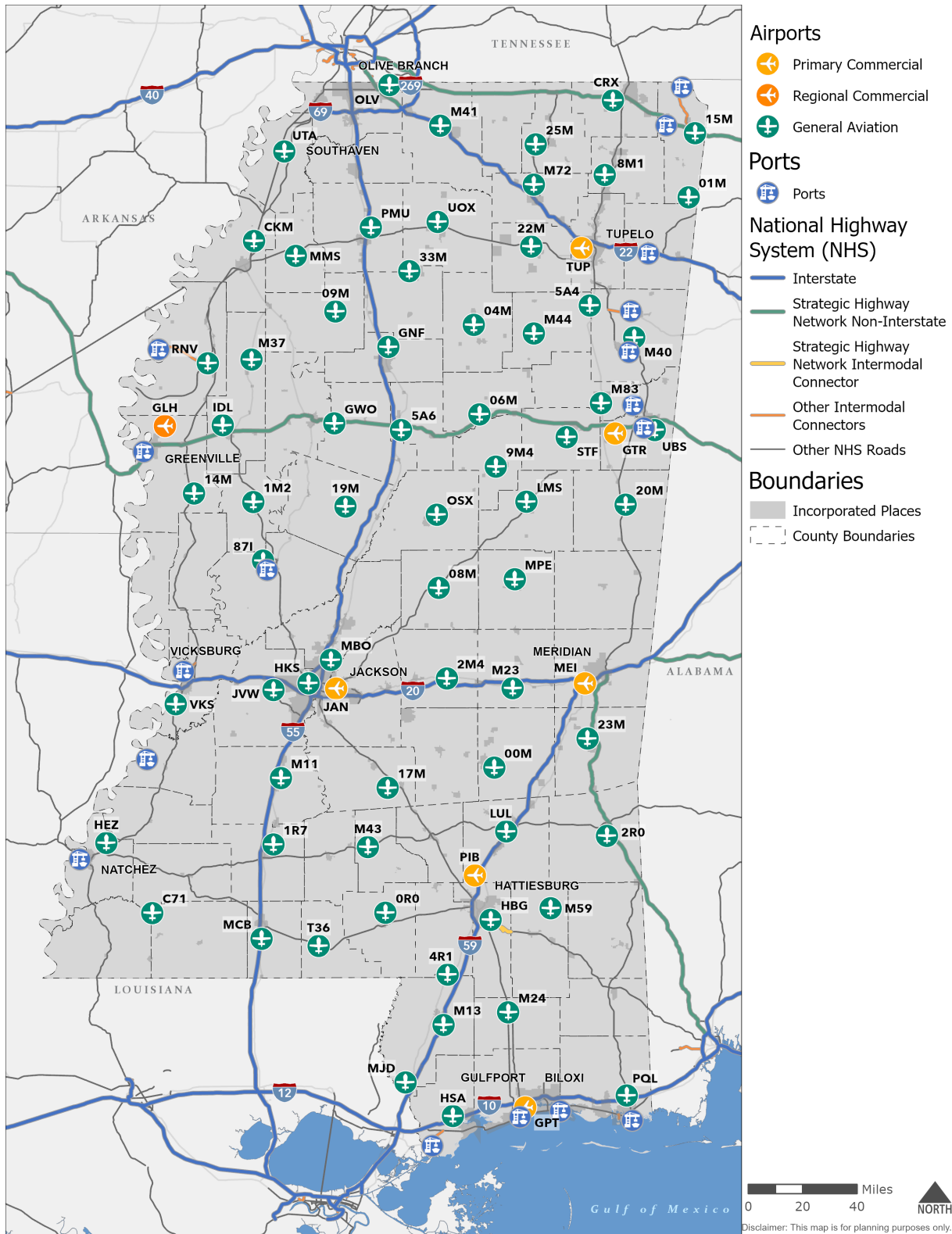
Aviation offers speed, global reach, accessibility, and integration with other modes as an integral part of the statewide transportation network. With the rise of e-commerce, it has also become important for quick delivery and improved operational efficiency. Mississippi's commercial and general aviation airports are strategically located to ensure that all geographic areas are served. The state's commercial airports are located in larger metropolitan areas so that they are hubs for regional and national traffic and smaller regional and general aviation airports are situated in less populated regions.

Commercial aviation airports primarily serve passenger travel via scheduled flights to major destinations. These large-scale airports also handle cargo operations to transport goods across long distances. As shown, Mississippi's commercial airports connect to the larger national highway system, often near ports or major cities where there are other intermodal connections and ground transportation links for passengers and freight. By being positioned near major highways and rail lines these commercial service airports contribute to enhanced freight logistics with efficient transfer points for goods traveling from air to ground transportation.

Mississippi's smaller general aviation airports provide essential connections and contribute to access to air travel and freight options without significant travel to larger airports. General aviation airports cater to smaller aircraft operations such as private flying, charter services, and air taxi operations and often support smaller cargo operations such as regional deliveries and local air services for perishable goods, medical supplies, and other essential items. These airports depend on well-planned access roads, public transit connections, and dedicated freight routes to assure that they are adequately integrated with regional transportation systems.

More about both types of airports is included in the section on airport classifications in the Existing Conditions section of this interim memo. Figure 7 shows the aviation system, locations of ports, and National Highway System (NHS) routes as well as marine highways and the state's rail network.

