

# JOHNSON COUNTY AIRPORT COMMISSION

MINUTES – January 26, 2000 9:00 a.m. – New Century, KS

## Airport Commission

Present: Messrs. Heaven, Dixon, Johnson, Nohe, Pipes

Absent: Ms. Thomen, Mr. Viets

Staff: Metcalfe, Ritter, Dunham, Helsel, Howell, Perry

Others: John Engelmann, SWJEDC  
Jerry Paul Fogel, J.P. Fogel and Company  
Frank Blasco, EAA/AOPA Pilot/YEP  
Ray Olsen, Ray Olsen, LLC  
Lyle Bighley, L.D. Bighley Assoc.  
Steve Broussard, Twist Air, Inc.  
Kent Williams, Wilco Co.  
Tom Meisenzahl, KCAC  
Gordon Evans, Federal Aviation Administration  
Shaun, Executive Beechcraft  
Dave Hadel, Burns & McDonnell

Chairman Nohe called the meeting to order at 9:00 a.m.

**(NOTE: Heading and paragraph numbers and letters correspond to Agenda numbers and letters. Items are listed in order of discussion.)**

### **I. APPROVAL OF MINUTES:**

**MOVED BY MR. HEAVEN, SECONDED BY MR. JOHNSON TO APPROVE THE MINUTES OF THE DECEMBER 8, 1999 MEETING AS PRINTED AND DISTRIBUTED. APPROVED (5-0).**

### **II. REPORT OF THE CHAIRMAN:**

The Chairman announced that the Airport Commission would be conducting a Strategic Planning Retreat. The Commission discussed possible meeting dates, and concluded that the retreat would be held on Saturday, February 19, 2000. Chairman Nohe suggested that staff retain an outside consultant to moderate the discussion. Staff will send out further information once a location and time has been determined.

### **III. CONSENT AGENDA ITEMS:**

There were no consent agenda items.

### **IV. EXECUTIVE SUMMARY:**

# **JOHNSON COUNTY AIRPORT COMMISSION**

## MONTHLY MEETING

### *AGENDA*

New Century, Kansas

Wednesday, January 26, 2000 - 9:00 a.m.

TAB

***A***

I. **APPROVAL OF MINUTES** of December 8, 1999 meeting.

II. **REPORT OF THE CHAIRMAN:**

A. Consider scheduling an Airport Commission Strategic Planning Retreat.

***B***

III. **CONSENT AGENDA ITEMS:**

***C***

IV. **EXECUTIVE SUMMARY:**

A. Review staff reports.

B. Summary of Financials.

C. Consider ratifying the expenditures as presented.

***D***

V. **DISCUSSION ITEMS:**

A. Consider giving conceptual approval for a new hangar facility at New Century AirCenter for Twist Air, Inc. dba Midwest Mooney and recommending to the Board of County Commissioners adoption of a Resolution of Intent to issue Airport Special Facility Revenue Bonds in the principal amount of \$1,000,000 for the construction of the hangar facility and associated infrastructure.

B. Consider approving the assignment of the Shade Foods, Inc. lease to Kerry, Inc.

C. Discuss options for the pavement rehabilitation project at Executive Airport.

D. Report from President, Southwest Johnson County EDC

VI. **BUSINESS FROM THE FLOOR**

VII. **ADJOURNMENT**

# **JOHNSON COUNTY AIRPORT COMMISSION**

## MONTHLY MEETING

### *AGENDA*

New Century, Kansas

Wednesday, February 23, 2000 - 9:00 a.m.

TAB

***A***

**I. APPROVAL OF MINUTES of January 26, 2000 meeting.**

**II. REPORT OF THE CHAIRMAN:**

A. Presentation to Stephen F. Paulsen, Maintenance Mechanic

***B***

**III. CONSENT AGENDA ITEMS:**

***C***

**IV. EXECUTIVE SUMMARY:**

A. Review staff reports.

B. Summary of Financials.

C. Consider ratifying the January expenditures as presented.

***D***

**V. DISCUSSION ITEMS:**

A. Reconsider approving a ground lease for First Kansas Bank & Trust Co. (FKB) for the construction of an office building at the northeast corner of Moonlight Road and Highway 56/Main Street (southwest corner of New Century AirCenter).

B. Discuss the D.I.S.C. Golf Proposal south of Executive Airport.

C. Report on status of Parsonitt.

D. Consider approving the 2000 CIP submittal.

E. Consider approving the 2000 marketing plan.

F. Discuss the results of the Targeted Industry Study performed by the Southwest Johnson County EDC.

G. Report from President, Southwest Johnson County EDC

**VI. BUSINESS FROM THE FLOOR**

**VII. ADJOURNMENT**

# **JOHNSON COUNTY AIRPORT COMMISSION**

MONTHLY MEETING  
*AGENDA*  
New Century, Kansas  
Wednesday, March 22, 2000 - 9:00 a.m.

TAB

***A***

I. **APPROVAL OF MINUTES** of February 19, 2000 Strategic Planning Retreat and the February 23, 2000 meeting.

II. **REPORT OF THE CHAIRMAN:**

***B***

III. **CONSENT AGENDA ITEMS:**

***C***

IV. **EXECUTIVE SUMMARY:**

A. Review staff reports.

B. Summary of Financials.

C. Consider ratifying the February expenditures as presented.

***D***

V. **DISCUSSION ITEMS:**

A. Consider adopting the revised Airport Commission's Vision and Mission Statements.

B. Consider recommending to the BoCC adoption of the Airport Commission's Economic Incentives Policies for new and existing businesses at New Century AirCenter.

C.

D.

E. Report from President, Southwest Johnson County EDC

VI. **BUSINESS FROM THE FLOOR**

VII. **EXECUTIVE SESSION:**

Executive Director's Performance Evaluation

VII. **ADJOURNMENT**

# **JOHNSON COUNTY AIRPORT COMMISSION**

MONTHLY MEETING  
*AGENDA*  
New Century, Kansas  
Wednesday, April 26, 2000 - 9:00 a.m.

TAB

***A***

**I. APPROVAL OF MINUTES** of February 19, 2000 Strategic Planning Retreat and the February 23, 2000 meeting.

**II. REPORT OF THE CHAIRMAN:**

A. Presentation of 10-year service pins.

***B***

**III. CONSENT AGENDA ITEMS:**

***C***

**IV. EXECUTIVE SUMMARY:**

A. Review staff reports.

B. Summary of Financials.

C. Consider ratifying the February and March expenditures as presented.

***D***

**V. DISCUSSION ITEMS:**

A. Consider adopting the revised Airport Commission's Vision and Mission Statements.

B. Consider approving a sublease by Sprint Spectrum to AT&T Wireless to allow AT&T to co-locate antennas on Sprint's tower at New Century AirCenter.

C. Consider approving the proposed 2001 Airport Fund operating budget.

D. Report from President, Southwest Johnson County EDC.

**VI. BUSINESS FROM THE FLOOR**

**VII. ADJOURNMENT**

# **JOHNSON COUNTY AIRPORT COMMISSION**

MONTHLY MEETING  
***REVISED AGENDA***  
New Century, Kansas  
Wednesday, May 24, 2000 - 9:00 a.m.

TAB

***A***

I. **APPROVAL OF MINUTES** of April 26, 2000 meeting.

II. **REPORT OF THE CHAIRMAN:**

***B***

III. **CONSENT AGENDA ITEMS:**

***C***

IV. **EXECUTIVE SUMMARY:**

A. Review staff reports.

B. Summary of Financials.

C. Consider ratifying the April expenditures as presented.

***D***

V. **DISCUSSION ITEMS:**

A. Update on the BWR study.

B. Consider approving an option agreement for a hangar building site at Executive Airport for Ray Mattix, representing Nazarene Church aviation program.

C. Consider ratifying the Executive Director's authorization of the cost-sharing agreement with the FAA and Midwest ATC for the tower at New Century AirCenter.

D. Consider approving a Building Lease Extension Agreement for the Old Olathe Naval Air Museum at New Century AirCenter.

E. Discuss seeking appraisals of the New Century water system.

F. Report from President, Southwest Johnson County EDC.

VI. **BUSINESS FROM THE FLOOR**

VII. **EXECUTIVE SESSION:**

Advice of counsel/land acquisition.

VIII. **ADJOURNMENT**

# **JOHNSON COUNTY AIRPORT COMMISSION**

## MONTHLY MEETING

### ***AGENDA***

BoCC Hearing Room, Third Floor  
Johnson County Administration Building  
111 S. Cherry Street  
Olathe, Kansas  
Wednesday, July 26, 2000 - 9:00 a.m.

Please note new  
meeting location



TAB

***A***

I. **APPROVAL OF MINUTES** of May 24, 2000 meeting.

II. **REPORT OF THE CHAIRMAN:**

***B***

III. **CONSENT AGENDA ITEMS:**

***C***

IV. **EXECUTIVE SUMMARY:**

A. Review staff reports.

B. Summary of Financials.

C. Consider ratifying the May and June expenditures as presented.

***D***

V. **DISCUSSION ITEMS:**

**9:05 a.m.**

A. Discussion of the traffic patterns at Johnson County Executive Airport.

B. Consider authorizing staff to proceed with requesting proposals from aviation consultants to produce an air service development and market analysis study.

VI. **BUSINESS FROM THE FLOOR**

VII. **ADJOURNMENT**

# **JOHNSON COUNTY AIRPORT COMMISSION**

## MONTHLY MEETING

### ***AGENDA***

One New Century Parkway

New Century, Kansas

Wednesday, August 23, 2000 - 9:00 a.m.

TAB

***A***

I. **APPROVAL OF MINUTES** of July 26, 2000 meeting.

II. **REPORT OF THE CHAIRMAN:**

***B***

III. **CONSENT AGENDA ITEMS:**

***C***

IV. **EXECUTIVE SUMMARY:**

A. Review staff reports.

B. Summary of Financials.

C. Consider ratifying the July expenditures as presented.

***D***

V. **DISCUSSION ITEMS:**

A. Consider adopting noise abatement procedures and a "Fly Friendly" program for Johnson County Executive Airport.

B. Reconsider the proposal from First Kansas Bank & Trust Company (FKB) to lease the northeast corner of Moonlight Road and Main Street/56 Highway for the purpose of constructing a two-story office building to accommodate a branch bank and other retail/commercial uses.

VI. **BUSINESS FROM THE FLOOR**

VII. **ADJOURNMENT**



# **JOHNSON COUNTY AIRPORT COMMISSION**

## MONTHLY MEETING

### ***AGENDA***

One New Century Parkway

New Century, Kansas

Wednesday, September 27, 2000 - 9:00 a.m.

TAB

***A***

I. **APPROVAL OF MINUTES** of August 23, 2000 meeting.

II. **REPORT OF THE CHAIRMAN:**

A. Election of Officers

***B***

III. **CONSENT AGENDA ITEMS:**

***C***

IV. **EXECUTIVE SUMMARY:**

A. Review staff reports.

B. Summary of Financials.

C. Consider ratifying the August expenditures as presented.

***D***

V. **DISCUSSION ITEMS:**

A. Consider approval of a long-term lease of 15.4 acres at 101 Prairie Village Drive to CFS West Foods L.L.C., a Kansas corporation and subsidiary of the C.F.S. Sauer Company of Richmond, Virginia (collectively referred to as "CFS"), and the construction of a 240,000 sq. ft. food processing and distribution facility thereupon. Consider recommending to the BoCC approval of a 5-year, 50% property tax abatement for the improvements and certain plant equipment.

B. Report of the President, Southwest Johnson County EDC.

VI. **BUSINESS FROM THE FLOOR**

VII. **ADJOURNMENT**

# **JOHNSON COUNTY AIRPORT COMMISSION**

## MONTHLY MEETING

### *AGENDA*

One New Century Parkway

New Century, Kansas

Wednesday, October 25, 2000 - 9:00 a.m.

TAB

***A***

**I. APPROVAL OF MINUTES of September 27, 2000 meeting.**

**II. REPORT OF THE CHAIRMAN:**

A. Discuss combining the November and December Airport Commission meetings.

***B***

**III. CONSENT AGENDA ITEMS:**

***C***

**IV. EXECUTIVE SUMMARY:**

A. Review staff reports.

B. Summary of Financials.

C. Consider ratifying the September expenditures as presented.

***D***

**V. DISCUSSION ITEMS:**

A. Discuss the appraisal of New Century AirCenter's water system.

B. Discuss a t-hangar rate adjustment.

C. Consider awarding an Air Service Development and Market Analysis Study contract to Edwards & Kelcey, Inc.

D. Report of the President, Southwest Johnson County EDC.

**VI. BUSINESS FROM THE FLOOR**

**VII. EXECUTIVE SESSION:**

Land acquisition

**VIII. ADJOURNMENT**

# **JOHNSON COUNTY AIRPORT COMMISSION**

MONTHLY MEETING  
***REVISED AGENDA***  
One New Century Parkway  
New Century, Kansas  
Wednesday, December 6, 2000 - 9:00 a.m.

TAB

***A***

I. **APPROVAL OF MINUTES** of October 25, 2000 meeting.

II. **REPORT OF THE CHAIRMAN:**

A. Election of Officers.

***B***

III. **CONSENT AGENDA ITEMS:**

***C***

IV. **EXECUTIVE SUMMARY:**

A. Review staff reports.

B. Summary of Financials.

C. Consider ratifying the October and November expenditures as presented.

***D***

V. **DISCUSSION ITEMS:**

A. Consider granting conceptual approval for the development of a 24,000 sq. ft. hangar/shop/office facility at New Century AirCenter and recommending to the BoCC adoption of a resolution of intent to issue up to \$3,000,000 in Airport Facility Revenue Bonds to finance the facility.

B. Consider approving an option agreement and proposed lease terms for land at the northeast corner of Moonlight Rd. and U.S. highway 56/Main St. for First Kansas Bank & Trust Company.

C. Discuss New Century AirCenter's water system.

D. Consider approving the renewal of a contract with Southwest Johnson County Economic Development Corporation for economic development services for a one year term in the amount of \$36,565.

E. Report of the President, Southwest Johnson County EDC.

VI. **BUSINESS FROM THE FLOOR**

VII. **EXECUTIVE SESSION:**

Land acquisition

VIII. **ADJOURNMENT**

# **JOHNSON COUNTY AIRPORT COMMISSION**

## MONTHLY MEETING

### *AGENDA*

New Century, Kansas

Wednesday, January 26, 2000 - 9:00 a.m.

TAB

***A***

I. **APPROVAL OF MINUTES** of December 8, 1999 meeting.

II. **REPORT OF THE CHAIRMAN:**

A. Consider scheduling an Airport Commission Strategic Planning Retreat.

***B***

III. **CONSENT AGENDA ITEMS:**

***C***

IV. **EXECUTIVE SUMMARY:**

A. Review staff reports.

B. Summary of Financials.

C. Consider ratifying the expenditures as presented.

***D***

V. **DISCUSSION ITEMS:**

A. Consider giving conceptual approval for a new hangar facility at New Century AirCenter for Twist Air, Inc. dba Midwest Mooney and recommending to the Board of County Commissioners adoption of a Resolution of Intent to issue Airport Special Facility Revenue Bonds in the principal amount of \$1,000,000 for the construction of the hangar facility and associated infrastructure.

B. Consider approving the assignment of the Shade Foods, Inc. lease to Kerry, Inc.

C. Discuss options for the pavement rehabilitation project at Executive Airport.

D. Report from President, Southwest Johnson County EDC

VI. **BUSINESS FROM THE FLOOR**

VII. **ADJOURNMENT**

# **JOHNSON COUNTY AIRPORT COMMISSION**

## MONTHLY MEETING

### *AGENDA*

New Century, Kansas

Wednesday, February 23, 2000 - 9:00 a.m.

TAB

***A***

**I. APPROVAL OF MINUTES of January 26, 2000 meeting.**

**II. REPORT OF THE CHAIRMAN:**

A. Presentation to Stephen F. Paulsen, Maintenance Mechanic

***B***

**III. CONSENT AGENDA ITEMS:**

***C***

**IV. EXECUTIVE SUMMARY:**

A. Review staff reports.

B. Summary of Financials.

C. Consider ratifying the January expenditures as presented.

***D***

**V. DISCUSSION ITEMS:**

A. Reconsider approving a ground lease for First Kansas Bank & Trust Co. (FKB) for the construction of an office building at the northeast corner of Moonlight Road and Highway 56/Main Street (southwest corner of New Century AirCenter).

B. Discuss the D.I.S.C. Golf Proposal south of Executive Airport.

C. Report on status of Parsonitt.

D. Consider approving the 2000 CIP submittal.

E. Consider approving the 2000 marketing plan.

F. Discuss the results of the Targeted Industry Study performed by the Southwest Johnson County EDC.

G. Report from President, Southwest Johnson County EDC

**VI. BUSINESS FROM THE FLOOR**

**VII. ADJOURNMENT**

# **JOHNSON COUNTY AIRPORT COMMISSION**

MONTHLY MEETING  
*AGENDA*  
New Century, Kansas  
Wednesday, March 22, 2000 - 9:00 a.m.

TAB

**A**

I. **APPROVAL OF MINUTES** of February 19, 2000 Strategic Planning Retreat and the February 23, 2000 meeting.

II. **REPORT OF THE CHAIRMAN:**

**B**

III. **CONSENT AGENDA ITEMS:**

**C**

IV. **EXECUTIVE SUMMARY:**

A. Review staff reports.

B. Summary of Financials.

C. Consider ratifying the February expenditures as presented.

**D**

V. **DISCUSSION ITEMS:**

A. Consider adopting the revised Airport Commission's Vision and Mission Statements.

B. Consider recommending to the BoCC adoption of the Airport Commission's Economic Incentives Policies for new and existing businesses at New Century AirCenter.

C.

D.

E. Report from President, Southwest Johnson County EDC

VI. **BUSINESS FROM THE FLOOR**

VII. **EXECUTIVE SESSION:**

Executive Director's Performance Evaluation

VII. **ADJOURNMENT**

# **JOHNSON COUNTY AIRPORT COMMISSION**

## MONTHLY MEETING

### *AGENDA*

New Century, Kansas

Wednesday, April 26, 2000 - 9:00 a.m.

TAB

***A***

**I. APPROVAL OF MINUTES** of February 19, 2000 Strategic Planning Retreat and the February 23, 2000 meeting.

**II. REPORT OF THE CHAIRMAN:**

A. Presentation of 10-year service pins.

***B***

**III. CONSENT AGENDA ITEMS:**

***C***

**IV. EXECUTIVE SUMMARY:**

A. Review staff reports.

B. Summary of Financials.

C. Consider ratifying the February and March expenditures as presented.

***D***

**V. DISCUSSION ITEMS:**

A. Consider adopting the revised Airport Commission's Vision and Mission Statements.

B. Consider approving a sublease by Sprint Spectrum to AT&T Wireless to allow AT&T to co-locate antennas on Sprint's tower at New Century AirCenter.

C. Consider approving the proposed 2001 Airport Fund operating budget.

D. Report from President, Southwest Johnson County EDC.

**VI. BUSINESS FROM THE FLOOR**

**VII. ADJOURNMENT**

# **JOHNSON COUNTY AIRPORT COMMISSION**

MONTHLY MEETING  
***REVISED AGENDA***  
New Century, Kansas  
Wednesday, May 24, 2000 - 9:00 a.m.

