

Welcome to the Public Information Workshop

- Participate in the open house meeting format
- Visit the information stations
- Discuss study elements with the project team
- Offer your comments via comment sheets and the project website
- Obtain additional information or submit a comment from the project website:

ojc.airportstudy.net

SCAN ME



What is a Master Plan?

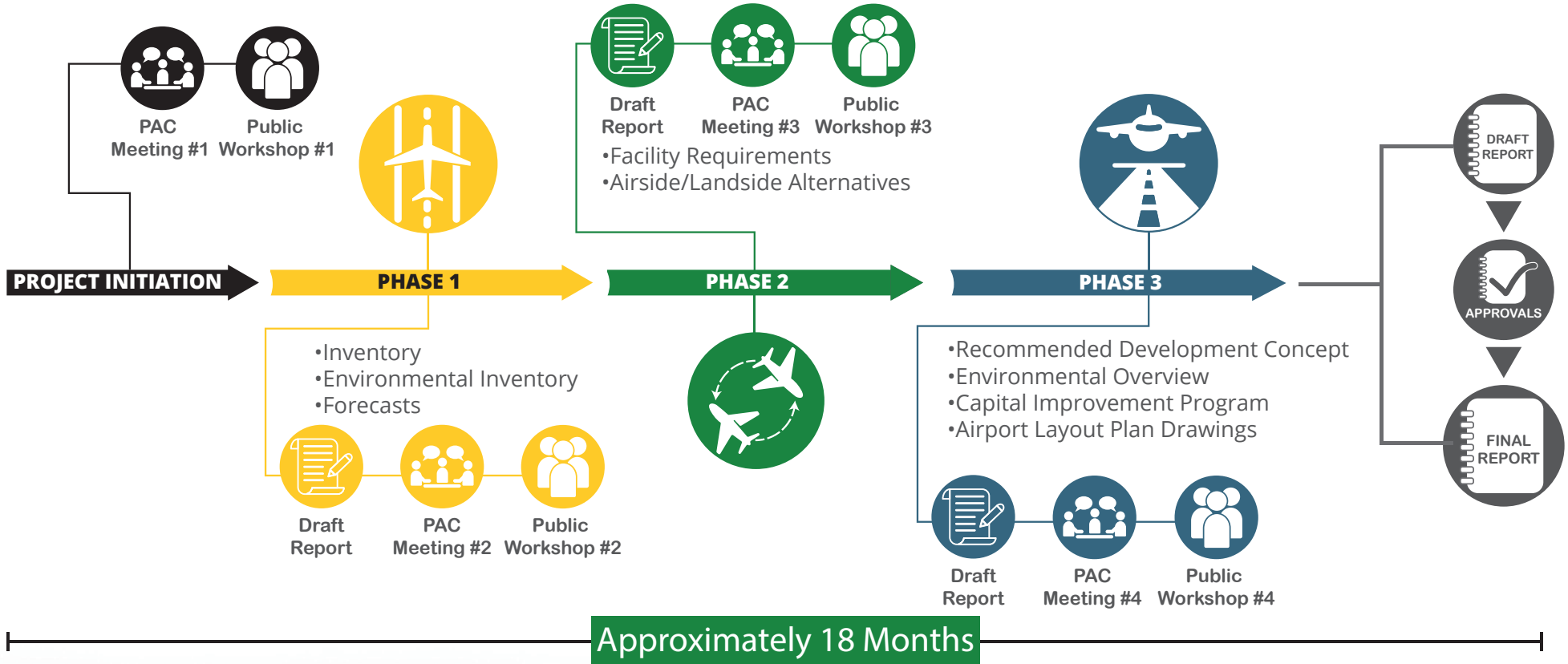
An Airport Master Plan is:

- ✓ A comprehensive, long-range study of the airport and all air and landside components that describes plans to meet FAA safety standards and future aviation demand.
- ✓ Required by the FAA to be conducted every 7-10 years to ensure plans are up-to-date and reflect current conditions and FAA regulations. The last master plan was completed in 2006.
- ✓ Funded by the FAA through the Airport Improvement Program (AIP) entitlements at 95%, with the remainder funded by the Johnson County Airport Commission.
- ✓ A local planning document that will ultimately be presented for approval by the Airport Commission. The FAA approves only two elements of the master plan, the Aviation Demand Forecasts and the Airport Layout Plan (ALP) drawing set.
- ✓ An opportunity for airport stakeholders and the general public to engage with airport staff on issues related to the airport and its current and future operations, and environmental and socioeconomic impacts. Four (4) public information workshops will be conducted throughout the master plan process to facilitate this public outreach effort.