Figure 7: Mississippi Airports and Intermodal Connections, 2024



Source: Federal Aviation Administration. (2024). Federal Aviation Administration. Retrieved November 2024, from National Plan of Integrated Airport Systems (NPIAS) - Current: https://www.faa.gov/airports/planning_capacity/npias/current

Condition & Performance

Runways

Deteriorating runways can lead to dangerous conditions such as friction loss, cracking, and surface failures, increasing the risk of accidents during takeoff and landing. Regular maintenance activities, such as seal coating, crack filling, and surface treatments, help preserve the runway surface, maintain proper friction levels, and ensure structural integrity. Airport runway pavements are analyzed and rated using Pavement Condition Index (PCI), which ranges from 0 (worst) to 100 (best). This index decreases with age and use, and airports with turf, gravel, or dirt runways are exempt from PCI. FAA has a longstanding goal to ensure that at least 93 percent of paved runways at airports in the NPIAS are maintained in excellent, good, or fair condition.

Mississippi’s 74 publicly owned airports have an average runway length of approximately 4,473 feet (Table 7). Of these runways, 16 are rated as excellent, 43 are good, 19 are fair, and five are rated as poor. Based on this analysis, 95% runways are in satisfactory condition which surpasses the FAA goal of 93%. Table 7 details these totals.

Table 7: Runway Condition, 2024

Runway Condition	Count	Percentage	Length	Percentage (length)	Square Footage	Percentage (square footage)
E Excellent condition	16	19%	80,542	20%	9,008,680	21%
G Good condition	43	52%	215,764	53%	23,497,955	54%
F Fair condition	19	23%	83,404	21%	8,180,795	19%
P Poor condition	5	6%	25,143	6%	2,860,197	7%

Source: Federal Aviation Administration. (2024). Aeronautical Data. Retrieved December 2024, from Aeronautical Information Services: https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/

Airport Operational Demand/Capacity

Airports are generally assessed by comparing the annual operational demand to the capacity (demand/capacity ratio). This is determined by comparing each airport's current operational activity to its estimated Annual Service Volume (ASV), which takes into account factors such as airfield configuration, runway use and weather. The ASV for each airport was calculated as part of MULTIPLAN 2045 and is compared to demand in the previous study year (2019) and current year (2023) to identify trends in operational capacity. The FAA recommends that when an airport reaches demand of at least 60% of their capacity (as shown in the demand/capacity ratio) capacity improvements may be needed. Demand/capacity ratio was organized into four categories for this analysis as shown in Table 8.

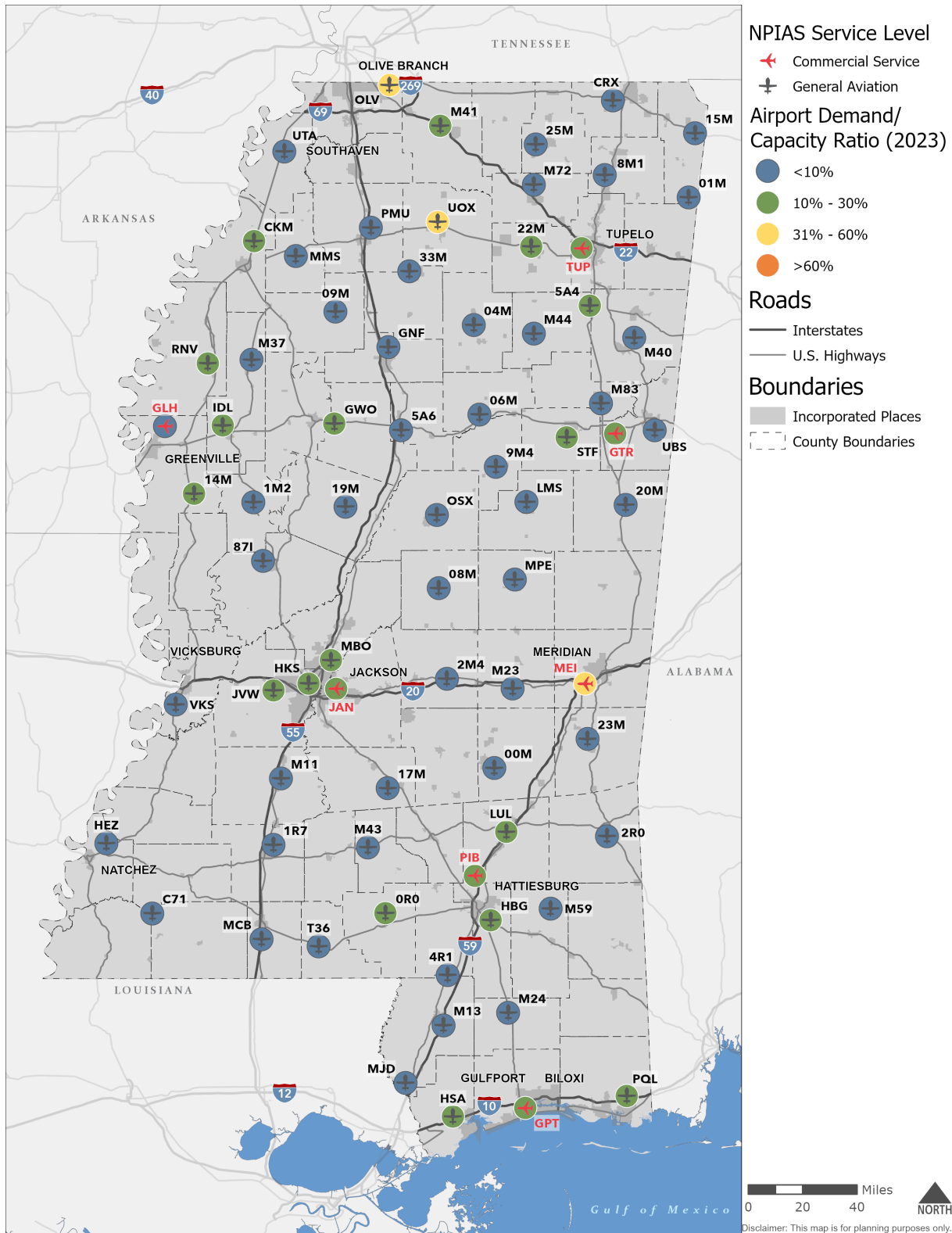
Table 8: Levels of Demand/Capacity Ratio

