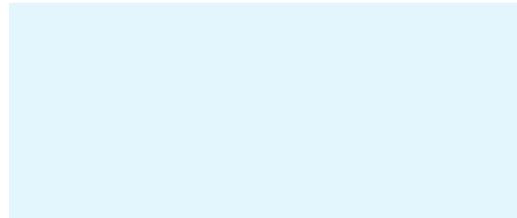
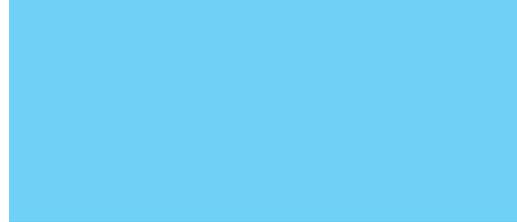




Summary of Findings

- Master Plan Update (MPU)

May 20, 2021





Opening Remarks

Michael Anderson, PE

- *Deputy Director of Public
Works/Administration*



Thank you to our stakeholders!

Stakeholders

- Phil Mall – Former BOAC Chair
- Trish Carlyle – City Council BOAC Liason
- Paula Derks – BOAC & Aviation Businesses
- Mike McGraw – FBO's and Airport Tenants
- Dr. John Faulkenberry – Airport Tenants
- Travis O'Guinn – Airport Users
- Matt Baird – Chamber and Business Community
- Mark Reid – LPOA/Neighborhoods
- Rick McDowell – EDC
- Joe Mullins – UCM
- Dr. Jeremy Bonneson –R-7/Education
- Brian Boehmer – MoDOT Aviation
- Rob Binney – Citizen Member

Staff Support

- Mike Anderson – Interim Director of Public Works
- John Ohrazda – Airport Manager
- Joel Arrington – Asst. Airport Manager
- Sarah Shore – PW Administrator Manager
- Bob Hartnett – Former Deputy Director/Project Manager
- Cindy DeShazo – Admin. Assistant
- Christal Weber – Assistant City Manager
- Bette Wordelman – Finance Director
- Ryan Elam – Development Services Director
- Mike Weisenborn – Development Project Manager
- Cheryl Nash – Creative Services Director

Consultant Support

- Andy Bodine, P.E., C.M. – Project Manager (CMT)
- Esteban Aguirre – Aviation Planner (CMT)
- Randal Wiedemann (RAW)
- Seth Wiedemann (RAW)
- Rob Barber (RAW)
- Molly Waller (Centurion)
- Tyler Stuber – Coffman Associates



Master Plan Update





The Airport Master Plan Process

What is a Master Plan?

