CHAPTER ONE: INVENTORY

The inventory of existing conditions is the initial step in the preparation of the *Johnson County Executive Airport Master Plan*. The inventory serves as an overview of the airport's physical and operational features, including facilities, users, and activity levels, as well as specific information related to the airspace, air traffic activity, and role of the airport. Finally, a summary of socioeconomic characteristics and a review of existing environmental conditions on and adjacent to the airport are thoroughly detailed, which will provide further input into the study process.

Information provided in this chapter serves as the baseline for the remainder of the master plan, which is compiled using a wide variety of resources, including applicable planning documents and financial reports; on-site visits; interviews with airport staff, tenants, and users; aerial and ground photography; federal, state, and local publications; and project record drawings.

AIRPORT SETTING

LOCATION

Johnson County Executive Airport (OJC) is located in Olathe, Kansas. Olathe is in Johnson County, which is the most populous county in the state and had an estimated 632,276 residents in 2024.[1] The county is one of 14 that comprise the Kansas City metropolitan area, a bi-state area with a population of more than 2.25 million. In addition to being the most populated and one of the fastest growing counties in Kansas, Johnson County boasts a nationally recognized high quality of life due to its strong job market, low crime rate, and excellent schools and parks. A number of major industries and corporations are located in the county, including Garmin International, Farmers Insurance, and T-Mobile, as well as hospital, school, and local government systems that employ thousands of workers. At OJC, specifically, several businesses are based on the airfield, including two full-service fixed base operators (FBOs), flight schools, aircraft maintenance providers, and industry-specific contractors that offer a variety of services.

Johnson County is served by an extensive road network that includes United States (U.S.) interstates and highways in addition to arterial and local roadways. Interstate 35 (I-35) extends from Edgerton in the southwest corner of the county, passing through Gardner, Olathe, Lenexa, Overland Park, and other communities before extending beyond the county's northeastern border toward downtown Kansas City, Missouri. Interstate 435, which encircles much of the metropolitan area, passes through the central portion of the county from the north before turning east north of Olathe. Other major thoroughfares include Highways 169 and 69, both of which provide north-south access and connect to I-35, and Highway 56, which links Gardner and Edgerton to I-35.

OJC is situated on approximately 568 acres at an elevation of 1,096.3 feet above mean sea level (MSL). The area surrounding the airport is primarily residential land use with pockets of commercial, industrial, parks/open space, and agricultural uses.

[1] U.S. Census Bureau, American Community Survey, 2024

Vehicle access to the airport is provided from South Pflumm Road, which runs north and south along the west side of the airfield. Automobiles can also access the airfield from West 151st Street, which runs along the north side of the airfield. **Exhibit 1A** depicts the regional setting.

CLIMATE

Climate and local weather conditions are important considerations in the master planning process, as they can significantly impact an airport's operations. For example, high temperatures and humidity can increase runway length requirements for some aircraft, prevailing winds dictate primary runway orientation, and cloud cover percentages and frequency of inclement weather can determine the need for navigational aids and lighting. Knowledge of these weather conditions during the planning process allows the airport to prepare for any improvements that may be needed on the airfield.

As reported by the on-airport weather station, OJC experiences hot summers with an average high temperature of 87.5 degrees Fahrenheit (°F) in July. Winters are cold, with an average low temperature of 21.2°F in January. According to the Köppen Climate Classification System, Olathe has a humid continental climate with four distinct seasons. The area receives an average of 41 inches of precipitation each year; May and June are the rainiest months. Snowfall averages over 13 inches per year. **Exhibit 1B** summarizes weather and wind patterns at the airport.

Table 1A indicates that visual meteorological conditions (VMC) occur 85.70 percent of the time. When under VMC, pilots can operate using visual flight rules (VFR) and are responsible for maintaining proper separation from objects and other aircraft. Instrument meteorological conditions (IMC) account for all weather conditions less than VMC that still allow for aircraft to safely operate under instrument flight rules (IFR). Under IFR, pilots rely on instruments in their aircraft to accomplish navigation. IMC occur 8.80 percent of the time. Less than IMC, or poor visibility conditions (PVC), are present 5.50 percent of the time. Under PVC, the airport is only accessible by utilizing published precision instrument approach procedures.

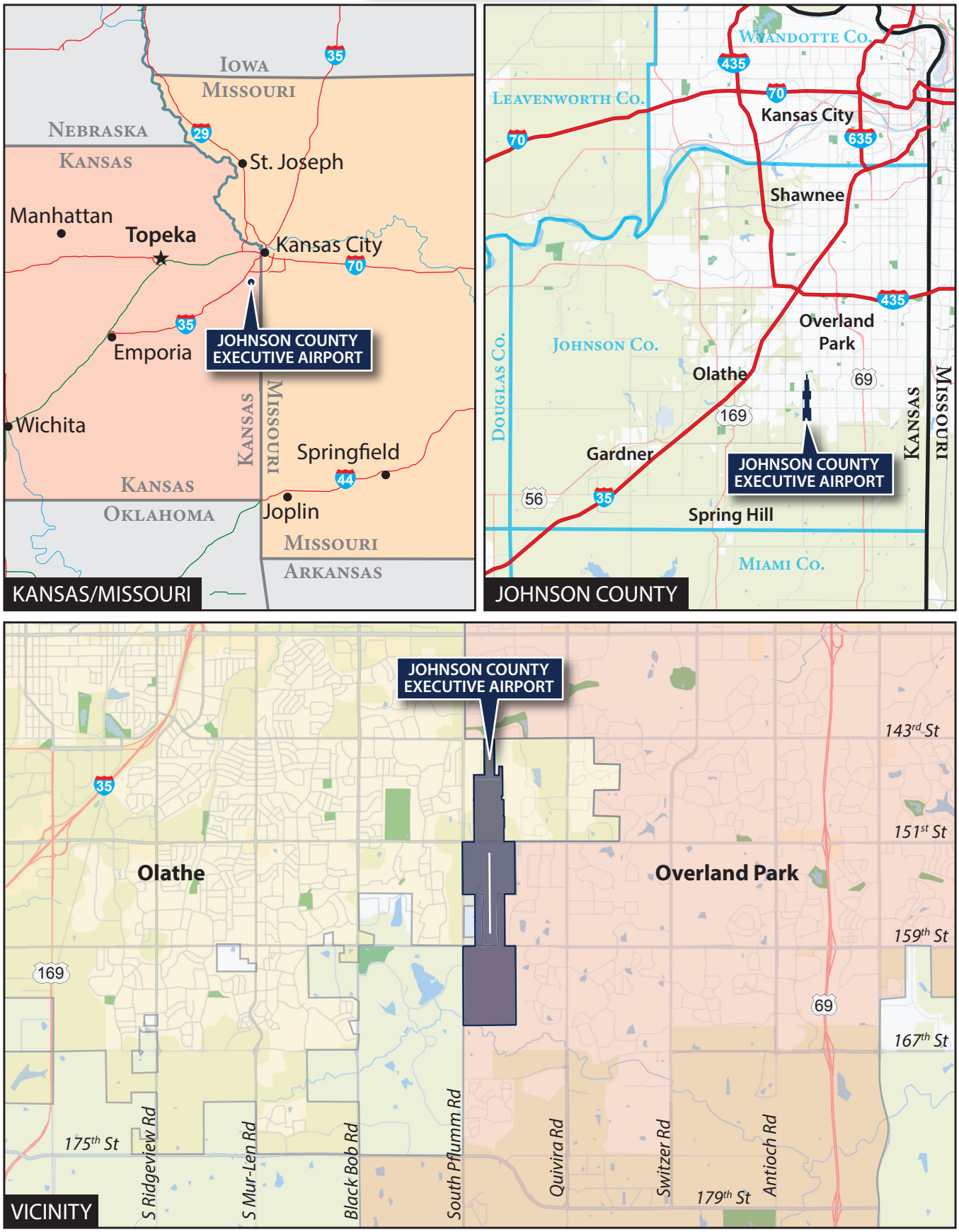
TABLE 1A: Weather Conditions

Condition	Cloud Ceiling	Visibility	Percent of Total
VMC	≥ 1,000' above ground level (AGL)	≥ 3 statute miles	85.70%
IMC	≥ 500' AGL and < 1,000' AGL	≥ 1 to < 3 statute miles	8.80%
PVC	< 500' AGL	< 1 statute mile	5.50%

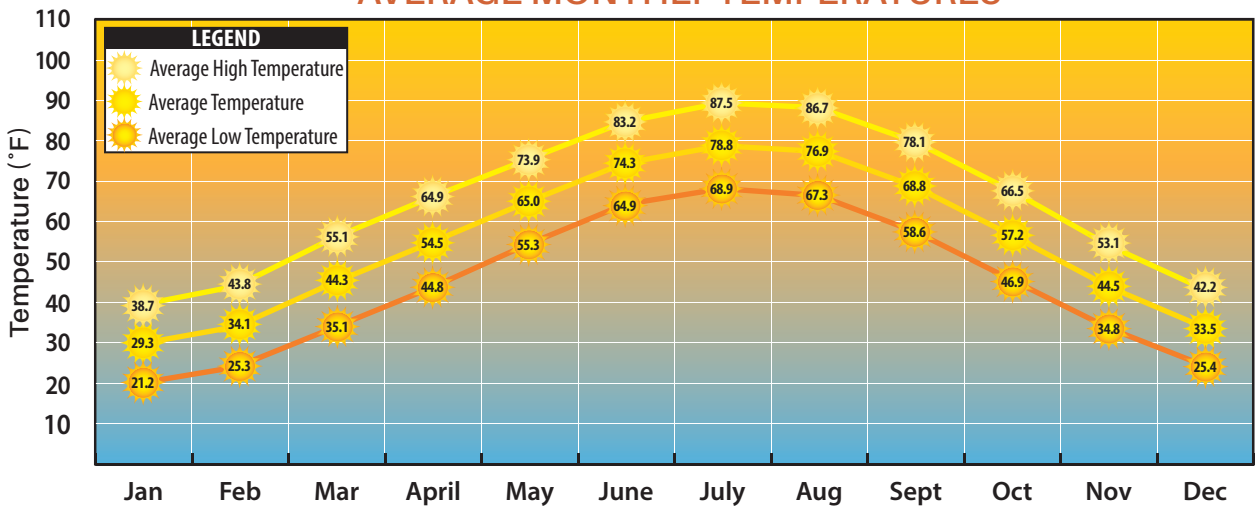
Source: Olathe Johnson County Executive AP, KS, Station USW00093967, observations from January 1, 2016 through December 31, 2025

AIRPORT HISTORY

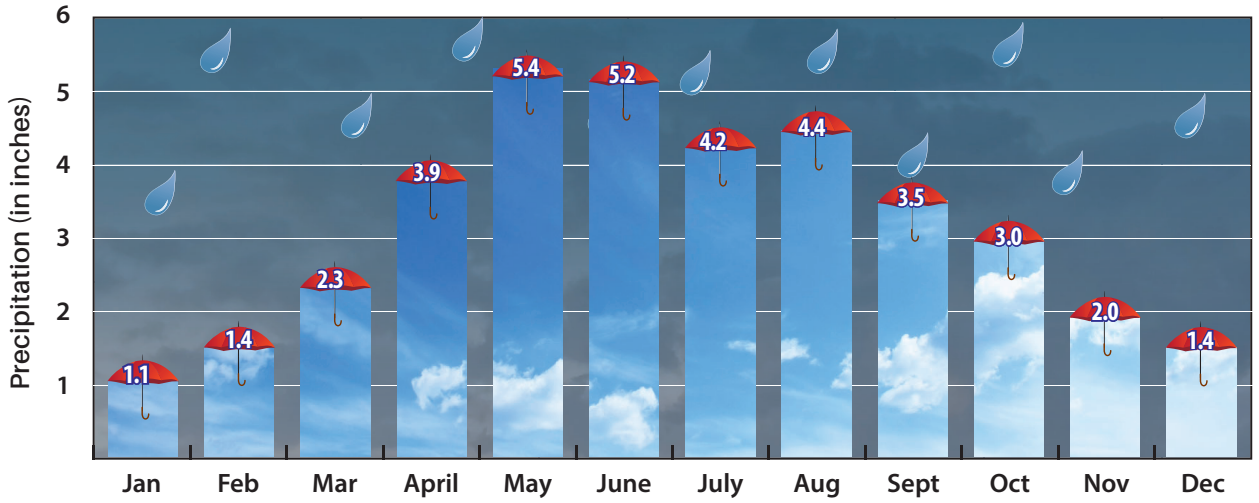
The construction of the Johnson County Executive Airport can be traced back to the early 1940s during World War II. The airport, which was originally named Morse Outlying Landing Field (or Morse Field), was one of 14 auxiliary airfields developed to serve in support of Olathe Naval Air Station, which is now New Century AirCenter (IXD). In 1951, Morse Field was deeded to the City of Olathe and renamed Olathe Airport. In 1967, the Johnson County Airport Commission (JCAC) was formed; the airport was purchased from the City of Olathe and later renamed Johnson County Executive Airport. In 1970, the U.S. Navy decommissioned Olathe Naval Air Station, and by 1973, the airport (New Century AirCenter), surplus property, and 59 former naval buildings were transferred to the JCAC. Ultimately, these events led to the creation of the two-airport system (OJC and IXD) that exists today, which is operated by the JCAC.


KANSAS/MISSOURI
Iowa
Missouri
Nebraska
Kansas
St. Joseph
Manhattan
Topeka
Kansas City
Emporia
JOHNSON COUNTY EXECUTIVE AIRPORT
Wichita
Springfield
Joplin
Oklahoma
Arkansas
JOHNSON COUNTY
Wyandotte Co.
Leavenworth Co.
Kansas City
Shawnee
Overland Park
Johnson Co.
Douglas Co.
Olathe
Gardner
Spring Hill
Miami Co.
VICINITY
Olathe
Overland Park
143rd St
151st St
159th St
167th St
175th St
179th St
S Ridgeview Rd
S Mur-Len Rd
Black Bob Rd
South Pflumm Rd
Quivira Rd
Switzer Rd
Antioch Rd

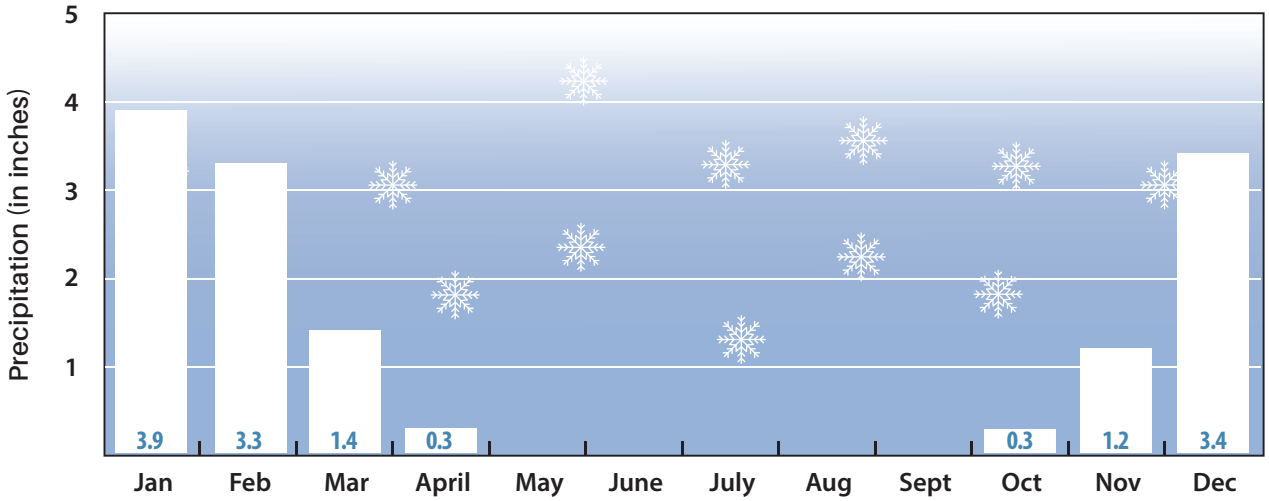
AVERAGE MONTHLY TEMPERATURES



AVERAGE MONTHLY RAINFALL



AVERAGE MONTHLY SNOWFALL



Source: Olathe Johnson County Executive AP, KS, Station info: USW00093967 ; Snowfall Source - OLATHE 3E, KS, Station info: USC00145972

At present, OJC sits on approximately 568 acres and has a single runway. Runway 18-36 measures 4,097 feet long and 75 feet wide and can accommodate a wide range of general aviation aircraft, including small- to medium-sized business jets. OJC supports a diverse range of general aviation activities, including corporate flying, flight training, recreational flying, and emergency transport.

AIRPORT ADMINISTRATION

OJC is owned by Johnson County, Kansas, and is operated alongside New Century AirCenter by JCAC, an agency within the county. The JCAC is an appointed commission serving the Board of County Commissioners and is responsible for operating, managing, and developing OJC and IXD. The JCAC acts in an advisory capacity concerning matters related to airport safety, flight and ground operations, airport infrastructure improvements, long-term planning, and budgetary issues. There are seven commissioners representing six districts, with the seventh member appointed by the chairman; each commissioner serves a three-year term. In addition to the JCAC, a supporting staff of full-time and on-call employees oversees day-to-day operations at the airports. **Exhibit 1C** depicts the organizational chart for the JCAC and airport staff members.

In addition to operating OJC and IXD, the JCAC also operates the JCAX, a short-line railroad comprised of more than six miles of track that runs through the New Century Commerce Center. The JCAX connects to the BNSF Railway, providing service to resident businesses and moving between 750 and 1,000 cars annually. The JCAC also provides water services to IXD and businesses located in the New Century Commerce Center, as well as neighboring businesses and residences. The water is purchased from the cities of Gardner and Olathe and is stored in and distributed from county-owned tanks and facilities.