Level	Definition	Ratio
Stable and Low	Operating well below their capacity with consistent but low levels of operational demand. They are underutilized and have significant potential for growth.	<10%
Moderate	Balanced operational demand relative to their capacities, suggesting stable operations without significant strain on resources.	10%-30%
Near-Capacity	Higher levels of demand and operating close to maximum capacity. They may require additional resources or infrastructure improvements to accommodate growth.	30% -60%
Over Capacity	Operating beyond their intended capacity and likely in need of investment to expand capacity or manage demand to ensure efficient operations.	>60%

Source: Federal Aviation Administration; Level Definitions Developed by HNTB, 2024

Overall, the average change in demand/capacity ratios across all airports in Mississippi from 2019 to 2023 shows a mix of slight decreases and increases, with only a few airports experiencing significant growth or decline (Table 8). The largest demand/capacity ratio was at Key Field at 43% in 2019 and 34% in 2023, placing it in the near-capacity category. Of general aviation airports, the largest demand/capacity ratio is at Olive Branch/Taylor Field at 38% in 2019 and 50% in 2023, also indicating near-capacity operations. None of the state’s airports reach the threshold that signals need for capacity improvements. A summary of these changes for commercial and general aviation airports follows and the demand/capacity ratios in 2023 for each airport are shown in Figure 8. Table 11 and Table 12 in the Appendix include a detailed list of all airports ranked 2023 by demand/capacity ratio level.

Figure 8: Mississippi Airports Demand/Capacity Ratio, 2023



Source: Federal Aviation Administration; Level Definitions Developed by HNTB, 2024 Federal Aviation Administration. (2024). Retrieved November 2024, from National Plan of Integrated Airport Systems (NPIAS) - Current: https://www.faa.gov/airports/planning_capacity/npias/current

Commercial Service Airports

The demand/capacity ratios for Mississippi's commercial airports range from 4% to 34% in 2023, with the majority falling near 20%. Golden Triangle Regional, Jackson-Medgar Wiley Evers International, and Greenville Mid-Delta show relatively low ratios of 17%, 11%, and 4%, respectively, which indicates stable and low (underutilized) demand and potential for growth. None of these airports are nearing the threshold that indicates possible need for expansion.

From 2020 to 2023, Mississippi's commercial service airports experienced fairly consistent changes in their demand/capacity ratios, with most airports showing a decrease of 4% to 9%. The exception is Hattiesburg-Laurel Regional, which experienced a 4% increase, moving it up into the moderate demand category.

General Aviation Airports

Most of the state's general aviation airports (51) maintain stable and low (underutilized) ratios under 10%. Fifteen of Mississippi's general aviation airports experience moderate demand with ratios ranging from 10% to 31%. Olive Branch/Taylor Field is a significant outlier with a high ratio of 50%, meaning that it is near capacity in terms of operations.

In terms of change between 2019 and 2023, almost all of the general aviation airports saw only small decreases in their demand/capacity ratios ranging from about 1% to 4%. Olive Branch/Taylor Field was again the exception, showing a remarkable increase in its demand/capacity ratio from 38% to 50%, driven by a significant increase in operations from 67,093 in 2019 to 87,068 in 2023.

Airport Operational Demand/Capacity Conclusion

While most of Mississippi's airports fall into the stable and low (underutilized) capacity/demand category, several airports fall into the moderate categories which may indicate a potential for growth or balanced operations. Table 11 and Table 12 in the Appendix provide a list of all airports including the demand for 2019 and 2023 and the corresponding demand/capacity ratios for each year. The airports are ranked and color-coded by their 2023 demand/capacity ratio, from lowest to highest to illustrate those that may require infrastructure investments to accommodate increasing demand.

Air Quality Performance

Another goal for the FAA is to reduce greenhouse gas (GHG) emissions from the U.S. aviation sector by 2050.²⁰ Toward this goal the FAA provides financial support for air quality improvements for environmental projects and initiatives and promotes the

²⁰ Federal Aviation Administration. (2022). FAA, U.S. Airports Team up to Meet 2050 Net-Zero Climate Challenge. Retrieved December 2024, from Federal Aviation Administration:

<https://www.faa.gov/newsroom/faa-us-airports-team-meet-2050-net-zero-climate-challenge>

Airport Climate Challenge which aims to help airports follow industry best practices and address obstacles and opportunities to reduce GHG emissions.²¹ Investments that help address air quality include low- or zero-emission vehicles, renewable energy production, energy assessments, optimized operations, and investments in environmental management systems. Discussion of air quality is included in detail in the environmental section of this MULTIPLAN update.