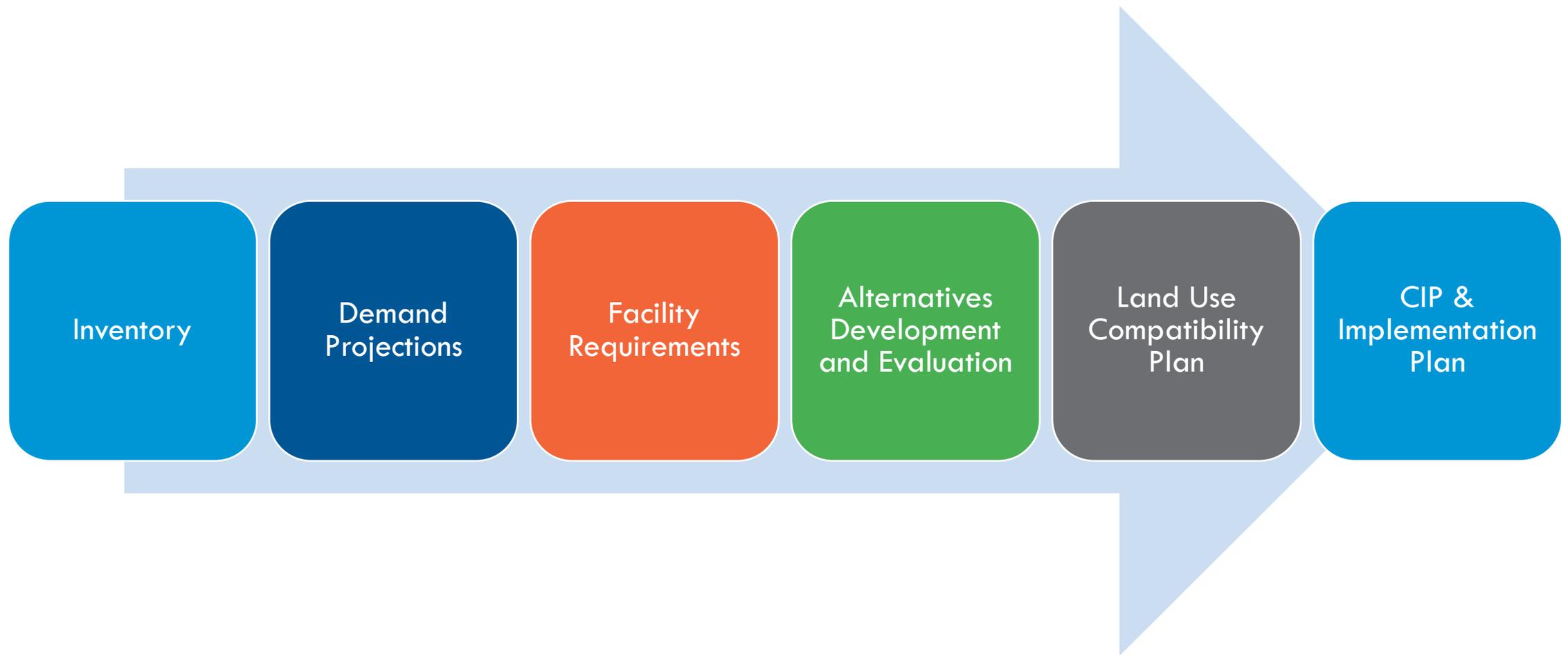
Vision

- **20-year vision:** airport operator, stakeholders, local community, government agencies, planners, and airport sponsors

Guide for the future

- **Cost-effective** and satisfies the needs of the airport, the market, and the community
- While also balancing **environmental** and **socioeconomic** impacts.

Elements of the Master Plan





Airport Inventory



Chapter One: Inventory

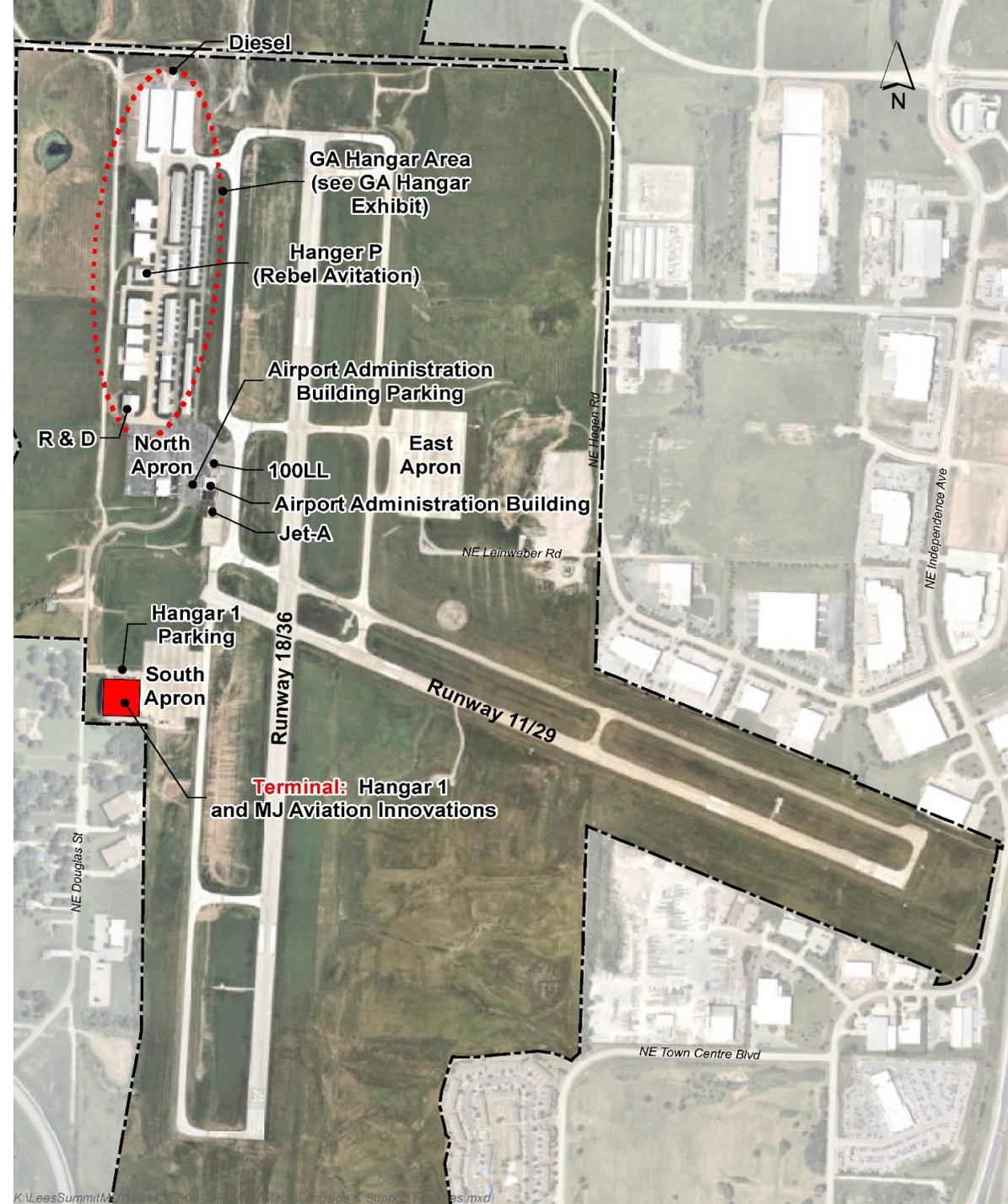
Snapshot (“as is”) conditions facilities, and capabilities

