JOHNSON COUNTY AIRPORT COMMISSION

MINUTES - MEETING: JANUARY 12, 1988 - 1:00 P.M. - INDUSTRIAL AIRPORT

AIRPORT COMMISSION
Present: Craig Lehman
Viets Walter
Zimmermann

Absent: Arenson Deeter

STAFF
Present: Farnsworth Fredrichs
Harness

OTHERS
Present: Mr. William E. Franklin, County Commissioner, lst District
Mrs. Jan Durrett, League of Women Voters
Mr. Steve Benson, Coffman Associates
Mr. A. R. "Bud" Keckler, Coffman Associates
Mr. Steve Porter, The Olathe Daily News

The meeting was called to order by Chairman Walter.

MR. VIETS MOVED THE MINUTES OF THE DECEMBER 8, 1987, MEETING BE APPROVED AS Mailed. MOTION SECONDED BY MR. ZIMMERMANN. VOTING AYE - CRAIG, VIETS, ZIMMERMANN. VOTING MAY - NONE. MOTION CARRIED.

There were no reports from the committees.

Mr. Fredrichs, Director of Aviation, reported that 1987 air operations at Industrial Airport increased by twenty-three percent for a total of 90,655 operations; Executive Airport increased by three percent for a total of 125,557 operations. Based aircraft at Industrial Airport increased by fourteen percent. One hundred forty-seven aircraft are now based at Industrial, seven of which are pure jet.

Mr. Fredrichs reported that the snow removal team has done an excellent job in clearing the airports thus far this year. Chairman Walter complimented Mr. Fredrichs on the fine job the snow removal crew did in removing snow during the December 14th snow storm and stated that he took off from the Industrial Airport on December 16th and the runway was clear; at their destination, Wichita, the runways were covered with ice and snow even though they had received about the same amount of snow.

Note: Mr. Lehman arrived.

Mr. Farnsworth, Executive Director, introduced Mr. Steven Benson and Mr. Bud Keckler of Coffman Associates and asked them to present a status report on the Industrial and Executive Airport Master Plans. Mr. Benson presented Development Alternatives. Discussion followed. The next presentation will be at the March Meeting. Coffman Associates were directed to coordinate the development of the terminal area entrance to the Industrial Airport with the proposed location of the 21st Century Parkway.
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Note: Commissioner Franklin arrived during the presentation by Coffman Associates.

Mr. Farnsworth reported that he had received a copy of a memorandum from Mr. Prather Brown, County Appraiser, to Mr. Richard Chesney, Deputy County Administrator, which addressed the Personal Property taxes estimated to have been collected from tenants at the Airports for 1987. This yearly report shows that the total taxes collected from tenants at the Airports in 1987 were $1,840,992.57. Discussion followed. The fuel flowage fee is not included in these figures. It was about $31,000.00 for Industrial and about $26,000.00 for Executive Airport.

Mr. Farnsworth presented a proposed resolution to be presented to the Board of County Commissioners to establish the Airport Commission fund as an Enterprise Fund effective on the last business day of 1987. The staff has been working with Mr. Ronald Cousino, County Finance Director, on changing the Airport Fund. Mr. Craig asked if this change will provide the type of financial information he has been requesting. Mr. Farnsworth stated that it will. Following discussion, MR. CRAIG MOVED WE ADOPT RESOLUTION 88-1. MOTION SECONDED BY MR. LEHMAN. VOTING AYE - CRAIG, LEHMAN, VIETS, ZIMMERMANN. VOTING NAY - NONE. MOTION CARRIED.

Mr. Farnsworth reported that Mr. Louis Atherton, Director of Economic Development for the Kansas Department of Commerce, visited the Industrial Airport this morning to discuss the State's economic development program. We anticipate good cooperation with the Department.

Enterprise Zones were discussed. Olathe has applied for an Enterprise Zone. Mr. Farnsworth stated that some time ago we tried to create an Enterprise Zone for the Industrial Airport but at that time the State requirements would not permit it. Mr. Craig suggested that we might want to reconsider. After additional discussion, the Executive Director was directed to research the possibility.

County Commissioner Franklin reported that he was bringing news from the County and wants to take back some news to the County. The County Commission will change its officers on January 14. Commissioner Murray Nolte will become the Board representative to the Airport Commission. Commissioner Franklin discussed the following items:

1. He will carry the financial issue back to the Board and see it through.

2. The County zoning subdivision regulation is in the final stages of completion. There are some problems to be resolved in the relationship of the Airport Zoning Board to the cities of Olathe, Gardner and Overland Park.

3. I am happy to see that the Airport Board is trying to tie the 21st Century Parkway into the Airport plans. This is critical to the relationship between the Airport Master Plan and the County Master Plan.
4. He discussed the Board of County Commissioner's 1988 priorities and noted that they may include the development of a transportation master plan.

5. The County Administrator and his staff have set their 1988 priorities and there are a few relating to the Airports. They are in the process of establishing the 1989 priorities and will probably be finalizing them in about three months. The first discussion was held yesterday establishing 1989 and beyond priorities.

6. Mr. Franklin asked what progress has been made on the items Mr. Craig addressed in his letter of last October. Chairman Walter stated that the Commission will have a one-day retreat/planning session when we receive the Master Plans. Late March or early April appear to be the most likely times. Commissioner Franklin asked if some items might be addressed before then. Mr. Farnsworth stated that we have solved one of them, the financial reporting. Commissioner Franklin asked the status of filling Mr. Farnsworth's former position. He also asked how the industrial development would be coordinated with the aviation master planning. Mr. Farnsworth stated that those items will be addressed at the retreat/planning session. Mr. Franklin asked about the bond issue for capital improvements that the BOCO deferred last fall because the projects were not ready to go. Mr. Farnsworth stated that they will be ready for the spring issue. Cost of operation of the railroad was discussed. Mr. Craig asked that the Executive Director prepare a cost/revenue comparison of the rail service for the next meeting.

Mr. Viets requested information on G.O. Bonds. Mr. Craig stated that he would like to see a schedule of the bonds, both the G.O.s and the revenue bonds which have been issued since the Airport started, what the terms are and the unpaid balance. The Executive Director will prepare a list.

Note: Commissioner Franklin left the meeting.

Discussion of the claim vouchers. Mr. Craig questioned the real estate tax item. Mr. Farnsworth explained that it actually was a special assessment for a water line to the Executive Airport and would be so shown in the future. Following discussion, MR. CRAIG MOVED FOR APPROVAL OF THE TREASURER'S REPORT FOR DECEMBER 1987. MOTION SECONDED BY MR. VIETS. VOTING AYE - CRAIG, LEHMAN, VIETS, ZIMMERMANN. VOTING NAY - NONE. MOTION CARRIED.

Mr. Viets requested that the Executive Director prepare an agenda for the retreat/planning session.

The meeting was adjourned by the Chairman.

DON LEHMAN
SECRETARY

FRANK A. FARNSWORTH
EXECUTIVE DIRECTOR
February 26, 1988

NOTICE

The regularly scheduled meeting of the Johnson County Airport Commission will be held at the Airport Commission conference room in the Administration Building at the Johnson County Industrial Airport at 1:00 p.m. on March 8, 1988.

JOHNSON COUNTY AIRPORT COMMISSION

BY: [Signature]

Frank A. Farnsworth
Executive Director

FAF/dmj
JOHNSON COUNTY AIRPORT COMMISSION

MINUTES - MEETING: FEBRUARY 9, 1988 - 1:00 P.M. - INDUSTRIAL AIRPORT

AIRPORT COMMISSION
Present: Arenson Craig
        Deeter Lehman
        Zimmermann

Absent: Viets Walter

STAFF
Present: Farnsworth Fredrichs

OTHERS
Present: Mr. Murray L. Nolte, County Commissioner, 4th District
        Mrs. Jan Durrett, League of Women Voters

The meeting was called to order by Secretary Lehman (acting Chairman).

MR. ARENSON MOVED THE MINUTES OF THE JANUARY 12, 1988 MEETING BE APPROVED AS MAILED. MOTION SECONDED BY MR. CRAIG. VOTING AYE - CRAIG, ARENSON, DEETER, ZIMMERMANN. VOTING NAY - NONE. MOTION CARRIED.

There were no reports from the committees.

Mr. Fredrichs, Director of Aviation, reported that the ramp project at Executive Airport will begin within the next 30 days.

Mr. Fredrichs reported that the revised Airport Certification criteria under the new Part 139 have been sent to FAA for their approval.

Mr. Fredrichs stated that all T-hangars are leased with eight people on the waiting list at Industrial Airport and 41 at Executive Airport.

Mr. Farnsworth, Executive Director, referred to the memorandum he had sent to the Commission detailing the costs and revenues of the railroad switching operation. After discussion, the Commission concluded that the switching operation was a valuable asset and a useful marketing tool.

Mr. Farnsworth stated the Shade Foods, Inc. Airport Revenue Bonds were sold on the 27th of January.

Mr. Farnsworth informed the Commission that the $1,000,000.00 the FAA had promised for the overlay of the south 3200 feet of Runway 17-35 and other work at the Industrial Airport will be released within 30 days.

Mr. Farnsworth informed the Commission that he, the County Planning Department, Coffman & Associates and representatives of the Cities of Olathe and Gardner and Gardner Township met and discussed the Master Plan off-airport land usage and zoning recommendations. He stated that the aura of cooperation was very good.
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The Commission discussed the request for annexation submitted by the city of Olathe to the Board of County Commissioners for the Eugene D. Brown land. Commissioner Nolte stated that the Board of County Commissioners had denied the petition believing that it was inappropriate to consider it until the Airport Master Plan had been completed.

Mr. Farnsworth queried the Commission as to their desires for a one-day planning session. Mr. Craig stated that he believed there should be a moderator from outside the Airport Commission to lead the session. He also suggested that the Commissioners be given the opportunity to look at a number of potential dates and, indicate in priority, those dates their schedules will permit. Mr. Farnsworth stated that he would send a proposed agenda and suggested dates to the Commissioners prior to the next meeting.

Mr. Farnsworth described the replacement of the old 4KV electrical distribution system with a new 12KV system by the Kansas City Power and Light Company at the Industrial Airport. This replacement will complete the changeover from the old Navy system to an entirely new Kansas City Power and Light Company system and provide much greater reliability.

Mr. Craig stated that he believed that it would be useful during the one-day planning session to have a map showing the existing utility infrastructure and the extensions needed to serve the remaining areas on the industrial side of the Airport. He also requested that approximate cost data be provided. Mr. Farnsworth stated that he would provide the map and the data.

Mr. Farnsworth discussed the concern of the Kansas State Department of Health and Environment over the flow of nutrients produced by the effluent of various wastewater treatment plants located in the watershed emptying into Hillsdale Reservoir.

MR. ZIMMERMANN MOVED FOR APPROVAL OF THE TREASURER'S REPORT. MR. ARENSON SECONDED THE MOTION. VOTING AYE - CRAIG, ARENSON, ZIMMERMANN, DEETER. VOTING NAY - NONE.

Mr. Deeter noted that he had received a number of letters applying for the position of Director of Development and Planning. Mr. Farnsworth suggested that those letters be given to him and, when the position is advertised, he will send each applicant a copy of the advertisement.

Mr. Lehman welcomed Commissioner Murray Nolte as the new liaison between the Board of County Commissioners and the Airport Commission and asked Mr. Nolte for comments.

Mr. Nolte indicated that the Board of County Commissioners was pleased to note that the Airport Commission is coordinating the development of the Master Plan with the County Planning Department and the Planning Departments of the Cities of Olathe and Gardner. He stated that the BOCC was looking at service and impact fees levied by various county agencies and the use of revenues produced by those fees. Mr. Nolte noted the many changes in the physical appearance of the Airport and the great increase in aircraft operations since
he had left the Airport Commission. He stated that the County Commissioners considered the Airport a facility which they are and can continue to be proud of.

The meeting was adjourned by the acting Chairman.

DON LEHMAN
SECRETARY

FRANK A. FARNSWORTH
EXECUTIVE DIRECTOR
April 1, 1988

NOTICE

The regularly scheduled meeting of the Johnson County Airport Commission will be held at the Airport Commission conference room in the Administration Building at the Johnson County Industrial Airport at 1:00 p.m. on April 12, 1988.

JOHNSON COUNTY AIRPORT COMMISSION

BY:  
Frank A. Farnsworth
Executive Director

FAF/dmj
JOHNSON COUNTY AIRPORT COMMISSION

MINUTES - MEETING: MARCH 8, 1988 - 1:00 P.M. - INDUSTRIAL AIRPORT

AIRPORT COMMISSION
Present: Arenson Lehman
Viets Walter

Absent: Craig Deeter
Zimmermann

STAFF
Present: Farnsworth Fredrichs
Harness

OTHERS
Present: Mrs. Jan Durrett, League of Women Voters
Mr. Randy Bradley, Johnson County Environmental Department
Mr. Steve Benson, Coffman Associates
Mr. A. R. "Bud" Keckler, Coffman Associates
Mr. Phil Simon, Coffman Associates
Mr. Larry Franke, Kansas City Aviation Center
Mr. Robert Eckholt, Vice President, Van Enterprises
Mr. Mike Kennedy, The Kansas City Times
Mr. Steve Porter, The Olathe Daily News

The meeting was called to order by Chairman Walter.

MR. LEHMAN MOVED THE MINUTES OF THE FEBRUARY 9, 1988, MEETING BE APPROVED AS MAILED. MOTION SECONDED BY MR. ARENSON. VOTING AYE - ARENSON, LEHMAN, VIETS. VOTING NAY - NONE. MOTION CARRIED.

Following discussion, MR. VIETS MOVED FOR APPROVAL OF THE TREASURER'S REPORT FOR FEBRUARY 1988. MOTION SECONDED BY MR. LEHMAN. VOTING AYE - ARENSON, LEHMAN, VIETS. VOTING NAY - NONE. MOTION CARRIED.

Chairman Walter requested an executive session to discuss personnel matters. MR. LEHMAN MOVED THAT WE RECESS INTO EXECUTIVE SESSION STARTING AT 1:05 P.M. AND ENDING AT 1:15 P.M. OR AS SOON THEREAFTER AS THE EXECUTIVE SESSION IS TERMINATED FOR THE PURPOSE OF DISCUSSING A MATTER CONCERNING NON-ELECTED PERSONNEL. MOTION SECONDED BY MR. ARENSON. VOTING AYE - ARENSON, LEHMAN, VIETS. VOTING NAY - NONE. MOTION CARRIED.

The meeting was reconvened at 1:17 P.M.

Note: Mr. Viets left the meeting.

Mr. Farnsworth, Executive Director, introduced Mr. Steve Benson, Mr. Bud Keckler and Mr. Phil Simon of Coffman Associates and asked them to present a status report on the Industrial and Executive Airport Master Plans. Mr. Benson and Mr. Keckler presented Chapters 6 and 7 and discussed the stages of the Master Plan development. Mr. Simon presented the Environmental Assessment for the Industrial Airport and the Land Use Plans for the Executive and Industrial Airports. Mr. Farnsworth suggested that a public informational hearing should
be scheduled to discuss the Environmental Assessment and the Master Plans. Mr. Benson stated that the first chapter of each plan will be the Executive Summary. Mr. Farnsworth suggested that at the next meeting the Airport Commission should set a time for the public hearing and consider approving the Master Plans.

Mr. Fredrichs, Director of Aviation, reported that we have submitted Pre-applications to FAA for Federal assistance in the purchase of airport equipment. A towed runway sweeper, a dump truck with a 20 foot snow blade and underbody ice blade, a truck mounted chemical spreader for deicing runways and a quick response vehicle for the Fire Department have been requested.

Mr. Fredrichs reported that the air operations at both Airports remain about the same as February 1987.

Mr. Fredrichs reported that a preconstruction conference will be scheduled in the near future for the ramp repair at Kansas City Aviation Center at the Executive Airport.

Mr. Farnsworth reported that he received an Order from the Kansas Department of Health and Environment requiring that certain actions be taken to insure our wastewater treatment plant meets the State and EPA effluent standards. The plant is overloaded and has not produced effluent within the required limits. In order to rectify the situation, the old plant will be reopened to work in parallel with the newer plant. This should solve the immediate problem. The Order requires that an engineering study be undertaken to produce a long range solution. Doug Smith, the Director of the Unified Wastewater District and Randy Bradley, the Johnson County Director of Environment have offered the full resources of their offices to help in solving the problem.

Aviation Services, Inc. (ASI), located in Lenexa, has proposed that they be permitted to set up an experimental instrument landing system on the crosswind runway (Runway 22) at the Industrial Airport. They would like a five year agreement and at the end of those five years will sell the equipment to us at a negotiated price. More information will be available at the next meeting.

Mr. Farnsworth reported that we have been trying to get the fire contract with the Naval Reserve at the Industrial Airport for quite some time and they finally have agreed to it. One fire truck will be transferred to us. We will sign a contract with them for fire protection after negotiating the terms. We have a contract with the Army at the present time and we will negotiate on the same basis with the Navy.

Mr. Farnsworth called attention to the results of the poll of suggested dates for a retreat. There is a consensus of three on the 8th of April and the rest are scattered.

Mr. Farnsworth reported that the FAA has allocated $909,959.00 for the overlay of the south 3200 feet of the north-south runway and the overlay of the ramp plus a few other items. It is a 90/10 contribution and requires about $101,000.00 of matching money from the County. We have budgeted the matching money for 1988. We anticipate that we will get a grant offer by the first of July and start construction shortly thereafter.
Mr. Farnsworth reported that the I-35 northbound lane will be closed for construction until July 1st. The present southbound lane will carry two-way traffic. This arrangement will preclude departure to the north and access from the south.

Mr. Farnsworth reported he had distributed a Memorandum on the status of current debt service for both general obligation and airport revenue bonds now outstanding.

Mr. Farnsworth reported that a Hearing is set for next Monday night on the Blue River Sub-sewer District #8 which is a proposed sewer district in the southern portion of the County. It includes a portion of the Executive Airport. He stated that he would attend the Hearing.

The meeting was adjourned by the Chairman.

DON LEHMAN  
SECRETARY

FRANK A. FARNSWORTH  
EXECUTIVE DIRECTOR
April 27, 1988

NOTICE

The regularly scheduled meeting of the Johnson County Airport Commission will be held at the Airport Commission conference room in the Administration Building at the Johnson County Industrial Airport at 9:30 a.m. on May 19, 1988.

JOHNSON COUNTY AIRPORT COMMISSION

BY: Frank A. Farnsworth
Executive Director

FAF/dmj
JOHNSON COUNTY AIRPORT COMMISSION

MINUTES - MEETING: APRIL 12, 1988 - 1:30 P.M. - INDUSTRIAL AIRPORT

AIRPORT COMMISSION
Present: Arenson Deeter
Lehman Viets
Walter

Absent: Craig Zimmermann

STAFF
Present: Farnsworth Fredrichs
Harness

OTHERS
Present: Mr. Murray L. Nolte, County Commissioner, 4th District
Mr. Guy Pickard
Mr. Lloyd Silver
Ms. Kathy Kingston, Kansas Pilots Association
Mr. William Smith, Aviation Systems, Inc.
Mr. Steve Porter, The Olathe Daily News

The meeting was called to order by Chairman Walter.


Chairman Walter asked if there were any comments from the public. Mr. Guy Pickard identified himself and stated that he represents a group of pilots and is a Johnson County taxpayer. He stated that they are concerned about future Airport development in Johnson County. He presented a petition which states: "WE, THE UNDERSIGNED, RESPECTFULLY REQUEST THAT THE JOHNSON COUNTY AIRPORT COMMISSION CONDUCT A PUBLIC HEARING TO DISCUSS THE PROPOSED AIRPORT MASTER PLANS FOR THE EXECUTIVE AND INDUSTRIAL AIRPORTS. WE ARE CONCERNED ABOUT FUTURE USE PLANS, EXPANSION PLANS, AND A PROPORTIONATE SHARE OF PROJECTED FUNDING."