²¹ Federal Aviation Administration. (2022). Airports Climate Challenge. Retrieved December 2024, from: https://www.faa.gov/airports/environmental/airports_climate_challenge

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²² All weblinks cited were accessible at the date of retrieval. Due to subsequent updates, certain webpages may no longer be available. All documents cited are available upon request.

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6.0 Appendix

Table 9. Mississippi Airport Inventory and Categories, 2025

City	Name	Location ID	Service Level/ Classification	Role	Based Aircraft (FY25)
Commercial Service					
Columbus	Golden Triangle Regional	GTR	Commercial Services	Primary	37
Greenville	Greenville Mid-Delta	GLH	Commercial Services	Regional	7
Gulfport	Gulfport-Biloxi International	GPT	Commercial Services	Primary	41
Jackson	Jackson-Medgar Wiley Evers International	JAN	Commercial Services	Primary	26
Meridian	Key Field	MEI	Commercial Services	Primary	58
Moselle	Hattiesburg/Laurel Regional	PIB	Commercial Services	Primary	64
Tupelo	Tupelo Regional	TUP	Commercial Services	Primary	44

City	Name	Location ID	Service Level/ Classification	Role	Based Aircraft (FY25)
General Aviation					
Aberdeen	Monroe County	M40	General Aviation	Local	26
Ackerman	Ackerman Choctaw County	9M4	General Aviation	Unclassified	2
Batesville	Panola County	PMU	General Aviation	Local	38
Bay Springs	Thigpen Field	00M	General Aviation	Unclassified	5
Bay St. Louis	Stennis International	HSA	General Aviation	Regional	33
Belmont	Tishomingo County	01M	General Aviation	Basic	10
Belzoni	Belzoni Municipal	1M2	General Aviation	Basic	11
Booneville	Booneville/Baldwyn	8M1	General Aviation	Local	15

Existing Conditions

City	Name	Location ID	Service Level/ Classification	Role	Based Aircraft (FY25)
General Aviation					
Brookhaven	Brookhaven-Lincoln County	1R7	General Aviation	Local	23
Carroll (County)	Greenwood-Leflore	GWO	General Aviation	Regional	45
Carthage	Carthage-Leake County	08M	General Aviation	Local	20
Charleston	Charleston Municipal	09M	General Aviation	Unclassified	4
Clarksdale	Fletcher Field	CKM	General Aviation	Local	22
Cleveland	Cleveland Municipal	RNV	General Aviation	Regional	62
Columbia	Columbia/Marion County	0R0	General Aviation	Local	29
Columbus	Columbus-Lowndes County	UBS	General Aviation	Local	19
Corinth	Roscoe Turner	CRX	General Aviation	Local	23
Crosby	Crosby Municipal	C71	General Aviation	Unclassified	0
Crystal Springs	Copiah County	M11	General Aviation	Local	19
Drew	Ruleville-Drew	M37	General Aviation	Basic	11
Eupora	Eupora	06M	General Aviation	Unclassified	0
Forest	G V Montgomery	2M4	General Aviation	Unclassified	2
Grenada	Grenada Municipal	GNF	General Aviation	Basic	14
Hattiesburg	Hattiesburg Bobby L Chain Municipal	HBG	General Aviation	Local	22
Hollandale	Hollandale Municipal	14M	General Aviation	Unclassified	3
Holly Springs	Holly Springs-Marshall County	M41	General Aviation	Local	33
Houston	Houston Municipal	M44	General Aviation	Basic	7
Indianola	Indianola Municipal	IDL	General Aviation	Basic	13
Iuka	Iuka	15M	General Aviation	Local	16
Jackson	Hawkins Field	HKS	General Aviation	Regional	46
Kosciusko	Kosciusko-Attala County	OSX	General Aviation	Basic	10

Existing Conditions

City	Name	Location ID	Service Level/ Classification	Role	Based Aircraft (FY25)
General Aviation					
Laurel	Hesler-Noble Field	LUL	General Aviation	Regional	17
Lexington	C A Moore	19M	General Aviation	Basic	13
Louisville	Louisville/Winston County	LMS	General Aviation	Local	20
Lumberton	I H Bass Jr Memorial	4R1	General Aviation	Unclassified	3
Macon	Macon Municipal	20M	General Aviation	Basic	14
Madison	Bruce Campbell Field	MBO	General Aviation	Regional	64
Magee	Magee Municipal	17M	General Aviation	Basic	9
Marks	Selfs Airport	MMS	General Aviation	Unclassified	0
McComb	McComb/Pike County/John E Lewis Field	MCB	General Aviation	Local	18
Natchez	Hardy-Anders Field/Natchez-Adams County	HEZ	General Aviation	Regional	32
New Albany	New Albany/Union County	M72	General Aviation	Basic	13
Newton	James H Easom Field	M23	General Aviation	Basic	11
Okolona	Okolona Municipal/Richard Stovall Field	5A4	General Aviation	Local	15
Olive Branch	Olive Branch/Taylor Field	OLV	Reliever	Regional	113
Oxford	University-Oxford	UOX	General Aviation	Regional	21
Pascagoula	Trent Lott International	PQL	General Aviation	Regional	32
Philadelphia	Philadelphia Municipal	MPE	General Aviation	Basic	11
Picayune	Picayune Municipal	MJD	General Aviation	Local	16
Pittsboro	Calhoun County	04M	General Aviation	Basic	10
Pontotoc	Pontotoc County	22M	General Aviation	Local	19