An Airport Master Plan is not:

- ✗ A guarantee that the airport will proceed with any planned projects. Master plans are guides that help airport staff plan for future airport development; however, the need/demand for certain projects may not ever materialize.
- ✗ A guarantee that the Sponsor or the FAA will fund any planned projects. Project funding is considered on a project-by-project basis requiring appropriate need and demand. Certain projects may require the completion of a benefit-cost analysis.
- ✗ Environmental clearance for any planned projects. The master plan includes an environmental overview that identifies potential environmental sensitivities per the National Environmental Policy Act of 1969 (NEPA); however, most planned projects will require a separate NEPA study (Environmental Impact Statement/ Environmental Assessment/Categorical Exclusion) prior to construction.

Master Plan Process



Purpose of the Master Plan Study

- Provide a **visioning document** to guide airport management and other decision makers regarding development of the airport over the next 20 years.
- **Address local and national changes** in the aviation industry that could impact priorities at OJC.
- Identify and **plan for potential capital projects** in advance so that coordination, approvals, financing, design, and construction can take place in a timely manner.
- Identify locations for appropriate **on-airport land uses** (aviation and non-aviation).
- Develop a plan that addresses **FAA and airport priorities** (i.e., safety, design standards, land use compatibility, compliance, etc.).
- Obtain **FAA approval of the new aviation demand forecasts and updated Airport Layout Plan (ALP)**.
- Have a current and **approved ALP** on file with the FAA so that future grant funding can continue uninterrupted.
- Increase **stakeholder/public awareness** of the airport's goals and objectives.
- Maintain **communication** and capital project discussions with the FAA and airport stakeholders.

Project Team

JOHNSON COUNTY
KANSAS
Airport Commission



Prime Consultant: Responsible for all aspects of the master plan.
Airport planning, environmental analysis, land use planning, capital
improvement plan, airport layout plan.



FAA-required Airports Geographic Information System (AGIS) survey. Aeronautical surveys, data collection, and aerial photography.