Mr. Pickard expressed the desire of the airplane owners based at the Executive Airport to have the opportunity to provide input to the Airport Commission before a final decision is made on the new Master Plans. (Note: the full text of Mr. Pickard's statement is available on tape in the Executive Director's office.)

After discussion, the Executive Director was directed to schedule a public informational briefing on the Airport Master Plans prior to Airport Commission final decision on the Plans. The persons signing the petition and all other potentially interested groups, as well as the general public, will be invited. Commissioner Nolte noted that the Board of County Commissioners encourages holding as many public hearings and discussions as possible.

Chairman Walter thanked Mr. Pickard for his comments and asked if anyone else wished to speak. Mr. Lloyd Silver stated that he concurred in Mr. Pickard's remarks and would like to discuss the need for a lengthened runway and the installation of a full instrument landing system at the Executive Airport. (Note: the full text of Mr. Silver's remarks is available on tape in the Executive Director's office.)
Chairman Walter thanked Mr. Silver for his comments.

Mr. Viets encouraged the staff to insure that all parties interested in the development of the Airports are notified of the briefing so that their input may be considered.

Mr. Viets, Chairman of the Industrial Committee, reported that his Committee met informally to review the Master Plans.

There were no reports from the Administrative or Operations Committees.

Mr. Fredrichs, Director of Aviation, reported that the Industrial Airport Limited Airport Certification Specifications have been approved by the FAA. The Airport now meets all of the requirements for handling air carrier aircraft with over thirty passenger seats. The new specifications have been written to meet the new requirements of Federal Air Regulation (FAR) Part 139.

Mr. Fredrichs reported that on April 6th the staff met with the FAA and the Kansas City Aviation Center for a pre-construction conference for the ramp construction at Executive Airport. The project should begin on May 2 and should be completed within sixty days. The project will be funded by a 90% Federal grant and 10% local money.

Mr. Fredrichs reported that aircraft operations at both airports decreased in March due to bad weather conditions.

Mr. Farnsworth, Executive Director, reported that Kansas City Power & Light Company has almost completed the switchover from the old 4 KV distribution system to the new 12 KV distribution system at the Industrial Airport. By the end of next week we should have all the facilities on the new system except for the control tower and the Army facility. The Army has to do a considerable amount of work inside their building before they can switch over to the new system; that should be done within the next sixty days.

Mr. Farnsworth reported that Southwestern Bell Telephone Company has completed construction of a fiber-optic cable into the Industrial Airport.

Mr. Farnsworth reported that we were notified by the FAA that we had a $93,000 authorization for rehabilitating the runway lighting system at the Executive Airport.

Mr. Farnsworth reported that the final Chapter of the Master Plans has been received and incorporated in each Commissioner's book.

Chairman Walter and the Airport Commission discussed setting a date for a study session. A consensus was reached that a Thursday was the best day of the week and a 10 A.M. to 2 P.M. session with lunch; at the Industrial Airport, was acceptable. May 12 was proposed as the date pending the availability of Commissioner Craig. The Executive Director will notify the Commissioners of the final time and date.

Mr. Deeter asked what direction had been given to Coffman Associates regarding what we were expecting from the Master Plans. Mr. Farnsworth replied that we told them to develop and examine a wide range of options in the case of the
Industrial Airport and to limit their examination of the Executive Airport to the maintenance and improvement of facilities within the present Airport boundaries. A discussion of the history of the Executive Airport followed.

The Chairman asked Commissioner Nolte for comments. Commissioner Nolte stated that he had hoped there would have been more discussion of the development of the industrial side of the Industrial Airport. He said that in view of the future extremely tight County budget limitations, all agencies will have to develop ways to expand their fee structure and service charges in order to meet their requirements for expansion. He cited the expansion and extension of the infrastructure at the Industrial Airport as an example of where innovative funding options must be applied. He recalled his term on the Airport Commission in the early 1970's when the pattern for the limitation of expansion of the Executive Airport was established.

Chairman Walter stated that the Commission needed to discuss certain matters with the Commission attorney in Executive Session. MR. LEHMAN MOVED THAT WE RECESS THIS MEETING INTO AN EXECUTIVE SESSION AT 2:00 P.M. FOR 15 MINUTES OR AS SOON THEREAFTER AS THE EXECUTIVE SESSION IS TERMINATED FOR PURPOSES OF CONSULTATION WITH OUR ATTORNEY. MOTION SECONDED BY MR. ARENSON. VOTING AYE - ARENSON, DEETER, LEHMAN, VIETS. VOTING NAY - NONE. MOTION CARRIED.

Note: Commissioner Nolte and Mr. Porter left the meeting.

The meeting was reconvened at 2:25 P.M.

MR. ARENSON MOVED THAT THE COUNTY CHIEF COUNSEL BE AUTHORIZED TO NEGOTIATE A SETTLEMENT OF THE MATTER CONCERNING THE SANDOW OIL AND GAS LEASE. MOTION SECONDED BY MR. LEHMAN. VOTING AYE - ARENSON, DEETER, LEHMAN, VIETS. VOTING NAY - NONE. MOTION CARRIED.

Following discussion, MR. VIETS MOVED FOR APPROVAL OF THE TREASURER'S REPORT FOR MARCH 1988 AS PRINTED AND MAILED. MOTION SECONDED BY MR. LEHMAN. VOTING AYE - ARENSON, DEETER, LEHMAN, VIETS. VOTING NAY - NONE. MOTION CARRIED.

The meeting was adjourned by the Chairman.

DON LEHMAN
SECRETARY

FRANK A. FARNSWORTH
EXECUTIVE DIRECTOR
JOHNSON COUNTY AIRPORT COMMISSION


AIRPORT COMMISSION
Present: Arenson Craig
Deeter Lehman
Viets Walter
Zimmermann

STAFF
Present: Farnsworth Fredrichs
Harness

OTHERS
Present: Mrs. Priscilla Tobler, League of Women Voters
Mr. Bob Saunders
Mr. Steve Porter, The Olathe Daily News

The meeting was called to order by Chairman Walter. He stated that a special study session will follow the regular monthly meeting.

MR. DEETER MOVED THE MINUTES OF THE APRIL 12, 1988, MEETING BE APPROVED AS MAILED. MOTION SECONDED BY MR. ZIMMERMANN. VOTING AYE – CRAIG, DEETER, ZIMMERMANN. VOTING NAY – NONE. MOTION CARRIED.

There were no committee reports.

Note: Mr. Lehman and Mr. Viets arrived.

Mr. Fredrichs, Director of Aviation, reported that the ramp at Kansas City Aviation Center at the Executive Airport is about fifty percent complete and it should be completed about the second week in June. The construction is ahead of schedule due to the dry weather.

Mr. Fredrichs reported that aircraft operations at both airports decreased in April but the fuel flowage fees for the first four months of 1988 increased by about 14,000 gallons over the same period in 1987.

Mr. Fredrichs reported the T-hangars at both airports are fully occupied and we have waiting lists at both airports.

Mr. Farnsworth, Executive Director, reported that the Board of County Commissioners approved a Supplemental Contract with Howard Needles Tammen & Bergendoff to do the engineering for the rehabilitation of the runway lighting system at Executive Airport. The FAA has allocated $96,000 for the project.

Note: Mr. Arenson arrived.

Mr. Farnsworth reported on the progress of rehabilitating and activating the old wastewater treatment plant at the Industrial Airport. He stated that the two sludge pumps which had been on order for five months had finally arrived
and were being installed and the two influent pumps had also arrived and would be installed early next week. Mr. Farnsworth stated that we have received an Administrative Order from the State fining us for noncompliance with State requirements. We are appealing the fine. In order to meet all of the State requirements we are rehabilitating the old wastewater treatment plant; we have submitted influent and effluent samples to Langston Laboratories for a series of analysis required by the State in the Administrative Order; and we have submitted to the State a list of effluent producers and the character of their effluent.

Mr. Harness suggested that the Chairman ask for an Executive Session. Chairman Walter stated that we would have it during lunch.

Following discussion, MR. CRAIG MOVED FOR APPROVAL OF THE TREASURER'S REPORT FOR APRIL 1988 AS PRINTED AND MAILED. MOTION SECONDED BY MR. LEHMAN. VOTING AYE - ARENSON, CRAIG, DEETER, LEHMAN, VIETS, ZIMMERMANN. VOTING NAY - NONE. MOTION CARRIED.

The meeting was recessed by the Chairman until 12 noon to hold a special study session.

Chairman Walter called the meeting to order and asked for a motion to recess into Executive Session. MR. LEHMAN MOVED THAT WE RECESS THIS MEETING INTO AN EXECUTIVE SESSION FOR THE PURPOSE OF CONSULTATION WITH OUR ATTORNEY AT 12:06 P.M. WITH THE MEETING TO BE RECONVENED AT APPROXIMATELY 12:16 P.M. OR AS SOON THEREAFTER AS POSSIBLE. MOTION SECONDED BY MR. ARENSON. VOTING AYE - ARENSON, CRAIG, DEETER, LEHMAN, VIETS, ZIMMERMANN. VOTING NAY - NONE. MOTION CARRIED.

The meeting was reconvened at 12:35 p.m. and adjourned by the Chairman to continue the study session.

DON LEHMAN
SECRETARY

FRANK A. FARNSWORTH
EXECUTIVE DIRECTOR
May 25, 1986

To:      Frank Farnsworth
         Executive Director

From:    Bob Saunders
         Facilitator

Enclosed are the notes from the workshop with the Airport Commission on May 19. It would be my recommendation that copies be made and forwarded to each member of the Commission.

Please know that it was my pleasure to work with you and the Commission members. I will look forward to some future opportunity to be of service.

RJS:jrs
WORKSHOP NOTES

JOHNSON COUNTY
AIRPORT COMMISSION
PLANNING AND GOAL SETTING

MAY 19, 1988

ROBERT J. SAUNDERS
WORKSHOP FACILITATOR
PROCESS - CONTENT - METHOD

Method

Process  Content

How people are working together
Communication patterns
Interpersonal relations
Feelings, motives, assumptions, attributions
Subjective

What people are working on
Agenda items
Tasks
Objective
Things That Make Us Proud

- Number of people employed
- Increasing air traffic
- Potential for growth
- Progress in removing old buildings
- Growth of facility in aviation
- Private sector growth and quality tenants
- Professional attitudes and guidance at facility
- Ability to plan and implement progress in all areas of future growth
- Neat appearance - Buildings and grounds well kept
- Coordination of over-all layout
- Planning ahead for future development
- Excellent aviation facilities
- Personnel that know their jobs
Things That Disappoint Us

- Inability, so far, to attract passenger service
- Apparent disability to attract national/regional hubbing operation. To me, this is more a result of national airline deregulation than any fault of Industrial not being capable of performing for a carrier
- Lack of infrastructure planning
- Lack of financial data - month to month
- County tendency to dump unrelated activity and materials
- Inadequate marketing
- Lack of staff follow-up on Commission requests
Short Term Issues
6 - 12 Months

XX  * Sewage treatment at Industrial
    * Decision on private developer for industrial park
    * Removal of dilapidated buildings
XX  * Land acquisition
    * Nearby zoning
    * Runway overlay
    * Planning Commission agreements with pertinent agencies regarding airport's future needs
    * Infrastructure needs for continued growth
    * Upgrade runways - Lengthen 17/35
Intermediate Range Issues
2 - 3 Years

XXX * Land acquisition
    * Upgrade flight facilities as rapidly as possible
    * Numbers man (Frank's old position)
    * Infrastructure
    * Parallel runway installation
    * Roadway availability to airport facilities
    * Attraction of hub facility to Industrial
    * Same as disappointments listed
Long Term Issues
5 Years -- Beyond

* Land acquisition
* Second major parallel runway at Industrial
* Same as intermediate needs
* Institute Master Plan
* Improve aviation facilities on ongoing basis
* Improve instrument landing equipment on ongoing basis
Executive Airport Master Plan

* Do we agree with the basic underlying premises?

* What is impact of convenience factor?

* What is impact of Richards-Gebaur development?

* What is impact of new roadway construction?

* Does the Master Plan consider all aspects of Executive Airport development?
  - Cost - benefit ratios
  - Political advantages/disadvantages
  - 21st Century Parkway
  - Income generation
  - Income lost during expansion
  - Impact of duplication
  - FAA receptivity
  - Solvable vs. unsolvable problems

* Frank will develop answers to the above questions by next week
Industrial Airport Master Plan

* Cost - benefit analysis of acquiring land over to I-35 to protect the investment
* We need to have a document developed that addresses access roads and terminal locations
* The Master Plan doesn't address military presence
* Need more exploration of cargo?

Industrial Use

* Do we want the County to be in industrial development business?
* Is statement of objectives missing?
* Do we know why industry would locate here?
  - Many have come here because of a "good deal"
* Concern for how entrance to airport develops
* Are we concerned about timetable?
* How aggressive should we market?
* Land acquisition? Yes.
* Infrastructure - How much will it cost? We don't know. Benefit Districts.
* We should probably continue on current path recognizing County Commissioners attitude toward financing improvements
May 26, 1988

MEMORANDUM

TO: Mr. Paul W. Walter, Chairman, Airport Commission
    Mr. Mark A. Viets, Airport Commission
    Mr. Herbert Arenson, Airport Commission
    Mr. Kirby Deeter, Airport Commission
    Mr. Matthew H. Zimmermann, Airport Commission
    Mr. Ben Craig, Airport Commission
    Mr. Donald E. Lehman, Airport Commission

FROM: Frank A. Farnsworth, Executive Director, Airport Commission

SUBJECT: Public Informational Briefing On Master Plans

Per your direction at the May 19 Study Session, I have arranged for a Public Informational Briefing to be held in Room 212 of the Science Building at the Johnson County Community College on June 8 at 7:00 p.m.

I propose the following agenda:

1. Introductory remarks by Chairman Walter and other Airport Commissioners if desired.
2. Presentation of Executive Airport Master Plan by Coffman Associates.
3. Presentation of Industrial Airport Master Plan by Coffman Associates.
4. Remarks from audience limited to no more than five minutes per person.
5. Adjournment.

A notice of the Hearing will be published in The Olathe Daily News on May 31 and in The Johnson County Sun on June 1. In addition, notices have been sent to Mr. Ray Gentile, Mr. Larry Winn III, Mr. Larry Franke, Mr. Guy Pickard, Mr. Robert Gawlik, Mr. Daniel Quackenbush, the City Managers of Overland Park and Olathe and the City Administrator of Gardner. I will also prepare a news release to be distributed on June 1.

If you have any comments, additions, or suggestions, please call me.

FAF/dmj
Information copy: Mr. William E. Franklin, Chairman, Board of County Commissioners
Ms. Johnna Lingle, County Commissioner, 2nd District
Mr. Kent E. Crippin, County Commissioner, 3rd District
Mr. Murray L. Nolte, County Commissioner, 4th District
Mr. Bruce R. Craig, County Commissioner 5th District
Mr. E. H. Denton, County Administrator
Mr. Philip Harness, County Counselor
NOTICE OF PUBLIC INFORMATIONAL BRIEFING

The Johnson County Airport Commission will hold a Public Informational Briefing at 7:00 p.m. on June 8, 1988 in Room 212 of the Science Building of the Johnson County Community College. This Briefing will present the details of the Master Plans for the Executive and Industrial Airports which are now being considered for adoption. The general public is invited to attend this Briefing and provide comments on the Master Plans. Oral presentations must be limited to five minutes or less. Written comments will be accepted at the meeting. A copy of the proposed Master Plans is available between the hours of 8:30 a.m. to 4:30 p.m. in the office of the Johnson County Airport Commission at the Johnson County Industrial Airport.

Frank A. Farnsworth
Executive Director
May 27, 1988

NOTICE

The regularly scheduled meeting of the Johnson County Airport Commission will be held at the Airport Commission conference room in the Administration Building at the Johnson County Industrial Airport at 1:00 p.m. on June 14, 1988.

JOHNSON COUNTY AIRPORT COMMISSION

BY:  
Frank A. Farnsworth
Executive Director

FAF/dmj
JOHNSON COUNTY AIRPORT COMMISSION

MINUTES - MEETING: JUNE 14, 1988 - 1:00 P.M. - INDUSTRIAL AIRPORT

AIRPORT COMMISSION
Present: Arenson  Craig
         Deeter  Lehman
         Walter  Zimmermann
Absent: Viets

STAFF
Present: Farnsworth  Harness
Absent: Fredrichs

OTHERS
Present: Mr. Murray L. Nolte, County Commissioner, 4th District
         Mr. Tom Seitz, Lakestone Homeowner
         Mr. Larry Franke, Kansas City Aviation Center
         Mr. Bob Eckholt, Kansas City Aviation Center
         Mr. Dave Hayden, Kings Avionics
         Mr. Guy Pickard, Taxpayer
         Mr. Baxter Blakey, Taxpayer
         Mr. Steve Porter, The Olathe Daily News

The meeting was called to order by Chairman Walter.

MR. LEHMAN MOVED THE MINUTES OF THE MAY 19, 1988, MEETING BE APPROVED AS
MAILED. MOTION SECONDED BY MR. DEETER. VOTING AYE - CRAIG, DEETER, LEHMAN,
ZIMMERMANN. VOTING NAY - NONE. MOTION CARRIED.

Chairman Walter noted that there were a number of people in the audience who
wished to address the Airport Master Plans. He recognized Mr. Larry Franke
as the first speaker. (The following are brief synopses of speakers' comments.
The full text of the comments is available in the office of the Executive
Director). Mr. Franke stated that he had discussed the Executive Airport
Master Plan with some of the homeowners in the area and believed that they were
more receptive now to a moderate expansion of the Executive Airport. He
announced that Kansas City Aviation Center would have an open house on June 21
to demonstrate the noise produced by various aircraft.

Chairman Walter recognized Mr. Dave Hayden. Mr. Hayden discussed what he
perceived to be a lack of communication between the Airport Commission staff
and tenants at the Executive Airport. He suggested frequent meetings with the
tenants to keep them informed of coming events. Mr. Hayden discussed potential
problems associated with the installation of a new runway lighting system at
the Executive Airport.

Note: Mr. Arenson arrived.

Mr. Zimmermann, Mr. Nolte, and Mr. Craig suggested ways to reduce the time
required to install the lights and thus reduce the length of time the airport
will be either closed or at a reduced operational level. They also discussed and suggested that the bid specifications reflect any unusual requirements and also include a stiff penalty clause. Discussion included working at night and the use of the taxiway as a runway.

Chairman Walter recognized Mr. Bob Eckholt. Mr. Eckholt noted that the Kansas City Aviation Center had provided the Airport Commission with recommendations for the expansion of the Executive Airport including a request that the Master Plan as presently written not be approved and be reviewed in the light of the Kansas City Aviation Center recommendations. Mr. Eckholt and Mr. Franke both discussed what they believed to be a lack of communication between them and the Airport Commission staff concerning not only the Master Plan but other upcoming airport events.

Chairman Walter recognized Mr. Guy Pickard. Mr. Pickard read a prepared statement discussing the need for maintaining Executive Airport as a reliever airport, the maintenance of the Executive Airport and suggesting that other functions such as restaurants, golf courses and office facilities be considered in order to enhance the attractiveness of the Executive Airport. Mr. Farnsworth discussed the maintenance of the hangar ramp area, the runways and taxiways and the T-hangars at the Executive Airport. Mr. Pickard also advised of his support for lengthening the runway and protecting the approaches at the north and south end of the runway. Mr. Deeter posed the question of what would happen if the runway extension and other suggested improvements could not be accomplished. Both Mr. Franke and Mr. Hayden stated that they thought that in time the Executive Airport would be closed. Mr. Deeter asked for their opinion on the solution of the conflict with the homeowners in the area. Mr. Franke, Mr. Pickard and Mr. Hayden stated they believed that the problem was solvable and the homeowners were not vigorously opposing the expansion.

