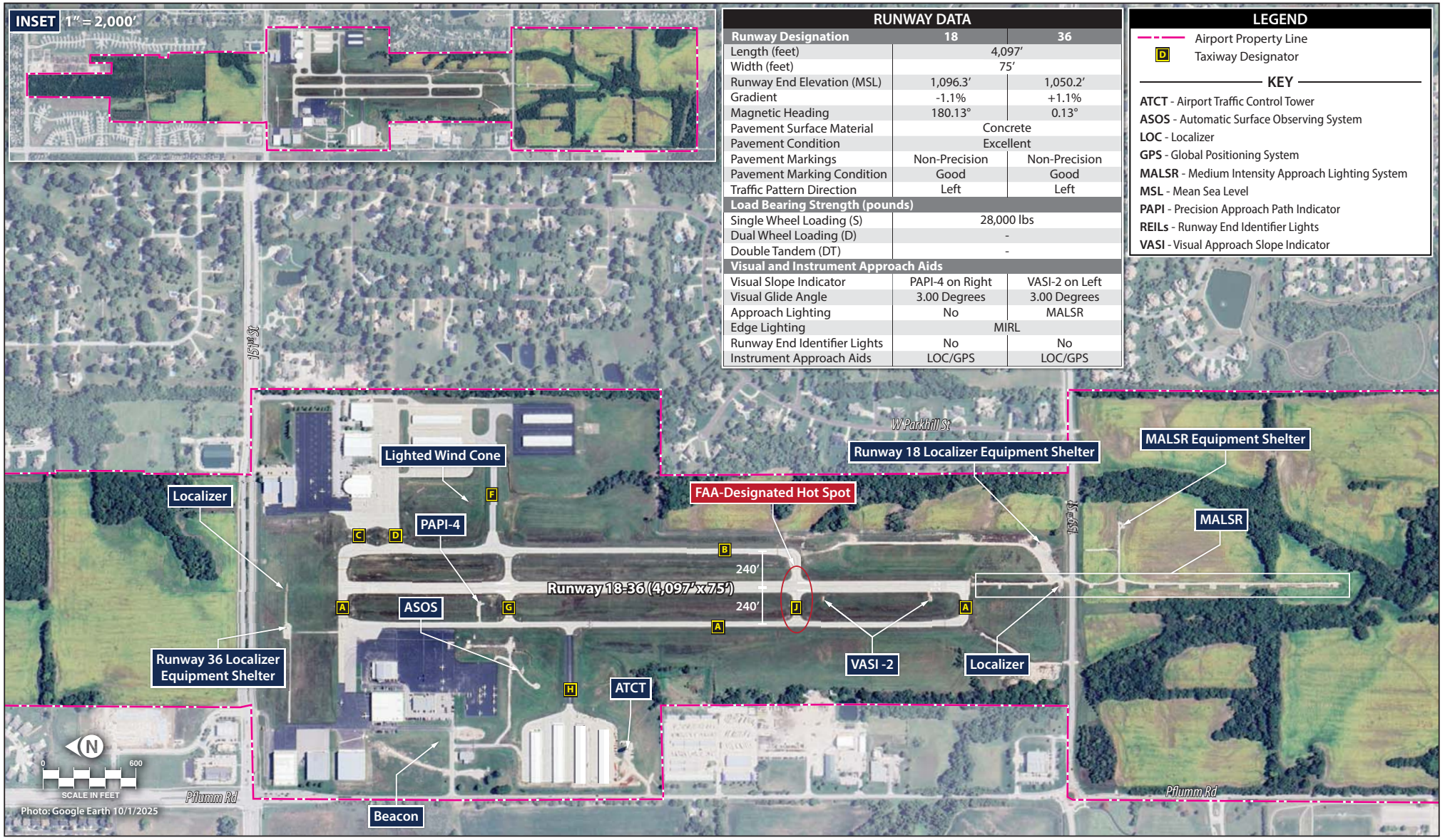
# Existing Airside Facilities




| RUNWAY DATA | | |
|---|---|---|
| **Runway Designation** | **18** | **36** |
| Length (feet) | 4,097' | |
| Width (feet) | 75' | |
| Runway End Elevation (MSL) | 1,096.3' | 1,050.2' |
| Gradient | -1.1% | +1.1% |
| Magnetic Heading | 180.13° | 0.13° |
| Pavement Surface Material | Concrete | |
| Pavement Condition | Excellent | |
| Pavement Markings | Non-Precision | Non-Precision |
| Pavement Marking Condition | Good | Good |
| Traffic Pattern Direction | Left | Left |
| **Load Bearing Strength (pounds)** | | |
| Single Wheel Loading (S) | 28,000 lbs | |
| Dual Wheel Loading (D) | - | |
| Double Tandem (DT) | - | |
| **Visual and Instrument Approach Aids** | | |
| Visual Slope Indicator | PAPI-4 on Right | VASI-2 on Left |
| Visual Glide Angle | 3.00 Degrees | 3.00 Degrees |
| Approach Lighting | No | MALSR |
| Edge Lighting | MIRL | |
| Runway End Identifier Lights | No | No |
| Instrument Approach Aids | LOC/GPS | LOC/GPS |