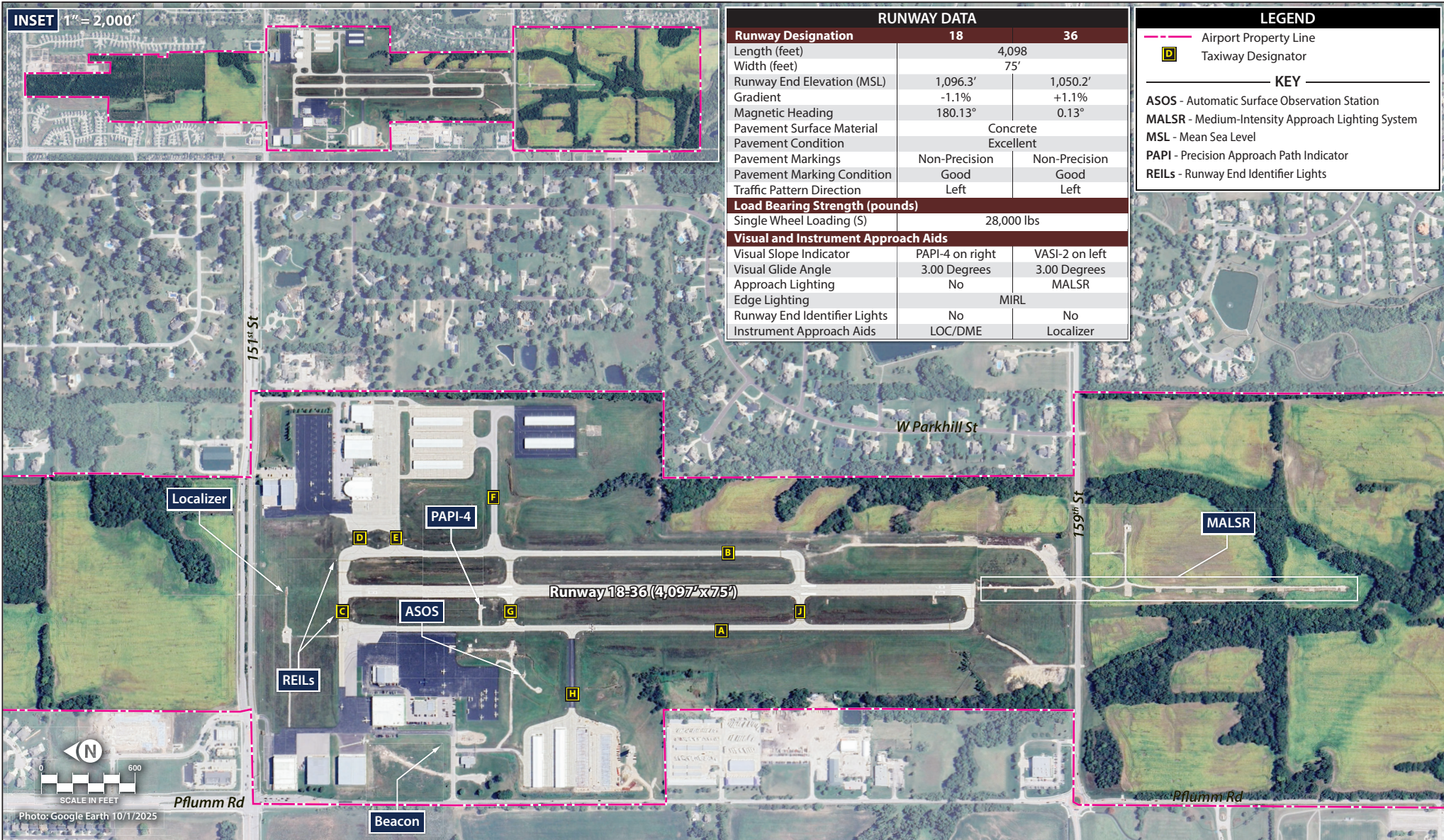


Airport property records research



Project cost estimates

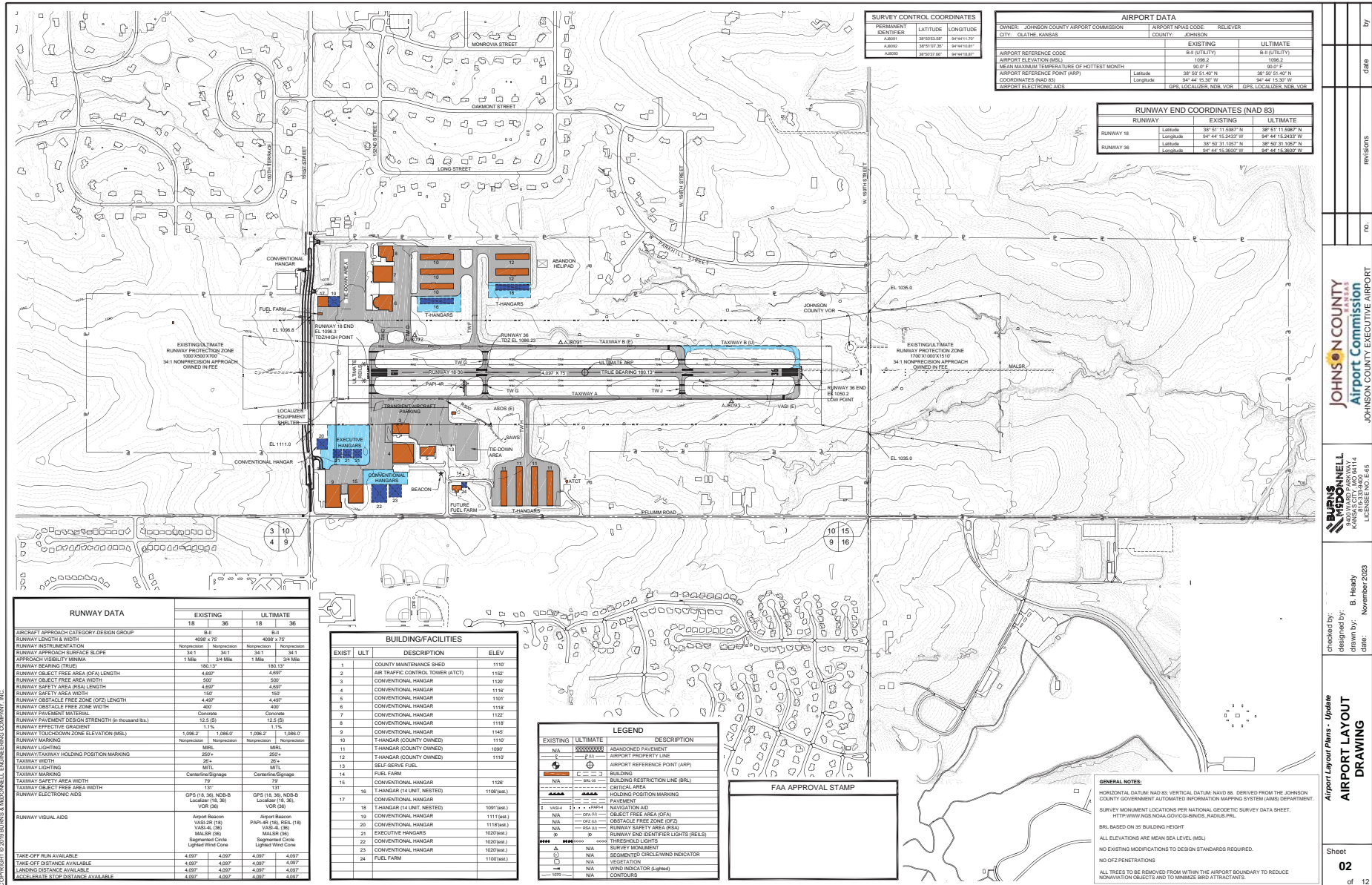
Existing Airside Facilities



RUNWAY DATA		
Runway Designation	18	36
Length (feet)	4,098	
Width (feet)	75'	
Runway End Elevation (MSL)	1,096.3'	1,050.2'
Gradient	-1.1%	+1.1%
Magnetic Heading	180.13°	0.13°
Pavement Surface Material	Concrete	
Pavement Condition	Excellent	
Pavement Markings	Non-Precision	Non-Precision
Pavement Marking Condition	Good	Good
Traffic Pattern Direction	Left	Left
Load Bearing Strength (pounds)		
Single Wheel Loading (S)	28,000 lbs	
Visual and Instrument Approach Aids		
Visual Slope Indicator	PAPI-4 on right	VASI-2 on left
Visual Glide Angle	3.00 Degrees	3.00 Degrees
Approach Lighting	No	MALS
Edge Lighting	MIRL	
Runway End Identifier Lights	No	No
Instrument Approach Aids	LOC/DME	Localizer

LEGEND	
	Airport Property Line
	Taxiway Designator
KEY	
