



# Airfield Alternatives Meeting Summary

## Airport Master Plan

## Canton Municipal Airport

**Date:** 7/15/2026

**Time:** 3:00 PM

**Subject:** Airport Master Plan – Airfield Alternatives Meeting

**Facilitator:** KLJ Engineering

**Attendees:** Kenny Moulds, Bruce Henke, Marshall Christensen, Andrew Pietrus, Andrew Zielike (KLJ), Aaron Storm (KLJ), Jack Vogt (KLJ)

### Agenda Topics

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A project meeting for the Canton Municipal Airport Master Plan was virtually held on July 15, 2026, with members of the Planning Advisory Committee (PAC). The purpose of the meeting was to present airfield alternatives and receive feedback from the stakeholders.

### Progress to Date

- Chapter 1 of the narrative report has been completed
- Critical Design Aircraft was approved by FAA/State on March 16, 2026
- Runway Safety Area Determination was submitted on February 4, 2026
- Chapter 2 and 3 are being reviewed internally before submittal
- Airfield Alternatives have been drafted
- Exhibit A Property Map is in progress
- The existing conditions Airport Layout Plan has been drafted

### Considerations for Alternatives

- (4) Airfield Alternatives were developed and the following aspects were noted for each alternative
  - For equal comparison, future Terminal Development space depicted on the alternatives will only be on airport-owned land.
  - All alternatives were evaluated for visual-only approaches. Instrument Approach Procedures (IAP) will be evaluated once a future runway location is selected.
  - Wetland/Drainage impacts were calculated based on the grade requirements needed for the Runway Safety Area (RSA).
  - Property acquisition required for each alternative depicts the minimum to own the Runway Object Free Area (ROFA) and Runway Protection Zone (RPZ). Additional land may be needed for airspace protection, perimeter fence, or to encompass the Building Restriction Line.
- All alternatives depict A/B-II design standards based on the approved future critical design aircraft. This shift from A/B-I to A/B-II was projected to occur in 10 or more years.

### Alternatives Discussion

- Alternative 1
  - This alternative depicts the runway remaining in its current location. The runway would be widened to 75 feet. This alternative represents the least amount of property acquisition and wetland impacts however parcels east and west of the

runway would be impacted. It is the most restrictive of terminal area development on the east side of the airport property.

- PAC members noted that this was likely the most cost-effective option, however this would limit east side development and would limit the possible implementation of instrument approach procedures as the protective surfaces associated with these would impact most of the east side of the property
- It was noted this limits the airports' ability to grow and attract new users, particularly businesses that might choose Canton due to its proximity to the southern Sioux Falls Metro.
- Alternative 2
  - This alternative depicts shifting the runway 43 feet west. This represents a runway alignment that only impacts west side parcels and provides more depth for east side development (up to the terminal building frontage). This shift impacts the primary structures on the west parcels and full acquisition of these parcels may be necessary.
  - Feedback for this alternative was that it also has similar limitations to the east side development area but does allow for adequate future development space on the west side. Potential limitations to future instrument approach procedure are also present.
- Alternative 3
  - This alternative was shown with the runway shifting west by 123 feet. The purpose of this shift is to move the Building Restriction Line (BRL) to allow all existing hangars to remain on the east side. This would allow hangar development to continue in the same footprint as it has
    - It was noted that there is a utility corridor running along the eastern edge of the property which would limit hangar depth north of the apron.
  - It was noted this alternative allows for the most near-term hangar development on the east side as compared to other alternatives. It does however limit some of the future west development side.
  - Property impacts would impact the primary structures on the parcels to the west likely necessitating full acquisition.
- Alternative 4
  - This alternative depicts a shift of 60 feet to the west and 150 feet to the north. The purpose of this is to remove the incompatible use (US Highway 18) from the RPZ and extend the runway to a length of 5,100 feet (based on the maximum takeoff weight of the AT-802), while only impacting the parcels on the west side of the airfield.
  - PAC noted that a runway extension would be a big attractant to local businesses, especially with an instrument approach
    - Zieline noted that larger corporate aircraft operators frequently operate from airports that have approaches with lower minimums such as  $\frac{3}{4}$  and  $\frac{1}{2}$  mile and may desire these minimums. The protective surfaces for these lower minimums would greatly impact the terminal and surrounding area and would not be recommended.
  - 281<sup>st</sup> Street (Gravel township road) would need to be realigned as it serves a housing development to the east and closure of the road would impact these residents.

- It was asked if federal funding would be available to improve 280<sup>th</sup> Street to the north to serve as a realignment. This would need to be investigated.
- The runway extension can be added to any of the alternatives that were developed.

#### **Future Revisions**

- Based on feedback from the PAC, the following alternative will be revised for further evaluation.
  - A revision to Alternative 3 that maintains the west shift of 123 feet while incorporating the north shift of 150 feet to Runway 35 threshold (to clear RPZ from US Highway 18) and extend the runway to 5,100 feet.
  - This will include evaluating the feasibility and impacts of implementing instrument approach procedures and researching options for realignment of 281<sup>st</sup> Street

#### **Next Steps**

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KLJ will refine the airfield alternatives based on feedback gathered from the PAC and will research funding options for realignment of the township road. KLJ and the City will meet with FAA/State to discuss alternatives and receive Agency feedback prior to the next meeting.