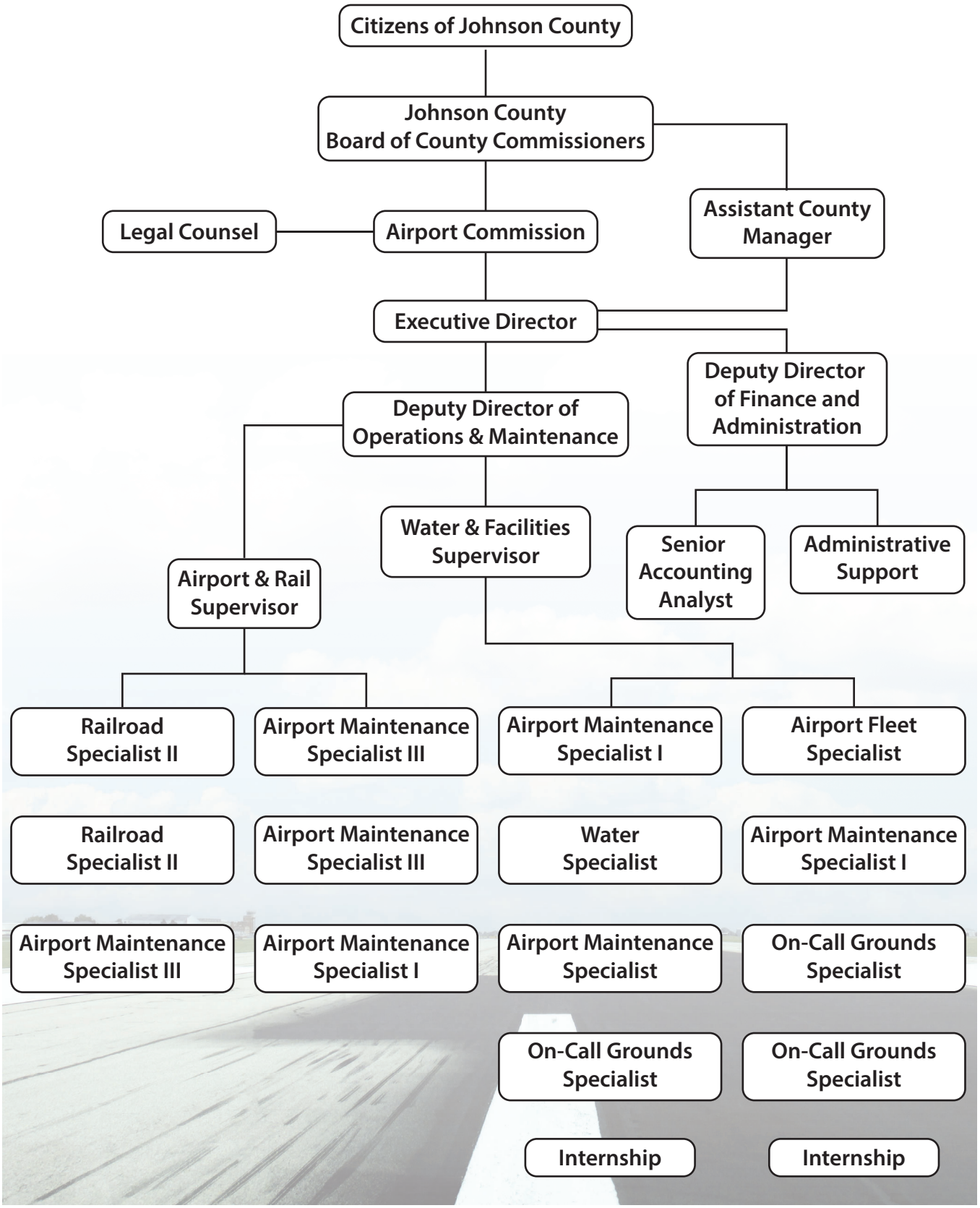
The airports are set up as an enterprise fund within the county budget. This fund accounts for the revenues and expenditures associated with constructing, renovating, and operating both airports, in addition to the industrial park associated with IXD. The primary sources of revenue within this fund are income from lease agreements and various service charges.

AIRPORT SYSTEM PLANNING ROLE

Airport planning exists on many levels: national, state, and local. Each level has a different emphasis and purpose. On the national level, OJC is included in the *National Plan of Integrated Airport Systems* (NPIAS). On the regional and state levels, the airport is included in the *Kansas Airport System Plan* (KASP). The local planning document is the *Johnson County Executive Airport Master Plan*, which was previously approved in 2006.

FEDERAL AIRPORT PLANNING

Many of the nation's existing airports were either initially constructed by the federal government, or their development and maintenance was partially funded through various federal grant-in-aid programs to local communities. The system of airports that exists today is largely due to federal policy that promotes the development of civil aviation. As part of a continuing effort to develop a national airport system, the U.S. Congress maintains a national plan for the development and maintenance of airports.


Citizens of Johnson County
Johnson County Board of County Commissioners
Legal Counsel
Airport Commission
Assistant County Manager
Executive Director
Deputy Director of Finance and Administration
Deputy Director of Operations & Maintenance
Water & Facilities Supervisor
Senior Accounting Analyst
Administrative Support
Airport & Rail Supervisor
Railroad Specialist II
Airport Maintenance Specialist III
Airport Maintenance Specialist I
Airport Fleet Specialist
Railroad Specialist II
Airport Maintenance Specialist III
Water Specialist
Airport Maintenance Specialist I
Airport Maintenance Specialist III
Airport Maintenance Specialist I
Airport Maintenance Specialist
On-Call Grounds Specialist
On-Call Grounds Specialist
On-Call Grounds Specialist
Internship
Internship

The Federal Aviation Administration (FAA) maintains the NPIAS, which is a database of public-use airports that are eligible for Airport Improvement Program (AIP) funding. The NPIAS is published and used by the FAA in administering the AIP, which is the source of federal funds for airport improvement projects across the country. The AIP is funded exclusively by user fees and user taxes, such as those on fuel and airline tickets. **An airport must be included in the NPIAS to be eligible for federal funding assistance through the AIP.**

The current plan is the *NPIAS 2025–2029*, which identified 3,287 existing public-use airports and five proposed nonprimary airports anticipated to open by 2029 that are deemed important to national air transportation. The plan estimates that approximately $67.5 billion in AIP-eligible airport projects will require financial assistance between 2025 and 2029, which is an increase of almost $5.1 billion from the previous NPIAS report.

OJC is designated in the NPIAS as a reliever general aviation airport, meaning it does not provide commercial service. Within this airport designation, there are four airport categories: National, Regional, Local, and Basic. OJC is classified within the National category. Airports within this category are those located in metropolitan areas near major business centers. They support flying throughout the U.S. and internationally, providing pilots with an attractive alternative to primary (commercial service) airports. National airports have high levels of activity, supporting many jets and multi-engine aircraft. They average approximately 235 total based aircraft, about 16 percent of which are jets.

STATE AIRPORT PLANNING

OJC is included in the 2016 KASP. The primary purpose of a state airport system plan is to study the performance and interaction of an entire aviation system. The KASP objectives include the following:

- Preserve the state's aviation system.
- Provide a modern network of airports.
- Provide a network of airports that is accessible by the air and ground.
- Support local and statewide economic growth.
- Support the promotion of aviation education.

OJC is included in the 2016 KASP as one of 17 regional airports in the State of Kansas. According to the KASP, regional airports are those that accommodate regional economic activities, connect the state and national economies, and serve all types of general aviation aircraft. A regional airport in Kansas can be designed to accommodate a variety of aircraft, based on the specific role it performs in the KASP. For comparison purposes, **Table 1B** details the state standards.

TABLE 1B: KASP Facility and Service Objectives

Feature	Commercial	Regional	Business	Community	Basic	OJC
Runway Length	5,500'	5,000'	4,000'	3,200'	Maintain Existing	4,097'
Runway Width	100'	100'	75'	60'	Maintain Existing	75'
Runway Surface	Paved	Paved	Paved	Paved	N/A	Paved
Taxiway Type	Full Parallel	Full Parallel	Turnarounds	Turnaround	N/A	Full Parallel
Best IAP	Precision	APV	Any	Any	Visual	¾-mile APV
Rotating Beacon	Yes	Yes	Yes	N/A	N/A	Yes
Windsock	Lighted Windsock	Lighted Windsock	Lighted Windsock	Windsock	Windsock	Lighted Windsock
VGSI	PAPI or VASI	PAPI or VASI	PAPI or VASI	N/A	N/A	PAPI-4 (18)/VASI (36)
Runway Lighting	MIRL	MIRL	MIRL	MIRL	N/A	MIRL
ALS or REILs	ALS	ALS or REILs	ALS or REILs	N/A	N/A	ALS (36)
Weather Reporting	Automated	Automated	Automated	Automated	N/A	ASOS
Restroom	Yes	Yes	Yes	Yes	Yes	Yes
Link to Ground Transportation	Yes	Yes	Yes	Yes	N/A	Yes
Fuel	100LL/Jet A; 24/7	100LL/Jet A; 24/7	100LL	N/A	N/A	100LL/Jet A; 24/7
Terminal	Terminal	Terminal	Terminal	N/A	N/A	Terminal
Hangar Capacity	100% of Based Aircraft	100% of Based Aircraft	100% of Based Aircraft	100% of Based Aircraft	N/A	100% of Based Aircraft
Apron Capacity	10,000 sf	10,000 sf	10,000 sf	10,000 sf	N/A	446,000 sf

Note: While not an objective for KASP/KAIP project planning, beacons are standard by FAA Advisory Circular 150/5300-13B with runway edge lighting and windsocks should be lighted at airports with runway lighting.

Acronyms:
ALS = approach lighting system
HIRL = high intensity runway lighting
IAP = instrument approach procedure
MIRL = medium intensity runway lighting
PAPI = precision approach path indicator
REILs = runway end identifier lights
VGSI = visual glideslope indicator

Sources: 2016 Kansas Aviation System Plan; Airnav.com

Economic Impact

An economic impact analysis was prepared for the JCAC in 2024 that evaluated the economic output of OJC and IXD. The specific goals of the study were to determine direct/induced impacts to the county's economy by (1) aviation-related businesses located on both airports, (2) public agencies located on both airports, (3) businesses located at IXD, and (4) travel-related expenditures by users of each airport.

The model measured the following:

- Direct impacts: "new" money injected into the county's economy
- Induced impacts: primary and secondary transactions
- Total economic impacts: the sums of direct and induced impacts

These impacts were then applied to the county economy in three different categories:

1. Industry output
2. Household earnings
3. Employment

Table 1C summarizes the combined annual economic impact of OJC and IXD for each category.

TABLE 1C: Johnson County Airports' Economic Impact

Impact Source	Industry Output	Household Earnings	Employment
Aviation-Related Services	$132,086,058	$19,723,496	380
Governmental Agencies	$41,255,510	$11,356,958	326
Business Park Tenants (IXD only)	$935,173,979	$176,174,583	3,959
Visitor Spending	$34,997,950	$7,719,648	273
Total Impact:	**$1,143,513,497**	**$214,974,684**	**4,938**

Source: Economic Impact Analysis, 2024

LOCAL AIRPORT PLANNING

The airport master plan is the primary local planning document that provides a 20-year airport development vision based on aviation demand forecasts. Given the inevitable uncertainties as the master plan ages, the FAA recommends that airports update their master plans every seven to 10 years, or as necessary to address any significant changes. OJC's master plan was last updated in 2006 and an update to the airport layout plan (ALP) drawing set was conducted in 2023. Major recommendations from these plans included the following:

- Relocation of Taxiway B for an ultimate runway-taxiway separation of 240 feet – ***complete***
- Extension of Taxiway B to serve as a full-length parallel taxiway – ***not implemented***
- Relocation of the airport beacon – ***complete***
- Construction of new T-hangar facilities and hangar access pavement – ***not implemented***
- Replacement of visual approach slope indicators (VASIs) with precision approach path indicators (PAPIs) – ***partially implemented***
- Increase of aircraft parking apron capacity – ***not implemented***

AERONAUTICAL ACTIVITY

At airports that primarily serve general aviation activity, the numbers of based aircraft and operations (takeoffs and landings) are key aeronautical activity measures. These indicators will be used in subsequent analyses in this master plan to project future aeronautical activity and determine future facility requirements.

ANNUAL OPERATIONS

Aircraft operational statistics at OJC are recorded by the airport traffic control tower (ATCT). The ATCT is owned by the FAA and operated by an FAA contractor (Midwest Air Traffic Control Services, Inc.) every day from 7:00 a.m. to 9:00 p.m.

Among other duties, the ATCT counts aircraft operations, which are defined as either takeoffs or landings. Aircraft operations are classified as either local or itinerant. Local operations are those that stay within an airport's traffic pattern, such as flight training or touch-and-go operations, while itinerant operations are those with origins or destinations at other airports. Aircraft operations are further separated into four general categories:

- **Air carrier** operations are performed by commercial airline aircraft with more than 60 seats. Another commercial airline indicator is the amount of air cargo shipped, which is typically recorded in annual enplaned pounds or tons.
- **Air taxi** operations are associated with commuter aircraft with 60 or fewer passenger seats but also include for-hire general aviation aircraft.
- **Military** operations are conducted by airplanes and helicopters with military identification.
- **General aviation** operations include all other aviation activity, from small ultralight aircraft to large business jets.

Table 1D provides a summary of operational statistics since 2006, including the breakdown of itinerant and local operations and the categories of operations. Over the last 20 years, total operations experienced a declining trend from 2006 until 2019 before steadily increasing throughout 2024 to 56,087 operations. In 2025, there was a slight decrease to 52,635 total operations.

TABLE 1D: OJC Operations History

Year	Itinerant Air Carrier	Itinerant Air Taxi	Itinerant General Aviation	Itinerant Military	TOTAL ITINERANT	Local General Aviation	Local Military	TOTAL LOCAL	GRAND TOTAL
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

Source: FAA Operations Network (OPSNET)

BASED AIRCRAFT

Identifying the current number of based aircraft is important to master plan analysis but can be challenging because of the transient nature of aircraft storage. As of October 2026, there were approximately 150 based aircraft at OJC; however, according to the FAA's validation process, the airport has 137 validated based aircraft. This means 13 of the 150 aircraft in OJC's based aircraft inventory are already validated at other airports, are not operational or airworthy, or do not have current registrations with the FAA. For the purposes of the master plan and forecasting of aviation demand, only validated aircraft will be used as the baseline count. Airport management has also indicated that one helicopter previously included in the validated based aircraft count is no longer based at the airport, bringing the total validated based aircraft count to 136. The 136 validated based aircraft include 102 single-engine piston aircraft, seven single-engine turboprops, nine multi-engine piston aircraft, two multi-engine turboprops, 11 jets, one helicopter, and four hot air balloons. Historical based aircraft levels at OJC were not available.

CAPITAL IMPROVEMENT HISTORY

Significant improvements have been made to the airport since its establishment. To assist in funding capital improvements, the FAA has provided funding assistance to OJC, primarily through the AIP. Airport improvement funds are collected through user fees, additional taxes on airline airfares, and aviation fuel taxes. As airports grow and safety standards change over time, funding is needed to maintain a safe and efficient airport environment. The *Airport and Airway Development and Revenue Act of 1970* established the Aviation Trust Fund, which funds the AIP. **Tables 1E** and **1F** summarize historical capital projects undertaken at OJC, including federal grant history since 2005 and state grant history since 2015. As shown, more than $23.8 million in FAA grants have been awarded to OJC since 2005 from funding sources that include the AIP, discretionary funds, COVID-19 relief funds (including CARES and CRRSA), and *Infrastructure Investment and Jobs Act* (IIJA) funds. More than $3.6 million has been awarded in Kansas Department of Transportation (KDOT) state grants since 2015.

TABLE 1E: Historical Capital Improvement Projects – Federal Grants

Year	Grant Number	Description	Funding Source	Amount Awarded
2007	3-20-0062-020-2007	Rehabilitate Runway 18-36	AIP/Discretionary	$360,419
2009	3-20-0062-021-2009	Rehabilitate Apron	AIP/Discretionary	$112,344
2009	3-20-0062-022-2009	Rehabilitate Taxiway	AIP/Discretionary	$238,032
2009	3-20-0062-023-2009	Rehabilitate Taxiway	Economic Recovery	$116,609
2010	3-20-0062-024-2010	Acquire Land for Approaches	AIP/Discretionary	$871,329
2011	3-20-0062-025-2011	Rehabilitate Runway	AIP/Discretionary	$348,274
2012	3-20-0062-026-2012	Rehabilitate Taxiway	AIP/Discretionary	$100,485
2013	3-20-0062-027-2013	Rehabilitate Taxiway	AIP/Discretionary	$1,515,245
2014	3-20-0062-028-2014	Rehabilitate Apron and Taxiway	AIP/Discretionary	$247,261
2016	3-20-0062-029-2016	Rehabilitate Runway	AIP/Discretionary	$309,150
2016	3-20-0062-030-2016	Rehabilitate Apron and Taxiway	AIP/Discretionary	$3,198,440
2018	3-20-0062-031-2018	Rehabilitate Runway	AIP/Discretionary	$5,628,502
2020	3-20-0062-032-2020	Reconstruct Taxiway A	AIP/Discretionary/COVID-19 Relief	$4,230,688
2021	3-20-0062-033-2021	Reconstruct Taxiway B	AIP/Discretionary/COVID-19 Relief	$5,680,465
2021	3-20-0062-034-2021	CRSA Act Funds	COVID-19 Relief	$13,000
2022	3-20-0062-035-2022	General ARPA	COVID-19 Relief	$32,000
2023	3-20-0062-036-2023	Rehabilitate Taxiway	AIP/Discretionary	$300,000
2023	3-20-0062-037-2023	Rehabilitate Taxiway	IIJA	$348,184
2024	3-20-0062-038-2024	Reconstruct Taxiway	IIJA	$232,607
2026	3-20-0062-039-2026	Update Airport Master Plan	IIJA	$756,900

Source: FAA Grant History

TABLE 1F: Historical Capital Improvement Projects – State Grants

Year	Grant Number	Description	Amount Awarded
2015	AV-2015-15	Repair and Seal NE Apron	$180,315
2021	AV-2021-25	Materials for Minor Maintenance	$7,500
2022	AV-2022-19	Crack Sealing Materials	$14,000
2011	AV-2022-20	Security Gates	$140,250
2023	AV-2023-16	Replace Existing Airfield Electrical Service Equipment Into Single Electrical Vault Location	$378,000
2023	AV-2023-28	Pavement Maintenance Materials	$14,400
2024	AV-2024-17	Design for Reconstruction of East-4 Apron	$191,900
2024	AV-2024-18	Design for Reconstruction of East-1 Apron	$194,750
2024	AV-2024-61	Pavement Maintenance Materials	$13,600
2024	AV-2024-62	Construct Southwest Fencing	$129,600
2024	AV-2024-63	Construct North Fencing	$156,150
2025	AV-2025-35	Pavement Maintenance Materials	$13,600
2025	AV-2025-36 SA1	Install Fencing	$570,420
2025	AV-2025-37	Reconstruction of East-1 Apron	$800,000
2025	AV-2025-38	Reconstruction of East-4 Apron and Taxilane Pavement	$800,000
2026	AV-2026-25	Pavement Maintenance Materials	$13,600
2027	AV-2027-20	Construct Runup Area for Runway 36	$37,325

Source: KDOT Grant History

AIRSIDE FACILITIES

Airside facilities include runways, taxiways, airfield lighting, and navigational aids. These facilities are identified on **Exhibit 1D** and descriptions of each are included in the following sections. Information pertaining to Runway 18-36, as well as taxiways, navigational aids, and other airfield features and equipment, is described below and summarized on the exhibit.