ASOS - Automatic Surface Observation Station	
MALS - Medium-Intensity Approach Lighting System	
MSL - Mean Sea Level	
PAPI - Precision Approach Path Indicator	
REILs - Runway End Identifier Lights	

Airport Layout Plan Drawing



SURVEY CONTROL COORDINATES		
PERMANENT IDENTIFIER	LATITUDE	LONGITUDE
AD00	38°53.53' N	94°41'12" W
AD01	38°51'07" N	94°41'02" W
AD02	38°51'07" N	94°41'02" W

AIRPORT DATA			
OWNER:	JOHNSON COUNTY AIRPORT COMMISSION	AIRPORT NPAAS CODE:	RELIEVER
CITY:	OLATHE, KANSAS	COUNTY:	JOHNSON
AIRPORT REFERENCE CODE	B-1 (ULT/17)	EXISTING	ULTIMATE
AIRPORT ELEVATION (MSL)	1096.2	1096.2	1096.2
MEAN MAXIMUM TEMPERATURE OF HOTTEST MONTH	80.0 F	80.0 F	80.0 F
AIRPORT REFERENCE POINT (ARP)	Latitude: 38° 51' 07" N	Longitude: 94° 41' 02" W	Longitude: 94° 41' 02" W
COORDINATES (NAD 83)	Latitude: 38° 51' 07" N	Longitude: 94° 41' 02" W	Longitude: 94° 41' 02" W
AIRPORT ELECTRONIC AIDS	GPS LOCALIZER, NDB, VOR, GPS LOCALIZER, NDB, VOR		

