For an airport serving the frequency and type of aircraft that Johnson County Executive Airport experiences, the east side taxiway should be at least 240 feet from the runway, centerline to centerline, according to FAA separation standards. Currently, the taxiway is only 212 feet from the runway. In order to reduce the need for runway crossings and potential runway incursions, the east side taxiway is also recommended for extension to the Runway 36 threshold. Other short term projects include the replacement of the omni-directional approach lighting system (ODALS) leading to the Runway 18 threshold. These approach lights aid pilots in aligning with the runway when preparing to land. Construction of a new 12-unit T-hangar is considered on the east side in the short term as well.

The intermediate term improvements address the future need for additional aircraft storage hangars. A second 12-unit T-hangar facility is considered for the east side while the aircraft apron is expanded on the west side to provide airfield access for privately developed conventional hangars.

Long term projects include the build-out of the northwest corner of the airport. This is the last remaining space available for development on the west side of the airport. Consideration is given to a new public aircraft apron. Opportunities for four privately developed hangars facing this apron are available. Other long term improvements include an overlay of Runway 18-36 and site preparation for development parcels immediately adjacent the airport entrance.

**EXECUTIVE SUMMARY**

For more information, please contact:
Airport Administration
One New Century Parkway
New Century, KS 66031
913.715.6000

**CAPITAL IMPROVEMENT PROGRAM**

The Master Plan has identified approximately $13.08 million in capital needs over the planning period. More than $10 million of the total is eligible for grant funding from the FAA. Approximately $2.8 million of the total cost would be the responsibility of the County. It should be noted that some of the County’s total is for the construction of T-hangars and for infrastructure improvements to support the development of a corporate aviation parcel and a commercial parcel. These costs can be recovered over time through lease revenue.

Johnson County Executive Airport is a vital asset to the community as it is a source of economic stimulus and community pride. The continued development of the airport demonstrates the County’s commitment to community growth and prosperity.

<table>
<thead>
<tr>
<th>Planning Period</th>
<th>Project Cost</th>
<th>FAA Share</th>
<th>JCAC Share</th>
</tr>
</thead>
<tbody>
<tr>
<td>Short Term</td>
<td>$7,694,000</td>
<td>$6,524,600</td>
<td>$1,169,400</td>
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<tr>
<td>Intermediate Term</td>
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<tr>
<td>Long Term</td>
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<td>$2,394,000</td>
<td>$758,000</td>
</tr>
<tr>
<td>Total Program Cost</td>
<td>$13,079,000</td>
<td>$10,008,250</td>
<td>$2,818,250</td>
</tr>
</tbody>
</table>
Runway 36, and instrument approaches to both runway ends. The airport currently experiences approximately 90,000 annual operations. By the long term planning period, that figure is forecast to reach nearly 114,000 annual operations. Based aircraft are forecast to increase from 263 currently to 335 by the long term planning period. The airport is served by an airport traffic control tower (ATCT).

The airport offers many attractive facilities and services to airport users. There are two fixed base operators (FBOs) at the airport. Both provide basic terminal services such as a passenger lounge, a pilot lounge, a flight planning station, a pilot shop, as well as aircraft maintenance and repair, aircraft charters and flight training. Both businesses have state-of-the-art facilities providing a comfortable atmosphere for airport visitors.

### PLANNING PROCESS

The purpose of the Airport Master Plan is to provide a vision for the potential growth and development of the airport. An airport can be a vital community economic development tool, and with proper planning the County can maximize the return on their investment in the airport. The Airport Master Plan was coordinated with a planning advisory committee (PAC) which included representatives from the airport commission, the FAA, airport administration, adjacent home owner associations, aviation industry representatives, the Johnson County planning department, the Cities of Olathe and Overland Park planning departments, and the regional Metropolitan Planning Organization.

The role of the PAC was to review the plan as it was developed and to offer comments and suggestions. The process included presentation of three phase reports to the PAC as the study progressed. The findings and recommendations of the planning process were also shared in a public workshop where input was solicited from local citizens.

The Master Plan proposes a development schedule which is demand-based rather than time-based. Planning horizon milestones have been established for certain levels of activity that will call for consideration of implementing the next step of the Master Plan.

Although the planning horizon milestones cover approximately the next 20 years, the key benefit to this method of planning is the ability to either accelerate or slow facility development according to actual demand, rather than specific dates. As a result, the plan will provide the County with a fiscally responsible schedule for achieving development goals.

### RECOMMENDED PLAN

The recommended plan is structured into short (0-5 years), intermediate (6-10 years), and long term (11-20 years) planning horizons. The short term projects address the immediate need for additional aircraft storage space, ongoing pavement maintenance, and relocation and extension of the east side partial parallel taxiway. The overall plan recognizes the limitation of the airport in terms of potential expansion and, as such, the Master Plan strives to provide a vision which allows the airport to be the best facility it can be within its current role as a reliever airport and within its current property line and runway length.