



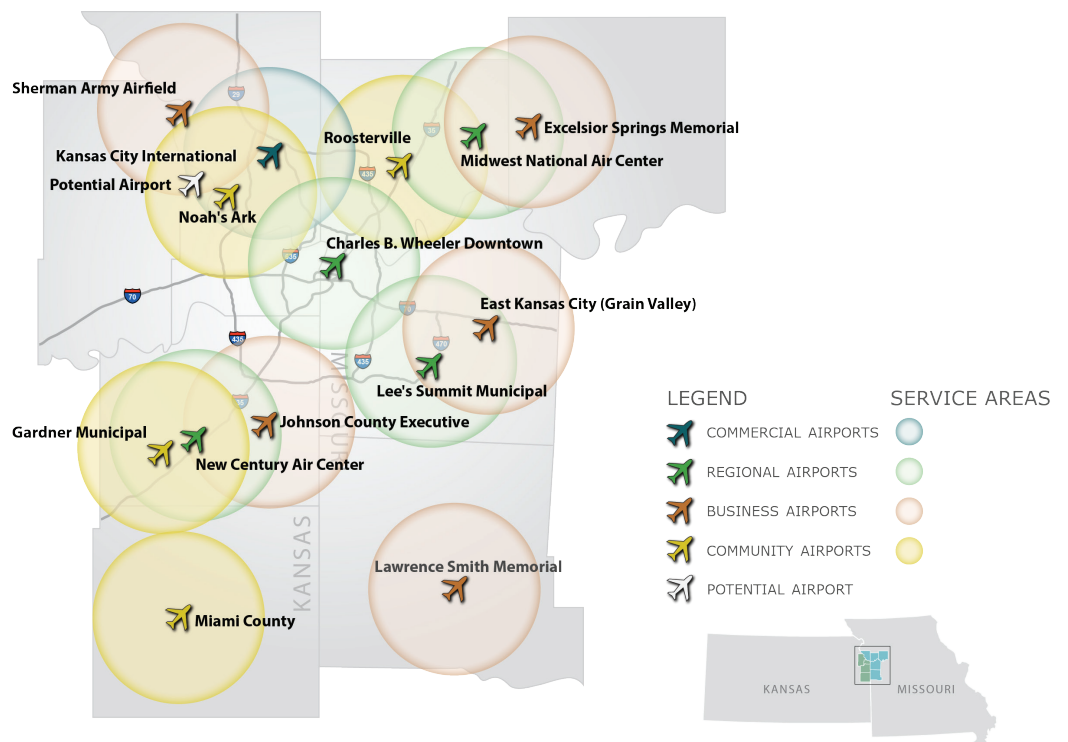
In 2015, the Mid-America Regional Council (MARC) completed a regional aviation system plan (RASP) for a nine-county study area focused on the Kansas City Region. The study area included counties in both Kansas and Missouri and considered 13 general aviation airports, including the New Century Air Center. This report focuses on two important topics: individual finding 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, New Century Air Center is designated as a Regional Airport. Within the system plan, a Regional Airport is described as one that accommodates a wide range of general aviation users and support regional economic activities. Some but not all system airports also have a federal role designation from the FAA as part of their ASSET Study. Within FAA's national airport system, the New Century Air Center is also designated as a Regional Airport.

The New Century Air Center meets most of the objectives for a Regional Airport. From a development standpoint, the majority of the RASP cost estimate for airport improvement is related to providing additional hangar storage. As part of the airport's own capital improvement plan, the airport will most likely have additional projects that it will need to undertake over the planning period.

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 New Century Air Center. GIS analysis completed in the study shows that New Century Air Center has the fourth 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 around the airport is expected to be the second highest among all system airports.

