While the short term planning horizon projects are divided by specific years, it should be noted that these projects should also be undertaken as demand is realized. This program allows the Johnson County Airport Commission to adjust specific development projects in response to unanticipated needs or demand.

**MASTER PLAN CONCEPT**

The Recommended Master Plan Concept represents a significant departure from the previous Master Plan completed in 1988. That Master Plan considered the potential for New Century AirCenter to support commercial air passenger service as well as significant air cargo operations. Economic realities and industry business practices indicate that continuing to formally plan for these possibilities would not benefit the airport. Instead, New Century AirCenter is planned for growth intended to maintain its status as one of the most significant general aviation facilities in the Midwest.

Improvement projects identified for the short term time frame are primarily related to pavement maintenance and overlays as well as various property acquisitions in order to protect the airport from encroachment by incompatible land uses, such as densely developed housing complexes. The short term planning horizon also considered the construction of a replacement of the 50-year old airport traffic control tower which is currently located on top of the Army Reserve hangar.

Intermediate term projects focus on expansion of aircraft hangar facilities. The existing northeast T-hangar complex is planned to be expanded, while a new T-hangar complex is planned to the southeast. This southeast area has been identified as an ideal location for expansion of general aviation facilities. Extension of access roads and utilities, the development of parking areas, and construction of taxi lane access are all considered for this time frame in the southeast. To the southwest is further apron and taxi lane construction that can be utilized by aircraft owners who developed executive hangars.

Long term improvements include further airfield development with parallel taxiways serving both runways. The extension of Runway 18-36 to an ultimate length of 8,500 feet from the previous Master Plan. Runway 18 is considered for a Category I instrument approach with an appropriate lighting system. This Master Plan further considered the potential needs of the airport beyond the 20-year scope of this study. The entire southeast portion of the airport between the two runways is planned for the potential need for a parallel taxi lane runway to the east.

**CAPITAL IMPROVEMENT PROGRAM**

The Master Plan has identified approximately $50 million in capital needs over the planning period. More than $36 million of the total is eligible for grant funding from the FAA. Approximately $14 million of the total cost would be the responsibility of the County. It should be noted that some of the County's total is for the construction of T-hangars and for infrastructure improvements that are not grant eligible. These costs can be recovered over time through lease revenue.

New Century AirCenter is a vital asset to the community as it serves a regional aviation need. New Century AirCenter is also a significant economic generator because it represents one of the most successful general aviation airport industrial parks in the Midwest. The continued development of the airport demonstrates the County's commitment to community growth and prosperity.

**For more information, please contact:**

Airport Administration
One New Century Parkway
New Century, KS 66031
913.715.6000
Today, the airport serves as a general aviation reliever airport, as designated by the FAA. General aviation airports include aviation activity ranging from small single engine piston-powered aircraft to business jets to military activity. Only commercial passenger aviation is excluded from general aviation airports. New Century AirCenter serves as an alternative for general aviation traffic so that the regional commercial service airport, Kansas City International Airport, does not become capacity-constrained.

The primary runway at New Century AirCenter, Runway 18-36, measures 7,339 feet long by 150 feet wide. This represents the second longest runway in the region next to those at Kansas City International Airport. The runway is accessible via a full-length west side parallel taxiway. The airport also provides Runway 4-22, which is 5,130 feet long by 100 feet wide, and serves as the crosswind runway.

Runway 36 provides a medium intensity approach lighting system with runway alignment indicator lights (MALSR), which in conjunction with localizer and glide slope antennas, allow for a Category I instrument approach to the runway end. The Category I instrument approach allows operations in poor weather conditions with visibility down to 1/2-mile and cloud height ceilings down to 200 feet.

The airport currently experiences approximately 54,000 annual operations. By the long term planning period, that figure is forecast to reach nearly 93,000 annual operations. Based aircraft are forecast to increase from 185 currently to 340 by the long term planning period. The airport is served by an airport traffic control tower (ATCT) and is home to the 158th Aviation Regiment of the Army Reserve. The Army Reserve occupies dedicated ground space and operates approximately 12 Chinook helicopters.

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

The Proper planning of a facility of any type must consider the demand that may occur in the future. For New Century AirCenter, this involved updating aviation forecasts to identify potential future aviation demand. Because of the cyclical nature of the economy, it is virtually impossible to predict with certainty year-to-year fluctuations in activity when looking five, ten, and twenty years into the future.

The Master Plan is key to planning “horizon” levels. The short, intermediate, and long term planning horizon levels roughly equate to the next five years, the following five years, and the last ten years, respectively. These planning “horizons” were established as specific levels of aviation activity that would correspond to consideration of specific projects in the Master Plan program. By developing the airport to meet the aviation demand levels instead of specific points in time, the airport will continue to serve as a safe and efficient facility which will meet the operational demand of users while being developed in a cost-efficient manner.