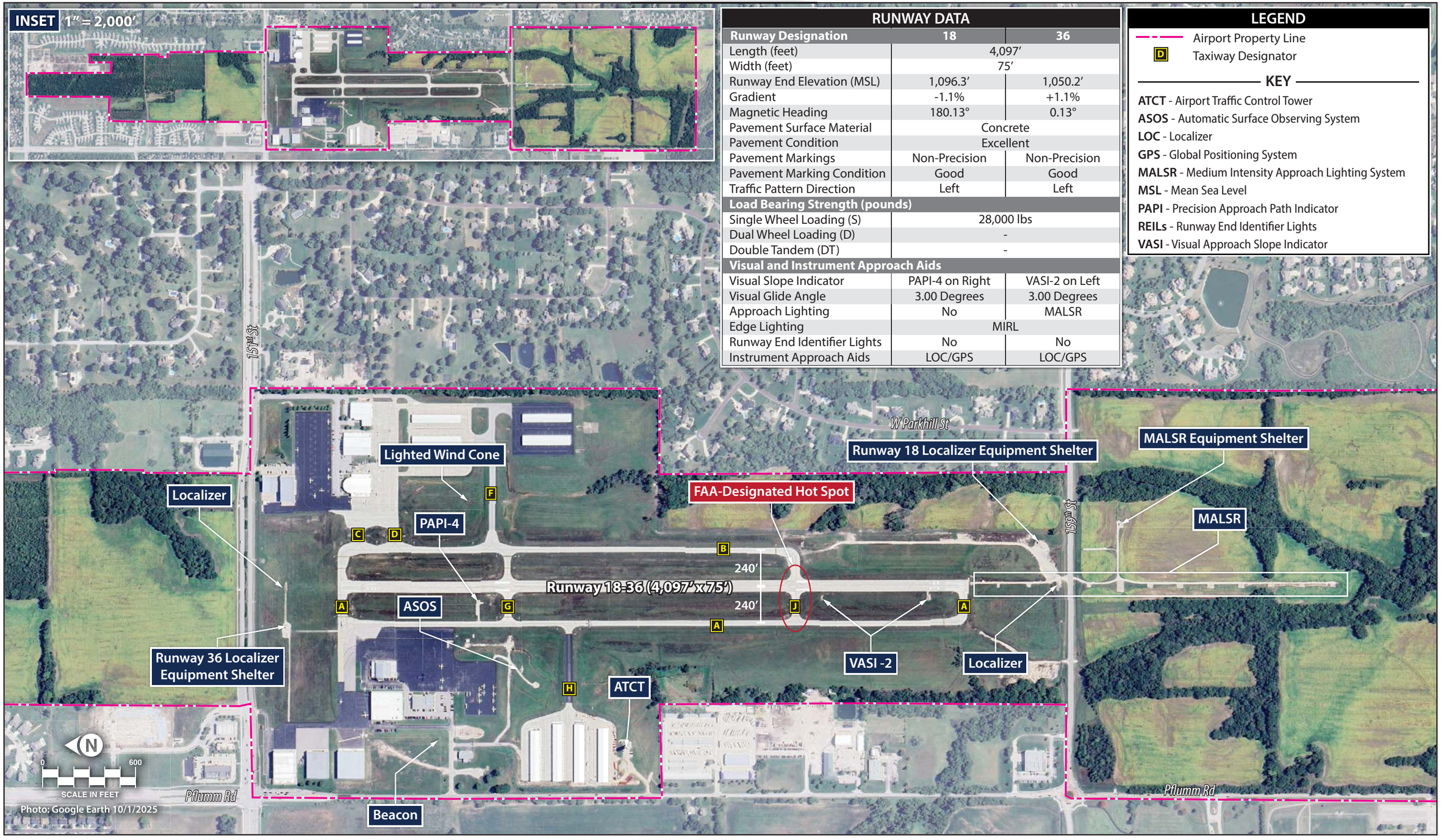
RUNWAY 18-36

Runway 18-36 is 4,097 feet long and 75 feet wide and is oriented north-south. The runway surface is constructed of concrete, which is reported to be in excellent condition. Each runway end has non-precision markings, including the runway designation, centerline, threshold stripes, and aiming point markings. The runway slopes down from north to south with an elevation change of 46.1 feet, resulting in a runway gradient of 1.13 percent. The runway is equipped with medium intensity runway edge lighting (MIRL) to illuminate the runway edges at night and/or during poor meteorological conditions. Runways 18 and 36 utilize a standard left-hand traffic pattern.

Runway 18-36 has a pavement strength rating of 28,000 pounds single wheel loading (S), which refers to the design of certain aircraft landing gear with a single-wheel main landing gear strut. Currently, there are no reported pavement strength ratings for dual wheel loading (D).

The runway also has a pavement classification rating (PCR), which is a five-part code described as follows:

1. **PCR numerical value** indicates the load-carrying capacity of the pavement expressed as a whole number. The value is calculated based on a standard single-wheel load at a tire pressure of 218 pounds per square inch (psi).
2. **Pavement type** is expressed as either R for rigid pavement (most typically concrete) or F for flexible pavement (most typically asphalt).



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

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3. **Subgrade strength** is expressed as A (high), B (medium), C (low), or D (ultra low). A subgrade of A would be considered very strong, like concrete-stabilized clay, and a subgrade of D would be very weak, similar to uncompacted soil.

4. **Allowable tire pressure** is expressed as W (unlimited/no pressure limit), X (high/254 psi), Y (medium/181 psi), or Z (low/73 psi) and indicates the maximum tire pressure the pavement can support. Concrete surfaces are usually rated W.

5. **Process of determination** is expressed as either T (technical evaluation) or U (using aircraft experience) and indicates the method of pavement testing.

The published PCR for Runway 18-36 is expressed as 90/R/D/W/T, which means the underlying pavement value has a load-carrying capacity of 90 (unitless), is rigid (concrete), has ultra-low subgrade strength, has an unlimited allowable tire pressure capability, and was calculated through a technical evaluation.

Crosswind Coverage

Prevailing winds are winds that blow predominantly in a given direction. At an airport, the direction of prevailing winds determines the desired alignment, configuration, and usage of a runway. Aircraft can only tolerate limited crosswinds, which are components of wind that blow perpendicular to the runway centerline. Ideally, runways are configured to allow aircraft to take off and land into the wind 100 percent of the time. Because winds change direction, FAA planning standards indicate that an airport's primary runway should be capable of operating under allowable wind conditions at least 95 percent of the time. If a runway does not meet this 95 percent coverage, FAA funding assistance for the development of a crosswind runway may be advisable.

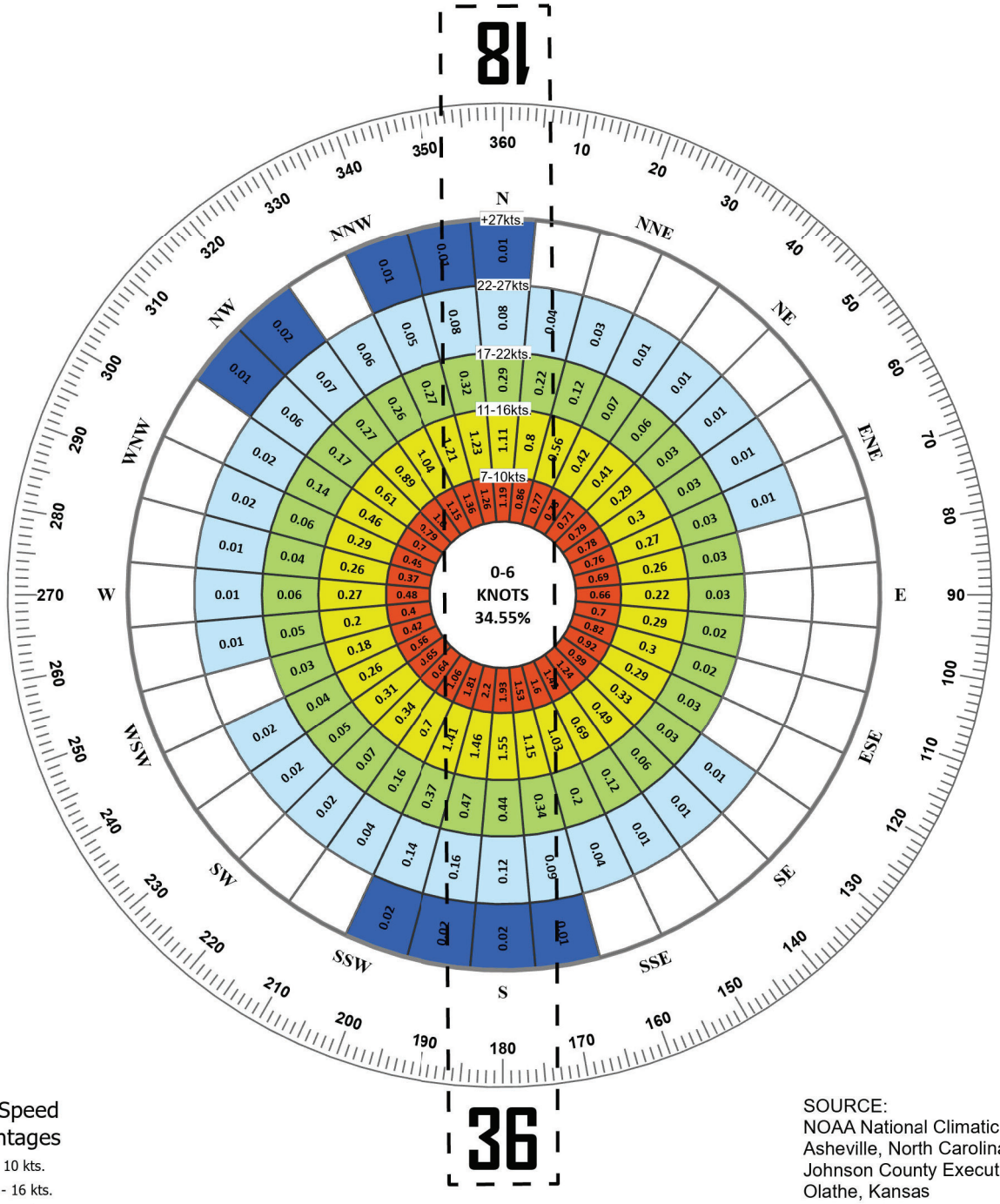
The 95 percent wind coverage is computed on the basis of the crosswind component not exceeding 10.5 knots (12 miles per hour [mph]) for airport reference code (ARC) A-I and B-I; 13 knots (15 mph) for ARC A-II and B-II; 16 knots (18 mph) for ARC A-III, B-III, and C-I through D-II; and 20 knots (23 mph) for ARC C-III through D-IV.

Exhibit 1E presents the all-weather wind rose for the airport. Wind data for the previous 10 years were obtained from the on-airport automated surface observing system and have been analyzed to identify wind coverage provided by the existing runway orientation. At OJC, the north-south orientation of Runway 18-36 provides 92.81 percent coverage for the 10.5-knot component, 96.35 percent coverage for the 13-knot component, and greater than 98 percent coverage for the 16-knot and 20-knot components. The IFR wind rose (presented on the second page of **Exhibit 1E**) shows a similar distribution of crosswind components for the crosswind runway.

TAXIWAYS

A taxiway is a defined path established for the taxiing of aircraft from one part of an airport to another. The taxiway system at OJC consists of parallel, connector, and entrance/exit taxiways that are primarily constructed of concrete. The taxiway widths range between 35 and 75 feet. All taxiways at OJC have blue medium intensity taxiway lighting (MITL) and yellow centerline markings.

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%

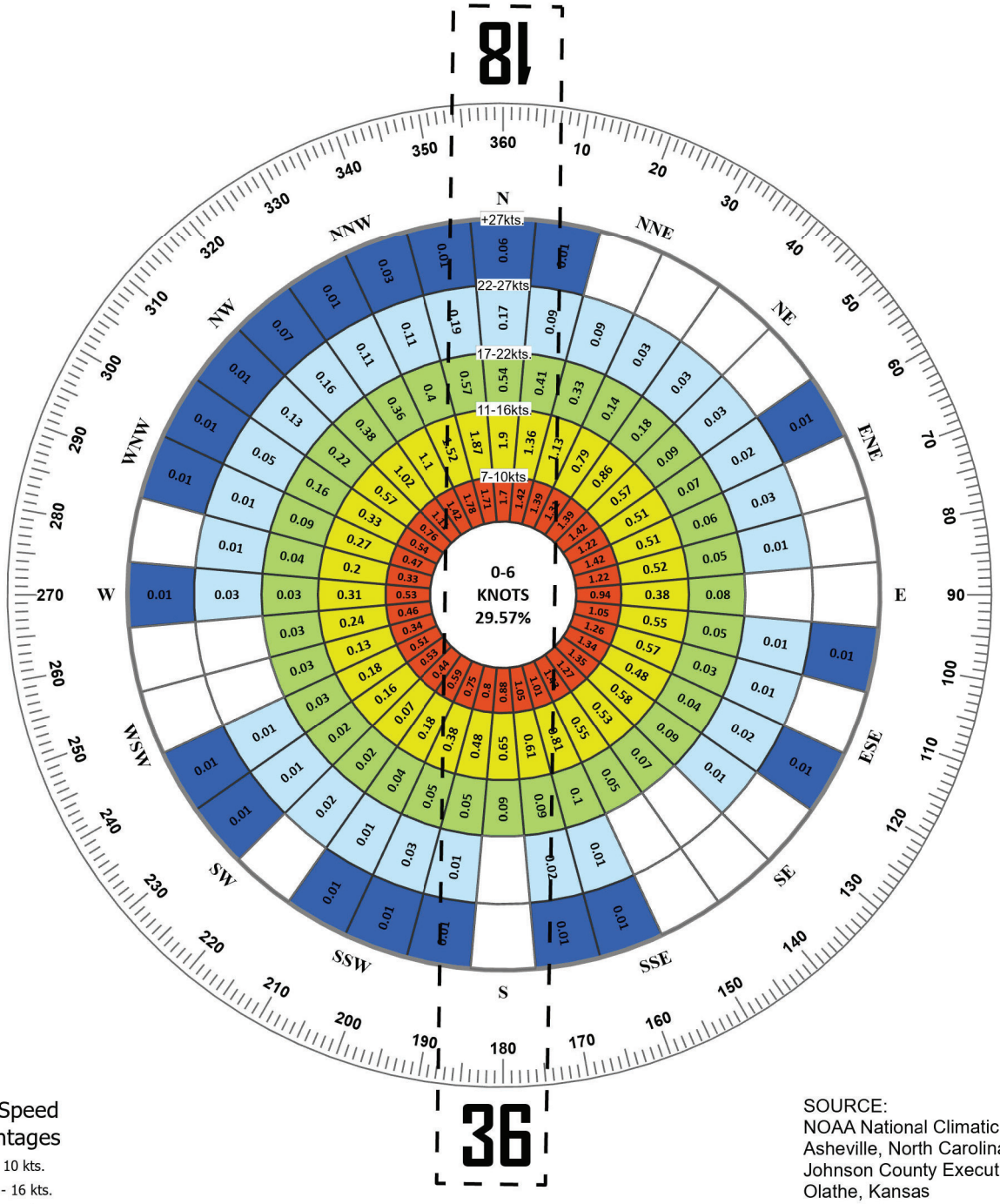


Wind Speed Percentages
- 7 - 10 kts.
- 11 - 16 kts.
- 17 - 22 kts.
- 23 - 27 kts.
- + 27 kts.

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

OJC has one full-length parallel taxiway (Taxiway A) that provides access to both ends of Runway 18-36 and is 35 feet wide. Taxiway A has a runway-to-taxiway centerline separation of 240 feet on the west side of the runway and provides access to the transient aircraft parking apron. Taxiway B serves as a partial parallel taxiway, is also 35 feet wide, has a 240-foot runway-to-taxiway centerline separation, and provides access to the eastern apron and landside facilities. **Table 1G** summarizes details for each taxiway at the airport.

TABLE 1G: Taxiway/Taxilane Characteristics

Designation	Width (feet)	Description
A	35	Parallel to Runway 18-36
B	35	Partial Parallel to Runway 18-36
C	75	East Side Connector
D	70	East Side Connector
F	40	East Side Hangar Access
G	40	Runway 18-36 Entrance/Exit/Crossing
H	40	West Side Hangar Access
J	40	Runway 18-36 Entrance/Exit/Crossing

Source: Coffman Associates analysis

HOT SPOTS

There is currently one FAA-designated hot spot on the airfield. Hot spots are confusing intersections that are more likely to contribute to runway incursions. **Exhibit 1D** details the location of Hot Spot #1, which is located at the intersection of Runway 18-36 and Taxiway J on the southern third of the runway. Aircraft on the east side of the runway cross Runway 18-36 when taxiing to Runway 36 utilizing Taxiway B. The runway holding position marking is not fully visible until after making the westbound turn. Hot spots will be discussed in greater detail in Chapter Three.

AIRFIELD LIGHTING, SIGNAGE, AND MARKING

Airfield lighting systems extend an airport's usefulness into periods of darkness and/or poor visibility. Various lighting systems are installed at the airport for this purpose. These lighting systems, which are categorized by function, are summarized in the following section.



Rotating Beacon

Airport Identification Lighting

The location of the airport is universally identified by a rotating beacon at night. The rotating beacon projects two beams of light, one white and one green, 180 degrees apart. The beacon operates from sunset to sunrise and is located immediately north of the airport entrance road that provides access to the west side of the airfield.

Pavement Edge Lighting

Pavement edge lighting defines the lateral limits of the pavement to ensure safe operations during the night and/or low-visibility times. This maintains safe and efficient access to and from the runway and aircraft parking areas. As previously stated, Runway 18-36 is equipped with MIRL. Each runway end is equipped with threshold lights that emit green light outward from the runway and red light toward the runway. Green lights indicate the landing threshold for arriving aircraft, while red lights indicate the end of the runway for departing aircraft. The entirety of the taxiway system at OJC is equipped with elevated blue MITL. All lighting and signage serving OJC uses light-emitting diode (LED) lights.



MITL

Visual Approach Aids

Visual glideslope approach aids provide a visual cue to pilots, alerting them as to whether they are on the correct glide path to landing. The approach to Runway 18 is served by a four-light precision approach path indicator (PAPI-4), which is located on the right side of the runway with a glide path angle set at a standard 3.00 degrees. Runway 36 is equipped with a two-box visual approach slope indicator (VASI-2), which is located on the left side of the runway with a 3.00-degree standard glide path. While configured differently than the VASI system, the PAPI provides the same visual cue to pilots.



VASI-2 System



PAPI-4 System

Runway End Identification Lighting

Runway end identifier lights (REILs) are strobe lights placed at the edges of the landing thresholds of certain runways. REILs provide rapid identification of the landing threshold for distances up to 20 miles. Runway 18-36 is not currently served by REILs.