TAB

***A***

I. **APPROVAL OF MINUTES** of April 26, 2000 meeting.

II. **REPORT OF THE CHAIRMAN:**

***B***

III. **CONSENT AGENDA ITEMS:**

***C***

IV. **EXECUTIVE SUMMARY:**

A. Review staff reports.

B. Summary of Financials.

C. Consider ratifying the April expenditures as presented.

***D***

V. **DISCUSSION ITEMS:**

A. Update on the BWR study.

B. Consider approving an option agreement for a hangar building site at Executive Airport for Ray Mattix, representing Nazarene Church aviation program.

C. Consider ratifying the Executive Director's authorization of the cost-sharing agreement with the FAA and Midwest ATC for the tower at New Century AirCenter.

D. Consider approving a Building Lease Extension Agreement for the Old Olathe Naval Air Museum at New Century AirCenter.

E. Discuss seeking appraisals of the New Century water system.

F. Report from President, Southwest Johnson County EDC.

VI. **BUSINESS FROM THE FLOOR**

VII. **EXECUTIVE SESSION:**

Advice of counsel/land acquisition.

VIII. **ADJOURNMENT**



# **JOHNSON COUNTY AIRPORT COMMISSION**

## MONTHLY MEETING

### ***AGENDA***

BoCC Hearing Room, Third Floor  
Johnson County Administration Building  
111 S. Cherry Street  
Olathe, Kansas  
Wednesday, July 26, 2000 - 9:00 a.m.

Please note new  
meeting location



TAB

***A***

I. **APPROVAL OF MINUTES** of May 24, 2000 meeting.

II. **REPORT OF THE CHAIRMAN:**

***B***

III. **CONSENT AGENDA ITEMS:**

***C***

IV. **EXECUTIVE SUMMARY:**

A. Review staff reports.

B. Summary of Financials.

C. Consider ratifying the May and June expenditures as presented.

***D***

V. **DISCUSSION ITEMS:**

**9:05 a.m.**

A. Discussion of the traffic patterns at Johnson County Executive Airport.

B. Consider authorizing staff to proceed with requesting proposals from aviation consultants to produce an air service development and market analysis study.

VI. **BUSINESS FROM THE FLOOR**

VII. **ADJOURNMENT**

# **JOHNSON COUNTY AIRPORT COMMISSION**

## MONTHLY MEETING

### ***AGENDA***

One New Century Parkway

New Century, Kansas

Wednesday, August 23, 2000 - 9:00 a.m.

TAB

***A***

I. **APPROVAL OF MINUTES** of July 26, 2000 meeting.

II. **REPORT OF THE CHAIRMAN:**

***B***

III. **CONSENT AGENDA ITEMS:**

***C***

IV. **EXECUTIVE SUMMARY:**

A. Review staff reports.

B. Summary of Financials.

C. Consider ratifying the July expenditures as presented.

***D***

V. **DISCUSSION ITEMS:**

A. Consider adopting noise abatement procedures and a "Fly Friendly" program for Johnson County Executive Airport.

B. Reconsider the proposal from First Kansas Bank & Trust Company (FKB) to lease the northeast corner of Moonlight Road and Main Street/56 Highway for the purpose of constructing a two-story office building to accommodate a branch bank and other retail/commercial uses.

VI. **BUSINESS FROM THE FLOOR**

VII. **ADJOURNMENT**

# **JOHNSON COUNTY AIRPORT COMMISSION**

## MONTHLY MEETING

### ***AGENDA***

One New Century Parkway

New Century, Kansas

Wednesday, September 27, 2000 - 9:00 a.m.

TAB

***A***

I. **APPROVAL OF MINUTES** of August 23, 2000 meeting.

II. **REPORT OF THE CHAIRMAN:**

A. Election of Officers

***B***

III. **CONSENT AGENDA ITEMS:**

***C***

IV. **EXECUTIVE SUMMARY:**

A. Review staff reports.

B. Summary of Financials.

C. Consider ratifying the August expenditures as presented.

***D***

V. **DISCUSSION ITEMS:**

A. Consider approval of a long-term lease of 15.4 acres at 101 Prairie Village Drive to CFS West Foods L.L.C., a Kansas corporation and subsidiary of the C.F.S. Sauer Company of Richmond, Virginia (collectively referred to as "CFS"), and the construction of a 240,000 sq. ft. food processing and distribution facility thereupon. Consider recommending to the BoCC approval of a 5-year, 50% property tax abatement for the improvements and certain plant equipment.

B. Report of the President, Southwest Johnson County EDC.

VI. **BUSINESS FROM THE FLOOR**

VII. **ADJOURNMENT**

# **JOHNSON COUNTY AIRPORT COMMISSION**

## MONTHLY MEETING

### *AGENDA*

One New Century Parkway

New Century, Kansas

Wednesday, October 25, 2000 - 9:00 a.m.

TAB

***A***

**I. APPROVAL OF MINUTES of September 27, 2000 meeting.**

**II. REPORT OF THE CHAIRMAN:**

A. Discuss combining the November and December Airport Commission meetings.

***B***

**III. CONSENT AGENDA ITEMS:**

***C***

**IV. EXECUTIVE SUMMARY:**

A. Review staff reports.

B. Summary of Financials.

C. Consider ratifying the September expenditures as presented.

***D***

**V. DISCUSSION ITEMS:**

A. Discuss the appraisal of New Century AirCenter's water system.

B. Discuss a t-hangar rate adjustment.

C. Consider awarding an Air Service Development and Market Analysis Study contract to Edwards & Kelcey, Inc.

D. Report of the President, Southwest Johnson County EDC.

**VI. BUSINESS FROM THE FLOOR**

**VII. EXECUTIVE SESSION:**

Land acquisition

**VIII. ADJOURNMENT**

# **JOHNSON COUNTY AIRPORT COMMISSION**

MONTHLY MEETING  
***REVISED AGENDA***  
One New Century Parkway  
New Century, Kansas  
Wednesday, December 6, 2000 - 9:00 a.m.

TAB

***A***

I. **APPROVAL OF MINUTES** of October 25, 2000 meeting.

II. **REPORT OF THE CHAIRMAN:**

A. Election of Officers.

***B***

III. **CONSENT AGENDA ITEMS:**

***C***

IV. **EXECUTIVE SUMMARY:**

A. Review staff reports.

B. Summary of Financials.

C. Consider ratifying the October and November expenditures as presented.

***D***

V. **DISCUSSION ITEMS:**

A. Consider granting conceptual approval for the development of a 24,000 sq. ft. hangar/shop/office facility at New Century AirCenter and recommending to the BoCC adoption of a resolution of intent to issue up to \$3,000,000 in Airport Facility Revenue Bonds to finance the facility.

B. Consider approving an option agreement and proposed lease terms for land at the northeast corner of Moonlight Rd. and U.S. highway 56/Main St. for First Kansas Bank & Trust Company.

C. Discuss New Century AirCenter's water system.

D. Consider approving the renewal of a contract with Southwest Johnson County Economic Development Corporation for economic development services for a one year term in the amount of \$36,565.

E. Report of the President, Southwest Johnson County EDC.

VI. **BUSINESS FROM THE FLOOR**

VII. **EXECUTIVE SESSION:**

Land acquisition

VIII. **ADJOURNMENT**

## Airport Commission Minutes – January 26, 2000 - Page 2

### A. Review staff reports:

Mr. Perry reported on the annual traffic operations totals for the 1999, adding that he felt these numbers resulted in a more realistic count than in years past. Mr. Perry stated that the new tower chief had found that the tower was counting overflights as part of the operations, and has since corrected their counting as of September, 1998. Johnson County Executive Airport still remains the second busiest airport in Kansas.

### B. Summary of Financials.

Ms. Howell reported that the CIP submittal is due March 1, 2000. The proposed CIP will be brought before the Airport Commission at its February meeting. Commissioner Wood stated that there is estimated to be a total of a \$2 million shortfall in the county's budget, adding that it will not be as "bad" as last year. On behalf of the BoCC, he thanked the Airport Commission for not lobbying the BoCC for additional moneys.

### C. Consider ratifying the December expenditures as presented.

In the expenditure list, the Airport Commission paid for a light pole repair, which was later reimbursed by the insurance company.

Mr. Metcalfe stated that the expenditure to the City of Olathe for \$10,500. The Airport Commission gets one bill for several services performed by Olathe. The largest portion is for bulk water for New Century AirCenter and the remaining amount is for municipal services at Executive Airport.

**MOVED BY MR. PIPES, SECONDED BY MR. JOHNSON TO RATIFY THE DECEMBER EXPENDITURES AS PRESENTED. APPROVED (5-0).**

## V. DISCUSSION ITEMS:

- A. Consider giving conceptual approval for a new hangar facility at New Century AirCenter to Twist Air, Inc. dba Midwest Mooney and recommending to the BoCC adoption of a Resolution of Intent to issue Airport Special Facility Revenue Bonds in the principal amount of \$1,000,000 for the construction of the hangar facility and associated infrastructure.

Mr. Metcalfe introduced Steve Broussard, Twist Air, Inc./Midwest Mooney, Kent Williams, and Dick Kahn, Gold Bank. Mr. Metcalfe stated that Midwest Mooney has been a tenant at both New Century AirCenter and Executive Airport for several years and need to expand their operations and would like to build a new hangar. Mr. Broussard introduced Kent Williams, Wilco Construction Company, and Dick Kahn, Gold Bank. He stated that the company has outgrown its space at Executive Beechcraft and would like to have a long-term lease for new construction at New Century AirCenter. The company sells aircraft in six states with mostly new aircraft, but does accept trade-ins.

### **Airport Commission Minutes – January 26, 2000 - Page 3**

Mr. Metcalfe reported that the proposed building would be located near the North Supply Warehouse. The concept is to extend the street at county standard design, at least to the corner of the proposed site, and then to expand the road to the south to the southern boundary of the proposed site near the North Supply Warehouse. This concept would result in an opportunity to have an aviation-related subdivision with small 2-4 acre lots. Mr. Broussard has agreed in concept to include the infrastructure as part of the project. Mr. Metcalfe stated that utilities (capacity-wise) are adequate, although the pipes would need to be extended from the east side of Gonzales Communications. As part of the CIP water project planned for this year, staff plans to extend a 12" line from the vicinity of the sewer plant to tie into the existing line, which was completed as part of the Gonzales project. The Airport Commission will be responsible for the utility extensions and street extensions, which staff estimated to be \$200,000 of infrastructure. He added that Mr. Broussard has conceptually agreed to include these costs in the project and the bond issue, including arranging for construction, in which the Airport Commission would pay back the public portions via rent credits or some other financing mechanism.

Mr. Broussard explained the proposed concept for a building and discussed the aesthetics. The building will be constructed as a metal hangar with an office addition. He also stated that the company plans an August 2000 move-in date pending zoning and bids. Mr. Broussard expects a mid-Spring construction start date. Mr. Metcalfe stated that the project would be funded by airport special-facility revenue bonds. Gold Bank has expressed an interest in buying the bonds.

**MOVED BY MR. HEAVEN, SECONDED BY MR. JOHNSON, TO APPROVE IN CONCEPT, A NEW HANGAR FACILITY FOR TWIST AIR, INC. DBA MIDWEST MOONEY SUBJECT TO SUBMISSION OF FINAL BUILDING PLANS, AND RECOMMEND THAT THE BOCC ADOPT A RESOLUTION OF ENTENT TO ISSUE SPECIAL AIRPORT FACILITY REVENUE BONDS IN THE PRINCIPAL AMOUNT OF \$1,000,000 FOR THE CONSTRUCTION OF THE HANGAR FACILITY AND ASSOCIATED INFRASTRUCTURE. APPROVED (5-0).**

B. Consider approving the assignment of the Shade Foods, Inc. lease to Kerry, Inc.

Mr. Metcalfe stated that Shade Foods, Inc. is being acquired by Kerry, Inc. Kerry has agreed with GE Capital Credit, the sole bondholder, to pay off the bonds with a small premium. Bond counsel has reviewed and approved the documents. The BoCC has already approved the defeasance of the bonds and the assignment since the closing was date specific. However, three days before the closing, the companies' legal counsel requested formal Airport Commission approval since the lease documents specifically state that the Airport Commission approve any and all assignments. The issue was brought before certain members of the Airport Commission via a telephone conference meeting, but failed to meet public notice requirements.

**MOVED BY MR. DIXON, SECONDED BY MR. JOHNSON TO APPROVE THE ASSIGNMENT OF SHADE FOODS, INC. LEASE TO KERRY, INC. APPROVED (5-0).**

C. Discuss options for the pavement rehabilitation project at Executive Airport.

Mr. Perry stated that last year, the Airport Commission had in its CIP submittal moneys for the

## Airport Commission Minutes – January 26, 2000 - Page 4

rehabilitation of pavement at both airports to meet FAA requirements. The Airport Commission received \$395,000 for rehabilitation, and at that time, the Commission suggested starting with the west t-hangar ramp rehabilitation at Executive Airport. Staff was directed to consult its retainer engineer for further analysis on how the moneys would be best spent. The analysis was performed and determined that the ramp around the west t-hangars is in bad shape with alligator cracking, and it will require an inspection to determine what is underneath the ramp. The utility conflicts along the ditch on the west side of the t-hangars prohibits how much improvements can be made to drain the water from that site. Mr. Perry stated that the ditch and the grade of Pflumm Road are considerably higher than that of the t-hangars, which results in a lot of run-off. An underground power line also runs adjacent to the ditch and the ramp, which limits the amount of digging that can be performed.

Mr. Hadel, Burns & McDonnell, airport retainer engineer, stated that the ramp at the west t-hangars at Executive Airport is in dire need of repair. The ditch and grade near the hangars are actually higher than the elevation of the t-hangars. Mr. Hadel stated that power lines also run through the ditch. Overall, Mr. Hadel felt that rehabilitation is limited at this time due to these obstacles.

The t-hangars at the west side of Executive Airport were constructed in 1971. During this time, the hangars were maintained but obviously are aging. It was felt that the \$395,000 would cover the rehabilitation of the ramp, but would only provide limited drainage work. Mr. Perry stated that he believed the drainage was incorrectly installed when the hangars were built. Any work performed would cause 6-8 weeks of closure to the hangars. If the project is phased into pieces to allow for access, it would cause the cost of the project to increase since the work is not completed at one time. There is available tie down space for some of the aircraft at KCAC and Air Associates, but 60 t-hangar tenants would be denied access to the hangars during the period of any rehabilitation work.

Staff indicated that it was their intention to resubmit the request to fund new t-hangars for both Executive and New Century, but there are still outstanding revenue bonds on the last set of t-hangars and those are not scheduled to retire until 2001. One alternative would be to provide minimal rehabilitation at this time, and take the remaining funds and retire the bonds early, thus allowing for new t-hangar to be constructed sooner. The tenants from the west side would then be moved into the new t-hangars. This would allow the removal of the west t-hangars so the surface could be reconstructed at some future date for additional t-hangars if the Airport Commission chooses.

The March, 2001 principal payment on the bonds would be approximately \$120,000, and currently the revenues from both airports are pledged against the revenue bonds. Mr. Heaven suggested that the \$395,000 be used to retire the bonds and then proceed with new bonds immediately. Mr. Metcalfe stated that one option would be to fund the initial cost with temporary notes and get started on construction, and then pay ourselves back with revenue bond issue after the old bonds are paid off. Staff will investigate the possibility of retiring the bonds early and using what remains of the \$395,000 to perform maintenance work on the pavement. Mr. Pipes directed staff to work with the County Finance Department to see what the options might be to construct new t-



## Airport Commission Minutes – January 26, 2000 - Page 5

hangars and at the same time commence operations on the repair.

Mr. Metcalfe concluded that if the plan is approved, it would actually provide 14 less t-hangars than we have now since the tenants on the west side would be moved to the 46 new t-hangars and the west t-hangars would be removed. Mr. Dixon stated that it is not mandatory to tear down the west t-hangars just because new t-hangars are built. He stated that he was the original tenant in one of the west t-hangars and believes that the t-hangars are functional despite the fact that the hangars are “swampy”. Chairman Nohe stated that there is still an underlying problem with the apron itself deteriorating. Mr. Hadel stated that there is at some point the pavement will begin to cause serious problems with foreign object debris, which is a concern with the aircraft.

The Airport Commission discussed figuring out ways to salvage the west t-hangars. Mr. Perry stated that the ramp is in deteriorating condition, and rehabilitating the pavement would not alleviate water problems. The Airport Commission discussed the possibility of a benefit district for Pflumm Road, which is near the t-hangars and is at a higher elevation than the t-hangars, which causes drainage from the road. Mr. Dixon stated that at the minimum, there needs to be slurry sealing done on the pavement.

Using the \$395,000 for retiring the bonds would require BoCC approval. Staff estimated that it would take \$250,000 to retire the bonds and suggested using the remaining moneys for pavement maintenance. Mr. Hadel suggested doing a coal tar seal to hold the pavement instead of a slurry seal, and suggested that any particular individual repairs be addressed as they come along until a more permanent fix can be performed. Consensus was to address repairs on an individual basis.

Commission Wood suggested that further engineering studies on the ramp be performed to see exactly what lies underneath the hangars. Mr. Perry stated that staff has received a quote for the costs and that core drilling could be performed for less than \$3,000.

**CONSENSUS OF THE AIRPORT COMMISSION WAS TO REFER THE ITEM BACK TO STAFF AND TO DISCUSS WITH COUNTY FINANCE DEPARTMENT POSSIBILITIES SUCH AS FUNDING NEW T-HANGARS AND MOVING THE WEST T-HANGAR TENANTS INTO THE NEW T-HANGARS, TEARING DOWN THE WEST T-HANGARS AT THAT TIME AND ULTIMATELY REPLACE WITH NEW T-HANGARS. STAFF WILL HAVE AN ENGINEER PERFORM STUDIES ON THE RAMP.**

### D. Report from President, Southwest Johnson County EDC.

Mr. Engelmann reported that staff continues to meet with a prospect regarding a 50,000-75,000 sq. ft. spec building at New Century AirCenter. The prospect continues to move forward with plans.

Gonzales Communications, a resident business at New Century AirCenter, will host the Republic of Guinea, Africa’s First Lady, who will be at New Century AirCenter March 3-4, 2000 to sign a letter of agreement for Gonzales to perform work for the county. Gonzales will be sending out a formal invitation to the Airport Commission for an event that they will be hosting while she is here. Mr. Engelmann stated that Gonzales is a great company with a lot of international potential.

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Mr. Engelmann announced that bus service has begun from Miami County to New Century AirCenter. He reported that it was a slow start, but the project is proceeding. A large public relations push will begin in mid-March.

**V. BUSINESS FROM THE FLOOR:**

Mr. Frank Blasco reported on the Young Eagle flights and announced dates for upcoming events for the KC-150 celebration.