Mr. Arenson discussed the concern for safety and asked whether a Microwave Landing System and an overrun at each end of the existing runway rather than extending the runway to 5500 feet would satisfy the requirements. Mr. Franke stated he believed a runway extension to 5000 or 5500 feet was required for safety. Mr. Hayden described his perception of the need for acquisition of land to protect the clear zones. Mr. Arenson asked if Mr. Franke's group is prepared to participate in the costs associated with the movement of existing facilities which will be required to provide a precision approach. Mr. Franke and Mr. Hayden stated they believed that most of the problems could be solved by the Federal Aviation Administration waiving the requirements for a plane surface. Mr. Pickard again stated his case for acquiring land north and south of the airport.

Mr. Deeter suggested that the Airport Commission meet with Coffman Associates to examine the reasoning through which they arrived at their conclusions of the Executive Airport Master Plan. Mr. Craig and Mr. Zimmermann agreed. Mr. Zimmermann stated that the costs of expanding the Executive Airport should be reexamined by Coffman Associates and a cost/benefit study be done. MR. DEETER MOVED THAT THE AIRPORT COMMISSION DIRECT COFFMAN ASSOCIATES TO REEXAMINE THEIR CONCLUSION IN THE EXECUTIVE AIRPORT MASTER PLAN AND ADDRESS THE ISSUES RAISED BY KANSAS CITY AVIATION CENTER AND OTHER PROponents OF AIRPORT EXPANSION AND THAT COFFMAN ASSOCIATES BE REQUESTED TO ATTEND THE NEXT AIRPORT COMMISSION MEETING.
MOTION SECONDED BY MR. LEHMAN. VOTING AYE - ARENSON, CRAIG, DEETER, LEHMAN, ZIMMERMANN. VOTING NAY - NONE. MOTION CARRIED.

Chairman Walter recognized Mr. Baxter Blakey. Mr. Blakey discussed the possible effects expansion of the Executive Airport would have on taxpayers throughout the County who are not directly affected by the airport.

Chairman Walter recognized Mr. Tom Seitz. Mr. Seitz discussed the objections of homeowners in the vicinity of Industrial Airport to the Industrial Airport Master Plan as written. He was particularly concerned about the increase in noise levels which may be generated by cargo operations and the construction of the parallel runway. A discussion of aviation generated noise followed with Mr. Craig, Chairman Walter, Mr. Seitz and Mr. Farnsworth contributing. MR. CRAIG MOVED THAT THE STAFF INVITE AN EXPERT ON AIRCRAFT NOISE LEVELS TO ATTEND THE NEXT AIRPORT COMMISSION MEETING AND PROVIDE A NONTECHNICAL EXPLANATION OF NOISE LEVELS AS THEY RELATE TO HOUSING IN THE VICINITY OF THE INDUSTRIAL AIRPORT. MOTION SECONDED BY MR. DEETER. VOTING AYE - ARENSON, CRAIG, DEETER, LEHMAN, ZIMMERMANN. VOTING NAY - NONE. MOTION CARRIED.

A discussion of the Public Informational Briefing followed.

Mr. Nolte noted that a clear determination of the costs of lengthening the runway at the Executive Airport should be made and suggested that, if those costs run to several millions of dollars, it will be neither practically nor financially responsible to incur such costs considering the many other high priority projects now facing Johnson County. Mr. Craig asked Mr. Nolte if the purchase of additional land to the north and south of the airport would, in his opinion, be in the same category as lengthening the runway. Mr. Nolte replied that, if it was feasible, he would not have a problem with purchasing the land.

A discussion of Instrument Landing Systems and Microwave Landing Systems in relation to the present runway and an extended runway ensued.

Mr. Deeter suggested that the Federal Aviation Administration should be invited to the next Airport Commission Meeting. Mr. Farnsworth stated that he would invite personnel from the Airports Division.

Chairman Walter requested an executive session. MR. ARENSON MOVED THAT WE RECESS THIS MEETING INTO AN EXECUTIVE SESSION FOR THE PURPOSE OF CONSULTATION WITH OUR ATTORNEY AT 2:42 P.M. WITH THE MEETING TO BE RECONVENED AT APPROXIMATELY 2:50 P.M. OR AS SOON THEREAFTER AS POSSIBLE. MOTION SECONDED BY MR. LEHMAN. VOTING AYE - ARENSON, CRAIG, DEETER, LEHMAN, ZIMMERMANN. VOTING NAY - NONE. MOTION CARRIED.

The meeting was reconvened at 3:05 P.M.

MR. ZIMMERMANN MOVED THAT THE CHAIRMAN BE AUTHORIZED TO WRITE A LETTER TO THE BOARD OF COUNTY COMMISSIONERS REQUESTING THAT THE JOHNSON COUNTY UNIFIED WASTEWATER DISTRICT TAKE OVER THE OPERATION AND MAINTENANCE OF THE PRESENT WASTEWATER TREATMENT PLANT INCLUDING, IF NECESSARY, THE BOARD'S CREATION OF A SPECIAL IMPROVEMENT DISTRICT, AND THE LEVYING OF SPECIAL ASSESSMENTS TO PAY THE COST OF ANY NECESSARY IMPROVEMENTS. MOTION SECONDED BY MR. CRAIG. VOTING AYE - ARENSON, CRAIG, DEETER, LEHMAN, ZIMMERMANN. VOTING NAY - NONE. MOTION CARRIED.
Mr. Harness stated that, with the exception of three tenants who have small ground leases, the remainder of the leases on the Industrial Airport permit the levying of additional charges for wastewater treatment. None of the three leases which are exceptions are occupied by a major discharger, or potential pollutant, of wastewater.

The Executive Director was instructed to notify the tenants of the action taken by the Airport Commission to request that the Unified Wastewater District assume operation and maintenance of the wastewater treatment plant.

Note: Chairman Walter left the meeting and Mr. Arenson assumed the chair.

MR. CRAIG MOVED THAT WE WITHDRAW OUR APPEAL OF THE FINE WHICH WAS LEVIED BY THE KANSAS DEPARTMENT OF HEALTH AND ENVIRONMENT AND THAT WE PAY IT. MOTION SECONDED BY MR. DEETER. VOTING AYE - CRAIG, DEETER, LEHMAN, ZIMMERMANN. VOTING NAY - NONE. MOTION CARRIED.

There were no committee reports.

Mr. Farnsworth, Executive Director, reported that operations were down about twenty-five percent over May 1987 at Industrial and about seven percent at Executive. Transient operations were down five percent at Industrial and up seven percent at Executive.

Mr. Farnsworth reported that we have received a letter from the City of Gardner regarding the triangle west of the Industrial Airport which contains about eighteen acres on the west side of Moonlight Road and belongs to the airport. The City of Gardner has been wanting that land for quite awhile. In their comprehensive plan they show it as a park and they have written us a letter wanting to discuss two possibilities: either a long term lease agreement with improvements agreed to by both the County and the City or the possibility of the City purchasing the tract of land. The land does bring in a small amount of income each year as an agricultural lease. Mr. Farnsworth stated that we would have to have the permission of the Federal Aviation Administration to dispose of it and the FAA will require that we get fair market value for it. MR. ZIMMERMANN MOVED THE AIRPORT COMMISSION DIRECT THE EXECUTIVE DIRECTOR TO CHECK WITH THE FEDERAL AVIATION ADMINISTRATION TO SEE IF THEY WOULD HAVE ANY OBJECTIONS AND REPORT BACK TO THE COMMISSION. MOTION SECONDED BY MR. LEHMAN. VOTING AYE - CRAIG, DEETER, LEHMAN, ZIMMERMANN. VOTING NAY - NONE. MOTION CARRIED.

The claim voucher list was discussed. Following discussion, MR. LEHMAN MOVED FOR APPROVAL OF THE TREASURER’S REPORT FOR MAY 1988 AS PRINTED AND MAILED. MOTION SECONDED BY MR. ZIMMERMANN. VOTING AYE - CRAIG, DEETER, LEHMAN, ZIMMERMANN. VOTING NAY - NONE. MOTION CARRIED.

The meeting was adjourned by the acting chairman, Mr. Arenson.

DON LEHMAN
SECRETARY

FRANK A. FARNSWORTH
EXECUTIVE DIRECTOR
JOHNSON COUNTY AIRPORT COMMISSION

MINUTES - MEETING: JUNE 14, 1988 - 1:00 P.M. - INDUSTRIAL AIRPORT

AIRPORT COMMISSION
Present: Arenson, Craig
   Deeter, Lehman
   Walter, Zimmermann

Absent: Viets

STAFF
Present: Farnsworth, Harness

Absent: Fredrichs

OTHERS
Present: Mr. Murray L. Nolte, County Commissioner, 4th District
      Mr. Tom Seitz, Lakestone Homeowner
      Mr. Larry Franke, Kansas City Aviation Center
      Mr. Bob Eckholt, Kansas City Aviation Center
      Mr. Dave Hayden, Kings Avionics
      Mr. Guy Pickard, Taxpayer
      Mr. Baxter Blakey, Taxpayer
      Mr. Steve Porter, The Olathe Daily News

The meeting was called to order by Chairman Walter.

MR. LEHMAN MOVED THE MINUTES OF THE MAY 19, 1988, MEETING BE APPROVED AS MAILED. MOTION SECONDED BY MR. DEETER. VOTING AYE - CRAIG, DEETER, LEHMAN, ZIMMERMANN. VOTING MAY - NONE. MOTION CARRIED.

Chairman Walter - noticing that we do have some guests today, we will change our order of the agenda here just a bit and I think everybody in the room is aware of the meeting that we had last Thursday - was that Thursday - (corrected) - Wednesday night, I'm sorry. And at that meeting, as you know, there was a great deal of concerns on the Master Plans and a lot of people got up and spoke pro and against the Johnson County Executive Airport expansion and we had a lot of people, surprisingly, not in favor of the ___ of the Industrial Airport. So we do have some quests here today, I think, who want to speak to the Commission ___ consideration, I think, mostly about the Executive Airport. Who wants to start off today? Larry. Larry - I will. Walter-- All right sir. You're on.

Larry Franke from Kansas City Aviation Center -- I was pretty puzzled surprised last week upon our airport. I feel that I probably knew all along, at least the last couple of years, that this was building for the continuation and a moderate expansion of the airport and I don't feel I was getting that message across adequately to the Airport Commission or Frank and I think that the meeting last Wednesday kinda pointed that out a little bit, maybe the tide has shifted. I just want to ask that everybody keeps that in mind as you're considering the master plans. After the meeting I met with three of the homeowners from Harmony View West. Had a nice, about an hour long discussion with them, talked about what we want, our desires, our willingness to work with them in
cooperation with them, and I think – ah – really did – ah – maybe at least get them somewhat neutralized for _______ that we have. As a result of that we're going to have an open house next Tuesday to see if we can't _____ at KCAC for the homeowners within a two to three mile area. I'd like for them just to see our facility, see what we're all about, let them know what we want to do, let them see some of the types of airplanes that fly in and out of Executive and even have a few airplanes take off and land (noises-can't hear what he is saying) the type of airplanes we have. We have a Citation jet, and Dave's got a Cessna 185. I think alot of you'd be surprised when you hear the noise of those two airplanes, the Citation is a whole lot quieter than Dave's single engine piston airplane.

Paul Walter -- Oh really. (laughter) Is that right David?

Dave Hayden -- Are you going to ban me from the airport? (additional laughter)

Larry Franke -- But I think that's important to people that are in the path. What I'm trying to turn into another case scenario, or something like that, we just want to make sure that folks that have been flying in and out this _____ can do so for the next forty to fifty years or so. I've got invitations for each of the members out to see those of _______ and I'd like for you all to come out too if you would, if you have time. Thank you.

Paul Walter -- Thank you Larry. Anybody else over here, Guy or Dave.

Guy Pickard -- I'd like to speak, I'd like to do it a little later if I may.
Paul Walter -- Okay. Yes Dave.

Dave Hayden -- My name's Dave Hayden, I'm the owner of Kings Avionics at the Executive Airport and I'm a part of the group, of course with Larry, that's trying to promote the Executive Airport. _________. One thing I'd like to bring up today is what I think is a, I guess it's maybe a lack of communications at the Executive Airport and several examples of this, I guess, would be since we moved back there in '84, I've twice left the airport on autopilot test flight or an aircraft avionics test and turned around to come back in fifteen minutes later and the airport's closed, and I didn't even know about it and I would've thought that we should have been notified of things like this and I think maybe that's a communications problem that we don't have communications with the Airport Commission or with the Airport Manager like I think we should. When we were at Downtown, I don't want to go back there so don't try to ____, we saw our Airport Manager probably once a week or once every two weeks, he was always around checking, seeing if we needed anything; sometimes he was slapping our wrists because we had our airplanes across the yellow line or something, but we did see him and when he was trying to do improvements at the airport, he'd come and ask our advice or is this going to bother you if we have this closed or that closed, it was just alot better line of communications. And, one thing I'd like to mention is the possible airport runway closing in September. This is something I think we need to talk about, kind of work around so my customers and I can work something out where we can still stay in business. We need to talk about this. Another thing at Downtown is they sometimes just call a meeting with the tenants; the airport manager would explain what they were trying to do or what was coming up and what we had to worry about and things of this nature. The _ ah _ we would like to be advised of things of that nature.
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With that in mind, I kind of wondered whether - aren't we really swaying away from airport - the airport manager - the Airport Commission, are they really looking after our airports or? We all tied up in the industrial development out here and not really taking care of the airports - I'm wondering if we don't need a separate manager for the industrial so that the airport manager can manage the airports - is there too much to do? I'm just asking you these questions.

Paul Walter -- I think you've brought some real good points and why don't we talk about right now the airport closing that's coming up. Is Mike here?
Frank Farnsworth -- No Mike's not here to defend himself. But, ah - we have a grant to rehabilitate the runway lighting system at the Executive Airport. Now, we're going to have to ditch along the edge of the runways to put the lights in. We can't put them in at odd hours and still stay within the constraints of - ah - the money available; we'd be paying overtime to the contractor; there's going to have to - I agree with you, Dave, we're going to have to work it out, I know that Mike has talked to Larry about it and the fact that he hasn't talked to you about it, I apologize for, I'll make sure that you are kept informed of everything that's going on out there. Now I'm sure that Mike has talked to Larry, I know he has talked to Louie, and he just hasn't gotten up to the second floor of the maintenance building to talk to you. Ah - the - but, it's just - there's going to have to be some kind of an accommodation made between flying and installing runway lights because that's a narrow runway, you got to ditch, I don't want a ditching machine out there and have a Citation run into that ditcher or vice versa; they'll be ten feet off the edge of the runway so we're going to have to work out something I agree.

Paul Walter -- Is there a possibility of landing on the taxiways? ______

what's being worked out on that?
Frank Farnsworth -- that's what we're trying to work out. That can be done, no questions about it, but you can't land the larger airplanes on that taxiway.
Ben Craig -- What's the estimated construction time?
Frank Farnsworth -- I don't know; we haven't even gone out for bids on it yet. I would think that it would - if they were to work eight hours a day everyday five days a week or six days a week, they probably could get it done in less than three weeks; however, knowing the way contractors work - ah - that's probably closer to six weeks. What you have to do is - every light has to be put in by hand, you have to run a cable, then there's a transformer that's hooked onto that cable, two connections have to be made, then, coming out of the transformer, another connection has to be made to the light stem and has to be put in the ground; the transformer buried in sand, it's just, it's labor intensive work. I don't have any real problems with having a guy sitting on the ground ten feet off the runway burying a transformer - I do have problems with somebody running a trenching machine that close to the runway while it's an active runway, I think we've got a liability there that we can't afford, so we're going to have to come to some accommodation with the people on the airport in terms of hours that can be worked and what's the most economical way to get the contractor in and out.

Paul Walter -- Guy.
Guy Pickard -- I'd just like to make this short comment that several years ago the main runway was overlayed and we were able to use the taxiway as an alternative landing situation. There were certain hours, I think, that it was closed that overall, you know, we could pretty well come and go by use of the taxiway. I just wanted you to know that there was a precedent in that.
Paul Walter -- Okay. Thank you.

Note: Herb Arenson arrived.
Dave Hayden -- How about night operations.

Frank Farnsworth -- Well, that's the problem.

Dave Hayden -- I mean -- night operations when you're taking the runways
the runways are going to be inoperable, the runway lights are going
to be inoperable.

Frank Farnsworth -- Well, at some point in time, one set's gotta be turned off,
the other set has to be turned on; and it may -- I don't know how we're going to
do that Dave, I really don't. We're going to have to wait until we get a
contractor and try and work it out with him. The problem with laying two sets
of lights parallel to each other, keeping one on and the other off, I don't
know where that original set is, nobody does, we don't know whether it's five
feet off the runway, ten feet off the runway, that cable snakes around there
and it's been re-laid a dozen times in pieces you know, and sooner or later,
we're going to cut that cable, while he's putting in the new cable, it
happens.

Matt Zimmermann -- Frank, I'd like to suggest that perhaps you work out the
mechanics of this thing with these gentlemen before you put the thing out for
bid and make that a part of your bid package.

Frank Farnsworth -- Well, we intend. Yes.

Matt Zimmermann -- Cause if you come in later and say now we've got these
extra conditions, you're going to wind up paying more money; if it's part
of your original bid, you'll probably get it for free.

Frank Farnsworth -- That's right, that's what we did last time when we put
the taxiway lights in there, that was all part of the bid specs that they could
work at certain hours and they had to accommodate to our operations; but it will
all be in the bid specs, yes.

Murray Wolte -- Just from experience in laying cable, it's possible also to go
into a plowing situation where the cable could all be laid and stubbed and then
very quickly, depending on specifications it ought to be the best controlled
and then the other digging be done at a different time. They have a
plowing system that, of course, just like a plow lays a cable at the point, if
it can take it under far enough, that would work, it depends on what specs there are.

Paul Walter -- Were you saying there's possibly equipment we have to
do three to six weeks.

Murray Wolte -- For the ditch.

Paul Walter -- Or a workman would, and you're really not concerned about
the workman if you're a few feet off the runway.

Frank Farnsworth -- Well I'm not, but I can tell you -- you get a lousy job from
them because we're replacing transformers on the taxiway lights and we did this
on the taxiways over there cause every time an airplane landed that guy looked
up and then he forgot what he was doing and we've got poor splices on probably
eighty percent of the transformers. We've replaced some thirty percent of them
thus far.

Ben Craig -- Who did your engineering on this?

Frank Farnsworth -- Howard Needles.

Ben Craig -- Was this discussed with them and all.

Frank Farnsworth -- Oh yes, sure.

Ben Craig -- If you can't work out an accommodation of some kind where there's
an alternative runway to be used and your lighting's off a short period of time,
you can always get into a penalty situation; put that as part of your contract
too, you know, to keep out the guy that should be taking three weeks and ends up
taking six.