Approach Lighting System (ALS)

An ALS is a configuration of lights positioned symmetrically along the extended runway centerline to supplement navigational aids, such as a global positioning system (GPS) approach, to provide lower visibility minimums. Runway 36 is equipped with a medium intensity approach lighting system with runway alignment indicator lights (MALSR), which supports a ¾-mile instrument approach.

The full MALSR system extends for a length of 2,400 feet from the end of the runway and includes a combination of threshold lamps and steady-burning light bars and flashers. This system provides pilots with visual cues concerning aircraft alignment, roll, height, and position relative to the threshold.



MALSR

Airfield Signage

Airfield identification signs assist pilots in identifying runways, taxiway routes, and critical areas. The airfield at OJC is equipped with LED lighted location, directional, and mandatory instruction signs.



Airfield Signage and Taxiway Lighting

Pavement Markings

Pavement markings aid in the safe and efficient movement of aircraft along airport surfaces and identify closed or hazardous areas on the airport. OJC provides and maintains marking systems in accordance with FAA Advisory Circular (AC) 150/5340-1M, *Standards for Airport Marking*, and AC 150/5300-13B, *Airport Design*, Change 1. As previously detailed, Runway 18-36 has non-precision markings that include the runway centerline, designation, threshold markings, and aiming points.

All taxiways at the airport are marked with yellow centerline markings, holding position markings, and leadoff lines on normally used exits. Centerline markings assist pilots in maintaining proper clearance from pavement edges and objects near the taxiway edges. Aircraft holding positions are marked at each runway/taxiway intersection. All taxiways serving Runway 18-36 are marked with holding positions located 125 feet from the runway centerline.

Instrument Landing System (ILS) Equipment

Airports offering full ILS approaches are equipped with a glideslope antenna and localizer antenna array. The glideslope antenna provides vertical guidance to landing aircraft and can be located on either side of the runway; however, it is best to locate the glideslope antenna on the side of the runway with the lowest possibility of signal reflections from buildings, power lines, aircraft, etc. At present, OJC does not offer a full ILS approach with a glideslope component; however, Runways 18 and 36 are both served by a localizer approach.



Localizer Antenna

The localizer antenna array provides horizontal guidance and is used to establish and maintain the position of an approaching aircraft relative to the runway centerline until visual contact confirms the runway alignment and location. Typically, the localizer antenna array is situated on the extended runway centerline, between 600 and 2,000 feet from the end of the runway. The localizer antenna arrays at OJC are located beyond each end of the runway. The localizer serving Runway 18 is located approximately 580 feet beyond the south end of the runway, while the localizer serving Runway 36 is located, approximately 340 feet beyond the north end of the runway.

After-Hours Lighting

During the times the ATCT is not active (9:00 p.m. to 7:00 a.m.), certain airport lights can be activated by pilots utilizing the common traffic advisory frequency (CTAF). These lights include the MIRL serving Runway 18-36, taxiway lighting, the MALSR on Runway 36, and the lighted wind cone.

HOLDING BAYS

A holding bay is a designated area on the airfield that is typically located at the end of a taxiway near a runway end. The ATCT may instruct aircraft to hold on the apron until it is safe for the aircraft to proceed to the runway for takeoff. Pilots may also request to utilize holding bays to conduct final preflight checks prior to takeoff. OJC is not currently equipped with holding bays; however, one is currently in the design phase to serve Runway 36.

WEATHER AND COMMUNICATION AIDS

Automated Surface Observing System (ASOS)

OJC is equipped with an ASOS, which provides aviation weather observations 24 hours per day. The system updates weather observations every minute, continuously reporting significant weather changes as they occur. Pilots can obtain the weather information from the automatic terminal information service (ATIS) via frequency 119.75 megahertz (MHz) or by calling (913) 780-6987. The ASOS reports cloud ceiling visibility, temperature, dew point, wind direction and speed, altimeter setting (barometric pressure), and density altitude (airfield elevation adjusted for temperature). The ASOS equipment is located on the west side of Runway 18-36, immediately north of Taxiway H.



ASOS

Wind Cone

OJC has a lighted wind cone, which is located on the east side of the runway, north of Taxiway F. The wind cone informs pilots of the wind direction and speed. Supplemental lighted wind cones are located near the ends of Runway 18 and Runway 36.



Wind Cone

Common Traffic Advisory Frequency (CTAF)

When the ATCT is closed (9:00 p.m. to 7:00 a.m.), pilots are instructed to utilize the CTAF. This radio frequency (126.0 MHz) is used by pilots in the vicinity of the airport to communicate with each other about approaches to or departures from the airport. In addition, a universal communication (UNICOM) frequency is also available (122.95 MHz), through which a pilot can obtain information pertaining to OJC.

AREA AIRSPACE AND AIR TRAFFIC CONTROL

The *Federal Aviation Act of 1958* established the FAA as the responsible agency for the control and use of navigable airspace within the United States. The FAA has established the National Airspace System (NAS) to protect persons and property on the ground and establish a safe and efficient airspace environment for civil, commercial, and military aviation. The NAS covers the common network of U.S. airspace, including air navigation facilities; airports and landing areas; aeronautical charts; associated rules, regulations, and procedures; technical information; and personnel and material. The system also includes components shared jointly with the military.

AIRSPACE STRUCTURE

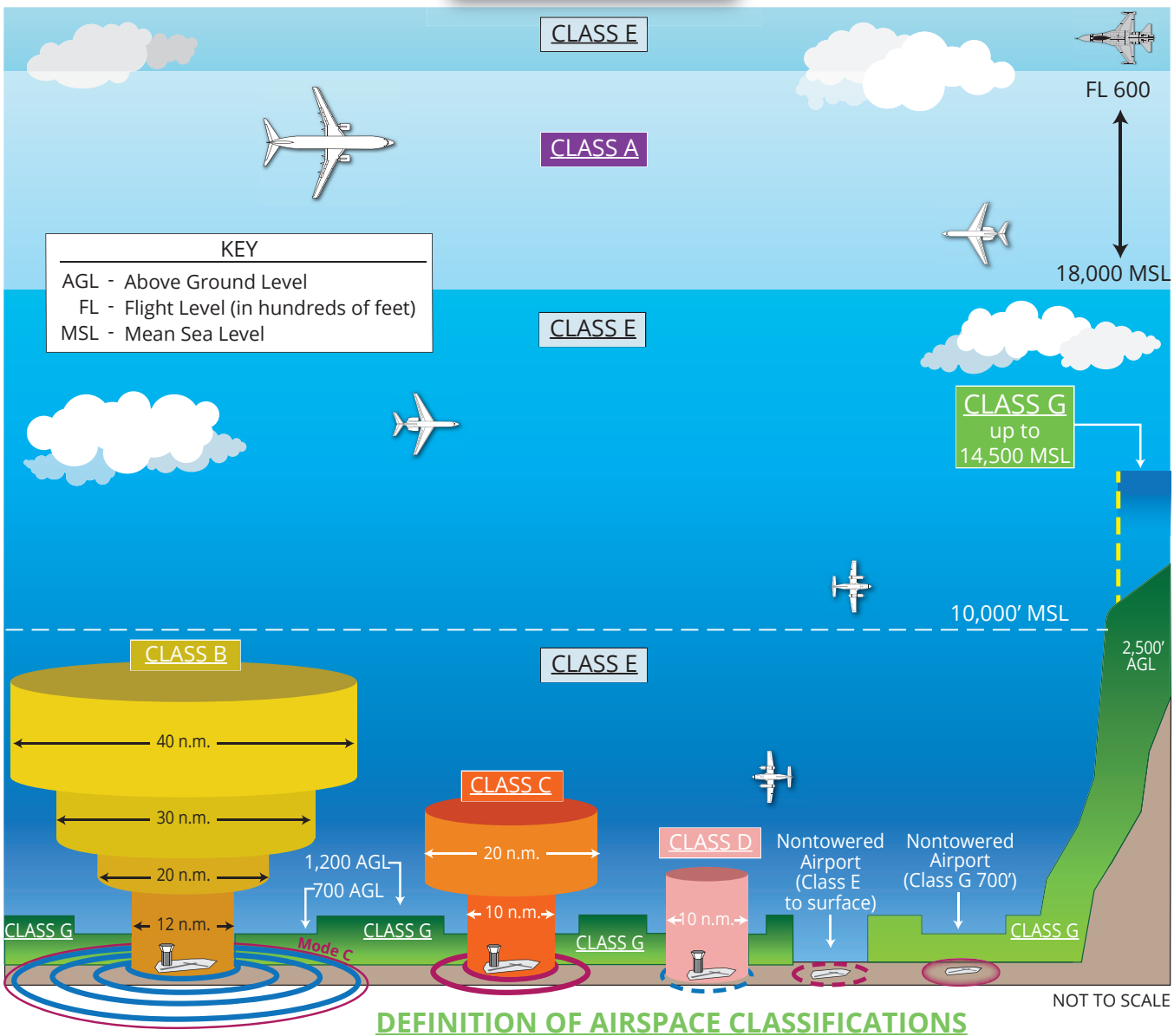
Airspace within the United States is broadly classified as either controlled or uncontrolled. The difference relates primarily to requirements for pilot qualifications, ground-to-air communications, navigation and air traffic services, and weather conditions. Six classes of airspace have been designated in the United States, as shown on **Exhibit 1F**. Airspace designated as Class A, B, C, D, or E is considered controlled airspace. Aircraft operating within controlled airspace are subject to varying requirements for positive air traffic control.

Class A Airspace

Class A is controlled airspace and includes all airspace from 18,000 feet MSL to flight level 600 (approximately 60,000 feet MSL). This airspace is designated in Federal Aviation Regulations (FAR) Part 71.193 for positive control of aircraft. The positive control area (PCA) allows only flights governed under IFR operations. An aircraft must have special radio and navigational equipment and the pilot must obtain clearance from an air traffic control (ATC) facility to enter Class A airspace. Additionally, the pilot must possess an instrument rating to operate in Class A airspace.

Class B Airspace

Class B is controlled airspace surrounding high-activity commercial service airports. Class B airspace is designed to regulate the flow of uncontrolled traffic above, around, and below the arrival and departure airspace required for high-performance passenger-carrying aircraft at major airports. To fly within Class B airspace, an aircraft must be equipped with special radio and navigation equipment and must obtain clearance from air traffic control. A pilot is required to have at least a private pilot certificate or be a student pilot who has met the requirements of FAR Part 61.95, which requires special ground and flight training



NOT TO SCALE

DEFINITION OF AIRSPACE CLASSIFICATIONS

CLASS A — **Think A - Altitude.** Airspace above 18,000 feet MSL up to and including FL 600. Instrument Flight Rule (IFR) flights only, ADS-B 1090 ES transponder required, ATC clearance required.

CLASS B — **Think B - Busy.** Multi-layered airspace from the surface up to 10,000 feet MSL surrounding the nation's busiest airports. ADS-B 1090 ES transponder required, ATC clearance required.

CLASS C — **Think C - Mode C.** Mode C transponder required. ATC communication required. Generally airspace from the surface to 4,000 feet AGL surrounding towered airports with service by radar approach control.

CLASS D — **Think D - Dialogue.** Pilot must establish dialogue with tower. Generally airspace from the surface to minimum 2,500 feet AGL surrounding towered airports.

CLASS E — **Think E - Everywhere.** Controlled airspace that is not designated as any other Class of airspace.

CLASS G — **Think G - Ground.** Uncontrolled airspace. From surface to a 1,200 AGL (in mountainous areas 2,500 AGL) Exceptions: near airports it lowers to 700' AGL; some airports have Class E to the surface. Visual Flight Rules (VFR) minimums apply.

Source: Federal Aviation Administration

for Class B airspace. Aircraft are also required to utilize a Mode C transponder within a 30-nautical-mile (nm) range of the center of Class B airspace. A Mode C transponder allows air traffic control to track the location and altitude of the aircraft. The nearest Class B airspace to OJC is associated with Kansas City International Airport (MCI).

Class C Airspace

Class C is controlled airspace surrounding lower-activity commercial service and some military airports. The FAA has established Class C airspace at 120 airports around the country as a means of regulating air traffic in these areas. Class C airspace is designed to regulate the flow of uncontrolled traffic above, around, and below the arrival and departure airspace required for high-performance passenger-carrying aircraft at major airports. To operate inside Class C airspace, an aircraft must be equipped with a two-way radio and an encoding transponder and the pilot must have established communication with ATC.

Class D Airspace

Class D is controlled airspace surrounding most airports with operating ATCTs that are not classified under B or C airspace designations. Class D airspace typically constitutes a cylinder with a horizontal radius of four or five nm from the airport, extending from the surface up to a designated vertical limit, which is typically set at approximately 2,500 feet above the airport elevation. If an airport has an instrument approach or departure, the Class D airspace sometimes extends along the approach or departure path.

OJC is located within Class D airspace, as shown on **Exhibit 1F**. OJC's Class D airspace extends from the surface to 3,600 feet above ground level (AGL) and abuts the Class D airspace surrounding IXD. Pilots planning to operate within OJC's Class D airspace are required to contact OJC air traffic control prior to entering or departing OJC airspace and must remain in contact while within the controlled airspace. When the control tower is closed (9:00 p.m. to 7:00 a.m.), the airspace reverts to Class G airspace from the surface up to 700 feet AGL with Class E airspace extending from 700 feet to 18,000 feet MSL.

Class E Airspace

Class E is controlled airspace surrounding an airport that encompasses all instrument approach procedures and low-altitude federal airways. Only aircraft conducting instrument flights are required to be in contact with the appropriate ATC facility when operating in Class E airspace. While aircraft conducting visual flights in Class E airspace are not required to be in radio contact with ATC facilities, visual flight can only be conducted if minimum visibility and cloud ceilings exist.

Class G Airspace

Class G is uncontrolled airspace that is typically found in rural areas and does not require communication with an ATC facility. Class G airspace lies between the surface and the overlying Class E airspace (700 to 1,200 feet AGL). While aircraft may technically operate within Class G airspace without any contact with ATC, it is unlikely that many aircraft will operate this low to the ground. Furthermore, FAR Part 91.119, *Minimum Safe Altitudes*, specifies minimum altitudes for flight.

SPECIAL USE AIRSPACE

Special use airspace is defined as airspace in which activities must be confined because of their nature, or in which limitations are imposed on aircraft not taking part in those activities. Special use airspace identifies for other users the areas in which these non-standard operations may be occurring by outlining active times and/or altitudes to provide separation information for the areas. Most special use airspace is designated on FAA aeronautical charts. The special use airspace in the vicinity of OJC is depicted on **Exhibit 1G**.

Victor Airways

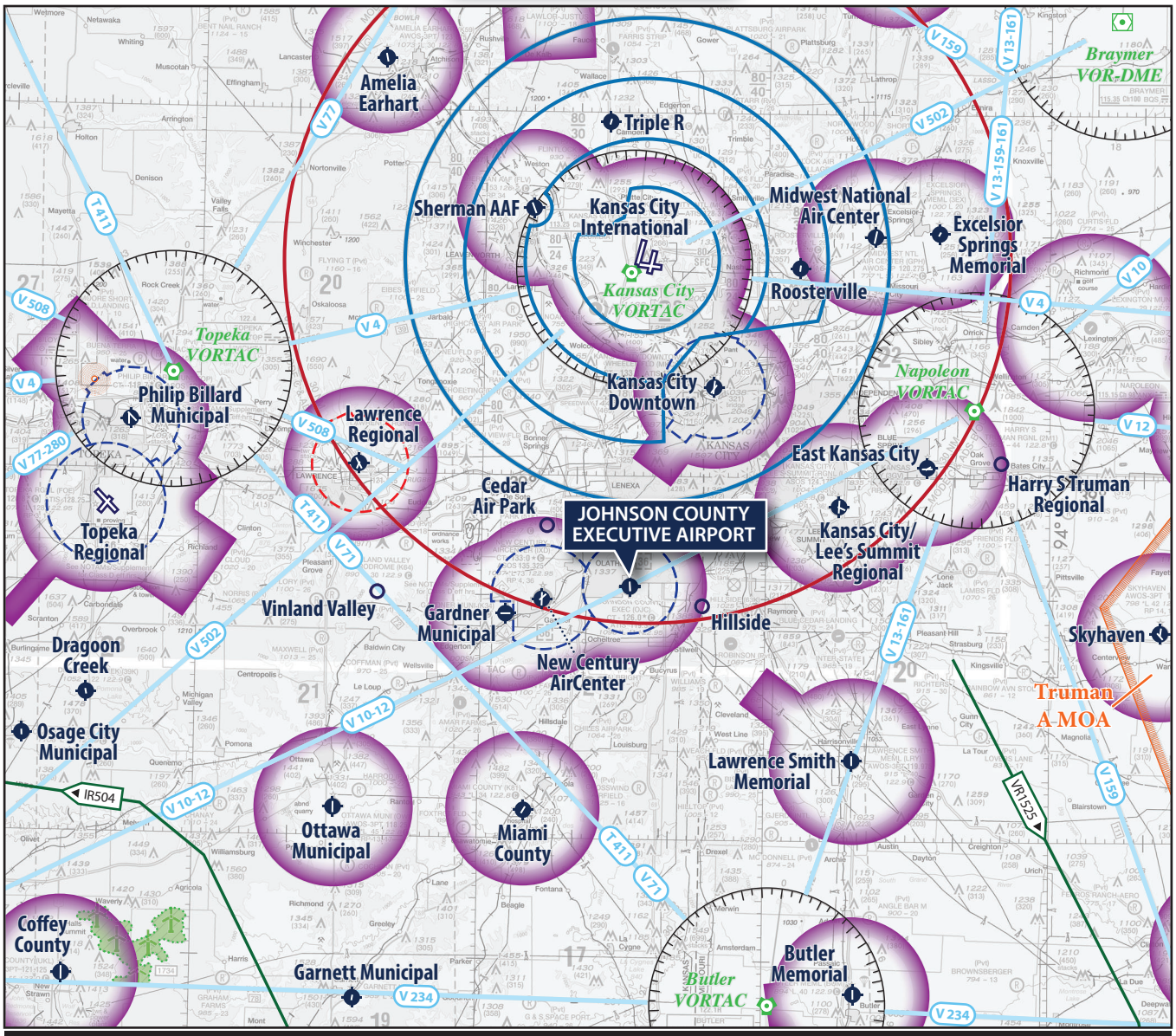
Victor airways are a system of federal airways established for aircraft arriving or departing a regional area and navigating by using very high frequency omnidirectional range (VOR) facilities. Victor airways are corridors of airspace eight miles wide that extend upward from 12,000 feet AGL to 18,000 feet MSL and extend between VOR facilities. The Victor airways in the regional area are identified on **Exhibit 1G** with blue lines marked with a "V" preceding a designation number.