**VI. ADJOURNMENT**

**There being no further business, the meeting adjourned at 9:45 a.m.**

Phyllis Thomen, Secretary

R. Lee Metcalfe, Executive Director

# JOHNSON COUNTY AIRPORT COMMISSION

MINUTES – February 23, 2000 9:00 a.m. – New Century, KS

## Airport Commission

Present: Messrs. Heaven, Dixon, Johnson, Nohe, Pipes, Viets

Absent: Ms. Thomen

Staff: Metcalfe, Ritter, Dunham, Helsel, Howell, Perry

Others: Commissioner George Gross, BoCC  
John Engelmann, SWJEDC  
Jerry Paul Fogel, J.P. Fogel and Company  
Frank Blasco, EAA/AOPA Pilot/YEP  
Ray Olsen, Ray Olsen, LLC  
Lyle Bighley, L.D. Bighley Assoc.  
Steve Paulsen, Airport employee  
Bob Wiley, First Kansas Bank & Trust Co.  
Larry Winn, Polsinelli White Vardemann & Shalton  
Tom Ingle, DISC Golf  
Chief Max Sielert, Fire District #1 – Johnson County  
Dave Hadel, Burns & McDonnell  
Bob Cronkleton, *KC Star*

Chairman Nohe called the meeting to order at 9:00 a.m.

**(NOTE: Heading and paragraph numbers and letters correspond to Agenda numbers and letters. Items are listed in order of discussion.)**

## **I. APPROVAL OF MINUTES:**

Mr. Blasco noted for the record that on the Summary of Financials, page two of the minutes, the word “is” appeared where it should have been “its”.

**MOVED BY MR. JOHNSON, SECONDED BY MR. PIPES TO APPROVE THE MINUTES OF THE JANUARY 26, 2000 MEETING AS CORRECTED. APPROVED (5-0).**

## **II. REPORT OF THE CHAIRMAN:**

Chairman Nohe presented Stephen F. Paulsen, a mechanic for the Airport Commission, with a plaque commemorating his service to the Airport Commission. Mr. Paulsen retired after being employed by the Airport Commission since 1973. He thanked the Airport Commission for the privilege of working for them and commented that he originally worked for the United States Navy before it was transferred to the county.

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Chairman Nohe stated that the Airport Commission conducted a strategic planning retreat on Saturday, February 19, 2000 at Deer Creek Golf Club. He commended Mr. Metcalfe and staff on the well-planned retreat and the several initiatives that were discussed. One heavily discussed item at the retreat was the passenger terminal at New Century AirCenter and the possibility of having a passenger cargo terminal study performed. The estimated cost of the study would be under \$100,000. Staff informed the commission that there are carry-over funds available for this project. Mr. Pipes felt that the county would be eligible for economic development bonds for the passenger terminal, adding that with this aid, there might be an opportunity within the foreseeable future to make progress with respect to facilitating air carrier service. Chairman Nohe felt that the BoCC should be informed of the Airport Commission's intentions before proceeding, adding that if it was decided to explore air carrier service, a study should be performed to move in that direction. Mr. Pipes felt that if the passenger service was a priority, then the BoCC should be informed soon if protocol dictates. Chairman Nohe and Mr. Heaven concurred.

Mr. Dixon inquired on the selection process for the study. Mr. Metcalfe stated that the process varies, but that a Request for Proposal with a Scope of Work would be necessary in order to put the proposal together. Mr. Metcalfe commented that the BoCC should be informed before proceeding with the proposal process.

Another topic discussed at the retreat was the possibility of collaborating with KCI. Mr. Metcalfe has not yet contacted KCI on the matter.

### **III. CONSENT AGENDA ITEMS:**

There were no consent agenda items.

### **IV. EXECUTIVE SUMMARY:**

#### **A. Review staff reports:**

Mr. Perry reported on the status of the t-hangar ramp. Additional investigations were performed per the Airport Commission's request, and the report confirmed that the area that the ramp was constructed on is deteriorating. Milling the surface and reapplying asphalt is a temporary fix, and would not fix the hydrology problems. Mr. Viets asked for clarification that if the ramp was reconstructed and then ultimately tore down and new t-hangars were built if it would be money wasted. Mr. Perry felt that it would be, and that even our CIP money scheduled for this repair would only be a "band-aid" fix. Mr. Dixon asked if a sand-fill and coal tar could be applied to the ramp. Mr. Hadel, Burns and McDonnell, stated that none of those options would provide more than a "glue" to the problem. Snow removal might also cause increased damage to the ramp if this option were used. Mr. Viets asked if the sand-fill and coal tar "fix" would last until 2001 when the bonds are retired on the t-hangars and a new project is established. Mr. Hadel replied that it would.

At the January Airport Commission meeting, the possibility of using the moneys to pay off existing t-hangar bonds to retire them early was discussed. Staff researched the issue, and it was determined that this was not an option. The bonds are scheduled to retire in 2001 with a final

### **Airport Commission Minutes – February 23, 2000 - Page 3**

payment of \$150,000. New revenue bonds cannot be issued until the current bonds are retired since the t-hangar revenues for the bonds are guaranteed. The only option available is to retire the bonds early, which is not recommended, or to find the money in the budget and retire the bonds early. The most likely time to issue revenue bonds is next spring after the existing bonds are retired.

Mr. Dixon suggested that a sweep and seal be done on the ramp. Mr. Perry stated that he did not recommend spending a lot of money on the ramp if the Airport Commission's objectives are to tear the t-hangars down in the near future. The Commission discussed the possibility that the City of Olathe may have future plans for widening Pflumm Road, which is a factor in the drainage problems near the t-hangars. Mr. Hadel stated that if the road were to be widened, a retaining wall should be suggested as part of the project.

Mr. Viets was in favor of a slurry seal with the hopes that Pflumm Road improves and moneys become available to build new t-hangars in 2001. Mr. Hadel felt that the coal tar/slurry seal is not the best use of moneys. The heavy equipment used to apply the procedures could produce more harm. Mr. Dixon felt that the procedure could be accomplished without using heavy equipment. Mr. Dixon proposed to spend the least amount of money possible to stabilize the ramp.

### **CONSENSUS OF THE AIRPORT COMMISSION IS TO AUTHORIZE STAFF TO SPEND THE LEAST AMOUNT OF MONEY POSSIBLE TO STABILIZE THE RAMP AT EXECUTIVE AIRPORT. APPROVED (6-0).**

Mr. Helsel reported that the Parsonitt building has been removed. Mr. Metcalfe stated that the Parsonitt litigation has been an on-going battle for many years. The Parsonitt building was originally constructed in 1980 to house an industrial dry-cleaning operation. The plant cleaned coveralls and gloves for the Delco Battery Plant and other customers. The Parsonitt building was the former site of the base service station, which housed three underground storage tanks that contained high-octane and regular gasoline and waste oil. These tanks were not removed when the station was torn down. When Parsonitt constructed their building, they stored their sludge accumulated from their dry-cleaning operations in the tanks. There was a great debate on whether or not Parsonitt was ever given permission to store anything in the tanks.

In 1986, the State of Kansas became aware that Parsonitt was storing sludge in the tanks in the informed them to clean up the tanks and to not use the tanks. Parsonitt ignored the requests, and in 1988, the State informed both Parsonitt and the Airport Commission to remove the tanks. Parsonitt denied using the tanks and told the state that they did not have the funds to remove them. At that time, the Airport Commission hired Stinson, Mag and Fizzell law firm to work with the state on the matter. The state informed the Airport Commission that they would have to remove the tanks since they owned the land.

An environmental audit was performed and concluded that the contamination level was high and that the tanks had rotted and the sludge and dry cleaning fluid had migrated into the surrounding soil. Most of it is sitting on bedrock in a big "pool" about 14 feet below grade. It was staff's opinion that since the contamination was not moving it could remain in place. The Airport Commission had the engineer's, as well as KDHE's (Kansas Department of Health and

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Environmental's) support with this option as long as the contamination is monitored and given that the contamination does not move.

In the meantime, the Airport Commission sued Parsonitt to recover costs incurred due to the contamination. Parsonitt declared bankruptcy and the Airport Commission later recovered about \$5,000 in assets of Parsonitt, consisting primarily of the building and vehicles. The State of Kansas "Dry Cleaners" Fund also granted the Airport Commission \$82,000. Overall, the costs incurred over the last twelve years in dealing with Parsonitt's contamination of the site and ensuing bankruptcy total just under \$500,000.

**NOTE:** Since 1989, the Airport Commission has required in all new or amended leases full indemnification for environmental impacts, and for businesses dealing with potentially hazardous materials, specific insurance with the Airport Commission named as a co-insured.

### B. Summary of Financials.

Ms. Howell reported on year-end projections. Totals are essentially the same as previously presented. Due to year-end closing, January 2000 figures have just become available, and the January and February figures will be presented to the Airport Commission at the March meeting.

### C. Consider ratifying the January expenditures as presented.

In the expenditure list, Mr. Dixon asked if the electrical meter changeover on the t-hangars was complete. The \$4,800 line item in the expenditures to KCPL was the final bill for the changeover on the electric meters for the t-hangars. Ms. Howell replied that this was the final bill and that t-hangar rates were increased for the t-hangars that were changed over.

**MOVED BY MR. DIXON, SECONDED BY MR. HEAVEN TO RATIFY THE JANUARY EXPENDITURES AS PRESENTED. APPROVED (6-0).**

## V. DISCUSSION ITEMS:

### A. Reconsider approving a ground lease for First Kansas Bank & Trust Co., (FKB) for the construction of an office building at the northeast corner of Moonlight Road and Highway 56/Main Street (southwest corner of New Century AirCenter).

Mr. Metcalfe stated that this item has come before the Airport Commission at previous meetings. Bucher Willis Ratliff Corp (BWR) is completing a joint-study with the Airport Commission and the City of Gardner on development standards for the southwest corner of the airport. It was decided by the Airport Commission at a previous meeting to hold any plans for the corner until the study was completed. Mr. Metcalfe stated that the study has taken longer than anticipated, but that meetings were scheduled and hoped to have the study completed within 60 days.

Mr. Wiley, First Kansas Bank & Trust (FKB), reiterated his company's interest in the corner. FKB is willing to move forward with the project and is eager to enter into a lease or purchase the property. Mr. Wiley stated that he has met with airport staff and delivered a cashier's check in the

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amount of the first year's lease payment to show FKB's interest. Chairman Nohe stated that the Airport Commission had previously decided to review the study before making any final commitments. Mr. Mike Carey, Quick Trip, stated that they are in the same position as FKB. He felt that some items still need to be determined by the Airport Commission, although Quick Trip is willing to wait until the results of the study are completed.

Mr. Viets felt that FKB should wait until the study was completed. Mr. Heaven concurred. Although Mr. Dixon agreed with these comments, he felt that we should do everything we can to assist FKB and Quick Trip and suggested that the Airport Commission work with FKB on a lease on the assumption that the study would be favorable to their project. Mr. Viets stated that if this was the case, there should be enough open ends in the lease documents because there may be important issues that may come out of the study. Mr. Metcalfe stated that staff could work with FKB on a draft lease document, and by the time it gets circulated, the study may be completed. He suggested that there should be doors left open in the lease.

**MOVED BY MR. DIXON, SECONDED BY MR. JOHNSON, TO AUTHORIZE STAFF TO BEGIN INITIAL LEASE NEGOTIATIONS FOR THE SITE WITH FIRST KANSAS BANK & TRUST AND QUICK TRIP AND THAT THE DEVELOPMENT COMMITTEE CONDUCT A MEETING TO REVIEW THE DRAFT LEASE TO DEVELOP A CONSENSUS. APPROVED (5-0).**

**B. Discuss the D.I.S.C. Golf Proposal south of Executive Airport.**

Mr. Tom Ingle, DISC Golf, gave a brief presentation of his proposal. He reconfirmed his interest in developing a recreational facility south of Executive Airport. The facility would be funded through sponsorships and investments. He has met with an agency and believes that they are about to secure a major sponsor for the project. Mr. Ingle plans to meet with staff and hopes to finalize the lease sometime in March, 2000.

Mr. Perry reported that the FAA has been contacted about the land use, and while their opinion is limited to the runway protection zone, they have concerns about the possibility of geese in the flight path. Mr. Dixon stated that the Airport Commission should protect the runway protection zone. He believes that the BoCC reaction to discussions of the extension of the runway at Executive Airport may have changed since there are three new BoCC members. He personally spoke with one BoCC member, who said that he or she was willing to review the issue again since it is in the airport master plan. Mr. Heaven stated that even with the extension of the runway, there still would be enough room for the proposal.

Mr. Ingle stated that preliminary studies have been performed on the layout of the course. The facility would primarily be located at the south end running east and west and would not go into the runway protection zone. Mr. Dixon restated his concern that the Airport Commission should protect the area needed to extend the runway. Mr. Winn, legal counsel for Mr. Ingle, stated that both he and Mr. Ingle would work with staff to make any necessary adjustments to protect the extended runway protection zone. Mr. Metcalfe stated that if the runway protection zone were extended, the Airport Commission would have to purchase more land, anyway.

**CONSENSUS OF THE AIRPORT COMMISSION WAS TO PROCEED WITH NEGOTIATIONS**

**FOR THE D.I.S.C. GOLF PROPOSAL.**

C. Report on status of Parsonitt.

The report on the status of Parsonitt was given under staff's Executive Summary.

D. Consider approving the 2000 CIP submittal.

Ms. Howell described the CIP process and explained that life/safety issues are a top priority with the CIP Committee. Mr. Metcalfe stated that most of the 2002 airport projects have been pushed further out from previous years, adding that airport projects typically don't compete well with other departments. Some of the airport items were originally submitted in 1991 and still have not received funding.

The board discussed the infrastructure improvements needs for the AirCenter. Mr. Viets asked if establishing a benefit district was still viable as a way to get funds more quickly for infrastructure improvements. Ms. Dunham stated that the issue of a benefit district recently came up with the Gonzales Communications project, but ended when the repayment was included in their lease agreement. Chairman Nohe asked if the idea of a benefit district was ever brought before the BoCC. Staff did not believe that the issue has ever come before the BoCC. Mr. Heaven questioned whether or not benefit districts could be done on county property. Chairman Nohe stated that if this was the case, then legislation should be changed. Mr. Metcalfe stated that an alternative to benefit districts that the Airport Commission currently uses is having infrastructure as part of the lease agreement. The cost of the infrastructure is spread over 10 to 15 years. It is possible for the companies in place to assess charges with a benefit district. Mr. Metcalfe stated that there are prospects interested in the AirCenter but there are sites that do not have roads extended to them yet. Chairman Nohe felt that it was too late to challenge the legislation this year but suggested that staff should meet with bond counsel and the county finance office to explore alternatives.

Mr. Viets asked Commission Gross if the CIP submittals was just an exercise. Commissioner Gross encouraged the Airport Commission to be aggressive but also cautioned them not to be too optimistic. He also added that the CIP process is being reformed, and while it has improved, it will be even better next year. Commissioner Gross commented that the BoCC is closer to the budget that it has ever been in the past. He also stated that the BoCC would like as much information on the CIP submittals as possible and encouraged the governing boards to get their information out to the other governing boards to that they all see the issues the county is facing. Chairman Nohe stated that the Airport Commission's frustration lies with the fact that there are still projects on the Airport's CIP submittal that have been on the list for a decade; meanwhile, the needs keep growing.

Mr. Viets was in favor of an aggressive modification to the CIP submittal that moves, at staff's discretion, some money forward to the year 2001 for the infrastructure improvement category (water, streets, etc.) to anticipate the need for funds or construction in 2001. Mr. Metcalfe stated that the plans for the infrastructure extension are to extend 167<sup>th</sup> Street into the park and up to Prairie Village Drive, opening up frontage road with rail access. A road will then need to be built



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to access the site. It was estimated that the initial Business Park Collector Roads Project would cost around \$750,000.

Mr. Viets suggested that the Airport Commission fund the passenger terminal study. It was decided to fund the study with carry-over funds rather than having it included in the CIP submittal.

**MOVED BY MR. VIETS, SECONDED BY MR. DIXON TO MODIFY THE AIRPORT'S CIP SUBMITTAL, CONSISTING OF THE FOLLOWING: MOVE A PORTION THE BUSINESS PARK COLLECTOR ROADS TO THE YEAR 2001 IN THE AMOUNT OF \$750,000, AND MOVE THE T-HANGAR CONSTRUCTION TO 2001. APPROVED (6-0).**

D. Consider approving the 2000 marketing plan.

The EDC performs additional marketing for the Airport Commission above the normal scope of the EDC's services. The proposed marketing plan for 2000 consisted of ad placements in the *Kansas City Business Journal* and the Kansas section of *Expansion Management Magazine*. Continuation of *The Progress*, the Airport Commission's quarterly newsletter, was recommended. The cost of the ad placements and the production of the newsletter is \$22,179.

If the basic marketing proposal were approved, there would be approximately \$2,800 remaining in the marketing budget. Three alternatives were suggested in addition to the ad placements and newsletter, such as: radio advertisements (\$4,400), representation at Society of Industrial and Office Realtors Day (\$900), and a "getting to know you" tactic (\$1,100) which would focus on realtors. Mr. Engelmann stated that he realized that the budget does not allow for all three alternatives to be performed, but would like the Airport Commission's recommendation on which of the alternatives were preferred.

Mr. Dixon liked the ad placements in the *Kansas City Business Journal*, but questioned if the radio advertisements would be beneficial. Commissioner Gross stated that the Transit Department advertised on the radio and suggested that staff contact Alice Amrein in Transit to see what the results of their radio ads were. Chairman Nohe stated that KCI Airport is the sponsor of an hour-long discussion on a radio station that focuses on international trade, and suggested that staff contact them to see what their results were.

Consensus of the Airport Commission was to proceed with the basic marketing package and to leave at staff's discretion which of the three alternatives would be most successful and economical to remain under \$25,000.00.

Mr. Heaven asked staff for a marketing package to be distributed to the Airport Commissioner's for their information so that they could relay the information to the public or at meetings they attend. Staff will prepare an informational sheet along with distributing a basic marketing package and distribute to the Airport Commission. Chairman Nohe felt that it would be beneficial to get the information before the cities.

**MOVED BY MR. HEAVEN, SECONDED BY MR. JOHNSON TO APPROVE THE 2000 MARKETING PLAN IN AN AMOUNT NOT TO EXCEED \$25,000. APPROVED (4-0-1). MR.**

**DIXON ABSTAINED FROM THE VOTE.**

- F. Discuss the results of the Targeted Industry Study performed by the Southwest Johnson County EDC.

In 1999, the EDC received funding from Sprint to research marketing to a targeted set of specific industries in order to be more efficient and focused. CERI, Inc. was also contracted to take the statistical information and provide their findings. The EDC conducted a one-day session, consisting of EDC Board members, City of Gardner staff, allies such as the Kansas Department of Commerce & Housing and Kansas City Area Development Council, and members of the local real estate community and utility companies to solicit their input.

Mr. Engelmann briefly described the results of the Targeted Industry Study, which indicated the following six targeted industries: printing companies, rubber and miscellaneous plastics companies, aircraft parts and maintenance companies, motor freight transportation companies, air transportation companies and telephone communications suppliers. Although the EDC would specifically target all six of these types of companies, the State of Kansas already has on their target list plastics and motor freight. It was decided that the EDC did not want to spend too much of its marketing moneys on the same types of companies that its allies are already actively targeting. Mr. Engelmann stated that the EDC would specifically targeted printing and telephone communications suppliers.