Frank Farnsworth -- We always have penalty clauses.
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Ben Craig -- You know, it's got to be stiff. If it's a hundred dollars a day, they don't pay any attention to that.
Frank Farnsworth -- Sure. No, that doesn't mean anything.
Ben Craig -- What's the estimated cost of this?
Frank Farnsworth -- It's a little over a hundred thousand dollars, the FAA grant is I believe $96,000 and we will add ten percent plus to that.
Paul Walter -- What is the date, Frank, that we're going to try to get those started by?
Frank Farnsworth -- I'd like to get it started by the first of August, first of September, sometime in there. It's going to take that long to get the bids out, get the engineering done, get the bids out. If we can get a good contractor, we can get it done in a hurry and we'll keep the taxiway open as we did the last time, we've done that at least twice that I know of while the runway's being worked on, and we'll try and keep it open at night as long as we can.
Ben Craig -- I don't suppose this has any chance of flying, but let me just suggest that if there is a premium for overtime to be paid, if some of the tenants were willing to pay that in order to shorten up the construction period time, is that a viable alternative.
Frank Farnsworth -- Sure. The ah.
Paul Walter -- The tenants may ________.
Larry Franke -- Well, I could stand to lost over a hundred thousand in one month, more than the cost of your project, if the runway was closed.
Ben Craig -- That's what I mean. It may be lesser of the evils to do.
Larry Franke -- If you'll just close the runway for eight hours a day, I don't think that's the solution ________ (two people talking at one time)
Frank Farnsworth -- Well, Larry, there's no thought of closing that runway for eight hours a day any day, I know that, we can't do that, it's just that simple and I told Mike that's not the way it's going to be, so.
Paul Walter -- We're anticipating over there a work day of eight hours, for example, may be four or five hours working and the rest of the day, open or vice versa, or something like that.
Frank Farnsworth -- Something like that, but again, we have to work with the contractor so that he doesn't have people standing around half a day. This is a labor intensive thing - laying these runway lights - you go two hundred feet, you stop.
Ben Craig -- And both sides of the runway's full length.
Frank Farnsworth -- Both sides of the runway full length and the threshold lights on each end.
Ben Craig -- When you're paying a contractor that kind of money. It doesn't sound like that big of job to me. What's our runway length; forty --
Frank Farnsworth -- 4100 feet. It's not a big job. Not a big job at all. It just takes time and if we, unfortunately, we go with the low bid. That's what got us into trouble on the taxiway lights.
Tom Seitz -- Could they do the excavation portion of that between the 9th and the 6th or something like that? You know that's what they do at places.
Frank Farnsworth -- They might be able to, I don't know.
Tom Seitz -- Particularly highway work, ________ airport work -- (two people talking at one time-can't understand) off peak hours,
Frank Farnsworth-- Yes.
Tom Seitz -- I know alot of contractors around here don't like to do cities, it is a ________.
Frank Farnsworth -- It's an option but the - we would have to close the airport during that time so there would be no night operations after the tower is closed because we almost had an accident out here pushing snow when Dan Meisinger, who should know better who has a fixed base operation here, almost landed on top of a snow plow when the tower was closed and we had closed the airport, we'd put out a notice to airmen closing the airports so we could push snow and he landed, so.

Ben Craig -- Some contractors will work nights; Overland Park is widening College Boulevard on a nighttime schedule, it's going on right now. It's possible to get it done.

Frank Farnsworth -- Yes, it's possible; I...

Ben Craig -- We built the I-635 viaduct over the Turner industrial district, it was all done at night, the whole job and in record time, so it depends on your contractor and your specs and how you write it up. None of this is done without being inconvenienced to people but it ought to be able to be minimized ___.

Kirby Deeter -- What would be the optimum conditions as far as you're concerned on how to proceed.

Larry Franke -- The choice was to close the runway even for four or five hours a day or use the taxiway ______ and just put out a NOTEM and let people know the taxiway is the runway for the next thirty days or whatever it is. That restricts our ramp somewhat but ______ been working with a third of the ramp for over a month now and I haven't __________ and I haven't __________ yet so I don't mind that.

Deeter -- Okay.

Walter -- ______ anything you'd like to say?

Hayden -- Could you use the taxiway lights - change the blue to white?

Farnsworth -- Come on now Dave. Come on. Sure you can do that; does your liability cover that - cover it? The taxiway is not only fifty feet wide, less than fifty feet wide, thirty-five feet, close, you bet. There are no threshold lights and I --

Hayden -- Well, it sounds to me like you're not going to have runway lights anyway. The first time you cut a cable, it's all over until you get the new one's in, right, isn't that what you said awhile ago.

Farnsworth -- Not necessarily, we're going to try and keep them on as long as we can, but if we do cut it, you know, we may have to cut out a section of lights or try and bridge it but you can spend more time finding - trying to find the break than you can going in and doing the work.

Deeter -- Are you talking about cutting it on purpose or cutting accidentally.

Farnsworth -- No, inadvertently; the trencher doesn't know where it's going.

Deeter -- But - I agree, but I wasn't sure which you were....

Farnsworth -- No, no, no, no.

Walter -- Dave or Larry, do you have anything else you want to bring up right now or that's current concern.

Bob Eckholt -- Having to do with the Master Plan or, well, I just, my name is Bob Eckholt, I'm Executive Vice President of Van Enterprises which is the parent company of KCAC. Obviously, we're a part of the Concerned Citizens for Johnson County Executive Airport. We had submitted to the Commission the night of the public forum a letter of opinions as well as recommendations and I guess at this point in time, I hope that the Commissioners have had time to read it, I guess at which time we were to answer any questions that you would have concerning those opinions of recommendations and after answering any questions, would request the Commission to adopt a resolution rejecting the present proposed
Master Plan for Johnson County Executive Airport and thereby give it credance and consideration to our recommendations.

Walter -- Thank you Bob. I don't think any of the Commission...

Farnsworth -- They're in your folders.

Walter -- Yes, we just now saw this when we came in; I don't think anybody has read - has any of the Commissioners had a chance to yet, I don't think they have.

Craig -- Another statement made here a minute ago that I'd like to have amplified; the suggestion was made that we hadn't been paying attention to the management of the airports; I'd like to hear the Chairman speak in turn for the long term respond to that; didn't think that ought to go unanswered.

Walter -- No. I think that point's well taken, I think we ought to look to our staff for, as I understand, it is mainly Mike's responsibility isn't it.

Farnsworth -- Mike is over there two days a week, Tuesday and Thursday, and he is supposed to be talking to the tenants, looking at the airport, doing whatever is necessary to keep that airport running. The airport, itself, doesn't really need much more supervision than that; it essentially runs itself except he lays out the tasks for the maintenance people, and I was - as I say, he's not here to defend himself so I was - I was under the impression that I was maintaining contact with our tenants, now I've talked to him about this; Dave told me about this two or three weeks ago, about not being notified, now I know that Mike goes in and he sees Larry and he sees the people at KCH and Benny Nall and he obviously doesn't see Dave; and he probably doesn't see the people over in the King hangar, the - whoever they may be, the VCR people and the - what's the other one- (audience - AVPAC), Yeah.

Walter -- Larry, do you feel like you have enough communication with our people?

Franke -- I see Mike occasionally, maybe once a month or something like that, and I don't know whether Mike, assuming that I'm going to pass on the word to everybody on the west side of the airport or not, and apparently he has assumed that, we've never talked about it but - you know - if that's the role that the Airport Commission wants me to assume, I guess I can try to do it, but I think that Mike ought to make ____ sometime ____ also.

Walter -- Yeah Bob.

Eckholt -- Well I think that the, you know, a classic example of what's procedure deal like if you were ditching tomorrow, we are here today and then as the proposed Master Plan. ____ it is assumed that Mike had talked with Larry about what the recommendations and ____ going to take place and be a part of that study and I can tell you I was at the meeting when Frank asked Mike what ____ have you talked to Larry, and the answer was no; so we're talking about a pretty major issue here, being the Master Plans, which to me that's a classic example of lack of communications.

Franke -- I don't know if you all have seen the letter from me to Kent Crippin back in '86 and from Kent's response.

Walter -- I've seen so many lately, I don't know whether I have or not.

Franke -- This goes back a couple of years. But in Mr. Crippin's response, you know, he certainly said that a thousand foot extension would be a priority with the new Master Plan, and yet we were never given two minute's or one minute's worth of time to talk with the associates during the ____ time they did the study. I'd be glad to ____ copy of that letter; you'd want to take a look at it later.

Walter -- Do you have a copies with you there.

Franke -- You bet. (and passed out copies of the letters)

Walter -- Guy, do you want to say anything else at this point?
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Guy Pickard -- Excuse me if I read this but I'm not a great public speaker. Mr. Chairman and Commissioners. While I appreciate the major emphasis on a master plan was aimed at long term growth out at Industrial Airport, some major factors were not adequately addressed. They are the need for a good reliever airport, maintenance and creative thinking in peripheral areas of an airport. First, let me address what I mean by a reliever airport. It's a place where general aviation thrives; it's a place where general aviation and common carriers don't normally mix; it's a place where controllers don't have the problems of spacing larger-heavier-faster commercial aircraft with the slower-smaller trainers. It's important that these type of aircraft exist today and tomorrow. A separate environment according to the FAA and the flying public. As we all know, Executive Airport is the second busiest airport in Kansas. Industrial Airport doesn't have carrier one at the present. It is certainly not to say that Industrial Airport doesn't have a great future with the help from you and your supporters. I, for one, think it's got a great future and I'll support it and I'll do whatever it takes to help you all out. The second thing I'm talking about is maintenance. At the last Board Meeting before the formal sit-down, Mr. Farnsworth said last year he had $70,000 for maintenance at the Executive Airport around the hangars and I may have misunderstood this a little bit, but this was mainly to take care of the cracks in front of the hangars on the west side, and these funds eventually went to other places because the cracks are still there and they're growing, and I'm not talking about really hairline cracks, I'm talking about cracks of this nature. The hangars that face the north side had water in them most of the winter, when it rains, and alot of that water will just go in there and it'll freeze, it'll be just an ice skating rink. Longer delay in addressing these problems cost us taxpayers more money in the long run. Thirdly, creative thinking in peripheral areas of an airport; some airports across the country mix other functions with airports. At Emporia there's a golf course at the south end. At Meacham Field in Fort Worth there's a great motel restaurant that people can drive up to from the highway on one side and drive their cars up on the other. In Tulsa there's an airport that almost looks like a country club, they have executive hangars for the larger twins that have offices adjoining them; they even have some facilities, you know, with tennis courts and even one I know of with a swimming pool. Johnson County is a great growing area which is proud of its living standard, schools, parks, shopping centers, executive office park, etc., and I feel very strongly about our airports, the purpose they serve and the things they provide, and I'm not here to interfere with you, I'm a supporter, and I want to work with you, and I'm not trying to work against you all. I'm proud of our airports and I know Executive as well as Industrial is - I want to know that Executive as well as Industrial is getting a fair shake in this master plan development and I'm part of these other gentlemen's group, and as you all know, I brought over the petition that caused you all alot of extra time and pain and I apologize about that, and if - that's the cost of our democratic and like I say, I'm here to help; and what I'm really talking about is we've got some problems that we need to address and communicate about today that are ongoing as well as look into the future. Thank you.

Farnsworth -- I'd like to address that maintenance point that Guy brought up. The ramp around the old hangars is deteriorating, there's no question about it. We had an engineering study done on it and it's somewhere in the vicinity of four hundred to five hundred thousand dollars to redo that ramp. The FAA is not going to participate in that. So what we have done, we've worked with the County Engineer, he has been in there doing some - considerable amount of asphalt repair work; we've been out there filling cracks constantly and those
cracks just don't fill, but we're gradually getting the ramp in a position where it's not deteriorating any more rapidly than it was, since we are holding our own. That's going to have to be a project sooner or later, there's a very nice problem in laying asphalt in front of T-hangars that have had a flat floor that extends out onto the ramp. You can't put a bump in it in front of a hangar, so a - you either - nor can you go in the hangar and put a new floor in, there just isn't room to work in there and get a decent type of coverage, also, you reduce the height of the hangar, so, in any event, we're trying our best to maintain what we have. As far as the water in the hangars on the north side, that - T-hangars are - the water comes in, it comes under the door when the wind blows from the north and all you've got is that neoprene seal under there and - had we known then when we built those hangars what we know now, we would have done it differently, but our engineer gave us a flat floor and then sloped it out on the outside of the hangar. When we built the new T-hangars up east of here, because of that problem, we started the slope inside the hangar, five feet inside; now that means the guy has to block his front wheels of his airplane when he puts it in the hangar, but he's going to do that anyway, very probably, but - generally, we've kept the water out, but I don't know how to go back in there and put a barrier in it, but then again, I've looked for ice in the hangars and I haven't seen an awful lot of it and I may have been there at the wrong time, but I know that some of them get water in them, no question about it.

Craig -- Are the ramps asphalt or concrete?
Farnsworth -- Asphalt.
Craig -- Here again, there is a way to take up the asphalt, a couple of inches of it at a time, they do it with the machines we have on the highway all the time. You don't have to take it all out, you can skim it.
Farnsworth -- Oh sure. Well, unfortunately, if we skim it, we skim it all, that's only two inches thick, that's the problem. The - and they were built to the - that's the specs that carries the weight - that's the weight bearing capacity that was necessary, but, we're - there's no question about we're going to need some maintenance, heavy maintenance on that east ramp - or west ramp.
Craig -- Well are we hearing said here that our preventative maintenance, our ongoing maintenance hasn't been adequate and that's why we're looking at a four or five hundred thousand dollar bill, is that what you're saying to us?
Pickard -- To be very honest about it, it was very difficult for me to comprehend a master plan of the magnitude that we're talking about when we can't even do little things to take care of us with what existing facilities that we do have. And it drove me to the situation of asking for a petition, you know, so we could have a hearing and that would be sure that we have good communication and we get our priorities set in order. Hopefully, that's what this government body is all about and I think that everybody here has - who's spoken today has addressed these properly and the letters that go out or the hearing that was held has said - if I'm hearing it correctly - that we do have a good facility that is the second busiest and we've got to take care of it and it's going to grow a little bit along with the rest of the community and this is going to come along too and when it comes along, it's going to be gangbusters. I just want to be assured that everything is - has the right priorities set in order and I think part of the priority for Executive Airport is maintenance and I think the other part of it is being sure that the runway is long enough and protected, you know, for my kids later down the road; otherwise, I'm afraid - you know I see it with houses out there and I can't help my perception, I've been through other situations where I've seen people have to move. I don't think it's
Craig -- Was there some reason why Coffman didn't meet with the tenants of the airport?

Farnsworth -- No. There's no reason why they didn't, they were told to. Now I personally did not tell them to; I told Mike to make sure they did; he talked to Steve Benson and Benson told Bud Keckler to meet with the tenants and he didn't; it's just that simple; now that's the story that I have, now I can't verify it.

Deeter -- Do you feel like they concentrated on the fact that there were some unsolvable problems that we couldn't do everything that these guys would like to _____; is that a possibility?

Farnsworth -- I don't think so.

Deeter -- Okay, then I have one question for you guys. Let's say that we try to do what - everything that you're wanting us to do, extend the runway etc. just what if for a minute, what if for some reason that can't be done _____ or whatever, what do you see happening to the airport if everybody's in favor of doing it but can't for some unknown reason.

Franke -- What's going to happen five or ten years down the road if the airport's allowed to stay as it is today and then _____ people in the approach path cause there's no way that we can keep peacefully co-exist as neighbors that live within a four mile _____, there's no way in the world that we can do that, the pressure's going to build on you people every month, you're going to get more and more problems arising from neighborhood groups, complaining about noise _____, then of course you've got the ultimate problem, is somebody getting hurt and you know, eventually, it's going to lead to a closing, there's no way that airport can stay the same, it's either got to grow moderately and be protected on the approach _____ to meet the needs of Johnson County for the next thirty or forty years or else it's going to have to close.

Craig -- How far off the end of the runway are you talking about being for protection - like the approaches - where there's no buildings.

Franke -- I'd like to see a mile, I think with a half mile, we'll at least, you know, would help a heck of a lot, but even at the meeting last Wednesday, who was the guy from the Coffman - say that ah - well they showed the map which showed this four mile area where houses were and he said - look, we've looked - taken another look at that and we're talking about a mile now, he made some comments about that when he was making the presentation - but he went through it fast and didn't really expand on it so I don't know what his thinking is.

Hayden -- We spend a lot of time talking with the FAA, did spend some time with Coffman and, you know, what they told, what Coffman told us was that they really weren't asked to go look at any of these options, that it was basically a status quo - do nothing type of a master plan. In talking with the FAA and understanding more of what some of the regulations would be _____ a ILS etc. - ah - we talked about the ability to have waivers etc., etc., I don't think there is anything that we're asking for that can't be done, I mean, especially, if you start with the premise that we would extend the runway and once you extend that runway a thousand or fifteen hundred feet, you're going to move everything back and you're not going to have any problems. The FAA has said that that was the case, Coffman said - yeah, that's probably right, but I mean it was not even addressed. So I mean I guess I hear what you're saying and that was - ah - Larry Winn did make that statement that if in fact there were _____ that just after consideration and looking at all the creativity and whatever, that they place - if it couldn't be done - it can't be done. We're not of the opinion that it can't be done.

Deeter -- And then - but the next step and from there _____, but what if it can't, _____ what do you suggest? You know Larry gave his answer to it - what do you see happening to it?
Hayden -- Well, I think that airport is going to get closed; it's either going to get closed because you all decide to close it or we're going to have an accident and then there is going to be a public outcry for it. Now, the basic point that we walked in here for was safety. That's ultimately what we're talking about, survival and safety and having an up-to-date modern airport.

Deeter -- How do you feel that -- I don't know if this is -- are we open for discussion.

Walter -- Sure.

Deeter-- Since you're here, we might as well hear and get your input, I mean, how do you feel about the neighborhood conflict -- winning that battle etc., that might be a long fought battle ___? I know it's going to get worse five years from now___.

Franke -- I don't know that it's that major of a battle right now. There are a couple of small pockets __. I think that based on conversations I had last week ______ with homeowners, that those fears are due to a lack of knowledge or lack of education. With the new program we can make them more aware of what we want and jointly try and seek some ways of peacefully co-existing, whether it be designing traffic patterns that they fly around the houses in concert with the FAA or control tower. There's lot's of things that can be done and these people that I met with last Wednesday night were very receptive to that. Now, there were one or two real rabble-rousers that you know, that we're going to have to deal with individually.

Walter -- Guy.

Pickard -- I'd like to point out that when we had some of our initial meetings we knew there was some resistance and a '76, you know, agreement. I didn't know about the '86 agreement, you know that he just handed out the paper on, because it didn't have anything to do with all ______, but this flyer, we've only gotten back less than ten percent reply, negative reply on some of homeowners on the questions they might've had, and this, as well as the hearing, get to this open house so that we could all, you know, make friends with the airport, the surrounding people, you know, the people that do have some kind of a problem. And I think it's going to be overcome; I feel very good about it that.

Hayden -- I mean, you know what happens, it's a psychological problem and it's perception versus reality and right now there's the perception that anything that we do at that airport is going to cause a lot more noise and a lot more unsafe conditions, where in reality, ________ would reduce the noise level and to certainly increase the safety, so it's a _____ perception in reality the _____ we're facing and sooner or later perception becomes reality.

Franke -- I asked three guys last Wednesday night, I said, which airplanes bother you the most? There's the occasional jet once every two or three weeks, they didn't know what kind it was without going back and trying to research which days they said it took off; it was a jet based over at Richards-Gebaur that was in for avionics ______. But then, on a day to day basis, they said, I said, is it the corporate airplanes, the twin engine airplanes, or little airplanes that bother you. They said, well it's the little airplanes that keep flying over our houses and so I said, you're asking us not to expand the airport cause they don't want no corporate airplanes coming in, yet _____ corporate airplanes would probably ______. So, once again, you know, it's a matter of educating not only the homeowners but educating the pilots flying in and out of there -- adhere to certain type of patterns and you know restricted ______ short turns, something like that, so it's and education problems all around
and I think cause we're trying to do it very locally, I'm not trying to anywhere, I want it so as homeowners out there and

Deeter -- So you see, you say workers have got to band together, do you see some kind of a compromise you know people have a tendency to not trust.

(tape runs out - turned tape over)

Franke -- We've already done this, some of that, you know when I got there, we were running a second maintenance shift and I shut it down right off the bat because one - we didn't - it wasn't that necessary and two - it was causing alot of and the like.

Walter -- I think at this point maybe we need to on this discussion with our Commissioners if you think you think we've got enough information to look forward to more study on this matter or to ask Coffman some solutions to look further into a -the situation or we need to prepare to accept the master study as presented, may I hear from the Commissioners what your feeling is on this.

