

New Century Air Center



AIRPORT MASTER PLAN





AGENDA

Planning Advisory Committee (PAC)

Meeting #1 – Kickoff

Wednesday, May 6, 2026

2:00 p.m.

1. Introductions
2. Project Team
3. What a Master Plan Is/Is Not
4. Master Plan Process
5. Role of the PAC
6. NPIAS and Airport Information
7. SWOT Exercise
8. Open Discussion/Questions



PROJECT TEAM



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



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



Engineering support and cost estimates; Part 139 analysis



Security 1st Title

Property research for Exhibit A – Airport Property Map



WHAT A MASTER PLAN IS

- A comprehensive, **long-range study** of the airport and all airside and landside components that describes plans to meet FAA safety standards and future aviation demand.
- Recommended by the FAA to be **conducted every 7-10** years to ensure plans are up-to-date and reflect current conditions and FAA regulations. The last master plan for IXD was completed in 2006, with an ALP update completed in 2018.
- **Funded by the FAA** through an Airport Improvement Program (AIP) grant, which provides 95% of the total project costs. The remaining 5% is being **funded by the Johnson County Airport Commission**.
- A Johnson County document that will ultimately be presented for **approval** to the Johnson County Airport Commission. The FAA approves the Airport Layout Plan (ALP drawing set).
- An opportunity for airport stakeholders and the public to engage with airport/county staff on issues related to the airport and its current and future operations and environmental and socioeconomic impacts. **Three (3) public information workshops** will be conducted throughout the master plan process to facilitate this public outreach effort.

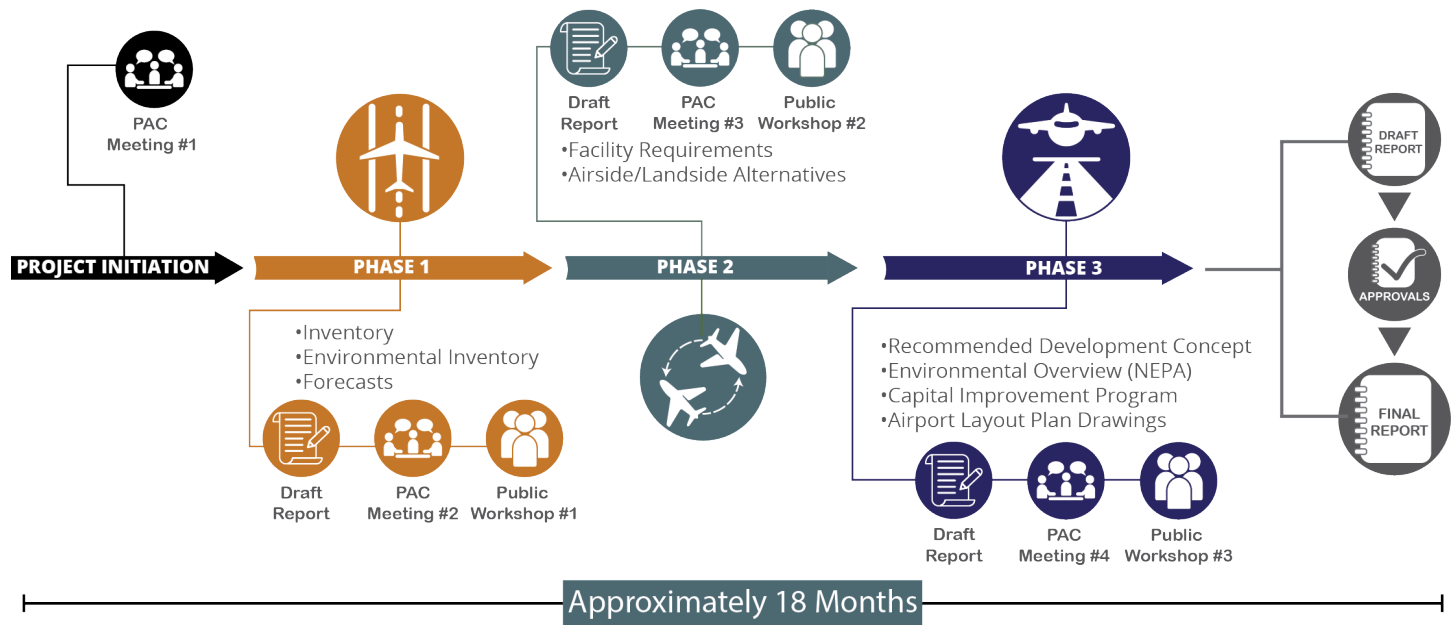


WHAT A MASTER PLAN IS *NOT*

- Not a guarantee that the airport will proceed with any planned projects. **Master plans are guides** that help airport staff plan for future airport development; however, the need/demand for certain projects might never materialize.
- Not a guarantee that the JCAC, the FAA, or KDOT will fund any planned projects. **Project funding** is considered on a project-by-project basis and **requires appropriate need and demand**. Certain projects may require the completion of a benefit-cost analysis.
- **Not environmental clearance** for specific projects. The master plan includes an environmental overview that identifies potential environmental sensitivities per the National Environmental Policy Act (NEPA) guidelines. Most planned projects will require a separate NEPA study (environmental assessment/categorical exclusion) prior to construction.