The study also revealed the elimination of some companies, such as an employee-intensive company, any fishing, hunting and trapping companies, and amusement parks. An employee-intensive company was eliminated from the list at this time due to the increased shortage of available labor in southwest Johnson County. However, this type of company could easily be added back to the list should the labor-shortage change.

Mr. Engelmann stated that the EDC would develop a new incentive list for the six targeted industries so that if one of these types of companies should consider New Century AirCenter, the EDC would be able to offer an enhanced incentive policy. Once the policy has been developed, the EDC would present the policy to the Airport Commission's Development Committee for review and consideration.

The lack of speculative building space in southwest Johnson County was also a concern. As such, the EDC is working with a private developer to build speculative building and enter into a land lease. The developer would lease the land and pay on a sliding scale until the building became occupied. Discussions are preliminary and staff has not yet had a chance to review the developer's financials. Since this is an unknown and untapped market, developers are not sure that the costs incurred along with their profit would match the lease rates that the market would bear. Staff will keep the Airport Commission informed on this issue.

**V. BUSINESS FROM THE FLOOR:**

There was no business from the floor.

VI. **ADJOURNMENT**

**There being no further business, the meeting adjourned at 10:55 a.m.**

Phyllis Thomen, Secretary

R. Lee Metcalfe, Executive Director

# JOHNSON COUNTY AIRPORT COMMISSION

MINUTES – April 26, 2000 9:00 a.m. – New Century, KS

## Airport Commission

Present: Messrs. Dixon, Johnson, Nohe, Pipes, Viets, Ms. Thomen

Absent: Mr. Heaven

Staff: Metcalfe, Ritter, Dunham, Helsel, Howell, Perry, Pyle

Others: John Engelmann, SWJEDC  
Frank Blasco, EAA/AOPA Pilot/YEP  
Ray Olsen, Ray Olsen, LLC  
Lyle Bighley, L.D. Bighley Assoc.  
Bob Wiley, First Kansas Bank & Trust Co.  
Mike Carey, Quick Trip  
Doug Robinson, OFM  
Chris Easton, OFM  
Sean, Executive Beechcraft  
Tom Meisenzahl, Kansas City Aviation Center  
Bob Cronkleton, *KC Star*

Chairman Nohe called the meeting to order at 9:00 a.m.

**(NOTE: Heading and paragraph numbers and letters correspond to Agenda numbers and letters. Items are listed in order of discussion.)**

### **I. APPROVAL OF MINUTES:**

**MOVED BY MR. DIXON, SECONDED BY MR. PIPES TO APPROVE THE MINUTES OF THE FEBRUARY 19, 2000 AND FEBRUARY 23, 2000 MEETINGS AS DISTRIBUTED. APPROVED (5-0).**

### **II. REPORT OF THE CHAIRMAN:**

Chairman Nohe presented Executive Director Lee Metcalfe and Accounting Assistant Rebecca Pyle with 10-year service pins commemorating their service to the Johnson County. Executive Director Metcalfe has actually been with the county for 11 years.

### **III. CONSENT AGENDA ITEMS:**

There were no consent agenda items.

### **IV. EXECUTIVE SUMMARY:**

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### A. Review staff reports:

Mr. Metcalfe reported that the 570,000 sq.ft. regional distribution center prospect, which was interested in New Century AirCenter, has decided not to pursue relocating their operations at this time. Staff will keep in contact with the company should they decide to relocate at a later date.

Mr. Perry reported on the annual FAA inspections of New Century airport. The inspections went well, and Mr. Perry commended the maintenance personnel on their upkeep of the airport.

Staff has investigated the possibility of the control tower at New Century AirCenter becoming an FAA-operated tower, which would result in the costs of the tower being shared between the FAA and the Airport Commission. Overall, it would save the Airport Commission 50% in costs. However, the FAA has not approved the transfer as of yet. Staff will keep the Airport Commission informed on the issue.

At the last strategic planning session, the Airport Commission requested general information about the airports so that they might be more well informed in presentations throughout the community. As such, staff prepared informational marketing packets for the Airport Commission to distribute to interested parties and at any meetings that the Airport Commissioners attend. Staff also prepared information notebooks for the Airport Commission, which contains contact information, Airport Commission bylaws and draft lease documents.

### B. Summary of Financials.

Ms. Howell reported that the expenditures are lower than anticipated at this point in the year, and that revenues are on target.

### C. Consider ratifying the February and March expenditures as presented.

**MOVED BY MR. VIETS, SECONDED BY MR. JOHNSON TO RATIFY THE FEBRUARY AND MARCH EXPENDITURES AS PRESENTED. APPROVED (6-0).**

## V. DISCUSSION ITEMS:

### A. Consider adopting the revised Airport Commission's Vision and Mission Statements.

At the January Airport Commission Strategic Planning Retreat, the Airport Commission discussed revising the Vision and Mission Statements. Staff prepared revised statements, and presented them to the Airport Commission for their review and comment. Mr. Metcalfe stated that at the retreat, the consensus of the Airport Commission was to reword the Vision Statement to reflect that New Century AirCenter was mentioned before Executive Airport, and to also include collaboration with Kansas City, Missouri.

Mr. Pipes asked if there was a need to include Mid-America Regional Council's (MARC's) airport plan in the Vision Statement. Mr. Metcalfe stated that MARC is the regional planning agency for the National Plan for Integrated Airport Systems. His concern was that he was not sure if it would

### **Airport Commission Minutes – April 26, 2000 - Page 3**

be beneficial to include MARC, since MARC presumes that Executive Airport will close within ten years, as well as the fact that Johnson County does not have a representative on the MARC aviation committee.

The Airport Commission discussed whether or not to include the comment in the Vision Statement regarding Kansas City, Missouri. Chairman Nohe felt that it would be better to collaborate with KCI than it would be to have a “battle.” Mr. Metcalfe stated that he attended the Preserving Our Future (POF) summit, and at the meeting there were concerns about the future of Executive Airport. He felt that there would be a statement from the POF group requesting the Airport Commission examine the future of Executive Airport. Another concern from the group was the possibility of air carrier service at New Century AirCenter. Some of the attendees were skeptical of air carrier service at New Century AirCenter, and also were concerned about the implications of Kansas City International Airport. Mr. Pipes felt that the Airport Commission should make the BoCC aware of its views on air carrier service so that they aren’t lost in other’s views that want KCI as the primary service.

The Airport Commission discussed hiring an air carrier consultant and concluded that they should support both Executive Airport and air carrier service. Mr. Viets felt offended that a group (the Preserving Our Future Summit) would make recommendations on something that they aren’t familiar with, and recommended that the vision statement should be approved at this meeting. Mr. Dixon felt that the Airport Commission should aggressively pursue a targeted air carrier and service at New Century.

### **MOVED BY MR. VIETS, SECONDED BY MR. JOHNSON, TO ADOPT THE VISION STATEMENT AS PROPOSED. APPROVED (6-0).**

Mr. Dixon stated that Commissioners Gross and Surbaugh should be made aware of the decision today by the Airport Commission. He also felt that the Airport Commission should be on the MARC aviation subcommittee. It was also suggested that the Airport Commission have a public awareness press release with respect to the benefits of the airports and air carrier service.

The Airport Commission discussed the revised Mission Statement. Chairman Nohe suggested Version A with the stipulation: rather than “support” it should read “continue to contribute to.” Mr. Viets concurred and felt that Version A captures the history of the airports. Ms. Thomen stated that Version B is more aggressive with economic development.

Mr. Metcalfe briefly discussed the possibility of a vertiport in Johnson County with the use of the civilian version of tiltrotors, which will be released in less than two years. Tiltrotors are a combination of a helicopter and turbo prop jet, which can carry 20-30 people. The vision of a vertiport would be to have the aircraft land at Corporate Woods, for example, and fly directly to regional hubs, such as St. Louis. This new technology would be beneficial to business travelers in Johnson County who want to fly to cities within 500 miles or so quickly and easier than driving to KCI. Mr. Metcalfe stated that he is also asked from time to time whether there have been discussions on building an airport in northwestern Johnson County.

The Airport Commission discussed Versions A and B, and decided that they should be aggressive

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in protecting the airports as well as aggressively pursue air carrier service. Mr. Dixon recommended the adoption of Version B.

**MOVED BY MR. DIXON, SECONDED BY MR. JOHNSON TO ADOPT VERSION “B” OF THE MISSION STATEMENT AS PREPARED BY STAFF. APPROVED (6-0).**

- B. Consider approving a sublease by Sprint Spectrum to AT&T Wireless to allow AT&T to co-locate antennas on Sprint’s tower at New Century AirCenter.

Sprint is requesting that the Airport Commission approve a sublease to allow AT&T Wireless to co-locate antennas on their tower located at New Century AirCenter. The FAA has no concerns as long as no height is added. The sublease will generate \$500 per month in new revenue to the AirCenter.

**MOVED BY MR. PIPES, SECONDED BY MR. DIXON TO APPROVE THE SUBLEASE BY SPRINT SPECTRUM TO AT&T WIRELESS TO ALLOW AT&T TO CO-LOCATE ANTENNAS ON SPRINT’S TOWER AT NEW CENTURY AIRCENTER. APPROVED (6-0).**

- C. Consider approving the proposed 2001 Airport Fund operating budget.

Ms. Howell presented the Airport Commission with the proposed 2001 Airport Fund operating budget. As revenues increase, the general tax support decreases, except in personnel where the county allows for a 4.5% merit increase and 15% for health insurance. The county has also decreased personnel costs to account for “slippage.” Mr. Robinson stated that the county anticipates that positions will become vacant within the budget year, and factored a 1% slippage into the department’s budget. As a new policy adopted by the Board of County Commissioners, Mr. Robinson further stated that a more realistic number is 1.5 – 2% slippage. Mr. Metcalfe stated that overtime budgeted for snow removal provides a cushion as long as we do not have heavy snows as has been the case for the past several years. Ms. Howell stated that the Board of County Commissioners also allowed for a 2.8% inflation increase for contractual services, commodities, and capital outlay. Expenditures remain the same as last year except for the above mentioned increases. Ms. Howell pointed out that the airports self generated revenues are up substantially due to assessed value and anticipated revenue from Project Eagle.

Mr. Pipes stated that it appears that there is \$550,000 less county support than last year. Mr. Robinson stated that this figure excludes any CIP projects, and if the Airport Commission receives any CIP moneys, then the county support will increase.

Mr. Pipes asked where it would be appropriate to fund the air carrier study. Ms. Howell stated that the airport has a fund balance of \$373,000 available to use as a one-time project. In order to use the moneys, the budget would have to be amended and approved by the BoCC. Mr. Metcalfe also estimated saving \$100,000 per year from the New Century tower if it became a FAA tower. Mr. Pipes felt that it was a necessity to have an air carrier study performed with some of the available moneys as soon as possible.

Ms. Howell stated that the budget also reflected an increase in t-hangar rent. Ms. Thomen stated

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that even though the Airport Commission approved reviewing the rent every two years, it did not necessarily mean that the rates would be increased. Mr. Perry stated that he would present the CPI increase from the previous two years with a recommendation in the fall, but it would be up to the Airport Commission to decide if rents would be increased.

Mr. Doug Robinson, OFM, described the budget process. The Airport Commission is scheduled to meet with the BoCC June 21, 2000 at 9:00 a.m. for forty minutes to go over the airport's budget. The BoCC is scheduled to vote to approve the budget on August 24<sup>th</sup> or 25<sup>th</sup>.

**MOVED BY MS. THOMEN, SECONDED BY MR. JOHNSON TO RECOMMEND TO THE BOCC THE ADOPTION OF THE AIRPORT COMMISSION'S BUDGET AS PRESENTED. APPROVED (6-0).**

D. Report of the President, EDC.

Mr. Engelmann reported on the 2000 marketing plan, which included radio advertisements to reach local area business decision-makers. Staff contacted Kathleen Krull, Johnson County Transit, so get her feedback on how their department's radio ad campaign went. Ms. Krull felt that it is difficult to track a radio ad, but felt that there was value to the exposure which was given to their department during their campaign.

Two options, consisting of different costs, were presented to the Airport Commission for their review and consideration. The 15-30 second ads would be announced during prime drive-time hours in the morning and afternoon. It was felt that these ads would raise public awareness for New Century AirCenter. The recommended option, which is the least expensive, was a three-month run at the cost of \$3,200. This cost is comparable to two print ads ran in area magazines.

Mr. Viets felt that the money could be better spent elsewhere, but did not want to hold the project up if the Commission felt otherwise. Ms. Thomen supported the ad campaign and felt that the radio ads would make the community more aware of New Century AirCenter. Mr. Pipes concurred, and felt that the Airport Commission should proceed, but requested that in the announcements, some of the acronyms should be spelled out so that the non-aviation community would be able to understand. Mr. Dixon felt that it should be stressed that Executive Airport is the 2<sup>nd</sup> busiest airport in the state of Kansas.

**MOVED BY MS. THOMEN, SECONDED BY MR. DIXON TO APPROVE PROPOSAL #2 FOR RADIO ADVERTISEMENTS IN THE AMOUNT OF \$3,200. APPROVED (6-0).**

E. Land development.

Tom Meisenzahl, Kansas City Aviation Center (KCAC), announced that KCAC was recently selected as one of only 6 distributors in the United States to produce Pilatus airplanes. KCAC competed with 15 dealers for the distributorship. There are only 60 planes made each year, which sell for \$3.1 million each. As such, KCAC is anticipating the need for an expansion of their facilities and requested that the Airport Commission grant KCAC an 18-month right of refusal on the property located near their current facility at Executive Airport.



Mr. Metcalfe stated that this piece of property is also being considered by the Nazarene Church International Aviation Program, who would like to build their international headquarters and hangar at Executive Airport. Mr. Metcalfe felt that there would be adequate room to accommodate both projects.

**MOVED BY MR. DIXON, SECONDED BY MR. PIPES TO AUTHORIZE STAFF TO PREPARE A RIGHT OF FIRST REFUSAL FOR KCAC ON THE SUBJECT PROPERTY IN A TERM NOT TO EXCEED 18 MONTHS. APPROVED (6-0).**

F. Land issues.

Mr. Metcalfe stated that QuickTrip and First Kansas Bank & Trust Company (FKB) have both expressed interested in the area known as the Park-Within-A-Park. As an ongoing issue, the Development Committee met in March, 2000, for further discussion. It was perceived that the Development Committee was not as enthusiastic with QuickTrip's proposal, making them the Airport Commission's #2 choice behind FKB. Any decision on the property was to be delayed until the report from Bucher Willis & Ratliff was concluded.

The City of Gardner has experienced a great deal of residential growth near Moonlight Road in the past several years, and city engineers are recommending that there be a right-turn only lane from westbound Main Street to northbound Moonlight, leaving an island for the traffic signals. There would be an acceleration lane, and it is highly unlikely that there would be any curb cuts approved for the area. Mr. Metcalfe stated that this would be a significant issue for retail projects as a whole, and could possibly be a deal-breaker for both FKB and QuickTrip. KDOT has also stated that they would not allow access to the property from 56 Highway, thus further complicating the project.

Mr. Wiley stated that this was the first time he has heard of the right-in only, and reiterated that access would be difficult. FKB likes the location and can accept the access from Moonlight, but the right-in only further complicates their project.

Mr. Mike Carey, QuickTrip, was surprised that QuickTrip was moved back to second choice for the property. He stated that he spoke with Gardner representatives preliminarily and wanted to request the opportunity to work with both the City of Gardner and KDOT to allow for access into the property. He also requested the Airport Commission's input on the project. Mr. Carey stated that QuickTrip stated that his company needs visibility, access and traffic. Any one of those missing could be a deal-breaker. He felt that with the support of both the Airport Commission and Gardner, QuickTrip might be able to get KDOT to grant access from 56 Highway.

Chairman Nohe stated that he was concerned with the aesthetics of companies that would be located on a prime corner, and suggested that office buildings would need to be placed on the front of the corner. Mr. Carey stated that there are 5.5 acres to be developed on the property and QuickTrip is willing to help fill with users. He also addressed the aesthetics issue, and stated that QuickTrip spends a lot of time and money developing their projects and felt that they would make the Airport Commission proud.

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Mr. Dixon stated that it has been the past position of the Airport Commission that they would not render a decision until the BWR report had been completed. Mr. Metcalfe stated that it was originally presumed that the study would address the corner, but the consultant as well as the City of Gardner wanted to keep the corner separate since they are in the process of developing a set of standards for their Main Street Corridor Plan and requested that the corner be included in those standards. The BWR study is in semi-final draft form and will be presented to the Airport Commission in a few weeks.

Mr. Wiley stated that FKB has talked with QuickTrip and a joint venture has not been finalized. In addition, it was his understanding that the Airport Commission had prepared a draft lease for FKB, although he has not been given a copy.

Both Mr. Viets and Mr. Dixon felt that QuickTrip should be given the chance to lobby the City of Gardner and KDOT for 56 Highway access. However, Mr. Viets felt that where the City could be swayed, KDOT would be immovable. Mr. Metcalfe was under the impression that the Airport Commission was not as enthusiastic about the QuickTrip proposal at the last Development Committee meeting, but was now hearing that the Airport Commission was changing their opinion. He stated that it is a policy decision to generate revenue and the Airport Commission needs a definitive answer from Gardner and KDOT. In fairness, he also felt that FKB and QuickTrip needed some sort of commitment. Mr. Pipes also felt that there had been material changes to the project. He did not object the applicant choosing to pursue the access issue, but felt that the Airport Commission should not commit to them at this time until the study has been completed. Chairman Nohe stated that there was not ever at any time a commitment made to QuickTrip, but rather a consensus that the Airport Commission would not oppose QuickTrip on the location. He felt that the Development Committee had changed their minds, but there is a majority at this meeting that there was more support than at the last meeting.

Mr. Viets very firmly stated that the BWR study needs to be completed immediately, and that copies of the study should be distributed to all interested parties, and felt that access into the property needs to be addressed. He also felt that QuickTrip should have site plans in order to talk to KDOT. Mr. Viets suggested that there should be three steps followed: 1) get the study completed, 2) Airport Commission endorsement of the study, and 3) provide the prospects with a copy of the study.

Mr. Dixon and Mr. Johnson both agreed that they are supportive of QuickTrip.

**MOVED BY MR. DIXON, SECONDED BY MR. JOHNSON TO ADOPT THE POSITION THAT THE AIRPORT COMMISSION DOES NOT CONSIDER QUICKTRIP A SECONDARY PLAYER. MOTION FAILED (2-4).**

Mr. Viets felt that the study should be completed before proceeding. Mr. Metcalfe pledged to do what he could to accelerate the study.

### **V. BUSINESS FROM THE FLOOR:**

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Mr. Blasco gave a status on the Young Eagle flights.

