GREATER KANSAS CITY
REGIONAL AVIATION SYSTEM PLAN

JOHNSON COUNTY EXECUTIVE AIRPORT
SYSTEM SUMMARY REPORT

In 2015, the Mid-America Regional Council (MARC) completed a regional aviation system plan (RASP) for a nine-county study area focused on the Kansas City Region. The study area included counties in both Kansas and Missouri and considered 13 general aviation airports in the study area, including the Johnson County Executive Airport. This report focuses on two important topics: individual findings and recommendations in the system plan for this facility; and various benefits the airport provides/supports in the study area.

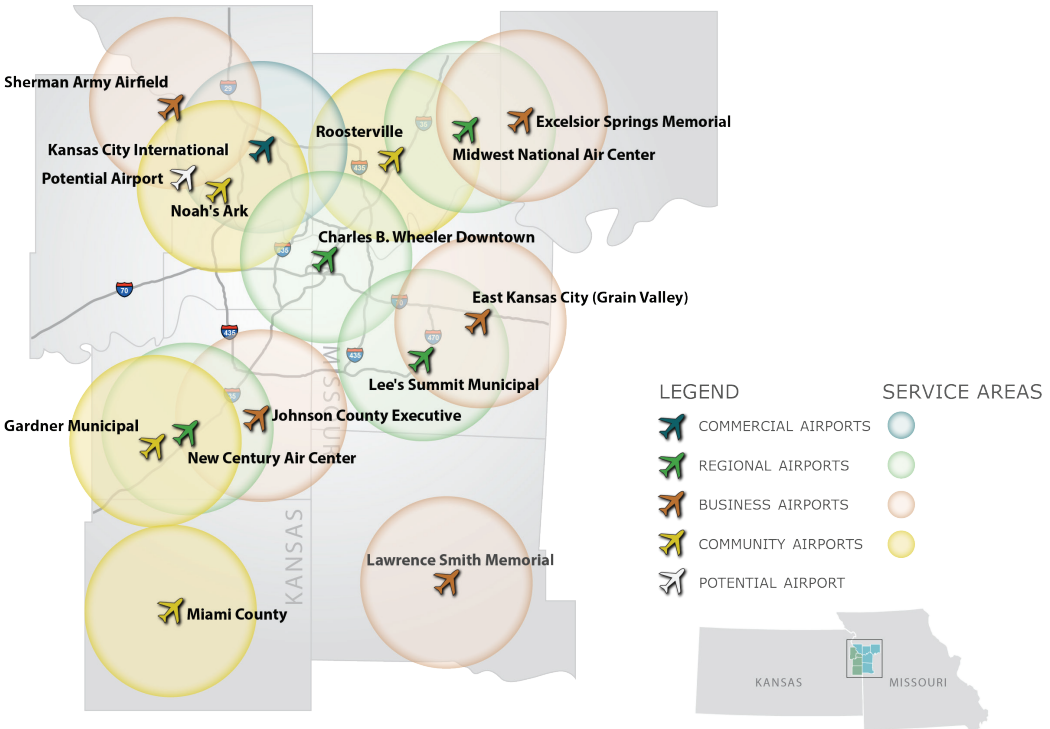
Aviation system plans are top down studies that must still be implemented from the bottom up by individual study airports. The ultimate success of the plan depends on each airport implementing recommendations from the study and following through on any identified improvement actions. Individual airport improvements will result in the enhancement of overall system performance.

As the map below shows, within the regional system, the Johnson County Executive Airport has been designated as a Business Airport. Within the system plan, a Business Airport is described as follows: Business Airports accommodate local business and other aviation users. The airport's regional role is consistent with its role in the Kansas State Airport System.

Some, but not all of the study airports also have federal role definitions from the FAA as part of their ASSET Study. Within FAA's national airport system, the Johnson County Executive Airport is also designated as a Regional Airport; this designation signifies the airport's increased importance to the federal system of public-use airports. From the economic benefits it provided and the volume of business activity it serves, the Johnson County Executive Airport has the attributes of a regional airport. Its airfield facilities, however, are more in line with a business airport, hence its recommended business role in the regional system.