Arenson -- I'd like to ask a question. I'd like to discern whether or not you gentlemen are really concerned about safety over there; would an MLS or some extended apron at each end do the trick for you or are you really pressing for that fifty-five hundred foot runway and if you are, who's advantage is that - what's it going to do for the County, what's the fifty-five hundred foot runway going to do for the County? If you say it's going to bring more aircraft in, go back to 1974 and that depends on whose ox you're going to bore, the neighbors or whatever.

Franke -- If the traffic count does not increase appreciably, I don't see what harm it would do to bring more airplanes in and that isn't as ludicrous as it sounds because what you can do is eliminate alot of the touch and go traffic that exists there today because it's alot of the touch and go traffic and repetitious traffic that is bothering the homeowners. The airplane coming in and landing and refueling and dropping off people and then heading back out again - making a straight in approach and straight out departure - from what I was able to find out so far - isn't really bothering people, so if we were even able to off-set some of the touch and go traffic and increase that with transient traffic that would therefore increase the fuel revenues for me, the taxes for you, I can't see how it's gonna win one situation.

Arenson -- At the present runway length.

Franke -- No, I'm talking about being able to bring in the light corporate airplanes that are marginally coming in there today, but bringing them in more safely. There are jets coming in and out of that airport today.

Arenson -- I understand that, but are you talking about in your long range goal the fifty-five hundred foot runway?

Franke -- I'm talking around a five thousand or fifty-five hundred foot runway.

Hayden -- Can we at this point address - to me it's all a nice little puzzle and once you start protecting the clear zones on the ends of the runway, okay, if you buy the sufficient ground to do that, there's no reason why you can't then consider lengthening that runway to a length that's safe. to me, one is predicated on the other and there's no reason at this point in time to even think about an MLS or ILS, okay, on a forty-one hundred foot runway, I mean, it can be done, the FAA says it can be done, San Diego has one, it can be done, but that the point being, is that to get the waivers and everything else and to have the same - what we think to be, unsafe length - to me - it's not a part of the puzzle, so to me, you gotta look at protecting the clear zones; once you protect
the clear zones, why can't we look at extending the runway?

Arenson -- Alright, is your group, I guess this is my last question and I'll get off the podium, is your group prepared to participate in the costs of all the setbacks, the buildings, all your installations over there and are you also prepared to help fund all the lawsuits with the existing people who are against this runway or this airport expansion over there? That's the only way I know how to put it because sure as the devil, once we get into it, that's I think that's what is going to happen. If FAA says we're going to extend the runway, then you're going to have to conform to FAA standards ______ setbacks.

Hayden -- If you lengthen the runway, then all of a sudden we're not going to have to move any buildings cause we move the thresholds ____ is moved down.

Arenson -- I don't think that's quite right (several people talking at once)

Hayden -- FAA has told us in looking at that master plan, they don't think any buildings are gonna have to be moved and at a minimum, they're gonna have to have a waiver.

Franke -- One, they said the threshold can be moved five hundred or a thousand feet south with only ______ and then.

Farnsworth -- Do what?

Franke -- There's only a problem with the pink hangar.

Farnsworth -- Move the threshold?

Franke -- Move the threshold South.

Hayden -- It's like you move this building it's ....

Farnsworth -- Oh sure, sure it would, I couldn't agree more.

Hayden -- That solves the whole problem.

Farnsworth -- Yeah, but then, okay, so then we're moving (several talking at once)

Franke -- You're moving the airport a thousand feet South.

Farnsworth -- Yeah, yeah, oh well sure, that eliminates that problem, right, that's simple.

Franke -- On the simpler side, you know there are some waivers to be added according to the FAA.

Walter -- Won't you still have the five hundred foot requirement all the way down the runway.

Farnsworth -- Yes, and through the clear zone, but the and I agree that waivers could be requested, whether or not they'd be granted, I don't know, I've had alot more experience, I think, getting waivers from the FAA than you have and they are not -- once, once you've done something and it requires a waiver, you don't get it, you gotta, once you put in a request to do something and if it doesn't meet their conditions of their air space study, then you're not gonna get the project under waiver, they won't grant waivers ahead of time.

Franke -- Frank, I disagree, cause we sat down with the FAA and talked to them about that varientation, and their basic premise is that if there is a need to do all this and it's a basic need, and that's all supposed to be presented in the master plan, that's when they consider the waiver, but you got to show them the need for it and right now what they said that present master plan shows no need, as a result, they won't comment, and so what we're asking for is put together a master plan that shows the need now and again, they are not anti-airport, I mean they're there, they want that airport to be expanded.

Farnsworth -- No, no, they're pro-airport, no question about it.

Franke -- So I mean, I think I would like to see.

Walter -- Guy.

Pickard -- Here again, I think, you know, what we're really talking about is priorities and if the land is set aside you know, to the south, doesn't mean that you've got to build on it tomorrow, but we do know that it will be there tomorrow just as much as if you buy six hundred acres here, then you know it'll
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it will be here for your use and we talk this, what the master plan also does say that the growth at both airports is going to take place, you cannot stop the progress and we gotta start with first things first and priorities and we gotta secure this land to the south, that's the way I perceive it, now, you know we may be able to build this airport and not buy that six hundred acres, you know, I - these priorities are a funny thing, but we're at our last straw over there, we know we've got to get the land, doesn't mean we have to build on it tomorrow.

Hayden -- Well maybe to address one other issue on the lawsuit, I mean, in fact the County Commissioners approve this master plan, okay, after you approve it, and the County then is requisitioned to go out and buy that land and some homeowner wants to try to stop that whole process by filing a lawsuit, I think they're gonna find, now you're the legal council, it's gonna be absolutely prohibitive for them to put up a bond to stop a, you know, a governmental public project, I mean, they gotta put up, what is it, they gotta put up a two hundred, three hundred percent of the entire project, so if it's a 4.3 million dollar project, they gotta put up a bond that like thirteen million dollars.

Harness -- Well, maybe or maybe not in this situation, depend on the statute governing it, I don't think there's anything governing it in the airport statutes on a anything like this. That's one thing you argue for, you always argue that whenever homeowners try to stop public works projects, you're correct.

Hayden -- I guess going back to the ___ saying, we're trying to work with them so as to eliminate or ____ any possibilities ___ future.

Walter -- Well, let me ask Murray and my Commissioners, is there any action that you want to take today, I assume we rather look good and want to improve at Johnson County Executive ____ as presented.

Deeter -- I guess I feel like there's still some questions that haven't been answered, so I guess there either are indicators that maybe the study wasn't as complete as it should have been, especially as it relates to Executive and that we at least ought to pursue the master plan questions like we ______ there, what does that mean to revise the study or not, I don't know, but I think we need ___ some direct questions and answers from them and why they didn't do a little bit more thorough study and were there no questioning of the Executive Airport.

Craig -- It sounds to me like we need to meet with Coffman again.

Walter -- You agree with that?

Zimmermann -- I do. I think these gentlemen brought up the point, if, to say we can get a reason for doing this, then the cost should be established for doing it at which point, as you say, if it's prohibitive, forget it, if you can live with it, fine, if you can't, then that'd be fine too. But, I think someone should get down to an honest to god, this is what it's gonna cost to do it, if you can get it done, if the reason is good enough, and then we can discuss it, but I think Coffman ought to go at it with the point of, yes we can do this and this is what it's gonna cost. I mean that I've understood up to date, that doing this thing was almost gonna be prohibitive for many many reasons, structure wise, and the slope of the land and the fill required to level it out and the whole works.

Franke -- Were you somewhat surprised with the meeting last Wednesday night?

(someone) un-huh

Pickard -- I'd like to look at this thing from a positive point of view and say, yes we can do certain things and there's - you know we may have to make you know, some adjustments, but I think if we look on the positive side and
say, hey, this is a great County and this is where our growth is and you know we can't do it all today, but we can put it in the plan for tomorrow and say yes, these are possibilities rather than the negative approach and say that you know we can't do it, you know, and everybody go home and say, "whew" won't have to attend another meeting.

Franke -- ___________ the people ______ cause Corporate Woods is heading your direction, and all of a sudden a two-lane dirt road is going to be a four-lane divided road, but you know, the County's gotta grow and the needs of the County ______________ to be the focus here. And all I'm saying is that you know, I think as Johnson County grows, it can utilize the services of both airports and both airports can expand and thrive and meet the needs. You know, we're not trying to an Industrial Airport nor should I want Industrial Airport to be the close ______ airport, to get the people in and out of the Corporate Woods area and Leawood and those areas - we're ideally situated ______.

Walter -- Go ahead.

Baxter Blakey -- I'm Baxter Blakey, I live in Olathe and I read in the paper the other morning and I read this article about all the people appearing and I talked to a few people in Lenexa and Olathe and around. No one knew this meeting was going to be aired, but I think there's probably another side to that ______ out there, where the tax money's going and the reasons. We had a group of people over there that was probably advised of it and they probably know that it affects them, but there's other people out in the County that probably there'd be some objection to that, that's my feeling, because I think a lot of people are putting their hands on this airport out here.

Walter -- You've got me confused, are you talking about the Industrial or Executive Airport.

Blakey -- I'm talking about Executive Airport. I'm talking about that I think anyone in the County, I would bet, that would go the limit to support something out here, but I don't know what advantage that would be to me and I think that there's a lot of people out there that don't realize what that advantage would be for the development of Executive. Tax dollars, whether they be federal, state or they be county.

(someone) -- Were you at the meeting?

Blakey -- No I was not, I wasn't aware of it.

Walter -- Do I hear a motion to.....

Deeter -- so move......

Walter -- do you want to word that so... go back to Coffman Associates for further study, is that what we're saying.

Deeter -- Yes.

DEETER - MOTION, LEHMANN - SECOND,

Walter -- any discussion?

DEETER -- Maybe we ought to have him to one of our meetings so that he gets as good directions as possible of what we want him to do.

Seitz -- Was that motion addressed to Executive only?

Walter -- Executive only; at this point, yes.

DEETER -- In other words, I guess that since I'm making the motion, as opposed to this, that someone calling him and say they want to be readressed, maybe we ought to invite the Coffman to our next meeting.

LEHMANN -- SECOND.

Zimmermann -- ________ input at the same time or else separately. Your concerns should be addressed so we can get the whole package done at one time.

DEETER -- maybe we're not _____ on that but let me make the motion
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(DEETER - CONTINUED) MOTION THAT WE INVITE COFFMAN TO OUR NEXT COMMISSION MEETING AND ADDRESS THIS AND GIVE HIM NEW DIRECTION FOR THE MASTER STUDY TO BE DONE.

Walter -- I think that's an amendment to the motion; do I have a second.

Lehman - SECOND.

Walter - All in favor - say aye.

All said - AYE.

Walter -- MOTION CARRIED.

Walter -- Gentlemen, thank you for coming.

Seitz -- I'm Tom Seitz.

Walter -- Oh, I'm sorry, been calling you Bob all time. I'm sorry, Tom.

Seitz -- I'd like to propose that the Commission consider rejecting the portion of expansion with regard to Industrial Airport also as both a private citizen and as a representative of Lakestone Homeowners and send that back for reconsideration. (noise--cannot tell what he is saying) the use of the airport for heavy cargo operations under Part 121 or the geographical expansion of the airport by putting a parallel north-south runway which would put the traffic very close to Lakestone and west Olathe area and if that can be included in that motion, we'd like to request it so that it will.

Walter -- What do my Commissioners want to do about that?

Seitz -- There is considerable resistance in the consensual of the people I've talked to in that area; also areas to the north of there. It's not because they're anti-airport, and I'm certainly not anti-airport because I picked the place that I live because of proximity to Industrial Airport and I keep an aircraft here and I would like to commend your airport manager, by the way, on the job that I have seen him do on this airport, I think it's excellent, but we would like to see the status quo maintained and the quality of the maintenance maintained, but we are opposed to seeing the heavier type operations in place simply because of noise and traffic.

Craig -- Well, I got a little confused at the hearing the other night of the sound factor and elevation factor because some of the statements that were made by some of those who testified were so contrary to what we have been told, I'm not a pilot at all, so I have to set and try to make some sense out of what the other people are saying, very different than what we have been told and what the sound footprint as I'm told would exist or this present north-south runway here were extended, and people who we're hearing now from the Cedar Creek, for example, my god, that's quite - four or five miles north.

Farnsworth -- Easily.

Craig -- Somebody's going to have to explain or educate me or these folks out there what the likelihood, if you have an ILS, for example, what is the elevation at their location?

Walter -- Well, the ILS isn't at that side of the airport, right, the ILS is at the other end of the airport to begin with, and you've got an initial approach for, what is it, 2600 feet out there, and then come on down the ILS at a three percent angle, and I don't know why that would interfere with - unless they do a back course and a back course is hardly ever done.

Farnsworth -- You can't put a back course on this ILS, the FAA was to permit it.

Walter -- So you don't even have an ILS north of the airport.

Craig -- Well, what are they talking about?

Farnsworth -- There was a basic misconception, Ben, about noise. One gentleman got up and he said that there - a jet engine produces 174 decibles and that will kill you, and the answer is yes, but you have to be inside the turbine at that rate. The noise footprint goes approximately a half mile north of 151st Street, the 65 decible area, now, and again, this is you know, this a computer simulation, it's a, it's been, I assume that whoever made the program, I assume that they took some measurements and from there developed a formulas and from
there developed a computer program that averages everything, noise is a highly perceptive thing, noise degrades as the inverse cube of the distance away from the source; the further you get away, the noise goes down. (noises—laughing and talking all at once)

Seitz -- Okay, I couldn't disagree with you, it does that ________ to get a good idea from a practical point of view, go up to the Intercontinental Airport up here, Kansas City International and go down Berry Road, which is about five to six miles south of the end of the runway, and get under the approach or departure corridor for that area and you'll find that during the busy time, it's very difficult to carry on a regular conversation and that's at least five miles from the end, and that footprint will certainly extend out to the point that it interrupts conversation, oh, at least a couple of miles to the side and you have a fairly populated area over here on the west side of Olathe that would be within that type of an area; and so, that's their concern there, they're not complaining about it now, you know, they're—most of them new the airport was here when they moved here, but when they did move here, purchased their homes here, they were they purchased them here with the airport in the present configuration, their concern is the expanding the type of operation. Thank you

Walter -- Discussion.

Seitz -- At this point they're not threatening legal moves or not particularly agitated or anything, they're just concerned.

Farnsworth -- One fact that should be brought out is that the—there are three stages of noise reduction now ordered by the Federal Government and the second stage must come into being sometime in 1989 and that is a, and I don't know what the percentage or reduction is but it means that there must be noise suppression kits put on most of the old, and I'm talking 727-200s and 100s, 200s and 300s which are the majority of the commercial fleet; they must put these noise reduction kits on those aircraft before the, I believe it's before the end of 1989, those aircraft are supposed to be phased out of the inventory sometime in the mid-90s, the new aircraft that are coming in to the inventory, the 757s and 767s all have what are called stage three engines which are considerably quieter, now, what that considerably quiet means, I don't know, percentage-wise, but it is considerably quieter. The—as a case in point, the—UPS is buying a large number of DC9 aircraft, the only ones that they're buying though are ones who have been reengined with the stage three engine, they're not buying any that have the noise reduction kits on, so, that's what they told me, so, there's an overall national noise reduction program in being which will make a considerable difference.

Craig -- Maybe what we need to do is to get a presentation made on this subject, the noise level, by somebody that can do it in a language and graphics that homeowner could.....

Deeter -- that bankers could understand.

Craig -- So I can understand it anyway. Let's don't let Frank do it. No. Complete with graphics and let's see just what we're talking about here because I would just—just mindboggling to me, to think that people who live where they live in relationship to this airport, were raising the kind of fuss they were about what we're hoping to be able to do out here sometime. I just couldn't believe it.

Deeter -- I agree with you.

Seitz -- I think from a practical point of view, this type of noise suppression and reduction will probably be available _________.

Craig -- Probably not ______ done ______ this century.

(several people talking at once)

Seitz -- You know, if you go where they have 747s for example, they're one of the largest aircraft flying and they're much quieter, if you're 2500 feet under
them on the departure course than say 727s. You know if the people could be convinced that this is the type aircraft that will be in operation after a reasonable period of time, I think that might be something to tell them. And you know, I say that from a pilot's point of view because I am a pilot and I've been around aircraft for twenty-five years but I also have a house out here that I don't want to have the windows shaken out.

(someone said that Craig should make that a motion).

Craig -- I think that what we are talking about here is trying to have, I think here specifically about this airport, trying to get organized a meeting, a public meeting for the benefit of not only us but any homeowner or property owners who want to attend but specifically addressing the noise level that can be expected with the sound footprints for both runways if they were built as proposed and it has to be done by somebody who won't make it so damn technical that people can't understand what they're doing, I'm not sure these fellows from Coffman can do that.

Walter -- Do you want that for both airports, the noise study on both airports?

Craig -- Well, haven't they done a noise study on this one? We're not.....

Farnsworth -- The noise study has been done on this airport, not - not a full part 150 which is a big full blown noise study that they do for places like the Denver airport etc. but in the environmental, it's in here, there is a noise study. There is.....

Craig -- People who - I don't blame people who have a home over north and northeast of us here for being concerned about this.

Farnsworth -- Sure, I agree.

Craig -- But what I'm not - the thing I'm failing to understand is, they have a concern which I think may at least in part be out of lack of information and understanding about what this is likely to amount to. Now, I agree with.....

I lived at the end of a runway in the super_____ engine days of an Air Force and when those big multi-engine transports came over, it just shook your whole house, I understand what you're talking about. Let's not count airplanes we're flying now or likely to be flying -- there were no noise suppressant programs and the Air Force sure as hell didn't follow anything like that, they didn't care.

Deeter -- I guess if that's an issue, I WOULD SECONDE THE MOTION.

Walter -- Any discussion? All in favor say AYE.

All said AYE. MOTION CARRIED.

Deeter -- Let me -- I just had some thoughts, since you're here and I appreciate you coming ______. The only part of the - your statement that did concern me and it is as you said - you'd kinda like to see that this airport stays status quo. I always fear that because I think anything that stays status quo eventually dies, you can't - you just can't do this _____ and change, you can't endure growth and you've got to accommodate it; here we're not talking about big, you know, saying this is growing so much we need an airport - let's go build an airport, here we've got an airport and it needs to keep up with change and keep up with growth or eventually die, in my opinion, so I'm a little - I'm a little unsure what you need as to what should be readressed except maybe the noise level which I think we'd better do that or how you'd change the Master Plan, if it were to be changed at all.

Seitz -- Well, I think that the level of operations you have here ______ is probably very unlikely that you would _____ the conditions to add the parallel runway, which would put the traffic closer to the populated area, cause that would happen right hand turnout as they leave here which puts them directly over an area that would be developed as residential and is already partial residential. You have tremendous capacity here right now, probably enough capacity for any operation you can conceivably economically operate here for the next twenty-five to fifty years; it's primarily the expansion and the additional runway - you already have three runways which are very good runways
probably would have been better if they hadn't built buildings on the end of them and shortened paths, probably much cheaper to move those buildings as of now than go out and build - procure land and build a parallel runway with what the existing traffic patterns off of those existing runways do not interfere with the housing area from a noise point of view that much because by the time they climb out they're high enough altitude that you don't hear them to an annoying level, but if you build a parallel runway, it's a very expensive proposition plus it gets your traffic patterns closer to the populated areas, that's the one point, the other point is that even on the existing heavy runway, if you have something like a DC-9 or 727 in their existing configurations you do have a noise problem regardless of graphs and decibels and noise footprints and that sort of thing, those things are tremendously loud for people who live as close as the people on the west side of the Lake. We'd like to recommend, certainly, that they don't do either of those things, either permit an air cargo operation that says utilizes aircraft over 50,000 pounds or above a certain noise level prior to the time the noise suppression can come in or at any time build a parallel runway which is part of the Master Plan.