**LEGEND**

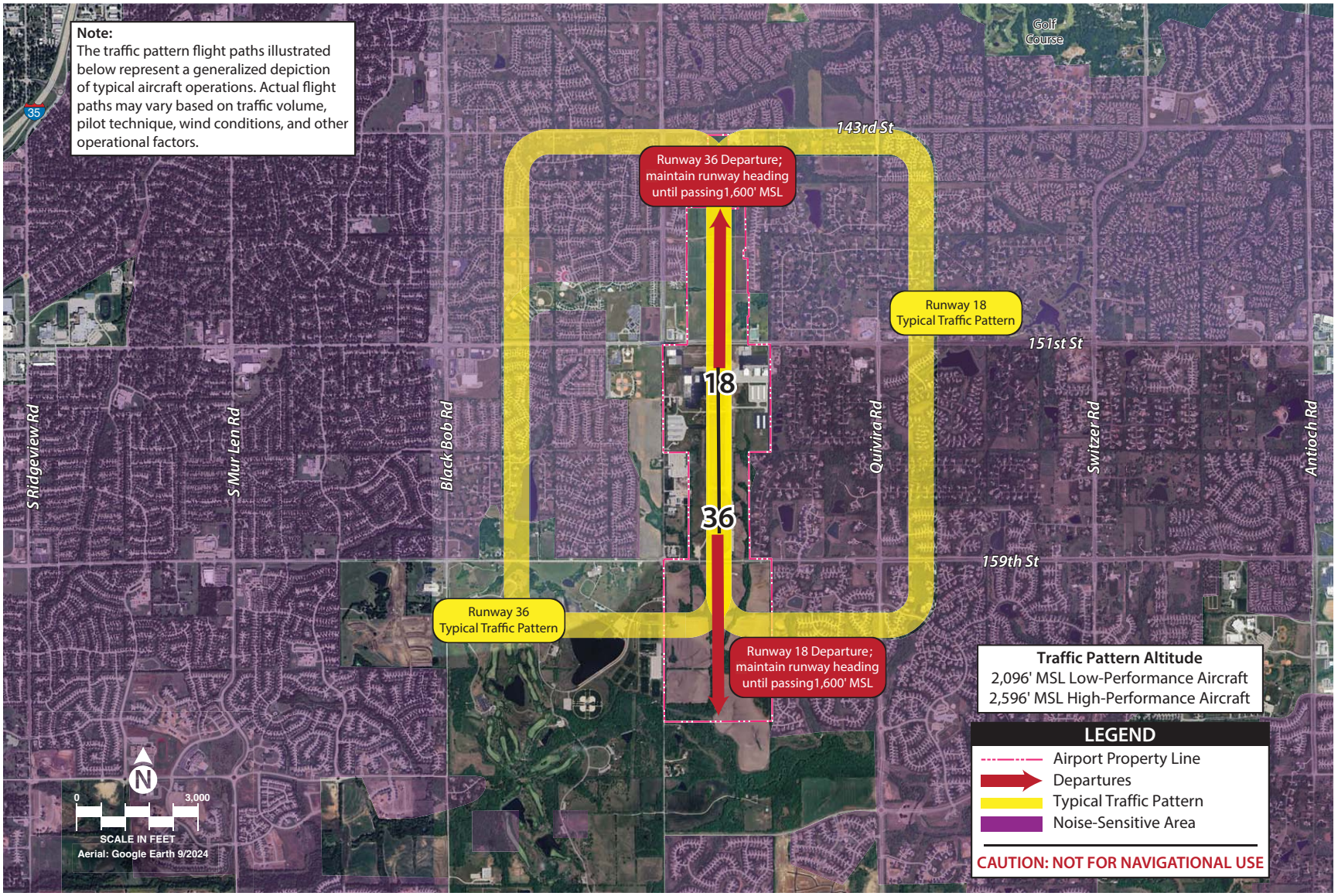
Airport Property Line

D Taxiway Designator

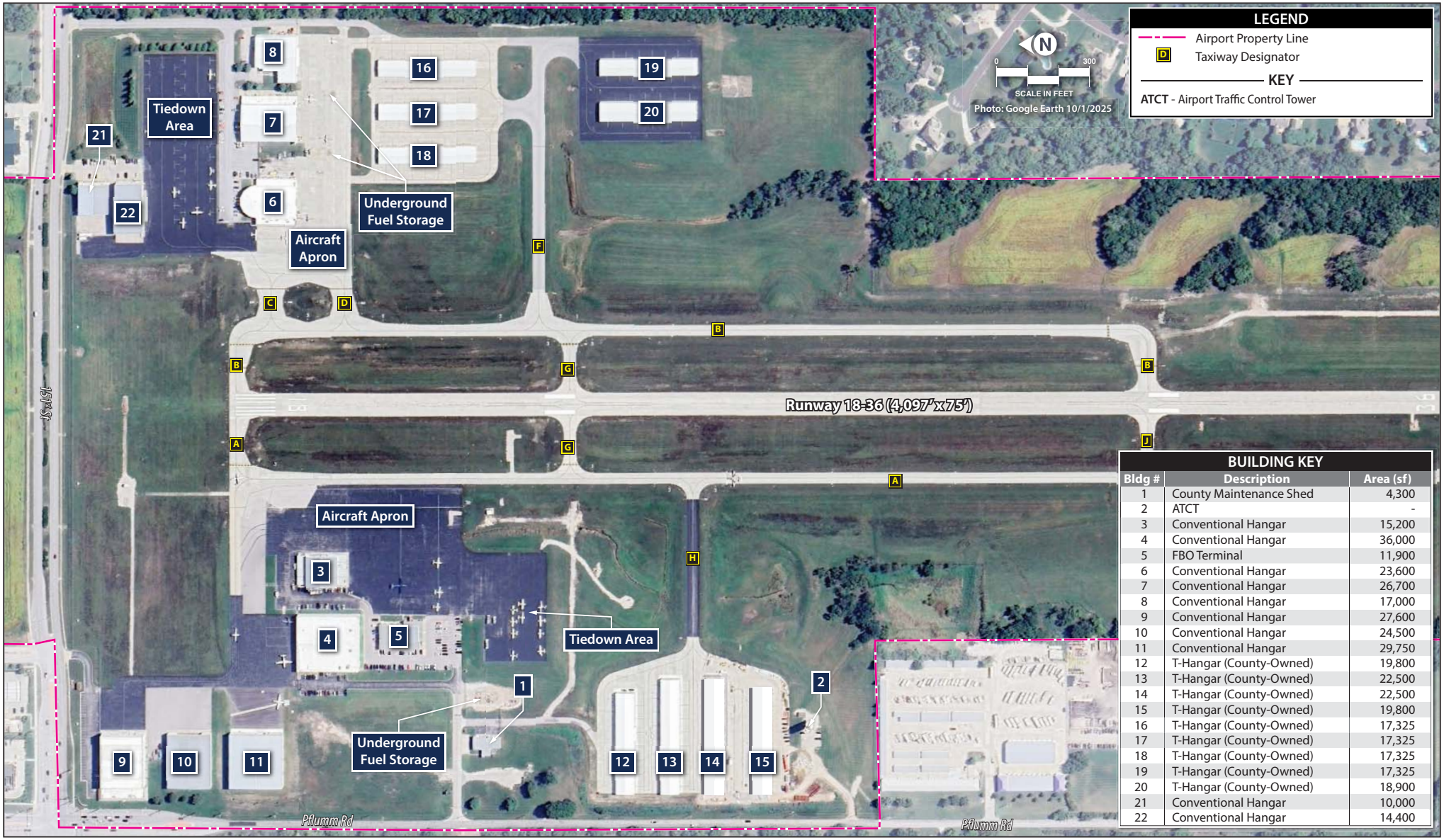
**KEY**

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

# Voluntary Fly Quiet Program



# Existing Landside Facilities

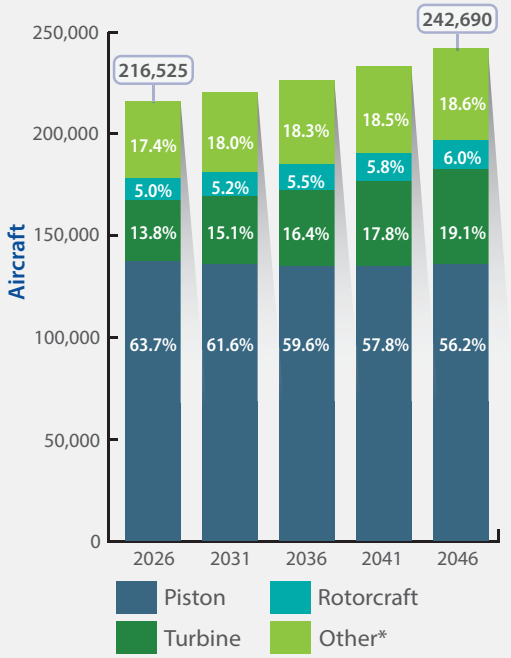



## BUILDING KEY

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

