Meeting Minutes

Date: 10/16/2024 **Facilitator:** Kent Penney
Time: 10:00AM
Attendees: Lee Steinkamp, Wayne Kahler, Steve Holmseth, Bill Eckles, Dustin Wiederhoeft, Jay Maynard, John Flemming, Laura Bratten, Jake Braunagel, Jack Vogt, Keith Kaspari, Kent Penney, Erik Fitzgerald

Agenda Topics

Existing Conditions and Inventory

1. Meteorological
    a. Penney described Fairmont's current runway orientation and wind coverage
    b. Discussed the current approach minimums for Runway 13/31
        i. It was noted that the glideslope antenna is not working correctly which is causing ceilings to be 400' rather than standard 200'
        ii. It was asked why the RNAV approach minimums are not the same as the glideslope minimums
2. Forecasting/Operations
    a. Current and forecasted based aircraft numbers were discussed as well as fleet mix
        i. Steinkamp noted that the 2 contested aircraft are not registered with the FAA and not being contested by another airport
    b. Critical design aircraft and validated operations were discussed
        i. It was asked whether this included touch and go operations or ADS-B traffic and Penney noted ADS-B, touch and go and flights operating under Visual Flight Rules are not included
        ii. Penney stated that KLJ is working with the FAA to gather better ADS-B data and another good way to find activity is through the number of fuel transactions for Jet A and 100LL- Lee will provide KLJ with this information
        iii. It was noted that any measure used to find aircraft operations needs to be from a valid source that can be proven to the FAA

Terminal/Airfield

3. Runway Length and Threshold Options

a. Discussed how the FAA is no longer accepting runway length charts from the Advisory Circular, prefers runway length calculations from aircraft that actually operate at the airport
b. Outreach to area businesses that operate at FRM to understand future runway length needs
c. Three runway 13 threshold options were presented
    i. Maynard stated they could stand to lose some runway length to get the ROFA and Part 77 issues fixed
    ii. It was asked whether or not it would be feasible to move 220th Ave (township road)
        1. KLJ stated it would be challenging due to wetlands in the area, but it can be further evaluated
    iii. It was asked what the timeline on this runway length decision was
        1. KLJ stated due to licensing standard, MnDOT and the FAA will want an answer sooner, however pavement will not change near term—It will likely be striped and lighted as unusable
    iv. It was asked how shortening the runway 200 feet would affect aircraft using the airport and KLJ stated it likely would not affect any of the aircraft currently using FRM
d. The MPAC decided Option 2 is the best choice as it would address the licensing issues and clears the ROFA and Part 77 penetrations on the Runway 13 end.
    i. The only remaining issue is the RPZ over 220th Ave
    ii. KLJ stated that fixing the licensing issue would help with future funding priorities of projects from MnDOT

4. Terminal Area Drainage
    a. Existing drainage system was explained as well as City of Fairmont ordinance on drainage
    b. Three options were presented to address terminal area drainage based on future development
        i. It was asked whether draining all of the water from future taxilane area out to the southwest and under Runway 2-20 would be feasible
        ii. KLJ stated this can be investigated but would require the culvert under Runway 2-20 and BMP outlet structure to be installed prior to any terminal area construction and would be difficult with the next major project for Runway 2-20 not being planned until 2037

Action Items

1. KLJ will provide more information regarding RVZ analysis and potential need for City of Fairmont to modify lease
2. Finalize forecasting and critical design aircraft
3. Lee will provide KLJ with a breakdown of fuel transactions