- Historical review of the airport and its facilities
- Airspace structures and navigation aids (NAVAIDS)
- Airport-related land use
- Aeronautical activity
- Socioeconomic factors

General Aviation Facilities

Inventory of existing GA Facilities. Includes:

- Identification of Hangar Areas
- FBO
- Parking Facilities
- Fuel Storage





Demand Projections



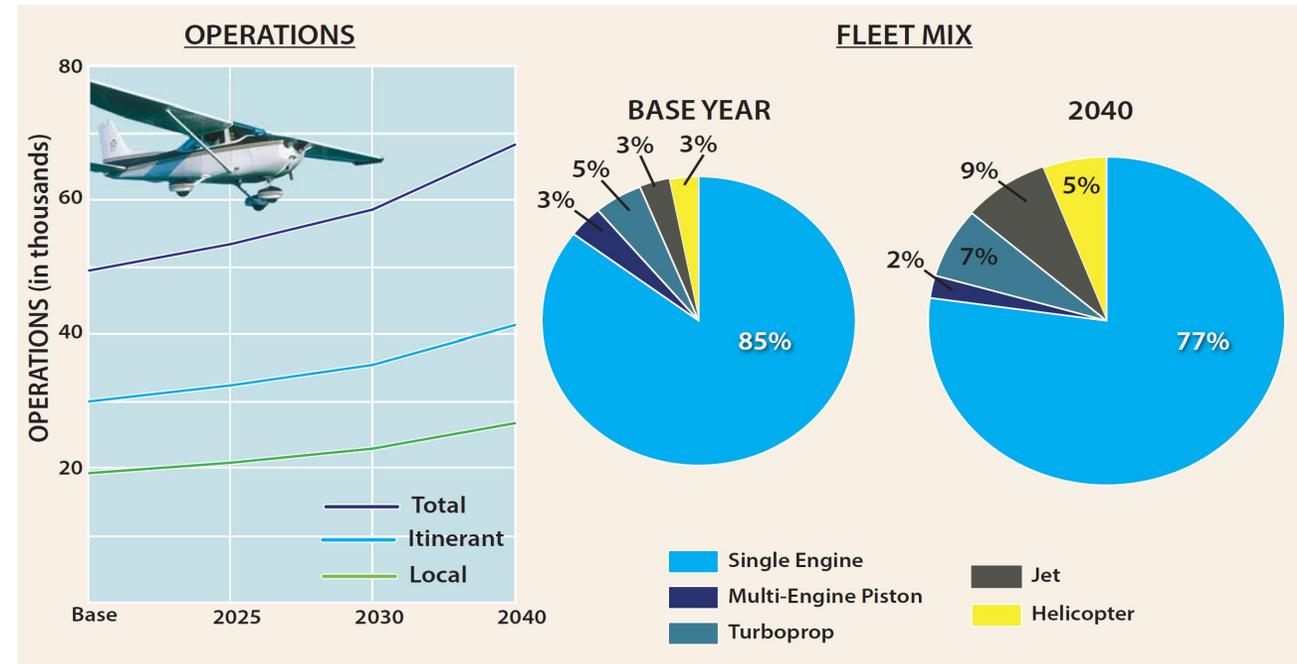
Chapter Two: Demand Projections

Short, intermediate, and long-range time frames

- Based Aircraft
- Based Aircraft Fleet Mix
- General Aviation Operations
- Air Taxi and Military Operations
- Operational Peaks

Demand Projections Summary

	BASE YEAR	2025	2030	2040
BASED AIRCRAFT				
Single Engine	117	122	126	137
Multi-Engine	5	5	5	4
Turboprop	7	8	9	12
Jet	4	6	9	14
Helicopter	4	5	7	10
Total Based Aircraft	137	146	156	177
ANNUAL OPERATIONS				
<i>Itinerant</i>				
Air Carrier	0	0	0	0
Air Taxi	235	190	230	320
General Aviation	29,169	31,600	34,600	40,400
Military	750	750	750	750
Total Itinerant	30,154	32,540	35,580	41,470
<i>Local</i>				
General Aviation	19,446	21,000	23,100	26,900
Military	0	0	0	0
Total Local	19,446	21,000	23,100	26,900
Total Annual Operations	49,600	53,540	58,680	68,370
Annual Instrument Approaches	603	651	712	829