From a facilities standpoint, the Johnson County Executive Airport meets most of the objectives for a Business Airport. It is worth noting, however, that as part of the airport's own capital improvement plan or master plan, the airport will most likely have additional projects that it will need to undertake over the planning period. The system plan also does not identify all maintenance, rehabilitation, and replacement costs that could be incurred by the airport.

RASP RECOMMENDED AIRPORT SYSTEM



SERVICE AREA CHARACTERISTICS

The system plan uses a 10-mile radius around each airport to examine current and future population and employment characteristics. The table below shows this information for the Johnson County Executive Airport. GIS analysis completed in the system plan shows that the Johnson County Executive Airport has the second highest concentrations of both current population and employment. Further, between now and 2040, the rate of increase for both population and employment in the 10-mile radius is expected to be among the highest for all system plan airports.

Population and Employment						
Airport	Role	Ownership	Total Population within Service Area (2011)	Rate of Population Growth within Service Area (2011)	Total Employment within Service Area (2011)	Rate of Employment Growth within Service Area (2011)
Johnson County Executive	Business	Public	401,509	47%	264,492	46%

FUTURE AVIATION DEMAND

Projections of aviation demand were developed for all study airports. These projections considered service area characteristics, actual historic growth, and FAA projections for the general aviation industry as contained in FAA's most current National Aerospace Forecast.

Forecasts were developed for both based aircraft and annual operations. Annual operations reflect take-offs and landings performed not only by aircraft that are based, or permanently stored at the airport, but also aircraft that are visiting or transient in nature.

As the table below shows, the number of based aircraft reported at the airport in 2015 was lower than it was in 2000. Part of this change is undoubtedly related to FAA changes for reporting/counting based aircraft, rather than to an actual decline in the number of planes based at the airport.

Based aircraft at the airport are expected, according to system plan projections, to increase from 113 to 126, a 12% increase over the period. The mix of aircraft based at the airport is expected to remain essentially unchanged over the forecast period. Annual operations are expected to grow from 49,500 to 60,350 by 2035.

Historic Changes in Based Aircraft								
					2000-2015		2010-2015	
Airport	2000	2005	2010	2015	Change	CAGR	Change	CAGR
Johnson County Executive	263	234	143	113	-150	-5.5%	-30	-4.6%

** CAGR - Compound Average Annual Rate of Growth*

Projected Aviation Demand					
Johnson County Executive Airport	2015	2020	2025	2035	2015-2035 CAGR
Forecast of Based Aircraft	113	114	117	126	12%
Forecast of Annual Operations	49,500	51,650	56,150	60,350	22%

Based Aircraft Fleet Mix 2035					
Airport	Single Engine	Multi Engine	Jet	Rotor	Other
Johnson County Executive	97	15	12	2	0

RASP IDENTIFIED ACTIONS AND IMPROVEMENTS

As part of the system plan, facility and service objectives were developed for each of the three airport roles: Regional, Business, and Community. The table on the right shows the ability of current facilities and services at the Johnson County Executive Airport to meet the objectives as a Business Airport. If the system plan analysis determined that actions are needed to improve the airport to make it fully compliant with its specific objectives, planning level cost estimates were developed for these projects. Costs by improvement are shown in the table to the right.

As shown, the anticipated cost to improve the airport to meet all of its facility and service and performance measure objectives is estimated at roughly $60,000. The Johnson County Executive Airport is eligible for local funding from the county's General Fund and a special Enterprise Fund, KDOT state funding, and federal funding from the FAA. The airport may have additional project needs and associated costs beyond those identified in the regional system plan. The airport will have additional needs not captured in the regional planning analysis.

JOHNSON COUNTY EXECUTIVE AIRPORT
SYSTEM SUMMARY REPORT

In addition to facility and service needs, airports in the system plan were evaluated for their ability to meet financial, environmental, and social sustainability performance measures. The Johnson County Executive Airport has already taken many steps toward implementing sustainable financial, environmental, and social practices and programs. Remaining actions needed to make the Johnson County Executive Airport fully compliant with all sustainability objectives from the system plan follow:

- Conduct a wildlife hazard assessment.
- Establish a plan to promote the efficient use of water.
- Establish a plan to reduce the generation of solid waste.

