



LEE'S SUMMIT MISSOURI

Lee's Summit Municipal Airport
Master Plan/Business Plan Update – Virtual Zoom Meeting

Meeting Summary
Wednesday, September 16, 2020 - 3:00 pm
Zoom Meeting
220 SE Green St.
Lee's Summit, MO 64063

Attendees

Stakeholders: Rob Binney, Phil Mall (BOAC Chairman), John Faulkenberry (Airport user), Joe Mullins (UCM), Mark Reid (Lakewood Property Owners Association), Matt Baird (Lee's Summit Chamber of Commerce), Dr. Jeremy Bonnesen (LSR7, MO Innovation Campus), Brian Boehmer (MoDOT),

Staff Support: Bob Hartnett (CofLS), Sarah Shore (CofLS), John Ohrazda (Airport Manager), Joel Arrington (CofLS), Christal Weber (CofLS), Mike Anderson (CofLS), Ryan Elam (CofLS), Mike Weisenborn (CofLS), Cheryl Nash (CofLS), Brian Page, (CofLS), Cindy DeShazo (CofLS)

Consultants: Andy Bodine (CMT), Esteban Aguirre (CMT), Randal Wiedemann (RAW), Seth Wiedemann (RAW), Tyler Stuber (Coffman)

The facilitator, Andy Bodine with Crawford, Murphy & Tilly (CMT), began at 3:05 pm with a quick introduction to the agenda before asking attendees to re-introduce themselves for purposes of this Zoom meeting. Mr. Bodine then introduced Mr. Bob Hartnett, City of Lee's Summit Project Manager. Mr. Hartnett gave a brief presentation with slides on how the Airport Master and Business Plan ties in with or coincides with the City's Comprehensive Plan, the impact of COVID-19 during planning phase as well as traffic counts, the State of the Airport and fuel sales remain strong. Mr. Hartnett turned it back over to Mr. Bodine to wrap up the "state of the airport" with information and analysis of IFR flight operations. Then Mr. Bodine provided an explanation of the inventory of the Airport in relation to where the stakeholders fit into the process as a whole.

- Discussion involved socioeconomic characteristics such as population and growth rate of area around the Airport, employment sectors and potential users.
- Discussion then shifted from potential users to the existing infrastructure that is available to these users. The purpose of this discussion was to set the stage for future aeronautical and nonaeronautical land uses at the airport. Mr. Joel Arrington, Airport Assistant Manager, noted the importance of taxiways for an airport.

Tyler Stuber with Coffman Associates discussed:

- Demand projections and gave a background of COVID – 19 impacts showing a downturn in recreational and student pilots, however charter and private flights increased, and how the national economy influences the aviation industry.

- Registered as well as based aircraft forecast.
- General Aviation Operations forecast as well as air taxi operations.

Randal Wiedemann with R.A. Wiedemann & Associates discussed:

- Recommendations from the previous Business Plan included accelerating the runway extension to 5,500 feet (2017).
- Marketing and recruitment of Corporate Aviation.
- Corporate Hangar Development.
- Improved terminal amenities and services.
- New branding efforts toward corporate and business use.
- Business Plan Update background and management structure. He recapped the Strengths, Weaknesses, Opportunities and Threats (SWOT) Analysis that took place in February 2020.
- New Airport branding suggested, as customer and stakeholder branding focuses on the value of an Airport to the community.
- An in-depth analysis of rates and charges was conducted and presented to the group. Based on the projections and land available at the airport, recommendations will be developed that assess rates and charges and suggest new hangar space. Jet fuel sales has continued to grow at a rapid pace following the runway extension.
- Despite the impacts of COVID-19, an economic restart is already in progress as is evidenced by a return of GA operations and increased fuel sales.
- Revenue enhancement opportunities to explore potential demand as well as financial factors for attracting corporate aviation, hangar development, continued improvement of terminal amenities and services, Aviation Education and Flight Schools, as well as non-aviation property development.

An open discussion period commenced, and Mr. Binney noted his time on the City Council saw growth in Lee's Summit, yet growth in the last decade was less than 10%. Mr. Binney thought the growth projections were aggressive. Non-aviation development sites on the North and the Southeast sides of the Airport were also discussed. Mr. Ohrazda, Airport Manager, posed a question about possible future airport closures in the region. Mr. Reid asked about smaller commuter flights taking place at the Airport. Randal explained that this was not a financially viable model for airlines operating within close proximity to a commercial service airport (KCI). Bob Hartnett further added that attraction of commercial service was not a goal of the City and that additional community conversations would be necessary for that type of operation to be considered.

Mr. Bodine mentioned public comments received to-date were primarily related to noise, air traffic control and preferred amenities/airfield facilities. He further explained that formal responses would be provided to each comment and included in the appendix of the Master Plan report to document the thoughts and ideas of the community.

Next steps were discussed prior to the meeting adjourning at 4:56 pm.

