
Rochester International Airport Master Plan *Community Input Committee Meeting #2*

February 20, 2019

1:00-2:30 p.m.

University of Minnesota-Rochester University Square, Room 419

Meeting Notes

Committee Attendees

Jeff Ellerbusch

Jay Deau

Nick Fancher

Paul Drucker

Patrick Seeb

Jon Bowman

Kris Karsell

Chris Frasse

Mary Gastner

Mark Bilderback

Duane Schumann

John Reed

Randy Staver (by phone)

Dan Millenacker (by phone)

Gina Mitchell (by phone)

Lindsay Butler (by phone)

Karrie Krear-Klostermeier (by phone)

Christopher Morgan (by phone)

Heather Lukes (by phone)

Other Attendees

Ellen Sorensen

Tiana O'Connor

Adam Holz

Mark McFarland

Matt Blankenship

Matt Wagner

Colleen Bosold

Doreen Dazenski

Representing

Rochester-Olmsted Planning Department

Signature Flight Support

Great Planes Aviation

Mayo Medical Transport

Destination Medical Center (DMC)

FedEx

FedEx

FedEx

Experience Minnesota's Rochester

Rochester-Olmsted Council of Governments (ROCOG)

High Forest Township

Executive Director, Rochester International Airport

Rochester City Council

FAA Dakota-Minnesota Airports District Office

FAA Dakota-Minnesota Airports District Office

FAA Dakota-Minnesota Airports District Office

FAA Air Traffic Control

MnDOT Aeronautics

MnDOT District 6

Representing

Rochester International Airport

Rochester International Airport

Rochester International Airport

Mead & Hunt

Absent Committee Members

Bill Schimmel
Dave Nelson
Mike Busch
John Gressett
Roger Tuttle
Ken Oehlke
Spencer Evans
Thomas Griffin
Nick Lemmer
Steve Rymer

Representing

City of Stewartville
Hangar Owners
Landside/Lessee
General Aviation
Airlines
High Forest Township
FedEx
Mayo Medical Lab
Rochester Public Transit
Rochester City Administrator

The attached report represents this writer's interpretation of items discussed during the meeting. Any corrections or additional information should be brought to our attention for clarification.

The purpose of the meeting was to:

- **Review the master planning process and provide an update on the schedule and work completed to date**
- **Review the FAA-approved forecasts of aviation activity**
- **Discuss the findings of the facilities requirements analysis**
 - **Airfield configuration findings**
 - **Terminal area findings**
 - **General aviation findings**
 - **Other considerations**
- **Discuss any questions or comments from the committee**
- **Outline next steps**

Mark McFarland, the consultant team Project Manager from Mead & Hunt, along with Matt Wagner, Engineering Project Manager, and Doreen Dzenski, Terminal Area Planner, also from Mead & Hunt, presented and facilitated the meeting. A copy of the meeting presentation can be found at:

<https://flyrst.com/wp-content/uploads/2019/11/RST-Master-Plan-Input-Committee-Presentation-2.20.19.pdf>

Prior to the meeting, the [RST Master Plan Working Paper Two](#) was made available to the committee via the [Documents and Links page](#) of the RST Master Plan Project Webpages. The content of this paper constitutes much of the discussion for today's meeting.

Mark McFarland asked the group to introduce themselves and state what they were most hoping to get out of this Master Plan and/or the question(s) they wanted this Master Plan to answer. The responses are as follows.

- **Dan Millenacker (FAA ADO)** – Have a good vision of where this airport will be 20 years from now. The growth of the airport brings about challenges.
- **Gina Mitchell (FAA ADO)** – What does Runway 2/20 need to look like in the future in terms of approaches, taxiway reconfigurations, etc. when the runway intersection construction happens.
- **Christopher Morgan (MnDOT Aeronautics)** – Sets forth a clear path for commercial service and general aviation needs of Rochester.
- **Karrie Krear-Klostermeier (FAA Air Traffic Control)** – Instrument landing system future needs.
- **Heather Lukes (MnDOT District 6)** – Wants to see where things are going and how it impacts the transportation needs of the region.
- **Randy Staver (Rochester City Council)** – Sustainability/viability from a financial perspective.
- **Lindsay Butler (FAA ADO)** – a vision to set RST up for the future.
- **Paul Drucker (Mayo Clinic Medical Transport)** – A plan that has no disruption of airport service, because patients can't afford it. A seamless process for patients.
- **Mary Gastner (Experience Minnesota's Rochester)** – A phenomenal experience for residents and visitors of Rochester.
- **Nick Fancher (Great Planes Aviation)** – Space for growth to build out the general aviation area, and better viability and seamless support for users.
- **Patrick Seeb (DMC)** – A strong, vibrant airport.
- **Chris Frasse (FedEx)** – A 24-hour open airport, because the medicine FedEx brings to Mayo every day is critical for the sickest patients.
- **Kris Karsell (FedEx)** – Echoed what Chris Frasse said, and added that only having Runway 2/20 open in its current state while Runway 13/31 is reconstructed will undo operations.
- **Jon Bowman (FedEx)** – ILS/lighting plan so that FedEx can continue operating and serving Mayo Clinic, while considering the safety of FedEx operators.
- **Jeff Ellerbusch (Rochester-Olmsted Planning Department)** – A plan that meshes with other regional plans and is realistic.
- **Jay Deau (Signature Flight Support)** – A plan for the future of general aviation at RST.
- **John Reed (RST Executive Director)** – A vision for the future that focuses on taking care of RST's customers.
- **Duane Schumann (High Forest Township)** – What the future holds as far as infrastructure, roads, planning, zoning and how it affects High Forest Township residents.

