Airport Master Plan Kickoff Meeting
Gordon Municipal Airport (GRN)
October 22, 2025

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Agenda



- Introductions
- Roles & Responsibilities
- Airport Master Planning Overview
- Planning Considerations
- Review Existing Conditions
- Identify Key Issues
- Open Discussion

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Introductions

- KLJ Project Team
  - Kent Penney- Lead Aviation Planner
  - Brooke Barber- Aviation Planner
  - Kevin Ensor- Airport Engineer
- Agencies Involved
  - FAA, Central Region
    - Sadie Robb, Planner
  - NDOT, Aeronautics
    - Anna Lannin, Engineer
- Planning Advisory Committee
  - Scott Fleming-City Manager
  - Glen Spaugh- Retired City Manager
  - Mark Kruger- Airport Board Chairman
  - Mike Winter- Airport Board Member
  - Amanda Kehn- Gordon Memorial Health
  - Clark Thorsen- Pilot/Farming & Ranch Community

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Roles and Responsibilities

KLJ Team	• Manage Study • Complete Technical Work • Provide Analysis & Recommendations
Federal& State Agencies	• Technical Guidance and Review Plan • Approve Critical Design Aircraft • Approve Airport Layout Plan
Planning Advisory Committee (PAC)	• Identify Wants and Needs • Review Draft Working Papers • Provide Feedback & Recommendations

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Airport Master Plan

What is it?

- "Road Map" for meeting aviation needs
- Preserves flexibility to respond to future demands
- Allows airport to cost-effectively keep pace with aviation growth
- Considers environmental and socioeconomic impact of development

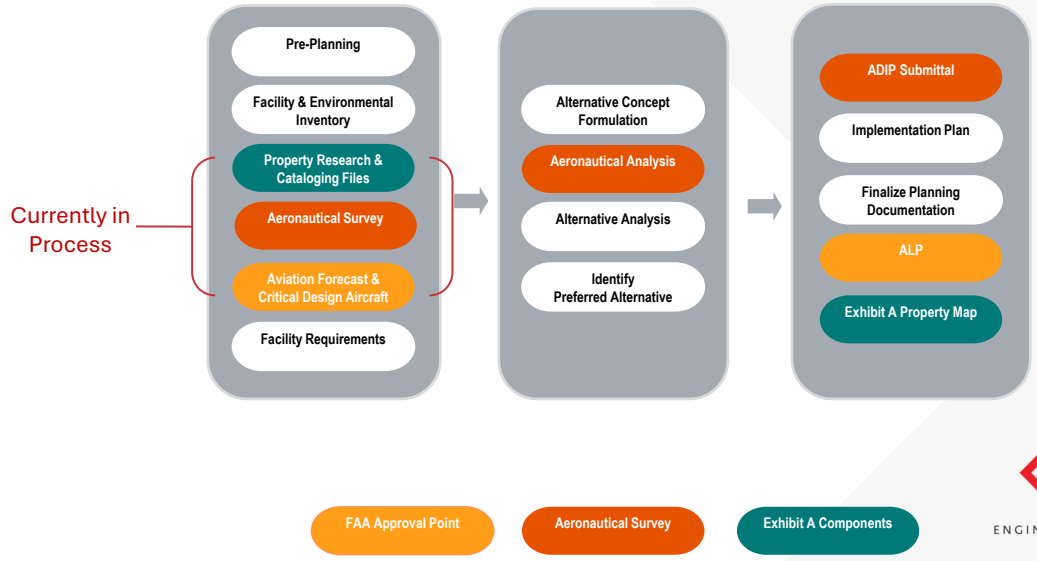
Components

- AIRPORT MASTER PLAN NARRATIVE REPORT
- AIRPORT LAYOUT PLAN
- EXHIBIT A AIRPORT PROPERTY MAP
- AERONAUTICAL SURVEY

Why is Airport Planning Needed Now?

- Update the Airport Layout Plan (ALP) from 2011 to current FAA design standards
- Develop short, mid & long-term (5-20 years) Airport Capital Improvement Plan (ACIP)
- Determine compliance with FAA Design Standards
- Examine need and justification of crosswind runway
- Examine the land use controls (ownership, easements, etc.)

Project Workflow



FAA Approval Point | Aeronautical Survey | Exhibit A Components

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ALP Approval Timeline

18 to 30 months

FAA ADO Review
- ALP sent to the FAA for review
- 18-24 months for review
- FAA will closely limit any development during this time unless it conforms with previous ALP

OE/AAA Filing
- KLJ to edit ALP based on FAA comments
- As approved by FAA, the ALP will be filed in OE/AAA
- All branches of FAA will review
- 60-90 days for review

Route for Signatures
- After OE/AAA approval, the ALP is routed for signatures to the Sponsor, State and FAA
- May take 4-6 months before final FAA letter and signatures are completed

Typically, after OE/AAA filing, then projects can begin. It is also important to note that environmental for any project can add 6-12 months.

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Aircraft Design Characteristics

Aircraft Approach Category – A through D
- Represents speed that aircraft approaches runway

Airplane Design Group– I through VI
- Represents wingspan and height of aircraft

Taxiway Design Group– 1 through 6
- Represents pavement width and turning clearance needed by aircraft (Main Gear Width and Cockpit to Main Gear Width)

Weight Class
- Small < Less than 12,500 lbs
- Large > Greater than 12,500 lbs

Runway Design Code (RDC)

Coding system used to describe the aircraft design characteristics the runway is designed to accommodate.