Existing Conditions

City	Name	Location ID	Service Level/ Classification	Role	Based Aircraft (FY25)
General Aviation					
Poplarville	Poplarville/Pearl River County	M13	General Aviation	Basic	12
Prentiss	Prentiss-Jefferson Davis County	M43	General Aviation	Basic	13
Quitman	Clarke County	23M	General Aviation	Basic	11
Raymond	John Bell Williams	JVW	General Aviation	Regional	77
Richton	Richton-Perry County	M59	General Aviation	Unclassified	3
Ripley	Ripley	25M	General Aviation	Basic	11
Starkville	George M Bryan	STF	General Aviation	Regional	47
Tunica	Tunica Municipal	UTA	General Aviation	Regional	25
Tylertown	Paul Pittman Memorial	T36	General Aviation	Basic	14
Vicksburg	Vicksburg Municipal	VKS	General Aviation	Local	15
Water Valley	Water Valley Municipal	33M	General Aviation	Unclassified	3
Waynesboro	Waynesboro Municipal	2R0	General Aviation	Basic	13
West Point	McCharen Field	M83	General Aviation	Basic	11
Wiggins	Dean Griffin Memorial	M24	General Aviation	Basic	12
Winona	Winona-Montgomery County	5A6	General Aviation	Local	22
Yazoo City	Yazoo County	871	General Aviation	Basic	11

Existing Conditions

Table 10: Mississippi Airport Operations, 2019-2023

City	Name	Location ID	Service Level/Classification	Operations				
Commercial Service				2019	2020	2021	2022	2023
Meridian	Key Field	MEI	Commercial Services	86,508	78,540	90,413	94,421	91,266
Gulfport	Gulfport-Biloxi International	GPT	Commercial Services	55,172	48,709	48,528	55,991	58,852
Columbus	Golden Triangle Regional	GTR	Commercial Services	51,408	54,403	49,217	48,316	52,337
Tupelo	Tupelo Regional	TUP	Commercial Services	57,852	52,307	57,304	61,116	51,568
Jackson	Jackson-Medgar Wiley Evers International	JAN	Commercial Services	52,281	40,881	56,613	59,927	47,753
Moselle	Hattiesburg/Laurel Regional	PIB	Commercial Services	39,260	39,260	39,260	39,260	37,560
Greenville	Greenville Mid-Delta	GLH	Commercial Services	23,259	19,163	23,939	22,060	15,344

City	Name	Location ID	Service Level/Classification	Operations				
General Aviation				2019	2020	2021	2022	2023
Olive Branch	Olive Branch/Taylor Field	OLV	Reliever	65,160	62,025	70,467	80,336	105,660
Oxford	University-Oxford	UOX	General Aviation	60,253	60,253	60,253	60,253	60,253
Hattiesburg	Hattiesburg Bobby L Chain Municipal	HBG	General Aviation	44,951	47,224	47,224	47,224	51,947
Cleveland	Cleveland Municipal	RNV	General Aviation	52,925	51,284	51,284	51,284	51,263
Raymond	John Bell Williams	JVW	General Aviation	46,000	49,749	49,749	49,749	49,749
Carroll (County)	Greenwood-Leflore	GWO	General Aviation	48,630	48,343	48,343	49,161	49,159
Pascagoula	Trent Lott International	PQL	General Aviation	46,992	46,992	46,992	47,697	47,697
Bay St. Louis	Stennis International	HSA	General Aviation	34,812	30,873	36,286	43,944	46,294
Madison	Bruce Campbell Field	MBO	General Aviation	46,227	40,772	40,772	40,772	44,849
Starkville	George M Bryan	STF	General Aviation	30,327	30,327	30,327	30,327	31,237
Clarksdale	Fletcher Field	CKM	General Aviation	36,203	36,203	28,962	28,962	28,962
Laurel	Hesler-Noble Field	LUL	General Aviation	24,813	28,286	28,286	28,286	28,692

Existing Conditions

City	Name	Location ID	Service Level/Classification	Operations				
				2019	2020	2021	2022	2023
General Aviation				2019	2020	2021	2022	2023
Indianola	Indianola Municipal	IDL	General Aviation	22,575	25,577	25,577	25,577	25,577
Columbia	Columbia/Marion County	OR0	General Aviation	18,000	19,760	19,760	19,760	22,000
Holly Springs	Holly Springs-Marshall County	M41	General Aviation	13,948	17,435	19,499	19,499	20,474
Jackson	Hawkins Field	HKS	General Aviation	23,441	21,339	18,906	20,588	19,373
Pontotoc	Pontotoc County	22M	General Aviation	14,590	15,174	16,692	16,692	17,527
Okolona	Okolona Municipal/Richard Stovall Field	5A4	General Aviation	17,000	17,000	17,000	17,000	17,000
Picayune	Picayune Municipal	MJD	General Aviation	19,150	17,235	17,235	17,235	16,891
Corinth	Roscoe Turner	CRX	General Aviation	17,996	16,736	16,736	16,736	16,736
Natchez	Hardy-Anders Field/Natchez-Adams County	HEZ	General Aviation	14,881	14,881	15,142	15,142	15,142
Hollandale	Hollandale Municipal	14M	General Aviation	15,000	15,000	15,000	15,000	15,000
Batesville	Panola County	PMU	General Aviation	13,300	13,300	14,630	14,630	14,630
Winona	Winona-Montgomery County	5A6	General Aviation	13,646	14,328	14,328	14,328	14,328
Belzoni	Belzoni Municipal	1M2	General Aviation	13,000	13,000	13,000	13,000	13,260
Wiggins	Dean Griffin Memorial	M24	General Aviation	12,760	12,760	12,760	12,760	12,760
New Albany	New Albany/Union County	M72	General Aviation	12,300	12,669	12,669	12,669	12,669
Columbus	Columbus-Lowndes County	UBS	General Aviation	11,880	11,880	11,880	11,880	12,474
Drew	Ruleville-Drew	M37	General Aviation	12,400	12,400	12,400	12,400	12,400
Aberdeen	Monroe County	M40	General Aviation	12,814	11,862	11,862	11,862	11,862
Booneville	Booneville/Baldwyn	8M1	General Aviation	11,500	11,500	11,500	11,500	11,500
Houston	Houston Municipal	M44	General Aviation	15,200	15,200	15,200	15,200	11,400
Iuka	Iuka	15M	General Aviation	11,207	11,207	11,207	11,207	11,207
Poplarville	Poplarville/Pearl River County	M13	General Aviation	10,000	11,000	11,000	11,000	11,000
Tunica	Tunica Municipal	UTA	General Aviation	11,234	10,943	10,943	10,943	10,943

