JOHNSON COUNTY KANSAS
Airport Commission

JOHNSON COUNTY KANSAS Executive Airport

AIRPORT MASTER PLAN







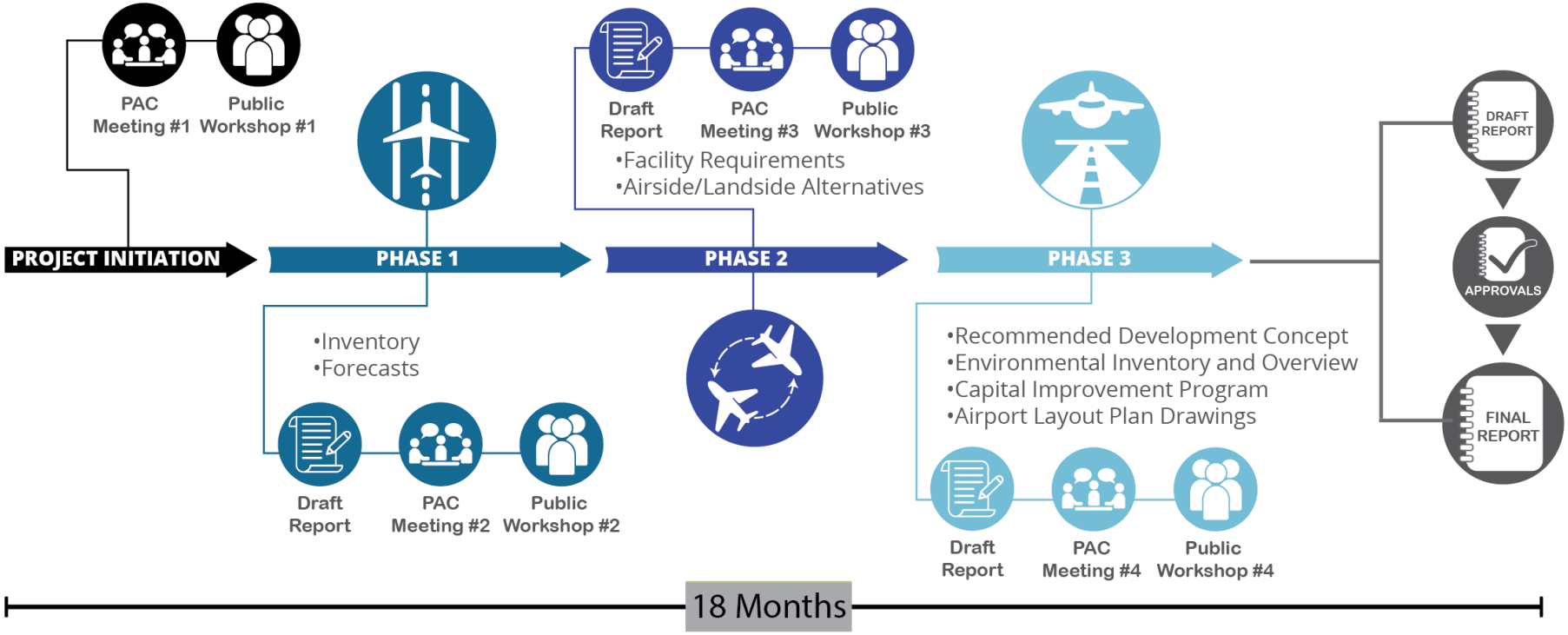
AGENDA

Planning Advisory Committee (PAC)
Meeting #2
Thursday, October 29, 2026
2:00 p.m.

---

1. Welcome/Introductions
2. Master Plan Process Review
3. Presentation of Draft Chapters
   - Inventory of Existing Conditions
   - Aviation Demand Forecasts
4. Next Steps
5. Open Discussion/Questions

MASTER PLAN PROCESS



CHAPTER ONE

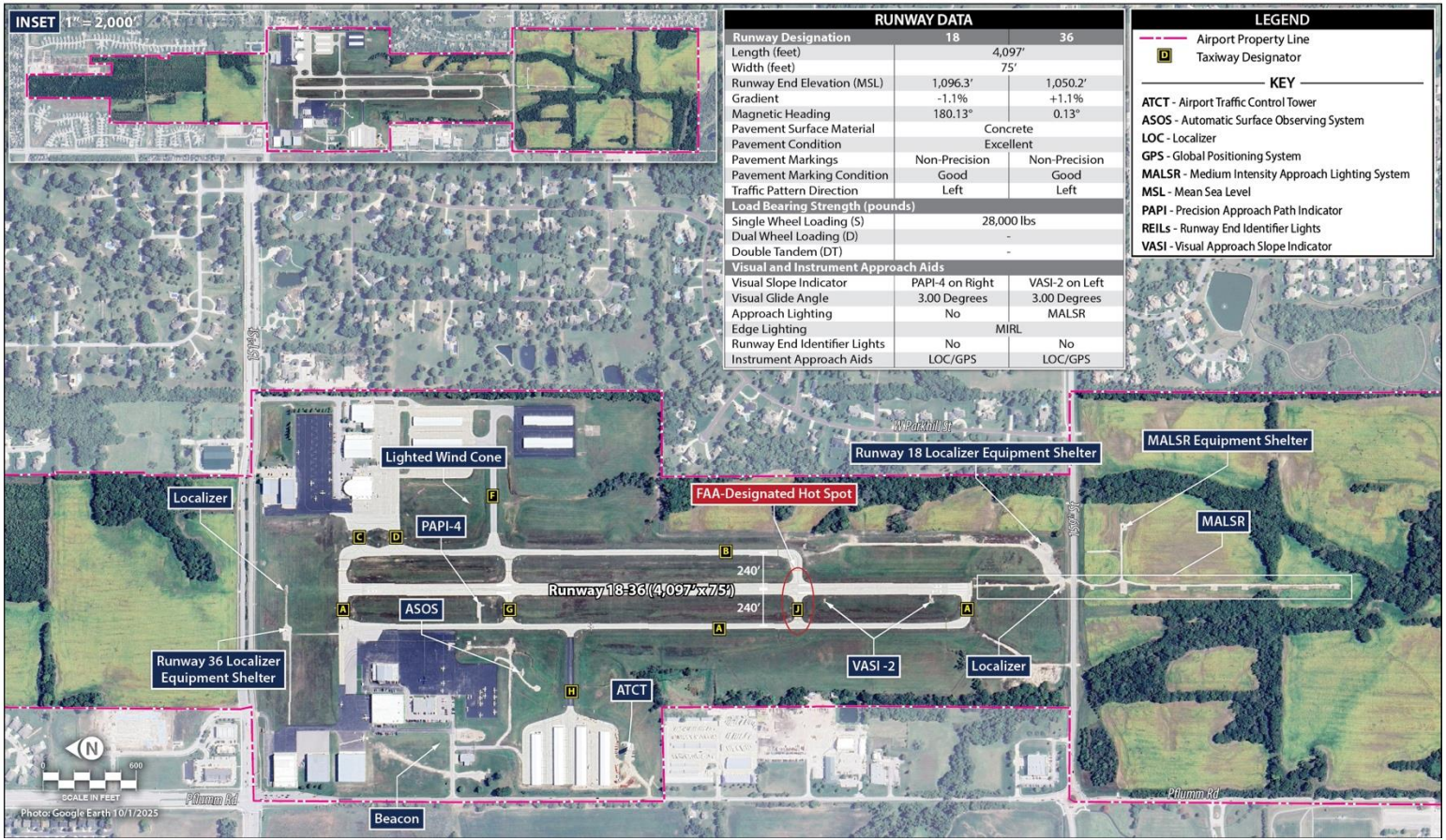
INVENTORY







EXISTING AIRSIDE FACILITIES



RUNWAY DATA		
Runway Designation	**18**	**36**
Length (feet)	4,097'	
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	
Dual Wheel Loading (D)	-	
Double Tandem (DT)	-	
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	MALSR
Edge Lighting	MIRL	
Runway End Identifier Lights	No	No
Instrument Approach Aids	LOC/GPS	LOC/GPS

LEGEND

Airport Property Line

D Taxiway Designator

KEY

ATCT - Airport Traffic Control Tower
ASOS - Automatic Surface Observing System
LOC - Localizer
GPS - Global Positioning System
MALSR - Medium Intensity Approach Lighting System
MSL - Mean Sea Level
PAPI - Precision Approach Path Indicator
REILs - Runway End Identifier Lights
VASI - Visual Approach Slope Indicator

EXISTING AIRSIDE FACILITIES



RUNWAY DATA		
Runway Designation	**18**	**36**
Length (feet)	4,097′	
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	
Dual Wheel Loading (D)	-	
Double Tandem (DT)	-	
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	MALSR
Edge Lighting	MIRL	
Runway End Identifier Lights	No	No
Instrument Approach Aids	LOC/GPS	LOC/GPS