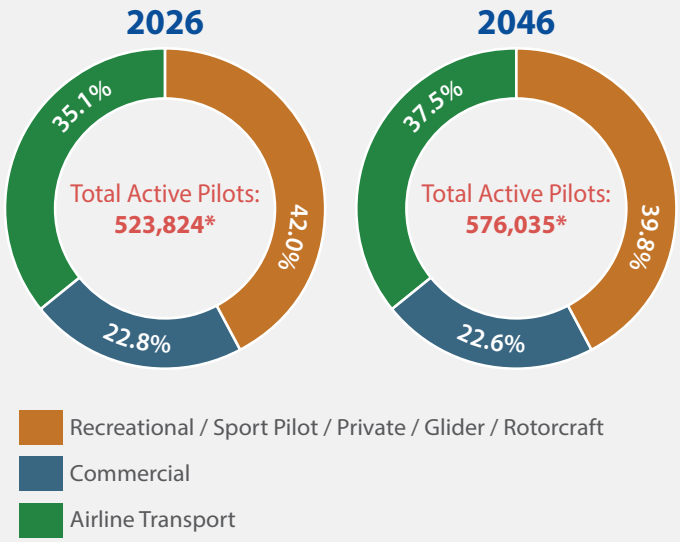
# National General Aviation Forecasts

## U.S. Active General Aviation Aircraft



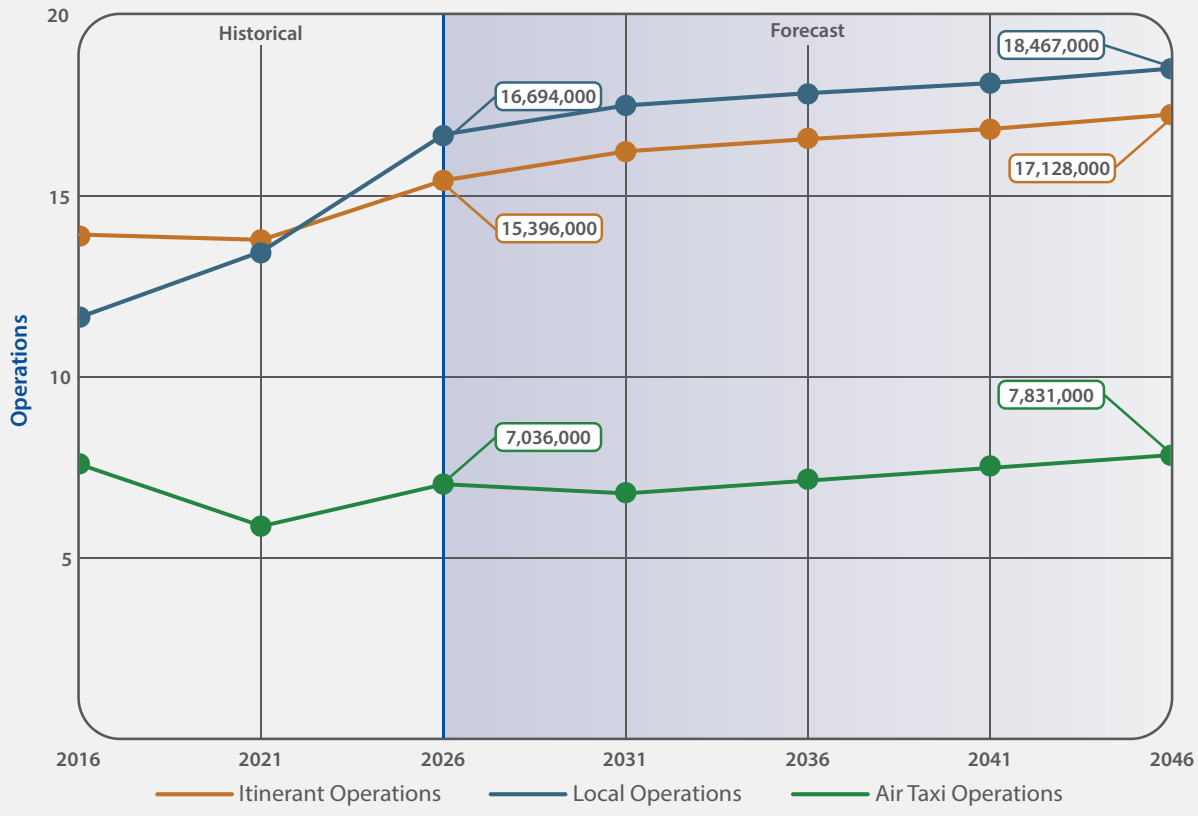

*The "other" category includes gliders and balloons

## Active Pilots By Certificate




*Excludes student pilot certificates