Military Operations Areas (MOAs)

An MOA is an area of airspace designated for military training use. An MOA is not restricted airspace; however, pilots who use this airspace should be on alert for the possibility of military traffic. A pilot may need to be aware that military aircraft can be present in high concentrations, conducting aerobatic maneuvers and possibly operating at high speeds and/or at lower elevations. The nearest MOAs to OJC are the Truman A, B, and C MOAs associated with Whiteman Air Force Base in Knob Noster, Missouri, which are located approximately 40 nm east of the airport. Each MOA has its own designated airspace block and hours of operation. The activity status of an MOA is advertised by a Notice to Air Missions (NOTAM) and notated on sectional charts. The Truman MOAs are controlled by the Kansas City Air Route Traffic Control Center (ARTCC). Active military aircraft operate in the Truman A and B MOAs from 8,000 feet MSL to (but not including) 17,999 feet MSL. These MOAs are operated daily from 6:00 a.m. to 12:00 a.m. (0600–2400). The Truman C MOA is active during the same time from 500 feet AGL to 23,000 feet MSL.

Restricted Airspace

Restricted airspace is an area (volume) of airspace, typically used by the military, in which the local controlling authorities have determined that air traffic must be restricted (if not continually prohibited) for safety or security concerns. Restricted airspace is depicted on aeronautical charts with the letter "R" followed by a serial number. Restricted areas denote the existence of unusual and often invisible hazards to aircraft, such as artillery firing, aerial gunnery, or guided missiles. Penetration of restricted areas without authorization from the using or controlling agency may be extremely hazardous to the penetrating aircraft and its occupants. Restricted airspace zones may not always be active; in such cases, schedules of local dates and times that specify when the zone is active are typically available to aviators. At other times, the airspace is subject to normal operation for the applicable airspace class. There are no restricted areas in the vicinity of OJC.



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

Alert Areas

Alert areas are depicted on aeronautical charts to inform non-participating pilots of areas that may contain a high volume of pilot training or an unusual type of aerial activity, such as military operations. Pilots should be particularly alert when flying in these areas. Military activities or other flight training activities in these areas typically operate at lower altitudes and may occur at any time of the day or night. General aviation flights are not restricted within these areas, but pilots are strongly cautioned to be alert for high-speed military training aircraft. There are no alert areas in the vicinity of OJC.

Military Training Routes (MTRs)

MTRs are designated airspace established for use by high-performance military aircraft to train below 10,000 feet AGL and at speeds exceeding 250 knots. There are visual (VR) and instrument (IR) designated MTRs; MTRs with no segment above 1,500 feet AGL are designated with VR or IR, followed by a four-digit number. MTRs with one or more segments above 1,500 feet AGL are identified by the route designation, followed by a three-digit number. The arrows on the route show the direction of travel. MTRs in the vicinity of OJC are depicted on **Exhibit 1G** using green lines with their identifying number(s).

AIRSPACE CONTROL

The FAA has established 21 ARTCCs throughout the continental United States to control aircraft operating under IFR within controlled airspace and while en route. An ARTCC assigns specific routes and altitudes along federal airways to maintain separation and orderly traffic flow. The Kansas City ARTCC controls IFR air traffic en route to and from OJC.

Flight Service Station (FSS)

A flight service station is an air traffic facility that provides pilot briefings, flight plan processing, in-flight radio communications, search and rescue (SAR) services, and assistance to lost aircraft in emergency situations. FSS facilities also relay ATC clearances, process NOTAMs, broadcast aviation meteorological and aeronautical information, and notify U.S. Customs and Border Protection of trans-border flights. The Columbia Flight Service Station is the nearest FSS to OJC.

Airport Traffic Control Tower (ATCT)

OJC participates in the FAA Contract Tower Program, which means it is under FAA oversight but is staffed by contract employees. The OJC ATCT operates daily from 7:00 a.m. to 9:00 p.m. The ATCT is located on the west side of the airfield on the south side of Taxiway H and the county-owned T-hangars. The tower is accessible via South Pflumm Road, which runs north and south between West 151st Street and West 159th Street. Tower employees utilize the employee parking area adjacent to the T-hangars.

The primary responsibilities for tower controllers are to sequence and separate local arriving and departing traffic and provide ground control direction to aircraft taxiing on the ground. Tower radio frequencies are 126.0 MHz for Executive Tower and 121.6 MHz for Executive Ground. Regional approach and departure services are provided on 118.9 MHz. For clearance delivery when the ATCT is closed, pilots can contact MCI approach at 118.9 MHz.



ATCT

NAVIGATIONAL AIDS

Navigational aids are electronic devices that transmit radio frequencies, which pilots of properly equipped aircraft can translate into point-to-point guidance and position information. The types of electronic navigational aids available for aircraft flying to/from OJC include the following:

- GPS
- VOT – Kansas City Downtown, 17.8 nm NE; Forbes (Topeka Regional), 43.7 nm NW
- VORTAC – Kansas City, 26.3 NNE; Napoleon, 32.1 nm NE; Butler, 36.5 nm SE
- NDB – Herbb, 5.7 nm SW

GPS was initially developed by the United States Department of Defense for military navigation around the world; however, GPS is now used extensively for a wide variety of civilian uses, including civil aircraft navigation. GPS uses satellites placed in orbit around the earth to transmit electronic radio signals, which pilots of properly equipped aircraft can use to determine altitude, speed, and other navigational information. This provides more freedom in flight planning and allows for more direct routing to destinations. GPS provides en-route navigation and non-precision instrument area navigation approaches to all runways at OJC.

The very high frequency omnidirectional range (VOR) provides azimuth readings to pilots of properly equipped aircraft by transmitting a radio signal at every degree to provide 360 individual navigational courses. Frequently, distance measuring equipment (DME) is combined with a VOR facility (VOR–DME) to provide distance and direction information to the pilot. Military tactical air navigation aids (TACANs) and civil VORs are commonly combined to form a VORTAC. The VORTAC provides distance and direction information to both civil and military pilots. A VOR test facility, or VOT, transmits a test signal that allows pilots to determine the operational status and accuracy of a VOR receiver while on the ground where a VOT is located. At OJC, VOR navigational aids are available, as listed above.

A non-directional beacon (NDB) is a radio transmitter that acts as a navigational aid. In contrast to other navigational aids, like the VOR and TACAN, the signal transmitted from an NDB does not include inherent directional information. The NDB signal can be received at much greater distances at lower altitudes and follows the curvature of the earth to assist pilots. There is one NDB in the vicinity of OJC, as listed above.

FLIGHT PROCEDURES

Flight procedures are a set of predetermined maneuvers established by the FAA that use electronic or visual navigational aids to assist pilots in locating, landing at, or departing from an airport. Flight procedures at OJC include standard terminal arrivals (STARs), instrument approach procedures, and departure procedures.

Standard Terminal Arrivals (STARs)

A STAR is a preplanned, coded ATC IFR arrival route established for application to arriving IFR aircraft that are destined for certain airports. STARs simplify clearance delivery procedures and facilitate transitions between en-route and instrument approach procedures. There are currently three published STAR procedures into OJC.

Instrument Approach Procedures

Instrument approach procedures assist pilots in locating and landing at an airport during low visibility and cloud ceiling conditions. They are categorized as precision, approach with vertical guidance (APV), or non-precision.

Precision instrument approaches provide an exact course alignment and vertical descent path for an aircraft on final approach to a runway with a height above touchdown (HAT) lower than 250 feet and lower than ¾-mile visibility. Examples of precision approaches include an ILS and ground-based augmentation system (GBAS) landing system (GLS). Currently, OJC is not served by a precision ILS approach.

APVs also provide course alignment and vertical descent path guidance but have HATs of 200 feet or more and ½-mile or greater visibility minimums. Examples include vertical navigation (VNAV), localizer performance with vertical guidance (LPV), and area navigation (RNAV)/required navigation performance (RNP). Each runway end at OJC is equipped with APVs.

Non-precision instrument approach aids provide only course alignment information with no vertical component. Non-precision approaches have HATs of 250 feet or more and ½-mile or greater visibility minimums. Examples include VOR, RNAV, lateral navigation (LNAV), localizer performance (LP), and localizer (LOC) approaches. Each runway end at OJC is equipped with non-precision approaches.

Instrument approach minimums are published for different aircraft categories. (Aircraft categories are described in greater detail in Chapter 2.) An instrument approach minimum is comprised of a minimum decision altitude and required visibility. According to FAR 91.175, a pilot must be able to make a safe landing and have the runway in sight, and the visibility requirement must be met. There are no cloud ceiling requirements; the decision altitude is the point at which the pilot must meet all three criteria for landing, otherwise they cannot land using the published instrument approach.

There are currently four published instrument approach procedures at OJC, as detailed in **Table 1H**. For each aircraft category (A through C), a decision altitude in feet, followed by the visibility minimum in miles, is published.

TABLE 1H: 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

Departure Procedures

Like a STAR, a departure procedure is a preplanned procedure for pilots to follow during departure in IFR conditions. These charted routes provide for obstacle clearance and a transition from the terminal area to the appropriate en-route structure. There are six published departure procedures at OJC.

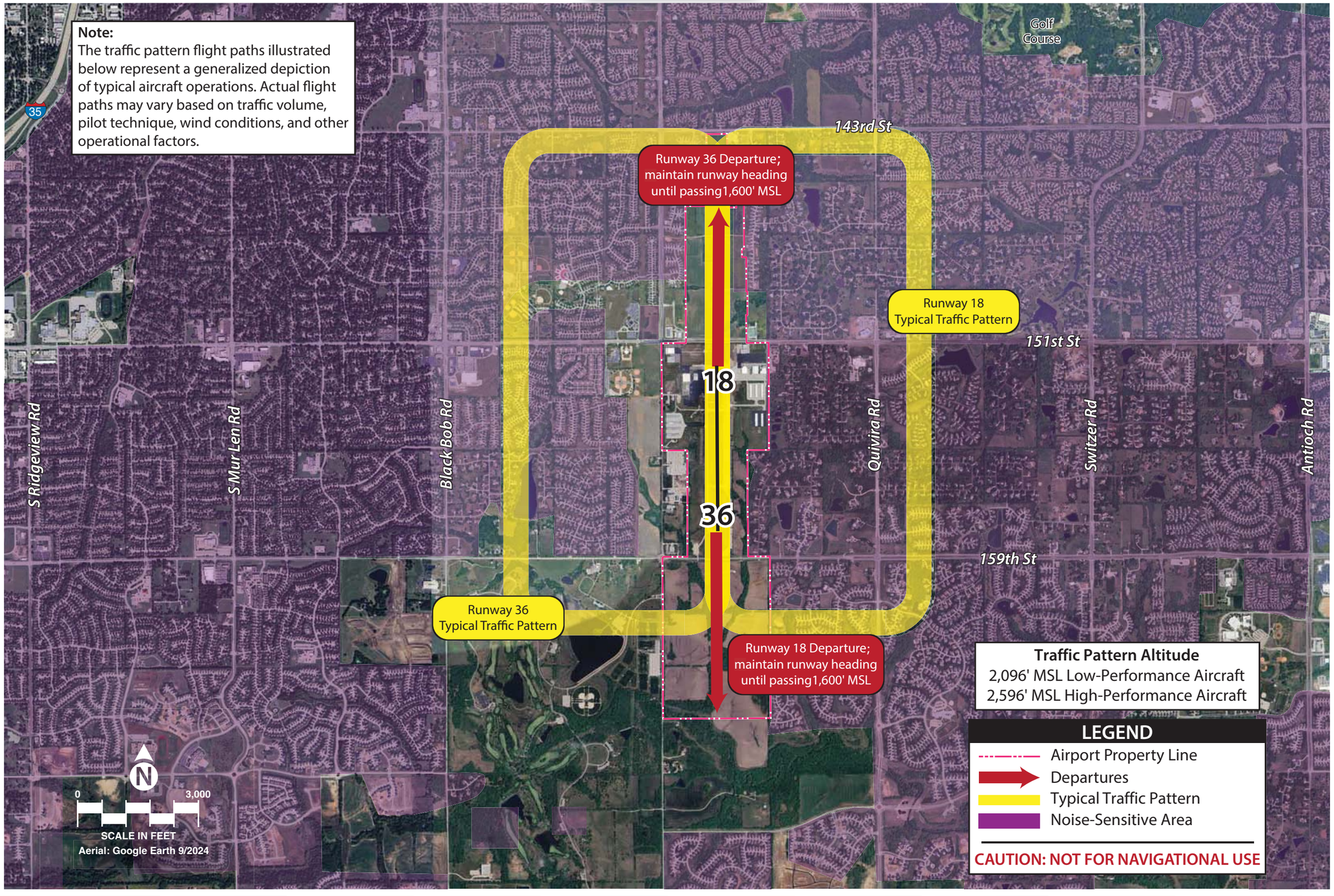
RUNWAY USE AND TRAFFIC PATTERNS

The traffic pattern at the airport is maintained to provide the safest and most effective use of the airspace. At OJC, Runways 18 and 36 have left-hand traffic patterns, which means aircraft make left turns when in the pattern for landing.

FAA automatic dependent surveillance–broadcast (ADS–B) data for OJC operations in 2025 indicate that Runway 18 is the most frequently used runway, accommodating 63.8 percent of aircraft departures and 63.3 percent of aircraft arrivals. Runway 36 accommodates 36.2 percent of departures and 36.7 percent of arrivals.

OJC does not have aircraft restrictions, curfews, or a mandatory noise abatement program, as these programs would violate the *Federal Airport Noise and Capacity Act of 1990* (ANCA). Federal law requires the airport to remain open 24 hours a day, seven days a week, and accept all civilian and military aircraft that can be safely accommodated.

Although mandatory restrictions, curfews, and noise abatement programs are not permitted, voluntary noise abatement programs are permissible. As of July 1, 2025, JCAC officially launched the Fly Quiet program, which was closely coordinated with the airport traffic control tower staff, airport users, and local residents. As part of JCAC's response to an increase in concerns from Johnson County residents, educational materials were developed for pilots and residents. The pilot materials focus on educating airport users about the preferred approach and departure paths, which are intended to be flown to minimize noise to the greatest extent possible while maintaining a safe operating environment for airport users. **Exhibit 1H** provides a graphic depiction of the *Fly Quiet Pilot Guide*.


Note:
The traffic pattern flight paths illustrated below represent a generalized depiction of typical aircraft operations. Actual flight paths may vary based on traffic volume, pilot technique, wind conditions, and other operational factors.
Golf Course
143rd St
Runway 36 Departure; maintain runway heading until passing1,600' MSL
Runway 18 Typical Traffic Pattern
151st St
159th St
35
18
36
S Ridgeview Rd
S Mur Len Rd
Black Bob Rd
Quivira Rd
Switzer Rd
Antioch Rd
Runway 36 Typical Traffic Pattern
Runway 18 Departure; maintain runway heading until passing1,600' MSL
Traffic Pattern Altitude
2,096' MSL Low-Performance Aircraft
2,596' MSL High-Performance Aircraft
LEGEND
Airport Property Line
Departures
Typical Traffic Pattern
Noise-Sensitive Area
CAUTION: NOT FOR NAVIGATIONAL USE
N
0
3,000
SCALE IN FEET
Aerial: Google Earth 9/2024

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REGIONAL AIRPORTS

A review of other public-use airports with at least one paved runway within a 30-nm radius of OJC was conducted to identify and distinguish the types of air service provided in the region. It is important to consider the capabilities and limitations of these airports when planning for future changes or improvements to OJC. **Table 1J** provides basic information on these airports. It should be noted that only public-use airports with at least 4,000 feet of runway length have been included in the comparison.

TABLE 1J: Regional Airports Within 30 Nautical Miles of OJC

Airport	Nautical Miles/ Direction from OJC	FAA Service Level	Towered	Based Aircraft	2025 Annual Operations	Longest Runway	Visibility Minimum
Johnson County Executive Airport (OJC)	–	Reliever	Yes	136	52,635	4,097'	¾-mile
New Century AirCenter (IXD)	7.2 nm W	Reliever	Yes	172	69,619	7,339'	½-mile
Kansas City Downtown Airport (MKC)	17.8 nm NNE	Reliever	Yes	196	81,099	6,827'	¾-mile
Kansas City/Lee's Summit Regional Airport (LXT)	18.3 nm ENE	Reliever	No	142	52,500	5,501'	¾-mile
Lawrence Smith Memorial Airport–Harrisonville (LRY)	23.3 nm SE	General Aviation	No	38	12,000	4,000'	1 mile
Lawrence Regional Airport (LWC)	24.4 nm ENE	General Aviation	No	82	27,408	5,701'	½-mile
Kansas City International Airport (MCI)	27.0 nm N	Primary	Yes	3	117,086	10,801'	CAT III

Sources: Airnav.com; FAA, National Plan of Integrated Airports System (NPIAS); FAA, Airport Data and Information Portal (ADIP) or National Based Aircraft Inventory Program; FAA Operations Network (OPSNET); FAA, Terminal Area Forecast (TAF)

LANDSIDE FACILITIES

Landside facilities are those that support aircraft and pilot/passenger handling functions, as well as other non-aviation facilities that typically provide a revenue stream to the airport. These facilities include the general aviation facilities, automobile parking, and other non-aviation businesses located at the airport. All landside facilities at OJC are identified on **Exhibit 1J**.

AIRPORT ADMINISTRATION BUILDING

The JCAC Administration Building is located off-site at 1 New Century Parkway at New Century AirCenter. The building was originally constructed in 1941 and served as the headquarters for U.S. Naval commanding officers during World War II. In 2016, the approximately 11,700-square-foot (sf) building was renovated and includes JCAC staff offices, a lobby/reception area, a conference room, and restrooms. The building is open Monday through Friday from 8:00 a.m. to 4:30 p.m.

AIRPORT BUSINESSES

Fixed Base Operators (FBOs)

FBOs are airport service centers that are responsible for aircraft services, such as passenger handling, aircraft fueling, parking, maintenance, aircraft towing and storage, and other related services. OJC currently has two full-service FBOs: Kansas City Aviation Center (KCAC) and Executive Aircraft Service.

KCAC provides FBO services from multiple buildings and hangars located on the northwest side of the airfield (Buildings #3, #4, #5, #9, #10, and #11 on **Exhibit 1J**), which total approximately 144,950 sf. KCAC is an authorized sales and service center for Pilatus and Piper aircraft. Additional services include aircraft fueling, aircraft parking and storage (hangars/tiedowns), aircraft maintenance, ground power unit (GPU)/lavatory service, a crew lounge and flight planning room, a lobby, ground transportation, lodging, and passenger services and amenities.

Executive Aircraft Service operates out of a 23,600-sf facility (Building #6) located on the airport's northeast side. Services offered include aircraft fueling, overnight aircraft parking (hangars or tiedowns), rental car service, courtesy car service, a pilots' lounge/snooze room, restrooms, and showers.