Existing Conditions

City	Name	Location ID	Service Level/Classification	Operations				
				2019	2020	2021	2022	2023
General Aviation				2019	2020	2021	2022	2023
Ripley	Ripley	25M	General Aviation	10,800	10,800	10,800	10,800	10,800
Philadelphia	Philadelphia Municipal	MPE	General Aviation	9,097	9,552	9,552	9,552	9,552
Brookhaven	Brookhaven-Lincoln County	1R7	General Aviation	9,500	9,500	9,500	9,500	9,500
Marks	Selfs Airport	MMS	General Aviation	0	0	0	0	0
McComb	McComb/Pike County/John E Lewis Field	MCB	General Aviation	9,382	9,382	9,382	9,382	9,382
Newton	James H Easom Field	M23	General Aviation	8,970	9,149	9,149	9,149	9,149
Louisville	Louisville/Winston County	LMS	General Aviation	8,216	8,216	8,216	8,216	8,716
Yazoo City	Yazoo County	87I	General Aviation	10,000	8,625	8,625	8,625	8,625
Crystal Springs	Copiah County	M11	General Aviation	7,613	8,542	8,542	8,542	8,542
West Point	McCharen Field	M83	General Aviation	7,880	7,880	7,880	7,880	8,116
Macon	Macon Municipal	20M	General Aviation	6,300	6,300	6,300	6,300	6,300
Belmont	Tishomingo County	01M	General Aviation	11,820	11,820	11,820	11,820	5,910
Magee	Magee Municipal	17M	General Aviation	7,832	8,224	8,224	8,224	5,756
Charleston	Charleston Municipal	09M	General Aviation	5,700	5,700	5,700	5,700	5,700
Bay Springs	Thigpen Field	00M	General Aviation	5,600	5,600	5,600	5,600	5,600
Prentiss	Prentiss-Jefferson Davis County	M43	General Aviation	5,400	5,400	5,400	5,400	5,400
Lumberton	I H Bass Jr Memorial	4R1	General Aviation	5,100	5,100	5,100	5,100	5,100
Pittsboro	Calhoun County	04M	General Aviation	4,498	4,498	4,498	4,498	4,498
Carthage	Carthage-Leake County	08M	General Aviation	4,600	4,600	4,600	4,600	4,462
Quitman	Clarke County	23M	General Aviation	4,531	4,304	4,304	4,304	4,304
Lexington	C A Moore	19M	General Aviation	3,000	3,300	3,300	3,300	3,300
Kosciusko	Kosciusko-Attala County	OSX	General Aviation	3,426	3,000	3,000	3,000	3,150
Waynesboro	Waynesboro Municipal	2R0	General Aviation	2,270	2,455	2,455	2,455	2,504

Existing Conditions

City	Name	Location ID	Service Level/Classification	Operations				
				2019	2020	2021	2022	2023
General Aviation				2019	2020	2021	2022	2023
Grenada	Grenada Municipal	GNF	General Aviation	1,993	1,993	1,993	1,993	2,093
Vicksburg	Vicksburg Municipal	VKS	General Aviation	3,692	1,525	1,525	1,525	1,525
Eupora	Eupora	06M	General Aviation	1,500	1,500	1,500	1,500	1,500
Richton	Richton-Perry County	M59	General Aviation	1,067	1,067	1,067	1,067	1,067
Forest	G V Montgomery	2M4	General Aviation	1,045	1,045	1,045	1,045	1,045
Water Valley	Water Valley Municipal	33M	General Aviation	900	900	990	990	990
Ackerman	Ackerman Choctaw County	9M4	General Aviation	900	900	900	900	900
Tylertown	Paul Pittman Memorial	T36	General Aviation	272	272	272	272	700
Crosby	Crosby Municipal	C71	General Aviation	657	657	657	657	657
			Total	1,404,416	1,369,586	1,411,041	1,447,590	1,451,438

Source: Federal Aviation Administration. (2024). Terminal Area Forecast (TAF). Retrieved December 2024, from Federal Aviation Administration: <https://taf.faa.gov/>

Existing Conditions

Table 11: Airport Operational Demand/Capacity Sorted by 2023 Demand/Capacity Ratio, Commercial Service Airports