## U.S. General Aviation and Air Taxi Operations

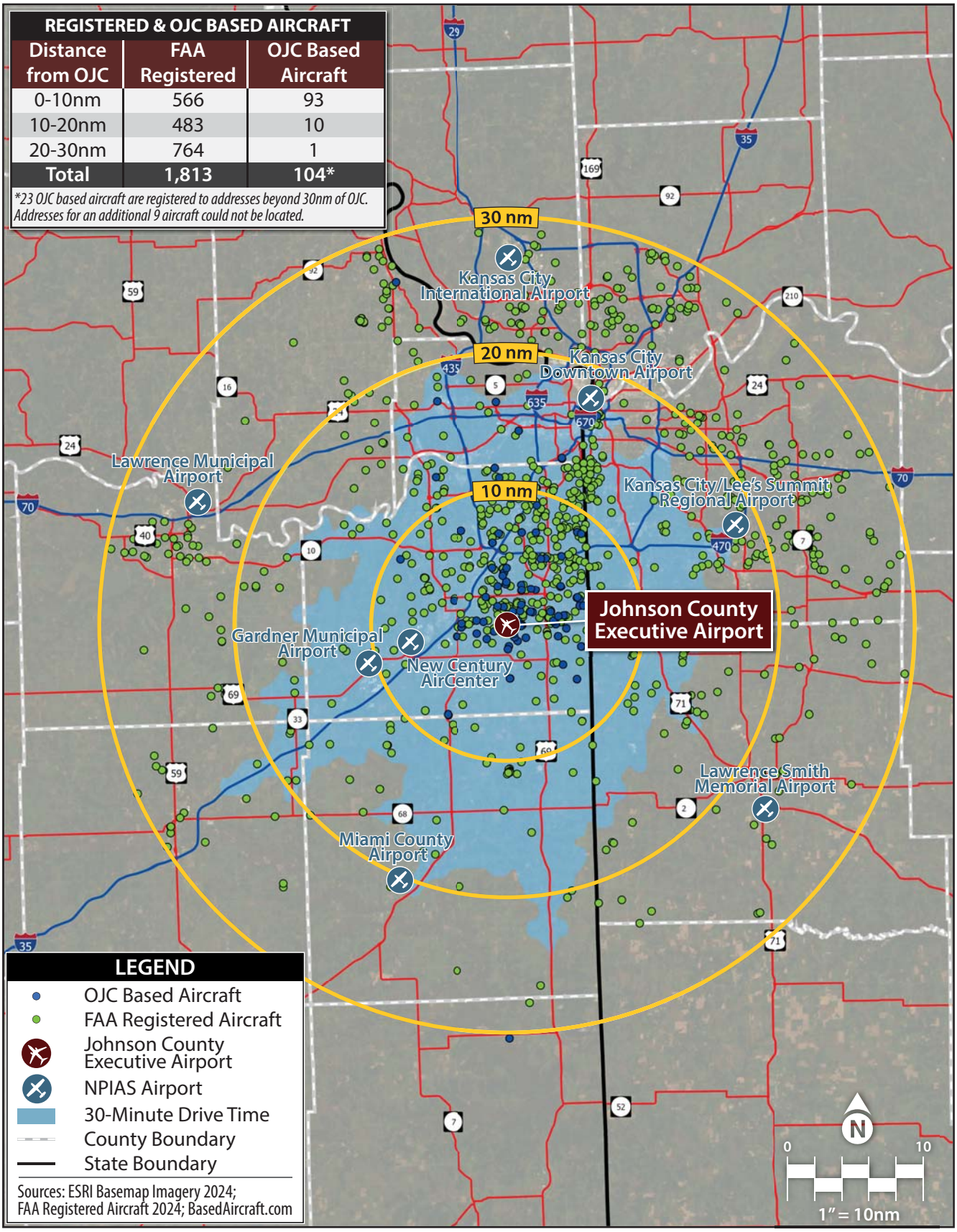



Source: FAA Aerospace Forecasts FY2026-2046

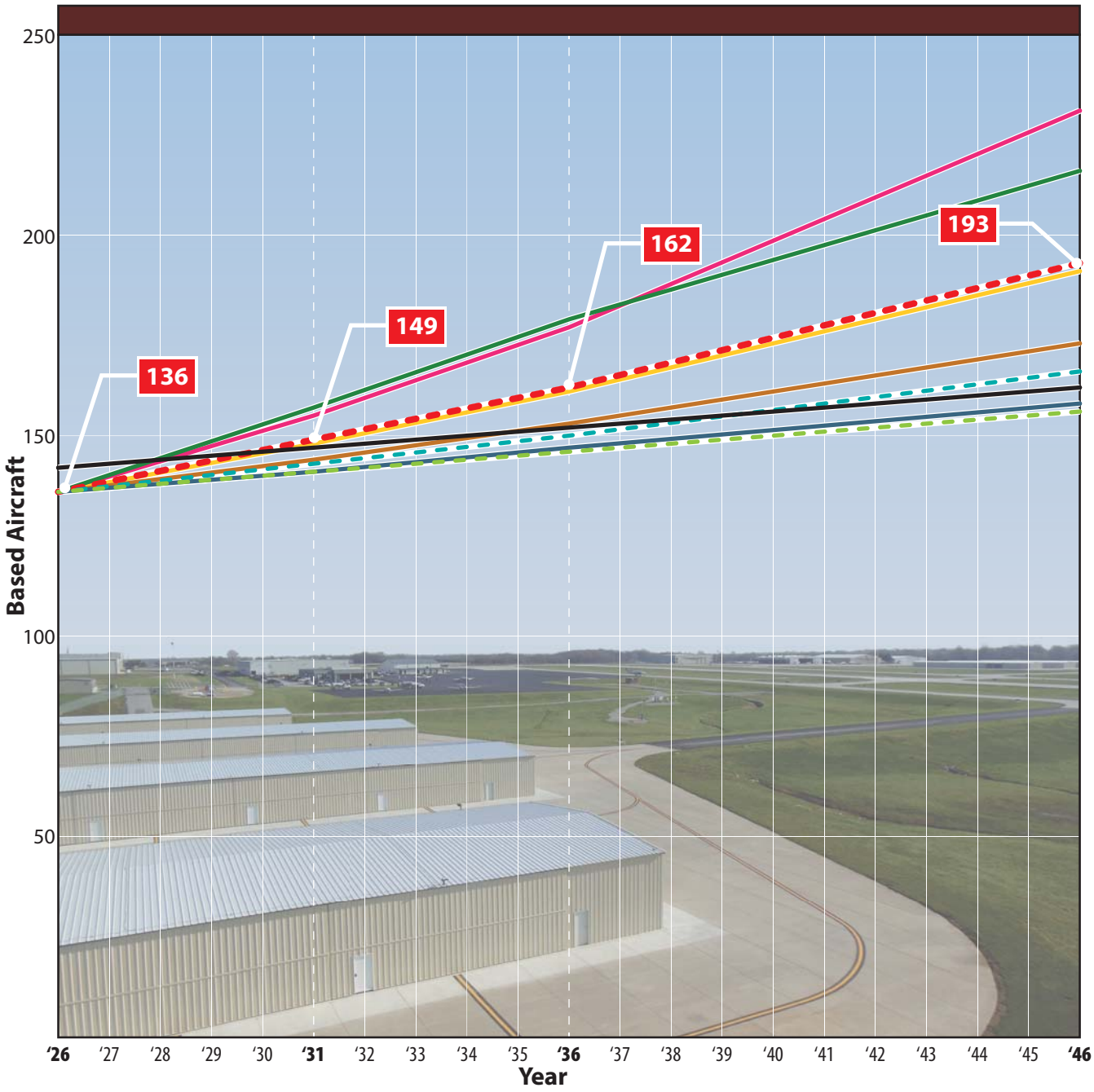
# Airport Service Area

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

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



# Based Aircraft Forecasts




## LEGEND

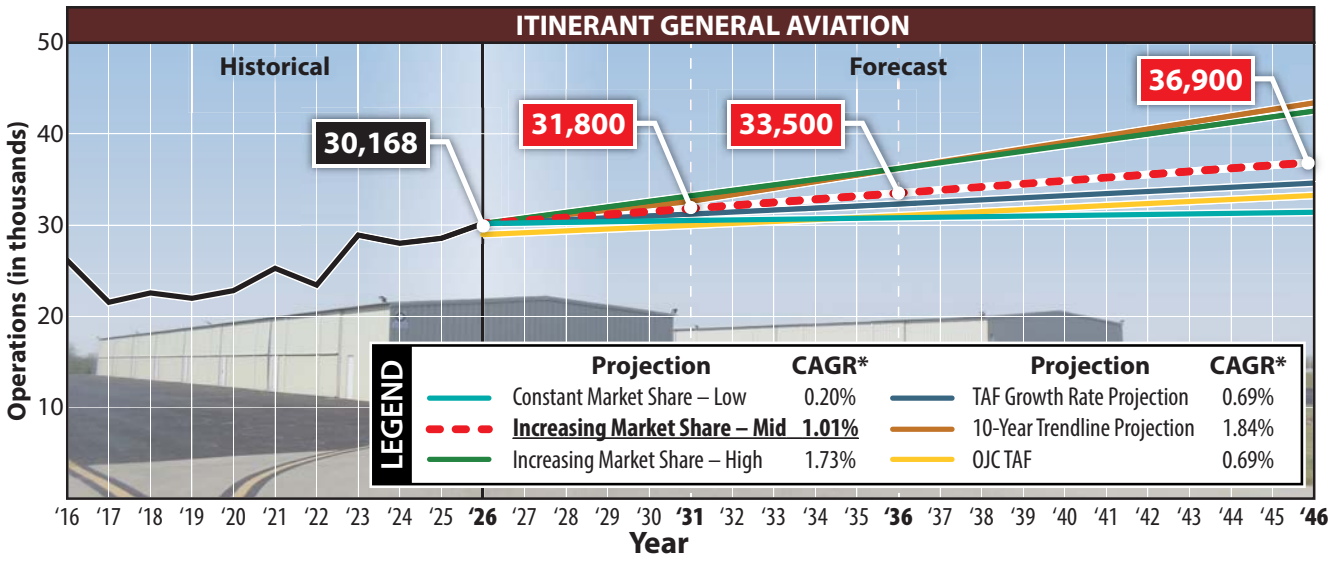
| Projection | CAGR* | Projection | CAGR* |
|---|---|---|---|
| OJC TAF | 0.70% | Increasing Market Share – High | 2.71% |
| State Based Aircraft Growth Rate | 0.69% | Service Area Population Growth Rate | 0.75% |
| Constant Market Share | 1.00% | Service Area Employment Growth Rate | 1.21% |
| **Increasing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