Specialty Aviation Service Operators (SASOs) and Other Businesses

A number of SASOs and other businesses are located at the airport, including flight schools, aircraft sales and parts providers, and non-aviation-related businesses. Additional businesses operating at OJC include the following:

- Airline Transport Professionals: pilot training school
- Faith Technologies: engineering, construction, manufacturing, and clean energy solutions
- Flex Air: flight school
- Mead Aviation: Piper PA-46 maintenance and sales
- Redrock Helicopters LLC: full-service helicopter maintenance and sales

AIRCRAFT HANGAR FACILITIES

Hangar facilities at general aviation airports consist of conventional-style hangars utilized by the various FBOs/SASOs on the airport, mid-sized corporate/box hangars, and T-hangars that are designed to accommodate smaller aircraft. Conventional hangars typically offer more than 10,000 sf of storage space, while corporate/box hangars usually range in size from 2,500 sf to 10,000 sf. Conventional hangars comprise the majority of hangars at the airport. Hangars at OJC are identified on **Exhibit 1J**.

Approximate total square footages of the existing hangar types are as follows:

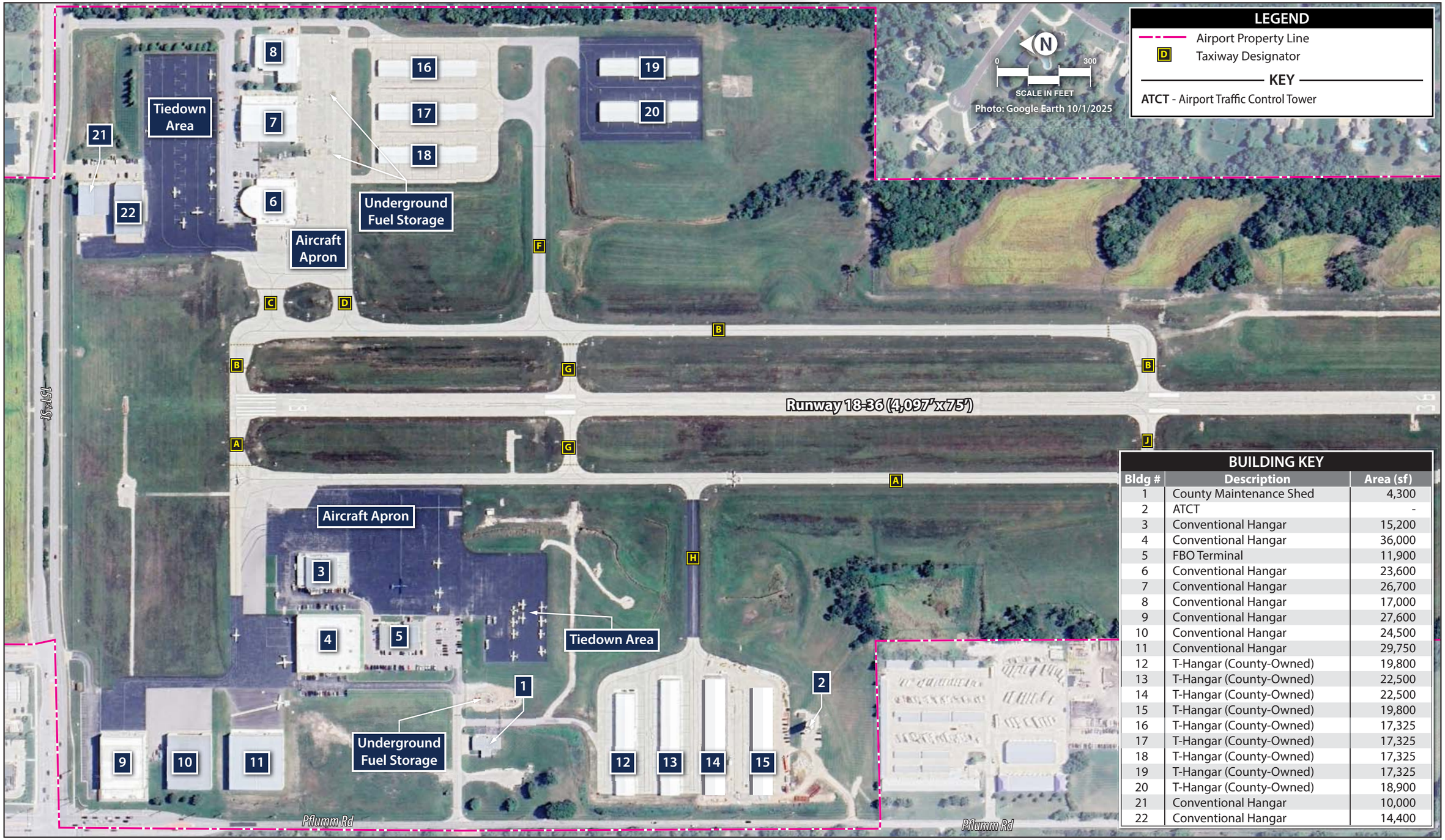
- Conventional hangars: 236,650 sf
- T-hangars: 172,800 sf



T-Hangars



Conventional Hangar



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

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AIRCRAFT PARKING APRONS

Aircraft aprons are pavement areas that are sufficiently removed from aircraft taxiways and movement areas to facilitate the safe and efficient transition of passengers from the airside elements (runways and taxiways) to the landside elements. Aprons typically provide access to an airport's terminal, FBOs/SASOs, and hangars and provide for short-term and long-term aircraft parking. OJC has multiple apron areas on the northeast and northwest sides of Runway 18-36, which offer approximately 67,500 square yards (sy) of combined apron space. The apron areas at OJC are described below and identified on **Exhibit 1L**.

- The eastern apron consists of approximately 31,000 sy and is composed of an aircraft tiedown area on the north side and transient aircraft parking on the south side, which serves the Executive Aircraft Service FBO, among other aviation-related businesses. The aircraft tiedown area has 44 marked tiedown positions.

- The western apron comprises approximately 36,500 sy, is located immediately west of the Runway 18 threshold, and serves the KCAC FBO. This apron is utilized for transient aircraft parking and has 19 long-term aircraft tiedowns available.

VEHICLE PARKING

There are approximately 360 marked, publicly accessible vehicle parking spaces to support facilities at the airport, including accessible parking spaces. These do not include private parking spaces at businesses within the fenced airport property. On the west side of the airfield, KCAC provides nearly 200 spaces across multiple parking areas, while Executive Aircraft Service and other aviation-related businesses located on the east side of the airfield offer approximately 160 spaces.

SUPPORT FACILITIES

AIRCRAFT RESCUE AND FIREFIGHTING (ARFF) SERVICES

OJC is not a Part 139 certificated airport, so it is not required to have on-site ARFF facilities/equipment. As such, there are no ARFF facilities available on the airfield. The City of Olathe Fire Department provides firefighting and rescue services as needed. Olathe Fire Station # 3 is located approximately two miles northwest of the airport and is responsible for rapid response.

FUEL STORAGE

Aviation fuel services at OJC are offered by Signature Aviation, Advanced Aviation, and New Century Air Service. There are also several self-fuelers on the airport. Each of these entities owns or leases all fuel storage facilities on the airport in the locations depicted on **Exhibit 1J**.

Fuel flowage records over the previous five years indicate that the airport averages approximately 128,300 gallons of annual 100LL fuel flowage and 604,300 gallons of annual Jet A fuel flowage. Fuel flowage history is provided in **Table 1K**.

TABLE 1K: Fuel Flowage History

Fiscal Year	100LL (gallons)	Jet A (gallons)
2021	102,396	572,239
2022	90,446	625,491
2023	160,908	645,183
2024	137,436	543,741
2025	150,518	634,828

Source: JCAC records

AIRPORT MAINTENANCE FACILITIES

The airport has an airport maintenance building located on the west side of the airport, which is accessible via South Pflumm Road (Building #1 on **Exhibit 1J**). Maintenance equipment, such as mowers, runway sweepers, portable generators, tractors, and tools and other equipment, is stored in this building.



JCAC Maintenance Building

PERIMETER ACCESS ROAD AND FENCING

Ground vehicles authorized by the airport to operate on movement and safety areas are limited to vehicles that are necessary for airport operations. These include airport maintenance vehicles, emergency response vehicles, aircraft fuel and service vehicles, and others authorized by the airport, such as FBO vehicles, construction vehicles, FAA vehicles, and airport operations staff vehicles.

The perimeter of the airport is enclosed with security fencing. The main fencing around the airport is an eight-foot-high chain-link security fence with three-strand barbed wire. Signs prohibiting unauthorized entry are displayed on all gates and in other prominent locations to control inadvertent entry to the airfield. Gates located at various points on the airfield allow access to movement and non-movement areas and are either locked electronically or with padlocks. A perimeter service road provides access to areas of the airfield that are not accessible from public roadways.

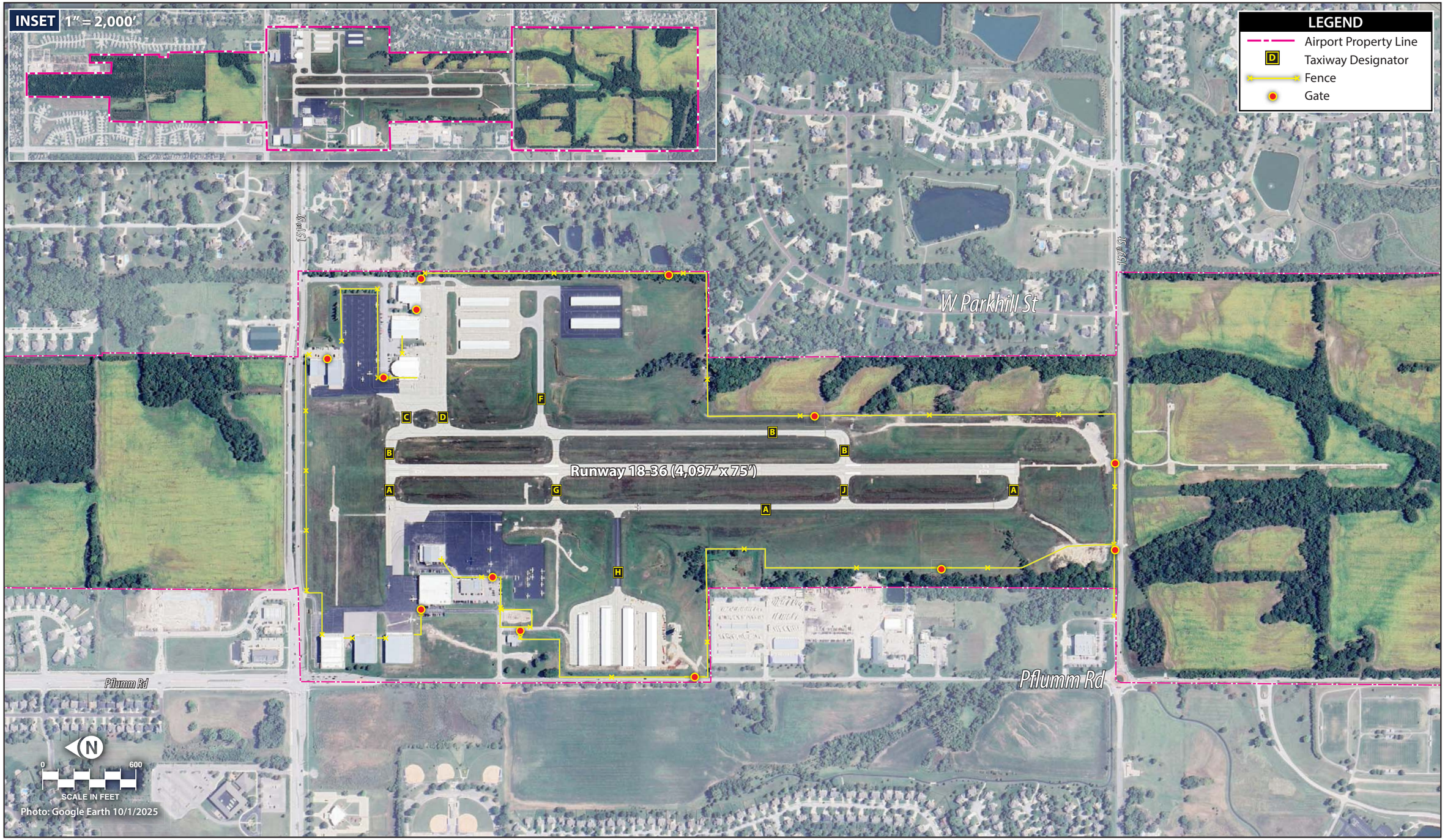


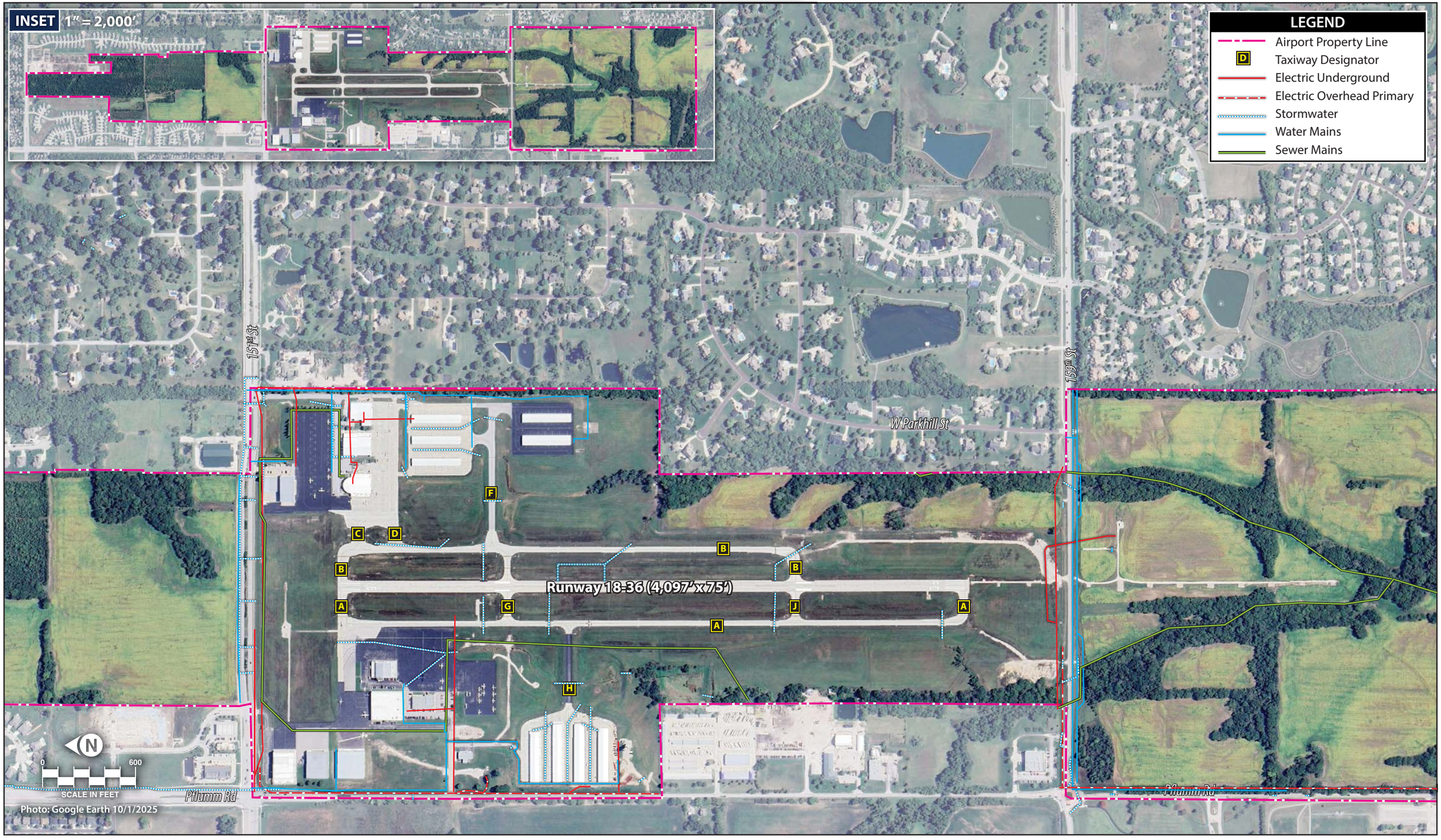
Controlled Access Gate

The perimeter fencing and gate network are identified on **Exhibit 1K**.

UTILITIES

OJC is served by electrical, communications, sewer, water, and natural gas services. As previously detailed, the JCAC manages its own internal water distribution system, providing water service to the airport and industrial park tenants. **Exhibit 1L** presents the primary utility lines that currently serve OJC.


INSET 1" = 2,000'
LEGEND
Airport Property Line
Taxiway Designator
Fence
Gate
151st St
150th St
W Parkhill St
Runway 18-36 (4,097' x 75')
Pflumm Rd
Pflumm Rd
A
B
C
D
F
G
H
J
0
600
SCALE IN FEET
Photo: Google Earth 10/1/2025


INSET 1" = 2,000'
LEGEND
Airport Property Line
Taxiway Designator
Electric Underground
Electric Overhead Primary
Stormwater
Water Mains
Sewer Mains
151st St
159th St
W Parkhill St
Pflumm Rd
Runway 18-36 (4,097' x 75')
A
B
C
D
F
G
H
J
0
600
SCALE IN FEET
Photo: Google Earth 10/1/2025

ENVIRONMENTAL INVENTORY

The purpose of the following environmental inventory is to identify potential environmental sensitivities that should be considered when planning future improvements at the airport. Research was performed for each of the 13 environmental impact categories within FAA Order 1050.1G, *FAA National Environmental Policy Act Implementing Procedures* (§1.2(b)(1)). When considering the effects of the impact categories listed below, the FAA may examine the short-term and long-term effects, beneficial and adverse effects, effects on public health and safety, economic effects, and effects on the quality of life of American people.

- Aviation Emissions and Air Quality
- Biological Resources (including fish, wildlife, and plants)
- Coastal Resources
- *Department of Transportation Act*, Section 303 (referred to as "Section 4(f)") and Land and Water Conservation Fund (referred to as "Section 6(f)")
- Farmlands
- Hazardous Materials, Solid Waste, and Pollution Prevention
- Historical, Architectural, Archaeological, and Cultural Resources
- Land Use
- Natural Resources and Energy Supply
- Noise and Noise-Compatible Land Use
- Socioeconomics and Children's Health and Safety Risks
- Visual Effects (including light emissions)
- Water Resources (including wetlands, floodplains, surface waters, groundwater, and wild and scenic rivers)

AVIATION EMISSIONS AND AIR QUALITY

The concentration of various pollutants in the atmosphere defines the local air quality. The significance of a pollutant's concentration is determined by comparing it to the state and federal air quality standards. In 1971, the U.S. Environmental Protection Agency (EPA) established standards that specify the maximum permissible short-term and long-term concentrations of various air contaminants. The National Ambient Air Quality Standards (NAAQS) consist of primary and secondary standards for criteria pollutants: ozone (O_3), carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), coarse particulate matter (PM_{10}), fine particulate matter ($PM_{2.5}$), and lead (Pb). Based on federal air quality standards, a specific geographic area can be classified as an attainment, maintenance, or nonattainment area for each pollutant. The threshold for nonattainment designation varies by pollutant.