Facility Requirements



Chapter Three: Facility Requirements

Existing facilities compared with the forecasted demand

- Airside Requirements
- GA/Corporate Facility Requirements
- Landside Access and Parking
- Airport Support Facilities
- Electric Aircraft

Additional Facility Requirements

GA/Corporate Requirements

GA Hangars
Total Area

Aprons Total
Area

Landside Access & Parking Requirements

Parking
Spaces

Airport Support Facilities Requirements

Aircraft Fuel
Storage

ARFF

Airport
Maintenance

Electric Aircraft Requirements

Storage
Area

Charging
and Utilities



Alternatives



Chapter Four: Alternatives

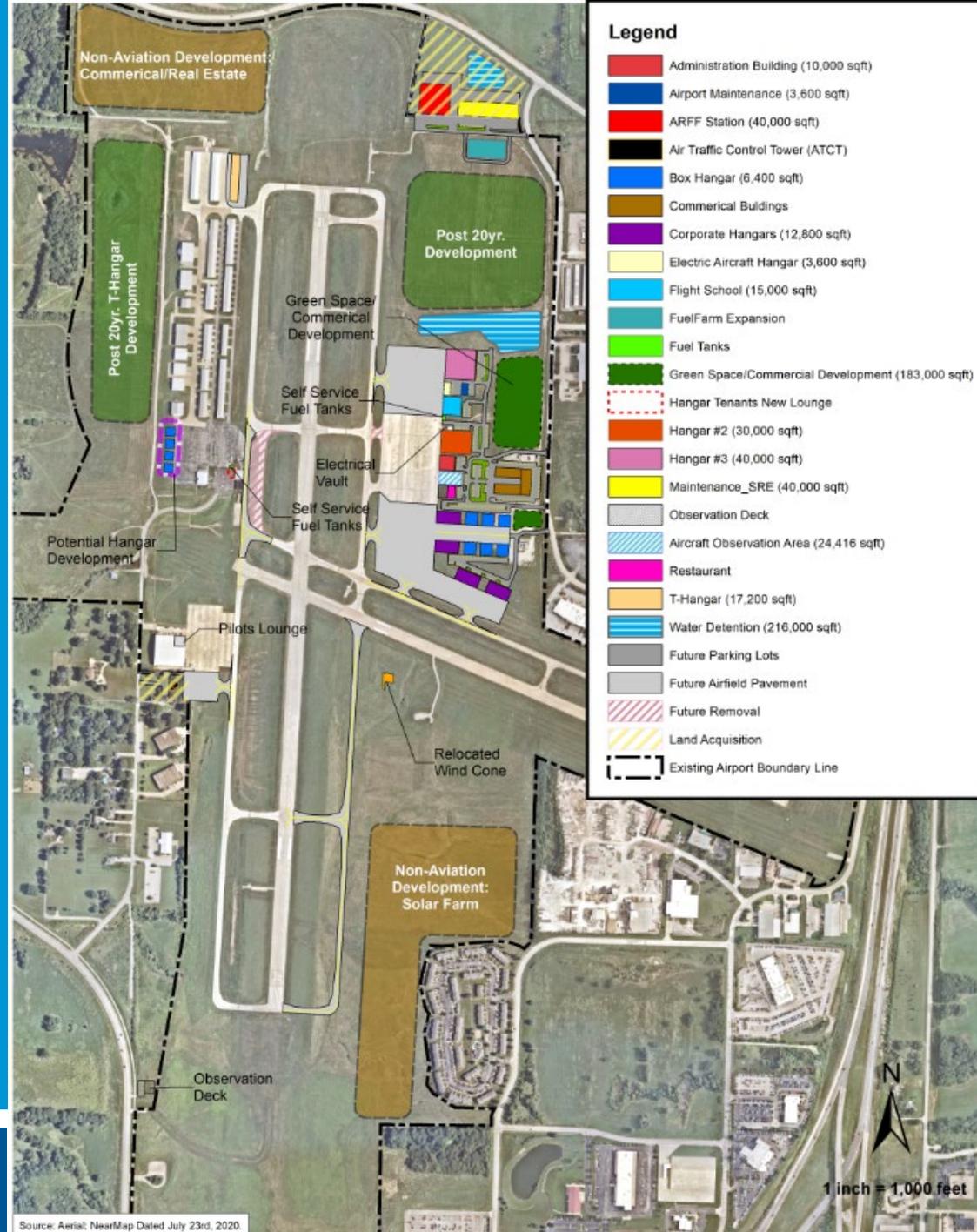
Evaluates concepts
needed to accommodate
the facility requirements.