MASTER PLAN PROCESS





PUBLIC INVOLVEMENT PLAN

• Planning Advisory Committee (PAC)

4 Scheduled



• Public Information Workshop

3 Scheduled

- Public Approval Meetings
 - Johnson County



• Project Website

<https://ixd.airportstudy.net>





ROLE OF THE PLANNING ADVISORY COMMITTEE

- The **purpose** of the Planning Advisory Committee (PAC) is to provide the JCAC and the planning team with input into the Airport Master Plan.
- The **members** of the PAC are intended to represent a variety of organizations and individuals with interest in the use and development of the airport. These include governmental interests (FAA, KDOT, Airport Commission, local governments), aviation interests (airport tenants, airport users, pilot groups), non-aviation airport tenants, and area economic development interests.
- The **role of the PAC** is to provide input to regarding the current and future use of the Airport. The PAC will review elements of the Airport Master Plan while they are in draft form and comment on the accuracy of the assumptions and relevance of the information used to develop the report.
- The PAC is a **non-voting advisory body**. While all comments and suggestions made by the PAC members will be considered by the Consultant in developing the draft and final version of the report, the PAC will not vote to approve or disapprove elements of the study; however, a consensus and understanding of the plan is optimal.



ROLE OF THE PLANNING ADVISORY COMMITTEE

- Individual PAC members are considered to **represent** their designated organizations. It is the responsibility of PAC members to communicate with their respective organizations and report any comments/concerns regarding the development of the Airport Master Plan from their organization back to the PAC, the County, and the Consultant throughout the process.
- **PAC meetings** will be held periodically throughout the preparation of the Airport Master Plan. There are four (4) meetings planned at this time. Because of the advisory nature of the committee, a quorum is preferred but will not be required.
- **Attendance** at each meeting is strongly encouraged. Each member of the PAC represents a unique or significant stakeholder group. If you are unable to attend any given meeting, please send a representative who can speak for you or your organization.



ROLE OF THE PLANNING ADVISORY COMMITTEE

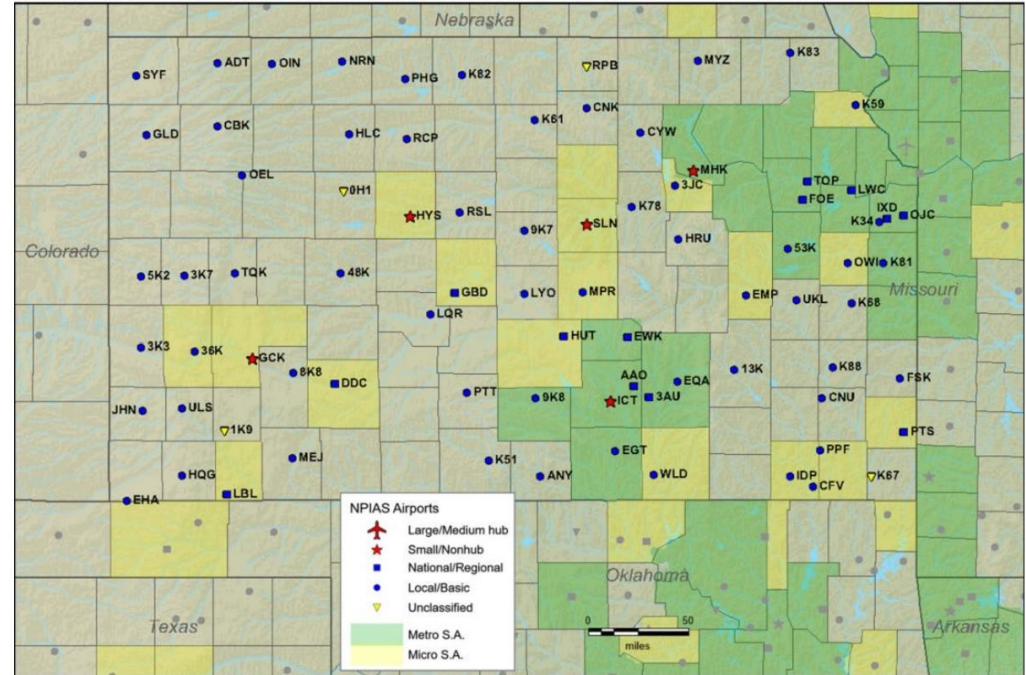
- For your convenience, **comment forms** will be provided for PAC members to submit written comments for consideration in preparing the final report. It would be greatly appreciated if comments are submitted by the due date indicated on the form (approximately two weeks following the meeting). If this is not possible, contact Coffman Associates and let them know when you plan to submit your comments. Comments can also be submitted electronically through the project webpage: <https://ixd.airportstudy.net>
- **Comments or questions** regarding the PAC, PAC meetings, or Draft Reports should be directed to Chandra Burks with Coffman Associates (816-524-3500), or Bryan Johnson with the Johnson County Airport Commission (913-715-6000).
- Three (3) **Public Information Workshops** will be held during the course of the study. The primary purpose of the workshop is to allow the public to obtain information regarding the master plan, ask questions, and provide input. Each PAC member is invited to attend this meeting and to encourage members of their organization to attend.