Population and Employment						
Airport	Role	Owner-ship	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)
New Century Air Center	Regional	Public	183,517	78%	83,755	86%

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 takeoffs and landings performed by aircraft that are based or permanently stored at the airport and 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 93 to 104, a 12 percent increase over the period. Single-engine planes at the airport are expected to actually decrease slightly from 64 to 62, but based jet aircraft are expected to reach 6, up from a current level of 1, by the end of planning period. Current annual operations are expected to grow from 43,900 to 53,500 by 2035.

Historic Changes in Based Aircraft									
Airport	2000	2005	2010	2015	2000-2015		2010-2015		
					Change	CAGR	Change	CAGR	
New Century Air Center	213	193	132	93	-120	-5.4%	-39	-6.8%	

* CAGR - Compound Average Annual Rate of Growth

Projected Aviation Demand					
New Century Air Center	2015	2020	2025	2035	2015-2035 CAGR
Forecast of Based Aircraft	93	94	96	104	12%
Forecast of Annual Operations	43,900	45,800	49,800	53,500	22%

Based Aircraft Fleet Mix 2035					
Airport	Single Engine	Multi Engine	Jet	Rotor	Other
New Century Air Center	62	13	6	2	21

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 to the right shows the ability of current facilities and services at the New Century Air Center to meet the objectives for a Regional Airport. If the system plan analysis determined that actions were 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 recommended improvement are shown in the table to the right.

NEW CENTURY AIR CENTER

SYSTEM SUMMARY REPORT

As shown, the anticipated cost to improve the airport to meet RASP facility and service objectives and performance measure objectives is estimated at roughly \$640,000. The New Century Air Center is eligible for local funding from the city's General Fund and a special Enterprise Fund, KDOT state funding, and federal funding from the FAA. Grants for hangar construction, however, typically do not compete well at the state or federal levels, indicating that other sources of funding will most likely be needed. Please note that this airport will have other development needs other than these shown in the report card.

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. Among all of the study airports, the New Century Air Center has taken more steps than any other airport to increase its sustainability. The only action needed to make the New Century Air Center fully compliant with all sustainability objectives from the system plan follows:

- Establish a plan to promote the efficient use of water.

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

New Century Air Center Report Card					IXD
AIRPORT NAME: New Century Air Center			CITY: Olathe, KS		
AIRPORT CODE: IXD			AIRPORT ROLE: Regional		
Actions Needed to Meet Facility and Service Objectives					
	Actual	Minimum Objective	Compliant	Improvement Needed	Estimated Cost
ARC	C/D-II	B-II	Yes		
Runway Length	7,339 feet	5,000 Feet	Yes		
Runway Width	150 feet	75 - 100 Feet	Yes		
Taxiway	Full Parallel	Full Parallel	Yes		
PCI	76	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	REIL/----	REILs	Yes		
VGSI	VASI/----	VGSI (VASIs/PAPIs)	No		
Approach Type	ILS	APV	Yes		
Lighting	HIRL/MITL, MALSR	MIRL/MITL with ALS; HIRL/HITL Desired	Yes		
Weather	ASOS	ASOS or AWOS	Yes		
Hangar Storage	99 spaces	100% of Based Aircraft	No	Provide additional 5 spaces	\$608,715
Apron Tie-Downs	67 spaces	20% of Busy Day Transient Aircraft	Yes		
Terminal/Admin Building	5,600 sq. ft. with Restrooms, Conference Room, and Pilots' Lounge	2,500 square feet with Restrooms, Conference Room, and Pilots' Lounge	Yes		
Auto Parking	120 spaces	1.5 Spaces per Based Aircraft Departures on Average Day in Peak Month	No	Provide additional 14 spaces	\$29,007
Ground Communications	Public Phone, WiFi, ATCT	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		
Maintenance	Full Service	Full Service	Yes		
Rental Cars	Rental Cars	Available	Yes		
Additional Actions Needed to Meet System Performance Measure Objectives					
Project Description					Estimated Cost
Establish a Plan to Promote the Efficient Use of Water					*
Estimated RASP Project Costs					\$637,722

Note: *No fixed cost needed

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 also support other benefits.