**VI. ADJOURNMENT**

**There being no further business, the meeting adjourned at 10:55 a.m.**

Phyllis Thomen, Secretary

R. Lee Metcalfe, Executive Director

# JOHNSON COUNTY AIRPORT COMMISSION

MINUTES – May 24, 2000 9:00 a.m. – New Century, KS

## Airport Commission

Present: Messrs. Dixon, Heaven, Johnson, Nohe, Viets, Ms. Thomen

Absent: Mr. Pipes

Staff: Metcalfe, Ritter, Dunham, Helsel, Howell

Others: John Engelmann, SWJEDC  
Frank Blasco, EAA/AOPA Pilot/YEP  
Ray Olsen, Ray Olsen, LLC  
Lyle Bighley, L.D. Bighley Assoc.  
Lee Crites, IAC  
Sean Hutman, Executive Beechcraft  
Andy Conser, Century 21-Heartland Realty-Gardner  
Ed Wolken, Star Fuel  
Sean Ackerson, Bucher Willis & Ratliff Corp.  
Bob Cronkleton, *KC Star*  
Jerry Fogel, J.P. Fogel & Company  
Chief Max Sielert, Fire District #1 – Johnson County

Chairman Nohe called the meeting to order at 9:00 a.m.

**(NOTE: Heading and paragraph numbers and letters correspond to Agenda numbers and letters. Items are listed in order of discussion.)**

## **I. APPROVAL OF MINUTES:**

**MOVED BY MS. THOMEN, SECONDED BY MR. JOHNSON TO APPROVE THE MINUTES OF THE APRIL 26, 2000 MEETINGS AS DISTRIBUTED. APPROVED (5-0-1). MR. HEAVEN WAS ABSENT AT THE APRIL MEETING AND ABSTAINED FROM THE VOTE.**

## **II. REPORT OF THE CHAIRMAN:**

Chairman Nohe did not have any additional items.

## **III. CONSENT AGENDA ITEMS:**

There were no consent agenda items.

## **IV. EXECUTIVE SUMMARY:**

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### A. Review staff reports:

Mr. Metcalfe reported on the CIP process, in which the CIP Committee prioritized the pavement rehabilitation project at New Century AirCenter as its top priority and requested that \$577,000 be allocated for this particular project in 2001. The project will be county-funded and will not be an FAA-match project. There were no other airport projects that received CIP Committee recommendation for funding.

Mr. Metcalfe stated that Mr. Perry was absent from the meeting to attend the AAAE National Airports Convention. While at the convention, Mr. Perry will focus on obtaining information on developing an airline service at New Century AirCenter.

Mr. Metcalfe reported that staff met with a for-profit organization called the Airshow Network about the possibility of having an airshow at New Century AirCenter in 2001. Staff felt that the group had a good financial background and was organized. The company will meet with the FAA to determine if the New Century AirCenter meets FAA requirements for an airshow. However, Mr. Metcalfe was skeptical if New Century could obtain a jet team with the setback requirements of 1,500'. Federal regulations for setback requirements have recently changed from 750' to 1,500' from the show line to the crowd. Staff will keep the Airport Commission informed on the progress.

### B. Summary of Financials.

Ms. Howell did not have any additional comments on the financials.

### C. Consider ratifying the February and March expenditures as presented.

Ms. Howell reported that there was \$47,000 remaining in the fire station project which had to be used for those purposes. As such, the fire department purchased a special jaws of life for aircraft and a compressor.

The building located next to the museum has been torn down and removed. Airport staff performed the demolition to keep costs down. Cost of the removal of the building was \$2,500.

**MOVED BY MR. HEAVEN, SECONDED BY MR. VIETS TO RATIFY THE APRIL EXPENDITURES AS PRESENTED. APPROVED (6-0).**

## V. DISCUSSION ITEMS:

### A. Update on the BWR study.

Mr. Metcalfe stated that the study was performed jointly with the City of Gardner. BWR was retained to perform the study on the area known as Park-within-a-Park. Sean Ackerson, BWR,

### **Airport Commission Minutes – May 24, 2000 - Page 3**

provided the study's findings to the Airport Commission.

Mr. Ackerson stated that there were two parts to the study: the concept plan and the design standards. The concept plan covered the entire acreage, including industrial land and commercial retail office. He admitted that direct highway access was restricted and not very likely, with the only possibility being a right-in access only. Gardner has reviewed access off Moonlight Road and determined that any access before Lincoln Lane would be unlikely because of conflicts of future widening of Moonlight Road. Access is envisioned to take place at Lincoln Lane. The other component is the design standard guidelines and is for industrial portions only. Gardner is in the process of developing their own commercial guidelines as part of the Mainstreet Corridor and requested that their plans would apply to the concept plan.

The industrial development standards were discussed, specifically the site building design. The standards were broad in nature since the City of Gardner is in the process of developing standards and did not want to duplicate their standards with the park-within-a-park standards. Mr. Ackerson stated that one deviation from the Airport Commission's CCRs was that signage would be permitted on buildings. For the park-within-a-park area, wall signage would be allowed in a uniform standard.

Mr. Viets stated that he was satisfied with the report. Although the Airport Commission is forced to deal with a series of small lots, he felt it was an organized way of collecting small tenants. Mr. Viets asked that a change be made on Page 3 of the report on the subject of access, which it says "sensitive" and not "controversial."

Mr. Fogel asked if there were plans for a stop light at Lincoln Lane. Mr. Ackerson responded that it is a future possibility. Mr. Fogel also asked about infrastructure and if the City of Gardner would provide electricity and roads for the site. Mr. Ackerson responded that the City of Gardner has issued statements regarding utilities. Chairman Nohe stated that the city's intent was to construct roads for the site, also. Mr. Dixon felt that the study should address questions from Mr. Fogel. He also requested that the report include directional arrows.

Mr. Heaven requested that an introductory paragraph on page 6 also include that the Airport Commission will have discretionary approval of any type of building material. Mr. Metcalfe stated that both the Airport Commission and the City of Gardner need to determine who actually will enforce the standards. There were several options, such as: 1) because the land is a part of the deed, it is still covered by the Airport Commission's CCRs, so the CCRs would be imposed upon the land; or 2) it could be done contractually because there will be leases on the ground; or 3) the City of Gardner would have the enforcement responsibility because the land is within the planning and zoning jurisdiction. Mr. Metcalfe felt that the Airport Commission and the City of Gardner need to determine which option to use. Chairman Nohe felt that the governance issues should go to the City of Gardner. Mr. Metcalfe concurred and stated that maximizing revenue should be the Airport Commission's top priority.

The Airport Commission discussed how the access issues impact the marketability of the land as well as the value of the property. Both QuickTrip and First Kansas Bank & Trust Company

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(FKB) have concerns about the access. Mr. Viets suggested that continuous right turns with a stop light would still be viable for QuickTrip and FKB. He also felt that the chances of intense commercial use without access would almost be impossible.

**CONSENSUS OF THE AIRPORT COMMISSION WAS TO ALLOW THE CITY OF GARDNER GOVERNANCE OVER THE PROPERTY WITH THE CONDITION THAT THE CITY PROVIDES INFRASTRUCTURE AND A PRE-NEGOTIATED LEASE AGREED TO BY BOTH THE AIRPORT COMMISSION AND THE CITY OF GARDNER.**

- B. Consider approving an option agreement for a hangar building site at Executive Airport for Ray Mattix, representing Nazarene Church aviation program.

Mr. Mattix, representing Nazarene Aviation Fellowship, stated that the Fellowship is interested in a based facility at Executive Airport and is requesting an option agreement to lease land for a 26,000-28,000 sq. ft. building consisting of hangar and office space. He has met with Kansas City Aviation Center, who also has an option agreement next to the proposed parcel, and believes that both projects can work together.

Mr. Mattix stated that there is an 8-month window of opportunity, and that Heart to Heart International is a possible player in the project. The Fellowship will comply with all city requirements and would like to start construction as soon as possible after the 60-day approval process. Mr. Mattix stated that although the Fellowship could finance the project in-house, they would prefer an option for bonds or an outside financing agency.

Staff felt comfortable with the option agreement and recommended approval. Legal counsel has also reviewed the standard option agreement.

**MOVED BY MR. DIXON, SECONDED BY MR. HEAVEN, TO APPROVE AN OPTION AGREEMENT FOR A HANGAR BUILDING SITE AT EXECUTIVE AIRPORT FOR RAX MATTIX, REPRESENTING NAZARENE CHURCH AVITAION PROGRAM. APPROVED (6-0).**

- C. Consider ratifying the Executive Director's authorization of the cost-sharing agreement with the FAA and Midwest ATC for the tower at New Century AirCenter.

Mr. Metcalfe stated that this item was previously reported to the Airport Commission at its last meeting. Due to the FAA wanting the agreement to become effective June 1, 2000, the Executive Director executed the agreement on behalf of the Airport Commission. New Century AirCenter will continue to be a contract tower although the FAA will fund a portion of the costs. The Airport Commission will pay approximately 35%, with a saving of \$6,000 per month.

**MOVED BY MR. HEAVEN, SECONDED BY MR. VIETS TO RATIFY THE EXECUTIVE DIRECTOR'S AUTHORIZATION OF THE COST-SHARING AGREEMENT WITH THE FAA AND MIDWEST ATC FOR THE TOWER AT NEW CENTURY AIRCENTER. APPROVED (6-0).**

**D. Consider approving a Building Lease Extension Agreement for the Old Olathe Naval Air Museum at New Century AirCenter.**

Chairman Nohe asked why the building lease agreement was changed to a renewal each year. Ms. Howell responded that the agreement was changed to a yearly renewal because the condition of the building is deteriorating with each passing year and may not pass building codes in the near future. The representatives from the museum are currently reviewing their options for relocation since they do not have the funds to properly maintain the building.

Chairman Nohe asked if the Johnson County Historical Society could provide assistance. Mr. Metcalfe stated that he thought the museum had tried to get assistance from all avenues. The museum recently received a \$5,000 grant for a new roof of the building. Staff will investigate alternatives for the museum's relocation.

**MOVED BY MR. VIETS, SECONDED BY MR. HEAVEN TO APPROVE OLD OLATHE NAVAL AIR MUSEUM'S BUILDING LEASE EXTENSION AGREEMENT FOR A ONE-YEAR TERM. APPROVED (6-0).**

**E. Discuss seeking appraisals of the New Century water system.**

Mr. Metcalfe stated that the water system at New Century AirCenter is expensive to operate, is time-consuming and is not really a core service of the airport organization. Staff has spoken with both surrounding cities and water districts about taking over the water system, although they were mildly interested in the water system, none of them were interested in taking over the \$3.5 million debt associated with the water system. Water District #1 and the City of Gardner seemed the most interested at that time.

In the late 1970's, Olathe attempted to annex the airport, and Gardner fought the annexation. Gardner and Olathe signed an agreement that basically split the airport into two pieces. The assumption was that Gardner would someday annex the western half of the airport and in the process obtain the water system. Mr. Metcalfe stated that Commissioners Gross and Anderson, on several occasions, have suggested that the water system be spun off. Staff contacted the City of Gardner to see if they were still interested in the water system, and they, in fact, are. Staff feels that before serious discussions can be held there needs to be an appraisal of the system to determine its value. Mr. Metcalfe estimated that due to the nature of the appraisal, it would cost \$20,000. He then suggested that the Airport Commission authorize the Executive Director to obtain estimates on the exact cost of the appraisal and then come back to the Airport Commission for approval to proceed.

Currently, it costs the Airport Commission \$5.00 per thousand gallons of water, and the users are only charged \$2.75 per thousand gallons. In 1999, there were 180,000,000 gallons of water pumped at New Century. In addition to the costs of water, the pumps on the system will need to be rehabilitated in the near future, meaning there will need to be more debt incurred. It is also anticipated that the cost of water will go up considerably. Staff performs rate surveys every two years and New Century's prices to its customers are in the middle of the range.



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Mr. Metcalfe stated that although the water system is not a revenue-generating operation, it is a good negotiation tool, and that may be a reason to keep the system. Mr. Fogel concurred, and stated that if the water system were sold, the Airport Commission would be giving away a key marketing tool.

Mr. Metcalfe stated that staff could research the issue and report back to the Airport Commission with the cost estimates to perform the study. Mr. Dixon requested that staff should bring back the cost estimates, a recommendation from staff, and a scope of services for the appraisal.

**STAFF WILL OBTAIN A COST ESTIMATE FOR THE WATER SYSTEM APPRAISAL AND REPORT BACK TO THE AIRPORT COMMISSION THE COST ESTIMATE, A STAFF RECOMMENDATION AND A SCOPE OF SERVICES.**

F. Report from President, Southwest Johnson County EDC.

Mr. Engelmann reported on two existing resident business proposals, one who is considering expanding their facilities by 20% and the other who is interested in building a new 80,000 sq. ft. building. Staff will keep the Airport Commission updated.

New Century AirCenter was recently featured in *Ingram's* magazine. Radio advertisements have begun on KCUR and staff is receiving positive feedback.

V. BUSINESS FROM THE FLOOR:

There was no business from the floor.

VI. EXECUTIVE SESSION:

**MOVED BY MS. THOMEN, SECONDED BY MR. DIXON TO ADJOURN INTO EXECUTIVE SESSION AT 10:45 A.M. FOR ADVICE OF COUNSEL AND TO DISCUSS LAND ACQUISITION FOR 20 MINUTES. APPROVED 5-0-1. MR. HEAVEN ABSTAINED FROM THE VOTE DUE TO A POTENTIAL CONFLICT OF INTEREST AND RECUSED HIMSELF FROM THE EXECUTIVE SESSION.**

VII. ADJOURNMENT

**There being no further business, the meeting adjourned at 11:05 a.m.**

Phyllis Thomen, Secretary

R. Lee Metcalfe, Executive Director

# JOHNSON COUNTY AIRPORT COMMISSION

MINUTES – July 26, 2000 9:00 a.m. – New Century, KS

## Airport Commission

Present: Messrs. Dixon, Heaven, Johnson, Nohe, Pipes, Viets, Ms. Thomen

Staff: Metcalfe, Ritter, Dunham, Howell, Perry

Others: Commissioner Gross, BoCC  
Commissioner Surbaugh, BoCC  
Frank Blasco, EAA/YEP  
H. Brad Antin, IAC Chapter 15  
Jim Barrett, IAC, Chapter 15  
James Burnett, IAC, Chapter 15  
Lee Crites, IAC, Chapter 15  
Charles Raymond, FAA/MCI ATCT/HUB  
Ray Olsen, Ray Olsen, LLC/AOPA  
Gail Hull, KPA – MCAA  
Kerry Blair, CSI  
Tom Meisenzahl, Kansas City Aviation Center  
Pat Callagy, MWATS/OJC Tower  
Willis Hait  
Lyle Bighley, L.D. Bighley Assoc.  
Tom Berter, OJC Tower  
Lynn Wiegers, Resident  
John Evans, Resident/Pilot  
Tony Proper, Resident  
Warren Turner  
Chuck Nuffer  
Mide Garrison  
Connie Troyer  
Doug Johnson  
Dave Jenkins  
Nicky Armour, KCAC  
Brandon Kearns, KCAC  
John Kilgore  
Donna Snocum  
Mike Dolin  
Douglas A. Sutton, CPA  
Sean Hutman, Executive Beechcraft  
Mike DeCoursey, Air Associates of Kansas  
Randy Witt, KCAC  
John Calvin, MWATC  
Tracy Coup, MWATC  
Susan Pittman

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Matt Wiggins, KCAC  
Chris Benson, KCAC  
John McNerney, ATU  
Don Morabite, OJC ATCT  
Richard Tremain, JC-Tec  
Mike Wieggers, Resident  
Dwight R. Eiseren, Resident  
Jesse Gibbins, Resident – Olathe  
George Johnson, KCAC  
Kathleen McPherson, FAA  
Dick Bodem, Resident – Overland Park  
Jeff Griffiths  
Larry Deier  
Dale Tips, Pentar Avionics  
Walt Brownberger, Resident – Overland Park  
R.J. Haggerton, KCAC  
Anne Sawyer, Resident  
Barbara Nash, KCAC  
David Peel, County Planning Department  
Bob Cronkleton, *KC Star*

Chairman Nohe called the meeting to order at 9:00 a.m.

**(NOTE: Heading and paragraph numbers and letters correspond to Agenda numbers and letters. Items are listed in order of discussion.)**

**I. APPROVAL OF MINUTES:**

**MOVED BY MR. DIXON, SECONDED BY MS. THOMEN TO APPROVE THE MINUTES OF THE MAY 24, 2000 MEETINGS AS DISTRIBUTED. APPROVED (7-0).**

**II. REPORT OF THE CHAIRMAN:**

Chairman Nohe announced that the next item would be discussion of Agenda Item V.A. Since there was a large number of attendees at the meeting, Chairman Nohe read the Rules of Order – Order of Business for the discussion.

**V. DISCUSSION ITEMS:**

**A. Discussion of the traffic patterns at Johnson County Executive Airport.**

Mr. Metcalfe reviewed the history of the traffic patterns at Executive Airport. A standard traffic pattern is rectangle in shape and has left-hand turns. Pilots are trained to fly left-hand patterns as a standard default pattern. However, the patterns will change depending on which runway is being used and which direction the wind is coming from. Executive Airport (OJC) has a

### Airport Commission Minutes – July 26, 2000 - Page 3

north/south runway. OJC was built in the 1940s and has been used as a civilian airport since 1951. In 1967, it was transferred over to the County from the City of Olathe. From that point until 1988, the standard traffic pattern was used, which would be to fly generally over Morse Village, located to the east of the airport, when runway 18 was in use. In 1988, during the Airport Master Plan update, the homeowners of Morse Village raised a concern that aircraft were flying over their home. In an effort to accommodate the homeowners, and due to the fact that there was less development on the west side of the airport at that time, airport staff moved the traffic pattern to the west side of the airfield for both runways. Mr. Metcalfe explained that it in no way was all of the traffic moved to the west side of the airport, emphasizing that traffic was still directed to the east depending on volume of traffic, aircraft arriving from the east, aircraft taking off to the east, and missed approaches. Staff estimated that there are 2,000 – 3,000 missed approaches performed at OJC annually, and all will fly to the east.

Mr. Metcalfe stated that several months ago, controllers again expressed their concern with the west pattern, stating that it was a safety issue with them literally turning their backs on the airfield, look into the sun, and too many aircraft concentrated in a small area. They also cited that pilots expect a standard pattern, and the tower is not manned 24 hours per day to notify the pilots of the west pattern for runway 18. Mr. Metcalfe stated that a pilot from out of the area expect a standard pattern and fly from the east, while pilots familiar with OJC could fly a west pattern, resulting in a possible collision course with each other. Mr. Metcalfe showed a diagram of the standard cockpit, depicting that a pilot can see three times better out of the left side of the plan as opposed to the right side of a plane. It is easier and safer for a pilot to perform a standard pattern because of this.

Staff, as well as the control tower, has received numerous complaints from the homeowners to the west of the airfield, and the homeowners have also threatened a lawsuit about all pattern traffic being diverted over their homes. Mr. Metcalfe displayed an aerial photograph, which shows the massive number of homes to the west of airfield, as well as the large number of homes to the east side of airfield. Staff reviewed the minutes of the 1988 meetings where staff switched the pattern, but found that it was not formally acted upon, but was rather an administrative decision noted by staff for the record. As such, staff reviewed the pattern and in late March/early April, determined that the pattern should revert back to the standard pattern.