Walter -- Okay, any other questions or comments?
Seitz -- You have three runways right now.
Walter -- Okay, thank you Tom. We've got a pretty heavy agenda, I think, is there anything else anybody wants to say about this matter? Okay, I think we need to go into executive session right now.
Farnsworth -- Let me ask a question before we do. Do you want me to find someone to put together a noise presentation and then set up a public informational briefing?
Walter -- I think that's what we're saying, yeah.
Farnsworth -- Okay.
Deeter -- Do we have a transcript of the meeting the other night?
Farnsworth -- Yes.
Deeter -- I think we need to address those _______.
Farnsworth -- The reason why you don't have a transcript today is the fact that our copy machine is not operating,
Jones -- I've made up three of them, but don't have any more.
Farnsworth -- Alright, but as soon as we get, hopefully the machine is running now, but....
Walter -- I'll get one later, give that to somebody else.
(passed out transcripts)
Craig -- How you rated these - summary of comments received on Master Plan as the pros and anti ......
Farnsworth -- Yes.
Craig -- I guess I couldn't understand what some of them were saying because it didn't seem to be that that was the kind of ______ we had. It depends on how you define expansion also, I think the expansion terms of getting additional land for protection on either end of the airport but not doing much of anything else, I think this is probably the way I understood it (lots of noise) Executive.
Farnsworth -- Well, I labeled anyone who either wanted to lengthen the runway or add an ILS which in effect would require an expansion of the airport in my opinion, as pro expansion in order to avoid a large neutral number because there was only one neutral there.
Craig -- Well, I think there was several who were saying at the very least, and I think that's what at least Guy was saying here this afternoon, at the very least you ought to get the land bought north and south and particularly south of the runway if you're ever going to try to be able to continue using that airport; and I think I was hearing several people say that the other night,
including homeowners were saying about that same thing.

Arenson -- Ben, to me it was kind of a misnomer or a case of deciding who all that they'd recruited to come to that meeting because I heard those people from Harmony, that development over there, say that they're in complete agreement and complete accord with the small planes coming in and out, now they've learned to live with that, but that isn't what most of those people _______ at the meeting who were truely pro lengthening and pro fixing-up Executive wanted, they want that 5500 foot airport, they want more big planes coming in there, more profits, sure, and a, if we open that bag, then we're going to have to get Coffman to tell us, okay, how much does the ground cost, how many hundreds of thousands of yards do we move, what else does the FAA require and then when you get that number, is it really feasible for the taxpayer in the County to put another 1500 feet on that runway.

Craig -- You didn't get any answers to your two questions.

Arenson -- I saw that.

Craig -- They avoided your questions.

Arenson -- That's why I coughed them out for that reason. Then, one other thing I found out, _____ that meeting _____ a couple of minutes the other night was, the people at Executive have no contradiction at all to our expansion here at Industrial and the people at Industrial don't care about the expansion over at Executive; isn't that strange? I left with alot of humility.... (someone) and enemies.

Deeter -- But I still think that there are some questions about it; I think we, as a body, have to address them - find out if there are some answers.

Arenson -- Okay, the ____ of noise for the __________ of real noise quote.

Farnsworth -- Right.

Arenson -- There must be some studies, not computer generated studies, but there must be some real sound studies for terrain that are available to us through FAA that says how far out is sound distracting; my god, if you want to live on the Missouri River and say ___ that the jet engines are echoing off the bottom down there, we'd never build an airport anywhere.

Farnsworth -- Well, the most credible study that's accepted by the FAA, by the Federal Government, by everyone, is the one they used, the computer program they used in this. It is the latest study that shows the effects of noise.

Craig -- We've obviously got a got a sales job - an education job to do and with that meeting the other night wasn't the place to try to do that, that wasn't the purpose of that. I think there needs to be a meeting of that type because it is not difficult for this one individual to go out and stir up a big attendance of a group and that's basically what happened. He took it on as a personal challange to do it and got quite a few folks out and it was effective, he got our attention.

Nolte -- One of the things Matt said was pretty much to the point - it wasn't brought up with them - there is a real difference ______ suggested ___ cost as to the different - as to how it's going be to fill that area to the end, they say the Coffman estimates are way too high, far more than it would be, and if the costs are close to what Coffman has suggested, then I agree that it's just not - not financially responsible to discuss even going into that - into several millions of dollars considering the priorities the County's going to have, just not practicle to look at it and say we're going to kick that much money in. If they're wrong.....

Craig -- Do you put that in the same category as the possibility of buying some additional land ______ on the south end.

Nolte -- No. I certainly, if it's feasible, ought to get the land, I don't have a problem with that.
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Walter -- If we're going to get it, now's the time to get it.

Nolte -- While it's clear. Yes

Zimmermann -- Those gentlemen seemed to indicate that the, you know, financial
         accept that

Walter -- Won't that extension be a 90/10 - extending the runway.

Farnsworth -- Pardon. (repeated) Well.

Walter -- The cost could make a lot of difference.

Farnsworth -- It could be a 90/10 extension but I disagree heartily with Bob
         Eckholt and Larry Franke because I have talked to the FAA also, and you get the
         answer - they'll give you the answer that they think you want, now, they will go
         for a 90/10 extension tomorrow morning at 8 o'clock, no problem; all we have to
         do is abide by all of the rules that they have laid out in their Advisory Circular
         for such and such a length of runway; if you go to 5500 feet, you no longer have
         a 10,500 pound runway, now you've got a 30,000 pound capacity runway, and that's
         what they will fund, they won't fund 10,500 out there, just a two inch cap of
         asphalt, they want to spend more money and put the four inches or whatever it is,
         I'm using those numbers loosely, but they say then it becomes a transport
         category runway and they have a National Airport Plan that envisions all of these
         different types of nice neat pigeonholes for runways and etc., and if, you
         know, also, there's no guarantee that they will ever put and ILS on it, we don't
         put the ILSs in, they do. ILSs.....

Walter -- That's a hundred percent.

Farnsworth -- That's a hundred percent FAA.

Deeter -- Wonder if we can have an FAA guy at the meeting

Farnsworth -- Sure, I can get....

Craig -- Probably won't tell you a thing.

Zimmermann -- Would you have to have the runway before you ask for the ILS
         ?

Farnsworth -- You have to have the (several talking at once) at least you have
         to have approval for the runway before they'll talk about an ILS.

Walter -- I think these guys would rather have a putting in a 5500 than
         an ILS if they had their choice, they'd take the 5500 foot runway.

Farnsworth -- Yeah, one of....

Walter -- There's about twelve-about eleven or twelve days out of the year that
         you actually need an ILS, if you've got a localizer approach, that's what we've
         got out there, you can get in at all times except about ten or eleven days out
         of the year and that's all you're getting in an ILS; and you can go to Richards-
         Gebaur or over here during those ten or eleven days that that every day
         you'd have to come here ten times in a whole year.

Arenson -- Does and MLS do them any good at 40/90.

Walter -- At 40/90?

Arenson -- Yeah, the present length of the runway.

Walter -- Oh, well, that's a completely different deal. You got to understand
         that those things are not anywhere near operational. I read a recent article
         on that they do all sorts of things, but they haven't got that operational
         yet so they can put one in, it's going to be years and years before you
         get MLSs.

Arenson -- The reason I'm asking, they're coming up with survivor and safety and
         all this, if they don't get the 5500 foot runway, then, if we said we'd fund the
         MLS when it became available fifteen years in the future; does that answer
         anything for them.

Walter -- MLS now is going to be about the same as an ILS, you're gaining ten
         days a year.

Arenson -- Okay.

Farnsworth -- The only real advantage to the MLS is over an ILS right now, is
         the, and it doesn't work, incidently, is the so called segemented approach, a
         circling approach where now an ILS, you must come in on a straight line. An MLS
         would permit a so called segmentted approach which will bring you in in segments.
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Walter -- Plus, the pilot can, if he wants to, choose his own rate of decent too ______ the ILS is now what, two percent, and then you can set your little black box for four percent or two percent if that met your need that day, I mean, it's a much more flexible thing if your minimums are still about the same.
Farnsworth -- Yeah. But, the segmented approach does not work on any of the prototypes they have operating now, MLS prototypes.
Walter -- Yes.
Deeter -- I might be confused; a minute ago you said the FAA was ________ anything you want them to say, and that's one of the problems, we're hearing what they're telling one group, here, and then we're hearing what they tell you, so I don't see what would be wrong with inviting them to come to our meetings and having both groups here.
Farnsworth -- Nothing.
Deeter -- And have them here as a group - what they have to say. Definitely, there are some unanswered questions.
Farnsworth -- Sure, absolutely.
Deeter -- It'd be like - I mean, obviously, there'd be nothing within the _______ there, they'd just be giving us the ________.
Walter -- Would they come from ________?
Farnsworth -- Sure, I can get George Hendon there, he's the chief of the Airports Division or anybody else; what I'm saying is, they don't deliberately mislead you, they just don't a commitment, you know, they'll....
Walter -- First thing, present us a deal and we'll approve it ..... 
Farnsworth -- Yeah, they will not say, yes, if you lengthen the runway, you don't have to move the taxiways, they won't say that, they'll say, if you'll lengthen the runway, we'll look at it and possibly we could produce some waivers.
Deeter -- In my opinion, that'd be valuable to have them here and it'd be like going to the members of the County Commission, _______ the basis, to have this input, you're not going to tell somebody that you're going to approve or not approve, you're going to give some _______. We're just trying to get input, and what's good about it, is that we're hearing it as a group and they know we're willing to try to pursue this.
Farnsworth -- Yeah, that's fine.
Craig -- Not the same meeting when you've got Coffman here; no I don't think so.
Deeter -- It'd be interesting.
Farnsworth -- Well, the, Coffman just goes right along and every move they make on the Master Plans, they check with the FAA and they're, in fact, the Coffman is a favored consultant with the local FAA; they've for some reason been getting along very well, and they have checked with the FAA all the way along the line so it might be interesting to have them both here at the same time.
Craig -- Well, it might be boiling water.
Farnsworth -- But if we do have the FAA here, trying to think what you'd want it in conjunction with, just a session or review session with the Master Plans or ....
Walter -- I think we should invite these guys too ________.
Craig -- Better invite the homeowners too.
Farnsworth -- That's right.
Walter -- Invite anybody who wants to come and have their say.
Craig -- Can't have one side without the other side.
(tape ran out and changed the second tape)
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Not typed verbatim

Paul Walter stated that we would hold an executive session at this time.

MR. ARENSON MOVED THAT WE RECESS THIS MEETING INTO AN EXECUTIVE SESSION FOR
THE PURPOSE OF CONSULTATION WITH OUR ATTORNEY AT 2:42 P.M. WITH THE MEETING
TO BE RECONVENED AT APPROXIMATELY 2:50 P.M OR AS SOON THEREAFTER AS POSSIBLE
AS IT'S TERMINATED. MOTION SECONDED BY MR. LEHMAN. VOTING AYE - ARENSON,
CRAIG, DEETER, LEHMAN, ZIMMERMANN. VOTING NAY - NONE. MOTION CARRIED.

The meeting was reconvened at 3:05 p.m.

MR. ZIMMERMANN MOVED THAT THE CHAIRMAN BE AUTHORIZED TO WRITE A LETTER TO THE
BOARD OF COUNTY COMMISSIONERS REQUESTING THAT THE JOHNSON COUNTY UNIFIED
WASTEWATER DISTRICTS OFFICE TAKE OVER THE OPERATION AND MAINTENANCE OF THE
PRESENT SEWAGE SYSTEM INCLUDING, IF NECESSARY, THE BOARD'S CREATION OF A
SPECIAL IMPROVEMENT DISTRICT, AND THE LEVYING OF SPECIAL ASSESSMENTS, TO PAY
THE COST OF ANY NECESSARY IMPROVEMENTS. MOTION SECONDED BY MR. CRAIG. VOTING
AYE - ARENSON, CRAIG, DEETER, LEHMAN, ZIMMERMANN. VOTING NAY - NONE. MOTION
CARRIED.

Discussion about whether or not our leases would permit us to make the levy
against our tenants and Mr. Harness responded that they would with the
exception of three tenants that have ground leases; the pure building lessees
like for instance in this building, probably not; of three tenants, it's not
clearly spelled out in the lease, but those tenants do not take up a very large
portion - square footage - of ground. Further discussion about the three
and whether they are a major pollutant -- Mr. Harness stated that the three were
not. Mr. Harness stated that anybody that we might consider a major
discharger or pollutant has a particular section in their lease where it's
almost ironclad that they're going to be stuck with a special assessment.
Mr. Farnsworth was instructed to get in touch with the major tenants because
the Airport Commission has just taken an action that could impact pretty
significantly so we can maintain a relationship with our tenants.
(Note: Chairman Walter left the meeting and Mr. Arenson assumed the chair.)
Mr. Craig stated that along this same subject he would like to make a motion.
MR. CRAIG MOVED THAT WE WITHDRAW OUR APPEAL OF THE FINE WHICH WAS LEVIED BY
KANSAS DEPARTMENT OF HEALTH AND ENVIRONMENT AND THAT WE PAY IT. MOTION SECONDED
BY MR. DEETER. VOTING AYE - CRAIG, DEETER, LEHMAN, ZIMMERMANN. VOTING NAY -
NONE. MOTION CARRIED.

There were no committee reports.

Mr. Farnsworth, Executive Director, reported that as far as operations go, we
were down about twenty-five percent over May a year ago at Industrial and about
seven percent at Executive. We were down five percent in transient operations
at Industrial and up seven percent at Executive. Doesn't really know the reason,
there were relatively few local flyers here last month and that was true at
most of the airports in the area.

Mr. Farnsworth reported we have received a letter from the City of Gardner
regarding the triangle west of the Industrial Airport that contains about eighteen
acres on the west side of Moonlight Road that belongs to the Airport. The
City of Gardner has been wanting that land for quite awhile. In their comprehensive
plan they show it as a park and they have written us a letter wanting to 
discuss two possibilities: either a long term lease agreement with improvements 
agreed to by both the County and the City or the possibility of the City 
purchasing the tract of land. The land does bring in a small amount of income 
each year as an agriculture lease. Further discussion of the tract of land and 
if we should maintain it. Also discussion about maintaining it for public use 
versus it having any improvements built on it. Discussion about the Runway 
4/22 has already been shortened -- the FAA requested that we shorten the 8500 foot 
runway and wanted us to move the threshold 3000 feet and the reason was that 
they did not want departing airplanes to overfly the City of Gardner due to 
lot of complaints from the City of Gardner while the Navy was here. Additional 
discussion of uses of the tract of land. Discussion about lights if it was 
developed as a baseball field. Mr. Farnsworth stated that we would have to 
have the permission of the FAA to dispose of it and the FAA is going to require 
that we get fair market value for it and not lease it to them on a long term 
lease, have it appraised, etc. MR. ZIMMERMANN MOVED THE AIRPORT COMMISSION 
DIRECT THE EXECUTIVE DIRECTOR TO CHECK WITH THE FAA TO SEE IF THEY WOULD HAVE 
ANY OBJECTIONS AND REPORT BACK TO THE COMMISSION. MOTION SECONDED BY MR. LEHMAN. 
VOTING AYE - CRAIG, DEETER, LEHMAN, ZIMMERMANN. VOTING NAY - NONE. MOTION 
CARRIED.

Discussion of claim voucher list by Craig about whether the large amounts were 
to get the old sewer plant back into operation. Also other discussion on 
claim voucher list. Following discussion, MR. LEHMAN MOVED FOR APPROVAL OF 
THE TREASURER'S REPORT FOR MAY 1988 AS PRINTED AND MAILED. MOTION SECONDED BY 
MR. ZIMMERMANN. VOTING AYE - CRAIG, DEETER, LEHMAN, ZIMMERMANN. VOTING NAY - 
NONE. MOTION CARRIED.

The meeting was adjourned by the acting chairman, Mr. Arenson.
June 24, 1988

NOTICE

The regularly scheduled meeting of the Johnson County Airport Commission will be held at the Airport Commission conference room in the Administration Building at the Johnson County Industrial Airport at 1:00 p.m. on July 12, 1988.

JOHNSON COUNTY AIRPORT COMMISSION

BY: Frank A. Farnsworth
Executive Director

FAF/dmj
The July 12, 1988 Airport Commission meeting has been rescheduled for Tuesday, July 26, 1988 at 1:00 P.M. at the Airport Commission conference room in the Administration Building at the Johnson County Industrial Airport.

JOHNSON COUNTY AIRPORT COMMISSION

BY: Frank A. Farnsworth
Executive Director

FAF/dmj
JOHNSON COUNTY AIRPORT COMMISSION

MINUTES - MEETING: JULY 26, 1988 - 1:00 P.M. - INDUSTRIAL AIRPORT

AIRPORT COMMISSION
Present: Arenson  Craig
Deeter  Lehman
Viets  Zimmermann

Absent: Walter

STAFF
Present: Farnsworth  Fredrichs
Harness

OTHERS
Present: Mr. Murray L. Nolte, County Commissioner, 4th District
Mr. Douglas L. Smith, Johnson County Unified Wastewater District
Mr. John Metzler, Johnson County Unified Wastewater District
Mrs. Jan Durrett, League of Women Voters
Mr. George A. Hendon, Federal Aviation Administration
Mr. Lloyd D. Gilworth, Federal Aviation Administration
Mr. Mike Falermeier, Federal Aviation Administration
Mr. Steve Coffman, Coffman Associates
Mr. Steve Benson, Coffman Associates
Mr. Larry Franke, Kansas City Aviation Center
Mr. Bob Eckholt, Kansas City Aviation Center
Mr. Dave Hayden, Kings Avionics
Mr. Guy Pickard, Taxpayer
Mr. Eugene Brown, Eugene D. Brown Realty
Mr. J. Thomas Krattli, Eugene D. Brown Realty
Mr. Raymond Gentile, Concerned Citizens Committee
Mr. Dan Quackenbush, Lakestone Estates
Mr. Steve Porter, The Olathe Daily News

The meeting was called to order by Vice Chairman Viets.

A taped transcript of the meeting is available in the office of the Executive Director.

MR. ARENSON MOVED THE MINUTES OF THE JUNE 14, 1988, MEETING BE APPROVED AS MAILED. MOTION SECONDED BY MR. DEETER. VOTING AYE - ARENSON, CRAIG, DEETER. VOTING NAY - NONE. MOTION CARRIED.

Note: Mr. Lehman and Mr. Harness arrived.

Vice Chairman Viets asked the representatives of Coffman Associates to present the results of the additional studies which they were directed to do on both Master Plans. Mr. Benson addressed the alternatives available for consideration and inclusion in the Executive Airport Master Plan. These alternatives were: add an Instrument Landing System; add 400 feet and an Instrument Landing System to the present runway; add 5,000 feet and an Instrument Landing System to the present runway; and add 5,500 feet and an Instrument Landing System to the present runway. He also addressed the acquisition of land north and south of the
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Page 2

Airport in order to protect against further encroachment. Mr. Benson then addressed the Industrial Airport Master Plan and discussed the acquisition of land to ensure compatible land usage in the vicinity of the Airport. He also provided a nontechnical discussion of the effects of aircraft noise in relation to residences in the vicinity of both Airports. A discussion of the Master Plans followed with questions and comments from Mr. Brown, Mr. Quackenbush, Mr. Pickard, Mr. Gentile, Mr. Hayden, Mr. Franke, Mr. Eckholt and Mr. Coffman.

Note: Mr. Brown and Mr. Kratli left the meeting prior to the discussion of the Executive Airport.

Note: Mr. Hendon, Mr. Gilworth and Mr. Faltermeyer left the meeting after the discussion of the Master Plans.

Following the discussion of the Master Plans, the Vice Chairman directed a five minute recess. The meeting was reconvened within five minutes.

