Meeting Minutes

Date: 4/15/2025 **Facilitator:** Kent Penney
Time: 10:00AM
Attendees: Lee Steinkamp, Matt York, Bill Eckles, Jay Maynard, Wayne Kahler, Steve Holmseth, John Flemming (MnDOT), Sean Johnston (FAA), Kent Penney, Jake Braunagel, Andrew Zielike, Jack Vogt

Agenda Topics

Review of Forecast and Critical Design Aircraft

1. Critical Design Aircraft
    a. Changes to previously submitted critical design aircraft from Small aircraft to Large (greater than 12,500 lbs) due to industry transition to AT-802 were noted by Kent Penney
    b. It was noted that while remaining TDG-1B, planning will be for TDG-2 to accomodate occasional larger jets
2. Forecasting/Operations
    a. It was asked whether the FAA had been agreeable to the forecast/critical design aircraft. Penney replied that responses have been slow, and the critical design aircraft has yet to be approved

Runway Threshold Location

3. Preferred Runway Length and Threshold Options
    a. Runway Option 2 (200' shift) was chosen as the preferred alternative
        i. Andrew Zielike noted that obstacles in the Departure Surface and Part 77 Approach Surface would need to be addressed for this option. Trees within the airport property or control would be expected to be trimmed or lowered, while objects remaining outside airport control would need an airspace study.

Zoning

4. Andrew Zielike noted that current city zoning ordinances support the removal of off property trees
    a. Jay Maynard stated the City of Fairmont is in the process of updating their zoning ordinance and will take this information presented to MSA (the law firm that

specializes in planning and zoning). Zielike recommended zoning for current and future thresholds

b. John Flemming (MnDOT) noted that standards for state airport zoning are a specific process that can coincide but is different from local zoning due to multiple jurisdictions

Airfield/Terminal Alternatives

5. The current ALP plans for the crosswind runway extension and parallel taxiway were presented
    a. It was asked whether or not the extension should be shown on the new ALP
        i. PAC members agreed there is no need to show the extension or the parallel taxiway but like the proposed turnarounds
6. Taxiways [AZ1]
    a. It was shared that parallel taxiways must intersect the crosswind runway at 15 degrees to meet FAA standard which the current taxiway does not meet. Proposed design shows rerouted taxiway to meet FAA standards
        i. Jake Braunagel noted that specific taxiway geometry design would be done during the design phase based on current aircraft fleet mix at that time using Taxiway Edge Safety Margin (TESM) modeling of aircraft
    b. Penney stated that for the current critical design aircraft (TDG-1B), the taxiway width required is 25', however it is recommended that TDG-2A (35') with selective TDG-2B filets be maintained for larger aircraft
7. Termina Area Alternatives
    a. Penney reviewed the terminal area layout from existing ALP and proposed alternatives, noting that the apron is primarily occupied by existing structures
    b. Steve Holmseth noted that he likes the concept of aerial applicators being located where both landside and airside access is available due to vehicle traffic coming and going as this would eliminate the risk of vehicles driving out onto the apron
    c. The airport and PAC do not want to demolish existing SRE building or terminal building. Penney noted that it was presented so they could say it had been considered and was dismissed
    d. Lee Steinkamp liked Alternative 3 and supported the removal of the existing T-hangar that was there, asked about putting an additional hangar adjacent to the proposed aerial applicator hangar. Penney said we would want to consider apron space to ensure the taxilanes are not blocked for business owners
        i. Steinkamp supported the proposed location of fueling in Alternative 3 and believes the current system will need to be replaced in the next 5 years and above ground tanks would be easier to move

ii. It was asked that ADG-II hangars and taxilanes be included in the back row
iii. Steinkamp believes that the cost of removing part of the terminal building as opposed to adding apron to the north of the terminal to accommodate a larger hangar would not be cost effective

e. It was shared that there is demand for hangars but existing hangars cannot accommodate twin engine aircraft and aerial applicators would like wider doors for their aircraft
f. For alternative 2, it was asked that additional ADG-II hangars be shown rather than T-hangars
g. It was preferred that tiedown configuration be wings east to west due to prevailing winds
    i. The PAC would like parking closer to the terminal building to keep taxiing aircraft away from people
h. Penney asked what sized hangar is needed for aerial application
    i. Steve Holmseth shared that 80x80 would be nice with a 65' door for aerial applicator aircraft
    ii. The existing Piper hangar roof needs repairs but is structurally sound

Drainage

8. Braunagel shared that the proposed drainage basin would require land acquisition and a potential environmental assessment
    a. Land swap would be feasible but a release would be needed
9. It was noted that an alternative site will be evaluated and will also be shown on the ALP
    a. Alternative may be able to flow into the main drainage area between the runway and taxiway

Action Items

1. City of Fairmont will work with MSA to incorporate current and future runway thresholds into new city zoning ordinances
2. KLJ will continue to evaluate an alternative site for drainage basin
3. Revisions will be made to terminal alternatives and next meeting will be proposed for June
4. KLJ will continue to coordinate with MnDOT and FAA regarding runway threshold and critical design aircraft