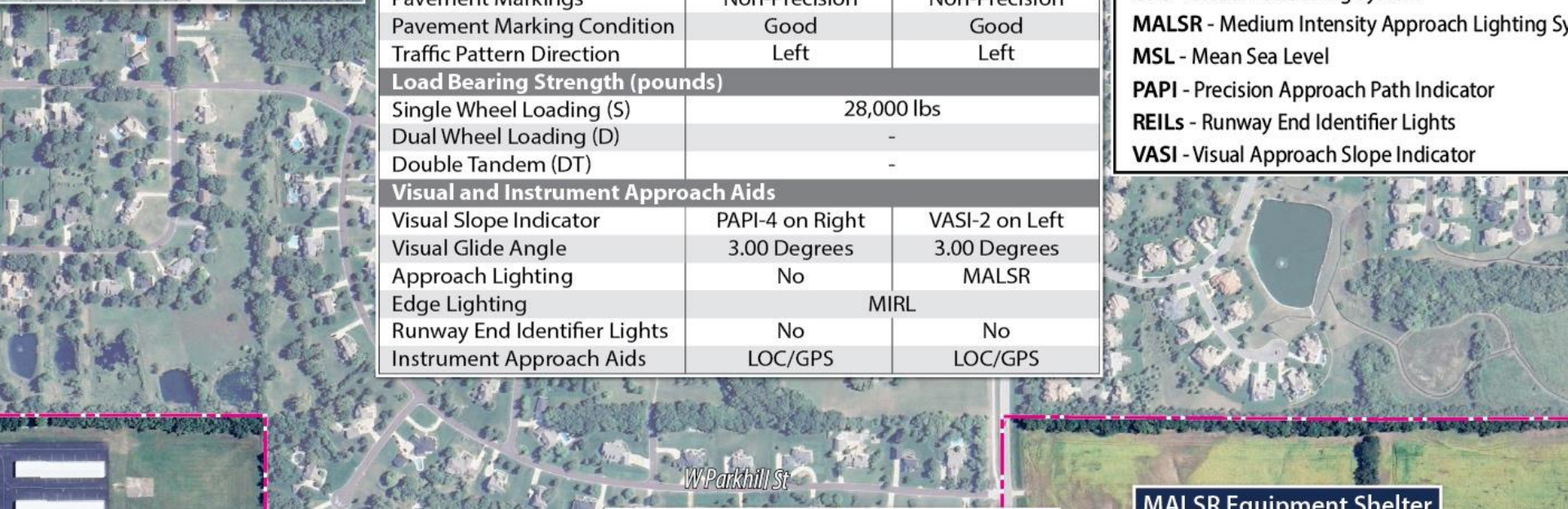
LEGEND

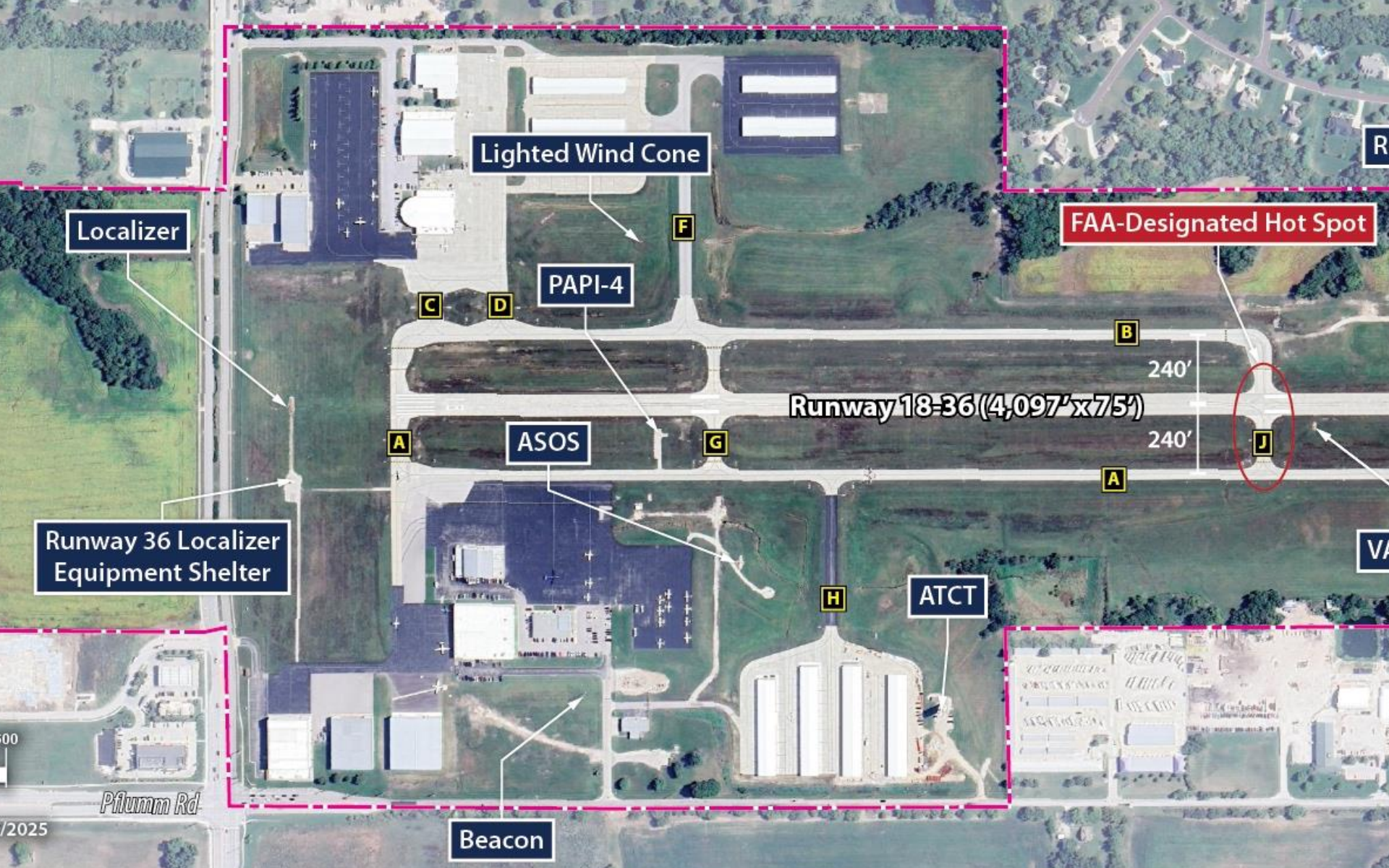
Airport Property Line

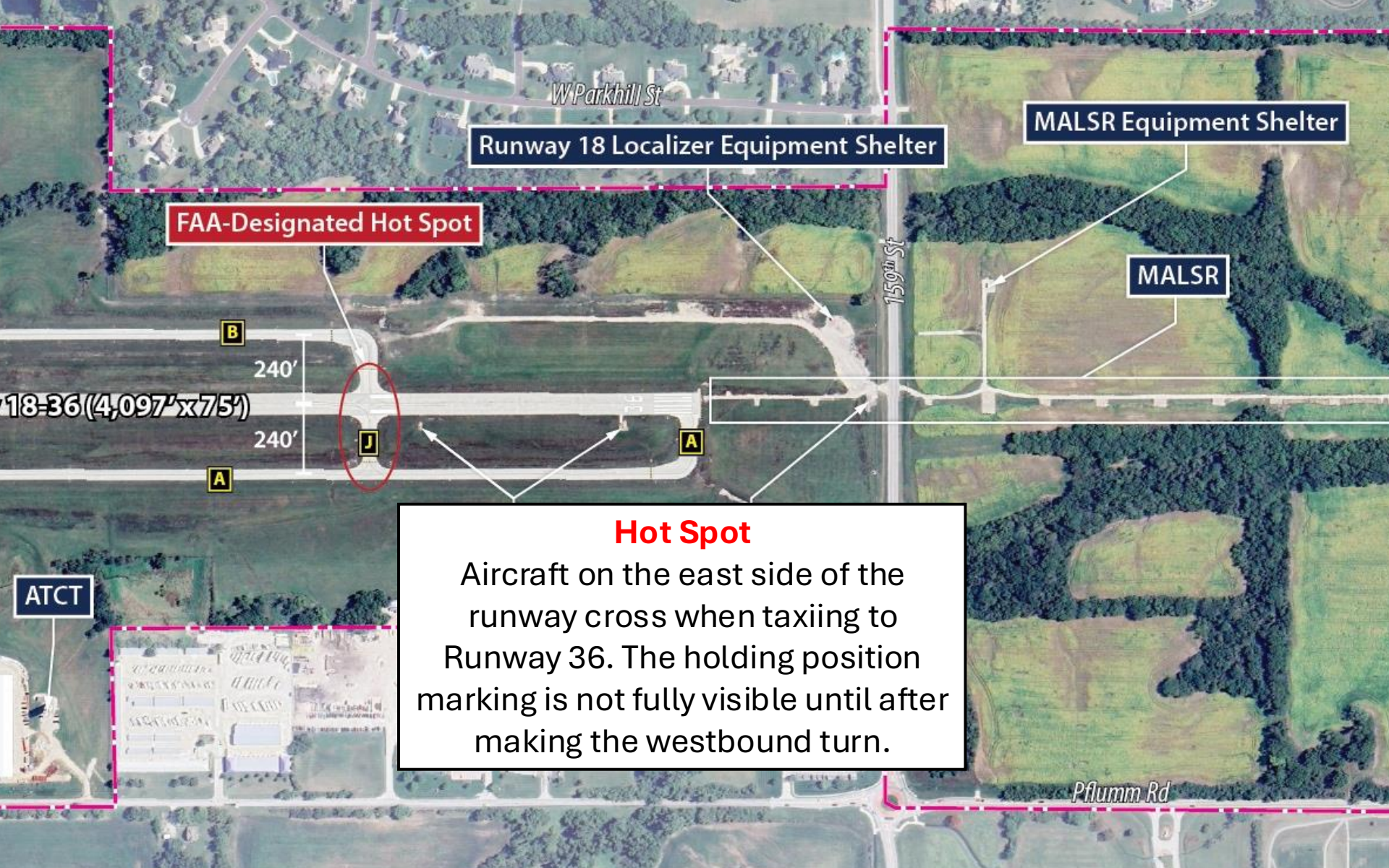
D Taxiway Designator

KEY

ATCT - Airport Traffic Control Tower
ASOS - Automatic Surface Observing System
LOC - Localizer
GPS - Global Positioning System
MALSR - Medium Intensity Approach Lighting Sy
MSL - Mean Sea Level
PAPI - Precision Approach Path Indicator
REILs - Runway End Identifier Lights
VASI - Visual Approach Slope Indicator