OJC is located in Johnson County, Kansas, which is in attainment for all federal criteria air pollutants.[2]

[2] U.S. EPA, Kansas Nonattainment/Maintenance Status for Each County by Year for All Criteria Pollutants (https://www3.epa.gov/airquality/greenbook/anayo_ks.html)

BIOLOGICAL RESOURCES

Biological resources include the various types of plants and animals that are present in an area. The term also applies to rivers, lakes, wetlands, forests, and other habitat types that support plants and animals.

The U.S. Fish and Wildlife Service (USFWS) is charged with overseeing the requirements contained within the *Endangered Species Act* (ESA), specifically Section 7, which sets forth requirements for a consultation to determine if a proposed project may affect a federally endangered or threatened species. If an agency determines that an action may affect a federally protected species, Section 7(a)(2) requires the agency to consult with the USFWS on any action that is likely to jeopardize the continued existence of the proposed species or result in the destruction or adverse modification of proposed critical habitat. Significant impacts occur when a proposed action could jeopardize the continued existence of the proposed species or result in the destruction or adverse modification of federally designated critical habitat in the area.

The USFWS *Information for Planning and Consultation* (IPaC) resource list describes species and habitats protected under the ESA within the vicinity of the airport (**Table 1L**). The airport property topography and surrounding area are relatively flat, ranging in elevation from 1,096 feet near the runway to 1,034 feet near the northern portion and 985 feet near the southernmost portion. Vegetation present is minimal and includes mature trees along the periphery with managed, short-height ground cover comprising the majority of unpaved surface.

TABLE 1L: Species Protected Under ESA Section 7 with Potential to Occur at the Airport

Category	Common Name (*Scientific Name*)	Federal Status*	Habitat and Range	Potential for Occurrence
Mammal	gray bat (*Myotis grisescens*)	Endangered	This species occupies caves or cave-like structures year-round. While gray bats prefer caves, summer colonies have been documented using dams, mines, quarries, concrete box culverts, and the undersides of bridges. Summer caves must be warm or have rooms that can trap the body heat of clustered bats. Winter hibernation sites are primarily deep vertical caves that can trap large quantities of cold air (these caves are extremely rare). The gray bat is a monotypic species that occurs across a limited geographic range in limestone karst areas of the southeastern United States. During the winter, hibernating populations are concentrated in caves across northern Alabama and Arkansas, Kentucky, Missouri, and Tennessee.	**Would not occur.** The airport does not contain suitable habitat for this species.
Mammal	tricolored bat (*Perimyotis subflavus*)	Proposed Endangered	Tricolored bats spend the winter hibernating in caves and mines; however, in the southern U.S., where caves are sparse, tricolored bats often hibernate in road-associated culverts and sometimes in tree cavities and abandoned water wells. During the spring, summer, and fall, tricolored bats primarily roost among live and dead leaf clusters of live or recently dead deciduous hardwood trees. In the southern and northern portions of the range, tricolored bats have been observed roosting during the summer among pine needles and eastern red cedar, within artificial roosts (like barns), and beneath porch roofs, bridges, and concrete bunkers, and rarely within caves. This species can be found in the eastern, southern, and midwestern portions of the U.S.	**May occur.** The airport and land near the airport contain trees that could be used for roosting habitat. Additionally, there are human-made structures on airport property and nearby residences that could be used as artificial roosts for this species.

(Table continues)

TABLE 1L (continued): Species Protected Under ESA Section 7 with Potential to Occur at the Airport

Category	Common Name (*Scientific Name*)	Federal Status*	Habitat and Range	Potential for Occurrence
Insect	monarch butterfly (*Danaus plexippus*)	Proposed Threatened	This migratory species is found in a variety of habitats. The monarch butterfly requires milkweed (*Asclepias* spp.) for breeding. Migrating monarch butterflies often occur near water sources (e.g., rivers, creeks, riparian corridors, roadside ditches, and irrigated gardens).	**May occur.** The airport boundary does not overlap the proposed critical habitat for this species; however, the airport is near creeks and fields that could provide habitat for foraging.
Insect	western regal fritillary (*Argynnis idalia occidentalis*)	Proposed Threatened	Western regal fritillary butterflies inhabit tall-grass prairies, damp meadows, wet fields, and mountain pastures.	**May occur.** The airport is near creeks and fields that could provide habitat for foraging.
Flowering Plant	Mead's milkweed (*Asclepias meadii*)	Threatened	This species is found in unplowed prairie consisting of deep, silty loams.	**May occur.** Additional habitat surveys may be necessary to determine the presence of this species.

***USFWS Listing Status Definitions:**
Endangered = any species in danger of extinction throughout all or a significant portion of its range
Proposed Endangered = any species the USFWS has determined is in danger of extinction throughout all or a significant portion of its range and the USFWS has proposed a draft rule to list as endangered
Proposed Threatened = any species the USFWS has determined is likely to become endangered within the foreseeable future throughout all or a significant portion of its range and the USFWS has proposed a draft rule to list as threatened
Threatened = any species likely to become endangered within the foreseeable future throughout all or a significant portion of its range

Source: USFWS, IPaC (https://ipac.ecosphere.fws.gov/)

Section 3 of the ESA is used to protect critical habitat areas. Designated critical habitat areas are geographically defined and have been determined to be essential to the recovery of a specific species. There is no federally designated critical habitat at or within one mile of the airport.[3]

The federal *Migratory Bird Treaty Act* (MBTA) protects migratory birds and their eggs, nests, and feathers. Potential impacts to species protected under the MBTA are evaluated by the USFWS in consultation with other federal agencies. Habitat for migratory birds may occur if bushes or other ground nesting substrate are present. The typical breeding season for migratory birds that could be present is from February to September.

No terrestrial or aquatic species or state-designated critical habitat areas are identified on the Kansas Department of Wildlife and Parks (KDWP) *Ecological Review Tool* for the airport environs. The tool includes species of concern and designated critical habitat areas that are state-listed but not federally listed. The KDWP designates Heritage Park, which is located directly adjacent to the airport's eastern boundary, as public land and a conservation area.

COASTAL RESOURCES

Federal activities that involve or affect coastal resources are governed by the *Coastal Barriers Resource Act*, the *Coastal Zone Management Act*, and Executive Order (E.O.) 13089, *Coral Reef Protection*.

The airport is not located within a coastal zone. The closest National Marine Sanctuary is the Flower Garden Banks National Marine Sanctuary, which is located approximately 760 miles away to the south.

[3] USFWS, Critical Habitat Feature Layer (https://services.arcgis.com/QVENGdaPbd4LUkLV/arcgis/rest/services/USFWS_Critical_Habitat/FeatureServer), May 21, 2026

DEPARTMENT OF TRANSPORATION ACT, SECTION 4(F)

Section 4(f) of the *Department of Transportation Act*, which was recodified and renumbered as Section 303(c) of Title 49 United States Code, provides that the Secretary of Transportation will not approve any program project that requires the use of any publicly or privately owned historic sites, public parks or recreation areas, or waterfowl and wildlife refuges of national, state, regional, or local importance, unless there is no feasible and prudent alternative to the use of such land and the project includes all possible planning to minimize harm resulting from the use.[4]

There are four Section 4(f) resources located within one mile of the airport:

- Heritage Park and Heritage Park Golf Course (located adjacent to the airport property west of South Pflumm Road)
- Black Bob Park (located 0.60 miles from the airport, west of the end of Runway 18)
- Bietigheim-Bissingen Park (located 0.56 miles from the airport, east of the end of Runway 18)
- Amesbury Lake Park (located approximately 500 feet to the north of airport property)

There are no National Register of Historic Places (NRHP)-listed resources within one mile of the airport.

There are no waterfowl and wildlife refuges within one mile of the airport. The nearest wilderness and national recreation areas are listed below.

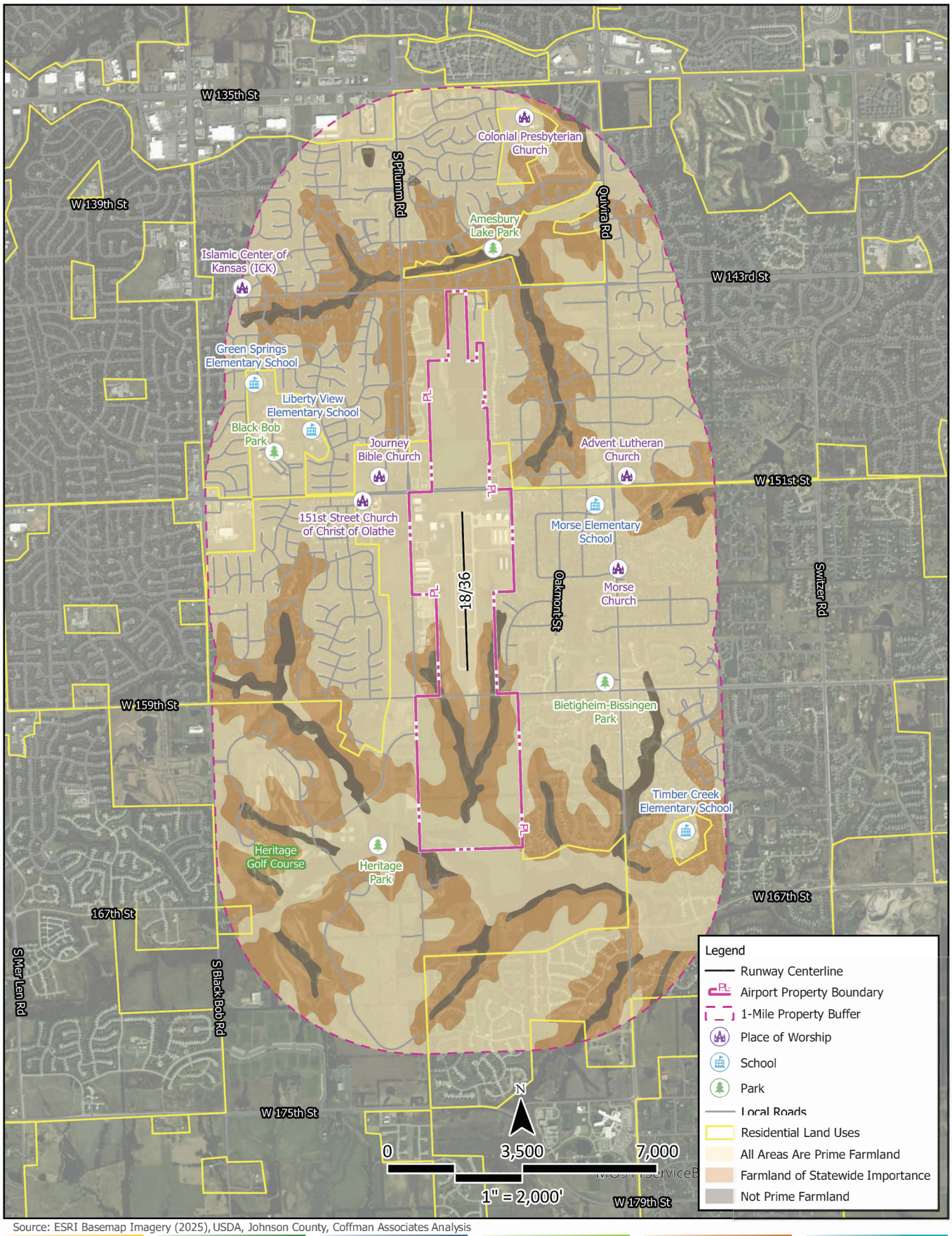
- Nearest wilderness area: Paddy Creek Wilderness (located 167 miles from the airport)[5]
- Nearest national recreation area: Chickasaw National Recreation Area (located 326 miles from the airport)[6]

FARMLANDS

Under the *Farmland Protection Policy Act* (FPPA), federal agencies are directed to identify and consider the adverse effects of federal programs on the preservation of farmland, consider appropriate alternative actions that could lessen adverse effects, and ensure such federal programs are compatible with state or local government programs and policies to protect farmland, to the extent practicable. The FPPA guidelines, which were developed by the U.S. Department of Agriculture (USDA), apply to farmland classified as prime, unique, or of state or local importance, as determined by the appropriate government agency with concurrence by the Secretary of Agriculture.

The USDA Natural Resources Conservation Service (USDA–NRCS) *Web Soil Survey* shows the types of soils and their farmland classifications on and adjacent to the airport (**Exhibit 1M**). Much of the airport is comprised of soils rated as prime farmland or farmland of statewide importance; however, the airport is located in an urbanized area,[7] as identified by the U.S. Census. Urbanized areas are not typically subject

[4] 49 U.S. Code 303, Policy on Lands, Wildlife and Waterfowl Refuges, and Historic Sites
[5] USFWS, National Wilderness Preservation System Map (https://www.fws.gov/), 2026
[6] U.S. National Park Service, National Park System (https://www.nps.gov/aboutus/national-park-system.htm), 2026
[7] U.S. Department of Transportation, Federal Highway Administration, 2020 Census Urban Areas (https://hepgis-usdot.hub.arcgis.com/datasets/2020-census-urban-areas/explore?location=38.875347%2C-94.573620%2C12), 2024



Source: ESRI Basemap Imagery (2025), USDA, Johnson County, Coffman Associates Analysis

to the FPPA. **Table 1M** describes the farmland classifications based on the soil within the airport's boundaries. The airport is comprised primarily of Grundy silt loam, Oska-Martin silty clay loams, and Chillicothe silt loam.

TABLE 1M: Farmland Classification by Summary Map Unit for Johnson County, Kansas (KS091)

Web Soil Survey Symbol	Soil Type	Farmland Rating	Acres in Area of Interest	Percent of Area of Interest
4015	Chase silt loam, occasionally flooded	All areas are prime farmland	28.3	4.5%
7050	Kennebec silt loam, occasionally flooded	All areas are prime farmland	15.3	2.4%
7051	Kennebec silt loam, frequently flooded	Not prime farmland	40.4	6.4%
7251	Grundy silt loam, 1 to 3 percent slopes	All areas are prime farmland	171.1	26.9%
7330	Martin-Vinland silty clay loams, 5 to 10 percent slopes	Not prime farmland	0.2	0.0%
7462	Oska-Martin silty clay loams, 4 to 8 percent slopes	Farmland of statewide importance	138.1	21.7%
7525	Chillicothe silt loam, 2 to 5 percent slopes	All areas are prime farmland	242.3	38.1%

Source: USDA–NRCS, Web Soil Survey (https://websoilsurvey.sc.egov.usda.gov/App/WebSo138.1ilSurvey.aspx)

HAZARDOUS MATERIALS, SOLID WASTE, AND POLLUTION PREVENTION

Federal, state, and local laws regulate hazardous materials use, storage, transportation, and disposal. These laws may extend to past and future landowners of properties that contain these materials. In addition, disrupting sites that contain hazardous materials or contaminants may cause significant impacts to soil, surface water, groundwater, air quality, and the organisms using these resources.

The two statutes of most importance to airport projects are the *Resource Conservation Recovery Act* (RCRA), as amended by the *Federal Facilities Compliance Act of 1992*, and the *Comprehensive Environmental Response, Compensation, and Liability Act* (CERCLA), as amended (also known as Superfund). The RCRA governs the generation, treatment, storage, and disposal of hazardous wastes. The CERCLA provides for the cleanup of any release of a hazardous substance that may endanger public health or the environment. These laws may extend to past and future landowners of properties that contain these materials. Locations identified as Superfund sites are listed on the *National Priorities List* (NPL). Based on the *NEPAssist* website, the airport does not contain any areas listed as active Superfund or brownfield sites, as designated by the U.S. EPA.

The airport has aboveground aircraft fuel facilities that provide 100LL (low-lead) aviation fuel and Jet A fuel services. Spill prevention, control, and countermeasure (SPCC) plans are required for these facilities, per U.S. EPA regulations.

National Pollutant Discharge Elimination System (NPDES) permits outline the regulatory requirements of municipal stormwater management programs and establish requirements to help the beneficial use of the receiving waters. The program requires permittees to develop and implement best management practices (BMPs) to control/reduce the discharge of pollutants to waters of the United States, to the maximum extent practicable. In Kansas, the Kansas Department of Health and Environment (KDHE) oversees the administration of the stormwater program.[8]

[8] KDHE, Stormwater Programs (https://www.kdhe.ks.gov/756/Stormwater-Programs)

The KDHE also oversees the state's Solid Waste Section of Bureau Management, which administers permits to solid waste facilities in Kansas. The closest landfill to the airport is the APAC-KS, Inc. – KC Division Stanley C/D Landfill, which is located approximately 5.4 miles from the airport. This landfill accepts solid waste resulting from the construction, remodeling, repair, and demolition of structures, roads, sidewalks, and utilities, as well as solid waste from vegetation removal.[9]

HISTORICAL, ARCHITECTURAL, ARCHAEOLOGICAL, AND CULTURAL RESOURCES

Determination of a project's environmental impact to historic and cultural resources is made under guidance in the *National Historic Preservation Act of 1966* (NHPA), as amended, the *Archaeological and Historic Preservation Act of 1974* (AHPA), the *Archaeological Resources Protection Act* (ARPA), and the *Native American Graves Protection and Repatriation Act of 1990* (NAGPRA). The *Antiquities Act of 1906*, the *Historic Sites Act of 1935*, and the *American Indian Religious Freedom Act of 1978* also protect historic, architectural, archaeological, and cultural resources. Impacts may occur when a proposed project causes an adverse effect on a resource that has been identified (or is identified after being unearthed during construction) as having historic, architectural, archaeological, or cultural significance.

From the information available at the time this report was prepared, no systematic airport-wide cultural surveys have been conducted. Much of the airport has been developed or disturbed by construction; however, there is a chance intact cultural resources may be present on the ground surface or subsurface.

The airport was constructed as a U.S. Naval auxiliary field during World War II and buildings or structures of historic age (i.e., 50 years or older) may still be present within airport property.

LAND USE

Land use regulations near airports are achieved through local government codes, city policies, and plans that include airport district and planning areas. Regulations can be used to avoid land use compatibility conflict around airports.

Land uses surrounding OJC are managed under the *Airport Land Use Compatibility Plan*, which was adopted by the JCAC in February 2024, pursuant to authority granted to it by the State of Kansas.[10] The purpose of the plan is "to protect and preserve the airport and the public investment in Johnson County Executive Airport and its environs by assuring future land uses are compatible with airport operations."[11] This purpose is primarily achieved through zoning regulation within the airport influence area, which includes land within the jurisdictions of the City of Overland Park, City of Olathe, and unincorporated Johnson County.