- Airside Alternatives
- GA/Corporate Alternatives
- Parking Alternatives
- Support Facilities Alternatives

Grouped into
Non-Airside
Alternatives

Non-Airside Alternatives

Preferred Alternative

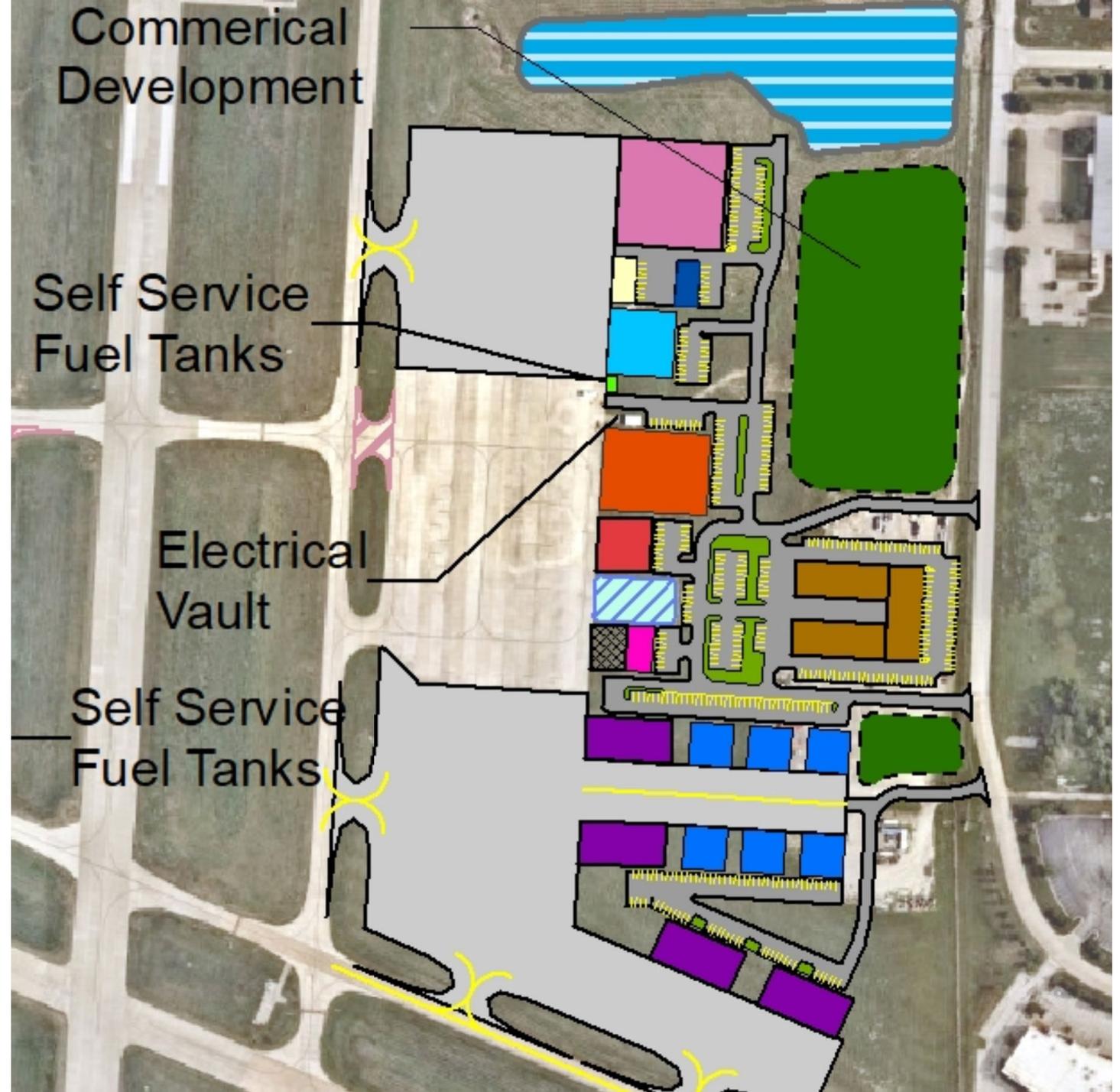


Evaluation Criteria

- Earthwork Required
- Parking Space Provided
- Community Engagement
- Non-Aeronautical Streams of Revenue
- Mix of Operations in the East Apron
- ATCT Location Utilities Requirements
- ATCT Height Requirements

Non-Airside Alternatives

Preferred Alternative





Land Use Compatibility Plan





Chapter Five: Land Use Compatibility Plan

Ensure the safety of pilots and the local community.

