

August 16, 2023

Stanton County Commissioners met in special session at the Stanton County Airport. Present were Commissioners John Smith and Lonnie Brown. Other attendees were FBO Jacob Nix, Airport board members Bret Kendrick and Dan Senestraro and Lochner representatives Matt Jacobs and Keenan English. The meeting started at 10:00 a.m.

Lochner presented the findings of the inventory, forecast, and facility requirement chapters to the Committee. Findings included the approved critical aircraft and operation forecasts for the next 5 to 20 years. No change in Airport Reference Code was recommended.

Committee discussion included understanding the condition of airfield pavements and which pavements priority are to conduct maintenance on. It was discussed that acquiring federal grants to fund any maintenance or reconstruction project for Runway 8-26 (crosswind) would be ineligible due to having non-standard airfield geometry, limiting terminal area development due to the RPZ, and not contributing enough to satisfy gaps in wind coverage.

Committee members did express that having a crosswind is nice to have in emergencies and when there are unexpected weather conditions. Lochner recommended displacing the Runway 35 threshold 200 feet to the north to remove the overlapping RSAs to use 8-26 in a much safer way. The Committee agreed and emphasized needing to show an ultimate runway extension for 17-35 to make up for the lost 200 feet and to satisfy FAA runway length recommendations for aircraft weighing more than 12,500 lbs. The committee expressed that 5,900 feet of runway would be good, but that local turbine engine aircraft pilots have expressed the need for 6,000 feet for insurance purposes.

Note: After the meeting was held, Jason Knipp with the FAA informed Lochner that relocating the 35 threshold could be an interim solution, but that 8-26 should ultimately show as closed in the long-term.

The Committee preferred Airfield Development Option 1.

The Committee preferred Terminal Development Option 1 with the addition of relocating the terminal building further south towards the highway and expanding the apron as much as possible. This would prevent having to relocate the fuel farm. If there are problems with moving the terminal south, Option 2 could be implemented.

Other items discussed: Types of aircraft based at airport. How big are the largest hangar doors at the airport? Upcoming parallel taxiway rehab project including staging and contractor access.

A power point is available for interested persons to request.

There being no further business to come before the Board, the meeting adjourned at 11:30.

Minutes were provided by Keenan English with Lochner.

ATTEST:
Sandy Barton

SIGN:
John D. Smith