Some of these actions have an associated cost, while others do not. Any associated costs to meet sustainability performance measures are included in the table.

Johnson County Executive Report Card					**OJC**
AIRPORT NAME: Johnson County Executive		**CITY:** Olathe, KS			
AIRPORT CODE: OJC		**AIRPORT ROLE:** Business			
Actions Needed to Meet Facility and Service Objectives					
	Actual	**Minimum Objective**	**Compliant**	**Improvement Needed**	**Estimated Cost**
ARC	B-II	B-II	Yes		
Runway Length	4,507 Feet	4,000 Feet	Yes		
Runway Width	75 Feet	75 Feet	Yes		
Taxiway	Full Parallel	Partial Parallel, Full Parallel if Justified	Yes		
PCI	83	70 or Greater	Yes		
Navigational Aids					
Rotating Beacon	Rotating Beacon	Rotating Beacon	Yes		
Wind Sock	Lighted Wind Sock	Lighted Wind Sock/Segmented Circle	Yes		
REILs	----/----	REILs	No	Install REILs on RWY 18	$35,894
VGSI	V2L/V4L	VGSI (VASIs/PAPIs)	Yes		
Approach Type	LPV	AVP	Yes		
Lighting	MIRL	MIRL/MITL with ALS; HIRL/HITL Desired	Yes		
Weather	ASOS	ASOS or AWOS Desired	Yes		
Hangar Storage	194 spaces	100% of Based Aircraft	Yes		
Apron Tie-Downs	102 spaces	20% of Busy Day Transient Aircraft	Yes		
Terminal/Admin Building	6,000 sq. ft. with Restrooms, Conference Room, and Pilots' Lounge	1,500 square feet with Restrooms, Conference Room, and Pilots' Lounge	Yes		
Auto Parking	230 spaces	1.5 Spaces per Based Aircraft Departures on Average Day in Peak Month	Yes		
Ground Communications	Public Phone, WiFi, RCO	Public Phone, WiFi and GCO/RCO or ATCT	Yes		
Services					
Fuel	AvGas and Jet A	AvGas and Jet A	Yes		
FBO	Full Service	Full Service	Yes		
Rental Cars	Rental Cars	Available	Yes		
Additional Actions Needed to Meet System Performance Measure Objectives					
Project Description					Estimated Cost
Wildlife Hazard Assessment/Plan					$25,000
Establish a Plan to Promote the Efficient Use of Water					*
Establish a Plan to Reduce the Generation of Solid Waste					*
				Estimated RASP Project Costs	**$60,894**

*Note: * No fixed cost needed*
Acronyms defined in Technical Report Glossary

AIRPORT BENEFITS

General aviation airports are often part of the infrastructure needed to attract and retain jobs and to support the vibrancy of the local and/or regional economy. General aviation airports, however, can sometimes support other benefits.

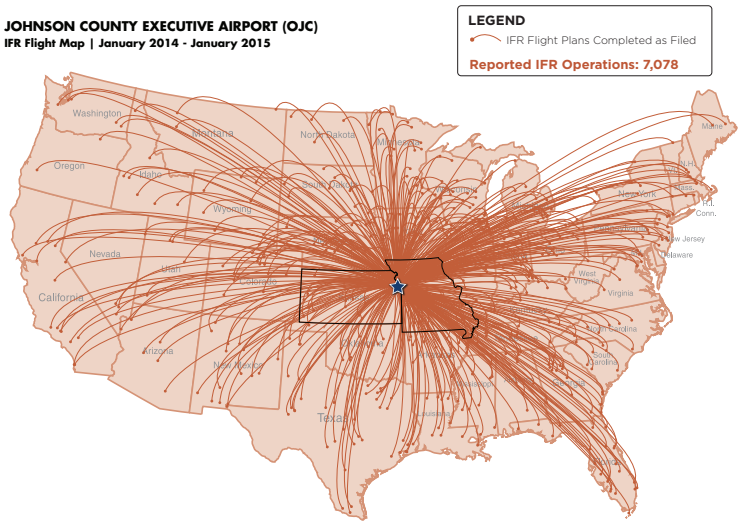
As part of a prior statewide study conducted by KDOT (completed in 2009), the positive annual economic impacts of the Johnson County Executive Airport were estimated. While the data is not current, the results still help to show the airport's annual positive economic impact. KDOT is in the process of updating the airport's economic impact estimate.