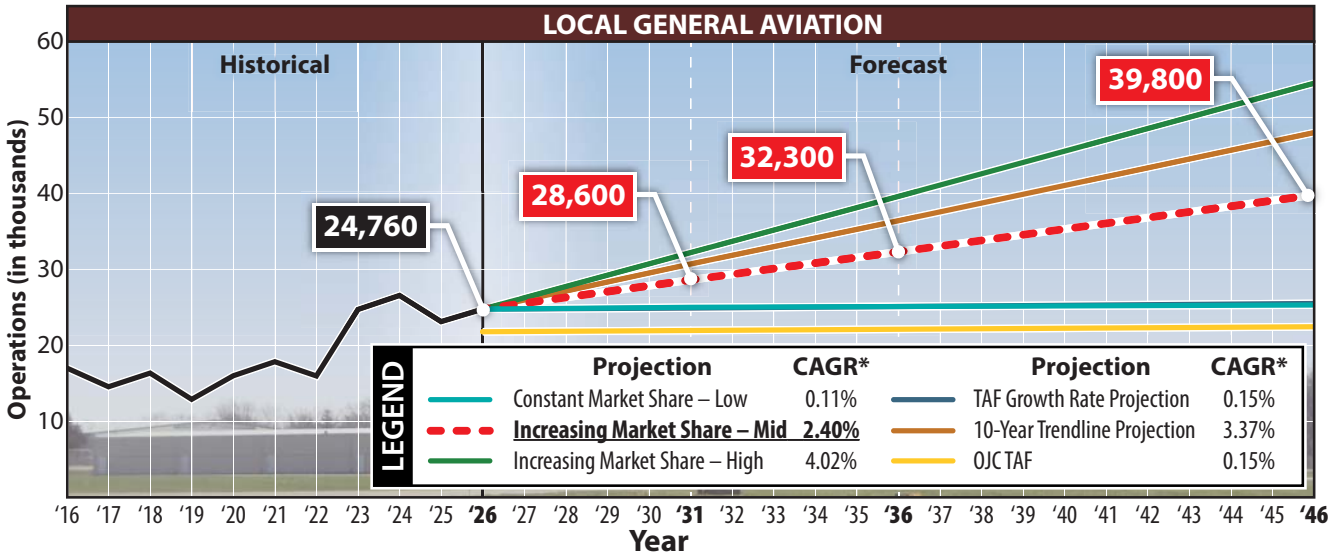
**Compound Annual Growth Rate*

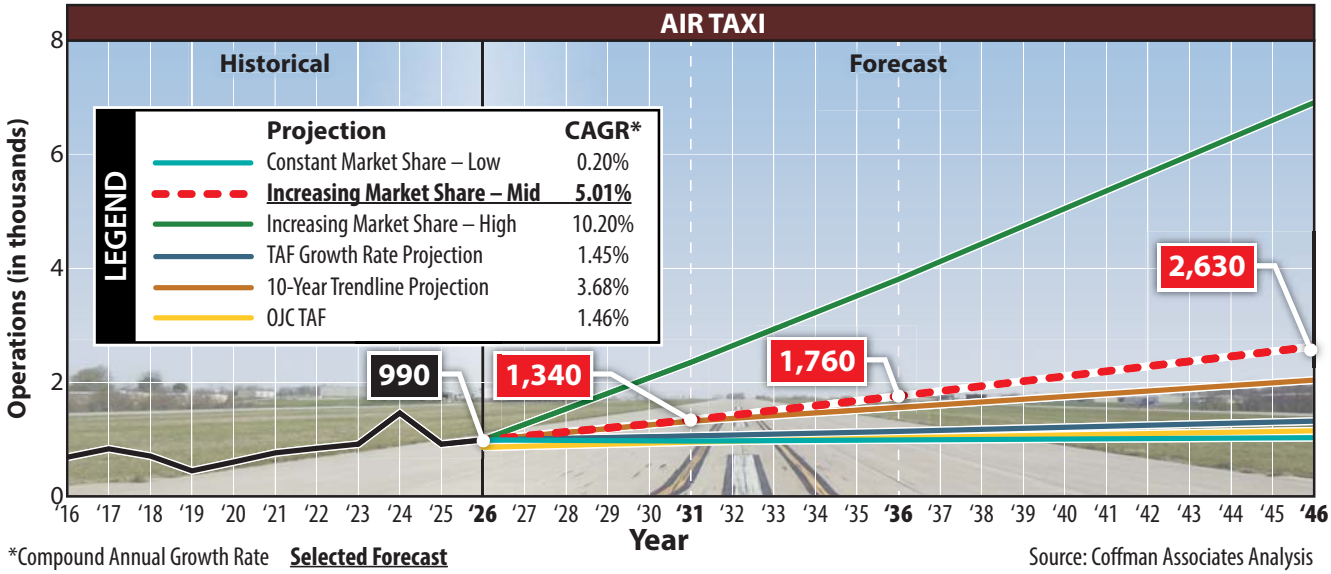
**Selected Forecast**

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

# General Aviation Operations Forecasts



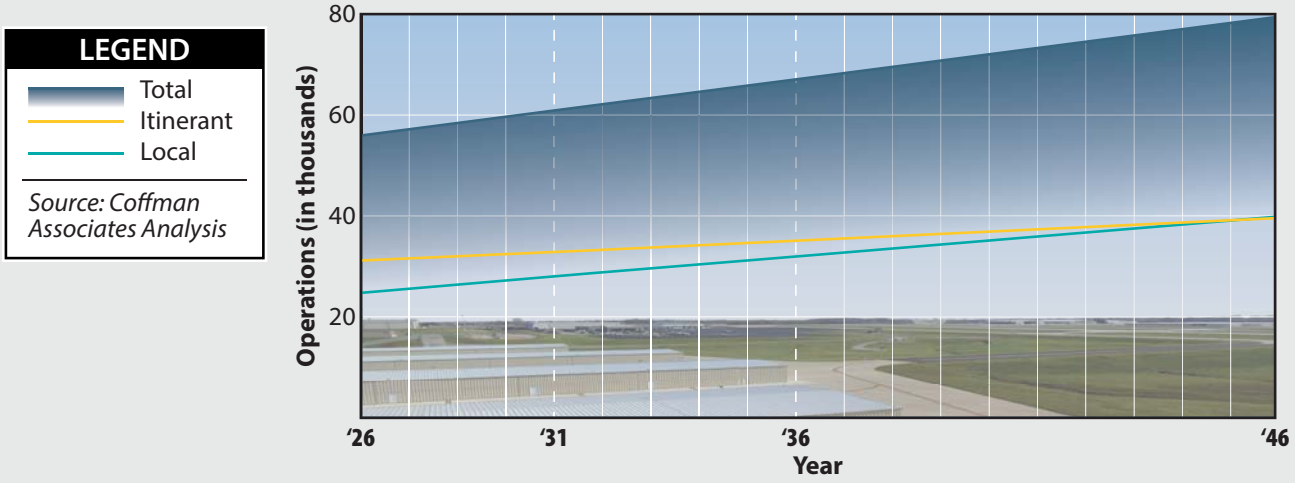

*Compound Annual Growth Rate **Selected Forecast**

Source: Coffman Associates Analysis

# Forecast Summary

| | ACTUAL | FORECAST | | |
|---|---|---|---|---|
| | 2026 | 2031 | 2036 | 2046 |
| **OPERATIONS** | | | | |
| **Itinerant Operations** | | | | |
| *Air Carrier* | *0* | *0* | *0* | *0* |
| *Air Taxi* | *990* | *1,340* | *1,760* | *2,630* |
| *General Aviation* | *30,168* | *31,800* | *33,500* | *36,900* |
| *Military* | *16* | *36* | *36* | *36* |
| **Itinerant Subtotal** | **31,174** | **33,176** | **35,296** | **39,566** |
| **Local Operations** | | | | |
| *General Aviation* | *24,760* | *28,600* | *32,300* | *39,800* |
| *Military* | *8* | *30* | *30* | *30* |
| **Local Subtotal** | **24,768** | **28,630** | **32,330** | **39,830** |
| **Total Operations** | **55,942** | **61,806** | **67,626** | **79,396** |
| **PEAKING** | | | | |
| Peak Month | 5,669 | 6,263 | 6,853 | 8,046 |
| Design Day | 183 | 202 | 221 | 260 |
| Busy Day | 262 | 289 | 316 | 372 |
| Design Hour | 11 | 12 | 13 | 15 |
| **BASED AIRCRAFT** | | | | |
| Single-Engine Piston | 102 | 110 | 118 | 140 |
| Single-Engine Turboprop | 7 | 10 | 13 | 17 |
| Multi-Engine Piston | 9 | 7 | 5 | 2 |
| Multi-Engine Turboprop | 2 | 3 | 4 | 6 |
| Jet | 11 | 14 | 16 | 22 |
| Helicopter | 1 | 1 | 2 | 2 |
| Glider/Other | 4 | 4 | 4 | 4 |
| **Total Based Aircraft** | **136** | **149** | **162** | **193** |

