



Facility Requirements Meeting Summary

Airport Master Plan

Canton Municipal Airport

Date: 5/28/2026

Time: 9:00 AM

Subject: Airport Master Plan – Facility Requirements Meeting

Facilitator: KLJ Engineering

Attendees: Kenny Moulds, Bruce Henke, Marshall Christensen, Andrew Pietrus, Jerry Chaon, Joey Johnson, Jeffery Tanner, Dale Den Besten, Andrew Zielike (KLJ), Aaron Storm (KLJ), Kent Penney (KLJ), Jack Vogt (KLJ), Jon Becker (SDDOT), Brian Schuck (FAA)

Agenda Topics

A project meeting for the Airport Master Plan (AMP) was held on May 28, 2026, at Canton Municipal Airport (7G9) with members of the Planning Advisory Committee (PAC). The purpose of the meeting was to provide an update on the conclusion of the data collection phase of the AMP process and to discuss airspace, airfield and terminal area deficiencies and broad concepts on how to address these deficiencies. Feedback taken from this meeting will be used to develop airfield alternatives. The following presents a synopsis of the agenda items discussed.

Progress to Date

- Data collection and analysis have been completed
- The Exhibit A is a document depicting all airport property owned in fee simple, easements and any encumbrances on airport property. Deeds and easements have been researched and drafted. KLJ is currently working on encumbrances.
- The Critical Design Aircraft was approved by FAA in March of 2026
- Obstruction analysis has been completed and the Airport Layout Plan has been drafted for existing conditions.

Aviation Activity and Critical Design Aircraft

- While not approved by the FAA for this planning study, aviation activity forecasts provide a metric to help plan for and preserve future airfield needs
- Annual operations were determined by stakeholder outreach and observations by the airport manager. Aircraft operations comprised of three categories: Flight Training, Aerial Application and Other (Based Aircraft, TFMS and Transient). It was estimated that approximately 6,300 operations occurred annually at Canton in 2025 (the baseline year). These operations were forecasted to continue to grow at a rate similar to the Sioux Fall MSA's Per Capita Personal Income due to Canton's proximity to the MSA and PCPI being an indicator of more disposable income which could be used for flight training or recreational flying
 - Dakota Aviation noted that the flight training operations seemed low, as the flight school has experienced 100 percent growth in the last year and many of their training flights consist of multiple touch and go's. They estimated approximately 3,000 operations at Canton. The chapter will be updated for next draft submission.

- Based Aircraft forecasts are used to provide a logical basis for future hangar needs at the airport. Canton currently has 26 based aircraft and has seen an increase of 14 based aircraft in the last ten years. This is further supported by a significant increase in hangar construction and requests for hangar sites. This trend was continued for a projected 28 additional based aircraft to a total of 54 by the end of the planning period.
- In March of 2026, FAA approved the Critical Aircraft Determination. The existing critical design aircraft for Canton will be A/B-I Small (Less than 12,500 pounds), TDG-1B. The future critical design aircraft will be A/B-II Large (Greater than 12,500 pounds), TDG-1B.
 - Based on available data and aerial applicator industry trends, this change could occur by 2035.
 - Future development will plan to accommodate this change

Existing Deficiencies and Facility Needs

- Runway Protection Zone
 - The Runway Protection Zone is a trapezoidal protection surface created to protect life and property on the ground. Airports are expected to own RPZs in fee simple or easement to control land use within this surface. FAA Land Use guidance requires evaluation during Master Plan/ALP Updates
 - There are incompatible uses on the Runway 36 and 18 end. Roads and buildings which cause an assemblage of people are not allowed
- Part 77 Approach Obstructions
 - There is a group of trees within the Runway 36 approach surface which are obstructions and need to be mitigated
 - It was noted that the vet clinic may be supportive removing trees on their property.
 - The FAA can provide funding for tree removal projects, however there are additional requirements such as environmental when accepting federal funds.
 - It should be noted that FAA only pays for tree mitigation once so full removal and grubbing would be recommended if using federal funds
- Direct Access
 - There is currently direct access from the aircraft apron to the runway. Future design will require aircraft to make a 90-degree turn before coming to the hold short line
 - It was noted by FAA that they look for this to be addressed when it makes the most sense for the airport, which is typically during a major reconstruction project
- Taxilane Object Free Area
 - The existing fuel system is currently within the TLOFA (Taxilane Object Free Area) and will be moved during the fuel system project which will be happening near term
 - Hangars exist within the TLOFA and will be planned to be removed or relocated when at end of useful life.
- Runway Length and Width
 - Runway 18-36 at Canton is currently 3,600 feet long by 60 feet wide.
 - FAA Runway Length guidance has transitioned from utilizing tables found in AC 150/5325-4B to utilizing specific aircraft flight manuals and the Small Aircraft Runway Length Analysis Tool.
 - The Air Tractor 802 which operates frequently at Canton, requires 5,100 feet of runway to take off at a maximum weight of 16,000 pounds during the warm summer

days. It can currently operate at Canton at 74 percent of its useful load during these conditions

- The aerial applicator was asked if they have any issues operating at Canton during the summer months and they said while they do lighten their loads during the hottest of days, they do not have any issues with the current runway length.
- Based on the AT-802, the future recommended length would be 5,100 feet, however land constraints exist. Additional land acquisition would be required and would likely require the gravel road north of Runway 18 to be closed or realigned. City of Canton explained that the gravel road is low volume however it does provide access to a housing development.
- The group decided that creating an alternative showing the impacts of extending the runway to 5,100 feet would be beneficial, as this would also create more hangar development for the future.

Future Deficiencies

- A change in Critical Design Aircraft will introduce new deficiencies for several protective surfaces as they increase in size and in some cases off property.
- Two alternatives were shown, one depicting a shift of the runway to the east and the other to the west. The purpose of this is to only impact one side of property owners as opposed to impacting both.
- The PAC noted that the west runway shift was preferred as it impacts just one side of property owners and allows the most hangar and terminal area to remain. Omega Liner also noted they may be agreeable to selling land as they are evaluating investments in their facilities.
- FAA can participate in land acquisition which starts with appraised value. Payment may exceed appraised value with an administrative settlement if it is determined a more cost-effective route than settling through condemnation

Future Hangar Development

- Canton has experienced substantial growth in hangar demand in recent years. Given the change in critical design aircraft, all future development will need to be compatible with the A/B-II design standards. As such, hangar development will be restricted along the east taxilane.
- The airport currently owns land to the west that was originally to be used for a crosswind runway. The group determined that a crosswind runway is not necessary to plan for. A portion of this land could be preserved for future hangar development, however a creek crossing would be required to access the runway. This could lead to additional costs.
- It was also discussed that Omega Liner has undeveloped land on the west side of the runway which could be used for hangar development if the airport were to acquire the property.

Action Items

KLJ will draft airfield alternatives depicting a west shift of Runway 18-36 and evaluate impacts of an ultimate length of 5,100 feet. Draft Chapters 2 and 3 will be submitted to FAA and State for comments on facility requirements.