Coordinate land development with local governments.

- Define Airport Influence Area (AIA)
- Evaluate land uses within Airport Influence Area
- Identify land acquisition opportunities

Chapter Five: Land Use Compatibility Plan



Collaboration in Land Use Compatibility:

- Airport boundary
- Surrounding land uses
- Airport Comprehensive Plan
- Airport Business Plan
- City Demographics



Compatible vs. Incompatible Land Uses



Compatible

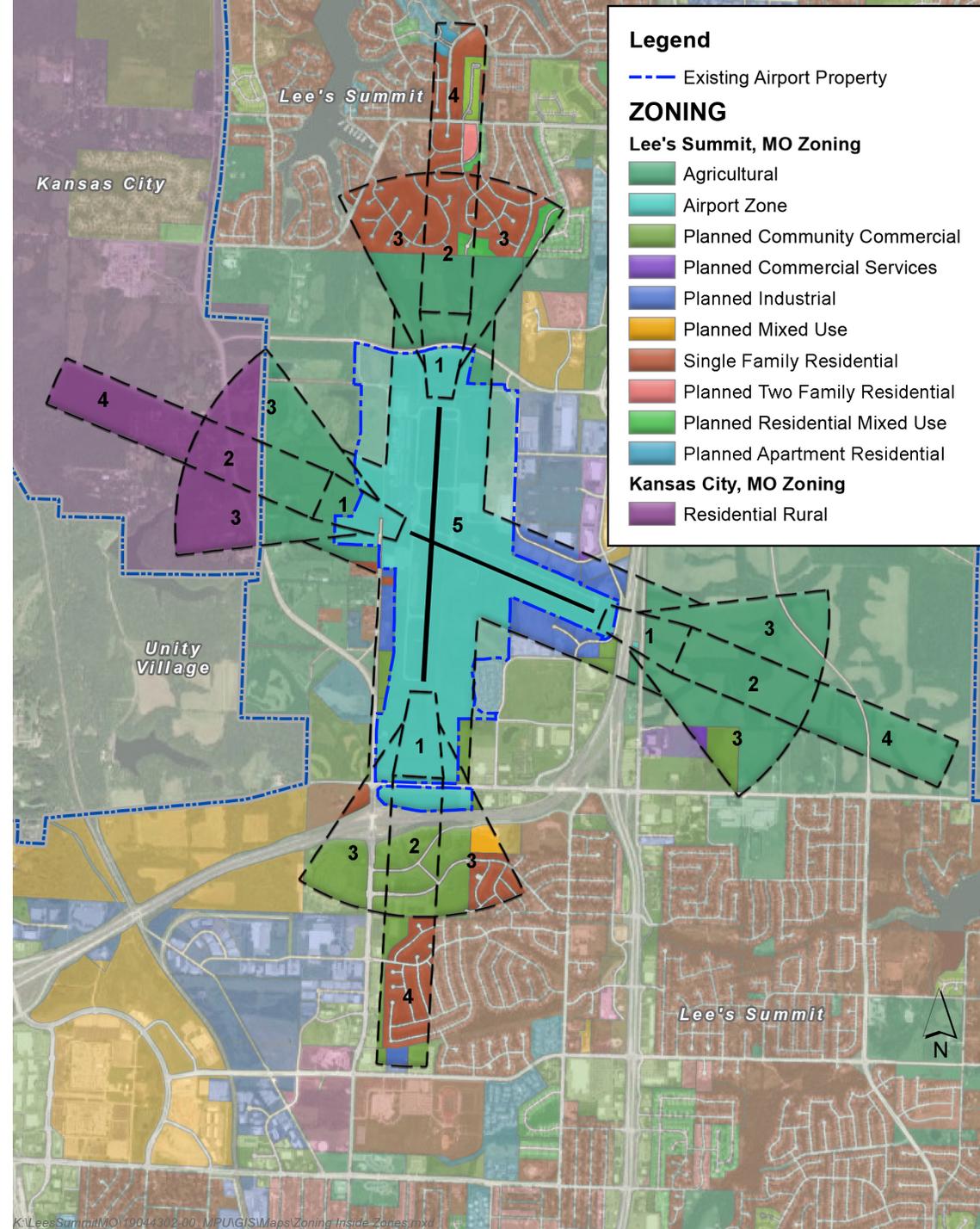
- Industrial
- Commercial
- Hotels/Restaurants
- Warehouses
- Aircraft-related
- Parks/Golf courses



Incompatible

- Residential
- Schools
- Community Centers
- Hospitals
- Buildings for Religious Services
- Tall structures
- Wildlife attractants