Lighted Wind Cone
Localizer
FAA-Designated Hot Spot
PAPI-4
F
C
D
B
240′
Runway 18-36 (4,097′ x 75′)
240′
A
ASOS
G
J
A
Runway 36 Localizer
Equipment Shelter
H
ATCT
Pflumm Rd
Beacon

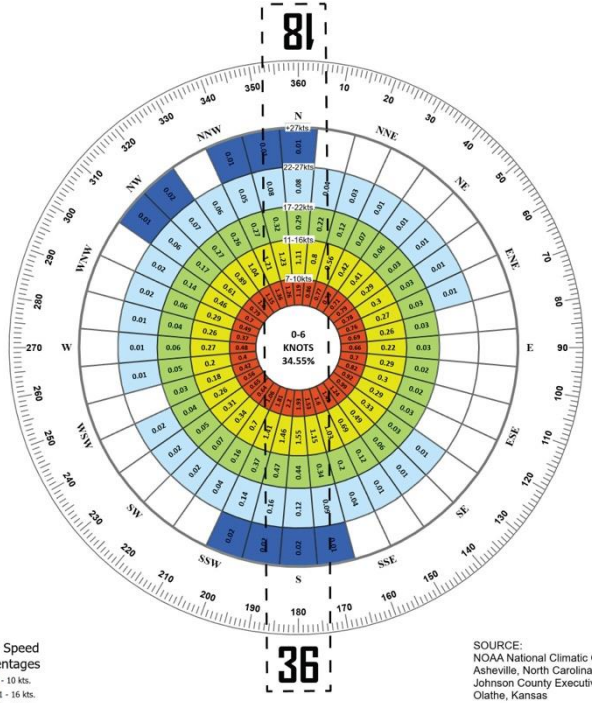


Hot Spot

Aircraft on the east side of the runway cross when taxiing to Runway 36. The holding position marking is not fully visible until after making the westbound turn.

WIND COVERAGE

ALL-WEATHER WIND COVERAGE				
Runways	10.5 Knots	13 Knots	16 Knots	20 Knots
Runway 18-36	92.81%	96.35%	98.93%	99.72%

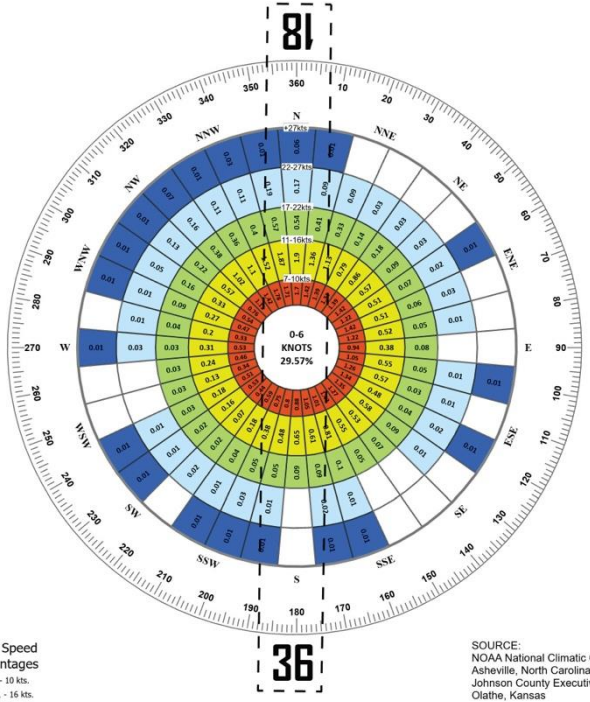


Wind Speed Percentages
- 7 - 10 kts.
- 11 - 16 kts.
- 17 - 22 kts.
- 23 - 27 kts.
- + 27 kts.

SOURCE:
NOAA National Climatic Center
Asheville, North Carolina
Johnson County Executive Airport
Olathe, Kansas

OBSERVATIONS:
103,197 All Weather Observations
Jan. 1, 2016 - Dec, 31 2025

IFR WIND COVERAGE				
Runways	10.5 Knots	13 Knots	16 Knots	20 Knots
Runway 18-36	91.21%	95.25%	98.46%	99.54%

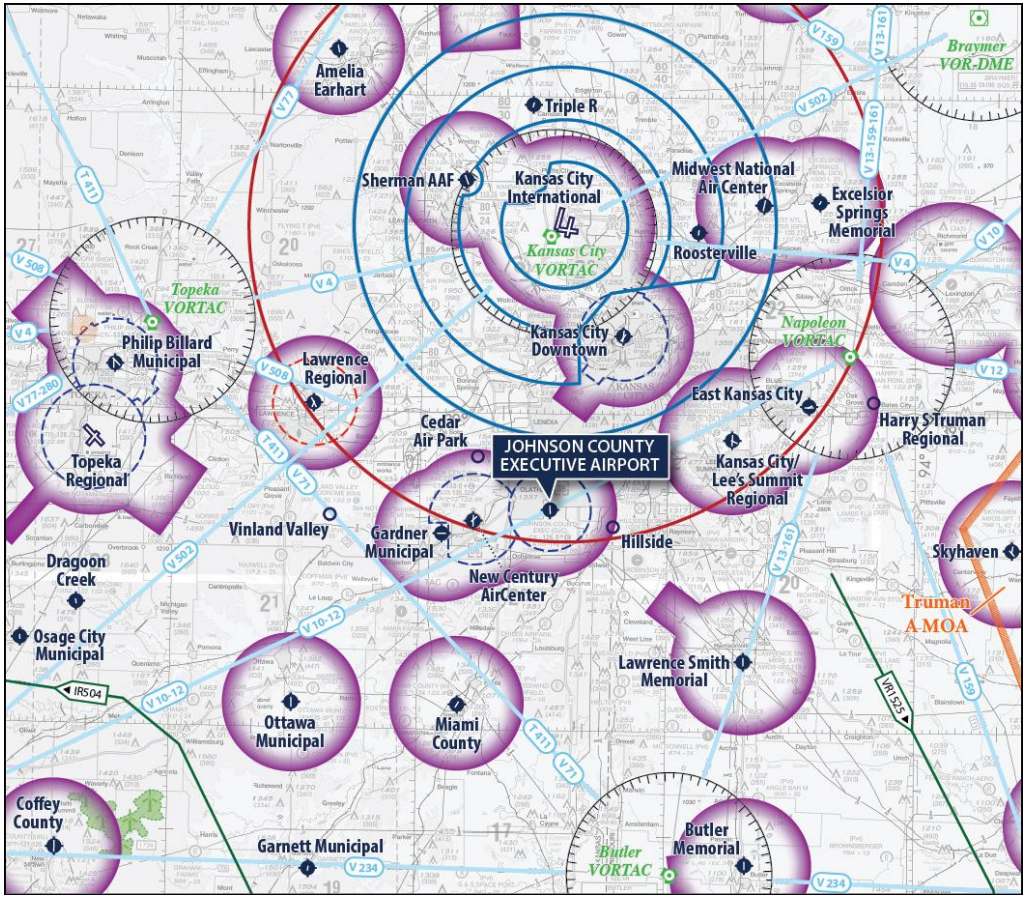


Wind Speed Percentages
- 7 - 10 kts.
- 11 - 16 kts.
- 17 - 22 kts.
- 23 - 27 kts.
- + 27 kts.

SOURCE:
NOAA National Climatic Center
Asheville, North Carolina
Johnson County Executive Airport
Olathe, Kansas

OBSERVATIONS:
14,842 IFR Observations
Jan. 1, 2016 - Dec, 31 2025

VICINITY AIRSPACE



LEGEND

- Airport with other than hard-surfaced runways
- Airport with hard-surfaced runways 1,500' to 8,069' in length
- Airport with hard-surfaced runways greater than 8,069' or some multiple runways less than 8,069'
- Compass Rose
- VORTAC
- VOR-DME
- Windfarm
- Non-Directional Radio Beacon (NDB)
- Class B Airspace
- Mode C
- Class D Airspace
- Class E (sfc) Airspace
- Class E Airspace with floor 700' above surface that laterally abuts 1200' or higher Class E airspace
- Victor Airways
- Military Training Routes
- Military Operations Areas (MOA)