Mr. Metcalfe stated that homeowners are primarily concerned with the aircraft turning over Morse Village. He said he could not think of any valid reason for pilots to do this except for a missed approach. He added that staff is researching and developing a noise abatement policy, which would include a 1600 msl (mean sea level) altitude before making turns. 1600 msl is equal to 500' above ground level (agl). While this policy would be voluntary in nature, he felt that this would alleviate *some* of the issues that the homeowners have raised. Mr. Metcalfe noted for the record that FAA has sole jurisdiction over aircraft while in airspace. Other items that could be addressed in the policy are touch-and-go landings and advising pilots to “fly friendly.”

Ms. Lynn Wieggers, resident east of the airport, opposed the pattern change. She stated that in April 2000, the OJC pattern was changed, which adversely impacted her quality of life and has diminished their property value. Before purchasing land near the airport, she performed due

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diligence and spoke with several governmental agencies, which revealed the OJC Comprehensive Compatibility Plan. There were no adverse conditions noted on the plat or evidence of a public disclosure. She spoke with airport staff, who indicated that the pattern was a west pattern. Ms. Wieggers stated that FAA 90-66A allows for non-standard patterns, and that the OJC Compatibility Plan shows a west pattern. The Airport Commission and the BoCC adopted the plan, and airport staff used the plan as a tool to block rezoning and the construction of a tower. She concluded that if the airport staff can use the plan as a tool, then she should be able to use it.

Ms. Wieggers stated that the east side of the airport gets continuous loud noise from planes and early turnouts that scream over 200 ft. above her house, adding that early turnouts are not necessary. Ms. Wieggers played a tape from an early turnout. Upon research, she found that the FAA and the City of Overland Park was not aware of the pattern change and added that the change was made without the homeowners consideration. There are homes very close to the runway, and asked that the pattern be returned to the west side.

Mr. Bob Haggerton, Overland Park and a pilot, stated that he has been a pilot for 30 years and a realtor for 28 years. He has sold numerous homes around the airport and he has always explained to prospective buyers the activity in the area. The airport has been an airport since 1951 and believes that it is a personal choice to live around the airport and to be aware of the activity. Having that choice, he felt that homeowners should move if they do not like the airport.

Mr. Mike Wieggers, 15601 Oakmont, resident east of the airport and a pilot, opposed the pattern change. He felt that the change is in direct opposition to the comprehensive plan and questioned whether there were enough controllers available. The change was also made without due process. He also asked who was in charge of low-flying aircraft, adding that the tower was not responsive to their concerns. Out of all the contacts he made, the only person who assisted him was Tom Meisenzahl at Kansas City Aviation Center (KCAC). He concluded with the question that if a business was the only one to help, then why is there an Airport Commission and staff? He also asked why the Airport Compatibility Plan was adopted if it was not used.

Mr. Kerry Blair, 15390 Monrovia, Overland Park, stated that the issue creates a potentially volatile situation in an “us vs. them fistfight.” He was called by the Wieggers about the pattern and has also talked with Mr. Metcalfe. He believes that there was an absence of due diligence, which is a legal issue. If there is a process, such as a compatibility plan, then it needs to be followed. He found it odd that staff could move the pattern on their own, but takes the full commission to move the pattern back. Mr. Blair felt that the proposed noise abatement policy was an excellent idea and encouraged the group to take leadership and proactive measures to make sure there is no stone unturned. With leadership exercised today, the airport could live for many years.

Mr. Randy Witt, pilot and resident two miles east of the airport, moved to the area because he wanted to be close to the airport. Although it is noisy, he fully expected it. When flying, the tower tells him which pattern to fly and to fly due north until an appropriate altitude. He stated he never knew that there was a specified pattern. He believes that both the airport and neighbors can live in harmony.

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Mr. Pat Callagy, OJC Tower Chief, gave a brief overview of the tower. The controller's true mission is to keep aircraft separated. There are one or two controllers in the tower at one time, which is mandated by the FAA contract. There have been an increasingly large amount of telephone calls to the tower while the controllers are communicating with aircraft. The tower usually tells callers to contact Aviation Director Perry. Mr. Callagy stated that the tower is not the "police." The Flight Standards District Office is responsible for noise and unsafe flying. Last week, the tower received a noise complaint from a caller who threatened to sue the tower. He stated that his controllers have been cussed out, which he considers harassment, while also adding undue stress and distraction for the controllers while they are directing aircraft. On a weekly basis the tower receives threats of being sued.

On the issue of turns the aircraft make, he said it is not safe to tell the pilots to turn the other way while they are in motion one way. He stated what one person deems as an "undue hazard" may not necessarily be to another. The tower has also tried to direct straight entrances into the airport, which does not cause flight over either the east or west homeowners. In conclusion, he stated that planes have to fly over someone's house.

Mr. Mike Garrison, pilot, stated that the reason the controllers are there is for safety. The longer a plane is in the air, the more noise it makes. He applauded the outstanding controllers at OJC, who provide an excellent and safe operation. They are always reminding pilots to go to 1600 msl before turning and a traffic pattern altitude of 2000 msl (900').

Mr. Jim Barrett, resident of Morse Village, moved to be closer to the airport. He received a flyer in his door several weeks ago from the Wieggers, who were complaining about the airport. He addressed several of the Wieggers complaints. In the flyer, it mentioned the airplanes are too low, too loud, too noisy and too many. Mr. Barrett stated that he never sees a plane too low, so too low was not a concern. He felt that some of the neighbors mowers are louder than the planes, so too noisy was not a concern. There are too many cars on the road, so he felt that too many planes were not a concern. He felt that cars were more dangerous than planes. Pilots and controllers need to worry about separation only and neither of them needs to be harassed. Mr. Barrett added that he has not seen any planes at 200' above Morse Village. He concluded that the Wieggers did not have to live next to an airport.

Mr. Brad Anton, pilot, stated that the controllers at OJC are fabulous. He admitted that he was not aware of a west pattern or the change, but that the controllers have to use both sides since OJC is the second busiest airport in Kansas. He realized that his plane makes noise and assumed that the Wieggers are referring to his plane when they talk about the "red over white airplane that screams over their house too fast and too close to the runway". He felt the comments were way off base and explained the reasoning as to why he maneuvers his plane the way he does.

Mr. Dick Boden, OJC tenant and pilot, and President of the Kansas Pilots Association, stated that he would be moving closer to the airport. Speaking for himself, he strongly supports the 1,600 msl rule but opposes concentration of aircraft on either side for interest of safety.

Mr. Tom Meisenzahl, KCAC, stated that KCAC is the largest operator at OJC. He sympathizes

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with the Wieggers, who he met with to discuss the issue. He felt that there some “cowboys” who do fly unsafe and felt that a fly friendly program would be beneficial. He believes that the controllers do an excellent job and that the airport and its neighbors can live in harmony.

Mr. Ray Olsen, representing the AOPA, is interested in safe flying and maintaining harmony with the pilots and the community. Airports bring economic benefit to the community, and felt that Mr. Metcalfe’s suggestions would fix the issue.

Mr. Frank Blasco, Missouri resident, felt that there was nothing that could not be replaced in a plan. He felt it would be more expensive to fly over to IXD to perform touch and go’s, and felt that pilots were being asked to incur more expense.

Mr. John McNerny, pilot, supports the pattern change, although more needs to be done to get the word out. He maintained that the real problem is inconsiderate pilots and inexperienced pilots.

Mr. Doug Sutton, Olathe resident and new pilot, stated that a number of pilots are not familiar with the airport. Different planes require different patterns and a dual pattern is for safety. Pilots talk to other pilots that are doing wrong, and concluded that safety is the pilot’s main concern.

Mr. Rick Tremain, pilot, supports the changes. The closing of Richards-Gebaur has placed more stress on other airports.

Commissioner Annabeth Surbaugh stated that she has received several calls on this issue and asked that legal counsel explain how the plan was adopted. Legal Counsel Cindy Dunham explained that the Airport Commission and BoCC adopted the OJC Comprehensive Compatibility plan in 1994. However, Olathe and Overland Park had not formally adopted the plan. She stated that the plan is for land use and compatibility and could be deviated from, and is a guideline that should not be considered a binding document. The plan does state that the traffic pattern was non-standard in 1994. This statement was not an adoption of the traffic pattern by the BoCC. The purpose of the plan is to address the issues of the land use compatibility and not a traffic pattern.

Mr. Don Morabito, OJC Controller for 18 years, stated that while a noise abatement has been honored, it has never had a decibel study. OJC has over 100,000 take offs and landings per year, which it still lower than it was years ago. A controller will move the pattern for safety and felt that it cannot be moved just because of noise. The east pattern is safer for the controllers to see.

Mr. Tony Proper, pilot/AOPA/EAA/MAPA, moved to be closer to the airport. He felt that the Wieggers do not understand everything with safety and felt they had a NIMBY (not in my back yard) attitude. He felt that the tower was receiving undue calls and doesn’t feel that the tower should have to deal with complaints while directing planes. He referred to the OJC Comprehensive Compatibility Plan, in which it stated that the area is an active airport and concluded that it should say on the deed that it is an active area.

**CHAIRMAN NOHE STATED THAT THE ITEM WAS FOR DISCUSSION ONLY AND THAT NO**

**ACTION WOULD BE TAKEN AT THIS TIME.**

**III. CONSENT AGENDA ITEMS:**

There were no consent agenda items.

**IV. EXECUTIVE SUMMARY:**

A. Review staff reports:

Staff had no significant additions to their report. Mr. Pipes commended staff for the background summary and graphics of the traffic pattern discussion.

B. Summary of Financials.

Ms. Howell did not have any additional comments on the financials.

C. Consider ratifying the February and March expenditures as presented.

**MOVED BY MR. DIXON, SECONDED BY MR. HEAVEN TO RATIFY THE MAY AND JUNE EXPENDITURES AS PRESENTED. APPROVED (7-0).**

B. Consider authorizing staff to proceed with requesting proposal from aviation consultants to produce an air service development and market analysis study.

Mr. Perry reported that staff has contacted companies that specialize in studies to measure the viability of attracting commercial air service per the Airport Commission's request earlier this year. A draft document was circulated to the Airport Commission earlier in the month for their review a proposed request for proposal.

Mr. Perry briefly reviewed the process for selecting a company to perform the study. It is anticipated that the cost would be \$40,000 - \$60,000 depending on the depth of the market analysis desired. Mr. Pipes was in favor of having the study completed and felt that it is the best interest of the public to offer additional air carrier service. Ms. Howell stated that moneys for the study would be taken from the tower savings, which is anticipated to be \$60,000. Mr. Metcalfe stated that moneys would also be available from the fund balance. Mr. Viets suggested that staff check with other airports that had similar studies performed. Chairman Nohe concurred and also suggested that staff check with airports that the study was not recommended. Mr. Perry stated that the study would take at least 6 months to develop knowledge of the area and to perform the study.

**MOVED BY MR. PIPES, SECONDED BY MR. JOHNSON, TO AUTHORIZE STAFF TO ISSUE PROPOSALS FOR AN AIR SERVICE DEVELOPMENT AND MARKET STUDY. APPROVED (7-0).**

**V. BUSINESS FROM THE FLOOR:**



The board discussed a noise abatement policy for Executive Airport.

**MOVED BY MR. DIXON, SECONDED BY MR. HEAVEN TO ADOPT A NOISE ABATEMENT POLICY FOR EXECUTIVE AIRPORT.**

After the motion, there was concern about making a motion after Chairman Nohe informed the attendees that there would not be a motion made today. Mr. Dixon stated that he had not heard the comment and offered to withdraw the motion. Consensus of the Airport Commission was to wait until the August meeting to further discuss the noise abatement policy.

**MR. HEAVEN WITHDREW HIS SECOND AND THE MOTION WAS WITHDRAWN BY MR. DIXON.**

Chairman Nohe expressed his appreciation to Mr. Johnson for representing the Airport Commission in welcoming the First Lady of Guinea.

Mr. Blasco, Missouri resident, gave updates on activities at other airports.

**VI. ADJOURNMENT**

**There being no further business, the meeting adjourned at 11:27 a.m.**

Phyllis Thomen, Secretary

R. Lee Metcalfe, Executive Director

# JOHNSON COUNTY AIRPORT COMMISSION

MINUTES – August 23, 2000 9:00 a.m. – New Century, KS

## Airport Commission

Present: Messrs. Heaven, Johnson, Pipes, Viets, Ms. Thomen

Absent: Messrs. Dixon, Nohe

Staff: Metcalfe, Ritter, Dunham, Howell, Perry

Others: John Engelmann, Southwest Johnson County EDC  
Hans Maier, Swiss Display & Graphic  
Jeff Roland, U.S. Army  
Frank Blasco, EAA/YEP  
Kerry Blair, CSI  
Tom Meisenzahl, Kansas City Aviation Center  
Lyle Bighley, L.D. Bighley Assoc.  
Lynn Wiegers, Resident  
Bob Cronkleton, *KC Star*

Secretary Thomen called the meeting to order at 9:00 a.m.

**(NOTE: Heading and paragraph numbers and letters correspond to Agenda numbers and letters. Items are listed in order of discussion.)**

### **I. APPROVAL OF MINUTES:**

**MOVED BY MR. HEAVEN, SECONDED BY MR. PIPES TO APPROVE THE MINUTES OF THE JULY 26, 2000 MEETINGS AS DISTRIBUTED. APPROVED (4-0).**

### **II. REPORT OF THE CHAIRMAN:**

Ms. Thomen reported that as Secretary, she would chair the meeting due to the absences of the Chairman and Vice-Chairman.

### **III. CONSENT AGENDA ITEMS:**

There were no consent agenda items.

### **IV. EXECUTIVE SUMMARY:**

#### **A. Review staff reports:**

Ms. Howell reported that the BoCC would adopt the 2001 budget at their meeting on August 24, 2000. The Airport Commission has two projects under consideration for Capital Improvement

## Airport Commission Minutes – August 23, 2000 - Page 2

Project Funding. Ms. Howell stated that the County is in the process of performing a job classification study, in which all positions in the county will have new job descriptions and have their position reviewed for reclassification and compensation. Phase I, grouping job types, is anticipated to be completed at the end of the year. Phase II, consisting of the compensation study, has not been approved by the BoCC at this time.

The County has also created a committee to perform a Cost Identification Analysis (CIA) for activity-based costing. The County will purchase a software program to generate reports with the hope of combining several departmental procedures together to expedite requests.

Mr. Perry reported that the bid for the slurry seal project for the west t-hangars at Executive Airport would be performed this fall. No drainage work will be performed as part of the project.

Mr. Metcalfe reported that the Airport Commission received a low-interest loan from the State of Kansas for rail repairs. A low bidder was determined, although staff felt that the lowest bidder was not qualified for the project and will recommend awarding the project to the second lowest bidder. Staff was also concerned because the low bid was 50% less than the engineer's estimate.

Mr. Metcalfe reported on other on-going projects, such as the water line project at New Century AirCenter, and the roof repair and electrical replacement for the administration building.

### B. Summary of Financials.

Ms. Howell reported that fuel flowage revenues are up from this time last year.

### C. Consider ratifying the July expenditures as presented.

**MOVED BY MR. PIPES, SECONDED BY MR. JOHNSON TO RATIFY THE MAY AND JULY EXPENDITURES AS PRESENTED. APPROVED (5-0).**

## V. DISCUSSION ITEMS:

### A. Consider adopting noise abatement procedures and a "Fly Friendly" program for Johnson County Executive Airport.

Mr. Metcalfe reported that staff have researched and developed a noise abatement procedure that consists of recommending pilots to maintain runway heading until they are 500' above the ground. Although the FAA will be informed of the procedures, they will not enforce them. He concluded that the procedures would be a matter of educating the pilots and encouraging them to comply with the noise abatement policy.

Ms. Weigers, a resident east of Executive Airport, contacted staff and suggested that there be a designated point of contact or e-mail address where complaints can be directed. Mr. Metcalfe felt that this was a good suggestion, because the FAA does not have a process for receiving complaints, and usually directs them to Flight Standards District Office (FSDO), who is not equipped to receive complaints. In addition, the Airport Commission does not have jurisdiction

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over aircraft while they are in the air. Mr. Metcalfe pledged that Aviation Director Perry would be the official contact person and follow up on aircraft complaints.

Mr. Heaven stated that 99% of pilots are courteous and safe. He recommended that there be a clause in the t-hangar rental agreement that states any chronic violators of the proposed noise abatement procedure would be subject to eviction from the hangar. Ms. Thomen concurred with Mr. Heaven's suggestion.

Mr. Pipes commended staff for their work with the public and community of the noise abatement procedure. He also commended Mr. Meisenzahl for his work.

**MOTION BY MR. PIPES, SECONDED BY MR. JOHNSON TO ADOPT A NOISE ABATEMENT PROCEDURE AND FLY FRIENDLY POLICY FOR JOHNSON COUNTY EXECUTIVE AIRPORT AND TO INCORPORATE INTO THE T-HANGAR RENTAL AGREEMENTS A CLAUSE TO REFLECT THAT CHRONIC VIOLATORS OF THE PROCEDURES WOULD RESULT IN TERMINATION OF THE LEASE. APPROVED (5-0).**

Mr. Hans Maier, flight instructor, felt that the first step really starts with the flight instructors to teach their students to fly friendly. He concurred that 99% of the pilots are safe, while adding that instructors have to teach students emergency landing procedures which to some non-flyers would be construed to as not safe.

Mr. Kerry Blair, Morse Village resident, encouraged the Airport Commission to embrace proactive measures, which would reduce the problem of noise. He felt that the procedure has a wonderful public relations impact on the community, adding that the more the Airport Commission does now, the better it would be for the future.

Ms. Weigers thanked the Airport Commission and staff for the noise abatement procedure. Mr. Metcalfe stated that staff would get an FAA list of flight instructors and notify them of the procedure. It was also suggested that the procedure be posted on a Notice to Airmen (NOTAM).

- B. Reconsider the proposal from First Kansas Bank & Trust Company (FKB) to lease the northeast corner of Moonlight Road and Main Street/56 Highway for the purpose of constructing a two-story office building to accommodate a branch bank and other retail/commercial uses.

Item V.B. was removed from the agenda.

- C. Report of the Southwest Johnson County EDC.

Mr. Engelmann reported on three projects, all of which have rail requirements. The next edition of *The Progress*, which is due out within the next two weeks, will highlight the importance of shortline rail at New Century AirCenter.

The public unveiling of Project "Eagle" will take place on September 11, 2000. The Airport Commission will be invited to attend the event, which BNSF will bring some invitees from their rail yard in Kansas City, Kansas to the "Eagle" site. After the unveiling, all guests will be taken

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to the BNSF rail cars for lunch. Also in attendance will be Lieutenant Governor Gary Sherrer.

Mr. Engelmann reported that the Society of Industrial and Office Realtors (SIOR) Days will be September 28, 2000. Messrs. Engelmann and Metcalfe will be attending the event on behalf of the Airport Commission.

The EDC will conduct a Strategic Planning Retreat on October 20, 2000. A report will be made to the Airport Commission at its October meeting on the outcome of the retreat.

### **V. BUSINESS FROM THE FLOOR:**

Ms. Weigers informed the Airport Commission that development at 151<sup>st</sup> Street and Quivira was taking place, which will have three houses per acre. She felt that for safety reasons, the Airport Commission should be informed, adding that high-density areas should not surround Executive Airport. Mr. Metcalfe replied that there would be two opportunities in the process to voice the Airport Commission's opinion.

