Madison Master Plan Kickoff Meeting Summary

Date: 7/29/2025 **Facilitator:** Andrew Zielike
Time: 11:00AM
Attendees: Teresa Mallet, Kenny Johnson, Tim Peters, Ryan Hegg, Lailah Manning, Roy Lindsay, Danny Frisby-Griffin (Virtual), Aaron Storm, Andrew Zielike, Kent Penney (Virtual), Jack Vogt (Virtual)

Meeting Objective

Kickoff the Airport Master Plan Study for the Madison Municipal Airport, Discuss Study Elements, Airport Planning Considerations and Master Plan Advisory Committee (MPAC) Roles.

Meeting Summary

Introductions

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 Madison / Airport Advisory Board will provide guiding principles, make decisions, and review/approve planning documents.
- FAA and SD DOT will provide technical guidance, approve critical design aircraft and ALP

Airport Master Plan Overview

- 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 Madison Airport Master Plan include a narrative report, ALP, Runway Safety Area Determination, Exhibit A (Property Map) and Aeronautical Survey. The overall project schedule will last about two years with the majority of the analysis, meetings and decisions taking place in the first 12-15 months. The remaining schedule will include the drafting and finalizing of documents, reviews and approvals.
- Madison Airport has significant and growing flight training operations. Key planning considerations for the Airport Master Plan include evaluating the crosswind runway length,

locations for aircraft runup operations, additional aircraft parking, and additional hangar development

Discussion of Existing Conditions and Identification of Issues

- Primary Runway
  - Runway 15-33 is paved with a length of 5,000 feet and width of 75 feet. PAC members noted that extending the primary runway should be a priority which would attract larger aircraft and corporate development. There have not been recent requests from operators for additional runway length. It was noted Runway 15-33 may be constrained by land/roadways and trees may be obstructions to the south of the airport. Both will be evaluated in the study.
- Crosswind Runway
  - Runway 3-21 is turf with a length of 2,380 feet and width of 200 feet. There was discussion on the type of surface the crosswind runway should have which will be evaluated by the study. Turf allows for practicing soft field operations which are important for flight training while paved allows for year-round use improving the crosswind coverage of the airport. The SDSU flight training students also use the turf runway, on occasion. It was noted that the transitions of turf to pavement (across the taxiway and runway) on the crosswind runway are not desirable and shifting the Runway 3 threshold northeast to the other side of the primary runway and extending the crosswind runway as far as practicable should be evaluated.
- Aircraft Operations
  - Air Ambulance operations primarily occur at the hospital with helicopters. Fixed wing operations at MDS occur infrequently - approximately 5 times per year.
  - MDS has high activity of flight training, primarily through Riggin Flight Service. They have an average of 15-20 students at any time, with a high of 25-30 students, and offer several courses including aerial application. Engine run ups are currently being conducted on the new apron in the southeast corner. New run-up locations or holding bays will be evaluated as part of this study.
  - Agricultural operations are primarily conducted by Riggin Flight Service and Wilde Air Service. Aircraft types include AgCat, Pawnee, Air Tractor 802, Thrush and Eagle. A new aerial applicator location is desired that can support up to two operators.
- Hangars
  - There are approximately 4 available lots remaining for small hangar storage in the existing hangar area. A new box hangar is expected to be constructed this year. The airport receives frequent requests for rental space for small aircraft storage. Roy Lindsay asked if an entrance from the northeast corner of the airport could be evaluated for more hangar development.

- Riggin Flight Service plans to construct a new FBO hangar and office along the south apron in the next few years. Siting for additional large hangar storage will be evaluated as part of study. The airport had previously considered removing the old maintenance/storage building. This would allow for increased apron depth and additional aircraft parking.

- Miscellaneous
  - Danny Frisby-Griffin noted that security, particularly fencing and access control, should be evaluated.
  - Roy Lindsay stated that culverts under the runway fill with snow and ice in the winter and block drainage when the area thaws. Discussion on cleaning the slough for better drainage to the east would need to contact the U.S. Army Corp of Engineers (USACE).
  - Fuel system location and size are adequate. The airport can accept full semi loads for fuel.

Action Items / Next Steps

1. KLJ will complete Inventory
2. KLJ will begin evaluating aviation forecasts and critical design aircraft
3. Next meeting is expected to be held in October 2025