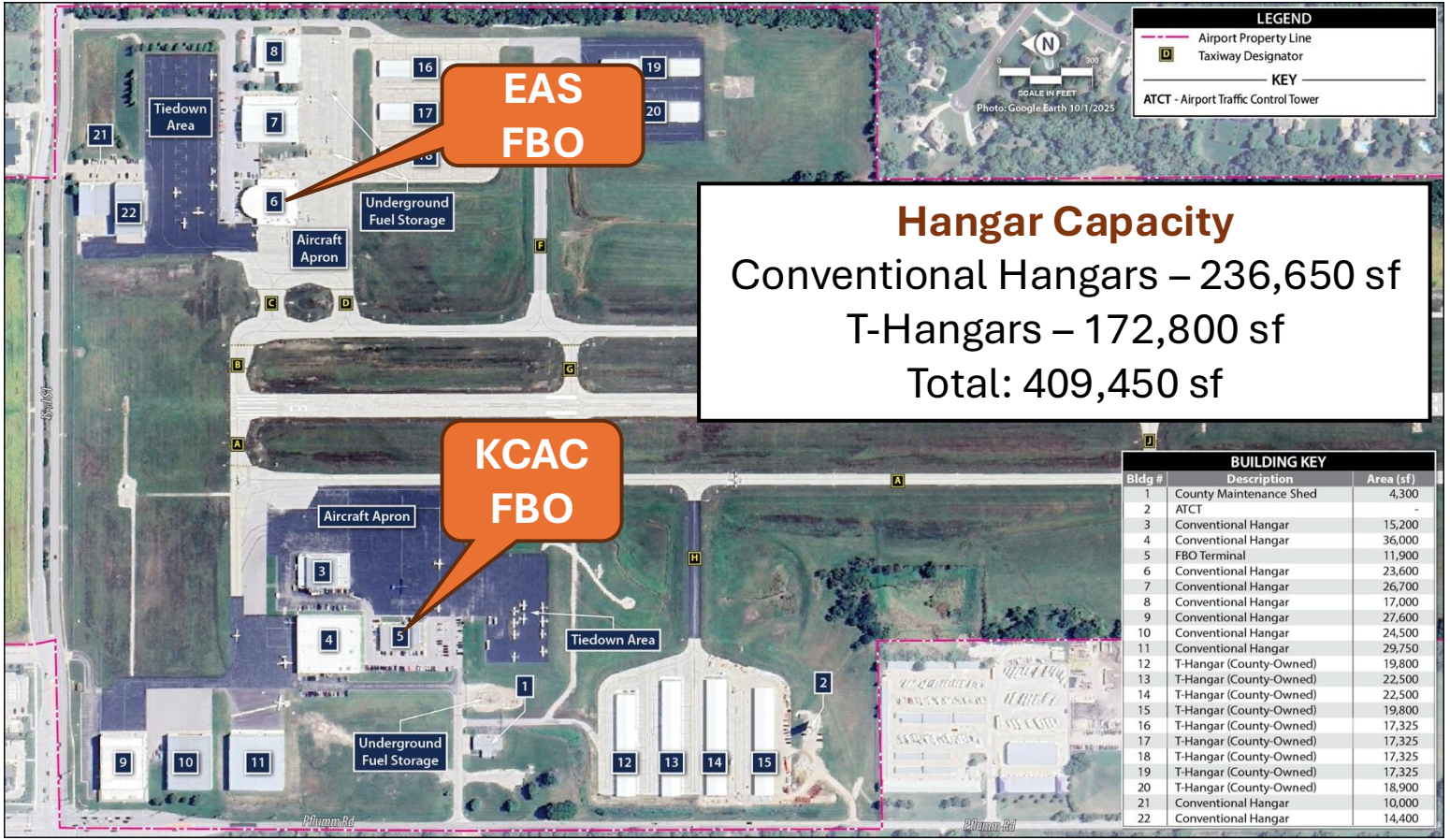
Source:
Kansas City Sectional Chart I US Department of Commerce
National Oceanic and Atmospheric Administration I March 19, 2026

INSTRUMENT APPROACH PROCEDURES

Approach	Category	A	B	C	D
Runway 18 RNAV GPS	LPV DA	250'–1 mile	250'–1 mile	250'–1 mile	N/A
Runway 18 RNAV GPS	LNAV/VNAV DA	431'–1½ miles	431'–1½ miles	431'–1½ miles	N/A
Runway 18 RNAV GPS	LNAV MDA	464'–1 mile	464'–1 mile	464'–1¼ miles	N/A
Runway 18 RNAV GPS	Circling	524'–1 mile	524'–1 mile	524'–1½ miles	N/A
Runway 36 RNAV GPS	LPV DA	250'–¾ mile	250'–¾ mile	250'–¾ mile	N/A
Runway 36 RNAV GPS	LNAV/VNAV DA	269'–¾ mile	269'–¾ mile	269'–¾ mile	N/A
Runway 36 RNAV GPS	LNAV MDA	314'–¾ mile	314'–¾ mile	314'–¾ mile	N/A
Runway 36 RNAV GPS	Circling	524'–1 mile	524'–1 mile	524'–1½ miles	N/A
Runway 18 LOC	S-18	444'–1 mile	444'–1 mile	444'–1⅜ miles	N/A
Runway 18 LOC	Circling	524'–1 mile	524'–1 mile	524'–1½ miles	N/A
Runway 36 LOC	S-36	494'–¾ mile	494'–¾ mile	494'–1 mile	N/A
Runway 36 LOC	Circling	524'–1 mile	524'–1 mile	524'–1½ miles	N/A

Source: FAA Instrument Flight Procedures Gateway

EXISTING LANDSIDE FACILITIES



Hangar Capacity

Conventional Hangars – 236,650 sf

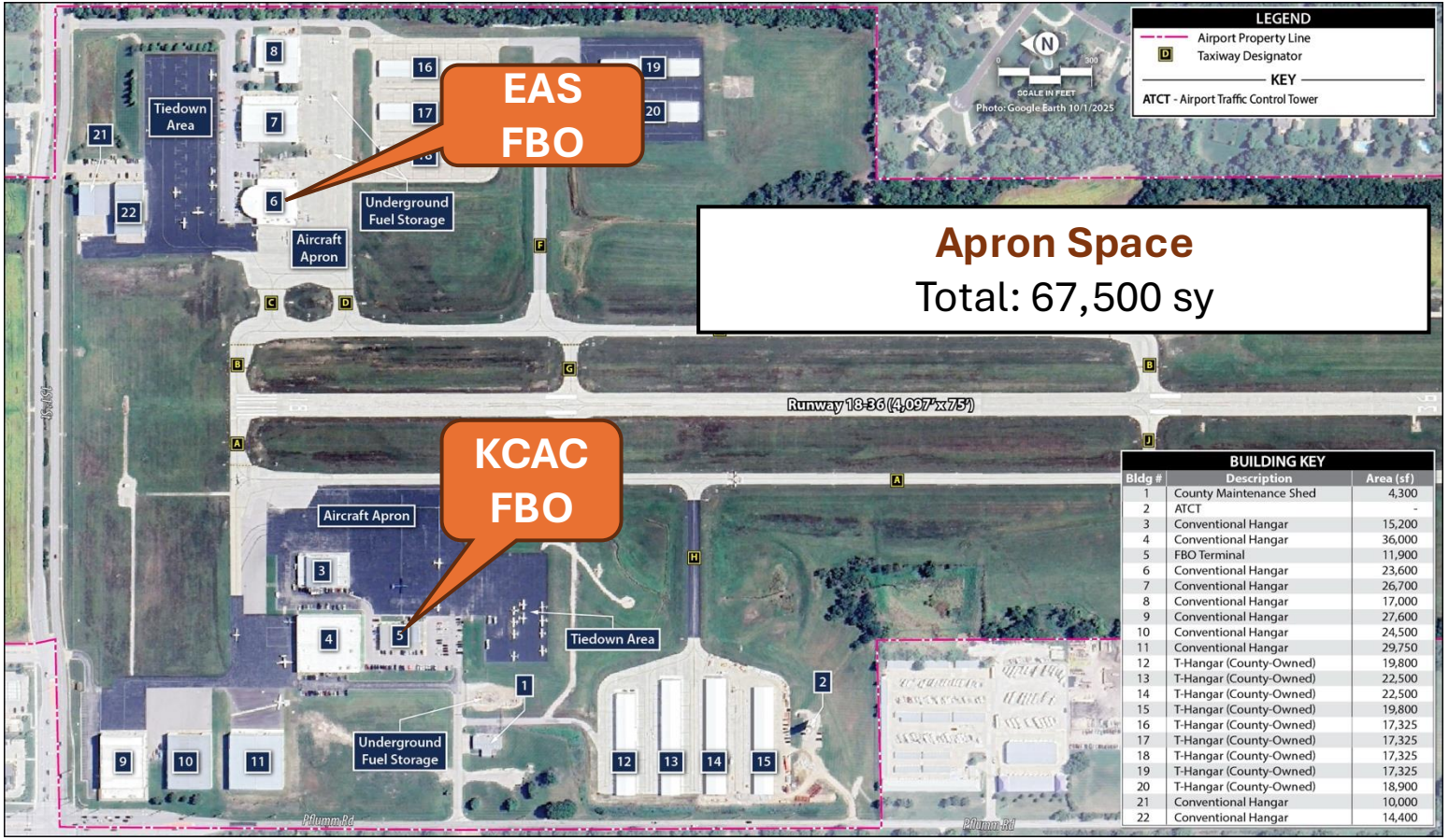
T-Hangars – 172,800 sf

Total: 409,450 sf

BUILDING KEY

Bldg #	Description	Area (sf)
1	County Maintenance Shed	4,300
2	ATCT	-
3	Conventional Hangar	15,200
4	Conventional Hangar	36,000
5	FBO Terminal	11,900
6	Conventional Hangar	23,600
7	Conventional Hangar	26,700
8	Conventional Hangar	17,000
9	Conventional Hangar	27,600
10	Conventional Hangar	24,500
11	Conventional Hangar	29,750
12	T-Hangar (County-Owned)	19,800
13	T-Hangar (County-Owned)	22,500
14	T-Hangar (County-Owned)	22,500
15	T-Hangar (County-Owned)	19,800
16	T-Hangar (County-Owned)	17,325
17	T-Hangar (County-Owned)	17,325
18	T-Hangar (County-Owned)	17,325
19	T-Hangar (County-Owned)	17,325
20	T-Hangar (County-Owned)	18,900
21	Conventional Hangar	10,000
22	Conventional Hangar	14,400

