Kickoff Meeting Summary

Airport Master Plan
Canton Municipal Airport

Date: 10/27/2025
Time: 3:00 PM
Subject: Airport Master Plan Kickoff Meeting
Facilitator: KLJ Engineering

Attendees: Kenny Moulds, Bruce Henke, Lisa Hinkler, Marshall Christensen, Andrew Pietrus, Paul Garbers, Jerry Chaon, Joey Johnson, Andrew Zielike (KLJ), Aaron Storm (KLJ), Kent Penney (KLJ), Jack Vogt (KLJ), Jon Becker (SDDOT), Brian Schuck (FAA)

Agenda Topics

A project kickoff meeting for the Airport Master Plan (AMP) was held on October 27th, 2025, at Canton Municipal Airport (7G9) with members of the Planning Advisory Committee (PAC). The purpose of the meeting was to provide an overview of the AMP process and align stakeholders on the project goals, scope, timeline and key deliverables. The kickoff meeting serves as a formal introduction to the planning process and establishes roles and responsibilities of all parties throughout the process. The kickoff meeting also provides an opportunity to review existing conditions, identify critical issues and garner input regarding the needs of the airport to be addressed during the project. The following presents a synopsis of the agenda items discussed.

Project Roles and Responsibilities

- KLJ Planning Team will manage study, provide analysis and complete technical work.
- Planning Advisory Committee (PAC) will review analysis, identify needs and provide feedback and recommendations.
- City of Canton / Airport Board will provide guiding principles, make decisions, and review/approve planning documents.
- FAA and SD DOT will provide technical guidance. The FAA approves the critical design aircraft and ALP

Airport Master Plan Overview and Objectives

- Airport Master Plans are a flexible road map for meeting aviation needs. The narrative report identifies needs, documents decisions made when evaluating alternatives and provides a plan for implementing improvements. The Airport Layout Plan (ALP) is a graphical depiction of the airport's existing facility and long-term plan.
- The components of the Canton Airport Master Plan include a narrative report, ALP, Runway Safety Area Determination, Exhibit A (Property Map) and Aeronautical Survey. The overall project schedule will be about two years with most of the analysis, meetings and decisions taking place in the first twelve months. The remaining schedule will include the drafting and finalizing of documents, reviews and approvals.
- Canton Airport has an agriculture aerial applicator, along with a flight training operation. Canton has a medical center located nearby that occasionally has air ambulance usage, but it is infrequent.

- Key planning considerations for the Airport Master Plan include evaluating critical design aircraft and airfield design standards, additional hangar development and potential implementation of instrument approach procedures.
- Canton Airport is currently designed to accommodate A/B-I Small (less than 12,500 pounds) aircraft. Determining critical design aircraft is a key component of this planning study.

Review Existing Conditions and Airfield Design Standards

- Primary Runway
    - Runway 18-36 is paved with a length of 3,600 feet and width of 60 feet. PAC members noted that runway length restricts larger aircraft from coming to Canton, specifically air ambulance cannot bring anything larger than a King Air C90 or 100, while Omega Liner Company has a King Air 350i that is unable to utilize the airport in its current condition.
    - It was noted that RPZs currently extend off property on both runway ends, and FAA stated that they would like plans in place to obtain ownership (Fee Simple or Easement) or control (zoning) of property contained within the RPZs.
- Proposed Crosswind Runway
    - The previously approved ALP (1993) shows a proposed turf crosswind runway on the north side of airfield. It was explained that the FAA recommends airports have at least 95% crosswind coverage, which can be achieved by having a crosswind runway.
    - It was noted that a turf runway would only be usable from May-October. PAC members stated that several aircraft based at Canton can be equipped with skis and many enjoy using them. Additionally, some users prefer turf due to less wear on their aircraft ties. Turf runways can also be used for flight training purposes.
    - City Administrator stated that if it is determined that there would not be a need for the proposed crosswind runway, he would be in favor of returning the land to the City to be used for some other form of development. (Property was acquired with ADAP 7-46-0007-02 using approximately 52% in federal funding)
- Aircraft Operations
    - Tri-State Aerial operates their aerial applicator business at Canton. They currently have an Air Tractor 802, other smaller applicator airplanes, and during busy seasons other operators are brought in for support.
    - Dakota Aviation operates flight training at Canton. They currently employ five certified flight instructors (CFI), have 30 students, and are active most days of the week when weather allows. In addition, Legacy Aviation based in Tea, SD, utilizes Canton for flight training because of close distance to Lincoln County Airport-Y14. Other flight schools use Canton including SDSU and AirFlair in Sioux County, IA.
- Weather/Instrument Approach Procedures
    - Canton has a SuperAWOS located on the airfield, north of the existing apron. Despite this weather equipment, pilots must utilize weather reports from nearby Sioux Falls Regional Airport-FSD because the SuperAWOS is not certified for aviation weather reporting.
    - PAC members expressed interest in having an instrument approach at 7G9, which would necessitate a new AWOS or there would be a penalty to visibility minimums if using the weather reports from Sioux Falls Regional Airport-FSD.

    - The introduction of an instrument approach procedure would have major impacts on hangar area development as protective design surfaces are larger.
- Hangars
    - The airport has interest in additional hangars, primarily box hangars as opposed to T-hangars.
    - Omega Liner Company expressed interest in possibly building a hangar on the side of the airfield closest to their facility. It was explained that this is called a "Through the Fence Agreement" which is something that the FAA is not generally supportive of. It was suggested that Omega could sell a portion of property to the airport for access to a new hangar, however a connection to the existing pavements and facilities would need to be considered.
- Miscellaneous
    - PAC members shared that the airport should focus on facilitating activities that provide the most value to surrounding community, primarily aerial applicators (ag spraying) and flight training.
    - PAC members discussed the needs of aerial applicators in the area. It was noted that farming practices and sizes of farms may change in the future, and more discussion should be had with aerial applicators about what future changes may affect their airport needs.
    - Jon Becker shared that the State is encouraging cities to update airport zoning maps/ordinances. Following the conclusion of this planning study, the City will have the necessary information to complete this. From the SD Airport Zoning study, Canton has height protection in the City, Lincoln County and Lyon County (IA) which can be updated after new ALP is completed.

Action Items

KLJ will begin outreach to airport stakeholders and using this information to determine critical design aircraft. Following this, it will be submitted to the FAA/SDDOT for approval. Once this is approved, KLJ will begin working to draft Facility Requirements, which will be presented at the next PAC meeting TBD.