Facility Requirements Meeting Summary

Airport Master Plan

Sheldon Regional Airport

Date: 9/2/2026
Time: 9:00 AM
Subject: Airport Master Plan Kickoff Meeting
Facilitator: BEI and KLJ

Attendees: Nic Vust, Chad Fischer, Todd Uhl, Sam Wagner, Tom Eggers, Tania Herrera Gonzales, Nancy McDowell, Josh Kraayenbrink, Jason Eygabroad, Andrew Zielike, Kent Penney

Agenda Topics

A project kickoff meeting for the Airport Master Plan (AMP) was held on September 2nd, 2026, at the Sheldon City Council Chambers with members of the Planning Advisory Committee (PAC). The purpose of the meeting was to provide an update on project status, present inventory findings, discuss aviation activity and critical design aircraft, and review facility needs and requirements. The following presents a synopsis of the agenda items discussed.

Progress to Date

- The inventory data collection has been mostly completed. This meeting will summarize the findings. Next phase will focus on alternatives to meet the existing and future needs.
- Completed tasks include:
    - Chapter 1: Airport, Community & Aviation Activity drafted and submitted
    - FAA approval of the existing and future Critical Design Aircraft
    - Aeronautical survey data collected and initial obstacle evaluation underway
    - Completion of the Runway Safety Area (RSA) inventory

Aviation Activity

- Existing annual aircraft operations were developed by using verified activity data from instrument flight plans and supplemented by estimations of based aircraft.
    - Existing activity is estimated at 2,400 annual operations.
    - Activity is forecast to increase to approximately 3,600 annual operations by the end of the 20-year planning period.
    - Growth was based on 3% historic growth for flights under instrument flight plans and all other activity at 1.3%, representing Per Capita Personal Income for the county.
- Based aircraft at SHL was reported as 21 from the FAA's validated based aircraft list. Two growth patterns were developed, Constrained and Unconstrained, with the difference being the ability to accommodate additional larger jet aircraft on the airfield. Both have 6 additional based aircraft comprised of Piston and Turboprop added in the planning period with the Constrained adding 1 additional jet and the Unconstrained adding 5 additional jet aircraft.
    - Constrained growth will be carried forward however aircraft storage solutions will be developed to accommodate both models.

- The PAC noted that the airport currently has 17 single-engine aircraft, while the report inventory identified 12 single-engine aircraft. This may be due to the classification of some single-engine aircraft as turboprop.
- A based aircraft list received from the FAA on 10/1/2026 indicated 23 validated based aircraft, 18 single-engine, 2 multi-engine and 3 jets. This will be updated.

Critical Design Aircraft

- FAA approved the Existing and Future Critical Design Aircraft as B-II Large
- The data shows increasing use of C-II aircraft with the Ultimate Critical Design Aircraft being C-II.
    - Meeting C-II standards is not feasible within the airport's current property and runway alignment
    - At an Agency meeting held on July 30, 2026, FAA and State noted that just because the number of annual C-II operations *may* exceed the regular use threshold, it does not mandate that the airport needs to meet those standards.
    - If future activity warrants and the airport desires to pursue C-II development, a separate planning effort would be required.
- All facility planning and design evaluations for this study will be based on B-II Large standards.

Facility Requirements

- The following existing airfield deficiencies for B-II Large standards have been identified and addressed in the Alternatives.
    - Objects within the Runway Object Free Area (ROFA) – Primary Wind Cone and Tetrahedron
    - Direct access from apron to runway does not meet design standards
    - Runway Safety Area deficiencies – grading, off-airport property, objects (fence)
    - Objects within Taxilane Object Free Area (TLOFA) – hangars and fuel system
    - Some taxilane widths are 20 feet instead of the 25-foot standards
- The existing runway length of 4,199 feet presents operational limitations.
    - Based operator utilizes FAA program to operate on short runway during summer months and jet aircraft can experience restricted fuel loads by 40 to 50 percent.
    - The project team is awaiting FAA release of the replacement runway length tool (SARLAT 2.0) to further evaluate runway length requirements and potential future improvements.
    - Planning focus will be on maximizing achievable *runway* length
- Existing Instrument Approach minimums are approximately 1-mile visibility with a 300-foot ceiling on both ends. Analysis indicates that improving minimums to 3/4-mile visibility would provide 30 additional operational hours annually while substantially impacting airport development because of the associated expansion of the Part 77 primary surface to approximately 1,000 feet in width. It was recommended not to pursue lower approach minimums due to these impacts for minimal increase in usability.
- Aeronautical survey data became available the week prior to the PAC meeting. A brief discussion included the initial analysis and identified penetrations to the Airport Design approach surfaces, departure surfaces and Part 77 surfaces.
    - KLJ and BEI will work with the airport to identify a plan for the Approach Surface penetrations

- Existing hangar facilities generally meet current needs but additional hangar development will be needed during the planning period.
    - Approximately 8,000 additional square feet (4 box hangars) are projected for the planning period. However, alternatives will show additional development beyond this and include a variety of hangar types and development to accommodate a variety of needs.
- Existing aircraft apron does not provide sufficient space for parking ADG-II aircraft while maneuvering or taxiing other ADG-II aircraft. Terminal alternatives will evaluate apron and parking layouts to accommodate the ADG-II Critical Aircraft.
    - Stakeholders noted the previous plan had additional terminal area development farther south. Alternatives will consider this as well as potential access road realignment.
- The airport currently provides approximately 12 vehicle parking spaces, which is insufficient for current demand. Flight crews often occupy parking spaces for extended periods while away on trips.
    - Stakeholders indicated a need for an additional 5 to 10 parking spaces as part of future development planning.
- Existing fuel infrastructure penetrates the TLOFA, with tanks stored below ground and insufficient capacity to accommodate full truck loads.
    - Future fuel storage should be above ground with capacity approximately 10,000 to 12,000 gallons each for Jet A and Avgas.

Next Steps

- KLJ and BEI will continue evaluating airspace penetrations and develop mitigation strategies with the airport
- Additional runway length analysis will be completed when SARLAT 2.0 becomes available
- Development of Airfield alternatives
- Exhibit A research and airport property map developed
- Wildlife Hazard Site Visit conducted