EXISTING LANDSIDE FACILITIES



BUILDING KEY

Bldg #	Description	Area (sf)
1	County Maintenance Shed	4,300
2	ATCT	-
3	Conventional Hangar	15,200
4	Conventional Hangar	36,000
5	FBO Terminal	11,900
6	Conventional Hangar	23,600
7	Conventional Hangar	26,700
8	Conventional Hangar	17,000
9	Conventional Hangar	27,600
10	Conventional Hangar	24,500
11	Conventional Hangar	29,750
12	T-Hangar (County-Owned)	19,800
13	T-Hangar (County-Owned)	22,500
14	T-Hangar (County-Owned)	22,500
15	T-Hangar (County-Owned)	19,800
16	T-Hangar (County-Owned)	17,325
17	T-Hangar (County-Owned)	17,325
18	T-Hangar (County-Owned)	17,325
19	T-Hangar (County-Owned)	17,325
20	T-Hangar (County-Owned)	18,900
21	Conventional Hangar	10,000
22	Conventional Hangar	14,400

CHAPTER TWO

FORECASTS







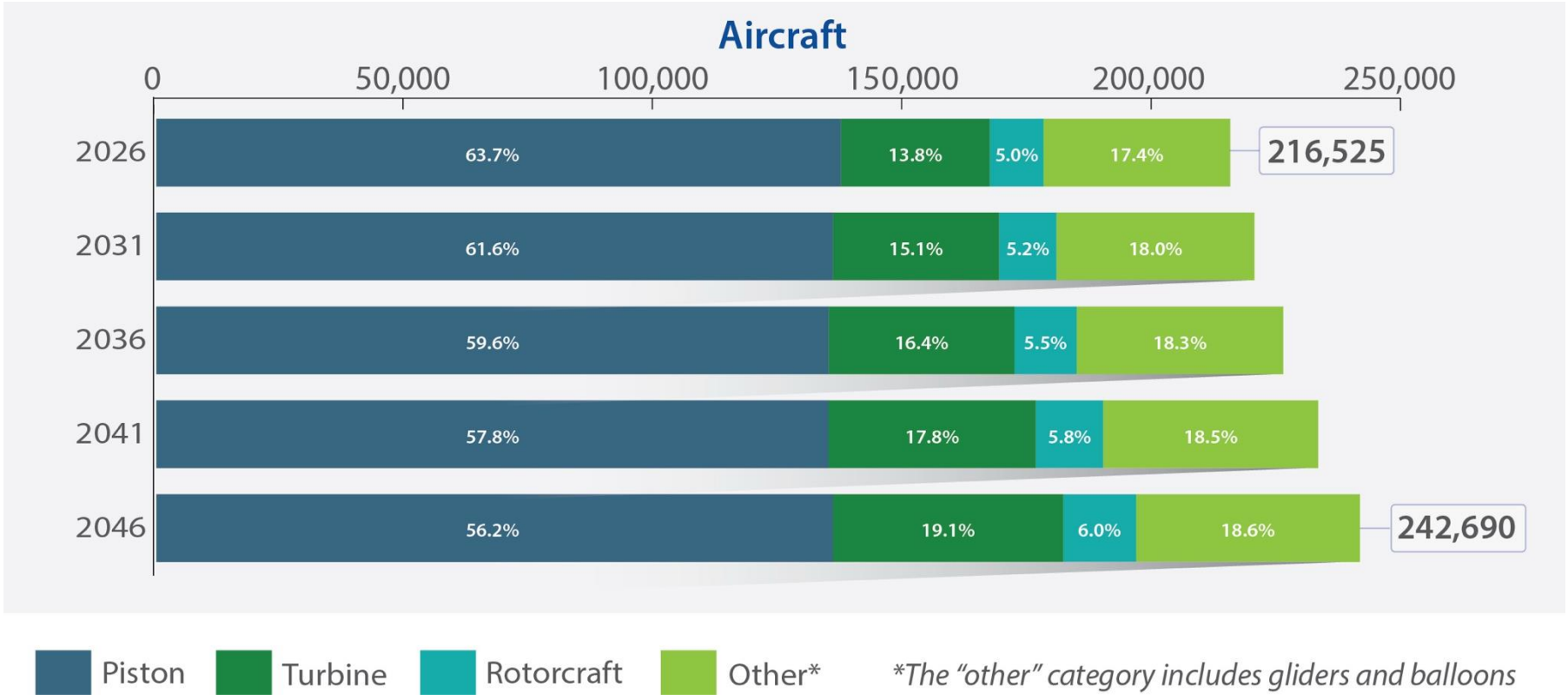
FORECAST ELEMENTS

1. General Aviation
   - Based Aircraft and Fleet Mix
   - Operations (GA, Air Taxi, Military)
2. Peaking Characteristics
   - Operations Peaks
3. Critical Aircraft Determination
   - Runway Design Code

FORECAST PROCESS

1. Review Existing Forecasts
2. Collect Recent Data
3. Research Trends
4. Employ Multiple Methods Creating a Planning Envelope
   - Regression
   - Market Share Analysis
   - Ratio Trends
5. Select a Single Forecast (or a blend of forecasts)
6. Test Against the FAA Terminal Area Forecast (TAF)
   - Within 10% in the five-year timeframe
   - Within 15% in the 10-year timeframe

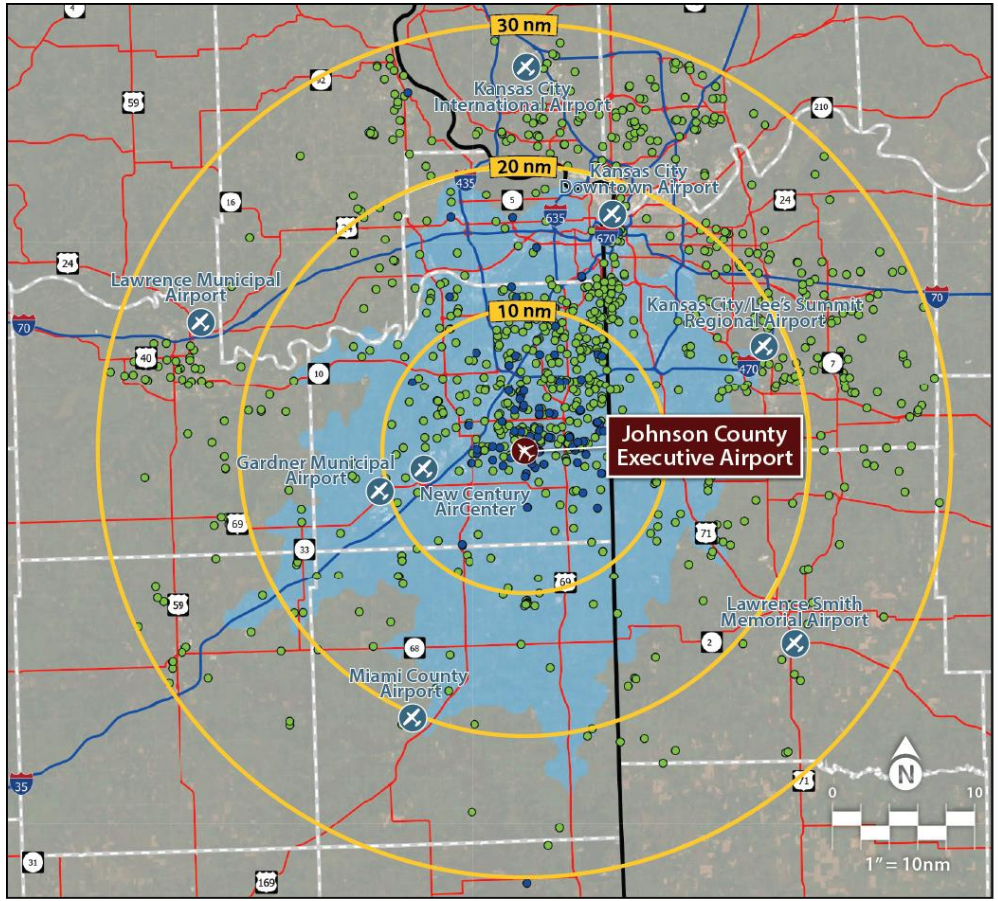
U.S. ACTIVE GENERAL AVIATION AIRCRAFT



U.S. GENERAL AVIATION AND AIR TAXI OPERATIONS



AIRPORT SERVICE AREA



REGISTERED & OJC BASED AIRCRAFT		
Distance from OJC	FAA Registered	OJC Based Aircraft
0-10nm	566	93
10-20nm	483	10
20-30nm	764	1
Total	1,813	104*

**23 OJC based aircraft are registered to addresses beyond 30nm of OJC. Addresses for an additional 9 aircraft could not be located.*

LEGEND

- OJC Based Aircraft
- FAA Registered Aircraft
- Johnson County Executive Airport
- NPIAS Airport
- 30-Minute Drive Time
- County Boundary
- State Boundary

Sources: ESRI Basemap Imagery 2024; FAA Registered Aircraft 2024; BasedAircraft.com