IXD's ROLE IN THE NPIAS

- **Kansas NPIAS Airports**
 - **80 Total**
 - 7 Commercial Service
 - 73 General Aviation
 - 11 National/Regional
 - 58 Local/Basic
 - 4 Unclassified

- **New Century AirCenter**
 - **National Reliever**
 - **One of three in the state**
 - **Jabara Airport**
 - **Johnson County Executive**





New Century AirCenter Details

- 96,000 annual aircraft operations
- 18/36 – 7,339' | 04/22 – 5,132'
- 2,600+ acres of land
- 128 lane-miles of pavement
- Aviation and Aerospace industry:
Supports sustainable
commercial, business, general
aviation, and military activities
- New Century Business Park - 60
businesses with 400 acres under
lease





LEGEND

- Airport Property Line
- Taxiway Designator

KEY

- ASOS - Automated Surface Observing System
- ATCT - Airport Traffic Control Tower
- GPS - Global Positioning System
- HIRL - High Intensity Runway Lighting
- LPV - Localiser Performance with Vertical Guidance
- MALS - Medium-Intensity Approach Lighting System
- MIRL - Medium Intensity Runway Lighting
- MSL - Mean Sea Level
- PAPI - Precision Approach Path Indicator
- REILs - Runway End Identifier Lights
- VASI - Visual Approach Slope Indicator

Runway Designation	RUNWAY DATA			
	18	36	4	22
Length x Width (feet)	7,339 x 150		5,132 x 100	
Runway End Elevation (MSL)	1,084.9'	1,051.5'	1,061.1'	1,087.2'
Gradient	0.46%		0.51%	
Magnetic Heading	176°	356°	043°	223°
Pavement Classification Number (PCN)	28/F/C/X/U		16/F/C/Y/U	
Pavement Surface Material	Asphalt		Asphalt	
Pavement Condition	Good		Fair	
Pavement Markings	Precision	Precision	Non-Precision	Non-Precision
Pavement Marking Condition	Good	Good	Good	Good
Traffic Pattern Direction	Left	Right	Right	Left
Load Bearing Strength (pounds)				
Single Wheel Loading (S)	75,000 lbs		47,000 lbs	
Dual Wheel Loading (D)	175,000 lbs		55,000 lbs	
Double Tandem (DT)	350,000 lbs		? lbs	
Visual and Instrument Approach Aids				
Visual Slope Indicator	VASI-2 on Left	None	PAPI-4 on Left	PAPI-4 on Left
Visual Glide Angle	3.00 Degrees	N/A	3.00 Degrees	3.00 Degrees
Approach Lighting	None	MALS	None	None
Edge Lighting	HIRL		MIRL	
Runway End Identifier Lights	Yes	No	No	No
Instrument Approach Aids	LNAV GPS (1-mile)	ILS (1/2-mile) LPV GPS (1/2-mile)	LPV GPS (1-mile)	LPV GPS (1-mile)





Annual Economic Impact of OJC and IXD

Total Employment – 4,938

Total Labor Income – \$215 million

Total Business Revenue – \$1.1 billion

Source: CERI (September 2024)



SWOT ANALYSIS





NEXT STEPS

Inventory, Forecasts

Est. Fall 2026



WE WANT TO HEAR FROM YOU!

Direct any questions or comments after this meeting to:

Chandra Burks, Coffman Associates: cburks@coffmanassociates.com

Bryan Johnson, Johnson County Airport Commission: Bryan.Johnson@jocogov.org

or visit the project website to submit comments online.

<https://ixd.airportstudy.net>