



◇ **Sioux Falls Regional Airport Airport Master Plan Focus Group Meeting Overview October 2013**

Background

Airport focus group meetings were held the week of October 7 with airport stakeholders. Focus groups meetings provided an opportunity to engage individuals to provide input early in the airport master planning process. It was an opportunity for these stakeholders to offer valuable feedback on the airport facility to help guide the vision and development of the airport for the next 20 years. Focus groups include:

- General Public
- Local Government
- Airlines/Transportation Security Administration/Federal Aviation Administration
- Air Cargo
- National Guard (Air and Army)
- Airfield Tenants
- Terminal Tenants

Focus groups will be asked to provide input on the draft documents. The general public will have opportunities to provide input through the public meetings, Airport Authority meetings and contacting the airport through the comment page on the airport website.

Key Considerations

The following key items were learned through the focus group meetings of particular interest going forward in the airport master planning process:

- The City of Sioux Falls and the Sioux Falls Regional Airport Authority have created a mutually beneficial arrangement which addresses planning and development needs in proximity to the Airport.
- Respondents are very pleased with the terminal building and parking improvements completed in the past few years. Issues that remain include congestion at the TSA security checkpoint and at the rental car counters when U.S. Customs and Border Patrol operations are active. The airport is planning an upgrade to the TSA security checkpoint in the next few years.



- There is steady local growth in both the number of passengers and general aviation activity at the airport which is reflective in the steady population increase of the Sioux Falls area. The airport is seeing fewer passengers flying to alternative airports such as Omaha or Minneapolis than in recent years.
- There is interest in growing and developing the west general aviation area to meet future hangar development demand. General aviation operations supporting business travel are integral to the operations of the facility.
- The east general aviation parking apron is constrained in its current parking and maneuvering configuration which creates potential safety hazards.
- Up to 10 commercial aircraft park overnight in the gate area using all seven gates and other parking positions. In addition to accommodating future passenger demand, additional aircraft parking apron space is desired to accommodate de-icing, regular and irregular commercial aircraft operations.
- Air cargo operators are space constrained during peak times in the early morning hours. Additional aircraft have been added to meet cargo demand in North Dakota. An expansion of the pavement is desired as there is no additional space for aircraft if needs change. Ground vehicles, equipment, and workers at time travel between the east air cargo and east general aviation parking aprons resulting in time inefficiencies and safety concerns.
- Several users expressed interest in planned upgrades to 60th Street West and possible future road access to airport facilities on the west side of the airfield.
- The airport is situated above the Big Sioux Aquifer. There are over 20 water wells and in excess of \$100 million in infrastructure located within airport property. Special considerations need be made for this critical infrastructure for future airport improvements.
- South Dakota Air and Army National Guard have major facilities located on the Airport. They complete their own master plans in 10 year cycles.
- Interest by Users in extending perimeter road around approach end of Runway 21 from West Cargo Apron to East Cargo Apron.
- Airport's first winter operating a shuttle bus from two parking lots was well received (this may play into the continue to add surface parking vs parking structure debate)