SOCIOECONOMIC INFORMATION

Year	POPULATION		EMPLOYMENT		PER CAPITA PERSONAL INCOME (2017 DOLLARS)		GROSS REGIONAL PRODUCT (MILLIONS OF 2017 DOLLARS)	
	Johnson County	KC MSA	Johnson County	KC MSA	Johnson County	KC MSA	Johnson County	KC MSA
Historical								
2016	588,461	2,120,733	457,926	1,367,858	$69,837	$50,475	$46,865	$130,248
2017	594,459	2,144,033	462,779	1,386,140	$71,248	$51,102	$48,087	$133,754
2018	601,612	2,163,842	473,224	1,406,700	$72,603	$51,750	$49,179	$136,109
2019	605,854	2,179,875	473,464	1,411,182	$74,391	$52,724	$50,527	$139,954
2020	611,129	2,195,241	463,880	1,378,665	$75,376	$54,887	$49,826	$137,913
2021	615,067	2,204,025	478,764	1,418,386	$77,054	$56,183	$50,324	$141,441
2022	619,693	2,210,616	492,525	1,455,360	$83,082	$56,673	$55,770	$148,500
2023	625,261	2,229,173	512,221	1,510,434	$76,028	$55,408	$53,961	$150,077
2024	630,832	2,253,287	515,890	1,519,496	$77,335	$56,169	$54,188	$152,192
2025	636,906	2,270,682	523,773	1,537,175	$79,593	$57,396	$55,821	$155,514
2026	643,107	2,282,759	531,564	1,554,498	$81,195	$58,519	$57,503	$158,905
Forecast								
2031	672,435	2,350,455	570,196	1,638,783	$89,196	$63,752	$66,421	$176,584
2036	699,284	2,408,625	607,831	1,718,187	$97,306	$69,054	$76,123	$195,387
2046	747,565	2,504,296	676,955	1,857,468	$114,048	$80,070	$97,520	$235,803
CAGRs								
2016–2026	0.9%	0.7%	1.5%	1.3%	1.5%	1.5%	2.1%	2.0%
2026–2046	0.8%	0.5%	1.2%	0.9%	1.7%	1.6%	2.7%	2.0%

CAGR = compound annual growth rate

Source: Woods & Poole Economics Inc., 2026

BASED AIRCRAFT FORECAST SUMMARY

Projection	2026	2031	2036	2046	CAGR 2026–2046
OJC TAF	142	147	152	162	0.7%
State Based Aircraft Growth Rate	**136**	141	146	156	0.7%
Constant Market Share		143	150	166	1.0%
Increasing Market Share – Mid-Range		**149**	**162**	**193**	**1.8%**
Increasing Market Share – High-Range		157	179	232	2.7%
Service Area Population Growth Rate		141	147	158	0.8%
Service Area Employment Growth Rate		144	153	173	1.2%
Service Area Income Growth Rate		148	161	191	1.7%
Service Area GRP Growth Rate		155	177	231	2.7%

Boldface indicates selected forecast.

CAGR = compound annual growth rate

Sources: FAA TAF; basedaircraft.com; Coffman Associates analysis

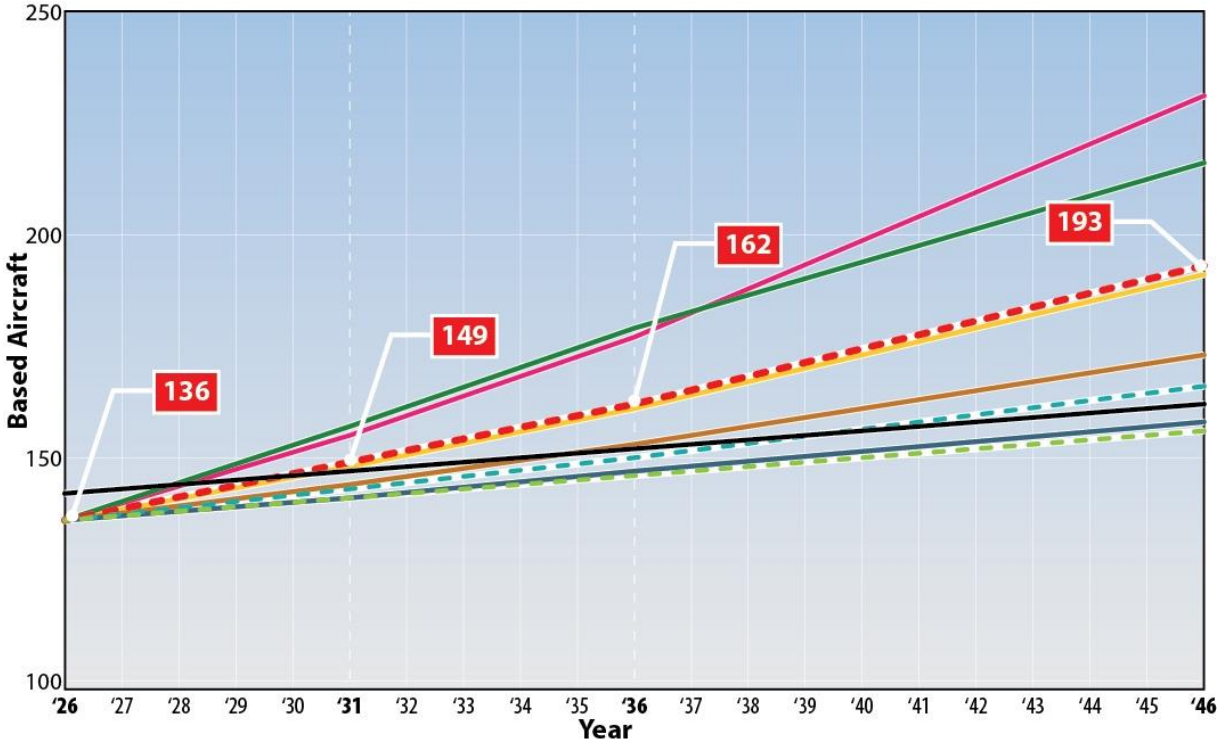
BASED AIRCRAFT FORECASTS

LEGEND		
	Projection	**CAGR***
———	OJC TAF	0.70%
- - -	State Based Aircraft Growth Rate	0.69%
- - -	Constant Market Share	1.00%
- - -	**Increasing Market Share – Mid**	**1.77%**
———	Increasing Market Share – High	2.71%
———	Service Area Population Growth Rate	0.75%
———	Service Area Employment Growth Rate	1.21%
———	Service Area Income Growth Rate	1.71%
———	Service Area GRP Growth Rate	2.68%

**Compound Annual Growth Rate*

Selected Forecast

Sources: FAA TAF; BasedAircraft.com; Coffman Associates Analysis



BASED AIRCRAFT FLEET MIX

Aircraft Type	2026	Percent	2031	Percent	2036	Percent	2046	Percent
Single-Engine Piston	102	75.0%	110	73.8%	118	72.8%	140	72.5%
Single-Engine Turboprop	7	5.1%	10	6.7%	13	8.0%	17	8.8%
Multi-Engine Piston	9	6.6%	7	4.7%	5	3.1%	2	1.0%
Multi-Engine Turboprop	2	1.5%	3	2.0%	4	2.5%	6	3.1%
Jet	11	8.1%	14	9.4%	16	9.9%	22	11.4%
Helicopter	1	0.7%	1	0.7%	2	1.2%	2	1.0%
Other	4	2.9%	4	2.7%	4	2.5%	4	2.1%
Total:	**136**	**100%**	**149**	**100%**	**162**	**100%**	**193**	**100%**

