Airfield Alternatives Agency Meeting Summary

Airport Master Plan

Canton Municipal Airport

Date: 8/31/2026
Time: 3:00 PM
Subject: Airport Master Plan – Airfield Alternatives Agency Meeting
Facilitator: KLJ Engineering

Attendees: Jerry Chaon, Bruce Henke, Marshall Christensen, Andrew Pietrus, Andrew Zielike (KLJ), Aaron Storm (KLJ), Kent Penney (KLJ), Jon Becker (SDDOT), Brian Schuck (FAA)

Agenda Topics

An Agency Meeting was scheduled to present airfield alternatives, discuss their impacts and gain feedback from FAA and State. Five alternatives were presented with a varying range of impact, all achieving B-II Large design standards. This is the approved future critical design aircraft for Canton Municipal Airport.

Airfield Alternatives

- Alternative 1: Expand to B-II Large design in current alignment and length, impacting properties on the east and west side of the runway.
- Alternative 2: Expand to B-II Large design with a 43-foot shift to the west, impacting only west side properties
- Alternative 3: Expand to B-II Large design with a 123-foot west shift, maximizing use of the new west properties up to Noid Road
- Alternative 3B: Expand to B-II Large design with a 123-foot west shift, extending to an ultimate runway length of 5,100 feet. This alternative includes a Runway 36 threshold shift of 150 feet.
- Alternative 4: Expand to B-II Large design with a 60-foot shift west, extending to an ultimate runway length of 5,100 feet. This alternative includes a Runway 36 threshold shift of 150 feet

Discussion

- FAA noted that shifting the runway east and acquiring the Omega Liner property, then utilizing said property for terminal development could be an option.
    - This is not desired by the City, as existing infrastructure on the east side would need to be removed.
- It was noted that FAA is currently in the process of updating their Small Aircraft Runway Length Analysis Tool (SARLAT). Version 2.0 will be released in the near term and will replace the use of small aircraft charts in the Runway Length Advisory Circular (AC). When this occurs and future runway reconstruction is needed, this could result in a shorter runway length.
- FAA liked Alternative 3, but worries that further shifts west could introduce more challenges with the increase in runway length.
- A runway extension would require the township road along the north side of the airport to be realigned. As an alternative to this realignment, it was asked if improvements could be

made to the gravel road that is one section line to the north (280th St). This would accommodate the neighborhood northeast of the airport which would be impacted by the runway extension.
    - FAA asked for a sketch identifying the roads, and would verify if the described road improvement is eligible, in lieu of realignment of township road on north side of airport (281st St).
- FAA sees Canton fulfilling future GA demand around the Sioux Falls area and supports planning for longer runway and instrument approach.
- The City of Canton wants to ensure they are aware of all the airfield land area requirements should they pursue instrument approach procedures.

Next Steps/Action Items

KLJ will provide FAA with an exhibit identifying the township gravel road (281st St) that would need realignment for the ultimate runway extension, as well as the gravel road (280th St) to the north that could be improved as an alternative to realignment of 281st St. Once SARLAT 2.0 is released, KLJ will re-evaluate runway length requirements, specifically for the Air Tractor 802 (future critical design aircraft).