Mr. Doug Smith, the Director of Health Services, and Mr. John Metzler, the Chief Engineer, discussed the operation of the Industrial Airport Wastewater Treatment Plant. The improvements, associated costs and potential future costs and the Industrial Airport tenants' contributions to the wastewater system were discussed. MR. DEETER MOVED THAT THE AIRPORT COMMISSION ATTORNEY BE DIRECTED TO RESEARCH THE LEASES AT THE INDUSTRIAL AIRPORT TO DETERMINE WHETHER THE AIRPORT COMMISSION CAN COMPEL TENANTS TO MEET WASTEWATER EFFLUENT STANDARDS AND REPORT THE RESULTS OF HIS RESEARCH TO THE AIRPORT COMMISSION EITHER PRIOR TO OR AT THE NEXT MEETING. MOTION SECONDED BY MR. ARENSON. VOTING AYE - ARENSON, CRAIG, DEETER, LEHMAN, ZIMMERMANN, VOTING NAY - NONE. MOTION CARRIED.

Note: Mr. Smith and Mr. Metzler left the meeting.

Commissioner Nolte stated that he had a few remarks: first, was a discussion of the wastewater treatment plant which he believed had been covered adequately by Mr. Smith and Mr. Metzler; second, he gave a discussion of the 1989 County Budget; and last, he urged the Airport Commission to begin advertising to fill the position of Director of Development and Planning.

Mr. Viets requested that the Administrative Committee be prepared to recommend a course of action at the next meeting for the hiring of the Director of Development and Planning.

Mr. Zimmermann, Chairman of the Operations Committee, reported that the Committee had met and discussed the Master Plans. It was the consensus of the Committee that both Master Plans, as written, should be approved and that land acquisition in the vicinity of the Industrial Airport begin as soon as possible.

Note: Mr. Arenson left the meeting.

Mr. Lehman stated that the Administrative Committee had no report.

Mr. Viets, Chairman of the Industrial Committee, stated that his Committee had met and reviewed the Master Plans. The Committee concluded that the Master
Plans should be adopted and that land acquisition is imperative. The Committee discussed the relationship between industrial and aviation development at the Industrial Airport. Although a direct correlation between industrial development and the availability of an airport has not been conclusively proved, the Industrial Airport offers the only site in Johnson County where there is the opportunity for a direct interface. In addition, the Industrial Airport is probably the only large industrial tract in Johnson County served by a major railroad.

After general discussion, Mr. Zimmermann moved that the Master Plan for the Industrial Airport as submitted be accepted and that priority be given to the acquisition of the land necessary to implement the plan. Motion seconded by Mr. Lehman. Mr. Craig moved that the motion be amended to include the approval of the acquisition of the additional land as recommended by Coffman Associates during their presentation at this meeting. Motion seconded by Mr. Deeter. Voting Aye - Craig, Deeter, Lehman, Zimmermann. Voting Nay - None. Motion carried. Mr. Viets then called for a vote on Mr. Zimmermann's amended motion. Voting Aye - Craig, Deeter, Lehman, Zimmermann. Voting Nay - None. Motion carried.

Mr. Viets then called for a motion on acceptance of the Executive Airport Master Plan. Mr. Craig moved that the Executive Airport Master Plan be accepted with the following changes as presented by Coffman Associates at this meeting: the runway extended to 4,500 feet; a precision instrument approach be installed on Runway 35; and land be acquired out to a distance of one-half mile north and south of the runway ends to protect the approaches. Motion seconded by Mr. Deeter. During discussion of the motion, Mr. Craig stated that the plan as amended leaves the Airport in its present class, enhances the safety and does not increase the weight bearing capacity of the runway. Mr. Franke stated that he agreed with the proposed changes. Mr. Viets then called for the vote. Voting Aye - Craig, Deeter, Lehman, Zimmermann. Voting Nay - None. Motion carried.

Mr. Fredrichs, Director of Aviation reported that the ramp project at Executive Airport is ninety-five percent complete.

Note: Mr. Deeter left the meeting.

Mr. Fredrichs reported that the traffic pattern at the Executive Airport has been changed in order to reduce the noise problem.

Mr. Fredrichs reported that bids for the runway overlay project at the Industrial Airport were advertised on July 15th and the bid opening will be August 5th.

Mr. Farnsworth reported that we have a request for collateral assignment of two leases by MidAmerican Bank. The two leases are JcAir Associates and Kenneth and Rebecca Berg. Mr. Craig moved the leases be assigned as requested. Motion seconded by Mr. Zimmermann. Voting Aye - Craig, Lehman, Zimmermann. Voting Nay - None. Motion carried.
Mr. Farnsworth reported that the Board of County Commissioners had passed a Resolution prohibiting fishing, boating and swimming on the water impoundments on the Industrial Airport. This prohibition was generated by a survey conducted by the County's liability insurance carrier.

Mr. Viets asked Mr. Farnsworth to provide the status of the demolition of Hangar #43. Mr. Farnsworth responded that Howell Moulding uses it for storage and we use it to store vehicles. The cost to take it down is prohibitive right now; the last quote was $200,000. Discussion followed. Mr. Viets asked about the old swimming pool. Mr. Farnsworth stated that the last quote on that was over $100,000.

Mr. Zimmermann noted that he had heard a rumor that the Department of Corrections of the State of Kansas was seeking to put some kind of correctional facility at the Industrial Airport. Commissioner Nolte responded that interest had been conveyed to the Board of County Commissioners and they indicated they had no interest in such a location.

Mr. Craig asked why the air operations at the Industrial Airport are dropping. Mr. Fredrichs stated that he did not know why traffic is down. It appears that itinerate traffic is essentially the same as last year, "touch and go" traffic is down. He is looking into the matter.

Mr. Craig expressed concern about our inability to acquire new tenants until the wastewater problem has been resolved. He also expressed concern about whether or not Shade Foods would be able to discharge into the sewer system when they are ready to go into production. He mentioned that the constraint of time had not permitted discussion of the capital improvements program.

Mr. Nolte stated that the 1989 budget included $50,000 for preliminary appraisals for land acquisition at the Industrial Airport. Also included in that budget was approximately $186,000 for grant matching money.

Mr. Viets expressed his concern of not having the opportunity to provide input to and review the proposed 1989 Airport budget.

MR. CRAIG MOVED FOR APPROVAL OF THE TREASURER'S REPORT FOR JUNE 1988 AS PRINTED AND MAILED. MOTION SECONDED BY MR. LEHMAN. VOTING AYE - CRAIG, LEHMAN, ZIMMERMANN. VOTING NAY - NONE. MOTION CARRIED.

The meeting was adjourned by the Vice Chairman.
August 2, 1988

NOTICE

The regularly scheduled meeting of the Johnson County Airport Commission will be held at the Airport Commission conference room in the Administration Building at the Johnson County Industrial Airport at 1:00 p.m. on August 9, 1988.

JOHNSON COUNTY AIRPORT COMMISSION

BY: Frank A. Farnsworth
Executive Director

FAF/dmj
August 20, 1988

NOTICE

The September 13, 1988, Airport Commission meeting has been rescheduled for Tuesday, September 20, 1988, at 1:00 p.m. at the Airport Commission conference room in the Administration Building at the Johnson County Industrial Airport.

JOHNSON COUNTY AIRPORT COMMISSION

BY: [Signature]
Frank A. Farnsworth
Executive Director

FAF/dmj
JOHNSON COUNTY AIRPORT COMMISSION

MINUTES - MEETING: AUGUST 9, 1988 - 1:00 P.M. - INDUSTRIAL AIRPORT

AIRPORT COMMISSION
Present: Areonson Craig
Deeter Lehman
Viets Walter
Zimmermann

STAFF
Present: Farnsworth Fredrichs
Harness

OTHERS
Present: Ms. Johnna Lingle, County Commissioner, 2nd District
Mr. Douglas L. Smith, Johnson County Unified Wastewater District
Mr. John Metzler, Johnson County Unified Wastewater District
Mr. Steve Phillips, Black and Veatch Engineers
Mr. Karl Mueledner, Kansas Department of Health and Environment
Mr. Steve Broslavick, Kansas Department of Health and Environment
Mr. Mike Tate, Kansas Department of Health and Environment
Mr. Steve Porter, The Olathe Daily News
Mr. Robert Hilgers, Maintenance Supervisor, Airport Commission

The meeting was called to order by Chairman Walter.

MR. LEHMAN MOVED THE MINUTES OF THE JULY 26, 1988, MEETING BE APPROVED AS MAILED. MOTION SECONDED BY MR. ARENSON. VOTING AYE - ARENSON, CRAIG, DEETER, LEHMAN, VIETS, ZIMMERMANN. VOTING NAY - NONE. MOTION CARRIED.

Chairman Walter called for the election of officers. MR. VIETS MOVED THE FOLLOWING SLATE OF OFFICERS BE ELECTED: CHAIRMAN - PAUL WALTER; SECRETARY - DON LEHMAN; TREASURER - BEN CRAIG; AND VICE CHAIRMAN - MARK VIETS. MOTION SECONDED BY MR. DEETER. VOTING AYE - ARENSON, CRAIG, DEETER, LEHMAN, VIETS, ZIMMERMANN. VOTING NAY - NONE. MOTION CARRIED.

There were no reports from the Operations or Industrial Committees.

Mr. Lehman, Chairman of the Administrative Committee, reported that his committee met and discussed the job description for the currently vacant position of Director of Development and Planning. It was the consensus of the committee that a strong administrator rather than a real estate developer be recruited. Mr. Viets asked if we were, in fact, recruiting for a potential executive director. Mr. Craig, stated that he believed a line of succession was not necessarily involved. Mr. Deeter remarked that it could be useful to try to obtain a person with both an administrative and development background. Mr. Viets noted that the position requires a person with knowledge of grant applications and an ability to find sources of funding. Mr. Farnsworth, at Chairman Walter's request, described the recruitment process which will follow the County Personnel Policy. Mr. Farnsworth was directed to work with the County Personnel Director and develop a job description and an advertising scheme and report back to Mr. Lehman's committee.

Chairman Walter awarded a ten year County service pin to Mr. Robert Hilgers, the Airport Maintenance Supervisor. He congratulated Mr. Hilgers on the appearance of the Airport and noted his dedication and outstanding performance over the past ten years.
Mr. Fredrichs, Director of Aviation, reported that the runway lighting project at the Executive Airport was advertised for bid on August 5 and the bids will be opened on August 26. We are expecting approval from the FAA for the use of the west taxiway as a runway during the construction.

Mr. Fredrichs reported that, with the completion of the seal coating anticipated on August 12, the ramp overlay project at the Executive Airport will be completed.

Mr. Fredrichs reported that the Reno Construction Division of APAC, Kansas, was the apparent low bidder on the runway and ramp overlay project at the Industrial Airport with a bid of $633,381.00. Mr. Farnsworth stated that, because of the low bid, we may be able to include other needed work at the Industrial Airport within the Grant Offer. We are working with the FAA on this.

Mr. Farnsworth, Executive Director, introduced Mr. Smith and Mr. Metzler of the Johnson County Unified Wastewater District. After a brief introduction by Mr. Smith, Mr. Metzler described the present condition of the Industrial Airport Wastewater Plant, the changes which have been made since the UWWD assumed operation and the recommendations of an interim study by Black and Veatch on immediate needs to reach State directed effluent standards and future recommendations for the Plant.

Note: Mr. Arenson left the meeting.

Mr. Metzler stated that a work session with the Board of County Commissioners is scheduled for August 18 to discuss the administrative and financial details associated with the operation of the Industrial Airport Wastewater Plant.

Mr. Craig asked if there were any steps that could be taken without endangering the public health, and assuming the KDHE agrees, that will enable plants at the Airport now under construction to be served by the wastewater plant. Mr. Metzler stated that they would discuss this matter with the KDHE representatives. Discussion of pretreatment followed.

Note: Mr. Viets left the meeting.

Mr. Phillips discussed his firm's experience with pretreatment of wastewater. Mr. Craig asked if the staff discussed the wastewater effluent anticipated when we negotiated leases with new tenants on the Airport. Mr. Farnsworth answered that such discussions had taken place with each tenant and in many cases we called upon the expertise of the Wastewater District Engineers or other authorities to determine whether the effluent would or would not present a problem. Mr. Harness discussed the Airport leases and stated that, in his opinion, they permit the Airport Commission to impose assessments to cover the cost of treating high strength effluent.

Chairman Walter asked Commissioner Lingle for any comments. Commissioner Lingle stated that she was pleased that the Airport Commission was taking such an active role in attempting to solve the wastewater treatment problem at the Industrial Airport. She described her experience in requiring two industries
to pretreat wastes prior to discharge. She also stated that the costs thus far incurred by the UWWD in the operation of the Industrial Airport Wastewater Treatment Plant are being carefully recorded.

Chairman Walter asked if our tenants have been notified that additional wastewater treatment costs may be levied. Mr. Farnsworth stated that they had been so notified.

Mr. Craig asked what the next step was in the approval of the Master Plans for the Executive and Industrial Airports. Mr. Farnsworth stated that Coffman Associates will have the final drafts available in late September. An Environmental Assessment Hearing must be held prior to final approval by the FAA of the Industrial Airport Master Plan. That Hearing will be scheduled sometime in October. There may be a requirement for an Environmental Assessment Hearing for the Executive Airport. However, we will not know until the FAA has reviewed the Plan.

A discussion of a letter received from Eugene D. Brown Personal Investments concerning land required for the expansion of the Industrial Airport followed. Mr. Farnsworth was directed to prepare a reply for the Chairman's signature.

Mr. Harness reported that fourteen requests for down zoning from industrial to residential would be considered by the Board of County Commissioners at their meeting on August 11. The land is within one mile of the Industrial Airport. A discussion of residential encroachment followed.

Note: Commissioner Lingle left the meeting.

A further discussion of the zoning issue followed. After discussion, MR. DEETER MOVED THAT THE AIRPORT COMMISSION RECOMMEND TO THE BOARD OF COUNTY COMMISSIONERS THAT A STIPULATION BE INCLUDED IN RESOLUTIONS NUMBER 94-88 THROUGH 107-88 THAT THE OWNERS WILL NOT NOW OR IN THE FUTURE OPPOSE THE EXPANSION OF THE JOHNSON COUNTY INDUSTRIAL AIRPORT. MOTION SECONDED BY MR. CRAIG. VOTING AYE - CRAIG, DEETER, LEHMAN, ZIMMERMANN. VOTING NAY - NONE. MOTION CARRIED.

Mr. Craig stated that the availability of water at the Industrial Airport needed to be discussed at a Commission meeting in the very near future.

MR. CRAIG MOVED FOR APPROVAL OF THE TREASURER'S REPORT FOR JULY 1988 AS PRINTED AND MAILED. MOTION SECONDED BY MR. LEHMAN. VOTING AYE - CRAIG, DEETER, LEHMAN, ZIMMERMANN. VOTING NAY - NONE. MOTION CARRIED.

Mr. Farnsworth reported that he had been asked to brief the Olathe City Council on the Airport Master Plans and would do so tonight.

The meeting was adjourned by the Chairman.

DON LEHMAN
SECRETARY

FRANK A. FARNSWORTH
EXECUTIVE DIRECTOR
JOHNSON COUNTY AIRPORT COMMISSION

MINUTES - MEETING: SEPTEMBER 20, 1988 - 1:00 P.M. - INDUSTRIAL AIRPORT

AIRPORT COMMISSION
Present: Craig Lehman
         Viets Walter
         Zimmermann

Absent: Arenson Deeter

STAFF
Present: Farnsworth Fredrichs
         Harness

OTHERS
Present: Mr. Murray L. Nolte, County Commissioner, 4th District
         Mr. Douglas L. Smith, Johnson County Unified Wastewater District
         Mr. John Metzler, Johnson County Unified Wastewater District
         Mr. Timothy Carmody, Johnson County Legal Department
         Mrs. Jan Durrett, League of Women Voters
         Mr. Steve Porter, The Olathe Daily News
         Mr. Mike Kennedy, The Kansas City Times
         Ms. Tammy Morgan, Wallace Saunders Austin Brown & Enochs Chartered

The meeting was called to order by Chairman Walter.

MR. LEHMAN MOVED THE MINUTES OF THE AUGUST 9, 1988, MEETING BE APPROVED AS MAILED. MOTION SECONDED BY MR. ZIMMERMANN. VOTING AYE - CRAIG, LEHMAN, VIETS, ZIMMERMANN. VOTING NAY - NONE. MOTION CARRIED.

There were no reports from the Operations or Industrial Committees.

Mr. Lehman, Chairman of the Administrative Committee, reported that his committee had met and discussed the job description for the Director of Development and Planning. In order to provide an incentive to potential applicants, the decision was made to change the title to Deputy Airport Director and request that it be elevated to an executive status position. Mr. Farnsworth was directed to meet with the County Personnel Director and develop the new job description and a draft advertisement. It was also decided to update the position of Executive Director and recommend that the Commission consider advertising for that position concurrently with the Director of Development and Planning position. Commissioner Nolte stated that some of the Board of County Commissioners had asked him to pass along the suggestion that perhaps the Airport Commission might find it advantageous to advertise at this time for the position of Executive Director and after he is on board let him select a Deputy Director. After discussion, Chairman Walter referred the matter of developing a job description for the Executive Director and advertising for that position to the Administrative Committee. MR. CRAIG MOVED THAT THE AIRPORT COMMISSION AUTHORIZE THE ADMINISTRATIVE COMMITTEE TO DEVELOP A JOB DESCRIPTION AND ADVERTISEMENT FOR THE POSITION OF EXECUTIVE DIRECTOR IN CONJUNCTION WITH THE COUNTY DIRECTOR OF PERSONNEL GENERALLY FOLLOWING THE GUIDELINES IN THIS DISCUSSION AND ADVERTISE FOR THIS POSITION. MOTION SECONDED BY MR. VIETS. VOTING AYE - CRAIG, LEHMAN, VIETS, ZIMMERMANN. VOTING NAY - NONE. MOTION CARRIED.
Mr. Fredrichs, Director of Aviation, reported that Runway 17-35 at Industrial Airport will be closed on Thursday, September 22nd, for approximately three weeks for an overlay project.

Mr. Fredrichs reported that we have received approval from FAA to use the west taxiway at Executive Airport as a runway during the runway lighting project construction. While the runway is closed, we're going to fill the cracks in the runway and do some testing to check the condition of the subsoil. If the edge drains have improved the subsoil condition, we could overlay the runway possibly next year; if conditions are not satisfactory, we have a major problem.

Mr. Fredrichs reported that the Board of County Commissioners has awarded the lighting project at Executive Airport to Total Electric; their bid was $89,130 and the engineer's estimate was $63,982. Mr. Craig asked how many bids were received. Mr. Fredrichs said there were two, and the high bid was $96,485. Mr. Nolte stated that the Board of County Commissioners was concerned about the bid. The Director of Purchasing reported receipt of a letter from the engineer indicating that they felt that it was a fair bid even though their estimate was considerably under because it reflected current prices. Mr. Fredrichs reported that we will probably start the project in late October or the first part of November. Mr. Craig stated that the long range implication and concern of the Airport Commission is that the ongoing relationship with Howard Needles must be monitored closely.

Mr. Fredrichs reported that the Airport Commission has received approximately $1.3 million in federal grants in Federal Fiscal Year 1988 for aviation related projects.

Mr. Fredrichs reported that air operations at Executive Airport were slightly above and at the Industrial Airport were slightly below August 1987.

Mr. Craig asked if all the T-hangars are rented. Mr. Fredrichs responded that all the hangars are rented and we have about fifty people at Executive and about fifteen people at Industrial on the waiting lists. A discussion of T-hangar financing followed.

Mr. Craig asked how our hangars are weathering and Mr. Fredrichs responded very well. However, some ramp work must be done on the original ones constructed at Executive Airport in 1971. The ramp is starting to deteriorate and water accumulates under the asphalt. It will be a major project.