Total annual economic impacts for the airport are attributed to one or more of the following four economic activity centers: airport management, airport tenants, average annual capital investment, and spending by visitors who arrive on general aviation aircraft. Total impacts represent both direct and indirect impacts. Indirect impacts result from re-recirculating direct impacts, once the direct impacts enter the economy being studied. Indirect impacts were estimated using an input/output model. Since economic impacts are a "snapshot" in time of airport conditions that existed when the study was completed, it is possible that annual economic impacts for the airport have changed.

Estimated Annual Economic Impact			
Airport	Total Jobs	Total Payroll	Total Output
Johnson County Executive Airport	377	$10,012,500	$36,608,900

The accompanying map shows how the Johnson County Executive Airport supports non-stop fights on general aviation aircraft to many destinations around the U.S. These instrument flight rule (IFR) flights were obtained from FAA data and represent only an estimated 3 percent of all of the airport's annual operations. This map shows how the airport ties the Kansas City area to other cities around the country.

JOHNSON COUNTY EXECUTIVE AIRPORT PROVIDES NON-STOP FLIGHTS TO ANYWHERE!



USER OUTREACH

As part of the system plan, outreach was completed through an online survey to collect additional information of how the study area relies on and benefits from general aviation airports. This survey, that was advertised through a press release sent to all media outlets in the study area, enabled airport users and employers to provide input on how they use the airports.

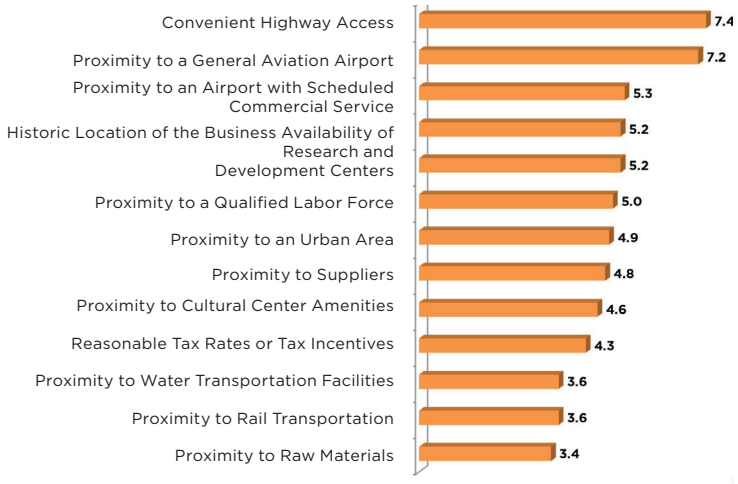
Survey responses from area employers show that the types of employers that most frequently rely on general aviation aircraft for travel and improved efficiency include:

- Government
- Professional Services
- Construction
- Retail Trade
- Health Care
- Real Estate
- Technical Support
- Finance and Insurance
- Social Services

Employer responses often indicated that more than 50 percent of their employees in the study area improve their job efficiency by using general aviation. Since this survey was geared to gather information from users/employers that benefit from general aviation, the high employee reliance is not surprising.

The online survey gathered information on how important the proximity of a general aviation airport is to their business location. Again, since general aviation-dependent businesses were targeted as the respondents for this survey, the high rating given to general aviation airport proximity is not unexpected. Nevertheless, for those employers in the study area that do rely on and benefit from one of the general aviation airports, only proximity to highway access is more important to the location of their business in the nine-county study area.

IMPORTANCE OF LOCATION FACTORS TO LOCAL BUSINESSES



By improving general aviation airports in the study area, such as the Johnson County Executive Airport, the Kansas City metropolitan area will be able to continue to realize economic and other benefits.

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