RUNWAY END COORDINATES (NAD 83)			
RUNWAY	EXISTING	ULTIMATE	
RUNWAY 18	Latitude: 38° 51' 11.5287" N	Longitude: 94° 44' 15.2432" W	38° 51' 11.5287" N
	Latitude: 38° 51' 11.5287" N	Longitude: 94° 44' 15.2432" W	38° 51' 11.5287" N
RUNWAY 36	Latitude: 38° 51' 31.1027" N	Longitude: 94° 44' 15.2432" W	38° 51' 31.1027" N
	Latitude: 38° 51' 31.1027" N	Longitude: 94° 44' 15.2432" W	38° 51' 31.1027" N

RUNWAY DATA	EXISTING		ULTIMATE	
	18	36	18	36
AIRCRAFT APPROACH CATEGORY DESIGN GROUP	B-II		B-II	
RUNWAY LENGTH & WIDTH	4098 x 75'		4098 x 75'	
RUNWAY AS PAVEMENTATION	Nonpavement		Nonpavement	
RUNWAY APPROACH SURFACE SLOPE	34.1	34.1	34.1	34.1
APPROACH VISIBILITY MINIMUM	1.0mi	3/4 mi	1.0mi	3/4 mi
RUNWAY BEARING (TRUE)	180.13°		180.13°	
RUNWAY OBJECT FREE AREA (OFA) LENGTH	4,607'	4,607'	4,607'	4,607'
RUNWAY OBJECT FREE AREA WIDTH	500'	500'	500'	500'
RUNWAY SAFETY AREA (RSA) LENGTH	4,607'	4,607'	4,607'	4,607'
RUNWAY SAFETY AREA WIDTH	150'	150'	150'	150'
RUNWAY OBSTACLE FREE ZONE (OFZ) LENGTH	4,607'	4,607'	4,607'	4,607'
RUNWAY OBSTACLE FREE ZONE WIDTH	400'	400'	400'	400'
RUNWAY PAVEMENT MATERIAL	Concrete		Concrete	
RUNWAY PAVEMENT DESIGN STRENGTH (in thousand lbs.)	12.5 (5)		12.5 (5)	
RUNWAY EFFECTIVE GRADIENT	1.1%		1.1%	
RUNWAY TOUCHDOWN ZONE ELEVATION (MSL)	1,096.2	1,096.0	1,096.2	1,096.0
RUNWAY MARKING	Nonpavement		Nonpavement	
RUNWAY LIGHTING	MRL		MRL	
RUNWAY/TAXIWAY HOLDING POSITION MARKING	250'	250'	250'	250'
TAXIWAY WIDTH	20'	20'	20'	20'
TAXIWAY LIGHTING	MRL		MRL	
TAXIWAY MARKING	Centerline/Edge		Centerline/Edge	
TAXIWAY SAFETY AREA WIDTH	131'	131'	131'	131'
TAXIWAY OBJECT FREE AREA WIDTH	131'	131'	131'	131'
RUNWAY ELECTRONIC AIDS	GPS (18, 36), NDB-B (18, 36) VOR (36)		GPS (18, 36), NDB-B (18, 36) VOR (36)	
RUNWAY VISUAL AIDS	Asphalt Beacon VASI-R (18), REL (18) VASI-R (36) MALSR (36) Segmented Circle Lighted Wind Cone		Asphalt Beacon VASI-R (18), REL (18) VASI-R (36) MALSR (36) Segmented Circle Lighted Wind Cone	
TAKE-OFF RUN AVAILABLE	4,097'	4,097'	4,097'	4,097'
TAKE-OFF DISTANCE AVAILABLE	4,097'	4,097'	4,097'	4,097'
LANDING DISTANCE AVAILABLE	4,097'	4,097'	4,097'	4,097'
ACCELERATE STOP DISTANCE AVAILABLE	4,097'	4,097'	4,097'	4,097'