Sources: FAA Based Aircraft Registry; Coffman Associates analysis

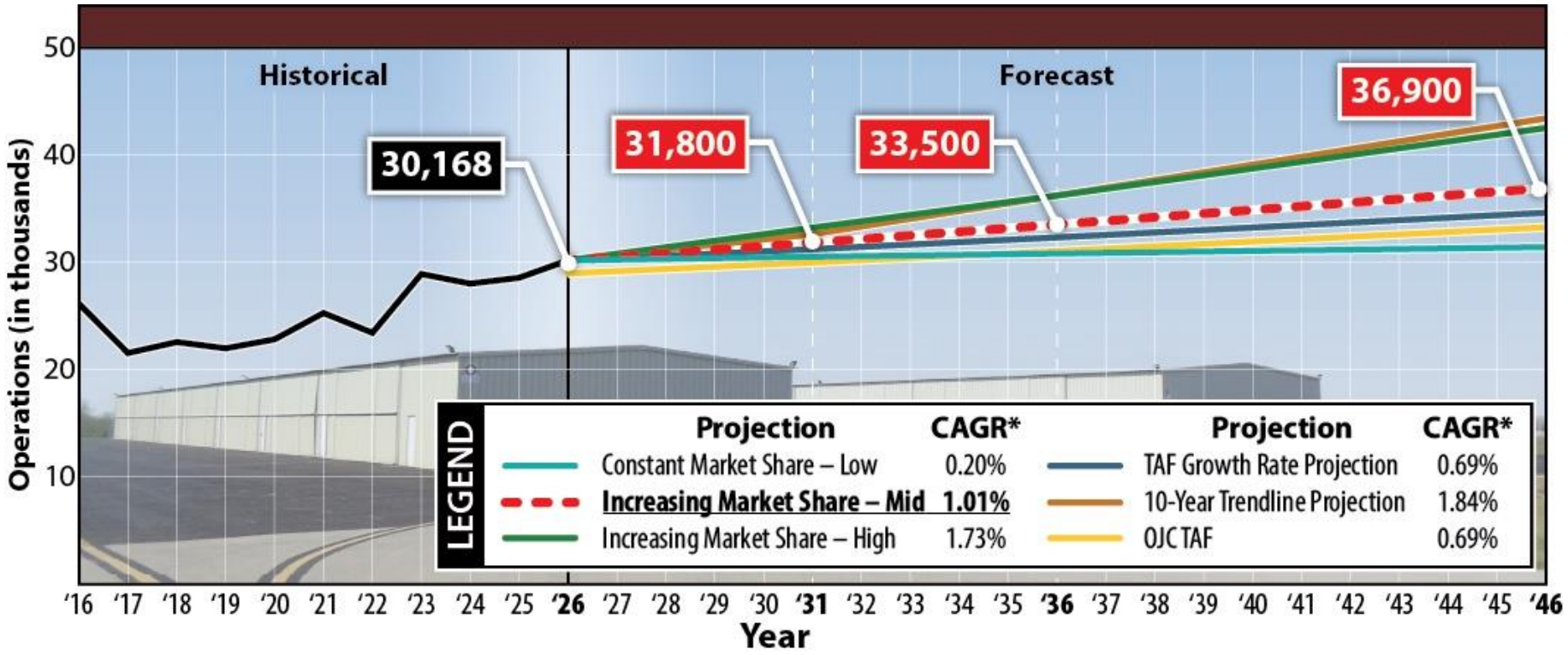
HISTORICAL OPERATIONS DATA

Calendar Year	ITINERANT					LOCAL			Total Operations
	Air Carrier	Air Taxi	General Aviation	Military	Subtotal	General Aviation	Military	Subtotal	
2006	0	404	45,811	56	46,271	24,335	46	24,381	70,652
2007	0	322	42,125	45	42,492	25,045	80	25,125	67,617
2008	27	614	32,820	65	33,526	16,443	117	16,560	50,086
2009	32	530	32,058	198	32,818	20,485	24	20,509	53,327
2010	0	468	30,550	151	31,169	17,528	26	17,554	48,723
2011	0	511	31,046	99	31,656	19,273	48	19,321	50,977
2012	1	474	31,168	126	31,769	22,695	56	22,751	54,520
2013	0	582	28,963	48	29,593	22,003	6	22,009	51,602
2014	0	619	28,006	38	28,663	20,742	52	20,794	49,457
2015	0	557	27,841	58	28,456	17,752	38	17,790	46,246
2016	0	687	26,111	58	26,856	16,996	128	17,124	43,980
2017	0	834	21,528	47	22,409	14,535	106	14,641	37,050
2018	0	707	22,552	45	23,304	16,334	18	16,352	39,656
2019	0	448	21,965	27	22,440	12,879	24	12,903	35,343
2020	0	602	22,807	30	23,439	15,981	44	16,025	39,464
2021	0	763	25,254	33	26,050	17,831	14	17,845	43,895
2022	0	843	23,414	23	24,280	15,959	10	15,969	40,249
2023	0	916	28,891	76	29,883	24,712	24	24,736	54,619
2024	0	1,463	27,995	34	29,492	26,557	38	26,595	56,087
2025	0	916	28,543	38	29,497	23,114	24	23,138	52,635
2026*	0	990	30,168	16	31,174	24,760	8	24,768	55,942
20-Year CAGR	**N/A**	**4.6%**	**-2.1%**	**-6.1%**	**-2.0%**	**0.1%**	**-8.4%**	**0.1%**	**-1.2%**
10-Year CAGR	**N/A**	**3.7%**	**1.5%**	**-12.1%**	**1.5%**	**3.8%**	**-24.2%**	**3.8%**	**2.4%**

*2026 data represent a 12-month period ending July 2026.

Source: FAA Operations and Performance Data (OPSNET)