## OPERATIONS



# Aircraft Classification

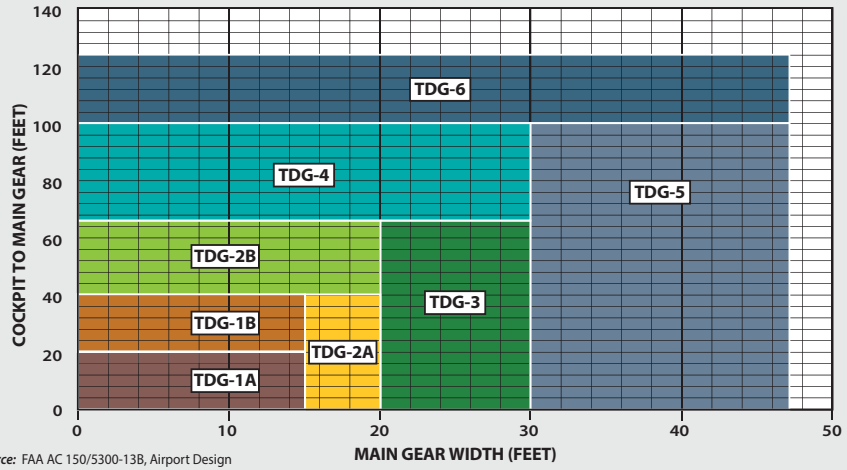
| AIRCRAFT APPROACH CATEGORY (AAC) | |
|---|---|
| **Category** | **Approach Speed** |
| A | Less than 91 knots |
| B | 91 knots or more but less than 121 knots |
| C | 121 knots or more but less than 141 knots |
| D | 141 knots or more but less than 166 knots |
| E | 166 knots or more |

| AIRPLANE DESIGN GROUP (ADG) | | |
|---|---|---|
| **Group #** | **Tail Height (feet)** | **Wingspan (feet)** |
| I | <20 | <49 |
| II | 20-<30 | 49-<79 |
| III | 30-<45 | 79-<118 |
| IV | 45-<60 | 118-<171 |
| V | 60-<66 | 171-<214 |
| VI | 66-<80 | 214-<262 |

| VISIBILITY MINIMUMS | |
|---|---|
| **RVR* (feet)** | **Flight Visibility Category (statute miles)** |
| VIS | 3-mile or greater visibility minimums |
| 5,000 | Not lower than 1-mile |
| 4,000 | Lower than 1-mile but not lower than ¾-mile |
| 2,400 | Lower than ¾-mile but not lower than ½-mile |
| 1,600 | Lower than ½-mile but not lower than ¼-mile |
| 1,200 | Lower than ¼-mile |

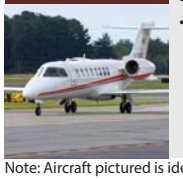
***RVR**: Runway Visual Range

**TAXIWAY DESIGN GROUP (TDG)**




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

# Aircraft Reference Codes

| A-I | Aircraft | TDG |
|---|---|---|
|  | • Beech Bonanza<br>• **Cessna 150**, 172<br>• Piper Comanche, Seneca | 1A<br>**1A**<br>1A |
| **B-I** | | |
|  | • Eclipse 500<br>• Beech Baron 55/58<br>• **Beech King Air 100**<br>• Cessna 421<br>• Cessna Citation M2 (525)<br>• Cessna Citation 1(500)<br>• Embraer Phenom 100 | 1A<br>1A<br>**1A**<br>2A<br>1A<br>1A<br>1A |
| **A/B-II** *12,500 lbs. or less* | | |
|  | • Beech Super King Air 200<br>• Beech King Air 90<br>• **Cessna 441 Conquest**<br>• Cessna Citation CJ2<br>• Pilatus PC-12 | 2A<br>1A<br>**1A**<br>2A<br>2 |
| **B-II** *over 12,500 lbs.* | | |
|  | • Beech Super King Air 350<br>• Cessna Citation CJ3(525B)<br>• **Cessna Citation CJ4 (525C)**<br>• Cessna Citation Latitude<br>• Embraer Phenom 300<br>• Falcon 20<br>• Pilatus PC-24 | 2A<br>2A<br>**1B**<br>1B<br>1B<br>1B<br>2A |
| **A/B-III** | | |
|  | • Bombardier Dash 8<br>• **Bombardier Global 7500**<br>• Falcon 7X, 8X | 3<br>**2B**<br>2A |
| **C/D-I** | | |
|  | • **Lear** 35, 40, **45**, 55, 60XR<br>• F-16 | **1B**<br>1A |

| C/D-II | Aircraft | TDG |
|---|---|---|
|  | • Challenger 600/604<br>• Cessna Citation III, VI,VII, X<br>• Embraer Legacy 135/140<br>• **Gulfstream IV** (D-II)<br>• Gulfstream G280<br>• Lear 70, 75<br>• Falcon 50, 900, 2000<br>• Hawker 800XP, 4000 | 1B<br>1B<br>2B<br>**2A**<br>1B<br>1B<br>2A<br>1B |
| **C/D-III** *less than 150,000 lbs.* | | |
|  | • Gulfstream V<br>• **Gulfstream** 550, 600, **650**<br>• Global 5000, 6000 | 2B<br>**2B**<br>2B |
| **C/D-III** *over 150,000 lbs.* | | |
|  | • **Airbus** A319, **A320**, A321<br>• Boeing 737-800, 900<br>• MD-83, 88 | 3<br>3<br>4 |
| **C/D-IV** | | |
|  | • Airbus A300<br>• Boeing 757-200<br>• **Boeing 767**-300, 400<br>• MD-11 | 5<br>4<br>**5**<br>6 |
| **C/D-V** | | |
|  | • Airbus A330-200, 300<br>• Airbus A340-500, 600<br>• Boeing 747-100 - 400<br>• Boeing 777-300<br>• **Boeing 787-8**, 9 | 5<br>6<br>5<br>6<br>**5** |
| **E-I** | | |
|  | • **F-15** | **1B** |

Note: Aircraft pictured is identified in bold type.

# Historical and Forecasted Turbine Operations by AAC/ADG

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

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

*Sources: FAA TFMSC; Coffman Associates Analysis*

## Critical Aircraft - Pilatus PC-24