Mr. Farnsworth, Executive Director, introduced Mr. Doug Smith and Mr. John Metzler from the Unified Wastewater District. Mr. Smith and Mr. Metzler presented a discussion, previously provided to the Board of County Commissioners, on the alternatives to be considered in creating a Wastewater Sub-District at the Industrial Airport. A discussion of the options followed the presentation.

Commissioner Nolte stated that BOCB Chairman Franklin had received a letter from the corporate headquarters of Shedd's Food Products requesting the abatement of real property taxes on the addition to Shedd's building at the Industrial Airport.
He requested that the Airport Commission provide the Board of County Commissioners with a recommendation. Mr. Farnsworth reviewed the history of tax abatement for tenants at the Industrial Airport stating that the present policy of both the Airport Commission and the Board of County Commissioners is to not grant any real property or personal property tax abatements. MR. VIETS MOVED THAT THE AIRPORT COMMISSION RECOMMEND TO THE BOARD OF COUNTY COMMISSIONERS THAT NO REAL PROPERTY TAX ABATEMENT BE GRANTED SHEDD’S FOOD PRODUCTS FOR THE ADDITION TO THEIR FACILITY AT THE JOHNSON COUNTY INDUSTRIAL AIRPORT. MOTION SECONDED BY MR. ZIMMERMANN. VOTING AYE - CRAIG, LEHMAN, VIETS, ZIMMERMANN. VOTING NAY - NONE. MOTION CARRIED.

Note: Mr. Viets left the meeting.

Mr. Carmody discussed the draft Petition For The Creation Of Little Bull Creek Sewer Sub-District No. 2, Johnson County, Kansas which the Chairman of the Board of County Commissioners will be authorized to sign and file. Following discussion, MR. CRAIG MOVED THE AIRPORT COMMISSION RECOMMEND TO THE BOARD OF COUNTY COMMISSIONERS THE ADOPTION OF THE PETITION FOR THE CREATION OF LITTLE BULL CREEK SEWER SUB-DISTRICT NO. 2 JOHNSON COUNTY, KANSAS. MOTION SECONDED BY MR. LEHMAN. VOTING AYE - CRAIG, LEHMAN, ZIMMERMANN. VOTING NAY - NONE. MOTION CARRIED.

Mr. Farnsworth reported that BPS Kansas has ceased operations at the Industrial Airport and wishes to sell their building. Under the terms of their lease they have the option, once the revenue bonds used to construct the building have been redeemed, to purchase the building for the sum of $10,000.00. The bonds have been redeemed and BPS Kansas requests a Bill of Sale. Following discussion, MR. CRAIG MOVED THAT, WITH THE UNDERSTANDING THAT THE AIRPORT COMMISSION WILL HAVE THE RIGHT TO APPROVE ANY FUTURE USAGE OF THE BUILDING AND CONTINUED COMPLIANCE WITH ALL THE TERMS OF THE LEASE, THE SALE BE CONSUMMATED AS PROVIDED IN THE LEASE AGREEMENT. MOTION SECONDED BY MR. LEHMAN. VOTING AYE - CRAIG, LEHMAN, ZIMMERMANN. VOTING NAY - NONE. MOTION CARRIED.

Mr. Farnsworth reported that he distributed the Executive Summary of the Airport Master Plans to the Board of County Commissioners and they indicated that they would like to have a joint briefing on the Master Plans at some time in the near future. Mr. Farnsworth was directed to schedule a joint meeting with the Board of County Commissioners at 1:30 p.m. on October 20, 1988. Coffman Associates is prepared to give the briefing at any time.

Mr. Farnsworth reported that Howell Mouldings, Inc. desires to lease the land on which the former Chapel Restaurant is located and has offered to remove the burned restaurant and erect a new building matching the architecture of the adjacent buildings. Mr. Howell has offered to remove the restaurant if the Airport Commission will provide one year free rent of approximately $8,000.00 for Building 24 which he now occupies. Following discussion, Mr. Farnsworth was directed to examine other alternatives to effect the removal of the burned building.

Mr. Craig requested a review of the history of land lease prices and their present status. Mr. Farnsworth provided the information.
MR. ZIMMERMANN MOVED FOR APPROVAL OF THE TREASURER'S REPORT FOR AUGUST 1988 AS PRINTED AND MAILED. MOTION SECONDED BY MR. LEHMAN. VOTING AYE - CRAIG, LEHMAN, ZIMMERMANN. VOTING NAY - NONE. MOTION CARRIED.

Mr. Craig stated that he had one additional item: I want to commend Frank Farnsworth for his willingness to help us work through this recruitment and transition period. I think that, given the load he's been carrying for the last couple years trying to fill two jobs all that time and for him to express a willingness to cooperate with us as we seek his replacement and then hopefully to go through some reasonable orientation period, shows real character and commitment. I want to make a matter of record the appreciation I have and request, Mr. Chairman, that these thoughts be recorded in the minutes of this meeting.

The meeting was adjourned by the Chairman.

DON LEHMAN
SECRETARY

FRANK A. FARNSWORTH
EXECUTIVE DIRECTOR
September 29, 1988

NOTICE

The regularly scheduled meeting of the Johnson County Airport Commission will be held at the Airport Commission conference room in the Administration Building at the Johnson County Industrial Airport at 1:00 p.m. on October 11, 1988.

JOHNSON COUNTY AIRPORT COMMISSION

BY:  
Frank A. Farnsworth
Executive Director

FAF/dmj
September 29, 1988

NOTICE

The October 11, 1988 Airport Commission meeting has been rescheduled for Tuesday, October 18, 1988 at 1:00 p.m. at the Airport Commission conference room in the Administration Building at the Johnson County Industrial Airport.

JOHNSON COUNTY AIRPORT COMMISSION

BY:  Frank A. Farnsworth
     Executive Director

FAF/dmj
JOHNSON COUNTY AIRPORT COMMISSION

MINUTES - MEETING: OCTOBER 18, 1988 - 1:00 P.M. - INDUSTRIAL AIRPORT

AIRPORT COMMISSION
Present: Arenson  Craig
Deeter  Lehman
Schumacher  Viets
Walter

STAFF
Present: Farnsworth  Fredricks
Harness

OTHERS
Present: Mr. Murray L. Nolte, County Commissioner, 4th District
Mr. Del Dolisi, City Administrator, Gardner
Mr. Robert Page, Water Commissioner, Gardner
Mr. Steve Porter, The Olathe Daily News
Mr. Mike Kennedy, The Kansas City Times
Mr. Ray Gentile, Concerned Citizens Committee
Mr. Robert Eckholt, Van Enterprises

The meeting was called to order by Chairman Walter.

MR. VIETS MOVED THE MINUTES OF THE SEPTEMBER 20, 1988, MEETING BE APPROVED AS MAILED. MOTION SECONDED BY MR. ARENSON. VOTING AYE - ARENSON, CRAIG, DEETER, LEHMAN, VIETS. VOTING NAY - NONE. MOTION CARRIED.

Mr. Viets, Chairman of the Industrial Committee, reported that his committee met and discussed the water situation at the Industrial Airport. He stated, in brief, that the Industrial Airport was about to exceed its vested right in Gardner Lake of 100 million gallons per year. The City of Gardner has offered 50 million gallons of their allocation of 365 million gallons to make up for the shortfall anticipated by the Airport's usage. The City of Gardner has provided a written proposal. Mr. Viets requested that Mr. Farnsworth discuss the proposal from the City of Gardner. Mr. Farnsworth introduced Mr. Del Dolisi, the City Administrator of the City of Gardner, and Mr. Robert Page, a Gardner Councilman and Water Commissioner. Mr. Dolisi and Mr. Page discussed the proposal.

Note: Ms. Schumacher arrived.

The proposal offers 50 million gallons of Gardner's water rights per year for five years in return for which the Airport Commission will search for and establish an alternate source of water to be used by the Airport tenants. At the time the new source is activated, the Industrial Airport Water Treatment Plant and our water rights in Gardner Lake will be given to the City of Gardner. Potential alternative sources of water were discussed: purchase from Water District No. 1; purchase from the City of Olathe; purchase from Water District No. 1 and pay transportation charges to the City of Olathe; Hillsdale Lake; and purchase from Water District No. 5 if Water District No. 1 purchases Water District No. 5. The consensus of the Commission was that no decision could be reached without further study. After further discussion, MR. VIETS MOVED THAT THE AIRPORT COMMISSION REQUEST THE USE OF 50 MILLION GALLONS OF THE CITY OF
GARDNER'S WATER RIGHTS FOR THE REMAINDER OF THIS YEAR AND THAT THE CITY OF GARDNER BE ADVISED THAT THE REMAINING TERMS OF THEIR OFFER WILL BE ADDRESSED WITHIN SIXTY DAYS. MOTION SECONDED BY MR. ARENSON. VOTING AYE - ARENSON, CRAIG, DEETER, LEHMAN, SCHUMACHER, VIETS. VOTING NAY - NONE. MOTION CARRIED.

Mr. Viets requested that the minutes reflect that he has requested the staff to provide copies of all contract documents entered into with Jet-Tech, Inc. which relate to the construction of the wastewater treatment plant at the Industrial Airport. He stated that he was interested in determining whether Jet-Tech had any responsibility for anticipating loads, projecting size and recommending plant capacity. Mr. Viets requested that the staff provide the Commission with a clear statement of the water supply problem and alternative solutions at the next scheduled Commission meeting. He suggested that, if appropriate, a consultant should be hired to provide technical expertise. Mr. Page asked if the City could have an answer on their proposal by December 1988. Mr. Viets replied that he thought an answer could be provided in that time frame. Chairman Walter and Mr. Craig thanked Mr. Dolisi and Mr. Page for their information and expressed their appreciation to the City of Gardner for their offer.

Chairman Walter introduced Commissioner Schumacher and welcomed her to the Commission.

Mr. Viets and Mr. Craig noted that the Industrial Airport directional sign had been removed from the intersection of Interstate-35 and old 56 Highway. Mr. Farnsworth said that he would talk with the Kansas Department of Transportation to determine why the sign had been removed.

Mr. Lehman, Chairman of the Administrative Committee, reported that the advertisement for the Executive Director position had been placed in the October 1st issue of ten regional newspapers and will be included in the November issue of the International City Managers Association Journal, the American Association of Airport Executives Newsletter and in the Airport Operators Council International Newsletter. Mr. Farnsworth reported that Ms. Leichlter, the County Personnel Director, said that they are receiving many responses to the newspaper ads. Mr. Craig stated that both the advertisement and the new job description were very well done and Ms. Leichlter should be commended for her efforts. Chairman Walter asked what the selection procedure would be. Mr. Craig suggested that the County Personnel Director screen the applicants and provide the Airport Commission with a manageable number of applications, such as between eight and fifteen. He also suggested that the Airport Commission be considered a committee of the whole to screen the final group of applications and then interview those applicants that show the most promise. Mr. Farnsworth directed the Commissioner's attention to a new draft of the job description and suggested that any changes or comments should be considered at the November 8 Airport Commission Meeting. Commissioner Nolte suggested that the Board of County Commissioners should be solicited for their comments. Mr. Farnsworth stated that he would distribute the job description to the Board.

Mr. Fredrichs, Director of Aviation, reported that the Federal Aviation Administration Annual Certification Inspection was held on September 8. No discrepancies were discovered at the Industrial Airport and a few minor discrepancies, which have now been corrected, were found at the Executive Airport. The FAA
letter providing the results of the inspection stated in part, "You are to be commended for the procedures that you are using in the day-to-day operation of the (Industrial) Airport. The appearance of the Airport indicated that they are effective". This inspection renews the status of the Industrial Airport as a Part 139 Airport.

Mr. Fredrichs reported that the overlay of the south 3200 feet of Runway 17-35 at the Industrial Airport has been completed. We are experiencing problems with the painting contractors but I anticipate the painting of the runway will be complete within one week. The overlay of the parking ramp, which is a part of the total project, will be delayed until next spring in order to ensure good construction weather.

Mr. Fredrichs reported that the Executive Airport lighting project will be delayed until next spring because of the long lead time being experienced by the contractor for the lighting equipment. He noted also that the Executive Airport will be closed for parts of two days during the last week of October in order to fill cracks in the runway. The Johnson County Road and Bridge Department is providing the equipment and some manpower to perform the crack filling.

Mr. Fredrichs reported that aircraft operations at Executive Airport remained about the same as last year and Industrial Airport is experiencing a twenty-five percent decrease. He also reported that all T-hangars at both airports are leased and waiting lists exist at both airports.

Mr. Farnsworth reminded the Commissioners of the joint meeting with the Board of County Commissioners on October 20 to brief the Board on the Executive and Industrial Airport Master Plans. A discussion of property acquisition recommended in the Industrial Airport Master Plan followed. Commissioner Nolte stated that the issuance of bonds for the acquisition of land would probably have a low priority because of the desire of the County to reduce its bonded indebtedness.

Mr. Farnsworth reported that a public hearing would be held October 20 at 7:30 p.m. in the North Supply auditorium by the Board of County Commissioners to consider a Petition establishing Little Bull Wastewater District Sub Two which is essentially the Industrial Airport.

Mr. Farnsworth stated that the County had reviewed their authorization for petty cash funds and found that there were three petty cash funds in the County that were not specifically authorized by County Resolution. They were the Library, Executive Airport and Industrial Airport. Following discussion, MR. CRAIG MOVED THE AIRPORT COMMISSION APPROVE THE AUTHORIZATION OF PETTY CASH FUNDS IN THE AMOUNTS OF $50.00 FOR EXECUTIVE AIRPORT AND $150.00 FOR INDUSTRIAL AIRPORT. MOTION SECONDED BY MR. LEHMAN. VOTING AYE - ARENSON, CRAIG, DEETER, LEHMAN, SCHUMACHER, VIETS. VOTING NAY - NONE. MOTION CARRIED.

Mr. Farnsworth reported that a request has been received to sever Mr. Kirkendall, a partner in K Y Investments, from the lease of the land upon which the Cherokee Plastics building is situated. Mr. Harness stated that his request for financial information on the other partners had been denied. It was the consensus of the Commission that no action be taken in this matter until the financial information requested has been received.
Mr. Farnsworth reported that a request has been received from Conergics Corporation to gain Airport Commission consent to the assignment of a lease of the property on which the Stearns-Block building stands at the Industrial Airport. The building is being sold to Mr. C. D. and Mrs. Rogers, the owners of Olathe Manufacturing Company. Mr. Craig and Mr. Deeter asked if we have any financial information on the Rogers'. Chairman Walter tabled the request until the next meeting and requested that financial information be obtained.

Mr. Farnsworth reported that Howell Mouldings has requested that the land now occupied by the former Chapel Restaurant be leased to Howell Mouldings and the Company be permitted to construct a new building on the land. Howell Mouldings has also requested that a one block street which serves only buildings on land leased to Howell Mouldings be vacated and Howell Mouldings be permitted to cover the street and establish an outdoor, covered storage area. After discussion, Mr. Deeter moved that Howell Mouldings' request be approved on a conceptual basis and that detailed drawings of the proposed buildings and utilities be provided for Airport Commission review. Motion seconded by Mr. Lehman. Voting aye - Arenson, Craig, Deeter, Lehman, Schumacher, Viets. Voting nay - none. Motion carried.

Mr. Farnsworth called the Commission's attention to two printouts in the packets, one is a Statement of Revenue and Expense and the other is a Balance Sheet. Mr. Craig stated that, in his opinion, two additional columns were required: one, a comparison to last year and the other, a comparison to budget. Mr. Farnsworth stated that he would work with the Finance Office to provide that information.

A discussion of how the initial costs incurred by the Unified Wastewater District in the operation and maintenance of the Industrial Airport Wastewater Treatment Facility ensued. Mr. Farnsworth stated that, in his opinion, the most equitable division of costs would be one based upon the quantity and strength produced by each tenant. The quantity of effluent can be derived at present from their water usage, however, the strength figures must wait until the studies being done by Black and Veatch and the Wastewater District are complete in mid-November. After discussion, the staff was instructed to ascertain the best method for assessing the O & M costs incurred in 1988 by the Wastewater District.

The Treasurer's report was discussed and following discussion, Mr. Craig moved for approval of the Treasurer's Report for September 1988 as printed and mailed. Motion seconded by Mr. Deeter. Voting aye - Arenson, Craig, Deeter, Lehman, Schumacher, Viets. Voting nay - none. Motion carried.

The meeting was adjourned by the Chairman.

Don Lehman
Secretary

Frank A. Farnsworth
Executive Director
December 22, 1988

NOTICE

A special called meeting of the Johnson County Airport Commission will be held at the Airport Commission conference room in the Administration Building at the Johnson County Industrial Airport at 12:00 noon on December 28, 1988.

JOHNSON COUNTY AIRPORT COMMISSION

BY: Frank A. Farnsworth
Executive Director

FAE/dmj
JOHNSON COUNTY AIRPORT COMMISSION

MINUTES - SPECIAL MEETING: DECEMBER 28, 1988 - 12:00 NOON - INDUSTRIAL AIRPORT

AIRPORT COMMISSION
Present: Craig Lehman
Schumacher Walter
Absent: Arenson Deeter
Viets

STAFF
Present: Farnsworth Harness
Absent: Fredrichs

OTHERS
Present: Mr. Patrick D. Gaston, Attorney
Ms. Jean M. O'fill

Chairman Walter called the meeting to order. He stated that the purpose of the meeting was to consider the approval of certain documents related to the sale of Jet-Tech, Inc., an Industrial Airport tenant, to Ms. O'fill.

Mr. Harness discussed the documents: a Consent and Acknowledgement permitting Jet-Tech, Inc. to assign its lease to Ms. O'fill, permitting Ms. O'fill to further sub-lease and permitting the sub-lessee to mortgage their leasehold interest provided the mortgage is personally guaranteed by Ms. O'fill; and a Landlords Estoppel Certificate.

Mr. Gaston, representing Ms. O'fill, stated that shortly before the Airport Commission meeting convened he and Ms. O'fill had been informed by Jet-Tech, Inc. that the company was no longer interested in consummating the sale. No reasons were given. Mr. Gaston requested that the Airport Commission execute the documents and they be placed in escrow until he and Ms. O'fill had the opportunity to discuss with the Jet-Tech, Inc. principals the reason for the withdrawal of the offer to sell. If the offer to sell is reinstated, the sale could proceed without another Airport Commission meeting; if there is no sale, the documents will be returned to the Airport Commission.

Following discussion, MR. LEHMAN MOVED THAT THE CHAIRMAN BE AUTHORIZED TO EXECUTE THE CONSENT AND ACKNOWLEDGEMENT AND THE LANDLORDS ESTOPPEL CERTIFICATE IN THE MATTER OF THE SALE OF JET-TECH, INC. AND THAT THE DOCUMENTS BE HELD IN ESCROW IN THE OFFICE OF BENNETT, LYTLE, WETZLER, WINN, MARTIN & WOLFE UNTIL THE SALE IS CONSUMMATED. FURTHER, IF THE SALE IS NOT CONSUMMATED, THE DOCUMENTS BE RETURNED TO THE AIRPORT COMMISSION. MOTION SECONDED BY MS. SCHUMACHER. During discussion of the motion, Mr. Craig stated that Ms. O'fill maintained an account in his bank, although neither he nor his bank were involved in the purchase of Jet-Tech, Inc., he would abstain from voting on the motion in order to avoid any appearance of a conflict of interest. VOTING AYE - WALTER, LEHMAN, SCHUMACHER. VOTING NAY - NONE. MR. CRAIG ABSTAINED. MOTION CARRIED.

There being no further business before the Commission, Chairman Walter adjourned the meeting.

DON LEHMAN
SECRETARY

FRANK A. FARNSWORTH
EXECUTIVE DIRECTOR