Demand/Capacity Level	City	Airport	Location ID	Annual Service Volume	2019 Operations	2019 Demand/Capacity Ratio	Operations 2023	2023 Demand/Capacity Ratio	Change 2020-2023
Near-Capacity	Meridian	Key Field	MEI	200,000	86,686	43%	67,827	34%	-9%
Moderate	Tupelo	Tupelo Regional	TUP	194,000	60,420	31%	43,271	22%	-9%
Moderate	Hattiesburg/Laurel	Hattiesburg-Laurel Regional	PIB	175,500	30,327	17%	37,560	21%	4%
Moderate	Gulfport	Gulfport-Biloxi International	GPT	215,000	56,407	26%	45,568	21%	-5%
Moderate	Columbus/West Point/Starkville	Golden Triangle Regional	GTR	195,000	50,753	26%	32,504	17%	-9%
Moderate	Jackson	Jackson-Medgar Wiley Evers International	JAN	305,000	50,716	17%	33,611	11%	-6%
Stable and Low	Greenville	Greenville Mid-Delta	GLH	275,000	22,843	8%	11,870	4%	-4%

Table 12: Airport Operational Demand/Capacity Sorted by 2023 Demand/Capacity Ratio, General Aviation Airports

Demand/Capacity Level	City	Airport	Location ID	Annual Service Volume	2019 Operations*	2019 Demand/Capacity Ratio	Operations 2023	2023 Demand/Capacity Ratio	Change 2020-2023
Near-Capacity	Olive Branch	Olive Branch/Taylor Field	OLV	175,500	67,093	38%	87,068	50%	11%
Near-Capacity	Oxford	University-Oxford	UOX	195,500	59,294	30%	60,253	31%	0%
Moderate	Hattiesburg	Hattiesburg Bobby L Chain Municipal	HBG	184,000	44,951	24%	51,947	28%	4%
Moderate	Cleveland	Cleveland Municipal	RNV	195,500	51,000	26%	51,263	26%	0%
Moderate	Greenwood	Greenwood- Leflore	GWO	195,000	42,625	22%	49,159	25%	3%

Existing Conditions

Demand/ Capacity Level	City	Airport	Location ID	Annual Service Volume	2019 Operations*	2019 Demand/ Capacity Ratio	Operations 2023	2023 Demand/ Capacity Ratio	Change 2020- 2023
Moderate	Raymond	John Bell Williams	JVW	207,000	46,000	22%	49,749	24%	2%
Moderate	Pascagoula	Trent Lott International	PQL	207,000	52,213	25%	47,697	23%	-2%
Moderate	Madison	Bruce Campbell Field	MBO	195,500	46,227	24%	44,849	23%	-1%
Moderate	Bay St. Louis	Stennis International	HSA	195,000	35,412	18%	35,402	18%	0%
Moderate	Laurel	Hesler-Noble Field	LUL	165,750	22,975	14%	28,692	17%	3%
Moderate	Starkville	George M. Bryan	STF	195,500	27,570	14%	31,237	16%	2%
Moderate	Clarksdale	Fletcher Field	CKM	195,500	36,203	19%	28,962	15%	-4%
Moderate	Indianola	Indianola Municipal	IDL	195,500	22,575	12%	25,577	13%	2%
Moderate	Jackson	Hawkins Field	HKS	180,000	23,516	13%	21,164	12%	-1%
Moderate	Pontotoc	Pontotoc County	22M	149,500	12,994	9%	17,527	12%	3%
Moderate	Columbia	Columbia-Marion County	0R0	195,500	18,000	9%	22,000	11%	2%
Stable and Low	Holly Springs	Holly Springs- Marshall County	M41	195,500	12,680	6%	20,474	10%	4%
Stable and Low	Hollandale	Hollandale Municipal	14M	149,500	15,000	10%	15,000	10%	0%
Stable and Low	Okolona	Okolona Municipal- Richard Stovall Field	5A4	172,500	17,000	10%	17,000	10%	0%
Stable and Low	Picayune	Picayune Municipal	MJD	195,500	19,150	10%	16,891	9%	-1%
Stable and Low	Wiggins	Dean Griffin Memorial	M24	149,500	12,760	9%	12,760	9%	0%
Stable and Low	Natchez	Hardy-Anders Field Natchez- Adams County	HEZ	180,000	17,430	10%	15,142	8%	-1%
Stable and Low	Belzoni	Belzoni Municipal	1M2	161,000	13,000	8%	13,260	8%	0%
Stable and Low	Corinth	Roscoe Turner	CRX	207,000	17,996	9%	16,736	8%	-1%

Existing Conditions

Demand/ Capacity Level	City	Airport	Location ID	Annual Service Volume	2019 Operations*	2019 Demand/ Capacity Ratio	Operations 2023	2023 Demand/ Capacity Ratio	Change 2020- 2023
Stable and Low	Houston	Houston Municipal	M44	149,500	15,200	10%	11,400	8%	-3%
Stable and Low	Batesville	Panola County	PMU	195,500	13,300	7%	14,630	7%	1%
Stable and Low	Winona	Winona- Montgomery County	5A6	195,500	12,184	6%	14,328	7%	1%
Stable and Low	Columbus	Columbus- Lowndes County	UBS	172,500	11,880	7%	12,474	7%	0%
Stable and Low	Drew	Ruleville-Drew	M37	172,500	12,400	7%	12,400	7%	0%
Stable and Low	Iuka	Iuka	15M	161,000	10,674	7%	11,207	7%	0%
Stable and Low	New Albany	New Albany- Union County	M72	184,000	12,300	7%	12,669	7%	0%
Stable and Low	Poplarville	Poplarville-Pearl River County	M13	172,500	7,700	4%	11,000	6%	2%
Stable and Low	Ripley	Ripley	25M	172,500	10,800	6%	10,800	6%	0%
Stable and Low	Booneville/ Baldwyn	Booneville/ Baldwyn	8M1	184,000	11,500	6%	11,500	6%	0%
Stable and Low	Tunica	Tunica Municipal	UTA	175,500	10,573	6%	10,943	6%	0%
Stable and Low	Newton	James H. Easom Field	M23	149,500	8,970	6%	9,149	6%	0%
Stable and Low	Aberdeen/ Amory	Monroe County	M40	195,500	12,814	7%	11,862	6%	0%
Stable and Low	Philadelphia	Philadelphia Municipal	MPE	161,000	9,097	6%	9,552	6%	0%
Stable and Low	Crystal Springs	Copiah County	M11	149,500	7,250	5%	8,542	6%	1%
Stable and Low	Brookhaven	Brookhaven- Lincoln County	1R7	172,500	9,500	6%	9,500	6%	0%