Aircraft Approach Category | Aircraft Design Group | Visibility Minimums

B – II – 5000

Critical Design Aircraft

Most demanding aircraft that utilizes the airport with 500 or more annual operations. Can be a specific aircraft or a group of design characteristics.

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Based Aircraft & Operations

- Based Aircraft
  - 4 Validated (9/24/2025)
    - All Single Engine
- Annual Operations
  - 148 (2024- TFMSC)
    - A/B-I: 46
    - A/B-II: 102
    - C/D-I: 0
    - C/D-II: 0



Existing Design Aircraft: King Air 200 (B-II)



Most Operations at GRN in 2024, PC-12 (A-II)

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Existing Airfield

- Current RDC: B-II
- Primary Runway 04/22 (5,196’ x 75’)
  - Asphalt / Good Condition
  - Non-Precision Instrument Markings
  - RNAV GPS on both ends
- Crosswind Runway 11/29 (2,284’ x 50’)
  - Asphalt / Poor Condition
  - Visual markings



Weather Analysis

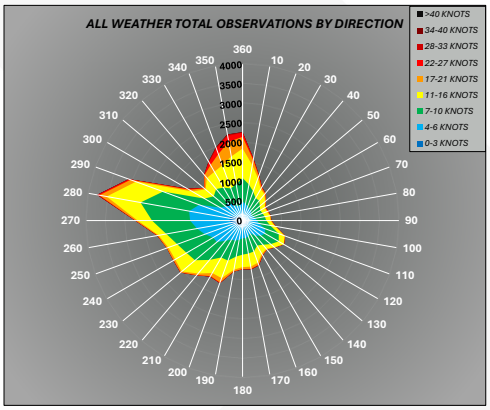
ALL-WEATHER WIND COVERAGE				
CONFIGURATION	CROSSWIND COMPONENT			
	10.5 KNOTS	13 KNOTS	16 KNOTS	20 KNOTS
RUNWAY 4-22	87.92%	93.59%	97.10%	99.01%
RUNWAY 11-29	88.67%	94.66%	-	-
COMBINED	95.96%	98.23%	97.10%	99.01%
Source: GRN AWOS (Jan 2015- March 2025) from National Climatic Data Center 80,459 TOTAL OBSERVATIONS				

Weather Condition	Percentage	Days Per Year	Hours Per Year
VMC	92.64%	338.1	8,115
Usable IMC	5.19%	18.9	455
Usability	**97.83%**	**357.1**	**8,570**
Below Weather Minimums	2.17%	7.9	190
Total	**100.00%**	**365.0**	**8,760**

Table B-1. Allowable Crosswind Component per Runway Design Code (RDC)

RDC	Allowable Crosswind Component
A-I and B-I *	10.5 knots
A-II and B-II	13 knots
A-III, B-III, C-I through D-III D-I through D-III	16 knots
A-IV and B-IV, C-IV through C-VI, D-IV through D-VI	20 knots
E-I through E-VI	20 knots

Note: * Includes A-I and B-I small aircraft.

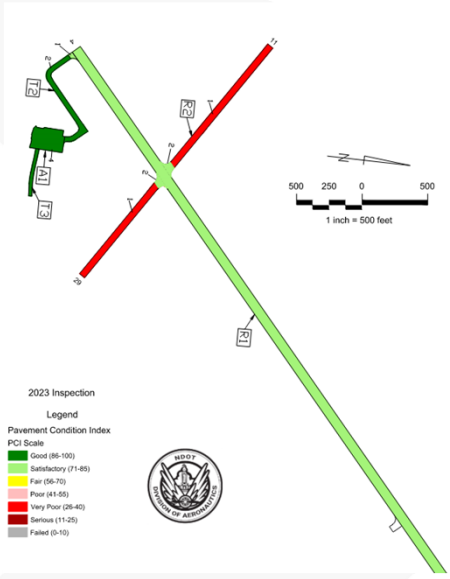


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Crosswind Runway Justification

- 500 Annual Operations
- Program Guidance Letter 25-01
  - Expanded eligibility of funding for runway projects
  - Legacy Crosswind Runway: Existing crosswind runway shown on the approved ALP
  - Rehabilitation/Reconstruction of an existing crosswind runway now an eligible AIP project type, regardless of wind coverage
- Pavement Condition Index
  - RW 11/29: PCI 39 (very poor)
  - RW 4/22: PCI 80 (satisfactory)



Open Discussion / Talking Points

- Daily Airport Users / Airport Events
- Airfield Capabilities
- Landside Challenges
- Terminal / Infrastructure / Equipment Needs
- Demand for Hangars/Operators
- Any over-the-horizon challenges?



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Next Steps

- Complete Airport Inventory
- FAA Approval of Critical Aircraft
- Draft Facility Requirements

- Next Meeting: Facility Requirements & Airfield Alternatives
  - December, 2025

- **Website:** https://inputcentral.com/grn-airportplan

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Contact Your KLJ Team



Kent Penney, Principal Aviation Planner
kent.penney@kljeng.com
O: 605.872.5005
M: 605.939.9535
Rapid City, SD



Brooke Barber, Airport Planner
brooke.barber@kljeng.com
O: 970.450.7213
M: 970.712.4772
Grand Junction, CO



Kevin Ensor, Airport Engineer
kevin.ensor@kljeng.com
O: 720.734.3674
M: 720.883.1565
Englewood, CO

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