Land Use Assessment





CIP & Implementation Plan



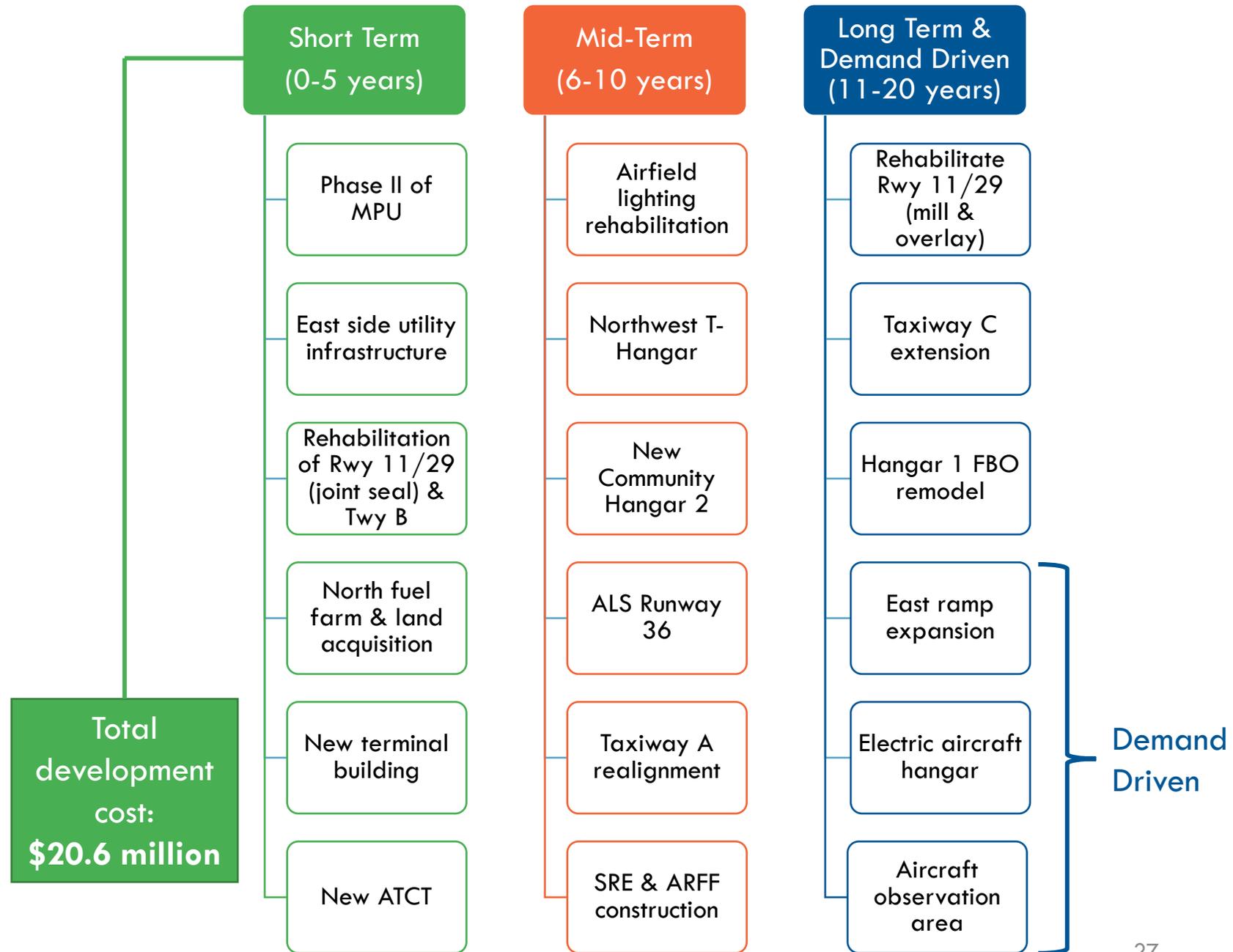


Chapter Six: Implementation Plan & CIP

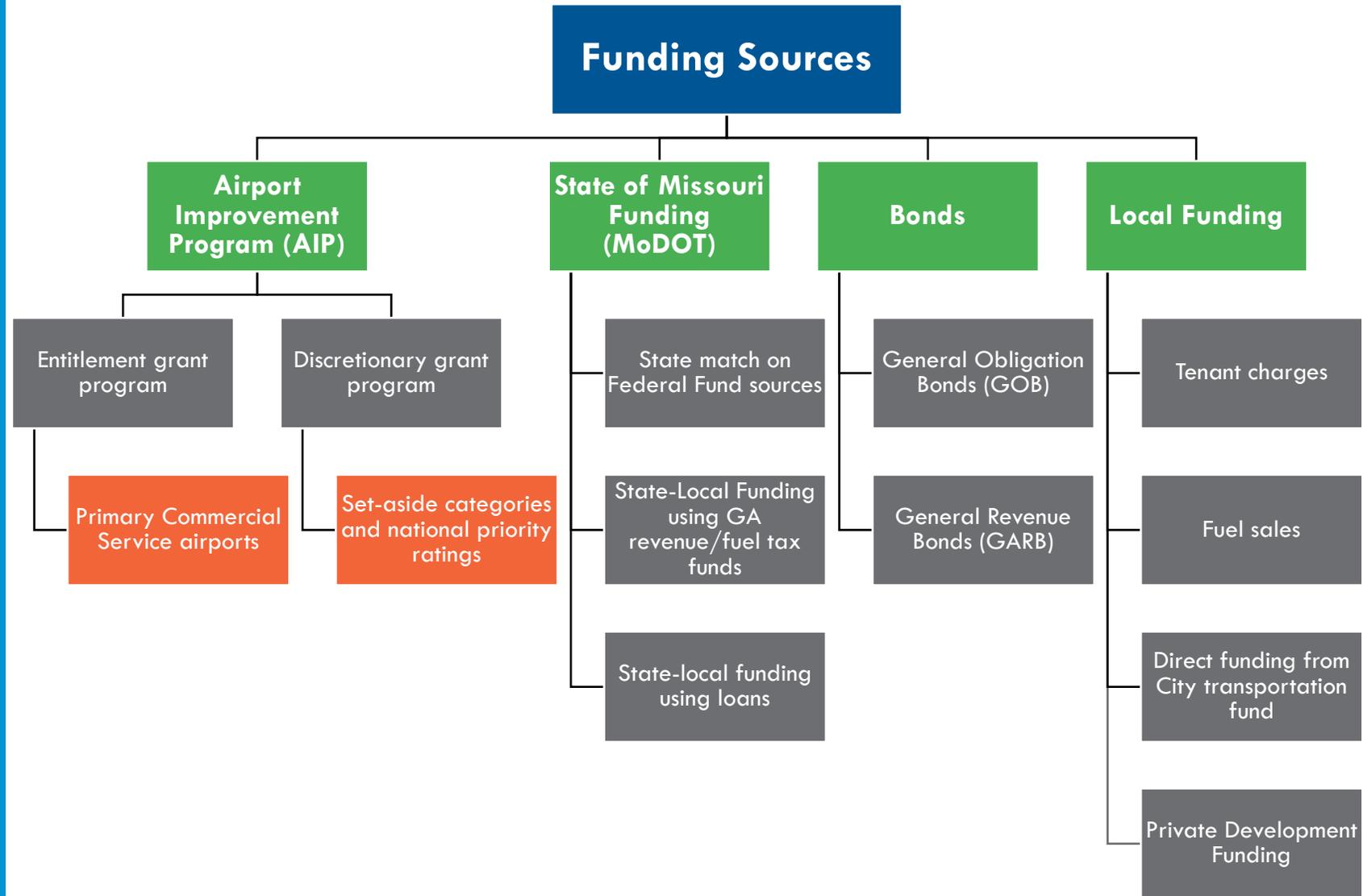
Implementation road
map based on Master
Plan findings.

- Short-Term (0-5 years)
- Medium-Term (6-10 years)
- Long-Term (11-20 years)
- Demand Driven

Chapter Six: Implementation Plan & CIP



Financial Plan



Next Steps

Master Plan Phase II

Master Plan – Phase I

- Airport Master Plan
- Business Plan Update

Master Plan Adoption Timeline:

- *June 2021*: Presentation to City Council and adoption of [Phase I](#)
- *Q3, 2022*: Estimated Master Plan Adoption following [Phase II](#)

Master Plan – Phase II

- Airport GIS Datasets
- Airport Layout Plan (ALP)
- Exhibit A Property Map

Next Steps

Master Plan Phase II



Airport GIS

- Including Field Surveys
- Aerial Photography and Mapping



Tower Feasibility Study

- Feasibility Analysis
- Preliminary Siting Analysis



Refined 36 Precision Approach Assessment

- Known Obstacles and Terrain
- Review of Existing Approach & Departure Procedures
- Procedure Design Changes & RPZ/Airspace/Approach Lighting Systems



Airport Layout Plan (ALP)

- SOP 2.0 Checklist
- Airport Hazard Zone Map/Obstruction Analysis Tool



Exhibit A Update

- SOP 3.0 Compliant



Wildlife Hazard Assessment Site Visit



Stakeholder Engagement

- Lee's Summit City Council Presentations
- General Tenant/Public Information Meetings

Adjourned