Existing Conditions

Demand/ Capacity Level	City	Airport	Location ID	Annual Service Volume	2019 Operations*	2019 Demand/ Capacity Ratio	Operations 2023	2023 Demand/ Capacity Ratio	Change 2020- 2023
Stable and Low	Louisville	Louisville Winston County	LMS	161,000	8,216	5%	8,716	5%	0%
Stable and Low	West Point	McCharen Field	M83	172,500	7,880	5%	8,116	5%	0%
Stable and Low	McComb	McComb/Pike County/ John E. Lewis Field	MCB	207,000	9,108	4%	9,382	5%	0%
Stable and Low	Yazoo City	Yazoo County	87I	195,500	10,000	5%	8,625	4%	-1%
Stable and Low	Macon	Macon Municipal	20M	149,500	6,300	4%	6,300	4%	0%
Stable and Low	Charleston	Charleston Municipal	09M	149,500	5,700	4%	5,700	4%	0%
Stable and Low	Bay Springs	Thigpen Field	00M	149,500	5,600	4%	5,600	4%	0%
Stable and Low	Belmont	Tishomingo County	01M	161,000	9,000	6%	5,910	4%	-2%
Stable and Low	Magee	Magee Municipal	17M	161,000	7,832	5%	5,756	4%	-1%
Stable and Low	Lumberton	I. H. Bass Jr. Memorial	4R1	149,500	6,000	4%	5,100	3%	-1%
Stable and Low	Pittsboro	Calhoun County	04M	149,500	4,998	3%	4,498	3%	0%
Stable and Low	Carthage	Carthage-Leake County	08M	149,500	4,600	3%	4,462	3%	0%
Stable and Low	Quitman	Clarke County	23M	149,500	4,770	3%	4,304	3%	0%
Stable and Low	Prentiss	Prentiss-Jefferson Davis County	M43	195,500	5,400	3%	5,400	3%	0%
Stable and Low	Marks	Selfs Airport	MMS	161,000	3,000	2%	3,000	2%	0%
Stable and Low	Kosciusko	Kosciusko-Attala County	OSX	161,000	3,426	2%	3,150	2%	0%

Existing Conditions

Demand/ Capacity Level	City	Airport	Location ID	Annual Service Volume	2019 Operations*	2019 Demand/ Capacity Ratio	Operations 2023	2023 Demand/ Capacity Ratio	Change 2020- 2023
Stable and Low	Lexington	C. A. Moore	19M	172,500	3,000	2%	3,300	2%	0%
Stable and Low	Waynesboro	Waynesboro Municipal	2R0	149,500	3,028	2%	2,504	2%	0%
Stable and Low	Grenada	Grenada Municipal	GNF	207,000	1,993	1%	2,093	1%	0%
Stable and Low	Eupora	Eupora	06M	149,500	1,500	1%	1,500	1%	0%
Stable and Low	Vicksburg	Vicksburg Municipal	VKS	172,500	3,692	2%	1,525	1%	-1%
Stable and Low	Richton	Richton-Perry County	M59	149,500	1,067	1%	1,067	1%	0%
Stable and Low	Forest	G. V. Montgomery	2M4	149,500	1,045	1%	1,045	1%	0%
Stable and Low	Water Valley	Water Valley Municipal	33M	149,500	900	1%	990	1%	0%
Stable and Low	Ackerman	Ackerman Choctaw County	9M4	149,500	900	1%	900	1%	0%
Stable and Low	Tylertown	Paul Pittman Memorial	T36	149,500	484	0%	700	0%	0%
Stable and Low	Crosby	Crosby Municipal	C71	149,500	730	0%	657	0%	0%

Note: 2019 operations represents either the operational demand shown in MULITPLAN 2045 (2020) or the more up-to-date operations counts from FAA Operations Network Reports, where available. The operations data from MULTIPLAN 2045 are from FAA data and are for different 12-month periods, depending on the airport, as noted in the document, which ranges from 2016 to 2018 depending on the individual airport.

*Operations totals marked with an asterisk come from the FAA Operations Network Airport Operations Reports.

Sources: Federal Aviation Administration. (2024). Terminal Area Forecast (TAF). Retrieved December 2024, from Federal Aviation Administration: <https://taf.faa.gov/>; Federal Aviation Administration. (2024). The Operations Network (OPSNET). Retrieved December 2024, from Federal Aviation Administration: <https://aspm.faa.gov/opsnet/sys/Airport.asp>