As part of a prior statewide study conducted by KDOT (completed in 2009) the positive annual economic impacts of the New Century Air Center were estimated. While the data that this estimate is based on is not current, the results still help to show the airport's annual positive economic impact. It is worth noting that KDOT is in the process of updating the airport's estimate annual economic impact.

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 the re-circulating direct impacts, once the direct impacts enter the economy being studied. Indirect impacts are estimated using an input/output model. Total impacts for the airport, shown here, are the sum of direct and indirect impacts. Since economic impacts are a "snapshot" in time of airport conditions when the study was completed, it is possible that annual economic impacts for the airport have changed.

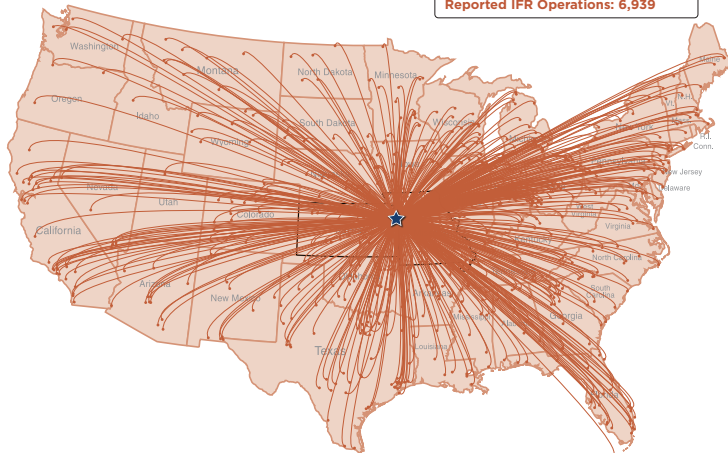
Estimated Annual Economic Impact			
Airport	Total Jobs	Total Payroll	Total Output
New Century Air Center	478	\$24,907,400	\$92,854,500

The map below shows how the New Century Air Center supports non-stop flights 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.

NEW CENTURY AIR CENTER PROVIDES NON-STOP FLIGHTS TO ANYWHERE!

NEW CENTURY AIR CENTER (IXD)
IFR Flight Map | January 2014 - January 2015

LEGEND
IXD Flight Plans Completed as Filed
Reported IFR Operations: 6,939



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.

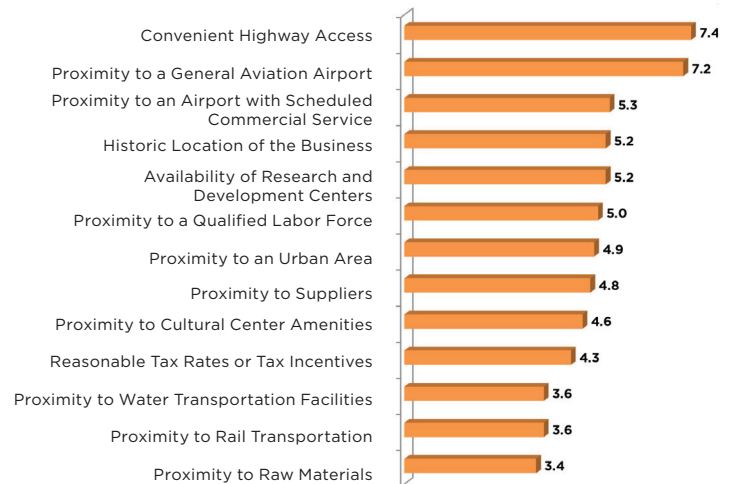
Survey responses from area employers show that the types of employers that most frequently rely on general aviation aircraft for travel and improved efficiency include:

- 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.

For businesses that rely on general aviation, the online survey also 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 New Century Air Center, the Kansas City metropolitan area will be able to continue to realize economic and other benefits.