The Committee discussion occurred as follows:

Kris Karsell (FedEx) mentioned that FedEx occasionally experiences taxiway excursions at RST and asked if the fillets were non-standard, pointing out that B1, B2, and B3 are a hazard for FedEx. He also mentioned FedEx looks forward to using a 767 at RST in the future. Matt Wagner (Mead & Hunt) responded that Taxiway B was constructed before the current taxiway filelet design standards were in place and is therefore likely the reason why excursions are occurring. Updated filelet design to accommodate the B757-200, the critical design aircraft, will be incorporated into future designs for RST.

Matt Wagner also asked the representatives of the aircraft operators what the minimum runway length was that they could operate on for a temporary basis while the runway-runway intersection is being reconstructed. With the required runway safety areas in place, the runway length available on Runway 2/20 during the intersection construction will only be 4,850 feet with the current airfield configuration.

- **Paul Drucker (Mayo Clinic Medical Transport)** responded 6,500 feet generally would be okay. Their aircraft could likely get by with a minimum of 4,000 feet with optimal conditions but mentioned that prevailing winds could be an issue.
- **Nick Fancher (Great Planes Aviation)** stated 6,500 feet should be adequate for G5 operations, but said the bigger issue is what are the approach capabilities going to look like?
- **John Reed (RST)** responded that a CAT I ILS is likely what RST would pursue for implementation on Runway 2.

Matt Blankenship (Mead & Hunt) asked the operators what approaches they would need?

- **The FedEx representatives** responded that they'd need an RNAV RNP, or CAT I, II or III, or VOR non-precision approach. They stated they cannot fly an LPV or RNAV WAAS approach.
- **John Reed** confirmed that the Runway 2 approach would be critical.

Duane Schumann (High Forest Township) asked if Runway 2/20 would need to be extended before the runway intersection was reconstructed? Matt Wagner confirmed that it would in order to achieve an adequate available runway length during the runway-runway intersection construction.

Gina Mitchell (FAA ADO) asked if the FedEx representatives could talk about their current load factors, and if the trend is that they're staying the same or increasing? She also asked about the 767 and timing for incorporating that into their RST operations.

- **Kris Karsell (FedEx)** responded that the data looks at historical loads, and he couldn't speak to future growth and expansion, but that it is a company trend to move to 767s.
- **Jon Bowman (FedEx)** responded that they operate with a 65% payload, averaging 42,000-45,000 lbs. They also have intermittent ad hoc flights averaging 55,000-60,000 lbs. Taxiways did not support Airbus A300. He mentioned Memphis FedEx facilities are becoming saturated due to the number of operations, which could be improved by utilizing larger aircraft.
- **Chris Frasse (FedEx)** noted the issue is volume and not weight, due to the medical samples being packed in dry ice—meaning they are large in volume but low in weight. There is also a restriction on how much dry ice can be shipped at one time due to carbon dioxide concentration risks to crew. He noted the 767 has approximately twice the weight and volume capacity than the 757 so it's more efficient to send one wide-body aircraft than it is to send two narrow-body planes.

He also mentioned the turning radius of the RST taxiways is problematic with the wide-body planes. Gina Mitchell commented that this is a very important consideration.

Karrie Krear-Klostermeier (FAA Air Traffic Control) asked how the proposed, extended Runway 2/20 would affect sight lines from the air traffic control tower to the Runway 2 end. Mark McFarland (Mead & Hunt) responded that the angle of incidence will be deficient to the new Runway 2 end and noted this exacerbates an existing deficiency. Karrie then asked if there has been any discussion to add an additional connector taxiway between A1 and A3. Currently, there is a large gap between these connectors and an additional opportunity for aircraft landing Runway 13 to turn off the runway would be helpful. This will be looked at for the overall airfield configuration buildout.

Kris Karsell (FedEx) asked what the plan was for the Runway 20 threshold, and if the RNAV approaches would be remapped due to the displaced thresholds? He mentioned it was a black hole approach. Kris also submitted a written comment asking for the temporary installation of a PAPI on Runway 20 for the displaced threshold due to the runway-runway intersection construction. Mark McFarland (Mead & Hunt) replied that a permanent change is not being planned. Matt Wagner will investigate the viability of a temporary PAPI installation. John Reed (RST) stated it would be a temporary relocated threshold.

Chris Frasse (FedEx) noted that Enhanced Vision Systems (EVS) for pilots are not compatible with LED approach lighting systems and runway edge lights because LED lights do not give off a heat signature, a requirement for EVS utilizing Infrared (IR) technology to work.

Jeff Ellerbusch (Rochester-Olmsted Planning Department) asked if the public meeting is scheduled yet for a specific date? Mark McFarland (Mead & Hunt) replied that the date has not yet been set, but the project team is tentatively aiming for May. Duane Schumann (High Forest Township) asked where the meeting would be. John Reed (RST) replied likely in the downtown area, probably at the city hall or here [U of M-Rochester, University Square]. John said he would love to hold it at the Airport but he wasn't sure how well attended that would be.

Mark McFarland ended the meeting by thanking the committee for their time and participation and asked that any additional comments or feedback be sent to John Reed (jreed@flyrst.com).