[9] Johnson County, Kansas, Environmental Division (https://www.jocogov.org/department/environment/solid-waste/disposal-facilities)
[10] K.S.A. 3-307e (https://ksrevisor.gov/statutes/chapters/ch03/003_003_0007e.html)
[11] Johnson County Executive Airport, Airport Land Use Compatibility Plan (https://www.jocogov.org/sites/default/files/files/2024-04/Airport%20Land%20Use%20Compatibility%20Plan%20-%20Johnson%20County%20Executive%20Airport.pdf), 2024

According to the Johnson County, Kansas, Automated Information Mapping System (AIMS) official zoning map, the airport is located in Olathe, Kansas, and is zoned Agricultural.[12] The land surrounding the airport is subject to Article 21, *Airport Vicinity Overlay Districts and Zones*, of the county's zoning ordinance.

Future land use at the airport is mapped as a public/semi-public use by the City of Gardner, as the City of Gardner's planning area extends beyond its existing municipal bounder into unincorporated Johnson County, where the airport is located.[13] Future land use in the areas surrounding the airport include industrial, parks and open space, and new employment land uses.

The land surrounding the airport is largely developed, primarily with single-family residential subdivisions and parks/open space. There are scattered commercial and industrial existing land uses adjacent to the airport, particularly to the north of the runway. Several major roadways pass through the surrounding residential and commercial areas, including West 135th Street, West 143rd Street, West 151st Street, West 159th Street, Lackman Road, Pflumm Road, and Quivira Road. In addition to the residential subdivisions that surround the airport, land uses that could be sensitive to airport noise exist to the east and west of OJC, as identified on **Exhibit 1M**.

NATURAL RESOURCES AND ENERGY SUPPLY

Natural resources and energy supply provide an evaluation of a project's consumption of natural resources. It is the policy of FAA Order 1053.1C, *Energy and Water Management Program for FAA Buildings and Facilities*, to encourage the development of facilities that exemplify the highest standards of design, including principles of sustainability.

Water at the airport is supplied by the City of Olathe's domestic water system. The city's water supply is obtained from the Kansas River alluvial aquifer.[14] (See the Utilities section earlier in this chapter for further information regarding the airport's water supply.)

The airport is located in Evergy's Kansas Metro service area and energy is supplied by Evergy. Evergy's generation portfolio consists of 38 percent coal, 26 percent natural gas/oil, 29 percent wind, and seven percent nuclear sources, as of 2025.

NOISE AND NOISE-COMPATIBLE LAND USE

Federal land use compatibility guidelines are established under Title 14 Code of Federal Regulations (CFR) Part 150, *Airport Noise Compatibility Planning*. According to 14 CFR Part 150, residential land and schools are noise-sensitive land uses that are not considered compatible with a 65-decibel (dB) or higher day-night average sound level (Ldn or DNL). Other noise-sensitive land uses (such as religious facilities, hospitals, or nursing homes), if located within a 65-dB DNL contour, are generally compatible when an interior noise level reduction of 25 dB is incorporated into the design and construction of such structures.

[12] Johnson County, Kansas, Automated Information Mapping System (AIMS) (https://maps.jocogov.org/ims/), accessed June 2026
[13] City of Gardner Comprehensive Plan (https://www.gardnerkansas.gov/business_detail_T18_R28.php), 2016
[14] City of Olathe, Water (https://www.olatheks.gov/government/utilities/water), 2026

Special consideration should also be given to noise-sensitive areas within Section 4(f) properties where the land use compatibility guidelines in 14 CFR Part 150 do not account for the value, significance, and enjoyment of the area in question.[15]

Table 1N identifies noise-sensitive land uses within one mile of the airport. These land uses are also shown on **Exhibit 1M**. Nearby residences are located adjacent to the airport property lines to the north and east. To the west, there is a buffer of vacant land along South Pflumm Road that separates nearby residences from the airport. Other noise-sensitive land uses within one mile of airport property include five places of worship and four schools. There are no hospitals or live-in medical care facilities within one mile of the airport.

TABLE 1N: Noise-Sensitive Land Uses Within One Mile of the Airport

Land Use	Facility	Location	Distance from Airport Boundary	Direction from Airport
Place of Worship	Islamic Center of Kansas (ICK)	14750 W 143rd Street, Olathe, KS 66062	1.02 miles	West
Place of Worship	Journey Bible Church	13700 W 151st Street, Olathe, KS 66062	0.22 miles	West
Place of Worship	151st Street Church of Christ Olathe	13875 W 151st Street, Olathe, KS 66062	0.21 miles	West
Place of Worship	Advent Lutheran Church	11800 W 151st Street, Olathe, KS 66062	0.55 miles	East
Place of Worship	Morse Church	15431 Quivira Road, Overland Park, KS 66221	0.52 miles	East
School	Green Springs Elementary School	14675 S Alden Street, Olathe, KS 66062	0.86 miles	West
School	Liberty View Elementary School	14800 S Greenwood Street, Olathe, KS 66062	0.50 miles	West
School	Morse Elementary School	15201 Monrovia Street, Overland Park, KS 66221	0.41 miles	East
School	Timber Creek Elementary School	16451 Flint Street, Overland Park, KS 66221	0.80 miles	East

Source: Google Earth Aerial Imagery, June 2026

SOCIOECONOMICS AND CHILDREN'S ENVIRONMENTAL HEALTH AND SAFETY RISKS

Socioeconomics

Socioeconomics is an umbrella term used to describe aspects of a project that are either social or economic in nature. A socioeconomic analysis evaluates how elements of the human environment, such as population, employment, housing, and public services, might be affected by the proposed action or alternative(s).

[15] 49 U.S. Code § 47141, Compatible Land Use Planning and Projects by State and Local Governments

The FAA has identified factors to consider when evaluating the context and intensity of potential environmental impacts, including whether the proposed action would:

- Directly or indirectly induce substantial economic growth in an area;
- Disrupt or divide the physical arrangement of an established community;
- Cause extensive relocation when sufficient replacement housing is unavailable;
- Cause extensive relocation of community business that would cause severe economic hardship for affected communities;
- Disrupt local traffic patterns and substantially reduce the levels of service of roads serving an airport and surrounding communities; or
- Produce a substantial change in the community tax base.

Children's Environmental Health and Safety

E.O. 13045, *Protection of Children from Environmental Health Risks and Safety Risks*, directs federal agencies to prioritize identification and assessment of environmental health and safety risks that may disproportionately impact children. Such risks include those attributable to products or substances a child is likely to encounter or ingest (i.e., air, food, and water, including drinking water) or to which they may be exposed.

The nearest residences are adjacent to airport property to the west, north, and east. As previously discussed and shown in **Table 1N**, in addition to homes, there are four schools, five churches, and three parks within one mile of the airport.

VISUAL EFFECTS

Visual effects deal broadly with the extent to which a proposed action or alternative(s) would either (1) produce light emissions that create an annoyance for people or (2) interfere with normal activities.

Airfield lighting at the airport includes MIRL and taxiway lights. Navigation lights include a rotating beacon, which emits flashes of white and green light, a lighted wind cone, a medium intensity approach lighting system on Runway 36, a PAPI-4 on Runway 18, and a two-box VASI on Runway 36. (For further information, see the *Airfield Lighting, Signage and Marking* section earlier in the inventory.)

The airport is surrounded by land uses (such as residential neighborhoods) that would be sensitive to light pollution. The closest residences are located adjacent to the airport property lines on the western, northern, and eastern areas of the airport, respectively across from South Pflumm Road, West 143rd Street, and Quivira Road. These residences are framed by mature vegetation that acts as a physical buffer from potential light spillage that may occur due to airport-related activities.

Visual Resources and Visual Character

Visual resources include buildings, sites, traditional cultural properties, and other natural or human-made landscape features that are visually important or have unique characteristics. Visual resources may include structures or objects that obscure or block other landscape features. In addition, visual resources can include the cohesive collection of various individual visual resources that can be viewed at once or in concert from the area surrounding the site of the proposed action or alternative(s).

Visual character refers to the overall visual makeup of the existing environment where a proposed action or its alternative(s) would be located. For example, areas near densely populated areas generally have a visual character that could be defined as urban, whereas less developed areas could have visual characters defined by the surrounding landscape features (such as open grass fields, forests, mountains, deserts, etc.).

The airport is within an urbanized, primarily residential area with scattered commercial and industrial development. Visually, the airport is not only characterized by airport development, but by industrial and commercial land use to the west and open space to the south. Views of the airport are accessible from surrounding roadways; long-range views of the airport are not readily available from off airport property due to the relatively flat topography of the airport environs.

There are two national scenic byways in Kansas[16]; neither byway is located near the airport. There are no All-American Roads recognized in Kansas.

WATER RESOURCES

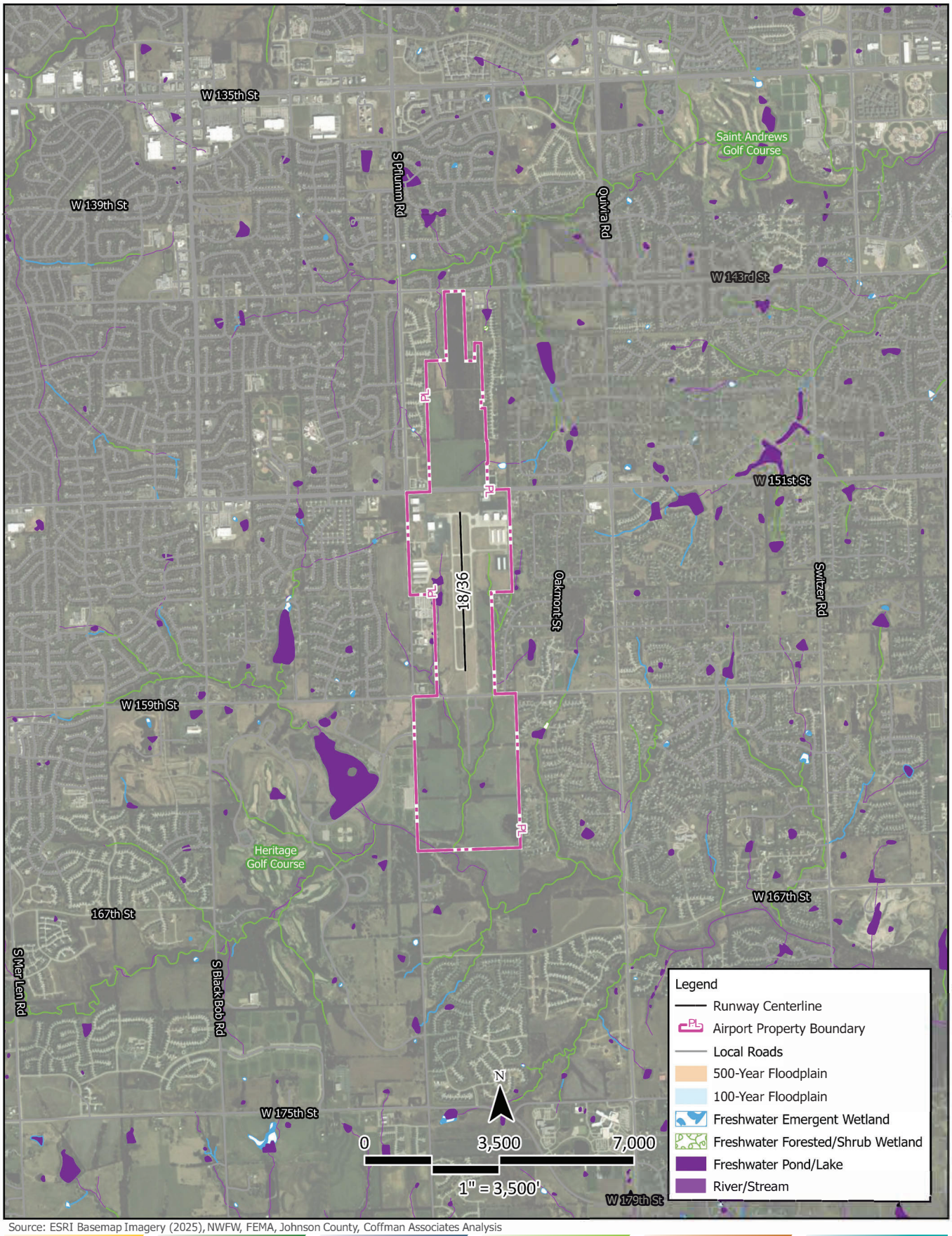
Wetlands

The U.S. Army Corps of Engineers regulates the discharge of dredged and/or fill material into waters of the United States, including wetlands with continuous surface connections to traditional navigable waters, under Section 404 of the *Clean Water Act* (CWA). Wetlands are defined in E.O. 11990, *Protection of Wetlands*, and can include swamps, marshes, bogs, sloughs, potholes, wet meadows, river overflows, mudflats, natural ponds, estuarine areas, tidal overflows, and shallow lakes and ponds with emergent vegetation. Wetlands exhibit three characteristics: the soil is inundated or saturated to the surface at some time during the growing season (hydrology), the soil has a population of plants that are able to tolerate various degrees of flooding or frequent saturation (hydrophytes), and the soil is saturated enough to develop anaerobic (absent of air or oxygen) conditions during the growing season (hydric).

The USFWS manages the National Wetlands Inventory (NWI), which identifies surface waters and wetlands in the nation at a macro level based on aerial photography.[17] Based on the NWI and Google Earth aerial maps, there are wetlands located within airport boundaries (**Exhibit 1N**), including numerous

[16] U.S. Department of Transportation, Federal Highways Administration, National Scenic Byways & All-American Roads (https://fhwaapps.fhwa.dot.gov/bywaysp/States/Show/KS), June 2024

[17] National Wetlands Inventory (https://fwsprimary.wim.usgs.gov/wetlands/apps/wetlands-mapper/)



Source: ESRI Basemap Imagery (2025), NWFW, FEMA, Johnson County, Coffman Associates Analysis

freshwater ponds connected by a riverine to the west of the runway and a freshwater forested/shrub wetland to the south. The freshwater forested/shrub wetland appears to be connected to Coffee Creek and may fall under Section 404 of the CWA (as currently implemented by the U.S. Army Corps of Engineers) as a jurisdictional water.

Floodplains

E.O. 11988, *Floodplain Management,* directs federal agencies to take action to reduce the risk of flood loss; minimize the impact of floods on human safety, health, and welfare; and restore and preserve the natural and beneficial values served by the floodplains. U.S. Department of Transportation (DOT) Order 5650.2, *Floodplain Management and Protection*, implements the guidelines contained in E.O. 11988.

A review of the Federal Emergency Management Agency (FEMA) *Flood Insurance Rate Map* (FIRM) panels 20091C0096G and 20091C0111G (effective August 3, 2009) indicates that the southernmost portion of airport property contains 100-year floodplains. These floodplains are associated with Coffee Creek. (See **Exhibit 1N**.)

Surface Waters

The CWA establishes water quality standards, controls discharges, develops waste treatment management plans and practices, prevents or minimizes the loss of wetlands, and regulates other uses concerning water quality. Water quality concerns related to airport development most often relate to the potential for surface runoff and soil erosion, as well as the storage and handling of fuel, petroleum products, solvents, etc. Additionally, the U.S. Congress has mandated the NPDES under the CWA.

As previously discussed under the *Hazardous Materials, Solid Waste, and Pollution Prevention* section, the KDHE NPDES program has federal regulatory authority over discharges of pollutants to Kansas surface waters. The airport is in two watersheds: the Indian Creek watershed and the Headwards Blue River watershed.[18] There are seven total impaired waterbodies within these watersheds. None of the impaired waterbodies traverse airport property.

Groundwater

Groundwater is subsurface water that occupies the space between sand, clay, and rock formations. The term *aquifer* is used to describe the geologic layers that store or transmit groundwater, such as wells, springs, and other water sources. Examples of direct impacts to groundwater could include withdrawal of groundwater for operational purposes or reduction of infiltration or recharge area due to new impervious surfaces.

[18] U.S. EPA, How's My Waterway (https://mywaterway.epa.gov/community/151st%20Street%20&%20Pflumm%20Road,%20Olathe,%20KS%2066062/overview), accessed June 2026

The U.S. EPA's Sole Source Aquifer (SSA) program was established under Section 1424(e) of the *Safe Drinking Water Act* (SDWA) (Public Law 93-523, 42 U.S.C. 300 et. seq). Since 1977, the program has been used by communities to help prevent contamination of groundwater by federally funded projects and has increased public awareness of the vulnerability of groundwater resources.

According to the U.S. EPA's *Sole Source Aquifers for Drinking Water* website, there are no sole source aquifers located within airport boundaries. The nearest sole source aquifer is the Mahomet Aquifer, which is located 245 miles northeast of the airport.[19] The nearby High Plains aquifer, which includes the Ogallala aquifer, is the principal source of groundwater for much of western and central Kansas and parts of other Great Plains states and is not designated as a sole source aquifer. The High Plains aquifer is experiencing overdraft for groundwater and is primarily used for agricultural irrigation.[20]

There are two groundwater monitoring wells on the northern portion of airport property, which are owned by Johnson County Public Works, and three groundwater monitoring wells on the southern portion of airport property, which are owned by Johnson County Wastewater, according to the *Kansas Geological Survey Water Well Database*.[21]

Wild and Scenic Rivers

The *National Wild and Scenic Rivers Act* was established to preserve certain rivers with outstanding natural, cultural, and recreational values in a free-flowing condition for the enjoyment of present and future generations.

The Nationwide Rivers Inventory is a list of over 4,500 rivers or river segments that appear to meet the minimum *National Wild and Scenic Rivers Act* eligibility requirements, based on their free-flowing status and resource values. The development of the Nationwide Rivers Inventory resulted from Section 5(d)(1) in the *National Wild and Scenic Rivers Act,* which directs federal agencies to consider potential wild and scenic rivers in the comprehensive planning process.

The closest designated river segment on the National Wild and Scenic Rivers list is the Buffalo River, which is located 211 miles from the airport, in Arkansas.[22] The nearest Nationwide Rivers Inventory feature is the Kansas River, which is located 10 miles from the airport.[23]

[19] U.S. EPA, Sole Source Aquifers (https://experience.arcgis.com/experience/1bfab371d71e4b868fc9ae7df62a16fe), accessed June 2026
[20] U.S. Geological Survey, High Plains Aquifer (https://www.usgs.gov/mission-areas/water-resources/science/high-plains-aquifer), 2021
[21] Kansas Geological Survey, Kansas Master Well Inventory (https://maps.kgs.ku.edu/master_wells/), accessed June 2026
[22] National Wild and Scenic Rivers System (https://www.rivers.gov/arkansas)
[23] U.S. Department of the Interior, National Park Service, Nationwide Rivers Inventory (https://www.nps.gov/subjects/rivers/nationwide-rivers-inventory.htm), accessed June 2026