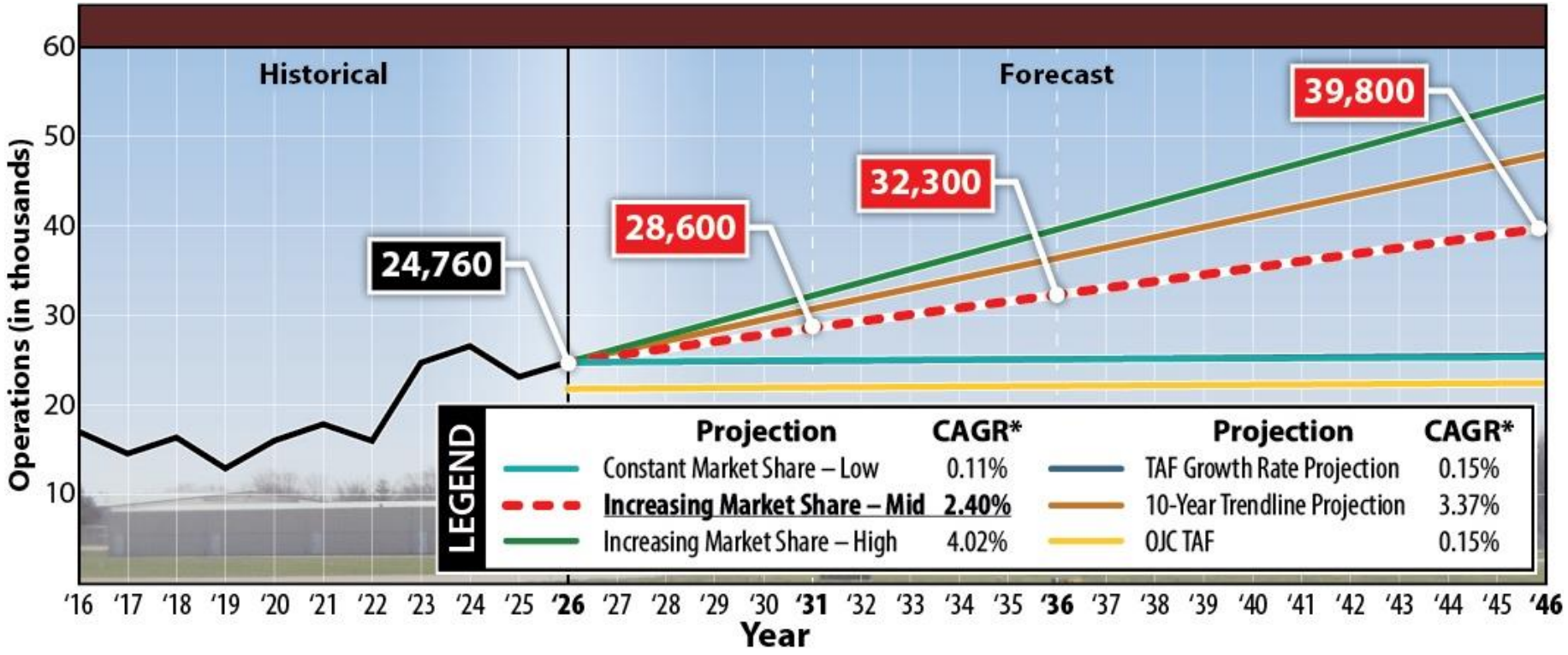
GA ITINERANT FORECASTS



*Compound Annual Growth Rate **Selected Forecast**

Source: Coffman Associates Analysis

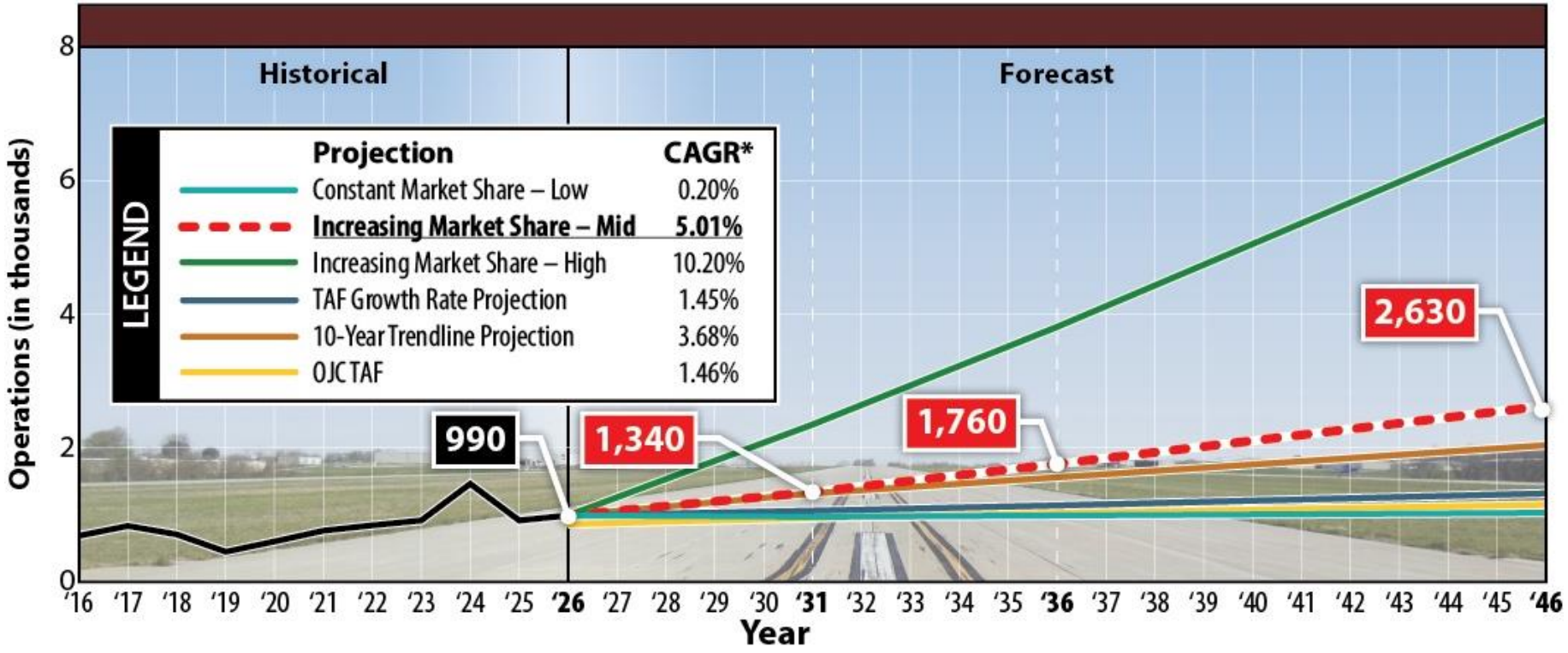
GA LOCAL FORECASTS



*Compound Annual Growth Rate **Selected Forecast**

Source: Coffman Associates Analysis

AIR TAXI FORECASTS



*Compound Annual Growth Rate **Selected Forecast**

Source: Coffman Associates Analysis

FORECAST SUMMARY

	ACTUAL	FORECAST		
	2026	2031	2036	2046
OPERATIONS				
Itinerant Operations				
Air Carrier	*0*	*0*	*0*	*0*
Air Taxi	*990*	*1,340*	*1,760*	*2,630*
General Aviation	*30,168*	*31,800*	*33,500*	*36,900*
Military	*16*	*36*	*36*	*36*
Itinerant Subtotal	**31,174**	**33,176**	**35,296**	**39,566**
Local Operations				
General Aviation	*24,760*	*28,600*	*32,300*	*39,800*
Military	*8*	*30*	*30*	*30*
Local Subtotal	**24,768**	**28,630**	**32,330**	**39,830**
Total Operations	**55,942**	**61,806**	**67,626**	**79,396**

FORECAST SUMMARY

Peak Month: 10.1% of annual operations
Design Day: Average day of the peak month
Busy Day: Average busiest day each week of the peak month | 20.4% of the week's total operations
Design Hour: Average hourly operations during design days of the peak month | 5.9% of design day operations

	ACTUAL	FORECAST		
	2026	2031	2036	2046
PEAKING				
Peak Month	5,669	6,263	6,853	8,046
Design Day	183	202	221	260
Busy Day	262	289	316	372
Design Hour	11	12	13	15

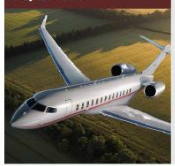
FORECAST COMPARISON TO THE FAA TAF

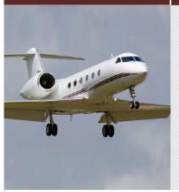
	2026	2031	2036	2046	CAGR
Total Operations					
Master Plan Forecast	55,942	61,806	67,626	79,396	1.77%
2026 OJC TAF	51,823	53,096	54,391	57,068	0.48%
% Difference from TAF	7.64%	15.16%	21.69%	32.72%	–
Adjusted TAF	55,942	57,307	58,705	61,604	0.48%
% Difference from Adjusted TAF	0.00%	7.55%	14.12%	25.24%	–
Based Aircraft					
Master Plan Forecast	136	149	162	193	1.77%
2026 OJC TAF	142	147	152	162	0.66%
% Difference from TAF	4.32%	1.35%	6.37%	17.46%	–
Adjusted TAF	136	141	145	155	0.66%
% Difference from Adjusted TAF	0.00%	5.83%	10.89%	21.74%	–

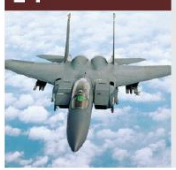
TAF = FAA Terminal Area Forecast (March 2026)

AIRCRAFT REFERENCE CODES

A-I	Aircraft	TDG
	• Beech Bonanza	1A
	• **Cessna 150**, 172	**1A**
	• Piper Comanche, Seneca	1A
B-I		
	• Eclipse 500	1A
	• Beech Baron 55/58	1A
	• **Beech King Air 100**	**1A**
	• Cessna 421	2A
	• Cessna Citation M2 (525)	1A
	• Cessna Citation 1(500)	1A
	• Embraer Phenom 100	1A
A/B-II *12,500 lbs. or less*		
	• Beech Super King Air 200	2A
	• Beech King Air 90	1A
	• **Cessna 441 Conquest**	**1A**
	• Cessna Citation CJ2	2A
	• Pilatus PC-12	2

B-II *over 12,500 lbs.*	Aircraft	TDG
	• Beech Super King Air 350	2A
	• Cessna Citation CJ3(525B)	2A
	• **Cessna Citation CJ4 (525C)**	**1B**
	• Cessna Citation Latitude	1B
	• Embraer Phenom 300	1B
	• Falcon 20	1B
	• Pilatus PC-24	2A
A/B-III		
	• Bombardier Dash 8	3
	• **Bombardier Global 7500**	**2B**
	• Falcon 7X, 8X	2A
C/D-I		
	• **Lear** 35, 40, **45**, 55, 60XR	**1B**
	• F-16	1A

C/D-II	Aircraft	TDG
	• Challenger 600/604	1B
	• Cessna Citation III, VI,VII, X	1B
	• Embraer Legacy 135/140	2B
	• **Gulfstream IV** (D-II)	**2A**
	• Gulfstream G280	1B
	• Lear 70, 75	1B
	• Falcon 50, 900, 2000	2A
	• Hawker 800XP, 4000	1B
C/D-III *less than 150,000 lbs.*		
	• Gulfstream V	2B
	• **Gulfstream** 550, 600, **650**	**2B**
	• Global 5000, 6000	2B
C/D-III *over 150,000 lbs.*		
	• **Airbus** A319, **A320**, A321	3
	• Boeing 737-800, 900	3
	• MD-83, 88	4

C/D-IV	Aircraft	TDG
	• Airbus A300	5
	• Boeing 757-200	4
	• **Boeing 767**-300, 400	**5**
	• MD-11	6
C/D-V		
	• Airbus A330-200, 300	5
	• Airbus A340-500, 600	6
	• Boeing 747-100 - 400	5
	• Boeing 777-300	6
	• **Boeing 787-8**, 9	**5**
E-I		
	• **F-15**	**1B**

Note: Aircraft pictured is identified in bold type.

HISTORICAL AND FORECASTED TURBINE OPERATIONS BY AAC/ADG

Year	A-I	A-II	B-I	B-II	C-I	C-II
Historical						
2021	771	1,685	368	2,231	9	56
2022	805	1,566	500	2,515	4	85
2023	838	1,554	465	2,194	7	147
2024	882	1,117	318	1,871	0	133
2025	787	1,251	402	2,206	14	103
2026*	790	1,401	503	2,471	20	107
CAGR	**0.49%**	**-3.62%**	**6.45%**	**2.06%**	**17.32%**	**13.83%**
Forecast						
2031	884	1,509	365	2,742	15	111
2036	989	1,626	265	3,042	11	116
2046	1,239	1,887	139	3,744	6	125
CAGR	**2.28%**	**1.50%**	**-6.21%**	**2.10%**	**-5.79%**	**0.79%**

*2026 data represent a 12-month period ending July 2026.

Sources: FAA TFMSC; Coffman Associates analysis

OPERATIONS BY TAXIWAY DESIGN GROUP

Year	1A	1B	2A	3
2021	1,357	619	3,144	1
2022	1,546	805	3,125	0
2023	1,417	790	2,999	0
2024	1,350	751	2,221	0
2025	1,293	757	2,713	0
2026*	1,430	883	2,979	0

*Data represent a 12-month period ending July 2026.

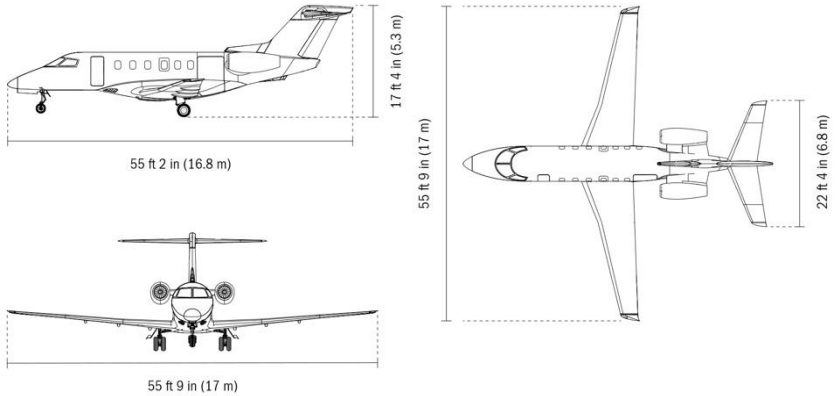
Source: FAA TFMSC

AIRPORT AND RUNWAY CLASSIFICATIONS

	Runway 18-36 Existing/Future/Ultimate
AAC/ADG	B-II
Critical Aircraft (Typ.)	Pilatus PC-24
Runway Design Code (RDC)	B-II-4000
Taxiway Design Group (TDG)	2A

Source: FAA AC 150/5300-13B, Airport Design, Change 1





NEXT STEPS

Facility Requirements, Alternatives

Est. Spring 2027

PUBLIC INFORMATION WORKSHOP #2



WE WANT TO HEAR FROM YOU!

Direct any questions or comments after this meeting to:

Eric Pfeifer, Coffman Associates:
epfeifer@coffmanassociates.com
Bryan Johnson, Johnson County Airport Commission:
Bryan.Johnson@jocogov.org

or visit the project website to submit comments online.

https://ojc.airportstudy.net