Meeting Minutes

Date: 6/11/2024 **Facilitator:** Andrew Zielike
Time: 2:00PM
Attendees: Lee Steinkamp, Jay Maynard, Wayne Kahler, Dustin Wiederhoeft, Bill Eckles, Steve Holmseth, Matthew York, Erik Fitzgerald, Jake Braunagel, Andrew Zielike, Jack Vogt

Agenda Topics

Introductions

1. Following introductions, Zielike identified the two agencies (FAA and MnDOT Aeronautics) that will be involved in the planning study

Airport Planning Elements

1. Why is planning needed now?
    a. Zielike noted the last ALP and Master Plan for FRM was completed in 2010. The Instrument Landing System (ILS) for Runway 31 is planned to be replaced by MnDOT, however Runway 13-31 has design deficiencies and airspace obstructions that will need to be resolved when it is reconstructed in the future. The ultimate location and length of Runway 13-31 needs to be studied and determined prior to installing the new ILS.
2. Planning Components
    a. The planning study will include the master plan narrative report, ALP, Exhibit A property map, Runway Safety Area Determination, cultural survey, and aeronautical survey as the major components.
    b. Jay Maynard asked if city council will have to adopt the ALP and Master Plan. Matt York said it would be best if city council blesses the plan to better facilitate project implementation.
    c. Zielike noted that zoning will likely need to be reevaluated or updated following the planning study to reflect the ultimate layout. Maynard said the city is in the process of updating their current zoning ordinance, likely to be finished by next year. Will need to revisit zoning after ALP is approved.

Roles & Responsibilities

1. One of the primary goals of this kickoff meeting is for the airport and Planning Advisory Committee (PAC) to identify needs and issues that should be considered throughout the planning study.

2. The role of the PAC is to identify wants and needs, review analysis, and provide feedback and recommendations throughout the planning study.

3. FAA approval will be required at two points throughout the study which will be the Aviation Forecast and Airport Layout Plan.

Existing Conditions

1. Airfield
    a. Zielike ran through an overview of existing facilities and infrastructure on the field.
    b. Lee Steinkamp said their current runway length and ILS allows flexibility to serve a wider variety of aircraft than other airports in the area.
        i. It was noted that AGCO Corporation in Jackson, MN has to fly into FRM due to their aircraft type and runway lengths.
    c. MPAC members expressed the grooving of Runway 13-31 is a benefit and should remain grooved in the future.
    d. Matt York asked whether surrounding airports were losing funding or closing, and if so, would this increase activity at Fairmont?
        i. Zielike said very few, if any, airports are closing in Minnesota and funding has been favorable toward small airports. Nationwide aircraft have shifted more towards turboprops and jets which need facilities like FRM. Forecasting will consider this trend.
    e. MPAC members expressed that adding a new connecting taxiway in the middle 1/3 of Runway 13-31 for small aircraft and ag spraying operations should be evaluated. Potentially relocating current Taxiway E to accomplish this.
    f. An aircraft maintenance operation on the airfield would increase aircraft activity. Steinkamp said he has had inquiries but nothing firm. This type of operation would need a dedicated 100'x100' hangar and would be a challenge for the airport to fund.
2. Terminal and Hangar Area
    a. Steinkamp said current location for fueling is good but would like to increase the size to 12,000-gallon tanks, preferably above ground. This would help as the tanks wouldn't need to be ran so low to order a full truckload which improves price paid for fuel.
        i. A new tank would need to be sited at a location that met current fire codes
    b. Steve Holmseth said Ag spraying aircraft keep getting larger and current hangar doors are not wide enough for these larger aircraft
    c. A transient hangar with larger doors would allow larger aircraft to be stored in hangars
    d. Steinkamp noted that future hangars should be a mix of t-hangars and conventional
        i. Steinkamp mentioned there is enough demand they could fill eight hangar units tomorrow

3. Aircraft Operations
    a. There is an estimated 9,400 aircraft operations at FRM annually with over 900 of these operating IFR. Mid-sized business jets frequent the airport. There are 31 based aircraft at FRM.

Key Issues

1. Analysis and justification of runway length for Runway 13-31 will be a key component of this planning study.
    a. It was asked what runway length current traffic supported, Zielike said that preliminary analysis last year supported about 4,900. Maintaining existing runway length is a priority for the airport and this master plan study will review existing and future aircraft activity in detail to determine future runway length needs.
    b. It was noted that Basin Energy is getting two new Citation XLs. This will be considered in the runway length evaluation.
2. ILS
    a. Zielike explained aging ILS equipment replacement and future location along with Runway 13-31 will be considered.
3. Terminal area drainage and stormwater retention will be evaluated and incorporated into the plan to ensure future hangar development will have proper drainage.
    a. Current drainage solution near hangar area.

Action Items

1. Zielike requested MPAC members review stakeholder outreach list and provide recommendations for additional stakeholders that should be added.