BUILDING/FACILITIES			
EXIST	ULT	DESCRIPTION	ELEV
1		COUNTY MAINTENANCE SHED	1110
2		AIR TRAFFIC CONTROL TOWER (ATCT)	1102
3		CONVENTIONAL HANGAR	1120
4		CONVENTIONAL HANGAR	1116
5		CONVENTIONAL HANGAR	1107
6		CONVENTIONAL HANGAR	1115
7		CONVENTIONAL HANGAR	1122
8		CONVENTIONAL HANGAR	1118
9		CONVENTIONAL HANGAR	1145
10		T-HANGAR (COUNTY OWNED)	1110
11		T-HANGAR (COUNTY OWNED)	1090
12		T-HANGAR (COUNTY OWNED)	1110
13		SELF-SERVE FUEL	1110
14		FUEL FARM	1126
15		CONVENTIONAL HANGAR	1126
16		T-HANGAR (4 UNIT NESTED)	1109(36)
17		CONVENTIONAL HANGAR	1090(36)
18		T-HANGAR (4 UNIT NESTED)	1090(36)
19		CONVENTIONAL HANGAR	1111(36)
20		CONVENTIONAL HANGAR	1114(36)
21		EXECUTIVE HANGARS	1020(36)
22		CONVENTIONAL HANGAR	1020(36)
23		CONVENTIONAL HANGAR	1020(36)
24		FUEL FARM	1100(36)

EXISTING		ULTIMATE		DESCRIPTION
---	---	---	---	ABANDONED PAVEMENT
---	---	---	---	AIRPORT PROPERTY LINE
---	---	---	---	AIRPORT REFERENCE POINT (ARP)
---	---	---	---	BUILDING
---	---	---	---	BUILDING RESTRICTION LINE (BRL)
---	---	---	---	CRITICAL AREA
---	---	---	---	HOLDING POSITION MARKING
---	---	---	---	PAVEMENT
---	---	---	---	NAVIGATION AID
---	---	---	---	OBJECT FREE AREA (OFA)
---	---	---	---	OBSTACLE FREE ZONE (OFZ)
---	---	---	---	RUNWAY SAFETY AREA (RSA)
---	---	---	---	RUNWAY END IDENTIFIER LIGHTS (REILS)
---	---	---	---	THRESHOLD LIGHTS
---	---	---	---	SURVEY MONUMENT
---	---	---	---	SEGMENTED CIRCLE WIND INDICATOR
---	---	---	---	VEGETATION
---	---	---	---	WIND INDICATOR (E-606)
---	---	---	---	CONTOURS

FAA APPROVAL STAMP

GENERAL NOTES:
 HORIZONTAL DATUM: NAD 83. VERTICAL DATUM: NAVD 83. DERIVED FROM THE JOHNSON COUNTY GOVERNMENT AUTOMATED INFORMATION MAPPING SYSTEM (AIMS) DEPARTMENT.
 SURVEY MONUMENT LOCATIONS PER NATIONAL GEODETIC SURVEY DATA SHEET, NTP (WWW.NGS.NON.GOV/CODING/RADIUS.PDF).
 BRL BASED ON 35' BUILDING HEIGHT.
 ALL ELEVATIONS ARE MEAN SEA LEVEL (MSL).
 NO EXISTING MODIFICATIONS TO DESIGN STANDARDS REQUIRED.
 NO OFF PENETRATIONS.
 ALL TREES TO BE REMOVED FROM WITHIN THE AIRPORT BOUNDARY TO REDUCE NAVIGATION OBSTACLES AND TO MINIMIZE BIRD ATTRACTANTS.

NO.	REVISIONS	DATE	BY

checked by: B. Heady
 designed by: B. Heady
 drawn by: B. Heady
 date: November 2023

JOHNSON COUNTY
Airport Commission
JOHNSON COUNTY EXECUTIVE AIRPORT

BURNS & MCDONNELL
KANSAS CITY, MO 64114
LICENSE NO. E-65

Airport Layout Plans - Update
**AIRPORT LAYOUT
 DRAWING**

Sheet
02
 of 12

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**What is important to you
regarding the Airport Master Plan project?**