Mr. Blasco, Experimental Aircraft Association and Young Eagles Program representative, gave updates on activities at other airports.

Ms. Thomen stated that normally at the August meeting an election of officers was held, however it might be held at the September meeting.

### **VI. ADJOURNMENT**

**MOVED BY MR. VIETS, SECONDED BY MR. HEAVEN TO AJOURN THE MEETING AT 9:47 A.M.**

Phyllis Thomen, Secretary

R. Lee Metcalfe, Executive Director

# JOHNSON COUNTY AIRPORT COMMISSION

REVISED MINUTES – September 27, 2000 9:00 a.m. – New Century, KS

## Airport Commission

Present: Messrs. Nohe, Dixon, Johnson, Pipes, Viets

Absent: Messrs. Heaven, Ms. Thomen

Staff: Metcalfe, Ritter, Dunham, Howell, Perry

Others: John Engelmann, Southwest Johnson County EDC  
Ray Olsen, Ray Olsen, LLC  
Lyle Bighley, L.D. Bighley Assoc.  
Gary Denning  
Gib Stevenson, CF Sauer  
Charles Cabell, CF Sauer Legal Counsel  
Max Jones, CFS West  
Bob Cronkleton, *KC Star*  
Sean Hutman, Executive Beechcraft

*Chairman Nohe* called the meeting to order at 9:00 a.m.

**(NOTE: Heading and paragraph numbers and letters correspond to Agenda numbers and letters. Items are listed in order of discussion.)**

## **I. APPROVAL OF MINUTES:**

**MOVED BY MR. VIETS, SECONDED BY MR. DIXON TO APPROVE THE MINUTES OF THE AUGUST 23, 2000 MEETINGS AS DISTRIBUTED. APPROVED (5-0).**

## **II. REPORT OF THE CHAIRMAN:**

### Election of Officers

Chairman Nohe stated he would appoint a Nominating Committee to recommend to the Airport Commission the slate of officers for the following year. He announced that he would not be reappointed to the Airport Commission and that his term would expire at the end of this year.

## **III. CONSENT AGENDA ITEMS:**

There were no consent agenda items.

## **IV. EXECUTIVE SUMMARY:**

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### A. Review staff reports:

Mr. Metcalfe reported on the status of the water system appraisal. The City of Gardner has expressed interest in becoming the water utility for the AirCenter. There has been some encouragement from the BoCC to sell the water system. The first step was to determine what the water system was worth. A consultant was retained to appraise the system and a written report will be available within the next few weeks. Staff will report their findings at the October meeting.

Mr. Perry reported that a noise abatement policy has been established and includes signage, which was installed at Executive Airport notifying pilots to “fly friendly”, as well as maintaining runway heading until passing 1,600’ MSL. A memorandum was also mailed to tenants. Air Associates and Kansas City Aviation Center, Executive Airport’s two fixed base operators (FBO’s), are also assisting staff by handing out flyers and talking with the customers. Mr. Metcalfe felt that there has been improvement in the pilot’s behavior; however, there are still a few pilots that continue to ignore their responsibilities.

Mr. Viets asked of the status of new t-hangars. Mr. Perry replied that the bonds for the existing t-hangars would not be paid off until 2001. On the advise of county finance, it was determined to hold off on constructing new t-hangars until the bonds for the existing t-hangars had been paid off. Staff will meet with the Office of Financial Management early next year to discuss constructing new t-hangars. It is expected that the engineer will have to revise their estimate due to inflation. Their estimate several years ago was \$5.7 million to construct 44 t-hangars at New Century AirCenter and 46 t-hangars at Executive Airport. Mr. Metcalfe stated that the Airport Commission could expect opposition from the homeowners surrounding Executive Airport.

### B. Summary of Financials.

### C. Consider ratifying the August expenditures as presented.

Ms. Howell gave a brief summary of the financials and expenditures.

**MOVED BY MR. JOHNSON, SECONDED BY MR. DIXON TO RATIFY THE AUGUST EXPENDITURES AS PRESENTED. APPROVED (5-0).**

## V. DISCUSSION ITEMS:

### A. Consider approval of a long-term lease of 15.4 acres at 101 Prairie Village Drive to CFS West Foods L.L.C., a Kansas corporation and subsidiary of the C.F.S. Sauer Company of Richmond, Virginia (collectively referred to as “CFS”), and the construction of a 240,000 sq. ft. food processing and distribution facility thereupon. Consider recommending to the BoCC approval of a 5-year, 50% property tax abatement for the improvements and certain plant equipment.

Mr. Metcalfe reported that a ceremony took place earlier this month to announce that CFS West, LLC is locating to New Century AirCenter. The company is asking the Airport Commission to approve a long-term lease. Mr. Metcalfe stated that the Airport Commission conceptually

### **Airport Commission Minutes – September 27, 2000 - Page 3**

approved the lease in form several months ago without the name of the company being identified. There are no changes to the lease, except for the fact that CFS West, LLC now appears on the lease. The company is also seeking for a 5-year, 50% tax abatement on the building and equipment.

Mr. Charles Cabell, legal counsel for CFS West, LLC, gave the background of the company. The company started in 1887 when CF Sauer I began selling extracts and spices. The company expanded their products to include Mrs. Duke's mayonnaise, the #1 selling mayonnaise in the southeast. Today, the company has offers a variety of products, including a hardware store and plastics facility.

Mr. Cabell reported that the company has \$200 – 300 million in sales per year, depending on the price of oil and the demand for their products. The home office for the company is in Richmond, Virginia, but has companies throughout the south. CFS West, LLC (CFS) will employ 100 employees at its New Century AirCenter location at full capacity and anticipates heavy usage of the rail system. CFS has committed to a "take or pay" agreement of 520 rail cars per year, although it is anticipated there will be 1,000 rail cars per year at full capacity. CFS also estimates that they will use 18 million gallons of water per year at capacity for which there is also a "take or pay" agreement.

Mr. Cabell informed the Airport Commission that he has been asked by the company not release their financial information since they are a private company, but he was authorized to report that the construction of the facility was done with no debt-financing. The facility was paid for in cash, and Mr. Cabell stated that CF Sauer could build two or three such plants with their cash. They may, however, place debt on the property for corporate tax purposes, but this has yet to be determined.

Mr. Cabell asked the Airport Commission to approve the lease as presented and also requested that the Airport Commission recommend to the BoCC a 5-year, 50% tax abatement.

Mr. Viets asked Mr. Cabell how they company arrived to New Century AirCenter. The company decided to locate to New Century AirCenter because of its location to serve Chicago, Denver and Dallas. The location needed to have rail access, clean water and truck access. CFS also researched Wichita, Kansas, but it was determined that New Century AirCenter would best meet their needs.

Mr. Pipes asked about the wastewater capacity of the treatment facility. Mr. Metcalfe stated that CFS would have a pre-treatment facility, resulting in relatively clean water coming out of the plant. He noted that the impact on the main treatment plant is significant, but not overwhelming. There will be capacity in the future for expansion or future development. He also noted that the County has not had to spend any money to accommodate the facility.

Mr. Engelmann described the process of requesting a tax abatement, and the county's history of approving tax abatements. In order for the Airport Commission to recommend that the BoCC approve a tax abatement, a cost benefit analysis was required by the State. In addition, the analysis would also include the value of the incentives being offered to the firm, such as the



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waived water hook-up fee, discounted land lease fee for the first five years. The value of incentives total \$122,000.

Mr. Engelmann reported that the analysis reflected that the County could expect a 2-year return on investment, the School District could expect a 10-year return on investment, and the Fire District could expect a 7-year return on investment.

Mr. Engelmann stated that the County has issued only one abatement in his tenure, which went to Steel & Pipe Supply Company for a 5-year 50% tax abatement. Mr. Metcalfe reminded the Airport Commission that the company would still pay taxes, just not the full amount for the first five years. The Airport Commission will see \$150,000 per year of new revenue from the company.

Mr. Metcalfe stated that the BoCC requested that the Airport Commission adopt a tax abatement policy, which was done several years ago. Some cities are giving 10-year, 100% tax abatements while others are giving zero tax abatements.

Chairman Nohe stated that the BoCC is not given the opportunity to approve tax abatements very often. The BoCC has the ability, in any city, a veto right to not allow abatements. The BoCC has the authority to grant abatements only for unincorporated areas and airport property, and there has been only one request in ten years. Commissioner Gross stated that he was recently involved in a general discussion on tax abatements and if the BoCC should exercise their veto power on certain tax abatement requests.

Mr. Metcalfe stated that should the BoCC not approve the tax abatement, then the “take or pay” agreements would be lost. Mr. Metcalfe stated that prior to his arrival, tax abatements were granted rather freely, and that policy has since changed. There has only been one instance, SPS, that the Airport Commission has asked for an abatement due to the potential revenue it brought. Mr. Stevenson, CFS, stated that Lawrence, Kansas offered a 5-year, 50% tax abatement. Ms. Dunham, Legal Counsel, stated that there was a clause in the ground lease where the tenant could terminate if the abatement is denied. Mr. Metcalfe again stated that the County has not had to incur any expenses for the project, and added this was a very good deal for the County. The terms of the lease are 30 years with seven 10-year extensions.

**MOVED BY MR. DIXON, SECONDED BY MR. PIPES TO APPROVE A LONG-TERM LEASE OF 15.4 ACRES AT 101 PRAIRIE VILLAGE DRIVE TO CFS WEST FOODS L.L.C., AND THE CONSTRUCTION OF A 240,000 SQ.FT. FOOD PROCESSING AND DISTRIBUTION FACILITY. APPROVED (5-0).**

**MOVED BY MR. DIXON, SECONDED BY MR. PIPES TO RECOMMEND TO THE BOCC APPROVAL OF A 5-YEAR, 50% PROPERTY TAX ABATEMENT FOR THE IMPROVEMENTS AND CERTAIN PLANT EQUIPMENT. APPROVED (5-0).**

B. Report of the Southwest Johnson County EDC.

Mr. Engelmann reported that newest edition of *The Progress* highlighted the importance of

## **Airport Commission Minutes – September 27, 2000 - Page 5**

shortline rail at New Century AirCenter.

Mr. Engelmann reported that the Society of Industrial and Office Realtors (SIOR) Days will be held on September 28, 2000. Messrs. Engelmann and Metcalfe will be attending the event on behalf of the Airport Commission.

The EDC will conduct a Strategic Planning Retreat on October 20, 2000. Questionnaires were mailed to members, which yielded a 17% response. A report will be made to the Airport Commission at its October meeting on the outcome of the retreat.

### **V. BUSINESS FROM THE FLOOR:**

Mr. Lyle Bighley asked for support at the November 7<sup>th</sup> elections on the constitutional amendment on the ballot regarding personal aircraft property tax. The amendment, if approved, would result in the separate taxing of non-business aircraft and water aircraft. Mr. Bighley stated that the State of Kansas has personal property taxes 5-10 times higher on aircraft than it is on a comparably price automobile. He noted that a lot of planes are moving out of state to avoid these taxes. He encouraged the Airport Commission to vote “yes” on Question #2 on the November 7<sup>th</sup> ballot.

### **VI. ADJOURNMENT**

**THERE BEING NO FURTHER BUSINESS, THE MEETING WAS ADJOURNED AT 10:10 A.M.**

Phyllis Thomen, Secretary

R. Lee Metcalfe, Executive Director

# JOHNSON COUNTY AIRPORT COMMISSION

MINUTES – October 25, 2000 9:00 a.m. – New Century, KS

## Airport Commission

Present: Messrs. Nohe, Dixon, Heaven, Johnson, Pipes, Viets, Ms. Thomen

Staff: Metcalfe, Ritter, Dunham, Howell, Perry

Others: Commissioner George Gross, BoCC  
Jerry Fogel, J.P. Fogel & Company  
Ray Olsen, Ray Olsen, LLC  
Lynn Wiegers, Resident  
Jerry Gippner  
Willis Hart  
Keith Nease  
Warren Turner  
Tom Meisenzahl, Kansas City Aviation Center  
Virginia Barr, League of Women Voters

Chairman Nohe called the meeting to order at 9:00 a.m.

**(NOTE: Heading and paragraph numbers and letters correspond to Agenda numbers and letters. Items are listed in order of discussion.)**

## **I. APPROVAL OF MINUTES:**

Ms. Thomen noted that the minutes should reflect that Chairman Nohe called the meeting to order.

**MOVED BY MR. JOHNSON, SECONDED BY MR. PIPES TO APPROVE THE MINUTES OF THE SEPTEMBER 27, 2000 MEETINGS AS AMENDED. APPROVED (4-0-2).**

Ms. Thomen and Mr. Heaven were absent from the September meeting and abstained from the vote.

## **II. REPORT OF THE CHAIRMAN:**

Combine the November and December Airport Commission meetings

**MOVED BY MR. DIXON, SECONDED BY MR. JOHNSON TO COMBINE THE NOVEMBER AND DECEMBER MEETINGS AND CONDUCT A MEETING ON DECEMBER 6, 2000. APPROVED (6-0).**

Election of Officers

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Chairman Nohe appointed Mr. Heaven to the Nominating Committee, who would recommend at the December 6<sup>th</sup> meeting the slate of officers for the following year.

**III. CONSENT AGENDA ITEMS:**

There were no consent agenda items.

**IV. EXECUTIVE SUMMARY:**

A. Review staff reports:

Chairman Nohe asked what the status was on CFS West Foods' tax abatement. Mr. Metcalfe stated that staff has not prepared the package at this time due to the fact that the Board of Tax Appeals (BOTA) will not consider the application until the building is completed. There is no great urgency at this time to complete the package since the building will not be ready until February or March of 2001. Chairman Nohe stated that the first year the abatement could apply would be after the first year in service, which was 2002.

Mr. Perry reported that Musselman & Hall have been awarded the bid for the west t-hangar ramp slurry seal project. The contractor has agreed to hold the rates on the project until it can be completed when temperatures and weather conditions permit, which is expected to be next Spring.

B. Summary of Financials.

Ms. Howell stated that staff would be acquiring one computer and printer this year.

C. Consider ratifying the September expenditures as presented.

There were no comments on the expenditures.

**MOVED BY MR.HEAVEN, SECONDED BY MS. THOMEN TO RATIFY THE SEPTEMBER EXPENDITURES AS PRESENTED. APPROVED (7-0).**

**V. DISCUSSION ITEMS:**

A. Discuss the appraisal of New Century AirCenter's water system.

Mr. Metcalfe stated that as a result of this year's strategic planning retreat, the board directed staff to research the value of New Century AirCenter's water system. Staff retained an appraiser, John Harris, to conduct an analysis of the water distribution system. From time to time, the City of Gardner and Water District #1 have expressed interested in taking over the water system. It was determined that an appraisal would need to be completed before entering into negotiations. The BoCC has also expressed their desire to have the water system taken over.

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Mr. Harris gave a brief presentation on the findings of his report. Some aspects of the appraisal were difficult to perform due to the uniqueness of the system. Mr. Harris reported that the appraisal found that the fair market value of the system is \$4,242,500.

Mr. Harris stated that primarily three types of entities own water systems: municipalities, private firms and co-ops. Typically, very few private companies own these types of systems, and those that do are rapidly selling them. Mr. Harris stated that he does not think that a private firm would buy the water system.

In determining the worth of a water system, the value of the equipment is important. Mr. Pipes asked if the system was comparable to other water systems in the area. Mr. Metcalfe felt that the system would be comparable to the City of Gardner's, but most likely would not be comparable to Water District #1. Mr. Harris noted that upgrades would not have to be performed since the system meets or exceeds in some cases state requirements. Chairman Nohe suspected that the system would not be up to Water District #1's standards, who would not incur any additional costs for a water system. Mr. Metcalfe recommended that before any transaction is made, there should be a clause stating that the Airport Commission would not pay to have or make any improvements to the system. He also suggested that one possibility would be for someone to assume the debt on the system, which is close to the fair market value of the system. Mr. Harris stated that he found it interesting when comparing the value of the water systems was the fact that a water system's debt is close to fair market value.

Mr. Dixon suggested raising the rates to become cash flow positive. Mr. Harris stated that if the rates were raised, it was possible to become cash flow positive. However, it would not include debt on the system. Mr. Dixon suggested making the rates more realistic with competitors. Mr. Metcalfe concurred and added that a rate adjustment is due. Ms. Howell stated that Gardner currently charges \$3.94 per 1,000 gallons. The city sells the Airport Commission water at wholesale for a cost of \$1.75 per 1,000 gallons, who in turn, sells water for \$2.75 per 1,000 gallons. The City of Olathe sells their water for \$2.29 per 1,000 gallons. Ms. Howell stated that Olathe's rates fluctuate depending on the season, and are also quoted in cubic feet, which had to be converted. Mr. Pipes directed staff to investigate increasing the water rates. Mr. Metcalfe stated that without counting the debt, the water system would break even.

Mr. Pipes suggested keeping the item on the agenda for the Dec. 6<sup>th</sup> meeting, at which time staff could report back on a rate increase. Mr. Heaven stated that first the Airport Commission must determine if we want to be in the water business at all, and then decide if an increase is warranted. Commission Gross commented that the board was looking at area where services could be consolidated and who could perform the services for less costs and more efficiency. Chairman Nohe stated that the Environmental Protection Agency (EPA) continues to force new regulations and place more demands on water systems. Mr. Metcalfe stated that he would research the financials and report back to the Airport Commission with a recommendation.

### B. Discuss a t-hangar rate adjustment.

Mr. Perry stated that the last t-hangar rate increase was in 1998. At that time, the board decided

## **Airport Commission Minutes – October 25, 2000 - Page 4**

to review the rates every two years using the Consumer Price Index - Urban and adjust as necessary. Staff researched the CPI-U, which revealed a 4.6% increase (\$10 per month) in the t-hangar rental rates. Mr. Perry stated if an increase is approved, it needs to become effective January 1, 2001 for tenants that make annual payments.

Mr. Pipes announced that he has a conflict of interest and recused himself from a vote since he rents a t-hangar.

The board discussed how the revenues from the t-hangar rentals were placed into the budget. Mr. Perry stated that the revenues are not used to pay off the bonds early; however, a portion of the revenue is pledged to pay off the bonds on the regular installment payments. The remaining revenues go into an aviation account, which pays for improvements to the airfield, utilities and a contract tower. Executive Airport is in a slightly positive cash flow, but New Century AirCenter is in a negative cash flow.

Mr. Dixon stated that if the revenues are carrying its load, then he is opposed to an increase, but if the t-hangars lose money, then he would like to know what the variance is. Mr. Viets stated that there is a great demand for t-hangars and is aware that there is a lot of subleasing. He felt that we should get a good price for a product that is in demand. Mr. Perry stated that any revenues generated would be consumed by the bonds for the construction of additional t-hangars. Chairman Nohe supported the rate increase because it takes the burden off the taxpayers. Mr. Pipes felt that the increase was reasonable and would like to see the revenues pay off the debt early to construct new t-hangars. Mr. Dixon suggested tabling the matter until a decision has been made on new t-hangars.

### **MOTION BY MR. DIXON, SECONDED BY MR. PIPES TO TABLE THE DISCUSSION UNTIL THE DECISION TO CONSTRUCT NEW T-HANGARS HAS BEEN MADE.**

Mr. Willis Hart, Hangar Tenant A-23, stated that he has been a tenant in Hangar A-23 since they were constructed. At that time, the heaters were heated and he paid \$100 per month. As a renter, he has not witnessed any improvements to the hangars and felt that they were going downhill. The heating was disconnected and he has had to pay more for electricity. The only maintenance performed was a sewer line repair, and on his t-hangar he has only had the door adjusted and lubricated in 25 years he has rented it. Mr. Hart felt that the CPI-U index is a poor indicator and suggested that the rates be based on the cost of the hangar.

Mr. Perry responded that many tenants only see minor maintenance, and added that personnel do many other types of maintenance, such as replacing cables and panels. He stated that the hangars, built in 1980, are still in good condition but agreed that the pavement around Hangars A and B are deteriorating. The BoCC has issued capital improvement moneys for rehabilitating the pavement. The revenues from the t-hangars should share the cost of the pavement rehabilitation. In response to Mr. Hart's comment about the CPI-U index, Mr. Perry stated that Lee's Summit adjusts their rental rates by \$5-8 per month every year. Mr. Hart objected to using Lee's Summit because of the criteria, and said that New Century AirCenter should be compared to Gardner, Iola, and Coffeyville, Kansas. Mr. Metcalfe stated that in addition to the basic maintenance on the hangars, personnel also performs snow plowing, crack-sealing and other

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pavement maintenance. He added that Lee's Summit is the most-comparable airport in the area, and New Century AirCenter and Executive Airport are not comparable to Gardner, Paola and other airports because they do not have a contract tower, fire/rescue capabilities, and airfield lighting like that of New Century AirCenter and Executive Airport. Mr. Metcalfe stated that the electricity for the hangar doors have always been paid for by the Airport Commission; the outlets in the hangar were on a meter and were the tenants responsibility.

**MR. PIPES WITHDREW HIS SECOND TO THE MOTION.**

Mr. Pipes felt that the issue deserves more discussion. Ms. Thomen stated that she does not want to increase the rates for the sake of just increasing them, but also wants to look to the future to building more t-hangars and supporting maintenance costs. Mr. Heaven stated that he supports the increase because of the opportunity it gives to build new t-hangars.

**MOTION BY MR. VIETS, SECONDED BY MR. JOHNSON TO APPROVE A T-HANGAR RENT INCREASE OF \$10.00 PER MONTH EFFECTIVE JANUARY 1, 2000. APPROVED (5-1-1).**

Mr. Dixon opposed the vote and Mr. Pipes abstained from the vote.

Mr. Kenneth Perkins stated that he could care less if New Century AirCenter has a tower, and added that he prefers a grass runway.

Mr. Heaven stated it was his passion to build t-hangars at these airports, and to the extent that we can show better revenues to borrow more on a general obligation basis, he is in favor.

**C. Consider awarding an Air Service Development and Market Analysis Study contract to Edwards and Kelcey, Inc.**

Mr. Metcalfe stated that the Airport Commission received the most notable air service inquiry in 1986 – 1987 from Piedmont Airlines for 737 passenger service with 7-8 flights per day. A study was performed at that time to see if it was feasible to convert the administration building into a terminal. A market analysis was also performed in 1986 by Midwest Research Institute. Shortly thereafter, USAir absorbed Piedmont and the project lost momentum. Since Mr. Metcalfe's tenure as Executive Director, he has been approached several times from companies wanting to start airlines at New Century AirCenter.

At the strategic planning retreat earlier this year, the board directed staff to investigate the possibility of an air service at New Century AirCenter. The first step of this process was to determine the market for an air service in Johnson County. A Request for Proposal was issued and staff received four responses. A Review Committee, consisting of three staff members, EDC President Engelmann and Planning Director Roger Kroh reviewed and ranked the proposals and recommend Edwards & Kelcey, Inc.

**MOVED BY MR. PIPES, SECONDED BY MR. HEAVEN, TO AWARDS AN AIR SERVICE DEVELOPMENT AND MARKET ANALYSIS STUDY CONTRACT TO EDWARDS & KELCEY, INC. APPROVED (7-0).**

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Mr. Dixon questioned the words in the proposal, such as “stakeholder” and added he did not think Edwards & Kelcey would add any more than an analysis. He felt that until the airlines decide to move, no analysis would cause them to locate to New Century AirCenter.

Mr. Perry stated that most regional airlines would expect us to go to them. The study would help determine if there is sufficient data to support an airline. Mr. Metcalfe stated that the first phase developed the data, and the second phase would be to make contact with airlines and show them the data. Airports must be aggressive and do the homework up front for airlines, and Edwards & Kelcey has added value because they have established a good working relationship with the airline industry. Ms. Thomen stated that the study would help determine if New Century AirCenter had what it takes to succeed.

Mr. Dixon asked where the money would come from for the study. Mr. Metcalfe replied that the funds for the study would be taken from the savings on the control tower contract. Phase II of the study would be the actual contact with the airlines industry, and would be less expensive than the data analysis in Phase I.

Mr. Dixon felt the proposal was a poorly done sales pitch. Mr. Viets stated that he concurred with Mr. Dixon’s skepticism and is not optimistic of the outcome. Mr. Perry stated that initially, he had the same concerns, but after talking with Edwards & Kelcey, he was more confident since they will tell the client “no” if it does not look feasible. Mr. Heaven stated that the Airport Commission has been talking about airline service for years, and we must start somewhere. He added that the study lends legitimacy to the Airport Commission’s efforts.

### **V. BUSINESS FROM THE FLOOR:**

Ms. Wieggers asked for an update on the “fly friendly” program. She stated that initially it had brought some improvement of low-flying planes and early turnouts, but it was getting worse. Ms. Wieggers has received complaints from some of the neighbors that the planes were frightening children playing in their back yards, and even one homeowner is planning to put their house on the market.

Mr. Perry stated that advisory and “fly friendly” signs have been posted, and pilots have been advised to pay attention. The Kansas Pilot’s Association (KPA) has also been involved by showing Fly Friendly tapes.

Ms. Wieggers asked if a mass mailing could be sent to all pilots. Mr. Perry stated that the FAA does not make flight instructor’s addresses available. Mr. Meisenzahl, Kansas City Aviation Center (KCAC), concurred with Mr. Perry that it was difficult to get the information from the FAA, and offered to include any flyers in KCAC’s mass mailings to customers.

Mr. Ray Olsen, volunteer representative of Aircraft Owner’s and Pilot’s Association (AOPA) stated that the word is out to fly friendly and responsibly, and added that there is always going to be “one or two bad apples.” He noted that this is a voluntary program, and there will never be 100% participation. Mr. Olsen offered to meet with the concerned citizens and discuss the issue further.



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Mr. Metcalfe stated that lately that wind conditions have enabled get planes up to 500' quicker and they are turning out early. He added that staff has discussed sitting in the control tower on a Saturday and have the pilots contact the tower if they turn out early. Mr. Metcalfe stated that he felt some of the pilots were turning out early on purpose.

**VI. EXECUTIVE SESSION**

**MOVED BY MR. VIETS, SECONDED BY MS. THOMEN TO ADJOURN TO EXECUTIVE SESSION AT 10:45 A.M. UNTIL 11:00 A.M. TO DISCUSS LAND ACQUISITION. APPROVED (6-0).**

Mr. Heaven stated he has a conflict of interest and recused himself from the Executive Session.

**VII. ADJOURNMENT**

Chairman Nohe announced that no action was taken as a result of the Executive Session.

**THERE BEING NO FURTHER BUSINESS, THE MEETING ADJOURNED AT 11:00 A.M.**

Phyllis Thomen, Secretary

R. Lee Metcalfe, Executive Director

# JOHNSON COUNTY AIRPORT COMMISSION

MINUTES – December 8, 1999 9:00 a.m. – New Century, KS

## Airport Commission

Present: Messrs. Heaven, Dixon, Johnson, Nohe, Pipes, Viets, Ms. Thomen

Staff: Metcalfe, Ritter, Dunham, Helsel, Howell, Perry

Others: John Engelmann, SWJEDC  
Nathan Anderson, J.P. Fogel and Company  
Frank Blasco, EAA/AOPA Pilot/YEP  
Ray Olsen, Ray Olsen, LLC  
Max Sielert, Fire District #1  
Lyle Bighley, L.D. Bighley Assoc.  
Robert Cornkleton, KC Star  
Barb Blaylock, City of Gardner  
Jim Hunter, Hunter Construction  
Joe Marney, Concrete Supply  
Mike Decoursey, Air Associates of Kansas, Inc.

Chairman Nohe called the meeting to order at 9:00 a.m.

**(NOTE: Heading and paragraph numbers and letters correspond to Agenda numbers and letters. Items are listed in order of discussion.)**

## **I. APPROVAL OF MINUTES:**

**MOVED BY MR. HEAVEN, SECONDED BY MS. THOMEN TO APPROVE THE MINUTES OF THE OCTOBER 27, 1999 MEETING AS PRINTED AND DISTRIBUTED. APPROVED (7-0).**

Mr. Frank Blasco, EAA/AOPA, commented on a typographical error on page 3 of the minutes.

## **II. REPORT OF THE CHAIRMAN:**

The Chairman had no comments.

## **III. CONSENT AGENDA ITEMS:**

There were no consent agenda items.

## **IV. EXECUTIVE SUMMARY:**

### **A. Review staff reports:**

Mr. Metcalfe reported on the status of the QuickTrip/First Kansas Bank & Trust proposal, which

## Airport Commission Minutes – December 8, 1999 - Page 2

is on hold until the joint study with the City of Gardner and the Airport Commission has been completed.

### B. Summary of Financials.

Ms. Howell stated that the financials are on line. November and December financials will not be available until later this month. A small carry-over is projected.

### C. Consider ratifying the October and November expenditures as presented.

Ms. Howell reported that the final payment on the fire station construction was made to Shafer, Kline & Warren. A portion of the costs was held for final payment upon completion of both the ADA requirements and a final warranty walk-through inspection.

Chairman Nohe inquired about the payment to Burns & McDonnell on Parsonitt. The payment was for clean-up planning and follow-up work on the project. Well-monitoring and building removal is in process. Burns & McDonnell will certify the project upon completion.

**MOVED BY MS. THOMEN, SECONDED BY MR. JOHNSON TO RATIFY THE OCTOBER AND NOVEMBER EXPENDITURES AS PRESENTED. APPROVED (7-0).**

## V. DISCUSSION ITEMS:

### A. Discuss softball development plan for New Century AirCenter.

Mr. Metcalfe introduced Jimmy Hunter, Hunter Construction, who described the development plans for a softball facility at New Century AirCenter. Mr. Mac Ayer, who presented the concept to the Airport Commission at the last meeting, was unable to attend. The Airport Commission, at the last meeting, had directed the developers to provide a more defined and developed plan. Mr. Hunter described the proposed building, consisting of a 7,500 sq. ft. generic, masonry building which could easily be converted if the concept does not go over. No land lease has been presented to the Airport Commission at this time, although staff provided the developer with a standard draft ground lease. Mr. Hunter provided a detailed site plan for the project for the Airport Commission's review.

**CONSENSUS OF THE AIRPORT COMMISSION WAS TO HAVE STAFF REVIEW THE PLANS AND REPORT BACK TO THE AIRPORT COMMISSION WITH A RECOMMENDATION.**

### B. Discuss Air Associates' assumption of KCH, Inc. lease.

Mr. Metcalfe reported that at the last meeting, the Airport Commission approved the assignment of the KCH, Inc. lease to Air Associates of Kansas, Inc. contingent upon a successful closing, submission of a work list for the building, and Air Associates signing an FBO agreement. Mr. Metcalfe stated that staff has made attempts for years to get KCH to take better care of the building, but to no avail. There is corrosion to the structural members of the building and there has been no upkeep on the exterior or interior finish of the building. Mr. Metcalfe stated that staff

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should have been more forceful with the clean up and maintenance requirements. The value of the building has diminished considerably because of the lack of upkeep. Air Associates would like to take over the lease and bring the building back into a habitable condition.

Mr. Woody Haynes, owner of KCH, Inc., is in the process of constructing a new facility, but has struggled to get through the planning and zoning process through the City of Olathe. Staff felt that the process is being improved and it should be completed soon.

Mr. Metcalfe stated that in the past, the Airport Commission's relationship with Air Associates has not been amicable. He added that since Mr. DeCoursey took over the operation, the relationship has improved considerably. Mr. DeCoursey provided a list of items that Air Associates proposes to perform on the hangar, which consists of: painting the exterior, interior renovation, electrical, HVAC, plumbing, gutter repair, hangar door repair and certifying the tanks. Mr. DeCoursey formally requested that Air Associates receive some credit for their costs to renovate the building. Currently, their monthly rent is \$1,400. Mr. Metcalfe stated that, ultimately, it is the Airport Commission's responsibility to maintain the building since it is county-owned. He suggested that the Airport Commission grant Air Associates a 50% credit to their monthly rental rate over a specific number of years to compensate them for their rehabilitation of the hangar. At this point, Air Associates estimated that it would cost \$162,722 to make the repairs, but added that they recognize that there will be some surprises once they get into the actual renovation. Mr. DeCoursey stated that Air Associates does not plan to bring any additional costs back to the Airport Commission. Mr. Heaven suggested that the Airport Commission reimburse Air Associates from actual invoices rather than estimates and not to exceed a 50% credit of the actual costs.

Mr. Metcalfe stated that this request is not unheard of. In the past, the Airport Commission have granted other companies credit on their monthly rent for repairs done to county-owned buildings. Mr. Pipes felt that on-going maintenance would eliminate future neglect.

Mr. DeCoursey also requested that the term of the lease, which expires in 2013, be extended so that the company can amortize their investment.

**MOVED BY MR. HEAVEN, SECONDED BY MR. JOHNSON TO APPROVE A LEASE EXTENSION WITH THE TERM OF THE LEASE TO BE NEGOTIATED BY STAFF, AND THROUGH RENT CONCESSIONS TO BE NEGOTIATED BY STAFF, COMPENSATE AIR ASSOCIATES FOR THEIR REPAIRS TO THE BUILDING UP TO \$81,350 CONDITIONED UPON ACTUAL INVOICES BEING SUBMITTED TO THE AIRPORT COMMISSION, AND UPON SATISFACTION OF ALL REPAIRS ON THE LIST PRIOR TO THE CONCESSION BEGINNING, AND TO BE DOCUMENTED THROUGH A WRITTEN AGREEMENT. APPROVED (7-0).**

C. Consider approving an addendum to Gonzales Communications, Inc. lease.

Mr. Metcalfe reported that Gonzales Communications leases ground from the Airport Commission on which it has constructed a building at New Century AirCenter. Gonzales Communications is refinancing their loan with an SBA lender through the Certified Development Company (CDC).

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The attorneys for the CDC have asked that several items be added to the addendum to protect their interest. Ms. Dunham stated that a second leasehold mortgage is being drafted, which she has not reviewed yet, and suggested that the Airport Commission approve both the addendum and the second leasehold mortgage subject to staff and legal counsel's review. Ms. Dunham stated that the changes do not conflict with the Airport Commission's interests.

**MOVED BY MR. HEAVEN, SECONDED BY MR. JOHNSON TO APPROVE AN ADDENDUM TO THE GROUND LEASE WITH GONZALES COMMUNICATIONS, INC. LEASE CONDITANT UPON LEGAL COUNSEL'S REVIEW OF THE SECOND LEASEHOLD MORTGAGE. APPROVED (7-0).**

- D. Consider conceptual approval for a concrete batch plant at one of two possible sites on the west side of New Century business park.

Mr. Metcalfe reported that Concrete Supply, Inc. of Topeka is asking the Airport Commission to conceptually approve a batch plant at New Century AirCenter. There are currently two possible sites which are located on the west side of the business park where the batch plant could be located. Site 1 is located on Prairie Village Drive by the Thermogas plant, and Site 2 is located on Moonlight and Prairie Village Drive near Heartland Cement Company. Both sites recommended were about 4 acres each. Mr. Metcalfe stated that Site 1 conflicts with the future development plan to extend 167<sup>th</sup> Street to the north, but added that the design of the extension could be rearranged. Site 2 has rail access, which would be tied up if the batch plant were to locate there.

Mr. Joe Marney, Concrete Supply, Inc., described the type of business and displayed an aerial photograph of one of Concrete Supply's current locations. The company would like to operate a wet batch plant from a New Century location. Mr. Marney preferred Site 1, although he felt his company needs a minimum of 4 acres and would prefer 5 acres for its site.

Mr. Marney stated that Concrete Supply strives to be a good tenant and neighbor. Mr. Metcalfe stated that Concrete Supply has a location at the Salina Airport, and that he contacted the Salina Airport Authority, which stated that they have never had any problems with the batch plant and is pleased with their relationship.

The Airport Commission was concerned with the level of traffic, noise and dust. Mr. Marney stated that dust collectors are used to draw the emissions through a filtering system. He also added that the plant would have no more traffic than any other company. Chairman Nohe asked how much money the company would invest in the site. Mr. Marney stated that he estimates to invest \$1.5 – 2 million at a New Century AirCenter site. The proposed site would be in addition to the other plants the company as, and anticipates employing 10-12 employees at \$17.00 per hour with benefits.

The City of Gardner will review any plans for a location along Moonlight Road. Ms. Blaylock, Gardner Community Development Coordinator, stated that there would be issues that would arise by having the plant along Moonlight Road near a housing development, but felt a wet batch operation would be less of a problem. Overall, it was decided that traffic and noise would be the biggest issue.

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Mr. Viets stated that rail-served land was rare and he was opposed to giving up land where a company couldn't utilize rail service. The board discussed other locations, such as the north end of the AirCenter. Staff considered this location, but initially felt that the cost of utilities could be substantial. Staff will review other possible sites, including west of the proposed softball site on 159<sup>th</sup> Street.

**CONSENSUS OF THE AIRPORT COMMISSION WAS TO HAVE STAFF CONSIDER OTHER POSSIBLE SITES FOR THE BATCH PLANT THAT IS COMPATIBLE WITH SURROUNDING NEIGHBORS AT NEW CENTURY AIRCENTER.**

- D. Consider approving the renewal of a contract with Southwest Johnson County Economic Development Corporation for economic development services for a one-year term in the amount of \$35,500.

The Airport Commission was extremely pleased with the services of the Southwest Johnson County EDC.

**MOVED BY MR. HEAVEN, SECONDED BY MR. DIXON TO APPROVE THE RENEWAL OF A CONTRACT WITH THE SOUTHWEST JOHNSON COUNTY EDC FOR ECONOMIC DEVELOPMENT SERVICES FOR A ONE-YEAR TERM IN THE AMOUNT OF \$35,500. APPROVED (7-0).**

**V. BUSINESS FROM THE FLOOR:**

There were no additional comments.

**VI. ADJOURNMENT**

The Airport Commission adjourned the meeting to meet with the Board of County Commissioners (BoCC) to discuss the relationship between the BoCC and agency boards, as well as to discuss joint strategic planning efforts.

**There being no further business, the meeting adjourned at 10:03 a.m.**

Phyllis Thomen, Secretary

R. Lee Metcalfe, Executive Director